

NORMAL PROCEDURES

CESSNA MODEL 421B
PILOT'S CHECK LIST
TAKEOFF GROSS WEIGHT 7450 POUNDS
LANDING GROSS WEIGHT 7200 POUNDS

A. BEFORE STARTING ENGINES:

1. Preflight Inspection - COMPLETE.
2. Cabin Door Safety - LATCHED.
3. Control Lock - OFF.
4. Landing Gear Switch - DOWN.
5. Battery and Alternators - ON.
6. Throttles - OPEN ONE INCH.
7. Propellers - FORWARD.
8. Mixtures - FULL RICH.
9. Fuel Selectors - MAIN TANKS (Feel for Detent).
10. Cabin Pressurization:
 - a. Pressurization Air Controls - PUSH IN.
 - b. Cabin Pressurization Switch - PRESSURIZE or DE-PRESSURIZE.
 - c. Cabin Vent Control - PUSH IN (for pressurization).
PULL OUT (RAM for ventilation).
 - d. Rate - ON INDEX (Optional System).
 - e. Altitude - PATTERN ALTITUDE PLUS 500 FT.
(Optional System).

B. STARTING ENGINES (LEFT FIRST):

1. Magneto Switches - ON.
2. Starter - PRESS.
3. Prime Switch - ACTIVATE.
4. Auxiliary Fuel Pump - LOW.
5. Throttle - 750 TO 900 RPM.
6. Engine Oil Pressure - CHECK.
7. Right Engine - REPEAT 1 THROUGH 6.

C. BEFORE TAKEOFF:

1. Engine Runup:
 - a. Throttles - 1500 RPM.
 - b. Alternators - CHECK.
 - c. Regulators - CHECK.
 - d. Magnetos - CHECK (100 RPM maximum drop with maximum of 50 RPM differential. Do not check magnetos above 1950 RPM in the yellow arc).

- e. Propellers - EXERCISE (to 1000 RPM)
- f. Vacuum System - CHECK (4.75 to 5.25 in. Hg.)
- 2. Trim Tabs - SET
- 3. Alternate Air Controls - IN
- 4. Flight Controls - CHECK
- 5. Cabin Door - LOCKED
- 6. Wing Flaps - UP 0°
- 7. Engine Instruments - CHECK green arc
- 8. Fuel Quantity - CHECK
- 9. Flight Instruments and Radios - SET
- 10. Lights - AS REQUIRED
- 11. Cabin Pressurization Switch - PRESSURIZE
- 12. Auxiliary Fuel Pumps - ON

D. NORMAL TAKEOFF:

- 1. Engine Power - 2275 RPM and 39.5 in. Hg.
- 2. Elevator Control - Raise Nose Wheel at 115 MPH IAS

E. AFTER TAKEOFF:

- 1. Landing Gear - RETRACT
- 2. Max. Climb Power - 2275 RPM and 39.5 in. Hg.
- 3. Best Rate of Climb Speed - 126 MPH IAS
- 4. Normal Climb Power - 1950 RPM and 32.5 in. Hg.
(Avoid continuous operation in the yellow arc)
- 5. Normal Climb Speed - 130 to 160 MPH IAS
- 6. Auxiliary Fuel Pumps - ON
- 7. Cabin Pressurization (Optional System)
 - a. Cabin Altitude Control - SET (Max. diff. altitude equal to cruise altitude plus 500 ft.)
 - b. Cabin Rate Control - SET

F. CRUISE:

- 1. Propeller Speed - 1600 to 1950 RPM
(Avoid continuous operation in the yellow arc)
- 2. Throttles - 17 to 32.5 in. Hg.
- 3. Mixtures - LEAN (Recheck if power, altitude or OAT changes)
- 4. Auxiliary Fuel Pumps
 - a. Main Tanks - ON
 - b. Auxiliary Tanks - LOW
 - c. Switching Tanks - LOW