



SECTION I OPERATING CHECKLIST

One of the first steps in obtaining the utmost performance, service, and flying enjoyment from your Cessna is to familiarize yourself with your airplane's equipment, systems, and controls. This can best be done by reviewing this equipment while sitting in the airplane. Those items whose function and operation are not obvious are covered in Section II.

Section I lists, in Pilot's Checklist form the steps necessary to operate your airplane efficiently and safely. It covers briefly all the points that you should know concerning the information you need for a typical flight.

The flight and operational characteristics of your airplane are normal in all respects. All controls respond in the normal way within the entire range of operation. All airspeeds mentioned in Sections I and II are indicated airspeeds. Corresponding calibrated speeds may be obtained from the Airspeed Correction Table, Figure 6-1.

MAKE AN EXTERIOR INSPECTION IN ACCORDANCE WITH FIGURE 1-1.

BEFORE STARTING THE ENGINES.

- (1) Seats and Safety Belts -- Adjust and lock.
- (2) Brakes -- Test and set.
- (3) Landing Gear Switch -- Check DOWN.
- (4) Battery Switch -- ON.

NOTE

When using an external power source, do not turn on the battery switch until external power is disconnected, to avoid a weak battery draining off part of the current being supplied by the external source.

- (5) Generator Switches -- ON.

NOTE

If 50 ampere generators are installed, turn on one at a time as the engines are started.

SECTION I

- (6) Landing Gear Lights -- Press to test (check iris - open).
- (7) Fuel Selectors - Left Engine -- LEFT MAIN.
Right Engine -- RIGHT MAIN.
- (8) Trim Controls -- Set.
- (9) Altimeter and Clock -- Set.
- (10) Turn All Radio Switches -- OFF.

STARTING ENGINES (Left Engine First).

- (1) Mixture -- Full Rich.
- (2) Propeller -- High RPM.
- (3) Throttle -- Open 1 inch.
- (4) Magneto Switches -- ON.
- (5) Start Engine.
 - (a) Primer Switch - Left Engine -- LEFT.
Right Engine -- RIGHT.
 - (b) Starter Button -- Press.

NOTE

- If the primer switch is actuated longer than two or three seconds with the engines inoperative on the ground, damage may be incurred to the engine and/or airplane due to excessive fuel accumulation.
- During very hot weather, caution should be exercised to prevent overpriming the engines. If there is an indication of vapor in the fuel system (fluctuating fuel flow) with engines running, place the auxiliary fuel pump switch to the LOW position until the system is purged.

BEFORE TAKE-OFF.

- (1) Flight Controls -- Check (free and correct).
- (2) Throttle Settings -- 1700 RPM.
- (3) Engine Instruments -- Check.
- (4) Generators -- Check.
- (5) Magnetos -- Check (50 RPM maximum differential between magnetos).
- (6) Induction Air Heat Source -- Check by noting RPM and manifold pressure drop.
- (7) Propellers -- Check feathering to 1200 RPM; return to high RPM (full forward position).
- (8) Vacuum Source -- Check source and suction (4.75 to 5.25 inches of mercury).

OPERATING CHECKLIST.

- (9) Oil Temperature -- Check green arc.
- (10) Trim Controls -- Check.
- (11) Cabin Door and Windows -- Closed and locked.
- (12) Flight Instruments and Radios -- Set.
- (13) Auxiliary Fuel Pumps -- ON.

TAKE-OFF.

NORMAL TAKE-OFF.

- (1) Wing Flaps -- 0°.
- (2) Mixtures -- Lean for field elevation.

NOTE

Leaning during the take-off roll is normally not necessary; however, should maximum take-off or subsequent engine-out performance be desired, fuel flow should be adjusted to match field elevation.

- (3) Induction Air -- Check COLD.
- (4) Power -- Full throttle and 2625 RPM.

NOTE

Apply full throttle smoothly to avoid propeller surging.

- (5) Maintain Level Attitude.
- (6) Elevator Control -- Raise nose wheel at 90 MPH.
- (7) Break Ground at 100 MPH.
- (8) Brakes -- Apply momentarily.
- (9) Landing Gear -- Retract.
- (10) Climb Speed -- 121 MPH (best twin-engine rate-of-climb speed).
(Set up climb speed as shown in "NORMAL CLIMB" paragraph.)
- (11) Auxiliary Fuel Pumps -- OFF.

MAXIMUM PERFORMANCE TAKE-OFF.

- (1) Wing Flaps -- 15°.
- (2) Power -- Full throttle and 2625 RPM.
- (3) Maintain Level Attitude.
- (4) Elevator Control -- Lift nose wheel at 75 MPH.

SECTION I

- (5) Break Ground at 85 MPH -- Hold speed until all obstacles are cleared.
- (6) Brakes -- Apply momentarily.
- (7) Landing Gear -- Retract.
- (8) Flaps -- Retract (after obstacles are cleared).
- (9) Auxiliary Fuel Pumps -- OFF.

CLIMB.

NORMAL CLIMB.

- (1) Airspeed -- 130 - 160 MPH.
- (2) Power -- 24 inches Hg. and 2450 RPM.
- (3) Mixtures -- Adjust to climb fuel flow.

MAXIMUM PERFORMANCE CLIMB.

- (1) Airspeed -- 121 MPH at sea level; 119 MPH at 10,000 feet.
- (2) Power -- Full throttle and 2625 RPM.
- (3) Mixtures -- Adjust for altitude and power.

CRUISING.

- (1) Cruise Power -- 23 -24 inches Hg. and 2100 - 2450 RPM.
- (2) Mixtures -- Lean for desired cruise fuel flow as determined from your Cessna 310 Power Computer.
- (3) Fuel Selectors - MAIN TANKS for first 60 minutes. After 60 minutes of flight, if auxiliary fuel tanks are installed, fuel selectors may then be placed in AUXILIARY position, and feel for detent.
 - (a) If wing locker tanks are installed, fuel selectors - MAIN TANKS or, after wing locker tanks are transferred and main tank quantity is less than 30 gallons each - AUXILIARY TANKS.

NOTE

Turn auxiliary fuel pumps to LOW and mixtures to FULL RICH when switching tanks.

- (4) Trim Tabs -- Adjust.
- (5) If wing locker tanks are installed, Crossfeed -- SELECT as required to maintain fuel balance after wing locker tank fuel transfer.