# Cessna 310G Normal Checklist

## Preflight Check

### Cabin
- Aircraft Maintenance Status Sheet: CHECK
- Hobbs and Tach Numbers: CHECK & RECORD
- Parking Brake: OFF
- Control Lock: REMOVE
- Required Documents/POH: ON BOARD
- Weight & Balance: VERIFIED IN LIMITS
- Magneto Masters: OFF
- Avionics Master Switch: OFF
- Main Switch: ON
- Left Fuel Selector: LEFT MAIN TANK
- Right Fuel Selector: RIGHT MAIN TANK

### Empennage
- Baggage Compartment: ITEMS SECURED
- Baggage Door: CHECK SECURE
- Right Side Static Source Hole: UNOBSTRUCTED
- Control Surfaces: CHECK CONDITION
- Left Side Static Source Hole: UNOBSTRUCTED

### Left Wing
- Flap: CHECK
- Aileron: MOVES FREELY & SECURE
- Position Lights: CHECK CONDITION
- Main Fuel Tank: CHECK QUANTITY/SECURE CAP
- Fuel Tank Vent: CHECK OPENING
- Aux. Fuel Tank: CHECK QUANTITY/SECURE CAP
- Fuel Sump: DRAIN & INSPECT
- Battery Area: DRAIN CLEAR/COVER SECURE
- Aux. Fuel Tank Vent: CHECK OPENING
- Landing Light: CHECK CONDITION
- Engine Oil: 9 QTS. MIN. / 12 QTS. MAX.
- Main Gear Assembly: CHECK COMPONENTS
- Fuel Strainer: DRAIN 2 OUNCES
- Propeller & Spinner: NICKS, CRACKS & SECURITY
- Oil Filler Cap: ENSURE SECURE
- Cowl Access Doors: ALL SECURE

### Nose
- Windshield: CONDITION AND CLEANLINESS
- Nose Gear Strut and Tire: CHECK
- Oxygen Cylinder Shutoff Valve: CHECK
- Taxi Light: CHECK CONDITION
- Pitot Tube: CHECK OPENING

### Right Wing
- Conduct LEFT WING steps in reverse order to complete the exterior inspection.

## Passenger Briefing

No smoking aboard the aircraft
Seat belts and harnesses to be ON at all times
Demonstrate operation of the doors
Emergency equipment location (if any)
Allocate duties
Positive exchange of controls (3 way confirmation)
Sterile cockpit during busy phases of flight
Observing and calling out airborne traffic
Threat and error management review:
- Review strategies for known threats to safety
- Discuss error management techniques
- Expectation for advocacy from pilot monitoring
Who will fly / duty division in actual emergency
Emergency egress procedure
Any questions or need for clarification?

## Before Start Check

- Seats: ADJUSTED AND LOCKED
- Seat Belts: FASTENED
- Circuit Breakers: CHECK
- Elevator, Rudder, Aileron Trim: SET
- Cabin Door: LOCK
- Landing Gear Switch: DOWN
- Brakes: TEST & SET
- Battery Switch: ON
- Alternator Switches: ON
- Landing Gear Lights: PUSH TO TEST
- Beacon: ON

## Starting Engine (Left First)

- Magneto: ON
- Throttle: OPEN 1/2 INCH
- Propeller Control: FULL FORWARD
- Mixture Control: FULL FORWARD
- Propeller Area: CLEAR
- Aux. Fuel Pump: SET TO HIGH
- Ignition Switch: START
- Throttle: 1000 RPM
- Oil Pressure: CHECK IN GREEN (w/in 30 sec.)
- Aux. Fuel Pump: OFF

------- REPEAT STEPS FOR RIGHT ENGINE -------

- Flaps: UP
- Mixture: LEAN FOR TAXI (2.5 - 3.0 GPH)
- Storm Scope: ON
- Avionics Master Switch: ON
- Radios: SET
- ATIS/AWOS: COPY
- Altimeter: SET BARO or FIELD ELEVATION
- Attitude Indicator: SET LEVEL
- Transponder: CODE SET & ALT
**CESSNA 310G**
**NORMAL CHECKLIST**

### TAXI CHECK
- **Expected Taxi Route**: REVIEWED
- **Brakes**: TEST (do not ride brakes during taxi)
- **Gyro Instruments/Compass**: PROPER OPERATION
- **Engine Instruments**: CHECK

### INITIAL RUNUP CHECK
- **Brakes**: SET
- **Flight Controls**: FREE & CORRECT
- **Flight Instruments/GPS Flight Plan**: CHECK & SET
- **Seats**: ADJUSTED AND LOCKED
- **Seat Belts & Harnesses**: SECURE
- **Cabin Door**: LOCKED
- **Mixture Controls**: RICH
- **Propeller Controls**: HIGH RPM
- **Throttles** (one at a time): 1700 RPM
- **Magneto**: (max. 150 drop, 50 diff.) CHECK
- **Vacuum Pumps**: (use vacuum source selector valve)
- **Induction Heat**: CHECK
- **Propellers**: EXERCISE (no lower than 1200 RPM)
- **Engine Instruments & Ammeter**: CHECK
- **Oil Pressure**: 30-60 PSI
- **Throttles**: 1000 RPM (verify idle)
- **Fuel Selector**: L & R MAINS
- **Pitot Heat**: CONSIDER

### BEFORE TAKEOFF CHECK
- **Elevator Trim**: SET FOR TAKEOFF
- **Induction Heat**: COLD
- **Aux. Boost Pumps**: LOW
- **Wing Flaps**: SET FOR TAKEOFF (0°)
- **Radios and Avionics**: SET
- **Transponder**: CODE SET & ALT
- **Landing Lights**: ON
- **Mixture**: RICH

### BRIEF PRIOR TO TAKING THE RUNWAY
- **Cross-Wind Correction**: APPLY IF NEEDED
- **Hold Brakes/Throttles**: SLOWLY ADVANCE TO FULL
- **Engine Instruments**: IN NORMAL RANGE
- **Elevator Control**: LIFT NOSE WHEEL at 85 MPH

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**Expected to Break Ground at 95 MPH**

**Initial Climb Speed**: 117 MPH

**Initial Heading**: DETERMINE

### PROCEDURE IN CASE OF ENGINE FAILURE:
- Pitch for best single-engine climb speed of 117 MPH

### CLIMB CHECK
- **Landing Gear**: UP (verify red)
- **Climb Speed**: 130-140 MPH ABOVE 1000' AGL
- **Aux. Boost Pumps**: OFF
- **Throttles**: SET 24 INCHES MP
- **Propellers**: 2400 RPM

### CRUISE CHECK
- **Power**: PER POH
- **Mixture**: LEAN ENGINES SEPARATELY
- **Trim**: ADJUST ONCE STABLE
- **Landing Lights**: OFF
- **Fuel Levels**: MONITOR
- **Engine Instruments**: EGTs, oil press/temp MONITOR

### ARRIVAL AREA CHECK
- **Airport Information**: REVIEWED
- **ATIS/AWOS/Local WX**: OBTAINED
- **Crosswind**: CONFIRMED <16 KT
- **Landing Lights**: ON
- **Transponder**: CODE SET & ALT
- **Mixture**: RICH

### BEFORE LANDING CHECK
- **Seat Belts & Harnesses**: SECURE
- **Seats**: ADJUSTED AND LOCKED
- **Fuel Selectors**: L & R MAINS
- **Induction Heat**: COLD
- **Aux. Fuel Pumps**: ON
- **Wing Flaps**: AS DESIRED
- **Landing Gear**: DOWN AND GREEN
- **Mixture**: RICH
- **Propeller Controls**: FULL FORWARD ON FINAL
- **Airspeed**: BLUELINE ON FINAL
- **95 MPH OVER THRESHOLD**

### AFTER LANDING CHECK
- **Wing Flaps**: UP
- **Aux. Fuel Pumps**: OFF
- **Mixture**: LEAN FOR TAXI
- **Landing Lights**: OFF
- **Pitot Heat**: OFF

### SECURING CHECK
- **Transponder**: CODE SET 1200
- **Storm Scope**: OFF
- **Throttles**: 1000 RPM
- **Avionics Master Switch**: OFF
- **Mixtures**: IDLE CUTOFF
- **Magneto**: OFF
- **Alternator**: OFF
- **Master Switch**: OFF
- **Control Lock**: INSTALL
- **Hobbs & Tach Numbers**: RECORD
- **Wheel Chocks**: INSTALL
- **Post-Flight Inspection**: CONDUCT WALKAROUND

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This checklist is a guide to coordinate Pilot Operating Handbook (POH), local procedures, and recognized best practices. The applicable POH remains the official documentation for this aircraft. The pilot in command (PIC) is responsible for complying with all items in the POH.
QUICK REFERENCE CARD

LANDING GEAR HAND CRANK

The landing gear hand crank for manually lowering the landing gear is located just below the right edge of the pilot’s seat. Normally the crank is folded and stowed in a clip beside the seat. To use the crank, pull it out from its storage clip and unfold it until it locks in the operating position. To store the crank, push the lock release button on the crank handle, fold the handle and insert it in the storage clip.

EMERGENCY GEAR EXTENSION

1. With landing gear switch in the DOWN position check to determine whether the landing gear circuit breakers are tripped. If tripped, allow 3 minutes for cooling prior to resetting. RESET ONLY ONCE.
2. If circuit breakers not tripped, place the landing gear switch in the OFF (middle) position.
3. Raise seat adjustment lever and slide seat forward for easier hand cranking.
4. Remove hand crank for stowage clip (see above).
5. Extend hand crank until hinged link is straight by rotating crank clockwise to engage gear teeth.
6. Crank gear down about two turns past the point where the gear-down indicator light comes on (this will take about 60 turns).
7. Check for green indicator light and retard throttle to ensure that the gear warning horn does not come on.
8. Slow the hand crank (see above).
9. Readjust seat to the desired position for landing.

DO NOT MANUALLY RETRACT THE GEAR

AIR START (after feathering)

Fuel Selector..............................................MAIN TANK
Throttle.............FORWARD TO SILENCE GEAR HORN
Propeller............................FORWARD OF DETENT
Mixture........................................................FULL RICH
Aux. Fuel Pump............PRIME POSITION
Magneto.........................................................ON
Ignition Switch.........(when fuel flow 2-4 gph) START
Aux. Fuel Pump.............(cold wx) ON POSITION
(warm wx) OFF POSITION
Alternator Switch.................................ON

NOTE: Following the air start, increase power slowly until cylinder head temperatures reach 200° F.

COLD WX OPERATIONS

EXTERNAL POWER: Whenever possible, external power should be used in cold weather, due to the high cranking power required, coupled with the decreased battery output at low temperatures.

EXTERNAL PREHEAT: Use of external preheat will considerably improve cold-weather starting and materially reduce the severity of conditions imposed upon both the engines and the electrical system. Preheat also thaws the congealed oil trapped in the oil cooler.

WARM UP: 2 to 5 minutes after starting the engines, it is advisable to accelerate the engines several times to higher RPMs. If acceleration is smooth and oil pressure is steady, the airplane is ready for takeoff.

PITOT AND STALL WARNING HEAT: At least 5 minutes before entering potential icing conditions, turn on the pitot and stall warning heater switch, so these units will be warm enough to prevent ice formation.

CRUISE FLIGHT: At 1/2 hour intervals, the propellers should be exercised to flush the cold oil from the governors and propeller hubs. Manage electrical loads to ensure battery charging.

DESCENT: Manage engine temperatures and carry sufficient power to ensure minimum temperatures.

OTHER PROCEDURES

This quick reference checklist is not meant to be all inclusive, and only covers some typical procedures that are conducted during training flights. Other non-normal conditions and emergency procedures can be found in the POH.
## AIRSPEEDS

### TWO ENGINES

<table>
<thead>
<tr>
<th>Speed</th>
<th>Description</th>
<th>Value</th>
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<tbody>
<tr>
<td>Vr</td>
<td>Rotate</td>
<td>85 MPH</td>
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<td>Initial Climbout</td>
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<td>117 MPH</td>
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<tr>
<td>Vy / Best Rate of Climb</td>
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<td>126 MPH</td>
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<tr>
<td>Vx</td>
<td>Best Angle of Climb</td>
<td>98-103 MPH</td>
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<tr>
<td>Enroute Climb</td>
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<td>130-140 MPH</td>
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<tr>
<td>Best Glide</td>
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<td>107 MPH</td>
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<tr>
<td>Vno / Maximum Structural Cruise</td>
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<td>210 MPH</td>
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<tr>
<td>Va / Maneuvering</td>
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<td>167 MPH at 4990 lbs</td>
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### SINGLE-ENGINE

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<th>Value</th>
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<td>Vmc / Minimum Control Speed</td>
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<tr>
<td>Minimum Safe Climb Speed</td>
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<td>95 MPH</td>
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<tr>
<td>Vyse / Best Rate of Climb</td>
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<td>117 MPH</td>
</tr>
<tr>
<td>Vxse / Best Angle of Climb</td>
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<td>103 MPH</td>
</tr>
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</table>

## SPECIFICATIONS

### RECOMMENDED SPEEDS / FLAP SETTINGS

<table>
<thead>
<tr>
<th>Speed</th>
<th>Description</th>
<th>Value</th>
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<tbody>
<tr>
<td>Downwind</td>
<td></td>
<td>140 MPH / FLAPS 15°</td>
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<tr>
<td>Base</td>
<td></td>
<td>130 MPH / FLAPS 15°</td>
</tr>
<tr>
<td>Final</td>
<td></td>
<td>BLUE LINE / FLAPS 30°</td>
</tr>
<tr>
<td>Over the Threshold</td>
<td></td>
<td>95 MPH / FLAPS 30°</td>
</tr>
</tbody>
</table>

| Maximum Gross Weight | 4990 lbs. |
| Engines              | CONTINENTAL IO-470-D |
| Maximum Power        | 260 BHP at 2625 RPM |
| Maximum Engine Speed | 2625 RPM |
| Oil Type WINTER      | AEROSHELL 15-50 |
| Oil Type SUMMER      | 100 W PLUS |
| Oil Capacity         | 12 QTS. |
| Minimum Oil Quantity for Takeoff | 9 QTS. |
| Minimum Oil Pressure | 10 PSI |
| Maximum Oil Pressure | 100 PSI |
| Maximum Oil Temperature | 225° F |
| Fuel Type Used       | 100LL |
| Electrical System:   |            |
| Battery             | 24 Volt   |
| Alternator          | 28 Volt   |

## COMMON FREQUENCIES

<table>
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<tr>
<th>Frequency</th>
<th>Description</th>
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<td>Flight Watch</td>
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<tr>
<td>Air-to-Air</td>
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<td>122.75</td>
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<tr>
<td>Flight Watch</td>
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<td>122.00</td>
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## TRANSPONDER CODES

<table>
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<th>Code</th>
<th>Description</th>
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<td>Communications Failure</td>
<td></td>
<td>7600</td>
</tr>
<tr>
<td>Hijack</td>
<td></td>
<td>7500</td>
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</table>

## TRIP PLANNING TIPS

- Maximum Baggage Allowed: 180 lbs.
- Typical Fuel Burn Rate: 24-30 GAL/HR

Use the InFlight Pilot Training weight & balance calculator to ensure proper loading of the aircraft.

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### TAKEOFF & LANDING CHARTS

**NOTE:** Takeoff and landing distance numbers shown below are the absolute minimum distances demonstrated by a test pilot. Multiply all resulting distances from these charts by a factor of 1.5 to establish safe takeoff and landing distances to be used for your flight.

#### MODEL 310G TAKE-OFF PERFORMANCE

**TAKE-OFF DISTANCE WITH 15° FLAPS FROM HARD SURFACE RUNWAY**

<table>
<thead>
<tr>
<th>GROSS WEIGHT POUNDS</th>
<th>IAS at Obstacle</th>
<th>Head Wind MPH</th>
<th>At Sea Level and 59°F</th>
<th>At 2500 Ft. and 50°F</th>
<th>At 5000 Ft. and 41°F</th>
<th>At 7500 Ft. and 32°F</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ground Run</td>
<td>Total Distance over 50 Foot Obstacle</td>
<td>Ground Run</td>
<td>Total Distance over 50 Foot Obstacle</td>
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<tr>
<td>4350</td>
<td>81</td>
<td>0</td>
<td>635</td>
<td>1190</td>
<td>755</td>
<td>1335</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15</td>
<td>436</td>
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<td>1000</td>
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<td></td>
<td>30</td>
<td>265</td>
<td>615</td>
<td>330</td>
<td>705</td>
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<tr>
<td>4650</td>
<td>84</td>
<td>0</td>
<td>735</td>
<td>1310</td>
<td>880</td>
<td>1485</td>
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<tr>
<td></td>
<td></td>
<td>15</td>
<td>505</td>
<td>985</td>
<td>610</td>
<td>1125</td>
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<tr>
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<td></td>
<td>30</td>
<td>315</td>
<td>690</td>
<td>395</td>
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<tr>
<td>4990</td>
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<td>0</td>
<td>860</td>
<td>1475</td>
<td>1045</td>
<td>1700</td>
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<td>15</td>
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<td></td>
<td></td>
<td>30</td>
<td>365</td>
<td>800</td>
<td>480</td>
<td>920</td>
</tr>
</tbody>
</table>

**NOTE:** INCREASE DISTANCE 10% FOR EACH 25°F ABOVE STANDARD TEMPERATURE FOR PARTICULAR ALTITUDE.

#### MODEL 310G LANDING CHART

<table>
<thead>
<tr>
<th>GROSS WEIGHT POUNDS</th>
<th>Approach Speed At 50°-IAS</th>
<th>Distance Feet</th>
<th>Sea Level 59°F</th>
<th>2500' 50°F</th>
<th>5000' 41°F</th>
<th>7500' 32°F</th>
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<tbody>
<tr>
<td>4150</td>
<td>81</td>
<td>Ground Roll</td>
<td>555</td>
<td>605</td>
<td>640</td>
<td>680</td>
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<tr>
<td></td>
<td></td>
<td>Total Distance Over 50' Obstacle</td>
<td>1580</td>
<td>1680</td>
<td>1780</td>
<td>1890</td>
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<tr>
<td>4450</td>
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<td>Ground Roll</td>
<td>600</td>
<td>635</td>
<td>680</td>
<td>720</td>
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<tr>
<td></td>
<td></td>
<td>Total Distance Over 50' Obstacle</td>
<td>1670</td>
<td>1780</td>
<td>1890</td>
<td>2010</td>
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<tr>
<td>4750</td>
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<td>Ground Roll</td>
<td>640</td>
<td>670</td>
<td>720</td>
<td>760</td>
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<tr>
<td></td>
<td></td>
<td>Total Distance Over 50' Obstacle</td>
<td>1765</td>
<td>1880</td>
<td>2005</td>
<td>2130</td>
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</tbody>
</table>

**NOTE:** WING FLAPS 45°, POWER OFF, HARD SURFACE RUNWAY, ZERO WIND. REDUCE LANDING DISTANCE 10% FOR EACH 6 MPH HEADWIND.

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CRUISE CHARTS

NOTE: Additional cruise chart data for higher and lower altitudes can be found in the POH. The charts below are for quick reference at altitudes used in typical training flights.

### CRUISE PERFORMANCE WITH NORMAL LEAN MIXTURE AT 5,000 FT.

<table>
<thead>
<tr>
<th>RPM</th>
<th>MP</th>
<th>% BHP</th>
<th>TAS</th>
<th>Total Gal/Hr.</th>
<th>Endurance @ 100 Gal.</th>
<th>Endurance @ 120 Gal.</th>
<th>Range @ 100 Gal.</th>
<th>Range @ 120 Gal.</th>
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<td>77</td>
<td>221</td>
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<td>3.4</td>
<td>760</td>
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<td>23</td>
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<td>22</td>
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<td>64</td>
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CRUISE PERFORMANCE IS BASED ON STANDARD CONDITIONS, ZERO WIND, NORMAL LEAN MIXTURE, 100 AND 120 GALLONS OF FUEL (NO RESERVE), AND 4950 POUNDS GROSS WEIGHT.

### CRUISE PERFORMANCE WITH NORMAL LEAN MIXTURE AT 7,500 FT.

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CRUISE PERFORMANCE IS BASED ON STANDARD CONDITIONS, ZERO WIND, NORMAL LEAN MIXTURE, 160 AND 180 GALLONS OF FUEL (NO RESERVE), AND 4950 POUNDS GROSS WEIGHT.

### CRUISE PERFORMANCE WITH NORMAL LEAN MIXTURE AT 10,000 FT.

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<th>MP</th>
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CRUISE PERFORMANCE IS BASED ON STANDARD CONDITIONS, ZERO WIND, NORMAL LEAN MIXTURE, 100 AND 120 GALLONS OF FUEL (NO RESERVE), AND 4950 POUNDS GROSS WEIGHT.
# EMERGENCY CHECKLIST

**IMMEDIATE ACTION ITEMS ARE IN BOLD TYPE**

## ENGINE FAILURE

**DURING TAKEOFF BELOW 95 MPH**
1. Cut Power on Operative Engine
2. Decelerate to a Stop

**DURING TAKEOFF ABOVE 95 MPH WITH ROUGH TERRAIN AHEAD**

- Throttles: FULL FORWARD
- Propeller Levers: FULL FORWARD
- Landing Gear Switch: UP
- Inoperative Engine: VERIFY SIDE
- Propeller Lever: FEATHER (inop engine)
- Initial Climb Speed: 103 MPH (Vx)
- Trim: ADJUST FOR 3-5° BANK INTO GOOD ENGINE
- Airspeed: 117 MPH WHEN CLEAR
- Flaps: UP IN INCREMENTS

Secure Dead Engine:
1. Aux. Fuel Pump: OFF
2. Alternator Switch: OFF
3. Ignition Switch: OFF
4. Mixture Lever: OFF
5. Fuel Selector (inop engine): OFF
6. Fuel Selector (good engine): SELECT AS NEEDED TO MAINTAIN BALANCE

**DURING FLIGHT**

- Throttles: FULL FORWARD
- Propeller Levers: FULL FORWARD
- Mixture Levers: ADJUST TO LOW RANGE
- Inoperative Engine: VERIFY SIDE
- Rudder: TRIM FOR SINGLE-ENG. FLIGHT

**NOTE:** Before securing the inoperative engine check fuel flow. If deficient turn on Aux. Pump

- Fuel Tank Selector: MAIN TANK (unless low)
- Engine Instruments: MONITOR
- Failed Engine: SHUTDOWN IF NEEDED
- Ignition Switches: CHECK

**NOTE:** See POH guidance for securing the inoperative engine and/or for restarting an engine after feathering (page 4-6)

## SINGLE ENGINE CLIMB

- Throttle: FULL FORWARD
- Propeller Lever: FULL FORWARD
- Mixture Lever: ADJUST TO LOW RANGE
- Landing Gear Switch: UP
- Flaps: UP IN INCREMENTS
- Airspeed: 117 MPH WHEN CLEAR
- Bank: 5° INTO GOOD ENGINE

**FORCED LANDINGS**

See POH pages 4-7 and 4-8

## SINGLE-ENGINE LANDING

- Airspeed: APPROACH AT 103 MPH
- Landing Gear: DELAY UNTIL FIELD MADE
- Flaps: DELAY UNTIL FIELD MADE
- Airspeed: 117 MPH ON APPROACH
- 95 MPH ON FINAL
- Flare: HOLD EXTRA SPEED IF NEEDED

## SINGLE ENGINE GO AROUND

- Throttle: FULL OPEN
- Propeller Lever: FULL FORWARD
- Landing Gear: RETRACT
- Flap Setting: 15°
- Climb Speed: 117 MPH
- 103 MPH W/OBSTACLE
- Trim: SET FOR S. ENG. CLIMB
- Flap Setting: RETRACT WHEN CLEAR

## CABIN FIRE OR SMOKE

- Master Switch: OFF
- Vents/Cabin Air/Heat: CLOSED
- Fire Extinguisher: ACTIVATE

**WARNING:** Ventilate cabin after use of fire extinguisher.
- Land: AS SOON AS POSSIBLE

## EMERGENCY EXIT

For emergency exit, the left center cabin window can be jettisoned. Pull off the plastic cover over the emergency release ring under the window. Pull the ring to release the window retainers, then push the window out.

**FLY THE AIRPLANE**
**IDENTIFY THE PROBLEM**
**DO NOT HURRY**

**Revision Date:** 15 JUN 14

**C310G PAGE 1**
### EMERGENCY CHECKLIST

**IMMEDIATE ACTION ITEMS ARE IN BOLD TYPE**

**EMERGENCY DESCENT**

<table>
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<tr>
<td>Propellers</td>
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<tr>
<td>Mixtures</td>
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<tr>
<td>Wing Flaps</td>
<td>UP</td>
</tr>
<tr>
<td>Landing Gear</td>
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<tr>
<td>Moderate Bank</td>
<td>INITIATE</td>
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<tr>
<td>Airspeed</td>
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**TURBULENT CONDITION SETTINGS**

- Gear DOWN / Flaps 35 / Airspeed 158 MPH

**ICING ENCOUNTER**

- Pitot Heat Switch: ON
- Heading and/or Altitude: CHANGE

A heading change of 180° should return you to ice free conditions. Lower altitudes are normally warmer. Advise ATC if under IFR control.

**Cabin Heat Control**: FULL OUT

**Cabin Air Control**: ADJUST for max. flow

**Propeller Levers**: INCREASE RPM to minimize ice buildup on propellers.

**GPS**: LOCATE NEAREST SUITABLE AIRPORT and plan to land there.

**WARNING**: With extremely rapid ice buildup select a suitable off-airport landing site.

**Stall Speed**: will be significantly higher with ice accretion of 1/4 inch or more.

**Wing Flaps**: Do NOT extend as wing wake airflow change with flaps down could result in loss of elevator effectiveness.

**Forward Slip**: to land if needed for improved forward visibility.

**Approach**: at speeds higher than normal no-flap approach speeds depending on the amount of ice accumulation.

### OTHER EMERGENCIES

**SEE POH SECTION IV**

This checklist is to be used as a quick reference. The POH should always be consulted when time allows. The applicable POH remains the official documentation for this aircraft. The pilot in command (PIC) is responsible for complying with all items in the POH.

**ALWAYS REVIEW THE POH EMERGENCY SECTION AFTER COMPLETING THIS CHECKLIST**