

Cessna 310R Checklist

BEFORE STARTING ENGINE

Preflight – COMPLETE
Passenger Brief-COMplete
Cabin Door – SECURED
Control Locks - REMOVE
Seats/Seatbelts - CHECK
Brakes - SET
Fuel Selector - MAIN TANKS
(Feel For Detent)
Landing Gear Switch - DOWN
Mixtures - FULL FORWARD
Propellers FULL FORWARD
Throttles - OPEN 1 INCH
All Switches - OFF
Circuit Breakers - IN
Emerg. Alt. Field Switch -OFF
Emerg. Avionics Switch -OFF
Avionics Master - OFF
Aux Fuel Pumps - OFF
Battery - ON
Lighting Rheostats - AS
REQUIRED
Landing Gear Position
Indicator Lights - GREEN
LIGHTS ON
Warning Lights – TEST
Cowl Flaps – OPEN/LOCKED
Fuel Quantity - CHECK
Cabin Air - AS REQUIRED
Alternate Air Controls - IN
Anti-Collision Lights – ON

STARTING ENGINES

Propellers – CLEAR
Magneto Switches - ON
Engines - START
Starter Button - PRESS
Primer Switch
Left Engine - LEFT
Right Engine - RIGHT
Auxiliary Fuel Pump - LOW
Throttle - 800-1000 RPM
Oil Pressure – CHECK

*(10 PSI minimum in 30
seconds in normal weather)*
OR

(60 seconds in cold weather)
****If no indication appears,
shutdown engine and
investigate**

Vacuum –“DOT” NOT Visible
Second Engine – START
Repeat checklist - 2nd engine

BEFORE TAXIING

Alternators – ON
Mixtures – LEAN FOR TAXI
Avionics Master Switch - ON
Avionics – SET
Wing Flaps - UP
Lights - AS REQUIRED
Altimeter - SET
Cabin Temp -AS REQUIRED

TAXIING

Throttles - AS REQUIRED
Brakes - CHECK
Flight Instruments – CHECK

BEFORE TAKEOFF

Brakes – HOLD
Mixtures - RICH
Throttles - 1700 RPM
Alternators - CHECK
Vacuum - CHECK 4.75- 5.25
Magnetos - CHECK
150 RPM maximum drop
max difference of 50 RPM
Propellers - CYCLE
Engine Inst. - GREEN
Throttles - 1000 RPM
Fuel Quantity - CHECK
Fuel Selectors - RECHECK
Left Eng - LEFT MAIN
Right Eng - RIGHT MAIN
Alternate Air Controls - IN
Trim Tabs - TAKEOFF
Cowl Flaps–LOCKED/OPEN
Wing Flaps - UP
Flight Instruments – SET
Radios/transponder - SET
Lights - AS REQUIRED
Doors/Windows - CLOSED
All Warning Lights - CLEAR
Auxiliary Fuel Pumps - LOW
Flight Controls - FREE &
CORRECT
Ice Protection Equip - AS
REQUIRED
Seat Belts - SECURE
Brakes – RELEASE
EMERGENCY BREIF

TAKEOFF

Flaps – 0 – 15 DEGREES
Mixtures – SET for field
elevation
Throttle – FULL 2700 RPM
Engine Inst. – CHECK
Vmc Speed - 72 KIAS
Elevator Control - ROTATE
83 KIAS
Lift-off - 92 KIAS
at 5500 pounds

AFTER TAKEOFF

Brakes - APPLY momentarily
Landing Gear – RETRACT
Red light off – CHECK
Flaps – UP
(after obstacles are cleared)
Best Angle Climb - 85 KIAS
Best Rate Climb - 107 KIAS

CRUISE CLIMB

Power - 2500 RPM and 24.5
Airspeed - 115-130 KIAS
Mixtures - ADJUST to climb
fuel flow
Cowl Flaps - AS REQUIRED
Auxiliary Fuel Pumps - LOW
(above 12,000 feet alt to
minimize vapor formation)
Heading Ind. - COMPASS

CRUISE

Cruise Power 2100-2500 RPM
15.0 – 24.5 in
Mixtures – AS REQUIRED
Cowl Flaps - AS REQUIRED
Aux Fuel Pumps – SET
- Main Tanks - OFF
- Switching tanks - LOW
- Auxiliary Tanks - OFF
- Crossfeeding - LOW
Trim Tabs – ADJUST
Lights - AS NEEDED

DESCENT - LANDING

Lights - AS NEEDED
AC GUMPS
Aux. Fuel Pumps - LOW
Cowl Flaps – CLOSE
**(Gas) Fuel Select – MAIN
TANKS**
(Feel for Detent)
(Undercarriage) Gear - DOWN
(below 138 KIAS)
- Green Down lights - ON
- Red Unlocked light - OFF
Mixture – GRADUAL RICHEN
Propellers - FULL FORWARD
Seat Belts - SECURE
Wing Flaps - DOWN 15
(below 158KIAS)
Wing Flaps - DOWN 35
(below 135 KIAS)
Min Approach - 93KIAS

GO AROUND

Power – FULL & 2700 RPM
Mixture - AS REQUIRED
Landing Gear - RETRACT
Wing Flaps - 15 degrees
Trim - FOR CLIMB
Cowl Flaps - OPEN
Wing Flaps - UP
(when clear of obstacles)

AFTER LANDING - TAXI

Auxiliary Fuel Pumps - LOW
Cowl Flaps - OPEN
Wing Flaps – UP
Mixture – LEAN FOR TAXI
Lights - AS NEEDED

SHUT DOWN

Avionics Master - OFF
Electrical Equipment - OFF
Auxiliary Fuel Pumps - OFF
Throttles - IDLE
Mixtures - IDLE CUT-OFF
Magnetos - OFF
Batt and Alternators – OFF
HOBBS/TACH TIME
Control Lock - INSTALL
Cabin Door – CLOSE

Vr – 83
Vx – 85
Vxse – 95
Vy – 107
Vyse – 106
Vso – 72
Vs1 – 79
Best Glide – 111
Vmc – 80
Vsse – 92
Va – 148 – 5500lbs
Va – 137 – 4700lbs
Vle – 138
X wind – 19

**** All SPEEDS KIAS****

EMERGENCY Checklist - Cessna 310R

ENGINE FAILURE IN FLIGHT

Zero Side Slip - ESTABLISH
Mixtures - FULL
Propellers - FORWARD
Throttles - FULL
Landing Gear - RETRACT
Flaps - UP
Inop Engine – DETERMINE
(Verify by moving throttle)

IF ALTITUDE/AIRSPEED PERMIT

Fuel Flow - CHECK
If deficient, turn aux pumps
to ON
Fuel Selectors -MAIN TANKS
(Feel for Detent)
Fuel Quantity - CHECK
Oil Press and Temp – CHECK
(Shutdown engine if Oil
Pressure is low)
Magnetos -CHECK ON
Mixture - ADJUST UNTIL
FIRE

IF NO RESTART

SECURING INOP ENGINE

Throttle - CLOSE
Mixture - IDLE CUT-OFF
Propeller - FEATHER
Fuel Selector - OFF
Auxiliary Fuel Pump - OFF
Magneto Switches - OFF
Alternator Switch - OFF
Cowl Flap - CLOSE

OPERATIVE ENGINE

Power - AS REQUIRED
Mixture - AS REQUIRED
Fuel Selector - AS
REQUIRED
Crossfeed as necessary to
maintain balance
Auxiliary Fuel Pump - LOW
Cowl Flap - AS REQUIRED
Electrical Load - DECREASE
**LAND AS SOON AS
PRACTICAL**

AIR START

AFTER FEATHERING
Auxiliary Fuel Pump -
CHECK OFF
If On or LOW, purge engine
Aux Fuel Pump - OFF
Mixture - IDLE CUT-OFF
Throttle - FULL OPEN
Magnetos - OFF
Starter – ENGAGE

Magneto Switches – ON
Fuel Selector - MAIN TANK
Throttle - FORWARD 1"
Mixture - AS REQUIRED
Propeller - FORWARD OF
DETENT
Starter Button - PRESS
Primer Switch - ACTIVATE
Auxiliary Fuel Pump - LOW
Mixture - AS REQUIRED

- **After** CHT reaches 200°F
with gradual Mixture
enrichment
Power – INCREASE
Cowl Flap - AS REQUIRED

Alternator – ON
Fuel Pumps – OFF

FORCED LANDING (POWER LOSS)

Mixture - IDLE CUT-OFF
Propellers – FEATHER
Fuel Selectors – OFF
All Switches Except
Battery – OFF
Approach - 111 KIAS
If Smooth and Hard Surface
Landing Gear – DOWN
Wing Flaps - AS REQUIRED
Battery Switch – OFF
Cabin Door – UNLATCH
Normal Landing – INITIATE
If Rough or Soft Surface
Landing Gear – UP
Wing Flaps – 15
Approach - 97 KIAS
Battery Switch – OFF
Cabin Door – UNLATCH
Landing Attitude -NOSE HIGH

EMERGENCY DESCENT

Cowl Flaps – CLOSED
Throttles – IDLE
Propellers - FULL
FORWARD
Mixture - ADJUST
*smooth operation
with gradual
enrichment as
altitude is lost*
Wing Flaps – UP
Landing Gear - UP
Moderate Bank – INITIATE
Airspeed - 220 KIAS

ENGINE INOP LANDING

Fuel Selector - MAIN TANKS
(Feel for detent)
Aux Fuel Pump - ON
(Operative Engine)
Alternate Air – IN
Mixture - AS REQUIRED
Propeller - FULL FORWARD
Approach - 106 KIAS
Landing Gear - DOWN
(within gliding range)
Wing Flaps - DOWN
(landing assured)
Speed - DECREASE 93KIAS
Vmc Speed - 80KIAS

FORCED LANDING W/ POWER

Landing Site – CHECK
*Overfly site at 100 KIAS and
15 wing flaps*
Landing Gear - DOWN
if surface is smooth and hard
Normal Landing – INITIATE
Landing Gear – UP
if surface is rough
Approach – 100KIAS
15 FLAPS
All Switches Except
Magnetos – OFF
Cabin Door – UNLATCH
Mixtures - IDLE CUT-OFF
Magneto Switches – OFF
Fuel Selectors - OFF
(*Feel for detent*)
Landing Attitude -NOSE HIGH

LANDING FLAT NOSE TIRE

Landing Gear - DOWN
Pax & Bags - MOVE AFT
Approach - 100 KIAS
15 FLAPS
Landing Attitude -NOSE HIGH
Nose - HOLD OFF
During landing roll
Brakes - MINIMUM
in landing roll
Throttles - RETARD
in landing roll
Control Wheel - FULL AFT
Minimum taxiing to prevent
damage

LANDING WITH MAIN TIRE

Landing Gear - DOWN
Fuel Selectors – SELECT
main tank on same side as
defective tire
Fuel Selectors - MAIN TANKS
before landing
Wing Flaps - DOWN 35
*In Approach align airplane
with edge of runway opposite
the defective tire, allowing
room for a mild turn in the
landing roll.*

PREFLIGHT Checklist - Cessna 310R

PREFLIGHT INSPECTION

INTERIOR

Control Lock - REMOVE
Alternate Static - CLOSED
All Switches - OFF
Circuit Breakers - IN
Emergency Exit - SECURE
Landing Gear Switch - DOWN
L Fuel Selector - LEFT MAIN
R Fuel Selector - R MAIN
(Feel for Detent)
Trim Tabs - (3) NEUTRAL
Battery Switch - ON
Flaps - DOWN 35
Fuel - CHECK QUANTITY
(Ensure Pitot Tube Cover is Removed)
Pitot Heat - ON 20sec, OFF
Exterior Lights - CHECK
Tip Tank Transfer Pump -
LISTEN R&L
Stall Vane - FREE/AUDIBLE
Battery Switch - OFF
Windshield - CHECK

EXTERIOR

Baggage Door - CHECK
Static Port - CLEAR
R Fuselage - CHECK
Control Lock - REMOVE
Tail Tie Down - REMOVE
Horizontal Stabilizer CHECK
Vertical Stabilizer - CHECK
Elevator - CHECK
Elevator Trim Tab - CHECK
Rudder - CHECK/FREE
Antennas - CHECK
L Fuselage - CHECK
Static Port - CLEAR
L Flap - CHECK SECURITY
Battery Cover - SECURE
Wing Locker
Baggage Door - SECURE
L Aileron - CHECK/FREE
L Bottom Outboard Wing -
CHECK
(No Fuel Leaks or Stains)
Main Tank Vent - CLEAR
Main Tank Sump - DRAIN
Sniffle Valve - CLEAR
Main Tank Quantity -CHECK
Fuel Cap - SECURE
Tie Down/Chock - REMOVE
Aux Tank Quantity - CHECK
Auxiliary Fuel Cap - SECURE
Aux Fuel Sump - DRAIN
Fuel Strainer - DRAIN
Oil Level - CHECK
(Min 9 qts)
Engine Compartment-CHECK
Prop and Spinner - EXAMINE
Leading Edge Air Intake -
CLEAR

Left Main Gear
Strut - CHECK
Doors - CHECK
Tire - CHECK
Wheel Well - CHECK
Brake/line - CHECK
Nose Baggage Door -SECURE
Nose Gear
Strut - CHECK
Doors - CHECK
Tire - CHECK
Wheel Well - CHECK
Lower Fuselage - CHECK
Antennas - SECURE
Pitot Tube - CLEAR/WARM
Chock - REMOVE
Heater Inlet - CLEAR
Leading Edge Air Intake -
CLEAR
Crossfeed Lines - DRAIN
Right Main Gear
Strut - CHECK
Doors - CHECK
Tire - CHECK
Wheel Well - CHECK
Brake/line - CHECK
Oil Level - CHECK
(Min 9 qts)
Engine Compartment-CHECK
Prop and Spinner - EXAMINE
Fuel Strainer - DRAIN
Aux Fuel Sump - DRAIN
Aux Fuel Quantity - CHECK
Aux Fuel Cap - SECURE
Tie Down/Chock - REMOVE
Main Tank Quantity - CHECK
Fuel Cap - SECURE
Sniffle Valve - CLEAR
Main Tank Sump - DRAIN
Main Tank Vent - CLEAR &
WARM
R Bottom Outboard Wing -
CHECK
(No Fuel Leaks or Stains)
R Aileron - CHECK/FREE
R Flap - CHECK SECURITY
Wing Locker
Baggage Door - SECURE
Alcohol Deice Tank - CHECK

PREFLIGHT COMPLETE