

CESSNA 340A

NORMAL PROCEDURES

BEFORE STARTING ENGINES

1. PREFLIGHT COMPLETE
2. CABIN DOOR LATCHED AND SECURE
3. CONTROL LOCKS REMOVE
4. SEAT, SEAT BELTS AND SHOULDER HARNESS ADJUST AND SECURE
5. FUEL SELECTORS MAIN TANKS
6. LANDING GEAR SWITCH DOWN
7. MIXTURES, PROPELLERS AND THROTTLES SET
8. ALL SWITCHES AND CIRCUIT BREAKERS SET
9. BATTERY AND ALTERNATORS ON
10. LANDING GEAR POSITION INDICATOR LIGHTS CHECK GREEN LIGHTS - ON
11. ANNUNCIATOR PANEL PRESS-TO-TEST
12. LIGHTS AS REQUIRED
13. COWL FLAPS OPEN

STARTING ENGINES

1. PROPELLERS CLEAR
2. MAGNETO SWITCHES ON
3. ENGINES START
4. ENGINE INSTRUMENTS CHECK
5. LOAD METER (AFTER EACH START) CHECK FOR EXCESSIVE DRAW (STUCK STARTER RELAY).

BEFORE TAXIING

1. PASSENGER BRIEFING COMPLETE
2. AVIONICS ON AND SET.

BEFORE TAKE-OFF

1. PARKING BRAKE SET
2. FUEL QUANTITY CHECK
3. FUEL SELECTORS MAIN TANKS
4. COWL FLAPS OPEN
5. TRIM TABS SET
6. WING FLAPS UP
7. PROPELLER SYNCHROPHASER (IF INSTALLED) OFF
8. AVIONICS AND RADIOS SET
9. FLIGHT INSTRUMENTS SET
10. RAM DUMP CONTROL PUSH IN
11. PRESSURIZATION CONTROLS CHECK
12. AUXILIARY FUEL PUMPS LOW
13. FLIGHT CONTROLS CHECK
14. ENGINE RUNUP:
 - A. THROTTLES 1700 RPM
 - B. ALTERNATORS CHECK
 - C. VACUUM SYSTEM CHECK
 - D. MAGNETOS CHECK
 - E. PROPELLERS CHECK
 - F. MIXTURES CHECK, FULL RICH
 - G. ENGINE INSTRUMENTS CHECK
 - H. THROTTLES 1000 RPM
 - I. QUADRANT FRICTION LOCK ADJUST
15. EXTERIOR LIGHTS AS REQUIRED
16. ICE PROTECTION EQUIPMENT AS REQUIRED
17. AIR CONDITIONING (IF INSTALLED) CIRCULATE
18. ALL CABIN DOORS AND WINDOWS CLOSED AND LATCHED
19. ANNUNCIATOR PANEL CLEAR
20. SEAT BELT AND SHOULDER HARNESSES SECURE
21. PARKING BRAKE RELEASE.

NOTE: PROCEDURES PER MEB 88-3

NOTE: THE PROCEDURES LISTED IN THIS DOCUMENT ARE FOR TRAINING PURPOSES ONLY AND ARE NOT INTENDED TO SUPERSEDE CURRENT PROCEDURES OUTLINED IN THE PILOT'S OPERATING HANDBOOK SPECIFIC TO YOUR AIRCRAFT.

TAKEOFF

1. POWER SET FOR TAKEOFF
2. MIXTURES CHECK FUEL FLOWS IN THE WHITE ARC
3. ENGINE INSTRUMENTS CHECK
4. AIR MINIMUM CONTROL SPEED 82 KIAS
5. TAKEOFF AND CLIMB TO 50 FEET 91 KIAS AT 5990 POUNDS.

AFTER TAKEOFF

1. LANDING GEAR RETRACT
2. BEST CLIMB SPEED V_{86} OR V_{108}
3. BEST RATE-OF-CLIMB SPEED WITH WING FLAPS UP 108 KIAS AT SEA LEVEL AND 5990 LBS.

CLIMB

1. POWER SET
2. MIXTURES ADJUST
3. COWL FLAPS AS REQUIRED
4. PRESSURIZATION CHECK.

CRUISE

1. CRUISE POWER SET
2. AUXILIARY FUEL PUMPS OFF (LOW, IF FUEL FLOW FLUCTUATES)
3. MIXTURES LEAN
4. COWL FLAPS AS REQUIRED
5. PROPELLERS SYNCHRONIZE
6. PROPELLER SYNCHROPHASER (IF INSTALLED) PHASE
7. FUEL SELECTORS MAIN TANKS
8. CABIN ALTITUDE AND DIFFERENTIAL PRESSURE CHECK
9. TRIM TABS ADJUST..

DESCENT

1. FUEL SELECTORS MAIN TANKS
2. AUXILIARY FUEL PUMPS LOW
3. PRESSURIZATION SET
4. PROPELLERS AS REQUIRED
5. MIXTURES ADJUST
6. COWL FLAPS CLOSED
7. ALTIMETER SET.

BEFORE LANDING

1. SEAT BELTS AND SHOULDER HARNESSES SECURE
2. PROPELLER SYNCHROPHASER (IF INSTALLED) OFF
3. CABIN DIFFERENTIAL PRESSURE CHECK ZERO
4. WING FLAPS AS REQUIRED
5. LANDING GEAR DOWN
6. MIXTURES ADJUST
7. PROPELLERS FULL FORWARD
8. APPROACH SPEED 94 KIAS AT 5990 POUNDS.

AFTER LANDING

1. AUXILIARY FUEL PUMPS LOW
2. COWL FLAPS OPEN
3. WING FLAPS UP.

SHUTDOWN

1. PARKING BRAKE SET IF BRAKES ARE COOL
2. ACCESSORY SWITCHES OFF
3. AUXILIARY FUEL PUMPS OFF
4. ENGINES SHUT DOWN
5. BATTERY, ALTERNATOR AND MAGNETO SWITCHES OFF.

ENGINE FAILURE DURING FLIGHT - SPEED ABOVE V_{MCA}

1. INOPERATIVE ENGINE..... DETERMINE
2. OPERATIVE ENGINE ADJUST AS REQUIRED.

BEFORE SECURING INOPERATIVE ENGINE:

3. FUEL SELECTORS..... MAIN TANKS (FEEL FOR DETENT)
4. FUEL FLOW CHECK.
IF DEFICIENT, POSITION AUXILIARY FUEL PUMP TO HIGH
5. FUEL QUANTITY CHECK
6. OIL PRESSURE AND OIL TEMP..... CHECK
7. MAGNETO SWITCHES..... CHECK ON
8. MIXTURE ADJUST LEAN UNTIL MANIFOLD PRESS BEGINS TO INCREASE, THEN ENRICHEN AS POWER INCREASES.

IF ENGINE DOES NOT START, SECURE AS FOLLOWS:

9. INOPERATIVE ENGINE..... SECURE
 - A. THROTTLE CLOSE
 - B. PROPELLER FEATHER
 - C. MIXTURE IDLE CUT-OFF
 - D. FUEL SELECTOR OFF (FEEL FOR DETENT)
 - E. AUXILIARY FUEL PUMP..... OFF
 - F. MAGNETO SWITCHES..... OFF
 - G. PROP SYNCHROPHASER..... OFF (OPTIONAL SYSTEM)
 - H. ALTERNATOR..... OFF
 - I. COWL FLAP CLOSE
10. OPERATIVE ENGINE ADJUST
 - A. POWER AS REQUIRED
 - B. MIXTURE ADJUST FOR POWER
 - C. FUEL SELECTOR MAIN TANK (FEEL FOR DETENT)
 - D. AUXILIARY FUEL PUMP..... LOW
 - E. COWL FLAP OPEN
11. TRIM TABS ADJUST
12. ELECTRICAL LOAD..... DECREASE TO MIN REQD.
13. AS SOON AS PRACTICAL..... LAND.

EMERGENCY DESCENT PROCEDURES

PREFERRED PROCEDURE:

1. THROTTLES..... IDLE
2. PROPELLERS..... FULL FORWARD
3. MIXTURES..... ADJUST FOR SMOOTH ENGINE OPERATION
4. WING FLAPS UP
5. LANDING GEAR UP
6. MODERATE BANK..... INITIATE
7. AIRSPEED 230 KIAS.

IN TURBULENT ATMOSPHERIC CONDITIONS:

1. THROTTLES..... IDLE
2. PROPELLERS..... FULL FORWARD
3. MIXTURES..... ADJUST FOR SMOOTH ENGINE OPERATION
4. WING FLAPS DOWN 45°
5. LANDING GEAR DOWN
6. MODERATE BANK..... INITIATE
7. AIRSPEED 140 KIAS.

AIR START

AIRPLANE WITHOUT OPTIONAL PROPELLER UNFEATHERING SYSTEM:

1. AUXILIARY FUEL PUMP CHECK OFF
2. MAGNETO SWITCHES..... ON
3. FUEL SELECTOR MAIN TANK (FEEL FOR DETENT)
4. THROTTLE FORWARD APPROX. ONE AND ONE-HALF INCHES
5. MIXTURE FULL RICH THEN RETARD APPROX. TWO INCHES

AIR START (CONTD)

6. PROPELLER FORWARD OF DETENT
7. STARTER BUTTON PRESS
8. PRIMER SWITCH ACTIVATE
9. STARTER AND PRIMER SWITCH RELEASE WHEN ENGINE FIRES
10. AUXILIARY FUEL PUMP LOW
11. MIXTURE..... ADJUST FOR SMOOTH ENG OPERATION
12. POWER..... INCREASE AFTER CYLINDER HEAD TEMPERATURE REACHES 200° F WITH GRADUAL MIXTURE ENRICHMENT AS POWER INCREASES
13. ALTERNATOR ON.

FIRE PROCEDURES

IN FLIGHT WING OR ENGINE FIRE:

1. BOTH AUXILIARY FUEL PUMPS..... OFF
2. OPERATIVE ENGINE FUEL SELECTOR..... MAIN TANK (FEEL FOR DETENT)
3. APPROPRIATE ENGINE..... SECURE
 - A. THROTTLE CLOSE
 - B. PROPELLER FEATHER
 - C. MIXTURE IDLE CUT-OFF
 - D. FUEL SELECTOR OFF (FEEL FOR DETENT)
 - E. MAGNETOS OFF
 - F. PROPELLER SYNCHROPHASER OFF (OPTIONAL SYSTEM)
 - G. ALTERNATOR..... OFF
4. CABIN HEATER OFF
5. LAND AND EVACUATE AIRPLANE AS SOON AS PRACTICAL..

ALTERNATOR FAILURE - SINGLE

1. ELECTRICAL LOAD REDUCE
2. IF CIRCUIT BREAKER IS TRIPPED:
 - A. TURN OFF AFFECTED ALTERNATOR.
 - B. RESET AFFECTED ALTERNATOR CIRCUIT BREAKER.
 - C. TURN ON AFFECTED ALTERNATOR SWITCH.
 - D. IF CIRCUIT BREAKER REOPENS, TURN OFF ALTERNATOR.
3. IF CIRCUIT BREAKER DOES NOT TRIP:
 - A. SELECT AFFECTED ALTERNATOR ON VOLTAMMETER AND MONITOR OUTPUT.
 - B. IF OUTPUT IS NORMAL AND FAILURE LIGHT REMAINS ON, DISREGARD FAIL INDICATION AND HAVE INDICATOR CHECKED AFTER LANDING.
 - C. IF OUTPUT IS INSUFFICIENT, TURN OFF ALTERNATOR AND REDUCE ELECTRICAL LOAD TO ONE ALTERNATOR CAPACITY.
 - D. IF COMPLETE LOSS OF ALTERNATOR OUTPUT OCCURS, CHECK FIELD FUSE AND REPLACE IF NECESSARY.
 - E. IF AN INTERMITTENT LIGHT INDICATION ACCOMPANIED BY VOLTAMMETER FLUCTUATION IS OBSERVED, TURN OFF AFFECTED ALTERNATOR AND REDUCE LOAD TO ONE ALTERNATOR CAPACITY.
 - F. RESTRICT LOAD ON REMAINING ALTERNATOR TO 80% OF THE RATED LOAD..

LANDING GEAR WILL NOT EXTEND ELECTRICALLY

1. LANDING GEAR CIRCUIT BREAKER..... CHECK IN (WITH LANDING GEAR SWITCH DOWN)
2. LANDING GEAR MOTOR CIRCUIT BREAKER PULL
3. LANDING GEAR SWITCH NEUTRAL (CENTER)
4. PILOT'S SEAT ADJUST AS REQUIRED
5. HANDCRANK EXTEND AND LOCK
6. ROTATE CRANK..... CLOCKWISE 4 TURNS (PAST GEAR DOWN LIGHTS ON - APPROX 54 TURNS)
7. GEAR DOWN LIGHTS..... ON (UNLOCKED LIGHT - OFF)
8. GEAR WARNING HORN CHECK
9. HANDCRANK PUSH BUTTON & STOW
10. AS SOON AS PRACTICAL LAND.