

Cessna

Model

**T210L**

# PILOT'S CHECKLIST

## NORMAL PROCEDURES

### BEFORE STARTING ENGINE

Exterior Preflight - - COMPLETE  
Seats, Belts, Shoulder Harnesses - - ADJUST and LOCK  
Brakes - - TEST and SET  
Cowl Flaps - - OPEN  
Fuel Selector Valve - - FULLER TANK  
Radios, Autopilot, Electrical Equipment - - OFF  
Landing Gear Handle - - GEAR DOWN  
Master Switch - - ON  
Landing Gear Lights and Horn - - PRESS TO TEST

### STARTING ENGINE

Mixture - - RICH  
Propeller - - HIGH RPM  
Throttle - - CLOSED  
Auxiliary Fuel Pump - - ON  
Throttle - - Advance to 55 lbs/hr; then CLOSED  
Auxiliary Fuel Pump - - OFF  
Propeller Area - - CLEAR  
Ignition Switch - - START  
Throttle - - ADVANCE slowly  
Ignition Switch - - RELEASE when engine starts  
Oil Pressure - - CHECK

### BEFORE TAKE-OFF

Parking Brake - - SET  
Cowl Flaps - - CHECK  
Flight Controls - - FREE and CORRECT  
Elevator and Rudder Trim - - TAKE-OFF  
Mixture - - RICH  
Throttle - - 1700 RPM  
    Magnetos - - CHECK  
    Propeller - - CYCLE (then HIGH RPM)  
    Engine Instruments and Ammeter - - CHECK  
    Suction Gage - - CHECK  
Cabin Doors and Window - - CLOSED and LOCKED  
Flight Instruments and Radios - - SET  
Throttle Friction Lock - - ADJUST  
Wing Flaps - -  $0^{\circ} \pm 10^{\circ}$

1205211-1

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Model  
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## NORMAL PROCEDURES

### CRUISE

Power -- 15 - 27.5 in. Hg., 2200 - 2500 RPM (no more than 75%)  
Mixture -- LEAN  
Cowl Flaps -- AS REQUIRED

### BEFORE LANDING

Fuel Selector Valve -- FULLER TANK  
Landing Gear -- EXTEND (below 160 MPH)  
Mixture -- RICH  
Propeller -- HIGH RPM  
Airspeed -- 95 - 105 MPH (flaps UP)  
85 - 95 MPH (flaps DOWN)

### BALKED LANDING

Power -- FULL THROTTLE and 2700 RPM  
Wing Flaps -- RETRACT to 20°  
Airspeed -- 90 MPH  
Wing Flaps -- RETRACT slowly  
Cowl Flaps -- OPEN

### AFTER LANDING

Cowl Flaps -- OPEN  
Wing Flaps -- RETRACT

### SECURING AIRCRAFT

Parking Brake -- SET  
Radios, Electrical Equipment -- OFF  
Mixture -- IDLE CUT-OFF  
Ignition and Master Switches -- OFF  
Control Lock -- INSTALL

### NOTE

Refer to Owner's Manual for additional instructions on take-off, climb, let down, and emergency procedures.

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## PILOT'S CHECKLIST

### EMERGENCY PROCEDURES

#### ENGINE FAILURE AFTER TAKE-OFF

Airspeed -- 100 MPH  
Mixture -- IDLE CUT-OFF  
Fuel Selector Valve -- OFF  
Ignition Switch -- OFF  
Wing Flaps -- AS REQUIRED (30° recommended)  
Master Switch -- OFF

#### ENGINE FAILURE DURING FLIGHT

Airspeed -- 100 MPH  
Fuel Selector Valve and Quantity -- CHECK  
Mixture -- RICH  
Auxiliary Fuel Pump -- ON  
Ignition Switch -- BOTH (or START if propeller is stopped)

#### FORCED LANDING (WITHOUT POWER)

Airspeed -- 100 MPH (flaps UP)  
90 MPH (flaps DOWN)  
Mixture -- IDLE CUT-OFF  
Fuel Selector Valve -- OFF  
Ignition Switch -- OFF  
Landing Gear -- DOWN (UP if terrain is rough or soft)  
Wing Flaps -- AS REQUIRED (30° recommended)  
Master Switch -- OFF  
Doors -- UNLATCH prior to touchdown  
Touchdown -- SLIGHTLY TAIL LOW  
Brakes -- APPLY HEAVILY

#### ENGINE FIRE IN FLIGHT

Mixture -- IDLE CUT-OFF  
Fuel Selector Valve -- OFF  
Master Switch -- OFF  
Cabin Heat/Air -- OFF (except overhead vents)  
Airspeed -- 140 MPH. If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture.

1205211-2

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## **EMERGENCY PROCEDURES**

### **ELECTRICAL FIRE IN FLIGHT**

Master Switch - - OFF

All Other Switches (except ignition switch) - OFF

Cabin Air/Heat/Ventilators - - OFF

Fire Extinguisher - - ACTIVATE (if available)

If fire appears out and electrical power is necessary for continuance of flight:

Master Switch - - ON

Circuit Breakers - - CHECK for faulty circuit; do not reset

Electrical/Radio Switches - - ON one at a time with delay after each until short circuit is localized.

### **LANDING GEAR FAILS TO RETRACT**

Master Switch - - ON

Landing Gear Handle - - CHECK handle full up

Landing Gear and Gear Indicator Circuit Breakers -  $\nabla$  IN

Gear Up Light - - CHECK

Landing Gear Handle - - RECYCLE

Gear Motor - - CHECK operation aurally

### **LANDING GEAR FAILS TO EXTEND**

Landing Gear Handle - - DOWN

Emergency Hand Pump - - PULL handle forward

PUMP vertically approximately 70 strokes

Gear Down Light - - ON

### **NOTE**

Refer to Owner's Manual for additional instructions on take-off, climb, let down, and emergency procedures.

## FUEL FLOW STABILIZATION PROCEDURE

If fuel flow fluctuations of 5 lbs./hr. -- 1 gal/hr. or more or power surges occur, the following procedures are recommended to eliminate vapor and stabilize fuel flow.

1. Switch auxiliary fuel pump to "On" or "Hi" position (as applicable for your model).
2. Reset the mixture as required.
3. If symptoms of vapor continue, turn the fuel selector to the opposite tank.
4. The auxiliary fuel pump may be used as long as necessary to eliminate and avoid fuel vapor accumulation.
5. When fuel flow has remained steady for several minutes, the auxiliary fuel pump can be turned off and the mixture reset.

Anytime after the fuel vapor is eliminated and the fuel flow stabilized, the other tank can be selected provided there is fuel in the tank.

### NOTE

If the opposite tank cannot be used because of a lack of fuel, then retarding the throttle quickly to 10 inches or less of manifold pressure for 30 seconds will also aid in eliminating vapor in the system.

## IN-FLIGHT ENGINE RESTARTING PROCEDURES

In the very unlikely event of power interruption due to fuel vapor accumulation, immediately perform the following procedures.

1. Switch the auxiliary fuel pump to "On" or "Hi" position (as applicable for your model).
2. Turn fuel selector to the opposite tank.
3. Position throttle at least half open.
4. When the fuel flow is in the green arc range with a windmilling propeller, turn the auxiliary fuel pump off.
5. Lean the mixture from full rich until restart occurs.
6. Reset mixture.
7. Adjust power as required.

The other tank may be used again any time after vapor is eliminated and fuel flow is stabilized.