This checklist is a guide to coordinate Pilot Operating Handbook and STC data applicable to this particular aircraft only.

The applicable Pilot Operating Handbook and STC installations remain the official documentation for this aircraft.

The pilot in command is responsible for complying with all items in the Pilot Operating Handbook and applicable STCs.

I certify this checklist has been reviewed for accuracy.

__________________________ 1/1/06__
Director of Maintenance Date
Checklists Notes

ABOUT CHECKLISTS
Standard operating practices in aviation have advanced somewhat since the first Cessna was sold commercially. So much so that the latest Cessna's are equipped with glass cockpits! It is a great tribute to Clyde Cessna that we are still flying the early models in General Aviation today, however the procedures issued with the aircraft are no longer enough for the complex environment and in striving towards the ultimate aviation goal of zero accident rate.

Standard accepted practices now define the use and application of checklists for normal, abnormal, and emergency operations. This introduction attempts to explain these concepts to those not familiar with checklist operation in the attempt to prevent misuse.

A checklist is used to confirm completion of vital actions, AFTER completion of all required actions, on each critical stage of the flight. As such checklists attempt to include critical items only, especially where inflight operation is concerned. Acronyms and flow patterns provide useful memory aids for completion of the required actions prior to reading the checklist, and for this purpose generic acronyms and standard flow patterns are highly recommended on light aircraft, especially if operating on more than one type.

A checklist, however, should not be generic, and needs to be modified for your aircraft type and serial number, which is why this document is free. If you wish to obtain a personalised checklist for your aircraft, see more details below.

When reading a normal checklist, the item should be read, followed by a glance at the item (eyes normally but follow through with touch is ok), and the required response. To keep track of where you are on the checklist normally the checklist is read with thumbs on each side of the item being checked, or one thumb next to the item being checked. Single column checklists are normally easier for this, but we found the A5 format easiest for reference in a single pilot environment. Users can choose customise layout to suit their own purposes.

In the early days of checklist use, they were often used incorrectly as 'do-lists'. Do-lists are where a pilot read the item, then completed the action required and read the response. Do-lists should normally only be used for emergencies and abnormal operations. A Do-list contains BOLD items, or boxed items, which must be memorised. The philosophy of BOLD memory recall items has only been introduced in Cessna aircraft in the 1980s. Checklists from manuals produced prior to this, and updated, have been included BOLD items based on common sense application of later models requirements. Early flight manuals complicate this concept by listing 'DO-lists' only in the normal operating procedures. The easy way to see if this is the case, is by the appearance of items such as 'Starter...............ENGAGE'.

This is clearly not an item that needs to be checked but an action that should be accomplished, and this makes the process rather confusing. Common sense application of later checklists and standad practises must be used in this case.

CHECKLISTS IN A SINGLE CREW OPERATION
It may not always be practical to read a checklist in flight for a single pilot aircraft. If checklists are used in flight, it is recommended that a 'control column' type checklist is used, whereupon the critical in flight checks are attached (either
permanently with glue or temporarily with press-stick for example) to the control column or similar location where they can be read easily without distraction from flying duties. A velcro dot can be used if the whole checklist is to be placed in a relevant position, so that you can position the checklist in the desired position for takeoff and landing and stow the checklist at other times.

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Credit for original version and links to our site are appreciated.

MODIFICATION
to modify this document to make it useable in an aircraft:
(open office version)
- Remove the unwanted pages
- Review and audit all the speeds and checklists according to the aircraft's POH;
- ensure all operating supplements and additional equipment are included;
- review the checklist for any local or operator differences (frequencies, cold/hot weather, high altitudes, ATC);
- Change the model type, year and include the serial number on each page
- Change the aircraft registration and type in the footer, include the operator if required;
- Include the operating note on the last page with a signature from the responsible person in your organisation, as required;
- Print, laminate as needed and provide
- Where required submit the checklist to the civil aviation authority with your POH for approval

SERVICES
If you require help with your checklist customisation, email the author, this service is available by providing your aircraft type and serial number, a scanned copy of the POH, and a photograph of the aircraft operating panels.
DISCLAIMER

The checklists provided in this document are based on standard international training practices. And they have been compiled from the information contained in the C210 Pilot's Operating Handbooks.

These checklists must be used by an appropriately licensed pilot, and may not be used in any manner that contradicts the manufacturers Pilot's Operating Handbook. Content of the checklist must be checked for compliance with your aircraft's serial number specific Manufacturer's Pilot's Operating Handbook.

The author accepts no liability for incorrect use of these checklists.

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______________________
Signature Responsible Person

________________________
Title

______________________
Date (dd-mmm-yy)
# CESSNA NORMAL CHECKLIST

## Pre Start

<table>
<thead>
<tr>
<th>Item</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tach/Hobbs/Time</td>
<td>RECORD</td>
</tr>
<tr>
<td>Passenger Briefing</td>
<td>COMPLETE</td>
</tr>
<tr>
<td>Preflight Inspection</td>
<td>COMPLETE</td>
</tr>
<tr>
<td>Seats / Seatbelts</td>
<td>ADJUST, LOCK</td>
</tr>
<tr>
<td>Brakes</td>
<td>SET/HOLD</td>
</tr>
<tr>
<td>Cowl Flaps</td>
<td>OPEN</td>
</tr>
<tr>
<td>Avionics</td>
<td>OFF</td>
</tr>
<tr>
<td>Landing Gear</td>
<td>DOWN</td>
</tr>
<tr>
<td>Fuel Selector Valve</td>
<td>FULLER TANK</td>
</tr>
<tr>
<td>Mixture</td>
<td>RICH</td>
</tr>
<tr>
<td>Propeller</td>
<td>HIGH RPM</td>
</tr>
<tr>
<td>Rotating Beacon</td>
<td>ON</td>
</tr>
<tr>
<td>Landing Gear Horn</td>
<td>PRESS TO TEST</td>
</tr>
<tr>
<td>Circuit Breakers</td>
<td>CHECK IN</td>
</tr>
<tr>
<td>Prime</td>
<td>AS REQ'D</td>
</tr>
<tr>
<td>Throttle</td>
<td>½ CENTIMETER</td>
</tr>
<tr>
<td>Prop Area</td>
<td>CLEAR</td>
</tr>
<tr>
<td>Oil Pressure</td>
<td>GREEN</td>
</tr>
<tr>
<td>Mixture</td>
<td>SET FOR TAXI</td>
</tr>
<tr>
<td>Engine Instruments</td>
<td>CHECK</td>
</tr>
<tr>
<td>Taxi, Nav. Lights</td>
<td>AS REQUIRED</td>
</tr>
<tr>
<td>Flaps</td>
<td>RETRACTED</td>
</tr>
<tr>
<td>Transponder</td>
<td>STANDBY</td>
</tr>
</tbody>
</table>

## After Start

<table>
<thead>
<tr>
<th>Item</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Pressure</td>
<td>GREEN</td>
</tr>
<tr>
<td>Mixture</td>
<td>SET FOR TAXI</td>
</tr>
<tr>
<td>Engine Instruments</td>
<td>CHECK</td>
</tr>
<tr>
<td>Taxi, Nav. Lights</td>
<td>AS REQUIRED</td>
</tr>
<tr>
<td>Flaps</td>
<td>RETRACTED</td>
</tr>
<tr>
<td>Transponder</td>
<td>STANDBY</td>
</tr>
</tbody>
</table>

## Taxi

<table>
<thead>
<tr>
<th>Item</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brakes</td>
<td>RELEASE, CHECK</td>
</tr>
<tr>
<td>Alternate Tank</td>
<td>CHECKED</td>
</tr>
<tr>
<td>Flight Instruments</td>
<td>TEST AND CHECK</td>
</tr>
<tr>
<td>Nav instruments</td>
<td>TEST</td>
</tr>
</tbody>
</table>

## Pre-Run Up

<table>
<thead>
<tr>
<th>Item</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Brake</td>
<td>SET</td>
</tr>
<tr>
<td>Cabin Doors/Windows</td>
<td>CLOSED/LOCKED</td>
</tr>
<tr>
<td>Cowls</td>
<td>OPEN</td>
</tr>
<tr>
<td>Fuel Selector</td>
<td>FULLER TANK</td>
</tr>
<tr>
<td>Mixture</td>
<td>SET</td>
</tr>
<tr>
<td>Engine Instruments</td>
<td>GREEN</td>
</tr>
</tbody>
</table>

## Line Up

<table>
<thead>
<tr>
<th>Item</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runway Area</td>
<td>CLEAR</td>
</tr>
<tr>
<td>Engine Parameters</td>
<td>GREEN</td>
</tr>
<tr>
<td>Wind</td>
<td>CHECK</td>
</tr>
<tr>
<td>Transponder</td>
<td>SET TO ALTITUDE</td>
</tr>
<tr>
<td>DI</td>
<td>ALIGNED WITH COMPASS</td>
</tr>
<tr>
<td>Flight Instruments</td>
<td>CORRECT RWY HEADING</td>
</tr>
<tr>
<td>Landing light, strobes</td>
<td>ON</td>
</tr>
</tbody>
</table>

## After Takeoff (above 1000' AGL)

<table>
<thead>
<tr>
<th>Item</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brakes</td>
<td>CHECK</td>
</tr>
<tr>
<td>Undercarriage</td>
<td>UP, ORANGE LIGHT</td>
</tr>
<tr>
<td>Power/Pitch</td>
<td>UP</td>
</tr>
<tr>
<td>Mixture</td>
<td>ADJUST</td>
</tr>
<tr>
<td>Fuel</td>
<td>CHECKED</td>
</tr>
<tr>
<td>Flaps</td>
<td>UP</td>
</tr>
<tr>
<td>Engine Parameters</td>
<td>GREEN</td>
</tr>
<tr>
<td>Lights</td>
<td>AS REQUIRED</td>
</tr>
</tbody>
</table>
NORMAL CHECKLIST

Cruise
Power/Prop..................................................SET
Elevator/Rudder trim..........................ADJUST
Mixture..................................................LEAN FOR ALTITUDE
Cowl Flaps......................................CLOSED/AS REQ'D

Descent
Fuel ........CORRECT TANK, QTY CHECKED
Radios......................................................SET
Engine Instruments...............CHECKED
DI................................................ALIGNED
Approach Briefing..................COMPLETE
Altimeter...........................................SET
Mixture...............................................SET
Cowl Flaps..................................CLOSED
Lights...........................................ON/AS REQ'D

Downwind
Seats / Seatbelts........CHECK SECURE
Fuel..................................................FULLER TANK
Brakes..................CHECK
Landing Gear........DOWN, GREEN LIGHT
Mixture..................................SET

Final
Cowl Flaps..........................OPEN
Mixture..................................SET FOR GO ROUND
Landing Gear........DOWN, ONE GREEN LIGHT
Propeller Pitch..................FULL FINE

After Landing
Cowl Flaps..........................OPEN
Wing Flaps..................................RETRACT
Land, Strobe lights.................OFF
Transponder..........................STANDBY

Shutdown and Securing
Power..................................................IDLE
Avionics and Electrics..................OFF
Mixture........................................IDLE CUTOFF
Magneto.......................................OFF
Master..........................................OFF
Control Lock..........................INSTALLED
Tach/Hobbs/Time........................RECORDED

REFERENCE INFORMATION

Speeds
NORMAL OPERATION
Unless otherwise stated the following speeds are for MAUW, Sea Level, ISA conditions.

$V_{T/O}$ 50ft- Flap 10 (max perf.) ...........69 KIAS
$V_X$ – Best Angle of Climb ..................80 KIAS
$V_Y$ – Best Rate of Climb ....................$V_{96}$ KIAS
$V_Z$ – Best Rate of Climb..............$V_{10,000}$ KIAS
$V_{ref}$ – Minimum Approach Speed ......72 KIAS
$V_A$ – Maneuvering Speed .............125-101 KIAS

Normal demonstrated crosswind .......21kts

PLACARD/ASI LIMITATIONS
$V_{NO}$ – Top of Green Arc .............165 KIAS
$V_{NE}$ – Red Line (Never Exceed) .......200 KIAS
$V_S$ – Stall Clean .........................69 KIAS
$V_{SO}$ – Stall landing configuration ....57 KIAS
$V_{FE}$ – Max. Flap Ext 0-30° .........115 KIAS
$V_{FE}$ – Max. Flap Ext 0-10° ........150 KIAS
$V_{LO}$ – Max. Gear Extension ..........165 KIAS
$V_{LR}$ – Min. Flap Retraction ...........80 KIAS

EMERGENCY OPERATION
Best glide Speed .......................75-85 KIAS
Precautionary Landing:
-Slow Safe Cruise .....................90-110 KIAS
-Approach (flap up) ....................85 KIAS
-Approach (full flap) .................75 KIAS
Ditching (full flap) ..................75 KIAS
Engine failure after takeoff (flap up).85 KIAS
Engine failure A.T.O (flap down) ....80 KIAS
Engine Failure in flight ..............80 KIAS
Landing without power (flap up) ....90 KIAS
Landing without power (flap down) ....80 KIAS

Operating performance
Planning......................................65lt/hr
Plan Cruise speed.........................145KTAS

Other Information
Transponder Codes:
Unlawful Interference ...............7500
Loss of Communication ..............7600
Emergency ..................................7700
Unassigned ..................................2000

Radio Frequencies
Emergency Frequencies ..............121.5/243
All Africa TIBA..........................126.9
Uncontrolled/Unmanned .............124.8
Training Areas.........................124.4

C210N 1979
**EMERGENCY PROCEDURES**

**Engine Failure**

**TAKEOFF**

NOTE: Bold Items are immediate recall Items, other times may be followed up by the use of the AFM checklist.

- **Throttle**: IDLE
- **Brakes**: APPLY
- **Mixture**: UP
- **Ignition**: OFF
- **Master switch**: OFF

**AFTER TAKEOFF**

- **Airspeed**: 85KIAS
- **Mixture**: CUTOFF
- **Fuel Selector Valve**: OFF
- **Ignition**: OFF
- **Gear**: AS REQUIRED
- **Flaps**: AS REQUIRED
- **Master switch**: OFF

**DURING FLIGHT**

**IMMEDIATE ACTIONS**

- **Airspeed**: 85KIAS
- **Field**: SELECT
- **Approach**: PLAN

**FAULT FINDING/RESTART**

- **Fuel Quantity**: CHECK
- **Fuel Selector Valve**: ON FULLER TANK
- **Mixture**: RICH
- **Fuel Pump**: ON 3-5 SECONDS
- **Ignition**: BOTH (or START if not windmilling)
- **Throttle**: ADVANCE

**COMMUNICATE**

- **Mayday**: Transmit Active or 121.5
- **Transponder**: 7700

**SECURE**

- **Mixture**: CUTOFF
- **Fuel Selector**: OFF
- **Ignition**: OFF

**Final Airspeed**

- 90KIAS (flap up)
- 80KIAS (flap down)

**Gear**: AS REQUIRED

**Flaps**: AS REQUIRED

**Engine Fire**

**During Start**

- **Starter**: CRANK

To draw away flames, if engine starts:

- **Power**: 1700RPM

For a few minutes until flames appear to be extinguished, or if engine does not start:

- **Mixture**: CUT-OFF
- **Ignition**: OFF
- **Master**: OFF

Inspect damage**

**During Flight**

- **Mixture**: CUT-OFF
- **Fuel**: OFF
- **Master**: OFF
- **Cabin Heat and Air**: OFF
- **Airspeed**: 140MPH/120KIAS

If fire is not extinguished, increase speed and/or sideslip as required to obtain an incombustible mixture.

Proceed with Engine Failure in Flight Actions

**Cabin Fire**

**On the Ground**

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

**During Flight**

Follow above procedure, once fire is extinguished:

- **Electrics/Avionics**: OFF
- **Master**: ON
- **Avionics/Electrics**: ON, one at a time

Land at the nearest suitable airfield.
Electrical Fire
Unknown Source
Master Switch....................................OFF
All Avionics and Electrics......................OFF
Circuit Breakers..................................PULL
If Smoke Ceases:
Cabin................................................VENTILATE
Master Switch....................................ON
Essential Electrical/Avionics ON, ONE at a time to isolate cause.

Known Source
Faulty Equipment.................................OFF
Cabin................................................VENTILATE
Reassess continued flight functionality without faulty equipment.

Spin Recovery
Ailerons..............................................NEUTRAL
Throttle...............................................IDLE
Confirm direction:
RUDDER.......................................FULL OPPOSITE
Elevator......................................FORWARD TO BREAK STALL
When Spinning Stops:
Rudder........................................NEUTRALISE
Pitch..............................................EASE OUT OF DIVE

Main Fuel Pump Failure
After Takeoff
Fuel Pump.........................................HI
Hold Fuel Pump in High Position until reaching a safe altitude and power can be reduced to cruise.
Fuel Pump.........................................ON

During Cruise
Mixture.............................................RICH
Fuel Pump.........................................HI
Select HI to restore fuel flow, once fuel flow is restored
Fuel Pump.........................................ON
HI may be needed momentarily for situations with excessive fuel demand.

Engine Roughness
Magnetos........................................CHECK
Mixture.............................................ADJUST
Temperatures/Pressures.......................CHECK
If roughness continues, plan to land at nearest suitable airfield.

Ditching
Follow forced landing procedure with the following differences:
Heavy Objects from baggage....JETTISON
Gear................................................UP
Flaps ..................................................30
With Power:
Approach.......................300ft/min ROD, 75KIAS
Land-High Winds.................INTO WIND
-Light winds......PARALLEL TO SWELL
If no power approach at 85KIAS flap up, or 80KIAS flap 10.
Cabin Doors .......................UNLATCH
Face........................................CUSHION FOR IMPACT
Aircraft......................................EVACUATE

Inadvertent Icing Encounter
Pitot heat.........................................ON
Icing conditions...............VACATE
turn back or change level to avoid icing.

Refer to POH Emergencies for full procedure
**NORMAL CHECKLIST**

**Pre Takeoff**
- Flight Controls............FREE AND CORRECT
- Power..................POWER
- Mixture..................MIXTURE
- Engine Instruments........THERMOMETER
- Magnetos..................MAGNETOS
- Propeller Governor........PROPELLER GEAR
- Transponder...............TRANSPONDER
- Flaps......................FLAP
- Wind......................WIND
- Engine Parameters........ENGINE
- Taxi, Nav. Lights...........TAXI LIGHTS
- Parking Brake..............PARK BRAKES
- Park Brake..................PARK BRAKES
- After Takeoff (above 1000' AGL)
- Brakes......................CHECK
- Undercarriage............CHECK
- Power/Pitch..............POWER
- Mixture..................MIXTURE
- Engine Instruments........ENGINE INSTRUMENTS
- Fuel......................FUEL
- Lights......................LIGHTS

**Pre-Run Up**
- Parking Brake..............SET
- Cabin Doors/Windows.......CLOSED/LOCKED
- Cowls........................OPEN
- Mixture..................FULLER TANK
- Fuel Selector...............FULLER TANK
- Engine Instruments.........GREEN

**Cabin Doors/Windows**
- CLOSED/LOCKED

**Engine Instruments**
- ADJUST, LOCK

**Electrical Equipment**
- CB's CHECKED
- SECURE

**Flaps**
- SET TO ALITUDE

**Taxi**
- RELEASE, CHECK

**After Start**
- Tach/Hobbs/Time............RECORDED
- Passenger Briefing.........COMPLETE
- Preflight Inspection........COMPLETE
- Seats / Seatbelts...........ADJUST, LOCK
- Brakes........................SET/HOLD
- Cowl Flaps..................OPEN
- Avionics.....................OFF
- Electrical Equipment........OFF
- Landing Gear................DOWN
- Fuel Selector Valve.........FULLER TANK
- Mixture....................RICH
- Propeller....................HIGH RPM
- Rotating Beacon............ON

**Engine Parameters**
- 1700RPM CHECKED

**Avionics**
- CHECKED UNDER LOAD

**Pre Start**
- PRESS TO TEST
- CHECK IN
- 50-60lbs/AS REQ'D
- 1/2 CENTIMETER
- CLEAR

**Oil Pressure**
- GREEN

**Flaps**
- FLAP

**Taxi, Nav. Lights**
- AS REQUIRED

**Prop Area**
- 50-60lbs/AS REQ'D

**Takeoff Power Setting/Fuel Flow**
- NOTED

**Park Brake**
- RELEASED

**Line Up**
- (REmember What To Do Last)
- CLEAR

**Engine Parameters**
- GREEN

**Magnetos**
- CHECKED UNDER LOAD

**Ammeter**
- CHECKED UNDER LOAD

**Magnetos**
- CHECKED UNDER LOAD

**Cowl Flaps**
- CHECKED UNDER LOAD

**Radios**
- CHECKED UNDER LOAD

**Seat and Seatbelts**
- SECURE

**Undercarriage**
- UP, ORANGE LIGHT

**Engine**
- POWER

**Dust**
- ADJUST

**Flaps**
- UP
**NORMAL CHECKLIST**

**Cruise**
- Power/Prop: SET
- Elevator/Rudder trim: ADJUST
- Mixture: LEAN FOR ALTITUDE
- Cowl Flaps: CLOSED/AS REQ'D

**Descent**
- Fuel: CORRECT TANK, QTY CHECKED
- Radios: SET
- Engine Instruments: CHECKED
- DI: ALIGNED
- Approach Briefing: COMPLETE
- Altimeter: SET
- Mixture: SET
- Cowl Flaps: CLOSED
- Lights: ON/AS REQ'D

**Downwind**
- Seats / Seatbelts: CHECK SECURE
- Fuel: FULLER TANK
- Brakes: CHECK
- Landing Gear: DOWN, GREEN LIGHT
- Mixture: SET

**Final**
- Cowl Flaps: OPEN
- Mixture: SET FOR GO ROUND
- Landing Gear: DOWN, ONE GREEN LIGHT
- Propeller Pitch: FULL FINE

**After Landing**
- Cowl Flaps: OPEN
- Wing Flaps: RETRACT
- Land, Strobe lights: OFF
- Transponder: STANDBY

**Shutdown and Securing**
- Power: IDLE
- Avionics and Electrics: OFF
- Magnetos: OFF
- Master: OFF
- Control Lock: INSTALLED
- Tach/Hobbs/Time: RECORDED

---

**REFERENCE INFORMATION**

**Speeds**

**NORMAL OPERATION**

Unless otherwise stated the following speeds are for MAUW, Sea Level, ISA conditions.

<table>
<thead>
<tr>
<th>Speed</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>$V_{R\text{(nml)}}$</td>
<td>70-80 mph</td>
</tr>
<tr>
<td>$V_{T/O\text{ 50ft}}$</td>
<td>82 mph</td>
</tr>
<tr>
<td>$V_X$</td>
<td>$V_{x\text{al}}$ 85 mph</td>
</tr>
<tr>
<td>$V_Y$</td>
<td>$V_{y\text{al}}$ 90 mph</td>
</tr>
<tr>
<td>$V_{16\text{000ft}}$</td>
<td>102 mph</td>
</tr>
<tr>
<td>Normal approach (Flap 30)</td>
<td>85-95 mph</td>
</tr>
<tr>
<td>$V_{ref}$</td>
<td>82 mph</td>
</tr>
<tr>
<td>$V_A$</td>
<td>115-135 mph</td>
</tr>
</tbody>
</table>

**PLACARD/ASI LIMITATIONS**

- $V_{NO}$ – Top of Green Arc: 190 mph
- $V_{NE}$ – Red Line (Never Exceed): 225 mph
- $V_S$ – Stall Clean: 75 mph
- $V_{SO}$ – Stall landing configuration: 65 mph
- $V_{FE}$ – Max. Flap Extn 0-30º: 120 mph
- $V_{FE}$ – Max. Flap Extn 0-10 º: 160 mph
- $V_{LE}$ – Max. Gear Extension: 160 mph
- $V_{LR}$ – Min. Gear and Flap Retraction: 90 mph

**EMERGENCY OPERATION**

- Best glide Speed: 85-95 KIAS
- Precautionary: 90-110 mph
- Field Inspection: 10º flap, 100 mph
- Approach (flaps full): 85-95 mph
- Engine failure after takeoff: 100 mph
- Engine Failure in flight up: 100 mph
- Engine Failure in flight down: 90 mph

**Operating performance**

| Planning | 65lt/hr |
| Plan Cruise speed | 145KTAS |

**Other Information**

**Transponder Codes:**
- Unlawful Interference: 7500
- Loss of Communication: 7600
- Emergency: 7700
- Unassigned: 2000

**Radio Frequencies**

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>121.5/243</td>
<td>Emergency Frequencies</td>
</tr>
<tr>
<td>126.9</td>
<td>All Africa TIBA</td>
</tr>
<tr>
<td>124.8</td>
<td>Uncontrolled/Unmanned</td>
</tr>
<tr>
<td>124.4</td>
<td>Training Areas</td>
</tr>
</tbody>
</table>

---

C210L 1973

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EMERGENCY PROCEDURES
Engine Failure

TAKEOFF
NOTE: Bold Items are immediate recall Items, other times may be followed up by the use of the AFM checklist.

Throttle ........................................... IDLE
Brakes ........................................... APPLY
Flaps ................................................ UP
Mixture ........................................... CUT-OFF
Ignition .......................................... OFF
Master switch .................................. OFF

AFTER TAKEOFF

Airspeed ........................................ 100 MPH/85KIAS
Mixture ........................................... CUT-OFF
Fuel Selector Valve ......................... ON FULLER TANK
Ignition .......................................... OFF
Gear ........................................... AS REQUIRED
Flaps ........................................... AS REQUIRED
Master switch .................................. OFF

FINAL

Gear ........................................... AS REQUIRED
Flaps ........................................... AS REQUIRED
Master switch .................................. OFF
Doors .......................................... UNLATCH
Touchdown .................................... TAIL LOW

Engine Fire

During Start

Starters .......................................... CRANK
To draw away flames, If Engine Starts:
Power ............................................ 1700rpm
For a few minutes until flames appear to be extinguished, or if engine does not start:

Mixture ........................................... CUT-OFF
Ignition .......................................... OFF
Master .......................................... OFF

Inspect damage

During Flight

Mixture ........................................... CUT-OFF
Fuel .............................................. OFF
Master .......................................... OFF
Cabin Heat and Air ............................ OFF
Airspeed ........................................ 140MPH/120KIAS
If fire is not extinguished Increase Speed and/or Sideslip as required to obtain an incombustible mixture. Proceed with Engine Failure in Flight Actions

Cabin Fire

On the Ground

Master Switch .................................. OFF
Cabin Vents/Air/Heat ........................ CLOSED
Fire Extinguisher ............................ ACTIVATE
Cabin Vents/Windows ........................ OPEN

During Flight

Follow Above Procedure, Once Fire is extinguished:
Electrics/Avionics ............................ OFF
Master .......................................... ON
Avionics/Electrics ............................ On, one at a time
Land at the nearest Suitable Airfield

C210L 1973
**Electrical Fire**

**Unknown Source**
- Master Switch: OFF
- All Avionics and Electrics: OFF
- Circuit Breakers: PULL

If Smoke Ceases:
- Cabin: VENTILATE
- Master Switch: ON
- Essential Electrical/Avionics: ON, ONE at a time to isolate cause.

**Known Source**
- Faulty Equipment: OFF
- Cabin: Ventilate
- Reassess continued flight functionality without faulty equipment.

**Spin Recovery**
- Ailerons: NEUTRAL
- Throttle: IDLE
- Confirm direction
- RUDDER: FULL OPPOSITE
- Elevator: FORWARD TO BREAK STALL
- Rudder: Neutralise when spinning stops
- Pitch: EASE OUT OF DIVE

**Main Fuel Pump Failure**

**After Takeoff**
- Fuel Pump: HI
- Hold Fuel Pump in High Position until reaching a safe altitude and power can be reduced to cruise.
- Fuel Pump: ON

**During Cruise**
- Mixture: RICH
- Fuel Pump: HI
- Select HI to restore fuel flow, once fuel flow is restored
- Fuel Pump: ON
  - HI may be needed momentarily for situations with excessive fuel demand.

**Electrical Failure/Overload**

- Load: VERIFY
- REDUCE TO MINIMUM
- Alternator: OFF
- Alternator CB: TRIP&RESET
- Alternator: ON
- Load/Power: OK?
- If Not:
  - Master: OFF
  - Master: ON
  - IF LOAD still not does not return to normal:
    - PLAN To land at nearest suitable airfield,
    - Conserve Battery as much as possible,
    - All non essential electrics off, if necessary
    - Inform ATC and turn master off until approaching circuit. Be prepared for implications of electrical failures on systems(flaps/gear/avionics).

**Engine Roughness**
- Magneto: CHECK
- Mixture: ADJUST
- Temperatures/Pressures: CHECK
  - If roughness continues, plan to land at nearest suitable airfield.

---

**C210L 1973**

**EMERGENCY CHECKLIST-C210L 1973**

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## Normal Checklist

### Pre Start

<table>
<thead>
<tr>
<th>Component</th>
<th>Status/Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tach/Hobbs/Time</td>
<td>RECORDED</td>
</tr>
<tr>
<td>Passenger Briefing</td>
<td>COMPLETE</td>
</tr>
<tr>
<td>Preflight Inspection</td>
<td>COMPLETE</td>
</tr>
<tr>
<td>Seats / Seatbelts</td>
<td>ADJUST, LOCK</td>
</tr>
<tr>
<td>Brakes</td>
<td>SET/HOLD</td>
</tr>
<tr>
<td>Cowl Flaps</td>
<td>OPEN</td>
</tr>
<tr>
<td>Avionics</td>
<td>OFF</td>
</tr>
<tr>
<td>Electrical Equipment</td>
<td>OFF</td>
</tr>
<tr>
<td>Landing Gear</td>
<td>DOWN</td>
</tr>
<tr>
<td>Fuel Selector Valve</td>
<td>FULLER TANK</td>
</tr>
<tr>
<td>Mixture</td>
<td>RICH</td>
</tr>
<tr>
<td>Propeller</td>
<td>HIGH RPM</td>
</tr>
<tr>
<td>Rotating Beacon</td>
<td>ON</td>
</tr>
<tr>
<td>Landing Gear Horn</td>
<td>PRESS TO TEST</td>
</tr>
<tr>
<td>Circuit Breakers</td>
<td>CHECK IN</td>
</tr>
<tr>
<td>Prime</td>
<td>50-60 lbs/AS REQ'D</td>
</tr>
<tr>
<td>Throttle</td>
<td>½ CENTIMETER</td>
</tr>
<tr>
<td>Prop Area</td>
<td>CLEAR</td>
</tr>
</tbody>
</table>

### After Start

<table>
<thead>
<tr>
<th>Component</th>
<th>Status/Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Pressure</td>
<td>GREEN</td>
</tr>
<tr>
<td>Mixture</td>
<td>SET FOR TAXI</td>
</tr>
<tr>
<td>Engine Instruments</td>
<td>CHECK</td>
</tr>
<tr>
<td>Taxi, Nav. Lights</td>
<td>AS REQUIRED</td>
</tr>
<tr>
<td>Flaps</td>
<td>RETRACTED</td>
</tr>
<tr>
<td>Transponder</td>
<td>STANDBY</td>
</tr>
</tbody>
</table>

### Taxi

<table>
<thead>
<tr>
<th>Component</th>
<th>Status/Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brakes</td>
<td>RELEASE, CHECK</td>
</tr>
<tr>
<td>Alternate Tank</td>
<td>CHECKED</td>
</tr>
<tr>
<td>Flight Instruments</td>
<td>TEST AND CHECK</td>
</tr>
<tr>
<td>Nav instruments</td>
<td>TEST</td>
</tr>
</tbody>
</table>

### Pre-Run Up

<table>
<thead>
<tr>
<th>Component</th>
<th>Status/Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Brake</td>
<td>SET</td>
</tr>
<tr>
<td>Cabin Doors/Windows</td>
<td>CLOSED/LOCKED</td>
</tr>
<tr>
<td>Cowls</td>
<td>OPEN</td>
</tr>
<tr>
<td>Fuel Selector</td>
<td>FULLER TANK</td>
</tr>
<tr>
<td>Mixture</td>
<td>SET</td>
</tr>
<tr>
<td>Engine Instruments</td>
<td>GREEN</td>
</tr>
</tbody>
</table>

### Normal Checklist-C210L 1974
NORMAL CHECKLIST-C210L 1974

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REFERENCE INFORMATION

Note: ASI in mph, POH in KIAS both speeds included where important

Speeds

NORMAL OPERATION

Unless otherwise stated the following speeds are for MAUW, Sea Level, ISA conditions.

V<sub>R</sub> (nmil)..........................65-70KIAS/70-80 mph

V<sub>T/O</sub> 50ft..........................72KIAS/83mph

V<sub>x</sub> – Best Angle of Climb Vx<sub>sg</sub> 75KIAS/87mph

V<sub>x</sub> 10000ft 80KIAS/92mph

V<sub>y</sub> – Best Rate of Climb. Vy<sub>si</sub> 97KIAS/111 mph

Vy<sub>10,000</sub> 92KIAS/106 mph

Normal approach (Flap 30)..............75-85KIAS

V<sub>ref</sub>..........................71 KIAS/82 mph

V<sub>a</sub> – Maneuvering Speed...........96-119KIAS

PLACARD/ASI LIMITATIONS

V<sub>NO</sub> – Top of Green Arc............168KIAS

V<sub>NE</sub> – Red Line (Never Exceed)........199KIAS

V<sub>s</sub> – Stall Clean ..................68KIAS/79 mph

V<sub>s</sub> – Stall landing.................55KIAS/64 mph

V<sub>FE</sub> – Max. Flap Ext 0-30º, 105KIAS120 mph

V<sub>FE</sub> – Max. Flap Ext 0-10º, 140KIAS160 mph

V<sub>LE</sub> – Max. Gear Extension........140KIAS160 mph

V<sub>LR</sub> – Min. Gear/Flap Retrnr ...................80KIAS/90mph

EMERGENCY OPERATION

Best glide Speed...............75-85 KIAS/85-95mph

Precautionary ......................75-85 KIAS

Field Inspection....10º flap, 85KIAS/100 mph

Approach (flaps full)..............75KIAS/90 mph

Engine failure after takeoff...85KIAS/100 mph

Engine Failure flap up............90KIAS/105 mph

Engine Failure flap down...........80KIAS/95 mph

Operating performance

Planning..................................65lt/hr

Plan Cruise speed..............121.5/243

145KTAS

Other Information

Transponder Codes:

Unlawful Interference.............7500

Loss of Communication.............7600

Emergency..........................7700

Unassigned..........................2000

Radio Frequencies

Emergency Frequencies........121.5/243

All Africa TIBA....................126.9

Uncontrolled/Unmanned............124.8

Training Areas......................124.4
EMERGENCY PROCEDURES

Engine Failure

TAKEOFF

NOTE: Bold Items are immediate recall Items, other times may be followed up by the use of the AFM checklist.

Throttle .................................................. IDLE
Brakes .................................................. APPLY
Flaps ........................................................ UP
Mixture .................................................. CUT-OFF
Ignition .................................................... OFF
Master switch ......................................... OFF

AFTER TAKEOFF

Airspeed .............................................. 100 MPH/85KIAS
Mixture .................................................. CUT-OFF
Fuel Selector Valve ............................... OFF
Ignition .................................................... OFF
Gear ........................................................ AS REQUIRED
Flaps ....................................................... AS REQUIRED
Master switch ......................................... OFF

DURING FLIGHT

IMMEDIATE ACTIONS

Airspeed .............................................. 100MPH/85KIAS(Flaps UP)
............................................. 90MPH/80KIAS (Flaps DOWN)

Field ..................................................... SELECT
Approach ................................................. PLAN

FAULT FINDING/RESTART

Fuel Quantity ................................. Check
Fuel Selector Valve ............... ON FULLER TANK
Mixture ................................................. RICH
Fuel Pump ............................................. ON 3-5 Seconds
Ignition ............................................... BOTH
(or START if not windmilling)

Throttle ................................................. Advance
If no start obtained proceed with Forced Landing Procedure

COMMUNICATE

Mayday .................................. Transmit Active or 121.5
Transponder ................................. 7700
Passengers ................................. BRIEF

SECURE

Mixture .................................................. CUTOFF
Fuel Selector ......................................... OFF
Ignition .................................................... OFF

Engine Fire

DURING START

Starter .................................................. CRANK

To draw away flames, If Engine Starts:
Power ..................................................... 1700rpm

For a few minutes until flames appear to be extinguished, or if engine does not start:

Mixture .................................................. CUTOFF
Ignition .................................................... OFF
Master ....................................................... OFF

Inspect damage

DURING FLIGHT

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Fuel ........................................................ OFF
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ON THE GROUND

Master Switch ......................................... OFF
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Fire Extinguisher ................................ ACTIVATE
Cabin Vents/Windows .......................... OPEN

DURING FLIGHT

Follow Above Procedure, Once Fire is extinguished:

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C210L 1974
**Electrical Fire**

Unknown Source

- Master Switch: OFF
- All Avionics and Electrics: OFF
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If smoke ceases:
- Cabin: VENTILATE
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- Essential Electrical/Avionics: ON, ONE at a time to isolate cause.

**Known Source**

- Faulty Equipment: OFF
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Reassess continued flight functionality without faulty equipment.

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- Ailerons: NEUTRAL
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