

C340 II

Normal & Emergency Checklist



CARENADO COPYRIGHTS

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C340 II

Normal & Emergency Checklist

BEFORE STARTING THE ENGINES

- (1) Preflight Inspection - COMPLETE.
- (2) Cabin Door - LATCHED; safety pin - INSTALLED.
- (3) Control Lock(s) - REMOVE.
- (4) Seat, Seat Belts and Shoulder Harness - ADJUST and SECURE.
- (5) Brakes - TEST and SET.
- (6) Landing Gear Switch - DOWN.
- (7) Emergency Alternator Field Switch - OFF.
- (8) Alternate Avionics Power Switch - OFF.
- (9) Circuit Breakers - IN.
- (10) All Switches - OFF.
- (11) Auxiliary Fuel Pump Switches - OFF.
- (12) Avionics Master Switch - OFF.
- (13) Battery and Alternators - ON.



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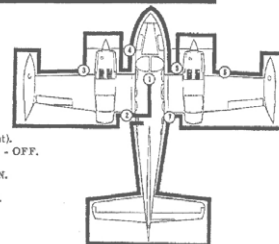
C340 II

Normal & Emergency Checklist

PREFLIGHT INSPECTION

NOTE

- Visually check inspection plates and general aircraft condition during walk-around inspection. If night flight is planned, check operation of all lights and make sure a flashlight is available.
- Refer to inside back cover of this manual for quantities, materials, and specifications of frequently used service items.



1.
 - a. Control Lock(s) - REMOVE and STOW.
 - b. Parking Brake - SET
 - c. All Switches - OFF.
 - d. All Circuit Breakers - ON.
 - e. Landing Gear Switch - DOWN.
 - f. Right Fuel Selector - RIGHT MAIN (feel for detent).
 - g. Oxygen - CHECK QUANTITY, MASKS and HOSES - OFF.
 - h. Battery Switch - ON.
 - i. Fuel Gages - CHECK QUANTITY and OPERATION.
 - j. Wing Flaps - EXTEND.
 - k. Left Fuel Selector - LEFT MAIN (feel for detent).
 - l. Trim Tab Controls (3) - NEUTRAL.
 - m. Windshields and Windows - CHECK for CRACKS.
2.
 - a. Wing Locker Baggage Door - SECURE
 - b. Battery Compartment Cover - SECURE
 - c. Wing Flap - CHECK SECURITY and ATTACHMENT.
 - d. Bottom Outboard Wing - CHECK for fuel stains.
 - e. Control Surface Lock - REMOVE.
 - f. Aileron and Tab - CHECK CONDITION, FREEDOM OF MOVEMENT and TAB POSITION.
 - g. Tip Tank Transfer Pump - LISTEN for operation.
 - h. Main Tank Fuel Sump - DRAIN.
 - i. Fuel Vent and Shutoff Valve - CLEAR.
 - j. Main Tank Fuel Quantity - CHECK, CAP SECURE.
 - k. Deice Boot - CHECK condition and security (if installed).
 - l. Stall Warning Vane - CHECK FREEDOM OF MOVEMENT and audible warning.
 - m. Wing Tie Down - REMOVE.
 - n. Auxiliary Tank Fuel Quantity - CHECK, CAP SECURE.
 - o. Wing Locker Tank Fuel Vent - CLEAR (if installed).
 - p. Auxiliary Tank and Wing Locker Transfer Line Fuel Sump - DRAIN (if installed).
3.
 - a. Wing Locker Tank Fuel Quantity - CHECK, CAP SECURE (if installed).
 - b. Cowling Flap - SECURE.
 - c. Engine Compartment General Condition - CHECK for fuel, oil and exhaust leaks or stains.

Carenado

C340 II

Normal & Emergency Checklist

- d. Oil Level - CHECK, MINIMUM 9 QUARTS.
 - e. Propeller and Spinner - EXAMINE FOR NICKS, SECURITY and OIL LEAKS.
 - f. Intake Air Opening - CLEAR.
 - g. Cowling Flap - SECURE.
 - h. Main Gear, Struts, Doors and Tire - CHECK.
 - i. Wing Locker Tank Fuel Sump - DRAIN (if installed).
 - j. Crossfeed Line - DRAIN.
- 4
- a. Heat Exchanger Opening - CLEAR.
 - b. Baggage Door - SECURE.
 - c. Nose Gear, Struts, Doors and Tire - CHECK.
 - d. Lower Fuselage, Nose and Center Section - CHECK for fuel stains.
 - e. Pitot Cover (if installed) - REMOVE, Pitot Tube - CLEAR.
 - f. Tie Down - REMOVE.
 - g. Rooster Inlet - CLEAR.
 - h. Baggage Door - SECURE.
- 5
- a. Crossfeed Line - DRAIN.
 - b. Wing Locker Tank Fuel Sump - DRAIN (if installed).
 - c. Main Gear, Struts, Doors and Tire - CHECK.
 - d. Air Conditioning Outlet Air Opening - CLEAR (if installed).
 - e. Wing Locker Tank Fuel Quantity - CHECK, CAP SECURE (if installed).
 - f. Cowling Flap - SECURE.
 - g. Intake Air Opening - CLEAR.
 - h. Oil Level - CHECK, MINIMUM 9 QUARTS.
 - i. Engine Compartment General Condition - CHECK for fuel, oil and exhaust leaks or signs.
 - j. Propeller and Spinner - EXAMINE FOR NICKS, SECURITY and OIL LEAKS.
 - k. Cowling Flap - SECURE.
 - l. Air Conditioning Inlet Air Openings - CLEAR (if installed).
- 6
- a. Wing Locker Tank Fuel Vent - CLEAR (if installed).
 - b. Auxiliary Tank and Wing Locker Transfer Line Fuel Sump - DRAIN (if installed).
 - c. Fuel Strainer - DRAIN.
 - d. Auxiliary Tank Fuel Quantity - CHECK, CAP SECURE.
 - e. Wing Tie Down - REMOVE.
 - f. Deice Boots - CHECK - Condition and Security (if installed).
 - g. Main Tank Fuel Quantity - CHECK, CAP SECURE.
 - h. Fuel Vent and Sniffle Valve - CLEAR.
 - i. Main Tank Fuel Sump - DRAIN.
 - j. Tip Tank Transfer Pump - LISTEN FOR OPERATION.
 - k. Control Surface Lock - REMOVE.
 - l. Aileron - CHECK CONDITION and FREEDOM OF MOVEMENT.
 - m. Bottom Outboard Wing - CHECK for fuel stains.
 - n. Wing Flap - CHECK SECURITY and ATTACHMENT.
 - o. Wing Locker Baggage Door - SECURE.
- 7
- a. Static Port - CLEAR.
 - b. Deice Boots - CHECK - Condition and Security (if installed).
 - c. Control Surface Lock(s) - REMOVE, Elevator and Rudder.
 - d. Control Surfaces - CHECK CONDITION, FREEDOM OF MOVEMENT and TAB POSITION.
 - e. Tie Down - REMOVE.
 - f. Static Port - CLEAR.
 - g. Cabin Door and Seal - CHECK SECURITY and CONDITION.
 - h. Battery Switch - OFF.



Carenado

C340 II

Normal & Emergency Checklist

NOTE

When using external power source, do not turn on the battery or alternator switches until external power is disconnected, to avoid damage to the alternators and a weak battery draining off part of the current being supplied by the external source.

- (14) Master Panel Lighting Switch - AS REQUIRED.
- (15) Altimeter and Clock - SET.
- (16) Annunciator Light Panel - PRESS-TO-TEST.
- (17) Cabin Door Not Locked Light - OFF.

NOTE

If top half of door is still open, the light will not go out.

- (18) Landing Gear Position Indicator Lights - Check green lights ON.
- (19) Cabin Air Controls - AS REQUIRED.
- (20) Fuel Quantity - CHECK.
- (21) Throttles - OPEN ONE INCH.
- (22) Propellers - FULL FORWARD.
- (23) Mixtures - FULL RICH.
- (24) Cowl Flaps - OPEN.
- (25) Fuel Selectors - Left Engine - LEFT MAIN (feel for detent).
Right Engine - RIGHT MAIN (feel for detent).
- (26) Pressurization Air Controls - PUSH IN (for pressurization)
PULL OUT (to dump pressurization air).
- (27) Cabin Pressurization Switch - PRESS or DEPRESS.
- (28) Ram Air Control - PUSH IN (for pressurization) PULL OUT (for ventilation).
- (29) Cabin Rate - ON INDEX (Optional System).
- (30) Cabin Altitude - Set 500 feet above pattern altitude (Optional System).
- (31) Alternate Air Controls - IN.

Carenado

C340 II

Normal & Emergency Checklist

STARTING ENGINES (Left Engine First)

NORMAL START (NO EXTERNAL POWER)

- (1) Propeller - CLEAR.
- (2) Magneto Switches - ON.
- (3) Engine - START.
 - (a) Starter Button - PRESS.
 - (b) Primer Switch - Left Engine - LEFT.
Right Engine - RIGHT.

CAUTION

● If the primer is activated for excessive periods of time with the engine inoperative on the ground or during flight, damage may be incurred to the engine and/or aircraft due to fuel accumulation in the induction system. Similar conditions may develop when the engine is shutdown with the auxiliary fuel pump ON.

● Should fuel priming or auxiliary fuel pump operation periods in excess of 60 seconds occur, the engine manifold must be purged by one of the following procedures:

- (a) With auxiliary fuel pump OFF, allow manifold to drain at least 5 minutes or until fuel ceases to flow out of the drain under the nacelle.
- (b) If circumstances do not allow natural draining periods recommended above, with the auxiliary fuel pump OFF, magnetos OFF, mixture idle cut-off and throttle full open, turn engine with starter or by hand a minimum of 15 revolutions.

- (4) Auxiliary Fuel Pump - LOW (to purge vapor from fuel system).
- (5) Throttle - 1000 to 1200 RPM.
- (6) Oil Pressure - 10 PSI minimum in 30 seconds in normal weather or 60 seconds in cold weather. If no indication appears, shutdown engine and investigate.
- (7) Right Engine - START (repeat steps 1 through 6).



Carenado

C340 II

Normal & Emergency Checklist

- (8) Alternators - CHECK.
- (9) Wing Flaps - UP.
- (10) Rotating Beacon - ON.
- (11) Avionics Master Switch - ON.
- (12) Radios - SET.

STARTING ENGINES (Left Engine First)

WITH EXTERNAL POWER SOURCE

- (1) Battery and Alternators - OFF.
- (2) External Power Source - PLUG IN.
- (3) Propeller - CLEAR.
- (4) Magneto Switches - ON.
- (5) Engine - START.
 - (a) Starter Button - PRESS.
 - (b) Primer Switch - Left Engine - LEFT.
Right Engine - RIGHT.

CAUTION

- If the primer is activated for excessive periods of time with the engine inoperative on the ground or during flight, damage may be incurred to the engine and/or aircraft due to fuel accumulation in the induction system. Similar conditions may develop when the engine is shutdown with the auxiliary fuel pump ON.
- Should fuel priming or auxiliary fuel pump operation periods in excess of 60 seconds occur, the engine manifold must be purged by one of the following procedures:
 - (a) With auxiliary fuel pump OFF, allow manifold to drain at least 5 minutes or until fuel ceases to flow out of the drain under the nacelle.
 - (b) If circumstances do not allow natural draining periods recommended above, with the auxiliary fuel pump OFF, magnetos OFF, mixture idle cut-off and throttle full open, turn engine with starter or by hand a minimum of 15 revolutions.

Carenado

C340 II

Normal & Emergency Checklist

- (6) Auxiliary Fuel Pump - LOW (to purge vapor from fuel system).
- (7) Throttle - 1000 to 1200 RPM.
- (8) Oil Pressure - 10 PSI minimum in 30 seconds in normal weather or 60 seconds in cold weather. If no indication appears, shut-down engine and investigate.
- (9) Right Engine - START - (repeat steps 3 through 8).
- (10) External Power Source - UNPLUG.
- (11) Battery and Alternators - ON.
- (12) Alternators - CHECK.
- (13) Wing Flaps - UP.
- (14) Rotating Beacon - ON.
- (15) Avionics Master Switch - ON.
- (16) Radios - SET.

BEFORE TAKEOFF

- (1) Brakes - SET.
- (2) Engine Runup:
 - (a) Throttles - 1700 RPM.
 - (b) Alternators - CHECK.
 - (c) Magnetos - CHECK (150 RPM maximum drop with a maximum differential of 50 RPM).
 - (d) Propellers - CHECK feathering to 1200 RPM; return to high RPM (full forward position).
 - (e) Engine Instruments - CHECK green arc.
 - (f) Vacuum System - CHECK (4.75 to 5.25 inches Hg.).
 - (g) Throttles - 1000 RPM.

NOTE

It is important that the engine oil temperature be within the normal operating range prior to applying takeoff power.

- (3) Flight Controls - CHECK free and correct.
- (4) Trim Tabs - SET.
- (5) Cowl Flaps - OPEN.
- (6) Alternate Air Controls - Check IN.



Carenado

C340 II

Normal & Emergency Checklist

- (7) Fuel Selectors - RECHECK - Left Engine - LEFT MAIN (feel for detent).
Right Engine - RIGHT MAIN (feel for detent).
- (8) Wing Flaps - UP.
- (9) Fuel Quantity - CHECK.
- (10) With Optional Electrical Gyro Horizon - PULL to erect.
- (11) Flight Instruments and Radios - SET.
- (12) Lights - AS REQUIRED.
- (13) Annunciator Panel - CLEAR.
- (14) Auxiliary Fuel Pumps - ON.
- (15) Cabin Pressurization Switch - PRESS.
- (16) Brakes - RELEASE.

TAKEOFF

- (1) Power - 2700 RPM and FULL THROTTLE.

NOTE

Apply full throttle smoothly to avoid propeller surging and excessive manifold pressure. Do not exceed 33.0 inches Hg. manifold pressure at anytime.

- (2) Elevator Control - Raise nosewheel at 86 KIAS.
- (3) Minimum Control Speed - 84 KIAS.
- (4) Break Ground at 91 KIAS.

AFTER TAKEOFF

- (1) Brakes - APPLY momentarily.
- (2) Landing Gear - RETRACT (check red light OFF).
- (3) Wing Flaps - UP (if extended).

Carenado

C340 II

Normal & Emergency Checklist

- (4) Climb Speed - 108 KIAS (best multi-engine rate-of-climb speed).
- (5) Auxiliary Fuel Pumps - CHECK ON.

CLIMB

NORMAL CLIMB

- (1) Power - 2450 RPM and 28.0 inches Hg.
- (2) Airspeed - 115 to 140 KIAS.
- (3) Mixtures - ADJUST to climb fuel flow.
- (4) Cowl Flaps - AS REQUIRED.
- (5) Auxiliary Fuel Pumps - ON (above 10,000 feet altitude to minimize vapor formation).

NOTE

During very hot weather, if there is an indication of vapor in the fuel system (fluctuating fuel flow) or anytime when climbing above 10,000 feet, turn the auxiliary pumps ON until cruising altitude has been obtained and the system is purged (usually 5 to 15 minutes after establishing cruising flight).

- (6) Cabin Altitude Control - SET (after cabin pressure has stabilized). Reset cabin altitude control to destination pattern altitude plus 500 feet (inner scale) or cruise altitude plus 500 feet (outer scale) whichever gives the highest cabin altitude (Optional System).
- (7) Cabin Rate Control - SET to reach selected cabin altitude at approximately the same time the aircraft reaches cruise altitude (Optional System).

MAXIMUM PERFORMANCE CLIMB

- (1) Power - 2700 RPM and FULL THROTTLE below 16,000 feet.
Placarded manifold pressure above 16,000 feet.
- (2) Airspeed - 108 KIAS.
- (3) Mixtures - LEAN above 16,000 feet.



Carenado

C340 II

Normal & Emergency Checklist

- (4) Cowl Flaps - AS REQUIRED.
- (5) Auxiliary Fuel Pumps - ON (above 10,000 feet altitude to minimize vapor formation).

NOTE

During very hot weather, if there is an indication of vapor in the fuel system (fluctuating fuel flow) or anytime when climbing above 10,000 feet, turn the auxiliary fuel pumps ON until cruising altitude has been obtained and the system is purged (usually 5 to 15 minutes after establishing cruising flight). It is recommended that the mixture remain at the climb mixture setting for approximately 5 minutes after establishing cruising flight before leaning is initiated.

- (6) Cabin Altitude Control - SET (after cabin pressure has stabilized). Reset cabin altitude control to destination pattern altitude plus 500 feet (inner scale) or cruise altitude plus 500 feet (outer scale) whichever gives the highest cabin altitude (Optional System).
- (7) Cabin Rate Control - SET to reach selected cabin altitude at approximately the same time the aircraft reaches cruise altitude (Optional System).

CRUISING

- (1) Cruise Power - 2100 to 2450 RPM and 17 to 28 inches Hg.

NOTE

Maintain sufficient power for pressurization requirements.

Carenado

C340 II

Normal & Emergency Checklist

- (2) Mixtures - LEAN for desired cruise fuel flow as determined from your power computer. Recheck mixtures if power, altitude or OAT changes.
- (3) Cowl Flaps - AS REQUIRED.
- (4) Auxiliary Fuel Pumps:
 - (a) Main Tanks - ON (first 5 to 15 minutes to minimize vapor formation).
 - (b) Auxiliary Tanks - OFF.
 - (c) Switching Tanks - LOW.
- (5) Fuel Selectors - Left Engine - LEFT MAIN (feel for detent). Right Engine - RIGHT MAIN (feel for detent).
 - (a) If optional 40 gal. auxiliary tanks are installed, fuel selectors - MAIN TANKS for 60 minutes.
 - (b) If optional 63 gal. auxiliary tanks are installed, fuel selectors - MAIN TANKS for 90 minutes.
 - (c) Usable auxiliary fuel quantity is based on level flight.
 - (d) If wing locker tanks are installed, fuel selectors - MAIN TANKS or, after wing locker tanks are transferred and main tank quantity is less than 180 pounds each - AUXILIARY TANKS.

NOTE

Turn auxiliary fuel pumps to LOW and mixtures to FULL RICH when switching tanks.

- (e) If wing locker tanks are installed, crossfeed - SELECT as required to maintain fuel balance after wing locker tank fuel transfer.
- (6) Cabin Altitude Control - SET (if cruising altitude changes). Reset cabin altitude control to destination pattern altitude plus 500 feet (inner scale) or cruise altitude plus 500 feet (outer scale) whichever gives the highest cabin altitude (Optional System).
- (7) Cabin Rate Control - INDEX.
- (8) If Cabin Altitude Light illuminated (cabin altitude above 10,000 feet) - DESCEND or use supplementary oxygen.
- (9) Trim Tabs - ADJUST.



Carenado

C340 II

Normal & Emergency Checklist

LETDOWN

- (1) Power - AS REQUIRED.

NOTE

Maintain sufficient power for pressurization requirements.

- (2) Mixtures - ADJUST for smooth operation with gradual enrichment as altitude is lost.
- (3) Cowl Flaps - CLOSE.
- (4) Cabin Altitude Control - SET. During the initial portion of the letdown, set the cabin altitude control to pattern altitude plus 500 feet (inner scale) (Optional System).
- (5) Cabin Rate Control - SET to reach selected cabin altitude (zero cabin pressure) at approximately the same time the aircraft reaches pattern altitude plus 500 feet (Optional System).

BEFORE LANDING

- (1) Fuel Selectors - Left Engine - LEFT MAIN (feel for detent).
Right Engine - RIGHT MAIN (feel for detent).
- (2) Auxiliary Fuel Pumps - ON.
- (3) Alternate Air Controls - Check IN.
- (4) Mixtures - FULL RICH or lean as required for smooth operation.
- (5) Propellers - FULL FORWARD.
- (6) Wing Flaps - DOWN 15° below 160 KCAS.
- (7) Landing Gear - DOWN below 140 KCAS.
- (8) Landing Gear Position Indicator Lights - Check down lights - ON; Unlocked Light - OFF.
- (9) Cabin Differential Pressure - ZERO.
- (10) Cabin Pressurization Switch - DEPRESS.
- (11) Wing Flaps - DOWN 15° to 45° below 140 KCAS.
- (12) Minimum Multi-Engine Approach Speed - 94 KIAS.
- (13) Minimum Single-Engine Control Speed - 84 KIAS.

Carenado

C340 II

Normal & Emergency Checklist

LANDING

- (1) Touchdown - Main wheels first.
- (2) Landing Roll - Lower nose wheel gently.
- (3) Brakes - AS REQUIRED.

GO - AROUND (Multi - Engine)

- (1) Increase engine speed to 2700 RPM and apply full throttle if necessary.
- (2) Reduce wing flaps setting to 15°.
- (3) Trim aircraft for climb.
- (4) Cowl Flaps - OPEN.
- (5) Retract wing flaps as soon as all obstacles are cleared and a safe altitude and airspeed are obtained.

NOTE

Do not retract landing gear if another landing approach is to be conducted.

AFTER LANDING

- (1) Auxiliary Fuel Pumps - LOW. (During landing roll.)
- (2) Cowl Flaps - OPEN.
- (3) Wing Flaps - UP.

SECURING AIRCRAFT

- (1) Auxiliary Fuel Pumps - OFF.
- (2) Avionics Master Switch - OFF.
- (3) All Switches except Battery, Alternator and Magneto Switches - OFF.
- (4) Throttles - IDLE.
- (5) Propellers - FULL FORWARD.
- (6) Mixtures - IDLE CUT-OFF.
- (7) Fuel Selectors - OFF (if a long period of inactivity is anticipated).



Carenado

C340 II

Normal & Emergency Checklist

NOTE

Do not leave the fuel selectors in an intermediate position as fuel from the main tip tanks will transfer into the auxiliary tanks.

- (8) Magneto Switches - OFF, after engines stop.
- (9) Battery and Alternators - OFF.
- (10) Parking Brake - SET.
- (11) Control Lock(s) - INSTALL.
- (12) Cabin Door - CLOSE.

Carenado

C340 II

Normal & Emergency Checklist

ENGINE FAILURE AFTER TAKEOFF - SPEED ABOVE 91 KIAS (Without Sufficient Runway Remaining)

- (1) Mixtures - FULL RICH.
- (2) Propellers - FULL FORWARD.
- (3) Throttles - FULL FORWARD (33.0 inches Hg.).
- (4) Landing Gear - UP.
- (5) Inoperative Engine:
 - (a) Throttle - CLOSE.
 - (b) Mixture - IDLE CUT-OFF.
 - (c) Propeller - FEATHER.
- (6) Establish Bank - 5° Toward operative engine.
- (7) Climb to Clear Obstacle - 91 KIAS.
- (8) Climb at Best Single-Engine Climb Speed - 100 KIAS.
- (9) Wing Flaps - UP (if extended) in small increments.



Carenado

C340 II

Normal & Emergency Checklist

NOTE

Do not leave the fuel selectors in an intermediate position as fuel from the main tip tanks will transfer into the auxiliary tanks.

- (8) Magneto Switches - OFF, after engines stop.
- (9) Battery and Alternators - OFF.
- (10) Parking Brake - SET.
- (11) Control Lock(s) - INSTALL.
- (12) Cabin Door - CLOSE.

Carenado

C340 II

Normal & Emergency Checklist

SUPPLEMENTARY INFORMATION CONCERNING ENGINE FAILURE DURING TAKEOFF

The most critical time for an engine failure condition in a multi-engine aircraft is during a two or three second period late in the takeoff run while the aircraft is accelerating to a safe engine failure speed. A detailed knowledge of recommended single-engine airspeeds in Figure 3-1 is essential for safe operation of the aircraft.

The airspeed indicator is marked with a red radial line at the minimum single-engine control speed and a blue radial line at the best single-engine rate-of-climb speed to facilitate instant recognition. The following paragraphs present a detailed discussion of the problems associated with engine failures during takeoff.

SINGLE-ENGINE AIRSPEED NOMENCLATURE	KIAS
(1) Minimum Single-Engine Control Speed (red radial)	84
(2) Recommended Safe Single-Engine Speed	91
(3) Best Single-Engine Angle-of-Climb Speed	95
(4) Best Single-Engine Rate-of-Climb Speed (Flaps Up) (blue radial). .	100

MINIMUM SINGLE-ENGINE CONTROL SPEED. The multi-engine aircraft must reach the minimum control speed (84 KIAS) before full control deflections can counteract the adverse rolling and yawing tendencies associated with one engine inoperative and full power operation on the other engine. This speed is indicated by a red radial line on the airspeed indicator.



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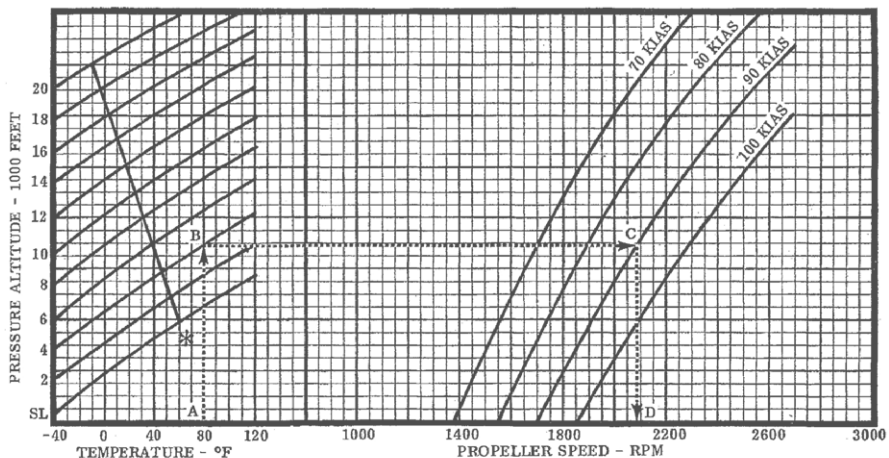
C340 II

Normal & Emergency Checklist

ENGINE FAILURE DURING FLIGHT

- (1) Inoperative Engine - DETERMINE (idle engine same side as idle foot).

RPM TO SIMULATE CRITICAL (LEFT) ENGINE INOPERATIVE AND FEATHERED



* STANDARD TEMPERATURE

CONDITIONS

1. Propeller Control Full High RPM - Full Low Pitch
2. Manifold Pressure Adjust to Obtain Proper RPM

EXAMPLE

- A. Temperature - 80°F
- B. Pressure Altitude - 4000 Feet
- C. Airspeed - 90 KIAS
- D. Propeller Speed - 2080 RPM

Carenado

C340 II

Normal & Emergency Checklist

Before Securing Inoperative Engine:

- (2) Fuel Flow - CHECK, if deficient, position auxiliary fuel pump switch to ON.

NOTE

If fuel selector is in AUXILIARY TANK position, switch to MAIN TANK and feel for detent.

- (3) Fuel Quantity - CHECK, and switch to opposite MAIN TANK if necessary.
- (4) Oil Pressure and Oil Temperature - CHECK, shutdown engine if oil pressure is low.
- (5) Magneto Switches - CHECK.

If proper corrective action was taken, engine will restart. If it does not, secure as follows:

- (6) Inoperative Engine - SECURE.
 - (a) Throttle - CLOSE.
 - (b) Mixture - IDLE CUT-OFF.
 - (c) Propeller - FEATHER.
 - (d) Fuel Selector - OFF.
 - (e) Auxiliary Fuel Pump - OFF.
 - (f) Magneto Switches - OFF.
 - (g) Alternator Switch - OFF.
 - (h) Cowl Flap - CLOSE.
- (7) Operative Engine - ADJUST.
 - (a) Power - AS REQUIRED.
 - (b) Mixture - ADJUST for power.
 - (c) Fuel Selector - MAIN TANK (feel for detent).
 - (d) Auxiliary Fuel Pump - ON.
 - (e) Cowl Flap - AS REQUIRED.
- (8) Trim Tabs - ADJUST (5° bank toward operative engine).
- (9) Electrical Load - DECREASE to minimum required.
- (10) As Soon as Practical - LAND.



Carenado

C340 II

Normal & Emergency Checklist

ENGINE RESTARTS IN FLIGHT (After Feathering)

AIRCRAFT WITHOUT OPTIONAL PROPELLER UNFEATHERING SYSTEM INSTALLED

- (1) Magneto Switches - ON.
- (2) Fuel Selector - MAIN TANK (feel for detent).
- (3) Throttle - FORWARD approximately one inch.
- (4) Mixture - FULL RICH.
- (5) Propeller - FORWARD of detent.
- (6) Starter Button - PRESS.
- (7) Primer Switch - ACTIVATE.
- (8) Starter and Primer Switch - RELEASE when engine fires.
- (9) Auxiliary Pumps - ON.
- (10) Cowl Flaps - AS REQUIRED.
- (11) Power - INCREASE after cylinder head temperature reaches 200° F.

NOTE

If start is unsuccessful, turn inoperative engine magneto switches OFF, retard mixture to IDLE CUT-OFF, open throttle fully, and engage starter for several revolutions. Then repeat air-start procedures.

AIRCRAFT WITH OPTIONAL PROPELLER UNFEATHERING SYSTEM INSTALLED

- (1) Magneto Switches - ON.
- (2) Fuel Selector - MAIN TANK (feel for detent).
- (3) Throttle - FORWARD approximately one inch.
- (4) Mixture - FULL RICH.
- (5) Propeller - FULL FORWARD.

NOTE

The propeller will automatically windmill when the propeller lever is moved out of the FEATHER position.

Carenado

C340 II

Normal & Emergency Checklist

- (6) Propeller - RETARD to detent when propeller reaches 1000 RPM.
- (7) Auxiliary Pumps - ON.
- (8) Cowl Flaps - AS REQUIRED.
- (9) Power - INCREASE after cylinder head temperature reaches 200° F.

FIRE PROCEDURES

(Refer to Section VII if Fire Detection and Extinguishing System is Installed)

FIRE ON THE GROUND (engine start, taxi, and takeoff with sufficient distance remaining to stop).

- (1) Throttles - CLOSE.
- (2) Brakes - AS REQUIRED.
- (3) Mixtures - IDLE CUT-OFF.
- (4) Battery - OFF (use gang bar).
- (5) Magnetos - OFF (use gang bar).
- (6) Evacuate aircraft as soon as practical.

IN FLIGHT WING OR ENGINE FIRE

- (1) Both Auxiliary Fuel Pumps - OFF.
- (2) Appropriate Engine - SECURE.
 - (a) Mixture - IDLE CUT-OFF.
 - (b) Propeller - FEATHER.
 - (c) Fuel Selector - OFF.
 - (d) Alternator - OFF.
 - (e) Magnetos - OFF.
- (3) Cabin Heater - OFF.
- (4) Land and evacuate aircraft as soon as practical.

IN FLIGHT CABIN FIRE OR SMOKE

- (1) Electrical Load - REDUCE to minimum required.
- (2) Attempt to isolate the source of fire or smoke.
- (3) Cabin Air Controls - OPEN (all vents including windshield defrost) If intensity of smoke increases - CLOSE.
- (4) Pressurization Air Contamination Procedure - INITIATE if required.



Carenado

C340 II

Normal & Emergency Checklist

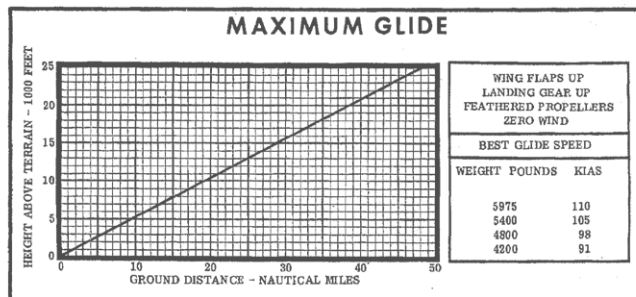


Figure 3-4

SINGLE ENGINE APPROACH AND LANDING

- (1) Mixture - FULL RICH.
- (2) Propeller - FULL FORWARD.
- (3) Approach at 104 KIAS with excessive altitude.
- (4) Landing Gear - DOWN when within gliding distance of field.
- (5) Wing Flaps - DOWN when landing is assured.
- (6) Decrease speed below 94 KIAS only when landing is assured.
- (7) Minimum Single-Engine Control Speed - 84 KIAS.

FORCED LANDING

(Precautionary Landing With Power)

- (1) Drag over selected field with flaps 15° and 105 KIAS airspeed, noting type of terrain and obstructions.
- (2) Plan a wheels-down landing if surface is smooth and hard.
- (3) Execute a normal landing, keeping nose wheel off ground until speed is decreased.
- (4) If terrain is rough or soft, plan a wheels-up landing as follows:
 - (a) Select a smooth grass covered runway, if possible.
 - (b) Landing Gear - UP.
 - (c) Approach at 105 KIAS with flaps down only 15°.
 - (d) Ram Air Control - PULL.
 - (e) All Switches Except Magneto Switches - OFF.

Carenado

C340 II

Normal & Emergency Checklist

- (f) Escape Hatch - REMOVE.
- (g) Magneto Switches - OFF.
- (h) Mixtures - IDLE CUT-OFF.
- (i) Fuel Selectors - OFF.
- (j) Land in a slightly tail-low attitude.

NOTE

The aircraft will slide straight ahead about 800 feet on smooth sod with very little damage.

FORCED LANDING

(Complete Power Loss)

- (1) All Switches Except Battery Switch - OFF.
- (2) Mixtures - IDLE CUT-OFF.
- (3) Propellers - FEATHER then rotate to horizontal position with starter if time permits.
- (4) Fuel Selectors - OFF.
- (5) Approach at 105 KIAS.
- (6) If field is smooth and hard, plan a landing as follows:
 - (a) Landing Gear - DOWN within glide distance of field.
 - (b) Wing Flaps - EXTEND as necessary when within glide distance of field.
 - (c) Ram Air Control - PULL.
 - (d) Battery Switch - OFF.
 - (e) Escape Hatch - REMOVE.
 - (f) Make a normal landing, keeping nose wheel off the ground as long as practical.
- (7) If field is rough or soft, plan a wheels-up landing as follows:
 - (a) Select a smooth, grass-covered runway if possible.
 - (b) Landing Gear - UP.
 - (c) Approach at 105 KIAS with wing flaps down only 15°.
 - (d) Ram Air Control - PULL.
 - (e) Battery Switch - OFF.
 - (f) Escape Hatch - REMOVE.
 - (g) Land in a slightly tail-low attitude.

GO-AROUND (Single-Engine)

- (1) If absolutely necessary and speed is above 94 KIAS, increase engine speed to 2700 RPM and apply full throttle.



Carenado

C340 II

Normal & Emergency Checklist

- (2) Land Gear - UP.
- (3) Wing Flaps - UP (if extended).
- (4) Cowl Flaps - OPEN.
- (5) Climb at 100 KIAS (95 KIAS with obstacles directly ahead).
- (6) Trim aircraft for single-engine climb.

SYSTEM EMERGENCY PROCEDURES

FUEL SYSTEM

ENGINE - DRIVEN FUEL PUMP FAILURE

- (1) Fuel Selector - MAIN TANK (feel for detent).
- (2) Auxiliary Fuel Pump - ON.
- (3) Cowl Flap - OPEN.
- (4) Mixture - FULL RICH.
- (5) As Soon as Practical - LAND.
- (6) Fuel in auxiliary and opposite main tank is unusable.

NOTE

If both an engine-driven fuel pump and an auxiliary fuel pump fail on the same side of the aircraft, the failing engine cannot be supplied with fuel from the opposite MAIN TANK since that auxiliary fuel pump will operate on the low pressure setting as long as the corresponding engine-driven fuel pump is operative.

ELECTRICAL SYSTEM

ALTERNATOR FAILURE (single)

(indicated by illumination of failure light)

- (1) Electrical Load - REDUCE.
- (2) If Circuit Breaker is Tripped:
 - (a) Shut 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.

Carenado

C340 II

Normal & Emergency Checklist

- (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. A spare fuse is stored in the spare fuse holder located between the field fuses.
- (e) If an intermittent light indication accompanied by voltmeter fluctuation is observed, shut off affected alternator and reduce load to one alternator capacity.

ALTERNATOR FAILURE (dual)

(indicated by illumination of failure lights)

- (1) Electrical Load - REDUCE.
- (2) If Circuit Breakers are Tripped:
 - (a) Shut off alternators.
 - (b) Reset circuit breakers.
 - (c) Turn on left alternator and monitor output on voltmeter.
 - (d) If alternator is charging, leave it on (disregard failure light if still illuminated).
 - (e) If still inoperative, turn off left alternator.
 - (f) Repeat steps c thru e for right alternator.
 - (g) If circuit breakers reopen, prepare to terminate flight.
- (3) If Circuit Breakers have not Tripped:
 - (a) Shut off alternators.
 - (b) Check field fuses and replace as required. A spare fuse is stored in the spare fuse holder located between the field fuses.
 - (c) Turn on left alternator and monitor output on voltmeter.
 - (d) If alternator is charging leave it on (disregard failure light if still illuminated).
 - (e) If still inoperative, shut off left alternator.
 - (f) Repeat steps c thru e for right alternator.
 - (g) If both alternators are still inoperative, shut off alternators and turn on emergency power switch.
 - (h) Repeat steps c thru e for each alternator.
 - (i) If still inoperative, shut off alternators and prepare to terminate flight.

FLIGHT INSTRUMENTS

OBSTRUCTION OR ICING OF STATIC SOURCE

- (1) Alternate Static Source - OPEN.



Carenado

C340 II

Normal & Emergency Checklist

- (2) Excess Altitude and Airspeed - Maintain to compensate for change in calibration.

NOTE

- Refer to Pilot's Checklist for airspeed and altimeter corrections with alternate static source OPEN.
- Be sure the alternate static source is CLOSED for all normal operation.

VACUUM PUMP FAILURE (Attitude And Directional Gyros)

- (1) Red indicator on gage will show failure.
- (2) Automatic valve will select operative source.

LANDING GEAR MANUAL EXTENSION

LANDING GEAR WILL NOT EXTEND ELECTRICALLY

When the landing gear will not extend electrically, it may be extended manually in accordance with the following steps:

NOTE

The handcrank handle must be stowed in its clip before the gear will operate electrically. When the handle is placed in the operating position, it disengages the landing gear motor from the actuator gear.

- (1) Before proceeding manually, check landing gear motor circuit breaker with landing gear switch DOWN. If circuit breaker is tripped, allow 3 minutes for it to cool before resetting.
- (2) If Landing Gear Motor Circuit Breaker is Not Tripped - PULL.
- (3) Landing Gear Switch - NEUTRAL (center).
- (4) Pilot's Seat - TILT full aft (standard) or RAISE (optional).
- (5) Handcrank - EXTEND and LOCK. (See Figure 2-8.)
- (6) Rotate Crank - CLOCKWISE four turns past the point where the gear down lights illuminate (approximately 54 turns).

Carenado

C340 II

Normal & Emergency Checklist

NOTE

During manual extension, never release the hand-crank to let it turn freely of its own accord.

- (7) Gear - CHECK down lights - ON; Unlocked light - OFF.
- (8) Gear Warning Horn - CHECK with throttle retarded.
- (9) Handcrank - PUSH BUTTON and STOW.
- (10) As Soon as Practical - LAND.

IF LANDING GEAR WILL NOT RETRACT ELECTRICALLY

- (1) Do not try to retract manually.

NOTE

The landing gear should never be retracted with the manual system, as undue loads will be imposed and cause excessive wear on the cranking mechanism.

- (2) Landing Gear - DOWN.
- (3) Gear - CHECK down lights - ON; Unlocked light - OFF.
- (4) Gear Warning Horn - CHECK.
- (5) As Soon as Practical - LAND.

ENGINE INLET AIR SYSTEM ICING

AIR INLET OR FILTER ICING

- (1) Alternate Air Controls - PULL OUT To First Detent (cold alternate air position).
- (2) Propellers - INCREASE (2550 RPM for normal cruise).
- (3) Mixtures - LEAN as required.

COLD ALTERNATE AIR INLET ICING

- (1) Alternate Air Controls - PULL FULL OUT (hot alternate air position).
- (2) Propellers - INCREASE (2550 RPM for normal cruise).
- (3) Mixtures - LEAN as required.
- (4) Pressurization Air - DUMP (LH and/or RH as appropriate).
 - (a) With Both Pressurization Air Sources Dumped -



Carenado

C340 II

Normal & Emergency Checklist

- 1) Ram Air Control - PULL.
- 2) Cabin Pressurization Switch - DEPRESS.
- (b) Above 10,000 Ft. with both pressurization air sources dumped.
 - 1) If Supplementary Oxygen is Not Available - EMERGENCY DESCENT to 10,000 Ft.
 - 2) If Supplementary Oxygen is Available:
 - a) Oxygen Knob - PULL ON.
 - b) Assure Each Occupant is Using Oxygen.
 - c) Descend as Soon as Practical to 10,000 Ft.

PRESSURIZATION SYSTEM EMERGENCIES

IMPENDING FAILURE OF WINDOW OR PANEL

- (1) Cabin Pressurization Switch - DEPRESS.
- (2) Ram Air Control - PULL.
- (3) If Above 10,000 Ft. and Supplementary Oxygen is Not Available - EMERGENCY DESCENT TO 10,000 FT.
- (4) If Above 10,000 Ft. and Supplementary Oxygen is Available:
 - (a) Oxygen Knob - PULL ON.
 - (b) Assure each occupant is using oxygen.
 - (c) Descend as soon as practical to 10,000 Ft.

CABIN OVERPRESSURE (over 4.5 PSI)

- (1) Pressurization Air Controls - DUMP (pull).
- (2) If Above 10,000 Ft. and Supplementary Oxygen is Not Available - EMERGENCY DESCENT TO 10,000 FT.
- (3) If Above 10,000 Ft. and Supplementary Oxygen is Available:
 - (a) Oxygen Knob - Pull on.
 - (b) Assure Each Occupant is Using Oxygen.
 - (c) Descend as Soon as Practical to 10,000 Ft.

LOSS OF PRESSURIZATION ABOVE 10,000 FT.

- (1) Without Supplementary Oxygen - EMERGENCY DESCENT TO 10,000 FT.
- (2) With Supplementary Oxygen:
 - (a) Oxygen Knob - PULL ON.
 - (b) Assure Each Occupant is Using Oxygen.
 - (c) Descend as Soon as Practical to 10,000 Ft.

Carenado

C340 II

Normal & Emergency Checklist

PRESSURIZATION AIR CONTAMINATION

- (1) Pressurization Air Controls - DUMP LH and/or RH as Necessary.
 - (a) With Both Air Sources Dumped:
 - 1) Ram Air Control - PULL.
 - 2) Cabin Pressurization Switch - DEPRESS.
 - (2) Above 10,000 Ft. with Both Air Sources Dumped:
 - (a) If Supplementary Oxygen is Not Available - EMERGENCY DESCENT TO 10,000 FT.
 - (b) If Supplementary Oxygen is Available:
 - 1) Oxygen Knob - PULL ON.
 - 2) Assure Each Occupant is Using Oxygen
 - 3) Descend as Soon as Practical to 10,000 Ft.

NOTE

If the cabin has been depressurized in flight for any reason, or if the system has been inadvertently left in the DEPRESSURIZE mode, the cabin altitude selector should be repositioned and allowed to rotate to an altitude corresponding to the aircraft flight altitude prior to selecting the PRESSURIZE mode.

EMERGENCY DESCENT PROCEDURES

PREFERRED PROCEDURE

- (1) Throttles - IDLE.
- (2) Propellers - FORWARD.
- (3) Mixtures - FULL RICH.
- (4) Wing Flaps - UP.
- (5) Landing Gear - UP.
- (6) Airspeed - 230 KCAS.

IN TURBULENT ATMOSPHERIC CONDITIONS

- (1) Throttles - IDLE.
- (2) Propellers - FORWARD
- (3) Mixtures - FULL RICH.
- (4) Wing Flaps - UP.



Carenado

C340 II

Normal & Emergency Checklist

- (5) Landing Gear - UP.
- (6) Airspeed - 155 KCAS (maneuvering speed).

LANDING EMERGENCIES

LANDING WITH FLAT MAIN GEAR TIRE

If a blowout occurs during takeoff, and the defective main gear tire is identified, proceed as follows:

- (1) Landing Gear - UP.
- (2) Fuel Selectors - Turn to MAIN TANK on same side as defective tire and feel for detent. Proceed to destination, to reduce fuel load.

NOTE

Fuel should be used from this tank first, to lighten the load on the wing, prior to attempting a landing, if inflight time permits. However, an adequate supply of fuel should be left in this tank so that it may be used during landing.

- (3) Fuel Selectors - Left Engine - LEFT MAIN (feel for detent).
Right Engine - RIGHT MAIN (feel for detent).
- (4) Select a runway with a crosswind from the side opposite the defective tire, if a crosswind landing is required.
- (5) Landing Gear - DOWN (below 140 KCAS).
- (6) Check landing gear-down indicator lights (green) for indication and gear unlock light (red) out.
- (7) Wing Flaps - DOWN. Extend flaps to 45°.
- (8) In approach, align aircraft with edge of runway opposite the defective tire, allowing room for a mild turn in the landing roll.
- (9) Land slightly wing-low on the side of inflated tire and lower nose wheel to ground immediately, for positive steering.
- (10) Use full aileron in landing roll, to lighten load on defective tire.
- (11) Apply brakes only on the inflated tire, to minimize landing roll and maintain directional control.

Carenado

C340 II

Normal & Emergency Checklist

- (12) Stop aircraft to avoid further damage, unless active runway must be cleared for other traffic.

LANDING WITH FLAT NOSE GEAR TIRE

If a blowout occurred on the nose gear tire during takeoff, prepare for landing as follows:

- (1) Landing Gear - Leave DOWN.

NOTE

Do not attempt to retract the landing gear if a nose gear tire blowout occurs. The nose gear tire may be distorted enough to bind the nose wheel strut within the wheel well and prevent later extension.

- (2) Move disposable load to baggage area and passengers to available rear seat space.
- (3) Wing Flaps - 0° to 15° as desired.
- (4) Land in a nose-high attitude with or without power.
- (5) Maintain back pressure on control wheel to hold nose wheel off the ground in landing roll.
- (6) Use minimum braking in landing roll.
- (7) Throttles - RETARD in landing roll.
- (8) As landing roll speed diminishes, hold control wheel full aft until aircraft is stopped.
- (9) Avoid further damage by holding additional taxi to a minimum.

LANDING WITH DEFECTIVE MAIN GEAR

Reduce fuel load in the tank on the side of the faulty main gear as explained in paragraph Landing With Flat Main Gear Tire. When fuel load is reduced, prepare to land as follows:



Carenado

C340 II

Normal & Emergency Checklist

- (1) Fuel Selectors - Left Engine - LEFT MAIN (feel for detent).
Right Engine - RIGHT MAIN (feel for detent).
- (2) Select a wide, hard surface runway, or if necessary, a wide sod runway. Select a runway with crosswind from the side opposite the defective landing gear, if a crosswind landing is necessary.
- (3) Landing Gear - DOWN
- (4) Wing Flaps - DOWN 45°.
- (5) In approach, align aircraft with edge of runway opposite the defective landing gear, allowing room for a ground-loop in landing roll.
- (6) Battery Switch - OFF.
- (7) Land slightly wing-low toward the operative landing gear and lower the nose wheel immediately for positive steering.
- (8) Start moderate ground-loop into defective landing gear until aircraft stops.
- (9) Mixture Levers - IDLE CUT-OFF (both engines).
- (10) Use full aileron in landing roll to lighten the load on the defective landing gear.
- (11) Apply brake only on the operative landing gear to maintain desired rate-of-turn and minimize the landing roll.
- (12) Fuel Selectors - OFF.
- (13) Evacuate the aircraft as soon as it stops.

LANDING WITH DEFECTIVE NOSE GEAR

Sod Runway—Main Gear Retracted

This procedure will produce a minimum amount of aircraft damage on smooth runways. This procedure is also recommended for short, rough or uncertain field conditions where passenger safety, rather than minimum aircraft damage, is the prime consideration.

- (1) Select a smooth grass-covered runway, if possible.
- (2) Landing Gear - UP.
- (3) Approach at 105 KIAS with wing flaps down only 15°.
- (4) All Switches Except Magneto Switches - OFF.
- (5) Escape Hatch - REMOVE.
- (6) Land in a slightly tail-low attitude.
- (7) Mixture Levers - IDLE CUT-OFF (both engines).
- (8) Magneto Switches - OFF.
- (9) Fuel Selectors - OFF.

Carenado

C340 II

Normal & Emergency Checklist

Smooth Hard Surface Runway—Main Gear Extended

- (1) Move disposable load to baggage area and passengers to available rear seat space.
- (2) Select a smooth hard surface runway.
- (3) Landing Gear - DOWN.
- (4) Approach at 105 KIAS with wing flaps down only 15°.
- (5) All Switches Except Magneto Switches - OFF.
- (6) Land in a slightly tail-low attitude.
- (7) Mixture Levers - IDLE CUT-OFF (both engines).
- (8) Magneto Switches - OFF.
- (9) Hold nose off throughout ground roll. Lower gently as speed dissipates.

DITCHING

- (1) Plan approach into wind if winds are high and seas are heavy. With heavy swells and light wind, land parallel to swells, being careful not to allow wing tips to hit first.
- (2) Approach with landing gear retracted, wing flaps 45° and enough power to maintain approximately 300 ft/min rate-of-descent at approximately 94 KIAS at 5300 pounds gross weight.
- (3) Maintain a continuous descent until touchdown to avoid flaring and touching down tail-first, pitching forward sharply, and decelerating rapidly. Strive for initial contact at fuselage area below rear cabin section (point of maximum longitudinal curvature of fuselage).



Carenado

C340 II

Normal & Emergency Checklist

CRUISE PERFORMANCE WITH RECOMMENDED LEAN MIXTURE AT SEA LEVEL										
RPM	MP	%BHP	KTAS	Lbs/Hr	Endurance 600 Lbs.	Range 600 Lbs. Naut. Mi.	Endurance 978 Lbs.	Range 978 Lbs. Naut. Mi.	Endurance 1218 Lbs.	Range 1218 Lbs. Naut. Mi.
2450	28	72.0	160	190.4	3.15	533	5.14	970	6.40	1084
	26	66.5	163	174.7	3.43	560	5.60	914	6.97	1138
	24	59.7	156	159.1	3.77	587	6.15	958	7.65	1191
	22	53.2	147	144.9	4.14	610	6.75	995	8.40	1239
2300	28	66.8	164	176.0	3.41	558	5.56	905	6.92	1132
	26	61.0	157	162.4	3.69	580	6.02	946	7.50	1179
	24	55.2	150	149.5	4.01	602	6.54	983	8.15	1224
	22	49.4	142	136.7	4.39	623	7.16	1017	8.91	1265
2200	28	62.4	159	165.4	3.63	576	5.91	938	7.37	1170
	26	56.9	152	153.2	3.92	597	6.38	972	7.95	1212
	24	51.5	145	141.1	4.25	616	6.93	1005	8.63	1252
	22	46.0	137	129.1	4.65	636	7.58	1040	9.43	1294
2100	28	57.3	153	153.7	3.90	596	6.36	972	7.92	1210
	26	52.5	147	143.6	4.18	613	6.81	999	8.48	1245
	24	47.7	140	132.7	4.52	631	7.37	1028	9.18	1282
	22	43.0	131	122.9	4.88	641	7.96	1046	9.91	1302
CRUISE PERFORMANCE IS BASED ON STANDARD CONDITIONS (59°F), ZERO WIND, 600, 978 AND 1218 LBS. OF FUEL (NO RESERVE).										
NOTE: No Fuel Allowance for Takeoff, Climb or Descent. See Range Profile, Figure 6-11, for range including climb.										

CRUISE PERFORMANCE WITH RECOMMENDED LEAN MIXTURE AT 5000 FT										
RPM	MP	%BHP	KTAS	Lbs/Hr	Endurance 600 Lbs.	Range 600 Lbs. Naut. Mi.	Endurance 978 Lbs.	Range 978 Lbs. Naut. Mi.	Endurance 1218 Lbs.	Range 1218 Lbs. Naut. Mi.
2450	28	72.9	177	190.4	3.15	557	5.14	909	6.40	1132
	26	66.5	170	174.7	3.43	584	5.60	954	6.97	1187
	24	59.7	162	159.1	3.77	611	6.15	997	7.65	1240
	22	53.2	153	144.9	4.14	633	6.75	1032	8.40	1285
2300	28	66.8	171	176.0	3.41	582	5.56	948	6.92	1180
	26	61.0	164	162.4	3.69	605	6.02	987	7.50	1229
	24	55.2	156	149.5	4.01	626	6.54	1021	8.15	1272
	22	49.4	147	136.7	4.39	646	7.16	1053	8.91	1311
2200	28	62.4	166	165.4	3.64	603	5.91	979	7.37	1220
	26	56.9	159	153.2	3.92	622	6.38	1012	7.95	1261
	24	51.5	150	141.1	4.25	639	6.93	1042	8.63	1298
	22	46.0	141	129.1	4.65	657	7.58	1071	9.43	1332
2100	28	57.3	159	153.7	3.90	620	6.36	1011	7.92	1259
	26	52.5	152	143.6	4.18	636	6.81	1036	8.48	1289
	24	47.7	144	132.7	4.52	652	7.37	1064	9.18	1323
	22	43.0	135	122.9	4.88	667	7.96	1072	9.91	1355
CRUISE PERFORMANCE IS BASED ON STANDARD CONDITIONS (41°F), ZERO WIND, 600, 978 AND 1218 LBS. OF FUEL (NO RESERVE).										
NOTE: No Fuel Allowance for Takeoff, Climb or Descent. See Range Profile, Figure 6-11, for range including climb.										

Carenado

C340 II

Normal & Emergency Checklist

CRUISE PERFORMANCE WITH RECOMMENDED LEAN MIXTURE AT 10,000 FT

RPM	MP	%BHP	KTAS	Lbs/Hr	Endurance 600 Lbs.	Range 600 Lbs. Naut. Mi.	Endurance 978 Lbs.	Range 978 Lbs. Naut. Mi.	Endurance 1218 Lbs.	Range 1218 Lbs. Naut. Mi.
2450	28	72.9	185	190.4	3.15	583	5.14	952	6.40	1185
	26	66.5	178	174.7	3.43	609	5.60	994	6.97	1237
	24	59.7	169	159.1	3.77	635	6.15	1037	7.65	1289
	22	53.2	159	144.9	4.14	657	6.75	1071	8.40	1333
2300	28	66.8	178	176.0	3.41	607	5.56	989	6.92	1231
	26	61.0	170	162.4	3.69	629	6.02	1026	7.50	1279
	24	55.2	162	149.5	4.01	649	6.54	1059	8.15	1319
	22	49.4	152	136.7	4.39	668	7.16	1089	8.91	1355
2200	28	62.4	172	165.4	3.63	625	5.91	1018	7.37	1270
	26	56.9	165	153.2	3.92	646	6.38	1051	7.95	1310
	24	51.5	156	141.1	4.25	661	6.93	1078	8.63	1343
	22	46.0	145	128.1	4.65	674	7.58	1099	9.43	1368
2100	28	57.3	165	153.7	3.90	644	6.36	1050	7.92	1308
	26	52.5	157	143.6	4.18	658	6.81	1072	8.48	1334
	24	47.7	148	132.7	4.52	669	7.37	1091	9.18	1359
	22	43.0	137	122.9	4.88	668	7.96	1090	9.91	1357

CRUISE PERFORMANCE IS BASED ON STANDARD CONDITIONS (23°F),
ZERO WIND, 600, 978 AND 1218 LBS. OF FUEL (NO RESERVE).

NOTE: No Fuel Allowance for Takeoff, Climb or Descent
See Range Profile, Figure 6-11, for range including climb.

CRUISE PERFORMANCE WITH RECOMMENDED LEAN MIXTURE AT 15,000 FT

RPM	MP	%BHP	KTAS	Lbs/Hr	Endurance 600 Lbs.	Range 600 Lbs. Naut. Mi.	Endurance 978 Lbs.	Range 978 Lbs. Naut. Mi.	Endurance 1218 Lbs.	Range 1218 Lbs. Naut. Mi.
2450	28	72.9	195	190.4	3.15	613	5.14	1000	6.40	1246
	26	66.5	185	174.7	3.43	635	5.60	1037	6.97	1291
	24	59.7	175	159.1	3.77	660	6.15	1077	7.65	1340
	22	53.2	164	144.9	4.14	678	6.75	1106	8.40	1377
2300	28	66.8	185	176.0	3.41	633	5.56	1031	6.92	1284
	26	61.0	177	162.4	3.69	654	6.02	1068	7.50	1330
	24	55.2	168	149.5	4.01	674	6.54	1089	8.15	1370
	22	49.4	155	136.7	4.39	682	7.16	1118	8.91	1385
2200	28	62.4	179	165.4	3.63	650	5.91	1059	7.37	1320
	26	56.9	171	153.2	3.92	669	6.38	1089	7.95	1357
	24	51.5	160	141.1	4.25	681	6.93	1111	8.63	1383
	22	46.0	147	129.1	4.65	684	7.58	1116	9.43	1388
2100	28	57.3	171	153.7	3.90	668	6.36	1080	7.92	1337
	26	52.5	163	143.6	4.18	680	6.81	1107	8.48	1375
	24	47.7	152	132.7	4.52	685	7.37	1117	9.18	1392
	22	43.0	137	122.9	4.88	670	7.96	1094	9.91	1361

CRUISE PERFORMANCE IS BASED ON STANDARD CONDITIONS (5.5°F),
ZERO WIND, 600, 978 AND 1218 LBS. OF FUEL (NO RESERVE).

NOTE: No Fuel Allowance for Takeoff, Climb or Descent.
See Range Profile, Figure 6-11, for range including climb.



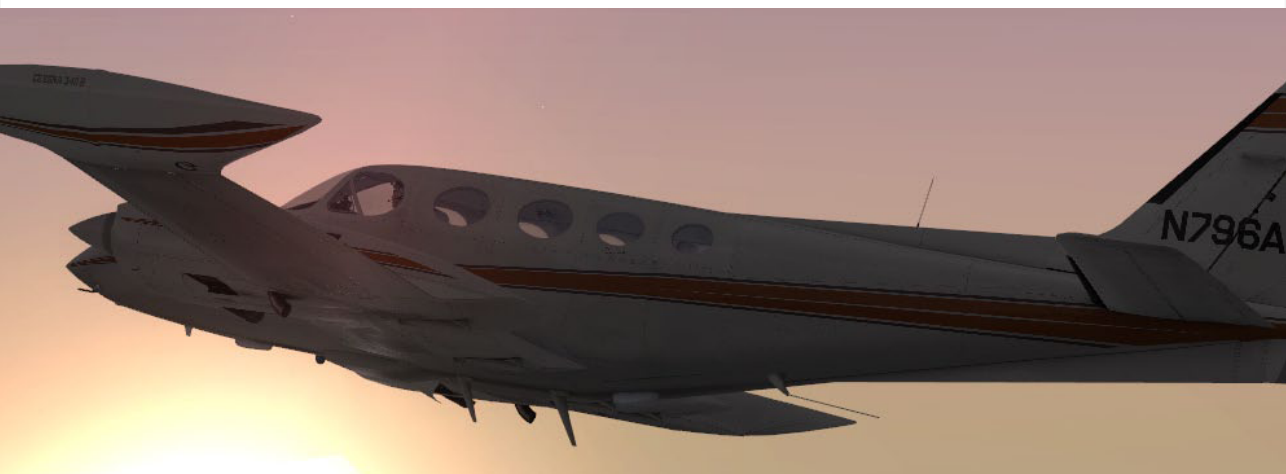
Carenado

C340 II

Normal & Emergency Checklist

CRUISE PERFORMANCE WITH RECOMMENDED LEAN MIXTURE AT 20,000 FT										
RPM	MP	%BHP	KTAS	Lbs/Hr	Endurance 600 Lbs.	Range 800 Lbs. Naut. Mi.	Endurance 978 Lbs.	Range 978 Lbs. Naut. Mi.	Endurance 1218 Lbs.	Range 1218 Lbs. Naut. Mi.
2450	28	72.9	202	190.4	3.15	637	5.14	1039	6.40	1294
	26	66.5	193	174.7	3.43	662	6.60	1080	6.97	1344
	24	59.7	181	159.1	3.77	684	6.15	1115	7.65	1387
	22	53.2	168	144.0	4.14	697	6.75	1136	8.40	1414
2300	28	66.8	193	176.0	3.41	657	5.56	1071	6.92	1333
	26	61.0	194	162.4	3.69	678	6.02	1106	7.50	1378
	24	55.2	173	149.5	4.01	694	6.54	1132	8.15	1410
	22	49.4	158	136.7	4.39	692	7.16	1128	8.91	1404
2200	28	62.4	186	165.4	3.63	678	5.91	1101	7.37	1373
	26	56.9	176	153.2	3.92	691	6.38	1125	7.95	1402
	24	51.5	164	141.1	4.25	699	6.93	1139	8.63	1419
	22	46.0	146	129.1	4.65	680	7.58	1108	9.43	1379
2100	28	57.3	177	153.7	3.90	689	6.36	1123	7.92	1399
	26	52.5	165	143.6	4.18	691	6.81	1126	8.48	1402
	24	47.7	153	132.7	4.52	690	7.37	1125	9.18	1401
	22	43.0	128	122.9	4.88	627	7.96	1022	9.91	1273
CRUISE PERFORMANCE IS BASED ON STANDARD CONDITIONS (-12°F), ZERO WIND, 600, 978 AND 1218 LBS. OF FUEL (NO RESERVE).										
NOTE: No Fuel Allowance for Takeoff, Climb or Descent. See Range Profile, Figure 6-11, for range including climb.										
CRUISE PERFORMANCE WITH RECOMMENDED LEAN MIXTURE AT 25,000FT										
RPM	MP	%BHP	KTAS	Lbs/Hr	Endurance 600 Lbs.	Range 978 Lbs. Naut. Mi.	Endurance 978 Lbs.	Range 978 Lbs. Naut. Mi.	Endurance 1218 Lbs.	Range 1218 Lbs. Naut. Mi.
2450	22	53.2	168	144.0	4.14	700	6.75	1142	8.40	1421
	21	49.8	158	137.4	4.37	691	7.12	1126	8.87	1408
2300	22	49.4	157	136.7	4.39	689	7.16	1124	8.91	1398
2200	22	46.0	130	129.1	4.65	606	7.58	987	9.43	1228
CRUISE PERFORMANCE IS BASED ON STANDARD CONDITIONS (-30°F), ZERO WIND, 600, 978 AND 1218 LBS. OF FUEL (NO RESERVE).										
NOTE: No Fuel Allowance for Takeoff, Climb or Descent. See Range Profile, Figure 6-11, for range including climb.										

C340 II
Normal & Emergency Checklist



Carenado