**DEPARTMENT OF TRANSPORTATION**
**FEDERAL AVIATION ADMINISTRATION**

3A25
Revision 25

CESSNA

| | |
|---|---|
| 320 | 320F |
| 320-1 | 335 |
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August 15, 1994

# TYPE CERTIFICATE DATA SHEET NO. 3A25

This data sheet which is part of Type Certificate No. 3A25 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder — Cessna Aircraft Company
P. O. Box 7704
Wichita, Kansas 67277

## I - Model 320, Skyknight, (Normal Category), Approved May 24, 1961

**Engines** — 2 Continental TSIO-470-B

***Fuel** — 100/130 minimum grade aviation gasoline
See NOTE 5

***Engine Limits** — For all operations, 2600 r.p.m., 260 hp., 35 in. Hg MP
Critical altitude is 16,000 ft. in standard atmosphere

**Propeller and Propeller Limits** — 2 Hartzell full-feathering propeller installations
(a) Hartzell hubs HC-A2XF-2 with 8433 blades
Diameter: not over 80 in., not under 78 in.
No further reduction permitted
Pitch settings at 30 in. sta.:
low 15.0°, high 22.0°, feathered 84 ±2°
(b) Hydraulic governor, Woodward 210290, C210355, A210438, 210444; McCauley DCFU290D1/T2, DCFU290D2/T2
(c) Propeller spinner, Cessna 0850319-1 dome with 0850309-1 bulkhead

***Airspeed Limits (CAS)**

| | | |
|---|---|---|
| Never exceed | 252 m.p.h. | (218 knots) |
| Maximum structural cruising | 210 m.p.h. | (183 knots) |
| Maneuvering | 167 m.p.h. | (145 knots) |
| Flaps extended | 140 m.p.h. | (122 knots) |
| Landing gear extended | 140 m.p.h. | (122 knots) |

***C.G. Range** — (+38.3) to (+41.6) at 4990 lb.
(+42.1) at 4600 lb.
(+32.0) to (+42.1) at 4060 lb. or less
Straight line variation between points given

**Empty Wt. C.G. Range** — None

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| | | | |
|---|---|---|---|
| *Maximum Weight | Landing 4750 lb., takeoff 4990 lb. | | |
| No. of Seats | 5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements. | | |
| Maximum Baggage | 200 lb. (+96) | | |
| Fuel Capacity | 102 gal. (2 wing tip tanks, 51 gal. each at +35.0)<br>or 133 gal. (with 2 wing tip tanks and 2 auxiliary tanks 15.5 gal. each at +47).<br>See NOTE 1 for data on system fuel | | |
| Oil Capacity | 6.5 gal. (3.25 gal in each engine at (-3.5), unusable 1.5 gal. per engine)<br>See NOTE 1 for data on system oil | | |
| Control Surface Movements | Wing flaps | | 45° Down |
| | Main surfaces | | |
| | Aileron | 20° Up | 20° Down |
| | Elevator | 25° Up | 15° Down |
| | Rudder (Parallel to W.L.) | 25° Right | 25° Left |
| | Tab (main surface in neutral) | | |
| | Aileron | 20° Up | 20° Down |
| | Elevator | 10° Up | 26° Down |
| | Rudder (Parallel to W.L.) | 17° Right | 22° Left |
| Serial Nos. Eligible | 320-0001 through 320-0110 | | |

**II - Model 320-1, Skyknight, (Normal Category), Approved May 10, 1962**

| | | |
|---|---|---|
| Engines | 2 Continental TSIO-470-B | |
| *Fuel | 100/130 minimum grade aviation gasoline<br>See NOTE 5 | |
| *Engine Limits | For all operations, 2600 r.p.m., 260 hp., 35 in. Hg MP<br>Critical altitude is 16,000 ft. in standard atmosphere | |
| Propeller and Propeller Limits | 2 Hartzell full-feathering propeller installations<br>(a) Hartzell hubs HC-A2XF-2 with 8433 blades<br>Diameter: not over 80 in., not under 78 in.<br>No further reduction permitted<br>Pitch settings at 30 in. sta.:<br>low 15.0°, high 22.0°, feathered 84 ±1°<br>(b) Hydraulic governor, Woodward 210280, C210355, A210438, 210444; McCauley DCFU290D1/T2, DCFU290D2/T2<br>(c) Propeller spinner, Cessna 0850319-1 dome with 0850309-1 bulkhead | |
| *Airspeed Limits (CAS) | Never exceed | 257 m.p.h. (224 knots) |
| | Maximum structural cruising | 210 m.p.h. (183 knots) |
| | Maneuvering | 170 m.p.h. (148 knots) |
| | Flaps extended | 140 m.p.h. (122 knots) |
| | Landing gear extended | 140 m.p.h. (122 knots) |
| *C.G. Range | (+38.0) to (+43.1) at 5200 lb.<br>(+43.6) at 4800 lb.<br>(+32.0) to (+43.6) at 4300 lb. or less<br>Straight line variation between points given | |

| | | | |
|---|---|---|---|
| Empty Wt. C.G. Range | None | | |
| *Maximum Weight | Landing 5200 lb., takeoff 5200 lb. | | |
| Number of Seats | 5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements. | | |
| Maximum Baggage | 200 lb. (+96) | | |
| Fuel Capacity | 102 gal. (2 wing tip tanks, 51 gal. each at +35.0)<br>or 133 gal. (with 2 wing tip tanks and 2 auxiliary tanks, 15.5 gal. each at +47)<br>See NOTE 1 for data on unusable fuel | | |
| Oil Capacity | 6.5 gal. (3.25 gal. in each engine at (-3.5), unusable 1.5 gal. per engine<br>See NOTE 1 for data on undrainable oil | | |
| Control Surface Movements | Wing flaps | | 45° Down |
| | Main surfaces | | |
| | Aileron | 20° Up | 20° Down |
| | Elevator | 25° Up | 15° Down |
| | Rudder (Parallel to W.L.) | 25° Right | 25° Left |
| | Tab (main surface in neutral) | | |
| | Aileron | 20° Up | 20° Down |
| | Elevator | 10° Up | 26° Down |
| | Rudder (Parallel to W.L.) | 17° Right | 22° Left |
| Serial Nos. Eligible | All Model 320 (Section I), Serial Nos. are eligible upon modification in accordance with Cessna AK320-28. | | |

**III - Model 320A, (Normal Category), Approved May 10, 1962**

| | | | |
|---|---|---|---|
| Engines | 2 Continental TSIO-470-B | | |
| *Fuel | 100/130 minimum grade aviation gasoline<br>See NOTE 5 | | |
| *Engine Limits | For all operations, 2600 r.p.m., 260 hp., 35 in. Hg MP<br>Critical altitude is 16,000 ft. in standard atmosphere | | |
| Propeller and Propeller Limits | 2 Hartzell full-feathering propeller installations<br>(a) Hartzell hubs HC-A2XF-2 with 8433 blades<br>Diameter: not over 80 in., not under 78 in.<br>No further reduction permitted<br>Pitch settings at 30 in. sta.:<br>low 15.0°, high 22.0°, feathered 84 ±1°<br>(b) Hydraulic governor, Woodward 210280, C210355, A210438, 210444; McCauley DCFU290D1/T2, DCFU290D2/T2<br>(c) Propeller spinner, Cessna 0850319-1 dome with 0850309-1 bulkhead | | |
| *Airspeed Limits (CAS) | Never exceed | | 257 m.p.h. (224 knots) |
| | Maximum structural cruising | | 210 m.p.h. (183 knots) |
| | Maneuvering | | 170 m.p.h. (148 knots) |
| | Flaps extended | | 140 m.p.h. (122 knots) |
| | Landing gear extended | | 140 m.p.h. (122 knots) |

| | | | |
|---|---|---|---|
| *C.G. Range | (+38.0) to (+43.1) at 5200 lb.<br>(+43.6) at 4800 lb.<br>(+32.0) to (+43.6) at 4300 lb. or less<br>Straight line variation between points given | | |
| Empty Wt. C.G. Range | None | | |
| *Maximum Weight | Landing 5200 lb., takeoff 5200 lb. | | |
| Number of Seats | 5 (Std.) (2 at +37, 3 at +71) (See Manufacturer's Weight and Balance data sheet for optional seating arrangements.) | | |
| Maximum Baggage | 200 lb. (+96), 60 lb. on upper rack (+124), 80 lb. per side on floor (+124)<br>See NOTE 2G for placards | | |
| Fuel Capacity | 102 gal. (2 wing tip tanks, 51 gal. each at +35.0)<br>or 133 gal. (with 2 wing tip tanks and 2 auxiliary tanks 15.5 gal. each at +47)<br>See NOTE 1 for data on unusable fuel | | |
| Oil Capacity | 6.5 gal. (3.25 gal. in each engine (-3.5), unusable 1.5 gal. per engine)<br>See NOTE 1 for data on undrainable oil | | |
| Control Surface Movements | Wing flaps | | 45° Down |
| | Main surfaces | | |
| | Aileron | 20° Up | 20° Down |
| | Elevator | 25° Up | 15° Down |
| | Rudder (Parallel to W.L.) | 25° Right | 25° Left |
| | Tab (main surface in neutral) | | |
| | Aileron | 20° Up | 20° Down |
| | Elevator | 10° Up | 26° Down |
| | Rudder (Parallel to W.L.) | 17° Right | 22° Left |
| Serial Nos. Eligible | 320A0001 through 320A0047 | | |

**IV - Model 320B, (Normal Category), Approved May 16, 1963**

| | |
|---|---|
| Engines | 2 Continental TSIO-470-C |
| *Fuel | 100/130 minimum grade aviation gasoline<br>See NOTE 5 |
| *Engine Limits | For all operations, 2600 r.p.m., 260 hp., 35 in. Hg MP<br>Critical altitude is 16,000 ft. in standard atmosphere |
| Propeller and Propeller Limits | 2 Hartzell full-feathering propeller installations<br>(a) Hartzell hubs HC-A2XF-2 with 8433 blades<br>Diameter: not over 80 in., not under 78 in.<br>No further reduction permitted<br>Pitch settings at 30 in. sta.:<br>low 15.0°, high 22.0°, feathered 84 ±1°<br>(b) Hydraulic governor, Woodward 210280, C210355, A210438, 210444; McCauley DCFU290D1/T2, DCFU290D2/T2<br>(c) Propeller spinner, Cessna 0850319-1 dome with 0850319-1 bulkhead |

| | | | |
|---|---|---|---|
| *Airspeed Limits (CAS) | Never exceed | 257 m.p.h. | (224 knots) |
| | Maximum structural cruising | 210 m.p.h. | (183 knots) |
| | Maneuvering | 170 m.p.h. | (148 knots) |
| | Flaps extended | 140 m.p.h. | (122 knots) |
| | Landing gear extended | 140 m.p.h. | (122 knots) |

*C.G. Range
(+38.0) to (+43.1) at 5200 lb.
(+43.6) at 4800 lb.
(+32.0) to (+43.6) at 4300 lb. or less
Straight line variation between points given

Empty Wt. C.G. Range
None

*Maximum Weight
Landing 5200 lb., takeoff 5200 lb.

Number of Seats
5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.

Maximum Baggage
200 lb. on floor at (+96), 80 lb. per side on floor at (+124),
60 lb. on upper rack at (+124), 120 lb. per nacelle at (+63)

Oil Capacity
6.5 gal. (3.25 gal. in each engine at (-3.5), unusable 1.5 gal. per engine)
See NOTE 1 for data on undrainable oil

Fuel Capacity
102 gal. (2 wing tip tanks, 51 gal. each at +35)
or 133 gal. (with 2 wing tip tanks and 2 auxiliary tanks 15.5 gal. each at +47)
See NOTE 1 for data on unusable fuel

| | | | |
|---|---|---|---|
| Control Surface Movements | Wing flaps | | 35° Down |
| | Main surfaces | | |
| | Aileron | 20° Up | 20° Down |
| | Elevator | 16.5° Up | 15° Down |
| | Rudder (Parallel to W.L.) | 25° Right | 25° Left |
| | Tab (main surface in neutral) | | |
| | Aileron | 20° Up | 20° Down |
| | Elevator | 10° Up | 26° Down |
| | Rudder (Parallel to W.L.) | 17° Right | 22° Left |

Serial Nos. Eligible
320B0001 through 320B0062

**V - Model 320C, Skyknight, (Normal Category), Approved April 24, 1964**

Engines
2 Continental TSIO-470-D

*Fuel
100/130 minimum grade aviation gasoline See NOTE 5

*Engine Limits
For all operations, 2600 r.p.m., 260 hp., 35 in. Hg MP
Critical altitude is 16,000 ft. in standard atmosphere

Propeller and Propeller Limits
2 McCauley full-feathering propeller installations
(a) McCauley hubs D2AF34C54 with 84HF blades
Diameter: not over 81 in., not under 78 in.
No further reduction permitted
Pitch settings at 30 in. sta.:
low 14.0°, high 15.6°, feathered 82.7°
(b) Hydraulic governor, Woodward 210280, C210355, 210444, A210438; McCauley DCFU290D1/T2, DCFU290D2/T2
(c) Propeller spinner, Cessna 0850331-2 dome with 0850257-7 bulkhead

| | | | |
|---|---|---|---|
| *Airspeed Limits (CAS) | Never exceed | 257 m.p.h. | (224 knots) |
| | Maximum structural cruising | 210 m.p.h. | (183 knots) |
| | Maneuvering | 170 m.p.h. | (148 knots) |
| | Flaps extended | 140 m.p.h. | (122 knots) |
| | Landing gear extended | 140 m.p.h. | (122 knots) |

*C.G. Range: (+38.0) to (+43.1) at 5200 lb.
(+43.6) at 4800
(+32.0) to (+43.6) at 4300 lb. or less
Straight line variation between points given

Empty Wt. C.G. Range: None

*Maximum Weight: Landing 5200 lb., takeoff 5200 lb.

No. of Seats: 5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.

Maximum Baggage: 200 lb. on floor at (+96), 80 lb. per side on floor (+124), 120 lb. per nacelle (+63)

Oil Capacity: 6.5 gal. (3.25 gal. in each engine at (-3.5), unusable 1.5 gal. per engine) See NOTE 1 for data on undrainable oil

Fuel Capacity: 102 gal. (2 wing tip tanks, 51 gal. each at +35.0)
or 133 gal. (with 2 wing tip tanks and 2 auxiliary tanks 15.5 gal. each at +47)
See NOTE 1 for data on unusable fuel

Control Surface Movements

| | | |
|---|---|---|
| Wing flaps | | 35° Down |
| Main surfaces | | |
| Aileron | 20° Up | 20° Down |
| Elevator | 16.5° Up | 15° Down |
| Rudder (Parallel to W.L.) | 25° Right | 25° Left |
| Tab (main surface in neutral) | | |
| Aileron | 20° Up | 20° Down |
| Elevator | 10° Up | 26° Down |
| Rudder (Parallel to W.L.) | 17° Right | 22° Left |

Serial Nos. Eligible: 320C0001 through 320C0073

**VI - Model 320D, Skyknight, (Normal Category), Approved April 9, 1965**

Engines: 2 Continental TSIO-520-B or TSIO-520-BB

*Fuel: 100/130 minimum grade aviation gasoline See NOTE 5

*Engine Limits: For all operations, 2700 r.p.m., 285 hp., 35 in. Hg MP
Critical altitude is 16,000 ft. in standard atmosphere

| Altitude | Max. Allowable MP |
|---|---|
| 16,000 ft. | 32.0 in. Hg |
| 18,000 ft. | 30.7 in. Hg |
| 20,000 ft. | 29.0 in. Hg |
| 22,000 ft. | 26.4 in. Hg |
| 24,000 ft. | 24.3 in. Hg |
| 26,000 ft. | 22.2 in. Hg |
| 28,000 ft. | 20.2 in. Hg |
| 30,000 ft. | 18.5 in. Hg |

**Propeller and Propeller Limits**

1. 2 McCauley full-feathering propeller installations
   (a) Hubs D2AF34C71 with 84JF blades
   Diameter: not over 81 in., not under 79 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 13.3°, high 14.8°, feathered 82.7°
   (b) Hydraulic governor, Woodward B210446, A210529
   (c) Propeller spinner, Cessna 0855032-1 dome with 0855032-2 bulkhead

or 2. 2 McCauley full-feathering 3-bladed propeller installations
   (a) Hubs 3AF32C87 with 82NC-4 blades or 3AF32C72 with 82N-4 blades
   Diameter: not over 78 in., not under 74 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   3AF32C72 Hubs: low 12.7°, feathered 82.3°
   3AF32C87 Hubs: low 13.0°, feathered 82.6°
   (b) Hydraulic governor, Woodward B210446, A210529
   (c) Propeller spinner, 3-bladed, McCauley D-3534 dome with D-3537 bulkhead

or 3. 2 McCauley full-feathering 3-bladed propeller installations
   (a) Hubs 3AF32C504 with 82NEA-4 blades
   Diameter: not over 78 in., not under 74 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 13.0°, feathered 82.6°
   (b) Hydraulic governor, Woodward B210446, A210529
   (c) Propeller spinner, 3-bladed, McCauley D3534 dome with D3537 bulkhead

***Airspeed Limits (CAS)**

| | |
|---|---|
| Never exceed | 257 m.p.h. (224 knots) |
| Maximum structural cruising | 210 m.p.h. (183 knots) |
| Maneuvering | 170 m.p.h. (148 knots) |
| Flaps extended | 140 m.p.h. (122 knots) |
| Landing gear extended | 140 m.p.h. (122 knots) |

***C.G. Range**

(+38.0) to (+43.1) at 5200 lb.
(+43.6) at 4800 lb.
(+32.0) to (+43.6) at 4300 lb. or less
Straight line variation between points given

**Empty Wt. C.G. Range**

None

***Maximum Weight**

Landing 5200, takeoff 5200 lb.

**No. of Seats**

5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.

***Maximum Baggage**

200 lb. on floor at (+96), 80 lb. per side on floor (+124), 120 lb. per nacelle (+63)

**Fuel Capacity**

102 gal. (2 wing tip tanks, 51 gal. each at +35.0)
or 143 gal. (with 2 wing tip tanks and 2 auxiliary tanks 20.5 gal. each at +47)
See NOTE 1 for data on unusable fuel

**Oil Capacity**

6.5 gal. (3.25 gal. in each engine at (-3.5), unusable 1.5 gal. per engine)
See NOTE 1 for data on unusable oil

| | | | |
|---|---|---|---|
| Control Surface Movements | Wing flaps | | 35° Down |
| | Main surfaces | | |
| | Aileron | 20° Up | 20° Down |
| | Elevator | 16.5° Up | 15° Down |
| | Rudder (Parallel to W.L.) | 29.3° Right | 29.3° Left |
| | Tab (main surface in neutral) | | |
| | Aileron | 20° Up | 20° Down |
| | Elevator | 10° Up | 26° Down |
| | Rudder (Parallel to W.L.) | 17° Right | 22° Left |

Serial Nos. Eligible: 623, 320D0001 through 320D0130

**VII - Model 320E, Executive Skyknight, (Normal Category), Approved July 26, 1966**

Engines: 2 Continental TSIO-520-B or TSIO-520-BB

*Fuel: 100/130 minimum grade aviation gasoline
See NOTE 5

*Engine Limits: For all operations, 2700 r.p.m., 285 hp., 32 in. Hg MP
Critical altitude is 16,000 ft. in standard atmosphere

| Altitude | Max. Allowable MP |
|---|---|
| Sea level | 32.0 in. Hg |
| 16,000 ft. | 32.0 in. Hg |
| 18,000 ft. | 30.7 in. Hg |
| 20,000 ft. | 29.0 in. Hg |
| 22,000 ft. | 26.4 in. Hg |
| 24,000 ft. | 24.3 in. Hg |
| 26,000 ft. | 22.2 in. Hg |
| 28,000 ft. | 20.2 in. Hg |
| 30,000 ft. | 18.5 in. Hg |
| 32,000 ft. | 17.0 in. Hg |

Propeller and Propeller Limits:

1. 2 McCauley full-feathering propeller installations
   (a) Hubs D2AF34C71 with 84JF blades
   Diameter: not over 81 in., not under 79 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 13.3°, high 14.8°, feathered 82.7°
   (b) Hydraulic governor, Woodward B210446, A210529
   (c) Propeller spinner, Cessna 0855032-1 dome with 0855032-2 bulkhead

or 2. 2 McCauley full-feathering 3-bladed propeller installations
   (a) McCauley hubs 3AF32C87 with 82NC-4 blades or McCauley hubs 3AF32C504 with 82NEA-4 blades
   Diameter: not over 78 in., not under 74 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 13.0°, feathered 82.6°
   (b) Hydraulic governor, Woodward B210446, A210529
   (c) Propeller spinner, 3-bladed, McCauley D-3534 dome with D-3537 bulkhead

| | | |
|---|---|---|
| *Airspeed Limits (CAS) | Never exceed | 257 mph (224 knots) |
| | Maximum structural cruising | 210 mph (183 knots) |
| | Maneuvering | 170 mph (148 knots) |
| | Flaps extended | 160 mph (139 knots) |
| | Landing gear extended | 160 mph (139 knots) |

| | | | |
|---|---|---|---|
| *C.G. Range | (+39.3) to (+43.1) at 5300 lb.<br>(+43.6) at 4900 lb.<br>(+32.0) to (+43.6) at 4300 lb. or less<br>Straight line variation between points given | | |
| Empty Wt. C.G. Range | None | | |
| *Maximum Weight | Landing 5300 lb., takeoff 5300 lb. | | |
| No. of Seats | 5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements. | | |
| Maximum Baggage | 200 lb. on floor at (+96), 80 lb. per side on floor (+124),<br>120 lb. per nacelle (+63) | | |
| Fuel Capacity | 102 gal. (2 wing tip tanks, 51 gal. each at +35.0)<br>or 143 gal. (with 2 wing tip tanks and 2 auxiliary tanks 20.5 gal. each at +47)<br>or 183 gal. (with 2 wing tip tanks, 2 auxiliary tanks and 2 wing locker transfer tanks 20 gal. each at +49.0)<br>See NOTE 1 for data on system fuel | | |
| Oil Capacity | 6.5 gal. (3.25 gal. in each engine at (-3.5), unusable 1.5 gal. per engine)<br>See NOTE 1 for data on system oil | | |
| Control Surface Movements | Wing flaps | | 35° Down |
| | Main surfaces | | |
| | Aileron | 20° Up | 20° Down |
| | Elevator | 16.5° Up | 15° Down |
| | Rudder (Parallel to W.L.) | 29.3° Right | 29.3° Left |
| | Tab (main surface in neutral) | | |
| | Aileron | 20° Up | 20° Down |
| | Elevator | 10° Up | 26° Down |
| | Rudder (Parallel to W.L.) | 17° Right | 22° Left |
| Serial Nos. Eligible | 320E0001 through 320E0110 | | |

**VIII - Model 320F, Executive Skyknight, (Normal Category), Approved May 10, 1967**

| | |
|---|---|
| Engines | 2 Continental TSIO-520-B or TSIO-520-BB |
| *Fuel | 100/130 minimum grade aviation gasoline<br>See NOTE 5 |
| *Engine Limits | For all operations, 2700 r.p.m., 285 hp., 32 in. Hg MP<br>Critical altitude is 16,000 ft. in standard atmosphere |

| Altitude | Max. Allowable MP |
|---|---|
| Sea level | 32.0 in. Hg |
| 16,000 ft. | 32.0 in. Hg |
| 18,000 ft. | 30.7 in. Hg |
| 20,000 ft. | 29.0 in. Hg |
| 22,000 ft. | 26.4 in. Hg |
| 24,000 ft. | 24.3 in. Hg |
| 26,000 ft. | 22.2 in. Hg |
| 28,000 ft. | 20.2 in. Hg |
| 30,000 ft. | 18.5 in. Hg |
| 32,000 ft. | 17.0 in. Hg |

**Propeller and Propeller Limits**

1. 2 McCauley full-feathering propeller installations
   (a) Hubs D2AF34C71 with 84JF blades
   Diameter: not over 81 in., not under 79 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 13.3°, high 14.8°, feathered 82.7°
   (b) Hydraulic governor, Woodward B210446, A210529
   (c) Propeller spinner, Cessna 0855032-1 dome with 0855032-2 bulkhead

or 2. 2 McCauley full-feathering 3-bladed propeller installations
   (a) McCauley hubs 3AF32C87 with 82NC-4 blades or McCauley hubs 3AF32C504 with 82NEA-4 blades
   Diameter: not over 78 in., not under 74 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.: low 13.0°, feathered 82.6°
   (b) Hydraulic governor, Woodward B210446, A210529
   (c) Propeller spinner, 3-bladed, McCauley D-3534 dome with D-3537 bulkhead

***Airspeed Limits (CAS)**

| | |
|---|---|
| Never exceed | 257 m.p.h. (224 knots) |
| Maximum structural cruising | 210 m.p.h. (183 knots) |
| Maneuvering | 170 m.p.h. (148 knots) |
| Flaps extended | 160 m.p.h. (139 knots) |
| Landing gear extended | 160 m.p.h. (139 knots) |

***C.G. Range**

(+39.3) to (+43.1) at 5300 lb.
(+43.6) at 4900 lb.
(+32.0) to (+43.6) at 4300 lb. or less
Straight line variation between points given

**Empty Wt. C.G. Range**

None

***Maximum Weight**

Landing 5300 lb., takeoff 5300 lb.

**No. of Seats**

5 (Std.) (2 at +37, 3 at +71) See Manufacturer's Weight and Balance data sheet for optional seating arrangements.

**Maximum Baggage**

200 lb. on floor at (+96), 80 lb. per side on floor (+124), 120 lb. per nacelle (+63)

**Fuel Capacity**

102 gal. (2 wing tip tanks, 51 gal. each at +35.0)
or 143 gal. (with 2 wing tip tanks and 2 auxiliary tanks 20.5 gal. each at +47)
or 183 gal. (with 2 wing tip tanks, 2 auxiliary tanks and 2 wing locker transfer tanks 20 gal. each at +49.0)
See NOTE 1 for data on system fuel

**Oil Capacity**

6.5 gal. (3.25 gal. in each engine at (-3.5), unusable 1.5 gal. per engine)
See NOTE 1 for data on system oil

**Control Surface Movements**

| | | |
|---|---|---|
| Wing flaps | | 35° Down |
| Main surfaces | | |
| Aileron | 20° Up | 20° Down |
| Elevator | 16.5° Up | 15° Down |
| Rudder (Parallel to W.L.) | 29.3° Right | 29.3° Left |
| Tab (main surface in neutral) | | |
| Aileron | 20° Up | 20° Down |
| Elevator | 10° Up | 26° Down |
| Rudder (Parallel to W.L.) | 17° Right | 22° Left |

**Serial Nos. Eligible**

658, 320F0001 through 320F0045

**IX - Model 340, (Normal Category), Approved October 15, 1971**

Engines

2 Teledyne Continental TSIO-520-K or TSIO-520-KB

*Fuel

100/130 minimum grade aviation gasoline
See NOTE 5

*Engine Limits

For all operations, 2700 r.p.m., 285 hp., 33.0 in. Hg MP up to critical altitude of 16,000 ft., in standard atmosphere. Above 16,000 ft., the following maximum MP applies for maximum r.p.m.

| Altitude (ft.) | Max. Allowable MP (in. Hg) |
|---|---|
| 16,000 ft. | 33.0 |
| 18,000 ft. | 30.2 |
| 20,000 ft. | 28.0 |
| 23,000 ft. | 24.5 |
| 26,000 ft. | 21.5 |
| 29,000 ft. | 19.0 |

Propeller and Propeller Limits

1. 2 McCauley full-feathering 2-bladed propeller standard installations
   (a) McCauley hubs D2AF34C71 with 84JF-3 blades
   Diameter: not over 81 in., not under 79 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.: low 13.3°, feathered 82.7°
   (b) Hydraulic governor, Woodward B210446, A210529; McCauley DCFS290D1/T3, DCFUS2990D1/T3, DCFS290D7/T3, DCFUS290D7/T3 or DCFUS290D13/T3
   (c) Propeller spinner, McCauley D-3800 dome with D3818 bulkhead

or 2. 2 McCauley full-feathering 3-bladed optional propeller installations
   (a) McCauley hubs 3AF32C87 with 82NC-4 blades or McCauley hubs 3AF32C504 with 82NEA-4 blades
   Diameter: not over 78 in., not under 74 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.: low 13.0°, feathered 82.6°
   (b) Hydraulic governor, Woodward B210446, A210529; McCauley DCFS290D1/T3, DCFUS290D1/T3, DCFS290D7/T3, DCFUS290D7/T3 or DCFUS290D13/T3
   (c) Propeller spinner, McCauley D-3534 dome with D3796 bulkhead

*Airspeed Limits (CAS)

S/N 340-0001 through 340-0300

| | |
|---|---|
| Maneuvering | 179 m.p.h. (155 knots) |
| Maximum structural cruising | 230 m.p.h. (200 knots) |
| Never exceed | 270 m.p.h. (234 knots) |
| Flaps extended 15° | 180 m.p.h. (156 knots) |
| Flaps extended 45° | 160 m.p.h. (139 knots) |
| Landing gear extended | 160 m.p.h. (139 knots) |

S/N 340-0301 and on

| | |
|---|---|
| Maneuvering | 155 knots (179 m.p.h.) |
| Maximum structural cruising | 200 knots (230 m.p.h.) |
| Never exceed | 234 knots (270 m.p.h.) |
| Flaps extended 15° | 160 knots (184 m.p.h.) |
| Flaps extended 45° | 140 knots (161 m.p.h.) |
| Landing gear extended | 140 knots (161 m.p.h.) |

*C.G. Range

Landing gear extended
(+150.41) to (+155.59) at 5975 lb. (T.O. and landing) to
(+155.96) at 5575 lb.
(+146.09) to (+155.96) at 5075 lb. or less
Straight line variation between points given
Landing gear retracted moment change: +860 in.-lb.

| | |
|---|---|
| Empty Wt. C.G. Range | None |
| *Maximum Weight | 5975 lb., takeoff and landing |
| No. of Seats | 6 (2 at +137.0, 2 at +175.0, 2 at +204.0) See Manufacturer's Equipment List for optonal seating arrangements. |
| Maximum Baggage | 350 lb. at (+77.0), 240 lb. at (+184.25) and 340 lb. at (+242.0) |

Fuel Capacity

| Tank | Capacity (Gal) | Usable (Gal) | Moment Arm |
|---|---|---|---|
| S/N 340-0001 and on | | | |
| LH tip tank | 51 | 50 | +150.25 |
| RH tip tank | 51 | 50 | +150.25 |
| LH aux. tank (40 gal. opt) | 20.5 | 20 | +162.25 |
| RH aux. tank (40 gal. opt) | 20.5 | 20 | +162.25 |
| LH wing locker tank | 20.5 | 20 | +164.25 |
| RH wing locker tank | 20.5 | 20 | +164.25 |
| S/N 340-0151 and on | | | |
| LH aux. tank (63 gal. opt) | 32 | 31.5 | +162.25 |
| RH aux. tank (63 gal. opt) | 32 | 31.5 | +162.25 |

See NOTE 1 for data on unusable fuel

Oil Capacity: 26 qt. (13 qt. each engine at (+111.75), usable 5.52 qt. per engine)
See NOTE 1 for data on undrainable oil

Control Surface Movements

| | | |
|---|---|---|
| Wing flaps | | 45° Down |
| Main surfaces | | |
| Aileron | 20° Up | 20° Down |
| Elevator | 20° Up | 15° Down |
| Rudder | 29° Right | 29° Left |
| (Parallel to water line) | | |
| | 32° Right | 32° Left |
| (Perpendicular to hinge) | | |
| Tabs (main surface in neutral) | | |
| Aileron | 20° Up | 20° Down |
| Elevator | 10° Up | 16° Down |
| Rudder | 16° Right | 21° Left |
| (Parallel to water line) | | |
| | 19° Right | 24° Left |
| (Perpendicular to hinge) | | |

Serial Nos. Eligible
340-0001 through 340-0115 (1972)
340-0151 through 340-0260 (1973)
340-0301 through 340-0370 (1974)
340-0501 through 340-0555 (1975)

**X - Model 340A, (Normal Category), Approved November 19, 1975**

Engines
S/N 340A0001 through 340A0600
2 Teledyne Continental TSIO-520-N or TSIO-520-NB

S/N 340A0601 and up
2 Teledyne Continental TSIO-520-NB

*Fuel: 100/130 minimum grade aviation gasoline
See NOTE 5

*Engine Limits

For all operations, 2700 r.p.m., 310 hp., 38 in. Hg MP up to critical altitude of 20,000 ft., in standard atmosphere.
Above 20,000 ft., the following maximum MP applies for maximum r.p.m.

| Altitude (ft.) | Max. Allowable MP (in. Hg) |
|---|---|
| 20,000 ft. | 38.0 |
| 22,000 ft. | 35.2 |
| 24,000 ft. | 32.3 |
| 26,000 ft. | 29.8 |
| 28,000 ft. | 27.4 |
| 30,000 ft. | 25.0 |

Propeller and Propeller Limits

1. 2 McCauley full-feathering 3-bladed propeller standard installations
   (a) McCauley hubs 3AF32C93 with 82NC-5.5 blades or McCauley hubs 3AF32C505 with 82NEA-5.5 blades
   Diameter: not over 76.5 in., not under 75 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 14.9°, feathered 81.2°

or (b) McCauley hubs 3AF32C93 with 82NC-6.5 blades or McCauley hubs 3AF32C505 with 82NEA-6.5 blades
   Diameter: not over 75.5 in., not under 75 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 15.2°, feathered 81.2°

   (c) S/N 340A0001 through 340A0400
   Hydraulic governor, McCauley DCFS290D4/T3, DCFS290D5/T3, DCFUS290D4/T3, DCFUS290D5/T3, DCFS290D7/T3, DCFS290D8/T3, DCFUS290D7/T3, DCFUS290D8/T3, DCFUS290D12/T3 or DCFUS290D13/T3

   S/N 340A0401 through 340A1500
   Hydraulic governor, McCauley DCFS290D4/T3, DCFS290D6/T3, DCFUS290D4/T3, DCFUS290D6/T3, DCFS290D7/T3, DCFS290D8/T3, DCFUS290D7/T3, DCFUS290D8/T3, DCFUS290D12/T3 or DCFUS290D13/T3

   S/N 340A1501 and up
   Hydraulic governor, McCauley DCFS290D9/T3, DCFUS290D9/T3
   (d) Propeller spinner, McCauley D-3534 dome with D3796 bulkhead

*Airspeed Limits

| | |
|---|---|
| Maneuvering | 155 KIAS (179 m.p.h.) |
| Maximum structural cruising | 200 KIAS (230 m.p.h.) |
| Never exceed | 234 KIAS (269 m.p.h.) |
| Flaps extended 15° | 160 KIAS (184 m.p.h.) |
| Flaps extended 45° | 142 KIAS (163 m.p.h.) |
| Landing gear extended | 140 KIAS (161 m.p.h.) |

C.G. Range

Landing gear extended
(+150.41) to (+155.59) at 5990 lb. (T.O. and landing) to
(+155.96) at 5590 lb.
(+146.09) to (+155.96) at 5075 lb. or less
Straight line variation between points given
Landing gear retracted moment change: +860 in.-lb.

Empty Wt. C.G. Range

None

*Maximum Weight

S/N 340A0001 through 340A0400
5990 lb., takeoff and landing

S/N 340A0401 and up
5990 lb., takeoff and landing; ramp 6025 lb.

No. of Seats

6 (2 at +137.0, 2 at +175.0, 2 at +204.0) See Manufacturer's Equipment List for optonal seating arrangements

Maximum Baggage

350 lb. at (+77.0), 240 lb. at (+184.25), and 340 lb. at (+242.0)

Fuel Capacity

| Tank | Capacity Gal. | Usable Gal. | Moment Arm |
|---|---|---|---|
| LH tip tank | 51 | 50 | +150.25 |
| RH tip tank | 51 | 50 | +150.25 |
| LH aux. tank (40 gal. opt) | 20.5 | 20 | +162.25 |
| RH aux. tank (40 gal. opt) | 20.5 | 20 | +162.25 |
| LH aux. tank (63 gal. opt) | 32 | 31.5 | +162.25 |
| RH aux. tank (63 gal. opt) | 32 | 31.5 | +162.25 |
| LH wing locker tank | 20.5 | 20 | +164.25 |
| RH wing locker tank | 20.5 | 20 | +164.25 |

See NOTE 1 for data on unusable fuel

Oil Capacity

26 qt. (13 qt. each engine at (+111.75), usable 5.52 qt. per engine)
See NOTE 1 for data on undrainable oil

Control Surface Movements

| | | |
|---|---|---|
| Wing flaps | | 45° Down |
| Main surfaces | | |
| Aileron | 20° Up | 20° Down |
| Elevator | 20° Up | 15° Down |
| Rudder | 29° Right | 29° Left |
| (Parallel to water line) | | |
| | 32° Right | 32° Left |
| (Perpendicular to hinge) | | |
| Tabs (main surface in neutral) | | |
| Aileron | 20° Up | 20° Down |
| Elevator | 10° Up | 16° Down |
| Rudder | 16° Right | 21° Left |
| (Parallel to water line) | | |
| | 19° Right | 24° Left |
| (Perpendicular to hinge) | | |

Serial Nos. Eligible

340A0001 through 340A0125 (1976)
340A0201 through 340A0375 (1977)
340A0401 through 340A0562 (1978)
340A0601 through 340A0801 (1979)
340A0901 through 340A1045 (1980)
340A1201 through 340A1280 (1981)
340A1501 through 340A1543 (1982)
340A1801 through 340A1817 (1984)

**XI - Model 335, (Normal Category), Approved October 2, 1979**

Engines

2 Teledyne Continental TSIO-520-EB

*Fuel

100 or 100 low-lead minimum grade aviation gasoline
See NOTE 5 for optional anti-icing additive

*Engine Limits

For all operations, 2700 r.p.m., 300 hp., 34.5 in. Hg MP up to a critical altitude of 16,000 ft. in standard atmosphere. Above 16,000 ft. the following maximum MP applies for maximum r.p.m.

| Altitude (ft.) | Max. Allowable MP (in. Hg) |
|---|---|
| 16,000 | 34.5 |
| 18,000 | 31.8 |
| 20,000 | 29.5 |
| 22,000 | 27.3 |
| 24,000 | 25.1 |
| 26,000 | 23.0 |
| 28,000 | 22.0 |
| 30,000 | 19.0 |

Propeller and Propeller Limits

2 McCauley full-feathering 3-bladed propeller standard installations

(a) McCauley hubs 3AF32C87 with 82NC-5.5 blades or McCauley hubs 3AF32C504 with 82NEA-5.5 blades
Diameter: not over 76.5 in., not under 75.0 in.
No further reduction permitted
Pitch settings at 30 in. sta.:
low 14.2° feathering 81.2°

(b) Hydraulic governor, McCauley DCFS290D7/T3, DCFS290D8/T3, DCFUS290D7/T3, DCFUS290D8/T3, DCFUS290D12/T3 or DCFUS290D13/T3

(c) Propeller spinner and bulkhead assembly, McCauley D-3534/D-3796

*Airspeed Limits

| | |
|---|---|
| Maneuvering | 155 KIAS (179 m.p.h.) |
| Max. structural cruising | 200 KIAS (230 m.p.h.) |
| Never exceed | 234 KIAS (269 m.p.h.) |
| Flaps extended 15° | 160 KIAS (184 m.p.h.) |
| Flaps extended 45° | 142 KIAS (163 m.p.h.) |
| Landing gear extended | 140 KIAS (161 m.p.h.) |

C.G. Range

Landing gear extended
(+150.41) to (+155.59) at 5990 lbs. (T.O. and landing) to
(+155.96) at 5590 lbs.
(+146.09) to (+155.96) at 5075 lbs. or less
Straight line variation between points given
Landing gear retracted moment change: +860 in.-lb.

Empty Wt. C.G. Range

None

*Maximum Weight

5990 lbs., takeoff and landing; ramp 6025 lbs.

No. of Seats

6 (2 at +137.0, 2 at +175.0, 2 at +204.0) See manufacturer's equipment list for optional seating arrangements

Maximum Baggage

350 lbs. at (+77.0), 240 lbs. at (+184.25), and 340 lbs. at (+242.0)

Fuel Capacity

| Tank | Capacity Gal. | Usable Gal. | Moment Arm |
|---|---|---|---|
| LH tip tank | 51 | 50 | +150.25 |
| RH tip tank | 51 | 50 | +150.25 |
| LH aux tank (40 gal. opt) | 20.5 | 20 | +162.25 |
| RH aux. tank (40 gal. opt) | 20.5 | 20 | +162.25 |
| LH aux. tank (63 gal. opt) | 32 | 31.5 | +162.25 |
| RH aux. tank (63 gal. opt) | 32 | 31.5 | +162.25 |
| LH wing locker tank | 20.5 | 20 | +164.25 |
| RH wing locker tank | 20.5 | 20 | +164.25 |

*See NOTE 1 for data on unusable fuel*

| | | | | | |
|---|---|---|---|---|---|
| Oil Capacity | 26 qt. (13 qt. each engine at (+111.75), usable 5.52 qt. per engine)<br>See NOTE 1 for data on undrainable oil | | | | |
| Control Surface Movements | Wing flaps | | | Down | 45° +1°, -0° |
| | Main surfaces | | | | |
| | Aileron | Up | 20° +1°, -0° | Down | 20° +1°, -0° |
| | Elevator | Up | 20° +1°, -0° | Down | 15° +1°, -0° |
| | Rudder | Right | 29° +1°, -0° | Left | 29° +1°, -0° |
| | (Parallel to water line) | | | | |
| | | Right | 32° +1°, -0° | Left | 32° +1°, -0° |
| | (Perpendicular to hinge) | | | | |
| | Tabs (main surface in neutral) | | | | |
| | Aileron | Up | 20° +1°, -0° | Down | 20° +1°, -0° |
| | Elevator | Up | 10° +1°, -0° | Down | 16° +1°, -0° |
| | Rudder | Right | 16° +1°, -0° | Left | 21° +1°, -0° |
| | (Parallel to water line) | | | | |
| | | Right | 19° +1°, -0° | Left | 24° +1°, -0° |
| | (Perpendicular to hinge) | | | | |
| Serial Nos. Eligible | 335-0001 through 335-0065 | | | | |

**Data Pertinent to All Models**

| | | |
|---|---|---|
| Datum | Model 320 Series: | Fuselage station 0.00<br>The forward face of fuselage bulkhead forward of the rudder pedals is at FS 0.00. |
| | Model 335 and 340 Series: | Fuselage station 0.00<br>The forward face of fuselage bulkhead forward of the rudder pedals is at FS 100.00. |
| Leveling Means | Model 320 Series: | External splice plate on left side of fuselage under cabin windows. |
| | Model 335 and 340 Series: | External leveling screws at FS 185.46 and FS 209.96 on W.L. 116.0 |

Certification Basis

Model 320 Series
Part 3 of the Civil Air Regulations effective May 15, 1956, as amended by 3-1 through 3-5.

Models 340:
Part 3 of the Civil Air Regulations effective May 15, 1956, as amended by 3-1 through 3-5 and 3-8, except Subpart B; and Part 23 Subpart B and 23.959, 23.1041 and 23.1305(p) of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-7 and the following exemption No. 1435, FAR 23.1387(d) (CAR 3.702) "Aft Position Light Vertical Angle Coverage."

Model 340A and 335:
Part 3 of the Civil Air Regulations effective May 15, 1956, as amended by 3-1 through 3-5 and 3-8 except Subpart B and paragraphs 3.437(a), (b), (c), (d), (f), 3.581, and 3.666. Include the following portions of FAR 23, dated February 1, 1965, as amended by 23-1 through 23-7: Subpart B and paragraphs 23.959, 23.1041and 23.1305(p). Include paragraphs 23.1387(e) as amended by 23-12, 23.1327 as amended through 23-23, and FAR 36, dated December 1, 1969, as amended by 36-1 through 36-4 (36-10, Model 335). Findings of equivalent level of safety were made for CAR 3.757 and 3.778(a).

S/N 340-0301 and up, Models 340A and 335 - Markings, placards and manuals are primarily in knots instead of m.p.h. as required by CAR 3, but permitted by FAR 23, Amendment 23-7.

S/N 340A0201 and up, and Model 335:
In addition to the above certification basis, compliance with ice protection has been demonstrated in accordance with FAR 23.1419 of Amendment 23-14 effective December 20, 1973, when ice protection equipment is installed in accordance with the Pilot's Operating Handbook and Factory Kit (FK) No. 194.

S/N 335-0001 and up:
In addition to the above certification basis, installed oxygen systems must comply with FAR 23.1441 of Amendment 23-9 effective June 17, 1970, to make the airplane eligible for operation at altitudes where supplemental oxygen is mandatory.

Application for Type Certificate dated March 31, 1960. Type Certificate No. 3A25 issued May 24, 1961, obtained by the manufacturer under Delegation Option procedures.

Production Basis

Production Certificate No. 312. Delegation Option Manufacturer No. CE-3 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations. Effective February 15, 1985, and on, Production Certificate No. 4 is applicable to all spares production.

Equipment:

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following item of equipment is required:

1. Stall warning indicator, Cessna dwg. 0511062 (Models 320, 320-1, 320A, 320B, 320C, 320D, 320E, 320F)
2. Stall warning indicator, Cessna dwg. 5318100 (Models 340, 340A, 335)

NOTE 1.

Current weight and balance report together with list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification.

The certificated empty weight and corresponding center of gravity location must include undrainable oil (not included in oil capacity) and unusable fuel as follows:

| | | Arm | |
|---|---|---|---|
| | | 320 | 340, 335 |
| Tank | Weight (lb.) | Series | Series |
| LH tip tank | 6.0 | +44.0 | +150.25 |
| RH tip tank | 6.0 | +44.0 | +150.25 |
| LH aux. tank (40 gal. opt) | 3.0 | +47.0 | +162.25 |
| RH aux. tank (40 gal. opt) | 3.0 | +47.0 | +162.25 |
| LH aux. tank (63 gal. opt) | 3.0 | N/A | +162.25 |
| RH aux. tank (63 gal. opt) | 3.0 | N/A | +162.25 |
| LH wing locker tank | 3.0 | +49.0 | +173.25 |
| RH wing locker tank | 3.0 | +49.0 | +173.25 |
| Oil (both engines) | 1.0 | - 3.5 | +111.75 |

NOTE 2. Model 340A S/N 340A0601 and up, Model 335
The placards specified in the FAA Approved Airplane Flight Manual must be displayed.

Model 320 Series, 340, 340A S/N 340A0001 through 340A0600
The following placards must be displayed as indicated:

Model 320 Series

A. Operational limits (on circuit box cover)
(1) "This airplane must be operated as a Normal Category airplane in compliance with the operating limitations as stated in the form of placards, markings, and manuals (Pilot's Check List)"
(2) "No acrobatic maneuvers, including spins, approved"
(3) (a) "Minimum speed for single engine operation, 88 m.p.h. (CAS)" (320, 320E, 320F)
"Minimum speed for single engine operation, 90 m.p.h. (CAS)" (320-1, 320A, 320B, 320C, 320D)
(b) "Maximum gear extended speed, 140 m.p.h. (CAS)" (320, 320-1, 320A, 320B, 320C, 320D)
"Maximum gear extended speed, 160 m.p.h. (CAS)" (320E, 320F)
(c) "Maximum flap extension speed (CAS)

| | |
|---|---|
| (320, 320-1, 320A) | 15° Flaps - 160 m.p.h. |
| (320, 320-1, 320A) | 45° Flaps - 140 m.p.h. |
| (320B, 320C) | 15° Flaps - 160 m.p.h. |
| (320D, 320E, 320F) | 15° Flaps - 180 m.p.h. |
| (320B, 320C, 320D) | 35° Flaps - 140 m.p.h. |
| (320E, 320F) | 35° Flaps - 160 m.p.h." |

(d) "Maximum landing light extension speed, 160 m.p.h. (CAS)" (320, 320-1, 320A, 320B)
(e) "Maximum maneuvering speed, 170 m.p.h. (CAS)" (320-1, 320A, 320B, 320C, 320D, 320E, 320F)

B. On the instrument panel
(1) "Open defrost or cabin air during heater operation."
(2) "T & B Test" "Heater Overheat" "Push, T & B Test"
(3) (a) On panel placard (320, 320-1, 320A)

| "Flap Deflection | Maximum Speed m.p.h. (CAS) |
|---|---|
| 15° | 160 |
| 15° - 45° | 140" |

(b) On panel mounted instruments
(1) "Flap position 0° - 15°, blue arc 160 m.p.h. (CAS) 15° - 35°, white arc 140 m.p.h. (CAS)" (320B, 320C)
(2) "Flap position 0° - 15°, blue arc 180 m.p.h. (CAS) 15° - 35°, white arc 140 m.p.h. (CAS)" (320D)
(3) "Flap position 0° - 15°, blue arc 180 m.p.h. (CAS) 15° - 35°, white arc 140 m.p.h. (CAS)" (320E, 320F)
(4) When wing locker transfer tanks are installed - "20 gal. - Empty - LH - ON - RH - OFF - Fuel Transfer - 20 gal."

C. On foul weather window
(1) "Do not open above 130 m.p.h. (CAS)" (320, 320-1, 320A, 320B, 320C, 320D)

D. Emergency exits
(1) On left emergency exit:
(a) "Emergency exit - pull ring - push window out"
(b) "Emergency window release pull"
(2) On right emergency exit (320-1, 320A, 320B, 320C, 320D)
(a) "Emergency exit - force to open"

E. On control lock
"Control lock - remove before starting engine"

F. On floor between front seats
(1) (a) "Left engine - 50 gal. - left on tank - right on tank - both off" (320, 320-1, 320A, 320B, 320C, 320D)
(b) "50 gal. - left main - 50 gal. right main - left engine off" (320E, 320F)
(2) (a) "Right engine - 50 gal. - left on tank - right on tank - both off" (320, 320-1, 320A, 320B, 320C, 320D)
(b) "50 gal. right main - 50 gal. left main - right engine off" (320E, 320F)
(3) (a) "Set fuel selector valves to left main tank for left engine and right main tank for right engine in takeoff, landing and all normal operation"
(b) "Takeoff and land with auxiliary fuel pumps on. Use full rich mixture and auxiliary fuel pumps when switching fuel tanks. To extend gear manually, pull out crank to engage and turn clockwise. Caution: Push button and stow crank before operating electrically. Gear switch should be in neutral before operating manual system" (320, 320-1, 320A)
(c) "Use main tanks for takeoff, landing and first 60 minutes of flight. Take off and land with auxiliary fuel pumps on. Use full rich mixture and auxiliary fuel pumps on low when switching fuel tanks. To extend gear manually, pull out crank to engage and turn clockwise. Caution: Gear switch should be in neutral before operating manual system. Push button and stow crank before operating electrically." (320B, 320C, 320D, 320E, 320F)
(d) If optional wing locker transfer tanks are installed:
"Use main tank for takeoff, landing and emergency."
"Take off and land with auxiliary fuel pumps on."
"Use full rich mixture and auxiliary fuel pumps on 'Low' when switching fuel tanks."
(1) "Operate on main tanks until fuel quantity is less than 30 gal. per tank."
(2) "Transfer wing locker fuel while operating on main tanks in straight and level flight."
(3) "Turn transfer pumps off when lights illuminate."
(4) "Use fuel crossfeel system to balance main fuel quantities if one wing locker tank does not transfer or if a single wing locker tank is installed."
(5) "Switch to auxiliary tanks when main fuel is again less than 30 gal. per tank."
"To extend gear manually, pull out crank to engage and turn clockwise. Caution: (1) Gear switch should be in neutral before operating manual system. (2) Push button and stow crank before operating electrically." (320E, 320F)

NOTE 2.

G. Baggage facilities (See Manufacturer's Optional Equipment List for detail requirements)
(1) Baggage door
(a) "Maximum capacity - 200 lb. - See Weight and Balance data for detailed loading instructions." (320)
(b) "Maximum baggage capacity - 200 lb. (Sta. 85 - 110) - See Weight and Balance data for detailed loading instructions." (320-1, 320A, 320B, 320C, 320D, 320E, 320F)

NOTE 2.

G. (2) On baggage wall, Sta. 132
(a) "Maximum baggage capacity 60 lb. - See Weight and Balance data for detailed loading instructions" (320A)
or (b) "Maximum baggage capacity 80 lb. - See Weight and Balance data for detailed loading instructions" (320A)
or (c) "Maximum baggage capacity 160 lb. (Sta. 110 - 132) - See Weight and Balance data for detailed loading instructions" (320A, 320B, 320C, 320D, 320E, 320F)
(3) On nacelle baggage door
(a) "Maximum 120 lb. baggage" (320B, 320C, 320D, 320E, 320F)
(b) If wing locker transfer tanks are installed - "Maximum 40 lb. baggage" (320E, 320F)

H. Adjacent to fuel strainer
(1) "Fuel strainer - drain daily. Note: If water is observed at the fuel strainer, fuel tank sumps must be drained"

I. On engine control pedestal
(1) "Nose up - takeoff - nose down"
(2) "Cowl flaps - pull to close"
(3) "L - Nose - R"
(4) "L - Roll - R"
(5) (a) "L Gen - Batt - R Gen - Ammeter - Select" (320, 320-1, 320A, 320B, 320C)
(b) "L Alt - Batt - R Alt - Ammeter - Select" (320D, 320E, 320F)
(6) "Engine alternate Air - pull out"
(a) On upper control handle "L"
(b) On lower control handle "R"

J. At appropriate locations
(1) "Tank and sump drain"
(2) "Cross feel line drains. Drain daily."
(3) "Air filter"
(4) 320, 320-1, 320A, 320B, 320C, 320D
"Maximum fuel 51 gal., minimum octane 100/130"
320E
"Fuel - 100/130 aviation grade, usable fuel 50 gal."
(5) 320, 320-1, 320A, 320B, 320C
"Auxiliary - maximum fuel 15.5 gal., minimum octane 100/130"
320D
"Auxiliary - maximum fuel 20.5 gal., minimum octane 100/130"
320E
"Auxiliary fuel - 100/130 aviation grade usable fuel 20 gal."
(6) "Power off stall speeds (CAS)

| | | Configuration | Angle of Bank 0° | 20° | 40° | 60° |
|---|---|---|---|---|---|---|
| (a) | Model 320 | Gear Up - Flaps Up | 86 | 89 | 98 | 121 |
| | | Gear Down - Flaps 45° | 76 | 79 | 87 | 108 |
| (b) | Model 320-1 | Gear Up - Flaps Up | 88 | 91 | 100 | 124 |
| | | Gear Down - Flaps 45° | 78 | 81 | 89 | 111 |
| (c) | Model 320A | Gear Up - Flaps Up | 86 | 89 | 98 | 121 |
| | | Gear Down - Flaps 45° | 78 | 81 | 89 | 111 |
| (d) | Model 320B, 320C, 320D | Gear Up - Flaps Up | 87 | 89 | 99 | 123 |
| | | Gear Down - Flaps 35° | 79 | 82 | 91 | 112 |
| (e) | Model 320E, 320F | Gear Up - Flaps Up | 85 | 88 | 98 | 121 |
| | | Gear Down - Flaps 15° | 81 | 83 | 92 | 114 |
| | | Gear Down - Flaps 35° | 74 | 77 | 85 | 105” |

(7) "Rotating beacon required for proper rudder mass balance. Do not remove"
320A, 320B, 320C, 320D, 320E, 320F

NOTE 2.

J. (8) With optional wing locker transfer tanks, "Transfer fuel - 100/130 aviation grade minimum - usable 20 gal."
(9) With optional wing locker transfer tanks, "Transfer Line - Drain Daily."

K. Replace placard 2F on floor between front seats with the following placard when auxiliary tanks are installed:
(1) "Left engine - 50 gal. - left main - left auxiliary 15 gal. - right main 50 gal. - off" (320, 320-1, 320A, 320B, 320C)
"Left engine - 50 gal. - left main - left auxiliary 20 gal. - right main 50 gal. - off" (320D)
"50 gal. left main - 50 gal. right main - 20 gal. left auxiliary - left engine (320E, 320F)
(2) "Right engine - 50 gal. - left main - right auxiliary 15 gal. right main 50 gal. - off" (320, 320-1, 320A, 320B, 320C)
"Right engine - 50 gal. - left main - right auxiliary 20 gal. - right main 50 gal. - off" (320D)
"50 gal. right main - 50 gal. left main - 20 gal. right auxiliary - right engine off" (320E, 320F)
(3) (a) "Use main tanks for takeoff, landing and first 60 minutes of flight"
(b) "Set fuel selector valves to left main tank for left engine and right main tank for right engine in takeoff, landing and all normal operation."
(c) "Take off and land with auxiliary fuel pumps on. Use full rich mixture and auxiliary pumps when switching tanks." (320, 320-1, 320A)
"Take off and land with auxiliary fuel pumps on. Use full rich mixture and auxiliary pumps on low when switching fuel tanks." (320B, 320C, 320D, 320E, 320F)
(d) "To extend gear manually, pull out crank to engage and turn clockwise. Caution: Push button and stow crank before operating electrically. Gear switch should be in neutral before operating manual system."

Model 340 Series

L. Escape hatch:
(1) On emergency escape hatch window trim:
"EMERGENCY EXIT"
(a) "TURN HANDLE ↖ OPEN"
(b) "PULL DOOR INBD AND DOWN"
(2) On emergency escape hatch release cover:
"EMERGENCY EXIT HANDLE"
(3) On executive table top (outbd. side) and writing desk top (fwd. side):
"TABLE MUST BE STOWED DURING TAKEOFF AND LANDING"

M. On left engine fuel selector valve:
(1) "50 GAL. - LEFT MAIN" (Green Sector)
(2) "50 GAL. - RIGHT MAIN" (Yellow Sector)
(3) "LEFT ENGINE - OFF" (Red Sector)
(4) If 20 gal. auxiliary tanks are installed:
"20 GAL. - LEFT AUX." (Yellow and Green Sector)
(5) If 31.5 gal. auxiliary tanks are installed:
“31.5 GAL. - RIGHT AUX." (Yellow and Green Sector)

N. On right engine fuel selector valve:
(1) "50 GAL. - RIGHT MAIN" (Green Sector)
(2) "50 GAL. - LEFT MAIN" (Yellow Sector)
(3) "RIGHT ENGINE - OFF" (Red Sector)
(4) If 20 gal. auxiliary tanks are installed:
"20 GAL. - LEFT AUX." (Yellow and Green Sector)
(5) If 31.5 gal. auxiliary tanks are installed:
"31.5 GAL. - RIGHT AUX." (Yellow and Green Sector)

NOTE 2.

O. On floor forward of fuel selectors:
(1) (a) For optional 40-gallon auxiliary tank prior to serial 340A0401, "SET FUEL SELECTOR VALVES TO LEFT MAIN TANK FOR LEFT ENGINE AND RIGHT MAIN TANK FOR RIGHT ENGINE IN TAKEOFF, LANDING, EMERGENCY AND FIRST 60 MIN. OF FLIGHT"
(b) For optional 63-gallon auxiliary tank prior to serial 340A0401, "SET FUEL SELECTOR VALVES TO LEFT MAIN TANK FOR LEFT ENGINE AND RIGHT MAIN TANK FOR RIGHT ENGINE IN TAKEOFF, LANDING, EMERGENCY AND FIRST 90 MIN. OF FLIGHT"
(c) For optional 40-gallon auxiliary tank after serial 340A0401, "SET FUEL SELECTOR VALVES TO LEFT MAIN TANK FOR LEFT ENGINE AND RIGHT MAIN TANK FOR RIGHT ENGINE IN TAKEOFF, DESCENT, LANDING, EMERGENCY AND FIRST 60 MIN. OF FLIGHT"
(d) For optional 63-gallon auxiliary tank after serial 340A0401, "SET FUEL SELECTOR VALVES TO LEFT MAIN TANK FOR LEFT ENGINE AND RIGHT MAIN TANK FOR RIGHT ENGINE IN TAKEOFF, DESCENT, LANDING, EMERGENCY AND FIRST 90 MIN. OF FLIGHT"
(2) "TAKE OFF AND LAND WITH AUXILIARY FUEL PUMPS ON"
(3) "USE FULL RICH MIXTURE AND AUXILIARY FUEL PUMPS ON 'LOW' WHEN SWITCHING TANKS"
(4) "100/130 GRADE AVIATION FUEL, MINIMUM"
(5) If optional wing locker tanks are installed:
(a) "OPERATE ON MAIN TANKS UNTIL FUEL QUANTITY IS LESS THAN 180 LB. PER TANK"
(b) "TRANSFER WING LOCKER FUEL WHILE OPERATING ON MAIN TANKS IN STRAIGHT AND LEVEL FLIGHT"
(c) "TURN TRANSFER PUMPS OFF WHEN LIGHTS ILLUMINATE"
(d) "USE FUEL CROSSFEED SYSTEM TO BALANCE MAIN FUEL QUANTITIES IF ONE WING LOCKER TANK DOES NOT TRANSFER OR IF A SINGLE WING LOCKER TANK IS INSTALLED"
(e) "SWITCH TO AUXILIARY TANKS WHEN MAIN FUEL IS AGAIN LESS THAN 180 LB. PER TANK"

P. On floor forward of fuel selectors:
(1) "TO EXTEND LANDING GEAR MANUALLY:
(a) PLACE GEAR SWITCH IN NEUTRAL
(b) PULL GEAR MOTOR CIRCUIT BREAKER
(c) PULL CRANK TO ENGAGE
(d) TURN CLOCKWISE TO EXTEND
(e) PUSH BUTTON AND STOW CRANK"

Q. On pilot's sun visor:
(1) On front side, "OPERATIONAL LIMITS ON REVERSE SIDE"
(2) On reverse side, "OPERATIONAL LIMITS"

<u>S/N 340-0001 through 340-0300</u>
(a) "THIS AIRCRAFT MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS (Pilot's Checklist)
(b) NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED.
(c) MINIMUM SINGLE ENGINE CONTROL SPEED 97 M.P.H. (CAS)
(d) MAXIMUM GEAR EXTENSION SPEED: 160 M.P.H. (CAS)
(e) MAXIMUM FLAP EXTENSION SPEED: 15° FLAP 180 M.P.H. (CAS)
(f) MAXIMUM FLAP EXTENSION SPEED: 45° FLAP 160 M.P.H. (CAS)
(g) MAXIMUM MANEUVERING SPEED: 179 M.P.H. (CAS)
(h) LANDING WITH CABIN PRESSURIZED PROHIBITED.
(i) THE STALL WARNING SYSTEM IS INOPERATIVE WHEN THE BATTERY SWITCH IS IN THE <u>OFF</u> POSITION

NOTE 2. Q. (2) (j) POWER OFF STALLS - (CAS)

| | ANGLE OF BANK | | | |
|---|---|---|---|---|
| Configuration | 0° | 20° | 40° | 60° |
| Gear and flaps up | 91 | 94 | 105 | 129 |
| Gear down flaps 15° | 89 | 92 | 102 | 126 |
| Gear down flaps 45° | 82 | 85 | 94 | 116 " |

(3) S/N 340-0301 and on

(a) "THIS AIRCRAFT MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS (Pilot's Checklist)
(b) NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED.
(c) MINIMUM SINGLE ENGINE CONTROL SPEED - 84 KCAS
(d) MAXIMUM GEAR EXTENSION SPEED - 140 KCAS
(e) MAXIMUM FLAP EXTENSION SPEED: 15° FLAP, 160 KCAS
(f) MAXIMUM FLAP EXTENSION SPEED: 45° FLAP, 140 KCAS
(g) MAXIMUM MANEUVERING SPEED: 155 KCAS
(h) LANDING WITH CABIN PRESSURIZED PROHIBITED.
(i) POWER OFF STALLS (KCAS)

| | ANGLE OF BANK | | | |
|---|---|---|---|---|
| Configuration | 0° | 20° | 40° | 60° |
| Gear and flaps up | 79 | 82 | 91 | 112 |
| Gear down flaps 15° | 71 | 80 | 88 | 109 |
| Gear down flaps 45° | 71 | 74 | 82 | 101" |

(4) S/N 340A0001 through 340A0400

(a) "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS (Pilot's Checklist).
(b) NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED.
(c) AIR MINIMUM CONTROL SPEED: 82 KIAS
(d) MAXIMUM GEAR OPERATING SPEED: 140 KIAS
(e) MAXIMUM GEAR EXTENDED SPEED: 140 KIAS
(f) MAXIMUM FLAP EXTENDED SPEED: (15° FLAP) 160 KIAS
(45° FLAP) 142 KIAS
(g) MAXIMUM MANEUVERING SPEED: 155 KIAS
(h) LANDING WITH CABIN PRESSURIZED PROHIBITED.

| IDLE POWER STALL SPEEDS (KIAS) | | | | |
|---|---|---|---|---|
| | Angle of Bank | | | |
| Configuration | 0° | 20° | 40° | 60° |
| Gear and flaps up | 83 | 85 | 94 | 117 |
| Gear down flaps 15° | 76 | 78 | 87 | 109 |
| Gear down flaps 45° | 71 | 73 | 81 | 103" |

(5) S/N 340A0401 and up

(a) "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND HANDBOOKS (Pilot's Checklist).
(b) NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED.
(c) AIR MINIMUM CONTROL SPEED: 82 KIAS.
(d) MAXIMUM GEAR OPERATING SPEED: 140 KIAS.
(e) MAXIMUM GEAR EXTENDED SPEED: 140 KIAS.
(f) MAXIMUM FLAP EXTENDED SPEED 15°: 160 KIAS.
(g) MAXIMUM FLAP EXTENDED SPEED 45°: 142 KIAS.
(h) MAXIMUM MANEUVERING SPEED: 155 KIAS.
(i) LANDING WITH CABIN PRESSURIZED PROHIBITED.

NOTE 2. Q. (5) (j) THIS AIRPLANE IS APPROVED FOR DAY/NIGHT VFR CONDITIONS. IT IS APPROVED FOR DAY/NIGHT IFR CONDITIONS AND FLIGHTS INTO ICING CONDITIONS IF THE PROPER OPTIONAL EQUIPMENT IS INSTALLED AND OPERATIONAL.

IDLE POWER STALL SPEEDS (KIAS)

| | Angle of Bank | | | |
|---|---|---|---|---|
| Configuration | 0° | 20° | 40° | 60° |
| Gear up - Flaps up | 83 | 85 | 94 | 117 |
| Gear down - Flaps 15° | 76 | 78 | 87 | 109 |
| Gear down - Flaps 45° | 71 | 73 | 81 | 103 " |

R. On instrument panel:
(1) If locator beacon is installed:
"LOCATOR BEACON" "EMER - NORM"
(2) "PRESS AIR PULL TO DUMP" "RAG AIR" "LEFT AIR" "RIGHT AIR"
(3) "PRESS" "CABIN" "DEPRESS"
(4) "LANDING GEAR" "UP" "DOWN"
(5) "CABIN AIR" "FWD" "AFT" "DEFROST" "OPEN ONE CONTROL MINIMUM FOR HEATER OPERATION"
(6) "CABIN HEAT" "INCR" "ON-OFF"
(7) "PRESS AIR" "HEAT"
(8) "CABIN FAN" "HIGH-OFF-LOW"
(9) "WEMAC BLOWER" "HIGH-OFF-LOW"
(10) If wing locker fuel tanks are installed:
"FUEL TRANSFER" "ON" "OFF" "LH" "RH"
(11) Near fuel tank quantity indicator selector switch:
"MAIN-AUX" "LH AUX" "RH AUX"
(12) If propeller unfeathering accumulators are installed:
"PROPELLER UNFEATHERING ACCUMULATORS ARE INSTALLED ON THIS AIRPLANE"
(13) When required with optional PN101 slaved gyro:
"GYRO SLAVING - FAST - NORM"
(14) If 76.6 cu. ft. oxygen system is installed:
"USE BLUE OXYGEN CONNECTOR ONLY" (S/N 340-0151 and on and Model 340A)
(15) "PROP - SYNC - ON - OFF MUST BE OFF FOR TAKEOFF, LDG. AND ONE ENGINE OPERATION" (S/N 340-0001 through 340-0150)
(16) Near propeller synchrophaser switch:
"PHASE - SYNC - OFF" "MUST BE OFF FOR TAKEOFF, LANDING AND SINGLE ENGINE OPERATION" (S/N 340A0001 through 340A0400)
(17) Near amber indicator light:
"PROP-SYNC" (S/N 340A0001 and up)
(18) Near phasing knob:
"PHASING" (S/N 340A0001 and up)
(19) Near propeller synchrophaser switch: "PHASE - OFF" "MUST BE OFF FOR TAKEOFF, LANDING AND SINGLE ENGINE OPERATION" (S/N 340A0401 and up).

S. On engine control pedestal:
(1) "PROP - SYNC - ON - OFF" "MUST BE OFF FOR TAKEOFF, LDG. AND ONE ENGINE OPERATION"
(2) "TAKEOFF" (Range on elevator trim tab indicator nose 2° down to nose 8° up)
(3) "NOSE DOWN - NOSE UP"
(4) "L NOSE R"
(5) "L ROLL R"
(6) "COWL FLAP - PULL TO CLOSE" " ( LOCK ↘ " " ( LOCK ↘ "
(7) "ALTERNATE AIR" "PULL TO DETENT FOR COLD AIR" "FULL OUT FOR HEATED AIR (SEE CHECKLIST)"

NOTE 2.

T. Adjacent to alternate static source selector:
(1) (a) (340-0001 through 340-0500) "Alternate Static Source" "Normal" "Alternate"
(b) (340-0501 and on and Model 340A) "Static Pressure Source" "Normal" "Alternate"

U. On control lock:
(1) "CONTROL LOCK - REMOVE BEFORE STARTING ENGINES" "RUDDER LOCK"

V. Flap position:
(1) Blue Segment - 180 m.p.h. 0° to 15°
(2) White Segment- 160 m.p.h. 15° to 45°

W. On rudder horn:
(1) (a) (340-0001 through 340-0500) "Rotating Beacon Required for Proper Rudder Mass Balance. Do Not Remove"
(b) (340-0501 and on and Model 340A) "Anti-Collision Light Required for Proper Rudder Mass Balance. Do Not Remove"

X. On wing locker doors:
(1) "MAX. BAGGAGE - 120 POUNDS"
(2) If optional wing locker tanks are installed:
Change Item (1) to "MAX. BAGGAGE - 40 POUNDS"

Y. On nose bay aft partition:
(1) (a) (340-0001 through 340-0500) "Maximum Baggage Allowance xx.x With Factory Installed Optional Equipment (Maximum Capacity 350 Pounds)"
(b) (340-0501 and on and Model 340A) "Maximum Baggage xx.x. Maximum Capacity 350 pounds Less xx.x Optional Equipment"

Z. On aft cabin wall:
(1) "MAXIMUM BAGGAGE CAPACITY - 340 POUNDS"
(2) "FOR BAGGAGE LOADING SEE WEIGHT AND BALANCE SECTION OF OWNER'S MANUAL"

AA. At appropriate locations (exterior):
(1) "TANK AND SUMP DRAINS"
(2) "CROSSFEED LINE DRAINS" "DRAIN DAILY"
(3) "AIR FILTERS"
(4) "FUEL - 100/130 AVIATION GRADE MINIMUM - USABLE 50 GAL."
(5) With 20 gal. auxiliary fuel tanks installed:
"AUXILIARY FUEL - 100/130 AVIATION GRADE MINIMUM - USABLE 20 GAL."
(6) With optional wing locker fuel tanks installed:
(a) "TRANSFER FUEL - 100/130 AVIATION GRADE MINIMUM - USABLE 20 GAL."
(b) "TRANSFER LINE - DRAIN DAILY"
(7) "FUEL STRAINER - DRAIN DAILY" "NOTE: IF WATER IS OBSERVED AT THE FUEL STRAINER, FUEL TANK SUMPS AND CROSSFEED LINES MUST BE DRAINED"
(8) "LEVEL POINT - LEVEL POINT"
(9) On nose gear:
" ↓ TURN LIMITS ↓ " "TURN ↑ LIMITS - ALL RUDDER LOCKS MUST BE REMOVED BEFORE GROUND HANDLING"
(10) With optional locator beacon installed:
(a) "LOCATOR BEACON" "OFF - DISARM SWITCH - NORM - DEACTIVATE AFTER RESCUE"
(b) "LOCATOR BEACON" "NORM - TEST & EMER - ON & TEST"
(11) With 31.5 gal. auxiliary fuel tanks installed:
"AUXILIARY FUEL - 100/130 AVIATION GRADE MINIMUM - USABLE 31.5 GAL."

BB. On side console:
(1) "AMMETER SELECT - AMPS - L ALT - R ALT - BATT - VOLTS"
(2)"MASTER PANEL - ON - OFF" "LIGHT DIMMING CONTROLS" "SIDE CONSOLE - STA PANEL - ENGINE INSTR - RADIO PANEL - FLIGHT INSTR - COMPASS LIGHT"

NOTE 3. The Model 340 and 340A service manual contains a structural retirement life which may not be changed without FAA Engineering approval, for the following components:

| Item | Part Number | Hours | Model |
|---|---|---|---|
| Windshields | 5311266-1 and -29,000 | | 340, 340A |

NOTE 4. The following information shall be provided in the form of markings, placards or manuals: (Pilot's Check List)

A. Takeoff flap setting 0°
B. Maximum positive maneuvering load factor +3.8; flap up +2.0, flap extended.
C. Maximum loss of altitude during normal stall recovery is 400 ft. and maximum pitch in power off stall is 45° (320, 320-1, 320A, 320B, 320C, 320D, 320E, 320F).
D. Maximum loss of altitude during normal stall recovery is 350 ft. and maximum pitch in power off stall is 25° (340).
E. Maximum altitude without oxygen is 23,500 ft., with oxygen 30,000 ft. (340, 340A).
F. Landing with cabin pressurized is prohibited (340, 340A).
G. Loading schedule information.
H. Maximum loss of altitude during normal stall recovery is 400 ft. for Models 340A and 335.

NOTE 5. 1%, by volume, isopropyl alcohol approved for use as fuel anti-icing additive when used as outlined in Cessna Service Letter ME73-25, dated November 2, 1973, or subsequent revisions.

NOTE 6. Model 340A: New propellers or propellers modified to Cessna Drawing 5399005 with a maximum propeller diameter of 75.5 inches and a low pitch setting of 15.2° meet ICAO, Annex 16, noise requirements.

In addition to the placards specified above, the prescribed operating limitations indicated by an asterisk (*) under Sections I through XI of this data sheet must also be displayed by permanent markings.

.....END.....