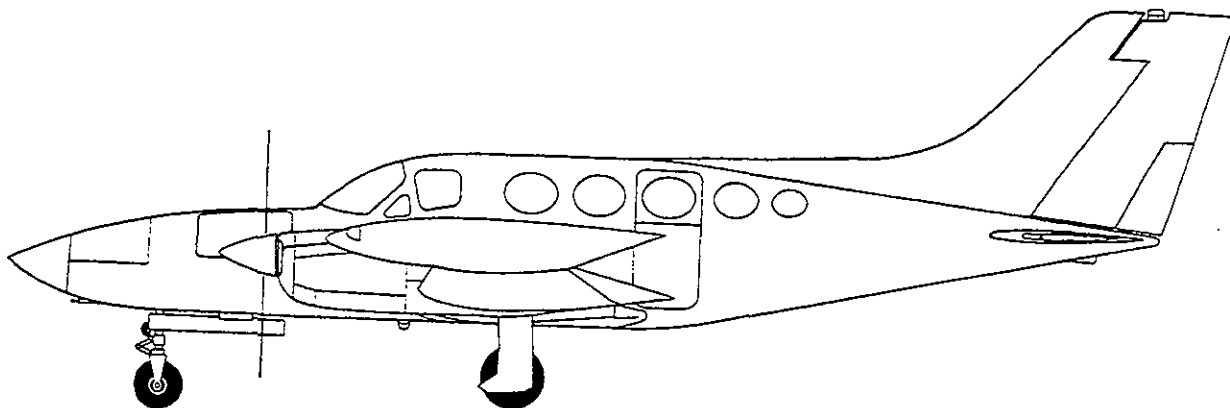


Cessna®
MODEL

421B

FAA APPROVED

AIRCRAFT FLIGHT MANUAL



IMPORTANT

This manual is applicable to aircraft serial numbers 421B0801 thru 421B1100 and is identified by Part Number D6008-13. This number, which insures proper manual assembly, appears directly above the page number on each page of the manual.

REVISION
NOTICE

LATEST REVISED PAGES SUPERSEDE
THE SAME PAGES OF PREVIOUS DATE
Insert revised pages into basic publication.
Destroy superseded pages.

EMERGENCY PROCEDURES

CARD 2

- B. 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
- C. 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

CAUTION

Opening the foul weather window or emergency exit will create a draft in the cabin and may intensify a fire.

5. Land and evacuate aircraft as soon as practical

III. LANDING GEAR EMERGENCY PROCEDURES:

- A. IF LANDING GEAR WILL NOT EXTEND ELECTRICALLY:
1. Landing Gear Motor Circuit Breaker - FULL
 2. Landing Gear Switch - NEUTRAL (Center)
 3. Pilot's Seat - TILT full aft
 4. Hand Crank - EXTEND AND LOCK
 5. Rotate Crank - CLOCKWISE four turns past gear down lights on (approximately 54 turns)
 6. Gear Down Lights - ON; Unlocked Light - OFF
 7. Gear Warning Horn - CHECK
 8. Hand Crank - PUSH BUTTON AND STOW
- B. IF LANDING GEAR WILL NOT RETRACT ELECTRICALLY:
1. DO NOT TRY TO RETRACT MANUALLY
 2. As soon as Practical - LAND

IV. FLIGHT INSTRUMENTS EMERGENCY PROCEDURES:

- A. VACUUM PUMP FAILURE (Attitude and Directional Gyros):
1. Failure indicated by left or right red failure button exposed on vacuum gauge
 2. Vacuum Pressure - CHECK proper vacuum from operative source

B. OBSTRUCTION OR ICING OF STATIC SOURCE:

1. Static Source - ALTERNATE
2. Excess Altitude and Airspeed - MAINTAIN to compensate for change in calibration. Correct airspeed and altimeter indications per the following tables. Be sure the static source is in NORMAL for all normal operations.
3. Airspeed and Altitude Correction in the Following Table - Correction to be added to altimeter reading.

ALTERNATE STATIC SOURCE PILOT'S STORM WINDOW OPEN OR CLOSED - HEATER VENTS ON OR OFF						
AIRSPEED CALIBRATION				ALTIMETER CORRECTION		
Gear	Up	Down	Down	Up	Down	Down
Flaps	0°	15°	45°	0°	15°	45°
KCAS	KIAS	KIAS	KIAS	FT	FT	FT
80	76.8	79.7	81.3	27	0	-7
100	98.2	102.5	104.6	20	-20	-40
*101	99.3	103.3	*105.4	18	-22	-38
120	119.4	125.0	126.1	7	-40	-67
140	140.6	147.5	146.7	-7	-94	-74
160	161.6	169.9		-20	-140	
180	183.1			-47		
200	204.4			-73		
220	226.3			-121		

*Recommended Minimum Multi-Engine Approach Speed with 45° Flaps

NOTE: The above calibrations are valid for pilot's and copilot's systems when standard static system is installed.

Alternate static source is not available for copilot's instruments when dual static system is installed.

ALTITUDE CORRECTION PROCEDURE

$$\left[\begin{array}{c} \text{Indicated Altitude} \\ \text{To Fly} \end{array} \right] = \left[\begin{array}{c} \text{Desired Altitude} \\ \text{(MSL)} \end{array} \right] - \left[\begin{array}{c} \text{Altimeter} \\ \text{Correction} \end{array} \right]$$