

AeroGraphics

The Original Aircraft Lettering Company



Cessna 336 Interior Kit PAGE 1 of 4

NOTE: Modifications and changes to accommodate your specific aircraft will be made at **NO EXTRA CHARGE**.
Partial kits available upon request.

IF YOU HAVE ANY QUESTIONS PLEASE CALL!

Phone: 1-800-336-9633 www.aerographics.com Fax: 1-970-461-2065

WINTERIZATION KIT MUST BE REMOVED WHEN OUTSIDE AIR TEMPERATURE IS ABOVE 20° F.

LANDING
FUEL ON PROPER TANK
MIXTURE RICH
ELEC. FUEL PUMP ON
PROPELLERS SET
FLAPS SET (120 MPH)

HEATER TEMP WARM
START RUN OFF
HIGH LOW OFF
COOL WARM

FWD PASS AUX AIR
DEFROST OFF
PRESS AIR TEMP FRONT REAR
PRESS AIR TEMP FRONT REAR

ALTIITUDE ENCODER EQUIPPED
RIGHT LEFT FRONT

PHONE JACK

MIKE JACK

STATIC PRESSURE ALTERNATE SOURCE
OPEN CLOSED

TO FEATHER PULL PROP CONTROL THROUGH DETENT

CAUTION
LEAKING FUEL CAPS CAN CAUSE LOSS OF FUEL AND ERRONEOUSLY HIGH FUEL QUANTITY INDICATIONS.

GENERATORS AUXILIARY FIELD SWITCH
ON - UP

TO EXIT
1. ACTUATE SEAT BACK LOCK LEVERS AT LOWER CENTER OF SEAT.
2. FOLD SEAT BACKS FORWARD.
3. PULL SEAT LOCK LEVER UNDER R.H. REAR CORNER OF SEAT.
4. RAISE SEAT TO STOWED POSITION.

MAXIMUM ELECTRIC TRIM SPEED 215 MPH CAS
MAXIMUM ALTITUDE LOSS DURING ELECTRIC TRIM CRUISE MALFUNCTION RECOVERY 200 FT.

STOW TABLE DURING TAKEOFF & LANDING

WITH INOPERATIVE ENGINE FEATHER PROPELLER

AUTOPILOT AND ELECTRIC TRIM
MAXIMUM OPERATIONAL SPEED - 200 MPH CAS
ALTITUDE LOSS DURING MALFUNCTION RECOVERY - 250 FT

AEROGRAPHICS
1405 N PROSPECT DR
LOVELAND, CO 80538
800-336-9633

CESSNA 336-337
INTERIOR KIT
1 OF 4

FASTEN SEAT BELTS

HEATER

WARNING
ASSURE THAT SEAT IS LOCKED IN POSITION PRIOR TO TAXI, TAKEOFF, AND LANDING. FAILURE TO PROPERLY LATCH SEAT & HEED ALL SAFETY INSTRUCTIONS CAN RESULT IN BODILY INJURY OR DEATH.

WARNING
ASSURE THAT ALL CONTAMINANTS, INCLUDING WATER, ARE REMOVED FROM FUEL AND FUEL SYSTEM BEFORE FLIGHT. FAILURE TO ASSURE CONTAMINATE FREE FUEL AND HEED ALL SAFETY INSTRUCTIONS AND OWNER ADVISORIES PRIOR TO FLIGHT CAN RESULT IN BODILY INJURY OR DEATH.

GEN

INTER-COM **CO-PILOT** **PHONE** **AUX MIKE**

TIRE PRESSURE
MAIN 70 PSI NOSE WHEEL 42 PSI
MAIN 45 PSI NOSE WHEEL 45 PSI
MAIN 55 PSI NOSE WHEEL 42 PSI
MAIN 64 PSI NOSE WHEEL 42 PSI

LOWER DOOR FOR TAXI - KEEP HANDS INSIDE **HANDS OFF** **PILOT** **ALT** **GEN**

PULL FIRMLY ON ARM REST WHILE ROTATING HANDLE TO LOCKING POSITION

PULL FIRMLY ON ARM REST WHILE ROTATING HANDLE TO LOCKING POSITION

THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATIONAL LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS. NO ACROBATIC MANEUVERS INCLUDING SPINS APPROVED.

MAXIMUMS
DESIGN WEIGHT 3900 LBS
MANEUVERING SPEED 145 MPH (CAS)
FLAP EXTENSION SPEEDS 10°-160 MPH (CAS)
10°-30°-120 MPH (CAS)

ALTITUDE LOSS ON STALL RECOVERY 140 FT
FLIGHT MANEUVERING LOAD FACTORS
FLAPS UP +3.8 -1.52
FLAPS DOWN +2.0

PRESS + TO RESET

FRONT REAR FRONT REAR FRONT REAR

THROTTLE
RPM
MIXTURE

UNOCCUPIED FIFTH OR SIXTH SEAT COMPONENTS MUST BE SECURED WITH SEAT BELTS

EMERGENCY LOCATOR TRANSMITTER
INSTALLED ABOVE HEADLINER. FOR EMERGENCY ACCESS PUSH UP ON LEFT HAND OUTBOARD EDGE OF HEADLINER THEN PULL DOWN AND INBD. SERVICE IN ACCORDANCE WITH FAR PART 91.52

EMERGENCY LOCATOR TRANSMITTER
INSTALLED ABOVE HEADLINER. FOR EMERGENCY ACCESS PUSH UP ON RIGHT HAND OUTBOARD EDGE OF HEADLINER THEN PULL DOWN AND INBD. SERVICE IN ACCORDANCE WITH FAR PART 91.52

MAXIMUM CAPACITY 365 LBS
MAX BAGGAGE WITH RESTRAINING NET 160 LBS
FOR ADDITIONAL LOADING INSTRUCTIONS SEE WEIGHT AND BALANCE DATA

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ALTN STATIC SOURCE CORR
AIRSPEED
FLY 3 MPH FASTER THAN NORMAL

ALTITUDE
CRUISE: FLY 270 FEET HIGHER THAN NORMAL
APPROACH: FLY 100 FEET HIGHER THAN NORMAL

STATIC PRESSURE
← ALTERNATE SOURCE
PULL OPEN - PUSH CLOSED

USE MAIN TANK FOR 60 MIN. BEFORE SELECTING AUXILIARY TANKS

TAKEOFF, LANDING: FRONT ENGINE - LEFT MAIN, REAR ENGINE - RIGHT MAIN.

PHONE PHONE

OIL DILUTE PUSH ON

HI → LO
MAP LIGHT RHEOSTAT

REAR

MAXIMUM POWER MIXTURE SETTINGS	
SL	HR
4000	15.0
8000	13.0
12000	11.0

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CESSNA 336-337
INTERIOR KIT
2 OF 4

DEFROST OFF

ENG - RADIO LIGHTS BRT

XPND IDENT

HEATER TEMP
WARM

COWL FLAPS

FOR STEER: N 30 60 E 120 150

FOR STEER: S 210 240 W 300 330

ON RADIO

ALT STATIC AIR PULL ON

IND LT

IND LT

OFF R L BOTH START

OFF R L BOTH START

DO NOT TURN OFF ALTERNATOR IN FLIGHT EXCEPT IN EMERGENCY

PILOT **PASSENGERS**

NO SMOKING WHEN OXYGEN IS IN USE

THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATIONAL LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS.
NO ACROBATIC MANEUVERS INCLUDING SPINS APPROVED.

MANEUVERING SPEED 150 MPH (CAS) GEAR EXTENSION SPEED 140 MPH-CAS
DESIGN WEIGHT 4200 LBS ALTITUDE LOSS ON STALL RECOVERY 170 FT
FLIGHT MANEUVERING LOAD FACTORS FLAPS UP +3.0 -1.5; FLAPS DOWN +2.0
FLAP EXTENSION SPEEDS 1/2 -160 MPH(CAS) 3/4 TO FULL DOWN FLAP -120 MPH (CAS)
AIRPLANE IS CONTROLLABLE IN 30 KNOTS CROSSWIND
KNOWN Icing CONDITIONS TO BE AVOIDED
THIS AIRPLANE IS CERTIFIED FOR THE FOLLOWING FLIGHT OPERATIONS AS OF DATE OF ORIGINAL AIRWORTHINESS CERTIFICATE. VFR - IFR - DAY - NIGHT

TO FEATHER PROPELLER LIFT PROPELLER CONTROL UP AND PULL BACK

NORMAL OPEN

LANDING GEAR

LIGHTS POST FLOOD

WING FLAPS

UP 1/3 2/3 FULL

HYDRAULIC POWERPACK DIPSTICK
CHECK EVERY 25 HOURS
FILL TO TOP OF RESERVOIR USING (RED) (MIL-H-5606) HYDRAULIC FLUID ONLY

MIXTURE CONTROL INDICATOR OPERATING LIMITATIONS

THIS INDICATOR IS TO BE ONLY USED AS AN AID IN SETTING MIXTURE IN CRUISE CONDITIONS BELOW 75% METO POWER. NOT TO BE USED IN LIEU OF BASIC MIXTURE INSTRUCTIONS.

OXYGEN LIGHT ON INDICATES CANISTER IN USE OR EXPENDED

CABIN AIR HEAT DFR

OFF

UP 100 MPH 1200 FEET

1/3 2/3 FULL

WING FLAPS

MAX

MIXTURE CONTROL INDICATOR OPERATING LIMITATIONS

THIS INDICATOR IS TO BE USED ONLY AS AN AID IN SETTING MIXTURE IN CRUISE CONDITIONS BELOW 75% METO POWER. NOT TO BE USED IN LIEU OF BASIC MIXTURE INSTRUMENTATION.

OFF OFF ON ON

EMERGENCY OXYGEN PULL

OPEN

NOSE DN
TAKE OFF
NOSE UP

OXYGEN INDICATES CANISTER IN USE OR EXPENDED

ALTN STATIC AIR PULL ON

WITH INOPERATIVE ENGINE, FEATHER PROPELLER

THROTTLE FRONT REAR RPM FRONT REAR MIXTURE FRONT REAR

OPEN INCREASE RICH

CLOSE ↓ ↑ ICO

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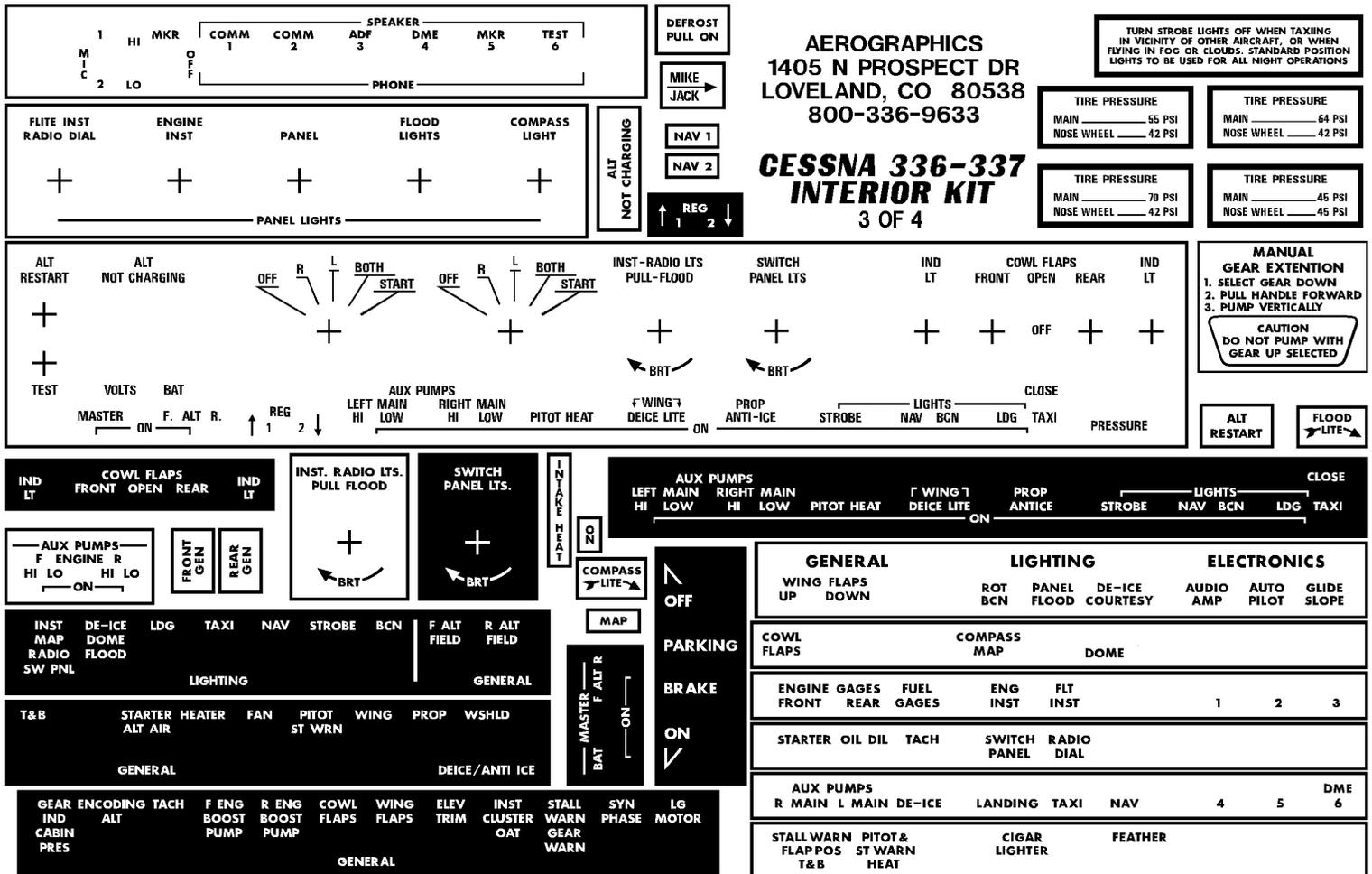


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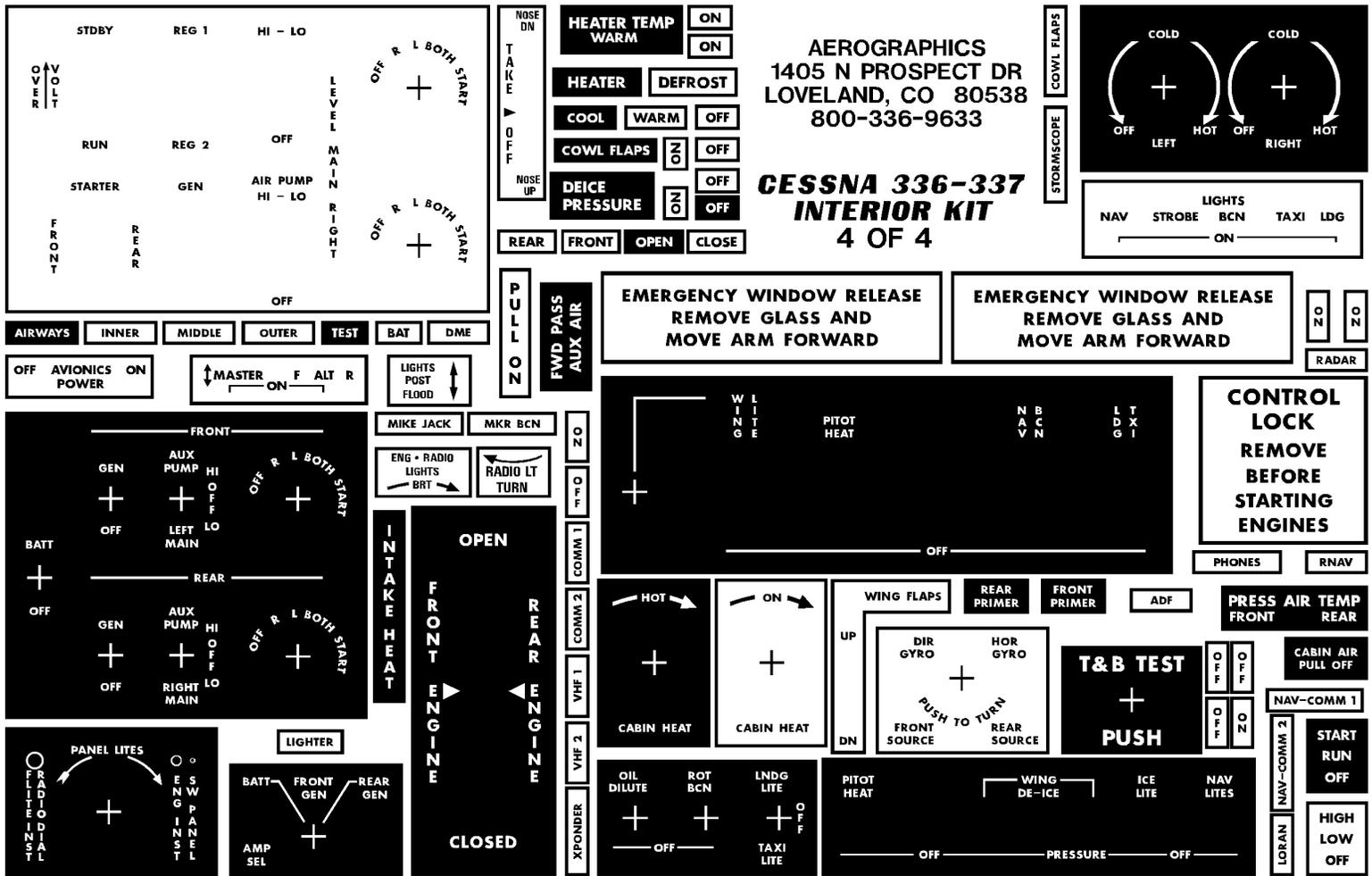


Cessna 310 P-Q Interior Kit PAGE 4 of 4

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