

AeroGraphics

The Original Aircraft Lettering Company



Cessna 414 Interior Kit PAGE 1 of 1

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

CAUTION

PRIOR TO INITIAL USE THE OXYGEN SYSTEM SHALL BE PURGED WITH OXYGEN FOR A PERIOD OF THE (10) MINUTES BY INSERTING MASK FITTINGS AT EACH OF THE OUTLETS AND ALLOWING THE OXYGEN TO FLOW THROUGH SLOWLY

CAUTION

WHEN REMOVING OXYGEN BOTTLE, CAP LINE FITTING WITH PLASTIC CAP

EMERGENCY EXIT

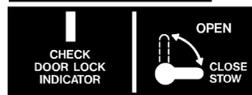
- TURN HANDLE **OPEN**
- PULL DOOR INBD & DOWN
AFT FACING SEAT MUST BE FULL FWD WITH BACK ERECT FOR TAKEOFF & LANDING

EMERGENCY EXIT EMERGENCY EXIT

WARNING
PITOT HEATER MUST BE ON WHEN OPERATING BELOW 40°F IN INSTRUMENT METEOROLOGICAL CONDITIONS

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EMERGENCY EXIT HANDLE



PARKING BRAKE
TO APPLY BRAKES, DEPRESS RUDDER PEDALS, THEN PULL KNOB. TO RELEASE PUSH IN KNOB. DO NOT DEPRESS RUDDER PEDALS.



NO BAGGAGE ALLOWED
FOR BAGGAGE LOADING SEE WEIGHT AND BALANCE SECTION OF OWNERS MANUAL

MAXIMUM BAGGAGE ALLOWANCE 170 POUNDS
FOR BAGGAGE LOADING SEE WEIGHT AND BALANCE SECTION OF OWNERS MANUAL

AFT FACING SEAT BACK MUST BE ERECT FOR TAKEOFF & LANDING

AFT FACING SEAT BACK MUST BE ERECT FOR TAKEOFF & LANDING

TABLE MUST BE STOWED DURING TAKE-OFF AND LANDING

DURING TAKEOFF & LAND DRAWER MUST BE IN STOWED POSITION

OPERATIONAL LIMITS

THE MARKINGS AND PLACARDS INSTALLED IN THIS AIRPLANE CONTAIN OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE NORMAL CATEGORY. OTHER OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE NORMAL CATEGORY ARE CONTAINED IN THE PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL. NO AEROGRAPHIC MANEUVERS INCLUDING SPINS, APPROVED.

AIR MINIMUM CONTROL SPEED	69 KIAS
MAXIMUM GEAR OPERATING SPEED	177 KIAS
MAXIMUM GEAR EXTENDED SPEED	177 KIAS
MAXIMUM FLAP EXTENDED SPEED, 15° FLAP	177 KIAS
MAXIMUM FLAP EXTENDED SPEED, 45° FLAP	146 KIAS
MAXIMUM MANEUVERING SPEED	145 KIAS

LANDING WITH CABIN PRESSURIZED PROHIBITED
THIS AIRPLANE IS APPROVED FOR DAY-NIGHT VFR CONDITIONS. IT IS APPROVED FOR DAY-NIGHT VFR CONDITIONS AND FLIGHTS INTO ICING CONDITIONS IF THE PROPER OPTIONAL EQUIPMENT IS INSTALLED AND OPERATIONAL.

WARNING

TO CONTINUE FLIGHT WITH AN IN-OPERATIVE ENGINE:

- GEAR AND FLAPS MUST BE RETRACTED
- INOPERATIVE ENGINE PROPELLER MUST BE FEATHERED
- AIRSPEED MUST BE MAINTAINED AT OR ABOVE BLUE RADIAL (BLUE LINE)

THE AUXILIARY FUEL PUMP SYSTEMS IN THIS AIRPLANE HAVE BEEN MODIFIED BY SERVICE BULLETIN MEB88-3

AUX PUMP LOW FOR TAKEOFF, LANDING AND VAPOR CLEARING
AUX PUMP HIGH FOR ENGINE DRIVEN PUMP FAILURE (VERY LOW OR NO FUEL PRESS) SEE POH OR AFM SUPPLEMENT OR SUPPLEMENTAL AFM

KIAS	
VSO	72
VMC	83
VST	83
VX	88
VR	93
VLSSE	93
VXSS	103
VY	110
VYSE	110
BAG	120
V _A	145
VREF5	145
VREF6	177
VLE	177
VLO	177
FEBSN1	233
VNE	233

TAKEOFF AND LAND WITH AUXILIARY FUEL PUMPS LOW

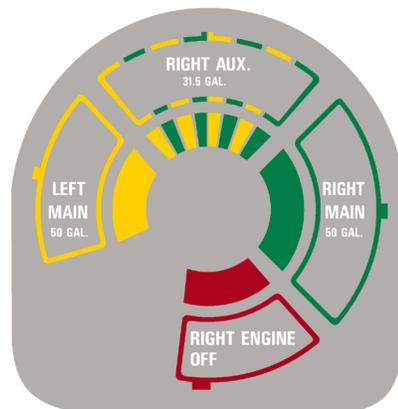
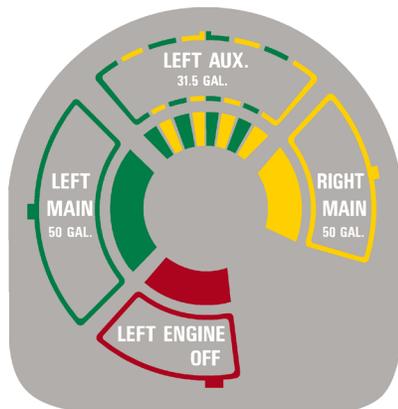
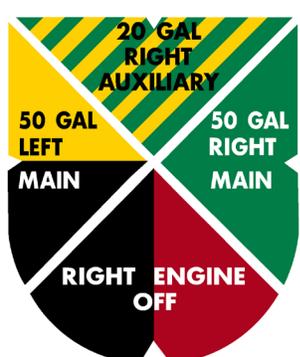
SET FUEL SELECTOR VALVES TO LEFT MAIN FOR LEFT ENGINE AND RIGHT MAIN FOR RIGHT ENGINE FOR TAKEOFF, DESCENT, LANDING, AND ALL NORMAL OPERATIONS

TAKEOFF AND LAND WITH AUXILIARY FUEL PUMPS ON

EMERGENCY CROSSFEED SHUTOFF VALVE MUST BE OPEN FOR ALL NORMAL OPERATIONS

100 GRADE AVIATION FUEL MINIMUM

USE MAIN TANKS FOR TAKEOFF, LANDING AND EMERGENCY



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