BEFORE LANDING

1. Fuel Selector—**BOTH ON**
2. Mixture—**RICH**
3. Prop—**High RPM (Full in)**
4. Carb Heat—**FULL**
5. Airspeed—**80-90 MPH (Flaps Up)**
6. Flaps—**As desired (0 to 10 deg below 130 MPH, 10-30 deg below 105 MPH)**
7. Airspeed—**70-80 MPH (Flaps down)**
8. Stabilator and Rudder Trim—**ADJUST**

GO AROUND

1. Power—**FULL and PROP 2700**
2. Carb Heat—**IN (Cold)**
3. Flaps—**Retract to 20 deg (Retract Full SLOWLY at 75 MPH)**

NORMAL LANDING

1. Touchdown—Main wheels first
2. Wing Flaps—**WITHIN WHITE ARC: AS DESIRED**
3. Airspeed (Wing Flaps Down) - **65-75 MPH**
4. Touchdown—**MAIN WHEELS FIRST**
5. Braking—**MINIMUM REQUIRED**

AFTER LANDING

1. Wing Flaps—**UP**
2. Carb Heat—**COLD**
3. Unnecessary Lights—**OFF**
4. Transponder—**STBY**
5. Cowl Flaps—**OPEN**
6. If Landing was Hard: Comm. Radio—**121.5; CHECK FOR SIGNAL**

SHUT DOWN AND SECURING AIRPLANE

1. Avionics Switch—**OFF**
2. Intercom—**Turn OFF Switch**
3. Throttle—**1200 RPM**
4. Magnetos—**CHECK GROUNDING**
5. Mixture—**OUT—ENGINE CUTOFF**
6. Throttle— **IDLE**
7. Lights—**OFF**
8. Ignition Switch—**OFF**
9. Master Switch—**OFF**
10. Cowl Flaps—**CLOSED**
11. Fuel Selector—**LEFT TANK**
12. Control Wheel Lock—**INSTALL**
13. Flight Hour Recorder—**CHECK & RECORD**
14. Personal Items and Trash—**REMOVE**
15. Cabin & Baggage Compartment Doors—**LOCK**

Flight Plan—CLOSE

PEAK AVIATION CENTER

1360 AVIATION WAY
COLORADO SPRINGS, CO 80916

CESSNA 177 CARDINAL CHECKLIST

PREFLIGHT

CABIN

1. Parking Brake — **SET**
2. Flight Hour Recorder — **CHECK AND RECORD**
3. "AROW" Documents — **CHECK**
4. Control Wheel Lock — **REMOVE**
5. Fuel Selector Valve — **BOTH**
6. Fuel Shutoff Valve—**ON (PUSH FULL IN)**
7. Elevator and Rudder Trim Control — **CHECK OPERATION**
8. Static Pressure Alternate Source Valve —**CHECK OPERATION, OFF**
9. Ignition & Avionics Power Switches — **OFF**
10. Master Switch — **ON**
    a. Fuel Gauges — **CHECK QUANTITY**
    b. Lights — **CHECK**
    c. Wing Flaps — **EXTEND**
11. Master Switch — **OFF**
12. Cowl Flaps—**OPEN**

AFT FUSELAGE AND EMPENNAGE

1. Fuel Tank Sumps Left Tank — **DRAIN & CHECK FUEL**
2. Baggage Door — **SECURE**
3. Antennas — **CHECK**
4. Horizontal and Vertical Stabilizers—**CHECK CONDITION**
5. Elevator & Rudder — **CHECK OPERATION & CONDITION**
6. Tail Tie Down — **DISCONNECT**
7. Elevator Trim Tab — **INSPECT**

RIGHT WING

1. Flap — **CHECK BACKLASH & CONDITION**
2. Aileron — **CHECK OPERATION & CONDITION**
3. Wingtip & Leading Edge — **INSPECT**
4. Wing Tie Down — **DISCONNECT**
5. Fuel Tank Vent Tube — **CHECK CLEAR**
6. Tire, Wheel, & Brake — **CHECK INFLATION & CONDITION**
7. Fuel Tank Sumps — **DRAIN & CHECK FUEL**
8. Fuel Tank — **CHECK FUEL QUANTITY & CAP SECURITY**

NOSE, ENGINE, PROPELLER, & COWLNG

1. Engine Cowling — **CHECK SECURITY**
2. Nose Fuel Strainer— **DRAIN 3-5 SECONDS**
3. Exhaust Stack — **CHECK SECURE**

4. Oil Level — **CHECK (MIN: 6qt)**
5. Propeller— **CHECK LEADING EDGE & SECURITY**
6. Spinner/Hub—**INSPECT THOROUGHLY FOR CRACKS AND LEAKS**
7. Engine Cooling Air Inlets — **CHECK CLEAR**
8. Landing/Taxi Lights — **INSPECT**
9. Nose Wheel, Strut, & Tire — **CHECK INFLATION & CONDITION**
10. Cowl Flaps—**CHECK SECURITY**
11. Cowling — **SECURE**
12. Carburetor air filter (inside left nose cap opening)-**CHECK**
13. Static Air Source Opening — **CHECK CLEAR**

LEFT WING

1. Fuel Tank — **CHECK FUEL QUANITY & CAP SECURITY**
2. Pitot Tube — **CHECK CLEAR**
3. Fuel Tank Vent Tube — **CHECK CLEAR**
4. Stall Warning Opening — **CHECK CLEAR**
5. Wing Tie Down — **REMOVE**
6. Leading Edge and Wingtip — **INSPECT**
7. Aileron — **CHECK OPERATION AND CONDITION**
8. Flap — **CHECK BACKLASH & CONDITION**
9. Tire, Wheel, & Brake — **CHECK INFLATION & CONDITION**

BEFORE STARTING ENGINE

1. Brakes — **TEST & SET PARKING BRAKE**
2. Cabin Doors — **CLOSED & LOCKED**
3. Passenger Brief —
    a. Expected WX and Flight Conditions
    b. Seatbelt Operations, Wear at All Times
    c. Headset Operation
    d. Looking for Aircraft
    e. Sick Sacks
    f. Ventilation
    g. How to Radio for Help
    h. Emergency Situations
4. Seatbelts & Shoulder Harnesses — **ADJUST & LOCK**

STARTING ENGINE

1. Fuel Selector Valve — **RECHECK BOTH**
2. Mixture — **FULL RICH**
3. Propeller—**High RPM**
4. Throttle — **CLOSED**
5. Carburetor Heat— **COLD**
6. Beacon — **ON**
7. Circuit Breakers — **CHECK IN**
8. Avionics Switch — **OFF**
9. Propeller Area — **VISUAL CHECK AND YELL CLEAR**
10. Master Switch — **ON**
11. Priming Procedure:
    a. Primer— **One to six strokes depending on engine temperature**
    b. Throttle— **Cracked open 1/2 inch**
12. Ignition Switch — **START, RELEASE WHEN ENGINE STARTS**
13. Throttle — **800 RPM**
14. Oil Pressure — **CHECK**
15. Mixture — **ABOVE 3,000 FT. MSL, LEAN FOR GROUND OPS**
16. Flaps — **UP**
17. Avionics — **ON**
18. Intercom— **ON**
19. Starter — **CHECK DISENGAGED (AMMETER NORMAL)**

TAXI

1. Flight Instruments—**SET**
2. Taxi Path — **CLEAR**
3. Parking Break — **OFF**
4. Brakes — **TEST**
5. Flight Controls—**POSITIONED FOR WIND DIRECTION**

BEFORE TAKEOFF—RUNUP

1. Nose Wheel — **STRAIGHT**
2. Parking Brake — **SET**
3. Seats, Seatbelts, & Shoulder Harnesses— **SECURE**
4. Cabin Doors — **RECHECK CLOSED & LOCKED**
5. Flight Controls — **FREE & CORRECT MOVEMENT**
6. Fuel Gauges — **RECHECK QUANTITY ADEQUATE FOR INTENDED FLIGHT**
7. Fuel Selector Valve — **RECHECK BOTH**
8. Trim Control(s) — **SET FOR TAKEOFF**
9. Throttle — **1800 RPM**
    a. Mixture — **ADJUST FOR ALTITUDE ABOVE 3,000 FT**
    b. Propeller—**CYCLE 3 TIMES (CHECK MP, RPM, OIL PRESSURE)**
    c. Circuit Breakers — **RECHECK IN**
    d. Carburetor heat — **CHECK OPERATION**
    e. Magnetos — **CHECK (150 RPM MAX. DROP; 50 RPM DIFF.)**
    f. Alternator — **CHECK (AMMETER & VOLTAGE INDICATOR)**
    g. Engine Instruments & Suction Gauge — **CHECK**
    h. Aux. fuel pump — **CHECK OPERATION**
    I. Suction gauge — **4.6 - 5.4 inches HG**
10. Throttle — **IDLE**
11. Flight Instruments — **CHECK AND SET** —
    a. Heading Indicator
    b. Altimeter
    c. Transponder - **ALT AND CORRECT CODE**
12. Lights—**SET FOR TAKEOFF**
13. Radios — **SET FOR DEPARTURE**
14. Parking Brake — **RELEASE**

NORMAL TAKEOFF

1. Wing Flaps — **0-10°(10° PREFERRED)**
2. Propeller—**FULL RPM**
3. Throttle — **FULL OPEN**
4. Elevator Control — **BEGIN ROTATION AT 60 MPH**
5. Climbing Airspeed — **75-85 MPH**
6. Wing Flaps—**RETRACT**

MAXIMUM PERFORMANCE TAKEOFF

1. Wing Flaps — **10-15°**
2. Cowl Flaps—**OPEN**

3 Brakes — **APPLY & HOLD**

4. Propeller—**FULL RPM**
5. Throttle — **FULL OPEN**
6. Mixture—**ADJUST FOR ALTITUDE**
7. Brakes — **RELEASE**
8. Elevator Control — **SLIGHTLY TAIL LOW, ROTATE AT 60 MPH**
9. Climbing Airspeed — **69 MPH**
10. Wing Flaps—**RETRACT AFTER ALL OBSTACLES ARE CLEARED**

CLIMB

1. Airspeed — **90-100 MPH**
2. Power—**Manifold Press 24 in to full throttle**
3. Propeller—**2500 TO 2700 RPM**
4. Mixture—**ADJUST FOR ALTITUDE**
5. Cowl Flaps—**OPEN AS REQUIRED**
6. Landing Light—**OFF**

MAX PERFORMANCE CLIMB

1. Airspeed—**92 MPH**
2. Power—Full Throttle and 2700 RPM
3. Mixture—**Lean as required**
4. Cowl Flaps—**Full OPEN**

CRUISE

1. Throttle — **15 TO 24 IN MP**
2. Propeller—**2100-2500 RPM**
3. Trim(s) — **ADJUST AS REQUIRED**
4. Mixture — **ADJUST FOR ALTITUDE**
5. Cowl Flaps—**CLOSED, OPEN IF CHT IS HIGH**