

Cessna 177RG

CHECKLIST

Cardinal C77R – VH-RRG

• Before Entering Cockpit

Brief
Documentation
Fitness
Authorisation
GEAR Handle DN
Avionics Master - Off
Master (Battery half only) – On
'HIGH VOLTAGE' light – On
Gear Lights – test
Warning Horn – test
Stall Warn – test
Master - Off
Control Lock removed
External/Internal Inspection
Equipment Stowed
Cargo Door – latched/locked

• Power Off

Seat - Adjusted
Harness - secured
Brakes – checked/set
Instruments
Circuit Breakers
Switches – off
Beacon – on
Cowl Flaps – As required

• Engine Start

Master – On

'High Voltage' light – Out
Turn Co-ordinator flag- away
Fuel – Both
Throttle – Open 1cm
Propeller – High RPM
#Auxiliary Fuel Pump – On
#Mixture – Advance to 6gph
Mixture – Idle Cut Off
Auxiliary Fuel Pump – Off
Clear all round
“CLEAR PROP”
Ignition – Both – then start
Mixture – Advance Smoothly as
Engine Starts to Taxi setting
(#omit if engine is warm)
• After Start
Throttle - Set 1100 rpm
Oil Press – up within 30 secs
Suction – indicating
Ammeter – charging
High Voltage light – out
Magnetos – check
Mixture – Lean to taxi
Cowl Flaps – set
Avionics Master – On
Fuel Scan 450-Step (or Auto)
MFD – set QNH and scale
Comms and Nav aids– set
Transponder – check GND or
STBY
(Nb. Transponder is Mode S &
ADS-B – it should transition
modes automatically)
ATIS – copied

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Flight Plan – Program & Selected
& checked

*Auto Pilot – On
Electric Trim – Check
*Auto pilot – system check then
-OFF

(* Auto pilot checks may be
omitted if Autopilot remains OFF
for the flight.)

• Before Taxi

Flaps – Clear, retract
DG – aligned to Compass
Clear all round

• Taxi Checks

Lookout
Brakes - checked
Nose wheel & Rudder check
Flight Inst check in turns

• Engine Runup Checks

Oil Temp & Press – green range
Clear all round – no loose stones
Throttle – set 1800rpm
Oil Press – green range
Engine Instruments - check
Magnetos:
R,B,L,B RPM drop 125 max
Difference <50rpm
Propeller – Cycle x 2
Idle –650-850 oil press>redline
Throttle – 1100 RPM

• Pre-Takeoff Vital Actions

PANEL SCAN then

T Trims - set for Takeoff
(elevator & rudder)
Throttle friction – set

M Mixture – Rich

P Propeller – High RPM

F Fuel – on Both
& sufficient

Aux pump - off

Flaps checked & set 10⁰

I Instruments set & checked

S Switches set & checked

Autopilot - OFF

C Circuit Breakers – in
Controls – Full, free &
correct

Cowl Flaps - Open

H Hatches & Harnesses - secure

• Line Up Checks

EFATO - brief

RWY, base & final - Clear

DI & Mag Compass – error?

Landing/Taxi Light – on

Strobes – On

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• After Take-Off Checks

Positive ROC – Brakes on, off
GEAR Handle - Up
200' AGL Flaps – up
GEAR UP LAMP – Amber
Hyd Pump Light - Out
Landing/Taxi Light – as required
Transponder – ALT?
Safe Altitude? – Cruise Climb:
 Throttle – set 25”
 Propeller set 2500 RPM
 Mixture – set 13 GPH

CLEAROF (10 min checks)

Compass – aligned
Log – updated ETAs etc
Engine – Ts & Ps, mixture
Altimeter – QNH and level
Radio – freq & broadcasts
Orientation & Oxygen
Fuel – tanks, contents

Stalls (Aeros not permitted)

H – Height
A – Airframe
S – Security
E – Engine
L – Location
L - Lookout

Descent Before Landing

ATIS – copied
Approach – Load

Brief – self brief approach
Clearance – for descent

Checks:

Mixture – gradually rich
Cowl Flaps - Closed
RPM – set for descent
MAP – reduce slowly
Ts&Ps - monitor
Flap and Gear - extend for
increased rate of descent
(within IAS limits!)

• Before Landing Checks

Brakes – Pressure & off
‘Speed below 110’ (125 max)
Undercarriage – GEAR DN
Mixture – Rich
Fuel – On & sufficient
Hatches & Harnesses – secure
 Hyd Pump Light - Out
GEAR DOWN LAMP –
Green
Mirror – check

• Final Checks

Propeller – High RPM
Undercarriage – **GREEN**
Flaps – set
C-Cowl Flaps – Open
 -Clear RWY
 -Clear to land

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• After Landing

Transponder – check mode has
 changed to GND
 or STBY
Flaps – identified – up
Trim – set for takeoff
Landing/Taxi Light – off
Strobes – Off
Mixture – Lean to taxi

• Shutdown Checks

Brakes – set
Throttle – 1100rpm
Avionics Master– Off
Lights – off
Mixture – idle cut-off
Ignition – Off (when engine
 stops)
Master – Off
Cowl Flaps – Set
Fuel Left/Right or Both
Documentation – complete

• Securing Aircraft

Parking – suitable position
Control Lock – inserted
Anti Theft Lock - -inserted
Seats – adjusted
Seat Belts – adjusted & stowed
Transparency covers - fitted
Fuel Tanks – dipped
Pitot cover – installed
Chocks – inserted (if required)

Tie downs – connected
Personal Equipment – removed
Master – confirm off
Doors – secured

NOTE

**REFER TO FLIGHT
MANUAL/POH FOR
DETAILED INSTRUCTIONS**

Notes

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