

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan - File Papers - A.R.O.W. Fuel Shutoff/Wired On Fuel - Both Control Lock Master - On Flaps - Extend Pitot Heat - Test Lights - Int./Ext. Fuel Gauges - True Master - Off EXTERIOR SUMMARY <i>After FULL Geographical CK</i> Fuel Quantity Fuel Quality Caps/Drains/Vents Engine / Oil / Belt Prop / Air Intake Exhaust System Stall Indicator - Test Surfaces & Controls Pitot & Static Ports Gear / Tires / Brakes Antennas Ties/Chocks/Towbar Baggage Door Final Walk Around INTERIOR Passenger Brief Hobbs / Tach Time Circuit Breakers Alternate Static Electric Trim	Seat Track/Back - Lock Avionics - Off Autopilot - Off Carb Heat - Off Prime Mixture - Full Rich Throttle - Slight Brakes Prop - Clear Master - On Beacon - On Mags - Start Oil Pressure Lights - As Req. Mixture - As Req. PRE-TAXI / TAXI Seat Belts / Harness Flaps - Up Heat / Vent / Defrost Avionics - On ATIS / AWOS Altimeter XPDR - Alt + Sqwk ADS-B - On Radio - Test Taxi Light - As Req. Brakes - Test Attitude Indic. - Test Turn Coord. - Test HL To Compass - Test	Brakes Fuel - Both Trim - Takeoff Flight Controls/AP Instruments Mixture - Best Power 1700 RPM Mags - Test R-L-Both Carb Heat - Test Aux Fuel Pump - Test Vacuum Amps / Volts Oil Pressure Oil Temp Idle - Check Closed Throttle Friction PRE-TAKEOFF Flaps - Up To 1/4 Mixture - Best Power Carb Heat - Off <i>Or As Req.</i> Pitot Heat - As Req. XPDR - Alt + Sqwk Heading Bug Doors / Windows Landing Light - On Strobes - On Time - Note Brakes - Release ABORT PLAN - READY!	Full Throttle 2260 RPM <i>Minimum</i> Oil Pressure Rotate - * 52 (60) Vy - 76 (88) Flaps - Up CLIMB 78-97 (90-100) Power - Full Mixture - As Req. Instruments Taxi/Land Light - Off Flight Plan - Open CRUISE Throttle Mixture Instruments	Power - As Req. Mixture - Richen Fuel - Both Carb Heat - As Req. ATIS / AWOS Altimeter Instruments PRE-LANDING Brakes - Pedal Test Landing Light - On Autopilot - Off Seat Belt / Harness Mixture - Best Power Carb Heat - On Fuel - Both Flaps - As Req. LANDING Flaps - As Req. * 65 (75) G. U. M. P. F. S. GO-AROUND Power - Full Carb Heat - Off Flaps - Approach Positive Rate Climb Flaps - Up	Carb Heat - Off Flaps - Up Strobes - Off Landing Light - Off Taxi Light - As Req. Pitot Heat - Off Mixture - As Req. Trim - Takeoff XPDR - Alt + Sqwk SECURING ELT - Verify Silent Avionics - Off Mixture - Full Lean Mags - Off Master - Off Fuel - Left or Right Lights - Off Hobbs / Tach Time Secure Yoke / Brakes Chocks / Tie Downs Pitot Cover Baggage Door Cabin Doors Close Flight Plan

XWind • Max Demo'd - 13 (15)	Vs0 • Stall With Flaps - 46 (53)	Va • Max Abrupt Ctrl (1950 lbs) - 86 (99)	Vfe • 1/4 Flaps - 113 (130)
Vr • Rotation - 52 (60)	Vs • Stall w/o Flaps - 56 (64)	Va • Max Abrupt (Full Gross) - 98 (113)	Vfe • Full Flaps - 91 (105)
Vx • Best Angle Climb - 62 (71)	Best Glide (1950 lbs) - 63 (72)	Vno • Max Structural Cruise - 126 (145)	
Vy • Best Rate Climb - 76 (88)	Best Glide (Full Gross) - 70 (80)	Vne • Never Exceed - 161 (185)	

	KNOTS (MPH)	FLAPS °	- NOTES -
DEPARTURE			STALL SPEEDS ARE CAS.
Rotation *	52 (60)	Up To 1/4	Short Field: 1/4 Flaps - 58 (67) Until Clear.
Best Angle Climb	62 (71)	0	Soft Field: 1/4 Flaps. Rotate As Soon As Possible.
Best Rate Climb	76 (88)	0	
CRUISE TAS-7500'			
Economy	91 (105)	0	2300 RPM - 6.0 GPH - 51%
Normal	107 (123)	0	2500 RPM - 7.2 GPH - 64%
Maximum	113 (130)	0	2700 RPM - 8.7 GPH - 79%
ARRIVAL			
Approach *	74 (85)	Up To 1/4	1700 RPM (Initially)
Short Final *	65 (75)	1/2 To Full	Idle - 1200 RPM

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Specs Are Approximate Because Of Environment & Plane Model-Year Variables. Specs Are In: LBS, KIAS & (MPH), Sea Level, Standard Day, Normal Category, Max Gross Weight, No Wind, Wheel Power, New Engine.

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VERTICAL SCALE = NAUTICAL MILES PER INCH WAC = 14 SEC = 7 TAC = 3.5 NOS = 12 TEPT = 15 ELA = 12
 COMPLETE CUSTOMIZATION AVAILABLE INCLUDING SIZES & FORMATS - PLEASE DO NOT COPY

(IF UNABLE TO ABORT TAKEOFF)

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL

BEST GLIDE - 70 KIAS (80 MPH)

Full Gross Weight

FUEL SHUTOFF VALVE - OFF

MIXTURE - FULL LEAN / IDLE CUTOFF

FLAPS - DOWN

MASTER & MAGS - OFF

UNLATCH DOORS
PROTECT BODY

POWER LOSS IN FLIGHT

BEST GLIDE - 70 KIAS (80 MPH)

Full Gross Weight

CARB HEAT - ON

NOTE WIND DIRECTION & VELOCITY

PICK LANDING SITE

MIXTURE - FULL RICH

FUEL SHUTOFF VALVE - CHECK ON

FUEL SELECTOR - CHECK / SWITCH / BOTH

Note Gauges

AUX FUEL PUMP - ON

FUEL PRIMER - LOCKED

Try Re-Priming

MAGNETOS - CHECK ALL

MASTER - ON

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE

SQUAWK 7700

DECLARE EMERGENCY

TWR, APP, Unicom, 121.5

MIXTURE - FULL LEAN / IDLE CUTOFF

FUEL SHUTOFF VALVE - OFF

SEATBELTS / HARNESS

FLAPS - AS NEEDED

Full Flaps When Field Assured

MASTER & MAGS - OFF

UNLATCH DOORS

PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER - OFF

Mags - On

CLOSE VENTS, CABIN HEAT, & AIR

IF FIRE OUT, MASTER ON ONLY IF CRITICAL

Vents - Open

THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME

RESET CIRCUIT BREAKER(S) ONLY IF CRITICAL

ENGINE FIRE IN FLIGHT

MIXTURE - FULL LEAN / IDLE CUTOFF

FUEL SHUTOFF VALVE - OFF

MASTER SWITCH - OFF

CABIN HEAT & AIR - OFF

Except Overhead Vents

INCREASE AIRSPEED TO EXTINGUISH - LAND ASAP

ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE

IF START - RUN A FEW SECONDS - SHUTDOWN - INSPECT

IF NO START - MIXTURE IDLE CUTOFF & FUEL SELECTOR OFF

THROTTLE - FULL OPEN

CONTINUE CRANKING ENGINE A FEW SECONDS

MASTER & MAGS - OFF

EVACUATE / FIRE EXTINGUISHER

ICING

PITOT HEAT - ON

CARB HEAT - ON

CABIN HEAT & DEFROST - MAXIMUM

STRONGLY CONSIDER 180° TURN

ATTAIN HIGHER OR LOWER ALTITUDE

INCREASE ENGINE SPEED

FLAPS - NOT RECOMMENDED FOR LANDING

LAND FASTER AS NEEDED

OTHER

EXCESSIVE RATE OF CHARGE: Turn Master Switch Off / Then On Again. If Excess Rate Continues, Terminate Flight ASAP.

INSUFFICIENT RATE OF CHARGE: Nonessential Electric - Off / Terminate Flight ASAP.

UNICOM: 122.7 122.725 122.8 122.975 123.0 123.05

MULTICOM: 122.9 (CTAF) 122.75 (Air To Air)

FSS: 122.2

GROUND: 121.3 121.7 121.9 123.5 123.9

EMERGENCY: 121.5

RADIO OUT: CHECK CIRCUIT BREAKERS & VOLUME RECYCLE ALTERNATOR SWITCH IF IFR & STILL OUT, SET XPDR TO 7600. (Suggested For VFR If In B, C, D Airspace)

TOWER SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Yield & Continue Circling
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

* **Every Plane Has A Different Empty Weight And Useful Load**
Cessna 177 Lycoming O-320-E2D, 150 HP

* **Empty Weight:** LBS (Specific Plane Weight)

* **Max. Useful Load:** LBS (Including Fuel @ 6 lbs/gal)

Max. Baggage Area: 120 LBS (Included In Useful Load)

Max. T.O. Weight: 2350 LBS

Fuel Type: 100 LL (Blue) / 100 (Green) / 80/87

Usable Fuel: 48 Gallons

Oil Capacity: 8 Quarts (Minimum 6)

Electrical: 12-14 VOLT

Tire Pressure: Nose - 30 PSI / Main - 30 PSI