CESSNA 177 RG
HK-865-G

AEROCCIDENTE
Escuela de Aviación

Company Checklist

V - SPEEDS (KIAS)

Vso (Maximum weight)	49
VS	57
Altitude Loss in a Stall Recovery	190 ft
Vr	56
VX (Sea level)	69
VX (10000 ft)	73
VY (Sea level)	82
VY (10000 ft)	79
VFE 10°	130
VFE 10°-30°	95
VNO	142
VA 2800 lbs	113
VA 2400 lbs	105
VA 2000 lbs	96
VLO/VLE	125
VNE	174
Best Glide (Flaps & Gear UP)	
(2800 lbs)	74
(2400 lbs)	69
(2000 lbs)	65
Max Demon X-Wind	16
Approach (Flaps UP)	78
Approach (Flaps DOWN)	69
Normal Climb Out	74
Max Perf Climb At 50 Ft	62
Enroute Climb	104

PREFLIGHT

1.CABIN

Weather.....CHECK
Weight & Balance.....COMPLETE
Documents (AROW).....CHECK
POH.....AVAILABLE IN THE AIRPLANE
Inspection/AD status.....CHECK
Fire Extinguisher.....CHARGED
Hobbs/Tach.....CHECK
Landing Gear Handle (DWN).....CHECK
Control lock.....REMOVE
Ignition switch.....OFF
Master.....ON
Static Press Alternate Source.....OFF

PREFLIGHT

(Cont.)

Fuel Quantity.....CHECK
Landing Gear Light.....GREEN
Turn Coordinator.....AUDIBLE
Flaps.....30°
Lights.....ON/INSPECT/OFF
Master.....OFF
Fuel Shutoff Valve.....ON
Fuel Drain Knob.....PULL/CLOSE

EXTERIOR INSPECTION

Aft Fuselage

Baggage Door.....LOCKED
Fuselage.....CHECK

2. EMPENNAGE

Rudder Gust Lock.....REMOVE
Tail Tie-Down.....REMOVE
Control Surfaces.....CHECK
Antennas.....CHECK

3. RIGHT WING (Trailing Edge)

Right Flap.....CHECK
Right Aileron.....CHECK
Fuel Tank Vent.....CHECK

4. RIGHT WING

Leading Edge.....CHECK
Fuel Quantity.....CHECK
Fuel Filler Cap.....SECURE
Fuel Sump.....CHECK
Wing Tie Down.....REMOVE
Main Wheel.....CHECK

5. NOSE

Oil Quantity (6-8 qts).....CHECK
Fuel Strainer.....CHECK
Cooling Inlets.....CHECK
Prop. & Spinner.....CHECK
Air Filter.....CHECK
Alternator Belt.....SECURE
Nose Wheel Strut/Tire.....CHECK
Nose Wheel Doors.....SECURE
Nose Tie-Down.....REMOVE
Static Source (Both Sides).....CHECK

6. LEFT WING

Main Wheel.....CHECK

PREFLIGHT

(Cont.)

Wing Tie Down.....REMOVE
Fuel Quantity.....CHECK
Fuel Filler Cap.....SECURE
Fuel Sump.....CHECK
Pitot Tube.....CHECK
Stall Warning.....CHECK
Leading Edge.....CHECK
Fuel Tank Vent.....CHECK
Left Aileron.....CHECK
Left Flap.....CHECK
Preflight Checklist.....COMPLETE

BEFORE STARTING ENGINE

Preflight Inspection.....COMPLETE
Briefing.....COMPLETE
Starting Engine Clearance.....OBTAIN
Seats/Belts/Harness.....SECURE
Fuel Shutoff Valve.....ON
Avionics Master.....OFF
Brakes.....TEST & SET
Circuit Breakers.....CHECK IN
Cowl Flaps.....OPEN
Landing Gear Handle (DWN).....CHECK
Before Starting Engine Checklist.....COMPLETE

STARTING THE ENGINE

Beacon & Navigation Lights.....ON
Mixture.....IDLE CUT OFF
Propeller.....HIGH RPM
Throttle.....OPEN 1/4 INCH
Master.....ON
Auxiliary Fuel Pump.....ON
Mixture.....PRIME 4-6 GPH/CUT OFF
Propeller Area.....CLEAR
Ignition.....START
MIXTURE.....When engine fires ADVANCE
Throttle.....IDLE 1000 RPM
Oil Pressure.....CHECK
Auxiliary Fuel Pump.....OFF
Mixture.....LEAN for TAXI
Starting Engine Checklist.....COMPLETE
(Engine warm or flooded, omit priming procedure)

TAXI

Avionics Master.....ON
Transponder.....STAND BY
Flaps.....10°
Taxi Lights.....ON
Parking Brake.....RELEASE
Brakes.....TEST
Flight Instruments.....CHECK
Taxi Clearance.....OBTAIN
Taxi Checklist.....COMPLETE

RUNUP

Parking Brake.....SET
Controls.....FREE & CORRECT
Stabilator & Rudder Trim.....TAKE OFF
Fuel Shutoff Valve.....ON
Fuel Quantity.....CHECK
Mixture.....RICH (below 3000')
Throttle.....1800 RPM
Engine Instruments.....CHECK
Mixture.....Adjust 3000' +
Magnetos.....L&R (150/50)
Propeller Exercise.....LOW HIGH LOW HIGH
Ammeter.....CHECK
Vacuum Gauge.....CHECK
Throttle.....IDLE then 1000 RPM
Throttle Friction Lock.....ADJUST
Flight Instruments.....SET
Radios and Avionics.....SET
Autopilot.....OFF
Seats/Belts/Harness.....SECURE
Doors/Windows.....CLOSED/LOCKED
Brakes.....RELEASE
Runup Checklist.....COMPLETE

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AEROCCIDENTE
Escuela de Aviación

Company Checklist

PRE-TAKEOFF

Emergency Procedures.....REVIEW
Landing Light.....ON
Strobes.....ON
Transponder.....ALT
Flaps (10° recommended).....0°-10°
Mixture.....RICH
.....150° F RICHER REF. EGT
Pre-Takeoff Checklist.....COMPLETE

NORMAL TAKEOFF

Throttle.....Full OPEN
Engines Instruments.....CHECK
Vr.....56
Climb Speed.....74 Vy
Brakes.....APPLY Momentarily Airborne
Normal Takeoff Checklist.....COMPLETE

SHORT FIELD TAKEOFF

Flaps.....10°
Brakes.....APPLY
Throttle.....FULL OPEN
Mixture.....RICH
.....LEAN PER FUEL FLOW PLACARD
Brakes.....RELEASE
Engine Instruments.....CHECK
Rotate.....56
Climb.....74
.....Then MAX PERFORMANCE CLIMB
Brakes.....APPLY Momentarily
Landing Gear.....RETRACT
Flaps.....RETRACT After 80
Short Field Takeoff Checklist.....COMPLETE

AFTER TAKEOFF

Landing Gear.....UP
Airspeed.....75-80
Wing Flaps.....UP
Power.....25 inches Manifold 2500 RPM
Mixture.....RICH o leaned to 13 GPH
Cowl Flaps.....Full OPEN
After Takeoff Checklist.....COMPLETE

MAX PERFORMANCE CLIMB

Landing Gear.....UP
Wing Flaps.....UP
Airspeed.....at Sea Level 95
.....at 10.000 ft 91
Power.....FULL THROTTLE 2700 RPM
Mixture.....LEAN PER PLACARD

Altitude	S. L.	4000	8000	12000
Gal./Hr.	17	15	13	10

Cowl Flaps.....FULL OPEN
Max Performance Climb.....COMPLETE

CRUISE

Power.....Per Performance Sheet 2300 RPM

Altitude	2500	5000	7500	10000	12500
MP	22	22	22	19	18
Gal./Hr.	8.7	9	8.3	8	7.8

Cowl Flaps.....CLOSED
Stabilator & Rudder Trim.....ADJUST
Taxi & Landing Light.....OFF
Cruise Checklist.....COMPLETE

DESCENT

App & Landing Briefing.....COMPLETED
Power.....AS DESIRED
Avoid continuous operation les than
10 inch Manifold and 1400-1750 RPM
Mixture.....ENRICH
Cowl Flaps.....CLOSED
Taxi & Landing Light.....ON
Descent Checklist.....COMPLETE

BEFORE LANDING

Seats/Belts Harness.....SECURE
Manifold.....15 INCHS
Landing Gear below 140.....EXTEND
Flaps.....10°
Propeller.....HIGH RPM
Mixture.....RICH
Airspeed Flaps DOWN.....70-80
Stabilator & Rudder Trim.....ADJUST
Before Landing Checklist.....COMPLETE

GO-AROUND

Power.....Full Throttle 2700 RPM
Flaps.....RETRACT to 20°
.....Reaching 75 RETRACT SLOWLY
Landing Gear.....UP
Cowl Flaps.....OPEN
Go Around Checklist.....COMPLETE

NORMAL LANDING

Touchdown.....MAINS First
Landing Roll.....LOWER NOSE GENTLY
Braking.....MINIMUM REQUIRED
Normal Landing Checklist.....COMPLETE

AFTER LANDING

Flaps.....RETRACT
Cowl Flaps.....OPEN
Mixture.....LEAN for TAXI
Landing Light.....OFF
Strobes.....OFF
Transponder.....STAND BY
After Landing Checklist.....COMPLETE

SHUTDOWN

Parking Brake.....SET
Taxi Light.....OFF
Avionics Master.....OFF
Mixture.....IDLE CUT-OFF
Ignition.....OFF
Master.....OFF
Beacon.....OFF
Navigation Lights.....OFF
Shutdown Checklist.....COMPLETE

SECURE

Control Lock.....INSTALL
Fuel Shutoff Valve.....OFF
Hobbs/Flight Ticket.....RECORD
Trash.....REMOVE
Doors/Windows.....LOCKED
Tie-Downs.....SECURE
Flight Plan.....CLOSE
Secure Checklist.....COMPLETE

EMERGENCY PROCEDURES

ENGINE FAILURE DURING TAKEOFF RUN

Throttle.....IDLE
Brakes.....APPLY
Flaps.....RETRACT
Mixture.....IDLE CUT-OFF
Ignition.....OFF
Master.....OFF

ENGINE FAILURE AFTER TAKEOFF

Airspeed.....80
Landing Gear Handle.....DOWN
Mixture.....IDLE CUT-OFF
Fuel Shutoff Valve.....OFF
Ignition Switch.....OFF
Flaps.....AS REQUIRED
Master.....OFF
Cabin Doors.....UNLATCH
Land.....STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT

Airspeed.....85
Fuel Shutoff Valve.....ON
Mixture.....RICH
Auxiliary Fuel Pump.....ON
Ignition.....BOTH
(or START If propeller has Stopped)

EMERGENCY SPEEDS KIAS (MPH CAS)

Engine Failure Airspeeds
Flaps UP..... 70
Flaps DOWN..... 65
Maneuvering
VA 2800 lbs.....113
VA 2400 lbs.....104
VA 2000 lbs..... 95
Best Glide (Flaps & Gear UP)
2800 lbs..... 74
2400 lbs..... 69
2000 lbs..... 65
Landing With Engine Power..... 74
Landing Without Engine Power
Flaps UP..... 74
Flaps DOWN..... 65

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

Seats/Belts Harness.....SECURE
Airspeed Flaps UP.....85
Airspeed Flaps DOWN.....75
Mixture.....IDLE CUT-OFF
Fuel Shutoff Valve.....OFF
Ignition.....OFF
LANDING GEAR.....DOWN
(Or UP if terrain is rough or soft)
Flaps.....AS REQUIRED
(30° recommended)
Master.....OFF
Doors.....UNLATCH
Touchdown.....TAIL LOW
Brakes.....APPLY HEAVILY

FORCED LANDINGS

LANDING WITH ENGINE POWER

Seats/Belts/Harness.....SECURE
Airspeed.....75
Flaps.....20°
Field.....FLY OVER
(Terrain/Obstacles/Cables)
Avionics Master.....OFF
LANDING GEAR.....DOWN
(Or UP if terrain is rough or soft)
Flaps.....30°
Airspeed.....75
Master.....OFF
Doors.....UNLATCH
Touchdown.....TAIL LOW
Ignition.....OFF
Brakes.....APPLY HEAVILY

DITCHING

Seats/Belts/Harness.....SECURE
Radio.....MAYDAY 121.5
Transponder.....7700
Heavy objects.....SECURE or JETTISON
Landing Gear.....UP
Flaps.....30°
Power.....300 ft/min DESCENT at 70

Approach:
Hight Winds/Seas.....INTO THE WIND
Light Winds/Swells.....PARALLEL

If no Power
Flaps.....10°
Airspeed.....75

Cabin Doors.....UNLATCH
Touchdown.....LEVEL ATTITUDE
300 ft/min DESCENT
Face.....CUSHION
ELT.....ACTIVATE
Airplane.....EVACUATE
Life vest.....INFLATE

FIRES

FIRE DURING ENGINE START

Auxiliary Fuel Pump.....OFF
Mixture.....IDLE CUT-OFF
Ignition.....OFF
Parking Brake.....RELEASE
Fuel Shutoff Valve.....OFF
Fire Extinguisher.....OBTAIN
Airplane.....EVACUATE
Fire.....EXTINGUISH
Fire Damage.....INSPECT

ENGINE FIRE IN FLIGHT

Mixture.....IDLE CUT-OFF
Fuel Shutoff Valve.....OFF
Master.....OFF
Cabin Heat & Air.....OFF
Airspeed.....100 MPH
(If fire is not extinguished increase glide speed to find an airspeed which will provide an incombustible mixture)
Forced Landing.....EXECUTE

ELECTRICAL FIRE

Master.....OFF
All Other Switches.....OFF
Vent/Air/Heat.....CLOSED
Fire Extinguisher.....ACTIVATE
Vents.....OPEN When FIRE OUT
(If fire is out and electrical is necessary for flight)
Master.....ON
Circuit Breakers.....CHECK
(DO NOT RESET!)
Radios.....OFF
Radios Electric.....ON, one at a time
Vent/Air/Heat.....OPEN

FIRES

CABIN FIRE

Master.....OFF
Vent/Air/Heat.....CLOSED
Fire Extinguisher.....ACTIVATE
Cabin.....VENTILATE
Land.....ASAP

WING FIRE

Navigation Light Switch.....OFF
Strobe Light Switch.....OFF
Taxi/Landing Light.....OFF
Pitot Heat Switch.....OFF
(Perform side slip to keep flames away from the fuel tank and cabin)
Land.....ASAP w/NO FLAPS

ICING

ICING ENCOUNTER

Pitot Heat.....ON
Heading.....TURN BACK
Altitude.....CHANGE
Cabin Heat.....ON
Defrost.....ON
RPM.....INCREASE
Flight.....TERMINATE
Serious Icing.....LAND OFF AIRPORT
Flaps.....10° with 1 Inch or less ice
Approach.....Forward slip if required
Airspeed.....75-100
Touchdown.....LEVEL

STATIC SOURCE BLOCKAGE

Vent Windows.....CLOSED
Alternate Static Source Valve.....PULL ON
Airspeed.....Consult table for appropiate
.....Calibration

LANDING GEAR MALFUNCTION

LANDING GEAR FAILS TO RETRACT

Master Switch.....ON
Landing Gear Handle....CHECK (Lever full up)
Landing Gear Circuit Breaker.....IN
Indicator Circuit Breaker.....IN
Gear UP Light.....CHECK
Landing Gear Handle.....RECYCLE
Gear Motor.....CHECK ammeter

LANDING GEAR FAILS TO EXTEND

Landing Gear Circuit Breaker.....PULL OUT
Landing Gear Handle.....DOWN
Emergency Hand Pump.....EXTEND
Pump.....40-50 Strokes
Gear DOWN Light.....ON
Emergency Hand Pump.....STOW
Landing Gear Circuit Breaker.....IN

GEAR UP LANDING

Landing Gear Handle.....UP
Landing Gear Circuit Breaker.....IN
Avionics Master.....OFF
Flaps.....30°
Airspeed.....75
Master.....OFF
Doors.....UNLATCH
Touchdown.....TAIL LOW
Ignition.....OFF
Fuel Shutoff.....OFF
Airplane.....EVACUATE

LANDING WITHOUT POSITIVE INDICATION OF GEAR LOCKING

Before Landing Check.....COMPLETE
Approach.....NORMAL FULL FLAPS
Landing Gear Pressure.....MAINTAIN
.....EMERGENCY PUMP
Landing.....TAIL LOW
Taxi.....SLOWLY

LANDING GEAR MALFUNCTION

LANDING WITH A DEFECTIVE NOSE GEAR OR FLAT NOSE TIRE

Movable Load.....TRANSFER AFT
Passenger.....MOVE REAR
Before Landing Checklist.....COMPLETE
Runway.....HARD or SMOOTH
Landing Gear Pressure.....MAINTAIN
.....EMERGENCY PUMP
Flaps.....30°
Master.....OFF
Touchdown.....TAIL LOW
Mixture.....IDLE CUT-OFF
Ignition.....OFF
Fuel Selector.....OFF
Stabilator.....NOSE HIGH
Airplane.....EVACUATE

LANDING WITH FLAT MAIN

Flaps.....AS DESIRED
Stabilator Control.....NOSE HIGH
Approach.....NORMAL
Aileron.....BANK GOOD TIRE
Touchdown.....GOOD TIRE FIRST
(Hold airplane off flat tire as long as possible with aileron control)

ELECTRICAL MALFUNCTION

LOW-VOLTAGE LIGHT

Radios.....OFF
Master.....OFF
Master.....ON
Low Voltage Light.....CHECK OFF
Radios.....ON
(If over-voltage light illuminates again)
Alternator.....OFF
Non-Essential Electrical.....OFF
Flight.....TERMINATE
(Ass son as practical)

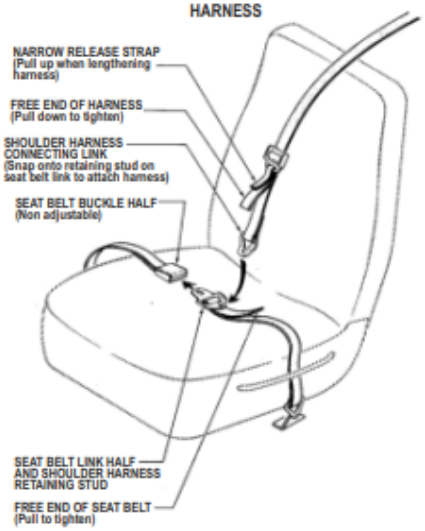
ELECTRICAL MALFUNCTION

AMMETER INDICATE DISCHARGE

Alternator.....OFF
Non-Essential Electrical.....OFF
Flight.....TERMINATE
(Ass son as practical)

SPIN RECOVERY

Throttle.....IDLE
Ailerons.....NEUTRALIZE
Rudder.....FULL OPPOSITE DIRECTION OF SPIN
Yoke.....BRISK FORWARD
Controls..... HOLD UNTIL ROTATION STOPS
Rudder.....NEUTRALIZE
Spiral.....RECOVER



Passenger SAFETY Briefing

Seatbelts:
Los cinturones de seguridad deben encontrarse abrochados y ajustados para el rodaje, despegue y aterrizaje.
Los arneses deben encontrarse abrochados y ajustados durante el despegue y aterrizaje.
Los asientos deben encontrarse ajustados y seguros.

Air:
Ventilación posterior y controlada desde las boquillas.
Control ambiental (Calefacción).
En caso de mareo, bolsas en guantera o asientos.

Fire:
Extintor de incendios en la parte posterior de los asientos.

Exit:
Puertas (Manera de abrirlas).
Plan de evacuación de emergencia.
Botiquín de Primeros Auxilios.
Equipo de supervivencia.

Traffic:
Transito, Escaneo y Notificación al piloto.
Cabina estéril (Celulares, distracción).

You:
Preguntas e inquietudes.

Passenger SAFETY Briefing