

Low Oil Pressure

Low oil pressure with normal oil temp may indicate a malfunctioning gauge. Land at nearest suitable aerodrome for inspection.

Total loss of oil pressure with rise in oil temp, suspect imminent engine failure. Commence forced approach. Leave engine running during approach using only minimum power required to execute safe landing.

Engine Fire During Start

Continue cranking.

If engine starts:

- ⇒ Run engine at 1800 RPM for 2 minutes & then mixture ICO.

If does engine does-not start:

- ⇒ Continue cranking for 2 minutes with Throttle full open & Mixture at ICO.

Once ground attendants have fire extinguisher ready – turn off master, mags & fuel (shutoff knob). Fight fire if safe too. Consider also using seat cushion, blankets, or loose dirt.

Engine Fire in Flight

MixtureIdle-Cut-Off
Fuel Shutoff Knob.....(Pull) Off
Master.....Off

Establish glide at **100 MPH**
Close cabin air

If fire not extinguished increase glide speed in an attempt to find an airspeed that will provide an incombustible mixture.

Execute forced landing.

Engine Failure in Cruise

Carb heatOn
Establish Flaps Up Glide @ 85 MPH
Fly to key-point & landing field

Cause Check:

Aux Fuel Pump on
Primer in & locked
Mags on both
Mixture rich
Fuel quantity
Fuel Selector/Fuel shut-off knob

Attempt re-start if time permits:

If restart fails:

Transmit.....MAYDAY
Transponder.....**7700**
Mixture.....Idle-Cut-Off
Fuel Shutoff Knob.....(Pull) Off
All switches (except master).....Off

Secure Cabin, Brief passengers:

Remove - glasses, pens, and sharp objects from persons
Secure all loose articles
Tighten Seatbelts
Use coats/blankets for protection of occupants faces

On Final:

Extend flaps as required when landing field assured.
Flaps.....30
Airspeed.....75 - 80 MPH
Master.....Off
Cabin Doors.....Unlatch

Contact info

FSS.....866 - WX BRIEF (992-7433)
Edenvale Aerodrome705-428-3111
Emergency.....911 / 888-310-1122

flight.operations@bordenflyingclub.com
admin@bordenflyingclub.com

www.bordenflyingclub.com

Home of COPA Flight 84



Borden Flying Club

Come Fly with Us

GPDW CHECKLISTS



1971 CESSNA
CARDINAL
C-177 B



Effective: Jan 2017

CESSNA 177B GPDW CHKLST

Pre-FLT INSP, KEYS ON DASH

SAFETY BRIEFING

Doors, Windows, Seat Belt - operation,
Fire Extinguisher, Medical Kit, ELT

PRE-START

Brakes Test & Set
Master Off
HOBBS-meter..... Record
Flight Controls..... Free & Correct
Avionics Master & Standby..... Off
Stab & Rudder Trim..... Set
Cowl Flaps..... As Req'd.
Fuel Selector..... Sufficient/On Both

START

Mixture Rich
Prop High RPM
Throttle..... Set $\frac{1}{2}$ "
Carb heat..... Cold
Beacon verify On
Primer..... As Req'd
Master..... On
Area & Announce..... "Prop Clear"
Starter..... Engage (10 sec. max.)

AFTER START

Oil Pressure.....(within 30sec)...Rising
Throttle..... idle 1000 RPM
Flaps Up
Avionics Master On
Radios.....(WX/ATC/Advisory)...Set
Altimeter & Instruments.....Check/Set
Nav Aids..... Set
Transponder..... Standby
Traffic Watch..... As Req'd

During Taxi:
Instruments..... Turning checks

RUN UP

A/C.....Into wind, Prop-blast area clear
Brakes..... Set
Fuel Selector..... On Both
Throttle..... idle 1000 RPM
Temps, Pressures..... Normal
Throttle..... 1800 RPM
Mixture..... Check
Prop Cycle (2 x 300rpm)
Carb Heat..... Check
Ammeter Load Check
Magnetos..... Check (150/50)
Aux Fuel Pump..... Check
Suction..... Check (4.6-5.4)
Throttle..... Minimum Idle
Pressures..... Check
Throttle..... idle 1000 RPM

PRE-TAKE OFF CHECK

Throttle..... idle 1000 RPM
Primer..... Locked
Master..... On
Aux Fuel Pump..... On
Mags..... On Both
Temps, Pressures..... Normal
Carb Heat Cold
Prop..... High RPM
Mixture..... Rich
Flaps..... 0°-15° (recom 10°)
Circuit Breakers..... Check
Traffic Watch..... As Req'd
Altimeter/DG-Compass..... Set
Transponder ALT
Autopilot Master Switch..... Off
Stab & Rudder Trim..... Set
Cowl Flaps..... Open
Fuel..... Sufficient/On Both
Belts, Doors, Windows..... Secure
Up Time..... Record

RWY Line-Up:
Landing Light..... On
Strobes..... On
DG (Rwy Hdg)..... Check

AFTER TAKE OFF CHECK

When Clear Obstacles (min 400 AAE)

Climb speed..... 100 MPH
Flaps Up
Set Power..... 25/2500
Aux Fuel Pump..... Off
Cowl Flaps..... As req'd

CRUISE

Power (do not exceed 75%)..... Set
Stab & Rudder Trim..... Set
Cowl flaps..... Closed
Mixture..... Lean (Rich of Peak)
Fuel Balance..... Monitor

PRE-LDG CHK (DOWNWIND)

Primer..... Locked
Master..... On
Aux Fuel Pump..... On
Mags..... Both
Temps, Pressures..... Check
Landing Light..... On
Carb Heat..... Hot
Prop..... High RPM
Mixture..... Rich
Flaps 10
Cowl Flaps..... Closed
Fuel Selector..... On Both
Seats Belts..... Check
Brake Pressure (Summer Only).... Check

AFTER LDG CHECK

Throttle..... idle 1000 RPM
Aux Fuel Pump..... Off
Landing Light As Req.
Strobe Lights Off
Carb Heat Cold
Flaps Up
Traffic Watch..... As Req.
Transponder..... Standby
Cowl Flaps..... Open
Down Time..... Record
Flight Plan..... Close

SHUT DOWN CHECK

Throttle..... idle 1000 RPM
Lights.....(nav, strobe, ldg)... Off
Avionics Master..... Off
Mixture Idle Cut-Off
Mags..... Off
Keys..... Out, Back on Dash
Master..... Off
Fuel..... Right Tank
Control Locks..... Install
HOBBS-meter..... Record

Keys...Return to clip board on cabinet

PERFORMANCE

V _{NE} Never Exceed (160KTS)	185 MPH
V _{NO} Max Cruise (135KTS)	155 MPH
V _{FE} Flaps 10°	130 MPH
V _{FE} Flaps 10°-30° (91KTS)	105 MPH
No-draft windows	120 MPH
V _{VA} Maneuvering	117 MPH

V_y Best Rate (80KTS)(@SL) 92 MPH

V_x Best Angle
Flaps Up 77 MPH
Flaps 15° 69 MPH

V_R Rotate 60 MPH
V_S Stall Flaps Up (55KTS) 63 MPH
V_{SO} Stall flaps full (46KTS) 53 MPH

Best Glide

Flaps Up (74KTS) 85 MPH

Normal Approach

Flaps Up (70-78KTS) 80-90 MPH
Flaps Full Dn (64-70KTS) 75-80 MPH

Short Field Approach

Flaps Full Dn (61KTS) 72 MPH

Normal CHT

< 435° or $\frac{3}{4}$ of green band

Winds T.O. & Ldg

Avoid—any exceeding 20kts or Cross-winds exceeding 15kts