

AeroGraphics

The Original Aircraft Lettering Company



Cessna 177 Interior Kit PAGE 1 of 2

NOTE: Modifications and changes to accommodate your specific aircraft will be made at **NO EXTRA CHARGE**.
Partial kits available upon request.

IF YOU HAVE ANY QUESTIONS PLEASE CALL!

Phone: 1-800-336-9633 www.aerographics.com Fax: 1-970-461-2065

WINTERIZATION KIT MUST BE REMOVED WHEN OUTSIDE AIR TEMPERATURE IS ABOVE 20° F.

FOR PITOT HEAT PULL ON AUX MIC

FOR N 30 60 E 120 150 STEER

FOR S 210 240 W 300 330 STEER

ON RADIO

PHONE JACK PHONES

OFF R L BOTH START

INST. LT

ON N OFF OFF

DN UP

OFF R L BOTH

TRIM

PITOT HEAT PUSH ON

DN UP RIGHT LEFT

AEROGRAPHICS
1405 N. Prospect Dr.
Loveland, CO 80537
800-336-9633

CESSNA 177-177RG
INTERIOR KIT
1 OF 2

THIS AIRPLANE MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS AS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS

	NORMAL CATEGORY	UTILITY CATEGORY	
MANEUVERING SPEED	113 MPH CAS	113 MPH CAS	
DESIGN WEIGHT	2350	2200	
LOAD FACTOR	+3.8 -1.52	+4.4 -1.76	
FLAPS UP	+3.5	+3.5	
FLAPS DOWN			
ALTITUDE LOSS IN STALL RECOVERY	110 FT	110 FT	
NORMAL CATEGORY	NO ACROBATIC MANEUVERS INCLUDING SPINS APPROVED		
UTILITY CATEGORY	BAGGAGE COMPARTMENT AND REAR SEAT MUST NOT BE OCCUPIED		
NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW			
MANEUVER	MAX ENTRY SPEED	MANEUVER MAX ENTRY SPEED	
CHANDLLES	113 MPH (98 KNOTS)	SPINS	SLOW DECELERATION
LAZY EIGHTS	113 MPH (98 KNOTS)	STALLS EXCEPT	
STEEP TURNS	113 MPH (98 KNOTS)	WHIP STALLS	SLOW DECELERATION
SPIN RECOVERY	OPPOSITE RUDDER	NEUTRAL ELEVATOR	SLOW DECELERATION
INTENTIONAL SPINS WITH FLAPS EXTENDED	PROHIBITED		
AIRPLANE IS CONTROLLABLE IN 16 KNOTS CROSSWIND KNOWN ICING CONDITIONS TO BE AVOIDED THIS AIRPLANE IS CERTIFIED FOR THE FOLLOWING FLIGHT OPERATIONS AS OF DATE OF ORIGINAL AIRWORTHINESS CERTIFICATE			
	DAY	NIGHT	VFR IFR

CAUTION
LEAKING FUEL CAPS CAN CAUSE LOSS OF FUEL AND ERRONEOUSLY HIGH FUEL QUANTITY INDICATIONS.

WARNING
ASSURE THAT SEAT IS LOCKED IN POSITION PRIOR TO TAXI, TAKEOFF, AND LANDING. FAILURE TO PROPERLY LATCH SEAT & HEED ALL SAFETY INSTRUCTIONS CAN RESULT IN BODILY INJURY OR DEATH.

EMERGENCY LOCATOR TRANSMITTER
INSTALLED BEHIND THIS COVER. MUST BE SERVICED IN ACCORDANCE WITH FAR 91.52

WARNING
ASSURE THAT ALL CONTAMINATES, INCLUDING WATER, ARE REMOVED FROM FUEL AND FUEL SYSTEM BEFORE FLIGHT. FAILURE TO ASSURE CONTAMINATE FREE FUEL AND HEED ALL SAFETY INSTRUCTIONS AND OWNER ADVISORIES PRIOR TO FLIGHT CAN RESULT IN BODILY INJURY OR DEATH.

CONTROL LOCK
REMOVE BEFORE STARTING ENGINE

SWITCH TO SINGLE TANK OPERATION IMMEDIATELY UPON REACHING CRUISE ALTITUDES ABOVE 5000 FEET

INTER-COM PILOT CO-PILOT

DO NOT OPEN WINDOW ABOVE 105 KNOTS OR WHEN USING ALTERNATE STATIC SOURCE.

INTERCOM PILOT CO-PILOT

NAV 1 NAV 2

NAV-COMM-2 DN

NAV-COMM 1 UP

BCN LIGHTS

LAND LIGHTS

NAV LIGHTS

PITOT HEAT

AUX FUEL PUMP

MASTER

NOSE DOWN

TAKE OFF

NOSE UP

BOTH TANKS ON FOR TAKEOFF & LANDING

ADVANCE THROTTLE SMOOTHLY

ADVANCE THROTTLE SMOOTHLY

MAP LIGHT LO HI

MIKE JACK

PHONE

AUX MIKE

NOSE LEFT

NOSE RIGHT

PRIMER

SELECTOR TO BE ON RIGHT TANK WHEN AIRCRAFT IS PARKED ON INCLINED RAMP

REPLY TEST IDENT

FASTEN SEAT BELTS

BOTH ON FOR TAKEOFF AND LANDING

BOTH 48.0 ON GALS

LEFT 24.0 GAL RIGHT 24.0 GAL

FUEL SELECTOR

30.0 60.0

WHEN SWITCHING FROM DRY TANK, TURN AUXILIARY PUMP ON AND USE FULL RICH MIXTURE UNTILL POWER IS RESTORED.

UP DN

LOG GEAR

PANIC BUTTON
PUSH WHEN ALL ELSE FAILS

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