COMING SOON

Cessna 177 Cardinal

Hannover, Germany



STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
—	—	0	Yes

LOT	AUCTION	BRAND	CATEGORY
#224	#195	Cessna	Aircraft

BIDDING CLOSES	SELLER
—	C****s

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DESCRIPTION

The Cessna 177 Cardinal is a four-seat, fixed-gear single with a high wing and no lift struts. The wing sits far enough aft that the pilot can look into a turn without so much wing in the way. On the ground, the wide door on each side gives passengers room to step into the cabin without threading past a strut. Those are good reasons to try a Cardinal if you're also looking at a Skyhawk.

The original 177 uses a 150 hp Lycoming and a fixed-pitch propeller. It's the one to look at if you want the Cardinal cabin and visibility without the constant-speed propeller of the 177B or the retractable gear of the 177RG. The trade-off is most apparent in the climb when the cabin is full and the air is hot.

Specifications

Cessna's owner's manual lists separate cruise figures for the original Model 177 and Cardinal configurations, although both use the same engine. The table uses the Cardinal column. For running costs, figure on roughly 8 to 8.5 US gallons per hour at 75 percent power with the mixture properly leaned. Fixed gear and a fixed-pitch propeller take a retract system and a propeller governor out of the maintenance budget, but they don't make the airframe cheap to put right if an inspection turns up structural work.

Put the wing carry-through spar high on the pre-buy list. It's the structure across the top of the cabin that carries the wing loads, and the FAA directive calls for visual and eddy-current inspections for corrosion, cracking and damage. Have an independent mechanic who knows Cardinals review the documentation for the required inspections and any corrective work. The same visit should cover the stabilator attachments and trim brackets, nose gear play, and the cabin door hinges and surrounding skin. A door that sags or rubs deserves a closer look before anyone writes it off as a latch adjustment.

Ask the shop how it would source a Cardinal-specific hinge or stabilator bracket before assuming those will be as straightforward to buy as routine engine items. Cardinal Flyers Online is useful for parts and service leads and for showing your mechanic where other owners have found wear. Ask for the pre-buy findings in writing, with airworthiness items separated from work you can budget for later. That distinction is more useful than a simple thumbs-up.

The cabin

The wide doors make a difference every time somebody takes an aft seat. There's room to get past the forward seats without having to slide them out of the way. Once seated, you have a view down past the cabin and, from the forward seats, a better look ahead into a bank than the usual high-wing layout suggests. The doors need a hand on them on a windy ramp, especially with the wind from behind. The same large panel that makes boarding easy gives a gust plenty to push against.

Flying it

The whole horizontal tail pivots for pitch control. That stabilator feels settled in cruise, but the pitch forces are lighter in the flare than a pilot coming from a Skyhawk might expect. Early on, Cessna's Operation Cardinal Rule added slots to the stabilator to improve its behavior at low speed. A checkout with an instructor who knows the type is time well spent. Give the landing and the go-around as much attention as the cruise: those are the places to get used to the pitch response and the change in trim.

Loading for a trip

Four seats give you options, but start with the trip you actually fly rather than a full-fuel assumption. Use the applicable weight-and-balance figures to load the pilot, passengers and bags first, then work out how much fuel fits within both the weight and center-of-gravity limits. Run the takeoff and climb numbers for a warm departure

from your usual runway, including any obstacle you need to clear. If that exercise keeps leaving you a passenger short or a fuel stop you don't want to make, run the same numbers for the 180 hp 177A or 177B.

SPECIFICATIONS

General Information

Year	**2009**
Model	**Cessna 177 Cardinal**

Engine & Power Systems

Propeller Type	**Two-blade McCauley fixed-pitch propeller**

PHOTOGRAPHS

11 of 12 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR




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INTERIOR



MECHANICAL



EXTERIOR


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collectairs.com/auctions/cessna-177-cardinal

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