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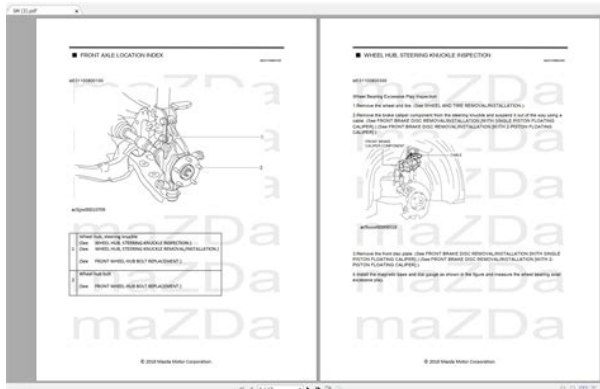
C177rg maintenance manual



These manuals are on a CD in PDF format so you can view zoom and print any or all pages for a perfect copy of the original document.. Included are the following. These manuals are non current and are sold for educational reference purposes only Please check my store for more piper, cessna and beechcraft manuals. New and improved navigation, look and feel! It is the installers responsibility to verify the aircraft manufacturers original battery part number prior to each installation.Valve Regulated Sealed Lead. Acid. Shipped from the factory serviced and fully charged. No additionalPermanently sealed at the factory. CB Series Dry Charged, Vented, Aircraft Batteries Requires activation with electrolyte and charging by the end user prior toThis is a free program available from the Adobe Website. Follow the download instructions on the Adobe Website to get a copy Adobe Acrobat Reader. Discover everything Scribd has to offer, including books and audiobooks from major publishers. Start Free Trial Cancel anytime. Report this Document Download Now save Save C177RG Checklist For Later 0 ratings 0% found this document useful 0 votes 18 views 2 pages C177RG Checklist Uploaded by fisherm54 Description Full description save Save C177RG Checklist For Later 0% 0% found this document useful, Mark this document as useful 0% 0% found this document not useful, Mark this document as not useful Embed Share Print Download Now Jump to Page You are on page 1 of 2 Search inside document Browse Books Site Directory Site Language English Change Language English Change Language. In the 172 the pilot sits under the wing and when the wing is lowered to begin a turn that wing blocks the pilots view of where the turn will lead to.The new design was originally to be called the 172J to follow the 1968 model 172I. However, as the time came to make the transition, there was considerable resistance to the replacement of the 172 from the companys Marketing Division.<http://areicon.com/images/delonghi-dragon-heater-user-manual.xml>

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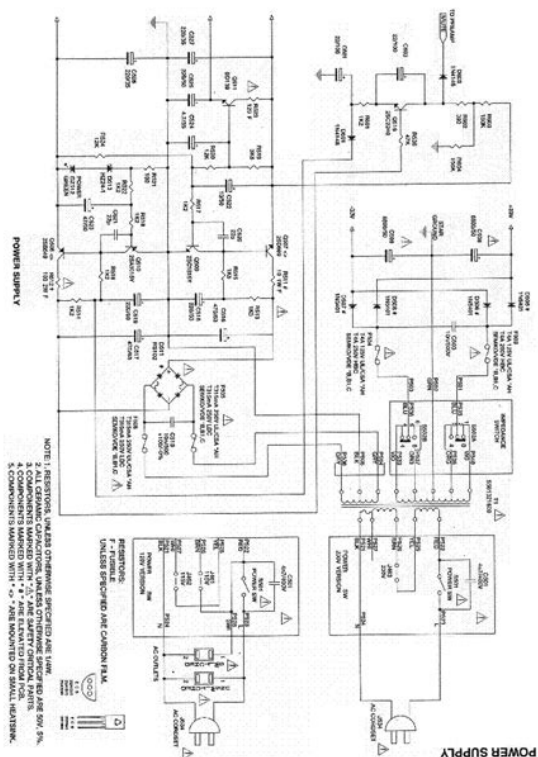
Reviewer Joe Christy explains However, owners soon discovered to their horror that it didnt fly or land exactly like a strutless Skyhawk, and some heavyhanded SuperCar drivers managed to smash the Cardinal tail into the pavement on landing, knockoff a few nosewheels, etc. apparently, this was possible if one closed his eyes, used full backpressure on the wheel at the flare and then sat rigidly waiting for the crashing noises to subside. Cessna accepted the blame gracefully. That was proper because, after all, they had lulled a generation of Cessna pilots into neareffortless flying with the extremely forgiving 172 series, and it probably wasnt ethical to suddenly offer, to many of those same customers, a Cessna that didnt handle exactly like a Cessna. The nose gear folds rearward; when opened the gear door formed a small air brake behind the propeller. Dubroff was attempting to set a crosscountry record for young pilots, although her instructor was thought to have been at the controls at the time of the accident. No defect in the aircraft itself was found. Retrieved 17 March 2010. Retrieved 23 June 2011. Retrieved 23 June 2011. Retrieved 20160714. March 18, 2003. Retrieved February 13, 2017. By using this site, you agree to the Terms of Use and Privacy Policy. Never mind the paint job; any airplane can benefit from an artistically designed paint scheme. Instead, silhouette the airplane against a nearsunset sky, and you're treated to a work of art. The venerable Cub may be another winner. Then, there's the remarkable Wing Derringer twin, the slick Meyers 200, the muscular Beech Staggerwing biplane, the speed demon Aerostar, and the Cessna Cardinal RG. The 177's immediate followon, the Cardinal RG, was an even more striking design, possessed of racehorse lines and an indefinable appeal that transcended considerations of performance, utility, and economy. [http://dacselectrosystems.com/images/delonghi-ec140b-manual\(1\).xml](http://dacselectrosystems.com/images/delonghi-ec140b-manual(1).xml)

SYSTEM OVERVIEW	
Network Architecture	
Description	<< Provide a detailed description of the technical architecture (infrastructure) including how each piece fits in to the overall solution. >>
Network Architecture Diagram	
<< inset diagram >> << An annotated Network Architecture Diagram is required to show the relationship between servers. At a minimum, the network diagram shall include: comprehensive labels to describe components; the direction and type of communication with other systems; type of Operating System, IP addresses and the ports used. Note: Ensure the diagram is labeled appropriately. >>	
Important Notes	<< Each project usually contains unique characteristics which are important to convey to the various Operational groups. Identify any project related anomalies learned during development and testing. For example information can be included on the following: Public Safety Issues, Show Stoppers, Compatibility Matrices / Dependencies, Information Classification Warnings (Data Sensitivity). >>
Hours of Availability	<< What are the hours of system availability? When the system can be brought down for maintenance? >>
Critical Time Frames	<< List any known critical periods for this system. Critical Periods are often a factor in scheduling downtime, change management windows or assessing criticality of an outage. >> Important Note: Refer to the Batch Job section for detail information on when jobs are supposed to be run, how to run them, and what to do if the run is unsuccessful.
Interfaces / Related Systems	
Description	<< Provide a detailed description of the data flow including all interdependencies with other applications and/or systems. >>

There were already a number of airplanes with four seats, wheels that went to bed, and 200 hp, all produced by well-established manufacturers. Beech had the Sierra, Piper offered the very popular Arrow, Rockwell Commander was about to enter the fray with the Commander 112, and Mooney, the longtime sales and performance leader, had the Executive, Chaparral, and Ranger. On the surface, a highwing retractable poses some interesting engineering challenges—most importantly, where to hide the wheels. You can't very well tuck them up into the wings, unless you utilize thick, draggy airfoils, long, complex struts, and a truly stout and "heavy" retraction system. Long legs just beg to be sideloaded in crosswinds, are bound to demand more maintenance, may not allow much prop clearance, add to empty weight, and could compromise fuel tank location and quantity. But, what if you were to retract the gear into the airplane's belly instead? Later, Cessna was to discard the Centurion's pesky gear doors and their complex sequencing mechanism altogether. Perhaps more importantly, however, the Cardinal RG expanded on a basic design concept Cessna hoped would become their preeminent, single-engine airplane, supplanting even the Skyhawk. In addition to offering the initial stiff-legged version and the basic retractable model, Cessna had also hoped to introduce a turbocharged 177 and a higher horsepower variation 240 hp. However, the company abandoned the idea of additional Cardinal models in 1978 in favor of a pair of retractable 182s—the Skylane RG and Turbo Skylane RG. Cessna built an average of 170 Cardinal RGs during the type's comparatively short eighty-year production run. The airplane was built low to the ground, with doors that opened a full 90 degrees. Cardinals also employed an all-flying stabilator for pitch control, another mixed blessing that offered greater pitch sensitivity—perhaps a little too much response for some pilots.

Early Cardinals were prone to porpoise on landing, so Cessna toned down pitch response with slots in the stabilator. That is, once you got the wheels stored in the aft fuselage recesses, a process that could take as long as 1520 seconds on some airplanes. Standard climb was 800 fpm from sea level and cruise registered 142 knots at 7500 feet. With 60 gallons aboard and a burn of 10.5 gph, the Cardinal RG could endure for four hours plus IFR reserves, worth 550 nm between pit stops. The 177RG is certainly among the most efficient of light, production retractables, and nearly every pilot would agree the shape is among the most recognizable in the sky. The Cardinal RG became one of his targets a few years ago. He created the Grumman Cheetah and Tiger, went on to reshape the Mooney Executive into the remarkably efficient Mooney 201, then helped guide the Beech Starship through certification. Lopresti's overriding project was the Fury, a beautiful, slippery, two-seat sport plane with the handling of a fighter and the economy of a trainer. Sadly, brilliant design can't trump a recession. Only one Fury prototype was ever built, and it'll probably

remain an orphan forever unless someone in the Lopresti family wins a really big lotto. One of those was Lopresti's own Mooney 201. When he supervised the redesign of the Mooney Executive in the mid70s, Lopresti was never totally happy with the cowling shape and function, but the need to "freeze" the design for production required him to stop experimenting with speed mods. Then, when he established his own company, Speed Merchants, he became the only arbiter of when a product was "ready." As a result, Lopresti and his sons, Curt, David, and Jim, set about designing a series of cowlings for aircraft ranging from the Grumman American Tiger to most Mooneys, Piper Arrows, Lances, Saratogas, and Comanches to the Seneca, Twin Comanche, and a halfdozen other designs, the latter including the Cessna Cardinal RG.



<http://eco-region31.ru/3l80-transmission-manual>

A secondary goal was to enhance engine cooling both during climb and in cruise. We replaced all baffling with more durable material that tends to retain its shape. The new, carbon fiber cowling utilized oven-cured, fire-retardant, epoxy resin and incorporated a SCRAM Super Clean Ram Air Module feature similar to that used on the Mooney cowl. SCRAM delivers between. We were especially concerned with controlling cylinder head temperatures. Reducing drag doesn't mean much if you're compromising reliability by running the engine too hot. We also installed a new nose gear door, a larger, 13fin, oil cooler, and a new spinner. The result was a more aerodynamically efficient cowling that's also more esthetic and functional." Jim and his wife, Sandy, also a pilot, live on an airpark and fly a Cardinal RG, the latest in a series of at least a dozen airplanes he's owned in his 30-year flying career. He and his friends rebuilt the airplane to near-showroom condition and decided to add the Lopresti cowling and Power Flow exhaust two years ago. In fact, Honeycutt was the launch customer for the Loprestis' new Cardinal RG cowling. I saw a significant speed benefit from the combination of the cowling and the Power Flow tuned exhaust. Lopresti claims six-to-seven knots from the cowling, and that's probably about right, as Power Flow delivers three knots more, and I saw a total of 10 knots cruise improvement with both mods

installed.” Honeycutt explains. The Cardinal design lasted just under a decade before Cessna phased it out to make room for the retractable Skylanes. In total, Cessna constructed some 1,350 Cardinal RGs and terminated production with the 1978 model. But, consider for a moment what that’ll buy. You’d have the distinction of aviating in an aircraft that, at least, resembles a sport plane—even if it isn’t one. Plus, you might even be able to give Jim Honeycutt a run for the money! Another reliable source of information is Jane’s AlltheWorld’s Aircraft.

<http://gvshaw.com/images/bradco-509-backhoe-manual.pdf>

CASE III



**JX60 - JX70 - JX80 - JX90 - JX95
MODEL TRACTORS
SERVICE MANUAL**

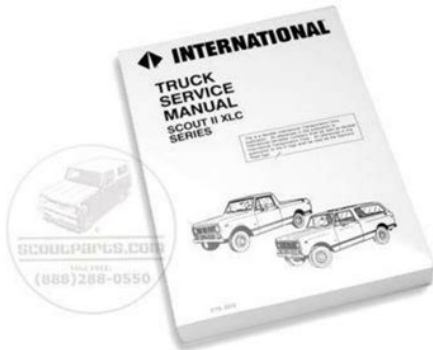
SECTIONS	
GENERAL	00
ENGINE	10
CLUTCH	18
GEARBOX	21
TRANSMISSION OF MOTION	23
FRONT MECHANICAL TRANSMISSION	25
REAR MECHANICAL TRANSMISSION	27
POWER TAKE-OFF	31
BRAKES	33
HYDRAULIC SYSTEMS	35
STEERING	41
AXLE AND WHEELS	44
AUXILIARY EQUIPMENT	50
ELECTRICAL SYSTEM	55
CAB	90

S E R V I C E

Specifications on older aircraft will not always agree, as different sources may publish different numbers. Note Checklists NEED to be customised for your aircraft or operation. The odf files are provided for this purpose, pdf files are provided for formatting since for reasons unknown this sometimes changes between computers. If you fly a couple of different aeroplanes and there is no checklist provided, we recommend the generic or type generics, but take note of the caution. Not a memberIts the mid1960s, glory years in civil aviation. The economy is strong, gas is cheap, and a surfeit of pilots from World War II and the Korean War are finding happiness in peacetime skies and teaching their friends and family to fly in record numbers. So lets say youre with the Cessna Aircraft Company, and you know you have a good thing going with the venerable 172. But you and your colleagues want to keep the excitement alive, so your team designs a new airplane that answers your customers desires. Of course, you want to do it costeffectively, so you base a lot of decisions on the success youve had while building the 172. Chiefly, you place an order for the same engine — 2,000 150horsepower Lycoming O320E2Ds — assuming it will power this new bird just as adequately as it did the 172. The new Cessna 177 Cardinal — with its cantilever, laminarflow wing offering terrific visibility — is a doll to fly, a step above its trustyyetpedestrian predecessor. Stepping into the Cardinal is more like sliding into a sedan than climbing into a pickup. An audio panel and marker beacons are popular options for the IFR crosscountry fliers you aim to please. And a large ashtray just right for cradling their Swisher Sweet cigarillos completes the sedanstyle surroundings. These

days, if you're going to buy a Cardinal — and there are lots of great reasons to make this your airplane of choice — by all means buy one with more than 150 hp.

<http://abqwinair.com/images/bradbury-ramp-manual.pdf>



Cessna understood its error and with the second year's model 1969 swapped the O320 for a 180hp Lycoming O360A2F, keeping the fixedpitch propeller. The match made the design take to the skies in keeping with its swept style and sleek looks. Since then, most 1968 models have been upgraded to beefier engines as well. The strutless design clears the view out of the side. And the view out the front window is fantastic, recalling current composite airplanes with wraparound windshields. Because the entire horizontal airfoil moves with backandforward motion of the control wheel, pitch response is immediate and the amount of change larger. As pilots grow more accustomed to the stabilator design, this problem dissolves. However, the stabilator requires additional maintenance. In the pattern, once you get the bird slowed down Cardinal RG pilots especially must plan ahead for the descent, control forces lighten to make maneuvering a breeze. Now pilots could pull back on the stick abruptly without the higher drag and reduced acceleration common to laminarflow wings — and it paid off in smoother takeoffs. The change to the airfoil eliminated the stall strips required previously. This model year also saw a redesigned cowl, the addition of cowl flaps, and the move to a constant speed propeller. Optional 60gallon fuel tanks and improved door sealing rounded out the years updates. In 1975, a new prop allowed for higher continuous rpm, up to 2,700 rpm. This meant 75percent power could be carried up to 10,000 feet, for higher cruise speeds at that altitude. In 1978, the last run of Cardinals got a 28volt electrical system. If you're thinking of buying a Cardinal, go to the CFO Web site www.cardinalflyers.com and get to know the clan. The normal category is applicable to aircraft intended for nonaerobatic operations. These include any maneuvers incidental to normal flying, stalls except whip stalls and turns in which the angle of bank is not more than 60A.

In the utility category certain maneuvers are approved as per the POH. The engine is a Lycoming Model O360A1F6D and is rated at 180 hp. Fuel flows by gravity from the two integral tanks through a three position selector valve. From the selector valve, fuel flows to a reservoir tank and a shutoff valve. Fuel will then flow through the strainer to an engine driven fuel pump, or an electric fuel pump which parallels the engine driven pump and is used in the event the fuel pressure drops below 2 psi. Fuel capacity can be increased to 61 gallons total volume with the optional long range system. It may not display this or other websites correctly. You should upgrade or use an alternative browser. But there was resistance in the handle for a few more seconds. Finally I was able to put the handle down. Once again the feel of the gear motor running, but of course the gear was down, the light was still green, and nothing happened other than the motor stopped after a few seconds. So I scrapped my planned fuel run, flew the pattern and landed uneventfully. I asked the local mechanic what he thought, and then decided I would try another lap in the pattern and see if the problem was a

onetime event, like 7 years ago. But first I wanted to make sure that I could pump the gear down manually in case the gear motor was faulty and could only manage to raise the gear, maybe part way. We checked the hydraulic fluid, and then tried to extend the manual gear pump handle. Here I was in for a shock the thing was absolutely stuck. I could not budge it at all. Steve was able to twist it a bit, and after applying a little WD40 was able to pull it out an inch or so, but no further. So I scrapped the idea of a lap in the pattern too, and taxied back to the hangar ramp. So my questions 1 Do any likely causes come to mind for the failure of the gear to come up. So I wonder if one of the downlocks might have failed to release.

<https://www.euroservicemilano.it/wp-content/plugins/formcraft/file-upload/server/content/files/1626e67eb48308---bosch-heat-pump-manual.pdf>

2 What in the heck would cause a manual gear extension lever to freeze up like that It was definitely checked and worked at last annual in May, 2017. This is a 1976 177RG. Pressure in that line will put pressure on the pump piston and try to force it up a little, which drives the end of the pump handle against the belly and makes it stick there. The manual pump, when its needed, is used after the gear lever is lowered and pressure in the system falls off, not when the gear is already down and theres lots of pressure in the system. I would get the airplane on the jacks and troubleshoot the system. Flying it around and fooling with the gear is risking a failure to extend and a belly landing. There are several seals in that system that can fail and let the pressure bypass, and if that happens the manual pump cant extend the gear either. Your symptoms are in line with a failing seal. If, for instance, one of the actuator piston Orings has worn or shrunken, it can let fluid bypass once the pressure falls off when you select gear up, and the fluid then just flows past it to the return line. The system cant build pressure and the downlocks wont release. That seal might or might not suddenly catch and seal up again and make things work. I ran into this on a Lake Amphib a couple of years ago. On older retracts Cessna used seals that should be changed every five years. That stopped in 1979, I think. Pressure in that line will put pressure on the pump piston and try to force it up a little, which drives the end of the pump handle against the belly and makes it stick there. Click to expand. I agree with Dan, get it up on some jacks and trouble shoot it there! Pressure in that line will put pressure on the pump piston and try to force it up a little, which drives the end of the pump handle against the belly and makes it stick there. Click to expand. Its never been stuck like that before.

<https://ampgrenaille.com/share/files/competitor-home-gym-manual.pdf>

Certainly the next step is to jack it up and troubleshoot but that wont happen for at least a couple of weeks as the maintenance hangar is full at the moment. I dont have access to jacks, personally. Only other way would be to fly it with the gear down to another field, but getting in at the only other nearby field is difficult and Id probably be looking at a two month wait, at least. The motor itself seems to be working. Its never been stuck like that before. The motor itself seems to be working. Click to expand. I do not recommend using it to pump more pressure though. As I remember an RG does not have main gear doors that open with hydraulic pressure, is this correct I do not recommend using it to pump more pressure though. As I remember an RG does not have main gear doors that open with hydraulic pressure, is this correct. Click to expand. And the nose gear door is mechanically actuated, according to the POH. I wasnt intending to try to pump more pressure dont think that would be easy with the gear down anyway, just to verify that I could extend the handle. You could be right; Ill try to make it up there over the weekend and see if its easier to pull out. I wasnt intending to try to pump more pressure dont think that would be easy with the gear down anyway, just to verify that I could extend the handle. You could be right; Ill try to make it up there over the weekend and see if its easier to pull out. Click to expand. You may have a stuck main gear door, and it is better to have a gear door stuck with the gear down than a door stuck with the gear up obviously. On 210's prior to the 78 models you can use the hand pump to open the gear doors when on the ground to perform maintenance. I just don't recall if the gear door systems on an RG

are the same as a 210. Probably something as simple as a pressure switch be glad you didn't remove some metal from your belly. RG's are one of the sweetest flying airplanes in the air as long as you don't overload them.

You may have a stuck main gear door, and it is better to have a gear door stuck with the gear down than a door stuck with the gear up obviously. RG's are one of the sweetest flying airplanes in the air as long as you don't overload them. Click to expand. There is a downlock mechanism though, that has to release for the gear to retract normally. I believe the main gear downlocks and the release mechanism are hydraulically actuated, but there is no detailed description in the POH and I don't have the maintenance manual. According to the POH it should always be possible to extend the gear manually if there is hydraulic fluid in the system. But no, I'm not going to try it until we've at least tested the system on jacks. As I said, the exact same thing happened about 7 years ago, once and then never again. Unless the failure happens consistently or at least frequently I'm not going to let Steve waste my money trying to figure it out. He is good, but must be the slowest mechanic on the planet. I would rather take it to someone with Cardinal experience. I had a nose gear cylinder on my 210 develop a leak last year, found some hydraulic oil leaking on the ramp when I returned from a short trip to visit a customer. So be glad it is probably just an inconvenience. Good luck and let us know what you find. I would definitely ground it for now. After the problem is corrected the mechanic will run some gear swings on the jack stands to ensure the entire system is working as it should. Intermittent problems always become real problems if they're not addressed. Also, much cheaper than a belly landing and a rise in insurance premium. If pressure in the system forces the handle down against the floor, that ring can come up and bind the front part very tightly. There is supposed to be a bumper that keeps the handle from going too far down, but my plane doesn't have it and the 1976 model I flew years ago didn't either.

He also said that the gear retraction failure is likely to be the squat switch, or the wire leading to it, as that switch must disengage or the pump won't run. I doubt this as I'm pretty sure the pump was running. Anyway it's good to know that the gear handle is probably not an issue though it's not clear how to test whether it will be available in case of emergency if it binds readily like that when the system is pressurized. Maybe after the pressure bleeds off it will be easier to move. Regardless, I want to at least test the system on jacks before flying it again. If it's not readily reproducible I really would rather take the plane somewhere that has experience with Cardinals. Steve is a good mechanic but his only Cardinal experience is on my plane, and he is EXTREMELY slow and thorough. I really don't want to have to pay him to learn the Cardinal gear system. Heck, I am fixed gear and I have jacks to do an effective lube on the gear. If pressure in the system forces the handle down against the floor, that ring can come up and bind the front part very tightly. I really don't want to have to pay him to learn the Cardinal gear system. Click to expand. That's the first thing I'd be looking at. 40 years is way too much to expect from Buna Orings. That's the first thing I'd be looking at. 40 years is way too much to expect from Buna Orings. Click to expand. I know none have been replaced since I have owned the plane, though. Heck, I am fixed gear and I have jacks to do an effective lube on the gear. Click to expand. FYI, swinging the gear on a high wing Cessna is not for the faint of heart. It almost has to be jacked up to the flight levels to swing the gear. I know none have been replaced since I have owned the plane, though. Click to expand. I am still going with a downlock that is stuck, pressure sensor or switch of some sort. I am still going with a downlock that is stuck, pressure sensor or switch of some sort. Click to expand. That was suggested on CFO as well.

I would think, though, that there would be enough pressure to disengage the downlocks, barring some stuck condition. Based on the indicator light and Mark1 eyeball, the gear at least the mains never budged even though the pump was apparently running. There was certainly plenty of hydraulic fluid, so though I can't be certain about internal seals, there are no large leaks in the

system. I am still going with a downlock that is stuck, pressure sensor or switch of some sort. Click to expand. I work on Cessnas all day. Have done so for almost 22 years. That was suggested on CFO as well. There was certainly plenty of hydraulic fluid, so though I can't be certain about internal seals, there are no large leaks in the system. Click to expand. If they both don't unlock, it would be really unusual. Most likely they weren't getting any pressure, or not enough to do anything. If the green light didn't go out, none of the wheels retracted or even unlocked. The nose gear downlock is a function of a cam in the ram connection to the gear leg. No separate hydraulic downlock. Each gear has a switch in the downlock mechanism to fire the green light, and they're all wired in series. If any one unlocks, the light is out. If the pump was running and nothing moved, the drive coupling between the motor and pump might be sheared. Internal leaks don't make any mess under the airplane and don't lose fluid. An internal leak is between the pressure and return side of the system, and happens when a piston O-ring isn't sealing properly. It can seal intermittently if the flow is high enough to cause it to suddenly seat. I work on Cessnas all day. Have done so for almost 22 years. Click to expand. My thought was that if the system is developing enough pressure to lock up the emergency hand pump system then there is probably enough pressure developed to run the system. I still think it is something like a pressure switch but I don't have a diagram to study it. It will be interesting to hear what the issue is.

If they both don't unlock, it would be really unusual. It can seal intermittently if the flow is high enough to cause it to suddenly seat. It will be interesting to hear what the issue is. Click to expand. The plane was flown less than a week ago and the gear system functioned perfectly at that time. HOWEVER, I only performed one gear cycle, and between that flight and the one before that, we have had some extremely cold weather here in VT. As anyone who remembers the Challenger disaster knows, O-rings can fail to seal if exposed to cold temperatures, or seal only intermittently, as Dan says. I don't really have enough recent experience with the plane to say whether that possibility is likely or unlikely. The test will be getting the plane on jacks and testing the system out. If it doesn't work at all, then I'd favor some kind of switch failure. If it works intermittently, then possibly a poorly functioning seal in the system. And of course, the problem may be completely irreproducible, in which case. That kind of problem I wouldn't give this FBO money to chase, it's just not an efficient use of my money. Better to inspect the entire system at annual, hopefully at a more reasonably priced shop, coming up in May. For those who think I should invest in jacks, I'm not that much into performing my own maintenance, and in any case I can't imagine how I would transport them if I have to move. The jacks my old mechanic in Michigan owned were large enough and heavy enough that I would want a truck to move them. And then there's the fact that I'm in a community hangar. If the system developed pressure after you selected gear down which it would have if the pump shut off, since it's a pressure switch that operates it then the pressure in that down line would force the tail of the pump handle, in its retracted position, against the belly. Jams it tight. It's a sign that one of the check valves in the pump leaks a tiny bit.

It's never an issue in an emergency or when on jacks and you test the manual system. Gear is up. Pull the breaker, select gear down which takes the pressure off that line, pull the handle out and pump. Your mechanic might find something wrong with the manual pump, but the jamming is common enough with gear down. If the system developed pressure after you selected gear down which it would have if the pump shut off, since it's a pressure switch that operates it then the pressure in that down line would force the tail of the pump handle, in its retracted position, against the belly. Your mechanic might find something wrong with the manual pump, but the jamming is common enough with gear down. Click to expand. Do you think the hand pump is jamming at less than 1,000 psi and the system is not getting adequate pressure to energize the pressure switch which appears to be in series with the squat switch. But then if the pump is kicking off doesn't the system have to reach 1,500 psi to hit the high end of the pressure switch. What else is automatically shutting off the hyd pump if the pressure is not hitting the 1,500 psi called out in the schematic. I hope that I am. I do

see you took some precautions then decided to scrap the mission. That said, I would never have done it even if all was well with the pump down. —JMOI hope that I am. I do see you took some precautions then decided to scrap the mission. That said, I would never have done it even if all was well with the pump down. —JMO Click to expand. I did one lap, then landed when the gear failed to retract and never took off again. I considered it, then thought better of it when it was unclear whether I would be able to access the emergency pump. Do you think the hand pump is jamming at less than 1,000 psi and the system is not getting adequate pressure to energize the pressure switch which appears to be in series with the squat switch.

<http://www.bosport.be/newsletter/3180-transmission-manual>