

Boeing 377 Stratocruiser Check-lists



ENTERING THE COCKPIT

| | | |
|--------------------------------|-----------------|-------|
| BATTERY | OFF | P |
| MASTER | OFF | P |
| AVIONICS | OFF | P |
| ENGINE SELECTOR | OFF | E |
| GENERATORS | OFF | E |
| VOLTMETER | BUS | E |
| APU | OFF | E |
| FUEL VALVES | OFF | E |
| FUEL BOOSTER PUMPS | OFF | E |
| ANTI-ICE SWITCHES | OFF | E |
| CARBURETOR HEAT | OFF | E |
| INTERCOOLER FLAPS | CLOSED | E |
| OIL DILUTION SWITCHES | OFF | E |
| CABIN ALTITUDE PRESS. | SET 1000 FT AGL | E |
| RATE OF CHANGE | MAX | E |
| AIR CONDITIONING | OFF | E |
| EMERGENCY HYDRAULIC VALVE | CLOSED | C |
| RADAR ALTIMETERS | OFF | P C N |
| PANEL LIGHTS | AS REQ | P |
| EMERGENCY EXIT LIGHTS | ARMED | C |
| LANDING LIGHTS | OFF & RETRACTED | P |
| FIRE CONTROL SWITCHES | OFF | C |
| PROP AUTO-FEATHERING SWITCHES | OFF | P |
| FUEL DUMP SWITCHES | CLOSED & OFF | C |
| FLAPS SWITCH | OFF | P |
| AUTOPILOT | OFF | P |
| PROP REVERSE PITCH INDICATOR | UNLOCKED | P |
| RUDDER BOOST | ON | P |
| THROTTLE BRAKE | AS REQ | P |
| LANDING GEAR | DOWN | P |
| TRIMS | NEUTRAL | P |
| TURBO-OVERRIDE SWITCHES | TAKE-OFF | E |
| TURBO BOOST LEVER | ZERO | E |
| MASTER PROP SYNCHRONIZE | FULL DECREASE | P |
| PROP SELECTOR CONTROL SWITCHES | AUTO | E |
| PARKING BRAKES | SET | P |
| WINDSHIELDS WIPERS | OFF | P |
| WINDOW DEFROST | AS REQ | P |
| SURFACE CONTROL | UNLOCK | C |
| CHECK CONTROLS | FREE | P |
| SURFACE CONTROL | LOCK | C |

BEFORE STARTING ENGINES

| | | |
|---------------------------|--|-------|
| MASTER | ON | C |
| BATTERY | ON | C |
| READ VOLTMETER ON BUS | ~23.7V | E |
| READ VOLTMETER ON BAT | ~23.6V | E |
| FIRE DETECTION | CHECKED | P |
| GYRO HEADING INDICATOR | CHECKED | N |
| FUEL VALVES | TANK-TO-ENG | E |
| APU | RUN THEN ON | E |
| AVIONICS | ON | P |
| RADIO ALTIMETERS | ON | P C N |
| RADIOS NAVIGATION | AS REQ | C N |
| TURBO BEARING TEMP ALARM | CHECKED | E |
| ADI QUANTITY | CHECKED | P |
| CABIN SIGNS | ON | C |
| PROP SWITCHES | HOLD TO INCREASE FEW SECONDS AND RELEASE TO NEUTRAL | E |
| TURBO-BOOST LEVER | ZERO | E |
| TURBO-OVERRIDE SWITCHES | TAKE-OFF | E |
| MASTER PROP SYNCHRONIZER | FULL INCREASE | P |
| COWL FLAPS | FULL OPEN | E |
| PAX & CARGO | ON BOARD | P |
| OIL COOLER FLAPS SWITCHES | AUTO | E |
| DOORS | CLOSED & LOCKED | P |
| CARBURETOR HEAT | OFF | E |

STARTING ENGINES

| | | |
|---|--|---|
| NOTE MANIFOLD PRESSURE | __ INCHES | P |
| MIXTURE FUEL | CUTOFF | E |
| THROTTLES | 1 INCH | P |
| BEACON LIGHTS | ON | C |
| POSITIONS LIGHTS | ON | C |
| MAGNETOS | OFF | E |
| EXTERIOR LIGHTS | AS REQ | C |
| FUEL VALVES | TANK-TO-ENG | E |
| FUEL BOOSTER PUMPS | ON | E |
| CENTRAL FUEL TANK VALVE | CLOSED | E |
| | | |
| <i>"Repeat for each engine, order : 3, 4, 2, 1"</i> | | |
| ENGINE 3 FIREGUARD | ALL CLEAR | C |
| ENGINE 3 FIRE EXTINGUISHER VALVE | ON | C |
| STARTING SELECTOR | ENGINE 3 | |
| MIXTURE | AUTO RICH | E |
| PRIME | 2 TO 4 TIMES ABOVE 0°C 4 TO 6 TIMES BELOW 0°C | E |
| START | ON | E |
| AFTER 3 BLADES TURN MAGNETOS | BOTH | E |
| BOOST | HOLD | E |
| OIL PRESSURE RISE | RELEASE BOOST | E |
| ADJUST THROTTLE | 1000 RPM | P |
| ENGINE 3 FIRE EXTINGUISHER VALVE | OFF | C |
| ENGINE 3 GENERATOR | ON | E |
| ENGINE 3 BOOSTER PUMP | OFF | E |
| <i>"End of repeat section"</i> | | |
| | | |
| ALL FIRE CONTROL SWITCHES | OFF | C |
| CHECK INSTRUMENTS FOR ERROR | NO ERROR | N |
| STARTING SELECTOR | OFF | E |

WARM-UP AND TAXI

| | | |
|----------------------------------|----------------------|-----|
| WARM-UP ENGINES | 1000 RPM | P |
| EMERGENCY BRAKE HYDRAULIC SYSTEM | CHARGED | C |
| FUEL BOOSTER PUMPS | OFF | E |
| APU | OFF | E |
| MIXTURE CONTROLS | LOCKED | C |
| AIR CONDITIONING | ON | E |
| INSTRUMENTS AND GYRO ERECTION | CHECKED | ALL |
| AC VOLTAGES | ALL CHECKED THEN BUS | E |
| CABIN CREW REPORT | OBTAINED | P |
| DOORS WARNING | OFF | C |
| MAGNETOS LEFT | CHECKED | E |
| MAGNETOS RIGHT | CHECKED | E |
| MAGNETOS BOTH | CHECKED | E |
| TAXI CLEARANCE | OBTAINED | P |
| PARKING BRAKES | RELEASED | P |
| SURFACE CONTROL | UNLOCK | C |
| REPORT READY TO TAXI | - | E |
| TAXI TO RUN-UP AREA | - | P |
| FLAPS TEST | LOWER 10° THEN UP | C |
| RATE OF CHANGE SELECTOR | 0 | E |
| CABIN ALTITUDE | DESIRED VALUE | E |

GROUND TEST

| | | |
|---|---|---|
| TURN AIRPLANE INTO THE WIND | - | P |
| PARKING BRAKES | SET | P |
| NOTIFY PILOT READY TO GROUND TEST | OIL TEMP > 40°C | E |
| THROTTLES | 1500 RPM | P |
| GENERATORS LOAD | CHECKED | E |
| PROP SELECTOR CONTROL SWITCHES | MAN | E |
| HOLD EACH PROP CONTROL DECREASE RPM | UNTIL 1300 RPM (~52s) | E |
| HOLD EACH PROP CONTROL INCREASE RPM | UNTIL 1500 RPM | E |
| PROP SELECTOR CONTROL SWITCHES | AUTO | E |
| MASTER PROP LEVER DECREASE RPM | UNTIL 1200 RPM | E |
| MASTER PROP LEVER INCREASE RPM | UNTIL 1500 RPM | E |
| THROTTLES | 1000 RPM | P |
| | | |
| <i>"Repeat for each engine, order : 3, 4, 2, 1"</i> | | |
| THROTTLES | 2050 RPM | P |
| CHECK MAGNETO LEFT | MAX DROP 100 RPM | E |
| CHECK MAGNETO RIGHT | MAX DROP 100 RPM | E |
| CHECK SUPERCHARGERS | MAX DROP 100 RPM | E |
| TURBO-OVERRIDE SWITCHES | CLIMB & CRUISE | E |
| TURBO BOOST LEVER | 7 | E |
| CALIBRATING POTENTIOMETERS | ALIGNED | E |
| CHECK MANIFOLD PRESSURE | INCREASE OF 2 INCHES PLUS 1.5 INCHES BY 1000 FT ASL | E |
| TURBO-OVERRIDE SWITCHES | TAKE-OFF | E |
| EXHAUST BACK PRESSURE | ORIGINAL VALUE | E |
| MANIFOLD PRESSURE | ORIGINAL VALUE | E |
| TURBO BOOST LEVER | ZERO | E |
| THROTTLE | 1000 RPM | E |
| <i>"End of repeat section"</i> | | |
| | | |
| OIL PRESSURE | CHECKED | E |
| PARKING BRAKES | RELEASED | P |

BEFORE TAKE-OFF

| | | |
|-------------------------------|------------------|------|
| TRIM TABS | SET FOR TAKE-OFF | P |
| DOORS WARNING & WINDOW | OFF & CLOSED | C |
| GYRO HEADING INDICATOR | CHECKED | N |
| SET ALTIMETERS | QNH | ALL |
| INSTRUMENTS AND GYRO ERECTION | CHECKED | ALL |
| AUTOPILOT | OFF | P |
| RADIOS | CROSS CHECKED | C, N |
| RUDDER BOOST | ON | P |
| FLAPS | 25° DOWN | C |
| PITOT HEATERS | AS REQ | E |
| ADI OVERRIDE SWITCHES | AUTO | P |
| ADI PUMPS | ON | P |
| PROP SELECTOR SWITCHES | AUTO | E |
| MASTER PROP SYNCHRONIZER | FULL INCREASE | P |
| OIL COOLER FLAPS SWITCHES | AUTO | E |
| MIXTURE | AUTO RICH | P |
| CARBURETOR AIR | RAM | E |
| TURBO-BOOST LEVER | ZERO | P |
| CARBURETOR HEAT | OFF | E |
| TURBO-OVERRIDE SWITCHES | TAKE-OFF | P |
| INTERCOOLER FLAPS | CLOSED | E |
| ENGINE INSTRUMENTS | WITHIN LIMITS | P |
| GENERATORS | ON | E |
| CYLINDER HEAT TEMPERATURES | BELOW 170°C | E |
| COWL FLAPS | TAKE-OFF | E |
| FUEL BOOSTER PUMPS | ON | E |
| FUEL VALVES | TANK-TO-ENG | E |
| CENTER TANK SWITCH | OFF | E |
| CONTROLS | FREE | P |
| TAKE-OFF CLEARANCE | OBTAINED | C |
| RELEASE BRAKES AND LINE-UP | - | P |

TAKE-OFF

| | | |
|--|-------------------------------------|---|
| LANDING LIGHTS | ON & EXTENDED | C |
| STROBE LIGHT | ON | C |
| FLAPS | 25° | C |
| THROTTLE (MAX 60 INCHES MANIFOLD) | TAKE-OFF | P |
| WATER-PRESSURE LIGHTS | OUT WHEN EXCEEDS 45 INCHES MANIFOLD | C |
| CONTROL DIRECTION WITH STEERING WHEEL UNTIL RUDDER BECOMES EFFECTIVE | - | P |
| @ 78 KIAS | LIFT THE NOSE WHEEL | P |
| BETWEEN 100-133 KIAS | ROTATE | P |
| AFTER TAKE-OFF APPLY THE BRAKES | - | P |
| GEAR | UP | C |
| MANIFOLD PRESSURE | 50 INCHES | P |
| SET PROP RPM | 2550 RPM | P |
| ADI PUMP | OFF | C |
| TURBO-OVERRIDE SWITCHES | CLIMB&CRUISE | E |
| TURBO-BOOST LEVER | MAINTAIN 50 INCHES MANIFOLD | E |
| @ 1000 FEET AGL RAISE FLAPS | - | C |
| INTERCOOLER FLAPS | AS REQ | E |

CLIMB

| | | |
|---|--------------------|---|
| INDICATED AIR SPEED | 170 KIAS | P |
| COWL FLAPS | AS REQ | E |
| ALTERNATE POWER SET | 46 INCHES MANIFOLD | P |
| ALTERNATE POWER SET | 2350 RPM | P |
| ALTERNATE POWER SET | 197 PSI TORQUE | P |
| INTERCOOLER FLAPS FOR CARBURETOR AIR TEMP | BELOW 38°C | E |
| CABIN SIGNS | OFF | C |
| FUEL BOOSTER PUMPS (BELOW 10000 FEET) | OFF | E |
| FUEL BOOSTER PUMPS (ABOVE 10000 FEET) | ON | E |
| AUTOPILOT | ON | P |
| RUDDER BOOST | OFF | P |

DURING FLIGHT

| | | |
|---|--|---|
| APPLY CRUISE POWER | 40 INCHES MANIFOLD 2100 RPM 168 PSI TORQUE | P |
| MIXTURE | AUTO-LEAN | E |
| INTERCOOLER FLAPS FOR CARBURETOR AIR TEMP | BETWEEN 30~38°C | E |
| CARBURETOR HEAT | AS REQ IF ICING COND. | E |
| COWL FLAPS | AS REQ | E |
| CHECK GYRO HEADING INDICATOR AGAINST PILOT MAGNETIC COMPASS AND ADJUST FOR GYROSCOPIC DRIFT | EVERY 10 MINUTES | N |
| CABIN PRESSURIZATION ALTITUDE | SET | E |
| RATE OF CHANGE | SET | E |

ENGINE FAILURE IN FLIGHT

| | | |
|--|------------------|---|
| THROTTLE ON FAILED ENGINE | CLOSE | P |
| FEATHER THE FAILED ENGINE | FEATHERED | P |
| MIXTURE ON FAILED ENGINE | FUEL CUTOFF | E |
| TRIM AIRPLANCE | FOR THREE-ENGINE | P |
| ADJUST POWER & RPM | FOR THREE-ENGINE | P |
| COWL FLAPS ON FAILED ENGINE | CLOSED | E |
| INTERCOOLER FLAPS ON FAILED ENGINE | CLOSED | E |
| MAGNETOS ON FAILED ENGINE | OFF | E |
| TURBO-OVERRIDE SWITCH ON FAILED ENGINE | TAKE-OFF | E |
| FUEL BOOSTER PUMP ON FAILED ENGINE | OFF | E |
| FUEL VALVE ON FAILED ENGINE | TANK-TO-MAN | E |
| GENERATOR ON FAILED ENGINE | OFF | E |

APPROACH

| | | |
|---|--------------------------------|-------|
| NOTIFY CREW TO PREPARE FOR LANDING | - | P |
| CABIN PRESSURIZATION ALTITUDE | LANDING FIELD ALT | E |
| RATE OF CHANGE | SET | E |
| WEIGHTS AND CG | IN LIMITS | P |
| APPLY BRAKES TO CHECK HYDRAULIC PRESSURE AND FLUID QUANTITY | CHECKED | C |
| SET ALTIMETERS | QNH | ALL |
| CHECK RADIOS ALTIMETERS | ON | P C N |
| ADI QUANTITY | CHECKED | C |
| ADI PUMP | ON | C |
| FUEL QUANTITY | CHECKED | E |
| FUEL VALVES | TANK-TO-ENG | E |
| FUEL BOOSTER PUMPS | ON | E |
| MASTER PROP SYNCHRONIZER | 2300 RPM | P |
| CABIN SIGNS | ON | C |
| MIXTURE | AUTO RICH | P |
| ILS FREQUENCY | SET IF AVAIL. | N |
| MAGNETOS | BOTH | E |
| ANTI-ICE SWITCHES | OFF | E |
| IF PREHEAT - TURBO-OVERRIDE SWITCHES - TURBO BOOST LEVER | CLIMB&CRUISE ZERO | E |
| CARBURETOR AIR | SHELTERS | E |
| CARBURETOR HEAT | AS REQ | E |
| IF NOT PREHEAT - TURBO-OVERRIDE SWITCHES - TURBO BOOST LEVER - CARBURETOR AIR - CARBURETOR HEAT | TAKE-OFF ZERO RAM OFF | E |
| INTERCOOLER FLAPS | CLOSED | E |
| FLAPS | 5° (BELOW 188 KIAS) | C |
| FLAPS | SET FOR LANDING | C |
| APPROACH AIRSPEED | STALL SPEED + 25 KIAS | P |
| CABIN DEPRESSURIZING | COMPLETED | E |
| AUTOPILOT | OFF | P |
| RUDDER BOOST | ON | P |
| IF PREHEAT : TURBO BOOST LEVER | ZERO @ 200 FEET AGL | E |
| | | |

GO-AROUND

| | | |
|--------------------------------|--------------------------------|---|
| THROTTLES | 50 INCHES MANIFOLD | P |
| GEAR | UP | C |
| TURBO-OVERRIDE SWITCHES | TAKE-OFF | E |
| TURBO BOOST LEVER | ZERO | E |
| MASTER PROP SYNCHRONIZER | 2700 RPM | P |
| ADI INDICATOR LIGHTS | OUT | C |
| TEMPERATURES AND PRESSURES | WITHIN LIMITS | E |
| FLAPS | 25° | C |
| RUDDER BOOST | ON | P |
| LANDING GEAR RED WARNING LIGHT | OFF | C |
| AT LEAST 131 KIAS | 50 INCHES MANIFOLD 2550 RPM | P |
| COWL FLAPS | AS REQ | E |
| @ 1000 FEET AGL FLAPS | UP | C |
| RADIOS | SET | N |

LANDING

| | | |
|--------------------------|---------------|---|
| THROTTLES | IDLE | P |
| ADI PUMP | OFF | C |
| COWL FLAPS | OPEN | E |
| REVERSE THRUST | SET | P |
| PROPELLERS | NORMAL PITCH | P |
| MASTER PROP SYNCHRONIZER | FULL INCREASE | P |
| ANTI-ICE SWITCHES | AS REQ | E |

LANDING WITHOUT BRAKES

| | | |
|--|-----------------|---|
| LAND WITH AS SLOW AS FORWARD SPEED AS POSSIBLE | - | P |
| LAND AS SHORT ON THE RUNWAY AS POSSIBLE | - | P |
| FLAPS | FULL | C |
| EMERGENCY HYDRAULIC PRESSURE | CHECKED | C |
| ANTI-ICE SWITCHES | OFF | E |
| COWL FLAPS | FULL AT CONTACT | E |
| EMERGENCY BRAKE LEVERS | SET | P |
| REVERSE THRUST | SET | P |
| PROPELLERS | NORMAL PITCH | P |
| FOLLOW EMERGENCY TAXIING INSTRUCTIONS | - | P |

LANDING WITH GEAR FAILURE

| | | |
|--|---------------|---|
| TURN OFF ALL EQUIPMENT NOT NECESSARY | - | C |
| TURN OFF ALL EQUIPMENT NOT NECESSARY | - | E |
| TURN OFF ALL EQUIPMENT NOT NECESSARY | - | N |
| ORDER CREW TO SECURE ALL PAX IN MAIN CABIN | - | P |
| EMERGENCY EXITS LIGHTS | ARM | C |
| FUEL BOOSTER PUMPS | OFF | E |
| FLAPS | FULL | C |
| ON CONTACT | | |
| - THROLLES | CLOSED | P |
| - MIXTURE | FUEL CUTOFF | P |
| - MAGNETOS | OFF | E |
| - GANG FIRE SWITCHES | FIRE POSITION | C |
| - FUEL VALVES | OFF | E |
| - MASTER | OFF | E |

CRASH LANDING

| | | |
|--|---------------|---|
| ORDER CREW TO JETTISON ALL CARGO | - | P |
| ORDER CREW TO SECURE ALL PAX IN MAIN CABIN | - | P |
| EMERGENCY EXITS LIGHTS | ARM | C |
| STEP LIGHTS | ON | C |
| CENTER TANK PUMP VALVE | CLOSED | E |
| FLAPS | FULL | C |
| AIR CONDITIONING | OFF | E |
| ANTI-ICE SWITCHES | OFF | E |
| ON IMPACT | | |
| - THROLLES | CLOSED | P |
| - MIXTURE | FUEL CUTOFF | P |
| - MAGNETOS | OFF | E |
| - GANG FIRE SWITCHES | FIRE POSITION | C |
| - FUEL VALVES | OFF | E |
| - MASTER | OFF | E |

STOPPING ENGINES

| | | |
|-----------------------------------|---------------|---|
| PARKING BRAKES | SET | P |
| THROTTLES | 1000 RPM | P |
| OIL DILUTION PROCEDURE IF DESIRED | - | E |
| WHEN TEMP. BELOW 190°C MIXTURE | FUEL CUTOFF | E |
| THROTTLES | CLOSED | P |
| MAGNETOS | OFF | E |
| APU | AS REQ | E |
| COWL FLAPS | FULL (15 MIN) | E |

LEAVING AIRPLANE

| | | |
|----------------------------------|---------------|-------|
| PARKING BRAKES | SET | P |
| MASTER PROP SYNCHRONIZER | FULL DECREASE | P |
| SURFACE LOCK | SET | C |
| AVIONICS | OFF | P |
| RADIO ALTIMETERS | OFF | P C N |
| TURBO BOOST LEVER | ZERO | E |
| TRIM TABS | ZEROED | P |
| FUEL VALVES | CLOSED | E |
| COWL FLAPS | CLOSED | E |
| INTERCOOLER FLAPS | CLOSED | E |
| ALL SWITCHES EXCEPT RUDDER BOOST | OFF | P |
| ALL SWITCHES | OFF | C E N |