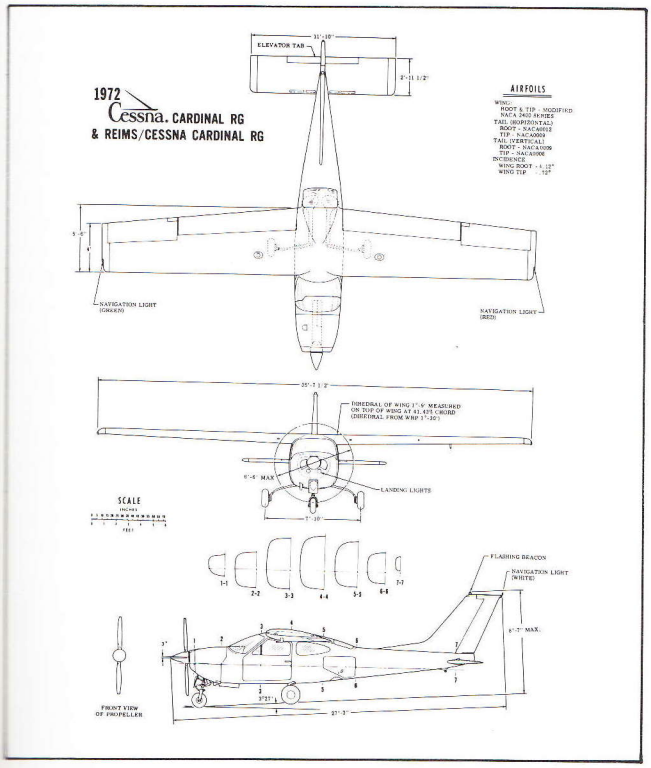
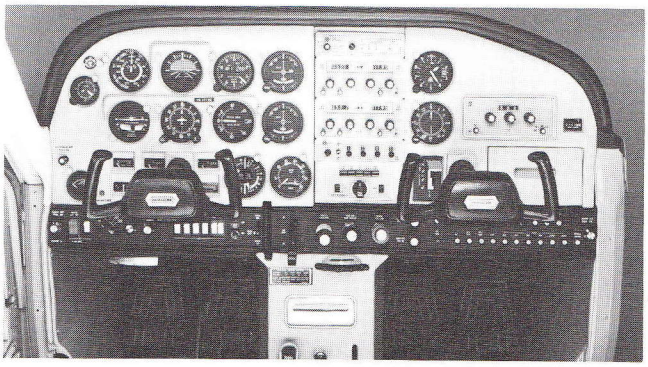


▲ MODEL 177B EXPERIMENTAL 1971
Cessna installed a Curtiss-Wright (Wankel-type) engine in c/n 661, N3766C for "quiet airplane" research conducted by Curtiss-Wright and Cessna under a U.S. Navy program. Rated at 185 hp, the liquid-cooled powerplant required an extensive muffling system (note long exhaust stack under fuselage, exit at tail) and a 100-inch diameter, three-blade propeller for noise reduction. Tests indicated that decibel levels were significantly reduced with the rotary-type Wankel powerplant/muffling system. Model 1023 first flight: 7-7-71; pilot: L.R. Ikerd.



MODEL 177RG ATC A20CE 1971-78 ➤
The fixed-gear 177 went retractable in 1971 with Cessna's introduction of the Cardinal RG (original designation Model 1008/Reims F1008, changed to 177RG/Reims F177RG) with a 1500 psi electro-hydraulic retraction system. Gross weight, horsepower and speed were increased with Cardinal RG series. A summary of changes by year includes: 1972: cabin steps retracted with gear, drag reduction and new propeller increased cruise speeds; 1973: recontoured cowl design, 60 gallons (useable) fuel capacity, improved cabin door seals, cowl-mounted taxi/landing lights, hydraulically-operated downlocks; 1974: gear control handle with direct linkage to powerpack system; 1975: Cardinal RG II with preferred options package, 1976: new, lightweight gear retraction system, redesigned instrument panel; aluminum nose gear trunnion, airspeed indicator primary scale in knots, 1977: instrument sub-panel redesigned, fuel selector standardized with other Cessna single-engine models; 1978: 28-volt electrical system, improved gear powerpack, avionics master power switch. 1978 was the last production year for Cardinal RG series. Total built: 1971: 161 (Reims 42); 1972: 70 (Reims 20); 1973: 150 (Reims 30); 1974: 160 (Reims 30); 1975: 195 (Reims 16); 1976: 264 (Reims 22); 1977: 214 (Reims 17); 1978: 100). Price: $51,395 (1978 Cardinal RG II). Engine: Lycoming IO-360-A1B6, 200 hp (1971/72); IO-360-A1B6D, 200 hp (1973); gross weight: 2800 pounds; maximum speed: 156 knots (1978); wingspan: 35 feet six inches; service ceiling: 17,100 feet. Illustrated is a 1978 Cardinal RG II. (Reference Appendix A, #18). Model 177RG first flight: 2-16-70; pilot: L.R. Ikerd.



1976 Cardinal RG instrument panel. ▲

