

Beechcraft 77 Skipper Model Guide

The Beechcraft 77 Skipper is a two-seat, single-engine piston trainer built from 1979 to 1981. It has a 115-horsepower Lycoming O-235, a roomy cabin with two doors, and Beech-style controls. AOPA reported used examples at \$18,000 to \$25,000 in 2002. Condition varies widely because many were primary trainers.

KEY TAKEAWAYS

- Two seats, 115 hp Lycoming O-235, 105 kt listed cruise, 1675 lb max takeoff weight. Full-fuel payload is only about 340 lb.
- Climb is marginal. The charts say 720 fpm, but AOPA says about 500 fpm is more realistic.
- Parts and mechanic experience are scarce, and ex-trainers may be beaten up. Look for tail-strike repairs.
- The basic wing structure is retired at 12,000 hours. Check the logs for the fork, rudder, diode and breaker ADs.

WHAT TO INSPECT

Look under the tail cone for a scraped-flat tiedown ring or repair rivets, which are signs of landing tail strikes. Check nose strut inflation, since prop clearance is small. Review the logs for the nose-gear fork inspections and the other ADs listed in the safety notes.

ENGINE AND MAINTENANCE

The Lycoming O-235 has a 2,400-hour recommended TBO and uses 100/130 fuel. Check carburetor venturi AD 98-01-06 compliance. Check crankshaft AD 98-17-11 if the crankshaft was repaired by Nelson Balancing Service. The Sensenich fixed-pitch prop is 72CKS12-0-52, 72 inches. The Brackett air filter element is replaced every 100 hours or 12 months.

FLYING IT

Takeoff is conventional, with rotation at 56 kt, Vx 61, Vy 68, approach 63 and best glide 63. The elevator is powerful and light, and the nose sits low. A slow-rate flare avoids tail strikes. The airplane is not suited to grass strips or rough fields.

SPECIFICATIONS

Seats	2
Engine Power Hp	115
Fuel Capacity Total Gal	30
Fuel Capacity Usable Gal	29
Max Baggage Lbs	120
Propeller Diameter Inches	72

PERFORMANCE

Cruise Speed Kt	105
Book Climb Rate Fpm	720
Typical Climb Rate Fpm	500
Max Crosswind Kt	15

V-SPEEDS

Vr Kt	56
Vx Kt	61
Vy Kt	68
Best Glide Kt	63
Approach Kt	63
Vno Kt	119
Vfe Kt	90
Vne Kt	143

WEIGHT & BALANCE

Max Takeoff Weight Lbs	1675
Max Baggage Lbs	120
Full Fuel Payload Lbs	340

SAFETY NOTES

- Tail strikes come from over-rotating in the flare; a slow-rate flare is the fix. Propeller clearance is small, so avoid rough fields.
- Nose-gear fork AD (S/N WA-1 to WA-312): fluorescent penetrant check every 500 hours, visual check every 100 hours.
- Breaker toggle switch AD can cause overheating and smoke in the cockpit. A diode overheating AD covers S/N WA-1 to WA-312.