



**I. Model 175, Skylark, 4 PCL-SM (Normal Category) (cont'd)**

|                           |   |                      |  |
|---------------------------|---|----------------------|--|
| C.G. range                | <u>Landplane:</u><br>(+41.5) to (+46.4) at 2350 lbs.<br>(+36.5) to (+46.4) at 1850 lbs. or less   |                      |  |
|                           | <u>Seaplane:</u><br>(+39.5) to (+45.5) at 2350 lbs.<br>(+36.5) to (+45.5) at 2020 lbs. or less<br>Straight line variation between points given. |                      |  |
| Empty weight C.G. range   | None  |                      |  |
| *Maximum weight           | 2350 lbs. (landplane)<br>2350 lbs. (seaplane)   |                      |  |
| Number of seats           | 4 (2 at +36, 2 at +70)  |                      |  |
| Maximum baggage           | 120 lbs. (+95)  |                      |  |
| Fuel capacity             | 52 gal. (two 26 gal. tanks in wing (+48); 43 gal. usable).<br><i>See NOTE 1 for weight of unusable fuel.</i>                                    |                      |  |
| Oil capacity              | 10 qt. (-18.5) (3 qt. unusable)   |                      |  |
| Control surface movements | Wing flaps  |                      | Retracted 0°<br>1st notch 10°<br>2nd notch 20°<br>3rd notch 30°<br>4th notch 40° |
|                           | Ailerons  | Up 20°               | Down 15°   |
|                           | Elevator tab  | Up 28°               | Down 12°   |
|                           | Elevator  | Up 27.5°             | Down 26°   |
|                           | Rudder  | Landplane: Right 16° | Left 16°   |
|                           |   | Seaplane: Right 12°  | Left 12°   |
| Serial numbers eligible   | 28700A, 55001 through 56238   |                      |  |

**II. Model 175A, Skylark, 4 PCL-SM (Normal Category), approved August 28, 1959  
Model 175B, Skylark, 4 PCL-SM (Normal Category), approved June 14, 1960**

|                                |  |  |  |
|--------------------------------|--|--|--|
| Engine                         | Continental GO-300C or GO-300D   |  |  |
| *Fuel                          | 80/87 minimum grade aviation gasoline  |  |  |
| *Engine limits                 | For all operations, 3200 rpm (175 hp)<br><i>See NOTE 4.</i>  |  |  |
| Propeller and propeller limits | <ol style="list-style-type: none"> <li>1. McCauley 1B175/ MFC 8467 <ol style="list-style-type: none"> <li>(a) Diameter: not over 84 in., not under 82.5 in.<br/>Static rpm at maximum permissible throttle setting:<br/>Landplane: not over 2645, not under 2545<br/><i>See NOTE 4.</i><br/>No additional tolerance permitted</li> <li>(b) Spinner, Cessna Dwg. 0550221</li> </ol> </li> <li>2. McCauley 1D200/OM 9044 (seaplane only) <ol style="list-style-type: none"> <li>(a) Diameter: not over 90 in., not under 88 in.<br/>Static rpm at maximum permissible throttle setting:<br/>not over 2810, not under 2710<br/>No additional tolerance permitted</li> <li>(b) Spinner, Cessna Dwg. 0552004</li> </ol> </li> </ol> |  |  |

**II. Model 175A, Skylark, 4 PCL-SM (Normal Category)** (cont'd)**Model 175B, Skylark, 4 PCL-SM (Normal Category)** (cont'd)

|                           |   |                           |  |
|---------------------------|---|---------------------------|--|
| *Airspeed Limits (TIAS)   | <u>Landplane and Seaplane</u>   |                           |  |
|                           | Maneuvering   |                           | 123 mph (107 knots)  |
|                           | Maximum structural cruising   |                           | 140 mph (122 knots)  |
|                           | Never exceed  |                           | 176 mph (153 knots)  |
|                           | Flaps extended  |                           | 100 mph ( 87 knots)  |
| C.G. Range                | <u>Landplane</u>  |                           |  |
|                           | (+41.5) to (+46.4) at 2350 lbs.   |                           |  |
|                           | (+36.0) to (+46.4) at 1850 lbs. or less   |                           |  |
|                           | <u>Seaplane</u>   |                           |  |
|                           | (+39.5) to (+45.5) at 2450 lbs.   |                           |  |
|                           | (+36.5) to (+45.5) at 2020 lbs. or less   |                           |  |
|                           | Straight line variation between points given.   |                           |  |
| Empty weight C.G. range   | None  |                           |  |
| *Maximum weight           | 2350 lbs. (landplane)<br>2450 lbs. (seaplane)   |                           |  |
| Number of seats           | 4 (2 at +36, 2 at +70)  |                           |  |
| Maximum baggage           | 120 lbs. (+95)  |                           |  |
| Fuel capacity             | 52 gal. (two 26 gal. tanks in wings at +40; 42 gal. usable)<br><i>See NOTE 1 for weight of unusable fuel.</i> |                           |  |
| Oil capacity              | 10 qt. at -18.5 (3 qt. unusable)  |                           |  |
| Control surface movements | Wing flaps  | Takeoff                   | Retracted 0°<br>1st notch 10°<br>2nd notch 20°<br>3rd notch 30°<br>4th notch 40° |
|                           |   | Landing                   |  |
|                           | Ailerons  | Up 20°                    | Down 15°   |
|                           | Elevator tab  | Up 28°                    | Down 13°   |
|                           | Elevator  | Up 28°                    | Down 26°   |
|                           | Rudder  | Landplane: Right 16°      | Left 16°   |
|                           |   | Seaplane: Right 19°       | Left 19°   |
| Serial numbers eligible   | Model 175A:   | 619, 56239 through 56777  |  |
|                           | Model 175B:   | 17556778 through 17557002 |  |

**III. Model 175C, Skyhawk, 4 PCLM (Normal Category), approved September 18, 1961****Model P172D, Skyhawk Powermatic, 4 PCLM (Normal Category), approved June 25, 1962**

|                                |   |  |  |
|--------------------------------|---|--|--|
| Engine                         | Continental GO-300E                         |  |  |
| *Fuel                          | 80/87 minimum grade aviation gasoline       |  |  |
| *Engine limits                 | For all operations, 3200 rpm (175 hp)       |  |  |
| Propeller and propeller limits | 1. McCauley constant speed propeller        |  |  |
|                                | (a) McCauley, 2A31C21 hub with 84S blades   |  |  |
|                                | Diameter: not over 84 in., not under 82 in. |  |  |
|                                | Pitch settings at 30 in. sta.:              |  |  |
|                                | Low 13°, high 26.5°                         |  |  |
|                                | (b) Garwin hydraulic governor, 34-827       |  |  |
|                                | Cessna spinner, 0552016                     |  |  |

**III. Model 175C, Skyhawk, 4 PCLM (Normal Category)** (cont'd)**Model P172D, Skyhawk Powermatic, 4 PCLM (Normal Category)** (cont'd)

|                            |   |                             |                     |  |
|----------------------------|---|-----------------------------|---------------------|--|
| *Airspeed limits<br>(TIAS) | <u>Model 175C:</u>  |                             |                     |  |
|                            | Maneuvering   |                             | 125 mph (109 knots) |  |
|                            | Maximum structural cruising   |                             | 140 mph (122 knots) |  |
|                            | Never exceed  |                             | 176 mph (153 knots) |  |
|                            | Flaps extended  |                             | 100 mph ( 87 knots) |  |
|                            | <u>Model P172D:</u>   |                             |                     |  |
|                            | Maneuvering   |                             | 127 mph (110 knots) |  |
|                            | Maximum structural cruising   |                             | 145 mph (126 knots) |  |
| C.G. range                 | <u>Model 175C:</u>  |                             |                     |  |
|                            | (+39.5) to +46.4) at 2450 lbs.  |                             |                     |  |
|                            | (+36.0) to (+46.4) at 2050 lbs. or less   |                             |                     |  |
|                            | <u>Model P172D:</u>   |                             |                     |  |
|                            | (+40.5) to (+47.3) at 2500 lbs.   |                             |                     |  |
|                            | (+35.0) to (+47.3) at 1950 lbs. or less   |                             |                     |  |
|                            | Straight line variation between points given.   |                             |                     |  |
|                            | Empty weight C.G. range   | None                        |                     |  |
| *Maximum weight            | Model 175C:   | 2450 lbs.                   |                     |  |
|                            | Model P172D:  | 2500 lbs.                   |                     |  |
| Number of seats            | 4 (2 at +36, 2 at +70)  |                             |                     |  |
| Maximum baggage            | 120 lbs. (+95)  |                             |                     |  |
| Fuel capacity              | 52 gal. (two 26 gal. tanks in wings at +48; 41.5 gal. usable)<br><i>See Note 1 for weight of unusable fuel.</i> |                             |                     |  |
| Oil capacity               | 10 qt. at -18.5 (3 qt. unusable).   |                             |                     |  |
| Control surface movements  | Wing flaps  | Takeoff                     | Retracted 0°        |  |
|                            |   |                             | 1st notch 10°       |  |
|                            |   | Landing                     | 0° - 40°            |  |
|                            | Ailerons  | Up 20°                      | Down 15°            |  |
|                            | Elevator tab  | Up 28°                      | Down 13°            |  |
|                            | Elevator  |                             |                     |  |
|                            | (Model 175C)  | Up 28°                      | Down 26°            |  |
|                            | (Model P172D)   | Up 28°                      | Down 23°            |  |
|                            | Neutral position measured<br>with the bottom of the balance<br>area flush with the bottom of<br>the stabilizer) |                             |                     |  |
|                            | Rudder (measured<br>parallel to O.O.W.L.)   | Right 16°                   | Left 16°            |  |
| Serial numbers eligible    | <u>Model 175C:</u>  | 17557003 through 17557119   |                     |  |
|                            | <u>Model P172D:</u>   | P17257120 through P17257188 |                     |  |

**IV. Model R172E (USAF T-41B), (USAF T-41C and D), 4 PCLM (Normal Category), 2 PCLM (Utility Category), approved April 21, 1964**

**Model R172F (USAF T-41D), 4 PCLM (Normal Category), 2 PCLM (Utility Category), approved May 14, 1968**

|                                |   |                     |
|--------------------------------|---|---------------------|
| Engine                         | Continental IO-360-D or IO-360-DB   |                     |
| *Fuel                          | 100/130 minimum grade aviation gasoline   |                     |
| *Engine limits                 | For all operations, 2800 rpm (210 hp)   |                     |
| Propeller and propeller limits | <ol style="list-style-type: none"> <li>1. McCauley constant speed propeller           <ol style="list-style-type: none"> <li>(a) D2A34C67 hub with 76C blades<br/>Diameter: not over 76 in., not under 74.5 in.<br/>Pitch settings at 30 in. sta.:<br/>Low 11.7°, high 22.5°</li> <li>(b) Governor               <ol style="list-style-type: none"> <li>(1) Woodward F210452 or</li> <li>(2) McCauley C290-D2/T6 or</li> <li>(3) McCauley C290-D3/T6</li> </ol> </li> <li>(c) 2A34C209 hub with 78CCA-2 blades (T-41B)<br/>Diameter: not over 76 in., not under 74.5 in.<br/>Pitch settings at 30 in. sta.:<br/>Low 11.3°, high 22.0°</li> </ol> </li> <li>2. McCauley fixed pitch, 1B235/DFC 7850 (T-41C)           <ol style="list-style-type: none"> <li>(a) Diameter: not over 78 in., not under 76.5 in.<br/>Static rpm at max. permissible throttle setting<br/>not over 2370, not under 2270<br/>No additional tolerance permitted.</li> </ol> </li> </ol> |                     |
| *Airspeed limits (TIAS)        | Maneuvering   | 127 mph (110 knots) |
|                                | Maximum structural cruising   | 145 mph (126 knots) |
|                                | Never exceed  | 182 mph (158 knots) |
|                                | Flaps extended  | 100 mph ( 87 knots) |
| C.G. range                     | <u>Normal category</u><br>(+40.5) to (+47.3) at 2500 lbs.<br>(+35.0) to (+47.3) at 1950 lbs.  |                     |
|                                | <u>Utility category</u><br>(+37.5) to (+40.5) at 2200 lbs.<br>(+35.0) to (+40.5) at 1950 lbs.   |                     |
| Empty weight C.G. range        | None  |                     |
| *Maximum weight                | 2500 lbs. (normal category)<br>2200 lbs. (utility category)   |                     |
| Number of seats                | 4 (2 at +36, 2 at +70)  |                     |
| Maximum baggage                | 200 lbs. (+95)  |                     |
| Fuel capacity                  | 52 gal. (two 26 gal. tanks in wings at +48; 46 gal. usable)<br><i>See Note 1 for weight of unusable fuel.</i>   |                     |
| Oil capacity                   | 10 qt. - 21.5 (7 qt. usable)<br><i>See Note 5 for optional oil capacity.</i><br><i>See Note 1 for weight of undrainable oil.</i>  |                     |

**IV. Model R172E (USAF T-41B), (USAF T-41C and D), 4 PCLM (Normal Category), 2 PCLM (Utility Category), Model R172F (USAF T-41D), 4 PCLM (Normal Category), 2 PCLM (Utility Category) (cont'd)**

|                           |   |                             |          |     |
|---------------------------|---|-----------------------------|----------|-----|
| Control surface movements | Wing flaps  | Takeoff                     | 0° - 10° |     |
|                           |   | Landing                     | 0° - 40° |     |
|                           | Ailerons  | Up 20°                      | Down     | 15° |
|                           | Elevator tab  | Up 28°                      | Down     | 13° |
|                           | Elevator  | Up 28°                      | Down     | 23° |
|                           | (Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer) |                             |          |     |
|                           | Rudder  | Right 16°                   | Left     | 16° |
| Serial numbers eligible   | Model R172E:  | R172-0001 through R172-0335 |          |     |
|                           | Model R172F:  | R172-0336 through R172-0409 |          |     |

**V. Model R172G (USAF T-41C and T-41D), 4 PCLM (Normal Category), 2 PCLM (Utility Category), approved July 18, 1969**

|                                |   |                     |  |
|--------------------------------|---|---------------------|--|
| Engine                         | Continental IO-360-D, IO-360-C, IO-360DB or IO-360-CB   |                     |  |
| *Fuel                          | 100/130 minimum grade aviation gasoline   |                     |  |
| *Engine limits                 | For all operations, 2800 rpm (210 hp)   |                     |  |
| Propeller and propeller limits | <ol style="list-style-type: none"> <li>1. McCauley constant speed propeller <ol style="list-style-type: none"> <li>(a) D2A34C67 hub with 76C blades<br/>Diameter: not over 76 in., not under 74.5 in.<br/>Pitch settings at 30 in. sta.:<br/>Low 11.7°, high 22.5°</li> <li>(b) Governor <ol style="list-style-type: none"> <li>(1) Woodward F210452 or</li> <li>(2) McCauley C290-D2/T6 or</li> <li>(3) McCauley C290-D3/T6</li> </ol> </li> </ol> </li> <li>2. McCauley fixed pitch propeller, 1B235/DFC 7850 (T-41C) <ol style="list-style-type: none"> <li>(a) Diameter: not over 78 in., not under 76.5 in.<br/>Static rpm at maximum permissible throttle setting not over 2370, not under 2270<br/>No additional tolerance permitted.</li> </ol> </li> </ol> |                     |  |
| *Airspeed Limits (TIAS)        | Maneuvering   | 125 mph (109 knots) |  |
|                                | Maximum structural cruising   | 146 mph (126 knots) |  |
|                                | Never exceed  | 185 mph (160 knots) |  |
|                                | Flaps extended  | 100 mph ( 87 knots) |  |
| C.G. range                     | <u>Normal Category</u>  |                     |  |
|                                | (+41.0) to (+47.3) at 2550 lbs.   |                     |  |
|                                | (+35.0) to (+47.3) at 1950 lbs.   |                     |  |
|                                | <u>Utility Category</u>   |                     |  |
|                                | (+37.5) to (+40.5) at 2200 lbs.   |                     |  |
|                                | (+35.0) to (+40.5) at 1950 lbs.   |                     |  |
| Empty weight C.G. range        | None  |                     |  |
| *Maximum weight                | 2550 lbs. (normal category)   |                     |  |
|                                | 2200 lbs. (utility category)  |                     |  |
| Number of seats                | 4 (2 at +36, 2 at +70)  |                     |  |

**V. Model R172G (USAF T-41C and T-41D), 4 PCLM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

|                           |  |                           |               |
|---------------------------|--|---------------------------|---------------|
| Maximum baggage           | 200 lb. (+95)  |                           |               |
| Fuel capacity             | 52 gal. (two 26 gal. tanks in wings at +48; 46 gal. usable)<br><i>See Note 1 for weight of unusable fuel.</i>                    |                           |               |
| Oil capacity              | 10 qt. - 21.5 (7 qt. usable)<br><i>See Note 1 for weight of undrainable oil.</i><br><i>See Note 5 for optional oil capacity.</i> |                           |               |
| Control surface movements | Wing flaps   | Takeoff                   | 0° - 10°      |
|                           |  | Landing                   | 0° - 40° ± 2° |
|                           | Ailerons   | Up                        | 20° ± 1°      |
|                           |  | Down                      | 15° ± 1°      |
|                           | Elevator tab   | Up                        | 28° + 1° -0°  |
|                           |  | Down                      | 13° + 1° -0°  |
|                           | Elevator   | Up                        | 28° + 1° -0°  |
|                           |  | Down                      | 23° + 1° -0°  |
|                           | (Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer)                          |                           |               |
|                           | Rudder   | Right                     | 16° ± 1°      |
|                           |  | Left                      | 16° ± 1°      |
|                           | (Measured parallel to W.L.)  |                           |               |
| Serial numbers eligible   | Model R172G:   | R1720410 through R1720444 |               |

**VI. Model R172H (USAF T-41D), 4 PCLM (Normal Category), 2 PCLM (Utility Category), approved July 2, 1970**

|                                |   |  |  |
|--------------------------------|---|--|--|
| Engine                         | Continental IO-360-D, IO-360-C, IO-360-H, IO-360-DB, IO-360-CB or IO-360-HB |  |  |
| *Fuel                          | 100/130 minimum grade aviation gasoline                                     |  |  |
| *Engine limits                 | For all operations, 2800 rpm (210 hp)                                       |  |  |
| Propeller and propeller limits | 1.  | McCauley constant speed propeller  |  |
|                                | (a)   | D2A34C67 hub with 76C blades<br>Diameter: not over 76 in., not under 74.5 in.<br>Pitch settings at 30 in. sta.:<br>Low 11.7°, high 22.5°                                 |  |
|                                | (b)   | Governor<br>(1) Woodward F210452 or<br>(2) McCauley C290-D2/T6   |  |
|                                | (c)   | 2A34C209 hub with 78CCA blades<br>Diameter: not over 78 in., not under 76.5 in.<br>Pitch settings at 30 in. sta.:<br>Low 10.6°, high 22.0°                               |  |
|                                | (d)   | Governor<br>(1) Woodward F210452 or<br>(2) McCauley C290-D2/T6   |  |
|                                | (e)   | 2A34C209 hub with 78CCA-2 blades<br>Diameter: not over 76 in., not under 74.5 in.<br>Pitch settings at 30 in. sta.:<br>Low 11.3°, high 22.0°                             |  |
|                                | (f)   | Governor<br>(1) Woodward F210452 or<br>(2) McCauley C290-D2/T6 or<br>(3) McCauley C290-D3/T6   |  |
|                                | 2.  | McCauley fixed pitch propeller, 1B235/DFC 7850   |  |
|                                | (a)   | Diameter: not over 78 in., not under 76.5 in.<br>Static rpm at max. permissible throttle setting,<br>not over 2370, not under 2270<br>No additional tolerance permitted. |  |

**VI. Model R172H (USAF T-41D), 4 PCLM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

|                           |   |   |                   |
|---------------------------|---|---|-------------------|
| *Airspeed Limits (TIAS)   | Maneuvering   | 125 mph (109 knots)                           |                   |
|                           | Max. structural cruising  | 146 mph (126 knots)                           |                   |
|                           | Never exceed  | 185 mph (160 knots)                           |                   |
|                           | Flaps extended  | 100 mph ( 87 knots)                           |                   |
| C.G. range                | <u>Normal Category</u>  |   |                   |
|                           | (+41.0) to (+47.3) at 2550 lbs.   |   |                   |
|                           | (+35.0) to (+47.3) at 1950 lbs.   |   |                   |
|                           | <u>Utility Category</u>   |   |                   |
|                           | (+37.5) to (+40.5) at 2200 lbs.   |   |                   |
|                           | (+35.0) to (+40.5) at 1950 lbs.   |   |                   |
| Empty weight C.G. range   | None  |   |                   |
| *Maximum weight           | 2550 lbs. (normal category)   |   |                   |
|                           | 2200 lbs. (utility category)  |   |                   |
| Number of seats           | 4 (2 at +36, 2 at +70)  |   |                   |
| Maximum baggage           | 200 lbs. (+95)  |   |                   |
| Fuel capacity             | 52 gal. (two 26 gal. tanks in wings at +48) (46 gal. usable)  |   |                   |
|                           | <i>See NOTE 1 for weight of unusable fuel.</i>  |   |                   |
| Oil capacity              | 10 qt. -21.5 (7 qt. usable)   |   |                   |
|                           | <i>See Note 1 for weight of undrainable oil.</i>  |   |                   |
|                           | <i>See Note 5 for optional oil capacity.</i>  |   |                   |
| Control surface movements | Wing flaps  | Takeoff                                       | 0° - 10°          |
|                           |   | Landing                                       | 0° - 40° ± 2°     |
|                           | Ailerons  | Up 20° ± 1°                                   | Down 15° ± 1°     |
|                           | Elevator tab  | Up 28° + 1° -0°                               | Down 13° + 1° -0° |
|                           | Elevator  | Up 28° + 1° -0°                               | Down 23° + 1° -0° |
|                           | (Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer) |   |                   |
|                           | Rudder  | Right 16° ± 1°                                | Left 16° ± 1°     |
|                           | (Measured parallel to W.L.)   |   |                   |
| Serial numbers eligible   | Model R172H:  | R1720445 through R1720494 (1971 year model)   |                   |
|                           |   | R1720495 through R1720546 (1972 year model)   |                   |
|                           |   | R1720547 through R1720620 (1973 through 1976) |                   |

**VII. Model R172J, 4 PCLM (Normal Category), 2PCLM (Utility Category), approved September 19, 1972**

|                |   |
|----------------|---|
| Engine         | Continental IO-360-H or IO-360-HB       |
| *Fuel          | 100/130 minimum grade aviation gasoline |
| *Engine limits | For all operations, 2800 rpm (210 hp)   |



**VII. Model R172J, 4 PCLM (Normal Category), 2PCLM (Utility Category)** (cont'd)

|                                |   |                     |                   |
|--------------------------------|---|---------------------|-------------------|
| Propeller and propeller limits | 1. McCauley constant speed propeller  |                     |                   |
|                                | (a) D2A34C209 hub with 78CCA blades   |                     |                   |
|                                | Diameter: not over 78 in., not under 76.5 in.   |                     |                   |
|                                | Pitch settings at 30 in. sta.:  |                     |                   |
|                                | Low 10.6°, high 22.0°   |                     |                   |
|                                | (b) 2A34C209 hub with 78CCA-2 blades  |                     |                   |
|                                | Diameter: not over 76 in., not under 74.5 in.   |                     |                   |
|                                | Pitch settings at 30 in. sta.:  |                     |                   |
|                                | Low 11.3°, high 22.0°   |                     |                   |
|                                | (c) Governor  |                     |                   |
|                                | (1) Woodward F210452 or   |                     |                   |
|                                | (2) McCauley C290-D2/T6 or  |                     |                   |
|                                | (3) McCauley C290-D3/T6   |                     |                   |
|                                | (d) Spinner, Cessna Dwg. 0550328  |                     |                   |
| *Airspeed limits (TIAS)        | Maneuvering   | 118 mph (104 knots) |                   |
|                                | Maximum structural cruising   | 146 mph (126 knots) |                   |
|                                | Never exceed  | 185 mph (160 knots) |                   |
|                                | Flaps extended  | 100 mph ( 87 knots) |                   |
| C.G. range                     | <u>Normal Category</u>  |                     |                   |
|                                | (+41.0) to (+47.3) at 2550 lbs.   |                     |                   |
|                                | (+35.0) to (+47.3) at 1950 lbs.   |                     |                   |
|                                | <u>Utility Category</u>   |                     |                   |
|                                | (+37.5) to (+40.5) at 2200 lbs.   |                     |                   |
|                                | (+35.0) to (+40.5) at 1950 lbs.   |                     |                   |
| Empty weight C.G. range        | None  |                     |                   |
| *Maximum weight                | 2550 lbs. (normal category)   |                     |                   |
|                                | 2200 lbs. (utility category)  |                     |                   |
| Number of seats                | 4 (2 at +36, 2 at +70)  |                     |                   |
| Maximu baggage                 | 200 lbs. (+95)  |                     |                   |
| Fuel capacity                  | 52 gal. (two 26 gal. tanks in wings at +48) (46 gal. usable)  |                     |                   |
|                                | <i>See Note 1 for weight of unusable fuel.</i>  |                     |                   |
| Oil capacity                   | 10 qt. -21.5 (7 qt. usable)   |                     |                   |
|                                | <i>See Note 1 for weight of undrainable oil.</i>  |                     |                   |
|                                | <i>See Note 5 for optional oil capacity.</i>  |                     |                   |
| Control surface movements      | Wing flaps  | Takeoff             | 0° - 10°          |
|                                |   | Landing             | 0° - 40° ± 0° -2° |
|                                | Ailerons  | Up                  | 20° ± 1°          |
|                                |   | Down                | 15° ± 1°          |
|                                | Elevator tab  | Up                  | 28° + 1° -0°      |
|                                |   | Down                | 13° + 1° -0°      |
|                                | Elevator  | Up                  | 28° + 1° -0°      |
|                                |   | Down                | 23° + 1° -0°      |
|                                | (Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer) |                     |                   |
|                                | Rudder  | Right               | 16° ± 1°          |
|                                |   | Left                | 16° ± 1°          |
|                                | (Measured parallel to W.L.)   |                     |                   |
| Serial numbers eligible        | Model R172J: P17257189 (1974 model)   |                     |                   |

**VIII. Model R172K, Hawk XP, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved  
May 28, 1976**

|   |   |
|---|---|
| Engine  | Continental IO-360-K or IO-360-KB (S/N R1722000 through R1722929)<br>IO-360-KB (S/N 680, R1722930 and on)   |
| *Fuel   | 100/130 minimum grade aviation gasoline<br>(S/N R1722000 through R1722724)<br><br>100LL/100 minimum grade aviation gasoline<br>(S/N R1722725 and on)  |
| *Engine limits  | For all operations, 2600 rpm (195 hp)   |
| Propeller and propeller limits                          | <u>Landplane</u><br>1. McCauley constant speed propeller<br>(a) 2A34C203 hub with 90DCA- 14 blades<br>Diameter: not over 76 in., not under 74.5 in.<br>Pitch settings at 30 in. sta.:<br>Low 12.0°, high 25.1°<br>(b) Governor<br>(1) McCauley C290D3/T15<br>(c) Spinner, Cessna Dwg. 0550328<br><br><u>Floatplane</u><br>1. McCauley constant speed propeller<br>(a) 2A34C203 hub with 90DCA- 10 blades<br>Diameter: not over 80 in., not under 78.5 in.<br>Pitch settings at 30 in. sta.:<br>Low 11.3°, high 24.8°<br>(b) Governor<br>(1) McCauley C290D3/T15<br>(c) Spinner, Cessna Dwg. 0550328 |
| *Airspeed Limits<br>(IAS)<br>(See Note 7 on Use of IAS) | S/N 680, R1722000 through R1723199<br>Maneuvering 105 knots<br>Maximum structural cruising 129 knots<br>Never exceed 163 knots<br>Flaps extended 85 knots<br><br>S/N R1723200 and on<br>Maneuvering 104 knots<br>Maximum structural cruising 129 knots<br>Never exceed 163 knots<br>Flaps extended 85 knots   |
| C.G. range  | <u>Landplane</u><br><u>Normal Category</u><br>(+41.0) to (+47.3) at 2550 lbs.<br>(+35.0) to (+47.3) at 1950 lbs.<br><br><u>Utility Category</u><br>(+37.5) to (+40.5) at 2200 lbs.<br>(+35.0) to (+40.5) at 1950 lbs.<br>Straight line variation between points given.  |

**VIII. Model R172K, Hawk XP, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

|                           |  |                                       |   |   |
|---------------------------|--|---------------------------------------|---|---|
|                           | <u>Floatplane: (Edo 248B-2440)</u>   |                                       |   |   |
|                           | <u>Normal Category</u>   |                                       |   |   |
|                           | (+39.5) to (+45.5) at 2550 lbs.  |                                       |   |   |
|                           | (+37.0) to (+45.5) at 2100 lbs.  |                                       |   |   |
| Empty weight C.G. range   | None   |                                       |   |   |
| *Maximum weight           | 2550 lbs (Normal Category) Landplane and Floatplane<br>2200 lbs. (Utility Category) Landplane<br>2558 lbs. Ramp weight (S/N R1722930 and on) |                                       |   |   |
| Number of seats           | 4 (2 at +36, 2 at +70)   |                                       |   |   |
| Maximum baggage           | 200 lb. (+95)  |                                       |   |   |
| Fuel capacity             | 52 gal. (two 26 gal. tanks in wings at +48) (49 gal. usable)<br><i>See Note 1 for weight of unusable fuel.</i>                               |                                       |   |   |
| Oil capacity              | 8 qt. -21.5 (5 qt. usable)   |                                       |   |   |
| Control surface movements | Wing flaps   | Takeoff                               | 0° - 10° (landplane)<br>0° - 20° (floatplane)   |   |
|                           |  | Landing                               | 0° - 40° +0° -2°<br>(R1722000 through R1723399, and 680)<br>0° - 30° +0° -2°<br>(R1723400 and on) |   |
|                           | Ailerons   | Up                                    | 20° ± 1°  | Down 15° ± 1°   |
|                           |  | Elevator tab                          | Up  | 28° + 1° -0°  |
|                           | Elevator<br>(Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer)                          |                                       | Up  | 22° +1° -0°   |
|                           |  | Rudder<br>(Measured parallel to W.L.) | Up  | 28° + 1° -0°  |
|                           | Rudder   |                                       | Right   | 16° ± 1°  |
|                           |  | Serial numbers eligible               | Model R172K:  | R1722000 through R1722724 (1977 model)<br>R1722725 through R1722929 (1978 model)<br>680, R1722930 through R1723199 (1979 model)<br>R1723200 through R1723399 (1980 model)<br>R1723400 through R1723454 (1981 model) |

**IX. Model 172RG, Skyhawk RG, 4 PCLM (Normal Category), approved June 1, 1979**

|                |   |
|----------------|---|
| Engine         | Lycoming O-360-F1A6                       |
| *Fuel          | 100LL/100 minimum grade aviation gasoline |
| *Engine limits | For all operations, 2700 rpm (180 hp)     |

**IX. Model 172RG, Skyhawk RG, 4 PCLM (Normal Category)** (cont'd)

|   |   |
|---|---|
| Propeller and propeller limits                          | 1. McCauley constant speed propeller<br>(a) B2D34C220 hub with 80VHA - 3.5 blades<br>Diameter: not over 76.5 in., not under 75.5 in.<br>Pitch settings at 30 in. sta.:<br>Low 12.0°, high 26.5°<br>(b) Governor<br>(1) McCauley C290D3/T18<br>(c) Spinner, Cessna Dwg. 2450002  |
| *Airspeed limits<br>(IAS)<br>(See Note 7 on use of IAS) | Maneuvering 106 knots<br>Maximum structural cruising 145 knots<br>Never exceed 164 knots<br>Flaps extended 100 knots<br>Landing gear extension 164 knots  |
| C.G. range  | <u>Normal Category</u><br>(+39.5) to (+46.5) at 2650 lbs.<br>(+36.0) to (+46.5) at 1950 lbs.<br>Straight line variation between points given.<br>Moment change due to retracting landing gear +2424 in.-lbs.  |
| Empty weight C.G. range                                 | None  |
| *Maximum weight   | 2650 lbs.<br>Ramp weight 2658 lbs.  |
| Number of seats   | 4 (2 at +34 to +46, 2 at +73)   |
| Maximum baggage   | 200 lb. (+95)   |
| Fuel capacity   | 66 gal. (two 33 gal. tanks in wings at +48.0) (62 gal. usable)<br><i>See Note 1 for weight of unusable fuel.</i>  |
| Oil capacity  | 8 qt. (-17.4) (5 qts. usable)   |
| Control surface movements                               | Wing flaps Up 0° Down 30° +0°, -2°<br>Ailerons Up 20° ± 1° Down 15° ± 1°<br>Elevator tab Up 28° + 1° -0° Down 23° + 1° -0°<br>Elevator Up 28° + 1°, -0° Down 23° + 1°, -0°<br>(Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer)<br>Elevator tab Up 22° + 1°, -0° Down 19° + 1°, -0°<br>Rudder Right 16° ± 1° Left 16° ± 1°<br>(Measured parallel to W.L.) |
| Serial numbers eligible                                 | Model 172RG: 172RG0001 through 172RG0570 (1980 Model)<br>691, 172RG0571 through 172RG0890 (1981 Model)<br>172RG0891 through 172RG1099 (1982 Model)<br>172RG1100 through 172RG1144 (1983 Model)<br>172RG1145 through 172RG1177 (1984 Model)<br>172RG1178 through 172RG1191 (1985 Model)  |

**Data Pertinent to All Models**

|                |                              |
|----------------|------------------------------|
| Datum          | Lower front face of firewall |
| Leveling means | Upper door sill              |

|                                |  |                                |                          |                    |                                      |                       |              |                                |                  |             |           |                    |   |                       |              |                                |   |
|--------------------------------|--|--------------------------------|--------------------------|--------------------|--------------------------------------|-----------------------|--------------|--------------------------------|------------------|-------------|-----------|--------------------|---|-----------------------|--------------|--------------------------------|---|
| Certification basis            | <p><u>175 Series, P172D and R172 Series</u><br/>Part 3 of the Civil Air Regulations dated May 15, 1956. In addition, effective S/N R1722930 and on, FAR 23.1559 effective March 1, 1978. FAR 36 dated December 1, 1969, plus amendments 36-1 through 36-6 for Model R172K and on.</p> <p><u>172RG</u><br/>Part 3 of the Civil Air Regulations dated May 15, 1956, plus paragraphs 23.729, 23.777(e), 23.781, 23.1555(e)(1) and (2), and 23.1563 of the Federal Aviation Regulations dated February 1, 1965, as amended effective September 1, 1977; FAR 23.1559 effective March 1, 1978; FAR 36 dated December 1, 1969, plus amendments 36-1 through 36-10. In addition, effective S/N 172RG1178 and on, FAR 23.1545(a), Amendment 23-23 dated December 1, 1978.</p> <p><u>R172H (USAF T-41D)</u><br/>Part 3 of the Civil Air Regulations dated May 15, 1956. In addition, effective S/N R1720621 and on, FAR 36 dated December 1, 1969, plus amendments 36-1 through 36-12.</p> <p>Application for Type Certificate dated August 13, 1956. Type Certificate No. 3A17 issued January 14, 1958, obtained by the manufacturer under delegation option procedures.</p> <table border="0"> <tr> <td><u>Equivalent Safety Items</u></td> <td>S/N 680, R1722000 and up</td> </tr> <tr> <td>Airspeed Indicator</td> <td>CAR 3.757 (see Note 7 on use of IAS)</td> </tr> <tr> <td>Operating Limitations</td> <td>CAR 3.778(a)</td> </tr> <tr> <td><u>Equivalent Safety Items</u></td> <td>172RG0001 and up</td> </tr> <tr> <td>Fuel system</td> <td>CAR 3.430</td> </tr> <tr> <td>Airspeed Indicator</td> <td>CAR 3.757 (see Note 7 on use of IAS)<br/>(S/N 172RG0001 through 172RG1177)</td> </tr> <tr> <td>Operating Limitations</td> <td>CAR 3.778(a)</td> </tr> <tr> <td>Landing Gear Indication System</td> <td>FAR 23.729(e) (S/N 172RG0001 through 172RG0890)</td> </tr> </table> | <u>Equivalent Safety Items</u> | S/N 680, R1722000 and up | Airspeed Indicator | CAR 3.757 (see Note 7 on use of IAS) | Operating Limitations | CAR 3.778(a) | <u>Equivalent Safety Items</u> | 172RG0001 and up | Fuel system | CAR 3.430 | Airspeed Indicator | CAR 3.757 (see Note 7 on use of IAS)<br>(S/N 172RG0001 through 172RG1177) | Operating Limitations | CAR 3.778(a) | Landing Gear Indication System | FAR 23.729(e) (S/N 172RG0001 through 172RG0890) |
| <u>Equivalent Safety Items</u> | S/N 680, R1722000 and up   |                                |                          |                    |                                      |                       |              |                                |                  |             |           |                    |   |                       |              |                                |   |
| Airspeed Indicator             | CAR 3.757 (see Note 7 on use of IAS)   |                                |                          |                    |                                      |                       |              |                                |                  |             |           |                    |   |                       |              |                                |   |
| Operating Limitations          | CAR 3.778(a)   |                                |                          |                    |                                      |                       |              |                                |                  |             |           |                    |   |                       |              |                                |   |
| <u>Equivalent Safety Items</u> | 172RG0001 and up   |                                |                          |                    |                                      |                       |              |                                |                  |             |           |                    |   |                       |              |                                |   |
| Fuel system                    | CAR 3.430  |                                |                          |                    |                                      |                       |              |                                |                  |             |           |                    |   |                       |              |                                |   |
| Airspeed Indicator             | CAR 3.757 (see Note 7 on use of IAS)<br>(S/N 172RG0001 through 172RG1177)  |                                |                          |                    |                                      |                       |              |                                |                  |             |           |                    |   |                       |              |                                |   |
| Operating Limitations          | CAR 3.778(a)   |                                |                          |                    |                                      |                       |              |                                |                  |             |           |                    |   |                       |              |                                |   |
| Landing Gear Indication System | FAR 23.729(e) (S/N 172RG0001 through 172RG0890)  |                                |                          |                    |                                      |                       |              |                                |                  |             |           |                    |   |                       |              |                                |   |
| Production basis               | Production Certificate No. 4. Delegation Option Manufacturer No. CE-1 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.  |                                |                          |                    |                                      |                       |              |                                |                  |             |           |                    |   |                       |              |                                |   |

**Equipment:** The basic required equipment as prescribed in the applicable airworthiness requirements (see Certification Basis) must be installed in the aircraft for certification. This equipment must include a current Airplane Flight Manual effective S/N R1722930 and on, S/N 172RG0001 and on. In addition, the following items of equipment are required:

1. Model 175 through P172D, Stall Warning Indicator, Dwg. 0511062.
2. Model R172E and on, Stall Warning System, Dwg. 0523112.
3. Model R172, S/N R1720001 through R1720546, Fuel Boost Pump Switch, Dwg. 0509027.
4. Model 172RG, S/N 172RG0001 and on, Stall Warning Indicator, S1672-5.

The equipment portion of Aircraft Specification 3A17, Revision 10, or Cessna Service News dated November 5, 1963, which contains the Revision 10 edition, should be used for equipment references on all aircraft prior to the Model P172D. Refer to applicable equipment list for the Model P172D and subsequent models.

## NOTE 1.

Model 175, 175A, 175B, 175C, P172D, R172E through R172J

Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification. The certificated empty weight and corresponding center of gravity location must include unusable fuel of 54 lbs. at (+46) for Model 175, 60 lb. at (+46) for Models 175A and 175B, 63 lbs. at (+46) for Models 175C and P172D, 36 lbs. at (+46) for R172E through R172J; and unusable oil of 5.5 lbs. at (-18.5) for Models 175, 175A, 175B, 175C, and P172D, and undrainable oil of 0.0 lbs. at (-21.5) for Models R172E through R172J.

Model R172K and on

The certificated empty weight and corresponding center of gravity locations must include unusable fuel of 18 lbs. at (+46) and full oil of 15 lbs. at (-21.5).

Model 172RG and on

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 24 lb. at (+46) and full oil of 17 lbs. at (-16.1).

## NOTE 2.

(A) The following placards must be displayed in full view of the pilot:

(1) "This airplane must be operated in compliance with the operating limitations stated in the form of placards, markings and manuals."

(2) "Normal category

Maximum design weight (\_\_\_\_)\*\*

Reference weight and balance data for loading instructions.

\*\*Use 2350 lbs. for Models 172, 175A and 175B; 2450 lbs. for Model 175C; 2500 lbs. for Models P172D, R172E, and R172F and 2550 lbs. for Model R172G.

Flight Maneuvering Load Factors

|            |      |       |
|------------|------|-------|
| Flaps up   | +3.8 | -1.52 |
| Flaps down | +3.5 |       |

No acrobatic maneuvers including spins approved."

(3) (a) "Utility Category (R172E and R172F only)

Maximum design weight 2200 lbs.

Baggage compartment and rear seat must not be occupied.

Flight Maneuvering Load Factors

|            |      |       |
|------------|------|-------|
| Flaps up   | +4.4 | -1.76 |
| Flaps down | +3.5 |       |

No acrobatic maneuvers approved except those listed below:

| <u>Maneuver</u>             | <u>Entry Speed</u>  |
|-----------------------------|---------------------|
| Chandelles                  | 127 mph (110 knots) |
| Lazy Eights                 | 127 mph (110 knots) |
| Steep turns                 | 127 mph (110 knots) |
| Spins                       | Slow deceleration   |
| Stalls (except whip stalls) | Slow deceleration"  |

(b) "Utility Category (R172G only)

Maximum design weight 2200 lbs.

Baggage compartment and rear seat must not be occupied.

Flight Maneuvering Load Factors

|            |      |       |
|------------|------|-------|
| Flaps up   | +4.4 | -1.76 |
| Flaps down | +3.5 |       |

No acrobatic maneuvers approved except those listed below:

| <u>Maneuver</u>             | <u>Entry Speed</u>  |
|-----------------------------|---------------------|
| Chandelles                  | 125 mph (109 knots) |
| Lazy Eights                 | 125 mph (109 knots) |
| Steep turns                 | 125 mph (109 knots) |
| Spins                       | Slow deceleration   |
| Stalls (except whip stalls) | Slow deceleration"  |

NOTE 2 (cont'd). (A) (4) (a) Model R172H, S/N R1720445 through R1720494

"This airplane must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

MAXIMUMS

|                    | <u>Normal Category</u>  | <u>Utility Category</u> |
|--------------------|-------------------------|-------------------------|
| Maneuvering speed  | 125 mph CAS (109 knots) | 125 mph CAS (109 knots) |
| Gross weight       | 2550 lb.                | 2200 lb.                |
| Flight load factor |                         |                         |
| Flaps up           | +3.8 -1.52              | +4.4 -1.76              |
| Flaps down         | +3.5                    | +3.5                    |

Normal category - No acrobatic maneuvers including spins approved.

Utility category - Baggage compartment and rear seat must not be occupied.

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW:

| <u>Maneuver</u> | <u>Max. Entry Speed</u> | <u>Maneuver</u>      | <u>Max. Entry Speed</u> |
|-----------------|-------------------------|----------------------|-------------------------|
| Chandelles      | 125 mph (109 knots)     | Spins                | Slow deceleration       |
| Lazy Eights     | 125 mph (109 knots)     | Stalls               | Slow deceleration       |
| Steep turns     | 125 mph (109 knots)     | (except whip stalls) |                         |

Spin Recovery: Opposite rudder - forward elevator - neutralize controls.

Known icing conditions to be avoided. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR" (as applicable)

(b) Model R172H, S/N R1720495 through R1720620

"This airplane must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

MAXIMUMS

|                    | <u>Normal Category</u>  | <u>Utility Category</u> |
|--------------------|-------------------------|-------------------------|
| Maneuvering speed  | 125 mph CAS (109 knots) | 125 mph CAS (109 knots) |
| Gross weight       | 2550 lb.                | 2200 lb.                |
| Flight load factor |                         |                         |
| Flaps up           | +3.8 -1.52              | +4.4 -1.76              |
| Flaps down         | +3.5                    | +3.5                    |

Normal category - No acrobatic maneuvers including spins approved.

Utility category - Baggage compartment and rear seat must not be occupied.

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW:

| <u>Maneuver</u> | <u>Max. Entry Speed</u> | <u>Maneuver</u>      | <u>Max. Entry Speed</u> |
|-----------------|-------------------------|----------------------|-------------------------|
| Chandelles      | 125 mph (109 knots)     | Spins                | Slow deceleration       |
| Lazy Eights     | 125 mph (109 knots)     | Stalls               | Slow deceleration       |
| Steep turns     | 125 mph (109 knots)     | (except whip stalls) |                         |

Spin Recovery: Opposite rudder - Forward elevator - Neutralize controls

Intentional spins with flaps extended are prohibited.

Known icing conditions to be avoided. This airplane is certified for the following flight operations as of date of original airworthiness certificate.

DAY - NIGHT - VFR - IFR" (as applicable)

NOTE 2. (cont'd) (A)

(c) Model R172J

"This airplane must be operated in compliance with the operating limitations as stated in the forms of placards, markings, and manuals.

| <u>MAXIMUMS</u>  |                         |                         |
|--|-------------------------|-------------------------|
|  | <u>Normal Category</u>  | <u>Utility Category</u> |
| Maneuvering speed  | 118 mph CAS (104 knots) | 118 mph CAS (104 knots) |
| Gross weight   | 2550 lb.                | 2200 lb.                |
| Flight load factor   |                         |                         |
| Flaps up   | +3.8, -1.52             | +4.4, -1.76             |
| Flaps down   | +3.0                    | +3.0                    |
| Normal category - No acrobatic maneuvers including spins approved.         |                         |                         |
| Utility category - Baggage compartment and rear seat must not be occupied. |                         |                         |

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW:

| <u>Maneuver</u> | <u>Max. Entry Speed</u> | <u>Maneuver</u>      | <u>Max. Entry Speed</u> |
|-----------------|-------------------------|----------------------|-------------------------|
| Chandelles      | 125 mph (109 knots)     | Spins                | Slow deceleration       |
| Lazy Eights     | 125 mph (109 knots)     | Stalls               | Slow deceleration       |
| Steep turns     | 118 mph (104 knots)     | (except whip stalls) |                         |

Altitude loss in stall recovery - 160 ft.

Abrupt use of controls prohibited above 118 mph.

Spin Recovery - Opposite rudder - Forward elevator - Neutralize controls

Intentional spins with flaps extended are prohibited. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR" (as applicable)

(d) Model R172K (R1722000 through R1722929) (landplane)

"This airplane must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

| <u>MAXIMUMS</u>    |                        |                         |
|--------------------|------------------------|-------------------------|
|                    | <u>Normal Category</u> | <u>Utility Category</u> |
| Maneuvering speed  | 105 knots              | 105 knots               |
| Gross weight       | 2550 lb.               | 2200 lb.                |
| Flight load factor |                        |                         |
| Flaps up           | +3.8 -1.52+4.4 -1.76   |                         |
| Flaps down         | +3.0                   | +3.0                    |

Normal category - No acrobatic maneuvers including spins approved.

Utility category - Baggage compartment and rear seat must not be occupied.

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW:

|                 | <u>Recommended</u> |                      | <u>Recommended</u> |
|-----------------|--------------------|----------------------|--------------------|
| <u>Maneuver</u> | <u>Entry Speed</u> | <u>Maneuver</u>      | <u>Entry Speed</u> |
| Chandelles      | 110 knots          | Spins                | Slow deceleration  |
| Lazy Eights     | 110 knots          | Stalls               | Slow deceleration  |
| Steep turns     | 105 knots          | (except whip stalls) |                    |

Altitude loss in stall recovery - 160 ft.

Abrupt use of the controls prohibited above 105 knots.

Spin recovery: Opposite rudder - Forward elevator - Neutralize controls

Intentional spins with flaps extended are prohibited. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate.

DAY - NIGHT - VFR - IFR" (as applicable)



NOTE 2. (cont'd) (A) (e) Model R172K (R1722000 through R1722929) (Floatplane with Edo 248B-2440 floats)

"This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals.

MAXIMUMS

|                         |            |             |
|-------------------------|------------|-------------|
| Maneuvering speed (IAS) | 105 knots  |             |
| Gross weight            | 2550 lbs.  |             |
| Flight load factor      | Flaps up   | +3.8, -1.52 |
|                         | Flaps down | +2.0        |

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery - 250 ft. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate.

DAY - NIGHT - VFR - IFR" (as applicable)

(f) Model R172K (S/N 680, R1722930 and on) (Landplane)

"The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Normal Category. Other operating limitations which must be complied with when operating this airplane in this category or in the Utility Category are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

Normal Category No acrobatic maneuvers, including spins, approved.

Utility Category No acrobatic maneuvers approved except those listed in the Pilot's Operating Handbook.

Baggage compartment and rear seat must not be occupied.

Spin Recovery Opposite rudder, forward elevator, neutralize controls.

Flight into known icing conditions prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate.

DAY - NIGHT - VFR - IFR" (as applicable)

(g) Model R172K (R1722930 and on) (Floatplane with Edo 248B-2440 floats)

"The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Normal Category. Other operating limitations which must be complied with when operating this airplane in this category are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

No acrobatic maneuvers, including spins, approved.

Flight into known icing conditions prohibited.

This airplane is certificated for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR" (as applicable)

NOTE 2. (cont'd) (A) (5) Near fuel selector:

(a) Model 175 through P172D

"Both tanks on for takeoff and landing."

(b) Model R172 and on

"When switching from dry tank, turn pump on 'High' momentarily."

(6) Near flap handle or switch:

(a) Model 175 through P172D

"Flaps - Pull to extend

Takeoff      Retract 0°

1st Notch 10°

0° - 40°

(b) Model R172E through R172J

"Avoid slips with flaps extended."

(c) R172K (R1722000 through R1723399, and 680)

"W      0°

I

N      10°

G

20°

F

L

A

P      40°

S

AVOID SLIPS WITH

FLAPS EXTENDED."

(d) R172K (R1723400 and on)

"W      0°

I

N      10°

G

20°

F

L

A

P      40°

S

AVOID SLIPS WITH

FLAPS EXTENDED."

(7) Model 175A, 175B floatplane:

"Operate as a Normal Category airplane except:

Maximum design weight      2450 lbs.

Maximum altitude in stall recovery      120 ft.

Water rudder - Pull to retract; retract for normal takeoff, flight and landing

Extend - taxi and cross wind takeoff"

NOTE 2. (cont'd) (A) (8) *With fixed pitch propeller (T-41C)*

(a) "A fuel flow placard placed near the fuel flow meter will read:

| CLIMB FUEL FLOW - G.P.H. |             |             |
|--------------------------|-------------|-------------|
| <u>Altitude</u>          | <u>2400</u> | <u>2600</u> |
| S.L.                     | 14.5        | 16.0        |
| 4,000                    | 12.5        | 14.0        |
| 8,000                    | 11.0        | 12.0        |
| 12,000                   | 9.5         | 10.5"       |

(b) *On panel adjacent to mixture stop:*

- (1) "Engage for student training above 5000 ft."
- (2) "Mixture stop"
- (3) "Engage"

(9) *Model R172G and R172H*

(a) *On instrument panel:*

"Do not turn off alternator in flight except in emergency."

(b) *The following placard must be displayed in the baggage compartment:*

(1) *Model 175 through P172D*

"Maximum baggage 120 lb. For additional loading instructions, see weight and balance data."

(2) *Model R172E through R172H*

"200 pounds maximum baggage or 120 lbs. aux. seat passenger. For additional loading instructions, see weight and balance data."

(3) *Model R172J and on*

"200 pounds maximum baggage or 120 lbs. aux. seat passenger forward of baggage door latch. 50 pounds maximum baggage aft of baggage door latch. Maximum 200 pounds combined. For additional loading instructions, see weight and balance data."

(10) *On control lock: (R172K and on)*

"Control lock - Remove before starting engine."

(11) *Near fuel selector valve handle: (R172K and on)*

"BOTH - 49 gal.  
LEFT - 24.5 gal.  
RIGHT - 24.5 gal."

(12) *Near fuel tank filler:*

(a) *R1722000 through R1722724*

"Fuel  
100/130 min. grade aviation gasoline  
Cap. 26 U.S. Gal."

(b) *S/N 680, R1722725 and on*

"Fuel  
100LL or 100 min. grade aviation gasoline  
Cap. 26 U.S. gal."

(13) *On instrument panel near manifold pressure/fuel flow gauge: (R172K and on)*

"FUEL FLOW  
AT FULL THROTTLE  
2600 rpm  
S.L. 16 GPH  
4000 ft 14 GPH  
8000 ft 12 GPH  
12000 ft 10 GPH"

- NOTE 2. (cont'd) (A) (14) R172K, S/N R1722000 through R1723199, S/N R1723400 and on  
(Floatplane with Edo 2488-2440 floats)  
(a) Near airspeed indicator  
"Floatplane"  
Stall speeds are approximately 5 KIAS lower than indicator markings."
- (15) 172RG and on  
All placards required in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual must be installed in the appropriate locations.
- (16) R172H, S/N R1720621 and on  
All placards required in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual must be installed in the appropriate locations.

NOTE 3. RESERVED

NOTE 4. The Models 175A and 175B fuel system does not comply with CAR 3.433 and 3.434 for horsepower greater than 167 at the best angle of climb which is the most critical attitude.

NOTE 5. Compliance with Cessna Service Letter SE74-18, dated August 23, 1974, Supplement No. 1, allows a 2 quart reduction in oil capacities (10 quarts to 8 quarts on IO-360 series engines). Usable oil is 5 quarts.

NOTE 6. Model R172J and on  
Cylinder head temperature probe to be installed in No. 2 cylinder head.

Model 172RG and on  
Cylinder head temperature probe to be installed in No. 4 cylinder head.

NOTE 7. The marking of the airspeed indicator with IAS provides an equivalent level of safety to CAR 3.757 when the approved airspeed calibration data presented in Section V of the Pilot's Operating Handbooks listed below is available to the pilot:

|  |                                      |
|--|--------------------------------------|
| R172K, Cessna P/N D1083-13 (S/N R1722000 through R1722724) | (Landplane)                          |
| R172K, Cessna P/N D1110-13 (S/N R1722725 through R1722929) | (Landplane)                          |
| R172K, Cessna P/N D1098-13 (S/N R1722725 through R1722929) | (Floatplane)                         |
| R172K, Cessna P/N D1139-13PH                               | (S/N 680, R1722930 through R1723199) |
| R172K, Cessna P/N D1173-13PH                               | (S/N R1723200 through R1723399)      |
| R172K, Cessna P/N D1193-13PH                               | (S/N R1723400 through R1723454)      |
| 172RG, Cessna P/N D1174-13PH                               | (S/N 172RG0001 through 172RG0570)    |
| 172RG, Cessna P/N D1194-13PH                               | (S/N 172RG0571 through 172RG0890)    |
| 172RG, Cessna P/N D1213-13PH                               | (S/N 172RG0891 through 172RG1099)    |
| 172RG, Cessna P/N D1232-13PH                               | (S/N 172RG1100 through 172RG1144)    |
| 172RG, Cessna P/N D1253-13PH                               | (S/N 172RG1145 through 172RG1177)    |

NOTE 8. 14-volt electrical system  
(S/N R1722000 through R1722724)

28-volt electrical system  
(S/N 680, R1722725 and on; S/N 172RG0001 and on)

In addition to the placards specified above, the prescribed operating limitations indicated by an asterisk (\*) under Sections I through IX of this data sheet must also be displayed by permanent markings.

NOTE 9. For Models 172RG, P172, R172, and 175:

"WARNING: Use of alcohol-based fuels can cause serious performance degradation and fuel system component damage, and is therefore prohibited on Cessna airplanes."

.....END.....