

PERFORMANCE-
SPECIFICATIONS

CESSNA
MODEL 172P

PERFORMANCE - SPECIFICATIONS

SPEED:

Maximum at Sea Level	123 KNOTS
Cruise, 75% Power at 8000 Ft	120 KNOTS

CRUISE: Recommended lean mixture with fuel allowance for engine start, taxi, takeoff, climb and 45 minutes reserve.

75% Power at 8000 Ft	Range	440 NM
40 Gallons Usable Fuel	Time	3.8 HRS
75% Power at 8000 Ft	Range	585 NM
50 Gallons Usable Fuel	Time	5.0 HRS
75% Power at 8000 Ft	Range	755 NM
62 Gallons Usable Fuel	Time	6.4 HRS
Maximum Range at 10,000 Ft	Range	520 NM
40 Gallons Usable Fuel	Time	5.6 HRS
Maximum Range at 10,000 Ft	Range	680 NM
50 Gallons Usable Fuel	Time	7.4 HRS
Maximum Range at 10,000 Ft	Range	875 NM
62 Gallons Usable Fuel	Time	9.4 HRS

RATE OF CLIMB AT SEA LEVEL

SERVICE CEILING 13,000 FT

TAKEOFF PERFORMANCE:

Ground Roll	890 FT
Total Distance Over 50-Ft Obstacle	1625 FT

LANDING PERFORMANCE:

Ground Roll	540 FT
Total Distance Over 50-Ft Obstacle	1280 FT

STALL SPEED (KCAS):

Flaps Up, Power Off	51 KNOTS
Flaps Down, Power Off	46 KNOTS

MAXIMUM WEIGHT:

Ramp	2407 LBS
Takeoff or Landing	2400 LBS

STANDARD EMPTY WEIGHT:

Skyhawk	1414 LBS
Skyhawk II	1440 LBS

MAXIMUM USEFUL LOAD:

Skyhawk	993 LBS
Skyhawk II	967 LBS

BAGGAGE ALLOWANCE

	120 LBS
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WING LOADING: Pounds/Sq Ft

	13.8
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POWER LOADING: Pounds/HP

	15.0
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FUEL CAPACITY: Total

Standard Tanks	43 GAL.
Long Range Tanks	54 GAL.
Integral Tanks	68 GAL.

OIL CAPACITY

	8 QTS
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ENGINE: Avco Lycoming

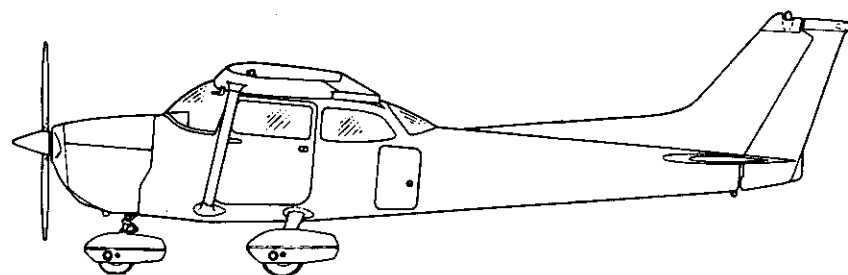
160 BHP at 2700 RPM	O-320-D2J
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PROPELLER: Fixed Pitch, Diameter

	75 IN.
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The above performance figures are based on the indicated weights, standard atmospheric conditions, level hard-surface dry runways, and no wind. They are calculated values derived from flight tests conducted by the Cessna Aircraft Company under carefully documented conditions and will vary with individual airplanes and numerous factors affecting flight performance.

INFORMATION MANUAL



CESSNA AIRCRAFT COMPANY

1981 MODEL 172P

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CESSNA AIRCRAFT COMPANY
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SECTION 4 NORMAL PROCEDURES

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Steep slips should be avoided with flap settings greater than 20° due to a slight tendency for the elevator to oscillate under certain combinations of airspeed, sideslip angle, and center of gravity loadings.

NOTE

Carburetor heat should be applied prior to any significant reduction or closing of the throttle.

Actual touchdown should be made with power-off and on the main wheels first to reduce the landing speed and subsequent need for braking the landing roll. The nose wheel is lowered to the runway gently after the speed has diminished to avoid unnecessary nose gear loads. This procedure is especially important in rough or soft field landings.

SHORT FIELD LANDING

For a short field landing in smooth air conditions, make an approach at 61 KIAS with 30° flaps using enough power to control the glide path. (Slightly higher approach speeds should be used under turbulent air conditions.) After all approach obstacles are cleared, progressively reduce power and maintain the approach speed by lowering the nose of the airplane. Touchdown should be made with power off and on the main wheels first. Immediately after touchdown, lower the nose wheel and apply heavy braking as required. For maximum brake effectiveness, retract the flaps, hold the control wheel full back, and apply maximum brake pressure without sliding the tires.

CROSSWIND LANDING

When landing in a strong crosswind, use the minimum flap setting required for the field length. If flap settings greater than 20° are used in sideslips with full rudder deflection, some elevator oscillation may be felt at normal approach speeds. However, this does not affect control of the airplane. Although the crab or combination method of drift correction may be used, the wing-low method gives the best control. After touchdown, hold a straight course with the steerable nose wheel and occasional braking if necessary.

The maximum allowable crosswind velocity is dependent upon pilot capability as well as aircraft limitations. Operation in direct crosswinds of 15 knots has been demonstrated.

BALKED LANDING

In a balked landing (go-around) climb, reduce the flap setting to 20° immediately after full power is applied. If obstacles must be cleared during

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SECTION 4 NORMAL PROCEDURES

the go-around climb, reduce the wing flap setting to 10° and maintain a safe airspeed until the obstacles are cleared. Above 3000 feet, lean the mixture to obtain maximum RPM. After clearing any obstacles, the flaps may be retracted as the airplane accelerates to the normal flaps-up climb speed.

COLD WEATHER OPERATION

STARTING

Prior to starting on cold mornings, it is advisable to pull the propeller through several times by hand to "break loose" or "limber" the oil, thus conserving battery energy.

NOTE

When pulling the propeller through by hand, treat it as if the ignition switch is turned on. A loose or broken ground wire on either magneto could cause the engine to fire.

When air temperatures are below 20°F (-6°C), the use of an external preheater and an external power source are recommended whenever possible to obtain positive starting and to reduce wear and abuse to the engine and electrical system. Pre-heat will thaw the oil trapped in the oil cooler, which probably will be congealed prior to starting in extremely cold temperatures. When using an external power source, the position of the master switch is important. Refer to Section 9, Supplements, for Ground Service Plug Receptacle operating details.

Cold weather starting procedures are as follows:

With Preheat:

1. With ignition switch OFF and throttle closed, prime the engine four to eight strokes as the propeller is being turned over by hand.

NOTE

Use heavy strokes of primer for best atomization of fuel. After priming, push primer all the way in and turn to locked position to avoid possibility of engine drawing fuel through the primer.

2. Propeller Area -- CLEAR.
3. Avionics Power Switch -- OFF.
4. Master Switch -- ON.