

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

	A9CE
	Revision 27
	CESSNA
188	A188A
188A	A188B
188B	T188C
A188	
	March 31, 2003

**TYPE CERTIFICATE DATA SHEET NO. A9CE**

This data sheet which is part of Type Certificate A9CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder      Cessna Aircraft Company  
P O Box 7704  
Wichita KS 67277

**I. Model 188, AGwagon 230, 1 PCLM (Normal and Restricted Category), approved February 14, 1966**

- |   |  |
|---|--|
| Engine                                      | Continental O-470-R  |
| *Fuel                                       | 80/87 minimum grade aviation gasoline  |
| *Engine limits                              | For all operations, 2600 rpm (230 hp)  |
| Propeller and propeller limits              | <ol style="list-style-type: none"> <li>1. (a) McCauley 1A200/AOM fixed pitch<br/>Static rpm at max. permissible throttle setting:<br/>not over 2300, not under 2200<br/>No additional tolerance permitted<br/>Diameter: not over 90 in., not under 88 in.</li> <li>2. (a) McCauley constant speed, 2A34C50 hub with 90A-2 blades<br/>Diameter: not over 88 in., not under 86 in.<br/>Pitch settings at 36 in. sta.: low 8°, high 22°<br/>(b) Governor: Garwin 34-828-01, McCauley C290D2/T1 or C290D3/T1,<br/>or Woodward A210452</li> <li>3. (a) McCauley constant speed, 2A34C66 hub with 90AT-2 blades<br/>Diameter: not over 88 in., not under 86 in.<br/>Pitch settings at 36 in. sta.: low 8°, high 22°<br/>(b) Governor: Garwin 34-828-01, McCauley C290D2/T1 or C290D3/T1,<br/>or Woodward A210452</li> <li>4. (a) McCauley constant speed, 2A34C201 hub with 90DA-2 blades<br/>Diameter: not over 88 in., not under 86.5 in.<br/>Pitch settings at 30 in. sta.: low 10.5°, high 24.5°<br/>(b) Governor: Garwin 34-828-01, McCauley C290D2/T1 or C290D3/T1,<br/>or Woodward A210452</li> <li>5. (a) McCauley constant speed, 2A34C203 hub with 90DCA-2 blades<br/>Diameter: not over 88 in., not under 86.5 in.<br/>Pitch settings at 30 in. sta.:<br/>Low 10.0°, high 24.5°<br/>(b) Governor: Garwin 34-828-01, McCauley C290D2/T1 or C290D3/T1,<br/>or Woodward A210452</li> </ol> |
| *Airspeed Limits (CAS)<br>(Normal Category) | Never exceed 181 mph (157 knots)<br>Maximum structural cruising      144 mph (125 knots)<br>Maneuvering      127 mph (110 knots)<br>Flaps extended      110 mph ( 96 knots)<br><i>(See Additional Limitation for Restricted Category.)</i>   |

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**A9CE**

**I. Model 188, AGwagon 230** (cont'd)

C.G. Range (Normal Category)	(+39.0) to (+45.5) at 2300 lb. or less (+41.0) to (+45.5) at 3300 lbs. Straight line variation between points given.	
Empty weight C.G. range	None	
*Maximum weight	3300 lb. (Normal Category)	
Number of Seats (Max.)	1 (at +91 to +95)	
Maximum Baggage	100 lb. (+12.0) (optional)	
Fuel Capacity	37 gal. (+11.0; 36.5 gal. usable) <i>See Note 1 for data on unusable fuel.</i>	
Oil Capacity	12 qt. (-17.0; includes 9 lb. unusable) <i>See Note 1 for data on undrainable oil.</i>	
Control surface movements	Wing flaps (S/N 188-0001 through 188-0293)	0° - 28° ± 2°
	Wing flaps (S/N 188-0294 and on)	0° - 20° ± 1°
	Ailerons (from neutral) Up 18° ± 1°	Down 10° ± 1°
	Elevators Up 26° 30' ± 1°	Down 21° ± 1°
	Elevator tab Up 12° ± 1°	Down 27° ± 1°
	Rudder Right 24° + 0°, -1°	Left 24° + 0°, -1°
	(Neutral aileron is rigged with trailing edge 3° ± 30' below trailing edge of wing.)	

Additional Limitations for Restricted Category

*Airspeed limits (CAS)	Maximum operating speed in agricultural operations	120 mph (104 knots)
*C.G. Range	(+39.0) to (+45.5) at 2300 lbs. or less (+42.0) to (+45.5) at 3800 lbs.	
*Maximum Weight	3800 lb. ( <i>See Note 3.</i> )	
Serial numbers eligible	653, 188-0001 through 188-0572	

**II. Model A188, AGwagon 300, 1 PCLM (Normal and Restricted Category), approved February 14, 1966**

Engine	Continental IO-520-D	
*Fuel	100/130 minimum grade aviation gasoline	
*Engine limits	Takeoff (5 min.) at 2850 rpm (300 hp) For all other operations, 2700 rpm (285 hp)	
Propeller and propeller limits	1. (a) McCauley D2A34C58 hub or D2A34C58-0 (oil filled) hub with 90AT-4 blades Diameter: not over 86 in., not under 84 in. Pitch settings at 36 in. sta.: Low 8°, high 25°	
	(b) Governor: Garwin 34-828-01 or McCauley C290D2/T9 or C290D3/T9, or Woodward A210462 (c) Spinner, Cessna 0752040 (optional)	
	2. (a) McCauley F2A34C58 hub with 90AT-4 blades Diameter: not over 86 in., not under 84 in. Pitch settings at 36 in. sta.: Low 8°, high 25°	

**II. Model A188, AGwagon 300** (cont'd)

	(b) Governor: Garwin 34-828-01 or McCauley C290D2/T9 or C290D3/T9, or Woodward A210462
3. (a) McCauley D2A34C58/90AT-8 or D2A34C58-0/90AT-8 (oil filled)	Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: Low 8.8°, high 25.8°
	(b) Governor: Garwin 34-828-01, McCauley C290D2/T9 or C290D3/T9, or Woodward A210462
4. (a) McCauley D2A34C98/90AT-8 or D2A34C98-0/90AT-8 (oil filled)	Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: Low 8°, high 25°
	(b) Governor: Garwin 34-828-01, McCauley C290D2/T9 or C290D3/T9, or Woodward A210462
	(c) Spinner, Cessna 0752040 (optional)
*Airspeed Limits (CAS) (Normal Category)	Never exceed 181 mph (157 knots) Maximum structural cruising 144 mph (125 knots) Maneuvering 127 mph (110 knots) Flaps extended 110 mph (96 knots) (See Additional Limitation for Restricted Category.)
C.G. Range (Normal Category)	(+39.0) to (+45.0) at 2300 lbs. or less (+41.0) to (+45.5) at 3300 lbs. Straight line variation between points given.
Empty weight C.G. range	None
*Maximum weight	3300 lbs. (normal category)
Number of seats (maximum)	1 (at +91 to +95)
Maximum baggage	100 lb. (+12.0) (optional)
Fuel capacity	37 gal. (+11.0; 36.5 gal. usable) See Note 1 for data on unusable fuel.
Oil capacity	12 qt. (-17.0; includes 9 lb. usable) See Note 1 for data on undrainable oil.
Control surface movements	Wing flaps (S/N 188-0001 through 188-0293) 0° - 28° ± 2° Wing flaps (S/N 188-0294 and on) 0° - 20° ± 1° Ailerons (from neutral) Up 18° ± 1° Down 10° ± 1° Elevators Up 26° 30' ± 1° Down 21° ± 1° Elevator tab Up 12° ± 1° Down 27° ± 1° Rudder Right 24° + 0°, -1° Left 24° + 0°, -1° (Neutral aileron is rigged with trailing edge 3° ± 30' below trailing edge of wing.)

**Additional Limitations for Restricted Category**

*Airspeed limits (CAS)	Maximum operating speed in agricultural operations 120 mph (104 knots)
C.G. range	(+39.0) to (+45.5) at 2300 lbs. or less (+42.4) to (+45.5) at 4000 lbs.
*Maximum weight	4000 lbs. (See Note 3.)
Serial numbers eligible	653, 188-0001 through 188-0572

**III. Model 188A, AGwagon "A" & "B", 1 PCLM (Normal and Restricted Category), approved September 26, 1969**

Engine	Continental O-470-R								
*Fuel	80/87 minimum grade aviation gasoline								
*Engine limits	For all operations, 2600 rpm (230 hp)								
Propeller and propeller limits	<ol style="list-style-type: none"> <li>1. (a) McCauley 1A200/AOM fixed pitch Static rpm at maximum permissible throttle setting: Not over 2300, not under 2200 No additional tolerance permitted. Diameter: not over 90 in., not under 88 in.</li> <li>2. (a) McCauley constant speed, 2A34C50 hub with 90A-2 blades Diameter: not over 88 in., not under 86 in. Pitch settings at 36 in. sta.: low 8°, high 22° (b) Governor: Woodward A210452, Garwin 34-828-01, McCauley C290D2/T1 or C290D3/T1</li> <li>3. (a) McCauley constant speed, 2A34C66 hub with 90AT-2 blades Diameter: not over 88 in., not under 86 in. Pitch settings at 36 in. sta.: low 8°, high 22° (b) Governor: Woodward A210452, Garwin 34-828-01, McCauley C290D2/T1 or C290D3/T1</li> <li>4. (a) McCauley constant speed, 2A34C201 hub with 90DA-2 blades Diameter: not over 88 in., not under 86.5 in. Pitch settings at 30 in. sta.: low 10.5°, high 24.5° (b) Governor: Woodward A210452, Garwin 34-828-01, McCauley C290D2/T1 or C290D3/T1</li> <li>5. (a) McCauley constant speed 2A34C203 hub with 90 DCA-2 blades Diameter: not over 88 in., not under 86.5 in. Pitch settings at 30 in. sta.: low 10.0°, high 24.5° (b) Governor: Woodward A210452, Garwin 34-828-01, McCauley C290D2/T1 or C290D3/T1</li> </ol>								
*Airspeed Limits (CAS)	<table> <tr> <td>Never exceed</td><td>181 mph (157 knots)</td></tr> <tr> <td>Maximum structural cruising</td><td>144 mph (125 knots)</td></tr> <tr> <td>Maneuvering</td><td>127 mph (110 knots)</td></tr> <tr> <td>Flaps extended</td><td>110 mph ( 96 knots)</td></tr> </table> <i>(See Additional Limitation for Restricted Category.)</i>	Never exceed	181 mph (157 knots)	Maximum structural cruising	144 mph (125 knots)	Maneuvering	127 mph (110 knots)	Flaps extended	110 mph ( 96 knots)
Never exceed	181 mph (157 knots)								
Maximum structural cruising	144 mph (125 knots)								
Maneuvering	127 mph (110 knots)								
Flaps extended	110 mph ( 96 knots)								
C.G. range (normal category)	(+39.0) to (+45.5) at 2300 lbs. or less (+41.0) to (+45.5) at 3300 lbs. Straight line variation between points given.								
Empty weight C.G. range	None								
*Maximum weight	3300 lbs. (normal category)								
Number of seats (max.)	1 (at +91 to 95)								
Maximum baggage	100 lb. (+12.0) (optional)								
Fuel capacity	37 gal. (+11.0; 36.5 usable) <i>See Note 1 for data on unusable fuel.</i>								

**III. Model 188A, AGwagon "A" & "B" (cont'd)**

Oil capacity	12 qt. (-17.0; includes 9 lb. unusable) <i>See Note 1 for data on undrainable oil.</i>			
Control surface movements	Wing flaps		Down	20° ± 1°
	Ailerons (from neutral)	Up	18° ± 1°	Down 10° ± 1°
	Elevators	Up	26° ± 1°	Down 21° ± 1°
	Elevator tab	Up	12° ± 1°	Down 27° ± 1°
	Rudder	Right	24° + 0°, -1°	Left 24° + 0°, -1°
	(Neutral aileron is rigged with trailing edge 3° ± 30' below trailing edge of wing.)			

**Additional Limitations for Restricted Category**

*Airspeed limits (CAS)	Maximum operating speed in agricultural operations	120 mph (104 knots)
C.G. range	(+39.0) to (+45.5) at 2300 lbs. or less (+42.0) to (+45.5) at 3800 lbs. Straight line variation between points given.	
*Maximum weight	<i>See Note 3.</i>	
Serial numbers eligible	18800573 through 18800832	

**IV. Model A188A, AGwagon "A" & "B", 1 PCLM (Normal and Restricted Category), approved September 26, 1969**

Engine	Continental IO-520-D		
*Fuel	100/130 minimum grade aviation gasoline		
*Engine limits	Takeoff (5 min.) at 2850 rpm (300 hp) For all other operations, 2700 rpm (285 hp)		
	<ol style="list-style-type: none"> <li>1. (a) McCauley D2A34C58 hub or D2A34C58-0 (oil filled) hub with 90AT-4 blades Diameter: not over 86 in., not under 84 in. Pitch settings at 36 in. sta.: Low 8°, high 25°</li> <li>(b) Governor: Garwin 34-828-01, McCauley C290D2/T9 or C290D3/T9, or Woodward A210462</li> <li>2. (a) McCauley F2A34C58 hub with 90AT-4 blades Diameter: not over 86 in., not under 84 in. Pitch settings at 36 in. sta.: Low 8°, high 25°</li> <li>(b) Governor: Garwin 34-828-01, McCauley C290D2/T9 or C290D3/T9, or Woodward A210462</li> <li>3. (a) McCauley D2A34C58/90AT-8 or D2A34C58-0/90AT-8 (oil filled) Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: Low 8.8°, high 25.8°</li> <li>(b) Governor: Garwin 34-828-01, McCauley C290D2/T9 or C290D3/T9, or Woodward A210462</li> <li>4. (a) McCauley D2A34C98/90AT-4 or D2A34C98-0/90AT-4 (oil filled) Diameter: not over 86 in., not under 84 in. Pitch settings at 36 in. sta.: Low 8°, high 25°</li> <li>(b) Governor: Garwin 34-828-01, McCauley C290D2/T9 or C290D3/T9</li> </ol>		

**IV. Model A188A, AGwagon "A" & "B"** (cont'd)

5. (a) McCauley D2A34C98/90AT-8 or D2A34C98-0/90AT-8 (oil filled)  
 Diameter: not over 82 in., not under 80 in.  
 Pitch settings at 36 in. sta.:  
 Low 8.8°, high 25.8°
- (b) Governor: Garwin 34-828-01, McCauley C290D2/T9 or C290D3/T9

*Airspeed Limits (CAS)	Never exceed	181 mph (157 knots)
	Maximum structural cruising	144 mph (125 knots)
	Maneuvering	127 mph (110 knots)
	Flaps extended	110 mph (96 knots)
	<i>(See Additional Limitation for Restricted Category.)</i>	
C.G. Range	(+39.0) to (+45.5) at 2300 lbs. or less	
(Normal Category)	(+41.0) to (+45.5) at 3300 lbs.	
	Straight line variation between points given.	
Empty weight C.G. Range	None	
*Maximum weight	3300 lbs. (normal category)	
Number of seats (max.)	1 (at +91 to +95)	
Maximum baggage	100 lb. (+12.0) (Optional)	
Fuel capacity	37 gal. (+11.0; 36.5 gal. usable)	
	<i>See Note 1 for data on unusable fuel.</i>	
Oil capacity	12 qt. (-17.0; includes 9 lbs. unusable)	
	<i>See Note 1 for data on undrainable oil.</i>	
Control surface movements	Wing flaps	Down 20° ± 1°
	Ailerons (from neutral) Up 18° ± 1°	Down 10° ± 1°
	Elevators Up 26° ± 1°	Down 21° ± 1°
	Elevator tab Up 12° ± 1°	Down 27° ± 1°
	Rudder Right 24° + 0°, -1°	Left 24° + 0°, -1°
	(Neutral aileron is rigged with trailing edge 3° ± 30' below trailing edge of wing.)	

**Additional Limitations for Restricted Category**

*Airspeed Limits (CAS)	Maximum operating speed in agricultural operations 120 mph (104 knots)
C.G. Range	(+39.0) to (+47.5) at 2300 lbs. or less (+39.4) to (+47.5) at 2500 lbs. (+42.4) to (+45.5) at 4000 lbs. Straight line variation between points given.
*Maximum weight	<i>See Note 3.</i>
Serial numbers eligible	18800573 through 18800832

**V. Model 188B, AGpickup, 1 PCLM (Restricted Category), approved December 20, 1971**  
**Model 188B, AGpickup, 1 PCLM (Normal Category) (See required equipment, item 2),**  
**approved December 20, 1971**

Engine	Continental O-470-R (S/N 18800833 through 18801824) Continental O-470-S (S/N 18801825 and up) <i>(See Note 6.)</i>
*Fuel	80/87 minimum grade aviation gasoline

**V. Model 188B, AGpickup** (cont'd).

*Engine limits	For all operations, 2600 rpm (230 hp)	
Propeller and propeller limits	<ol style="list-style-type: none"> <li>1. (a) McCauley 1A200/AOM Fixed Pitch Static rpm at max. permissible throttle setting: Not over 2300, not under 2200 No additional tolerance permitted. Diameter: not over 90 in., not under 88 in.</li> <li>2. (a) McCauley Constant Speed, 2A34C50 hub with 90A-2 blades Diameter: not over 88 in., not under 86 in. Pitch settings at 36 in. sta.: Low 8°, high 22°</li> <li>(b) Governor: Woodward A210452, Edo-Aire 34-828-01 or McCauley C290D2/T1 or C290D3/T1</li> <li>3. (a) McCauley constant speed, 2A34C66 hub with 90AT-2 blades Diameter: not over 88 in., not under 86 in. Pitch settings at 36 in. sta.: Low 8°, high 22°</li> <li>(b) Governor: Woodward A210452, Edo-Aire 34-828-01 or McCauley C290D2/T1 or C290D3/T1</li> <li>4. (a) McCauley constant speed, 2A34C201 hub with 90DA-2 blades Diameter: not over 88 in., not under 86.5 in. Pitch settings at 30 in. sta.: Low 10.5°, high 24.5°</li> <li>(b) Governor: Woodward 4210452, Edo-Aire 34-828-01 or McCauley C290D2/T1 or C290D3/T1</li> <li>5. (a) McCauley constant speed, 2A34C203 hub with 90DCA-2 blades Diameter: not over 88 in., not under 86.5 in. Pitch settings at 30 in. sta.: Low 10.0°, high 24.5°</li> <li>(b) Governor: Woodward A210452, Edo-Aire 34-828-01, McCauley C290D2/T1 or C290D3/T1</li> </ol>	
*Airspeed Limits (CAS)	Never exceed	181 mph (157 knots)
	Maximum structural cruising	144 mph (125 knots)
	Maneuvering	116 mph (101 knots)
	Flaps extended (5°)	120 mph (104 knots)
	(10° - 20°)	110 mph ( 96 knots)
C.G. Range (normal category)	(+39.0) to (+45.5) at 2300 lbs. or less (+41.0) to (+45.5) at 3300 lbs. Straight line variation between points given.	
Empty weight C.G. range	None	
*Maximum weight	3300 lbs. (normal category)	
Number of seats (max.)	1 (at +91 to +95)	
Maximum cargo	26.7 cubic feet within operational gross weight	
Fuel capacity	37 gal. (+11.0, 36.5 usable) <i>See Note 1 for data on unusable fuel.</i>	
Oil capacity	12 qt. (-17.0; includes 9 lb. unusable) <i>See Note 1 for data on undrainable oil.</i>	

**V. Model 188B, AGpickup** (cont'd).

Control surface movements	Wing flaps		Down	20° ± 1°
	Ailerons (from neutral)	Up	18° ± 1°	Down 10° ± 1°
	Elevators	Up	26° ± 1°	Down 21° ± 1°
	Elevator tab	Up	12° ± 1°	Down 27° ± 1°
	Rudder	Right	24° + 0°, -1°	Left 24° + 0°, -1°
(Neutral aileron is rigged with trailing edge 3° ± 30' below trailing edge of wing.)				

Additional Limitations for Restricted Category

*Airspeed limits (CAS)	Maximum operating speed in agricultural operations	120 mph (104 knots)
C.G. Range	(+39.0) to (+45.5) at 2300 lbs. or less (+42.0) to (+45.5) at 3800 lbs. Straight line variation between points given.	
*Maximum Weight	<i>See Note 3.</i>	
Serial numbers eligible	18800833 through 18802348	

**VI. Model A188B, AGwagon "C" and AGtruck, 1 PCLM (Restricted Category), approved December 20, 1971,  
Model A188B, Agwagon "C" and AGtruck, 1 PCLM (Normal Category), (see required equipment, Item 2),  
 approved December 20, 1971**

Engine	Continental IO-520-D	
*Fuel	100/130 minimum grade aviation gasoline (S/N 18800833 through 18803046) 100LL/130 minimum grade aviation gasoline (S/N 678T, 18803047 and on)	
*Engine limits	Takeoff (5 min.) at 2850 rpm (300 hp) For all other operations, 2700 rpm (285 hp)	
Propeller and propeller limits	<ol style="list-style-type: none"> <li>S/N 678T, 18800833 through 18803721               <ol style="list-style-type: none"> <li>McCauley D2A34C58/90AT-8 or D2A34C98/90AT-8 or D2A34C58-0/90AT-8 (oil filled) or D2A34C98-0/90AT-8 (oil filled) Diameter: not over 82 in., not under 80 in. Pitch setting at 36 in. sta.: Low 8.8°, high 25.8°</li> <li>Governor: Edo-Aire 34-828-01-1, McCauley C290D2/T9 or C290D3/T9, or Woodward A210462</li> </ol> </li> <li>S/N 678T, 18800833 through 18803721               <ol style="list-style-type: none"> <li>McCauley D2A34C58/90AT-4 or D2A34C98/90AT-4 or D2A34C58-0/90AT-4 (oil filled) or D2A34C98-0/90AT-4 (oil filled) Diameter: not over 86 in., not under 84 in. Pitch settings at 36 in. sta.: Low 8°, high 25°</li> <li>Governor: Edo-Aire 34-828-01-1, McCauley C290D2/T9 or C290D3/T9, or Woodward A210462</li> </ol> </li> <li>S/N 678T, 18802002 through 18803721 and those aircraft reworked per SE75-4               <ol style="list-style-type: none"> <li>McCauley D3A32C90/82NC-2 or D3A32C90-N/82NC-2 (oil filled) Diameter: not over 80 in., not under 78.5 in. Pitch setting at 30 in. sta.: Low 10.4°, high 28.1°</li> <li>Governor: McCauley C290D2/T9 or C290D3/T9, Edo-Aire 34-828-01-1 or Woodward A210462</li> </ol> </li> </ol>	

**VI. Model A188B** (cont'd)

4. S/N 18803722 and on and those aircraft reworked per Cessna Service Kit SK188-76 or SK188-77
  - (a) McCauley B2A34C205/90DHA-4  
Diameter: not over 86 in., not under 84.5 in.  
Pitch setting at 30 in. sta.:  
Low 9.7°, high 28.5°
  - (b) Governor: McCauley C290D3/T9
5. S/N 18803722 and on
  - (a) McCauley D3A32C408/82NDA-2  
Diameter: not over 80 in., not under 78.5 in.  
Pitch setting at 30 in. sta.:  
Low 10.4°, high 28.1°
  - (b) Governor: McCauley C290D3/T9

**\*Airspeed limits (CAS)**

(S/N 18800833 through 18802348)

Never exceed	181 mph	(157 knots)
Maximum structural cruising	144 mph	(125 knots)
Maneuvering	116 mph	(101 knots)
Flaps extended (5°)	120 mph	(104 knots)
(10° - 20°)	110 mph	( 96 knots)

(IAS)

*(See Note 7 on use of IAS)*

(S/N 678T, 18802349 through 18803721)

Never exceed	182 mph	(158 knots)
Maximum structural cruising	146 mph	(126 knots)
Maneuvering	118 mph	(103 knots)
Flaps extended (5°)	121 mph	(105 knots)
(10° - 20°)	109 mph	( 95 knots)

(IAS)

*(See Note 7 on use of IAS)*

(S/N 18803722 and on)

Never exceed	179 mph	(156 knots)
Maximum structural cruising	144 mph	(125 knots)
Maneuvering	118 mph	(102 knots)
Flaps extended (5°)	122 mph	(106 knots)
(10° - 20°)	112 mph	( 97 knots)

**C.G. Range**

(Normal Category)

(+39.0) to (+45.5) at 2300 lbs. or less

(+41.0) to (+45.5) at 3300 lbs.

Straight line variation between points given.

**Empty weight C.G. Range**

None

**\*Maximum weight**

3300 lbs. (Normal Category)

**Number of seats (maximum)**

1 at (+91) to (+95)

**Maximum cargo**1670 lb. at +43.0 sta. *(see Note 5)***Fuel capacity**

37 gal. (+11.0); (36.5 gal. usable) fuselage tank (through S/N 18802745)  
 56 gal. (+48.0); (54 gal. usable) wing tanks (through S/N 18801346)  
 54 gal. (+48.0); (52 gal. usable) wing tanks (S/N 678T, 18801347 and on)  
*See Note 1 for data on unusable fuel.*

**Oil capacity**

12 qt. (-17.0; includes 9 lb. unusable through S/N 18803856)  
 13 qt. (-15.9) (9 lb. unusable) (S/N 18803857T and on)  
*See Note 1 for data on undrainable oil.*

**VI. Model A188B** (cont'd)

Control surface movements	Wing flaps		Down	20° ± 1°
	Ailerons (from neutral)		Up	18° ± 1°
			Down	10° ± 1°
	Elevators		Up	26° ± 1°
			Down	21° ± 1°
Elevator tab			Up	12° ± 1°
			Down	27° ± 1°
Rudder	Right	24° + 0°, -1°		
			Left	24° + 0°, -1°

(Neutral aileron is rigged with trailing edge 3° ± 30' below trailing edge of wing.)

Additional Limitations for Restricted Category

*Airspeed Limits (CAS)	Max. operation speed in agricultural operations	120 mph (104 knots)
	(S/N 18800833 through 18802348)	
	Max. operation speed in agricultural operations	121 mph (105 knots)
	(S/N 678T, 18802349 through 18803721)	
C.G. Range	Max. operation speed in agricultural operations	130 mph (113 knots)
	(S/N 18803722 and on)	
	(+39.0) to (+47.5) at 2300 lbs. or less	
	(+39.4) to (+47.5) at 2500 lbs.	
*Maximum Weight	(+41.0) to (+46.4) at 3300 lbs.	
	(+39.3) to (+45.2) at 4200 lbs. (see Note 3)	
	Straight line variation between points given.	
	<i>See Note 3.</i>	
Serial numbers eligible	678T, 18800833 through 18803973 ( <i>See Note 5.</i> )	

**VII. Model T188C, Aghusky, 1 PCLM (Restricted Category), approved September 8, 1978**

Engine	Continental TSIO-520-T	
*Fuel	100LL/100 minimum grade aviation gasoline	
*Engine limits	310 hp at 2700 rpm and 39.5 in. Hg. for all operations	
Propeller and propeller limits	1. (a) McCauley D3A34C402/90DFA-10	
	Diameter: not over 80 in., not under 78.5 in.	
	Pitch settings at 30 in. sta.:	
	Low 12.4°, high 28.5°	
	Avoid continuous operation between 2000 and 2250 rpm above 27 in. mp.	
*Airspeed limits (IAS)	(b) Cessna spinner 0750286	
	(c) McCauley hydraulic governor C161031-0110	
	Maximum operational speed in agricultural operations	130 mph (113 knots)
	Flaps extended (5°)	121 mph (105 knots)
	(10° - 20°)	109 mph (95 knots)
<i>(See Note 7 on use of IAS.)</i>		
C.G. Range (Normal Category)	(+39.0) to (+45.9) at 2300 lbs. or less	
	(+39.7) to (+45.9) at 3300 lbs.	
	(+40.0) to (+45.5) at 3300 lbs.	
	(+39.2) to (+44.0) at 4400 lbs. ( <i>See Note 3.</i> )	
	Straight line variation between points given	
Empty weight C.G. Range	None	
*Maximum weight	3300 lbs. ( <i>See Note 3.</i> )	

**VII. Model T188C** (cont'd)

Number of seats (Maximum)	1 at (+91) to (+95)			
Maximum cargo	See Note 5.			
Fuel capacity	54 gal. (+48.0); 52 gal. usable See Note 1 for data on unusable fuel.			
Oil capacity	13 qt. (-18.7; includes 9 lb. unusable) See Note 1.			
Maximum operating altitude	14,000 MSL			
Control surface movements	Wing flaps		Down	20° ± 1°
	Ailerons (from neutral)	Up 18° ± 1°	Down	10° ± 1°
	Elevators	Up 26° ± 1°	Down	21° ± 1°
	Elevator tab	Up 12° ± 1°	Down	27° ± 1°
	Rudder	Right 24° + 0°, -1°	Left	24° + 0°, -1°
	(Neutral aileron is rigged with trailing edge 3° ± 30' below trailing edge of wing.)			
Serial numbers eligible	T18802839T, T18803307T, T18803308T, T18803325T through T18803974T			

**Data Pertinent to All Models**

Datum	Fuselage station 0.0 (front face of firewall)														
Leveling means	Two jig located nutplates and screws on left of tailcone														
Certification basis	<p>Part 21 of the Federal Aviation Regulations dated February 1, 1965, for Restricted Category.</p> <p>Part 23 of the Federal Aviation Regulations dated February 1, 1965, for Normal Category.</p> <p>In addition, (S/N 18803297 and on) FAR 23.1559 effective March 1, 1978, for Normal Category.</p> <p>For the T188C only, Part 21 of the Federal Aviation Regulations dated February 1, 1965, and Part 23 of the Federal Aviation Regulations dated February 1, 1965, with exception to 23.221 per 21.25(a)(1). In addition, FAR 23.1559 effective March 1, 1978.</p> <p>Application for Type Certificate dated April 7, 1965.</p> <p>Type Certificate NO. A9CE issued February 14, 1966, obtained by the manufacturer under delegation option procedures.</p> <table><tr><td><u>Equivalent Safety Items</u></td><td colspan="3">S/N 678T, 18802349 and on S/N T18802839T, T18803307T, T18803308T, T18803325T and on</td></tr><tr><td>Airspeed Indicator</td><td colspan="3">FAR 23.1545 (<i>See Note 7 on use of IAS.</i>)</td></tr><tr><td>Airspeed Limitations</td><td colspan="3">FAR 23.1583(a)(1)</td></tr></table>			<u>Equivalent Safety Items</u>	S/N 678T, 18802349 and on S/N T18802839T, T18803307T, T18803308T, T18803325T and on			Airspeed Indicator	FAR 23.1545 ( <i>See Note 7 on use of IAS.</i> )			Airspeed Limitations	FAR 23.1583(a)(1)		
<u>Equivalent Safety Items</u>	S/N 678T, 18802349 and on S/N T18802839T, T18803307T, T18803308T, T18803325T and on														
Airspeed Indicator	FAR 23.1545 ( <i>See Note 7 on use of IAS.</i> )														
Airspeed Limitations	FAR 23.1583(a)(1)														
Production Basis	Production Certificate No. 4. Delegation Option Manufacturer No. CE-1 authorized to issue airworthiness certification under delegation option provisions of Part 21 of the Federal Aviation Regulations.														
Equipment:	<p>The basic required equipment as specified in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. This equipment must include a current Airplane Flight Manual effective S/N 678T, 18803297 and on and T18802839T and T18803307T, T18803308T, and T18803325T and on. In addition, the following items of equipment are required:</p> <p>(1) Stall Warning Indicator, Cessna Dwg. 1670056.</p> <p>(2) Model 188B and A188B eligible for normal category certification when Cessna spring 1660206-3 replaces 1660206-2.</p>														

NOTE 1. Current weight and balance report together with list of equipment included in the 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 3 lbs. at +6.0 with the fuselage tank, or 42 lbs. at +48.0 Serials 188-0446 through 188-0572 (or 12 lbs. at +37.3 Serials 18800573 and on) when wing tanks are installed, and undrainable oil of 0.0 lb. at -17.0 through S/N 18802348, or full oil of 22.5 lb. at -17.5 S/N 678T, 18802349 through S/N 18803856; 24.4 lb. at -15.9 S/N 18803857T and on; 24.4 lb. at -18.7 S/N T18802389T, T18803307T, T18803308T, T18803325T and on.

NOTE 2. The following information must be displayed in the form of composite or individual placards.

- (a) In full view of the pilot: (S/N 188-0001 through 188-0572 and 18800573 through 18800832)
- (1) "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. For restricted category operations, refer to additional placards and limitations."
  - (2) "No acrobatic maneuvers including spins approved."
  - (3) "Maximum design weight - 3300 lb. (Reference weight and balance data for loading instructions)."
  - (4) "Maximum maneuvering speed - 127 mph, CAS."
  - (5) "Maximum altitude loss in stall recovery - 200 ft."
  - (6) "Maximum flight maneuvering load factors:
 

Flaps Up	+3.8, -1.52
Flaps Down	+3.0"
  - (7) Maximum flap extension speed - 110 mph, CAS."
  - (8) "Airplane controllable in 15 knot crosswind."
  - (9) "VFR - DAY" or
  - (10) "VFR - DAY - NIGHT."
- (b) (1) In full view of the pilot: (S/N 18800833 through 18802348)
- "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. For restricted category operations refer to additional placards and limitations.

#### MAXIMUMS

Maneuvering speed	116 mph CAS (101 knots)
Gross weight (normal category)	3300 lb.
Altitude loss in stall recovery	140 ft.
Demonstrated crosswind	15 knots
Flight load factor	Flaps Up +3.8, -1.52
	Flaps Down 5° +2.5
	Flaps Down 10° - 20° +2.0

Reference weight and balance data for loading instructions. No acrobatic maneuvers, including spins, approved. Known icing conditions to be avoided. This airplane is certified for the following flight operations as of date of original airworthiness certificate.

VFR - DAY - NIGHT" (as applicable)

- (2) In full view of the pilot: (S/N 18802349 through S/N 18803296)
- "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. For restricted category operations refer to additional placards and limitations.

#### MAXIMUMS

Maneuvering speed	118 mph IAS
Gross weight (normal category)	3300 lb.
Altitude loss in stall recovery	140 ft.
Demonstrated crosswind	15 knots
Flight load factor	Flaps Up +3.8, -1.52
	Flaps Down 5° +2.5
	Flaps Down 10° - 20° +2.0

Reference weight and balance data for loading instructions. No acrobatic maneuvers, including spins, approved. Known icing conditions to be avoided. This airplane is certified for the following flight operations as of date of original airworthiness certificate.

VFR - DAY - NIGHT" (as applicable)

- (3) In full view of the pilot: (S/N 678T, 18803297 and on)  
 "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 Restricted Category are contained in the Airplane Flight Manual.

Refer to weight and balance data for loading instructions.  
 No acrobatic maneuvers, including spins, approved.  
 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" (as applicable)

- (4) In full view of the pilot: (S/N T18802839T, T18803307T, T18803308T, T18803325T and on)  
 "The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Restricted Category. Other operating limitations which must be complied with when operating this airplane in this category are contained in the Airplane Flight Manual. Reference weight and balance data for loading instructions. No acrobatic maneuvers, including spins, approved. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate.

VFR - DAY - NIGHT" (as applicable)

- (c) (1) On crash pad: (S/N 188-0001 through 18802348)  
 Flaps 5° 120 mph  
 Flaps 10° and 20° 110 mph  
 (2) On crash pad: (S/N 18802349 through 18803296)  
 Flaps 5° 121 mph IAS  
 Flaps 10° and 20° 109 mph IAS  
 (3) On crash pad: (effective S/N 678T, 18803297 through 18803721)

#### MAXIMUM AIRSPEEDS

Maneuver	118 MIAS
Flaps 5°	121 MIAS
Flaps 10° and 20°	109 MIAS
Agricultural operations	121 MIAS

- (4) On crash pad: (effective S/N 18803722 and on)

#### MAXIMUM AIRSPEEDS - MIAS

Maneuver (3300 lbs.)	118
Flaps 5°	122
Flaps 10° and 20°	112
Agricultural operations	130

- (d) (1) On flap handle: (S/N 188-0001 through 188-0293)  
 "FLAPS - WARNING Avoid slips with flaps extended."  
"FLAPS - PULL TO EXTEND  
     Takeoff                      Retracted  
    1st Notch 10°  
    2nd Notch 20°  
     Landing                      0 to 3rd Notch 30° "
- (2) On flap handle: (S/N 188-0294 through 188-0572 and 18800573 through 18800832)  
"FLAPS - PULL TO EXTEND  
     Takeoff and Landing Retracted                      0°  
    1st Notch      10°  
    2nd Notch      20°
- (3) On flap handle: (S/N 678T, 18800833 and on)  
"FLAPS - PULL TO EXTEND  
     Takeoff                      Retracted                      0°  
    1st Notch                      5°  
    and                      2nd Notch                      10°  
     Landing                      3rd Notch                      20° "
- (e) (1) Adjacent to the fuel valve control:  
 "Fuel Valve Push-on; 36.5 gals. usable." (through S/N 18802745)
- (2) Adjacent to the fuel valve control for models equipped with wing fuel tanks:  
 "Fuel Valve Push-on; 49 gals. usable." (S/N 188-0446 through 188-0572)  
 "Fuel Valve Push-on; 54 gals. usable." (S/N 18800573 through 18801346)  
 "Fuel Valve Push-on; 52 gals. usable." (S/N 678T, 18801347 and on)
- (f) On Doors:  
 "Do not open doors in flight."
- (g) On Baggage Door: (S/N 188-0001 through 188-0572 and S/N 18800573 through 18800832)  
 "Maximum baggage capacity 100 lb., articles stowed in this compartment to be securely tied down." Refer to Owner's Manual for details.
- (h) On Instrument Panel:  
 "No Smoking." (Except with optional ash tray installation)
- (i) On Hopper Lid:  
 (1) "Hopper capacity 200 U.S. Gal."  
     Serial 188-0001 through 18801040  
     "Maximum allowable hopper load - 1670 lb. See Weight and Balance Data."  
     Serial 18801041 and on  
 (2) "Max. allowable hopper load - 1800 lb. See Weight and Balance Data."  
     (On aircraft serials with "T" suffix)  
 (3) "Max. allowable hopper load - 1900 lb. See Weight and Balance Data."  
     (On aircraft serials with prefix and suffix "T")
- (j) Adjacent to the master switch: (S/N 18800573 through 18801040)  
 (1) "Do not turn off alternator in flight except in emergency."
- (k) Below the fuel flow gauge: (A188, A188A, and A188B through S/N 18802745)  
 "Fuel Flows at Full Throttle
- |          | <u>2850 rpm</u> | <u>2700 rpm</u> |
|----------|-----------------|-----------------|
| S.L.     | 24              | 23              |
| 4000 ft. | 22              | 21              |
| 8000 ft. | 20              | 19"             |
- A188B (S/N 678T, 18802746 through 18803296)  
 "Max. Power Settings and Fuel Flow Takeoff (5 min. only) 2850 rpm  
 Max. Continuous Power 2700 rpm

## Fuel Flows at Full Throttle

	<u>2700 rpm</u>	<u>2850 rpm</u>
S.L.	23 gph	24 gph
4,000 ft.	21 gph	22 gph
8,000 ft.	19 gph	20 gph"

A188B (S/N 18803297 and on)

"Min. Fuel Flows at Full Throttle

<u>RPM</u>	<u>S.L.</u>	<u>4000</u>	<u>8000</u>	<u>12,000</u>
2700	23 GPH	21 GPH	19 GPH	17 GPH
2850	24 GPH	22 GPH	20 GPH	18 GPH"

T188C (S/N T18802839T, T18803307T, T18803308T, T18803325T and on)

"Maximum Allowable Manifold Pressure

<u>Press Alt.</u>	<u>MP. in. Hg.</u>
S.L.	39.5
2500	38.8
5000	38.1
7500	37.3"

- (l) (1) Adjacent to or on the fuel filler cap as applicable (fuselage tank)  
"80/87 Octane 37 U.S. Gal. Cap." (O-470 engine)  
"100/130 Octane 37 U.S. Gal. Cap." (IO-520 engine)
- (2) Adjacent to or on the fuel filler caps (wing tanks)  
"100/130 Octane 28 U.S. Gal. Cap." (through S/N 18801346)  
"100/130 Octane 27 U.S. Gal. Cap." (S/N 18801347 through 18803046)  
"Service this airplane with 100LL/100 Min.  
Aviation Grade Gasoline - Capacity 27.0 Ga." (S/N 678T, 18803047 and on)
- (m) Near tailwheel lock control: (S/N 678T, 18800833 and on) (except for serials with "T" prefix) "Lock for flight."
- (n) On outside of cockpit doors:  
"For emergency door removal pull out hinge pins."
- (o) Below each door sill on inside of cockpit:  
"Pull - Emergency Door Release."
- (p) On Control Lock:  
"Control Lock - Unlock before starting engine."
- (q) On Crash Pad (T18802839T, T18803307T, T18803308T, T18803325T and on)  
"Avoid Continuous Operation above 27 in. M.P. between 2000 and 2250 rpm."

## NOTE 3.

When operating in restricted category, operators may approve higher maximum weights as permitted by FAA Advisory Circular No. 20-33B and Civil Aeronautics Manual 8. With respect to this action, these aircraft have demonstrated satisfactory operation in the restricted category envelope given at 1500 ft. altitude and standard day at the following restricted gross weights:

188 Series	3800 lb.
A188 Series (Serials 188-0001 and on)	4000 lb.
(Serials 18800967T through 18801374T)	4000 lb.
(Serials 678T, 18801375T and on)	4200 lb.
T188C Series (Serials T18802839T, T18803307T, T18803308T, T18803325T and on)	4400 lb.

The following additional information must be displayed in the form of placards when operating in the Restricted Category:

- (a) On Instrument Panel in full view of the pilot:
- (1) "Maximum operating speed in agricultural operations - 120 mph (104 knots)"  
(S/N 188-0001 through 18802348)
  - (2) "Maximum operating speed in agricultural operations - 121 mph IAS. (105 knots IAS)."  
(S/N 18802349 through 18803296)
  - (3) T188C (Serials T18802839T, T18803307T, T18803308T, T18803325T and on)  
MAXIMUM AIRSPEEDS  

Maneuver (3300 lbs.)	117 MIAS
Flaps 5°	121 MIAS
Flaps 10° to 20°	109 MIAS
Agricultural Operation	130 MIAS"
  - (4) "Hopper Dump - Pull"  
(S/N 188-0001 through 18801374) (Airplanes with Transland dump plate assembly)  
"Hopper Dump - - - - ->"  
(S/N 188-0390 and on) (on dump handle) (Airplanes with Transland or Cessna gate box assembly)  
"Dump"  
(S/N 18802311 and on) (Airplanes with Transland P/N 21767 Australian dump plate assembly)
- (b) On canopy, side, window or fuselage side panel:  
"RESTRICTED"

NOTE 4. Cylinder head probe location No. 1 cylinder through S/N 18803046; S/N 18803722 and on. No. 5 cylinder S/N 678T, S/N 18803047 through S/N 18803721. No. 2 cylinder S/N T18802839T, T18803307T, T18803308T, T18803325T and on.

NOTE 5. The letter "T" suffix after the serial number indicates an A188 series aircraft with an 1800 lb. maximum capacity hopper (Ex: 18800967T). Serial numbers with prefix "T" and suffix "T" indicate T188C aircraft with 1900 lb. maximum capacity hopper. (Ex: T18803329T)

NOTE 6. The installation of the O-470-S engine in Model 188B (1972 through 1974) will require a change of the oil temperature gauge. Reference Cessna Service Letter SE 75-2 for this change.

NOTE 7. (a) The marking of the airspeed indicator with IAS provides an equivalent level of safety to FAR 23.1545 when the approved airspeed calibration data presented in Section VI of the Owner's Manual listed below is available to the pilot:

A188B	Cessna P/N D1064-13	(S/N 18802349 through S/N 18802745)
A188B	Cessna P/N D1089-13	(S/N 18802746 through S/N 18803046)
A188B	Cessna P/N D1117-13	(S/N 18803047 through S/N 18803296)

(b) The marking of the airspeed indicator with IAS provides an equivalent level of safety to FAR 23.1545 when the approved airspeed calibration data presented in the FAA approved Airplane Flight Manual listed below is available to the pilot:

A188B	Cessna P/N D1166-13	(S/N 678T, 18803297 through S/N 18803521)
T188C	Cessna P/N D1168-13	(S/N T18803307T, T18803308T, T18803325T through S/N T18803521T)
A188B	Cessna P/N D1180-13FM	(S/N 18803522 through S/N 18803721)
T188C	Cessna P/N D1181-13FM	(S/N T18803522T through T18803721T)
A188B	Cessna P/N D1201-13FM	(S/N 18803722 through 18803856)
T188C	Cessna P/N D1202-13FM	(S/N T18803722T through T18803856T)
A188B	Cessna P/N D1220-13FM	(S/N 18803857T through 18803926T)
T188C	Cessna P/N D1221-13FM	(S/N T18803857T through T18803926T)
A188B	Cessna P/N D1238-13FM	(S/N 18803927T through 18803973T)
T188C	Cessna P/N D1239-13FM	(S/N T18802839T, T18803927T through T18803974T)

NOTE 8.           14 volt electrical system  
                  188/A188 series through Serial 18803046

                  28 volt electrical system  
                  A188 Series, Serial 678T, 18803047 and on  
                  T188 Series, Serial T18803307T, T18803308T, T18803325T and on

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

Note: For 188, A188, and T188:

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

....END....



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

3A12	
Revision 72	
CESSNA	
172	172I
172A	172K
172B	172L
172C	172M
172D	172N
172E	172P
172F (USAF T-41A)	172Q
172G	172R
172H (USAF T-41A)	172S
January 5, 2006	

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

**TYPE CERTIFICATE DATA SHEET NO. 3A12**

This data sheet which is part of Type Certificate No. 3A12 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder                      Cessna Aircraft Company  
P.O. Box 7704  
Wichita, Kansas 67277

**I. Model 172, 4 PCLM (Normal Category), approved November 4, 1955; 2 PCLM (Utility Category), approved December 14, 1956**

Engine    Continental O-300-A or O-300-B

\*Fuel    80/87 minimum grade aviation gasoline

\*Engine limits                                      For all operations, 2700 rpm (145 hp)

- Propeller and propeller limits
1. Propeller
    - (a) McCauley 1A170
 

Static rpm at maximum permissible throttle setting:  
Not over 2360, not under 2230  
No additional tolerance permitted  
Diameter: not over 76 in., not under 74.5 in.
    - (b) Spinner, Dwg. 0550162
  2. Propeller
    - (a) Sensenich M74DR or 74DR
 

Static rpm at maximum permissible throttle setting:  
Not over 2430, not under 2300  
No additional tolerance permitted  
Diameter: not over 74 in., not under 72.0 in.
    - (b) Spinner, Dwg. 0550162

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**I. Model 172, 4 PCLM (Normal Category)** (cont'd)

3. Propeller
  - (a) McCauley 1C172/MDM 7652, 53, or 55 30 lb. (-39.0)  
 Static rpm at maximum permissible throttle setting:  
 Not over 2350, not under 2250  
 No additional tolerance permitted  
 Diameter: not over 76 in., not under 74.5 in.
  - (b) Spinner, Dwg. 0550216

*Airspeed Limits (CAS)	Maneuvering	115 mph (100 knots)				
	Maximum structural cruising	140 mph (122 knots)				
	Never exceed	160 mph (139 knots)				
	Flaps extended	100 mph ( 87 knots)				
C.G. range	Normal	(+40.8) to (+46.4) at 2200 lbs. (+36.4) to (+46.4) at 1733 lbs.				
	Utility category	(+38.4) to (+40.3) at 1950 lbs. (+36.4) to (+40.3) at 1733 lbs. or less				
	Straight line variation between points given.					
Empty weight C.G. range	None					
*Maximum Weight	Normal category	2200 lbs.				
	Utility category	1950 lbs.				
Number of seats	4 (2 at +36, 2 at +70) (For child's optional jump seat, refer to Equipment List.)					
Maximum baggage	120 lbs. (+95)					
Fuel capacity	42 gal. total, 37 gal. usable (two 21 gal. tanks in wings at +48) <i>See Note 1 for weight of unusable fuel and oil.</i>					
Oil capacity	2 gal. (-20), includes 1 gal. unusable					
Control surface movements	Wing flaps	Takeoff	Retracted	0°		
			1st notch	10°		
		Landing	2nd notch	20°		
			3rd notch	30°		
	Ailerons		4th notch	40°		
		Up	20°	Down	14°	
		Elevator tab	Up	28°	Down	13°
		Elevator	Up	28°	Down	26°
		Rudder	Right	16°	Left	16°
Serial numbers eligible	610, 612, 615, 28000 through 29999, 36000 through 36999 and 46001 through 46754					

**II. Model 172A, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved July 16, 1959;****Model 172B, Skyhawk, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved June 14, 1960**

Engine	Continental O-300-C or O-300-D				
*Fuel	80/87 minimum grade aviation gasoline				
*Engine limits	For all operations, 2700 rpm (145 hp)				
Propeller and propeller limits	1. Propeller				
	(a) McCauley 1C172/EM 7652, 53, or 55				
	Static rpm at maximum permissible throttle setting:				
	Not over 2350, not under 2230				
	No additional tolerance permitted				
	Diameter: not over 76 in., not under 74.5 in.				
	(b) Spinner, Dwg. 0550216, 0550221 or 0550228				

**II. Model 172A, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category) (cont'd)**  
**Model 172B, Skyhawk, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category) (cont'd)**

2. Propeller (seaplane only)
  - (a) McCauley 1A175/SFC 8040  
 Static rpm at maximum permissible throttle setting:  
 Not over 2480, not under 2380  
 No additional tolerance permitted  
 Diameter: not over 80 in., not under 78.4 in.
  - (b) Spinner, Dwg. 0550216 or 0550221
3. Propeller
  - (a) Sensenich 74DC-0-56  
 Static rpm at maximum permissible throttle setting:  
 Not over 2420, not under 2300  
 No additional tolerance permitted  
 Diameter: not over 74 in., not under 72.5 in.

*Airspeed Limits (CAS)	Maneuvering	115 mph (100 knots)
	Maximum structural cruising	140 mph (122 knots)
	Never exceed	160 mph (139 knots)
	Flaps extended	100 mph ( 87 knots)
C.G. range	Landplane (Model 172A):	
	Normal category	(+40.8) to (+46.4) at 2200 lbs. (+36.4) to (+46.4) at 1733 lbs. or less
	Utility category	(+38.4) to (+40.3) at 1950 lbs. (+36.4) to (+40.3) at 1733 lbs. or less
	Straight line variation between points given.	
	Landplane (Model 172B):	
	Normal category	(+40.4) to (+46.4) at 2200 lbs. (+36.4) to (+46.4) at 1850 lbs. or less
	Utility category	(+37.4) to (+40.3) at 1950 lbs. (+36.4) to (+40.3) at 1850 lbs. or less
	Seaplane (Models 172A and 172B):	
	Normal category	(+39.8) to (+45.5) at 2220 lbs. (+36.4) to (+45.5) at 1825 lbs. or less
	Straight line variation between points given.	
Empty weight C.G. range	None	
*Maximum weight	Landplane:	
	Normal category	2200 lb.
	Utility category	1950 lb.
	Seaplane:	
	Normal category	2220 lb.
Number of seats	4 (2 at +36, 2 at +70) (For child's optional jump seat, refer to Equipment List.)	
Maximum baggage	120 lb. (+95)	
Fuel capacity	42 gal. total, 37 gal. usable (172A); 39 gal. usable (172B) (two 21 gal. tanks in wings at +48) See Note 1 for weight of unusable fuel and oil.	
Oil capacity	2 gal. (-20), 1 gal. usable	

**II. Model 172A, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category)** (cont'd)**Model 172B, Skyhawk, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

Control surface movements	Wing flaps	Takeoff	Retracted	0°
			1st notch	10°
	Landing		2nd notch	20°
			3rd notch	30°
			4th notch	40°
	Ailerons	Up	20°	Down 15°
		Up	28°	Down 13°
	Elevator tab	Up	28°	Down 26°
		Up	28°	Down 26°
	Rudder (landplane)	Right	16°	Left 16°
	(seaplane)	Right	19°	Left 15°
(Measured parallel to W.L.)				

Serial numbers eligible      Model 172A: 622, 625, 46755 through 47746  
 Model 172B: 630, 17247747 through 17248734

**III. Model 172C, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved July 18, 1961**

Engine      Continental O-300-C or O-300-D

\*Fuel      80/87 minimum grade aviation gasoline

\*Engine limits      For all operations, 2700 rpm (145 hp)

Propeller and  
propeller limits

1. Propeller
  - (a) McCauley 1C172/EM 7652, 53, or 55  
 Static rpm, at maximum permissible throttle setting:  
 Not over 2350, not under 2230  
 No additional tolerance permitted  
 Diameter: not over 76 in., not under 74.5 in.
  - (b) Spinner, Dwg. 0550216, 0550221 or 0550228
2. Propeller (seaplane only)
  - (a) McCauley 1A175/SFC 8040  
 Static rpm, at maximum permissible throttle setting:  
 Not over 2480, not under 2380  
 No additional tolerance permitted  
 Diameter: not over 80 in., not under 78.4 in.
  - (b) Spinner, Dwg. 0550216 or 0550221
3. Propeller
  - (a) Sensenich 74DC-0-56  
 Static rpm at maximum permissible throttle setting:  
 Not over 2420, not under 2300  
 No additional tolerance permitted  
 Diameter: not over 74 in., not under 72.5 in.

\*Airspeed limits  
(CAS)

Maneuvering	115 mph (100 knots)
Maximum structural cruising	140 mph (122 knots)
Never exceed	160 mph (139 knots)
Flaps extended	100 mph ( 87 knots)

C.G. range

Landplane	
Normal category	(+40.5) to (+46.4) at 2250 lbs. (+36.4) to (+46.4) at 1850 lbs. or less
Utility category	(+37.4) to (+40.3) at 1950 lbs. (+36.4) to (+40.3) at 1850 lbs. or less
Seaplane	
Normal category	(+39.8) to (+45.5) at 2220 lbs. (+36.4) to (+45.5) at 1825 lbs. or less

Straight line variation between points given.

**III. Model 172C, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

Empty weight C.G. range	None				
*Maximum weight	Landplane				
	Normal category	2250 lbs.			
	Utility category	1950 lbs.			
	Seaplane				
	Normal category	2220 lbs.			
Number of seats	4 (2 at +36, 2 at +70) (For child's optional jump seat, refer to Equipment List.)				
Maximum baggage	120 lbs. (+95)				
Fuel capacity	39 gal. total, 36 gal. usable (two 19.5 gal. tanks in wings at +48) <i>See Note 1 for weight of unusable fuel and oil.</i>				
Oil capacity	2 gal. (-20), includes 1 gal. unusable				
Control surface movements	Wing flaps	Takeoff	Retracted	0°	
			1st notch	10°	
			2nd notch	20°	
			3rd notch	30°	
			4th notch	40°	
	Ailerons	Up	20°	Down	15°
		Elevator tab	Up	28°	Down
	Elevator	Up	28°	Down	26°
		Rudder (Landplane)	Right	16°	Left
	(Seaplane)		Right	19°	Left
	(Measured parallel to W.L.)				
	Serial numbers eligible	17248735 through 17249544			

**IV. Model 172D, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved June 19, 1962****Model 172E, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved June 27, 1963****Model 172F (USAF T-41A), 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved April 21, 1964****Model 172G, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved June 15, 1965****Model 172H (USAF T-41A), 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved June 7, 1966**

Engine	Continental O-300-C or O-300-D			
*Fuel	80/87 minimum octane aviation gasoline			
*Engine limits	For all operations, 2700 rpm (145 hp)			
Propeller and propeller limits	1. Propeller			
	(a) McCauley 1C172/EM 7652, 53			
	Static rpm at maximum permissible throttle setting:			
	Not over 2420, not under 2230			
	No additional tolerance permitted			
	Diameter: not over 76 in., not under 74.5 in.			
	(b) Spinner			
	Model 172D, E, F, Dwg. 0550216, 0550221 or 0550228			
	Model 172G, H, Dwg. 0550236			
	2. Propeller (Seaplane only)			
	(a) McCauley 1A175/SFC 8040			
	Static rpm at maximum permissible throttle setting:			
	Not over 2480, not under 2380			
	No additional tolerance permitted			
	Diameter: not over 80 in., not under 78.4 in.			

**IV. Model 172D, Model 172E, Model 172F, Model 172G, Model 172H** (cont'd)

## (b) Spinner

Model 172D, E, F, Dwg. 0550216, 0550221

Model 172G, H, Dwg. 0550236

*Airspeed limits (CAS)	Maneuvering	122 mph (106 knots)		
	Maximum structural cruising	142 mph (122 knots)		
	Never exceed	174 mph (151 knots)		
	Flaps extended	100 mph ( 87 knots)		
C.G. range	Landplane			
	Normal category	(+38.5) to (+47.3) at 2300 lbs. (+35.0) to (+47.3) at 1950 lbs. or less		
	Utility category	(+35.5) to (+40.5) at 2000 lbs. (+35.0) to (+40.5) at 1950 lbs. or less		
	Seaplane			
	Normal category	(+39.8) to (+45.5) at 2220 lbs. (+36.4) to (+45.5) at 1825 lbs. or less		
	Straight line variation between points given.			
Empty weight C.G. range	None			
*Maximum Weight	Landplane:			
	Normal category	2300 lbs.		
	Utility category	2000 lbs.		
	Seaplane:			
	Normal category	2220 lbs.		
Number of seats	4 (2 at +36, 2 at +70) (For child's optional jump seat, refer to Equipment List.)			
Maximum Baggage	120 lbs. (+95)			
Fuel Capacity	39 gal. total, 36 gal. usable (two 19.5 gal. tanks in wings at +48) <i>See Note 1 for weight of unusable fuel and oil.</i>			
Oil capacity	2 gal. (-20), 1 gal. usable			
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	Up 28°	Down	23°
	(Neutral position is with bottom of balance area flush with bottom of stabilizer.)			
	Rudder (landplane)	Right 16°	Left	16°
	(seaplane)	Right 19°	Left	15°
Serial numbers eligible	Model 172D:	17249545 through 17250572		
	Model 172E:	639, 17250573 through 17251822		
	Model 172F:	17251823 through 17253392		
	Model 172G:	17253393 through 17254892		
	Model 172H:	638, 17254893 through 17256512 (except 17256493)		

**V. Model 172L, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved December 15, 1967**  
**Model 172K, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved May 9, 1968**

Engine	Lycoming O-320-E2D	
*Fuel	80/87 minimum grade aviation gasoline	
*Engine limits	For all operations, 2700 rpm (150 hp)	
Propeller and propeller limits	<ol style="list-style-type: none"> <li>1. Propeller <ol style="list-style-type: none"> <li>(a) McCauley 1C172/MTM 7653 Static rpm at maximum permissible throttle setting: Not over 2360, not under 2260 No additional tolerance permitted (see Note 3) Diameter: not over 76 in., not under 74 in.</li> <li>(b) Spinner, Dwg. 0550320</li> </ol> </li> <li>2. Propeller (seaplane only) <ol style="list-style-type: none"> <li>(a) McCauley 1A175/ATM 8042 Static rpm at maximum permissible throttle setting: Not over 2480, not under 2380 No additional tolerance permitted (see Note 3) Diameter: not over 80 in., not under 78.4 in.</li> <li>(b) Spinner, Dwg. 0550320</li> </ol> </li> <li>3. Propeller <ol style="list-style-type: none"> <li>(a) McCauley 1C160/CTM 7553 Static rpm at maximum permissible throttle setting: Not over 2370, not under 2270 No additional tolerance permitted (see Note 3) Diameter: not over 75 in., not under 74 in.</li> <li>(b) Spinner, Dwg. 0550320</li> </ol> </li> <li>4. Propeller (seaplane only) <ol style="list-style-type: none"> <li>(a) McCauley 1A175/ETM 8042 Static rpm at maximum permissible throttle setting: Not over 2480, not under 2380 No additional tolerance permitted (see Note 3) Diameter: not over 80 in., not under 78.4 in.</li> <li>(b) Spinner, Dwg. 0550321</li> </ol> </li> <li>5. Propeller <ol style="list-style-type: none"> <li>(a) McCauley 1C160/DTM 7553 Static rpm at maximum permissible throttle setting: Not over 2370, not under 2270 No additional tolerance permitted (see Note 3) Diameter: not over 75 in., not under 74 in.</li> <li>(b) Spinner, Dwg. 0550320</li> </ol> </li> </ol>	
*Airspeed Limits (CAS)	Maneuvering	122 mph (106 knots)
	Maximum structural cruising	140 mph (122 knots)
	Never exceed	174 mph (151 knots)
	Flaps extended	100 mph ( 87 knots)
C.G. range	Landplane	
	Normal category	(+38.5) to (+47.3) at 2300 lbs. (+35.0) to (+47.3) at 1950 lbs. or less
	Utility category	(+35.5) to (+40.5) at 2000 lbs. (+35.0) to (+40.5) at 1950 lbs. or less
	Seaplane (Edo 89-2000 or 89A2000 floats)	
	Normal category	(+39.8) to (+45.5) at 2220 lbs. (+36.4) to (+45.5) at 1825 lbs. or less
	Straight line variation between points given.	

**V. Model 172I, Model 172K** (cont'd)

Empty weight C.G. range	None		
*Maximum Weight	Landplane:		
	Normal category		2300 lbs.
	Utility category		2000 lbs.
	Seaplane:		
	Normal category		2220 lbs.
Number of seats	4 (2 at +34 to +46, 2 at +73) (Occupant on child's optional jump seat at +93)		
Maximum baggage	120 lb. at +95		
Fuel capacity	42 gal. total, 38 gal. usable (two 21 gal. tanks in wings at +48) <i>See Note 1 for weight of unusable fuel and oil.</i>		
Oil capacity	2 gal. (-14.0), 1-1/2 gal. usable		
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 is with bottom of balance area flush with bottom of stabilizer.)		
	Rudder (landplane)	Right 16° ±1°	Left 16° ±1°
	(seaplane)	Right 19° ±1°	Left 15° ±1°
	(Measured parallel to W.L.)		
Serial numbers eligible	Model 172I:	17256513 through 17257161	
	Model 172K:	17257162 through 17258486 (1969 model)	
		17258487 through 17259223 (1970 model)	

**VI. Model 172L, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved May 13, 1970**

Engine	Lycoming O-320-E2D		
*Fuel	80/87 minimum grade aviation gasoline		
*Engine limits	For all operations, 2700 rpm (150 hp)		
Propeller and propeller limits	1. Propeller		
	(a) McCauley 1C172/MTM 7653		
	Static rpm at maximum permissible throttle setting:		
	Not over 2360, not under 2260		
	No additional tolerance permitted (see Note 3)		
	Diameter: not over 76 in., not under 74 in.		
	(b) Spinner, Dwg. 0550320		
	2. Propeller (seaplane only)		
	(a) McCauley 1A175/ATM 8042		
	Static rpm at maximum permissible throttle setting:		
	Not over 2480, not under 2380		
	No additional tolerance permitted (see Note 3)		
	Diameter: not over 80 in., not under 78.4 in.		
	(b) Spinner, Dwg. 0550320		

**VI. Model 172L, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

	3. Propeller	(a) McCauley 1C160/CTM 7553	Static rpm at maximum permissible throttle setting: Not over 2370, not under 2270 No additional tolerance permitted (see Note 3) Diameter: not over 75 in., not under 74 in.
		(b) Spinner, Dwg. 0550320	
	4. Propeller	(a) McCauley 1A160/DTM 7553	Static rpm at maximum permissible throttle setting: Not over 2370, not under 2270 No additional tolerance permitted (see Note 3) Diameter: not over 75 in., not under 74 in.
		(b) Spinner, Dwg. 0550320	
	5. Propeller (Seaplane only)	(a) McCauley 1A175/ETM 8042	Static rpm at maximum permissible throttle setting: Not over 2480, not under 2380 No additional tolerance permitted (see Note 3) Diameter: not over 80 in., not under 78.4 in.
		(b) Spinner, Dwg. 0550321	
	6. Propeller	(a) McCauley 1C160/DTM 7553	Static rpm at maximum permissible throttle setting: Not over 2370, not under 2270 No additional tolerance permitted (see Note 3) Diameter: not over 75 in., not under 74 in.
		(b) Spinner, Dwg. 0550320	
	*Airspeed Limits (CAS)	Maneuvering	122 mph (106 knots)
		Maximum structural cruising	140 mph (122 knots)
		Never exceed	174 mph (151 knots)
		Flaps extended	100 mph ( 87 knots)
	C.G. range	Landplane	
			Normal category (+38.5) to (+47.3) at 2300 lbs. (+35.0) to (+47.3) at 1950 lbs. or less
		Utility category	(+35.5) to (+40.5) at 2000 lbs. (+35.0) to (+40.5) at 1950 lbs. or less
		Straight line variation between points given.	
		Seaplane (Edo 89-2000 or 89A2000 floats)	
		Normal category (+39.8) to (+45.5) at 2220 lbs. (+36.4) to (+45.5) at 1825 lbs. or less	
		Straight line variation between points given.	
	Empty weight C.G. range	None	
	*Maximum Weight	Landplane:	
		Normal category	2300 lbs.
		Utility category	2000 lbs.
		Seaplane:	
		Normal category	2220 lbs.
Number of seats	4 (2 at +34 to +46, 2 at +73) (Occupant on child's optional jump seat at +96)		
Maximum baggage	120 lb. at +95		
Fuel capacity	42 gal. total, 38 gal. usable (two 21 gal. tanks in wings at +48) <i>See Note 1 for weight of unusable fuel.</i>		

**VI. Model 172L, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

Oil capacity	2 gal. (-14.0), 1-1/2 gal. usable <i>See Note 1 for data on undrainable oil.</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 is with bottom of balance area flush with bottom of stabilizer.)			
	Rudder (landplane)	Right 16° ±1°	Left	16° ±1°
	(seaplane)	Right 19° ±1°	Left	15° ±1°
(Measured parallel to W.L.)				
Serial numbers eligible	Model 172L:	17259224 through 17259903 (1971 model)		
	Model 172L:	17259904 through 17260758 (1972 model)		

**VII. Model 172M, Skyhawk, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category, approved May 12, 1972)**

Engine	Lycoming O-320-E2D		
*Fuel	80/87 minimum grade aviation gasoline		
*Engine limits	For all operations, 2700 rpm (150 hp)		
Propeller and propeller limits	1. Propeller		
	(a) McCauley 1C160/CTM 7553		
	Static rpm at maximum permissible throttle setting:		
	Not over 2370, not under 2270		
	No additional tolerance permitted (see Note 3)		
	Diameter: not over 75 in., not under 74 in.		
	(b) Spinner: Dwg. 0550320		
	2. Propeller		
	(a) McCauley 1C160/DTM 7553		
	Static rpm at maximum permissible throttle setting:		
	Not over 2370, not under 2270		
	No additional tolerance permitted (see Note 3)		
	Diameter: not over 75 in., not under 74 in.		
	(b) Spinner, Dwg. 0550320		
	3. Propeller (seaplane only)		
	(a) McCauley 1A175/ATM 8042		
	Static rpm at maximum permissible throttle setting:		
	Not over 2545, not under 2445		
	No additional tolerance permitted (see Note 3)		
	Diameter: not over 80 in., not under 78.4 in.		
	(b) Spinner, Dwg. 0550320		
	4. Propeller (seaplane only)		
	(a) McCauley 1A175/ETM 8042		
	Static rpm at maximum permissible throttle setting:		
	Not over 2545, not under 2445		
	No additional tolerance permitted (see Note 3)		
	Diameter: not over 80 in., not under 78.4 in.		
	(b) Spinner, Dwg. 0550320		
*Airspeed Limits (CAS)	17256493, 17260759 through 17265684		
	Maneuvering	112 mph ( 97 knots)	
	Maximum structural cruising	145 mph (126 knots)	
	Never exceed	182 mph (158 knots)	
	Flaps extended	100 mph ( 87 knots)	

**VII. Model 172M, Skyhawk, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

*Airspeed Limits (CAS) (See Note 4 on use of CAS)	17265685 through 17267584 Maneuvering Maximum structural cruising Never exceed Flaps extended	97 knots 128 knots 160 knots 85 knots
C.G. range	Landplane: Normal category Utility category	(+38.5) to (+47.3) at 2300 lbs. (+35.0) to (+47.3) at 1950 lbs. or less (+35.5) to (+40.5) at 2000 lbs. (+35.0) to (+40.5) at 1950 lbs. or less
	Seaplane: (Edo 89-2000 or 89A2000 floats) Normal category	(+39.8) to (+45.5) at 2220 lbs. (+36.4) to (+45.5) at 1825 lbs. or less
	Straight line variation between points given.	
Empty weight C.G. Range	None	
*Maximum weight	Normal category: 2300 lb. (landplane); 2220 lb. (seaplane) Utility category: 2000 lb. (landplane)	
Number of seats	4 (2 at +34 to +46, 2 at +73) (Occupant on child's optional jump seat at +96)	
Maximum baggage	120 lb. at +95	
Fuel capacity	42 gal. total, 38 gal. usable (two 21 gal. tanks in wings at +48) <i>See Note 1 for data on unusable fuel.</i>	
Oil capacity	2 gal. (-14.0), 1-1/2 gal. usable <i>See Note 1 for data on undrainable oil.</i>	
Control surface movements	Wing flaps Ailerons Elevator tab Elevator (Neutral position is with bottom of balance area flush with bottom of stabilizer.) Rudder (landplane) (seaplane)	Takeoff 0° - 10° (landplane) (seaplane) Landing 0° - 40° +0°, -2° (landplane) 0° - 30° ±2° (seaplane) Up 20° ±1° Down 15° ±1° Up 28° +1°, -0° Down 13° +1°, -0° Up 28° +1°, -0° Down 23° +1°, -0° Right 16° ±1° Left 16° ±1° (landplane) Right 19° ±1° Left 15° ±1° (seaplane) (Measured parallel to W.L.)
Serial numbers eligible	17256493, 17260759 through 17261898 (1973 model) (except 17261445 and 17261578) 17261899 through 17263458 (1974 model) 17263459 through 17265684 (1975 model) 17265685 through 17267584 (1976 model)	

**VIII. Model 172N, Skyhawk, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved May 17, 1976**

Engine	Lycoming O-320-H2AD
*Fuel	100/130 minimum grade aviation gasoline (S/N 17261445, 17267585 through 17269309)

**VIII. Model 172N, Skyhawk, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

100LL/100 minimum grade aviation gasoline  
(S/N 17261578, 17269310 through 17274009)

*Engine limits	For all operations, 2700 rpm (160 hp)	
Propeller and propeller limits	1. Propeller	
	(a) McCauley 1C160/DTM 7557	
	Static rpm at maximum permissible throttle setting:	
	Not over 2400, not under 2280	
	No additional tolerance permitted	
	Diameter: not over 75 in., not under 74 in.	
	(b) Spinner: Dwg. 0550320	
	2. Propeller (seaplane only)	
	(a) McCauley 1A175/ETM 8042	
	Static rpm at maximum permissible throttle setting:	
	Not over 2570, not under 2470	
	No additional tolerance permitted	
	Diameter: not over 80 in., not under 78.5 in.	
	(b) Spinner: Dwg. 0550320	
*Airspeed limits (CAS) (See Note 4 on use of CAS)	1977 Model through 1979 Model	
	Maneuvering	97 knots
	Maximum structural cruising	128 knots
	Never exceed	160 knots
	Flaps extended	85 knots
	1980 Model	
	Maneuvering	97 knots
	Maximum structural cruising	127 knots
	Never exceed	158 knots
	Flaps extended	85 knots
C.G. range	Landplane:	
	Normal category	(+38.5) to (+47.3) at 2300 lbs. (+35.0) to (+47.3) at 1950 lbs. or less
	Utility category	(+35.5) to (+40.5) at 2000 lbs. (+35.0) to (+40.5) at 1950 lbs. or less
	Seaplane: (Edo 89-2000 or 89A2000 floats)	
	Normal category	(+39.8) to (+45.5) at 2220 lbs. (+36.4) to (+45.5) at 1825 lbs. or less
	Straight line variation between points given.	
Empty weight C.G. Range	None	
*Maximum weight	Normal category: 2300 lb. (landplane); 2220 lb. (seaplane) Utility category: 2000 lb. (landplane)	
Number of seats	4 (2 at +34 to +46, 2 at +73) (Occupant on child's optional jump seat at +96)	
Maximum baggage	120 lb. at +95	
Fuel capacity	42 gal. total, 40 gal. usable (two 21.5 gal. tanks in wings at +48) <i>See Note 1 for data on unusable fuel.</i>	
Oil capacity	1.5 gal. (-14.0), 1.0 gal. usable	

**VIII. Model 172N, Skyhawk, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

Control surface movements	Wing flaps	Takeoff	0° - 10° (landplane) (seaplane)	
		Landing	0° - 40° +0°, -2° (landplane) 0° - 30° ±2° (seaplane)	
	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 is with bottom of balance area flush with bottom of stabilizer.)				
	Rudder (landplane)	Right	16° ±1°	Left 16° ±1° (landplane)
	(seaplane)	Right	19° ±1°	Left 15° ±1° (seaplane)
(Measured parallel to W.L.)				
Serial numbers eligible				
17261445, 17267585 through 17269309 (1977 model)				
17261578, 17269310 through 17271034 (1978 model) (except 17270050)				
17271035 through 17272884 (1979 model)				
17270050, 17272885 through 17274009 (1980 model)				

**IX. Model 172P, Skyhawk, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved May 13, 1980**

Engine	Lycoming O-320-D2J		
*Fuel	100LL/100 minimum grade aviation gasoline		
*Engine limits	For all operations, 2700 rpm (160 hp)		
Propeller and propeller limits	1. Propeller		
	(a) McCauley 1C160/DTM 7557		
	Static rpm at maximum permissible throttle setting:		
	Not over 2420, not under 2300		
	No additional tolerance permitted		
	Diameter: not over 75 in., not under 74 in.		
	(b) Spinner: Dwg. 0550320		
	2. Propeller (floatplane only)		
	(a) McCauley 1A175/ETM 8043		
	Static rpm at maximum permissible throttle setting:		
*Airspeed limits (CAS) (See Note 4 on use of CAS)	Not over 2570, not under 2470		
	No additional tolerance permitted		
	Diameter: not over 80 in., not under 78.5 in.		
	(b) Spinner: Dwg. 0550320		
C.G. range	Maneuvering	99 knots (landplane)	
		96 knots (floatplane)	
	Maximum structural cruising	127 knots	
	Never exceed	158 knots	
	Flaps extended	85 knots	
Empty weight C.G. Range	Landplane:		
	Normal category	(+39.5) to (+47.3) at 2400 lbs.	
		(+35.0) to (+47.3) at 1950 lbs. or less	
	Utility category	(+36.5) to (+40.5) at 2100 lbs.	
		(+35.0) to (+40.5) at 1950 lbs. or less	
	Seaplane: (Edo 89-2000 or 89A2000 floats)		
	Normal category	(+39.8) to (+45.5) at 2220 lbs.	
		(+36.4) to (+45.5) at 1825 lbs. or less	
	Straight line variation between points given.		
	None		

**IX. Model 172P, Skyhawk, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

*Maximum weight	Normal category: 2400 lb. (landplane); 2220 lb. (seaplane) Utility category: 2100 lb. (landplane)	
Number of seats	4 (2 at +34 to +46, 2 at +73) (Occupant on child's optional jump seat at +96)	
Maximum baggage	120 lb. at +95	
Fuel capacity	42 gal. total, 40 gal. usable (two 21.5 gal. tanks in wings at +48) <i>See Note 1 for data on unusable fuel.</i>	
Oil capacity	2 gal. (-13.1), 3.5 gal. usable	
Control surface movements	Wing flaps	Takeoff 0° - 10° Landing 0° - 30° +0°, -2°
	Ailerons Up 20° ±1°	Down 15° ±1°
	Elevator tab Up 28° +1°, -0°	Down 13° +1°, -0° (floatplane)
	Up 22° +1°, -0°	Down 19° +1°, -0° (landplane)
	Elevator Up 28° +1°, -0°	Down 23° +1°, -0°
	(Neutral position is with bottom of balance area flush with bottom of stabilizer.)	
	Rudder (landplane) Right 16° ±1°	Left 16° ±1° (landplane)
	(seaplane) Right 19° ±1°	Left 15° ±1° (seaplane)
	(Measured parallel to W.L.)	
Serial numbers eligible	17274010 through 17275034 (1981 model) 17275035 through 17275759 (1982 model) 17275760 through 17276079 (1983 model) 17276080 through 17276259 (1984 model) 17276260 through 17276516 (1985 model) 17276517 through 17276654 (1986 model)	

**X. Model 172Q, Cutlass, 4 PCLM (Normal Category), approved October 15, 1982**

Engine	Lycoming O-360-A4N	
*Fuel	100LL/100 minimum grade aviation gasoline	
*Engine limits	For all operations, 2700 rpm (180 hp)	
Propeller and propeller limits	1. Propeller	
	(a) McCauley 1A170E/JFA 7658	
	Static rpm at maximum permissible throttle setting:	
	Not over 2450, not under 2350	
	No additional tolerance permitted	
*Airspeed limits	Diameter: not over 76 in., not under 74.5 in.	
	(b) Spinner: Dwg. 0509077	
	Maneuvering	105 knots
	Maximum structural cruising	127 knots
	Never exceed	158 knots
C.G. range	Flaps extended	85 knots
	Normal category (+41.0) to (+47.3) at 2550 lbs.	
	(+35.0) to (+47.3) at 1950 lbs. or less	
Empty weight C.G. range	Straight line variation between points given.	
Empty weight C.G. range	None	
*Maximum weight	Normal category:	2550 lb.

**X. Model 172Q, Cutlass, 4 PCLM (Normal Category)** (cont'd)

Number of seats	4 (2 at +34 to +46, 2 at +73) (Occupant on optional child's seat at +96)		
Maximum baggage	120 lbs. at +95		
Fuel capacity	54 gal. total, 50 gal. usable (two 27 gal. tanks in wings at +48) <i>See Note 1 for data on unusable fuel.</i>		
Oil capacity	9 qt. at -15.5, 2 qt. unusable		
Control surface movements	Wing flaps	Takeoff	0° - 10°
		Landing	0° - 30° +0°, -2°
	Ailerons	Up	20° ±1°
		Down	15° ±1°
	Elevator tab	Up	22° +1°, -0°
		Down	19° +1°, -0°
	Elevator	Up	28° +1°, -0°
		Down	23° +1°, -0°
(Neutral position is with bottom of balance area flush with bottom of stabilizer.)			
	Rudder	Right	16° ±1°
		Left	16° ±1°
(Measured parallel to W.L.)			
Serial numbers eligible	17275869 through 17276054 (1983 model)		
	17276101 through 17276211 (1984 model)		

**DATA PERTINENT TO ALL MODELS 172 THROUGH 172Q**

Datum	Front face of firewall (28000 through 47746) Lower front face of firewall (17247747 through 17276654)		
Leveling means	Upper doorsill		
Certification basis	<u>Models 172 through 172P</u> Part 3 of the Civil Air Regulations effective November 1, 1949, as amended by 3-1 through 3-12. In addition, effective S/N 17271035 and on, FAR 23.1559 effective March 1, 1978. FAR 36 dated December 1, 1969, plus Amendments 36-1 through 36-5 for Model 172N; FAR 36 dated December 1, 1969, plus Amendments 36-1 through 36-12 for Model 172P through 172Q. In addition, effective S/N 17276260 and on, FAR 23.1545(a), Amendment 23-23 dated December 1, 1978.		
	<u>Equivalent Safety Items</u>	17261445, 17261578, 17265685	
	Airspeed Indicator	CAR 3.757 (see Note 4 on use of CAS) (17261445, 17261578, 17265685 through 17276259)	
	Operating Limitations	CAR 3.778(a)	
	<u>Model 172Q</u>	Part 3 of the Civil Air Regulations dated November 1, 1949, as amended by 3-1 through 3-12. In addition, FAR 23.1559 effective March 1, 1978; FAR 25.951(b)(2), Amendment 23-15 effective October 31, 1974; and FAR 23.1545(a), Amendment 23-23 effective December 1, 1978. FAR 36 dated December 1, 1969, plus amendments 36-1 through 36-12.	
	Application for Type Certificate dated July 11, 1955. Type Certificate No. 3A12 issued November 4, 1955, obtained by the manufacturer under Delegation Option Procedures.		
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.		

**DATA PERTINENT TO ALL MODELS 172 THROUGH 172Q** (cont'd)

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 17271035 and on.

1. Model 172 through 172G: Stall warning indicator, Dwg. 0511062.
2. Model 172H and on: Stall warning indicator, Dwg. 0523112.

The equipment portion of Aircraft Specification 3A12, Revision 17, or Cessna Publication TS1000-13 should be used for equipment references on all aircraft prior to the Model 172E. Refer to applicable equipment list for the Model 172E and subsequent models.

NOTE 1: 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.

Serial Nos. 28000 through 29999, 36000 through 36999 and 46001 through 47746, 17247747 through 17265684

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 30 lbs. at (+46) on Models 172 and 172A, or 18 lbs. at (+46) for Models 172B through 172H, or 24 lbs. at (+46) for Models 172I through 172M (17265684) and undrainable oil of (0) lb. at -20) for 172 through 172H and (0) lb. at (-14) for 172I through 172M (17265684).

Serial Nos. 17261578, 17261445, 17265685 through 17274009

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 24 lbs. at (+46) through 172M (17267584) or 18 lbs. at (+46) 17267585 and on and full oil of 11.3 lb. at (-14).

Serial Nos. 17274010 through 17276654: (Model 172P)

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 18 lb. at (+46) and full oil of 15 lb. at (-13.1).

Serial Nos. 17275869 through 17276211: (Model 172Q)

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 24 lb. at (+46) and full oil of 16.88 lb. at (-15.5).

NOTE 2. The following placards must be displayed as indicated:

A. In full view of the pilot:

(1) Models 172, 172A and 172B

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

**NORMAL CATEGORY**

Maximum design weight	2200 lbs.
Refer to weight and balance data for loading instructions.	
Flight maneuvering load factors	Flaps up +3.8 -1.52
	Flaps down +3.5
No acrobatic maneuvers including spins approved.	

**UTILITY CATEGORY**

Maximum design weight	1950 lbs.
Baggage compartment and rear seat must not be occupied	
Flight maneuvering load factors	Flaps up +4.4 -1.76
	Flaps down +3.5

**DATA PERTINENT TO ALL MODELS 172 THROUGH 172Q** (cont'd)(1) Models 172, 172A and 172B (cont'd)

No acrobatic maneuvers approved except those listed below.

<u>Maneuver</u>	<u>Entry speed</u>
Chandelles	115 mph (100 knots)
Lazy eights	115 mph (100 knots)
Steep turns	115 mph (100 knots)
Spins	Slow deceleration
Stalls (except whip stalls)	Slow deceleration"

(2) Model 172C

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

## NORMAL CATEGORY

Maximum design weight	2250 lbs.
Refer to weight and balance data for loading instructions.	
Flight maneuvering load factors	Flaps up +3.8 -1.52
	Flaps down +3.5
No acrobatic maneuvers including spins approved.	

## UTILITY CATEGORY

Maximum design weight	1950 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	115 mph (100 knots)
Lazy eights	115 mph (100 knots)
Steep turns	115 mph (100 knots)
Spins	Slow deceleration
Stalls (except whip stalls)	Slow deceleration"

(3) Models 172D, 172E, 172F, 172G, 172H, 172I, and 172K

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

## NORMAL CATEGORY

Maximum design weight	2300 lbs.
Refer to weight and balance data for loading instructions.	
Flight maneuvering load factors	Flaps up +3.8 -1.52
	Flaps down +3.5
No acrobatic maneuvers including spins approved.	

## UTILITY CATEGORY

Maximum design weight	2000 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 except those listed below.

<u>Maneuver</u>	<u>Max. Entry speed</u>
Chandelles	122 mph (106 knots)
Lazy eights	122 mph (106 knots)
Steep turns	122 mph (106 knots)
Spins	Slow deceleration
Stalls (except whip stalls)	Slow deceleration"

**DATA PERTINENT TO ALL MODELS 172 THROUGH 172Q** (cont'd)(4) Model 172L (1971 model)

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

	<u>MAXIMUMS</u>			
	<u>Normal Category</u>		<u>Utility Category</u>	
Maneuvering speed (CAS)	122 mph (106 knots)		122 mph (106 knots)	
Gross weight	2300 lbs.		2000 lbs.	
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>Entry speed</u>
Chandelles	122 mph (106 knots)
Lazy eights	122 mph (106 knots)
Steep turns	122 mph (106 knots)
Spins	Slow deceleration
Stalls (except whip stalls)	Slow deceleration"

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)

(5) Model 172L (1972 model)

"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 (CAS)	122 mph (106 knots)		122 mph (106 knots)	
Gross weight	2300 lbs.		2000 lbs.	
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>
Chandelles	122 mph (106 knots)
Lazy eights	122 mph (106 knots)
Steep turns	122 mph (106 knots)
Spins	Slow deceleration
Stalls (except whip stalls)	Slow deceleration"

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)

**DATA PERTINENT TO ALL MODELS 172 THROUGH 172Q** (cont'd)

- (6) Model 172M (Landplane) 17256493, 17260759 through 17265684 except 17261445 and 17261578

"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 (CAS)	112 mph (97 knots)		112 mph (97 knots)	
Gross weight	2300 lbs.		2000 lbs.	
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>Recommended Entry speed</u>	<u>Maneuver</u>	<u>Recommended Entry Speed</u>
Chandelles	120 mph (104 knots)	Spins	Slow deceleration
Lazy eights	120 mph (104 knots)	Stalls (except whip stalls)	Slow deceleration
Steep turns	112 mph ( 97 knots)		

Altitude loss in stall recovery -- 180 feet.

Abrupt use of the controls prohibited above 112 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)

Model 172M (Floatplane) 17256493, 17260759 through 17265684 except 17261445 and 17261578

"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.

<u>MAXIMUMS</u>			
Maneuvering speed	110 mph (96 knots) (CAS)		
Gross weight	2220 lbs.		
Flight load factor	Flaps up	+3.8, -1.52	
	Flaps down	+3.0	

WATER RUDDER: Extend for taxi; retract for takeoff, flight, and landing.

No acrobatic maneuvers, including spins approved. Altitude loss in a stall recovery - 200 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)

- (7) Model 172M and 172N (Landplane) (17261445, 17261578, 17265685 through 17271034 except 17270050)

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

**DATA PERTINENT TO ALL MODELS 172 THROUGH 172Q** (cont'd)

	<u>MAXIMUMS</u>			
	<u>Normal Category</u>		<u>Utility Category</u>	
Maneuvering speed (CAS)	97 knots		97 knots	
Gross weight	2300 lbs.		2000 lbs.	
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 EXCEPT THOSE LISTED BELOW:**

<u>Maneuver</u>	<u>Recommended Entry speed</u>	<u>Maneuver</u>	<u>Recommended Entry Speed</u>
Chandelles	105 knots	Spins	Slow deceleration
Lazy eights	105 knots	Stalls (except	Slow deceleration
Steep turns	95 knots)	whip stalls)	

Altitude loss in stall recovery - 180 feet.

Abrupt use of the controls prohibited above 97 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)

**Model 172M and 172N (Floatplane) (17265685 through 17271034)****FLOATPLANE**

"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.

<u>MAXIMUMS</u>			
Maneuvering speed (CAS)	96 knots		
Gross weight	2220 lbs.		
Flight load factor	Flaps up	+3.8, -1.52	
	Flaps down	+3.0	

Water Rudder: Extend for taxi; retract for takeoff, flight and landing.

No acrobatic maneuvers, including spins approved. Altitude loss in a stall recovery - 200 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)

- B. Forward of fuel selector valve: (All models through S/N 17265684 except 17261445 and 17261578)

"Both tanks on for takeoff and landing."

- C. On the fuel selector valve (at appropriate location)

- (1) Model 172 and 172A

"Both - 37 gal.  
Left - 18.5 gal.  
Right - 18.5 gal.  
Off"

**DATA PERTINENT TO ALL MODELS 172 THROUGH 172Q** (cont'd)

- (2) Model 172B
  - "Both - 39 gal.
  - Left - 19.5 gal.
  - Right - 19.5 gal.
  - Off"
- (3) Model 172C, 172D, 172E, 172F, 172G, and 172H
  - "Both - 36 gal.
  - Left - 18 gal.
  - Right - 18 gal.
  - Off"
- (4) Model 172I through 172M (except 17261445 and 17261578)
  - "Both - 38 gal. (all flight attitudes)
  - Left - 19 gal. (level flight only)
  - Right - 19 gal. (level flight only)
  - Off"
- (5) Model 172N (17261445, 17261578, 17267585 through 17271034, excluding 17270050)
  - "Both - 40 gal. (all flight attitudes) (Takeoff-landing)
  - Left - 20 gal. (level flight only)
  - Right - 20 gal. (level flight only)
  - Off"
- D. On flap handle, Models 172 through 172E
  - (1) "Flaps - Pull to extend
    - Takeoff Retract 0°
    - 1st notch 10°
    - Landing 0° - 40°
  - (2) "Avoid slips with flaps down."
- E. Near flap indicator Models 172F (electric flaps) through 17271034, excluding 17270050
  - "Avoid slips with flaps extended."
- F. In baggage compartment:
  - (1) Models 172 through 172B
    - "Maximum baggage 120 lb. For additional loading instructions, see weight and balance data."
  - (2) Model 172C through 172M (1973 model)
    - "120 lb. maximum baggage and/or auxiliary seat passenger. For additional loading instructions see weight and balance data."
  - (3) 17261899 through 17271034, excluding 17270050
    - "120 lb. maximum baggage and/or auxiliary passenger forward of baggage door latch."
    - "50 lb. maximum baggage aft of baggage door latch maximum 120 lb. combined.
    - For additional loading instructions see weight and balance data."
- G. Near ammeter (Models 17258487 through 17259903)
  - "Do not turn off alternator in flight except in emergency."
- H. Additional placards required in seaplane.
  - (1) Model 172A through 172I in full view of the pilot.
    - "Operate as normal category airplane except:
    - Maximum weight 2220 lbs.
    - Maximum altitude loss in stall recovery 120 ft.
    - Flaps - takeoff - 1st notch -10°
    - Water rudder - pull to extract
    - Retract - takeoff, flight and landing
    - Extend - taxi."

**DATA PERTINENT TO ALL MODELS 172 THROUGH 172Q** (cont'd)

- H. (2) Model 172K in full view of the pilot:  
"THIS AIRPLANE MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS AS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS

**NORMAL CATEGORY - FLOATPLANE**

Maximum weight	2220 lb.
Refer to weight and balance data for loading instructions.	
Flight maneuvering load factors	Flaps up +3.8, -1.52
	Flaps down +3.5

No acrobatic maneuvers including spins approved.

Maximum altitude loss in stall recovery - 120 ft.

Flaps: Takeoff - 10° . . . Water rudder: Pull to retract . . .

Retract: Takeoff, flight and landing . . . . Extend: Taxi."

- (3) Model 172F through 17271034, excluding 17270050, in full view of the pilot.  
"Floatplane Max. Flaps - 30°."

- (4) Model 172L in full view of the pilot:

**"FLOATPLANE**

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	122 mph CAS (106 knots)
Gross weight	2220 lbs.
Flight load factor	Flaps up +3.8, -1.52
	Flaps down +3.5

WATER RUDDER: Extend for taxi; retract for takeoff, flight and landing.

FLAPS: 10° for takeoff

No acrobatic maneuvers, including spins, approved. Altitude loss in stall recovery - 120 ft.  
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)

- I. Near tachometer on Models 172I, 172K and 172L (with IC172/MTM propeller):  
"Avoid continuous operation  
1. Above 75 percent power in cruise  
2. Above 2500 rpm in full throttle climb."
- J. Near ammeter and adjacent to overvoltage light:  
(1) Model 172L (1972) through Model 172N (1978)  
"High Voltage"
- K. Near fuel selector valve on models with serial numbers 28000 through 17258855, except those with Cessna Kit No. SK-172-31B or SK-172-32 installed:

"SWITCH TO SINGLE TANK OPERATION IMMEDIATELY UPON REACHING CRUISE ALTITUDES ABOVE 5000 FEET."

**DATA PERTINENT TO ALL MODELS 172 THROUGH 172Q** (cont'd)

- L. Near fuel tank filler
- (1) Model 172, 172A and 172B  
"FUEL  
80/87 min. grade aviation gasoline  
Cap. 21 U.S. gal."
  - (2) Model 172C, 172D, 172E, 172F, 172G, and 172H  
"FUEL  
80/87 min. grade aviation gasoline  
Cap. 19.5 U.S. gal."
  - (3) Model 172I through 172M (except 17261445 and 17261578)  
"FUEL  
80/87 min. grade aviation gasoline  
Cap. 21 US. gal."
  - (4) Model 172N (17261445, 17267585 through 17269309)  
"FUEL  
100/130 min. grade aviation gasoline  
Cap. 21.5 US. gal."
  - (5) Model 172N (17261578, 17269310 through 17271034, excluding 17270050)  
"FUEL  
100LL/100 min. grade aviation gasoline  
Cap. 21.5 US. gal."
- M. Effective 17270050, 17271035 through 17276654  
All placards required in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual must be installed in the appropriate locations.

NOTE 3. Compliance with Service Letter SE74-16 - Carburetor Nozzle Replacement - allows rpm's as follows:

Landplane: not over 2420, not under 2300  
Seaplane: not over 2570, not under 2445

NOTE 4. The marking of the airspeed indicator in CAS provides an equivalent level of safety to CAR 3.757 when approved airspeed calibration data presented in Section V of the Pilot's Operating Handbooks listed below is available to the pilot (TIAS is exactly equal to CAS):

172M, Cessna P/N D1057-13	(S/N 17265685 through 17267584)
172N, Cessna P/N D1082-13	(S/N 17261445, 17267585 through 17269309)
172N, Cessna P/N D1109-13	(S/N 17261578, 17269310 through 17271034 except 17270050)
172N, Cessna P/N D1138-13PH	(S/N 17271035 through 17272884)
172N, Cessna P/N D1172-13PH	(S/N 17270050, 17272885 through 17274009)
172P, Cessna P/N D1192-13PH	(S/N 17274010 through 17275034)
172P, Cessna P/N D1212-13PH	(S/N 17275035 through 17275759)
172P, Cessna P/N D1231-13PH	(S/N 17275760 through 17276079)
172P, Cessna P/N D1251-13PH	(S/N 17276080 through 17276259)

NOTE 5. 14-volt electrical system  
(172 series through S/N 17269309, except 17258105 through 17258112 and 17261578)

28-volt electrical system  
(S/N 17258105 through 17258112, 17261578 and 17269310 through 17276654)

NOTE 6: Special Ferry Flight Authorization. Flight Standards District Offices are authorized to issue Special overweight ferry flight authorizations. These airplanes are structurally satisfactory for ferry flight if maintained within the following limits: (1) Takeoff weight must not exceed 130% of the maximum weight for Normal Category; and (2) The Never Exceed Airspeed ( $V_{NE}$ ) and Maximum Structural Cruising Speed ( $V_C$ ) must be reduced by 30%; and (3) Forward and aft center of gravity limits may not be exceeded; and (4) Structural load factors of +2.5 g. to -1.0 g. may not be exceeded. Requirements for any additional oil should be established in accordance with Advisory Circular AC23.1011-1. Increased stall speeds and reduced climb performance should be expected for the increased weights. Flight characteristics and performance at the increased weights have not been evaluated. Flight Permit for operations of overweight aircraft may be found in Advisory Circular AC21-4B

**DATA PERTINENT TO ALL MODELS 172 THROUGH 172Q** (cont'd)

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

**XI - Model 172R, Skyhawk, 4 PCLM (Normal Category), 2 PCLM (Utility Category), Approved June 21, 1996**

Engine	Lycoming IO-360-L2A, Rated 160 Horsepower		
	<u>When Modified by Cessna Modification Kit MK172-72-01 (See NOTE 4)</u> Lycoming IO-360-L2A, Rated 180 Horsepower		
Fuel	100/100LL minimum grade aviation gasoline		
Engine Limits	For all operations, 2,400 RPM		
	<u>When Modified by Cessna Modification Kit MK172-72-01 (See NOTE 4)</u> For all operations, 2,700 RPM		
Propeller	(a) McCauley Model IC235/LFA7570 (b) Spinner: Drawing No. 0550236		
	<u>When Modified by Cessna Modification Kit MK172-72-01 (See NOTE 4)</u> (a) McCauley Model 1A170E/JHA7660 (b) Spinner: Drawing No. 0550236		
Propeller limits	Static RPM at full throttle: Not over 2,165; Not Under 2,065 No Additional Tolerance Permitted Diameter: Not over 75 inches; not under 74 inches		
	<u>When Modified by Cessna Modification Kit MK172-72-01 (See NOTE 4)</u> Static RPM at full throttle: Not over 2,400; Not Under 2,300 No Additional Tolerance Permitted Diameter: Not over 76 inches; not under 75 inches		
Airspeed Limits	Maneuvering	99 Knots IAS	( 97 Knots CAS)
	Max Structural Cruising	129 Knots IAS	(126 Knots CAS)
	Never Exceed	163 Knots IAS	(160 Knots CAS)
	Flaps Extended	85 Knots IAS	( 84 Knots CAS)
	<u>When Modified by Cessna Modification Kit MK172-72-01 (See NOTE 4)</u>		
	Maneuvering	105 Knots IAS	(102 Knots CAS)
	Max Structural Cruising	129 Knots IAS	(126 Knots CAS)
	Never Exceed	163 Knots IAS	(160 Knots CAS)
	Flaps Extended	85 Knots IAS	( 84 Knots CAS)
C.G. Range	Normal Category		
	(1) Aft Limits	47.3 inches aft of datum at 2,450 pounds or less.	
	(2) Forward Limits	Linear variation from 40.0 inches aft of datum at 2,450 pounds to 35.0 inches aft of datum at 1,950 pounds; 35.0 inches aft of datum at 1,950 pounds or less.	
	Utility Category		
	(1) Aft Limits	40.5 inches aft of datum at 2,100 pounds or less.	
	(2) Forward Limits	Linear variation from 36.5 inches aft of datum at 2,100 pounds to 35.0 inches aft of datum at 1,950 pounds; 35.0 inches aft of datum at 1,950 pounds or less.	

**XI - Model 172R** (cont'd)

C.G. Range	<u>When Modified by Cessna Modification Kit MK172-72-01 (See NOTE 4)</u>	
	Normal Category	
	(1) Aft Limits	47.3 inches aft of datum at 2,550 pounds or less.
	(2) Forward Limits	Linear variation from 41.0 inches aft of datum at 2,550 pounds to 35.0 inches aft of datum at 1,950 pounds; 35.0 inches aft of datum at 1,950 pounds or less.
	Utility Category	
	(1) Aft Limits	40.5 inches aft of datum at 2,200 pounds or less.
	(2) Forward Limits	Linear variation from 37.5 inches aft of datum at 2,200 pounds to 35.0 inches aft of datum at 1,950 pounds; 35.0 inches aft of datum at 1,950 pounds or less.
Empty Wt. C.G. Range	None	
Reference Datum	Lower portion of front face of firewall	
MAC	58.8 inches; Leading edge of MAC 25.9 inches aft of datum	
Leveling Means	Left side of Tailcone at 108.0 inches and 142.0 inches aft of datum	
Maximum Weights	<u>Normal Category</u>	
	Maximum Ramp	2,457 pounds
	Maximum Takeoff and Landing	2,450 pounds
	<u>Utility Category</u>	
	Maximum Ramp	2,107 pounds
	Maximum Takeoff and Landing	2,100 pounds
	<u>When Modified by Cessna Modification Kit MK172-72-01 (See NOTE 4)</u>	
	<u>Normal Category</u>	
	Maximum Ramp	2,558 pounds
	Maximum Takeoff and Landing	2,550 pounds
	<u>Utility Category</u>	
	Maximum Ramp	2,208 pounds
	Maximum Takeoff and Landing	2,200 pounds
No. of Seats	4 (2 at 34.0 to 46.0 inches aft of datum; 2 at 73.0 inches aft of datum)	
Maximum Baggage	120 pounds at 95.0 inches aft of datum	
	<u>When Modified by Cessna Modification Kit MK172-72-01 (See NOTE 4)</u>	
	120 pounds at 82.0 to 108.0 inches aft of datum 50 pounds at 108.0 to 142.0 inches aft of datum (Maximum combined weight capacity for baggage areas is 120 pounds.)	
Fuel Capacity (Gal.)	56 gallons total; 53 gallons usable (Two 28 gallon tanks in wings at 48.0 inches aft of datum) See NOTE 1 for data on usable fuel.	
Oil Capacity (Gal.)	2.0 gallons at 13.1 inches forward of datum 3.5 quarts usable	
	<u>When Modified by Cessna Modification Kit MK172-72-01 (See NOTE 4)</u>	
	2.0 gallons at 13.1 inches forward of datum 3.0 quarts usable	

**XI - Model 172R** (cont'd)

Control surface movements	Wing flaps	Takeoff	0° - 10°	
		Landing	0° - 30° + 0°/-2°	
	Ailerons	Up	20° ± 1°	Down 15° ± 1°
	Elevator tab	Up	22° + 1°/-0°	Down 19° + 1°/-0°
	Elevator	Up	28° + 1°/-0°	Down 23° + 1°/-0°
(Neutral position is with bottom of balance area flush with bottom of stabilizer)				
Rudder (Measured parallel to W.L.):		Right	16° 10' ± 1°	Left 16° 10' ± 1°
Rudder (Measured perpendicular to Hinge):		Right	17° 44' ± 1°	Left 17° 44' ± 1°

## Certification Basis

Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-6, except as follows:

FAR 23.423; 23.611; 23.619; 23.623; 23.689; 23.775; 23.871; 23.1323; and 23.1563 as amended by Amendment 23-7. FAR 23.807 and 23.1524 as amended by Amendment 23-10. FAR 23.507; 23.771; 23.853(a),(b) and (c); and 23.1365 as amended by Amendment 23-14. FAR 23.951 as amended by Amendment 23-15. FAR 23.607; 23.675; 23.685; 23.733; 23.787; 23.1309 and 23.1322 as amended by Amendment 23-17. FAR 23.1301 as amended by Amendment 23-20. FAR 23.1353; and 23.1559 as amended by Amendment 23-21. FAR 23.603; 23.605; 23.613; 23.1329 and 23.1545 as amended by Amendment 23-23. FAR 23.441 and 23.1549 as amended by Amendment 23-28. FAR 23.779 and 23.781 as amended by Amendment 23-33. FAR 23.1; 23.51 and 23.561 as amended by Amendment 23-34. FAR 23.301; 23.331; 23.351; 23.427; 23.677; 23.701; 23.735; and 23.831 as amended by Amendment 23-42. FAR 23.961; 23.1093; 23.1143(g); 23.1147(b); 23.1303; 23.1357; 23.1361 and 23.1385 as amended by Amendment 23-43. FAR 23.562(a), 23.562(b)2, 23.562(c)1, 23.562(c)2, 23.562(c)3, and 23.562(c)4 as amended by Amendment 23-44. FAR 23.33; 23.53; 23.305; 23.321; 23.485; 23.621; 23.655 and 23.731 as amended by Amendment 23-45.

FAR 36 dated December 1, 1969, as amended by Amendments 36-1 through 36-21.

## Additions for the Garmin G1000 Integrated Cockpit System (ICS) Only:

14 CFR 23.303; 23.307; 23.601; 23.1163(a); 23.1367 and 23.1381 as amended by Amendment 23- N/C. 14 CFR 23.1589 as amended by Amendment 23-13. 14 CFR 23.771(a) as amended by Amendment 23-14. 14 CFR 23.607 and (Electrical System) 23.1309(a)(1)(2), (c) as amended by Amendment 23-17. 14 CFR 23.1301; 23.1327 and 23.1547(e) as amended by Amendment 23-20. 14 CFR 23.1501 and 23.1541(a)(1), (a)(2), (b)(1), (b)(2) as amended by Amendment 23-21. 14 CFR 23.603 and 23.605 as amended by Amendment 23-23. 14 CFR 23.1529 as amended by Amendment 23-26. 14 CFR 23.561(e); 23.1523; 23.1581(a)(2); and 23.1583(a), (c), (d), (f) as amended by Amendment 23-34. 14 CFR 23.301 as amended by Amendment 23-42. 14 CFR 23.1322; 23.1331 and 23.1357(a)(b)(c)(d) as amended by Amendment 23-43. 14 CFR 23.305; 23.773(a)(1), (a)(2); 23.1525 and 23.1549 as amended by Amendment 23-45. 14 CFR 23.1303(a)(b)(c)(f); 23.1309(a)(1)(i), (a)(1)(ii), (a)(2), (b)(1), (b)(2)(i), (b)(2)(ii), (b)(3), (b)(4)(i), (b)(4)(ii), (b)(4)(iii), (b)(4)(iv), (c)(1), (c)(2)(iii), (c)(3), (d), (e), (f)(1); 23.1311; 23.1321 (a)(c)(d)(e); 23.1323(a), (b)(1), (b)(2), (c); 23.1329 (g)(h); 23.1351(a)(1), (a)(2)(i), (b)(1)(iii), (b)(2)(3), (c)(4), (d)(1); 23.1353(a)(b)(c)(d)(e); 23.1359(c); 23.1361; 23.1365(a)(b)(d)(e)(f) and 23.1431(a)(b)(d)(e) as amended by Amendment 23-49. 14 CFR 23.1325(a), (b)(1), (b)(2)(i), (b)(3), (c)(d)(e); 23.1543(b)(c); 23.1545(a), (b)(1), (b)(2), (b)(3), (b)(4); 23.1553; 23.1555(a)(b); 23.1563(a) and 23.1567(a) as amended by Amendment 23-50. 14 CFR 23.777(a)(b); 23.955(a)(2); 23.1337(a)(1), (a)(2), (b)(1), (c) as amended by Amendment 23-51. 14 CFR 23.1305(a)(1), (a)(2), (a)(3), (b)(2), (b)(3)(i), (b)(4)(i), (b)(5), (b)(6)(i) as amended by Amendment 23-52. 14 CFR 23.901(a)(b) as amended by Amendment 23-53.

Equivalent Safety Items

- |     |                                   |   |
|-----|-----------------------------------|---|
| (1) | Induction System Icing Protection | FAR § 23.1093; Refer to FAA letter dated 5/3/96     |
| (2) | Throttle Control                  | FAR § 23.1143(g); Refer to FAA letter dated 3/22/96 |
| (3) | Mixture Control                   | FAR § 23.1147(b); Refer to FAA letter dated 3/22/96 |

Date of Application for Amended Type Certificate was September 25, 1995.  
Type Certificate No. 3A12 was amended June 21, 1996.

Serial numbers eligible 17280001 and On

Special Conditions as follows:

No. 23-159-SC, "Special Conditions: Cessna Aircraft Company; Cessna Model 172R Airplane; Installation of Electronic Flight Instrument System and the Protection of the System From High Intensity Radiated Fields (HIRF)."

Data Pertinent to Model 172R:**Production Basis**

Production Certificate No. PC-4 issued March 28, 1997. Applies to airplane serial numbers 17280014, 17280015, 17280017, 17280021 through 17280029, and 17280031 and on. Airplane serial numbers not listed were produced under Type Certificate only. Cessna is authorized to issue airworthiness certificates under the delegation provisions of Delegation Option Authorization No. CE-1 in accordance with Part 21 of the Federal Aviation Regulations.

**Equipment**

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification.

NOTE 1: Weight and Balance:

Serial Nos. 17280001 and On

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 18 pounds at 46.0 inches aft of datum, and full oil of 15.0 pounds at 13.1 inches forward of datum.

NOTE 2: The airplane must be operated according to the appropriate Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (POH/AFM). POH/AFM part number 172RPHUS00 (or later approved revision) is applicable to Production Model 172R. POH/AFM part number 172R180PH00 (or later approved revision) is applicable to Production Model 172R airplanes when modified by Cessna Modification Kit MK172-72-01. All POH/AFM Supplements approved for part number 172RPHUS00, are also applicable to part number 172R180PH00, unless specifically noted otherwise in the Supplement. All FAA required placards are included in Section 2 of the applicable POH/AFM. Placards may also be found in the Maintenance Manual, part number 172RMM00 (or later revision), Chapter Eleven (11), "Placards and Markings."

FAA Approved Airplane Flight Manual (AFM): Part Number 172RPHAUS-00 (or later FAA approved revisions) is applicable to the Model 172R equipped with Garmin G1000 Integrated Cockpit System. The airplane must be operated according to the appropriate AFM. Required placards are included in the AFM.

NOTE 3: Special Ferry Flight Authorization. Flight Standards District Offices are authorized to issue Special overweight ferry flight authorizations. This airplane is structurally satisfactory for ferry flight if maintained within the following limits: (1) Takeoff weight must not exceed 130% of the maximum weight for Normal Category; and (2) The Never Exceed Airspeed ( $V_{NE}$ ) and Maximum Structural Cruising Speed ( $V_C$ ) must be reduced by 30%; and (3) Forward and aft center of gravity limits may not be exceeded; and (4) Structural load factors of +2.5 g. to -1.0 g. may not be exceeded. Requirements for any additional oil should be established in accordance with Advisory Circular AC23.1011-1. Increased stall speeds and reduced climb performance should be expected for the increased weights. Flight characteristics and performance at the increased weights have not been evaluated. Flight Permit for operations of overweight aircraft may be found in Advisory Circular AC21-4B.

NOTE 4: Only certain Model 172R airplane serial numbers are eligible for modification by Cessna Modification Kit MK172-72-01. Applicable serial numbers are as follows:

17280159	17280242	17280251	17280253	17280257
17280262	17280281	17280292	17280301	17280305
17280426	17280488	17280606	17280607	17280608
17280609	17280610	17280613	17280614	17280616
17280621	17280622	17280623	17280624	17280631
17280632	17280633	17280634	17280638	17280639
17280640	17280646	17280648	17280652	17280659
17280660	17280661	17280662	17280664	17280667
17280668	17280669	17280670	17280672	17280673
	17280674	17280675	17280701	17280707

## **XII - Model 172S, Skyhawk SP, 4 PCLM (Normal Category), 2 PCLM (Utility Category), Approved May 1, 1998**

Engine	Lycoming IO-360-L2A, Rated 180 Horsepower		
Fuel	100/100LL minimum grade aviation gasoline		
Engine Limits	For all operations, 2,700 RPM		
Propeller	(a) McCauley Model 1A170E/JHA7660 (b) Spinner: Drawing No. 0550236		
Propeller limits	Static RPM at full throttle: Not over 2400; Not Under 2300 Diameter: Not over 76 inches; not under 75 inches		
Airspeed Limits	Maneuvering	105 Knots IAS	(102 Knots CAS)
	Max Structural Cruising	129 Knots IAS	(126 Knots CAS)
	Never Exceed	163 Knots IAS	(160 Knots CAS)
	Flaps Extended	85 Knots IAS	( 85 Knots CAS)
C.G. Range	Normal Category (1) Aft Limits 47.3 inches aft of datum at 2,550 pounds or less. (2) Forward Limits Linear variation from 41.0 inches aft of datum at 2,550 pounds to 35.0 inches aft of datum at 1,950 pounds; 35.0 inches aft of datum at 1,950 pounds or less.		
	Utility Category (1) Aft Limits 40.5 inches aft of datum at 2,200 pounds or less. (2) Forward Limits Linear variation from 37.5 inches aft of datum at 2,200 pounds to 35.0 inches aft of datum at 1,950 pounds; 35.0 inches aft of datum at 1,950 pounds or less.		
Empty Wt. C.G. Range	None		
Reference Datum	Lower portion of front face of firewall		
MAC	58.8 inches; Leading edge of MAC 25.9 inches aft of datum		
Leveling Means	Left side of Tailcone at 108.0 inches and 142.0 inches aft of datum		
Maximum Weights	<u>Normal Category</u> Maximum Ramp 2,558 pounds Maximum Takeoff and Landing 2,550 pounds		

	<u>Utility Category</u>	
	Maximum Ramp	2,208 pounds
	Maximum Takeoff and Landing	2,200 pounds
No. of Seats	4 (2 at 34.0 to 46.0 inches aft of datum; 2 at 73.0 inches aft of datum)	
<b><u>XII - Model 172S</u></b> (cont'd)		
Maximum Baggage	120 pounds at 82.0 to 108.0 inches aft of datum 50 pounds at 108.0 to 142.0 inches aft of datum (Max. combined weight capacity for baggage areas is 120 pounds)	
Fuel Capacity (Gal.)	56 gallons total; 53 gallons usable (Two 28 gallon tanks in wings at 48.0 inches aft of datum) See NOTE 1 for data on usable fuel.	
Oil Capacity (Gal.)	8.0 quarts at 13.1 inches forward of datum 3.0 quarts usable	
Control surface movements	Wing flaps	Takeoff 0° - 10° Landing 0° - 30° + 0°/-2°
	Ailerons	Up 20° ± 1°      Down 15° ± 1°
	Elevator tab	Up 22° + 1°/-0°      Down 19° + 1°/-0°
	Elevator	Up 28° + 1°/-0°      Down 23° + 1°/-0° (Neutral position is with bottom of balance area flush with bottom of stabilizer)
	Rudder (Measured parallel to W.L.): Right 16° 10' ± 1°      Left 16° 10' ± 1°	
	Rudder (Measured perpendicular to Hinge: Right 17° 44' ± 1° Left 17° 44' ± 1°	
Certification Basis	Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-6, except as follows:  FAR 23.423; 23.611; 23.619; 23.623; 23.689; 23.775; 23.871; 23.1323; and 23.1563 as amended by Amendment 23-7. FAR 23.807 and 23.1524 as amended by Amendment 23-10. FAR 23.507; 23.771; 23.853(a),(b) and (c); and 23.1365 as amended by Amendment 23-14. FAR 23.951 as amended by Amendment 23-15. FAR 23.607; 23.675; 23.685; 23.733; 23.787; 23.1309 and 23.1322 as amended by Amendment 23-17. FAR 23.1301 as amended by Amendment 23-20. FAR 23.1353; and 23.1559 as amended by Amendment 23-21. FAR 23.603; 23.605; 23.613; 23.1329 and 23.1545 as amended by Amendment 23-23. FAR 23.441 and 23.1549 as amended by Amendment 23-28. FAR 23.779 and 23.781 as amended by Amendment 23-33. FAR 23.1; 23.51 and 23.561 as amended by Amendment 23-34. FAR 23.301; 23.331; 23.351; 23.427; 23.677; 23.701; 23.735; and 23.831 as amended by Amendment 23-42. FAR 23.961; 23.1093; 23.1143(g); 23.1147(b); 23.1303; 23.1357; 23.1361 and 23.1385 as amended by Amendment 23-43. FAR 23.562(a), 23.562(b)2, 23.562(c)1, 23.562(c)2, 23.562(c)3, and 23.562(c)4 as amended by Amendment 23-44. FAR 23.33; 23.53; 23.305; 23.321; 23.485; 23.621; 23.655 and 23.731 as amended by Amendment 23-45.  FAR 36 dated December 1, 1969, as amended by Amendments 36-1 through 36-21.  Additions for the Garmin G1000 Integrated Cockpit System (ICS) Only: Additions for the Garmin G1000 Integrated Cockpit System (ICS) Only:  14 CFR 23.303; 23.307; 23.601; 23.1163(a); 23.1367 and 23.1381 as amended by Amendment 23- N/C. 14 CFR 23.1589 as amended by Amendment 23-13. 14 CFR 23.771(a) as amended by Amendment 23-14. 14 CFR 23.607 and (Electrical System) 23.1309(a)(1)(2), (c) as amended by Amendment 23-17. 14 CFR 23.1301; 23.1327 and	

23.1547(e) as amended by Amendment 23-20. 14 CFR 23.1501 and 23.1541(a)(1), (a)(2), (b)(1), (b)(2) as amended by Amendment 23-21. 14 CFR 23.603 and 23.605 as amended by Amendment 23-23. 14 CFR 23.1529 as amended by Amendment 23-26. 14 CFR 23.561(e); 23.1523; 23.1581(a)(2); and 23.1583(a), (c), (d), (f) as amended by Amendment 23-34. 14 CFR 23.301 as amended by Amendment 23-42. 14 CFR 23.1322; 23.1331 and 23.1357(a)(b)(c)(d) as amended by Amendment 23-43. 14 CFR 23.305; 23.773(a)(1), (a)(2); 23.1525 and 23.1549 as amended by Amendment 23-45. 14 CFR 23.1303(a)(b)(c)(f); 23.1309(a)(1)(i), (a)(1)(ii), (a)(2), (b)(1), (b)(2)(i), (b)(2)(ii), (b)(3), (b)(4)(i), (b)(4)(ii), (b)(4)(iii), (b)(4)(iv), (c)(1), (c)(2)(iii), (c)(3), (d), (e), (f)(1); 23.1311; 23.1321 (a)(c)(d)(e); 23.1323(a), (b)(1), (b)(2), (c); 23.1329 (g)(h); 23.1351(a)(1), (a)(2)(i), (b)(1)(iii), (b)(2)(3), (c)(4), (d)(1); 23.1353(a)(b)(c)(d)(e); 23.1359(c); 23.1361; 23.1365(a)(b)(d)(e)(f) and 23.1431(a)(b)(d)(e) as amended by Amendment 23-49. 14 CFR 23.1325(a), (b)(1), (b)(2)(i), (b)(3), (c)(d)(e); 23.1543(b)(c); 23.1545(a), (b)(1), (b)(2), (b)(3), (b)(4); 23.1553; 23.1555(a)(b); 23.1563(a) and 23.1567(a) as amended by Amendment 23-50. 14 CFR 23.777(a)(b); 23.955(a)(2); 23.1337(a)(1), (a)(2), (b)(1), (c) as amended by Amendment 23-51. 14 CFR 23.1305(a)(1), (a)(2), (a)(3), (b)(2), (b)(3)(i), (b)(4)(i), (b)(5), (b)(6)(i) as amended by Amendment 23-52. 14 CFR 23.901(a)(b) as amended by Amendment 23-53.

#### Equivalent Safety Items

(1)	Induction System Icing Protection	FAR § 23.1093; Refer to FAA letter dated 5/1/98
(2)	Throttle Control	FAR § 23.1143(g); Refer to FAA letter dated 5/1/98
(3)	Mixture Control	FAR § 23.1147(b); Refer to FAA letter dated 5/1/98

Date of Application for Amended Type Certificate for the 172S was November 13, 1997.  
Type Certificate No. 3A12 was amended May 1, 1998 for the Model 172S.

Serial numbers eligible                    172S8001 and On

#### Special Conditions as follows:

No. 23-159-SC, "Special Conditions: Cessna Aircraft Company; Cessna Model 172S Airplane; Installation of Electronic Flight Instrument System and the Protection of the System From High Intensity Radiated Fields (HIRF)."

#### Data Pertinent to Model 172S:

##### **Production Basis**

Production Certificate No. PC-4 issued August 27, 1998. Applies to airplane serial numbers 172S80003 and on. Airplane serial numbers not listed were produced under Type Certificate only. Cessna is authorized to issue airworthiness certificates under the delegation provisions of Delegation Option Authorization No. CE-1 in accordance with Part 21 of the Federal Aviation Regulations.

##### **Equipment**

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification.

NOTE 1:                    Weight and Balance:

#### Serial Nos. 172S8001 and On

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 18 pounds at 46.0 inches aft of datum, and full oil of 15.0 pounds at 13.1 inches forward of datum.

NOTE 2:                    Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (POH/AFM): part number 172SPHUS00 (or later approved revision) is applicable to the Model 172S. The airplane must be operated according to the appropriate POH/AFM. All FAA required placards are included in Section 2 of the POH/AFM. Placards may also be found in the Maintenance Manual, part number 172RMM02 (or later revision) for the Model 172S, Chapter 11, Placards and Markings."

FAA Approved Airplane Flight Manual (AFM): Part Number 172SPHAUS-00 (or later FAA approved revisions) is applicable to Model 172S equipped with Garmin G1000 Integrated Cockpit System. The airplane must be operated according to the appropriate AFM. Required placards are included in the AFM.

NOTE 3: Special Ferry Flight Authorization. Flight Standards District Offices are authorized to issue Special overweight ferry flight authorizations. This airplane is structurally satisfactory for ferry flight if maintained within the following limits: (1) Takeoff weight must not exceed 130% of the maximum weight for Normal Category; and (2) The Never Exceed Airspeed ( $V_{NE}$ ) and Maximum Structural Cruising Speed ( $V_C$ ) must be reduced by 30%; and (3) Forward and aft center of gravity limits may not be exceeded; and (4) Structural load factors of +2.5 g. to -1.0 g. may not be exceeded. Requirements for any additional oil should be established in accordance with Advisory Circular AC23.1011-1. Increased stall speeds and reduced climb performance should be expected for the increased weights. Flight characteristics and performance at the increased weights have not been evaluated. Flight Permit for operations of overweight aircraft may be found in Advisory Circular AC21-4B

.....END.....



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

A16CE
CESSNA
Revision 21
207      T207
207A    T207A
March 31, 2003

**TYPE CERTIFICATE DATA SHEET NO. A16CE**

This data sheet which is part of Type Certificate A16CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder                      Cessna Aircraft Company  
    P. O. Box 7704  
    Wichita, Kansas 67277

**I - Model 207/T207, Skywagon/Turbo Skywagon, 7 PCLM (Normal Category), Approved December 31, 1968**

**Model 207**

Engine	Continental IO-520-F
*Fuel	100/130 minimum grade aviation gasoline
*Engine Limits	Takeoff (5 min.) at 2850 r.p.m. (300 hp.) For all other operations, 2700 r.p.m. (285 hp.)
Propeller and Propeller Limits	<p>Landplane</p> <ol style="list-style-type: none"> <li>1. (a) McCauley D2A34C58/90AT-8 (C161004-0106)                    Diameter: not over 82 in., not under 80 in.                    Pitch settings at 36 in. sta.:                            low 9.5°, high 25.8°</li> <li>        (b) Cessna spinner dome 1250909-3</li> <li>        (c) Woodward hydraulic governor 210462</li> <li>        (d) McCauley hydraulic governor C290D2/T4 or C290D4/T4</li> <li>2. (a) McCauley D3A32C90/82NC-2 (C161006-0205)                    Diameter: not over 80 in., not under 78 in.                    Pitch settings at 30 in. sta.:                            low 11.5°, high 28.1°</li> <li>        (b) Cessna spinner dome 1250909-8</li> <li>        (c) Woodward hydraulic governor 210462</li> <li>        (d) McCauley hydraulic governor C290D2/T4 or C290D4/T4</li> </ol>

**Model T207**

Engine	Continental TSIO-520-G
*Fuel	100/130 minimum grade aviation gasoline
*Engine Limits	Takeoff (5 min.) at 2700 r.p.m. (300 hp.) For all other operations, 2600 r.p.m. (285 hp.)

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**Propeller and  
Propeller Limits****Landplane**

1. (a) McCauley D2A34C78/90AT-8.5 (C161004-0108)  
Diameter: not over 81.5 in., not under 80.5 in.  
Pitch settings at 36 in. sta.:  
low 11.8°, high 32.0°  
(b) Cessna spinner dome 1250909-3  
(c) Woodward hydraulic governor G210452  
(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
2. (a) McCauley D3A32C90/82NC-2 (C161006-0204)  
Diameter: not over 80 in., not under 79 in.  
Pitch settings at 30 in. sta.:  
low 14°, high 33°  
(b) Cessna spinner dome 1250909-8  
(c) Woodward hydraulic governor G210452  
(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

**Models 207 & T207****\*Airspeed Limits  
(CAS)**

S/N 20700001 through 20700314

Never exceed	210 m.p.h. (182 knots)
Maximum structural cruising	170 m.p.h. (148 knots)
Maneuvering (3800 lb. landplane)	148 m.p.h. (129 knots)
Flaps extended 0° - 10°	160 m.p.h. (139 knots)
10° - 30°	110 m.p.h. ( 96 knots)

**(IAS)**

(See NOTE 5 on Use of IAS)

S/N 20700315 and up

Never exceed	186 knots
Maximum structural cruising	151 knots
Maneuvering (3800 lb. landplane)	132 knots
Flaps extended 0° - 10°	140 knots
10° - 30°	100 knots

**\*C.G. Range****Landplane**

(+43.0) to (+50.5) at 3800 lb.  
(+31.0) to (+50.5) at 2600 lb. or less  
Straight line variation between points given

**Empty Wt. C.G. Range**

None

**\*Maximum Weight**

Landplane 3800 lb.

**No. of Seats**

(S/N 20700001 through 20700148)

7 (2 at +35 to +47, 2 at +68 to +78, 2 at +99 to +109, 1 at +130)

(S/N 20700149 and on)

7 (2 at +34 to +48, 2 at +69 to +79, 2 at +100 to +110, 1 at +124 to +130)

**Maximum Baggage**

Reference weight and balance data

**Fuel Capacity**

(S/N 20700001 through 20700225)

65 gal. (58 gal. usable), two 32.5 gal. tanks in wings at +48

(S/N 20700226 and on)

61 gal. (54 gal. usable), two 30.5 gal. tanks in wings at +48

See NOTE 1 for data on unusable fuel

**Oil Capacity**

12 qt. at -37.4 (6 qt. usable)

See NOTE 1 for data on undrainable oil

Control Surface Movements	Wing flaps			30° +1° -2°
	Ailerons	Up	21° ±2°	Down 14° 30' ±2°
	Elevator	Up	21° ±1°	Down 19° ±1°
	Elevator tab	Up	25° +1° -0°	Down 5° +1° -0°
	Rudder (measured perpendicular to hinge line)	Right	27° 13' ±1°	Left 27° 13' ±1°
	(measured parallel to 0.0.W.L.)	Right	24° ±1°	Left 24° ±1°
Serial Nos. Eligible	20700001 through 20700148	1969 Model		
	20700149 through 20700190	1970 Model		
	20700191 through 20700205	1971 Model		
	20700206 through 20700215	1972 Model		
	20700216 through 20700227	1973 Model		
	20700228 through 20700267	1974 Model		
	20700268 through 20700314	1975 Model		
	20700315 through 20700362	1976 Model		

**II - Model 207A/T207A, Skywagon/Turbo Skywagon; Stationair/Turbo Stationair, 7 PCLM (Normal Category), Approved July 12, 1976; 8 PCLM (Normal Category), Approved September 11, 1979**

**Model 207A**

Engine	Continental IO-520-F
*Fuel	100/130 minimum grade aviation gasoline (S/N 20700363 through 20700414) 100LL/100 minimum aviation grade gasoline (S/N 20700415 and up)
*Engine Limits	Takeoff (5 min.) at 2850 r.p.m., 300 hp. For all other operations, 2700 r.p.m., 285 hp.
Propeller and Propeller Limits	<ol style="list-style-type: none"> <li>(a) McCauley D3A32C90/82NC-2 (S/N 20700363 through 20700482) Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 11.5°, high 28.1°</li> <li>(b) Cessna spinner 1250909</li> <li>(c) Woodward hydraulic governor 210462 or McCauley hydraulic governor C290D4/T4</li> <li>(a) McCauley D3A34C404/80VA-0 (S/N 20700483 and up) Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 11.0°, high 27.0°</li> <li>(b) Cessna spinner 1250030</li> <li>(c) McCauley hydraulic governor C290D4/T4</li> </ol>

**Model T207A**

Engine	Continental TSIO-520-M
*Fuel	100/130 minimum grade aviation gasoline (S/N 20700363 through 20700414) 100LL/100 minimum aviation grade gasoline (S/N 20700415 and up)
*Engine Limits	Takeoff (5 min.) at 2700 r.p.m., 36.5 in. Hg. mp., 310 hp. For all other operations, 2600 r.p.m., 35 in. Hg. mp., 285 hp.
Propeller and Propeller Limits	<ol style="list-style-type: none"> <li>(a) McCauley D3A34C401/90DFA-10 Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 12.4°, high 28.5° Avoid continuous operation between 1850 and 2150 r.p.m. above 24 in. mp.</li> <li>(b) Cessna spinner 1250909</li> <li>(c) McCauley hydraulic governor C290D4/T2</li> </ol>

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**Models 207A & T207A**

<b>*Airspeed Limits (IAS)</b> (See NOTE 5 on use of IAS)	<u>S/N 20700363 through 20700482</u>			
	Never exceed	(207A)		186 knots
		(T207A)		182 knots
	Maximum structural cruising	(207A)		151 knots
		(T207A)		148 knots
	Maneuvering			130 knots
	Flaps extended	0° - 10°		140 knots
		10° - 30°		100 knots
	<u>S/N 20700483 and up</u>			
	Never exceed			182 knots
<b>*C.G. Range</b>	Maximum structural cruising			148 knots
	Maneuvering			130 knots
	Flaps extended	0° - 10°		140 knots
		10° - 30°		105 knots
	(+43.0) to (+50.5) at 3800 lb.			
	(+31.0) to (+50.5) at 2600 lb. or less			
	Straight line variation between points given			
<b>Empty Wt. C.G. Range</b>	None			
<b>*Maximum Weight</b>	3800 lb.			
<b>No. of Seats</b>	7 (2 at +34 to +48, 2 at +69 to +79, 2 at +100 to +110, 1 at +124 to +130)			
	S/N 20700363 through 20700562			
	8 (2 at +34 to +48, 2 at +69 to +79, 2 at +100 to +110, 2 at +124 to +130)			
	S/N 20700563 and up			
<b>Maximum Baggage</b>	Reference weight and balance data			
<b>Fuel Capacity</b>	Std.: 61 gal. (54 gal. usable), two 30.5 gal. tanks in wings at +48			
	Opt.: 80 gal. (73 gal. usable), two 40 gal. tanks in wings at +48			
	See NOTE 1 for data on unusable fuel			
<b>Oil Capacity</b>	12 qt. at -37.4 (6 qt. usable)			
	See NOTE 1 for data on undrainable oil			
<b>Control Surface Movements</b>	Wing flaps			30° +1° -2°
	Ailerons	Up	21° ±2°	Down 14° 30' ±2°
	Elevator	Up	21° ±1°	Down 19° ±1°
	Elevator tab	Up	25° +1° -0°	Down 5° +1° -0°
	Rudder (measured perpendicular to hinge line)	Right	27° 13' ±1°	Left 27° 13' ±1°
	(measured parallel to 0.0.W.L.)	Right	24° ±1°	Left 24° ±1°
<b>Serial Nos. Eligible</b>	20700363 through 20700414	1977 Model		
	20700415 through 20700482	1978 Model		
	20700483 through 20700562	1979 Model		
	20700563 through 20700654	1980 Model		
	20700655 through 20700729	1981 Model		
	20700730 through 20700762	1982 Model		
	20700763 through 20700767	1983 Model		
	20700768 through 20700788	1984 Model		



- (b) S/N 20700315 and up

"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)	132 knots
Gross weight	3800 lb.
Flight load factor	Flaps Up +3.8 -1.52
	Flaps Down +2.4

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery -350 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)

- (2) On control lock:

"Control lock - remove before starting engine."

- (3) On fuel selector plate: (S/N 20700001 through 20700221)

(Standard range tanks) "Off - Left tank 29.0 gal. Right tank 29.0 gal.

Use full rich mixture to switch tanks. Take off and land on fuller tank."

(Optional long range tanks)

"Off - Left tank 38.5 gal. Right tank 38.5 gal.

Use full rich mixture to switch tanks. Take off and land on fuller tank."

(S/N 20700222 through 20700225)

(Standard range tanks) "Off - Left tank 29.0 gal. Right tank 29.0 gal.

Take off and land on fuller tank."

(Optional long range tanks)

"Off - Left tank 38.5 gal. Right tank 38.5 gal.

Take off and land on fuller tank."

(S/N 20700226 and up)

(Standard range tanks) "Off - Left tank 27.0 gal. Right tank 27.0 gal.

Take off and land on fuller tank."

(Optional long range tanks)

"Off - Left tank 36.5 gal. Right tank 36.5 gal.

Take off and land on fuller tank."

- (4) On fuel tank filler cap: (S/N 20700001 through 20700203)

(Standard range tanks) "Tank capacity 32.5 U.S. Gal., 100/130."

(Optional long range tanks)

"Tank capacity 42 U.S. Gal., 100/130."

Forward of fuel tank filler cap: (S/N 20700204 through 20700225)

(Standard range tanks) "Service this airplane with 100/130 min. aviation grade gasoline - capacity 32.5 gal."

(Optional long range tanks)

"Service this airplane with 100/130 min. aviation grade gasoline - capacity 42.0 gal."

Forward of fuel tank filler cap: (S/N 20700226 and on)

(Standard range tanks) "Service this airplane with 100/130 min. aviation grade gasoline - capacity 30.5 gal."

(Optional long range tanks)

"Service this airplane with 100/130 min. aviation grade gasoline - capacity 40.0 gal."

- (5) Above selector valve: (S/N 20700001 through 20700227)

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

(S/N 20700228 and up)

"When switching from dry tank turn auxiliary fuel pump 'on' momentarily."

- (6) On cargo door: "Baggage net 180 lb. max. capacity. Refer to weight and balance data for baggage/cargo loading."

- (7) On the following model(s) near manifold pressure gauge:

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"Fuel flow at full throttle

	2850 rpm	2700 rpm
Sea level	24 gph	23 gph
4,000 ft.	22 gph	21 gph
8,000 ft.	20 gph	19 gph

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Maximum Power Settings and Fuel Flow

Takeoff (5 min. only)	2700 rpm
35 In. Mp.	30 gph
Max. continuous power	2600 rpm

<u>Alt.</u>	<u>Ft.</u>	<u>Man. Press</u>	<u>Fuel Flow</u>
		<u>In. Hg.</u>	<u>G.P.H.</u>
S.L. to 17,000		35	28
18,000		34	27
20,000		32	25
22,000		30	23
24,000		28	21
26,000		26	19
28,000		24	18
30,000		22	17
75% Power Climb:			2500 rpm
28 In. MP., 20 GPH."			

- (8) On instrument panel above fuel pump switch (S/N 20700001 through 20700148)  
"Use 'HI' for emergency only."
- (9) On the baggage door:  
"Max. baggage 120 lb. Refer to weight and balance data for baggage/cargo loading."
- (10) Below oil temperature gauge: (S/N 20700216 and up)  
"High voltage."
- (11) On the flap control indicator for the following models:
- S/N 20700001 through 20700314
    - Up to 10° (Partial flap range with blue color code and 160 m.p.h. callout; also mechanical detent at 10°).
    - 10° to Full (Indices at these positions with white color code and 110 m.p.h. callout; also mechanical detent at 20°).
  - S/N 20700315 through 20700362
    - Up to 10° (Partial flap range with blue color code and 140 knot callout; also mechanical detent at 10°).
    - 10° to Full (Indices at these positions with white color code and 100 knot callout; also mechanical detent at 20°).
- (12) In full view of the pilot:  
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
- AUX FUEL PUMP ON ADJUST MIXTURE
  - SELECT OPPOSITE TANK
  - WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS  
SEE PROCEDURE CARD DL189-13 FOR EXPANDED INSTRUCTIONS."

B. Applicable to Models 207A and T207A

## (1) In full view of the pilot:

(a) S/N 20700363 through 20700482

"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)	130 knots
Gross weight	3800 lb.
Flight load factor	Flaps Up +3.8 -1.52
	Flaps Down +2.4

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery -350 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)

(b) S/N 20700483 through 20700729

"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 certified for the following flight operations as of date of original airworthiness certificate:

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

## (2) On control lock through 20700729:

"Control lock - remove before starting engine."

## (3) On fuel selector plate through 20700729:

(Standard range tanks) "Off - Left on 27.0 gal. Right on 27.0 gal.  
Take off and land on fuller tank."

(Optional long range tanks) "Off - Left on 36.5 gal. Right on 36.5 gal.  
Take off and land on fuller tank."

## (4) (a) Forward of fuel tank filler cap: (S/N 20700363 through 20700414)

(Standard range tanks) "Service this airplane with 100/130 min. aviation grade gasoline - capacity 30.5 gal."

(Optional long range tanks)

"Service this airplane with 100/130 min. aviation grade gasoline - capacity 40.0 gal."

## (b) Forward of fuel tank filler cap: (S/N 20700415 through 20700729)

(Standard range tanks) "Service this airplane with 100LL/100 min. aviation grade gasoline - capacity 30.5 gal."

(Optional long range tanks)

"Service this airplane with 100LL/100 min. aviation grade gasoline - capacity 40.0 gal."

## (5) Above selector valve through 20700729:

"When switching from dry tank turn auxiliary fuel pump 'on' momentarily."

## (6) On cargo door through 20700729: "Baggage net 180 lb. max. capacity. Refer to weight and balance data for baggage/cargo loading."

- (7) Near the manifold pressure gauge:

- (a) Model 207A:

S/N 20700363 through 20700482

"Maximum power setting and fuel flow

Takeoff (5 min. only): 2850 r.p.m., maximum continuous pwr.: 2700 r.p.m.,

Fuel flow at full throttle

	<u>2700 r.p.m.</u>	<u>2850 r.p.m.</u>
S.L.	23 g.p.h.	24 g.p.h.
4000 ft.	21 g.p.h.	22 g.p.h.
8000 ft.	19 g.p.h.	20 g.p.h.
12000 ft.	17 g.p.h.	18 g.p.h."

S/N 20700483 through 20700729"Min. fuel flows at full throttle

<u>R.P.M.</u>	<u>S.L.</u>	<u>4000</u>	<u>8000</u>	<u>12000</u>
2700	23 g.p.h.	21 g.p.h.	19 g.p.h.	17 g.p.h.
2850	24 g.p.h.	22 g.p.h.	20 g.p.h.	18 g.p.h."

- (b) Model T207A

- (1)
- S/N 20700363 through 20700482

"Maximum power setting and fuel flow

Takeoff (5 min. only): 2700 r.p.m., 36.5 in. mp., 31 g.p.h.

Maximum continuous power: 2600 r.p.m., 35.0 in. mp., 27 g.p.h.

<u>Alt.</u>	<u>Ft.</u>	<u>Man. Press</u>	<u>Fuel Flow</u>
		<u>In. Hg.</u>	<u>G.P.H.</u>
S.L. to 17,000		35	27
18,000		34	26
20,000		32	24
22,000		30	22
24,000		28	20
26,000		26	18
28,000		24	17
30,000		22	16

normal climb 2500 r.p.m. 30.0 in. mp., 22 g.p.h."

S/N 20700483 through 20700729"MINIMUM FUEL FLOWS

TAKEOFF	Maximum Continuous Power: 2600 RPM									
2700 RPM	ALT - FT/1000	SL-17	18	20	22	24	26	28	30	
36.5 In. Hp.	MP. In. Hg.	35	34	32	30	28	26	24	22	
31 GPH	Fuel flow - GPH	27	26	24	22	20	18	17	16"	

- (2)
- S/N 20700363 through 20700729

"Avoid continuous operation between 1850 and 2150 r.p.m. above 24 in. mp."

- (8) On the baggage door through 20700729:

"Max. baggage 120 lb. Refer to weight and balance data for baggage/cargo loading."

- (9) Adjacent to the voltage light:

S/N 20700363 through 20700482

"High Voltage"

S/N 20700483 through 20700729

"Low Voltage"

- (10) (a) S/N 20700363 through 20700482  
On the flap control indicator  
"Up to 10° (Partial flap range with blue color code and 140 knot callout; also mechanical detent at 10°).  
10° to Full (Indices at these positions with white color code and 100 knot callout; also mechanical detent at 20°)."
- (b) S/N 20700483 through 20700729  
On the flap control indicator  
"Up to 10° (Partial flap range with blue color code and 140 knot callout; also mechanical detent at 10°).  
10° to Full (Indices at these positions with white color code and 105 knot callout; also mechanical detent at 20°)."
- (11) Near airspeed indicator:  
S/N 20700483 through 20700729  
"Maneuver Speed  
130 KIAS"
- (12) In full view of the pilot:
- (a) Model 207A and T207A, S/N 20700363 through 20700482  
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES  
1. AUX FUEL PUMP ON ADJUST MIXTURE  
2. SELECT OPPOSITE TANK  
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS  
SEE PROCEDURE CARD D1189-13 FOR EXPANDED INSTRUCTIONS."
- (b) Model 207A, S/N 20700483 through 20700562  
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES  
1. AUX FUEL PUMP ON ADJUST MIXTURE  
2. SELECT OPPOSITE TANK  
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS  
SEE P.O.H. FOR EXPANDED INSTRUCTIONS."
- (c) Model T207A, S/N 20700483 through 20700729  
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES  
1. AUX FUEL PUMP ON ADJUST MIXTURE  
2. SELECT OPPOSITE TANK  
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS  
SEE P.O.H. FOR EXPANDED INSTRUCTIONS."
- (13) Effective 20700730 and up:  
All placards required in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual must be installed in the appropriate locations."

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

NOTE 3. Reserved.

NOTE 4. The cylinder head thermistors must be installed as follows:

<u>MODEL</u>	<u>CYLINDER HEAD NUMBER</u>
207	3
T207	1
207A (1977 & 1978 Models)	3
207A (1979 Model and on)	6
T207A	6

NOTE 5. The marking of the airspeed indicator with IAS provides an equivalent level of safety to FAR 23.1545 when the approved airspeed calibration data presented in Section V of the Pilot's Operating Handbooks listed below is available to the pilot:

207	Cessna P/N D1068-13
T207	Cessna P/N D1067-13
207A (1977)	Cessna P/N D1092-13
T207A (1977)	Cessna P/N D1093-13
207A (1978)	Cessna P/N D1120-13
T207A (1978)	Cessna P/N D1121-13
207A (1979)	Cessna P/N D1149-13PH
T207A (1979)	Cessna P/N D1150-13PH
207A (1980)	Cessna P/N D1184-13PH
T207A (1980)	Cessna P/N D1185-13PH
207A (1981)	Cessna P/N D1205-13PH
T207A (1981)	Cessna P/N D1206-13PH
207A (1982)	Cessna P/N D1224-13PH
T207A (1982)	Cessna P/N D1225-13PH
207A (1983)	Cessna P/N D1242-13PH
T207A (1983)	Cessna P/N D1243-13PH
207A (1984)	Cessna P/N D1263-13PH
T207A (1984)	Cessna P/N D1264-13PH

NOTE 6. 14-volt electrical system  
(207 series through S/N 20700414)

28-volt electrical system  
(207 series S/N 20700415 and up)

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

.....END.....

