

## **Cessna 172N**

**Engine:** Lycoming O-320-H2AD four cylinder 160HP. Normally aspirated (non-turbo), carburetor, horizontally opposed, oil and air cooled.

**Prop:** Fixed Pitch

**Fuel:** 100LL with 43 gal (40gals useable), 21.5 gals in each wing. Fuel selector located on the floor panel forward and between the seats. Fuel is gravity fed. Three fuel sumps (one on each wing and one near the oil filler tube. All should be checked prior to flight.

**Oil:** 20W50 winter. Max 6qts. Min 4qts

**Max Baggage:** 120lbs

**Max Gross Weight:** 2300lbs    **Max Utility Category Weight:** 2000lbs.

**Electrical:** 28V battery with 60Amp alternator

**Front Strut:** Air-Oil Type. Mains are spring steel.

**Brakes:** Toe brakes, Hydraulic disc brakes.

**Heat:** Heater muff attached to the exhaust system. Controls are on the far right panel (copilot side). Heat and air outlet is located on the side panel near the floor for each seat.

**Starting the engine:** Do **NOT** pump the throttle while turning over the engine. This will result in possible engine fire. If cold (Summer), use one to two primer pumps and one pump of the throttle, then start. If cold (below 40deg F), use three primer pumps and one to two pumps on the throttle, then start. Follow checklist.

### **Airspeeds:**

**Vx:** 59kts

**Enroute Climb:** 70-85kts

**Vrot:** 55kts

**Vy:** 70-80kts

**Vbestglide:** 65mph

**Vflapextended\_max:** 85kts

**Vapproachfinal:** 65mph

**Max Crosswind:** 15kts

**Va:** 97kts@2300lbs, 89@1950lbs

Steep Turns should be entered at 95kts.

### **Power Settings Cruise @ 75% power (recommended):**

**2500ft:** 2500 RPM

**4000ft:** 2550 RPM

**6000ft:** 2600 RPM

**75% pwr = 8.4gal/hr = 116kts @ 2500ft, 118kts @ 4000ft, 120kts @ 6000ft (True Airspeed)**

**Service Ceiling:** 14,200ft