

Cessna 172 N4923D and N738SP

Engine: Continental 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, W100 summer. 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. Fuel pump is ON for starts. If cold (Summer), use three primer pumps and one pump of the throttle, then start. If cold (below 40deg F), use five 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