

Data Sheet- Cessna 172S

Weights

Aircraft Number	Empty Weight	Empty Moment	Useful Load
N692SP	1684.90 lbs	66,522.91	865.10 lbs

Maximum Weights

	Normal	Utility
Ramp Weight	2558 lbs	2208 lbs
Takeoff Weight	2550 lbs	2200 lbs
Landing Weight	2550 lbs	2200 lbs
Baggage Weight	120 lbs.	empty
Area 1	120 lbs	empty
Area 2	50 lbs	empty

Powerplant

Engine: Textron Lycoming IO-360, 180 BHP @ 2700 RPM. 4 Cylinders, Direct Drive, horizontally opposed, air cooled, fuel injected.

Oil:	Full	8 qts.
	Min for local flight	6 qts.
	Min for x-country	7 qts.
	Grade and type	Summer-100W50 Winter- 65W30

Fuel System

Fuel: Approved Grades	100LL(blue), 100(green)
Total Fuel	56 gal.
Total Usable Fuel	53 gal.

System Description: The airplane is equipped with a standard fuel system consisting of two vented fuel tanks, a fuel tank selector valve, fuel strainer, and auxiliary fuel pump. Fuel flows by gravity from one or both tanks to the fuel selector, through a fuel strainer to the injector manifold. From the injector, the fuel flows to the cylinders and is mixed with air at the intake port. The fuel selector should be in the BOTH position for takeoff, climb, descent, landing, and maneuvers that involve prolonged slips and skids. Operation from either the LEFT or RIGHT position is reserved for level cruising flight only.

Landing Gear and Brakes

System Description: Landing gear is fixed in the tricycle configuration with a steerable nosewheel. Nosewheel is steerable and differential braking allows for a tighter turn radius. Nose strut is an air-oil type shock. Each main gear is equipped with a hydraulically activated single disk brake on the inboard side of each wheel.

Tire Inflation: Mains 38 PSI
Nose 45 PSI

Electrical System

Alternator- 28 volt, 60 ampere
Battery- 24 volt

System description: Power is supplied to most general electrical items through a split primary bus bar, with an essential bus wired between the two primaries to provide power for the master switch and annunciator circuits. Each primary bus bar is also connected to an avionics bus bar via a single avionics power switch. The avionics power switch should be turned off prior to starting the engine to prevent harmful transient voltages from damaging the avionics equipment. The ammeter shows a discharge or a charge on the battery and should remain at or near the zero indication after a brief charging period.

Pitot-Static System

System description: The system is standard with a heated pitot head under the left wing and two static ports on either side of the nose cowling. The alternate static source is located on the panel above the throttle and supplies static pressure from inside the cockpit.

Speeds

BEST GLIDE SPEED	68 KIAS
Stall in landing configuration	V _{so} 40 KIAS
Stall in cruise configuration	V _{s1} 48 KIAS
Rotation speed	V _r 55 KIAS
Best angle of climb speed	V _x 62 KIAS
Best rate of climb speed	V _y 74 KIAS
Maneuvering speed	V _a

Final Approach Aviation

Cessna

2550 lbs. 105
KIAS
2200 lbs. 98
KIAS
1900 lbs 90
KIAS

Flaps extended

Vfe

0-10° 110
KIAS
10-30° 85
KIAS

172S

Data
Sheet

Max. structural cruising
speed

Vno 129 KIAS

Enroute climb speed

75-85 KIAS

Approach Speed

60-70 KIAS

Never exceed speed

Vne 163 KIAS

Demonstrated Crosswind
Component

15 knots