



**I. Model FR172E Model FR172F** (cont'd)

|                           |  |  |
|---------------------------|--|--|
| C.G. range                | Normal Category  | (+40.5) to (+47.3) at 2500 lbs.<br>(+35.0) to (+47.3) at 1950 lbs. |
|                           | Utility Category   | (+37.5) to (+40.5) at 2200 lbs.<br>(+35.0) to (+40.5) at 1950 lbs. |
| Empty weight C.G. range   | Straight line variation between points given.  |  |
|                           | None   |  |
| Maximum weight            | *2500 lbs. (Normal Category)   |  |
|                           | *2200 lbs. (Utility Category)  |  |
| Number of seats           | 4 (2 at +36, 2 at +70)   |  |
| Maximum baggage           | 120 lbs. (+95)   |  |
| Fuel capacity             | 52 gals. (two 26 gal. tanks in wings at +48; 46 gals. usable).<br>See NOTE 1 for weight of unusable fuel |  |
| Oil capacity              | 10 qts. at -21.5 (1 qt. unusable).   |  |
|                           | See NOTE 5 for optional oil capacity.  |  |
|                           | See NOTE 1 for weight of undrainable oil.  |  |
| Control surface movements | Wing flaps   | Takeoff 0° 10°<br>Landing 0° 40°                                   |
|                           | Ailerons   | Up 20° Down 15°  |
|                           | Elevator tab   | Up 28° Down 13°  |
|                           | Elevator   | Up 28° Down 23°  |
|                           | (Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer)  |  |
|                           | Rudder   | Right 16° Left 16°   |
|                           | Serial Numbers Eligible: FR172E: FR17200001 thru FR17200060<br>FR172F: FR17200061 thru FR17200145        |  |

**II. Model FR172 G, 4 PCLM (Normal category), 2 PCLM (Utility category), Approved 23 October 1969**

|                                |  |                                  |
|--------------------------------|--|----------------------------------|
| Engine                         | Rolls Royce Continental IO-360-D, IO-360-C, IO-360-DB or IO-360-CB   |                                  |
| Fuel                           | *100/130 minimum grade aviation gasoline   |                                  |
| Engine limits                  | *For all operations, 2800 r.p.m. (210 hp.)   |                                  |
| Propeller and propeller limits | 1. McCauley constant speed propeller   | 52 lbs. (-42)                    |
|                                | (a) D2A34C67 hub with 76C blades<br>Diameter: not over 76 in., not under 74.5 in.<br>Pitch settings at 30 in. sta.: low 11.7°, high 22.5°                                      |                                  |
|                                | (b) Governor   |                                  |
|                                | (1) Woodward J210452 or  | 4 lbs. (-34)                     |
|                                | (2) McCauley C290-D2/T6  |                                  |
|                                | (3) McCauley C290-D3/T6  |                                  |
|                                | 2. McCauley fixed pitch propeller, 1B235/DFC (T-41C)   |                                  |
|                                | (a) Diameter: not over 78 in., not under 76.5 in.<br>Static r.p.m. at max. permissible throttle setting<br>not over 2370, not under 2270<br>No additional tolerance permitted. |                                  |
| Airspeed limits                | *Maneuvering   | 125 m.p.h. (109 knots) True Ind. |
|                                | *Maximum structural cruising   | 145 m.p.h. (126 knots) True Ind. |
|                                | *Never exceed  | 185 m.p.h. (160 knots) True Ind. |
|                                | *Flaps extended  | 100 m.p.h. ( 87 knots) True Ind. |

**II. Model FR172 G** (cont'd)

|                           |   |  |
|---------------------------|---|--|
| C.G. range                | Normal Category   | (+41.0) to (+47.3) at 2550 lbs.<br>(+35.0) to (+47.3) at 1950 lbs. |
|                           | Utility Category  | (+37.5) to (+40.5) at 2200 lbs.<br>(+35.0) to (+40.5) at 1950 lbs. |
|                           |   | Straight line variation between points given.                      |
| Empty weight C.G. range   | None  |  |
| Maximum weight            | *2550 lbs. (Normal Category)<br>*2200 lbs. (Utility Category)   |  |
| Number of seats           | 4 (2 at +36), (2 at +70)  |  |
| Maximum baggage           | 120 lbs. (+95)  |  |
| Fuel capacity             | 52 gals. (two 26 gal. tanks in wings at +48; 46 gals. usable).<br>See NOTE 1 for weight of unusable fuel                |  |
| Oil capacity              | 10 qts. at -21.5 (7 qt. unusable)<br>See NOTE 1 for weight of undrainable oil.<br>See NOTE 5 for optional oil capacity. |  |
| Control surface movements | Wing flaps  | Takeoff 0° 10°<br>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 measured with the bottom of the balance area flush with the bottom of the stabilizer)                 |  |
|                           | Rudder  | Right 16° ± 1° Left 16° ± 1°                                       |
|                           | (Measured parallel to W.L.)   |  |
| Serial Numbers Eligible:  | FR17200146 through FR17200205<br>FR17200207 through FR17200225  |  |

**III. Model FR172H, 4 PCLM (Normal Category), 2 PCLM (Utility Category).**  
**Approved 17 December 1970.**

|                                |  |
|--------------------------------|--|
| Engine                         | Rolls Royce Continental, IO-360-D, IO-360-C, IO-360-DB, IO-360-CB or IO-360-HB   |
| *Fuel                          | 100/130 minimum grade aviation gasoline  |
| *Engine Limits                 | For all operations, 2800 r.p.m. (210 hp.)  |
| Propeller and Propeller Limits | 1. McCauley constant speed propeller <ol style="list-style-type: none"> <li>D2A34C67 hub with 76C blades<br/>Diameter: Not over 76 in., not under 74.5 in.<br/>Pitch settings at 30 in. sta.:<br/>Low 11.7°, high 22.5°</li> <li>Governor           <ol style="list-style-type: none"> <li>Woodward F210452 or</li> <li>McCauley C290-D2/T6</li> </ol> </li> <li>2A34C209 hub with 78CCA blades<br/>Diameter: not under 78 in., not under 76.5 in.<br/>Pitch settings at 30 in. sta.:<br/>low 10.6°, high 22.0°</li> </ol> |

**III. Model FR172H** (cont'd)

- (d) Governor  
 (1) Woodward F210452 or  
 (2) McCauley C290-D2/T6
- (e) 2A34C209 hub with 78CCA-2 blades  
 Diameter: not under 76 in., not under 74.5 in.  
 Pitch settings at 30 in. sta.:  
 low 11.3°, high 22.0°
- (f) Governor  
 (1) Woodward F210452 or  
 (2) McCauley C290-D2/T6 or  
 (3) McCauley C290-D3/T6
2. McCauley fixed pitch propeller, 1B235/DFC  
 (a) Diameter: not over 78 in., not under 76.5 in.  
 Static rpm at max. permissible throttle setting,  
 not over 2370, not under 2270.  
 No additional tolerance permitted.

**\*Airspeed Limits**  
(TIAS)

|                          |                        |
|--------------------------|------------------------|
| Maneuvering              | 125 m.p.h. (109 knots) |
| Max. structural cruising | 146 m.p.h. (126 knots) |
| Never exceed             | 185 m.p.h. (160 knots) |
| Flaps extended           | 100 m.p.h. ( 87 knots) |

**C.G. Range**Normal Category

(+41.0) to (+47.3) at 2550 lbs.  
 (+35.0) to (+47.3) at 1950 lbs.

Utility Category

(+37.5) to (+40.5) at 2200 lbs.  
 (+35.0) to (+40.5) at 1950 lbs.

**Empty Weight C.G. Range**

None

**\*Maximum Weight**

2550 lbs. (Normal Category)  
 2200 lbs. (Utility Category)

**No. of Seats**

4 (2 at +36, 2 at +70)

**Maximum Baggage**

200 lbs. (+95)

**Fuel Capacity**

52 gals. (two 26 gal. tanks in wings at +48; 46 gal. usable)  
 See Note 1 for weight of unusable fuel.

**Oil Capacity**

10 qt. -21.5 (7 qt. usable)  
 See NOTE 1 for weight of undrainable oil.  
 See NOTE 5 for optional oil capacity.

**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 measured with the bottom of the balance area flush with the bottom of the stabilizer) |         |               |                    |
| Rudder  | Right   | 16° ± 1°      | Left 16° ± 1°      |
| (Measured parallel to W.L.)   |         |               |                    |

**Serial Numbers Eligible:**

FR17200226 thru FR17200308  
 FR17200310 thru FR17200350

**IV. Model FR172J, 4 PCLM (Normal category), 2 PCLM (Utility category) Approved 1 December 1972****FR 172J (thru 1975 Model)**

|   |   |
|---|---|
| Engine                                  | Rolls Royce Continental IO-360-H or IO-360-HB   |
| Fuel                                    | *100/130 minimum grade aviation gasoline  |
| Engine limits                           | *For all operations, 2800 r.p.m. (210 hp.)  |
| <b><u>IV. Model FR172J (cont'd)</u></b> |   |
| Propeller and<br>propeller limits       | 1. McCauley constant speed propeller<br>(a) 2A34C209 hub with 78CCA-2 blades<br>Diameter: not over 76 in., not under 74.5 in.<br>Pitch settings at 30 in. sta.: low 11.3°, high 22.0°<br><br>(b) 2A34C209 hub with 78CCA-2 blades<br>Diameter: not over 76 in., not under 74.5 in.<br>Pitch settings at 30 in. sta.:<br>Low 11.3°, high 22.0°<br><br>(c) Governor<br>(1) Woodward F210452 or<br>(2) McCauley C290-D2/T6 or<br>(3) McCauley C290-D3/T6<br><br>(d) Spinner, Cessna Dwg. 0550328 |
| Airspeed limits (CAS)                   | *Maneuvering 118 m.p.h. (104 knots)<br>*Maximum structural cruising 146 m.p.h. (126 knots)<br>*Never exceed 185 m.p.h. (160 knots)<br>*Flaps extended 100 m.p.h. ( 87 knots)  |

**FR 172J (1976 Model)**

|                                   |   |
|-----------------------------------|---|
| Engine                            | Continental IO-360J   |
| Fuel                              | *100/130 minimum grade aviation gasoline.   |
| Engine limits                     | *Takeoff (5 min) at 2800 r.p.m. (210 hp)<br>*Max. continuous 2600 r.p.m. (195 hp)   |
| Propeller and<br>propeller limits | 1. McCauley constant speed propeller<br>(a) 2A34C209 hub with 78CCA-2 blades<br>Diameter: not over 76 in., not under 74.5 in.<br>Pitch settings at 30 in. sta.: low 11.3°, high 22.0°<br><br>(b) Governor<br>(1) Woodward F210452 or<br>(2) McCauley C290-D2/T6 or<br>(3) McCauley C290-D3/T6 |
| Airspeed limits (IAS)             | *Maneuvering 105 kts<br>*Maximum structural cruising 129 kts<br>*Never exceed 162 kts<br>*Flaps extended 85 kts   |
| C.G. range                        | <u>Normal Category</u><br>(+41.0) to (+47.3) at 2550 lbs.<br>(+35.0) to (+47.3) at 1950 lbs.<br><u>Utility Category</u><br>(+37.5) to (+40.5) at 2200 lbs.<br>(+35.0) to (+40.5) at 1950 lbs.   |
| Empty weight C.G. range           | None  |
| Maximum weight                    | *2550 lbs. (Normal Category)<br>*2200 lbs. (Utility Category)   |
| Number of seats                   | 4 (2 at +36), (2 at +70)  |
| Maximum baggage                   | 200 lbs. (+95)  |
| Fuel capacity                     | 52 gals. (two 26 gal. tanks in wings at +48; 46 gals. usable).<br>See NOTE 1 for weight of unusable fuel  |

**FR 172J (1976 Model) (Cont'd)**

Oil capacity 10 qts. at -21.5 (7 qt. unusable),  
See NOTE 1 for weight of undrainable oil.  
See NOTE 5 for optional oil capacity.

|                           |   |         |             |                  |
|---------------------------|---|---------|-------------|------------------|
| Control surface movements | Wing flaps  | Takeoff |             | 0° - 10°         |
|                           |   | Landing |             | 0° - 40° +0° -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 measured with the bottom of the balance area flush with the bottom of the stabilizer) |         |             |                  |
|                           | Rudder  | Right   | 16° ± 1°    | Left 16° ± 1°    |
|                           | (Measured parallel to W.L.)   |         |             |                  |

Serial Numbers Eligible: FR17200351 through FR17200559  
FR17200562 through FR17200590

**V. Model FR172K, 4 PCLM (Normal category), 2 PCLM (Utility category) Approved December 1, 1976**

Engine Rolls Royce Continental IO-360-K or IO-360-KB (1977 and 1978 models)  
IO-360-KB (1979 model and on)

Fuel \*100/130 minimum grade aviation gasoline (1977 model)  
100LL/100 minimum grade aviation gasoline (1978 model and on)

Engine limits \*For all operations, 2600 r.p.m. (195 hp.)

Propeller and  
propeller limits

Landplane

1. McCauley constant speed propeller
  - (a) 2A34C203 hub with 90DCA-14 blades  
Diameter: not over 76 in., not under 74 in.  
Pitch settings at 30 in. sta.: low 12.0°, high 25.1°
  - (b) Governor
    - (1) McCauley C290D3/T15
  - (c) Spinner, Cessna Dwg. 0550328

Floatplane

1. McCauley constant speed propeller
  - (a) 2A34C203 hub with 90DCA-10 blades  
Diameter: not over 80 in., not under 78.5 in.  
Pitch settings at 30 in. sta.:  
low 11.3°, high 24.8°
  - (b) Governor
    - (1) McCauley C290D3/T15
  - (c) Spinner, Cessna Dwg. 0550328

|  |                              |           |
|--|------------------------------|-----------|
| *Airspeed limits (IAS)<br>(see Note 7 on use of IAS) | (1977 Model thru 1979 Model) |           |
|  | Maneuvering                  | 105 knots |
|  | Maximum structural cruising  | 129 knots |
|  | Never exceed                 | 163 knots |
|  | Flaps extended               | 85 knots  |
|  | (1980 Model and on)          |           |
|  | Maneuvering                  | 104 knots |
|  | Maximum structural cruising  | 129 knots |
|  | Never exceed                 | 163 knots |
|  | Flaps extended               | 85 knots  |

**V. Model FR172K** (cont'd)

C.G. range

LandplaneNormal Category

(+41.0) to (+47.3) at 2550 lbs.

(+35.0) to (+47.3) at 1950 lbs.

Utility Category

(+37.5) to (+40.5) at 2200 lbs.

(+35.0) to (+40.5) at 1950 lbs.

Straight line variation between points given

Floatplane: (Edo 248B-2440)Normal Category

(+39.5) to (+45.5) at 2550 lbs.

(+37.0) to (+45.5) at 2110 lbs.

Empty weight C.G. range

None

\*Maximum weight

2550 lbs. (Normal Category)

2200 lbs. (Utility Category)

2558 lbs. Ramp weight (1979 model and on)

Number of seats

4 (2 at +36, 2 at +70)

Maximum baggage

200 lbs. (+95)

Fuel capacity

52 gals. (two 36 gal. tanks in wings at +48) (49 gals. usable).

See NOTE 1 for weight of unusable fuel

Oil capacity

8 qts. at -21.5 (5 qt. usable)

Control surface movements

Wing flaps    Takeoff  
                         Landing

0° - 10° (Landplane)

0° - 20° (Floatplane)

0° - 40° + 0° -2°

(1977 model thru 1980 model)

0° - 30° +0° -2°

(1981 model and on)

Ailerons

Up 20° ±1°

Down 15° ±1°

Elevator tab

Up 28° +1° -0°

Down 13° +1° -0°

(1977 model thru 1980 model)

(All FR172K floatplanes)

Up 22° +1° -0°

Down 19° + 1° -0°

(1981 model and on)

Elevator

Up 28° +1° -0°

Down 23° +1° -0°

(Neutral position measured with the bottom of the balance area

flush with the bottom of the stabilizer)

Rudder

Right 16° ± 1°

Left 16° ± 1°

(Measured parallel to W.L.)

Serial Numbers Eligible:

FR17200591 through FR17200675

**DATA PERTINENT TO ALL MODELS**

Datum

Front face of firewall

Leveling means

Upper door sill

Certification basis

FAR 21.29 CAR 3 effective 15 May 1956, with no amendments.

Type Certificate No. A18EU issued, 20 December 1967.

Date of Application for Type Certificate: 8 August 1967.



No acrobatic maneuvers approved except those listed below:

| <u>Maneuver:</u>            | <u>Entry Speed:</u>    |
|-----------------------------|------------------------|
| Chandelles                  | 125 m.p.h. (109 knots) |
| Lazy eights                 | 125 m.p.h. (109 knots) |
| Steep turns                 | 125 m.p.h. (109 knots) |
| Spins                       | Slow deceleration      |
| Stalls (Except whip stalls) | Slow deceleration"     |

3) Model FR172H only:

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

MAXIMUMS

|                    | <u>Normal Category</u>     |       | <u>Utility Category</u>    |       |
|--------------------|----------------------------|-------|----------------------------|-------|
| Maneuvering Speed  | 125 m.p.h. CAS (109 knots) |       | 125 m.p.h. CAS (109 knots) |       |
| Gross Weight       | 2550 lb.                   |       | 2200 lb.                   |       |
| 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> | <u>Maneuver</u>      | <u>Max. Entry Speed</u> |
|-----------------|-------------------------|----------------------|-------------------------|
| Chandelles      | 125 m.p.h. (109 knots)  | Spins                | Slow deceleration       |
| Lazy eights     | 125 m.p.h. (109 knots)  | Stalls               | Slow deceleration       |
| Steep turns     | 125 m.p.h. (109 knots)  | (except whip stalls) |                         |

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)

4) Model FR172J

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

MAXIMUMS

|                         | <u>Normal Category</u> |       | <u>Utility Category</u> |       |
|-------------------------|------------------------|-------|-------------------------|-------|
| Maneuvering Speed (CAS) | 118 m.p.h. (104 knots) |       | 118 m.p.h. (104 knots)  |       |
| Gross Weight            | 2550 lb.               |       | 2200 lb.                |       |
| 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      | 125 m.p.h. (109 knots)         | Spins           | Slow deceleration              |
| Lazy eights     | 125 m.p.h. (109 knots)         | Stalls (except  |                                |
| Steep turns     | 118 m.p.h. (104 knots)         | whip stalls)    | Slow deceleration              |

Altitude loss in stall recovery - 160 ft.

Abrupt use of controls prohibited above 118 m.p.h.

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)

5) Model FR172K (1977 & 1978 models) (Landplane)

"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  | 105 knots              |       | 105 knots               |       |
| Gross Weight       | 2550 lb.               |       | 2200 lb.                |       |
| Flight Load Factor |                        |       |                         |       |
| Flaps Up           | +3.8                   | -1.52 | +4.4                    | -1.76 |
| Flaps Down         | +3.0                   |       | +3.0                    |       |
| Crosswind          |                        |       | 20 knots at 90°         |       |

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>Recom. Entry Speed</u> | <u>Maneuver</u> | <u>Recom. Entry Speed</u> |
|-----------------|---------------------------|-----------------|---------------------------|
| Chandelles      | 110 kts                   | Spins           | Slow deceleration         |
| Lazy eights     | 110 kts                   | Stalls          | Slow deceleration         |
| Steep turns     | 105 kts                   |                 | (except whip stalls)      |

Altitude loss in stall recovery - 160 ft.

Abrupt use of controls prohibited above 105 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 or original airworthiness certificate.

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

6) Model FR172K (1977 and 1978 model) (Floatplane with Edo 248B-2440 floats)

"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 (IAS) | 105 knots  |             |  |
| Gross weight            | 2550 lbs.  |             |  |
| Flight load factor      | Flaps up   | +3.8, -1.52 |  |
|                         | Flaps down | +2.0        |  |

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery - 250 feet.

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 FR172K (1979 model and on) (Landplane)

"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 Utility Category are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

Normal Category      No acrobatic maneuvers, including spins, approved.  
 Utility Category      No acrobatic maneuvers approved except those listed in the Pilot's  
 Operating Handbook.

Baggage compartment and rear seat must not be occupied.

Spin Recovery      Opposite rudder, forward elevator, neutralize controls.

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)

- 8) Model FR172K (1979 model and on) (Floatplane with Edo 248B-2440 floats) |  
 "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 Flight Manual.

No acrobatic maneuvers, including spins, approved.

Flight into known icing conditions prohibited.

This airplane is certificated for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR (as applicable)

- 9) Near fuel selector (all models)  
 "When switching from dry tank, turn pump on 'HIGH' momentarily."

- 10) Near flap handle or switch:

- (a) Model FR172E through FR172J

"Avoid slips with flaps extended."

- (b) Model FR172K (1977 model through 1980 model)

W      0°

I      10°

N      20°

G

F

L      40°

A

P

S

AVOID SLIPS WITH  
 FLAPS EXTENDED"

## (c) FR172K (1981 model and on)

W 0°  
 I 10°  
 N 20°  
 G

F  
 L 30°  
 A  
 P  
 S

AVOID SLIPS WITH  
 FLAPS EXTENDED"

## (b) The following placard must be displayed on the instrument panel of Model FR172G and FR172H.

"Do not turn off alternator in flight except in emergency."

The following placard must be displayed in the baggage compartment.

- 1) Model FR172E through FR172H  
 "200 pounds maximum baggage or 120 lb. aux. seat passenger. For additional loading instructions see weight and balance data."
- 2) Model FR172J and on  
 "200 pounds maximum baggage or 120 lb. aux. seat passenger forward of baggage door latch. 50 pounds maximum baggage aft of baggage door latch. Maximum 200 pounds combined. For additional loading instructions, see weight and balance data."

## (d) On control lock: (FR172K and on)

"Control lock - Remove before starting engine."

## (e) Near fuel selector valve handle: (FR172K and on)

"BOTH - 49 gal.  
 LEFT - 24.5 gal.  
 RIGHT - 24.5 gal."

## (f) Near fuel tank filter:

FR172K (1977 model)

"Fuel  
 100/130 min. grade aviation gasoline  
 Cap. 26 U.S. gal."

## (g) FR172K (1978 model and on)

"Fuel  
 100LL or 100 min. grade aviation gasoline  
 Cap. 26 U.S. gal."

(h) On instrument panel near manifold pressure/fuel flow gauge:  
(FR172K and on)

"FUEL FLOW  
 AT FULL THROTTLE  
 2600 RPM  
 S.L. 16 GHP  
 4000 ft. 14 GHP  
 8000 ft. 12 GHP  
 12000 ft. 10 GHP

NOTE 3. RESERVED.

NOTE 4. RESERVED.

NOTE 5. Compliance with Cessna Service Letter SE74-18, dated August 23, 1974, Supplement No. 1, allows a 2 quart reduction in oil capacities (10 quarts to 8 quarts on IO-360 Series engines). Usable oil is 5 quarts.

NOTE 6. Model R172J and on  
Cylinder head temperature probe to be installed in No. 2 cylinder head.

NOTE 7. 14-volt electrical system  
(FR172K - 1977 model)

28-volt electrical system  
(FR172K - 1978 model and on)

In addition to the placards specified above, the prescribed operating limitations indicated by an asterisk (\*) under Sections 1 through IX of this data sheet must also be displayed by permanent markings.

.....END.....