

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). 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°
		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°

II Reims Aviation Model Cessna 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		
	Diameter: not over 76 in., not under 74.5 in.		
	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.		
	Static r.p.m. at max. permissible throttle setting not over 2370, not under 2270		
	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.	
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.	
	Straight line variation between points given.		
Empty weight C.G. range	None		
Maximum weight	*2550 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). See NOTE 1 for weight of unusable fuel			
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° ± 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.)				

III. Reims Aviation Model Cessna 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	<ol style="list-style-type: none"> 1. McCauley constant speed propeller <ol style="list-style-type: none"> (a) D2A34C67 hub with 76C blades Diameter: Not over 76 in., not under 74.5 in. Pitch settings at 30 in. sta.: Low 11.7°, high 22.5° (b) Governor <ol style="list-style-type: none"> (1) Woodward F210452 or (2) McCauley C290-D2/T6 (c) 2A34C209 hub with 78CCA blades Diameter: not under 78 in., not under 76.5 in. Pitch settings at 30 in. sta.: low 10.6°, high 22.0° (d) Governor <ol style="list-style-type: none"> (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 <ol style="list-style-type: none"> (1) Woodward F210452 or (2) McCauley C290-D2/T6 or (3) McCauley C290-D3/T6

	(c) Governor		
	(1) Woodward F210452 or		
	(2) McCauley C290-D2/T6 or		
	(3) McCauley C290-D3/T6		
	(d) Spinner, Cessna Dwg. 0550328		
Airspeed limits (CAS)	*Maneuvering	118 m.p.h. (104 knots)	
	*Maximum structural cruising	146 m.p.h. (126 knots)	
	*Never exceed	185 m.p.h. (160 knots)	
	*Flaps extended	100 m.p.h. (87 knots)	
<u>FR 172J (1976 Model)</u>			
Engine	Continental IO-360J		
Fuel	*100/130 minimum grade aviation gasoline.		
Engine limits	*Takeoff (5 min) at 2800 r.p.m. (210 hp)		
	*Max. continuous 2600 r.p.m. (195 hp)		
Propeller and propeller limits	1. McCauley constant speed propeller		
	(a) 2A34C209 hub with 78CCA-2 blades		
	Diameter: not over 76 in., not under 74.5 in.		
	Pitch settings at 30 in. sta.: low 11.3°, high 22.0°		
	(b) Governor		
	(1) Woodward F210452 or		
	(2) McCauley C290-D2/T6 or		
	(3) McCauley C290-D3/T6		
Airspeed limits (IAS)	*Maneuvering	105 kts	
	*Maximum structural cruising	129 kts	
	*Never exceed	162 kts	
	*Flaps extended	85 kts	
C.G. range	<u>Normal Category</u>		
	(+41.0) to (+47.3) at 2550 lbs.		
	(+35.0) to (+47.3) at 1950 lbs.		
	<u>Utility Category</u>		
	(+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)		
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).		
	See NOTE 1 for weight of unusable fuel		
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.)		

V. Reims Aviation 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)

(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

C.G. range

Landplane

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.

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.)

DATA PERTINENT TO ALL MODELS

Datum	Front face of firewall
Leveling means	Upper door sill
Serial Nos. Eligible	The French Government Certificate of Airworthiness for Export endorsed as noted below under "Import Requirements" must be submitted for each individual aircraft for which application for certification is made.
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.
Import requirements	A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Secretariat General a l'Aviation Civil (S.G.A.C.) containing the following statement: "The airplane covered by this certificate has been examined and found to comply with U.S. Civil Air Regulations Part 3 dated 15 May 1956, and conforms to Type Certificate No. A18EU."
Equipment	The basic required equipment as prescribed in the applicable airworthiness requirements (see Certification Basis) must be installed in the aircraft for certification. In addition, the following item of equipment is required: <ol style="list-style-type: none"> 1. Stall Warning System, Cessna dwg. 0523112

NOTES

- NOTE 1. (a) Model FR172E thru FR 172J
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. The certificated empty weight and the corresponding center of gravity location must include unusable fuel of 36 lb. at (+46) and undrainable oil of 0.0 lb. at (-21.5) for Models FR172E thru FR172J.

(b) Model FR172K and on

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 (-21.5).

NOTE 2. (a) The following placards must be displayed in full view of the pilot:

1) Models FR172E, FR172F, and FR172G:

"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 (____)**

Reference weight and balance data for loading instructions.

**Use 2500 lb. for Models FR172E and FR172F and 2550 lb. for Models FR172G.

Flight Maneuvering Load Factors

Flaps Up +3.8 -1.52

Flaps Down +3.5

No acrobatic maneuvers including spins approved."

2) (a) Models FR172E and FR172F only:

"Utility category"

"Maximum design weight 2200 lb.

Baggage compartment and rear 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	127 m.p.h. (110 knots)
Lazy eights	127 m.p.h. (110 knots)
Steep turns	127 m.p.h. (110 knots)
Spins	Slow deceleration
Stalls (Except whip stalls)	Slow deceleration"

(b) Model FR172G only:

"Utility category"

"Maximum design weight 2200 lb.

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	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 R172K (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 R172K (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 R172K (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.....