

Air Plains Services, Corp.
P.O. Box 541
Wellington Airport
Wellington, Ks. 67152

Section 9
Supplements

FAA Approved
Airplane Flight Manual
Supplement

For

Cessna 172P
Serial No. 17274010 and Subsequent

Serial No: _____ Reg No. N _____

This Supplement must be attached to the Pilots Operating Handbook and the FAA Approved Airplane Flight Manual when the airplane is modified in accordance with STC SA2196CE which increases max certificated takeoff weight to 2550 lbs. The airplane must previously have been modified with STC SA4428SW. The information contained herein supplements or supersedes the basic Manual only in those areas outlined herein. For limitations, procedures and performance information not contained in this supplement, consult the Pilots Operating Handbook and the basic Airplane Flight Manual.

1. GENERAL
2. LIMITATIONS
3. EMERGENCY PROCEDURES
4. NORMAL PROCEDURES
5. PERFORMANCE
6. WEIGHT AND BALANCE

FAA Approved: 
Manager, Wichita Aircraft
Certification Office
FAA Central Region,
Wichita, Ks.

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Section 9
Supplements

Cessna Model 172P

Log of Revisions

Rev.	Pages Affected	Description	FAA Approved	Date
		Original	G. M. Baker	10/02/87
1	3&4	Added 0360A4N 3/21/90	<i>B. L. Sorenson</i>	3/21/90
	1-10	Changed Company Name,		
2	All	Revised Weight And Balance Charts Added Doc. Number	<i>R. M. B. O. P.</i>	2/16/99

FAA Approved

Oct. 2, 1987

Page 2 of 10

Document 172057

Rev. 2

Date February 16, 1999

Air Plains Services Corp.
P.O. Box 541
Wellington Airport
Wellington, Ks. 67152

Section 9
Supplements

Cessna Model 172P

SECTION 1. General

The information contained in this Flight Manual Supplement is FAA Approved material, and is applicable to the operation of the airplane in accordance with STC SA2196CE which increases the max. certificated takeoff weight to 2550lbs, when the airplane has previously been modified with STC SA4428SW.

DESCRIPTIVE DATA

PAGE 1-3

ENGINE

Engine Model Number: O-360-A4A,A4M,A4N, A2F & A3A

Engine Type: Normally aspirated, direct drive, air cooled, horizontally opposed, carburetor equipped, four cylinder engine with 360 cu. in. displacement.

Horsepower Rating and Engine Speed: 180 rated BHP at 2700 RPM

Maximum Continuous RPM: 2540-RPM

PAGE 1-5

MAXIMUM CERTIFICATED WEIGHTS

Takeoff, Normal	2550lbs.
Utility	2100lbs.
Landing, Normal	2550lbs.
Utility,	2100lbs.

SECTION 2. Limitations

PAGE 2-5 AIRSPEED INDICATOR MARKINGS

Airspeed indicator must be replaced with Cessna PIN C661064-0112 or remarked as follows:

FAA Approved

Oct. 2, 1987

Page 3 of 10

Document 172057

Rev. 2

Date February 16, 1999

Air Plains Services Corp.
P.O. Box 541
Wellington Airport
Wellington, Ks. 67152

Section 9
Supplements

Cessna Model 172P

PAGE 2-5 AIRSPEED INDICATOR MARKINGS, (cont.)

MARKING	KIAS VALUE OR RANGE
White Arc	40-85
Green Arc	50-127
Yellow Arc	127-158
Red Line	158

PAGE 2-4 AIRSPEED LIMITATIONS

VA Maneuvering Speed:	
2550 Pounds	105 KIAS
2150 Pounds	95 KIAS
1750 Pounds	85 KIAS

PAGE-2-5 POWER PLANT LIMITATIONS

Engine Model Number: O-360-A4A, A4M, A4N, A2F & A3A
Maximum Power: 180 BHP rating
Maximum Continuous RPM: 2540 RPM

PAGE 2-6 WEIGHT LIMIT

Maximum Takeoff Weight,	Normal	2550lbs.
	Utility	2100lbs.
Maximum Landing Weight,	Normal	2550lbs.
	Utility	2100lbs.

PAGE 2-7 CENTER OF GRAVITY LIMITS

NORMAL CATEGORY

Center of Gravity Range:

Forward: 35.0 inches aft of datum at 1950 lbs. or less, with straight line variation to 41.0 inches aft of datum at 2550 lbs.
Aft: 47.3 inches aft of datum at all weights.

FAA Approved

Oct. 2, 1987

Page 4 of 10

Document 172057

Rev. 2

Date February 16, 1999

Air Plains Services Corp.
P.O. Box 541
Wellington Airport
Wellington, Ks. 67152

Section 9
Supplements

Cessna Model 172P

PAGE 2-7 CENTER OF GRAVITY LIMITS, (cont.)

UTILITY CATEGORY

Center of Gravity Range:

Forward: 35.0 inches aft of datum at 1950lbs. or less, with straight line variation to 36.5 inches aft of datum at 2100lbs.

Aft: 40.5 inches aft of datum at all weights.

PAGE 2-8 FLIGHT LOAD FACTORS

NORMAL CATEGORY

Flight Load Factors (Maximum Takeoff Weight -2550lbs):

Flaps UP +3.8g, - 1.52g
Flaps Down +3.0g

PAGE 2-12 PLACARDS

10. Near airspeed indicator: MANEUVER SPEED - 105 KIAS

SECTION 3. Emergency Procedures

PAGE 3-3 AIRSPEEDS FOR EMERGENCY OPERATION

Engine Failure after Takeoff:

Wing Flaps Up 70 KIAS
Wing Flaps Down 65 KIAS

Maneuvering Speed:

2550 lbs 105 KIAS
2150 lbs 95 KIAS
1750 lbs 85 KIAS

Maximum Glide

2550 lbs 65 KIAS
2150 lbs 62 KIAS
1750-lbs 56 KIAS

Precautionary Landing With Engine Power. 65 KIAS

Landing Without Engine Power:

Wing Flaps Up 70 KIAS
Wing Flaps Down 65 KIAS

FAA Approved

Oct. 2, 1987

Page 5 of 10

Document 172057

Rev. 2

Date February 16, 1999

Air Plains Services Corp.
P.O. Box 541
Wellington Airport
Wellington, Ks. 67152

Section 9
Supplements

Cessna Model 172P

PAGE 3-4 ENGINE FAILURES

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Airspeed --70 KIAS (flaps UP)
65 KIAS (flaps DOWN)

PAGE 3-4 ENGINE FAILURE DURING FLIGHT

1. Airspeed -- 75 KIAS

PAGE 3-4 FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed -- 70 KIAS (flaps UP)
65 KIAS (flaps DOWN)
5. Wing Flaps -- AS REQUIRED (30 deg recommended)

PRECAUTIONARY LANDING WITH ENGINE POWER

2. Airspeed -- 65 KIAS
6. Airspeed -- 65 KIAS

PAGE 3-5 DITCHING

4. Wing Flaps -- 20-30 deg.

NOTE

If no power is available, approach at 70 KIAS with flaps up
or at 65 KIAS with 10 deg flaps.

PAGE 3-7 ICING

INADVERTENT ICING ENCOUNTER

11. Approach at 80 to 90 KIAS depending upon the amount of the
accumulation.

FAA Approved
Oct. 2, 1987
Page 6 of 10
Document 172057
Rev. 2
Date February 16, 1999

Air Plains Services Corp.
P.O. Box 541
Wellington Airport
Wellington, Ks. 67152

Section 9
Supplements

Cessna Model 172P

SECTION 4. Normal Procedures

PAGE 4-3 NORMAL PROCEDURES

SPEEDS FOR NORMAL OPERATION

Unless otherwise noted, the following speeds are based on a maximum weight of 2550 pounds and may be used for any lesser weight.

Page 4-3

Takeoff

Normal Climb Out 75-85 KIAS
Short Field Takeoff, Flaps 10°, Speed at 50 Feet . 57 KIAS

Enroute Climb, Flaps Up:

Normal, Sea Level 75-85 KIAS
Normal, 10,000 Feet 70-80 KIAS
Best Rate of Climb, Sea Level 76 KIAS
Best Rate of Climb, 10,000 Feet 72 KIAS
Best Angle of Climb, Sea Level 62 KIAS
Best Angle of Climb, 10,000 Feet 67 KIAS

Landing Approach:

Normal Approach, Flaps Up 65-75 KIAS
Normal Approach, Flaps 30° 60-70 KIAS
Short Field Approach, Flaps 30° 62 KIAS

Balked Landing:

Maximum Power, Flaps 20° 60 KIAS

Maximum Recommended Turbulent Air Penetration Speed:

2550 Lbs 105 KIAS
2150 Lbs 95 KIAS
1750 Lbs 85 KIAS

PAGE 4-8 SHORT FIELD TAKEOFF

Climb Speed -- 57 KIAS(until all obstacles are cleared)

PAGE 4-9 ENROUTE CLIMB

Airspeed -- 75-85 KIAS

FAA Approved
Oct. 2, 1987
Page 7 of 10
Document 172057
Rev. 2
Date February 16, 1999

Air Plains Services Corp.
P.O. Box 541
Wellington Airport
Wellington, Ks. 67152

Section 9
Supplements

Cessna Model 172P

PAGE 4-9 LANDING

NORMAL LANDING

1. Airspeed -- 65-75 KIAS (flaps UP)
2. Wing Flaps -- AS DESIRED (0-10 deg below 110 KIAS, 10-30 deg. below 85 KIAS).
3. Airspeed -- 60-70 KIAS (flaps DOWN)

PAGE 4-10

SHORT FIELD LANDING

1. Airspeed 65-75 KIAS (flaps UP)
3. Airspeed 62 KIAS (until flare)

BALKED LANDING

5. Wing Flaps --10 deg. (until obstacles are cleared) RETRACT SLOWLY after reaching a safe altitude and 65 KIAS.

Section 5

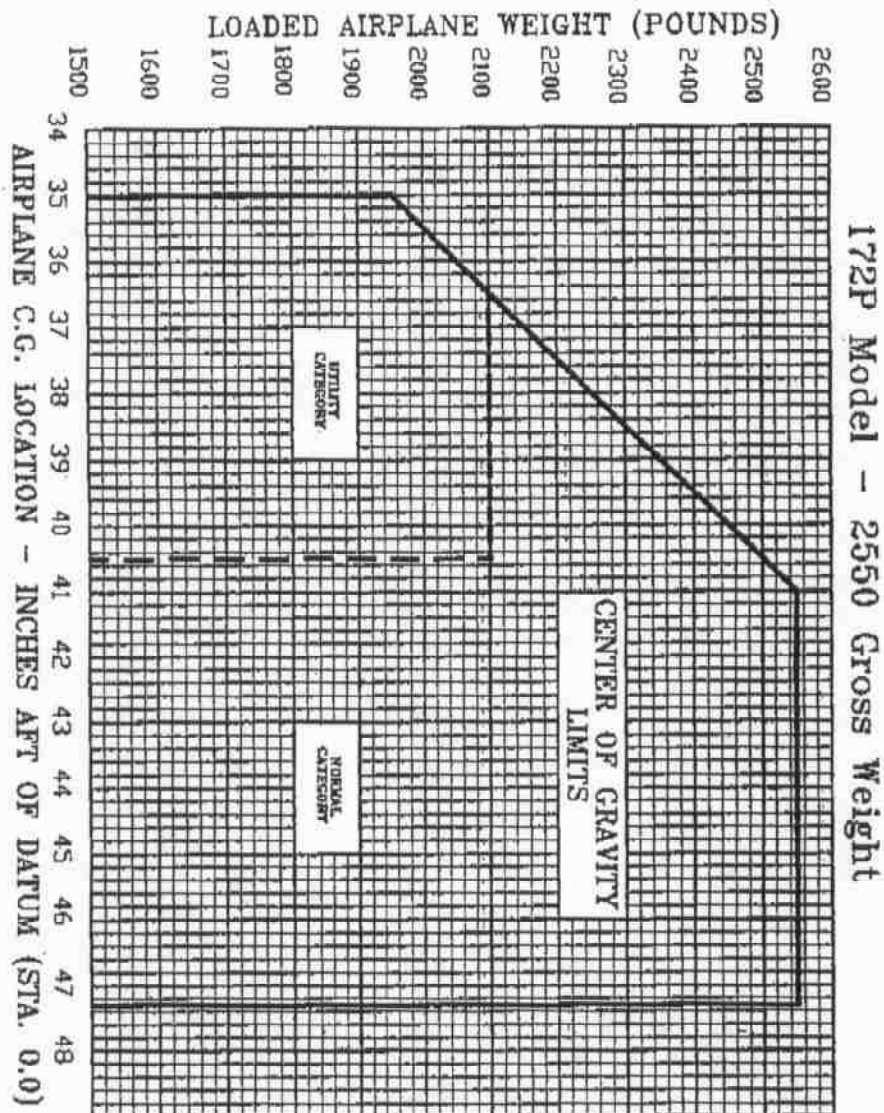
PAGE 5-21 LANDING DISTANCE - SHORT FIELD

NOTES:

4. If a landing with flaps up is necessary, increase approach speed by 9 KIAS and allow for 35% longer distance.

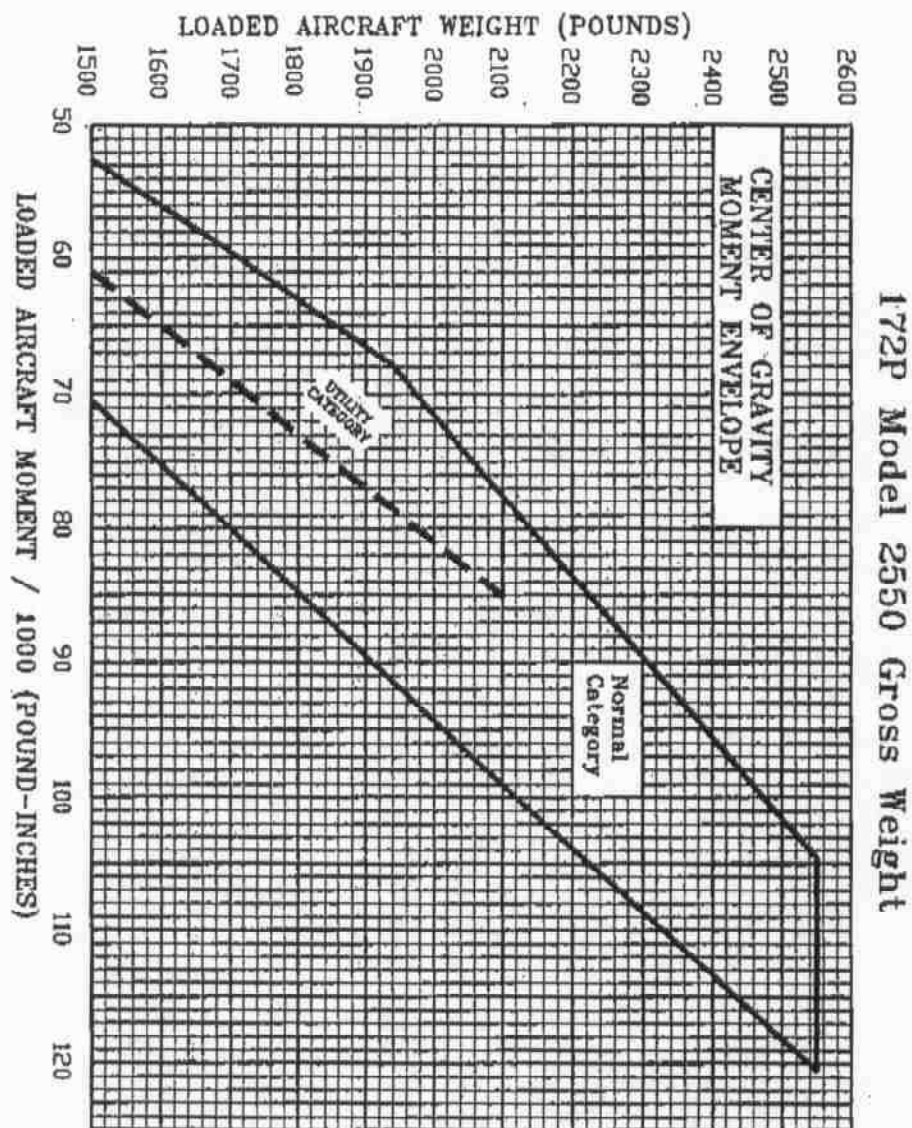
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Section 9
Supplements



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Section 9
Supplements



180HP CESSNA 172 SKYHAWK
CRUISE PERFORMANCE
Standard Temperature

Pressure Altitude Ft.	RPM	% BHP	GPH
2000	2550	76	10.2
	2500	72	9.6
	2400	64	8.7
	2300	58	7.9
	2200	52	7.2
	2100	46	6.6
4000	2600	76	10.2
	2500	68	9.2
	2400	62	8.3
	2300	55	7.6
	2200	49	6.9
	2100	44	6.3
6000	2650	76	10.1
	2500	69	9.2
	2400	62	8.4
	2300	56	7.7
	2200	53	7.3
8000	2700	76	10.1
	2600	69	9.2
	2500	62	8.4
	2400	56	7.7
	2300	53	7.3
	2200	47	6.7
10000	2700	72	9.6
	2600	65	8.8
	2500	59	8.1
	2400	53	7.4
	2300	48	6.8
12000	2650	65	8.8
	2600	62	8.4
	2500	56	7.7
	2400	51	7.1