

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. 17274205 Reg No. N6508K

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 2550lbs. 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 B. L. Sorenson
Manager, Wichita Aircraft
Certification Office
FAA Central Region,
Wichita, Ks.

FAA Approved
Oct. 2, 1987
Page 1 Of 10
Rev. 1 date 3/21/90

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

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 1-10	Added O360A4N Changed Company Name	<i>B.L. Sorenson</i>	3/21/90

FAA Approved
Oct. 2, 1987
Page 2 of 10
Rev. 1 date 3/21/90

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 LIMITS

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
Rev. 1 date 3/21/90

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.....68 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
Rev. 1 date 3/21/90

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
Rev. 1 date 3/21/90

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 deg, 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 deg.....60-70 KIAS
Short Field Approach, Flaps 30 deg.....62 KIAS

Balked Landing:

Maximum Power, Flaps 20 deg.....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
Rev. 1 date 3/21/90

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

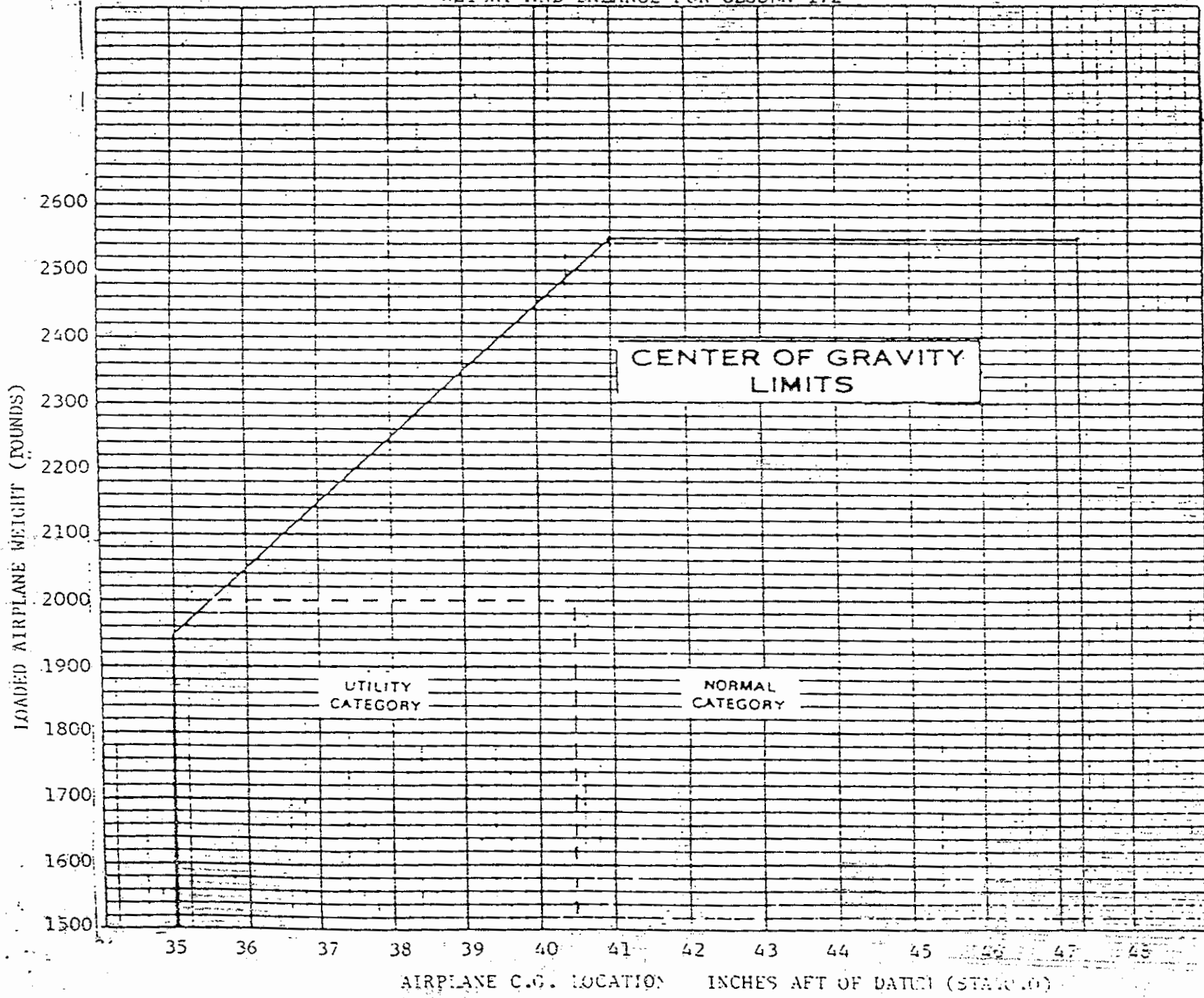
PAGE 5-21 LANDING DISTANCE - SHORT FIELD

NOTES:

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

FAA Approved
Oct. 2, 1987
Page 8 of 10
Rev. 1 date 3/21/90

WEIGHT AND BALANCE FOR CESSNA 172P



WEIGHT AND BALANCE FOR CESSNA 172P

