

**Model 172M, Skyhawk, 4 PCL-SM (Normal), 2 PCLM (Utility)**

Landplane — Serial Number 17265777 (1976 model)

Engine ..... Lycoming O-320-E2D  
Fuel ..... 80/87 minimum grade aviation gasoline  
Engine Limits ..... For all operations, 2700 RPM (150 hp)

**Propeller and Propeller Limits:**

- Type ..... McCauley 1C160/CTM (or DTM) 7553
- Static RPM at MAXIMUM throttle ..... not over 2370, and not under 2270
- Diameter ..... not over 75 in., and not under 74 in.

**Airspeed Limits (CAS):**

- Maneuvering ..... 97 knots
- Maximum structural crusing ..... 128 knots
- Never exceed ..... 160 knots
- Flaps extended ..... 85 knots

**Flight Load Factor:**

- Normal category, Flaps up ..... +3.8, -1.52
- Utility category, Flaps up ..... +4.4, -1.76
- Flaps down ..... +3.0

Normal category ..... No acrobatic maneuvers including spins approved

Utility category ..... Baggage compartment and rear seat must not be occupied

**Maximum Weight:**

- Normal category ..... 2300 lbs.
- Utility category ..... 2000 lbs.

**NO ACROBATIC MANEUVERS EXCEPT THOSE LISTED BELOW:****Maneuver:**

- Stalls (except whip stalls) ..... Slow deceleration
- Spins ..... Slow deceleration
- Chandelles ..... 105 knots
- Lazy eights ..... 105 knots
- Steep turns ..... 95 knots

Altitude loss in stall recovery ..... 180 feet

Abrupt use of controls prohibited above ..... 97 knots

Spin recovery ..... Opposite rudder, forward (relax) elevator, neutralize controls

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**C.G. Range:**

- Normal category, 2300 lbs. .... (+38.5) to (+47.3)
- Normal category, 1950 lbs., or less ..... (+35.0) to (+47.3)
- Utility category, 2000 lbs. .... (+35.5) to (+40.5)
- Utility category, 1950 lbs., or less ..... (+35.0) to (+40.5)
- Straight line variation between points

Empty Weight C.G. Range ..... None

Number of Seats ..... 4 (2 at +34 to +46, 2 at +73)

Maximum Baggage ..... 120 lbs. at +95

Fuel Capacity ..... 42 gal. Total, 38 gal. usable (two 21 gal. tanks in wings at +48)

Oil Capacity ..... 2 gal. (-14.0), 1-1/2 gal. usable

**Control Surface Movements:**

- Wing flaps, Takeoff ..... 0° - 10°
- Wing flaps, 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 is with bottom of balance area flush with bottom of stabilizer.)

- Rudder ..... Right: 16° ±1°; Left 16° ±1°  
(Measured parallel to W.L.)