

CESSNA 172H Model Guide

CESSNA 172H is a single-engine piston Cessna 172 variant. The registry also lists it as a USAF T-41A. The 172 family seats up to 4 passengers, with family-level maxima of 140 kt cruise, 700 nm range and a 17000 ft ceiling. The sources give few figures specific to the 172H, so check weights and performance against the airplane's own flight manual.

KEY TAKEAWAYS

- Family-wide maxima (all 172 variants, not the 172H alone): up to 4 passengers, 140 kt cruise, 700 nm range, 17000 ft ceiling.
- The 172H checklist gives rotate at 60 MPH, Vx about 68 MPH, Vy about 80 MPH, and best glide 80 mph.
- Textron service letter SEL-28-10 lists the 172H for a mandatory fuel strainer bowl inspection. Ask to see the logbook entry.
- Some 172Hs carry a TAE 125-02 diesel STC. EASA AD 2020-0228 covers a turbocharger hose on those engines.

PREFLIGHT AND ENGINE CHECKS

The 172H checklist calls for engine oil of 6-8 qts, with 6 as the minimum. Main tires should be at 24 PSI and the nose tire at 26 PSI. At run-up the suction gauge should read 4.5 - 5.4. The magneto check allows a maximum drop of 125 and a difference of 50. Also drain and check the fuel sumps, and inspect the alternator belt, air filter, static port and fuel vent.

SERVICE LETTER AND AD PAPERWORK

Service letter SEL-28-10 (January 5, 2023) is mandatory at the next 100-hour or 12-month inspection. It covers the 0756008-1 Fuel Strainer Bowl, which may have missed its corrosion treatment. Replace the bowl if it carries work order markings 112706, 124963 or 132350. Confirm the logbook records compliance. For a diesel-converted 172H (TAE 125-02-99 or 02-114), check AD 2020-0228 hose compliance.

SPECIFICATIONS

Main Tire Pressure Psi	24
Nose Tire Pressure Psi	26
Suction Gauge Min Inches	4.5
Suction Gauge Max Inches	5.4

V-SPEEDS

Rotate Speed Mph	60
Best Angle Climb Vx Mph	68
Best Rate Climb Vy Mph	80
Best Glide Mph	80
Engine Failure After Takeoff Flaps Up Mph	70
Engine Failure After Takeoff Flaps Down Mph	65

SAFETY NOTES

- Engine failure after takeoff: 70 MPH flaps up or 65 MPH flaps down, and land straight ahead.
- Forced landing without power: best glide 80 mph. Flaps 40° are recommended. Unlatch the doors and touch down slightly tail low.
- Suspected static source blockage: pull the alternate static source valve on, then consult the airspeed calibration tables.