

CESSNA 172R SKYHAWK Model Guide

The CESSNA 172R SKYHAWK is a single-engine piston airplane in the Cessna 172 family. Across all variants the family is listed at up to 4 passengers, up to 140 kt cruise and up to 700 nm range. The supplied documents give no stock 172R weight or performance tables. Confirm those figures in the airplane's own flight manual before you buy.

KEY TAKEAWAYS

- Family-level figures only: up to 4 passengers, 140 kt cruise, 700 nm range and 17000 ft ceiling are maxima for all 172 variants.
- AD 2001-06-17 applies to the 172R: a one-time check of engine idle speed and fuel control mixture setting.
- Ask whether the STC for 2550 lbs gross weight and a 180 HP Lycoming IO-360 is installed. Its limits differ from stock.
- A Sporty's checklist gives Vy of 79 KIAS and best glide of 65 KIAS for the 172R.

WHAT THE RECORDS SHOW

The CESSNA 172R SKYHAWK belongs to the 172 family, which has dozens of variants. The registry maxima are 1200 kg MTOW, 140 kt cruise, 700 nm range and 17000 ft service ceiling. These are family-level "up to" figures, not 172R figures. No stock 172R specifications are in the documents supplied.

AIRWORTHINESS DIRECTIVE CHECK

AD 2001-06-17 covers certain Cessna 172R and 172S airplanes. It requires a one-time inspection of engine idle speed and fuel control mixture setting, with adjustment as necessary. It also requires engine operating procedures in the POH/AFM. It took effect April 20, 2001. A correction fixed the AD number from 2001-06-14 to 2001-06-17, so check the logbook cites the right number.

STC-MODIFIED AIRPLANES

One supplement covers STC SA2196CE, which raises gross weight to 2550 lbs, and STC SA4428SW, which fits a 180 HP Lycoming IO-360-L2A with a fixed-pitch 76 inch McCauley propeller. With both installed, it lists VNE at 163 KIAS and baggage at 120 lbs maximum. Normal category CG limits are 35.0 to 47.3 inches aft of datum. These figures apply only if the STC is fitted.

V-SPEEDS

Best Climb Vy Kts	79
Best Glide Kts	65

SAFETY NOTES

- Sporty's checklist: after engine failure in flight, trim for best glide at 65 KIAS, pick a landing site, then run the restart items.
- Magneto check at 1800 RPM per the checklist: maximum drop 150 RPM, maximum difference 50 RPM between magnetos. Treat larger values as a pre-buy squawk.
- Confirm the AD 2001-06-17 idle speed and mixture inspection is signed off in the logbooks.