

CESSNA FR172G Model Guide

The CESSNA FR172G is a single-engine piston airplane in the Cessna 172 family. It is the Reims-built FR172 variant, covered by type certificate A18EU. The supplied documents have no variant-specific weight, speed or performance figures. They cover an auxiliary fuel tank STC, a tail tie-down STC and a fuel contamination AD.

KEY TAKEAWAYS

- The CESSNA FR172G is listed in the Flint Aero auxiliary fuel tank STC (SA1614WE) and the tail tie-down replacement STC.
- The Flint Aero tanks add 23 gal usable fuel and 40 lbs to standard empty weight, with no other performance changes.
- AD 86-19-11 covers the FR172G: add fuel reservoir quick drains if missing, and keep the preflight fuel check procedure with the airplane documents.
- The 172 family registry shows up to 4 passengers, 140 kt cruise and 700 nm range. These are family maxima, not FR172G figures.

AUXILIARY FUEL TANK STC

Two Flint Aero wing tanks hold 12 gal each (11.5 usable each, 23 usable total). Fuel transfers into the main tanks by pump. Transfer only in level flight, never during takeoff, landing or refueling. If a pump fails, that tank's fuel cannot be used. Rated range is 292 NM with the added fuel.

TAIL TIE-DOWN AND FUEL AD

The tail tie-down STC replaces the single-point factory eyelet with multiple attachment points. At each annual or 100-hour inspection, check for loose or missing hardware, the placard, sealant and rudder cable wear. AD 86-19-11 requires a preflight fuel check using the strainer, tank and reservoir drains.

SPECIFICATIONS

Aux Fuel Capacity Gal	24
Aux Fuel Usable Gal	23
Aux Tank Usable Each Gal	11.5
Aux Fuel Arm Inches	48

PERFORMANCE

Range Nm	292
Endurance Hrs	2.3

WEIGHT & BALANCE

Standard Empty Weight Change Lbs	40
Max Useful Load Change Lbs	-40

SAFETY NOTES

- Preflight fuel check: drain the strainer at least 4 seconds, then each wing tank quick drain. Look for water, rust, sludge or ice. Check the reservoir drains after rain, sleet or snow.
- With Flint Aero tanks, the aux transfer switches must be OFF for takeoff, landing and filling. Check the tanks for leaks and drain a sample on preflight.
- Rudder control cable wear at the tailcone fairing, if the tie-down mod is fitted, requires replacing the cable.