PERFORMANCE and SPECIFICATIONS

MODEL 172 FLOATPLANE

GROSS WEIGHT:	2220 lbs
SPEED:	
Top Speed at Sea Level and Rated RPM	108 mph
Cruise, 75% Power at 6500 ft	106 mph
RANGE:	
Cruise, 75% Power at 6500 ft	485 mi
39 Gallons, No Reserve	4.6 hr
	106 mph
Optimum Range at 10,000 ft	570 mi
39 Gallons, No Reserve	6.5 hr
	88 mph
RATE OF CLIMB AT SEA LEVEL	580 fpm
SERVICE CEILING	12,000 ft
TAKE-OFF:	
Take-off Run	1620 ft
Total Distance Over 50-ft Obstacle	2390 ft
LANDING:	
Landing Run	590 ft
Total Distance Over 50-ft Obstacle	1345 ft
EMPTY WEIGHT: (Approximate)	1430 lbs
WING LOADING: Pounds/Square Foot	12.8 lbs
POWER LOADING: Pounds/HP	15.3 lbs
FUEL CAPACITY: Total	42 gal. 160ℓ
OIL CAPACITY: Total	8 qts
PROPELLER: Fixed Pitch, Diameter	80 inches
POWER: Continental Engine	
145 rated HP at 2700 RPM	
Model 172	O-300-C
Skyhawk	O-300-D

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INTRODUCTION

This supplement, written especially for operators of the Cessna Model 172 floatplane, provides information not found in the 172 Owner's Manual. It contains procedures and data required for safe and efficient operation of the floatplane. Information contained in the Owner's Manual for the 172 landplane, which is the same as that for the 172 floatplane, is not repeated in this supplement.

DESCRIPTION

THE FLOATPLANE.

Your Cessna floatplane is identical to the landplane with the following exceptions:

(1) Floats, incorporating a water rudder steering system, replace the landing gear wheels, struts, and springs. A water rudder retraction handle, connected to the water rudder by cables and a spring, is located on the cabin floor tunnel. A hook for securing the handle in the "water rudder up" position is located near the elevator trim tab control wheel.

(2) Additional fuselage structure is added to support the float installation.

(3) The standard propeller is replaced with a propeller of larger diameter and flatter pitch.

(4) An oil radiator is installed in the engine rear vertical cooling baffle.

(5) An additional structural "V" brace is installed between the top of the front door posts and the cowl deck.

(6) Hoisting provisions are added to the top of the fuselage.

(7) A floatplane placard is added.

(8) The airplane has additional corrosion-proofing and stainless steel cables.

WATER RUDDER STEERING SYSTEM.

The retractable water rudder is mounted at the aft end of the right float (left float water rudder is available as optional equipment) and is connected by a system of cables and springs to the airplane rudder pedals. When the water rudder is extended, normal operation of the pedals moves the water rudder to provide steering control for taxiing.

A water rudder retraction handle, located on the cabin floor, is used to manually raise and lower the water rudder, through cables and a spring. During take-off, landing, and in flight, the retraction handle is normally stowed on the water rudder retraction handle hook, located on the control tunnel near the elevator trim tab control wheel.

When the water rudder retraction handle is stowed on the retraction