

# CESSNA 172 V SPEEDS

TWIN OAKS AIRPARK

<u>V SPEEDS</u>	<u>N2108Y</u> <u>172D</u> (MPH)	<u>N5440H</u> <u>172M</u> (MPH)	<u>N734KU</u> <u>172N</u> (KTS)
<b>V<sub>X</sub></b> (BEST ANGLE)	<b>65 (SEA LEVEL)</b> <b>71 (10,000 MSL)</b>	<b>68 (SEA LEVEL)</b>	<b>59 (SEA LEVEL)</b> <b>61 (10,000 MSL)</b>
<b>V<sub>Y</sub></b> (BEST RATE)	<b>80 (SEA LEVEL)</b> <b>77 (10,000 MSL)</b>	<b>91 (SEA LEVEL)</b> <b>80 (10,000 MSL)</b>	<b>73 (SEA LEVEL)</b> <b>68 (10,000 MSL)</b>
<b>V<sub>A</sub></b> (MANEUVERING SPEED)	<b>122</b>	<b>112</b>	<b>97 (MAX GROSS)</b> <b>80 (1600 LBS)</b>
<b>V<sub>FE</sub></b> (FLAPS EXTEND)	<b>100</b>	<b>100</b>	<b>85</b>
<b>V<sub>NO</sub></b> (TOP OF GREEN ARC)	<b>140</b>	<b>145</b>	<b>128</b>
<b>V<sub>NE</sub></b> (RED LINE / NEVER EXCEED)	<b>174</b>	<b>182</b>	<b>160</b>
<b>V<sub>SO</sub></b> (STALL IN LANDING CONFIG.)	<b>52</b>	<b>49</b>	<b>41</b>
<b>V<sub>S1</sub></b> (STALL CLEAN CONFIG)	<b>59</b>	<b>57</b>	<b>47</b>
<b>SHORT FIELD APPROACH</b>	<b>67MPH W/ 40° FLAPS</b>	<b>70MPH IAS W/ 40° FLAPS</b>	<b>55-60 KIAS W/ 40° FLAPS</b>
<b>BEST GLIDE</b>	<b>75-80 MPH</b>	<b>80 MPH</b> 70 MPH (WITH FLAPS)	<b>65 KIAS</b> 60 KIAS (FLAPS OUT)
<b><u>TOTAL USABLE FUEL</u></b> <b>(GAL)</b>	18.0 EACH WING (ALL ATTITUDES) 19.0 (LEVEL FLIGHT) <b>36-38 TOTAL USABLE</b>	<b>38 TOTAL USABLE</b> (ALL FLIGHT CONDITIONS)	<b>40 TOTAL USABLE</b>
<b><u>UNUSABLE FUEL (GAL)</u></b>	0.5 (LEVEL) 1.5 (NOT LEVEL) <b>1.0 – 3.0 (BOTH SIDES)</b>	2.0 (PER SIDE ALL FLIGHT CONDITIONS) <b>4.0 TOTAL UNUSABLE</b>	1.5 PER SIDE <b>3.0 TOTAL UNUSABLE</b>
<b><u>TOTAL FUEL (GAL)</u></b>	<b>39 GALLONS</b> <b>(234 LBS)</b>	<b>42 GALLONS</b> <b>(252 LBS)</b>	<b>43 GALLONS</b> <b>(258 LBS)</b>
<b><u>ADDITIONAL NOTES</u></b>	DO NOT SLIP WITH FLAPS EXTENDED EXCEPT IN AN ACTUAL EMERGENCY AS IT IS HARD ON THE FLAP TRACKS.		

INFORMATION DERIVED FROM APPROPRIATE AIRCRAFT POH/AFM BUT THIS SHEET DOES NOT SUBSTITUTE. EACH PIC IS RESPONSIBLE FOR HAVING THEIR OWN OPERATOR'S HANDBOOK AND BEING FAMILIAR WITH ITS CONTENTS.