



AIRPLANE SUPPLEMENTAL FLIGHT MANUAL

FOR

LANDPLANE OR FLOATPLANE

CESSNA MODELS 172I, 172K, 172L, AND 172M

WITH

LYCOMING O-320-D2J OR O-320-E2D (AS MODIFIED PER STC SE3692SW)

MODEL NUMBER

C-172M

REGISTRATION NUMBER

N65KD

SERIAL NUMBER

17264565

This Supplemental Flight Manual is F. A. A. approved material and must be in the airplane for all operations when Lycoming O-320-D2J or O-320-E2D (as modified per STC SE3692SW) engine is installed in accordance with STC SA2375SW. The information contained herein supplements or supersedes the information in the form of placards, markings, and manual material. For limitations, procedures and performance information not contained in this Supplemental Flight Manual consult the basic airplane placards, markings and manual material.

F. A. A. APPROVED:

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AUG 27 1987

Date: _____

STC No. SA2375SW

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AIRCRAFT CORPORATION
CESSNA 172I, 172K, 172L, AND 172M

SUPPLEMENTAL FLIGHT MANUAL

I. GENERAL

- 1. ENGINE Lycoming O-320-D2J Or Lycoming O-320-E2D
(As Modified Per STC SE3692SW)
- 2. FUEL 100/130 Minimum Octane
- 3. PROPELLER McCauley 1C160/CTM7557
Or
McCauley 1C160/DTM7557
- PROPELLER (Seaplane Only) McCauley 1A175/ETM8042
Or
McCauley 1A175/ATM8042

II. LIMITATIONS

- 1. ENGINE LIMITS Maximum Continuous: 150 HP - 2650 RPM
Take-Off (5 Minutes): 160 HP - 2700 RPM
- 2. PROPELLER LIMITS Static RPM at maximum throttle setting:
Not over 2420, not under 2300
Diameter: Maximum 75.0 inches
Minimum 74.0 inches
- 3. PROPELLER LIMITS (Seaplane Only) Static RPM at maximum throttle setting:
Not over 2570, not under 2470
Diameter: Maximum 80.0 inches
Minimum 78.5 inches
- 4. ENGINE INSTRUMENT Tachometer:
MARKINGS Green Arc 2200 - 2650 RPM
Yellow Arc 2650 - 2700 RPM
Redline 2700 RPM
- Oil Pressure:
Redline 25 PSI
Green Arc 60-90 PSI
Redline 100 PSI
- Cylinder Head Temperature (If Installed):
Green Arc 225 - 425 F.
Redline 500 F.

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III. PROCEDURES

No Change

IV. PERFORMANCE

The performance of this airplane equipped with a Lycoming O-320-D2J or O-320-E2D (as modified per STC SE3692SW) engine is equal to or better than the original F. A. A. approved performance

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