



N35628 Cockpit Checkout

Document Audience: Pilots transition briefing for checkout in a C-172I model.

Required Checkout: Checkout in C-172R model.

Cessna 172I Model Differences

The 172I model has three main differences from the 172R model:

1. 150 HP normally aspirated motor versus fuel-injected 180 HP motor.
2. Different engine starting procedures due to the normally aspirated motor.
3. The I model has a maximum flap travel of 40 degrees down versus 30 degrees down in the R model.

Horsepower Difference Discussion:

The I model has 150 HP, thus on high density altitude days, more care must be taken with weight and balance. Climb and take-off performance is also less than the R model so a review of the POH is necessary during warm weather operations. In a normal training mission, with two FAA standard people, the aircraft will perform quite adequately.

Another consideration is aircraft empty weights. The 172I model is 212 pounds lighter than the 172R model.

Engine Starting Procedure:

The I model is far easier to start in all scenarios than the R model due to the normally aspirated engine on the aircraft. For those pilots checked out in the 162, the I model starts like a 162. Normal procedure is mixture full rich, pump the throttle a couple of times, open throttle a quarter inch and start.

Use of Flaps:

The I model is an older model Cessna; thus maximum flap travel is 40 degrees. Pilots used to full flaps at a specific point in the pattern would be advised to pay particular attention when dropping full flaps in the I model. 40 degrees of flaps in this aircraft provides for a lot of aerodynamic braking and will slow the aircraft down quickly and steeper approaches are required to maintain speed in this configuration. It is entirely possible a pilot may have to raise the flaps to 30 degrees or even less due to excessive braking.

The other caution with full flaps is to avoid forward slips. This aircraft is placarded against slips with full flaps extended. In this configuration, the aircraft can suffer a loss of pitch control.