

Revised 26/02/23 TFA 1789

Cessna 172S. s/n 172S9248

**G-JMKE**

ICAO 40487D

Wind T°

5000'

2000'

1000'

Transponder : Bendix/King 76C TSO No ADSB-out

W/V used :

Freezing altitude :

Overall wind : e.g 20G30 = 20+10/2=25. (NB gust=30-20)  
TFA Overall wind ≤ 30 & < 50% of clean stall @ max TOW.

A - A/c ID  
C - Altitude  
S - Data

Destination	TRK°	WCA°	VAR°	HDG°	TAS	G/S	Dist	Time

1 USg = 3.8 ltrs, 6lb, 0.83 UKg	Fuel reqd = Fuel + 10 + 2	<b>Total</b>	
At 10 USg/hr Fuel =	<b>Total fuel reqd :</b>		

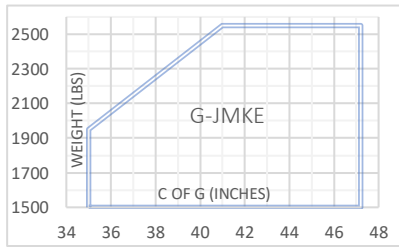
**Fuel & Oil** Full 53 USg, 10 gph  
Oil : 8 qts max. 6 ok. Lean to 50° rich of peak EGT

**NB : AFM/POH takes precedent**

Max TOW : 2550 lbs Max Bags (A1+A2):120lbs (A1:120lbs, A2:50lbs). Weighing report 17/12/2002

W & B	lbs	ins	lb ins
Basic	1711.3	40.71	69667
Fuel		48.0	
Pilots		37.0	
Passengers		73.0	
Baggage 1		95.0	
Baggage 2		123.0	

C of G



**Take off wt**

Short takeoff : 10°, 51/56kts\*\* 1068' / 1814' = 326m / 553m (gnd roll / clear 50') Pg 5-14  
Short landing : 30°, 61kts 581' / 1325' = 177m / 404m (gnd roll / clear 50') Pg 5-23/24  
Conditions : MTOW, 1000', 25°C, 5kts headwind. Lower/colder = less distance. \*\*51/56 : lift off / at 50'.  
Cloud base' : (T°C - dew pt) x 400 Vfe : Flap extended \*10°/>10°  
MEF : Round highest chart point to next 100' + 300' Vno : Normal op - Max cruise  
MSA : Round highest chart point to next 100' + 1000' Vne : Never exceed  
(Va : max maneuvering)

'Thumb' is approx 10 nm 1nm = 1.15 miles = 1852m.

Gndspeed	60	70	80	90	100	110	120
Time/nm	00:60	00:51	00:45	00:40	00:36	00:33	00:30
Time/10 nm	10:00	08:34	07:30	06:40	06:00	05:27	05:00

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Date:	Hobbs	TACHO	Performance Data					Aircraft	
PC								G-JMKE	
Fuel	L	R	US gal	X-wind 15		Cruise 120kts - 2350 rpm			
Std				Pg 4-5	Climb	Approach - Flap	Stall	* Vfe : 110/85	
Oil		LR=>		Rate Vy	74	65-75	0°	0° : 30°	Vno : 129
Fuel burn + 10 + 2 =>				Angle Vx	62	60-70	30°	48 : 40	Vne : 163
								(Va : 105)	
								90kts : 1.5nm/min. 100kts : 6min/10nm. Max drift : 3°/5kts.	

Airfield	Hobbs	Tacho	R/W	Cct	Hold	QNH	QFE	Engine

Conspicuity : 7000	Mayday : 7700 121.5	Radio failed : 7600	3° glide : 300'/nm	
Station				
Type				
Freq				
Sqwk				
Daventry VOR DTY 116.4	Honiley VOR/DME 113.65			
B'ham NDB BHX 406				
Shobdon NDB SH 426	Time=60 x nm/kts			

Waypoints	MEF' MSA'	Plan Alt'	Time	ETA	ATA	HDG	Dist	G/S	TRK
	Start =>								