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WORLD'S LARGEST PRO-
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AVIATION AIRCRAFT
SINCE 1956



**MODEL
172
AND
SKYHAWK**



**OWNER'S
MANUAL**

Section 1

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BEFORE ENTERING THE AIRPLANE.

This manual describes the operation and performance of both the Cessna Model 172 and Skyhawk. Equipment described as "Optional" denotes that the subject equipment is optional on the Model 172. Much of this equipment is standard on the Skyhawk model.

- (1) ...
- (2) ...
- (3) ...

Section III

EMERGENCY PROCEDURES

Emergencies caused by aircraft or engine malfunctions are extremely rare if proper pre-flight inspections and maintenance are practiced. Enroute weather emergencies can be minimized or eliminated by careful flight planning and good judgement when unexpected weather is encountered. However, should an emergency arise the basic guidelines described in this section should be considered and applied as necessary to correct the problem.

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS.

Malfunctions in the electrical power supply system can be detected by periodic monitoring of the ammeter and over-voltage warning light; however, the cause of these malfunctions is usually difficult to determine. A broken alternator drive belt or wiring is most likely the cause of alternator failures, although other factors could cause the problem. A damaged or improperly adjusted voltage regulator can also cause malfunctions. Problems of this nature constitute an electrical emergency and should be dealt with immediately. Electrical power malfunctions usually fall into two categories: excessive rate of charge and insufficient rate of charge. The paragraphs below describe the recommended remedy for each situation.

EXCESSIVE RATE OF CHARGE.

After engine starting and heavy electrical usage at low engine speeds (such as extended taxiing) the battery condition will be low enough to accept above normal charging during the initial part of a flight. However, after thirty minutes of cruising flight, the ammeter should be indicating less than two needle widths of charging current. If the charging rate were to remain above this value on a long flight, the battery would over-heat and evaporate the electrolyte at an excessive rate. Electronic components in the electrical system could be adversely affected by higher than normal voltage if a faulty voltage regulator setting is causing the

overcharging. To preclude these possibilities, an over-voltage sensor will automatically shut down the alternator and the over-voltage warning light will illuminate if the charge voltage reaches approximately 16 volts. Assuming that the malfunction was only momentary, an attempt should be made to reactivate the alternator system. To do this, turn both sides of the master switch off and then on again. If the problem no longer exists, normal alternator charging will resume and the warning light will go off. If the light comes on again, a malfunction is confirmed. In this event, the flight should be terminated and/or the current drain on the battery minimized because the battery can supply the electrical system for only a limited period of time. If the emergency occurs at night, power must be conserved for later use of the landing light and flaps during landing.

INSUFFICIENT RATE OF CHARGE.

If the ammeter indicates a continuous discharge rate in flight, the alternator is not supplying power to the system and should be shut down since the alternator field circuit may be placing an unnecessary load on the system. All non-essential equipment should be turned "OFF" and the flight terminated as soon as practical.

ROUGH ENGINE OPERATION OR LOSS OF POWER.

CARBURETOR ICING.

A gradual loss of RPM and eventual engine roughness may result from the formation of carburetor ice. To clear the ice, apply full throttle and pull the carburetor heat knob full out until the engine runs smoothly; then remove carburetor heat and readjust the throttle. If conditions require the continued use of carburetor heat in cruise flight, use the minimum amount of heat necessary to prevent ice from forming and lean the mixture slightly for smoothest engine operation.

SPARK PLUG FOULING.

An engine roughness in flight may be caused by one or more spark plugs becoming fouled by carbon or lead deposits. This may be verified by turning the ignition switch momentarily from "BOTH" to either "LEFT" or "RIGHT" position. An obvious power loss in single ignition operation is evidence of spark plug or magneto trouble. Assuming that spark plugs are the more likely cause, lean the mixture to the normal lean setting for cruising flight. If the problem does not clear up in several minutes, de-

termine if a richer mixture setting will produce smoother operation. If not, proceed to the nearest airport for repairs using the "BOTH" position of the ignition switch unless extreme roughness dictates the use of a single ignition position.

MAGNETO MALFUNCTION.

A sudden engine roughness or misfiring is usually evidence of magneto problems. Switching from "BOTH" to either "LEFT" or "RIGHT" ignition switch position will identify which magneto is malfunctioning. Select different power settings and enrichen the mixture to determine if continued operation on "BOTH" magnetos is practicable. If not, switch to the good magneto and proceed to the nearest airport for repairs.

LOW OIL PRESSURE.

If low oil pressure is accompanied by normal oil temperature, there is a possibility the oil pressure gage or relief valve is malfunctioning. A leak in the line to the gage is not necessarily cause for an immediate precautionary landing because an orifice in this line will prevent a sudden loss of oil from the engine sump. However, a landing at the nearest airport would be advisable to inspect the source of trouble.

If a total loss of oil pressure is accompanied by a rise in oil temperature, there is reason to suspect an engine failure is imminent. Reduce engine power immediately and select a suitable forced landing field. Leave the engine running at low power during the approach, using only the minimum power required to reach the desired touchdown spot.

FORCED LANDINGS.

PRECAUTIONARY LANDING WITH ENGINE POWER.

Before attempting an "off airport" landing, one should drag the landing area at a safe but low altitude to inspect the terrain for obstructions and surface conditions, proceeding as follows:

- (1) Drag over selected field with flaps 20° and 70 MPH airspeed, noting the preferred area for touchdown for the next landing approach. Then retract flaps after well clear of all obstacles.
- (2) On downwind leg, turn off all switches except the ignition and master switches.

- (3) Approach with flaps 40° at 70 MPH.
- (4) Unlatch cabin doors prior to final approach.
- (5) Before touchdown, turn ignition and master switches "OFF."
- (6) Land in a slightly tail-low attitude.

EMERGENCY LANDING WITHOUT ENGINE POWER.

If an engine stoppage occurs, establish a flaps up glide at 80 MPH. If time permits, attempt to restart the engine by checking for fuel quantity, proper fuel selector valve position, and mixture control setting. Also check that engine primer is full in and locked and ignition switch is properly positioned.

If all attempts to restart the engine fail, and a forced landing is imminent, select a suitable field and prepare for the landing as follows:

- (1) Pull mixture control to idle cut-off position.
- (2) Turn fuel selector valve handle to "OFF."
- (3) Turn all switches "OFF" except master switch.
- (4) Airspeed -- 70 to 80 MPH (flaps up).
- (5) Extend wing flaps as necessary within gliding distance of field.
- (6) Airspeed -- 65 to 75 MPH (flaps down).
- (7) Turn master switch "OFF."
- (8) Unlatch cabin doors prior to final approach.
- (9) Land in a slightly tail-low attitude.
- (10) Apply heavy braking while holding full up elevator.

DITCHING.

Prepare for ditching by securing or jettisoning heavy objects located in the baggage area, and collect folded coats or cushions for protection of occupant's face at touchdown. Transmit Mayday message on 121.5 MHz., giving location and intentions.

- (1) Plan approach into wind if winds are high and seas are heavy. With heavy swells and light wind, land parallel to swells.
- (2) Approach with flaps 40° and sufficient power for a 300 ft./min. rate of descent at 70 MPH.
- (3) Unlatch the cabin doors.
- (4) Maintain a continuous descent until touchdown in level attitude. Avoid a landing flare because of difficulty in judging airplane height over a water surface.
- (5) Place folded coat or cushion in front of face at time of touchdown.
- (6) Evacuate airplane through cabin doors. If necessary, open win-

dow to flood cabin compartment for equalizing pressure so that door can be opened.

(7) Inflate life vests and raft (if available) after evacuation of cabin. The aircraft can not be depended on for flotation for more than a few minutes.

DISORIENTATION IN CLOUDS.

When flying in marginal weather, the pilot should make sure that the Wing Leveler control knob (if installed) is "ON." However, if the airplane is not equipped with this device or gyro horizon and directional gyro instruments, the pilot will have to rely on the turn coordinator (or turn and bank indicator) if he inadvertently flies into clouds. The following instructions assume that only one of the latter two instruments is available.

EXECUTING A 180° TURN IN CLOUDS.

Upon entering the clouds, an immediate plan should be made to turn back as follows:

- (1) Note the time of the minute hand and observe the position of the sweep second hand on the clock.
- (2) When the sweep second hand indicates the nearest half-minute, initiate a standard rate left turn, holding the turn coordinator symbolic airplane wing opposite the lower left index mark for 60 seconds. Then roll back to level flight by leveling the miniature airplane.
- (3) Check accuracy of the turn by observing the compass heading which should be the reciprocal of the original heading.
- (4) If necessary, adjust heading primarily with skidding motions rather than rolling motions so that the compass will read more accurately.
- (5) Maintain altitude and airspeed by cautious application of elevator control. Avoid overcontrolling by keeping the hands off the control wheel and steering only with rudder.

EMERGENCY LET-DOWNS THROUGH CLOUDS.

If possible, obtain radio clearance for an emergency descent through clouds. To guard against a spiral dive, choose an easterly or westerly heading to minimize compass card swings due to changing bank angles. In addition, keep hands off the control wheel and steer a straight course with rudder control by monitoring the turn coordinator. Occasionally

check the compass heading and make minor corrections to hold an approximate course. Before descending into the clouds, set up a stabilized let-down condition as follows:

- (1) Apply full rich mixture.
- (2) Use full carburetor heat.
- (3) Reduce power to set up a 500 to 800 ft./min. rate of descent.
- (4) Adjust the elevator trim tab for a stabilized descent at 90 MPH.
- (5) Keep hands off the control wheel.
- (6) Monitor turn coordinator and make corrections by rudder alone.
- (7) Check trend of compass card movement and make cautious corrections with rudder to stop the turn.
- (8) Upon breaking out of clouds resume normal cruising flight.

RECOVERY FROM A SPIRAL DIVE.

If a spiral is encountered, proceed as follows:

- (1) Close the throttle.
- (2) Stop the turn by using coordinated aileron and rudder control to align the symbolic airplane in the turn coordinator with the horizon reference line.
- (3) Cautiously apply elevator back pressure to slowly reduce the indicated airspeed to 90 MPH.
- (4) Adjust the elevator trim control to maintain a 90 MPH glide.
- (5) Keep hands off the control wheel, using rudder control to hold a straight heading.
- (6) Apply carburetor heat.
- (7) Clear engine occasionally, but avoid using enough power to disturb the trimmed glide.
- (8) Upon breaking out of clouds, apply normal cruising power and resume flight.

FIRES.

ENGINE FIRE DURING START ON GROUND.

Improper starting procedures such as pumping the throttle during a difficult cold weather start can cause a backfire which could ignite fuel that has accumulated in the intake duct. In this event, proceed as follows:

- (1) Continue cranking in an attempt to get a start which would suck

the flames and accumulated fuel through the carburetor and into the engine.

- (2) If the start is successful, run the engine at 1700 RPM for a few minutes before shutting it down to inspect the damage.
- (3) If engine start is unsuccessful, continue cranking for two or three minutes with throttle full open while ground attendants obtain fire extinguishers.
- (4) When ready to extinguish fire, release the starter switch and turn off master switch, ignition switch, and fuel selector valve handle.
- (5) Smother flames with fire extinguisher, seat cushion, wool blanket, or loose dirt. If practical try to remove carburetor air filter if it is ablaze.
- (6) Make a thorough inspection of fire damage, and repair or replace damaged components before conducting another flight.

ENGINE FIRE IN FLIGHT.

Although engine fires are extremely rare in flight, the following steps should be taken if one is encountered:

- (1) Pull mixture control to idle cut-off.
- (2) Turn fuel selector valve handle "OFF."
- (3) Turn master switch "OFF."
- (4) Establish a 120 MPH glide.
- (5) Close cabin heat control.
- (6) Select a field suitable for a forced landing.
- (7) If fire is not extinguished, increase glide speed in an attempt to find an airspeed that will provide an incombustible mixture.
- (8) Execute a forced landing as described in paragraph Emergency Landing Without Engine Power. Do not attempt to restart the engine.

ELECTRICAL FIRE IN FLIGHT.

The initial indication of an electrical fire is the odor of burning insulation. The immediate response should be to turn the master switch "OFF." Then close off ventilating air as much as practicable to reduce the chances of a sustained fire.

If electrical power is indispensable for the flight, an attempt may be made to identify and cut off the defective circuit as follows:

- (1) Master Switch -- "OFF."

- (2) All other switches (except ignition switch) -- "OFF."
- (3) Check condition of circuit breakers to identify faulty circuit if possible. Leave faulty circuit deactivated.
- (4) Master Switch -- "ON."
- (5) Select switches "ON" successively, permitting a short time delay to elapse after each switch is turned on until the short circuit is localized.
- (6) Make sure fire is completely extinguished before opening ventilators.

FLIGHT IN ICING CONDITIONS.

Although flying in known icing conditions is prohibited, an unexpected icing encounter should be handled as follows:

- (1) Turn pitot heat switch "ON" (if installed).
- (2) Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.
- (3) Pull cabin heat control full out to obtain windshield defroster airflow. Adjust cabin air control to get maximum defroster heat and airflow.
- (4) Open the throttle to increase engine speed and minimize ice build up on propeller blades.
- (5) Watch for signs of carburetor air filter ice and apply carburetor heat as required. An unexplained loss in engine speed could be caused by carburetor ice or air intake filter ice.
- (6) Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
- (7) With an ice accumulation of one quarter inch or more on the wing leading edges, be prepared for significantly higher stall speed.
- (8) Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
- (9) Open left window and scrape ice from a portion of the windshield for visibility in the landing approach. The metal control lock shield may be used as a scraper.
- (10) Perform a landing approach using a forward slip, if necessary, for improved visibility.
- (11) Approach at 75 to 85 MPH, depending upon the amount of ice accumulation.
- (12) Avoid steep turns during the landing approach.
- (13) Perform a landing in level attitude.

Section IV

OPERATING LIMITATIONS

OPERATIONS AUTHORIZED.

Your Cessna exceeds the requirements of airworthiness as set forth by the United States Government, and is certificated under FAA Type Certificate No. 3A12 as Cessna Model No. 172L.

With standard equipment, the airplane is approved for day and night operations under VFR. Additional optional equipment is available to increase its utility and to make it authorized for use under IFR day and night. An owner of a properly equipped Cessna is eligible to obtain approval for its operation on single-engine scheduled airline service. Your Cessna Dealer will be happy to assist you in selecting equipment best suited to your needs.

MANEUVERS - NORMAL CATEGORY.

This airplane is certificated in both the normal and utility category. The normal category is applicable to airplanes intended for non-aerobatic operations. These include any maneuvers incidental to normal flying, stalls (except whip stalls) and turns in which the angle of bank is not more than 60°. In connection with the foregoing, the following gross weight and flight load factors apply:

Gross Weight	2300 lbs
Flight Load Factor	
*Flaps Up	+3.8 -1.52
*Flaps Down	+3.5

*The design load factors are 150% of the above, and in all cases, the structure meets or exceeds design loads.

Your airplane must be operated in accordance with all FAA-approved markings, placards and check lists in the airplane. If there is any information in this section which contradicts the FAA-approved markings, placards and check lists, it is to be disregarded.

MANEUVERS - UTILITY CATEGORY.

This airplane is not designed for purely aerobatic flight. However, in the acquisition of various certificates such as commercial pilot, instrument pilot and flight instructor, certain maneuvers are required by the FAA. All of these maneuvers are permitted in this airplane when operated in the utility category. In connection with the utility category, the following gross weight and flight load factors apply, with maximum entry speeds for maneuvers as shown:

Gross Weight	2000 lbs
Flight Load Factor	
Flaps Up	+4.4 -1.76
Flaps Down	+3.5

In the utility category, the baggage compartment and rear seat must not be occupied. No aerobatic maneuvers are approved except those listed below:

<u>MANEUVER</u>	<u>MAXIMUM ENTRY SPEED*</u>
Chandelles	122 mph (106 knots)
Lazy Eights	122 mph (106 knots)
Steep Turns	122 mph (106 knots)
Spins	Slow Deceleration
Stalls (Except Whip Stalls)	Slow Deceleration

*Higher speeds can be used if abrupt use of the controls is avoided.

Aerobatics that may impose high loads should not be attempted. The important thing to bear in mind in flight maneuvers is that the airplane is clean in aerodynamic design and will build up speed quickly with the nose down. Proper speed control is an essential requirement for execution of any maneuver, and care should always be exercised to avoid excessive speed which in turn can impose excessive loads. In the execution of all maneuvers, avoid abrupt use of controls.

Some engine power and a slightly greater rate of deceleration than is used on stalls may be required to obtain a spin entry. Full pro-spin control deflections must be held until recovery to maintain the spin. During extended spins of two to three turns or more, the spin will tend to change into a spiral. This will be accompanied by an increase in airspeed and gravity loads on the airplane. If this occurs, recovery should be accomplished by leveling the wings and recovering from the resulting dive.

AIRSPEED LIMITATIONS (CAS).

The following is a list of the certificated calibrated airspeed (CAS) limitations for the airplane.

Never Exceed Speed (glide or dive, smooth air)	174 MPH
Maximum Structural Cruising Speed	140 MPH
Maximum Speed, Flaps Extended	100 MPH
*Maneuvering Speed	122 MPH

*The maximum speed at which you may use abrupt control travel.

AIRSPEED INDICATOR MARKINGS.

The following is a list of the certificated calibrated airspeed markings (CAS) for the airplane.

Never Exceed (glide or dive, smooth air)	174 MPH (red line)
Caution Range	140-174 MPH (yellow arc)
Normal Operating Range.	59-140 MPH (green arc)
Flap Operating Range	52-100 MPH (white arc)

ENGINE OPERATION LIMITATIONS.

Power and Speed	150 BHP at 2700 RPM
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ENGINE INSTRUMENT MARKINGS.

OIL TEMPERATURE GAGE.

Normal Operating Range	Green Arc
Maximum Allowable	245°F (red line)

OIL PRESSURE GAGE.

Minimum Idling	25 psi (red line)
Normal Operating Range	60-90 psi (green arc)
Maximum	100 psi (red line)

FUEL QUANTITY INDICATORS.

Empty (2.0 gallons unusable each tank) E (red line)

TACHOMETER.

Normal Operating Range:

At sea level 2200-2500 RPM (inner green arc)
At 5000 feet 2200-2600 RPM (middle green arc)
At 10,000 feet 2200-2700 RPM (outer green arc)
Maximum Allowable 2700 RPM (red line)

CARBURETOR AIR TEMPERATURE GAGE (OPT).

Icing Range -15° to 5°C (yellow arc)

WEIGHT AND BALANCE.

The following information will enable you to operate your Cessna within the prescribed weight and center of gravity limitations. To figure the weight and balance for your particular airplane, use the Sample Problem, Loading Graph, and Center of Gravity Moment Envelope as follows:

Take the "Licensed Empty Weight" and "Moment" from the Weight and Balance Data sheet (or changes noted on FAA Form 337) carried in your airplane, and write them down in the column titled "YOUR AIRPLANE" on the Sample Loading Problem.

NOTE

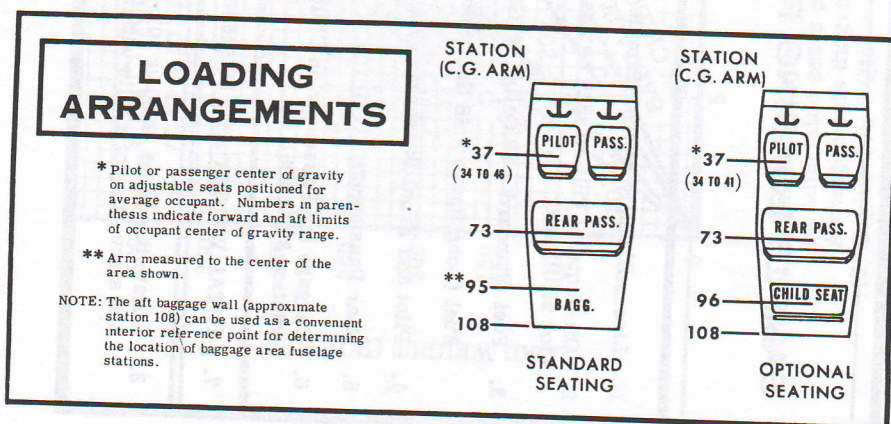
The Weight and Balance Data sheet is included in the aircraft file. In addition to the licensed empty weight and moment noted on this sheet, the c.g. arm (fuselage station) is shown. The c.g. arm figure need not be used on the Sample Loading Problem. The moment shown on the sheet must be divided by 1000 and this value used as the moment/1000 on the loading problem.

Use the Loading Graph to determine the moment/1000 for each additional item to be carried, then list these on the loading problem.

NOTE

Loading Graph information is based on seats positioned for average occupants and baggage loaded in the center of the baggage area. For other than average loading situations, the Sample Loading Problem lists fuselage stations for these items to indicate their forward and aft c.g. range limitation (seat travel or baggage area limitation). Additional moment calculations, based on the actual weight and c.g. arm (fuselage station) of the item being loaded, must be made if the position of the load is different from that shown on the Loading Graph.

Total the weights and moments/1000 and plot these values on the Center of Gravity Moment Envelope to determine whether the point falls within the envelope, and if the loading is acceptable.



SAMPLE LOADING PROBLEM	SAMPLE AIRPLANE		YOUR AIRPLANE	
	Weight (lbs.)	Moment (lb. -ins. /1000)	Weight (lbs.)	Moment (lb. -ins. /1000)
1. Licensed Empty Weight (Sample Airplane) . . .	1364	51.7		
2. Oil (8 qts. - Full oil may be assumed for all flights)	15	-0.2	15	-0.2
3. Fuel (Standard - 38 Gal at 6#/Gal)	228	10.9		
Fuel (Long Range - 48 Gal at 6#/Gal)				
4. Pilot and Front Passenger (Station 34 to 46) . . .	340	12.6		
5. Rear Passengers	340	24.8		
6. Baggage (or Passenger on Child's Seat) (Station 82 to 108)	13	1.2		
7. TOTAL WEIGHT AND MOMENT	2300	101.0		
8. Locate this point (2300 at 101.0) on the center of gravity moment envelope, and since this point falls within the envelope, the loading is acceptable.				

