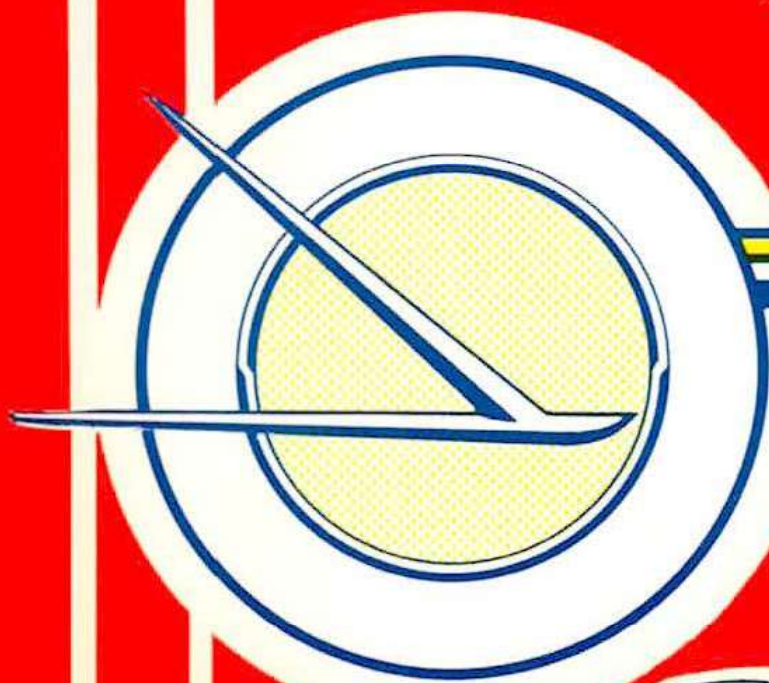




Your 1961
CESSNA

172B
AND
SKY HAWK

**OWNER'S
MANUAL**

MODIFIED FUEL MANAGEMENT PROCEDURES

With a combination of highly volatile fuel, high fuel temperature, high operating altitude, and low fuel flow rate in the tank outlet lines, there is a remote possibility of accumulating fuel vapor and encountering power irregularities on some airplanes. To minimize this possibility, the following operating procedures are recommended:

- (1) Take-off and climb to cruise altitude on "both" tanks.
(This is consistent with current recommendations.)
- (2) When reaching cruise altitude above 5000 feet MSL, promptly switch the fuel selector valve from "both" tanks to either the "right" or "left" tank.
- (3) During cruise, use "left" and "right" tank as required.
- (4) Select "both" tanks for landing as currently recommended.

POWER RECOVERY TECHNIQUES

In the remote event that vapor is present in sufficient amounts to cause a power irregularity, the following power recovery techniques should be followed:

OPERATION ON A SINGLE TANK

Should power irregularities occur when operating on a single tank, power can be restored immediately by switching to the opposite tank. In addition, the vapor accumulation in the tank on which the power irregularity occurred will rapidly dissipate itself such that that tank will also be available for normal operation after it has been unused for approximately one (1) minute.

OPERATION ON BOTH TANKS

Should power irregularities occur with the fuel selector on both tanks, the following steps are to be taken to restore power:

- (1) Switch to a single tank for a period of 60 seconds.
- (2) Then switch to the opposite tank and power will be restored.