

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. 172M.

The airplane may be equipped for day, night, VFR, or IFR operation. Your Cessna Dealer will be happy to assist you in selecting equipment best suited to your needs.

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

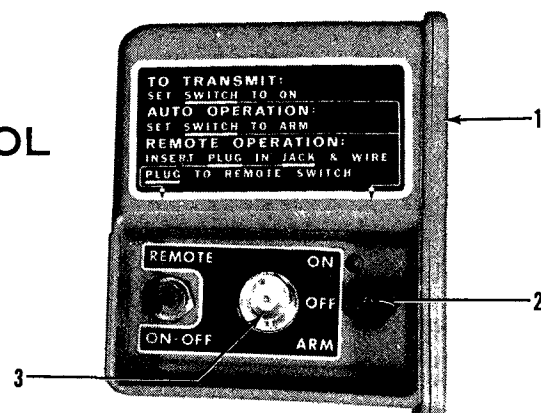
MANEUVERS - NORMAL CATEGORY.

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	
*Flap Up	+3.8 -1.52
*Flap Down	+3.0

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

ELT CONTROL PANEL



1. COVER - Removable for access to battery.
2. FUNCTION SELECTOR SWITCH (3-position toggle switch):
 - ON - Activates transmitter instantly. Used for test purposes and if "g" switch is inoperative.
 - OFF - Deactivates transmitter. Used during shipping, storage and following rescue.
 - ARM - Activates transmitter only when "g" switch receives 5g or more impact.
3. ANTENNA RECEPTACLE - Connection to antenna mounted on top of the tailcone.

Figure 3-1.

the ELT can be heard transmitting, place the function selector switch in the OFF position; then immediately return the switch to ARM.

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
Flaps Down	+3.0
	-1.76

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>RECOMMENDED ENTRY SPEED*</u>
Chandelles	120 mph (104 knots)
Lazy Eights	120 mph (104 knots)
Steep Turns	112 mph (97 knots)
Spins	Slow Deceleration
Stalls (Except Whip Stalls)	Slow Deceleration

*Abrupt use of the controls is prohibited above 112 MPH.

Aerobatics that may impose high loads should not be attempted. The important thing to bear in mind in flight maneuvers is that the aircraft 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. Intentional spins with flaps extended are prohibited.

AIRSPEED LIMITATIONS (CAS).

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

Never Exceed Speed (glide or dive, smooth air)	182 MPH
Maximum Structural Cruising Speed	145 MPH
Maximum Speed, Flaps Extended	100 MPH
*Maneuvering Speed	112 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 aircraft.

Never Exceed (glide or dive, smooth air)	182 MPH (red line)
Caution Range	145-182 MPH (yellow arc)
Normal Operating Range	61-145 MPH (green arc)
Flap Operating Range	54-100 MPH (white arc)

ENGINE OPERATION LIMITATIONS.

Power and Speed 150 BHP at 2700 RPM

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)