



MORE PEOPLE BUY AND
FLY CESSNA AIRPLANES
THAN ANY OTHER MAKE

1972

WORLD'S LARGEST PRO-
DUCER OF GENERAL
AVIATION AIRCRAFT
SINCE 1956

**MODEL
172
AND
SKYHAWK**



**OWNER'S
MANUAL**

Flaps Down, Power Off	49 mph	57 L
EMPTY WEIGHT (Approximate)	1265 lbs	49 mph
USEFUL LOAD	1035 lbs	1305 lbs
BAGGAGE	120 lbs	995 lbs
WING LOADING: Pounds/Sq Foot	13.2	120 lbs
POWER LOADING: Pounds/HP	15.3	13.2
FUEL CAPACITY: Total		15.3
Standard Tanks	42 gal.	42 gal.
Optional Long Range Tanks	52 gal.	52 gal.
OIL CAPACITY: Total	8 qts	8 qts
PROPELLER: Fixed Pitch (Diameter)	75 inches	75 inches
ENGINE:		
Lycoming Engine	O-320-E2D	O-320-E2D
150 rated HP at 2700 RPM		

* This manual covers operation of the Model 172/Skyhawk which is certificated as Model 172L under FAA Type Certificate No. 3A12. The manual also covers operation of the Reims/Cessna Model F172 which is certificated as Model F172L under French Type Certificate No. 25 and FAA Type Certificate No. A4EU.

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D902-13
(RGI-300-1/98)

Cessna Aircraft Company
Wichita, Kansas USA

- (11) Optimum flap position or wing leveler -- Off.
(12) Cabin Doors and Window -- Closed and locked.

TAKE-OFF.

NORMAL TAKE-OFF.

- (1) Wing Flaps -- 0° .
- (2) Carburetor Heat -- Cold.
- (3) Power -- Full throttle.
- (4) Elevator Control -- Lift nose wheel at 60 MPH.
- (5) Climb Speed -- 75 to 85 MPH.

MAXIMUM PERFORMANCE TAKE-OFF.

- (1) Wing Flaps -- 0° .

BEFORE LANDING.

- (1) Fuel Selector Valve -- "BOTH."
- (2) Mixture -- Rich.
- (3) Carburetor Heat -- Apply full heat before closing throttle.
- (4) Wing Flaps -- As desired.
- (5) Airspeed -- 70 to 80 MPH (flaps up), 65 to 75 MPH (flaps down).

BALKED LANDING (GO-AROUND).

- (1) Power -- Full throttle.
- (2) Carburetor Heat -- Cold.
- (3) Wing Flaps -- Retract to 20°.
- (4) Upon reaching an airspeed of approximately 65 MPH, retract flaps slowly.

NORMAL LANDING.

- (1) Touchdown -- Main wheels first.
- (2) Landing Roll -- Lower nose wheel gently.

WING FLAP SETTINGS.

Normal and obstacle clearance take-offs are performed with wing flaps up. The use of 10° flaps will shorten the ground run approximately 10%, but this advantage is lost in the climb to a 50-foot obstacle. Therefore, the use of 10° flaps is reserved for minimum ground runs or for take-off from soft or rough fields. If 10° of flaps are used for minimum ground runs, it is preferable to leave them extended rather than retract them in the climb to the obstacle. In this case, use an obstacle clearance speed of 65 MPH. As soon as the obstacle is cleared, the flaps may be retracted as the airplane accelerates to the normal flaps-up climb speed of 80 to 90 MPH.

During a high altitude take-off in hot weather where climb would be marginal with 10° flaps, it is recommended that the flaps not be used for take-off. Flap settings greater than 10° are not recommended at any time for take-off.

PERFORMANCE CHARTS.

Consult the Take-Off Data chart in Section VI for take-off distances under various gross weight, altitude, headwind, temperature, and runway surface conditions.

CROSSWIND TAKE-OFFS.

Take-offs into strong crosswinds normally are performed with the

able small dents appear in the propeller blades, they should be immediately corrected as described in Section V under propeller care.

Prior to take-off from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full-throttle, static runup.

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