



MORE PEOPLE BUY AND
FLY CESSNA AIRPLANES
THAN ANY OTHER MAKE

1975

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

**MODEL
172**

AND

Skyhawk



**OWNER'S
MANUAL**

CONGRATULATIONS

Welcome to the ranks of Cessna owners! Your Cessna has been designed and constructed to give you the most in performance, economy, and comfort. It is our desire that you will find flying it, either for business or pleasure, a pleasant and profitable experience.

This Owner's Manual has been prepared as a guide to help you get the most pleasure and utility from your Model 172/Skyhawk. It contains information about your Cessna's equipment, operating procedures, and performance; and suggestions for its servicing and care. We urge you to read it from cover to cover, and to refer to it frequently.

Our interest in your flying pleasure has not ceased with your purchase of a Cessna. World-wide, the Cessna Dealer Organization backed by the Cessna Service Department stands ready to serve you. The following services are offered by most Cessna Dealers:

THE CESSNA WARRANTY -- It is designed to provide you with the most comprehensive coverage possible:

- a. No exclusions
- b. Coverage includes parts and labor
- c. Available at Cessna Dealers world wide
- d. Best in the industry

Specific benefits and provisions of the warranty plus other important benefits for you are contained in your Customer Care Program book supplied with your aircraft. Warranty service is available to you at any authorized Cessna Dealer throughout the world upon presentation of your Customer Care Card which establishes your eligibility under the warranty.

FACTORY TRAINED PERSONNEL to provide you with courteous expert service.

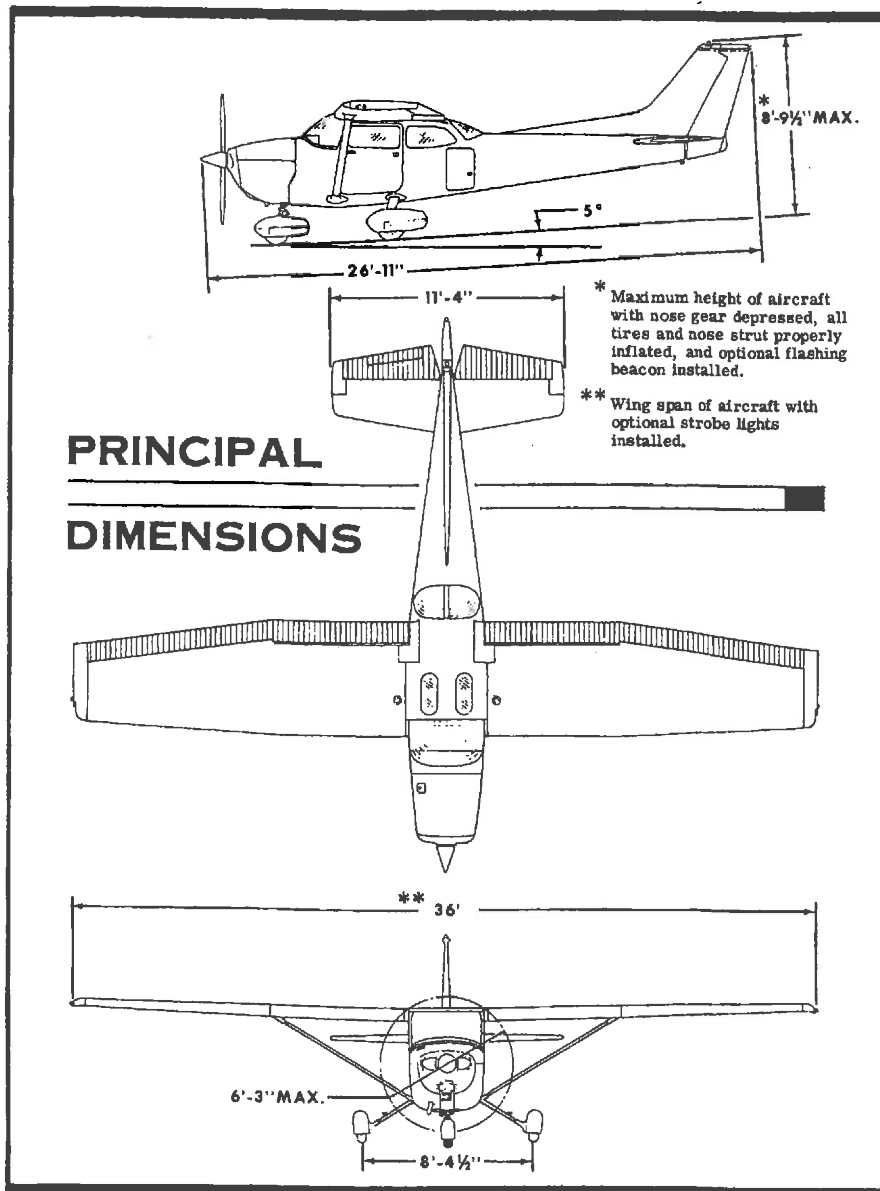
FACTORY APPROVED SERVICE EQUIPMENT to provide you with the most efficient and accurate workmanship possible.

A STOCK OF GENUINE CESSNA SERVICE PARTS on hand when you need them.

THE LATEST AUTHORITATIVE INFORMATION FOR SERVICING CESSNA AIRPLANES, since Cessna Dealers have all of the Service Manuals and Parts Catalogs, kept current by Service Letters and Service News Letters, published by Cessna Aircraft Company.

We urge all Cessna owners to use the Cessna Dealer Organization to the fullest.

A current Cessna Dealer Directory accompanies your new airplane. The Directory is revised frequently, and a current copy can be obtained from your Cessna Dealer. Make your Directory one of your cross-country flight planning aids; a warm welcome awaits you at every Cessna Dealer.



= Skyhawk *

NOTE: Speed performance data is shown for the Skyhawk which is one to four mph faster than a standard equipped Model 172 (without speed fairings), with the maximum difference occurring at top speed. There is a corresponding difference in range while all other performance figures are the same for the Model 172 as shown for the Skyhawk.

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Wichita, Kansas USA

SERVICING REQUIREMENTS*

FUEL:

GRADE -- 80/87 Minimum Grade Aviation Fuel.

Alternate fuels which are also approved are:

100/130 Low Lead AVGAS (maximum lead content of 2 c. c. per gallon)

100/130 Aviation Grade Fuel (maximum lead content of 4.6 c. c. per gallon)

NOTE

When substituting a higher octane fuel, low lead AVGAS 100 should be used whenever possible since it will result in less lead contamination of the engine.

CAPACITY EACH STANDARD TANK -- 21 Gallons.

CAPACITY EACH LONG RANGE TANK -- 26 Gallons.

NOTE

To ensure maximum fuel capacity when refueling, place the fuel selector valve in either LEFT or RIGHT position to prevent cross-feeding.

LANDING GEAR:

NOSE WHEEL TIRE PRESSURE -- 31 PSI on 5.00-5, 4-Ply Rated Tire.

26 PSI on 6.00-6, 4-Ply Rated Tire.

MAIN WHEEL TIRE PRESSURE -- 29 PSI on 6.00-6, 4-Ply Rated Tires.

NOSE GEAR SHOCK STRUT --

Keep filled with MIL-H-5606 hydraulic fluid and inflated with air to 45 PSI.

* For complete servicing requirements,
refer to the aircraft Service Manual.

SERVICING REQUIREMENTS *

ENGINE OIL:

GRADE -- Aviation Grade SAE 50 Above 60°F.

Aviation Grade SAE 10W30 or SAE 30 Between 0° and 70°F.

Aviation Grade SAE 10W30 or SAE 20 Below 10°F.

Multi-viscosity oil with a range of SAE 10W30 is recommended for improved starting in cold weather. Detergent or dispersant oil, conforming to Specification No. MIL-L-22851, must be used.

NOTE

Your Cessna was delivered from the factory with a corrosion preventive aircraft engine oil. If oil must be added during the first 25 hours, use only aviation grade straight mineral oil (non-detergent) conforming to Specification No. MIL-L-6082.

CAPACITY OF ENGINE SUMP -- 8 Quarts.

Do not operate on less than 6 quarts. To minimize loss of oil through breather, fill to 7 quart level for normal flights of less than 3 hours. For extended flight, fill to 8 quarts. These quantities refer to oil dipstick level readings. During oil and oil filter changes, one additional quart is required when the filter element is changed.

OIL AND OIL FILTER CHANGE---

After the first 25 hours of operation, drain engine oil sump and oil cooler and clean both the oil suction strainer and the oil pressure screen. If an optional oil filter is installed, change filter element at this time. Refill sump with straight mineral oil (non-detergent) and use until a total of 50 hours has accumulated or oil consumption has stabilized; then change to detergent oil. On aircraft not equipped with an optional oil filter, drain the engine oil sump and oil cooler and clean both the oil suction strainer and the oil pressure screen each 50 hours thereafter. On aircraft which have an optional oil filter, the oil change interval may be extended to 100-hour intervals, providing the oil filter element is changed at 50-hour intervals. Change engine oil at least every 6 months even though less than the recommended hours have accumulated. Reduce intervals for prolonged operation in dusty areas, cold climates, or when short flights and long idle periods result in sludging conditions.

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