

SECTION 1 GENERAL

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INTRODUCTION

This handbook contains 9 sections, and includes the material required to be furnished to the pilot by CAR Part 3. It also contains supplemental data supplied by Cessna Aircraft Company.

Section 1 provides basic data and information of general interest. It also contains definitions or explanations of symbols, abbreviations, and terminology commonly used.

DESCRIPTIVE DATA

ENGINE

Number of Engines: 1.
Engine Manufacturer: Avco Lycoming.
Engine Model Number: O-320-H2AD.
Engine Type: Normally-aspirated, direct-drive, air-cooled, horizontally-opposed, carburetor equipped, four-cylinder engine with 320 cu. in. displacement.

Horsepower Rating and Engine Speed: 160 rated BHP at 2700 RPM.

PROPELLER

Propeller Manufacturer: McCauley Accessory Division.
Propeller Model Number: 1C160/DTM7557.
Number of Blades: 2.
Propeller Diameter, Maximum: 75 inches.
Propeller Diameter, Minimum: 74 inches.
Propeller Type: Fixed pitch.

FUEL

Approved Fuel Grades (and Colors):
100LL Grade Aviation Fuel (Blue).
100 (Formerly 100/130) Grade Aviation Fuel (Green).

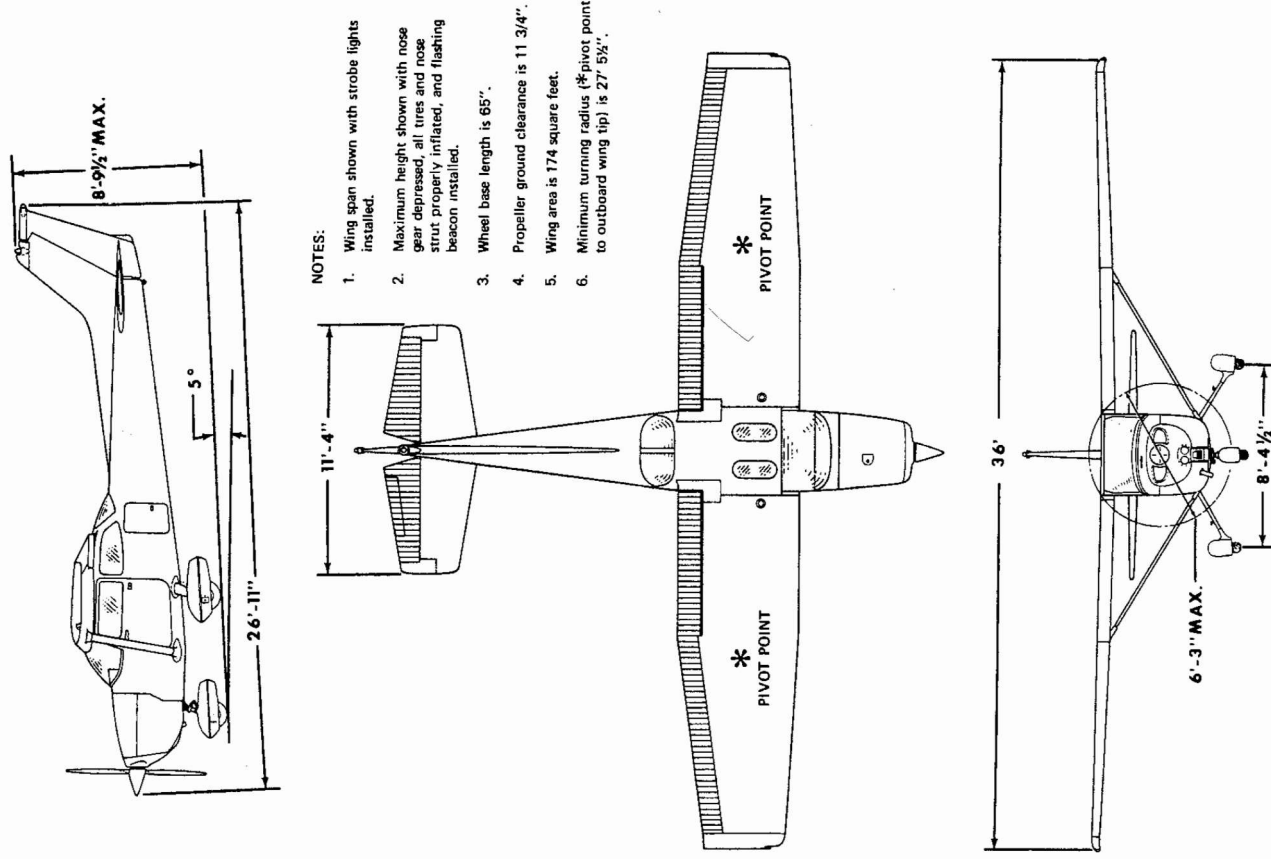


Figure 1-1. Three View

Fuel Capacity:**Standard Tanks:**

Total Capacity: 43 gallons.
Total Capacity Each Tank: 21.5 gallons.
Total Usable: 40 gallons.
Long Range Tanks:
Total Capacity: 54 gallons.
Total Capacity Each Tank: 27 gallons.
Total Usable: 50 gallons.

NOTE

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

OIL**Oil Grade (Specification):**

MIL-L-6082 Aviation Grade Straight Mineral Oil: Use to replenish supply during first 25 hours and at the first 25-hour oil change. Continue to use until a total of 50 hours has accumulated or oil consumption has stabilized.

NOTE

The airplane was delivered from the factory with a corrosion preventive aircraft engine oil. This oil should be drained after the first 25 hours of operation.

MIL-L-22851 Ashless Dispersant Oil: This oil **must be used** after first 50 hours or consumption has stabilized.

Recommended Viscosity for Temperature Range:

MIL-L-6082 Aviation Grade Straight Mineral Oil:

SAE 50 above 16°C (60°F).
SAE 40 between -1°C (30°F) and 32°C (90°F).
SAE 30 between -18°C (0°F) and 21°C (70°F).
SAE 20 below -12°C (10°F).

MIL-L-22851 Ashless Dispersant Oil:

SAE 40 or SAE 50 above 16°C (60°F).
SAE 40 between -1°C (30°F) and 32°C (90°F).
SAE 30 or SAE 40 between -18°C (0°F) and 21°C (70°F).
SAE 30 below -12°C (10°F).

Oil Capacity:

Sump: 6 Quarts.

Total: 7 Quarts (if oil filter installed).

MAXIMUM CERTIFICATED WEIGHTS

Takeoff, Normal Category: 2300 lbs.

Utility Category: 2000 lbs.

Landing, Normal Category: 2300 lbs.

Utility Category: 2000 lbs.

Weight in Baggage Compartment, Normal Category:

Baggage Area 1 (or passenger on child's seat) - Station 82 to 108: 120 lbs. See note below.

Baggage Area 2 - Station 108 to 142: 50 lbs. See note below.

NOTE

The maximum combined weight capacity for baggage areas 1 and 2 is 120 lbs.

Weight in Baggage Compartment, Utility Category: In this category, the baggage compartment and rear seat must not be occupied.

STANDARD AIRPLANE WEIGHTS

Standard Empty Weight, Skyhawk: 1393 lbs.

Skyhawk II: 1419 lbs.

Maximum Useful Load:

Normal Category

Skyhawk: 907 lbs.

Skyhawk II: 881 lbs.

Utility Category

607 lbs.

581 lbs.

CABIN AND ENTRY DIMENSIONS

Detailed dimensions of the cabin interior and entry door openings are illustrated in Section 6.

BAGGAGE SPACE AND ENTRY DIMENSIONS

Dimensions of the baggage area and baggage door opening are illustrated in detail in Section 6.

SPECIFIC LOADINGS

Wing Loading: 13.2 lbs./sq. ft.

Power Loading: 14.4 lbs./hp.

SYMBOLS, ABBREVIATIONS AND TERMINOLOGY

GENERAL AIRSPEED TERMINOLOGY AND SYMBOLS

KCAS **Knots Calibrated Airspeed** is indicated airspeed corrected for position and instrument error and expressed in knots. Knots calibrated airspeed is equal to KTAS in standard atmosphere at sea level.

KIAS **Knots Indicated Airspeed** is the speed shown on the airspeed indicator and expressed in knots.

KTAS **Knots True Airspeed** is the airspeed expressed in knots relative to undisturbed air which is KCAS corrected for altitude and temperature.

V_A **Maneuvering Speed** is the maximum speed at which you may use abrupt control travel.

V_{FE} **Maximum Flap Extended Speed** is the highest speed permissible with wing flaps in a prescribed extended position.

V_{NO} **Maximum Structural Cruising Speed** is the speed that should not be exceeded except in smooth air, then only with caution.

V_{NE} **Never Exceed Speed** is the speed limit that may not be exceeded at any time.

V_S **Stalling Speed or the minimum steady flight speed** at which the airplane is controllable.

V_{So} **Stalling Speed or the minimum steady flight speed** at which the airplane is controllable in the landing configuration at the most forward center of gravity.

V_X **Best Angle-of-Climb Speed** is the speed which results in the greatest gain of altitude in a given horizontal distance.

V_Y **Best Rate-of-Climb Speed** is the speed which results in the greatest gain in altitude in a given time.

METEOROLOGICAL TERMINOLOGY

OAT **Outside Air Temperature** is the free air static temperature.

It is expressed in either degrees Celsius (formerly Centigrade) or degrees Fahrenheit.

Standard Temperature is 15°C at sea level pressure altitude and decreases by 2°C for each 1000 feet of altitude.

Pressure Altitude is the altitude read from an altimeter when the altimeter's barometric scale has been set to 29.92 inches of mercury (1013 mb).

ENGINE POWER TERMINOLOGY

BHP **Brake Horsepower** is the power developed by the engine.

RPM **Revolutions Per Minute** is engine speed.

Static RPM is engine speed attained during a full-throttle engine runup when the airplane is on the ground and stationary.

AIRPLANE PERFORMANCE AND FLIGHT PLANNING TERMINOLOGY

Demonstrated Crosswind Velocity is the velocity of the crosswind component for which adequate control of the airplane during takeoff and landing was actually demonstrated during certification tests. The value shown is not considered to be limiting.

Usable Fuel is the fuel available for flight planning.

Unusable Fuel is the quantity of fuel that can not be safely used in flight.

GPH **Gallons Per Hour** is the amount of fuel (in gallons) consumed per hour.

NMPG **Nautical Miles Per Gallon** is the distance (in nautical miles) which can be expected per gallon of fuel consumed at a specific engine power setting and/or flight configuration.

g **g** is acceleration due to gravity.

WEIGHT AND BALANCE TERMINOLOGY

Reference Datum	Reference Datum is an imaginary vertical plane from which all horizontal distances are measured for balance purposes.	Maximum Landing Weight	Maximum Landing Weight is the maximum weight approved for the landing touchdown.
Station	Station is a location along the airplane fuselage given in terms of the distance from the reference datum.	Tare	Tare is the weight of chocks, blocks, stands, etc. used when weighing an airplane, and is included in the scale readings. Tare is deducted from the scale reading to obtain the actual (net) airplane weight.
Arm	Arm is the horizontal distance from the reference datum to the center of gravity (C.G.) of an item.		
Moment	Moment is the product of the weight of an item multiplied by its arm. (Moment divided by the constant 1000 is used in this handbook to simplify balance calculations by reducing the number of digits.)		
Center of Gravity (C.G.)	Center of Gravity is the point at which an airplane, or equipment, would balance if suspended. Its distance from the reference datum is found by dividing the total moment by the total weight of the airplane.		
C.G. Arm	Center of Gravity Arm is the arm obtained by adding the airplane's individual moments and dividing the sum by the total weight.		
C.G. Limits	Center of Gravity Limits are the extreme center of gravity locations within which the airplane must be operated at a given weight.		
Standard Empty Weight	Standard Empty Weight is the weight of a standard airplane, including unusable fuel, full operating fluids and full engine oil.		
Basic Empty Weight	Basic Empty Weight is the standard empty weight plus the weight of optional equipment.		
Useful Load	Useful Load is the difference between takeoff weight and the basic empty weight.		
Gross (Loaded) Weight	Gross (Loaded) Weight is the loaded weight of the airplane.		
Maximum Takeoff Weight	Maximum Takeoff Weight is the maximum weight approved for the start of the takeoff run.		