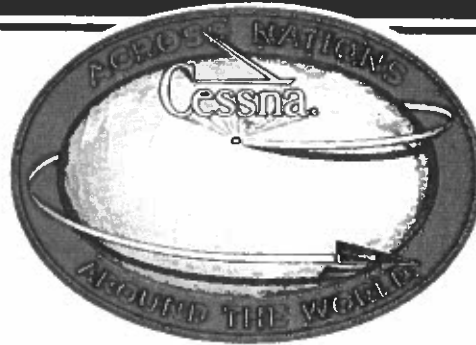


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## **STALLS.**

The stall characteristics are conventional and aural warning is provided by a stall warning horn which sounds between 5 and 10 MPH above the stall in all configurations.

Power-off stall speeds at maximum gross weight and aft c.g. position are presented on page 5-2 as calibrated airspeeds since indicated airspeeds are unreliable near the stall.

## **LANDING.**

Normal landings are made power-off with any flap setting. Slips are prohibited in full flap approaches because of a downward pitch encountered under certain combinations of airspeed and sideslip angle.

### **SHORT FIELD LANDINGS.**

For a short field landing, make a power-off approach at approximately 67 MPH with flaps 40°, and land on the main wheels first. Immediately after touchdown, lower the nose gear to the ground and apply heavy braking as required. Raising the flaps after landing will provide more efficient braking.

### **CROSSWIND LANDINGS.**

When landing in a strong crosswind, use the minimum flap setting required for the field length. Use a wing-low, crab, or a combination method of drift correction and land in a nearly level attitude. Hold a straight course with the steerable nosewheel and occasional braking if necessary.

The maximum allowable crosswind velocity is dependent upon pilot capability rather than airplane limitations. With average pilot technique, direct crosswinds of 15 MPH can be handled with safety.

## **COLD WEATHER OPERATION.**

### **STARTING.**

Prior to starting on a cold morning, it is advisable to pull the pro-