



Information Manual

SKYHAWK

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Cessna Aircraft Company

Model 172S
NAV III AVIONICS OPTION - GFC 700 AFCS
Serials 172S10468, 172S10507, 172S10640
and 172S10656 and On

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172SIMBUS-00

CRUISE (Continued)

FUEL VAPOR PROCEDURES (Continued)

In addition to the previous procedures, the sections below should be reviewed, and where applicable, adhered to:

Section 3 -Take note of the excessive fuel vapor procedures in both the checklist and the amplified procedures sections.

Section 4 -Take note of the hot weather operational notes and procedures in both the checklist and the amplified procedures sections.

STALLS

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

Power off stall speeds at maximum weight for both forward and aft C.G. positions are presented in Section 5.

SPINS

Intentional spins are approved when the airplane is operated in the utility category. Spins with baggage loadings or occupied rear seat(s) are not approved.

However, before attempting to perform spins several items should be carefully considered to assure a safe flight. No spins should be attempted without first having received dual instruction both in spin entries and spin recoveries from a qualified instructor who is familiar with the spin characteristics of the Cessna 172S NAV III airplane.

The cabin should be clean and all loose equipment (including the microphone and rear seat belts) should be stowed or secured. For a solo flight in which spins will be conducted, the front passenger's seat belt and shoulder harness should also be secured. Care should be taken to ensure that the pilot can easily reach the flight controls and produce maximum control travels.

(Continued Next Page)

SPINS (Continued)

It is recommended that entries be accomplished at high enough altitude that recoveries are completed 4000 feet or more Above Ground Level (AGL). At least 1000 feet of altitude loss should be allowed for a 1-turn spin and recovery, while a 6-turn spin and recovery may require somewhat more than twice that amount. For example, the recommended entry altitude for a 6-turn spin would be 6000 feet AGL. In any case, entries should be planned so that recoveries are completed well above the minimum 1500 feet AGL required by 14 CFR 91.303. Another reason for using high altitudes for practicing spins is that a greater field of view is provided which will assist in maintaining pilot orientation.

The normal entry is made from a power off stall. As the stall is approached, the elevator control should be smoothly pulled to the full aft position. Just prior to reaching the stall "break", rudder control in the desired direction of the spin rotation should be applied so that full rudder deflection is reached almost simultaneously with reaching full aft elevator. A slightly greater rate of deceleration than for normal stall entries, application of ailerons in the direction of the desired spin, and the use of power at the entry will assure more consistent and positive entries to the spin. As the airplane begins to spin, reduce the power to idle and return the ailerons to neutral. Both elevator and rudder controls should be held full with the spin until the spin recovery is initiated. An inadvertent relaxation of either of these controls could result in the development of a nose down spiral.

For the purpose of training in spins and spin recoveries, a 1 or 2 turn spin is adequate and should be used. Up to 2 turns, the spin will progress to a fairly rapid rate of rotation and a steep attitude. Application of recovery controls will produce prompt recoveries (within 1/4 turn). During extended spins of two to three turns or more, the spin will tend to change into a spiral, particularly to the right. This will be accompanied by an increase in airspeed and gravity loads on the airplane. If this occurs, recovery should be accomplished promptly but smoothly by leveling the wings and recovering from the resulting dive.

(Continued Next Page)

SPINS (Continued)

Regardless of how many turns the spin is held or how it is entered, the following recovery technique should be used:

1. VERIFY THAT THROTTLE IS IN IDLE POSITION AND AILERONS ARE NEUTRAL.
2. APPLY AND **HOLD** FULL RUDDER OPPOSITE TO THE DIRECTION OF ROTATION.
3. JUST **AFTER** THE RUDDER REACHES THE STOP, MOVE THE CONTROL WHEEL **BRISKLY** FORWARD FAR ENOUGH TO BREAK THE STALL.
4. **HOLD** THESE CONTROL INPUTS UNTIL ROTATION STOPS.
5. AS ROTATION STOPS, NEUTRALIZE RUDDER, AND MAKE A SMOOTH RECOVERY FROM THE RESULTING DIVE.

NOTE

If disorientation makes the direction of rotation difficult to determine, see the turn vector near the index at the top of the Horizontal Situation Indicator (HSI).

Variations in basic airplane rigging or in weight and balance due to installed equipment or right seat occupancy can cause differences in behavior, particularly in extended spins. These differences are normal and will result in variations in the spin characteristics and in the spiraling tendencies for spins of more than 2 turns. However, the recovery technique should always be used and will result in the most expeditious recovery from any spin.

Intentional spins with flaps extended are prohibited, since the high airspeeds which may occur during recovery can be more than the flap airspeed limitation and can damage the flap and wing structures.