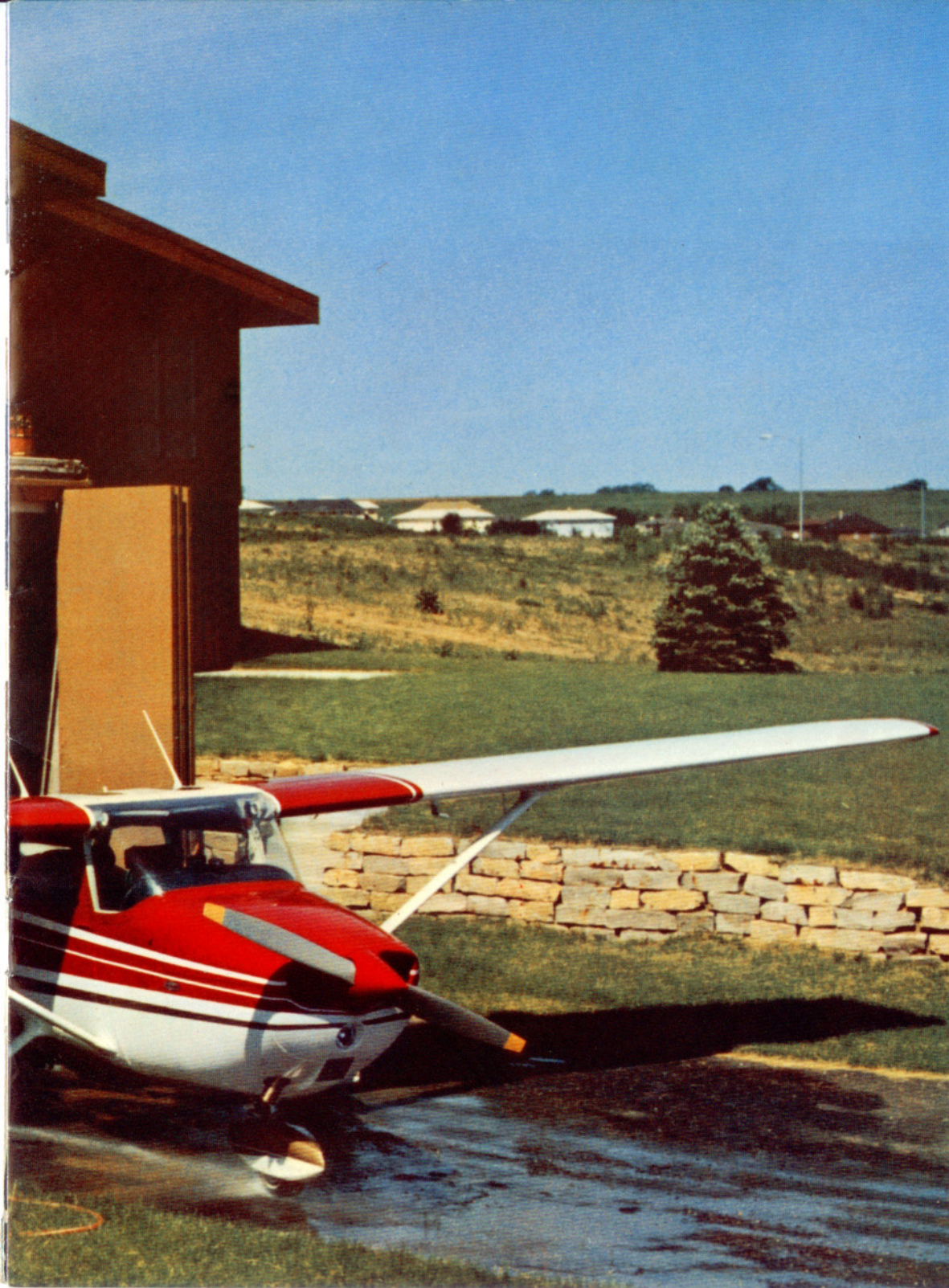


CESSNA '71 SKYHAWK / 172

4 places going places





Meet the new old Friend

There's a new Skyhawk for 1971.

You'll notice the difference from the instant you start your taxi. There's a new Land-O-Matic gear. Almost eight feet wide. It gives the 1971 Skyhawk a broader stance.

More positive control. And landings are better than ever.

The Skyhawk has the same great flying characteristics and comfortable four-place cabin that have made it the sales leader in its class. And with a list of new features and refinements, 1971 promises to be the best Skyhawk year yet.

There's a new nose-mounted landing light for straight down-the-runway lighting. A new optional boom mike with a control wheel operational switch. And a one-piece, moulded headliner surrounds the optional tinted overhead skylight windows. The new bonded baggage door is completely smooth.

And in 1971 new safety features are standard equipment. A new safety belt system will be on the front seats of every new Skyhawk. Seat backs, doorposts, and the panel eyebrow are padded. So is the bottom of the panel, to give added protection.

The 1971 Skyhawk is a new old friend. It remains four places, going places. With an accent on performance, economy and new features that come only from Cessna.



A Skyhawk owner can take a lot for granted

HIGH-STABILITY WING: On the Skyhawk the wing is on top. Where it belongs. The high wing puts the center of lift above the center of gravity. Providing a natural stability that tends to keep the Skyhawk in a wing level attitude. Giving you a smoother ride.

Because the wing is on top, the Skyhawk shelters passengers when loading. Has a cooler cabin when flying. A high wing makes possible a dependable gravity-flow fuel system. Step-up entry. Two doors. It makes possible a flat floor. And a longer, wider, higher cabin. Because the floor is flat, the seats are adjustable. Because the cabin is longer, there is legroom for all four seats. And because the cabin is wider and higher, there is headroom, elbowroom, and move-around room.

There is more to a Skyhawk wing than its location.

The design provides high lift at slow speeds. Minimum drag at cruise speeds. Its shape from root to tip gives excellent climb and cruise performance while providing aileron control all the way through a normal stall. Conical cambered wing tips add a distinctive flare.

CUSHIONED POWER: The Skyhawk ride is smooth and quiet. There is no metal-to-metal contact between the cowl and the fuselage. Eleven rubber isolators encircle the cowl, keeping it from coming in contact with the fuselage. Most engine and prop-air vibrations never reach the cabin.

NEW WIDE-TRACK, TUBULAR, LAND-O-MATIC GEAR: Cessna's tubular Land-O-Matic gear is now part of the Skyhawk/172.

And it's wide. Over eight feet. Ground handling is superb. Landings and takeoffs are more surefooted than ever.

Each main gear is a one-piece, tapered, steel tube. Its tubular construction lets it respond in any direction. Pressure from the side, front or rear is accepted and absorbed before it reaches the fuselage. The tube gently guides the aircraft into straight and level ground travel. The tube is mounted in a moulded rubber lining, further reducing the vibrations and noises of landing.

PARA-LIFT FLAPS: The Skyhawk has big flaps.

Big Para-Lift flaps. Made possible by Cessna's high wing design. Ground clearance may limit flap size on a low wing aircraft, but not on the Skyhawk/172. Para-Lift flaps offer an ideal range of lift and drag. A balance that provides optimum lift for quick takeoffs. And maximum drag for slow, easy, short-field landings. The flaps are large. All metal. And electrically actuated. They may be engaged from 0 to 40 degrees in an infinite range of settings.

OMNI-VISION: 360° of windows provide unlimited visibility. Windows all the way around the cabin give the interior a bright, open and uncramped feeling. And with the wing up above, you see the scenery below. Optional overhead skylights are an extra aid in turns and high traffic areas.

TWO BIG DOORS: You enter with ease from either side of the Skyhawk/172. One step up from ground level and you are in. No one has to wait outside while you preflight the airplane. There are doors enough for everyone's convenience.



Need room for a family of four or six? then take a look inside the Skyhawk.

IT'S BIG: The Skyhawk/172 provides a pleasant and relaxing cabin environment. They have the roomiest cabins in their class. Nine comfortable feet from front to rear give you room to stretch, room to recline the fully adjustable seats, room enough to make long and short trips the pleasure they should be.

IT'S COMFORTABLE: The contoured seats have lumbar support designed into the seat back minimizing passenger fatigue. No springs are used. They have been replaced with a body contouring suspension system that shapes itself to the individual passenger.

Articulating front seats are offered as an option on the Skyhawk and 172. A movable back couples with a tilting seat cushion to provide the ultimate in seating comfort.

The optional child's seat may be folded back against the rear of the cabin. This enables you to load baggage in this area through a convenient outside baggage door.

There is a high capacity heater that keeps the cabin warm when you need it warm. There are easy to operate fresh outside air vents that keep the cabin cool when you need it cool. For ground ventilation the pilot's side window can be opened. An optional window that can be opened is available for the right side.

Legroom. There is plenty of it with both the front and rear seats. And with the wing on top, the floor is flat adding to the unrestricted comfort of the spacious interior.

IT'S BEAUTIFUL: Fabrics, vinyls, carpet and finish materials are color-coordinated in Holiday Blue, Fiesta Red, Picnic Green, and Clove Brown. Deeply padded carpet may be color matched with the interior or all black carpeting is available as an option. Leathers are available for the first time in a Skyhawk. Cloud Gray, Ebony, Fiesta Red, Or Palomino Tan. The touch and smell of leather can add that extra luxurious touch to your Skyhawk.



172L

WARNING
This panel should be checked for proper operation before flight. If any fault is observed, the aircraft should not be flown.

TRANS 1 2
COM 1 NAV 1 3 3 0 0
COM 2 NAV 2 DME ADF ILS
SPEAKER 1 2
PHONES
OBS

3 3 0 0
300 TRANSPONDER (2881)

COM 1 30 117
NAV 9
300 NAV/COM (28-CRAMEL)

COM 1 30 117
NAV 9
300 NAV/COM (28-CRAMEL)

300 ADF (28-86)

FUEL L FUEL R
TEMP PRESS
OIL TEMP
Gauss
60 0 60
Gauss

THE RIGHT TURN OFF
IS INDICATED BY RED LIGHTS
EXCEPT ON PARALLEL

POWER
START
BOTH
LAND LT
NAV LT
RCH LT
INT LT
INST
FLAP
STROBE LT
PITOT HT
TURN COORD
PITOT HT
NAV LT
RCH LT
STROBE LT

NAVOMATIC 300
PEAK READINGS ONLY
REVERSE
PULL TO TURN

W F
N D
S
RECO VE
ELECTRO
SOLE L
SOLE R
SOLE
ALT. STATIC AIR
CABIN AIR

NOSE DOWN

WHEEL JACK

Quick-scan Panel

GRAY NO-GLARE PANEL: The gray instrument panel reduces contrast between panel and daylight for less eye fatigue.

The standard black instrument faces stand out for easier monitoring.

FLIGHT INSTRUMENTS: All flight instruments are mounted on a special shock panel directly in front of the pilot. A "T" arrangement places the horizon gyro above the directional gyro. With airspeed on the left. And altimeter on the right. If you're looking for an extra hand when reading a map, an optional wing leveling system is available.

ENGINE INSTRUMENTS: Fuel, oil pressure and oil temperature are on the right. The tachometer is now directly in front of you. Just to the left of the throttle.

FLIGHT MANAGEMENT: Trim, carburetor heat, power, autopilot, fuel mixture, flaps and radio microphone are literally at your fingertips. Color and shape coded for sure and quick identification. Cessna-Crafted control management is engineered to make piloting simpler and more precise than ever before.

ELECTRICAL SYSTEM: The electrical system, wired as two separate circuits, disconnects all electronic equipment during engine starting to protect against damage from voltage surges. An optional audio junction box allows for flexibility and easier service of the avionics systems. A split master switch allows operation with the battery on and the alternator off. Panel and instruments are illuminated with variable intensity doorpost-mounted, red flood lighting.

Cessna-Crafted Avionics

The center panel will accept a complete radio and navigation package. Cessna-Crafted avionics are the finest low cost units available on the market today. They are specifically designed for easy installation and maintenance on the Skyhawk/172.

300 NAV-O-MATIC: This autopilot features command turns. Automatic turns to a preselected heading. Heading lock. Omni-radial intercept. Radial tracking. And automatic wind-drift correction during radial tracking.

300 TRANSCEIVER: The compact, lightweight Cessna 300 transceiver covers all 360 VHF Com frequencies from 118.0 to 135.95 MHz.

300 NAV/COM (90 Channels): Has simplex tuning and is crystal-controlled. It facilitates four additional audio inputs, incorporates a front panel squelch control, and has a back-lighted panel and provides localizer audio for reception of ATIS.



300 NAV/COM (360 Channels): The remote indicator includes the deviation indicator, course indicator, OFF/TO-FROM indicator and VOR course selector.

300 ADF: The three-band receiver, with self-contained power package and tuning meter, eliminates the need for remote boxes. The 300 ADF is available with or without BFO (Beat Frequency Oscillator).

300 MARKER BEACON: Both aural and visual indications are given by this one pound receiver. It incorporates a "HI" and "LO" sensitivity selector switch and "push to test" indicator lights.

GLIDE SLOPE RECEIVER: This is a 20-channel receiver that receives and interprets vertical guidance information during ILS approaches.

300 HF: This is what you need when stations are few and far between. It is a 10-channel, high frequency transceiver with fixed antenna and load box.

300 TRANSPONDER: The 300 transponder has a reply code capability of up to 4096 with Modes A and AC. Positive and quick aircraft identification is now available at a low price.



Electric Para-Lift Flaps



New Aerodynamic Speed Fairings



Outside Air Temperature Gauge (Optional)



Map Storage Pockets



Electric Key Ignition Starter



Precise Flight Management



New Strobe Lights (Optional)



Courtesy Lights Under the Wing (Optional)



Folding Child's Seat (Optional)



Large Outside Baggage Door



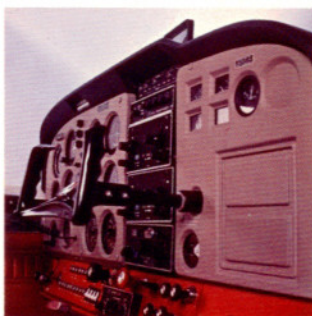
Hinged Window



New Overhead Skylights (Optional)



Safety Belt System



New Padded Eyebrow and Lower Panel



Car-Type Parking Brake



Large Glove Compartment



Four-Position Fuel Selector



Comfortable Articulating Seats (Optional)



Sun Visors



Two Big Doors



New Wide-Track Land-O-Matic Gear



Overhead Dome Light



Refueling Steps



New Nose-Mounted Landing Light


Performance & Specifications

| | SKYHAWK | | MODEL 172 | | FLOATPLANE | |
|--|--------------------------|----------------------|--------------------------|----------------------|--------------------------|----------------------|
| GROSS WEIGHT: | 2300 lbs | 1043 kg | 2300 lbs | 1043 kg | 2220 lbs | 1007 kg |
| SPEED: | | | | | | |
| Top Speed at Sea Level | 140 mph | 225 kph | 139 mph | 224 kph | 108 mph | 174 kph |
| Cruise, 75% Power at 9000 ft* | 132 mph | 212 kph | 131 mph | 211 kph | 106 mph | 171 kph |
| RANGE: | | | | | | |
| Optimum Range at 10,000 ft | 830 mi | 1336 km | 820 mi | 1320 km | 670 mi | 1075 km |
| 48 Gallons, No Reserve | 7.0 hr | 7.0 hr | 7.0 hr | 7.0 hr | 7.0 hr | 7.0 hr |
| Optimum Range at 10,000 ft | 118 mph | 190 kph | 117 mph | 188 kph | 97 mph | 156 kph |
| 38 Gallons, No Reserve | 655 mi | 1050 km | 640 mi | 1030 km | 530 mi | 855 km |
| Cruise, 75% Power at 9000 ft* | 5.5 hr | 5.5 hr | 5.5 hr | 5.5 hr | 5.5 hr | 5.5 hr |
| 48 Gallons, No Reserve | 118 mph | 190 kph | 117 mph | 188 kph | 97 mph | 156 kph |
| Cruise, 75% Power at 9000 ft* | 780 mi | 1255 km | 775 mi | 1247 km | 625 mi | 1005 km |
| 48 Gallons, No Reserve | 5.9 hr | 5.9 hr | 5.9 hr | 5.9 hr | 5.9 hr | 5.9 hr |
| Cruise, 75% Power at 9000 ft* | 132 mph | 212 kph | 131 mph | 211 kph | 106 mph | 171 kph |
| 38 Gallons, No Reserve | 620 mi | 995 km | 615 mi | 990 km | 500 mi | 805 km |
| Cruise, 75% Power at 9000 ft* | 4.7 hr | 4.7 hr | 4.7 hr | 4.7 hr | 4.7 hr | 4.7 hr |
| 38 Gallons, No Reserve | 132 mph | 212 kph | 131 mph | 211 kph | 106 mph | 171 kph |
| RATE-OF-CLIMB AT SEA LEVEL: | 645 fpm | 196 mpm | 645 fpm | 196 mpm | 580 fpm | 177 mpm |
| SERVICE CEILING: | 13,100 ft | 3993 m | 13,100 ft | 3993 m | 12,000 ft | 3658 m |
| TAKEOFF: | | | | | | |
| Ground Run (or Water Run) | 865 ft | 264 m | 865 ft | 264 m | 1620 ft | 494 m |
| Total Distance Over 50-ft Obstacle | 1525 ft | 465 m | 1525 ft | 465 m | 2390 ft | 729 m |
| LANDING: | | | | | | |
| Ground Roll (or Water Run) | 520 ft | 159 m | 520 ft | 159 m | 590 ft | 180 m |
| Total Distance Over 50-ft Obstacle | 1250 ft | 381 m | 1250 ft | 381 m | 1345 ft | 410 m |
| STALL SPEED: | | | | | | |
| Flaps Up, Power Off | 57 mph | 92 kph | 57 mph | 92 kph | 59 mph | 95 kph |
| Flaps Down, Power Off | 49 mph | 79 kph | 49 mph | 79 kph | 52 mph | 84 kph |
| EMPTY WEIGHT: (Approximate) | 1300 lbs | 590 kg | 1250 lbs | 567 kg | 1415 lbs | 642 kg |
| USEFUL LOAD: | 1000 lbs | 453 kg | 1050 lbs | 476 kg | 805 lbs | 365 kg |
| BAGGAGE: | 120 lbs | 54 kg | 120 lbs | 54 kg | 120 lbs | 54 kg |
| WING LOADING: | 13.2 lbs/ft ² | 64 kg/m ² | 13.2 lbs/ft ² | 64 kg/m ² | 12.7 lbs/ft ² | 62 kg/m ² |
| POWER LOADING: | 15.3 lbs/hp | 7.0 kg/hp | 15.3 lbs/hp | 7.0 kg/hp | 14.8 lbs/hp | 6.7 kg/hp |
| FUEL CAPACITY: Total | | | | | | |
| Standard Tanks | 42 gal | 159 liters | 42 gal | 159 liters | 42 gal | 159 liters |
| Optional Long Range Tanks | 52 gal | 197 liters | 52 gal | 197 liters | 52 gal | 197 liters |
| OIL CAPACITY: | 8 qts | 7.6 liters | 8 qts | 7.6 liters | 8 qts | 7.6 liters |
| POWER: | | | | | | |
| Four-Cylinder Engine | 150 rated hp at 2700 rpm | | 150 rated hp at 2700 rpm | | 150 rated hp at 2700 rpm | |
| PROPELLER: | | | | | | |
| All-Metal Fixed-Pitch Diameter | 76 in | 1.93 m | 76 in | 1.93 m | 80 in | 2.03 m |
| WING SPAN: | 35 ft 10 in | 10.92 m | 35 ft 10 in | 10.92 m | 35 ft 10 in | 10.92 m |
| WING AREA: | 174 sq ft | 16.16 m ² | 174 sq ft | 16.16 m ² | 174 sq ft | 16.16 m ² |
| LENGTH: | 26 ft 11 in | 8.21 m | 26 ft 11 in | 8.21 m | 27 ft | 8.23 m |
| HEIGHT: (With Depressed Nose Strut on Landplane) | 8 ft 9½ in | 2.68 m | 8 ft 9½ in | 2.68 m | 9 ft 11 in | 3.02 m |

Fly your Colors

On the Skyhawk overall Vestal White or Luster White is standard. The overall color combines with eight different stripe and accent combinations. On the 172 six different stripe colors are combined with overall aluminum. Overall Vestal White or Luster White is optional. For complete interior and exterior styling details, see your Cessna Dealer's 1971 Styling Selector.

SKYHAWK

| | | | | | | | | |
|--------|--|---|---|---|---|---|---|---|
| STRIPE |  |  |  |  |  |  |  |  |
| | Butterscotch | Blue Wing Metallic | Valor Red | Fleet Blue | Dubonnet | Silver Mist Metallic | Goldenrod | Cavalier Green Metallic |
| ACCENT |  |  |  |  |  |  |  |  |
| | Italian Gold | Venice Blue Metallic | Velvet Black | Colonial Blue Metallic | Goldfin Metallic | Olive | Seal Brown Metallic | Seal Brown Metallic |
| 172 | | | | | | | | |
| STRIPE |  |  |  |  |  |  |  |  |
| | Valor Red | Dubonnet | Goldenrod | Colonial Blue Metallic | Olive | Velvet Black | Vestal White Standard on Skyhawk Optional on 172 | Luster White Optional on 172 |



Omni-Flash Beacon (Optional)



Boom Mike - Control Wheel Mike Switch (Optional)



Headrests



Rearview Mirror

Standard & Optional Equipment

FLIGHT DECK:

| | SKYHAWK | 172 |
|--|---------|-----|
| Primary Group - Includes sensitive altimeter, electric clock, outside air temperature gauge, landing light, rate-of-climb indicator, turn coordinator, sun visors, and map and instrument panel light. | S | O |
| Standard Altimeter. | — | S |
| Sensitive Altimeter - Feet and millibars. | O | O |
| Ammeter. | S | S |
| Boom Microphone With Control Wheel Switch. | O | O |
| Magnetic Compass. | S | S |
| Remote Fuel Strainer Control. | S | S |
| Control Wheel Map Light. | O | O |
| Dual Controls - Wheel, pedals, and toe brakes. | O | O |
| Four-Position Selector Fuel Valve. | S | S |
| Carburetor Air Temperature Gauge. | O | O |
| Engine Gauge Unit - Includes oil pressure, oil temperature, and two electric fuel gauges. | S | S |
| Horizon And Directional Gyros - Includes suction gauge and vacuum system. | S | O |
| Airspeed Indicator. | S | S |
| True Airspeed Indicator. | O | O |
| Turn And Bank Indicator. | O | O |
| Wing Flaps Indicator. | S | S |
| Audible Stall Warning Indicator. | S | S |
| Shock-Mounted Instrument Panel. | S | S |
| Variable Intensity Map And Instrument Panel Red Flood Lights. | S | S |
| Aileron And Elevator Control Lock. | S | S |
| Flight Hour Recorder. | O | O |
| Elevator Trim System. | S | S |
| Key-Operated Ignition And Starter Switch. | S | S |

INTERIOR:

| | | |
|--|---|---|
| Accessory Installation Provisions For Cargo Rings, Courtesy Lights, Headrests, Rear Seat Safety Belt System, and Sun Visors. | S | S |
| Front Armrests. | S | S |
| Rear Armrests. | S | — |
| Four Ashtrays. | S | S |
| Ensolite Headliner. | S | S |
| Windshield Defroster. | S | S |
| Hand-Type Fire Extinguisher. | O | O |
| Headrests. | O | O |
| Cabin Heating System. | S | S |
| Clothes Hanger Hook. | S | S |

Special Interior Appointments -

| | SKYHAWK | 172 |
|--|---------|-----|
| Includes carpeted baggage area, carpeted scuff side panels, and seat back map pockets. | S | — |
| Dome Light. | S | S |
| Set Of Two Courtesy Lights. | O | O |
| Cigarette Lighter. | S | S |
| Map Compartment. | S | S |
| Rearview Mirror. | O | O |
| Baggage Net. | S | S |
| Two Map And Storage Pockets. | S | S |
| Foldaway Child's Seat. | O | O |
| Rear Seat With Adjustable Back. | S | S |
| Rear Seat With Individual Reclining Backs. | O | O |
| Front Seats With Articulating Recline And Vertical Adjust. | O | O |
| Adjustable Fore And Aft Front Seats With Reclining Backs. | S | S |
| All Vinyl Seats. | O | O |
| Utility Shelf. | O | O |
| Safety Belt System - Pilot and copilot. | S | S |
| Safety Belt System - Third and fourth seats. | O | O |
| Overhead Skylights. | O | O |
| Soundproofing. | S | S |
| Two Assist Straps. | S | S |
| Portable Stretcher Installation. | O | O |
| Rear Seat Ventilation System. | O | O |
| Adjustable Cabin Air Ventilators. | S | S |
| Hinged Left-Side Window. | S | S |
| Hinged Right-Side Window. | O | O |
| Rear Window. | S | S |

POWER PLANT AND ACCESSORIES:

| | | |
|---|---|---|
| 60-Amp, 12-Volt Alternator. | S | S |
| 12-Volt, 24-Amp/Hr Battery. | S | S |
| Shock-Mounted Cowling. | S | S |
| Carburetor Air Filter. | S | S |
| Full-Flow Oil Filter. | O | O |
| Gravity-Type Fuel System. | O | S |
| Long Range Fuel System. | O | O |
| Carburetor Air Heating System. | S | S |
| Dual Lightweight Magneto Ignition System. | S | S |
| Engine Exhaust Muffler With Heat Exchanger. | S | S |
| Oil Cooler. | S | S |
| Engine Priming System. | S | S |
| Three Cylinder-Type Engine Primer System. | O | O |
| Fixed-Pitch Propeller. | S | S |
| 60-Amp, 12-Volt Voltage Regulator. | S | S |

| | SKYHAWK | 172 |
|---|---------|-----|
| Engine Ignition Shielding. | S | S |
| Bullet-Styled Propeller Spinner. | S | S |
| Electric Engine Starter. | S | S |
| Alternate Static Source. | O | O |
| Wing Struts And Fuselage Steps And Handles Refueling. | O | O |
| Fuel Strainer With Quick-Drain. | S | S |
| Recording Tachometer. | S | S |
| Vacuum Pump Pad. | S | S |
| Quick-Drain Oil Valve. | O | O |

EXTERIOR:

| | | |
|---|---|---|
| Accessory Installation Provision For Landing Light. | S | S |
| Parking Brake. | S | S |
| Toe-Operated Hydraulic Brakes. | S | S |
| Internal Corrosion Proofing. | O | O |
| Navigation Lights Detectors. | O | O |
| Baggage Compartment Door. | S | S |
| Two "Yard-Wide" Cabin Doors. | S | S |
| Wing Strut Fairings. | S | S |
| Main Gear Spring Fairings. | S | S |
| Wheel Speed Fairings. | S | O |
| Electric Para-Lift Wing Flaps. | S | S |
| Floatplane Kit. | O | O |
| Ground Service Plug Receptacle. | O | O |
| Pitot Heating System. | O | O |
| Glider Tow Hook. | O | O |
| Wheel Hub Caps. | S | S |
| Tubular Wide-Track Land-O-Matic Landing Gear. | S | S |
| Cowl-Mounted Landing Light. | S | O |
| Omni-Flash Beacon Light. | O | O |
| Navigation Lights. | S | S |
| White Wing Tip Strobe Lights. | O | O |
| Steerable Nose Gear. | S | S |
| Paint Stripe On Aluminum. | — | S |
| Overall Paint Scheme. | S | O |
| Aircraft Tie-Down Rings. | S | S |
| Two Cabin Steps. | S | S |
| Aircraft Tow Bar. | S | O |
| Tube-Type Tires. | S | S |
| White Sidewall Tires. | O | O |
| Ground Adjustable Rudder Trim Tab. | S | S |
| Conical Camber Wing Tips. | S | S |
| Tinted Windows. | O | O |
| Winterization Kit. | O | O |

Standard And Optional Equipment List Subject To Change Without Notice.
Standard - s Optional - o