

- (2) All other switches (except ignition switch) -- OFF
- (3) Check condition of circuit breakers to identify faulty circuit if possible. Leave faulty circuit deactivated.
- (4) Master Switch -- ON.
- (5) Select switches ON successively, permitting a short time delay to elapse after each switch is turned on until the short circuit is localized.
- (6) Make sure fire is completely extinguished before opening ventilators.

## FLIGHT IN ICING CONDITIONS.

Although flying in known icing conditions is prohibited, an unexpected icing encounter should be handled as follows:

- (1) Turn on pitot heat switch (if installed).
- (2) Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.
- (3) Pull cabin heat control full out to obtain windshield defroster airflow. Adjust cabin air control to get maximum defroster heat and airflow.
- (4) Open the throttle to increase engine speed and minimize ice build up on propeller blades.
- (5) Watch for signs of carburetor air filter ice and apply carburetor heat as required. An unexplained loss in engine speed could be caused by carburetor ice or air intake filter ice.
- (6) Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
- (7) With an ice accumulation of one quarter inch or more on the wing leading edges, be prepared for significantly higher stall speed.
- (8) Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
- (9) Open left window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
- (10) Perform a landing approach using a forward slip, if necessary, for improved visibility.
- (11) Approach at 75 to 85 MPH, depending upon the amount of ice accumulation.
- (12) Avoid steep turns during the landing approach.
- (13) Perform a landing in level attitude.

## Section

### OPERATING LIMITATIONS

#### OPERATIONS AUTHORIZED.

Your Cessna exceeds the requirements of airworthiness as set forth by the United States Government, and is certificated under FAA Type Certificate No. 3A12 as Cessna Model No. 172M.

The airplane may be equipped for day, night, VFR, or IFR operation. Your Cessna Dealer will be happy to assist you in selecting equipment best suited to your needs.

Your airplane must be operated in accordance with all FAA-approved markings and placards in the airplane. If there is any information in this section which contradicts the FAA-approved markings and placards, this section is to be disregarded.

#### MANEUVERS - NORMAL CATEGORY.

This airplane is certificated in both the normal and utility categories. The normal category is applicable to airplanes intended for non-aerobatic operations. These include any maneuvers incidental to normal flying operations, stalls (except whip stalls) and turns in which the angle of bank is not more than 60°. In connection with the foregoing, the following gross weight and flight load factors apply:

Gross Weight . . . . .	2300 lbs
Flight Load Factor	
*Flaps Up . . . . .	+3.8      -1.52
*Flaps Down . . . . .	+3.0

\*The design load factors are 150% of the above, and in all cases, the structure meets or exceeds design loads.