PAWNEE PLANT

Commercial Division

WALLACE PLANT

Military Division

PROSPECT PLANT

Military Division

HUTCHINSON PLANT

Industrial Products Division

Cessna® COMMERCIAL AND MILITARY AIRCRAFT

CESSNA AIRCRAFT COMPANY • WICHITA, KANSAS

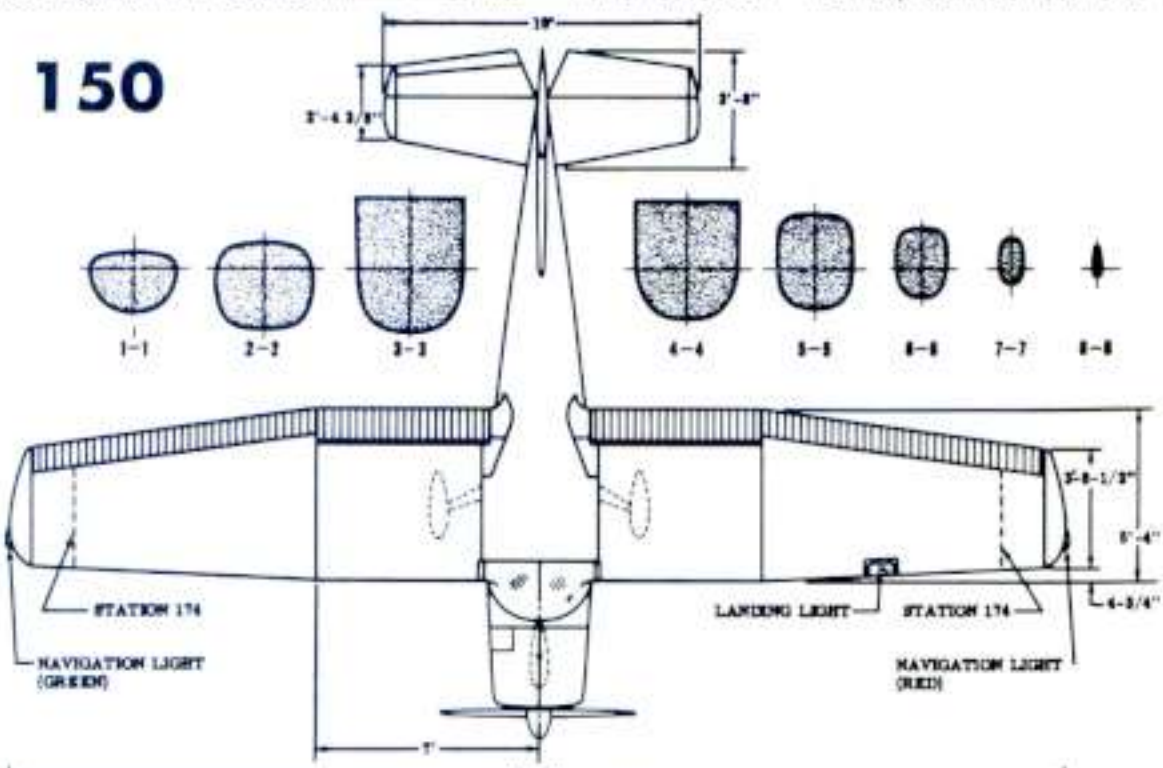
150

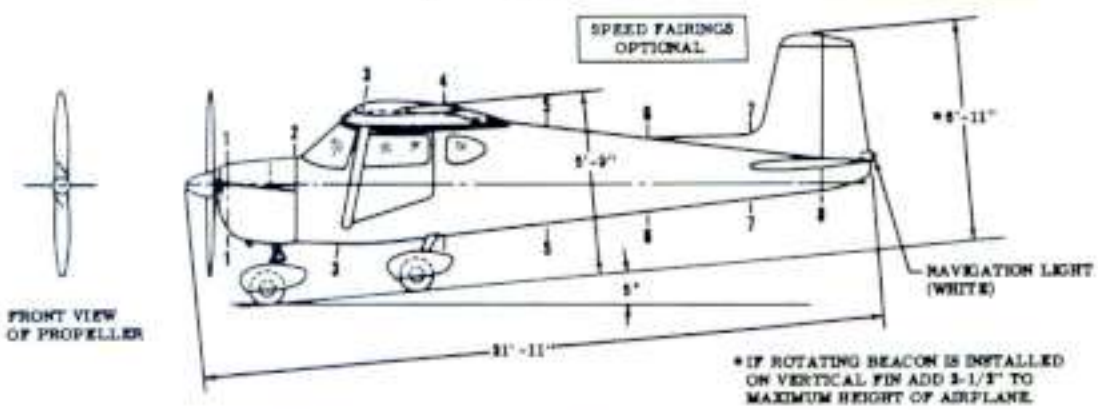
SPECIFICATIONS *(All Figures at Gross Weight)*

ENGINE: Continental O-200-A (4 Cyl.)	100 h.p.
SPEED: Maximum—Sea Level	124 mph
Maximum recommended cruise	121 mph
RANGE: Maximum @ 10,000 feet	
Miles	630 miles
Hours	6.6 hours
RATE OF CLIMB: (Sea Level)	740 ft. per min.
SERVICE CEILING	15,300 ft.
GROSS WEIGHT	1500 lbs.
EMPTY	946 lbs.
LUGGAGE COMPARTMENT CAPACITY	80 lbs.

FUEL CAPACITY:	
(Range based on 22.5 Gals. Usable)	26 U.S. gals.
SPAN	33 ft., 4 in.
LENGTH	21 ft., 6 in.
HEIGHT: (Hangar clearance, unloaded)	6 ft., 11 in.
WING AREA	160 sq. ft.
WING LOADING	9.4 lbs. per sq. ft.
POWER LOADING	15 lb. per h.p.
PROPELLER	All Metal, Fixed Pitch
CONSTRUCTION	All Metal

Price F.A.F. Wichita: Standard $7250.00
Trainer $8150.00 Inter-City Commuter $8795.00





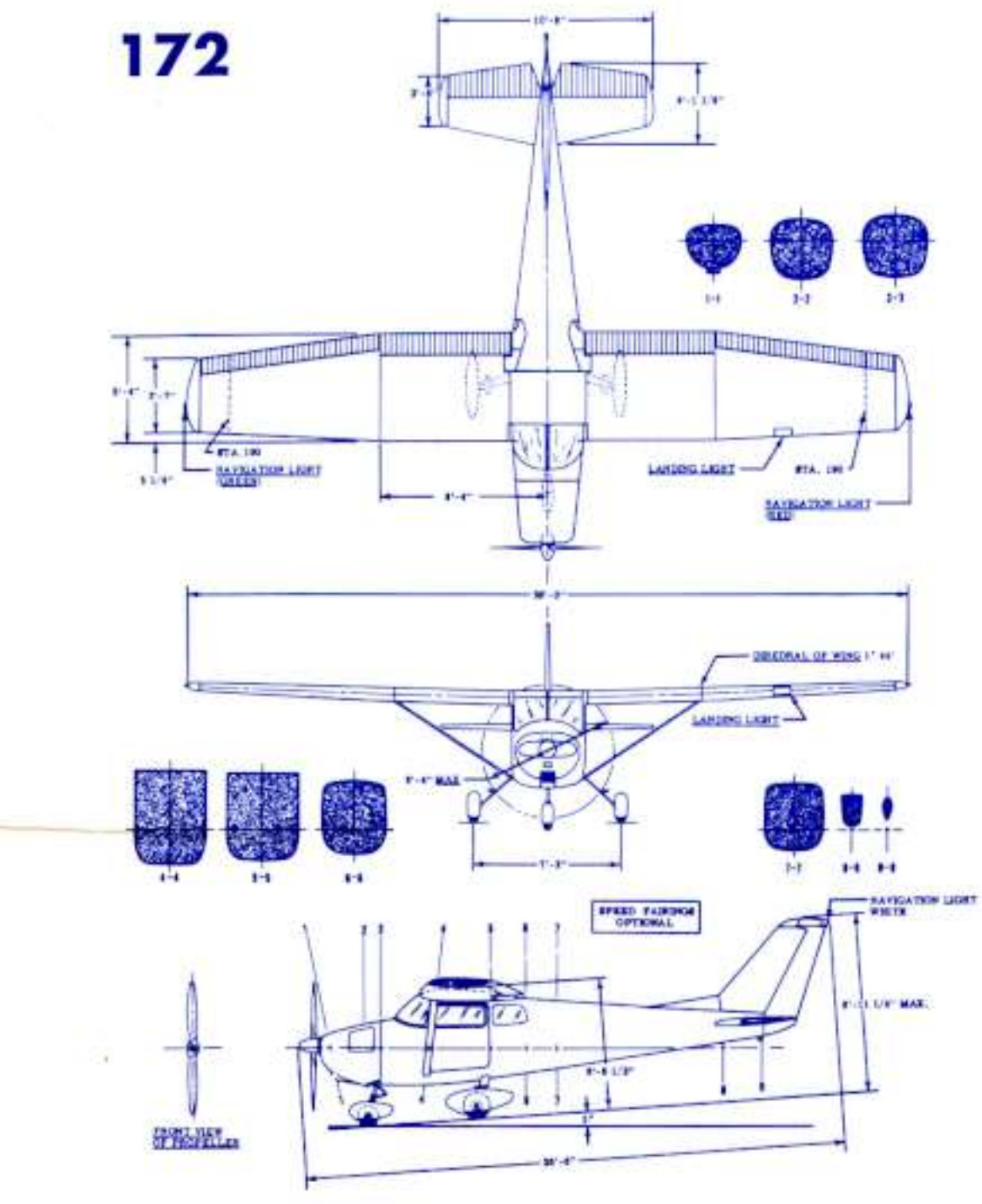
NOTE: Also available in Float plane version.

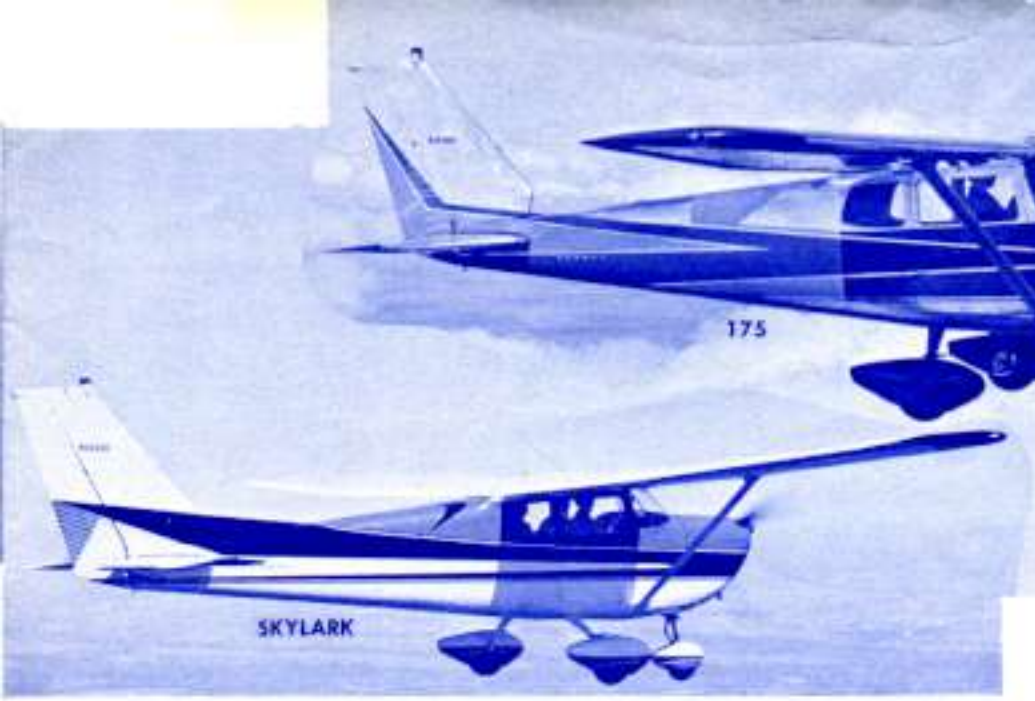
SPECIFICATIONS *(All Figures at Gross Weight)*

ENGINE: Continental O-300-C (6 Cyl.)	145 h.p.
SPEED: Maximum —sea level	140 mph
Maximum recommended cruise	131 mph
RANGE: Maximum @ 10,000 feet	
Miles	790 miles
Hours	8.3 hours
RATE OF CLIMB: (Sea Level)	730 ft. per min.
SERVICE CEILING	15,100 ft.
GROSS WEIGHT	2200 lbs.
EMPTY	1252 lbs.
LUGGAGE COMPARTMENT CAPACITY	120 lbs.
FUEL CAPACITY:	
(Range based on 37 Gals. Usable)	42 U.S. gals.
SPAN	36 ft.
LENGTH	26 ft., 4 in.
HEIGHT: (Hangar clearance, unloaded)	8 ft., 11 in.
WING AREA	174 sq. ft.
WING LOADING	12.6 lb. per sq. ft.
POWER LOADING	15.2 lb. per h.p.
PROPELLER	All Metal, Fixed Pitch
CONSTRUCTION	All Metal

Price F.A.F. Wichita: $9450.00

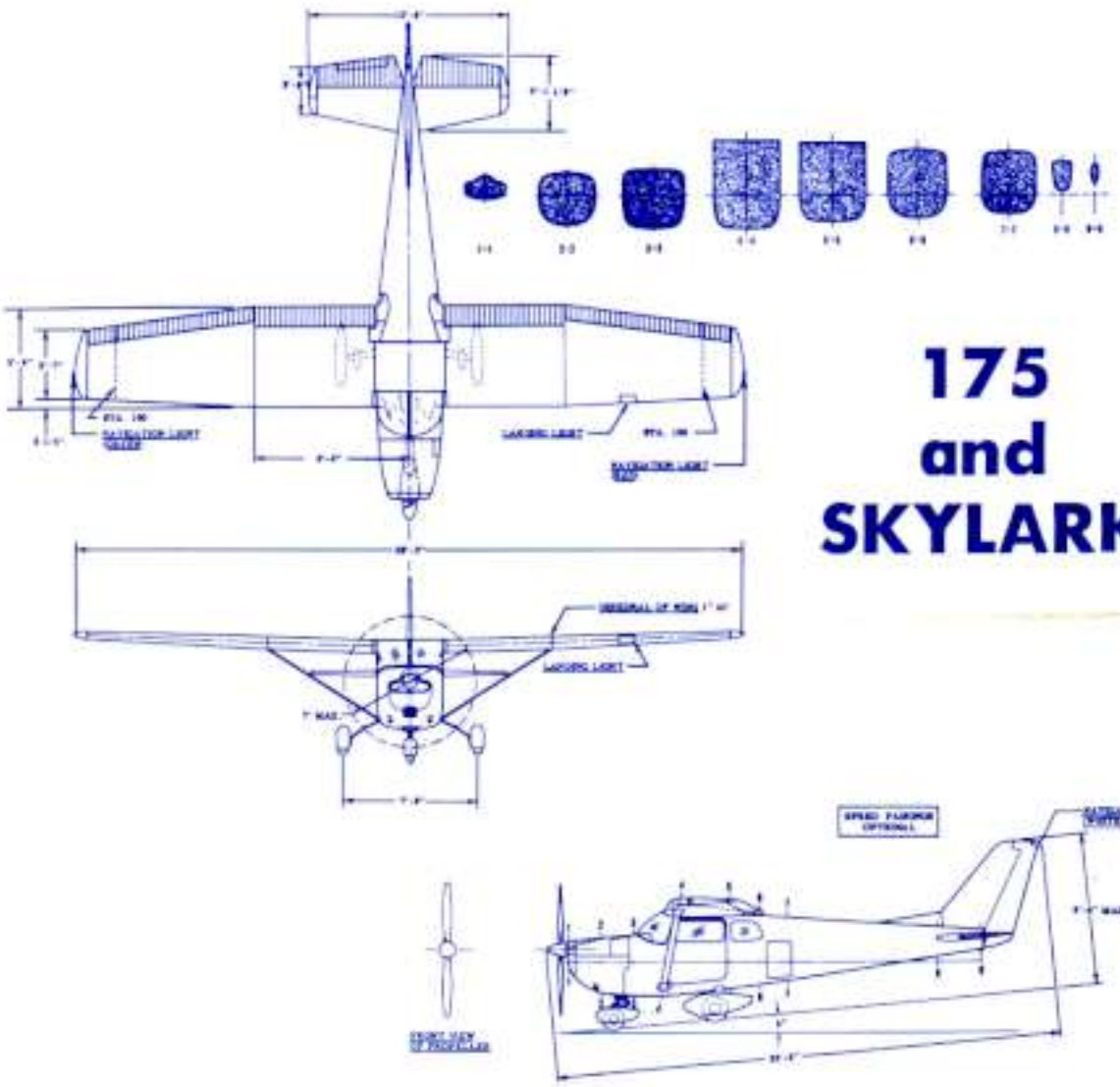
172





NOTE: Also available in Float plane version.

SPECIFICATIONS *(All Figures at Gross Weight)*	Model 175	Skylark (Fully Equipped)
ENGINE: Continental GO-300-C (6 Cyl.)	175 h.p.	175 h.p.
SPEED: Maximum sea level	147 mph	149 mph
Maximum recommended cruise	140 mph	142 mph
RANGE: Maximum @ 10,000 feet		
Miles	755 miles	760 miles
Hours	7.2 hours	7.2 hours
RATE OF CLIMB: (Sea Level)	850 ft. per min.	850 ft. per min.
SERVICE CEILING	15,900 ft.	15,900 ft.
GROSS WEIGHT	2,350 lbs.	2,350 lbs.
EMPTY	1,339 lbs.	1,420 lbs.
LUGGAGE COMPARTMENT CAPACITY	120 lbs.	120 lbs.
FUEL CAPACITY:		
(Range based on 43 Gals. Usable)	52 U.S. gals.	52 U.S. gals.
SPAN	36 ft.	36 ft.
LENGTH	26 ft., 4 in.	26 ft., 4 in.
HEIGHT: (Hangar clearance, unloaded)	8 ft., 8 in.	8 ft., 8 in.
WING AREA	174 sq. ft.	174 sq. ft.
WING LOADING	13.5 lb. per sq. ft.	13.5 lb. per sq. ft.
POWER LOADING	13.4 lb. per h.p.	13.4 lb. per h.p.
PROPELLER	Fixed Pitch Metal	Fixed Pitch Metal
CONSTRUCTION	All Metal	All Metal
Price F.A.F. Wichita	$11,600.00	$13,050.00



175 and SKYLARK

NOTE: Also available in Float and Ski plane version.

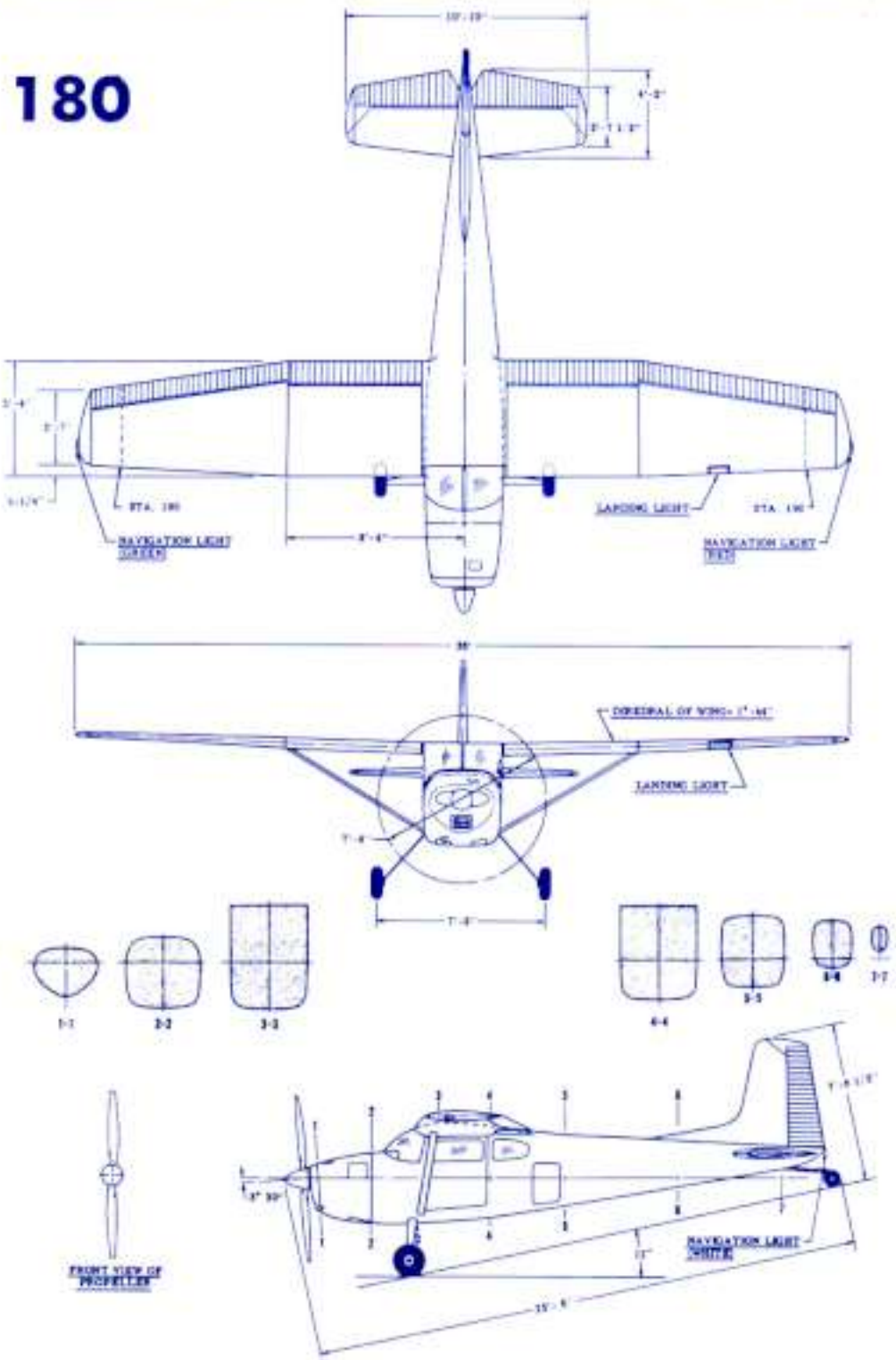
SPECIFICATIONS *(All Figures at Gross Weight)*

ENGINE: Continental O-470-L (6 Cyl.)..... 230 h.p.
SPEED: Maximum sea level..... 170 mph
Maximum recommended cruise..... 160 mph
RANGE: Maximum @ 10,000 feet
Miles..... 845 miles
Hours..... 7.1 hours
RATE OF CLIMB: (Sea Level)..... 1,130 ft. per min.
SERVICE CEILING..... 21,500 ft.
GROSS WEIGHT..... 2,650 lbs.
EMPTY..... 1,530 lbs.
LUGGAGE COMPARTMENT CAPACITY..... 120 lbs.

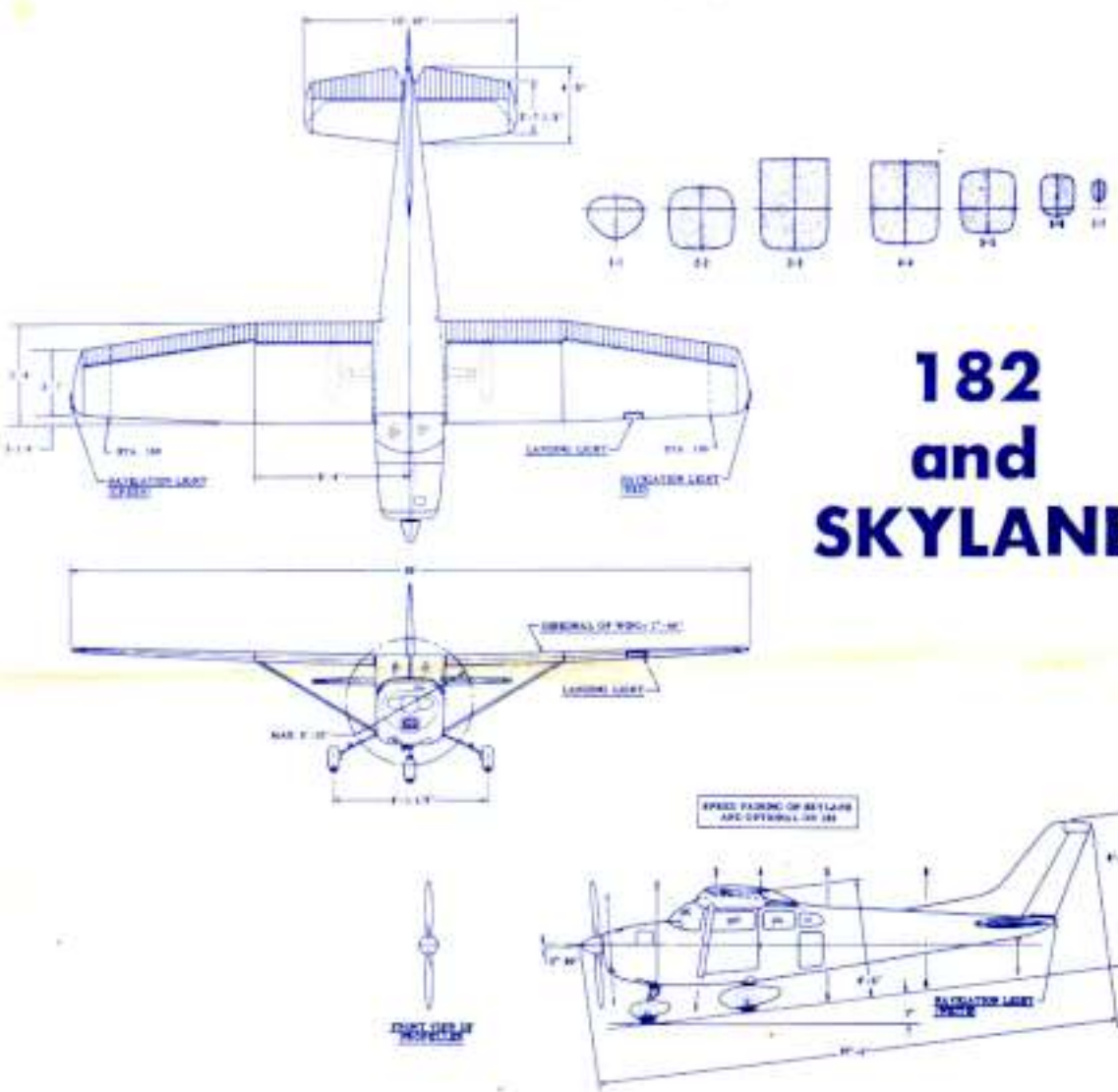
FUEL CAPACITY:
(Range based on 55 Gals. Usable)..... 65 U.S. gals.
SPAN..... 36 ft.
LENGTH..... 26 ft.
HEIGHT: (Hangar clearance, unloaded)..... 7 ft., 6 in.
WING AREA..... 174 sq. ft.
WING LOADING..... 15.1 lb. per sq. ft.
POWER LOADING..... 11.5 lb. per h.p.
PROPELLER..... All Metal, Constant Speed
CONSTRUCTION..... All Metal

Price F.A.F. Wichita: $14,675.00

180



SPECIFICATIONS *(All Figures at Gross Weight)*	Model 182	Skylane (Fully Equipped)
ENGINE: Continental O-470-L (6 Cyl.)	230 h.p.	230 h.p.
SPEED: Maximum sea level	167 mph	170 mph
Maximum recommended cruise	157 mph	160 mph
RANGE: Maximum @ 10,000 feet		
Miles	835 miles	845 miles
Hours	7.1 hours	7.1 hours
RATE OF CLIMB: (Sea Level)	1,030 ft. per min.	1,030 ft. per min.
SERVICE CEILING	19,800 ft.	19,800 ft.
GROSS WEIGHT	2,650 lbs.	2,650 lbs.
EMPTY	1,550 lbs.	1,632 lbs.
LUGGAGE COMPARTMENT CAPACITY	120 lbs.	120 lbs.
FUEL CAPACITY:		
(Range based on 55 Gals. Usable)	65 U.S. gals.	65 U.S. gals.
SPAN	36 ft.	36 ft.
LENGTH	27 ft., 1 in.	27 ft., 1 in.
HEIGHT: (Hangar clearance, unloaded)	9 ft., 9 in.	9 ft., 9 in.
WING AREA	174 sq. ft.	174 sq. ft.
WING LOADING	15.1 lb. per sq. ft.	15.1 lb. per sq. ft.
POWER LOADING	11.5 lb. per h.p.	11.5 lb. per h.p.
PROPELLER	All Metal Constant Speed	All Metal Constant Speed
CONSTRUCTION	All Metal	All Metal
Price F.A.F. Wichita	$14,890.00	$17,325.00



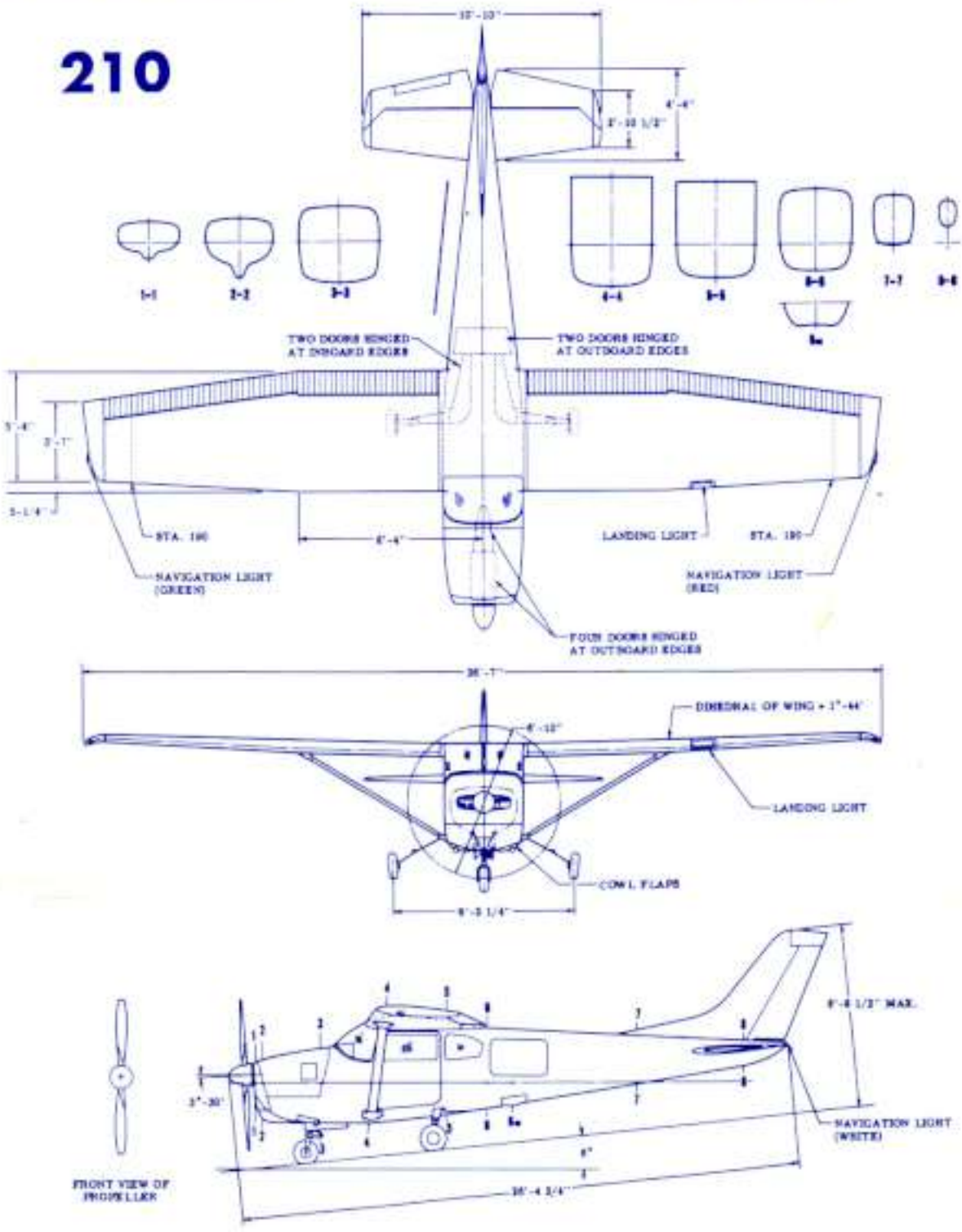
182 and SKYLANE

SPECIFICATIONS *(All Figures at Gross Weight)*

ENGINE: Continental IO-470-E (6 Cyl.)	260 h.p.
SPEED: Maximum sea level	199 mph
Maximum recommended cruise	190 mph
RANGE: Maximum @ 10,000 feet	
Miles	1100 miles
Hours	8.0 hours
RATE OF CLIMB: (Sea Level)	1300 ft. per min.
SERVICE CEILING	20,700 ft.
GROSS WEIGHT	2900 lbs.
EMPTY	1735 lbs.
LUGGAGE COMPARTMENT CAPACITY	120 lbs.
FUEL CAPACITY:	
(Range Based on 55 Gals. Usable)	65 U.S. gals.
SPAN	36 ft., 6 in.
LENGTH	27 ft., 4 in.
HEIGHT: (Hangar clearance, unloaded)	8 ft., 2 in.
WING AREA	175.5 sq. ft.
WING LOADING	16.5 lb. per sq. ft.
POWER LOADING	11.2 lb. per h.p.
PROPELLER	Constant Speed All Metal
CONSTRUCTION	All Metal

Price F.A.F. Wichita: $22,450

210



U-3A

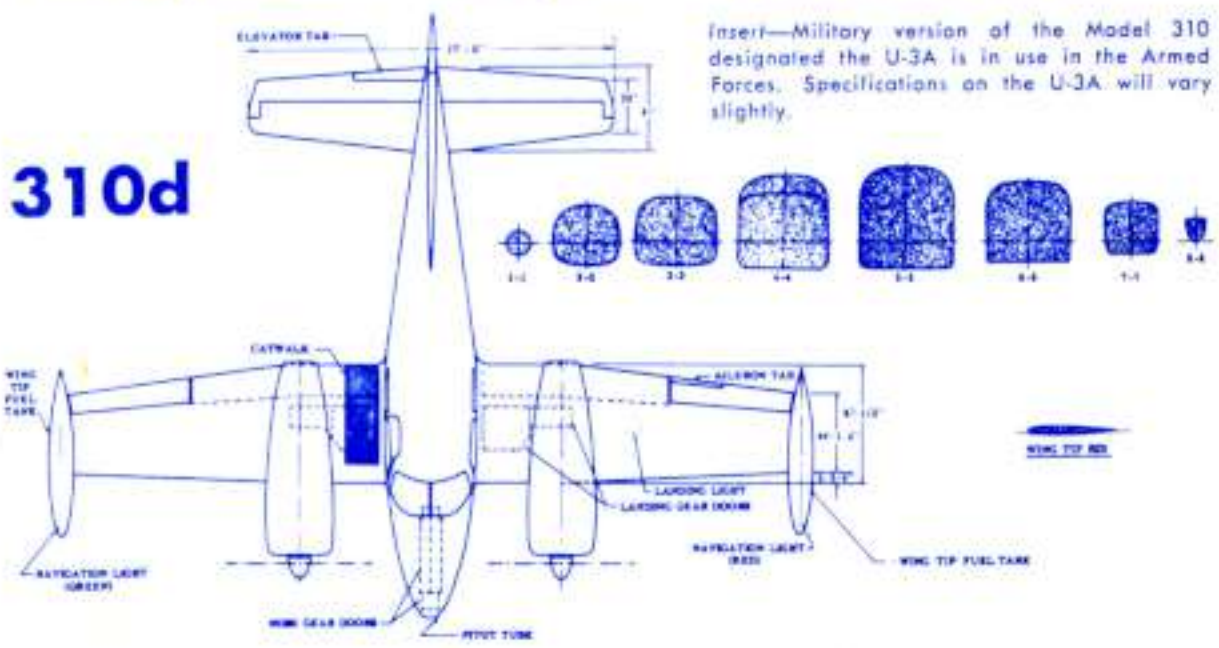
SPECIFICATIONS *(All Figures at Gross Weight)*

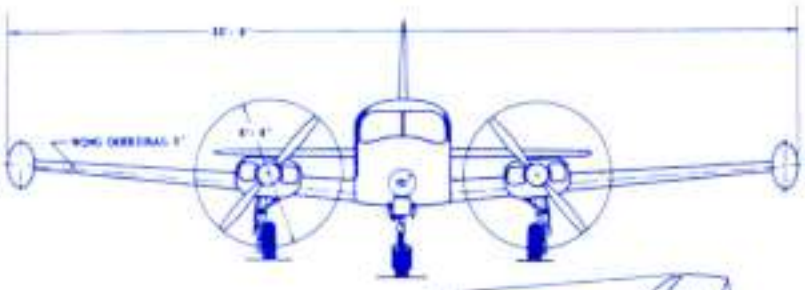
ENGINES: 2 Continental IO-470-D (6 Cyl.) ..260 h.p.
SPEED: Maximum sea level ..242 mph
Maximum recommended cruise ..220 mph
RANGE: Maximum @ 10,000 feet (Aux. Tanks)
Miles ..1,440 miles
Hours ..8.4 hours
RATE OF CLIMB: (Sea Level)
Two Engines ..1,800 ft. per min.
One Engine Out ..440 ft. per min.
SERVICE CEILING: Two Engines ..21,300 ft.
One Engine Out ..7,700 ft.
GROSS WEIGHT ..4,830 lbs.
EMPTY ..3,037 lbs.
LUGGAGE COMPARTMENT CAPACITY ..200 lbs.
FUEL CAPACITY ..102 U.S. gals.
With Auxiliary Tanks ..133 U.S. gals.

SPAN ..36 ft.
LENGTH ..29.5 ft.
HEIGHT: (Hangar clearance, unloaded) ..9.93 ft.
WING AREA ..175 sq. ft.
WING LOADING ..27.6 lb. per sq. ft.
POWER LOADING ..9.3 lb. per h.p.
PROPELLERS: ..Two All Metal Constant Speed, Full Feathering
CONSTRUCTION ..All Metal
Price F.A.F. Wichita: $59,950.00

Insert—Military version of the Model 310 designated the U-3A is in use in the Armed Forces. Specifications on the U-3A will vary slightly.

310d



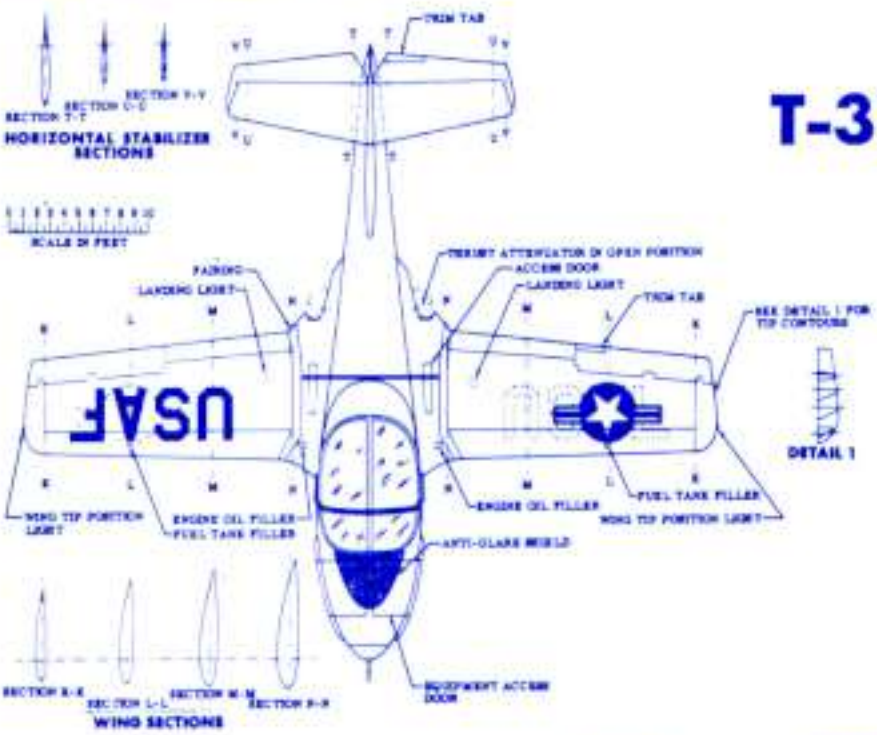


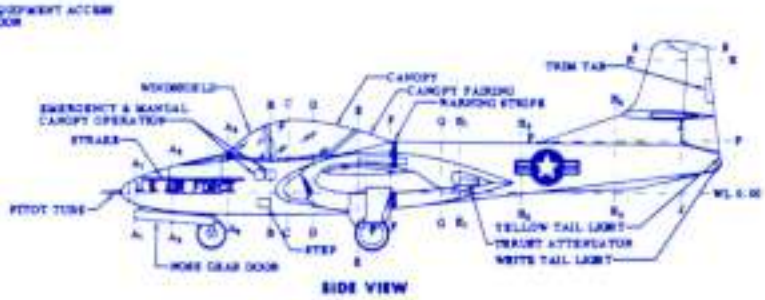
SPECIFICATIONS

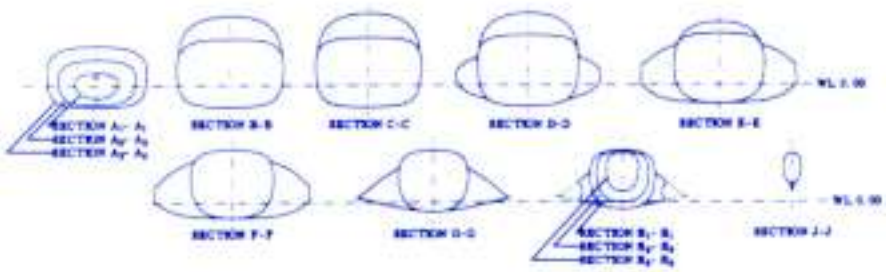
Wing Span 33 ft. 10 in.; Length (Reference line level) 29 ft. 4 in.; Height (Over highest fixed part of A/C) 9 ft. 3 in.; Empty Weight 4,056.4 lbs.; Design Gross Weight 6,569.0 lbs.; Wing Area (sq. ft.) including ailerons, flaps, and 44.0 sq. ft. of fuselage: 183.9; Wing Loading 35.7 lbs. per sq. ft.; Thrust Loading 3.2 lbs. per lb. of thrust; Engines: Two (2) J69-T-25 Continental; Fuel Capacity 321 U.S. gals.

PERFORMANCE

High Speed Level Flight (35,000 ft., Military Power ½ fuel): 355 kts.; Cruise Speed (Normal Rated Power, ½ fuel, 35,000 feet): 320 kts.; Time to climb to 35,000 ft. Takeoff at Design Gross Weight): 24 minutes; Service Ceiling (½ fuel, Normal Rated Power: 39,200 ft.; Range, Cruise at 35,000 ft. at 289 kts. (with MIL-C-5011A Reserves): 692 Naut. Miles.



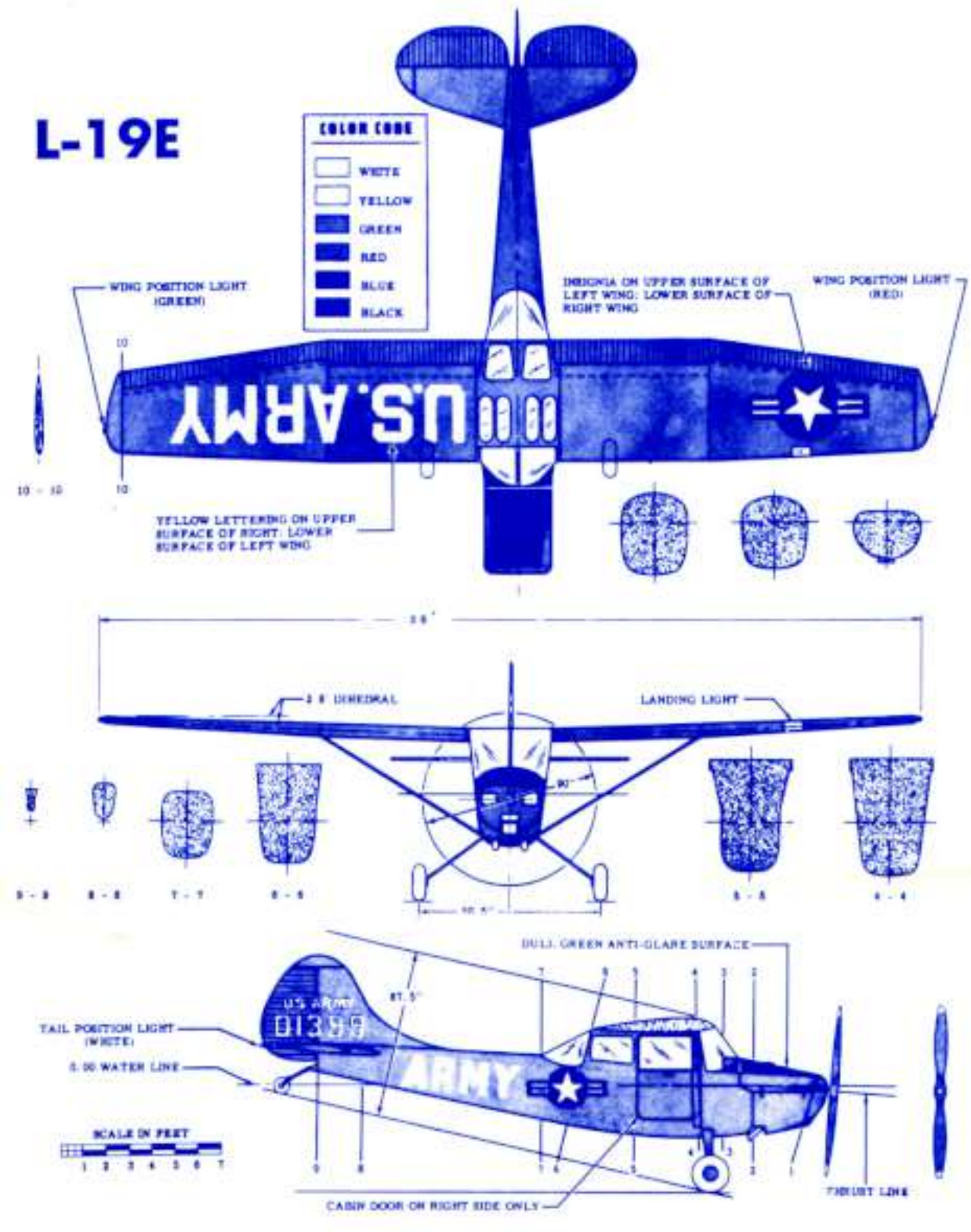




SPECIFICATIONS *(All Figures at Gross Weight)*

ENGINE: Continental O-470-11 (6 Cyl.)	213 h.p.
SPEED: Maximum sea level	115 mph
Maximum recommended cruise	104 mph
RANGE	530 miles
RATE OF CLIMB: (Sea Level)	1,150 ft. per min.
SERVICE CEILING	18,500 ft.
GROSS WEIGHT	2,400 lbs.
EMPTY WEIGHT	1,614 lbs.
FUEL CAPACITY	41 U.S. gals.
SPAN	36 ft.
LENGTH	25 ft., 10 in.
HEIGHT: (Hangar clearance, unloaded)	7 ft., 4 in.
WING AREA	174 sq. ft.
WING LOADING	13.79 lb. per sq. ft.
POWER LOADING	11.26 lb. per h.p.
PROPELLER	All Metal Fixed Pitch
CONSTRUCTION	All Metal

L-19E



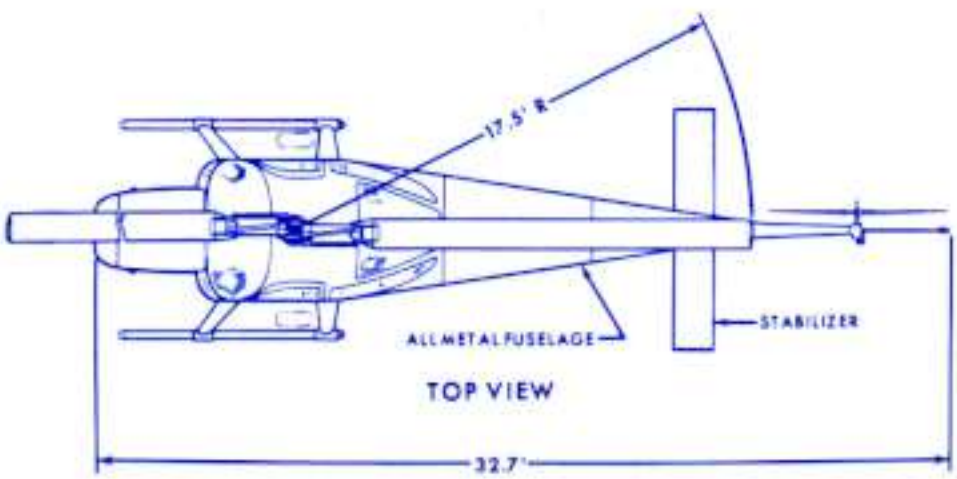
SPECIFICATIONS

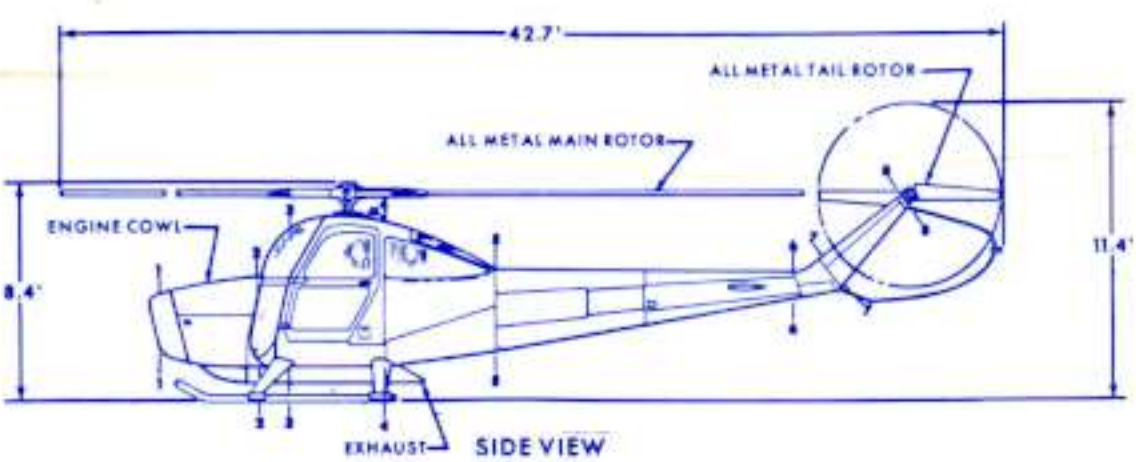
Height to top of cabin 85.9 in.; Height of Rotor 96 in.; Over-all Height 101 in.; Fuselage Length 392 in.; Over-all Length 512 in.; Fuselage Width 64 in.; Over-all Width 99.75 in.; Maximum Gross Weight 3,100 lbs.; Empty Weight 2,065 lbs.; Useful Load 1,035 lbs.; Fuel Capacity 60 U.S. gals.; Lifting Rotor Diameter 35 ft.; Number of Blades 2; Blade Chord 13 in.; Disc Loading 3.22 lb./sq. ft.; Tail Rotor Diameter 7 ft.; Number of Blades 2; Engine: Continental FSO 526A 270 h.p.; Power Loading 10.3 lb./h.p.

PERFORMANCE

Maximum Speed at Sea Level 122 m.p.h.; Cruising Speeds 100-120 m.p.h.; Rate of Climb at Sea Level 950 ft./min.; Time to climb from Sea Level to 10,000 ft. at maximum gross weight 10.27 min.; Hovering Ceiling in G.E. Standard Conditions, 2,700 lbs., 13,500 ft., 3,100 lbs., 9,600 ft.; Hovering Ceiling out of ground effect at maximum gross weight 2,200 ft.; Range 267 miles; Endurance 3.3 hours; Operating r.p.m. range—Continuous 2,800-3,000. Takeoff (5 min.) 2,800-3,200.

CH-1C





A Brief History of Cessna

In the early years of flying when most men were attempting to develop airplanes for military uses, Clyde V. Cessna, a farmer-mechanic from the Middle West, was thinking in terms of an airplane for the private flyer rather than the military pilot. In 1911, he cranked up the engine of a craft (pictured below) made of spruce and linen and took it into the air from a field near Enid, Oklahoma.

The next few years for Clyde Cessna were typical of the daredevil pilots—the so-called "seat of the pants" aviators—of the infant years of flying. During this time he built plane after plane, incorporating in each new one ideas and experiences gained from the last.

He later brought aviation to Wichita, Kansas, and justly shares credit for the city's becoming the "commercial air capital of the world." It was here that the founder of Cessna Aircraft Company was able to glimpse the future of light commercial aircraft with his first real production of airplanes. The birth of Cessna as a company came in December, 1927, when it was incorporated.

In 1932, one of Clyde Cessna's nephews, Dwane L. Wallace, graduated from the University of Wichita with a degree in aeronautical engineering and an insatiable desire to build airplanes. In 1936, Clyde Cessna turned over control of the company to Mr. Wallace and gradually retired from active business life.

The first project Dwane Wallace undertook was a speedy high wing monoplane, the Airmaster. To raise working capital for the small company he flew in air races all over the country. The purses he won were used to pay employees and build more airplanes. It was during this time that the Airmaster flew away with the Detroit News trophy three years in a row and gained the title of "the world's most efficient airplane." Production of the Airmaster reached a new Cessna high of 50 per year.

When war broke out in Europe and the Pacific, the building of light aircraft halted and Cessna geared for defense production. Twin-engine bomber trainers, gliders and numerous subcontract items flowed from the factory.

Even before World War II ended, a new era for aviation was on the horizon and new designs for flying businessmen were on Cessna's drawing boards. When the cease fire came, Cessna again turned to private aircraft and the models 120, 140, 190 and 195 became familiar as Cessna's initial contribution to the national and international post-war market. However, in planning for the future, Mr. Wallace and his management team at Cessna set as their goal in the light aircraft market the development of a line of aircraft designed to meet specific market demands.

As individual and corporate businessmen realized the airplane was a time-saving and profit-making piece of business equipment, and as sales of business aircraft surged upward, faster and more comfortable models were added including the twin-engine Model 310, which today is popularly referred to as "the world's best all around light twin."

Korea brought defense production back to the nation and Cessna stepped up to develop a liaison-observation airplane known as the L-19 Bird Dog, which saw immediate action overseas. The Prospect Plant was added to handle growing military activities.

In 1956, the company broke ground for another facility, the Wallace Plant. Prospect also expanded and the joint facilities of these two plants were used to develop the T-37, a twin jet trainer for the Air Force, a high performance helicopter and the recently announced four-place jet, the model 407. The 407, a sleek, low-winged pressurized personnel transport (shown below) incorporates the most modern developments of the jet age. It further assures that Cessna intends to keep pace with the future. The Pawnee Road plant, which is the principal center of commercial airplane production, has continued to expand at an accelerated rate to handle the demands of the personal airplane market.

Today Cessna is booming in commercial and military business. Commercial aircraft production consists of nine business airplanes ranging in price from $7,250 to $59,950. These models include the 150, 172, 175, Skylark, 180, 182, Skylane, 210 and the 310d. The Armed Forces are using T-37 twin jet trainers, L-19's, helicopters and U-3A's, the USAF version of the Model 310. Cessna also builds component parts for the B-52G and F-105. Cessna owns a subsidiary company in the aircraft electronics field, Aircraft Radio Corporation at Boonton, New Jersey.

From a small beginning in a field near Enid, Oklahoma, in 1911, Cessna has become the world's leading producer of business utility aircraft and a widely known manufacturer of military aircraft, military sub-contract components, electronics equipment and industrial products.*

*Industrial Products Division manufactures hydraulic pumps, valves and cylinders for farm machinery and light industrial equipment.

CESSNA AIRCRAFT COMPANY • WICHITA, KANSAS, U.S.A.

SPA-471