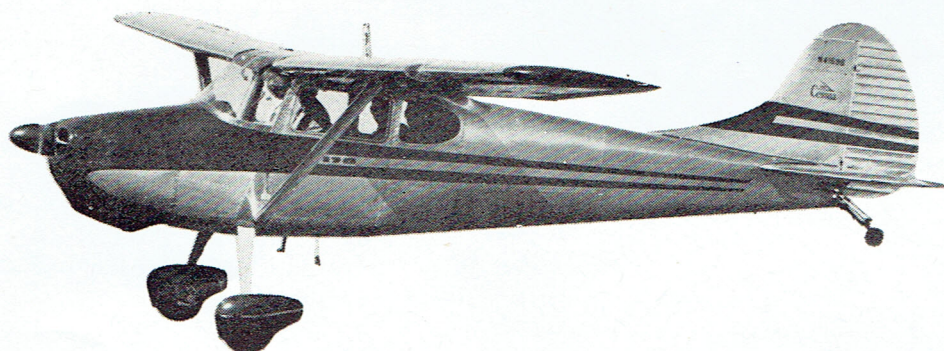


Introducing the

1953 GOLDEN YEAR CESSNA 170



New Features Include Better Heating and Improved Cowl Design

CESSNA UNVEILED its 1953 Model 170C during mid-November to show a number of changes in styling and design, and observe aviation's Golden Year. A new profile, new striping, revised instrument panel, and improved cabin heating system and cowl arrangement are among the changes.

Basically, the exterior appearance of the new craft remains the same with the exception of the spinner and the paint job. The nose also is longer to permit some changes in the cowl openings for greater access to the engine.

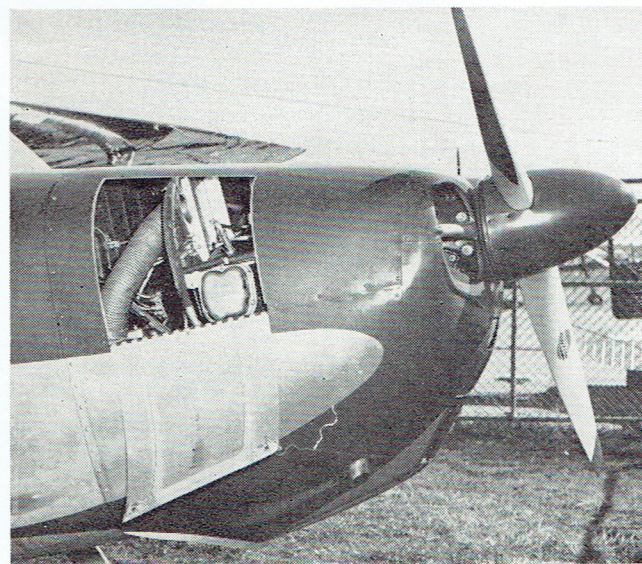
Inside, immediately noticeable is the neutral shade instrument panel. It offers a completely new arrangement of all the equipment that a pilot needs and wants including space for two extra radios and ten optional instruments and a glove compartment. The cabin is lighted by a new system, too.

More difficult to see but apparent to pilot and passengers in a few moments after take-off is a new heating and ventilating unit. Cessna claims that the six air outlets arranged throughout the cabin will deliver 70 per cent more heat for winter and better cooling in summer. A single control selects choice and intensity of the air.

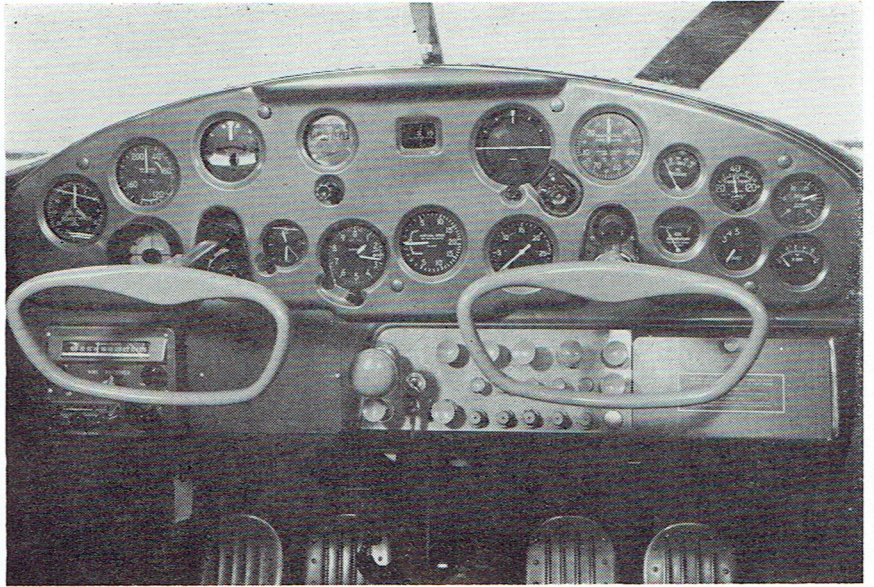
The McCauley propeller becomes standard equipment on this model as does the spinner. As before, the flaps provide a startlingly slow rate of let-down, being modified only slightly from the army L-19 observation plane, another Cessna product. With these, the manufacturer claims that the 170 descends more than twice as slowly as does a man hanging from a fully-opened parachute.

SPECIFICATIONS

Engine: Continental C-145 2 (6 cyl.)	145 h.p.
Top Speed	Over 140 m.p.h.
Cruising Speed	Over 120 m.p.h.
Cruising Range	Over 4½ hours
Rate of Climb (sea level)	690 ft. per min.
Service Ceiling	15,500 ft.
Gross Weight	2,200 lbs.
Empty Weight	1,205 lbs.
Luggage Compartment Allowable Load	120 lbs.
Fuel Capacity	42 U.S. Gals.
Span	36 ft.
Length	25 ft.
Height	6 ft., 7 in.
Wing Area	175 sq. ft.
Wing Loading (Per sq. ft.)	12.6 lbs.
Power Loading (Per hp)	15.2 ft.

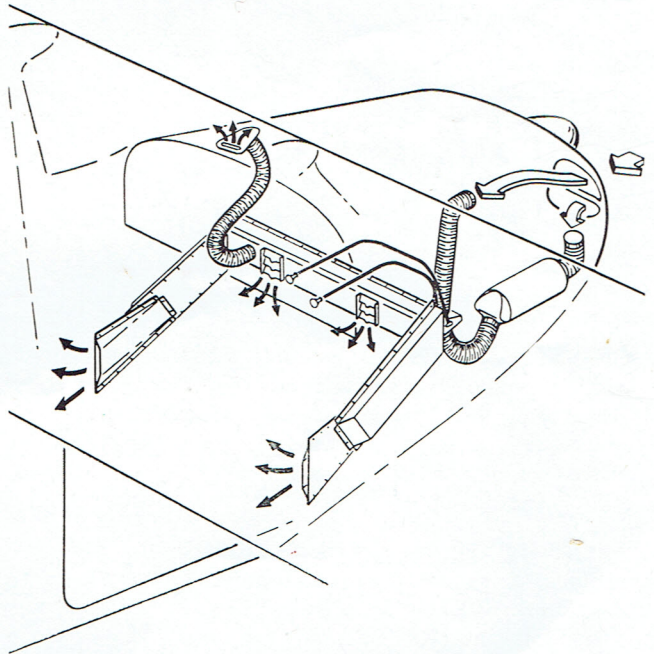


Still standard are the Continental 145 hp engine and the patented landing gear that is equipped with hydraulic toe brakes. Exterior noise has been eliminated from the cabin to a minimum level and the entire list of changes seems to add up to greater comfort and safety for the pilot and his passengers. The plane delivers starting at \$8,450, f.a.f., Wichita.



Above: The new instrument panel now being included on the Cessna 170C. Fully shock-mounted, it has space for ten additional instruments and two extra radios together with the glove compartment.

Right: A drawing of the heating and ventilating unit now incorporated in the Cessna 170. Claimed to deliver 70 per cent more heat, larger ducts and extra outlets distribute the air throughout the cabin. A single control delivers choice and intensity of the air.



Right, below: Proved on the L-19, the army's observation plane, the high lift flaps are said to reduce landing speeds by as much as 10 per cent.

Below: At the bottom of this page and the opposite page are pictures showing the new cowl which Cessna has designed to make the engine area more accessible. Either the top half or the bottom half can be removed separately and without removing the propeller or the spinner.

