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Design and development

Measured by its longevity and popularity, the Cessna 172 is the most successful aircraft in history. Cessna delivered the first production model in 1956. As of 2012, Cessna, and its partners, had built around 60,000.^[1] The Skyhawk's main competitors have been the Beechcraft Modelster and Grumman AA-5 series (either in production), the Piper Cherokee, and, more recently, the Diamond DA40.^[1]

The Cessna 172 started life as a tricycle landing gear variant of the taildragger Cessna 170, with a basic level of standard equipment. In January 1955, Cessna flew an improved variant of the Cessna 170, a Continental O-300-A-powered Cessna 170C with larger elevators and a more angular tail.^[1] Although the variant was tested and certified, Cessna decided to modify it with a tricycle landing gear, and the modified Cessna 170C flew again on 12 June 1955.^[1] To reduce the time and cost of certification, the type was added to the Cessna 170 type certificate as the Model 172.^[1] Later, the 172 was given its own type certificate, 3A12.^[1] The 172 became an overnight sales success, and over 1,400 were built in 1956, its first full year of production.^[1]

Early 172s were similar in appearance to the 170s, with the same straight aft fuselage and tail landing gear legs, although the 172 had a straight tailfin while the 170 had a rounded fin and rudder. Later 172 versions incorporated revised landing gear and the swept-back tailfin, which is still in use today. The final aerodynamic development, in the mid-1980s, was a lowered rear deck allowing an all-weather Cessna aircraft that added rear visibility as "Cessna-Vision." Cessna has not changed the airframe configuration since then, except

Cessna 172 Skyhawk



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Role	
National origin	
Manufacturer	
Introduction	1956
Produced	1956-1990 and 1990-present
Number built	~61,000 ^[1]
Unit cost	172: US\$1,700 (1956) ^[2] 172R: US\$174,000 (2012) ^[3] 172S: US\$107,500 (2012) ^[4]
Developed from	Cessna 170
Variants	3-41 Models

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