

# Cessna Skycatcher

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**Cessna**  
A Textron Company

# THE PATH TO YOUR DREAMS BEGINS HERE.

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In youth, the idea of flying seems simple. Snap the pieces together, affix decals and you're flying—from aspiration to in-the-air in but a few easy steps.

For many of us, the dream of someday learning to fly and piloting our own aircraft has lived on—though the reality itself has seemed more complex, more daunting. No longer.

Welcome to a new reality in private aviation.

The all-new Cessna Skycatcher was designed to bring your personal aspirations to fly well within reach. This revolutionary aircraft is simple to operate, easy to fly, and affordable to both acquire and own. Certified in the Light Sport category, the Skycatcher fuses state-of-the-art technologies and efficient innovations with the stability and reliability of Cessna's classic high-wing design. The result is a technical marvel—perfect as an entry-level aircraft for aspiring pilots or first-time owners, and as a platform for growth into larger, higher performance aircraft.

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# CLEAN SHEET TO CLEAR SKIES.

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While Cessna has applied decades of experience to the Skycatcher's design, it is anything but a derivative update of past models. It is designed entirely from a clean sheet.

The Skycatcher shares the same stable flying characteristics afforded by Cessna's trademark high-wing design, though to an even more impressive effect: the wing design pushes the Skycatcher comfortably under the 45-knot maximum stall speed allowed for LSA certification despite a significant reduction in square footage compared to legacy Cessna designs. It delivers confidence-inspiring handling while cutting weight, especially critical within the demanding LSA guidelines.

Exceeding the standards for certification is another practice that Cessna has proudly carried over to this aircraft. For example, while fatigue tests are not required under LSA standards, Cessna conducts them in full. It's what we do to keep your flying experience both enjoyable and safe.

In developing the Skycatcher, Cessna designers and engineers sought to create a simple, stable, reliable, durable and affordable aircraft that would satisfy the needs of student pilots and flight schools. They also wanted to design an aircraft that was undeniably fun to fly, no matter the experience level of the pilot. Everyone remembers the thrill of his or her first flight. The Skycatcher was conceived to rekindle such excitement through a new style of aircraft.

The Skycatcher's unique control system will immediately elicit a big grin. Despite being mounted beneath the instrument panel, the Skycatcher's control sticks behave like a floor-mounted stick, just as those found on aerobatic aircraft and many bush planes.

Another thoughtful innovation is the positioning of the swept-back wing struts. By placing them aft of the cabin doors, rather than ahead of the doorframe as in other Cessna models, engineers were able to make room for the Skycatcher's big gull-wing doors and permit easy access into the cabin. The high-wing design also affords the pilot a clear view of the ground and surrounding airspace, while offering the practical benefit of a simple preflight inspection.





NO INTENTIONAL SPARES

CY/Pilot

AP INOP

AUTOPilot

AP ON

AP OFF

AP TEST

CT/Pilot

AP INOP

AUTOPilot

AP ON

AP OFF

AP TEST

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*Drop testing to prove the durability of the landing gear is just one of the extensive range of tests not required for LSA certification, but conducted by Cessna.*

The Skycatcher's final execution is the result of talented designers and hundreds of interactions with those who are expected to fly the aircraft.

In meetings with flight school owners and CFIs, the designers confirmed that a robust landing gear would be critical to the aircraft's success as a trainer. As a result, the Skycatcher deploys a simple, but robust main gear forged from high-strength, tapered steel tubes. It absorbs the punishment of hard landings while minimizing maintenance requirements.

The interior sports significant innovations as well. Slide into the Skycatcher, and you'll notice a cabin markedly different from previous Cessna models or other light sport aircraft; it's measurably wider, and features innovations tailored to provide a more comfortable and intuitive flight experience.

The windshield and windows are large, giving the pilot improved visibility while making the big cabin feel even more spacious.

Weight is always a factor in aircraft design, particularly for a light sport aircraft, yet the ergonomic seats in the Skycatcher are proof that "lightweight" can also mean "very comfortable."

In addition to these innovations, the Skycatcher has several options that can further enhance the aircraft's abilities, including an autopilot, a secondary multi-function display, and a BRS airframe parachute system—all of which can be installed by your Cessna dealer.

# TAKE IT TO A HIGHER LEVEL BEFORE YOU EVEN STEP IN THE PLANE.

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The Skycatcher is the ideal platform for student pilots as well as experienced pilots seeking a modern and economical means of recreational flight. With stable, forgiving flight characteristics and expansive views provided by the large windows, students can learn the skills they need to become safe and assured pilots in a confidence-inspiring aircraft. Furthermore, the Garmin G300 all-glass avionics suite delivers the ideal entry point to advanced, integrated avionics, providing a solid foundation for advancing to higher performance Cessna aircraft that feature the G1000 system.

For flight schools and instructors, an aircraft is an investment. To this aim, the robust, high-strength construction of the Skycatcher ensures that it will be a valuable asset to any instructional facility for many years to come.

Developed around the Skycatcher, Cessna's new Learn to Fly program is tailored to the needs of today's aspiring pilots. This contemporary, web-based training system is situation-based: Rather than simply teaching maneuvers, instructors present customized scenarios that help enhance decision-making abilities, while teaching pilots the skills they need within their respective training environments.

Contact us today at [www.learntofly.com](http://www.learntofly.com) and find out how to earn a basic Sport Pilot license for a fraction of the cost of a traditional private pilot certificate. While the Skycatcher may be the lightest certified aircraft in the Cessna piston line, it embodies the same core values we instill into all of our aircraft: reliability, durability and, above all else, safety for every pilot who entrusts Cessna to deliver their dreams.

Simply put, learning to fly has never been this easy or accessible.

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## Specifications

Aircraft Dimensions	
Overall Height	7 ft 4 in (2.24m)
Overall Length	22 ft 1 in (6.73 m)
Wingspan	30 ft 5 in (9.26 m)
Cabin Dimensions	
Height	47 in (1.19 m)
Length	7 ft 7 in (2.32 m)
Width	44 in (1.11 m)
Maximum Seating Capacity	2
Baggage Capacity	50 lbs / 23 cubic feet (23 kg / 0.65 cubic m)
Design Weights & Capabilities	
Maximum Ramp Weight	1,324 lb (601 kg)
Typically-Equipped Empty Weight	834 lb (378 kg)
Maximum Useful Load	490 lb (222 kg)
Usable Fuel Capacity	24 gallons (91 l)
Performance	
Maximum Cruise Speed	118 ktas (219 km/h)
Range (45 min. reserve, 45% power, 6000 ft)	400 nm (741 km)
Rate of Climb at Sea Level	898 ft/min (274 m/min)
Certified Ceiling	14,625 ft (4,458 m)
Takeoff Distance to 50 ft	1,138 ft (347 m)
Landing Distance (over 50 ft obstacle)	1,370 ft (418 m)
Powerplant	
Engine	Teledyne Continental O-200D
Horsepower	100 bhp @ 2,800 rpm
TBO	2,000 hr

Dream in color. The Skycatcher is available in four distinct color combinations.



Option Royal Blue



Option Apple Green



Option Burgundy



Standard



## Avionics

### AVIONICS

The Cessna Skycatcher utilizes an all-glass Garmin G300 avionics package for total, at-a-glance situational awareness. Designed specifically for the Skycatcher, the G300 is sophisticated yet easy to use. The G300 can also provide a tremendous foundation of learning to any pilot with aspirations of moving on to the higher performance Cessna aircraft that feature the Garmin G1000 system—from the Skyhawk all the way up to the Corvalis TT, Caravan and Citation Mustang.

The G300 features a single flat-panel display that provides primary flight, engine and moving map information in a split-screen format. Other standard equipment includes a Garmin SL40 comm radio, Garmin GTX327 Mode C transponder, VFR GPS and a 406 Mhz ELT.

The capabilities of the G300 can be expanded with such options as a push-button autopilot, a second MFD, and an audio panel.





The G300's Primary Flight Display (PFD) provides easy-to-read digital "windows" for altitude, airspeed and heading as well as engine operation data. Synthetic Vision Technology (SVT) provides a realistic view of the outside world for heightened situational awareness relating to terrain, course and aircraft attitude.



The Waypoint function provides information related to runway layout and length, optional weather observation and a radio frequency list that allows the pilot to highlight and load desired frequencies into the SL40 comm unit. It also takes care of you on the ground with the AOPA Digital Airport Directory, which even provides listings for area restaurants, hotels and ground transportation options.



The Weather function displays XM WX products giving you a clear view of weather ahead so you can make safe and calculated decisions— invaluable for VFR cross country operations. Requires an XM WX subscription and optional Multi Function Display.



The Engine Monitoring function makes traditional round dials obsolete. This function allows you to select the data you wish to monitor and how you prefer for it to be displayed simplifying engine management tasks. Flight- and engine-hour recording is done here as well.

## ENGINE

The unique requirements of the Light Sport category demanded that Cessna's newest aircraft be driven by an all-new engine with exceptional bloodlines. Completely redesigned specifically for the Skycatcher, the Continental O-200D has its roots in one of the most proven and reliable aircraft piston engines of all time. Its four air-cooled cylinders deliver 100 brake horsepower at 2,800 RPM while

sipping fuel at a miserly four gallons per hour at economy power settings. The O-200D in the Skycatcher is refined to reduce weight, coming in a full 100 pounds lighter than a traditional Continental O-200, while maintaining robust reliability and a 2,000-hour TBO—more than enough to hold up under the heavy use of flight training.



# Equipment

STANDARD EQUIPMENT	OPTIONAL EQUIPMENT
Garmin G300 Avionics Package <ul style="list-style-type: none"> <li>• Single Split PFD/MFD</li> <li>• Altitude and Heading Reference System</li> <li>• Electronic Engine Instrumentation</li> <li>• VFR Global Positioning System <ul style="list-style-type: none"> <li>• Relative Terrain and Obstacle Data</li> <li>• AOPA Airport Directory</li> </ul> </li> <li>• Communications Radio</li> <li>• Mode C Transponder</li> <li>• Safe Taxi</li> <li>• Carb Air Temperature Sensor</li> </ul>	Second Multi-Function Display Intercom Autopilot 2 Axis Airframe Parachute System Fuel Primer Exhaust Gas Temperature Oil Quick Drain Valve External Power Receptacle Cold Weather Kit Sun Visors Wheel Fairings Fire Extinguisher Exterior Accent Graphics
2-Blade Fixed Pitch Propeller	
Control Wheel Lock	
Adjustable Rudder Pedals	
Parking Brake	
Stall Horn	
LED Overhead Panel, Navigation, and Landing Lighting	
Cabin Door Armrests	
Center Console with Map and General Storage w/ Baggage Net	
Exterior Graphics	



Contact Cessna for full optional equipment list and pricing.

## SERVICE AND SUPPORT

No matter where you fly, your Skycatcher is always close to home. Our network of more than 300 service stations worldwide can provide you with exceptional service and support to ensure the maximum uptime for your aircraft, and the utmost safety for its occupants.

With satellite locations around the world, Cessna Service Parts & Programs (CSP&P) ensures even the most pressing parts demands are met with minimal AOG time. Whether the order is for a 1935 C34 or a brand new Skycatcher, it doesn't rest until the right part is in the safe hands of one of our knowledgeable service and repair experts.

And no matter your need, one easy point of contact puts you in touch with a Cessna expert who can deliver: simply call 1-800-4-CESSNA, or go to [Cessna.com](http://Cessna.com). Wherever you are, you'll always find us standing ready to serve you.



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