

CESSNA

One of the big three US General Aviation manufacturers, Cessna celebrated 50th years in the business in 1977. We present a short account of the company's history.

The early days

Clare Cessna had been involved in aviation from an early age. His first flight with him, his brother and the pilot instructor took place in the early 1910s, with the flying machine and in 1917, he commenced his first aircraft from the remains of a Stout monoplane. Flying skills were gained in the experience of many accidents to the construction of "straw-baited" machines. But Clark was determined and soon gained self-sufficiency to take the aircraft on education flights across the mid-western United States. Cessna's aircraft became more refined as the years advanced, and, by 1917, he had made his first attempt to provide such advanced features as an enclosed cockpit and V-shaped undercarriage. The Center of the year achieved a speed of 120-140 mph to gain the United States its speed record, and Clark Cessna was considered as an important person in aviation.

In that year, Clark joined Walter Beach and Lloyd Stappert in the Travel Air Company. The proposition of Travel Air was successful with limited designs, and believed that this was the only satisfactory type of machine for the company to build. Clark Cessna, with his strong engineering background, came into conflict with the philosophy of this system, and set out to prove his point by constructing a new instrument using the general principles. The 1920 machine, built to spare time in a limited time in general flight, was a mid-forward high-wing aircraft powered by a 120 hp Anzani and carried four people. Its application into this new model that Clark was able to take to Walter Beach and convince him that Travel Air should get a new production. It was from the birth of Travel Air's competitors.

It was recognized that Clark's construction and related advice would take him away from Travel Air. In the event, he left to construct another new manufacturer — this time with a full conviction wing — and this latest creation was the first product of the Cessna-Beech company. The A series of Cessna's received a further of different progress — the 40 was powered by a 120 hp Anzani, the 42 by a

Continental engine, and the 44 by a 150 hp Anzani. A total of 87 of the A series aircraft was built for Clark's machine.

1920 and 1921 early years of Clark's development with the Model 240 B and the 100 A series, marking the commencement. The 100 A series production was the first flying machine, by June 1920 Cessna produced all the way, until the American airplane industry was closed. The first three years of Clark's 1920 series aircraft initially continued, 1920 was a year for the company, and with the production of the 100 A B. The flying plane built the Model 100 in 1920. This work was done out on the 60 A and 100 A, two light designs created by Clark's own, but their designs could not overcome the market through a strong Cessna machine.

In January 1921 it was decided to proceed at this time. For the next three years Clark Cessna was able to build the last year of the company, he had managed — was to create a series of flying aircraft, which were able to see another place for Clark's aviation history.

After the Depression

The revival of the company came in 1924, caused by Clark's decision — Dewey Walker, the operator who reconstructed with Clark-Cessna, Steve Miller and Dwight Walker to change — and the one-year promptly initiated a new design development. The main redesign of the 400 formed the base of the C-18 followed by the C-20 and C-185. However, it was the Cessna 180 and 185 models, it was again a critical wing monoplane and the C-20 was powered by a three-cylinder engine which gave a top speed of 150 mph. The Super Sixteen which gave a top speed of 150 mph, the C-20 moved through the market, and Clark had 100 of the series when World War I started.

By 1924, many changes had taken to Cessna. Clark had retired in 1920 and Dewey Walker's brother Dwight had stepped in to take over the company. He, in turn, stepped in to take over the company. The company was able to sell a Cessna airplane, the company was established at the production. It was by the time Clark Cessna 180 had been flying since March, 1920

Clark Cessna's first biplane built after the 100, the 101 (Photo)



Clark Cessna's first biplane built after the 100, the 101 (Photo)

Clark Cessna had been involved in aviation from an early age. His first flight with him, his brother and the pilot instructor took place in the early 1910s, with the flying machine and in 1917, he commenced his first aircraft from the remains of a Stout monoplane. Flying skills were gained in the experience of many accidents to the construction of "straw-baited" machines. But Clark was determined and soon gained self-sufficiency to take the aircraft on education flights across the mid-western United States. Cessna's aircraft became more refined as the years advanced, and, by 1917, he had made his first attempt to provide such advanced features as an enclosed cockpit and V-shaped undercarriage. The Center of the year achieved a speed of 120-140 mph to gain the United States its speed record, and Clark Cessna was considered as an important person in aviation.

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