

THERE ARE MORE CESSNAS FLYING THAN ANY OTHER MAKE

CESSNA
1966



MODEL
182
AND
SKYLANE



OWNER'S MANUAL

WORLD'S LARGEST PRODUCER OF GENERAL AVIATION AIRCRAFT SINCE 1956

PERFORMANCE - SPECIFICATIONS

MODEL 182 SKYLANE

GROSS WEIGHT	2800 lbs	2800 lbs
SPEED:		
Top Speed at Sea Level	167 mph	170 mph
Cruise,	159 mph	162 mph
75% Power at 6500 ft.		
RANGE:		
Cruise,	685 mi	695 mi
75% Power at 6500 ft.	4.3 hrs	4.3 hrs
60 Gallons, No Reserve	159 mph	162 mph
Cruise,	905 mi	925 mi
75% Power at 6500 ft.	5.7 hrs	5.7 hrs
79 Gallons, No Reserve	159 mph	162 mph
Optimum Range at 10,000 ft.	905 mi	925 mi
60 Gallons, No Reserve	7.6 hrs	7.6 hrs
Optimum Range at 10,000 ft.	119 mph	121 mph
79 Gallons, No Reserve	1190 mi	1215 mi
	10.0 hrs	10.0 hrs
	119 mph	121 mph
	980 fpm	980 fpm
	18,900 ft	18,900 ft
RATE OF CLIMB AT SEA LEVEL		
SERVICE CEILING		
TAKE-OFF:		
Ground Run	625 ft	625 ft
Total Distance Over		
50-Foot Obstacle	1205 ft	1205 ft
LANDING:		
Ground Roll	590 ft	590 ft
Total Distance Over		
50-Foot Obstacle	1350 ft	1350 ft
EMPTY WEIGHT (Approximate)	1560 lbs	1620 lbs
BAGGAGE	120 lbs	120 lbs
WING LOADING: Pounds/Sq Foot	16.1	16.1
POWER LOADING: Pounds/HP	12.2	12.2
FUEL CAPACITY: Total		
Standard Tanks	65 gal.	65 gal.
Optional Long Range Tanks	84 gal.	84 gal.
OIL CAPACITY: Total	12 qts	12 qts
PROPELLER: Constant Speed (Diameter)	82 inches	82 inches
ENGINE: Continental Engine	O-470-R	O-470-R
230 rated HP at 2600 RPM		

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Wichita, Kansas USA

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(RG1-100-2-99)

CONGRATULATIONS

Welcome to the ranks of Cessna Owners! Your Cessna has been designed and constructed to give you the most in performance, economy, and comfort. It is our desire that you will find flying it, either for business or pleasure, a pleasant and profitable experience.

This Owner's Manual has been prepared as a guide to help you get the most pleasure and utility from your Model 182/Skylane. It contains information about your Cessna's equipment, operating procedures, and performance; and suggestions for its servicing and care. We urge you to read it from cover to cover, and to refer to it frequently.

Our interest in your flying pleasure has not ceased with your purchase of a Cessna. World-wide, the Cessna Dealer Organization backed by the Cessna Service Department stands ready to serve you. The following services are offered by most Cessna Dealers:

FACTORY TRAINED PERSONNEL to provide you with courteous expert service.

FACTORY APPROVED SERVICE EQUIPMENT to provide you with the most efficient and accurate workmanship possible.

A STOCK OF GENUINE CESSNA SERVICE PARTS on hand when you need them.

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A current Cessna Dealer Directory accompanies your new airplane. The Directory is revised frequently, and a current copy can be obtained from your Cessna Dealer. Make your Directory one of your cross-country flight planning aids; a warm welcome awaits you at every Cessna Dealer.

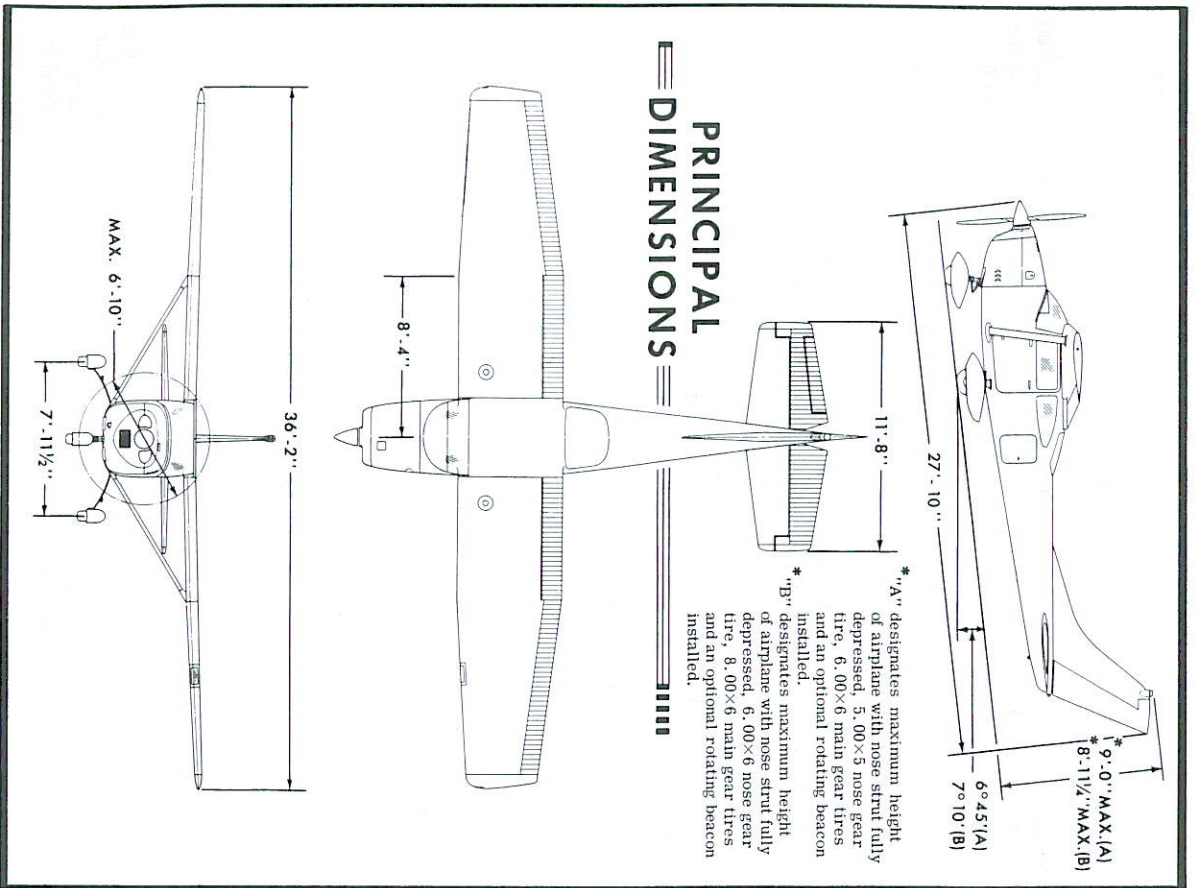
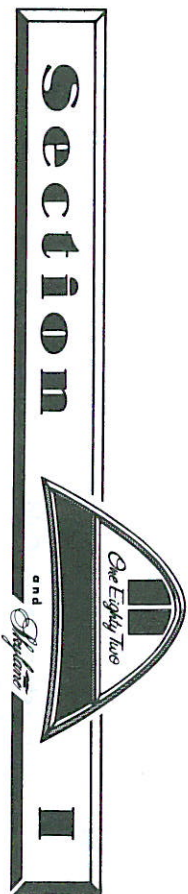


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This manual describes the operation and performance of both the Cessna Model 182 and the Cessna Skylane. Equipment described as "Optional" denotes that the subject equipment is optional on the Model 182. Much of this equipment is standard on the Skylane model.



OPERATING CHECK LIST

One of the first steps in obtaining the utmost performance, service, and flying enjoyment from your Cessna is to familiarize yourself with your airplane's equipment, systems, and controls. This can best be done by reviewing this equipment while sitting in the airplane. Those items whose function and operation are not obvious are covered in Section II.

Section I lists, in Pilot's Check List form, the steps necessary to operate your airplane efficiently and safely. It is not a check list in its true form as it is considerably longer, but it does cover briefly all of the points that you should know for a typical flight.

The flight and operational characteristics of your airplane are normal in all respects. There are no "unconventional" characteristics or operations that need to be mastered. All controls respond in the normal way within the entire range of operation. All airspeeds mentioned in Sections I and II are indicated airspeeds. Corresponding calibrated airspeeds may be obtained from the Airspeed Correction Table in Section V.

BEFORE ENTERING THE AIRPLANE.

- (1) Make an exterior inspection in accordance with figure 1-1.

BEFORE STARTING THE ENGINE.

- (1) Seats and Seat Belts -- Adjust and lock.
- (2) Flight Controls -- Check.
- (3) Brakes -- Test and set.
- (4) Master Switch -- "ON."
- (5) Cowl Flaps -- "OPEN." (Move lever out of locking hole to reposition.)
- (6) Elevator and Rudder Trim -- "TAKE-OFF" setting.
- (7) Fuel Selector Valve -- "BOTH."
- (8) Turn all radio switches "OFF."

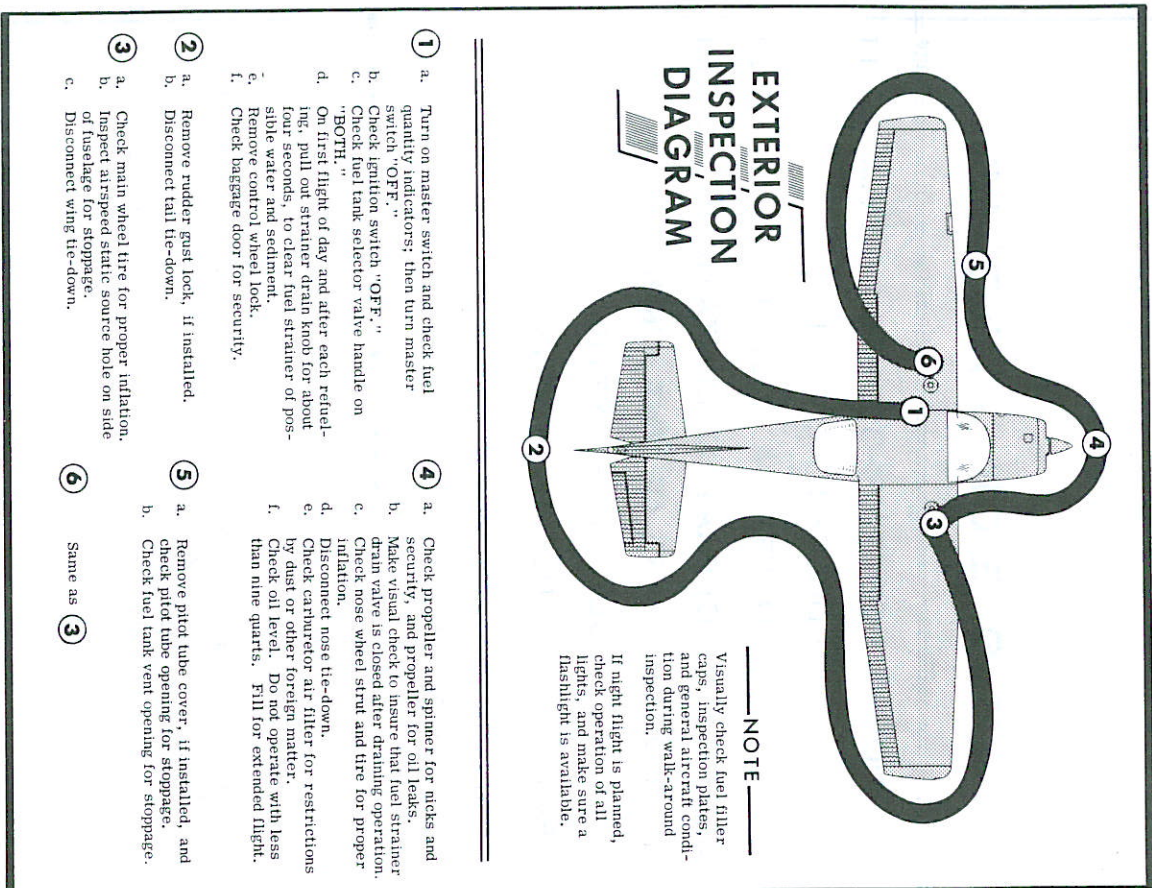


Figure 1-1.

STARTING ENGINE.

- (1) Carburetor Heat -- Cold.
- (2) Mixture -- Rich.
- (3) Propeller -- High RPM.
- (4) Throttle -- Cracked (one-half inch).
- (5) Primer -- As required.
- (6) Ignition Switch -- "START." Hold until engine fires, but not longer than 30 seconds.
- (7) Ignition Switch -- Release to "BOTH" (immediately after engine fires).

NOTE

If engine has been overprimed, start with throttle open 1/4 to 1/2 full open. Reduce throttle to idle when engine fires.

NOTE

After starting, check for oil pressure indication within 30 seconds in normal temperatures and 60 seconds in cold temperatures. If no indication appears, shut off engine and investigate.

BEFORE TAKE-OFF.

- (1) Throttle Setting -- 1700 RPM.
- (2) Engine Instruments -- Check.
- (3) Carburetor Heat -- Check operation, then set to cold unless icing conditions prevail.
- (4) Ammeter -- Check.
- (5) Suction Gage -- Check (4.6 to 5.4 inches of mercury).
- (6) Magnetos -- Check (50 RPM maximum differential between magnetos).
- (7) Propeller -- Cycle from high to low RPM; return to high RPM (full in).
- (8) Flight Controls -- Recheck.
- (9) Wing Flaps -- Check operation and set 0° to 20°.
- (10) Cowl Flaps -- Full "OPEN."
- (11) Elevator and Rudder Trim -- Recheck "TAKE-OFF" setting.
- (12) Cabin Doors -- Closed and locked.
- (13) Flight Instruments and Radios -- Set.

TAKE-OFF.

NORMAL TAKE-OFF.

- (1) Wing Flaps -- Up.
- (2) Carburetor Heat -- Cold.
- (3) Power -- Full throttle and 2600 RPM.
- (4) Elevator Control -- Raise nosewheel at 60 MPH.
- (5) Climb Speed -- 90 MPH until all obstacles are cleared, then set up climb speed as shown in "NORMAL CLIMB" paragraph.

MAXIMUM PERFORMANCE TAKE-OFF.

- (1) Wing Flaps -- 20°.
- (2) Carburetor Heat -- Cold.
- (3) Brakes -- Apply.
- (4) Power -- Full throttle and 2600 RPM.
- (5) Brakes -- Release.
- (6) Elevator Control -- Maintain slightly tail-low attitude.
- (7) Climb Speed -- 60 MPH until all obstacles are cleared, then set up climb speed as shown in "MAXIMUM PERFORMANCE CLIMB."
- (8) Wing Flaps -- Up after obstacles are cleared.

CLIMB.

NORMAL CLIMB.

- (1) Air Speed -- 100 to 120 MPH.
- (2) Power -- 23 inches and 2450 RPM.
- (3) Mixture -- Full rich (unless engine is rough due to excessively rich mixture).
- (4) Cowl Flaps -- Open as required.

MAXIMUM PERFORMANCE CLIMB.

- (1) Air Speed -- 88 MPH (sea level) to 84 MPH (10,000 feet).
- (2) Power -- Full throttle and 2600 RPM.
- (3) Mixture -- Full rich (unless engine is rough).
- (4) Cowl Flaps -- Full "OPEN."

CRUISING.

- (1) Engine Power -- 15 to 23 inches of manifold pressure and 2200 - 2450 RPM.
- (2) Cowl Flaps -- Open as required.
- (3) Elevator and Rudder Trim -- Adjust.
- (4) Mixture -- Lean.