Cessna® 1964

MODEL 182 AND SKYLANE

CESSNA

OWNER'S MANUAL

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
	119 mph	121 mph
Optimum Range at 10,000 ft	1190 mi	1215 mi
79 Gallons, No Reserve	10.0 hrs	10.0 hrs
	119 mph	121 mph
RATE OF CLIMB AT SEA LEVEL	980 fpm	980 fpm
SERVICE CEILING	18,900 ft	18,900 ft
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)	1550 lbs	1610 lbs
BAGGAGE	120 lbs	120 lbs
WING LOADING: Pounds/Sq Foot	16.1 lbs	16.1 lbs
POWER LOADING: Pounds/HP.	12.2 lbs	12.2 lbs
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, Dia.	82 inches	82 inches
POWER: Continental Engine	O-470-R	O-470-R
230 rated HP at 2600 RPM		

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 MECHANICS 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.

THE LATEST AUTHORITATIVE INFORMATION FOR SERVICING CESSNA AIRPLANES, since Cessna Dealers have all of the Service Manuals and Parts Catalogs, kept current by Service Letters and Service News Letters, published by Cessna Aircraft Company.

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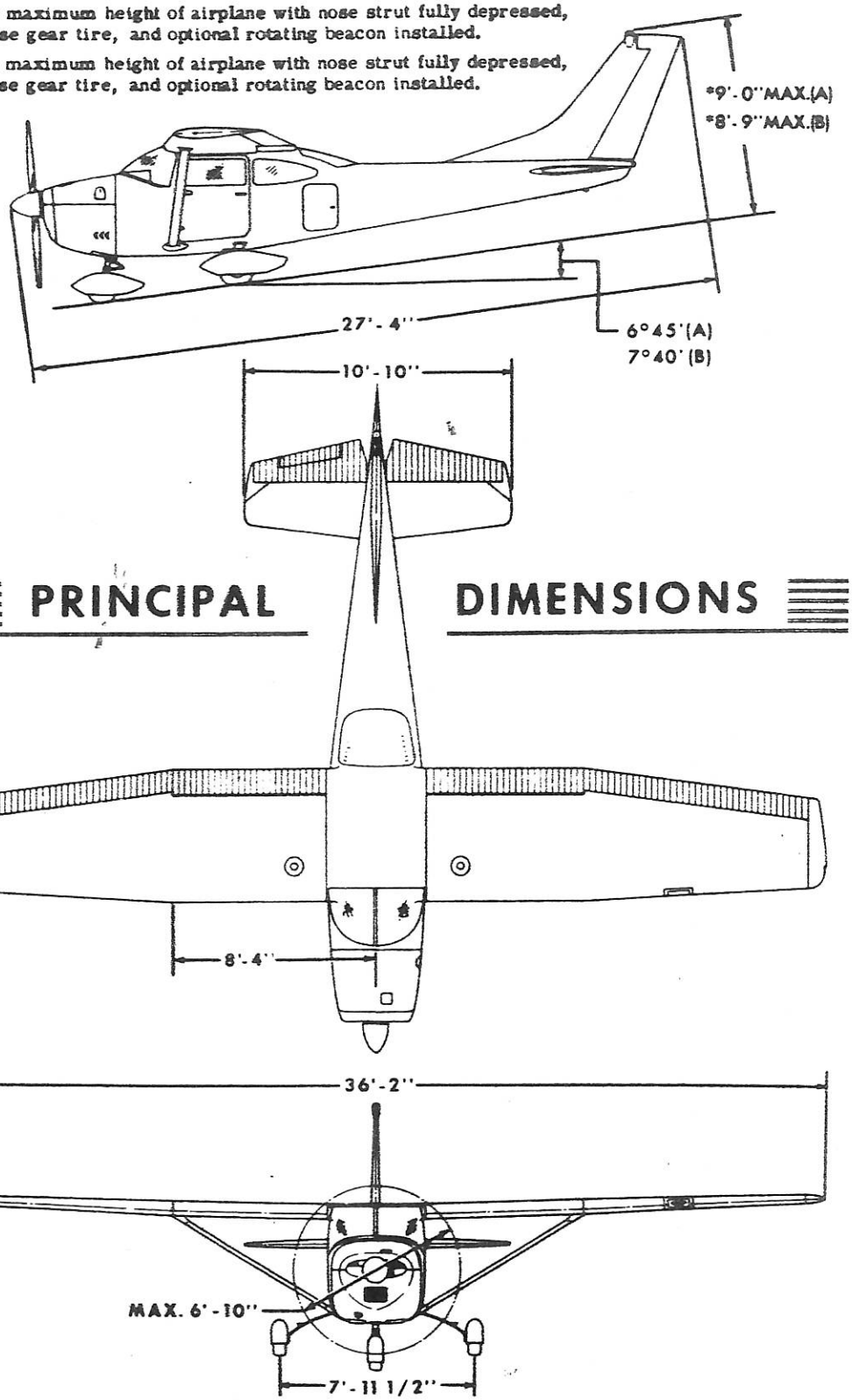
A current Cessna Dealer Directory accompanies your new airplane. The Directory is revised frequently, and a current copy can be obtained from your Cessna Dealer. Make your Directory one of your cross-country flight planning aids; a warm welcome awaits you at every Cessna Dealer.

*"A" designates maximum height of airplane with nose strut fully depressed, 5.00 x 5 nose gear tire, and optional rotating beacon installed.

*"B" designates maximum height of airplane with nose strut fully depressed, 6.00 x 6 nose gear tire, and optional rotating beacon installed.



PRINCIPAL DIMENSIONS

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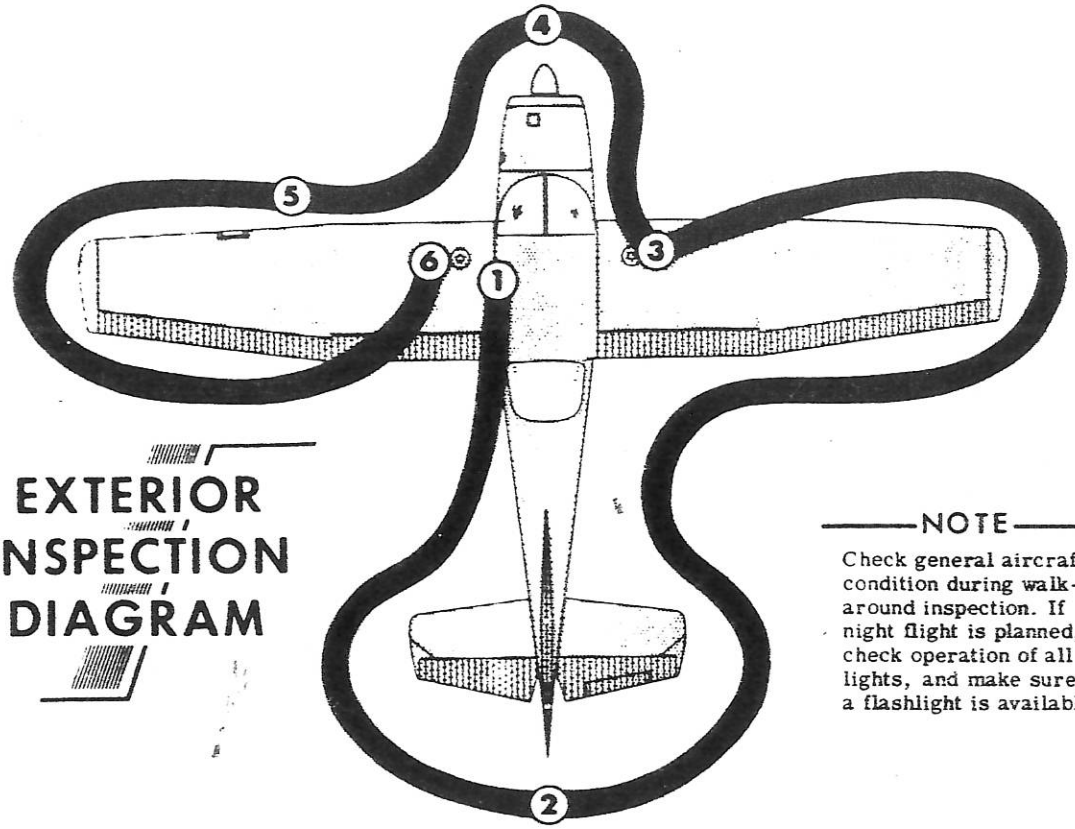
This manual describes the operation and performance of both the Cessna Model 182 and the Cessna Skylane. Equipment described as "Optional" denotes that the subject equipment is optional on the Model 182. Much of this equipment is standard on the Skylane model.



EXTERIOR INSPECTION DIAGRAM

NOTE

Check general aircraft condition during walk-around inspection. If night flight is planned, check operation of all lights, and make sure a flashlight is available.

(1)
- a. Turn on master switch and check fuel quantity indicators; then turn master switch off.
- b. Check ignition switch "OFF."
- c. Check fuel tank selector valve on "BOTH ON."
- d. On first flight of day and after each refueling, pull out strainer drain knob for about four seconds, to clear fuel strainer of possible water and sediment.
- e. Remove control wheel lock.
- f. Check baggage door for security.

(2)
- a. Remove rudder gust lock, if installed.
- b. Disconnect tail tie-down.

(3)
- a. Check main wheel tire for proper inflation.
- b. Inspect airspeed static source hole on side of fuselage for stoppage.
- c. Disconnect wing tie-down.

(4)
- a. Check propeller and spinner for nicks and security, and propeller for oil leaks.
- b. Make visual check to insure that drain valve is closed after draining operation.
- c. Check nose wheel strut and tire for proper inflation.
- d. Disconnect nose tie-down.
- e. Check carburetor air filter for restrictions by dust or other foreign matter.
- f. Check oil level. Do not operate with less than nine quarts. Fill for extended flight.

(5)
- a. Remove pitot tube cover, if installed, and check pitot tube opening for stoppage.
- b. Check fuel tank vent opening for stoppage.

(6) Same as (3).

Figure 1-1.

Section 182 I

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 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 to left, out of locking hole, to reposition.)
(6) Elevator and Rudder Trim -- "TAKE-OFF" setting.
(7) Fuel Selector Valve -- "BOTH ON."
(8) Turn all radio switches "OFF."

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 or Gyro Horizon Vacuum Warning Lights -- Check (4.5 inches of mercury desired, 3.75 to 5.0 acceptable; high and low suction warning lights out).
(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.

LET-DOWN.

(1) Mixture -- Rich.
(2) Power -- As desired.
(3) Carburetor Heat -- Apply (if icing conditions exist).

BEFORE LANDING.

(1) Fuel Selector Valve -- "BOTH ON."
(2) Mixture -- Rich.
(3) Propeller -- High RPM.
(4) Cowl Flaps -- Closed.
(5) Carburetor Heat -- Apply before closing throttle.
(6) Airspeed -- 80 to 90 MPH (flaps retracted).
(7) Wing Flaps -- 0° to 40° (below 110 MPH).
(8) Airspeed -- 70 to 80 MPH (flaps extended).
(9) Elevator and Rudder Trim -- Adjust.

NORMAL LANDING.

(1) Landing Technique -- Conventional for all flap settings.

AFTER LANDING.

(1) Cowl Flaps -- "OPEN."
(2) Wing Flaps -- Retract.
(3) Carburetor Heat -- Cold.

SECURE AIRCRAFT.

(1) Mixture -- Idle cut-off (pulled full out).

NOTE

Do not open throttle as engine stops since this actuates the accelerator pump.

(2) All Switches -- Off.
(3) Brakes -- Set.
(4) Control Lock -- Installed.

Section 182 2

DESCRIPTION AND OPERATING DETAILS

The following paragraphs describe the systems and equipment whose function and operation is not obvious when sitting in the airplane. This section also covers in somewhat greater detail some of the items listed in Check List form in Section I that require further explanation.

FUEL SYSTEM.

Fuel is supplied to the engine from two tanks, one in each wing. The total usable fuel, in all flight conditions, is 60 gallons for standard tanks and 79 gallons for optional long range tanks.

NOTE

> Unusable fuel is at a minimum due to the design of the fuel system. However, with 1/4 tank or less, prolonged uncoordinated flight such as slips or skids can uncover the fuel tank outlets, causing fuel starvation and engine stoppage when operating on a single tank. Therefore, to avoid this problem with low fuel reserves, the fuel selector should be set at "BOTH ON" position.

Fuel from each wing tank flows by gravity to a selector valve. Depending upon the setting of the selector valve, fuel from the left, right, or both tanks flows through a fuel strainer and carburetor to the engine induction system.

NOTE

> Take off with the fuel selector valve handle in the "BOTH ON' position to prevent inadvertent take-off on an empty tank. However, when the selector is in the "BOTH ON" position, unequal fuel flow from each tank may occur after extended flight if the wings are not maintained exactly

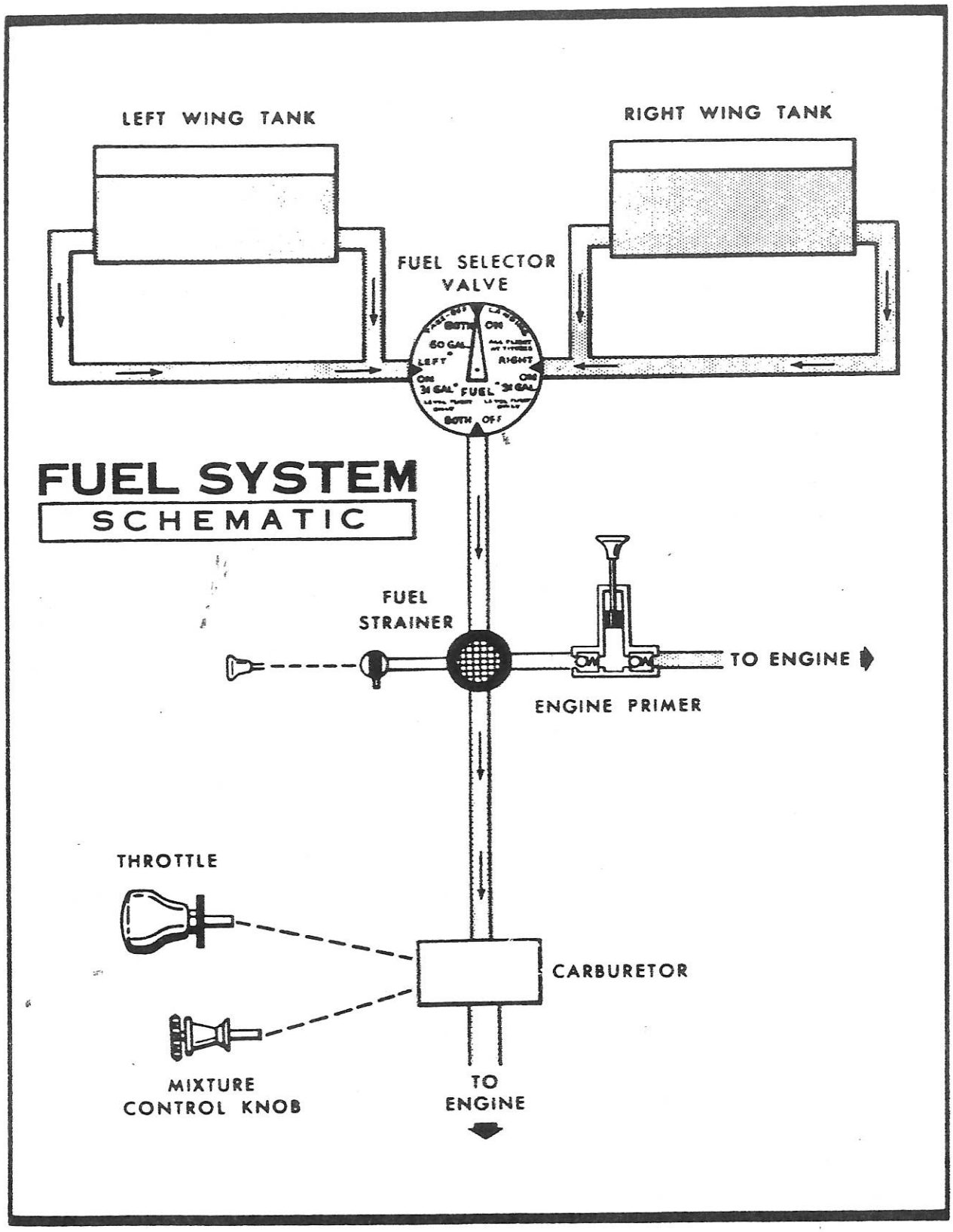

LEFT WING TANK
RIGHT WING TANK
FUEL SELECTOR VALVE
BOTH
ON
60 GAL
LEFT
RIGHT
ON
34 GAL
FUEL
OFF
34 GAL
BOTH
OFF
FUEL SYSTEM
SCHEMATIC
FUEL STRAINER
ON
ON
TO ENGINE
ENGINE PRIMER
THROTTLE
CARBURETOR
MIXTURE CONTROL KNOB
TO ENGINE

Figure 2-1.

level. Resulting wing heaviness can be alleviated gradually by turning the selector valve handle to the tank in the "heavy" wing. The recommended cruise fuel management procedure for extended flight is to use the left and right tank alternately.

ELECTRICAL SYSTEM.

Electrical energy is supplied by a 14-volt, direct-current system powered by an engine-driven generator. The 12-volt battery is located aft of the rear baggage compartment wall.

CIRCUIT BREAKERS.

All electrical circuits in the airplane, except the clock circuit, are protected by circuit breakers. The clock has a separate fuse mounted adjacent to the battery. The stall warning transmitter and horn circuit, the optional gyro horizon tests lights circuit and the optional turn-and-bank indicator circuit are protected by a single automatically resetting circuit breaker mounted behind the instrument panel. The cigar lighter is protected by a manually reset type circuit breaker mounted directly on the back of the lighter behind the instrument panel. The remaining circuits are protected by "push-to-reset" circuit breakers on the instrument panel.

ROTATING BEACON.

The optional rotating beacon should not be used when flying through clouds or overcast; the moving beams reflected from water droplets or particles in the atmosphere, particularly at night, can produce vertigo and loss of orientation.

CABIN HEATING, VENTILATING AND DEFROSTING SYSTEM.

The temperature and volume of airflow into the cabin can be regulated to any degree desired by manipulation of the push-pull "CABIN HEAT" and "CABIN AIR" knobs. Both control knobs are the double-button type with friction locks to permit intermediate settings.

NOTE

Always pull out the "CABIN AIR" knob slightly when the

"CABIN HEAT" knob is out. This action increases the airflow through the system, increasing efficiency, and blends cool outside air with the exhaust manifold heated air, thus eliminating the possibility of overheating the system ducting.

Front cabin heat and ventilating air is supplied by outlet holes spaced across a cabin manifold just forward of the pilot's and copilot's feet. Rear cabin heat and air is supplied by two ducts from the manifold, one extending down each side of the cabin. Windshield defrost air is also supplied by a duct leading from the cabin manifold.

Separate ventilators supply additional air; one near each upper corner of the windshield supplies air for the pilot and copilot, and two ball and socket ventilators in the ceiling of the rear cabin supply air to the rear seat passengers.

STARTING ENGINE.

Ordinarily the engine starts easily with one or two strokes of the primer in warm temperatures to six strokes in cold weather with the throttle open approximately 1/2 inch. In extremely cold temperatures it may be necessary to continue priming while cranking. Weak intermittent explosions followed by puffs of black smoke from the exhaust stack indicate overpriming or flooding. Excess fuel can be cleared from the combustion chambers by the following procedure: Set the mixture control full lean and the throttle full open; then crank the engine through several revolutions with the starter. Repeat the starting procedure without any additional priming.

If the engine is underprimed (most likely in cold weather with a cold engine) it will not fire at all. Additional priming will be necessary for the next starting attempt.

As soon as the cylinders begin to fire, open the throttle slightly to keep it running.

If prolonged cranking is necessary, allow the starter motor to cool at frequent intervals, since excessive heat may damage the armature.

TAXIING.

The carburetor air heat knob should be pushed full in during all ground

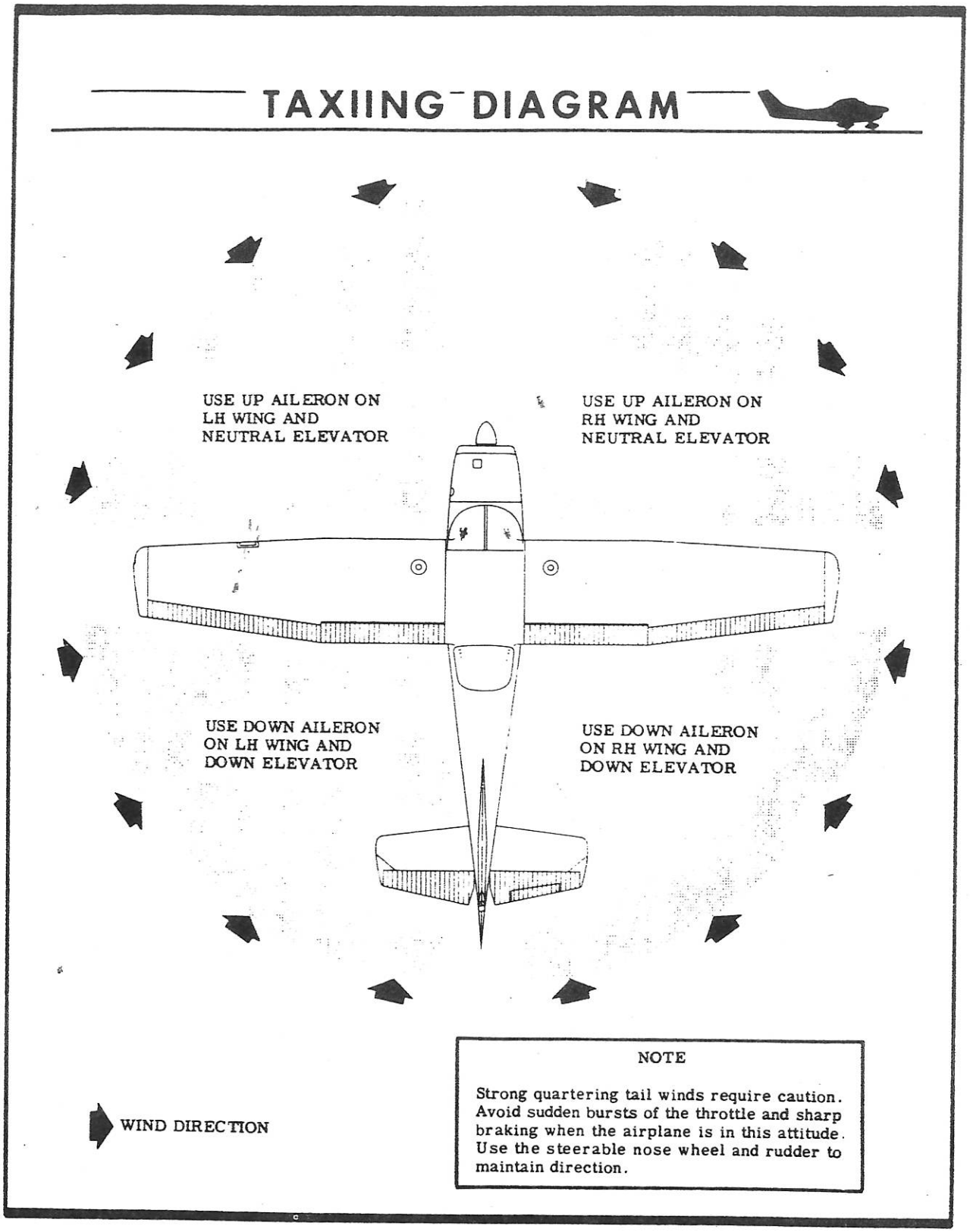

TAXIING DIAGRAM
USE UP AILERON ON LH WING AND NEUTRAL ELEVATOR
USE UP AILERON ON RH WING AND NEUTRAL ELEVATOR
USE DOWN AILERON ON LH WING AND DOWN ELEVATOR
USE DOWN AILERON ON RH WING AND DOWN ELEVATOR
WIND DIRECTION
NOTE
Strong quartering tail winds require caution. Avoid sudden bursts of the throttle and sharp braking when the airplane is in this attitude. Use the steerable nose wheel and rudder to maintain direction.

Figure 2-2.

operations unless heat is absolutely necessary for smooth engine operation. When the knob is pulled out to the heat position, air entering the engine is not filtered.

Taxiing over loose gravel or cinders should be done at low engine speed to avoid abrasion and stone damage to the propeller tips.

BEFORE TAKE-OFF.

Since the engine is closely cowled for efficient in-flight cooling, precautions should be taken to avoid overheating on the ground. Full throttle checks on the ground are not recommended unless the pilot has good reason to suspect that the engine is not turning up properly.

The magneto check should be made at 1700 RPM with the propeller in flat pitch as follows: Move the ignition switch first to "R" position and note RPM. Then move switch back to "BOTH" position to clear the other set of plugs. Then move switch to "L" position and note RPM. The difference between the two magnetos operated singly should not be more than 50 RPM. If there is a doubt concerning the operation of the ignition system, RPM checks at a higher engine speed will usually confirm whether a deficiency exists.

An absence of RPM drop may be an indication of faulty grounding of one side of the ignition system or should be cause for suspicion that the magneto timing has been "bumped-up" and is set in advance of the setting specified.

TAKE-OFF.

It is important to check full-throttle engine operation early in the take-off run. Any signs of rough engine operation or sluggish engine acceleration is good cause for discontinuing the take-off.

Full throttle run-ups over loose gravel are especially harmful to propeller tips. When take-offs must be made over a gravel surface, it is very important that the throttle be advanced slowly. This allows the airplane to start rolling before high RPM is developed, and the gravel will be blown back of the propeller rather than pulled into it.

Most engine wear occurs from improper operation before the engine is up to normal operating temperatures, and operating at high powers and

RPM's. For this reason the use of maximum power for take-off should be limited to that absolutely necessary for safety. Whenever possible, reduce take-off power to normal climb power.

Normal take-offs are accomplished with wing flaps up, cowl flaps open, full throttle, and 2600 RPM. Reduce power to 23 inches of manifold pressure and 2450 RPM as soon as practical to minimize engine wear.

Using 20° wing flaps reduces the ground run and total distance over the obstacle by approximately 20 per cent. Soft field take-offs are performed with 20° flaps by lifting the airplane off the ground as soon as practical in a slightly tail-low attitude. However, the airplane should be leveled off immediately to accelerate to a safe climb speed.

If 20° wing flaps are used for take-off, they should be left down until all obstacles are cleared. To clear an obstacle with wing flaps 20 degrees, the best angle-of-climb speed (60 MPH, IAS) should be used. If no obstructions are ahead, a best "flaps up" rate-of-climb speed (90 MPH, IAS) would be most efficient. These speeds vary slightly with altitude, but they are close enough for average field elevations.

Flap deflections of 30° to 40° are not recommended at any time for take-off.

Take-offs into strong crosswinds normally are performed with the minimum flap setting necessary for the field length, to minimize the drift angle immediately after take-off. The airplane is accelerated to a speed slightly higher than normal, then pulled off abruptly to prevent possible settling back to the runway while drifting. When clear of the ground, make a coordinated turn into the wind to correct for drift.

CLIMB.

A cruising climb at 23 inches of manifold pressure, 2450 RPM (approximately 75% power) and 100 to 120 MPH is recommended to save time and fuel for the overall trip. In addition, this type of climb provides better engine cooling, less engine wear, and more passenger comfort due to lower noise level.

If it is necessary to climb rapidly to clear mountains or reach favorable winds at high altitudes, the best rate-of-climb speed should be used with maximum power. This speed is 88 MPH at sea level, decreasing 2 MPH for each 5000 feet above sea level.

If an obstruction ahead requires a steep climb angle, the airplane should be flown at the best angle of climb with flaps up and maximum power. This speed is 70 MPH.

CRUISE.

Normal cruising is done between 65% and 75% power. The power settings required to obtain these powers at various altitudes and outside air temperatures can be determined by using your Cessna Power Computer or the Cruise Performance charts on pages 5-4 thru 5-6.

The Optimum Cruise Performance table (figure 2-3), shows that cruising can be done most efficiently at higher altitudes because very nearly the same cruising speed can be maintained at much less power.

For a given throttle setting, select the lowest engine RPM in the green arc range that will give smooth engine operation.

The cowl flaps should be adjusted to maintain the cylinder head temperature near the middle of the normal operating (green arc) range to assure prolonged engine life.

To achieve the range figures shown in Section V, the mixture should be leaned as follows: pull mixture control out until engine becomes rough;

OPTIMUM CRUISE PERFORMANCE

%BHP	ALTITUDE	TRUE AIRSPEED	RANGE (Std. Tanks)
75	6500	162	695
70	8000	160	735
65	10,000	158	785

Figure 2-3.

then enrich mixture slightly beyond this point. Any change in altitude, power, or carburetor heat will require a change in the lean mixture setting.

Application of full carburetor heat may enrich the mixture to the point of engine roughness. To avoid this, lean the mixture as instructed in the preceding paragraph.

STALLS.

The stall characteristics are conventional and aural warning is provided by a stall warning horn which sounds between 5 and 10 MPH above the stall in all configurations.

Power-off stall speeds at maximum gross weight and aft c. g. position are presented in figure 5-2 as calibrated airspeeds since indicated airspeeds are unreliable near the stall.

SPINS.

Intentional spins are prohibited in this airplane. Should an inadvertent spin occur, standard light plane recovery techniques should be used.

LANDING.

Landings are usually made on the main wheels first to reduce the landing speed and the subsequent need for braking in the landing roll. The nosewheel is lowered gently to the runway after the speed has diminished to avoid unnecessary nose gear load. This procedure is especially important in rough field landings.

For short field landings, make a power off approach at 69 MPH, IAS with 40° flaps and land on the main wheels first. Immediately after touchdown, lower the nose gear to the ground and apply heavy braking as required. For maximum brake effectiveness after all three wheels are on the ground, retract the flaps, hold full nose up elevator and apply maximum possible brake pressure without sliding the tires.

COLD WEATHER OPERATION.

Prior to starting on cold mornings, it is advisable to pull the pro-

peller through several times by hand to "break loose" or "limber" the oil, thus conserving battery energy. In extremely cold (0°F and lower) weather the use of an external preheater for both the engine and battery is recommended whenever possible to reduce wear and abuse to the engine and the electrical system.

Pre-heat will thaw the oil trapped in the oil cooler, which probably will be congealed prior to starting in extremely cold temperatures. When using an external power source, the position of the master switch is important. Refer to Section 6, paragraph GROUND SERVICE PLUG RECEPTACLE, for operating details.

Cold weather starting with preheat is normal except that carburetor heat should be used as necessary for smooth engine operation.

Starting without preheat, prime the engine 4-8 strokes while the propeller is being turned by hand and use carburetor heat as necessary for smooth engine operation. Under extreme conditions it may even be necessary to keep the engine running on the primer until the engine warms up slightly.

During cold weather operations, no indication will be apparent on the oil temperature gage prior to take-off. If the engine accelerates smoothly and oil pressure remains normal, the engine should be ready for take-off.

Rough engine operation in cold weather can be caused by a combination of an inherently leaner mixture due to the dense air and poor vaporization and distribution of the fuel air mixture to the cylinders. The effects of these conditions are especially noticeable during operation on one magneto in ground checks where only one spark plug fires in each cylinder.

To operate the engine without a winterization kit in occasional outside air temperatures from 10° to 20° F, the following procedure is recommended:

(1) Use full carburetor heat during engine warm-up and ground check.
(2) Use minimum carburetor heat required for smooth operation in take-off, climb, and cruise.
(3) Select relatively high manifold pressure and RPM settings for optimum mixture distribution, and avoid excessive manual leaning in cruising flight.
(4) Avoid sudden throttle movements during ground and flight operation.

When operating in sub-zero temperatures, avoid using partial carburetor heat. Partial heat may raise the carburetor air temperature to the 32° to 80° range where icing is critical under certain atmospheric conditions.

Section 182 3

OPERATING LIMITATIONS

OPERATIONS AUTHORIZED.

Your Cessna with standard equipment, as certificated under FAA Type Certificate No. 3A13, is approved for day and night operation under VFR.

Additional optional equipment is available to increase its utility and to make it authorized for use under IFR day and night. An owner of a properly equipped Cessna is eligible to obtain approval for its operation on single engine scheduled airline service under VFR. Your Cessna Dealer will be happy to assist you in selecting equipment best suited to your needs.

MANEUVERS—NORMAL CATEGORY.

The airplane exceeds the requirements for airworthiness of the Civil Air Regulations, Part 3, set forth by the United States Government. Spins and aerobatic maneuvers are not permitted in normal category airplanes in compliance with these regulations. In connection with the foregoing, the following gross weight and flight load factors apply:

Maximum Gross Weight	2800 lbs.	
Flight Load Factor* Flaps Up	+3.8	-1.52
Flight Load Factor* Flaps Down	+3.5	

*The design load factors are 150% of the above, and in all cases, the structure meets or exceeds design loads.

Your airplane must be operated in accordance with all FAA approved markings, placards and check lists in the airplane. If there is any information in this section which contradicts the FAA approved markings, placards and check lists, it is to be disregarded.

AIRSPEED LIMITATIONS.

The following are the certificated calibrated airspeed limits for your Cessna:

Never Exceed (Glide or dive, smooth air) . . . . 193 MPH (red line)
Caution Range . . . . . 160-193 MPH (yellow arc)

Maximum Structural Cruising Speed . . . . . 160 MPH
(Level flight or climb)
Normal Operation Range. . . . . .67-160 MPH (green arc)
Maximum Speed Flaps Extended . . . . . .110 MPH
Flap Operation Range . . . . . 60-110 MPH (white arc)
Maneuvering Speed* . . . . . .128 MPH
*The maximum speed at which abrupt control travel can be used without exceeding the design load factor.

ENGINE OPERATION LIMITATIONS.

Power and Speed . . . . . 230 BHP at 2600 RPM

ENGINE INSTRUMENT MARKINGS.

OIL TEMPERATURE GAGE.

Normal Operating Range . . . . . Green Arc
Do Not Exceed . . . . . 225° F (red line)

OIL PRESSURE GAGE.

Idling Pressure . . . . . 10 psi (red line)
Normal Operating Range . . . . . 30-60 psi (green arc)
Maximum Pressure . . . . . 100 psi (red line)

MANIFOLD PRESSURE GAGE.

Normal Operating Range . . . . . .15-23 in. Hg (green arc)

CYLINDER HEAD TEMPERATURE GAGE.

Normal Operating Range . . . . . 300-460°F (green arc)
Do Not Exceed . . . . . 460°F (red line)

TACHOMETER.

Normal Operating Range . . . . . 2200-2450 RPM (green arc)
Cautionary Range. . . . . 2450-2600 RPM
Do Not Exceed (Engine rated speed) . . . . . .2600 RPM (red line)

CARBURETOR AIR TEMPERATURE GAGE.

Under possible icing conditions:
Normal Operating Range . . . . . 5° to 20°C (green arc)
Cautionary Range. . . . . 0° to 5°C (yellow arc)
Icing Range . . . . . -20° to 0°C (red arc)

FUEL QUANTITY INDICATORS.

Empty . . . . . E (red line)

WEIGHT AND BALANCE.

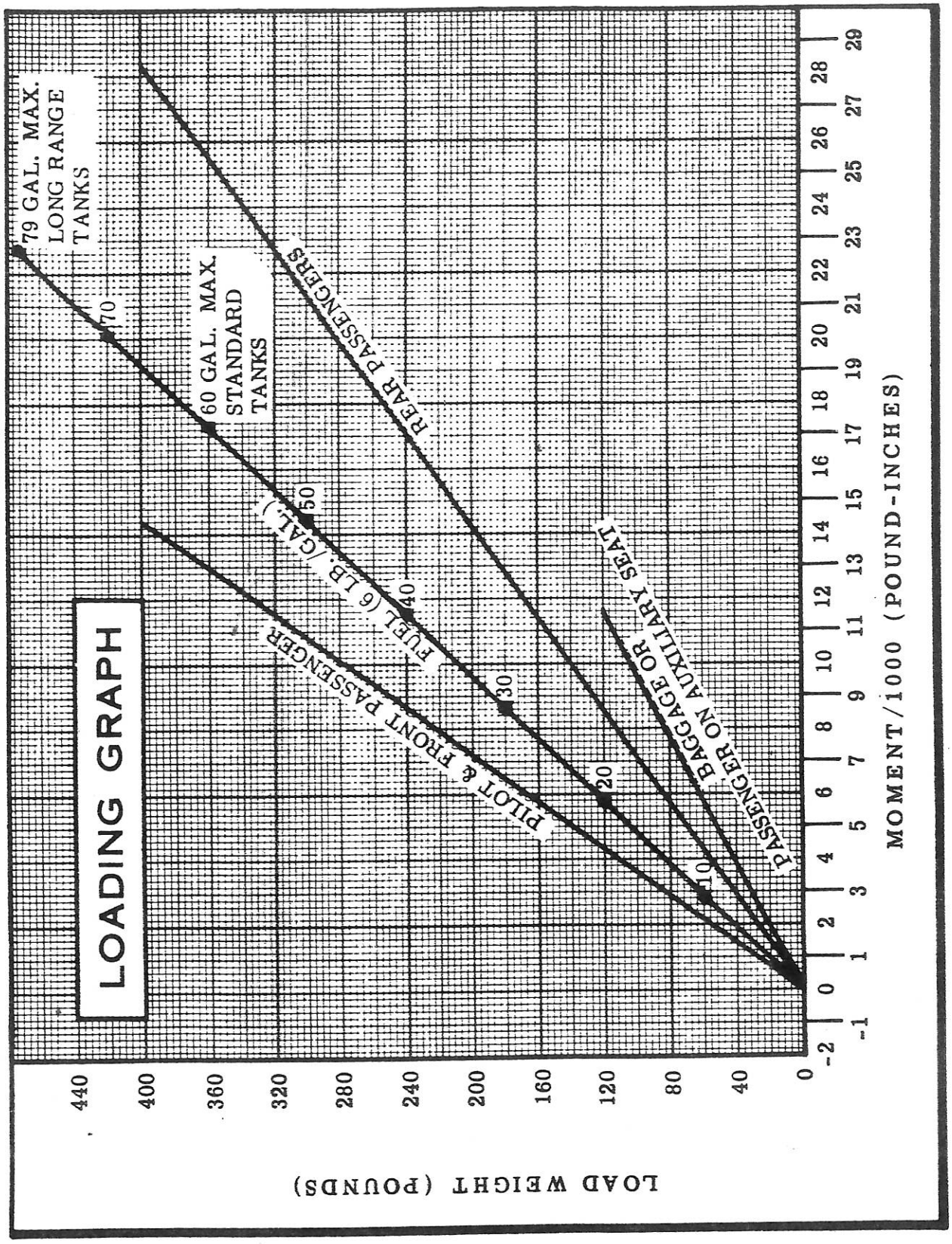
The following information will enable you to operate your Cessna within the prescribed weight and center of gravity limitations. To figure the weight and balance for your particular airplane, use the Sample Problem, Loading Graph, and Center of Gravity Moment Envelope, as follows:

Take the licensed Empty Weight and Moment/1000 from the Weight and Balance Data sheet, plus any changes noted on forms FAA-337 carried in your airplane, and write them down in the proper columns. Using the Loading Graph, determine the moment/1000 of each item to be carried. Total the weights and moments/1000 and use the Center of Gravity Moment Envelope to determine whether the point falls within the envelope, and if the loading is acceptable.

SAMPLE LOADING PROBLEM	Sample Airplane		Your Airplane	
	Weight (lbs)	Moment (lb - ins. /1000)	Weight	Moment
1. Licensed Empty Weight (Sample Airplane) ...	1660	57.9		
2. Oil - 12 Qts.*	22	-0.3	22	-0.3
3. Pilot & Front Passenger	340	12.2		
4. Fuel- (60.0 Gal at 6#/Gal)	360	17.3		
5. Rear Passengers	340	24.1		
6. Baggage	78	7.6		
7. Total Aircraft Weight (Loaded)	2800	118.8		

8. Locate this point (2800 at 118.8) on the center of gravity envelope, and since this point falls within the envelope the loading is acceptable.

*Note: Normally full oil may be assumed for all flights.


LOADING GRAPH
79 GAL. MAX.
LONG RANGE
TANKS
60 GAL. MAX.
STANDARD
TANKS
REAR PASSENGERS
FUEL (6 LB./GAL.)
PILOT & FRONT PASSENGER
PASSENGER ON AUXILIARY SEAT
BAGGAGE OR
70
60
50
40
30
20
10
LOAD WEIGHT (POUNDS)
0
40
80
120
160
200
240
280
320
360
400
440
MOMENT/1000 (POUND-INCHES)
-2
-1
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
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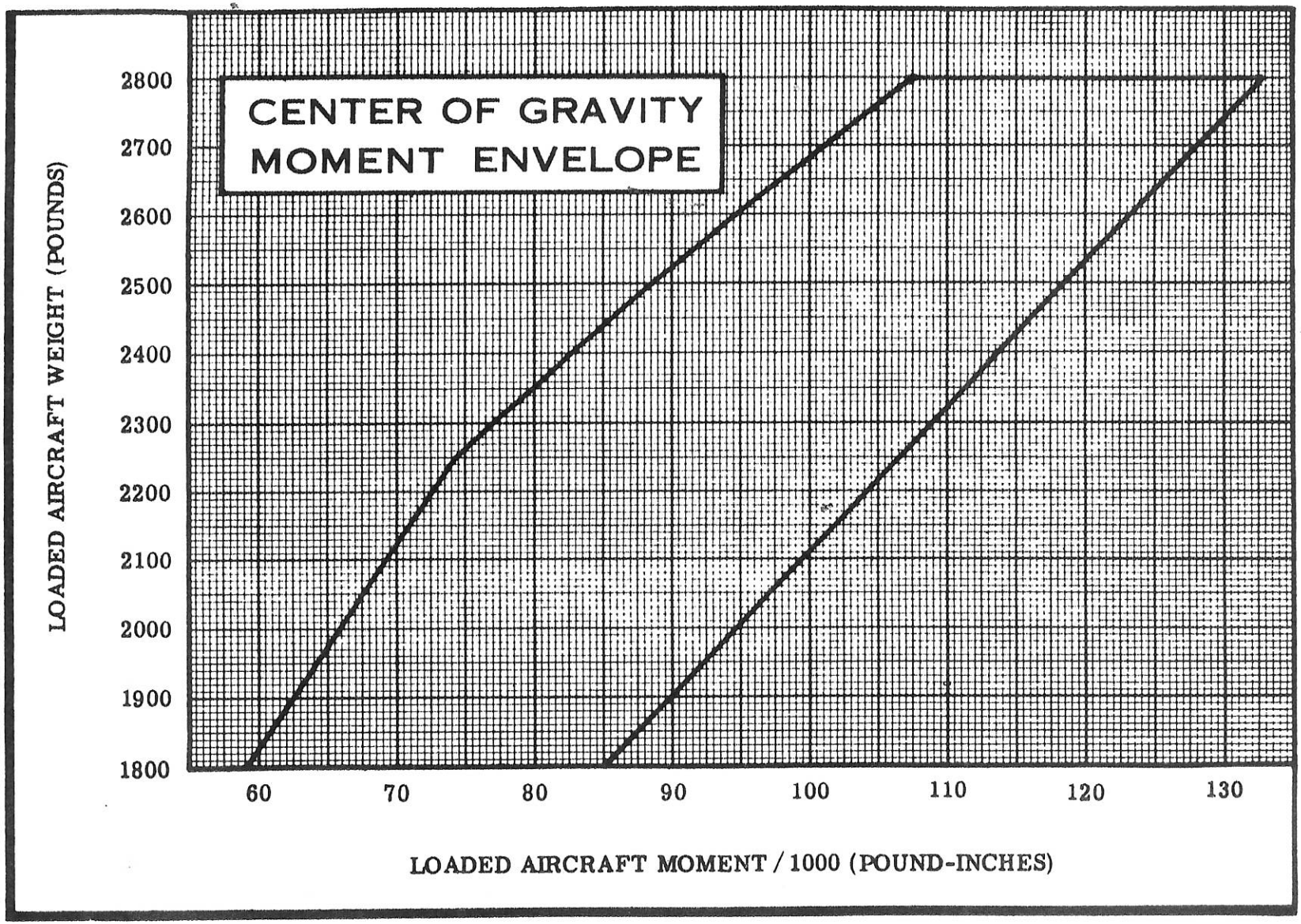
CENTER OF GRAVITY
MOMENT ENVELOPE
LOADED AIRCRAFT WEIGHT (POUNDS)
2800
2700
2600
2500
2400
2300
2200
2100
2000
1900
1800
60
70
80
90
100
110
120
130
LOADED AIRCRAFT MOMENT / 1000 (POUND-INCHES)

NOTES

Section 182 4

CARE OF THE AIRPLANE

If your airplane is to retain that new-plane performance and dependability, certain inspection and maintenance requirements must be followed. It is wise to follow a planned schedule of lubrication and preventative maintenance based on climatic and flying conditions encountered in your locality.

Keep in touch with your Cessna Dealer, and take advantage of his knowledge and experience. He knows your airplane and how to maintain it. He will remind you when lubrications and oil changes are necessary, and about other seasonal and periodic services.

GROUND HANDLING.

The airplane is most easily and safely maneuvered during ground handling by a tow-bar attached to the nosewheel. Always use a tow-bar when one is available.

NOTE

When using the tow-bar, do not exceed the nosewheel turning angle of 29° either side of center.

MOORING YOUR AIRPLANE.

Proper tie-down procedure is your best precaution against damage to your parked airplane by gusty or strong winds. To tie-down your airplane securely, proceed as follows:

(1) Set the parking brake and install the control wheel lock.
(2) Install a surface control lock over the fin and rudder.
(3) Tie sufficiently strong ropes or chains (700 pounds tensile strength) to the wing tie-down fittings.
(4) Tie a rope through the nose gear torque link and secure the opposite end to a tie-down.
(5) Securely tie the middle of a length of rope to the ring at the tail. Pull each end of the rope away at a 45° angle and secure it to the tie-downs positioned on each side of the tail.
(6) Install a pitot tube cover.

WINDSHIELD-WINDOWS.

The plastic windshield and windows should be kept clean and waxed at all times. To prevent scratches and crazing, wash them carefully with plenty of soap and water, using the palm of the hand to feel and dislodge dirt and mud. A soft cloth, chamois or sponge may be used, but only to carry water to the surface. Rinse thoroughly, then dry with a clean, moist chamois. Rubbing the surface of the plastic with a dry cloth builds up an electrostatic charge so that it attracts dust particles in the air. Wiping with a moist chamois will remove both the dust and this charge.

Remove oil and grease with a cloth moistened with kerosene. Never use gasoline, benzine, alcohol, acetone, carbon tetrachloride, fire extinguisher or anti-ice fluid, lacquer thinner or glass cleaner. These materials will soften the plastic.

After removing dirt and grease, if the surface is not badly scratched it should be waxed with a good grade of commercial wax. The wax will fill in minor scratches and help prevent further scratching. Apply a thin, even coat of wax and bring it to a high polish by rubbing lightly with a clean, dry, soft flannel cloth. Do not use a power buffer; the heat generated by the buffing pad may soften the plastic.

Do not use a canvas cover on the windshield unless freezing rain or sleet is anticipated. Canvas covers may scratch the plastic surface.

ALUMINUM SURFACES.

The clad aluminum surfaces of your Cessna may be washed with clear water to remove dirt; oil and grease may be removed with gasoline, naptha, carbon tetrachloride or other non-alkaline solvents. Dulled aluminum surfaces may be cleaned effectively with an aircraft aluminum polish.

After cleaning, and periodically thereafter, waxing with a good automotive wax will preserve the bright appearance and retard corrosion. Regular waxing is especially recommended for airplanes operated in salt water areas as a protection against corrosion.

PAINTED SURFACES.

The painted exterior surfaces of your new Cessna require an initial

curing period which may be as long as 90 days after the finish is applied. During this curing period some precautions should be taken to avoid damaging the finish or interfering with the curing process. The finish should be cleaned only by washing with clean water and mild soap, followed by a rinse with water and drying with cloths or a chamois. Do not use polish or wax, which would exclude air from the surface during this 90-day curing period. Do not rub or buff the finish and avoid flying through rain, hail or sleet.

Once the finish has cured completely, it may be waxed with a good automotive wax. A heavier coating of wax on the leading edges of the wings and tail and on the nose cap and propeller spinner will help reduce the abrasion encountered in these areas.

PROPELLER CARE.

Preflight inspection of propeller blades for nicks, and wiping them occasionally with an oily cloth to clean off grass and bug stains will assure long, trouble-free service. It is vital that small nicks on the propeller, particularly near the tips and on the leading edges, are dressed out as soon as possible since these nicks produce stress concentrations, and if ignored, may result in cracks. Never use an alkaline cleaner on the blades; remove grease and dirt with carbon tetrachloride or Stoddard solvent.

INTERIOR CARE.

To remove dust and loose dirt from the upholstery and carpet, clean the interior regularly with a vacuum cleaner.

Blot up any spilled liquid promptly with cleansing tissue or rags. Don't pat the spot; press the blotting material firmly and hold it for several seconds. Continue blotting until no more liquid is taken up. Scrape off sticky materials with a dull knife then spot-clean the area.

Oily spots may be cleaned with household spot removers, used sparingly. Before using any solvent, read the instructions on the container and test it on an obscure place on the fabric to be cleaned. Never saturate the fabric with a volatile solvent; it may damage the padding and backing materials.

Soiled upholstery and carpet may be cleaned with a foam-type deter-

gent, used according to the manufacturer's instructions. Keep the foam as dry as possible and remove it with a vacuum cleaner, to minimize wetting the fabric.

The plastic trim, headliner, instrument panel and control knobs need only be wiped off with a damp cloth. Oil and grease on the control wheel and control knobs can be removed with a cloth moistened with kerosene. Volatile solvents, such as mentioned in paragraphs on care of the windshield, must never be used since they soften and craze the plastic.

INSPECTION SERVICE AND INSPECTION PERIODS.

With your airplane you will receive an Owner's Service Policy. Coupons attached to the policy entitle you to an initial inspection and the first 100-hour inspection at no charge. If you take delivery from your Dealer, he will perform the initial inspection before delivery of the airplane to you. If you pick up the airplane at the factory, plan to take it to your Dealer reasonably soon after you take delivery on it. This will permit him to check it over and to make any minor adjustments that may appear necessary. Also, plan an inspection by your Dealer at 100 hours or 90 days, whichever comes first. This inspection also is performed by your Dealer for you at no charge. While these important inspections will be performed for you by any Cessna Dealer, in most cases you will prefer to have the Dealer from whom you purchased the airplane accomplish this work.

Civil Air Regulations require that all airplanes have a periodic (annual) inspection as prescribed by the administrator, and performed by a person designated by the administrator. In addition, 100-hour periodic inspections made by an "appropriately-rated mechanic" are required if the airplane is flown for hire. The Cessna Aircraft Company recommends the 100-hour periodic inspection for your airplane. The procedure for this 100-hour inspection has been carefully worked out by the factory and is followed by the Cessna Dealer Organization. The complete familiarity of the Cessna Dealer Organization with Cessna equipment and with factory-approved procedures provides the highest type of service possible at lower cost.

AIRPLANE FILE.

There are miscellaneous data, information and licenses that are a part of the airplane file. The following is a check list for that file. In

addition, a periodic check should be made of the latest Civil Air Regulations to insure that all data requirements are met.

A. To be displayed in the airplane at all times:

(1) Aircraft Airworthiness Certificate (Form FAA-1362).
(2) Aircraft Registration Certificate (Form FAA-500A).
(3) Airplane Radio Station License (Form FCC-404, if transmitter installed).

B. To be carried in the airplane at all times:

(1) Weight and Balance, and associated papers (latest copy of the Repair and Alteration Form, Form-337, if applicable).
(2) Airplane Equipment List.

C. To be made available upon request:

(1) Airplane Log Book.
(2) Engine Log Book.

NOTE

Cessna recommends that these items, plus the Owner's Manual and the "Cessna Flight Guide" (Flight Computer), be carried in the airplane at all times.

Most of the items listed are required by the United States Civil Air Regulations. Since the regulations of other nations may require other documents and data, owners of exported airplanes should check with their own aviation officials to determine their individual requirements.

LUBRICATION AND SERVICING PROCEDURES

Specific servicing information is provided here for items requiring daily attention. A Servicing Intervals Check List is included to inform the pilot when to have other items checked and serviced.

DAILY

FUEL TANK FILLERS:

Service after each flight with 80/87 minimum grade fuel. The capacity of each tank is 32.5 gallons. When optional long range fuel tanks are installed, the capacity of each tank is 42.0 gallons.

FUEL STRAINER:

Drain approximately two ounces of fuel before initial flight and after refueling to remove water and sediment. Make sure drain valve is closed after draining.

OIL DIPSTICK:

Check oil level before each flight. Do not operate on less than 9 quarts and fill if an extended flight is planned. The oil capacity is 12 quarts (13 quarts capacity if an optional oil filter is installed).

OIL FILLER:

When preflight check shows low oil level, service with aviation grade engine oil; SAE 30 below 40°F. and SAE 50 above 40°F. Your Cessna was delivered from the factory with straight mineral oil (non-detergent) and should be operated with straight mineral oil for the first 25 hours. The use of mineral oil during the 25-hour break-in period will help seat the piston rings and will result in less oil consumption. After the first 25 hours, either mineral oil or detergent oil may be used. If a detergent oil is used, it must conform to Continental Motors Corporation Specification MHS-24. Your Cessna Dealer can supply an approved brand.

OXYGEN CYLINDER AND FILLER VALVE (OPT):

Check oxygen pressure gage for anticipated requirements before each flight. Whenever pressure drops below 300 psi, use filler valve on left side of baggage compartment wall and refill cylinder with aviator's breathing oxygen (Spec. No. MIL-O-27210). Maximum pressure, 1800 psi.

SERVICING INTERVALS CHECK LIST

EACH 25 HOURS

BATTERY -- Check and service.

ENGINE OIL -- Change.

ENGINE OIL SCREEN -- Clean.

CARBURETOR AIR FILTER -- Clean or replace. Under extremely dusty conditions, daily maintenance of the filter is recommended.

NOSE GEAR TORQUE LINKS -- Lubricate.

EACH 50 HOURS

OIL FILTER (OPT) -- Change engine oil and replace filter element.

EACH 100 HOURS

FUEL STRAINER -- Disassemble and clean.

FUEL TANK SUMP DRAIN PLUGS -- Remove and drain.

FUEL LINE DRAIN PLUG -- Remove and drain.

BRAKE MASTER CYLINDERS -- Check and fill.

SHIMMY DAMPENER -- Check and fill.

VACUUM SYSTEM OIL SEPARATOR (OPT) -- Clean.

SUCTION RELIEF VALVE INLET SCREEN (OPT) -- Clean.

GYRO INSTRUMENT AIR FILTERS (OPT) -- Replace. Replace sooner if erratic or sluggish responses are noted with normal suction gage readings.

PROPELLER -- McCauley propeller does not require lubrication between overhauls. Grease Hartzell propeller every 100 hours.

EACH 500 HOURS

WHEEL BEARINGS -- Lubricate. Lubricate at first 100 hours and at 500 hours thereafter.

OWNER FOLLOW-UP SYSTEM

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Your Cessna Dealer has an owner follow-up system to notify you when he receives information that applies to your Cessna. In addition, if you wish, you may choose to receive similar notification directly from the Cessna Service Department. A subscription card is supplied in your airplane file for your use, should you choose to request this service. Your Cessna Dealer will be glad to supply you with details concerning these follow-up programs, and stands ready through his Service Department to supply you with fast, efficient, low cost service.

Section 182 5

OPERATIONAL DATA

The operational data charts on the following pages are presented for two purposes; first, so that you may know what to expect from your airplane under various conditions, and second, to enable you to plan your flights in detail and with reasonable accuracy.

A power setting selected from the range charts usually will be more efficient than a random setting, since it will permit you to estimate your fuel consumption more accurately. You will find that using the charts and your Power Computer will pay dividends in overall efficiency.

The data in the charts has been compiled from actual flight tests with the airplane and engine in good condition and using average piloting techniques. Note also that the range charts make no allowances for wind, navigational errors, warm-up, take-off, climb, etc. You must estimate these variables for yourself and make allowances accordingly.

AIRSPEED CORRECTION TABLE

FLAPS UP	IAS	60	80	100	120	140	160	180	—
	CAS	68	83	100	118	137	156	175	—
*FLAPS DOWN 20° 40°	IAS	40	50	60	70	80	90	100	110
	CAS	58	63	68	75	84	92	101	110

*Maximum Flap Speed 110 MPH, CAS

Figure 5-1.

STALL SPEED, POWER OFF			
Gross Weight 2800 LBS.	ANGLE OF BANK		
CONFIGURATION	0°	30°	60°
FLAPS UP	64	69	91
FLAPS 20°	57	61	81
FLAPS 40°	55	59	78
SPEEDS ARE MPH, CAS			

Figure 5-2.

TAKE-OFF DATA

TAKE-OFF DISTANCE WITH 20° FLAPS FROM HARD SURFACE RUNWAY.

GROSS WEIGHT LBS.	IAS @ 50 FT.	HEAD WIND MPH	AT SEA LEVEL & 59°F.		AT 2500 FT. & 50°F.		AT 5000 FT. & 41°F.		AT 7500 FT. & 32°F.	
			GROUND RUN	TOTAL TO CLEAR 50' OBS.	GROUND RUN	TOTAL TO CLEAR 50' OBS.	GROUND RUN	TOTAL TO CLEAR 50' OBS.	GROUND RUN	TOTAL TO CLEAR 50' OBS.
2000	52	0	295	655	350	745	415	855	500	1005
		15	160	425	195	490	235	570	290	680
		30	65	235	80	280	105	335	135	405
2400	57	0	440	895	525	1035	630	1210	765	1460
		15	255	600	310	705	380	835	470	1020
		30	115	355	150	425	190	515	245	645
2800	61	0	625	1205	745	1420	895	1695	1095	2090
		15	380	830	460	990	565	1200	700	1505
		30	190	515	240	630	305	780	390	1000

Note: Increase distances 10% for each 25°F above standard temperature for particular altitude.

MAXIMUM RATE-OF-CLIMB DATA

GROSS WEIGHT LBS.	AT SEA LEVEL & 59°F.			AT 5000 FT. & 41°F.			AT 10000 FT. & 23°F.			AT 15000 FT. & 5°F.			AT 20000 FT. & -12°F.		
	IAS MPH	RATE OF CLIMB FT/MIN	GAL. OF FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	From SL FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	From SL FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	From SL FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	From SL FUEL USED
2000	84	1710	1.5	82	1350	2.7	79	995	4.1	76	640	5.9	74	280	9.2
2400	86	1295	1.5	84	1005	3.1	82	720	5.0	79	435	7.6	77	150	12.9
2800	88	980	1.5	86	745	3.7	84	510	6.3	82	280	10.2	80	50	20.5

Note: Flaps up, full throttle and 2600 RPM. Mixture leaned for smooth operation above 5000 ft. Fuel used includes warm-up and take-off allowance.

Figure 5-3.

CRUISE PERFORMANCE

LEAN MIXTURE

Standard Conditions — Zero Wind — Gross Weight - 2800 Pounds

RPM	MP	% BHP	GAL/ HOUR	TAS MPH	60 GAL (NO RESERVE) ENDR. HOURS	60 GAL (NO RESERVE) RANGE MILES	79 GAL (NO RESERVE) ENDR. HOURS	79 GAL (NO RESERVE) RANGE MILES
2500 FEET								
2450	23	76	14.2	158	4.2	670	5.6	885
	22	72	13.4	154	4.5	690	5.9	910
	21	68	12.7	151	4.7	715	6.2	940
	20	63	12.0	148	5.0	730	6.6	965
2300	23	71	13.1	154	4.6	700	6.0	925
	22	67	12.2	149	4.9	740	6.5	970
	21	62	11.5	145	5.2	760	6.9	1005
	20	59	11.0	142	5.5	775	7.2	1020
2200	23	67	12.1	149	5.0	745	6.5	980
	22	63	11.4	146	5.3	770	6.9	1010
	21	59	10.8	142	5.6	790	7.3	1040
	20	55	10.2	138	5.9	810	7.7	1065
2000 MAXIMUM RANGE SETTINGS	20	47	8.7	126	6.9	865	9.1	1135
	19	43	8.2	121	7.3	890	9.6	1170
	18	39	7.5	113	8.0	900	10.5	1185
	17	35	7.0	105	8.6	905	11.3	1190
5000 FEET								
2450	23	78	14.5	163	4.1	670	5.4	885
	22	73	13.6	159	4.4	700	5.8	925
	21	70	13.0	156	4.6	720	6.1	950
	20	65	12.2	151	4.9	750	6.5	985
2300	23	73	13.4	158	4.5	710	5.9	930
	22	69	12.6	155	4.7	730	6.3	965
	21	64	11.9	151	5.0	760	6.6	1005
	20	60	11.2	146	5.4	785	7.1	1035
2200	23	68	12.4	155	4.8	750	6.4	985
	22	64	11.7	151	5.1	775	6.8	1020
	21	60	11.0	146	5.5	800	7.2	1050
	20	57	10.5	143	5.7	815	7.5	1075
2000 MAXIMUM RANGE SETTINGS	19	45	8.5	126	7.1	895	9.3	1175
	18	41	7.9	118	7.6	905	10.0	1190
	17	37	7.3	111	8.2	910	10.8	1200
	16	34	6.8	103	8.8	905	11.6	1190

Figure 5-4 (Sheet 1 of 3).

CRUISE PERFORMANCE

LEAN MIXTURE

Standard Conditions — Zero Wind — Gross Weight- 2800 Pounds

RPM	MP	% BHP	GAL/ HOUR	TAS MPH	60 GAL (NO RESERVE) ENDR. HOURS	60 GAL (NO RESERVE) RANGE MILES	79 GAL (NO RESERVE) ENDR. HOURS	79 GAL (NO RESERVE) RANGE MILES
7500 FEET								
2450	21	71	13.1	161	4.6	730	6.0	960
	20	67	12.4	157	4.8	760	6.4	1005
	19	62	11.7	152	5.1	780	6.8	1025
	18	58	11.0	147	5.5	805	7.2	1055
2300	21	66	12.2	156	4.9	760	6.5	1005
	20	62	11.6	151	5.2	780	6.8	1025
	19	58	11.0	147	5.5	800	7.2	1050
	18	54	10.5	142	5.7	810	7.5	1065
2200	21	62	11.4	152	5.3	805	6.9	1055
	20	58	10.7	148	5.6	830	7.4	1090
	19	54	10.2	143	5.9	840	7.7	1105
	18	51	9.7	138	6.2	860	8.1	1130
2000 MAXIMUM RANGE SETTINGS	19	47	8.7	131	6.9	900	9.1	1185
	18	43	8.1	123	7.4	910	9.8	1200
	17	39	7.6	116	7.9	920	10.4	1210
	16	36	7.0	107	8.6	920	11.3	1210
10,000 FEET								
2450	19	63	11.9	156	5.0	785	6.6	1035
	18	60	11.2	152	5.3	810	7.1	1065
	17	55	10.6	146	5.7	830	7.5	1090
	16	51	10.0	141	6.0	840	7.9	1105
2300	19	60	11.1	152	5.4	820	7.1	1080
	18	56	10.5	147	5.7	840	7.5	1105
	17	51	9.8	141	6.1	860	8.1	1130
	16	47	9.2	134	6.5	870	8.6	1145
2200	19	56	10.4	148	5.7	850	7.6	1120
	18	52	9.8	142	6.1	875	8.1	1155
	17	49	9.3	136	6.5	880	8.5	1160
	16	45	8.7	129	6.9	895	9.1	1175
2000 MAXIMUM RANGE SETTINGS	18	44	8.4	128	7.1	910	9.4	1200
	17	40	7.8	120	7.7	925	10.1	1215
	16	38	7.4	114	8.1	925	10.7	1215
	15	35	6.9	105	8.7	910	11.4	1200

Figure 5-4 (Sheet 2 of 3).

CRUISE PERFORMANCE

LEAN MIXTURE

Standard Conditions — Zero Wind — Gross Weight-2800 Pounds

RPM	MP	% BHP	GAL/ HOUR	TAS MPH	60 GAL (NO RESERVE) ENDR. HOURS	60 GAL (NO RESERVE) RANGE MILES	79 GAL (NO RESERVE) ENDR. HOURS	79 GAL (NO RESERVE) RANGE MILES
15,000 FEET								
2450	16	54	10.4	150	5.8	865	7.6	1135
	15	50	9.8	142	6.1	875	8.1	1155
	14	46	9.2	135	6.5	880	8.6	1160
2300	16	50	9.6	143	6.2	890	8.2	1170
	15	47	9.1	136	6.6	900	8.7	1185
	14	42	8.5	127	7.1	900	9.3	1185
2200	16	47	9.1	138	6.6	910	8.7	1200
	15	44	8.6	130	7.0	910	9.2	1200
	14	40	8.0	120	7.5	905	9.9	1190
2000 MAXIMUM RANGE SETTINGS	16	40	7.8	122	7.7	940	10.1	1240
	15	37	7.3	112	8.2	920	10.8	1210
	14	34	6.8	101	8.8	895	11.6	1175
20,000 FEET								
2450	13	44	9.0	133	6.7	895	8.8	1175
	12	40	8.3	122	7.2	875	9.5	1155
2300	13	42	8.4	126	7.1	905	9.4	1190
	12	38	7.7	113	7.8	875	10.3	1155
2200	13	39	7.8	118	7.7	905	10.1	1190
	12	35	7.2	103	8.3	865	11.0	1135

Figure 5-4 (Sheet 3 of 3).

LANDING DISTANCE TABLE

LANDING DISTANCE WITH 40° FLAPS ON HARD SURFACED RUNWAY

GROSS WEIGHT POUNDS	APPROACH IAS MPH	@ SEA LEVEL & 59° F		@ 2500 FEET & 50° F		@ 5000 FEET & 41° F		@ 7500 FEET & 32° F	
		GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS.	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS.	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS.	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS.
2800	69	590	1350	640	1430	680	1505	740	1595

NOTE: Distances are based on zero wind, power off and heavy braking.
Reduce landing distances 10% for each 6 MPH headwind.

Figure 5-5.

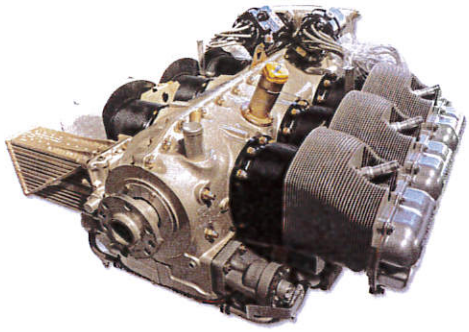
Power to get you there, and back again

Super Eagle Engine Conversion

Continental O-470-50

The Super Eagle Engine conversion is designed for Cessna 180 and 182 models currently equipped with Continental 470k through U engines.

It is basically a carbureted Continental O-520. We call it the "Dash Fifty" for short. The Super Eagle conversion utilizes your existing engine mount, baffling, exhaust and cowling. No airframe modifications are required. Total additional weight of the engine is approximately +4 pounds.



Contact Us for More Info (/order-form/)

To create the Dash Fifty (-50), we modify eligible stock Continental O-470 and 520 models. Although these engines require different modifications, the end result is the same.....the Super Eagle O-470-50. It will dramatically increase the performance of your aircraft by improving thrust, and giving you the capability of higher cruise speeds with little if any increase in fuel consumption. Being a carbureted engine, there is virtually no change in operation or maintenance procedure.

With the Super Eagle Engine, you can reach your destination sooner which means fewer hours on both your engine and airframe. Flight tests have produced speeds up to 189 MPH using aircraft that do not have any airframe speed modifications installed.

The Super Eagle Engine was tested on a dynamometer to determine two horsepower (HP) ratings:

Free HP: Total horsepower (HP) without any accessories installed.
Installed HP Total horsepower (HP) after accessories are installed.

Free HP O-470:	230
Free HP Super Eagle:	265 (275 if cylinders are equipped with venturi seats)
Installed HP O-470:	195 to 200
Installed HP Super Eagle:	235
Super Eagle Recommended TBO:	1700 Hrs with an oil screen 2000 Hrs with an oil filter installed since major overhaul

Engine / Aircraft Performance Comparison

MP	RPM	Altitude	OAT C	Stock 0-470	Super Eagle
24	2450	4000	22	N/A	158ktas / 182mpht
23.5	2600	4000	24	N/A	164ktas / 189mpht
23	2400	4000	22	142ktas / 163mpht	154ktas / 178mpht
22	2400	6000	19	142ktas / 163mpht	155ktas / 178mpht
22	2500	6000	19	145ktas / 167mpht	158ktas / 182mpht
21	2300	8000	15	138ktas / 159mpht	152ktas / 175mpht

Continental O-470 engines may be modified only at P. Ponk Aviation or at a facility we have authorized.
To convert a stock Continental 0-470 engine to the Super Eagle requires several internal changes, but the first and most obvious is to exchange the O-470 cylinders for O-520 cylinders which increase the engine displacement by 50 cubic inches. Super Eagle Engines are equipped with 4-counterweighted crankshafts. (Most O-470-R and S models will require a crankshaft change.) The crankshaft counterweights are reconfigured and the case is modified. The cylinders are equipped with 7.5 to 1 compression pistons which are precision balanced to within .5 grams. The carburetor is also modified. The original external accessories are serviced as needed or upgraded as desired, and installed.

Piston Comparison:

- Stock O-470: 7 to 1 compression pistons
- Super Eagle O-470-50: 7.5 to 1 compression pistons
- Stock IO-520D or F: 8.5 to 1 compression pistons

Continental 520 engines may be converted by one of our authorized facilities, or at the facility of your choice, subject to authorization and purchase of STC paperwork, currently $1550. The TSIO-520-C, H, R, M, P, T or IO-520-D or F engine blocks may be converted. Conversion of eligible TSIO-520 models to the Super Eagle Engine requires mostly external modifications. Most noticeably is the removal of the turbo charger and fuel injection system, and installation of a modified carburetor. Cylinders are equipped with 7.5 to 1 compression pistons, precision balanced to within .5 grams. The oil pan is exchanged for the original oil pan installed on the Cessna 180 or 182.

Carburetor Modification

Modification of an eligible MA4-5 carburetor is required for use with the O-470-50 engine. Overhaul of the carburetor at the time of modification is recommended unless it has been recently overhauled, or is in excellent condition. Eligible MA4-5 Part Numbers are: 10-3965-12-1, 10-4893-1, 10-5192 or 10-5284. With authorization from P Ponk, the carburetor modification (and overhaul as well) may be accomplished by AvStar Fuel Systems in Florida, Professional Aircraft Accessories in Ohio, or LyCon Rebuilding in California.

Whether converting a Continental 470 or 520 to the Super Eagle Engine, the end product is essentially the same – a carbureted Continental O-520 which rated 265-275 HP.

A precision balanced engine offers several advantages, including significantly improved performance, smoother operation, less maintenance, and a longer TBO. A smooth running engine also reduces pilot fatigue and increases passenger comfort.

Engine prices are not addressed here as we do not control pricing or warranty of the shops we have authorized to perform the engine conversion. There are many parts and accessory options available including choice of cylinders that affect pricing, so please contact us or one of our authorized engine builders to discuss your specific needs.

Approximate PPA O-470-50 Engine Power Settings

Normal lean mixture at approximately 2500 feet

Full Manifold Pressure	27 to 28"	+ 2700 RPM =	100% power
Full Manifold Pressure	24"	+ 2400 RPM =	75% power
Full Manifold Pressure	23"	+ 2300 RPM =	65% power
Full Manifold Pressure	22"	+ 2200 RPM =	56% power

Approximate Fuel Consumption

Approved for 100 octane fuel.

- 11.5 gal per hour at 2150 squared
- 16 to 17 gal per hour at 2500 to 2600 squared.

-50 engine provides better fuel economy than the standard O-470 at the same power settings:

- O-470 engine 10 miles per gallon
- -50 engine 11 miles per gallon

Contact Us for More Info (/order-form/)

Propellers for the Super Eagle O-470-50 Engine

Best all-around performance of the O-470-50 engine is attained with installation of a 3-blade propeller. Hartzell, McCauley and MT offer excellent products with similar performance figures, but they have different flight characteristics. It is best to match the propeller with the kind of flying you intend to do.

The McCauley offers a little more thrust and acts somewhat like a speed brake when setting up for landing. (Very helpful in and out of short strips with heavy loads.) The Hartzell is a little faster, and also a quieter prop if you are operating in noise sensitive areas. The MT is a lighter weight option.

Following are 2018 prices for factory new 3-blade propeller and spinner "kits", including STC for installation:

- Hartzell $10,949 to $12,772 (depending upon propeller length)
- McCauley $11,640
- MT $16,450 (2017) Call for current price

Shipping from the factory is additional.

Please Note:

P Ponk STC for -50 engine installation includes installation of approved McCauley propellers.

P Ponk STC for installation of approved Hartzell propellers is separate, and is included with purchase of a Hartzell propeller from P Ponk Aviation.

An MT Prop option and STC for installation with the -50 engine is available through Flight Resources.

P Ponk -50 STC's for Cessna 182:

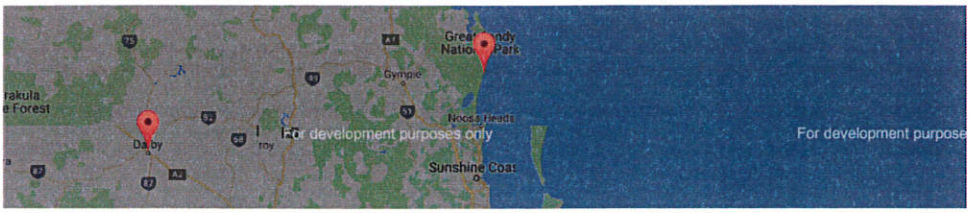
- Modification of O-470K, L, M, R, S and U to PPA O-470-50.
- Modification of TSIO-520-C engine to PPA O-470-50.
  (TSIO-520H, R, M, P, T or IO-520-D or F engine blocks may also be used.)
- Installation of –50 engine in all Cessna 182, and 182A through R Models.
- Installation of the following propellers:
  - McCauley D2A34C58/90AT-8 (2 blade)
  - McCauley 2A34C66/90AT-8 (2 blade)
  - McCauley D2A37C230/90REB-8 (2 blade)
  - McCauley D3A32C90/82NC-2 (3 blade)
  - McCauley D3A34C401/90DFA-10 (80" | 3 blade | Cessna 182 H through R)
  - McCauley D3A34C401/90DFA-8 (82" | 3 blade | Cessna 182 through G)
  - Hartzell PHC-C/G3YF-1RF/8068 (82" | 3-blade | C/G = C or G Hub)
  - Hartzell PHC-C/G3YF-1RF/8068+2 (84" | 3-blade | C/G = C or G Hub Seaplane Only or Landplane with approved nose fork and larger tires.

P Ponk -50 STC's for Cessna 180:

- Modification of O-470K, L, M, R, S and U to PPA O-470-50.
- Modification of TSIO-520-C engine to PPA O-470-50.
  (TSIO-520H, R, M, P, T or IO-520-D or F engine blocks may also be used.)
- Installation of –50 engine in all Cessna 180 and 180A through 180K Models.
- Installation of the following propellers:
  - McCauley D3A34C401/90DFA-4 to –12 78" to 86" 3-blade
  - Hartzell PHC-C/G3YF-1RF/8068 (82") or 8086+2 (84") 3-blade (C/G = C or G Hub)

Authorized Engine Builders

Contact any of the qualified builders below to modify your Continental engine into a Super Eagle O-470-50.



NOTES

Section 6

182

OPTIONAL SYSTEMS

This section contains a description, operating procedures, and performance data (when applicable) for some of the optional equipment which may be installed in your Cessna. Owner's Manual Supplements are provided to cover operation of other optional equipment systems when installed in your airplane. Contact your Cessna Dealer for a complete list of available optional equipment.

LONG RANGE FUEL TANKS

Special wings with long range fuel tanks are available to replace the standard wings and fuel tanks for greater endurance and range. When these tanks are installed, the total usable fuel, for all flight conditions, is 79 gallons.

COLD WEATHER EQUIPMENT

WINTERIZATION KIT AND NON-CONGEALING OIL COOLER.

For continuous operation in temperatures consistently below 20°F, the Cessna winterization kit and non-congealing oil cooler, available from your Cessna Dealer, should be installed to improve engine operation.

GROUND SERVICE PLUG RECEPTACLE.

A ground service plug receptacle may be installed to permit the use of an external power source for cold weather starting and during lengthy

maintenance work on the electrical system.

Before connecting a generator type external power source, it is important that the master switch be turned on. This will enable the battery to absorb transient voltages which otherwise might damage the transistors in the audio amplifier. When using a battery type cart, the master switch should be turned off.

OIL DILUTION SYSTEM.

If your airplane is equipped with an oil dilution system and very low temperatures are anticipated, dilute the oil prior to engine shut down by energizing the oil dilution switch with the engine operating at 1000 RPM. (Refer to figure 6-1 for dilution time for the anticipated temperature.) While diluting the oil, the oil pressure should be watched for any unusual fluctuations that might indicate a screen being clogged with sludge washed down by the fuel.

NOTE

On the first operation of the oil dilution system each season, use the full dilution period, drain the oil, clean the screen, refill with new oil and redilute as required.

OIL DILUTION TABLE

	TEMPERATURE		
	0°F	−10°F	−20°F
Dilution Time	1½ min.	3¾ min.	6 min.
Fuel Added	1 qt.	2½ qt.	4 qt.

NOTE: Maximum fuel and oil in sump for take-off is 13 quarts.

Figure 6-1.

If the full dilution time was used, beginning with a full oil sump (12 quarts), subsequent starts and engine warm-up should be prolonged to evaporate enough of the fuel to lower the oil sump level to 13 quarts prior to take-off. Otherwise, the sump may overflow when the airplane is nosed up for climb.

To avoid progressive dilution of the oil, flights of at least one hour's duration should be made between oil dilution operations.

RADIO SELECTOR SWITCHES

RADIO SELECTOR SWITCH OPERATION.

Operation of the radio equipment is normal as covered in the respective radio manuals. When more than one radio is installed, an audio switching system is necessary. The operation of this switching system is described below.

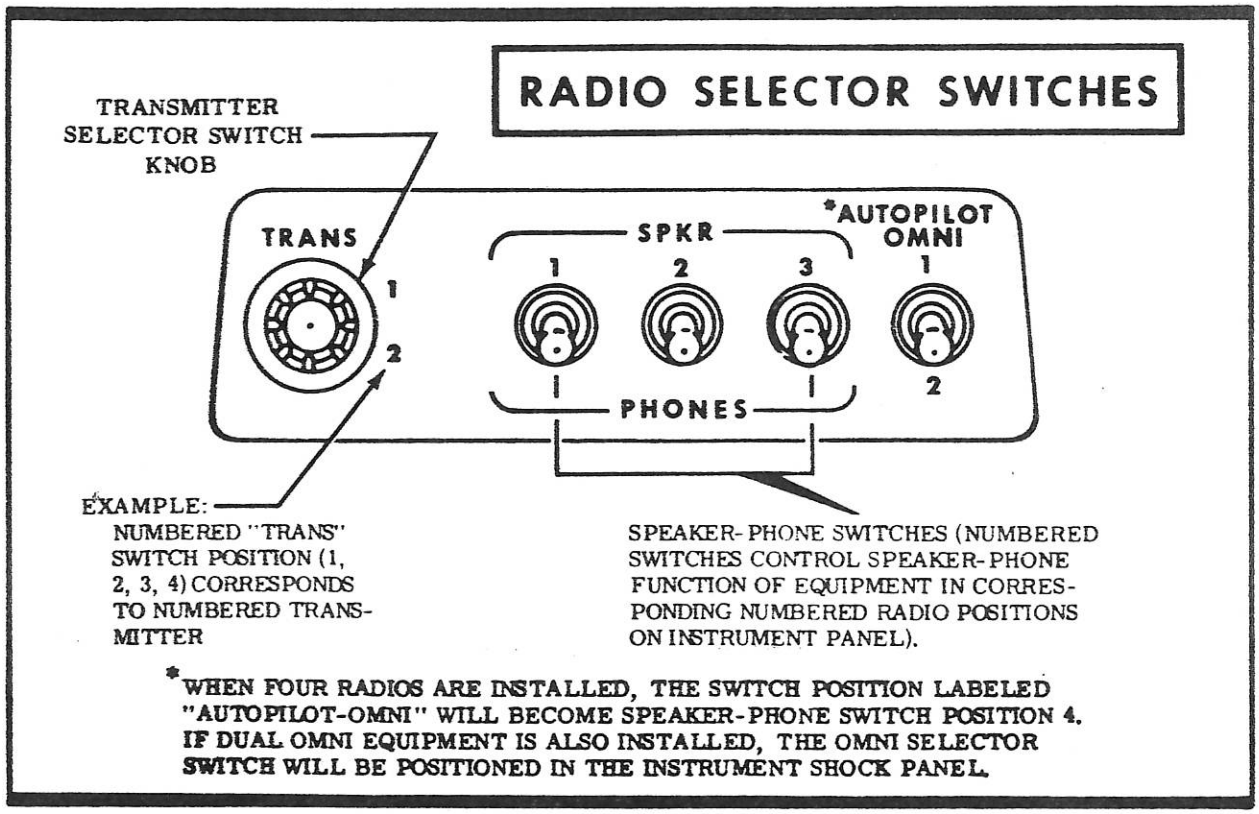


Figure 6-2.

TRANSMITTER SELECTOR SWITCH.

The transmitter selector switch has two positions. When two transmitters are installed, it is necessary to switch the microphone to the radio unit the pilot desires to use for transmission. This is accomplished by placing the transmitter selector switch in the position corresponding to the radio unit which is to be used. As illustrated in figure 6-2, the transmitter selector switch may be labeled 1, 2, 3 or 4, depending upon the position of the radio units on the instrument panel.

SPEAKER-PHONE SWITCHES.

The speaker-phone switches determine whether the output of the receiver in use is fed to the headphones or through the audio amplifier to the speaker. Place the switch for the desired receiving system either in the up position for speaker operation or in the down position for headphones.

AUTOPILOT-OMNI SWITCH.

When a Nav-O-Matic autopilot is installed with two compatible omni receivers, an autopilot-omni switch is utilized. This switch selects the omni receiver to be used for the omni course sensing function of the autopilot. The number on the switch positions corresponds to the omni receiver in the radio panel stack.

OXYGEN SYSTEM

OXYGEN SYSTEM OPERATION.

Prior to flight, check to be sure that there is an adequate oxygen supply for the trip, by noting the oxygen pressure gage reading. Refer to the Oxygen Duration Chart (figure 6-3). See that the plastic bag containing the face masks and hoses is accessible, and that the masks and hoses are in good condition.

To use the oxygen system, proceed as follows:

NOTE

Permit no smoking when using oxygen.

(1) Select mask and hose from plastic bag.
(2) If mask is not connected to hose, attach by inserting plastic tube on mask into rubber hose connector on delivery hose.
(3) Attach mask to face.
(4) Select oxygen outlet coupling in overhead console panel and plug delivery hose into it. Oxygen will flow continuously at the proper rate

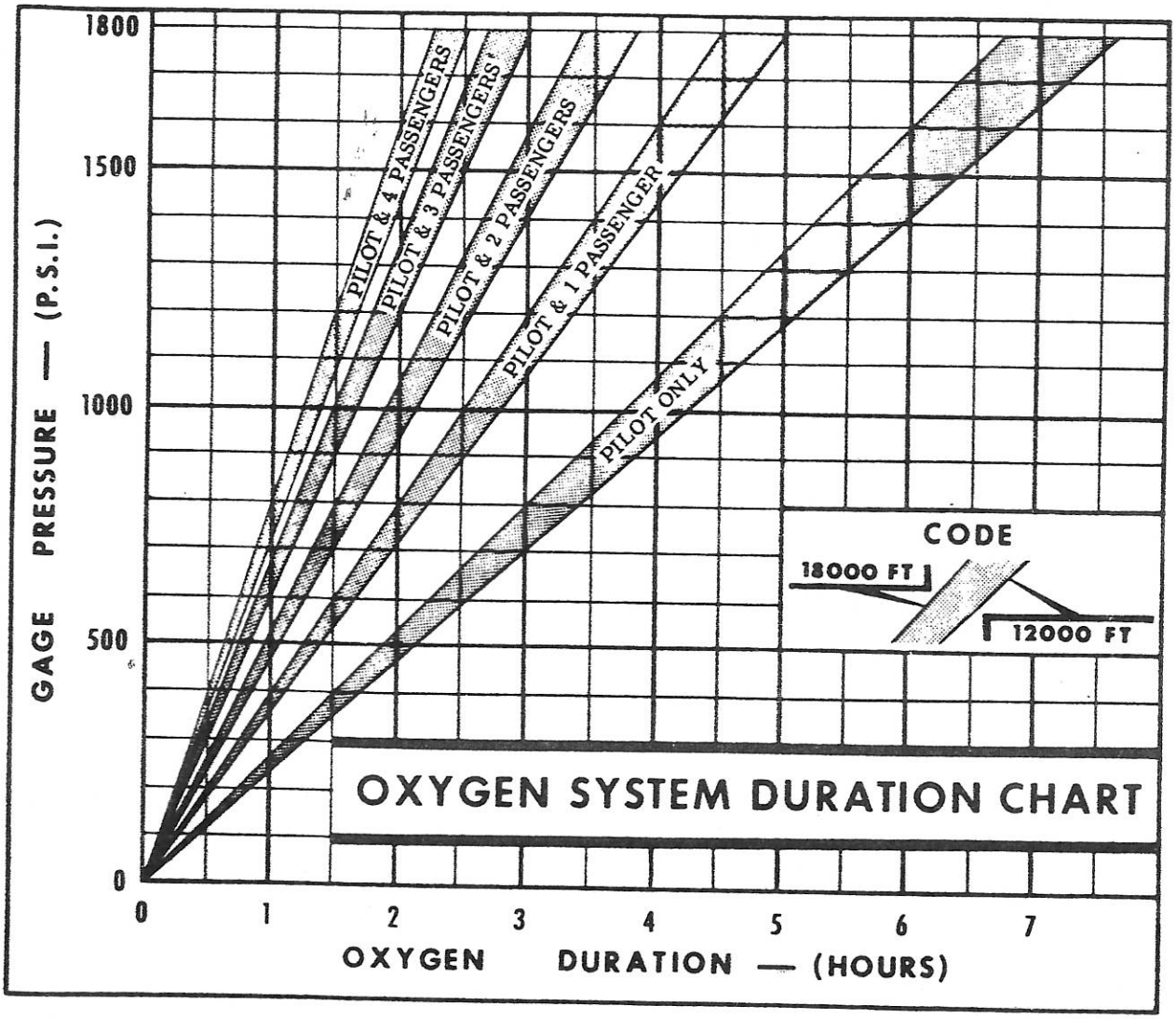


Figure 6-3.

of flow for any altitude without any manual adjustments.

(5) Check the flow indicator in the face mask hose. Oxygen is flowing if the red indicator compresses its return spring.

NOTE

The left console outlet (labeled "PILOT") meters approximately twice the volume of oxygen metered by the other outlets.

(6) Unplug the delivery hose from the overhead console when discontinuing use of the oxygen system. This automatically stops the flow of oxygen.

OXYGEN SYSTEM SERVICING.

The oxygen cylinder, when fully charged, contains 48 cubic feet of oxygen, under a pressure of 1800 psi at 70° F. Refer to servicing procedures, page 4-6, for oxygen system servicing requirements.

IMPORTANT

Oil, grease, or other lubricants in contact with oxygen create a serious fire hazard, and such contact must be avoided. Only a thread compound approved under MIL-T-5542 can be used safely on oxygen systems. Apply only to the first three threads of male fittings to prevent thread seizure.

The face masks used with the oxygen system are the partial-rebreathing, disposable type. The masks are durable, and the frequent user can mark his mask for identification and reuse it many times. Additional masks and hoses are available from your Cessna Dealer.

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WARRANTY

■ The Cessna Aircraft Company (Cessna) warrants each new aircraft, including factory installed equipment and accessories, and warrants all new aircraft equipment and accessories bearing the name "Cessna," to be free from defects in material and workmanship under normal use and service. Cessna's obligation under this warranty is limited to supplying a part or parts to replace any part or parts which, within six (6) months after delivery of such aircraft or such aircraft equipment or accessories to the original retail purchaser or first user, shall be returned transportation charges prepaid to Cessna at Wichita, Kansas, or such other place as Cessna may designate and which upon examination shall disclose to Cessna's satisfaction to have been thus defective.

■ The provisions of this warranty shall not apply to any aircraft, equipment or accessories which have been subject to misuse, negligence or accident, or which shall have been repaired or altered outside of Cessna's factory in any way so as in the judgment of Cessna to affect adversely its performance, stability or reliability. This warranty is expressly in lieu of any other warranties, expressed or implied, including any implied warranty of merchantability or fitness for a particular purpose, and of any other obligation or liability on the part of Cessna of any nature whatsoever and Cessna neither assumes nor authorizes any one to assume for it any other obligation or liability in connection with such aircraft, equipment and accessories.

SERVICING REQUIREMENTS

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FUEL:

AVIATION GRADE -- 80/87 MINIMUM GRADE
CAPACITY EACH STANDARD TANK -- 32.5 GALLONS
CAPACITY EACH LONG RANGE TANK -- 42.0 GALLONS

ENGINE OIL:

AVIATION GRADE -- SAE 30 BELOW 40° F.
SAE 50 ABOVE 40° F.
(AIRCRAFT DELIVERED WITH STRAIGHT MINERAL OIL. EITHER MINERAL OIL OR DETERGENT OIL MAY BE USED. IF DETERGENT OIL IS USED, IT MUST CONFORM TO CONTINENTAL MOTORS SPECIFICATION MHS-24.)
CAPACITY OF ENGINE SUMP -- 12 QUARTS
(DO NOT OPERATE ON LESS THAN 9 QUARTS AND FILL IF EXTENDED FLIGHT IS PLANNED)

HYDRAULIC FLUID:

MIL-H-5606 HYDRAULIC FLUID

OXYGEN:

AVIATOR'S BREATHING OXYGEN -- SPEC. NO. MIL-O-27210
MAXIMUM PRESSURE -- 1800 PSI

TIRE PRESSURE:

MAIN WHEELS -- 32 PSI ON 6.00 × 6 TIRES
-- 25 TO 35 PSI ON 8.00 × 6 TIRES (OPT)
NOSE WHEEL -- 32 PSI ON 5.00 × 5 TIRE
-- 20 TO 29 PSI ON 6.00 × 6 TIRE (OPT)