

THERE ARE MORE CESSNAS FLYING THAN ANY OTHER MAKE

1965
CESSNA



MODEL
182
AND
SKYLANE

OWNER'S
MANUAL

WORLD'S LARGEST PRODUCER OF GENERAL AVIATION AIRCRAFT SINCE 1956

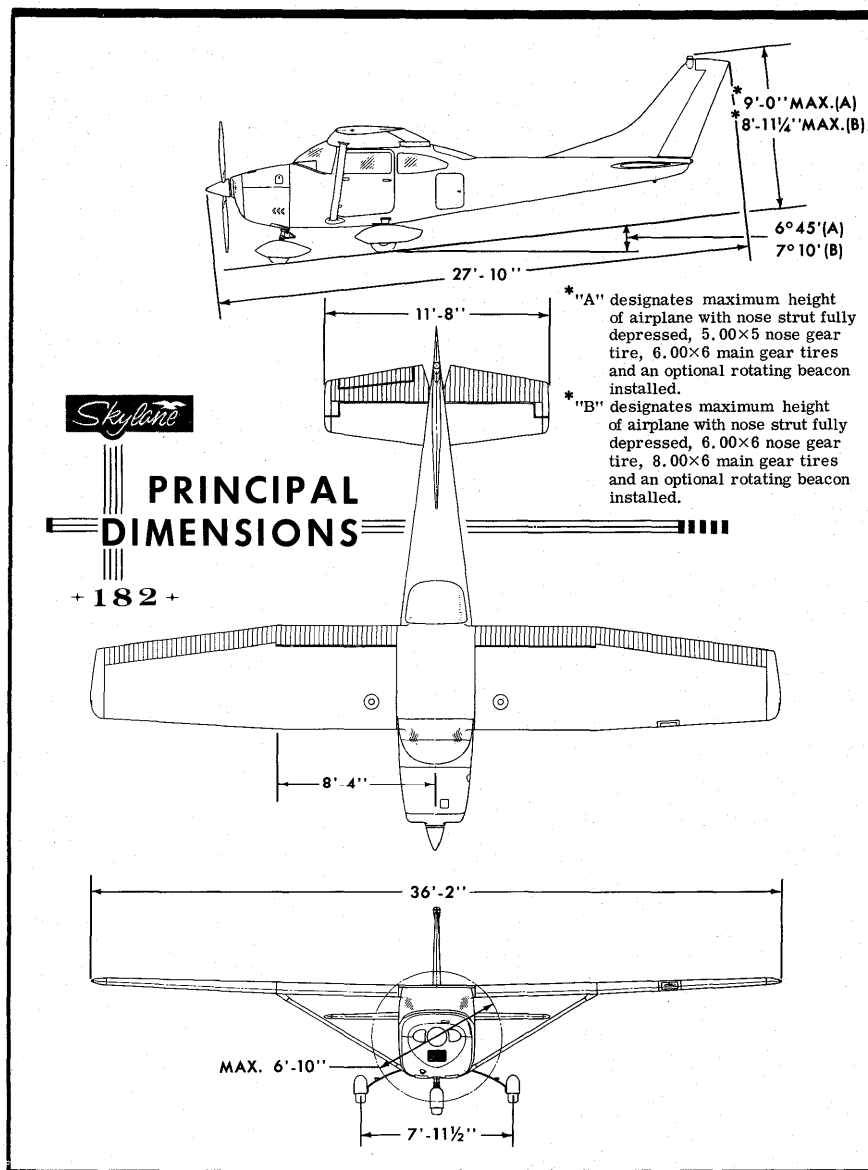


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This manual describes the operation and performance of both the Cessna Model 182 and the Cessna Skylane. Equipment described as "Optional" denotes that the subject equipment is optional on the Model 182. Much of this equipment is standard on the Skylane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

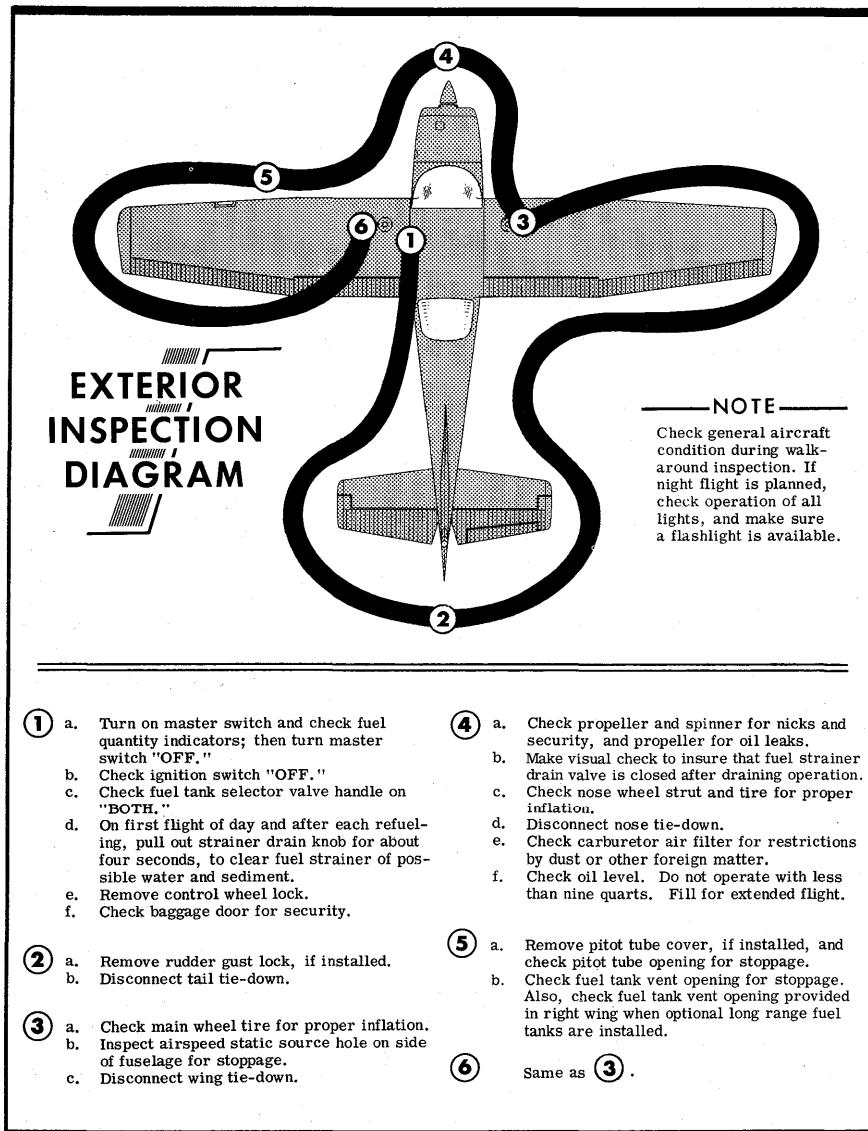


Figure 1-1.

Section 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 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."

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 (4.5 inches of mercury desired, 3.75 to 5.0 acceptable).
- (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.