



YOUR 1961 CESSNA

182D

AND

Skylane

OWNER'S MANUAL



DESCRIPTION

wall, connected to the fuel strainer outlet and to the oil pump inlet. The valve is opened by pressing a push-button switch (figure 1-2) on the instrument panel.

Detailed operating procedures for the oil dilution system are contained in Section III.

AIR INDUCTION SYSTEM.

Air is ducted to the carburetor from an air scoop located high up on the lower cowl half. Dirt and other foreign matter is filtered from the incoming air by a filter screen located in the air scoop. Proper cleaning and servicing of this air filter is important to increase life and maintain top efficiency of the engine. The filter should be serviced every 25 hours (during regular oil change) or oftener when operating in dusty conditions. Under extremely dusty conditions, daily maintenance of the air filter is recommended. Refer to the servicing instructions labeled on the carburetor air filter for the servicing procedure to be used.

FUEL SYSTEM.

Fuel is supplied to the engine from two rubberized, bladder-type fuel cells, one located in each wing. From these tanks, fuel is gravity-fed through a fuel selector valve and fuel strainer to the engine carburetor.

Refer to Servicing Diagram, figure 5-1, for a summary of fuel system servicing information.

FUEL SELECTOR VALVE.

A rotary-type fuel selector valve is located between the front seats at the aft end of the cabin floor tunnel. The valve has four positions labeled "BOTH OFF," "LEFT TANK," "BOTH ON," and "RIGHT TANK." The "BOTH OFF" position shuts off both fuel tanks from the fuel system and allows no fuel to pass the fuel selector valve. The "LEFT TANK" or "RIGHT TANK" position allows fuel to flow from only one fuel tank at a time, while "BOTH ON" permits simultaneous flow from both tanks. Important — The fuel valve handle is the pointer for the fuel se-

FUEL QUANTITY DATA (U.S. GALLONS)					
TANKS	NO.	USABLE FUEL ALL FLIGHT CONDITIONS	ADDITIONAL USABLE FUEL (LEVEL FLIGHT)	UNUSABLE FUEL (LEVEL FLIGHT)	TOTAL FUEL VOLUME EACH
LEFT WING	1	27.5 gal.	3.5 gal.	1.5 gal.	32.5 gal.
RIGHT WING	1	27.5 gal.	3.5 gal.	1.5 gal.	32.5 gal.

TAKE - OFF DATA

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

GROSS WEIGHT LBS.	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	TO CLEAR 50' OBSTACLE	GROUND RUN	TO CLEAR 50' OBSTACLE	GROUND RUN	TO CLEAR 50' OBSTACLE	GROUND RUN	TO CLEAR 50' OBSTACLE
2100	0	335	715	390	810	465	935	560	1100
	15	185	465	225	540	270	625	330	745
	30	75	260	95	305	125	365	160	450
2400	0	440	895	525	1040	630	1210	770	1465
	15	255	600	310	700	380	835	475	1020
	30	115	350	150	420	190	510	245	640
2650	0	555	1080	665	1260	790	1500	965	1835
	15	330	735	405	865	490	1050	655	1345
	30	160	445	205	535	255	665	335	845

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

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.		
	BEST CLIMB IAS MPH	RATE OF CLIMB FT/MIN	GAL. OF FUEL USED	BEST CLIMB IAS MPH	RATE OF CLIMB FT/MIN	From SL FUEL USED	BEST CLIMB IAS MPH	RATE OF CLIMB FT/MIN	From SL FUEL USED	BEST CLIMB IAS MPH	RATE OF CLIMB FT/MIN	From SL FUEL USED	BEST CLIMB IAS MPH	RATE OF CLIMB FT/MIN	From SL FUEL USED
2100	87	1470	1.5	82	1200	2.4	78	925	4.3	73	655	6.2	68	385	9.0
2400	88	1210	1.5	84	960	3.1	80	710	5.0	76	460	7.6	71	210	12.0
2650	90	1030	1.5	86	795	3.5	83	560	5.9	78	325	9.3	74	90	17.1

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 6-2. Take-Off and Climb Chart