

TYPE CERTIFICATE DATA SHEET NO. 3A13

This data sheet which is part of Type Certificate No. 3A13 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder Cessna Aircraft Company
P. O. Box 7704
Wichita, Kansas 67277

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V - Model 182E, Skylane, 4 PCLM (Normal Category), Approved June 27, 1961
Model 182F, Skylane, 4 PCLM (Normal Category), Approved August 1, 1962
Model 182G, Skylane, 4 PCLM (Normal Category), Approved July 19, 1963

Engine Continental O-470-L or O-470-R

*Fuel 80/87 minimum grade aviation gasoline

*Engine Limits For all operations, 2600 r.p.m. (230 hp.)

Propeller and 1. Hartzell constant speed

Propeller Limits (a) Hub HC82XF-1 or HCA2XF-1 or BHCA2XF-1 with 8433-2 blades

Diameter: not over 82 in., not under 80 in.

Pitch settings at 30 in. sta.:

low 12°, high 24°

(b) Cessna spinner 0752006

(c) Woodward governor 210065, 210105, 210155, or 210340

(Not eligible on O-470-R engine installation)

2. McCauley constant speed

(a) Hub 2A36C1-U/90M-8, 2A36C18/90M-8 or 2A36C29/90M-8 blades

Diameter: not over 82 in., not under 80 in.

Pitch settings at 36 in. sta.:

low 10.5°, high 22°

(b) Cessna spinner 0752004

(c) Woodward governor 210065, 210105, 210155, 210345, or 210452,
or McCauley C290D2/T1 or C290D3/T1

3. Hartzell constant speed

(a) Hub BHC-C2YF-1 with 8468-2 blades

Diameter: not over 82 in., not under 80 in.

Pitch settings at 30 in. sta.:

low 13°, high 24°

(b) Cessna spinner 0752619

(c) Woodward governor 210105AF, 210340, or 210451

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Propeller and 4. McCauley constant speed

Propeller Limits (cont'd) (a) Hub 2A34C50/90A-8 or 2A34C66/90AT-8 blades

Diameter: not over 82 in., not under 80 in.

Pitch settings at 36 in. sta.:

low 10.5°, high 21.5°

(b) Cessna spinner 0752004

(c) Woodward governor 210065, 210105, 210155, 210345, or 210452,
or Garwin 34-828-01, or McCauley C290D2/T1 or C290D3/T1

5. Aircraft reworked per Cessna Service Kit SK182-121:

McCauley constant speed (Threadless)

(a) Hub 2A34C203/90DCA-8 blades

Diameter: not over 82 in., not under 80.5 in.

Pitch settings at 30 in. sta.:

low 12.5°, high 25.0°

(b) Cessna spinner 0752004

(c) Woodward governor 210065, 210105, 210155, 210345, or 210452,
or Garwin 34-828-01, or McCauley C290D2/T1 or C290D3/T1

*Airspeed Limits Maneuvering 128 m.p.h. (111 knots)

(CAS) Maximum structural cruising 160 m.p.h. (139 knots)

Never exceed 193 m.p.h. (168 knots)

Flaps extended 110 m.p.h. (96 knots)

C.G. Range (+38.4) to (+47.4) at 2800 lb.

(+33.0) to (+47.4) at 2250 lb. or less

Straight line variation between points given

Empty Wt. C.G. Range None

*Maximum Weight 2800 lb.

No. of Seats 4 (2 at +36, 2 at +71)

Maximum Baggage 120 lb. (+97)

Fuel Capacity 65 gal. (60 gal. usable); two 32.5 gal. tanks in wings at +48

See NOTE 1 for data on unusable fuel

Oil Capacity 12 qt. (-15) (6 qt. usable)

See NOTE 1 for data on undrainable oil

Control Surface Wing flaps 40° +1°, -2°

Movements Elevator tab Up 25° +2° Down 15° +1°

Ailerons Up 20° +2° Down 15° +2°

Elevator (relative to stabilizer) Up 26° +1° Down 17° +1°

Rudder Right 24° +1° Left 24° +1°

Serial Nos. Eligible Model 182E: 18253599 through 18254423 (1962 Model)

Model 182F: 18254424 through 18255058 (1963 Model)

Model 182G: 18255059 through 18255844 (1964 Model)

Section II

DESCRIPTION AND OPERATING DETAILS

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

FUEL SYSTEM.

Fuel is supplied to the engine from two tanks, one in each wing. With the fuel selector valve on BOTH, the total usable fuel for all flight conditions is 60 gallons for the standard tanks.

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.

The fuel selector valve should be in the BOTH position for take-off, climb, landing, and maneuvers that involve prolonged slips or skids. Operation from either LEFT or RIGHT tank is reserved for cruising flight.

NOTE

When the fuel selector valve handle is in the BOTH position in cruising flight, unequal fuel flow from each tank may occur if the wings are not maintained exactly level. Resulting wing heaviness can be alleviated gradually by turning the selector valve handle to the tank in the "heavy" wing.

NOTE

It is not practical to measure the time required to consume all of the fuel in one tank, and, after switching to