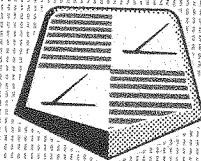


Your '56



CESSNA 182



**Owner's
Manual**

tain wings level.

- (3) Hold nose wheel on ground 5-10 MPH above normal take-off speed.
- (4) Take-off abruptly to prevent airplane from settling back to the runway while drifting.

CLIMB.

- (1) If no obstacle is ahead, climb out with flaps up at 100-120 MPH with 23 inches manifold pressure and 2450 RPM.
- (2) If maximum climb performance is desired, use full throttle, 2600 RPM, and 89 MPH, IAS at sea level (See figure 16). Reduce climb speed about ½ MPH for every 1000 feet of altitude above sea level.
- (3) To climb over an obstacle after take-off, the best angle of climb speed (70 MPH, IAS) should be used.
- (4) Mixture should be full rich unless engine becomes rough due to rich mixture.

CRUISING.

- (1) Select cruising power setting from range charts (Figure 18) for desired range and speed.
- (2) Maximum recommended power setting for cruise is 23 inches manifold pressure and 2450 RPM.
- (3) After speed has stabilized, trim airplane with adjustable stabilizer control wheel.
- (4) Lean mixture as follows: pull mixture control out until airspeed starts to drop or engine becomes rough; then, enrichen mixture slightly beyond this point. Any change in altitude, power, or carburetor heat will require a change in lean mixture setting. Do not lean mixture with power setting above 23 inches of manifold pressure and 2450 RPM.
- (5) Check engine instruments for indications within their normal operating range (green arcs).

LET-DOWN

- (1) Set mixture control "Full Rich" (full in).
- (2) Reduce power to obtain let-down rate at cruising speed.
- (3) Apply sufficient carburetor heat to prevent icing, if icing conditions exist.

BEFORE LANDING.

- (1) Set fuel selector valve to "Both".
- (2) Recheck mixture "Full Rich" (full in).
- (3) Set the propeller control for at least 2450 RPM so that high power will be available in the event of a go around.

- (4) Apply carburetor heat before closing throttle.
- (5) Glide at 80-90 MPH with flaps up.
- (6) Lower flaps as desired below 100 MPH.
- (7) Maintain 70-80 MPH with flaps extended.
- (8) Trim airplane with adjustable stabilizer for glide.

LANDING.

NORMAL LANDING.

- (1) Flare out the approach several feet above the ground.
- (2) Endeavor to contact the ground in a slightly nose high attitude, just sufficient to prevent hitting the nose wheel first.
- (3) Lower the nose wheel down gently after speed is diminished.

SHORT FIELD LANDING.

- (1) Make a power-off approach at 70 MPH with flaps down 40°.
- (2) Flare-out several feet above the ground so that the main wheels will contact first.
- (3) Lower nose wheel to the ground immediately after touch-down.
- (4) Apply heavy braking as required.

CAUTION

Excessive braking will skid tires, resulting in lengthened ground run and tire damage.

LANDING IN STRONG CROSS WIND.

- (1) It is preferable, if field length permits, to land with flaps retracted.
- (2) Use wing low, crab, or combination method of drift correction.
- (3) Land in a nearly level attitude.
- (4) Hold straight course with steerable nose wheel and occasional braking if necessary.

AFTER LANDING.

- (1) Raise wing flaps after completion of landing roll.
- (2) Carburetor heat "Off".
- (3) Stop engine by extending mixture control knob to "Full Lean".
- (4) After engine stops, turn ignition switch "Off".
- (5) Turn master switch "Off". *Be Sure* — otherwise the battery may run down overnight.
- (6) Set parking brakes, if required.