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 carburetion 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.