

Official Publication of the Cessna Owner Organization Since 1975

CESSNA

OWNER MAGAZINE

SKYLANE OWNERS GUIDE

2020 EDITION

EXPERT REVIEW
OWNER RESTORATION
50 OWNER TIPS



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FROM THE EDITOR



Welcome to the 2020 *Cessna Owner* magazine Skylane Owner's Guide. This guide is intended to give you advice on owning a Cessna 182, whether you're researching before you buy or own one and are looking for tips.

If you're not familiar with us, *Cessna Owner* magazine is produced by the Cessna Owner Organization, a member organization with thousands of Cessna owners who collaborate to help each other safely and enjoyably fly their planes. For just \$59 a year, COO members receive:

- 12 monthly magazines with articles like those in this Owner's Guide.
- A members-only forum where you can get answers and advice from people who own Skylanes in addition to our organization's suite of experts.
- A tech line including phone and email support from our organization master pilot and A&P/IA.
- Articles in recent magazines have included:
 - Avionics: The Perfect Panel (3-part series).
 - Learning to Buy or Buying to Learn: Which ownership path is better?
 - Determining the right value for your aircraft.
 - How to Properly Preflight.
 - Dozens of member restorations and hundreds of member-written tips.

We hope you take the next step and sign up to join the conversation, get your most-pressing questions answered, and read the best advice articles available anywhere. See the special offer on the facing page.

Tailwinds,

Katie

Katie Holliday-Greenley
Aviation Editor



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2020 Skylane Owners Guide

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Photos by Jack Fleetwood (www.JackFleetwood.com)

New vs. used has been one of the most common controversies in general aviation for years. Some buyers simply wouldn't consider a used airplane, no matter how well it's been maintained or how few hours it's logged. Others regard a used plane as a possible bargain, partially because many used flying machines can be refurbished to look almost identical to their younger kin. I operated a 1963 Skylane for a Los Angeles publishing company for about 15 years, and after our total rebuild of paint, interior and avionics, people used to ask how we liked our "new" Skylane.

Cessna success

In fact, the Cessna Skylane has been one of the flying public's favorite personal airplanes for over a half-century. Some would argue it is nothing less

than THE preeminent private aircraft. Though its attributes aren't outstanding in any one category, its talents are so numerous in every parameter that it outclasses practically everything else in its price class.

Indeed, Cessna has capitalized on the 182's simple talents, sticking with tried and true performance and durability rather than attempting to innovate and perhaps lose the confidence of pilots around the world. (Remember the diesel?) The Cessna Skylane continues to be one of the simplest and most trusted airplanes in the sky, and that counts for a lot.

A major portion of Cessna's success with the 182 has come from overseas sales. In addition to its popularity in Europe, the 182 enjoys applications in places where runways aren't necessarily better than short,



Skylane:
World's
Best
Used
Aircraft?

New or used, it's still the world's simplest and most-trusted airplane

unimproved dirt or grass strips, sometimes located in unlikely locations where other airplanes might fear to roll a tread.

The earlier, tailwheel Cessna 180 and 185 are perhaps more famous for bush operation. With the third wheel mounted under the elevator and the CG behind the main gear, the airplane was better suited to the sometimes hostile off-airport environment, but both of those models have been out of production since 1985. If you need the big wing and carrying capacity of a four-seater in a new Cessna, the Skylane may be the best bet. While it's true the 182 is a nose-wheel machine, and the CG is, by definition, forward of the main gear, the airplane can still serve well in the boonies, provided the pilot removes the delicate, composite wheel pants.

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The revered 182

Since 1956 when the 182 premiered, with a carbureted Continental O-470 engine at an average equipped price of \$16,770, the airplane has become perhaps the second most revered of Cessnas, right behind the Skyhawk. The type has been drafted into every possible mission, and despite those cynics who claim the glass is half empty, the Skylane has changed just enough to maintain its minor celebrity status in general aviation.

The original 182 was a fastback design with no rear window and a stubbornly vertical tail. By 1960, the tail had been swept to a more eye-pleasing configuration, and by 1962, the rear window was added to provide a mail-slot slice of visibility to the rear. The basic airplane remains in that configuration. In fairness, neither improvement was more than aesthetic.

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After that, the Skylane adopted electric flaps, improved wing tips, and more aerodynamic wheel fairings. In 1981, turbocharging became an option.

Then, everything was put on hold in 1986 when Cessna shut down all piston aircraft production, allegedly because of lack of a liability protection bill to protect manufacturers from frivolous lawsuits, even after an airplane was 40 years old. The market was falling on its sword at the time, and most industry observers felt Cessna was simply reallocating resources to more profitable products, namely jets.

When President Clinton signed the General Aviation Revitalization Act of 1994, establishing an 18-year statute of repose on liability lawsuits, Cessna agreed to restart piston production, and the Skylane was one of the first airplanes revived. In 1997, the company resuscitated the Skyhawk, Skylane and Stationair.

Why is the Skylane so popular?

Cessna switched to an injected Lycoming IO-540 engine in both normally aspirated and turbo models of the Skylanes. In 2006, the airplane received the new Garmin G1000 glass panel. While that's not exactly a startling record of innovation, it's been enough to keep the airplane relevant and in strong contention against practically every other comparable four-seater above the planet. To date, some 26,000 Skylanes have been built, sold and resold to perhaps 200,000 different owners. The logical question remains for new pilots stepping into the lightplane marketplace; why is the Skylane so consistently popular?

Perhaps the basic attraction begins with the big, benign, Cessna wing. For technology mavens, the airfoil is essentially the same gentle, forgiving, modified NACA 2412 airfoil section utilized on the Skyhawk and 152. In the Skylane's case, the wing

area is 174 square feet and dihedral is just under two degrees. As with most other piston Cessna singles, the wing is supported by a pair of beefy struts, tough enough to give the Skylane a nearly clean record against structural failures.

The landing gear is sprung steel tube, rugged yet flexible enough to withstand the abuse of low-time pilots. Cessna called the gear Land-O-Matic, implying that landings were in some sense automatic. That was obviously an oversimplification, but by any name, the Skylane's gear was a forgiving system, capable of absorbing significant impacts without generating a bounce.

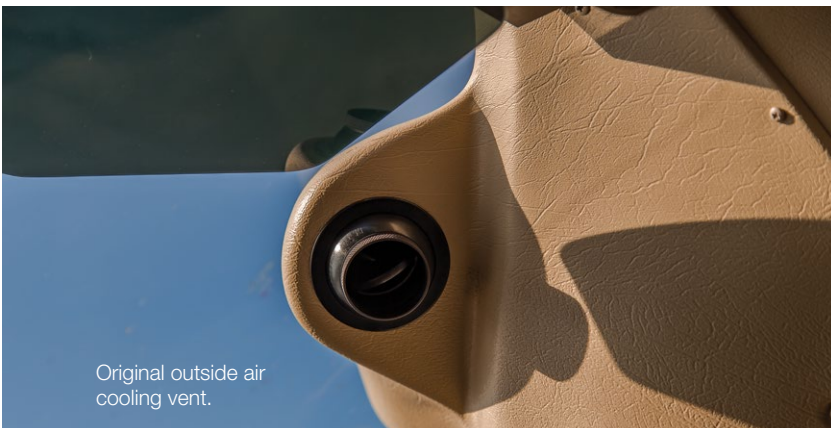
(For those who loved Skylanes but wanted more speed, there was even an alternative. Back in the late 1970s, Cessna borrowed a page from the Centurion and folded the wheels up into the bottom fuselage, creating the Skylane RG and Turbo Skylane RG. This added 12 and 30 knots respectively to cruise performance.)

On the early Skylanes, the airplanes were renowned for being nearly full fuel/full seat machines, but inevitably, the 182, like most people, gained weight with age. A 1980 model featured a gross weight of 2,950 pounds with an empty of 1,762. Subtract 88 gallons of fuel from the useful of 1,188 pounds and you were left with 660 paying pounds, not bad for a four-seater. In contrast, today's airplanes are at least 220 pounds heavier. Gross weight has been increased to partially keep up with the higher empty weight, but the result is nevertheless 70-80 pounds added to empty weight, reducing the possible passenger load to three souls plus baggage. This still leaves the Skylane an exceptional choice for a family with two kids or for a businessman who must fly with two passengers on a regular basis.





Custom panel with JPI engine monitor, Aspen 1000 PFD and Garmin 750 GPS.



Original outside air cooling vent.

Vintage doesn't change durability

As mentioned above, power for all the first generation, normally aspirated Skylanes was provided by a carbureted Continental O-470 engine, developing 230 hp and driving a McCauley constant speed prop. All the second generation 182s (post 1996) switched to injected Lycoming IO-540 engines, derated to 235 hp, again in normal and heavy breathing mode. Though TBO on the early engine was 1,500 hours, the O-470 gained a reputation for extreme reliability and endurance. The newer Lycomings are rated for 2,000 hours between overhauls.

Such power produces strong climb, especially if you're flying slightly under gross. The airplane will easily ascend at 1,000 fpm or better, much better if you're flying alone or with only two up front. That's one reason Skylanes are considered reasonable airplanes for moderate density altitude situations. Denver or Albuquerque in summer isn't out of the question. Service ceiling on the newer airplanes is listed as 18,100 feet.


Cruise speed is pegged at 150 knots at max gross weight with all vents closed, the CG at the aft limit, the airplane clean and all leading edges waxed, engine and prop properly set, and wings/ailerons/flaps/elevator/rudder rigged to

perfection. (OK, it's probably closer to 145 knots in reality.) To be honest, I haven't flown a new model at gross for several years, but I did ferry a stock 2011 model from the Sun 'n Fun Fly-in in Lakeland, Florida to Long Beach, California, and the true airspeed was near book with me plus suitcases plus miscellaneous cargo aboard.

Standard fuel on most Skylanes is 88 gallons. At a typical specific fuel consumption of .43 pounds/hp/hr, you could reasonably expect to burn about 12.5 gph at 75 percent power. That works out to 5.5 hours endurance, longer than most folks are willing to sit in any airplane without luxury seating and a hot meal. It is enough for a no-wind cross country of perhaps 770 nm for those who are willing to forgo such amenities. Pulled back to 55 percent, you could flight plan for legs over 900 nm.

The 182 is a fairly stable machine on trips of any length. Gross weight was 2,950 on the last of the first-generation airplanes and 3,100 on the first of the second generation Skylanes. The earlier models featured the poorly regarded ARC autopilots, while the later models offered King or Garmin 700 auto flight systems. For those pilots willing to ascend above the low-level chop into smooth air, the Skylane provided a stable ride, fairly secure in both pitch and roll.

Skylanes of all vintage make reasonable short field airplanes, allegedly capable of leaping off in a shorter distance than they need for landing. That's an unusual attribute, as most other models can fit into places they can't easily sneak back out of. Certainly, a major contributing factor to the 182s short field manners is the huge, wide chord flaps, among the most effective in the industry. The official numbers are 590 horizontal feet for takeoff and 705 feet for landing. This suggests that a Skylane could work well on any unobstructed short strip, say 1,000 to 1,500 feet, as long as it wasn't too rough.

So, we're finally back to the question we asked at the beginning. It's likely every pilot would prefer to buy new if he could afford it, and the factors that affect that decision are myriad and complex. Today's Skylanes are almost ridiculously durable and reliable, and at nearly \$500,000 (base price 2018), they should be. The good news is that for about half that amount, you can buy a 2006 model with nearly the same talent and electronic capability, including the Garmin G1000. Skylanes may not last forever, but they all can do pretty much the same job, no matter what their age. As Cessna builds into the seventh decade of model 182 production, the Wichita company continues to improve on a winning formula. If you're like me, you can't help but respect an airplane that continues to find new cheeks to turn to the calloused hands of time. 

SPECIFICATIONS & PERFORMANCE

2006 Cessna Skylane 182

All specifications and performance figures are drawn from official sources, often the aircraft flight manual or, in the case of new aircraft, the manufacturer's website. Treat them accordingly. (Another reliable source of information is Jane's All-the-World's Aircraft, in this instance, the 2006/2007 edition.) Prices are quoted from Aviation Week's Aircraft Bluebook, Summer 2019.

Specifications

| | |
|-----------------------------------|-------------------------|
| New Price - 2006: | \$326,150 |
| Current Used Price - 2019: | \$235,000 |
| Engine(s)- make/model: | Lyc IO-540-AB1A5 |
| Hp: | 235 |
| Fuel type: | 100LL |
| Landing gear type: | Ti/Fixed |
| Max TO weight (lbs): | 3100 |
| Empty weight (lbs): | 1924 |
| Useful load-std (lbs): | 1176 |
| Usable fuel-std (gal/lbs): | 88/528 |
| Full std fuel (lbs): | 652 |
| Wingspan: | 35' 10" |
| Overall length: | 28' |
| Height (ft): | 9' 3" |
| Wing area (sq ft): | 174 |
| Wing loading (lbs/sq ft): | 16.9 |
| Power loading (lbs/hp): | 12.8 |
| Seating capacity: | 4 |
| Cabin doors: | 2 |
| Cabin width (in): | 44 |
| Cabin height (in): | 41 |

Performance

| | |
|--------------------------------------|---------------|
| Cruise speed (max kts-75%): | 150 |
| Cruise Fuel Burn (gph/lbs): | 12.8 * |
| Best rate of climb, SL (fpm): | 924 |
| Service Ceiling (ft): | 16,100 |
| Stall (V_{so} - kts): | 49 |
| TO over 50 ft (ft): | 1,514 |
| Ldg over 50 ft (ft): | 1,350 |



Bill Cox took his first flight in a Piper J-3 Cub in 1953 and has logged some 15,000 hours in 311 different types of aircraft since. He has authored more than 2,200 magazine articles and was the on-camera host of the 1980s TV series "ABC's Wide World of Flying." Bill is currently rated Commercial/Multi/Instrument/Seaplane/Glider/Helicopter. He can be contacted via email at flybillcox@aol.com.

About the Cover Plane

Mariann and Travis Colvin
2001 Cessna 182T
Round Rock, Texas

By Mariann Colvin

“We do a lot of traveling from Round Rock, Texas, (just north of Austin) to south Texas for the weekend. The drive takes over four hours so when the time and opportunity for Travis to become a private pilot presented itself, he jumped at it thinking we could cut that time down considerably sometimes by flying.”

“My father encouraged me to also become a pilot since Travis and I would be traveling together the majority of the time. I agreed and before I knew it, we were both private pilots. N716MT was tied up at a Toronto airport with a Canadian tail number when we found her online. We brought her to Texas, gave her a bath, new name, and a brand new avionics panel, and now we can make it to south Texas in a much more timely and entertaining way.”

Tell us what’s interesting or unique about this 182

“This plane was first bought and flown in the USA. It was then bought and taken to Canada, and then bought by us and brought back to the USA.”

Tell us about the panel

“Our panel upgrades included a JPI Engine Monitor, Aspen PFD, and Garmin GTN 750. We have loved all the upgrades but it has been overwhelming at times learning all the new avionics.”

What is your advice for somebody considering buying a 182?

“This plane is nose heavy, much more than the Cessna 172s we trained with. When you pull power, the nose will drop quickly, so be ready for it and you’ll never have a problem.”

What is this plane’s biggest challenge?

“For us, useful load. We are a big, growing family. It doesn’t take much for us to get loaded down quickly. The Cessna 182T won’t always be big enough for us in the future when we are traveling as a family.”

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Mariann, Travis, and son Barrett Colvin



Australian Hangar Queen Restored



Laurie Shaw restores his uncle's 182 to like-new

Every old airplane has a story and a storyteller. For VH-EHC, Laurie Shaw is the storyteller keeping its legacy alive. Laurie's uncle, James "Sandy" Kidd, bought the 182 in the early 1990s to replace his 172A.

"It was a beautiful airplane, but he wanted something a bit faster and a wee bit bigger," Laurie said. "He used [the 172] as a bush aircraft in central Queensland and he did some general flying. It's a big country ... so he used it to move around but also as a general utility type of aircraft. He did some aerial mustering in it as well. Before helicopters became the norm for mustering cattle in this country, he was one of the pioneers doing aerial mustering in that 172 and was the first regulator-authorized, fixed-wing aerial mustering examiner in the country. He did some mustering in the 182 but it wasn't as nimble as the 172."

So, the 182 became primarily a bush aircraft in the outback of Australia and, as is common with bush planes, it took a bit of abuse.

"At one stage the doors didn't close properly, and kangaroos got in there," Laurie said. "It was a real McDonald's farm there at one stage. And, of course, what happens in Australia ... it's a country of feast and famine as you've probably seen with the bush fires and floods and rain and stuff. Out there they do occasionally get big heavy rains. They'll have plagues ... grasshoppers and rats and all sorts of things. ... I know he had kangaroos in there at one stage and had to shoo them away because they're actually pests in that country up there in plague proportions."

Sandy flew the 182 for about 15 years before he was "voluntold" to stop flying after he was diagnosed with dementia.



Inset: Laurie's uncle Sandy mustering sheep in his 172 in the early 1970s.

Above: Although the nose section was well-protected while Laurie Shaw's 182 sat idle, there was still corrosion under the cowling. Ultimately, the O-470R was deemed too damaged and Laurie is currently flying on a loaner O-470U while he awaits his new engine.

“He knew that country like the back of his hand,” Laurie said. “He just went flying one day with my cousin, his son, and he had trouble finding the airstrip even though he’d been flying around it for like 45 years.”

After that, the airplane was grounded while the family decided what to do with it.

“I’ve got a cousin who’s a helicopter pilot, he’s a mustering pilot, but I’m the only one in the extended family who is a fixed-wing pilot,” Laurie said. The 182 sat for 9 years before Laurie finally took it home.

“I’d always been interested in acquiring it and keeping the legacy going,” he said. “It wasn’t until about the ninth year my cousin said, ‘Yeah, we’re not going to use it.’ So, I got it valued and paid \$15,000 for the airframe. It was pretty much a wreck.”

The aircraft underwent a maintenance check before being flown to his home airport in Toowoomba. Although it had never been crashed, the 182 was in bad shape. Laurie said that his plan from the beginning was to take the airframe apart, inspect it, clean up any corrosion, and then begin the restoration. He knew it would be in rough shape but wasn’t expecting it to be as badly corroded as it was.

“I got lulled into a false sense of security given that the bush is very arid, dry climate out there but in fact the opposite is true. Of course, I discovered this after the fact,” Laurie said. “The fine dust that they have out there is actually very corrosive once it sticks to a bit of moisture. ... I got a huge shock with the amount of work that had to be done as far as the corrosion was concerned.”

VH-EHC had been partially hangared for the majority of the time it sat idle — it was out in the elements for about 6-12 months — so the damage to the airframe varied depending on how protected it had been.

“It was just so decrepit,” Laurie said. “Before we flew it home, we found fossilized rats up in the wing struts and the wiring ... up behind the instrument panel had been chewed by rats. ... It was just awful.



The airframe suffered extensive corrosion and several sections had to be replaced including a few ribs in the tail section and the aft carry-through spar.

RESOURCES

AeroLEDs

www.aeroleds.com

Airtex

www.airtexinteriors.com

Alpha Avionics

www.garmin.com/general-aviation

Hazleton Aero Paint

www.hazletonaeropaint.com

NorthPoint Aviation (P.Ponk STC)

www.northpointaviation.net

Plane Plastics

www.planeplastics.com

PS Engineering

www.ps-engineering.com

Genesys Aerosystems (S-TEC)

www.genesys-aerosystems.com





Above: Laurie designed a new layout for his panel that is heavily influenced by his career as an airline pilot: lots of glass.

Left: The original panel was damaged by time, the elements, and rats that chewed through the wires. Laurie took that as a sign and had a new panel mount (bottom left) created.

Of course, rats had just destroyed the inside. It had really deteriorated over the years. Plus, he used it as a bush aircraft. He used to cart around dead sheep and all sorts of things in there. It was a typical bush aircraft and my uncle was a heavy smoker, so it was cigarette butts everywhere. The tail of the aircraft sat out in the elements there, so it was badly corroded while the front of it was OK. A lot of [the tail] had to be rebuilt. A couple of ribs in the tail section were just completely corroded."

In order to pass inspection, those ribs had to be replaced rather than cleaned up. The 182 also suffered an issue that has been a topic of concern recently in other Cessna models.

"We had a crack in the aft carry-through up in the wing spar there," Laurie said. "The regulator guys

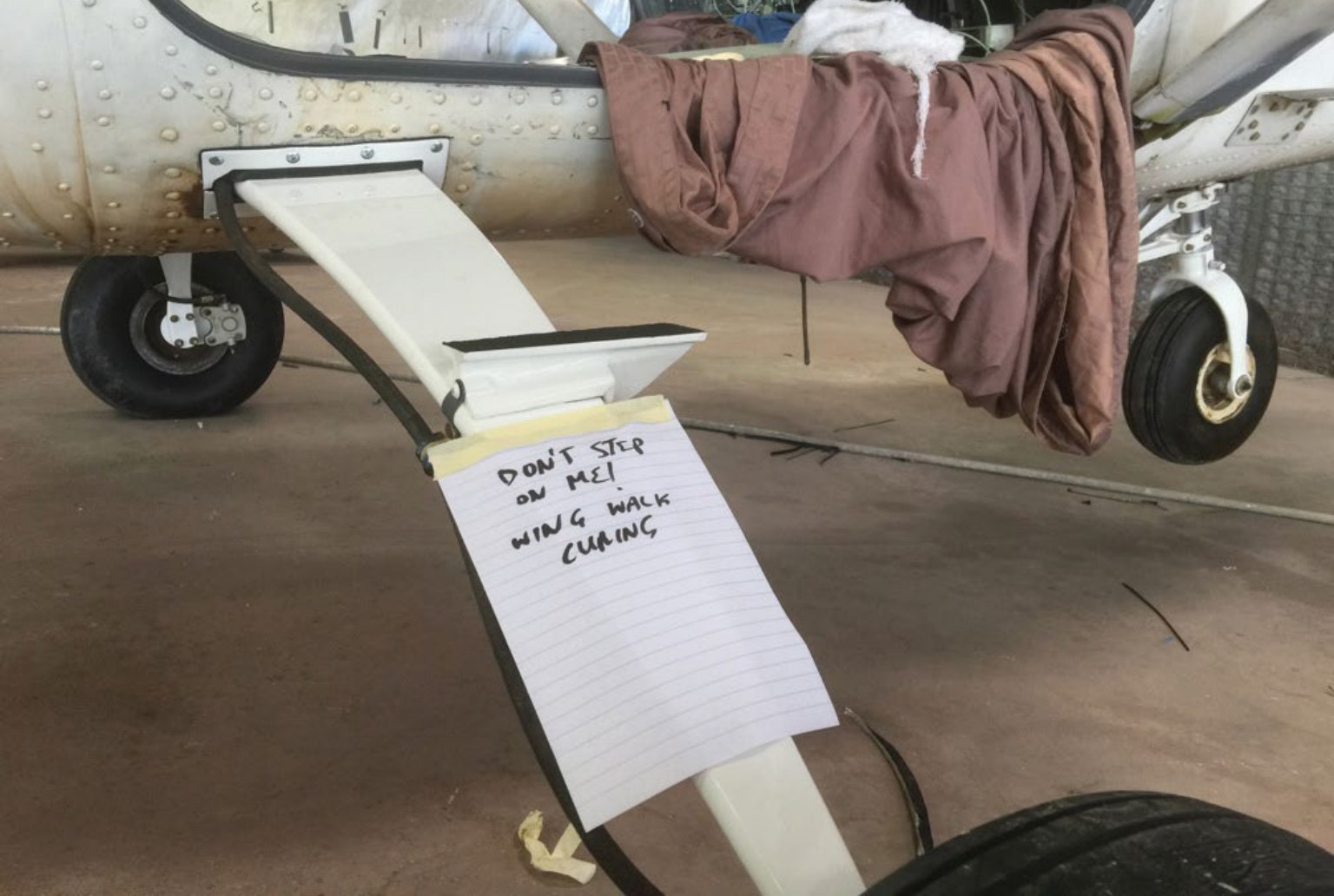
that I work with here ... they said that's quite common in that type of aircraft at that age. So that had to be replaced. In the wing section there was very little to no corrosion and the bit there was we were able to just clean it out with a plastic brush.

"We did the whole SID (Supplemental Inspection Document) inspection, it's not mandatory in the United States but in Australia it is," Laurie said. "I decided to do the whole lot at once because I didn't want to risk anything."

Once the corrosion was taken care of, Laurie got to work on the restoration starting with the interior, which Laurie chose with help from his wife, Megan. The new interior is light gray with cushy, inviting leather seats.

"I used a company in the United States for the interior: Airtex over there in Pennsylvania," Laurie said. "I basically sent them the dimensions, the aircraft model, make serial number, and all that. They cut up the material I wanted and sure enough it came in the post and the maintenance organi-





zation reupholstered. They did a fantastic job.”

Since the cockpit had been protected for most of its idle years, the seat frames were in decent shape and didn’t need to be replaced.

“I sandblasted the [seat frames] and got them powder-coated,” Laurie said adding that he also had headrests made up. He then turned to replacing the interior plastics, which he purchased from Plane Plastics in Alva, Oklahoma.

“Airframes at that age especially they get bent and morphed ... so those plastic bits have to be heated and molded a little bit to secure into the airframe,” Laurie said. “But the engineers, we call them engineers in this country, the mechanics did a great job.”

Replacing and repairing upholstery and interior plastics is something American and Canadian owners often do themselves, but Laurie said that due to the stricter rules governing Australian aircraft owners, he was limited in what he could do on the airplane. He also had to

spend time making sure he was in compliance with the regulator for STCs and engineering orders for the changes made during restoration.

“Australia’s pretty strict in that regard what individuals can do,” he said. “I was out there every week when I wasn’t working myself just doing what I could do. Just odd jobs around the hangar cleaning bits and pieces and stuff and cleaning interior. I cleaned that aircraft like you wouldn’t believe!”

One of the parts of the interior restoration that needed the most clean-up was the yokes, which Laurie preferred to restore rather than replace.

“That’s something I really wanted to keep because there’s that sentimental attachment I guess you can call it,” Laurie said. “I took the yokes to a highly reputable sandblaster. They were caked in all sorts of old grime and paint. They’d been painted over so many times.”

With the yokes cleaned up and repainted, Laurie had the original chrome logo refurbished and the yokes now look brand-new.

The aforementioned rat problem, in addition to age and damage from the elements, meant that the existing avionics were shot. Laurie took that as an opportunity to completely redesign the panel to his liking, which, as an airline pilot, meant lots of glass.

“Ray Wolfbrandt from Alpha Avionics at Torrance Airfield down there in California just south of LAX was recommended by a friend and does a great job,” Laurie said. “Ray and his business partner Greg used to work for United Airlines as engineers.”

While in California on vacation, Laurie met up with Ray, and they sketched out what he wanted for the panel on a large piece of butcher paper. Once back in Australia, Laurie made a template of the panel space and sent it across the globe to California. The finished panel is powder-coated in a light gray to match the interior and the switch labels and registration number are engraved in white.

“It’s such a professional job,” Laurie said. “Everyone comments on it. Even down to the little details. The



Above: As a bush plane, VH-EHC took a lot of abuse and the interior was severely damaged by rats, kangaroos, and other animals in the Australian outback. The seat frames were salvaged, but Laurie had all-new leather upholstery put in from Airtex.

retro Cessna logo I've got up in the right-hand corner of the panel."

In addition to a few traditional round gauges, Laurie has a Garmin G500 and GTN 650 and JP Instruments 930 engine monitor. His audio panel is a PMA8000BT from PS Engineering and he uses an iPad for backup to his electronics.

"I've still got the original autopilot in there, well it's not the original but it's the one that was in there when I picked it up," Laurie said. "It's a STEC 50 so a very basic autopilot."

The interior restoration including the new panel took a year, almost to the day, from February 2015 to February 2016. He flew it like that for about 2 ½ years before getting it painted in 2018.

"We came up with a completely new design," Laurie said of the blue and white scheme. "I always liked

the metallic blue. My friends who work at Boeing jokingly refer to it as the 'Boeing blue 182.' Even though it wasn't my intent, I guess it does resemble that."

So, Laurie and Megan turned to the internet and found a paint scheme they liked on a Cessna 210. From there, he took it to a Hazelton Aero Paint, which was recommended by a friend of a friend.

"Hubert is highly respected in the industry by the regulator and the market for the quality of work he does," Laurie said. "He's fantastic in what he does. He said, 'I love what you're doing can I make a few suggestions.'"

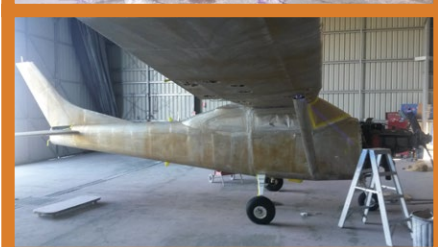
With his help, they created the paint job Laurie ultimately chose and got to work — with amazing results.

"The registration you see that's not stickers, that's actually hand-painted, Laurie said. "That is such a good job. He did that himself. So, I'm so proud of that paint job. It's amazing."

While the airplane was getting its new paint job, Laurie decided to take care of another piece of the airplane that needed fixing: the windows.

"The windows were all cracked," he said. "My uncle being the old bushy that he was, he would just drag the

Below: Laurie's Skylane was on its second paint job when he bought it so it was due for an upgrade. The old paint was stripped and a new design was applied along with new windows.



fuel hose across the windshield, so it was all cracks and grazes and scratches and all sorts of things. I think there was a hole that had been patched up and sort of glued in one of the rear windows. So, we ripped all those out and ... I put all new windows in as well and windshield."

Serving somewhat as the jewels in the crown of VH-EHC are the coordinated landing lights from AeroLEDs.

NO WATERMELONS ALLOWED

After VH-EHC came out of its restoration hangar, Laurie took it for a flight to its old stomping grounds.

"The first trip we did back to its spiritual home, which is way out in the middle of Queensland pretty much on the edge of what we call the channel country," he said. "I took my mum out because my mum is my uncle's sister ... so she's got a special affiliation. Good ole girl that she is she decided that she'd take out a watermelon because it's hard to get out there being out in the bush. So, I had this big watermelon in the back of the aircraft. As you can imagine in the summer out in the bush you get some pretty heavy thermals so we're bouncing around a bit. So, this watermelon splits on my brand-new carpet."

With temperatures around 43 degrees Celsius (110 Fahrenheit), Laurie knew the spilled watermelon would cause an awful smell if left in the airplane in the sun for long.

"So, my cousin and I had to unbolt the back seat, take the seat out to get the carpet out, and wash it immediately," he said. "And we had to put the seat back in of course. And you can imagine in 43-degree heat ... getting it back in — we deserved a beer after that."

They were able to get most of the watermelon out of the carpet, but Laurie sought professional help to make sure his new carpet wasn't completely ruined.

"Of course, with something brand new something like that was bound to happen," Laurie said with a chuckle. "So, I mounted a sticker on the inside of the cargo door that my daughter made up ... of a watermelon with the red circle and the red line through it. No watermelons allowed."

“I’ve got LED strobes, flashing landing lights which are really effective,” Laurie said. “I’ve had so many people comment to me how effective for recognition the LED landing lights especially when they’re pulsing. ... I’ve got them all synced up. It sounds a bit silly, but it looks really nice.”

Since completing the interior restoration in 2016, Laurie said he’s put 700 hours on VH-EHC, but the restoration is still incomplete. At publication time, he was working on upgrading the Continental O-470R to a 470U through the P.Ponk STC now owned by NorthPoint Aviation. While the STC will result in increased performance, Laurie said the state of the old engine had a part in choosing a new engine instead of an overhaul.

“Where the aircraft was there was also a helicopter mustering base at the time,” Laurie said. “A couple little Robinson 22s there constantly busy with cattle mustering. ... So, when the engineer was down there doing the 100-hourly on the helicopters, he also, through the goodness of his heart, he would go up in the hangar and inhibit the engine and run it for around 30 minutes or so. He did such a good job.”

Even still, Laurie was worried about corrosion, so he sent the oil off for analysis and initially didn’t find anything alarming, but then a friend advised him to be wary of corrosion in the camshaft as well.

“We’d change the oil every 50 hours and send the oil off for analysis to check for any metal contamination,” Laurie said. “It was running really well up until the last 100 hours basically. We started seeing flecks like pepper in the oil filter. So, we said well that’s enough we’ll pull it apart and have a look and sure enough it was corroded to the point where I felt we needed to get an overhaul.”

Laurie also has a new Hartzell three-bladed scimitar prop coming his way as part of the STC, and on recommendation from friends.

“Of course, the scimitar looks nice,” Laurie said. “My friends tell me that prop doesn’t induce tip vortices on the ground kicking up little pebbles and stuff, which is great especially in the bush strips that I fly it out to.”



Since the tail section of the Skylane was out in the elements, it suffered the worst corrosion and had to be partially rebuilt.

Now that VH-EHC is in Laurie’s care, he plans to keep it looking as pristine as possible.

“It’s a legacy for my uncle, really. I just wanted to keep the aircraft in the family,” Laurie said. “My son-in-law is learning to fly — he’s done some of his flying training in it. I do let some of my close friends that I know will look after it fly it. It’s such a big beautiful country here that I plan to do a lot of flying.”



Laurie Shaw with his restored 182.



50 Tips: Owner Advice

These Cessna Skylane owners have offered this advice to help you enjoy your plane safely and affordably. Join in the conversation on our forums, and submit your advice at cessnaowner.org/submissions.



Stephen Helms' 1967 Cessna 182L

Stephen Helms 1967 Cessna 182L Anchorage, Alaska

First and foremost, we asked Helms to tell us about the paint job. "I had it painted in Texas, Trim Aire Aviation in Mexia, Texas (trim-aire.com)," he said. "They are a full service A&P shop also. The interior was completely redone in leather by Leather Specialties in Georgetown, Texas. Both of these shops are meticulous in their work."

"The Garmin GTN650, and Stratus ESG were installed by Phippen-York in Fredericksburg, Texas. It took six months to complete everything."

1 What is the biggest ongoing challenge with this aircraft?

"I believe that the 182 is a great airplane to fly, very economical, and with the extended fuel tanks."

2 What is the best reason to fly this aircraft?

"Its safety record. I believe that the 182 is a great airplane to fly, very economical with the extended fuel tanks."

3 What is your advice to somebody who's considering buying this model?

"Shop for the best buy."

Gary Lyons 1979 Cessna TR182

Special or Unique Features

"My TR182 features a Part 141 instrument panel. It also has two full panels and autopilot."

4 What was your most-recent upgrade? How did it go? What would you recommend to others related to that project?

"Recently I upgraded due to a nose gear up landing. I had to have the engine overhauled because of the prop strike. The two-prop blade was replaced with a three-prop blade. I am very happy with the performance over the two-prop blade."

5 What is the biggest ongoing challenge with this aircraft?

"The biggest challenge would be the turbo cooldown after landing."

6 What is the best reason to fly this aircraft?

"This aircraft will haul four adults and full of fuel for six hours."

7 What is your advice to somebody who's considering buying this model?

"Don't ever let it sit long without flying it."



Gary Lyons' 1979 Cessna TR182 at a fuel stop in Barstow, California.



Hermann Esquivel's 1972 Cessna 182P in at Atizapan Airport in Mexico City.

Hermann Esquivel 1973 Cessna 182P

Special or Unique Features

- C182 P Peterson conversion STOL
- Amazing speeds takeoff and landing
- Cruise speed 133 mph
- Touch speed 49
- Stall 39
- Takeoff rotate 48
- Home MMJC in Mexico City

8 What are the biggest ongoing challenges with this aircraft?

“Speeds (because of) 260hp, full injection.”

What is the best reason to fly this aircraft?

- 9 Security
- 10 Short space to land in case of emergency
- 11 Powered with 260hp
- 12 Easy to control

What is your advice to somebody who's considering buying this model?

- 13 It is suitable for pilots who fly in mountains or need really short runways.
- 14 It is great for carrying passengers and cargo.
- 15 It's unique.

Rick Brown 1979 TR182

What was your most-recent upgrade?

“My most recent updates were new moving map GPS/NAV/COM, ADS-B and dual G5 HSI and PFD.”

16 What is the biggest ongoing challenge with this aircraft?

“Not much. It's pretty great.”

What is the best reason to fly this aircraft?

- 17 It's pretty good at everything and not the best at anything.
- 18 It will carry four people and stuff a long way at 150 KIAS.
- 19 Also, it will fly comfortably high and (some-what) fast, or low and slow.

What is your advice to somebody who's considering buying this model?

- 20 “Buy the best one you can find and fly the socks off it.”



Rick Brown's 1979 TR182 at Alfonsina's Airstrip in Baja California, Mexico.

Robert Kelly
1973 Cessna 182P
Chugiak, Alaska

Special or Unique Features

“Refurbished by AirMod, painted by DE-SAPI, and the instrument panel was redone by Cincinnati Avionics.”

21 What is the biggest ongoing challenge with this aircraft?

“There are no challenges other than wanting to fly it more.”

22 What is your advice to somebody who’s considering buying this model?

“Work up to it and hold the nose off.”



Robert Kelly's 1972 Cessna 182P near the Wrangells Mountains, Alaska.



Christopher Bena's 1967 Cessna 182L.

Christopher Bena
1967 Cessna 182L
Wasilla, Alaska

Advice summarized from Bena's article in the August 2019 issue. 23-27

23 With the right combination of tires and a respect for the nose strut, the 182 can get in and out of just about any place a 180 can.

24 When I bought N3131R she had the stock radios and the old black panel overlay. My first thought, being a Boeing pilot by profession, was to get all glass, new shiny radios and a WAAS GPS – upgrades north of \$15,000! A good friend told me to wait, fly it for a year, then see what I need. Sure enough, all I need is an iPad and a GPS/ADS-B receiver.

25 A sheet of black ABS plastic, a couple instrument-sized hole cutters, and a router bit in my Dremel tool is what it took for a new, clean-looking panel overlay.

26 The JPI EDM-830 was well worth the upgrade. I'm a big fan of seeing exactly how my engine is running and fuel management is a breeze.

27 I usually run 23-squared and lean to 380° CHT on the hottest cylinder. I believe this gives me the best power and fuel consumption while taking care of the engine.



Brad Peck
1976 182P

What is special or unique about this aircraft?

“It has the Peterson 260SE conversion: added forward canard and IO-470 F engine. It also has a Chelton glass panel, Electronics International MVP50 engine analyzer, and BRS ballistic parachute system under STC.”

What was your most-recent upgrade?

“I’m currently updating from a decertified NavWorx to an L3 Lynx NGT-9000 transponder to achieve ADS-B compliance.”

28 What is the biggest ongoing challenge with this aircraft?

“I’ve had this plane for less than a year. The challenge for me has been learning to carefully manage energy at low approach speeds. With a V_{so} of 38 knots, slow (short-field) approaches can quickly develop high sink rates if you get a bit slow. Proper, careful airspeed management solves the problem.”

What is the best reason to fly this aircraft?

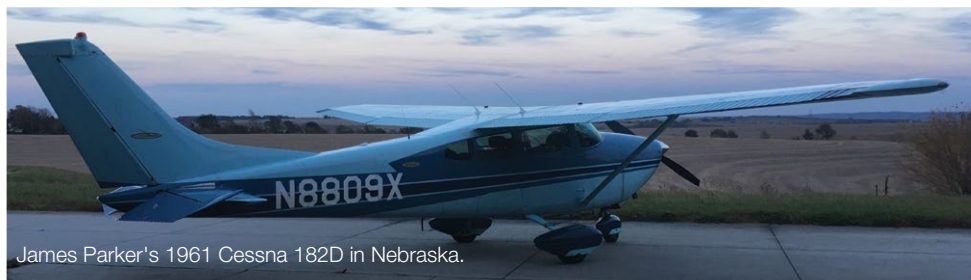
- 29** It’s an extremely stable platform — excellent handling even at low speeds.
- 30** Flat pitch attitudes due to the canard provide excellent forward visibility.
- 31** Fuel injection and 30-plus extra horsepower are extremely nice.

What is your advice to somebody who’s considering buying this model?

- 32** Contact Todd and Jo Peterson at Peterson’s Performance Plus who do these conversions. They are some of the most helpful people I’ve met in aviation.
- 33** Take an orientation flight/ride in one if possible.



Brad Peck’s 1976 Cessna 182P in at Tieton State Airport, in central Washington.



James Parker’s 1961 Cessna 182D in Nebraska.

What is special or unique about this airplane?

The *Blue Aluminum Mistress* is from the last model year (1961) that had the fastback and the second year with the swept tail. Forgetting aerodynamic cost, while I would never say a Skylane is sleek, the fastback, swept tail ’60 and ’61 182s have a refined look that later models don’t.

What was your most-recent upgrade? What would you recommend to others related to that project?

We installed two G5s and a GTN 650 in early 2019 to go with the GTX 345 installation from 2017. If you’re planning any upgrade with an avionics shop within the next few months, plan on delays as the last-minute folks on ADS-B installations beg for priority time in your preferred shop. We also started a way overdue interior upgrade with Airtex products this year. Dodd Stretch’s products are excellent,

and he’s more than willing to provide information on the installation — just be sure to ask at the appropriate time during the process.

34 What is the biggest ongoing challenge with this aircraft?

My biggest challenge is having the time to learn everything I can do with the plane from a pilot skill perspective. As a low-time, VFR-only pilot (for now), I know the plane is capable of more than I’m asking of it in our straight point A to point B flights to improved or finished runways. I’d like to gain the skills and confidence for back-country flying.

35 What is the best reason to fly this aircraft?

As so many have said, the Skylane is not the fastest plane or the biggest load hauler, but for a capable cross-country machine, I got more than my money’s worth with this plane. You won’t keep up with the sleeker homebuilts or

faster certificated planes, but for reasonable flight times, an older Skylane in good shape is a great purchase if you’re willing to compromise a little on your aircraft mission goals.

What is your advice to somebody who’s considering buying this model?

- 36** Be aware of the older model idiosyncrasies, such as the need for the fuel bladder “rock and roll”
- 37** Check for water in your preflight and the susceptibility to carb icing in the O-470.
- 38** Because of the older design, the safety mod to the pilot’s seat to include installation of the inertia take-up reel and strap and the installation of over-the-shoulder harness belts for at least the pilot and co-pilot are musts for safety. If those upgrades aren’t in your prospective buy, include the costs of them in your calculations before purchase and make them the first thing you do after the deal.



Everett Pidgeon's 1956 Cessna 182 in Tennessee.

Everett Pidgeon
1956 Cessna 182

What is your top tip for people who own or are considering buying this model?

My 1956 182 experienced creeping trim. I adjusted the trim in flight only to see the trim wheel turning after I removed my hand. The solution was to check and adjust the trim cables and to lubricate the two jack screws in the tail cone. Other than that, no issues.

What is special or unique about your aircraft?

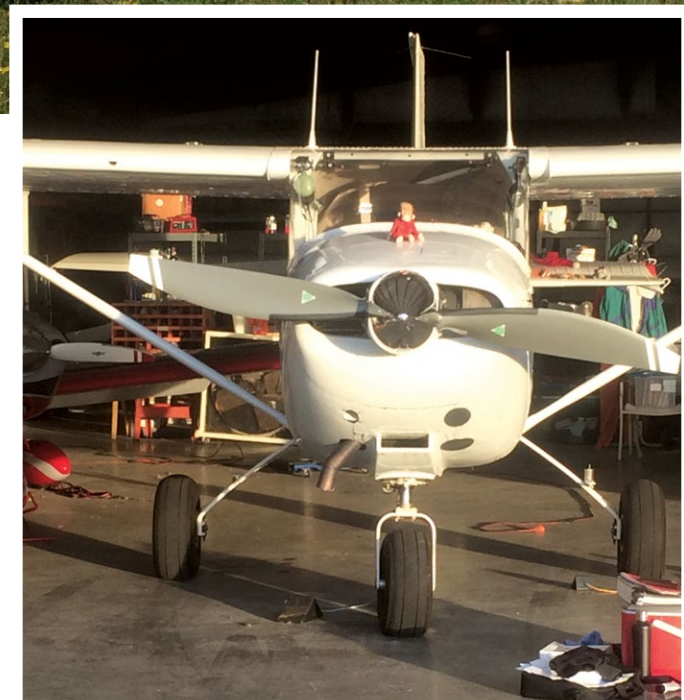
It has an MT prop, 8.5-6.00 tires, a GNS 430W, an HSI, and the Horton STOL kit installed. It's loads of fun!

39 What was your most recent upgrade? How did it go?

I was told to buy a plane as close to the way I wanted it as possible. That's what I did and have had no squawks in three years of ownership.

40 What is the biggest ongoing challenge with this aircraft?

The 182 is known to be nose heavy. I read from a pilot who flew older 182s to keep 60 or more pounds of weight in the baggage compartment. My plane has a horizontal stab that is 10 inches narrower than the 1960 and newer models. Therefore, without the additional weight aft, I run out of up elevator in the flair.



41 What is the best reason to fly this aircraft?

It can carry almost anything you can put in it. With four souls aboard, the plane is comfortable to fly and a dream to land.

What is your advice to someone who's considering buying this model?

42 Get a thorough pre-purchase.

43 If you are not accustomed to a heavy nose airplane — fly with someone that is.



William Arthur's 1982 Cessna 182 in Sylvania, Georgia.

William Arthur 1982 Cessna 182

What are your three top tips for people who own or are considering buying this model?

44 Be suspicious of the prop. When I got it, it flew slightly uncoordinated or it flew straight, but never at the same time. It pulled hard right and down. I thought it was rigging, but it turns out the prop blades were not aligned with each other. Getting the prop overhauled was an amazing improvement.

45 The Civil Air Patrol owned the plane for most of its life. If looking into buying a plane like this and considering any kind of panel work, factor in a few thousand dollars to have the panel rewired.

46 Suspect any repaired/overhauled cylinder. My plane had 1,800 hours since overhaul on the O-470U. Since I'm not a commercial operation, I don't feel any issue with flying past TBO. However, those cylinders had more than 4,000 hours on them when they were overhauled and placed on the engine when it was overhauled. Which means they have had a huge number of heat cycles on them now. I've had two fail in flight, once two weeks after I got my pilot certificate. I have since replaced all six with new Continental cylinders. The cost difference between rebuilt and new isn't worth it, just replace them with new ones. Don't trust cylinders with a bunch of time on them, rebuilt or not.

What is special or unique about your airplane?

Plane was a CAP plane and has a flip open section in the window in the back seat.

47 What was your most recent upgrade? How did it go?

New Continental cylinders. When you change the cylinders, change the lifters while you are at it and get the rocker arms rebuilt. It flies very smooth now and the performance is better.

48 What is the biggest ongoing challenge with this aircraft?

Maintenance! I have owned it for 3 years and I've spent almost the purchase price of the plane in maintenance since I bought it. The idea with a high-time plane is that it was taken care of because it was used. I've never owned one that sat around so I have no comparison, but plan to change out a lot of parts until you get it running like you want it.

49 What is the best reason to fly this aircraft?

It's like an old friend, it'll get you there and won't let you down. It feels predictable and solid.

50 What is your advice to someone who's considering buying this model?

Don't believe all the comments about being heavy on the controls — it flies great. If you talk to folks who owned one in the past, they always say they never should have sold it. I personally think there are advantages to a '78 or later model with dual tank vents and no bladders.