COMING SOON

Cessna 182T Skylane

Banaj, Albania

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DESCRIPTION

The Cessna 182T Skylane is the aeroplane for pilots who find a 172 agreeable but want rather more authority: more engine, more useful carrying ability, a constant-speed propeller and the reassuringly substantial feel of a 3,100 lb-class four-seat touring machine. Introduced as the modern 182 series evolved into the new century, it kept the formula that made the Skylane enduringly practical: a high wing for visibility and weather shelter, fixed gear for straightforward operation, and enough performance to make proper cross-country flying feel normal rather than ambitious.

The 182T was certificated in 2001, following the revived 182S of the late 1990s. Cessna did not try to reinvent the Skylane; the programme's task was to bring a proven utility-and-travel design into a contemporary production s tandard while retaining its familiar handling and broad mission. Later factory examples paired the fuel-injected L ycoming IO-540 with Garmin's G1000 integrated flight deck, giving an old-school airframe concept a notably mo re modern cockpit. It is a sensible combination, even if the wing struts ensure nobody mistakes it for an SR22 fr om across the ramp.

Quick facts

What makes the Cessna 182T Skylane stand out?

The answer is not outright speed. At a published 145-knot cruise, the 182T is quick enough to turn regional trips into useful transportation, but it does not chase the faster low-wing singles. Its distinction is the way it blends that cruise performance with benign access, a broad view over the nose and sides, and a high wing that makes loading, refuelling and waiting out a shower less theatrical.

In flight, the extra displacement over a 172 is apparent from the start. The 230 hp injected six-cylinder engine gives the Skylane a stronger climb and a more relaxed sense of reserve when the cabin is occupied and the destination sits beyond the local patch. The constant-speed propeller adds another control to manage, but it also lets the pilot choose a sensible compromise between climb, noise and cruise. This is not a complex aeroplane in the retractable-gear sense; it is a conventional touring aeroplane that rewards accurate power management and good trim habits.

The landing gear is a central part of the appeal. Fixed tricycle gear removes one workload item and brings a robust, practical stance on the ground. The trade is drag, of course, but the Skylane's buyers have traditionally accepted t hat penalty in exchange for utility, easier operation and fewer ways to make an expensive noise after touchdown.

Powerplant, systems and technical highlights

- Fuel-injected Lycoming IO-540-AB1A5 flat-six rated at 230 hp.
- Three-blade McCauley metal constant-speed propeller in later factory specification.
- Published maximum speed of 150 knots and a service ceiling of 18,100 ft.
- Strut-braced camber-lift wing, with 174 sq ft of wing area and electrically preselected flaps.
- Fixed tricycle undercarriage, hydraulic toe brakes and a steerable nosewheel.
- Integral wet-wing fuel tanks with 87 gallons usable in later factory specification.
- Later factory avionics packages included Garmin G1000 displays, WAAS GPS/navigation/communication equipment and the GFC 700 autopilot.
- Manual cowl flaps, electric auxiliary fuel pump, alternate engine air and a left/both/right/off fuel selector are part of the practical systems picture.

How it compares

Comparison rival: Cirrus SR22. Figures vary by model, production configuration, installed engine and approved equipment.

Honest ownership note: The 182T's familiar metal airframe and Lycoming powerplant make it a type that a competent Cessna and Lycoming-experienced maintenance shop will understand, but "common" never means cheap. A pre-purchase inspection should be thorough around the engine installation, propeller governor and blades, fuel-system integrity, exhaust and cabin-heat components, brakes, nosegear steering, flap mechanism, corrosion-prone areas and the condition of any installed avionics. Confirm applicable airworthiness directives and equipment conformity rather than assuming that a well-known type is automatically a simple buy. G1000-equipped examples also deserve an avionics-focused inspection; integrated panels are excellent when working properly and distinctly less charming when troubleshooting begins.

Exterior and cabin

Exterior

- Recognisable Skylane proportions: broad cabin, high wing, wing struts and a purposeful fixed-gear stance.
- Large 36 ft wing span and 29 ft overall length give it a substantial presence for a light single.
- Later factory specification included pilot and copilot doors, a left-side baggage door, tinted windows and wing/fuselage refuelling steps and handles.
- The high wing provides useful shade on the ramp and keeps passengers clear of a low wing while boarding.

Cabin and cockpit

- Four-seat cabin with a maximum published width of 42 in and height of 48.5 in.
- Forward seating is upright and commanding, with the visibility benefit expected of a high-wing Cessna.
- Aft passengers have genuine seats rather than token occasional perches, although loading and balance still matter on every trip.
- Panel layout varies materially: earlier 182Ts can be conventionally instrumented, while later examples may carry the G1000 glass cockpit.

Who is the Cessna 182T Skylane for?

- Pilots moving up from a 172-class aeroplane without wanting retractable gear or a turbocharged engine.
- Private owners who value payload flexibility, high-wing visibility and practical access as much as headline cruise speed.
- Touring pilots who want a capable IFR platform, particularly in later integrated-avionics configurations.
- Families and flying partners who need four seats and meaningful baggage capability for sensible trips.

The Cessna 182T Skylane remains appealing because it does the unglamorous parts of aircraft ownership and travel well: it carries, climbs, cruises, lands and waits on a ramp with little fuss. It is not the fastest four-seat single, nor the least expensive to run, but it occupies a durable middle ground between trainer familiarity and serious personal transport. For the pilot who wants an aeroplane that feels useful on an ordinary Tuesday as well as on a long weekend away, that is a very good place to be.

SPECIFICATIONS

General Information

Model	182T Skylane

Engine & Power Systems

Engine Type	Lycoming IO-540-AB1A5, fuel-injected, 230 hp
Propeller Type	McCauley three-blade metal constant-speed propeller

Avionics & Equipment

Avionics	Varies by production configuration; later factory aircraft used Garmin G1000 avionics with GFC 700 autopilot

Performance & Specifications

Cruise Speed	145 kt / 167 mph at 80% power and 7,000 ft
Passengers	Four occupants

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR

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