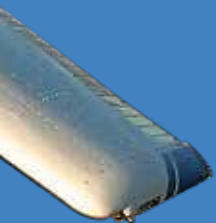






WHAT YOU NEED TO KNOW BEFORE YOU BUY A RETRACT 182



TROY WHISTMAN examines the costs and benefits of the Cessna R182 Skylane RG and TR182 Turbo Skylane RG.



From straight-leg 182 to non-turbo retract 182 (R182), expect a 15-knot (11.5%) speed increase. You'll get an additional 19% increase moving from the R182 to the TR182, if you're willing to fly high.



When Cessna introduced the R182 Skylane RG to the flying public in 1978, it had a winner from the start. Building on the venerable straight-legged Cessna 182 Skylane's stable flying characteristics and fantastic useful load, the R182 models added speed by allowing the pilot to fold the gear up for most of the flight, at the expense of some additional systems complexities—and costs that come with them.

The TR182 models, which added a turbocharger and built-in oxygen for all four seats, boosted speed even further, bumped up the maximum cruising altitude, and yielded better performance numbers when operating at high density altitudes.

In this article, we will discuss the additional costs that come with operating a turbocharged or normally aspirated 182RG, and what you absolutely need to know when you start shopping for your own R/TR182.

To turbo or not to turbo? That is the question!

The turbocharged airplane was created for a reason. It flies higher, with a 20,000-foot (Flight Level 200) "Certificated Maximum Operating Altitude," per the POH. Note that this is not labeled "Service Ceiling." The TR182 is the only aircraft I know of that uses

that specific phrasing. While I am not encouraging you to do it, pilots have been known to easily top FL200 to stay out of thunderstorm tops or icing in the TR182.

Popular lore suggests that Cessna defined a "Certificated Maximum Operating Altitude" as a marketing ploy to move folks that wanted to fly higher into the T210 Turbo Centurion, with its FL270-FL300 service ceiling. The TR182 does have plenty of power to climb to high altitudes, and you're authorized to carry maximum manifold pressure (31 inches) all the way to the top, but it does get cold up there.

It's worth noting that the 20,000-foot value is listed in Section 2 of the POH as a *limitation*, so the prudent pilot would observe that number. Anything higher, and you're a test pilot who best be exercising emergency authority. Have a good oxygen mask (canulas are a no-go above FL180), a warm jacket, and ensure your door seals and cabin heater are in good shape before exploring the Flight Levels. You'll enjoy the amazing tailwinds that await you when flying eastbound at FL200.

If you do much mountain flying or summer flying in hot parts of the country, the turbocharged engine will also make the airplane feel far less sluggish when launching off that 9,000-foot density altitude strip, and you will climb to your cruise altitude more rapidly. Do



you need a turbo to operate in the mountains? No, but your operating limitations will increase without one. While both the turbo and non-turbo aircraft feel the same air molecules flowing over the wing, the engine experiences entirely different induction airflow mass, and the turbo will make significantly more power. You *will* notice the difference.

From straight-leg 182 to non-turbo retract 182 (R182), expect a 15-knot (11.5%) speed increase. You'll get an additional 19% increase moving from the R182 to the TR182, if you're willing to fly high. While both aircraft do around 147 knots at 10,000 feet msl, the R182 drops to 143 knots at 14,000 feet while the TR182 increases to 174 knots at 20,000 feet.

Both models have comparable performance at 10,000 feet, but the speed advantage goes to the TR182 for those willing to fly high. The R182 will take 18 minutes to climb to 10,000 feet and be doing 330 fpm when it gets there. The TR182 takes 17 minutes to get to the same altitude, but will be doing 575 fpm, and 20 minutes later will have you at FL200, still climbing 400 fpm. Choose the turbo if you want to fly high and go far.

What to look out for

You've found one for sale...congratulations! What's next? After getting it locked down on contract with a deposit, arrange for a thorough

pre-buy by a R/TR182-knowledgeable professional. Here are some type-specific items to which you should pay attention.

Check for corrosion

Look inside the wing bays, at the upper skin in particular, as well as the ribs. Due to the openings at the forward and aft sides of the rear wing spar's root, moisture can enter the wing. These are common locations where corrosion first exhibits itself.

Also, look inside the aft tail sidewalls, accessible from the rear baggage area or by removing the co-pilot side exterior O2 tank access panel on TR182s. Fifteen minutes spent with a screwdriver and a digital camera can ensure you don't end up with an RR182 (Rusting Retractable 182).

Strut attach point inspection

If the logs don't indicate that the new AD 2020-18-01 has been complied with, now is the time to check the area of concern from this AD. The AD requires repetitive inspections of the lower area of the forward cabin doorposts at the strut attach fittings on many Cessna/Textron 100- and 200-series aircraft. Take a good look per the AD. Owners that have found cracks report a \$10,000 bill per side to have the applicable service kit purchased and installed.

Hydraulic hose condition

How long has it been since the oil and fuel and brake reservoir hoses have been changed? How about the ones driving the nosegear actuator? Seven years is the typical recommended life limit. You may need to budget for replacement when making your offer.

Have your knowledgeable mechanic take a listen to the gear hydraulic pump operating in flight. Does it sound normal and is the cycle time appropriate? NTSB records for this aircraft type show that in-flight fires have started when hydraulic pumps keep running and overheat.

The pump is in your passenger cabin behind the lower center console. Make sure that pressure limit switch that disables the pump is functioning properly. Noise-canceling headsets can mask the sound of the pump still running. I installed a red “GEAR PUMP ON” warning light in my TR182 Turbo Skylane RG to help me visually identify when the pump doesn’t shut off when it should.

Gear swivel fittings and gear leg inspection

Below the rear seat’s carpet, remove access panels to get a view of the gear swivel fittings, which route the brake lines inside the gear legs. Clean the area and leave clean paper towels placed below the fittings overnight (if possible) with the parking brake set. If they are dry in the morning, you have no leaks to deal with.

While in this bay, inspect the hydraulic lines that run through the area, especially directly below inspection covers. The Cessna service manual calls for different length screws on each of the inspection covers, to avoid long screws abrading the hydraulic lines.

Issues have been found when unknowing mechanics or owners have put long screws back in the “short screw” holes. Don’t have a gear-up landing due to a long screw in the wrong hole puncturing your hydraulic lines!

Verify that the main landing gear bolts are properly torqued or have drilled-head bolts safety wired, if allowed. Inspect the gear legs and actuators for any cracks or discrepancies.





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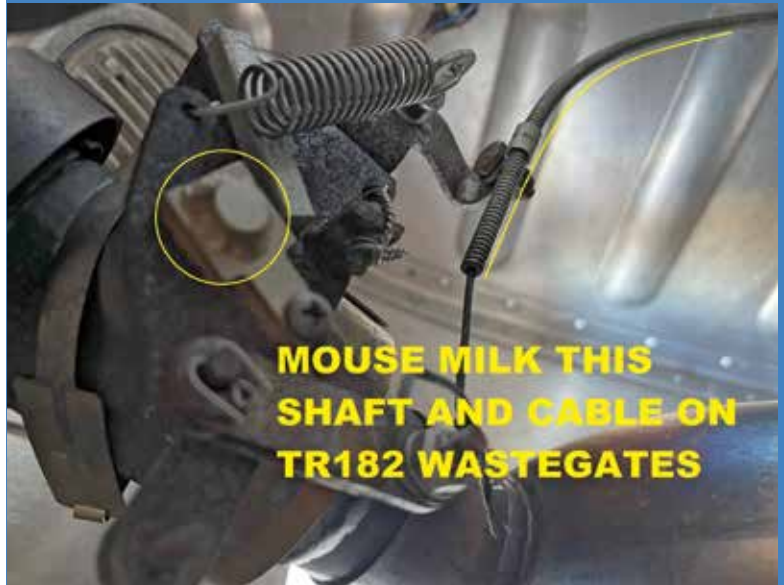
Engine bay inspection

1978/1979 models had the battery in the engine compartment. In 1980, the battery moved to the tail. Most consider this an improvement for both battery life and CG location. The R/TR182 models use a 235 hp Lycoming O-540 series engine with a dual magneto on a single drive. Fortunately, magneto failures have not been as prominent in these engines as they have been in other models with dual/single magneto arrangements.

Perform regular 500-hour overhauls with a good mag shop, and ensure the magneto is secured with the proper clamp. The incorrect clamp will allow the mag to shift, affecting timing adversely. See photo Page 42, top. See Resources for a link to SEB11-3 for more on this topic.

STC'd dual electronic ignition systems are on the near horizon, which will eliminate this possible issue for those willing to spend a little money (see sidebar). While in the engine compartment of a TR182, note how the airbox is *not* sealed against the firewall.

High RPM runups over loose gravel have been



known to suck gravel up through the open cowl flap into the airbox, and that leads directly to the turbo, where the gravel will destroy your turbocharger vanes.

Now that you know this, you'll be particular about where and how you do runups!

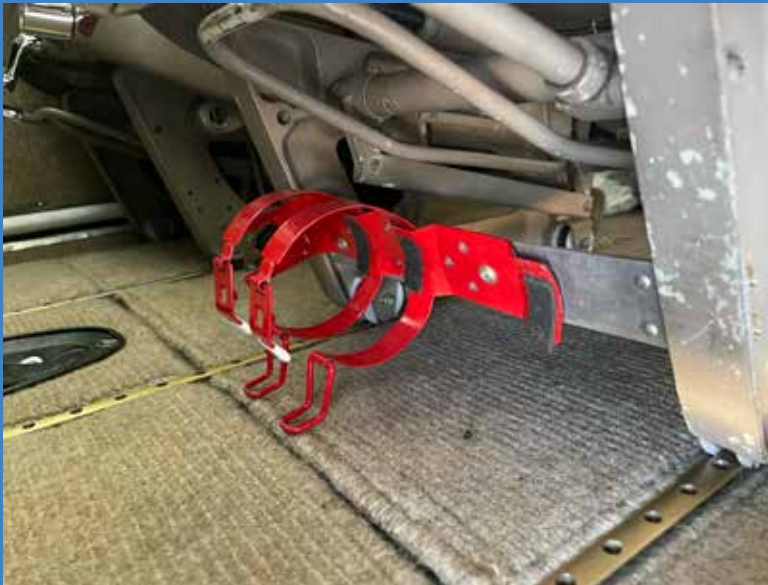
The intake and exhaust flanges on the Lycoming only use two bolts each, so leaks are more common than on three-bolt flanges. Check these for blue fuel staining or exhaust leak evidence and address as necessary.

Finally, the TR182 requires attention to the unique swash plate mechanism on the carburetor, which allows the cockpit throttle control to move the carb plate during the first half of travel, then activate the wastegate during the second half of travel. This swash plate must be assembled properly and lubed regularly.

Every time the engine cowling is off, use Mouse Milk penetrating oil on the wastegate shaft and the wire-wound sheath that houses the wastegate actuator cable to help ensure years of trouble-free service.



Fifteen minutes spent with a screwdriver and a digital camera can ensure you don't end up with an RR182 (Rusting Retract 182).



Add-on safety items

A fire extinguisher should be standard equipment on aircraft, but many R/TR182's shipped without one. Your mechanic can fabricate a bracket to place a properly sized fire extinguisher on the front pilot seat, as in late-model Cessna aircraft.

It's sad when people die in otherwise survivable accidents due to hitting their head on the instrument panel. If the airplane doesn't have inertia-reel seat belts, budget for STC'd belts to be installed promptly after purchase.



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Remember, it's an older Cessna. They aren't airtight airplanes and can suction exhaust gasses into the cabin due to the lower pressure inside the cabin. Have an aviation-grade CO monitor on board, use it, and heed its warnings.

Speaking of CO, do a good examination of the gear well lining and baggage/door seals. These are common CO intrusion points on the retract Skylanes. Running the cabin air partially open helps pressurize the cabin and make it harder for outside exhaust to enter the cabin.

Operational considerations

The leading cause of accidents in the retract Skylanes is RLOC (Runway Loss of Control), due to the smaller, high-pressure tires and carrying excessive speed on landing. At altitude, learn to comfortably fly the airplane slow. 65 knots or less is great when landing, yet we continue to see people landing at 80 knots or more. Experiment with 20 degrees flaps versus full flaps, and know when it is best to use each.

When landing on grass, make sure the field is well-groomed and smooth, and realize that the smaller, high-pressure tires tend to hydroplane on wet grass. Fly it until it stops, keep it under control, and you'll have years of safe landings.

1978 models were the only ones produced with bladders in the tanks. 1979 models onward are wet wings. Here's one simple tip to keep the wet wings from developing leaks: while the POH allows flaps deployment to 10 degrees at speeds as high as 140 kias, don't do that!

The flap attach tracks are connected to the rear web/spar of the integral fuel tanks, and flap deployment at higher speeds causes visible flexing that eventually leads to cracked ProSeal, and thus, leaks.

Maximum Landing Gear Operating Speed (V_{LO}) is also 140 kias, so use the gear to slow down, and reserve all flap movement until you're in the white arc. Follow this one tip, and your chances of needing to reseal tanks greatly diminishes.



James Lawrence



Keith Wilson

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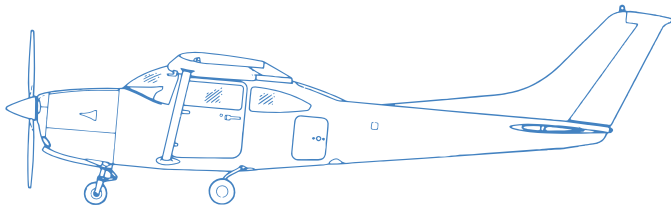
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DUAL ELECTRONIC IGNITION ON THE HORIZON

I recently spoke with Michael Kobylík, owner of Electroair Electronic Ignition Systems in Waterford, Michigan, about their long-awaited dual electronic ignition system (EIS) replacement for the Bendix D2000/D3000 series of dual magnetos. This is not a single electronic ignition system paired with a traditional magneto, as we've seen used in other EIS units, but replaces the entire traditional magneto with two separate electronic ignition systems with a much hotter spark and advanced variable ignition timing for smoother engine operation and better fuel efficiency at all altitudes.

On Electroair's application, each EIS utilizes its own independent trigger mechanism. One is driven off the current drive pad on the accessory case, and the other uses a trigger off the crankshaft just behind the prop flange. Both trigger mechanisms are derivatives of trigger mechanisms previously used by Electroair with FAA approval. Four-cylinder kits (think Cardinal RG) are expected by Sun 'n Fun (April 2021) or shortly thereafter. Six-cylinder kits (R182, TR182) should be available by June or July of this year.

This is a robust system that has undergone extensive testing. The software in the EIS is written to DO-178 standards, which defines the exacting standards that certification authorities such as the FAA, EASA and Transport Canada use to approve all commercial software-based aerospace systems. Validation of Electroair's software began in late 2018 and DO-178 validation was received December 2020. It's an exhaustive and thorough process that can give you confidence in the system driving your engine.

Additional lab testing for EMI/RFI and HERF was completed mid-February 2021, and the full package is now with the FAA for final STC approval.

One gotcha: the STC for dual EIS will require a backup power supply. Each EIS draws about 1.25 amps, so two together require 2.5 amps. We are currently aware of no STC'd standby alternator for the R/TR182. Some options may include using a TSO'd battery backup system or the installation of a vacuum pump pad-driven alternator (B&C Specialties has one) and obtaining a field approval for installation. Field approvals are still possible, you just need to work with FAA Engineering and Flight Standards closely—that means you may need to manage the interface between those two groups or hire someone to do it for you.

Pricing will be announced as the units are released. If you have other questions, reach out to Electroair's president directly; see below for details. He'd be happy to talk with you, as he did with me.

Electroair

electroair.net

Michael Kobylík

(248) 674-3433 / mkobylík@electroair.net

Crunching the numbers

There is no arguing that it is a seller's market as of the first quarter of 2021. Skylanes of all types are in high demand, with nice examples being snatched up within hours of being listed, and often after a bidding war that results in the seller receiving more than their asking price! Cessna built 2,041 R/TR182's and licensed the French (Reims Aviation) to build 70 airframes (FR182's), for a total of 2,111 airframes built.

Not all are still flying, and that's reflected in the slim pickings you'll find when you go shopping. They are valued by their owners, and rarely come up for sale. The informed buyer will do their homework, understand the competitiveness of the market, research insurance coverages and costs, and be prepared to move quickly when the right airplane becomes available.

Being prepared to offer cash above and beyond what a bank will finance is a smart strategy, as actual selling prices in 2021 are often more than a bank will finance based on VREF data.

Insurance

Let's get a common question out of the way. How much more will insurance cost for a retract 182 versus a fixed-gear model? I asked aviation insurance expert Victoria Neuville of Aviation Insurance Resources in Frederick, Maryland, for her assistance answering this question. Victoria is a specialist on insurance for Skylanes, including the R/TR182 models.

According to Victoria, using quoting data from March 2021, the average pilot will pay about twice as much per year for a retract Skylane than for the fixed-gear model. We modeled the data using a 500-hour private pilot with an instrument rating and no claim history, insuring the airplane for \$50,000 hull and industry-standard liability limits of \$1,000,000, with \$100,000 per-passenger sub-limits. With those inputs, the annual rate jumped from \$986 for the fixed-gear Skylane to \$1,973 for the retract version.

Note that this example uses only one insurance carrier's rates and your quote could vary significantly. It is best to have your broker shop all the markets with your specific information before budgeting your insurance. Your choices of liability limits and hull value, as well as your individual background and certificates and experience, will impact your quote.

Note that moving from a straight-leg 182 to a retract 182, while roughly a 2x jump in premium, is far better than moving from a straight-leg 182 to a Mooney or Bonanza with retractable gear. There, you can expect a 3x jump, or more.

Why the premium jump on models like the Mooney/Bonanza, but not the R/TR182? Underwriters see these competing models as high-performance complex airplanes. And while the R/TR182 models also technically fit that definition by FAA rules, insurers tend to see our Cessnas as a member of the 152 > 172 > 182 > R182 chain of training-fleet aircraft, and we inherit the bonus of cheaper insurance on the R/TR182.

Next, you should know that having an instrument rating will save you about 10% on your premium, indicating its value to underwriters. While optional for obtaining coverage on your retract 182, it is almost mandatory to be instrument-rated if you make the jump to a Mooney or Bonanza, so that is another "plus" in the column for the trusty Skylane.

Also, if you lack make/model time and have little to no retract experience in your logbook, expect that your policy will include a limitation stating a minimum amount of dual training



WHAT'S IN A NAME?

Perhaps no other airplane has such a confusing amalgamation of names/codes/letters as the Cessna R/TR182.

Visit most online selling sites, and look for R182 or TR182, and you won't find anything. That's because they list the retractable gear 182s under variants of the model's colloquial—though technically incorrect—moniker of 182RG, or Turbo 182RG. Controller.com gets even more creative, listing the models as R182RG Skylane and Turbo R182RG Skylane. ASO.com classifies them as R-182RG and T182RG. Both sites use a naming convention that is a little redundant, and inaccurate. Saying "R182RG" is like saying "retract 182 retract."

What's the right nomenclature, and how can you remember it? The "R" stands for "retractable," and the "T" stands for "turbocharged." A normally aspirated retract Skylane is thus a R182, and the turbo retract Skylane is a TR182. These are the descriptors you'll find on Type Certificate Data Sheet 3A13, on Cessna/Textron's website when looking for service bulletins, and on the FAA's site when looking for STCs applicable to your airplane.

You can sound smarter just calling them by their real names, the R182 or the TR182; or, in conversation with other pilots, perhaps the 182RG and the Turbo 182RG.

More importantly, using the right model name is critical when shopping for insurance. The older model 182R is a very different fixed-gear Skylane. Look at your policy when you receive it, and make sure you were quoted for the correct type of airplane. You don't want to find the error when you go to file a claim: that could make a bad experience even worse!

One more thing: when filing your flight plan, your R182 is filed as aircraft type C82R, and your TR182 is aircraft type C82T.

R182 vs. TR182

From the outside, an R182 and a TR182 look very similar. How can you differentiate them?

The only reliable telltale in photographs is the exhaust stack arrangement. On the R182, the left and right banks of cylinders each dump their exhaust into their own stack that exits behind the cowl flaps, so you'll see two exhaust stacks, both toward the back of the engine. On the TR182, the left and right banks of cylinders collect their exhaust gasses into a single collector that exhausts through the pilot-controlled wastegate valve. A single exhaust pipe extends below the wastegate and exits the cowl in front of the pilot-side cowl flap. Look at the pictures to the left. Can you identify which is the R182, and which is the TR182?

Finally, if that's not enough, and you're on a ramp, look at the ceiling of the airplane between the pilot and co-pilot seats. The TR182 will have oxygen ports, a pressure gauge, and an on/off lever. The manifold pressure gauge will be marked with a redline at 31 inches on the turbo model.



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required prior to solo flight, and sometimes an additional number of solo hours prior to carrying passengers. If this is you, factor some instructor expense into your cost equations.

Finally, I asked if one should expect a premium increase moving from the normally aspirated R182 to the turbocharged TR182. Victoria said that depends on the underwriter/carrier.

This is one of the benefits of using a broker when shopping for insurance versus shopping on your own. They know what each carrier requires and can use that intelligence to save you money for Avgas!

Acquisition and maintenance costs

A quick scan of popular aircraft shopping sites (Spring 2021) shows that inventory is light, as expected in a hot market. R182s currently range from \$117,000 to \$145,000, and TR182s start at \$134,000; a few top \$200,000.

As usual, airframe, engine time, and avionics seem to be the drivers of price. A model that has had a newer glass panel and a digital autopilot such as the Garmin GFC 500 installed will command a premium and sell quickly.

Maintenance is "standard 182" outside the retractable gear systems, which will add extra cost at the time of annual inspection, since the aircraft must be put on jacks and the gear extended/retracted multiple times. Seek out and use a shop familiar specifically with retract 182s!

As a Cessna Flyer Association member, you can use the Tech Support Ticket to find one. I listed one I'm personally familiar with, John Efinger, in Resources, and he knows others around the country. (Send your recommendations for R/TR182 experts to kent@aviationgrouppltd.com. —Ed.)

Annual inspection base rates will typically be priced around \$1,800-\$2,000, with time and materials added for any discrepancies identified. This is, like the insurance, about two times the rate charged for a fixed-gear aircraft.

If you have the TR version, set aside reserves for turbocharger and wastegate overhauls, and expect additional expense for occasional replacement of turbocharger oil check valves and V-band clamp replacements.

A discussion with a knowledgeable A&P about price expectations for replacement parts will keep you from being surprised when that time arrives.



James Lawrence

Speaking from operational experience, you can expect to burn 12.8 to 15.4 gph with the TR182 in cruise at typical power settings. I've seen below 9 gph with power and prop pulled way back for a Saturday morning cruise.

In conclusion

The retract Skylanes are wonderful airplanes, as evidenced by their scarcity on the market. Owners love them, and it's hard to find one for sale. If you want one, keep your eyes open, try some nontraditional hunting, and find yourself a nice airplane to fly for years to come. The tips in this article will make sure you know what to look for when buying a retract 182!

TROY WHISTMAN has been married 31+ years to his bride, "Lady Red." They base their TR182 at the Mid-Way Regional Airport (KJWY) south of Dallas, Texas. Troy holds a commercial AMEL/ASEL certificate with instrument airplane rating. When not flying for fun to catch a sunrise or sunset, he enjoys using his toys as tools to help others. He flies for and is on the board of directors for Angel Flight South Central, and thinks flying kids for Challenge Air is some of the most rewarding flying he does.

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