

Test of

## Cessna CT-182T Turbo Skylane *HD-series*

Produced by Carenado

The Cessna 182 is a single engine, high winged, four seated, all metal aircraft built by Cessna Aircraft Company since 1956. The name was Skylane and featured identical plan form as the smaller C172 and the larger 205/206 series. Later versions were all regularly improved such as a wider fuselage, swept vertical fin, enlarged baggage compartment, higher gross weight, landing gear changes, improved engine and bigger windows etc.

In 1995 Cessna started to implement the Garmin G1000 glass cockpit in the C182. First it was sold as an optional upgrade to the Skylane but is today standard equipment. The CT-182T version is powered by a turbocharged and fuel-injected 235 hp (175kW) Lycoming TIO-540-AK1A piston engine, with a gross weight of 3,100 lb (1.406 kg) for take-off and 2,950 lb (1.338 kg) for landing.

### Specs

- **Produced by** Cessna Aircraft Company
- **First flight** 1956
- **Introduction** 1956
- **Role** Light utility aircraft
- **Status** In Production
- **Built** 23,237+
- **Unit costs** US\$ 443,500 (T182T 2012)
- **Primary users**
  - Private
  - Flying schools



I received this add-on directly from Carenado and the download went extremely fast. I know that my connection is good, but the connection to/from the download server at Carenado was just as good. The complete download took 48 seconds all-in all. That was very quickly and there were absolutely no problems.

The installation also went perfectly and without any problems. I just activated the installation wizard and within a few seconds, the aircraft was completely installed. Very simple and easy and the installation wizard was also user friendly, which I appreciate a lot.

After the installation I opened FSX to check if everything was installed correctly and of course it was. I found the aircraft within the Carenado folder together with the rest of the Carenado add-ons that I have, so this was again perfect. I quickly discovered that the aircraft includes in all 6 liveries that are all very nicely shown by the mini pictures.

As extra when you purchase this add-on, you get to choose if you would like to install the FSX version or the P3D (Prepare 3D) version which are both included. In this review I have tested and described only the FSX version, but it was really a huge surprise to see that Carenado actually had also made the P3D version and also had included it as a part of the file without extra charge. Super!

I started my test with an external walk around the aircraft to get the full view of the quality and level of details. My expectations were high because I know which quality and high standards Carenado is known for, and not to worry – This model is really well made with high quality textures all around and a high number of details and animations. Even the small bolts around the aircraft are made and they look beautiful.

The aircraft is stunning and does resemble the real CT-182T Skylane perfectly. I checked the model against pictures from the internet and wow this is really a superb and beautiful made model. The finish is incredible with clean and curved edges and it is very clear to me that Carenado has indeed put in a lot of effort to make this aircraft to the perfection that they have.



I have previously tested and reviewed other Cessna's from Carenado, and this one is absolutely in the top class. You have a superb animated 3-bladed propeller, wheels turning, nose wheel steering, suspension, doors, flaps and control surfaces animated and all of them to a level of quality that rates to a 5 starred add-on.

The lighting is also very well made and is placed perfectly according to the drawings and pictures that I could find of this aircraft. The light effect is beautiful and brings you a clear and bright light when looking at the strobe, beacon etc. Going to the landing and taxi light you here have a softer lighting but still with a great effect.

The inside of the Cessna CT-182T features a superb virtual cockpit that again resembles the real CT-182T cockpit to perfection. All instruments are modeled and placed with precision and the gauges are all of a very good quality. I especially love the new avionics – the TRS 1000 glass cockpit which I think is one of the most beautiful glass cockpits for smaller props. This glass cockpit really makes a great difference when looking at older Cessna aircraft and I do like it very much. You get all information displayed in just two monitors and the quality of these new displays is high and I was absolutely stunned by them. I liked the Carenado U-206G Stations Air, but I love this new CT-182T Skylane.

The cockpit also features a huge number of animations such as buttons, switches, controls and various levers and everything that is animated, does also work properly. The depth is awesome and the finish is like the external part of the model, extremely well made with perfect clean edges and stunning details. The cabin is also filled with multiple details and I also noticed that the instrument panel had changed a bit around the edges as per the real CT-182T versus older versions. That was actually just a small detail, but still Carenado had done it.



The sound set included in this model is good. You get the unique sound of the Lycoming TIO-540-AKIA piston engine with the 3-bladed propeller attached, and the sound set is very realistic, heard both from the cockpit but also from the outside. I tested the sound in both stereo and 7.1 surround sound and both worked perfectly. In regards to environmental sounds, they are also included but are as far as I could hear ordinary standard FSX environmental sounds.

To handle this aircraft on the ground is just like any other smaller prop. It resembles the default C172 100% and I had absolutely no issues by handling it on the ground and I believe that simmers on all levels will be able to fly this bird without problems.

Going down the runway, the Skylane is steady and again resembles the default Skyhawk. You don't need much runway for take-off and the acceleration when going from full stop to maximum power is quite good. The flaps are very efficient and enable the simmer to have a low IAS (Indicated Airspeed) when e.g. coming in for approach and landing.

The flight characteristics or flight dynamics are similar to the default C172 but I noticed that the CT-182T reacted, in my opinion, a bit quicker on the controls than the default C172. To spin the CT-182T is do-able but it will require a controlled pilot error and to make the aircraft spin will also require that the pilot on purpose holds the aircraft in the spin – otherwise the aircraft will automatically find its way back to normal flight.



In one of my test flights I also wanted to try an emergency landing and to do it as realistic as possible, I turned off the engine completely. It was however not that difficult to handle the aircraft with the engine shut off – I just had to fly it like a glider, meaning that to keep the airspeed up I lowered my nose. This of course meant that I was descending faster than I normally would but actually nothing to be worried about. The flight characteristics were like a heavy and old glider with a terrible glide ratio, but besides that I had no issues landing the aircraft properly.

I also tested the aircraft in foul weather and day versus night VFR and if you are familiar with the default Cessna C172, then you will not have any issues flying this bird. They are so very similar and that is a good detail, because the fuselage and wings are 99% the same according to the drawings that I could find on the internet.

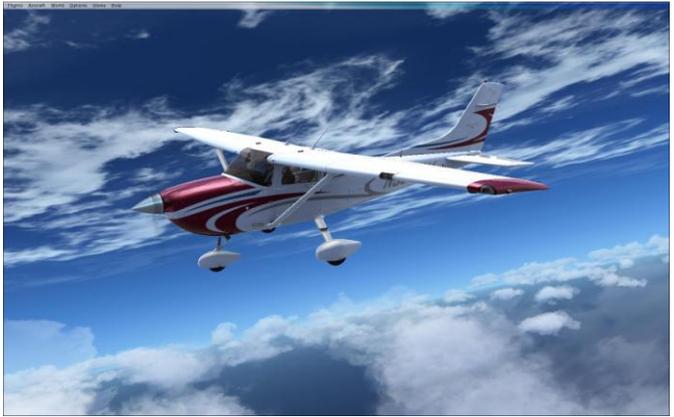
Over-all you here have a top class aircraft that are made with the quality that Carenado is famous for and I do recommend fellow simmers to get this bird. It has been very exciting and quite an experience to fly this beautiful made aircraft and it now has a fixed spot in my virtual hangar.

The add-on features a superb made model covered with high quality textures, realistic flight dynamics, various animations and lots of details all made with a perfect finish. The virtual cockpit is also of very high quality and features new and improved avionics that really are very stunning. The atmosphere you get using the virtual cockpit is very real and to spice it all up, Carenado has everything animated and included a very good sound set.

I rate this add-on with 5/5-Stars and thank Carenado for creating this awesome aircraft with the level of detailing that they have.

Rays Aviation





## Variants

182

Initial production version with fixed landing gear, four place light aircraft, powered by a 230 hp (172 kW) Continental O-470-L piston engine, gross weight 2,550 lb (1,157 kg) and certified on 2 March 1956

182A

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-L piston engine, gross weight 2,650 lb (1,202 kg) and certified on 7 December 1956

182B

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-L piston engine, gross weight 2,650 lb (1,202 kg) and certified on 22 August 1958

182C

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-L piston engine, gross weight 2,650 lb (1,202 kg) and certified on 8 July 1959

182D

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-L piston engine, gross weight 2,650 lb (1,202 kg) and certified on 14 June 1960

182E

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-L or O-470-R piston engine, gross weight 2,800 lb (1,270 kg) and certified on 27 June 1961

182F

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-L or O-470-R piston engine, gross weight 2,800 lb (1,270 kg) and certified on 1 August 1962

182G

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-L or O-470-R piston engine, gross weight 2,800 lb (1,270 kg) and certified on 19 July 1963

182H

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-R piston engine, gross weight 2,800 lb (1,270 kg) and certified on 17 September 1964

182J

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-R piston engine, gross weight 2,800 lb (1,270 kg) and certified on 20 October 1965

182K

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-R piston engine, gross weight 2,800 lb (1,270 kg) and certified on 3 August 1966

182L

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-R piston engine, gross weight 2,800 lb (1,270 kg) and certified on 28 July 1967

182M

Four place light aircraft with fixed landing gear powered by a 230 hp (172 kW) Continental O-470-R piston engine, gross weight 2,800 lb (1,270 kg) and certified on 19 September 1968.<sup>[5]</sup> There was also an experimental version of this model with a full cantilever wing

182N

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-R or O-470-S piston engine, gross weight 2,950 lb (1,338 kg) for take-off and 2,800 lb (1,270 kg) for landing. Certified on 17 September 1969

182P

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-R or O-470-S piston engine, gross weight 2,950 lb (1,338 kg) and certified on 8 October 1971

182Q

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-U piston engine, gross weight 2,950 lb (1,338 kg) and certified on 28 July 1976

182R

Four place light aircraft with fixed landing gear, powered by a 230 hp (172 kW) Continental O-470-U piston engine, gross weight of 3,100 lb (1,406 kg) for take-off and 2,950 lb (1,338 kg) for landing. Certified on 29 August 1980

182S

Four place light aircraft with fixed landing gear, powered by a fuel-injected 230 hp (172 kW) Lycoming IO-540-ABIA5 piston engine, gross weight of 3,100 lb (1,406 kg) for take-off and 2,950 lb (1,338 kg) for landing. Certified on 3 October 1996

182T

Four place light aircraft with fixed landing gear, powered by a fuel-injected 230 hp (172 kW) Lycoming IO-540-ABIA5 piston engine, gross weight of 3,100 lb (1,406 kg) for take-off and 2,950 lb (1,338 kg) for landing. Certified on 23 February 2001

R182

Four place light aircraft with retractable landing gear, powered by a 235 hp (175 kW) Lycoming IO-540-J3C5D piston engine, gross weight 3,100 lb (1,406 kg) and certified on 7 July 1977

T182

Four place light aircraft with fixed landing gear, powered by a turbocharged 235 hp (175 kW) Lycoming IO-540-J3C5D, piston engine, gross weight of 3,100 lb (1,406 kg) for take-off and 2,950 lb (1,338 kg) for landing. Certified on 15 August 1980

T182T

Four place light aircraft with fixed landing gear, powered by a turbocharged and fuel-injected 235 hp (175 kW) Lycoming TIO-540-AKIA piston engine, gross weight of 3,100 lb (1,406 kg) for take-off and 2,950 lb (1,338 kg) for landing. Certified on 23 February 2001

TR182

Four place light aircraft with retractable landing gear powered by a turbocharged 235 hp (175 kW) Lycoming IO-540-J3C5D piston engine, gross weight 3,100 lb (1,406 kg) and certified on 12 September 1978

## 182NXT

With the 227 hp (169 kW) SMA SR305-230 diesel engine, it burns 11 U.S. gallons (42 L; 9.2 imp gal) per hour of Jet-A and cruises at 155 kn (287 km/h). It replaced Avgas-burning 182s in production. Initial price is US\$515,000

## Robertson STOL 182

An aftermarket 182 STOL conversion certified in 1967 that changes the leading edge shape and aileron controls to lower stall speed below 35 mph (56 km/h)

## Specifications (Cessna 182T)

### General characteristics

- Crew: 1
- Capacity: 3 passengers
- Length: 29 ft 0 in (8.84 m)
- Wingspan: 36 ft 0 in (11.0 m)
- Height: 9 ft 4 in (2.8 m)
- Wing area: 174 sq ft (16.2 m<sup>2</sup>)
- Airfoil: NACA 2412
- Empty weight: 1,970 lb (894 kg)
- Loaded weight: 3,110 lb (1,411 kg)
- Useful load: 1,140 lb (517 kg)
- MTOW: 3,100 lb (1406 kg)
- Power plants: 1 × Lycoming IO-540-ABIA5 3-Bladed Constant Speed, 230 hp (172 kW)

### Performance

- Never exceed speed: 175 knots (201 mph, 324 km/h)
- Max speed: 150 knots (173 mph, 278 km/h)
- Cruise speed: 145 knots (167 mph, 269 km/h)
- Stall speed: 49 knots (56 mph, 91 km/h)
- Range: 930 nmi (1,070 mi, 1,722 km)
- Service Ceiling: 18,100 ft (5,517 m)
- Rate of climb: 924 ft/min (4.7 m/s)
- Wing loading: 17.8 lb/sq ft (87 kg/m<sup>2</sup>)
- Power/mass: 0.074 hp/lb (122 W/kg)