

from Robert Hawkins: **Cessna 182 Operating guidelines.**

The first 50 hours (OK, perhaps a few hours less or more) of operation need to be done in accordance with the recommendations of Continental / Lycoming.. Essentially the recommendations are identical.

First, use ONLY STRAIGHT MINERAL OIL.

Next, whenever possible keep the power at or above 70%. Obviously, you should not taxi at this setting - but during climb and cruise keep the power up. Again, some thought and reasonableness needs to be applied.

Keep an eye on the oil and cylinder head temperatures. If you see these values get close to the red line (in either case) - Back off on the power.

Once at cruise altitude and with the power set to 70%+ reduce the power every 15 to 20 minutes to about 60% power for five minutes or so.

You can also open the cowl flaps to help keep the temperatures down as necessary. Then reset it to 70 to 75%.

Following this procedure will "seat the rings" and generally "break in" the engine properly.

Remember, these engines are basic/fundamental technology. They are not the sophisticated engines found in today's cars, so, the old break-in techniques (circa 1920 to 1959) apply.

Don't forget, if you have not done so, you need a check ride in the aircraft before you go buzzing around - these are FAA, club, and Insurance co. requirements. We have a lot of money invested in this engine/airplane, so, please follow the guidelines.