

Douglas Composite Squadron  
Nevada Wing  
Civil Air Patrol Auxiliary of the U.S. Air Force

C. Arden Heffernan, Maj.

**NOTES ON FLYING THE CESSNA 182 Q & R Models \***

Several years ago I was introduced to a way of flying that simplified the process. Dr. John Eckalbar in his book "Flying the Beechcraft Bonanza" describes the method as "flying by the numbers". The late Peter Duggin wrote in his "Instrument Flying Manual" about using the formula: **Performance = Power + Attitude + Configuration.**

In practice if you want to achieve a certain predictable and repeatable performance from your aircraft then there is a simple method to do this.

For example if you wish to achieve a certain climb performance then a combination of RPM and Manifold Pressure (**Power**), plus a certain degree of nose up (**Attitude**) with gear and flaps up, cowl flaps open (**Configuration**), will give you Best Rate Of Climb (**Performance**)

Using the above methods let us describe some typical flight operations to see how it works.

In training we often do closed circuit pattern flying where there are basically five performance requirements:

- (1) Takeoff
- (2) Climb
- (3) Level off (downwind leg).
- (4) Base Leg
- (5) Final approach (landing).

Breaking down the flight into its five "PACS" would be something like the following:

1. **TAKE OFF.** Using the formula  $P+A+C=Performance$ , we would align the aircraft with the centerline, with full power, 20° degs. flaps, cowl flaps open, and rotate nose up 10° degrees at 50 Knots.
2. **CLIMB.** Pitch to  $V_x$  or  $V_y$  (59 or 81 Kts.) Flaps up as speed builds.
3. **LEVEL OFF** (Downwind). On achieving pattern altitude we would push over and trim to level attitude, close cowl flaps, reduce power (Manifold Power to 15 inches), and apply 10° degrees of wing flaps to give us a 90 Knot airspeed for our down wind leg.
4. **BASE LEG.** As we turn to base leg, merely 10 more degrees of flaps (20 degs. total) and add about 2° degs. nose up trim and the airplane will slow to 70 Knots
5. **TURN TO FINAL.** Carburetor heat ON, Power back to idle, full flaps (40° degrees total), and adjust nose trim to maintain 65 - 70 knots for a comfortable approach speed and approximately a 3 degree glide path.

Various "PACS" can be determined for all sorts of flight conditions. The point is that knowing the power, attitude and configurations for various performance requirements can be easily memorized and if you use these consistently your flying will be simplified, smoother and more professional.

Of course conditions such as density altitude, and weight loading as well as wind conditions can change things but you have to start from somewhere and then change certain things for the conditions that exist.

Lets look at some different PAC's for special performance requirements.

### **MAXIMUM PERFORMANCE TAKE OFF (Vx).**

A short field take off PAC would be something like this:

1. POWER.....Hold brakes, apply Maximum MP. (Highest RPM=2400)
2. ATTITUDE.....Slightly tail low.
3. CONFIGURATION.....Cowl flaps open, Wing flaps 20° degs.
4. PERFORMANCE.....59 Knots (Vx) until obstacles are cleared.

### **MAXIMUM PERFORMANCE CLIMB (Vy)**

A maximum rate of climb would work by the following:

1. POWER.....Full manifold pressure, 2400 RPM.
2. ATTITUDE.....10° degs. nose up trim.
3. CONFIGURATION.....Cowl flaps open, Wing flaps 0° degs.
4. PERFORMANCE.....81 knots (sea level)\*

### **CRUISE CLIMB**

1. POWER.....Full Manifold Pressure, 2400 R.P.M.
2. ATTITUDE.....5° degs. nose up trim.
3. CONFIGURATION.....Cowl flaps OPEN, wing flaps 0° degs.
4. PERFORMANCE.....100 Knots, 500 ft/min. climb. (sea level)\*

### **NORMAL CRUISE**

1. POWER.....Full Manifold Pressure, 2300 RPM.
2. ATTITUDE.....Trim for level flight.
3. CONFIGURATION..... Cowl flaps closed, wing flaps 0° degs.
4. PERFORMANCE.....138 Knots. (@8000 ft)

## **LETDOWN\*\***

1. POWER.....Reduce MP. By 5", 2300 RPM.
2. ATTITUDE.....Level (no change from cruise).
3. CONFIGURATION.....No change.
4. PERFORMANCE.....138 Knots. 500'/min. descent.

## **LEVEL OFF AT PATTERN ALTITUDE**

1. POWER.....15" MP'...2300 RPM.
2. ATTITUDE.....Level or slight nose up trim.
3. CONFIGURATION.....10 degs. flaps cowl flaps closed.
4. PERFORMANCE.....90 Knots level flight.

## **TURN TO BASE LEG**

1. POWER.....15" MP... 2300 RPM
2. ATTITUDE.....2°-3° degs.nose up trim (level flight).
3. CONFIGURATION.....20 degs. Flaps.
4. PERFORMANCE.....70 knots. Level flight.

## **TURN TO FINAL APPROACH**

1. POWER.....Carburetor heat ON, reduce throttle (idle power).
2. ATTITUDE.....Nose down.
3. CONFIGURATION.....FULL flaps.
4. PERFORMANCE.....65-70 Knots. approach. (trim for air speed)

\*\*Most light aircraft will descend approximately 100 ft/min. for each one inch reduction in manifold pressure while maintaining the cruise airspeed.

These "PACS" are merely examples of how to "fly by the numbers" Develop your own PACS by referring to the POH for your aircraft and flying the different "numbers". In this way you can simplify your flying and become a more professional and competent pilot.

\* The C-182 R and Q models are representative of most CAP Corporate 182's. These numbers will vary slightly with different models but will be a guide for developing your own "numbers."

Arden Heffernan, CFI, CFII Genoa, Nevada

## PACS FOR THE CESSNA 182R

<b>PERFORMANCE</b>	<b>= POWER</b>	<b>+ ATTITUDE</b>	<b>+ CONFIGURATION</b>
<b>NORMAL TAKE OFF</b> Rotate @ 50 Knots	= FULL MP. 2400 RPM	10° NOSE UP	0° FLAPS
<b>MAX PERFORMANCE TAKE OFF (V<sub>x</sub>)</b> 59 Knots	= FULL MP. 2400 RPM	10° to 15° NOSE UP	20° FLAPS
<b>MAX PERFORMANCE CLIMB (V<sub>y</sub>)</b> 81 Knots	= FULL MP. 2400 RPM	10° NOSE UP	0° FLAPS
<b>CRUISE CLIMB</b> 100 Knots	= FULL MP 2400 RPM	5° NOSE UP	0° FLAPS
<b>NORMAL CRUISE</b> 138 Knots (@8,000 ft)	= FULL MP 2300 RPM.	TRIM for LEVEL FLIGHT	0° FLAPS Cowl Flaps CLOSED
<b>LETDOWN</b> 138 Knots 500 ft/min Decent.	= *Reduce MP. 5" 2300 RPM.	NO TRIM CHANGE	NO CHANGE
* Most light aircraft will descend 100 ft/min with each 1" of MP. reduction.			
<b>LEVEL OFF</b> 90 Knots	= M.P. 15" 2300 RPM.	TRIM LEVEL (Slit. NOSE UP)	10° FLAPS
<b>BASE LEG</b> 70 Knots	= MP. 15" 2300 RPM.	2°-3° NOSE UP	20° FLAPS
<b>FINAL APR.</b> 65-70 Knots	= Carb. HEAT ON Throttle CLOSED	TRIM NOSE DOWN	FULL FLAPS

Arden Heffernan, CFI CFII January 1999