

CP AVIATION 182 RG POLICY AND RECOMMENDED PRACTICES.

N747PP, CPs 182RG has recently returned to service. The Airplane is available for Complex Aircraft Training for the Commercial Certificate (61.129) and the Complex/High Performance Endorsements (61.31).

History: Prior to March 2018 FAA pilot certification required the Commercial Single Engine and Flight Instructor Initial practical test be flown in a Complex Airplane. This requirement was removed after considerable lobbying from the Flight Training Industry due to the operating, maintenance and insurance costs associated with the aging complex aircraft fleet.

Since the aircraft is not needed for checkrides there is NO need to train Short Field Landing and Take offs in 747PP. The cost of landing gear replacement parts is prohibitive. We can reduce the wear and tear on the landing gear and reduce the chances of damage due to hard landings.

When conducting pattern work there is no need to retract the landing gear. Leave the gear DOWN for pattern work.

The engine in 747PP has some cooling issues. The aircraft is equipped with a sophisticated engine monitor that gives a very accurate CHT indication, it has a color display and CHTs below 400°F are indicated in green. Beyond 400°F they change to yellow. . At any point correct higher CHTs by enriching the mixture, opening cowl flaps and shallowing the climb (if applicable).

Here are some recommended procedures. Remember these are RECOMMENDED, the goal here is to keep the engine cool.....

1. Lean the mixture for taxi 1"
2. Mixture full rich for take off and cowl flaps open.
3. Reduce Manifold Pressure to 23"/2400 rpm during the climb. Do not lean mixture in the climb.
4. While conducting maneuvers below 5000 feet use 21" manifold pressure and lean for 16 GPH fuel flow. This is a **recommended** power setting and **may require a richer mixture/higher fuel flow to maintain CHTs below 400°F**.
5. Lean to no less than 13.5 GPH in cruise above 5000 feet. Close cowl flaps. Monitor CHTs. On Hot days, with the common local temperature inversion you may need to open the cowl flap and enrich mixture.
6. Vx climbs and takeoff power causes a rise in CHTs. A cruise climb of 90 to 100 knots provides better cooling, better forward visibility, and a good rate of climb.

Gear extension and Flap extension speed is 110 Knots Indicated. The is a CP Limitation, and while contrary to the AFM speeds, it is expected to be observe