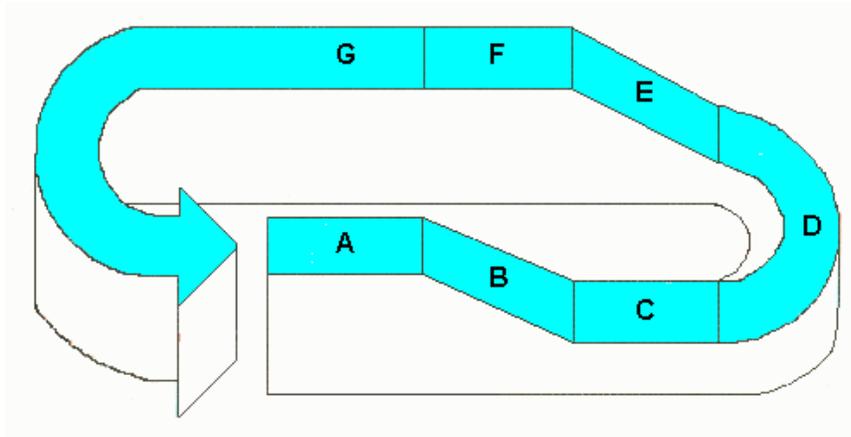


Practice Pattern



Begin the flight at 1000 ft AGL, then:

- A. Slow to approach airspeed, and fly straight and level for one minute.
- B. Begin a descent for one minute at approach airspeed and a 500-fpm rate of descent.
- C. Level off at 500 ft, and fly one minute at approach airspeed.
- D. Make a level, standard-rate turn. Remember that a standard-rate turn is 3 degrees per second. Make this turn for one minute, which should result in a turn of 180 degrees.
- E. Climb for one minute at climb airspeed and a 500-fpm rate of climb.
- F. Here you should be at your initial 1000 ft altitude. At this point, accelerate to cruise airspeed and cruise power.
- G. Make a standard-rate level turn for one minute, rolling out on your initial heading.

When you fly this pattern the second time, make the turns in the opposite direction, and alternate the directions of the turns from then on.

Although the C182 Nav Trainer is a fixed-gear plane, the description below mentions gear settings so that it can be followed when you transition to a high-performance aircraft. Ignore those references with the Nav Trainer.

During the descent segment--B--you should use as many different aircraft configurations as you can. In other words, make one simulated approach in the clean configuration, using only power to adjust the rate of descent. Then, make a descent by lowering the gear, adjusting power as necessary to maintain a 500-fpm descent. Finally, use various flap settings, with and without the gear, paying attention to the specific pitch attitude and the approximate power setting needed for each type of descent. This sounds complicated, but the variations are only for one segment, B.

Next, fly the level turn segment--D--with the gear down and the flaps in the clean and the proper maneuvering position. No matter what configuration you are using in segment D, you have to remember to clean up the aircraft--raise the flaps and gear--when you begin the climb in segment E.

Learn the C182 Nav Trainer thoroughly. Practice this pattern once a day until controlling the aircraft becomes second nature, which will happen sooner than you think.

Practice until:

- You can change the gear and flap configurations without gaining or losing any altitude.
- The airspeed remains nailed where you want it.
- One minute of descent results in a loss of exactly 500 feet, one minute of climb results in a gain of exactly 500 feet, and the one-minute turns come out to exactly 180 degrees.