

Premier Aircraft Design Canadair/Bombardier CL-604 model



Some flying tips from Danny "Chief" Crance, real life pilot and resident flight tester.

The model loads initially with neutral trim, about 4 or 5 clicks of nose up trim before starting the take-off run helps to get the nose up at rotation speed (120kts) You may need to re-trim nose down a bit on the climb out.

This aircraft is very over powered in real life. This is to enable the plane to reach higher altitudes.

Normal takeoff should be made with a power setting of 65 - 80 percent of N1 depending on length of runway available. Initial climb attitude is 15 degrees, to 10 degrees above 4,000 ft. agl. Power back to maintain 250 kts below 10,000 ft. Maintain this attitude until 10,000 feet, then cruise climb with 5 degrees nose up at 90 % or more power up to desired altitude.

On landing, plan to be at 210 knots 15 miles from the airport at 5,000 ft. agl. Have power set for 40 % and when intercepting the ILS localizer and glide slope, start extending the flaps to slow down. LEAVE power at 40 % !!! Use more flaps to slow down. Keep using the trim to stay on the glide slope and the drag from the flaps will slow the plane down. Lower landing gear at five miles out, and adjust trim to stay on the glide slope. Your rate of descent should be around 700 ft./minute. At THIS point, adjust power as necessary to maintain 130 indicated and continue to trim as necessary to maintain the glide slope. **DO NOT** let the airspeed go below 125 until just away from the runway. Approaching the runway, at 100 ft. agl, bring power to idle, and let the plane settle on the runway in a slight nose up attitude. Once on the ground, deploy spoilers, reverse thrust, and brakes to stop. **DO NOT** use excessive flair on landing, as the plane will float and leave much unused runway behind it. Practice this until you can do it THIS WAY ! You will be very busy, but this is how the real plane is flown.

It is normal for the plane to have a pronounced nose down attitude during the approach and to land with only slight nose up. This is the way the real bird flies and lands because there are no leading edge flaps on the wing.

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