Model 162 SkyCatcher Update - Cessna

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Agenda

- SkyCatcher product overview
- Configuration update
- Test program update
- Manufacturing update
- Program milestones
- Questions
# Model 162 SkyCatcher

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing Span</td>
<td>30 ft</td>
</tr>
<tr>
<td>Wing Area</td>
<td>120 sq ft</td>
</tr>
<tr>
<td>Overall Length</td>
<td>22.3 ft</td>
</tr>
<tr>
<td>Overall Height</td>
<td>7.3 ft</td>
</tr>
<tr>
<td>Maximum Gross Weight</td>
<td>1320 lbs</td>
</tr>
<tr>
<td>Maximum Useful Load (Standard A/C)</td>
<td>490 lbs</td>
</tr>
<tr>
<td>Flaps up Stall Speed</td>
<td>44 KCAS</td>
</tr>
<tr>
<td>Flaps down Stall Speed</td>
<td>41 KCAS</td>
</tr>
<tr>
<td>Sea Level Max Speed (no wheel pants)</td>
<td>118 knots</td>
</tr>
<tr>
<td>Sea Level Maximum Rate of Climb</td>
<td>850 ft/min</td>
</tr>
<tr>
<td>Maximum Ceiling</td>
<td>15,350 ft</td>
</tr>
</tbody>
</table>
SkyCatcher Standard Equipment

- TCM O-200D 100 horsepower engine
  - About 25 lb lighter than the 0-200A used on the C150
- Garmin G300 split screen PFD/MFD display
  - Flight instrumentation
  - Engine instrumentation
  - Moving Map with built in VFR GPS
- Garmin SL40 radio
- Garmin GTX327 Transponder (Mode C)
- Electric pitch trim
- 121.5 MHz ELT
- Lighting for VFR night flight
- $111,500 for standard aircraft
SkyCatcher Optional Equipment

- Options to be installed at point of sale or later as a service kit if desired
  - Garmin G300 Option – 2\textsuperscript{nd} Display (MFD)
  - BRS Airframe Parachute System
  - 406 MHz ELT
  - 2-axis Autopilot (TruTrak)
  - Engine primer
  - Wheel pants
  - External power plug
  - Sun visors

- Complete option list is not yet finalized
Configuration Update

- In September, the aircraft was unable to recover from a power on, abused control spin
  - Pilot was OK!
- Cessna commissioned a 2nd wind tunnel test to obtain the aerodynamic characteristics for several vertical tail configurations
  - Pre- and post-stall characteristics were reviewed in particular
- Based on the wind tunnel results, a larger vertical tail with less sweep was selected as the “go forward” configuration
Configuration Update

- Spin simulation did not indicate any unrecoverable spin conditions with the initial configuration
- The spin simulation was able to duplicate the pilot’s experience by making some adjustments to the simulation database
  - Including increasing the power effects
- The simulation with the new vertical tail shows NO unrecoverable spin characteristics
  - Even with the same adjustments used for the initial configuration
- The production 1 aircraft equipped with the new vertical tail and made its first flight on December 15th
Production Seat Design

- Initial carbon fiber seat has been replaced with an all-aluminum design
  - Increased durability
  - Reduced weight
  - Easier repair

- One piece cushion also incorporated to improve comfort
Flight testing since December has focused on evaluating the vertical tail changes to ensure the aircraft
- Complies with ASTM requirements and
- Fulfills its intended role in the training and sport flying market

Structural testing complete

ASTM compliance testing will be completed in the first half of 2009

Service testing will be conducted after that
Manufacturing Update

- Production assembly jigs and tooling to support fabrication are complete and in place at Shenyang Aircraft Corporation (SAC)
- Engines, avionics and airframe raw materials are being shipped from the United States for assembly by SAC
- Cessna has on-site personnel in place to provide ongoing oversight for quality assurance
- Assembly flow has started
- The next major program milestone is scheduled for second quarter 2009, when SAC completes the first aircraft assembly followed by its first flight
- Cessna is on track to begin deliveries in the second half of 2009
SkyCatcher Program Milestones

Proof of Concept go ahead 1/2006
POC Oshkosh unveiling 7/2006
POC first flight 10/2006
Started taking orders 7/2007
Prototype first flight 3/2008
Production 1 aircraft first flight 5/2008
TCM O-200D engine certification 10/2008
ASTM compliance 1st half 2009
First flight of SAC built aircraft 2nd Q 2009
First Deliveries 2nd half 2009
Questions?