



By the Numbers: Power, Attitude, Configuration (PAC) Chart

Normally Aspirated Barons

CONDITION	MP	RPM	ATTITUDE	GEAR	FLAPS	KIAS	VSI	TRIM
Initial climb	FT	MAX	+7°	UP upon positive rate	UP	Per POH	↑XXX	Per POH
Cruise climb	FT	2500	+7°	UP	UP	120	↑XXX	As req'd
Cruise	As desired	As desired	Level	UP	UP	XXX	0	0 to 2 down
En route descent	As desired	As desired	-2°	UP	UP	Green arc	As desired	As needed
Approach (level)	15" 17"	2300 - 2500	+0° +2°	UP	UP APPROACH	120	0	+3° to +5°
Precision descent	15" 17"	2300 - 2500	+0° +2°	DOWN	UP APPROACH	120	↓500 - 600 fpm	+0° to -3°
Nonprecision descent	13" 15"	2300 - 2500	+0° +2°	DOWN	UP APPROACH	120	↓800 - 1000 fpm	+3° to +5°
MDA level	20" 22"	2300 - 2500	+0° +2°	DOWN	UP APPROACH	120	0	+3° to +5°
Missed approach	FT	2500	+7°	UP	UP	120	↑XXX	+3° to +5°
Single engine climb (prop wind-milling)	FT	MAX	+3°	UP	UP	Vyse (Blue line)	↑XXX	As needed
Single engine climb (prop feathered)	FT	MAX	+7°	UP	UP	Vyse (Blue line)	↑XXX	As needed

Reducing manifold pressure by one inch results in a roughly 100-fpm descent.
A 5-inch reduction in MP results in a 500 fpm descent.

The "By the Numbers" technique has been taught since World War II to provide a simple, consistent way to conduct flight, especially instrument flight, yet it is not widely taught to pilots of personal airplanes like the Baron. For attitude reference, adjust the airplane bar to the horizon during level cruise flight and do not adjust further. Power settings and airplane configurations will result in the approximate performance tabulated. Adjust these numbers as necessary for your airplane under current conditions.