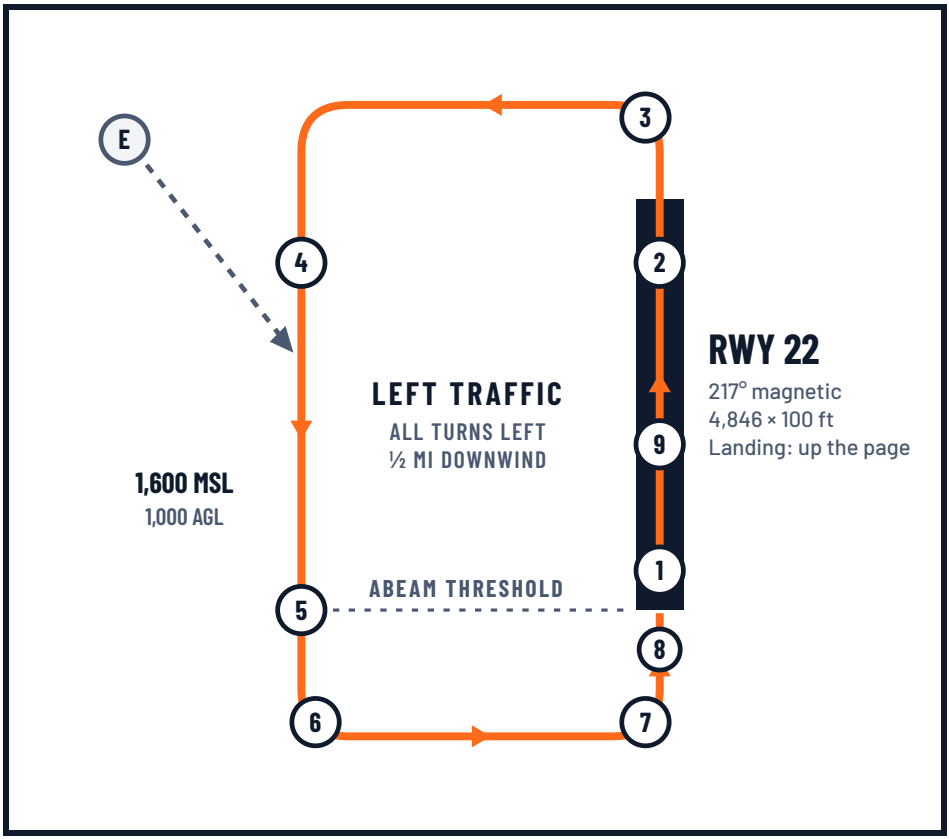
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KONZ RUNWAY 22 PATTERN

Cherokee 140 · Pattern work · Grosse Ile Municipal (KONZ)

THE PATTERN

CTAF 123.0 · AWOS 119.675 · Field 591 MSL · TPA 1,600 MSL (standard 1,000 AGL; none published)



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Pattern rules at KONZ

- **Left traffic** Runway 22. **Right traffic** Runway 4: see the Runway 4 pattern. Runway 17/35 is closed.
- **Displaced threshold:** Runway 22's landing threshold is 428 ft in from the end. Touch down past the threshold bar.
- **PAPIs:** reported inoperative. Check the NOTAMs and fly your own glidepath.
- Enter on the **45° to midfield downwind**, already at pattern altitude.
- Turn crosswind within 300 ft of pattern altitude, about **700 AGL**.
- Listen to AWOS (119.675) about 10 miles out. Make your first CTAF call before you get there.
- Birds, deer, coyotes and waterfowl on and near the field. Loose concrete near the closed runway.
- Ultralights and powered parachutes fly nearby. Keep looking outside.

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LEG BY LEG

Speeds in mph · RPM approximate · Radio on CTAF 123.0

E	**Inbound, 45° entry** RPM ~2,300 Flaps 0. Mixture rich. *"Grosse Ile traffic, Cherokee [tail], five miles south, inbound to land, will enter left downwind Runway 22, Grosse Ile."*	**100**
1	**Takeoff roll** RPM ~2,250–2,350 static Flaps 0, fuel pump on, carb heat off, full throttle. *"Grosse Ile traffic, Cherokee [tail], departing Runway 22, left closed traffic, Grosse Ile."*	**Rotate 60–65**
2	**Climbout** RPM Full, builds ~2,500–2,650 Flaps 0.	**89 (Vy)**
3	**Crosswind** RPM Full Flaps 0. *"Cherokee [tail], left crosswind Runway 22."*	**89**
4	**Downwind** RPM ~2,300 Mixture rich, fuel pump on, fullest tank, flaps 0. *"Cherokee [tail], left downwind Runway 22, touch-and-go" (or "full stop").*	**100**

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5	**Abeam the threshold** RPM ~1,800–2,000 **Carb heat ON. Flaps 10.**	**90**
6	**Base turn** RPM ~1,500 **Flaps 25.** *"Cherokee [tail], left base Runway 22."*	**80**
7	**Turn final** RPM ~1,300–1,500 **Flaps 40.** *"Cherokee [tail], final Runway 22, full stop."*	**75**
8	**Short final** RPM As needed **Carb heat OFF.**	**70 over the fence**
9	**Flare and rollout** RPM Idle ~700 After exit: flaps up, carb heat off, fuel pump off. *"Cherokee [tail], clear of Runway 22, Grosse Ile."*	**55–60 at touchdown**
GA	**Go-around** RPM Full Full power, carb heat off, flaps to 25, then 10 once climbing. *"Cherokee [tail], going around Runway 22."*	**80, then 89**

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KEY NUMBERS

Our planning numbers · verify in the PA-28-140 POH

Rotate **60–65**	**Climb (Vy)** **89**
Downwind **100 · 2,300**	**Abeam** **90 · flaps 10**
Base **80 · flaps 25**	**Final** **75 · flaps 40**
Over the fence **70**	**Pattern altitude** **1,600 MSL**

Miles per hour. Flap settings are 10, 25 and 40 degrees. Extend flaps only below 115 mph, the top of the white arc (Vfe). Vy is 89 in the 1975 Cruiser manual; check yours.

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PRE-LANDING CHECK AND FLOW

Say it out loud on every downwind

GUMPS, Cherokee version

- Gas: fullest tank, fuel pump ON, quantity checked.
- Undercarriage: fixed gear, nothing to lower. Say it anyway; the habit matters later.
- Mixture: RICH. Carb heat ON abeam, OFF on short final.
- Prop: fixed pitch. Watch RPM instead.
- Switches and seatbelts: landing light on, harnesses snug, door latched.

The flow at a glance

- **Takeoff:** full power, rotate 60–65, climb at 89.
- **Crosswind** at 700 AGL. **Downwind** level at 1,600, 100 mph, 2,300 RPM.
- **Abeam:** carb heat, power 1,800–2,000, flaps 10, 90 mph.
- **Base:** flaps 25, 80 mph, about 1,500 RPM.
- **Final:** flaps 40, 75 mph. 70 over the fence. Carb heat off.

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STABILIZED-APPROACH GATES

If any gate is missed, go around

500 AGL

Flaps 40, 75 mph, on the glidepath, trimmed.

300 AGL

Stable, or go around. Only small power corrections from here.

Fence

70 mph. The aim point is not moving in the windshield.

Training aid only, not flight instruction. Speeds and RPM are our own planning numbers for a PA-28-140; verify every one against your airplane's POH. Check pattern altitude, traffic direction and frequencies in the current Chart Supplement and NOTAMs before you fly.

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