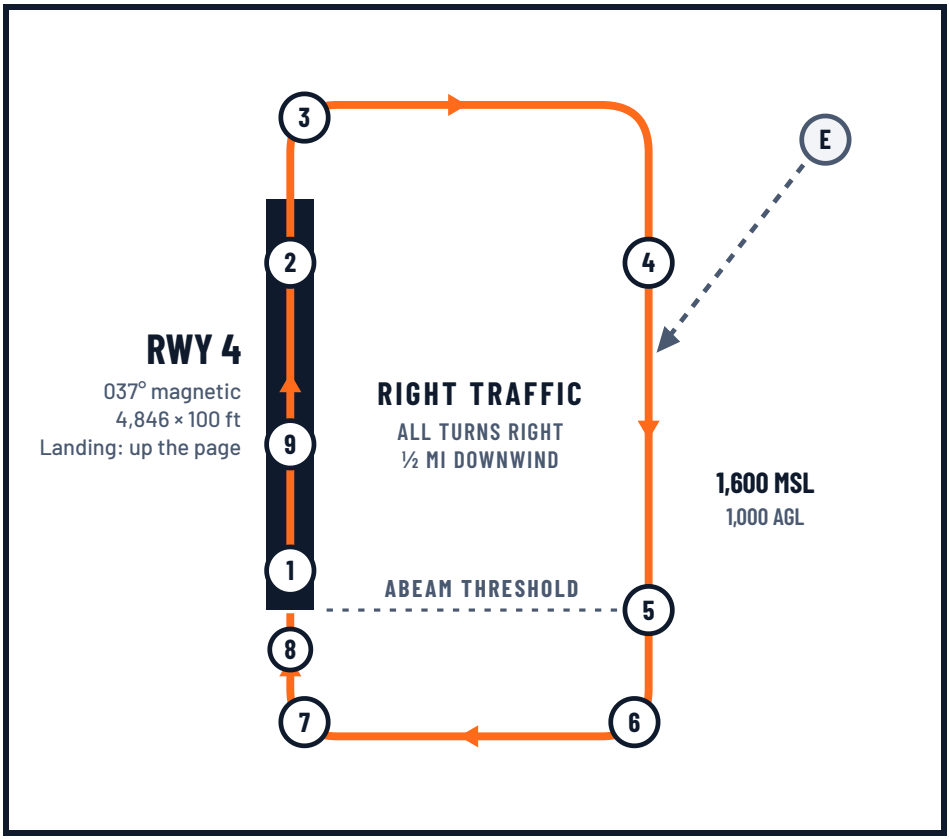
Training aid only, not flight instruction. Review it with your CFI and get their approval before you use it in training or in the airplane. Check every number against the POH and current FAA sources. Last reviewed Nov 15, 2026 against the FAA Chart Supplement effective Oct 29, 2026 and the Cessna 172N and 172P POHs.

KONZ RUNWAY 4 PATTERN: CESSNA 172

Cessna 172N and 172P · 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

- **Right traffic** Runway 4: every turn is to the right. Runway 22 is left traffic, on the same side of the field. Runway 17/35 is closed.
- **Threshold at the end:** Runway 4 has no displaced threshold. On the approach, a 37 ft tree stands 790 ft out, left of centerline.
- **PAPIs:** reported inoperative. Check the NOTAMs and fly your own glidepath.
- Enter on the **45° to midfield right 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.
- **High wing:** the wing hides traffic on the inside of every turn. Raise the wing slightly and look before you turn base and final.
- **Carb heat:** ON abeam, before you reduce power, and left ON to touchdown. OFF at once in a go-around.
- Ultralights and powered parachutes fly nearby. Keep looking outside.

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LEG BY LEG

Knots indicated · RPM approximate · Radio on CTAF 123.0

E	**Inbound, 45° entry** RPM ~2,200 Flaps up. Mixture rich. Carb heat as needed. *"Grosse Ile traffic, Cessna [tail], five miles south, inbound to land, will enter right downwind Runway 4, Grosse Ile."*	**90**
1	**Takeoff roll** RPM ~2,300–2,400 static Flaps up, carb heat COLD, mixture rich, full throttle. *"Grosse Ile traffic, Cessna [tail], departing Runway 4, right closed traffic, Grosse Ile."*	**Rotate 55**
2	**Climbout** RPM Full Flaps up.	**73 (N) · 76 (P)**
3	**Crosswind** RPM Full Flaps up. *"Cessna [tail], right crosswind Runway 4."*	**73 (N) · 76 (P)**
4	**Downwind** RPM ~2,200 Fuel selector BOTH, mixture rich, landing light on. *"Cessna [tail], right downwind Runway 4, touch-and-go" (or "full stop").*	**90**

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5 **Abeam the threshold** — **75**
RPM ~1,500
Carb heat ON. Flaps 10 (below 85).

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6 **Base turn** — **70**
RPM ~1,500
Flaps 20.
"Cessna [tail], right base Runway 4."

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7 **Turn final** — **65**
RPM As needed
Flaps 30. (172N: 30, or 40 if your CFI teaches it.)
"Cessna [tail], final Runway 4, full stop."

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8 **Short final** — **60–65 over the fence**
RPM As needed
Carb heat stays ON.

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9 **Flare and rollout** — **Mains first**
RPM Idle
After exit: flaps up, carb heat COLD.
"Cessna [tail], clear of Runway 4, Grosse Ile."

GA **Go-around** — **55, then 60+**
RPM Full
Full throttle, **carb heat COLD, flaps 20** right away. Flaps 10 once climbing, then up above 60 at a safe height.
"Cessna [tail], going around Runway 4."

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KEY NUMBERS

Our planning numbers · verify in your 172 POH

Rotate **55**	**Climb (Vy)** **73 N · 76 P**
Downwind **90 · 2,200**	**Abeam** **75 · flaps 10**
Base **70 · flaps 20**	**Final** **65 · flaps 30**
Over the fence **60–65**	**Pattern altitude** **1,600 MSL**

Knots indicated. 172N flaps go to 40°, all below 85 KIAS. 172P flaps go to 30°: up to 10° below 110 KIAS, more than 10° below 85. Vy at sea level is 73 in the 172N and 76 in the 172P. Approach speeds in the handbooks: 172N 55–65 with flaps down, 172P 60–70; 60–65 over the fence fits both. These are our planning numbers; check them against the POH and placards in your airplane.

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PRE-LANDING CHECK AND FLOW

Say it out loud on every downwind

GUMPS, Cessna 172 version

- Gas: fuel selector BOTH, quantity checked. No fuel pump to switch.
- Undercarriage: fixed gear, nothing to lower. Say it anyway; the habit matters later.
- Mixture: RICH. **Carb heat ON** before you reduce power.
- Prop: fixed pitch. Watch RPM instead.
- Switches and seatbelts: landing light on, belts and harnesses snug, doors latched.

The flow at a glance

- **Takeoff:** full throttle, carb heat cold, rotate 55, climb at 73 (N) or 76 (P).
- **Crosswind** at 700 AGL. **Downwind** level at 1,600, 90 knots, about 2,200 RPM.
- **Abeam:** carb heat ON, power 1,500, flaps 10, 75 knots.
- **Base:** flaps 20, 70 knots. **Final:** flaps 30, 65 knots.
- **Fence:** 60–65. Carb heat stays on; off after landing.

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STABILIZED-APPROACH GATES

If any gate is missed, go around

500 AGL

Flaps 30, 65 knots, on the glidepath, trimmed.

300 AGL

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

Fence

60–65 knots. The aim point is not moving in the windshield.

Training aid only, not flight instruction. Speeds and RPM are our own planning numbers in knots for a carbureted Cessna 172N or 172P; verify every one against the POH and placards in the airplane you fly, and fly the profile your CFI teaches. Check pattern altitude, traffic direction and frequencies in the current Chart Supplement and NOTAMs before you fly.

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