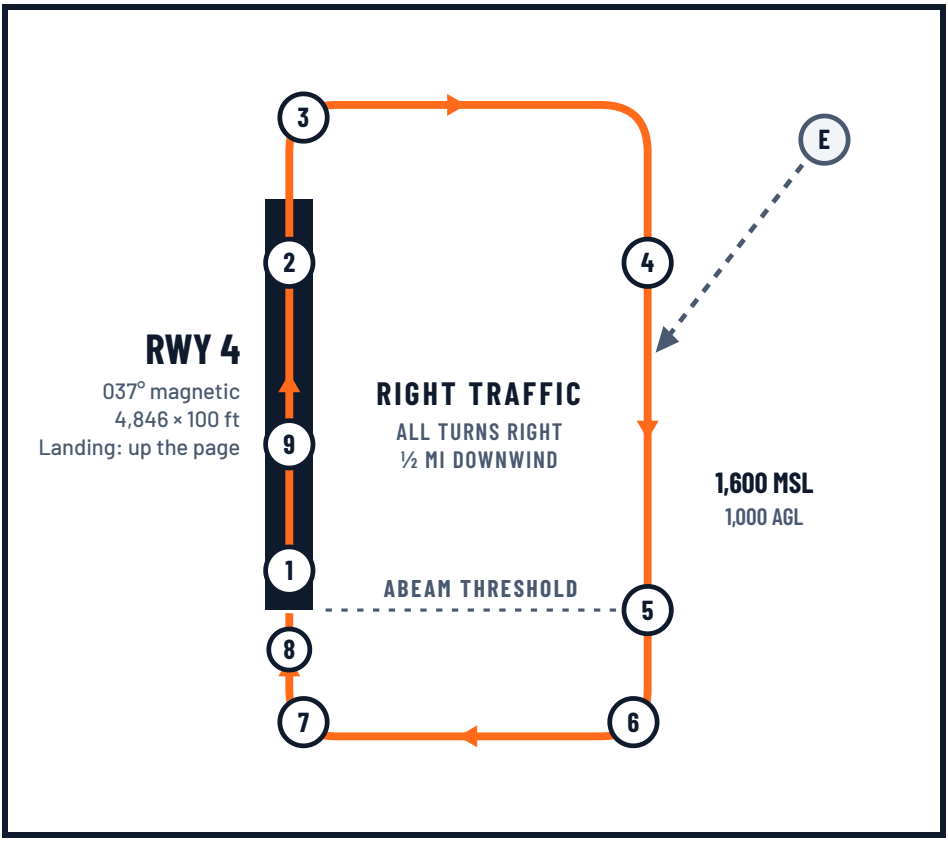
Training aid only, not flight instruction. Review it with your CFI and get their approval before you use it in training or in the airplane. Check every number against the POH and current FAA sources. Last reviewed Nov 17, 2026 against the FAA Chart Supplement effective Oct 29, 2026 and the 1975 Cessna Model 172 and Skyhawk Owner's Manual (172M).

KONZ RUNWAY 4 PATTERN: CESSNA 172M

1975 Cessna 172M · 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.
- **Flaps:** no detents. Watch the indicator.
- Ultralights and powered parachutes fly nearby. Keep looking outside.

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LEG BY LEG

MPH indicated (knots) · RPM approximate · Radio on CTAF 123.0

E **Inbound, 45° entry** — **100 (87)**
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."

1 **Takeoff roll** — **Rotate 60 (52)**
RPM ~2,270–2,370 static
Flaps up, carb heat COLD, mixture rich, full throttle.
"Grosse Ile traffic, Cessna [tail], departing Runway 4, right closed traffic, Grosse Ile."

2 **Climbout** — **90 (78)**
RPM Full
Flaps up.

3 **Crosswind** — **90 (78)**
RPM Full
Flaps up.
"Cessna [tail], right crosswind Runway 4."

4 **Downwind** — **100 (87)**
RPM ~2,200
Fuel selector BOTH, mixture rich, landing light on.
"Cessna [tail], right downwind Runway 4, touch-and-go" (or "full stop").

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5 **Abeam the threshold** **80 (70)**
RPM ~1,500
Carb heat ON. Flaps 10 (below 100, the top of the white arc).

6 **Base turn** **75 (65)**
RPM ~1,500
Flaps 20.
"Cessna [tail], right base Runway 4."

7 **Turn final** **70 (61)**
RPM As needed
Flaps 30. Flaps 40 for a short-field landing, if your CFI teaches it.
"Cessna [tail], final Runway 4, full stop."

8 **Short final** **65–70 (56–61) over the fence**
RPM As needed
Carb heat stays ON.

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** **65–75, then 80–90**
RPM Full
Full throttle, **carb heat COLD, flaps 20** at once (from 40: switch UP about 2 s). Flaps up slowly once clear.
"Cessna [tail], going around Runway 4."

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KEY NUMBERS

From the 1975 172M Owner's Manual · miles per hour (knots) · verify in your airplane's manual

Rotate **60**	**Climb (Vy)** **90**
Downwind **100 · 2,200**	**Abeam** **80 · flaps 10**
Base **75 · flaps 20**	**Final** **70 · flaps 30**
Over the fence **65–70**	**Pattern altitude** **1,600 MSL**

Miles per hour indicated. The 1975 manual gives: lift the nose wheel at 60; normal climb 75–85 after takeoff and 80–90 en route; best rate of climb 91 at sea level (79 knots); before landing 70–80 with flaps up and 65–75 with flaps down; short-field approach 70 with flaps 40. Flaps go to 40°, all below 100 (87 knots). Avoid steep slips with more than 20° of flaps. Go-around: flaps 20, 65. Downwind, abeam and base speeds are our planning numbers inside those ranges.

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PRE-LANDING CHECK AND FLOW

Say it out loud on every downwind

GUMPS, Cessna 172M 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 60, climb at 90.
- **Crosswind** at 700 AGL. **Downwind** level at 1,600, 100 MPH, about 2,200 RPM.
- **Abeam:** carb heat ON, power 1,500, flaps 10 below 100, 80 MPH.
- **Base:** flaps 20, 75 MPH. **Final:** flaps 30, 70 MPH.
- **Fence:** 65–70. 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, 70 MPH, on the glidepath, trimmed.

300 AGL

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

Fence

65–70 MPH. The aim point is not moving in the windshield.

Training aid only, not flight instruction. Speeds and RPM are our own planning numbers in miles per hour for a 1975 Cessna 172M with its original 150 hp engine, taken from the 1975 Owner's Manual; verify every one against the manual, supplements and placards in the airplane you fly (an engine conversion or other modification changes them), 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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