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 7, 2026 against the FAA Chart Supplement effective Oct 29, 2026.

NEARBY AIRPORT CARDS

Cherokee 140 · Fields within about an hour of KONZ

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THE FIELDS AT A GLANCE

Distances are great-circle nautical miles from KONZ. Courses are true, with the magnetic course (7° W variation) in brackets. Plan the actual route around the Detroit Class B and Toledo Class C; a straight line is not always legal or smart.

Airport	From KONZ	Tower?	Longest runway	Fuel
KTTF Custer, Monroe	15 nm, 232° (239° M)	No	4,997 × 100	100LL
KYIP Willow Run	19 nm, 297° (304° M)	Yes, continuous	7,543 × 150	100LL, Jet A
1D2 Canton-Plymouth-Mettetal	20 nm, 319° (326° M)	No	2,302 × 75	100LL self-serve
KARB Ann Arbor	27 nm, 286° (293° M)	Yes, 0800–2000	3,505 × 75	100LL, Jet A
KDUH Toledo Suburban	31 nm, 226° (233° M)	No	4,807 × 50	100LL
KTDZ Toledo Executive	35 nm, 204° (211° M)	No	5,829 × 100	100LL, Jet A, self or full serve
KTOL Toledo Express	42 nm, 223° (230° M)	Yes, Class C	10,600 × 150	100LL, Jet A
KADG Lenawee County, Adrian	43 nm, 252° (259° M)	No	5,001 × 100	100LL self-serve, Jet A
KJXN Jackson County–Reynolds	59 nm, 280° (287° M)	Yes, 0700–2100	5,351 × 100	100LL, Jet A
KTEW Mason Jewett	63 nm, 297° (304° M)	No	4,002 × 75	100LL self-serve

- At a planning cruise of 100 KTAS, the farthest fields are about 40 minutes away in calm air. Add time for the climb, the pattern and a route around the Class B.
- KYIP, 1D2 and KARB sit under or beside the Detroit Class B. Plan the altitude and the route on the Detroit Terminal Area Chart before you go.

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KTTF · CUSTER, MONROE

The closest field: a long, grooved runway and our usual backup when KONZ has a crosswind.

Item	KTTF
Elevation	616 ft
Runway	3/21, 4,997 × 100 ft, grooved asphalt. **Left traffic** on both ends
Runway 3 lights	2-box VASI (4.00°, steeper than usual)
Runway 21 lights	2-light PAPI (3.50°), REIL
Tower	None. CTAF/UNICOM **122.7**
Weather	AWOS-3P **119.075**, 734-384-0259
Approach / departure	Detroit **134.3**
Fuel	100LL
Attended	Irregular
Lighting	Pilot-controlled on CTAF (VASI 3, PAPI 21, REIL 21, edge lights)
Airspace	Inside the Detroit Mode C veil. Check the Detroit TAC for the Class B shelf overhead

- Deer and large birds on and near the field.
- Noise-sensitive areas: departing aircraft climb at the best rate to pattern altitude.
- Ask the airport manager to confirm field conditions in winter.
- A 70 ft tree on the Runway 3 approach, and seasonal crops near the runway.
- IFR clearance: Detroit Approach, 734-955-1404.
- **Good for:** crosswind alternate to KONZ, short hop for pattern work, 100LL.

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KYIP · WILLOW RUN

A big towered field under the Detroit Class B: good practice talking to a tower, with long runways.

Item	KYIP
Elevation	716 ft
Runways	5/23, 7,543 × 150 ft concrete. 9/27, 5,001 × 100 ft asphalt. **Left traffic** on all
Displaced threshold	Runway 9, 428 ft
Tower	Willow Run Tower **125.275**, continuous
Ground	**119.975**
ATIS	**127.425**
Approach / departure	Detroit **118.95**
Fuel	100LL, Jet A
Attended	Continuous
Airspace	Class D under the Detroit Class B. DTW is 8 nm east

- **Wrong-surface risk:** Taxiway G runs close beside Runway 9/27. Confirm you are lined up on the runway, not the taxiway.
- Birds on and near the field.
- Heavy cargo and jet traffic. Expect wake turbulence and long taxis.
- Airport conditions are not monitored outside weekdays 0800–1600; DTW operations covers off-hours.
- **Good for:** towered practice, long runways, flying near busy airspace with a controller's help.

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1D2 · CANTON-PLYMOUTH-METTETAL

A short, busy general aviation field just west of DTW. Treat it as a short-field exercise.

Item	1D2
Elevation	696 ft
Runway	18/36, 2,302 × 75 ft grooved asphalt. **Left traffic** on both ends
Runway 18 lights	2-light PAPI (4.00°, steep)
Runway 36 lights	4-light PAPI on the right (3.00°)
Tower	None. CTAF/UNICOM **122.7**
Weather	No on-field AWOS. Use KYIP ASOS (phone 734-961-6843) or nearby stations
Approach / departure	Detroit **118.95**
Fuel	100LL, 24-hour self-serve
Attended	Mon–Fri 0700–1600, weekends on call
Airspace	Close under the Detroit Class B, 9 nm from DTW. Know the shelf floor overhead before you descend

- **Touch-and-goes prohibited** because of the runway length.
- 2,302 ft is short for a loaded Cherokee on a warm day. Work out the landing and takeoff distance first, and have your CFI with you the first time.
- Noise-sensitive areas north and south. Call the airport manager for the noise procedures.
- A 15 ft road close to the Runway 18 end and a 31 ft tree on the Runway 36 approach. Deer and large birds.
- **Good for:** short-field practice with a CFI, self-serve fuel.

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KARB · ANN ARBOR MUNICIPAL

A towered field with a short main runway, a turf runway and an hour-limited tower.

Item	KARB
Elevation	839 ft
Runways	6/24, 3,505 × 75 ft grooved concrete. 12/30, 2,750 × 110 ft turf. **Left traffic** on all
Displaced threshold	Runway 24, 428 ft
Tower	Ann Arbor Tower **120.3**, 0800–2000. CTAF 120.3 when closed
Ground	**121.6** (0800–2000), also clearance delivery
ATIS	**134.55**
Approach / departure	Detroit **118.95**
Fuel	100LL, Jet A
Attended	Apr–Oct 0800–2000, Nov–Mar 0800–1800
Airspace	Class D when the tower is open. West of the Detroit Class B

- No snow removal on the turf runway, 12/30.
- The Runway 24 run-up area is the first 200 ft of Taxiway A.
- When the tower is closed, confirm snow removal and winter conditions on the CTAF.
- Deer and large birds.
- **Good for:** towered practice with short-field technique, a turf runway in summer.

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KDUH · TOLEDO SUBURBAN

A narrow runway with big displaced thresholds on both ends. Read the details before you go.

Item	KDUH
Elevation	671 ft
Runway	9/27, 4,807 × **50** ft asphalt. **Left traffic** on both ends
Displaced thresholds	Runway 9, **1,274 ft**. Runway 27, **992 ft**
Tower	None. CTAF/UNICOM **122.7**
Weather	AWOS-3P **119.175**, 734-856-1563
Approach / departure	Toledo **126.1** (0530–0000)
Fuel	100LL
Attended	0800–1700
Lighting	Non-standard pilot-controlled edge lights on CTAF

- **50 ft wide:** half the width of KONZ. The runway looks long and low on final, so the flare picture is different. Crosswinds feel bigger.
- With the displaced thresholds, the landing distance is much shorter than 4,807 ft. Use the landing distance available, not the total length.
- An 84 ft tree on the Runway 27 approach; a 4 ft fence and seasonal crops close beside the runway.
- Deer and large birds.
- **Good for:** narrow-runway and displaced-threshold practice with a CFI.

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KTDZ · TOLEDO EXECUTIVE

A well-equipped non-towered field south of Toledo with two lit, paved runways.

Item	KTDZ
Elevation	623 ft
Runways	14/32, 5,829 × 100 ft grooved asphalt. 4/22, 3,799 × 75 ft asphalt. **Left traffic** on all
Displaced thresholds	Runway 14, 225 ft. Runway 32, 351 ft. Runway 4, 100 ft. Runway 22, 380 ft
Tower	None. CTAF/UNICOM **123.05**
Weather	ASOS **121.575**, 419-838-5034
Approach / departure	Toledo **126.1**. Clearance delivery 125.6
Fuel	100LL and Jet A, self-serve or full-serve
Attended	Mon–Sat 0800–1800, Sun 0800–1700
Lighting	Pilot-controlled on CTAF: PAPIs on all four ends, REILs on 4, 22 and 14
Airspace	Southeast of the Toledo Class C. Check the sectional for the Class C outer edges on your route

- Deer and coyotes on and near the field.
- Every runway end has a displaced threshold. Check which one you are using.
- **Good for:** a fuel stop with full service, two runways for crosswind choice, a longer trip south.

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KTOL · TOLEDO EXPRESS

A Class C airport with a 10,600 ft runway, airline and cargo traffic and an Air National Guard unit.

Item	KTOL
Elevation	684 ft
Runways	7/25, 10,600 × 150 ft. 16/34, 5,599 × 150 ft. Grooved asphalt, **left traffic** on all
Tower	Toledo Tower **118.1**
Ground	**121.9**. Clearance delivery 121.75
ATIS	**118.75**
Approach / departure (Class C)	Toledo **126.1** for the 360°–179° sector, **134.35** for 180°–359°
Fuel	100LL, Jet A
Attended	Continuous
Airspace	**Class C.** Establish two-way radio contact with Toledo Approach before entering

- Arresting cables (BAK-12/BAK-14) on the runways for military jets. Ask the tower about them, and don't land on a cable.
- Military fighter traffic from the Air National Guard. Bird hazard is high during migration (Mar–May and Aug–Oct).
- Some taxiway areas are not visible from the tower.
- **Good for:** Class C practice, a long runway, flight following through the Toledo area.

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KADG · LENAWEE COUNTY, ADRIAN

A quiet non-towered field with a 5,000 ft runway, a turf runway and lots of gliders in summer.

Item	KADG
Elevation	802 ft
Runways	5/23, 5,001 × 100 ft asphalt. 11/29, 1,779 × 150 ft turf. **Left traffic** on all
Tower	None. CTAF/UNICOM **122.8**
Weather	ASOS **118.825**, 517-265-9089
Approach / departure	Toledo **134.35**
Fuel	100LL 24-hour self-serve by credit card; Jet A
Attended	Mon–Fri 0800–1630, Saturday on call, closed major holidays
Lighting	High-intensity edge lights on 5/23, preset low, pilot-controlled on CTAF; PAPIs on both ends; REIL on 5

- **Extensive glider operations April–October.** Look for tow planes and gliders in and around the pattern.
- Taxi on hard surfaces only during the spring thaw and in wet weather.
- Snow removal on Runway 5/23 and taxiways only.
- **Good for:** a quiet practice field, self-serve fuel, wide-open runway.

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KJXN · JACKSON COUNTY–REYNOLDS

The towered field in our cross-country example. Tower hours matter.

Item	KJXN
Elevation	1,001 ft
Runways	7/25, 5,351 × 100 ft. 14/32, 4,000 × 100 ft. Grooved asphalt, **left traffic** on all
Tower	Jackson Tower **128.475**, 0700–2100. CTAF 128.475 when closed
Ground	**121.9** (0700–2100), also clearance delivery
ATIS	**125.725**
Approach / departure	Great Lakes **127.3**
Fuel	100LL, Jet A
Attended	Mon–Fri 0800–1700, Sat–Sun 0800–1500
Airspace	Class D when the tower is open

- **Taxiway D to A:** aircraft taxiing up Taxiway D can miss the turn onto A and enter the Runway 7/25 safety area. Watch the signs.
- No low-altitude helicopter operations near the prison 4 miles northeast.
- Winter field conditions are not monitored when the tower is closed.
- Deer and large birds.
- **Good for:** towered practice, the end point of our Cross-Country Planning Aid trip.

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KTEW · MASON JEWETT

An unattended field north of Jackson with 24-hour self-serve fuel. Note the right traffic on Runway 10.

Item	KTEW
Elevation	919 ft
Runway	10/28, 4,002 × 75 ft asphalt. **Runway 10 right traffic**, Runway 28 left traffic
Tower	None. CTAF/UNICOM **122.7**
Weather	AWOS-3P **119.425**, 517-676-5607
Approach / departure	Great Lakes **118.65**
Fuel	100LL, 24-hour self-serve by credit card
Attended	Unattended
Lighting	Pilot-controlled on CTAF: PAPIs and REILs on both ends. The Runway 10 PAPI is a steep 4.00°

- Deer and birds on and near the field.
- The Runway 28 PAPI is not usable more than 7° either side of the centerline.
- **Good for:** a diversion field for the Jackson trip, self-serve fuel any time.

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BEFORE YOU GO

- **NOTAMs** for the destination and the route. Runway closures, lighting and tower hours change.
- **The Chart Supplement** entry for the airport: pattern altitude, runway details, lighting and remarks. This page is a summary.
- **Tower hours.** KARB and KJXN towers close in the evening. After hours, use the CTAF and the airport becomes non-towered.
- **Fuel.** Call ahead or check the self-serve status before you plan on buying fuel there.
- **Airspace.** Plan the route around the Detroit Class B and the Toledo Class C on the current charts.
- **Runway length.** Work out takeoff and landing distance for the day, especially at 1D2, KARB and KDUH.

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SOURCES

- FAA airport data effective October 29, 2026, via AirNav, checked November 7, 2026.
- Distances and courses computed from the FAA airport reference points. Magnetic courses use 7° W variation.
- Always confirm with the current Chart Supplement, sectional and terminal area charts, the NOTAMs and the airport.

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