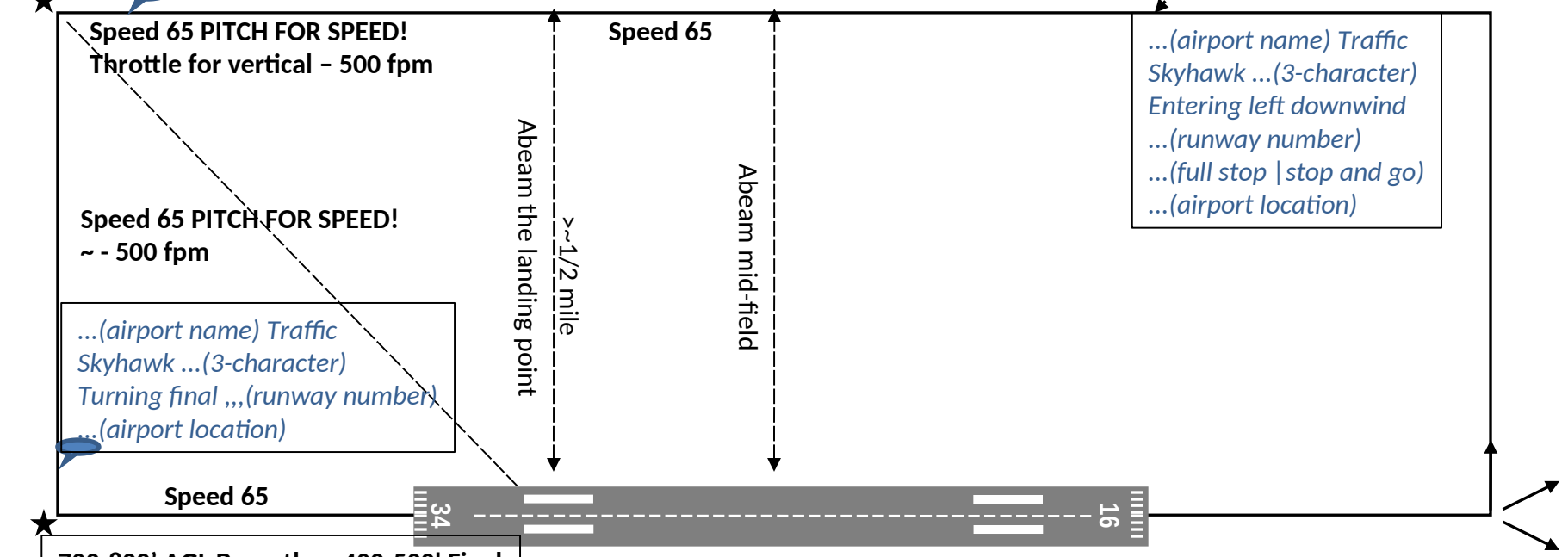
Approach …(airport name) 1000’ AGL pattern altitude in a Cessna 206/182/177/172/152/150

Descent Abeam:
1000’ AGL
1500 RPM
Prop High
Flaps +10=20
Adj. Throttle for - 500 fpm

Completed Prior to mid-field:
Level to pattern altitude
Carb Heat ON
~2100 RPM (adjust to 0 VSI)
Mixture: set/rich for go-around
Flaps 10
Speed 65 – stable, TRIM!!!
Landing Checklist complete
Radio Call complete

~ 10 and 5 Miles out: ***(AC-90-66B)***
…(airport name) Traffic
Skyhawk …(3-character) or Cessna…
X (…distance) (NSEW)
planning left traffic …(runway number)
…(airport location).

…(airport name) Traffic
Skyhawk …(3-character)
Turning left base (runway number)
…(airport location)



…(airport name) Traffic
Skyhawk …(3-character)
Entering left downwind
…(runway number)
…(full stop | stop and go)
…(airport location)

…(airport name) Traffic
Skyhawk …(3-character)
Turning final ,,,(runway number)
…(airport location)

700-800’ AGL Base, then 400-500' Final
RPM adj. to make runway - **Decrease**
Flaps adj. to make runway - **Increase**

Profile Adjustments:
10 deg. Flaps ⇔ 100 fpm ⇔ 100 rpm ⇔ 1” MP ⇔ 10 kts. ⇔ 1000 ft. spot float

Takeoff Pattern: turn within 300’ of pattern altitude (not 500’!) and > ½ mile beyond runway