

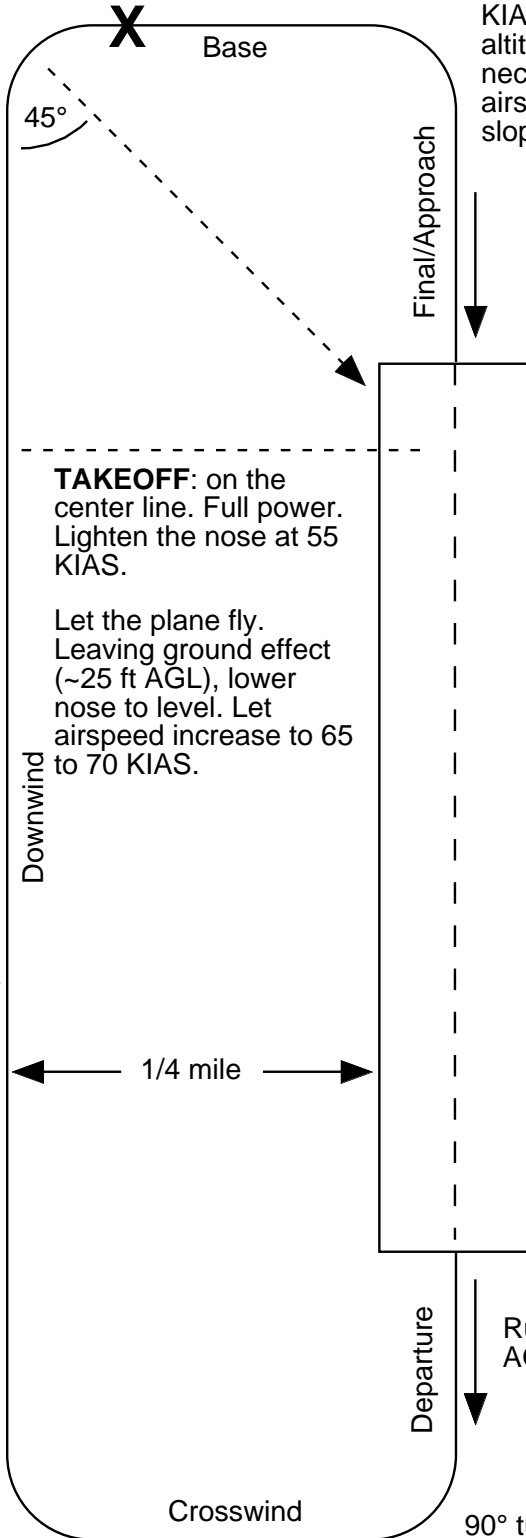
Upon leveling out on the base leg, you are at the "key" and should be 700 ft AGL. Evaluate airspeed, altitude & track. Adjust as necessary.

90° turn to base when the numbers are behind at a 45° angle. Flaps to 20°.

90° turn to final to be aligned with the runway. Slow to 60 KIAS. Evaluate airspeed, altitude & track. Adjust as necessary. Pitch controls airspeed, power controls glide slope.

Abeam the approach end of the runway (the numbers), begin the descent. 10° flaps and 1500 RPM. Establish 65 KIAS.

Maintain TPA allowing the airspeed to slow.



Maintain 60 KIAS until ~50 ft AGL. Begin the flare (leveling) and gradually begin lowering power to idle. Align the fuselage with the runway.

Continue the flare, attaining level attitude at ~10 ft AGL. As aircraft descends, pull nose up smoothly. Maintain fuselage alignment.

Stay on the center line. Land on the main gear and lower the nose. Power to idle, if not already and brake as necessary.

IN THE FLARE, FOR EACH ALTITUDE, THERE IS A PROPER ATTITUDE!

Upon reaching TPA, carb heat ON and throttle back to 2100 RPM, CGUMPS.

Continue climb to traffic pattern altitude (TPA) in the downwind.

NOTE: The airspeeds given here are appropriate for the Cessna 172N model. For other C172 models, use airspeeds given in the POH.

90° turn to downwind to give appropriate distance from runway in the downwind.

Momentary wings level to observe runway and scan for traffic.

Runway heading to 500 ft AGL at 65 KIAS.

90° turn to crosswind.