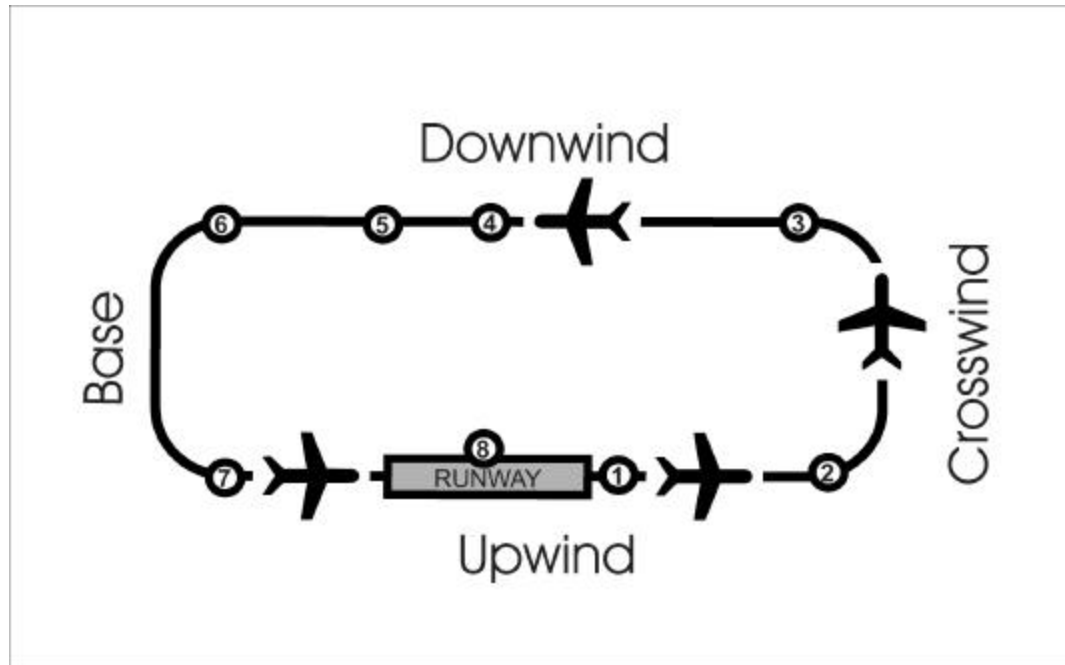# FLIGHTADVENTURES

TOUCH AND GO PATTERN OPERATIONS TUTORIAL

Communications: **U**- Uncontrolled airport (no tower)   **C**- Controlled (tower)
   phraseology *italicized*
   [airport] = airport operating at e.g. *Paso Robles*
   [callsign] = aircraft designation plus last three digits of N number after initial call or FAA designation plus aircraft number e.g. "*Cessna four sierra papa*" or "*Adventure one zero one.*"
   [runway] = runway numeral designation e.g. "*one niner*"

TAKEOFF
========
U-Announce "[airport] *traffic,* [callsign] *taking off runway* [X], joining the left traffic pattern"
   Power should be set to about to about 2,100 RPM during
   downwind.

1. CLIMB
========
Power FULL
Pitch about 10 degrees up
Adjust pitch attitude to climb at 74 KIAS
Check for traffic

2. CROSSWIND
=============
At 300' below pattern altitude check for traffic then begin your crosswind turn

U-Announce "[airport] *traffic,* [callsign] *turning crosswind, left traffic, runway* [X]"

3. DOWNWIND
=============
Check for traffic

U-Announce "[airport] *traffic,* [callsign] *turning downwind, left traffic, runway* [X]"

Turn downwind

Tip: If the runway bisects your left wing strut by about 1/2 as you fly downwind you're at the proper distance from the runway.

After leveling off at pattern altitude let the aircraft accelerate before reducing power.

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4. DOWNWIND ABEAM
====================

When abeam the tower (known as "downwind abeam")

C- Call tower and announce your intentions " [airport] *tower,* [callsign] *downwind abeam, touch and go please*""

5. ABEAM THE NUMBERS
=====================

When you're abeam the runway threshold (referred to as being "abeam the numbers") reduce power to 1,500 RPM and add one notch of flaps. Maintain altitude until you slow to approach speed of 60-70 KIAS, then let the aircraft descend.

6. BASE
=======

When the runway threshold is at your rearward 45 (approx. 8 o'clock position), look for traffic

U-Announce "[airport] *traffic,* [callsign] *turning left base, runway* [X] touch and go"
          Note: "Left base," implies left traffic

Turn to base, and add a second notch of flaps. Fly the approach at 65 KIAS. Use pitch and power to maintain airspeed and glide slope angle. Depending on variables such as weather and aircraft weight, power settings while on glide slope can range from 1,700 to 1,900 RPM.

7. FINAL
=======

U-Announce "[airport] *traffic,* [callsign] *turning final, runway* [X] touch and go"

Once established on final add the last notch of flaps and continue the approach.
When runway is assured, bring power back to idle.
Obtain landing pitch attitude as soon as practical without ballooning and hold until touchdown.

8.a. TOUCH AND GO
=================

Flaps UP
Mixture RICH
Power FULL
Return to STEP 1
(Use cockpit operations flow.)

GO-AROUND
===========

Pitch UP
Mixture RICH
Power FULL
Flaps raise to 20°
Fully retract flaps when safe airspeed and altitude is reached