

TRAFFIC PATTERN OPERATIONS

- DEPARTURE BRIEFING:
1. What Type of takeoff will be performed?
 2. Review V speeds.
 3. Review initial routing and altitude
 4. If it is an IFR departure, the PIC will also review initial heading and altitude, the departure frequency and squawk.
 5. Discuss action to be taken in the event of engine failure during takeoff and climb.
 6. Discuss any additional comments or questions, as required.
 7. Brief the passengers, if applicable.

“This will be a normal takeoff. We will be departing via Moon Beach departure with an initial altitude of 800’, BR is 55, V/Y is 76. If we have any problems before rotation or with adequate runway remaining after liftoff, we will abort. Standard emergency procedures will be used in the event of engine failure without adequate runway remaining. Best glide is 65 KIAS. Any questions or comments?”

TAKEOFF SPEED

AIRCRAFT	ROTATE	V/Y	V/X
C-172-P	55/51*	76	**56/60
T-41	60/60*	89	70
Liberty XL-2	59	76	69

*Short field takeoff **Until all obstacles are cleared

NORMAL LANDING

AIRCRAFT	Flaps Up	Flaps Down Full
C-172-P	65/75	60/70
T-41	77/86	70/81
Liberty XL-2	80	65

SHORT/SOFT FIELD LANDING

AIRCRAFT	Flaps Up	Flaps Down Full
C-172-P	68	61
T-41	N/A	69
Liberty XL-2	N/A	65

* This configuration should be established at or above 500 feet above touch down point

POWER SETTINGS/AIRSPEED ON DOWNWIND

AIRCRAFT	DOWNWIND	REDUCE POINT (abeam)	
		NORMAL	SHORT-FIELD
C-172-P	2100 – 90 KIAS	1500 (1300*) – 80 KIAS	2000 – 80 KIAS
T-41	2000 – 100 MPH	1500 (1300*) – 85 MPH	1900 – 85 MPH
Liberty XL-2	55%	1700 RPM – 80 KAIS	1800 – 80 KIAS

*Lower power setting is for high downwind (1000 feet AGL) at local airport

GO AROUND SPEED

AIRCRAFT	GO AROUND	FLAP RETRACTION
C-172-P	55	60
T-41	70	75
Liberty XL-2	65	69