

Circuit Procedures

VHF 123.2 Fort Langley traffic, Cessna 180 on floats
Charlie Delta Quebec, Position, Altitude & Intentions,
Circuit height is 500'AGL (600' at Fort Langley) Keep
all turns over the river.

note: If Planning a Flap 40 Landing: Extend flaps to 20 on late down wind.

Cruise Power I Cruise Climb:
23" X 2300 RPM

Awareness: Radio Call (as needed), identify traffic, Consider Go Around procedure on final, Identify hazards: glassy water, gusts, boat traffic & swell. Monitor Performance; aim for reference power settings (18"downwind, 15" base leg and 12" final approach). Adjust reference settings if necessary due to weight and/or ambient conditions.

Downwind: Reduce Power to 18"

Pre landing Checks: **SCAMPFRS**

Switches (T Flow), **Carb Heat** hot, **Area** (brief type and direction of landing), **Mixture** (Rich), **Prop** (set), **Flaps:** Wing 10 deg and cowl flaps (as required), **Rudders** (confirm up), **Stick** (for soft field landing)

Base Leg: Reduce Power to 15" and maintain 2300 RPM. Fly a minimum of 85 MPH. Extend Flaps to 20

note: If Planning a Flap 40 Landing: Extend Flap to 30 on base leg and Flap to 40 on final. Fly a minimum of 85 MPH; avoiding the back side of the power curve.

Pre Take Off: **SCAMPFRS**

Switches: Cessna T Flow includes trim & fuel selector, **Carb Heat**, **Area:** (Brief departure), **Mixture**, **Prop**, **Flaps** (wing and cowl), **Rudders**, **Stick** (for soft field)

Airborne:

Achieve 85 MPH and set Climb Power, 24" X 2400 RPM. At 300': retract the flaps (anticipate a nose drop). Monitor CHT (adjust cowl flaps, pitch angle & mixture)

Final Approach: Reduce power to 12" and fly 85 MPH (minimum).

Take Off:

Stick back, Gently apply full power, maintain directional control, wait for 2nd rise, release back pressure, hold sweet spot, fly off the water into ground effect

BEST RATE: 85 MPH FLAPS UP
BEST ANGLE: 65 MPH FLAPS 20

Final CHECKS:
Carb Heat Cold, Prop full fine, Mixture Full Rich, Cowl Flaps Set

Stabilized Approach
by 300': Landing
Flap set, final checks
complete & wings
level



Go Around: announce "Go Around", "set max power", pitch for climb and Vy 85 MPH.

note: from a FLAP 40 approach the calls will be: "Go Around", "set max power", "Flap 20"

(when retracting flaps, anticipate a nose drop with elevator back pressure)

note: if needed, Vx climb is 65 MPH with Flaps 20.

Flare: from a comfortable height begin the flare. Establish a nose up, soft field touchdown attitude. Add power as necessary to ensure a smooth landing.

Touchdown: Reduce power to idle and ensure stick back.

Post landing Taxi: in the displacement phase, select Flaps Up & Water Rudders down. Set < 1000 RPM to avoid prop spray.

Glassy Water: At the predetermined point, call "Reference Height". Descend at VS -100 FPM and maintain an awareness of reducing airspeed. Touch down above 65 MPH. note: Ensure a positive rate of climb if a go around is needed.