



Fort Langley Air takes pride in ensuring that seaplane Pilots are up to date with normal operating and emergency procedures. We ask that you review and *memorize* the procedures below, prior to your upcoming booking. Additionally, the *Expanded Flow Procedures* document can be found on our website. These expanded procedures will be compliment your training. Arrive 35 minutes early, well rested and *ready to aviate*.

### **RUN UP PROCEDURE**

Once we have 80 Deg C oil temp and 250 DEG CHT we are ready to conduct the run up.

Power idle, carb heat hot and confirm idle operation.

Carb heat cold, 1700 RPM, Mag Check L/R (50 RPM DIFF BETWEEN MAGS), 150 DROP MAX, Prop Cycle progressively 3 times, Mixture Check, Suction check, Ammeter check,

### **Our flow acronym is : SCAMPFRS**

SWITCHES (Cessna T flow)

CARB HEAT

AREA (brief direction and type of takeoff)

MIXTURE

PROP

FLAP (WING AND COWL)

RUDDERS

STICK (for soft field)

### **CLIMB**

On departure, once airborne, we aim for 85 MPH before setting CLIMB power, 24" MP and 2400 RPM.

At 300 feet, we retract Flaps and anticipate a nose drop with back pressure and elevator trim.

Vy 85 MPH

Vx 65 MPH and Flap 20



## **Cruise Power Setting**

23" and 2300 RPM

Monitor Cruise Temps 350-375 CHT and adjust cowl flaps as needed.

## **Power Settings**

Downwind 18 inches MP

Base Leg 15 inches MP

Final approach 12 inches MP

## **On Approach**

### **SCAMPFRS**

SWITCHES (Cessna T flow)

CARB HEAT

AREA (brief direction and type of landing)

MIXTURE

PROP

FLAP (WING AND COWL)

RUDDERS

STICK (for soft field)

## **Final Approach Checks**

Final Checks are left to right: carb heat cold, prop full fine, mixture full rich, cowl flaps as appropriate.

The aircraft must be on final, configured for landing with FINAL CHECKS complete by 300' feet.



## **Missed Approach**

From a Flap 20 approach, call, "Go Around, set max power", pitch for 85 MPH and continue a normal departure climb.

From a Flap 30 or 40 approach, call, "Go Around, Flap 20" \* , "Set max power", pitch for 85 MPH and continue a normal departure climb.

\* (anticipate a nose drop during flap retraction, with proactive back pressure and elevator trim).

## **Engine Failures**

Pitch for 85 MPH and turn towards a safe landing area, preferably into wind.  
Dive for 95 MPH and maintain this forward speed until the flare.

Of greatest importance is to **FLY THE AIRCRAFT.**

Prepare for ditching.

If time permits, troubleshoot.

# 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).

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



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

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.

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.

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