

Overhead Patterns

Pattern Power Settings (%)	
In the Break, or	4 - 10
Closed Downwind	~20
After Configuring	~35
Final Turn	11 / 13 / 15 ^{Note 1}
Final	16 / 18 / 20 ^{Note 1}

Final Approach Torque (~16 / 18 / 20%^{Note 1})

Catch Final Approach Speed with

Ensure Runway is Clear

Pick a Side of Runway

Make Small PCL Adjustments

"Aimpoint, Airspeed"

Check Altitude ~200' AGL

Pull Power to 4-10%

Align Center of Windscreen

with Center of Threshold

Aim for Rollout Point

"Half Way Around

Half Way Down"

(Pattern Alt - 400 ft

= 800 ft at CBM)

"CS, Gear Down"

Stabilize Torque at 11 / 13 / 15%^{Note 1}

+/- 1%

"Roll, Power, Pitch"

Roll into 30° Bank

Set Torque to ~11 / 13 / 15%^{Note 1}

Lower Pitch to

2/3 Ground - 1/3 Sky (~ -2° Pitch)

or

(NF) 1/2 Ground - 1/2 Sky (~ 0° Pitch)

Slowly Raise Nose & Trim

Adjust Power if necessary

"Check Handle Down, 3 Green,

Flaps XX"

Immediately prior to Perch,

Pull Power toward ~11 / 13 / 15%^{Note 1}

(Abeam Landing Zone)

"Below 150, Gear Clear"

Lower Gear and Flaps

Bunt Slightly as Flaps Lower

Increase Power to ~35%

Level Break from Initial

~1000 feet out / ~50 feet AGL

Pull PCL to ~10%

(Except on Heavyweight Ldgs)

Cross Threshold at FAS-10

Touchdown at FAS-20^{Note 2}

Roll into 45-60° Bank

PCL to Light in Handle

Set Torque to 4-10%

"CS, Request Closed"

>140 KIAS

"Closed Approved"

Horizon between feet

Roll & Pull

45-60° Bank

Crosscheck ADI

45-60° Bank

200 Feet Prior

PCL to Light in Handle

Closed Pull-up from Departure Leg

Bank can be reduced to

slightly as airspeed reduces

Level Off / Roll Out Parallel to Runway

Set Torque ~20%

"CS, Closed Downwind"

Check Track & Spacing

Check Altitude

Check Attitude

Break Point

Should still be above 140 Knots

NOTES:

1 - For No-Flap / TO Flaps / Ldg Flaps

2 - Landing Attitude for On-Speed Landing

No Flap - Nose on Horizon

TO Flaps - Top of NACWS Antenna on Horizon

LDG Flaps - NACWS Antenna not quite to Horizon