CESSNA 172P

AIRCRAFT CHECKLIST

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C-172P/N/L and T-41 Checklists are "basically" the same.
Airspeeds below are for the C-172P/N. See the C-172L
and T-41 aircraft checklists for those particular aircraft speeds.

AIRSPEEDS FOR NORMAL OPERATIONS

Best Rate (V_y) @ SL..... 76 KIAS
Best Rate (V_y) @ 10,000 ..... 71 KIAS
Best Angle (V_x) @ SL .....60 KIAS
Best Angle (V_x) @ 10,000 .....65 KIAS
Maneuvering (V_a) @ 2400Lbs ..... 99 KIAS
Maximum Normal Cruise (V_{no}) .....140 KIAS
Never Exceed (V_{ne}) .....158 KIAS
Maximum Flap Extend (V_{fe}) ..... 100mph-10^0, 85mph-35^0
Stall-Landing Configuration (V_{so}) 2400 @ 300 Bank 35 KIAS
Stall-Takeoff Configuration (V_{s1}) 2400 @ 300 Bank 35 KIAS
Glide Speed (L/D Max) Flaps Up.....65 KIAS

TAKEOFF: NORMAL:

Rotate (V_r) .....65 KIAS
Liftoff (V_{lof}) ..... 65 KIAS
Climb: (V_y) .....80 KIAS
Cruise Climb .....90 KIAS

MAXIMUM PERFORMANCE (SHORT FIELD):

Rotate (V_r) .....50 KIAS
Initial Climb: (V_x) .....56 KIAS
Normal Climb (V_y) ..... 80 KIAS
Cruise Climb ..... 90 KIAS

LANDING APPROACH:

Normal, Flaps @ 0^o .....65-75 KIAS
Normal, Flaps @ 30^o.....60-70 KIAS
Short Field, Flaps @ 30^o.....61 KIAS

GO-AROUND:

1. Maxi Power, Carb heat Cold, Flaps 20^o..... 55 KIAS
2. Flaps 10^o, obstacle cleared then retract @ 60 KIAS

PREFLIGHT INSPECTION:

CABIN

1. Keys ..... HANG IN PLAIN SIGHT
2. 781's ..... CHECK
3. Flight Log ..... RECORD HOBBS
4. Required Documents ..... CHECK
    a. Registration
    b. Airworthiness Certificate
    c. Weight and Balance
5. FAA Appr Flight Manual AVAILABLE IN AIRCRAFT
6. Control Wheel Lock ..... REMOVE
7. Ignition Switch .....OFF
8. Avionics Power Switch .....OFF
9. All Switches .....OFF
10. Carburetor Heat ..... OFF
11. Throttle ..... CLOSED
12. Mixture ..... IDLE CUTOFF
13. Master Switch ..... ON

WARNING

When turning on the master switch using an external power source or pulling the propeller through by hand; treat the propeller as if the ignition switch were on.

Do not stand, or allow anyone else to stand, within the arc of the propeller, because a loose or broken wire or a component malfunction could cause the propeller to rotate.

14. Fuel Gauges ..... CHECK QUANTITY
15. Low-Vacuum Warning Light ..... CHECK
16. Avionics Cooling Fan ..... CHECK
17. External Lights .....ON/CHECK/OFF
18. Flaps ..... EXTEND
19. Master Switch .....OFF
20. Alternate Static Valve ..... CLOSED
21. Fuel Selector ..... BOTH
22. Fuel Sampling Device OBTAIN

FUSELAGE, LEFT SIDE:

1. Door Hinges.....CHECK SECURE
2. Brake and Brake Line: ..... CHECK
3. Tire and Wheel: ....PROPER INFLATION/SECURE
4. Chocks: ..... REMOVE
5. Baggage Door: .....CHECK SECURE
6. Fuselage Condition: ..... CHECK

EMPENNAGE:

1. Leading Edge, Left Horiz Stab: ..... CHECK
2. Left Elevator: ..... CHECK
3. Vert Stab, Rudder, Nav Light, Beacon, Trim Tab: CHECK
4. Tail Tie Down: ..... DISCONNECT
5. VOR Antennas: ..... CHECK
6. Right Elevator, Trim Tab: ..... CHECK
7. Leading Edge, Right Horizontal Stab: ..... CHECK

FUSELAGE, RIGHT SIDE:

1. Fuselage Condition: ..... CHECK
2. ELT Antenna: ..... CHECK
3. Belly Mounted Antennas: ..... CHECK
4. Door Hinges: ..... CHECK
5. Brake and Brake Line: ..... CHECK
6. Tire and Wheel: ....PROPER INFLATION/SECURE
7. Chocks: ..... CHECK

RIGHT WING:

1. Fuel Tank Sump: ..... CHECK
2. Flap: ..... CHECK
3. Aileron: ..... CHECK
4. Strobe & Nav Light: ..... CHECK
5. Leading Edge/Strut : ..... INSPECT
6. Wing Tie Down: ..... RELEASE
7. Fuel Quantity: VISUALLY CONFIRM
8. Fuel Cap: .....SECURE

9. Wing Upper Surface/Antennas: ..... CHECK

NOSE

1. Avionics Air Inlet: .....CLEAR
2. Cabin Air Inlet: .....CLEAR
3. Cowling: .....SECURE
4. Oil:...(5 min local, 7 min x country) ..... CHECK
5. Fuel Strainer ..... PULL (5 seconds)
6. Belly Sump Drain (if installed): ..... CHECK
7. Prop and Spinner: ..... CHECK
8. Alternator Belt: ..... CHECK
9. Engine Inlets: ..... CHECK
10. Air Filter: ..... CHECK
11. Nose Strut/Tire: .....CHECK (Approx. 2")
12. Static Source Opening: ..... CHECK

LEFT WING:

1. Fuel Quantity: ..... VISUALLY CONFIRM
2. Fuel Cap: .....SECURE
3. Pitot Tube Cover: ..... REMOVE
4. Wing Tie Down: ..... RELEASE
5. Fuel Tank Vent: ..... CHECK
6. Stall Warning: ..... CHECK
7. Leading Edge: ..... INSPECT
8. Landing/Taxi Light: ..... CHECK
9. Strobe & Nav Light: ..... CHECK
10. Aileron: ..... CHECK
11. Flap: ..... CHECK
12. Fuel: ..... SAMPLE
13. Main Wheel Tire/Brakes: ..... CHECK
14. Wheel Chocks: ..... REMOVE
15. Roll Aircraft Back: .....CHECK ALL TIRES

BEFORE STARTING ENGINE:

CAUTION

The AVIONICS POWER SWITCH MUST BE OFF
during engine start to prevent possible damage to avionics

1. Passenger Briefing: ..... EP'S
2. Seats/Seat Belts/Doors
3. Emergency Egress
4. Crew Briefing: ..... BRIEF
5. Seat-Seat Belts-Shoulder Harness: ..... ADJUSTED
6. Brake ……..SET
7. Avionics Power Switch: ..... OFF
8. Circuit Breakers: ..... IN
9. Electrical Equipment: ..... OFF
10. Fuel Selector: ..... BOTH
11. Beacon Light: ..... ON

STARTING ENGINE: (2-6 strokes; none if engine is warm)

1. Prime: ..... AS REQUIRED
2. Carburetor Heat: .....OFF
3. Throttle: ..... OPEN 1/8 INCH
4. Mixture: .....RICH
5. Propeller Area: .....CLEAR
6. Brakes: .....HOLD
7. Master Switch: ..... ON
8. Rotating Beacon: ..... ON
9. Ignition Switch: .....START
10. Throttle: ..... 800 -1000 RPM
11. Oil Pressure: ..... CHECK (30 sec max)
12. Ammeter: ..... CHECK
13. Navigation Lights: ..... AS REQUIRED
14. Avionics Power Switch: ..... ON
    a. GPS ..... ON
    b. RADIOS ..... ON
    c. NAV..... ON
15. GPS/NAV SWTICH NAV

16. Transponder: ..... STANDBY
17. Flaps-Retract: ..... CHECK VISUALLY
18. Flight Instruments: ..... SET
19. ATIS: .....OBTAIN LATEST INFO
20. Clearances: ..... OBTAIN
21. Landing/Taxi Lights: ..... AS REQUIRED

(STARTING ENGINE - IF ENGINE FLOODS)

1. Mixture: .....IDLE CUT OFF
2. Throttle: .....1/2 WAY OPEN
3. Ignition Switch: .....START
4. Mixture: .....RICH
5. Throttle: .....RETARD

BEFORE TAXI:

1. Fuel Selector: .....BOTH
2. Flight Instruments: .....CHECK & SET
    a. Compass: FULL of FLUID/PROPER HEADING
    b. Airspeed: .....ZERO
    c. Altimeter: .....SET
    d. Heading Indicator: SET TO MAG COMPASS
    e. Vertical Speed Indicator: .....ZERO
3. Flight Controls:..... POSITION FOR CROSSWIND
4. Mixture: ..... LEAN AS REQUIRED
5. CONTACT GROUND

TAXI:

1. Brakes: ..... CHECK
2. Nose Wheel Steering: ..... CHECK
3. Turn Instruments: ..... CHECK
    a. Attitude Indicator: .....ERECT
    b. Directional Gyro: FOLLOWS MAG COMPASS

BEFORE TAKEOFF:

1. Brakes: ..... HOLD
2. Seat Belts and Harnesses..... SECURE
3. Cabin Doors: ..... CLOSED AND LATCHED
4. Flight Controls..... FREE AND CORRECT
5. Flight Instruments: ..... SET
    a. NAV..... TUNE/IDENTIFY
    b. RADIOS ..... SETUP SEQUENCE
    c. GPS ..... FLT PLAN/FIRST WAYPOINT
    d. GPS/NAV SWTICH ..... SET FOR FLIGHT
6. Fuel Quantity ..... CHECK
7. Fuel Selector Valve: ..... BOTH
8. Primer: ..... IN AND LOCKED
9. Elevator Trim: ..... TAKEOFF
10. Mixture: ..... RICH
11. Throttle: ..... 1700 RPM
12. Mags: ..... CHECK
    125 RPM DROP MAXIMUM
    50 RPM MAXIMUM DIFFERENCE
13. Carburetor Heat: ..... CHECK
14. Suction: ..... CHECK (4.6 - 5.4)
15. Engine Instruments: ..... CHECK
16. Ammeter: ..... CHECK
17. Throttle: ..... 1000 RPM
18. Throttle Friction Lock: ..... SET
19. Radios and Avionics: ..... SET
20. Transponder: ..... ALT
21. Strobe Lights:..... ON
22. Window: ..... CLOSED & LATCHED
23. Flaps ..... SET FOR TAKEOFF
24. Takeoff Briefing: ..... REVIEW
25. Landing Light ..... AS REQUIRED

TAKEOFF:

Normal

1. Flaps: ..... 0-10^{o}
2. Mixture: ..... RICH
3. Carburetor Heat: ..... COLD
4. Throttle: ..... FULL OPEN
5. Rotate: ..... 55 - 60 KIAS
6. Climb Speed: ..... 70-80 KIAS (Vy 76 KIAS)

Short Field
USE ALL AVAILABLE RUNWAY

1. Flaps..... 10^{o}
2. Brakes: ..... HOLD
3. Mixture: ..... RICH
4. Carburetor Heat: ..... COLD
5. Throttle: ..... FULL OPEN
6. Engine Instruments: ..... CHECK
7. Brakes: ..... RELEASE
8. Elevator: ..... SLIGHTLY TAIL LOW
9. Climb: ..... 56 KIAS (Until Obstacles are cleared)
10. Flaps (@ 60 KIAS): ..... UP
11. Normal Climb: ..... 80 KIAS

Soft Field Takeoff

1. Flaps: ..... 10^{o}
2. Mixture: ..... RICH
3. Carburetor Heat ..... COLD
4. Throttle: ..... FULL OPEN (Slowly)
5. Elevator Control: ..... FULL AFT
6. Liftoff: ..... IN GROUND EFFECT
   ACCELERATE TO 60 KIAS
7. Flaps: ..... UP
8. Climb Speed: ..... 70-80 KIAS

ENROUTE CLIMB:

1. Airspeed: .....70-85 KIAS
2. Throttle: ..... FULL POWER
3. Mixture: ..... AS APPROPRIATE
   i. (Rich below 3000' MSL)
4. GPS/NAV SWTICH..... SET AS REQUIRED

CRUISE:

1. Power: 2200 - 2700 RPM
2. Elevator Trim: ..... ADJUST
3. Mixture: ..... LEAN
4. GPS/NAV SWTICH..... SET AS REQUIRED

WARNING
Improper leaning procedures will greatly reduce endurance
3,000 FEET MSL AND BELOW - FULL RICH

DESCENT:

1. Fuel Selector Valve: .....BOTH
2. Power: ..... AS DESIRED
3. Mixture: ..... AS REQUIRED
4. Carburetor Heat: ..... AS REQUIRED
5. (apply before reducing RPM below the green arc)
6. GPS/NAV SWTICH..... AS REQUIRED

BEFORE LANDING:

1. Seat Backs: .....UPRIGHT
2. Seats-Seat Belts-Shoulder Harness ADJUSTED
3. Fuel Selector Valve..... BOTH
4. Mixture..... RICH
5. Carburetor Heat: ..... ON
6. Landing Light: ..... AS REQUIRED
7. GPS/NAV SWITCH..... CHECK

LANDING:

1. 1. Airspeed: ..... 65 - 75 KIAS (Flaps Up)
   60 - 70 KIAS (Flaps Dn)
2. 2. Flaps ..... AS DESIRED
3. 3. Touchdown ..... MAIN WHEELS FIRST
4. 4. Landing Roll ..... LOWER NOSE GENTLY
5. 5. Brakes ..... MINIMUM REQUIRED

Balked Landing / Go Around

1. Throttle ..... FULL OPEN
2. Carburetor Heat ..... OFF
3. Flaps ..... RETRACT TO 20^{O}
4. Airspeed ..... 55 KIAS
5. Flaps: .....(10^{0} Until Obstruction Clear):
   RETRACT SLOWLY
   (at safe altitude and 60 KIAS)

Normal Landing

1. Airspeed: ..... 65 -75 KIAS (Flaps UP)
2. Wing Flaps: ..... AS DESIRED
3. Airspeed: ..... 60 -70 KIAS (Full Flaps)
4. Touchdown: ..... MAIN WHEELS FIRST
5. Landing Roll: ..... LOWER NOSEWHEEL GENTLY
6. Braking: ..... MIN REQUIRED

Short Field Landing

1. Airspeed: ..... 65 -75 KIAS (Flaps Up)
2. Flaps: ..... FULL DOWN
3. Airspeed (until flare): .....61 KIAS @2400 LBS
   56 KIAS @ 2000 LBS
4. Power: ..... REDUCE (when clear of obstacles)
5. Touchdown: ..... MAIN WHEELS FIRST
6. Flaps: ..... RETRACT
7. Brakes: ..... AS REQUIRED

Soft Field Landing

1. Flaps: ..... FULL DOWN
2. Airspeed: ..... 60 -70 KIAS (Full Flaps)
3. Power: ..... CARRY A LITTLE POWER TO KEEP THE NOSEWHEEL UP
4. Touchdown: ..... MAIN WHEEL FIRST
5. Yoke: ..... FULL BACK-HOLD THE NOSE-WHEEL OFF AS LONG AS POSSIBLE
6. Throttle: ..... SLOWLY REDUCE TO IDLE
7. Brakes: ..... ONLY IF NECESSARY

AFTER CLEARING RUNWAY:

1. Throttle: ..... 1000 RPM
2. Carburetor Heat: ..... OFF
3. Flaps: ..... UP
4. Landing/Taxi Lights: ..... AS REQUIRED
5. Strobes: ..... OFF
6. Transponder: ..... OFF
7. Mixture: ..... LEAN AS REQUIRED
8. CONTACT GROUND
9. CLOSE FLIGHT PLAN

SHUTDOWN AT FUEL PIT:

1. Throttle: ..... 1000 RPM
2. Avionics Power Switch: ..... OFF
3. Interior Lights: ..... OFF
4. Mixture: ..... IDLE CUT OFF
5. Ignition Switch: ..... OFF-REMOVE KEYS
6. Master Switch: ..... OFF
7. Exterior Lights: ..... OFF
8. 8. Fuel Selector Valve: ..... LEFT TANK
9. Chocks..... IN PLACE
10. Grounding Wire..... INSTALLED
11. Service Aircraft

STARTING ENGINE AT FUEL PIT:

1. Grounding wire and Chocks: ..... REMOVE
2. Seats/Seat Belts/Shoulder Harness:….ADJUST,LATCH
3. Mixture..... RICH
4. Throttle: .....OPEN 1/8 INCH
5. Carburetor Heat: .....OFF
6. Propeller Area: .....CLEAR VISUALLY
7. Ignition Key..... INSERT
8. Master Switch ..... ON
9. Rotating Beacon ..... ON
10. Brakes ..... HOLD
11. Ignition Switch..... START
12. Throttle ..... 1000 RPM
13. Oil Pressure ..... CHECK
14. Ammeter ..... CHECK
15. Avionics Power Switch..... ON
16. Exterior Lights..... AS REQUIRED

SECURING AIRCRAFT:

1. Throttle ..... 1000 RPM
2. ELT Activation..... CHECK 121.5
3. Avionics Power Switch..... OFF
4. Throttle ..... 1700 RPM
5. Magnetos..... CHECK FOR PROPER DROP
6. Throttle ..... 1000 RPM
7. Magneto Ground..... CHECK
8. Interior Lights..... OFF
9. Mixture..... IDLE CUT OFF
10. Ignition Switch..... OFF-REMOVE KEYS
11. Master Switch ..... OFF
12. Exterior Lights..... OFF
13. Control Lock..... INSTALL
14. Chocks and Ground Wire..... INSTALL
15. Pitot Cover..... INSTALL
16. Hobbs, Tach Time and Fuel..... RECORD

17. Sun Shade ..... INSTALL
18. LEAVE CHECKLIST ON FLOOR OUT OF SUN
19. CLOSE FLIGHT PLAN

EMERGENCY PROCEDURES

GROUND EMERGENCIES

ENGINE FIRE ON GROUND

1. CRANKING ..... CONTINUE
2. Power ..... 1700 RPM for a few minutes

IF ENGINE STARTS

3. Engine ..... SHUTDOWN

IF ENGINE FAILS TO START

4. THROTTLE ..... FULL OPEN
5. MIXTURE ..... IDLE CUT OFF
6. Cranking ..... CONTINUE
7. Fire Extinguisher ..... OBTAIN
8. Engine ..... SECURE
    a. Master Switch ..... OFF
    b. Ignition Switch ..... OFF
9. Fuel Selector Switch ..... OFF
10. Airplane ..... EVACUATE
11. Fire ..... EXTINGUISH

ENGINE FAILURE DURING TAKEOFF ROLL

1. THROTTLE ..... IDLE
2. BRAKES ..... APPLY
3. Wing Flaps ..... RETRACT
4. Mixture ..... IDLE CUT OFF
5. Ignition Switch ..... OFF
6. Master Switch ..... OFF

IN-FLIGHT EMERGENCIES

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. AIRSPEED .....65 KIAS (flaps UP)
   60 KIAS (flaps DOWN)
2. MIXTURE .....IDLE CUT OFF
3. FUEL SELECTOR SWITCH .....OFF
4. IGNITION SWITCH .....OFF
5. Wing Flaps ..... AS REQUIRED
6. Master Switch .....OFF
7. Cabin Door ..... UNLATCH
8. Land .....STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT (CRUISE)

1. AIRSPEED .....65 KIAS
2. CARBURETOR HEAT ..... ON
3. FUEL SELECTOR SWITCH .....BOTH
4. MIXTURE .....RICH (if restart has not occurred)
5. Ignition Switch ..... BOTH (start if prop stopped)
6. Primer..... IN AND LOCKED

ENGINE FIRE IN FLIGHT

1. MIXTURE .....IDLE CUT OFF
2. FUEL SELECTOR SWITCH .....OFF
3. MASTER SWITCH .....OFF
4. Cabin Heat and Air (except overhead vents).....OFF
5. Airspeed .....100 KIAS

(If fire not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture)

6. Forced Landing ..... EXECUTE
   (as described in Emergency Landing checklist)

ELECTRICAL FIRE INFLIGHT

Master Switch OFF

1. Vents, Cabin Air, Heat CLOSED
2. Fire Extinguisher ACTIVATE
3. WARNING

After discharging an extinguisher within a closed cabin, ventilate the cabin

4. Avionics Power Switch OFF
5. All other switches (except ignition switch) OFF

If fire appears out and electrical power is necessary for continuance of flight

6. Master Switch ON
7. Circuit Breakers CHECK
8. (for faulty circuit, Do Not Reset)
9. Radios Switches OFF
10. Avionics Power Switch ON
11. . Radio/Electrical Switches ON

(one at a time), with delay after each until short circuit is

12. localized)
13. Vents/Cabin Air/Heat OPEN

(when it is ascertained that fire is completely extinguished)

ELECTRICAL FIRE INFLIGHT

1. Master Switch .....OFF
2. Vents, Cabin Air, Heat ..... CLOSED
3. Fire Extinguisher ..... ACTIVATE

WARNING

After discharging an extinguisher within a closed cabin, ventilate the cabin

4. Avionics Power Switch.....OFF
5. All other switches (except ignition switch) .....OFF

If fire appears out and electrical power is necessary for continuance of flight

6. Master Switch ..... ON
7. Circuit Breakers ..... CHECK

(for faulty circuit, Do Not Reset)

8. Radios Switches .....OFF
9. Avionics Power Switch..... ON
10. Radio/Electrical Switches ..... ON
    (one at a time), with delay after each until short circuit is localized)
11. Vents/Cabin Air/Heat ..... OPEN
12. (when it is ascertained that fire is completely extinguished)

CABIN FIRE

1. Master Switch .....OFF
2. Vents/Cabin Air/Heat ..... CLOSED
3. Fire Extinguisher ..... ACTIVATE
4. Land AS SOON AS POSSIBLE

WARNING

After discharging an extinguisher within a closed cabin, ventilate the cabin

WING FIRE

1. Landing/Taxi Light Switches OFF
2. Pitot Heat Switches OFF
3. Navigation Light Switch OFF
4. Strobe Light Switch OFF

AMMETER SHOWS EXCESSIVE RATE (CHARGE or DISCHARGE)

1. Alternator Switch OFF
2. Alternator Circuit Breaker PULL
3. Nonessential Equipment OFF
4. Flight LAND AS SOON AS POSSIBLE

LOW VOLTAGE LIGHT ON

1. Avionics Power Switch OFF
2. Alternator Circuit Breaker CHECK IN
3. Master Switch BOTH SIDES OFF
4. Master Switch ON

5. Low Voltage Light CHECK OFF
6. Avionics Power Switch ON

IF LOW VOLTAGE CONDITION CONTINUES

7. Alternator OFF
8. Nonessential Radios/Electrics OFF
9. Flight LAND AS SOON AS POSSIBLE

ICING

1. Pitot Heat Switch ..... ON
2. Turn Back or Change Altitude
3. Cabin Heat: .....FULL OUT
4. Defroster Vents.....OPEN
5. Wing Flaps: ..... LEAVE RETRACTED

STATIC SOURCE BLOCKAGE

1. Alternate Static Source Valve .....PULL ON
2. Airspeed: ..... Consult Section 5 of POH

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Seats .....MOST UPRIGHT POSITION
2. Seats-Seat Belts-Shoulder Harness .....SECURE
3. Airspeed ..... 65 KIAS (Flaps Up)
   60 KIAS (Flaps Down)
4. Mixture .....IDLE CUT OFF
5. Fuel Selector Switch .....OFF
6. Ignition Switch .....OFF
7. Wing Flaps .....30° Recommended
8. Master Switch ..... OFF (When landing assured)
9. Doors ..... UNLATCH
10. Touchdown ..... SLIGHTLY TAIL LOW
11. Brakes ..... APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINEPOWER

1. Seat .....MOST UPRIGHT POSITION
2. Seats-Seat Belts-Shoulder Harness ..... ADJUSTED
3. Wing Flaps 200
4. Airspeed .....60 KIAS
5. Selected Field ..... FLY OVER
   Retract Flaps at Safe Altitude and Airspeed
6. Avionics Power Switch.....OFF
7. Electrical Switches .....OFF
8. Wing Flaps..... 30°
   (On Final Approach)
9. Airspeed .....60 KIAS
10. Master Switch .....OFF
11. Doors ..... UNLATCH
12. Touchdown ..... SLIGHTLY TAIL LOW
13. Ignition Switch .....OFF
14. Brakes .....….APPLY HEAVILY

LANDING WITHOUT ELEVATOR CONTROL

1. Flaps..... 20°
2. Trim .....65 KIAS
3. Pitch ..... CONTROL WITH POWER

LANDING WITH A FLAT MAIN TIRE

1. Approach .....NORMAL
2. Wing Flaps ..... FULL
3. Touchdown .....GOOD MAIN TIRE FIRST
4. Directional Control ..... BRAKE ON GOOD WHEEL

LANDING WITH A FLAT NOSE TIRE

1. Approach .....NORMAL

2. Flaps ..... AS REQUIRED
3. Touchdown ..... ON MAINS
4. Mixture .....IDLE CUTOFF
5. Elevator ..... AFT UNTIL AIRCRAFT STOPS

DITCHING

1. Radio .....TRANSMIT MAYDAY on 121.5
2. Transponder ..... Squawk 7700
3. Heavy Objects .....SECURE OR JETTISON
4. Seats .....MOST UPRIGHT POSITION
5. Seats-Seat Belts-Shoulder Harness ..... ADJUSTED
6. Flaps .....200 - 300 DOWN
7. Power ..... ESTABLISH 300FT/MIN
8. Airspeed ..... DESCENT AT 55 KIAS
9. Approach:High Winds, Heavy Seas: INTO THE WIND
10. Light Winds, Heavy Swells: PARALLEL to SWELLS
11. Cabin Doors .....UNLATCH
12. Touchdown .....LEVEL AT 300 FPM
13. Face ..... CUSHION
14. ELT ..... ACTIVATE
15. Airplane .....EVACUATE
16. Life Vests and Rafts ..... INFLATE
    (WHEN CLEAR OF AIRPLANE)