PILOT'S

CONDENSED
FLIGHT CREW CHECK LIST

U.S.A.F SERIES:

T-34A

Commanders are responsible for bringing this check list to the attention of all personnel cleared for operation of the aircraft.

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TOTAL NUMBER OF PAGES IN THIS PUBLICATION IS 32 CONSISTING OF
THE FOLLOWING:

<table>
<thead>
<tr>
<th>Page No.</th>
<th>Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Original</td>
</tr>
<tr>
<td>A</td>
<td>Original</td>
</tr>
<tr>
<td>i thru iii</td>
<td>Original</td>
</tr>
<tr>
<td>iv Blank</td>
<td>Original</td>
</tr>
<tr>
<td>N-1 thru N-14</td>
<td>Original</td>
</tr>
<tr>
<td>E-1 thru E-11</td>
<td>Original</td>
</tr>
<tr>
<td>E-12 Blank</td>
<td>Original</td>
</tr>
</tbody>
</table>

*The asterisk indicates pages changed, added, or deleted by the current change.

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FOREWORD

PURPOSE
This condensed check list contains the basic steps necessary for safe and efficient operation of the T-34A airplane. It is designed for rapid use and convenience. See AFR 62-2 for regulations covering check list usage.

IDENTIFICATION
This check list is identified by a T.O. number similar to its applicable Flight Manual. A suffix number indicates the crew member to whom it applies.

For example: T.O. 1T-34A-(CL)1-1

1T-34A – Identifies type of airplane
(CL)1 – Indicates check list for Flight Manual
-1 – Identifies crew member, i.e. -1 Pilots’,
-2 Flight Engineer, -3 Radio Operator,
-4 Cabin Stewards.

ARRANGEMENT
This check list is divided into two parts; Normal and Emergency Procedures. Each page number is prefixed by the letter N or E as applicable. Critical action items are presented in heavy type and must be memorized for immediate and instinctive action. In addition, the Emergency Procedures pages have a red and black striped border. A take-off and landing data card follows the Pilots’ Normal Procedures check list. The steps in the check list correspond to the numbered items of the amplified procedures in Chapters II and III of the Flight Manual.
YOUR RESPONSIBILITY

This check list does not replace the amplified version of the procedures in the Flight Manual. To fly the airplane safely and efficiently, thorough reading and comprehension of the amplified procedures are necessary to understand why each step is performed, and why it occurs in a certain sequence.

PERSONAL COPIES AND BINDERS

In accordance with AFR 5-13, flight crew members are entitled to have personal copies of the check lists. Simulated leather binders containing plastic envelopes will be provided through normal supply channels, to hold each personal copy of this check list. However, due to procurement lags during the changeover to this new type check list, each Air Force activity will supply their own temporary binders or plastic envelopes to hold the check list cards.

CHANGES TO CHECK LISTS

As changes are made to the Flight Manual, concurrent changes will be made to the check lists, when applicable. This will ensure complete agreement. A note at the end of the list of effective pages of the Flight Manual will show the date of the current check list.

SAFETY OF FLIGHT SUPPLEMENTS

The problem of revising check lists quickly as Safety of Flight items become apparent is being studied. Until such an operation becomes feasible it will be necessary for flight crew members or organizations to keep these check lists up to date from each Safety of Flight Supplement.
COMMENTS AND QUESTIONS

Comments and questions regarding any phase of the check list program are invited and should be forwarded through Command Headquarters to SAAMA (SANREG), Kelly Air Force Base, Texas.

NOTE

The urgency of certain emergencies requires immediate and instinctive action by the aircrew member. These check list items are depicted in bold print and will be memorized by the crew member. Following completion of the bold print items, the remaining portion of the check list will be completed in its entirety — time permitting.
## T-34A CONDENSED CHECK LIST

### NORMAL PROCEDURES

### TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preflight Check</td>
<td>N-2</td>
</tr>
<tr>
<td>Before Exterior Inspection</td>
<td>N-2</td>
</tr>
<tr>
<td>Exterior Inspection</td>
<td>N-2</td>
</tr>
<tr>
<td>Interior Inspection</td>
<td>N-5</td>
</tr>
<tr>
<td>Starting Engine</td>
<td>N-6</td>
</tr>
<tr>
<td>Engine Ground Operation</td>
<td>N-7</td>
</tr>
<tr>
<td>Before Taxiing</td>
<td>N-7</td>
</tr>
<tr>
<td>Taxiing</td>
<td>N-8</td>
</tr>
<tr>
<td>Engine Run-Up</td>
<td>N-8</td>
</tr>
<tr>
<td>Before Take-Off</td>
<td>N-9</td>
</tr>
<tr>
<td>After Take-Off — Climb</td>
<td>N-9</td>
</tr>
<tr>
<td>Descent</td>
<td>N-10</td>
</tr>
<tr>
<td>Before Landing</td>
<td>N-10</td>
</tr>
<tr>
<td>After Landing</td>
<td>N-11</td>
</tr>
<tr>
<td>Post Flight Engine Check</td>
<td>N-11</td>
</tr>
<tr>
<td>Engine Shut-Down</td>
<td>N-11</td>
</tr>
<tr>
<td>Before Leaving Aircraft</td>
<td>N-12</td>
</tr>
<tr>
<td>Take-Off Data Card</td>
<td>N-13</td>
</tr>
<tr>
<td>Landing Data Card</td>
<td>N-14</td>
</tr>
<tr>
<td></td>
<td>N-1</td>
</tr>
</tbody>
</table>
PREFLIGHT CHECK

BEFORE EXTERIOR INSPECTION

1. Form 781 — check.
2. Battery and ignition switches — check OFF.
3. Aileron trim tab wheel — 0 degrees.
4. Rudder trim tab knob — 0 degrees.
5. Elevator trim tab wheel — 0 degrees.
6. Landing gear handle — DOWN.
7. Landing gear emergency retract switch — OFF and safetied.
8. Canopy emergency release handle seal — undamaged.
10. Flight information publications — check.

REAR COCKPIT CHECK FOR SOLO FLIGHT

11. Safety belt — secure.
12. Shoulder harness — secure
15. Directional indicator — caged.
16. Fuel booster pump override switches — FORWARD COCKPIT CONTROL.
17. Rear canopy — closed and locked.

EXTERIOR INSPECTION

1. Left wing.
   a. Wing flap — check.
   b. Aileron — check; trim tab for servo action.
   c. Wing tip and navigation light — check.
EXTERIOR INSPECTION (CONT)

d. Leading edge and landing light — check.
e. Pitot tube — check.
f. Fuel quantity — check, cap secure.
g. Air intake — check, screen clean.

2. Left main gear.
   a. Wheel chocks — in place.
   b. Tire — Check.
   c. Wheel brake — check puck, hydraulic line, adjusting pin recessed 3/16 inch maximum.
   d. Strut — check.
   e. Landing gear doors — check.
   f. Wheel well — unobstructed.

3. Nose section.
   a. Left augmentor tube — unobstructed.
   b. Left cowl ing — secure.
   c. Propeller — check.
   d. Passing light — secure.
   e. Air intake — check, unobstructed.
   f. Strut — check.
   g. Tire and static wire — check.
   h. Nose landing gear doors — check.
   i. Wheel well — unobstructed.
   j. Right cowl ing — secure.
   k. Battery and battery retainer bar — secure.
   l. Battery sump jar — check.
   m. Exterior canopy emergency release handle — undisturbed.
   n. Right augmentor tube — unobstructed.
EXTERIOR INSPECTION (CONT)

4. Right main gear — check same as left main gear.

5. Right wing.
   a. Air intake — check, screen clean.
   b. Fuel quantity — check, cap secure.
   c. Leading edge and landing light — check.
   d. Wing tip and navigation light — check.
   e. Aileron — check; trim tab for servo action.
   f. Wing flap — check.

6. Fuselage right side.
   a. Fuel tank vent — check, 12 degrees forward pitch.
   b. Antenna — secure.
   c. Static air vent — unobstructed.

7. Empennage.
   a. Right horizontal stabilizer — check.
   b. Right elevator and trim tab — check.
   c. Vertical fin — check.
   d. Rudder — check; trim tab for anti-servo action.
   e. Navigation light — check.
   f. Left elevator and trim tab — check.
   g. Left horizontal stabilizer — check.

8. Fuselage left side.
   a. Tail skid — check.
   b. Under side — check.
   c. Static air vent — unobstructed.
   d. Baggage compartment — check, door secured.
   e. Fuel tank vent — check, 12 degrees forward pitch.
INTERIOR INSPECTION

1. Seat — adjust and lock.
2. Seat belt and shoulder harness — fastened.
3. Inertia reel lock — check.
5. Flight controls — free movement and response.
6. Wing flap lever — NEUTRAL.
7. Landing light switches — OFF.
8. Fuel selector valve handle — LEFT TANK.
9. Fuel booster pump switch — LEFT.
10. Trim tabs — set for take-off.
   a. Aileron trim tab wheel — 0 degrees.
   b. Rudder trim tab knob — 3 degrees right.
   c. Elevator trim tab wheel — 3 degrees UP.
11. Engine control quadrant friction lock knob — adjusted.
12. Mixture lever — IDLE CUT-OFF.
13. Propeller lever — FULL INCREASE.
14. Throttle — cracked $\frac{1}{4}$ inch.
15. Ignition switch — OFF.
16. Landing gear handle — DOWN.
17. Landing gear emergency retract switch — guard safetied.
18. Carburetor heat handle — IN and locked.
21. Attitude indicator and directional indicator — uncaged.
22. Primer switch — OFF.
23. Starter switch — OFF.
24. Battery switch — OFF.
25. Generator switch — ON.
26. Cockpit air handles — as desired.
INTERIOR INSPECTION (CONT)

27. Landing gear emergency handcrank — disengaged (clutch knob up and LOCKED).
28. Inverter switch — OFF.
29. Light switches and rheostats — OFF.
30. Radio switch — OFF.
31. Pitot heater switch — OFF (guard down).
32. Circuit breakers — IN.
33. Battery switch — ON.
34. Landing gear position indicators — check.
35. Landing gear warning light — test.
36. Fuel quantity gages — check.
37. Fuel pressure (booster pump) — check.
38. Generator and inverter warning lights — illuminated.
40. External gear down indicator lights — check illuminated.
41. Passing light — check.
42. Pitot heat — check.
43. Instrument and console lights — check.
44. Landing lights — check.
45. Flashlight on board and ready for use — check.

STARTING ENGINE

1. Starter — engage.
2. Ignition switch — BOTH (after two engine revolutions).
3. Mixture lever — FULL RICH.
4. Starter switch — OFF (after engine starts).
5. Throttle — 1000 rpm.
6. Oil pressure gage — check.

N-6
ENGINE GROUND OPERATION

1. Throttle — 1200 to 1600 rpm (for engine warm-up).

BEFORE TAXIING

1. Engine instruments — check.
2. Manifold pressure purge valve button — DEPRESS (hold for 3 to 5 seconds).
3. Radio switch — ON.
   a. "SENS" knob — rotate clockwise.
4. Electrical system.
   a. Generator voltage — 28 to 28.5 volts.
   b. Loadmeter — check.
   c. Generator warning light — out at 900 rpm.
   d. Inverter switch — check STANDBY and MAIN.
5. Pitot heater — check operation.
6. Wing flaps — check operation, wing flap lever Neutral.
7. Attitude Indicator — Caged and uncaged.
8. Fuel booster pump switch — OFF.
9. Fuel selector valve handle — RIGHT TANK.
10. Fuel selector valve handle — LEFT TANK (if more than $\frac{3}{4}$ full).
11. Idle speed — check.
12. Ignition switch — check (grounded).
TAXIING

1. Area — check clear for taxi.
2. Wheel chocks — removed.

ENGINE RUN-UP

1. Fuel selector valve handle — LEFT TANK.
2. Propeller lever — FULL INCREASE.
3. Mixture lever — FULL RICH.
4. Engine instruments — check.
5. Propeller governor — check at 1800 rpm. Note 150-200 rpm drop.
6. Ignition system — check at 2000 rpm, 75 rpm maximum drop.
8. Engine power check (2475 ± 75 rpm).
LANDING GEAR EMERGENCY EXTENSION

1. Landing gear handle -- DOWN.
2. Landing gear circuit breaker -- OUT.
3. Clutch knob -- unlock.
4. Clutch knob -- DOWN.
5. Crank gear down (approximately 37 turns).
6. Check gear indicators.
BEFORE TAKE-OFF

1. Fuel booster pump switch — appropriate tank ON.
2. Wing flaps — up (lever — NEUTRAL).
3. Trim tabs — repeat 10, interior inspection.
4. Friction lock knob — adjusted.
5. Mixture lever — FULL RICH.
6. Propeller lever — FULL INCREASE.
7. Engine instruments — check.
10. Safety belt and shoulder harness — adjusted.
11. Inertia reel — LOCKED.

AFTER TAKE-OFF — CLIMB

1. Landing gear handle — UP.
2. Landing gear position indicators — check.
3. Propeller lever — 2600 rpm (at 100 knots IAS).
5. Fuel booster pump switch — OFF.
DESCENT

1. Carburetor heat handle — climatic.
2. Mixture lever — FULL RICH.
3. Fuel selector valve handle — fullest tank.
4. Parking brake handle — IN.
5. Radio propeller frequency — check.
6. Throttle — 15 in. Hg.

BEFORE LANDING

1. Carburetor heat handle — IN and locked.
2. Propeller lever — 2400 rpm.
3. Fuel booster pump switch — appropriate tank ON.
5. Shoulder harness — locked.
6. Initial approach.
   a. Airspeed — 130 knots IAS.
7. 180 degree turn to down wind leg.
   a. Throttle — Retard until horn blows.
   b. Propeller lever — FULL INCREASE.
8. Down wind leg.
   a. Landing gear handle — DOWN. Check position indicators, warning horn and lights.
   b. Wing flap handle — DOWN.
9. 180 degree turn to final approach.
   a. Airspeed — 80 knots IAS.
10. Final approach.
    a. Airspeed — 75 knots IAS.
    b. Landing and taxi light switch — as required.
AFTER LANDING

1. Fuel booster pump switch — OFF.
2. Wing flap lever — UP then NEUTRAL.
3. Trim tabs — set.
   a. Aileron trim tab wheel — 0 Degrees.
   b. Rudder trim tab knob — 0 Degrees.
   c. Elevator trim tab wheel — 0 Degrees.

POST FLIGHT ENGINE CHECK

1. Instruments — check.
2. Engine idle speed — check.
3. Ignition switch — check (grounded).
4. Ignition system — check at 2000 rpm, 75 rpm maximum drop.
5. Engine power — check (2475 ±75 rpm).

ENGINE SHUT-DOWN

1. Parking brake — set.
2. Ignition switch — check (if not done during post flight).
3. Throttle — 1000 rpm (for one minute).
4. Mixture lever — IDLE CUT-OFF.
5. Fuel selector valve handle — OFF.
6. Throttle — CLOSED.
7. Ignition switch — OFF.
8. Electrical switches — OFF.
BEFORE LEAVING AIRCRAFT

1. Flight controls — LOCKED.
2. Form 781 — completed.
3. Wheel chocks — in place.
4. Parking brake handle — IN.
5. Pitot cover — in place.
T-34A
TAKE-OFF DATA CARD

CONDITIONS

GROSS WEIGHT ............... _______LB.
RUNWAY LENGTH ............... _______FT.
FIELD PRESSURE ALTITUDE ............... _______FT.
FREE AIR TEMPERATURE ............... _______°C
WIND ............... _______KNOTS

TAKE-OFF

TAKE-OFF DISTANCE ............... _______FT.
TAKE-OFF OVER 50 FT. OBSTACLE ............... _______FT.
INDICATED TAKE-OFF SPEED ............... _______KNOTS
INDICATED BEST CLIMB SPEED ............... _______KNOTS
T-34A
LANDING DATA CARD

CONDITIONS

RUNWAY LENGTH .................. _____ FT.
GROSS WEIGHT .................... _____ LB.
PRESSURE ALTITUDE ................ _____ FT.
FREE AIR TEMPERATURE ............ _____ °C
WIND ................................ _____ KNOTS

LANDING

LANDING DISTANCE OVER
50 FT. OBSTACLE ................... _____ FT.

LANDING GROUND ROLL ............ _____ FT.

INDICATED APPROACH SPEED
@ 50 FT. .......................... _____ KNOTS
T-34A CONDENSED CHECK LIST
(EMERGENCY PROCEDURES)

TABLE OF CONTENTS

ENGINE FAILURE ....................... E-2
ENGINE AIR START ..................... E-4
FUEL PRESSURE DROP — ENGINE
   OPERATING NORMALLY ................ E-4
SIMULATED FORCED LANDING ............ E-5
FORCED LANDING ...................... E-5
LANDING PATTERN .................... E-6
PROPELLER FAILURE ................... E-7
FIRE ................................... E-7
SMOKE & FUME ELIMINATION ............ E-9
BAIL OUT .............................. E-9
LANDING EMERGENCIES ................. E-9
DITCHING ............................. E-10
LANDING GEAR EMERGENCY
   EXTENSION .......................... E-11
ENGINE FAILURE

ENGINE FAILURE DURING TAKE-OFF
(PRIOR TO BECOMING AIRBORNE)

1. THROTTLE — CLOSED.
2. BRAKES — APPLY.
4. Mixture Lever — IDLE CUT-OFF.
5. Fuel Selector Valve Handle — OFF.
6. Ignition Switch — OFF.
7. Battery Switch — OFF.
8. Generator Switch — OFF.

ENGINE FAILURE DURING TAKE-OFF
(AFTER BECOMING AIRBORNE)

1. GLIDE — ESTABLISH.
2. CANOPY POSITION — OPEN.
3. MIXTURE LEVER — IDLE CUT-OFF.
4. Fuel Selector Valve Handle — OFF.
5. Ignition Switch — OFF.
6. Battery Switch — OFF.
7. Generator Switch — OFF.
ENGINE FAILURE (CONT)

ENGINE FAILURE IMMEDIATELY AFTER TAKE-OFF
(OVER UNPREPARED LANDING AREA)
1. LANDING GEAR HANDLE — UP.
2. CANOPY — OPEN.
3. MIXTURE LEVER — IDLE CUT-OFF.
4. FUEL SELECTOR VALVE HANDLE — OFF.
5. IGNITION SWITCH — OFF.
6. BATTERY SWITCH — OFF.
7. GENERATOR SWITCH — OFF.

ENGINE FAILURE DURING FLIGHT
(PARTIAL POWER FAILURE)
1. AIRSPEED — MAINTAIN 90 KNOTS.
2. FUEL SELECTOR VALVE HANDLE — SWITCH TANKS.
3. FUEL BOOSTER PUMP SWITCH — ON (APPROPRIATE TANK).
4. THROTTLE — ADVANCE ½ INCH.
5. MIXTURE LEVER — FULL RICH.
6. Propeller level — FULL INCREASE.
7. Ignition switch — check BOTH.
8. Battery switch — check ON.
9. Generator switch — check ON.
10. CARBURETOR HEAT HANDLE — CLIMATIC.

COMPLETE POWER FAILURE
1. AIRSPEED — MAINTAIN 90 KNOTS.
2. ATTEMPT ENGINE AIRSTART IF ALTITUDE PERMITS.
ENGINE AIR START
1. Mixture lever — IDLE CUT-OFF.
2. Propeller lever — FULL INCREASE.
3. Fuel selector valve handle — OFF.
4. Throttle — FULL OPEN.
5. Fuel selector valve handle — ON (fullest tank).
6. Fuel booster pump switch — ON (appropriate tank).
7. Throttle — ¼ inch OPEN.
8. Mixture lever — FULL RICH.
9. Primer switch — as required.
   a. If engine fires, primer switch — ON (as required to reach field).
10. If engine fails to restart, make FORCED LANDING OR BAIL OUT.

FUEL PRESSURE DROP — ENGINE OPERATING NORMALLY DURING FLIGHT
ENGINE SHUT DOWN
1. MIXTURE LEVER — IDLE CUT-OFF.
2. Propeller lever — FULL DECREASE.
3. Throttle — CLOSED.
4. FUEL SELECTOR VALVE HANDLE — OFF.
5. FUEL BOOSTER PUMP SWITCH — OFF.
6. Ignition switch — OFF.
7. Battery switch — OFF.
8. Generator switch — OFF.
SIMULATED FORCED LANDING

1. Throttle — CLOSED.
2. Glide — Establish 90 knots IAS (to high key).
3. Canopy position — open (both cockpits if occupied).
5. Fuel booster pump switch — ON (appropriate tank).
7. Wing flaps — UP (lever NEUTRAL).
8. Mixture lever — FULL RICH.
9. Propeller lever — FULL INCREASE.
10. Trim — as necessary.

FORCED LANDING

1. Throttle — CLOSED.
2. **GLIDE — ESTABLISH 90 KNOTS IAS** (to high key).
3. **CANOPY POSITION — OPEN** (both cockpits if occupied).
4. Fuel selector valve handle — OFF.
5. Fuel booster pump switch — OFF.
6. Wing flap lever — UP.
7. Mixture lever — IDLE CUT-OFF.
8. Propeller lever — FULL DECREASE.
LANDING PATTERN

1. High key point (1500 - 2000 feet):
   a. Landing gear handle — DOWN (if landing on prepared surface or runway).
      Maintain 80 knots IAS.
   b. Wing flap lever — as required.
2. Low key point (1200 - 1500 feet, 80 knots IAS).
   a. Ignition switch — OFF.
   b. Battery switch — OFF.
   c. Generator switch — OFF.
3. Base key point (800 - 1000 feet).
   a. SHOULDER HARNESS — LOCKED.
   b. Maintain 80 knots IAS.
4. Final approach:
   a. Trim — as necessary.
   b. Maintain 80 knots IAS.
PROPELLER FAILURE

1. Throttle — CLOSED.
2. Pitch attitude — increase.
3. Propeller lever — FULL DECREASE.

IF PROPELLER IS UNCONTROLLABLE

4. Wing flap lever — DOWN.
5. Airspeed — approximately 60 knots.

PROPELLER BOLT FAILURE

1. Throttle — IDLE.
2. Landing gear and flaps — UP.
3. Propeller control — 1600 rpm.
4. Throttle advance — maintain 90 knots.
5. Proceed to nearest available airport — land.

FIRE

ENGINE FIRE DURING START

1. MIXTURE LEVER — IDLE CUT-OFF.
2. THROTTLE — FULL OPEN, CONTINUE CRANKING.
3. FUEL SELECTOR VALVE HANDLE — OFF.
4. IGNITION SWITCH — OFF.
5. Starter switch — OFF.
6. BATTERY SWITCH — OFF.
7. SIGNAL GROUND CREW TO USE FIRE EXTINGUISHER.
8. Get clear of aircraft.
FIRE (CONT)

ENGINE FIRE AFTER START
1. MIXTURE LEVER — IDLE CUT-OFF.
2. THROTTLE — FULL OPEN.
3. FUEL SELECTOR VALVE HANDLE — OFF.
4. IGNITION SWITCH — OFF.
5. BATTERY SWITCH — OFF.
6. SIGNAL GROUND CREW TO USE FIRE EXTINGUISHER.
7. Get clear of aircraft.

ENGINE FIRE DURING FLIGHT
1. MIXTURE LEVER — IDLE CUT-OFF.
2. FUEL SELECTOR VALVE HANDLE — OFF.
3. Ignition switch — OFF.
4. Battery switch — OFF.
5. Generator switch — OFF.
6. Make FORCED LANDING OR BAIL OUT.

FUSELAGE FIRE IN FLIGHT
1. Canopy position — closed.
2. Cockpit air handles — FULL OUT.
3. Battery switch — OFF.
4. Generator switch — OFF.

ELECTRICAL FIRE
1. Battery switch — OFF.
2. Generator switch — OFF.
3. All electrical equipment — OFF.
4. All circuit breakers — OUT.
SMOKE AND FUME ELIMINATION

1. Cockpit cold air handle — IN.
2. Cockpit hot air handle — OUT.
3. Canopy position — open.

BAIL OUT

1. Wing flap lever — DOWN.
2. Canopy — open or jettison.
3. Seats — full up.
4. Safety belt and shoulder harness — unfastened.
5. Headset — remove.

LANDING EMERGENCIES (EXCEPT DITCHING)

GEAR-UP LANDING

1. CANOPY POSITION — OPEN.
2. Wing flaps lever — DOWN.
3. Throttle — CLOSED.
4. MIXTURE LEVER — IDLE CUT-OFF.
5. Fuel Selector valve handle — OFF.
6. IGNITION SWITCH — OFF.
7. BATTERY SWITCH — OFF.
8. GENERATOR SWITCH — OFF.
9. INERTIA REEL — LOCKED.
LANDING EMERGENCIES (CONT)

LANDING WITH ONE MAIN GEAR RETRACTED
1. CANOPY POSITION — OPEN.
2. Throttle — CLOSED.
3. MIXTURE — IDLE CUT-OFF.
4. Fuel selector valve handle — OFF.
5. IGNITION SWITCH — OFF.
6. BATTERY SWITCH — OFF.
7. GENERATOR SWITCH — OFF.

LANDING WITH NOSE GEAR RETRACTED
1. CANOPY POSITION — OPEN.
2. Throttle — CLOSED.
3. MIXTURE LEVER — IDLE CUT-OFF.
4. Elevator trim tab wheel — full nose down.
5. IGNITION SWITCH — OFF.
6. BATTERY SWITCH — OFF.
7. GENERATOR SWITCH — OFF.
8. Fuel selector valve handle — OFF.

DITCHING
1. LANDING GEAR HANDLE — CHECK UP.
2. CANOPY POSITION — OPEN.
3. Battery switch — OFF.
4. SAFETY BELT — FASTENED.
5. Life raft or life preserver — check.
6. Wing flap lever — DOWN.
7. Ignition switch — OFF.
8. INERTIA REEL — LOCKED.
LANDING GEAR EMERGENCY EXTENSION

1. Landing gear handle -- DOWN.
2. Landing gear circuit breaker -- OUT.
3. Clutch knob — unlock.
4. Clutch knob — DOWN.
5. Crank gear down (approximately 37 turns).
6. Check gear indicators.