

**BEFORE ENTERING THE AIRSHIP.**

**FLIGHT RESTRICTIONS.** Operating limitations imposed on the airship are described in section V.

**CRUISE CONTROL.** Data are included in appendix I for use by the flight crew in planning a flight. The data should be consulted to determine fuel, ballast, and ballonet fullness requirements for cruising at the proposed altitudes.

**LOADING.** Before take-off, determine the take-off and anticipated landing conditions of the airship. Make certain that armament and other payload is properly loaded. The Handbook of Weight and Balance Data AN 01-1B-40 shall be consulted for proper car loading and the Form F filled out. Do not exceed the gross weight limitations in section V of this handbook. Determine gross static lift of the airship by calculation or from a previously performed weigh-off. If the gross static lift is calculated, make certain helium purity, barometric pressure, temperature, and envelope fullness readings are accurate. Be sure to include humidity correction in the calculation. The loss of lift due to humidity is determined from table IV.

The effects of superheat should be considered in determining the heaviness condition for take-off and landing (refer to paragraph on weight control limitations in section V). The airship should be in trim when being towed and at take-off. Trim is affected by both car loading and ballonet fullness. Ballonet fullness is shown on the ballonet fullness indicator.

**CHECK LISTS.** The pilot's take-off and landing check lists (figure 2-2) are installed on the pilot's overhead panel. Detail check lists for all phases of flight preparation and operation are presented in this section under applicable paragraph headings appearing in the sequence followed in checking.

**EXTERIOR INSPECTION.** The "Daily Nonrigid Flight

Table IV. Loss of Lift at 100% Humidity\*

TEMPERATURE (degrees F)	LOSS OF STATIC LIFT
0°	.05%
20°	.10%
32°	.20%
50°	.50%
70°	1.00%
90°	1.80%
100°	2.50%

Inspection" sheets shall be consulted before the flight crew inspects the airship. The checks to be accomplished by the pilot before entering the airship are shown on figure 2-1. A structural mechanic and aviation machinist's mate should accompany the pilot to assist in completing the checks.

**ENTRANCE.** The airship main entrance door is located on the aft port side of the car.

**ON ENTERING THE AIRSHIP.**

**INTERIOR CHECK.** Normally, the flight crew boards the airship while it is at mast either in a dock or on a ramp. Immediately after entering the airship, each crew member completes the checks for which he is responsible, as defined in section VIII. The checks presented here are only those to be accomplished by the pilots to assure that the airship is prepared for flight and by the radio and radar operators in setting up the power conditions to be maintained while the airship is being towed to the mat. It is assumed that d-c power is being supplied to the airship by the APU when the airship is boarded.

\* If humidity is less than 100% multiply the loss of lift by the percent of humidity.

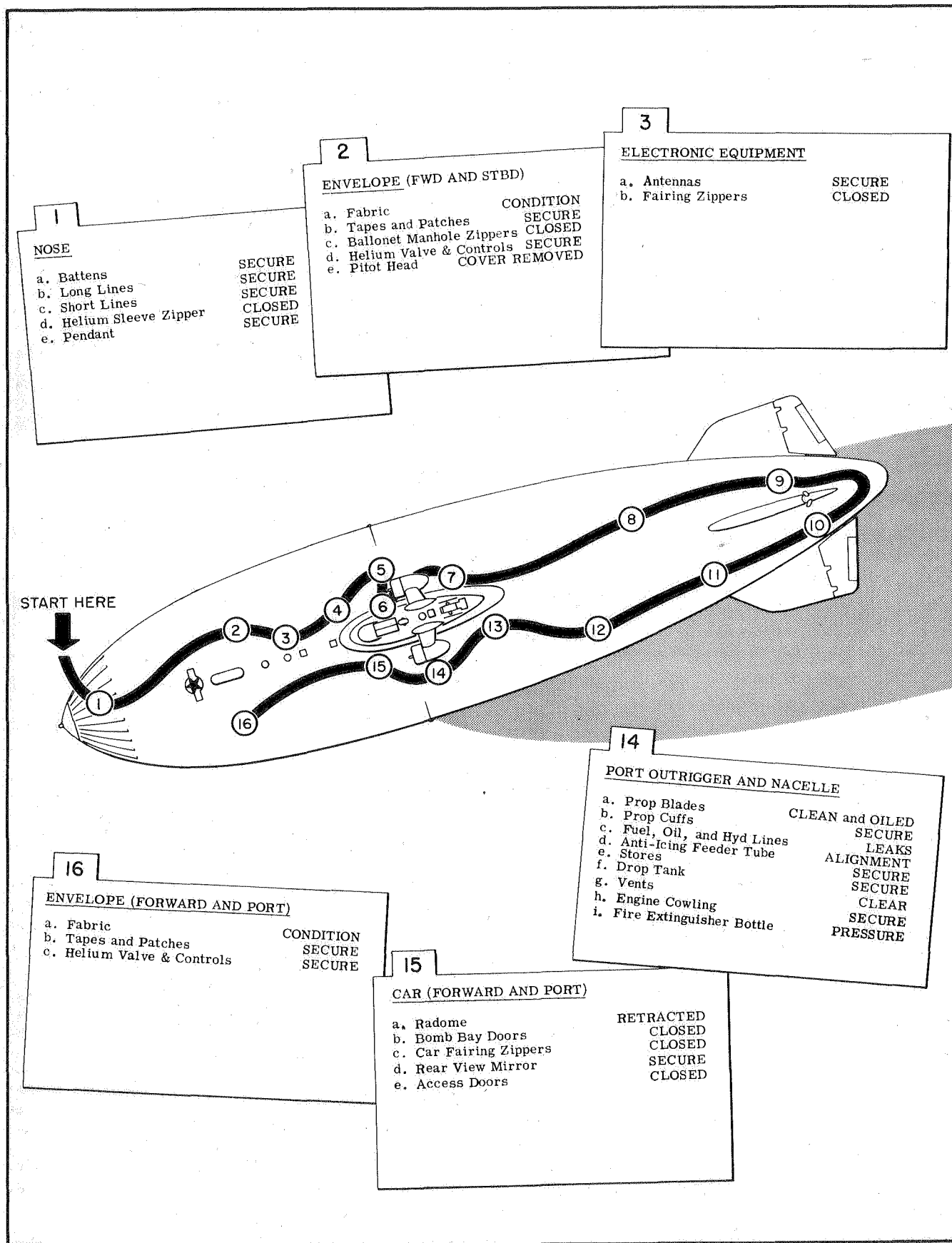


Figure 2-1. Exterior Inspection Diagram (Sheet 1 of 2)

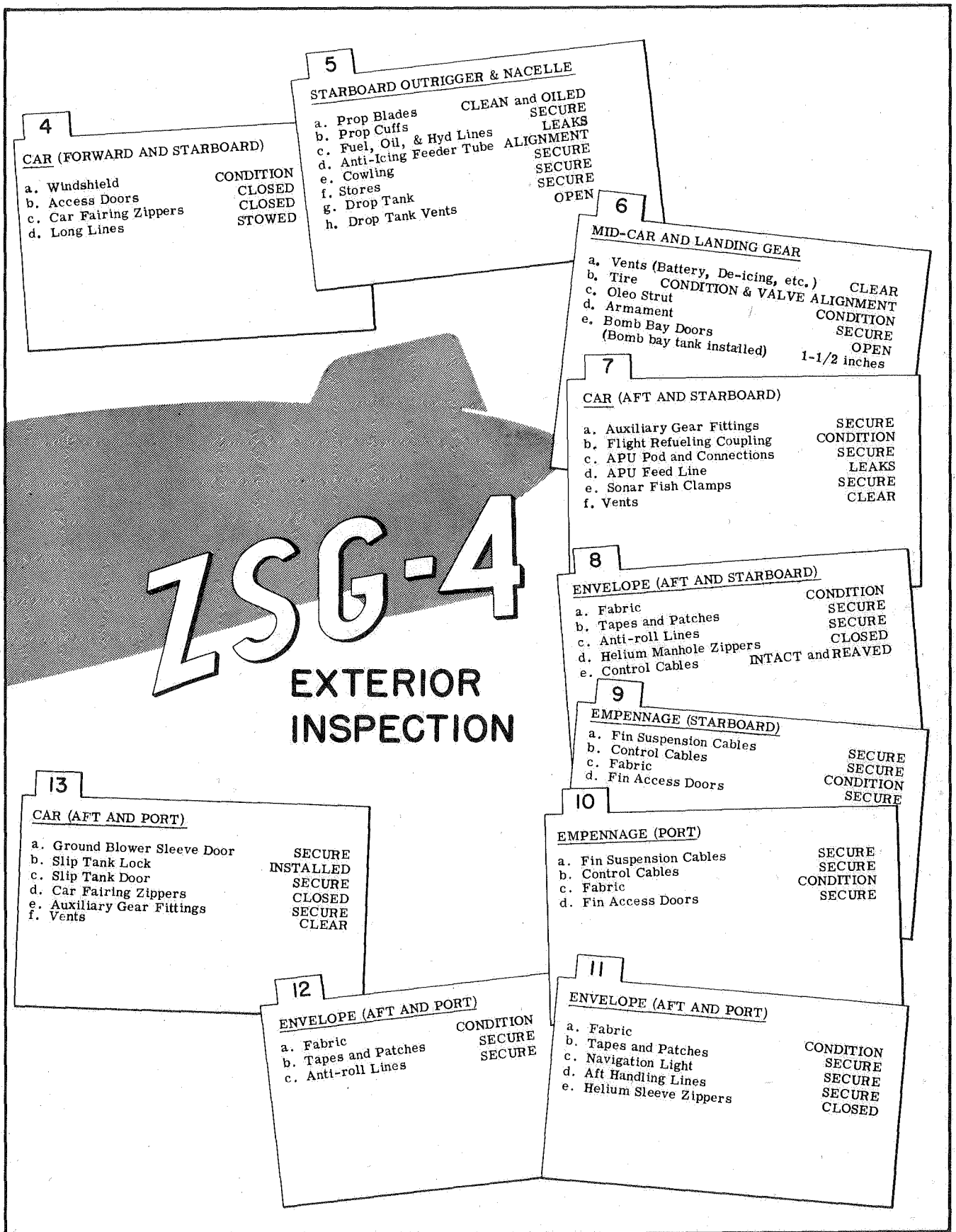


Figure 2-1. Exterior Inspection Diagram (Sheet 2 of 2)

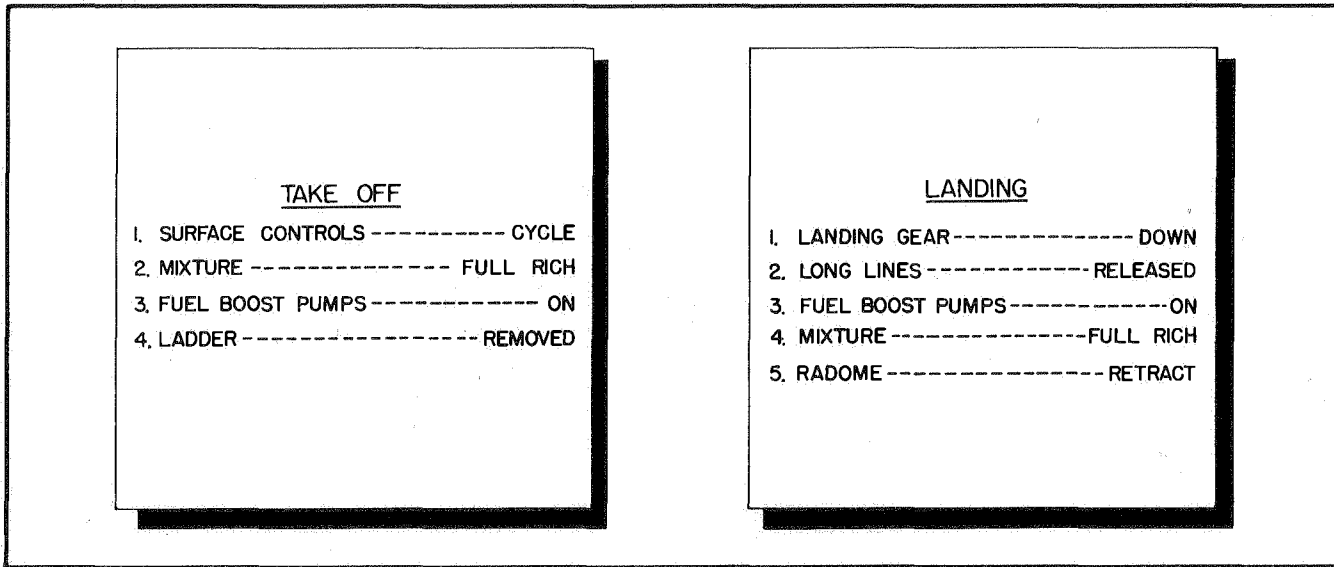


Figure 2-2. Illuminated Check Lists

**PILOT'S INTERIOR CHECK.**

**NOTE**

Before completing the checks listed below, the pilot should obtain a report from each crew member to verify that all equipment and supplies are properly stowed and that all flight equipment and systems are ready for operation. Pertinent circuit breakers should be closed.

- |  |             |
|--|-------------|
| a. Gust Lock                                     | Engaged     |
| b. De-Fog Switch                                 | OFF         |
| c. Prop De-Ice Rheostat                          | OFF         |
| d. Armament Master Switch                        | OFF         |
| e. Light Switches                                | As Required |
| f. Fire Detection System                         | Tested      |
| g. Fuel-Hydraulic Shut-Off Switches (Fire Panel) | ON          |
| h. Oil Shut-Off Switches (Fire Panel)            | ON          |

**CAUTION**

The fuel-hydraulic and oil shut-off switches are placed in SHUT OFF position only when fighting an engine fire.

- |   |   |
|---|---|
| i. Fuel Dump Valve Switch Breaker             | OFF   |
| j. Helium Warning Light                       | Tested  |
| k. Liquid Manometer                           | Zero Settings Checked                           |
| l. Rate of Climb Indicator                    | Set   |
| m. Ballonet Fullness Indicator                | Correct (after computer is set for temperature) |
| n. Altimeter                                  | Checked and Set                                 |
| o. Clock                                      | Set   |
| p. Superheat Indicator                        | Checked and Set                                 |
| q. Engine Fuel Shut-Off Switches (Fuel Panel) | Shut-Off Position                               |
| r. Booster Pump Switch                        | OFF   |

- |                              |            |
|------------------------------|------------|
| s. Fuel Warning Light        | Tested     |
| t. Transfer Pump Switch      | OFF        |
| u. Throttle Override Handles | Disengaged |
| v. Ignition Switches         | OFF        |
| w. Blower Operating Light    | Tested     |
| x. Both Dampers              | Closed     |
| y. Blower Switch             | ON         |
| z. Blower Operating Light    | Off        |
| aa. Forward Damper           | Full Open  |
| ab. Blower Operating Light   | On         |
| ac. Forward Damper           | Closed     |
| ad. Blower Operating Light   | Off        |
| ae. Aft Damper               | Full Open  |
| af. Blower Operating Light   | On         |
| ag. Blower Switch            | OFF        |
| ah. Blower Operating Light   | Off        |
| ai. Aft Damper               | Closed     |
| aj. Air Valves               | Operable   |

**NOTE**

A crew member should visually check for proper operation of both air valves as the pilot operates each of the air switches.

- |                |        |
|----------------|--------|
| ak. Binoculars | Stowed |
|----------------|--------|

**RADIO OPERATOR'S POWER CHECK.**

- |   |          |
|---|----------|
| a. Shore Power Plugged In Light             | On       |
| b. D-C Voltmeter                            | 28 Volts |
| c. Battery Switch                           | ON       |
| d. Battery Ammeter                          | Charging |
| e. Main D-C Generator Off Light             | On       |
| f. Main-Standby Generator Switch            | OFF      |
| g. Main D-C Generator Field Switch          | NORMAL   |
| h. No. 1 D-C Standby Generator Field Switch | NORMAL   |
| i. No. 2 D-C Standby Generator Field Switch | NORMAL   |
| j. Monitor Override Switch                  | NORMAL   |
| k. Current Limiters                         | Inspect  |
| l. Overspeed Control Circuit Breaker        | Closed   |

**RADAR OPERATOR'S POWER CHECK.**

- a. Shore Power Plugged In Light      Tested
- b. Shore Power Phase Reversed Light      Tested
- c. A-C Generator-Shore Power Switch      OFF
- d. A-C Generator Off Light      Tested

**NOTE**

If light is on, a-c generator has been tripped. Move generator reset switch to GEN RESET and check that light goes out.

- e. Instrument Inverter Switch      OFF
- f. A-C Instrument Circuit Breaker      ON
- g. Instrument Power Off Light      ON

**UNDOCKING.**

Undocking and the towing of the airship to the take-off mat are primarily ground crew operations. The ground crew handles the APU pod, unlocks the landing gear, and attaches necessary handling lines as directed by the ground handling officer. The pilot is required only to maintain required helium pressure in the envelope and to operate the surface controls if necessary. Helium pressure of at least 1.5 inches of water should be maintained while the airship is being towed. The exact pressure required depends on wind and temperature.

**CAUTION**

All electrically-operated equipment not required during towing should be off until the engines are started and the generators operating.

**BEFORE STARTING ENGINES.**

Before starting the engines, obtain the proper clearance signal from the ground handling officer. His signal indicates that lines are secured, propeller areas are clear, and ground personnel are properly stationed. Before obtaining clearance, the following checks should be made:

- a. Winch Hydraulic Reservoir Fluid      3/4 to Full  
Quantity Indicator (Check winch operator.)
- b. Winch Hydraulic Reservoir Gas Pressure Valve (Check winch operator.)      Open
- c. Winch Hydraulic Reservoir Cylinder Pressure Indicator      150 psi or more  
(Check winch operator.)
- d. Make sure that d-c power is connected to essential busses from battery or auxiliary power unit. (Check radio operator.)

**NOTE**

If batteries are used for starting, the main generator-standby generator switch should be in OFF position and the monitor override switch should be in NORMAL position. The ICS will not operate until the main generator is operating and the main generator-standby generator switch is placed in MAIN GEN. position.

- e. Constant Speed Drive Emergency Stop Button (Check radar operator.)      Pressed once to vent drive unit.

- f. With throttle selector switches and prop pitch selector switches in LEVER OPER move each thrust lever and check for corresponding propeller blade angle changes.
- g. Move prop selector switches to INC and DEC and check for corresponding propeller blade angle changes.
- h. Instrument Inverter Switch  
(Check radar operator.)      **NORMAL**

**WARNING**

If bomb bay tank is installed, the bomb bay doors should be full open before the inverter switch is placed on NORMAL. Immediately prior to take-off the doors should be closed to a 1-1/2 inch opening. Refer to the discussion of the bomb bay tank in section VII.

- i. Fire watch      Posted
- j. Propeller Lights Switch (night)      ON

**STARTING ENGINES.**

**WARNING**

Consult section III for engine fire-fighting procedure.

- a. Cowl Flap Switch      OPEN (hold 7 seconds)
- b. Oil Cooler Switch      OPEN (hold 9 seconds)
- c. Carburetor Heat Switch      COLD (hold 4 seconds)
- d. Engine Fuel Shut-Off Switch      Open  
(Fuel Control Panel)
- e. Emergency Feed Switch      Closed
- f. Boost Pump Switch      ON
- g. RPM Control Lever      DEC RPM
- h. Throttle Selector Switch      LEVER OPER
- i. Prop Pitch Selector Switch      LEVER OPER
- j. Thrust Lever - Set to position approximately 1/2-inch ahead of NO THRUST to obtain 5-degree blade angle.
- k. Prop Pitch Selector Switch      Off
- l. Throttle Selector Switch      CLOSE (hold 2 seconds)
- m. Open throttle by flicking selector switch three times to OPEN.

**NOTE**

Throttle opens fully in 1-1/2 seconds if switch is held on. Throttle should be open to 800 rpm position.

- n. Mixture Lever      Full RICH
- o. Obtain clearance from ground handling officer to "turn-up."
- p. Starter Switch      START ENG. NO. 1 or START ENG. NO. 2

**CAUTION**

Turn engine six blades with starter. If unusually high compression is indicated, do not continue the start.

- q. Ignition Switch      BOTH
- r. Primer Switch      ENG. NO. 1 or ENG NO. 2

- s. Adjust throttle with selector switch to obtain 700 to 800 rpm.
- t. Oil Pressure Indication                      Within Limits  
(after 30 seconds)
- v. Booster Pump Switch (after both engines are started)                      OFF
- w. Fuel Pressure Indicators                      Normal

**ENGINE GROUND OPERATION.**

After both engines are running and oil and fuel pressure have been checked, proceed as follows:

**PILOT:**

- a. Open throttles with selector switches to obtain slightly more than 1000 rpm.

**RADAR OPERATOR:**

- b. Constant Speed Drive Reset Button                      Reset
- c. A-C Generator - Shore Power Switch                      AC GEN

**NOTE**

Do not attempt to start constant speed drive unit at engine speeds greater than 1100 rpm for dual-engine operation or 2000 rpm for single-engine operation. Higher starting speeds will result in overspeeding of the drive unit.

**PILOT:**

- d. Prop Pitch Selector Switches                      LEVER OPER
- e. Throttle Selector Switch                      LEVER OPER  
(one engine)
- f. Check that engine rpm drops to 1000.
- g. Move rpm lever ahead and check tachometer for increase.
- h. Repeat steps "e," "f," and "g" for other engine.
- i. Retard rpm levers and warm up engines at 1200 rpm and approximately 17-18 inches Hg manifold pressure.

**GROUND TESTS.****ENGINE TESTS.**

- a. Oil Pressure - within normal range during all variations of power settings used for other tests.
- b. Fuel Pressure - normal during all variations of power settings used for other tests.
- c. Ignition - (One engine at a time)
  - (1) Advance rpm lever to obtain 1800 rpm.
  - (2) Move thrust handle to obtain manifold pressure equal to field barometric pressure.
  - (3) Throttle Selector Switch                      Off
  - (4) Check rpm drop with ignition switch in L and R positions. Rpm drop should not exceed 100 and engines should operate smoothly.
  - (5) Throttle Selector Switch                      LEVER OPER
  - (6) RPM Control Lever                      Set for 1200 rpm
- d. Cylinder Head Temperature - normal during all ground tests of engine.
- e. Idle Mixture - is set full rich so it is not checked.

**ENERGIZING ELECTRICAL SYSTEMS.** After the engines are running and checked, the radio and radar operators can accomplish the switching and checking necessary to supply generator power to the busses. If the auxiliary power unit has been used it can be removed by the ground crew after the d-c generator is switched on. Keep electrical loads to a minimum until the generator checks are completed.

**RADIO OPERATOR:**

- a. Main Generator - Standby Generator Switch                      MAIN GEN
- b. Auxiliary Power Unit (Check ground crew.)                      Disconnected
- c. Shore Power Plugged In Light                      Off
- d. Main Generator Off Light                      Off
- e. Main Generator Ammeter                      Indicating Load
- f. Voltmeter                      28 volts
- g. Standby Generator Ammeter                      No current
- h. Main Generator - Standby Generator Switch                      STANDBY GEN.  
No. 1 and No. 2
- i. Standby Generator Ammeter                      Indications equal  
on both dials
- j. Voltmeter                      28 volts
- k. Main Generator Off Light                      On
- l. Main Generator - Standby Generator Switch                      MAIN GEN
- m. Main Generator Off Light                      Off

**RADAR OPERATOR:**

- a. Rotate voltmeter selector switch to each position and check for 115 volts on voltmeter for each position.
- b. Ammeters                      Indicating Loads
- c. Instrument Power Off Light                      Off
- d. Low Frequency Light                      Off
- e. Frequency Meter                      400 to 405 cps

**CONSTANT SPEED DRIVE TEST.** The following test is made to assure that both engine-driven hydraulic pumps are operating.

- a. With both engines operating at 1000 rpm and electrical loads on generators, note hydraulic pressure on gage.
- b. Advance rpm lever for one engine to obtain approximately 1500 rpm and note stabilized hydraulic pressure. Pressure should be less than when checked in step "a."
- c. Retard rpm lever and repeat procedure for other engine to check the other pump.

**SURFACE CONTROLS AND AUTOMATIC PILOT TESTS.**

- a. Gust Lock                      Disengaged
- b. Boost Master Switch                      OFF
- c. Pilot Switch (Autopilot)                      OFF
- d. Elevator and Rudder Controls                      In Neutral
- e. Manual Surface Controls Handle                      Pulled Up
- f. Elevator and Rudder Controls                      Operate Freely

**NOTE**

Tests may be conducted with the controls in either separate or dual control.

- g. Elevator and Rudder Controls                      In Neutral
- h. Manual Surface Controls Handle                      Pushed Down
- i. Boost Master Switch                      ON
- j. Elevator and Rudder Boost Indicators                      Centered
- k. Booster Servo Engaging Switches                      ENGAGE
- l. Move elevator column forward and aft and rotate a rudder wheel to right and left. Controls should operate freely and to full extent with slight effort required.
- m. Check with ground handling officer on direction and amount of control surface movement when each control movement is made.
- n. The elevator and rudder boost indicators should indicate direction of applied boost as long as pressure is exerted on controls. Release of pressure on the con-

trols causes the indicating lines to return to center regardless of the position of the control surfaces.

- o. Elevator and Rudder Controls In Neutral
- p. Boost Master Switch OFF
- q. Turn Control Knob (Autopilot) In Detent
- r. Pilot Switch (Autopilot) ON
- s. Automatic Pilot Engaging Switches ENGAGE
- t. Rotate turn, glide, and climb control knobs in both directions and observe corresponding movements of elevator columns and rudder wheels.
- u. Actuate altitude control switch to ON and check that controls do not move excessively.
- v. Press autopilot release button on either pilot's or copilot's column. Pilot and altitude control switches should return to OFF, and automatic pilot engaging switches should return to DISENGAGE.

**EXTERIOR LIGHTS TEST.** To test the operation of the exterior lights the pilot requires the assistance of the ground crew. The ground crew signals the operation of the lights as the pilot performs each step of the test.

- a. Prop Lights Switch ON
- b. Port and Starboard Propeller Lights On
- c. Landing Light Switch EXTEND
- d. Light extends from recess in car.
- e. Landing Light Switch STOP
- f. Light stops before reaching fully extended position.
- g. Landing Light Switch EXTEND
- h. Light moves to fully extended position.
- i. Landing Light Switch ON
- j. Landing Light On
- k. Landing Light Switch OFF
- l. Landing Light Off
- m. Landing Light Switch RETRACT
- n. Landing Light retracts into recess.
- o. Master Switch OFF
- p. Recognition Lights Switch ON
- q. Navigation Light Switch ON
- r. Recognition, Car Position, and Envelope Position Lights Off
- s. Master Switch KEY
- t. Car and Envelope Position Lights Steadily Lighted
- u. Key Operate
- v. Recognition Lights Lighted when key is operated
- w. Monitor Light Lighted when key is operated
- x. Master Switch CODE
- y. Car Position and Envelope Position Lights Steadily Lighted
- z. Code Selector Switch Each position (in turn)
- aa. Recognition Lights Coded as selected
- ab. Master Switch FLASH
- ac. Car Position and Recognition Lights Flashing together
- ad. Envelope Position Lights Flashing alternately with Car Position and Recognition Lights
- ae. Master Switch STDY
- af. Car Position Lights Extinguished
- ag. Envelope Position Lights Steadily Lighted
- ah. Recognition Lights Steadily Lighted

#### NOTE

After exterior lights have been checked, position switches for desired operating condition.

#### BEFORE TAKE-OFF.

The "Daily Nonrigid Flight Inspection" sheets and the "yellow sheet" must be signed and passed to the ground handling officer.

#### PILOT'S CHECK LIST.

- a. Crew Members At stations
- b. Engine Oil Temperature Normal
- c. Cylinder Head Temperature Normal
- d. Booster Pump Switch ON
- e. Exterior Lights As required
- f. Mixture Levers RICH
- g. Thrust Levers NO THRUST
- h. Rpm Levers DEC
- i. Carb Heat Switches As required
- j. Oil Cooler Switches AUTO
- k. Boost Master Switch ON
- l. Booster Switch ENGAGE
- m. Control Columns Free movement
- n. Entrance Ladder Removed  
(Check winch operator.)
- o. Doors Closed
- p. Long Lines Stowed
- q. Slip Tank (check winch operator.) Unlocked
- r. Obtain take-off clearance.

**UNMASTING.** During the unmastering operation, the engines should be run at 1000 rpm and the thrust lever should be placed in NO THRUST. The pilot can assist the ground crew by using reverse propeller pitch if necessary.

As the airship is released from the mast, a final check of trim should be made by noting the attitude assumed by the airship. When released from the mast, the airship is controlled by the ground crew to the extent necessary to hold the nose into the wind. Maneuvering of the airship into take-off position may be aided by employing the thrust of the propellers.

#### TAKE-OFF.

The take-off is made with the airship in trim and in a heavy condition. The take-off should be made from a position on the field which best utilizes the prevailing wind and where the run and subsequent take-off is not endangered by obstacles. Horizontal take-off distance required to clear a 50-foot obstacle with any specific degree of heaviness is indicated in figure A-6. Chart distances are based on the assumption that the airship is in trim and that the following take-off procedure is used.

- a. Move rpm levers all the way forward to obtain 2250 engine rpm.
- b. Move thrust levers forward until take-off power is obtained.

#### CAUTION

Engine rpm will decrease if thrust levers are advanced after 36 inches MAP is reached.

#### NOTE

Procedures to be followed in case of fire or engine failure during take-off are included in section III.



**AFTER TAKE-OFF.**

- |   |             |
|---|-------------|
| a. Landing Gear Lever   | UP          |
| b. Gear Position Indicator  | UP          |
| c. Retard rpm levers until climb rpm is reached.  |             |
| d. Retard thrust levers to obtain desired airspeed.   |             |
| e. Booster Pump Switch  | OFF         |
| f. Fuel Pressure Indicators   | Normal      |
| g. Slip Tank Lock Pin   | Reinstalled |
| h. Watch carburetor air temperature carefully if carburetor heat is used during take-off and climb. The temperature may rise rapidly when engine power is increased for take-off. |             |

**CLIMB.**

Normal rated power or less should be employed during the climb. The charts in appendix I can be used to determine the power settings and angle of attack required for various heaviness conditions. In determining the heaviness after take-off, the loss of superheat must be considered. Frequent changes of power setting may be required during the initial climb to compensate for the loss of superheat lift. The maximum rate of climb should not be exceeded, for if it is, envelope pressure may increase enough to cause the helium valves to open.

**FLIGHT CHARACTERISTICS.**

Section VI contains descriptions of the flight characteristics peculiar to the airship. Consult that section to determine airship reaction in flight.

**SYSTEMS OPERATION.**

Procedures for operating the more complex systems of the airship during flight are discussed in section VII. Also explained in that section are the procedures for coordinated crew operations, such as in-flight refueling.

**PRE-APPROACH CHECK LIST.**

The pre-approach check should be made at least five minutes from the field. The crew members report to the pilot to assure him that the necessary checks have been completed. The following checks are made:

- |                                    |               |
|------------------------------------|---------------|
| a. Crew Members                    | At stations   |
| b. Loose Equipment                 | Secured       |
| c. Drag Rope                       | Rigged        |
| d. Radome                          | Retracted     |
| e. Armament Master Switch          | OFF           |
| f. Engine Oil Temperature          | Within Limits |
| g. Cylinder Head Temperature       | Within Limits |
| h. Engine Oil Pressure             | Within Limits |
| i. Mixture Levers                  | RICH          |
| j. Boost Pump Switch               | ON            |
| k. Fuel Pressure                   | Within Limits |
| l. Landing Gear Lever              | DOWN          |
| m. Landing Gear Position Indicator | Gear down     |
| n. Pilot Switch (Autopilot)        | OFF           |
| o. RPM Levers                      | 1500 RPM      |
| p. Propeller Lights Switch         | ON            |
| q. Slip Tank Lock Pin              | Removed       |

After all checks have been completed a weigh-off should be made to determine the amount of heaviness and the trim of the airship preparatory to landing.

**LANDING.**

The approach should be made by slowing the airship to an airspeed of 35 knots or less at a distance of two or three miles from the field. A gradual descent should be made during the approach.

An airship with a lift condition near equilibrium lands satisfactorily at an airspeed of 20 to 25 knots. The speed should be increased as necessary to sustain the dynamic forces required for landing a heavy or light airship. The speed required to prevent stalling can be determined by the action of the airship during the approach.

The airship should be brought down with the least possible nose-down attitude and should be level as the wheel touches down. With the airship heavy, as it is leveled off just above the ground the thrust levers can be retarded just enough to cause the airship to stall and drop slowly to the ground. With the airship light, the forward speed must be maintained to prevent the airship from stalling and rising.

The airship should touch down near the ground crew. The propellers can be reversed to decrease the forward momentum of the airship to assist the ground crew in seizing the lines. If the airship is light, sufficient down elevator must be applied to prevent the nose from rising during the roll and sufficient speed must be maintained so that the controls will remain effective.

**WAVE-OFF.**

If a wave-off is received from the ground party proceed as follows:

- |  |                     |
|--|---------------------|
| a. RPM Levers  | Full INC (2250 RPM) |
| b. Move thrust levers forward as required to obtain climbing airspeed. |                     |

**CAUTION**

Engine rpm will decrease if thrust levers are advanced after 36 inches MAP is reached.

- |                      |                      |
|----------------------|----------------------|
| c. Blower Switch     | OFF                  |
| d. Aft Damper Switch | CLOSE                |
| e. Forward Damper    | Intermediate Opening |

**AFTER LANDING.**

- |  |                                |
|--|--------------------------------|
| a. Radio Altimeter Power Switch                | Off                            |
| b. Booster Pump Switch                         | OFF                            |
| c. RPM Levers                                  | 1000 RPM                       |
| d. Thrust Lever                                | As needed to maintain position |
| e. Navigation Lights Switch (if at night)      | ON                             |
| f. Exterior Lights Master switch (if at night) | STDY                           |
| g. Slip Tank Lock Pin                          | Reinstalled                    |

**POST-FLIGHT ENGINE CHECK.** After the airship has been masted, conduct a post-flight engine check according to existing directives. Record any unsatisfactory conditions on the approved forms.



**RADIO OPERATOR'S D-C POWER CHECK.**

- a. External D-C Power Connected
- b. Shore Power Plugged In Light ON
- c. Reduce d-c loads to capacity of external power supply.
- d. Main-Standby Generator Switch OFF
- e. D-C Voltmeter 28 Volts
- f. Battery Ammeter Charging
- g. Main Generator Off Light On

**STOPPING ENGINES.**

- a. Thrust Lever NO THRUST
- b. RPM Lever Full DEC
- c. Cowl Flap Switch OPEN (hold 7 seconds)
- d. Oil Cooler Switch COLD (hold 9 seconds)
- e. Carb Heat Switch COLD (hold 4 seconds)
- f. Mixture Lever IDLE CUT OFF
- g. When propeller stops turning, move thrust control lever to REV.
- h. Throttle Selector Switch Off
- i. Prop Pitch Selector Switch DEC (hold 1 second)

- j. Ignition Switch Off
- k. Fuel Shut-Off Switch OFF  
(Fuel Control Panel)

**RADIO OPERATOR AFTER ENGINES ARE STOPPED.**

- a. Overspeed Control Circuit Breaker Open

**RADAR OPERATOR'S A-C POWER CHECK.**

- a. Instrument Inverter Switch OFF

**BEFORE LEAVING THE AIRSHIP.**

- a. Gust Lock Locked

CAUTION

Unless the ship is being flown on the mast, the gust lock should be engaged whenever the ship is masted or maneuvered on the field.

- b. Landing Light Switch RETRACT
- c. All Electrical and Radio Switches OFF