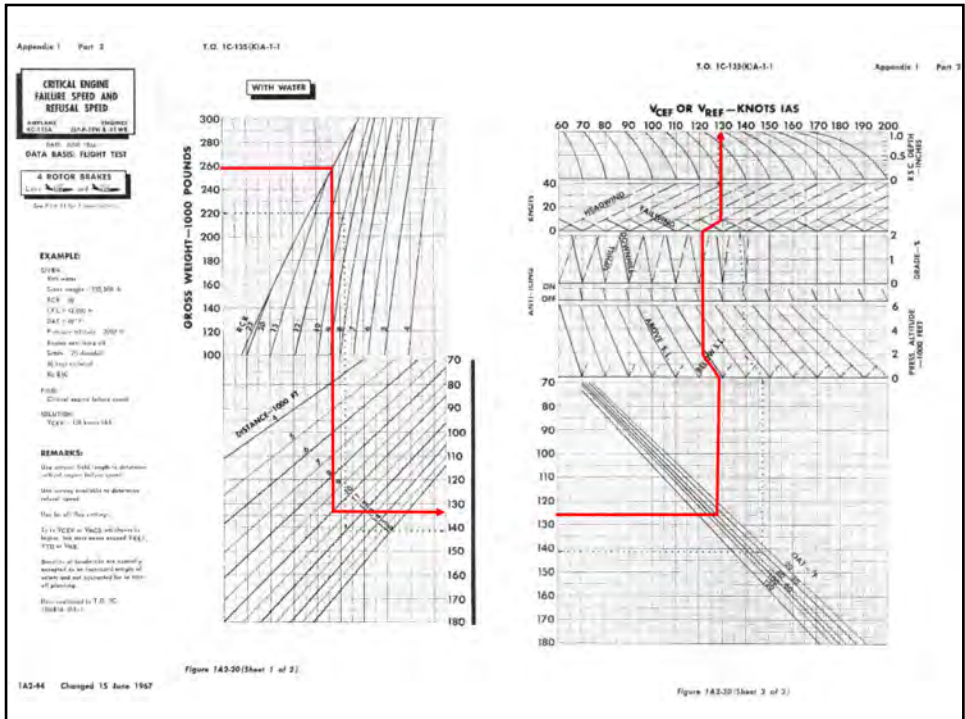
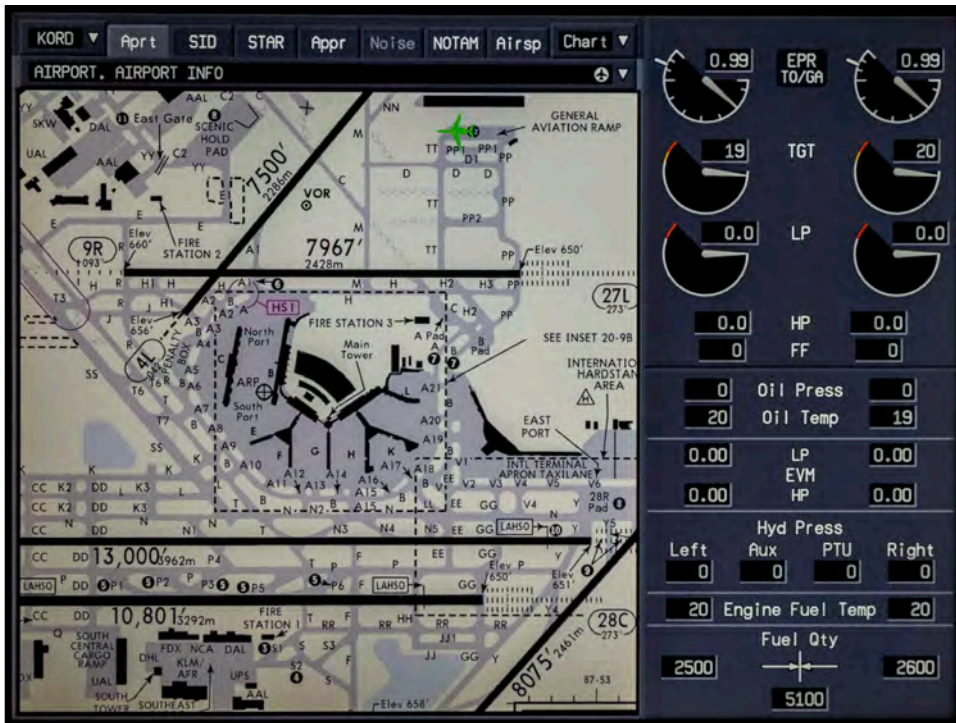
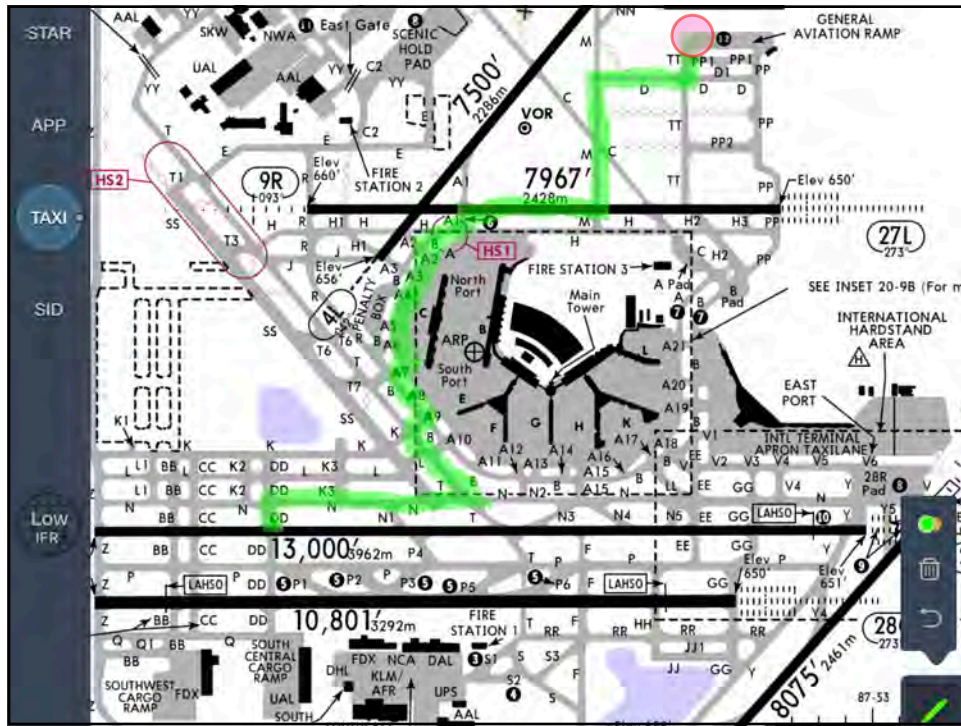


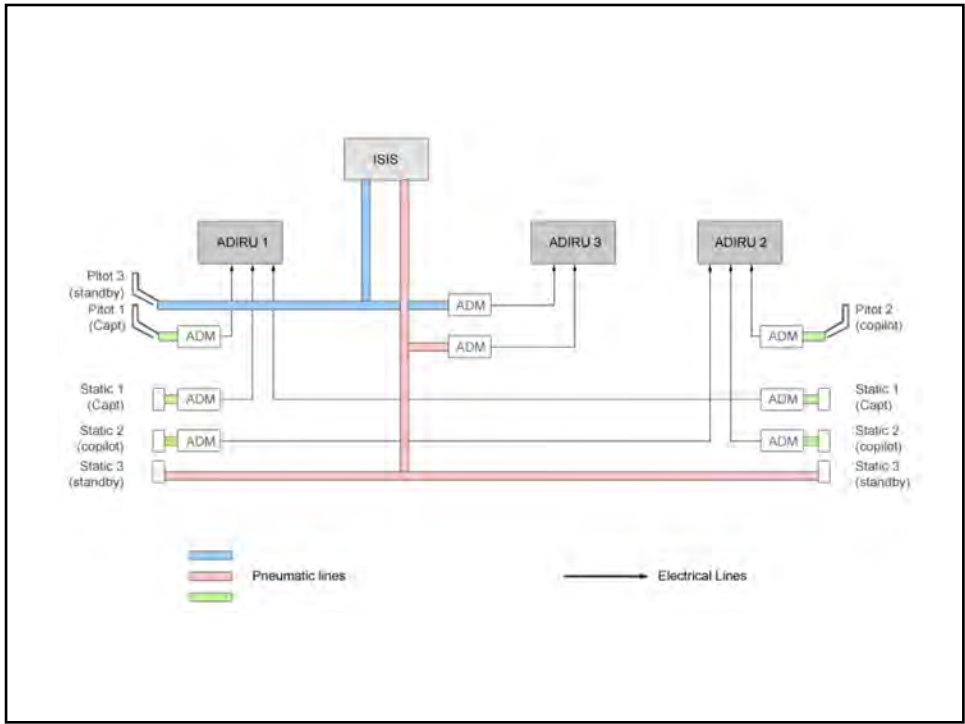
*Stick and Rudder  
in the days of  
Ones and Zeroes*











What is a good pitch setting for right after takeoff, missed approach, or any other situation below 10,000 feet with all engines at full thrust or one engine inoperative?

What is a good pitch setting for cruise altitude with all engines at full thrust or one engine inoperative?

### USE OF CHECKLISTS

Critical emergency checklist steps appear in capital bold print. The actions required must be committed to memory. In an emergency, the crewmember(s) must be able to accomplish these steps immediately without reference to the abbreviated checklist. This prevents any delay which might aggravate the emergency. Other checklist steps should be accomplished using the challenge and response method when time and circumstance permit. The most important consideration is to maintain aircraft control. Where an emergency situation requires more than one procedure, a reference to the other procedure(s) is included.

Gulfstream's philosophy is to not identify any steps in abnormal or emergency procedures as so-called "Memory Items". Pilots are expected to perform some initial and critical steps without reference to any documentation. The following are examples of procedures that the initial / critical steps should be performed promptly without reference to checklist:

- Engine Fire / APU Fire
- Engine Failure after V1
- Cabin Pressure Low / Emergency Descent
- Engine Exceedance
- EGPWS / Windshear / TCAS Alerts
- Sidestick Fail
- Ground Spoilers Armed
- Brake by Wire Fail (U) (Ground Procedures)



## Asiana Airlines and Korean Air *A History of Over-Reliance on ILS*

