

we had done several circuits
 in the pattern practicing landings.
 On every lap the tower called
 for us to extend the downwind
 for arriving or departing traffic.
 we were in discussion about
 my last approach speed and
 what to do differently. Abeam
 the numbers we set flaps to
 10°, checked Gas settings and
 power to 18" manifold. The
 Tower also called to ask if we
 wanted to switch runways since
 the wind had shifted to a
 direct crosswind, but we felt
 comfortable completing the lap.
 as the approach was stable 87mph,
 flared over the lines, all was
 looking good until the scraping
 on touchdown when we both realized
 we had neglected to complete the
 checklist in the flurry of other activity
 prior to landing. — Andrew Lee