Lisa, das Leserflugzeug
AA5A – Checklists, Procedures and Briefings

Pilot und Flugzeug

Before Startup Checklist

1.	**Preflight Check**	- Completed
2.	**PAX Briefing**	- Completed
3.	**Seats, Seatbelts**	- Locked and fastened
4.	**Parking Brake**	- As required
5.	**Flight Controls**	- Free and correct

Engine Startup Procedure

1.	Master Switch	- On, Avionics off
2.	Aux Fuel Pump	- On, check 0.5-8 psi, Off
3.	Beacon	- On
4.	Carburetor Heat	- Off
5.	Throttle	- 1/4 inch open
6.	Mixture	- Full rich
7.	Primer	- As required (3x coldstart)
8.	Fuel Selector	- Fullest Tank
9.	Propeller	- Clear!
10.	Ignition	- Left
11.	Starter	- Engage, set 1.000 RPM
12.	**Ignition**	**- Both**
13.	Oil Pressure	- Check, green in 30 sec.
14.	Avionics Master	- On
15.	**PFD**	**- Wait until fully initialized**

Engine Runup Procedure

1.	Brakes	- As required
2.	Throttle	- Set to 1.800 RPM
3.	Engine Instr.	- Check, green arc
4.	Ammeter	- Charging
5.	Vacuum Gage	- 4.6 - 5.4 Inch Hg
7.	Magnetos	- L/R/Both Drop < 175 RPM
8.	Carburetor Heat	- Check, drop, off
9.	Throttle	- Set to 1.000 RPM

Departure Briefing

1.	Runway	- Length, Condition, Traffic
2.	Rotate Speed	- 50 to 55 KIAS
3.	**Climbout**	**- Normal: 85 KIAS**
		- Obstacle: 63 KIAS
4.	Departure-	- Review

5. Review Emergency Procedures:

- Engine Failure during takeoff:

• Throttle	Idle
• Brakes:	Apply
• Mixture:	Idle, cut off
• Ignition switch:	Off
• Master:	Off

- Engine Failure immediately after takeoff

• Airspeed	65 - 70 KIAS
• Mixture	Idle cut off
• Fuel selector	Off
• Ignition	Off
• Master	Off

NO HEADING CHANGES OF MORE THAN 30° < 500 ft!

Before Takeoff Checklist

1.	**Trim Tabs**	- Set
2.	**Flaps**	- Up
3.	**Instruments**	- Set
4.	**Aux. Fuel Pump**	- On
5.	**Lights**	- As required
6.	**Transponder**	- On, check squawk

Climb Checklist - Reaching 1.000 AGL

1.	**Fuel Pump**	- Off, check pressure
2.	**Landing Light**	- Off
3.	**Speed**	- 85 KIAS recommended

Cruise Checklist (every 30 Minutes)

1.	**Fuel Tanks**	- Switch as required
2.	**Autopilot**	- Check Elevator Trim

Engine Leaning Procedure

1. Slowly pull mixture until engine runs rough
2. Increase Mixture by 4 clicks

Approach Briefing

1. Wind, Weather, Runway, Review Approach:

VFR
- Traffic Pattern: Entry, Altitudes and Airspeed

IFR
- IAP: Navaid, Course, FAF, Descent Path, Airspeed, Time to Fixes, DA/MDA, Visual Descent Point, Missed Approach and Intentions

3. Review speeds: **Pattern: 70 - 80 KIAS**
Final Appr.: 65 - 70 KIAS
4. **Set flaps below 103 KIAS**
5. **Set fullest fuel tank**

Final Checklist

Aux Fuel Pump	- On
Lights	- On, as required
Carburetor Heat	- as required
Mixture	- enrich, set

After Clearing Runway Checklist

Aux Fuel Pump	- Off
Landing Light	- As required
Flaps	- Up

Engine Shutdown Procedure

1.	Avionics & **Moving Terrain**	- Off
2.	Mixture	- Idle cut off
3.	Electricals, Master, Ignition	- Off

Speeds in KIAS

V_S	55	V_{FE}	103	V_X	68	V_{XDEP}	63
V_{S0}	53	V_A	105	V_Y	79	V_{YDEP}	85
V_{NE}	164	V_{NO}	129	V_G	72	V_{FINAL}	70

AA5A – Inflight Emergency Procedures

Engine Failure During Flight

1.	Airspeed	- Vg 72 KIAS
2.	Carburetor Heat	- On
3.	Fuel Selector	- Switch Tanks
4.	Mixture	- Rich
5.	Master Switch	- On
6.	Aux Fuel Pump	- On
7.	Throttle	- 1/4 inch open
8.	Ignition Switch	- Both
9.	Primer	- IN and LOCKED
10.	Starter	- Press, if prop stopped

Gliding Distance: 1,7 NM per 1.000 ft

Forced Landing (without engine power)

1.	Airspeed	- 65 KIAS
2.	Radio	- Transmit MAYDAY, Location, Intentions

Before Touchdown:

3.	Mixture	- Idle cut off
4.	Fuel Selector	- Off
5.	Ignition Switch	- Off
6.	Flaps	- As required
7.	Master Switch	- Off
8.	Canopy	- Unlatch
9.	Seat belts	- Very tight
10.	Touchdown	- Slightly nose-high

Ditching

1.	Radio	- Transmit MAYDAY, Location
2.	Heavy objects	- Secure
3.	Flaps	- Down
4.	Approach	- High wind: Into wind Light wind: Parallel to swells
5.	Power	- 350 fpm at 65 KIAS
6.	Canopy	- Fully open
7.	Seat belts	- Very tight
8.	Touchdown: Nose high, minimum descent-rate, minimum airspeed	

Engine Fire During Flight

1.	Mixture	- Idle, cut off
2.	Fuel Selector	- Off
3.	Master Switch	- Off
4.	Cabin Heat and Air	- Closed, Off
5.	Airspeed	- 105 KIAS, increase if fire is not extinguished
6.	Forced Landing	- Execute as quickly as possible

Electrical Fire During Flight

1.	Master Switch	- Off
2.	Vents and Heat	- Closed, Off

Land as soon as possible

Loss of Electrical Power Supply (Alternator)

1. Turn off all non-essential electrical systems
2. Turn off avionics master
3. Alternator Main Circuit Breaker - Check
4. Alternator Field Circuit Breaker - Check

5. If field Circuit Breaker is tripped, land as soon as possible.
6. If field Circuit Breaker is not tripped and ammeter shows discharge, set alternator-side of master switch to OFF and land as soon as possible.

Reduce electrical load until landing

Service Data and Contact Phone Number

Engine Oil:	Multigrade 15W50 **6-7 qts**
Tire Pressure Main	24 PSI / 1,65 Bar
Tire Pressure Nose	21 PSI / 1,45 Bar
Electrical System	12 Volts DC
Contact Phone No.	**+49 171 2705 787**

Bitte SMS senden falls keine Antwort!
Büro (9:00-13:00h) +49 6131 9303790

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Preflight Inspection Procedure

1. Cabin

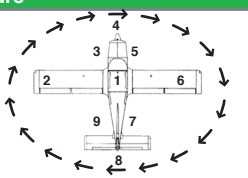
Control Lock	Remove
Ignition	Off, remove key
Master Switch	On
Flaps	Check
Lights	On, check
Stall Warning	Check
Lights	Off
Master	Off

2. Left Wing

Flap	Secure
Aileron	Moving freely
Wing Tip, Light	Undamaged
Tiedown	Removed
Pitot Tube	Free
Fuel Vent	Free
Fuel Tank	Check, closed
Trank Drain	Check
Sump Drain	Check
Tire	Inflated, condition
Chock	Removed

3. Left Cowl

OAT Gauge	Undamaged
Fuel Pump Drain	Free
Fresh Air Vents	Free



Air Cleaner Drain	Free
Oil Breather Line	Free
Cowl	Open, secured
Baffles	Undamaged
Cowl	Closed, locked (=flush)

4. Nose

Propeller, Sprinner	Undamaged
Eingine Air Intake	Free
Nose Gear, Fairing	Undamaged, Tire ok
Chocks	Removed
Cooling Air Intake	Free

5. Right Cowl

Cowl	Open, secured
Baffles	Undamaged
Oil Level	6 qts minimum
Vac Pump Vent	Free
Battery	Secured
Alternator Belt	Proper Tension
Cowl	Closed, locked (=flush)

6. Right Wing

Sump Drain	Check
Tank Drain	Check
Tire	Inflated, condition
Chock	Removed
Fuel Tank	Check, closed
Fuel Vent	Free
Tie Down	Removed
Wing Tip,Light	Undamaged
Aileron	Moving freely
Flap	Secure

7, 8 and 9. Fuselage & Tail

RH Static Source	Free
Antennas	Undamaged
Elevators	Moving freely
Rudder	Moving freely
Trim Tab	Secure
Tie Down	Removed
LH Static Source	Free
Baggage Door	Closed & locked