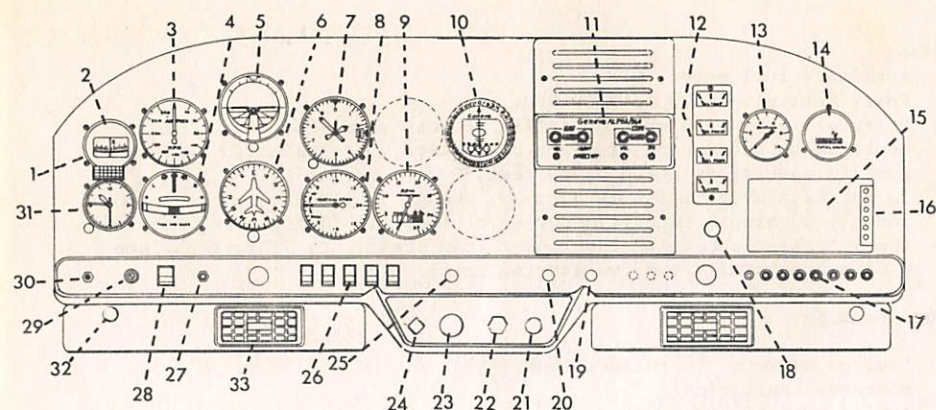




- | | |
|-----------------------------|---------------------------------|
| 1. Compass Card | 17. Fuses & Circuit Breakers |
| 2. Compass | 18. Cigar Lighter |
| 3. Airspeed Indicator | 19. Parking Brake Control |
| 4. Turn-And-Bank Indicator | 20. Cabin Heat Control |
| 5. Gyro Horizon | 21. Engine Primer |
| 6. Directional Gyro | 22. Mixture Control |
| 7. Altimeter | 23. Throttle Control |
| 8. Vertical Speed Indicator | 24. Carb Heat Control |
| 9. Tachometer | 25. Instrument Light Rheostat |
| 10. Omni Head | 26. Individual Circuit Switches |
| 11. Radio | 27. Starter Switch |
| 12. Instrument Cluster | 28. Master Switch |
| 13. Suction Gauge | 29. Ignition Switch |
| 14. Hourmeter | 30. Phone Jack |
| 15. Glove Compartment | 31. Clock |
| 16. Spare Fuses | 32. Vent Control (LH) |
| 33. Vent Louver (LH) | |

Figure 6. Trainer instrument panel diagram.

Maximum Rate-of-Climb Performance
1500 Lbs. Gross Weight - Flaps Retracted (Climb Propeller)

Altitude Ft.	Temperature °F	IAS MPH	Rate of Climb Ft./Min.	Fuel Used From Sea Level - Gals.
S.L.	59 °	89	765	0.5
2500	50 °	88	645	1.0
4500	42.8°	87	550	1.5
6500	35.6°	86	450	2.0
8500	28.4°	85	350	2.6

NOTES:

- 1) Full throttle climb, mixture leaned above 5,000 ft. to smooth engine operation.
- 2) Fuel used includes taxi and warm up allowance.
- 3) Power loss attributable to the presence of humidity can be as high as 7%, this represents approximately 100 FPM loss in climb rate at sea level.
- 4) Rate of climb with the cruise propeller (7157) is 45 FPM less.

Cruise Propeller Data: An optional McCauley 1A105/7157 propeller is available for the Trainer. The cruise propeller will improve the cruise performance in accordance with the following table:

To Obtain	Subtract	Speed Differential	Fuel Consumption
75% BHP	120 RPM	+1.5 MPH	6.2 GPH
65% BHP	110 RPM	+1.5 MPH	5.4 GPH
55% BHP	75 RPM	+1.5 MPH	4.7 GPH

Model AA-1A Cruise Performance Table (Climb Propeller)

Altitude Feet	RPM	Percent Power	True Air- Speed MPH	Fuel Con- sump- tion GPH	Endur- ance Hours	Range Miles Zero Wind
2500	2600	76	125	6.4	3.2	406
	2500	70	119	5.8	3.6	430
	2400	63	113	5.2	3.9	445
	2300	58	107	4.9	4.3	456
	2200	53	101	4.6	4.5	459
	2100	50	96	4.4	4.7	453
4500	2600	73	125	6.1	3.3	414
	2500	67	118	5.5	3.7	437
	2400	61	112	5.1	4.0	452
	2300	56	106	4.8	4.3	456
	2200	53	101	4.5	4.5	455
	2100	50	96	4.4	4.6	447
6500	2600	70	124	5.9	3.5	429
	2500	64	117	5.3	3.8	445
	2400	59	111	5.0	4.1	455
	2300	55	105	4.7	4.3	455
	2200	52	100	4.5	4.6	451
8500	2600	67	122	5.6	3.6	439
	2500	62	116	5.2	3.9	451
	2400	58	110	4.9	4.1	454
	2300	55	105	4.7	4.3	452
10500	2600	66	121	5.3	3.7	446
	2500	61	115	5.1	3.9	453
	2400	57	110	4.9	4.0	445

NOTES:

- 1) Range and endurance data include allowance for take-off and climb.
- 2) Fuel consumption is for level flight with mixture leaned to best power. Continuous operation at powers above 75% should be with full rich mixture.
- 3) Speed performance is without wheel fairings. Add 2 MPH for wheel fairings.
- 4) For temperatures other than standard, add or subtract 1% power for each 10°F below and above standard temperature, respectively.

Cruise:

1. Auxiliary fuel pump: OFF.
2. Power Setting: 2100 to 2600 RPM.
3. Mixture: Full rich when operating at more than 75% power. If in doubt as to percentage of power being used, use full-rich mixture for all operations below 5,000 feet.
4. To maintain best *fuel load balance*, change fuel selector at approximately 30-minute intervals during cruise. If flying solo, maintain the left tank about 1/2-tank lower than the right. This technique will substantially improve lateral trim.

Before Landing:

1. Fuel selector: To fullest tank.
2. Mixture: Full rich
3. Auxiliary fuel pump: ON.
4. Carburetor heat: Check, leave ON if icing conditions are known to exist.
5. Wing flaps: As desired below 115 MPH.
6. Airspeed: 70 - 80 MPH.

Landing (Normal)

1. Touchdown on main gear.
2. Lower nose wheel slowly as speed decreases.
3. Directional control: Use rudder until it becomes ineffective (approximately 20 MPH.)
4. Brakes: As required for stopping and directional control.

Landing (Obstacle Clearance):

1. Flaps: Fully extended below 115 MPH.
2. Airspeed: 70 MPH.
3. Land on main wheels first.
4. Apply full up elevator.
5. Brakes: As required for stopping and directional control.
6. Flaps: UP.

Balked Landing:

1. Apply full throttle.
2. Carburetor heat: OFF.
3. Establish climb attitude.
4. Flaps: Retract, after accelerating to a safe airspeed.

After Landing:

1. Flaps: UP.
2. Carburetor heat: OFF.
3. Auxiliary fuel pump: OFF.

Shut-Down:

1. All electrical equipment: OFF.
2. Mixture: To idle cutoff.
3. Magneto switch: OFF.
4. Master switch: OFF.
5. Install control lock.
6. Brakes: Set and/or wheels chocked.