



Photo 1 – Airplane front left



Photo 2 – Airplane front close up



Photo 3 – Right wing close up



Photo 4 – Instrument panel



Photo 5 – Right tank fuel gauge

(IF UNABLE TO ABORT TAKEOFF)

**POWER LOSS IMMEDIATELY
AFTER TAKEOFF / NO RESTART**

MAINTAIN AIRCRAFT CONTROL - 65 KIAS (75 MPH)
 FUEL SELECTOR - OFF
 MIXTURE - FULL LEAN / IDLE CUTOFF
 FUEL PUMP - OFF
 FLAPS - DOWN
 MASTER & MAGS - OFF (Unlatch Canopy)

POWER LOSS IN FLIGHT

BEST GLIDE - 74 KIAS (85 MPH) (Full Gross)
 CARB HEAT - ON (Also Supplies Alternate Air)
 NOTE WIND DIRECTION & VELOCITY
 PICK LANDING SITE
 MIXTURE - RICH
 FUEL SELECTOR - CHECK / SWITCH (Note Gauges)
 FUEL PUMP - ON
 PRIMER IN & LOCKED (Try Repriming?)
 MAGNETOS - CHECK ALL
 MASTER - ON

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE
 SQUAWK 7700
 DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)
 FUEL SELECTOR - OFF
 MIXTURE - FULL LEAN / IDLE CUTOFF
 SEATBELTS / HARNESS
 FLAPS - AS NEEDED (Flaps Down When Field Assured)
 MASTER & MAGS - OFF
 CANOPY - UNLATCH (If Ditching, Canopy Full Open)
 PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER - OFF (Mags On)
 VENTS, CABIN HEAT & AIR - OFF
 IF FIRE OUT, MASTER ON ONLY IF CRITICAL (Vents - Open)
 THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME
 RESET CIRCUIT BREAKER(S) ONLY IF CRITICAL

ENGINE FIRE IN FLIGHT

THROTTLE - CLOSED
 MIXTURE - FULL LEAN / IDLE CUTOFF
 FUEL SELECTOR - OFF
 MASTER - OFF
 CABIN HEAT & AIR - OFF (Vents - Open)
 105 KIAS (121 MPH) OR MORE TO EXTINGUISH - LAND ASAP

ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE
 IF START - RUN A FEW SECONDS - SHUTDOWN - INSPECT
 IF NO START - IDLE MIXTURE CUTOFF & FUEL SELECTOR OFF
 THROTTLE FULL OPEN
 CONTINUE CRANKING ENGINE A FEW SECONDS
 MASTER & MAGS - OFF
 EVACUATE & FIRE EXTINGUISHER

ICING

PITOT HEAT - ON
 CARB HEAT - ON
 CABIN HEAT & DEFROST - MAXIMUM
 STRONGLY CONSIDER 180° TURN
 ATTAIN HIGHER OR LOWER ALTITUDE
 INCREASE ENGINE SPEED
 FLAPS - NOT RECOMMENDED FOR LANDING
 LAND FASTER AS NEEDED

OTHER

UNICOM: 122.7 - 122.8 - 122.95 - 123.0 - 123.05
 MULTICOM: 122.9 - (CTAF)
 122.75, 122.85 - (Air To Air)
 FLIGHT SERVICE: 122.2 - (Most Common)
 122.1, 122.6, 123.6
 FLIGHT WATCH: 122.0

RADIO OUT: CHECK CIRCUIT BREAKERS & VOLUME
 RECYCLE ALTERNATOR SWITCH
 IF IFR & Still Out, Set XPDR To 7600.
 (Suggested For VFR If In B, C, D Airspace.)

TOWERS SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Yellow	Stop	Yield & Continue Landing
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

** Every Plane Has A Different Empty Weight And Useful Load*
 AA-1A Trainer (Lycoming: O-235-C2C, 108 HP)

* Empty Weight: LBS (Specific Plane Weight)

* Max. Useful Load: LBS (Including Fuel @ 6 lbs/gal)

Max. Baggage Area: 100 LBS (Included In Useful Load)

Max. T.O. Weight: 1500 LBS

Fuel Type: 100 LL (Blue) / 100 (Green) / 80/87

Usable Fuel: 22 Gallons

Oil Capacity: 6 Quarts (Minimum 4)

Electrical: 12-14 VOLT / 40 AMP

Tire Pressure: Nose - 22 PSI (5x5)
 Main - 19 PSI (6x6) / 26 PSI (15 - 6x6)

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Photo 6 – Checklist found onboard

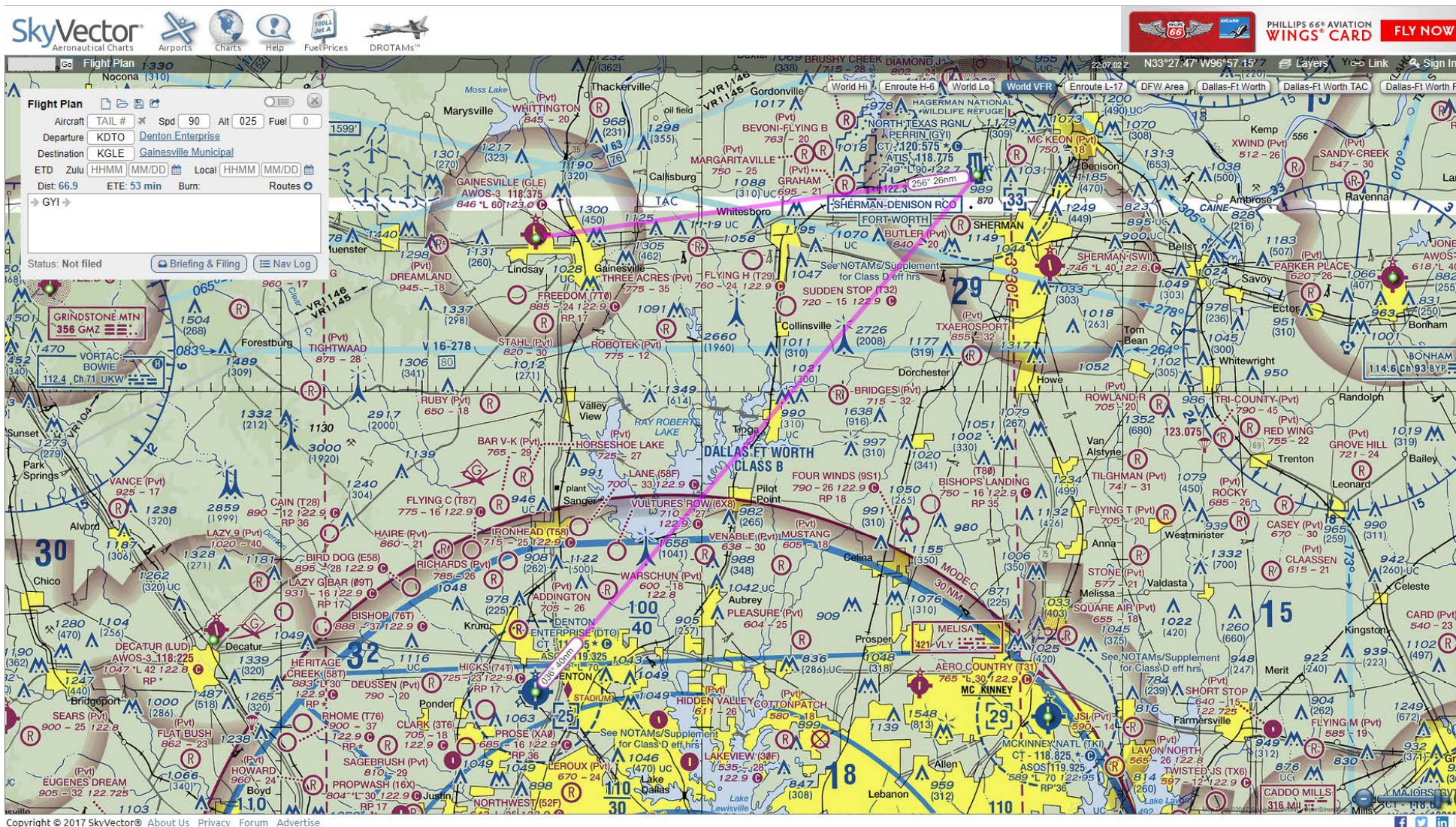


Photo 7 – SkyVector chart with flight route