

## - ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS -

### - AMMETER SHOWS EXCESSIVE RATE OF CHARGE (Full Scale Deflection) -

Alternator . . . . . OFF  
Nonessential Electrical Equipment . . . . . OFF  
Flight . . . . . LAND ASAP

### - LOW-VOLT LIGHT ILLUMINATES DURING FLIGHT (Ammeter shows discharge) -

Avionics Power Switch . . . . . OFF  
Master Switch . . . . . OFF  
Master Switch . . . . . ON  
Low-Voltage Light . . . . . CHECK OFF  
Avionics Power Switch . . . . . ON

#### *If low-voltage light illuminates again*

Alternator . . . . . OFF  
Nonessential Radio & Electrical Equip . . . . . OFF  
Flight . . . . . LAND ASAP

*NOTE: Illumination of low-voltage light may occur during low RPM conditions with an electrical load on the system such as during a low RPM taxi. Under these conditions, the light will go out at higher RPM. The master switch need not be recycled since an over-voltage condition has not occurred to de-activate the alternator system.*

## - STATIC SOURCE BLOCKAGE -

Static Pressure Alt Source Valve . . . . . FULL ON  
Cabin Heat & Air . . . . . ON  
Vents . . . . . CLOSED  
Airspeed . . . . . CONSULT CALIBRATION TABLES

## - SPIN RECOVERY -

Power . . . . . IDLE  
Ailerons . . . . . NEUTRAL  
Rudder . . . . . FULL OPPOSITE  
Elevator . . . . . BRISKLY FORWARD  
*Return to desired altitude, attitude, airspeed, & heading*

Vr: 52 kts, 60 mph  
Vx: 63 kts, 73 mph  
Vy: 76 kts, 87 mph  
Vg: 70 kts, 80 mph  
Va @2200lbs: 106 kts, 122 mph  
Vs<sub>0</sub>: 50 kts, 58 mph  
Vs<sub>1</sub>: 54 kts, 62 mph  
Vno: 130 kts, 150 mph  
Vne: 165 kts, 190 mph

*This checklist is only for training purposes and is not intended to replace the POH.  
Revised 5/25/2022*

# SPRINGS AVIATION

GRUMMAN AA-5 150HP  
N9550L  
EMERGENCY PROCEDURES CHECKLIST

## - ENGINE FAILURES -

### - DURING TAKEOFF ROLL -

Throttle . . . . . IDLE  
Brakes . . . . . APPLY  
Wing Flaps . . . . . RETRACT  
Mixture . . . . . IDLE CUTOFF  
Ignition Switch . . . . . OFF  
Master Switch . . . . . OFF

### - IMMEDIATELY AFTER TAKEOFF -

Airspeed . . . . . 70 KTS  
Mixture . . . . . IDLE CUTOFF  
Auxillary Fuel Pump . . . . . OFF  
Ignition Switch . . . . . OFF  
Wing Flaps . . . . . AS REQUIRED  
Master Switch . . . . . OFF

### - DURING FLIGHT (RESTART PROCEDURES) -

Airspeed . . . . . 70 KTS  
Auxillary Fuel Pump . . . . . ON  
Fuel Selector Valve . . . . . SWITCH TANKS  
Mixture . . . . . RICH (or set for alt)  
Carburetor Heat . . . . . ON  
Ignition Switch . . . . . BOTH  
Primer . . . . . IN & LOCKED

## - FORCED LANDINGS -

### - EMERGENCY LANDING WITHOUT ENGINE POWER -

Seats, Seat Belts/Harness . . . . . SECURE  
Airspeed . . . . . 70 KTS  
Mixture . . . . . IDLE CUTOFF  
Auxiliary Fuel Pump . . . . . OFF  
Fuel Selector Valve . . . . . OFF  
Ignition Switch . . . . . OFF  
Wing Flaps . . . . . AS REQ. (FULL recommended)  
Master Switch . . . . . OFF  
Canopy . . . . . UNLATCH prior to touchdown  
Touchdown . . . . . SLIGHTLY TAIL LOW  
Brakes . . . . . AS REQUIRED

### - PRECAUTIONARY LANDING WITH ENGINE POWER -

Seats, Seat Belts/Harness . . . . . SECURE  
Wing Flaps . . . . . AS NEEDED  
Airspeed . . . . . 60 KTS  
Selected Field . . . . . FLY OVER  
. . . . . *noting terrain & obstructions retract flaps upon reaching safe altitude & airspeed*  
Avionics Power Switch . . . . . OFF  
Electrical Switches . . . . . OFF  
Wing Flaps . . . . . FULL (on final app)  
Airspeed . . . . . 60 KTS  
Master Switch . . . . . OFF  
Canopy . . . . . UNLATCH prior to touchdown  
Touchdown . . . . . SLIGHTLY TAIL LOW  
Ignition Switch . . . . . OFF  
Brakes . . . . . AS REQUIRED

## - FIRES -

### - DURING START ON GROUND -

Cranking . . . . . CONTINUE  
. . . *to get a start which would suck the flames and accumulated fuel through the carburetor and into the engine*

#### If engine starts:

Power . . . . . 1700 RPM for a few mins  
Engine . . . . . SHUTDOWN & inspect for damage

#### If engine fails to start:

Throttle . . . . . FULL OPEN  
Mixture . . . . . IDLE CUTOFF  
Cranking . . . . . CONTINUE  
Fire Extinguisher . . . . . OBTAIN  
Engine . . . . . SECURE  
Master Switch . . . . . OFF  
Ignition Switch . . . . . OFF  
Fuel Selector Valve . . . . . OFF

Fire . . . . . EXTINGUISH  
Fire Damage . . . . . INSPECT  
*If unable to obtain fire extinguisher, abandon aircraft*

### - ENGINE FIRE IN FLIGHT -

Fuel Selector . . . . . OFF  
Mixture . . . . . IDLE CUTOFF  
Cabin Heat & Air . . . . . OFF (except overhead vents)  
Master Switch . . . . . OFF  
Airspeed . . . . . 92 KTS  
. . . . . *if fire isn't extinguished, increase speed to find airspeed which will provide an incombustible mixture*

Forced Landing . . . . . EXECUTE  
*Side slip maneuvers may be used to keep flames away from cabin area*

## - FIRES -

### - ELECTRICAL FIRE IN FLIGHT -

Master Switch . . . . . OFF  
Vents/Cabin Air & Heat . . . . . CLOSED  
Fire Extinguisher . . . . . ACTIVATE  
When Fire Extinguished . . . . . VENTILATE  
Avionics Power Switch . . . . . OFF  
All Other Switches (except ignition) . . . . . OFF  
*Land ASAP; If electrical power is necessary for flight, continue checklist below*  
Power Circuits . . . . . DISENGAGE AND ISOLATE  
Master Switch . . . . . ON  
Power Circuits . . . . . ENGAGE SEPERATELY  
. . . . . *to determine malfunctioning system*

### - WING FIRE -

Landing/Taxi Light . . . . . OFF  
Pitot Heat Switch . . . . . OFF  
Navigation Light . . . . . OFF  
Strobe Light . . . . . OFF  
*Perform sideslip to keep flames away from fuel tank and cabin. Land ASAP. Use flaps only as required for final approach and touchdown.*

## - CLEANING FOULED SPARK PLUGS -

Magnetos . . . . . BOTH  
Throttle . . . . . 1700 RPM  
Mixture . . . . . LEAN  
*Run at lean/hot mixture for 30-60 seconds. Test magnetos again. If drop is still too high, cancel flight and squawk issue.*