

GA AA-5B Tiger

Aircraft Performance Speeds

- V_{S0} – Landing configuration stall at gross weight, power off 53 KIAS
- V_{S1} – Cruise configuration stall at gross weight, power off 56 KIAS
- V_R 50-55 KIAS
- V_R (Short Field) 55 KIAS
- V_X – Best Angle of Climb Speed 70 KIAS
- V_Y – Best Rate of Climb Speed 90 KIAS
- V_{FE} – Max. Flap Extension 103 KIAS
- V_A – Maneuvering Speed 112 KIAS
- V_{NO} – Top of Green Arc 143 KIAS
- V_{NE} – Red Line – Never Exceed 174 KIAS
- V_{LD} – Max. Glide 72 KIAS
- Max. Partial Canopy Open 113 KIAS
- Max. Demonstrated X-wind 16 knots

Aircraft Specifications

- Maximum Gross Weight 2400 LBS
- Fuel Capacity (useable) 51 GALS
- Fuel to tabs 38 Gals
- Oil Capacity 6-8 Qts.

GA AA-5B Tiger

Emergency Procedures

Engine Failure During Takeoff Run

1. Throttle IDLE
2. Brakes APPLY
3. Mixture IDLE CUT-OFF
4. Ignition Switch OFF
5. Master OFF

Engine Failure Immediately After Takeoff

1. Airspeed 65-75 KIAS
2. Mixture IDLE CUT-OFF
3. Fuel Selector Valve OFF
4. Ignition Switch OFF
5. Master OFF

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Emergency Procedures

Engine Failure During Flight

1. Airspeed 72 KIAS
2. Carburetor Heat ON
3. Fuel Selector Valve SWITCH TANKS
4. Mixture RICH
5. Master Switch ON
6. Auxiliary Fuel Pump ON
7. Throttle OPEN ¼ INCH
8. Ignition Switch BOTH
9. Primer IN & LOCKED
10. Starter PRESS if propeller is stopped

NOTE

Gliding distance is approximately 1.7 nautical miles (2 statute miles) for each 1000 feet of altitude above terrain.

GA AA-5B Tiger

Emergency Procedures

Engine Landing w/o Engine Power

1. Airspeed 72 KIAS
2. Passenger Briefing
3. Radio MAYDAY on 121.5 MHz
4. Mixture IDLE CUT-OFF
5. Fuel Selector Valve OFF
6. Ignition Switch OFF
7. Wing Flaps AS REQUIRED
8. Master Switch OFF
9. Canopy UNLATCH
10. Touchdown SLIGHTLY NOSE HIGH
11. Brakes AS REQUIRED

Precautionary Landing With Engine Power

1. Airspeed 72 KIAS
2. Passenger Briefing
3. Radio ADVISE ATC
4. Wing Flaps AS REQUIRED
5. Emergency Landing Field SELECT
6. Radio & Electrical Switched OFF
7. Wing Flaps DOWN (Final Approach)
8. Airspeed 65 KIAS
9. Master Switch OFF
10. Canopy UNLATCH
11. Touchdown SLIGHT NOSE HIGH
12. Ignition Switch OFF

GA AA-5B Tiger

13. Brakes AS REQUIRED

GA AA-5B Tiger

Emergency Procedures

Ditching

1. Radio MADAY on 121.5 MHz
2. Heavy Objects SECURE
3. Flaps DOWN
4. Approach (High Winds, Heavy Seas)
..... INTO THE WIND
5. Approach (Light Winds, Heavy Swells)
..... PARALLEL TO SWELLS
6. Power 350 FPM DESCENT at 65 KIAS
7. Canopy FULLY OPEN
8. Face CUSHION
9. Airplane EVACUATE
10. Life Vests and Raft INFLATE

Engine Fire in Flight

1. Mixture IDLE CUT-OFF
2. Fuel Selector Valve OFF
3. Master Switch OFF
4. Cabin Heat and Air OFF
5. Airspeed 115 KIAS
..... Increase Speed to Blow Out Fire
6. Forced Landing EXECUTE

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Emergency Procedures

Engine Fire During Start On Ground

1. Cranking CONTINUE

If Engine Starts:

2. Power 1800 RPM for a few minutes
3. Engine SHUTDOWN & INSPECT
 - a. Fuel Selector OFF
 - b. Master Switch OFF
 - c. Ignition Switch OFF

If Engine Fails to Start:

4. Passengers EVACUATE
5. Engine SECURE
 - a. Mixture IDLE CUT-OFF
 - b. Master Switch OFF
 - c. Ignition Switch OFF
 - d. Fuel Selector Valve OFF
6. Fire EXTINGUISH

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Emergency Procedures

Electrical Fire in Flight

If fire is in engine compartment:

1. Master Switch OFF
2. Vents/Cabin Air/Heat OFF/CLOSED
3. Land AS SOON AS POSSIBLE

If fire is in cockpit:

1. Master Switch OFF
2. All Other Switch except Ignition Switch OFF
3. Vents/Cabin Air/Heat OFF/CLOSED
4. Fire Extinguisher ACTIVATE

If fire appears out and electrical power necessary to continue flight:

5. Master Switch ON
6. Circuit Breakers CHECK
..... Do not reset faulty circuit
7. Radio/Electrical Switches ON
..... One at a time, with delay to locate fault
8. Vents/Cabin Air/Heat OPEN when fire is out

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Emergency Procedures

Cabin Fire

1. Master Switch OFF
2. Vents/Cabin Air/Heat CLOSED
3. Fire Extinguisher ACTIVATE

WARNING

After discharging an extinguisher within a closed cabin, ventilate the cabin.

4. Land AS SOON AS POSSIBLE

Wing Fire

1. Navigation Light Switch OFF
2. Pitot Heat Switch (if installed) OFF
3. Land AS SOON AS POSSIBLE

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Emergency Procedures

Icing

1. Pitot Heat Switch (if installed) ON
2. Carburetor Heat ON as required

NOTE

Continuous engine operation with carburetor heat on is not recommended due to the decrease in engine efficiency. If severe icing conditions require extended use of carburetor heat the engine mixture should be leaned during use of carburetor heat.

3. Cabin Heat ON
4. Defrosters OPEN
5. Engine INCREASE RPM
(do not exceed red line) and periodically change RPM to minimize ice buildup on propeller blades.
6. Turn back or change altitude to obtain outside air conditions that are less likely to cause icing.
7. If icing continues plan a landing at the nearest airport. Under extremely rapid icing conditions select a suitable emergency landing site.

GA AA-5B Tiger

Emergency Procedures

Icing (continued)

WARNING

With an ice accumulation on or near the wing leading edges a higher stalling speed may be expected. Plan all maneuvers accordingly.

8. Airspeed – If possible increase airspeed and fly at a higher than normal cruise speed until a landing is begun.
9. Approach for landing at a higher airspeed than normal depending on amount of ice accumulation.
10. Flaps UP
11. LandSLIGHTLY NOSE HIGH

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Emergency Procedures

Landing With a Flat Main Tire

1. Wing Flaps AS DESIRED
2. Elevator Control NOSE HIGH
3. Aileron Control
..... BANK TOWARD GOOD TIRE
4. Touchdown GOOD TIRE FIRST
..... Hold airplane off flat tire as long as possible

Landing With a Flat Nosewheel Tire

1. Wing Flaps AS DESIRED
2. Elevator Control NOSE HIGH
3. Touchdown
... Hold nose gear off runway as long as possible
4. Brakes USE CAUTIOUSLY
..... Allow airplane to roll to a stop if possible

GA AA-5B Tiger

Emergency Procedures

Electrical Power Supply System Malfunctions

Ammeter Shows Discharge

1. Alternator Circuit Breaker CHECK
..... Wait 15 seconds before reset
2. Field Circuit Breaker CHECK
3. If Field Circuit Breaker is tripped, land as soon as practical.
4. If Field Circuit Breaker is not tripped, and ammeter continues to show discharge, set alternator side of master switch to OFF and land as soon as practical.

GA AA-5B Tiger

Preflight Inspection

Cockpit

1. Canopy OPEN
2. Control Wheel LockREMOVE
3. Ignition Switch OFF
4. Master SwitchON
5. Fuel GaugesCHECK
6. Master Switch OFF
7. Mixture IDLE CUT-OFF
8. Primary Flight ControlsCHECK
9. FlapsCHECK
10. Windows CLEAN
11. BaggageSTOWED
12. Required PapersON BOARD

Left Wing

1. Flap SECURE & UNDAMAGED
2. Aileron FREEDOM OF MOVEMENT
3. Wing Tip & Light UNDAMAGED
4. Aileron Counterweight Access
..... UNOBSTRUCTED
5. Wing Inspection Plates SECURE
6. Tiedown REMOVED
7. Pitot Tube UNOBSTRUCTED
8. Fuel Tank Vent UNOBSTRUCTED

GA AA-5B Tiger

Preflight Inspection

Left Wing (continued)

9. Fuel Tank FULL, CAP SECURE
10. Tank Drain DRAIN, SECURE
11. Sump Drain DRAIN, SECURE
12. Fuel PROPER COLOR
13. Landing Gear, Fairing UNDAMAGED
14. Tire PROPERLY INFLATED
15. Chocks REMOVED

Left Cowl

1. Windshield CLEAN & UNDAMAGED
2. OAT Gauge SECURE, UNDAMAGED
3. Fuel Pump Overflow Drain
..... UNOBSTRUCTED
4. Fresh Air Vents UNOBSTRUCTED
5. Air Cleaner Drain UNOBSTRUCTED
6. Oil Breather Vent UNOBSTRUCTED
7. Cowling OPEN, SECURED
8. Baffles SECURE, UNDAMAGED
9. Cowling CLOSED
..... Latches secure (flush with surface)

GA AA-5B Tiger

Preflight Inspection

Nose

1. Propeller & Spinner
..... SECURE, UNDAMAGED
2. Cowling SECURE, UNDAMAGED
3. Landing Light SECURE, UNDAMAGED
4. Nose Gear, Fairing UNDAMAGED
5. Mud Scraper CLEAR
6. Tire PROPERLY INFLATED
7. Tow Bar REMOVED & STOWED
8. Chocks REMOVED
9. Engine Cooling Openings .. UNOBSTRUCTED

Right Cowl

1. Cowl OPEN
2. Engine Baffles UNOBSTRUCTED, INTACT
3. Carburetor Air Duct UNOBSTRUCTED
4. Engine Cooling Openings .. UNOBSTRUCTED
5. Engine Oil Level 6 Qts. MIN, 8 Qts MAX
6. Engine Oil Dipstick SECURED
7. Vacuum Pump Vent UNOBSTRUCTED
8. Battery SECURE
9. Alternator Belt PROPER TENSION
10. Baffles SECURE, UNDAMAGED
11. Cowling CLOSED
..... Latches secure (flush with surface)

GA AA-5B Tiger

Preflight Inspection

Right Wing

1. Fuel Tank FULL, CAP SECURE
2. Tank Drain DRAIN, SECURE
3. Sump Drain DRAIN, SECURE
4. Fuel PROPER COLOR
5. Landing Gear, Fairing UNDAMAGED
6. Tire PROPERLY INFLATED
7. Chocks REMOVED
8. Wing Tip & Light UNDAMAGED
9. Aileron Counterweight Access
..... UNOBSTRUCTED
10. Wing Inspection Plates SECURE
11. Tiedown REMOVED
12. Fuel Tank Vent UNOBSTRUCTED
13. Aileron FREEDOM OF MOVEMENT
14. Flap SECURE & UNDAMAGED

Empennage

1. Elevators FREEDOM OF MOVEMENT
2. Rudder FREEDOM OF MOVEMENT
3. Trim Tabs SECURE, UNDAMAGED
4. Tail Cone & Light .. SECURE, UNDAMAGED
5. Tie Down REMOVED

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Preflight Inspection

Left Side of Fuselage

1. Static Source UNOBSTRUCTED
2. Fuselage UNDAMAGED
3. Baggage Door SECURE

Night Flight Preflight

1. Fuses & Circuit Breakers CHECK
2. Spare Fuses IN MAP COMPARTMENT
3. Flashlight ABOARD
4. Required Charts ABOARD

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Electrical Systems Preflight

Cabin

1. Master Switch ON
2. Instrument Lights ... CHECK RHEOSTAT, OFF
3. Map Light and Dome Light ON/OFF
4. Navigation Lights ON
5. Flashing Beacon ON
6. Strobe Lights ON
7. Pitot Heat ON
8. Landing Light ON

Warning

Do not touch pitot tube directly. It can be hot enough to burn skin.

Exterior

1. Left Navigation Light ILLUMINATED
2. Left Strobe Light FLASHING
3. Pitot Tube CHECK FOR HEAT
4. Landing Light ILLUMINATED
5. Stall Warning Vane LIFT, CHECK HORN
6. Right Navigation Light ILLUMINATED
7. Right Strobe Light FLASHING
8. Rear Navigation Light ILLUMINATED
9. Flashing Beacon OPERATING

GA AA-5B Tiger

Electrical Systems Preflight

Cabin

1. Master Switch OFF
2. Navigation Lights OFF
3. Flashing Beacon OFF
4. Strobe Lights OFF
5. Pitot Heat OFF
6. Landing Light OFF

GA AA-5B Tiger

Before Starting Engine

1. Preflight Inspection COMPLETE
2. Seats, Belts, Shoulder Harness ADJUSTED, LOCKED
3. Radio, Autopilot, Electrical Equipment OFF
4. Parking Brake SET
5. Controls CHECK

Engine Start (COLD)

1. Master SwitchON
2. MixtureFULL RICH
3. Carburetor Heat OFF
4. Fuel Selector Valve FULLEST TANK
5. Prime TWO PUMPS and lock.
6. Flaps UP
7. Auxiliary Fuel Pump ON
..... Check Pressure 0.5-8 PSI
8. Propeller CLEAR
9. Ignition Switch ON BOTH
10. Throttle OPEN ¼ INCH
11. Starter ENGAGE
..... Release when engine starts
12. Oil Pressure CHECK
13. Engine WARM UP 1000-1200 RPM
14. Auxiliary Fuel Pump OFF
15. Lean for idle and taxi.
16. Flaps UP

GA AA-5B Tiger

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Before Takeoff

1. Parking Brake SET
2. Mixture Rich
3. Throttle 1800 RPM
4. Engine Instruments IN GREEN ARC
5. Ammeter CHARGING
6. Vacuum Gauge 4.6-5.4
7. Magnetos CHECK
..... (175 RPM Max drop, 50 RPM diff.)
8. Carburetor Heat ON, CHECK RPM, OFF
9. Throttle 1000 RPM
10. Radios ON, CHECKED
11. Transponder STANDBY
12. Engine IDLES SMOOTHLY
13. Engine is ready for takeoff when it will take
throttle without hesitating or faltering and oil
temperature is in green arc.
14. Trim Tab SET
15. Flaps CHECKED, UP
16. Mixture Lean for Taxi FULL RICH for TO
17. Throttle Friction Lock ADJUSTED
18. Auxiliary Fuel Pump ON, CHECK, OFF
19. Flight Instruments SET
20. Lights AS REQUIRED
21. Parking Brake OFF
22. Transponder ON AFTER TAKEOFF

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Normal Takeoff

1. Flaps UP
2. Carburetor Heat OFF
3. Mixture Rich
4. Auxiliary Fuel Pump ON
5. Throttle FULL OPEN
6. Rotate 50-55 KIAS
7. Climb Speed 90 KIAS

Short Field Takeoff, Obstacle Clearance

1. Flaps UP
2. Carburetor Heat OFF
3. Auxiliary Fuel Pump ON
4. Throttle FULL OPEN
5. Elevator Light Back Pressure 50 KIAS
6. Rotate 55 KIAS
7. Climb Speed 65 KIAS

Climb

1. Normal Climb 90 KIAS
2. V_Y – Best Rate of Climb Speed 90 KIAS
3. V_X – Best Angle of Climb Speed 70 KIAS

Cruise

1. Electric Fuel Pump OFF
2. Power 2200-2700 RPM
3. Trim Tab SET
4. Mixture ADJUST
5. Fuel Selector SWITCH AS NEEDED

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Caution

Do not open canopy at speeds in excess of 113 KIAS.

Descent

1. Power AS REQUIRED
2. Mixture AS REQUIRED
3. Carburetor Heat AS REQUIRED
4. Trim Tab SET

Note

While descending avoid continuous operation at engine speeds between 1850 and 2250 RPM.

Before Landing

1. Seats, Belts, Shoulder Harness
..... ADJUST, LOCK
2. Fuel Selector ON, FULLEST TANK
3. Mixture FULL RICH
4. Auxiliary Fuel Pump ON
5. Carburetor Heat ON if required
6. Parking Brake OFF
7. Flaps AS REQUIRED, BELOW 103 KIAS
8. Airspeed 65-70 KIAS
9. Landing Light ON AS REQUIRED

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Balked Landing

1. Power FULL THROTTLE
2. Carburetor Heat OFF
3. Airspeed 70 KIAS
4. Establish Climb Attitude
5. Flaps RETRACT SLOWLY

Normal Landing

1. Touch down on main gear.
2. Lower nose wheel slowly as speed decreases.
3. Use rudder to maintain directional control down to approx. 17 KIAS.
4. Brakes – Use as required for stopping and directional control

Obstacle Clearance Landing

1. Flaps FULLY EXTENDED (103 KIAS)
2. Airspeed 63 KIAS
3. Touch down on main gear.
4. Elevator FULL UP CONTROL
5. Flaps UP
6. Brakes AS REQUIRED

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After Landing

1. Flaps UP
2. Auxiliary Fuel Pump OFF
3. Landing Light OFF
4. Carburetor Heat OFF
5. Strobe Light OFF

Shut-Down, Securing Airplane

1. Electrical Equipment, Radios, Lights OFF
2. Mixture IDLE CUT-OFF
3. Ignition OFF
4. Master Switch OFF
5. Control Lock INSTALL
6. Parking Brake SET
7. Chocks/Tiedowns INSTALLED
8. Parking Brake OFF



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