

GRUMMAN AG5B Checklist



Koninklijke vliegclub De Wouw
Royal Aéro Club Le Milan
EBTN
016 / 81.22.78

GRUMMAN TIGER

AG5B
(180 HP)

F – GVUN



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IMPORTANT

This checklist is not an authoritative document. Full reference must be made to the individual aircraft flight Manual/Pilot Operating handbook as amended. Current ANO and AICs and Pilot Order book/Flying School Syllabus, local procedures, may also be relevant.

PRE-FLIGHT INSPECTION

AIRCRAFT	Documentation complete and satisfactory,
DOCUMENTS	Including valid Certificate of Maintenance if required.
WEATHER	Local, en-route and destination forecasts and actuals.
FLIGHT PLANNING	Current AIP/Flight Guide, NOTAMS, Amendments and bulletins. PPR, Daylight remaining, etc,
FUEL	Sufficient to destination and alternates, Contingency
CHARTS	Current and sufficient coverage for flight.
WEIGHT & BALANCE	Load (passengers, baggage, fuel) within limits.
PERFORMANCE	Take-off, en-route and range, landing.
PASSENGERS	Comfort and safety briefing, emergency procedures.
PILOT	Licence and experience current and valid. Medical certificate valid, fitness for flight.
SURVIVAL	For over water flight - dinghy accessible,
EQUIPMENT	Lifejackets worn but not inflated, Flares, Transceiver, ELT.
BOOK-OUT	Departure ATC, airfield movements book, aircraft tech. log
FLIGHT PLAN	File for IFR and International Flights, flight across water and sparsely populated areas

PRE-FLIGHT ACTION OF PILOT IN COMMAND

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APPROACHING AIRCRAFT

Check	Access to taxiways, Obstructions, Level surface For fuel / oil spillages,
Remove	ANY ice or frost from ALL aircraft surfaces Tie downs and Towbar, External control locks, Pitot cover, Chocks

IN CABIN

1	Control Locks & Covers	Remove and Stow
2	Parking Brake	
3	Magneto Switches	Check OFF, Key OUT
4	Avionics Master Switch	OFF
5	Master Switch	ON
6	Stall Warner	Check
7	Pitot Heat	Check, then OFF
8	Strobe Light	Check, then OFF
9	Landing/Nav.Lights	Check as required, then OFF
10	Fuel	ON – Check contents
11	Master Switch	OFF
12	Throttle	Closed
13	Mixture	Idle Cut-Off
14	Trimmer	Check position
15	First Aid Kit	In Position - Secure
16	Fire Extinguisher	In Position - Secure

PRELIMINARY

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EXTERNAL

Left Wing

1	Flap	Secure & undamaged
2	Aileron	Condition, Full and Free movement
3	Wing Tip	Condition, Security, Navigation. and Strobe lights
4	Aileron Counterweight Access	Unobstructed
5	Wing inspection plates	Secure
6	Wing Surface	Condition, Upper and Lower
7	Leading Edge	Dents, Stall Warner, Pitot Tube checked,
8	Fuel Tank	VISUALLY CHECK CONTENTS, Cap secure, Fuel drain, Vent Clear
9	Sump drain	Check

Left Undercarriage

1	Tyre	Condition, inflation Creep marks aligned
2	Leg and Fairing	Condition

Left Cowling

1	Windscreen	CLEAN, OAT probe secure
2	OAT probe	Secure, undamaged
3	Fuel pump overflow drain	Unobstructed
4	Air vent	Unobstructed
5	Air cleaner drain	Unobstructed
6	Oil breather vent	Unobstructed
7	Left Cowling	Open, Check baffles: secure, undamaged then Close cowl
8	Propeller	Condition, especially leading edge

EXTERNAL / 1

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Nose

1	Propeller & Spinner	Secure, undamaged
2	Cowling	Secure, undamaged
3	Landing light	Secure, undamaged
4	Carburettor Air intake	Unobstructed
5	Nose Leg & fairing	Undamaged, tire properly inflated, Mud scraper clear

Right Cowling

1	Right Cowling	Open
2	Baffles	Unobstructed, undamaged
3	Cooling openings	Unobstructed
4	Oil level	Normal level (between 6-8 quarts)
5	Oil dipstick	Secure (finger tight)
6	Vacuum pump vent	Unobstructed
7	Battery	Secure
8	Alternator belt	Proper tension
9	Cowling	Close, latch secure
10	Windshield	Clean, undamaged

Right undercarriage

1	Tyre	Condition, inflation Creep marks aligned
2	Leg and Fairing	Condition

EXTERNAL / 2

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Right Wing

1	Fuel Tank	VISUALLY CHECK CONTENTS, Cap secure, Fuel drain, Vent Clear
2	Sump drain	Check
3	Leading Edge	Condition, check for dents,
4	Wing Surface	Condition, Upper and Lower
5	Wing Tip	Condition, Security, Navigation. and Strobe lights
6	Aileron counterweight Access	Unobstructed
7	Wing inspection plates	Secure
8	Aileron	Full and Free movement
9	Flap	Secure & undamaged

Right Fuselage

2	Windows	Clean
3	Skin	Condition
4	Aerials	Secure
5	Static Vent	Clear

Tail Unit

1	Tailplane/Elevator	Full and free movement
2	Rudder	Full and free movement
3	Trim tabs	Secure, undamaged
4	Tail cone & light	Secure, undamaged

Left Fuselage

1	Skin	Condition
2	Aerials	Secure
3	Static Vent	Clear
4	Windows	Clean
5	Door	Latches and Hinges Secure

EXTERNAL / 3

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INTERNAL

1	Seats	Adjusted and LOCKED
2	Hatches & Harnesses	Adjusted and secure
3	Parking Brake	ON
4	Avionics Master Switch	OFF
5	Instruments	Legible, Serviceable Readings within limit
6	Controls	Full and free movement, Correct sense
7	Trimmer	Check through full range, Set neutral
8	Cabin Air Control	Closed (OFF)
9	Alternate Static	OFF
10	Carb. Heat.	Full and free movement, Set Cold
11	Throttle	Full and free movement, Set 0.5 cm open
12	Throttle Friction	Checked and Loose
13	Mixture	Full and free movement. Set Rich
14	Master Switch	ON
15	Circuit Breakers/Fuses	In / Secure
16	Fuel	OPEN, tank with fullest contents
17	Fuel Pump	ON, check press 0.5 - 8 psi
18	Primer	Prime as required (see * Cold Start)
19	LOOKOUT	Good look round, call "CLEAR PROP"
20	Magnetos	Keys in, Operate starter

* Cold start: Fuel Pump ON → Hold Primer Switch for 5 seconds → Fuel Pump OFF → Start Aircraft

INTERNAL & STARTING

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AFTER START

1	RPM	Set to 1200
2	Fuel pump	OFF
3	Oil Pressure	Rising to green arc within 30 secs
4	Ammeter	Charging
5	Suction	Registering, press. 4.6 to 5.4 "Hg
6	Magnetos	Check for dead cut at 1000 RPM
7	Instruments	Set as required
8	Avionics Master Switch	ON
9	Radios/Transponder	Tuned and checked as required, Taxi clearance
10	Auto Pilot (if it will be used)	Hold Switch in TEST position for 5s check all indicator lights Afterwards, put switch in ON position → Check Green Light = lit

TAXIING

1	Brakes	Checked before taxiing
2	Rudder	Movement and steering checked
3	Instruments	Check in turns DI, Compass Turn Co-ordinator, Attitude indicat.

POWER CHECKS

1	Position	Into wind, clear all around
2	Parking Brake	ON
3	Fuel	Change to fullest tank,
4	Oil Temp. and Press	Within limits,
5	Magnetos	Check
6	RPM	Set 1800 - Brakes holding
7	Carb. Heat.	Set HOT, max. drop 100 RPM Set COLD
8	Magnetos	Check RIGHT & LEFT Max drop 175 RPM, diff. 50 RPM
9	Suction	4.6" - 5.4"Hg
10	Ammeter	Charging
11	Oil temp. and Press	Within limits
12	RPM	To idle, 500 - 700 RPM Reset to 1200 RPM

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PRE TAKE-OFF CHECKS - VITAL ACTIONS

1	T	Trimmer	Set for take off
2		Throttle friction	Finger tight
3	M	Mixture	RICH
4		Magnetos	On BOTH, Master Switch ON
5	P	Pitot heather	As required
7	F	Fuel	On tank with highest contents, Fuel pump ON
8		Flaps	Check full range, Set UP
9	I	Instruments	Checked and set, Directional gyro Altimeter, Engine T° & Pressure.
10	H	Hatches	Doors and windows secure
11		Harness	Secure
12	C	Carb. Heat	COLD
13		Controls	Full and free movement

PRE-TAKE OFF CHECKS

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TAKE OFF

1	LOOKOUT	Runway, approach and departure paths visually checked ATC clearance
2	RPM	Full power
3	Engine	Temp / Press, steady within limit
4	Airspeed	Increasing
5	Elevator Control	Raise nose between 50-55 Kts
	Climb speed	Best angle (V_x) : 70 Kts Best rate (V_y) : 90 Kts Use V_y to keep CHT within limits

AFTER TAKE-OFF

1	Engine	Temp / Press, steady within limit
2	Radios	Set, ATC clearance as necessary
3	Altimeter	Check
4	Fuel pump	Off above 1000' AGL

CRUISE / RE-JOIN CHECKS (F R E D A)

1	F	Fuel	"ON" and sufficient pump "ON" if necessary, tanks even
2	R	Radio	"ON" and correct frequency set joining instructions if required
3	E	Engine	Temp / Press, mixture Check for carb. Ice
4	D	DI	Synchronized with compass
5	A	Altimeter	QNH set as required

TAKE-OFF / CRUISE

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PRE-LANDING CHECKS

1	B	Brakes	“OFF”
2	U	Undercarriage	Fixed
3	M	Mixture	Rich
4	F	Fuel	On fullest tank, Sufficient Fuel pump “ON”
5		Flaps	As required below 119 Mph (103 Kts)
6	P	Pitch	Fixed
7	I	Instruments	Engine temp & press checked, Altimeter set
8	C	Carb. Heat	Checked, return Cold
9	H	Hatches	Secure
10		Harness	Secure and fastened
	Speed	Clean : 73 Kts Full flaps landing = 69 Kts	

GO-AROUND

1	Throttle	Full power, correct for yaw
2	Carb. Heat	COLD
	Speed	70 Kts
3	Flaps	Retract in stages at safe height
4	Radio	'Go-around' call, ATC instructions
5	Speed	Increase speed to 90 Kts

AFTER LANDING

Vacate active runway and stop

1	Carb. Heat	Cold (if necessary)
2	Flaps	UP
3	Trimmer	Neutral
4	Throttle Nut	Loosen
5	Fuel pump	OFF
6	Anti-collision lights	OFF
7	Electrics	Non-essential OFF
8	Radios	Non-essential OFF

RE-JOIN / LANDING

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SHUT DOWN

1	Position	Into wind, nose wheel straight
2	Parking brake	
3	RPM	1200 for 30 secs
4	Magnetos	Check for dead cut
5	Avionics Master Switch	OFF
6	Throttle	Close
7	Mixture	Idle Cut Off (fully lean)

After engine stops

8	Magnetos	OFF, KEY OUT
9	Electrics	OFF
10	Master Switch	OFF
11	Fuel	
12	Harness	Left tidy
13	Hatches	Doors and windows closed.

SHUT DOWN CHECKS

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EMERGENCY

FIRE

FIRE ON THE GROUND

If taxiing, stop clear of other aircraft, fuel trucks/stations, etc

1	Throttle	Closed
2	Mixture	Idle Cut Off (fully lean)
3	Fuel	OFF, pump OFF
4	Magnetos	OFF
5	Master Switch	OFF
6	Brakes	Parking brake ON

Evacuate to a safe distance upwind, taking fire extinguisher

CABIN FIRE IN THE AIR

1	Master Switch	OFF if electrical fire
2	Electrical circuits	OFF as required
3	Fire extinguisher	Use as necessary

Forced landing procedure or diversion as applicable

ENGINE FIRE IN THE AIR

1	Throttle	Close
2	Mixture	Idle Cut Off (fully lean)
3	Fuel	OFF, fuel pump OFF
4	Magnetos	OFF
5	Cabin heater/Defrost	OFF

Forced landing (without power) procedure

DO NOT ATTEMPT TO RESTART

EMERGENCY / FIRE

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EMERGENCY

ELECTRICS

RADIO FAILURE

1	Radio	Check freq, volume, squelch Check avionics selector/switches
2	Headset	Check plugs secure, change Headsets, try hand microphone
3	Electrics	Check ammeter, Master Switch Circuit breakers – reset once only
4	Transponder	Set 7600

Speechless / Transmit blind / Non-radio procedure as appropriate

ELECTRICAL FAILURE

1	Electric load	Reduce (non-essential electrics/radio only)
2	Field/Output Circuit Breaker	Check / Reset
3	Ammeter/Low voltage Warning light	Check
4	If NO OUTPUT Reset Master Switch (off for 2 secs, then on)	IF OUTPUT RESTORED Restore essential electrics singly

IN THE EVENT OF REPEATED/CONTINUED ELECTRICAL failure : select only essential electrical services, divert if applicable,

Note : radio transmission makes a particularly heavy drain on the battery

EMERGENCY / ELECTRICS

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EMERGENCY

ENGINE

ENGINE FAILURE AFTER TAKE-OFF (E F A T O)

Immediate actions

Lower nose to maintain emergency airspeed : **73 Kts**

Select landing area ahead - Use flap as necessary

1	Fuel	OFF
2	Magnetos	OFF
3	Master Switch	OFF

Brief passengers/tighten harness/unlatch door as time permits

NEVER ATTEMPT TO TURN BACK

ENGINE FAILURE AT ALTITUDE (Forced landing without power)

Immediate actions

Attain and maintain best glide speed – TRIM : **73 Kts**

Assess surface wind - Select suitable landing area

Plan approach pattern - Check for Cause of failure

1	Carb Heat	ON
2	Fuel	Change tanks, check sufficient, Fuel pump on
3	Mixture	Check
4	Primer	LOCKED
5	Magnetos	On BOTH
6	Throttle	Check

If engine does not restart, R/T MAYDAY call, Committed checks

1	Fuel	OFF
2	Magnetos	OFF
3	Harness	Tight
4	Doors	Unlatched
5	Crew / passengers	Briefed, as time permits
6	Master Switch	OFF

EMERGENCY / ENGINE



EMERGENCY

DITCHING AT SEA

DITCHING PROCEDURE (without power)

Establish glide, head for coast line or any shipping area, check for causes of failure as time permits.

1	Radio	MAYDAY call
2	Transponder	7700
3	Harnesses	Tight
4	Doors	Unlatched, DV window open
5	Crew / passengers	Briefed

Large swell / Light wind : land along swell, tail down stalled

Light swell / Strong wind : Landing into wind, tail down stalled

After ditching, use survival equipment

DO NOT INFLATE LIFE JACKETS IN CABIN

Emergencies by their nature are not standard, and this checklist can only provide a guide to the appropriate actions - in an emergency :

PILOT JUDGEMENT SHOULD DICTATE PILOT ACTIONS