

# savers

from  
**WOOLWORTHS**

**GOVERNMENT  
EXHIBIT**  
MN00668 *KA*  
01-455-A (ID)

K3385 020515006 HC  
**FBI**  
LABORATORY

sheet

# NOTEBOOK

WIDE RULED

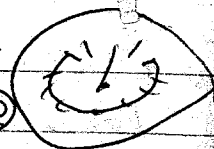
D200 J3530  
5 010676 369405 >

Our promise.  
Satisfaction Guaranteed - or your money back.  
Your legal rights are not affected.

PRODUCED FOR WOOLWORTHS PLC  
242-246 MARYLEBONE ROAD  
LONDON NW1 6JL

Airspeed Indicator

Attitude Indicator



Altimeter

Turn Indicator

Vertical Heading Indicator

Vertical Speed Indicator

Fire on the ground.  
Keep the aircraft away from  
other ones.

- closed Throttle  
- Turn off Fuel  
- Turn off the Magneto  
- Run the Master Switch off  
- but the brakes <sup>Fire on the ground</sup> parking on

- closed Throttle  
- Turn fuel off  
- Magneto off  
- Structure fully loose  
- Master switch off

parking brake  
on.

Cabin fire in the area  
- reduction of electrical power  
- small of aerial ladder  
if detector fire suspected  
- pull the Master switch off  
the electrical circuit off  
Cabin heater and defrost  
unit in cab area  
fire extinguisher

- Cabin fire in the area  
& step
- Master switch off det  
fire suspect
- electrical circuit off
- Cabin heater & defrost on
- Fire extinguisher off

Engine fire in the area  
- closed the throttle  
- pull the Master switch  
fully open (to stop engine)  
- Cabin heater off

Final Step for a fire engine in floor  
closed trouble

- but the distance - Fedley bank

- stop the fuel cap

- but Rayneta off

- closed cabinet trouble (defect)

before flying - I'm safe

- Flight authorization

- Break at (ATSU) -

look before landing the plane  
under engine did

plane not be to accept  
look at the skin of the  
plane, G.R.P.

in each mean wear  
over air damage

most several area of  
stress skin construction

- check flying animal  
more than downy  
them.

- find for a sample of the  
fine and look for sedi-  
ment, color, texture.  
if sharp difference of color  
near water. texture was  
very dark, as for  
measures.

- check under canopy  
twenty leaf spring &  
also.

look at the type for damage  
look that the creep would  
on the type & check for  
algae, while the one on the  
wheel.

- look in type under or  
over inflated.

When in the three coils  
article in the contact it  
can interfere with coil  
and pulley if it fails at  
every place.

- Before starting -

= took for stone & column  
and the propeller.

- Before the operation with  
of damage.

- In fact, and the prop as for  
- Before starting stand down  
map.

When starting machine  
the the starting warning light  
go on and the oil  
pressure system  
with 30 psi.

Flooded engine - too  
much fuel in the engine  
but the Magister of  
open the throttle.  
But the mixture fully  
lean.

The Magister the double  
fuel mixture escape  
dechlorist detour pins.

Engine fire on the side  
of the block is still escape  
carry air.

But the mixture fully lean  
cut off the fuel  
open the throttle full.

Have a good look at the  
are made on the summary

Check the paper slipstream  
the make a democracy

079 50 54 89 46

Close doors

- Master need off

Master of

- fuel off

Have ~~the~~ sheet for any door

No real ~~access~~ plan door  
because the ~~sheet~~ <sup>is</sup> off in  
the hangar

If you leave a plane outside  
it must be according to  
the Flying Training Organization  
procedures & the creation

the aircraft has a number  
of the door pass.

in some other flight  
complete the ~~sheet~~ <sup>sheet</sup>  
sheet.



- Flying control allows  
airflow at these locations  
so at different air speeds  
there different level of  
control. At fast air speed  
the control is higher and  
small movement are  
required. At slow <sup>air</sup> speed  
the control is lower and  
large movement are needed.  
The feel of the control  
is an indicator of the speed  
for a pilot.

- Higher power  $\Rightarrow$  steepness  
and the airflow velocity  
- low power

The propeller slipstream  
increases the ~~air~~ flow  
speed of the airflow  
behind the propeller.

At high speed and low  
altitude the elevator or  
elevator of a low tail plane  
will still feel effective  
due to the stepwise  
effect.

The aircraft is designed  
to be stable at a normal  
cruise speed and  
power setting. To reduce  
metal work  
at the normal cruise the  
pilot has to least work  
to maintain the cruise.  
If you are at the setting  
reverse a speed.  
an associated you  
power level.

in pitch the tail is  
given by the opposing forces  
from the engine power  
(thrust) and the drag  
force from the air.

The thrust line is below  
the drag line.

Increasing in power moves  
pitch back a drag force  
with the nose pitching up.  
The aircraft will experience  
increasing power and  
pitch thrust a drag  
with the nose pitching down.

The increase in power increases  
the lift forces that has  
an effect on the tail plane.

The aircraft stability  
in yaw is largely

advance the engine the tail  
fin & the slipstream  
on a down curve  
propeller left around  
the aircraft and the  
the fin on the left  
perpendicular to you to the  
left, to offset this  
you may have aircraft  
and must veer a few  
with the engine offset a few  
degrees from dead  
ahead. Some

Fin & engine might be  
offset a few degrees  
ahead ahead to  
off-center to counter  
the yaw created by the  
the slipstream.  
The offsetting of the fin  
or the engine creates  
a few counter forces

That ~~concerned~~ do  
the name ~~concern~~ ~~power~~  
~~setting~~ and ~~compressed~~.  
It follows that at a ~~difficult~~  
circumstances ~~power~~ and  
~~compressed~~ a ~~you~~ will ~~lead~~

At an ~~high~~ ~~power~~ than  
the ~~normal~~ ~~compress~~ ~~power~~  
the ~~aircraft~~ will ~~you~~  
the ~~the~~ ~~best~~. ~~because~~ the  
offering ~~to~~ not ~~compressed~~  
energy.

At a ~~lower~~ ~~power~~ setting  
the ~~offering~~ over ~~any~~  
power ~~will~~ over ~~you~~  
the ~~the~~ ~~best~~.

When the ~~power~~ is ~~and~~  
lead ~~and~~ the ~~you~~ is  
safe ~~and~~ the ~~power~~  
increase the ~~you~~ ~~and~~ 1

To can work times, team  
fat  $\rightarrow$  floor mounted  
team fat on the trailing  
edge of the elevator.

$\rightarrow$  floor mounted elevator  
runner.

$\rightarrow$  central panel mounted  
 $\rightarrow$  central elevator (fat)

Some aircraft reduce  
turning through a opening  
in the elevator vertical  
cable around instead of  
team fat.

Flap use electric or non,  
power control

The fuel-air mixture of  
the cockwatches centered  
by the ~~injection~~ ~~the~~  
lower end ~~of~~ the ~~cock~~  
mixture centered  
at low altitude ~~is~~  
such position -

1-09-

At high altitude, the ~~cock~~  
air density ~~is~~ ~~low~~  
less fuel is needed to  
maintain the fuel-air  
ratio. The ~~cock~~ ~~is~~  
a ~~fuel~~ ~~air~~ ~~ratio~~  
The R.P.H. ~~is~~ ~~low~~  
evidence on the ~~cock~~  
board. The mixture ~~is~~  
now ~~is~~ ~~centered~~  
until the R.P.H. ~~is~~  
side of the peak.

initial flap

Flap increased 10-20  
increase in left small  
increase in drag.

attempt to decrease the flow  
at power 20 + to 40 degrees  
make a ~~small~~ rabbit be in power  
in - left put a large speed  
in drag.

VFE

The flap must only be used  
when the airspeed is  
within the VFE speed.  
If the flap is activated  
at a speed above  
superior at VFE.

Knock 7.

Cardiac Heart - to  
with by 2 in cardiac search  
that will prevent all.



When calcareous vessels  
in action. Hence a schedule  
in presence of spinal & if any  
see could be measured.

The calcareous <sup>vessel</sup> content  
is in the fully colored portion  
of the line -  
every 10 min it is checked  
at 9 to 10.5. These should be  
fully colored.

If you see the calcareous  
it should be empty.  
RPM should contain half  
of the previous level of d  
eye before it is removed  
to be measured.

7/15

To pass control of the aircraft  
and the procedure

"I have control - try  
you have control"

Following through

Lookout - to see other air-  
craft. Change in altitude  
location, bank.

Altitude means the angle  
of the aircraft in relation  
to the horizontal horizon  
often a relation. Altitude  
most often refers to the  
vertical in flight.

The aircraft responds to  
new force and new force  
you move the controls.

Aircraft with high tail  
or T. tails such as the  
Piper Tomahawk have  
the elevator largely outside  
the propeller stream

With the normal cruise  
power setting and at a low  
altitude a propeller  
trimmed aircraft can  
- normal cruise power  
setting

- normal attitude aircraft  
properly trimmed can be flight  
ward off

If more power can be taken  
if you increase power  
the aircraft pitch nose up  
and yaw to the left -  
if you decrease power  
the aircraft pitch nose  
down and yaw to the right  
if you increase and out to the left

The safe turning speed varies according to the ground surface and prevailing seeing. The safe turning speed varies according to ground surface and the prevailing wind.

When turning, change in speed and direction must take account of the vessel's head wind to cover at the same speed and direction.

A life preserver must be used to sitte and support. It without looking it. Turn fast, strong tailwind, slippery surface, wet gear, glass, ice, dunes or steep ground water with waves. He breaking, any other way.

When touching the throttle  
function is set back to help  
the pilot to move throttle.  
→ When slowing or stopping  
the throttle would also  
be done for an hour.

When touching the throttle  
brake is kept a cold position  
to avoid entering a danger  
in the engine.

Engine  $t^{\circ}$  must be monitored  
carefully. esp a hot engine.  
when flying.

The aircraft  $t^{\circ}$  N.P.  $t^{\circ}$  All  
if increase power or decrease  
if you increase power  
the aircraft pitch nose up  
and yaw to the left.  
If you decrease power  
the aircraft pitch nose  
down and yaw to the right.  
If you increase and decrease

Vertical axis of force is defined  
direction on the ground of  
control by the hydraulic  
apply pressure it tends to  
run on left, need to  
maintain at all times  
at least open

If an aircraft has differential  
loading you can assess the  
tension they apply by the  
the aircraft to assess the force  
of the impact avoid too  
on collision.

Emergency stop do the  
handle and apply the brake  
without looking at  
tany fast, stress to avoid  
slippery surface, (not give  
glide, ie, decrease or stop  
stand water with grass  
the braking - any other way

- more differentiated braking  
is required to control  
direction especially when  
taxiing in a crosswind

Taxiing slowly but avoid  
stalling the brake centrally  
since this motion accelerates  
and fade.

Decrease the power  
against the brake centre 7722

Engine  $\theta$  must be monitored  
carefully, esp a hot engine.  
when taxiing 7720

The aircraft will pitch up  
if you increase power  
and yaw to the left.  
If you decrease power  
the aircraft will pitch down  
and yaw to the right.

- Steering failure use  
handole and Brake  
Stop & Request Assistance

- Brake failure -

It should have some warning  
Keep away from  
distribution - clear the  
brake and look for  
open space, closed fuel  
& electric system and leave  
the vehicle to lessen the force  
of the impact avoid hit  
on collision.

Emergency stop close the  
brake and apply the brake  
without looking at  
taillight, stroke tailwind  
slippery surface, wet road,  
glare, ice, deer or stop  
stand water with grooves  
the braking, any other



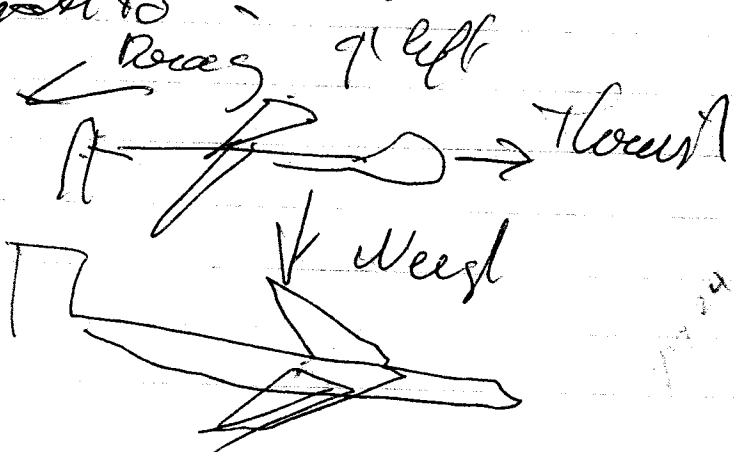
4 forces on the aircraft

- Weight -  $W$
- Lift -  $L$
- Thrust -  $T$
- Drag -  $D$

### Equilibrium

- When the aircraft is straight and in level flight

- Lift is equal and opposite to weight
- Thrust is equal and opposite to drag



When the aircraft is in level flight

left is created by the aircraft  
around the wing.  
The surface meeting the  
wing is referred as the  
relative surface  
left act at about 90° to  
the relative surface.  
The angle at which the  
relative surface meets  
the wing is called the angle  
of attack.

Angle of Attack is the angle  
at which the ~~relative surface~~  
meets the wing ~~relative surface~~  
& main part <sup>left</sup> of the  
angle of attack the left

the speed angle of attack  
The airspeed is the speed  
of the aircraft through the  
air. The airspeed is  
the speed of the aircraft  
through the air.

At faster airspeed multiples  
or faster airspeed around  
the wing and more lift  
is produced. At slower air speed  
remain the same.

At slower air speed more  
or slower air speed  
less lift.

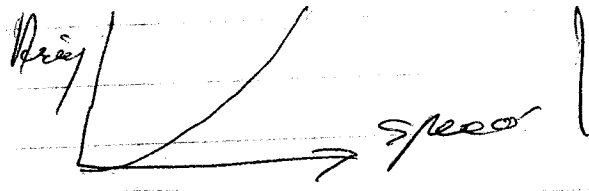
→

The angle of attack on  
an aircraft is  
between  $-2$  to  $16$ ,  $-2$  to  $14$ .  
The greater the angle of attack  
the greater the lift produced.  
- increase the  $\alpha$  angle of attack  
- At fast air speed small  
angle of attack is used.  
to produce the lift needed.  
At slow air speed

Drag is the resistance to the passage of the aircraft through the air. There are two types

- parasit drag
- induced drag
- parasit affed any moving object.  $\rightarrow \uparrow$

The faster the aircraft moves through the air the greater parasit drag and vice versa.

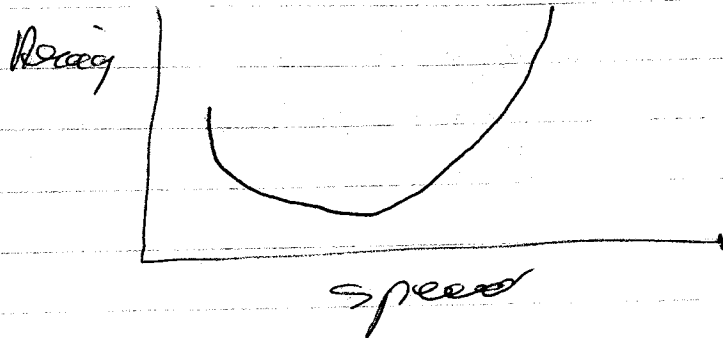


Induced drag is related to the angle of attack more than speed. It needs a greater angle of attack to maintain level flight so the amount of induced drag increases

Lower  
angle of attack  $\rightarrow$  induced drag

Roll rate  
Air speed  
A →

Induced  
angle of at.  
↑ ↓



Stability in roll depends  
left & right forces

The wing ~~roll~~  $C_{L}$   
is ahead of the center of lift  
force. The wing is pitched down

The result of the couple  
between the left and right  
is a pitch down



roll rate

The result of the couple between thrust and drag is a pitch up axis.

In practice the thrust/drag couple is not so simple as the lift/drag couple - so the aircraft is left with a residual pitch down force.

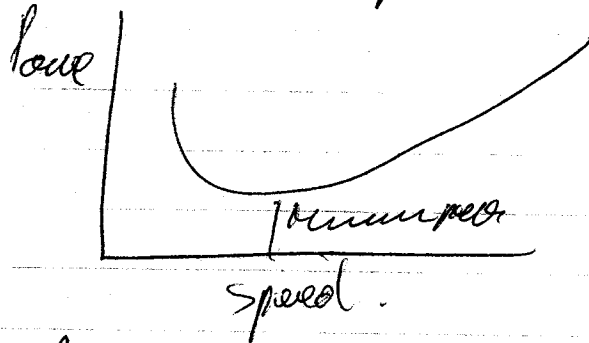


This ~~is~~ pitch down force is balanced by the tailplane stabilizer. The tailplane as stabilizer can produce a certain lift or down lift. When there is a heavy pitch down effect the tail will produce a down lift to balance the heavy lift.

Stability in roll is largely  
prevented by the angle of the  
wing to the horizontal, the  
dihedral angle

Maximum range  
Maximum distance for the fuel  
load

→ Minimum power required



Power required =  $\rho v^3 C_D$

$V_{a, manoeuvring}$  speed  
or  $V_{a, max}$  is the maximum speed  
at which full and abrupt  
fluy curved movement  
can be made see POF/PB

V<sub>A</sub> is usually placarded in the cockpit. The V<sub>A</sub> is usually slanted from the normal cruising airspeed.

Airspeed Indications  
A 5 I - is color code white, green yellow.

The yellow arc represent the caution airspeed beyond the maximum recommended operating air speed V<sub>NO</sub> above V<sub>0</sub> max. etc.

No wet operation in turbulent weather in blue & yellow arc.

<sup>not</sup>  
V<sub>FE</sub> - flap extension speed.

Word - O halber B

aircraft glider Aerobics. G AG

aircraft B AB

G B

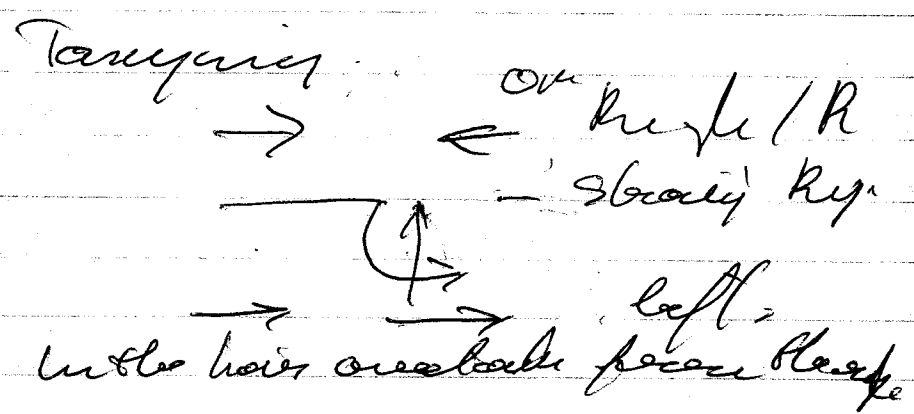
A-G  
A

A G



1. Ballan  
 2. Caldee  
 7. Hurdley

a - Aircraft club  
 or club  
 - Aircraft



To maintain constant ~~altitude~~  
 get lower, the altitude -  
 and vice; check altitude  
 and speed indicators  
 get per at various occurring  
 R/P

the the device to select the  
 stream and check altitude  
 down -  
 → check altitude of constant  
 →

can be made see R/P/R

To maintain constant descent  
maintain rising level  
maintain a descent level and  
- Cross level to the leading edge  
- bank.

To maintain balance  
flap the trailing edge  
of the wing to the left. Left  
control is used. If the  
engine needs

---

The lift produced by the wing  
is independent of the engine  
power.

Wing = Root - Walkway  
Leading - Trailing  
Wing tip.

Engine = engine + Cockpit  
Tail.

The tail section provides  
 an aerodynamic <sup>edge</sup> force  
 that give stability & control  
 to the aircraft.

Basic tail - T - Top Center  
 High Tail - PA 38, 197

Tail  $\rightarrow$  Fin  $\rightarrow$  Vertical  
 Tailplane  $\rightarrow$  Horizontal

Main <sup>air</sup> ~~are~~ <sup>planes</sup> are placed  
 near the tail.

Pf 28 aircraft used.  
 No horizontal displacement  
 Tail plane.

Aileron & control surfaces  
 & interconnect with the  
 one up & go down.

Rudder: rear of fin  
 Elevator / Stabilizer rear of the  
 tailplane

Grand plume condensation tailplane  
- elevator RA 28 December  
RA 28 Dec Condensation  
air elevator

Plan between backwing  
- flat in cam aft. carb.  
- pass high.

Rudolov paddled i link to  
ole. Rudolov and also to  
the steering mechanism.  
Rudolov paddled many feet  
Toe Break

Control column (steel) Kolin  
Control wheel Casser 132  
Control column back & forward  
elevator - left high - also  
Throttle - Rudder  
Cassier 132 Rudder  
RA 28 Decrah → Cassier

Instrument

AST

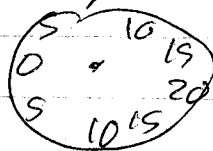
Attitude

Altitude

Turn Indicator

Heading Indicator

Vertical Speed Indicator



Main wheel brake is actuated by the toe brake on the rudder or hand brake. Engine does not need electric power from elec circuit when running. Magneto power fuel selection can be free from the wiring to the engine.

FT O. flight training categories proceed to the latest.

When done on the ground over the beach or the air from the ground.

POH (FM - legally binding  
in an accident. Keep records  
from front overleaf engr paper  
Pay attention to object that  
can occur. For example object  
Name of - do not speak.  
- look up at the scene under  
check, correct.

in case of a fire on the ground  
Outgoing factory  
- keep door of above building  
closed.  
- Herdall - based  
→ measure - fed by beam ILO  
→ Magnet off Rooster sheet  
- fuel off  
- Break the wire.  
Go up if. Take entry of person  
Calm fire in above (electric  
service suspected.

Wave Heater switch (off)  
Electronic switch (off)  
Cabin Heater - Off  
off - Wave Heater in cabin

Engine fire in the Air  
Throttle closed  
Mixture fully lean I.C.O.  
Fuel off cut off feed  
Switch off Mixture  
Cabin Heater - Off

For Emergency check Ref to MHA  
Steps Follow  
- I M S F E → Fall  
These Medical Alcohol Oxygen &  
oxygen tank in 28.

Full flight authorization  
before 7 years up on certificate  
fly in, for student authorization  
& instructor needed.

Fl. Measured defect a Mape,  
the decision to accept the plan  
is on the part - small defect  
for experience defect, small  
dry level for Mape?

or  
unstable traffic service and  
defect of the inland flight.  
- it came, accepted numerous  
was full flight plan.

Checklist before flight.

→ take out, tie down, cover

→ look at external appearance  
of the plane, sit level, use  
crank or similar.

- no leak, no fuel seal.

- stores should be secured  
(the chain helps to secure the  
load).

Can be used for practice  
Camp near danger to the



Have filtered over to 6 (oil)

→ Check fuel cell samples

= color, sediment, <sup>oil</sup> <sub>water</sub>

Check temp, under cover  
inflation, no damage, valve

cut off? <sup>2% of total</sup> ~~check~~ check out temp  
also must analyze with  
an oil level sensor

Under cover. Oil - fuel

Oil must see so shiny

Oil see despite  $\angle$  of 10 mm  
<sup>gap</sup> of ~~sealing~~ engine.

Throttle closed.

Structure fully bear

- Fuel off - Magnets off.

- Cabin heater + Defrost off.

6

2

- Reception of flight  
→ I am safe

→ Flight Attendant

→ ATSU → uniform of flight  
- complete plane - full air fuel  
- full flight plan

- Receive flight deck is given for  
the POH / FM

→ Remove all tools  
- toe board, chock etc.

- Fire cover

→ Check aircraft oil level

no obvious damage

check the fuselage CRP x 500

- No leak or smell fuel and  
underneath

- Remove the flying surfaces  
against Tails - (not use)

- Check the fuel: colour, sediment  
→ also visible

check undercarriage

- check on leaf spring
- check → same lining as leaf
- Type → ? in board, no down
- waled or cut, over or under
- inflated, leak
- creep marks under the type
- must be aligned with
- the case on the wheel rim
- oil - Nystech 10 min
- all depend
- should see what we do

- internal checks

- brief paragraph on Euxyn
- parade - concept similar
- can be found in some sound
- aircraft.

Final safe location to store

- no gravel, → tone
- presence of Beejeller's
- and Cant & Helium

Clear byrappers on stand -  
Make sure that starter motor  
is not engaged & not disengaged  
within 30s.

If flooded engine -> POB/T4  
~~of starter still engaged.~~

Throttle fully open -  
Mixture fully lean ICC  
Ignition off, Magneto off  
Throttle fully open  
Mixture fully lean  
give a few try & start from  
beginning without pumping

Engine fire on the stand -  
of starter still engaged.

Mixture fully lean ICC  
fuel off, Throttle fully open

When you live cockpit.  
Clear - way off, master switch  
off fuel off.

To move aircraft case top  
back, push an emergency  
the act move aircraft  
under canopy back off.  
To leave aircraft outside low  
acceleration. FTO flight from  
organismal - traction, wheel de  
pile case, painted wood and  
x control lock a.

Boeing to fly used two doors  
with the TTSU.

over

ru  
re  
N  
HA  
ce

~~Before the~~ brief inspection  
you are the final judge  
- AD - aircraft must be directed  
to require correction of unsafe  
condition found in engine,  
propeller and other engine

AD also prescribe the condition  
under which the affected engine  
may continue to be operated

AD record and the aircraft  
logbooks are not required  
to be on board.

- See checklist in P.O.C. - any special  
seal assistance.

①

Make overall check of plane  
in winter service forecast, snow

② Cabin

check the papers. AAROC  
the weathering certificate (FAA)  
Registration certificate (FAA).

Radio station class license  
Required by Fed Comm - Comint  
when transmitting to ground  
station outside the US.

Operating instructions, pilot  
oper. Hb, ~~and~~ approach  
aircraft flight manual

Weight & Balance data &  
equipment list (FAA)

\* MEL: Minimum Equip-  
ment list  $\Rightarrow$  equipment legally  
be inoperative.

• Remain the control lock  
and check for freedom  
of movement.

- Clear propeller area and  
turn the master section