

Before Takeoff

Emergency Canopy access door - closed / locked
Fuel Caps - Locked, check alignment marks.
Fuel Selector - Fulllest Tank
Controls - free and correct
Trim - Set for takeoff
Landing Brake - Up
Circuit breakers - In
Gen/Alt - On
Lights - as required
Flight instruments - Set (alt, D.G., Attitude ind.,
clock)
Auxiliary Fuel Pump - ON
Engine Run Up - (List specfic engine limitations)
Mags
Carb Heat
Oil Pressure
Fuel Pressure
Gen/Alt out put
Mixture - set as required
Static RPM - 2450 min.
Canopy - Locked - visually confirm proper latch and
safety engadement

Climb/Cruise

Gear "

Photo 1 – View of Before Takeoff checklist (Courtesy of FAA)

descent increased with the gear down. Set up the forced landing pattern with the landing brake out and shoot for the middle 1/3 of the force landing area. Therefore if you miss judge short, you can retract the landing brake and possibly still make the field. Turn your electrical power and mags off before touchdown to minimize any potential fire hazard. Touchdown as slowly as possible if landing in rough terrain. *REP # 110 CP35-9 ADD*

A WINDMILL START USES LESS ALTITUDE IF YOU INITIALLY DIVE STEEPLY TO RAPIDLY ATTAIN 135 KNOTS.

INFLIGHT CANOPY OPENING

Canopy opening in flight is a serious emergency. With the canopy unlatch warning system and the safety catch, the likely hood of a canopy open in flight is remote. However, should the canopy open to the safety latch, the aircraft is still controllable. Reduce airspeed to minimize wind blast and return and land.

Should the canopy come fully open 90° in flight immediately grab the canopy rail/handle and pull the canopy down. Be sure to maintain aircraft control. The aircraft is controllable and can be landed safely with the canopy being held down against the fingers.

Remember to maintain aircraft control. Do not be so concerned with closing the canopy that you allow the aircraft to fly unnecessarily into the ground.

Photo 2 – View of Inflight Canopy Opening emergency procedure (Courtesy of FAA)