

ZODIAC 601XL / 601XLi / 650LS / 650LSi

SLSA

CONTINENTAL 0-200 100 H.P.

PILOT OPERATING HANDBOOK



REGISTRATION:

SERIAL NUMBER:

SECTION 6

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EMERGENCY PROCEDURES CHECK LIST

ENGINE FIRE DURING START

Starter continue cranking
(If engine starts)
Power 1700 RPM momentarily
Engine ... SHUTDOWN and inspect for damage
(If engine fails to start)
Ignition OFF
Master Switch OFF
Mixture IDLE CUT OFF
Fuel OFF
(abandon aircraft and fight fire)

ENGINE FAILURE DURING TAKEOFF

Throttle IDLE
Brakes APPLY
Wing Flaps UP
Mixture IDLE CUT-OFF
Ignition Switch OFF
Master Switch OFF

ENGINE FAILURE AFTER TAKEOFF

Airspeed KIAS (60 KCAS)
Mixture IDLE CUT-OFF
Fuel Selector OFF
Ignition Switch OFF
Wing Flaps AS REQUIRED
Master Switch OFF

ENGINE FAILURE IN FLIGHT

(Restart Procedure)

Airspeed KIAS (60 KCAS)
Fuel Selector ON
Aux Fuel Pump ON
Mixture RICH
Mag. Switch BOTH
Carburetor Heat ON
Gauges Check for source of power loss
See engine manual

POWER OFF LANDING

Touchdowns should normally be made at lowest possible airspeed with full flaps.

When committed to landing:

Ignition OFF
Master Switch OFF
Fuel selector OFF
Mixture IDLE CUT OFF
Seat belt and harness Secure

CANOPY OPENING IN FLIGHT

Keep your hands on the controls
Lower your speed to approximately 60 knots,
keep flying the aircraft
Land as soon as practicable.

WARNING: Do not try to close the canopy in flight. Fly the aircraft!

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CARBURETOR ICING ENGINE ROUGHNESS

Note: See Engine Operators Manual

Engine roughness is usually due to carburetor icing which is indicated by a drop in RPM, and may be accompanied by a loss of airspeed or altitude. If too much ice is allowed to accumulate, restoration of full power may not be possible; therefore, prompt action is required.

Pull carburetor heat on (See Note). RPM will decrease slightly and roughness will increase. Wait for a decrease in engine roughness and increase in RPM, indicating ice removal. If no change in approximately one minute, push the carburetor heat to "OFF."

If the engine is still rough, adjust the mixture for maximum smoothness. The engine will run rough if too rich or too lean. The electric fuel pump should be switched to "ON" and the fuel selector checked to see if fuel contamination is the problem. Check the gauges for abnormal readings. If any gauge readings are abnormal, proceed accordingly. Move the magneto switch to "L" then to "R," then back to "BOTH." If operation is satisfactory on either magneto, proceed on that magneto at reduced power, with mixture pushed full "RICH," to a landing at the first available airport.

If roughness persists, prepare for a precautionary landing at pilot's discretion.

NOTE

Partial carburetor heat may be worse than no heat at all, since it may melt part of the ice, which will refreeze in the intake system. When using carburetor heat, therefore, always pull full heat, and when ice is removed, push the control to the full cold position.

CANOPY OPENING IN FLIGHT

- Concentrate on flying the airplane.
- **REDUCE SPEED TO 60 KNOTS**
- **RAISE FLAPS**
- Ignore the canopy and wind noise
- Fly a normal approach and landing without flaps, including completing the landing checklist.
- The canopy will remain raised in an open position about 1 foot
- If the canopy opens after lift-off, do not rush to land. Climb to normal traffic pattern altitude, fly a normal traffic pattern, and make a normal landing.
- Do not release the seat belt and shoulder harness in an attempt to reach the canopy. Leave the canopy alone. Land as soon as practicable, and close the canopy once safely on the ground.
- Do not panic. Try to ignore the unfamiliar wind. Also, do not rush. Attempting to get the airplane on the ground as quickly as possible may result in steep turns at low airspeeds and altitude.
- Complete all items on the landing checklist.
- Remember that accidents are almost never caused by an open canopy. Rather, an open canopy accident is caused by the pilot's distraction or failure to maintain control of the airplane.

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L. In addition to a normal pre-flight inspection the following must be checked.

1, Check all control cable tensions by hand. If in doubt about the cables being properly tensioned, check them with a calibrated cable tension gauge . If necessary, adjust the cable tension to the proper values. If unsure, get a licensed mechanic to check or adjust the cables.

WARNING: Do not fly with control cables that are too loose or too tight.

2, Check for free play in the aileron control system. When holding the control stick stationary, beyond minor flexing, there should be no free play in the system when gently pushing up or down on the aileron trailing edges. Note that if the ailerons are not locked when the aircraft is parked outside, wind can damage the system.

WARNING: Do not fly with loose, sloppy or damaged controls.

3, Check the flaps for positive firm contact with the flap stops when in the “up” (retracted) position. Check for movement by gently pushing up and down on the flap trailing edges.

WARNING: The flap system can get damaged if the flaps are stepped on. Do not fly with loose or damaged flaps.

4, When placing luggage/items in the wing lockers, baggage area behind seats, or in other places, check that it is well secured before take-off.

WARNING: Do not fly with loose luggage or other items in the aircraft.

5, Make sure the colored arcs on your ASI all properly indicate the correct speed limits (CAS). Incorrect markings could cause you to unintentionally exceed aircraft limitations. Before flying your aircraft, know all the flight limitations including VA. Mark VA on your airspeed indicator (or panel). Remember that all aircraft limitations should be included in your flight manual (POH).

6, Check that your canopy closes and latches properly on both sides. If in doubt, add a secondary latching system as recommended by the Australian CAA. If your canopy does open in flight, keep your hands on the controls, lower your speed to approximately 60 knots, keep flying the aircraft and land as soon as practicable.

WARNING: Do not try to close the canopy in flight: Fly the aircraft!