



Manufacturing & Design, LLC

Aircraft Manufacturing & Design LLC
Heart of Georgia Regional Airport
441 Airport Road, Eastman Georgia 31023 USA
www.newplane.com
TEL: (478) 374-2-SKY FAX:(478) 374-2793

NOTIFICATION

Release Date:

April 15, 2008

Effective Date:

Immediate

Subject/Purpose:

Canopy opening in flight

Limitations:

None

Affected Models:

Zodiac CH 601 XL SLSA

Serial numbers:

All

Notification Number:

April 15, 2008

Does this Notice supersede another document?

Update to POH

Discussion:

CANOPY OPENING IN FLIGHT

DO NOT ATTEMPT TO OPEN THE CANOPY IN FLIGHT OR OPERATE THE AIRCRAFT WITH THE CANOPY UNLATCHED. The following applies only to flying the aircraft if the canopy has opened unintentionally in flight.

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.

Corrective Action:

Make sure that page 6-9 of your Pilot's Operating Handbook is up to date, with the above procedure in the manual. ✓ OK

Copy of page 6-9 is attached to this document.

Reminder

AMD reminds the Owner/Operator of AMD aircraft that compliance with all Safety Directives, Aircraft Operating Instructions, Maintenance Manuals as well as the reporting of any and all Safety of Flight or Service Difficulties by the Owner/Operator is *mandatory* for the operation of an SLSA aircraft.

SECTION 6

ZODIAC XL-SLSA WITH 0-200 ENGINE

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.

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