

Take-off and Overshooting Procedure

PROCEDURES BELOW ARE SPECIFIC TO C-IMJK SPORTSTAR

NORMAL TAKE-OFF

1. Flaps 1-notch, trim set to neutral, landing light ON (or as needed), engine instruments green
2. Line-up with Runway Centerline
3. Make radio call (uncontrolled airport) or accept takeoff clearance (controlled airport)
4. Hold stick slightly back of neutral position and smoothly apply full power (verbally confirm full power achieved). Apply right rudder as needed when power is applied
5. Once nose wheel is off the ground, relax the stick forward ever so slightly and aim to keep the nose wheel just off the ground
6. Once main wheels are off the ground, pitch for 60 knots climb-out
7. Remove flaps (at 150 feet AGL) and trim as required and continue climb
8. Landing light off

OVERSHOOTING

1. To recover from a bad approach/ landing, apply full power and right rudder, slightly nose up to reach a positive rate of climbing (visually confirm)
2. Once climbing is confirmed, flaps off in stages (one flap at a time) and trim as needed
3. Landing light off, continue climbing

TIPS:

1-2-3 CHECK before take-off: 1 – Flaps, 2 – Trim, 3 – Light

1-2-3 CHECK after take-off: 1 – Flaps (off), 2 – Trim (set), 3 – Light (off)