Eurofox G-CMLY Checklist 22nd March 2026

Pre Start	
1 Fuel taps	ON
2 Brakes	ON
3 Throttle friction	SET
4 Throttle	SET as required
5 Key to Avionics	ON - Wait for EMSIS to boot up
6 Key to Engine	ON - Check starter green light is ON
7 Fuel Pump A	ON - Check pressure
8 Lane switches	Both ON - Wait for red lane lights OUT
9 Control stick	BACK
10 Start button	PRESS

After Start	
1 Oil pressure	CHECK
2 Revs	Up to 2500 to warm engine
3 Check voltage	14 Volts
4 Starter light	Check OFF
5 Avionics	All ON

Pre Take Off	
1 Throttle	SET 2100 rpm - Hold on brakes
2 T&P's	CHECK all in range - Oil temp min 50°C
3 Lane check	SET 2500 rpm - Lane checklist is overleaf
4 Throttle	SET 2100rpm
5 Fuel pumps	Switch B ON, Switch A OFF, Switch A ON
6 Fuel pumps	CHECK both pumps ON
7 Trim	SET for take off
8 Flaps	SET for take off - typically half
9 Avionics	All ON – XPDR 0034 for towing
10 Controls	FULL & FREE
11 Fuel	All 3 taps ON and SUFFICIENT
12 Fuel & Battery LED	PRESS to test - CHECK lights come ON
13 Lights & Strobes	ON
14 Doors & Harnesses	CLOSED, LOCKED & SECURE
15 Stowage items	CHECK SECURE
16 Brakes	OFF

After Take Off	
1 At 100-200ft	SET flaps to zero and retrim
2 At 1000ft	Turn one fuel pump OFF if not towing

Before Landing	
1 Brakes	OFF
2 Flaps & trimmer	SET
3 Landing light	ON
4 Both fuel pumps	ON
5 Instruments T & P's	CHECKED
6 Doors and harnesses	CLOSED, LOCKED & SECURE

Shutdown	
1 Hold on brakes	
2 Allow to cool down for 2 minutes at 2100rpm	
3 Strobes & Avionics	OFF
4 Throttle	CLOSED
5 Lanes	BOTH OFF
6 Both Fuel pumps	BOTH OFF
7 Key to	OFF
8 iPad	SHUT DOWN
9 Wing Fuel taps	CLOSED

Lane Check	
1. Switch Lane A OFF	Check red light A is ON RPM drop/rise 250 max Confirm light B is OFF
2. Switch Lane A ON	Check light is out in 3-5 seconds Wait further 3 seconds
3. Switch Lane B OFF	Check red light B is ON RPM drop/rise 250 max Confirm light A is OFF
4. Switch Lane B ON	Check light is out in 3-5 seconds Wait further 3 seconds

Emergency Procedures

Engine failures

Engine failure during ground run

Towrope	RELEASE
Throttle	REDUCE TO IDLE
Brakes	AS REQUIRED GRADUALLY
Lanes	OFF
Fuel pumps	OFF
Ignition	OFF

Engine failure during take-off

Airspeed	60-65 Kts
Towrope	RELEASE
Up to 500ft land ahead	Above 500ft choose suitable site
Ignition	OFF
Main fuel valve	SHUT
Tank fuel valves	SHUT
Flaps	EXTEND AS NEEDED
Safety belts	TIGHTEN
After touchdown:	
Brakes	AS REQUIRED

Engine failure in-flight

Airspeed	55-60 Kts
Towrope	RELEASE
Landing site selection	SELECT
Transmit	MAYDAY & XPDR 7700 if time permits
Check:	
Ignition switch	ON
Fuel pumps	BOTH ON
Lanes	BOTH ON AND RED LIGHTS OFF
Throttle	SET 40%
Main fuel valve	ON
Wing fuel valves	ON TO THE ONE WITH MOST FUEL
Starter	START ENGINE

If engine fails to start follow In failure during take-off procedure above

Electrical system malfunctions

Lane light flashing red or is on

Turn the lane OFF and then reset back ON
Consider landing ASAP

Both lane lights on

If engine has stopped

Lanes & Ignition	OFF
Standby power	ON
Ignition	ON
Fuel pumps & Lanes	ALL ON AND RED LIGHTS OFF
Starter	START ENGINE

If engine did not stop. Just SWITCH STANDBY POWER ON
Reduce electrical load to minimum and consider landing ASAP

Battery LED illuminating

Consider battery isolation and landing ASAP if battery voltage or temperature are high with a relevant warning LED.

To isolate battery

30A "start power" breaker	PULL
Ignition Key	OFF

Fires

Engine fire on the ground

Main fuel valve	SHUT
Tank fuel valves	SHUT
Brakes	APPLY
Throttle	FULL
Lanes	OFF
Electric fuel pumps	OFF
Ignition	SWITCH OFF WHEN ENGINE STOPPED

Abandon the aircraft and extinguish fire (if possible)

Fire damage	INSPECT

Cockpit or electrical fire

Electrical fires are usually signalled by the odour of burning insulation.

Cockpit door	OPEN to remove smoke from the cockpit
Avionics and switches	OFF EXCEPT FUEL PUMPS AND LANES

Land at the nearest suitable landing site. Consider shutting down the engine (and master switch) once the suitable landing site is reached.

Engine fire during take-off

Towrope	RELEASE
Throttle	IDLE
Tank fuel valves	SHUT
Main Fuel valve	SHUT
Electric fuel pumps	OFF
Airspeed	60-65Kts
Lanes	OFF
Ignition	OFF

Abandon aircraft and extinguish fire if possible once stopped

Engine fire in flight

Towrope	RELEASE
Main fuel valve	SHUT
Tank fuel valves	SHUT
Fuel pumps	OFF
Throttle	FULL
Airspeed	INCREASE & TRY TO EXTINGUISH
Landing site selection	SELECT FIELD
Lanes	OFF
Ignition	OFF
Airspeed	55-60Kts
Wing flaps	AS NEEDED
Seat belts	TIGHTEN

Perform emergency landing & abandon aircraft. Extinguish fire if possible

Others

In-flight engine starting

Airspeed	65Kts
Landing site selection	Select
Main fuel valve	ON
Wing Fuel valves	ON TANK WITH MOST FUEL
Ignition switch	ON
Lanes	BOTH ON and RED LIGHTS OFF
Fuel pumps	BOTH ON
Throttle	SET 40%
Starter	START ENGINE

Precautionary Landing

Choose suitable landing site – WiSSO
Perform fly-over at 60-70Kts at 150ft & follow normal landing check list

Lanes	BOTH OFF
Fuel pumps	BOTH OFF
Ignition	OFF
Fuel valves	SHUT
Brakes	AS REQUIRED

Blown-Out Tyre Landing

Carry out normal approach-to-land
When flaring at landing keep the damaged wheel above ground as long as possible using ailerons. Maintain landing roll run with rudder

Damaged Landing Gear Landing

Carry out a normal approach-to-land
Perform landing at lowest possible speed and maintain landing direction with rudder

Vibrations or other engine problem

If any forced vibrations appear in the aircraft, it is necessary:
To set engine speed to such power rating where the vibrations are the lowest
To land on the nearest airfield, or to perform a precautionary landing off-airfield
If the vibrations are increasing carry out an emergency landing off-airfield
If the oil pressure reduces during flight an engine failure if probable. Reduce engine power and execute a nearest airfield or precautionary landing before the engine fails

Inadvertent Stall and spin recovery

Spins should not occur during normal operation and are prohibited.
Before spin occurs: Lower the nose by pushing the stick gradually forward & increase power. If a spin occurs:

Throttle	IDLE
Rudder	NEUTRAL
Control stick	NEUTRAL

When spinning stopped - establish level flight

Battery warning light advice

Indicator LED	Voltage	Possible cause	Recommended action
Slow Flashing (5 sec. on / 5 sec. off)	Less than 12.8 V	Battery over-discharged (due to faulty charging system)	Charge battery. Once charged, the light will stop flashing.
Slow Flashing (5 sec. on / 5 sec. off) (> 1 hour time period)	13.2 V - 14.6 V	Weak or failing cell	Discontinue use. If in flight, this is not an immediate issue unless it is in conjunction with a charging system failure.
Slow Flashing (5 sec. on / 5 sec. off)	Greater than 15.2 V	Over-charging (due to faulty charging system)	If in flight, shutoff charging system immediately. Aircraft over-voltage protection is strongly recommended (i.e., over voltage crowbar circuit)
Slow Flashing (5 sec. on / 5 sec. off) (< 30 min. time period)	13.2 V – 14.6 V	Cell to cell charge levels are not balanced	May come on briefly during periods of high current charging until the cells are automatically balanced. Try charging with a plugin charger, like an Optimate Lithium charger.
Solid Light	Any voltage	BMS electronic issue	Discontinue use. If in flight, this is not an immediate issue unless it is in conjunction with a charging system failure.
Solid Light that turns off after 3 min.	Any voltage	Short Circuit protection was activated	Nothing needs to be done.
Short flashing (2 sec. on / 2 sec. off)	Any voltage	High battery temperature (> 75 °C / 167 °F)	Let battery cool down prior to cranking or charging. If in flight, this is not an immediate issue, but if it continues subsequent flights, investigate and mitigate high temperature at battery location.