

Technical Instruction No. 10Security of IP-113. Canopy Catch.

This canopy catch as fitted to a number of Skylarks and some Eagles is perfectly safe and holds the canopy against being blown off under any conditions if it is properly closed and locked.

It is possible, however, to close down the canopy incorrectly, and then to move the handle through the locking motion, although the hook is not securely in position under the loop on the cockpit side.

To operate the catch correctly the following procedure must be followed by the pilot when closing the canopy.

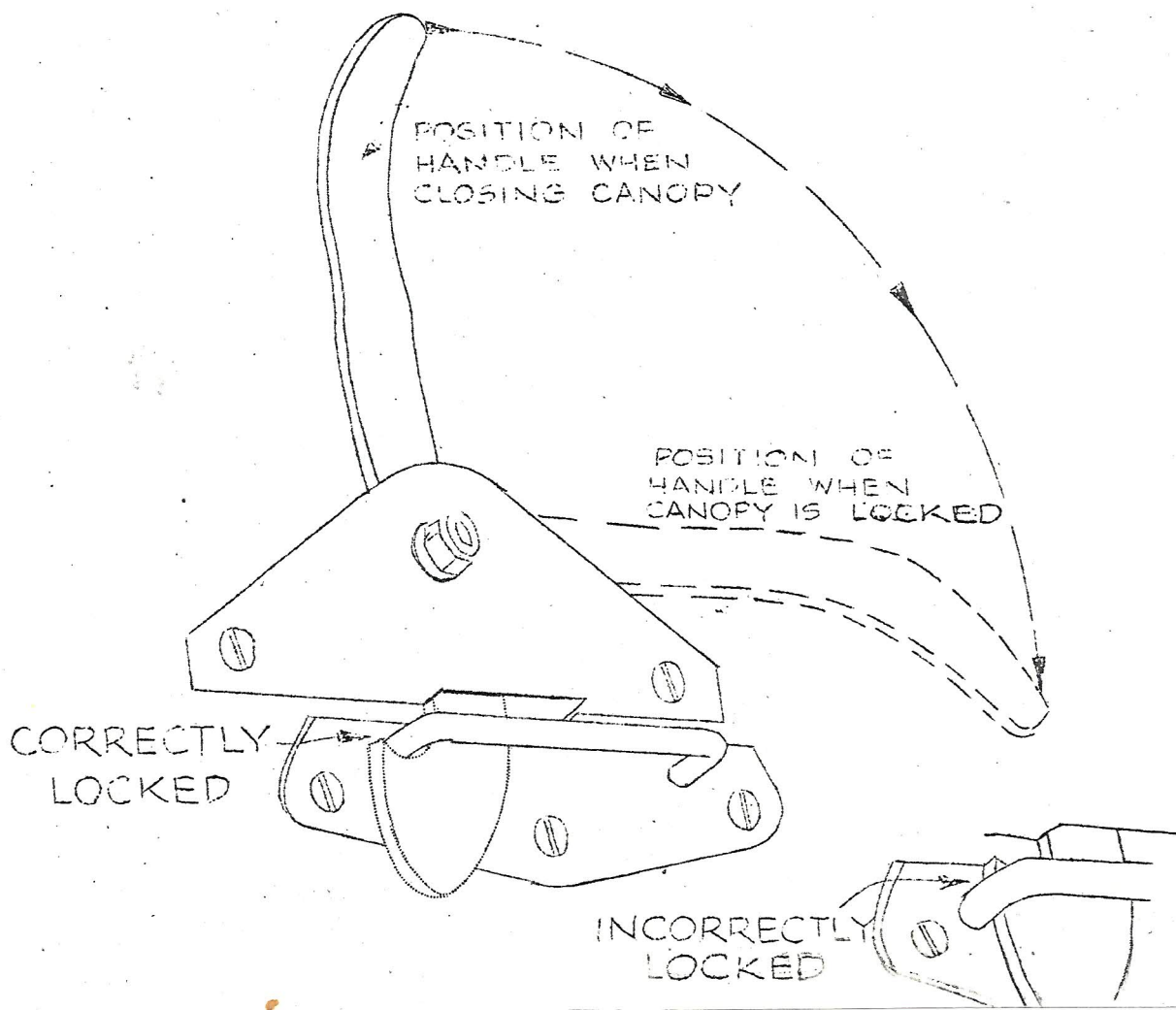
- (1) Hold the handle of the catch mechanism in a roughly upright position, pressing backwards sufficiently to just feel the pull of the spring.
- (2) With the handle in this position lower the canopy down on to the sealing strip on the cockpit side making sure that the hooked shaped member of the catch enters within the loop on the cockpit side.

As the hook slides within the loop it will be pressed forward against the action of the spring, (the handle remaining upright), and will finally click backwards and under the loop, see fig.1.

- (3) Move the handle forward and downward until it reaches the stop, in a roughly horizontal position, see fig.1 The hook is then locked and cannot be forced open by any upward pull on the canopy.
- (4) Make a visual check to ensure that the hook and loop are as shown in fig.1.

Fig. 2 shows how the assembly would appear if incorrectly "fastened".

To open the canopy, move the handle upwards and backwards, to the full extent of its movement and lift the canopy.



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Sheet 2.

When first assembled at the works this canopy catch has the joint between the handle and the hook (the nut or nuts are facing towards the outside of the aircraft) made tight so that an appreciable amount of resistance can be felt when moving the handle from the upright to the horizontal position or vice versa and this has the advantage of causing the handle to remain in the upright position after opening the canopy, thus being in the correct position for closing. This is most desirable in cases of closing the canopy from the outside (cockpit empty) so that the hook will click under the loop automatically thus being secure against being blown off on the ground.

It is recommended that this joint should be maintained in a tight condition by periodically tightening the nuts.