

ENGINE FAILURE

DURING TAKE-OFF GROUND ROLL

1. Throttle - CLOSED
2. Braking - MAXIMUM
3. Fuel Selector Valve - OFF
4. Battery and Alternator Switches - OFF

AFTER LIFTOFF AND IN FLIGHT

Landing straight ahead is usually advisable. If sufficient altitude is available for maneuvering, accomplish the following:

1. Fuel Selector Valve - SELECT OTHER TANK (feel for detent)
2. Auxiliary Fuel Pump - ON
3. Mixture - FULL RICH, then LEAN AS REQUIRED
4. Magnetos - CHECK LEFT, RIGHT, THEN BOTH

NOTE

The most probable cause of engine failure would be loss of fuel flow or improper functioning of the ignition system.

If No Restart:

1. Select most favorable landing site.
2. The use of landing gear is dependent on the terrain where landing must be made.

ENGINE DISCREPANCY CHECKS

CONDITION: ROUGH RUNNING ENGINE

1. Mixture - FULL RICH, then LEAN as required
2. Magneto/Start Switch - "BOTH" position (check to verify)

CONDITION: LOSS OF ENGINE POWER

1. Fuel Flow Gage - CHECK

If fuel flow is abnormally low:

- a. Mixture - FULL RICH
 - b. Auxiliary Fuel Pump - ON (then OFF if performance does not improve in a few moments)
2. Fuel Quantity Indicator - CHECK for fuel supply in tank being used

If tank being used is empty:

Fuel Tank Selector Valve - SELECT OTHER FUEL TANK
(feel for detent)

AIR START PROCEDURE

1. Fuel Selector Valve - SELECT TANK MORE NEARLY FULL (feel for detent)
2. Throttle - RETARD
3. Mixture Control - FULL RICH
4. Auxiliary Fuel Pump - ON until power is regained, then OFF (Leave On if Engine Driven Fuel Pump is inoperative.)
5. Throttle - ADVANCE to desired power
6. Mixture - LEAN as required