



## STARTING ENGINE (With Battery)

1. Throttle -- OPEN 1/4 INCH.
2. Mixture -- IDLE CUTOFF.
3. Propeller Area -- CLEAR.
4. Master Switch -- ON.
5. Flashing Beacon -- ON.

### NOTE

If engine is warm, omit priming procedure of steps 6, 7 and 8 below.

6. Auxiliary Fuel Pump Switch -- ON.
7. Mixture -- SET to FULL RICH (full forward) until stable fuel flow is indicated (usually 3 to 5 seconds), then set to IDLE CUTOFF (full aft) position.
8. Auxiliary Fuel Pump Switch -- OFF.
9. Ignition Switch -- START (release when engine starts).
10. Mixture -- ADVANCE smoothly to RICH when engine starts.

### NOTE

If engine floods (engine has been primed too much), turn off auxiliary fuel pump, place mixture to idle cutoff, open throttle 1/2 to full, and motor (crank) engine. When engine starts, set mixture to full rich and close throttle promptly.

11. Oil Pressure -- CHECK.
12. Navigation Lights -- ON as required.
13. Avionics Master Switch -- ON.
14. Radios -- ON.
15. Flaps -- RETRACT.

## STARTING ENGINE (With External Power)

1. Throttle -- OPEN 1/4 INCH.
2. Mixture -- IDLE CUTOFF.
3. Propeller Area -- CLEAR.
4. Master Switch -- OFF.
5. External Power -- CONNECT to airplane receptacle.
6. Master Switch -- ON.
7. Flashing Beacon -- ON.

### NOTE

If engine is warm, omit priming procedure of steps 8, 9 and 10 below.

8. Auxiliary Fuel Pump Switch -- ON.
9. Mixture -- SET to FULL RICH (full forward) until stable fuel flow is indicated (usually 3 to 5 seconds), then set to IDLE CUTOFF (full aft) position.
10. Auxiliary Fuel Pump Switch -- OFF.
11. Ignition Switch -- START (release when engine starts).
12. Mixture -- ADVANCE smoothly to RICH when engine starts.

### NOTE

If engine floods (engine has been primed too much), turn off auxiliary fuel pump, set mixture in idle cutoff, open throttle 1/2 to full, and motor (crank) engine. When engine starts, set mixture to full rich and close throttle promptly.

13. Oil Pressure -- CHECK.
14. External Power -- DISCONNECT from airplane receptacle. Secure external power door.
15. Electrical System -- CHECK FOR PROPER OPERATION.
  - a. Master Switch -- OFF  
(disconnects both the battery and alternator from the system).

- b. Taxi and Landing Light Switches -- ON.  
(to provide an initial electrical load on the system).
- c. Engine RPM -- REDUCE to idle.  
(Minimum alternator output occurs at idle.)
- d. Master Switch -- ON (with taxi and landing lights switched on).  
(The ammeter should indicate in the negative direction, showing that the alternator output is below the load requirements, but the battery is supplying current to the system.)
- e. Engine RPM -- INCREASE to approximately 1500 RPM  
(as engine RPM increases, alternator output should increase to meet the system load requirements).
- f. Ammeter and Low Voltage Annunciator -- CHECK  
(the ammeter should indicate in the positive direction, showing that the alternator is supplying current and the Low Voltage Annunciator (VOLTS) should not be lighted).

**NOTE**

If the indications, as noted in Step "d" and Step "f", are not observed, the electrical system is not functioning properly. Corrective maintenance must be performed to provide for proper electrical system operation before flight.

- 16. Navigation Lights -- ON as required.
- 17. Avionics Master Switch -- ON.
- 18. Radios -- ON.
- 19. Flaps -- RETRACT.

## BEFORE TAKEOFF

1. Parking Brake -- SET.
2. Passenger Seat Backs -- MOST UPRIGHT POSITION.
3. Seats and Seat Belts -- CHECK SECURE.
4. Cabin Doors -- CLOSED and LOCKED.
5. Flight Controls -- FREE and CORRECT.
6. Flight Instruments -- CHECK and SET.
7. Fuel Quantity -- CHECK.
8. Mixture -- RICH.
9. Fuel Selector Valve -- RECHECK BOTH.
10. Throttle -- 1800 RPM.
  - a. Magnetos -- CHECK (RPM drop should not exceed 150 RPM on either magneto or 50 RPM differential between magnetos).
  - b. Vacuum Gage -- CHECK.
  - c. Engine Instruments and Ammeter -- CHECK.
11. Annunciator Panel -- Ensure no annunciators are illuminated.
12. Throttle -- CHECK IDLE.
13. Throttle -- 1000 RPM or LESS.
14. Throttle Friction Lock -- ADJUST.
15. Strobe Lights -- AS DESIRED.
16. Radios and Avionics -- SET.
17. NAV/GPS Switch (if installed) -- SET.
18. Autopilot (if installed) -- OFF.
19. Manual Electric Trim (if installed) -- CHECK.
20. Elevator Trim -- SET for takeoff.
21. Wing Flaps -- SET for takeoff (0°-10°).
22. Brakes -- RELEASE.

## TAKEOFF

### NORMAL TAKEOFF

1. Wing Flaps -- 0°-10°.
2. Throttle -- FULL OPEN.
3. Mixture -- RICH (above 3000 feet, LEAN to obtain maximum RPM).
4. Elevator Control -- LIFT NOSE WHEEL (at 55 KIAS).
5. Climb Speed -- 70-80 KIAS.
6. Wing Flaps -- RETRACT.

#### SHORT FIELD TAKEOFF

1. Wing Flaps -- 10°.
2. Brakes -- APPLY.
3. Throttle -- FULL OPEN.
4. Mixture -- RICH (above 3000 feet, LEAN to obtain maximum RPM).
5. Brakes -- RELEASE.
6. Elevator Control -- SLIGHTLY TAIL LOW.
7. Climb Speed -- 56 KIAS (until all obstacles are cleared).
8. Wing Flaps -- RETRACT slowly after reaching 60 KIAS.

#### ENROUTE CLIMB

1. Airspeed -- 70-85 KIAS.
2. Throttle -- FULL OPEN.
3. Mixture -- RICH (above 3000 feet, LEAN to obtain maximum RPM).

#### CRUISE

1. Power -- 2100-2700 RPM (No more than 75% is recommended).
2. Elevator Trim -- ADJUST.
3. Mixture -- LEAN.

#### DESCENT

1. Power -- AS DESIRED.
2. Mixture -- ADJUST for smooth operation (full rich for idle power).
3. Altimeter -- SET.
4. NAV/GPS Switch -- SET.
5. Fuel Selector Valve -- BOTH.
6. Wing Flaps -- AS DESIRED (0° - 10° below 110 KIAS, 10° - 30° below 85 KIAS).

#### BEFORE LANDING

1. Pilot and Passenger Seat Backs -- MOST UPRIGHT POSITION.
2. Seats and Seat Belts -- SECURED and LOCKED.
3. Fuel Selector Valve -- BOTH.
4. Mixture -- RICH.
5. Landing/Taxi Lights -- ON.
6. Autopilot (if installed) -- OFF.

## LANDING

### NORMAL LANDING

1. Airspeed -- 65-75 KIAS (flaps UP).
2. Wing Flaps -- AS DESIRED (0°-10° below 110 KIAS, 10°-30° below 85 KIAS).
3. Airspeed -- 60-70 KIAS (flaps DOWN).
4. Touchdown -- MAIN WHEELS FIRST.
5. Landing Roll -- LOWER NOSE WHEEL GENTLY.
6. Braking -- MINIMUM REQUIRED.

### SHORT FIELD LANDING

1. Airspeed -- 65-75 KIAS (flaps UP).
2. Wing Flaps -- FULL DOWN (30°).
3. Airspeed -- 61 KIAS (until flare).
4. Power -- REDUCE to idle after clearing obstacle.
5. Touchdown -- MAIN WHEELS FIRST.
6. Brakes -- APPLY HEAVILY.
7. Wing Flaps -- RETRACT.

### BALKED LANDING

1. Throttle -- FULL OPEN.
2. Wing Flaps -- RETRACT TO 20°.
3. Climb Speed -- 60 KIAS.
4. Wing Flaps -- 10° (until obstacles are cleared).  
RETRACT (after reaching a safe altitude and 65 KIAS).

### AFTER LANDING

1. Wing Flaps -- UP.

### SECURING AIRPLANE

1. Parking Brake -- SET.
2. Electrical Equipment, Autopilot (if installed) -- OFF.
3. Avionics Master Switch -- OFF.
4. Mixture -- IDLE CUTOFF (pulled full out).
5. Ignition Switch -- OFF.
6. Master Switch -- OFF.
7. Control Lock -- INSTALL.
8. Fuel Selector Valve -- LEFT or RIGHT to prevent cross feeding.

AIRCRAFT

**LOAD DATA SHEET - PAGE 1 OF 3 - AEROPLANE WEIGHT**

Aeroplane Type:..... CESSNA 172S

Registration Marking:..... **VH-RAQ**      Serial No: 172S9798

ISSUE:..... ONE	DATE:..... 1.7.05	EXPIRY:..... INDEFINITE
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**AEROPLANE WEIGHT AND CENTRE OF GRAVITY DATA:**

ITEM	WEIGHT (Kg)	ARM (mm aft of datum)	MOMENT (Kg.mm)	CABIN CONFIGURATION
BASIC	<b>782.4</b>	<b>1044</b>	<b>816845</b>	FOUR SEATS TOTAL
STANDARD CABIN CONFIGURATION				
THE FOLLOWING IMPERIAL UNITS ARE FOR USE WITH THE PILOTS HANDBOOK SECTION SIX				
	(lb)	(in)	(in.lb/1000)	
BASIC	<b>1724.9</b>	<b>41.1</b>	<b>70.90</b>	FOUR SEATS TOTAL

NOTE: The above empty weights include:-

BASIC - unusable fuel and full oil

**AeroWeigh Pty. Ltd.**  
BRUCE GISSOLD  
AUTHORITY NUMBER AN-9  
PHONE: 9755 7104      FAX: 9755 7126  
MOBILE: 0412 58 5551

**LOAD DATA SHEET - PAGE 3 OF 3 - LOADING SYSTEM**

Aeroplane Type:..... CESSNA 172S

Registration Marking:..... **VH-RAQ** Serial No: 172S9798

ISSUE:..... ONE	DATE:..... 1.7.05
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The following is valid only for the Empty Weight specified in page 1 - Aeroplane Weight dated.. 1.7.05 and is based on calculations using Occupant Weights of 60 to 90 Kg each.

**A...NORMAL CATEGORY OPERATIONS:-**

**1. OCCUPANTS:-**

Load Front to Rear (i.e. Front seats first)  
Load Heaviest Passengers in front row

**2. BAGGAGE COMPARTMENT LIMITATIONS:-**

<u>Number of Occupants</u>	<u>Maximum Baggage</u>
One(pilot)	54.4 Kg
Two	54.4 Kg
Three	54.4 Kg
Four	17.0 Kg

**3. WING MAIN FUEL:-**

Fuel is limited only by All Up Weight

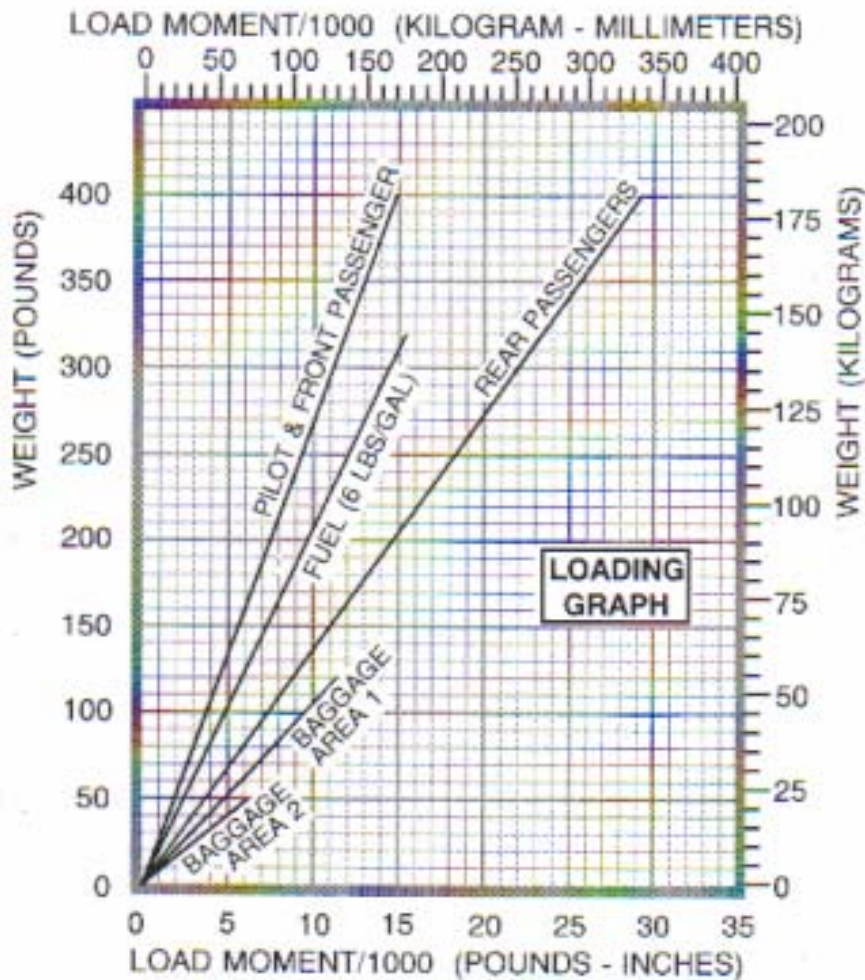
**MAXIMUM TAKE-OFF WEIGHT.....1156 Kg**

**B...UTILITY CATEGORY OPERATIONS:-**

Due to an Aft C of G problem, this aircraft can not be Operated in Utility Category.

**AeroWeigh Pty. Ltd.**  
BRUCE GLISSOLD  
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MOBILE: 0412 58 5551

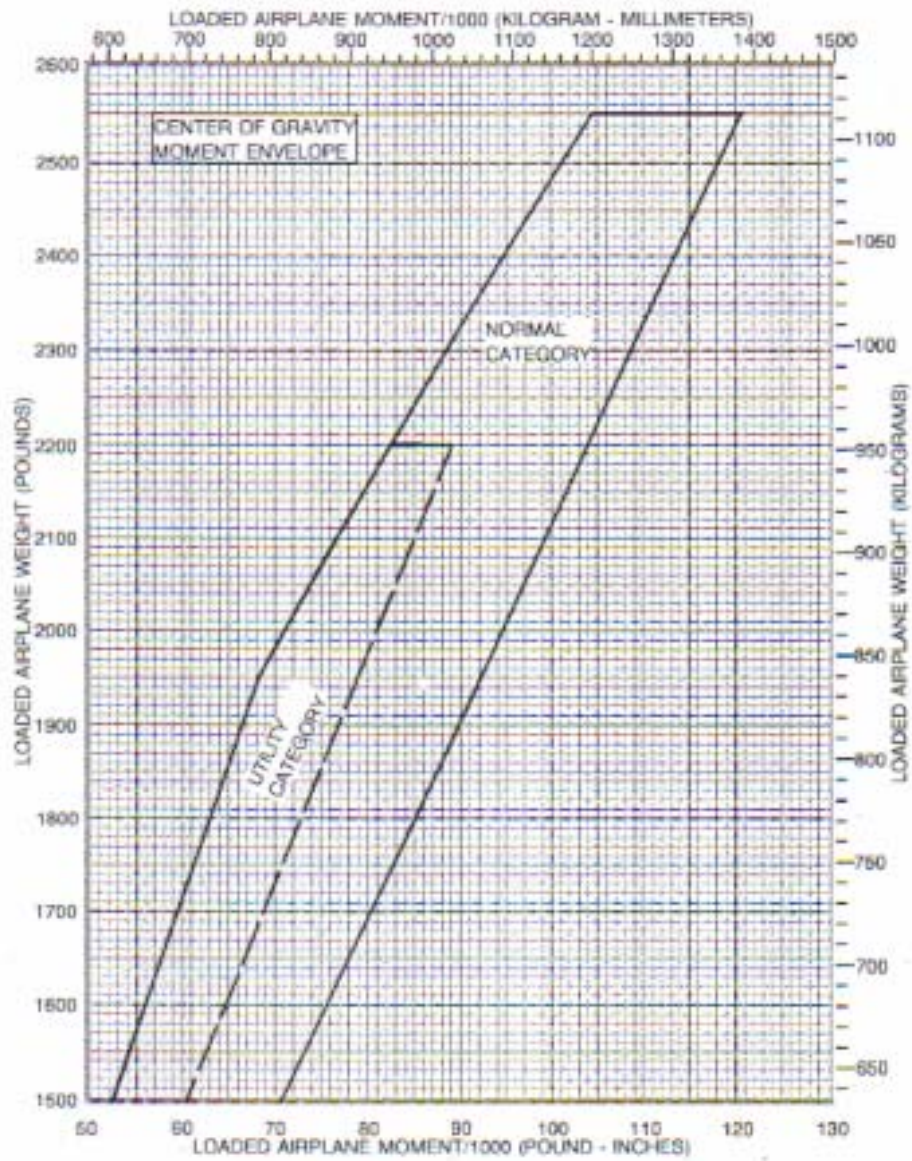
**NOTE: If a full Loading Check is required, refer to Loading Instructions and Tables in the Pilots Handbook Section Six.**



**NOTE:** LINE REPRESENTING ADJUSTABLE SEATS SHOWS THE PILOT OR PASSENGER CENTER OF GRAVITY ON ADJUSTABLE SEATS POSITIONED FOR AN AVERAGE OCCUPANT. REFER TO THE LOADING ARRANGEMENTS DIAGRAM FOR FORWARD AND AFT LIMITS OF OCCUPANT C.G. RANGE.

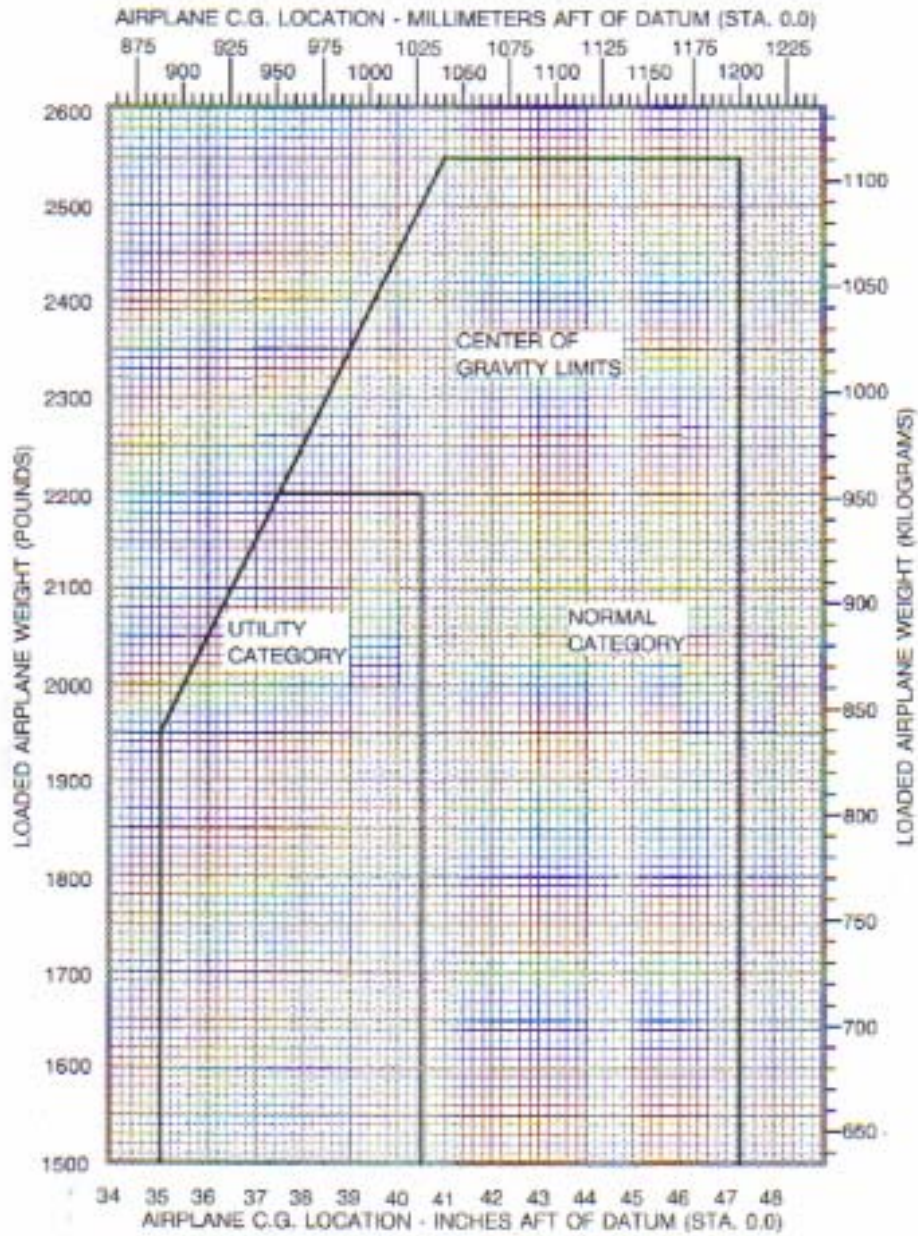
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Figure 6-6. Loading Graph



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Figure 6-7. Center of Gravity Moment Envelope



0585C1008

Figure 6-8. Center of Gravity Limits

**SHORT FIELD TAKEOFF DISTANCE  
AT 2550 POUNDS**

**CONDITIONS:**

Flaps 10°  
Full Throttle Prior to Brake Release  
Paved, level, dry runway  
Zero Wind  
Lift Off: 51 KIAS  
Speed at 50 Ft: 56 KIAS

Press Alt In Feet	0°C			10°C			20°C			30°C			40°C		
	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	
S. L.	890	1465	925	1575	985	1690	1070	1810	1150	1945					
1000	940	1600	1010	1720	1060	1850	1170	1990	1260	2135					
2000	1025	1755	1110	1890	1195	2035	1285	2190	1380	2355					
3000	1125	1925	1215	2080	1310	2240	1410	2420	1515	2605					
4000	1235	2120	1335	2295	1440	2430	1530	2685	1660	2860					
5000	1365	2345	1465	2545	1585	2755	1705	2975	1825	3205					
6000	1485	2605	1615	2830	1745	3075	1875	3320	2010	3565					
7000	1645	2910	1785	3170	1900	3440	2065	3730	2215	4045					
8000	1820	3265	1970	3575	2120	3860	2290	4225	2450	4615					

**NOTES:**

1. Short field technique as specified in Section 4.
2. Prior to takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
3. Decrease distances 10% for each 9 knots headwind. For operation with tail winds up to 10 knots, increase distance by 10% for each 2 knots.
4. For operation on dry, grass runway, increase distance by 15% of the "ground roll" figure.

Figure 5-5. Short Field Takeoff Distances (Sheet 1 of 3)

TOTAL DISTANCES CALCULATED FROM THE ABOVE TABLES REQUIRE  
A FURTHER FACTOR OF 15% TO BE ADDED BEFORE USE  
I.E. MULTIPLE THESE NUMBERS BY 1.15 (CAO 20.7.4)

**SHORT FIELD TAKEOFF DISTANCE  
AT 2400 POUNDS**

**CONDITIONS:**

Flaps 10°  
Full Throttle Prior to Brake Release  
Paved, level, dry runway  
Zero Wind  
Lift Off: 48 KIAS  
Speed at 50 Ft: 54 KIAS

Press Alt In Feet	0°C			10°C			20°C			30°C			40°C		
	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	Grnd Roll Ft	Total Ft To Clear 50 Ft Obsd	
S. L.	745	1275	800	1370	860	1470	925	1570	985	1665					
1000	810	1360	875	1465	940	1605	1010	1720	1085	1845					
2000	885	1520	955	1635	1030	1760	1110	1890	1190	2030					
3000	970	1665	1050	1795	1130	1930	1215	2080	1305	2230					
4000	1065	1830	1150	1975	1240	2130	1335	2295	1430	2455					
5000	1170	2015	1265	2180	1360	2355	1465	2530	1570	2715					
6000	1285	2230	1380	2410	1500	2610	1610	2805	1725	3015					
7000	1415	2470	1530	2685	1650	2900	1770	3125	1900	3370					
8000	1560	2755	1690	3000	1815	3240	1950	3560	2095	3790					

**NOTES:**

1. Short field technique as specified in Section 4.
2. Prior to takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
3. Decrease distance 10% for each 9 knots headwind. For operation with tail winds up to 10 knots, increase distance by 10% for each 2 knots.
4. For operation on dry, grass runway, increase distance by 15% of the "ground roll" figure.

Figure 5-5. Short Field Takeoff Distances (Sheet 2 of 3)

**CRUISE PERFORMANCE**

**CONDITIONS:**

2550 Pounds  
Recommended  
Lean Mixture At All Altitudes (Refer to Section 4,  
Cruise)

PRESS ALT FT	RPM	20°C BELOW STANDARD TEMP			STANDARD TEMPERATURE			20°C ABOVE STANDARD TEMP		
		% BHP	KTAS GPH	% BHP	% BHP	KTAS GPH	% BHP	KTAS GPH	% BHP	KTAS GPH
2000	2550	83	117	11.1	77	118	10.5	72	117	9.9
	2500	78	115	10.6	73	115	9.9	68	115	9.4
	2400	69	111	9.6	64	110	9.0	60	109	8.5
	2300	61	105	8.6	57	104	8.1	53	102	7.7
	2200	53	99	7.7	50	97	7.3	47	95	6.9
	2100	47	92	6.9	44	90	6.6	42	89	6.3
4000	2600	83	120	11.1	77	120	10.4	72	119	9.8
	2550	79	118	10.6	73	117	9.9	68	117	9.4
	2500	74	115	10.1	69	115	9.5	64	114	8.9
	2400	65	110	9.1	61	109	8.5	57	107	8.1
	2300	58	104	8.2	54	102	7.7	51	101	7.3
	2200	51	98	7.4	48	96	7.0	45	94	6.7
6000	2100	45	91	6.6	42	89	6.4	40	87	6.1
	2650	83	122	11.1	77	122	10.4	72	121	9.8
	2600	78	120	10.6	73	119	9.9	68	118	9.4
	2500	70	115	9.6	65	114	9.0	60	112	8.5
	2400	62	109	8.6	57	108	8.2	54	106	7.7
	2300	54	103	7.8	51	101	7.4	48	99	7.0
2200	48	96	7.1	45	94	6.7	43	92	6.4	

Figure 5-8. Cruise Performance (Sheet 1 of 2)

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**CRUISE PERFORMANCE**

**CONDITIONS:**

2550 Pounds  
Recommended  
Lean Mixture At All Altitudes (Refer to Section 4,  
Cruise)

PRESS ALT FT	RPM	20°C BELOW STANDARD TEMP			STANDARD TEMPERATURE			20°C ABOVE STANDARD TEMP		
		% BHP	KTAS GPH	% BHP	% BHP	KTAS GPH	% BHP	KTAS GPH	% BHP	KTAS GPH
8000	2700	83	125	11.1	77	124	10.4	71	123	9.7
	2650	78	122	10.5	72	122	9.9	67	120	9.3
	2600	74	120	10.0	68	119	9.4	64	117	8.9
	2500	65	114	9.1	61	112	8.6	57	111	8.1
	2400	58	108	8.2	54	106	7.8	51	104	7.4
	2300	52	101	7.5	48	99	7.1	46	97	6.8
10,000	2200	46	94	6.8	43	92	6.5	41	90	6.2
	2700	78	124	10.5	72	123	9.8	67	122	9.3
	2650	73	122	10.0	68	120	9.4	63	119	8.9
	2600	69	119	9.5	64	117	9.0	60	115	8.5
	2500	62	113	8.7	57	111	8.2	54	109	7.8
	2400	55	106	7.9	51	104	7.5	49	102	7.1
12,000	2300	49	100	7.2	46	97	6.8	44	95	6.5
	2650	69	121	9.5	64	119	8.9	60	117	8.5
	2600	65	118	9.1	61	116	8.5	57	114	8.1
	2500	59	111	8.3	54	109	7.8	51	107	7.4
	2400	52	105	7.5	49	102	7.1	46	100	6.8
	2300	47	98	6.9	44	95	6.6	41	92	6.3

Figure 5-8. Cruise Performance (Sheet 2 of 2)

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July 8/98

SHORT FIELD TAKEOFF DISTANCE  
AT 2200 POUNDS

## CONDITIONS:

Flaps 10°  
Full Throttle Prior to Brake Release  
Paved, level, dry runway  
Zero Wind  
LR CR  
44 KIAS  
Speed at 50 Ft: 50 KIAS

Press Alt In Feet	0°C		10°C		20°C		30°C		40°C	
	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst
S. L.	610	1055	655	1130	705	1205	760	1290	815	1380
1000	665	1145	720	1230	770	1315	830	1410	890	1505
2000	725	1250	785	1340	845	1435	905	1540	975	1650
3000	795	1365	860	1465	925	1570	985	1685	1065	1805
4000	870	1490	940	1605	1010	1725	1090	1855	1165	1975
5000	955	1635	1030	1765	1110	1900	1195	2035	1275	2175
6000	1050	1800	1130	1940	1220	2090	1310	2240	1400	2395
7000	1150	1985	1245	2145	1340	2305	1435	2475	1540	2650
8000	1270	2195	1370	2375	1475	2555	1580	2745	1695	2950

## NOTES:

- Short field technique as specified in Section 4.
- Prior to takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
- Decrease distance 10% for each 8 knots headwind. For operation with tailwinds up to 10 knots, increase distance by 10% for each 2 knots.
- For operation on dry, grass runways, increase distance by 15% of the "ground roll" figure.

Figure 5-5. Short Field Takeoff Distance (Sheet 3 of 3)

TOTAL DISTANCES CALCULATED FROM THE ABOVE TABLE REQUIRES  
A FURTHER FACTOR OF 15% TO BE ADDED BEFORE USE  
I.E. MULTIPLE THESE NUMBERS BY 1.15 (CAO 20.7.4)

TIME, FUEL AND DISTANCE TO CLIMB  
AT 2550 POUNDS

## CONDITIONS:

Flaps Up  
Full Throttle  
Standard Temperature

PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB FPM	FROM SEA LEVEL		
			TIME IN MIN	FUEL USED GAL	DIST NM
S.L.	74	730	0	0.0	0
1000	73	695	1	0.4	2
2000	73	655	3	0.8	4
3000	73	620	4	1.2	6
4000	73	600	6	1.5	8
5000	73	550	8	1.9	10
6000	73	505	10	2.2	13
7000	73	455	12	2.6	16
8000	72	410	14	3.0	19
9000	72	360	17	3.4	22
10,000	72	315	20	3.9	27
11,000	72	265	24	4.4	32
12,000	72	220	28	5.0	38

## NOTES:

- Add 1.4 gallons of fuel for engine start, taxi and takeoff allowances.
- Mixture leaned above 3,000 feet for maximum RPM.
- Increase time, fuel and distance by 10% for each 10°C above standard temperature.
- Distances shown are based on zero wind.

Figure 5-7. Time, Fuel and Distance to Climb

## ENGINE FAILURES

### ENGINE FAILURE DURING TAKEOFF ROLL

1. **Throttle -- IDLE.**
2. **Brakes -- APPLY.**
3. Wing Flaps -- **RETRACT.**
4. Mixture -- **IDLE CUTOFF.**
5. Ignition Switch -- **OFF.**
6. Master Switch -- **OFF.**

### ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. **Airspeed -- 70 KIAS (flaps UP).  
65 KIAS (flaps DOWN).**
2. Mixture -- **IDLE CUTOFF.**
3. Fuel Shutoff Valve -- **OFF** (pull full out).
4. Ignition Switch -- **OFF.**
5. Wing Flaps -- **AS REQUIRED.**
6. Master Switch -- **OFF.**
7. Cabin Door -- **UNLATCH.**
8. Land -- **STRAIGHT AHEAD.**

### ENGINE FAILURE DURING FLIGHT (Restart Procedures)

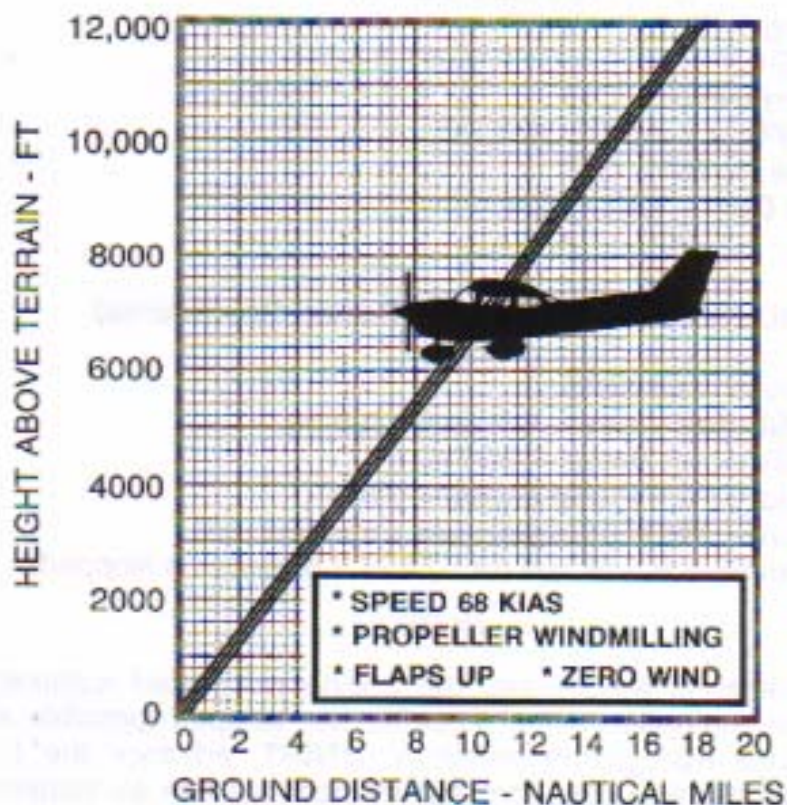
1. **Airspeed -- 68 KIAS.**
2. **Fuel Shutoff Valve -- ON** (push full in).
3. **Fuel Selector Valve -- BOTH.**
4. **Auxiliary Fuel Pump Switch -- ON.**
5. **Mixture -- RICH** (if restart has not occurred).
6. Ignition Switch -- **BOTH** (or **START** if propeller is stopped).

#### NOTE

If the propeller is windmilling, the engine will restart automatically within a few seconds. If the propeller has stopped (possible at low speeds), turn the ignition switch to **START**, advance the throttle slowly from idle and lean the mixture from full rich as required for smooth operation.

(Continued)

After an engine failure in flight, the most important course of action is to continue flying the airplane. Best glide speed as shown in Figure 3-1 should be established as quickly as possible. While gliding toward a suitable landing area, an effort should be made to identify the cause of the failure. If time permits, an engine restart should be attempted as shown in the checklist. If the engine cannot be restarted, a forced landing without power must be completed.



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Figure 3-1. Maximum Glide