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## **New York Airways Collection - Manuals, Flight Operations Manual (2 of 2), 1959**

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## NEW YORK AIRWAYS

### 6.3.4 STARTING ENGINE Continued

12. Mixture lever -- Rich (after engine starts).

NOTE: Should the engine fail to start within 30 seconds, let the starter cool for two minutes, then repeat the starting procedure.

13. Engine oil pressure and temperature gages -- Check. (Stop engine if the oil pressure does not register within 10 seconds or reach 40 psi within 20 seconds after starting).

14. Throttle -- 1100-1200 engine rpm.

CAUTION: Care should be exercised when operating throttle as it is extremely sensitive when clutch is disengaged. Improper operation could result in excessive engine speed.

15. Manifold pressure purge button -- Press.

16. Inverter switch -- Check spare and off positions, then switch to main.

17. Fuel quantity test switch -- On as required for test.

18. Carburetor heat lever -- Hot, then cold. Check for rise in carburetor air temperature when in hot position.

### 6.3.5 AFTER ENGINE STARTS -- Warm-Up

1. Throttle -- 1700 engine rpm. (This speed will provide smoothest operation of engine while lubricating oil is cold).

#### Ignition Switch Check

After engine warm-up and prior to engaging rotors check the ignition switch for proper connection of ground wire.

1. Ignition switch -- Both.

2. Throttle -- Closed (index marks opposite one another).

3. Ignition switch -- Off == momentarily. (Observe that engine stops firing).

4. Ignition switch -- Both.

CAUTION: Make this check as quickly as possible to prevent engine backfire. If violent backfiring occurs during ground run of engine, a shutdown must be made to inspect the engine, induction, and accessory system for damage.

#### Fuel Pump Check -- Engine and Booster

1. Fuel booster pump switch -- Off.

2. Fuel pressure gage -- observe fuel pressure reading within limits and warning light.

3. Fuel booster pump switch -- On.

### 6.3.6 ENGAGING ROTORS

CAUTION: Rotor engagement must not be attempted when the clutch warning light is on. Under this condition, the clutch will travel immediately into the jaw position instead of starting friction engagement; and damage to the rotor system from premature jaw clutch engagement will result.

## NEW YORK AIRWAYS

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