Stopping the Engine

To stop the engine, follow the procedure below:

**Set the propeller control full forward**. This makes the engine easier to start next time.

**Idle at 1500 RPM** **Fuel booster**: **OFF**

**Move the mixture control to IDLE CUT-OFF**, **opening the throttle as the RPM drops below 700 RPM**. **Do not open the throttle above 700 RPM** as any sudden opening of the throttle at this point discharges fuel into the carburetor and causes after-firing – the engine sputters and attempts to fire again.

**Ignition switch**: **OFF**

**Turn off all electrical switches(Don’t forget the battery switch)**

**Lock the controls**, and move the **carburetor air lever to UNRAMMED FILTERED AIR**.

If the parking brakes are to be used, give them plenty of time to cool or they may freeze in place. **Avoid using the parking brakes** unless dictated by conditions or tying the aircraft down overnight.

Consult the table below for a chart of manifold pressure and engine RPM limits for flight, as well as engine instrument limits.

Table of Manifold Pressure and RPM Limits for Flight

Takeoff War Military Maximum Maximum

Maximum Emergency Power Continuous Cruise

Manifold 61 67 61 46 42

Pressure (in.)

RPM 3000 3000 3000 2700 2400

Table of Engine Instrument Limits

Coolant Oil Oil Fuel

Temperature Temperature Pressure Pressure

Minimum - - 50 PSI 14 PSI

Desired 100°-110°C 70°-80°C 70-80 PSI 16-18 PSI

Maximum 121°C 105°C - 19 PSI