



**Condor Aero Club, Inc.**  
**Aircraft Cold Weather Starting Procedures**

All aircraft are now equipped with an oil pan heater. The heaters are no longer on a timer, since the oil pan heaters are equipped with thermostats. The heaters are rated down to  $-40^{\circ}\text{F}$ .

These procedures are not bullet proof, but should work almost all the time. If the engine doesn't start after four tries, let it sit for 10 minutes before reattempting starting. Continuous cranking is hard on the engine, battery, and starter.

If you smell fuel or notice a blue puddle (Avgas) under the engine, you have flooded the engine and there is a risk of fire. Either leave the plane sit, or refer to the flooded start procedures in the aircraft POH.

**Aircraft with Lycoming Carbureted Engines** - N89549, N96573, N62104, N2806M

1. Prime engine no more than (2) times with primer, make sure the primer fills with fuel before pushing it back in.
2. Advance throttle (2) times to the full open and back to closed position.
3. Leave throttle closed (idle)
4. Start engine, if fires but doesn't continue to run, pump throttle a couple times while cranking engine but only small pumps.

**Note:** Each time you pump the throttle, the accelerator pump in the carburetor pumps a large amount of fuel into the induction system. Pumping excessively will flood the engine.

**Aircraft with Lycoming Fuel Injected Engines** - N1963T, N684SP

1. Advance the mixture full rich and throttle full open.
2. Run electric fuel pump no more than 5 seconds.
3. Close throttle (idle position)
4. Start engine, if it fires and then quits, prime as above no more than 3 seconds.