Arrow Starting Procedure

The following starting procedure, mostly taken from the Lycoming Operator’s Manual, provides more reliable starts than the procedure in the airplane POH.

1. Master SW – On
2. Fuel pump – On (having it on 30-60 seconds early is good if the engine is warm)
3. Throttle – Open (lever full forward)
4. Mixture – Full rich 3 – 5 seconds (fuel flow indication present). Prime less depending on how warm the engine is. Don't prime at all if the engine was just shut down. Prime increasingly more between 15-45 minutes after shutdown.
5. Throttle and Mixture – Retard
6. Fuel pump – Off
7. Throttle – 1/4 open (not inches like the POH--1/4 of the total travel)

Do steps 8 and 9 simultaneously.

1. Starter – Engage
2. Mixture – Wait about 2 seconds, then advance slowly (don’t wait until it fires). If the engine is warm, wait until it fires.

After the engine starts:

1. Throttle – 1350 – 1400 RPM
2. If the engine fails to start, re-prime and try again.
3. If it fails to start again, use the flooded start procedure:
   1. Don't prime
   2. Open the throttle completely (i.e., lever completely forward)
   3. Mixture - Idle cutoff
   4. Engage the starter until it fires (10 seconds max) with your left hand
   5. Simultaneously retard the throttle (left hand) and advance the mixture (right hand)
4. If it doesn't start again, let the starter cool for 5 minutes and try the normal start sequence again starting at Step 1.