

OIL QUICK-DRAIN VALVE

An oil quick-drain valve is optionally offered to replace the drain plug in the oil sump drain port. The valve provides a quicker and cleaner method of draining engine oil. To drain the oil with this valve installed, slip a hose over the end of the valve, route the hose to a suitable container, then push upward on the end of the valve until it snaps into the open position. Spring clips will hold the valve open. After draining, use a screwdriver or suitable tool to snap the valve into the extended (closed) position and remove the drain hose.

CARBURETOR AIR TEMPERATURE GAGE

A carburetor air temperature gage may be installed in the aircraft to help detect carburetor icing conditions. The gage is marked with a yellow arc between -15° and $+5^{\circ}\text{C}$. The yellow arc indicates the carburetor temperature range where carburetor icing can occur; a placard on the gage reads KEEP NEEDLE OUT OF YELLOW ARC DURING POSSIBLE ICING CONDITIONS.

Visible moisture or high humidity can cause carburetor ice formation, especially in idle or low power conditions. Under cruising conditions, the formation of ice is usually slow, providing time to detect the loss of RPM caused by the ice. Carburetor icing during take-off is rare since the full-open throttle condition is less susceptible to ice obstruction.

If the carburetor air temperature gage needle moves into the yellow arc during potential carburetor icing conditions, or there is an unexplained drop in RPM, apply full carburetor heat. Upon regaining the original RPM (with heat off), determine by trial and error the minimum amount of carburetor heat required for ice-free operation.

NOTE

Carburetor heat should not be applied during take-off unless absolutely necessary to obtain smooth engine acceleration (usually in sub-zero temperatures).