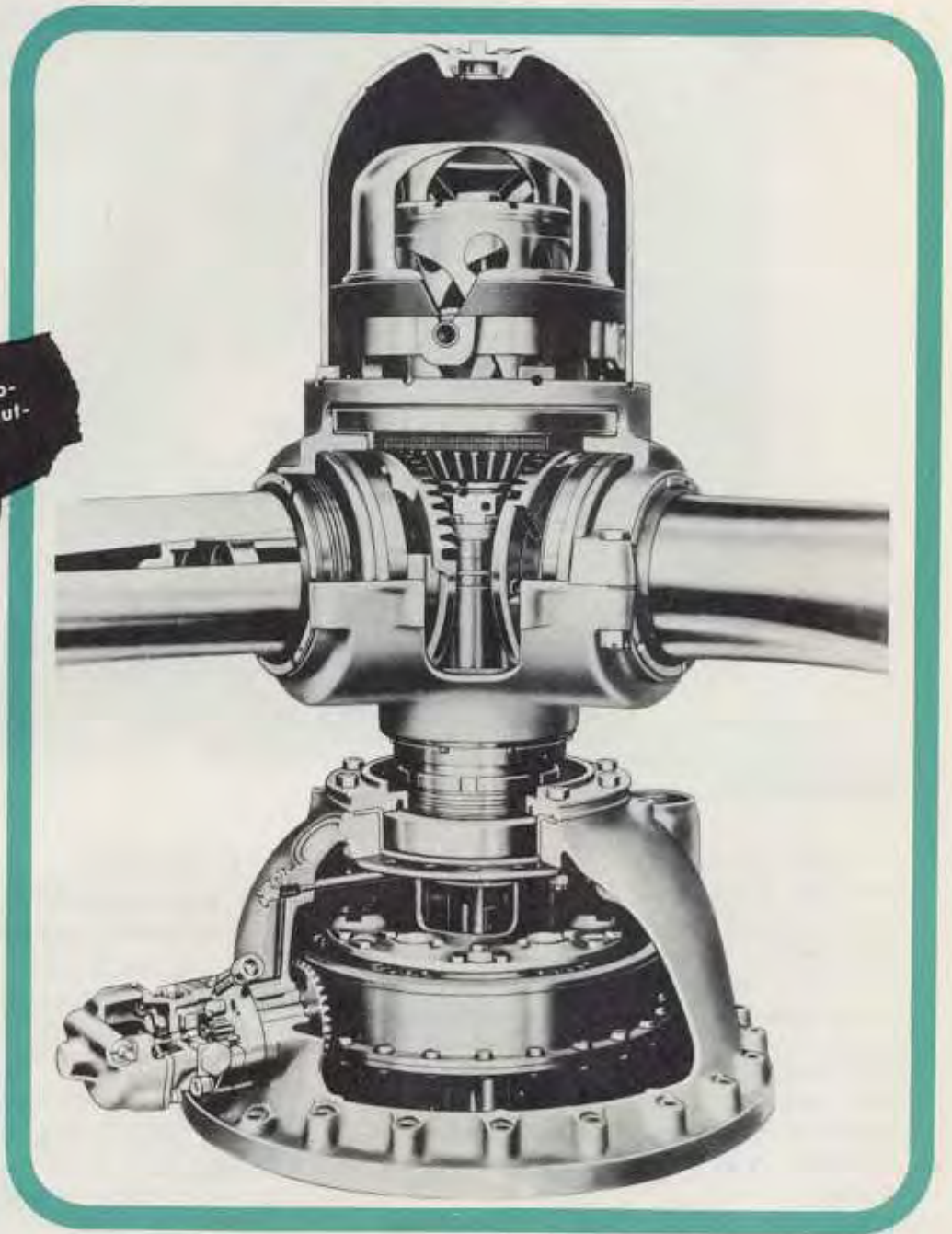


Figure 158—Hydro-matic Propeller—Cut-away View



3. Emergency unfeathering will be performed only when the use of the stopped engine is needed for landing or continued flight. In case the propeller was feathered because of a damaged engine, the use of this engine may result in further damage. Every precaution must be taken in warming up the cold engine.

4. A slow increase in rpm is indicative of insufficient oil supply. When this condition is noted, the manifold pressure and speed of the airplane will be re-

duced to prevent further increase in rpm and overspeeding of the propeller. If reducing the manifold pressure does not prevent an increase in rpm, the propeller will be feathered and the altitude of the airplane will be decreased to the level where proper propeller governor functioning last occurred.

5. Discharge, usually at altitude, of a large quantity of oil through the engine breather indicates the formation of a vacuum in the engine oil pump. If