

SAFETY BRIEF

The Importance of Locking the Primer

Primer Mechanism and Usage

The primer in a Cessna uses a spring-loaded needle to close off the fuel outlet port. If the primer isn't fully in and locked, this needle won't seal properly, causing fuel leakage.

Cold Start Procedure

Consult the POH for specific starting procedures. Generally, two pumps of the primer are enough for a cold start. Over-priming by pumping too many times can flood the engine, which might result in a fire hazard. If you smell fuel, stop and refer to the POH for the correct flooded engine procedure.

Conclusion: Primer In and Locked!

Always ensure the primer is **in** and **locked** before takeoff. This simple step can prevent rough running engine, inefficient fuel use, and potential safety hazards.

Remember, a properly locked primer ensures the spring-loaded needle is sealing the outlet port, keeping the engine running smoothly and safely.

Stay vigilant, and fly safe!

Risks of an Unlocked Primer

Dear fellow pilots,
It was recently observed that the primer in the C172 was not locked correctly.

An unlocked primer in the Cessna can cause serious issues. Specifically, the engine will run overly rich, leading to increased fuel flow and potential rough running or even engine failure.



ATTENTION Excessive fuel burn and engine roughness due to unlocked primer: On the approach phase of flight when the manifold pressure is low enough to suck fuel, it will flood the engine making it run really rough. And during cruise, it will increase the fuel flow. Leaning the engine won't fix the roughness since only 3 of the 4 cylinders are primed in the Lycoming.

