



Fig. 9-5. *Blade angles.*

An aircraft without an accumulator requires that the pilot put the prop lever full forward and get the engine turning by using the starter. As the engine moves the oil, the governor builds up oil pressure, which overcomes the force of the spring and moves the blade to a smaller angle. While this sounds easy, there are a few potential problems.

One problem is that it's more work for the starter; but more significant, the aircraft is totally reliant on the electrical system and starter. If any problem develops with either of those systems once the prop is feathered, you may have a real emergency on your hands. Hartzell feathering systems are used on Piper, Aero Commanders, some Beech, and older Cessnas. While there are differences, they are fundamentally similar to McCauley in both the feathering and unfeathering modes.

Preflight procedures from the pilot's operating handbook (POH) to test feathering capability should be followed closely. It is important to exercise the prop during preflight, especially on cold days when the oil tends to congeal. To do this, run the engine