

ITEM NO	EQUIPMENT LIST DESCRIPTION	REF DRAWING	WT LBS	ARM INS
J30-A-1	INCLUDES J30-A-1 AND REPLACES ITEMS F01-R, F04-R, BRAKE & NOSE WHEEL STEERING SYSTEMS. THE WT & ARM SHOWN ARE APPROXIMATE AND FOR REFERENCE ONLY. USE ACTUAL INSTALLED WT & ARM CHANGE. FLOAT PLANE CONSISTS OF ITEMS: A33-0- PROPPELLER, FLOAT PLANE, EXCHANGE F01-0- PLACARD, FLOAT PLANE OPERATION G31-A CABLES, CORROSION RESIST, EXCH. G13-A CORROSION PROOFING, INTERNAL G07-A RINGS & AIRPLANE HOISTING G58-A STEELAGE & HANDLE, REFUELING J10-A FUSELAGE MODIFICATION (OPT C) J11-A COMB DECK V-BRACE (INSTALLED) J12-A INTERCONNECT SYSTEM (INSTALLED) COMB ASSY, FLOAT PLANE (NET CHANGE) FLOAT PLANE EQUIPMENT KIT, PARTIAL OPTION B CONSISTS OF ITEMS: F01-0- PLACARD, FLOAT PLANE OPERATION G31-A CABLES, CORROSION RESIST, EXCH CORROSION PROOFING INTERNAL G07-A RINGS & AIRPLANE HOISTING G58-A STEELAGE & HANDLE, REFUELING J10-A FUSELAGE MODIFICATION J11-A COMB DECK V-BRACE (STOWED) J12-A INTERCONNECT SYSTEM (NET CHANGE) COMB ASSY, FLOAT PLANE (NET CHANGE) FLOAT PLANE KIT B WITH NO INTERNAL CORROSION PROOFING) G07-A STEELAGE & HANDLE, REFUELING J10-A FUSELAGE MODIFICATIONS J11-A COMB DECK V-BRACE (INSTALLED) J12-A INTERCONNECT SYSTEM (STOWED) COMB ASSY, FLOAT PLANE (NET CHANGE)	0500083 0550320 0505053 0500036 0500036 0541115 0513415 0500083 0513003 0560012 0552112-32 0500083 0505053 0500036 0500036 0541115 0513415 0500083 0513003 0560012 0552112-32 0541115 0513415 0500083 0513003 0560012 0552112-32 0541115	21.7* 1.3 0.0 10.0 1.7 1.6 1.1 0.4 NEGL 20.4*	52.3* -41.4 77.0 49.1 45.2 28.2 62.5*
J30-A-2				
J30-A-3				

SECTION 7 AIRPLANE & SYSTEMS DESCRIPTIONS

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INTRODUCTION

This section provides description and operation of the airplane and its systems. Some equipment described herein is optional and may not be installed in the airplane. Refer to Section 9, Supplements, for details of other optional systems and equipment.

AIRFRAME

The construction of the fuselage is a conventional formed sheet metal bulkhead, stringer, and skin design referred to as semi-monocoque. Major items of structure are the front and rear carry-through spars to which the wings are attached, a bulkhead and forgings for main landing gear attachment at the base of the rear doorposts, and a bulkhead with attaching plates at the base of the forward doorposts for the lower attachment of the wing struts. Four engine mount stringers are also attached to the forward doorposts and extend forward to the firewall.

The externally braced wings, containing the fuel tanks, are constructed of a front and rear spar with formed sheet metal ribs, doublers, and stringers. The entire structure is covered with aluminum skin. The front spars are equipped with wing-to-fuselage and wing-to-strut attach fittings. The aft spars are equipped with wing-to-fuselage attach fittings, and are partial-span spars. Conventional hinged ailerons and single-slotted flaps are attached to the trailing edge of the wings. The ailerons are constructed of a forward spar containing a balance weight, formed sheet metal ribs and "V" type corrugated aluminum skin joined together at the trailing edge. The flaps are constructed basically the same as the ailerons, with the exception of the balance weight and the addition of a formed sheet metal leading edge section.

The empennage (tail assembly) consists of a conventional vertical stabilizer, rudder, horizontal stabilizer, and elevator. The vertical stabilizer consists of a spar, formed sheet metal ribs and reinforcements, a wrap-around skin panel, formed leading edge skin, and a dorsal. The rudder is constructed of a formed leading edge skin containing hinge halves, a center wrap-around skin panel, ribs, an aft wrap-around skin panel which is joined at the trailing edge of the rudder by a filler strip, and a ground adjustable trim tab at the base of the trailing edge. The top of the rudder incorporates a leading edge extension which contains a balance weight. The horizontal stabilizer is constructed of a forward and aft spar, ribs and stiffeners, center, left, and right wrap-around skin panels, and formed leading edge skins. The horizontal stabilizer also contains the elevator trim tab actuator. Construction of the elevator consists of formed leading edge skins, a forward spar, aft channel, ribs, torque tube and

er will crank the engine. When the switch is released, it will automatically return to the BOTH position.

AIR INDUCTION SYSTEM

The engine air induction system receives ram air through an intake in the lower front portion of the engine cowling. The intake is covered by an air filter which removes dust and other foreign matter from the induction air. Airflow passing through the filter enters an airbox at the front of the engine. After passing through the airbox, induction air enters the inlet in the carburetor which is under the engine, and is then ducted to the engine cylinders through intake manifold tubes. In the event carburetor ice is encountered or the intake filter becomes blocked, alternate heated air can be obtained from a shroud around an exhaust riser through a duct to a valve, in the airbox, operated by the carburetor heat control on the instrument panel. Heated air from the shroud is obtained from an unfiltered outside source. Use of full carburetor heat at full throttle will result in a loss of approximately 100 to 225 RPM.

EXHAUST SYSTEM

Exhaust gas from each cylinder passes through riser assemblies to a muffler and tailpipe. The muffler is constructed with a shroud around the outside which forms a heating chamber for cabin heater air.

CARBURETOR AND PRIMING SYSTEM

The engine is equipped with an up-draft, float-type, fixed jet carburetor mounted on the bottom of the engine. The carburetor is equipped with an enclosed accelerator pump, simplified fuel passages to prevent vapor locking, an idle cut-off mechanism, and a manual mixture control. Fuel is delivered to the carburetor by gravity flow from the fuel system. In the carburetor, fuel is atomized, proportionally mixed with intake air, and delivered to the cylinders through intake manifold tubes. The proportion of atomized fuel to air is controlled, within limits, by the mixture control on the instrument panel.

For easy starting in cold weather, the engine is equipped with a manual primer. The primer is actually a small pump which draws fuel from the fuel strainer when the plunger is pulled out, and injects it into the cylinder intake ports when the plunger is pushed back in. The plunger knob, on the instrument panel, is equipped with a lock and, after being pushed full in, must be rotated either left or right until the knob cannot be pulled out.

COOLING SYSTEM

Ram air for engine cooling enters through two intake openings in the front of the engine cowling. The cooling air is directed around the cylinders and other areas of the engine by baffling, and is then exhausted through an opening at the bottom aft edge of the cowling. No manual cooling system control is provided.

A winterization kit is available and consists of two baffles which attach to the air intakes in the cowling nose cap, a restrictive cover plate for the oil cooler air inlet in the right rear vertical engine baffle, and insulation for the crankcase breather line. This equipment should be installed for operations in temperatures consistently below -7°C (20°F). Once installed, the crankcase breather insulation is approved for permanent use in both hot and cold weather.

PROPELLER

The airplane is equipped with a two-bladed, fixed-pitch, one-piece forged aluminum alloy propeller which is anodized to retard corrosion. The propeller is 75 inches in diameter.

FUEL SYSTEM

The airplane may be equipped with either a standard fuel system or a long range system (see figure 7-6). Both systems consist of two vented fuel tanks (one in each wing), a four-position selector valve, fuel strainer, manual primer, and carburetor. Refer to figure 7-5 for fuel quantity data for both systems.

Fuel flows by gravity from the two wing tanks to a four-position selec-

FUEL QUANTITY DATA (U. S. GALLONS)			
TANKS	TOTAL USABLE FUEL ALL FLIGHT CONDITIONS	TOTAL UNUSABLE FUEL	TOTAL FUEL VOLUME
STANDARD (21 Gal. Each)	38	4	42
LONG RANGE (26 Gal. Each)	48	4	52

Figure 7-5. Fuel Quantity Data

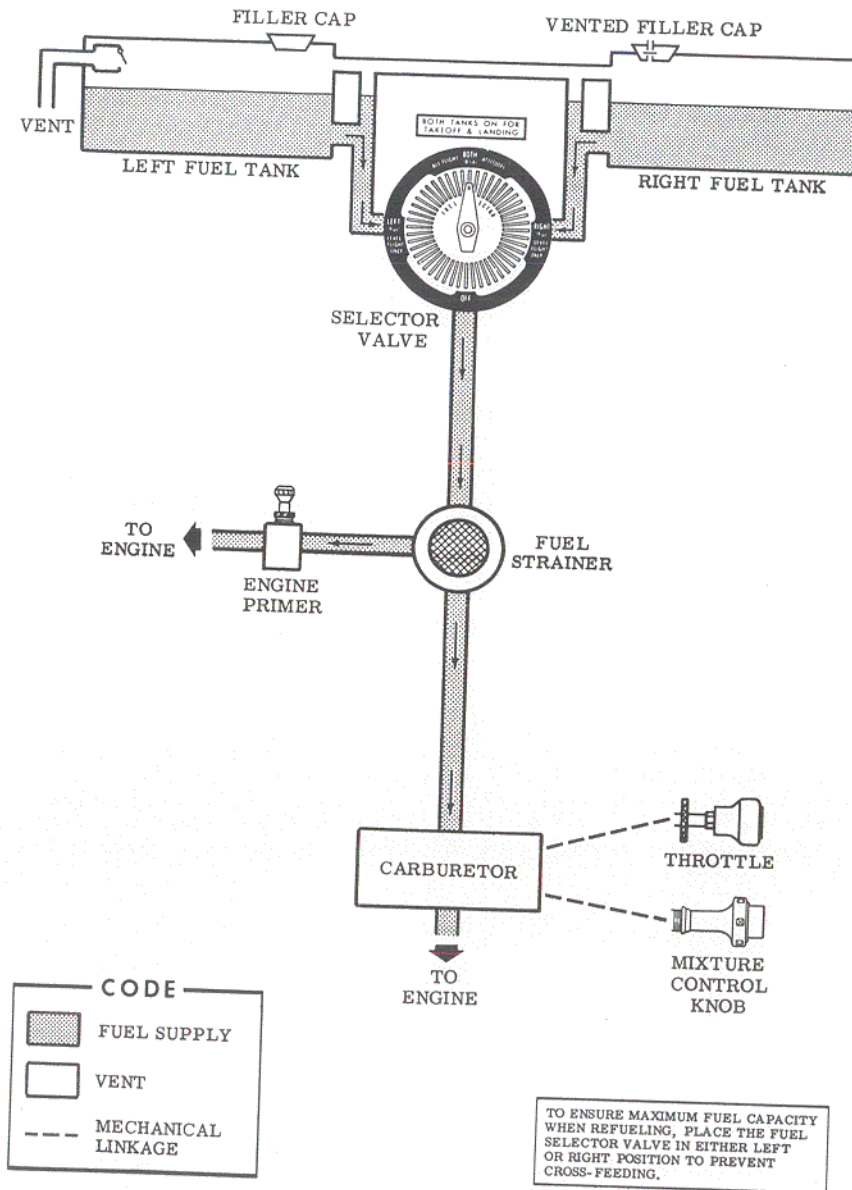


Figure 7-6. Fuel System (Standard and Long Range)

tor valve, labeled BOTH, RIGHT, LEFT, and OFF. With the selector valve in either the BOTH, LEFT, or RIGHT position, fuel flows through a strainer to the carburetor. From the carburetor, mixed fuel and air flows to the cylinders through intake manifold tubes. The manual primer draws its fuel from the fuel strainer and injects it into the cylinder intake ports.

Fuel system venting is essential to system operation. Blockage of the system will result in decreasing fuel flow and eventual engine stoppage. Venting is accomplished by an interconnecting line from the right fuel tank to the left tank. The left fuel tank is vented overboard through a vent line, equipped with a check valve, which protrudes from the bottom surface of the left wing near the wing strut. The right fuel tank filler cap is also vented.

Fuel quantity is measured by two float-type fuel quantity transmitters (one in each tank) and indicated by two electrically-operated fuel quantity indicators on the left side of the instrument panel. An empty tank is indicated by a red line and the letter E. When an indicator shows an empty tank, approximately 2 gallons remain in a standard tank, and 2 gallons remain in a long range tank as unusable fuel. The indicators cannot be relied upon for accurate readings during skids, slips, or unusual attitudes.

The fuel selector valve should be in the BOTH position for takeoff, climb, landing, and maneuvers that involve prolonged slips or skids. Operation from either LEFT or RIGHT tank is reserved for cruising flight.

NOTE

With low fuel (1/8th tank or less), a prolonged steep descent (1500 feet or more) with partial power, full flaps, and 70 KIAS or greater should be avoided due to the possibility of the fuel tank outlets being uncovered, causing temporary fuel starvation. If starvation occurs, leveling the nose should restore power within 20 seconds.

NOTE

When the fuel selector valve handle is in the BOTH position in cruising flight, unequal fuel flow from each tank may occur if the wings are not maintained exactly level. Resulting wing heaviness can be alleviated gradually by turning the selector valve handle to the tank in the "heavy" wing.

NOTE

It is not practical to measure the time required to consume all of the fuel in one tank, and, after switching to the opposite tank, expect an equal duration from the remaining fuel. The airspace in both fuel tanks is inter-

connected by a vent line and, therefore, some sloshing of fuel between tanks can be expected when the tanks are nearly full and the wings are not level.

The fuel system is equipped with drain valves to provide a means for the examination of fuel in the system for contamination and grade. The system should be examined before the first flight of every day and after each refueling, by using the sampler cup provided to drain fuel from the wing tank sumps, and by utilizing the fuel strainer drain under an access panel on the right side of the engine cowling. The fuel tanks should be filled after each flight to prevent condensation.

BRAKE SYSTEM

The airplane has a single-disc, hydraulically-actuated brake on each main landing gear wheel. Each brake is connected, by a hydraulic line, to a master cylinder attached to each of the pilot's rudder pedals. The brakes are operated by applying pressure to the top of either the left (pilot's) or right (copilot's) set of rudder pedals, which are interconnected. When the airplane is parked, both main wheel brakes may be set by utilizing the parking brake which is operated by a handle under the left side of the instrument panel. To apply the parking brake, set the brakes with the rudder pedals, pull the handle aft, and rotate it 90° down.

For maximum brake life, keep the brake systems properly maintained, and minimize brake usage during taxi operations and landings.

Some of the symptoms of impending brake failure are: gradual decrease in braking action after brake application, noisy or dragging brakes, soft or spongy pedals, short pedal travel and hard pedal, and excessive travel and weak braking action. If any of these symptoms appear, the brake system is in need of immediate attention. If, during taxi or landing roll, braking action decreases, let up on the pedals and then re-apply the brakes with heavy pressure. If the brakes become spongy or pedal travel increases, pumping the pedals should build braking pressure. If one brake becomes weak or fails, use the other brake sparingly while using opposite rudder, as required, to offset the good brake.

ELECTRICAL SYSTEM

Electrical energy (see figure 7-7) is supplied by a 14-volt, direct-current system powered by an engine-driven, 60-amp alternator. The 12-volt, 25-amp hour battery is located on the left side of the firewall. Power is supplied to all electrical circuits through a split bus bar, one side containing electronic system circuits and the other side having general electrical system circuits. Both sides of the bus are on at all times

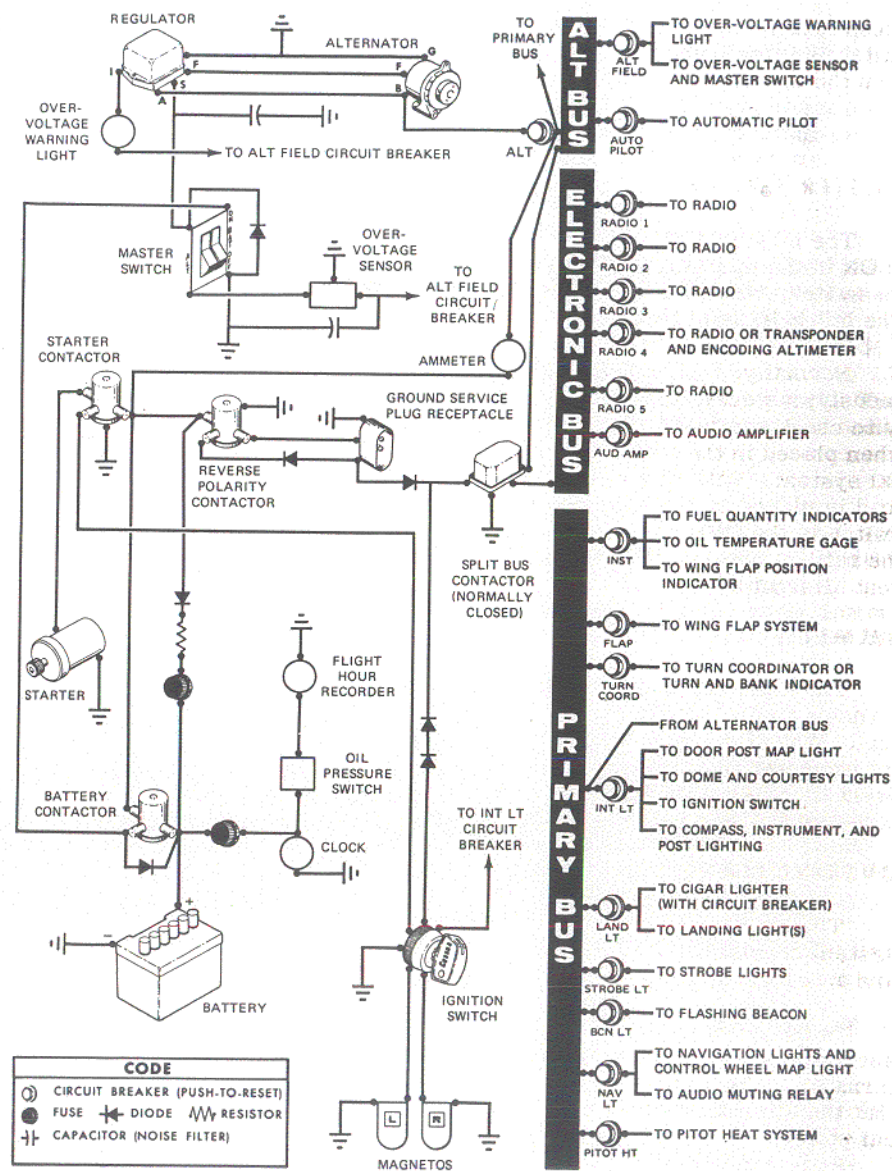


Figure 7-7. Electrical System

except when either an external power source is connected or the starter switch is turned on; then a power contactor is automatically activated to open the circuit to the electronic bus. Isolating the electronic circuits in this manner prevents harmful transient voltages from damaging the transistors in the electronic equipment.

MASTER SWITCH

The master switch is a split-rocker type switch labeled MASTER, and is ON in the up position and OFF in the down position. The right half of the switch, labeled BAT, controls all electrical power to the airplane. The left half, labeled ALT, controls the alternator.

Normally, both sides of the master switch should be used simultaneously; however, the BAT side of the switch could be turned ON separately to check equipment while on the ground. The ALT side of the switch, when placed in the OFF position, removes the alternator from the electrical system. With this switch in the OFF position, the entire electrical load is placed on the battery. Continued operation with the alternator switch in the OFF position will reduce battery power low enough to open the battery contactor, remove power from the alternator field, and prevent alternator restart.

AMMETER

The ammeter indicates the flow of current, in amperes, from the alternator to the battery or from the battery to the airplane electrical system. When the engine is operating and the master switch is turned on, the ammeter indicates the charging rate applied to the battery. In the event the alternator is not functioning or the electrical load exceeds the output of the alternator, the ammeter indicates the battery discharge rate.

OVER-VOLTAGE SENSOR AND WARNING LIGHT

The airplane is equipped with an automatic over-voltage protection system consisting of an over-voltage sensor behind the instrument panel and a red warning light, labeled HIGH VOLTAGE, adjacent to the ammeter.

In the event an over-voltage condition occurs, the over-voltage sensor automatically removes alternator field current and shuts down the alternator. The red warning light will then turn on, indicating to the pilot that the alternator is not operating and the battery is supplying all electrical power.

The over-voltage sensor may be reset by turning the master switch off and back on again. If the warning light does not illuminate, normal

alternator charging has resumed; however, if the light does illuminate again, a malfunction has occurred, and the flight should be terminated as soon as practical.

The warning light may be tested by momentarily turning off the ALT portion of the master switch and leaving the BAT portion turned on.

CIRCUIT BREAKERS AND FUSES

Most of the electrical circuits in the airplane are protected by "push-to-reset" circuit breakers mounted on the left side of the instrument panel. Exceptions to this are the battery contactor closing (external power) circuit, clock, and flight hour recorder circuits which have fuses mounted near the battery. The control wheel map light is protected by the NAV LT circuit breaker on the instrument panel, and a fuse behind the panel. The cigar lighter is protected by a manually reset circuit breaker on the back of the lighter, and by the LAND LT circuit breaker.

GROUND SERVICE PLUG RECEPTACLE

A ground service plug receptacle may be installed to permit the use of an external power source for cold weather starting and during lengthy maintenance work on the airplane electrical system (with the exception of electronic equipment). The receptacle is located behind a door on the left side of the fuselage near the aft edge of the cowling.

NOTE

Electrical power for the airplane electrical circuits is provided through a split bus bar having all electronic circuits on one side of the bus and other electrical circuits on the other side of the bus. When an external power source is connected, a contactor automatically opens the circuit to the electronic portion of the split bus bar as a protection against damage to the transistors in the electronic equipment by transient voltages from the power source. Therefore, the external power source can not be used as a source of power when checking electronic components.

Just before connecting an external power source (generator type or battery cart), the master switch should be turned on.

The ground service plug receptacle circuit incorporates a polarity reversal protection. Power from the external power source will flow only if the ground service plug is correctly connected to the airplane. If the plug is accidentally connected backwards, no power will flow to the electrical system, thereby preventing any damage to electrical equipment.

The battery and external power circuits have been designed to completely eliminate the need to "jumper" across the battery contactor to close it for charging a completely "dead" battery. A special fused circuit in the external power system supplies the needed "jumper" across the contacts so that with a "dead" battery and an external power source applied, turning on the master switch will close the battery contactor.

LIGHTING SYSTEMS

EXTERIOR LIGHTING

Conventional navigation lights are located on the wing tips and top of the rudder. A single landing light or dual landing/taxi lights are installed in the cowl nose cap, and a flashing beacon is mounted on top of the vertical fin. Additional lighting is available and includes a strobe light on each wing tip and two courtesy lights, one under each wing, just outboard of the cabin door. The courtesy lights are operated by the dome light switch on the overhead console. All exterior lights, except the courtesy lights, are controlled by rocker type switches on the left switch and control panel. The switches are ON in the up position and OFF in the down position.

The flashing beacon should not be used when flying through clouds or overcast; the flashing light reflected from water droplets or particles in the atmosphere, particularly at night, can produce vertigo and loss of orientation.

The two high intensity strobe lights will enhance anti-collision protection. However, the lights should be turned off when taxiing in the vicinity of other aircraft, or during night flight through clouds, fog or haze.

INTERIOR LIGHTING

Instrument and control panel lighting is provided by flood lighting, integral lighting, and post lighting (if installed). Two concentric rheostat control knobs below the engine controls, labeled PANEL LT and RADIO LT, control intensity of the instrument and control panel lighting. A slide-type switch (if installed) on the overhead console, labeled PANEL LTS, is used to select flood lighting in the FLOOD position, post lighting in the POST position, or a combination of post and flood lighting in the BOTH position.

Instrument and control panel flood lighting consists of a single red flood light in the forward part of the overhead console. To use the flood lighting, rotate the PANEL LT rheostat control knob clockwise to the desired intensity.

The instrument panel may be equipped with post lights which are

mounted at the edge of each instrument or control and provide direct lighting. The lights are operated by placing the PANEL LTS selector switch in the POST position and adjusting light intensity with the PANEL LT rheostat control knob. By placing the PANEL LTS selector switch in the BOTH position, the post lights can be used in combination with the standard flood lighting.

The engine instruments, fuel quantity indicators, radio equipment, and magnetic compass have integral lighting and operate independently of post or flood lighting. Light intensity of the engine instruments, fuel quantity indicators, and radio lighting is controlled by the RADIO LT rheostat control knob. The integral compass light intensity is controlled by the PANEL LT rheostat control knob.

A cabin dome light, in the aft part of the overhead console, is operated by a switch near the light. To turn the light on, move the switch to the right.

A control wheel map light is available and is mounted on the bottom of the pilot's control wheel. The light illuminates the lower portion of the cabin just forward of the pilot and is helpful when checking maps and other flight data during night operations. To operate the light, first turn on the NAV LT switch; then adjust the map light's intensity with the knurled disk type rheostat control located at the bottom of the control wheel.

A doorpost map light is available, and is near the top of the left forward doorpost. It contains both red and white bulbs and may be positioned to illuminate any area desired by the pilot. The light is controlled by a switch, below the light, which is labeled RED, OFF, and WHITE. Placing the switch in the top position will provide a red light. In the bottom position, standard white lighting is provided. In the center position, the map light is turned off.

The most probable cause of a light failure is a burned out bulb; however, in the event any of the lighting systems fail to illuminate when turned on, check the appropriate circuit breaker. If the circuit breaker has opened (white button popped out), and there is no obvious indication of a short circuit (smoke or odor), turn off the light switch of the affected lights, reset the breaker, and turn the switch on again. If the breaker opens again, do not reset it.

CABIN HEATING, VENTILATING AND DEFROSTING SYSTEM

The temperature and volume of airflow into the cabin can be regulated to any degree desired by manipulation of the push-pull CABIN HT and

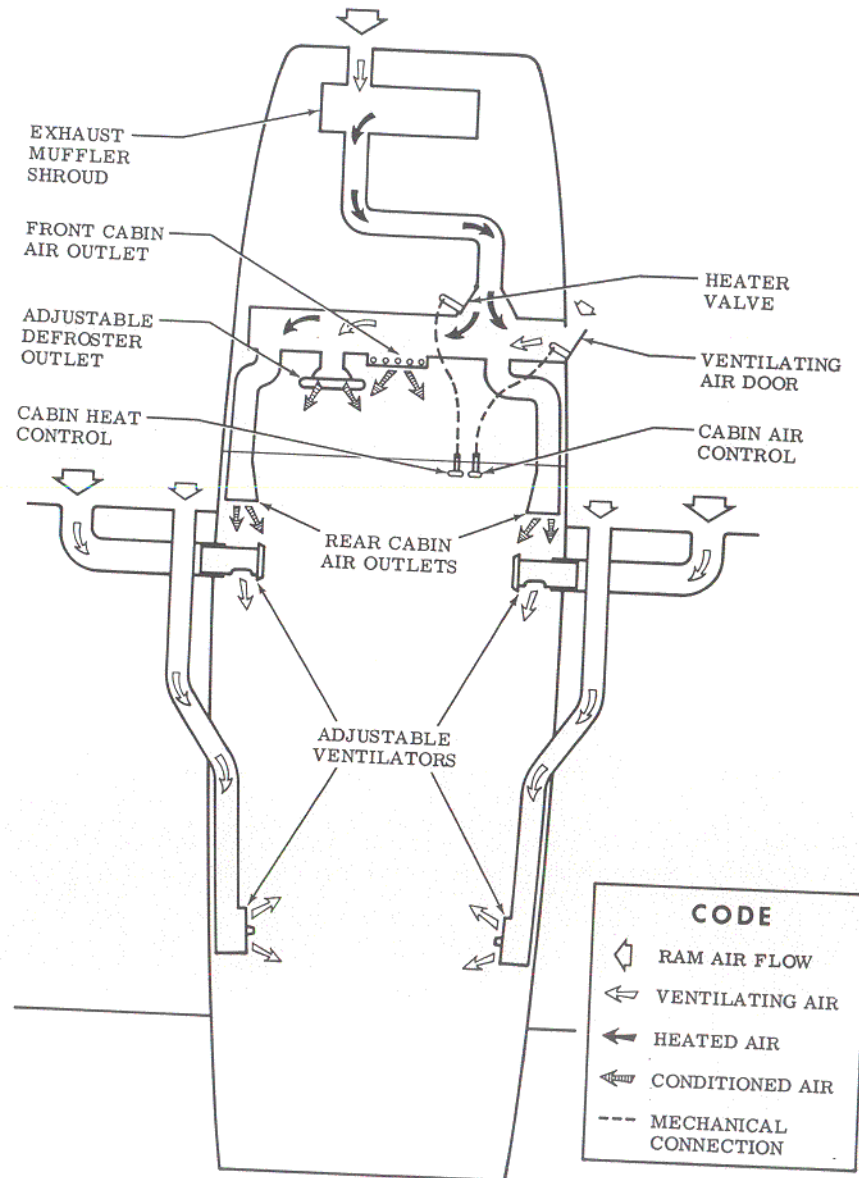


Figure 7-8. Cabin Heating, Ventilating, and Defrosting System

CABIN AIR control knobs (see figure 7-8).

For cabin ventilation, pull the CABIN AIR knob out. To raise the air temperature, pull the CABIN HT knob out approximately 1/4 to 1/2 inch for a small amount of cabin heat. Additional heat is available by pulling the knob out farther; maximum heat is available with the CABIN HT knob pulled out and the CABIN AIR knob pushed full in. When no heat is desired in the cabin, the CABIN HT knob is pushed full in.

Front cabin heat and ventilating air is supplied by outlet holes spaced across a cabin manifold just forward of the pilot's and copilot's feet. Rear cabin heat and air is supplied by two ducts from the manifold, one extending down each side of the cabin to an outlet at the front door post at floor level. Windshield defrost air is also supplied by a duct leading from the cabin manifold. Two knobs control sliding valves in the defroster outlet and permit regulation of defroster airflow.

Separate adjustable ventilators supply additional air; one near each upper corner of the windshield supplies air for the pilot and copilot, and two ventilators are available for the rear cabin area to supply air to the rear seat passengers.

PITOT-STATIC SYSTEM AND INSTRUMENTS

The pitot-static system supplies ram air pressure to the airspeed indicator and static pressure to the airspeed indicator, rate-of-climb indicator and altimeter. The system is composed of either an unheated or heated pitot tube mounted on the lower surface of the left wing, an external static port, on the lower left side of the fuselage, and the associated plumbing necessary to connect the instruments to the sources.

The heated pitot system consists of a heating element in the pitot tube, a rocker-type switch labeled PITOT HT on the lower left side of the instrument panel, a 10-amp circuit breaker on the switch and control panel, and associated wiring. When the pitot heat switch is turned on, the element in the pitot tube is heated electrically to maintain proper operation in possible icing conditions. Pitot heat should be used only as required.

A static pressure alternate source valve may be installed adjacent to the throttle for use when the external static source is malfunctioning. This valve supplies static pressure from inside the cabin instead of the external static port.

If erroneous instrument readings are suspected due to water or ice in the pressure line going to the standard external static pressure source, the alternate static source valve should be pulled on.

Pressures within the cabin will vary with open cabin ventilators and windows. Refer to Sections 3 and 5 for the effect of varying cabin pressures on airspeed and altimeter readings.

AIRSPPEED INDICATOR

The airspeed indicator is calibrated in knots and miles per hour. Limitation and range markings include the white arc (41 to 85 knots), green arc (47 to 128 knots), yellow arc (128 to 160 knots), and a red line (160 knots).

If a true airspeed indicator is installed, it is equipped with a rotatable ring which works in conjunction with the airspeed indicator dial in a manner similar to the operation of a flight computer. To operate the indicator first rotate the ring until pressure altitude is aligned with outside air temperature in degrees Fahrenheit. Pressure altitude should not be confused with indicated altitude. To obtain pressure altitude, momentarily set the barometric scale on the altimeter to 29.92 and read pressure altitude on the altimeter. Be sure to return the altimeter barometric scale to the original barometric setting after pressure altitude has been obtained. Having set the ring to correct for altitude and temperature, then read the airspeed shown on the rotatable ring by the indicator pointer. For best accuracy, this indication should be corrected to calibrated airspeed by referring to the Airspeed Calibration chart in Section 5. Knowing the calibrated airspeed, read true airspeed on the ring opposite the calibrated airspeed.

RATE-OF-CLIMB INDICATOR

The rate-of-climb indicator depicts airplane rate of climb or descent in feet per minute. The pointer is actuated by an atmospheric pressure change supplied by the static source.

ALTIMETER

Airplane altitude is depicted by a barometric type altimeter. A knob near the lower left portion of the indicator provides adjustment of the instrument's barometric scale to the proper barometric pressure reading.

VACUUM SYSTEM AND INSTRUMENTS

An engine-driven vacuum system (see figure 7-9) provides the suction necessary to operate the attitude indicator and directional indicator. The system consists of a vacuum pump mounted on the engine, a vacuum relief valve and vacuum system air filter on the aft side of the firewall below the instrument panel, and instruments (including a suction gage) on

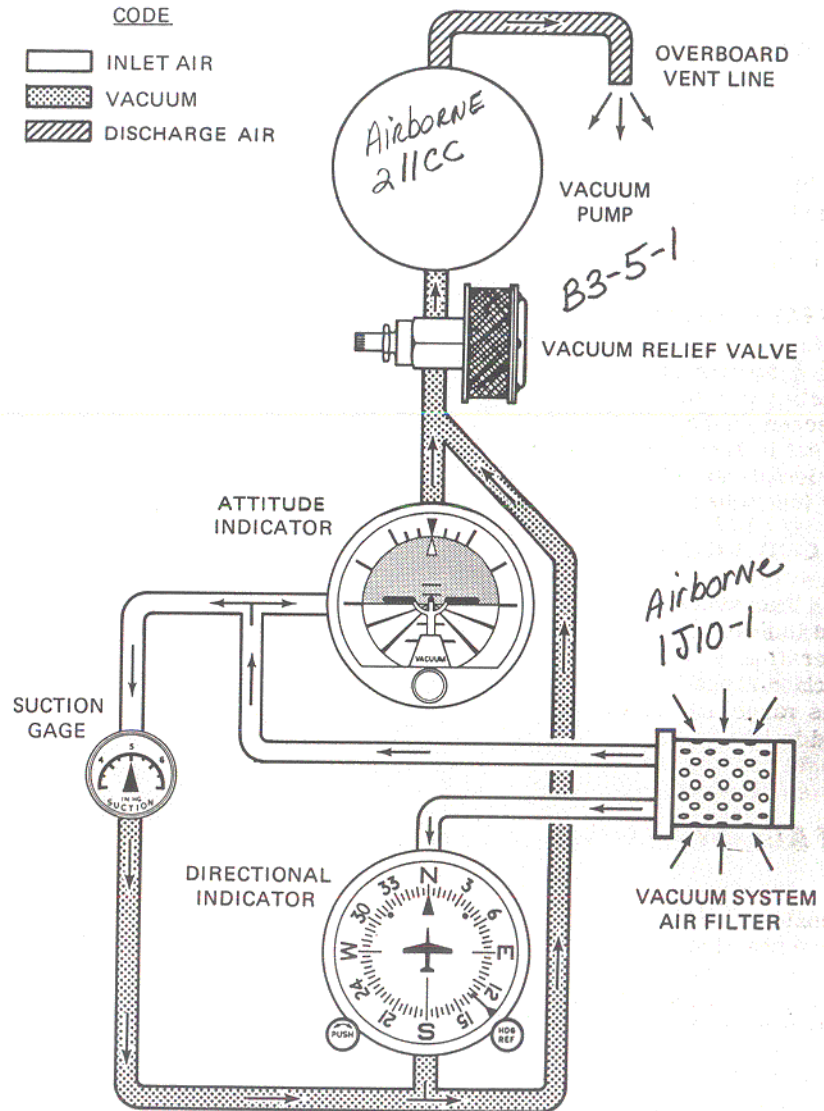


Figure 7-9. Vacuum System

the left side of the instrument panel.

ATTITUDE INDICATOR

The attitude indicator gives a visual indication of flight attitude. Bank attitude is presented by a pointer at the top of the indicator relative to the bank scale which is marked in increments of 10°, 20°, 30°, 60°, and 90° either side of the center mark. Pitch attitude is presented by a miniature airplane in relation to the horizon bar. A knob at the bottom of the instrument is provided for in-flight adjustment of the miniature airplane to the horizon bar for a more accurate flight attitude indication.

DIRECTIONAL INDICATOR

A directional indicator displays airplane heading on a compass card in relation to a fixed simulated airplane image and index. The indicator will precess slightly over a period of time. Therefore, the compass card should be set in accordance with the magnetic compass just prior to takeoff, and occasionally re-adjusted on extended flights. A knob on the lower left edge of the instrument is used to adjust the compass card to correct for precession.

SUCTION GAGE

The suction gage is located on the left side of the instrument panel and indicates, in inches of mercury, the amount of suction available for operation of the attitude indicator and directional indicator. The desired suction range is 4.6 to 5.4 inches of mercury. A suction reading below this range may indicate a system malfunction or improper adjustment, and in this case, the indicators should not be considered reliable.

STALL WARNING SYSTEM

The airplane is equipped with a pneumatic-type stall warning system consisting of an inlet in the leading edge of the left wing, an air-operated horn near the upper left corner of the windshield, and associated plumbing. As the airplane approaches a stall, a low pressure condition is created over the leading edge of the wings. This low pressure creates a differential pressure (vacuum) in the stall warning system which draws air through the warning horn, resulting in an audible warning at 5 to 10 knots above stall in all flight conditions.

The stall warning system should be checked during the preflight inspection by placing a clean handkerchief over the vent opening and applying suction. A sound from the warning horn will confirm that the system

is operative.

AVIONICS SUPPORT EQUIPMENT

The airplane may, at the owner's discretion, be equipped with various types of avionics support equipment such as an audio control panel, microphone-headset, and static dischargers. The following paragraphs discuss these items.

AUDIO CONTROL PANEL

Operation of radio equipment is covered in Section 9 of this handbook. When one or more radios are installed, a transmitter/audio switching system is provided (see figure 7-10). The operation of this switching system is described in the following paragraphs.

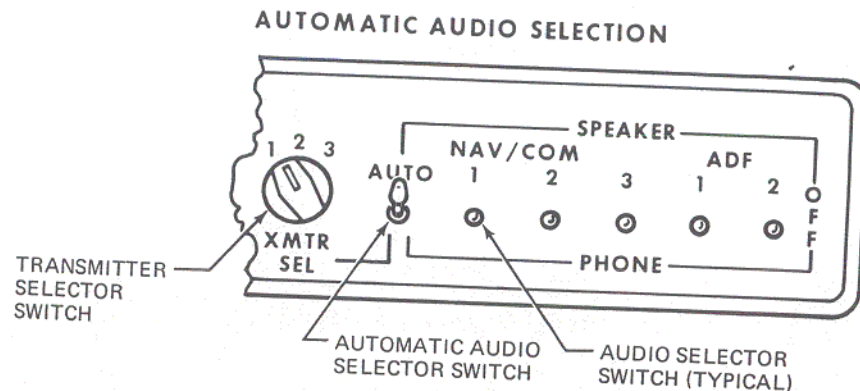
TRANSMITTER SELECTOR SWITCH

A rotary type transmitter selector switch, labeled XMTR SEL, is provided to connect the microphone to the transmitter the pilot desires to use. To select a transmitter, rotate the switch to the number corresponding to that transmitter. The numbers 1, 2 and 3 above the switch correspond to the top, second and third transceivers in the avionics stack.

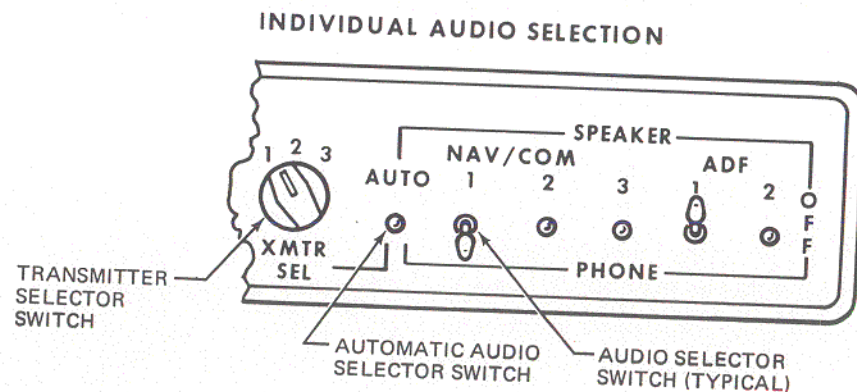
An audio amplifier is required for speaker operation, and is automatically selected, along with the transmitter, by the transmitter selector switch. As an example, if the number 1 transmitter is selected, the audio amplifier in the associated NAV/COM receiver is also selected, and functions as the amplifier for ALL speaker audio. In the event the audio amplifier in use fails, as evidenced by loss of all speaker audio, select another transmitter. This should re-establish speaker audio. Headset audio is not affected by audio amplifier operation.

AUTOMATIC AUDIO SELECTOR SWITCH

A toggle switch, labeled AUTO, can be used to automatically match the appropriate NAV/COM receiver audio to the transmitter being selected. To utilize this automatic feature, leave all NAV/COM receiver switches in the OFF (center) position, and place the AUTO selector switch in either the SPEAKER or PHONE position, as desired. Once the AUTO selector switch is positioned, the pilot may then select any transmitter and its associated NAV/COM receiver audio simultaneously with the transmitter selector switch. If automatic audio selection is not desired, the AUTO selector switch should be placed in the OFF (center) position.



As illustrated, the number 1 transmitter is selected, the AUTO selector switch is in the SPEAKER position, and the NAV/COM 1, 2 and 3 and ADF 1 and 2 audio selector switches are in the OFF position. With the switches set as shown, the pilot will transmit on the number 1 transmitter and hear the number 1 NAV/COM receiver through the airplane speaker.



As illustrated, the number 1 transmitter is selected, the AUTO selector switch is in the OFF position, the number 1 NAV/COM receiver is in the PHONE position, and the number 1 ADF is in the SPEAKER position. With the switches set as shown, the pilot will transmit on the number 1 transmitter and hear the number 1 NAV/COM receiver on a headset, while the passengers are listening to the ADF audio through the airplane speaker. If another audio selector switch is placed in either the PHONE or SPEAKER position, it will be heard simultaneously with either the number 1 NAV/COM or number 1 ADF respectively.

Figure 7-10. Audio Control Panel

AUDIO SELECTOR SWITCHES

The audio selector switches, labeled NAV/COM 1, 2 and 3 and ADF 1 and 2, allow the pilot to initially pre-tune all NAV/COM and ADF receivers, and then individually select and listen to any receiver or combination of receivers. To listen to a specific receiver, first check that the AUTO selector switch is in the OFF (center) position, then place the audio selector switch corresponding to that receiver in either the SPEAKER (up) or PHONE (down) position. To turn off the audio of the selected receiver, place that switch in the OFF (center) position. If desired, the audio selector switches can be positioned to permit the pilot to listen to one receiver on a headset while the passengers listen to another receiver on the airplane speaker.

The ADF 1 and 2 switches may be used anytime ADF audio is desired. If the pilot wants only ADF audio, for station identification or other reasons, the AUTO selector switch (if in use) and all other audio selector switches should be in the OFF position. If simultaneous ADF and NAV/COM audio is acceptable to the pilot, no change in the existing switch positions is required. Place the ADF 1 or 2 switch in either the SPEAKER or PHONE position and adjust radio volume as desired.

NOTE

If the NAV/COM audio selector switch corresponding to the selected transmitter is in the PHONE position with the AUTO selector switch in the SPEAKER position, all audio selector switches placed in the PHONE position will automatically be connected to both the airplane speaker and any headsets in use.

MICROPHONE-HEADSET

The microphone-headset combination consists of the microphone and headset combined in a single unit and a microphone keying switch located on the left side of the pilot's control wheel. The microphone-headset permits the pilot to conduct radio communications without interrupting other control operations to handle a hand-held microphone. Also, passengers need not listen to all communications. The microphone and headset jacks are located near the lower left corner of the instrument panel.

STATIC DISCHARGERS

If frequent IFR flights are planned, installation of wick-type static dischargers is recommended to improve radio communications during flight

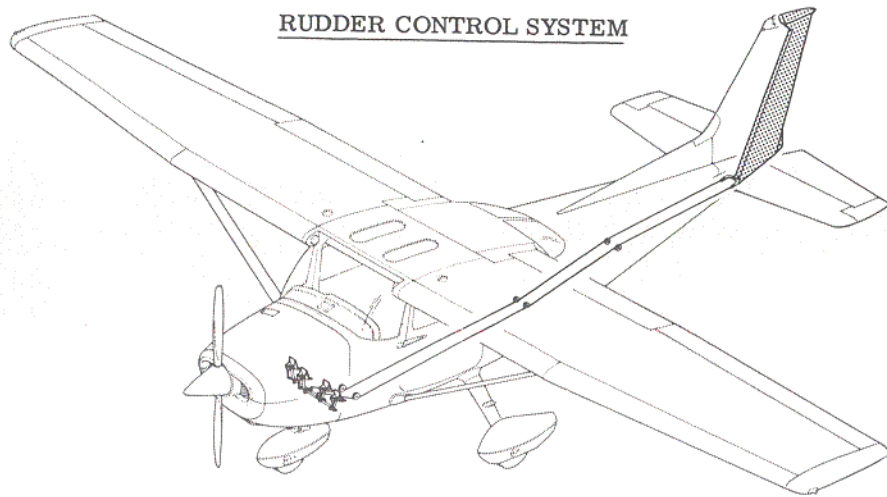
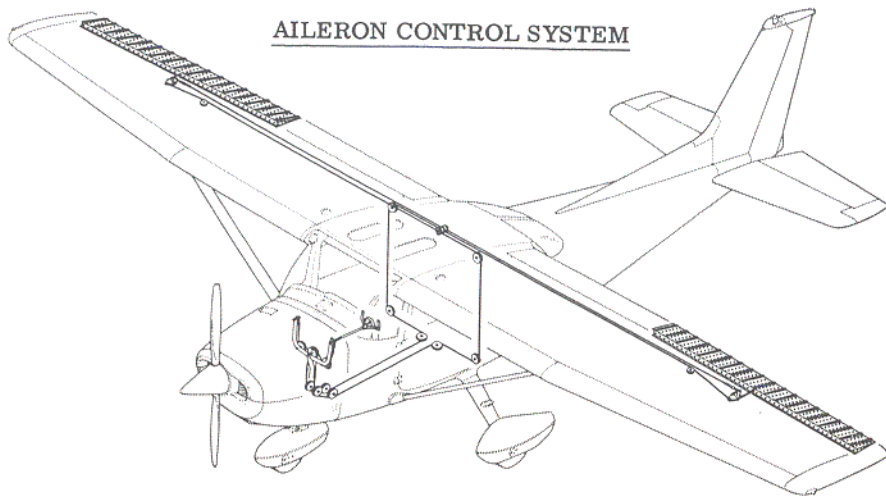


Figure 7-1. Flight Control and Trim Systems (Sheet 1 of 2)

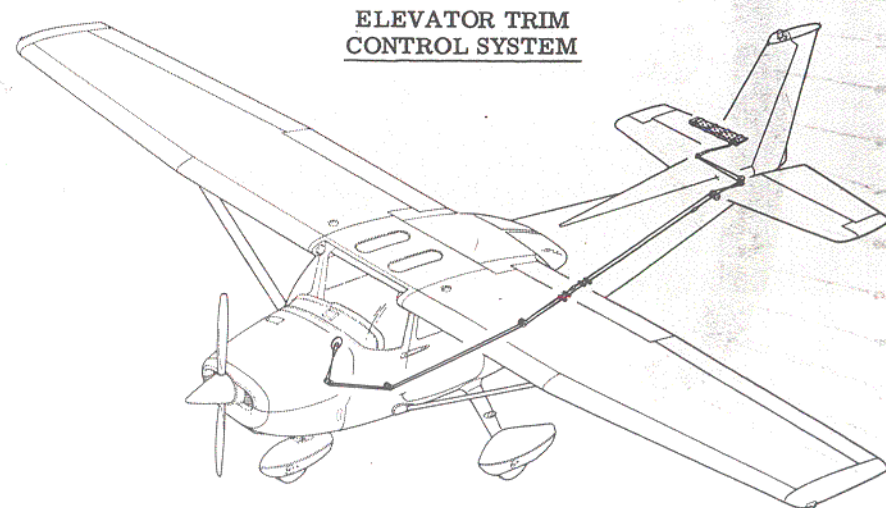
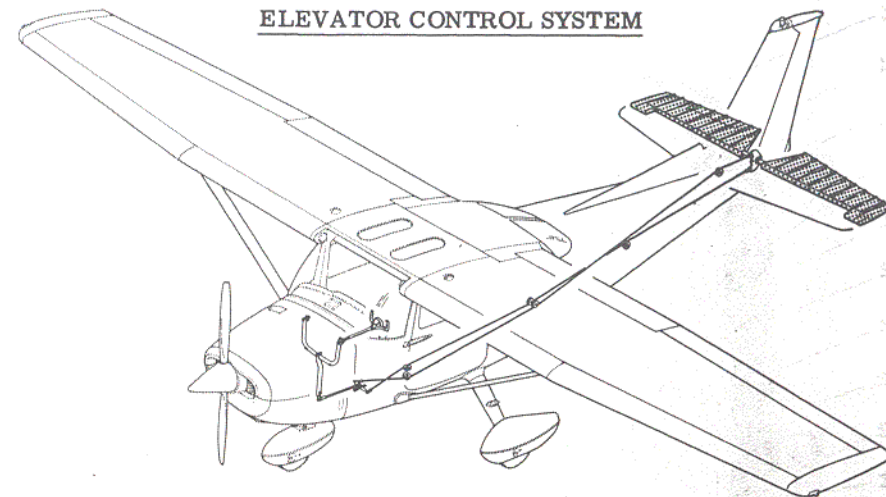


Figure 7-1. Flight Control and Trim Systems (Sheet 2 of 2)

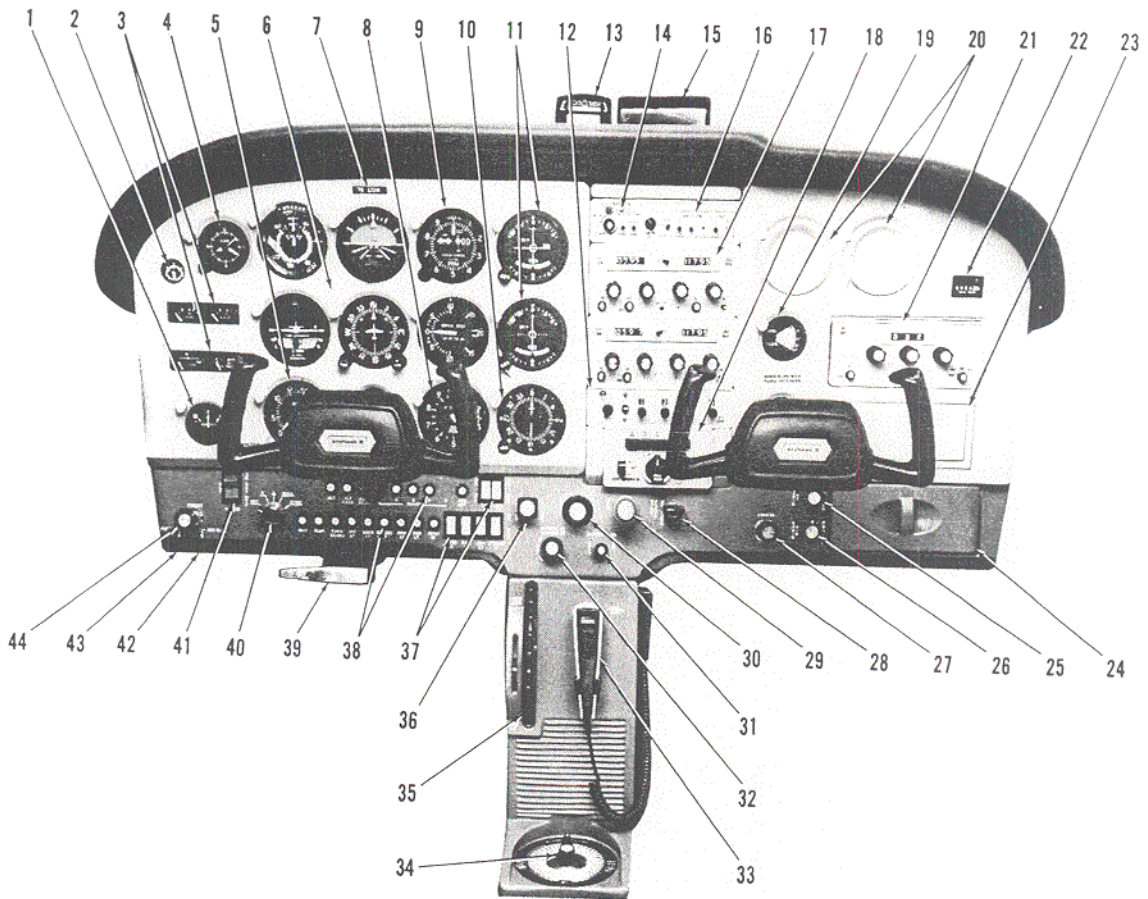


Figure 7-2. Instrument Panel (Sheet 1 of 2)

Figure 7-2. Instrument Panel (Sheet 2 of 2)

1. Ammeter
2. Suction Gage
3. Oil Temperature, Oil Pressure, and Left and Right Fuel Gages
4. Clock
5. Tachometer
6. Flight Instrument Group
7. Airplane Registration Number
8. Secondary Altimeter
9. Encoding Altimeter
10. ADF Bearing Indicator
11. Omni Course Indicators
12. Transponder
13. Magnetic Compass
14. Marker Beacon Indicator Lights and Switches
15. Rear View Mirror
16. Audio Control Panel
17. Radios
18. Autopilot Control Unit
19. Wing Flap Position Indicator
20. Additional Instrument Space
21. ADF Radio
22. Flight Hour Recorder
23. Additional Radio Space
24. Map Compartment
25. Cabin Heat Control Knob
26. Cabin Air Control Knob
27. Cigar Lighter
28. Wing Flap Switch
29. Mixture Control Knob
30. Throttle (With Friction Lock)
31. Static Pressure Alternate Source Valve
32. Instrument and Radio Dial Light Rheostats
33. Microphone
34. Fuel Selector Valve Handle
35. Elevator Trim Control Wheel
36. Carburetor Heat Control Knob
37. Electrical Switches
38. Circuit Breakers
39. Parking Brake Handle
40. Ignition Switch
41. Master Switch
42. Auxiliary Mike Jack
43. Phone Jack
44. Primer

bellcrank, left upper and lower "V" type corrugated skins, and right upper and lower "V" type corrugated skins incorporating a trailing edge cut-out for the trim tab. The elevator trim tab consists of a spar, rib, and upper and lower "V" type corrugated skins. The leading edge of both left and right elevator tips incorporate extensions which contain balance weights.

FLIGHT CONTROLS

The airplane's flight control system consists of conventional aileron, rudder, and elevator control surfaces (see figure 7-1). The control surfaces are manually operated through mechanical linkage using a control wheel for the ailerons and elevator, and rudder/brake pedals for the rudder.

TRIM SYSTEM

A manually-operated elevator trim tab is provided. Elevator trimming is accomplished through the elevator trim tab by utilizing the vertically mounted trim control wheel. Upward rotation of the trim wheel will trim nose-down; conversely, downward rotation will trim nose-up.

INSTRUMENT PANEL

The instrument panel (see figure 7-2) is designed around the basic "T" configuration. The gyros are located immediately in front of the pilot, and arranged vertically over the control column. The airspeed indicator and altimeter are located to the left and right of the gyros, respectively. The remainder of the flight instruments are located around the basic "T". Engine instruments and fuel quantity indicators are near the left edge of the panel. Avionics equipment is stacked approximately on the centerline of the panel, with the right side of the panel containing the map compartment, wing flap position indicator, space for additional instruments and avionics equipment, and cabin heat and air controls. The wing flap switch and engine controls are below the avionics equipment, and the electrical switches and circuit breakers are located below the pilot's control wheel. A master switch, ignition switch, and primer are located on the lower left corner of the panel. A pedestal is installed below the panel and contains the elevator trim tab control wheel and indicator, and provides a bracket for the microphone. The fuel selector valve handle is located at the base of the pedestal. A parking brake handle is located below the instrument panel in front of the pilot.

For details concerning the instruments, switches, circuit breakers,

and controls on this panel, refer in this section to the description of the systems to which these items are related.

GROUND CONTROL

Effective ground control while taxiing is accomplished through nose wheel steering by using the rudder pedals; left rudder pedal to steer left and right rudder pedal to steer right. When a rudder pedal is depressed, a spring-loaded steering bungee (which is connected to the nose gear and to the rudder bars) will turn the nose wheel through an arc of approximately 10° each side of center. By applying either left or right brake, the degree of turn may be increased up to 30° each side of center.

Moving the airplane by hand is most easily accomplished by attaching a tow bar to the nose gear strut. If a tow bar is not available, or pushing is required, use the wing struts as push points. Do not use the vertical or horizontal surfaces to move the airplane. If the airplane is to be towed by vehicle, never turn the nose wheel more than 30° either side of center or structural damage to the nose gear could result.

The minimum turning radius of the airplane, using differential braking and nose wheel steering during taxi, is approximately 27 feet 5 1/2 inches. To obtain a minimum radius turn during ground handling, the airplane may be rotated around either main landing gear by pressing down on a tailcone bulkhead just forward of the horizontal stabilizer to raise the nose wheel off the ground.

WING FLAP SYSTEM

The wing flaps are of the single-slot type (see figure 7-3) and are electrically operated by a motor located in the right wing. Flap position is controlled by a switch, labeled WING FLAPS, on the lower center portion of the instrument panel. Flap position is electrically indicated by a wing flap position indicator on the right side of the panel.

To extend the wing flaps, the flap switch, which is spring-loaded to the center, or off, position, must be depressed and held in the DOWN position until the desired degree of extension is reached. Normal full flap extension in flight will require approximately 9 seconds. After the flaps reach maximum extension or retraction, limit switches will automatically shut off the flap motor.

To retract the flaps, place the flap switch in the UP position. The switch will remain in the UP position without manual assistance due to a

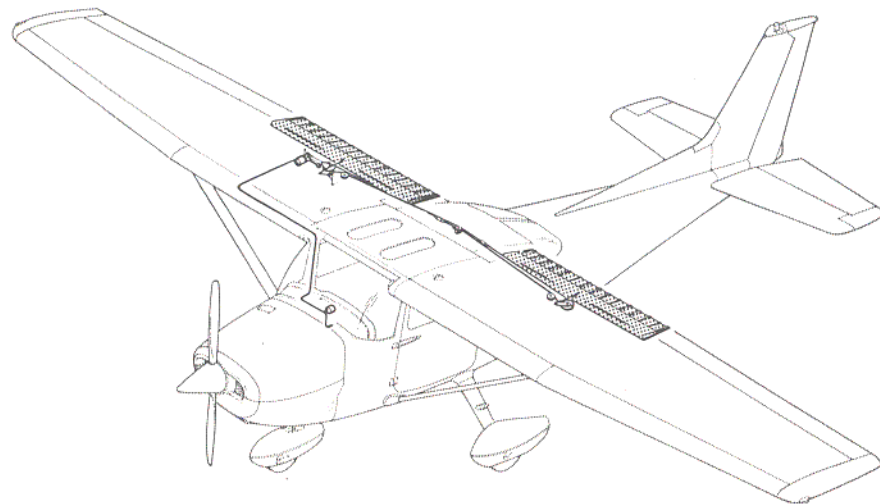


Figure 7-3. Wing Flap System

detent in the switch. Full flap retraction in flight requires approximately 7 seconds. More gradual flap retraction can be accomplished by intermittent operation of the flap switch to the UP position. After full retraction, the switch should be returned to the center off position.

LANDING GEAR SYSTEM

The landing gear is of the tricycle type with a steerable nose wheel, two main wheels, and wheel fairings. Shock absorption is provided by the tubular spring-steel main landing gear struts and the air/oil nose gear shock strut. Each main gear wheel is equipped with a hydraulically actuated disc-type brake on the inboard side of each wheel, and an aerodynamic fairing over each brake.

BAGGAGE COMPARTMENT

The baggage compartment consists of two areas, one extending from the back of the rear passenger seats to the aft cabin bulkhead, and an additional area aft of the bulkhead. Access to both baggage areas is gained through a lockable baggage door on the left side of the airplane, or from within the airplane cabin. A baggage net with eight tie-down straps is pro-

vided for securing baggage and is attached by tying the straps to tie-down rings provided in the airplane. When loading the airplane, children should not be placed or permitted in the baggage compartment, unless a child's seat is installed, and any material that might be hazardous to the airplane or occupants should not be placed anywhere in the airplane. For baggage area and door dimensions, refer to Section 6.

SEATS

The seating arrangement consists of two separate adjustable seats for the pilot and front passenger, a split-backed fixed seat in the rear, and a child's seat (if installed) aft of the rear seats. The pilot's and front passenger's seats are available in two different designs: four-way and six-way adjustable.

Four-way seats may be moved forward or aft, and the seat back angle changed. To position either seat, lift the tubular handle under the center of the seat, slide the seat into position, release the handle, and check that the seat is locked in place. The seat back is spring-loaded to the vertical position. To adjust its position, lift the lever under the right front corner of the seat, reposition the back, release the lever, and check that the back is locked in place. The seat backs will also fold full forward.

The six-way seats may be moved forward or aft, adjusted for height, and the seat back angle is infinitely adjustable. Position the seat by lifting the tubular handle, under the center of the seat bottom, and slide the seat into position; then release the lever and check that the seat is locked in place. Raise or lower the seat by rotating a large crank under the right corner of the left seat and the left corner of the right seat. Seat back angle is adjustable by rotating a small crank under the left corner of the left seat and the right corner of the right seat. The seat bottom angle will change as the seat back angle changes, providing proper support. The seat backs will also fold full forward.

The rear passenger's seats consist of a fixed one-piece seat bottom with individually adjustable seat backs. Two adjustment levers, under the left and right corners of the seat bottom, are used to adjust the angle of the respective seat backs. To adjust either seat back, lift the adjustment lever and reposition the back. The seat backs are spring-loaded to the vertical position.

A child's seat may be installed aft of the rear passenger seats, and is held in place by two brackets mounted on the floorboard. The seat is designed to swing upward into a stowed position against the aft cabin bulkhead when not in use. To stow the seat, rotate the seat bottom up and aft

as far as it will go. When not in use, the seat should be stowed.

Headrests are available for any of the seat configurations except the child's seat. To adjust the headrest, apply enough pressure to it to raise or lower it to the desired level. The headrest may be removed at any time by raising it until it disengages from the top of the seat back.

SEAT BELTS AND SHOULDER HARNESSSES

All seat positions are equipped with seat belts (see figure 7-4). The pilot's and front passenger's seats are also equipped with separate shoulder harnesses; shoulder harnesses are available for the rear seat positions. Integrated seat belt/shoulder harnesses with inertia reels can be furnished for the pilot's and front passenger's seat positions, if desired.

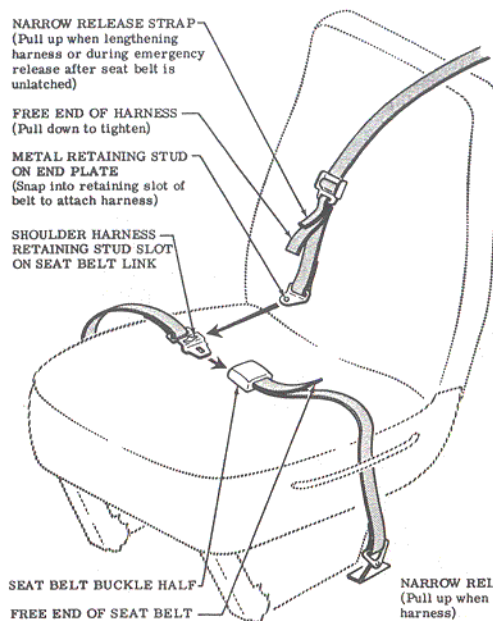
SEAT BELTS

The seat belts at all seat positions are attached to fittings on the floorboard. The belt (and attaching shoulder harness) configuration will differ between early and later airplanes. In early airplanes, the buckle half of the seat belt is outboard of each seat and is the adjustable part of the belt; the link half of the belt is inboard and has a fixed length. In later airplanes, the buckle half of the seat belt is inboard of each seat and has a fixed length; the link half of the belt is outboard and is the adjustable part of the belt.

Regardless of which belt configuration is installed in the airplane, they are used in a similar manner. To use the seat belts for the front seats, position the seat as desired, and then lengthen the adjustable half of the belt as needed. Insert and lock the belt link into the buckle. Tighten the belt to a snug fit by pulling the free end of the belt. Seat belts for the rear seats, and the child's seat (if installed), are used in the same manner as the belts for the front seats. To release the seat belts, grasp the top of the buckle opposite the link and pull upward.

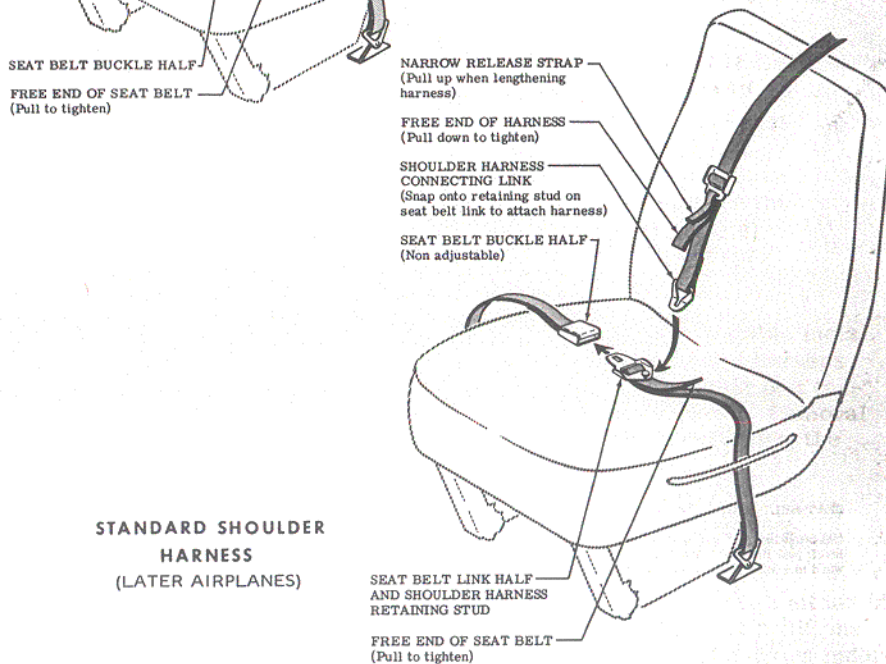
SHOULDER HARNESSSES

The configuration of shoulder harnesses will differ between early and later airplanes. However, both configurations are positioned in the airplane and stowed identically. Each front seat shoulder harness is attached to a rear doorpost above the window line and is stowed behind a stowage sheath above the cabin door. To stow the harness, fold it and place it behind the sheath. When rear seat shoulder harnesses are furnished, they are attached adjacent to the lower corners of the rear window. Each rear seat harness is stowed behind a stowage sheath above an aft side win-



STANDARD SHOULDER
HARNESS
(EARLY AIRPLANES)

(PILOT'S SEAT SHOWN)



STANDARD SHOULDER
HARNESS
(LATER AIRPLANES)

Figure 7-4. Seat Belts and Shoulder Harnesses (Sheet 1 of 2)

dow. No harness is available for the child's seat.

In early airplanes, the front or rear seat shoulder harnesses are used by fastening and adjusting the seat belt first. Then, lengthen the harness as required by pulling on the end plate of the harness and the narrow release strap. Snap the harness metal stud firmly into the retaining slot adjacent to the seat belt buckle. Then adjust to length. Removing the shoulder harness is accomplished by pulling upward on the narrow release strap, and removing the harness stud from the slot in the seat belt link. In an emergency, the shoulder harness may be removed by releasing the seat belt first, and then pulling the harness over the head by pulling up on the narrow release strap.

In later airplanes, the front or rear seat shoulder harnesses are used by fastening and adjusting the seat belt first. Then, lengthen the harness as required by pulling on the connecting link on the end of the harness and the narrow release strap. Snap the connecting link firmly onto the retaining stud on the seat belt link half. Then adjust to length. Removing the harness is accomplished by pulling upward on the narrow release strap,

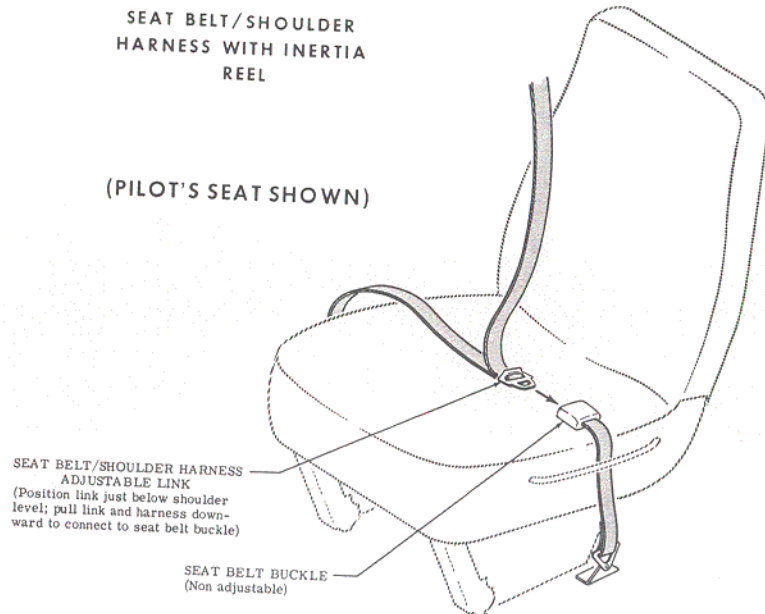


Figure 7-4. Seat Belts and Shoulder Harnesses (Sheet 2 of 2)

and removing the harness connecting link from the stud on the seat belt link. In an emergency, the shoulder harness may be removed by releasing the seat belt first and allowing the harness, still attached to the link half of the seat belt, to drop to the side of the seat.

While wearing either configuration of shoulder harness, adjustment of the harness is important. A properly adjusted harness will permit the occupant to lean forward enough to sit completely erect, but prevent excessive forward movement and contact with objects during sudden deceleration. Also, the pilot will want the freedom to reach all controls easily.

INTEGRATED SEAT BELT/SHOULDER HARNESSES WITH INERTIA REELS

Integrated seat belt/shoulder harnesses with inertia reels are available for the pilot and front seat passenger. The seat belt/shoulder harnesses extend from inertia reels located in the cabin ceiling to attach points inboard of the two front seats. A separate seat belt half and buckle is located outboard of the seats. Inertia reels allow complete freedom of body movement. However, in the event of a sudden deceleration, they will lock automatically to protect the occupants.

NOTE

The inertia reels are located for maximum shoulder harness comfort and safe retention of the seat occupants. This location requires that the shoulder harnesses cross near the top so that the right hand inertia reel serves the pilot and the left hand reel serves the front passenger. When fastening the harness, check to ensure the proper harness is being used.

To use the seat belt/shoulder harness, position the adjustable metal link on the harness just below shoulder level, pull the link and harness downward, and insert the link into the seat belt buckle. Adjust belt tension across the lap by pulling upward on the shoulder harness. Removal is accomplished by releasing the seat belt buckle, which will allow the inertia reel to pull the harness inboard of the seat.

ENTRANCE DOORS AND CABIN WINDOWS

Entry to, and exit from the airplane is accomplished through either of two entry doors, one on each side of the cabin at the front seat positions (refer to Section 6 for cabin and cabin door dimensions). The doors incorporate a recessed exterior door handle, a conventional interior door handle, a key-operated door lock (left door only), a door stop mechanism,

and an openable window in the left door. An openable right door window is also available.

To open the doors from outside the airplane, utilize the recessed door handle near the aft edge of either door by grasping the forward edge of the handle and pulling outboard. To close or open the doors from inside the airplane, use the combination door handle and arm rest. The inside door handle has three positions and a placard at its base which reads OPEN, CLOSE, and LOCK. The handle is spring-loaded to the CLOSE (up) position. When the door has been pulled shut and latched, lock it by rotating the door handle forward to the LOCK position (flush with the arm rest). When the handle is rotated to the LOCK position, an over-center action will hold it in that position.

NOTE

Accidental opening of a cabin door in flight due to improper closing does not constitute a need to land the airplane. The best procedure is to set up the airplane in a trimmed condition at approximately 75 knots, momentarily shove the door outward slightly, and forcefully close and lock the door by normal procedures.

Exit from the airplane is accomplished by rotating the door handle from the LOCK position, past the CLOSE position, aft to the OPEN position and pushing the door open. To lock the airplane, lock the right cabin door with the inside handle, close the left cabin door, and using the ignition key, lock the door.

The left cabin door is equipped with an openable window which is held in the closed position by a lock button equipped over-center latch on the lower edge of the window frame. To open the window, depress the lock button and rotate the latch upward. The window is equipped with a spring-loaded retaining arm which will help rotate the window outward and hold it there. An openable window is also available for the right door, and functions in the same manner as the left window. If required, either window may be opened at any speed up to 160 knots. The cabin top windows (if installed), rear side windows, and rear windows are of the fixed type and cannot be opened.

CONTROL LOCKS

A control lock is provided to lock the ailerons and elevator control surfaces in a neutral position and prevent damage to these systems by wind buffeting while the airplane is parked. The lock consists of a shaped

steel rod with a red metal flag attached to it. The flag is labeled CONTROL LOCK, REMOVE BEFORE STARTING ENGINE. To install the control lock, align the hole in the top of the pilot's control wheel shaft with the hole in the top of the shaft collar on the instrument panel and insert the rod into the aligned holes. Proper installation of the lock will place the red flag over the ignition switch. In areas where high or gusty winds occur, a control surface lock should be installed over the vertical stabilizer and rudder. The control lock and any other type of locking device should be removed prior to starting the engine.

ENGINE

The airplane is powered by a horizontally-opposed, four-cylinder, overhead-valve, air-cooled, carbureted engine with a wet sump oil system. The engine is a Lycoming Model O-320-E2D and is rated at 150 horsepower at 2700 RPM. The engine should develop a static RPM of approximately 2300 to 2420 RPM at full throttle with the carburetor heat off. Major accessories include a starter and belt-driven alternator mounted on the front of the engine, and dual magnetos and a vacuum pump which are mounted on an accessory drive pad on the rear of the engine. Provisions are also made for a full flow oil filter.

ENGINE CONTROLS

Engine power is controlled by a throttle located on the lower center portion of the instrument panel. The throttle operates in a conventional manner; in the full forward position, the throttle is open, and in the full aft position, it is closed. A friction lock, which is a round knurled disk, is located at the base of the throttle and is operated by rotating the lock clockwise to increase friction or counterclockwise to decrease it.

The mixture control, mounted adjacent to the throttle, is a red knob with raised points around the circumference and is equipped with a lock button in the end of the knob. The rich position is full forward, and full aft is the idle cut-off position. To adjust the mixture, move the control forward or aft by depressing the lock button in the end of the control.

ENGINE INSTRUMENTS

Engine operation is monitored by the following instruments: oil pressure gage, oil temperature gage, and a tachometer.

The oil pressure gage, located on the left side of the instrument panel, is operated by oil pressure. A direct pressure oil line from the engine delivers oil at engine operating pressure to the oil pressure gage. Gage

markings indicate that minimum idling pressure is 25 PSI (red line), the normal operating range is 60 to 90 PSI (green arc), and maximum pressure is 100 PSI (red line).

Oil temperature is indicated by a gage adjacent to the oil pressure gage. The gage is operated by an electrical-resistance type temperature sensor which receives power from the airplane electrical system. Oil temperature limitations are the normal operating range (green arc) which is 38°C (100°F) to 118°C (245°F), and the maximum (red line) which is 118°C (245°F).

The engine-driven mechanical tachometer is located near the lower portion of the instrument panel to the left of the pilot's control wheel. The instrument is calibrated in increments of 100 RPM and indicates both engine and propeller speed. An hour meter below the center of the tachometer dial records elapsed engine time in hours and tenths. Instrument markings include a normal operating range (stepped green arc) of 2200 to 2700 RPM with steps at the 2500 and 2600 RPM indicator marks. The normal operating range upper limit is 2500 RPM at sea level, and increases to 2600 RPM at 5000 feet and 2700 RPM at 10,000 feet. Maximum (red line) at any altitude is 2700 RPM.

A carburetor air temperature gage may be installed on the right side of the instrument panel to help detect carburetor icing conditions. The gage is marked in 5° increments from -30°C to +30°C, and has a yellow arc between -15°C and +5°C which indicates the temperature range most conducive to icing in the carburetor. A placard on the lower half of the gage face reads **KEEP NEEDLE OUT OF YELLOW ARC DURING POSSIBLE CARBURETOR ICING CONDITIONS.**

NEW ENGINE BREAK-IN AND OPERATION

The engine underwent a run-in at the factory and is ready for the full range of use. It is, however, suggested that cruising be accomplished at 65% to 75% power until a total of 50 hours has accumulated or oil consumption has stabilized. This will ensure proper seating of the rings.

The airplane is delivered from the factory with corrosion preventive oil in the engine. If, during the first 25 hours, oil must be added, use only aviation grade straight mineral oil conforming to Specification No. MIL-L-6082.

ENGINE OIL SYSTEM

Oil for engine lubrication is supplied from a sump on the bottom of the engine. The capacity of the engine sump is eight quarts (one additional

quart is required if a full flow oil filter is installed). Oil is drawn from the sump through an oil suction strainer screen into the engine-driven oil pump. From the pump, oil is routed to a bypass valve. If the oil is cold, the bypass valve allows the oil to go directly from the pump to the oil filter. If the oil is hot, the bypass valve routes the oil out of the accessory housing and into a flexible hose leading to the oil cooler on the lower right side of the firewall. Pressure oil from the cooler returns to the accessory housing where it passes through the pressure strainer screen (full flow oil filter, if installed). The filtered oil then enters a pressure relief valve which regulates engine oil pressure by allowing excessive oil to return to the sump, while the balance of the pressure oil is circulated to various engine parts for lubrication. Residual oil is returned to the sump by gravity flow.

An oil filler cap/oil dipstick is located at the rear of the engine on the right side. The filler cap/dipstick is accessible through an access door in the engine cowling. The engine should not be operated on less than six quarts of oil. To minimize loss of oil through the breather, fill to seven quarts for normal flights of less than three hours. For extended flight, fill to eight quarts (dipstick indication only). For engine oil grade and specifications, refer to Section 8 of this handbook.

An oil quick-drain valve is available to replace the drain plug on the bottom left side of the oil sump, and provides quicker, cleaner draining of the engine oil. To drain the oil with this valve, slip a hose over the end of the valve and 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 suitable tool to snap the valve into the extended (closed) position and remove the drain hose.

IGNITION-STARTER SYSTEM

Engine ignition is provided by two engine-driven magnetos, and two spark plugs in each cylinder. The right magneto fires the lower right and upper left spark plugs, and the left magneto fires the lower left and upper right spark plugs. Normal operation is conducted with both magnetos due to the more complete burning of the fuel-air mixture with dual ignition.

Ignition and starter operation is controlled by a rotary type switch located on the left switch and control panel. The switch is labeled clockwise, OFF, R, L, BOTH, and START. The engine should be operated on both magnetos (BOTH position) except for magneto checks. The R and L positions are for checking purposes and emergency use only. When the switch is rotated to the spring-loaded START position, (with the master switch in the ON position), the starter contactor is energized and the start-

through dust or various forms of precipitation (rain, freezing rain, snow or ice crystals). Under these conditions, the build-up and discharge of static electricity from the trailing edges of the wings, rudder, elevator, propeller tips and radio antennas can result in loss of usable radio signals on all communications and navigation radio equipment. Usually the ADF is first to be affected and VHF communication equipment is the last to be affected.

Installation of static dischargers reduces interference from precipitation static, but it is possible to encounter severe precipitation static conditions which might cause the loss of radio signals, even with static dischargers installed. Whenever possible, avoid known severe precipitation areas to prevent loss of dependable radio signals. If avoidance is impractical, minimize airspeed and anticipate temporary loss of radio signals while in these areas.

SECTION 8 AIRPLANE HANDLING, SERVICE & MAINTENANCE

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Engine Care	8-13
Interior Care	8-14