

# 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

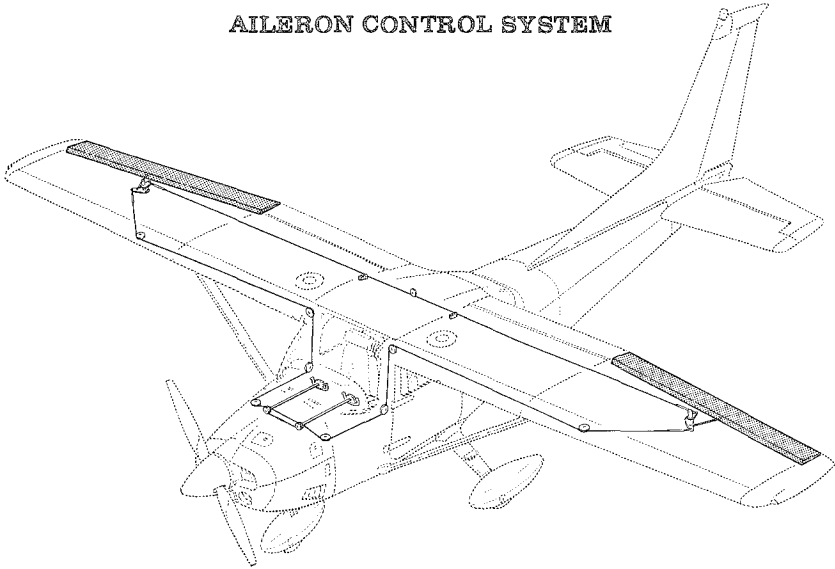
The airplane is an all-metal, four-place, high-wing, single-engine airplane equipped with tricycle landing gear and designed for general utility purposes.

The construction of the fuselage is a conventional formed sheet metal bulkhead, stringer, and skin design referred to as semimonocoque. 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 door posts, and a bulkhead with attaching plates at the base of the forward door posts for the lower attachment of the wing struts. Four engine mount stringers are also attached to the forward door posts 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-slot type flaps are attached to the trailing edge of the wings. The ailerons are constructed of a forward spar containing balance weights, 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 balance weights 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 forward and aft spar, formed sheet metal ribs and reinforcements, four skin panels, formed leading edge skins, and a dorsal. The rudder is constructed of a forward and aft spar, formed sheet metal ribs and reinforcements, and a wrap-around skin panel. 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 upper and lower skin panels, and two left and two right wrap-around skin panels which also form the leading edges. The horizon-

**AILERON CONTROL SYSTEM**



**RUDDER AND RUDDER TRIM CONTROL SYSTEMS**

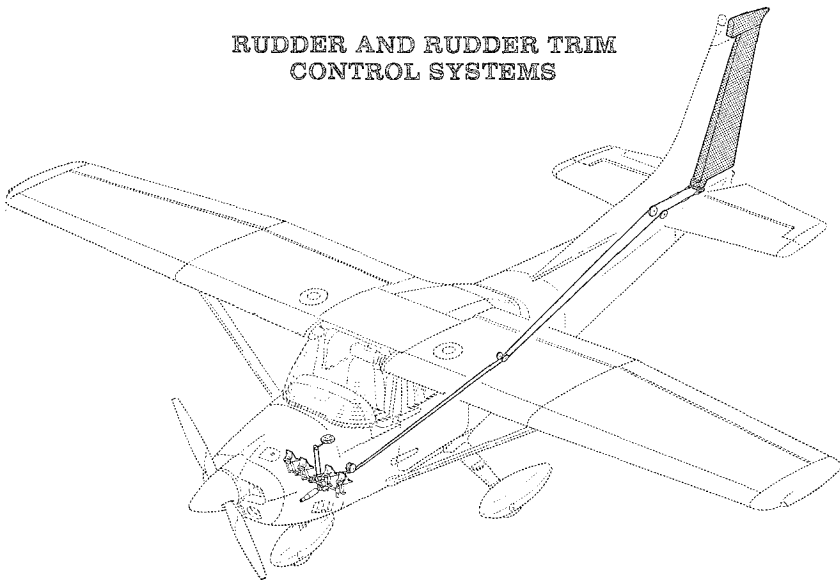
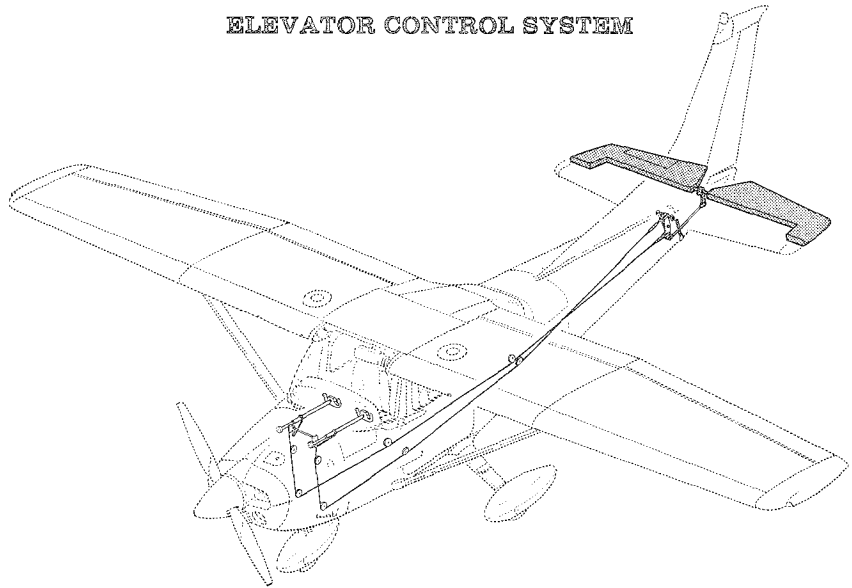


Figure 7-1. Flight Control and Trim Systems (Sheet 1 of 2)

ELEVATOR CONTROL SYSTEM



ELEVATOR TRIM CONTROL SYSTEM

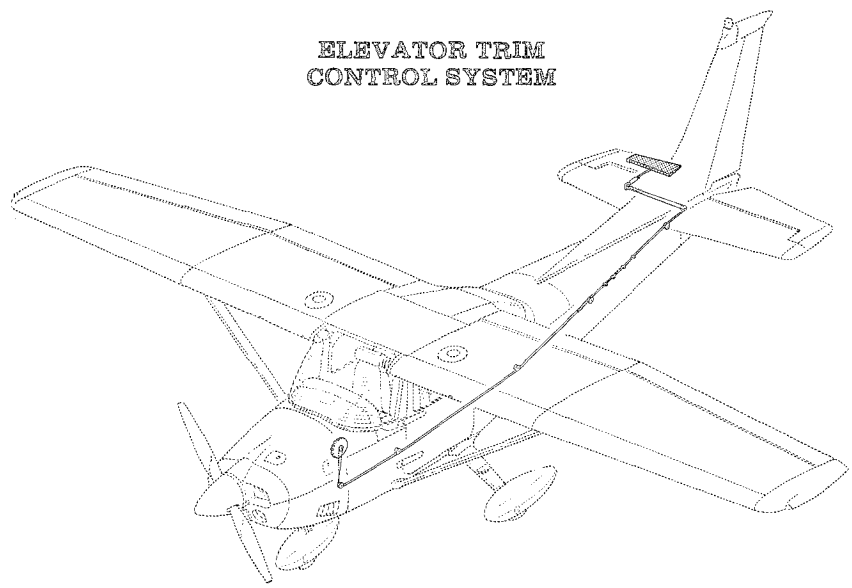


Figure 7-1. Flight Control and Trim Systems (Sheet 2 of 2)

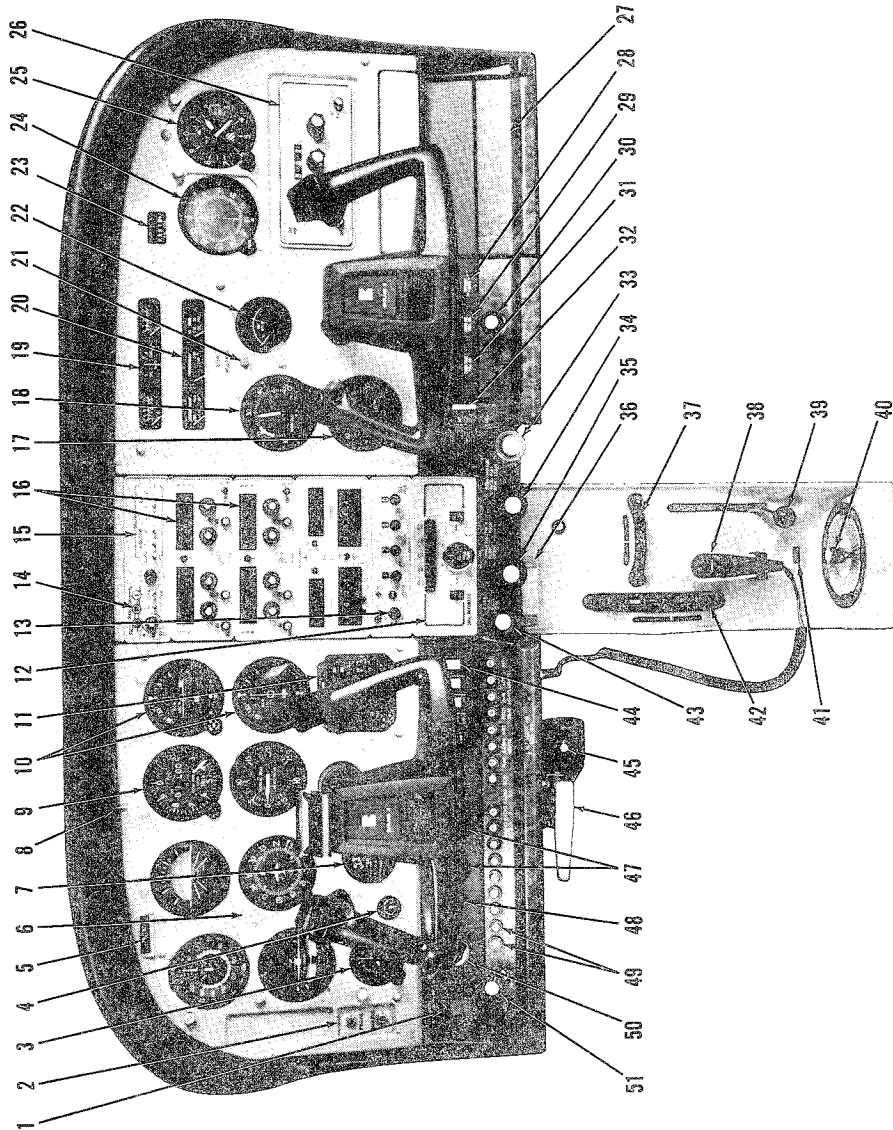


Figure 7-2. Instrument Panel (Sheet 1 of 2)

1.	Master Switch	27.	Map Compartment
2.	Phone and Auxiliary Mike Jacks	28.	Defroster Control Knob
3.	Clock	29.	Cabin Air Control Knob
4.	Suction Gage	30.	Cigar Lighter
5.	Airplane Registration Number	31.	Cabin Heat Control Knob
6.	Flight Instrument Group	32.	Wing Flap Switch and Position Indicator
7.	Carburetor Air Temperature Gage	33.	Mixture Control Knob
8.	Approach Plate Light and Switch	34.	Propeller Control Knob
9.	Encoding Altimeter	35.	Throttle (With Friction Lock)
10.	Course Deviation Indicators	36.	Control Pedestal Light
11.	DME	37.	Rudder Trim Control Wheel and Position Indicator
12.	Autopilot Control Unit	38.	Microphone
13.	Transponder	39.	Cowl Flap Control Lever
14.	Marker Beacon Indicator Lights and Switches	40.	Fuel Selector Valve Handle
15.	Audio Control Panel	41.	Fuel Selector Light
16.	Radios	42.	Elevator Trim Control Wheel and Position Indicator
17.	Tachometer	43.	Carburetor Heat Control Knob
18.	Manifold Pressure Gage	44.	Electrical Switches
19.	Fuel Quantity Indicators and Ammeter	45.	Static Pressure Alternate Source Valve
20.	Cylinder Head Temperature, Oil Temperature, and Oil Pressure Gages	46.	Parking Brake Handle
21.	Low-Voltage Warning Light	47.	Instrument and Radio Dial Light Dimming Rheostats
22.	Economy Mixture Indicator	48.	Avionics Power Switch
23.	Flight Hour Recorder	49.	Circuit Breakers
24.	ADF Bearing Indicator	50.	Ignition Switch
25.	Secondary Altimeter	51.	Primer
26.	ADF Radio		

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

tal stabilizer also contains the elevator trim tab actuator. Construction of the elevator consists of formed leading edge skins, a forward spar, ribs, torque tube and 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 and upper and lower "V" type corrugated skins. Both elevator tip leading edge extensions incorporate balance weights.

## FLIGHT CONTROLS

The airplane's flight control system (see figure 7-1) consists of conventional aileron, rudder, and elevator control surfaces. 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. The elevator control system is equipped with downsprings which provide improved stability in flight.

Extensions are available for the rudder/brake pedals. They consist of a rudder pedal face, two spacers and two spring clips. To install an extension, place the clip on the bottom of the extension under the bottom of the rudder pedal and snap the top clip over the top of the rudder pedal. Check that the extension is firmly in place. To remove the extensions, reverse the above procedures.

## TRIM SYSTEMS

Manually-operated rudder and elevator trim is provided (see figure 7-1). Rudder trimming is accomplished through a bungee connected to the rudder control system and a trim control wheel mounted on the control pedestal. Rudder trimming is accomplished by rotating the horizontally mounted trim control wheel either left or right to the desired trim position. Rotating the trim wheel to the right will trim nose-right; conversely rotating it to the left will trim nose-left. Elevator trimming is accomplished through the elevator trim tab by utilizing the vertically mounted trim control wheel. Forward rotation of the trim wheel will trim nose-down; conversely, aft rotation will trim nose-up. The airplane may also be equipped with an electric elevator trim system. For details concerning this system, refer to Section 9, Supplements.

## 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. 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". Avionics equipment is stacked approximately on the centerline of the panel, with the right side of the panel containing the manifold pressure gage, low-voltage warning light, tachometer, map compartment, and space for additional instruments and avionics equipment. The engine instrument cluster and fuel quantity indicators are on the right side of the avionics stack near the top of the panel. A switch and control panel, at the lower edge of the instrument panel, contains most of the switches, controls, and circuit breakers necessary to operate the airplane. The left side of the panel contains the master switch, engine primer, ignition switch, avionics power switch, light intensity controls, electrical switches, and circuit breakers. The center area contains the carburetor heat control, throttle, propeller control, and mixture control. The right side of the panel contains the wing flap switch and position indicator, cabin heat, cabin air, and defroster control knobs and the cigar lighter. A pedestal, extending from the switch and control panel to the floorboard, contains the elevator and rudder trim control wheels, cowl flap control lever, and microphone bracket. The fuel selector valve handle is located at the base of the pedestal. A parking brake handle is mounted below the switch and control panel, in front of the pilot. A static pressure alternate source valve control knob may also be installed below the switch and control panel adjacent to the parking brake handle.

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 11° each side of center. By applying either left or right brake, the degree of turn may be increased up to 29° 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 29° 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. 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 single-slot type wing flaps (see figure 7-3), are extended or retracted by positioning the wing flap switch lever on the right side of the switch and control panel to the desired flap deflection position. The switch lever is moved up or down in a slotted panel that provides mechanical stops at the 10° and 20° positions. For flap settings greater than 10°, move the switch lever to the right to clear the stop and position it as desired. A scale and pointer on the left side of the switch lever indicates flap travel in degrees. The wing flap system circuit is protected by a 15-amp push-to-reset circuit breaker, labeled FLAP, on the left side of the switch and control panel.

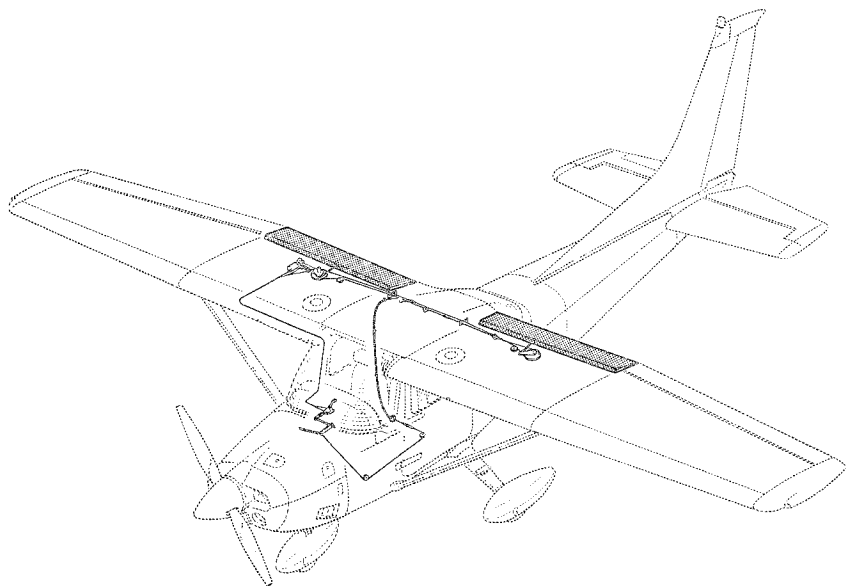


Figure 7-3. Wing Flap System

## 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 single-disc brake on the inboard side of each wheel, and an aerodynamic fairing over each brake.

## BAGGAGE COMPARTMENT

The baggage compartment consists of the area from the back of the rear passenger seats to the aft cabin bulkhead. Mounted to the aft cabin bulkhead, and extending aft of it, is a hatshelf. Access to the baggage compartment and the hatshelf is gained through a lockable baggage door on the left side of the airplane, or from within the airplane cabin. A baggage net with six tie-down straps is provided for securing baggage and is attached by tying the straps to tie-down rings provided in the airplane. A cargo tie-down kit may also be installed. For further information on baggage and cargo tie-down, refer to Section 6. When loading the airplane, children should not be placed or permitted in the baggage compartment, 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 individually adjustable four-way or six-way seats for the pilot and front seat passenger, and a split-backed fixed seat for the rear seat passengers. A child's seat (if installed) is located at the aft cabin bulkhead behind the rear seat.

The four-way seats may be moved forward or aft, and the seat back angle adjusted to three positions. 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, raise the lever under the outboard side of either seat, position the back to the desired angle, 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, and are infinitely adjustable for height and seat back angle. To position the seat, lift the

tubular handle under the center of the seat bottom, slide the seat into position, release the handle, and check that the seat is locked in place. Raise or lower the seat by rotating the large crank under the inboard corner of either seat. The seat back is adjusted by rotating the small crank under the outboard corner of either 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 passengers' seat consists of a fixed one-piece seat bottom with individually adjustable seat backs. The seat backs are adjusted by raising levers below the respective seat backs at the outboard ends of the seat cushion. After adjusting the seat back to the desired position (it is spring-loaded to the vertical position), release the lever and check that the seat back is locked in place. The seat backs will also fold forward.

A child's seat may be installed aft of the rear passengers' seat, 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 kept in the stowed position.

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.

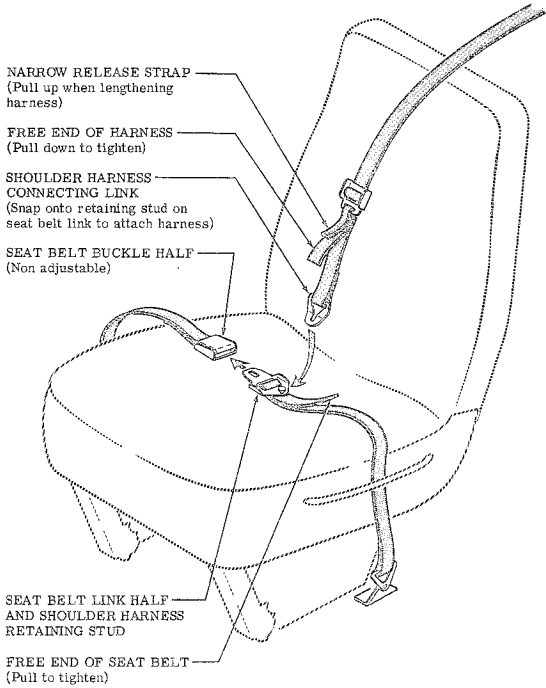
## SEAT BELTS AND SHOULDER HARNESSSES

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; separate shoulder harnesses are also 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 used with the pilot's and front passenger's seats, and the child's seat (if installed), are attached to fittings on the floorboard. The buckle half is inboard of each seat and the link half is outboard of each seat. The belts for the rear seat are attached to the seat frame, with the link halves on the left and right sides of the seat bottom, and the buckles at the center of the seat bottom.

STANDARD SHOULDER  
HARNESS



SEAT BELT/SHOULDER  
HARNESS WITH INERTIA  
REEL

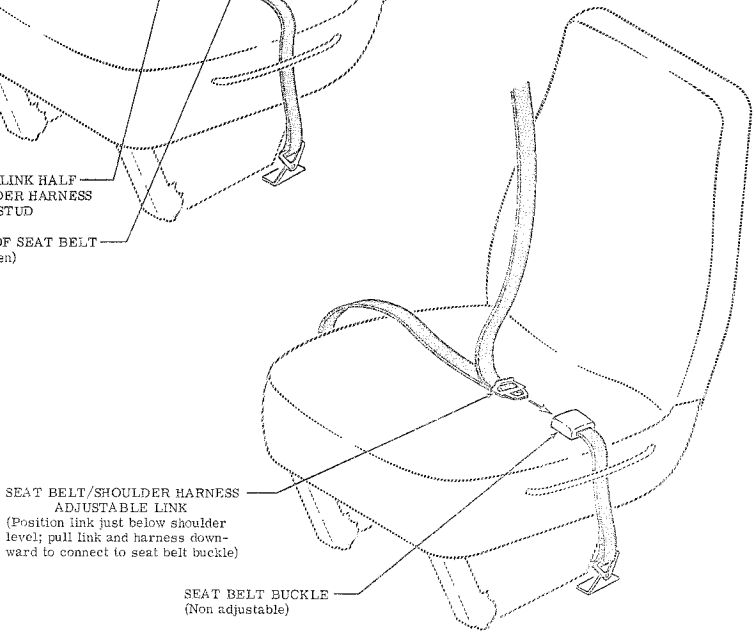


Figure 7-4. Seat Belts and Shoulder Harnesses

To use the seat belts for the front seats, position the seat as desired, and then lengthen the link half of the belt as needed by grasping the sides of the link and pulling against the belt. Insert and lock the belt link into the buckle. Tighten the belt to a snug fit. Seat belts for the rear seat and the child's seat, 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

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 aft side windows. Each rear seat harness is stowed behind a stowage sheath above an aft side window. No harness is available for the child's seat.

To use a front or rear seat shoulder harness, fasten and adjust the seat belt first. 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. 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.

Removing the shoulder harness is accomplished by pulling upward on the narrow release strap, 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.

## INTEGRATED SEAT BELT/SHOULDER HARNESSSES 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 top structure, through slots in the overhead console marked PILOT and COPILOT, 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.

To use the seat belt/shoulder harness, position the adjustable metal

link on the harness at about shoulder level, pull the link and harness downward, and insert the link in 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 8 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 each door. Depress the forward end of the handle to rotate it out of its recess, and then pull 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. Both cabin doors should be locked prior to flight, and should not be opened intentionally during flight.

### 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 80 KIAS, open a window, momentarily shove the door outward slightly, and forcefully close and lock the door.

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 detent equipped latch on the lower edge of the window frame. To open the window, 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 179 KIAS. The cabin top windows (if installed), rear side windows, and rear window are of the fixed type and cannot be opened.

## CONTROL LOCKS

A control lock is provided to lock the aileron and elevator control surfaces to 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. Installation of the lock will secure the ailerons in a neutral position and the elevators in a slightly trailing edge down position. 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, six-cylinder, overhead-valve, air-cooled, carbureted engine with a wet sump oil system. The engine is a Continental Model O-470-U and is rated at 230 horsepower at 2400 RPM. Major accessories include a propeller governor on the front of the engine and dual magnetos, starter, belt-driven alternator, and vacuum pump on the rear of the engine. Provisions are also made for a full flow oil filter.

## ENGINE CONTROLS

Engine manifold pressure is controlled by a throttle located on the center area of the switch and control 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 near the propeller control, 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. For small adjustments, the control may be moved forward by rotating the knob clockwise, and aft by rotating the knob counterclockwise. For rapid or large adjustments, the knob may be moved forward or aft by depressing the lock button in the end of the control, and then positioning the control as desired.

## ENGINE INSTRUMENTS

Engine operation is monitored by the following instruments: oil pressure gage, oil temperature gage, cylinder head temperature gage, tachometer, and manifold pressure gage. An economy mixture (EGT) indicator and carburetor air temperature gage are also available.

The oil pressure gage, located on the right 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 10 PSI (red line), the normal operating range is 30 to 60 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 100°F (38°C) to 240°F (116°C), and the maximum (red line) which is 240°F (116°C).

The cylinder head temperature gage, under the left fuel quantity indicator, is operated by an electrical-resistance type temperature sensor on the engine which receives power from the airplane electrical system. Temperature limitations are the normal operating range (green arc) which is 200°F (93°C) to 460°F (238°C) and the maximum (red line) which is 460°F (238°C).

The engine-driven mechanical tachometer is located on the lower right side of the instrument panel. 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 (green arc) of 2100 to 2400 RPM, and a maximum allowable (red line) of 2400 RPM.

The manifold pressure gage is located on the right side of the instrument panel above the tachometer. The gage is direct reading and indicates induction air manifold pressure in inches of mercury. It has a normal operating range (green arc) of 15 to 23 inches of mercury.