

AFT CABIN AIR KNOB

The airflow to all passenger compartment heat registers is controlled by operating a push-pull type knob. When the knob is pulled out, the air flows to all heat registers in the passengers compartment. Airflow to the heat registers is completely shut-off by pushing the knob all the way in. The knob may be set in any intermediate position to regulate the quantity of air to the cabin.

CABIN HEAT REGISTERS

The cabin heat registers are located on each side of the passenger compartment. Each register is provided with a lever operated rotary-type valve which controls the amount of air coming from the heat registers. Each register is plainly marked for open or closed and may be placed in any intermediate position to regulate the amount of air coming from the registers.

DEFROST KNOB

Windshield defrosting and defogging is controlled by operating a push-pull type knob labeled DEFROST. When the knob is pulled out, air flows from the defroster outlets at the base of the windshield. When the knob is pushed all the way in, airflow to the defroster outlets is shut off. The knob may be set in any intermediate position to regulate the defroster airflow.

OVERHEAT WARNING LIGHT

An amber overheat warning light is provided and is labeled HEATER OVERHEAT, PUSH T & B TEST. When illuminated, the light indicates that the heater overheat switch has been actuated and that the temperature of the air in the heater has exceeded 325° F. Once the heater overheat switch has been actuated, the heater turns off and cannot be restarted until the overheat switch, located in the right forward nose compartment, has been reset. Prior to having the overheat switch reset, the heater should be thoroughly checked to determine the reason for the malfunction.

HEATER OPERATION for HEATING and DEFROSTING

- (1) Battery Switch - ON.
- (2) Cabin Air Knobs - Full Out.
- (3) Defrost Knob - Adjust as desired (if defrosting is desired).
- (4) Cabin Heat Knob - MAX.
- (5) Cabin Heat Switch - ON.
- (6) Heat Registers - As desired.

NOTE

If warm air is not felt coming out of the registers within one minute, turn cabin heat switch OFF, check circuit breaker and try another start. If heater still does not start, no further starting attempt should be made.

During heater operation, defrost and/or cabin air knobs must be out.

HEATER USED FOR VENTILATION

- (1) Battery Switch - ON.
- (2) Cabin Air Knobs - Pulled out as desired.
- (3) Cabin Fan Switch - ON.
- (4) Heat Registers - As desired.

VENTILATING SYSTEM

In addition to the ventilation provided by the cabin heating system, a separate ventilation system obtains ram air from the air inlet at the forward end of the dorsal fin, and ducts it to the directional vents. The ventilating system functions only in flight, since it depends entirely on ram air pressure. For ground ventilation, the ventilating fan of the heating system should be used.

OXYGEN SYSTEM

Two oxygen systems are available as optional equipment, one containing approximately 44 cubic feet of oxygen and the other contains approximately 115 cubic feet of oxygen.