

Console

## FLIGHT CONTROLS

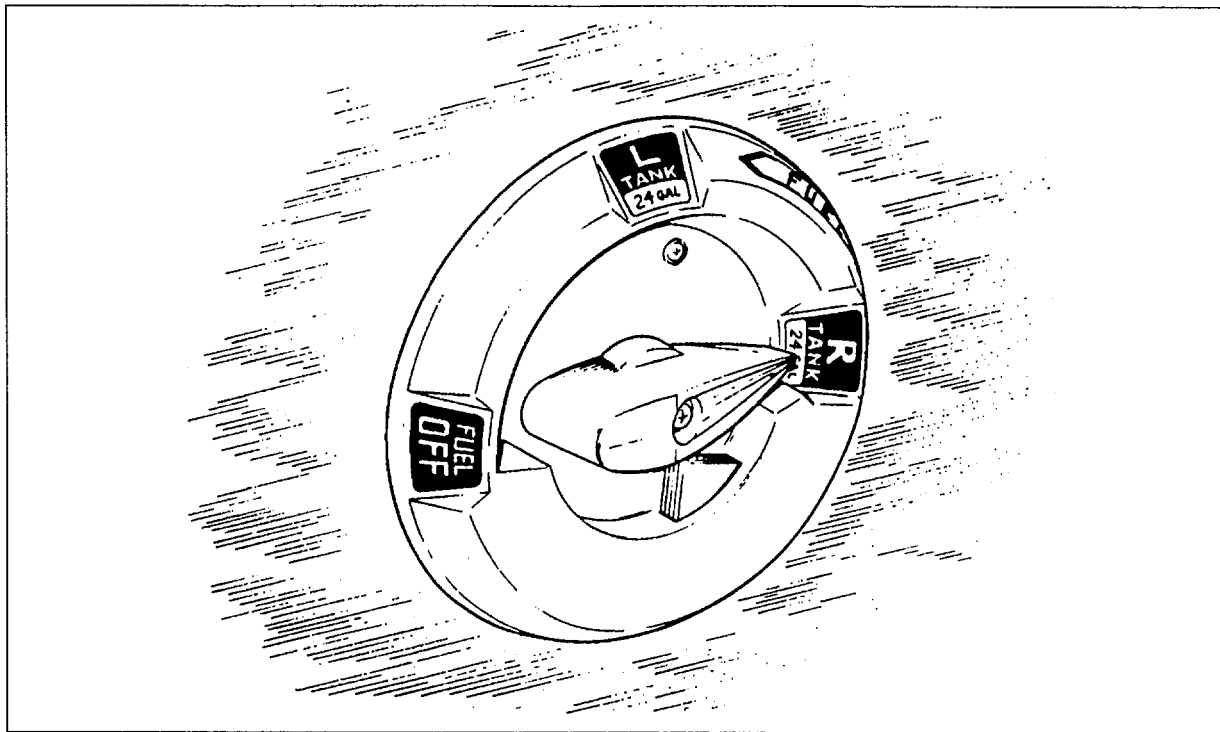
**Dual controls** are provided as standard equipment with a cable system used between the controls and the surfaces. The **horizontal tail** is of the all-movable slab type, with an anti-servo tab acting as a longitudinal trim tab. It is actuated by a control wheel on the floor between the front seats. The **stabilator** provides extra stability and control with less size, drag, and weight than conventional tail surfaces. The differential action of the ailerons tends to eliminate adverse yaw in timing maneuvers and reduces the amount of coordination required in normal turns.

The flaps are manually operated, balanced for light operating forces and spring-loaded to return to the up position. A past-center lock incorporated in the actuating linkage holds the flap when it is in the up position so that it may be used as a step on the right side. The flap will not support a step load except when in the full up position, so it must be completely retracted when used as a step. The flaps have three extended positions, 10, 25 and 40 degrees.

## FUEL SYSTEM

Fuel is stored in two twenty-five gallon tanks which are secured to the leading edge structure of each wing by screws and nut plates to allow easy removal for service or inspection.

The fuel selector control is located on the left side panel, forward of the pilot's seat. The button on the selector cover must be depressed and held while the handle is moved to the OFF position. The button releases automatically when the handle is moved back into the ON position.



Fuel Selector

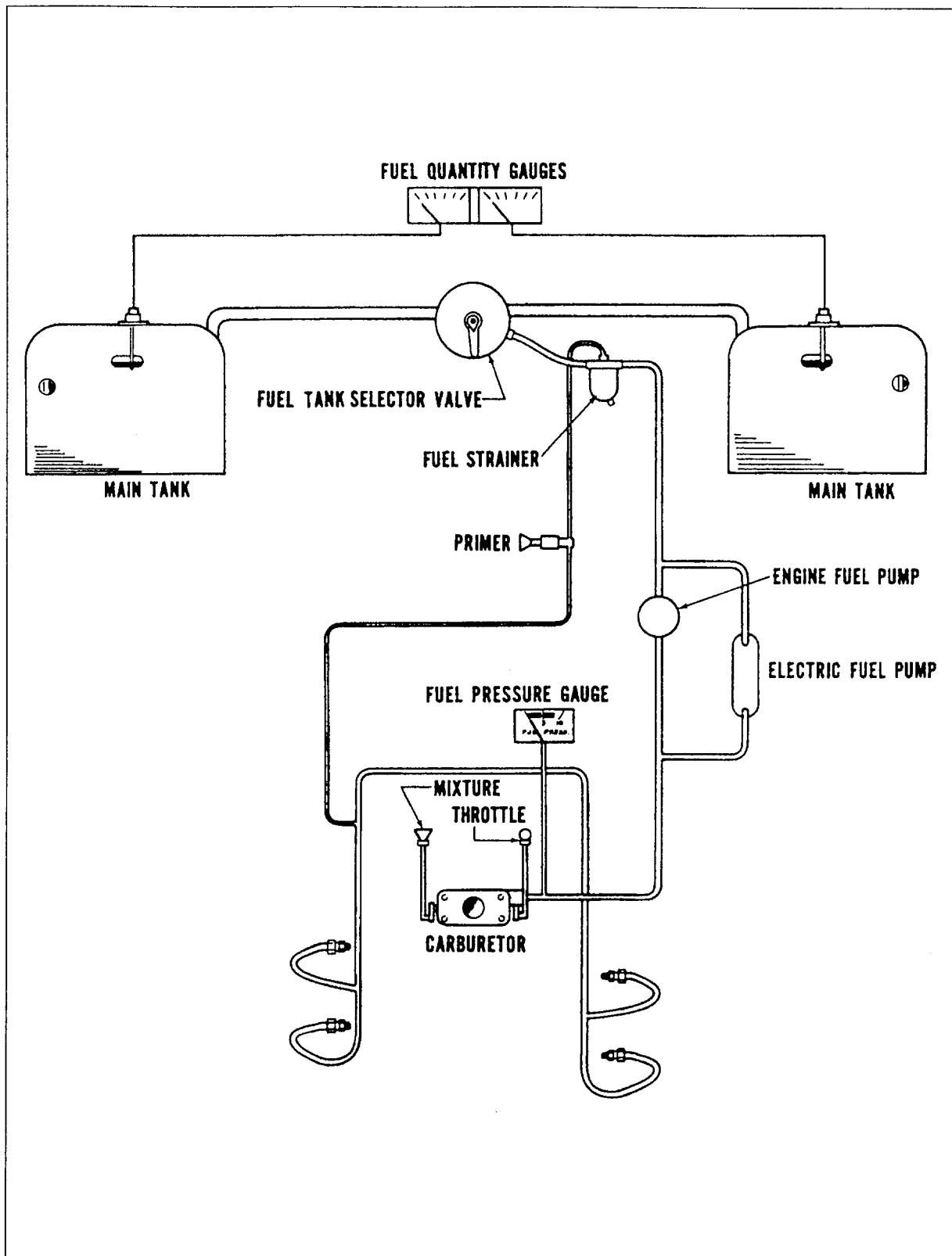
To obtain the standard fuel quantity of 36 gallons, fill the tanks to the bottom of the filler neck indicator. To obtain the standard plus the reserve quantity, a total of 50 U.S. gallons, fill the tanks to the top of the filler neck.

An auxiliary electric fuel pump is provided for use in case of failure of the engine driven pump. The electric pump should be on for all takeoffs and landings and when switching tanks.

The fuel strainer is equipped with a quick drain and is located on the front lower left corner of the fire wall. This strainer should be drained during preflight to check for water or sediment and proper fuel (a special bottle is furnished for this operation). To drain the lines from the tanks, the tank selector valve must be switched to each tank in turn, with the electric pump on, and the gascolator drain valve opened. Each tank has an individual quick drain located at the bottom, inboard, rear corner.

Fuel quantity and pressure are indicated on gauges located in the engine gauge cluster on the left side of the instrument panel.

An engine priming system is installed to facilitate starting. The primer pump is located on the immediate left of the throttle quadrant.



Fuel System Schematic