

b) NOSE WHEEL

Tire size	:5.00 x 5.4- ply rated
Tire size	:30 PSI
Shock absorber	:Air / Oil shock strut
Nose steering	:max. 30 right or left of center

10) Break System

Type	:Hydraulically actuated single disc type.
Parking brakes	:Operated by knob on lower left side of Instrument panel.

11) Weight

Ramp	:1675 lbs.
Take-off	:1670 lbs.
Landing	:1670 lbs.
Standard empty weight	:1131 lbs.
Maximum useful load	:544 lbs.
Baggage area I	: 120 lbs.
Baggage area II	:40 lbs.
Max total weight allowed For I & II	:120 lbs.
Datum	:Firewall Front face

SYSTEM DESCRIPTION:

Fuselage: it is a conventional formed sheer metal bulkhead, Stringer and skin design referred to as semi-monocue.

WINGS: Externally braced wings are constructed of a front and rear with formed sheet ribs doublers and stringers and entire structure is covered with aluminum skin.

Conventional bugged aileron and single slotted flaps are attached to the trailing edge of the wings. The ailerons are constructed of forward spar containing balance weight, formed sheet metal ribs and "V" type corrugated, aluminum skin join together at the trailing edge. The flaps are constructed basically the same as the aileron with exception of the balance weights on the addition of a formed sheet metal leading edge section.

EMPENNAGE: It consists of a conventional vertical stabilizer, rudder horizon stabilizer and elevator. The vertical stabilizer consists a spar, formed sheet metal ribs and formed trailing skin with ground adjustable to trim-tube at its base. The top of the rudder incorporates a leading edge extension, which contains a balance weight. The horizontal stabilizer is constructed of a forward spar, main spar, formed sheer metal ribs and stiffeners, a wrap around skin panel and formed leading edge skins.

The horizon stablizer also contains the elevator-trim tab actuator. The construction elevator consists of main spar and bell-crank, left and right wrap around skin panel and formed trailing skin on the left half of the elevator, the entire trailing edge of the right half is hinged and formed to the elevator trim-tab. Leading edge of both the elevator tip incorporates extension which contains balance weights.

FLIGHT CONTROLS: Airplane's flight control system consists of convention aileron, rudder. and elevator control surface . The control surfaces a manually operated through mechanical linkage using control wheels the ailerons & elevators, and rudder pedals for the rudder

- | | |
|--|--|
| 23) Under carriage type | Tricycle type –made of spring |
| 24) wing construction | Semicantolever-Sem- Monocoque |
| 25) Location of the mixture in the pedestal | Mounted on the right corner of control pedestal to the right of the throttle. |
| 26) In the airspeed indication yellow arc means | Operation to be made with caut in the smooth air only. |
| 27) Green arc in the operating range means | Normal operating range. |
| 28) Procedure to be followed for engine fire on T-off | Refer question-8 |
| 29) Rate of climb | 715 FPM at sea level |
| 30) To check the generator whether The battery is charging Or not | Load the system with the landing lights elec. and watch the amm for charge rate. |
| 31) Flap system is protected by | 15 AMP fuse. |
| 32) Nose wheel movement | 10°on either side & max. 30° with brakes. |
| 33) The DC voltage for the working of electrical system is 28 DC using a 24 V DC battery. | |
| 34) Movement of flaps | 0°, 10°, 20°, 30°. |
| 35) Brakes | Hydraulic type, disc operated. |
| 36) Where is the starter location | Ref Q5 |
| 37) Immediate action to be taken on engine failure on take-off. | Throttle idle, brakes applied |
| 38) Yellow arc on ASI | Operation to be carried out in smooth air, and with caution. |
| 39) Green arc on oil pressure gauge | Normal operating limits |
| 40) Location of Tachometer | Right/Co-pilot instrument panel. |
| 41) Brakes are hydraulically actuated and mounted on the inboard side of | |
| 42) To check wether electrical systems are working, put on landing lights etc and check ammeter reading. | |
| 43) Gyro instruments are located one above the other. | |