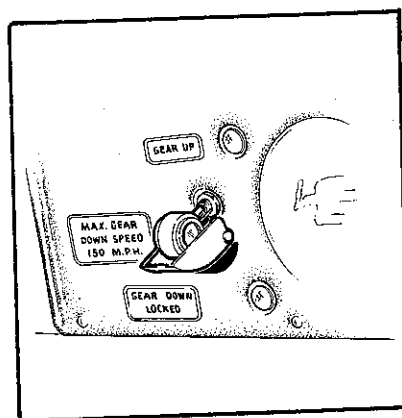




Gear Selector Switch

This prevents the completion of the electric circuit to the landing gear motor until the gear strut is within $\frac{3}{4}$ inch of full extension.

The gear indicating lights are located conveniently by the gear selector switch. The green indicating light below the selector switch shows that all gear are down and locked. The amber light above the gear selector switch is the gear up indication: it will flash if the power of one engine is reduced below 12 inches of manifold pressure while the gear is up and locked. The gear up warning horn will sound when power is reduced (below approximately 12 inches of manifold pressure) on both engines and the gear is not down and locked. **GEAR INDICATION LIGHTS ARE DIMMED WHILE THE INSTRUMENT LIGHTS ARE ON.**

The brakes are actuated by toe brake pedals mounted on the left set of the rudder pedals. Hydraulic brake cylinders above the brake pedals are accessible in the cockpit for servicing. Parking brake valves are incorporated in each cylinder and have two cables attached from the parking brake "T" handle. To prevent inadvertent application of the parking brake in flight, a safety lock is incorporated in the valves, thus eliminating the possibility of pulling out the "T" handle until pressure is applied by use of the toe brakes. Toe brakes for the right side are available as optional equipment.

distinguish it from the electric flap control which has an air-foil shape. As an added safety feature, the warning horn is connected to the gear selector switch. The horn will then operate if the selector is moved to the UP position with the master switch on and the weight of the airplane on the landing gear. To prevent gear retraction on the ground, an anti-retraction switch is installed on the left main gear.

A tow bar is provided with each aircraft. When not in use it is stowed in the baggage compartment.

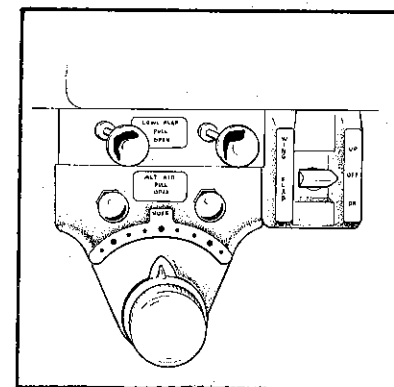
When towing with power equipment, caution should be used not to turn the nose gear beyond its 40 degree arc as this may cause damage to the nose gear and steering mechanism.

CONTROL SYSTEM

Dual flight controls are provided as standard equipment. Cables connect the movable control surfaces with the rudder pedals and control columns.

Directional and longitudinal trim is provided by an adjustable trim mechanism for the rudder and stabilator. The manual rudder trim control is located to the right of the throttle quadrant.

Max-Lift electrically operated flaps are used on the Twin Comanche. The flaps are operated by an electric motor; they can be lowered



Rudder Trim and Flap Controls