

airplane looking like new but in keeping it new. A later paragraph in this section covers the subject in greater detail.

Dirt and mud have the same effect as salt, only to a lesser degree—and do not neglect the engine when storing the airplane. Turn it over by hand or have it turned over every few days to keep the bearings, cylinder walls, and internal parts lubricated. Full fuel tanks will help prevent condensation and will increase fuel tank life.

Airplanes are built to be used and regular use tends to keep them in good condition. An airplane left standing idle for any great length of time is likely to deteriorate more rapidly than if it is flown regularly, and should be carefully checked over before being put back into service.

LIFTING AND JACKING.

The airplane may be lifted by an appropriate sling at the engine mount fuselage attachment fitting or by lifting lugs on the engine and a sling around the aft section of the fuselage. The cowl upper halves need not be removed as they can be opened upward for application of the sling at the engine mount fuselage attachment fitting.

Jacking point brackets and hoisting rings are available as optional equipment and insure easy, safe handling of the airplane. A block of hardwood sawed at an angle to fit between the fuselage and the landing gear spring may be used as a jacking point to hold the airplane when working on a wheel or tire. Do not use the brake casting as a jacking point.

LANDING GEAR, WHEELS, AND TIRES.

The landing gear consists of a single tapered spring leaf for each leg which replaces the shock strut, torque arms, coil springs, bearings, and plungers, used in conventional shock strut types. This spring is made from the highest quality chrome vanadium steel, heat treated and shot peened for added fatigue resistance. No maintenance of this spring is necessary other than paint to prevent rusting. Operation of the gear actually makes ground handling, taxiing and landing easier.



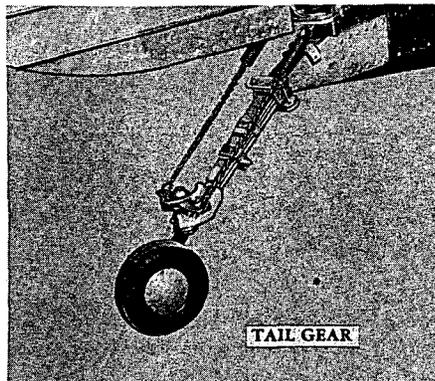
Correct tire pressure is essential to realize the full benefit of the spring landing gear properties and obtain maximum tire wear. Correct tire pressure is 24 lbs./sq. inch gage pressure. An accumulation of oil and grease on tires will have an adverse effect on tire life and should be removed with soap and water. The 6:00 x 6 wheel is a two piece type, cast of magnesium alloy and equipped with a single disc type brake.

Tires are easily removed by jacking up the airplane, removing the wheel,

and disassembling the two piece wheel. Be sure that all of the air is out of the tire and tube before taking the wheel apart. The tire is reinstalled by reversing the procedure. In removing the wheel, it is necessary to remove the brake disc anti-rattle clips before the wheel can be taken off the axle. The wheel axle nut should be tightened finger tight plus one-half turn.

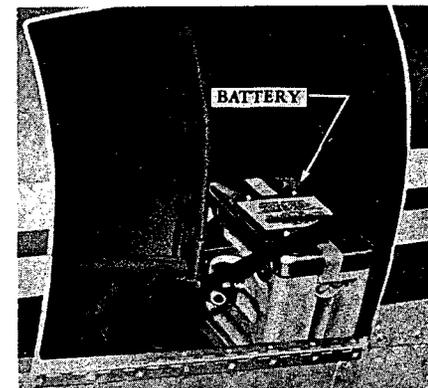
The wheel alignment has been properly set at the factory. Wheels should have zero toe in and zero camber at approximately 2000 lbs. weight in the three point taxi attitude. Excessive tire wear indicates an improper wheel setting for the "on the ground" weight at which you are operating. See your dealer or distributor for re-alignment.

The brake master cylinders, located in the cabin at the rudder and brake



pedals, incorporate a reserve reservoir for brake fluid to replace leakage losses. The reservoir should be kept full and this should be checked periodically. Brake fluid should be Univis No. 34 or equivalent (specification 3580 or AN-VV-O-366) petroleum base hydraulic fluid. (Do not use castor oil base hydraulic fluid.) Adjust-

ment of the brake is not necessary. Whenever the brakes feel spongy, bleed out the entrapped air from the top of the actuating cylinder at the brake and refill the hydraulic reservoir at the pedals.



The tailwheel, mounting a solid rubber tire, is the full swiveling steerable type mounted on leaf springs. The tailwheel tire is removed and replaced by taking the tailwheel apart the same as the main wheel.

BATTERY.

The battery is located under the cowl on the left side and is reached by raising the left cowl access door.

Maintain the level of the battery electrolyte at the level of the horizontal baffle plate (the plate with the holes in it) which is approximately two inches below the filler plug by adding distilled water as required. Obtain the water level but *do not* fill above the plate mentioned above. This water level should be maintained when the battery is in the level position and, therefore, approximately the forward