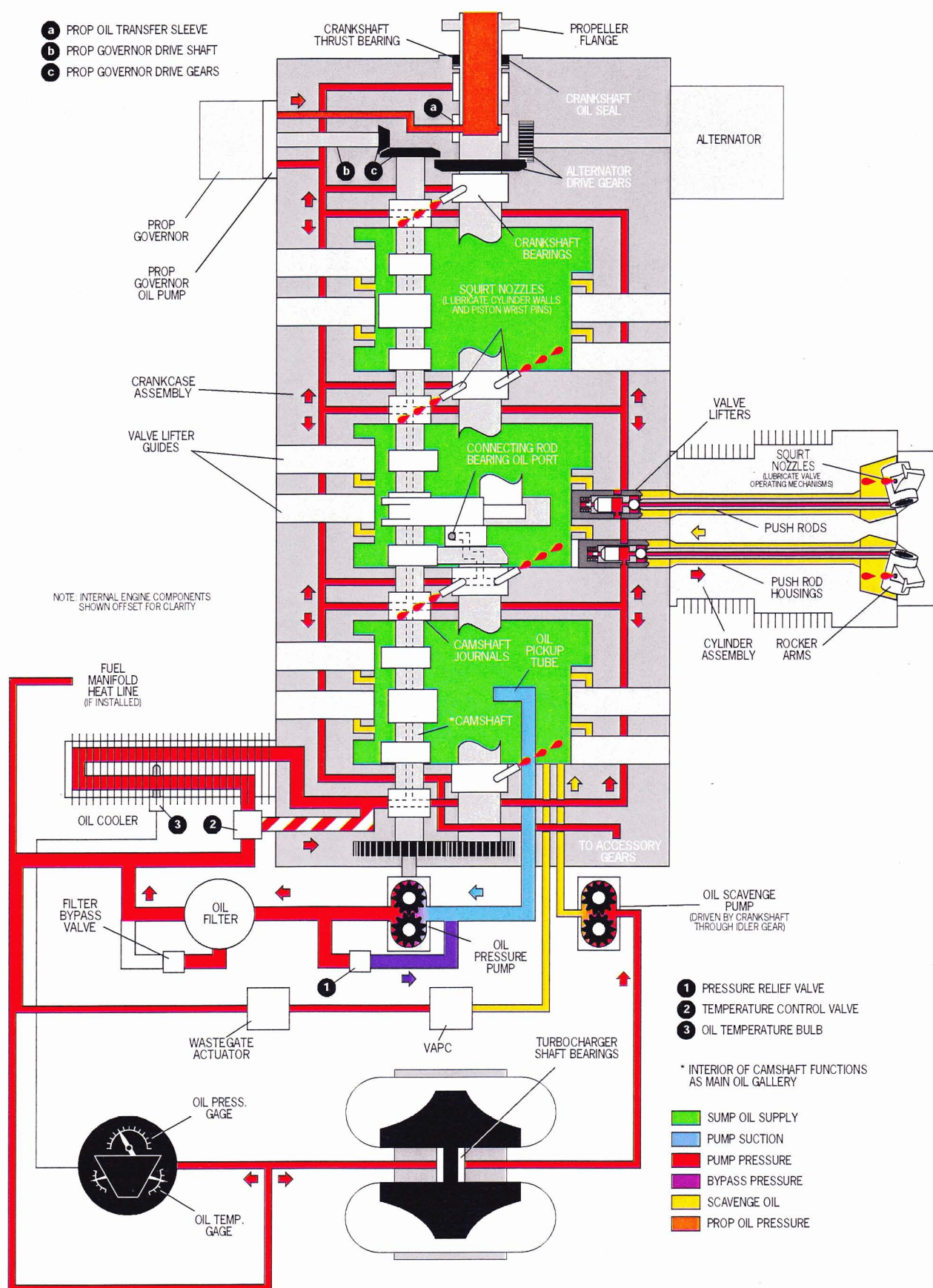
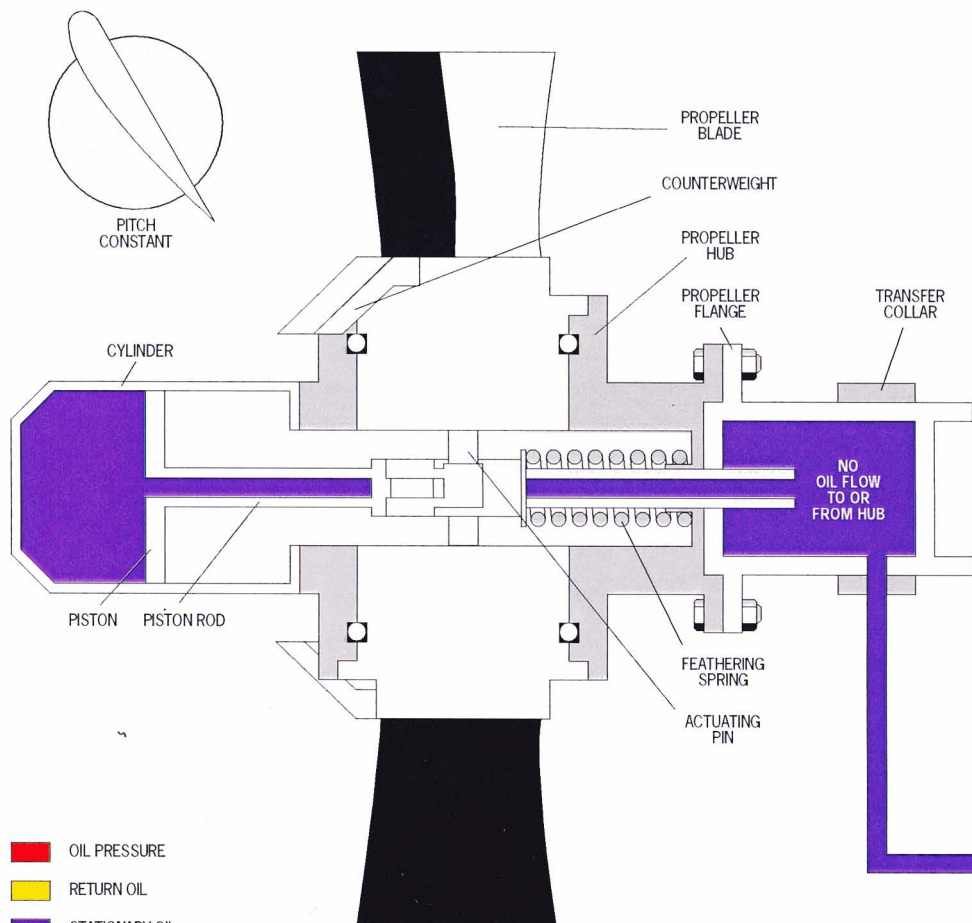
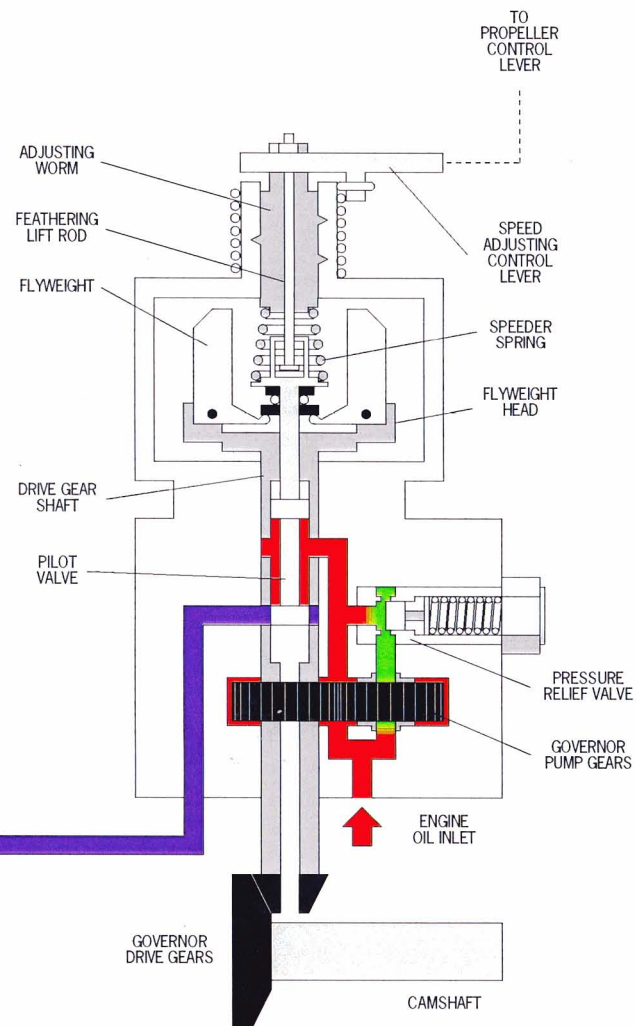


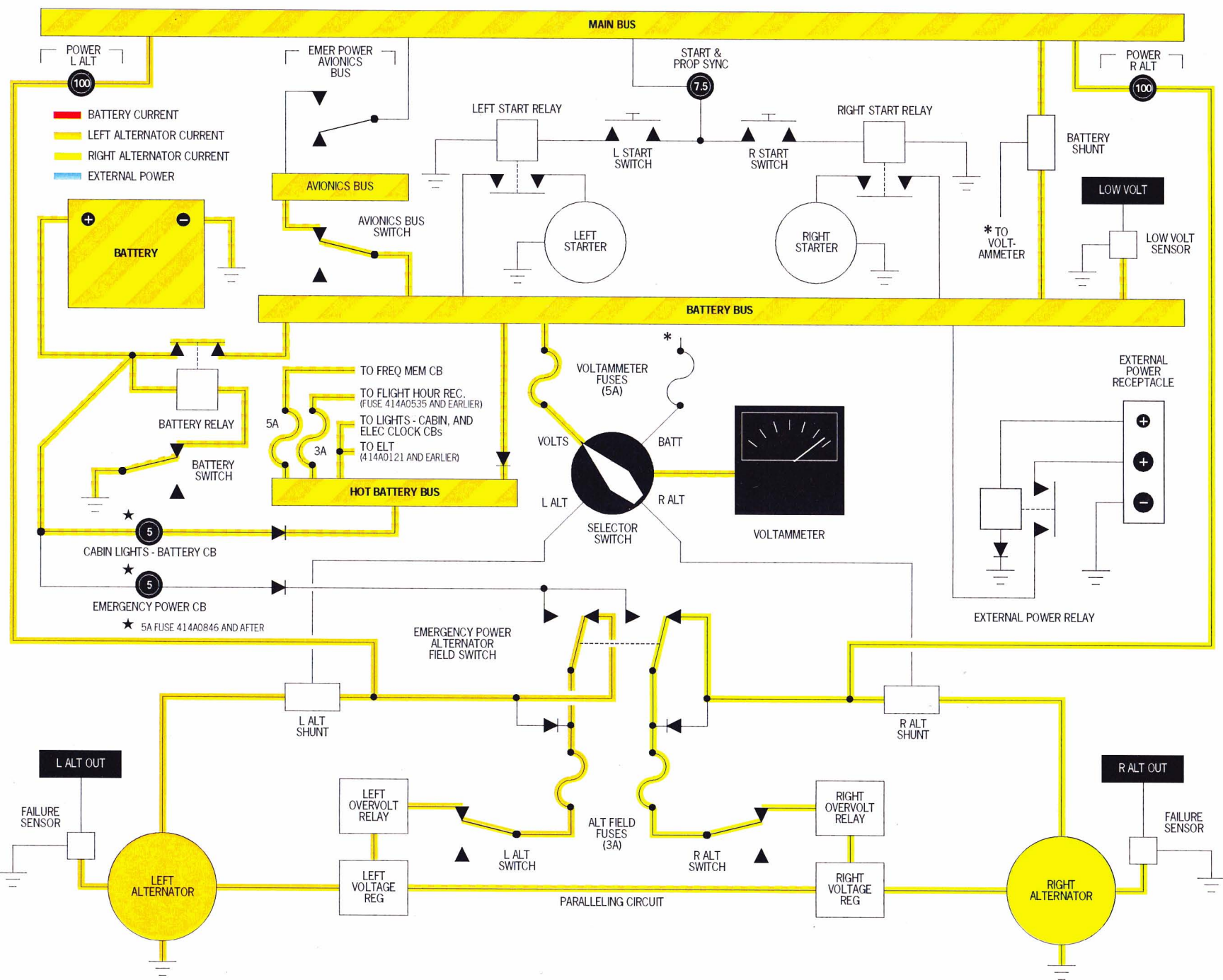
- a PROP OIL TRANSFER SLEEVE
- b PROP GOVERNOR DRIVE SHAFT
- c PROP GOVERNOR DRIVE GEARS

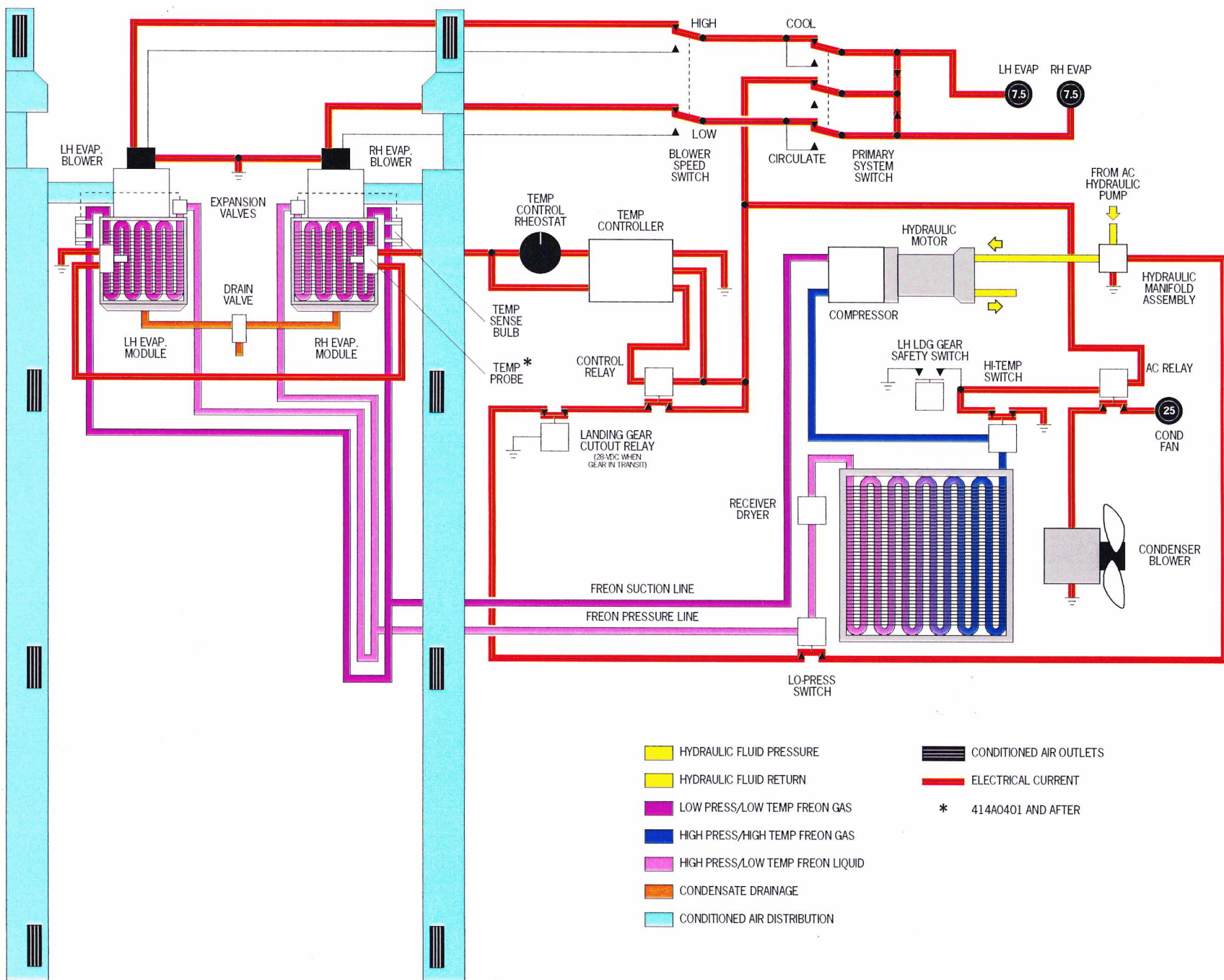


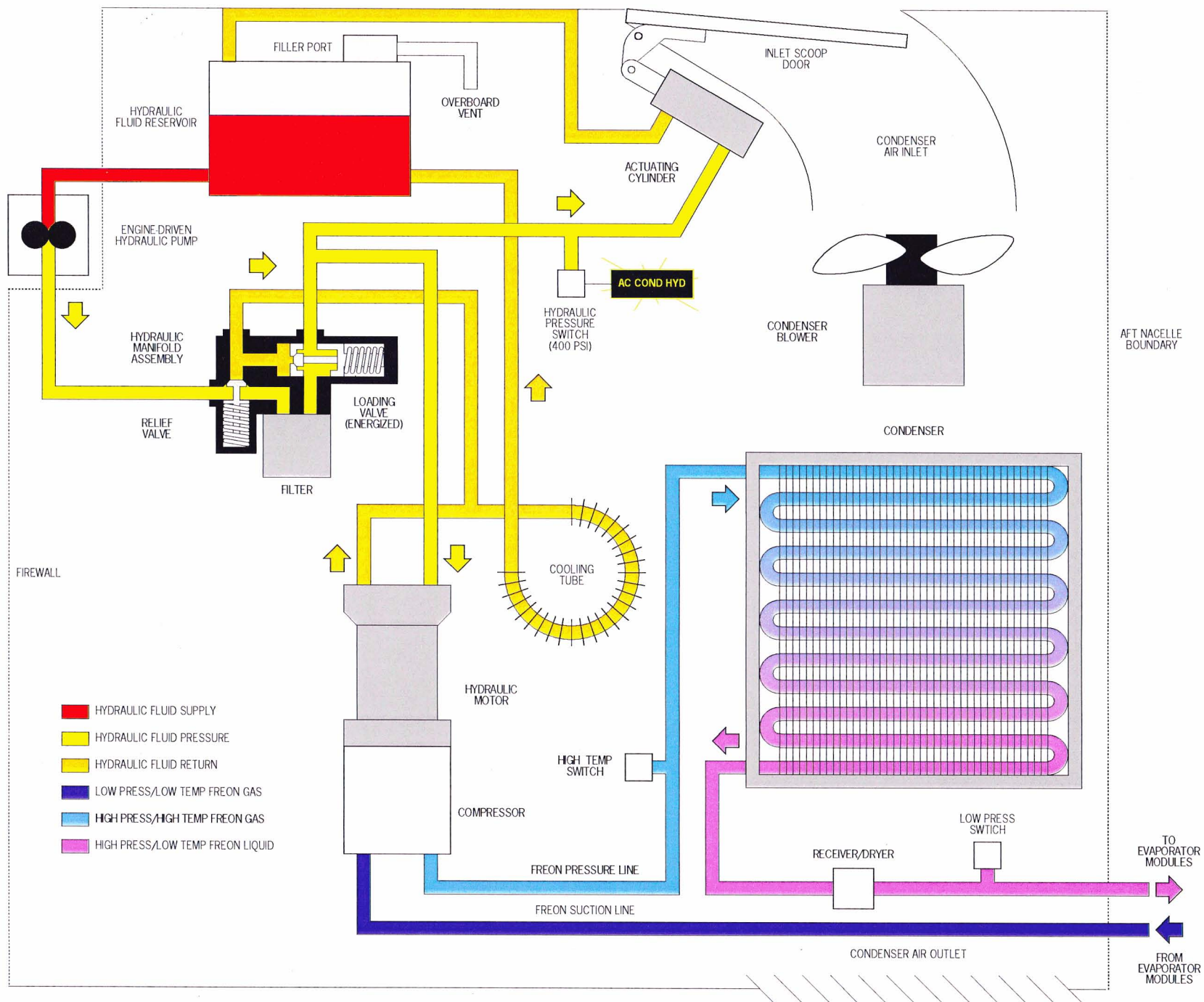


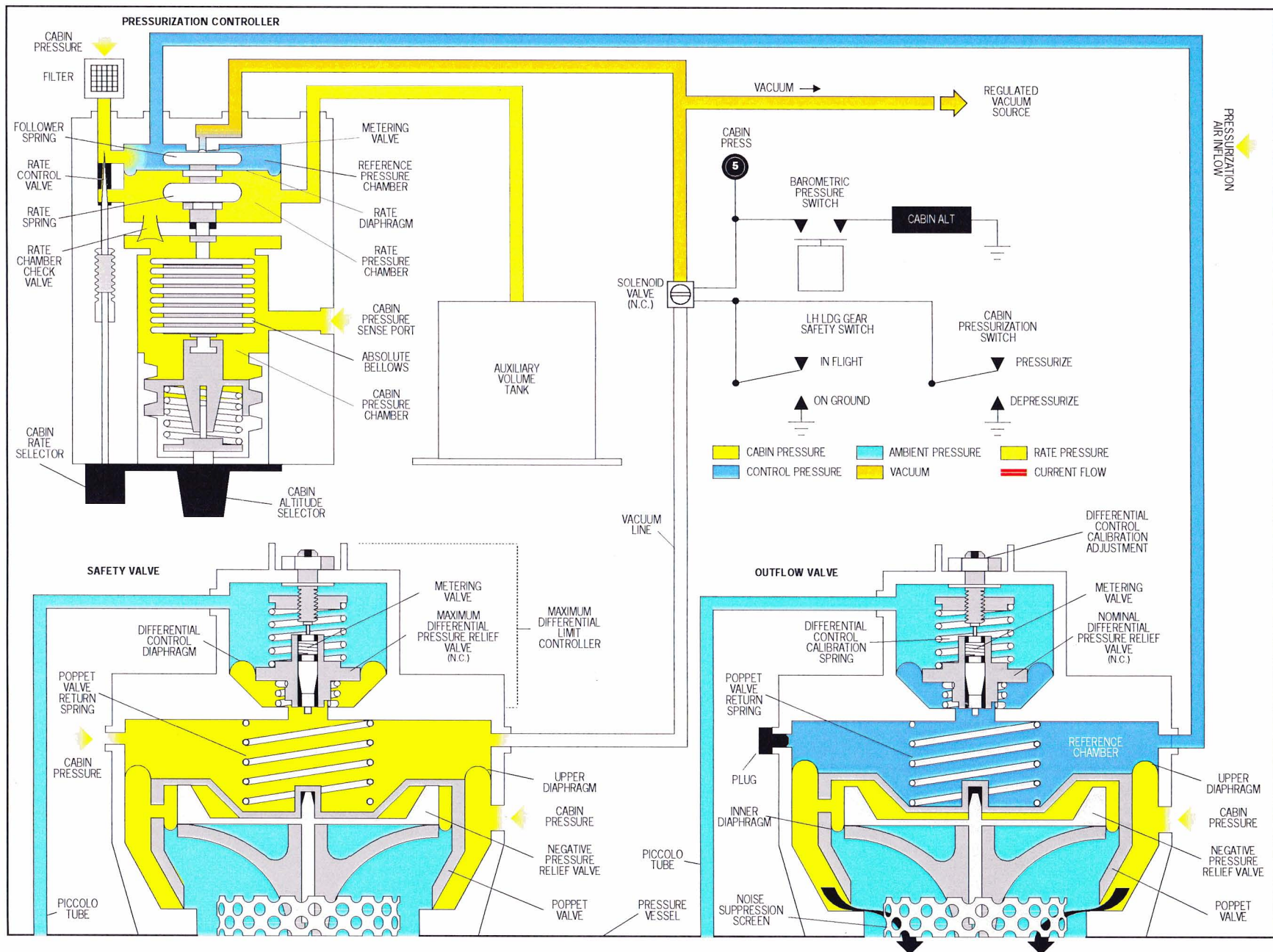
- OIL PRESSURE
- RETURN OIL
- STATIONARY OIL
- RELIEF VALVE RETURN
- MECHANICAL LINKAGE

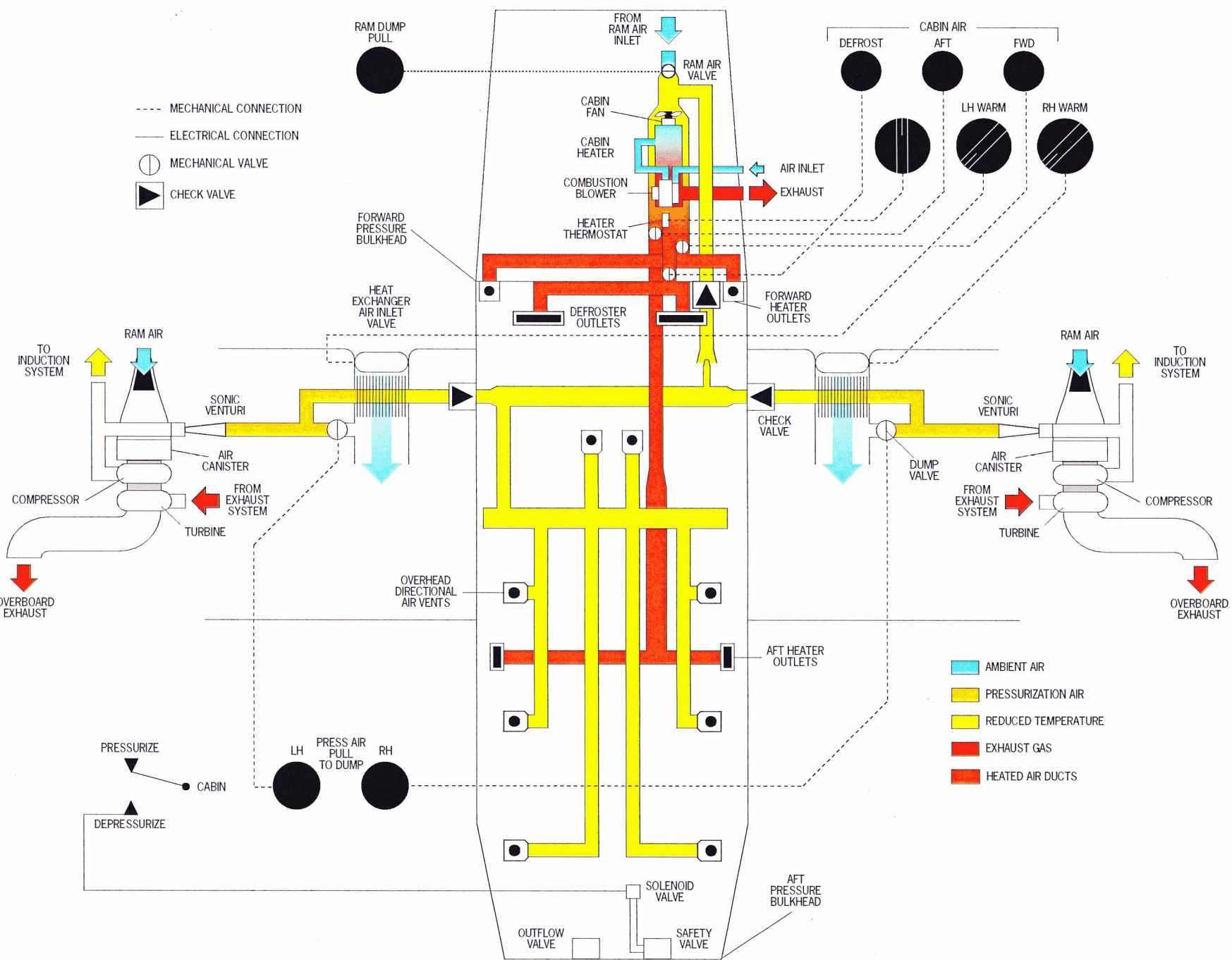












LANDING GEAR SYSTEM

The electrically operated landing gear is fully retractable and incorporates a steerable nosewheel. To help prevent accidental retraction, an automatic safety switch on the LEFT shock strut prevents retraction as long as the weight of the aircraft is sufficient to compress the strut. The landing gear is operated by a switch, which is identified by a wheel-shaped knob. The switch positions are UP, OFF (center) and DOWN. To operate the gear, pull out the switch knob and move to the desired position.

LANDING GEAR POSITION LIGHTS

There are four landing gear position indicator lights contained in two modules located beneath the radio control panel just left of the center of the instrument panel. One module contains three of these lights (one for each gear) which are green and will illuminate when each landing gear is fully extended and locked. The other light module is red and will illuminate when any or all the gears are unlocked (intermediate position). When the gear unlocked light and gear down lights are not illuminated, the landing gear is in the UP and locked position. The gear down (green) light module can be dimmed by turning on the MASTER PANEL switch and utilizing the compass rheostat.

LANDING GEAR WARNING HORN

The landing gear warning horn is controlled by the throttles and the flap preselect handle. The warning horn will sound an intermittent note if either throttle is retarded below approximately 15 inches Hg. manifold pressure with the landing gear retracted or if the flap handle is lowered past the 15° position with the landing gear in any position except extended and locked. The warning horn can be activated by either the flap handle or by throttle position as each functions independently of the other. The warning horn is also connected to the UP position of the landing gear switch and will sound if the switch is placed in the UP position while the aircraft is on the ground.

NOTE

Do not pull landing gear warning circuit breaker to silence horn as this also turns off the landing gear indicator lights and landing gear control relay, thus the landing gear cannot be raised.

LANDING GEAR HANDCRANK

A landing gear handcrank, Figure 2-8, for manually lowering the landing gear, is located just below the right front edge of the pilot's seat. Normally, the crank is folded and stowed in a clip beside the seat. To use the crank, tilt pilot's seat aft (standard), or raise pilot's seat (optional), pull crank out from its storage clip and unfold it until it locks in operating position. The procedure for manually lowering the landing gear is given in Section III. To stow the crank, push the lock release button on the crank handle, fold the handle and insert it in the storage clip.

NOTE

The handcrank handle must be stowed in its clip before the gear will operate electrically. When the handle is placed in the operating position, it disengages the landing gear motor from the actuator gear.

LANDING GEAR HANDCRANK

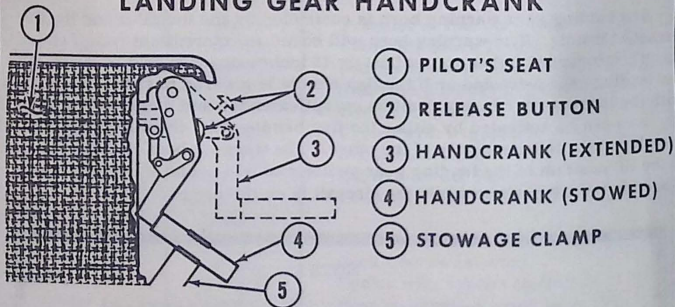


Figure 2-8