

### II.2.5 Airbrake control system

From the operating grip on the left fuselage side two pushrods run to a rocker, a welded torque tube mechanism; pushrods (one each for the left and right airbrake) run from either side of this mechanism and drive a 90° bellcrank each which is pivotted on a plate at the sub-floor at the wingroot level. The connecting heads for the 1'Hôtelier-type connectors are located on these bellcranks. When the wings are fitted, the airbrake pushrods (aluminium tube) from the wings are connected at this point. These pushrods run via a steel pushrod to the toggle levers. The levers lock at one end-point and hold the airbrakes closed. From the toggle lever a rod operates the airbrake parallelogram which consists of two rockers, a linking rod and the airbrake itself.

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CORRECTION:

When the contact surface of the tire is worn out, the tire must be replaced. Do not allow any type of grease and oil to contact the tire, as the rubber material is attacked and destroyed by such substances.

#### Sizes:

Main wheel: tire with tube 5.00-5; 6-ply rating.

Nose wheel: tire with tube 260 x 85.

Tailwheel: tire with tube 210 x 65.

#### Air pressures:

Main wheel: 3,0 bar (42,66 psi).

Nose wheel: 2,0 bar (28,44 psi).

Tailwheel: 2,5 bar (35,60 psi); if installed.

### III.6.4 Wheel braking system

If you find the wheel brake inefficient or little efficient, there are the following possible causes:

- Brake linings are worn out to such an extent that they must be re-adjusted.
- The airbrakes are being extended up to their stop without that the wheel brake operates efficiently.
- Brake linings are completely worn out so that they must be renewed.

To re-adjust the brake or renew the brake linings, the cover of the main bulkhead must be disassembled.

### III.6.5 Re-adjusting the wheel brake

By shortening the turnbuckle ① at the bellcrank ⑤ the brake cable line ② can be tightened up (see Fig. 3.6-2).

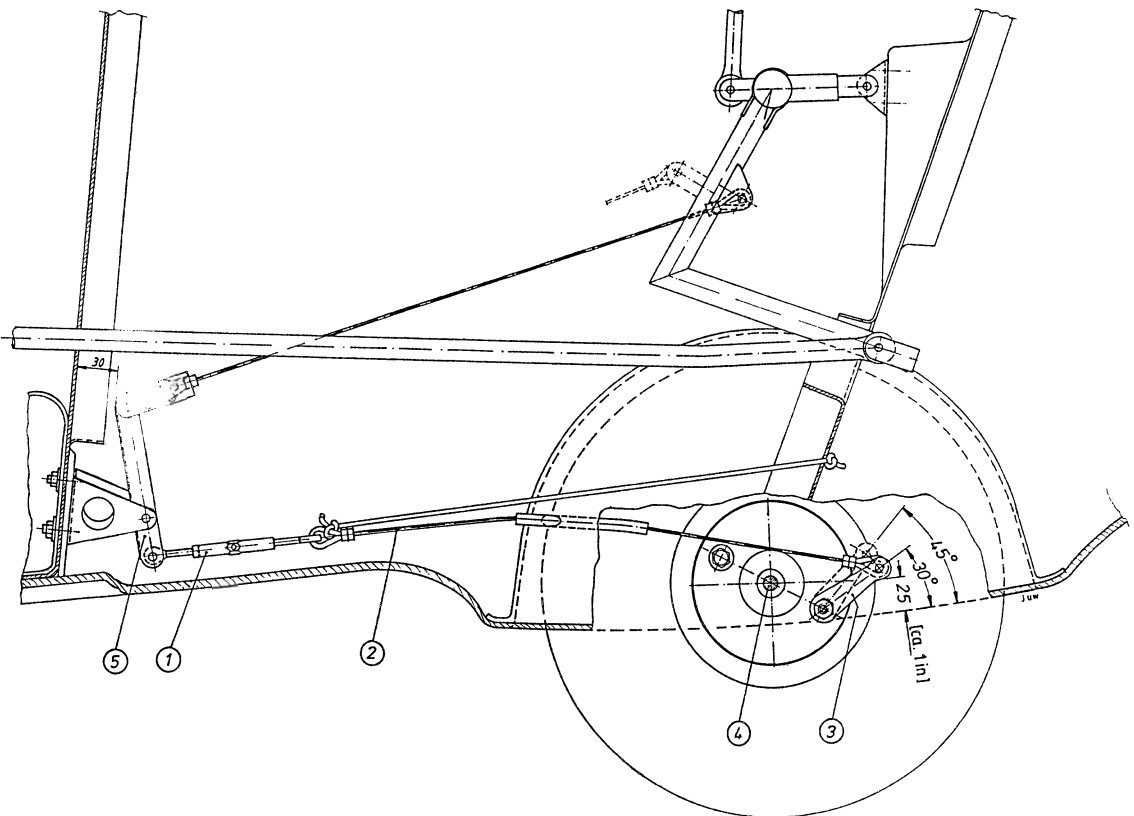
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Fig. 3.6-2 RE-ADJUSTING THE WHEEL BRAKE



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The main landing gear consists of a fixed 5.00-5 wheel with a Tost internal expanding brake.

Tire pressure: 3,0 bar (42,66 psi).

Nose wheel:

The nose wheel is a fixed 260 x 85 wheel. Tire pressure: 2,0 bar ( 28,44 psi).

11.3.2 Tailskid / tailwheel

The aircraft is usually supplied with a tailskid of integral foam fitted with a metal rubbing plate.

Tailwheel:

As an option the skid can be replaced by a fixed tail-wheel (210 x 65; tire pressure 2,5 bar = 35,6 psi) or by an integral-foam skid fitted with a polyamid roller.

11.3.3 Braking system

The mechanical internal expanding brake of the main landing gear is connected to the airbrake control system. When extending the airbrakes, the wheel brake is operated in the last third of the movement of the airbrakes.

From the airbrakes rocker lever in the fuselage a cable line runs via a bellcrank to the brake lever at the brake anchor plate.

11.4. COCKPIT AND EQUIPMENT

The Flight Manual describes the position of the controls and operating levers, and their effects (see Chapter IV.2. of this manual).

An illustration of the cockpit is given in the appendix (V.4., Fig.5.4.1 on page 60).

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The brake must be adjusted such that:

1. with the airbrakes extended, the airbrakes lower edge is in line with the wing top edge, and
2. that the airbrake lever has still about 40 mm travel towards the rear seatpan cutout;
3. The brake crank ③ should have an angle of about 45° towards the wheel box lower edge (see Fig.3.6-2).

With this position adjusted, the wheel must not turn any longer.

The (unbraked) basic adjustment of the brake crank ③ towards the wheel box lower edge must be approx. 30°.

#### III.6.6 Replacing the brake linings

Remove the wheel axle -SW 17- ④. Then carefully pull the wheel out of the wheel box and undo the brake cable line ② from the brake crank ③. Now take the brake anchor plate out of the rim.

If the brake lining thickness is less than 1,5 mm at one point (0,06 in), the brake linings must be replaced. Clean brake drum and brake anchor plate thoroughly from all brake dust.

Inside the brake no grease must be applied !!

When fitting the new brake linings take care that both release springs are suspended into the brake linings in the following way: the weaker release spring into the brake cam and the strong release spring into the anchor screw.

Now refit all parts in the reverse sequence and adjust the brake as described in Chapter III.6.5; observe also the "Technical Instructions for all TOST braked wheels" stating the prescribed torque moments.

Carry out a check of the brake for correct operation and effectiveness !!

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III.7. LUBRICATING PLAN

Refer to Fig. 3.7-1 !

Ballraces:

The grooved ballraces used are grease-filled and encapsuled; further greasing is not required.

The 14 C 6 swivelling ball bearings in the pushrods and the dural bellcranks are pre-greased and fitted with felt seals; they also require no maintenance over a long period.

The same applies for the ballraces in the pushrod guides.

The canopy latches, especially the emergency jettisoning mechanism at the front, must be kept well greased.

Soiled tow releases are best cleaned with compressed air, a paintbrush, and by moving the mechanism; they can then be lubricated again with aerosol oil or similar.

Greases and oils based on  $MoS_2$  are not suitable for bearings incorporating brass, bronze or copper parts; but they are very good for steel/steel bearings and roller bearings.

III.8. PRESSURE LINES AND CONNECTIONS FOR THE INSTRUMENTATION

Refer to Fig. 3.8-1 :

1. Altimeter
2. Airspeed indicator
3. Variometer
4. Total energy venturi tube
5. Static pressure vents on the fuselage for A.S.I.

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