

2.2.4 Rudder

The rudder is operated by (\varnothing 3.2 mm LN 9374) cables anchored to the outside of the front cross tube of the adjustable rudder pedals. From these fix points, the cables run through the swan-neck guide tubes and from their upper ends through Nylon tubes, which guide them to the area of the rear seat pedal positions. They are connected with an adjusting plate there. This plate allows to even out minor inaccuracies of cable length and of pedal rake angle.

The cables of the rear pedals are connected to the central structure of the cockpit. From there they run through the swan-neck guide tubes and are attached to the adjusting plate, too.

All way back into the fin nylon tubes guide the control cables. There they are attached to the lower rudder fitting.

Cable tension is maintained by springs at the rudder pedals. The rudder stops are located at the lower rudder fitting in the fin.

2.2.5 Airbrake Control System

Both airbrake handles at the left-hand cockpit wall are mounted on a steel push rod, which leads to a swivel crank in front of the main bulkhead (this swivel crank also actuates the main brake master cylinder). From there a pushrod leads to a bell crank, which transmit the movement in transverse direction. A pushrod leads to the fuselage centre. A second bell crank transmits the movement of this pushrod via short pushrods to the automatic hook ups of the fuselage.

In the wing an aluminium push rod leads direct from the automatic hook-up to the toggle crank in the airbrake box. From this toggle crank, a short push rod drives the two airbrake swivel levers via a connecting rod. The airbrake paddle itself is mounted on these swivel levers.

The master cylinder of the wheel brake system serves at the same time as the airbrake stop. The adjustment of the airbrake control system and the wheel brake is described in section 2.3.3.