

phone to the radio unit the pilot desires to use for transmission. This is accomplished by placing the transmitter selector switch in the position corresponding to the radio unit which is to be used. The up position selects the upper transmitter and the down position selects the lower transmitter.

The installation of Cessna radio equipment provides certain audio back-up capabilities and transmitter selector switch functions that the pilot should be familiar with. When the transmitter selector switch is placed in position 1 or 2, the audio amplifier of the corresponding transceiver is utilized to provide the speaker audio for all radios. If the audio amplifier in the selected transceiver fails, as evidenced by loss of speaker audio for all radios, place the transmitter selector switch in the other transceiver position. Since an audio amplifier is not utilized for headphones, a malfunctioning amplifier will not affect headphone operation.

## **SPEAKER PHONE SWITCHES.**

The speaker-phone switches determine whether the output of the receiver in use is fed to the headphones or through the audio amplifier to the speaker. Place the switch for the desired receiving system either in the up position for speaker operation or in the down position for headphones.

## **AUTOPILOT-OMNI SWITCH.**

When a Nav-O-Matic autopilot is installed with two compatible omni receivers, an autopilot-omni switch is utilized. This switch selects the omni receiver to be used for the omni course sensing function of the autopilot. The up position selects the upper omni receiver in the radio panel stack and the down position selects the lower omni receiver.

## **BOOM MICROPHONE**

A boom microphone may be mounted near the upper left corner of the windshield. Use of the boom microphone allows radio communication without the necessity of releasing any controls to handle the normal hand microphone. The microphone keying switch is a push button located on the left side of the pilot's control wheel.

## **WING LEVELER**

A wing leveler may be installed to augment the lateral stability of an airplane. The system uses the Turn Coordinator for roll and yaw sensing. Vacuum pressure, from the engine-driven vacuum pump, is routed from the Turn Coordinator to cylinder-piston servo units attached to the aileron control system. As the aircraft deviates from a wing level attitude, vacuum pressure in the servo units is increased or relieved as needed to actuate the ailerons to oppose the deviations.

A separately mounted push-pull control knob, labeled WING LVL, is provided on the left side of the instrument panel to turn the system on and off. A ROLL TRIM control knob on the Turn Coordinator is used as a manual roll trim control to compensate for asymmetrical loading of fuel and passengers, and to optimize system performance in climb, cruise, and let-down.

## **OPERATING CHECK LIST**

### **TAKE-OFF.**

- (1) WING LVLR Control Knob -- Check in off position (full in).

### **CLIMB.**

- (1) Adjust elevator trim for climb.
- (2) WING LVLR Control Knob -- Pull control knob ON.
- (3) ROLL TRIM Control Knob -- Adjust for wings level attitude.

### **CRUISE.**

- (1) Adjust power and elevator trim for level flight.
- (2) ROLL TRIM Control Knob -- Adjust as desired.

### **DESCENT.**

- (1) Adjust power and elevator trim for desired speed and rate of descent.
- (2) ROLL TRIM Control Knob -- Adjust as desired.