

$$C_T = \frac{1}{1/C_1 + 1/C_2 + 1/C_3 \dots}$$

FIGURE 1.—Equation.

$$C_T = \frac{1}{1/C_1 + 1/C_2 + 1/C_3}$$

FIGURE 2.—Equation.

$$L_T = \frac{1}{1/L_1 + 1/L_2 + 1/L_3 \dots}$$

FIGURE 3.—Equation.

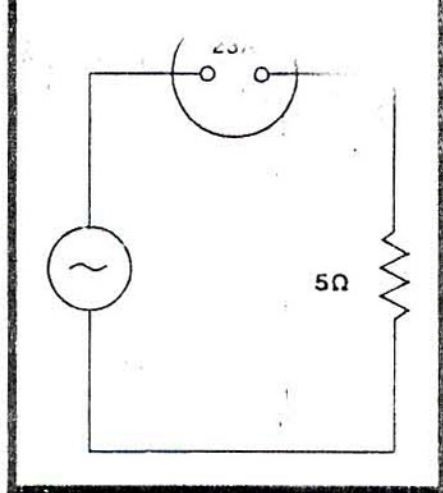


FIGURE 4.—Circuit Diagram.

$$Z = \sqrt{R^2 + (X_L - X_C)^2}$$

Z = Impedance
 R = Resistance
 X_L = Inductive Reactance
 X_C = Capacitive Reactance

FIGURE 5.—Formula.

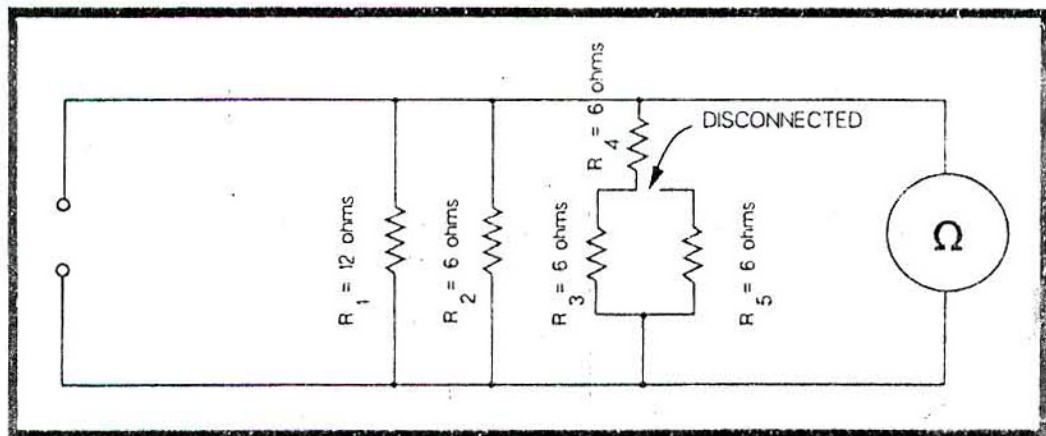


FIGURE 6.—Circuit Diagram.

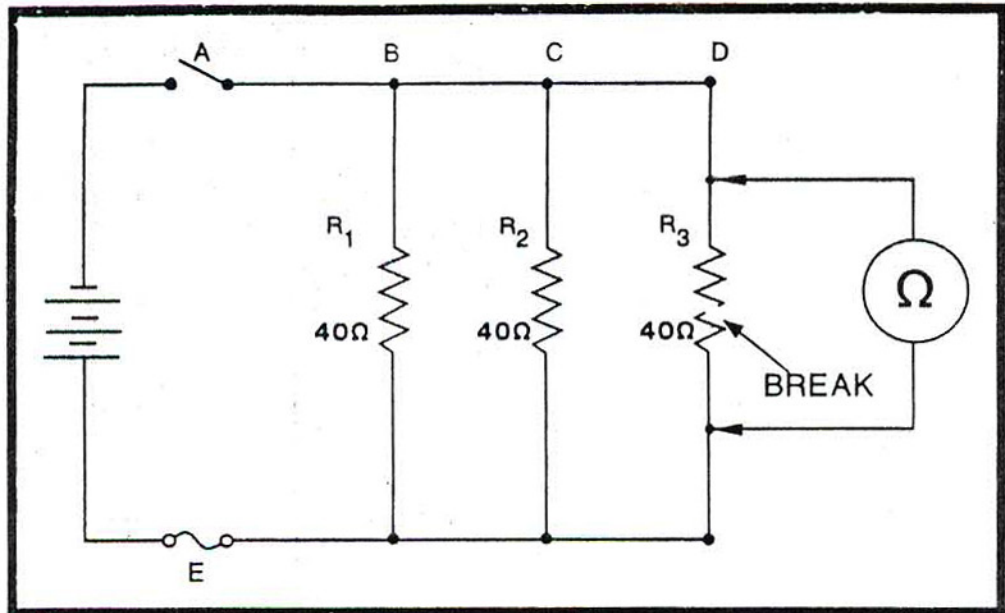


FIGURE 7.—Circuit Diagram.

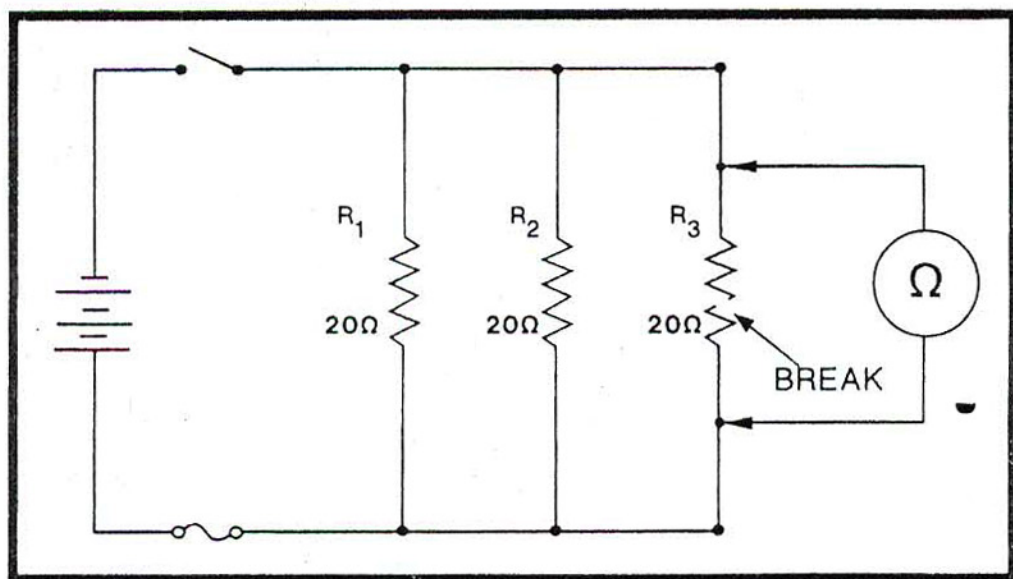


FIGURE 8.—Circuit Diagram.

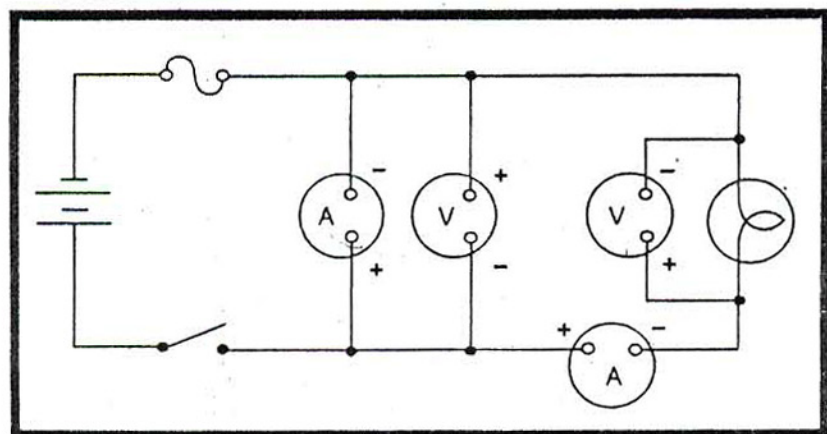


FIGURE 9.—Circuit Diagram.

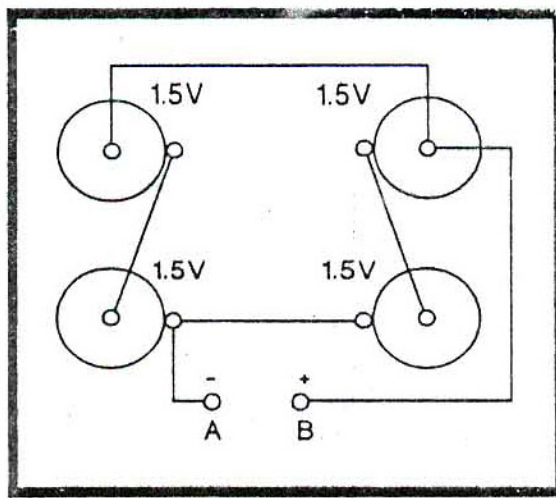


FIGURE 10.—Battery Circuit.

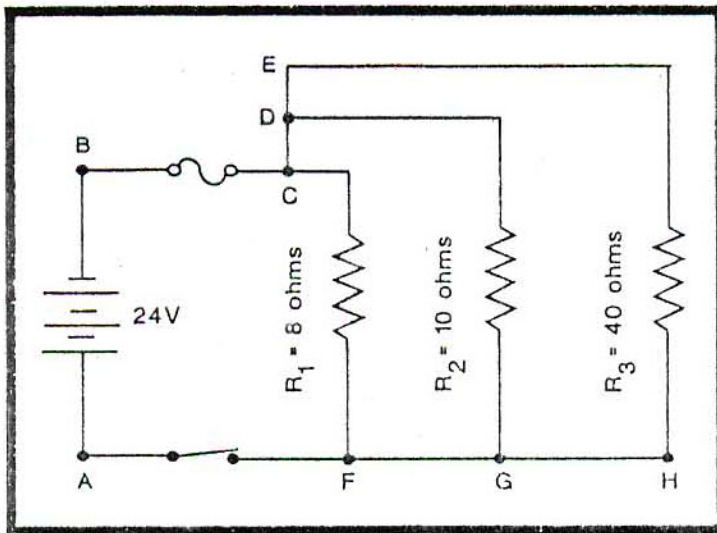


FIGURE 11.—Circuit Diagram.

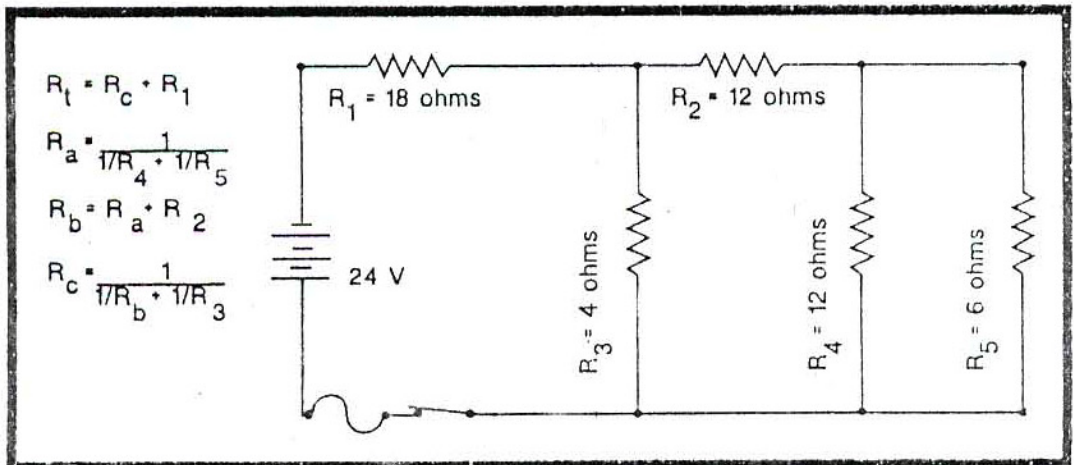


FIGURE 12.—Circuit Diagram.

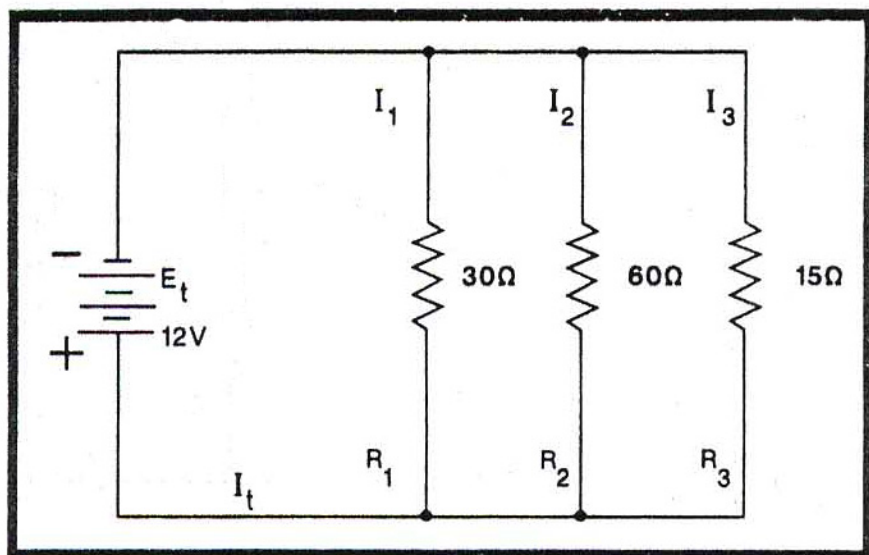


FIGURE 13.—Circuit Diagram.

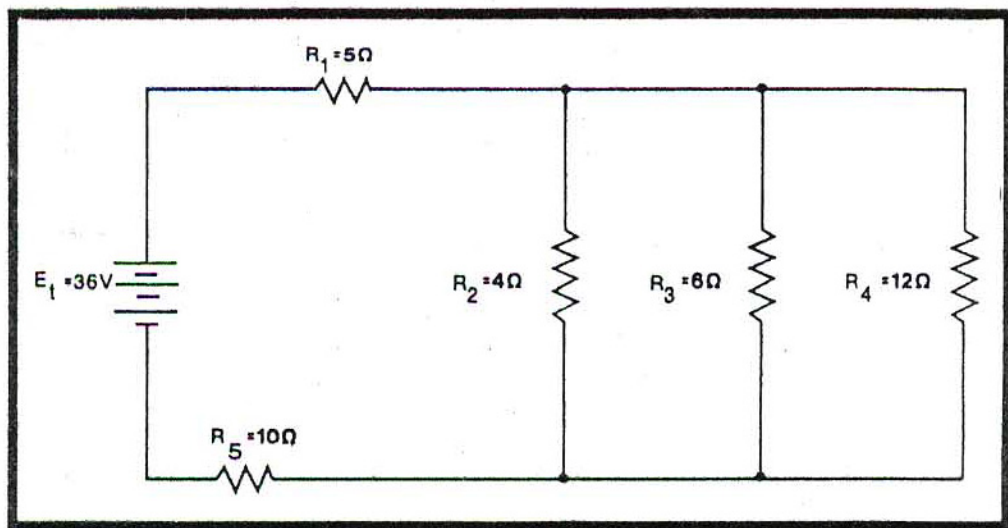


FIGURE 14.—Circuit Diagram.

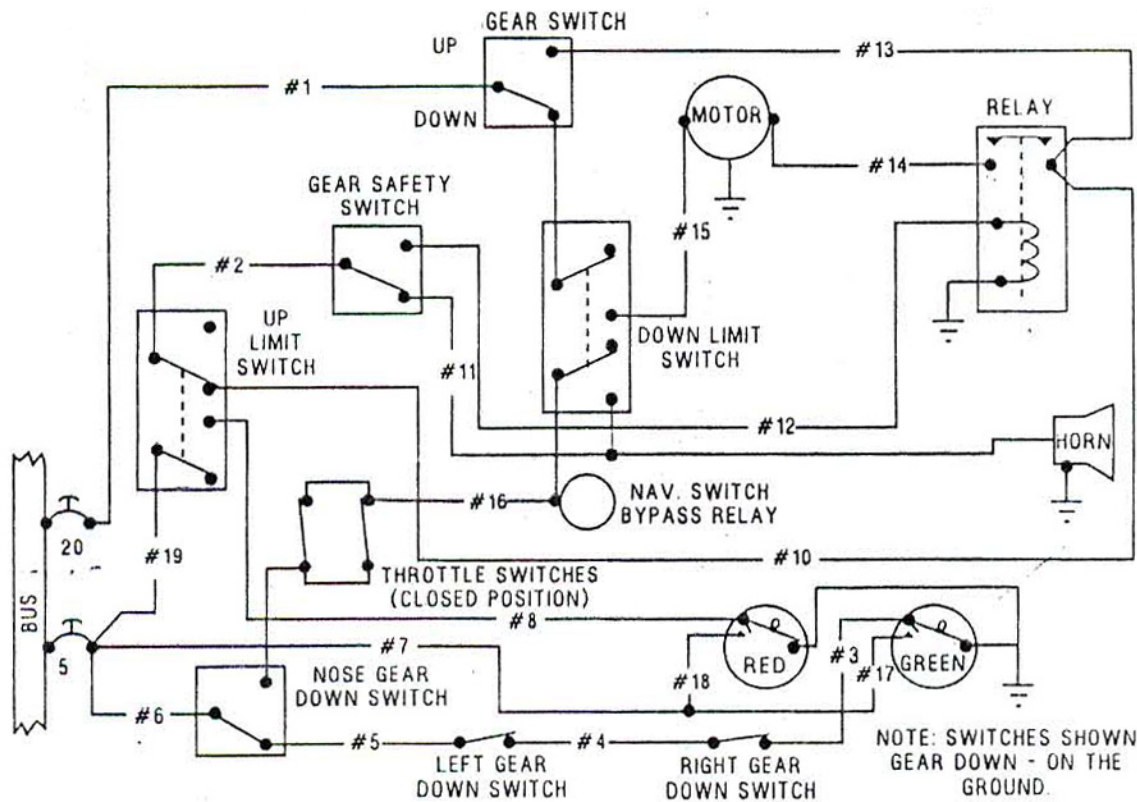


FIGURE 15.—Landing Gear Circuit.

DRAWING SHOWN WITHOUT ELECTRICAL POWER TO BUS

BUS 24 VDC

ALL RELAYS SPRING
LOADED TO POSITION
SHOWN

FUEL SELECTOR SWITCH

NORM

X-FEED

RH TANK

LH TANK

LTS RELAY

RTS RELAY

FCF RELAY

FUEL PRESS
X-FEED VALVE

RELAY PCO

PUMP
X-FEED OPEN

RELAY PCC

PUMP
X-FEED CLOSED

TANK
X-FEED OPEN

RELAY TCC

TANK
X-FEED CLOSED

RELAY TCO

FUEL PRESSURE
CROSS FEED
VALVE OPEN

FUEL TANK
CROSS FEED
VALVE OPEN

CAUTION WARNING
LIGHTS IN COCKPIT

FCF

FUEL TANK
X-FEED VALVE

FIGURE 16.—Fuel System Circuit.

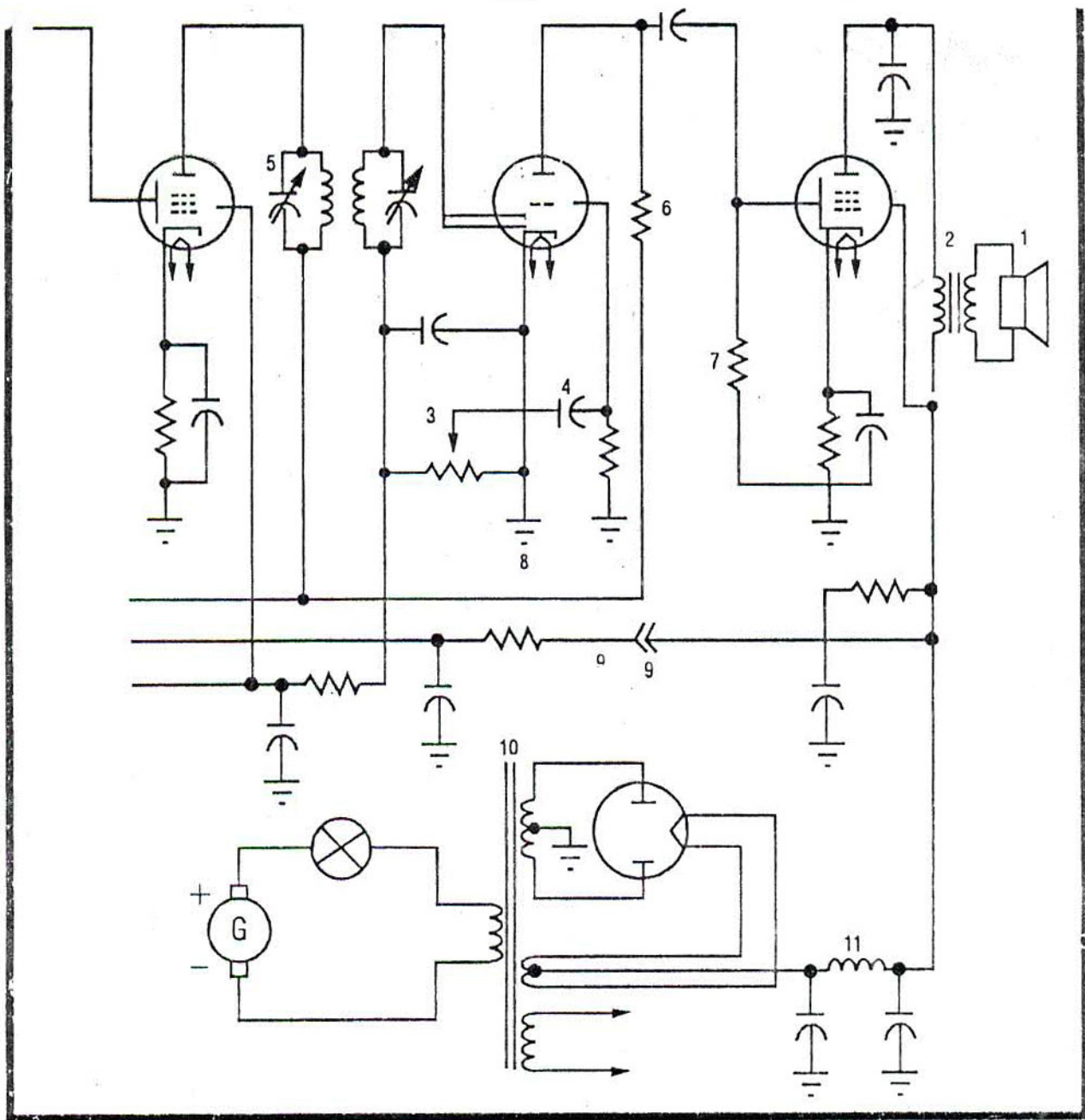


FIGURE 17.—Electrical Symbols.

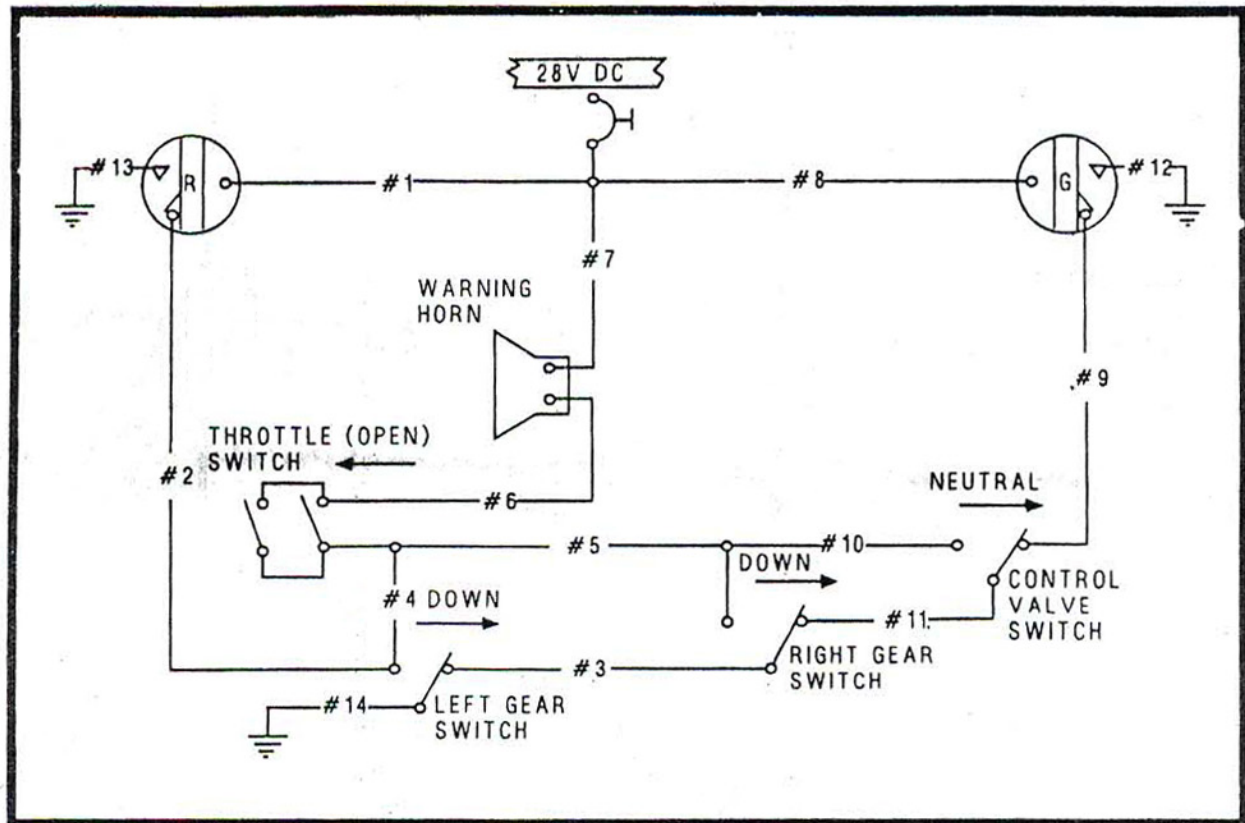


FIGURE 18.—Landing Gear Circuit.

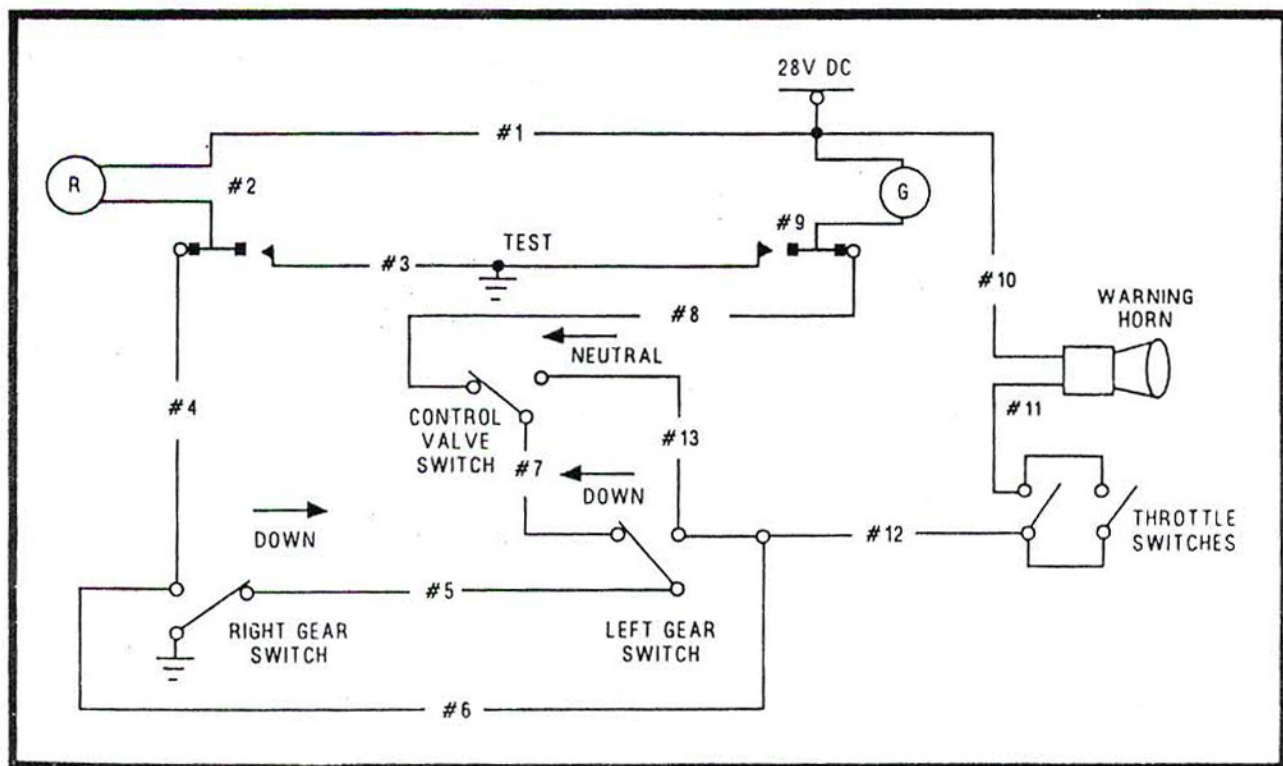


FIGURE 19.—Landing Gear Circuit.

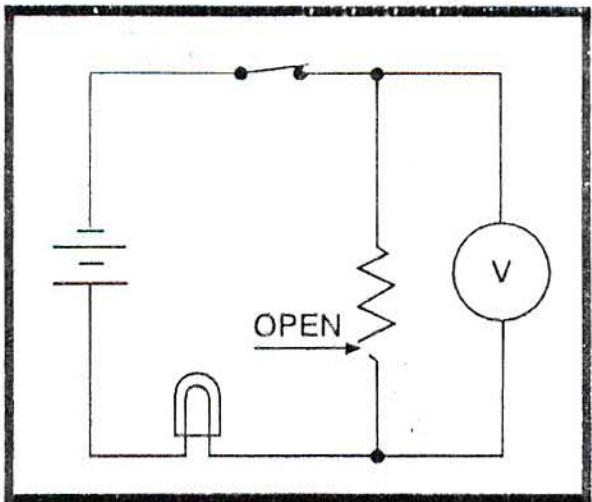


FIGURE 20.—Circuit Diagram.

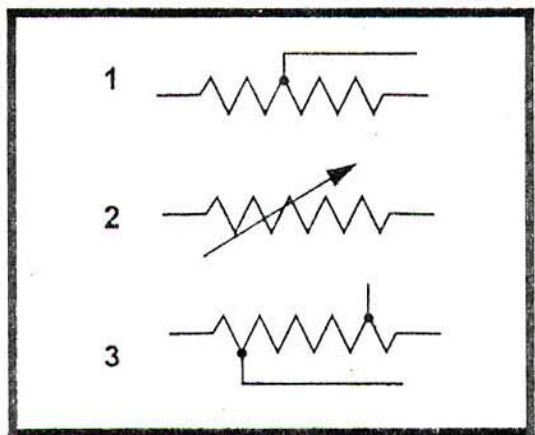


FIGURE 21.—Electrical Symbols.

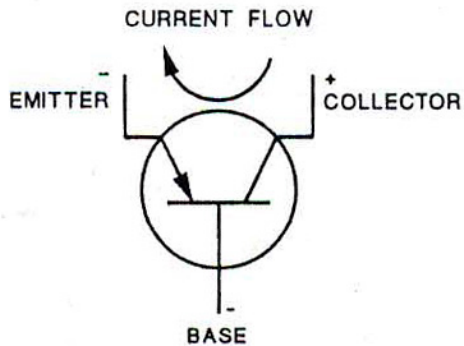
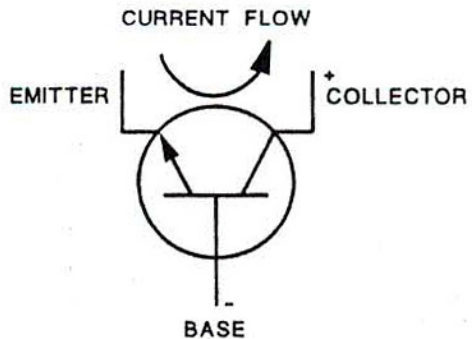
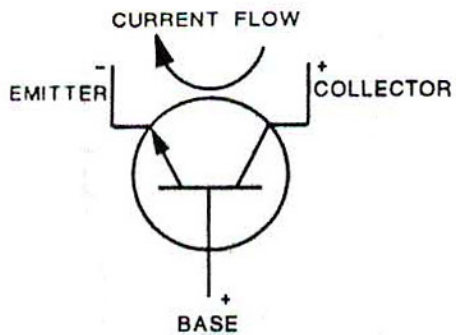


FIGURE 22.—Transistors.

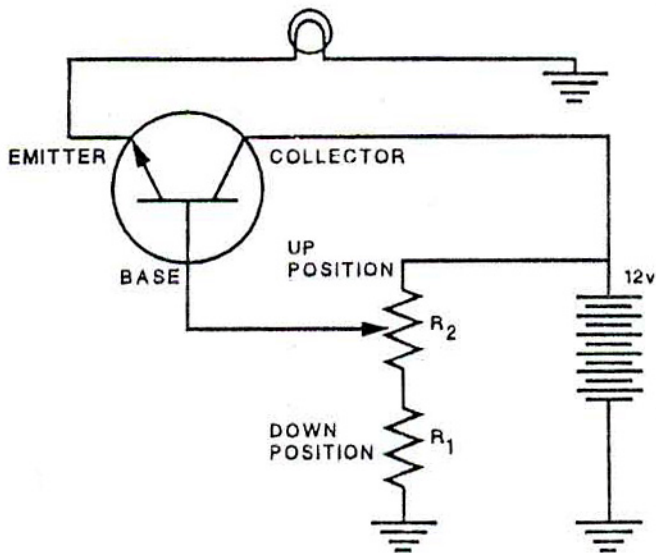


FIGURE 23.—Transistorized Circuit.

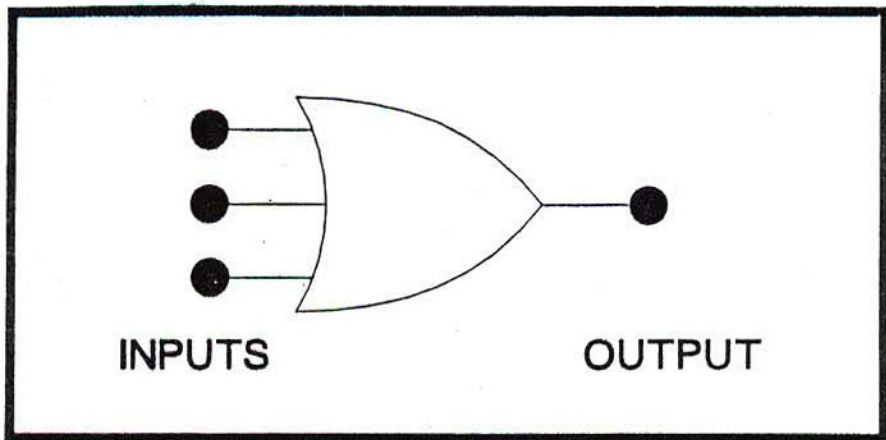


FIGURE 24.—Logic Gate.

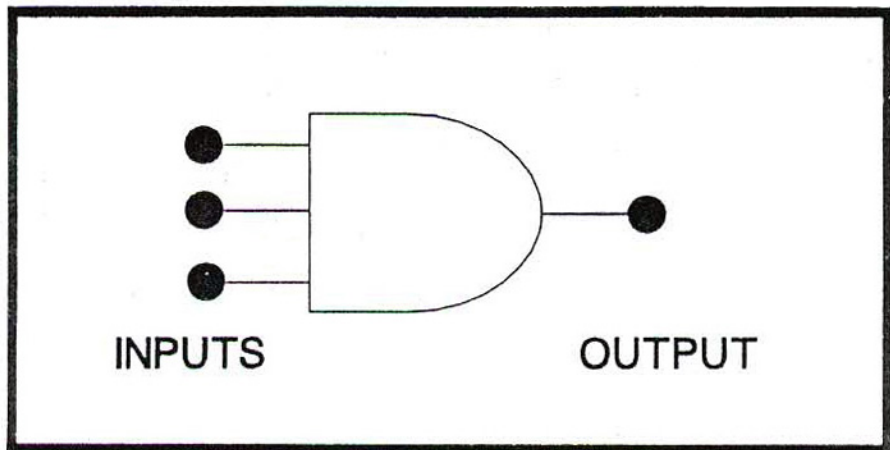
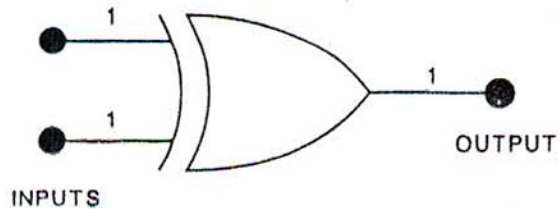
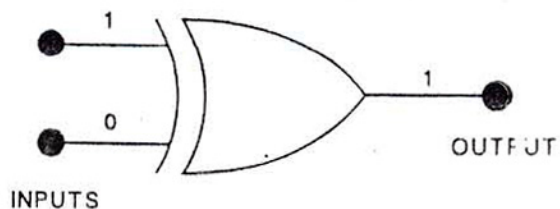


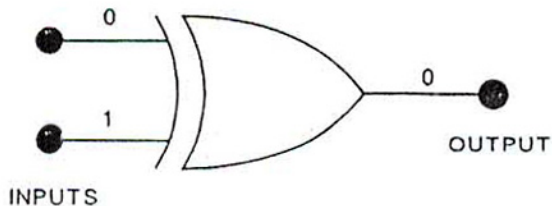
FIGURE 25.—Logic Gate.



1

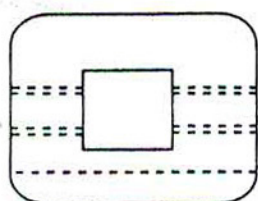
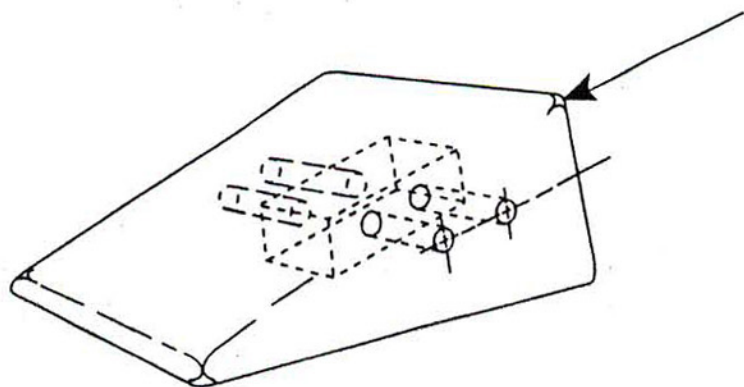


2

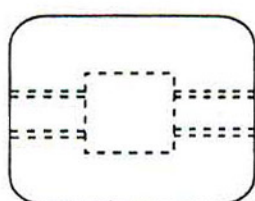


3

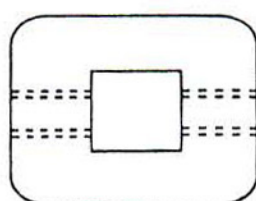
FIGURE 26.—Logic Gates.



1

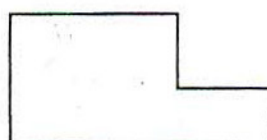


2

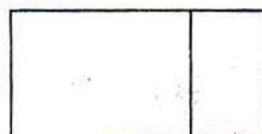


3

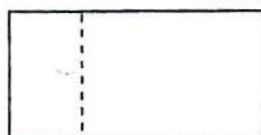
FIGURE 27.—Object Views.



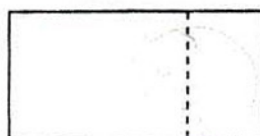
FRONT VIEW



1



2



3

FIGURE 28.—Object Views.

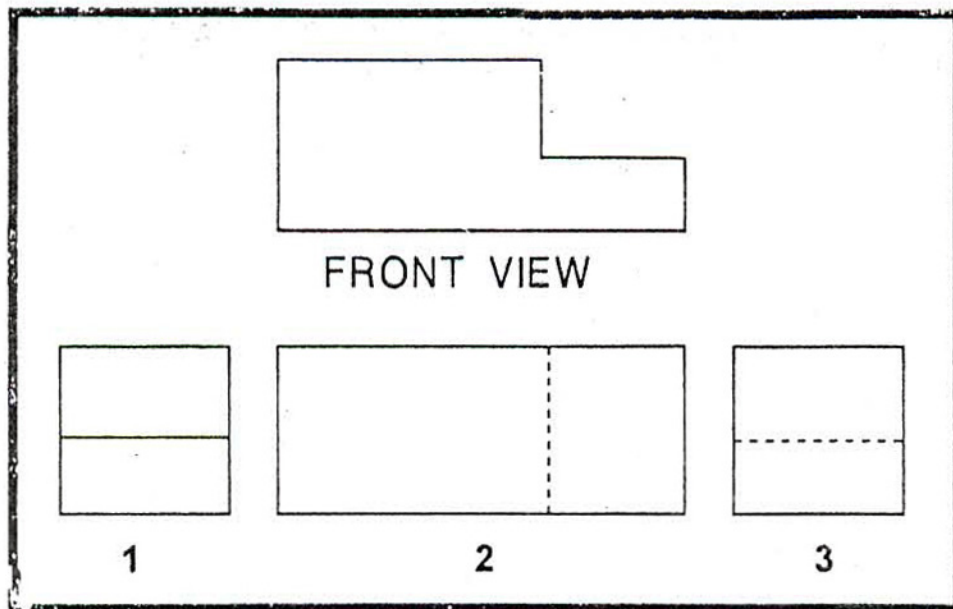


FIGURE 29.—Object Views.

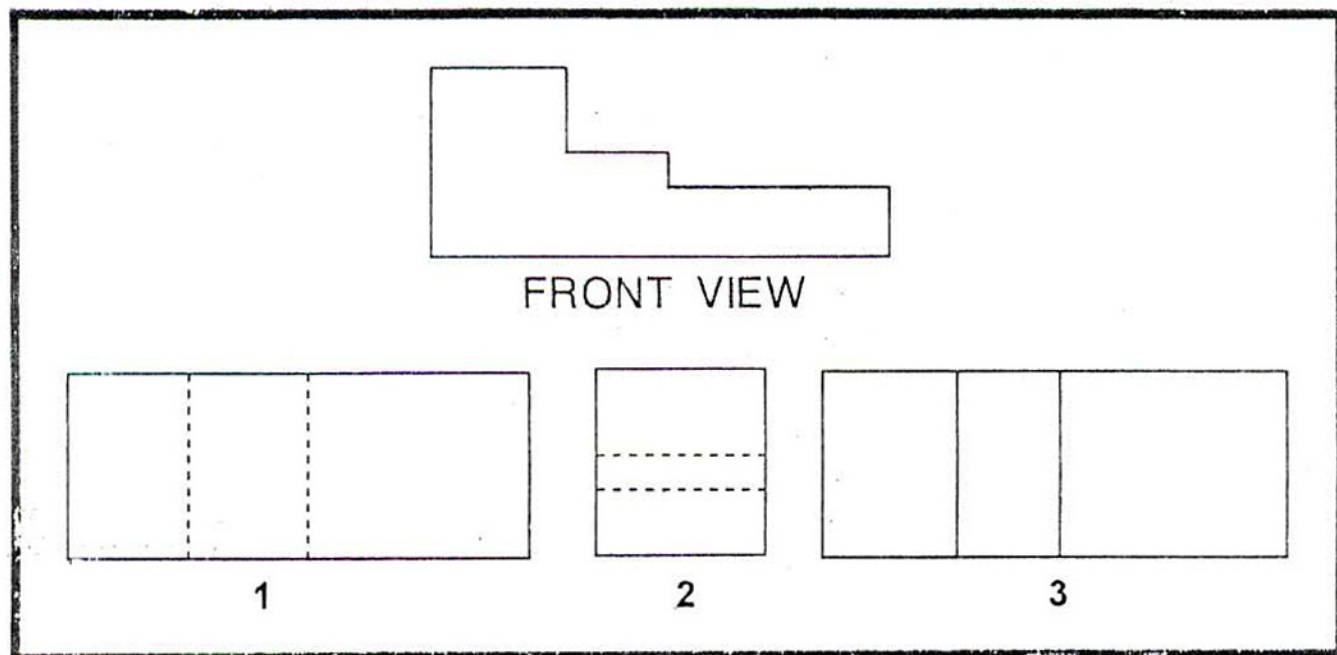
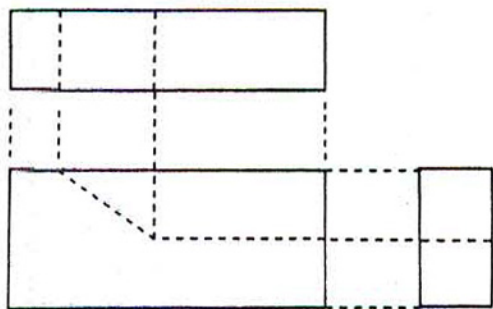
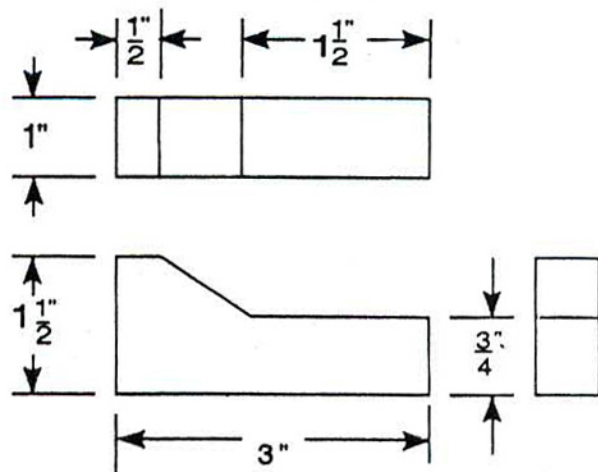


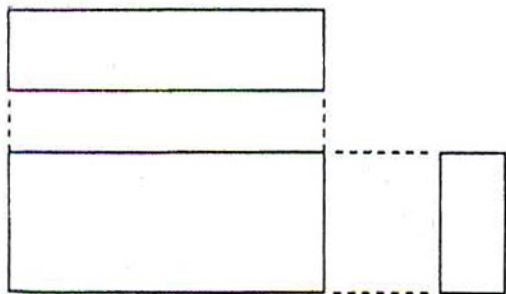
FIGURE 30.—Object Views.



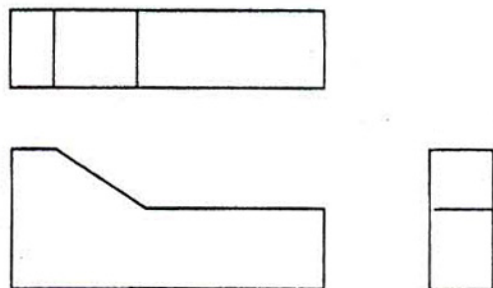
1



2



3



4

FIGURE 31.—Sketches.

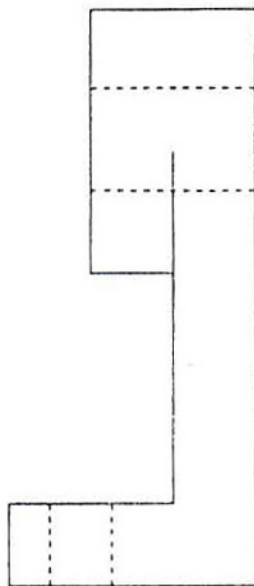
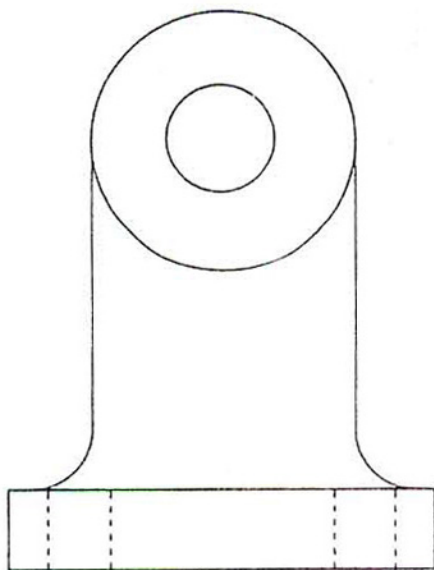
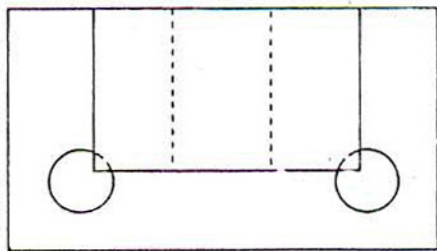
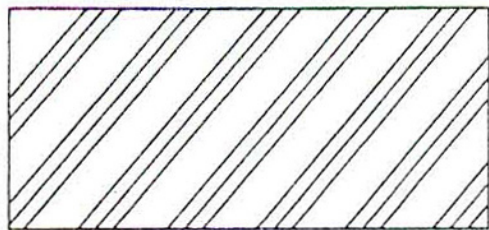
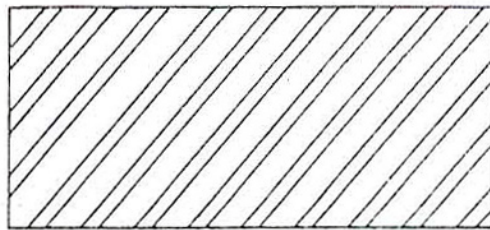


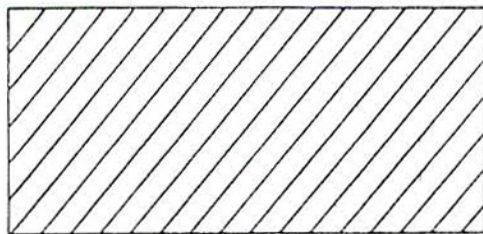
FIGURE 32.—Sketches.



1



2



3

FIGURE 33.—Material Symbols.

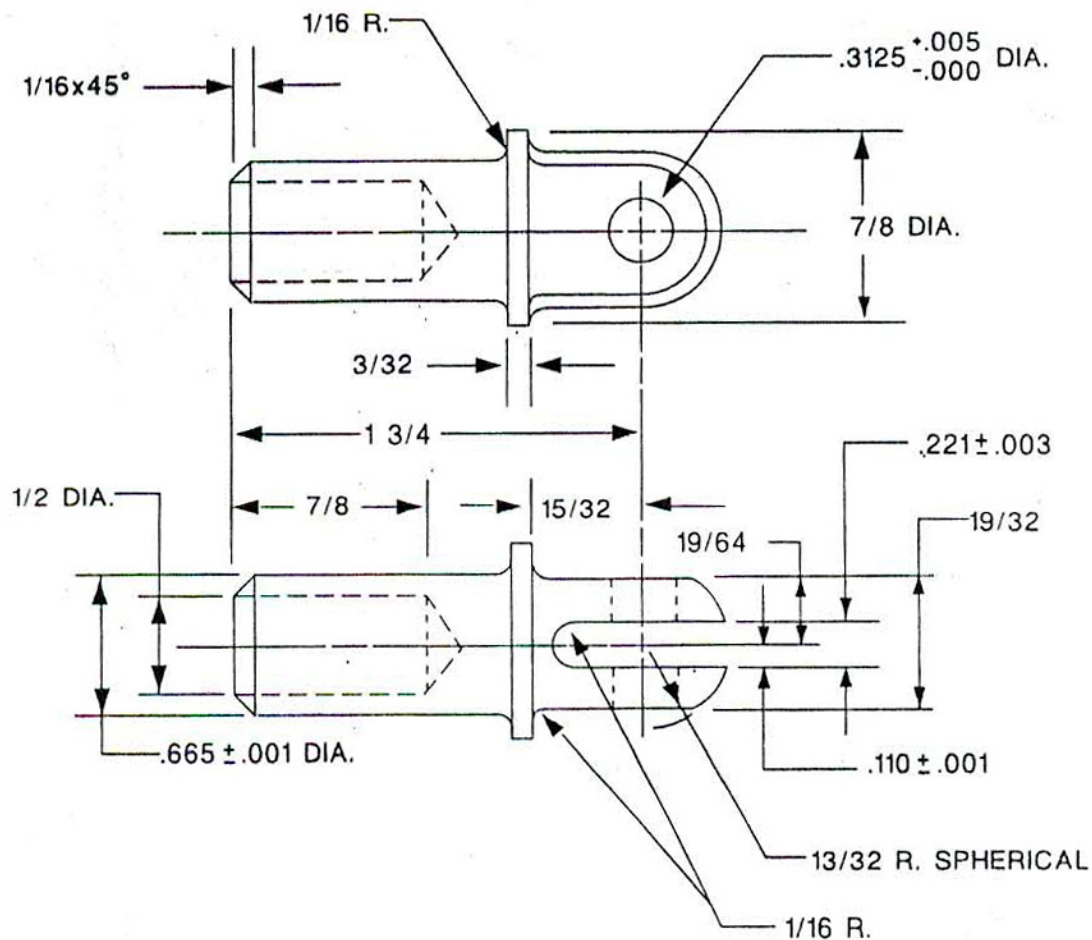


FIGURE 34.—Aircraft Drawing.

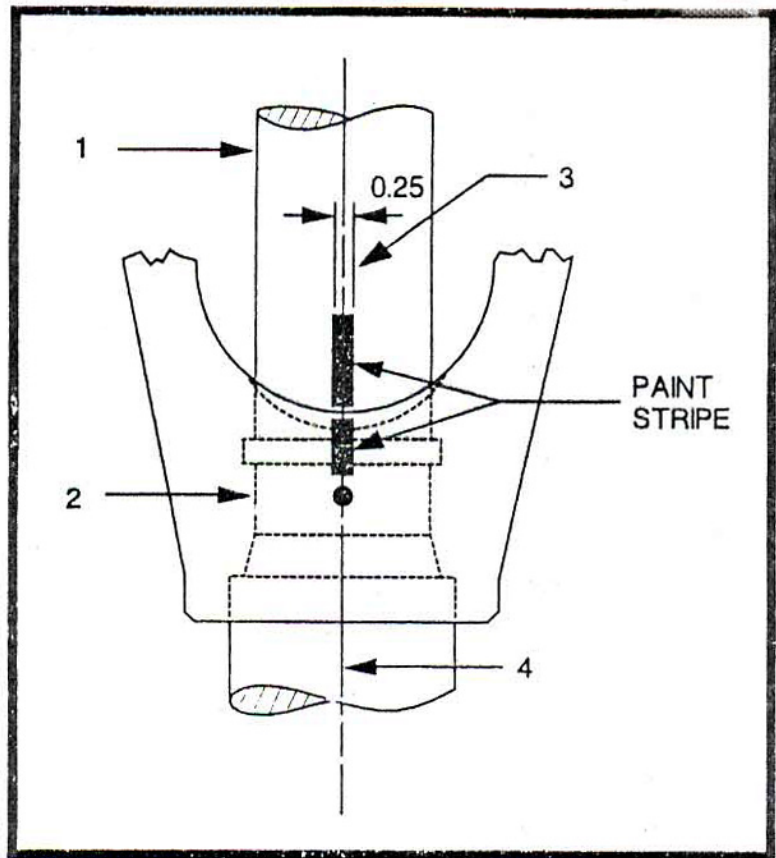
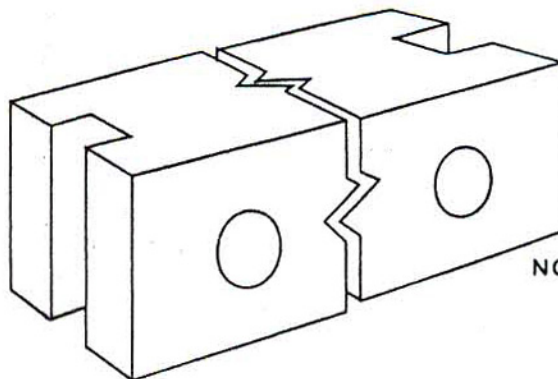
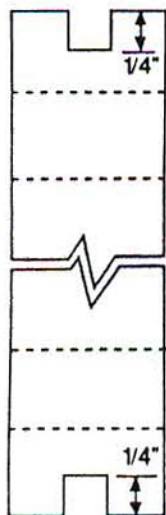


FIGURE 35.—Aircraft Drawing.



NOTES

1. DRILL $\frac{31}{64}$ IN.
REAM $\frac{1}{2}$ IN.
2. ALL TOLERANCES
 $\pm \frac{1}{32}$ UNLESS OTHER-
WISE SPECIFIED
3. FINISH ALL OVER

25
✓

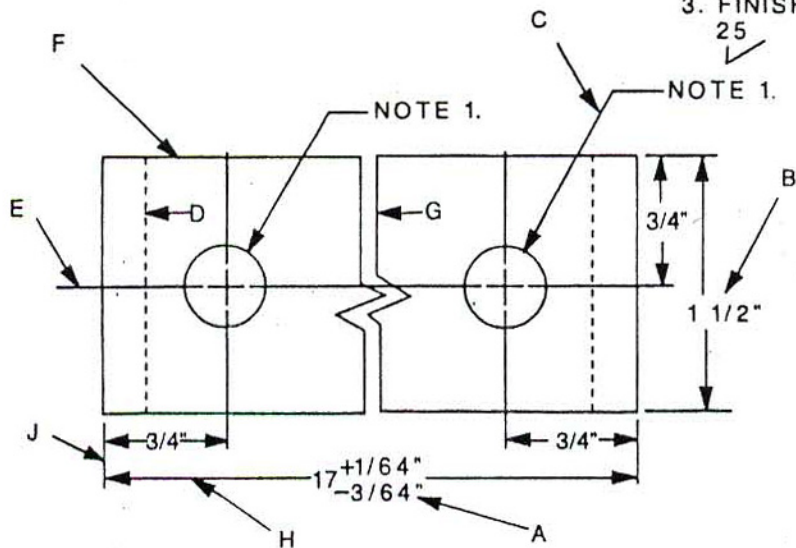


FIGURE 36.—Aircraft Drawing.

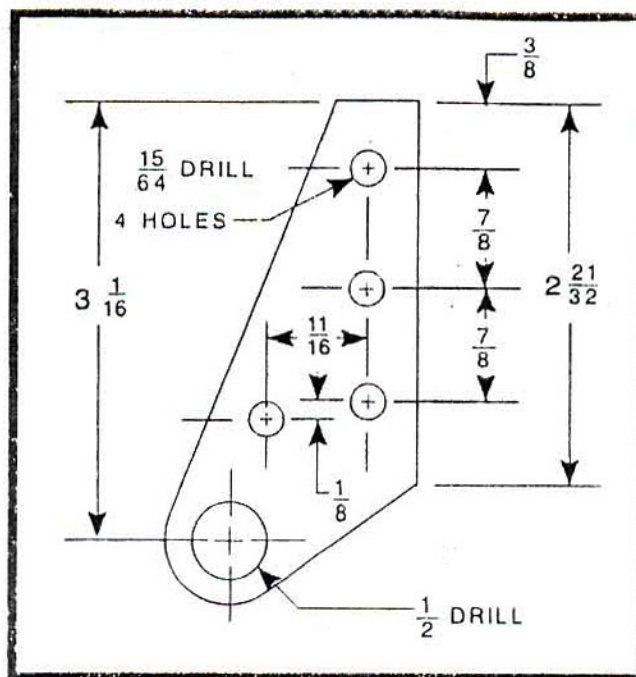


FIGURE 37.—Aircraft Drawing.

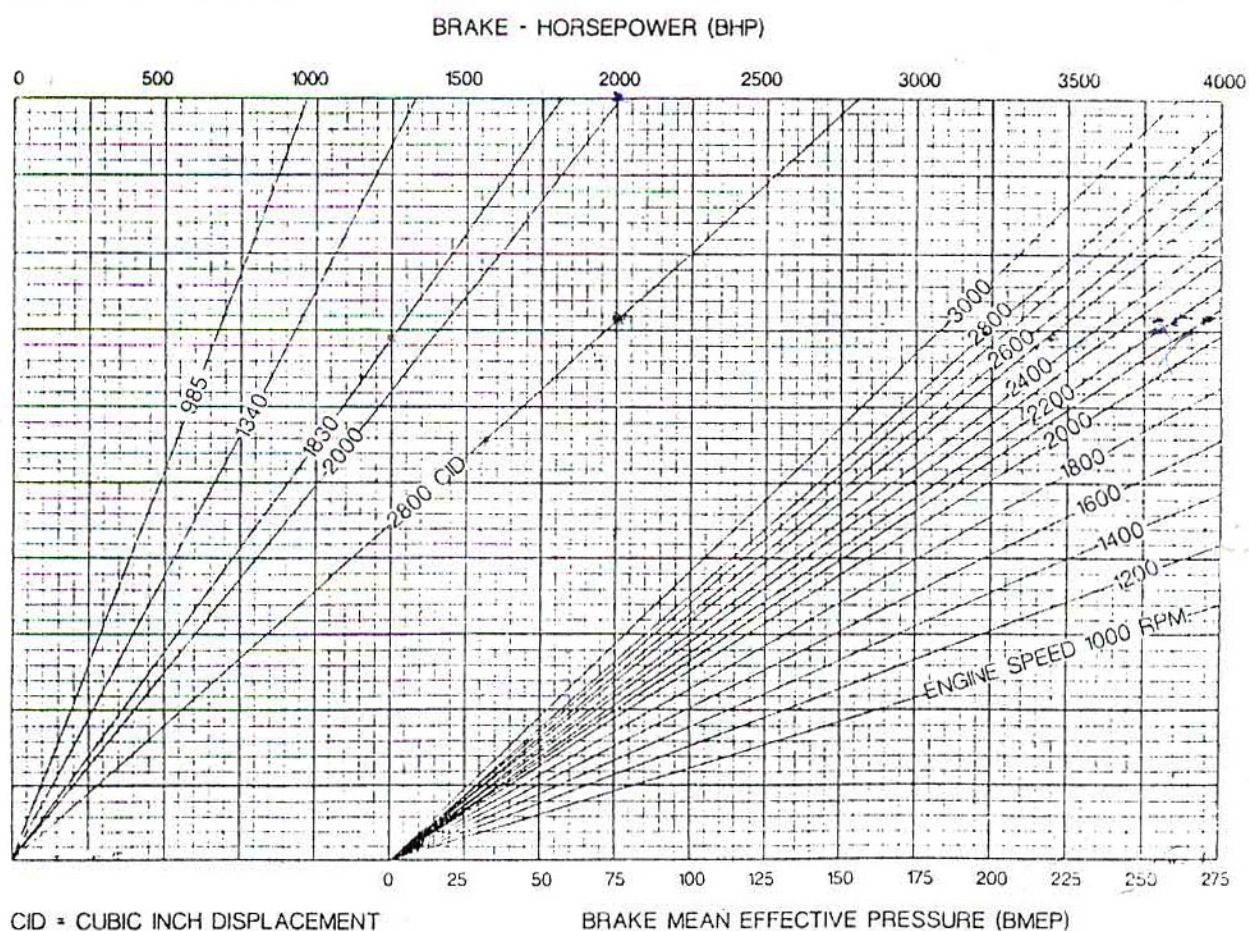


FIGURE 38.—Performance Chart.

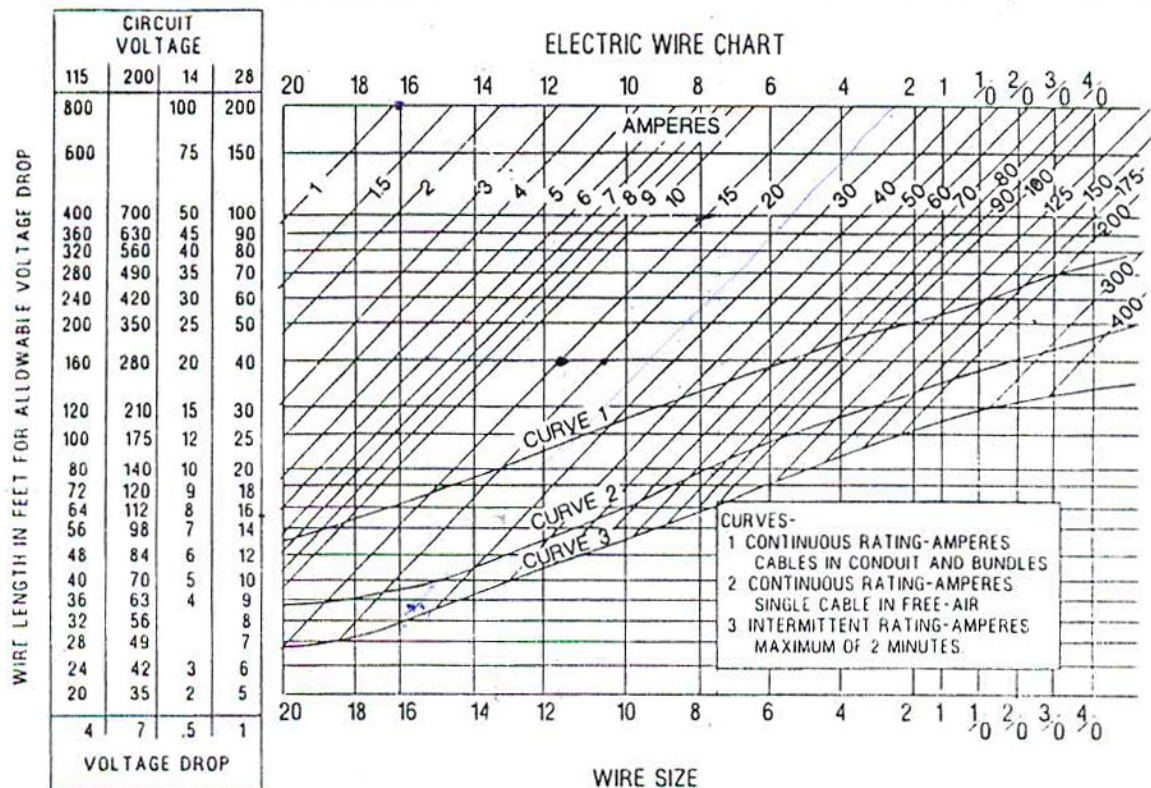


FIGURE 39.—Electric Wire Chart.

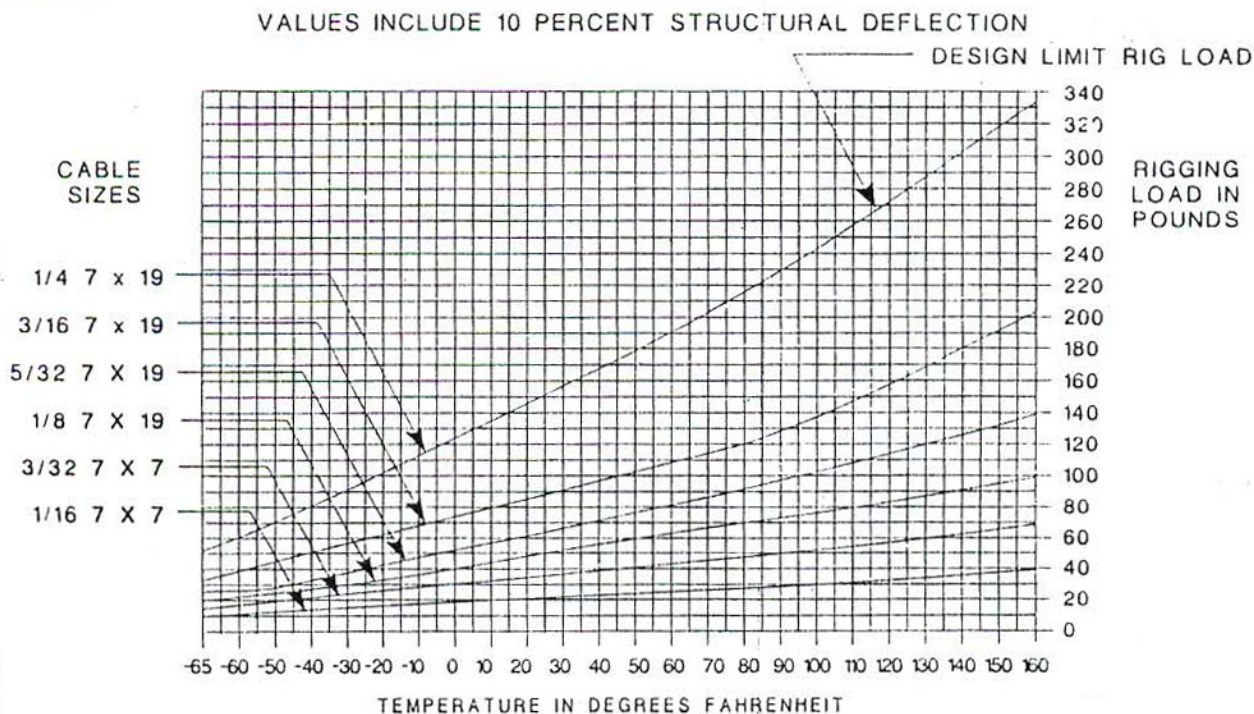


FIGURE 40.—Cable Tension Chart.

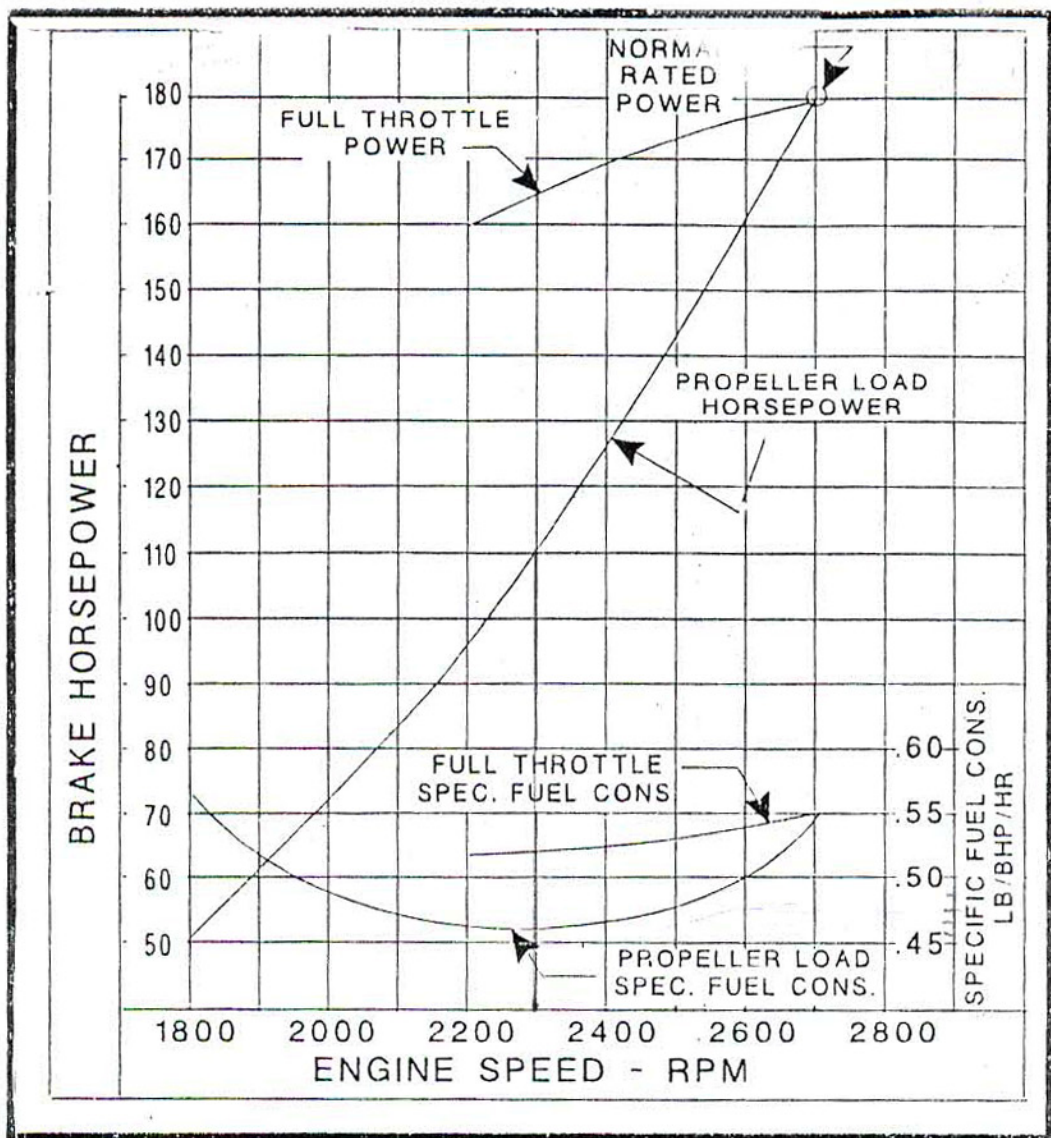


FIGURE 41.—Performance Chart.

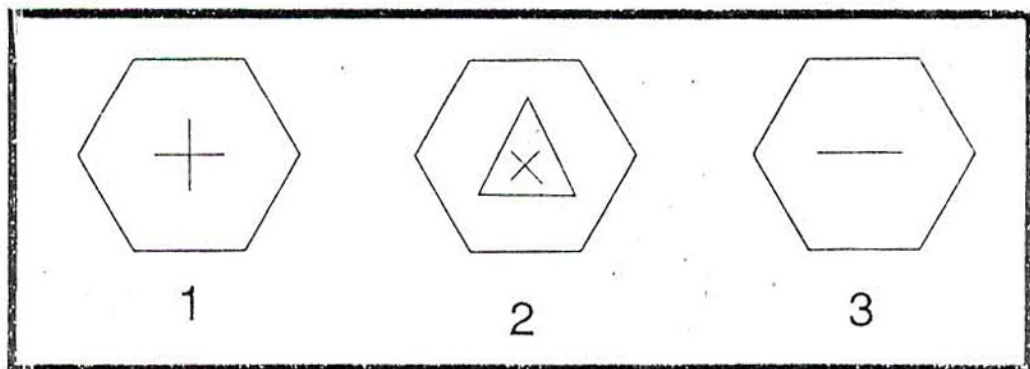


FIGURE 42.—Aircraft Hardware.

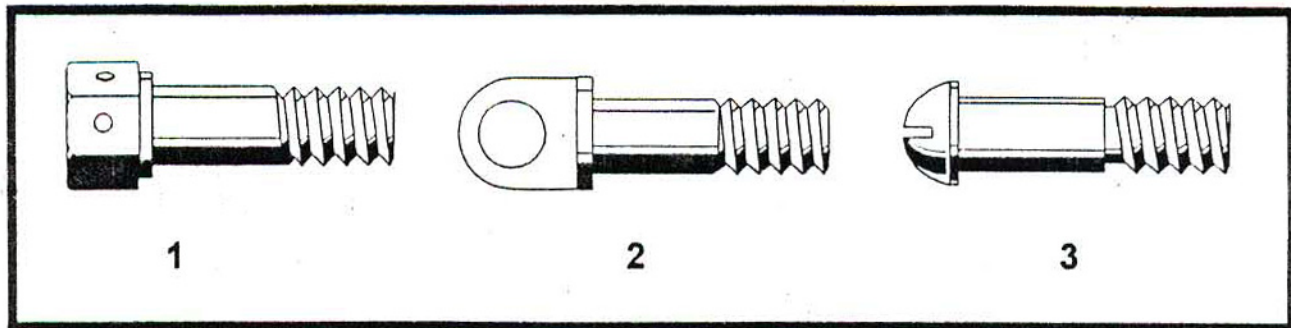


FIGURE 43.—Aircraft Hardware.

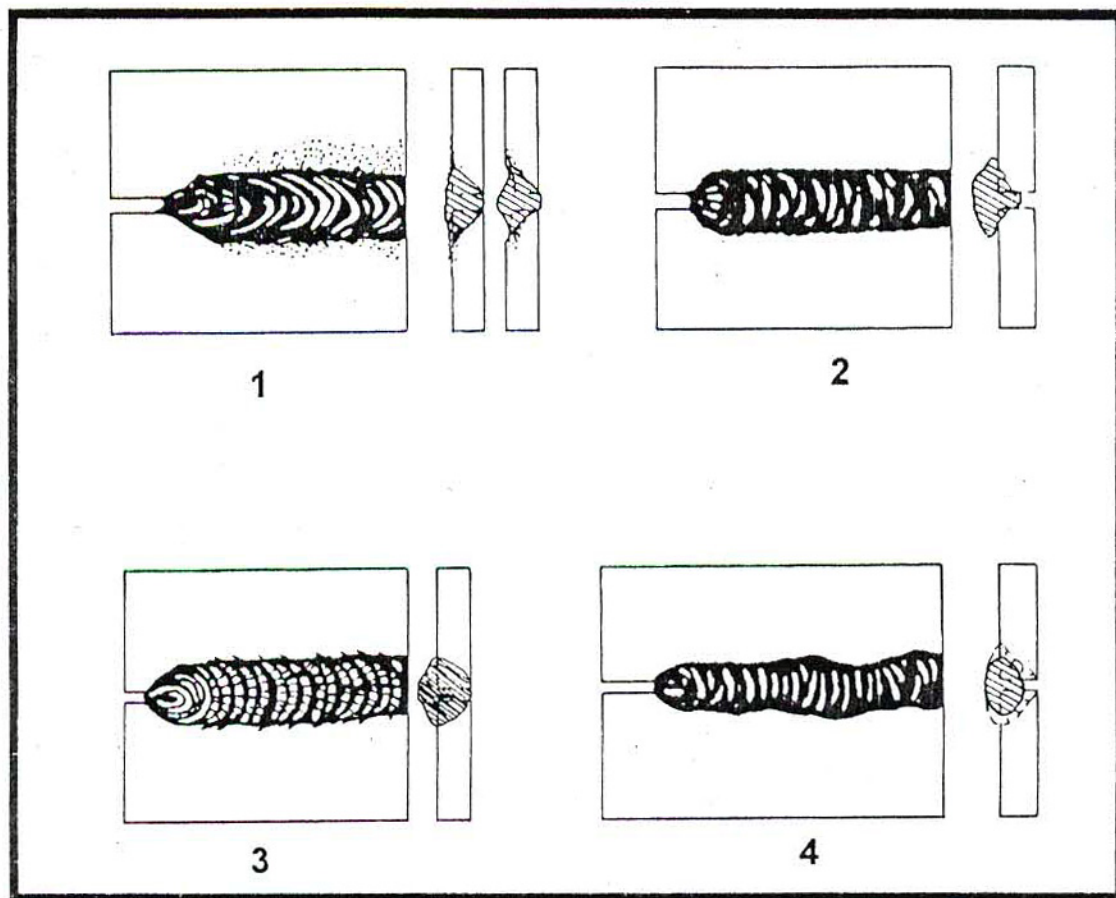


FIGURE 44.—Welds.

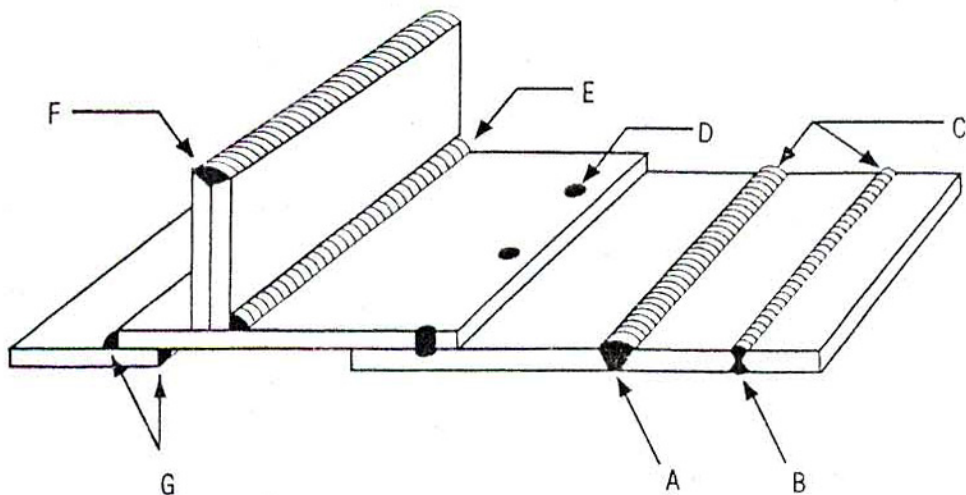


FIGURE 45.—Welds.

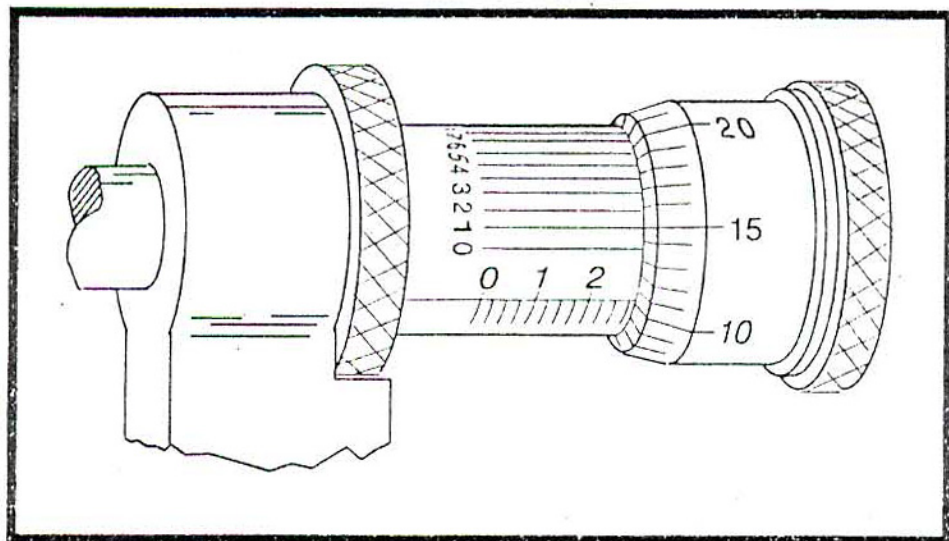


FIGURE 46.—Precision Measurement.

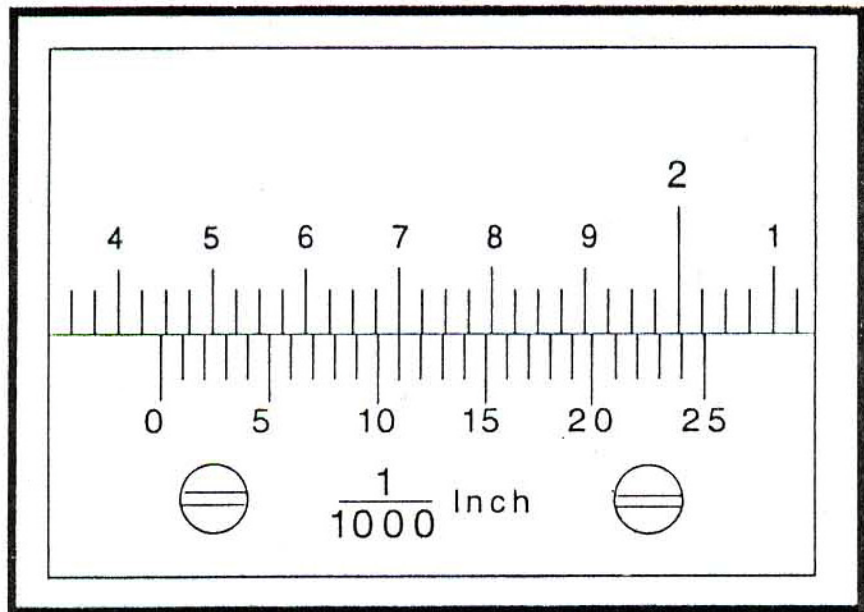


FIGURE 47.—Precision Measurement.

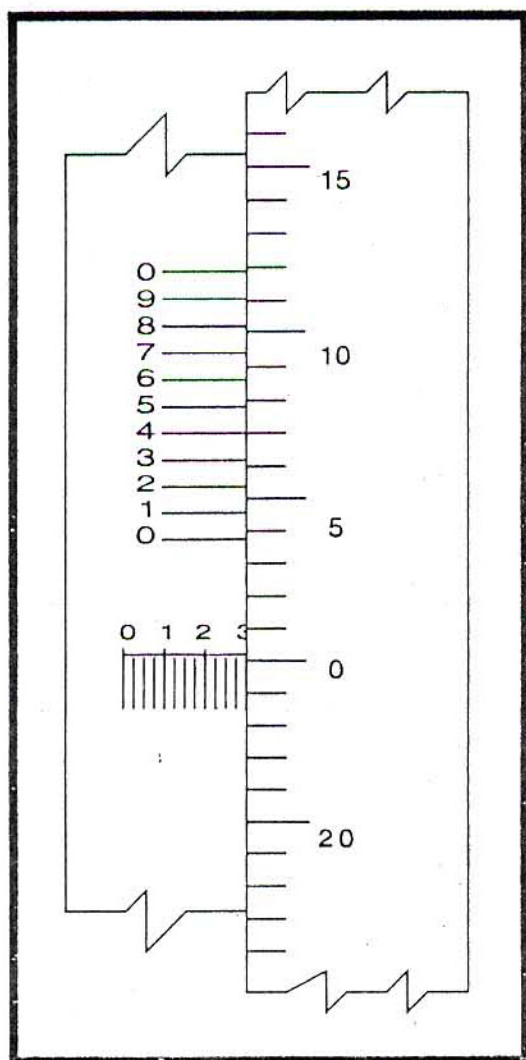


FIGURE 48.—Precision Measurement.

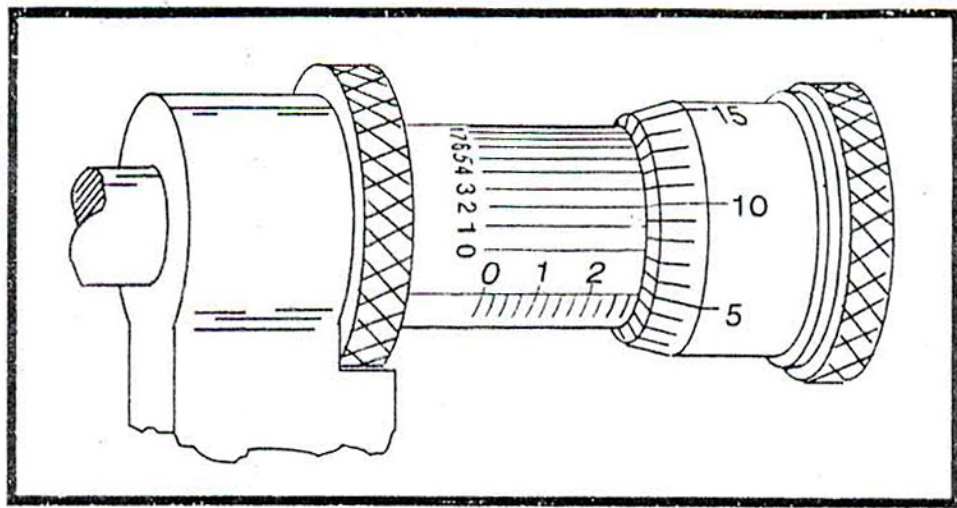


FIGURE 49.—Precision Measurement.

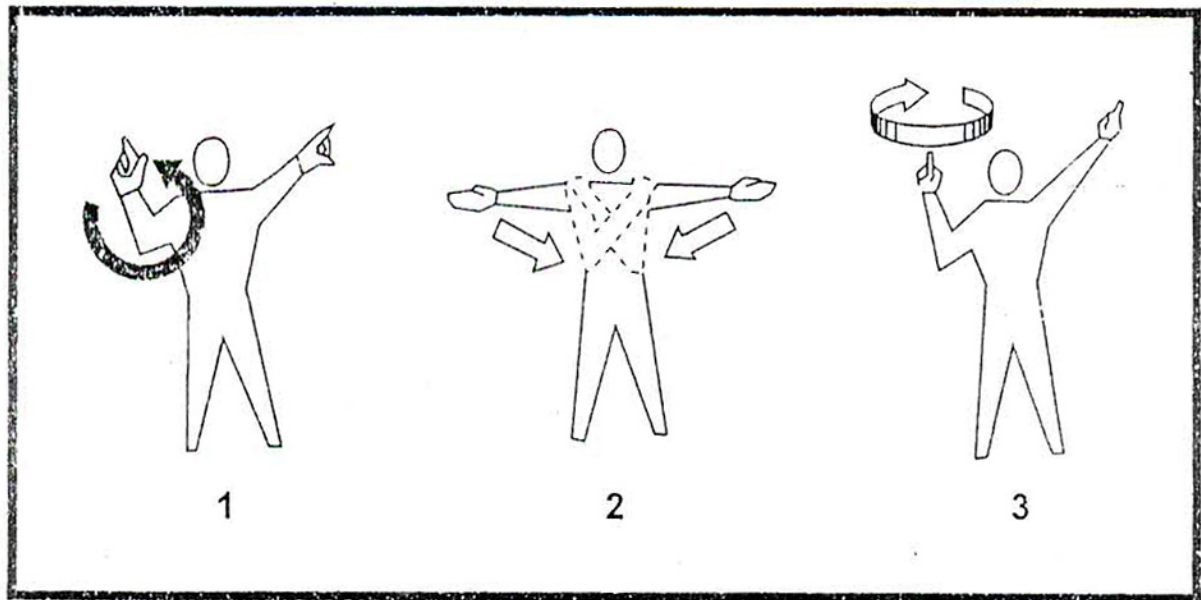


FIGURE 50.—Marshalling Signals.

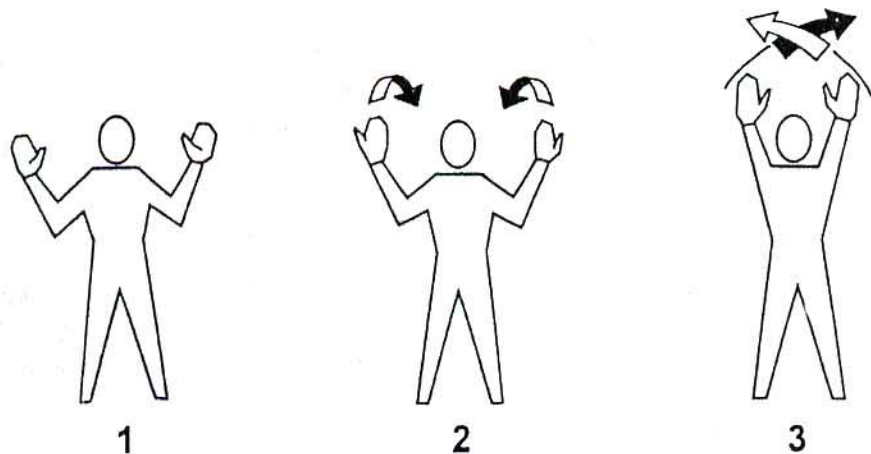


FIGURE 51.—Marshalling Signals.

$$\sqrt{(-4)^0 + 6 + (\sqrt[4]{1296})(\sqrt{3})^2} =$$

FIGURE 52.—Equation.

$$\frac{\sqrt[2]{31} + \sqrt[2]{43}}{(17)^2} =$$

FIGURE 53.—Equation.

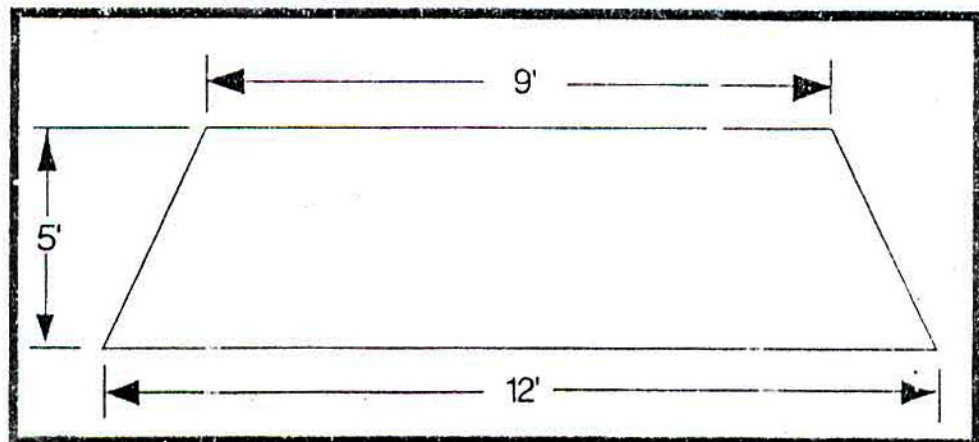


FIGURE 54.—Trapezoid Area.

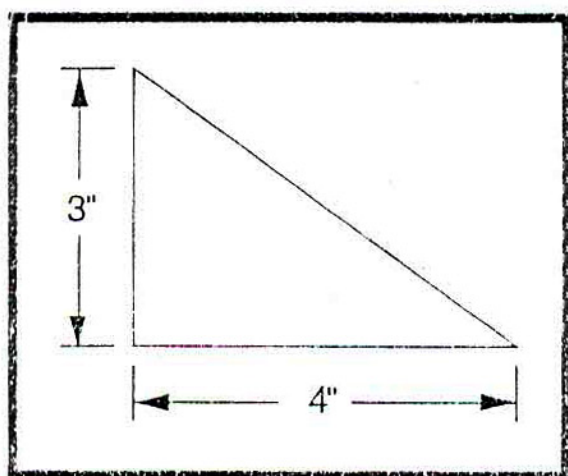


FIGURE 55.—Triangle Area.

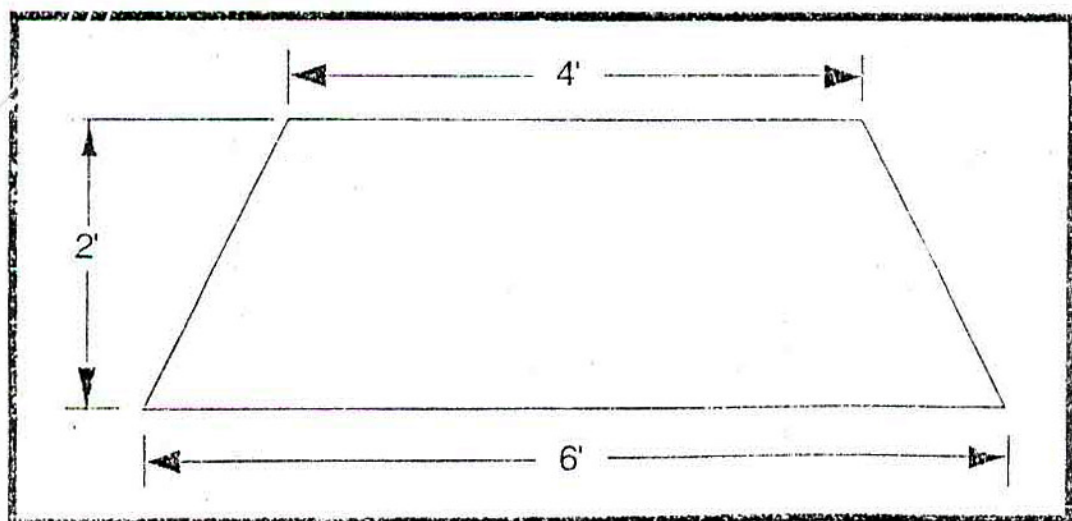


FIGURE 56.—Trapezoid Area.

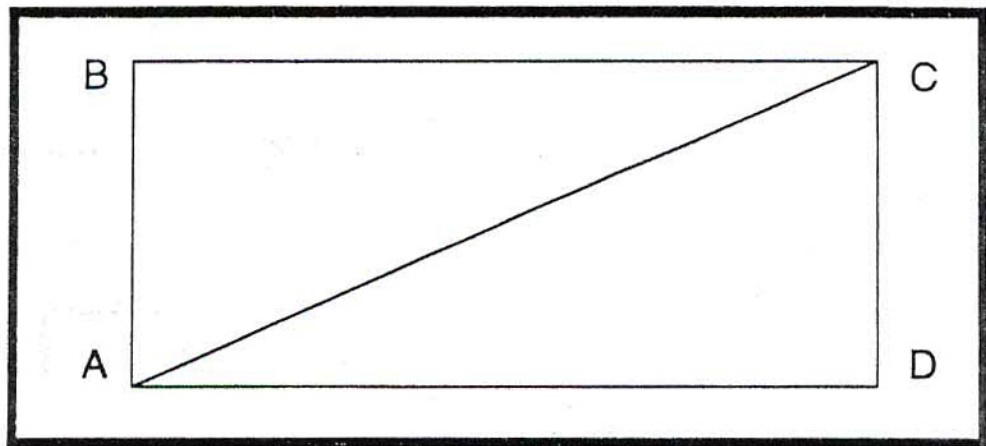


FIGURE 57.—Triangle Area.

$$\frac{(-35 + 25)(-7) + (\pi)(16^{-2})}{\sqrt{25}} =$$

FIGURE 58.—Equation.

$$\frac{-4\overline{)125}}{-6\overline{)-36}} =$$

FIGURE 59.—Equation.

$$\frac{(-5 + 23) \cdot (-2) + (3^{-5}) (\sqrt{64})}{-27 \div 9} =$$

FIGURE 60.—Equation.

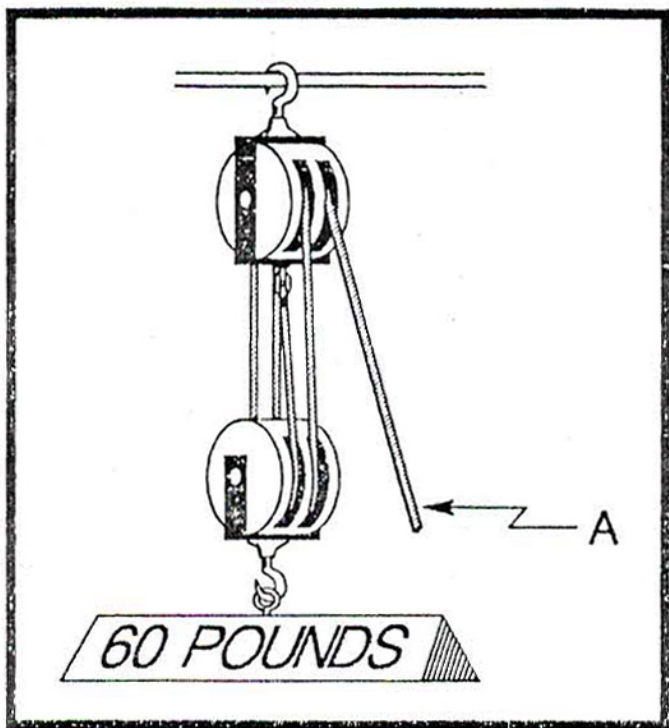


FIGURE 61.—Physics.

[illegible]

The following is the compliance portion of an Airworthiness Directive. "Compliance required as indicated, unless already accomplished:

- I. Aircraft with less than 500-hours' total time in service: Inspect in accordance with instructions below at 500-hours' total time, or within the next 50-hours' time in service after the effective date of this AD, and repeat after each subsequent 200 hours in service.
- II. Aircraft with 500-hours' through 1,000-hours' total time in service: Inspect in accordance with instructions below within the next 50-hours' time in service after the effective date of this AD, and repeat after each subsequent 200 hours in service.
- III. Aircraft with more than 1,000-hours' time in service: Inspect in accordance with instructions below within the next 25-hours' time in service after the effective date of this AD, and repeat after each subsequent 200 hours in service."

FIGURE 63.—Airworthiness Directive Excerpt.