

7.15 - MISCELLANEOUS EQUIPMENT

STALL WARNING SYSTEM

The airplane is equipped with an electrically deiced stall sensor in the leading edge of the right wing. This sensor fitted with a vane is electrically connected to an audible warning. The vane senses the change in airflow over the wing and operates the warning unit, which produces a tone over the alarm speaker. This warning tone begins between 5 and 10 knots above the stall in all configurations.

The stall warning system should be checked during the preflight inspection by momentarily turning on the "SOURCE" selector and by manipulating the vane in the wing. The system is operational if a continuous tone (low-pitched sound) is heard on the alarms speaker.

NOTE :

The audible stall warning may be altered by severe or prolonged icing.

STATIC DISCHARGERS

As an aid in flight, static dischargers are installed to improve radio communications during flight by reducing interference from dust or various forms of precipitations (rain, snow or ice crystals).

Under these conditions, the build-up and discharge of static electricity from the trailing edges of the wings (flaps and ailerons), rudder, stabilator, propeller tips and radio antennas can result in loss of usable radio signals on all communications and navigation radio equipment. Usually, the ADF is first and VHF communication equipment is the last to be affected.

Installation of static dischargers reduces interference from precipitation static, but it is possible to encounter severe precipitation static conditions which might cause the loss of radio signals, even with static dischargers installed. Whenever possible, avoid known severe precipitation areas to prevent loss of dependable radio signals. If avoidance is impractical, minimize airspeed and anticipate temporary loss of radio signals while in these areas.

CABIN FIRE EXTINGUISHER

The fire extinguisher is located behind FWD R.H. seat. It is attached on the floor by means of a quick-disconnect support. A pressure gage allows checking the fire extinguisher condition. Follow the recommendations indicated on the extinguisher.

AUTOPILOT

Refer to Section 9 "Supplements".

EMERGENCY LOCATOR TRANSMITTER

The airplane is equipped with an emergency locator transmitter which enables to locate it in case of distress. It is located in fuselage rear section with a service door on fuselage R.H. side.

The emergency locator transmitter assembly is constituted of a transmitter supplied by a battery, of an antenna attached on upper fuselage and of a remote control located on R.H. instrument panel.

Operation of the emergency locator transmitter is obtained as follows :

- from the instrument panel by setting "ON/ARM" remote control switch to "ON" (locator transmitter "ON/OFF" switch set to "OFF"),
- from the locator transmitter by setting its "ON/OFF" control switch to "ON",
- automatically in case of shock, when remote control switch is set to "ARM" and locator transmitter switch is set to "OFF".

A red indicator light located on "ELT" remote control switch in the cockpit indicates to the pilot the emergency locator transmitter is transmitting.

A red indicator light located above locator transmitter switch and a buzzer located in the fuselage rear section indicate the emergency locator transmitter is transmitting.

Reset after an inadvertent activation

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| 1) Set remote control switch or ELT switch to "ON". | a) The ELT keeps on transmitting emergency signal.
b) On remote control box, red indicator light flashes.
c) On ELT, red indicator light flashes.
d) Near ELT, the buzzer sounds. |
| 2) Wait approximately for 1 second. | |
| 3) Set remote control switch to "ARM" or ELT switch to "OFF". | a) The ELT does not transmit emergency signal any longer.
b) On remote control box, red indicator light illuminates for about 1 second, then goes off.
or
c) On ELT, red indicator light goes off.
d) Near ELT, the buzzer does no more sound. |

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