

**5-11. Rigging And Adjustment Of Aileron Control.**

**CAUTION:** VERIFY FREE AND CORRECT MOVEMENT OF AILERONS. WHILE IT WOULD SEEM SELF-EVIDENT, FIELD EXPERIENCE HAS SHOWN THAT THIS CHECK IS FREQUENTLY MISINTERPRETED OR NOT PERFORMED AT ALL. ACCORDINGLY, UPON COMPLETION OF AILERON RIGGING AND ADJUSTMENT, VERIFY THAT THE RIGHT AILERON MOVES UP AND THE LEFT AILERON MOVES DOWN WHEN THE CONTROL WHEEL IS TURNED RIGHT; AND THAT THE LEFT AILERON MOVES UP AND THE RIGHT AILERON MOVES DOWN WHEN THE CONTROL WHEEL IS TURNED LEFT.

**5-31. Rigging And Adjustment Of Rudder Trim Mechanism. (Refer to Figure 5-12.).**

**CAUTION:** VERIFY FREE AND CORRECT MOVEMENT OF RUDDER. WHILE IT WOULD SEEM SELF-EVIDENT, FIELD EXPERIENCE HAS SHOWN THAT THIS CHECK IS FREQUENTLY MISINTERPRETED OR NOT PERFORMED AT ALL. ACCORDINGLY, UPON COMPLETION OF RUDDER TRIM RIGGING AND ADJUSTMENT, VERIFY THAT THE RUDDER MOVES LEFT WHEN THE RUDDER TRIM WHEEL IS TRIMMED LEFT; AND, THAT THE RUDDER MOVES RIGHT WHEN THE RUDDER TRIM WHEEL IS TRIMMED RIGHT.

**5-35. Rigging and Adjustment of Stabilator Controls.**

**CAUTION:** VERIFY FREE AND CORRECT MOVEMENT OF STABILATOR. WHILE IT WOULD SEEM SELF-EVIDENT, FIELD EXPERIENCE HAS SHOWN THAT THIS CHECK IS FREQUENTLY MISINTERPRETED OR NOT PERFORMED AT ALL. ACCORDINGLY, UPON COMPLETION OF STABILATOR RIGGING AND ADJUSTMENT, VERIFY THAT THE REAR EDGE OF THE STABILATOR MOVES UP WHEN THE WHEEL IS PULLED BACK; AND, THAT THE REAR EDGE OF THE STABILATOR MOVES DOWN WHEN THE WHEEL IS PUSHED FORWARD.

**5-39. Rigging And Adjustment Of Stabilator Trim Mechanism.**

**CAUTION:** VERIFY FREE AND CORRECT MOVEMENT OF STABILATOR TAB. WHILE IT WOULD SEEM SELF-EVIDENT, FIELD EXPERIENCE HAS SHOWN THAT THIS CHECK IS FREQUENTLY MISINTERPRETED OR NOT PERFORMED AT ALL. ACCORDINGLY, UPON COMPLETION OF STABILATOR TRIM RIGGING AND ADJUSTMENT, VERIFY THAT THE STABILATOR TAB MOVES UP WHEN THE TRIM WHEEL IS TRIMMED DOWN; AND, THAT THE STABILATOR TAB MOVES DOWN WHEN THE TRIM WHEEL IS TRIMMED UP.