

FRIDAY INTERNATIONAL CORPORATION
V/G SYSTEM

INSTALLATION MANUAL

DECEMBER 1, 1988

FRIDAY INTERNATIONAL CORPORATION
600 S. Franklin Dr. P.O. Box 1159
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10 AUG 2010

AIRSPEED INDICATOR

14

The next step is to install the exchange airspeed indicator if it is included as part of your kit. Currently, the S.T.C. requires remarking the airspeed indicator on the 55 series and the straight 58 airplanes. The 58TC and 58P are not included in this requirement.

(1) Remove the glare shield by removing the two attach screws that fit into the fuselage door and window posts and any attaching screws that may be above the engine power instruments. On the later planes the center of the glare shield is held in place with a Velcro strip which should be parted carefully, since the strip is often not bonded well.

(2) The defroster duct is normally secured to the glare shield plenum with a hose clamp. However, on many planes, the duct is not attached or the clamp is missing. Plan now for a proper re-installation as maximum defroster output can be important in instrument or winter flight conditions.

(3) If there is glare shield lighting, the wires can be parted at a Molex connector which may only be accessible from under the panel on the pilot's side. If the compass light is the only electrical device, the wires will generally have individual quick connectors.

(4) If the pressure and static lines are the same size, be careful to mark them prior to removal to prevent a critical error on re-assembly.

Sometimes it is convenient to remove small panel mounted devices such as marker beacon or DME indicators to gain access to the inboard post light if installed.

(5) After the original indicator is out of the panel, remove the fittings for use with the new instrument. Teflon thread tape is a good choice as a sealer, however, the tape should not cover the first thread to prevent fouling the internals of the instrument. Note the comments on static system back flushing at the end of this section.

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(6) When re-installing the glare shield, the defroster duct and clamp can generally be positioned before the glare shield is fully in place. Final adjustments and tightening of the clamp can be done as follows:

Head and shoulders under the panel on the pilot's side with feet out the door. Lie on left side with face near rudder pedals and reach up and to the right above the center pedestal with your right arm to reach the duct and clamp. Try not to think of getting stuck in this position, and remember that we do this work because we love it.

(7) A static line leak check will be required to comply with FAR 91.171(a)(2). Note that this is not the same as the altimeter and encoder instrument accuracy checks, and can be accomplished by an airframe mechanic per FAR 91.171(b)(3) with further reference to FAR 43 Appendix E (a)(1-4). Keep in mind that entrapped moisture can condense causing fluctuations in the airspeed indications if the system drains are plugged. You may chose to back flush the static line with low pressure air during the instrument change.

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PAPERWORK

- (1) There is an operating limitation placard on the pilot's left sidewall which includes the line:

MIN CONTROL SPEED SINGLE ENGINE (Vmca) ---MPH (---KTS)

The speed(s) must be corrected by installing the small adhesive backed placard overlay which is included in the documentation drawing package. It may be required to trim the overlay to fit neatly within the available space.

- (2) You will also find a logbook entry label covering the VORTEX GENERATOR installation which should be placed in the Major Modifications section of the aircraft log toward the front of the book. If there is no such section, it may be placed in chronological order in the maintenance section.

- (3) If an exchange airspeed indicator is part of this kit, you will find a separate logbook entry label to record that procedure. Place this label in chronological order in the maintenance section. The yellow tag for the instrument, and calibration chart if supplied, should be placed in the logbook along side of this entry or with other maintenance release records for the airframe.

- (4) There are two copies of the AIRPLANE FLIGHT MANUAL SUPPLEMENT included with the documentation package. One copy is enlarged to 8-1/2" x 11" for ease of reading the chart(s). This copy should be given to the aircraft owner/operator. The other copy should be placed in the AIRPLANE FLIGHT MANUAL behind the Supplements divider and immediately following the log of pages.

- (5) There are two copies of the FAA form 337 included with the drawing package that will require the installer's signature and the return to service endorsement. After completion, one copy is to be sent to your FAA Flight Standards District Office, and the other is to be retained with the aircraft records along with the copy of S.T.C. #SA4016NM and the installation drawings.

- (6) The on-board spare parts kit should be given to the owner/operator or left in the plane. Be certain that the left over V/G's (generally 8 or 10) are placed in this kit.

FRIDAY INTERNATIONAL CORPORATION600 S. Franklin Dr. P.O. Box 1159
FRIDAY HARBOR, WASHINGTON 98250**INVOICE**

6196

(206) 378-3435

TO

WESTMORELAND MECH TEST RESEARCH

YOUNGSTOWN PA 15696

DATE 8/3/89	ORDER NO.
SHIP TO SAME	

SALESPERSON	DATE SHIPPED	SHIPPED VIA	F.O.B. POINT	TERMS		
	8/4/89	UPS BLUE	FRIDAY HARBOR	COD		
QUANTITY	DESCRIPTION			UNIT PRICE	TOTAL	
ONE	V/G SYSTEM KIT FOR BARON TH-1328 N62528			3450 00	3450 00	
	INSTALLATION KIT				N/C	
	SHIPPING				12 00	
	TOTAL DUE				3462 00	
	AIRSPEED INDICATOR S/N #1006					

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ORIGINAL

Thank You

P/N PL-1001



82 MPH (71 KTS)



P/N PL-1002



86 MPH (75 KTS)



P/N PL-1003



85 MPH (74 KTS)



NOTE:

1. PLACARD DIMENSIONS
1/4" X 1-1/2"
2. MATERIAL
ADHESIVE BACKED FOIL
3. TEXT HEIGHT IS 1/8"
4. BACKGROUND COLOR
SILVER
5. TEXT COLOR
BLACK

INSTALLATION INSTRUCTIONS:

Apply appropriate overlay to existing Airspeed Limitation placard so as to cover the original values for Vmca or Va as applicable.

APPLICABILITY:

P/N PL-1001

95-55,95-A55,95-B55,95-B55A,95-B55B

P/N PL-1002

95-C55,95-C55A,D55,D55A,E55,E55A

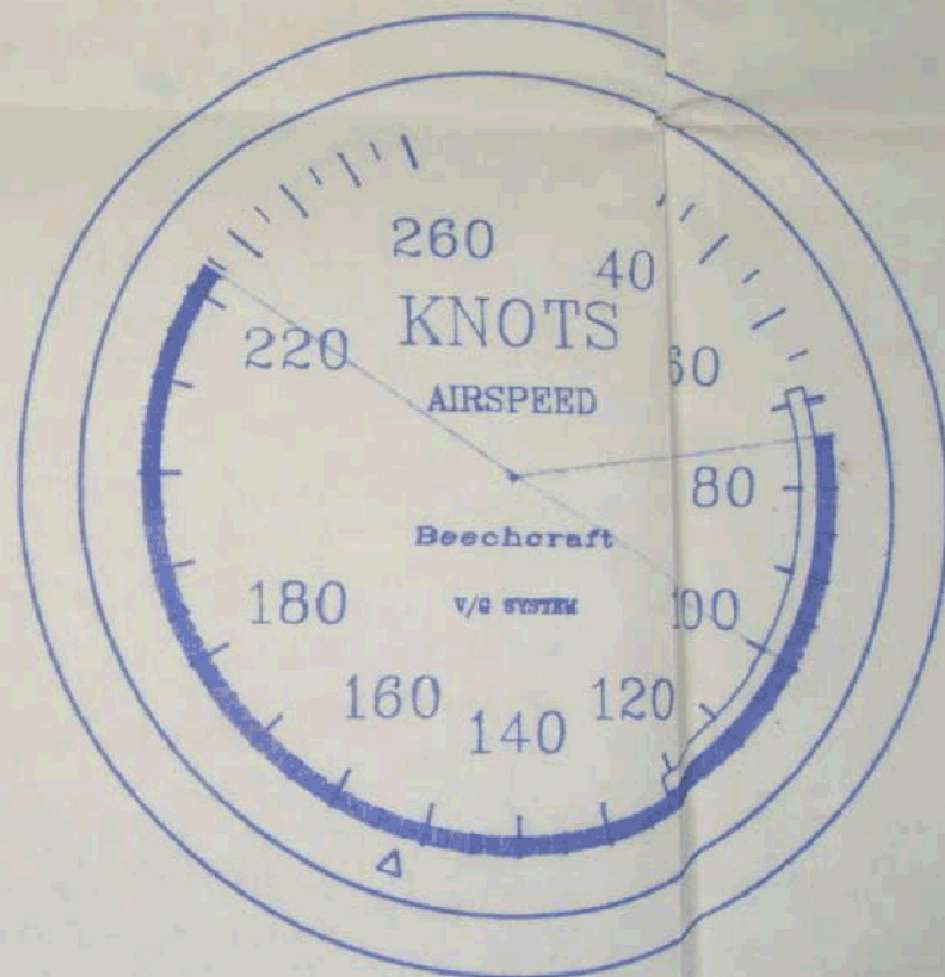
P/N PL-1003

58, 58A

PLACARD OVERLAYS

	KNOTS
WHITE ARC	68-122
RED RADIAL	74
BLUE RADIAL	100
GREEN ARC	74-195
YELLOW ARC	195-223
RED RADIAL	223
WHITE TRIANGLE	152

TABLE #3



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AIRSPEED INDICATOR MARKINGS

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