

ALTERNATE STATIC AIR SYSTEM

The alternate static air source system is installed to provide air to the ADC, standby airspeed indicator, and standby altimeter for operation should the static ports become blocked. Refer to Section 3A, ABNORMAL PROCEDURES, for procedures describing how and when to use this system.

STALL WARNING HORN

A stall warning horn located forward of the instrument panel sounds a warning signal (Bat 1 switch must be ON) as the airplane approaches a stall condition. The signal is triggered by a sensing vane on the leading edge of the left wing and is effective at all attitudes. The warning signal will become steady as the airplane approaches a complete stall.

NOTE

The stall warning horn is inoperative when Bat 1 and Alt 1 switches are turned off. Airplane certification requires the stall warning system to be on during flight except in emergency conditions as stated in Section 3, EMERGENCY PROCEDURES.

ELECTROTHERMAL PROPELLER DEICE

(if installed)

The Electrothermal Propeller Deice system is intended for use in the event of an inadvertent icing encounter. The Model G36 is not approved for flight into icing conditions even with anti-ice or deice equipment installed.

Electrothermal boots are cemented to the propeller blades and are heated by the airplane's 28-volt power supply through Bus 1. A slip ring assembly consisting of two rings is mounted on the propeller spinner. These rings make contact with a brush block to complete the circuit from the boots to the power supply. A circuit-breaker-type switch on the pilot's subpanel con-