

PRECISE FLIGHT, INC.

FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT

TO

AIRCRAFT MODEL _____

STC #SA2160NM _____

SYSTEM DESCRIPTION

The Precise Standby Vacuum System may be installed to provide a temporary system in case of primary vacuum pump failure. The Standby Vacuum System operates on a differential between manifold pressure and ambient atmospheric pressure and is directed through a shuttle valve system to drive your flight instruments.

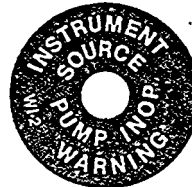
I. OPERATING LIMITATIONS

1. The Standby Vacuum System is for emergency or standby use only and not for dispatch purposes.
2. Vacuum powered and/or Vacuum gyro directed auto pilot operation may be unreliable when the SVS is sole source of vacuum. Vacuum powered or vacuum gyro directed auto pilot should be OFF when operating with failed primary vacuum system.
3. The SVS is not designed to operate pneumatic de-ice systems. DO NOT operate this type de-ice system when operating with a failed primary vacuum system.
4. Above 10,000 feet pressure altitude, engine power settings may have to be significantly reduced to provide adequate vacuum power for proper gyro instrument operation.
5. The following placards are required to be in full view of pilot:

Placard to be located on the push/pull control cable knob:



Placard to be located around the LED bulb for the pump inoperative warning light:



Placard to be placed in front and in full view of the pilot:

STANDBY VACUUM SYSTEM:
FOR OPERATING INSTRUCTIONS AND LIMITATIONS SEE SUPPLEMENT
IN OWNER'S MANUAL OR PILOT'S OPERATING HANDBOOK

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II EMERGENCY PROCEDURES

1. In the event of (warning light) primary vacuum system failure, pull the standby vacuum knob out (ON) and reduce throttle setting as required to maintain adequate vacuum power (suction gauge reading in green arc). If necessary, descend to a lower altitude to obtain a larger differential between atmospheric pressure and engine manifold pressure. Vacuum power must be closely monitored by checking vacuum gauge frequently.
2. CONTINUED IFR FLIGHT IS NOT RECOMMENDED AND IMMEDIATE ACTION SHOULD BE TAKEN TOWARD VFR CONDITION OR LANDING.
3. If descent is impracticable:
 - a. Periodically reduce power as required to "spool up" the gyros.
 - b. Reapply power as required while comparing vacuum driven gyros against the turn and bank, turn coordinator, VSI, and other flight instruments.
 - c. When an obvious discrepancy is noted between the vacuum driven instrument and the other flight instrument REPEAT the above "spool up" procedure as needed.

III. NORMAL PROCEDURES

1. Before starting engine push standby vacuum knob ON/OFF.
2. During run-up, idle engine at low speed, momentarily pull standby vacuum knob out (ON) and check vacuum gauge. Normally, the vacuum reading will be slightly higher. After checking system push vacuum system control knob in (OFF).
3. Regularly check vacuum gauge for proper vacuum system operation.
4. After landing turn Standby Vacuum System OFF.

IV. PERFORMANCE

No Change

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Date: JAN 3 1992