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INFORMATION BOOKLET
FOR
FUEL FLOW METER AND TOTALIZER SYSTEM
INDICATOR P/N 910514

This booklet must be kept on board the airplane when the Digital Fuel Flow meter is installed in accordance with STC SA573G1. The information contained herein supplements the information of the basic Airplane Flight Manual; for limitations, procedures, and performance information not contained in this booklet, consult the basic Airplane Flight Manual.

I. LIMITATIONS

If the computer checks "bad" the unit is considered unserviceable.

II. PROCEDURES

A. Normal

- (a) Apply D.C. power to fuel flow by having aircraft master switch on. Move the toggle switch to time remaining position, press "Test/Enter" switch for more than one second. All figures will flash sequentially for ten seconds. If the computer checks out, the word "Good" will show in the upper window for 3 seconds.
- (b) Move the toggle switch to "Gal. Used" position- upper window will display gallons used since last reset.
- (c) Move the toggle switch to "Gal. Rem." position- upper window will display gallons of fuel remaining onboard. Pilot should confirm this figure with actual fuel onboard.
- (d) Press "L Eng. Gal. Used" button upper window will display fuel consumed by the left engine in gallons since last reset.
- (e) Press "R Eng. Gal. Used" button upper window will display fuel consumed by the right engine in gallons since last reset.
- (f) To reset either R. or L. Engine Gal. Used, press and hold the appropriate button; press "Enter/Test" button momentarily.
- (g) 1) If no extra fuel is needed for the trip
 - a. No action is needed as data is already stored.
 - b. Upon starting the engine, computer will display fuel flow, and other functions are available by pressing the appropriate button.
- 2) Tank Full
 - a. Move the toggle switch to "Gal. Rem." position.
 - b. Press "Test/Enter" button to increment the fuel quantity after a 4 second pause (the longer you press the faster the incrementing) until the total useable gallons of fuel is reached.

- c. Release "Test/Enter" and the total useable fuel on board is entered into the memory. Return the toggle switch to the center position to terminate the enter routine.
 - d. If an error has occurred by exceeding the correct total useable fuel, move the toggle switch to the "Gal. Used" position and press "Enter/Test" button. Gal. used will be reset and the fuel remaining will be displayed for 4 seconds. Then figures will decrement (the longer you press the faster the decrementing) until reaching the correct figure. Move the toggle switch to the center position to terminate the enter routine.
- 3) If extra fuel is needed, (less than total useable gallons)
- a. On paper, add the amount of fuel remaining displayed to the amount of fuel from the refueling truck meter.
 - b. Move the toggle switch to "Gal. Rem." position.
 - c. Press "Test/Enter" button to increment the fuel quantity after a 4 second pause, (the longer you press the faster the incrementing) until the figure from step 3A is reached.
 - d. Return the toggle switch to "Gal. Rem." position and the total useable fuel onboard is entered into the memory.

2. During Flight

- (a) Fuel flow and time remaining is normally displayed. Time is displayed in hours and minutes.
- (b) To display gallons used or remaining, move the toggle switch to the appropriate position.
- (c) Gallons used can be reset at any time by moving the toggle switch to "Gal. Used" position and momentarily pressing "Test/Enter" button no longer than 4 seconds, otherwise the computer will start decrementing the fuel remaining.
- (d) To display gallons used by either engine press the appropriate switch.
- (e) Using the test function while engines are running, the computer will lose 13 seconds of fuel count.

B. Emergency

In case of an electrical power failure in flight, the instrument will cease to function. After restoring the power, the lower window will resume accurate fuel flow reading, but the Time Remaining, Gallons Used and Gallons Remaining figures will not be accurate unless the duration of the power failure is known and the consumption during the power failure is recalculated and subtracted from the Gallons Remaining.

III. PERFORMANCE

No Change.