

AF-5000 EFIS AOA CALIBRATION CHECK LIST



POST INSTALLATION PRE FLIGHT

Blow into Blue tube at EFIS--- Air exits Upper Wing Port
Blow into Green tube at EFIS - Air exits lower Wing Port
PITOT/STATIC LEAK TEST ----- COMPLETED
AIRCRAFT LOG -----UPDATED
AIRCRAFT CHECKLISTS-----UPDATED
ANNUAL CONDITION C/L -----UPDATED

HANGAR CALIBRATION

The only thing that is required for the EFIS AOA is to check the flap switch.

FLAPS UP..... DONUT CHECKED OFF
FLAPS DOWN DONUT CHECKED ON

CRUISE CONFIGURATION CALIBRATION

AIRCRAFT LOCATION AIRBORNE
FLAPS/GEAR..... CONFIRMED UP
EFIS AOA DISPLAY ON
AOA Calibrate Menu [SET] > [EFIS]> [AOA CAL]
..... PUSH/RELEASE
PAGE button PUSH/RELEASE
CONFIRM flap up calibrate page..... 00L
ZERO "G" MANEUVER for 1/2 sec..... YES
RECORD button PUSH/RELEASE
CONFIRM flap up angle advisory page 0AA
AIRSPEED 1.15Vs₁ descending slow flight YES
RECORD button PUSH/RELEASE
PAGE button 2x PUSH/RELEASE
CONFIRM save data to non-volatile memory page 0SA
RECORD button PUSH/RELEASE
SAVE button..... PUSH/RELEASE

YOU ARE NOW IN THE FLIGHT MODE

LANDING CONFIGURATION CALIBRATION

AIRCRAFT LOCATION AIRBORNE
FLAPS/GEAR CONFIRMED DOWN
EFIS AOA DISPLAY ON
AOA CAL Button PUSH/RELEASE
PAGE button PUSH/RELEASE
CONFIRM flap down hangar calibrate page 10L
ZERO "G" MANEUVER for 1/2 sec. YES
RECORD button PUSH/RELEASE
CONFIRM flap down angle advisory page 1AA
AIRSPEED 1.15V_{so} descending slow flight YES
RECORD button PUSH/RELEASE
PAGE button 2x PUSH/RELEASE
CONFIRM save data to non-volatile memory page 1SA
RECORD button PUSH/RELEASE
SAVE button..... PUSH/RELEASE

YOU ARE NOW IN THE FLIGHT MODE

FLIGHT TEST AOA

VERIFICATION C/L ----- COMPLETE
CHAPTER X CALIBRATING----- COMPLETE
CHAPTER X FLIGHT TESTING - COMPLETE

FLY THE AIRPLANE & WATCH FOR TRAFFIC!

The POST INSTALLATION and HANGAR CALIBRATION CHECK LISTS must be completed prior to flight. The zero "G" maneuver requires that all unsecured items be removed from the aircraft prior to flight. Two pilots are required during the calibration process and one will be assigned the task to fly the aircraft and nothing more. The flight calibration area will be cleared for traffic and will be at a safe altitude with the IAS always within the green IAS band. Stalls are not required or desired!