

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

- 1) Installed #201C-6 FloScan turbine flow transducer from FloScan Instrument Co., 3016 NE Blakeley St., Seattle WA to lower left firewall, using AN machine screw hardware. Transducer unit is supported by an aluminum weldment of 2"x 2"x 6"x 3/16" aluminum extrusion, which is also screwed to the firewall, forming a rigid platform, to hold transducer. See Diagram B, Sheet I, also, Physical and Electrical Characteristics, Sheet II, Page 3 of 3
- 2) Installed 3/8" dia stainless steel gas line from existing outlet of gascolator, located beneath transducer platform, to inlet of turbine transducer. Also connected, from outlet of turbine transducer, Aeroquip 666 teflon/SS braid hose to carburetor inlet using approved AN fittings. Aeroquip fire sleeve is installed on all gas lines and hoses.
- 3) Mounted and installed custom flow meter display in cockpit panel using AN hardware. Display consists of a Nema box which houses a 1" x 3" x 5" circuit board with IC chips, diodes, and LED numerical numbers. Computer unit calculates, gallons per hour used, fuel remaining, fuel used, and a programming button for entering total fuel on board. The unit is 12 volt powered and has an internal, automatic, resetting fuse. See Electrical Schematic Diagram A, Sheet I
- 4) All wiring installed in accordance with AC43.13-1A, Sec3 fig11-7
- 5) Tested entire FloScan unit for leaks on runup with satisfactory results. Also tested circuitry for accuracy and data measurements indicate a tenth of one gallon calibration.
- 6) Instructions for continued airworthiness would be to inspect gas line fittings /hoses for leaks, and to inspect integrity of the FloScan unit at annual inspection.
- 7) Compatibility- The addition of the circuit or transducer is not expected to affect the airworthiness of the aircraft due to the following reasons:
 - a) Circuit operating frequency of 2.778 hz (or any of it's harmonics) will not interfere with existing navaid equipment due to the low frequency.
 - b) The circuit is fully enclosed in a chassis box, minimizing energy emittance.
 - c) The fuel flow measurement is independent of the engine measurement instrumentation.
 - d) FloScan is sole source supplier for identical (and similar) transducers for STD'd fuel flow units, as well as supplier to Piper, Cessna, and Beechcraft.
 - e) The FloScan transducer design uses a helical flow path design to vent any entrained vapor bubbles.

8) No significant change of existing weight and balance of aircraft:

END

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FAA
 SW-FSD
 Additional Sheets Are Attached

NO.	DESCRIPTION	WEIGHT	ARM	MOMENT
01	MGRI		A2	
02	SGM		A3	
03	AO		A4	
04	CS		A5	
05	ASW		A6	
06	ASW		A7	
07	ASW		A8	
08	ASW		A9	