



AUDIO ADVISORY SYSTEM

Models 6600 & 6601

Hardware Installation Manual

Report: 6600

Revision: L

8/10/06

FAA
APPROVED

AUG 10 2006
ACE-117C/ML
CHICAGO AIRCRAFT
CERTIFICATION OFFICE
CENTRAL REGION

P2 Inc. Aviation Technology
14839 Pioneer Trail
Minneapolis, MN 55347 USA
888-921-8359

Report: 6600
Revision: L
Date: 8/10/06
Section: a



Audio Advisory System

REVISION SUMMARY

Revision	Date	Changes
A	12/9/99	Drawing AAS-1A added to Installation Manual.
B	8/24/00	Drawings AAS-2, 2B, 4, 4A, 4B and 6 have been revised. Drawings AAS-2C, 2D, 4C, 4D, 4E and Page V.1 are new. Pages II.1, II.2, III.4-III.9, IV.1, REF 2 and REF 3 have been revised. Pages III.10 - III.14 have been deleted.
C	11/10/00	Drawings AAS-2 thru AAS-6 corrected for typos. Page III.1 revised. Table 1 revised to reflect models added to AML. Reference 3 revised for typos.
D	1/3/01	Pages III.1, III.6, REF 1, REF 2 revised.
E	1/4/01	Revision level added to cover and Summary page. LEP corrected for typos.
F	1/30/02	Drawing AAS-6 has been deleted. Drawings AAS-1B, 1C, 1S, 4F, 4G, 4H, 4J and 4K are new. Drawings AAS-2, 4, 4B, 4D and 4E have been revised. Pages II.1-2 have been revised. Pages III.1-10 have been revised. Page III.11 is new. Page Reference 1 is new. Page Reference 2 and 4 have been revised.
G	9/28/02	Drawing AAS-1S revised. Page III.7 revised.
H	10/4/02	Drawing AAS-1C revised.
I	6/17/03	Drawing AAS-4K revised. Pages III.6 revised.
J	4/29/05	Drawing AAS-1S, AAS-2, -2B, -2C, -2D, -2E, -4, -4A, -4B, -4C, -4D, -4F, -4H, -4J and -4K revised. Drawing AAS-2E is new. AAS-4G has been deleted. Pages III.3, III.5, III.8 thru 11 revised.
K	7/17/06	Revised all drawings; Removed Drawings AAS-1A, 1B; Revised Section I, II and Reference 4.
L	8/10/06	Revised pages III.8, III.10 and III.11

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Audio Advisory System

AUDIO ADVISORY SYSTEM (AAS) INSTALLATION MANUAL LIST OF EFFECTIVE PAGES

SEC. I Drawing List

	<u>DATE</u>	<u>REVISION</u>	
AAS-1 Installation, non-pressurized (Model 6600, Model 6601)	7/17/06	D	
AAS-1C Installation, pressurized (Model 6601)	7/17/06	D	
AAS-1S Stall Advisory and Annunciator Connections	7/17/06	E	
AAS-2 Cessna 177RG, R182, 210, 310F-K, 337	6/16/06	G	
AAS-2B Mooney M20	6/16/06	F	
AAS-2C Piper PA-24	6/16/06	C	
AAS-2D Piper PA-24-260, -30, -39	6/16/06	D	
AAS-2E Beechcraft Debonair, Bonanza	6/16/06	B	
AAS-4 Cessna 310L-310Q401,340, 401, 402, 404, 414, 421,425	6/16/06	H	
AAS-4A Cessna 310Q402-310Q601	6/16/06	F	
AAS-4B Beech Bonanza, Baron	6/16/06	H	
AAS-4C Cessna 310R	6/16/06	C	
AAS-4D Piper PA-23-250	6/16/06	D	
AAS-4E Piper PA-28R, -31, -32R, -34, -44, -46	6/16/06	F	
AAS-4F Commander 112,114 & 115	6/16/06	E	
AAS-4H Socata/Aerospatiale TB 20, 21	6/16/06	C	
AAS-4J Beechcraft 24 Sierra, 60 Duke, 76 Dutchess	6/16/06	C	
AAS-4K Beechcraft King Air 90, A90, B90, C90, E90	6/16/06	C	

SEC. II System Description

Page 1 |
Page 2

SEC. III Installation Procedure

Page 1
Page 2
Page 3
Page 4
Page 5
Page 6
Page 7
Page 8
Page 9
Page 10
Page 11

SEC. IV Technical Specifications

Page 1

SEC. V Troubleshooting

Page 1

Reference

Page 1
Page 2
Page 3
Page 4

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AUG 10 2006
ACE-1176/ll
CHICAGO AIRCRAFT
CERTIFICATION OFFICE
CENTRAL REGION

INSTALLATION NOTES

- (1) THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE INSTALLATION INSTRUCTIONS (FURNISHED) ; SECTION III.
- (2) SECURE PITOT LINE AND ELECTRICAL HARNESS EVERY 8' -10' OR WHEREVER NECESSARY (REF AS 4313-1A)
- (2a) IF 9600-03 IS INSTALLED IN NON-PRESSURIZED AIRCRAFT, THE STATIC CONNECTION MAY EITHER BE LEFT OPEN OR PLUMBED TO AIRCRAFT STATIC LINE.
- (3) THE COMPUTER INSTALLATION LOCATION IS ON THE BOTTOM OR TOP OF AIRCRAFT GLOVE BOX WITHIN 2" INSTRUMENT PANEL EDGE.
- (4) UPON COMPLETION OF INSTALLATION, PERFORM OPERATIONAL CHECK PER INSTALLATION MANUAL & PITOT LEAK CHECK PER AC 43.13-1A, CHG3, SECTION 4
- (5) ITEMS REQUIRED FOR APPROVAL:
 - A. COPY OF STC
 - B. LOG BOOK ENTRY
 - C. WEIGHT & BALANCE DATA REVISED
 - D. FORM 337 FILED

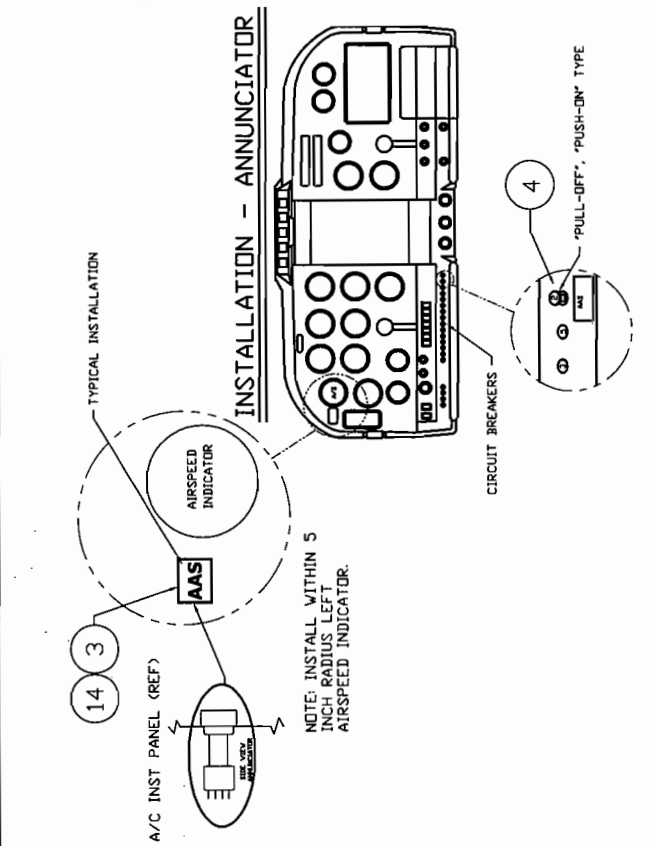


TABLE 2

SWITCH POS.	GEAR ADV	ACTIVATION
0	60	68
1	65	75
2	70	81
3	75	86
4	80	94
5	85	98
6	90	103
7	95	109
8	100	115
9	105	121
A	110	127
B	115	133
C	120	138
D	125	144
E	130	150
F	135	156

TYPICAL INSTALLATION - COMPUTER

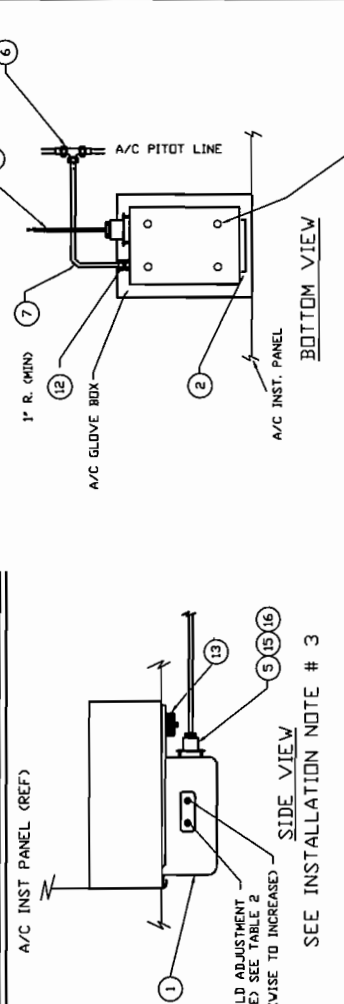


TABLE 1

ITEM #	DESCRIPTION	QTY/ASSY REQ	PART NO. (SHADIN AVIONICS P/N)	MFG
1**	AUDIO ADVISORY COMPUTER	1	9600-02	SHADIN AVIONICS
2**	MOUNTING TRAY	ALT	9600-03	SHADIN AVIONICS
3**	SWITCH ASSEMBLY, AAS ANNUNCIATOR	1	542801A	SHADIN AVIONICS
4	CIRCUIT BRK, 2 AMP (NOT FURNISHED)	1	21039-1	SHADIN AVIONICS
5**	CONN, 26 PIN HI-DENSITY D. SUB SOCKET (NOT FURNISHED)	1	MSE6574-2	VARIDUS
6	UNION FEE, TUBE TO TUBE (NOT FURNISHED)	1	264N-04	ELITE
7	POLYETHYLENE TUBING (NOT FURNISHED)	AS REQUIRED	44-PN	IMPERIAL EASTMAN
8	MOUNTING SCREWS (NOT FURNISHED)	4	AN526-632-8	VARIDUS
9	WASHER (NOT FURNISHED)	4	AN936-A6	VARIDUS
10	RYNUT (NOT FURNISHED)	4	M327130-A7	VARIDUS
11	NYLON FITTING, MALE CONNECTOR (NOT FURNISHED)	AS REQUIRED	M22759/16-22-9	VARIDUS
12	KNUBBED END (NOT FURNISHED)	1	268N-04-02	IMPERIAL EASTMAN
13**	LAMP, SCREENED "AAS"	1	512014-1	SHADIN AVIONICS
14*	SWITCH, 26 SERIES, LAMP, SCREENED "AAS"	ALT	582	EATON
15*	Conn, 16pin D. Sub	1	DA-24659 (43003B)	CINCH
16*	SUREV, 4-10 x 0.250 PHIL PAN HD SS	2	M551957-13 (51069-0850)	VARIDUS

** DENOTES ITEM IS INCLUDED IN SHADIN AVIONICS P/N IK9600-02 (INSTALL KIT, AUDIO ADVISORY COMPUTER)
 *** P/N 9600-03 CAN BE USED AS REPLACEMENT FOR 9600-02 AND ALSO ADDS STALL WARNING CAPABILITY.

DRAWING DATE: 10-05-90		P2 Inc. INDIANAPOLIS, IN 45364	
DRAWN BY: JPH		INSTALLATION, NON-PRESSURIZED (MODEL 6600, 6601) AUDIO ADVISORY SYSTEM	
APPROVED: [Signature]		DRAWING NO. AAS-1	
FILE NAME: AAS-INSTALLING DIRECTORY 9600-02	SIZE: 3	P/N: ---	REV: D
SHEET 1 OF 1			

REV: D	DATE: 10/5/90	BY: JPH	DESCRIPTION: UPDATED TABLE 1, ADDED NOTE 2A
REV: C	DATE: 1/30/92	BY: JPH	DESCRIPTION: ADDED REVISION CONTROL BLOCK AND ITEM 14
REV: B	DATE: 1/30/92	BY: JPH	DESCRIPTION: [Blank]
REV: A	DATE: 1/30/92	BY: JPH	DESCRIPTION: [Blank]

DO NOT SCALE

INSTALLATION NOTES

- (1) THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE INSTALLATION INSTRUCTIONS (FURNISHED) ; SECTION III.
- (2) SECURE PITOT LINES, STATIC LINES, AND ELECTRICAL HARNESS EVERY 8" -10" OR WHEREVER NECESSARY (REF AC 43.13-1A)
- (3) THE COMPUTER INSTALLATION LOCATION IS ON THE BOTTOM OR TOP OF AIRCRAFT GLOVE BOX WITHIN 2" INSTRUMENT PANEL EDGE.
- (4) UPON COMPLETION OF INSTALLATION, PERFORM OPERATIONAL CHECK PER INSTALLATION MANUAL & PITOT LEAK CHECK PER AC 43.13-1A, CHG3, SECTION 4
- (5) ITEMS REQUIRED FOR APPROVAL:
 - A. COPY OF STC.
 - B. LOG BOOK ENTRY
 - C. WEIGHT & BALANCE DATA REVISED
 - D. FORM 337 FILED

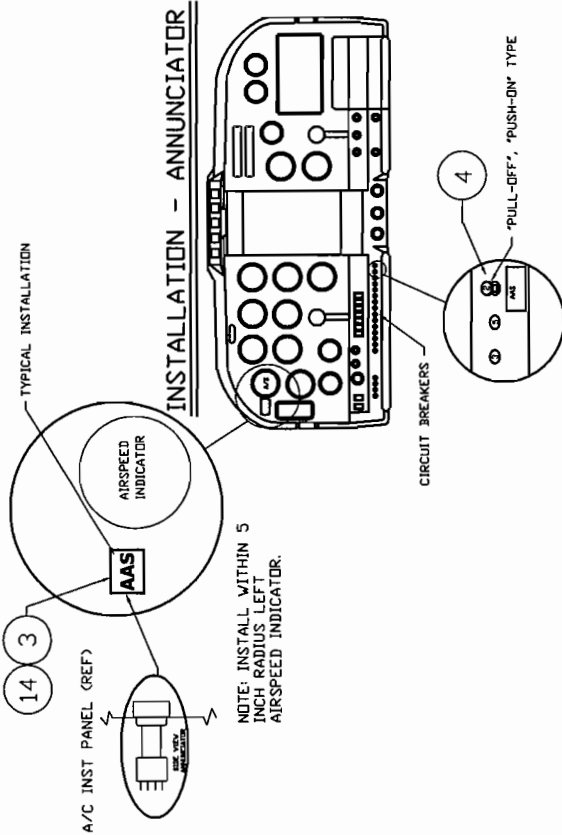


TABLE 2

SWITCH POS.	GEAR ADV	ACTIVATION
0	KNOTS	MPH
1	60	68
2	65	75
3	70	81
4	75	86
5	80	94
6	85	98
7	90	103
8	95	109
9	100	115
A	105	121
B	110	127
C	115	133
D	120	138
E	125	144
F	130	150
F	135	156

TYPICAL INSTALLATION - COMPUTER

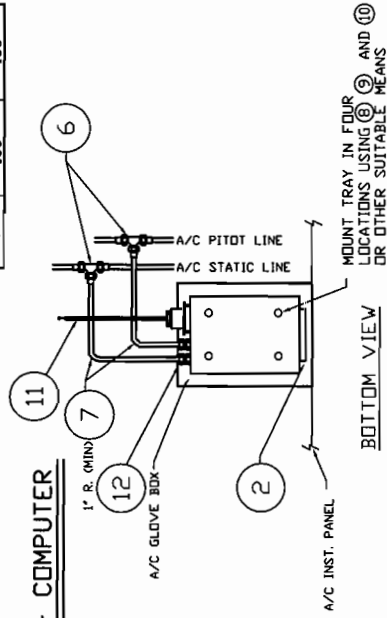


TABLE 1

ITEM #	DESCRIPTION	QTY/ASSY REQ	PART NO. (SHADIN AVIONICS P/N)	MFG
1	AUDIO ADVISORY COMPUTER	1	9600-03	SHADIN AVIONICS
2*	MOUNTING TRAY	1	542801A	SHADIN AVIONICS
3*	SWITCH ASSEMBLY, AAS ANNUNCIATOR	1	211039-1	SHADIN AVIONICS
4	CIRCUIT BKR, 2 AMP	1	M526574-2	VARIOUS
5*	CONN, 26 PIN HI-DENSITY D SUB SOCKET	1	EL26S-HDS-T (230126)	ELITE
6	UNION TEE, TUBE TO TUBE	2	26-4N-04	IMPERIAL EASTMAN
7	POLYETHYLENE TUBING	AS REQUIRED	44-PN	IMPERIAL EASTMAN
8	MOUNTING SCREWS	4	AN526-632-B	VARIOUS
9	WASHER	4	AN936-A6	VARIOUS
10	RIVNUT	4	MS27130-A7	VARIOUS
11	WIRING	AS REQUIRED	M22759/16-22-9	VARIOUS
12	NYLON FITTING, MALE CONNECTOR (NUT FURNISHED)	1	26BN-04*02	IMPERIAL EASTMAN
13*	KNURLED KNOB	1	512014-1	SHADIN AVIONICS
14*	SWITCH, 562 SERIES, LAMP, SCREENED "AAS"	ALT	582 SERIES (211041)	EATON
15*	Conn, Hood, 15 Pin, D, Sub	1	DA-24658 (230038)	CINCH
16*	SCREW, 4-40 x 0.250" PHIL PAN HD SS	2	MS1957-13 (511029-0250)	VARIOUS

* DENOTES ITEM IS INCLUDED IN SHADIN AVIONICS P/N IK9600-02 (INSTALL KIT, AUDIO ADVISORY COMPUTER)

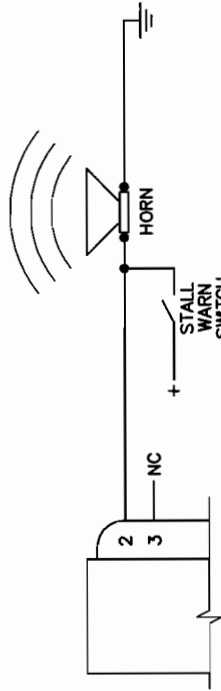
06/26/2007	D	17/20/06	PAB	1	UPDATED TABLE 1
06/27/2005	C	10/24/06	PAB	SP	TABLE 1, ITEM 1 DRAWING REFERENCE ADDED TO SCI P/N
06/27/2005	B	17/20/06	PAB	SP	P/N WAS 9600-1
01/12/2007	A	12/20/01	PAB	SP	REF IN NOTE 2 WAS (REF AS 43.13-1A)
01/12/2007	A	10/28/01	PAB	SP	BASELINE RELEASE
ECO #	REV.	DATE	BY	APP'D	DESCRIPTION

DRAWING DATE	10/23/01
DRAWN BY	THAYER
APPROVED	
FILE NAME	AAS-INSTALL
DIRECTORY	9600-03
SHEET	1 OF 1
DRAWING NO.	AAS-1C
SIZE	B
P/N	-----

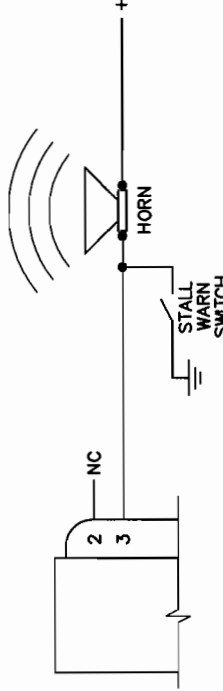
P2 Inc. MINNEAPOLIS, MN 55364
 INSTALLATION, PRESSURIZED (MODEL 6601),
 AUDIO ADVISORY SYSTEM
 DRAWING NO. AAS-1C
 SIZE B
 P/N -----
 DO NOT SCALE

STALL WARNING SWITCHING (MODEL 6601 ONLY)

HIGH SIDE SWITCHING

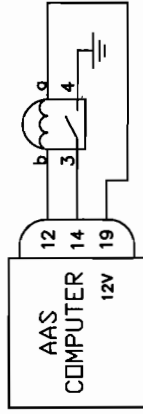


LOW SIDE SWITCHING

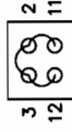
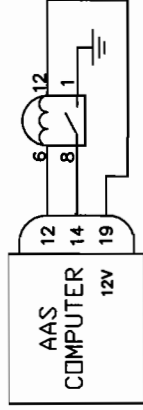


ANNUNCIATOR LIGHT CONNECTIONS

ALCOSWITCH



EATON (ALTERNATE)

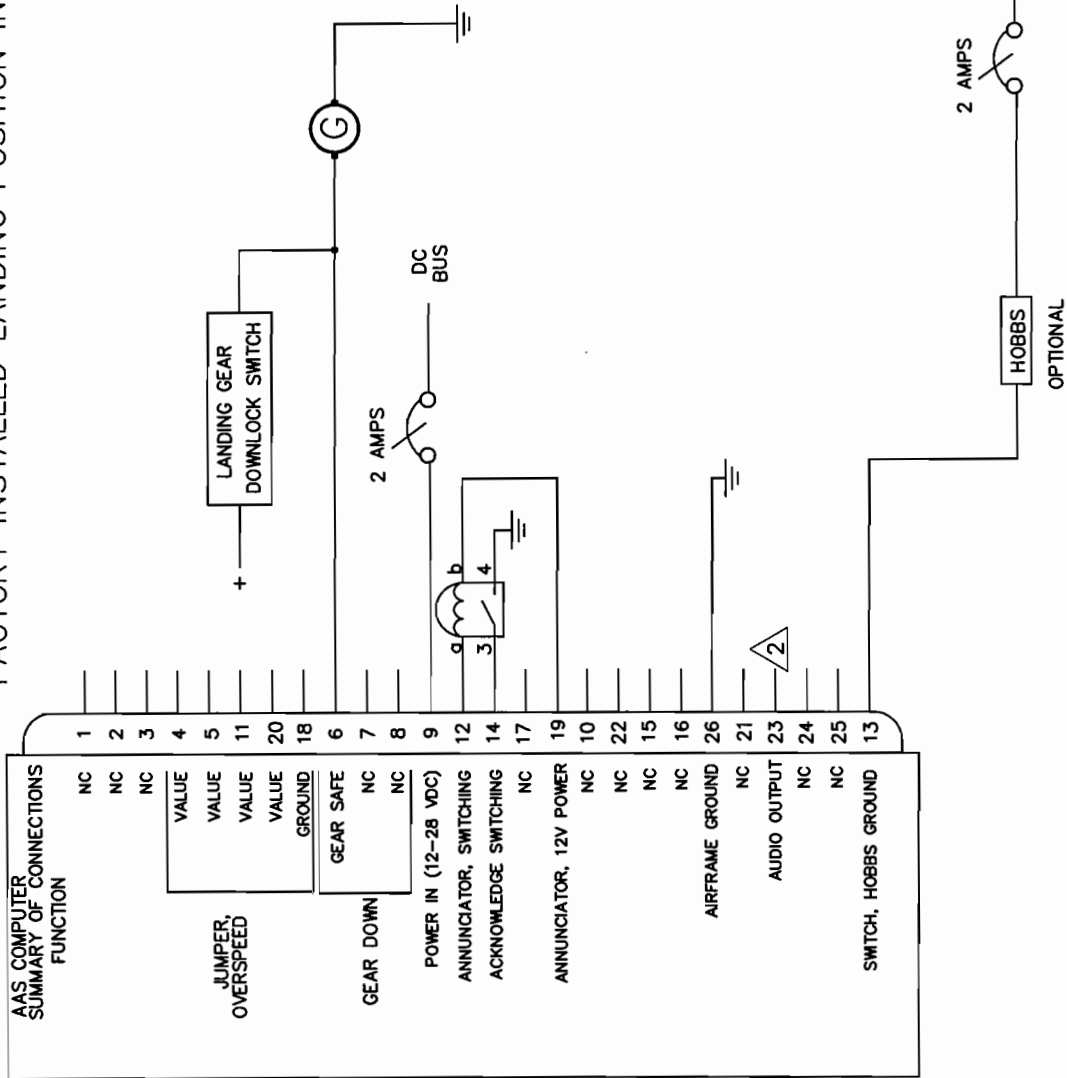


INSTALLATION NOTES

1. THE STALL WARNING ADVISORY IS A REPEATER OF THE EXISTING AIRCRAFT STALL WARNING HORN. IT MUST NOT DISABLE OR REPLACE THE CERTIFIED AIRCRAFT STALL WARNING SYSTEM.
2. REVIEW APPROPRIATE AIRCRAFT MAINTENANCE STALL WARNING WIRING DIAGRAM AND COMPARE IT TO THIS DRAWING TO DETERMINE HIGH OR LOW SIDE SWITCHING. MAKE THE PROPER CONNECTIONS.
3. AFTER INSTALLATION, VERIFY THAT AIRCRAFT STALL WARNING FUNCTIONS PROPERLY AND THAT THE AAS STALL WARNING TONE FUNCTIONS SIMULTANEOUSLY.

0609/007		E	1/1/01	PAB	ADDED "AAS COMPUTER" TO SWITCH DIAGRAMS
0404/002		D	4/1/04	PAB	RECONFIGURED STALL WARNING SWITCHING
0209/029		C	9/27/02	JLH	CORRECTED ALCOSWITCH PIN-OUT
0201/022		B	1/29/02	PAB	ADDED "(6601 ONLY)" TO STALL WARNING SWITCHING
0112/007		A	12/21/01	PAB	REPOSITIONED
0011/010		-	10/8/01	PAB	BASELINE RELEASE
ECO#	REV	DATE	BY	APP'D	DESCRIPTION
					DO NOT SCALE
		DRAWING DATE		10/3/01	
		DRAFTER		PAB	
		APPROVED		SP	
		FILE NAME		AAS-1SE.DWG	
		DIRECTORY		9600-02	
		DRAWING NO.		AAS-1S	
		SIZE		B	
		P/N		----	
		REV		E	
		MINNEAPOLIS, MN		55364	
		P2, Inc.			
		INST WIRING, STALL ADVISORY		AND ANNUNCIATOR CONNECTIONS	

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)



2 - HIGH SIDE SWITCHING

INSTALLATION NOTES

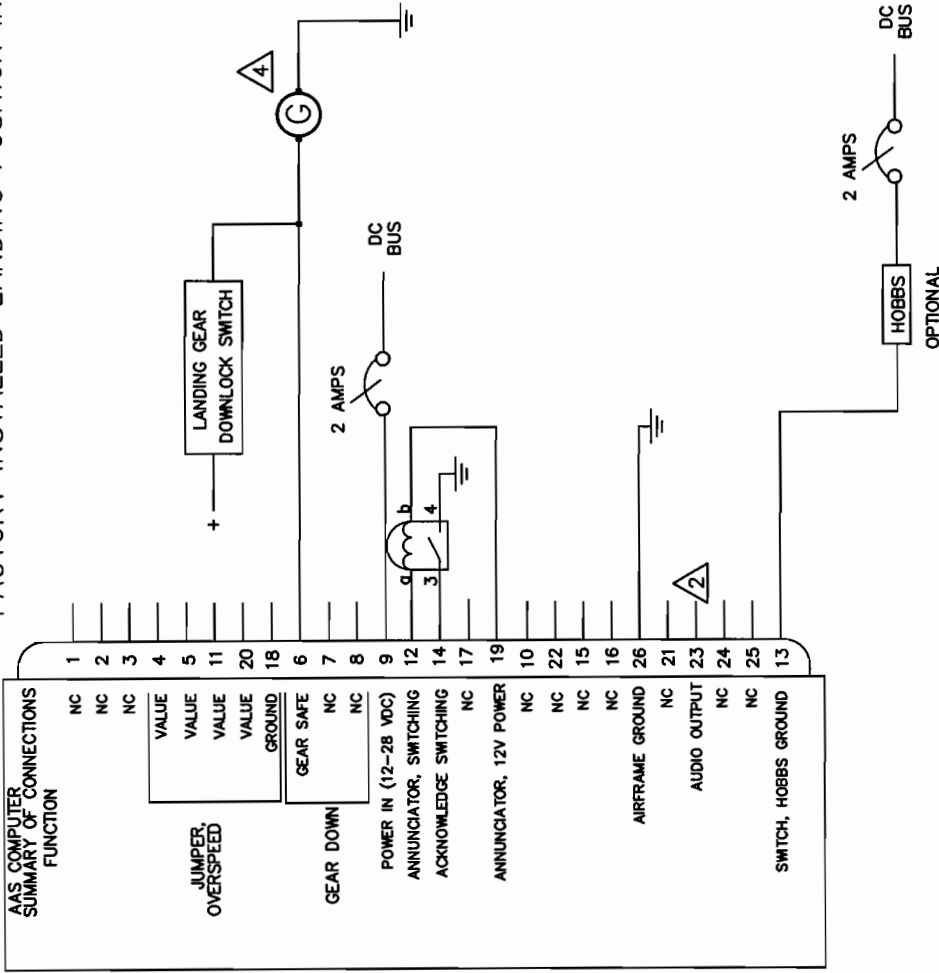
1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION 1.
2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDING ON OTHER AUDIO OUTPUTS) IS REQUIRED.

IMPORTANT

3. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

0606/007	G	6-10-06	PAB	SP	EDITED NOTE 1
0504/038	F	4/29/05	PAB	SP	EDITED NOTE 1
0201/022	E	1/30/02	PAB	SP	"R182" IN TITLE WAS "182RG"
0110/001	D	10/8/01	PAB	SP	ADDED "310F-K" TO TITLE
0011/010	C	11/10/00	PAB	SP	UPDATED NOTES
0005/019	B	8/3/00	PAB	SP	ADDED HIGH SIDE SWITCH
9910/001	A	10/5/99	LAM	KCL	REMOVED TABLE 1. GEAR UP CONNECTIONS
9906/013	-	6-20-99	DLR	KCL	BASELINE RELEASE
ECOM	REV	DATE	BY	APPROV	DESCRIPTION
DO NOT SCALE					
SHEET 1 OF 1					
DRAWING NO. AAS-2					
SIZE B					
P/N -----					
REV C					
DRAWING DATE 6/20/99					
DRAWN BY DLR					
APPROVED BY KCL					
FILE NAME AAS-26.DWG					
DIRECTOR 9600-02					
P2, Inc. MINNEAPOLIS, MN 55364					
INST WIRING, AUDIO ADVISORY SYSTEM FOR CESSNA 177RG, R182, 210, 310F-K, 337					

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)



2 - HIGH SIDE SWITCHING

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION 1.
2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDENT ON OTHER AUDIO OUTPUTS) IS REQUIRED.

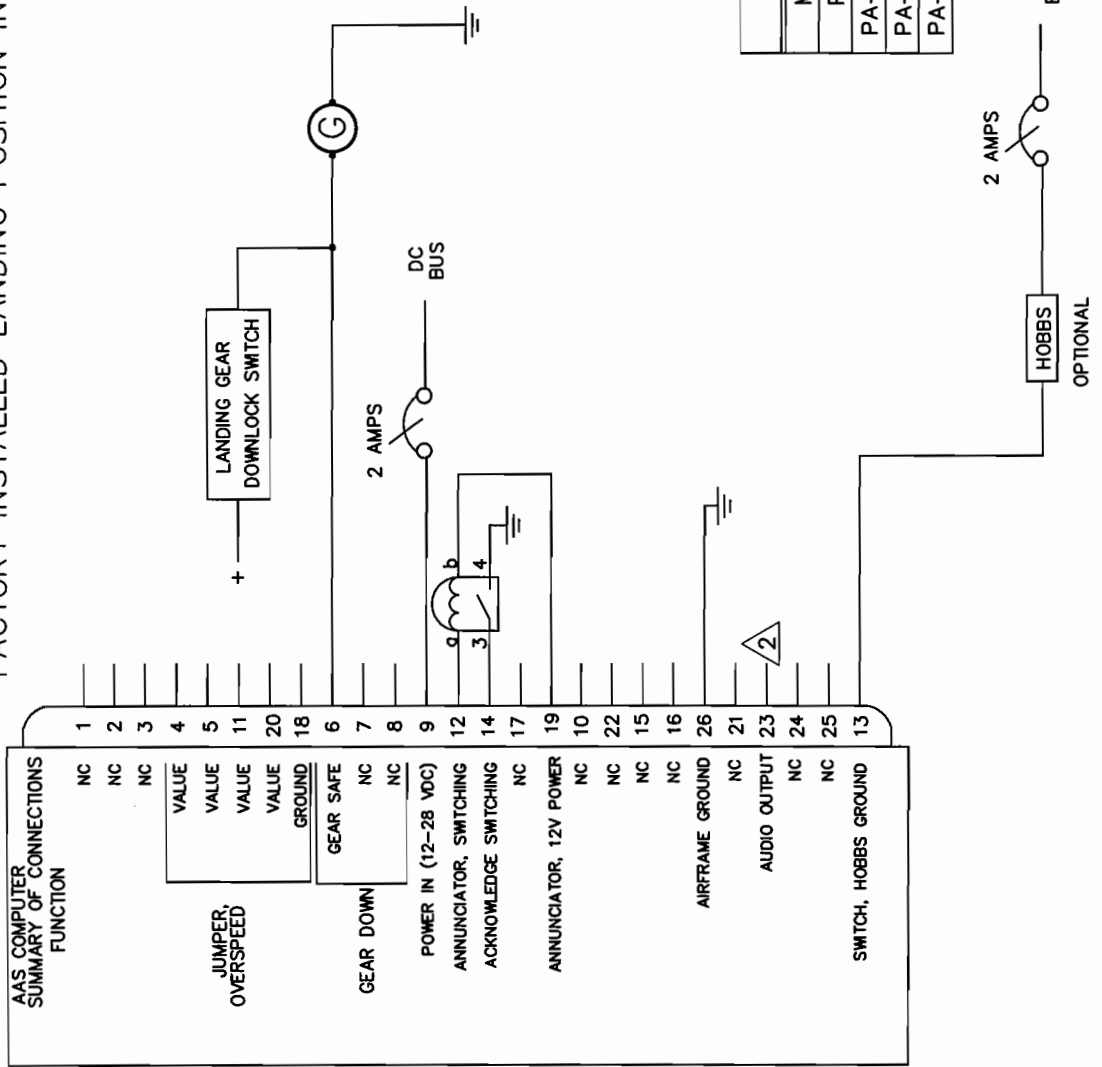
3. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

4. OR ANNUNCIATOR.

DRAWING DATE 6/20/99		P2, Inc. MINNEAPOLIS, MN 55364	
DRAWN BY DLR	APPROVED KCL	INST WIRING, AUDIO ADVISORY SYSTEM FOR MOONEY M20	
FILE NAME AAS-28F.DWG	DIRECTORY 9600-02		
SHEET 1 OF 1	DRAWING NO. AAS-2B		
DO NOT SCALE			

ECO#	REV	DATE	BY	APP'D	DESCRIPTION
9606/007	F	6-16-06	PAB		EDITED NOTE 1
0504/038	E	4/28/05	PAB	SP	EDITED NOTE 1
0011/010	D	11/10/00	PAB	SP	UPDATE NOTES
0035/019	C	8/27/00	PAB	SP	ADD HIGH SIDE SWITCH
9910/001	B	10/5/99	LJM	KCL	REMOVE TABLE 1, GEAR UP CONNECTIONS
9908/008	A	8/18/99	LJM	KCL	TITLE WAS M20I-W20R
9906/013	-	8/20/99	DLR	KCL	BASELINE RELEASE

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)



INSTALLATION NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION I.
2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDING ON OTHER AUDIO OUTPUTS) IS REQUIRED.

IMPORTANT

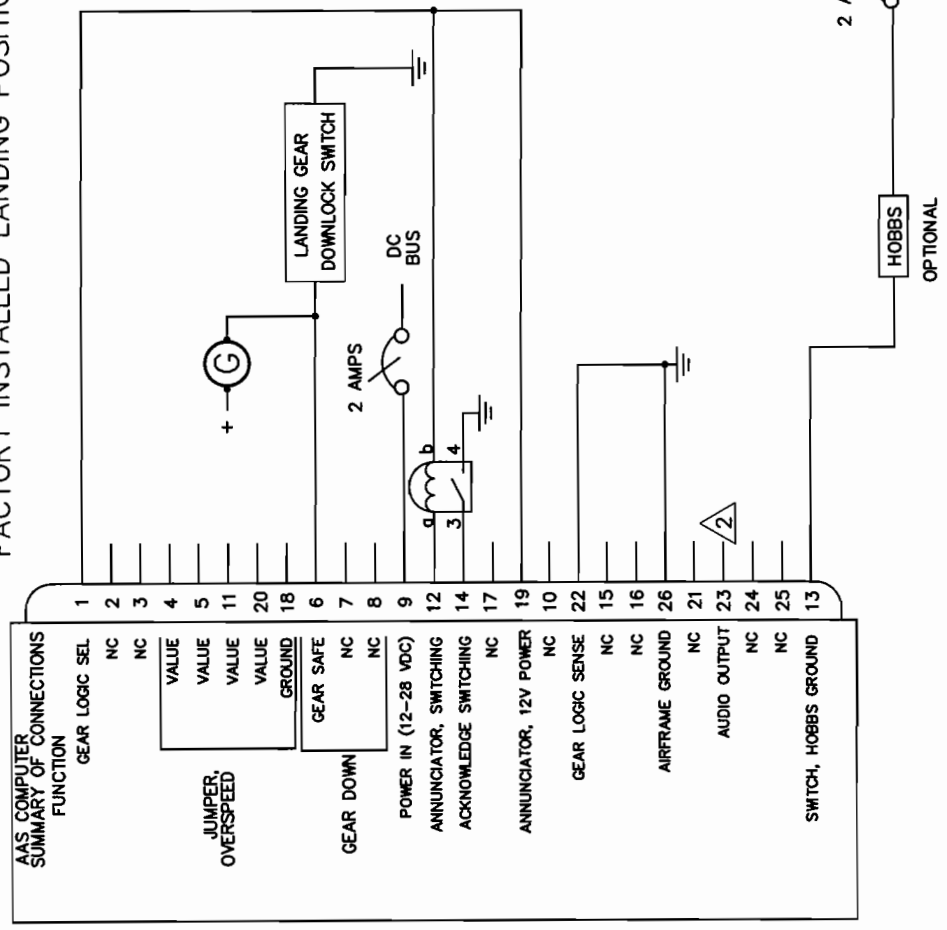
3. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

APPLICABLE MODELS	
MODEL	AIRCRAFT
PA-24	COMANCHE
PA-24-250	COMANCHE
PA-24-260	COMANCHE 24-4000 TO -4782 AND 24-4784 TO -4803
PA-24-400	COMANCHE

2 - HIGH SIDE SWITCHING

DRAWING DATE 7/20/00		P2, Inc. MINNEAPOLIS, MN 55364	
DRAWN BY PAB		INST WIRING, AUDIO ADVISORY	
APPROVED KCL		SYSTEM FOR PIPER PA-24	
FILE NAME AAS-2CC.DWG	DIRECTORY 9600-02	DRAWING NO. AAS-2C	SIZE B
SHEET 1 OF 1		REV C	
ECO #	REV	DATE	BY
0608/007	C	11/10/00	PAB
0504/038	B	4/29/05	PAB
0011/010	A	11/10/00	PAB
0007/036	-	8/3/00	PAB
APP'D DESCRIPTION			
DO NOT SCALE			
EDD NOTE 1			
EDITED NOTE 1			
UPDATE NOTES AND TABLE			
BASELINE RELEASE			

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)



2 - LOW SIDE SWITCHING

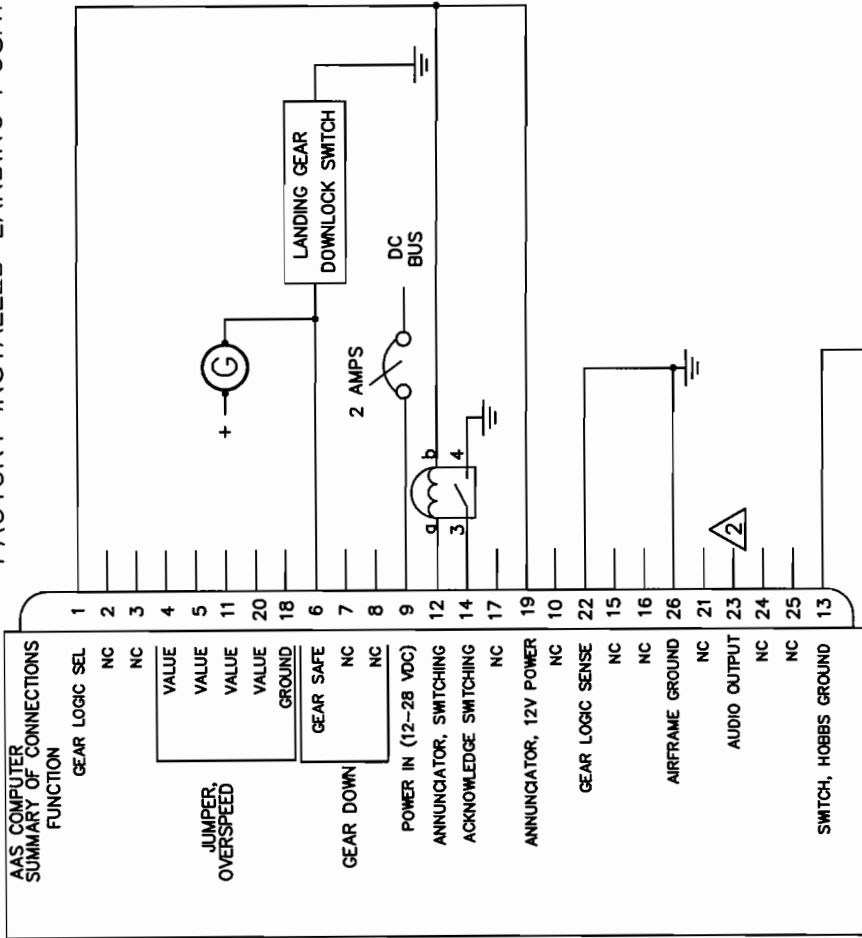
INSTALLATION NOTES

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 2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDENT ON OTHER AUDIO OUTPUTS) IS REQUIRED.
- IMPORTANT**
3. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

APPLICABLE MODELS	
MODEL	AIRCRAFT
PA-24-260	COMANCHE 24-4783, 24-4804 THROUGH 24-5034
PA-30	TWIN COMANCHE
PA-39	TWIN COMANCHE

DRAWING DATE 7/20/00		P2, Inc. MINNEAPOLIS, MN 55364		
DRAWN BY DLR	APPROVED KCL	INST WIRING, AUDIO ADVISORY		
FILE NAME AAS-2DD.DWG	DIRECTORY 9600-02	SYSTEM FOR PIPER		
SHEET 1 OF 1	DO NOT SCALE	DRAWING NO. AAS-2D	SIZE B P/N -----	
REV	DATE	BY	DESCRIPTION	
0605/007	D	16-10-06	PAB	EDITED NOTE 1
0504/038	C	4/29/05	PAB	SP
0017/010	B	11/10/00	PAB	SP
0008/031	A	8/24/00	PAB	SP
0007/036	-	8/2/00	PAB	SP
ECG	REV	DATE	BY	DESCRIPTION

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)



APPLICABLE MODELS	
MODEL	AIRCRAFT
35-33	DEBONAIR
35-A33	DEBONAIR
35-B33	DEBONAIR
35-C33	DEBONAIR
35-C33A	DEBONAIR
E33	BONANZA
E33A	BONANZA
E33C	BONANZA

INSTALLATION NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION 1.
2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDING ON OTHER AUDIO OUTPUTS) IS REQUIRED.

IMPORTANT

3. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

2 - LOW SIDE SWITCHING

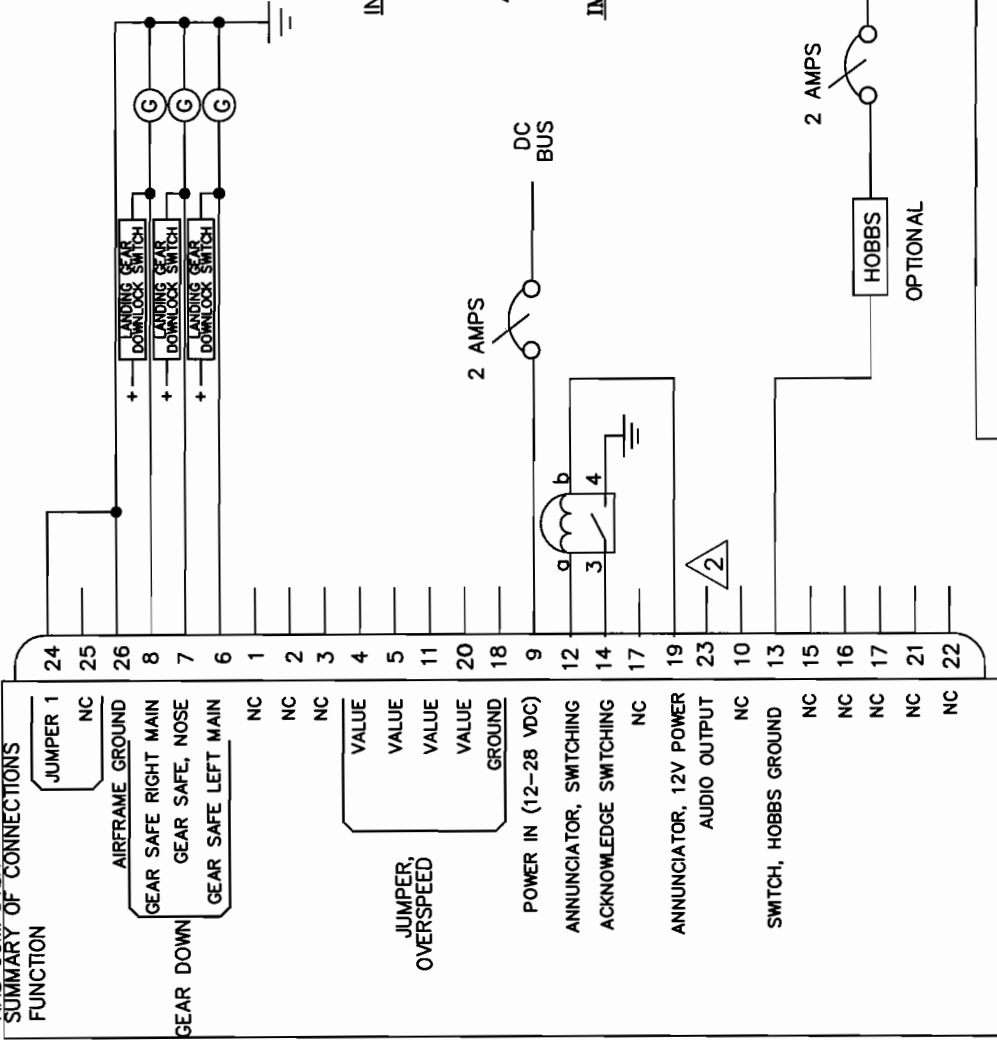
DRAWING DATE 4/17/04	P2, Inc. MINNEAPOLIS, MN 55364		
DRAWN BY PAB	APPROVED SP	INST WIRING, AUDIO ADVISORY SYSTEM FOR BEECHCRAFT DEBONAIR, BONANZA	
FILE NAME AAS-2EB.DWG	DIRECTORY 9600-02	DRAWING NO. AAS-2E	REV B
SHEET 1	OF 1	SIZE B	P/N -----

0606/007	B	4/17/04	SP	EDITED NOTE 1
0504/038	A	4/28/05	SP	EDITED NOTE 1
0404/002	-	4/17/04	SP	BASELINE RELEASE
ECO	REV.	DATE	BY	DESCRIPTION

DO NOT SCALE

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)

AAS COMPUTER SUMMARY OF CONNECTIONS FUNCTION



INSTALLATION NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION I.
2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDING ON OTHER AUDIO OUTPUTS) IS REQUIRED.

IMPORTANT

3. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

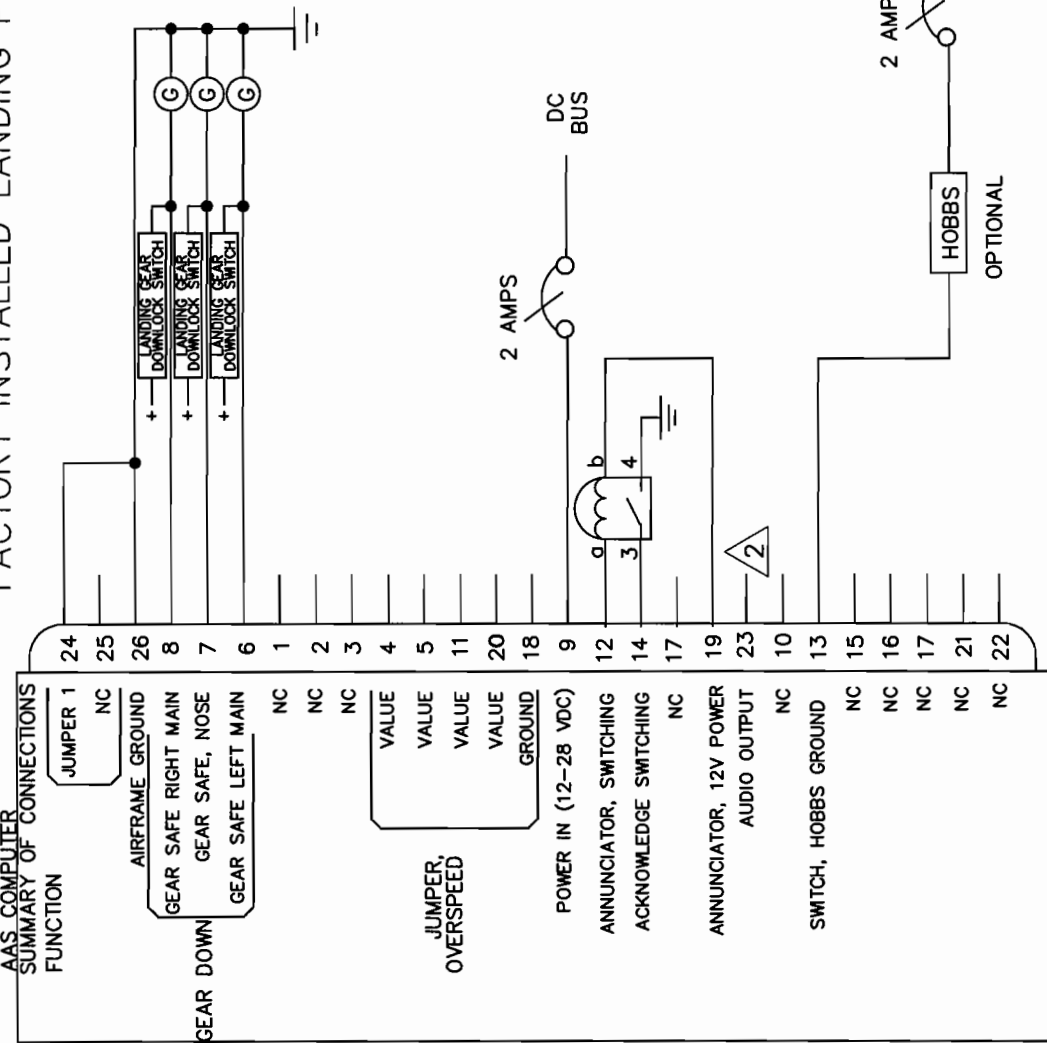
APPLICABLE MODELS	
310L-310Q401	
340	
401	
402	
404	
414	
421	
425	

REV	DATE	BY	APP'D	DESCRIPTION
0606/007	H	19-06		
0504/038	G	4/29/05	PAB SP	EDITED NOTE 1
0112/007	F	12/21/01	PAB SP	REPOSITIONED
0110/007	E	10/8/01	PAB SP	ADDED TABLE OF APPLICABLE MODELS
0011/010	D	11/10/00	PAB SP	UPDATE NOTES
0005/018	C	8/5/00	PAB PS	ADD HIGH SIDE SWITCH
9910/001	B	10/5/99	LJM KCL	REMOVE TABLE 1, GEAR UP CONNECTIONS
9908/008	A	8/18/99	LJM KCL	TITLE WAS STOP001-3100401
9906/013	-	6/20/99	DJR KCL	BASELINE RELEASE
ECO#	REV	DATE	BY	APP'D DESCRIPTION

DRAWING DATE	6/20/99
DRAWN BY	DJR
APPROVED BY	KCL
FILE NAME	AAS-4HLDWG
DIRECTORY	9600-02
SHEET	1 OF 1

P2, Inc. MINNEAPOLIS, MN 55364	
INST WIRING, AUDIO ADVISORY SYSTEM FOR CESSNA	
DRAWING NO.	AAS-4
SIZE	B
REV	P/N - - - - -

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)



INSTALLATION NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION 1.
2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDING ON OTHER AUDIO OUTPUTS) IS REQUIRED.

IMPORTANT

3. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

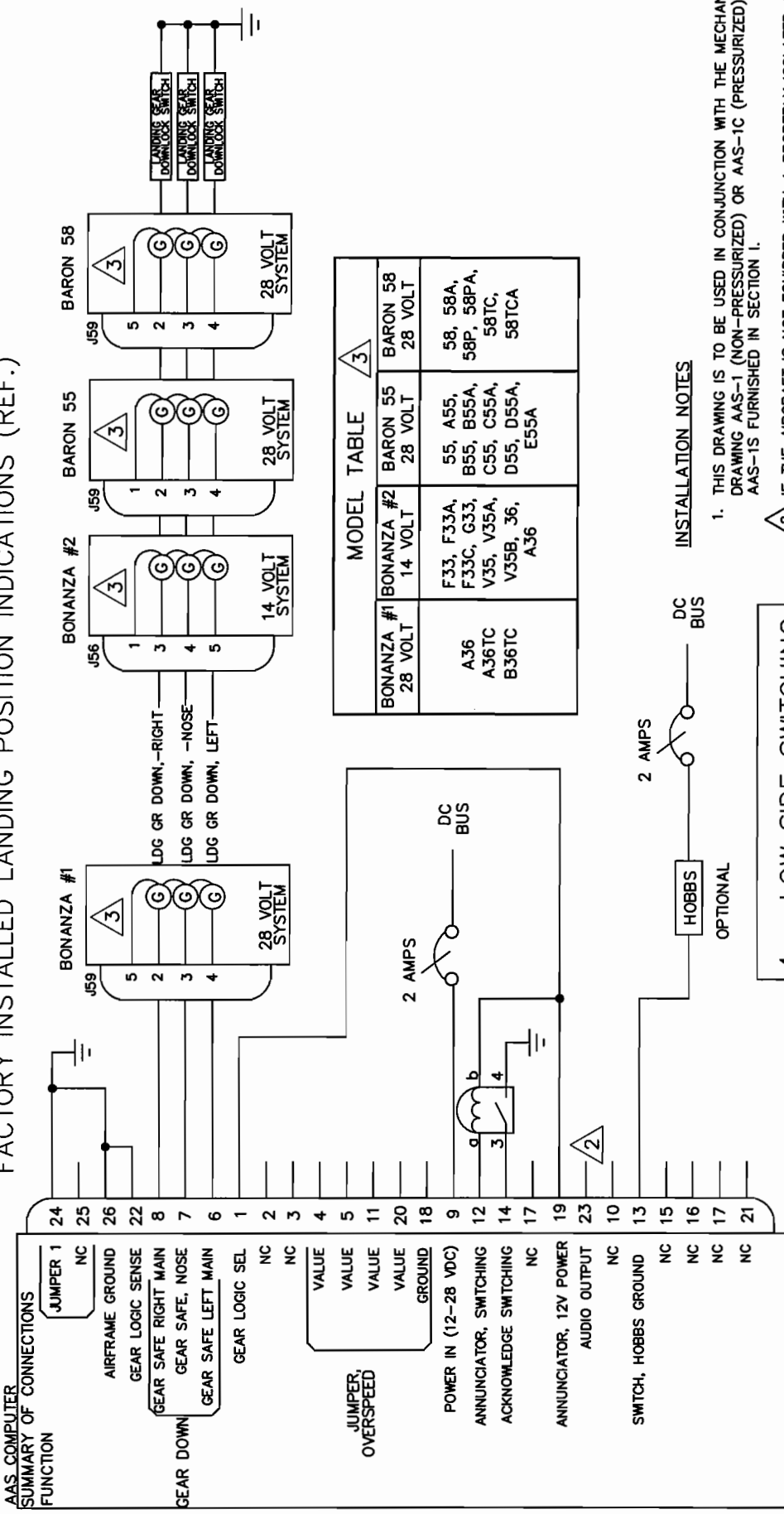
4 - HIGH SIDE SWITCHING

DRAWING DATE 6/20/99
DRAWN BY DLR
APPROVED BY KCL
FILE NAME AAS-4AF.DWG
DIRECTORY 9600-02
SHEET 1 OF 1

P2, Inc. MINNEAPOLIS, MN 55364	
INST WIRING AUDIO ADVISORY SYSTEM FOR CESSNA 310Q402 - 310Q601	
DRAWING NO. AAS-4A	SIZE B
P/N -----	REV F

REV	DATE	BY	APP'D	DESCRIPTION
0606/007	F	DLR		EDITED NOTE 1
0504/036	E	PAB	SP	EDITED NOTE 1
0112/067	D	PAB	SP	"ANNUNCIATOR" WAS "ENUNCIATOR"
0011/010	C	PAB	SP	UPDATE NOTES
0005/019	B	PAB	SP	ADD HIGH SIDE SWITCH
9910/001	A	LHM	KCL	REMOVE TABLE 1, GEAR UP CONNECTIONS
9906/013	-	DLR	KCL	BASELINE RELEASE

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)



MODEL TABLE		3
BONANZA #1 28 VOLT	BONANZA #2 14 VOLT	BARON 58 28 VOLT
A36 A36TC B36TC	F33, F33A, F33C, G33, V35, V35A, V35B, 36, A36	58, 58A, 58P, 58PA, 58TC, 58TCA

INSTALLATION NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION 1.
2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDING ON OTHER AUDIO OUTPUTS) IS REQUIRED.
3. REFER TO MODEL TABLE FOR APPLICATIONS.

IMPORTANT

4. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

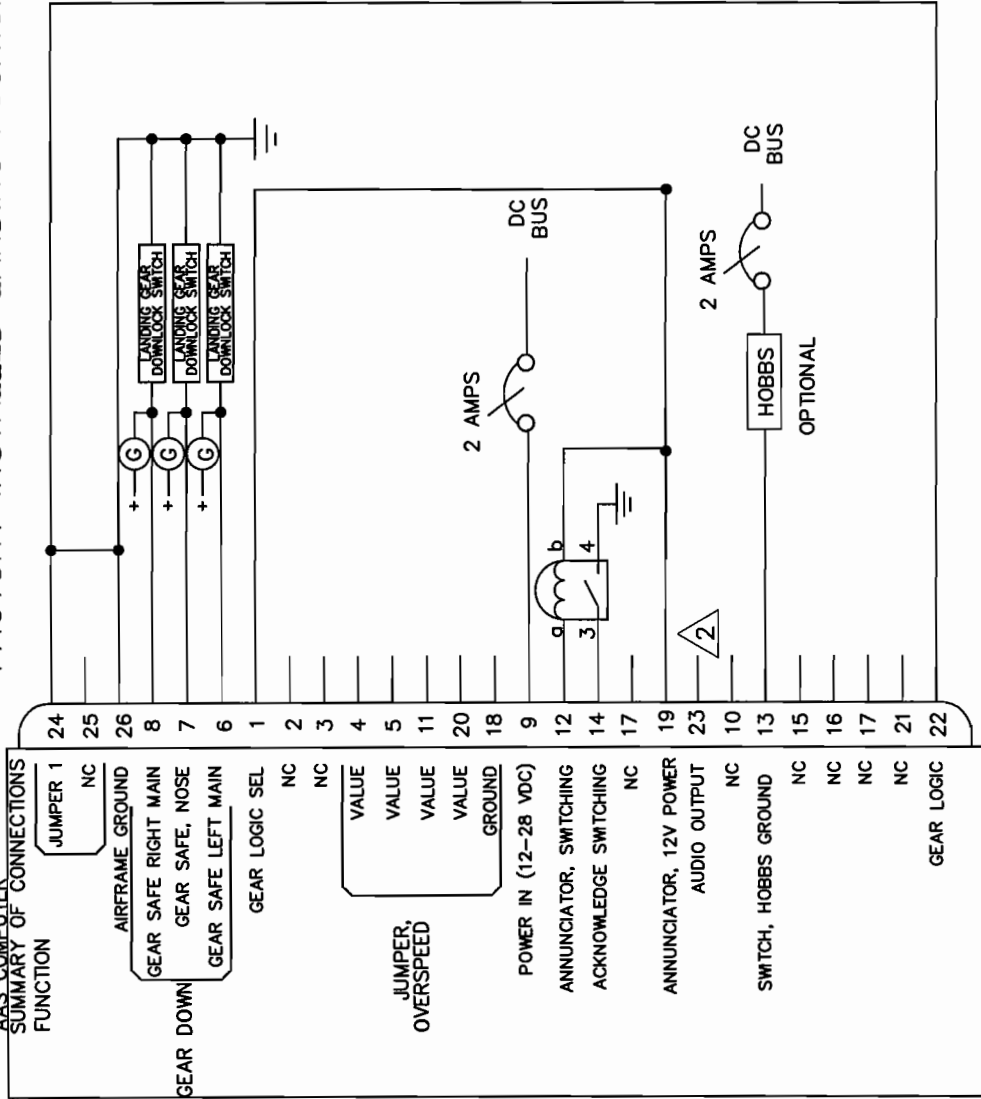
4 - LOW SIDE SWITCHING

REV	DATE	BY	APP'D	DESCRIPTION
0606/007	H	16-206	PAG	EDITED NOTE 1
0504/038	G	4/29/05	SP	EDITED TITLE
0201/022	F	1/30/02	PAG	ADDED MODEL TABLE & ADDITIONAL MODEL #S
0112/007	E	12/21/01	SP	"ANNUNCIATOR" WAS "ENUNCIATOR"
0011/010	D	10/8/01	PAG	ADDED BARON MODELS: 58PA, 58TC, & 58TCA
0011/010	C	11/10/00	SP	UPDATE NOTES
0003/019	B	9/3/00	SP	ADD GEAR LOGIC SENSE
9810/001	A	10/5/98	LJM	REMOVE TABLE 1, GEAR UP CONNECTIONS
9805/013	-	6/20/98	DLR	KCL BASELINE RELEASE
ECCJ	REV	DATE	BY	APP'D DESCRIPTION

DRAWING DATE	6/20/99
DRAWER	DLR
APPROVED	KCL
FILE NAME	AAS-4BH.DWG
DIRECTORY	9600-02
SHEET	1 OF 1

P2, Inc. MINNEAPOLIS, MN 55364	INST WIRING AUDIO ADVISORY SYSTEM FOR BEECHCRAFT BONANZA & BARON
DRAWING NO. AAS-4B	SIZE B
REV H	P/N ----

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)



4 - LOW SIDE SWITCHING

INSTALLATION NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION 1.
2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDING ON OTHER AUDIO OUTPUTS) IS REQUIRED.

IMPORTANT

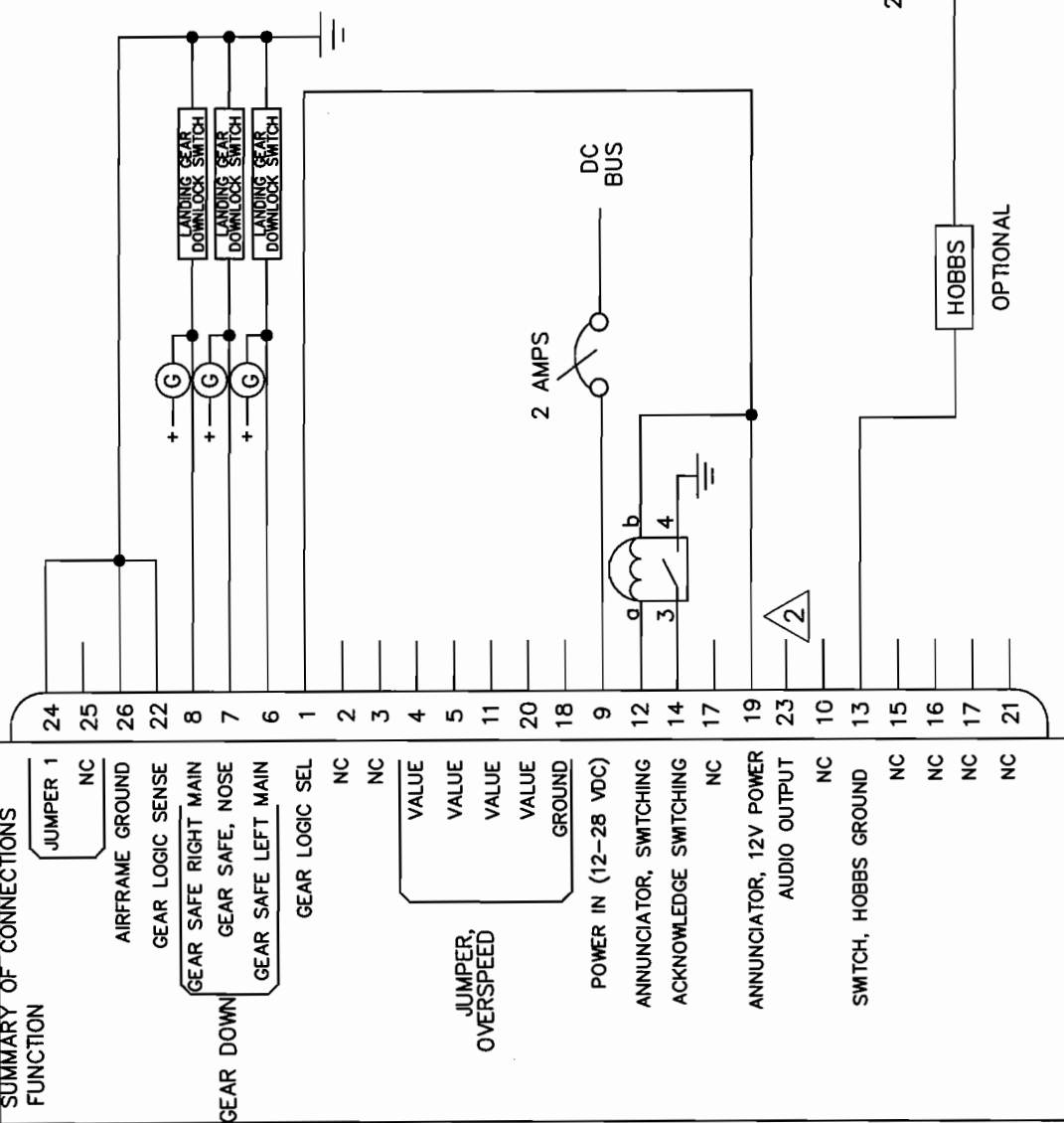
3. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

DRAWING DATE 7/20/00		P2, Inc. , MINNEAPOLIS, MN 55364	
DRAWN BY PAB	APPROVED SP	INST WIRING, AUDIO ADVISORY SYSTEM FOR CESSNA 310R	
FILE NAME AAS-4CC.DWG	DIRECTORY 9600-02	DRAWING NO. AAS-4C	SIZE B
SHEET 1 OF 1		REV C	
DO NOT SCALE		P/N -----	

REV	DATE	BY	APP'D	DESCRIPTION
C	11/10/00	PAB	SP	ENTERED NOTE 1
B	7/25/03	PAB	SP	ENTERED NOTE 1
0024/038	11/10/00	PAB	SP	UPDATE NOTES
0005/019	9/23/00	PAB	SP	BASELINE RELEASE
ECOJ				

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)

AAS COMPUTER
SUMMARY OF CONNECTIONS
FUNCTION



INSTALLATION NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION I.
 2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDING ON OTHER AUDIO OUTPUTS) IS REQUIRED.
- IMPORTANT**
3. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

4 - LOW SIDE SWITCHING

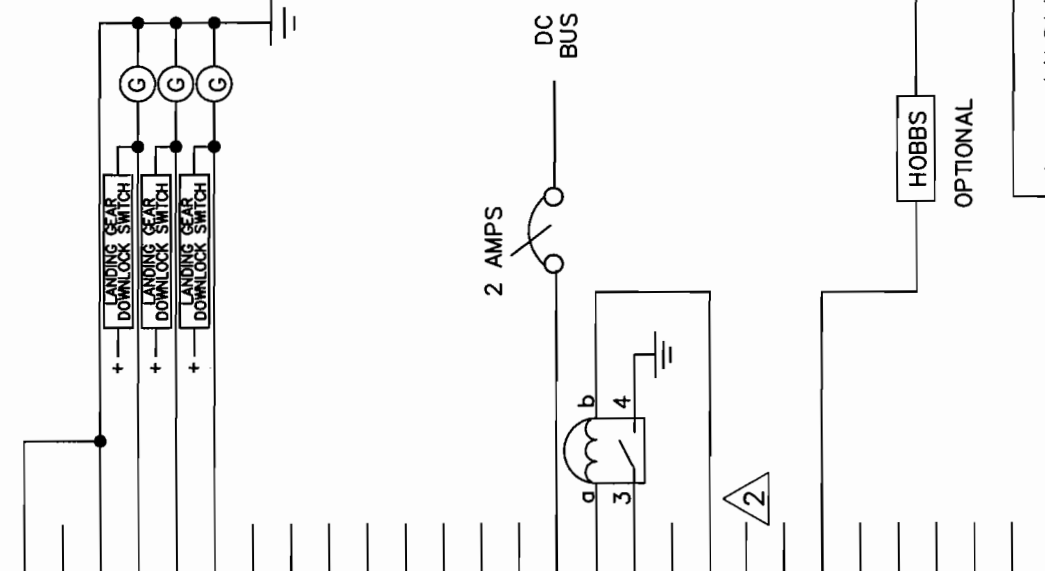
DRAWING DATE 7/20/00		P2, Inc. MINNEAPOLIS, MN 55364	
DRAWN BY DLR		INST WIRING, AUDIO ADVISORY	
APPROVED BY SP		SYSTEM FOR PIPER PA-23-250	
FILE NAME AAS-4DD.DWG		DRAWING NO.	REV
DIRECTOR Y 9600-02		AAS-4D	D
SHEET 1 OF 1		SIZE	P/N
DO NOT SCALE		B	---

ECO#	REV	DATE	BY	APP'D	DESCRIPTION
0698/037	D		PAG	SP	EDITED NOTE 1
0524/038	C	4/29/03	PAG	SP	EDITED NOTE 1
0112/007	B	12/21/01	PAG	SP	REPOSITIONED
0011/010	A	11/10/00	PAG	SP	UPDATE NOTES
0007/036	-	9/23/00	PAG	SP	BASELINE RELEASE

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)

AAS COMPUTER SUMMARY OF CONNECTIONS FUNCTION

24	JUMPER 1	NC
25	AIRFRAME GROUND	
26	GEAR SAFE RIGHT MAIN GEAR DOWN	
8	GEAR SAFE, NOSE	
7	GEAR SAFE LEFT MAIN	
6		
1	NC	
2	NC	
3	NC	
4	VALUE	
5	VALUE	
11	VALUE	
20	VALUE	
18	GROUND	
9	POWER IN (12-28 VDC)	
12	ANNUNCIATOR, SWITCHING	
14	ACKNOWLEDGE SWITCHING	
17	NC	
19	ANNUNCIATOR, 12V POWER	
23	AUDIO OUTPUT	
10	NC	
13	SWITCH, HOBBS GROUND	
15	NC	
16	NC	
17	NC	
21	NC	
22	NC	



MODEL	AIRCRAFT
PA-28R	CHEROKEE
PA-31	NAVAJO
PA-32R	LANCE, SARATOGA
PA-34	SENECA
PA-44	SEMINOLE
PA-46	MALIBU

INSTALLATION NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION I.
2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDING ON OTHER AUDIO OUTPUTS) IS REQUIRED.

IMPORTANT

3. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

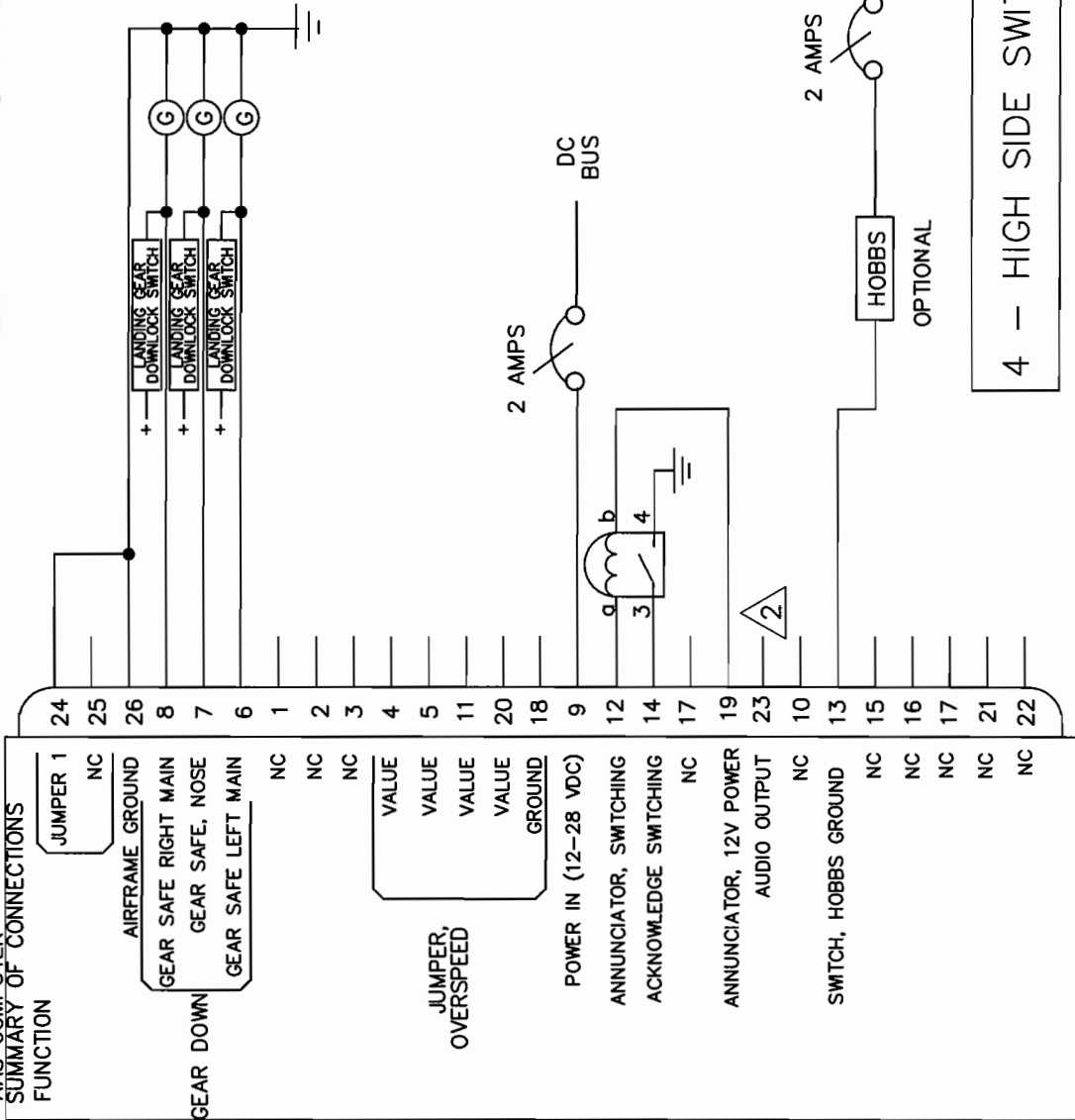
4 - HIGH SIDE SWITCHING

DRAWING DATE 7/20/00		P2, Inc. MINNEAPOLIS, MN 55364	
DRAWN BY DLR	APPROVED SP	INST WIRING, AUDIO ADVISORY SYSTEM FOR PIPER	
FILE NAME AAS-4EF.DWG	DIRECTORY 9600-02	DRAWING NO. AAS-4E	SIZE B
SHEET 1 OF 1	DO NOT SCALE	P/N -----	

ECO#	REV	DATE	BY	APP'D	DESCRIPTION
0606/007	F	10/10/00	PAB		EDITED NOTE 1
0804/038	E	4/28/05	PAB	SP	EDITED NOTE 1
0112/007	D	12/21/01	PAB	SP	REPOSITIONED
0119/003	C	10/28/01	PAB	SP	ADDED "PA-4E" MODEL TO TABLE
0017/010	B	11/19/00	PAB	SP	UPDATE NOTES
0008/031	A	3/20/00	PAB	SP	LANCE, SARATOGA WAS "CATERPILLAR" IN APPLICABLE MODELS TABLE
0007/038	-	8/3/00	PAB	SP	BASELINE RELEASE

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)

AAS COMPUTER SUMMARY OF CONNECTIONS FUNCTION



INSTALLATION NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION 1.
2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDENT ON OTHER AUDIO OUTPUTS) IS REQUIRED.

IMPORTANT

3. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

DRAWING DATE	10/03/01
DRAFTER	PAB
APPROVED	SP
FILE NAME	AAS-4FE.DWG
DIRECTORY	9600-02
SHEET	1 OF 1

P2, Inc. MINNEAPOLIS, MN 55364

INST WIRING, AUDIO ADVISORY SYSTEM FOR COMMANDER 112, 114, & 115

DRAWING NO. AAS-4F

SIZE B

P/N -----

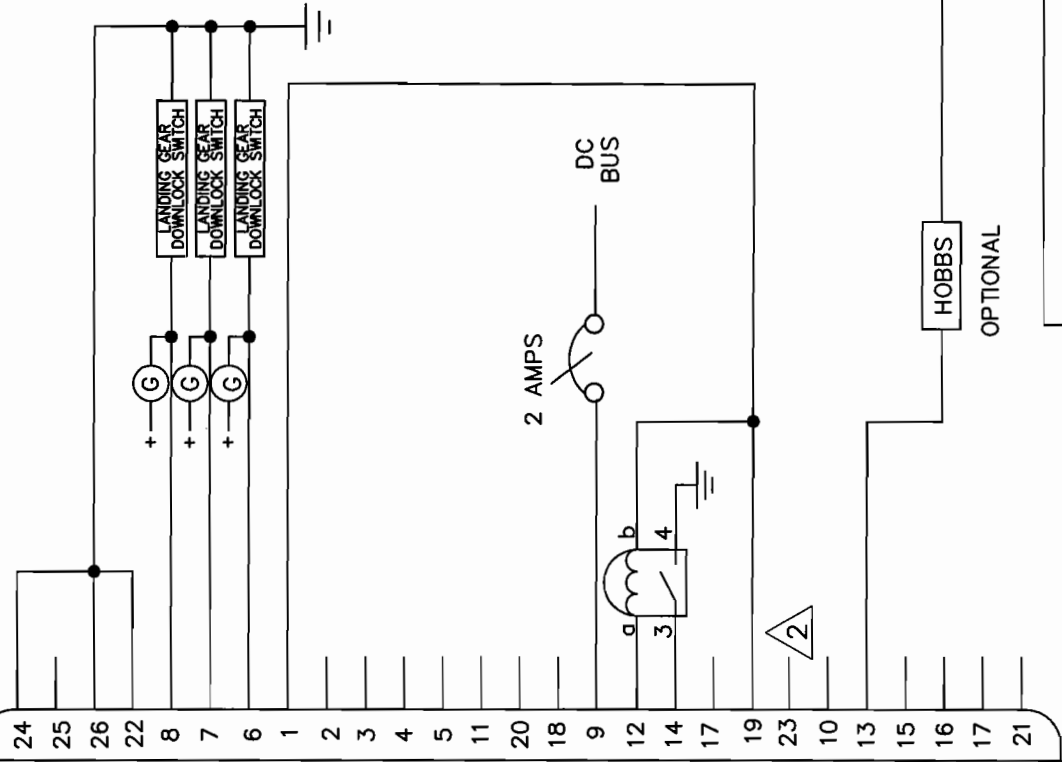
REV E

ECOY	REV	DATE	BY	APP'D	DESCRIPTION
0605/007	E	10/03/01	PAB	SP	EDITED NOTE 1
0504/035	D	4/29/05	PAB	SP	EDITED NOTE 1; LINE 2 IN TITLE WAS "FOR COMMANDER 112 & 114"
0503/013	C	3/10/05	PAB	SP	LINE 2 IN TITLE WAS "SYSTEM FOR COMMANDER 114"
0201/022	B	1/29/02	PAB	SP	LINE 2 IN TITLE WAS "SYSTEM FOR COMMANDER 114, 115"
0112/007	A	12/21/01	PAB	SP	REPOSITIONED
0110/001	-	10/8/01	PAB	SP	BASELINE RELEASE

DO NOT SCALE

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)

AAS COMPUTER SUMMARY OF CONNECTIONS FUNCTION	TERMINAL	WIRING	DESCRIPTION
JUMPER 1	24	NC	
AIRFRAME GROUND	25		
GEAR LOGIC SENSE	26		
GEAR SAFE RIGHT MAIN	8		
GEAR SAFE, NOSE	7		
GEAR SAFE LEFT MAIN	6		
GEAR LOGIC SEL	1		
	2	NC	
	3	NC	
JUMPER, OVERSPEED	4	VALUE	
	5	VALUE	
	11	VALUE	
	20	VALUE	
	18	GROUND	
POWER IN (12-28 VDC)	9		
ANNUNCIATOR, SWITCHING	12		
ACKNOWLEDGE SWITCHING	14		
	17	NC	
ANNUNCIATOR, 12V POWER	19		
AUDIO OUTPUT	23		
	10	NC	
SWITCH, HOBBS GROUND	13		
	15	NC	
	16	NC	
	17	NC	
	21	NC	



INSTALLATION NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION 1.
2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDING ON OTHER AUDIO OUTPUTS) IS REQUIRED.

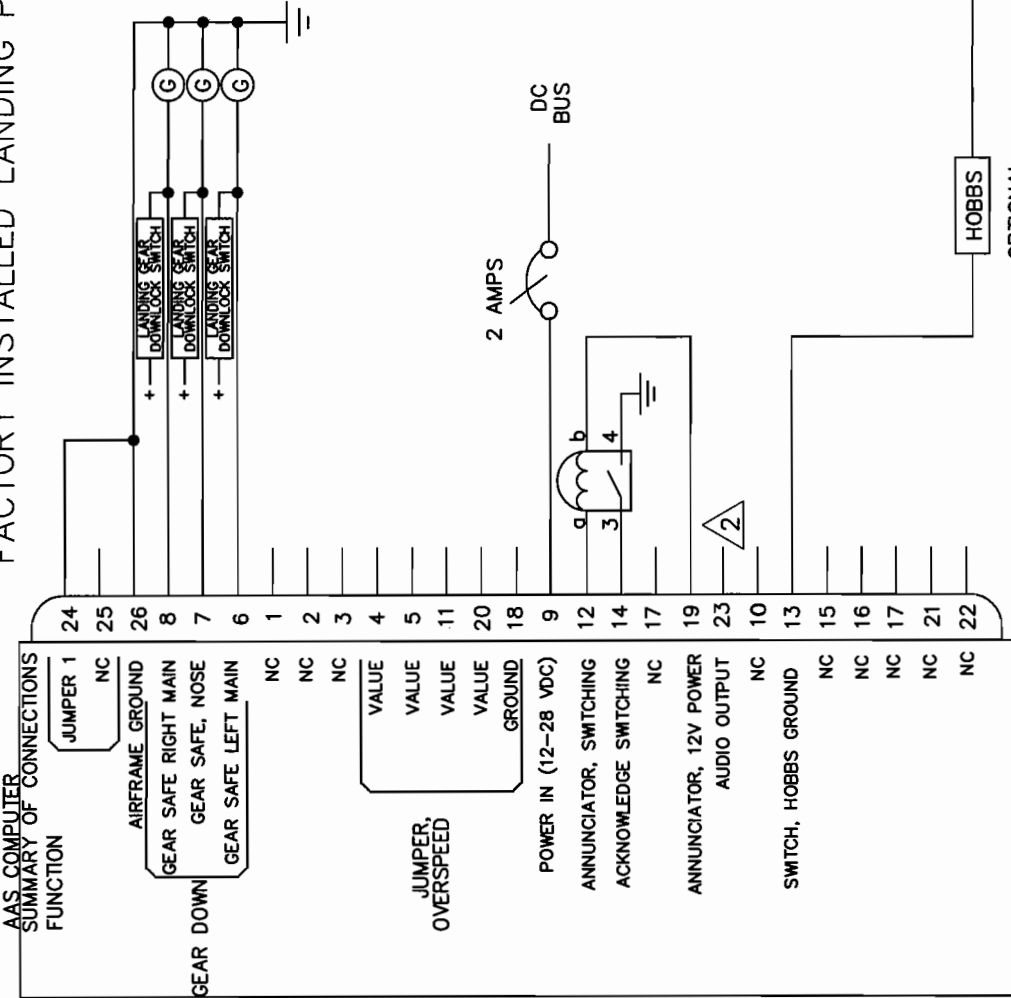
IMPORTANT

3. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

4 - LOW SIDE SWITCHING

DRAWING DATE 10/03/01	DRAWING NO. AAS-4H	DRAWING NO. AAS-4H	DRAWING NO. AAS-4H	DRAWING NO. AAS-4H	DRAWING NO. AAS-4H
DRAPTER PAB	FILE NAME AAS-4HC.DWG	FOR SOCATA/AEROSPATIALE TB 20, 21	SIZE B	P/N ---	REV C
APPROVED SP	DIRECTORY 9600-02	INST WIRING, AUDIO ADVISORY SYSTEM			
P2, Inc. MINNEAPOLIS, MN 55364					
SHEET 1 OF 1		DO NOT SCALE			

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)



APPLICABLE MODELS	
MODEL	AIRCRAFT
24	SIERRA
60	DUKE
76	DUTCHESS

INSTALLATION NOTES

- THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION I.
- IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDENT ON OTHER AUDIO OUTPUTS) IS REQUIRED.

IMPORTANT

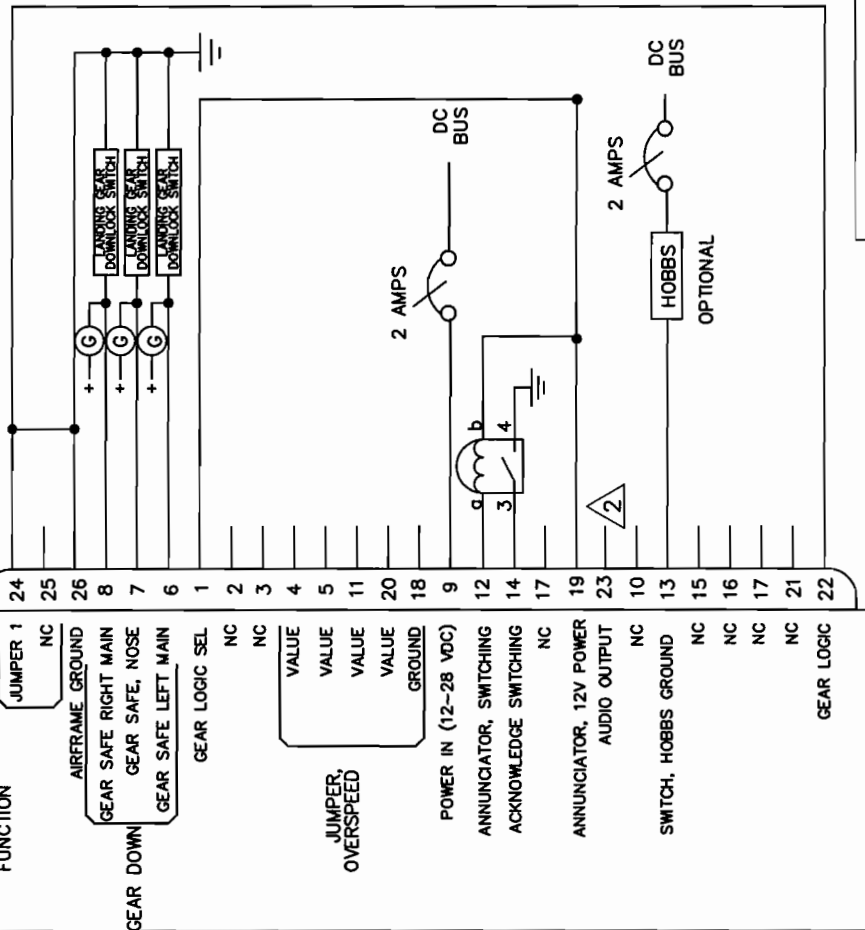
- VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

4 - HIGH SIDE SWITCHING

DRAWING DATE 10/03/01		P2, Inc. MINNEAPOLIS, MN 55364		
DRAWING NO. AAS-4J		INST WIRING, AUDIO ADVISORY SYSTEM FOR BEECHCRAFT		
DRAFTER PAB		DRAWING NO. AAS-4J		
APPROVED SP		SIZE B		
FILE NAME AAS-4J.C.DWG		REV C		
DIRECTORY 9600-02		P/N -----		
SHEET 1 OF 1		DO NOT SCALE		
0806/002	C	10/03/01	SP	ED. NOTE 1
0804/033	B	4/23/03	SP	ED. NOTE 1
0201/022	A	1/30/02	SP	ANNUNCIATOR: WAS "ENUNCIATOR" IN AAS COMPUTER PRODUCT
0110/001	-	10/05/01	SP	BASELINE RELEASE
ECOJ	REV	DATE	BY	APP'D DESCRIPTION

FACTORY INSTALLED LANDING POSITION INDICATIONS (REF.)

AAS COMPUTER SUMMARY OF CONNECTIONS FUNCTION



4 - LOW SIDE SWITCHING

TABLE ONE

AIRCRAFT	APPLICABLE MODELS
QUEEN AIR	65, A65, A65-8200, 65-80, 65-A80, 65-A80-8800, 65-B80, 65-88, 65-90, 65-A90, 70, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4
99 AIRLINER	99, 99A, A99, A99A, B99, C99
KING AIR	90, A90, B90, C90, E90, 100, A100, A100A

INSTALLATION NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE MECHANICAL DRAWING AAS-1 (NON-PRESSURIZED) OR AAS-1C (PRESSURIZED), & AAS-1S FURNISHED IN SECTION 1.
2. IF THE AIRCRAFT IS NOT EQUIPPED WITH A PROPERLY ISOLATED AUDIO PANEL, THE INSTALLATION OF A 100-300 OHM 1/4 OR 1/2 WATT RESISTOR (DEPENDING ON OTHER AUDIO OUTPUTS) IS REQUIRED.

IMPORTANT

3. VERIFY ALL CONNECTIONS WITH THE AIRCRAFT MAINTENANCE MANUAL PRIOR TO INSTALLATION.

DRAWING DATE	10/3/01
DRAWN BY	PAB
APPROVED BY	SP
FILE NAME	AAS-4KC.DWG
DIRECTORY	9600-03
SHEET	1 OF 1

P2, INC. MINNEAPOLIS, MN 55364	
INST WIRING, AUDIO ADVISORY SYSTEM FOR BEECHCRAFT QUEEN AIR, KING AIR & 99 AIRLINER	
DRAWING NO.	AAS-4K
SIZE	B
REV	P / N

ECO#	REV	DATE	BY	APP'D	DESCRIPTION
0606/007	C	4/1/06	PAB		EDITED NOTE 1
0504/038	B	4/29/05	PAB		EDITED NOTE 1
0306/028	A	6/17/03	PAB		REVISED TABLE ONE; ADDED MODELS TO TITLE
0011/010	-	10/8/01	PAB		BASELINE RELEASE

DO NOT SCALE

Report: 6600
Revision: L
Date: 8/10/06
Section: II.1



SYSTEM DESCRIPTION

The Audio Advisory System uses one of two models: the Model 6600 (p/n 9600-02) for non-pressurized aircraft only and the Model 6601 (p/n 9600-03) for either pressurized or non-pressurized aircraft.

The Model 6600 (p/n 9600-02) has three main functions: (1) an airspeed-activated **landing gear advisory**, (2) an **overspeed** (Vne) advisory and (3) an airspeed-activated **Flight-Time (Hobbs) output**. The Model 6601 (p/n 9600-03) has the same functions as well as a **stall warning repeater and a static port**.

The AAS is powered anytime normal electrical power is available to the aircraft. It is connected directly to a hot buss and is not required to be turned either "on" or "off" by the pilot. The AAS constantly monitors airspeed and landing gear position. Communication with the pilot is done through the illuminated annunciator switch and through the aircraft audio system. The system receives airspeed information from the aircraft pitot-static system, the landing gear indicators and the aircraft stall warning system.

FUNCTIONS

(1) An audio and visual annunciation for the landing gear position. A given airspeed threshold for the landing gear warning is pre-determined by the user and is set into the AAS for the particular type of aircraft. The audio output is through the aircraft speaker and/or headset. The visual annunciation is through an illuminated, dash mounted amber AAS switch. The airspeed range of this function is from 60-135 kts (68-156 mph) and can be changed in 5 kt. increments by turning the pot on the side of the unit itself.

During approach or anytime when the aircraft speed drops below the set gear advisory airspeed threshold and one or more of the landing gear is not fully down and locked, the annunciator light will flash and an audio advisory is given. The continuous message "CHECK GEAR!...CHECK GEAR!...CHECK GEAR!..." will be heard at a cadence of about once every 2 seconds. The pilot may silence the audio message and cancel the flashing annunciator by pressing the AAS annunciator light.

Note: *It is normal for this message to be heard if the gear is still extending as the aircraft decelerates below the airspeed threshold.*

If the landing gear is fully extended upon reaching the airspeed threshold, the message "GEAR IS DOWN FOR LANDING" will be heard once and the annunciator will flash one time only. No cancellation is required by the pilot.

Report: 6600
Revision: L
Date: 8/10/06
Section: II.2



In the event of a go-around, the system will re-arm itself once the airspeed exceeds the threshold by 5 kts or greater. The number of re-arming cycles is endless.

(2) An audio and visual annunciation for reaching an overspeed (Vne) condition. The overspeed annunciation occurs approximately 1-4 kts/mpH below Vne. The overspeed threshold is hard-wired during installation for the specific make and model of aircraft. The overspeed range is from 165-235 kts, with 5 kt. increments. As the aircraft reaches the airspeed threshold, the continuous message "OVERSPEED!... OVERSPEED!...OVERSPEED!..." is heard and is accompanied by the flashing annunciator. Both the flashing annunciator and audio message cannot be silenced until the airspeed is reduced below the overspeed threshold value.

(3) Stall warning repeater (Model 6601, p/n 9600-03 only). The system uses the activation signal from the existing aircraft stall warning horn and repeats it. In addition to the annunciator flashing, an electronic tone can be heard over the speaker and/headset. Just like the standard stall warning horn, both the flashing annunciator and audio message cannot be silenced until the aircraft is flown out of the stall condition.

(4) An output for flight-time activation. The output for the airspeed-activated Hobbs is grounded once the aircraft increases beyond 45 kts (50 mph) and remains closed until the aircraft lands or the airspeed decreases below 45 kts (50 mph). One important benefit of this function is to track "time and service" as defined by FAR Part 1. By eliminating recorded time spent operating on the ground, more revenue hours are gained between inspections as well as increased time between engine and component TBO's.

PREFLIGHT TEST

To aid in installation and to perform a functional test, a test cycle is provided by pressing and holding the AAS annunciator for 3-4 seconds. At that time, the system will provide the following test message: "P2 AUDIO ADVISORY SYSTEM. GEAR IS DOWN FOR LANDING. CHECK GEAR!, OVERSPEED!, stall tone (Model 6601, p/n 9600-03) only), SYSTEM TEST COMPLETE". The annunciator will illuminate (flash) as well.

If the switch is held continuously for 6 seconds or more, the test cycle will be repeated until the switch is depressed again to stop it. This feature is used by maintenance technicians when adjusting the proper audio volume output.

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INSTALLATION PREPARATION

The system consists of the interface processor unit and an illuminated pushbutton switch. The electronics package may be mounted behind the instrument panel or in any convenient, dry, temperature controlled area. Mount the Audio Advisory Computer in such a location that the airspeed adjustment and volume control are readily accessible. All connections to the electronics package are made with a single 26-pin high-density connector (supplied).

The pushbutton annunciator should be installed in the vicinity of the airspeed indicator or on the aircraft instrument panel in a position within easy reach of the pilot. Placement is not critical, but the switch requires a minimum of 2" clearance behind the panel.

The aircraft landing gear indicator cluster may have from two to six lights to indicate gear positions. This number will vary from make and model of aircraft. The Audio Advisory System must be configured for the number of lights present. Consult the appropriate Installation Drawing for correct configuration connections.

WIRING THE SYSTEM

Before beginning the installation, it is very important to select the correct Installation Drawing for the specific aircraft landing gear light configuration. It is also critical that the installer review the appropriate Installation Drawing and confirm the wiring with the manufacturer's Aircraft Maintenance Manual.

The electronics package will be wired to the following areas:

- Aircraft power (12-28 volts DC)
- Landing gear position lights
- Annunciator switch
- Aircraft audio panel
- Aircraft stall warning horn

Each area will be discussed separately. A summary of the connections to the 26-pin connector is found on page REF 1.

A.) AlcoSwitch Annunciator Switch Installation: Select an appropriate position for the annunciator switch. Drill a .625" round hole in the panel. To mount the pushbutton, remove the switch assembly from the actuator by squeezing the disconnect tabs and pulling apart. Unscrew the retainer ring and remove the metal anchor.

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Place the switch in the hole from the front of the instrument panel, place the anchor on from the back (noting that the anchor must be aligned with the flats on the actuator body) and screw the retainer ring on. The switch body may be left disconnected temporarily to facilitate wiring. The barrier on either side of the switch bezel should be vertical.

The pushbutton switch has two sets of contacts: one set for the switch and the other set for the lamp. **Refer to Drawing AAS-1S for the proper light and switching pin connections.**

B.) Eaton Annunciator Switch Installation: Select an appropriate position for the annunciator switch. A square hole, measuring .63" x .63" needs to be cut in the instrument panel. The pushbutton switch has two sets of contacts: one set for the switch and the other set for the lamp. **Refer to Drawing AAS-1S for the proper light and switching pin connections.**

Audio Panel: Connect pin 23 to the aircraft audio panel, using an audio channel that **cannot be turned off**. Pin 23 goes to the "hot" side of audio input. Connect the remaining side of the audio panel input to airframe ground or pin 26 of the connector. If wiring directly to headsets, external audio amplification may be necessary.

Note: If the aircraft is not equipped with with a properly isolated Audio Panel, the installation of a 1/4 or 1/2 watt resistor is required. The resistor can be any value between 100-300 ohms, depending on other audio outputs. Selection of the correct resistor will give proper balance between radio and Audio Advisory System volume.

Landing Gear Position Lights: Access to these lights may vary, but likely will be from a terminal connection located behind the instrument panel. Consult the manufacturer's wiring manual to verify proper terminal designations. Only one side of the lamps are broken out to this terminal.

Aircraft Power: Connect pin 26 to airframe ground. Connect pin 9 through a 2 amp circuit breaker (a type that can be pulled by hand, without using tools) to the A+ bus. It **must** be fused externally, as the unit does not have an internal fuse. The circuit breaker must be marked "Audio Advisory" using engraving, painting or any other approved method. The Audio Advisory System will operate on 10-28 VDC.

Connecting to the pitot-static system: Connect a standard 1/8" NPT threaded coupler to the pitot and static (model 6601 only) fittings on the electronics package. From these couplers,

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route a suitable hose of at least 1/8" inside diameter to the appropriate aircraft system. Cut each line and install a T-fitting in the line and connect to the system hose. A leak check must be performed after this phase of installation to return the aircraft to service.

Stall warning (Model 6601, p/n 9600-03 only) connection: First, determine whether the stall warning horn is activated by high side or low side switching by comparing Drawing AAS-1S with the appropriate aircraft maintenance manual stall warning wiring diagram. If high side switching, connect to Pin 2 only. If low side switching is used, connect to Pin 3 only.

Overspeed Setup: The overspeed value is hard-wired during installation and is accomplished by strapping the appropriate pins. See page REF 2, Table D to determine approved airspeed values and pin connections.

Adjustments: There are two adjustments that can be done after the initial installation: (A) audio volume and (B) landing gear airspeed threshold. Both are located on the side of the system controller unit. You will need a small, flat-bladed screwdriver to make the adjustments. The aircraft owner or pilot should be consulted to determine the desired threshold and volume settings. These pots are somewhat delicate. **DO NOT PUSH IN HARD WHEN TURNING!**

(A.) Volume: Locate the audio volume adjustment switch found on the side of the electronics box labeled "VOLUME". It is set at the factory to 60% of full volume. If it needs adjusting, turn the adjustment screw until the level is comfortable, keeping in mind normal cabin noise while in flight. The control requires 10 full turns to go from the loudest to the softest, and cannot be completely turned off. The minimum setting is 20% and the maximum setting is 100%.

Note 1: *To facilitate setting the volume control to an acceptable level, a repeat function is programmed into the "push-to-test". Simply press and **hold** the annunciator for two complete cycles of the test message. At this time, the message will continue to repeat continuously and the annunciator will remain illuminated until the annunciator is pressed again to stop the cycle. Release the switch and make the necessary volume adjustments. To stop the cycle, press the annunciator one time.*

Note 2: *If the volume of the other aircraft radios have been "pulled down" by the installation of the AAS, refer to the previous section titled Audio Panel for help.*

(B.) Landing Gear Advisory Airspeed: First, remove power to the system. This must be done so that the system will recognize any setting changes. Locate the airspeed adjustment switch found on the side of the electronics box labeled AIRSPEED. It is normally set at the factory to 80 kt (94 mph). To increase the airspeed threshold, turn the switch clockwise and conversely, to lower the airspeed threshold, turn the switch counter-clockwise. The lowest setting is 60 kt (68

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mph) and increases in 5 kt increments at each detent. See Table E.

The approved airspeed threshold setting for the landing gear is **final approach speed (Vref) plus 10-15 kt or mph**. See Table 1 for the correct landing gear threshold settings.

Testing the Model 6600 (p/n 9600-02): After checking all connections, apply power to the system. Approximately 30 seconds after power-up, press and hold the annunciator button for 3-4 seconds and release the annunciator button. The introductory message will be heard, followed by each advisory message: "P2 AUDIO ADVISORY SYSTEM. GEAR IS DOWN FOR LANDING. CHECK GEAR!, OVERSPEED!, SYSTEM TEST COMPLETE". The annunciator indicator will flash while each message is playing and will stop when the message stops.

Testing the Model 6601 (p/n 9600-03): After checking all connections, apply power to the system. Approximately 30 seconds after power-up, press and hold the annunciator button for 3-4 seconds and release the annunciator button. The introductory message will be heard, followed by each advisory message: "P2 AUDIO ADVISORY SYSTEM. GEAR IS DOWN FOR LANDING. CHECK GEAR!, OVERSPEED!, stall tone, SYSTEM TEST COMPLETE". The annunciator indicator will flash while each message is playing and will stop when the message stops.

A ground test must be performed on to verify the correct operation of the system. This test must be performed before releasing the aircraft for flight. See Reference Table F for the system test syllabus.

Paperwork: Finally, complete the Aircraft Flight Manual Supplement with the addition of the appropriate aircraft make, model, serial number and registration number. A pitot/static system leak check, logbook entries and FAA Form 337 filing must be completed as well.

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TABLE 1
Landing Gear Advisory and Overspeed Threshold Settings

	<u>POH</u> <u>Vref*</u>	<u>Approved AAS</u> <u>Threshold Setting(s)</u>	<u>Red Line (IAS)*</u>	<u>Overspeed Adv. Pin Connections</u>
BEECHCRAFT BONANZA				
35-33	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
35-A33	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
35-B33	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
35-C33	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
35-C33A	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
E33	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
E33A	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
E33C	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
F33	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
F33A	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
F33C	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
G33	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
V35	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
V35A	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
V35B	70 kts/81 mph	4 or 5	225 mph	219 mph: Pin 5 to Pin 19
36	76 kts	5 or 6	204 kts	200 kts: Pin 5, 11 to Pin 19
A36	76 kts	5 or 6	204 kts	200 kts: Pin 5, 11 to Pin 19
A36TC	76 kts	5 or 6	203 kts	200 kts: Pin 5, 11 to Pin 19
B36TC	76 kts	5 or 6	203 kts	200 kts: Pin 5, 11 to Pin 19
BEECHCRAFT BARON				
95-A55	88 kts/101 mph	8 or 9	223 kts/257 mph	220 kts: Pin 4, 11 to Pin 19
95-A55	88 kts/101 mph	8 or 9	223 kts/257 mph	220 kts: Pin 4, 11 to Pin 19
95-B55	90 kts/104 mph	8 or 9	223 kts/257 mph	220 kts: Pin 4, 11 to Pin 19
95-B55A	90 kts/104 mph	8 or 9	223 kts/257 mph	220 kts: Pin 4, 11 to Pin 19
95-C55	88 kts/101 mph	8 or 9	223 kts/257 mph	220 kts: Pin 4, 11 to Pin 19
95-C55A	88 kts/101 mph	8 or 9	223 kts/257 mph	220 kts: Pin 4, 11 to Pin 19
D55	88 kts/101 mph	8 or 9	223 kts/257 mph	220 kts: Pin 4, 11 to Pin 19
D55A	88 kts/101 mph	8 or 9	223 kts/257 mph	220 kts: Pin 4, 11 to Pin 19
E55	88 kts/101 mph	8 or 9	223 kts/257 mph	220 kts: Pin 4, 11 to Pin 19
E55A	88 kts/101 mph	8 or 9	223 kts/257 mph	220 kts: Pin 4, 11 to Pin 19
58	96 kts/110 mph	9 or A	223 kts/257 mph	220 kts: Pin 4, 11 to Pin 19
58A	96 kts/110 mph	9 or A	223 kts/257 mph	220 kts: Pin 4, 11 to Pin 19
58P	100 kts	A or B	270 mph/235 kts	235 kts: Pin 4, 5 to Pin 19; Pin 20 to Pin 18
58PA	100 kts	A or B	270 mph/235 kts	235 kts: Pin 4, 5 to Pin 19; Pin 20 to Pin 18
58TC	100 kts	A or B	270 mph/235 kts	235 kts: Pin 4, 5 to Pin 19; Pin 20 to Pin 18
58TCA	100 kts	A or B	270 mph/235 kts	235 kts: Pin 4, 5 to Pin 19; Pin 20 to Pin 18

* Speeds per Manufacturer's POH or Flight Supplement.

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TABLE 1
Landing Gear Advisory and Overspeed Threshold Settings

	<u>POH</u> <u>Vref*</u>	<u>Approved AAS</u> <u>Threshold Setting(s)</u>	<u>Red Line (IAS)*</u>	<u>Overspeed Adv. Pin Connections</u>
BEECHCRAFT SIERRA				
A24R	75 kts	5 or 6	198 mph/168 kts	165 kts: Pin 4, 5,11 to Pin 19; Pin 20 to Pin 18
B24R	75 kts	5 or 6	198 mph/168 kts	165 kts: Pin 4, 5,11 to Pin 19; Pin 20 to Pin 18
C24R	75 kts	5 or 6	198 mph/168 kts	165 kts: Pin 4, 5,11 to Pin 19; Pin 20 to Pin 18
BEECHCRAFT DUKE				
60	100 kts	A or B	268 mph/233 kts	230 kts: Pin 4, 5 to Pin 19
A60	100 kts	A or B	268 mph/233 kts	230 kts: Pin 4, 5 to Pin 19
B60	100 kts	A or B	268 mph/233 kts	230 kts: Pin 4, 5 to Pin 19
BEECHCRAFT DUTCHESS				
76	85 kts	7 or 8	233 mph/194 kts	190 kts: Pin 5 to Pin 19
BEECHCRAFT QUEEN AIR				
65	91 kts	9 or A	270 mph/234 kts	230 kts: Pin 4, 5 to Pin 19
A65	91 kts	9 or A	270 mph/234 kts	230 kts: Pin 4, 5 to Pin 19
A65-8200	91 kts	9 or A	270 mph/234 kts	230 kts: Pin 4, 5 to Pin 19
65-80	91 kts	9 or A	270 mph/234 kts	230 kts: Pin 4, 5 to Pin 19
65-A80	91 kts	9 or A	270 mph/234 kts	230 kts: Pin 4, 5 to Pin 19
65-A80-8800	91 kts	9 or A	270 mph/234 kts	230 kts: Pin 4, 5 to Pin 19
65-B80	91 kts	9 or A	270 mph/234 kts	230 kts: Pin 4, 5 to Pin 19
65-88	91 kts	9 or A	270 mph/234 kts	230 kts: Pin 4, 5 to Pin 19
65-90	91 kts	9 or A	270 mph/234 kts	230 kts: Pin 4, 5 to Pin 19
65-A90	91 kts	9 or A	270 mph/234 kts	230 kts: Pin 4, 5 to Pin 19
70	91 kts	9 or A	270 mph/234 kts	230 kts: Pin 4, 5 to Pin 19
BEECHCRAFT KING AIR				
65-90	102 kts	A or B	240mph/208 kts	205 kts: Pin 5, 11 to Pin 19; Pin 20 to Pin 18
65-A90	102 kts	A or B	240mph/208 kts	205 kts: Pin 5, 11 to Pin 19; Pin 20 to Pin 18
65-A90-1 thru 4	102 kts	A or B	240mph/208 kts	205 kts: Pin 5, 11 to Pin 19; Pin 20 to Pin 18
B90	102 kts	A or B	240mph/208 kts	205 kts: Pin 5, 11 to Pin 19; Pin 20 to Pin 18
C90	102 kts	A or B	240mph/208 kts	205 kts: Pin 5, 11 to Pin 19; Pin 20 to Pin 18
C90A	102 kts	A or B	240mph/208 kts	205 kts: Pin 5, 11 to Pin 19; Pin 20 to Pin 18
E90	102 kts	A or B	260 mph/226 kts	225 kts: Pin 4, 11 to Pin 19; Pin 20 to Pin 18
100	102 kts	A or B	260 mph/226 kts	225 kts: Pin 4, 11 to Pin 19; Pin 20 to Pin 18
A100	102 kts	A or B	260 mph/226 kts	225 kts: Pin 4, 11 to Pin 19; Pin 20 to Pin 18
A100A	102 kts	A or B	260 mph/226 kts	225 kts: Pin 4, 11 to Pin 19; Pin 20 to Pin 18
BEECHCRAFT 99 AIRLINER				
99	102 kts	A or B	260 mph/226 kts	225 kts: Pin 4, 11 to Pin 19; Pin 20 to Pin 18
99A	102 kts	A or B	260 mph/226 kts	225 kts: Pin 4, 11 to Pin 19; Pin 20 to Pin 18
A99	102 kts	A or B	260 mph/226 kts	225 kts: Pin 4, 11 to Pin 19; Pin 20 to Pin 18
B99	102 kts	A or B	260 mph/226 kts	225 kts: Pin 4, 11 to Pin 19; Pin 20 to Pin 18
C99	102 kts	A or B	260 mph/226 kts	225 kts: Pin 4, 11 to Pin 19; Pin 20 to Pin 18

* Speeds per Manufacturer's POH or Flight Supplement.

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TABLE 1 (cont.)
Landing Gear Advisory and Overspeed Threshold Settings

	<u>POH</u> <u>Vref*</u>	<u>Approved AAS</u> <u>Threshold Setting(s)</u>	<u>Red Line (IAS)*</u>	<u>Overspeed Adv. Pin Connections</u>
CESSNA				
177RG ¹	60-70 kts	2,3,4,5	195 mph/169 kts	165 kts: Pin 4, 5,11 to Pin 19; Pin 20 to Pin 18
177RG ²	60-70 kts	2,3,4,5	174 kts	170 kts: None
¹ sn 177RG0001 thru 177RG0787, except 177RG0419				
² sn 177RG0419, 177RG0788 thru 1366				
R182 ('78,'79)	65-75 kts	3,4,5,6	182 kts	180 kts: Pin 11 to Pin 19
R182 ('80 & up)	65-75 kts	3,4,5,6	181 kts	180 kts: Pin 11 to Pin 19
TR182 ('79)	65-75 kts	3,4,5,6	179 kts	175 kts: Pin 20 to Pin 18
TR182 ('80 & up)	65-75 kts	3,4,5,6	178 kts	175 kts: Pin 20 to Pin 18
210B	70-80 kts	4,5,6,7	225 mph/196 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
210C	70-80 kts	4,5,6,7	225 mph/196 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
210D	70-80 kts	4,5,6,7	225 mph/196 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
210E	70-80 kts	4,5,6,7	225 mph/196 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
210F	70-80 kts	4,5,6,7	225 mph/196 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
T210F	70-80 kts	4,5,6,7	225 mph/196 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
210G	70-80 kts	4,5,6,7	225 mph/196 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
T210G	70-80 kts	4,5,6,7	225 mph/196 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
210H	70-80 kts	4,5,6,7	199 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
T210H	70-80 kts	4,5,6,7	199 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
210J	70-80 kts	4,5,6,7	199 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
T210J	70-80 kts	4,5,6,7	199 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
210K	70-80 kts	4,5,6,7	199 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
T210K	70-80 kts	4,5,6,7	199 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
210L	70-80 kts	4,5,6,7	199 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
T210L	70-80 kts	4,5,6,7	199 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
210M	70-80 kts	4,5,6,7	199 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
T210M	70-80 kts	4,5,6,7	195 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
210N	70-80 kts	4,5,6,7	200 kts	200 kts: Pin 5, 11 to Pin 19
T210N	70-80 kts	4,5,6,7	200 kts	200 kts: Pin 5, 11 to Pin 19
P210N	70-80 kts	4,5,6,7	200 kts	200 kts: Pin 5, 11 to Pin 19
210R	70-80 kts	4,5,6,7	200 kts	200 kts: Pin 5, 11 to Pin 19
T210R	70-80 kts	4,5,6,7	200 kts	200 kts: Pin 5, 11 to Pin 19
P210R	70-80 kts	4,5,6,7	200 kts	200 kts: Pin 5, 11 to Pin 19

* Speeds per Manufacturer's POH or Flight Supplement.

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**TABLE 1 (cont.)
Landing Gear Advisory and Overspeed Threshold Settings**

CESSNA	POH Vref*	Approved AAS Threshold Setting(s)	Red Line (IAS)*	Overspeed Adv. Pin Connections
337	90-100 mph	5,6,7,8	219 mph/190 kts	190 kts: Pin 5 to Pin 19
337A	90-100 mph	5,6,7,8	219 mph/190 kts	190 kts: Pin 5 to Pin 19
337B	90-100 mph	5,6,7,8	221 mph/192 kts	190 kts: Pin 5 to Pin 19
T337B	90-100 mph	5,6,7,8	221 mph/192 kts	190 kts: Pin 5 to Pin 19
337C	90-100 mph	5,6,7,8	225 mph/195 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
T337C	90-100 mph	5,6,7,8	225 mph/195 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
337D	90-100 mph	5,6,7,8	225 mph/195 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
T337D	90-100 mph	5,6,7,8	225 mph/195 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
337E	75-85 kts	5,6,7,8	195 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
T337E	75-85 kts	5,6,7,8	198 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
337F	75-85 kts	5,6,7,8	198 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
T337F	75-85 kts	5,6,7,8	198 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
337G ¹	75-85 kts	5,6,7,8	198 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin18
337G ²	75-85 kts	5,6,7,8	200 kts	200 kts: Pin 5, 11 to Pin 19
T337G	75-85 kts	5,6,7,8	200 kts	200 kts: Pin 5, 11 to Pin 19
337H	75-85 kts	5,6,7,8	200 kts	200 kts: Pin 5, 11 to Pin 19
P337H	75-85 kts	5,6,7,8	200 kts	200 kts: Pin 5, 11 to Pin 19
T337H	75-85 kts	5,6,7,8	200 kts	200 kts: Pin 5, 11 to Pin 19
T337H-SP	75-85 kts	5,6,7,8	205 kts	200 kts: Pin 5, 11 to Pin 19

¹sn 33701463 thru 33701671

²sn 33701449, 33701672 thru 33701815

310F	100 mph	8 or 9	248 mph/ 215 kts	215 kts: Pin 4 to Pin 19; Pin 20 to Pin 18
310G	100 mph	8 or 9	252 mph / 218 kts	215 kts: Pin 4 to Pin 19; Pin 20 to Pin 18
310H	100 mph	8 or 9	254 mph/ 220 kts	220 kts: Pin 4, 11 to Pin 19
310J	100 mph	8 or 9	254 mph/ 220 kts	220 kts: Pin 4, 11 to Pin 19
310K	100 mph	8 or 9	257 mph/ 224 kts	220 kts: Pin 4, 11 to Pin 19
310L	102 mph	8 or 9	257 mph	254 mph: Pin 4, 11 to Pin 19
310N	102 mph	8 or 9	257 mph	254 mph: Pin 4, 11 to Pin 19
310P	102 mph	8 or 9	257 mph	254 mph: Pin 4, 11 to Pin 19
T310P	102 mph	8 or 9	257 mph	254 mph: Pin 4, 11 to Pin 19
310Q	103 mph	8 or 9	257 mph	254 mph: Pin 4, 11 to Pin 19
T310Q	103 mph	8 or 9	257 mph	254 mph: Pin 4, 11 to Pin 19
310R	93 kts	9 or A	223 kts	220 kts: Pin 4, 11 to Pin 19
T310R	93 kts	9 or A	223 kts	220 kts: Pin 4, 11 to Pin 19
340	94 kts	9 or A	270 mph/200 kts	200 kts: Pin 5, 11 to Pin 19
340A	94 kts	9 or A	270 mph/200 kts	200 kts: Pin 5, 11 to Pin 19
401	110 mph	9 or A	230 mph/ 200 kts	200 kts: Pin 5, 11 to Pin 19
401A	110 mph	9 or A	230 mph/ 200 kts	200 kts: Pin 5, 11 to Pin 19
401B	110 mph	9 or A	230 mph/ 200 kts	200 kts: Pin 5, 11 to Pin 19

* Speeds per Manufacturer's POH or Flight Supplement.

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TABLE 1 (cont.)
Landing Gear Advisory and Overspeed Threshold Settings

	<u>POH</u> <u>Vref*</u>	<u>Approved AAS</u> <u>Threshold Setting(s)</u>	<u>Red Line (IAS)*</u>	<u>Overspeed Adv. Pin Connections</u>
CESSNA (cont.)				
402	110 mph	9 or A	266 mph/ 231 kts	230 kts: Pin 4, 5 to Pin 19
402A	110 mph	9 or A	266 mph/ 231 kts	230 kts: Pin 4, 5 to Pin 19
402B ³	110 mph	9 or A	266 mph/ 231 kts	230 kts: Pin 4, 5 to Pin 19
402B ⁴	110 mph	9 or A	265 mph/ 230 kts	230 kts: Pin 4, 5 to Pin 19
402C	110 mph	9 or A	270 mph/ 235 kts	235 kts: Pin 4, 5 to Pin 19; 20 to Pin 18
	3 sn 402B0501 thru 402B1000 4 sn 402B1001 and up			
404	95 kts	9 or A	241 kts	235 kts: Pin 4, 5 to Pin 19; 20 to Pin 18
414 ¹	95 kts	9 or A	266 mph/ 231 kts	230 kts: Pin 4, 5 to Pin 19
414 ²	95 kts	9 or A	272 mph/ 236 kts	235 kts: Pin 4, 5 to Pin 19; 20 to Pin 18
414A	95 kts	9 or A	273 mph/ 237 kts	235 kts: Pin 4, 5 to Pin 19; 20 to Pin 18
	¹ sn 414-0001 thru 0800 ² sn 414-0801 and up			
421	100 kts	8 or 9	272 mph/ 236 kts	235 kts: Pin 4, 5 to Pin 19; 20 to Pin 18
421A	100 kts	8 or 9	272 mph/ 236 kts	235 kts: Pin 4, 5 to Pin 19; 20 to Pin 18
421B	96 kts	9 or A	274 mph/ 238 kts	235 kts: Pin 4, 5 to Pin 19; 20 to Pin 18
421C	96 kts	9 or A	276 mph/ 240 kts	235 kts: Pin 4, 5 to Pin 19; 20 to Pin 18
425	110 kts	C or D	265 mph/ 230 kts	230 kts: Pin 4, 5 to Pin 19
COMMANDER				
112	75 kts	5,6	207 mph/180 kts	180 kts: Pin 11 to Pin 19
112B	75 kts	5,6	207 mph/180 kts	180 kts: Pin 11 to Pin 19
112TC	75 kts	5,6	207 mph/180 kts	180 kts: Pin 11 to Pin 19
112TCA	75 kts	5,6	207 mph/180 kts	180 kts: Pin 11 to Pin 19
114	75-85 kts	5,6,7,8	214 mph/ 186 kts	185 kts: Pin 11 to Pin 19; Pin 20 to Pin 18
114A	75-85 kts	5,6,7,8	214 mph/ 186 kts	185 kts: Pin 11 to Pin 19; Pin 20 to Pin 18
114B	75-85 kts	5,6,7,8	214 mph/ 186 kts	185 kts: Pin 11 to Pin 19; Pin 20 to Pin 18
114TC	75-85 kts	5,6,7,8	214 mph/ 186 kts	185 kts: Pin 11 to Pin 19; Pin 20 to Pin 18

* Speeds per Manufacturer's POH or Flight Supplement.

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TABLE 1 (cont.)
Landing Gear Advisory and Overspeed Threshold Settings

	<u>POH</u> <u>Vref*</u>	<u>Approved AAS</u> <u>Threshold Setting(s)</u>	<u>Red Line (IAS)*</u>	<u>Overspeed Adv. Pin Connections</u>
MOONEY				
M20C ¹	71 kts/81 mph	4 or 5	164 kts/189 mph	165 kts: Pin 4, 5, 11 to Pin 19; 20 to Pin 18
M20C ²	71 kts/81 mph	4 or 5	174 kts/200 mph	170 kts: None
M20D	71 kts/81 mph	4 or 5	164 kts/189 mph	165 kts: Pin 4, 5, 11 to Pin 19; 20 to Pin 18
M20E ³	71 kts/81 mph	4 or 5	164 kts/189 mph	165 kts: Pin 4, 5, 11 to Pin 19; 20 to Pin 18
M20E ⁴	71 kts/81 mph	4 or 5	174 kts/200 mph	170 kts: None
M20F	71 kts/81 mph	4 or 5	174 kts/200 mph	170 kts: None
M20G	71 kts/81 mph	4 or 5	174 kts/200 mph	170 kts: None
M20J	71 kts/81 mph	4 or 5	198 kts/225 mph	195 kts: Pin 5 to Pin 19; Pin 20 to Pin 18
M20K	75 kts	5 or 6	195 kts	190 kts: Pin 5 to Pin 19
M20L	75 kts	5 or 6	195 kts	190 kts: Pin 5 to Pin 19
M20M	75 kts	5 or 6	195 kts	190 kts: Pin 5 to Pin 19
M20R	75 kts	5 or 6	195 kts	190 kts: Pin 5 to Pin 19
M20S	75 kts	5 or 6	195 kts	190 kts: Pin 5 to Pin 19

¹sn's to 690001

² 690001 thru 700091 and 20-0001 thru 20-0001 and up

³sn's to 690001

⁴690001-700061 and 21-0001 and up

PIPER

PA-23-250	88 mph	5 or 6	249 mph/ 216 kts	210 kts: Pin 4 to Pin 19
PA-24	78 mph	3 or 4	202 mph/ 175 kts	170 kts: No connections needed
PA-24-250	78 mph	3 or 4	203 mph/ 177 kts	175 kts: Pin 20 to Pin 18
PA-24-260	87 mph	3 or 4	203 mph/ 177 kts	175 kts: Pin 20 to Pin 18
PA-24-400	88 mph	5 or 6	250 mph/ 219 kts	215 kts: Pin 4 to Pin 19; Pin 20 to Pin 18
PA-28R-180	75 kts	5 or 6	214 mph/ 186 kts	180 kts: Pin 11 to Pin 19
PA-28R-200	75 kts	5 or 6	214 mph/ 186 kts	180 kts: Pin 11 to Pin 19
PA-28R-201	75 kts	5 or 6	183 kts	180 kts: Pin 11 to Pin 19
PA-28R-201T	75 kts	5 or 6	183 kts	180 kts: Pin 11 to Pin 19
PA-28RT-201	75 kts	5 or 6	190 kts	185 kts: Pin 11 to Pin 19; Pin 20 to Pin 18
PA-28RT-201T	75 kts	5 or 6	193 kts	190 kts: Pin 5 to Pin 19
PA-30	100 mph	7 or 8	230 mph/ 200 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin 18
PA-31	100 kts	A or B	272 mph/ 236 kts	235 kts: Pin 4, 5 to Pin 19; 20 to Pin 18
PA-31-300	100 kts	A or B	272 mph/ 236 kts	235 kts: Pin 4, 5 to Pin 19; 20 to Pin 18
PA-31-325	100 kts	A or B	272 mph/ 236 kts	235 kts: Pin 4, 5 to Pin 19; 20 to Pin 18
PA-31-350	95 kts	9 or A	272 mph/ 236 kts	235 kts: Pin 4, 5 to Pin 19; 20 to Pin 18
PA-31P-350	95 kts	9 or A	271 mph/ 236 kts	235 kts: Pin 4, 5 to Pin 19; 20 to Pin 18

* Speeds per Manufacturer's POH or Flight Supplement.

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**TABLE 1 (cont.)
Landing Gear Advisory and Overspeed Threshold Settings**

	<u>POH Vref*</u>	<u>Approved AAS Threshold Setting(s)</u>	<u>Red Line (IAS)*</u>	<u>Overspeed Adv. Pin Connections</u>
PIPER (cont.)				
PA-32R-300	75 kts	5 or 6	217 mph/ 189 kts	185 kts: Pin 11 to Pin 19; Pin 20 to Pin 18
PA-32RT-300	75 kts	5 or 6	217 mph/ 189 kts	185 kts: Pin 11 to Pin 19; Pin 20 to Pin 18
PA-32RT-300T	75 kts	5 or 6	217 mph/ 189 kts	185 kts: Pin 11 to Pin 19; Pin 20 to Pin 18
PA-32R-301SP	79 kts	6 or 7	226 mph/ 179 kts	175 kts: Pin 20 to Pin 18
PA-32R-301HP	79 kts	6 or 7	222 mph/ 193 kts	190 kts: Pin 5 to Pin 19
PA-32R-301T	95 kts	9 or A	197 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin 18
PA-34-200	95 mph	7 or 8	217 mph/ 188 kts	185 kts: Pin 11 to Pin 19; Pin 20 to Pin 18
PA-34-200T	83 kts	7 or 8	224 mph/ 195 kts	190 kts: Pin 5 to Pin 19
PA-34-220	90 kts	8 or 9	205 kts	200 kts: Pin 5, 11 to Pin 19
PA-34-220T	90 kts	8 or 9	205 kts	200 kts: Pin 5, 11 to Pin 19
PA-39	95 mph	6 or 7	230 mph/ 200 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin 18
PA-44-180	90 kts	8 or 9	202 kts	200 kts: Pin 5, 11 to Pin 19
PA-44-180T	90 kts	8 or 9	202 kts	200 kts: Pin 5, 11 to Pin 19
PA-46-310P	77 kts	6 or 7	198 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin 18
PA-46-350P	80-85 kts	6, 7, 8	198 kts	195 kts: Pin 5 to Pin 19; Pin 20 to Pin 18
PA-46-500TP	80-85 kts	6, 7, 8	188 kts	185 kts: Pin 11 to Pin 19; Pin 20 to Pin 18
SOCATA/AEROSPATIALE				
TB20	70 kts	4 or 5	217 mph/ 189 kts	185 kts: Pin 11 to Pin 19; Pin 20 to Pin 18
TB21	70 kts	4 or 5	217 mph/ 189 kts	185 kts: Pin 11 to Pin 19; Pin 20 to Pin 18

* Speeds per Manufacturer's POH or Flight Supplement.

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SPECIFICATIONS

OVERSPEED ADVISORY RANGE: 165-235 kts, in 5 kt increments
(96-270 mph)

GEAR ADVISORY RANGE: 60-135 kts, in 5 kt increments
(68-156 mph)

OPERATING TEMP: -4F to +131F/ -20C to +55C

POWER REQUIREMENT: Input voltage +12 to +28 VDC
Input current 300 ma.

WEIGHT (with mounting tray): 14 ounces/ 397 grams

DIMENSIONS (with mounting tray): L 6.35 inches/16 cm
W 3.1 inches/8 cm
H 2.2 inches/6 cm

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Section V.1



Troubleshooting Guide

PROBLEM #1: Our shop does not have access to a set of aircraft jacks. How can we perform the operational check?

SOLUTION: The aircraft does not necessarily have to be on jacks to do an operational check. During the pitot-static check, simply increase the airspeed to (1) verify the overspeed annunciation and then lowering it to check (2) the "Gear is Down for Landing" annunciation. By removing one of the contact wires on one of the downlock switches (to simulate that one is not down and locked), you can verify the "Check Gear!" function.

PROBLEM #2: The system self-tests properly, but upon performing the System Operational Check, the audio annunciates that the "Gear is Down for Landing" when it is actually up and "Check Gear!" when the landing gear is down. What is the problem?

SOLUTION: You are experiencing reverse sensing. If the aircraft has low side switching, the logic for the system is easily reversed by connecting Pin 22 to Pin 26 and Pin 19 to Pin 1. On the other hand, if you first wired the aircraft for low side switching and have this problem, then you must remove the jumper from Pin 22 to Pin 26 as well as the one between Pin 19 and Pin 1 to recognize correct high side switching.

PROBLEM #3: I have turned the pot to adjust the landing gear advisory airspeed but the actual activation airspeed does not change. What is wrong?

SOLUTION: In order to change the landing gear advisory airspeed, you must (1) first remove the power to the unit, (2) make the change by turning the pot and then (3) return power to the system. Unless power is removed when making these changes, it will not recognize them.

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Audio Advisory System

Summary of Pin Connections

1. POWER

Pin 9 Power In (12-28 VDC)
Pin 26 Airframe Ground

2. LANDING GEAR POSITION LIGHT INPUTS (select the appropriate configuration, a or b)

a. THREE (3) GREEN LIGHT SYSTEM

Pin 6 Gear down input; Left main gear
Pin 7 Gear down input; Nose gear
Pin 8 Gear down input; Right main gear
Pin 24 Jumper to Pin 26; this tells the System logic to look for three (3) down lights
Pin 26 Airframe Ground for Pin 24

b. ONE (1) GREEN LIGHT SYSTEM

Pin 6 Gear down input; All landing gear
Pin 7 Open
Pin 8 Open

3. OVERSPEED SELECTION (see Table D)

Pin 4 Jumper, overspeed value
Pin 5 Jumper, overspeed value
Pin 11 Jumper, overspeed value
Pin 20 Jumper, overspeed value
Pin 18 Ground for overspeed selection
Pin 19 12 VDC to pull high for overspeed selection

4. AUDIO

Pin 23 Output for all audio
Pin 26 Airframe Ground

5. ANNUNCIATOR

Pin 12 Provides low-side switching ground for Annunciator Light
Pin 14 Provides "acknowledge" input to System from Annunciator Light
Pin 19 12 VDC power from AAS Computer to power Annunciator Light

6. GEAR-LOW SIDE SWITCHING (some aircraft)

This is when the landing gear downlock switch provides a ground for the gear indicator lamp(s). When low side switching takes place, this jumper has to be made so that the System reads the gear position (logic) correctly. Disregard these connections for high side switching. If the System annunciates the gear is up when it is actually down or vice versa, this connection needs to be made.

Pin 22 This allows the System to have "reverse sensing logic" when connected to Pin 26
Pin 26 Airframe Ground for Pin 22
Pin 19 Provides power to Pin 1 for reverse sensing.
Pin 1 Needs power from Pin 19 for reverse sensing.

7. STALL WARNING (REPEATER)

Pin 2 Stall warning with high-side switching
Pin 3 Stall warning with low-side switching

8. HOUR METER

Pin 13 If so equipped, the ground wire from an hour meter is connected here.

9. NO CONNECTION

Pin 1 Open*
Pin 3 Open**
Pin 10 Open
Pin 15 Open
Pin 16 Open
Pin 17 Open
Pin 21 Open
Pin 22 Open*
Pin 25 Open

* Unless required for low-side gear switching. See #6

** Unless required for low-side stall switching. See #7.

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TABLE D
Vne Overspeed Setting (hard-wired during installation)

Overspeed Setting		Pin Connection(s)
Kts	Mph	
165	190	Pin 4,5, 11 to Pin 19; 20 to Pin 18
170	196	No connections necessary
175	202	Pin 20 to Pin 18
180	207	Pin 11 to Pin 19
185	213	Pin 11 to Pin 19; Pin 20 to Pin 18
190	219	Pin 5 to Pin 19
195	225	Pin 5 to Pin 19; Pin 20 to Pin 18
200	230	Pin 5, 11 to Pin 19
205	236	Pin 5, 11 to Pin 19; 20 to Pin 18
210	242	Pin 4 to Pin 19
215	248	Pin 4 to Pin 19; Pin 20 to Pin 18
220	254	Pin 4, 11 to Pin 19
225	259	Pin 4, 11 to Pin 19; 20 to Pin 18
230	265	Pin 4, 5 to Pin 19
235	270	Pin 4, 5 to Pin 19; 20 to Pin 18
None	None	Pin 4, 5, 11 to Pin 19

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TABLE E
Landing Gear Advisory Threshold Activation Airspeeds

Switch Pos.	Gear Adv Activation	
	Kts	Mph
0	60	68
1	65	75
2	70	81
3	75	86
4	80	94
5	85	98
6	90	103
7	95	109
8	100	115
9	105	121
A	110	127
B	115	133
C	120	138
D	125	144
E	130	150
F	135	156

How to Use This Chart

- 1.) Determine the final approach speed value (Vref) from Table 1 and verify with the Pilot's Operating Handbook or Aircraft Flight Manual.
- 2.) Add 10-15 kts (or mph) to that value and find this new speed on the chart. Round to the nearest desired airspeed. The Landing Gear Advisory is to activate somewhere between the time the aircraft is configured for landing and Vref.
- 3.) Remove power from the AAS system. This must be done so that the system will recognize any setting changes.
- 4.) Set the airspeed adjustment on the side of the box to the corresponding switch position.

Example 1: An aircraft has a final approach speed of 75 kts. It is determined that 10 kts above this speed is the desired Gear Advisory activation speed. Read down the chart to 85 kts, then across to the Switch Position of 5.

Example 2: Another aircraft has a final approach speed of 57 mph. Add 10 mph to get 67 and round up to the next nearest value or 68 mph. Read across to the Switch Position of 0.

Note: *In either case, the user has the ability to fine tune the system and make adjustments to suit his/her particular needs. Flight operation and/or individual preference will determine the actual speed setting.*

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TABLE F **AAS System Operational Check**

Important Note: *This test must be performed before releasing aircraft for flight and must be performed at each annual inspection thereafter.*

1. Elevate aircraft on suitable aircraft jacks or by other means to simulate "flight" conditions.
2. Record preset airspeed threshold: (___ mph/ ___ kts). Record preset Vne setting: (___ mph/ ___ kts). System tolerance is plus or minus 3 kts/4 mph IAS.
3. Perform preflight test (press annunciator light to test).
 - a. Observe aural annunciation of "P2 AUDIO ADVISORY SYSTEM. GEAR IS DOWN FOR LANDING, CHECK GEAR!, OVERSPEED!, stall tone (6601 only), SYSTEM TEST COMPLETE".
 - b. Observe amber AAS ANNUNCIATOR LIGHT FLASHING.
4. Increase airspeed for simulated takeoff and, if installed, observe Hobbs operation at appx. 50 mph (45 kts).
5. Increase airspeed past threshold of ___ mph/ ___ kts.
6. Perform test for Gear Down configuration.
 - a. Configure gear for landing and slowly decrease air speed.
 - b. At threshold ___ mph / ___ kts, observe correct visual and aural annunciation: ANNUNCIATOR LIGHT FLASHING and "GEAR IS DOWN FOR LANDING" will be seen and heard only one time.
 - c. Retract landing gear and accelerate to threshold +20 mph/kts.
7. Perform test for simulated Gear Abnormal configuration.
 - a. Slow to 10 mph (kts) above threshold of ___ mph (___ kts) and extend the landing gear.
 - b. Pull the landing gear motor circuit breaker while landing gear is in transit.
 - c. As airspeed slows below threshold, observe correct visual and aural annunciation: ANNUNCIATOR LIGHT FLASHING and "CHECK GEAR!...CHECK GEAR!...CHECK GEAR!...".
 - d. Reset the motor CB and allow gear to fully extend. As gear locks down, observe the ANNUNCIATOR LIGHT FLASHING and message changed to "GEAR IS DOWN FOR LANDING".
 - e. Increase air speed beyond threshold by 5 kts or greater and observe that the ANNUNCIATOR LIGHT EXTINGUISHED and that the aural warning silences by itself.
8. Perform Stall Warning Test (Model 6601, p/n 9600-03 only).
 - a. Activate aircraft stall warning horn by suitable means.
 - b. Observe hearing (1) aircraft stall warning horn and (2) AAS stall warning tone as well as the ANNUNCIATOR LIGHT FLASHING.
 - c. Both warnings and annunciation should cease when stall warning input is no longer activated.
9. Perform Over speed Test.
 - a. Increase air speed to Vne speed of ___ mph (___ kts).
 - b. Observe the ANNUNCIATOR LIGHT FLASHING and the "OVERSPEED!...OVERSPEED!...OVERSPEED!..." audio advisory beginning approximately 0 to 4 mph/kts below Vne.
 - c. Verify that the advisories cannot be silenced by pressing the annunciator.
 - d. Slowing below Vne threshold of, the message should stop and the annunciator should not be illuminated.
10. Decrease airspeed towards zero and, if installed, observe Hobbs operation ceases at approx. 50 mph (45 kts).
11. End of test.