



THE STC GROUP, LLC



Project Number STC SA04230CH

Post Installation Test Flight Cards

**Document Number: G-1006-43
Revision B**

Date: November 23, 2017

Aircraft Make _____

Aircraft Model _____

Serial Number _____

N Number _____



TEST 1 - Initial System Checks – 1 – Systems Check Utilizing Ground Power		
Pilot:	Date:	Time:
Objectives: <ul style="list-style-type: none"> • Validate BARO screen setup • Verify proper servo slip clutch operation • Verify visual servo indications and aural warnings • Assure operation of yoke disconnect 		
Check	Action	
	Power up the AP system	
	Enter current field elevation into AP	
	Center flight controls and engage servos	
	Verify HNAV and VNAV servo LEDs are ON	
	Override HNAV servo to left and release	
	Verify roll control returns to neutral	
	Override HNAV servo to right and release	
	Verify roll control returns to neutral	
	Override VNAV servo to pitch up and release	
	Verify pitch control returns to neutral	
	Override VNAV servo to pitch down and release	
	Verify pitch control returns to neutral	
	Press the VNAV button to release the VNAV servo	
	Observe 3 audible beeps when the servo disconnects	
	Observe the pitch axis controls are free and clear	
	Press the HNAV button to release the HNAV servo	
	Observe 3 audible beeps when the servo disconnects	
	Verify roll axis controls free and clear	



TEST 2 – Initial System Checks – 2 - Systems Check Utilizing Ground Power		
Pilot:	Date:	Time:
Objectives: <ul style="list-style-type: none"> • Verify the servos fully release using manual disconnect • Verify servos fully release when power is removed from the autopilot 		
Check	Action	
	Engage both the HNAV and VNAV servos	
	Place the controls in a full up and down / full right and left positions overriding servo slip clutches.	
	Press the autopilot disconnect button	
	Verify aural disconnect tone indicating servos have been disconnected	
	Verify roll and pitch controls free and clear	
	Engage both the HNAV and VNAV servos	
	Place the controls in a full up and down / full right and left position overriding the servo slip clutches	
	Place power switch to OFF	
	Verify roll and pitch controls free and clear	
	Power ON autopilot, enter current BARO ALT (Field elevation)	
	Engage HNAV and VNAV servos	
	Pull autopilot circuit breaker	
	Verify roll and pitch controls free and clear	
	Reset the circuit breaker	
	Power ON autopilot, enter current BARO ALT	
	Engage HNAV and VNAV servos	



TEST 3 – Aircraft Dynamics without Autopilot	
Pilot:	Date:
Time: 2315 UTC	
Objectives: <ul style="list-style-type: none"> • Check aircraft rigging • Demonstrate the damping of normal aircraft short period and Dutch roll oscillations • Test Performed at 5500 feet MSL or appropriate Safe VFR altitude 	
Check	Action
	Carefully trim the aircraft in level flight at a normal cruise airspeed for the selected altitude. Observe that the aircraft will fly “hands off”.
	Record whether “roll off” is consistently left or right.
	From the stable cruise condition, excite the short period with a positive elevator pulse and observe/record the response . If phugoid motion is started, it must be manually damped, and the short period test reinitiated.
	From the stable cruise condition, excite the Dutch roll with a rudder pulse. Observe and record the response.



TEST 4 - Confirmation of Servo Override and Determine Gain Settings	
Pilot:	Date:
Time:	
Objectives: <ul style="list-style-type: none"> • Confirm that the roll and pitch servos can be easily overridden by the pilot • Establish pitch gain settings that result in less than a 40-foot altitude loss • Test Performed at 5500 feet MSL or appropriate Safe VFR altitude 	
Check	Action
	Carefully trim the aircraft in level flight at a normal cruise airspeed at 5500 MSL or appropriate safe altitude.
	Engage H NAV in CRS and V NAV in Altitude Hold.
	Ensure that the force necessary to override the H NAV and V NAV servos feels normal (3.5 lbs. approx.). If <i>inappropriate</i> force required, terminate the test.
	Initiate the left 180 degree turn function and record the altitude loss.
	Adjust pitch gains as required to achieve the desired altitude loss.
	Record the gain settings and altitude loss

Note:

The Avionics Addendum Document provides specific instructions to set aircraft Gains.
 This document is available at www.thestcgroup.net.



TEST 5 – Aircraft Dynamics with Autopilot		
Pilot:	Date:	Time:
Objectives: <ul style="list-style-type: none"> • Demonstrate the damping of normal aircraft short period and Dutch roll oscillations with autopilot engaged • Test Performed at 5500 feet MSL (or appropriate VFR altitude) 		
Check	Action	
	Carefully trim the aircraft in level flight at a normal cruise airspeed at 5500 feet MSL.	
	From the stable cruise condition, engage the H NAV and V NAV servos to hold the heading and altitude.	
	<ul style="list-style-type: none"> • From a stable cruise condition, and the autopilot engaged, excite the short period with a positive elevator pulse. • Observe and record the aircraft response. • If phugoid motion is observed, manually arrest the motion and reinitiate the short period test. • If damping is less than observed in the airplane with the autopilot disengaged, stop the testing. 	
	<ul style="list-style-type: none"> • From a stable cruise condition and the autopilot engaged, excite the Dutch roll with a rudder pulse. • Observe and record the response. • If damping is less than observed in the airplane with the autopilot disengaged, terminate the test. 	
	If the damping has not changed or has improved, slow the aircraft to slow flight speed with appropriate trim and power changes.	
	<ul style="list-style-type: none"> • When established in level slow flight engage the autopilot. • Excite the short period with an elevator pulse. • Observe and record the response. • If damping is not adequate, terminate the test. 	
	<ul style="list-style-type: none"> • When established in level slow flight engage the autopilot • Excite the Dutch roll with a rudder pulse. • Observe and record the response. • If damping is not adequate, terminate the test. 	
	Slow the aircraft further by using a flap setting appropriate for level flight with appropriate trim and power settings.	
	Repeat the short period and Dutch roll observations above.	



TEST 6 – WAAS Enabled GPS Confirmation		
Pilot:	Date:	Time:
Objectives: <ul style="list-style-type: none"> • Demonstrate the functionality of the autopilot when using data from a WAAS enabled panel mount GPS to fly an LPV approach and missed approach with holding pattern. 		
Check	Action	
	Fly the aircraft a safe distance from an airport in controlled airspace.	
	Set a course on the GPS to return to the airport.	
	Engage the autopilot HNAV servo and place the A/P in CRS Mode.	
	Engage the autopilot VNAV servo and place the A/P in AH Mode.	
	Use the Encoder knob in CRS mode to control flight toward the airport.	
	Use VNAV to execute any required descents.	
	Request a practice RNAV LPV approach.	
	Load the RNAV LPV approach.	
	Practice the approach using the autopilot.	
	When the Glideslope is captured use power to control the descent rate.	
	<ul style="list-style-type: none"> • Observe and record the ability of the autopilot to capture and hold both vertical and horizontal guidance. • Performance should be within 1/2 dot. 	
	Disconnect the autopilot at Placarded altitude – 500 feet AGL.	
	Execute missed approach procedure utilizing the vertical and horizontal navigational capability of the autopilot with appropriate trim and power settings.	
	<ul style="list-style-type: none"> • Observe and record the autopilot guidance. • Performance should be within .25 nautical mile horizontally and 50 feet vertical. 	
	<ul style="list-style-type: none"> • Allow the A/P to enter the published hold per published hold entry. • Observe and record the autopilot guidance. 	
	Allow the A/P to fly published hold.	
	Configure the airplane for landing, and land safely	



Attachment 1
Flight Test Observations



13 May, 2017 09:55 / N6962M Cessna 182P Load Sheet

Legend:
 ○ Takeoff
 □ Landing
 ▽ Zero Fuel

Flight #: Test # 4

Captain: Ernie Salmon

F/O: Paul Odum

Released by: _____

Legs / Notes:
Salmon is PIC PERFORMING
MANEUVERS PER Odum DIRECTION
AND TEST SHEET # 4 90 knot

Captain's Signature:
X

Item	Weight (lbs)	Arm (inches)	Moment (in-lb)
Pilot	175	38	6650.00
Co-Pilot	185	38	7030.00
Rear Left	0	76	0.00
Rear Right	0	76	0.00
Baggage 1	10	97	970.00
Baggage 2	0	121	0.00
Payload	370.00	39.59	14650.00
+ Empty Weight	1912.4	35.53	67947.57
Zero Fuel Weight	2282.40	36.19	82597.57
+ Fuel Tanks	420.00	48.00	20160.00
Ramp Weight	2702.40	38.02	102757.57
- Taxi Fuel Tanks	480.00	48.00	23040.00
Takeoff Weight	2222.40	35.87	79717.57
- Enroute Fuel Tanks	102.00	48.00	4896.00
Landing Weight	2120.40	35.29	74828.92

Aviation W&B Calculator v1.9