

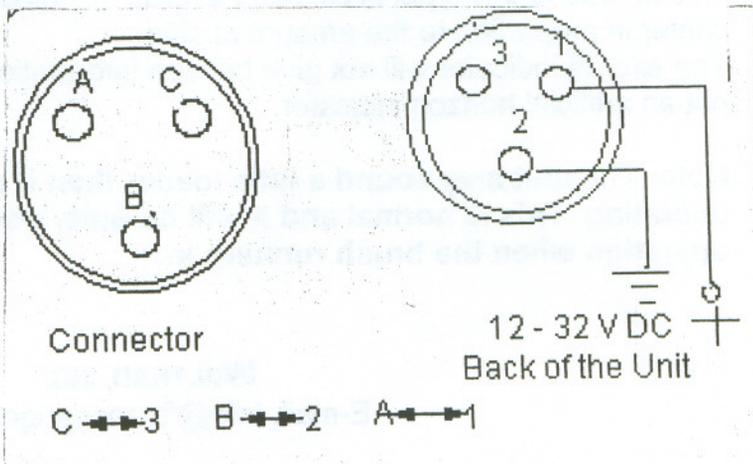
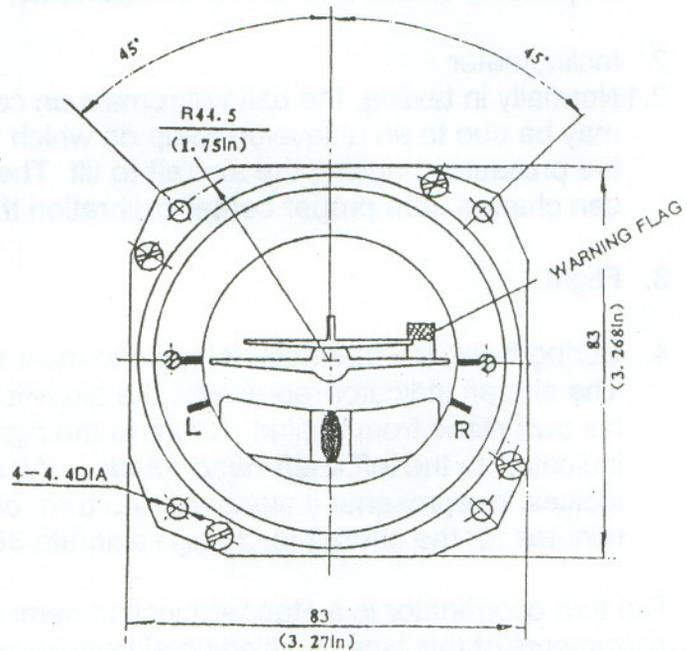
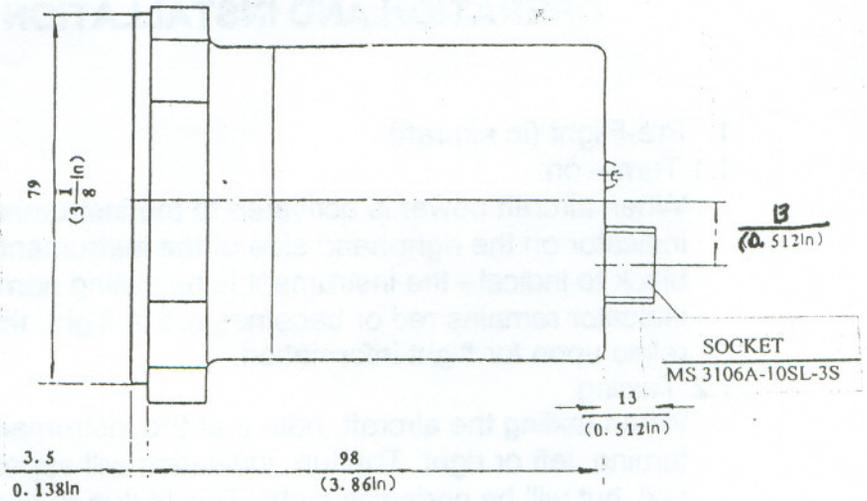
FALCON GAUGE TURN COORDINATOR

FEATURES

- Object Display and Mark
- Precision Electrical Gyroscope
- Small in Size. Light in weight
- Simple Construction. Convenience In Maintenance
- Power Failure Warning

SPECIFICATIONS

- Voltage 12 to 32 V DC
- Electrical Consumption
Starting Current is not more Than 1.5A
Operating Current is not more Than 0.35A
- Operating Range 2min. Turn
- Weight 0.47Kg (16.55 ozs.)



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TURN COORDINATOR OPERATION & INSTALLATION INSTRUCTIONS

1. Pre-Flight (In Aircraft)

1.1 Turn on

When the aircraft power is activated to the instrument, observe the functional indicator on the right-hand side of the instrument face. It must turn from red to black to indicate the instrument is operating normally. If the functional indicator remains red or becomes red in flight, the instrument should not be relied upon for flight information.

1.2 Taxiing

When taxiing the aircraft, note that the instrument rate indicator moves during turning, left or right. The turn indication will appear somewhat sluggish during taxi, but will be normal in flight. This is due the instrument responding also to aircraft roll components, which are absent during taxi.

2. Inclinometer

2.1 Normally in taxiing, the ball will remain on center. If the ball is not centered, it may be due to an unlevelled ramp on which the aircraft is located or by uneven tire pressures causing the aircraft to tilt. There is little chance the inclinometer can change from proper center calibration if properly installed.

3. Flight

During flight, the operation is basic to most types of turn and slip instruments. The aircraft indicator represents the aircraft as though the pilot were watching his own plane from behind. A turn to the right gives right-hand rotation of the indicator, to the left a left-hand rotation. When the indicator is at the R or L indices, it represents a standard turn, or a 2 minus turn (requiring 2 minutes for the aircraft to change azimuth 360 degrees.)

The turn coordinator is a standard inclinometer type and functions similar to other instruments of this type. A skidding aircraft is indicated by the ball moving off center in proportion to the amount of the skid. The aircraft indicator will not give horizon information since it is a rate indicator, not an artificial horizon indicator.

Note: The unit may sound a little louder then it should the first time operating. This is normal and it will quiet down after 8 to 24 hours of operation.

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