

V/G SYSTEM
STC SA4016NM

**PILOT'S OPERATING HANDBOOK
and
AIRPLANE FLIGHT MANUAL
SUPPLEMENT**

for

**BEECHCRAFT BARON
58TC, 58TCA, 58P, 58PA**

Registration number _____
Serial number _____

This Supplement should be attached to the FAA Approved Flight Manual when a V/G SYSTEM is installed in accordance with STC SA4016NM. The information contained in this Supplement reflects the performance observed during flight tests conducted for certification. For limitations, procedures and performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

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LOG OF REVISIONS

Rev.No. Revised Pages Description of Revision Date effective

SAMPLE

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LOG OF PAGES

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SAMPLE

DATE: March 15, 1988

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GENERAL

The V/G System consists of 107 vortex generators affixed to the wings and vertical stabilizer. The purpose of the V/G System is to improve stall characteristics and to reduce stall and V_{mca} speeds through control of boundary layer airflow.

Although the V/G System reduces stall and V_{mca} speeds, the pilot is encouraged to fly by reference to the performance specifications in the original Pilot's Operating Handbook and FAA Approved Airplane Flight Manual to provide an increased margin of safety.

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LIMITATIONS

1. 103 vortex generators constitute the minimum requirement. If less than 107 vortex generators are in place, the aircraft must be operated in accordance with the original Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.
2. Velocity of Minimum Control (V_{mc}): 75 KCAS
3. Stall speed in landing configuration (V_{so}): 71KCAS
4. Stall speed, clean (V_s): 77KCAS

EMERGENCY PROCEDURES

EMERGENCY AIRSPEEDS:

AIR MINIMUM CONTROL SPEED (V_{mca}) 75 KIAS

NORMAL PROCEDURES

AIRSPEEDS FOR SAFE OPERATION:

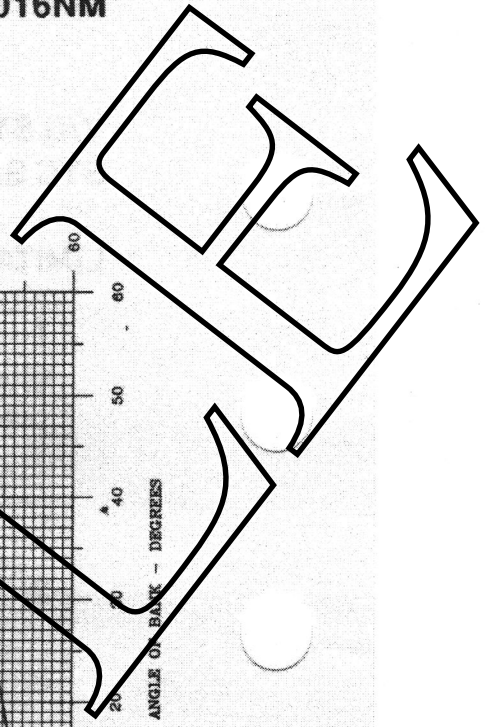
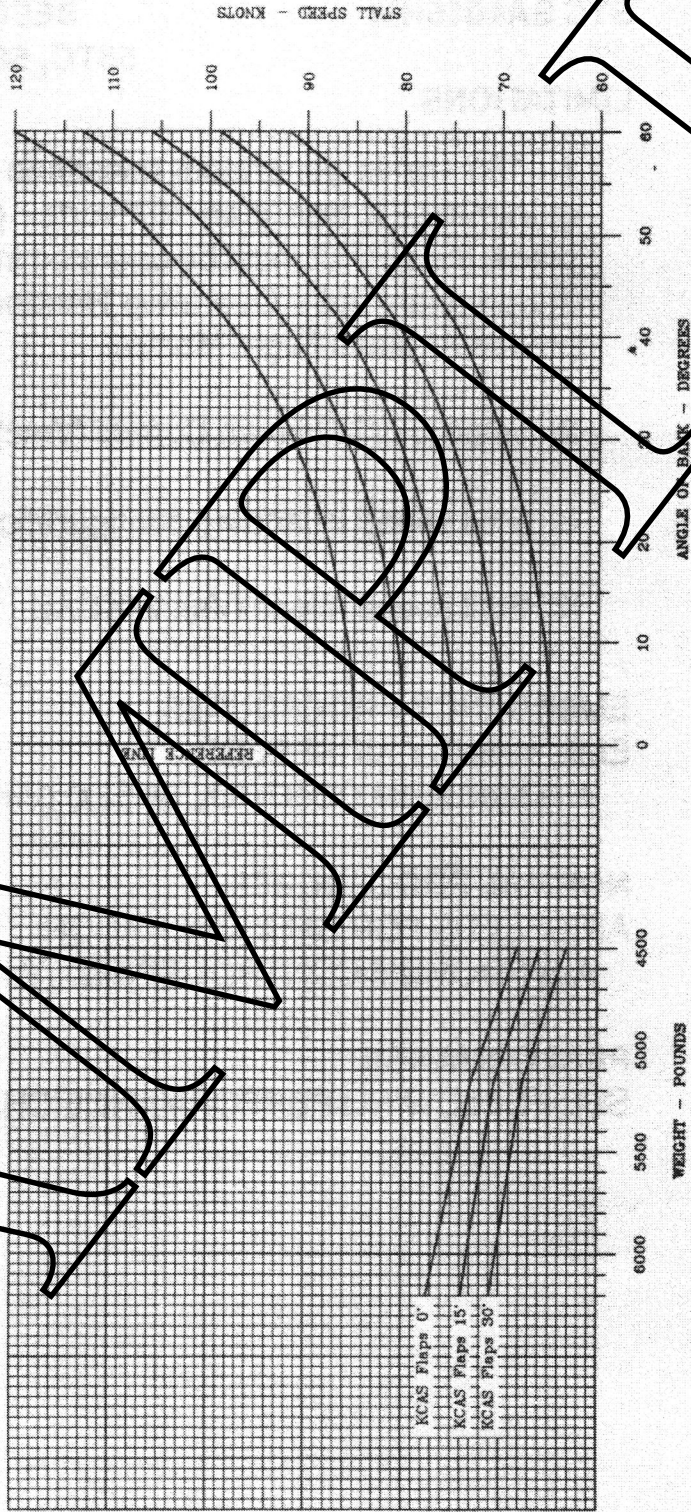
AIR MINIMUM CONTROL SPEED (V_{mca}) 75 KIAS

PERFORMANCE

SEE FOLLOWING PERFORMANCE CHART

STALL SPEEDS - ZERO THRUST

1. THE ALTITUDE LOSS EXPERIENCED WHILE CONDUCTING STALLS IN ACCORDANCE WITH FAA 23.201 WAS 400 FEET.
2. NOSE DOWN PITCH, ALTITUDE AND ALTITUDE LOSS DURING RECOVERY FROM ONE ENGINE INOPERATIVE STALLS PER FAA 23.201 ARE APPROXIMATELY 10° AND 150 FEET RESPECTIVELY.
3. A NORMAL STALL RECOVERY TECHNIQUE MAY BE USED.



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