

LOW AIRSPEED AWARENESS SYSTEM - ADJUSTMENT/TEST Pneumatic Deice

1. General

- A. This section has the procedures to do a test of the Low Airspeed Awareness (LAA) system. The LAA system is installed on airplanes that have the pneumatic anti-ice system installed.

2. Equipment

NOTE: Equivalent equipment can be substituted for that listed below.

NAME	NUMBER	MANUFACTURER	USE
Air Data Tester	101-00184	Barfield 4101 NW 29th Street Miami, FL 33142-5617	To supply pressure or vacuum for the pitot and static system tests.
Pitot Static Test Adaptor	PS4769	Nav-Aids Ltd. 2955 Diab Street Montreal, Quebec H4S 1M1	To attach portable air data tester to pitot system.

TASK 34-11-02-720

3. De-icing Low Airspeed Awareness System Functional Test

- A. Do an Icing Low Airspeed Awareness System Functional Test.
- (1) Put the BATTERY switch in the ON position.
 - (2) Engage the PROP ANTI-ICE CONT and STALL WARN circuit breakers.
 - (3) Push the annunciator panel lamp test button and make sure that the BELOW ICING MIN SPD annunciator light comes on.
 - (4) Put the prop deice switch in the AUTO position and make sure that the BELOW ICING MIN SPD annunciator light comes on.
 - (5) Put the DAY/NIGHT switch in the NIGHT position.
 - (6) Adjust the engine instrument dimmer.
 - (a) Make sure that the BELOW ICING MIN SPD annunciator becomes dimmer.
 - (7) Put a cover on the drain hole on the pitot tube.
 - (8) Install a pitot/static tester on the end of the pitot tube.
 - (9) Use the pitot/static tester to bring the airspeed to more than 115 knots on the pilot's airspeed indicator.
 - (a) Make sure that the BELOW ICING MIN SPD annunciator light goes off.
 - (10) Use the pitot/static tester to decrease the airspeed to less than 105 knots on the pilot's airspeed indicator.
 - (a) Make sure that the BELOW ICING MIN SPD annunciator light flashes between white and amber in color between 115 and 105 knots.
 - (b) Make sure that the stall horn operates when the annunciator is amber in color.

NOTE: The control yoke must be pulled back to the aft position for the stall horn to operate.
 - (11) Use the pitot/static tester to increase the airspeed to more than 115 knots on the pilot's airspeed indicator.
 - (a) Make sure that the BELOW ICING MIN SPD annunciator light is not on and the stall horn is not in operation.

NOTE: The control yoke must be pulled back to the aft position for the stall horn to operate.
 - (12) Use the pitot/static tester to decrease the airspeed to less than 105 knots on the pilot's airspeed indicator.
 - (a) Make sure that the BELOW ICING MIN SPD annunciator light flashes between white and amber in color between 115 and 105 knots.
 - (b) Make sure that the stall horn operates when the annunciator is amber in color.

NOTE: The control yoke must be pulled back to the aft position for the stall horn to operate.
 - (13) Push the BELOW ICING MIN SPD annunciator switch.
 - (a) Make sure that the BELOW ICING MIN SPD annunciator light stays solid white in color.
 - (b) Make sure that the stall horn is not in operation.

- (14) Use the pitot/static tester to increase the airspeed to more than 115 knots on the pilot's airspeed indicator.
 - (a) Make sure that the BELOW ICING MIN SPD annunciator light goes off between 105 and 115 knots on the pilot's airspeed indicator.
 - (b) Return the pitot/static system to field elevation and disconnect the pitot/static tester.
- (15) Put the BATTERY switch in the OFF position.

END OF TASK