

Absolute Solutions LLC

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FAA APPROVED FLIGHT MANUAL SUPPLEMENT

for the

Absolute Solutions LLC Gear Warning Upgrade

as installed in

PIPER PA-44-180

Registration number:

Serial number:

This document serves as an FAA approved Airplane Flight Manual Supplement when the Absolute Solutions LLC Gear Warning upgrade is installed in accordance with Supplemental Type Certificate SA02725SE. This Document must be incorporated into the FAA approved airplane flight manual.

The information contained herein supplements the information in the FAA Approved Airplane Flight Manual. For limitations, procedures loading and performance information not contained in this document, refer to the FAA Approved Airplane Flight Manual, markings, or placards.

For Manager, Flight Test & Human Factors Branch, AIR-710
Federal Aviation Administration

7 June, 2023
Approved Date

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Section 1. General

1.1 Absolute Solutions LLC Gear Warning Upgrade

The Absolute Solutions LLC Gear Warning upgrade is a system that alerts the pilot that a potentially unsafe gear condition exists. This system does not rely on the standard throttle position system, rather it utilizes manifold pressure switches to achieve maximum consistency and accuracy of the gear warning alert.

Section 2. Limitations

NO CHANGE

Section 3. Emergency procedures

NO CHANGE

Section 4. Normal procedures

NO CHANGE

Section 5. Performance

NO CHANGE

Section 6. Weight and Balance

NO CHANGE

Section 7. System description

NO CHANGE

Section 8. Handling, Servicing and Maintenance

NO CHANGE

Section 9. Supplements

NO CHANGE

Section 10. Safety and operational tips

10.1 Absolute Solutions LLC Gear Warning Upgrade operation

Vacuum switch(es) incorporated in the engine manifold pressure sense line(s), close(s) when engine manifold pressure drops below 14"HG. When either vacuum switch closes, it triggers a voltage signal to a relay installed under the instrument panel. The relay then powers the gear horn which operates at a frequency of 180 beeps/min, alerting the operator that one of the following conditions exist:

- The gear is not locked down and the manifold pressure has fallen below 14 inches on either one or both engines.
- The gear selector is in the UP position when the airplane is on the ground.
- The gear selector is in the UP position and wing flaps are extended to the second or third notch position.