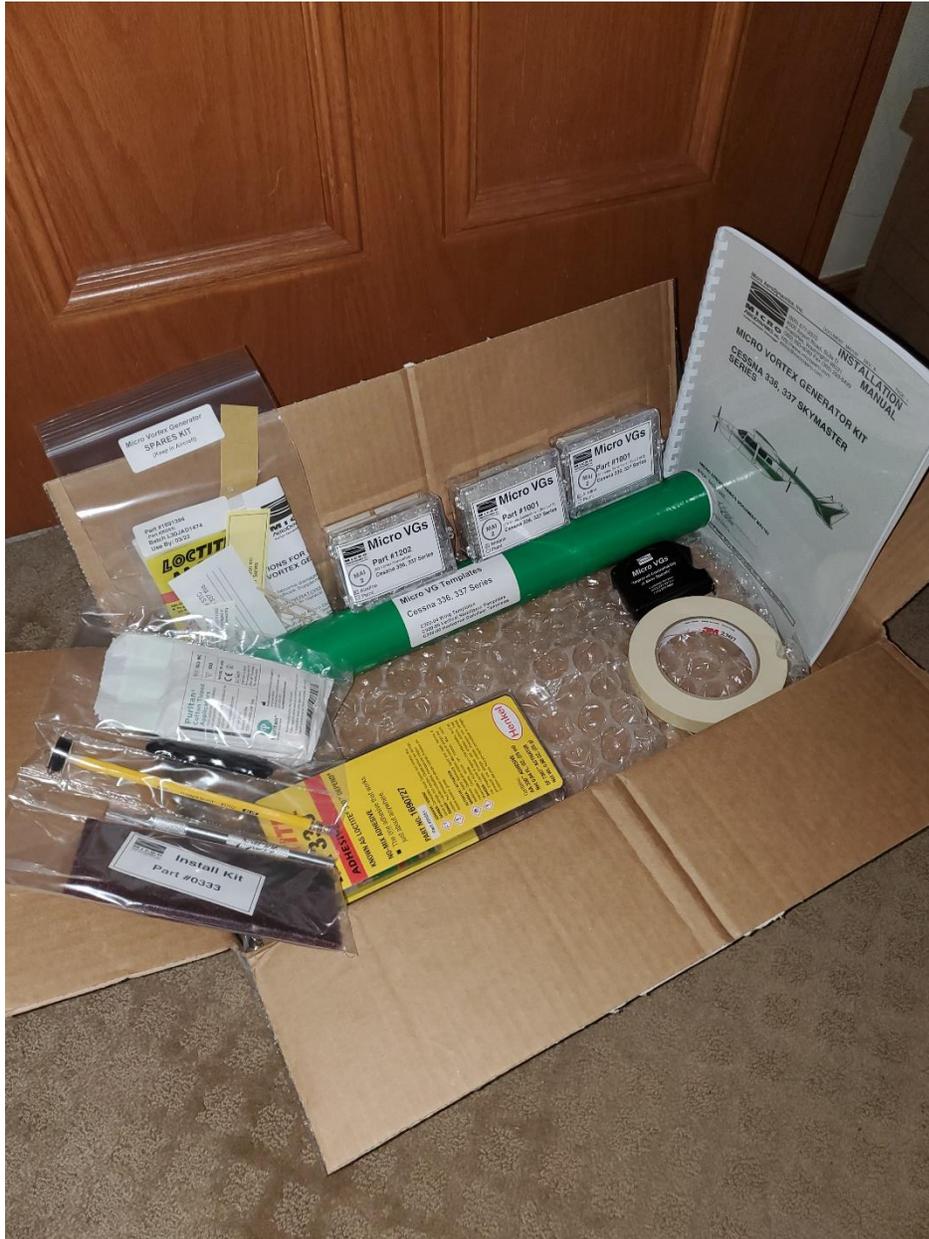


What comes in the box:  
STC and sample Forms 337  
Installation instruction manual  
VGs  
Templates  
Pencil, tape, string, knife, scratchpad, painting instructions, Loctite 330, spares kit



I ordered mine unpainted (alodined) – so I went to a local paint supplier for custom-colored rattle cans of acrylic enamel paint at about \$20 each, and some clear coat. The kit comes with excellent detailed painting instructions.



The paint booth. I took two days to put about 6-7 coats of paint on all the VGs, and 4-5 coats of clear. Then lightly sanded the VG bottoms to remove a tiny bit of overspray.

Prior to this, I took the templates to the aircraft and determined the correct number of each color. Luckily, only 12 of the 192 VGs needed two colors of paint. Creative use of tape and a paintbrush took care of those 12.



Laying out the tape and string lines.



Templates are peel and stick contact paper with mild adhesive backs. Installation manual is clear and easy to understand on placement.



Proper placement looks similar to this:







And the first ones go on. Pretty good color match! I followed the instructions about clean up right away so have very little glue residue—glue goes on clear but dries brown, so wiping away excess with alcohol-soaked Q-tips (provided in kit) helps ensure very little glue residue is visible. Process I used was double check template position, glue on all VGs for that template, then do the next, then return to the previous and remove template and wipe away excess glue.







With the tail done, I started on the wings





All in all, I spent about 20 hours installing this (including painting and paperwork), in several trips to the hangar over about a week. It could be done quicker—the actual installation of the templates and measuring and re-measuring and measuring again took me some time to get squared away. The actual VGs are installed according to the drawings, so getting the templates placed exactly right was important to me. If you've done this sort of thing before, it could likely be done in a day, certainly two, even solo, then fly the operational check flight the next day, and get paperwork done.

Operational check flight? She flies well, I perceive a little more flight control responsiveness. Stalls about 6-8 KIAS slower than book, and lands like a butterfly with sore feet.