



Baron 58 2D Panel Version 4.0

**For Microsoft® Flight Simulator 2004
and FSX**

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**TWO NEW 2D REPLACEMENT PANELS FOR YOUR FS 2004 AND FSX BARON 58
AIRCRAFT**



Table of Contents

- 1. Introduction**
- 2. Requirements**
- 3. Installing and loading the panels**
- 4. Panel**
- 5. Gauges**
- 6. Remarks**
- 7. Technical support**

NOTE: Garmin GNS 530 and KLN 94 GPS's Manuals are in separate documents, they are not included in this one.

1. Introduction

Thank you for purchasing the FriendlyPanels Beechcraft 2D Panels Pack. Here you will find the description, installing and user instructions for the Baron 58 Panel. This pack includes TWO panels for this aircraft.

There are very good and complex panels you can acquire in the market but, often, most of them require to open and close a lot of windows all the time, some of them covering others without any kind of integration with the rest of the panel elements.

The idea that leads us to develop this panel is very simple: a panel in which you can see, read and handle as many gauges as a medium quality monitor screen allows, using the minimum number of windows, with a gauges layout as real as possible and where you can open any new window clicking somewhere in the panel, with no need of using keyboard (also available, of course), making easier to use the panel. With this Baron 58 2D panel you will use just one view of the panel most (or even all) of the time.

Please, read this document entirely, specially section 5 (remarks).

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2. Requirements

This panel requires Windows XP with at least SP1 and .Net Framework 1.1 and a screen resolution of 1024 x 768 or higher (1240 x 1024 recommended). No other special requirements are needed, if your PC can handle the default planes, it can handle these ones.

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3. Installing and loading the panel

Run the installation program and follow the indicated steps. You'll find your new panels as the variation FP M1 or FP M2.

Loading in FS9: Go to Aircraft Menu, Select Aircraft, Aircraft manufacturer = Beechcraft, Aircraft model = Baron, Variation: FP M1 or FP M2.

Loading in FSX: Go to Select Aircraft Menu, Mark Show All Variations at the bottom of this window, Select Aircraft, Aircraft manufacturer = Beechcraft, Publisher: FriendlyPanels, all variations available will be shown for you to choose.

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4. Some panel views



All gauges in sight, except throttles.



Showing throttles, radio stack partially hidden

---oOo---



All gauges in sight, except throttles.



Showing throttles, radio stack partially hidden

---oOo---

The Panel at night



5. Gauges

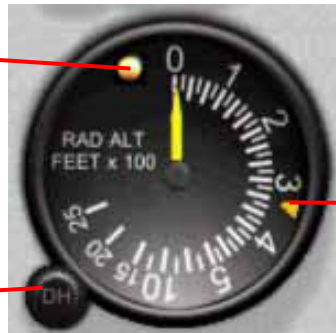
Most gauges are FP design for better visibility, although they work exactly like the ones in FS2004. Here follows how to handle gauges which may have some differences with the ones included in FS2004.

FOR FSX ONLY: Clicking on the area indicated below toggles between VFR panel and landing panel



RADIO ALTIMETER

LED: off above 2500 ft, yellow between 2500 ft and decision height, amber below DH



Decision height bug

Set decision height

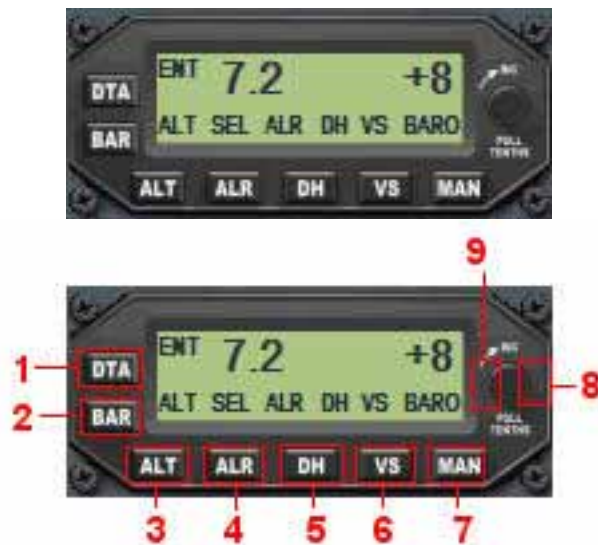
RMI



YELLOW NEEDLE DRIVEN BY VOR1 OR ADF

GREEN NEEDLE DRIVEN BY VOR2 OR ADF

ALTITUDE/VERTICAL SPEED SELECTOR/ALERTER S-TEC ST360



The Altitude Selector/Vertical Speed Selector/Alerter (ASA) enables the pilot to preselect altitudes and rates of climb or descent to be used by the autopilot.

Clicking areas

1. Data Entry - Operate Switch
2. Barometric Calibration Knob (BARO) Mode Switch
3. Altitude Read Out/Altitude Selector
4. Alert (ALR) Alert Mode Switch
5. Decision Height (DH) Alert Mode Switch
6. Vertical Speed Selector
7. Manual Mode Switches
8. Input Selector Knob

Data (DTA) Entry – Operate

The DTA (Data) Switch button is used to select between data entry and operate modes. When the DTA button is selected, the display will show “ENT” to indicate entry mode and the SEL annunciator will flash to indicate that an entry will change the value selected. To change Baro, Decision Height or Vertical Speed, simply push the desired switch button, and rotate the selector knob clockwise to increase or decrease the number. When the system is in entry altitude mode it is decoupled from the autopilot, however, the autopilot will hold the last altitude commanded. After the required altitude value is selected push DTA to remove the “ENT” annunciation and return the system to operate mode. The altitude entry will not be accepted unless the data field is closed by the second push of the data key. In mode entry, the bottom line will show the parameter you can modify. In operate mode you will see what is being displayed and the alarms annunciators.



NOTE: In entry mode, only the altitude select mode annunciator will be active when “ALT” is selected - the actual altitude can not be called up to the display.

NOTE: It is not necessary to select DTA Mode to enter vertical speed changes. Vertical speed inputs can be made directly in operate mode by simply rotating the selector knob.

When the system is initially powered up, the baro mode will be displayed in entry mode immediately after the test cycle. At other times, it will be necessary to select the DTA (Data) button for Data Entry (ENT will be displayed) and then select "baro" which will display the last baro setting. Repeated pushes of the baro button will cause the displayed baro units to alternate between displaying the setting in inches of mercury or millibars. When baro is displayed in millibars, the first two digits are omitted: 1013.2 would display as 13.2 and 1036.9 would show as 36.9.



Adjustment Baro Calibration

Simply rotate the input selector knob, in entry mode, to display the desired baro calibration.



Vertical Speed (VS) Selector

This version allow a maximum +/- 1600 FPM.

After power up, push the VS button to display the vertical speed and enable the vertical speed selector mode. Click the selector knob to input the desired vertical speed in 100 FPM increments. The maximum climb vertical speed available is + 1600 FPM which will be displayed as + 16. The maximum descent vertical speed is -1600 FPM which will be displayed as -16.



The vertical speed display is the only function that can be accessed directly in the operate mode, therefore, vertical speed changes can be commanded by simply rotating the selector knob. If you are in the "Entry" (ENT) mode you can access the VS Mode by selecting the VS button and then rotating the selector for the desired vertical speed. Pushing VS while in operate mode will hide/display the vertical speed selected.

Altitude (ALT) Select Function

The ALT Mode switch has two functions. When selected in entry mode it will address the altitude selector function as indicated by the "SEL" annunciator flash. Select the desired altitude by rotating the selector knob to input the altitude in thousands and hundreds, i.e. 5500 ft. would be 5.5 (x1000). Reselect "DTA" to return to operate mode - the "SEL" will stop flashing and remain steady with the "ALT" annunciated.



Altitude Read Out

When the “ALT” switch is pushed in operate mode, the “SEL” annunciator will extinguish and the display will show “ALT” and display the current altitude. While in operate mode, repeated pushes of the “ALT” button will alternately display the current or the selected altitude.



Altitude Alert (ALR) Mode

The Altitude Alert Mode switch enables the altitude alert system in conjunction with the selected altitude displayed in ALT SEL Mode. Activation of the ALR switch will display "ALR" indicating arming of the alert mode. The alert mode will cause a chime throughout the cabin audio system and flashing of the “ALR” annunciator when the aircraft is 1000 ft. from the selected altitude and again at 300 ft. from the selected altitude. The alert will also activate if the aircraft deviates from the selected altitude by more than 300 ft. The alert function can be alternately enabled and disabled by pushing the ALR switch. When alert is enabled, the “ALR” annunciation will be visible on the display.

Decision Height (DH) Alert Mode

The Decision Height (DH) Alert Mode will provide altitude alerting at the set DH altitude by activation of the chime and flashing of the DH annunciator. The chime will sound entering and leaving a 100 ft. window at the DH. To set, push DTA for entry, select DH Mode. Rotate the selector knob to obtain the desired DH in meters. After setting the desired DH, push DTA to enter the selected DH. The display will show the selected DH for approximately 5 seconds and will then revert to altitude mode and display the altitude until the DH is reached in the descent. At the set DH window, the DH alert will activate. The alert will sound/flash at 50 ft. above and again at 50 ft. below DH, alerting the pilot that he is at or near the set decision height. The DH Mode can be disabled by pushing the DH switch causing the DH annunciator to extinguish. It is necessary to select DTA and ENT mode to display or enter the DH value or change a DH value, once you have returned to operate mode (ENT extinguished). Repeated activation of the DH button in operate mode will alternately enable or disable the DH mode, without changing the display.



MAN switch

In this version, pushing the “MAN” (Manual) switch which will cause the autopilot to disconnect, showing the display below.



S-TEC Fifty Five X AUTOPILOT



The System Fifty Five X is a rate autopilot that controls the roll and pitch axes of the aircraft. As the pilot enters the desired mode by pressing the appropriate mode selector switch, the computer acknowledges the mode, causing the appropriate annunciator to illuminate.

When power on all segments of the Programmer / Computer display and annunciators illuminate for 5 seconds during test (shown above). Satisfactory completion of the **SELF-TEST** is indicated when the ready (**RDY**) annunciator remains on at the end of the 5-second self-test.



Heading Mode

Set the heading bug on the **DG** or **HSI** to the desired heading, and press the **HDG** button. The **HDG** annunciator will illuminate. New headings can be selected simply by repositioning the heading bug.



NAV Intercept and Tracking / GPS Steering (GPSS) Mode

To intercept and track a **VOR** course, select the desired course with the **HSI** Course Pointer and engage the NAV Mode, **NAV** will be displayed on the annunciator. If and external switch NAV/GPS is in GPS position, pressing NAV switch will engage this mode and the autopilot will automatically steer the aircraft on the **GPS** path, and **NAV GPSS** will be displayed on the annunciator.



Approach (APR) Mode

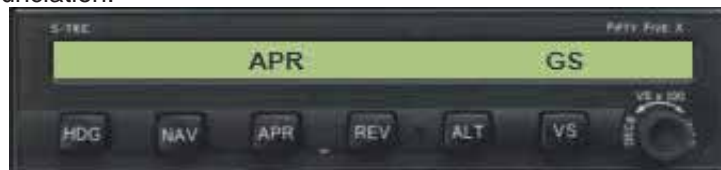
To engage this mode press the **APR** switch. **APR** will be displayed on the annunciator.



Glide-slope arming will occur when Glide-slope signal be valid. Illumination of the **GS** annunciator will occur, indicating arming has been accomplished.



The **ALT** annunciator remains on. Glide-slope capture is indicated by extinguishing of the **ALT** annunciation.



Reverse (REV) Mode

The Reverse Mode provides roll commands for intercept and tracking the localizer back course inbound or localizer front course outbound. **APR** and **REV** will be displayed on the annunciator.



Altitude (ALT)

The Altitude Mode, **ALT**, may be engaged with any roll mode displayed by pressing the **ALT** Mode switch. The aircraft will capture the altitude selected in the Altitude Selector/Alerter. When the elevator trim is in motion, **TRIM** and the **up** or **down** symbol will annunciate indicating trim in motion and the direction of travel.



Vertical Speed (VS)

In this version, if Altitude Mode is active this switch hide/displays the **VS** announcement and the current Vertical Speed.



GARMIN GTX 330 TRANSPONDER



The Garmin GTX 330 Transponder has twenty buttons.

Clicking and display areas

The click areas correspond to the buttons

IDENT. Ident Pushbutton

VFR. VFR Button

ON. Turns on the GTX 330

ALT. Alt mode

STBY. Stand by mode

OFF. Turns off the GTX 330

0 to 7 . Code Selector Knobs

FUNC. Function Selector Knob. Selects what you see in the right side of the screen.

CRSR. Cursor

START/STOP. Set timers

CLR. Reset timers or clear code figures

Operation

OFF


Powers off the GTX 330. Pressing STBY, ON or ALT key powers on the transponder displaying the last active identification code.

STBY

Selects the standby mode.




ON

Selects Mode A. In this mode, the transponder replies to interrogations, as indicated by the Reply Symbol . Replies do not include altitude information.



ALT

Selects Mode A and Mode C. In **ALT** mode, the transponder replies to identification and altitude interrogations as indicated by the Reply Symbol .




CODE SELECTION

Is done with eight keys (0-7) providing 4096 active identification codes. Pushing one of these keys begins the code selection sequence. The new code is not activated until the fourth digit is entered. Pressing the **CLR** key moves the cursor back to the previous digit. The numbers 8 and 9 are not used for code entry only for entering a Count Down time, and contrast and display brightness.



IDENT

Pressing the **IDENT** key activates the Special Position Identification. The word IDENT will appear in the upper left corner of the display and Reply Symbol  won't blink for 18 seconds, identifying your transponder return from others on the air traffic controller's screen. The word IDENT will appear in the upper left corner of the display while the IDENT mode is active.



VFR

Sets the transponder code to the pre-programmed VFR code selected in Configuration Mode (this is set to 1200).



FUNC

Changes the page shown on the right side of the display. Display data includes Pressure Altitude, Flight Time, Altitude Monitor, Count Up and Count Down timers, contrast and brightness.

START/STOP

Starts and stops the Count Up and Count Down.



CRSR

Initiates starting time entry for the Count Down timer

CLR

Resets the Count Up and Count Down. Cancels the previous keypress during code selection.

8

Reduces Contrast and Display Brightness when the respective fields are displayed and set the Count Up figures (decreasing)

9

Increases Contrast and Display Brightness when the respective fields are displayed and set the Count Up figures (increasing)

Function Display

PRESSURE ALT: Displays the altitude data supplied to the GTX 330 in hundreds of feet.



Altitude Trend Indicator

When the 'PRESSURE ALT' page is displayed, an arrow may be displayed to the right of the altitude, indicating that the altitude is increasing or decreasing. One of two sizes of arrows may be displayed depending on the vertical speed rate.

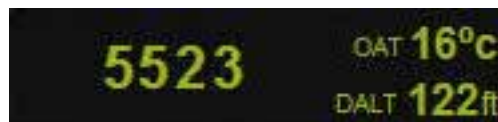
FLIGHT TIME: Timer start is configured as Automatic the timer begins when take off is sensed.



ALTITUDE MONITOR: Controlled by **START/STOP** key Activates a voice alarm and warning annunciator when altitude limit is exceeded (not implemented, just data displayed).



OAT/DALT: Displays Outside Air Temperature and Density Altitude.



COUNT UP TIMER: Controlled by **START/STOP** and **CLR** keys.



COUNT DOWN TIMER: Controlled by **START/STOP**, **CLR**, and **CRSR** keys. The initial Count Down time is entered with the 8 and 9 keys.

CONTRAST: Contrast is controlled by the 8 and 9 keys.



DISPLAY: Backlighting is controlled by the 8 and 9 keys.

Timer Operation

To operate the Flight Timer:

1. Press the FUNC key until "FLIGHT TIME" is displayed.
2. In this version the GTX 330 is configured with automated Airborne Determination, the timer begins automatically when the unit senses that the aircraft has begun to take off (ground speed greater than 30 knots). The timer will stop when ground speed less than 30 knots, and will reset to zero and begins again if a new take off has place.

To operate the Count Up timer

1. Press the FUNC key until "COUNT UP" is displayed.
2. If necessary, press CLR to reset the Count Up timer to zero.
3. Press START/STOP to begin count up.
4. Press START/STOP again to pause the timer. Pressing again will resume from the time paused.
5. Press CLR to reset the timer to zero.

To operate the Count Down timer

1. Press the FUNC key until "COUNT DOWN" is displayed.
2. Pressing CRSR will move the cursor under hours, minutes or seconds. Use the 8 and 9 keys to set the initial time.
3. Press START/STOP to begin count down.
4. Press START/STOP again to pause the timer.
5. When the Count Down timer expires, the 'COUNT DOWN' banner is replaced with a flashing "EXPIRED".
6. Press CLR to reset the timer.

Automatic ALT-GND Mode Switching

if the GTX 330 is configured with Automated Airborne Determination, normal operation begins when take off is sensed. When the aircraft is on the ground the screen automatically displays GND. The transponder does not respond to ATCRBS interrogations when GND is annunciated.

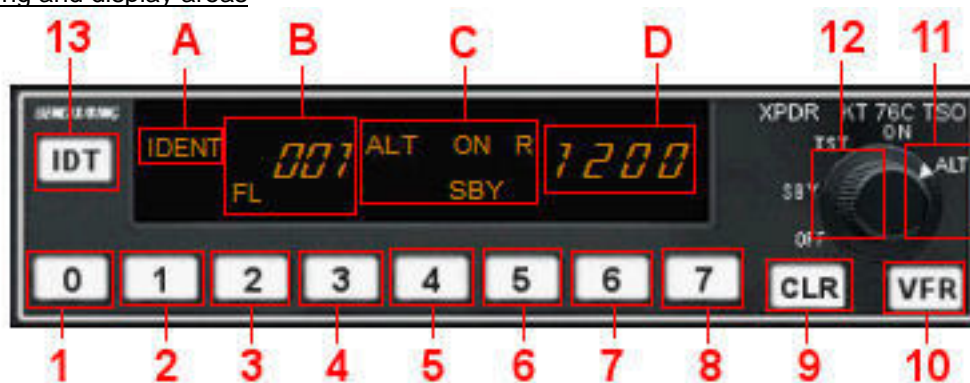


BENDIX KT 76 C TRANSPONDER



The Bendix KT 76 C Transponder has one knob and eleven buttons.

Clicking and display areas



1 to 8. ATRBS Code Selector Knobs

9. Clear button

10. VFR Button

11 and 12. Function Selector Knob

13. Ident Pushbutton

A. Ident Push button

B. Encoding Altimeter Altitude Window

C. Mode Annunciation and Reply Indicator

D. Ident Window

Operation

We describe below the operation of the KT 76C. The display is emulated but, in FS9, the gauge always works in the same manner. What you see in the display are the screens you see in the real KT 70

IDENT Button

Marked IDT, the KT 76C Ident button is pressed when ATC requests an "Ident" or "Squawk Ident" from your aircraft. When the Ident button is pressed, the reply indicator, an "R" annunciator light will glow for approximately 18 seconds.

ID Code

The ATRBS Transponder Identification code (squawk code) for the aircraft is displayed in the Ident Window on the right side of the display. Each of the four Transponder Code Selector Knobs selects a separate digit of the identification code.

Reply

The lighted "R" reply indicator blinks when the transponder is replying to a valid interrogation and illuminates for 18 seconds after the initiation of the Ident.

Altitude Display

The KT 76C display Flight Level Altitude, marked by the letters “FL” and a number in hundreds of feet, on the left side of the display (A). For example, the reading “FL 071” corresponds to an altitude of 7,100 feet.

VFR

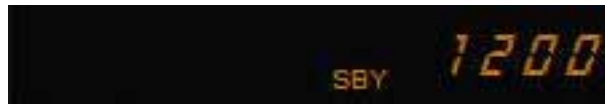
Pressing the VFR Pushbutton recalls the preprogrammed VFR code, superseding whatever code was previously entered.

Function Selector Knob

The Function Selector Knob on the right side of the KT 76C enables you to choose from among the following operating modes:

OFF - The unit is not receiving power.

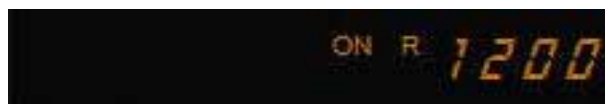
SBY (STANDBY) - In Standby the unit is energized but is inhibited from replying to any interrogation. “SBY” is shown on the display, while the altitude display is disabled.



TST (TEST) - Replies are disabled in test mode, and the unit illuminates all segments of the display for at least four seconds. A series of internal tests is performed to check the KT 76C integrity, verifying all EEPROM data and making hardware and squitter checks.



ON - The KT 70 is able to reply to all valid Mode A, C and S interrogations. However, the altitude information will not be transmitted. In the ON mode, the altitude window is left blank, the ID code is shown on the right and the “ON” annunciation is shown on the display.



ALT - In the “ALTITUDE” mode, the KT 76C replies to all valid Mode A, C and S interrogations. The ID code is displayed in the right window and altitude information (in hundreds of feet) is shown on the left.



BENDIX KR 87 ADF



The Bendix KR 87 ADF has two knobs and five buttons. It displays active and stand by frequencies and integrates two timers.

Clicking areas



1. ADF / ANT modes. This version displays ADF station ident.
2. BFO mode (just the letters)
3. In frequency mode transfer stand by frequency to active. Returns to frequency mode from timers modes.
4. Go into timers mode.
- 5 and 6. Controls timers modes (described below).
7. On Off
- 8, 13, 14. Decrements frequency
9. Increments fractal frequency
- 10, 11, 12. Increments frequency

Display modes

Frequency mode



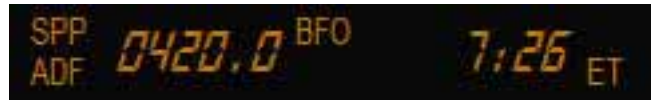
Use knob and swap button to manage this screen.

FLT timer Mode



From frequency mode push FLT/SET button once to go into this mode. This timer begins to count when you turn on the gauge and stops when you turn it off.

ET timer Mode



From frequency mode push FLT/SET button twice to go into this mode. This timer starts to count when you turn on the gauge, but you can control it. Clicking on SET/RST button once stops the timer. When it is stopped clicking again reset the timer and starts to count from zero. Clicking to the right of the button (area 7 above) will reset it to zero and ET begin to blink, you can use the knob to set a countdown (up to 59 minutes and 59 seconds), push SET/RST to start the countdown. After the countdown timer reaches zero, the counter will come up, whatever the mode you are in, and will begin to count upwards indefinitely while flashing for a few seconds, returning then to the mode you were before, if it was different. The Audio Alert is then sounded.

BENDIX KX 165A RADIO



The Bendix KX 165A Nav Com radio has four knobs and four buttons. Its display is divided in two segments. The left portion of the digital display readout is allocated for COMM ACTIVE and COMM STANDBY frequencies channels stored (this is a dummy function in this version). The right portion of the display is allocated to NAV receiver information and much more as shown below.

Clicking areas



1. On Off switch
2. Display Channel
- 3 and 4. Tune COM fractal frequencies
5. Ident
6. Select screen right segment mode
- 7 and 9. Tune NAV fractal frequencies
8. Centers OBI if OBS mode is active
- 10 and 11. Tune NAV integer frequencies / controls stop watches / OBS
12. Swaps NAV frequencies / controls stop watches
- 13 and 14. Tune COM integer frequencies. Change Ch stored if Ch is visible
15. Swaps COM frequencies
16. Reset Timers

Left segment pages

Two modes are available, though Channel mode is a dummy mode, by now.



Pushing Channel button will show channels number stored for a few seconds. The big left knob will browse through the channels stored. When Ch is not visible this knob tune COM frequencies.

Right segment pages

The right segment of the screen can display 9 different modes, you can browse with the MODE button.

ACTIVE / STAND BY mode



In this mode you can tune stby frequency with the right knob and swap frequencies with the transfer button

ACTIVE / CDI mode



Pushing MODE button will take you to this mode. The vertical “needle” moves side to side similar to a mechanical CDI. When the needle is centered, the aircraft is on the selected OBS course. When the active frequency is tuned to a VOR frequency, the center of the CDI scale displays the “TO” or “FROM” indicator.

The CDI needle may be automatically centered with a “TO” indication clicking on center of the knob. The CDI is displayed on the line below the frequency/OBS. When the ACTIVE frequency is tuned to a VOR frequency, the standby frequency area is replaced by a three digit OBS (Omni Bearing Selector) display. The desired OBS course can be selected with the right knob. When the ACTIVE window is tuned to a localizer frequency, the standby frequency area is replaced by “LOC”. When the received signal is too weak to ensure accuracy the display will flag.

ACTIVE / BEARING mode



Pushing MODE once more cause the NAV display to go to bearing mode of operation, the right hand window of NAV display shows the bearing TO the station.

ACTIVE / RADIAL mode



Another push of the MODE button will cause the NAV display to go from the ACTIVE/BEARING mode to the ACTIVE/RADIAL mode. The right hand window of NAV display shows the radial FROM the station.

TIMER mode



Another mode button click will cause the unit to go into the TIMER mode. When the unit is turned on the elapsed timer begins counting upwards from zero. The timer can be stopped by pushing the NAV frequency swap button or reset to zero clicking on area 16 (see above) causing the ET on the display to flash. In this state the timer can be set as a countdown timer or the elapsed timer can be restarted. If you click on swap button again the counter will restart from zero. If you use the knob in the right side countdown timer can be set to the desired time (while ET is blinking) and then pushing the NAV swap button countdown will start. The top side of the knob selects minutes, the bottom side of the knob selects seconds. After the countdown timer reaches zero, the counter will come up, whatever the mode you are in, and will begin to count upwards indefinitely while flashing for a few seconds, returning then to the mode you were before, if it was different. The Audio Alert is then sounded.

ACTIVE / GPS modes

The following GPS modes are not described in the KX 165 guide but we have considered useful to include this modes. You go into these modes pushing MODE button as well.



GPS CDI and desired track



Next waypoint distance and ident



Bearing to next waypoint distance and ident



Next waypoint ident ETE and ETA

DAVTRON DIGITAL CLOCK MB800



Operation

The SELECT button selects what is to be displayed, and the CONTROL button controls the timers.

Pressing SELECT sequentially selects to display Local Time, GMT , Elapsed Time, and back to Local Time. In the bottom segment of the display a dot points to the selected display LT, GMT or ET.



ET starts counting when you click on control button while ET is selected (the dot is above ET)

The CONTROL button also stops, resets and starts again Elapsed Time when clicked sequentially, if ET is selected.

Flight Time and Elapsed Time counts up to 59 minutes, 59 seconds, and then switches to hours and minutes.

DAVTRON DIGITAL CLOCK M803



Operation

The OAT / VOLTS button controls the upper display and cycles among OAT °F, OAT °C or E- Voltage (EMF)



The SEL button selects what is to be displayed in the lower part of the display, and the CTL button controls the timers.

Pressing SEL sequentially selects to display Local Time, UT, Flight Time, Elapsed Time, and back to Local Time. In the left segment of the lower display LT, UT, FT or ET will show underlined indicating what it's displayed in the right segment.



FT starts counting when a valid groundspeed was first greater than 30 knots (typically during takeoff) and it will stop when that speed come down to less than 30 knots. ET starts counting when you click on control button while ET is selected (ET shows underlined in the left side)

When FT is being displaying (FT shows underlined in the left side) clicking twice the CTL button resets Flight Time, FT, back to zero. One more click will start it again. The CTL button also stops, resets and starts again Elapsed Time when clicked sequentially.

Flight Time and Elapsed Time counts up to 59 minutes, 59 seconds, and then switches to hours and minutes.

6. Remarks

**THIS PANEL MUST BE LOADED FROM 2D COCKPIT FOR THE FIRST TIME.
FLIGHTS MUST BE SAVED FROM THIS VIEW AS WELL.**

As you probably know, a plane's Virtual Cockpit is defined when the aircraft model is designed. Therefore, is very difficult to make "good-looking" changes in it editing its panel.cfg file. We have included some of the new gauges in the Baron VC panel, but, unfortunately it's not possible to include all of them, at least you make a complete aircraft model. So, if you don't like the changes, the only thing you have to do is to edit the plane.cfg of the aircraft and replace all sections [Vcockpit0x] with the original ones in the original panel.cfg of the plane. Don't forget make a backup of everything you're going to play with.

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7. Technical support

If you have any question, please contact FriendlyPanels at:

fpanels@friendlypanels.net

Web page:

www.friendlypanels.net