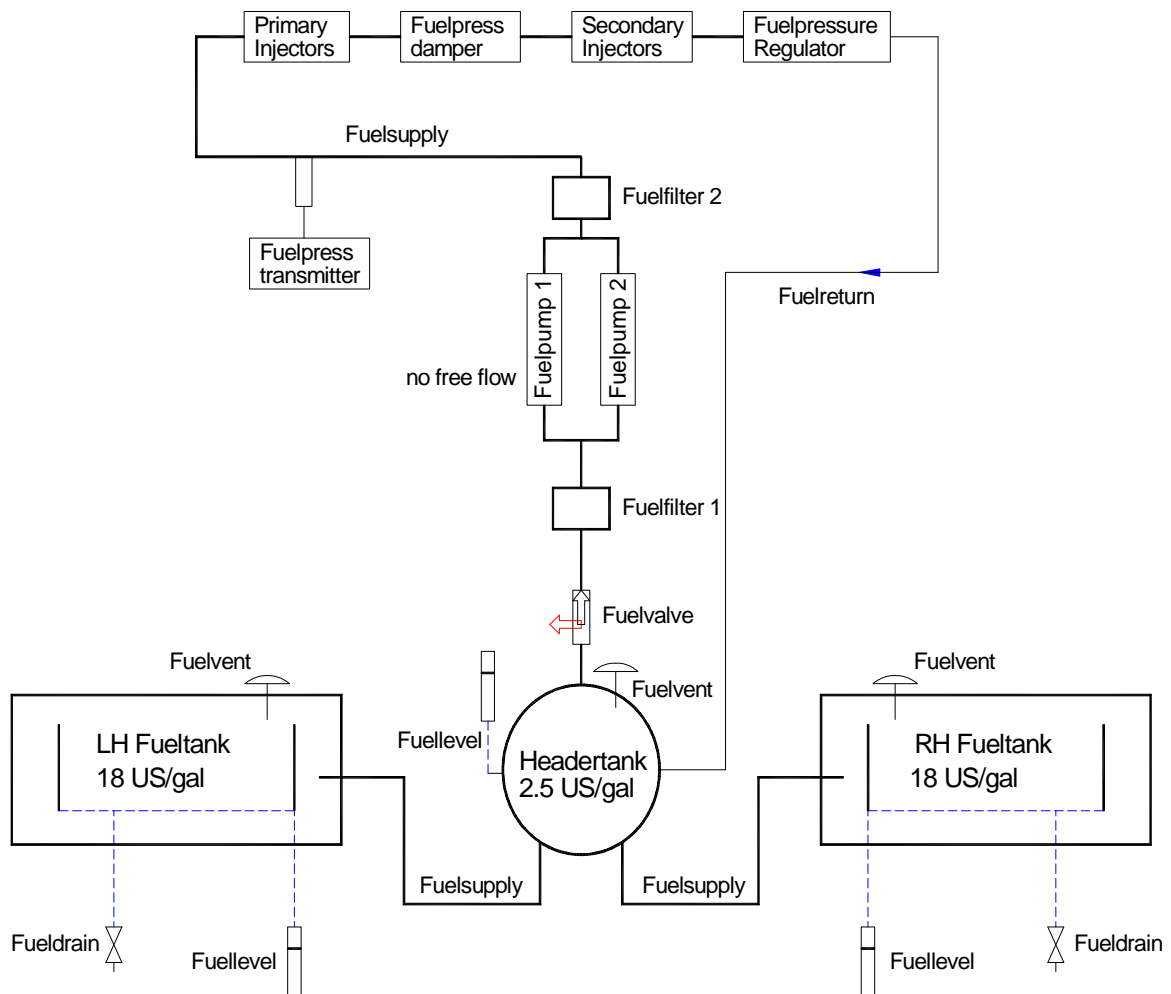


LANDING GEAR SYSTEM

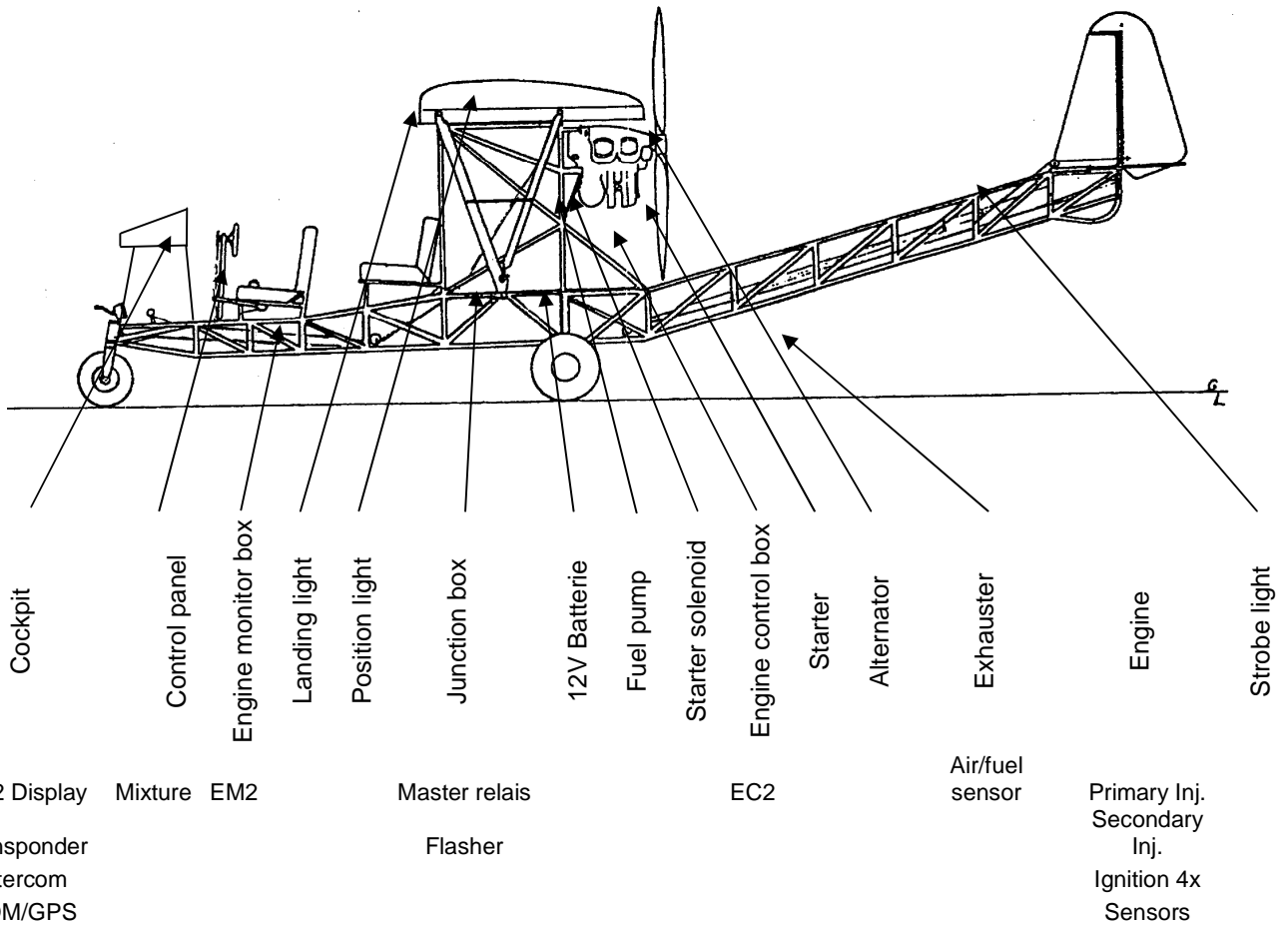
Main landing gear is a steel pipe design (Piper PA18), and is attached to the fuselage. Nosegear is a Cessna C150 type. Cleveland 30-60A type hydraulic brakes with one circuit for both main wheels.
 Tire size: Main wheel 6.00-6 Nosewheel 5:00-5 (Inflate to 2 bar)
 Hydraulic Fluid: Ate Super blue racing.

FUEL SYSTEM

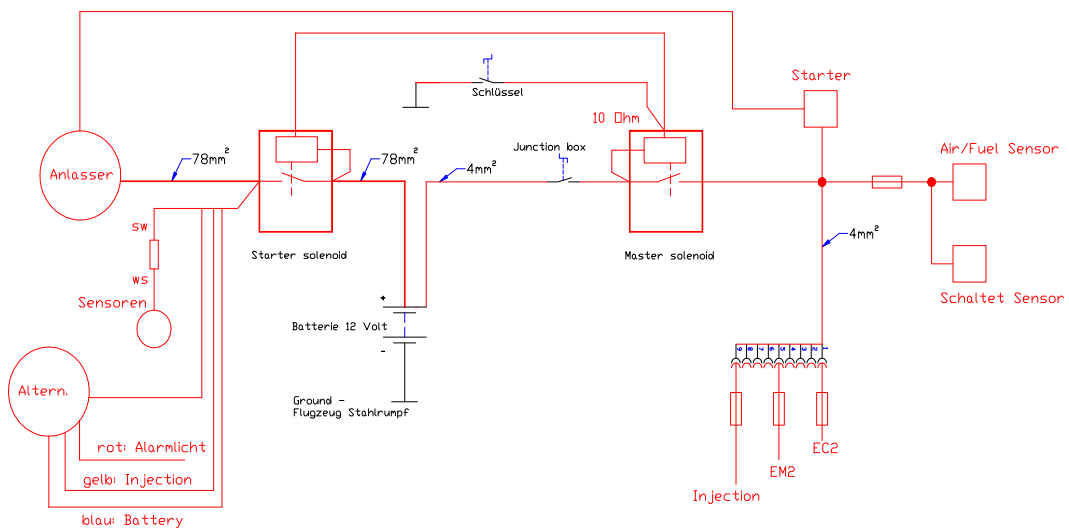
Both wings are equipped with an integral fuel tank. Between both wings is placed a header fuel tank. Usable fuel is 18 gal per wing-tank and 2.5 gal to the header-tank (total 38.5 gal). Unusable fuel is 2.25 gal per wing-tank (total 4.5 gal). Both tanks are equipped with mechanical fuel level sensors. Both wing-tanks and the header-tank are equipped with strainers. If the engine is running, there is only one fuel pump, 1 or 2, in function. Both fuel pumps have no free flow. All fuel hoses are teflon. Service and shelf life is unlimited.



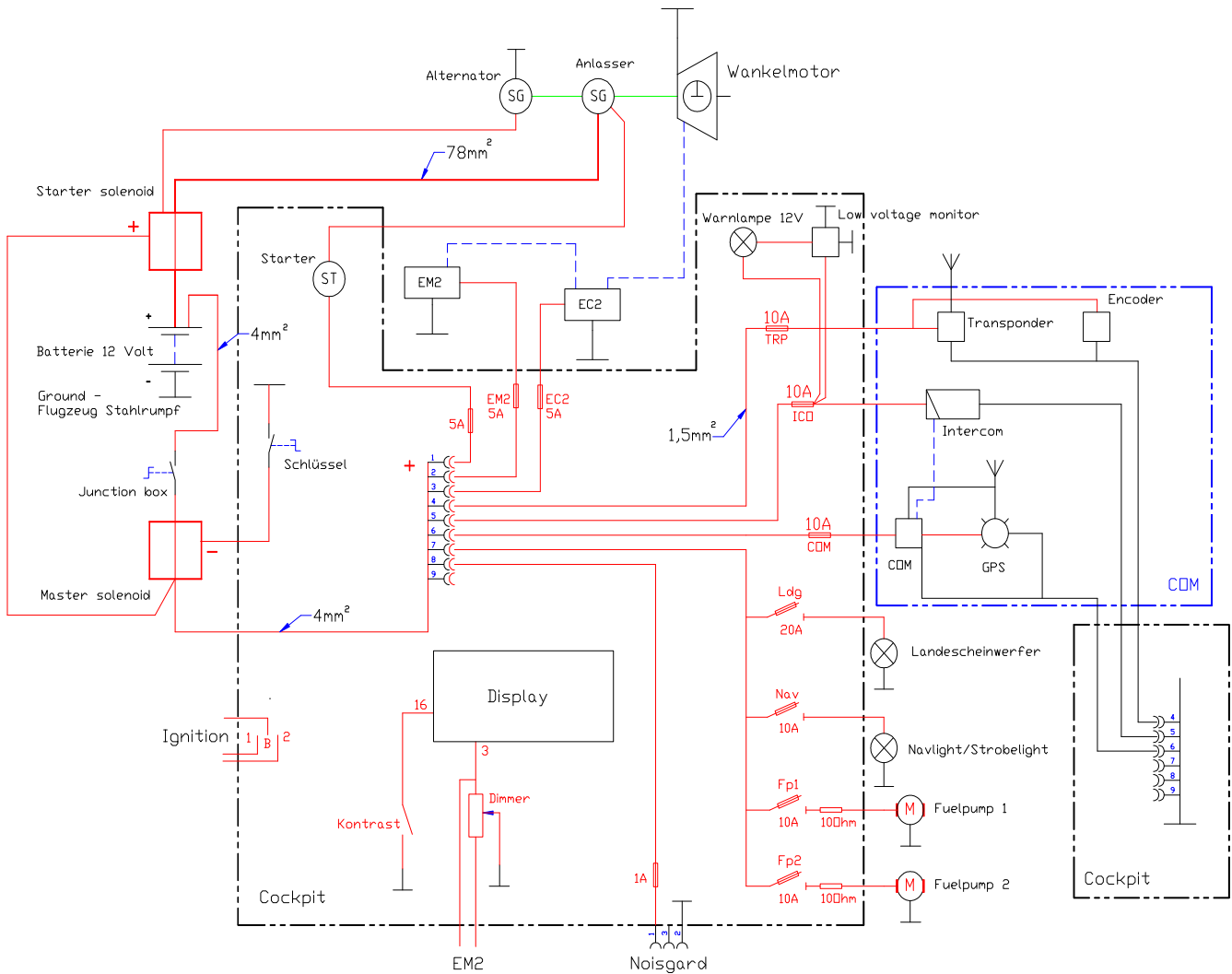
ELECTRICAL SYSTEM



Overview



Detail



Electrical load analysis

Description	Max current	Continue current
Intercom	0.2	0.16
GPS/COM (transmit)	1.30	0.96
Transponder	1.50	1.27
Fuel pump (continue) 1 or 2	2.00	1.30

Description	Max current	Continue current
Strobelight (continue)	2.00	1.70
Landing light	16.00	
Position light	5.00	4.40
Ignition 1 and 2 (continue)	2.40	2.40
Engine control EC2	0.10	0.07
Engine control monitor EM2	0.10	0.07
Air/fuel indicator	1.00	0.35
Low voltage monitor	0.30	0.05
Starter solenoid	1.00	
Master solenoid	1.00	0.85
Total	33.90 A	13.58 A

System capacity

Alternator	40 A
Batterie	35 Ah