

G-Limits Continued:

The structure has been designed to withstand aerobatic load of 6 G positive and 3 G negative (plus 50% safety factor on design limit of negative 6 G) at aerobatic gross weight of 1375 lbs. This is the maximum load the airframe structure is designed to withstand indefinitely. The calculated breaking strength is 9G at which it will withstand load for 3 seconds (assuming no airframe deterioration, fatigue, material flaws or construction errors). Approaching this 9G load could permanently weaken the structure even if failure does not occur.

Direct Crosswind Limit: 20kts

Prohibited Maneuvers:

- 1) Sustained negative G operations

WARNING

Aircraft not equipped with negative-G capable fuel or oil tanks

- 2) Intentional spins with Aft CG
- 3) Intentional tail-slides or any maneuver putting excess stress on the rudder/empennage.
- 4) Flight into IMC or any conditions without a natural horizon
- 5) Flight into icing conditions
- 6) Full control deflections above V_A (135mph/115kts)
- 7) Sustained engine operation above 2700rpm

Electrical System:

Alternator:

N77BP has a 12V DC 60 Amp Electrical system powered by a "Plane Power ES ALTERNATOR DELUXE" alternator with a 12 V ____ Ah battery backup.

In the event of an alternator failure, the battery is capable of running continuously under normal load for 30+ minutes.

Circuit Breaker Layout

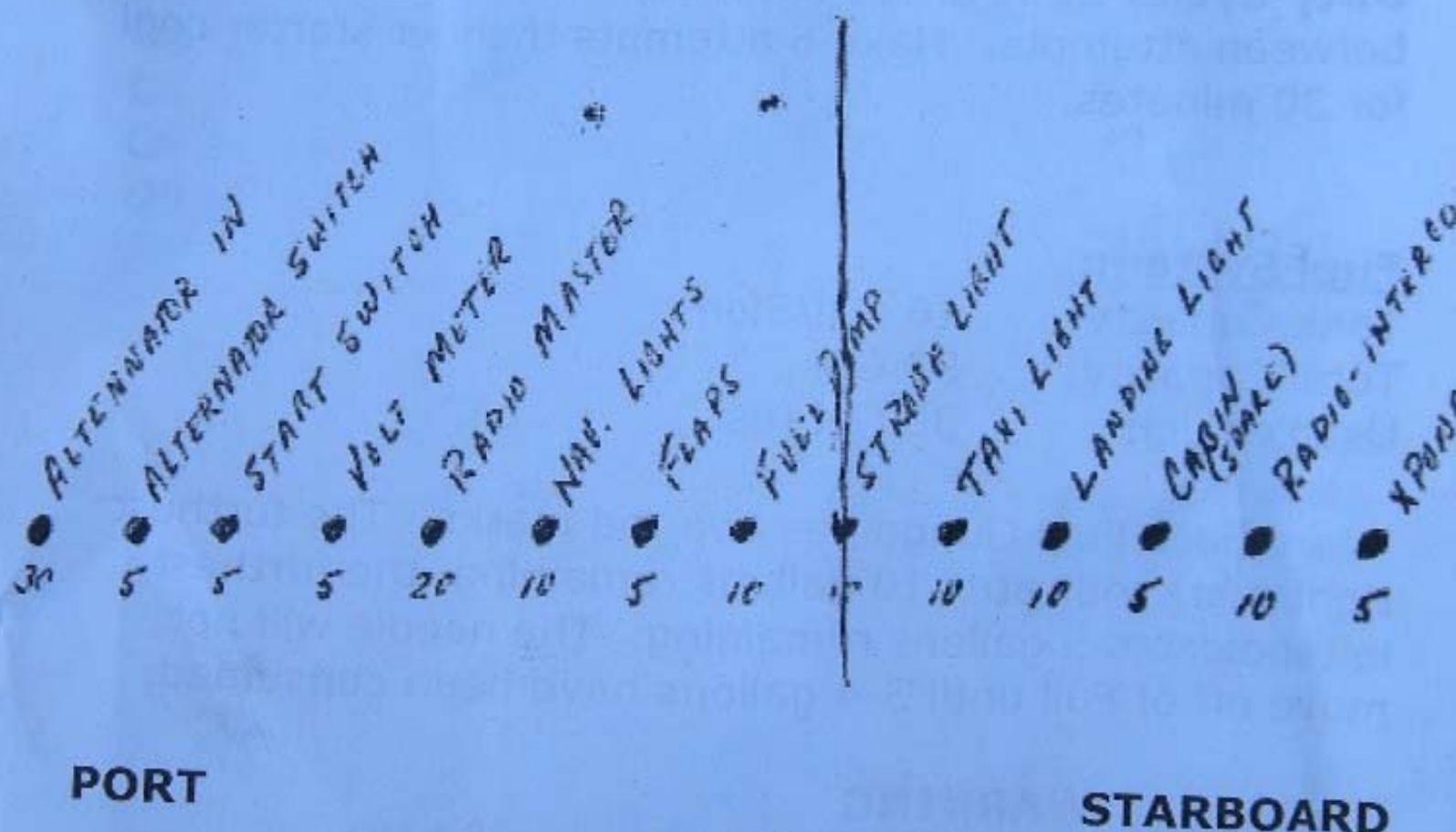


Fig 2.

LIGHTS

Navigation lights and strobes are by Whelen. Taxi and landing lights are Buick Automotive.

AVIONICS/INSTRUMENTS

Day/Night VFR only

Airspeed Indicator: mph primary, knots secondary.

Compass Card: fully magnetic