

Aircraft Extras Inc.

GREAT PRODUCTS
for HOMEBUILDERS
GREAT PRICES!

TRUTRAK AUTOPILOTS

Great PRICES!



TIP-UP / SLIDER Canopy mod.
for RV-6, RV7, RV-9s



LOW FUEL WARNING
(don't be fuel-ish!)



SPEED MODS



**FIRE
PROTECTION**



**ELECTROLUMINESCENT
PANEL LIGHTING**



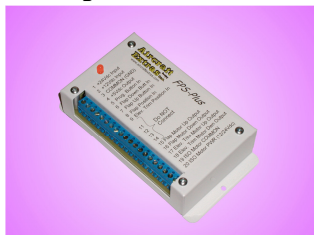
"NO WELD" HANDLES



FLAP POSITIONING SYSTEM

available (with or without)

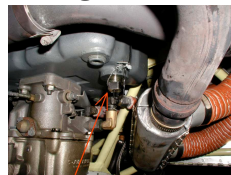
Automatic Elev. Trim Compensation!
"Reflex" Flap Position for RV-10, etc.



AG6 - ANNUNCIATOR / GAUGE
NEW! (lighted graphic/push-button)



LOW OIL LEVEL SENSOR
for Lycoming



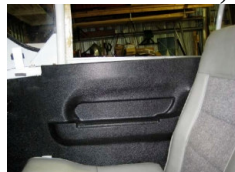
**AIRCRAFT
POLISH**



CENTER CONSOL
for RV-6, 7, & 9s



**ARMREST SIDE
PANELS RV-6, 7, 9**



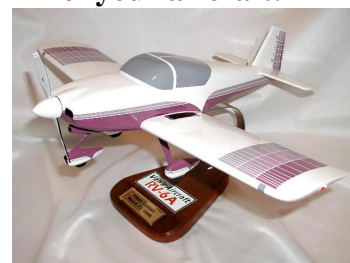
**RV-10
MODS**



Auto Elev. Trim Speed Adjust
with Airspeed **NEW!**



Let us make a REPLICA
of your aircraft!



Tire Valve Extender



"The BEST Relay Board"
for Flap & Elev. Trim



and MORE on the web!

(Let us know what you want
us to carry in the future.)

Be sure to check www.aircraftextras.com often, . . .

as we are always making more products available for homebuilders.

4908 Mc Kenna Ct. ♦ Columbus, OH 43221 ♦ (614) 876-6345 ♦ sales@aircraftextras.com

Aircraft Extras Inc.

GREAT PRODUCTS
for HOMEBUILDERS
GREAT PRICES!

TRUTRAK AUTOPILOTS

Great PRICES!



TIP-UP / SLIDER Canopy mod.
for RV-6, RV7, RV-9s



LOW FUEL WARNING
(don't be fuel-ish!)



SPEED MODS



**FIRE
PROTECTION**



**ELECTROLUMINESCENT
PANEL LIGHTING**



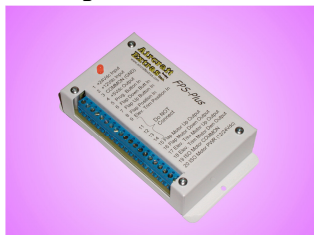
"NO WELD" HANDLES



FLAP POSITIONING SYSTEM

available (with or without)

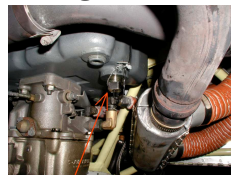
Automatic Elev. Trim Compensation!
"Reflex" Flap Position for RV-10, etc.



AG6 - ANNUNCIATOR / GAUGE
NEW! (lighted graphic/push-button)



LOW OIL LEVEL SENSOR
for Lycoming



**AIRCRAFT
POLISH**



CENTER CONSOL
for RV-6, 7, & 9s



**ARMREST SIDE
PANELS RV-6, 7, 9**



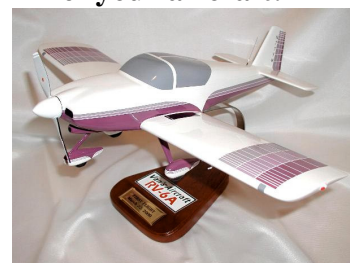
**RV-10
MODS**



Auto Elev. Trim Speed Adjust
with Airspeed NEW!



Let us make a REPLICA
of your aircraft!



Tire Valve Extender



"The BEST Relay Board"
for Flap & Elev. Trim



and MORE on the web!

(Let us know what you want
us to carry in the future.)

Be sure to check www.aircraftextras.com often, . . .

as we are always making more products available for homebuilders.

4908 Mc Kenna Ct. ♦ Columbus, OH 43221 ♦ (614) 876-6345 ♦ sales@aircraftextras.com

Aircraft Extras Inc.

GREAT PRODUCTS
for HOMEBUILDERS
GREAT PRICES!

TRUTRAK AUTOPILOTS

Great PRICES!



TIP-UP / SLIDER Canopy mod.
for RV-6, RV7, RV-9s



LOW FUEL WARNING
(don't be fuel-ish!)



SPEED MODS



**FIRE
PROTECTION**



**ELECTROLUMINESCENT
PANEL LIGHTING**



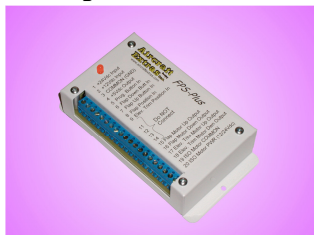
"NO WELD" HANDLES



FLAP POSITIONING SYSTEM

available (with or without)

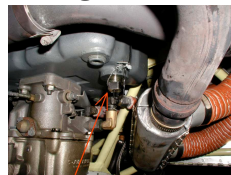
Automatic Elev. Trim Compensation!
"Reflex" Flap Position for RV-10, etc.



AG6 - ANNUNCIATOR / GAUGE
NEW! (lighted graphic/push-button)



LOW OIL LEVEL SENSOR
for Lycoming



**AIRCRAFT
POLISH**



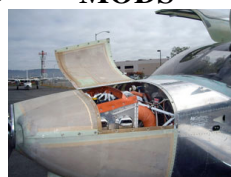
CENTER CONSOL
for RV-6, 7, & 9s



**ARMREST SIDE
PANELS RV-6, 7, 9**



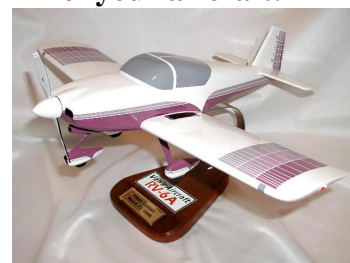
**RV-10
MODS**



Auto Elev. Trim Speed Adjust
with Airspeed **NEW!**



Let us make a **REPLICA**
of your aircraft!



Tire Valve Extender



"The BEST Relay Board"
for Flap & Elev. Trim



and MORE on the web!

(Let us know what you want
us to carry in the future.)

Be sure to check www.aircraftextras.com often, . . .

as we are always making more products available for homebuilders.

4908 Mc Kenna Ct. ♦ Columbus, OH 43221 ♦ (614) 876-6345 ♦ sales@aircraftextras.com

Aircraft Extras Inc.

Flap Positioning Systems

available with or without

Automatic Elevator Trim

FPS-Plus-nt



without Auto Elevator Trim

FPS-Plus



with Automatic Elevator Trim
(eliminates stick back pressure)

FPS-Plus
Reflex

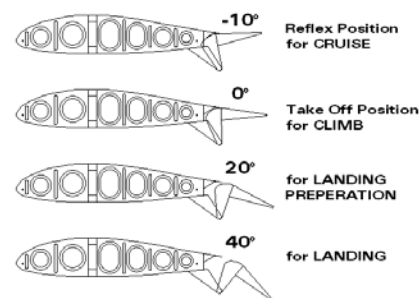


Designed for RV-10's
and Flap Systems with Reflex

FEATURES:

- * FULL AUTOMATIC FLAP POSITIONING – UP TO 10 POSITIONS
- * AUTOMATIC ELEVATOR TRIM (FPS-Plus and FPS-Plus Reflex)
- * SENSES MOVEMENT – STOPS MOTORS IF MECH. PROBLEMS
- * 4 MODES of OPERATION AVAILABLE, (STEP & PROPORTIONAL)
- * COMPATIBLE WITH MOST MOTORS & INDICATORS
- * INITIAL Set-Up is FULLY USER PROGRAMMABLE
- * ONE BUTTON PROGRAMMING
- * NO LIMIT SWITCHES TO INSTALL
- * OPERATES ON +12V & +24V SYSTEMS

REFLEX FLAP POSITION EXAMPLE



What is the FPS-Plus?

The FPS-Plus is a full service, automatic, flap positioning system, . . . Plus! In the fully automatic step position mode, a “one button touch”, commands the flaps and elevator trim to move. One touch moves the flap from programmed flap stop, to programmed flap stop. Holding the flap button down for more than 1 second commands the flaps to go to either the full up, or the full down position. All models are user programmable up to 10 flap positions. The FPS-Plus Reflex is available for the RV-10 and aircraft that have flap systems with reflex. A “one second touch up”, returns the flaps to the take-off and climb flap position.

The “Plus” feature and Pitch Stability

Have you ever wondered what it would be like to adjust your flaps without the nose of your aircraft pitching up or down? Perfect pitch stability is a very desirable flight characteristic that many small planes do not have. After adjusting the flaps, most pilots compensate for the pitch up or down by manually cranking in a bit of elevator trim. We have all done it. With the FPS-Plus, your aircraft can perform like the larger, more expensive aircraft with good pitch stability. Your elevator trim will be automatically adjusted for every different flap setting that you command. Using the FPS-Plus allows you to lower your flaps, and your aircraft will simply slow down without a significant change to your aircraft’s present glide path.

“FINALLY! , . . No more manual tweaking on final approach to relieve your stick back pressure!”

Automatic Elevator Trim Advantages

"Aborted landings" "Touch & goes" and "Slow Flight", . . . are all made much easier without stick back pressure.

SPECIFICATIONS:

The system will operate on +12Vdc or +24Vdc
Dimensions: 3" x 6"x 1.25", Footprint: 3" x 6.75"
Mounting: 2 holes, 0.156" dia, 5.375" apart.
(FPS-Plus-nt, same standard features with no Auto Trim)

Maximum amperage for each servo motor, 10A.
Weight: < 8oz.
Will operate with existing sensors, motors & indicators for retrofits
(FPS-Plus Reflex, for RV-10's or other aircraft with Flap Reflex)

Aircraft Extras, Inc. • 4908 Mc Kenna Ct. • Columbus, • OH • 43221 • USA Phone (614) 876-6345

Visit www.aircraftextras.com for all details and see **MORE** great products!

Aircraft Extras Inc.

Flap Positioning Systems

available with or without

Automatic Elevator Trim

FPS-Plus-nt



without Auto Elevator Trim

FPS-Plus



with Automatic Elevator Trim
(eliminates stick back pressure)

FPS-Plus
Reflex

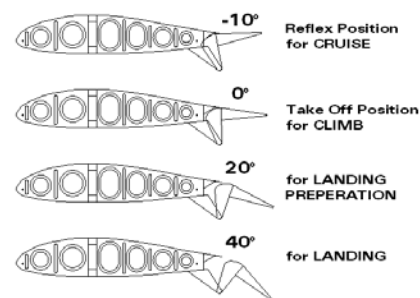


Designed for RV-10's
and Flap Systems with Reflex

FEATURES:

- * FULL AUTOMATIC FLAP POSITIONING – UP TO 10 POSITIONS
- * AUTOMATIC ELEVATOR TRIM (FPS-Plus and FPS-Plus Reflex)
- * SENSES MOVEMENT – STOPS MOTORS IF MECH. PROBLEMS
- * 4 MODES of OPERATION AVAILABLE, (STEP & PROPORTIONAL)
- * COMPATIBLE WITH MOST MOTORS & INDICATORS
- * INITIAL Set-Up is FULLY USER PROGRAMMABLE
- * ONE BUTTON PROGRAMMING
- * NO LIMIT SWITCHES TO INSTALL
- * OPERATES ON +12V & +24V SYSTEMS

REFLEX FLAP POSITION EXAMPLE



What is the FPS-Plus?

The FPS-Plus is a full service, automatic, flap positioning system, . . Plus! In the fully automatic step position mode, a “one button touch”, commands the flaps and elevator trim to move. One touch moves the flap from programmed flap stop, to programmed flap stop. Holding the flap button down for more than 1 second commands the flaps to go to either the full up, or the full down position. All models are user programmable up to 10 flap positions. The FPS-Plus Reflex is available for the RV-10 and aircraft that have flap systems with reflex. A “one second touch up”, returns the flaps to the take-off and climb flap position.

The “Plus” feature and Pitch Stability

Have you ever wondered what it would be like to adjust your flaps without the nose of your aircraft pitching up or down? Perfect pitch stability is a very desirable flight characteristic that many small planes do not have. After adjusting the flaps, most pilots compensate for the pitch up or down by manually cranking in a bit of elevator trim. We have all done it. With the FPS-Plus, your aircraft can perform like the larger, more expensive aircraft with good pitch stability. Your elevator trim will be automatically adjusted for every different flap setting that you command. Using the FPS-Plus allows you to lower your flaps, and your aircraft will simply slow down without a significant change to your aircraft’s present glide path.

“FINALLY! , . . No more manual tweaking on final approach to relieve your stick back pressure!”

Automatic Elevator Trim Advantages

"Aborted landings" "Touch & goes" and "Slow Flight", . . . are all made much easier without stick back pressure.

SPECIFICATIONS:

The system will operate on +12Vdc or +24Vdc
Dimensions: 3" x 6"x 1.25", Footprint: 3" x 6.75"
Mounting: 2 holes, 0.156" dia, 5.375" apart.
(FPS-Plus-nt, same standard features with no Auto Trim)

Maximum amperage for each servo motor, 10A.
Weight: < 8oz.
Will operate with existing sensors, motors & indicators for retrofits
(FPS-Plus Reflex, for RV-10's or other aircraft with Flap Reflex)

Aircraft Extras, Inc. • 4908 Mc Kenna Ct. • Columbus, • OH • 43221 • USA Phone (614) 876-6345

Visit www.aircraftextras.com for all details and see **MORE** great products!

Aircraft Extras Inc.

Flap Positioning Systems

available with or without

Automatic Elevator Trim

FPS-Plus-nt



without Auto Elevator Trim

FPS-Plus



with Automatic Elevator Trim
(eliminates stick back pressure)

FPS-Plus
Reflex

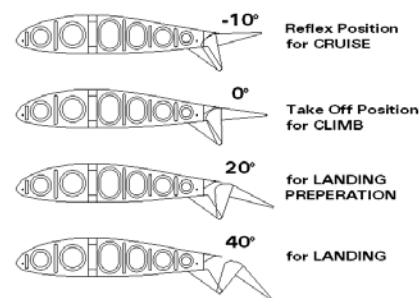


Designed for RV-10's
and Flap Systems with Reflex

FEATURES:

- * FULL AUTOMATIC FLAP POSITIONING – UP TO 10 POSITIONS
- * AUTOMATIC ELEVATOR TRIM (FPS-Plus and FPS-Plus Reflex)
- * SENSES MOVEMENT – STOPS MOTORS IF MECH. PROBLEMS
- * 4 MODES of OPERATION AVAILABLE, (STEP & PROPORTIONAL)
- * COMPATIBLE WITH MOST MOTORS & INDICATORS
- * INITIAL Set-Up is FULLY USER PROGRAMMABLE
- * ONE BUTTON PROGRAMMING
- * NO LIMIT SWITCHES TO INSTALL
- * OPERATES ON +12V & +24V SYSTEMS

REFLEX FLAP POSITION EXAMPLE



What is the FPS-Plus?

The FPS-Plus is a full service, automatic, flap positioning system, . . Plus! In the fully automatic step position mode, a “one button touch”, commands the flaps and elevator trim to move. One touch moves the flap from programmed flap stop, to programmed flap stop. Holding the flap button down for more than 1 second commands the flaps to go to either the full up, or the full down position. All models are user programmable up to 10 flap positions. The FPS-Plus Reflex is available for the RV-10 and aircraft that have flap systems with reflex. A “one second touch up”, returns the flaps to the take-off and climb flap position.

The “Plus” feature and Pitch Stability

Have you ever wondered what it would be like to adjust your flaps without the nose of your aircraft pitching up or down? Perfect pitch stability is a very desirable flight characteristic that many small planes do not have. After adjusting the flaps, most pilots compensate for the pitch up or down by manually cranking in a bit of elevator trim. We have all done it. With the FPS-Plus, your aircraft can perform like the larger, more expensive aircraft with good pitch stability. Your elevator trim will be automatically adjusted for every different flap setting that you command. Using the FPS-Plus allows you to lower your flaps, and your aircraft will simply slow down without a significant change to your aircraft’s present glide path.

“FINALLY! , . . No more manual tweaking on final approach to relieve your stick back pressure!”

Automatic Elevator Trim Advantages

"Aborted landings" "Touch & goes" and "Slow Flight", . . . are all made much easier without stick back pressure.

SPECIFICATIONS:

The system will operate on +12Vdc or +24Vdc
Dimensions: 3" x 6"x 1.25", Footprint: 3" x 6.75"
Mounting: 2 holes, 0.156" dia, 5.375" apart.
(FPS-Plus-nt, same standard features with no Auto Trim)

Maximum amperage for each servo motor, 10A.
Weight: < 8oz.
Will operate with existing sensors, motors & indicators for retrofits
(FPS-Plus Reflex, for RV-10's or other aircraft with Flap Reflex)

Aircraft Extras, Inc. • 4908 Mc Kenna Ct. • Columbus, • OH • 43221 • USA Phone (614) 876-6345

Visit www.aircraftextras.com for all details and see **MORE** great products!

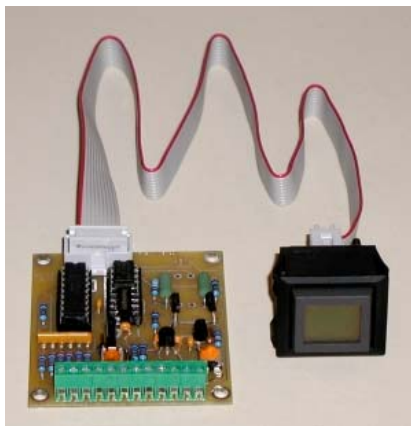


- * **FULL SERVICE ANNUNCIATOR**
(more than 60 alarm to choose from)
- * **VOLT & CURRENT METER with ALARMS**
- * **10 TYPES OF FUEL GAUGES with ALARMS**
- * **LOW OIL LEVEL GAUGE**
- * **UP TO 6 INPUTS (5 if sound output is selected)**

- * **Set-Up is FULLY USER PROGRAMMABLE**
- * **ONE BUTTON PROGRAMMING**
- * **ALARM TIME DELAYS UP TO 409 SECONDS**
- * **INPUT SIGNAL FILTERING**
- * **MANUAL OR AUTO SCAN FOR SCREENS**
- * **SPECIAL SHUNT INPUT**
- * **AUDIO OUTPUT**

DESCRIPTION

The AG6 is a full service Aircraft Annunciator, Fuel Gauge, Oil Level Gauge, Voltmeter & Ammeter. The annunciator is capable of displaying many types of aircraft warnings. All devices feature user programmable alarms. The AG6 utilizes a push-button LCD display that is back light with a 3 color LED. All functions are fully programmable by the user. The push-button/display can be used for programming, acknowledging the alarms, and paging thru up to 16 different screens or "annunciator points". You can command the AG6 to automatically scan thru each screen, or you may do it manually using the push-button. The pilot also has the ability to mask or unmask annoyance alarms.



Ribbon Cable - The 18" ribbon cable allows easy to installation and removal if necessary. Plugs are provided at both ends. The driver board was designed to mount lower in the instrument panel for easy access to wiring.

Inputs - Will accept up to 6 input signals. (If the audio output is used, only 5 inputs are available.) Inputs from (0 to 0.200V) to (0 to 16.383V) are accepted.

Shunt Input - Monitors aircraft current. No isolation is necessary. This input will accept signals from (0 to 0.050V) to (0 to 0.250V). The shunt can be installed in the plus or minus side of the power bus.

Fully Configurable – Input scalings, input signal filtering, invert signal input, define alarms, alarm thresholds, screen colors, delay times, scan dwell time, and auto/manual scan.

more SPECIFICATIONS:

Input Power: 12Vdc only, 60mA max. (with LEDs on)
Display: 1.25" wide by 1.063" high, including bezel
Display Panel Cutout: 1.142" x 0.933" (29 x 23.7mm)

Driver Board: 2.25" wide by 2.5" high (57.2 x 63.5mm)
Weight: < 2.0oz., (57g)

NOTE: Input devices not included. It is up to the user to provide input devices such as fuel senders, shunts, oil level sensors and input switches to drive the AG6.



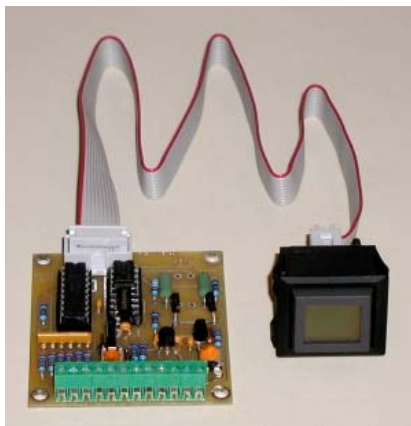
- * **FULL SERVICE ANNUNCIATOR**
(more than 60 alarm to choose from)
- * **VOLT & CURRENT METER with ALARMS**
- * **10 TYPES OF FUEL GAUGES with ALARMS**
- * **LOW OIL LEVEL GAUGE**
- * **UP TO 6 INPUTS (5 if sound output is selected)**



- * **Set-Up is FULLY USER PROGRAMMABLE**
- * **ONE BUTTON PROGRAMMING**
- * **ALARM TIME DELAYS UP TO 409 SECONDS**
- * **INPUT SIGNAL FILTERING**
- * **MANUAL OR AUTO SCAN FOR SCREENS**
- * **SPECIAL SHUNT INPUT**
- * **AUDIO OUTPUT**

DESCRIPTION

The AG6 is a full service Aircraft Annunciator, Fuel Gauge, Oil Level Gauge, Voltmeter & Ammeter. The annunciator is capable of displaying many types of aircraft warnings. All devices feature user programmable alarms. The AG6 utilizes a push-button LCD display that is back light with a 3 color LED. All functions are fully programmable by the user. The push-button/display can be used for programming, acknowledging the alarms, and paging thru up to 16 different screens or "annunciator points". You can command the AG6 to automatically scan thru each screen, or you may do it manually using the push-button. The pilot also has the ability to mask or unmask annoyance alarms.



Ribbon Cable - The 18" ribbon cable allows easy to installation and removal if necessary. Plugs are provided at both ends. The driver board was designed to mount lower in the instrument panel for easy access to wiring.

Inputs - Will accept up to 6 input signals. (If the audio output is used, only 5 inputs are available.) Inputs from (0 to 0.200V) to (0 to 16.383V) are accepted.

Shunt Input - Monitors aircraft current. No isolation is necessary. This input will accept signals from (0 to 0.050V) to (0 to 0.250V). The shunt can be installed in the plus or minus side of the power bus.

Fully Configurable – Input scalings, input signal filtering, invert signal input, define alarms, alarm thresholds, screen colors, delay times, scan dwell time, and auto/manual scan.

more SPECIFICATIONS:

Input Power: 12Vdc only, 60mA max. (with LEDs on)
Display: 1.25" wide by 1.063" high, including bezel
Display Panel Cutout: 1.142" x 0.933" (29 x 23.7mm)

Driver Board: 2.25" wide by 2.5" high (57.2 x 63.5mm)
Weight: < 2.0oz., (57g)

NOTE: Input devices not included. It is up to the user to provide input devices such as fuel senders, shunts, oil level sensors and input switches to drive the AG6.



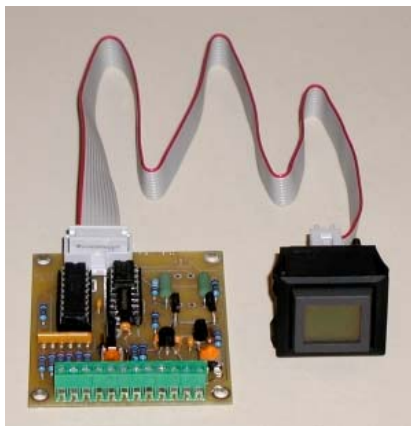
- * **FULL SERVICE ANNUNCIATOR**
(more than 60 alarm to choose from)
- * **VOLT & CURRENT METER with ALARMS**
- * **10 TYPES OF FUEL GAUGES with ALARMS**
- * **LOW OIL LEVEL GAUGE**
- * **UP TO 6 INPUTS (5 if sound output is selected)**



- * **Set-Up is FULLY USER PROGRAMMABLE**
- * **ONE BUTTON PROGRAMMING**
- * **ALARM TIME DELAYS UP TO 409 SECONDS**
- * **INPUT SIGNAL FILTERING**
- * **MANUAL OR AUTO SCAN FOR SCREENS**
- * **SPECIAL SHUNT INPUT**
- * **AUDIO OUTPUT**

DESCRIPTION

The AG6 is a full service Aircraft Annunciator, Fuel Gauge, Oil Level Gauge, Voltmeter & Ammeter. The annunciator is capable of displaying many types of aircraft warnings. All devices feature user programmable alarms. The AG6 utilizes a push-button LCD display that is back light with a 3 color LED. All functions are fully programmable by the user. The push-button/display can be used for programming, acknowledging the alarms, and paging thru up to 16 different screens or "annunciator points". You can command the AG6 to automatically scan thru each screen, or you may do it manually using the push-button. The pilot also has the ability to mask or unmask annoyance alarms.



Ribbon Cable - The 18" ribbon cable allows easy to installation and removal if necessary. Plugs are provided at both ends. The driver board was designed to mount lower in the instrument panel for easy access to wiring.

Inputs - Will accept up to 6 input signals. (If the audio output is used, only 5 inputs are available.) Inputs from (0 to 0.200V) to (0 to 16.383V) are accepted.

Shunt Input - Monitors aircraft current. No isolation is necessary. This input will accept signals from (0 to 0.050V) to (0 to 0.250V). The shunt can be installed in the plus or minus side of the power bus.

Fully Configurable – Input scalings, input signal filtering, invert signal input, define alarms, alarm thresholds, screen colors, delay times, scan dwell time, and auto/manual scan.

more SPECIFICATIONS:

Input Power: 12Vdc only, 60mA max. (with LEDs on)
Display: 1.25" wide by 1.063" high, including bezel
Display Panel Cutout: 1.142" x 0.933" (29 x 23.7mm)

Driver Board: 2.25" wide by 2.5" high (57.2 x 63.5mm)
Weight: < 2.0oz., (57g)

NOTE: Input devices not included. It is up to the user to provide input devices such as fuel senders, shunts, oil level sensors and input switches to drive the AG6.