

## FPS-Plus-Reflex

## INSTALLATION MANUAL ADDENDUM

THANK YOU! . . . for purchasing the FPS-Plus Reflex system from Aircraft Extras, Inc.

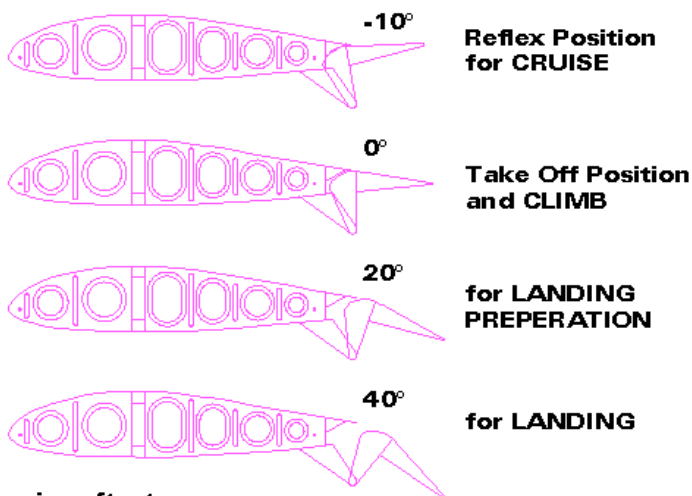
### PURPOSE

The purpose of this addendum is to detail the differences between the "FPS-Plus" documentation and the "FPS-Plus Reflex" version. You will use our "FPS-Plus" documentation for the installation of your "FPS-Plus Reflex" unit.

### FPS-Plus Reflex DIFFERENCES

**The ONLY difference from our model FPS-Plus, is the way the unit responds to a "Flap Full Up Command".** All other installation and testing is the same as the FPS-Plus.

### REFLEX FLAP POSITION EXAMPLE



### FLAP REFLEX POSITION DEFINITION:

This is a flap position (typically up to a minus ten degrees) that is maintained in cruise flight. The zero degree position is usually designated for aircraft take-off and climb.

### FPS-Plus REFLEX OPERATION

Again, all features of this system are exactly the same as our FPS-Plus. The only exception is, when you press the Flap Up Button for more than a second, it returns the flaps to the zero degree position, not "full up". This is an advantage when initiating a "go-around" and "touch and goes". It is also an advantage when your flaps are in any down position, and you want to return the flaps to the "take-off" position.

### NOTE:

You can program as many flap stop positions and put them where you desire. The first position down from the "full up" position, does not have to be located at zero degree point as in our example. It can be any position lower than full up. In any case, the model FPS-Plus Reflex will return the flaps to the first position down from the "full up" position when the "flap up button" is pressed for more than one second.

**Please refer to all FPS-Plus documents for Installation and Flight Testing.**