

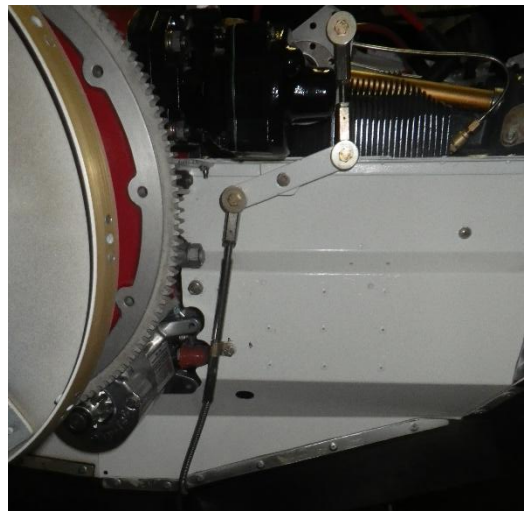
About N792AD

Airframe:



For the most part the airframe of this aircraft was built per the builder's instruction manual. The following is a list of significant deviations from the manual:

- An aftermarket carbon fiber lower rudder extension and ventral fin were installed on this aircraft.
- Aft fuel bays were added in the wing outboard of the access panels giving the wing an additional fuel capacity of six gallons per side.
- Eight quarter turn fasteners per side replaced the piano hinge and pin attachment between the upper and lower cowling.
- The over-sized oil cooler that came with the turbocharged engine (see below) is used on this aircraft.
- A custom-made linkage was required to get full range of motion from the propeller governor. As a result, propeller control force varies with position of the controller.
- The lower engine cowlings were split into two pieces to eliminate having to remove the nose gear doors to expose the lower engine.
- The seat back is attached to the control tunnel sides via securing angles, similar to the fuselage attachment, for easy removal. The seat back and control tunnel were reinforced in this region.



Factory Options:

- Extended wing tips without fuel installed per instructions. Also have short tips with nav/strobe lights.
- Dual brakes installed per instructions.
- Electric pitch trim installed per instructions.
- Slotted flaps with electric actuation installed per instructions. Can be operated by switches on panel and both sticks.
- Heat/Defrost controlled electronically by linear actuator.

Instrument Panel:

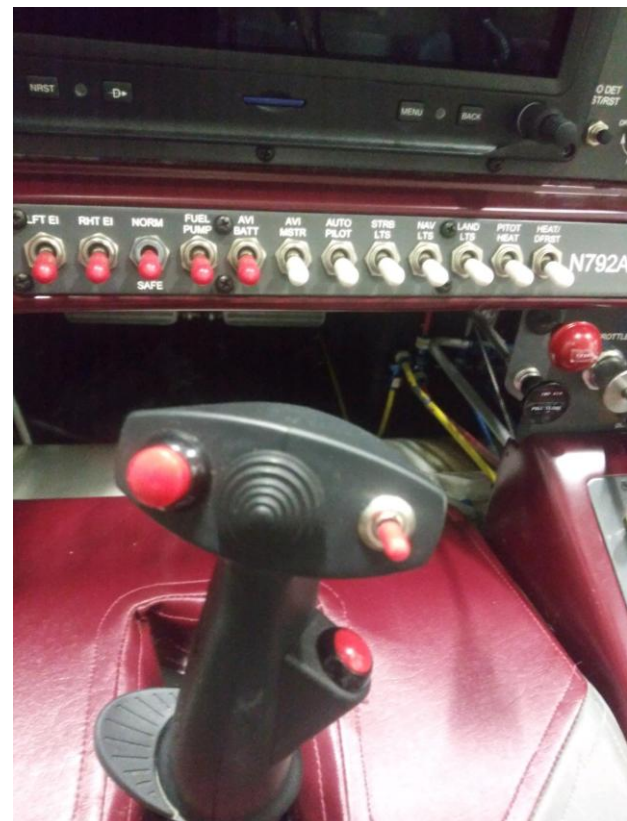
Garmin G3X PFD and MFD (panel mounted Aera 796 is integrally wired docking station). The PFD and MFD are connected to a 12V, 6Ah integrated backup battery system in case of dual alternator and dual battery failure. IFR capability through Garmin GTN 650Xi.





Left Panel: Clock/Voltage/G-Meter, Dual master switches: batteries with main alternator & aux alternator (aux kicks on if main drops below 13.6 V), standard starter switch.

Main Panel: Primary flight display, TruTrak Vizion 385 auto pilot – controlled through G3X flight director, cabin lights and heat/defrost control. This panel also contains a diagram of the button functionality of the control sticks.



Upper Center Panel: Aera 796 and GTN 650Xi. GTN 650Xi map navigation data can be displayed on the Aera 796 through direct connection.

Lower Center Panel: Engine controls – prop and mixture are vernier type, throttle has friction lock. Flap switch between and below throttle and prop. To the left of this panel is the parking brake (red knob: press brakes then pull knob to set, push knob to release). Forward of the brake knob, under the panel is alternate static air (turn-to-lock valve).

Center Console: Forward center console is landing gear warning and actuation (components are per builder's manual). Caution: Landing gear switch is very near flap switch. Aft center console (see above photo) is an Andair three-position fuel selector valve (right Off, forward Header and left Main). Pull pin to enter and exit Off position. Behind that is the valve for emergency gear extension.



Right Panel: Multi-Function display, Garmin GMA-245 audio panel, ELT test, 12v and 5v power sockets.

Breaker Panel (far right): See Figure below. Includes breaker for external power source.



LFT EI – Left Electronic Ignition
 RHT EI – Right Electronic Ignition
 FUEL PUMP
 PITOT HEAT
 AUTO PILOT

 CO DET – Carbon Monoxide Detector
 PFD – Primary Flight Display
 MFD – Multi-Function Display
 AHRS – Attitude and Heading Reference System
 EMS – Engine Monitor System
 MAG – Magnetometer
 ELT – Emergency Locator Transmitter
 ARINC – GAD-29 (GNS/GTN interface to G3X)
 COM 1 – GTN-650 internal Comm radio
 NAV 1 – GTN-650 internal Nav radio
 COM 2 – GRT-20 (remote Comm radio)
 AUDIO – Audio Panel
 XPDR - Transponder
 GPS 1 – GPS-20A remote mounted
 GPS 2 – AERA 796
 IBBS CHRG – IBBS charge/sense (Pin 5)

 MAIN ALT – Main (60A) Alternator Field
 AUX ALT – Auxiliary (30A) Alternator Field
 LAND LTS – Landing Light
 START SOL – Starter switch
 CABIN LTS – Panel Junction Block
 USB/12V – USB & 12V power receptacles
 CLOCK – GT-50
 GEAR PRESS – Hydraulic pressure gauge
 GEAR PUMP – Hydraulic pump
 GEAR CONTRL – Gear control switch
 GEAR WARN – Gear warning lights

Engine:

- The engine has 56 hours since overhaul. It is a Lycoming TIO-540-AE2A core with Continental NIC3 cylinders and 8.7:1 pistons. Turbocharging system has been removed. Engine should be operated as a Lycoming IO-540-S1A5.
- Fuel injection servo was overhauled and converted to experimental by Airflow Performance. All other components of the fuel injection system are certified.
- Dual E-MAG Series 200-6X electronic ignitions, dual alternators, dual batteries.
- Propeller Model Designation: HC-C2YK-1BF/F8475J-4. Standard model for Glasair IIIs. Propeller actuation linkage is a custom design – see above.

Engine Monitoring Instrumentation: RPM, MAP, Fuel Flow, Fuel Pressure, Oil Pressure, Oil Temperature, CHT/EGT all cylinders, Voltage, Amperage.

Miscellaneous:

- Airframe and engine logbooks complete.
- Phase I flight testing completed in July 2025.
- Custom cover and cowl plugs by Bruces Custom Covers.

N792AD Empty Weight & Empty Weight CG	Empty Weight	EWCG
w/o Wing Tip Extensions	1681	80.46
w/ Wing Tip Extensions	1699	80.63