

NOTE 2. The following placards must be displayed as indicated:

A. Applicable to Model F177RG

(1) In full view of the pilot:

"This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals."

MAXIMUMS

Maneuvering speed	130 MPH-CAS (113 knots)
Gear extension speed	140 MPH-CAS (122 knots)
Gross weight	2800 lb.
Flight load factor	Flaps up +3.8, -1.52
	Flaps down +2.0

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery 190 ft. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

IRF - VFR - DAY - NIGHT (AS APPLICABLE).

(2) On control lock: "Control lock - remove before starting engine"

(3) By fuel valve (at appropriate locations):

a. S/N F177RG0001 through F177RG0062:

"ON - 50 GAL."

"OFF"

b. S/N F177RG0063 and on:

"BOTH - 60 GAL."

"LEFT - 30 GAL."

"RIGHT - 30 GAL."

"Use both for take-off and landing."

"When switching from a dry tank, turn auxiliary pump on and use full rich mixture until power is restored."

(4) Aft of fuel tank cap:

a. S/N F177RG0001 through F177RG0062:

"Service this airplane with 100/130 grade aviation gasoline."

"Total capacity 25.5 gal."

"Capacity to line of holes inside filler neck, 22.0 gal."

b. S/N F177RG0063 and on

"Service this airplane with 100/130 grade aviation gasoline."

"Total capacity 30.5 gal."

"Capacity to line of holes inside filler neck, 22.0 gal."

(5) In baggage compartment:

a. "120 lb. maximum baggage."

b. "For additional loading instructions see weight and balance data."

(6) Next to door ventilation windows: "Do not open window above 120 m.p.h. or when using alternate static source."

(7) On airspeed indicator:

a. "Radial red line 195 m.p.h. (CAS)

b. Yellow arc 160 - 195 m.p.h. (CAS)

c. Green arc 70 - 160 m.p.h. (CAS)

d. White arc 60 - 110 m.p.h. (CAS)

Note 2. (cont'd)

- (8) On oil temperature gage:
- "Red line at 245°F.
 - Green arc 100° to 245°F.
- (9) On oil pressure gage:
- "Red line at 25 p.s.i.
 - Green arc 60 p.s.i. to 90 p.s.i.
 - Red line at 100 p.s.i."
- (10) Tachometer:
- | | |
|-------------------|----------------------------------|
| "Normal operating | - 2100 - 2500 r.p.m. (green arc) |
| Caution | - 1400 - 1750 r.p.m (yellow arc) |
| Maximum allowable | - 2700 r.p.m. (red line)" |
- (11) On fuel flow gage:
- "Red line 10 p.s.i.
 - Green arc 6 to 13 g.p.h."
- (12) Near fuel flow gage:
- | | | | | | |
|----------------|------|------|------|------|-------|
| a. "Max. power | Alt. | S.L. | 4000 | 8000 | 12000 |
| b. Mixture | GPH | 17 | 15 | 13 | 10" |
- (13) a. "0 to 10° - T.O. (Takeoff range with blue color code and 150 m.p.h. callout; also mechanical detent at 10°.
- b. 10° - 20° - 30° (Indices at these positions with white color code and 110 m.p.h. callout; also, mechanical detent at 20°)."
- (14) Proximity of tachometer:
- "Avoid continuous operation between 1400-1750 r.p.m. with less than 10" manifold pressure."
- (15) On cylinder head temperature gage:
- "Red line at 475°F."
 - Green arc 200° to 475°F."
- (16) On instrument panel (S/N F177RG0001 through F177RG0042 only):
- "Do not turn off alternator in flight except in emergency."
- (17) On Emergency Landing Gear Pump Handle Cover:

"EMERGENCY HAND PUMP PULL UP" |

TO EXTEND GEAR MANUALLY:

- Place gear lever in down position.
- Extend pump handle.
- Pump approximately 40 pressure strokes.
- Stop when resistance becomes heavy.
- Verify gear is down by observing green light.

IMPORTANT

To permit gear retraction after hand pump use full relief valve knob for a minimum period of five seconds. Then move gear lever to the UP position."

- (18) On manifold pressure gage:
- "15 to 25 in.hg. (green arc)."

NOTE 3. The cylinder head probe location for the Model F177RG is No. 3 cylinder. |

In addition to the placards specified above, the prescribed operating limitations indicated by an asterisk (*) under Section I of this Data Sheet must also be displayed by permanent markings.

NOTE 4. Aircraft manufactured in France prior to December 11, 2006 and subsequently placed on the U.S. Registry, may be granted a U.S. Airworthiness Certificate on the basis of 14 CFR Part 21, Section 21.183(d). This will be a recurrent airworthiness certification and requires a statement or attestation of conformity to the applicable type design at the time of original manufacture be obtained from the DGAC France (e.g., the French TC / U.S. 21.29). This “baseline” conformity determination can then be used as a starting point for which to evaluate the aircraft’s present conformity of type design and condition for safe operation as required by 21.183(d) (e.g., Review of all modifications and repairs, AD compliance, appropriate maintenance, etc., depending upon the current exporting authority and any applicable bilateral agreement).

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