

N200GE – Excalibur – Stretch

Airframe: **20.8 TT**

Engine: **Rotax 503 DCDI-UL – 2 cycle engine.**

Engine Times: **20.8 since new**

Propeller: **IVO 3 blade ground adjustable.**

This is an exceptional Excalibur with many extras and modifications making this a really safe and fun airplane. It is a stretch version for taller pilots.

The weight and balance is such that a 180 – 190 pound pilot can fly the airplane from the front seat without any ballast. The passengers do not figure into the C of G because they are sitting right on it. On the other end a 280 pound pilot needs about 12 pounds of ballast in the tail.

I have over \$25,000 invested in the airplane. I bought the airplane as a partially assembled kit and upgraded it with many extras and modifications. I am a perfectionist and worked on it during the winter months from March 2006 till March 2009. I did all the work myself under the guidance of an AI and A&P mechanic. My background is in aircraft Electrical Systems and Avionics.

The aircraft has been through the classification change from 2 place ultra light to LSA.

The only thing left to do is to pick your paint scheme. The airplane is white with deep red trim on the engine cover, gear legs and wing gap cover. A gallon of the trim paint and a gallon of the white are included in the purchase price.

The following upgrades and mods have been done

- **New Fabric.** The original fabric was falling off the airplane. The fuselage was done with Stits fabric; the wings were done with the lighter “non-approved” fabric to keep the weight down.
- **Split Aileron conversion.** The full span ailerons have been converted to flaps and ailerons. I added new control rods and bell cranks to operate the ailerons through the wing, like a normal airplane.

- **All New Wiring.** I removed all the automobile wiring and replaced it with aircraft approved Teflon wire. I added a master relay right at the battery for safety. I added a proper battery charging regulator and a power genie to run the Hobbs meter only when the engine was running.

Avionics

- Sigtronics SP400 Intercom system
- Headset and microphone jacks for passenger and pilot.
- Ray Allen grips with PTT switches on both control sticks.
- ELT – battery due 2015 – Antenna mounted on right wing root
- External VHF Com Antenna mounted on left wing root.

Engine

- Electric starter
- Dual Bing Carburetors
- Dual Ignition
- Fuel manifold for combining fuel from aux pump and Rotax vacuum pump.
- Ceramic Coated Exhaust
- EGT probes
- Burns 3 gallons per hour at 75-80 MPH

Electrical System

- All circuit breakers, only one fuse is used for the tach.
- All waxed cord bundling of wire harnesses, no tie wraps used anywhere.
- Dual Magnum Strobes, top of tail and under nose.
- Position lights, wings and tail.
- Starter solenoid
- Master Power relay mounted next to the battery.
- New Powersonic battery
- Charging regulator
- Power Genie – only runs Hobbs when engine is running.
- Extra panel with 3 cigarette lighters for GPS, Cell phone and hand held VHF

Fuel System

- Facet Aux fuel pump
- All blue hoses used for the fuel lines.
- Gascolator (Piper) water separator and fuel filter.
- Finger strainer mounted in 10 Gallon fuel tank.
- Ball valve type fuel shut-off valve.
- Engine Primer (new) plumbed with aluminum tubing.

Instruments

- EGT for both cylinders
- Altimeter
- Airspeed Indicator
- VSI
- Hobbs Meter
- Tach
- Fuel Gauge
- Air Gismo GPS adaptor in Instrument panel. Accommodates Garmin 296, 396 and 496 models.
- Volt Meter
- Pitot Static System. Pitot tube mounted on the tip of the nose cone with removable Pitot tube. Static port on the nose cone, right side.

Landing Gear

- Bungee Cord landing gear system
- New Marco Ingenero wheels and 6 in hydraulic disc brakes
- All new tires, upgraded to 15 inch Mains and 13 inch for the Nose.
- Brake master cylinder and actuating lever is mounted on pilot control stick.

Be sure to go to the web site www.hallandales.com/excalibur for pictures.