I've been a private pilot for more than 30 years and I am always looking for ideas on how to improve GA safety. Having a good way to determine how much fuel I have before I take off has always been on the top of my "Must Do List", so I invented the FuelStik to streamline that process. Easy-to-see, steady readings and internet based data were my highest goals. - Dave Skoglund



## Patent Pending

#### **Features**

- Extremely light, high impact plastic tubing with aluminum rings resist
- Available "Aircraft Specific Scales" Can be downloaded and printed from
- Can easily be calibrated to any tank using the "Universal" scale. A worksheet, written instructions and even an instructional video are available at the website.
- We will generate an "Aircraft Specific Scale" from your calibration
- It's shipping tube doubles as a "Vented Storage Tube". This allows any remaining fuel to evaporate between uses, provides a protection for the life of the unit and reduces manufacturing waste.
- It's design gives consistent readings even when the fuel in the tank is sloshing around.
- It's upper and lower rings aide in handling
- Large Easy-to-Read numbers observed outside the tank
- Quantities given in both Gallons and Pounds!
- Color coded sections represent approx. 1/3 cruise consumption
- It's not limited to your aircraft. Works in tractors, small motors, etc
- Will not fall into fuel tank on most aircraft
- 100% Made in the USA

# **Specifications**

- Device Size- 10 3/4 In (273 mm) X 1 1/4 in (32mm)
- Shipping Tube size- 12 5/8 (320 mm) X 1 1/2 (38 mm)
- 38g Device Only, 82 g with shipping tube/ documents
- Construction: Fuel Resistant Plastic, Aluminum

## Warranty

This product is warranted to be free from defects in materials and workmanship for one (1) year from date of purchase

> MSRP \$29.50 Model: FS2PØ

### How It Works



1.Take your FuelStik out of its vented storage tube



2.Put the FuelStik into tank until it rest on the bottom



scale



4. Pause as you remove it from the tank 3. When it stops rising, notice where the while the fuel that has entered the main top of the main tube intersects with its tube drains out then put it in its storage



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