INTERCOM GEAR WARNING DEVICE

A small electronic device that can be connected to either the landing gear throttle warning switch or the Flap UP Light or Switch and the Landing Gear Down Light or Switch. The pilots headphones are connected to the audio circuit in the IGWD II and should an unsafe condition occur, a loud pulsing tone is heard in the pilots headphones. In the single input mode, Throttle gear safety switch, if the throttle is reduced and the gear is Up, the IGWD II will sound. The two input mode with the flap UP light and the landing gear down light connected to the sensing inputs, provide added safety by ensuring that the landing gear is down before the flaps are lowered. Should the flap UP light go out before the landing gear Down light is on, the warning tone will be enabled. In addition to the warning tone, a warning light output is available for a panel mounted light as well as a Test Switch input.
Features: • Small size: 3.2"L x 2.3"W x 1.0"H • Adjustable Tone Level • Input triggering for Throttle switch or Landing Gear and Flap Lights or Switches • Remote Test Switch Option • Remote Warning Light • DC voltage range 12 to 28 VDC • Weight, 10 oz • Two Year Warranty • Not Approved for Certified Aircraft.....P/N 11-01943

LOW VOLTAGE WARNING SYSTEMS

An amber light will come on at the moment of low voltage condition which will inform the pilot of attention needed to the alternator, generator, or voltage regulator. Any of these conditions allowed to continue will result in a weak or completely discharged battery condition and loss of radio and electrical equipment. Indicator light features a built in dimmer and press to test with amber lens. Lights will trigger at 13 volts for 14V systems and 25 volts for 28V system. Accuracy, plus or minus 0.2 volts. Size: 1/2" Dia. 3" Depth required behind panel. Weight: .2 lbs., Power: less than 1/10 amp. Fuse supplied with kit. Made in the USA

Model No.	Description	Part No.	Price
33-2013A	14 Volt, Red Lens Low Voltage Warning System	10-02572	---
33-2013	14 Volt, Amber Lens with Dimmer Low Voltage Warning System	33-2013	---
33-2025A	28 Volt, Red Lens Low Voltage Warning System	10-02573	---
33-2025	28 Volt, Amber Lens with Dimmer Low Voltage Warning System	33-2025	---

B&C HIGH/LOW VOLTAGE WARNING INDICATOR

The BC207 is a solid-state high/low voltage sensor which mounts behind the instrument panel, and provides a visual indication of abnormal bus voltage via an included panel-mounted warning light. When flashing, this light indicates bus voltage greater than 15.5 volts D.C. (or 31.0 volts D.C.); when steady, it indicates bus voltage below 12.5 volts D.C. (or 25.0 volts D.C.). **Weight**: 4.5 oz. Select the appropriate sensor below according to battery voltage.
BC207-1 OV/LV Sensor (14 volt).....P/N 07-06830
BC207-2 OV/LV Sensor (28 volt).....P/N 07-03435

FLIGHT STROBE FS 4400

This precision compact unit mounts easily on top or below fuselage, and directly replaces rotating beacons. It features a high-intensity Xenon arc lamp, a high-efficiency push pull inverter circuit for stable flash voltage and a flame-resistant military circuit board assembly. The lamp is readily replaceable without removing the unit from the aircraft, and the unit weighs only 1 lb. 4 oz. The Flight Strobe FS-4400 is visible for over 50 miles at night, in haze, smog or bright sunlight and is manufactured using the highest quality components for maximum reliability and service life. Amp draw 3 Amp. (14V) & 1.5 Amp (28V). STC'D for Cessna 180. FAA form 337 for field approval is required for installation of other certified aircraft. Order adapter separately.
14V (FS-4400-14V) .....P/N 11-01018
28V (FS-4400-28V) .....P/N 11-01019
FS-4400 Adapter.....P/N 11-06500
FS-227 Repl. Bulb 14V/28V.....P/N 11-06510
FS-210C Clear Lens.....P/N 11-01024
FS-210C/R2 (1/2 Clear-1/2 Red) .....P/N 11-01026
FS-210R Red Lens.....P/N 11-01021
Fuse for FS-4400 .....P/N 11-02027

DIGITAL VOLTAGE MONITOR

Helps pilots monitor critical electrical system. STC approved. Features a Multi Color LED display, which is easily viewable from a wide angle. In the event of an alternator/generator failure, the LED display indicates the reserve battery capacity. The display automatically adjusts to the ambient light for IFR or night operation and also serves as a reminder to turn off the electrical system after flight. Comes in either 12V or 24V models and includes all necessary hardware and FAA Documents. The display must be set to Dot mode for FAA approved installations.
12 Volt Digital Voltmeter.....P/N 10-00752
24 Volt Digital Voltmeter.....P/N 10-00753

ILLUSION AIRCRAFT STROBE

Powered by the lighting coil of Rotax and other two-cycle engines, this is the most efficient strobe light on the market because it uses only the power normally wasted by the voltage regulator in a battery charging system. It has no effect on the charging system, so you can still connect other equipment to the lighting coil. The two strobe lights flash alternately an average of 55 times per second. Lesser strobe systems fire their lights simultaneously, resulting in a much longer firing cycle because the lighting coil can only develop so much power in a given time. The illusion Strobe use a specialized prismatic Fresnel lens. This lens increase the strobe's effective light intensity up to 8 times. The illusion Strobe works with the new Rotax 170W dual-ignition lighting coils and the standard 125W single-ignition type. It meets Part 103 requirements to add to an extra hour of legal flying time each day. The illusion Strobe comes with 2 lights rated at 25 joules; driver, wire, hardware, instructions, and a two-year manufacturer's warranty.
Single Strobe System .....P/N 11-05911

ELECTRONIC POSITION LIGHTS LED FOR WINGTIPS

The EPL is made of a high-optic, scratch resistant plastic module. The entire control element is integrated into the ACL module where the ACL's dimensions determine the required space.
The EPL has a brilliant green and red light with modulated beacon impulse for better perception. It has a defined angle of light of 110° in compliance with the regulations of general aviation.
The wingtip lights are prewired to allow easy connection to a 2-lead cable of minimum 0.4 mm² cross section. Flanges allow simple fixture. In addition, it can be affixed to the fuselage or rudders by means of a silicone adhesive. An instructions manual and the shrink tubing required for the assembly are included in the EPL package. Note: The set contains 2 EPLs for an airplane (NON-TSO'd). One each for the right and left wing to be mounted at the wing tips. The illumination angle is equivalent to the required angle of 110 deg. as prescribed for general aviation.
Specifications: • Color: Red and green • Operating voltage: 10 -17 volts D. C., typically: 12.8 - 13.4 volts (on board power supply) • Wattage: Each EPL approx. 4,5 watts • Dimensions: 93 x 40 x 28 mm (L x B x H) • Weight: Aprox. 78 g incl. connecting cables • Warranty: 5,000 operating hours or max.
3 years.....P/N 11-18248

NAV LIGHT (TIP & TAIL) AND STROBE COMBO

EPTA-NG - Electronic Position and Tail Light with Anti-Collision Light for NON-TSO'ed aircraft.
With FLARM-Interface and integrated Intelligent Synchronization - exceeds the requirements of FAR 23. Combination of Position Light, Tail Light and Anti Collision Light with FLARM-Interface.
A systematic further developed feature for our well proven EPTA-LSA is the additional serial FLARM-Interface. The result is the EPTA-NG (NextGeneration). In the event of an aircraft on a potential colliding course a connected PowerFLARM unit accelerates the flashing sequence of the EPTA-NG according to the FLARM alert level. This makes your aircraft more conspicuous and therefore helps to increase the safety in the airspace. The new LED technology allows an incredibly glaring red and green position light with approx. only 10% of the input power consumption compared with conventional lights. The casing in high optical plastic makes the EPTA absolutely insensitive to vibrations, water, dust and other environmental influences.
The efficiency of the output is much higher than that of incandescent light bulbs. The heat loss of the EPTA is very low and monitored by the integrated heat controller. Nevertheless the lights need fresh airflow so installations preventing this are to avoid. In case the lights are to be mounted behind an acrylic glass panel be aware of the green house effect and ensure a sufficient airflow at all times.... P/N 11-20261