P174

28VDC TO 14VDC
27 AMP VARIABLE VOLTAGE CONVERTER

MDL GA203 REV N/C   STC SR02301SE
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(End of Agreement)
United States of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SR02301SE

This certificate, issued to
Eagle Copters USA, Inc.
19717 62nd Avenue South, Suite E-101
Kent, WA 98032

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified herein meets the airworthiness requirements of Part * of the * Regulations.

Original Product—Type Certificate Number:  * See attached Federal Aviation Administration (FAA) Approved Model List (AML) SR02301SE for approved rotorcraft models and applicable airworthiness regulations
Make:
Model:

Description of the Type Design Change: Installation of Geneva Aviation 28 – 14 VDC Power Converter per Geneva Aviation Master Drawing List (MDL) as listed on AML SR02301SE. This modification must be inspected and maintained in accordance with the FAA-accepted Instructions for Continued Airworthiness (ICA) as listed on AML SR02301SE.

Limitations and Conditions: Approval of this change in type design applies to the rotorcraft listed on AML SR02301SE only. This approval should not be extended to other rotorcraft of this model on which other previously approved modifications are incorporated, unless it is determined that the relationship between this change and any of those other changes in type design will introduce no adverse effect upon the airworthiness of that rotorcraft. A copy of this certificate, the AML, the MDL, and the ICA must be maintained as part of the permanent records of the modified rotorcraft.

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application:  July 12, 2013  Date reissued:  September 29, 2014
Date of issuance:  January 17, 2014  Date amended:

By direction of the Administrator

(Full Name)

Manager, Seattle Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.
FEDERAL AVIATION ADMINISTRATION (FAA) APPROVED MODEL LIST (AML) SR023015E
FOR
INSTALLATION OF A 28 – 14 VDC POWER CONVERTER

ISSUE DATE: January 17, 2014

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<th>Rotorcraft Model</th>
<th>Original TC Number</th>
<th>Certification Basis for Alteration</th>
<th>Master Drawing List</th>
<th>Instructions for Continued Airworthiness</th>
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<td>GA203</td>
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* Or later FAA Approved Revision
** Or later FAA-Accepted Revision

FAA Approved: ____________________________
Manager, Seattle Aircraft Certification Office

AMENDED: September 29, 2014
REISSUED: ____________________________

Page 1 of 1
### MASTER DRAWING LIST
GA203 Rev N/C Dated 7/02/2013

28 – 14 VDC Power Supply

**NOTE:** X IN LR COLUMN INDICATES CHANGE FROM LAST REVISION LEVEL.

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<td>GA1-2TP</td>
<td>7</td>
<td>C</td>
<td>5/13/12</td>
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<td>A</td>
<td>8/04/11</td>
<td>20 Amp Power Supply</td>
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<tr>
<td>X</td>
<td>G13053</td>
<td>1</td>
<td>A</td>
<td>8/04/11</td>
<td>27 Amp Power Supply</td>
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### LOG OF REVISIONS

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<td>7/02/13</td>
<td>All Pages</td>
<td>Initial Release</td>
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GENERAL INFORMATION

These installation instructions are for the installation of the Eagle Audio 28-14 VDC Power Converter. The Power Converter comes in two amperage ratings: The P168 (G12980) 20 Amp Power Converter and the P174 (G13053) 27 Amp Power Converter. Both the P168 and P174 are identical in form factor, weight and installation instructions.

The Power Converter is used to provide power to non-essential 12 VDC devices (accessories). This STC does not approve the installation of these other devices and it is the installer’s responsibility to obtain the proper approval for their installation.

The Power Converter includes a trim pot that may be adjusted through an access hole in the side in order to adjust the output voltage from 12 – 15.5 VDC to suit the device that is being powered. The converter contains no user-serviceable parts. Please return to Eagle Copters Ltd. for any service required. Refer to the Instructions for Continued Airworthiness for further information on maintaining this installation.

There are no restrictions as to the quantity of power converters installed. However, it is the installer’s responsibility to verify that the installation of this device does not interfere with other equipment installed and to perform an electrical analysis to verify that the aircraft accessory buss can support the installation of the power converter.
1. Installation

1.1. The Power Converter is designed to be mounted in a variety of locations within the airframe, provided it is protected from the environment. It may be mounted to a deck, bulkhead, tray, avionics shelf or other structure rated to carry a 1.50 lb load. The exact mounting location is left to the installer's discretion provided that the installation of the Power Converter does not interfere with other equipment installed.

1.2. Mount the Power Converter using (4) #8-32 screws, washers and locknuts or nutplates.

1.3. When mounting into composite structure, #8-32 potted inserts (not included in kit) should be used.

1.4. Unless otherwise specified, follow aircraft manufacturer's standard practices and maintenance manuals for installation of all hardware.

1.5. Maintain a minimum 2 e/d edge margin for all installed fasteners.

1.6. Refer to Figure 1 and Figure 2 for Power Converter reference dimensions that may be used when planning the installation.
2. **System Wiring**

2.1. Unless otherwise specified, follow the aircraft manufacturer’s electrical wiring practices and maintenance manuals for installation of all system wiring.

2.2. Refer to Figure 3 for cable harness fabrication instructions to connect to the Power Converter.

2.3. Unless otherwise noted, all shielded wire is M27500-(ga)TG(n)T14 and all unshielded wire is M22759/16-(ga)-9, where (ga) is the wire gauge and (n) is the number of wires inside the shield.

2.4. Unless otherwise noted, all wire is 22 GA.

2.5. Route all system cabling through existing cable runs.

2.6. Secure all cabling using nylon cable ties and/or cable clamps using standard practices.

2.7. Cable lengths are dependent on Power Converter installation location.

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**Figure 3  Cable Wiring**

2.8. Refer to Figure 4 for Ground wire installation. All Bonding and Grounding will be in accordance with AC 43.13-1B, Chapter 11, Section 15.

2.9. Locate the nearest Factory Ground Block at a location that is clear of all riveted webbing by a minimum of 3” and mark this location.

2.10. Drill a hole ∅.201 through the frame. Maintain minimum 2 e/d edge margin.

2.11. Burnish both sides of frame at hole.
2.12. Etch Alodine both burnished surfaces to prevent corrosion.

2.13. After assembly of ground point and connection of terminal, apply a coating of Vernilac or other suitable lacquer to ensure corrosion protection.

2.14. Refer to Figure 5 for Power Converter pin designation.
3. **System Testing**

3.1. Before applying power, perform a continuity check of all power and ground leads to confirm they are connected properly.

3.2. Test power output of Power Converter by applying input power to Pin C and measuring voltage level output on Pin B using a voltage meter.

3.3. Adjust voltage level to desired value by turning trim pot on side of converter.

3.4. Connect to 12VDC device and test for proper operation. Re-adjust voltage if required under load.

3.5. Conduct EMI test in accordance with Eagle Copters EMI Test Procedure GA1-2TP.
4. Kit Parts List

**P168 20 Amp Power Converter Kit**

<table>
<thead>
<tr>
<th>QTY</th>
<th>PART NUMBER</th>
<th>DESCRIPTION</th>
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<tr>
<td>8</td>
<td>CCR264SS-3-02</td>
<td>Pull Rivet</td>
</tr>
<tr>
<td>4</td>
<td>MS21042-08</td>
<td>Lock Nut, #8-32</td>
</tr>
<tr>
<td>4</td>
<td>MS21059L08</td>
<td>Nut Plate, #8-32, Floating</td>
</tr>
<tr>
<td>4</td>
<td>MS35206-245</td>
<td>Screw, #8-32 x 1/2&quot;, Phil Pan</td>
</tr>
<tr>
<td>8</td>
<td>NAS1149FN832P</td>
<td>Flat Washer, #8</td>
</tr>
<tr>
<td>1</td>
<td>35109</td>
<td>Terminal, #10 Ring, Yellow</td>
</tr>
<tr>
<td>2</td>
<td>MS21042-3</td>
<td>Lock Nut, #10-32</td>
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<td>1</td>
<td>MS3057-8A</td>
<td>Backshell</td>
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<td>Connector, Circular, 12ga x 3 soc, Solder Cup</td>
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**P174 27 Amp Power Converter Kit**

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<td>MS35206-245</td>
<td>Screw, #8-32 x 1/2&quot;, Phil Pan</td>
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<td>4</td>
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<td>Flat Washer, #10</td>
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5. Weight And Balance

5.1. Weight of the power converter and mounting hardware = 1.50 lbs.

5.2. The arm will depend on the exact location that it is installed.

5.3. The installer will record the location for the power converter along with its installed weight on the aircraft’s weight and balance record.

LOG OF REVISIONS

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EMI Test Procedure
## LOG OF REVISIONS

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<td>3, 4</td>
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Scope
This document is a test plan to be used to establish that newly installed electrical equipment does not interfere with essential aircraft equipment in any way that would impair safety of flight of the aircraft. Satisfactory completion of this test plan confirms that the newly installed equipment satisfies the EMI requirements of the Federal Aviation Administration. This test plan is applicable to FAR part 29 Rotorcraft.

Applicable Documents
CFR 29.1309(c), 29.1351(b)(1), 29.1351(b)(2) and AC25-10 Paragraph 5, sections: (m)(4) & (n).

Witnessing of EMI Test
This test shall be witnessed by someone who is authorized by the FAA to return the aircraft to service. This would include an FAA licensed Avionics Technician, A&P Mechanic, Inspector of Airworthiness, or the Repair Station’s Director of Maintenance. In addition, an FAA representative, such as a DAR or DER may witness the test.

Equipment Under Test
The newly installed Equipment Under Test (EUT) by this test plan shall be in proper working order throughout the test. If the EUT fails during this test, then this test shall be repeated with the EUT in proper working order.

Test Procedure
Testing shall normally be conducted with the aircraft running on the ground, or with battery or external ground power where appropriate. In the event that an aircraft system or component can only be evaluated for the effects of interference with the aircraft in flight, then the evaluation of that system or component shall be conducted with the aircraft in flight. Testing conducted with the aircraft in flight shall be performed with safety of flight in mind and with only necessary personnel on board.

Testing shall be conducted on the aircraft with all aircraft systems and equipment operating normally, and cycled as necessary to conduct the test. The EUT shall be operated normally. The EUT shall be cycled on and off. The EUT shall also be cycled through all of its operating modes.

Each aircraft system or component being evaluated for the effects of EMI will be observed as the EUT is cycled. A transient motion or flicker is acceptable provided no permanent deviation is established. There can be no stand-off conditions displayed on an instrument. In the case of audio equipment being evaluated for the effects of EMI, a change in the audio (such as background noise) that does not interfere with the intended purpose of the audio is acceptable.

For each aircraft system or component being evaluated for the effects of EMI, mark the item as PASS or FAIL based upon the outcome of this test procedure.

If an aircraft system or component being evaluated for the effects of EMI Fails this test procedure, then corrective action must be taken to reduce the interference to an acceptable level which allows the aircraft system or component being evaluated for the effects of EMI to PASS this test. When re-testing after corrective action, the only tests to be repeated are the tests that Failed previously. Items that previously Passed do not need to be re-tested, unless the method of corrective action results in changes to the EUT, which might cause the EUT to Fail previously Passed items. Mark the N/A __ field on the re-test test plan for the items that previously Passed and are not being re-tested.
**Items To Evaluate**

The following is a list of aircraft systems or components that must be evaluated for the effects of EMI if they are installed and are to be used at the same time as the EUT. If the item listed below is not installed or otherwise not applicable, then mark the N/A __ field.

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<td>Engine Torque Indicator</td>
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<td>Engine Fuel Control</td>
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<td>Engine Oil Pressure Indicator</td>
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<td>Engine Oil Temperature Indicator</td>
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<td>Rotor RPM Indicator</td>
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<tr>
<td>Directional Gyro / Heading Indicator</td>
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</tr>
<tr>
<td>Magnetic Compass</td>
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Set controls to mode C code 1200, or other code assigned by ATC. Cycle EUT and confirm proper data transmitted, either by use of transponder ground test equipment, or by confirmation from ATC of proper reception of correct data. Check for proper operation of reply light.

**VOR**

Set Voice/Ident to Voice. Check frequencies for audible interference sounds. Set local VOR frequency for full needle displacement. Adjust course select knob for gradual reduction of needle displacement to half, fourth, and zero. Note stability at each displacement and that zero can be achieved without a standoff.

**DME**

Perform self test with EUT cycled. Note that no skips in miles display occurs. Observe that mile indications do not drift and there is no audible interference in Ident tone.

**Magnetic Compass**

Swing compass and adjust with EUT operating normally. If EUT causes erratic operation of magnetic compass, then mark compass as Fail.
VHF Communications System  N/A  Pass  Fail
Tune each comm receiver to a low, middle, and high frequency within its frequency range. Listen for audio interference. Transmit on low, middle, and high frequencies. Listen on an external receiver for audio interference.

GPS Navigation Receiver  N/A  Pass  Fail
Check for proper operation. Observe signal to noise ratio readings to determine if reception is interfered with.

Crew Interphone System  N/A  Pass  Fail
Check for normal operation of the interphone system. Listen for excessive background noise.

ADF  N/A  Pass  Fail
Check for needle offset. Listen for audio interference.

Glide Slope/LOC  N/A  Pass  Fail
Check for needle offset. Perform test using TAC/30b or equivalent ground test equipment, or during flight while established on an ILS glide slope.

Radio Altimeter  N/A  Pass  Fail
Perform test with appropriate ground test equipment, or check reading in flight.

The space below is provided to include additional systems or devices not listed previously. These would include any Transceivers, Nav Aids, Radar, or Auto Pilot systems. Use the Manufacturers test procedures for each component listed with the EUT operating normally.

Other Equipment: _________________  N/A  Pass  Fail
Describe test: _______________________________________________________
_________________________________________________________________

Other Equipment: _________________  N/A  Pass  Fail
Describe test: _______________________________________________________
_________________________________________________________________

Other Equipment: _________________  N/A  Pass  Fail
Describe test: _______________________________________________________
_________________________________________________________________
Other Equipment: _________________  N/A  __  Pass __  Fail __
Describe test: ___________________________________________________________________
________________________________________________________________________________
Other Equipment: _________________  N/A  __  Pass __  Fail __
Describe test: ___________________________________________________________________
________________________________________________________________________________
Other Equipment: _________________  N/A  __  Pass __  Fail __
Describe test: ___________________________________________________________________
________________________________________________________________________________
Other Equipment: _________________  N/A  __  Pass __  Fail __
Describe test: ___________________________________________________________________
________________________________________________________________________________
Other Equipment: _________________  N/A  __  Pass __  Fail __
Describe test: ___________________________________________________________________
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Other Equipment: _________________  N/A  __  Pass __  Fail __
Describe test: ___________________________________________________________________
________________________________________________________________________________
Other Equipment: _________________  N/A  __  Pass __  Fail __
Describe test: ___________________________________________________________________
________________________________________________________________________________
Other Equipment: _________________  N/A  __  Pass __  Fail __
Describe test: ___________________________________________________________________
Aircraft Tested:

Model __________________, Registration __________, Serial Number ______

Location of Test _______________________, Date ______________

Equipment Under Test:

List: MODEL, PART NUMBER, SERIAL NUMBER

_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________

Test performed by ________________________________________________

Name    Credentials

Test witnessed by ________________________________________________

Name    Credentials

I hereby certify that I have witnessed the above documented test and that the results documented above reflect my observations.

________________________________________  ____________________________
Signature    Date
G13053 27 AMP POWER SUPPLY

INPUT VOLTAGE = 28VDC
INPUT CURRENT = 17 AMPS MAX

OUTPUT VOLTAGE = 12 - 15 VDC ADJUSTABLE
OUTPUT CURRENT = 27 AMPS

WEIGHT = 1.5 LBS MAX