

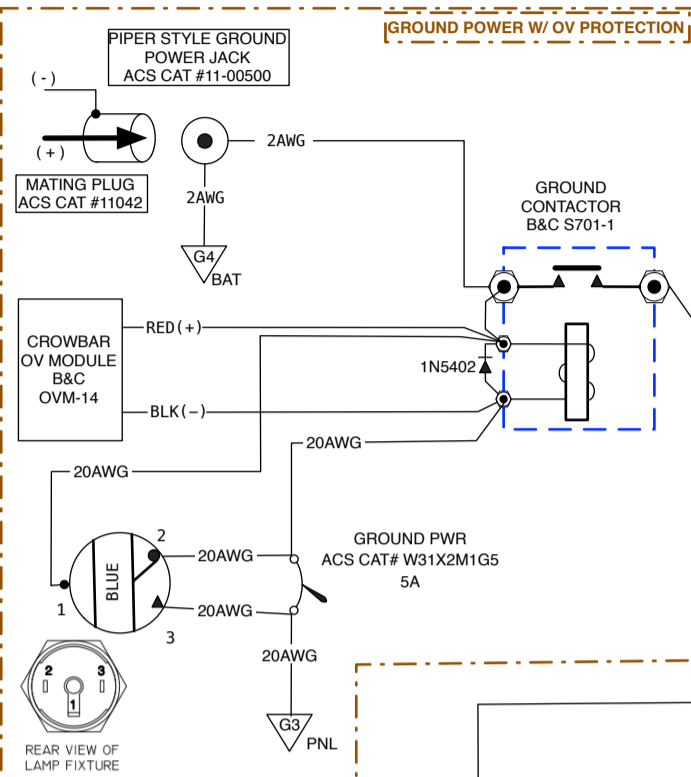
- NOTES:
- 1) USING TWIN PC880 ODYSSEY 17AH BATTERIES AS BOTH MAIN AND BROWNOUT BATTERY. ONE BATTERY REPLACED EVERY ANNUAL. DUE TO W&B NEEDS THE BATTERIES ARE LOCATED IN TAIL CONE 12 FT AFT OF FIREWALL.
 - 2) WIRES MARKED (*) TO BE AS SHORT AS PRACTICAL. 6-INCHES LONG IS IDEAL. 12-INCHES LONG MAX.
 - 3) B&C SPECIALTY ENDURANCE BUS DIODE PART # D-25. MOUNTED ONTO ALUMINUM ELECTRICAL ACCESSORY PANEL / COPILOT SIDE.
 - 4) USING GRT HALL EFFECT CURRENT SENSORS. WIRE IN WHICH CURRENT IS SENSED IS FED THRU OPPOSITE SIDE OF HES WIRE CONNECTOR.
 - 5) STARTER IS A PMG TYPE SKYTEC FLYWEIGHT PART # 149-12LS, WITH HIGH TORQUE BUT ALSO HIGH CURRENT DRAW DURING START.

GROUND LOCATION KEY

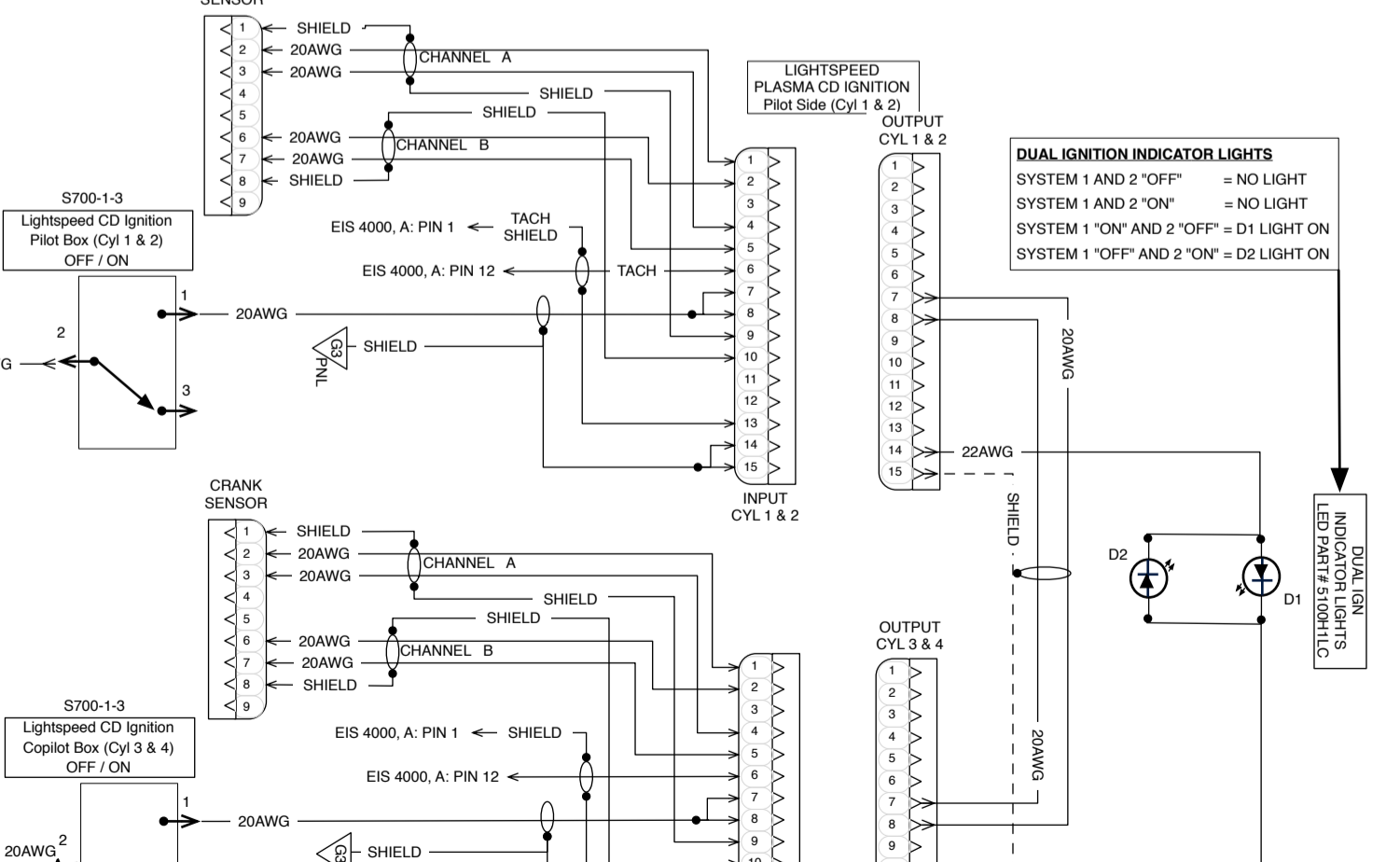
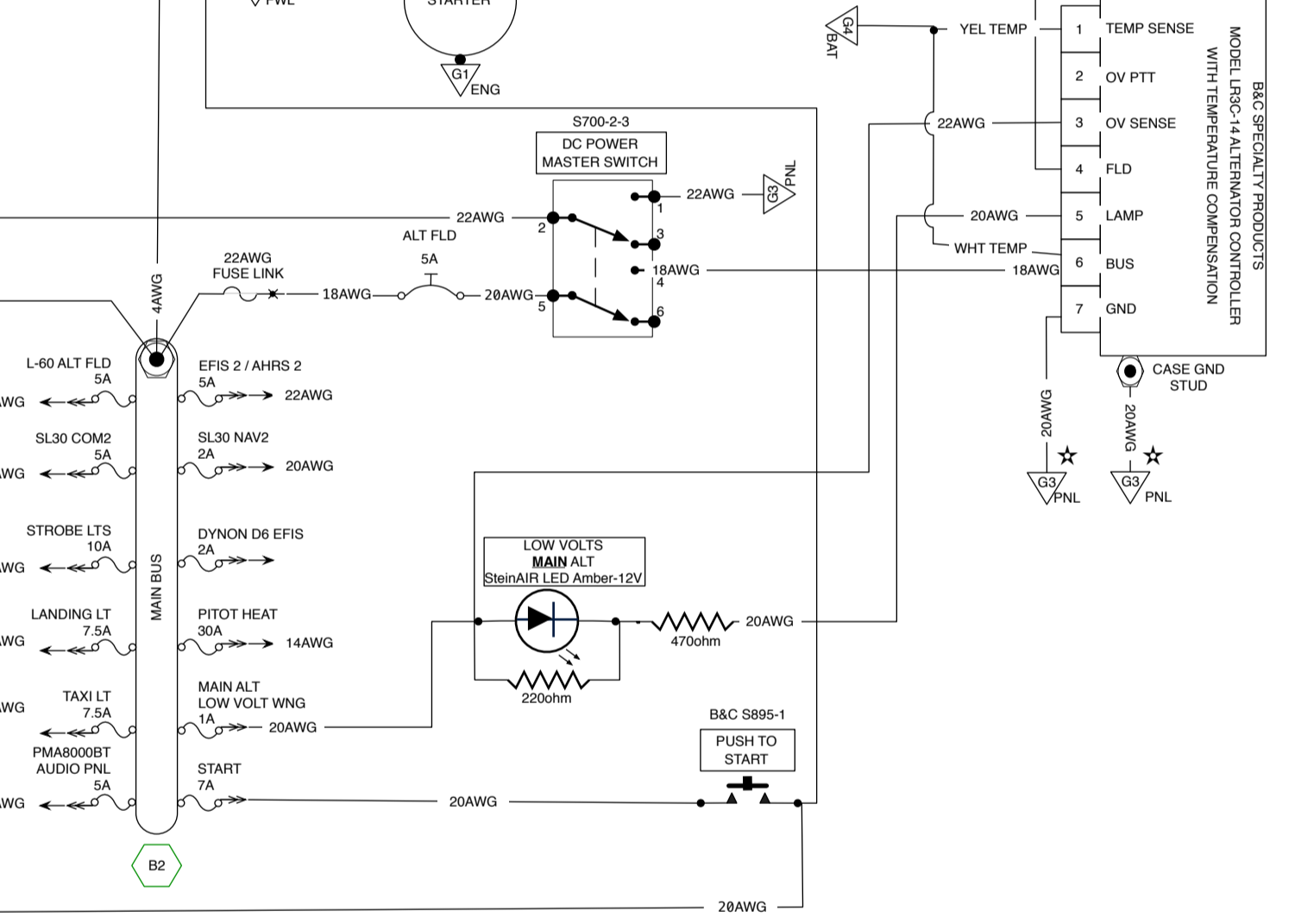
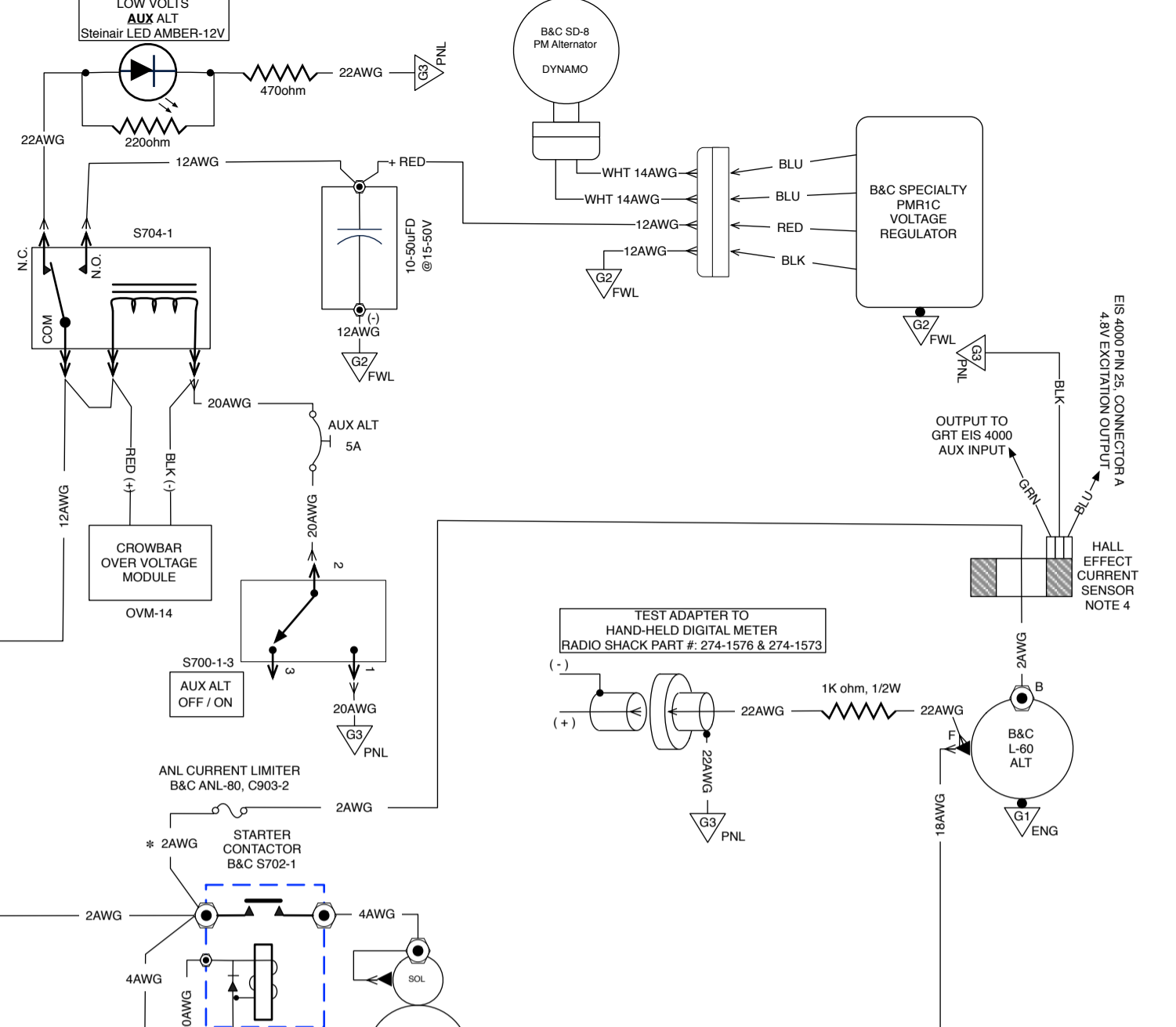
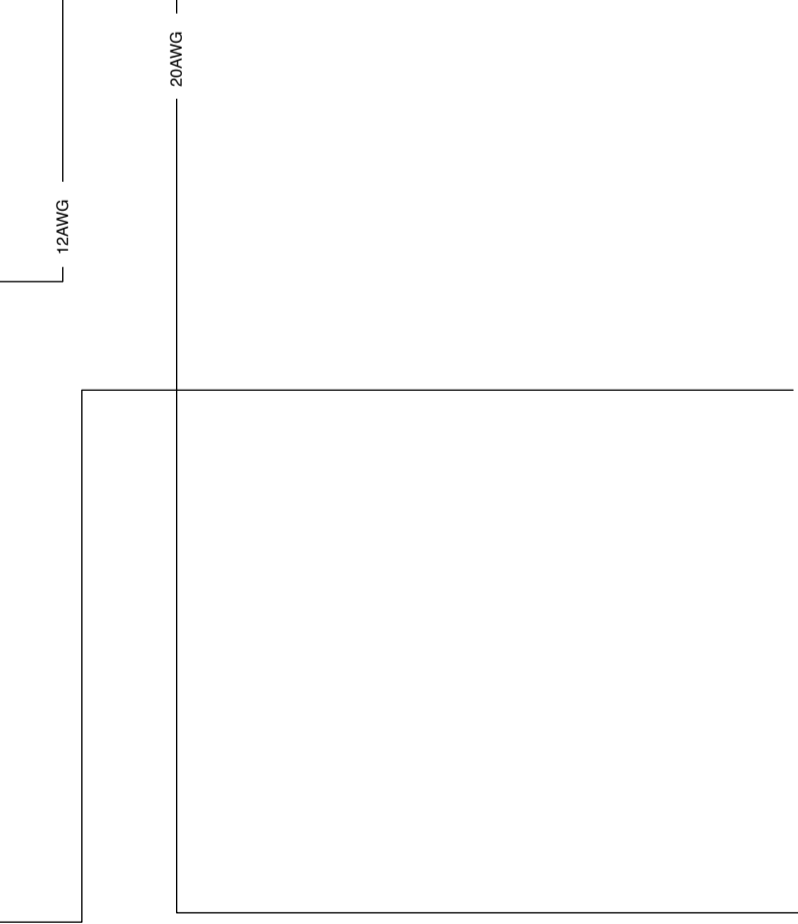
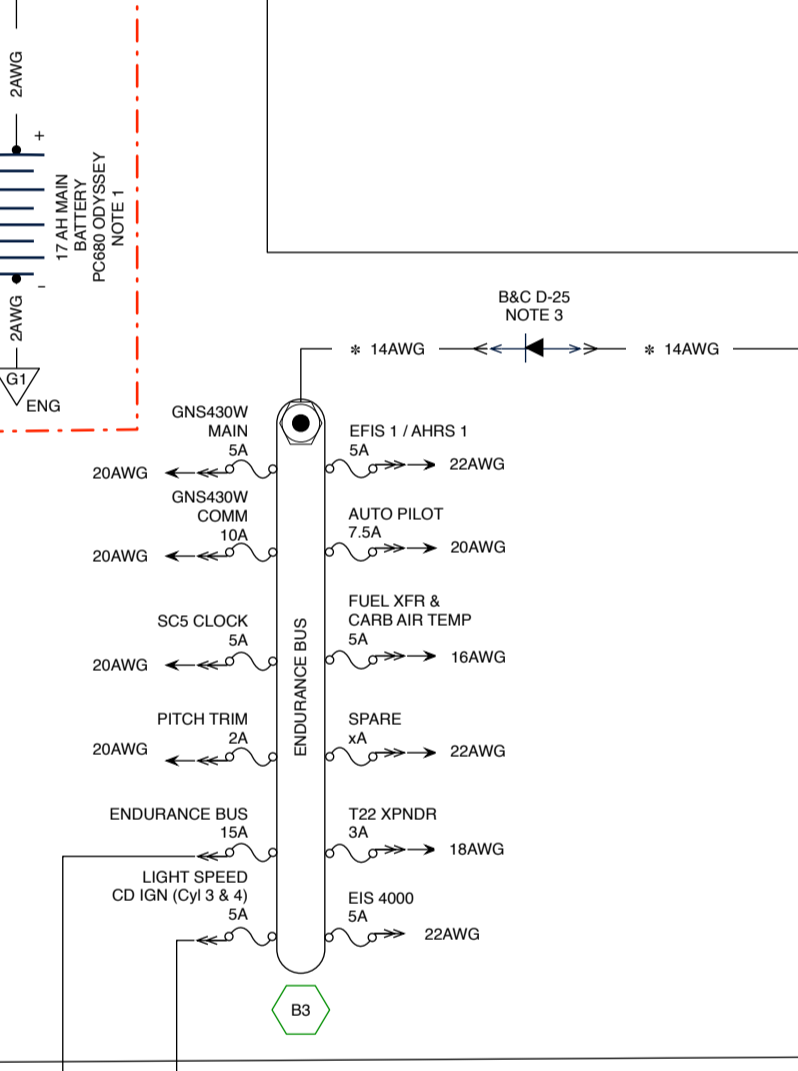
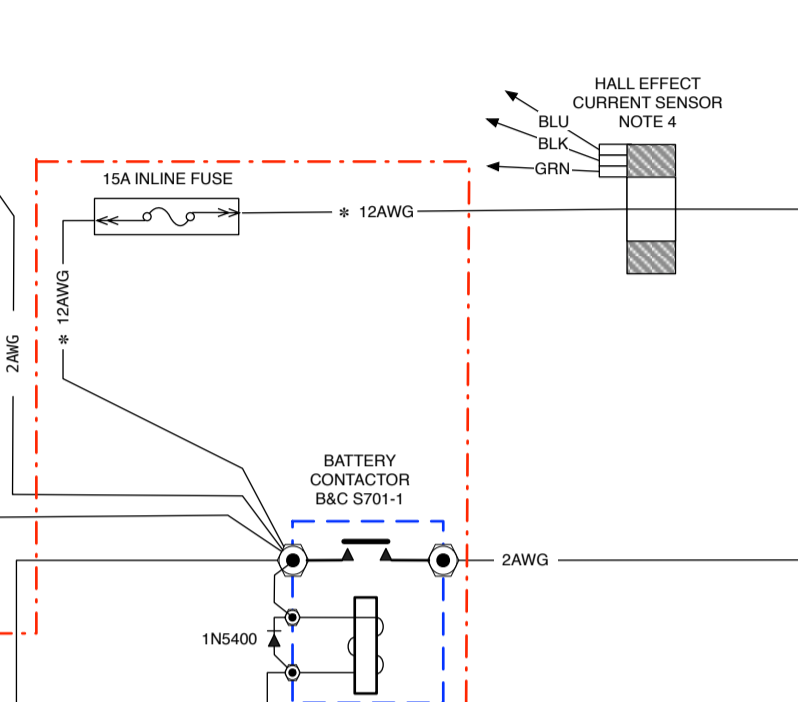
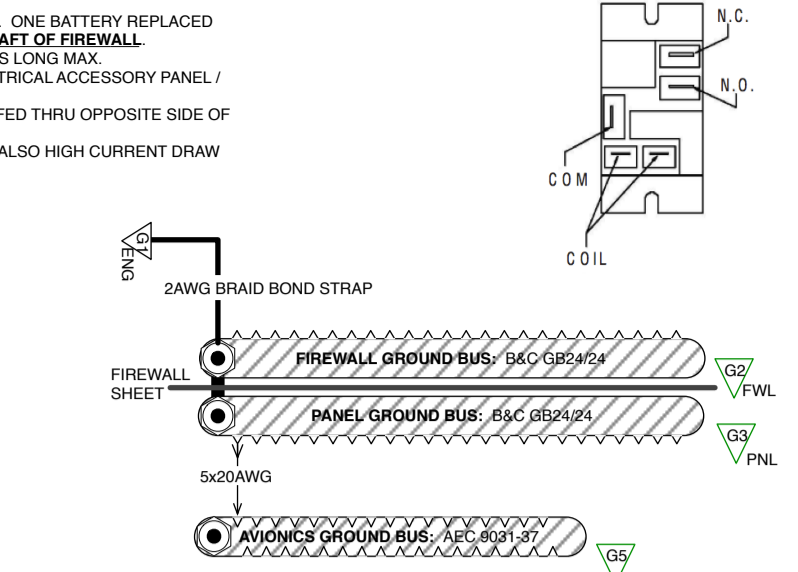
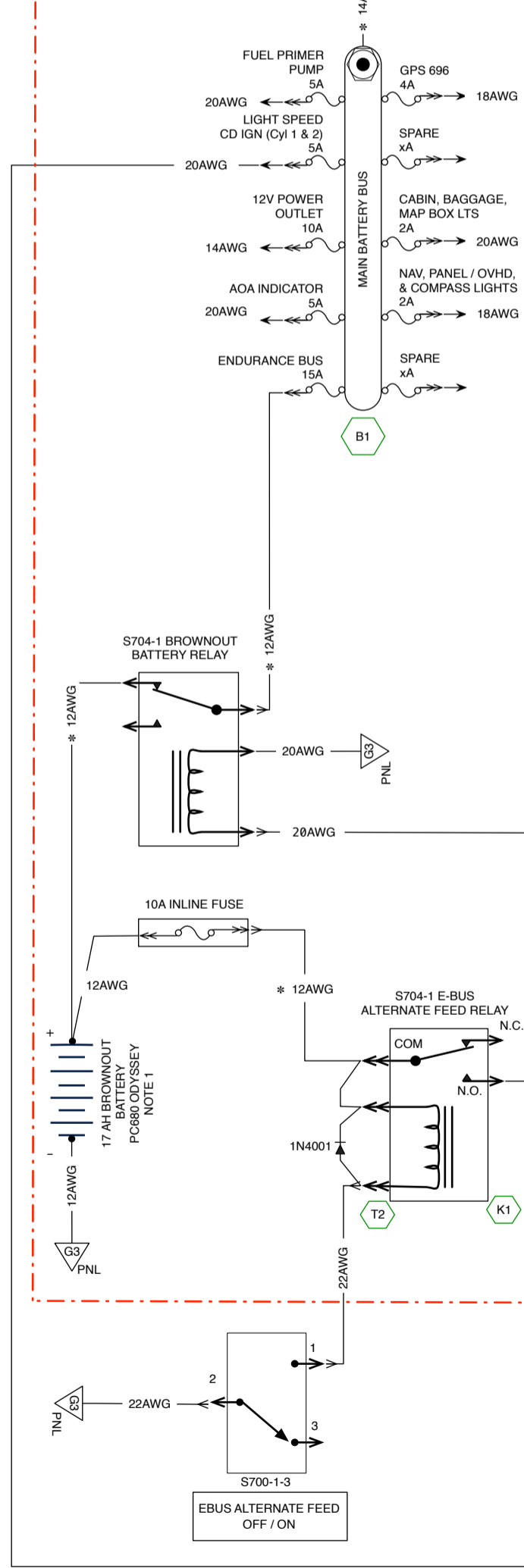
G7/ENG = ENGINE CRANKCASE G4/BAT = BATTERY GROUND

G2/FWL = FIREWALL SIDE GROUND BUS G5/AVX = AVIONICS GROUND MINI BUS

G3/PNL = PANEL GROUND BUS



EQUIPMENT WITHIN THIS BOX IS MOUNTED IN TAIL CONE AFT W/ BATTERIES



ALL ELECTRIC GLASTAR AIRCRAFT W/ BROWNOUT BATTERY INTENDED TO SUPPORT
 - LIGHTSPEED ENGINEERING PLASMA III DUAL ELECTRONIC IGNITION DURING START TO AVOID STARTER KICKBACK (PMG)
 - SINGLE EFIS AND ENGINE INFORMATION SYSTEM (EIS) ON DURING ENGINE START

VERSION 0.0, 6 MAR 2011
 REFERENCE: AEROELECTRIC CONNECTION ARCHITECTURE Z108, REV A 02/09/2009