

Figure 1

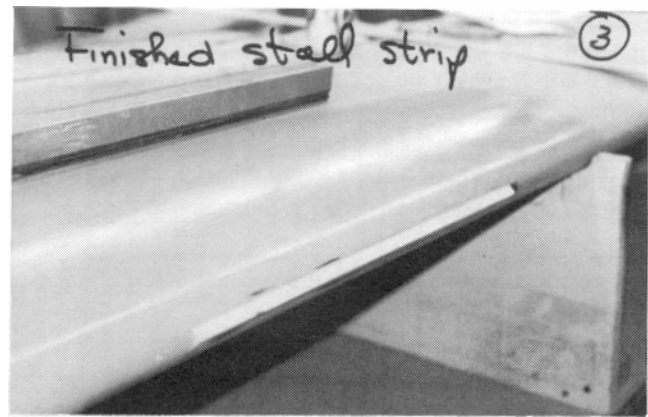


Figure 3

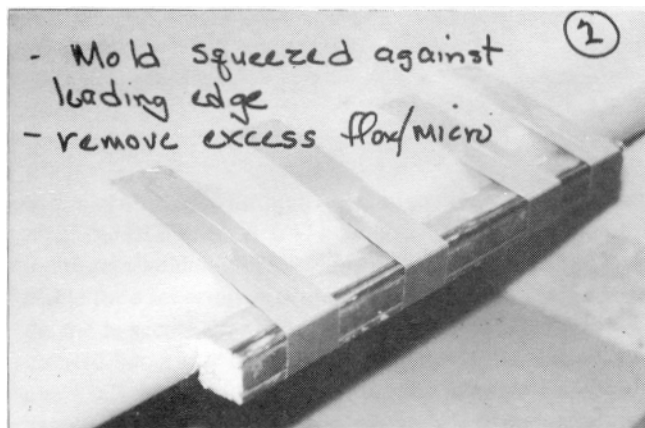


Figure 2

It may be advisable to make the stall strips removable in case small adjustments in their exact location have to be made after test flying. To make them removable, simply put release tape on the leading edge under the strips.

Bob Young
(610) 274-8583
RYOUNG03A@AOL.COM
Landenberg, Pennsylvania

Lancair 360 Electrical Plan

Due to several requests, the following page is an outline of my electrical system. It features a three bus system with the essential bus normally getting its feed from the radio bus and the radio bus normally getting its feed from the power distribution bus which is connected to the battery via the master relay. Should a fault exist in either feed, the power distribution, radio bus or the master relay, the essential bus can be isolated and powered directly from the battery. The power distribution bus can also be isolated if needed. The plan also takes advantage of the large noise filtering characteristics of the battery. Note that noisy electrical devices like the strobes, hydraulic pump motor and alternator are connected at the master relay rather than directly to the power distribution bus. Also note that the starter motor to battery conductor serves a dual purpose by also carrying alternator current to the battery saving weight. The system is simple, quiet, light and offers electrical options which are important for IFR flying. My plan was the result of lots of research including input from the Aeroelectric Connection (316) 685-8617 and AC43.13-IA (800) 443-9250. Both are great publications if you are doing your own wiring.

The circuit breaker sizes are noted along with the actual current draw of each electrical load. This will help those of you doing the load analysis. A power load analysis with the electrical loads shown will require a 65 amp alternator. There was no attempt to use standard electrical symbols and the schematic was only intended for my notes. The layout is optimized for tractor aircraft with the battery and hydraulic pump located in the cabin.

Jim Frantz
(612) 474-4154
Excelsior, Minnesota

f''