

In the future all commercial aircraft will have only one pilot and a dog.
The purpose of the pilot will be to monitor all the displays.
The purpose of the dog will be to bite the pilot if he touches anything.
Author Unknown

This future is also fast approaching for general aviation.
We can now purchase an EFIS for less than the cost of a traditional six pack of flight instrument steam gauges. The price of autopilots and FADIC has fallen. GPS is now certified for precision approaches and we have devices such as the B&C Products, Alternator Controller which will, within milliseconds, take a runaway alternator offline. In addition there are feminine voice announcements cautioning us to "check oil", "airspeed push forward."
Walter (Mike) Casey

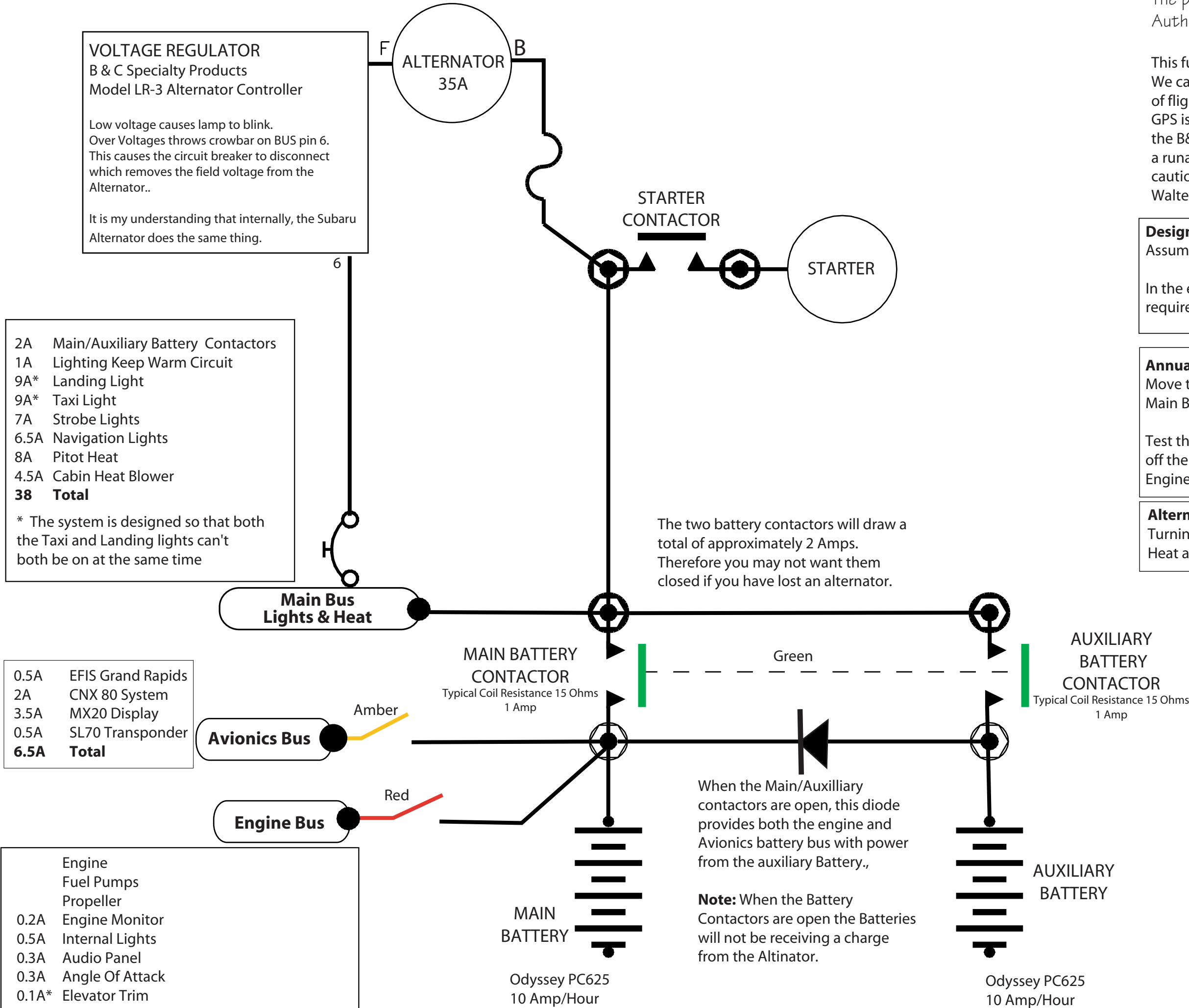
Design Philosophy:
Assume the pilot has a handheld GPS and Transeiver as a backup.

In the event of an alternator failure provide the maximum information and require the minimum intervention from the pilot.

Annual Inspection:
Move the existing Main Battery to the Auxiliary Battery location and install a new Main Battery. No battery should ever be more than two years old.

Test the diode. This can be accomplished by disconnecting the main battery, turn off the main circuit breaker and observe that there is power to the Avionics and Engine battery bus.

Alternator Failure:
Turning off the "Main Battery Contactor" will save 2 Amps. plus the current for Heat and External Lights



Single Alternator, Dual Battery System
for Eggenfellner Subaru Engines.