

**SECTION 9****Supplement AVE9****Aircraft Emergency Locator Transmitter (ELT) Pointer Model 3000-11**

When an Emergency Locator Transmitter Pointer Model 3000-11 is installed in the AQUILA AT01, this Supplement is applicable and must be inserted in the Supplements Section (Section 9) of the Pilot's Operating Handbook. Information in this supplement either adds to, supersedes, or deletes information of the basic AQUILA AT01 Pilot's Operating Handbook.

Approved by: \_\_\_\_\_



Date: \_\_\_\_\_

09. Okt. 03

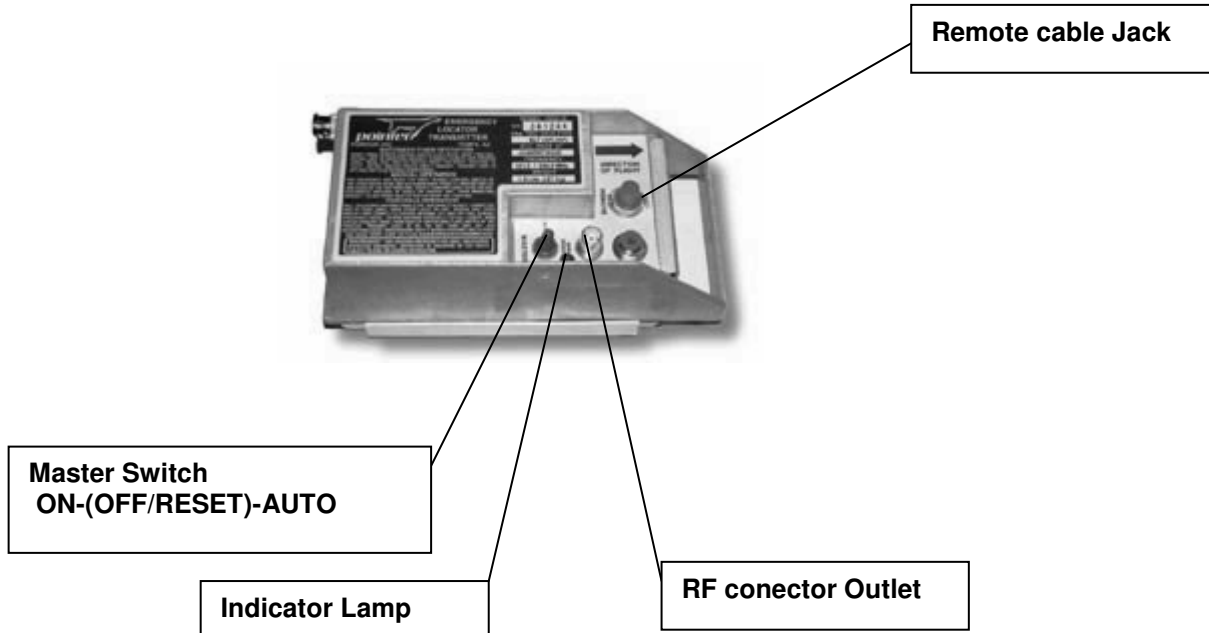
<i>Document No.:</i>	<i>Issue:</i>	<i>Revised Issue:</i>	<i>Date:</i>	<i>Page:</i>
FM-AT01-1010-100E	A.05	-	30.9.03	AVE9-1

## Table of Contents Supplement AVE9

1.	ELT Front View	AVE9 - 3
2.	Description	AVE9 - 3
3.	Power Supply	AVE9 - 4
4.	Operation	AVE9 - 5
5.	Functional Testing	AVE9 - 6

<i>Document No.:</i>	<i>Issue:</i>	<i>Revised Issue:</i>	<i>Date:</i>	<i>Page:</i>
FM-AT01-1010-100E	A.05	-	30.9.03	AVE9-2

## 1. ELT Front View



## 2. Description

The Emergency Locator Transmitter Pointer (ELT) is an emergency transmitter that, if activated, both on civilian distress frequency of 121,5 MHz and on military distress frequency of 243,0 MHz, transmits a signal to enable rescue teams to locate a crashed aircraft faster.

The ELT is located on the baggage compartment floorboard on the right side behind the copilot's seat. The ELT antenna is mounted behind the baggage compartment bulkhead on the right side.

To use the ELT as a portable unit, simply unlatch the unit from its mounting base and install the portable antenna supplied with the ELT. For this disconnect the antenna cable with the BNC connector of the main antenna at unit, and then install the portable one.

The ELT can be activated in the master switch position "ON" manually as well as in the operation mode "AUTO" automatically by a g-switch in the event of an uncontrolled impact of the aircraft.

<i>Document No.:</i>	<i>Issue:</i>	<i>Revised Issue:</i>	<i>Date:</i>	<i>Page:</i>
FM-AT01-1010-100E	A.05	-	30.9.03	AVE9-3

### 3. Power Supply

The ELT is supplied with power independent of aircraft electrical system.

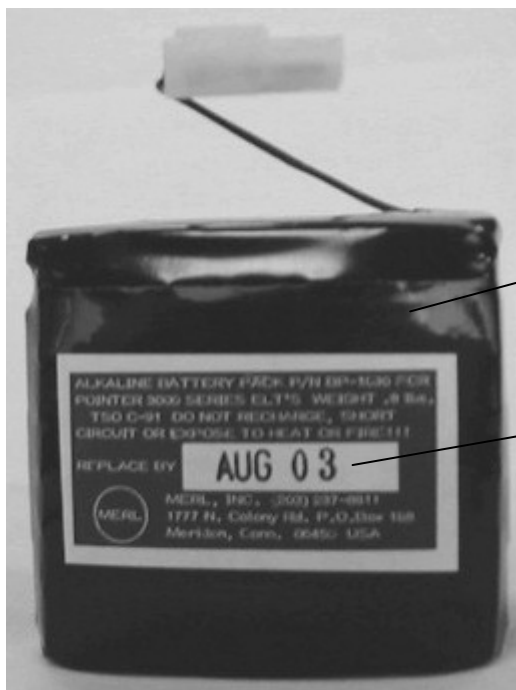
The battery pack for the ELT consists of 5 units 1,5 volt mono cells of the type Alkaline "C" switched in serial line.

In accordance with FAA regulations, batteries must be replaced after two years shelf or service life or for any of the following reasons:

- (a) After the transmitter has been used in an emergency situation (including any inadvertent activation of unknown duration).
- (b) After the transmitter has been operated for more than one cumulative hour (e.g. time accumulated in several tests and an inadvertent activation of known duration).
- (c) On or before battery replacement date (battery replacement date is marked on the battery pack and at the label at the end of the transmitter).

**WARNING**

Do not attempt to recharge battery pack !



**Battery Pack**

**Replacement Date**

<i>Document No.:</i>	<i>Issue:</i>	<i>Revised Issue:</i>	<i>Date:</i>	<i>Page:</i>
FM-AT01-1010-100E	A.05	-	30.9.03	AVE9-4

## 4. Operation

### 4.1 Familiarization for the operation in case of emergency

It is recommended that the following steps to be taken to insure the best possible operation in emergency

- (a) Become thoroughly familiar with the instructions of this supplement.
- (b) Keep them on hand in the aircraft all the times.
- (c) Visually inspect the unit at regular intervals for cleanliness and secureness. Check antenna mounting and cable connections for tightness.

### 4.2 Operating modes of Pointer ELT

The ELT is located on the baggage compartment floorboard on the right side behind the copilot's seat. No remote switch is installed to operate the ELT.

MANUAL SYSTEM		Pointer ELT System without remote switch
Mode	Master Switch on Unit	Function
AUTO	„AUTO“ (Normal Flight setting)	ELT automatically activated if „g-switch“ senses predetermined deceleration level.
MANUAL	„ON“	Overrides „g-switch“ and turns ELT „ON“, so it can be tested for proper operation on the ground.
OFF	„OFF/RESET“	Turns ELT „OFF“ in preparation for removal from aircraft or to discontinue signal after rescue or after inadvertent operation.

<i>Document No.:</i>	<i>Issue:</i>	<i>Revised Issue:</i>	<i>Date:</i>	<i>Page:</i>
FM-AT01-1010-100E	A.05	-	30.9.03	AVE9-5

### 4.3 Remarks for Operation

After a forced landing, if aircraft receiver is operable, listen on 121,5 MHz for Pointer ELT transmissions. Ensure that the installed antenna is clear of obstructions.

The range of Pointer ELT varies according to weather and topography. In general the swept tone signal can be heard up to 30 miles by a search aircraft at 10.000 Ft.

Discontinue the signal of the ELT by shutting the unit „OFF“ only when the rescue team appears.

## 5. Functional Testing

### 5.1 General

The Pointer ELT System must undergo a functional test for the following reasons:

- (a) After initial installation
- (b) After system maintenance, such as battery pack replacement
- (c) Thereafter annual or more frequent inspection intervals are recommended.

### 5.2 Test Preparation

A visual inspection should be performed for:

- (a) Mounting bracket ( cleanliness and secureness)
- (b) Antenna (mounting and tightness of cable connectors)
- (c) Master Switch (verify in AUTO position)

Do not overtest the unit. If more than one cumulative hour of testing occurs before the replacement date of the battery pack, the pack should be replaced.

<b>NOTE</b>
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When an aircraft COM-receiver is used for testing proceed as follows:

- (a) Tune COM to 121,5 MHz
- (b) Adjust manual squelch to maximum.
- (c) Turn up receiver volume until slight background noise is heard.

<i>Document No.:</i>	<i>Issue:</i>	<i>Revised Issue:</i>	<i>Date:</i>	<i>Page:</i>
FM-AT01-1010-100E	A.05	-	30.9.03	AVE9-6

### 5.3 Functional Test of Pointer ELT

<b>NOTE</b>
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Tests may only be performed in the first 5 minutes of each hour and may not last longer than three signal periods (1.5 sec.)

<b>MANUAL SYSTEM</b>		<b>Pointer ELT without Remote Switch</b>
<b>Main Switch ELT</b>		
1	Remove Switch Guard Switch to „OFF“	Unit accessible behind copilot seat on the baggage compartment floor.
2	Move Switch to „ON“ (For 1.5 seconds)	ELT transmits. A downsweeping tone should be heard on the monitoring radio on 121,5 MHz.
3	Move Switch to „AUTO“	Transmission ceases.
4	Check if Switch is on „AUTO“ Replace Switchguard	Unit is ready for flight operations.

If the Pointer ELT fails to operate properly during the functional test, remove the main unit and return to the manufacturer for inspection and repair.

<i>Document No.:</i>	<i>Issue:</i>	<i>Revised Issue:</i>	<i>Date:</i>	<i>Page:</i>
FM-AT01-1010-100E	A.05	-	30.9.03	AVE9-7

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<i>Document No.:</i>	<i>Issue:</i>	<i>Revised Issue:</i>	<i>Date:</i>	<i>Page:</i>
FM-AT01-1010-100E	A.05	-	30.9.03	AVE9-8