

# POWER PANELS

## POWER PANELS FOR HOMEBUILTS



Mini Power Panel



Homebuilder's Power Panel

Based on a heavy duty printed circuit board that eliminates the bus bars an provides a user serviceable and logical arrangement of all power system components. Only DC rated switches and quality resettable thermal circuit breakers are utilized. Connections to the panels are via screw type terminal blocks. The avionics 'sub' bus is filtered. All metal parts are stamped aluminum. Lexan overlay on the faceplate. Complete documentation and suggested wiring diagrams are included.

**Standard Power Panel: 8 Switches:** Fuel Pump, Landing Light, Strobe Lights, Navigation Lights, Panel Power, Pitot Heat, Radio Master, and a Cessna type split master switch for master solenoid and alternator field control. **18 Circuit Breakers:** Fuel Pump, Landing Light, Strobes, Nav Lights, Panel Power, Pitot, Alternator Field, Gyros, Gauges, Trim, and Spare, (on Radio Bus) Radio1, Radio 2, GPS, Transponder, Audio, and Avionics. **Dims & Wt:** 2.25"H x 13.00"W x 7.50"D, approximately 3.0 lbs. **Mini Power Panel: 6 Switches:** (main panel) Fuel Pump, Landing Light, Strobe Lights, Navigation Lights, Panel Power, (side panel) has a Cessna type split master switch for master solenoid and alternator field control. **13 Circuit Breakers:** Fuel Pump, Landing Light, Strobes, Nav Lights, Panel Power, Engine Instruments, & Spare, (on Radio Bus) Radio1, Radio 2, GPS, Transponder, Avionics, (side panel) 30 amp alternator output breaker. **Dims & Wt:** (main panel) 2.375"H x 8.375"W x 6.50"D, (side panel) 2.375"h x 2.5"w x 2.0"d, approximately 2.5 lbs.

Homebuilders Panel ..... P/N 11-11675 ..... --- ea  
Mini Power Panel ..... P/N 11-11680 ..... --- ea

## LIGHT SPORT POWER PANEL



The Light Sport Power Panel was designed for LSA and light aircraft applications. It offers a new degree of flexibility in modern "Glass Panel" equipped aircraft. The electrical power bus is split into three segments including the Main Bus, Radio Bus and the Essential Bus. The Radio Bus is switched and

filtered. The Essential Bus can wire direct to the Main Bus or easily connected to a back up system such as the Composite Design Power Guard to allow dependable, constant power to critical flight and engine instruments. As with all Composite Design power systems, this panel is rugged, serviceable and dependable.

**Specifications:** • 6 Switches: Fuel Pump, Landing Lite, Nav Lite, Strobes, Radio Bus Master, and Cessna type split master for Master Solenoid and Alternator Field. • 14 Circuit Breakers: Main Bus - Fuel Pump, Landing Lite, Nav Lite, Strobes, Panel Power, Accessories • Radio Bus (Filtered) Radio 1, Radio 2, Transponder, GPS, Audio Panel • Essential Bus EFIS#1, EFIS#2, Flight Instruments, Engine Data • Dimensions & Weight: 2.375"H x 10.5"W x 6.5"D, approx 2.25 pounds. 28V ..... P/N 11-09207 ..... ---  
14V ..... P/N 11-09206 ..... ---

## POWER GUARD MODULE



The Power Guard Module manages up to 10 Amps of secondary power for aircraft accessories that require back-up power. Typical accessories include electronic ignition, electronic engine/flight instrumentation and EFIS systems. The module works with a small 7-10 A secondary battery. The on board circuitry includes a secondary battery master relay, primary power controls, filter and charging circuit. **Dims:** 4.75"L x 2.75"W x 1.2"H..... P/N 11-02044 ..... ---

## RADIO STACK POWER PANEL



The Radio Stack Power Panel is designed to fit neatly in the 6.25" radio stack format. It is well suited for LSA and light aircraft applications, offering a new degree of flexibility in modern "Glass Panel" equipped aircraft. The power bus is split into three segments including the Main Bus, Radio Bus and the Essential Bus. The Radio Bus is switched and

filtered. The Essential Bus can be wired directly to the Main Bus or easily connected to a back up system such as the Composite Design Power Guard. This allows dependable, constant power to critical flight and engine instruments. As with all Composite Design power systems, this panel is rugged, serviceable, and dependable. .... P/N 11-10081 ..... ---

## VERTICAL POWER VP-X



The VP-X integrates with many popular EFIS products enabling you to monitor and control your entire electrical system on the EFIS display. In addition using the EFIS for attitude, navigation, and engine information, you now can use the EFIS display to monitor the health of your electrical system, view and control the status of individual circuits, and respond to circuit faults.

Vertical Power offers these capabilities through the use of a patented electronic circuit breaker (ECB) technology that is at the core of all of our products. Of course, ECBs provide circuit protection like old-fashion thermal circuit breakers, but ECBs do a lot more than just detect circuit faults. ECBs are intelligent, configurable, and offer capabilities not otherwise available with old-style breakers. For example, ECBs can detect a burned-out landing light or disable the starter circuit while the engine is running.

The VP-X supports a single bus electrical architecture with a single or dual alternator configuration. It additionally supports the ability to measure the voltage on an aux battery. There are enough circuits to wire a typical RV (including the RV-10), Glastar, Lancair Legacy, Velocity, Cozy, or other 2 to 4 place aircraft.

**Specifications:**

- Power: 4-32 volts DC, 60A max continuous
- Weight: 1.9 lbs

**Note: Either a wiring harness kit or connector-only kit is required with the VP-X system.**

Vertical Power VP-X-PRO .....	P/N 11-09293 .....	---
Vertical Power VP-X Sport .....	P/N 11-09294 .....	---
VP-X Pro Wiring Harness .....	P/N 11-09295 .....	---
VP-X Sport Wiring Harness .....	P/N 11-09296 .....	---
VP-X Sport Connector-Only Kit .....	P/N 11-09834 .....	---
VP-X Pro Connector-Only Kit .....	P/N 11-09835 .....	---
Crimp Tool (Req. w/ Connector-Only kit) .....	P/N 11-09836 .....	---

## VERTICAL POWER PPS PRIMARY POWER SYSTEM



Finally, a simple and reliable primary power solution. The Vertical Power Primary Power System (PPS) is an entirely new approach to the master, starter, and charging circuit on your experimental aircraft or LSA. It combines the functions of multiple high-current, electro-mechanical components into a single, solid-state device that installs in minutes with

plug-and-play simplicity. Plus, the high-reliability of the PPS means you won't find yourself stranded on a deserted landing strip without the power to start your plane. The PPS is a new power distribution component that handles your aircraft's high-current power. It controls the flow of power from the battery to the starter and supplies power to the Vertical Power VP-X (or a traditional bus) for your electrical system loads. The PPS also supports the charging circuit by completing the B-lead connection to the alternator. PPS ..... P/N 11-15519 ..... ---

## ABSOLUTE SOLUTIONS GEAR WARNING UPGRADE KIT FOR PIPER



Gear Warning Upgrade Kit installed under STC SA02798SE for Piper PA-34-220T (SN 34-8133001 through 34-8633031 and 3433001 through 3433172)

From operational experience, Absolute Solutions has noted numerous flaws with the factory design which causes operators to often experience:

- Erratic or intermittent operation
- Failure of the throttle position actuation system
- Premature failure of gear horn
- Increased maintenance and parts cost
- Increased aircraft down time

The Gear Warning Upgrade will provide operators with a much more reliable way to achieve the same level of safety as the original system was designed to provide.

For Piper PA-34-220T .....	P/N 05-28990 .....	---
Fpr Piper PA-44-180 .....	P/N 05-28988 .....	---

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