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Installation Guide:

Sunbeacon II

P/N 11-2200-A-() Red LED Beacon

P/N 11-2200-B-() White LED Beacon

The -() indicates the system voltage, with -12 being the 12VDC and -24 being 24VDC electrical systems.



The conditions and tests required for TSO approval of this article are minimum performance standards. It is the responsibility of those installing this article either on or within a specific type or class of aircraft to determine that the aircraft installation conditions are within the TSO standards. TSO articles must have separate approval for installation in aircraft. The article may be installed only if performed under 14 CFR part 43 or the applicable airworthiness requirements.

TSO C-96a Class II approved for white, TSO-C96a Class I and Class III approved for red

Deviations: Tested to DO-160G instead of DO-160B as called out in TSO-C-30c and TSO C-96a, tested to SAE AS8017B

Operating Instructions:

Operational Voltage: 14 & 28 Volt Systems
Beacon Average Current: 1.2A at 14V, 0.6A at 28V
Beacon Peak Current: 4.4A at 14V, 8.8A at 28V for 0.2 seconds

EQUIPMENT LIMITATIONS:

Aircraft for which type certificate was applied for after April 1, 1957 to August 11, 1971:

The anti-collision system must produce a minimum of 100 effective candelas in Aviation Red or White, 360° around the vertical axis, 30° above and below the horizontal plane. The Sunbeacon II meets this requirement.

Aircraft for which type certificate was applied for after August 11, 1971:

The anti-collision system must produce a minimum of 400 effective candelas in Aviation Red or White, 360° around the vertical axis, 30° above and below the horizontal plane. The white Sunbeacon II will meet this requirement.

Rotorcraft for which type certificate was applied for after February 5, 1976:

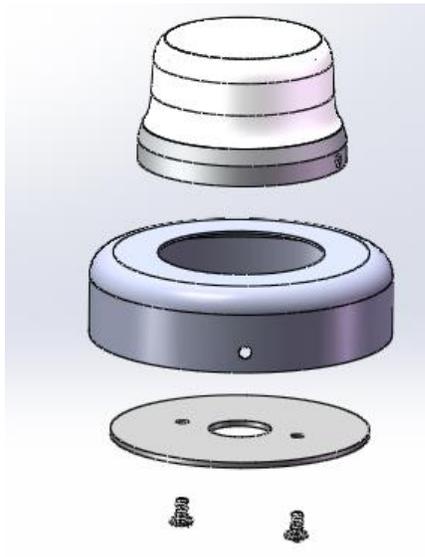
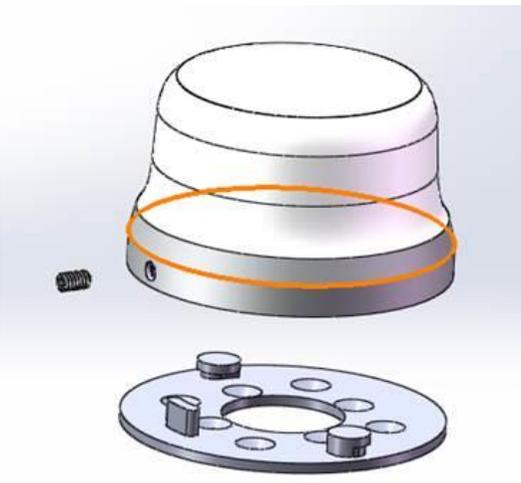
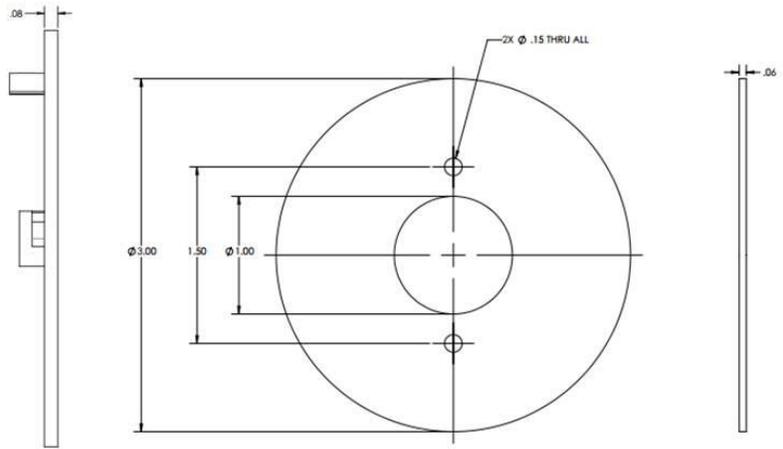
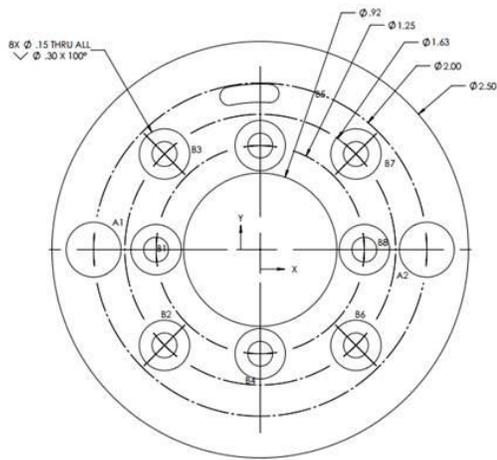
The anti-collision system must produce a minimum of 150 effective candelas in Aviation Red, 360° around the vertical axis, 30° above and below the horizontal plane. The Sunbeacon II meets this requirement.

CONTINUED AIRWORTHINESS:

The Sunbeacon II series LED beacon assembly is designed with 24 LEDs mounted beneath the anti-collision lenses. Should more than two LEDs fail, the unit must be repaired or replaced. View LEDs with welding goggles for eye safety.

INSTALLATION PROCEDURES:

1. The installation procedure described in the following text is for a single light installation, but the procedure is identical for multiple light installations.
2. Determine which mounting type shown in the installation diagram on page 2 is required for the mounting location. The bracket can be used to mark the mounting hole locations. The brackets are ordered separately, depending on the mounting configuration.
3. By design, the twist lock Mounting Bracket locks into the Sunbeacon II product body.
4. Mount the twist lock bracket using four 6-32 100 degree countersunk screws.
5. Connect the red wire to switched power for the beacon light, connect the black wire to aircraft ground via the shield for non-conducting surfaces or tie to structure for conducting surfaces, and connect the green wire to the synchronization wire from other installed light(s). The blue wire is an optional dimming control that reduces the output to 5% when it is grounded. It is recommended that the attached wiring diagram be followed for minimum RFI.
6. Attach the light to the mounting bracket and anchor in place with the 8-32 hex head set screw (provided) that inserts into the rear of the light.
7. Check all avionics systems for interference from this installation.
8. A flight check should be performed by a properly certified pilot.



Recommended Wiring for Sunbeacon B Light
Wire run for one light shown below

