

**EMERGENCY BEACON CORPORATION**  
15 RIVER ST  
NEW ROCHELLE, NEW YORK 10801  
PHONE: (914) 235-9400 FAX (914)576-7075  
[emergencybeacon@verizon.net](mailto:emergencybeacon@verizon.net)  
[www.emergencybeaconcorp.com](http://www.emergencybeaconcorp.com)

**SUMMARY OF EBC ELT INSPECTION PROCEDURES BASED ON  
FAA ADVISORY CIRCULAR 43.13-1B, CHG. 1: DATED SEPT. 27, 2001**

**FOR 102As, 302 SERIES AND 502 SERIES ELTS**

**MODEL EBC 102A (FAA TSO C91 SPECIFICATION)**

1. Remove ELT from the mount and inspect the mounting hardware for stability. All required mounting hardware should be reinstalled and secured. The bracket must be secured to a rigid member of the aircraft so that if a force of 100 pounds is applied to the ELT it will not move more than 1/4 of 1 inch.
2. Open unit and inspect the ELT. Verify that the ELT battery is factory-approved and check its expiration date. (Factory approved battery pack part number is GS-21).
3. To test the automatic feature of the EBC 102A, put the switch in the "ARM" position. Bang the EBC 102A against your hand, using medium exertion, so that the pendulum activates the switch. The ELT signal should be heard on the airplane's VHF radio communications receiver when tuned to 121.5 MHz (see note 2).
4. To manually activate this ELT move the switch to the "ON" position. Again, the ELT signal should be heard on the airplane's VHF radio communications receiver when tuned to 121.5 MHz (see Note 2).
5. The EBC 102A ELT has a test-lamp feature. Push switch to the "OFF-TEST" position and hold. Normal power output may be tested by holding the switch in the OFF-TEST position for a short period (not more than five seconds) and observing that the amber light flickers dimly. (Some units will not light the lamp unless you grasp the antenna near its top, this is normal and if the amber light flickers dimly with or without holding the antenna top then the batteries are okay.)
6. Install ELT into its mount and verify the proper direction of crash activation.
7. Verify that the ELT is deactivated after each test by momentarily placing the switch into the "OFF-TEST" position and allowing the switch to return to the "ARM" position.

**MODEL EBC 302 AND EBC 302H-SERIES ELTS (FAA TSO C91 SPECIFICATION)**

1. Remove the ELT from the mount and inspect the mounting hardware for stability. All required mounting hardware should be reinstalled and secured. The bracket must be secured to a rigid member of the aircraft so that if a force of 100 pounds is applied to the ELT it will not move more than    of 1 inch.
2. Open the unit and inspect the ELT. Verify that the ELT batteries are factory-approved and check the expiration dates. (The EBC 302-series ELT takes two batteries). The factory approved battery pack is the GS-21.
3. To test the automatic feature of the EBC 302-series ELT, put the switch in the "ARM" position. Hold the ELT at arm's length with the antenna pointed vertically toward the sky. Swing the ELT around your body in the horizontal plane, (like a forehand tennis swing), as fast as possible (see Note 1). For the EBC 302H-series ELT there is an additional test, for vertical activation. To test the vertical activation, hold the ELT at arm's length with the antenna pointed toward the horizon. Swing the ELT around your body as fast as possible. This may require a few tries since a great deal of force will be required to simulate a crash. The distinctive audio sweep should be heard over the radio (see Note 2). Deactivate by momentarily holding the switch in the "OFF-TEST" position and releasing. To manually activate this ELT move the switch to the "ON" position, being sure to turn it off properly by moving the switch all the way over to the "OFF-TEST" position and releasing. The ELT signal should be heard on the airplane's VHF radio communications receiver when tuned to 121.5 MHz (see Note 2).
4. The EBC 302 and 302H-series ELTs have a test-lamp feature. Push the switch to the "OFF-TEST" position and hold. Normal output power may be tested by holding the switch in the "OFF-TEST" position for a short period (not more than five seconds) and observing that the amber light flickers dimly. (Some units will not light the lamp unless you grasp the antenna near its top, this is normal and if the amber light flickers dimly with or without holding the antenna top then the batteries are okay.)
5. Reinstall the ELT into its mount and verify the proper direction of crash activation.
6. Verify that the ELT is deactivated after each test by momentarily placing the switch into the "OFF-TEST" position and releasing. The switch will automatically go back to the "ARM" position.

## MODEL EBC 502 (FAA TSO C91A SPECIFICATION)

1. Remove the ELT from the mount and inspect the mounting hardware for stability. All required mounting hardware should be reinstalled and secured. The bracket must be secured to a rigid member of the aircraft so that if a force of 100 pounds is applied to the ELT it will not move more than  $\frac{1}{2}$  of 1 inch.
2. Open the unit and inspect the ELT. Verify that the ELT batteries are factory-approved and check the expiration dates. (The factory approved battery pack is the GS-52).
3. Activate the ELT using an applied force. The direction for mounting and force activation is indicated on the ELT. Being sure that the switch is in the “ARM” position, the EBC 502 ELT can be activated by using a rapid (throwing) motion coupled by a rapid reversing action (see Note 1). The ELT signal should be heard on the airplane’s VHF radio communications receiver when tuned to 121.5 MHz (see Note 2). The audible monitor emits a loud tone when the ELT is activated while connected to the monitor; if the ELT is not connected the audible monitor will not emit a tone. Deactivate by momentarily holding the switch in the “OFF-TEST” position and releasing. The switch will automatically go back to the “ARM” position.
4. The EBC 502 ELTs have a test-lamp feature. Push the switch to the “OFF-TEST” position and hold. Normal output power may be tested by holding the switch in the “OFF-TEST” position for a short period (not more than five seconds) and observing that the amber light flickers dimly. (Some units will not light the lamp unless you grasp the antenna near its top, this is normal and if the amber light flickers dimly with or without holding the antenna top then the batteries are okay.)
5. Reinstall the ELT into its mount and verify the proper direction of crash activation. Confirm that the audible monitor plug and the jack on the bottom of the ELT are properly mated together.
6. Activate the ELT by moving the toggle switch to “ON”. The ELT should be heard on the airplane’s VHF radio communications receiver when turned to 121.5 MHz (see Note 2). The audible monitor should emit a loud tone any time the ELT is activated, as long as the ELT is connected to the monitor. Deactivate as shown in § 3.

## MODEL 502H, 502HM (FAA TSO C91A SPECIFICATION)

Note: The 502H and HM series ELTs have the same G-switch configuration as the EBC 302H-series ELTs and are only for helicopter use.

1. Remove the ELT from the mount and inspect the mounting hardware for stability. All required mounting hardware should be reinstalled and secured. The bracket must be secured to a rigid member of the aircraft so that if a force of 100 pounds is applied to the ELT it will not move more than  $\frac{1}{2}$  of 1 inch.
2. Open the unit and inspect the ELT. Verify that the ELT batteries are factory-approved and check the expiration dates. (The factory approved battery pack is the GS-52).
3. To test the automatic feature of the EBC 502H-series ELT, put the switch in the “ARM” position. Hold the ELT at arm’s length with the antenna pointed vertically toward the sky. Swing the ELT around your body in the horizontal plane, (like a forehand tennis swing), as fast as possible (see Note 1). For the EBC 502H-series ELT there is an additional test, for vertical activation. To test the vertical activation, hold the ELT at arm’s length with the antenna pointed toward the horizon. Swing the ELT around your body as fast as possible. This may require a few tries since a great deal of force will be required to simulate a crash. The distinctive audio sweep should be heard over the radio (see Note 2). Deactivate by momentarily holding the switch in the “OFF-TEST” position and releasing. To manually activate this ELT move the switch to the “ON” position, being sure to turn it off properly by moving the switch all the way over to the “OFF-TEST” position and releasing. The ELT signal should be heard on the airplane’s VHF radio communications receiver when tuned to 121.5 MHz (see Note 2).
4. The EBC 502H & HM ELTs have a test-lamp feature. Push the switch to the “OFF-TEST” position and hold. Normal output power may be tested by holding the switch in the “OFF-TEST” position for a short period (not more than five seconds) and observing that the amber light flickers dimly. (Some units will not light the lamp unless you grasp the antenna near its top, this is normal and if the amber light flickers dimly with or without holding the antenna top then the batteries are okay.)
5. Reinstall the ELT into its mount and verify the proper direction of crash activation. Confirm that the audible monitor plug and the jack on the bottom of the ELT are properly mated together.
6. Activate the ELT by moving the toggle switch to “ON”. The ELT should be heard on the airplane’s VHF radio communications receiver when turned to 121.5 MHz (see Note 2). The audible monitor should emit a loud tone any time the ELT is activated, as long as the ELT is connected to the monitor. Deactivate as shown in § 3.

### **NOTES:**

1. This is not a precise check; thus, it only indicates that the G-switch is working
2. This is not a measured check, thus it does not verify adequacy of the power output. The signal may be weak even if it is picked up by a receiver located at a considerable distance from the radiating ELT. Modern aircraft transceivers are extremely sensitive and can pick up the ELT signal even if that signal is weak. It is recommended

that you tune your radio to 121.6 MHz and listen. The ELT signal (121.5 MHz) should bleed over. Also an amplitude modulation (AM) broadcast radio receiver can be used to determine if energy is being transmitted from the antenna. If the AM radio is held about 6 inches from the ELT antenna and the ELT is activated, the ELT tone will be heard.

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