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

ALL DEFT-1 AND SHARC-7 MODELS

1. Remove all interconnections between the ELT unit, the antenna, and remote switch. Visually inspect and confirm proper seating of all connector pins. Special attention should be given to coaxial center conductor pins which are prone to retracting into the conductor housing.
2. Remove the ELT from the mount and inspect the mounting hardware. All required mounting hardware should be reinstalled and secured.
3. Gain access to the battery pack and inspect. No corrosion should be detectable. Verify that the ELT battery is approved and of the lithium-chemistry type (our part number 05-07-002B) and NOT an alkaline battery (DEFT-1 was designed to operate on a 12-volt system and an alkaline battery does not meet this specification). Check the expiration date on the battery.
4. Activate the ELT using an applied force. The direction for mounting and force activation is indicated on the ELT. The DEFT-1 ELT can be activated by using a rapid forward motion coupled by a rapid reversing action. The SHARC-7 ELT is activated using the same basic motion, but may require more effort to activate. Verify that the ELT has been activated by the use of the airplane's VHF communications receiver tuned to 121.500 MHz (see Note 1).
5. Reinstall the ELT into its mount and verify the proper direction for crash activation. Reconnect all cables. They should have some slack at each end and be properly secured to the airplane's structure for support and protection.
6. Activate the ELT by setting the switch to the "ON" position. A low quality AM broadcast receiver should be used to determine if energy is being radiated from the antenna. When the radio is held about 6 inches from the ELT antenna, the ELT aural tone will be heard (see Notes 2 and 3).
7. Verify that all switches are properly labeled and positioned.

Note: 1. This is not a measured check; it only indicates that the G-switch is working.

2. This is not a measured check, but it does provide confidence that the antenna is radiating with sufficient power to aid search and rescue. The aircraft's VHF receiver tuned to 121.6 MHz may also be used. A strong ELT signal (121.5 MHz) should bleed over, and should be audible.

3. Because the ELT radiates on the emergency frequency, the Federal Communications Commission (in the United States) allows these tests to be conducted only during the first 5 minutes after any hour and limits the test to 3 sweeps of the transmitter audio modulation.

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