

SECTION II INSTALLATION

2.1 GENERAL

Suggestions and factors to consider before installing the KWX 58 Weather Radar System in an aircraft are given in this section. Refer to Figure 2-14 for the KWX 58 interconnect diagram.

2.2 UNPACKING AND INSPECTING EQUIPMENT

Exercise extreme care when unpacking the equipment. Make a visual inspection of the unit for evidence of damage incurred during shipment. If a claim for damage is to be made, save the shipping container to substantiate the claim. The claim should be promptly filed with the transportation company. It would be advisable to retain the container when all equipment has been removed, in the event that equipment storage or reshipment should become necessary.

2.3 EQUIPMENT INSTALLATION

2.3.1 COOLING CONSIDERATIONS

The greatest single contributor to increased reliability of all modern day avionics is to limit the maximum operating temperature of the individual units whether panel mounted or remote mounted. While modern day circuit designs consume far less electrical energy, the watts per cubic inch dissipated within the avionics units still remains much the same due to high density packaging techniques utilized. Consequently, the importance of providing avionics cooling is essential to the life span of the unit.

While each individual unit may or may not require forced air cooling, the combined heat load of several units operating in a typical avionics location will significantly degrade the reliability of the avionics if provisions for cooling are not incorporated in the initial installation. Failure to provide cooling will certainly lead to increased avionics maintenance costs and may void the King warranty.

2.3.2 KA 128 ANTENNA/RECEIVER/TRANSMITTER MECHANICAL INSTALLATION

WARNING

ANTENNAS MUST BE PRESSURIZED WHEN INSTALLED WHERE EXPLOSIVE ATMOSPHERES ARE POSSIBLE. EXAMPLE: NEAR FUEL TANKS.

WARNING

NEVER OPERATE THE WEATHER RADAR IN WX, WXT, OR MAP MODES ON THE GROUND WHEN PERSONNEL ARE FORWARD OF THE AIRCRAFT WINGS AND WITHIN 11 FEET OF THE AIRCRAFT NOSE. FAILURE TO OBSERVE THIS PRECAUTION MAY RESULT IN PERMANENT DAMAGE TO THE EYES AND OTHER BODY ORGANS. THE XMTR FUNCTION MAY BE DISABLED BY PLACING THE XMTR SWITCH, ON THE KA 128, IN THE OFF POSITION.

Reference: Attachment A
Federal Aviation Administration
Advisory
Circular No. 20-68B
(Recommended Radiation Safety
Precautions for Ground Operation
of Airborne Weather Radar).

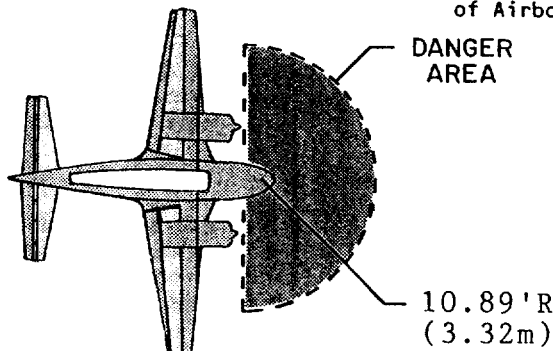


FIGURE 2-1 EM RADIATION DANGER AREA