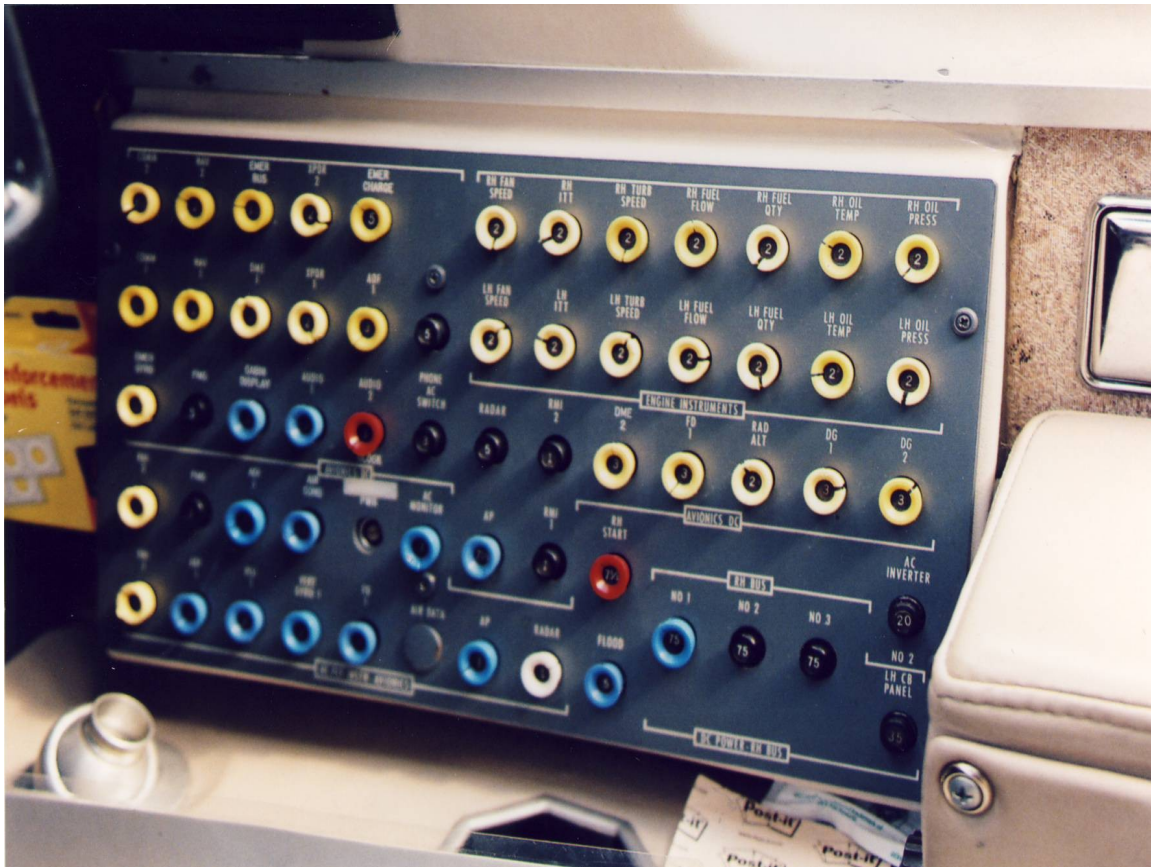


CIRCUIT BREAKER COLLARS



On the aircraft you fly, can you state the Circuit Breaker row and position number of a "Critical Circuit Breaker"? How about the Autopilot? Electric Trim? Gear Motor? Delce Boots?

Of course, one of the joys and safety benefits of flying your own aircraft is the ability to learn the exact position of Critical Circuit Breakers and, in addition, install color-coded Circuit Breaker Collars. Circuit Breaker Collars aid in pulling a super stiff Circuit Breaker, but of most importance, is a color-coding concept to assist with immediate identification. On an IFR Approach can you waste critical time hunting for a Circuit Breaker?

We will use a Twin Cessna as an example, but the following can apply to many other types of aircraft. Often a Circuit Breaker is simply hard to get to. It is located in a tough spot to find, read/confirm and pull. Often a crew seat position effects locating and pulling a Circuit Breaker. Often the Switch/Circuit Breaker Panels are considerably worn, as with 25-30 years of wear. They are often poorly illuminated.

Over the years some Aircraft Systems have been modified and various after market Equipment and Avionics added. The Circuit Breaker's for these old, and new, items often are poorly labeled.

In the last few months, JTA has conducted a training drill for several new Twin Cessna Owners' receiving Initial or Recurrent Training from JTA. The same observation has been seen for years while attending SimCom training with new Twin Cessna Owners/Pilots.

Example: Gear Down - No Three Green. Try it again - No Three Green Lights. Cut to the chase - You need to Crank the Gear down in a Twin Cessna with a Electro-Mechanical Landing Gear System. First, we will assume you have readily available a specific Checklist, or the Pilot's Operating Handbook (POH), or are

familiar with the Cockpit Placard with instructions for manually extending the Landing Gear. We will also be kind and assume subjects such as Autopilot Operation and Seat Positions are properly addressed for Manual Gear Extension. Ready? - Pull the Landing Gear Motor Circuit Breaker. You found it immediately. You practiced a manual extension just last week. Excellent. But it is now night and that old panel never had very good lighting or none. Grab the flashlight and for the first time in your life it did not glow as expected. Have a second flashlight? Extra batteries? Did I mention it is a bit turbulent and the rain is about 20 minutes out? Also, it is 9:35 p.m. and the tower closes at 10:00 p.m.

The point. Finding the Gear Motor Circuit Breaker can be difficult. Poor lighting, poor labeling and lack of familiarization all contribute to delay.

Very well, it is your lucky day and the second flashlight was handy and you safely landed at 9:55 p.m.

JTA suggests two separate actions to aid in locating and pulling a Circuit Breaker at the worst of times.

First, purchase (available from JTA) Color Coded Circuit Breaker Collars. They make pulling a Circuit Breaker easier and you can create a 'color logic' system. JTA offers Red, Yellow, White and Green Circuit Breaker Collars. Price is \$4.00 each. JTA suggests placing a Green Circuit Breaker Collar on the Gear Motor Circuit Breaker. When thinking about the Landing Gear, Green is the favorite color. Agree. For those "get the Circuit Breaker pulled fast", such as for Autopilot or Electric Trim problems, JTA suggests Red Circuit Breaker Collars. Other 'Reds' may be the Delce Boot System where it is possible to have a Boot stuck in the inflation mode. The Heater is another possible Red. For Lights, especially for the Landing Light Circuit Breakers in Twin Cessnas, think Yellow or White. JTA likes White for Lights and Yellow for other System/Equipment you wish to consider as Caution Issues.

Many pilots coordinate the color logic for Switch Covers and Circuit Breaker Collars. JTA suggests you sit in your cockpit and design a Switch Cover/Circuit Breaker Collar scheme. Having a second extra set is wise.

The use of a Checklist is required and wise. Often reading a not often needed Checklist recharges the brain's recall cells. For those 4 to 8 critical "must get to fast Circuit Breakers", JTA suggests the good old 3 x 5 card on the Pilot's Sun Visor or Pilot's Left Side Wall. Modern printers can create a sharp placard. The card/placard notes the name of the System (Autopilot) and the Circuit Breaker row and Circuit Breaker position number. As - Autopilot 4th Row/#6. During long cross-country flights, review the positions. Close your eyes and test yourself. They will become remembered.

For maximum safety and appearance (value) here are some JTA Tips:

1. Ensure quality Switch and Circuit Breaker Labeling.
2. Ensure quality Switch and Circuit Breaker Illumination.
3. Ensure quality Back-Up Illumination Installed and On-Board.
4. Add Color Coded Circuit Breaker Collars for all Critical Circuit Breakers.
5. Practice locating and pulling various Circuit Breakers = Familiarity.

Mail orders with check made to **Jerry Temple to P.O. Box 580, Frisco, TX 75034**. Sorry, unable to accept credit cards. Orders are promptly filled and sent by USPS.

If you are not sure if the JTA Toggle Switch Covers will work on your aircraft. No Problem. Full money back with returned Switch Covers. Switch Covers from JTA may be used on Cessna Singles, Beechcraft, Lear Jets and other models.

Did you hear the one about the aircraft with a new \$75,000 Panel and \$25,000 Interior and the old dirty, grimy and missing Switch Covers? Go Figure.