PERFORMANCE SPECIFICATIONS
12 VDC Portable HAPI P L A S I
Part Number
DA3701-3

Specification

Electrical

On/Off Power Switch: Sealed two position toggle switch located on side of unit.

Night Dimming: Sealed two position toggle switch. With Bright/Dim setting.

Power Requirement: The PLASI is designed to operate at 12 VDC battery or Solar Power.

Drive Motor: 12 VDC, 20 RPM, 1/50HP, 1.6 amps

Exhaust Fan: 12 VDC, 7.6 Watts, 120 CFM

Structural

Outer Shell: Full Composite, with outer Gel Coat for durability, and corrosion resistance.

Internal Structure: All internal metal parts made from Aircraft grade 6061 Aluminum for lite weight and portability.

Tie Down Loops: Lower Case, to attach unit to portable base.

Handles: Upper Case, made from cad plated steel.

Legs: Legs made from corrosion resistant steel all thread

Drain Hole: A drain hole in the lower case for water drainage.

Hardware: All internal/external hardware made of stainless steel or Cres Steel.

Painting requirements

Outer Finish: Cust Request paint color.

Inner Finish: High Temp Black

Environmental:

Water Resistance: Unit to meet the requirements listed in MIL-STC-810C.

HAPI Signal Format

Filter: Red and Green

Width: 16 degrees minimum

Height

Above glidepath signal pulsing green light - 2.5 degrees

On glidepath signal steady green light . 75 degrees

Slightly below-glidepath signal steady red light .25 degrees

Below glidepath signal pulsing red light 5.0 degrees

Tolerance-+/- 0.05 degrees

Glidepath: The glidepath is defined as the vertical angle established between the center plane of the steady green light and the landing surface. The leveling arm will be preset at 6-degree angle. Unit will be adjustable from 0 to 12 degrees.

Range: The range at which the signal is visible is at least 1.5 miles under day and two miles under night conditions at full intensity.

Pulsing Frequency: The above-glidepath Green light and below- glidepath Red light, the pulse rate will be at least 2 Hz. continuous at the edge of the glidepath to zero length at the off-glidepath limit of visual contact.