

*Reed R. Prior*

17600 CHARITY LANE • DARNESTOWN, MARYLAND 20874

23 August 1995

Mr. Alfred Petrone  
President  
National Air Parts  
1140 Flight Line Blvd.  
DeLand, FL 32724

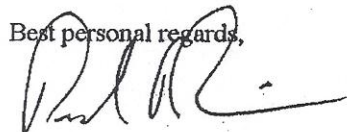
Dear Al,

I just wanted to tell you how terrific your new 100 amp alternator and its Zeftronics voltage regulator are. As you know, my 1980 model Mooney M20J "201" is heavily loaded with power hungry accessories. Included are color radar, TKS deicing, WX-1000E+ stormscope, KFC-200 AP/FD, electric standby vacuum, strobes, and of course a full stack of avionics and the regular complement of lights, pitot heat, etc. In weather above the freezing level requiring both TRW avoidance equipment and icing prevention (TKS and pitot heat) to be engaged, my 14 volt airplane will draw over 75 amps at night. Daytime operations come close to 50 amps.

After having J. A. Air Center at Chicago's DuPage County Airport install your system and obtain a Form 337 approval on my new 100 amp, 14 volt electrical system, I've found a new "lease on life" in my flying. No longer must I decide between running my landing light in terminal areas and keeping the pitot heat, radar, boost pump, back-up vacuum, or other systems turned on. Before, such multiple operations resulted in a serious discharging condition. Your system is so good that on the test flight the test pilot could not make the system discharge. . . He turned EVERYTHING on, even including cycling both the electric gear and electric flaps at the same time! The maximum draw he could get was 99 amps, and the system maintained a solid 14.1 volts of output throughout.

Even more fantastic is the performance at idle RPM while taxiing. At night I need about 55 amps to operate the nav lights, landing light, and basic avionics for taxiing, and the factory alternator let me down. It would register a discharge of almost 25 amps, often requiring me to hook up a battery charger in my hangar following a long taxi. This problem has plagued Mooney owners for years. Your system puts out the 55 amps at a steady 13.6 volts at only a comfortable 1,100 RPM. No discharge! I threw out the battery charger that I used to carry in my baggage compartment all the time. Keep up the great work!

Best personal regards,



Reed R. Prior  
Owner: N1980J