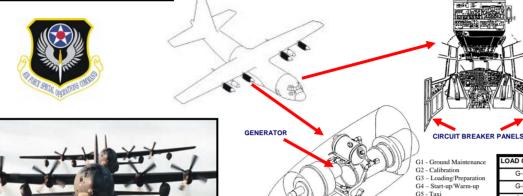


MC-130P Combat Shadow Electrical Loads Analysis









ELA Spreadsheet Alternating Current (AC) Continuous Load

Maintenance	LOAD COND	LH	LH+ESS	ESS	ESS+MAIN	MAIN	MAIN+RH	RH	RH+LH	LH+ESS+MAIN+RH
ation ng/Preparation np/Warm-up	G-1	0.00	9.53	9.53	28.24	18.71	18.71	0.00	0.00	28.24
	G-2	0.00	2.34	2.34	5.57	3.23	3.23	0.00	0.00	5.57
f/Climb	G-3	0.00	10.29	10.29	13.54	3.25	3.25	0.00	0.00	13.54
Combat g	G-4	6.49	32.62	26.13	46.13	20.00	22.24	2.24	8.72	54.86
	G-5	7.83	34.02	26.18	46.14	19.96	48.70	28.74	36.57	82.71
ency nd AC Bus	G-6	14.64	46.75	32.11	52.36	20.25	48.98	28.74	43.38	95.73
tial AC Bus AC Bus Hand AC Bus its of KVA	G-7	17.67	49.21	31.54	52.25	20.70	49.44	28.74	46.41	98.65
	G-8	14.64	45.19	30.55	50.76	20.21	22.44	2.24	16.88	67.63
	G-9	14.64	46.93	32.30	54.65	22.36	51.17	28.81	43.45	98.10

Problem:

- •MC-130P Combat Shadow requires more AC power.
- •Electrical Loads Analysis (ELA) does not exist. Electrical growth capacity for future modifications is unknown.
- •Each generator powers its own dedicated bus.
- •MC-130P aircraft is equipped with 4 40 Kilo-Volt Ampere (KVA) 3-Phased Brushless Generators, Theoretical aircraft capacity of 160 KVA.
- •If engine or electrical generator fails, one generator assumes load of 2 buses. Therefore, total design AC electrical loads should not exceed 80 KVA.

Solution:

- •Create Electrical Loads Analysis (Excel Spreadsheet) to meet MIL-E-7016 requirements.
- •Verify individual electrical loads by conducting measurements on 13 aircraft.
- •Verify load wiring connections are attached to proper buses per wiring drawings.
- •No growth capacity exist, Recommend modifying aircraft to upgrade to 60/90 KVA Generators.





SSAI Team Measuring and Recording Load/Current Measurements



G6 - Take-o G7 – Cruise G8 - Cruise G9 - Landin G10 - Emer LH - Left H ESS - Essen

Main - Mair RH - Right

Loads in un