

No: 000313

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By: DB Date: 05-16-83 Page: 1 of 1

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Subject: NEW HIGH-PERFORMANCE
BATTERY FOR EAGLE II
AIRCRAFT

Last year at this time Christen issued a product letter describing several new products which were under development to enhance the utility and performance of the Eagle II aircraft. Among these products was a compact all-attitude sealed lead-acid battery. The battery is composed of six sealed lead-acid energy cells which operate on the principle of recombination of gases within a starved electrolyte system. It has extremely low internal impedance, allowing very high rates of charge and discharge and long-term engine cranking capability.

When available later this year, the battery will replace the gel-cell currently being used in the Eagle II aircraft. Since it is approximately the same weight as the gel-cell, it will be mounted in the same location as the gel-cell, behind the rear seat.

The battery is smaller in one dimension than the gel-cell, allowing it to be mounted under the front seat of the aircraft. This was explained in the earlier product letter, and many Eagle owners and builders misinterpreted it to mean that the battery should be moved forward. This conclusion was encouraged by rumors started by a competitive company that the Eagle II aircraft had an aft center-of-gravity condition with resultant spin recovery problems.

WE EMPHASIZE THAT THE NEW BATTERY IS BEING DEVELOPED TO IMPROVE ELECTRICAL SYSTEM PERFORMANCE ONLY AND NOT TO CHANGE THE CENTER-OF-GRAVITY CHARACTERISTICS OF THE EAGLE II AIRCRAFT. At the same time, we acknowledge that some Eagle II aircraft have been constructed with the addition of extra paint, radio equipment, and other non-standard features which have increased empty weight and moved the center-of-gravity rearward relative to the design specifications. The new battery could be mounted in these aircraft in a non-standard forward location such as under the front seat or on the firewall to restore the center-of-gravity to its proper position.

We will advise all Eagle II builders and owners when the new battery is available. In the interim, we hope that this letter will dispel the misunderstandings and rumors which have been circulating about the reasons for its development.

ENCLOSURES: None