§ 27.1361 Master switch.

(a) There must be a master switch arrangement to allow ready disconnection of each electric power source from the main bus. The point of disconnection must be adjacent to the sources controlled by the switch.

(b) Load circuits may be connected so that they remain energized after the switch is opened, if they are protected by circuit protective devices, rated at five amperes or less, adjacent to the electric power source.

(c) The master switch or its controls must be installed so that the switch is easily discernible and accessible to a crewmember in flight.

§ 27.1365 Electric cables.

(a) Each electric connecting cable must be of adequate capacity.

(b) Each cable that would overheat in the event of circuit overload or fault must be at least flame resistant and may not emit dangerous quantities of toxic fumes.

(c) Insulation on electrical wire and cable installed in the rotorcraft must be self-extinguishing when tested in accordance with appendix F, part I(a)(3), of part 25 of this chapter.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27–13, 42 FR 36972, July 18, 1977]

§ 27.1367 Switches.

Each switch must be—

(a) Able to carry its rated current;

(b) Accessible to the crew; and

(c) Labeled as to operation and the circuit controlled.

§ 27.1381 Instrument lights.

The instrument lights must—

(a) Make each instrument, switch, and other devices for which they are provided easily readable; and

(b) Be installed so that—

(1) Their direct rays are shielded from the pilot’s eyes; and

(2) No objectionable reflections are visible to the pilot.

§ 27.1385 Position light system installation.

(a) General. Each part of each position light system must meet the applicable requirements of this section, and each system as a whole must meet the