



Mooney Bravo Meggitt Panels Pack

For Microsoft® FSX

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**TWO NEW PANELS AND VIRTUAL COCKPITS FOR YOUR
FSX MOONEY BRAVO AIRCRAFT**



User's manual

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Note.- Manuals for KLN94 and GNS 430 GPSs are in separate documents.

1. Introduction

Thank you for purchasing this Pack. Here you will find the installing instructions, description and user instructions of the gauges for the panels included in the Mooney Bravo Panels Pack for FSX. Some of these gauges are: BENDIX KLN 94 GPS, GARMIN GNS 430 GPS, BENDIX KX 165A NAV - COM RADIO, BENDIX KR 87 ADF, BENDIX KT 76C and GARMIN GTX 330 TRANSPONDERS, DAVTRON DIGITAL CLOCK MB800, Autopilot Meggitt MAGIC 2100, Meggitt MAGIC Electronic Flight Instrument System (PFD and ND), Meggitt MAGIC Engine Instrument Display System EIDS, etc...

This pack includes TWO panels, with two different radio stacks, and includes complete Virtual Cockpits.

We have develop these 2D panels and Virtual cockpits under a simple philosophy: panels in which you can see, read and handle as many gauges as a medium quality monitor screen allows, using the minimum number of windows, with a gauges layout as real as possible. In this case **all you need is in one main window**, which includes even the corresponding readable GPS, and a second window to display throttles replacing part of the radio stack.

A pleasure to fly with these panels, no need of complementary windows spoiling your manoeuvring or views. See the screenshots ahead to have a look of every view.

Please, read this document entirely.

---oOo---

2. Requirements

- Flight Simulator X with Service Pack 1
- 2.0 GHz Processor
- Graphic card with 256 MB RAM
- 1 GB RAM
- Windows XP SP2 or Window Vista

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3. Installing the panel

Run the installation program and follow the indicated steps. You'll find your new panels as the variation Mooney Bravo Meggitt KLN 94 and Mooney Bravo Meggitt GNS. Don't forget to check the Show all variations box.



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4. Panels screenshots



[Mooney panel KLN 94 RADIO STACK](#)



[Mooney panel GNS 430 RADIO STACK](#)



Mooney VC



Mooney VC at night

5. Gauges

This section shows, explains and describe (when necessary) the new FP gauges features included in this pack.

5.1 BENDIX KX 165A RADIO



The Bendix KX 165A Nav Com radio has four knobs and four buttons. Its display is divided in two segments. The left portion of the digital display readout is allocated for COMM ACTIVE and COMM STANDBY frequencies channels stored (this is a dummy function in this version). The right portion of the display is allocated to NAV receiver information and much more as shown below.

5.1.1 Clicking areas



1. On Off switch
2. Display Channel
- 3 and 4. Tune COM fractional frequencies
5. Ident
6. Select screen right segment mode
- 7 and 9. Tune NAV fractional frequencies
8. Centres OBI if OBS mode is active
- 10 and 11. Tune NAV integer frequencies / controls stop watches / OBS
12. Swaps NAV frequencies / controls stop watches
- 13 and 14. Tune COM integer frequencies. Change Ch stored if Ch is visible
15. Swaps COM frequencies
16. Reset Timers

5.1.2 Left segment pages

Two modes are available, though Channel mode is a dummy mode, by now.



Pushing Channel button will show channels number stored for a few seconds. The big left knob will browse through the channels stored. When Ch is not visible this knob tune COM frequencies.

5.1.3 Right segment pages

The right segment of the screen can display 9 different modes; you can browse with the MODE button.

ACTIVE / STAND BY mode



In this mode you can tune stby frequency with the right knob and swap frequencies with the transfer button

ACTIVE / CDI mode



Pushing MODE button will take you to this mode. The vertical “needle” moves side to side similar to a mechanical CDI. When the needle is centred, the aircraft is on the selected OBS course. When the active frequency is tuned to a VOR frequency, the centre of the CDI scale displays the “TO” or “FROM” indicator.

The CDI needle may be automatically centred with a “TO” indication clicking on centre of the knob. The CDI is displayed on the line below the frequency/OBS. When the ACTIVE frequency is tuned to a VOR frequency, the standby frequency area is replaced by a three digit OBS (Omni Bearing Selector) display. The desired OBS course can be selected with the right knob. When the ACTIVE window is tuned to a localizer frequency, the standby frequency area is replaced by “LOC”. When the received signal is too weak to ensure accuracy the display will flag.

ACTIVE / BEARING mode



Pushing MODE once more causes the NAV display to go to bearing mode of operation, the right hand window of NAV display shows the bearing TO the station.

ACTIVE / RADIAL mode



Another push of the MODE button will cause the NAV display to go from the ACTIVE/BEARING mode to the ACTIVE/RADIAL mode. The right hand window of NAV display shows the radial FROM the station.

TIMER mode



Another mode button click will cause the unit to go into the TIMER mode. When the unit is turned on the elapsed timer begins counting upwards from zero. The timer can be stopped by pushing the NAV frequency swap button or reset to zero clicking on area 16 (see above) causing the ET on the display to flash. In this state the timer can be set as a countdown timer or the elapsed timer can be restarted. If you click on swap button again the counter will restart from zero. If you use the knob in the right side countdown timer can be set to the desired time (while ET is blinking) and then pushing the NAV swap button countdown will start. The top side of the knob selects minutes, the bottom side of the knob selects seconds. After the countdown timer reaches zero, the counter will come up, whatever the mode you are

in, and will begin to count upwards indefinitely while flashing for a few seconds, returning then to the mode you were before, if it was different. The Audio Alert is then sounded.

ACTIVE / GPS modes

The following GPS modes are not described in the KX 165 guide but we have considered useful to include this modes. You go into these modes pushing MODE button as well.



GPS CDI and desired track



Next waypoint distance and ident



Bearing to next waypoint distance and ident



Next waypoint ident ETE and ETA

5.2 BENDIX KR 87 ADF



The Bendix KR 87 ADF has two knobs and five buttons. It displays active and stand by frequencies and integrates two timers.

5.2.1 Clicking areas



1. ADF / ANT modes. This version displays ADF station ident.
2. BFO mode (just the letters)
3. In frequency mode transfer stands by frequency to active. Returns to frequency mode from timer modes.
4. Go into timers mode.
- 5 and 6. Controls timers modes (described below).
7. On Off
- 8, 13, 14. Decrements frequency
9. Increments fractal frequency
- 10, 11, 12. Increments frequency

5.2.2 Display modes

Frequency mode



Use knob and swap button to manage this screen.

FLT timer Mode



From frequency mode push FLT/SET button once to go into this mode. This timer begins to count when you turn on the gauge and stops when you turn it off.

ET timer Mode



From frequency mode push FLT/SET button twice to go into this mode. This timer starts to count when you turn on the gauge, but you can control it. Clicking on SET/RST button once stops the timer. When it is stopped clicking again reset the timer and starts to count from zero. Clicking to the right of the button (area 7 above) will reset it to zero and ET begin to blink, you can use the knob to set a countdown (up to 59 minutes and 59 seconds), push SET/RST to start the countdown. After the countdown timer reaches zero, the counter will come up, whatever the mode you are in, and will begin to count upwards indefinitely while flashing for a few seconds, returning then to the mode you were before, if it was different. The Audio Alert is then sounded

5.3 MEGGITT MAGIC 2100 AUTOPILOT



The **MAGIC 2100** is a three-axis attitude based Digital Flight Control System (**DFCS**) for aircraft equipped with the **MAGIC** Electronic Flight Display System (**EFIS**) or similarly performing and equipped aircraft. The system provides roll, pitch, and yaw modes with integrated altitude selector and alerter modes.

5.3.1 Clicking areas



1. Autopilot Engage Button
2. Flight Director Engage Button
3. Yaw Damper Engage Button
- 4, 5, 6, 7. AP programs: Heading hold, Nav, Approach, Backcourse
8. Displays IAS. IAS hold on/off
- 9 Displays vertical speed
13. Altitude Selector Knobs
11. Menu key
- 12 and 13. Decreases / increases altitude selected. Upper side 1000 fpm, lower side 100 fpm
- 14 and 15. Decreases / increases VS or IAS

5.3.2 Operation

AUTOPILOT (A/P) ENGAGE / DISENGAGE BUTTON

When the **A/P** button is pressed, the Autopilot, FlightDirector (**FD**), and Yaw Damper (**YD** if **installed**) engage. The annunciator adjacent to the function will illuminate. The system will engage in the **ROLL**, **PITCH**, and **YAW DAMPER** modes. The roll and pitch attitudes will be the attitudes present at the moment the **A/P** button was pressed. If the **A/P** button is pressed a second time, the autopilot will disengage leaving the **FD** and **YD** functions active. The annunciator adjacent to the **A/P** button will extinguish and a disengage tone will sound.



YAW DAMPER (YD) BUTTON (IF INSTALLED)

Pressing the **YD** button will engage the Yaw Damper and illuminate the annunciator adjacent to the **YD** button. Depressing the **YD** button a second time will disengage the Yaw Damper and extinguish the adjacent annunciator. The **YD** normally engages with the autopilot but can be pressed **ON** or **OFF** at anytime completely independent of the autopilot. Therefore, it is essential that the **YD** always be disengaged for takeoff and landing.

FLIGHT DIRECTOR (FD) MODE

The Flight Director is automatically activated and the Steering Bars come into view by pressing the **AP** button. To use the Flight Director only, press the **AP** button again canceling **AP** but leaving **FD** and **YD** engaged or engage the **FD** from the **AP READY** mode.

HEADING (HDG) MODE

Press the **HDG** button to engage the Heading Mode. In this mode the system will track the heading bug on the **ND**. Any heading bug change will cause the aircraft to turn, intercept, and track the new heading. Depressing the **HDG** button a second time will cancel the mode and default back to **ROLL** Mode.



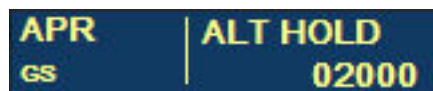
NAV MODE

To Intercept and track a **VOR** signal, first tune the appropriate frequency on the navigation radio, then push NAV.



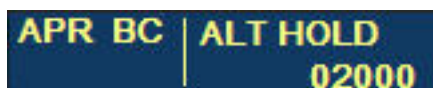
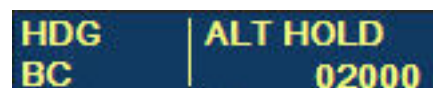
APPROACH (APR) MODE

When pressed, will arm the Approach mode.



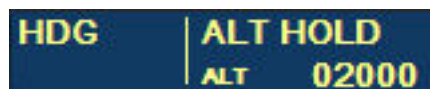
BACK COURSE APPROACH (REV) MODE

When pressed, will select the back course approach mode.



ALTITUDE HOLD (ALT) MODE

When pressed, will displays Altitude Hold mode, allowing you toggle altitude arming on or off. When ALT HOLD is annunciated, the automatic flight control system will capture the altitude displayed.



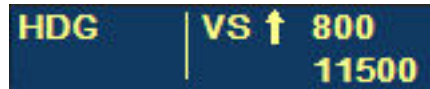
The autopilot will give a visual alert an aural tone 1000 ft. and 200 ft. before reaching the altitude.

ROTARY KNOB

Used to set the altitude alerter/altitude preselect reference altitude.

VERTICAL SPEED (VS) MODE

When pressed bring up the commanded vertical speed in the display. It doesn't capture VS in this version.



VERTICAL SPEED (UP/DN)

Pressing these buttons will increment the vertical speed if displayed.

IAS MODE

When pressed bring up the IAS in the display. Pressing again will acquire and hold the IAS selected.



IAS (UP/DN)

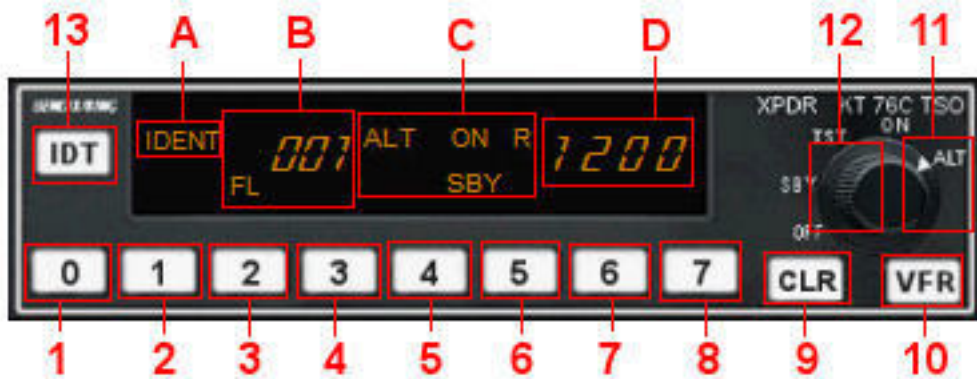
Pressing these buttons will increment the IAS, if displayed.

5.4 BENDIX KT 76 C TRANSPONDER



The Bendix KT 76 C Transponder has one knob and eleven buttons.

5.4.1 Clicking and display areas



1 to 8. ATRCBS Code Selector Knobs

9. Clear button

10. VFR Button

11 and 12. Function Selector Knob

13. Ident Pushbutton

A. Ident Push button

B. Encoding Altimeter Altitude Window

C. Mode Annunciation and Reply Indicator

D. Ident Window

5.4.2 Operation

The KT 76 C display and operation are the same as KT 70 described above. There's not GND function in the KT 76 C.

The code is now set by 0 – 7 buttons. First time you click one of these buttons the first code number is highlighted. Push the button number you want to place here and the next number will be highlighted, this figure can now be set with a number button and so on. CLR button allows you to get back one place and correct a number.

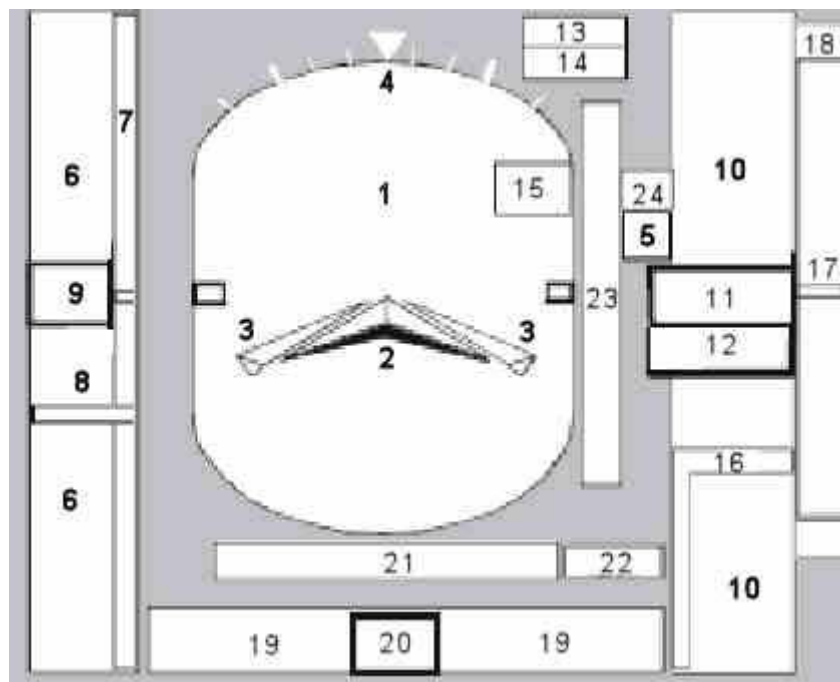
5.5 Meggitt MAGIC EFIS Primary Flight Display



The **BARO** control is used to input the barometric correction. The clicking areas are:

- 1.- Decrements baro press
- 2.- Sets the barometric correction to standard barometric pressure
- 3- Toggles between IN HG or MB
- 4.- Increments baro press

The information presented in the PFD screen includes:



1. Artificial Horizon Indicator: The Artificial Horizon Indicator moves with respect to the aircraft symbol to display actual pitch and roll attitude.
2. Aircraft Symbol: This symbol is a fixed representation of the aircraft. The relationship between it and the Artificial Horizon Indicator provides pitch and roll information.
3. Flight Director (FD) Command Bars: These bars display the computed steering commands from the autopilot. When the desired flight path is being flown, the Flight Director Command Bars are aligned with the Aircraft Symbol wing edges. They are removed if the computed data is unavailable, or the flight director is de-selected.
4. Roll Angle Indication: This indication displays the roll attitude by means of a moving pointer and fixed scale. The scale is marked at 0° , $\pm 10^\circ$, $\pm 20^\circ$, $\pm 30^\circ$, and $\pm 45^\circ$.
5. Marker Beacon Indication: This indication displays **O** (outer marker), **M** (middle marker), or **I** (inner marker) upon detection of the respective airport marker beacon.
6. Airspeed Scale Tape: This tape provides an indication of present airspeed.
7. Airspeed Operating Ranges: Colored vertical bands provide indication of Stall Range (Red), Flap Operating Range (White), Normal Operating Range (Green), and Overspeed Range (Red).
8. Airspeed Limits: Colored horizontal lines provide indication of Minimum Control Speed (red) and Best Rate of Climb - Single Engine (blue).
9. Airspeed Digital Readout: This readout displays airspeed. It turns red at the maximum operating airspeed (**VMO**).
10. Barometric Altitude Scale Tape: This tape provides barometric altitude markings with respect to the barometric correction.
11. Barometric Altitude Digital Readout: This readout displays barometric altitude with respect to the barometric correction.
12. Metric Altitude Digital Readout: This readout displays barometric altitude in meters, with respect to the barometric correction.
13. Barometric Correction: This indication annunciates the barometric correction used in the calculation of the Barometric Altitude Readout. The units are in inches of mercury (inHg) or millibars (MB).
14. RAD ALT Indication: This indication displays the radio altitude from 0-2500 ft. It is removed when the radio altitude is greater than 2500 ft.
15. Decision Height (DH) Flag: This indicator will be in view when the current Radio Altitude is below the selected **DH** (an external **RAD ALT** controller is required to set **DH**).
16. Ground Reference Indicator: This indicator displays a Radio Altitude of 0 ft (ground height), by means of a brown line on the Barometric Altitude Scale Tape.
17. Vertical Speed Scale: This scale displays the vertical speed by means of a moving thermometer tape on a fixed scale. The scale is marked in increments of ± 1000 fpm, and has a range of 0 to ± 3200 fpm
18. Vertical Speed Digital Readout: This two-digit readout is provided either above or below the scale when the vertical speed is at least ± 500 fpm.
19. Heading Scale Tape: This tape provides magnetic heading markings.
20. Heading Digital Readout: This readout displays the magnetic heading.

21. Localizer Deviation Indication: This indication displays the localizer deviation by means of a fixed scale and moving pointer. The scale comes into view automatically upon selecting an **ILS** navigation source.

22. Localizer Sensing Indication: This indication annunciates ILS when a valid ILS Approach is selected. If the valid signal is lost an LSEN annunciation will be displayed.

23. Glideslope Deviation Indication: This indication displays the glideslope deviation by means of a fixed scale and moving pointer. The scale comes into view automatically upon selecting an **ILS** navigation source. The Glideslope Deviation Indication is removed when the **ILS** approach is back-course.

24. Altitude Alert: The amber Altitude Alert (ALT) provides a visual indication of approach to and departure from a preselected altitude on the cockpit installed altitude alerter.

5.6 Meggitt MAGIC Navigational Display



The **CRS** control is used to input the selected course. The clicking areas are:

- 1.- Decrements course
- 2.- Aligns the course selected to the current **CDI** bearing source for the **VOR**
- 3- Increments course

The **HDG** control is used to input the selected heading. The clicking areas are:

- 4.- Decrements selected heading
- 5.- Aligns the selected heading to the current aircraft heading.
- 6- Increments selected heading

The **SEL** button is used for menu mode selection. When the menu is not active the **SEL** button is used to cycle the Screen Format as follows:

HSI Screen Format >> MAP Screen Format >> ARC Screen Format >> HSI Screen Format

ARROWS buttons

When the menu is active, the button is used for menu navigation. When the menu is not active, in **MAP** or **ARC** Screen Formats, the button is used to increment the displayed range to the next higher or lower value.

The **MNU** button is used to display and remove the menu.



In HSI mode you can select which signal commands each needle. Use the arrows buttons to navigate through the options, press SEL to select and then MNU to return to the main screen.

CDI: This option is used to select the **CDI** source. The selection of **CDI** displays the next menu level, which in turn allows for selection of the **CDI** source. The available **CDI** sources are: **VOR1 / VOR2 / GPS**. When selected, it displays in the upper left side of the **ND** in magenta.

RMI1: This option is used to select the **RMI1** needle source. The selection of **RMI1** displays the next menu level, which in turn allows for selection of the **RMI1** source. The available **RMI1** sources are: **OFF / VOR1 / GPS / ADF**. When selected, it displays in the upper right side of the **ND** in white.

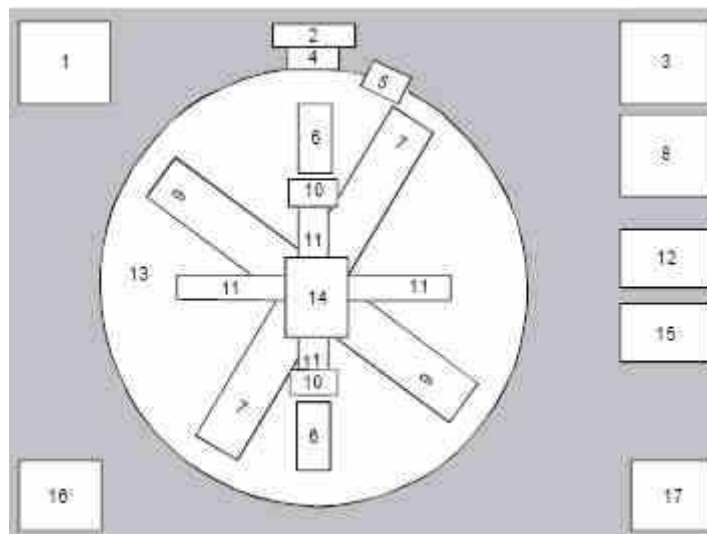
RMI2: This option is used to select the **RMI2** needle source. The selection of **RMI2** displays the next menu level, which in turn allows for selection of the **RMI2** source. The available **RMI2** sources are: **OFF / VOR2 / GPS / ADF**. When selected, it displays in the right side of the **ND** in green, under RMI1.

HSI Screen Format



The **HSI** Screen Format, shown above, displays the aircraft's situation in the horizontal plane. Heading, track, navigation source deviation, and direction are presented. Also included are two selectable **RMI** needles providing magnetic bearings to **GPS** waypoints and **VOR / ADF** stations.

The information presented in the HSI screen format includes:



- | | |
|--|---|
| 1. Selected CDI Source | 10. TO / FROM Display |
| 2. Magnetic Heading Indicator | 11. CDI |
| 3. RMI1 Bearing Pointer Source | 12. DME1 Readout |
| 4. Heading Bug | 13. Compass Card |
| 5. Actual Track Bug | 14. Aircraft Symbol |
| 6. Selected Course / Desired Track Pointer | 15. DME2 Readout |
| 7. RMI2 Bearing Pointer | 16. Selected Course / Desired Track Digital Readout |
| 8. RMI2 Bearing Pointer Source | 17. Selected Heading Digital |
| 9. RMI1 Bearing Pointer | |

MAP Screen Format



The different information presented in the **MAP** Screen Format includes:

- Map Range Display and Track Digital Readout
- Navigation Route Data
- Aircraft Symbol
- Range Readout Indication
- CDI
- ARC / MAP-TO / FROM

ARC Screen Format



The different information presented in the **ARC** Screen Format includes:

- Magnetic Heading Indicator
- Heading Bug
- ARC Range Display and Digital Navigation Route Data
- Selectable NavAids
- Actual track bug
- Range Readout
- CDI
- Aircraft Symbol
- ARC / MAP-TO / FROM

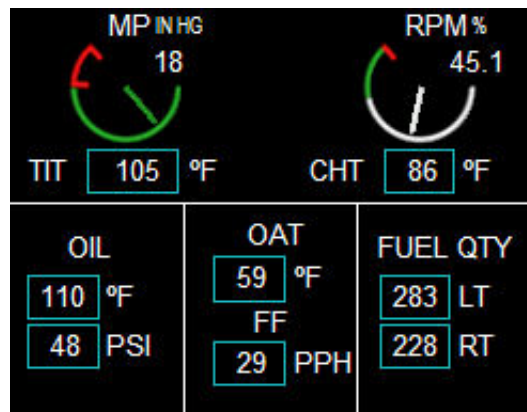
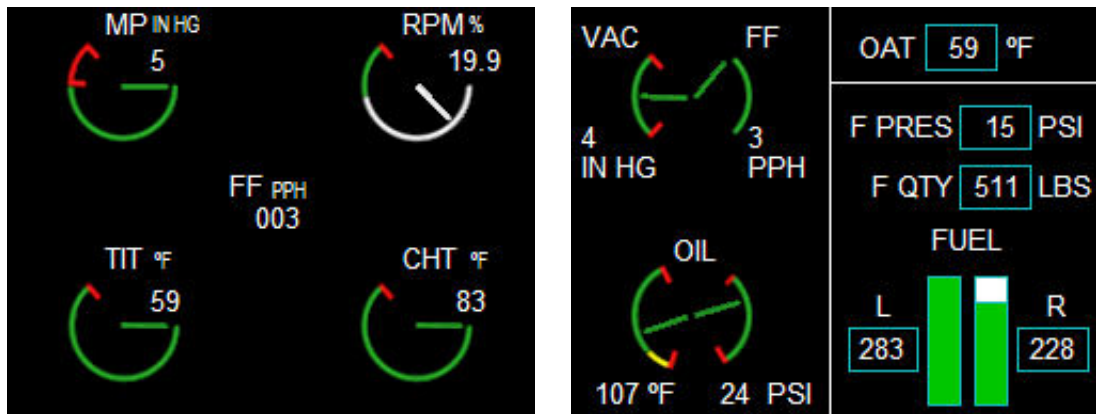
Selecting Nav aids to display

You can select, while in modes MAP or ARC, what nav aids you want to display. Use the MNU key, then arrows key to select a nav aid type and then SEL to turn it OFF or ON. ALL will hide all nav aids if OFF and show nav aids which are set to ON, including traffic around your aircraft.



5.7 Meggitt MAGIC Engine Instrument Display System

This gauge has three screens that you can navigate through the page button. They don't need further explanation.



5.8 DAVTRON DIGITAL CLOCK MB800



5.8.1 Operation

The SELECT button selects what is to be displayed, and the CONTROL button controls the timers.

Pressing SELECT sequentially selects to display Local Time, GMT , Elapsed Time, and back to Local Time. In the bottom segment of the display a dot points to the selected display LT, GMT or ET.



ET starts counting when you click on control button while ET is selected (the dot is above ET)

The CONTROL button also stops, resets and starts again Elapsed Time when clicked sequentially, if ET is selected.

Flight Time and Elapsed Time counts up to 59 minutes, 59 seconds, and then switches to hours and minutes.

5.9 GARMIN GTX 330 TRANSPONDER



The Garmin GTX 330 Transponder has twenty buttons.

5.9.1 Clicking and display areas

The click areas correspond to the buttons

IDENT. Ident Pushbutton

VFR. VFR Button

ON. Turns on the GTX 330

ALT. Alt mode

STBY. Stand by mode

OFF. Turns off the GTX 330

0 to 7 . Code Selector Knobs

FUNC. Function Selector Knob. Selects what you see in the right side of the screen.

CRSR. Cursor

START/STOP. Set timers

CLR. Reset timers or clear code figures

5.9.2 Operation

OFF


Powers off the GTX 330. Pressing STBY, ON or ALT key powers on the transponder displaying the last active identification code.

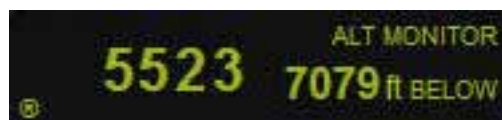
STBY

Selects the standby mode.




ON

Selects Mode A. In this mode, the transponder replies to interrogations, as indicated by the Reply Symbol . Replies do not include altitude information.



ALT

Selects Mode A and Mode C. In **ALT** mode, the transponder replies to identification and altitude interrogations as indicated by the Reply Symbol .




CODE SELECTION

Is done with eight keys (0-7) providing 4096 active identification codes. Pushing one of these keys begins the code selection sequence. The new code is not activated until the fourth digit is entered. Pressing the **CLR** key moves the cursor back to the previous digit. The numbers 8 and 9 are not used for code entry only for entering a Count Down time, and contrast and display brightness.



IDENT

Pressing the **IDENT** key activates the Special Position Identification. The word IDENT will appear in the upper left corner of the display and Reply Symbol  won't blink for 18 seconds, identifying your transponder return from others on the air traffic controller's screen. The word IDENT will appear in the upper left corner of the display while the IDENT mode is active.



VFR

Sets the transponder code to the pre-programmed VFR code selected in Configuration Mode (this is set to 1200).



FUNC

Changes the page shown on the right side of the display. Display data includes Pressure Altitude, Flight Time, Altitude Monitor, Count Up and Count Down timers, contrast and brightness.

START/STOP

Starts and stops the Count Up and Count Down.



CRSR

Initiates starting time entry for the Count Down timer

CLR

Resets the Count Up and Count Down. Cancels the previous keypress during code selection.

8

Reduces Contrast and Display Brightness when the respective fields are displayed and set the Count Up figures (decreasing)

9

Increases Contrast and Display Brightness when the respective fields are displayed and set the Count Up figures (increasing)

5.9.3 Function Display

PRESSURE ALT: Displays the altitude data supplied to the GTX 330 in hundreds of feet.



Altitude Trend Indicator

When the 'PRESSURE ALT' page is displayed, an arrow may be displayed to the right of the altitude, indicating that the altitude is increasing or decreasing. One of two sizes of arrows may be displayed depending on the vertical speed rate.

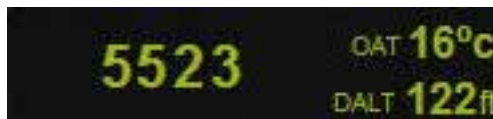
FLIGHT TIME: Timer start is configured as Automatic the timer begins when take off is sensed.



ALTITUDE MONITOR: Controlled by **START/STOP** key Activates a voice alarm and warning annunciator when altitude limit is exceeded (not implemented, just data displayed).



OAT/DALT: Displays Outside Air Temperature and Density Altitude.



COUNT UP TIMER: Controlled by **START/STOP** and **CLR** keys.



COUNT DOWN TIMER: Controlled by **START/STOP**, **CLR**, and **CRSR** keys. The initial Count Down time is entered with the 8 and 9 keys.

CONTRAST: Contrast is controlled by the 8 and 9 keys.



DISPLAY: Backlighting is controlled by the 8 and 9 keys.

5.9.4 Timer Operation

To operate the Flight Timer:

1. Press the FUNC key until "FLIGHT TIME" is displayed.
2. In this version the GTX 330 is configured with automated Airborne Determination, the timer begins automatically when the unit senses that the aircraft has begun to take off (ground speed greater than 30 knots). The timer will stop when ground speed less than 30 knots, and will reset to zero and begins again if a new take off has place.

To operate the Count Up timer

1. Press the FUNC key until "COUNT UP" is displayed.
2. If necessary, press CLR to reset the Count Up timer to zero.
3. Press START/STOP to begin count up.
4. Press START/STOP again to pause the timer. Pressing again will resume from the time paused.
5. Press CLR to reset the timer to zero.

To operate the Count Down timer

1. Press the FUNC key until "COUNT DOWN" is displayed.
2. Pressing CRSR will move the cursor under hours, minutes or seconds. Use the 8 and 9 keys to set the initial time.
3. Press START/STOP to begin count down.
4. Press START/STOP again to pause the timer.
5. When the Count Down timer expires, the 'COUNT DOWN' banner is replaced with a flashing "EXPIRED".
6. Press CLR to reset the timer.

Automatic ALT-GND Mode Switching

if the GTX 330 is configured with Automated Airborne Determination, normal operation begins when take off is sensed. When the aircraft is on the ground the screen automatically displays GND. The transponder does not respond to ATCRBS interrogations when GND is annunciated.



6. Technical support

If you have any question, please contact FriendlyPanels at:

fpanels@friendlypanels.net

Web page:

www.friendlypanels.net