



Bragging Rights

January 2010

Quarterly Newsletter of Bragg Avionics Inc

Why Traffic?

Why you need a traffic device

Do you want to rely solely on someone else watching out for you, keeping you safe? Air traffic controllers are highly trained individuals there to watch out for you and to keep the airways organized. But they are people too and they are only as good as the equipment they use. Since 1987, an estimated 12,000 near mid-air collisions (NMAC) occur each year in the United States. At Craig 107,759 operations were reported for 2009. An estimated 1 in 162 planes fly within 500 feet of each other and have the opportunity for a MAC. That means everyday 2-3 NMAC occur just from the planes taking off or landing here at Craig. Just because you aren't aware it's happening doesn't mean it's not. So, why is it important to have a secondary system for traffic? In order to ensure your own safety. Pilot's have said if you ever fly with traffic you will never want to fly without it and from my own experience I have to agree.

There are three types of traffic devices: PCAS, Mode S Transponder and TCAS.

PCAS stands for Portable Collision Avoidance System and is the most inexpensive of the three types. It is a portable, passive traffic device which sits on top of the dash and listens to transponder interrogations from ATC. The advantages to the PCAS are that it



is inexpensive and portable so you can take it from plane to plane. The disadvantages are that you have a box sitting on top of your dash, it requires a cigarette lighter for power, it only works in the air and it only works with ATC radar. The PCAS system costs about \$1,500.

The Mode S Transponder is more reliable than the PCAS and is permanently installed in the aircraft. The advantages are that it displays traffic on an MFD or on a portable GPS and is more reliable. The disadvantages are that it is not portable, it is more expensive, only works in the air and it has a limited range – within 60 miles of a TIS station. The Mode S Transponder costs about \$5,000.

TCAS is the most reliable and most expensive traffic device. This onboard Traffic Advisory System is permanently installed in the aircraft with a transmitter and receiver. It interrogates aircraft transponders and does not rely on ATC. The advantages are that it works on the ground and in the air and has a 6-12 mile range. The disadvantages are that it is the most expensive traffic device and that it only displays on approved MFDs. The TCAS starts at \$13,000.

Financing Now Available

For your convenience, Bragg Avionics is now proud to offer financing for our customers.

Have you been itching to upgrade your panel but don't have the cash to pay it all up front? Well now you can have your new panel and small payments.

The process is quick and easy, no need to hassle with financial statements and tax returns. With the Application-Only program you can apply for a loan or lease from the comfort and privacy of your own home or office. Choose your term between 24 and 72 months and finance equipment between \$5,000 and \$150,000. Approvals are issued virtually instantaneously and funding can be provided within 24 hours.

You can have a new Aspen EFD1000 Pro, EFD1000 MFD and EFD500 MFD EFIS system installed in your panel for as low as \$529.26 per month*.

Visit the website and select the finance link for more information.

Upcoming Events

FAA Safety Council Meeting
-Wed Feb 24
Featuring Mike Bragg speaking
about EFIS and traffic systems

*With approved credit from Crest Capital Financial

New Products

Avidyne EX600



As a radar display replacement, the EX600 provides easy access to radar modes, tilt control, and bearing adjust. With the EX600's "map-centric" operation and the new Map Panning feature, you can display a moving map of your flight plan, view datalink weather all along your route of flight, view on-board Wx Radar, special-use airspace, traffic, terrain and color lightning all without ever leaving the

weather

- Displays WSI's exclusive high resolution NOWrad radar mosaic, Storm Track Vectors, Hail Warnings, AIRMETS, SIGMETs, graphical and textual METARs, TAFs, Temperatures and Winds Aloft, TFRs, and Lightning from WSI's Precision Lightning Network with the MLB700 and WSI InFlight Weather Service Subscription
- World-Wide Two-Way Satellite Datalink Weather with MLX770

map page. It's the only MFD available that provides the complete picture. And it's the easiest to use.

- Integrated datalink graphical weather
- High-resolution, sunlightreadable TFT LCD Display With over 40% more pixels than the EX500
- CMax geo-referenced approach charts and airport diagrams
- Displays color lightning and both broadcast and two-way satellite datalink

- "Nearest to Destination" Page which shows graphical and decoded METARs at the destination and surrounding airports
- Map panning
- Email and Text messaging with the MLX770
- Overlay on-board WX Radar on base map
- Display real-time color lightning overlaid on the moving map with TWX670
- Designed to replace existing CRT-based radar indicators for 19 different radar systems
- Enhances helicopter mission capability
- NAV and Chart databases are easily updated through the USB port on the front bezel
- The EX600 is a pin-for-pin replacement for the EX500 and provides a larger display and adds the unique Map Panning capability

Avidyne EX600 MFD
Multifunction Display
Call for pricing

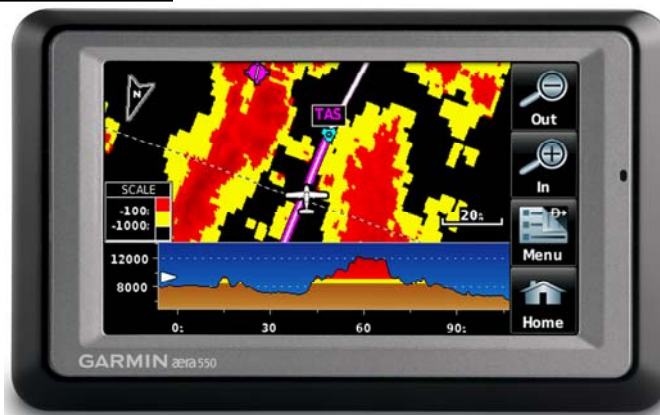
Garmin Aera Series

Garmin's Aera series of dual-duty GPS portables offer easy transition from flying to motoring-by combining the best in moving-map display features with intuitive, menu-driven touchscreen control. With Aera, fingertip navigation has entered a whole new era: One that streamlines operation and eliminates knobs and buttons.

Standard Features Include:

- 480 x 272 pixel touch screen with WQVGA color TFT and white backlight
- Removable and rechargeable lithium-ion battery with up to 5 hours of battery life
- Waterproof
- A high-sensitivity, with WAAS position accuracy, receiver
- Full and ARTCC Jeppesen Databases
- FSS frequencies and final approach way points from Jeppesen
- Preloaded terrain and obstacle databases
- Preloaded private airports, low and high altitude enroute airways, street maps
- Accepts microSD cards

- 3000 aviation and 1000 automotive way points/favorites/locations and 50 routes
- Moving map, patented panel page, GPS based HSI, Traffic Information Services (TIS) alerts compatible and audible terrain alerts
- Smart Airspace Feature (generates and displays altitude-sensitive alerts)
- Separate serial and usb interfaces
- Automatic logbook
- IFR map mode
- 3-D map view
- Bluetooth to connect to your phone for hands-free calling
- FM traffic compatible
- XM WX Weather & Radio for U.S. & Canada compatible
- Select Models Feature:**
- Americas, Atlantic or Pacific Navigation



- database coverage
- Preloaded SafeTaxi airport diagrams and AOPA airport directory
- Standard or high terrain resolution
- Lane assist (guides you to the proper lane for navigation)

Garmin Aera 500, 510, 550, 560
Portable GPS
Starting from \$799

"Integrity is the essence of everything"

John Papageorge



Out

- King KI214 VOR
- King KT76 Transponder
- King KN74 RNAV
- King KR87 ADF
- 2 TKM MX170B COM/NAV
- King KN65 DME
- King KI226 RMI
- RC Allen Horizon
- King KN73 Glideslope
- King KDA692 RMI Adapter
- NAT RS08-001 Relay
- Edo Air 4000 DG

In

- Aspen EFD1000 Pro EFIS System
- King KA52 Autopilot Adapter
- Midcontinent MD26-28 Invertor
- 2 Garmin GNS430W NAV/COM/GPS/WAAS
- 2 Garmin GA35 WAAS/GPS Antennas
- Garmin GTX330 Mode S Transponder
- Lonestar CRB-122253 Avionics Cooling Fan
- Eaton Annunciators
- Davtron M800 Clock

Mike and I had been talking about refurbishing the panel on my 1976 Shrike Commander for the past two years. After a lot of

preplanning and countless consultations with Mike we finally decided to do it. So in late August of 2009 we rolled the Commander into the hangar and began the disassembly process. My Commander suffered, as many planes in the aging fleet, with a tired looking panel barely equipped to handle the needs of modern IFR flying. We decided to install 2 Garmin GNS430W units along with an Aspen EFIS system. We also decided that since we were going to the extent of a refurbishment we would also do some things to make this Shrike a "one of a kind". Mike and his crew designed a new "jet" style annunciator system with a master caution warning system. By adding this it would give me better warning should anything go wrong by having all the warning lights in one place right in front of the pilot's view. Mike also added an audio warning in conjunction with the annunciator's. Mike guided me through which avionics we should keep and what to discard. All the old stuff was taken out. We moved the pilot's HSI to the copilot's side, giving the plane complete redundancy. Later into the installation process we added a Garmin GTX330 Transponder and panel mounted the Garmin GPSMAP396 portable in the center pedestal. All of the panels and overheads were re-colored and engraved to mirror the Grand Renaissance Commander. The new system has made this Shrike equipped as well as most new planes without the new plane

Customer Profile

cost. The Aspen provides a great GPSS system along with a real time E6B display that is really nice to have. The other great thing about the Aspen is that it gives you incredible bang for the buck and allows for upgrading and future expansion. The versatility is one of the primary reasons I chose this system.

I cannot say enough about my experience over the past 5 months working with Mike and his team on this project. They were always available to answer all my questions and concern's with great patience and professionalism. No matter how busy Mike was he took the time, sometimes longer than other's, to answer all my questions and concerns. I have owned N507JP for ten years now and thanks to Bragg Avionics I feel like I have a new airplane again to enjoy for another 10 years, Thanks Mike! — John Papageorge



Tips

If your aircraft is equipped with dual ILS, always tune both receivers when you make an approach. If your no. 1 system fails, your no. 2 system will already be aligned

News

Service in Ormond Beach

Over the past year, Bragg Avionics has been doing business with Tomlinson Aviation in Ormond Beach, FL. which is a full service helicopter facility. After many trips working on helicopters and planes for Tomlinson, we've agreed to provide service on site at Tomlinson on a regular basis and possibly open a satellite office as the need demands. If you are interested in having your airplane or helicopter serviced in Ormond Beach contact us for available dates.

Factory Sales, Rebates, and Trade-Ins

Trade-In: Garmin MX20 or non-Garmin MFDs for up to \$5,000 off purchase of Garmin GMX200 models.

Rebate: Avidyne is offering an

instant rebate to all those considering buying any new Avidyne EXP5000, EX5000, EX600, TWX, TAS, MLB, MLX, MHD, and R9 products. To take advantage of this instant rebate, you must fill out the form on Avidyne's website prior to making the order with us and the products must ship on or before 03-31-10.

- Buy 1 Avidyne unit, get a \$500 instant rebate!
- Buy 2 different Avidyne units, get a \$1,500 instant rebate!
- Buy 3 different Avidyne units, get a \$3,000 instant rebate!
- Buy 4 different Avidyne units, get a \$5,000 instant rebate!

Sales: Garmin GPSMAP495/496, Garmin GDL69/69A, Garmin GPSMAP696

For more information on these and other promotions, visit our website.

Bragg Avionics, Inc.

Bragg Avionics, Inc. (BA) is a family owned and operated avionics repair and installation facility located on Craig Airport in Jacksonville, Fla.

BA is a certified calibration lab and can take care of all your avionics needs. Services include: avionics installation and repair, instrument repairs, new, used and portable equipment sales, custom wiring harness fabrication, avionics instruction, panel planning and modifications, IFR, VFR, RVSM, ELT and WAAS Certification, pitot/static equipment and testing.

BA services many aircraft, from Cessna to King Air, pressurized and non-pressurized, light sport, experimental and helicopters.

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FAA Repair Station #UV1R546K

Financing now available!!

See inside for details.