



Bragging Rights

September 2010

Quarterly Newsletter of Bragg Avionics Inc

Why Pre-Buy?

Have you ever considered a pre-buy inspection on your avionics when purchasing an aircraft?

A pre-buy inspection on your avionics can inform you of inspections due, past and current avionics problems and the capabilities of the avionics. A pre-buy inspection can be used to determine value and vulnerability at the time of purchase instead of after the fact. Another advantage of an avionics pre-buy inspection is the ability to sit in the cockpit with the avionics technician and discuss the capabilities of the current avionics and future upgrades before you buy. Knowing the capabilities of the aircraft before you buy will save a lot of headache down the road if you discover the aircraft doesn't do everything the seller advertised.

Some of the items commonly discovered in an inspection are illegally installed items like unsupported equipment, unsafe racks, cracked antennas, missing knobs, cracked glass on instruments, out of date calibrations and dimmer systems inop. Many times when we have researched log books for customers, we discover inaccuracies in the way the aircraft was represented for sale. For example an installed GPS system that was not certified for IFR use or avionics installed with no 337 forms or weight and balance changes. A thorough log book inspection can yield



thousands of dollars in savings if found before the purchase. For example, if we find a gyro was replaced one thousand hours ago, you can expect to be replacing that gyro soon and depending on the gyro the exchange cost can be \$700 to \$5000 plus the labor to replace the item, adding to the expense for the new owner.

The cost of a pre-buy inspection depends on the degree of the inspection and the amount of time spent. It can range from one hours labor to research log books and perform a basic ramp test, up to several days for testing all the avionics equipment using calibrated test equipment and logging results. The more complete a pre-buy inspection the better prepared a buyer can be when negotiating the price and value of the aircraft. These inspections usually take less than half a day and can be scheduled easily with a phone call or email to us.

When you consider the overall expense that avionics and instruments can be it makes sense to have these items checked out at the time of purchase.

121.5MHz ELT Update

On June 21st the FCC released a ruling to prohibit the future certification, manufacture, sale and use of legacy 121.5 MHz emergency locator transmitters.

On July 8th the FAA sent a letter to the FCC requesting the proposed changes be rescinded, citing the detrimental effect to the aviation community.

For now, the certification, manufacture, sale and use of legacy 121.5 MHz emergency locator transmitters is still legal and until an agreement is reached by both committee's and a date set for the new agreement it will not be prohibited.

Bragg Avionics does not recommend buying a new 121.5MHz ELT because it would not be safe since the 121.5MHz frequency ceased satellite monitoring in February of 2009. Bragg also believes that one day in the near future the 406MHz ELT will be required and buying a new 121.5MHz would not be economical.

Upcoming Events

Wings and Wheels

-Saturday Sept. 25th

-10am to 4pm

-Craig Airport

Stop by and see us!

New Products



The Garmin GTS series provides an array of affordable collision warning products tailored to the needs (and budgets) of most GA aircraft. Displaying traffic symbols and advisories on a variety of compatible navigation or MFD products, the GTS series creates a 360° zone of detection around your aircraft, enabling you to see and identify transponder-equipped airspace intruders in time to take prompt corrective action. Targets are displayed using familiar TCAS-defined symbology, with aural traffic alerts provided through your aircraft's cockpit audio system. Mode S interrogation enables the system to

receive the target aircraft's flight ID, range, bearing, and relative altitude, plus vertical and course trend vectors. The system can utilize this information to provide expanded audio alerts, in an ATC-like spoken format. The Garmin-style expanded aural alerts that tell the pilot precisely where to look for traffic can save vital "eyes down" time in a fast-converging situation.

Features

- Choice of 12 nm or 40 nm forward looking coverage
- Generates both aural and visual traffic advisories
- Expanded aural alerts can specify relative target bearing, relative altitude (above/below) and range
- Active and passive (ADS-B) surveillance technologies
- Tracks up to 60 traffic targets simultaneously
- Displays up to 30 intruder threats
- Uses TCAS-like symbology
- Interfaces with a variety of compatible MFDs and cockpit displays (not included)
- High-Speed Data Bus (HSDB) or ARINC

Garmin GTS Series

429 interface capabilities

- Operate to 55,000 feet – so they're not constrained by the much lower altitude limits imposed on some competitive TAS/TCAS systems.
- Traffic system type: TAS/TCAS1
- Number of targets tracked: 60
- Number of targets displayed (dependent on display system capability): 30
- Display range: 2/6/12/24/40
- Audible target threat position callouts
- 1090ES ADS-B receiver
- Selective Mode-S interrogation

Garmin GTS800/820/850
TAS Traffic Alerting System
Starting from \$10,000

Lightspeed Zulu

A distinctive look and unparalleled comfort makes Zulu the ultimate blend of technology and high performance. Plush ear seals combined with magnesium ear cups and supported by a stainless steel headband deliver durability at 13 ounces. Use Zulu's innovative Bluetooth connectivity to facilitate communications and get on your way to enhancing the freedom of flying. The achievement is a headset with the ultimate performance profile and industry-leading total noise cancellation attributes. Zulu is setting the standard for all ANR headsets

- Features
- ANR- Active cancellation over a deep, broad range of low frequency noise.
 - Comfort and Durability- Weighing in at 13 ounces, extended wear is a pleasure. A thin, low-profile, stainless steel headband helps with cabin clearance and adds durability.
 - Magnesium Ear Cups- Designed for comfort with plush ear seals, the magnesium ear cups extended range performance profile is superior at blocking out high frequency noise.

- Bluetooth Connectivity- Full stereo music streaming (A2DP) compatibility allows wireless connection from Bluetooth phones or other devices.
- Cell/Music Connection- An integrated control box input allows you to connect a cell phone, music player or iPod for a range of communication options.
- Front Row Center (FRC)- A LightSpeed exclusive technology automatically adds a dynamic surround-sound like quality to music.
- Auto MusicMute- Receiving radio communications is a snap with MusicMute which automatically decreases a music player by 80 percent, lessening the chance of missing important interactions.
- Stereo or Mono- Match audio panel inputs with a quick switch to stereo or mono.
- Options- Battery and panel power models, straight or coil upper cords, Dual GA, Single LEMO or Single U-174 connectors, Low impedance microphone options are available.



"Aviation consumer product of the year 2008"

LightSpeed Zulu
Headset
Starting from \$850

Tomlinson Aviation



After

In

- ACK A-30 Blind Encoder
- Garmin GI106A GPS/NAV Ind.
- Garmin GMA340 Audio Panel
- Garmin GNS430W GPS/NAV/

Ray Watkins, a long time customer and air traffic controller at Jax Center in Hilliard, FL, is building his 2nd Velocity experimental aircraft and he isn't holding anything back.

He flew his first Velocity for 10 years and put over 2000 hours on it, and the future for his second looks just as bright. We are helping him build his second panel, and like the first, it will include the standard analog gauges, but this time these are only for backup. Ray is installing a modern Grand Rapids glass panel with NEXRAD weather, a portable traffic device and video player for entertainment, all the modern conveniences of an IFR platform aircraft. He is also installing a custom warning panel with

COM/WAAS

- Garmin GTX330 Transponder
- King KY96A COM 2
- Comant CI601 COM Diplexor
- GPS Annunciator

Tomlinson Aviation, primarily a helicopter training, sales and maintenance facility located in Ormond Beach, FL approached us about equipping one of their Schweizer 300 helicopters for IFR training. By installing the necessary equipment to have an IFR platform trainer but keeping the aircraft certified for VFR only it allows them to train in VFR conditions using the same equipment you would expect to find in an IFR helicopter. The Schweizer 300 helicopter is more economical for students to learn in and there is an easier transition from private pilot training to IFR

Customer Profile

pilot training when the same aircraft is used.

The aircraft was brought to us with the necessary NAV antenna and radio racks already installed. We fabricated the wiring harnesses and installed the new equipment in the center pedestal for easy access from both, the pilot and copilot, positions. We added the necessary gyros, avionics buss and an avionics master switch where needed and a GPS annunciator on the instrument panel because the GPS was out of the pilots scanning view. Cooling hoses and post lights were added to cool pedestal radios and light unlit instruments.

Ray Watkins



In Progress

sensors throughout the aircraft. Ray expects to have his bubblegum pink Velocity flying by the end of October. Look for more details and pictures of the finished product in our next issue.

Tips

It won't do you any good to have a hand mic, portable radio or spare headset in your luggage area...keep it close.

"Happiness lies in the joy of achievement and the thrill of creative effort." -Franklin D. Roosevelt

News

Factory Sales, Rebates, and Trade-Ins

Sales

- Avidyne- Upgrade existing EX500 to EX600 for \$5,495
- Avidyne- Save up to \$5,000 on MLX770 and weather subscriptions
- Avidyne- Free MFD software upgrade with TWX670 purchase.
- Garmin- GPSMAP495/496, GDL69/69A, GPSMAP696

Rebates

- Avidyne is offering an instant rebate to 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

09-31-10.

- Buy 2 different Avidyne units, get a \$1,000 instant rebate!
- Buy 3 different Avidyne units, get a \$3,000 instant rebate!
- Buy 4 different Avidyne units, get a \$5,000 instant rebate!
- Garmin is offering up to \$6,000 in rebates when you buy a G500 or G600 and other popular products.
- Garmin is offering up to a \$2,500 rebate when you buy a GTS800/820/850 traffic tracking system.

Trade-Ins

- Avidyne- CRT or MFD for \$2,500 off a new EX600, EX500 for \$4,000 off new EX600.

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

Wings and Wheels at Craig

See inside for details.