

# System Sixty-Five

High performance, two axis (roll and pitch) autopilot with a pedestal-mounted mode selector/programmer, and a remote annunciator

**COBHAM**

The most important thing we build is trust



HDG	NAV	APR	REV	CAP
VS	ALT	GS	TRIM	SOFT
SEL	FAIL	DSBL	YD	RDY

FD/AP	HDG	NAV	REV	UP
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ON	HDG	NAV	REV	TRIM	UP
ON	VS	ALT	YD		DN

FD	VS	ALT	YD	⚡	DN
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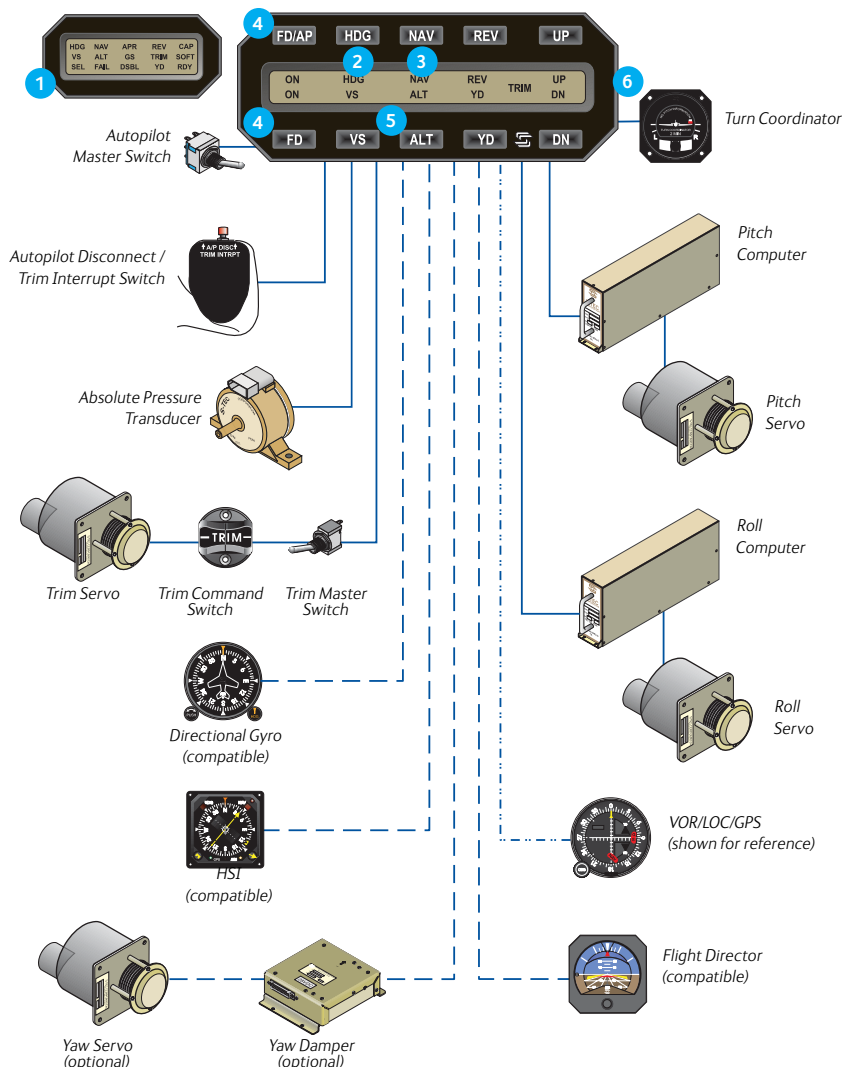
High performance, two axis (roll and pitch) autopilot with a pedestal-mounted mode selector/programmer, and a remote annunciator



- 1 Remote, panel-mounted annunciator.** Provides complete information on all modes of operation, including failure warnings. Annunciates 3-level gain scheduling for enroute course intercept and tracking; NAV/CAP indicates max. sensitivity for course capture, NAV/CAP and SOFT for medium sensitivity to establish track and crosswind correction, and NAV/SOFT for lowest level for smooth enroute tracking and station passage.
- 2 HDG (heading) mode-heading preselect and hold.** When HDG and NAV activated simultaneously, enables dual mode intercept - autopilot operates in heading mode to automatically intercept and track

- selected course or localizer. At this point HDG extinguishes.
- 3 NAV (coupled navigation) mode.** Intercept and track VOR/GPS enroute and LOC/VOR/GPS approach signals. System automatically selects APR (approach) mode when using a localizer signal. Flashing NAV or REV annunciates off course deviation 50% or more.
- 4 Mode selector buttons.** to enable or disable FD (if equipped) and AP/HDG (heading), NAV (coupled tracking VOR/LOC/ GPS, enroute or approach), REV (LOC back courses), VS (vertical speed) command, ALT (altitude) hold, YD (yaw damper, if equipped), and UP or DOWN vertical speed

- command buttons. Display annunciates button activation. TRIM used in manual pitch trim mode; UP/DN annunciates out-of-trim conditions.
- 5 Pitch modes.** Include; VS, indicating vertical speed command has been selected; ALT, indicating altitude hold is engaged, capturing existing altitude; and GS, indicating glide slope coupling is armed and/or active.
- 6 UP/DN buttons.** Used to command vertical speed changes—160 FPM change for every second the button is depressed. In altitude hold mode, altitude can be adjusted (trimmed in increments using the UP/DN commands.



## System Sixty-Five: features and functions

- Pedestal or panel-mounted programmer/mode selector
- Panel mounted remote annunciator
- Remote pitch and roll computers
- Heading preselect and hold
- Altitude hold with altitude trim
- Course intercept capability
  - NAV mode
  - Dual mode - HDG/NAV
- VOR/LOC/GS/REV/GPS coupling with 3 automatic gain levels
- VOR/LOC/GS/REV/GPS course deviation and NAV flag warning
- Vertical speed command
- Pitch trim annunciation
- Automatic electric pitch trim (where STC'd)

### Options

- GPSS (GPS Steering) converter
- ST-360 Altitude Selector/Alerter System
- Yaw Damper (where STC'd)

For further information please contact:

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