

ARROW 6948C HYBRID GLASS COCKPIT SOP REVIEW

Review and familiarize this document before operating as PIC in the aircraft. This document covers SOME of the key aspects to consider while operating the EDM900, STEC30, G5 AI & HSI, GTN650, and Aera 660. Expanded guidance is found online in the respective operating manuals. (1WA Resources page)

EDM 900 USE

Read the task options available to you for your view or mode in the blue vertical strip at far right of screen and push the nearest button to select.

Press LF & Dim together to get Hobbs & Tach.

Observe:

- Uniform EGT rise mag in checks
- EGT 110-1300 in full rich climb
- Known values 1350 to 1550 EGT / Mid to upper 300's in cruise.

Be Alert to:

- Large EGT drop in mag check
- EGT 300F above others or Unusual values in cruise.
- CLD in descent.
- Max 50F CHT drop /minute in descent

Use DIM or BRT buttons to dim or brighten the screen.

List of Views: NRM (Normalize) Standard, LF (Lean Find)

- Only use NRM in cruise.
- Don't change power in NRM or indications spike. Change power in Standard.

MODES: Automatic Scanner & Manual (Step)

- Runup in manual to step through indications as needed.
- Climb & cruise in Auto.
- To start Auto, tap LF then STEP.
- To start Manual, tap STEP
- A Square indicates parameter of interest.

LF ROP/LOP * ROP Mode is default

- ROP is First cylinder to peak. – FAVORED 1WA MODE.
- LOP is Last cylinder to peak.
- Hold STEP & LF to cycle between ROP & LOP modes
- In LOP mode the EGT indications are inverted /upside down

Once leveled off, set fuel flow to Checklist Fuel Schedule. When workload decreases, go back and "prelean". Do not set mixture to 100F ROP until at established in cruise at Top of Climb.

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Setting ROP (Setting LOP is not approved for 1WA ops)

- Set 65 to 75 BHP
- Prelean mix to book Fuel Flow value
- Tap LF and annunciate "ROP"
- Constantly lean mix at 10F per sec until "LEANEST" annunciates.
- Richen mix to 100F ROP

Preleaning at max 75% HP

- Lean until hottest cylinder peaks with all EGT ROP. Peak is when one (leanest) cylinder flashes.
- Enrich 50F on hottest EGT. Observe all EGT follow. Wait one minute.
- All clients must receive training to prelean.

Setting transducer Fuel QTY: REFUEL → ONBOARD → YES → ADD/SUBTRACT → SAVE

- The transducer uses a rotor to measure fuel use that is independent of wing tank fuel senders.
- Provides redundant crosscheck of total fuel.
- The transduced REM quantity should equal the sum of the Left and Right fuel quantities.

Visually scanning the EDM900

- Polarized Sunglasses. Tilt head L or R or Up or down off center slightly and look.
- Mentally note position of Fuel Flow when leaning.

G5 ATTITUDE AND HSI

The very top of the yellow chevron is the pitch reference.

There are two altimeters. The analog is the primary. The G5 is a supporting instrument. Update both instruments.

A menu is accessible by pushing in on the control knob.

The lower G5 can be reverted into a back up Attitude Indicator by pushing the knob and scrolling the menu to the AI icon.

It is normal to start up and shut down with the G5's powered on.

AUTOPILOT INTERFACE

GPSS is selected by the HSI submenu, with the STEC30 set to *HDG*.

In GPSS, the STEC 30 Autopilot follows the GPS flightplan.

Once assigned a vector, deselect GPSS via the HSI menu.

Use *HDG* or GPSS to join the final approach course. For an ILS, change the STEC to *Track HI* once established on the localizer.

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The ALT mode attempts to hold altitude and secures the yoke but requires periodic trim inputs to effectively maintain altitude.

GTN 650 / AERA 660

Flightplan, Traffic, GPS Moving Map, Terrain, or weather can be displayed in the GTN or the Aera as preferred/required.

The StormScope can be selected from a GTN 650 submenu within "Weather."

Synthetic vision and Charts can be selected within the Aera primary menu.

When navigating with the GTN650 it is preferable to select "Default Nav." This allows easiest reference to the GPS map, or the "analog" CDI page through which the CDI/OBS can be controlled. Use of "Default Nav" is a frequently preferred setting, but FPL, Traffic, Weather, or other setting should be used as needed.

DO NOT ALLOW FINGERS TO SUPPORT THE HAND FROM THE RIGHT SIDE OF THE GTN. IN TURBULENCE, YOU WILL SOONER OR LATER TURN THE AVIONICS MASTER OFF. Keep your fingers resting on the lower GTN ledge for stability while inputting data.

When IFR or in positive controlled airspace, save your FPL to the Catalog after you have loaded it. This way you can easily retrieve it if you accidentally shut the GTN down by accident.

Use the number pad to enter radio and nav frequencies. You can transfer to active (Green) or store the frequency as preferred. Note: If you select MON you will be able to monitor both the active and standby with reduced clarity.