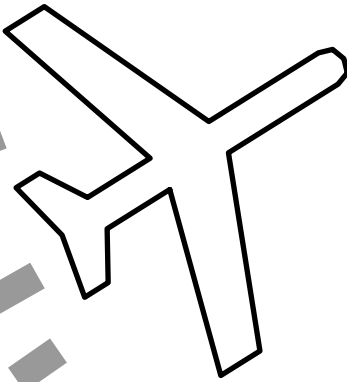


Welcome to the SN3308



What is it?

For years, pilots of large commercial aircraft have appreciated the benefits of Electronic Flight Instrumentation Systems, commonly known as EFIS. Full EFIS systems combine data from different sources within the aircraft and provide the pilot with a unified display. This greatly simplifies the instrument scan and improves positional awareness.

Unfortunately, EFIS is rarely found in smaller General Aviation (GA) cockpits. The cost, complexity, and sheer physical size of most EFIS systems usually relegate them to jets, turboprops, and large piston-engine twins. EFIS screens of 5" x 7" are not uncommon, and the system cost can equal or exceed the entire value of a recent-vintage Bonanza, for example.

The Sandel Avionics SN3308 packs the essential features of an EFIS nav display into a standard three-inch instrument, at a fraction of the cost of a full EFIS. By combining the functions of an HSI, an RMI, a moving map and a Stormscope® display into one instrument, the SN3308 ties together the critical elements of situational awareness. And by adding to that a 3-light marker beacon and GPS annunciator displays, the SN3308 becomes the virtual equivalent of an EFIS nav display, sized and priced for GA cockpits.

Sandel's unique electro-optical technology eliminates the unusable area surrounding the display in most CRT and LCD displays. With a usable image spanning the entire instrument, the 3-inch SN3308 actually provides more viewing area than most 4-inch CRT displays.

Internally, the SN3308 uses high-speed digital converters to allow it to receive signals from virtually every type of navigation receiver ever installed in a GA aircraft. A comprehensive set of maintenance pages allows the installer to simply specify the make and model of the installed equipment, and the SN3308 will configure itself accordingly.

The SN3308 shatters the price and size barriers of traditional EFIS systems. With a full-color display and simple, intuitive user interface, the SN3308 brings high-end EFIS functions to the GA cockpit.



Operational and Legal Issues

Because aircraft vary in their installed equipment, it is important to note that what is displayed on the SN3308 will vary depending on the presence or absence of equipment such as GPS, Stormscope®, DME, etc. At a minimum, the aircraft equipment should include a heading system (remote directional gyro and fluxgate compass), a VHF (VOR/LOC) nav receiver and a long-range navigation receiver such as GPS or Ioran.

Please keep in mind that you are required by Federal Aviation Regulations to have on board current charts appropriate to the flight you are undertaking. The moving map on the SN3308 does *not* fulfill this requirement. A current internal database is not required but is recommended. The internal database supplies supplemental data only (such as nearest airports and nav aids). IFR flight plan waypoints and courselines are supplied to the SN3308 by the associated IFR GPS receiver through the receiver's serial data link. Supplemental data is intended for positional awareness only and should not be used for primary navigation. Check your Aircraft Flight Manual Supplement for any additional specific operational requirements of your installation.

Also keep in mind that the SN3308 is only a display device; it does not determine the aircraft's heading or sense the aircraft's position. All information displayed on the SN3308 is generated by external radios and instruments. It is the pilot's responsibility to correctly configure and utilize these external devices. The SN3308 is subject to all legal and operational limitations of the devices supplying it data. For example, if your GPS receiver is limited to VFR use only, you cannot configure the SN3308 to display only GPS data during an IFR flight. Always refer to your Aircraft Flight Manual Supplement for any limitations on the use of installed equipment.



Conventions Used in This Manual

The name of a button is always placed within square brackets when the button is described in text. For example, “...**push [SYNC] to align the heading bug...**”

In some cases, the text will describe a two-button sequence, for example, “...**push [SHFT]>[SYNC] to center the needle...**”. This means that the buttons are to be pushed consecutively, not held simultaneously.

This manual will use terms which should be familiar to aviation-minded readers, such as “**selected radial**” and “**magnetic heading.**” Terms which are specific to the SN3308 will be placed in italics, for example, “*lower display area.*”

