

HIGH  
PERFORMANCECONTROL  
WHEEL  
STEERINGCOMPACT  
FOOTPRINTOPTIONAL  
GPS ROLL  
STEERING

# System Sixty-Five

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

**High Performance:** Fully IFR-capable, with nav and glide slope intercepts that make it ideal for approaches.

**Control Wheel Steering:** Hand-fly aircraft and then let the autopilot take over to hold the existing turn rate and vertical speed.

**Compact Footprint:** Ideal solution when panel/radio rack space is at a premium.

**Optional GPS Roll Steering:** Extremely accurate, hands-off GPS navigation.

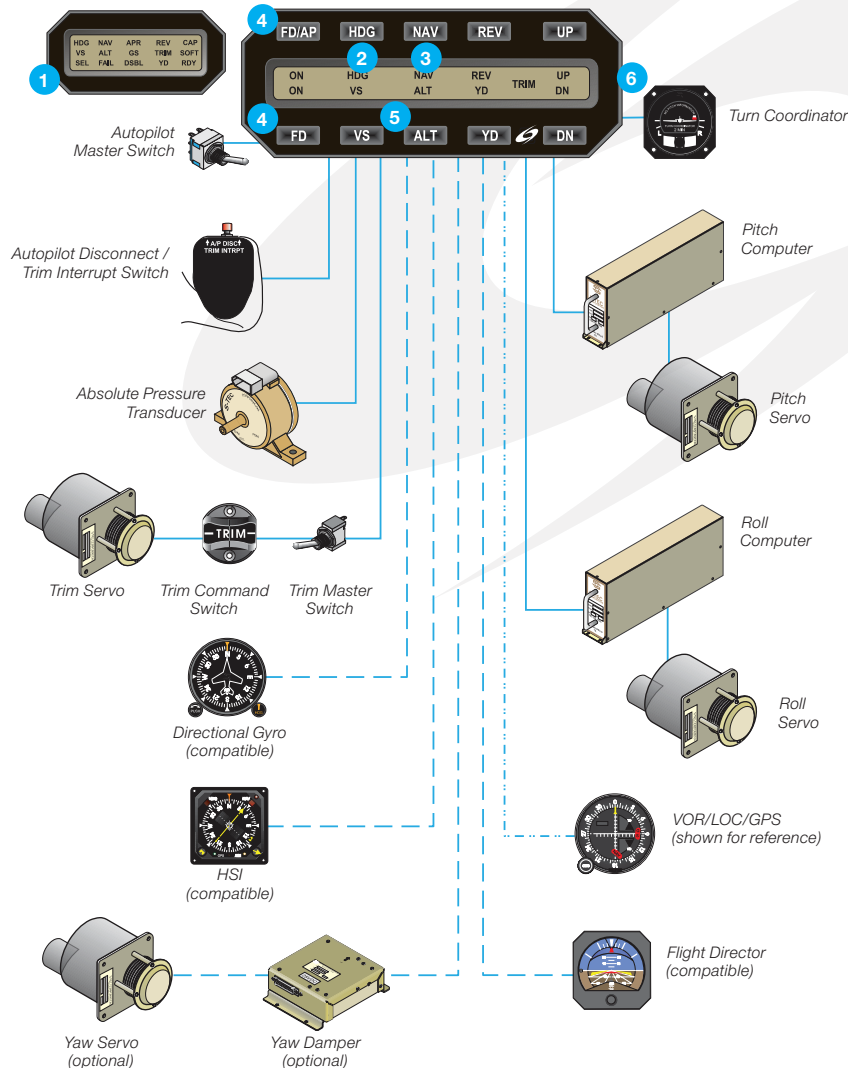
## Advanced features

- Heading preselect & hold
- Altitude hold with altitude trim
- Course intercept capability
- NAV mode
- Dual Mode - HDG/NAV
- VOR/LOC/GS/REV/GPS coupling with automatic gain levels
- VOR/LOC/GS/REV/GPS course deviation and NAV flag warning
- And much more

# System Sixty-Five

High-performance, two-axis (roll and pitch) autopilot with a pedestal-mounted mode selector/programmer, and 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 maximum 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 of 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.** 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 for high sensitivity coupled approach. Flashing NAV or REV annunciates course deviation of 50% or more.
- 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)

