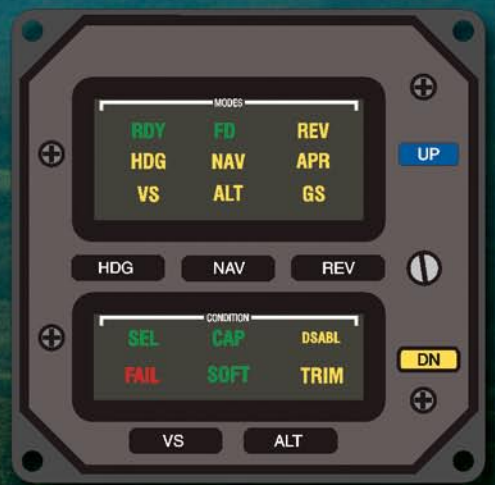


# System Sixty-Two

High-performance, two-axis (roll and pitch) autopilot with panel-mounted, three ATI-sized mode selector/programmer and annunciator, and roll and pitch computers

**COBHAM**

The most important thing we build is trust



# System Sixty-Two

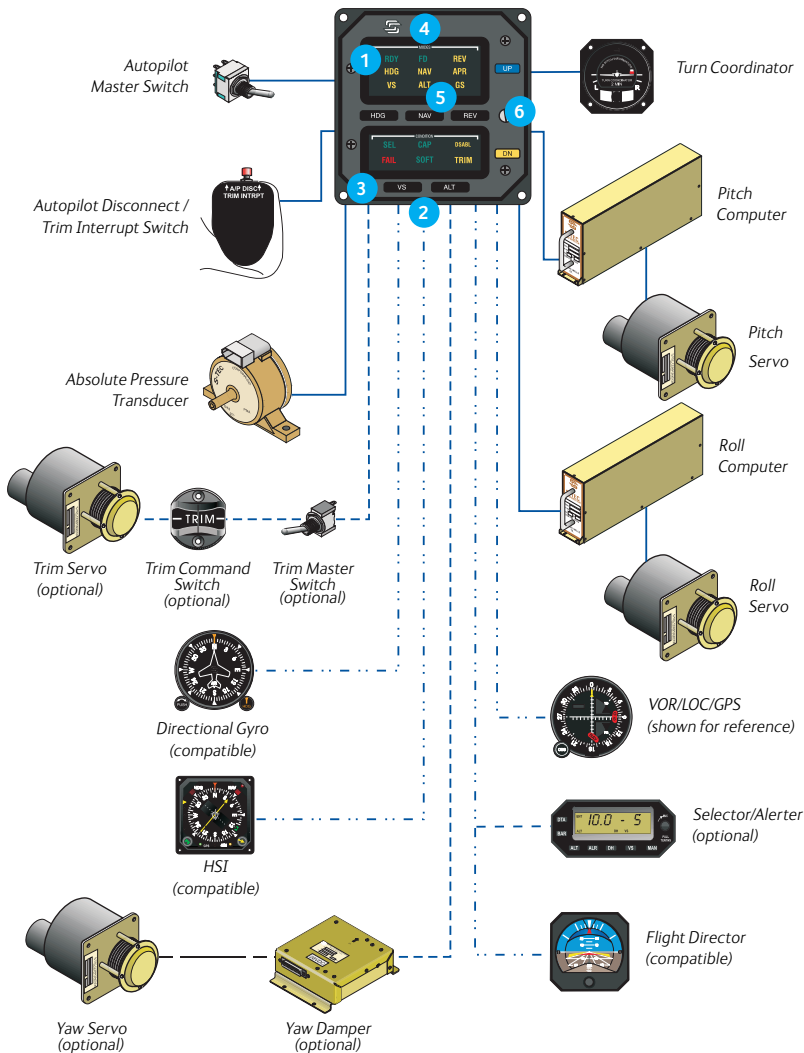
High-performance, two-axis (roll and pitch) autopilot with panel-mounted, three ATI-sized mode selector/programmer and annunciator, and roll and pitch computers



- 1 HDG (heading) mode-heading pre-select 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 which point HDG extinguishes.
- 2 Pitch modes.** Include VS indicating vertical speed control has been selected, up and down; ALT, indicating altitude hold is engaged, capturing existing altitude when activated; and GS, indicating glideslope coupling is armed and/or active.

- 3 Mode selector buttons.** For HDG (heading)\*, NAV (tracking VOR/ GPS en route), REV (LOC backcourse), VS (vertical speed) command, and ALT (altitude) hold.
- 4 Annunciations.** For RDY (autopilot ready), FD (flight director) active, and mode selected.
- 5 NAV (coupled navigation) mode.** Automatic intercept and tracking of en route NAV signals (VOR/GPS). Intercept and gain levels annunciated by CAP and SOFT; CAP indicates course capture and initiation of tracking gain program, and SOFT indicates lower, less sensitive gain for en route

- tracking and smooth station passage. 3-level gain selection for NAV mode is automatic. When APR is lit (simultaneous with NAV), indicates high gain localizer mode for high sensitivity coupled approach. Flashing NAV or REV annunciates course deviation of 50% or more.
- 6 Up/down multi-function lighted buttons.** Annunciates out-of pitch-trim condition when trim illuminates; buttons command vertical speed changes when VS activated. Altitude can be modified (trimmed) in increments using the UP/DN command button, when altitude hold is engaged.



## System Sixty-Two: features and functions

- 3" ATI panel mounted
- 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
- Vertical speed command
- Pitch trim annunciation

### Options

- DG/HSI compatible
- Single cue flight director interface compatible
- ST-360 altitude selector/alerter system
- Automatic or manual electric trim (where STC'd)
- Yaw damper (where STC'd)

\*Operational if heading system (e.g., DG with heading bug) is installed and active.

For further information please contact:

Cobham Avionics, Integrated Systems  
 One S-TEC Way  
 Municipal Airport  
 Mineral Wells, TX 76067 USA  
 Tel: (800) 872-7832  
 (817) 215-7600  
 Fax: (940) 325-3904  
 Email: info@s-tec.com