



How many GA aircraft can match this level of avionics and safety equipment in the Foxbat of RAAus president John Gardon?

The Dynon EFIS (www.dynonavionics.com) has 10 instruments in one, A/H, Compass DG, ASI, ALT, VSI, G Meter, OAT etc but is not certified so cannot be used for real IFR training. How many lives would be saved if it could be?

Other instruments include X-com radio with built in Intercom and dual freq monitor, a Micro Air transponder, a FPS fuel flow meter, Rotax digital engine monitoring system, an Ezi Pilot autopilot coupled to the GPS. The GPS is a Garmin 296 colour moving map display. Electric trim system. Also present are the traditional analogue displays for ASI, ALT, Compass, Fuel etc. A small ASI below the Dynon for testing purposes will be replaced with a miniature VSI. The autopilot may seem out of place in a sport aircraft but is great for keeping A/c steady and on track while doing the multi-map shuffle on a typical cross country flight. Red handle below pilot's shirt cuff is for deployment of a ballistic recovery system emergency parachute.

