

The Aerospace Logic iTac - It's not just a tachometer! It is the most advanced engine RPM monitoring device available.

No Factory Configuration Required - iTac will work on all 4, 6 and 8 cylinder engines that use dual magneto systems. All operational parameters are field programmable allowing the installer to create a perfectly matched instrument for your aircraft. Setup of the instrument takes less than two minutes using data available directly from your Pilot's Operating Handbook or FAA Type Certificate.

Pre-Flight Runup and Engine Checks - Now you can confirm that your engine is operating within manufacturer specific limits before every flight. During the engine magneto check iTac will guide you through the task; recording and calculating each step. Once complete you will receive a PASS/FAIL status message. With a PASS message you know your engine is performing the way it should. If your iTac detects a failure or out of limit condition, you will be informed of the exact condition as well as the variance from the specific parameter(s).



Magneto Failure Detection in Less than 1 RPM - Within less than one crank revolution, iTac can inform you of a magneto failure. In fact iTac will know about the failure before you and is that not what an instrument is supposed to do?

Does Your Engine Have Limited Operations Ranges? - No problem for iTac. This operation is activated as part of the instrument setup. Whenever your engine operates in these defined ranges iTac will alert you both by means of the red alarm bar and the external alarm output.

Three Point Data Acquisition - iTac uses three distinct data acquisition points for perfect pulse detection and superior reliability. One connection to each of the magneto p-leads (connected in the cockpit) and a Hall Effect sensor attached to one magneto.

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iTac - Hyperterminal
File Edit View Call Transfer Help
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iTac V1.0 - Engine Data
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Date and time      : 2005/08/12 11:25:00
Total engine time (Hrs) : 0:01
Maximum recorded RPM : 8314 RPM on:2005/08/12 11:25:00
Intensity source    : Internal
Number of cylinders  : 4
Accuracy (RPM)      : 10
Low RPM limit       : 1200
Maximum operating RPM : 2700
Redline RPM         : 2600
Allowable mag drop  : 0150
L-R allowable mag drop : 0050
Limited RPM operations : Disabled


[1] -> View instrument statistics
[2] -> Download last 10 engine entries
[3] -> Download last 20 engine entries
[4] -> Download entire engine log
[9] -> EXIT

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Connected 0:12:44 Auto-detect 18200 B=41 500000 0000 N=8M Capture - Press auto
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Downloadable Data Operations - Connect your iTac instrument to any portable computing device through a standard RS-232 communications port and have full access to all the remote features of the instrument:

- Setup and configuration data
- Instrument statistics
- Over 8,000 entry data log
- Remote maintenance

Internet Friendly Operations - For detailed technical maintenance, your iTac instrument can be connected to the Internet through any computer running the Windows XP operating system. Our technical staff can perform detailed remote maintenance should it ever be required ... but we doubt you will ever need this feature!

<p>Dimensions</p> <ul style="list-style-type: none">• Fits standard 2.25" mounting hole• 2.45" X 2.45" X 1.6"• 2" viewing area• Weight - Instrument: 9 oz• Weight – Magneto sensor: ½ oz <p>Display</p> <ul style="list-style-type: none">• Custom design color bar display• Multi-color sunlight visible• InGaAlPGaN LED technology• 100,000 hours operating life• Analog and digital readout of RPM levels <p>RPM Ranges</p> <ul style="list-style-type: none">• 4 Cyl : 460 to 9,999• 6 Cyl : 310 to 9,999• 8 Cyl : 230 to 9.999 <p>Accuracy</p> <ul style="list-style-type: none">• 1 RPM. Programmable resolution of 1 or 10 RPM <p>Safety</p> <ul style="list-style-type: none">• Color coded operation ranges• Limited RPM operation alarm• External alarm driver output• External processor watchdog <p>Operating Temperature (Per DO-160(D))</p> <ul style="list-style-type: none">• -15C to +55C (5F to 131F) <p>Certifications Pending</p> <ul style="list-style-type: none">• DO-160(D)• DO-178(B)• TSO C49b• STC for ~700 aircraft <p>Programmable Options</p> <ul style="list-style-type: none">• Date and time• Intensity source – internal or external• Selectable 4, 6 or 8 cylinders• Low, high and redline RPM• All magneto drop parameters• Limited RPM operations: on/off and high/low limits	<p>Download Options</p> <ul style="list-style-type: none">• Requires standard RS-232 device• Uses any ASCII terminal emulation software• Optional data cables and install kit• Downloadable engine statistics and instrument configuration• Download last 10 / 20 entries or the entire engine log <p>Engine Log</p> <ul style="list-style-type: none">• More than 8,000 start/stop events• Date and time recorded for each event• Maximum RPM recorded with date and time of occurrence• All engine settings <p>Engine Timer</p> <ul style="list-style-type: none">• Integrated engine timer• Records engine time (not flight time)• Programmable trigger level based on engine RPM• One-time default engine time setting option <p>Operating Voltage</p> <ul style="list-style-type: none">• 6V-40V DC continuous• 40V-60V for < 5 seconds <p>Power Consumption</p> <ul style="list-style-type: none">• ~30nA (not operating). When not in use the instrument uses the aircraft battery to retain date and time information.• 290mA Max (daytime operation)• 50mA Min (nighttime operation) <p>Signal Aquisition</p> <ul style="list-style-type: none">• Magneto P-Lead connection and Hall Effect pickup
<p style="text-align: center;"> Aerospace Logic Inc All specifications subject to change. © 2005 Aerospace Logic Inc.</p>	