
Mounting XRX

Posted by faq - 2007/09/12 16:36

Is there any other place to position XRX than on the glareshield?

XRX must be in plain sight of other aircraft and has been specifically designed and calibrated for use atop the glareshield. Generally speaking, XRX must be used in this location. However, other mounting options such as suction-cup platforms may be used. XRX cannot be used in any area outside of this general area, however, such as on a seat or console, or mounted on the yoke. The directional antenna must be above the metal mass of the instrument panel, firewall and engine block with as clear of a view as possible, and must be oriented in a forward-facing manner (or 45° right when used in conjunction with the 45° screen option). Options are or may soon be available for installing XRX into the panel with significant reconfiguration of the hardware.

=====

Re:Mounting XRX

Posted by kdietric - 2008/09/16 06:43

We would like to mount the XRX in to the all-glassfiber "EUROPA" experimental plane.

We intend to connect the XRX to the built in Garmin 496 (hard wired) and have the XRX remotely mounted and modified to automatically turn on when power is applied.

The position of the XRX would be just behind the baggage bay, inside the fuselage at the very top of the fuselage, well above the pilots and engine;
at this position the XRX would be completely inside the fuselage skin which is made out of ca 3-5mm thick epoxy-fiberglass;

* there would be no access to the XRX's controls and screen by the pilot.

* we also have a "TrueTrack-Digiflight" autopilot connected to the 496

Does anybody have a similar setup and can share his experience?

Thanks,
Klaus

=====

Re:Mounting XRX

Posted by dflechter - 2010/01/04 16:56

I see you posted this question over a year ago. Did you ever get it to work? We are looking at something similar in a Glasair and G3X.

=====

Re:Mounting XRX

Posted by kdietric - 2010/01/05 05:01

Hi,

yes, our installation in the Europa behind the baggage bay, in the back of the fuselage (all GFK structure) works fine; We had our XRX modified by Zoon so that it powers on automatically when we turn on the avionic master.

We have it wired in to the Garmin 496;

However we sometimes get traffic alerts from traffic which actually is on a different side of the airplane than shown on the 496 or which is by far not as close as shown on the screen...makes us quite nervous some times....but probably this has nothing to do with the mounting of the XRX.

Hope this is of help!
Klaus

=====

Re:Mounting XRX

Posted by dfechter - 2010/01/05 06:52

Thanks, that does help. Just too bad it isn't more reliable -- but better than eyeball alone. At least you know you need to look because something is there somewhere.

=====