

FEATURE-RICH NAVIGATION SMOOTHS CHARITABLE JOURNEYS FOR ONE MAN AND HIS DOG

BendixKing KSN 770 delivers outstanding situational awareness and terrain mapping

“I’d recommend the BendixKing KSN 770 navigation system to all pilots because it’s feature-rich with outstanding situational awareness and terrain features. It’s well worth having just for the safety factors.”

Chris Serra





Overview

Since commercial airline pilot, Chris Serra, retired he has continued flying his family Cessna 172. Wanting to do more than just recreational trips, he has become involved in three aviation-linked charities that can necessitate flights into challenging rural airfields. That's just one reason why Serra has upgraded his navigation system to the BendixKing KSN 770, which features a split screen that enables terrain to be displayed alongside the navigation. This ensures that the local high ground up to 4,500 feet doesn't "sneak up" during flights.

Quick Facts

BendixKing Solution

- KSN 770

Customer Results

- Large touchscreen delivers clarity and ease of use
- Split-screen mode enables simultaneous navigation and terrain views
- Reduces cockpit workload when re-routes are required

Why Chris Serra chose BendixKing

- Previous familiarity with the system
- Cheaper price point against comparable units
- Enables LPV approaches and better situational awareness at rural airfields

Background:

Chris Serra has always had a love of planes. On leaving high school he joined the air force then subsequently worked for the Federal Aviation Administration (FAA), Atlantic Southeast Airlines, Continental Airlines and, finally, United Airlines.

Following his retirement, Serra has continued to fly the family Cessna 172 he bought in 1979, regularly making cross-country trips from his home in Atlanta to Florida and Texas, and to visit family in Louisiana. However, recreational flights were not enough.

"I wanted to fly with a purpose other than just doing touch-and-goes or going out for a hundred-dollar hamburger so I looked at work with charitable organizations," he said.

Serra's constant co-pilot is his Cairn Terrier, Duffy, so it made sense that he became involved with Pilots N Paws, a volunteer organization engaged in rescuing, sheltering and adopting animals and for pilots and plane owners willing to assist with animal rescue or transportation.

He is also a volunteer with EAA Young Eagles which was formed in 1992 to give 8 to 17-year-olds their first free ride in an airplane and, finally, Serra works with Angel Flight whose members provide free air transportation for people in need of medical treatment far from home.

Serra now flies approximately 125 hours a year and his charitable work often takes him to rural airfields.

"I used to have a BendixKing KLN 94 GPS navigation system but wanted Wide Area Augmentation System (WAAS) capability so I could do Localizer Performance and Vertical Guidance (LPV) approaches into the rural airports where I drop off dogs," he said.



Solution:

Many factors persuaded Serra that KSN 770 navigation system from BendixKing was the way to go, including his experience with BendixKing solutions going back to 1984.

"It's a quality product that I was very familiar with," he said. "The operating system in the KSN 770 is similar to what we had in aircraft I flew at United and I also had other BendixKing equipment in the plane.

"I particularly liked the larger size of the touchscreen and the fact that you could split the screen."

Installation was carried out by BendixKing specialists Gulf Coast Avionics in Lakeland, Florida.

The BendixKing KSN 770 delivers a powerful combination of flight management system (FMS) and multifunction display (MFD) capabilities at an affordable price.

It has been designed to multitask and optimize flight data and situational awareness from departure to arrival, providing both VFR and IFR pilots with impressive amounts of information on a high resolution VGA display.

The display can be easily configured to show as little or as much information as required, including single-screen or split-screen view, and is easily controlled through a combination of touchscreen, cursor control, joystick and hard buttons.

The KSN 770 features a Wide Area Augmentation System (WAAS) GPS and precision Localizer Performance with Vertical Guidance (LPV).

The KSN displays a full complement of optional safety systems including: On-board weather radar, XM Datalink Weather, Enhanced Ground Proximity Warning System (EGPWS), Terrain Awareness and Warning System (TAWS).

The KSN 770 also has built-in capability to display Traffic Alert Systems (such as TIS, TAS and TCAS) and split-screen information.

Benefits:

"The cost of the unit was considerably less than comparable units from other manufacturers and the savings basically paid for the installation," commented Serra. "Having used the KSN 770 for a few months, I'd say that main strength is its screen size."

"I can also split the screen, putting terrain on one side and navigation on the other and that is tremendous help. Here in North Georgia we don't have big mountains but they do go up to 4,500 feet and the terrain can sneak up on you. If you have the terrain feature selected it's not a problem."

The KSN 770 is a valuable aid to Serra when landing at his local airport, Lawrenceville/ Gwinnett County in Georgia, where controllers may often ask him to move to an off-route vector or intersection to make way for faster aircraft approaching from behind.

"Once I get that instruction, I simply push the direct button on the KSN 770, select waypoints or intersections and the listing comes up. I tap it, select enter and the autopilot makes a nice gentle turn and I'm on my way. It's pretty simple," he said.

"Another really good example of where the KSN 770 has been a tremendous help is when I'm inbound and the weather is marginal."



"I'll have preloaded my alternate airport and if a squall comes in and I'm on the missed approach all I have to do is let the autopilot fly it over to the alternate and select the procedure for arrival there. The fact that I can load the alternate airport in before making the missed approach is a tremendous help, especially for a single pilot."

"And another benefit I find with the KSN 770 is that once the airway is inserted, all the GPS waypoint fixes are inserted into the flight plan. That allows me to see and avoid special-use airspace and restricted areas which is particularly useful for me because there is a lot of military airspace in southern Alabama, northern Florida and Louisiana."

The expense of ancillary equipment replacements was also avoided because the BendixKing system is compatible with the Cessna's autopilot and with other non-BendixKing equipment fitted in the plane.

While the navigation upgrade was taking place, Serra also had a BendixKing KMA 30 audio panel fitted.

"Two main features on that are absolutely fabulous," he said. "The first is that the intercom is built in. When I'm flying the Young Eagles and I've got three kids in there and they're all chattering away, I can isolate myself and turn the volume up or down."

"The second thing is its playback feature which enables me to repeat the last ATC transmission that came across."

So, thanks to sophisticated BendixKing navigation, Serra and Duffy are now fit for many more hours of charitable aviation.

BendixKing

9201-B San Mateo Blvd.

NE, Albuquerque,

New Mexico 87113 United States

Tel: US & Canada 1.855.250.7027 International

1.505.903.6148

BendixKing.com