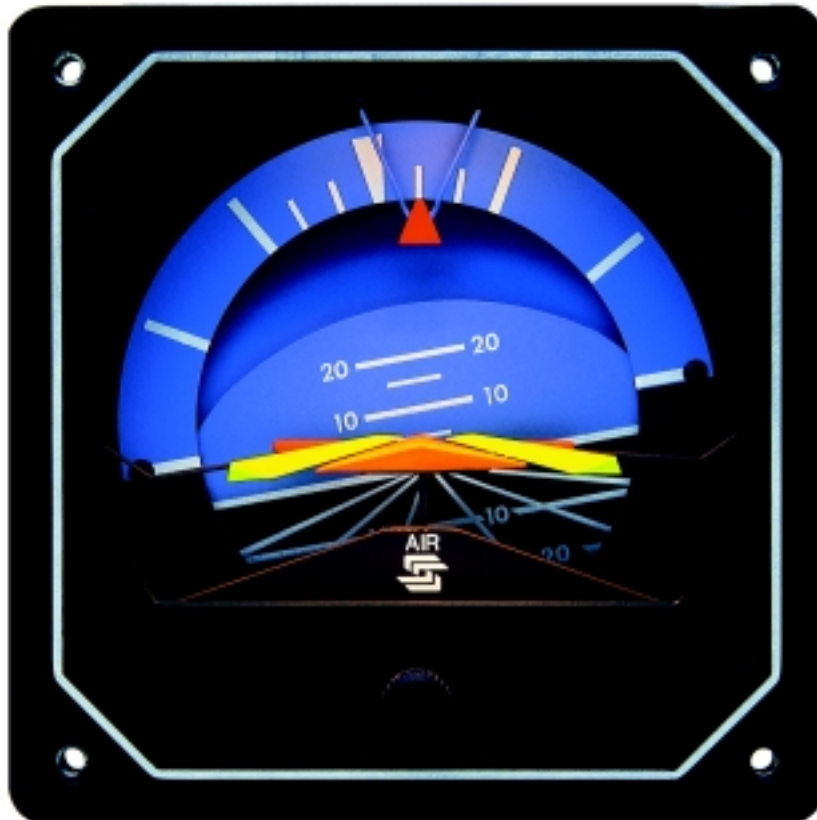


## Flight Control Products & Systems

### ST-361 Single-Cue Flight Director

3 ATI-size single-cue flight director/artificial horizon option for use with S-TEC Flight Control Systems.



#### Specifications

- 3 ATI Panel Mounted
- Lighting Power Required – 14/28 VDC
- Vacuum or Pressure Required – 4.5 to 5.2 in./Hg
- Weight – 3.0 lbs.
- Dimensions – 3.5 x 3.5 x 6.91 in.
- See reverse side for operational information.

# Operation of the ST-361 Single-Cue Flight Director

The S-TEC ST-361 Single-Cue Flight Director provides steering horizon operation both when the autopilot is engaged and when it is not.

When the autopilot is engaged, the flight director provides a visual display of the roll and pitch commands being output by the autopilot. When used during manual flight, it provides the pilot with steering indications that integrate information from several signal sources, reducing the complexity of instrument scan and the pilots workload.

Flight director operation is automatic when the autopilot is engaged.

## Aircraft Symbol and Attitude Display

S-TEC's single cue flight director is similar in appearance to other systems in order to provide pilots with a measure of conformity, and to reduce error during operation. It contains a fixed, bright orange, delta-shaped symbol, which represents the airplane. Pitch and roll attitudes are display by a movable attitude field, colored with a blue sky and earth tone ground, and separated by a thin white line.

In a half-circle above the attitude field are the bank indexes. The center or "level" index is represented by a white inverted triangle, and the bank indexes are

represented by white vertical lines on either side. In order from the center, they represent 10, 20, 30 and 60 degrees of bank, left or right. The white lines above and below the white horizontal center, or "horizon" line, represent degrees of pitch, up or down, and they are marked appropriately.

## Command Bars

The command bars are painted yellow and display computed bank and pitch commands. They rotate around the attitude fields to indicate commands to climb, descend, turn left or turn right.

To satisfy commanded maneuvers while under manual control, the airplane symbol should be "flown into" the V formed by the command bars until the two are accurately aligned, which satisfies the command.

Operating in approach mode is essentially the same as in other autopilot modes. When the glideslope is captured, the command bars indicate the flight maneuvers required to maintain the glideslope. The airplane symbol is "flown into" the command bars to satisfy the commands.

When properly used in conjunction with an S-TEC autopilot, you will find that the Flight Director makes your flying more precise and reduces workload.



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