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An added bonus is the increased reliability inherent in these solid-state systems. It is the job of the aircraft technician to understand and maintain all aircraft, including these various instrument systems. Accordingly, in this chapter, discussions begin with analog instruments and refer to modern digital instrumentation when appropriate.

you. Naturally its instrumentation has become proportionally difficult to install and maintain. This book by Mr Pallett has been written with the aim of helping those whose job is to keep aircraft in the air to understand their instruments and, of course, the fundamental principles underlying their design and application to flight.

There are six traditional flight instruments in most aircraft cockpits. Many of these instruments have taken on a more modern appearance over time, but even technologically advanced aircraft have traditional instruments to use as back-ups in case the primary system fails.

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systems constitute the heart of many operation systems, such as remote aircraft and satellite control, automated vehicle and transport systems, and fully-automated ... instrumentation systems, digital systems, computers, microprocessors, and other ICs are essential to almost all types of applications. Digital systems are widely accepted since

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Air traffic control radar is distributed instrumentation system. The ground portion transmits an electromagnetic pulse and receives an echo (at least). Aircraft carry transponders that transmit codes

on reception of the pulse. The system displays aircraft map location, an identifier and optionally altitude.

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Aircraft Instrumentation There are two parts to any instrument system—the sensing mechanism and the display mechanism. Information is relayed from the sensors to the indicators via electricity, or direct pressure sensing via pneumatic or oil-filler tubes.

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#### **6 Flight Instruments Pilots Need to Know**

Many modern aircraft have electronic flight instrument systems. Most regulated aircraft have these flight instruments as dictated by the US Code of Federal Regulations , Title 14, Part 91. They are grouped according to pitot-static system , compass systems, and gyroscopic instruments.

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