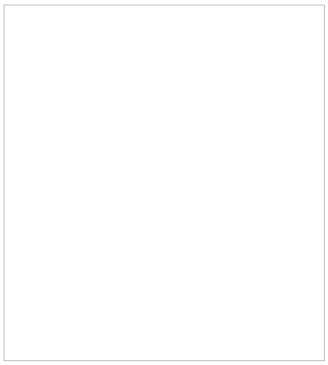
Autopilot servo for light aircrafts

Garmin (USA) known for car and ship navigation systems offers also navigation devices including autopilots for experimental and light sport aircrafts. The GSA 28 autopilot servo provides a CAN interface for updating the software.



THE RECENTLY INTRODUCED AUTOPILOT SERVO has been developed specifically for the experimental market. Weighing 1,4 pounds, it is over 40 percent lighter than most experimental autopilot servos. A gear train with engagement clutch and ability to back drive the brushless DC motor provide multiple levels of protection without the need to use a shear pin. The engagement clutch also decouples the motor from the flight controls, which minimizes the friction the pilot will feel when the autopilot is off. Each servo also provides a built-in interface to drive a customer-supplied trim servo. When the autopilot is off, the servo provides speed scheduling for the manual trim commands. When the autopilot is on, the servo automatically trims the aircraft to constantly keep it in trim. The CAN interface realized by means of the G3X SD card eliminates the need to send the servo back to the manufacturer for updates.
The autopilot is an optional feature of the G3X Air Data Attitude Heading Reference System (ADAHRS). In addition, the company has launched the GMC 305 autopilot control panel. A control wheel integrated into the GMC 305 makes for easier pitch, vertical speed and airspeed adjustments. Plus, for added safety, the panel’s advanced Level (LVL) mode button commands the autopilot to help restore the aircraft to straight and level flight. And because the servos interface directly with the ADAHRS, the GMC 305 control panel allows for standalone operation of the autopilot in the unlikely event of a display loss.