

The following questions are some of the most common questions that we receive regarding avionics & autopilots. If you do not see an answer to your question please feel free to contact us via [email](#) with your question and we will get back to you with an answer.

## Table of Contents

1. [Why doesn't my Autopilot track the radio properly?](#)
  2. [What does the Pitch-Sync or CWS button on my control wheel do?](#)
  3. [What is the Pilot Isolate function for on my intercom?](#)
  4. [What information do I need to leave with my avionics shop about my aircraft?](#)
  5. [Should I have my older headset repaired?](#)
  6. [Are there maintenance Facilities at your airport?](#)
- 

### **Why doesn't my Autopilot track the radio properly?**

On systems equipped with an HSI, the course arrow must be set to the desired track for navigating on GPS or Localizer. On non-HSI systems, i.e. Directional Gyro with a heading bug, the heading bug must be set to the desired track regardless of navigation mode.

---

### **What does the Pitch-Sync or CWS button on my control wheel do?**

Basically what it does is allow you to disengage the Pitch Solenoid and set your desired angle of climb or descent with the control wheel as long as the Pitch Sync button is depressed. When you achieve the desired angle of climb or descent, then release the button and the Autopilot will maintain that attitude.

---

### **What is the Pilot Isolate function for on my intercom?**

Pilot Isolate connects the Pilot's audio jacks directly to the aircraft's Audio Panel and COM selected; the Pilot will be unable to use the intercom function.

---

### **What information do I need to leave with my avionics shop about my aircraft?**

For most work to be performed, i.e. avionics installations, pitot static checks, you should provide the avionics shop with your current registration information, avionics/aircraft logbook, current weight & balance and equipment list (for installations). Always provide a local phone number as well as any other way for you to be reached in case there is any extra work that may need to be performed on your aircraft, or if there is a delay on receiving any equipment for the installation. If you follow these guidelines, it will help the avionics shop, so that all of your necessary paperwork can be completed at the same time as your aircraft.

---

### **Should I have my older headset repaired?**

Generally most avionics shops do not repair headsets, due to the fact that it is not cost effective for them to do so. We recommend sending headsets to the factory for service since they usually have a flat rate repair program in place for their headsets. Many people ask about buying a used headset. Used headsets are very hard to find, and if you do find one, they usually don't last as long as you would like them to. We recommend buying a new one, there are many headsets that will fit into any pilot's budget, and they all have excellent factory warranties, if you should have a problem with the new headset.

