

## WHAT ABOUT PITOT-STATIC SYSTEMS IN GLASS-PANEL COCKPITS?

The pitot-static system schematic reproduced on page 8 represents a very basic system. That said, it still includes all components found on general aviation aircraft. But what about glass-panel airplanes? Surely they have a more sophisticated pitot-static system to accompany the greater accuracy and tolerances of their computer-generated symbology, right? Not necessarily.

The schematic at right is adapted from one appearing in a pilot's operating handbook for an Avidyne-equipped Cirrus SR22 POH. Except for bells and whistles like water traps, a more robust heating system, two static ports (buttons) instead of one and a line running directly to the primary flight display, it's basically the same as the generic schematic on page 8.

In other words, despite using glass panels instead of steam gauges to present airspeed, altitude and vertical-speed information, the basic components of each system are the same. Thus, the potential problems of newer systems—along with potential remedies—likely will be the same if/when your pitot-static system soils the bed, no matter how your airplane's panel is equipped.

