

## MT VisionAir X - Life-saver in the Cockpit



- Sudden loss of onboard power?
- Black cockpit?
- In IMC?

**MT VisionAir X  
continues operating  
on battery**

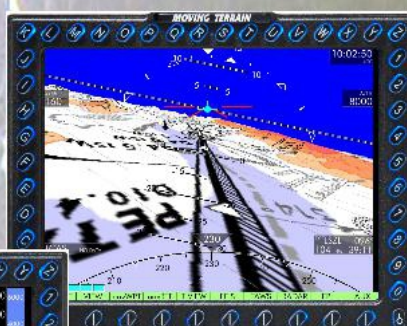


- Engine loss?
- In IMC?

- No time for communication
- Immediate landing inevitable



- Nearest information on the real ICAO chart
- Input without finger trouble via keyboard



**MT Terrain EFIS: display  
of real time flight attitude**



**MT EFIS: artificial horizon without  
gyroscopes and sensors - independent of onboard power**  
Stand alone available in the MT VisionAir X

### Cockpit Szenario Cessna 210:

It was a November day like any other. Grey sky, light rain combined with snow, marginal visibility, IMC conditions, but a doable flight.

I prepared myself for a short flight that seemed to be practicable without problems - No hint that this flight, without warning, was to become a fight for a mere survival.

Seconds after the first contact with the tower suddenly a drawn-out random and clicking noise, followed by sudden silence, announced a new situation.

Everything, really everything was suddenly dark. No more display at the navigation instruments (GNS 530 / 430), no more display of the ILS, flaps and landing gear without reaction.

Suddenly there were a lot of problems: I knew there were mountains surrounding me - what was the last course? - what was the correction angle? - I had just entered IMC!

What had happened? As it turned out later, there was an internal short circuit in the battery - a failure that could not be cured in flight - but with major consequence.

My MT, however, should make all the difference in this situation and make the cockpit manageable again.

The ILS approach can be done without problems, for I have ILS, display on the original chart as well as my current position available on the MT - all important information regarding navigation.

I recognize the surrounding mountains via terrain warning (TAWS).

The artificial horizon with exact display of attitude appears at the push of a button.

And all these functions available in one box that bails me out of this emergency. I don't want to imagine what would have happened without this precious backup in the cockpit!

### Cockpit Szenario Twin Comanche PA30:

It was a relatively quiet flight from Antwerp to Leutkirch during a late afternoon on a wintery day. We were flying in FL110. During the descent near Laupheim, the sun had already set a little while ago, light snowfall, some turbulence between FL070 and 4000ft. The release from Munich radar was expected soon. Approach and landing at the field 20 nm away lit by PAPI seemed feasible. In 4000ft in IMC it was already almost dark.

All out of a sudden, there was snow storm in the cockpit. A weak point of the Twin Comanche: The door opens inadvertently. From now on it will remain half an inch open, just nailed there. The noise is ear-deafening in the night, I struggle with my headset. The VFR Night Approach into Leutkirch under these circumstances would somehow have been still possible, but the surrounding hills 1000ft higher than the field, make it already demanding at night under normal conditions. With the cockpit conditions now it appears risky. The safer option is to choose the ILS approach of nearby EDNY.

To prepare an ILS approach in the conventionally equipped cockpit during strong inside air turbulences is not easy and time is running short. The Moving Terrain - permanently installed in the panel - takes the pressure out. Without finger trouble I am informed about the approach at a glance. The new heading to the field 20nm away is immediately clear, I don't even have to figure it out, I see on the chart that I fly towards it and that I stay on track. The Nearest Function proposes the APT frequency and preselects the approach chart. I get the approach plate immediately, I brief the Approach, select ILS 111.9 for RW 24 and memorize the Minimum 1568ft. A few instants later I intercept the ILS and the runway comes in sight, approx. 800 ft above the field.

Moving Terrain has taken care that the emergency didn't turn into a real hazard, and the night flight with open door ended safely.

For more information call us: +49 (0)8376-9214-11 or send us an email: [office@moving-terrain.de](mailto:office@moving-terrain.de)  
With best regards  
your MT-Team

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