



MGL BLAZE 3 1/8" COLOR INSTRUMENTS

MGL BLAZE AIRSPEED INDICATOR




The ASI-5 is a 3 1/8" sunlight readable instrument that provides a wide range airspeed indication in both digital and analog tape formats. Airspeed is based on the pressure generated by a pitot tube system and a static port is provided as well for use in high speed aircraft. In addition, the ASI-5 provides a flight timer since takeoff and records the maximum airspeed reached. Airspeed can be indicated in statute miles per hour (mph), kilometers per hour (km/h) or knots (kts). The analog airspeed tape can be scaled according to the aircraft's flying speed range and ranges for Vs0, Vs1, Vfe, Vno and Vne can be set. The ASI-4 also provides a programmable Vs and Vne airspeed alarm output. ASI sensitivity can be calibrated by the user to cater for errors caused by pitot tube placement.P/N 11-16584

MGL BLAZE AIRSPEED / VSI




The ASV-2 is a 3 1/8" sunlight readable encoding altimeter, airspeed and wide range vertical speed indicator. The altimeter contains an internal high accuracy 24 bit digital altitude sensor which calculates altitude from -1000 ft up to a maximum of 35000 ft. The ASV-2 outputs various formatted RS232 serial data protocols compatible with serial input transponders such as that from Garmin, Magellan, Northstar, Trimble, Microair etc. The altimeter can display altitude in feet or meters and local pressure can be set in millibars or inches of mercury.P/N 11-16586

MGL BLAZE ALTIMETER / VSI




The ALT-6 is a 3 1/8" sunlight readable encoding altimeter and a wide range vertical speed indicator. The altimeter contains an internal high accuracy 24 bit digital altitude sensor which calculates altitude from -1000 ft up to a maximum of 35000 ft. The ALT-6 outputs various formatted RS232 serial data protocols compatible with serial input transponders such as that from Garmin, Magellan, Northstar, Trimble, Microair etc. The altimeter can display altitude in feet or meters and local pressure can be set in millibars or inches of mercury. The VSI indicator can be displayed in either feet/minute (ft/min) or meters/second (m/s). The VSI can be calibrated by the user once the instrument has been installed in the aircraft.P/N 11-16582

MGL BLAZE ENCODING ALTIMETER / VSI




The ALT-7 is a 3 1/8" sunlight readable encoding altimeter and a wide range vertical speed indicator. The altimeter contains an internal high accuracy 24 bit digital altitude sensor which calculates altitude from -1000 ft up to a maximum of 35000 ft. The ALT-7 outputs various formatted RS232 serial data protocols compatible with serial input transponders such as that from Garmin, Magellan, Northstar, Trimble, Microair etc. The altimeter can display altitude in feet or meters and local pressure can be set in millibars or inches of mercury. The VSI indicator can be displayed in either feet/minute (ft/min) or meters/second (m/s). The VSI can be calibrated by the user once the instrument has been installed in the aircraft.P/N 11-16583

MGL BLAZE AHRS / COMPASS




The AHRS-2 / MAG-2 is a 3 1/8" sunlight readable color display instrument providing a display for an artificial horizon reference system (AHRS), an advanced digital compass, or both depending on which sensor packages is connected.P/N 11-16581

MGL BLAZE TEMPERATURE / PRESSURE / VOLTS




The TP-4 is a 3 1/8" sunlight readable 4-channel universal analog input color display instrument. Each channel can be individually programmed to display either pressure, temperature, current or volts from a universal analog input that can interface to many sensors such as oil temperature, coolant temperature, oil pressure, fuel pressure, manifold pressure, boost pressure and many more. The TP-4 can display any combination of 1 to 4 analog channels in a horizontal / vertical bargraph or a numeric display format.P/N 11-16595

MGL BLAZE FUEL COMPUTER




The FF-5 is a 3 1/8" sunlight readable color display instrument intended for efficient monitoring of fuel related information for single or dual fuel tanks. The FF-5 has many display configurations based on single/dual flow senders, single/dual level senders and a fuel pressure sender. Full functionality is available with a fuel flow and level sender or only with a fuel flow sender using calculated fuel levels based on fuel usage. Differential fuel flow calculations are also supported for fuel return systems. Fuel injector systems are also supported. Standard automotive fuel level senders can be used, even with odd shaped tanks due to a comprehensive, multi-point calibration system. Most fuel flow senders can be used as the K-factor of the sender can be entered into the system for simple calibration.P/N 11-16587

MGL BLAZE G-FORCE AND INFO




The INFO-2 is capable of measuring g-forces exerted in an aircraft up to +16g. The INFO-2 also has the facility to record the maximum positive and negative g-forces encountered (typically during a flight) in permanent memory, with a password protected reset facility. It also features two independent cycle counters to capture the amount of times a preset force has been exceeded. The INFO-2 is able to measure g-forces even if the instrument is not mounted exactly on the vertical axis of the aircraft. Also Displays: • UTC and Local Time display • Slip indicator • Battery Voltage, Current and Charge display • OAT display • Flight Timer & Flight log.P/N 11-16588

MGL BLAZE MANIFOLD PRESSURE / RPM




The MAP-4 is a 3 1/8" sunlight readable Manifold pressure indicator which can simultaneously display RPM and temperature from a universal RPM and temperature input. The manifold pressure display is also available in the form of a scalable analog bar graph if the RPM input is not displayed. The MAP-4 also has a Hobbs meter (can be set to the current engine time) which is password protected, an engine running timer/flight timer and a programmable maintenance timer to schedule routine engine maintenance. The MAP-4 also features a programmable low/high alarm for manifold pressure, RPM and temperature, a handy magneto check function to easily diagnose magneto problems as well as it records the maximum manifold pressure, RPM and temperature reached in permanent memory.P/N 11-16589

MGL BLAZE RPM INDICATOR




The RPM-2 is a 3 1/8" sunlight readable color display instrument providing two universal RPM inputs that is primarily intended to measure engine and/or rotor RPM. The display can be configured to display single or dual RPM or it can be configured to display engine and rotor RPM as used in helicopters and gyroplanes. The RPM-2 also has a maximum values display screen as well as a handy magneto check function. The RPM-2 includes a number of timers such as a Hobbs meter which can be set to the current engine time and is also password protected, an engine running and flight timer as well as a programmable maintenance timer to schedule routine engine maintenance.P/N 11-16591

MGL BLAZE 4-CHANNEL TEMP DISPLAY




4-channel Thermocouple (EGT/CHT) Monitor. The TC-5 is a 3 1/8" Sunlight readable 4 channel thermocouple color display instrument. Instrument can be configured for 5 different temperature display screens. The display can be configured to group EGTs and CHTs to common settings or each thermocouple channel can be independently displayed with individual programmable high alarm and probe type. The TC-5 also has a trend graph and maximum values display screen.P/N 11-16593

MGL BLAZE 12-CHANNEL TEMP DISPLAY



12-channel Thermocouple (EGT/CHT) Monitor. The TC-6 is a 3 1/8" sunlight readable 12 channel thermocouple color display instrument that contains all the features necessary to monitor EGT's and CHT's. The TC-6 can be configured to display up to 12 thermocouples in an easy to read bargraph format. In addition the TC-6 has an individual programmable EGT and CHT alarm with an external output that can switch an external visual alarm indicator such as a lamp. The TC-6 also has a EGT and CHT trend graph and maximum values display screen.P/N 11-16594

MGL BLAZE COLOR UNIVERSAL ENGINE MONITOR



The Blaze EMS-2 is a 3 1/8" universal engine monitor color display instrument. The EMS-2 contains all the necessary functionality to replace several engine monitoring instruments. The EMS-2 light weight, small size and high level of functionality makes it an excellent choice for all types of engines. The EMS-2 can also be interfaced via the CAN bus to an optional external RDAC unit (Remote Data Acquisition Computer). This allows for easier installation as the RDAC unit is normally mounted in the engine compartment.P/N 11-16722

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