The New *SkyView*™

Featuring *SkyView* Touch™

DYNON AVIONICS

A Bit About Us

In 2000 we were frustrated with the lack of affordable modern avionics for sport aircraft and decided to do something about it. The result? Dynon has led a sea change in modern GA aircraft avionics, equipping over 15,000 sport aircraft owners that previously couldn't imagine an affordable glass cockpit.

SkyView can truly do it all: It's your primary flight instruments, a full-featured engine monitor, fuel computer, a class-leading moving map and navigation platform, ADS-B traffic and weather, integrated Mode-S Transponder with ADS-B Out capability, an approach-capable Autopilot that offers simplified or expert controls, a revolutionary COM radio, and more. In 2014, we're re-introducing our flagship system with the addition of SkyView Touch™, dedicated knob and autopilot control panels, and other great features like our "six-pack" flight instrument mode. All of these innovations are designed to let SkyView reduce your workload so you can just ***Go Fly***.

Our Values

SkyView is only our second product line in over 12 years, by design. You shouldn't need to cut a new panel every time we come up with a new idea, and the product you buy should be supported for years to come. The first SkyView ever shipped is still fully compatible with today's latest SkyView software features, while the EFIS-D10A we first made a decade ago is still sold and supported today. SkyView Touch™ continues this trend: every existing D1000 SkyView display ever sold can be upgraded to Touch without cutting a new panel.

We design, engineer, and build SkyView in Woodinville, Washington. Most of our engineers are pilots, many of them homebuilders. We fly behind the products we build, and we think it shows. Half of Dynon Avionics' staff is in manufacturing because we believe building our products in-house is the most effective way to control quality and cost.

We don't think your avionics should demand that you be an engineer or "beta tester." Though your aircraft may be experimental, your avionics should run stable software that is tested, documented, and a delight to use. The modules that comprise your system should be designed for one another, with robust and redundant data connections that are hardened against failure. Every SkyView display comes with a purpose-built, color-coded D37 harness. Pre-fabricated SkyView Network harnesses are also available to help you speed through your installation.

Touch Done Right

"Touch when you want it; Turbulence when you don't." What started as a grammatically-challenged joke of a catch-phrase turned into the philosophy that we used to guide the design of SkyView Touch™. Although we all use touch-controlled products like smartphones and tablets in our daily lives, turbulence can quickly render a poorly-designed touch interface practically impossible to use. SkyView Touch solves this by using touch to augment and complement the physical buttons and joystick knobs rather than replacing them outright. It's the best of both worlds. (For more on our interface philosophy see the back cover)

Possibilities

You'd be surprised what you can fit in your aircraft when you choose SkyView. The widescreen format was designed to integrate perfectly in aircraft panels, which are often height-limited. SkyView's bezels were intentionally made as narrow as possible so that even the tightest panels have room for two or even three displays. The RV-8 panels on this page are examples of what you can accomplish in narrow tandem seat aircraft.

SkyView displays come in 7" and 10" versions, with SkyView Touch™ available in the 10" model only. All SkyView displays can be mixed and matched to best suit your aircraft and mission.

Capabilities

SkyView comprises most of the avionics in your aircraft, with many components like the transponder mounted remotely so they don't take up valuable panel space.

In addition to primary flight instruments and a full-featured engine monitor, SkyView is home to robust mapping and navigation capabilities. Simply point at or touch map features to learn more about them: SkyView knows enough about airports and airspace to let you keep your charts stowed. Terrain, obstacle, weather and traffic data lets SkyView guide you away from danger. An intuitive, robust flight planner lets you quickly route yourself to your $100 hamburger.

Equip your SkyView system with a full-featured two-axis autopilot just by adding inexpensive Dynon servos to the aircraft. This saves you thousands over a standalone autopilot. For pilots who value dedicated controls, the optional autopilot control panel ensures autopilot mode control is always at your fingertips.

SkyView's COM radio breaks the mold with a revolutionary pilot interface. Combine its knowledge of airport and ATC frequencies with dedicated buttons for tuning various frequency types, and you can literally fly across the country without ever manually spinning in a frequency. It will change the way you fly. Pair the COM radio with Dynon's Two-Place Stereo Intercom: it outclasses comparable products with ample inputs for SkyView alerts, stereo music, and other technology in your panel.

SkyView's integrated Mode-S Transponder receives TIS traffic, provides ADS-B Out, and automatically switches modes when you take-off and land. When paired with our ADS-B receiver, you gain even more situational awareness with a FULL traffic and weather portrait.

Equipping for your Mission: IFR vs. VFR

When equipping for IFR redundancy is paramount. This means you want your critical flight instruments backed up to maintain your ability to aviate and navigate safely in an emergency. You can achieve this redundancy with a second SkyView display and ADAHRS, giving you "partial-panel" capability that really isn't partial at all. Additionally, SkyView continuously cross-checks multiple ADAHRS against each other to ensure the integrity of your primary flight instruments. Dual data paths in SkyView Network harnesses let your system tell you about emerging wiring problems without loss of function. Equipping at least one display with a backup battery safeguards against electrical failure, and a heated AOA/Pitot probe protects against inadvertent icing. Many pilots also equip with a third-party nav radio and/or certified GPS for legal IFR flight navigation.

If you're equipping for VFR flight the additional real estate provided by a second SkyView display is useful for displaying larger PFD, Engine, and Map pages than a single display affords. No matter what your budget, you'll find that a SkyView panel will actually save you money and time compared to putting together a panel of disparate other products.

Whether you're equipping for VFR or IFR, SkyView has chart subscription options at unprecedented low prices through partnerships with Seattle Avionics and PocketFMS. Procedure charts (plates), airport diagrams, VFR en route charts, and IFR Lo/Hi en route charts are all available.

Long Bach Nguyen Photography

Light, Sporty

Looking for a simple, clean VFR panel for your sport aircraft? A single 10" SkyView Display can do everything you need, with all controls easily accessible on the front panel. The menu system is intuitive and logical to use. The left and right joystick knobs make it fast and easy to make adjustments and navigate the map. Opt for SkyView Touch and it's even easier to use.

A simple VFR aircraft can be fully-equipped with just one SkyView display, a COM and Intercom in the panel. Other modules are mounted remotely.

Add a second SkyView display for more screen real estate. Dedicated knob and/or autopilot control panels offer direct control of frequently used SkyView features.

Weekend Warrior - Affordable IFR

Just because you're in a sporty tandem aircraft doesn't mean you can't also have the capability to fly through weather. A configuration like this, with dual displays, redundant ADAHRS, battery backup, and an IFR navigator equips you for legal, safe IFR flight.

SkyViews displays and modules were designed with narrow bezels that hug the display. This lets us offer form factors that make equipping even the tightest panels possible.

Believe it or not, you can actually fit two SkyView 10" displays in an RV-8.

Possibilities

Cross-Country Cruiser

Want a cross-country panel with more features for long distance travel? A second display makes navigating easier and is also a great backup. Add a control panel with dedicated knobs for Altitude, Barometer, and Heading/Track so they are always there for quick adjustments. The autopilot control panel adds immediate control of all autopilot modes.

A Dynon EFIS-D6 offers an inexpensive independent backup set of flight instruments.

With three displays, you're actually equipped better than many airliners. We like to fly with the PFD and Map on the pilot's D1000, with the engine instruments on the 7" D700.

If you often fly with a co-pilot, SkyView supports dual autopilot and knob control panels for both you and your right-seater.

The Airliner

We admit, it's a lot of panel. But it's possible and extremely capable. SkyView's architecture supports configurations that span from a single display all the way up through what is shown here. In fact, the Sportsman that several Dynon pilots co-own has this same three-screen configuration. Please ask one of us about it!

Components

10" SkyView™ Displays

Bright, truly sunlight readable, and now available with or without SkyView Touch.™ All displays can be mixed and matched. The SV-D1000 and SV-D1000T are the same size on the panel (the D1000T is about 1/8" deeper).

SV-D1000 **$ 3600**
SV-D1000T (SkyView Touch™) **$ 3995**

7" SkyView™ Display

Perfect for smaller panels or as the second or third display in larger ones. Just as sunlight readable and capable as the 10" models. Even the wiring is the same.

SV-D700 **$2700**

VHF COM Radio

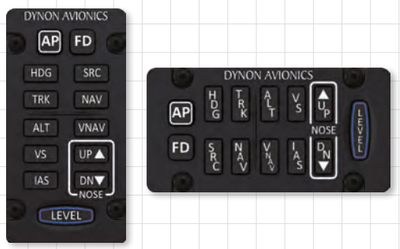
SkyView's revolutionary COM radio interface will change the way you fly with dedicated buttons for tuning Tower/CTAF, ATIS/WX, ATC, and Ground frequencies.

SV-COM-C25 Horizontal and Vertical versions; 25kHz spacing only **$1295**

Two-Place Stereo Intercom

Stereo, two-place intercom with audio connectivity for SkyView alerts and music that is usually only found in full-size audio panels.

SV-INTERCOM-2S Includes horizontal and vertical faceplates **$295**



Autopilot Control Panel

Individual buttons for all autopilot modes let you use your SkyView menus exclusively for other features like navigation and flight planning. Built-in 2-axis speed-sensitive trim controller.

SV-AP-PANEL Available in horizontal and vertical versions **$550**

Knob Control Panel

Dedicated controls for your barometric altimeter setting and the two bugs you use the most.

SV-KNOB-PANEL Available in horizontal and vertical versions **$250**

ADAHRS - Primary and Secondary

SkyView's primary flight instruments, including attitude, airspeed, altitude, magnetic heading, DG, VSI, AOA, G-meter, turn rate, slip/skid ball, OAT, and TAS. Add a secondary ADAHRS for redundancy and SkyView automatically cross-checks your instruments for you.

SV-ADAHRS-200 - Primary **$1200**
SV-ADAHRS-201 - Secondary / Backup **$800**

Engine Monitoring Modules

The EMS module receives signals from engine sensors for display on SkyView. Order the SV-EMS-220 for most engines, SV-EMS-221 for the Rotax 912 iS only. Engine sensor/harness packages for Lycoming/Continental/Jabiru/Rotax engines sold separately. Sensors/harnesses available a-la-carte for other engines. Two modules can be used to monitor dual engines or to provide up to 28 EGT&CHT inputs for large engines.

SV-EMS-220 **$600**
SV-EMS-221 **$1050**
Probe + Harness packages **$190-$850**

Autopilot Servos

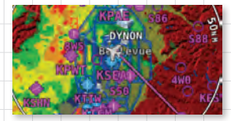
Just add servos to your SkyView system to add a fully IFR-capable autopilot. Add the optional SV-AP-PANEL for dedicated autopilot controls.

SV32/42/52 Servos **$750 each**
Mounting Kits (RVs, Sonex, and in generic form) **$25-75**

GPS 5Hz Receiver Module

WAAS-enabled, high-sensitivity GPS receiver/antenna. Provides five position updates per second for superior mapping and synthetic vision. Weatherproof for external mounting. Not TSO'd.

SV-GPS-250 **$200**



GPS Navigation Mapping

One time purchase that enables all mapping and navigation features for life. US aviation data available at no additional charge; non-US aviation data starting at €119/year from PocketFMS and Jeppesen.

SV-MAP-270 (one per airplane) **$500**

Mode-S Transponders with ADS-B Out

Lightweight TSO'd Mode-S Transponder with TIS traffic reception (US only) and 1090ES ADS-B Out. US customers should choose the SV-XPNDR-261 for 2020 ADS-B mandate compliance.

SV-XPNDR-261 - Class 1, FAA 2020 ADS-B Out Capable **$2200**
SV-XPNDR-262 - Class 2, <175kts;<15,000ft only **$1800**

ADS-B Traffic/Weather Receiver

Provides free ADS-B-based weather in the US. Unlike portable ADS-B receivers, you get FULL ADS-B and radar traffic when you pair this with our Mode-S transponder.

SV-ADSB-470 (US Only) **$995**

Rechargeable Backup Battery

A Li-Ion backup battery that provides at least an hour of power to a single SkyView display and all connected SkyView Network Modules, including the ADAHRS and EMS. Install one per display for maximum power failure redundancy. Includes internal battery protection circuit.

SV-BAT-320 **$180**

Harnesses/Network Cables

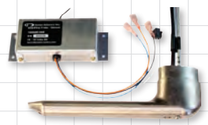
Dynon harnesses interconnect SkyView Network components to make sure your installation goes as smoothly as possible. These connect SkyView displays, ADAHRS, EMS, ARINC, COM radio, and Knob & AP control panels. Displays also come with their own color-coded harnesses, as do EMS sensor kits.

SV-NET-XXX **$25-$70**
SV-ETHERNET-3CC (multiple displays only) **$25**

5-Port Network Hub

Join up to 5 SkyView Network Cables together, eliminating complicated splicing, with the SkyView Network Hub.

SV-NET-HUB **$50**



AOA / Pitot Probes

The rest of GA is starting to see the value of AOA as a major safety-enhancing device. Meanwhile, it's been available for all Dynon EFIS systems for over a decade. Provides progressive audible approach-to-stall alert.

Unheated/Heated **$200/$450**

ARINC 429

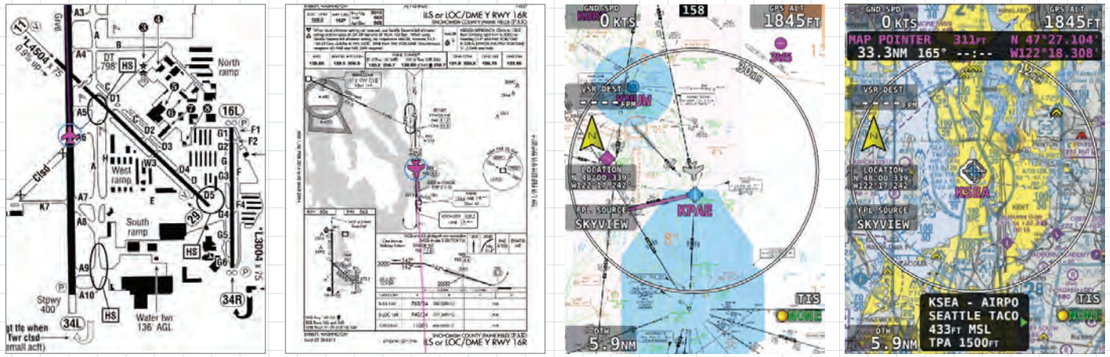
Use this interface module for third-party certified IFR navigators.

SV-ARINC-429 **$450**

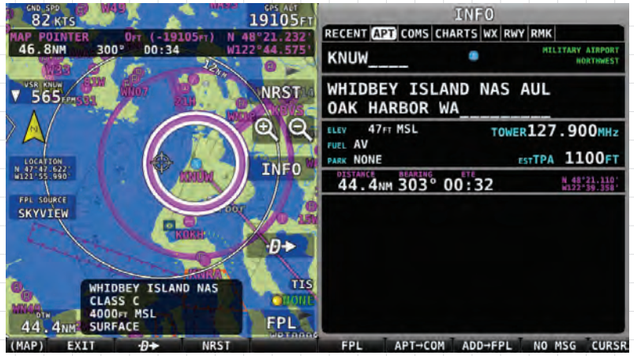
Features

SkyView's PFD display enhances situational awareness with realistic and accurate 3D depictions of runways, obstacles, terrain, and water.

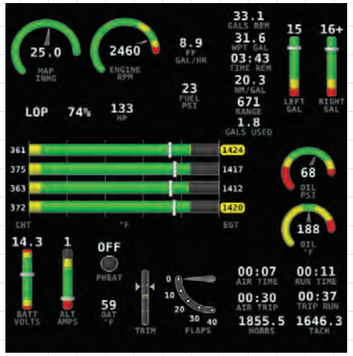
New to glass? SkyView's "six-pack" mode bridges retro analog gauges with the state-of-the-art.



With procedure charts (plates), airport diagrams (including ~5000 Flight Guide diagrams in the US), IFR en route charts, VFR sectionals, and SkyView's own map, you can truly achieve a paperless cockpit at the lowest prices in the industry.

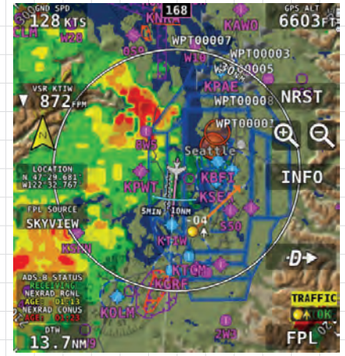


Point at airports, airspaces and more for instant information about them right on the map. From there, one button press gets you virtually all the information available for airports, including TPA, frequencies, services, charts, weather, and even the airport facility directory remarks.

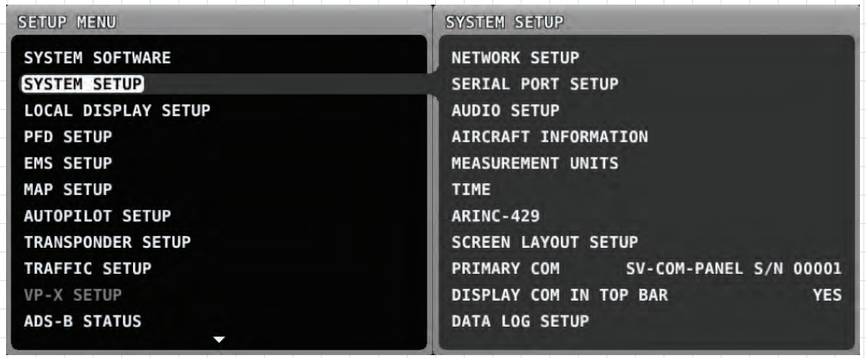


The tools you need to completely manage your powerplant, including the industry's only automatic EGT lean/rich mixture detection that requires no pilot action and the most accurate percent power calculations possible. Modern cars know their range to empty and instantaneous MPG; Shouldn't your airplane?

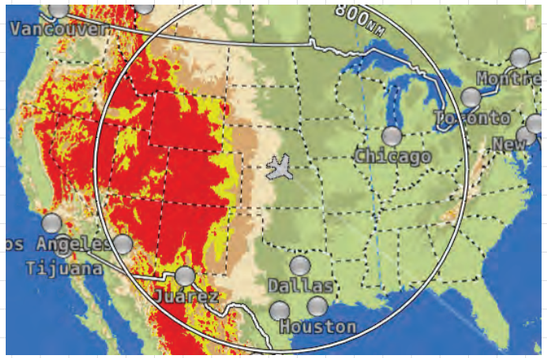
SkyView's navigation engine flies like you would. It anticipates waypoints and turns just before them to avoid needless overshoots. You can even display the graphics and waypoints from external IFR GPS flight plans.



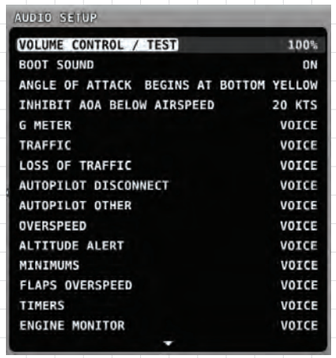
Equip with the SV-ADSB-470 (US-only) to gain graphical NEXRAD weather radar imagery, text METARs, TAFs, winds aloft, traffic, and more.



You shouldn't have to be a computer programmer to install your avionics: An intuitive, hierarchical setup menu helps you configure your system with ease.



SkyView's free worldwide terrain data is the highest resolution available. Terrain colors are designed to look similar to charts while you're en route. They alert in vibrant yellow and red when altitude clearance is a factor.



Voice alerts detail specific warning and caution conditions as they occur. A tone that gains intensity as your angle-of-attack increases helps you grease your landings and avoid stalls before they happen.

SkyView™ Pilot Interfaces

You want to fly your plane, not mess with a computer. From the beginning, Dynon pilots designed SkyView to have a clean and intuitive pilot interface through its on-screen buttons and joystick knobs. With new dedicated control panels and SkyView Touch™ as options, there's a pilot interface for every flying style. So whether you're new to glass cockpit technology or fly 777s at work, there's a SkyView panel for you.

If you're new to glass, SkyView's new "six-pack" flight instrumentation mode lets you fly the gauges you're used to with the digital "EFIS glass cockpit" presentation just a few buttons away. Try out the "EFIS" style as you get comfortable. Or not. It's up to you. Learn about SkyView features with training videos on The Dynon Channel and educational posts on the Preflight Brief. Add an in-person training class at fly-ins or at our Seattle HQ and you're cleared for takeoff.

If you like dedicated controls, you are covered. The knob control panel assigns the items you adjust most to dedicated knobs, freeing up the multi-use SkyView joysticks and lowering pilot workload. Similarly, the Autopilot control panel removes the need to ever use the on-screen menus for Autopilot mode changes. If you have the panel space, these modules are simply the right way to interact with your avionics.

With the addition of SkyView Touch,™ the story gets even better. First, SkyView Touch was designed to complement SkyView's existing interface, not replace it. This allows you to rely on SkyView's complete set of buttons and joystick knobs when you need them most. This is critical for effective control in turbulence: While you usually hold a smartphone or tablet in your hands, your EFIS screen is at the end of your outstretched arm, and it's moving with the aircraft, not with you. These two things conspire to make touch control less than ideal when things get bumpy. Starting with those challenges, we designed a touch interface specifically for the cockpit: Touch actions are designed to be easy to learn and are used in places where they can reduce pilot workload the most. For example, touching the transponder or autopilot status displays instantly enables those features' controls, eliminating the normal button pushes you'd use to access those menus. Similarly, touching a PFD item that has an adjustable bug instantly reassigns a SkyView joystick knob to the touched bug, eliminating the need to manually re-task that knob. Using your fingertips to pan, zoom, and select items on the map works just as you'd expect it to. And, since SkyView Touch has the exact bezel footprint as existing displays, every SkyView D1000 customer has an affordable upgrade path that doesn't require cutting a new panel or even a single wire change.

We invite you to rediscover the new SkyView.™ Go Fly.™

DYNON AVIONICS

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