TAS 1000
Multi-Function Data List:

Air Data Functions
Pressure Altitude ............... AL
Barometric Setting ............ BR
Density Altitude ............... DA
Density Alt. Difference ...... DAD
Indicated Air Speed .......... IAS
True Air Speed ............... TAS
Ground Speed ................. GRS
MACH Number ................ MACH
IVSI ................................. VS
Climb/Descent Gradient ... GR
Total Air Temperature ....... TAT
Static Air Temperature ....... SAT
ISA Temperature ............. ISA
Battery Voltage ............. BT

Alert Functions
Altitude Alerts ............... AA
Overspeed Warning ........ OVS

Fuel Functions
Total Fuel Flow ............... TF
Total Fuel Used ............. TU
Total Fuel Remaining ....... TR
Left Fuel Flow ............. FL
Left Fuel Used ............ UL
Right Fuel Flow .......... FR
Right Fuel Used .......... UR
Fuel Flow Left/Right .... FL/FR
Fuel Efficiency ............ EF

Wind Functions
Wind Speed ............... WSP
Wind Direction ............. WDR
Wind Component ... H or TWD
Wind Correction Angle ... DRF

Exclusive Jet Functions
Take-Off Decision Speed .... V1
Rotation Speed ............ VRO
Take-Off Distance ......... TAK
Take-Off Power Setting .... N1
Climb Speed ............... V2
Approach Speed .......... VRF
Landing Distance .......... LAN
Current Aircraft Weight ..... CW
Static Error Correction ... Built In

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Box 194, Buffalo, NY 14205-0194
Here’s Why You Need Insight’s TAS 1000 MFDS

The essential component for your GPS system

Today’s modern avionics integrate many functions with your GPS, but standard installations leave many important features untapped. The TAS 1000 Multi-Function Data Source was specifically designed to supply all the information needed to fill in the missing pieces of your GPS or MFD display in real-time.

Stand-alone multifunction instrument

In addition to its role as an important partner in your GPS system, the TAS 1000 MFDS is a versatile multifunction instrument. Configured by the pilot to meet exact needs, TAS is simple and user-friendly.

I just love that Windicator!

Everyone understimates the importance of having an instantaneous display of wind speed and direction until they see it in action. Once pilots have experienced flying with the Windicator, they won’t fly without it!

Full function fuel computer

The simple dedicated fuel computer is now obsolete. The TAS 1000 MFDS offers extensive fuel management information, and is user configured using a rotary switch for fuel setting. TAS makes it easier and faster to initialize, than other fuel computers.

An altitude alerter

The TAS has the best, built-in Altitude Alerter on the market. Unlike other add-on alerters that depend on the coarse resolution of an altitude encoder, the TAS uses baro-corrected altitude derived directly from static pressure.

Improving safety and precision of your IFR procedures with TAS 1000’s altitude alerter.

The magic baro connection

Modern GPS systems require a baro setting input. The TAS 1000 MFDS can read baro setting from many types of altimeters, incorporate it into its calculations, and transmit to most GPS’s. The TAS just sets the altimeter and everything else is automatically updated.

Gradient may save your life

Among the many features that are unique, the TAS 1000 MFDS displays Gradient. The rate of climb or descent is expressed in feet per nautical mile. Safe IFR arrival and departure procedures depend on minimum gradients for safe obstacle clearance. Most pilots have little practical experience gauging gradients. It changes with airplane configuration, engine performance, altitude, temperature, and wind. Gradient becomes critically important when an engine fails. The TAS allows you to maximize glide gradient in a single. In a twin, on one engine, blue line speed rarely offers best performance. However, the TAS display in feet per nautical mile is a direct measure of climb performance under all conditions. Knowing your gradient performance in an emergency can make a critical difference.

SAT temperature will clarify your icing decisions

When an aircraft is in motion the OAT probe reports a temperature higher than the surrounding air. The faster the indicated airspeed, the greater the error. That is why pilots are taught icing can occur in above freezing temperatures. Of course it can’t. The TAS 1000 MFDS computes Static Air Temperature, that represents the actual temperature of water droplets in the cloud. When you use SAT, your icing decisions will be a lot clearer.

TAS 1000 MFDS

TAS 1000 Specifications and Panel Planner

Drawings at 75% Scale

TAS 1000 - technology you will use every flight.

TAS 1000 MFDS

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ISA temperature, the key to your performance charts
Does your airplane meet the book? Pilot Operating Handbook tables require temperature expressed as a deviation from a standard that changes with altitude. The TAS computes the required ISA temperature from altitude, airspeed, and outside air temperature. Erroneous temperature data will destroy the accuracy of any performance calculation. The TAS provides the correct value.

End your altitude encoder woes
Inexpensive blind encoders are the most common causes of altitude reporting problems. The TAS 1000 MFDS’s accurate altitude information can be sent to your transponder and GPS. It is aviation’s most precise encoder.

Important backup for your essential IFR instruments
Safe flight in IFR conditions demands precise altitude, air speed and vertical speed information. With near perfect accuracy, the TAS 1000 will serve as a standby altimeter, air speed and IVSI, independently of the primary instruments.

Land off airport with wind information
Helicopter, seaplane, EMS, and bush pilots who land off airport can now have the advantage of real-time, right-now wind information.

Simplify floatplane operations
Floatplanes offer a challenge like no other airplane. Every landing is different. The pilot alone must assess the wind conditions and decide where to land. The Windicator’s accurate real-time wind information ensures landing directly into the wind on every approach. Even as the winds change below the tree line or near rugged terrain, the Windicator keeps you informed. For floatplane operations, it’s magic.

Predict wind shear on approach
Wind shear is invisible and takes its victims by surprise. Sudden and significant loss of airspeed can bring even the biggest airplane down. Knowledge of real-time wind information on short final can prevent wind shear accidents. When the winds reported by the tower and the Windicator differ, you know there will be a wind shift during the approach.

Optimize the winds
Work the winds to your best advantage on every flight. You’ll save time and money when you do. Pick the best tail wind or the least head wind and easily decide on best speed or range. The dynamic display of actual fuel efficiency responds immediately to changes in conditions so you can assess the effect of winds even in climb.

Aerial application
Drop your payload with Windicator accuracy.

Jet parameter functions
Jet aircraft flight parameters based on current conditions are immediately available on the TAS display. You need not refer to charts, tables or graphs or calculate anything by hand. Just turn the knob to display V1, Vr, V2, Vref, etc for current conditions. This information is custom tailored for your specific aircraft.

Versatile
TAS 1000 Multi-Function Data Source is several instruments in one. Prior to Insight’s innovation, several instruments were required to provide the functionality now available in one small box. Fuel totalizers have long been a part of the GA cockpit, but air data has traditionally been available only for heavy aircraft - until the TAS 1000.

Affordable
Air Data computers evolved in jets as a component of sophisticated autopilots, as a data source for FMS (flight management systems), and inertial navigation systems. The TAS Multi-Function Data Source can provide the same functionality for at a fraction of the cost.

Advanced
Those who fly jet aircraft are also served by the Insight TAS 1000, as it is TSO certified to 55,000 ft and 500 kts, and can be purchased with additional high performance options.

Certified Accuracy
While the TAS 1000 meets the stringent requirements of no less than 5 FAA TSO’s, it comes with actual calibration documents to prove it. Don’t be surprised to see accuracy ten times better than the requirements.

TAS 1000 - technology you will use every flight.
The Insight “Windicator™” is truly unique. It packs an amazing amount of information in a tiny package the size of a silver dollar. Wind speed, direction, component, and correction angle are displayed simultaneously in an easy to interpret format. Wind information displayed on the Windicator™ differs significantly from that displayed on a GPS. The Windicator™ has REAL-TIME, RIGHT NOW information. Surprisingly some popular GPS units do not calculate the winds correctly and others are so heavily averaged they may take 20 minutes to settle on the right value.

TAS wind information is immediate, accurate and reliable.

The Windicator™ has application in all phases of flight. In climb and cruise, the pilot can determine the best tail wind or the smallest head wind. In cruise, the pilot is alert to changes in wind direction and speed. These may be compared with winds aloft forecasts. The passage of fronts and other meteorological phenomenon can be detected. When the wind forecasts are inaccurate, the weather forecast is likely incorrect too. Correction angle aids course interception and navigation. Enroute course changes and holding pattern entries are simplified. In descent and approach the “Windicator™” is indispensable allowing smooth intercepts of a localizer or inbound course. Comparing surface winds with the actual winds on the Windicator™, will warn of a wind shear. In the event of an emergency off airport landing, the pilot can land into wind.

Prediction of wind shear

The Windicator™ is aviation’s only dedicated dynamic display of wind data, and the industry’s only PREDICTOR of wind shear. Knowledge of the wind on short final can save your life. The Windicator™ provides the information you need to predict wind shear.

Wind shear is invisible and strikes without warning. It is an abrupt change in wind speed or direction. When this change results in a loss of airspeed and lift near the ground, a crash may be unavoidable. A specialized form of shear caused by a microburst, is associated with severe thunderstorm activity, but ordinary wind shears can happen anywhere - anytime there is a wind.

The key to avoiding a wind shear accident is predicting when the wind will change. All you need is a Windicator™ and a surface wind report. If the Windicator™ reports a 40 knot wind when the tower reports only 10 knots, you know the winds will change. When you see this on short final, you know it will happen soon. The knowledge of a wind change permits experienced pilots to add a safety margin to approach speed. A large wind shear should be avoided at all times.
**TAS 1000’s**

**Windicator™** displays winds aloft from lift-off to touchdown in real-time.

**Windicator™** on approach with a 90 degree turn on to final.

1: **On Approach** - **Windicator™** shows 40KT wind speed, 12KT tail wind and 15 degree left crab.

2: **Turning on final** - **Windicator™** shows 40KT wind speed, 22KT head wind and 10 degree left crab.

3: **Now on final** - **Windicator™** shows 40KT wind speed, 34KT head wind and 5 degree left crab.

**Question:** Winds don’t match what tower is reporting, will I encounter wind shear on approach?

Gear and flaps down descending on final approach with **Windicator™** showing a 32kt wind speed, 30kt head wind with a 5 degree right crab.

“Looking Good”

Suddenly your **Windicator™** shows an abrupt change from head wind to tail wind.

“Abort”

---

**Wind Facts:**

**Microburst**
A microburst is a small diameter downburst of wind, with outbursts of damaging winds extending 2.5 miles or less. (despite it’s small horizontal scale, a microburst can induce wind speeds up to 150 knots or 172.6 miles per hour)

**Temperature Inversion**
Air temperature generally decreases at a rate of about 2°C/1000ft of altitude. Occasionally the air above will be warmer than below. In unusually extreme cases the temperature may increase 20-30°C in a few hundred to a thousand feet or so. Inversions are identified when the temperature remains constant or rises during climb.

**Wind Shear**

**Wind Shear Escape Procedure**
Wind shears that result in a loss of lift requires immediate action from the pilot. If the loss of lift is small, a slight pitch up and/or increase in power may be all that is required. If the loss of lift is large, immediate application of FULL power and a large pitch up may be required. Wind shears are prone to happen near the ground where the risk of an accident is greatest.

**TAS 1000** - technology you will use every flight.
TAS FUEL FUNCTIONS

Fully Integrated Fuel Computer

TAS 1000 automatically calculates, total fuel remaining, total fuel used, fuel flow and fuel efficiency.

Combining fuel data with GPS data provides accurate calculations of endurance, range, efficiency (mi/gal) and fuel reserves at destination.

With this valuable fuel information you will consult your GPS fuel pages on every flight.

User Configurable Fuel Functions:
Total Fuel Flow
Total Fuel Used
Total Fuel Remaining
Left Fuel Flow
Left Fuel Used
Right Fuel Flow
Right Fuel Used
Fuel Flow Left/Right
Fuel Efficiency

User Selectable Units:
Gallons
Pounds
Liters.

TAS 1000 - technology you will use every flight.

TAS 1000 FUEL FUNCTIONS

The most valuable feature of the TAS fuel computer functions is the integration of fuel and navigation data in the GPS. The GPS will display actual range, endurance, efficiency and fuel reserve at your destination. This information is dynamic and based on real-time data. If the wind changes so will your fuel reserve. It's easy to test the effect of different altitudes or power settings to optimize your range and minimize your flight time. You'll be able to skip some fuel stops with confidence.

TAS 1000 is simple and intuitive. It prompts for fuel entry at power up. Instead of chasing racing digits with a toggle switch, turning the knob increases or decreases the fuel quantity. The TAS also has three preset fill amounts. For example separate fuel quantities may be programmed for maximum fuel, maximum fuel less wing tips, and maximum fuel without an auxiliary tank. The three full fuel onboard filling amounts are accessed with first three counterclockwise clicks of the knob. After that, normal increment and decrement behavior resumes.

If you forget to set the fuel amount before take-off and you update in flight, the TAS automatically subtracts the fuel used from the filled amount. It's safe, precise and convenient.

A key feature that distinguishes this fuel computer from others is its user configurability. The pilot has a choice of display formats: fuel type, single/twin, aircraft fuel capacity, and gallons, pounds, or liters. Twin owners may chose a convenient dual display format of flow to both engines. The pilot may choose various configurations until the optimum setup is found. Trimming information

Fuel data from the TAS 1000 can be displayed on a GPS receiver to provide complete flight management.

Below are just a few examples of GPS units displaying fuel data.

Insight’s Optional Fuel Sensor

The Insight fuel transducer avoids the risk of fire with an optical isolator. There is no direct electrical connection to airframe ground, and therefore no fire hazard.

Other transducers have calibration factors, that vary from unit to unit. These transducers are not interchangeable.

The Insight transducer calibration factor is identical from unit to unit and may be interchanged without affecting accuracy. Insight’s fuel sensor is protected by a durable stainless steel case with an integral stainless mounting bracket for ease of installation. The transducer connector is waterproof. The entire assembly is designed to withstand the hostile environment of engine top mounting.

A built in diagnostic system confirms transducer function in a glance. Another exclusive safety feature is optical ground isolation. This prevents high current from flowing in the transducer circuit should the engine ground strap fail. While rare, it will destroy the fuel instrument, and has caused onboard fires. The optical isolation system also provides substantial immunity to engine and airframe electrical noise.
ALTITUDE ALERTER, Standard Function On All TAS 1000 MFDS’s

An altitude alerter is designed to warn the pilot of deviations from a target altitude. While useful and convenient in cruise, it is most valuable during instrument approaches. Flying step down altitudes of GPS approaches are easier and safer with an alerter.

Alerters are mandatory in turboprops and jets, but troublesome and rare in piston aircraft. Add-on alerters have been prone to false alarms, require constant baro updating and were frustrating to use. The TAS alerter solves these problems.

Instead of reading encoder altitude, it has its own internal source of very accurate baro-corrected altitude derived directly from static pressure, so it performs precisely without false alarms.

TAS 1000 has the magic baro connection that will electronically read the baro setting right from your altimeter. Updating the baro on your primary altimeter updates your TAS alerter and GPS baro too. Automatically keeping the baro settings in perfect agreement prevents errors and false alarms. Like all other TAS functions the alerter is pilot configurable. You may tailor the warning band to meet your needs.

The TAS alerter is an integral function of all TAS systems, requires no extra equipment or installation time, no extra panel space and is included at no extra charge.

TAS 1000 MFDS Altitude Alerter in climb, cruise and approach.

1 Beep
1000 ft Warning before Target Altitude

2 Beeps
100 ft Before Target Altitude

3 Beeps
Stray 300 ft Above Target Altitude

Silent
Target Altitude

3 Beeps
Stray 300 ft Below Target Altitude

Altitude Alerter in climbing to target altitude

Set target altitude.
1000 feet prior to target altitude you will hear one beep.
At 100 feet prior to target altitude you will hear two beeps.
If you over shoot the target altitude you will hear three beeps.

Altitude Alerter in maintaining cruise altitude

Set cruise altitude.
If you stray from cruise altitude you will hear three beeps.

Alerter Facts:

1000 Feet Warning
When the aircraft is 1000 feet away from the selected altitude the altitude alert you will hear one beep.

Target Warning
At 100 feet prior to target the TAS 1000 will activate the altitude alert and you will hear two beeps.

Outside The Altitude Warning Band
Once the airplane is inside the altitude warning band the TAS 1000 will enter the warning mode and remain silent. TAS 1000 will activate the altitude alert output and you will hear three beeps whenever the aircraft altitude goes above or below the altitude warning band.

New Target Altitude
If the pilot selects a different altitude alert value before the aircraft exceeds the altitude warning band, the TAS 1000 will not activate altitude alert output (equivalent with three beeps). Instead TAS will monitor the altitude and activate when the aircraft is 1000 feet away from the new target altitude selected value.

Configuring Altitude Warning Band
Alert warning function menu can be configured from the list of active menus in “Configuration Mode”.

TAS 1000 - technology you will use every flight.
ALTITUDE ALERTER, Standard Function On All TAS 1000 MFDS’s

Altitude Alert on approach

On approach into Reno, Nevada (Classic example when altitude alerts are essential)

The altitude alert becomes an important and essential tool for an instrument approach. The TAS alert function prompts the pilot just prior to each step down fix and warns of deviations below the target altitude. Instrument approaches are safer and much easier. TAS 1000 altitude alerts add precision to any non-precision approach, guarding against an inadvertent descent into terrain.

It is a good strategy to limit the information displayed on the TAS to data not shown on the GPS or other displays.

TAS 1000 Optional Encoder Module
Altitude Encoder / Overspeed Indicator

Insight’s TAS 1000 is an excellent altimeter with accuracy exceeding certified sensitive altimeters. A match box size module converts the TAS altitude data into encoder format. A unique feature of this module is the single cable connection to the TAS. This small cable conveys power and signal. This simplifies wiring and reduces complexity. Several modules may share this data buss to provide encoder information where needed, without running long multiconductor cables from the nose or tail.

This can save thousands of dollars in installation costs.

OVERSPEED
The TAS 1000 is TSO’d as a Mach overspeed and IAS overspeed system, features important in high performance turboprops and jets.

Every expansion module is programmed at Insight with overspeed alerts for your specific aircraft model type.
Jet pilots have to calculate flight parameters in preparation for every take-off and landing. This lengthy process involves calculating aircraft weight, outside air temperature, altitude, and other parameters to probe and interpolate various charts, graphs or tables.

The **TAS 1000** is ideally suited to this task because it measures all the input data needed to calculate this information. It couldn’t be easier. Just enter the aircraft payload weight, then with a twist of the knob select the desired parameter.

**Exclusive Jet Functions:**

- **V1 - V1 speed** in knots: Take-off decision speed. Take-off can be safely aborted if the airplane has not reached V1 speed. Past this speed, it is safest for the pilot to continue the take-off. V1 speed varies with outside air temperature, altitude, airplane current weight and flaps setting.

- **N1 - N1 setting**: Engine take-off power setting expressed in percentage of maximum fan speed. N1 varies with outside air temperature and altitude. The **TAS 1000** calculates this value for the present altitude and outside air temperature. Learjet 35A values are available. Contact Insight concerning other aircraft parameters.

- **V2 – V2 speed** in knots: This is the engine out best climb speed. It varies widely with airplane weight. A heavier airplane has a higher V2 speed. **TAS 1000** automatically calculates this value for the present weight of the airplane.

- **VRO - Vro rotate speed** in knots: **TAS 1000** automatically calculates this value for the present weight of the airplane.

- **TAK - Takeoff distance**: This is the minimum runway length required for a safe take-off. Measured in feet, it varies with outside air temperature, altitude, and airplane take-off weight. **TAS 1000** automatically calculates this value after fuel onboard and payload weight are entered.

- **VRF - Vref**: This is the final approach speed in knots. **TAS 1000** automatically calculates this value for the current weight of the airplane.

- **LAN - Landing distance** in feet: This is the minimum runway required to land safely. It is measured in feet and varies with outside air temperature, altitude, and airplane landing weight. **TAS 1000** automatically calculates landing distance.

- **CW – Current aircraft weight** in pounds: PW payload weight + TFR fuel on board + EW empty weight = CW Current aircraft weight. **TAS 1000** tracks aircraft weight as fuel is consumed.

**Static error correction**: Altimeter accuracy is affected by air speed. The airplane manufacturers provide static error correction charts, and special correction modules may be added to correct altimeters. Altimeters with static corrections are expensive and very delicate. **TAS 1000** provides static corrections with the same or better accuracy, at no extra cost and with no additional hardware. Static corrections can be turned on or off in dealer mode.

**TAS 1000 MFDS with all the standard functions now offers advanced exclusive jet functions.**
Features:

Display
Orange LED display auto dimmed.

GPS Data Displayed
Fuel & air data on TAS display and GPS pages.

User Data Entry
Intuitive single rotary knob with integral push button.

Display Units
User selectable: In. Hg, mb, Gal, lbs, C, F, mi, kts nm.

Altitude Range
-1000 to 55000 ft

Altitude and Baro Set
Usable standby altimeter.

Altitude Accuracy
Easily exceeds the TSO requirements.
Can calibrate regular altimeters.

Baro Interface
Custom calibrated to aircraft’s altimeter, propagated to GPS.

Altitude Alerter
Built in alerter uses TAS 1000 baro setting.

Wind Display “Windicator™”
Intuitive, dynamic graphical display - direction, speed, component and drift.

Encoder Out
to Transponder
Simple converter supplies altitude data for MODE C.

TSO Certifications
TSO 44b - fuel flow
TSO 106 - air data
TSO 95 - mach meter
TSO c88a - encoding alt
TSO 101 - overspeed

Static System
- The input of static pressure provides fundamental data to calculate altitude, air speed, vertical speed and gradient.

Pitot System
- The pitot input is measured to determine ram air pressure. This is a fundamental value required for calculation of air speed and wind functions.

OAT Temperature
- An electrical signal from Insight’s innovative air temperature probe provides the measurement required to calculate temperatures (SAT, TAT, ISA) and air density related values (DA, DAD, TAS, MACH).

Fuel Flow Transducers
- These inputs provide the TAS with the primary information needed to calculate fuel related functions.

HSI Compass System
- Two formats of compass heading information are supported. The most desirable compass interface is the 400Hz AC synchro, as it conveys the compass heading directly without user intervention. The second choice is the stepper interface available in the KCS-55 compass system. This requires the user to initially set the heading manually, and then correct it if necessary. If no compass interface is available the user may set the heading manually.

TAS 1000 receives inputs from several sources within the aircraft.
The essential component for your GPS system

Today’s modern avionics integrate many functions with your GPS, but standard installations leave many important features untapped. The TAS 1000 Multi-Function Data Source was specifically designed to supply all the information needed to fill in the missing pieces of your GPS or MFD display in real-time.

Stand-alone multi-function instrument

In addition to its role as an important part in your GPS system, the TAS 1000 MFDS is a versatile multi-function instrument. Configured by the pilot to meet exact needs, TAS 1000 is simple and user-friendly.

I just love that Windicator†

Everyone underestimates the importance of having an instantaneous display of wind speed and direction until they see it in action. Once pilots have experienced flying with the Windicator†, they won’t fly without it!

Full function fuel computer

The simple dedicated fuel computer is now obsolete. The TAS 1000 MFDS offers extensive fuel management information, and is user configured using a rotary switch for fuel setting. TAS makes it easier and faster to initialize, than other fuel computers.

An altitude alert

The TAS has the best, built-in Altitude Alert on the market. Unlike other add-on alerters that depend on the coarse resolution of an altitude encoder, the TAS uses baro-corrected altitude derived directly from static pressure.

Improve safety and precision of your IFR procedures with TAS 1000’s altitude alert.

The magic baro connection

Modern GPS systems require a baro setting input. The TAS 1000 MFDS can read baro setting from many types of altimeters, incorporate it into its calculations, and transmit to most GPS’s. The pilot just sets the altimeter and everything else is automatically updated.

Gradient may save your life

Among the many features that are unique, the TAS 1000 MFDS displays Gradient. The rate of climb or descent is expressed in feet per nautical mile. Safe IFR arrival and departure procedures depend on minimum gradients for safe obstacle clearance. Most pilots have little practical experience gauging gradients. The TAS 1000 MFDS allows you to maximize glide gradient in a single. In a twin, on one engine, blue line speed rarely offers best performance. However, the TAS display in feet per nautical mile is a direct measure of climb performance under all conditions. Knowing your gradient performance in an emergency can make a critical difference.

SAT temperature will clarify your icing decisions

When an aircraft is in motion the OAT probe reports a temperature higher than the surrounding air. The faster the indicated airspeed, the greater the error. That is why pilots are taught to use caution in open above freezing temperatures. Of course it can’t. The TAS 1000 MFDS computes Static Air Temperature, that represents the actual temperature of water droplets in the cloud. When you use SAT, your icing decisions will be a lot clearer.
TAS 1000
Multi-Function Data List:

### Air Data Functions
- Pressure Altitude ............... AL
- Barometric Setting ............ BR
- Density Altitude ............... DA
- Density Alt. Difference....... DAD
- Indicated Air Speed .......... IAS
- True Air Speed ................. TAS
- Ground Speed .................. GRS
- MACH Number .................. MACH
- Climb/Descent Gradient ...... GR
- Total Air Temperature ....... TAT
- Static Air Temperature ...... SAT
- ISA Temperature ............... ISA
- Battery Voltage ............... BT

### Alert Functions
- Altitude Alerts ............... AA
- Overspeed Warning ........ OVS

### Fuel Functions
- Total Fuel Flow ............... TF
- Total Fuel Used ............... TU
- Total Fuel Remaining ....... TR
- Left Fuel Flow ............... FL
- Left Fuel Used ............... UL
- Right Fuel Flow .............. FR
- Right Fuel Used .............. UR
- Fuel Flow Left/Right ...... FL/FR
- Fuel Efficiency ............... EF

### Wind Functions
- Wind Speed ......... WSP
- Wind Direction .......... WDR
- Wind Component .... H or TWI
- Wind Correction Angle .... DRF

### Exclusive Jet Functions
- Take-Off Decision Speed ... V1
- Rotation Speed ............ VRO
- Take-Off Distance ........ TAK
- Take-Off Power Setting ... N1
- Climb Speed ............... V2
- Approach Speed .......... VRF
- Landing Distance ........... LAN
- Current Aircraft Weight .... CW
- Static Error Correction . Built In

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