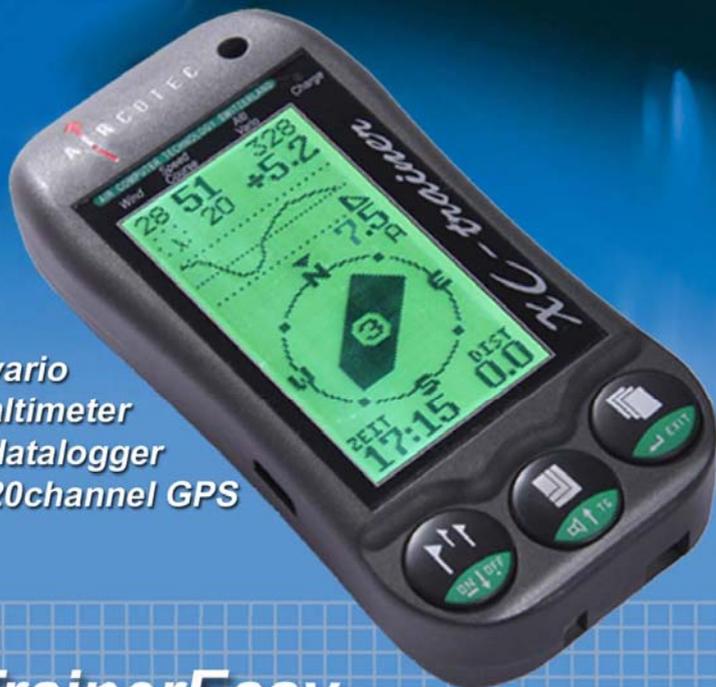


# XC-trainer



Manual



- vario
- altimeter
- datalogger
- 20channel GPS

## XC-TrainerEasy

## XC-TrainerEasy+

AIRCOTEC

flight instruments



# Congratulations!

With the **AIRCOTEC XC-Trainer** you have purchased a Swiss Quality product that will put at your disposal not only the most advanced electronics but also a revolutionising user-friendliness and a ruggedness that all together will combine to make your flights more pleasurable.

We hope it will accompany you on many great flights!

## **AIRCOTEC XC-Trainer**

All the information contained in this manual has been gathered with attention to detail and care. It is not however intended as a comprehensive product characteristics description, and **AIRCOTEC** is only liable to the extent stipulated in the sales conditions.

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Author Helmut Pözl  
Translated to English by Mads Syndergaard

## **Safety information**

The **XC-Trainer** is equipped with an advanced 20 channel GPS receiver. With sufficient satellite coverage this will guarantee very high position accuracy.

Maps with inaccurate altitudes, incorrect altitude settings (pilot error) or simple instrument defects may lead to erroneous altitude indications. The pilot should always fly based on their own sound judgement and skills, and not rely solely on any instrument. This is particularly the case when flying with reduced visibility or when landing.

The manufacturer is not liable for damage incurred due to erroneous altitude or position indication by the instrument.

Consulting or even working with, the instrument should only be done when the situation allows it – otherwise please rely on the acoustic signals.

The **XC-Trainer** must be mounted in a way that does not endanger neither pilot nor tandem passenger (if applicable) in any way. Always make sure the XC-Trainer is mounted so that it does not impede the pilot's movements in the air on when launching/landing. Finally it is important to check that neither instrument nor part thereof may come loose, fall down and possibly hurt someone during the flight.



The **XC-Trainer** should always be secured using the safety lanyard, see illustration.

Before launching the pilot should verify that the instrument is working and that the rechargeable battery has sufficient power to last the entire flight.

The **XC-Trainer** is spray-proof but not waterproof. Should water manage to find it's way into the instrument we recommend opening the instrument and removing the batteries immediately. Then the innards may be dried carefully with a hair dryer (never attempt to dry in a microwave oven!). Should the instrument become flooded with seawater it must be thoroughly rinsed with fresh water before drying. Following this a comprehensive check at **AIRCOTEC** is then required.

You use the **XC-Trainer** at you own risk. The manufacturer is not liable for damage or loss resulting from the use of the instrument, or the software included in the package.

## ***Maintenance and care***

The ***XC-Trainer*** is a technologically advanced and reliable instrument. With the proper maintenance and care it will give you many hours of trouble-free service. Not following these simple guidelines may severely compromise your flight instrument:

- Never drop the ***XC-Trainer*** or expose it to hard shocks/impacts
- Never drop in water. Ensure that water does not penetrate the instrument cover. It is NOT waterproof, and particularly salt water may lead to extensive damage to the electronics. Protect from salt-water spray, rain and humidity. Should the instrument get wet wipe it dry immediately? In case of water getting inside the instrument we suggest you let us check it for you at ***AIRCOTEC***.
- Protect the instrument from extreme temperatures. Both extreme highs and lows adversely affect battery performance and lifespan, and high temperatures in combination with humidity will accelerate any corrosion.

## ***Include with your instrument***

### **XC-trainerEasy\_Basic or XC-trainerEasy+\_Basic**

- Instrument
- Quick charger for the battery
- Manual
- USB cable (only for XC-TrainerEasy+)



### **Instrument in Set:**

XC-trainerEasy\_BH or XC-trainerEasy\_GZH or XC-trainerEasy\_DH  
XC-trainerEasy+\_BH or XC-trainerEasy+\_GZH or XC-trainerEasy+\_DH

- Instrument
- Quick charger for the battery
- Bag
- Manual
- Mounting system of your choice
- Software TN-Complete
- USB cable over speedbord (for Easy)



Leg fixation

Paraglider fixation

Hanggliding fixation

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# 1. XC-Trainer Technical Specifications

## 1.0 Technical description XC-Trainer



# **1. XC-Trainer Technical Specifications**

## **1.1 Altitude display**

-1000m to +8200m, resolution 1m

## **1.2 Vario display**

Digital indication from -90.0 m/s to +90.0 m/s

Analog indication from 0 – 5m/s and 5 – 9,5m/s

Acoustic signal for climbing initiates at +0.1m/s

Acoustic signal for sink can be set to initiate

between -0.1m/s and -5m/s.s

Settings in MENU/SETTINGS/VARIO From -5m/s a sink alarm will be heard regardless of settings

## **1.3 Speed**

(Only with speed sensor connected) 0 – 160km/h

## **1.4 Temperature**

The sensor is placed on the right hand side of the instrument. It measures in centigrade from -25 to +75 degrees, resolution 0.1 degrees

## **1.5 GPS receiver**

20 channel parallel, 2D/3D position (WGS84), Altitude, speed, direction. Internal aerial

## **1.6 Data transfer protocols**

XCTrainerEasy: USB connection over Speedbord

[XC-TrainerEasy+: USB connection](#)

## **1.7 Clock**

Flight recording in UTC

Display shows local time and elapsed time since launch

## **1.8 Memory**

Flight data: 1MB flash, 184 in the circular buffer

## **1.9 Power supply**

Rechargeable Li-Ion 3.7V/1800mAh. Operating time per charging app. 36 hours. The instrument is equipped with an "intellicharge" system

To protect the Li-Ion battery the XC-Trainer will shut itself down before the battery is completely flat, saving all flight data beforehand

Power consumption 50 mA

## **1.10 Dimensions**

137x66x28mm, weight including battery 157g

## **2. XC-Trainer Firmware**

### **2.1 Firmware Version V1.00 -2009**

Info for version Firmware may be found at [www.aircotec.com](http://www.aircotec.com)

### **2.2 Flight Recorder**

The integrated flight recorder saves position, altitude, climb/sinkrate, SOG, TAS (with speed sensor), heading and temperature (only XCT-Easy+) every second for up to 18 hours

### **2.3 Waypoints**

3 Waypoint can be stored

### **2.4 Available data in the display**

#### **2.4.1 Permanent displays**

Speed SOG and TAS (TAS with sensor attached), altitude, climb/sinkrate and heading. Wind speed and –direction

Graphical speed distribution curve with head- and tailwind indication, distance to turnpoint, local time and elapsed time since launch

#### **2.4.2 Additional information in the BaroCompass mode**

Flight direction in Track UP, distance and bearing to next waypoint or to a MARK. Glide angle from the last 5, 10 or 30sec.  
Show the Compass.

#### **2.4.3 Additional information in Thermal mode**

Flight direction in Track UP, distance and bearing to next waypoint or to a MARK. Graphic climb rate distribution with wind drift compensation. Resolutions 1km x 1km, 2km x 2km

#### **2.4.4 Additional information in the Vario mode**

Analogue vario bar with 0-5m/s and 5-9,5 m/s resolution, Digital Vario from +-25 m over pressure sensor and +- 90m over GPS altitude. Distance and heading to next waypoint or Mark. Large Digital Vario display, large altitude display, null able altimeter ALTO average vario for the last 10, 20 or 30 seconds, Glide angle for the last 10 sec.

## **3.Important Information**

### **Important!**

Please read before using the Instrument

### **3.1 Charging the integrated battery**

The instrument must be charged before the first use. At the time of delivery, the battery is charged to 50% (this is the ideal condition for a Li-Ion battery)

Only charge using the charger delivered with your XC-Trainer. Charging is completed when the red light is extinguished. For your on-the-road needs we also provide a car charger (parts number: XC-CAR-charger).

### **3.2 Auto Off**

The instrument will turn itself off after 8 minutes if no keys are activated. This feature will eliminate your risk of showing up on launch with an empty battery. During flight the automatic shut-down function is deactivated.

When the battery is almost empty the instrument will begin to turn itself off. Any running flight recording will be duly saved.

## 4. Key function - overview

 <b>Key 1</b> <b>K1</b>	 <b>Key 2</b> <b>K2</b>	 <b>Key 3</b> <b>K3</b>
<p><b>Switch ON :</b></p> <p>By pressing for &gt; 0,3sec</p> <hr/> <p><b>In Start Menu:</b></p> <p>&gt; OFF: Switch the instrument off</p> <hr/> <p><b>In Flight mode:</b></p> <p><u>In BaroCompass Display:</u> &gt; select bearing point</p> <p><u>In Thermal Display:</u> &gt; Set Marks</p> <p><u>In Vario Display</u> &gt; Set ALTO</p> <hr/> <p><b>In Menu :</b> &gt; Down / forwards</p>	<p><b>In Start Menu:</b></p> <p>&gt; Manual start Flight recorder</p> <hr/> <p><b>In Flight mode:</b></p> <p><u>In BaroCompass Display:</u> &gt; select bearing point</p> <p><u>In Thermal Display:</u> &gt; Zoom 1 and 2km</p> <p><u>In Vario Display:</u> &gt; adjust sound volume</p> <hr/> <p><b>In Menu :</b> &gt; Up / Backwards</p>	<p><b>In Start Menu:</b></p> <p>&gt; MENU: In main menu</p> <hr/> <p><b>In Flight mode:</b></p> <p>&gt; Toggle mode/screens</p> <hr/> <p><b>In Menu :</b> &gt; select &gt; switch to other display &gt; Back / Exit</p>

### End of the flight recording


**K1**    *Press both buttons about 3 sec.*    **K3**


In certain cases all keys may have other functions as well, indicated by the text in the display above each key. As an example, if you're about to delete a flight the XC-Trainer will ask you if this is really your intention, and you confirm by pressing Key 2 or deny by pressing Key 1

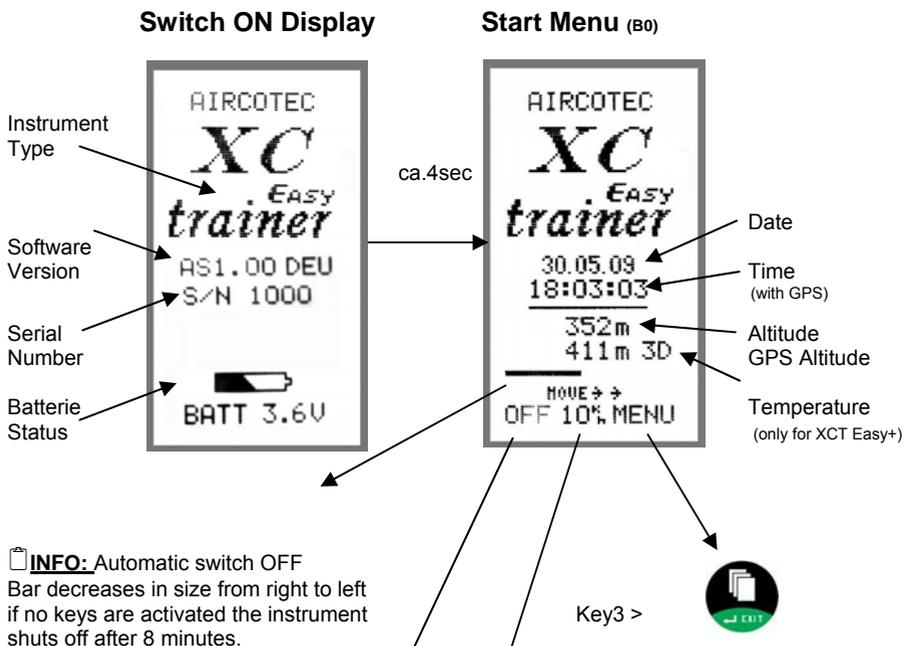
NO                      YES  
 K1     K2     K3 

## 5.0 Switching the XC-Trainer ON/OFF

### To switch on:



Press Key1 for app. 0.3 seconds -> The **SwitchOn display** is shown for 4 seconds, then it switches to the **Start Menu**



### Switch OFF:



Press Key 1 briefly

**INFO:** Up until two seconds after the battery indicator appears the instrument may be switched off.

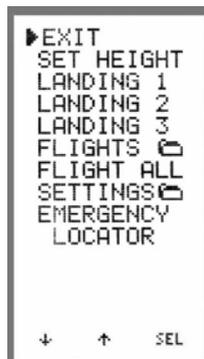
### Starts a new flight recording:



Press Key 2 briefly

**BaroCompass** mode appears in the display

### Main menu (B10) sec 9.1

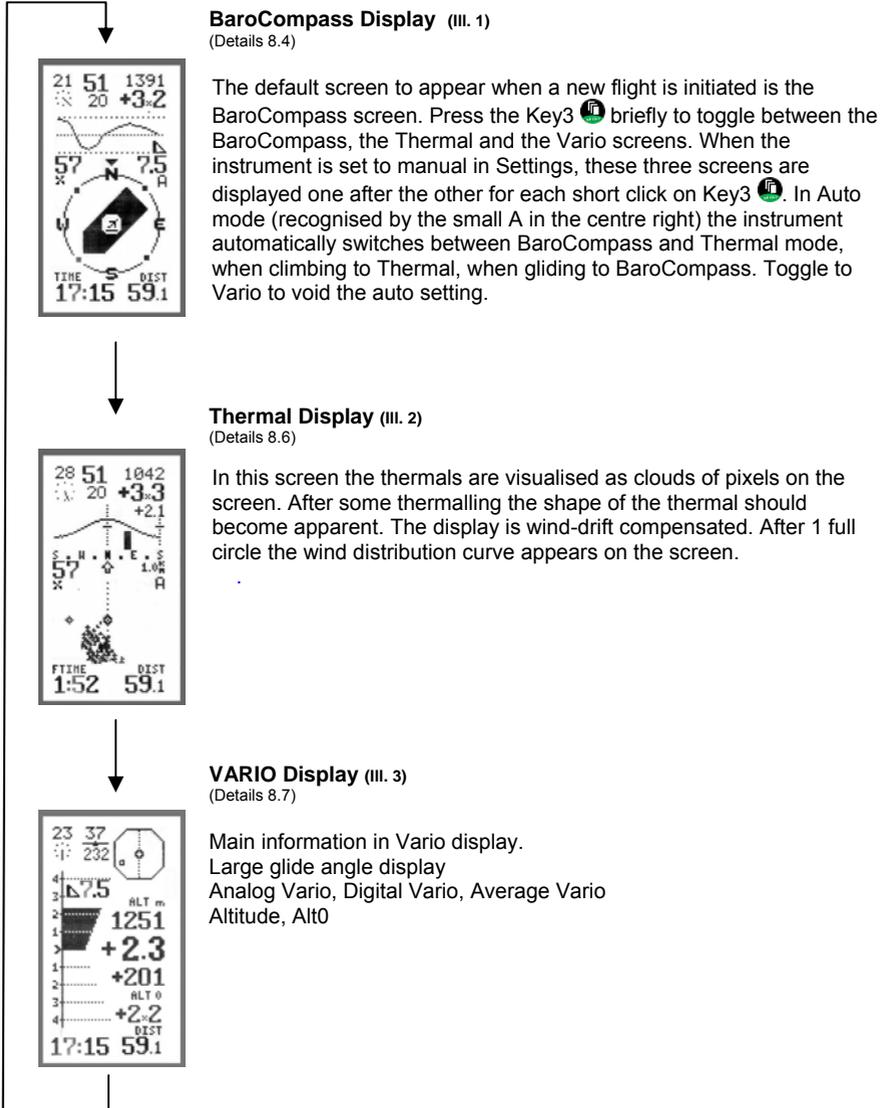


## 6. Flight recording menus

### 6.1 Menus-displays overview:

The flight mode contains 3 screens.

**NOTE:** The following screenshots are examples from flight and do not match the screen at launch.



## **7. Key function in Flight Recording mode**

### **7.1 General**

Toggle between the available displays/screen by pressing Key3  .

### **7.2 Set MARK only in the thermal display**

Any interesting spot (thermals etc.) can be instantly marked using Key1 . The Position Marks are consecutively marked from 1 through 3. Press the Mark key in Thermal mode to set a Mark and switch to the BaroCompass screen, where the instrument will suggest 'Mark1'. Use Key1  ↑ and Key2  ↓ to select another name (Mark 2, Mark3). Default is Mark1.

### **7.3 ZOOM Function in the Thermal display**

Key2  changes the resolution (zooms) in screens 1x1km 2x2km and A 1x1km A2x2km. The A is for automatic Display-switching between BaroCompass display and Thermal display.

### **7.4 Altitude null in VARIO display (screen 3)**

A short click on Key1  in VARIO mode nulls the Altitude. When launching this value is always set to 0.

### **7.5 Setting the volume level in Vario display**

Short clicks on Key2  switch the volume from OFF ,1 ,2 and 3. The little symbol in the digital vario display indicates the current setting (OFF> ✖, LOW> — , MEDIUM> ≡, LOUD> ≡≡ )

### **7.6 Ending a Flight Recording**

Holding down K3  and K1  for about 2sec ends the flight.

- If no GPS position fix has been acquired:

Using Key1 and Key3 to end results in the display text “OFF”, and no flight is recorded.

- Once a GPS position fix has been acquired:

Using Key1 and Key3 to end results in the display text “Storing flight”, then “AUTO OFF”, whereupon the instrument shuts down.

All settings made during the flight, like volume, screen resolution etc. are stored as the instrument shuts down.

## 8.0 Automatic-Start Flight recording



### 8.1.1 Acquiring GPS signal

As soon as the instrument is switched on it begins acquiring GPS signal. First available is a 2D position fix, followed by 3D.

2 D Mode < 4 Satellites and no GPS altitude

3 D Modus >= 4 Satellites, GPS altitude.

Once 3D is available the bottom display reads 'OFF'

MOVE → →  
 10% MENU'.



The flight recording may be initiated as soon as the display reads 'OFF MOVE → → 10% MENU' ,.

### 8.1.2 Beginning the flight

10 km/h or +1/-1m/s

The recording starts when either of the following conditions is met:

- a) 5 Seconds >= 10 km/h Groundspeed if GPS acquired.
- b) 5 Seconds >= 1 m/s climb/sink barometric.

When the instrument commences recording it sets a position mark called Takeoff and the flight duration begins at zero. These are visible in Thermal Mode.

## 8.2 Manual Start flight recording

The flight recording may also be initiated manually from the Switch-On menu,



### 8.2.1 Manual Start

The flight recording may also be initiated before the instrument has acquired a position fix

#### **START flight recording:**

Click Key2  to go to the flying screens

The actual recording will however only commence once the instrument has acquired a position fix



### 8.2.2 Setting the altitude manually

If the launch altitude is known it may be entered manually in **MENU / ALTI SET**

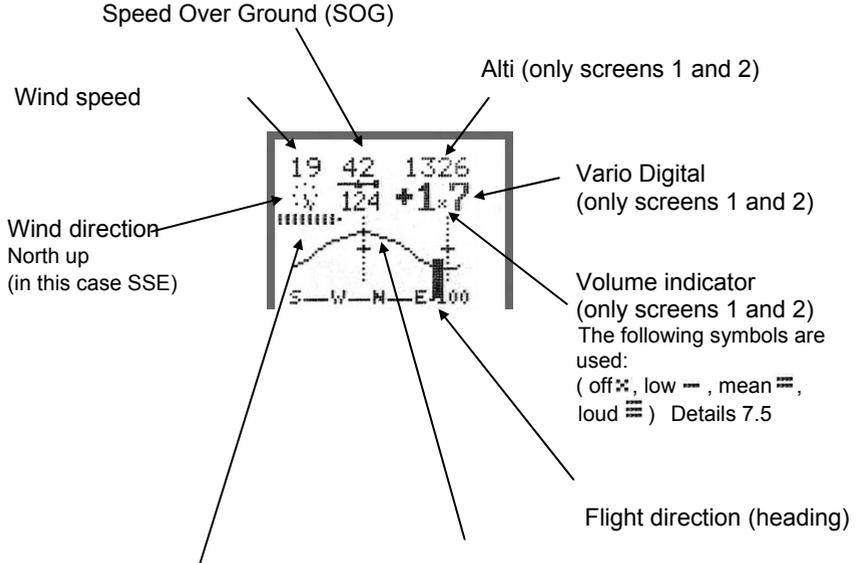
Use Key1  ↓ to decrease, Key2  ↑ to increase and Key3  to confirm

#### QNH display:

For the QNH display (in hPa) to be correct the current instrument altitude must be calibrated before the flight. Note that QNH is only relevant below app. 200m and will only be displayed up to this altitude. As the barometric sensor ages, different instruments may show different altitudes – the accuracy of the altitude measuring is not affected by this.

## 8.3 Ordinary Flight recording

**The top half of the displays 1, 2 and 3 has the following info:**



### Battery indicator in Flight mode:

Only briefly visible after each screen toggle.

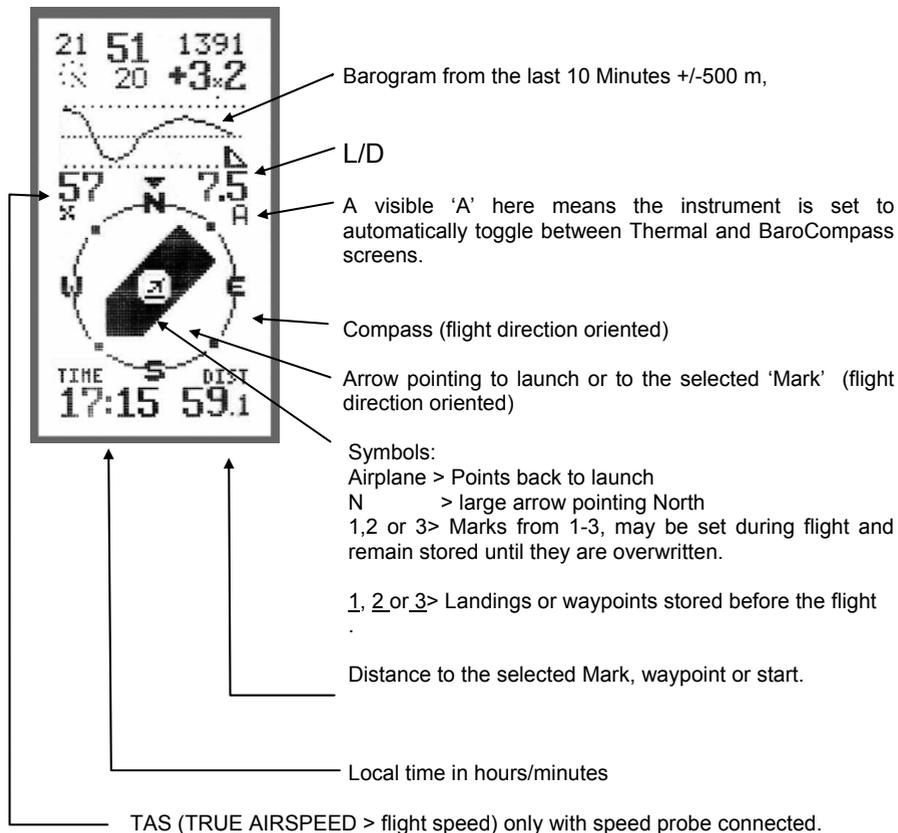
Speed distribution curve, with wind indicator and SOG bar (Details 8.5).

In all flight screens a battery indicator consisting of 1 to 9 short bars, corresponding to a battery voltage of 2.9 to 4.2V. Below 5 bars the 'Low Bat' symbol appears, this corresponds to 3.4V and app. 30minutes of remaining operation. At 2.8V the flight is stored and the instrument shuts down.

## 8.4 BaroCompass flying MODE

### Lower half of display

#### BaroCompass screen shot (Ill. 1)

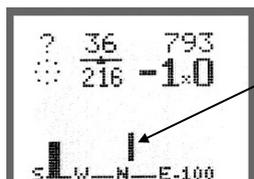


**NOTE!** Display only visible after app. 10s of speed probe activity.

## 8.5 Thermal flying Mode

### 8.5.1 Wind distribution curve

The wind distribution curve only becomes visible in the display once the pilot has flown at least a full circle, or a figure-eight. The instrument uses the SOG to calculate wind speed and –direction.

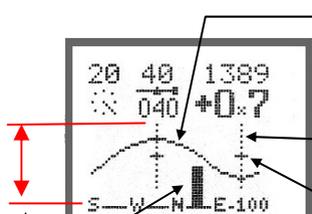


#### 8.5.1 Basic Wind distribution curve

A thin vertical bar shows the compass direction still needed to calculate the wind direction. Fly in this direction to acquire the data needed.

This line shows a compass that has been 'opened up'. North is in the middle. 'S--W--N--E--S'.

### 8.6.2 Active Wind distribution curve



The wind curve is really a speed distribution curve. It gives the average ground speed to be expected when gliding in any direction.

Two thin lines intersecting the curve indicate Upwind / Downwind.

The little lines crossing the thin lines indicate the mean True Air Speed (TAS), in this image app. 55km/h

SOG-bar:

The bar height is used to indicate the current Speed Over Ground (SOG), and the bar sits on the compass rose at the position of the current heading (COG – Course Over Ground)

Scale:

The full height of the coordinate system corresponds to 100km/h. Where the curve touches the bottom line the SOG is 0km/h, where it touches the top it is 100km/h SOG.

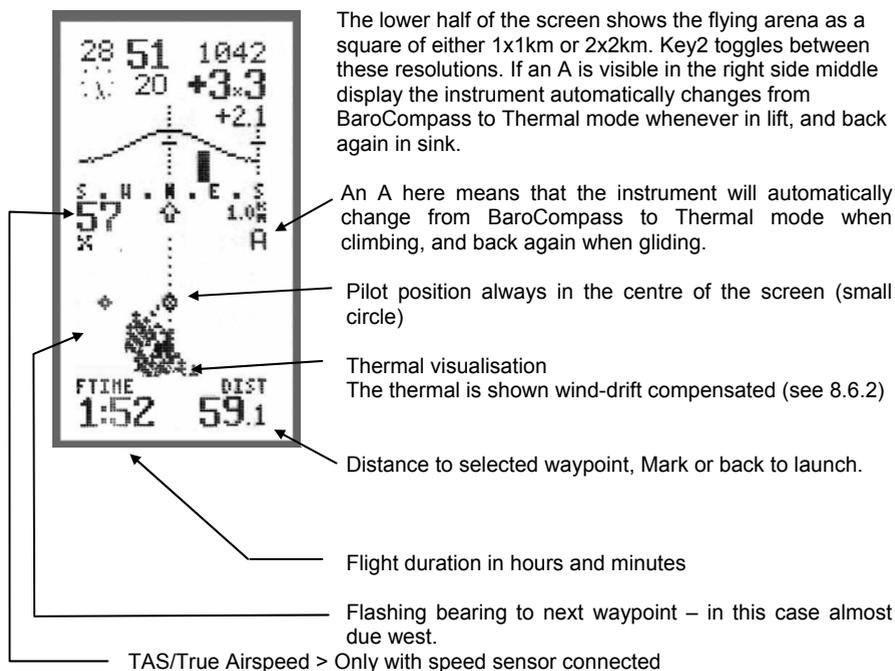
In this example, flying NW will give a SOG of app. 75km/h (tailwind) whereas flying SO (headwind) will give 25km/H

## 8.6 Thermal flying MODE

### 8.6.1 Thermal display

#### The Thermal-display (Ill. 2)

The cloud-map of the thermal and the active waypoint is always shown in track up.



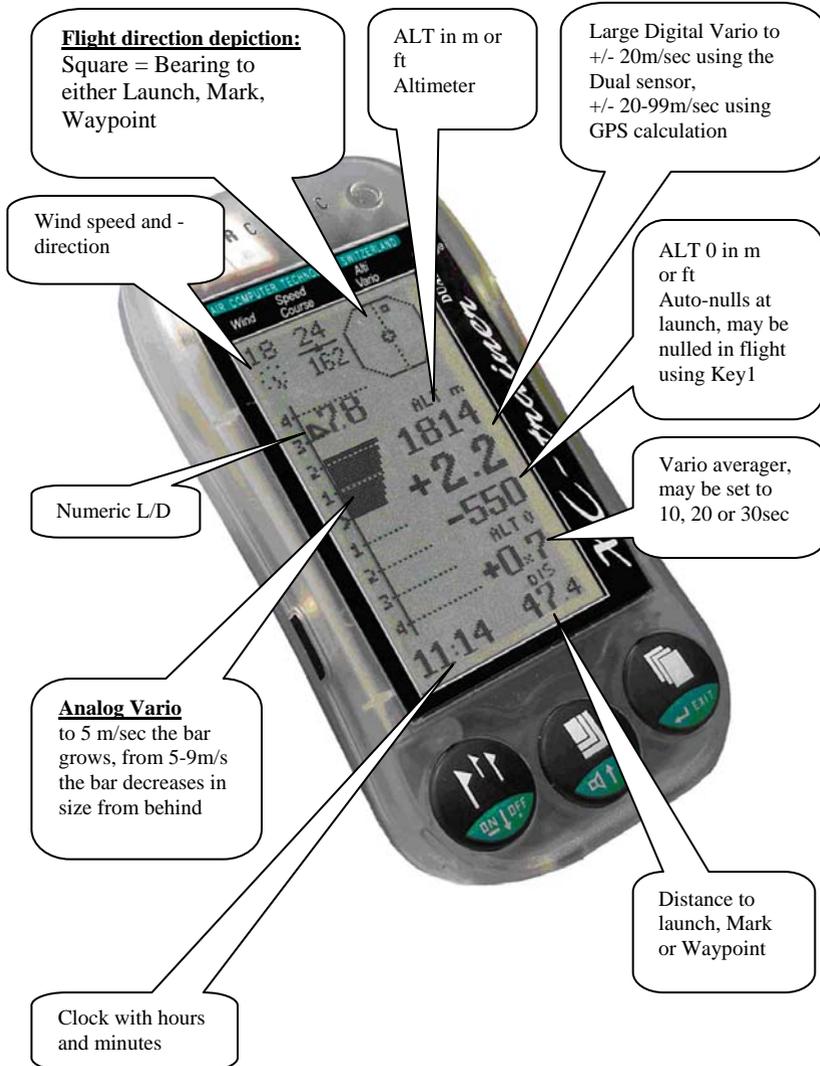
 **NOTE!** Display only visible after app. 10s of speed probe activity.

### 8.6.2 Thermal display Centring aid

Wind-drift compensated visualisation of the lift area. In this display the instrument draws a track as soon as climb rates of more than 0m/s are encountered. Higher climb rates result in larger pixel points. If the pilot falls out of the thermal it is easy to fly back into it by looking at the display. This is particularly helpful on days with considerable wind drift, or for centring weak Föhn waves. The resulting map of the thermal is wind drift compensated in an intuitively correct manner, and lift is only drawn up to 150m above or below the pilot altitude from the last 5 minutes.

## 8.7 VARIO flying MODE

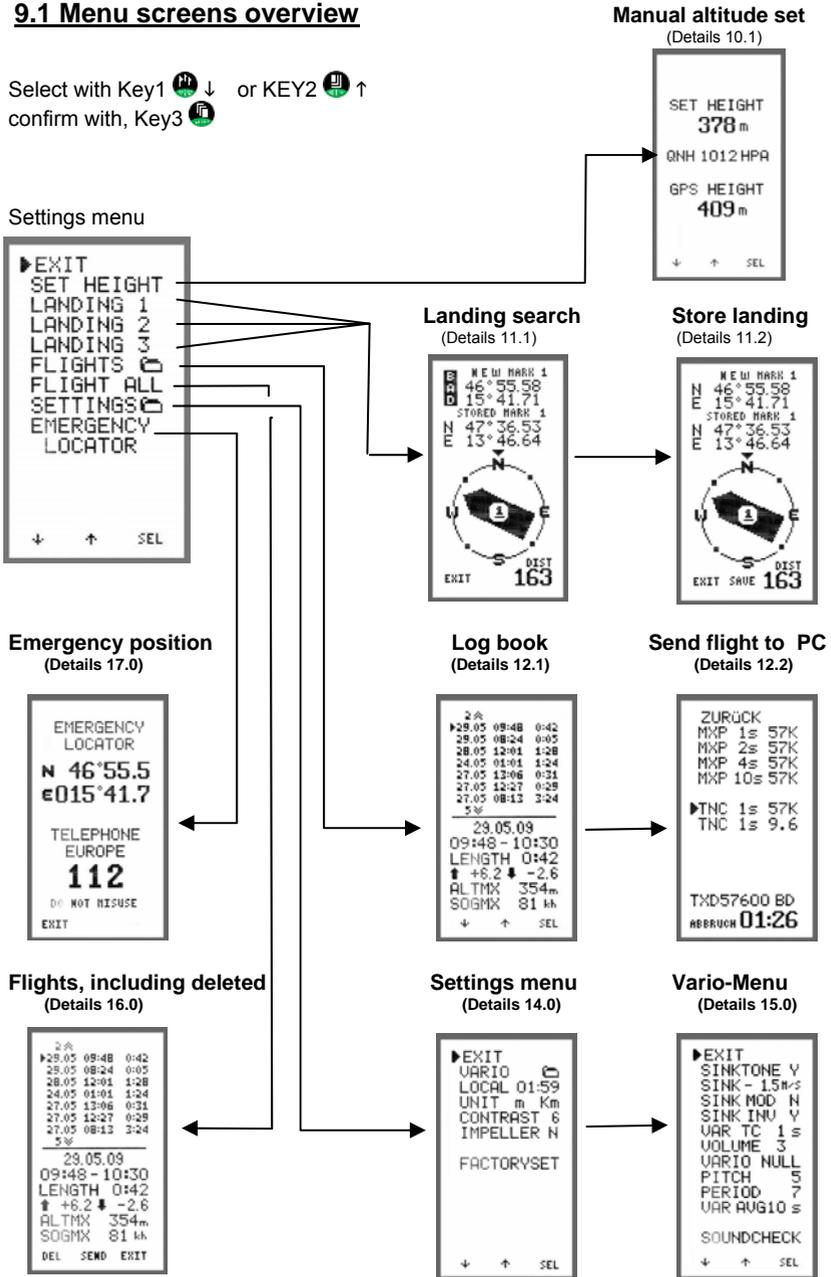
### 8.7.1 Large Vario display (B2)



# 9. Menu Descriptions

## 9.1 Menu screens overview

Select with Key1 or KEY2 confirm with, Key3



## 9. Menu Descriptions

### 9.2 Text descriptions

#### Key functions:

1. Use Key1  or Key2  to place Cursor
2. Use Key3  to call a particular setting
3. Use Key1  or Key2  to increase or reduce values, or for Y/N
4. Use Key3  to confirm and activate changes

#### Main Menu:

	<u>Description</u>	<u>Factory setting</u>
► BACK	Back to Init menu	
ALTI SET	Manual altitude setting	
LANDING . 1	1 Landing	
LANDING . 2	2 Landing	
LANDING . 3	3 Landing	
FLIGHTS ##	Flight overview	
ALL FLIGHTS	Flight overview including deleted flights	
SETTINGS ##	Settings-Menu	
EMERGENCY COORDINATES	Shows current coordinates and emergency number	

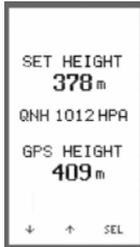
#### SETTINGS Menu:

	<u>Description</u>	<u>Factory setting</u>
► BACK	Back to main menu	
VARIO ##	Vario sub Menu	
UTC HH:MM	Local time or UTC time	UTC
UNITS m km	Units m/ft km/nm	m km
CONTRAST 8	Screen contrast setting 1-19	8
FACT SET	Return to Factory settings	
SPEED SENSOR Y	Switch off speed sensor	N

#### VARIO Menu:

		<u>Factory setting</u>
► BACK	Back to SETTINGS Menu	
SINKTON Y	Sink tone on/off	Y
SINK -1.0m/s	Sink tone on from 0 to-5m/sec	-1.0 m/s
SINK MOD N	Sink tone modulation	No
SINK INV N	Sink ton Invert	No
VAR TC .5 s	Vario Time constant	0,5 – 4sec Integraltime
VOLUME. 0	Acoustic volume from 0-3	2
VARIONULL	Vario Nulling	
SOUND	Vario pitch from 0-9	5
FREQUENZ	Beeb frequency 0-9	7
VAR AVG 20%	Vario integrator from 10-30	20sec
SOUNDCHECK	VARIO Sound check	

## 10. Setting altitude manually



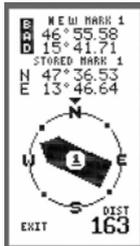
### 10.1 Alti-set

Provided the launch altitude is known it may be calibrated before launch in **MENU / ALTI SET**

#### QNH display:

For the QNH-display (in hPa) to be correct, the altitude must be calibrated before launch. QNH is only displayed up until app. 2000m, as QNH per definition loses significance above this altitude. Due to ageing pressure sensors it is possible that different instruments show varying altitudes – the accuracy of the sensor is however not influenced by this.

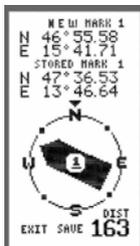
## 11. Landings



### 11.1 LANDING search 1 – 3

3 landings may be entered before the launch  
Select LANDING 1 – 3 to see the Menu.

In the top 1/3 of the display the new coordinates will be displayed. As long as the GPS signal remains insufficient the text BAD appears in the upper left screen corner. Below this the currently stored landing or waypoint is shown.



### 11.2 Storing LANDINGS 1 – 3

Once the instrument has acquired satellite data to calculate a position the current position coordinates will be displayed. The large arrow points towards the latest stored position, and shows the distance to it. There is also a SAVE option, where the new position may be stored.

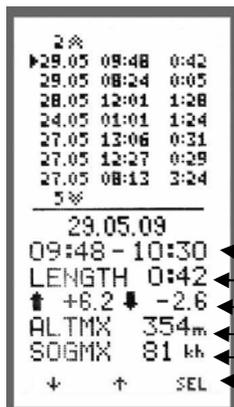
## 12.0 Log book

### 12.1 Select flight

Go to a flight using Key1  and Key2  select with Key3 .

In the lower half of the display the key data of the flight are displayed.

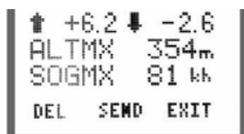
**EXIT:** Return to the main menu by moving the cursor to the top or the bottom of the list, or by holding Key3  for a few seconds.



Upon entry into the FLIGHTS menu the latest 7 flights are listed, with date, start time and duration. The instrument stores up to 128 flights.

In the lower half of the screen the following data is visible for the indicated flight:

- ← Date
- ← Start time and Land time
- ← Duration
- ← max. climb/ max. Sink
- ← max. altitude
- ← max. speed SOG



### 12.2 Delete or send flight

Once a flight is selected the following options become available at the bottom of the screen: „DEL SEND EXIT“

**DEL** > Deletes the flight

The flight is deleted from the log book, but can still be found and restored under ALL FLIGHTS (as long as it hasn't been replaced by new flights in the 18h circular memory)-

**SEND** > to PC via:

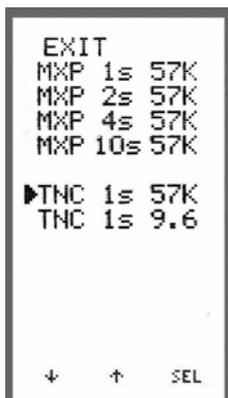
XC-TrainerEasy+ > USB connection  
 XC-TrainerEasy > via Speedboard USB

Click on Key2  to view the Protocol Menu. Use this menu to select transfer speed as well as the upload protocol used by the PC software.

Two protocols are available:  
 MXP > for the free program „MAX Punkte“  
 TNC > Aircotec Software TN-Complete

[Details from page 33](#)

**EXIT** > Back to main menu



## 13.0 ALL FLIGHTS menu

Go to this menu to view all flights, even those deleted from the log book. The flights remain visible here until they are pushed out by new flights in an 18h circular storage. A maximum of 124 flights may be stored, after that the oldest ones are pushed out by new flights.

## 14.0 SETTINGS Menu



### 14.1 Vario Menu

Vario settings menu, Details 15.0

### 14.2 UTC or LOCAL Time

Set the Local time for the Display clock.

Range is +/- 12 hours in either direction of the current setting  
The internal clock and the data storage is always on UTC.

If the GPS time is not actualised the display shows UTC xx:xx  
Changes to local time gives: LOCAL xx:xx

### 14.3 Units „UNIT m Km“

SETTINGS m Km Meter / Km  
 FT Km Feet / Km  
 M NM Meters / Nautical Miles  
 FT NM Feet / Nautical Miles

### 14.4 Contrast „CONTRAST 8“

Setting the screen contrast in increments of 0 – 19 (Factory setting 8)

### 14.4 Speed sensor „SPEED SENS N“

If you have a speed sensor connected set to Y.

### 14.5 Factory settings

Instrument asks if all flights should be deleted – select „EXIT YES NO“

Select YES to reset the instrument to factory settings and delete all flights. Select NO only reset to factory settings without deleting flights.

## 15.0 VARIO-SETTINGS

### General SETTINGS

1. Bring the cursor to the desired position using Key1  or Key2 
2. Use Key3  to call a particular field to set
3. Use Key1  or Key2  to increase/decrease values or to confirm/ cancel (Y/N)
4. Use Key3  to store and activate changes

```

▶EXIT
SINKTONE Y
SINK - 15m/s
SINK MOD N
SINK INV Y
VAR TC 1 s
VOLUME 3
VARIO NULL
PITCH 5
PERIOD 7
VAR AVG10 s

SOUNDCHECK
+ ↑ SEL
  
```

### 15.1 Sink acoustic ON / OFF

This is of particular relevance for acro pilots as the sink tone is set to commence at -5m/s. With this setting, this function may be deactivated.

„SINK TONE Y“ Sink tone active  
 „SINK TONE N“ all Sink tones off

### 15.2 Sink tone threshold „SINK – 1.0m/s“

Use this function to set the sink tone threshold from 0,0 - 5,0m/sec. When set to -5,0m/s the Sinktone is off, as from -5 m/sec the sink alarm sets in.

### 15.3 Sink tone modulation „SINK MOD N“

If set to N



If set to Y



### 15.4 Sink tone Invers „SINK INV N“

If set to N – the greater the sink, the deeper the tone  
 If set to Y – the greater the sink, the higher the tone

### 15.5 Vario sensitivity „VAR TC .5s“

Adjustable from 0,5 – 4sec Integrated (cumulative Vario values as function of the time set).

### 15.6 VOLUME „Volume 2“

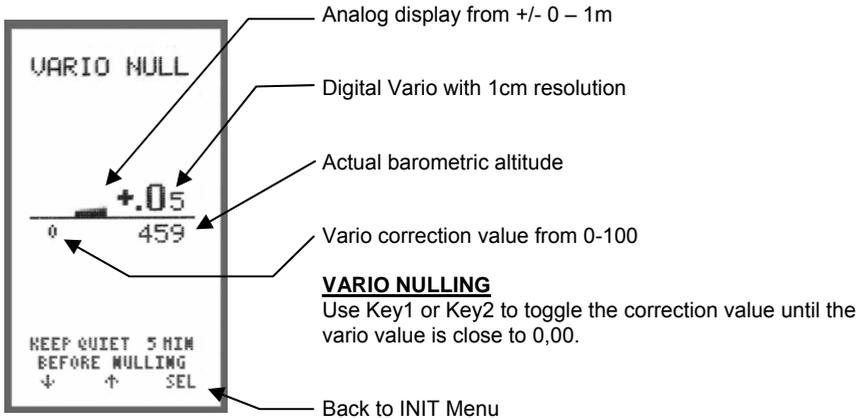
Adjustable from 0 – 3 , where 0 = OFF 1 = LOW 2 = MEAN 3 = LOUD  
 May also be set during flight by going to VARIO mode ( see 7.5 ).

## 15. VARIO-settings

### 15.7 Vario- null

#### **NOTE!**

Only perform the Vario Nulling in a closed room!  
Wait app. 5 minutes after switching the instrument on – this allows the instrument to stabilise.



#### **INFO:**

This display is often used to demonstrate the sensitivity of the instruments' baro sensor.

### 15.8 Sound setting „SOUND 5“

Use this setting to adjust the sound pitch.  
Adjustable from 0 – 9 (Factory setting 5).

### 15.9 Frequency setting „FREQUENCY 7“

Use this setting to adjust the frequency of the vario beep (adjustable from 0–9, factory setting 7).

Example: Set to 7 > Vario beeps 6 times/sec when in 2m/s climb  
Set to 2 > Vario beeps 3 times/sec when in 2m/s climb

### 15.10 Sound check

With this function you may check that the new settings are satisfactory. Use Key1  and Key2  to test the new settings.

## 16. Emergency Coordinates



### 16.1 Coordinates

In case of an emergency, or simply for information, the instrument has the option to display coordinates to be passed on via telephone.

The same screen displays the joint European emergency telephone number.

 **NOTE!**

Only for emergencies!

## **17. Load flights to PC using Aircotec TN-Complete**

### **17.1 Step 1, establish connection to PC:**

Connect the cable to the Windows PC

#### **PC with serial port:**



The serial - RS232 cable is automatically detected.

#### **PC with USB-port:**



When using the USB cable (XC-TrainerEasy+ :



or the Speedboard-USB cable  
(XC-TrainerEasy)

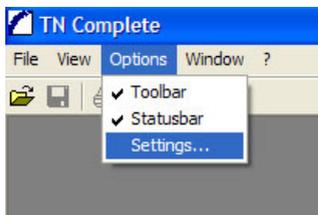


please install the enclosed driver from the CD – you may also find the driver under [www.aircotec.com](http://www.aircotec.com) .

### **17.2 Step 2, Install TN Complete:**

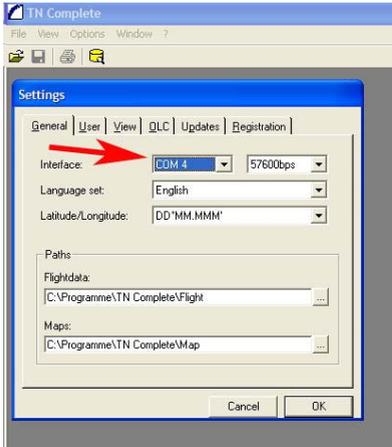
Initiate the Setup process by double clicking on  
SetupTNC2-6-0.exe .

### **17.3 Step 3, setting up TN Complete**



Use the Menu  
**Options-Settings** to alter all  
settings in TN\_Complete

## 17. Load flights to PC using Aircotec TN-Complete

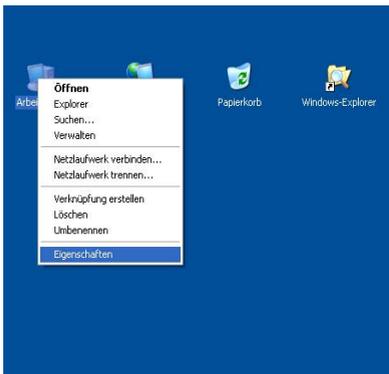


Use the menu **General – Interface** to enter the COM port allocated to the transfer by your operating system.

Find the Com Port for your cable

- Serial RS232
- USB
- Speedboard-USB

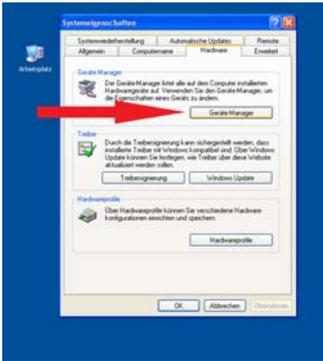
as follows:



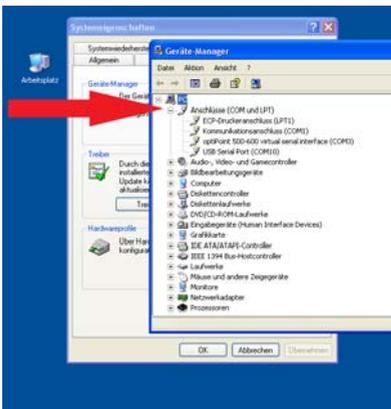
Right-click on the desktop and select **Properties**

## 17. Load flights to PC using Aircotec TN-Complete

Open the **Device Manager** in the popup window



The actual COM port may be found under **USB control units (laptops)**



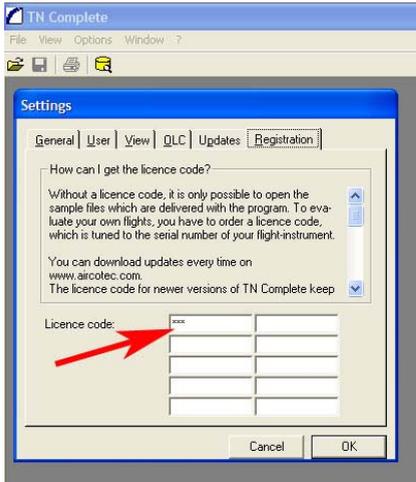
The serial RS232 cable is generally allocated the COM 1.

Try to disconnect, then reconnect the USB cable to see how a new connection appears in the USB control units list

Enter this new COM Port number into **TN-Complete**

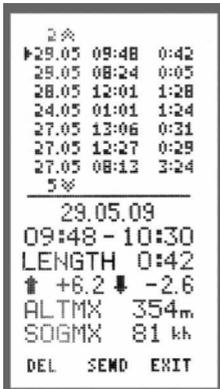


## 17. Load flights to PC using Aircotec TN-Complete



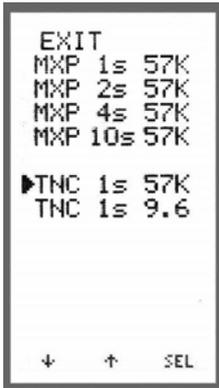
Now the only thing missing is the nine-digit software license number – enter this number

### 17.4 Step 4, transferring a flight to TN-Complete:



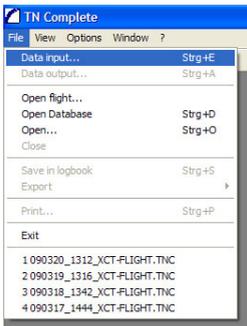
- Start the XC-Trainer
- Go to MENU/FLIGHTS and select the flight you wish to analyse using SEL
- The screen shows DEL SEND EXIT

## 17. Load flights to PC using Aircotec TN-Complete

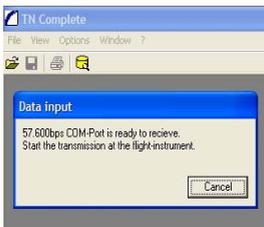


- Press SEND, the transfer protocol appears
- To transfer to TN-Complete select **TNC 1s 57K**.  
The format 9,6 K will also work, albeit slower

For other software select the MXP-Protocol



In TN-Complete, go to Data/Import



TN-Complete is now ready to receive the flight





## 18. Accessories



Type:

Description:

**XC\_BH**

XC-leg fixation



**XC\_DH**

XC-hanglider fixation



**XC\_GZH**

XC-pg harness fixation



**XC-Etui**

XC-instrument bag



**TN-Complete** license



**XC-Speed-USB** USB cable via Speedboard



**XC-SS-DGH-K**

**XC-SS-DGH-L**

Speed sensor with attachment for hang- and paraglider with short cable **K** (50cm) or long cable **L** (120cm)



**XC-SS-mS**

Speed sensor with stabiliser (cable 200cm)



**SS-DGH**

Speed sensor-attachment for paraglider



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