

Flying the G1000

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VIDEO

AUDIO

Section 1 - Introduction

Usual intro piece for Rob's introduction.

ANNOUNCER:

HAVE YOU THOUGHT ABOUT FLYING AN AIRPLANE WITH A GLASS COCKPIT SYSTEM? MAYBE YOU WANT TO MOVE FROM STANDARD ANALOG GAUGES AND INVESTIGATE DIGITALLY PRESENTED INSTRUMENTATION. THIS PROGRAM WILL INTRODUCE YOU TO THE GARMIN G1000 GLASS COCKPIT TECHNOLOGY. IT'S BOTH EXCITING AND CHALLENGING - A TRULY INTEGRATED FLIGHT SYSTEM.

THIS IS A SPORTY'S WHAT YOU SHOULD KNOW SERIES PROGRAM ON FLYING THE GARMIN G1000. IN IT, WE WILL INVESTIGATE ITS MANY FEATURES AND GIVE YOU, NOT ONLY THE NECESSARY BOOK KNOWLEDGE TO MASTER THE MATERIAL, BUT WE WILL ESPECIALLY SHOW YOU MANY PRACTICAL WAYS TO USE THE SYSTEM.

YOUR HOST IS ROB REIDER - AN INSTRUMENT RATED PILOT WHO IS A REAL AVIATION ENTHUSIAST. ROB SERVES AS ANNOUNCER FOR VARIOUS AIR SHOWS AND ALSO HOSTS MANY OTHER SPORTY'S VIDEO PROGRAMS,

<u>VIDEO</u>	<u>AUDIO</u>
	INCLUDING THE WHAT YOU SHOULD KNOW PRIVATE PILOT SERIES.
	NOW, LET'S JOIN ROB AS HE BEGINS TO GIVE YOU A GARMIN G1000 CHECKOUT.
	ROB:
<i>Rob on cam.</i>	HI, I'M ROB REIDER. WELCOME TO SPORTY'S <i>GARMIN G1000 CHECKOUT</i> PROGRAM. IN THIS VIDEO, WE WILL TEACH YOU HOW TO BEST UNDERSTAND AND PUT INTO PRACTICE THE G1000 TECHNOLOGY. MOST OF THE MANUFACTURERS OF NEW AIRCRAFT ARE EQUIPPING THEM WITH GLASS COCKPIT SYSTEMS. IT'S TO YOUR ADVANTAGE TO LEARN AS MUCH ABOUT THEM AS POSSIBLE. LET'S GET STARTED. WE HAVE QUITE A BIT OF INFORMATION TO PRESENT.
<i>Show cockpit with PFD and MFD lit.</i>	FOR SO MANY, THE FIRST IMPRESSION OF A G1000 EQUIPPED AIRPLANE IS SIMPLY, WOW!
<i>Pan the control panel.</i>	NOT LONG AGO, FEW, IF ANY, IN GENERAL AVIATION WOULD HAVE PREDICTED THAT ALL THIS ELECTRONIC SOPHISTICATION WOULD BE POSSIBLE TO THE GENERAL AVIATION PILOT FLYING A BASIC, FOUR PLACE AIRCRAFT.

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<u>VIDEO</u>	<u>AUDIO</u>
<i>Slowly flip through the four pages; map, wpt, aux, and nrst.,</i>	THE AMOUNT OF INFORMATION PROVIDED BY THE INTEGRATED SYSTEM OF THE G1000 IS STAGGERING - MUCH LIKE THE INFORMATION THAT CORPORATE AIRCRAFT SYSTEMS HAVE ENJOYED FOR MANY YEARS.
<i>Flash to analog panel and back.</i>	COMPARING THE NEW SYSTEM TO THE OLD IS, WELL - PRACTICALLY IMPOSSIBLE.
<i>Show the airspeed and heading changing in the G1000 format.</i>	THE G1000 PRESENTS ITS FLIGHT INFORMATION IN AN ENTIRELY NEW WAY. CERTAINLY, THERE IS A LEVEL OF SIMILARITY, THE AIRPLANE FLIES THE SAME AS BEFORE BUT THE PRESENTATION AND VOLUME OF INFORMATION IS NOTICEABLY DIFFERENT.
<i>Show analog panel on regular 172 and then the three analog gauges on the G1000. Pan altimeter and attitude indicator and back out to the whole PFD unit.</i>	GONE, FOR THE MOST PART ARE THE OLD STEAM GAUGES - THREE STILL REMAIN - REPLACED BY VERTICAL INSTRUMENT TAPES, A VERY LARGE ATTITUDE INDICATOR, AND AN H-S-I DISPLAYED ON A LIQUID CRYSTAL 12X10 INCH SCREEN CALLED THE PRIMARY FLIGHT DISPLAY - P-F-D FOR SHORT. THE P-F-D IS THE SCREEN ON THE LEFT.
<i>Pan over to the MFD in the MAP configuration.</i>	A SIMILAR SCREEN, CALLED THE MULTI FUNCTION DISPLAY - M-F-D FOR SHORT, IS POSITIONED ON THE RIGHT. IT SHOWS MUCH OF THE G-P-S INFORMATION, MAP PAGES, AND OTHER INFORMATION. WE WILL COVER

<u>VIDEO</u>	<u>AUDIO</u>
<i>Again, cycle through some of the pages on the MFD.</i>	ALL THIS LATER. IT'S AN IMPRESSIVE ARRAY OF INTEGRATED TECHNOLOGY. SO MUCH SO, THAT YOUR FIRST EXPERIENCE CAN BE A BIT OVERWHELMING.
<i>View the old devices, handheld flight computer, plotter, and sectional chart, and then show some of the ways the info is depicted on the G1000.</i>	GONE TO SOME EXTENT IS THE NEED FOR A HANDHELD FLIGHT COMPUTER, PLOTTER, AND SECTIONAL CHART - YES, YOU HAVE TO KNOW HOW TO NAVIGATE WITH THEM AND HAVE THEM ON BOARD. HOWEVER, MUCH OF THE INFORMATION THEY PROVIDE IS AUTOMATICALLY CALCULATED AND DEPICTED FOR YOU ON THE G1000'S P-F-D AND M-F-D.
<i>Continue the above or show a hand using the FMS knob.</i>	AND YES, YOU MUST LEARN TO PROGRAM THE G1000 - AFTER ALL, IT IS COMPUTER BASED.
<i>Rob on cam.</i>	THE G1000 IS A COMPLEX, AND FEATURE PACKED, SYSTEM WHICH CANNOT BE COMPLETELY INVESTIGATED IN A ONE HOUR VIDEO. OUR PROGRAM COVERS THE BASICS OF THE G1000 SO THAT, AT ITS CONCLUSION, YOU'LL HAVE A GOOD WORKING KNOWLEDGE TO GET YOU STARTED.
<i>Show someone selecting a different area of their DVD.</i>	YOU CAN EASILY REPLAY AREAS THAT YOU NEED TO REVIEW. DO IT WHEN NECESSARY - THIS WILL HELP YOU

<u>VIDEO</u>	<u>AUDIO</u>
	LEARN THE SYSTEM MORE QUICKLY.
<i><u>Study Helps</u> - Rob on cam.</i>	TO GET THE MOST OUT OF YOUR STUDIES THERE ARE SOME NECESSARY EDUCATIONAL MATERIALS THAT YOU SHOULD ACQUIRE.
<i>Show someone at the computer.</i>	FORTUNATELY, MANY CAN BE DOWNLOADED OFF THE INTERNET FREE OF CHARGE AND MOST OF THE OTHERS CAN BE PURCHASED AT A MINIMAL COST.
<i>Possibly show the header of one of the downloaded pilot manuals.</i>	BE SURE TO GET THE VERSION APPROPRIATE FOR THE AIRPLANE YOU WILL FLY. FOR MUCH OF THIS PROGRAM, WE WILL BE FLYING CESSNA PRODUCTS WITH THE NAV III AVIONICS PACKAGE. SO, THAT IS OUR DOWNLOAD CHOICE.
<i>Show the Pilot's Guide.</i>	GARMIN'S G1000 PILOT'S GUIDE IS THE MOST COMPLETE GUIDE AND IS A FREE DOWNLOAD FROM GARMIN.
<i>Show the Reference Guide.</i>	GARMIN'S G1000 COCKPIT REFERENCE GUIDE IS A LITTLE LESS DETAILED THAN THE PILOT'S GUIDE AND IS ALSO A FREE DOWNLOAD FROM GARMIN.
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