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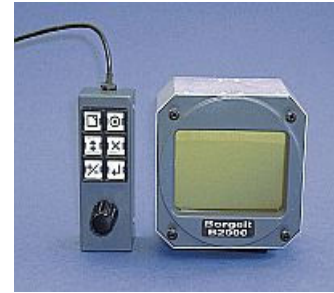
B40



B50



ADU II



B2000

**Borgelt Instruments** have been designing and manufacturing quality soaring instruments for over 25 years and have gained an excellent reputation for reliability and support during this time. Whatever your requirement or level of participation in the sport **Borgelt Instruments** can supply an instrument suited to the task.

Starting with the basics, the **B40 variometer/audio/averager** is possibly the best selling electronic variometer in the market place today. Explained by the fact that it does exactly what it is designed to do - firstly it is an excellent variometer, the speed of response is fast, smooth, and therefore easily interpreted. The B40 has a pleasant sounding audio to match, this allows head up flying and the added advantage of an averager when required. It is perfect for use in training gliders or as a standby vario in cross country and contest gliders.

Many pilots consider the standby vario as something which merely fills a panel hole. If you're one of those, try this exercise - try flying part of a flight with your standby as the only variometer. If you only have a mechanical vario, how much heads down is required to stay airborne, how much have you been using audio information?

*Is your standby vario going to be truly useful when you need it?*

We offer the **B40** in both 2.25" and 3.125" sizes. Installation is easy, just connect to a good TE source and 12 volt power, a 9 volt battery connection on the rear of the instrument completes the usefulness by providing up to 10 hours of independent power in the event of a sailplane battery failure or other power outage.

Options available are: digital averager displays and repeater meters (for 2 seaters). The digital averager is a small separate module which can be mounted right next to the airspeed indicator or in the center of the glareshield where it is close to your outside scan.

One further advantage of using a **B40** as a standby vario with a **B50** for the main vario is that in the unlikely event of a main vario failure (most likely caused by a power failure in the glider) transition to the B40 is nearly seamless - you will be familiar with the response and the audio.

For the cross country pilot **Borgelt Instruments** have continued to offer state of the art equipment which is designed by glider pilots for glider pilots. This means equipment which is ergonomically designed for the glider cockpit and designed to ease the piloting tasks, not burden the pilot with extra instrument operation tasks.

The **B50 Super Vario** provides ALL the important vario functions at a glance with excellent audio output for rate of climb/sink and speed to fly. Easy installation allows replacement of older vario systems with minimum of fuss and very affordable too!

**Borgelt Instruments** offers the greatest choice when selecting the best glide computer by allowing various PDA's in combination with the **B50**, however you should seriously consider the convenience of a permanently panel mounted glide computer with a purpose designed remote control panel. We offer the **B2000 Tactical Navigation Computer** with RAT (remote access terminal). The ease of use for the varying tasks flown is best explained by checking the latest information on our website:

**[www.borgeltinstruments.com](http://www.borgeltinstruments.com)**

#### **Coming up in early 2004**

- Version 4 of the B2000 program - Many small enhancements particularly for the area type tasks, support for PDA upload of turnpoint/airspace/user files, logger download and support for ELVIS - see below

The **B2000** requires a GPS source (e.g. Garmin, Volkslogger) and a **B50** however **B2000** version 4 will run without the **B50** as a GPS linked soaring navigation/wind/glide computer. Some functions are slightly degraded from the B50/B2000 system due to the lack of real time air data but the **B2000** remains a highly useful and comprehensive soaring computer in this mode.

*A serious alternative to the GPS/PDA combination.*

An excellent, relatively low cost, starter system would be a **B40/GPS/B2000**. A **B50** could be added later for extra **B2000** functionality and the **B40** then becoming the standby variometer.

- **ELVIS** (Electronic Logic Voice Information System)

All **B50/B2000** systems have a so far unused serial data output.

ELVIS is a small module (2" x 2" x 1") which uses this data to produce voice warnings and information messages. While climbing in a thermal the average rate of climb can be read out at pilot selected automatic intervals removing the need to look inside the cockpit. Other messages can warn of going too far off track, approaching or falling below final glide, thermal weakening, turnpoint approach, turnpoint rounded.

A landing gear voice warning circuit and checklist modes are also incorporated. Messages can be in any voice or language and you can customise them and add or omit as you please.

*Keep your head out of the cockpit and let ELVIS take care of the co-piloting details!*

Your contact:

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