SkyHound™ Quick Start Guide

Pilot Pre-Takeoff Checklist

ADVISORY ONLY: SkyHound improves traffic and weather awareness but does not replace see-and-avoid, ATC instructions, certified instruments, approved navigation, aircraft separation procedures, or strategic preflight weather planning.

1. Mounting, Cables, Power

☐ Unit mounted securely.
☐ Display visible without blocking outside view, instruments, controls, or egress.
☐ Power, antenna, and audio/accessory leads clear of yoke, stick, throttle, trim, flaps, and switches.
☐ Antenna connected and positioned for normal reception.
☐ Unit powered on and fully booted.
☐ Brightness adjusted for current cockpit lighting.

2. GPS and Own-Ship

☐ GPS lock confirmed; satellite count/status reasonable.
☐ Own-ship tail number / aircraft identity correct.

3. Traffic Display Setup

☐ Traffic shown if nearby ADS-B traffic is available.
☐ Aircraft tracking count considered for current location/traffic density.
☐ Range selected with Zoom - / Zoom + or Auto Range enabled.
☐ Orientation confirmed: Track-Up or North-Up.
☐ ID labels ON/OFF as desired.

4. Alerts and Audio

☐ Alerts set as desired: High / Low / Off.
☐ Volume set if connected to audio panel.
☐ Audio alerts verified if used. SkyHound has no built-in speaker.
☐ Alerts are advisory only; visual scan remains primary.

5. Weather Monitoring

☐ WX monitoring airports entered as desired

Takeoff Scan

☐ Pilot understands range, orientation, filter, altitude labels, and alert setting.
☐ Traffic/weather cross-checked with outside scan, radio/ATC, certified instruments, and approved sources.

Do not take off relying on SkyHound if any of the following are present:

☐ Loose mount, blocked view, or cable interference.	☐ Display unreadable or settings unfamiliar.
☐ GPS lock unavailable or own-ship incorrect.	☐ Low voltage alert showing on the SkyHound display.

SkyHound™ Button Review Sheet

Quick cockpit reference for common controls and indications

Button / Indicator		What it does	Pilot use
GPS Status		Shows GPS lock and satellites in use/visible. EXT appears when an external GPS is used.	Confirm lock before relying on own-ship/traffic position.
Own-Ship		Shows entered aircraft identity.	Verify tail number/aircraft identity before takeoff.
WX		Shows METAR availability for up to four monitored airports; opens weather details.	Review airport color dots and METARs as needed.
NEXRAD		Illuminates when a NEXRAD image is available.	Use strategically only; not for close-in tactical maneuvering.
ID		Toggles aircraft identification labels on traffic targets.	Use when tail/flight IDs help interpret traffic.
Brightness		Cycles display brightness levels.	Set for current light conditions; consider polarized eyewear effects.
Zoom - / Zoom +		Changes radar display range.	Set range for traffic density and phase of flight.
Auto Range		Automatically adjusts range to nearest displayed traffic, minimum 2 NM.	Reduces workload in changing traffic density.
Alerts		Toggles traffic alerting: High, Low, Off.	Set before takeoff; alerts supplement, never replace visual scan.
Filter +/- 5k ft		Filters traffic more than 5,000 feet above/below own-ship.	Use to reduce clutter; remember filtered traffic is not absent traffic.
Track/North		Toggles track-up or north-up. Track-up may engage automatically above 30 knots if enabled.	Confirm orientation before interpreting bearings.
Settings		Opens Update, Status, Setup, Volume, Timezone, Restart, and Sleep.	Use on the ground for setup/status checks.
Time		Shows GPS-derived Local or Zulu time.	Use Zulu for aviation weather and time-sensitive references.
Aircraft Tracking		Shows number of aircraft currently tracked.	Quick check of traffic density and reception usefulness.
Tower Icon		Shows ADS-B ground-station reception, primarily UAT 978 MHz services.	No icon may mean limited weather/rebroadcast services, especially low/on ground.

Display interpretation reminders

• Relative altitude is displayed in hundreds of feet.	• Up/down arrows indicate climb/descent trends greater than 500 FPM.
• A line from a traffic target indicates approximate course/speed trend.	• No displayed traffic never guarantees no traffic.