

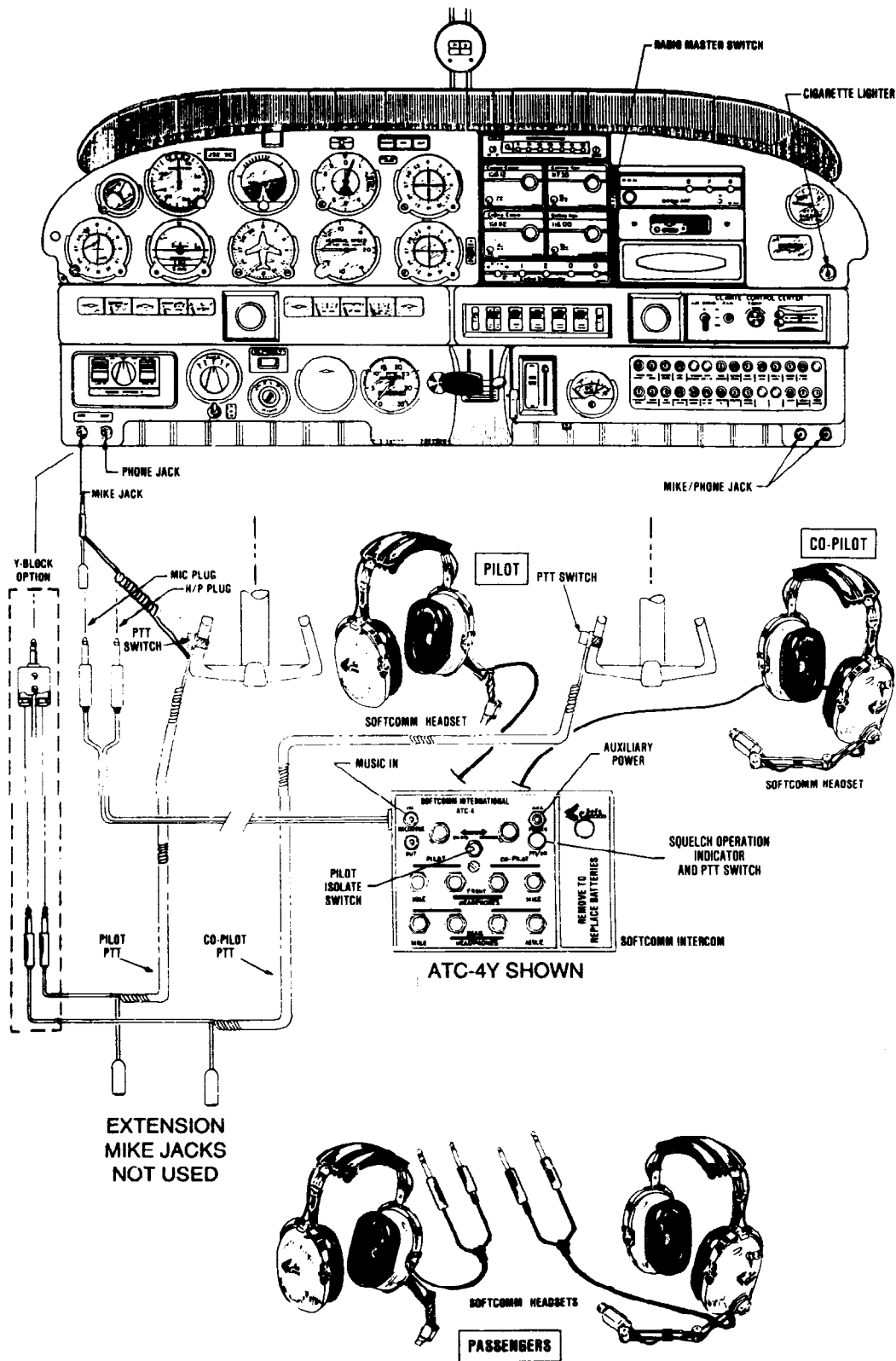
The Second Generation Intercom **Soft
Comm**

OPERATION INSTRUCTIONS FOR SOFTCOMM INTERCOMS



CONVENIENT COCKPIT COMMUNICATIONS FOR GENERAL AVIATION

SOFTCOMM INTERCOM INSTALLATION DIAGRAM



- 1) USE HEADSETS WITH 100 OHMS SPEAKERS MINIMUM.
CAUTION: DO NOT USE 8-OHM STEREO HEADSETS FOR AVIATION COMMUNICATION.
- 2) HEADSETS FOR HELICOPTER OPERATIONS HAVE A U174/U PLUG AND REQUIRE AN ADAPTER CABLE TO USE SOFTCOMM INTERCOMS. CALL THE FACTORY FOR DETAILS.

(SECTION 1) - SUMMARY OF FEATURES

SOFTCOMM the SECOND-GENERATION INTERCOM

- **QUALITY:** Your SoftComm intercom has been designed for years of trouble-free use. We use quality components and conduct rigorous quality control procedures to assure you of dependable operation.
- **HANDS-FREE OPERATIONS:** SoftComm permits the pilot to communicate with ATC through the intercom and also gives hands-free in-the-cockpit communications to everyone connected in to the system.
- **SELF-POWERED:** SoftComm operates on its own independent 9V battery(s) without any dependence on the aircraft's power. (Battery not included.)
- **PORTABLE:** SoftComm is totally portable and need not be plugged into the aircraft to have intercom operations.
- **QUICKLY INSTALLED:** SoftComm will connect to any aircraft's radios via the phone jacks mounted in the aircraft instrument panel. The two paired leads from the SoftComm housing are: 1) the headphone plug, and 2) the pilot/co-pilot microphone plug.
- **AUTOMATICALLY SWITCHED ON:** Monaural SoftComm has an automatic power-on switch located in the intercom's pilot headphone jack which places the intercom in a standby condition. (The ATC-4YS and ATC-6YS are turned off and on at the volume control.)
- **POWER MONITOR:** SoftComm's LED will indicate the "on" status of the squelch. It will illuminate only when someone speaks into their headset microphone.
- **BUILT-IN PTT SWITCH:** SoftComm intercoms come equipped standard with built-in PTT switch located under the LED on the front panel.
- **RECORD CLEARANCES:** SoftComm can record any cockpit activity you desire. Weather, lessons, ATC clearances or just as an in-flight recorder.
- **LISTEN TO MUSIC:** SoftComm will permit you to play music through any quality cassette or compact disc player. It has priority routing of the music and at any time ATC should call, or anyone in the intercom wants to talk, your SoftComm will automatically reduce the cassette player volume allowing the call to be understood.
- **PILOT ISOLATE SWITCH:** SoftComm, models ATC-4Y(S) and ATC-6Y(S) permit the pilot to remove himself from all the cockpit chatter while allowing his passengers to continue talking without disturbing him.

(SECTION 2) - LEARN TO USE YOUR INTERCOM AT HOME

We strongly recommend that you become familiar with your SoftComm equipment before using it in your flight routine. Try it out at home before you use it in your

aircraft. You will find your in-home learning experience is made easier by the portability of your SoftComm. See Section 10, "Starting in your cockpit".

(SECTION 3) - VOLUME CONTROL

The volume control in the SoftComm intercom will allow you to set everyone's headphones to one sound level. Don't be confused as there are several ways within the total system to control the final volume you hear. The preferred method is as follows:

1. Set aircraft radio(s) volume higher than all other equipment. This guarantees you will hear ATC above all other cockpit conversations. The radio volume is set at the radio. It is not affected by the SoftComm's volume control.
2. Adjust headset volumes if available. The passenger with the hardest of hearing should be turned-up full. Readjust other headsets if necessary.
3. Set intercom volume for comfort.
4. If you use a cassette player or other music source, set its volume at that music source. The SoftComm's volume control has no effect on it.

Use care in setting up the equipment when preparing for your flight. Route all cables so they are out of your passengers' way. See Section 10, "Starting in your cockpit".

(SECTION 5) - AUXILIARY PTT (PUSH TO TALK) SWITCH

Most SoftComm intercoms contain a convenient push-to-talk switch located underneath the LED. This is intended to be an auxiliary back-up to your other PTT switches.

Model ATC-2Y: When pressed, it activates both the pilot's and the co-pilot's microphones simultaneously permitting one or both to speak. CFIs love this feature.

Models ATC-4Y(S) and ATC-6Y(S): When pressed it activates only the pilot's microphone. A relay isolates his/her microphone from the co-pilot's microphone for safety purposes.

NOTE: If co-pilot priority communications are required, use a portable PTT switch connected into the co-pilot side of the "Y" block, attached to the cable of the SoftComm (ATC-4Y, ATC-4YS, ATC-6Y or ATC-6YS) intercom. When pressed, it will permit the co-pilot to override the pilot's transmissions. Remember; a yoke-mounted PTT switch in the co-pilot side will not work for the co-pilot with these models.

(SECTION 4) -SQUELCH (VOX) CONTROL

A VOX circuit is simply an electronic way of setting a "noise threshold" in your intercom in order to block out external noise. When adjusted properly, the VOX will automatically switch the intercom microphone off and will allow it to come on only with the addition of your voice and will disregard all other sounds. When the external noise level increases, turn the Squelch Control knob to the left, or counter-clock wise, to block out the

noise. This makes the microphone more sensitive to your voice. Likewise, turning the knob to the right, or clockwise, decreases the sensitivity to the microphone and will increase the outside noise level. In your living room, without noise, you can quickly find the threshold level for full VOX operations. However, this is not the setting for aircraft operations where more noise is present. See section 10.

(SECTION 6) - PILOT ISOLATE SWITCH

This feature is found only in SoftComm models ATC-4Y(S) and ATC-6Y(S). The toggle switch allows the pilot to temporarily disconnect his headphone (but not his microphone) from the group intercom. The pilot is not disturbed then by the passengers' talking

and the passengers continue to hear all the pilot is saying to ATC. When in this condition, the passengers are continually informed on all the activities of the pilot. Whenever desired, the pilot can return to the intercom by switching to "intercom".

(SECTION 7) - "RECORDER-IN" LISTEN FEATURE

All SoftComm intercoms and modules (ATC-E) have been designed to accept monaural and/or stereo players. You may use any quality cassette or compact disc player, however some inexpensive "walkman" type cassettes use only one battery and do not have enough output to be used effectively with the SoftComm intercom. Those using 3 or 4 "AA" cell batteries are usually acceptable.

To listen to your favorite tapes or discs, plug the cable into the "recorder-in" jack on

the SoftComm intercom panel and into the earphone jack at the player. Set the player volume as required.

The listen feature in SoftComm has been designed with a priority routing circuit. When in the "recorder-in" mode, any aircraft radio or cockpit conversation will activate the mute circuit and will automatically decrease the volume of your pre-recorded entertainment by 14 dB allowing the message to be easily heard.

(SECTION 8) - "RECORDER-OUT" RECORD FEATURE

When in the "recorder-out" mode, (recording), everything that you hear in your headset is recorded. The record volume of your cassette recorder is normally controlled automatically by the recorder.

Remember to turn the cassette over at the end of each side. Use C-120 tapes for longest

usage, or use voice-activated recorders.

To record in-flight clearances, weather reports, flight training lessons or your conversations, plug the cable into "recorder-out" jack on the SoftComm intercom panel and into the tape recorder jack marked "MIC" or "AUX-IN".

(SECTION 9) - BATTERY OPERATIONS

1. Your SoftComm battery compartment can accommodate two (2) batteries if you want longer use between battery changes. You must remove the foam filler when you use both batteries.
 2. Battery life has varied formulas to determine its longevity. As a general rule 30 hours per alkaline battery is considered normal using two SoftComm C-40 headsets. Factors that will determine the actual life are:
 - A. Amount of conversation. Activating the VOX frequently uses up power more quickly.
 - B. The quantity of headsets using the system at one time.
 - C. Type of headphones and microphones used.
 - D. Heat from storage in your hot cockpit or automobile trunk shortens the battery life considerably.
 - E. Age of battery or shelf life when purchased as new.
 3. We suggest you make a note in your log book whenever you change your battery(s).
 4. We do not recommend the use of Ni-Cad batteries due to their lower capacity and frequent recharging requirements. (A Ni-Cad battery will give a maximum of about 6 hours of service per charge.)
 5. SoftComm intercoms, models ATC-4Y(S) and ATC-6Y(S), have been designed with a power "failsafe" feature. Anytime your battery should suddenly stop working (not too likely), move the pilot isolate switch to "radio" for full radio operation.
 6. SoftComm model ATC-2Y (which does not have the pilot isolate switch), requires that you move your headset plugs to the aircraft panel.
- NOTE:** Carry your AUX power cable and use your aircraft power. See "USING AUXILIARY POWER", Section 14, of this manual

(SECTION 10) - STARTING IN YOUR COCKPIT

1. Choose the ideal location for your intercom (usually between the seats) and route the leads behind your legs and insert your intercom plugs into the aircraft panel jacks. In this location the headset cord conveniently falls off your shoulder and out of your way.
 2. Put your headset on and insert your pilot's, co-pilot's and passengers' headset plugs into the jacks of your intercom. See Section 13.
 3. The ATC-4Y(S) and ATC-6Y(S) have a pilot isolate switch. Set it to the "Intercom" position for the following set-up procedures. See Section 6.
 4. Carefully move your headset microphone boom into the proper position next to the lower lip of your mouth. The optimum position of any microphone is off-center from your mouth (out of the wind path) and close enough to your lips that you can touch it when you try to "kiss" it. New users often place it too far from the lips to get the best result.
 5. Start with the squelch control knob turned fully clockwise to keep the VOX open for the next two steps.
 6. Everyone should turn their headset volume all the way up. Adjust the intercom volume for the person most hard of hearing. If the volume remains too loud for others, they can turn their individual headset volume down. See Section 3.
 7. Next, set the volume of your aircraft's radio(s) louder than that of the intercom so you can hear it over the cockpit chatter. See Section 3.
 8. Now set the squelch control per Section 4. This adjustment needs a sensitive touch and will require some patience, until you get accustomed to it.
 9. Finally, adjust your cassette entertainment system. See Section 15.
- NOTE:** In some aircraft, the intercom will be disabled by the aircraft's radio when plugged in, if the aircraft's power is off. Should this occur, simply remove the plugs from the aircraft panel jacks for pre-warm up conversations.

(SECTION 11) - SETTING-UP TO USE SOFTCOMM WITH YOUR AIRCRAFT RADIOS

Your SoftComm intercom has been designed to operate with most all general aviation aircraft radios. Many of the popular handheld radios are capable of operating with intercom systems like SoftComm. You will need special cable adapters and many of the manufacturers now offer them as accessories and are available at your pilot supply retailers.

1. Your SoftComm is portable and comes equipped with two 5-ft. cable leads that connect to the aircraft communications panel through panel-mounted radio jacks.
2. Most general aviation aircraft manufacturers have mounted these radio jacks (M642/4-1 and M642/5-1) that lead from the communication equipment mounted on the aircraft panel. If your aircraft doesn't have these, we strongly recommend you get them at any radio shop. The convenience is well worth your time.

3. Permanent installation is possible with your SoftComm intercom. It will require some knowledge of radio operations and should be done by a trained avionics technician.

CAUTION: some aircraft headphone jacks are miswired and must be corrected for proper operation with SoftComm intercoms. (See Section 17, Part 2.)

4. To get the best performance from your intercom and your entire communications system, be sure your aircraft's wiring has been shielded and grounded against EMI created by the motors, gyros, and antennas of your aircraft. A simple test is to listen for buzzes or whines in your headphones without the intercom connected. These problems are undesirable but will not damage your SoftComm intercom. Ask your avionics dealer for information.

(SECTION 12) -TRANSMITTING TO ATC WITH PTT SWITCHES

Your SoftComm is designed with the capability for both pilot and co-pilot to transmit.

With any of the portable SoftComm intercoms, if you plug a portable PTT male connector into the radio's microphone jack and plug the intercom into the female connector on the portable PTT, it will only be practical for the pilot to transmit. If you want the co-pilot to also be able to transmit, any portable PTT switches must be plugged into the back of the Y-block (if your unit has it); otherwise you must use the PTT button on the front of the intercom or PTT buttons in headsets like the SoftComm C-60.

Do not insert the portable PTT between a headset and the intercom as this will render the microphone completely useless (except for transmitting). Your microphones always get plugged into the intercom, and never into a PTT. If you plug a portable PTT into the Y-block, the female end goes unused.

The ATC-2Y permits both the pilot and co-pilot to transmit at the same time, as both microphones are "hot" regardless of who keys the transmitter. An instructor is always able to override a student's incorrect transmission as long as the PTT conditions above are met so that his transmission doesn't depend on the student's PTT.

The ATC-4Y, -4YS, -6Y, and -6YS have a relay circuit that makes sure the pilot and co-pilot can only go on the air one at a time. This prevents a co-pilot's voice from being transmitted if the pilot decides to talk to ATC while the co-pilot is talking to

someone in the back seat. If the co-pilot pushes his portable PTT plugged into the back of the Y-block or a PTT in his headset, he has priority over the pilot, and his voice will get transmitted instead of the pilot's. This allows an instructor to fully override a student. The PTT on the front panel of the ATC-4Y, -4YS, -6Y and -6YS is only for the pilot.

Use of a hand-held microphone will not normally be affected by the intercom's presence.

In most cases a co-pilot PTT in the yoke cannot be used with the portable SoftComm intercom because:

- A) If there is a separate set of jacks on the panel for the co-pilot, when the co-pilot's built-in PTT is pressed, the radio or audio panel will be expecting the mic signal from the co-pilot's panel-mounted mic jack, which has nothing plugged into it. The radio will transmit the carrier, but the co-pilot's voice will not modulate it; and/or
- B) With the ATC-4Y, -4YS, -6Y, -6YS, if the co-pilot's PTT is not connected to the side of the Y-block marked "CO-PILOT", the intercom won't know it's supposed to give the mic-to-radio line to the co-pilot, and again the radio will transmit a carrier without the co-pilot's voice modulating it.

NOTE: SoftComm sells high quality generic portable PTT switches. There are some generic switches causing industry-wide problems due to poorly fitting plugs and lack of quality control. We suggest caution when you buy.

(SECTION 13) - ADJUSTING YOUR SOFTCOMM HEADSET FOR COMFORT

All headsets will be tight when new. Most manufacturers design headsets to accommodate average sizes of heads.

1. Place the headset over your head. Now is the time to make your personal and permanent adjustments for maximum comfort. These instructions are valid only for the SoftComm family of headsets.
2. For those with smaller head sizes, we offer a small headband for children. Call us for details.
3. The earphones should fit over the ears without pressing or deforming them. Comfort covers are available for a more comfortable fit.
4. Holding both earphones to your head, feel the fit of the headband crown pad on the top of your head. The headband crown pad should lightly touch your head so that when you release your hold of the earphones, gravity will distribute the weight of the headset evenly on the crown of your head and press against the sides of your head. People that have more sensitive crowns may require a different balance of forces and should adjust accordingly.
5. When the position of earphones and headband has been determined, tighten the small locking nuts. Recheck your fit as it is possible to accidentally disturb the final adjustments during the tightening process.
6. Once you have made your final adjustments you may find additional "fine tuning" will improve the fit. You may wish to try several methods to determine your best position.
7. When you have achieved your personal fit, don't allow others to use your headset. Permanently marking your name on the side of the earphones will guarantee you a consistent fit every time you use them.

(SECTION 14) - USING AUXILIARY POWER FROM THE AIRCRAFT BATTERY

1. We do not recommend using the cigarette lighter as a normal routine for intercom power. This is a precautionary measure to eliminate extra wires that can be accidentally pulled, stepped-on and possibly shorted together during its use. Many aircraft manufacturers have issued ADs against this type of portable operation for safety reasons.
2. The SoftComm intercom is designed to work with 12- or 24-volt systems. For added safety, first install the AUX power cord (PN 10200-1) into the SoftComm "AUX-POWER" jack and then place the lighter plug into the receptacle on the panel.
3. SoftComm can be permanently mounted into the aircraft's power system. Contact the factory for directions and assistance.

(SECTION 15) - USING YOUR CASSETTE RECORDER/PLAYER

1. The switching of the cable plugs from "record" to "listen", both at the intercom as well as the recorder, must be done manually. A recorder cable (P/N 10200-22) has been supplied with your SoftComm intercom. With two cables, "record in" and "record out" can be used at the same time in most cases. For example, you can have music from one cassette while recording flight conversation on another.
2. Your cassette and compact disc will become a very valuable part of your cockpit equipment. This SoftComm feature has become increasingly popular as more things are discovered for your cassette recorder to do. See Section 18 for "24 Ways To Use Your Intercom System".

STEREO OPERATIONS

If you desire to listen to your stereo tapes, you must use stereo-wired aviation headsets (model C30S, C40S or C60) and a stereo intercom (ATC-4YS or ATC-6YS) for full stereo benefits.

- a. Monaural headsets (C-30, C-40) should not be used in a stereo SoftComm intercom (ATC-4YS and ATC-6YS) as it effects the quality of the audio in all headsets. It can cause loading to occur in some radio transmitters and can short the transmitter to ground.
- b. Stereo headsets (model C-30S and C-40S) can be used in monaural intercoms (ATC-2Y, ATC-4Y, ATC-6Y) but require the use of an adapter plug (PN 10200-A, supplied with purchase of all stereo headsets) that will distribute the signal to both earphones. Contact the factory for price and availability.
- c. SoftComm stereo headsets (model C-30S and C-40S) can only be used directly (separated from the intercom) with the aircraft radio systems when using the adapter (PN 10200-A) supplied with the purchase. (Without the adapter, only one earphone will work.)
- d. All SoftComm intercoms are supplied with a stereo recorder cable (PN 10200-22). Call customer service for more information or repurchasing.

(SECTION 16) - MODIFICATIONS AVAILABLE FOR YOUR INTERCOM

All SoftComm intercoms can be modified to suit your particular needs. This customizing is a SoftComm exclusive service offered to owners with special problems. SoftComm has also addressed the after-market with its ATC-E module. This allows many users to add additional stations after their original purchase. (Not recommended for use with most ATC-2's.) See Section 1 for details of ATC-E. Other standard modifications are available to all the SoftComm intercoms. Contact Customer Service to discuss your need and costs associated. 1 (800) 342-4756.

(SECTION 17) - PROBLEM SOLVING

INDEX OF PROBLEM STATEMENTS

1. My intercom doesn't work at all.
2. I can't hear the radio through the intercom.
3. Poor audio clarity.
4. The intercom has static.
5. The intercom works part of the time.
6. The intercom picks up electrical noises from the aircraft.
7. The battery life is shorter than expected.
8. Lots of noise in the intercom's background.
9. Can't turn the squelch down enough to work in my aircraft.
10. My intercom is garbled, scratchy, and squeals.
11. My intercom is different from my friend's.

1. MY INTERCOM DOESN'T WORK AT ALL!

All SoftComm intercoms are checked 100% prior to shipping. Please follow these few checks first.

With a non-stereo SoftComm, check to see if the pilot's position has a headset plugged-in. This position has a switch that activates the intercom power. Does the red light turn on when you speak? Check to see that all headset plugs are fully engaged in the intercom jacks. Check the volume control on the headsets and intercom. Is the squelch knob in the center? Verify that the pilot isolate switch (ATC-4 and ATC-6) is in the "intercom" position. If it still does not work, please refer to Section 10 or call us for assistance.

2. CAN'T HEAR RADIO THROUGH INTERCOM

When you insert the SoftComm intercom in the aircraft headset jacks and it fails to work, review sections 11 and 12.

A few planes have their earphone jacks wired backwards. While this is not a problem with most headsets, it will not work right with most intercoms. Reversing the polarity of the earphone jack wiring is a simple job.

If you have this problem, the first symptom will be that you can transmit, but can't hear the radio. To narrow the problem down, unplug the intercom's mic-to-radio cord from the dashboard. If doing this makes you able to hear the radio, then your earphone jack in the plane is probably wired backwards.

3. POOR AUDIO CLARITY!

A weak battery will cause the intercom conversation (not aircraft radio transmissions) to become muffled and unclear. This is a gradual process that takes place over a period of several hours. Change your battery!

4. THE INTERCOM HAS STATIC!

Check all connections of SoftComm jacks and plugs. If any are loose you will hear static when you move them. Intermittency is usually caused by a broken wire or a part-time failure in a component. Next check the aircraft's jacks. If they are loose, they must be tightened. Finally, check the leads from the headset as they may have been crushed at some time during use or have broken at a highly stressed point (i.e., grommet).

Static can also be from brass plugs in a headset. Although most avionic experts prefer brass for a better connection, high humidity areas cause excess oxidation to form (without plating, brass gets green tarnish; remember silverware and brass?) that becomes an insulator and thereby cause marginal contact to be made with the mating receptacles.

5. INTERCOM WORKS PART OF THE TIME!

Completely remove the SoftComm from the aircraft system. Separately test the intercom as you did at home. Verify that all the headsets are fully engaged in their jacks. If your problem continues, there is a possible intermittent component or wire opening within the circuit of the intercom or in the cables. Check the plugs' wiring. Also check to see that all the aircraft jacks are tight in the panel and are tightly gripping the intercom's plugs. Wiggle the cables to try to find the intermittent condition.

6. INTERCOM PICKS UP ELECTRICAL NOISE OF ENGINE!

The SoftComm has been designed to filter-out most average aircraft engine electrical noise. If noise can still be heard inside the headset, shielding integrity has deteriorated and must be repaired. Contact your avionics shop to discuss your solutions.

7. BATTERY LIFE SHORTER THAN EXPECTED!

With a mono (non-stereo) intercom, remember that to turn the unit off, you must unplug the pilot's earphone plug. With a stereo intercom, make sure the volume knob doesn't get knocked to the "on" position when in your flight bag or other storage between flights.

Aside from this, remember that battery life depends on the number of headsets plugged in during operation, whether or not your radio provides mic power when not transmitting, and how much of the time someone is talking.

8. LOTS OF NOISE IN THE INTERCOM BACKGROUND!

This complaint usually indicates that the microphone is not close enough to the mouth (within touching distance of the bottom lip) or incompatible headset brands are being used together, or both. Note also that larger mics (as some of the dynamics) will tend not to reject background noise as well.

9. CAN'T ADJUST THE SQUELCH FAR ENOUGH TO TURN OFF!

SoftComm intercoms squelch circuits have been designed to work in average general-aviation environments. They can be modified to work in any cockpit noise. Consult with the factory for your modification.

10. GARBLED, SCRATCHY AND SQUEALS!

Your SoftComm intercom has circuitry designed to eliminate feedback noises. Make sure the cabin speaker is off when you use the intercom. Using old microphones can also cause a similar problem. Check the polarity of any headset microphone that introduces this problem into the system.

11. MY INTERCOM IS DIFFERENT FROM MY FRIEND'S!

Concept Industries is continually improving and changing our intercoms. In this way we can offer our customers the most in quality features. Many of these improvements can be adapted to previous models. Please consult the factory for these added improvements.

(SECTION 18) - 24 TIPS ON WAYS TO USE YOUR INTERCOM SYSTEM

1. Record your in-flight weather briefing at home and play it later in the airplane before departure.
2. Do you forget to change fuel tanks during a flight? Use a long playing cassette and program it to play a reminder message on even half-hours, or close to an airport, to alert you to change your fuel tank selector during flight.
3. Record your pre-flight check list and play it through the intercom as you check your equipment before departure.
4. Play a pre-recorded message to your passengers about the safety features of your aircraft and any emergency procedures they may need to know, just like the "big boys". This will make the necessary task of awareness more understandable, preparable and maybe even humorous. Besides, you won't forget anything and you can direct your attention to better things.
5. Record your enroute radio frequencies, VOR radials, MEAs and flightplanned headings and review any time during the flight.
6. Record and use in-flight emergency procedures either as an aid in learning them or in actual situations.
7. Record clearances, lessons and instructions during in-flight classes. ~~We all forget some things during training so~~ record them for future review and added learning.
8. Play your favorite music on those long legs between fixes. No more static or wandering radio stations.
9. Record your VIDEO/AUDIO VCR mini-cam activities through the intercom to get real-life recordings of you and your passengers.
10. Use your recorder as an in-flight event recorder like the "heavy-metal" aircraft. It will become an insurance policy if you bust an FAR and have to prove what was said between the parties involved. Your lawyer will love you for it.
11. Use your intercom as a means to communicate a calm and controlled environment for your passengers. Maybe your favorite passenger won't be so hesitant to fly with you the next time you discover a new lunch location or retreat.
12. When using your intercom, turn your radios up louder than your intercom. You won't miss the ATC call as easily when everyone is talking in the cockpit.
13. When possible, use a recorder that is voice-activated to save tape space when recording.
14. When listening to tapes, use an auto-reversing cassette for easy and continuous attention-free listening.
15. Do you often wonder at any moment during your flight where the closest airport is from your location if you need it? Make a "timed-event" flight plan using TAS, distance to each airport along your route of flight and determine ETA of each location. Find that timed location on your cassette and make an arrival announcement (field elevation, frequency, runway lengths, etc.) Sure it will take some time, but won't it be worth it IF you need it?
16. SoftComm intercoms have a unique ability to be "daisy-chained." If your friend has a two-place intercom and all the jacks are full, plug your ATC-2 intercom into the co-pilot's side and you now have a three-place intercom.
17. If you have a two-place intercom but want your back passengers to listen-in, purchase a .250 inch headphone splitter from Radio Shack and share the headphone jack on the intercom. **Caution:** Use only aviation headsets or headsets with earphone impedances of at least 100 ohms.
18. Call flight watch enroute for updated weather and record it all. They will appreciate not having to repeat it or tie-up the frequency too long.
19. Some manufacturers of the popular hand-held transceivers have adapter cables that allow you to plug-in headsets and intercoms for use in hanggliders, ultralites, and other aircraft not equipped with battery power.
20. Any of you motorcycle riders might like to try using your intercom and headsets for cruising. Some of our customers report excellent results.
21. An interesting application came from a charter captain. He allows his passengers private hands-free communications using an intercom that is isolated from him and the radio. The four people can freely and privately talk undisturbed.
22. Here's another interesting application for you scenic pilots. A charter pilot that flies the Grand Canyon with routine tours has recorded his scenic description of the flight and now plays it to his passengers. He can alter it any time he wishes by re-recording his flight. He is now planning to do it in different languages and store them on cassettes.
23. Make a habit to record all IFR ATC clearances. You may never need to refer to them but if you lose radio contact you'll want to verify your clearance limits. **Record your IFR practice flights for review.**
24. Do you want your favorite "co-pilot" to learn to use the radio for you? Once they hear themselves frequently using the intercom (or a tape recording of them), they will become more confident and comfortable (knowledgeable) in radio procedures. Start them with simple transmissions first. **This knowledge of radio may someday become lifesaving for a pilot in trouble.**

CHOOSE THE INTERCOM THATS RIGHT FOR YOU

MODEL ATC-2T

A low cost, 2 place trainer intercom designed especially for student pilots.

MODEL ATC-2Y

A two (2)-place intercom designed for ultralights and flight instructors.

MODEL ATC-4Y

A four (4)-place intercom designed for general aviation pilots or multi-aircraft owners.

MODEL ATC-4YS

A high-performance, four (4)-place STEREO intercom designed for general aviation pilots that demand excellence in cockpit entertainment and inner-cockpit communications.

MODEL ATC-6Y

A six (6)-place intercom designed for light twin and business pilots. A module of two stations is extended (from a 4-place housing) to the rear passengers.

MODEL ATC-6YS

A six (6)-place STEREO intercom designed for business pilots and clients requiring quality in-flight audio entertainment.. A module of two stations is extended (from a 4-station housing) to the rear passengers.

MODEL ATC-E

An expansion module designed to expand any existing intercom that SoftComm manufactures. The ATC-E is not recommended for use with Model ATC-2Y.

**PANEL MOUNT INTERCOMS
ATC-XP Mono or ATC-XPS Stereo.
(For 2, 4 or 6 passengers)** A compact intercom that can mount almost anywhere in the aircraft's panel and will fit in any homebuilt, business or general aircraft in production today.



2310 S. Airport Blvd., Chandler AZ, 85249

THREE YEAR LIMITED WARRANTY

Your SoftComm intercom is warranted against defects for three years from date of purchase, whether purchased from SoftComm Products, Inc., a SoftComm distributor or dealer. Within this period, we will repair or exchange (at our option) without charge for parts or labor. Simply return your intercom, along with proof of purchase, to SOFTCOMM PRODUCTS, INC., 2310 South Airport Blvd., Chandler, Arizona 85249. Include \$7.50 for return shipping and handling. Warranty does not cover transportation costs or a product subject to owner-tampering, misuse or accidental damage.

Except as provided herein, SoftComm Products, Inc. makes no warranties, expressed or implied including warranties or merchantability and fitness for a particular purpose.

NOTE: Some states do not permit limitations or exclusions of implied warranties; therefore, the aforesaid limitation(s) or exclusion(s) may not apply to the purchaser. We are proud of what we manufacture and we offer full service on all products we sell.