



FLIGHTHAWK BASIC RF TEST SET

OPERATION MANUAL

Safety Precautions

The following are general safety precautions that are not necessarily related to any specific part or procedure, and do not necessarily appear elsewhere in this publication. These precautions must be thoroughly understood and apply to all phases of operation and maintenance.

WARNING

Keep Away From Live Circuits

Operating Personnel must at all times observe general safety precautions. Do not replace components or make adjustments to the inside of the test equipment with the high voltage supply turned on. To avoid casualties, always remove power.

WARNING

Shock Hazard

Do not attempt to remove the RF transmission line while RF power is present.

WARNING

Do Not Service Or Adjust Alone

Under no circumstances should any person reach into an enclosure for the purpose of service or adjustment of equipment except in the presence of someone who is capable of rendering aid.

WARNING

Safety Earth Ground

An uninterruptible earth safety ground must be supplied from the main power source to test instruments. Grounding one conductor of a two conductor power cable is not sufficient protection. Serious injury or death can occur if this grounding is not properly supplied.

WARNING

Resuscitation

Personnel working with or near high voltages should be familiar with modern methods of resuscitation.

WARNING

Remove Power

Observe general safety precautions. Do not open the instrument with the power on.

Safety Symbols

WARNING

Warning notes call attention to a procedure, which if not correctly performed, could result in personal injury.

CAUTION

Caution notes call attention to a procedure, which if not correctly performed, could result in damage to the instrument.



The caution symbol appears on the equipment indicating there is important information in the instruction manual regarding that particular area.

Note: *Calls attention to supplemental information.*

Warning Statements

The following safety warnings appear in the text where there is danger to operating and maintenance personnel, and are repeated here for emphasis.

WARNING

Never attempt to connect or disconnect RF equipment from the transmission line while RF power is being applied.
Leaking RF energy is a potential health hazard.

On page 49.

Caution Statements

The following safety cautions appear in the text where there is danger of damage to equipment, and are repeated here for emphasis.

CAUTION

Do not connect the unit to a PC USB port.
File transfer must be done using a USB Drive.

On pages 37, 42 and 54.

CAUTION

Do not touch the center pin of the Antenna Test Port with bare hands, water, or emery cloth. Otherwise, damage may occur to the connectors surface.

On page 47

CAUTION

Only use the supplied AC adapter to charge the unit.
The unit cannot be charged through a USB port (i.e. from a laptop).
Charging from a power source other than the supplied charger may damage the battery.

On page 47

Safety Statements

USAGE

ANY USE OF THIS INSTRUMENT IN A MANNER NOT SPECIFIED BY THE MANUFACTURER MAY IMPAIR THE INSTRUMENT'S SAFETY PROTECTION.

USO

EL USO DE ESTE INSTRUMENTO DE MANERA NO ESPECIFICADA POR EL FABRICANTE, PUEDE ANULAR LA PROTECCIÓN DE SEGURIDAD DEL INSTRUMENTO.

BENUTZUNG

WIRD DAS GERÄT AUF ANDERE WEISE VERWENDET ALS VOM HERSTELLER BESCHRIEBEN, KANN DIE GERÄTESICHERHEIT BEEINTRÄCHTIGT WERDEN.

UTILISATION

TOUTE UTILISATION DE CET INSTRUMENT QUI N'EST PAS EXPLICITEMENT PRÉVUE PAR LE FABRICANT PEUT ENDOMMAGER LE DISPOSITIF DE PROTECTION DE L'INSTRUMENT.

IMPIEGO

QUALORA QUESTO STRUMENTO VENISSE UTILIZZATO IN MODO DIVERSO DA COME SPECIFICATO DAL PRODUTTORE LA PROZIONE DI SICUREZZA POTREBBE VENIRNE COMPROMESSA.

SERVICE

SERVICING INSTRUCTIONS ARE FOR USE BY SERVICE - TRAINED PERSONNEL ONLY. TO AVOID DANGEROUS ELECTRIC SHOCK, DO NOT PERFORM ANY SERVICING UNLESS QUALIFIED TO DO SO.

SERVICIO

LAS INSTRUCCIONES DE SERVICIO SON PARA USO EXCLUSIVO DEL PERSONAL DE SERVICIO CAPACITADO. PARA EVITAR EL PELIGRO DE DESCARGAS ELÉCTRICAS, NO REALICE NINGÚN SERVICIO A MENOS QUE ESTÉ CAPACITADO PARA HACERLO.

WARTUNG

ANWEISUNGEN FÜR DIE WARTUNG DES GERÄTES GELTEN NUR FÜR GESCHULTES FACHPERSONAL.

ZUR VERMEIDUNG GEFÄHRLICHE, ELEKTRISCHE SCHOCKS, SIND WARTUNGSARBEITEN AUSSCHLIEßLICH VON QUALIFIZIERTEM SERVICEPERSONAL DURCHZUFÜHREN.

ENTRETIEN

L'EMPLOI DES INSTRUCTIONS D'ENTRETIEN DOIT ÊTRE RÉSERVÉ AU PERSONNEL FORMÉ AUX OPÉRATIONS D'ENTRETIEN. POUR PRÉVENIR UN CHOC ÉLECTRIQUE DANGEREUX, NE PAS EFFECTUER D'ENTRETIEN SI L'ON N'A PAS ÉTÉ QUALIFIÉ POUR CE FAIRE.

ASSISTENZA TECNICA

LE ISTRUZIONI RELATIVE ALL'ASSISTENZA SONO PREVISTE ESCLUSIVAMENTE PER IL PERSONALE OPPORTUNAMENTE ADDESTRATO. PER EVITARE PERICOLOSE SCOSSE ELETTRICHE NON EFFETTUARE ALCUNA RIPARAZIONE A MENO CHE QUALIFICATI A FARLA.

About This Manual

This manual covers the operating and maintenance instructions for the following models:

7003A004 Test Set with FlightHawk-AV

Changes to this Manual

We have made every effort to ensure this manual is accurate at the time of publication. If you should discover any errors or if you have suggestions for improving this manual, please send your comments to our factory. This manual may be periodically updated, when inquiring about updates to this manual refer to the part number and revision level on the title page.

Chapter Layout

Introduction — Lists the components included in the RF Test Set.

FlightHawk-AV Basic Operation — Provides brief information on commonly used settings for the FlightHawk-AV.

Calibration — Provides a procedure for calibrating the FlightHawk-AV prior to making measurements.

Measure Match Mode — Details the use of the Measure Match Mode, includes instructions for performing the test and provides instruction for interpreting measurement.

Fault Location Mode — Details the use of the distance to fault measurement, includes instructions for performing the test and provides instruction for interpreting measurement.

Data Save and Export — Instructs the user on methods for saving FlightHawk-AV generated data and methods for exporting the data to external devices.

Maintenance — Includes maintenance procedures for the RF Test Set.

Specifications — Includes specifications for the equipment contained in the RF Test Set.

Automated Operation — Provides an introduction to the FlightHawk-AV user interface.

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The FlightHawk Basic RF Test Set is designed to aid aircraft maintenance technicians in quickly diagnosing and resolving problems with aircraft communications systems.

Figure 1 *FlightHawk Basic RF Test Set Splash Screen*



The FlightHawk Basic RF Test Set, simplifies the following tasks:

1. Automated VSWR testing.
2. Manual Measure Match function to determine if there is a problem with your system's cabling or antenna.
3. Manual Distance to Fault measurement to locate the source of the problem.
4. RF power measurements using the Bird Power Sensor.

Note: *This manual is meant as a general guide to operation and is not meant to provide specific instructions for any aircraft. Always refer to your official maintenance manual or diagnostic procedure for exact test instructions.*

Items Supplied

Figure 2 FlightHawk Basic RF Test Set



The FlightHawk Basic RF Test Set contains the equipment in the following table.

Description	Part Number
FlightHawk-AV Analyzer	FlightHawk-AV
Cable, RF N(m) to N(f), 3m	5A2970-16-120B
Hard Carrying Case	FH-AV-CC
USB Adapter	SK-CONN-OTG-2
USB Drive	5A2745-1
AC Adapter (12VDC)	SK05T-1200300Z
Touch Pen (stylus)	SK-TP-112
USB Drive	5A2745-1
Calibration Combination (Cal Combo), DC - 6 GHz	SK-CAL-MN-C6
Operation Manual ¹	920-7003A004

1 Operation manuals are supplied digitally on a CD and USB drive in PDF format.

FlightHawk-AV Analyzer

The FlightHawk-AV is a multifunction test instrument for use in installation and maintenance of RF communications systems.

The unit has a frequency range of 1 MHz to 6 GHz. Additional FlightHawk-AV specifications can be found in the specifications chapter, See "[Specifications](#)" [on page 56](#).

Antenna systems are tested by using a FlightHawk-AV Analyzer to measure match (VSWR) and distance -to-fault conditions. Data points measured across a user-specified frequency band or distance range are graphed on a 1280 x 720 pixel touch screen display area.

Measurement Capability

- Fast measurement speed
- Seven user-selectable trace capture options: 51, 101, 201, 401, 801, 1601, or 3201 data points per sweep
- Adjustable pass/fail limit with visual indicator
- 16 GB of internal flash memory for storing thousands of traces and setups
- X and Y scales and units are user adjustable
- Six markers, direct or difference measurement
- Measure relative to limit line or recalled trace
- Measurement hold to temporarily store a trace
- Frequency Start/Stop or Center/Span frequencies

Return Loss [dB], Cable Loss [dB], SWR [ratio], DTF SWR [ratio] or DTF Return Loss [dB].

CHAPTER 2 FLIGHTHAWK-AV BASIC OPERATION

Aviation Testing Software

If you purchased the Aviation Testing Software (such as part number 7003A001-SW-BOE), please refer to [Appendix B](#) for a detailed description.

Measurement Interface

The FlightHawk-AV measurement interface consists of a measurement display area, menus and control options. The user taps the screen to access menus, change settings, perform measurements and save results. See [Table 1 on page 5](#) for explanations.

Note: The displays used in this manual are shown with the FlightHawk-AV in the horizontal position, some menus may display differently if accessed with the unit in a vertical position. Display options can be controlled via the settings menu on the home screen.

Figure 3 User Interface Description (Match Measurement Mode)

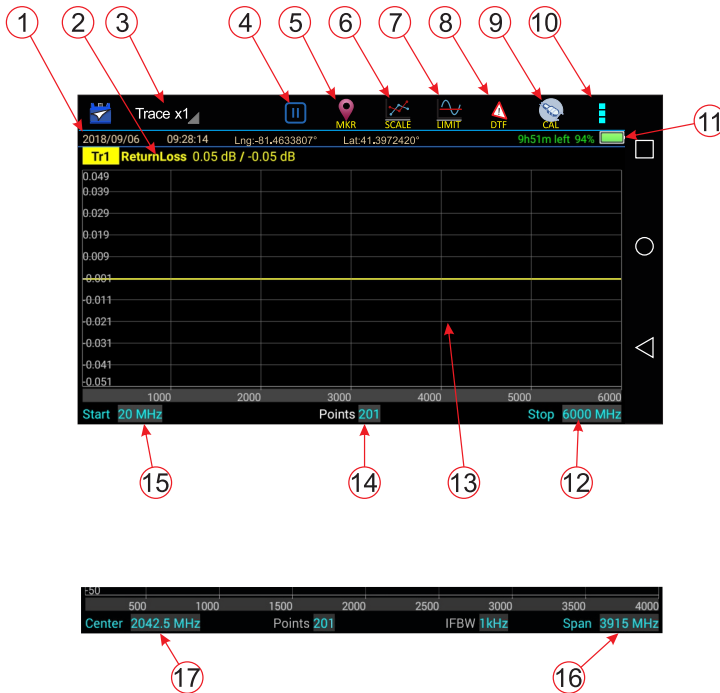


Table 1 User Interface Description Explanation

Item	Description
1	Current Date and Time, latitude and longitude. Note: <i>Location services must be set to On for the FlightHawk-AV to display latitude and longitude data. See "Accessing Communication Services" on page 46.</i>
2	Measurement Mode, press to display Measurement Mode menu.
3	Trace Selection, press to choose number of traces to display.
4	Pause icon, when pressed pauses data acquisition. When data acquisition is paused a play icon is displayed.
5	MKR icon, press to display the Marker menu.
6	SCALE icon, press to display the scale menu.
7	LIMIT icon, press to display the limit menu.
8	DTF icon, press to display the Distance to Fault menu.
9	CAL icon, press to display the calibration menu.
10	Menu icon, press to display additional utility menus: MEM, FREQ, RESET, FILE, PNG, SYS.
11	Battery charge remaining in time, percentage, and visual indicator.
12	Stop Frequency, press the data field to change the value, or press the label to change to frequency Span (16).
13	Sweep display area.
14	Points, press the data field to choose the number of measurement points.
15	Start Frequency, press the data field to change the value, or press the label to change to Center Frequency (17).
16	Span displays the current frequency span. Press the data field to change the value, or press the label to change to Stop Frequency (12).
17	Center Frequency, press the data field to change the value, or press the label to change to Start Frequency (15).

Note: *When a fault Detection mode is selected, Start, Stop, and DTFMax fields are also displayed below the sweep display area.*

FlightHawk-AV Default Settings

Description	Default Setting
Touchstone Data Format	RI - Real-Imaginary
Allocation of Channels	1
Active Channel Number	1
Marker Value Identification Capacity (Stimulus)	8 digits
Marker Value Identification Capacity (Response)	5 digits
Vertical Divisions	10
Traces per Channel	1
Active Trace Number	1
Number of Sweep Points	201
Stimulus Start Frequency	1 MHz
Stimulus Stop Frequency	6 GHz
Stimulus IF Bandwidth	1 kHz
Sweep Range Setting	Start / Stop
Trigger Mode	Continuous
Table of Calibration	Coefficients Empty
Error Correction	ON
Trace Scale	10 dB/division
Reference Level Value	0 dB
Reference Level Position	5 Div
Phase Offset	0°
Trace Display Format	Return Loss (dB)
Maximum Distance	1.49 m
Time Domain Kaiser Window	Normal
Number of Markers	0

Setting the Measurement Frequencies

Frequencies can be set manually. Frequency range should be greater than the normal range of the antenna.

Example - For a 450 MHz antenna, set the start frequency at 400 and the stop frequency at 500 MHz, for an 800 MHz antenna, set the start frequency at 700 and the stop frequency at 1,100 MHz.

Note: Changing the frequency settings will automatically turn calibration off. Always set the frequency before calibrating the unit.

Note: If a frequency that is outside of the range of the FlightHawk-AV is entered, the FlightHawk-AV will override the entry and set the minimum or maximum frequency of the model.

There are two methods available to change the start, stop, center frequencies and frequency span; display screen entry and FREQ menu entry.

Changing Measurement Frequency on the Display

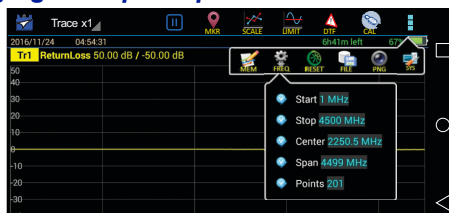
1. Press the data field of the frequency to change.
2. Type the new value using the number pad.
3. Press Enter.

Changing Measurement Frequency on the FREQ Menu

1. Press the Menu icon. See [Figure 4 on page 7](#).
2. Press FREQ on the menu.
3. Press the data field of the frequency to change.
4. Type the new value using the number pad.
5. Press Enter.
6. Tap outside of the menu to close.

Note: If Stop and Start frequencies are entered, the unit will automatically update the Center and Span frequency. If Center or Span is entered, the frequency setting will update automatically.

Figure 4 Changing Sweep Frequencies



Setting the Measurement Data Points

Select the number of data points to take during a measurement. There are seven data point options:

- 51 points
- 101 points
- 201 points
- 401 points
- 801 points
- 1601 points
- 3201 points

Increasing the number of data points increases the measurable distance in distance-to-fault measurements and increases the detail in Measure Match mode measurements. When saving a trace, the number of data points collected are saved.

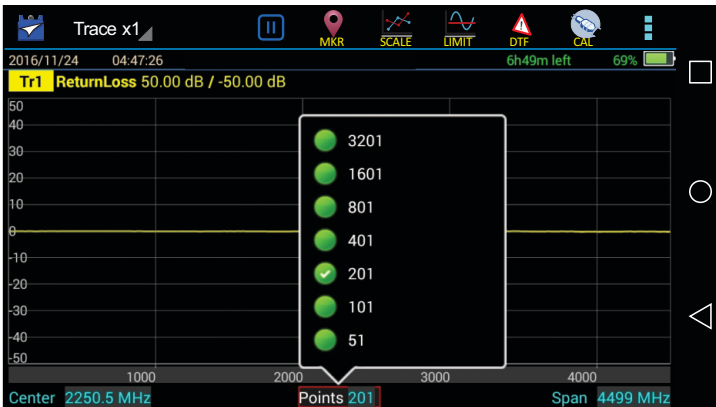
A progress bar, just below the x-axis, will indicate the progress of the sweep.

When the number of measurement data points are changed, the current trace is erased and the Save softkey is disabled until the sweep finishes and the screen displays the first new trace.

Changing the Number of Measurement Data Points

1. Press the Points data field on status bar
2. Select desired data point option.

Figure 5 Changing the Number of Measurement Data Points



Setting the Distance Units and Cable Values (DTF Menu)

The trace can display the entire length (distance) of the cable system being measured or a smaller portion of the length for better detail.

If it is suspected that there might be a fault at a known distance along a cable, set the display to show only that area by using the start and stop distance. Think of this as zooming in on a section of the cable. Both the start distance (where to begin the trace display) and the stop distance (where to end the trace display) can be set.

Distance Unit

1. Select DTF.
2. Unit Select units settings.

Note: *The system default unit m, optional unit ft.*

Start Distance

1. Select the input box.
2. Set start distance.

Stop Distance

1. Select the input box.
2. Set stop distance.

Windowing

Windowing is an option on the FlightHawk-AV that will digitally average the data on the displayed trace, in effect, making the trace appear smoother. In some situations, it will make individual problems easier to spot, but in others it may mask details that are needed. Experimentation is the key word.

1. Select the Window.
2. Select the corresponding window style.

Note:

- *Default is Normal*
- *Minimum - will show all the detail in the trace. In some situations it can be difficult to spot individual problems.*
- *Maximum - will add the most digital averaging of the display and can make some problems "disappear" or actually test as passing.*

Velocity

1. Select Velocity.
2. Set speed value.

Note: *Manually enter cable velocity value or select the cable type from the cable list.*

Cable Loss

1. Select CableLoss.
2. Set cable loss values.

Note:

- *Manually enter cable loss value or select the cable type from the cable list.*
- *If manually entering the CableLoss (or Attenuation value), it must be entered in dB/ft, or dB/meter. The manufacturer generally gives these values as dB/100ft or dB/100meters.*

Cable List

The Cable List contains known cable values for a variety of cable types. The Cable List may be edited to add or delete cables. ["Edit Cable List" on page 49.](#)

1. Select CableList.
2. Set cable type.
3. Select a certain cable type.

Note: *Each cable type in the cable list has the fixed values for cable velocity and cable loss. Selecting a cable from the cable list will automatically populate the cable velocity and cable loss data fields.*

Trace Settings

The number of traces displayed and the minimum and maximum grid scale values can be manually changed.

Note: *FlightHawk-AV is capable of displaying up to 4 traces.*

1. Press the Trace name (e.g. Tr1) to select the active trace. See [Figure 6 on page 11](#).

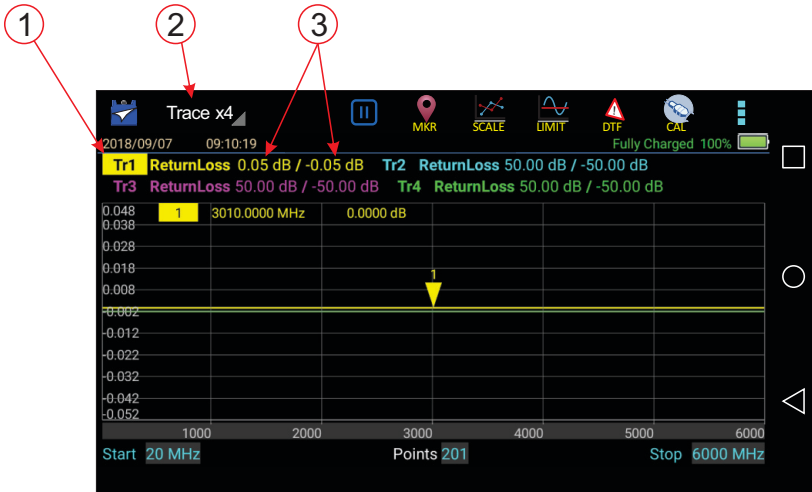
Note: *The Trace name will be highlighted to indicate the active Trace.*

2. Trace Count Setting
 - a. Press the Trace icon on the menu bar.
 - b. Choose the number of traces to display x1, x2, or x4.

Note: *Every trace has a name: Tr1, Tr2, Tr3, or Tr4, the name cannot be changed.*

3. Change one or both trace limits to change the grid scale for the trace:
 - Set the maximum value
 - a. Press the maximum value to open the Top value dialog.
 - b. Enter a maximum value.
 - Set the minimum value
 - a. Press the minimum value to open the Bottom value dialog.
 - b. Enter a minimum value.

Figure 6 Tracing Settings



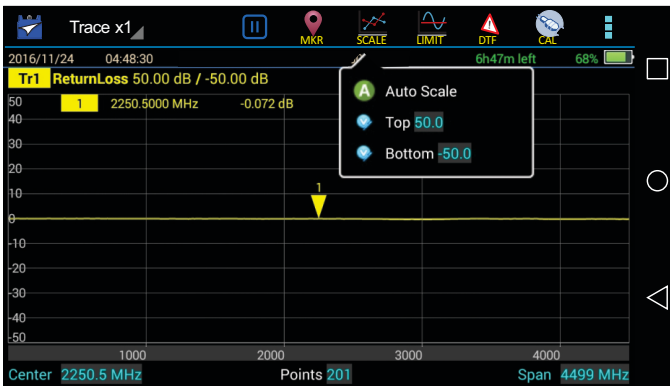
Adjusting the trace within the selected scale

Note: Scale settings only affect the active trace, if more than one trace is currently displayed, select the desired trace before changing scale.

1. Press SCALE icon. See [Figure 7 on page 12](#).
2. Select one of the following from the menu:
 - a. For Manual Operation:
Press Top to change upper limit of the display
Press Bottom to change the lower limit of the display
 - b. For Auto Scale:
Press Auto Scale for the system to choose the best fit for the active trace.

Note: The scale can also be dynamically changed by pressing and dragging the trace up or down in the display window.

Figure 7 Adjusting the Trace



Limit Line

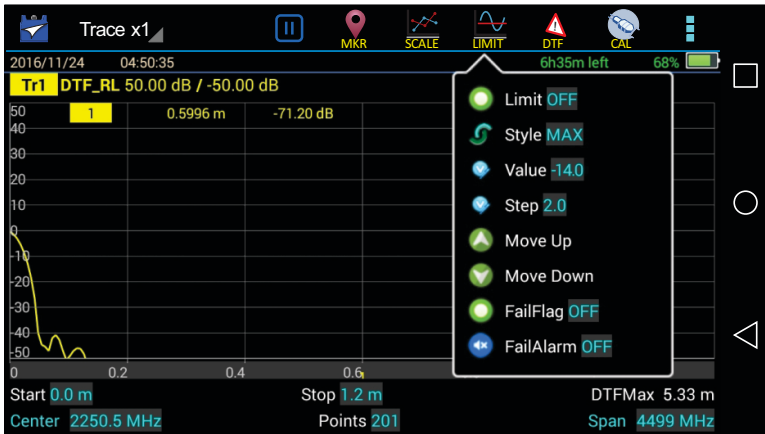
The limit line helps to set off those parts of a trace that are outside of the acceptance (limit) values. It appears as a red horizontal line at the limit line value. The part of the trace that is not acceptable will display in white. Additionally, identification of signals falling outside acceptable limits can be visually and audibly enhanced using a failure flag and alarm.

Note: Limit lines are available in any measurement mode.

Setting Limit Lines

1. Press LIMIT icon.

Figure 8 Limit Menu



2. Select from the following limit options.

Limit (On/Off)

Press to toggle limit line on and off.

Style (Max/Min)

Press to toggle maximum or minimum limit line.

Note: When the Style is set to Max, anything above the Limit Line will be flagged as Fail. When the Style is set to Min, anything below the limit line will be flagged as Fail.

Value

Sets the position of the limit line on the vertical scale (Y axis). Press the field to enter a value.

Step

Sets the numerical value the limit line will move when the Move UP or Move Down button are pressed. Press the field to enter a value.

Move Up

Press to move limit line up the vertical scale. Each press will move the limit line the value in the Step field.

Move Down

Press to move limit line down the vertical scale. Each press will move the limit line the value in the Step field.

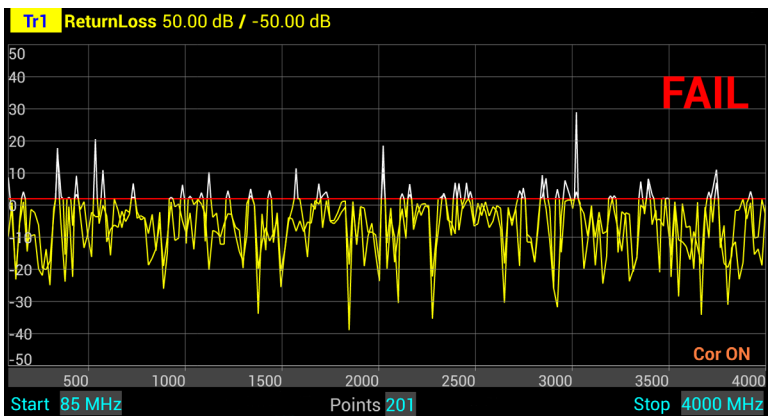
FailFlag (On/Off)

Press to toggle fail flag on and off. The words **PASS** or **FAIL** will be displayed in the sweep display area to indicate if the active signal is within or outside the limits set by the limit line.

FailAlarm (On/Off)

Press to toggle fail alarm on and off. An audible alarm will sound if the active signal is outside the limits set by the limit line.

Figure 9 Example Limit Line



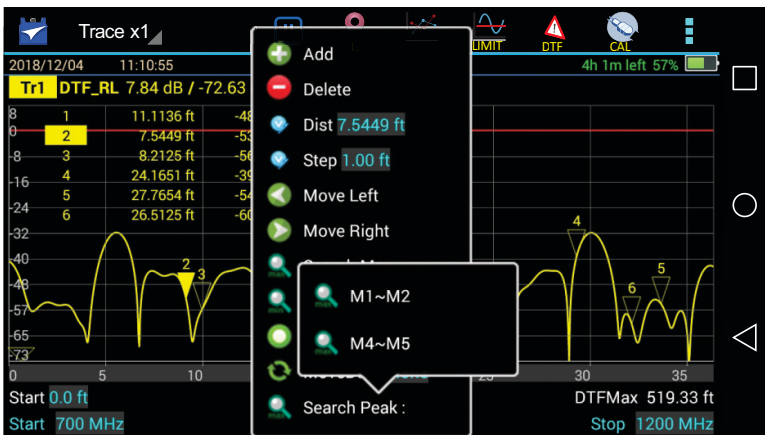
Markers

Each marker is displayed as a triangle pointer. Up to six markers can be used with each trace to visually indicate the trace value at specific frequency points. Only markers for the active trace are displayed. The FlightHawk-AV analyzer displays the frequency and signal value for each marker at the top of the screen. The difference (delta) in frequency between two markers can also be displayed. Markers indicate SWR to 0.01, and Return Loss or Cable Loss to 0.1 dB.

Setting Markers

1. Press the MKR icon.

Figure 10 Marker Menu



2. Select from the following marker options:

Add

Press Add to add a marker.

Delete

Pressing Delete will delete the active marker. If deleting a marker, select the marker before opening the marker menu.

Freq

Indicates the current frequency position of the active marker. Press the Freq field to enter a new position/frequency for the marker.

Note: Any marker position can be dynamically changed by pressing and dragging the marker left or right on the display screen.

Step

Sets the frequency value the active marker will move when the Move Left or Move Right buttons are pressed. Press the Step field to enter a value.

Moves the position of the marker left or right by the step entered.

Move Left

Press to move the active marker to the left. Each press will move the active marker the value in the Step field.

Move Right

Press to move the active marker to the right. Each press will move the active marker the value in the Step field.

Search Max

Press to move the active marker to the maximum value position on the trace.

Search Min

Press to move the active marker to the minimum value position on the trace.

DeltaMarker

Press to toggle delta marker function on and off.

MoveDelta

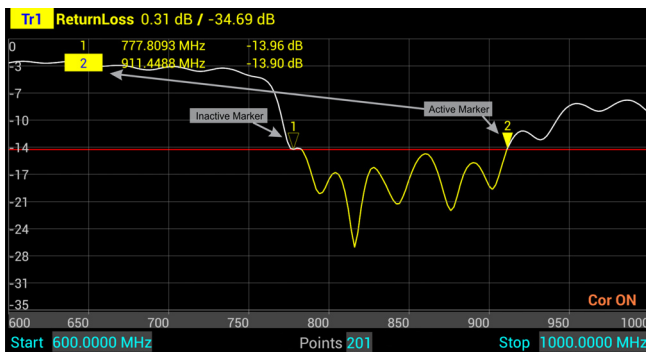
Press to move the delta marker indicator to highlight a specific delta marker.

Search Peak: M1~M2, M4~M5

Press **M1~M2** to move marker 3 to the peak signal between marker 1 and marker 2.

Press **M4~M5** to move marker 6 to the peak signal between marker 4 and marker 5.

Figure 11 Marker Examples



Using Delta Markers

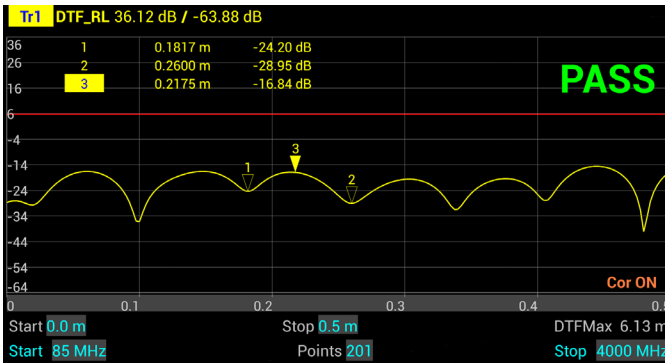
The delta marker feature displays the difference (delta) in both frequency (or distance) and value between the active marker and all other markers. All markers follow the current trace only.

Note: The Delta marker compares points on one trace and at least two markers must be displayed for the Delta Option to work.

1. Select the marker on the screen to be the active marker.

Note: In [Figure 12](#), marker 3 is the active marker, marker 1 and 2 are turned on.

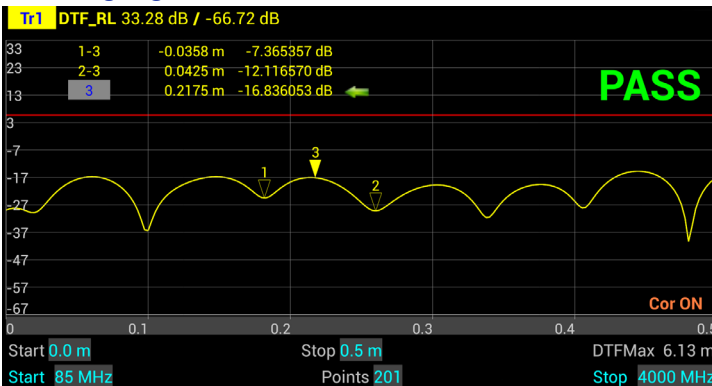
Figure 12 Active Marker



2. Press MKR icon, and select DeltaMarker.

Note: In [Figure 13](#), marker 3 is highlighted, markers 1 and 2 are now delta markers 1-3 and 2-3. Delta markers 1-3 and 2-3 display values that are the difference between their positions and the position of marker 3.

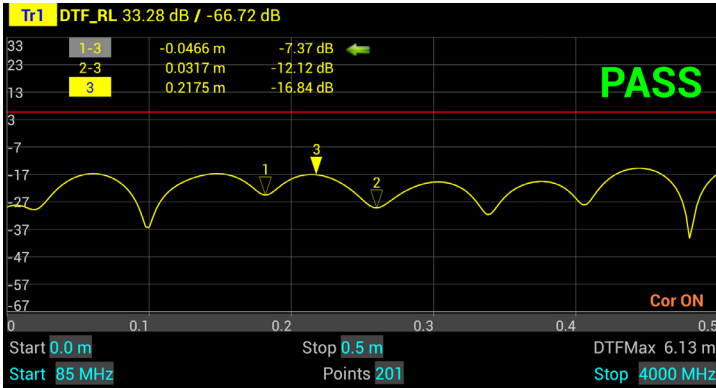
Figure 13 Highlighted Markers



3. Press MKR icon, and select MoveDelta.

Note: [Figure 14](#) shows Marker 1-3 is now highlighted.

Figure 14 Highlighted Delta Marker



Peak Search Between Markers

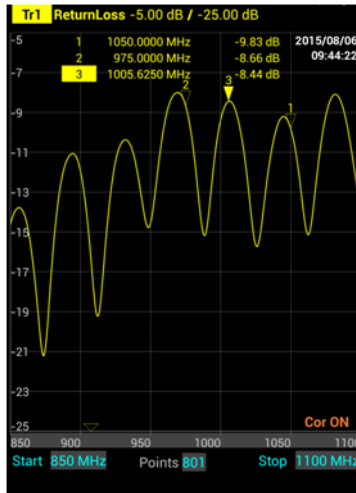
The peak search between markers feature causes a marker to find the peak between two other markers. M1 ~ M2 selection causes marker 3 to move to the peak signal between marker 1 and marker 2 positions. M4 ~ M5 selection causes marker 6 to move to the peak signal between marker 4 and marker 5 positions. All markers follow the current trace only.

Note: A minimum of three markers must be displayed for the peak search between markers to work. Marker 3 will always find the peak between marker 1 and 2, regardless of how many other markers are displayed, and marker 6 will always find the peak between marker 4 and 5.

1. Press MKR icon, and Add markers 1, 2, and 3. If desired add markers 4, 5, and 6 also.
2. Move marker 1 and 2 to the upper and lower limit for the peak search. If desired, move markers 4 and 5 to a second area of interest.
3. Press MKR icon, and select Search Peak:
4. Select either **M1 ~ M2** or **M4 ~ M5**

Note: [Figure 15](#) shows marker 3 at the peak signal position between marker 1 and marker 2.

Figure 15 Marker 3, Peak Search: M1~M2

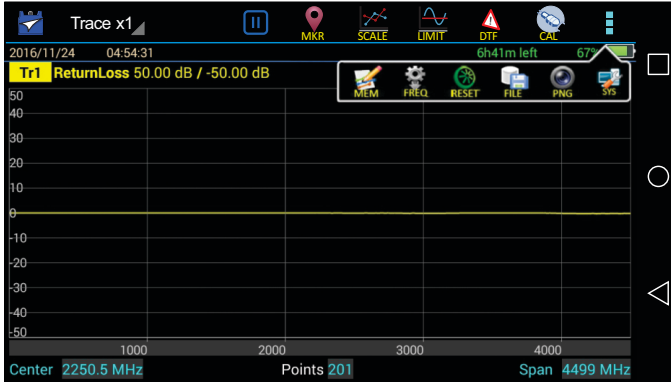


Utility Menus

Pressing the Menu icon will display the utility menus: MEM, FREQ, RESET, FILE, PNG, SYS. See [Figure 16](#).

These menus are described in this section with the exception of the FREQ menu, the FREQ menu is described in "[Setting the Measurement Frequencies](#)" on [page 7](#).

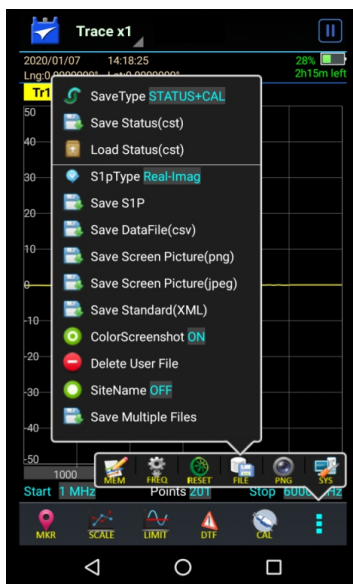
Figure 16 Utility Menus



FILE Menu

Pressing the FILE icon will display the file menu. See [Figure 17](#).

Figure 17 File Menu



Saving and Recalling Traces

Traces and measurement data can be saved and recalled from either the unit's internal memory or an external USB thumb drive. See ["Data Save and Export"](#) on page 37.

Screenshots

Screenshots can be saved by using the Save Screen Picture options on the File menu, or by pressing the PNG Icon. The current time is added to all screen shots. The site name may be added as an option.

Save Screen Picture (png)

Saves a PNG file of the current Sweep Display Area, press the menu option and a save dialog is displayed allowing the user to enter a file name or use the default file name.

Note: *If the Site Name option is set to ON an Edit SiteName dialog box will be displayed each time screen shot is taken.*

Save Screen Picture (jpeg)

Saves a JPEG file of the current Sweep Display Area, press the menu option and a save dialog is displayed allowing the user to enter a file name or use the default file name.

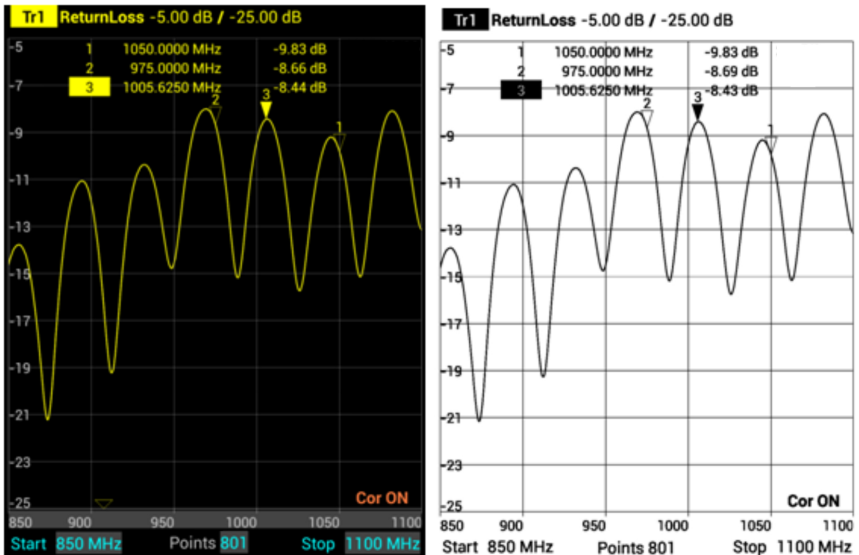
Note: *If the Site Name option is set to ON an Edit SiteName dialog box will be displayed each time screen shot is taken.*

Color Screen Shot

Press to toggle screen shots in color or black and white. When set to OFF screen shots will be black and white, when set to ON screen shots will be in color. See [Figure 18](#)

Note: *The default setting for Color Screen Shot option is OFF. If the reset function is executed on the FlightHawk-AV, the Color Screen Shot option is reset to OFF.*

Figure 18 Screen Shots in Color or Black and White

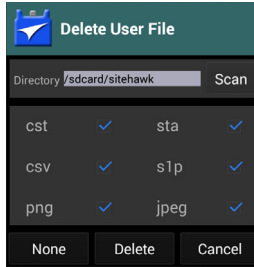


Delete User File

Press to display the Delete User File dialog box. The Delete User File dialog box allows any one file type or all file types to be deleted from the FlightHawk-AV. See [Figure 19](#).

For procedure to delete files see "[Data Save and Export](#)" on page 37.

Figure 19 Delete User File dialog box



Site Name

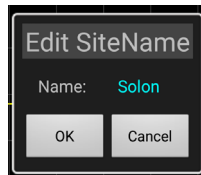
Press to toggle ON or OFF, when set to ON the site name will be included on all screen shots.

After Site Name is set to ON, an Edit SiteName dialog box will be displayed each time a screen shot is taken. See [Figure 20](#).

The site name must be entered the first time a screen shot is saved.

Note: The default setting for the Site Name option is OFF. If the reset function is executed on the FlightHawk-AV, the Site Name option is reset to OFF.

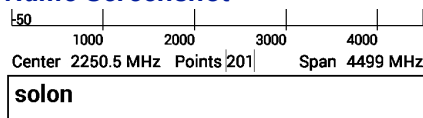
Figure 20 Site Name Dialog Box



The site name will appear at the bottom of the sweep display screen shot. See [Figure 21](#).

If no site name was entered NULL will appear in place of the site name.

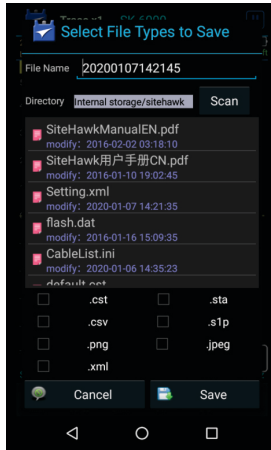
Figure 21 Site Name Screenshot



Save Multiple Files

The Save Multiple Files menu allows several file types to be saved in one operation, using the same file name for each file type. The menu contains file type selection boxes and file name option. For more details, see ["Saving Files" on page 38](#).

Figure 22 Save Multiple Files



RESET Icon

The reset menu will reset the FlightHawk-AV to default settings. All current data is cleared including calibration, and all menus are reset to default. Saved data is not affected by a reset.

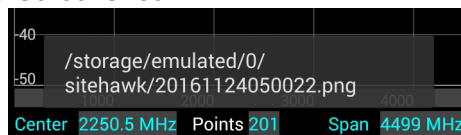
1. Press the Menu icon.
2. Press RESET. A Reset dialog will open, click OK to confirm reset.

PNG Icon

Pressing PNG will save the current sweep display area as an image with a PNG file type extension. The save path and filename will briefly be displayed at the bottom of the screen. See [Figure 23](#).

Note: If the Site Name option is set to ON an Edit SiteName dialog box will be displayed each time screen shot is taken. See [Figure 20](#).

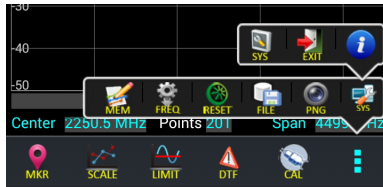
Figure 23 PNG Screenshot



SYS Menu

SYS menu is accessed by pressing the Menu icon, then pressing the SYS icon.

Figure 24 SYS Menu



System Settings

Press the SYS icon on the SYS menu to open the System Settings dialog. The System Settings dialog allows the user to change system display settings. The full menu is best viewed with the FlightHawk-AV in the vertical position.

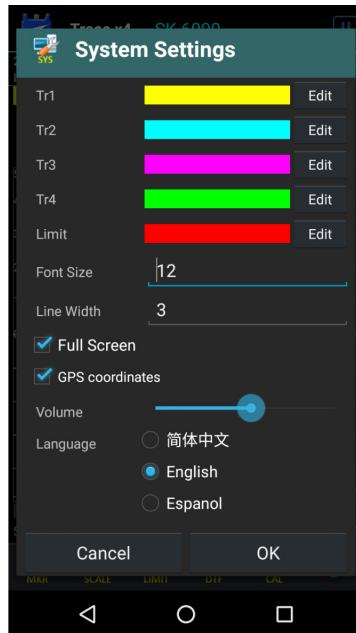
User options include:

- Change Trace color
- Change limit Line color
- Change font size
- Change line widths
- Toggle Full Screen on and off
- Toggle display of GPS coordinates on and off
- Adjust the volume
- Select Language

Note: GPS coordinates, when selected, will appear on the display along with the date and time, see "[Measurement Interface](#)" on page 4.

Note: Location services must be set to **On** for the FlightHawk-AV to display latitude and longitude data. See "[Accessing Communication Services](#)" on page 46.

Figure 25 System Settings



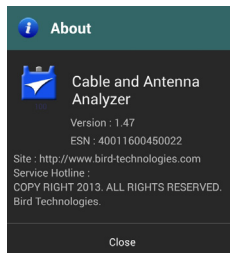
EXIT

Press the exit icon on the SYS menu to close the FlightHawk-AV application.

About Screen

Press the information icon on the SYS menu opens the About Screen. The About screen displays the software version and the device serial number.

Figure 26 System About



Calibrating the FlightHawk-AV Analyzer

For best results, set the frequency and calibrate the Bird Site Analyzer immediately before taking measurements.

Note: Use a precision open, short, load (OSL) calibration standard or “Calibration Combo” for accurate measurement results.

Note: When using an extension cable, a phase stable cable is needed to ensure performance and accuracy.

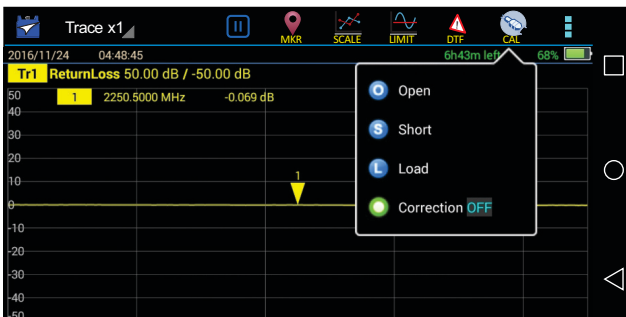
Note: Changing frequency settings will automatically turn calibration off. Always set the frequency before calibrating the unit.

1. Press the Calibrate icon. See [Figure 27](#).
2. Connect the Cal Combo “Open” connector to the unit antenna port.
3. Press the Open softkey.
4. Wait for the unit to sweep and a Green Check to display.
5. Connect the Cal Combo “Short” connector to the unit antenna port.
6. Press the Short softkey
7. Wait for the unit to sweep and a Green Check to display.
8. Connect the Cal Combo “Load” connector to the unit antenna port.
9. Press the Load softkey
10. Wait for the unit to sweep and a Green Check to display.

Note: During calibration, the color of the icon display is yellow.

Note: After calibration, the display will resemble [Figure 27](#) and Correction will be set to On.

Figure 27 Calibration Display Screen



Match measurement verifies and monitors the match conditions in the antenna system at various frequencies. The results are shown on an x-y graph. Frequency is shown on the x-axis and Return Loss or SWR is shown on the y-axis.

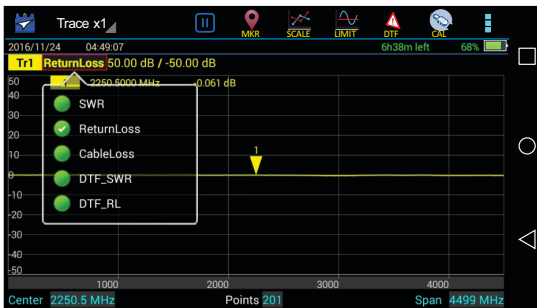
Before making a Match Measurement, be sure to have a Calibration Combination (Cal Combo), all necessary cables with adapters of the correct size and connector type.

Selecting Measure Match Modes and Measurement Units

1. Press trace measurement field to display menu.
2. Select one of the following from the Measurement Mode menu:
 - ReturnLoss
 - SWR

Note: When making a match measurement, select units for the Y (vertical) scale: SWR for standing wave ratio or Return Loss for dB.

Figure 28 Selecting the Measure Match Mode



3. Select the number of Data Measurement points.
4. Set the Frequency range.

Note: Frequency range should be greater than the normal range of the antenna.

Example - For a 450 MHz antenna, set the start frequency at 400 and the stop frequency at 500 MHz, for an 800 MHz antenna, set the start frequency at 700 and the stop frequency at 1,100 MHz.

5. Calibrate the FlightHawk-AV. See "[Calibration](#)" on page 27.

CAUTION

Do not exceed +22 dBm (100 mW) RF Power input at the measurement port.
Damage to the units RF module will result.

Note: Antenna systems can build up a static charge large enough to damage the FlightHawk-AV, if discharged through the device. It is recommended a load or attenuator be used to bleed off any static charge prior to connecting the FlightHawk-AV to the system.

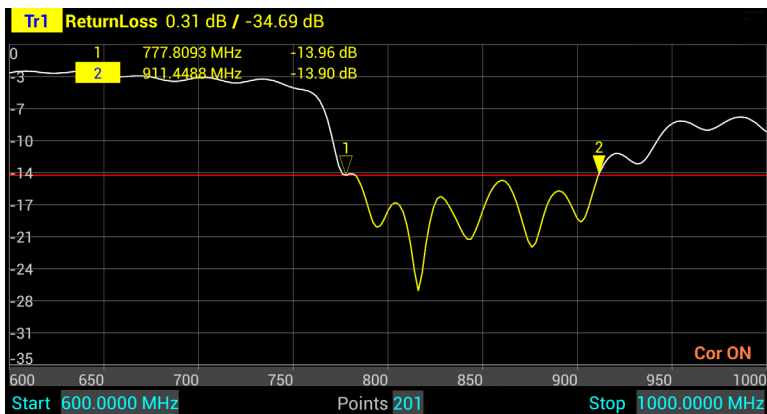
Note: Changing frequency settings will automatically turn calibration off. Always set the frequency before calibrating the unit.

6. Connect the FlightHawk-AV to the device under test.
7. Wait 10 Seconds for the sweep to update.

Interpreting the Measurement

The graph below shows a typical Match Measurement of an antenna.

Figure 29 Interpreting Match Measurement



The graph contains the following elements:

- Vertical grid scale (y axis) displays dB and ratio data values.
- Horizontal grid scale (x axis) displays frequency, time or distance data values.
- The measured value of the Markers (1 and 2 in this example).
- Trace number (Tr1) and color is used identify the trace.
- When scanning duration is more than 1 second, a current position indicator will appear.

Cable Loss Measurement

Ensure that the cable being tested is unterminated (not connected to anything at the far end).

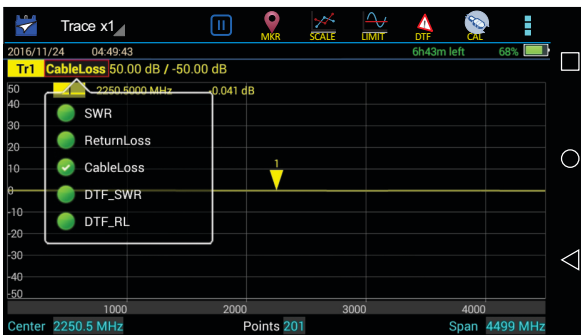
Note: Ensure the cable is disconnected from any RF power source.

Note: Ensure the frequency band of the system is known.

Performing a Cable Loss Measurement

1. Press trace measurement field to display Measurement Mode menu.
2. Press CableLoss in the Measurement Mode menu.

Figure 30 Selecting Cable Loss Measurement



3. Set the frequency start and stop to a range that is greater than the normal range of the antenna.

Example - For a 450 MHz antenna, set the start frequency at 400 and the stop frequency at 500 MHz. For an 800 MHz antenna, set the start frequency at 700 and the stop frequency at 1,100 MHz.

4. Connect a phase stable cable to the FlightHawk-AV Analyzer antenna test port.
5. Calibrate the FlightHawk-AV Analyzer. ["Calibration" on page 27.](#)

Note: After Calibration, with the load still connected, the Output must be below -25 dB. If not, there may be an issue.

6. Remove the Cal Combo unit from the cable.
7. Connect the phase stable cable to one end of the cable under test.
8. Connect the Load connection on the Cal Combo unit to the other end of the cable under test.
9. Wait at least 10 seconds to allow the trace to update.
10. Place a marker (mark 1) at the minimum loss point within the frequency band on the trace. ["Markers" on page 15.](#)

11. Place a marker (mark 2) at the maximum loss point within the frequency band on the trace.
12. Save and label the trace, if appropriate. "[Recall Trace Data](#)" on page 40.

Interpreting a Cable Loss Measurement

The graph below shows a typical cable loss measurement. Note that the scale is greatly reduced to show the cable's variation across frequency.

Figure 31 Interpreting Cable Loss Measurement



1. Marker 1 and Marker 2 indicate the minimum and maximum loss for the cable under test.
2. Take the average of M1 and M2.
Note: *This is the average cable loss across the frequency band.*
3. Compare the loss with the manufacturer's specified loss for a cable of this length.

Note: *If they do not correspond, measure the cable loss again, then check the cable for problems.*

Fault location identifies the position of impedance discontinuities (reflections) within the antenna system. The measurement results are displayed on an x-y graph. Distance from the FlightHawk-AV Analyzer is shown on the x-axis, while relative magnitude of the discontinuity is shown on the y-axis.

Before making a fault location measurement, ensure that the following items and information are present:

- Calibration Combination (Cal Combo) calibration unit
- All necessary cables and adapters of the correct size and connector type
- The velocity of propagation for the cable type being measured (obtain from the cable manufacturer)
- Number of data points to use in making the distance to fault measurement (user choice)

Frequency Span and Max Distance

Frequency span, the velocity of propagation of the cable (V_p) and the number of measured data points determine the maximum distance tested during fault location test.

Max Distance

The maximum measurable distance can be calculated by FlightHawk-AV based on the specified frequency span, or the maximum distance can be entered manually instead of entering the frequency span. If the maximum distance being measured is entered instead of the frequency span; the FlightHawk-AV calculates the frequency span.

If a maximum distance is manually entered, select the data points before entering the max distance.

Note: *Changing the frequency span or the max distance will automatically turn calibration off. Always set the frequency span or max distance before calibrating the unit.*

Note: *If a maximum distance less than the total length of the cable system is selected, the trace will not show the end of the cable system (antenna). To display the full cable system always set the maximum distance to a value that is a few feet or meters greater than the entire length of the cable system.*

Data Points

Increasing the number of data points increases the measurable distance (401 points results in twice the distance of 201 points, and 801 points results in four times the distance of 201 points). When changing the number of data points measured, the software automatically recomputes the new maximum measurable distance. If a maximum distance is entered manually, be sure to select the data points before entering the max distance. Changing data points does not turn calibration off.

Note: *Changing data points does not turn calibration off.*

Frequency Span

The larger the frequency span, the shorter the measurable distance. Narrowing the frequency span increases the measurable distance.

Velocity of Propagation

The velocity of propagation (V_p) is a characteristic of the cable and is expressed as a percentage. Consult the cable manufacturer's specifications to get the velocity of propagation value for the cable being used.

The FlightHawk Basic RF Test Set includes a pre-installed cable list that includes parameters for majority of RF cables used in the aircraft industry.

Calculating the Frequency Span

$$\Delta T = \frac{1}{\Delta F} = \frac{N-1}{F_{max} - F_{min}}$$

Note: N = Test points

F_{min} = Start frequency

F_{max} = End frequency

This max distance value can be recalculated as the max distance for the DTF test.

$$DTF_{max} = \frac{C \cdot V_p \cdot \Delta T}{2} = \frac{C \cdot V_p \cdot (N-1)}{2 \cdot (F_{max} - F_{min})}$$

Note: C = Speed of light

V_p = Velocity of Propagation (cable)

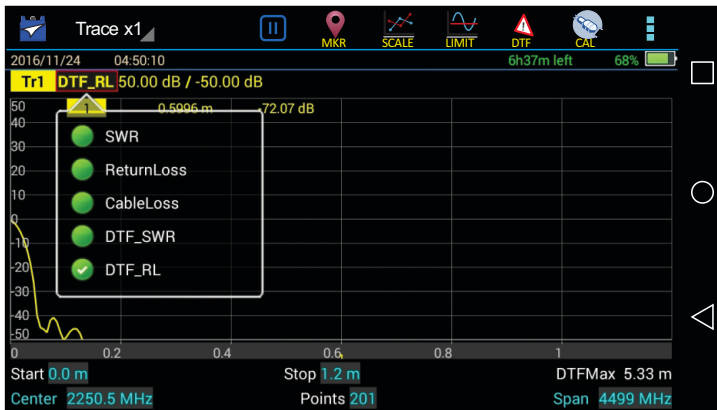
Example - For a cable with a dielectric constant of 1, the velocity percentage is 100% and 201 data points are chosen, then the FlightHawk-AV Analyzer should be set to a frequency span of 0.1 MHz (85MHz to 85.1MHz). The maximum distance of fault will be 299,792.458 meters.

Selecting Fault Location Mode

1. Press trace measurement field to display Measurement Mode menu.
2. Press to select one of the following from the Measurement Mode drop down menu:
 - DTF_SWR
 - DTF_RL

Note: When making Distance to Fault measurement, select units for the Y (vertical) scale: DTF_SWR for standing wave ratio or DTF_RL for return loss in dB.

Figure 32 DTF Mode Select



3. Press the Points data field and enter the number of Data Points.
4. Enter start and Stop frequencies.
5. Press Start distance field and enter the start value.
6. Press the Stop distance field and enter the stop value.
7. Press DTF Menu.
8. Press Window selection to change the display to the desired value.
9. Enter Cable data using one of the following methods
 - a. Press velocity and enter the cable velocity. Press cable loss and enter the cable loss value.
 - b. Press cable list, select the cable type from the list, cable values will be automatically entered for testing.

Note: The default cable list included on all FlightHawk-AV Aviation kits is called "Aviation_Cablelist" that has majority of data for cables used in the aviation industry. Select this cable list if it is not set as the default.

10. Press the Menu icon, then Press MEM menu icon. Verify Trigger is set to CONTINUE, Press HOLD to toggle to CONTINUE if required.
11. Calibrate the FlightHawk-AV. "[Calibration](#)" on page 27.

CAUTION

Do not exceed +22 dBm (100 mW) RF Power input at the measurement port.
Damage to the units RF module will result.

Note: *Antenna systems can build up a static charge large enough to damage the FlightHawk-AV, if discharged through the device. It is recommended a load or attenuator be used to bleed off any static charge prior to connecting the FlightHawk-AV to the system.*

12. Connect the FlightHawk-AV Analyzer to the cable being tested.

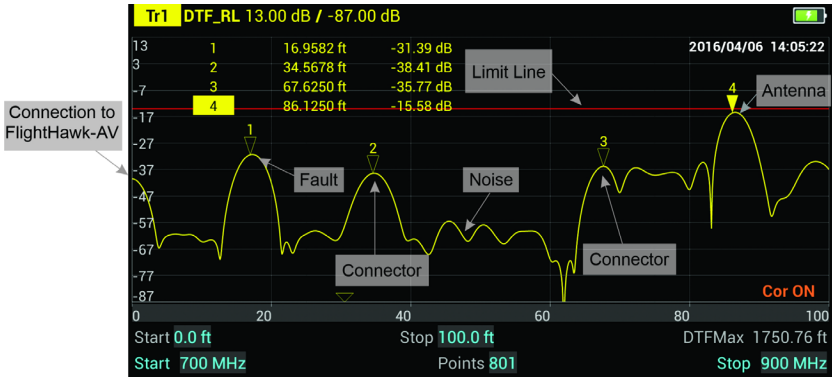
Note: *If the FlightHawk-AV Analyzer is calibrated with a phase stable cable connected to its antenna port, do not remove the cable. Connect it to the cable to be tested.*

13. Wait at least 10 seconds for the sweep to update.
14. Press the Menu icon, then Press MEM menu icon. Press CONTINUE and verify Trigger toggles to HOLD.

Interpreting the Fault Location Measurement

The graph below shows a typical Fault Location measurement for an antenna system. The table lists typical component return losses.

Figure 33 Interpreting Fault Location Measurement



Typical Component Return Loss	
Antenna at Resonance	-14 dB
Connector	-25 dB
Jumper	-35 dB
Lightning Protector	-25 dB
Transmission Line	-30 dB

Each connector or jumper will show as a spike. If it is larger than the typical value, check the connector for damage.

Spikes where there are no components represent faults. Note the distance and check the line at that point for damage.

The largest spike is usually due to the antenna. Typically the trace after the antenna can be ignored.

Note: If a maximum distance less than the total length of the cable system is selected, the trace will not show the end of the cable system (antenna). To display the full cable system always set the maximum distance to a value that is a few feet or meters greater than the entire length of the cable system.

A large spike (fault) near the FlightHawk-AV will mask other faults farther away. When a large spike near the FlightHawk-AV is found, fix it and then repeat the Fault Location measurement.

Saving and Recalling FlightHawk-AV Status Data

FlightHawk-AV status, calibration result, and tracing data can be saved to the instrument, and can be recalled to be displayed on the sweep display area.

The parameters for this instrument setting include: scale, trace, cursor and analysis. These parameters are saved in the status files.

CAUTION

Do not connect the unit to a PC USB port.
File transfer must be done using a USB Drive.

Trace Data in CSV File Format

FlightHawk-AV can track data of a single trace and then save the data as a comma delimited values (CSV) file. The CSV file contains a list of data separated by commas. The current format and response trajectory under the incentive value is stored in the CSV file.

Trace data is saved in the following format to the *.CSV file:

F[0],	Data1,	Data2
F[1],	Data1,	Data2
	. . .	
F[N],	Data1,	Data2

F[n] = Frequency about point N.

Data1 = Trace response value, Real part

Data2 = 0, Imaginary part

Trace Data S1p File

FlightHawk-AV can save the parameters to the S1p file. The S1p file contains the frequency value and S-parameter. S1p files are used to store a single port parameter. Only one path of data is saved to the file.

s1p files are used for importing into the SiteHawk PC Tool software. Once imported, Markers and limit lines can be added, the scaling can be modified, and reports can be generated.

The file contains a comments, title and track data lines. Comments are indicated using an exclamation "!" mark. Title of the start of the data is indicated using a pound "#" sign with the data following.

```
! Comments
# Hz S FMT R Z0
F[1]  {S11}' {S11}"
F[2]  {S11}' {S11}"
      . . .
F[N]  {S11}' {S11}"
```

- Hz—frequency measurement unit (kHz, MHz, GHz)
- FMT—Data Format
- RI—Real part and Imaginary part
- MA—Linear Amp and Phase
- DB—Log Amp (dB) and Phase
- Z0—reference impedance
- F[n]—Frequency about point N
- {...}'—{(RI) |(MA) |(DB)}
- {...}"—{(RI) |(MA) |(DB)}

Save Files on FlightHawk-AV

The FlightHawk-AV Analyzer automatically names files using a time-date format, this can be changed during the save operation.

Figure 34 FlightHawk-AV File Names

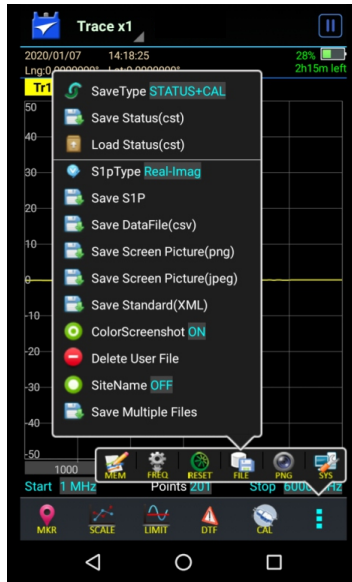
DATE	TIME
YYYYMMDD	HHMMSS
20151017	092532

.S1p

Saving Files

1. Press the Menu icon.
2. Press the FILE icon to display the file menu. See [Figure 35](#).

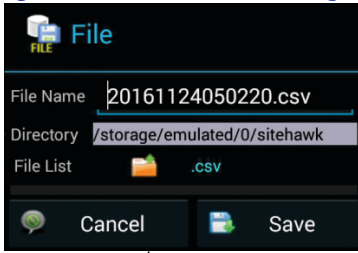
Figure 35 File Menu



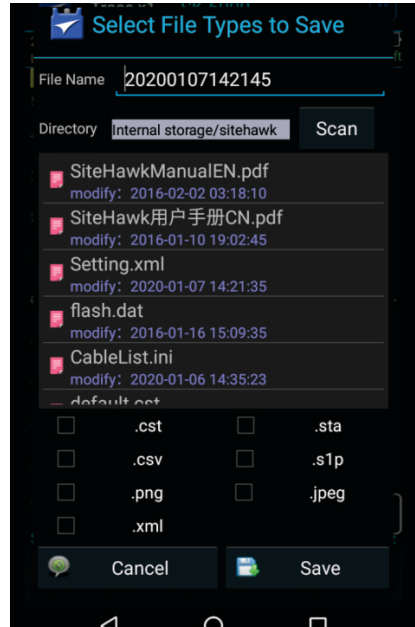
3. Select the format of the saved file:
 - Data can be saved as cst or sta trace data.
 - Data can be saved as a S1p file.
 - Data can be saved as a datafile (.csv).
 - Screenshots can be saved as .png or .jpeg.
4. Press appropriate Save icon (each save type has its own save button).

Note: *Unless a custom name is entered, a default filename will be automatically generated. This file will be saved to the internal memory of the unit.*
5. Change the file name if desired. See [Figure 36 on page 40](#).
6. If Save Multiple Files was selected, select checkboxes for all file types to save as a group.
7. Press Save.

Figure 36 File Save Dialog



Individual File
Save Dialog



Multiple Files
Save Dialog

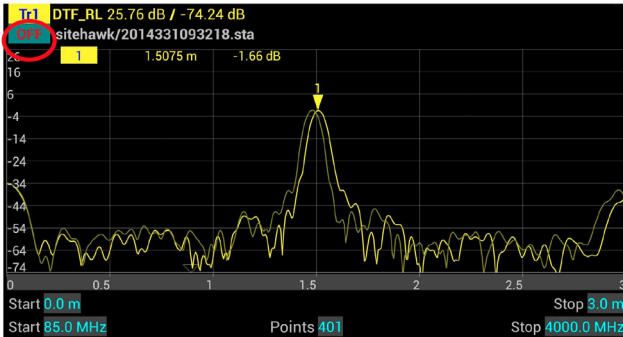
Recall Trace Data

Data in sta or cst data files can be recalled and displayed with the current data trace.

1. Press the Menu icon.
2. Press the FILE icon to display the file menu. See [Figure 35](#).
3. Press the Save Type to select file type STATUS+CAL (cst) or STATUS (sta).
4. Press Load.
5. Select the data file from the list.
6. Press Load. See [Figure 37 on page 41](#).

Note: The active and the recalled trace data will be displayed together in the sweep display area. In the example, Tr1 is the active trace, the recalled trace data is indicated with OFF and the file name.

Figure 37 Recall Sta Data and Running Data



7. Press OFF to remove the recalled trace data.

Deleting FlightHawk-AV Stored Data Files

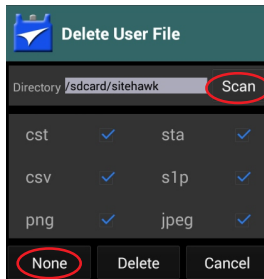
This procedure can be used to delete any data files stored by the SiteHawk App.

1. Press the Menu icon.
2. Press the FILE icon to display the file menu. See [Figure 35](#).
3. Press Delete User File.
4. Select Directory containing files to delete.

Note: The default directory (folder) displayed in the Delete User File dialog box is the default save folder, there is no need to select a different folder if the default folder was used to save files. Skip to [step 5](#)

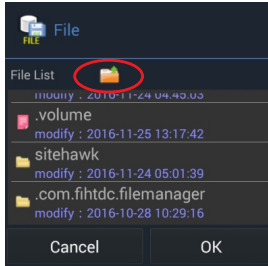
- a. Press SCAN. See [Figure 38](#).

Figure 38 Delete User File Dialog Box



- b. Select desired folder in the File List or press file folder icon to browse for the desired folder. See [Figure 39](#).

Figure 39 Directory Selection



Note: Only folders may be selected in the File List. This dialog box is used to select the folder containing the files to be deleted.

- c. Press OK.
5. Select the file types to delete.

Note: All file types are selected initially, any file type selected with a check mark when DELETE is pressed will cause ALL the files of that file type to be deleted.

- a. To deselect all file types, press NONE. See [Figure 38](#).
- b. Press the check box next to each file type to select those files for deletion.
6. Press DELETE.

Data Transfer Function

Data transfer from the FlightHawk-AV may be accomplished using a USB Drive or via Bluetooth transfer. For instructions on how to make transfers see "[Data Transfer via USB Drive](#)" on page 42 or "[Data Transfer via Bluetooth](#)" on page 45.

Data Transfer via USB Drive

Data can be transferred from or to the FlightHawk-AV internal memory with the use of an external USB drive and the USB adapter (supplied).

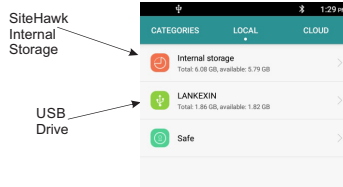
CAUTION

Do not connect the unit to a PC USB port.
File transfer must be done using a USB Drive.

1. Connect the USB drive to the USB adapter, then connect the USB adapter to the USB-C port at the bottom of the unit.
2. Press Home key on the FlightHawk-AV display.
3. Select the Files icon on the unit's home screen.

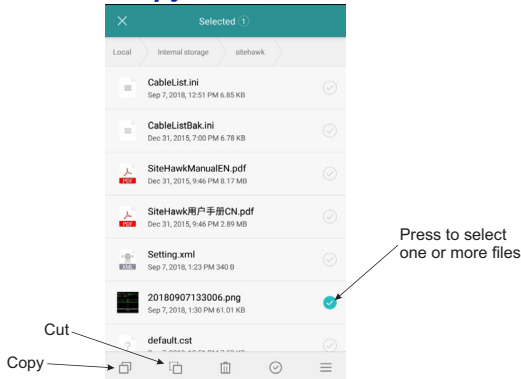
4. Select LOCAL. See [Figure 40](#).
5. Select Internal Storage.
6. Navigate to the location of the file.

Figure 40 File Selection



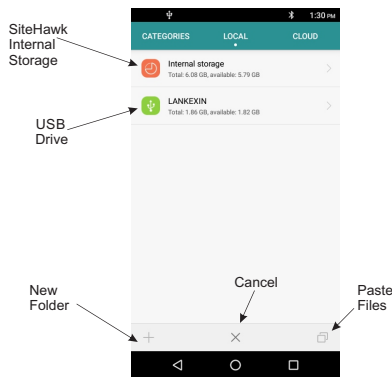
7. Press to select the file to be copied. See [Figure 41](#).
8. Press the Copy icon.

Figure 41 Select and Copy Files



9. Select LOCAL. See [Figure 42](#).
10. Select USB Storage.
11. Navigate to the directory where the file will be saved.
12. Tap the Paste icon to save the file onto the USB drive.

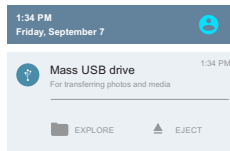
Figure 42 Paste Files



13. Exit the File Manager.

14. Pull down the notification area at the top of the display screen. See [Figure 43](#)

Figure 43 Eject USB Storage

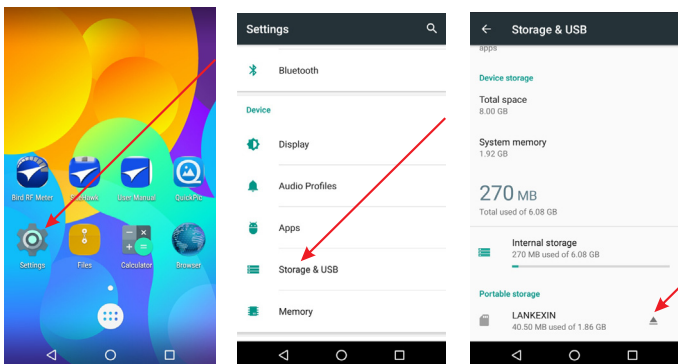


15. Tap **EJECT**.

Ejecting USB Drive from Settings Menu

1. Tap **Settings** on the Home Screen. See [Figure 44](#).
2. Tap **Storage & USB**.

Figure 44 Eject USB Storage



3. Scroll to **Portable Storage**, and tap the Eject icon.

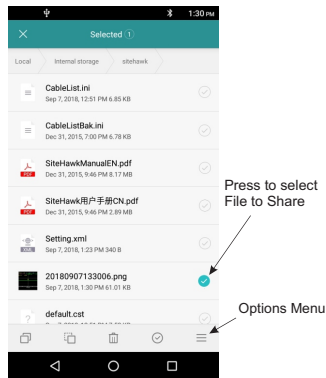
4. Wait for **Ejected** to be displayed under the USB name.
5. You may now remove the USB Drive.

Data Transfer via Bluetooth

Files may be transferred to/from the FlightHawk-AV using the following steps.

1. Press Home key on the FlightHawk-AV display.
2. Select Settings.
3. Turn on Bluetooth.
4. Press Home key.
5. Select the File Manager icon on the unit's home screen.
6. Select Phone Storage (FlightHawk-AV storage Local) in the File Manager program.
7. Navigate to the location of the file.

Figure 45 File Selection



8. Select the file to be copied. See [Figure 45](#).
9. Tap the options menu.
10. Tap **Share**.
11. Select Bluetooth option for sharing.
12. Scan for available devices.

Note: You may need to make the destination device visible to other devices in it's setting's menu.

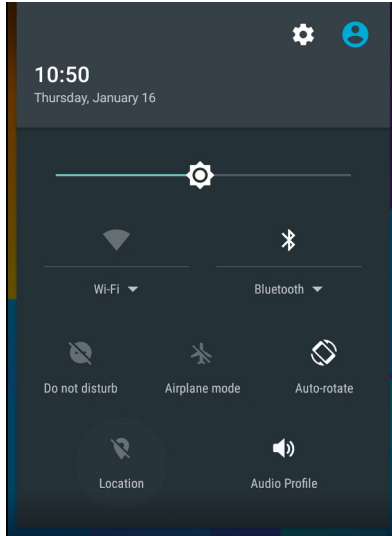
13. Select the destination device from the devices listed.
14. On the destination device, tap **ACCEPT**.
15. Verify transfer is complete.

FlightHawk-AV Communications Settings

The FlightHawk-AV utilizes WiFi, Bluetooth, and GPS to perform the various functions described in the previous sections.

These communications functions may be turned on and off using the pull-down notification area at the top of the FlightHawk-AV's display area, See [Figure 46](#).

Figure 46 FlightHawk-AV Pull-Down Notification Menu



Accessing Communication Services

1. Swipe your finger down from the top of the display screen to access the notification area.
2. Tap the service Icon to start (or stop) the service
 - a. Location: tapping location icon turns location services off or on. A slash through the icon indicates the service is OFF as shown in [Figure 46](#).
 - b. WiFi: tapping WiFi icon turns WiFi off or on. Tap the dropdown below the icon to select a WiFi network and enter the password.
 - c. Bluetooth: tapping Bluetooth icon turns Bluetooth off or on. Tap the dropdown below the icon to select a Bluetooth device for pairing.

Cleaning

Clean the FlightHawk-AV Analyzer only with a soft cloth dampened with mild detergent and water. Do not use any other type of cleaning solution.

CAUTION

Do not touch the center pin of the Antenna Test Port with bare hands, water, or emery cloth. Otherwise, damage may occur to the connectors surface.

- Clean the connector using a cotton swab dipped into an isopropyl alcohol solution.
- Ensure connectors are completely dry before making cable connections.

Charging the Battery

The internal battery pack will automatically recharge when the FlightHawk-AV Analyzer is connected to the AC adapter.

Recharging time, from a full discharge, is approximately 5 hours with the unit powered off.

CAUTION

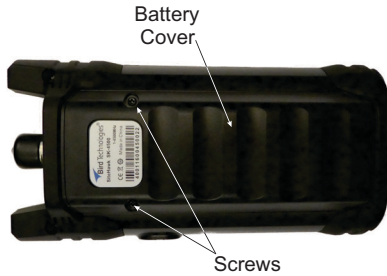
Only use the supplied AC adapter to charge the unit.
The unit cannot be charged through a USB port (i.e. from a laptop).
Charging from a power source other than the supplied charger may damage the battery.

Replacing the Battery

The internal battery pack

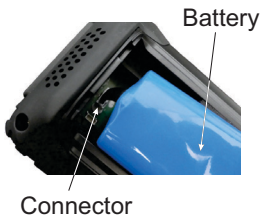
1. Remove two screws and remove battery access cover.

Figure 47 Battery Access



2. Carefully disconnect battery cable from connector on FlightHawk-AV.

Figure 48 Battery Removal



3. Connect new battery cable to connector in the battery compartment.
4. Install battery access cover and two screws to secure cover.
5. Charge the battery.

FlightHawk Basic RF Test Set Calibration

It is recommended that an instrument calibration be performed by a certified service provider at nominal two year intervals.

Contact Bird Service Center for more information. See "[Customer Service](#)" on [page 55](#).

Storage

Store the FlightHawk-AV Analyzer in an enclosed case and in an environment that does not exceed values listed in the Specifications section.

Ensure that the equipment is stored away from dust, acidic and alkaline environment, explosive gas, and other causes of corrosion.

Edit Cable List

The Cable List contains a list of known cable values. These procedure provide the steps necessary to edit the Cable List and select Cable Lists. The Cable List that is preloaded on the FlightHawk-AV is named CableList.ini.

Edit Cable List on FlightHawk-AV

Add Cable to Cable List

Note: *cables in the default list cannot be changed using this method.*

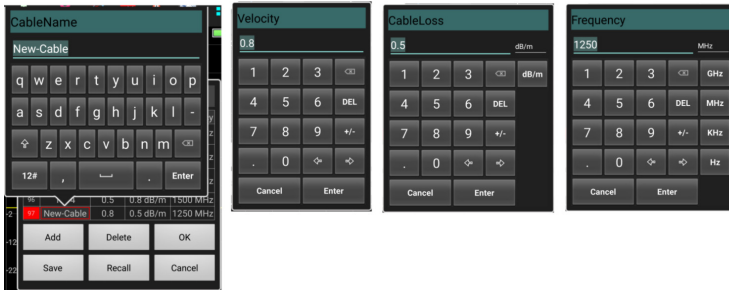
1. Press DTF icon.
2. Press CableList option to display the Cable List. See [Figure 49](#).

Figure 49 Cable List Dialog Box

CableList				
	CableName	Velocity	CableLoss dB/m	Frequency
93	WBC-500R	0.86	0.1072 dB/m	1000 MHz
94	WBC-600P	0.87	0.0285 dB/m	1000 MHz
95	WBC-600R	0.87	0.0865 dB/m	1000 MHz
96	New-Cable	1	0 dB/m	1000 MHz
Add		Delete		OK
Save		Recall		Cancel

3. Press Add button to add new cable.
4. Scroll to the bottom of the Cable List to see the new entry. See [Figure 50 on page 50](#).
5. Press each cell for Cable name, Velocity, Cable Loss and Frequency to enter the new cables information.

Figure 50 Enter Cable Data



6. After cable information is entered press OK.

Delete Cable from Cable List

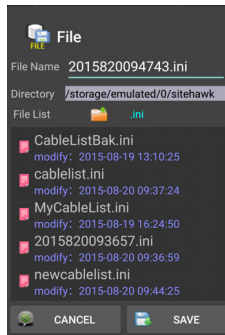
Note: Only cables added by the user may be deleted using this method.

1. Press DTF icon.
2. Press CableList option to display the Cable List. See [Figure 49](#).
3. Scroll to the bottom of the Cable List to see the cable to be deleted.
4. Select the cable to be deleted.
5. Press Delete button to delete cable.

Save Cable List

1. Press DTF icon.
2. Press CableList option to display the Cable List. See [Figure 49](#).
3. Press Save

Figure 51 Save Cable List Dialog Box



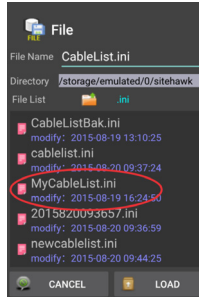
4. Press File Name to give the Cable List a unique filename.
5. Press SAVE to save the Cable List.

Recall Cable List

Note: This procedure is used to load a Cable List different from the Cable List currently displayed.

1. Press DTF icon.
2. Press CableList option to display the Cable List. See [Figure 49](#).
3. Press the Recall button. See [Figure 52](#).

Figure 52 Recall Cable List Dialog Box

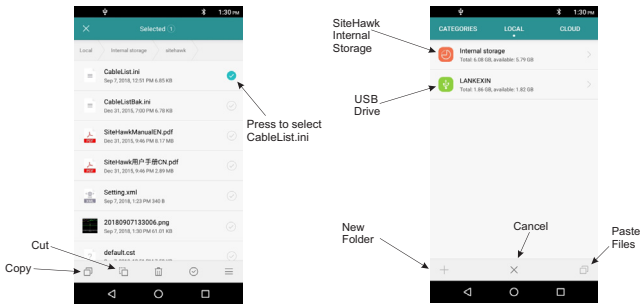


4. Select the Cable List to Recall.
5. Press LOAD.
6. Select a cable in the list and press OK.

Edit Cable List on a PC

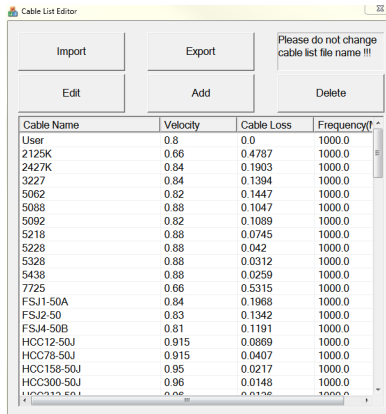
1. Download the Cable List Editor from FlightHawk-AV page on the Bird Website, and save on a PC.
2. Copy the file CableList.ini from the SiteHawk folder on the FlightHawk-AV. "[Data Transfer Function](#)" on page 42.

Figure 53 Copying Cable List



3. Save the CableList.ini file on the PC in the same folder with the Cable List Editor.
4. Double Click the CableListEditor.exe to launch the editor.
5. Click Import and select CableList.ini and click Open. See [Figure 54](#).

Figure 54 Cable List Editor

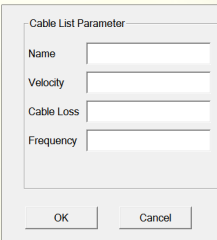


6. Click Add to add a new cable or select an existing cable to change and click Edit.

Note: Any cable may be deleted by selecting the cable in the list and clicking Delete.

7. Enter the cable information into the Cable Parameter dialog box. See [Figure 55](#).

Figure 55 Cable Parameter Edit Dialog



Cable Parameter Edit Dialog

Cable List Parameter

Name

Velocity

Cable Loss

Frequency

OK Cancel

8. Click OK
9. Repeat [step 6](#) through [step 8](#) until all changes are complete.
10. Once all changes are complete click Export.

Note: *The Cable List name can be the same as the default or may have a unique name.*

11. Name the Cable List and click Save.
12. Copy the updated Cable List to a USB drive.
13. Exit the SiteHawk App on the FlightHawk-AV Analyzer.
14. Copy the updated CableList.ini file to the FlightHawk-AV and save in the original Cable List folder. ["Data Transfer Function" on page 42](#).
15. Launch the SiteHawk App.
16. Load the updated Cable List. See ["Recall Cable List" on page 51](#).

Firmware Update

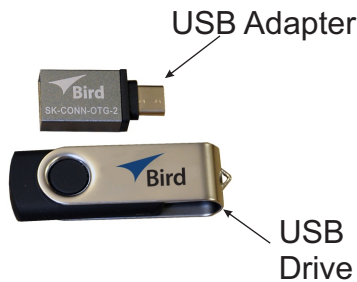
1. Go to <https://birdrf.com/Products/Test%20and%20Measurement/Analyzers/RF-Cable-Antenna-Testers/SK-6000-TC-SiteHawk-Analyzer.aspx>
2. Scroll down to **Downloads**.
3. Click on **SiteHawk App VX.XX** to download.
4. Connect the USB drive to the PC.

CAUTION

Do not connect the FlightHawk-AV to a PC USB port.
File transfer must be done using a USB Drive.

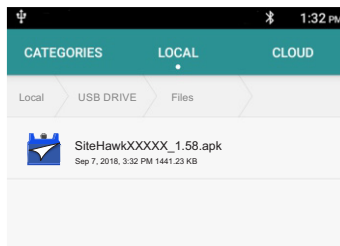
5. Transfer the SiteHawk_XXX.apk update file to the USB drive.
6. Remove the USB drive.
7. Connect the USB drive to the USB adapter. See [Figure 56 on page 54](#).
8. Connect the USB adapter to the FlightHawk-AV Analyzer.

Figure 56 USB Drive connections



9. Turn on the FlightHawk-AV Analyzer.
10. Select “File Manager”.
11. Select “External USB storage”.

Figure 57 APK file selection



12. Select SiteHawk-Firmware-XXX.apk.
13. Follow the Installation instructions on the unit.

Customer Service

Any maintenance or service procedure beyond the scope of those in this chapter should be referred to a qualified service center.

If the unit needs to be returned for any reason, request an Return Material Authorization (RMA) through the Bird Technologies website. All instruments returned must be shipped prepaid and to the attention of the RMA number.

Bird Service Center

30303 Aurora Road
Cleveland (Solon), Ohio 44139-2794
Fax: (440) 248-5426
E-mail: *bsc@birdrf.com*

For the location of the Sales Office nearest you, visit our Web site at:

<http://www.birdrf.com>

FlightHawk Basic RF Test Set Calibration

The FlightHawk Basic RF Test Set includes a certificate of calibration at the time of manufacture, the calibration should be renewed at two year intervals to ensure accuracy is maintained as indicated in the following specification tables.

It is recommended that an instrument calibration be performed by a certified service provider at nominal two year intervals. Contact Bird Service Center for more information. See "[Customer Service](#)" on page 55.

FlightHawk-AV Analyzer Specifications

Frequency Range	1 MHz to 6 GHz
Frequency Accuracy	±2.5 ppm
Frequency Resolution Setting	1 kHz
Output Power	-10 dBm
Reflected Amplitude Accuracy ¹	
-10 dB to 0 dB	±0.6 dB
-20 dB to -10 dB	±0.8 dB
-35 dB to -20 dB	±3.0 dB
Trace Noise Amplitude (IFBW 1kHz)	0.02 dB rms
Single Point Measure Time	1.0 ms
Data Points	51 to 3201
Measure Bandwidth	100 Hz to 30 kHz
Temperature Stability	0.01 dB/°F 0.02 dB/°C
Return Loss Measurement Range	0 dB to -60 dB
Resolution	0.01 dB
VSWR Measurement Range	1.0 to 65.0
Resolution	0.01
Cable Loss Measurement Range	0 dB to 30 dB
Resolution	0.01 dB
DTF Range	0 to 5000 ft. 0 to 1500 m.
Test Port Connector	N-type, Female
Impedance	50 ohms
Connector	USB-C, USB 3.0
Dimensions (L x W x H)	7.7 x 3.6 x 2.4 in. 195 x 90 x 60 mm

Weight	1.98 lbs. 0.9 kg
Maximum Input Power	+22 dBm
Maximum Input Voltage	50 V
Operating Temperature	14° to 131° F -10° to +55° C
Storage Temperature	-40° to 176° F -40° to +80° C
Battery Charging Temperature	32° to 95° F 0 to +35° C
Altitude	Up to 15000 ft. Up to 4600 m
Humidity	95±5° max (non-condensing)
Pressure	84 to 106.7 kPa
Warm-Up Time	15 minutes
Power Measurement	Yes, with RF Meter App
Compatible Devices	Visit www.birdrf.com for a list of sensors compatible with the Bird RF Meter App.
Storage Capacity	16 GB
Immunity to Interfering Signals	+13 dBm
CE	CE compliant. EMC, Safety, and RoHS
Battery	10 hours continuous use 7.4 V, 6800 mAh
Battery Charge Time Power Off: Power On:	5 Hrs for full charge 8 Hrs for full charge
Languages	English, Chinese, Spanish

1 Field calibrated

Calibration Combo Specifications

Frequency	DC - 6.0 GHz
Resistance	50 Ohm
Average Power	≤ 1 W
Connectors	
Load Return Loss VSWR	≤ -35 dB ≤ 1.032
Open Phase Deviation	$\leq \pm 0.6^\circ$
Short Phase Deviation	$\leq \pm 0.6^\circ$
Operating Temperature	49° to 95° F 15° to 35° C
Storage Temperature	-40° to 167° F -40° to 75° C

RF Cable (3 Meter) Specifications

Frequency	DC - 6 GHz
Resistance	50 Ohm
VSWR DC- 4 GHz 4 GHz - 6 GHz	1.30 max 1.35 max
Insertion Loss @ 1 GHz	0.13 dB/ft
Velocity of Propagation	69%

Limited Warranty

The RailHawk RF Test Set is warranted to be free from defects in material and workmanship for a period of three (3) years, unless otherwise specified, from date of shipment and to conform to applicable specifications, drawings, blueprints and/or samples. Seller's sole obligation under these warranties shall be to issue credit, repair or replace any item or part thereof which is proved to be other than as warranted; no allowance shall be made for any labor charges of Buyer for replacement of parts, adjustment or repairs, or any other work, unless such charges are authorized in advance by Seller.

If Seller's products are claimed to be defective in material or workmanship or not to conform to specifications, drawings, blueprints and/or samples, Seller shall, upon prompt notice thereof, either examine the products where they are located or issue shipping instructions for return to Seller (transportation-charges prepaid by Buyer). In the event any of our products are proved to be other than as warranted, transportation costs (cheapest way) to and from Seller's plant, will be borne by Seller and reimbursement or credit will be made for amounts so expended by Buyer. Every such claim for breach of these warranties shall be deemed to be waived by Buyer unless made in writing within ten (10) days from the date of discovery of the defect.

The above warranties shall not extend to any products or parts thereof which have been subjected to any misuse or neglect, damaged by accident, rendered defective by reason of improper installation or by the performance of repairs or alterations outside of our plant, and shall not apply to any goods or parts thereof furnished by Buyer or acquired from others at Buyer's request and/or to Buyer's specifications. Routine (regularly required) calibration is not covered under this limited warranty. In addition, Seller's warranties do not extend to the failure of tubes, transistors, fuses and batteries, or to other equipment and parts manufactured by others except to the extent of the original manufacturer's warranty to Seller.

The obligations under the foregoing warranties are limited to the precise terms thereof. These warranties provide exclusive remedies, expressly in lieu of all other remedies including claims for special or consequential damages. SELLER NEITHER MAKES NOR ASSUMES ANY OTHER WARRANTY WHATSOEVER, WHETHER EXPRESS, STATUTORY, OR IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY AND FITNESS, AND NO PERSON IS AUTHORIZED TO ASSUME FOR SELLER ANY OBLIGATION OR LIABILITY NOT STRICTLY IN ACCORDANCE WITH THE FOREGOING.

TECHNICAL TIP (FOR INFORMATION ONLY)

Coaxial Cable & Antenna System Inspection with a Frequency Domain Reflectometer

INTRODUCTION: This Technical Tip and user instruction manual establishes the standards of operation for the personnel unfamiliar with this unit to understand it, identify its parts, and operate it in accordance with proper procedures, operating techniques, precautions and limitations.

GENERAL INTRODUCTION:

(1) This Technical Tip procedure has the steps using a frequency domain reflectometer to locate opens, shorts, improper crimps, bends, moisture, loose connectors, and defective antenna elements that lead to weak or intermittent RF operation. You can also use the FDR to test the antenna elements from the equipment rack for troubleshooting or directly at the antenna to make sure that reliable operation prior to installation.

(2) This procedure can be done on the entire Radio Frequency (RF) system's coaxial cables and antenna as a unit or on individual components.

(3) The FDR performs a Voltage Standing Wave Ratio (VSWR) or Return Loss (RL) test by transmitting a continuous RF sweep of the cables and antenna at their operating frequencies and then monitoring the absorption of the wave by the antenna. The FDR identifies standing or reflected waves due to loose connections, corrosion, moisture, or defective cable, or faulty antenna which changes the system impedance resulting in a reflected or standing wave. Standing waves not only decrease output transmission, resulting in weak, intermittent operation,

but may also harm the transmitter if the reflection is excessive. The recommended FDR is an easy to use handheld tester, with a Go/No-Go function by use of a limit line and simple distance to fault measurement. It can be used to quickly identify improper connections, defective cables and faulty antennas easily from the Equipment rack, eliminating disassembly of the airplane to test the RF system.

(4) Refer to the Instruction or Operation Manual of the frequency domain reflectometer for specific instructions on set-up and tests for the coaxial cable and antenna system.

(a) To do a health check of the entire coaxial cable and antenna system, you must remove the black box from the EE rack and connect the tester directly to the rack's bench plug coax receptacle. There is no need to make any other disconnections unless the health check fails. The check will give a simple Go/No-Go indication of the health of the entire cable and antenna system. In the case of a No-Go indication, any faults may be isolated via the FDR's "distance to fault" function. Use the "distance to fault" readout and applicable system wire diagram to help isolate the failure to a specified connector, cable segment or antenna.

(b) The FDR facilitates both simple Go/No-Go testing, as well as in depth testing. Use the Instruction or Operation Manual for specific instructions to:

1) DATA SAVE: Stores parameters and able to upload from a USB or via Bluetooth. User can recall settings and immediately test. For example: User selects "SATCOM High Gain Transmit VSWR" and then plugs into bench connector and reads display.

2) CALIBRATION: Use the OSL Calibration Combo (Open, Short, 50 ohm Load 50 ohm) to calibrate prior to use.

3) VSWR and RETURN LOSS (RL) TESTING: Displays the readings in Return loss or VSWR, the user simply selects the display they desire.

4) DISTANCE TO FAULT: Displays distance in ft/in or M/cm to the VSWR or Return Loss (RL) fault without disconnecting.

PREPARATION

The FlightHawk Basic RF Test Set has been designed with a user friendly GUI “Graphical User Interface” which provides an intuitive understanding of the man/machine interaction thereby greatly simplifying the learning experience. However, we still STRONGLY RECOMMEND that the user becomes familiar with the FlightHawk-AV operations and menu structure before connecting it to an aircraft system and performing any tests. The test procedures are described in place of any specifications by the airframe manufacturer. Particular attention should be addressed to the preliminary procedures so as to avoid erroneous test results.

WARNING: Observe aircraft and equipment servicing procedures as well as safety precautions detailed in the AMM “Aircraft Maintenance Manual”, AWDM “Aircraft Wiring Diagram Manual”, CMM “Component Maintenance Manual” and procedures and practices stated in local orders.

Tools/Equipment:

FlightHawk RF Aviation & Cable Analyzer – Test Kit, includes FlightHawk AV and Adaptor Kit used to adapt the FlightHawk-AV to most common connectors, anywhere on the airplane.

A. MEASURE MATCH MODE PROCEDURE ON AIRCRAFT:

(1) Prepare the applicable cable and antenna system and the frequency domain reflectometer for testing.

(a) Push the Power button for 5 seconds.

NOTE: Use operating manual for specific details on recalling previous program for RF system under test (Recall Trace Data) OR manually set the measurement (start/ stop) frequencies

(Measure Match Mode) using the Max VSWR values from the table below.

(b) Press the Menu icon. Press RESET to clear all current data and settings.

(c) Recall previously saved set-up OR select “Measure Match Mode” to manually input settings.

1) FlightHawk-AV status, calibration result, and tracing data can be saved to the instrument, and can be recalled to be displayed on the sweep display area. The parameters for this instrument setting include the scale, trace, cursor and analysis. These parameters are saved in the status files. Data in .sta or .cst data files can be recalled and displayed with the current data trace.

NOTE: .cst files will save the settings and calibration if the unit was calibrated when the file was saved.

.sta files only save the setting, but not calibration.

a) Push the Menu icon.

b) Push the FILE icon to display the file menu.

c) Push the Save Type to select file type STATUS+CAL (cst) or STATUS (sta).

d) Push Load.

e) Select the data file from the list.

f) Push Load.

NOTE: The active and the recalled trace data will be displayed together in the sweep display area. In the example, Tr1 is the active trace, the recalled trace data is indicated with OFF and the file name.

g) Push OFF to remove the recalled trace data.

2) Select MEASURE MATCH MODE

- a) Push trace measurement field to display menu.
- b) Select SWR or Return Loss from the Measurement Mode menu.
- c) Select the number of Data Measurement points (default to 801).
- d) Set the Frequency range:

NOTE: Changing the frequency settings will automatically turn the calibration off. You always set the frequency before calibrating the unit. Once start/ stop frequencies are entered manually, be sure to follow instructions to calibrate prior to use.

<1> Set start and stop frequencies for the applicable RF system under test using the TABLE 1. RF SYSTEM FREQUENCY RANGE CHART below.

NOTE: Chart is for typical frequencies and reference only. System operational frequencies and Maximum VSWR may slightly vary between aircraft type and systems. Observe your Airframe Maintenance Manual, Aircraft Wiring Diagram Manual and Component Maintenance Manual.

<A> Example - For TCAS, set the start/stop frequency at a wider span the system's frequency range as specified in the chart. The chart shows that the start/stop frequency should be set at a minimum of 1020 MHz and 1100 MHz to test the system's operating frequency of 1030 MHz and 1090 MHz.

3) CALIBRATE: For best results, you can set the frequency and calibrate the Bird Site Analyzer immediately before taking measurements.

NOTE: Use a precision open, short, load (OSL) calibration standard or "Calibration Combo" for accurate measurement results.

NOTE: When using an extension cable, a phase stable cable is needed to ensure performance and accuracy. Connect the RF test cable and the adapter (extension) and then calibrate to the end of this extension. If the cable or adapters are removed, you must calibrate again.

NOTE: Changing frequency settings will automatically turn calibration off. Always set the frequency before calibrating the unit.

- a) Push the Calibrate icon.
- b) Connect the Calibration Combo "Open" connector to the end of the extension cable's bench connector adapter.
- c) Push the Open softkey.
- d) Wait for the unit to sweep and a Green Check to display.
- e) Connect the Calibration Combo "Short" connector to the end of the extension cable's bench connector adapter.
- f) Wait for the unit to sweep and a Green Check to display.

g) Connect the Calibration Combo “Load” connector to the end of the extension cable’s bench connector adapter.

h) Push the Load softkey.

i) Wait for the unit to sweep and a Green Check to display.

NOTE: During calibration, the color of the icon display is yellow.

NOTE: Whenever the FlightHawk-AV has been calibrated, a COR ON indicator is shown in the lower right corner of the display. Anytime the frequency is changed, the calibration is turned OFF and the COR ON disappears, requiring the unit to be re-calibrated.

4) SET LIMIT LINE: The limit line helps to set off those parts of a trace that are outside of the acceptance values. It shows as a red horizontal line at the limit line value. The part of the trace that is not acceptable will display white. Additionally, identification of signals falling outside acceptable limits can be visually and audibly enhanced using a failure flag and alarm. Use Table 1 to set the limit to the Max VSWR for the RF system under test.

a) Push the Limit Icon.

b) Select Limit (On/Off). Push to toggle the limit line On and Off.

c) Set Value. Sets the position of the limit line on the vertical scale (Y axis). Push the field to enter a value. Use the Maximum VSWR or RL values in table 1.

d) Select FailFlag (On/Off). Push to toggle the fail flag On and Off. The words PASS or FAIL will be shown in the

sweep display area to indicate if the active signal is within or outside the limits set by the limit line.

Table 1. TYPICAL RF SYSTEM FREQUENCY RANGE CHART

Cable and Antenna System	Start/Stop Frequency	System Operating Frequency	Maximum Voltage Standing Wave Ratio and (Return Loss)
SATCOM	1500/1600 MHz (Rx) 1600/1700 MHz (Tx)	1525/1559 MHz (Rx) 1626.5/1660.5 MHz (Tx)	2.0 (9.54 dB)
TCAS	1020/1100 MHz	Transmit 1030/ Receive 1090 MHz	2.0 (9.54 dB)
ATC/DME	1000/1100 MHz 960/1220 MHz	1030-1090 MHz	2.0 (9.54 dB)
VHF	116/156 MHz	116/156 MHz	2.0 (9.54 dB)
VOR	108/118 MHz	108/118 MHz	6.0 (2.33 dB)
ILS (Localizer)	108/112 MHz	108/112 MHz	5.5 (3.19 dB)
ILS (Glideslope)	327/337 MHz	327/337 MHz	2.5 (7.36 dB)
Rad Alt (LRRA)	4200/4400 MHz	4275/4325 MHz	2.0 (9.54 dB)
HF ¹	1/100MHz	2/30 MHz	1.5 (13.98 dB)
Marker Beacon	74.85/75.15 MHz	75 MHz	1.5 (13.98 dB)

1 HF DTF check does not test antenna. HF DTF check tests the cables from HF Transceiver to the HF Coupler and the HF connection to the cables via the Coupler Tray. When HF coupler is de-energized, it connects an internal 50 ohm load to the HF Transceiver RX/TX output. This facilitates testing from the HF Transceiver without the need to access the Coupler. Test connection of HF Coupler Tray to HF Antenna to structure using a bonding meter.

5) Remove the black box to facilitate testing of the cable and antenna system.

CAUTION: DO NOT TOUCH THE CONNECTOR PINS, OR OTHER CONDUCTORS. IF YOU TOUCH THESE CONDUCTORS, ELECTROSTATIC DISCHARGE CAN CAUSE DAMAGE TO THE COMPONENTS.

(c) Connect the FlightHawk-AV to the device for the test.

1) Connect the test cable or phase stable cable (including the bench plug adapter) to the FDR's N-type connector.

2) Connect to the RF System's applicable coax rack connector, where the black box was installed.

3) Wait 10 Seconds for the sweep to complete the update.

(d) Interpreting the Measurement.

1) The graph contains the elements below:

a) The Vertical grid scale (y axis) shows SWR or RL data values.

b) The Horizontal grid scale (x axis) shows the frequency or distance data values.

c) Marker values. For example: If markers are set at system operating frequencies.

d) The Trace number (Tr1) and color are used to identify the trace.

2) Make sure that the entire SWR or RL measurement falls under the Max SWR or RL values in Table 1. See the "SET LIMIT LINE" in step 4 above. Press SCALE Icon and then AUTO SCALE to view waveform.

- a) If the system passes, put the airplane back to its usual condition.
- b) If the system fails, isolate by using the distance to fault feature using steps below, Fault Isolation of Coaxial Cable and Antenna System.

B. DISTANCE-TO-FAULT ISOLATION OF COAXIAL CABLE AND ANTENNA SYSTEM

(1) Select Fault Location Mode.

- (a) Push trace measurement field to display Measurement Mode menu.
- (b) Push to select DTF_RL from the following Measurement Mode drop down menu.

NOTE: When making Distance to Fault measurement, select DTF_RL units for the Y (vertical) scale.

(c) Set number of Data Points:

- 1) Push the Points data field and enter the number of Data Points desired (default to 801).

(d) Set Start and Stop Frequencies for the applicable RF system from Table 1.

(e) Set Start and Stop Distance:

- 1) Stop distance should be about 20% longer than actual length. Actual length of the cable is found in the applicable system's WDM.

NOTE: If a maximum distance less than the total length of the cable system is selected, the trace will not show the end of the cable system (antenna). To display the full cable system always set the maximum distance to a

value that is a few feet or meters greater than the entire length of the cable system.

(f) Select Units to m (meters) or ft (feet).

(g) Enter Cable data using one of the following methods:

NOTE: Manually enter cable velocity value and Cable Loss Value or select the cable type from the cable list.

1) Push velocity and enter the cable velocity (Table 2):

a) Select Velocity

b) Set Speed Value (V_p from Table 2).

c) Select Cable Loss

d) Set Cable Loss Value (must be dB/ft or dB/m).

Table 2. Typical Cable Probable Velocity of Propagation (V_p)

TYPE OF CABLE	PROBABLE V_p
Jelly Filled	.64
Polyethylene (PIC, PE, or SPE)	.66
PTFE (Teflon) or TFE	.70
Pulp Insulation	.72
Foam or Cellular PE (FPE)	.78
Semi-solid PE (SSPE)	.84
Air (Helical spacers)	.98

2) Push the cable list, and then select the cable type from the list. The cable values will automatically enter for testing.

NOTE: The Cable List contains known cable values for a variety of cable types. The Cable List can be edited to add or delete cables.

(h) Push the Limit icon.

1) Select Limit (On/Off). Push to toggle the limit line Off.

2) Select Fail Flag (On/Off). Push to toggle the fail flag Off.

(i) Calibrate the FlightHawk-AV. See “Calibration” above.

(j) Connect the FlightHawk-AV Analyzer to the cable and antenna system being tested.

(k) Wait for a minimum of 10 seconds for the sweep to complete the update.

(l) To see the full sweep, adjust the Scale icon and then press TOP and enter 0. Press BOTTOM and enter -70.

(2) Interpreting the Fault Location Measurement ([Figure 1](#) & [Figure 2](#))

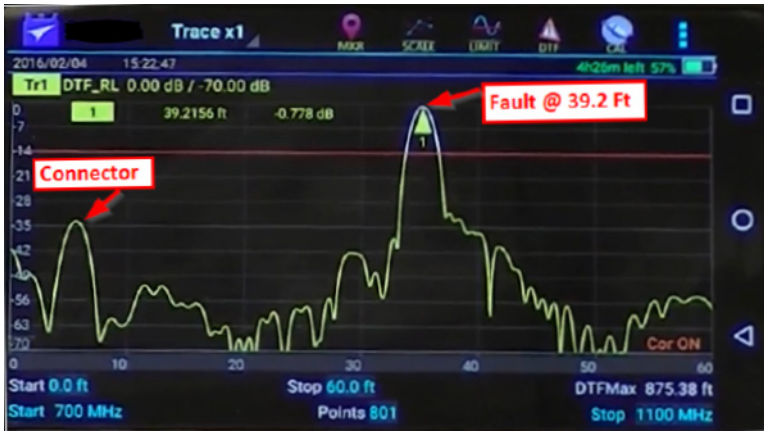
(a) Isolate by using the FDR’s distance to the fault readout, the applicable system schematic and the wiring diagram.

(b) Each connector or jumper will show as a spike. If it is larger than the typical value in Table 3, examine the connector for damage.

- (c) Spikes where there are no components represent faults. Record the distance and then examine the line at that point for damage.
 - (d) The largest spike is usually due to the antenna. Typically the trace after the antenna can be ignored (Ghosting). Verify distance to antenna via WDM.
- (3) Make sure that the fault location by replacing defective component with 50 ohm load (calibration combo or dummy load).
- (a) Disconnect the component (cable, connector, antenna).
 - (b) Connect the 50 ohm terminator to the open end of the applicable cable.
 - (c) Do the Health Check again.
 - 1) Make sure that the VSWR (Voltage Standing Wave Ratio) or Return Loss test is PASS.
 - a) If the test still does not PASS, do the distance to the fault test and continue to move 50 ohm load to further isolate.

The graph below (Figure 1) shows a typical Fault Location measurement for an antenna system.

Figure 1 Typical Fault Location Measurement

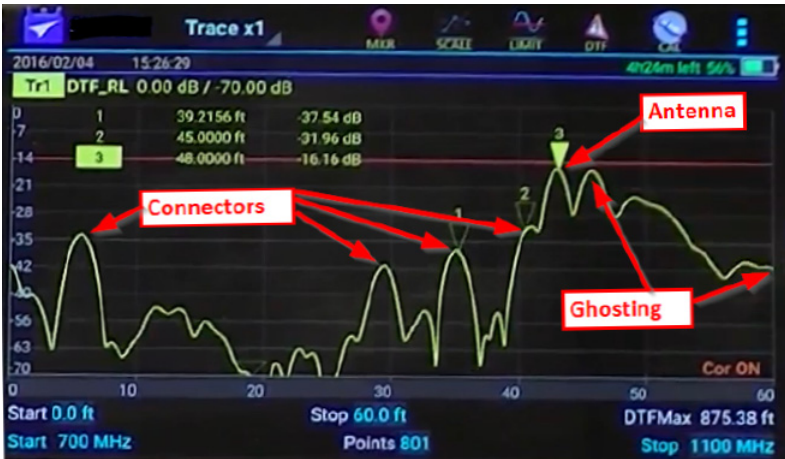


The table below (Table 3) shows typical component return loss.

Table 3. Typical Component Return Loss

Typical Component Return Loss	
Antenna at Resonance	-14 dB
Connector	-25 dB
Jumper	-35 dB
Lightning Protector	-25 dB
Transmission Line	-30 dB

Figure 2 Good Test



C. PUT THE AIRPLANE BACK TO ITS USUAL CONDITION

- (1) Disconnect the TDR adapter cable from the EE Rack Bench Plug.
- (2) Remove the 50 ohm terminator from the other end of the applicable cable if used for troubleshooting.
- (3) To install the applicable black box, do this task: E/E Box Installation.
- (4) Connect any cables previously disconnected for troubleshooting.

Automated operation consists of optional custom software/firmware sold separately and available for purchase for specific aircraft types. Automated operation is non-standard software containing automated tests which will automatically configure the FlightHawk-AV and test specific communications and navigation systems.

Modes of Operation

The FlightHawk-AV is available with two modes of operation:

Automatic Mode — Automatic Mode consists of predefined tests, tailored to the specific systems available on a given aircraft. These tests are designed to be used in conjunction with troubleshooting procedures in the aircraft's technical manual to allow the technician to quickly isolate malfunctions. See "[Automatic Mode](#)" on [page B-2](#) for a more detailed description.

Note: *Advanced Mode is the primary mode of operation if optional Automatic Mode is not installed or no predefined tests available.*

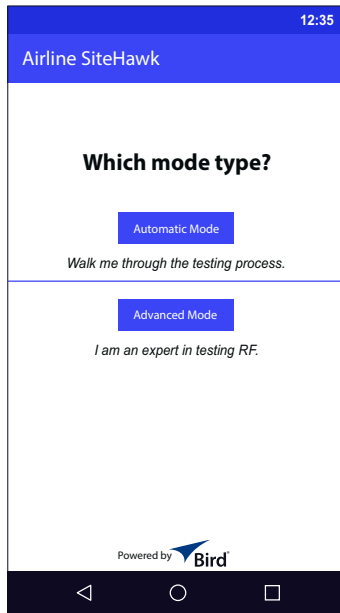
Advanced Mode — Advanced Mode is available when there are no predefined tests available, or when the technician is experienced in the use of RF test equipment. See "[Advanced Mode](#)" on [page B-9](#) for a more detailed description.

Automatic Mode

Note: *Automatic Mode is Optional Custom Software/Firmware sold separately and available for purchase for Specific Aircraft Types. Automatic Mode is non-standard software.*

When Automatic Mode is installed a Mode Selection Screen ([Figure 3](#)) is displayed, when the FlightHawk-AV is powered on, allowing the user to select which mode they wish to use.

Figure 3 *Mode Selection Screen*



Note: *Due to differences in aircraft, communications systems, and manufacturers, the screens shown in this manual will vary from those displayed on the FlightHawk-AV. This manual is not meant to provide specific guidance for any aircraft.*

Automatic Mode consists of predefined configurations to test VSWR, tailored to the specific systems available on a given aircraft.

Automatic Mode applies a default correction factor (i.e. calibration) to the instrument. This allows adequate measurement accuracy to diagnose aircraft RF systems. If greater measurement accuracy is desired or a test failure must be retested, advanced mode should be used. See ["Advanced Mode" on page B-9](#).

When the technician selects Automatic Mode, they are presented with an aircraft selection screen. See [Figure 4](#).

Note: *These tests are designed to be used in conjunction with troubleshooting procedures in the aircraft's technical manual*

The technician will choose the appropriate aircraft by tapping the screen.

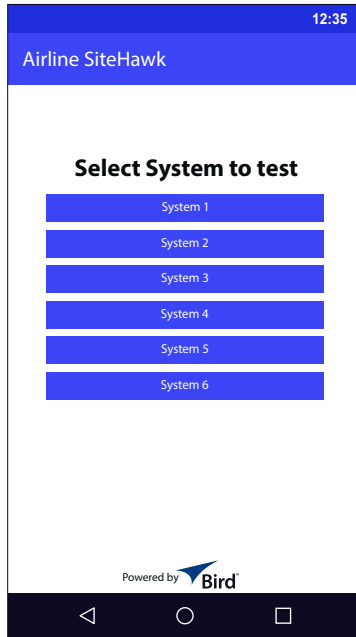
Figure 4 Aircraft Selection Screen



The FlightHawk-AV contains predefined configurations for testing an aircraft's communications or navigation systems. Each system on the aircraft will be listed, the technician chooses the appropriate system by tapping the screen. See [Figure 5](#).

Note: *If the aircraft contains more systems than will fit on the screen, scroll down on the screen to see the additional systems.*

Figure 5 System Selection Screen

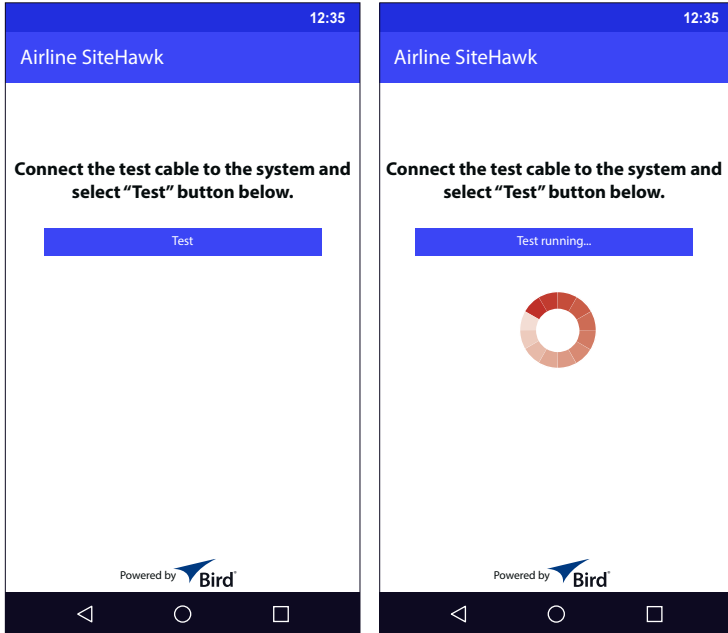


The Aircraft's troubleshooting procedures will specify where to connect the FlightHawk-AV for each system.

Once the FlightHawk-AV is connected to the system's cabling, tap the test button. See "[VSWR Test Screen](#)" on page B-5. The FlightHawk-AV automatically configures the parameters required to test the VSWR of the selected system, then the test is run.

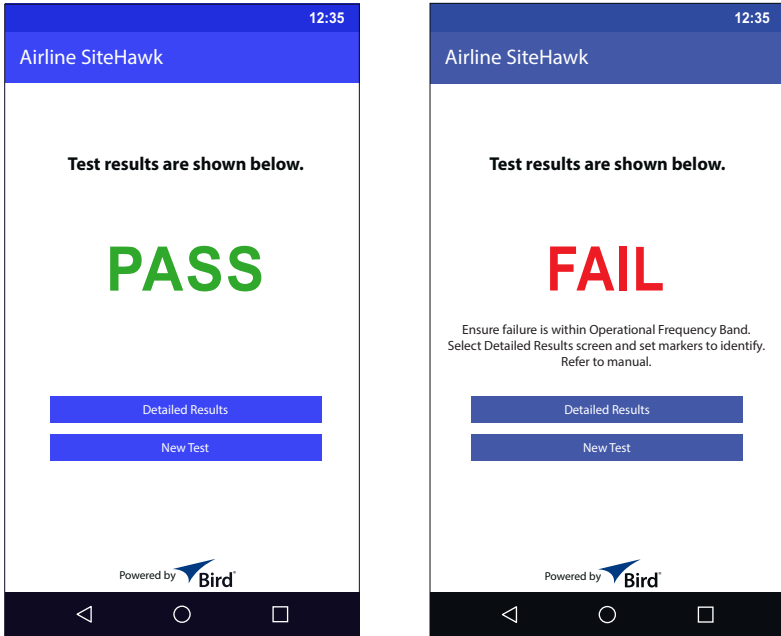
A progress wheel will be displayed while the test is running.

Figure 6 VSWR Test Screen



When the test is complete, the result is displayed on the screen. If the test passes, the system's VSWR is below the threshold set for the test. If the test fails, the VSWR is above the threshold set for the test. See [Figure 7](#).

Figure 7 VSWR Test Results Screen



When the results are displayed, the technician is given two options.

- Detailed Results - tapping the Detailed Results button will open the FlightHawk-AV's measurement display. The trace created during the test will appear in the display and the technician will be able to see the exact values returned during the test. See [Figure 8 on page B-7](#).
- New Test - tapping the New Test button will open a new test selection screen. See [Figure 9 on page B-8](#).

Note: *If a FAIL flag is noted, select Detailed Results and verify the out-of-limit VSWR reading is contained within the Operational Frequency Band. Set markers if necessary to identify Operational Frequency band, see "Markers" on page 15 for details on adding markers. A trace that fails outside the Operational Frequency band should not be considered a valid failure and disregarded unless explicitly directed by your official maintenance manual or diagnostic procedure.*

The Detailed Test results are displayed on the FlightHawk-AV's measurement display. See [Figure 8](#).

When a VSWR test fails, the technician can view the trace and see exactly how far the VSWR is above the test's threshold.


To return to the previous Test Results Screen, tap  (back button).

Figure 8 Detailed Test Results Screen



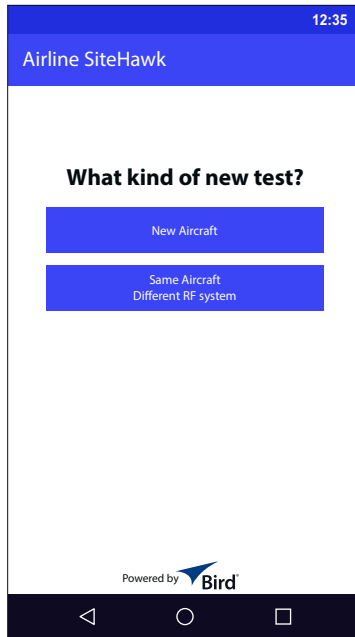
For information in interpreting the display see the following references:

- ["Measure Match Mode" on page 28](#)
- ["Limit Line" on page 13](#)

When New Test is selected on a test results screen ([Figure 7 on page B-6](#)) the technician is presented with the New Test Selection Screen, see [Figure 9](#).

This screen gives the technician the option of selecting a new aircraft for testing, or selecting a different communications system on the same aircraft.

Figure 9 New Test Selection Screen



The technician is given two options.

- New Aircraft- tapping the New Aircraft button will open the Aircraft Selection Screen. See [Figure 4 on page B-3](#).
- Same Aircraft Different RF system - tapping the Same Aircraft Different RF system button will open the System Selection Screen. See [Figure 5 on page B-4](#).

Advanced Mode

Advanced Mode consists of manually configuring the FlightHawk-AV parameters to perform measurements.

Prior to using the FlightHawk-AV in advanced mode you should familiarize yourself with the basic operation of the unit. [Chapter 2](#) covers the basic operation of the device, including changing measurement frequencies, selecting mode of operation, number of data points to collect, displaying multiple traces, and changing the scale of the displayed data. See "[FlightHawk-AV Basic Operation](#)" on page 4.

Perform the following steps to use advanced mode.

Note: *Prior to using the FlightHawk-AV in this mode a calibration should be performed.*

1. Prior to making any measurements in the advanced mode perform a Calibration. See "[Calibration](#)" on page 27.
2. Select the type of measurement you wish to make:
 - a. Match Measurement (VSWR)
See "[Measure Match Mode](#)" on page 28 for a detailed explanation of this mode.
 - b. Cable Loss
This is a type of Match Measurement, see "[Cable Loss Measurement](#)" on page 30 for a detailed explanation of this mode.
 - c. Fault Location /Distance to Fault (DTF)
See "[Fault Location Mode](#)" on page 32 for a detailed explanation of this mode.
 - d. RF Power Measurement
See "[RF Power Measurement](#)" on page 48 for a detailed explanation of this mode.

