

PILOT PA400 ASC - PA400 ASC-T

The PA400 ASC stereo intercom is a full featured, portable, four station, voice activated intercom. No other intercom on the market has the features and capabilities. The intercom has Auto Sensing Circuitry which allows monaural and stereo headsets to be used simultaneously in the unit.

Before using your new intercom in your aircraft we recommend that you take it for check-rides in your home and become familiar with its long list of features. A hook-up diagram is included in this guide along with a brief description of each function and each control setting. Please take the time to complete the warranty card and register your purchase with us. The PA400 ASC will enhance your flying experience for many years to come.



Standard Features

The PA400 ASC intercom is equipped with the following features:
Completely portable - Auto Shutoff Phone Jack - Four Station Capability - 3 way Control Setting (Pilot-All-Crew) - Separate Mic Circuits - Superior Squelch Circuitry - Dual Volume Controls (Pilot and Co-Pilot/Passengers) - Failsafe Features - On/Off Power Switch - Backlit Control Panel (Chrome On/Off Button) - Mono & Stereo Headset Compatible - Recorder-In Jack - Recorder-Out Jack - Push-To-Talk Jacks (2) - Battery Powered (use 2 x 9v) - Auxiliary Power Jack & Power Cord (Power Cord has built-in fuse for protection. Intercom and Aircraft. UL Approved) - Three Year Unconditional Warranty.

PA400 ASC Technical Specifications

- Power: 2 internal alkaline 9 volt batteries (not included) or auxiliary power cord
- Current Drain: Leakage 0 mA, standby - 10 mA in use
- Dynamic Response: 500 Ms (Vox controlled off) - 12 mS (Vox controlled on)
- Frequency Response: 50-6000 Hz
- Volume Control: 35 dB
- Battery Lifetime: 30-40 hours of use
- Headphone Interface: PJ-055B (M642/4-1) MIL-P-642
- Microphone Interface: PJ-068B (M642/5-1) MIL-P-642
- Auxiliary Power Cord: UL approved, fuse at A-125V or 250V or 250V fuse

On/Off Power

The intercom is turned on by turning the Pilot volume control clockwise. The control has a definite 'click' when it is turned on or off. The Pilots phone jack is also connected to the power circuit. When the Pilots headsets phone plug is disengaged from the intercom the power will be turned off. When storing, disengage the headset to prevent the intercom from being turned on accidentally. To use, there must be a headset plugged into the Pilots position.

Squelch Setting (Voice Activation)

The sensitivity of the squelch is controlled by turning the control clockwise (increasing sensitivity) or by turning the control counter-clockwise (decreasing sensitivity). The squelch can be adjusted to meet even the most extreme levels of aircraft noise. Setting the squelch properly allows the intercom to be active only when someone speaks into their headset microphone. The intercom will become inactive as soon as they stop speaking. In this manner all extraneous noise in the cockpit is not heard over the microphones.

3 Way Operation (Pilot-All-Crew)

Your intercom is equipped with a 3 way operation control knob. The three settings allow the intercom to be used in three of the most common situations encountered in an aircraft. The three settings are:

Pilot Setting: This setting is commonly referred to as the "Pilot Isolate" feature. In this setting the pilot can isolate themselves from the co-pilot and passengers in the aircraft. The other stations can still hear the pilots transmission to ATC but they will not be able to distract or interfere with the pilot. In this setting the co-pilot and passengers can communicate with one another.

All Setting: This setting allows all individuals plugged into the intercom to communicate with one another. All persons can hear and be heard in this setting, All persons will hear ATC transmissions and can listen to music if an input source is connected.

Crew Setting: This setting allows the crew (pilot and co-pilot) to communicate with one another without any interference from the passengers. This allows the crew to not be subjected to any distractions from the passengers. In this setting the passengers can also listen to music if an input source is connected.

Recorder In (Music Jack)

The PA400 ASC is designed so you can connect a tape player, radio or compact disk through the use of the accessory cord provided with the unit. Plug one end of the accessory cord into the input source headphone jack, the plug the other end of the cord into the recorder-in jack on the control panel of the intercom. Music will be muted if there is transmission from ATC or if someone speaks into their headset microphone.

Recorder Out (Tape Recorder Jack)

Everything that you as a pilot hear through your headset can be recorded on an external tape recorder. This feature is especially useful in a learning environment such as recording flight lessons, in-flight clearances, weather reports or even conversations in the cockpit.

Battery Power

We recommend using two 9 volt batteries. The intercom can operate on one battery but the installation of two will provide you with 35-40 hours of maintenance free use. You should keep a log of when your batteries were installed so that you have a good idea when they should be replaced as to not be inconvenienced during a flight.

Auxiliary Power Cord (Cigarette Lighter Adapter)

The adapter is recommended to be used as a back up source, not as the normal mode of operation. Several aircraft manufacturers recommend not using the cigarette lighter jack as a power source for portable accessories.

Back Lighting with On/Off Button

Your intercom is equipped with a chrome button that enables you to illuminate the intercoms control panel for night flying or if the intercom is placed in a position where it is dark in the cockpit. The back lighting does use more power so if you are using the intercom and the back lighting is not required, we suggest turning the control panel lighting off.

Pilots Volume Control

The pilots volume control also serves as the on/off power switch. You increase the volume by turning the control clockwise. Decrease the volume by turning the control counter-clockwise.

Co-Pilot/Passengers Volume Control

The control regulates the volume heard by the co-pilot and the passengers. It operates independently of the pilots volume control.

Failsafe Feature

This intercom is equipped with a failsafe feature which means if your batteries fail, you will still be able to hear ATC transmission but the level of audio volume will be reduced. If this should occur, you can connect your auxiliary power cord, supplied with your intercom, to the cigarette lighter jack of the aircraft. Your intercom will then function normally.

Push-to-Talk Connection (Y Adapter Plug)

The pilot and co-pilot can connect a portable push-to-talk switch by inserting the push-to-talks microphone plug into the jack at the back of the Y adapter plug. The Y adapter is clearly marked which jack is for the pilot and co-pilot. Most push-to-talk switches are equipped with a microphone jack which is not used when using the PA400 ASC intercom.

Cell Phone (For the PA400ASC T Version)

Our latest modification to our proven intercom is the addition of a cell phone jack. This will allow the pilot to use their cell phone though the intercom while still wearing a headset. Some cell phones may require an adapter which can be purchased at most electronic stores. This feature also provides the pilot with a back-up for the aircraft radio should the radio have a malfunction.

Your intercom comes with three cords labeled Cell Phone, Music In and Record Out. The end of the cord labeled Cell Phone plugs directly into the jack on the intercom labeled Music In/Cell Phone. To use a cell phone with the intercom, you will need to set the 3-way control setting to Crew or All modes. The Pilot isolate mode will not work with a cell phone as its function is still maintained to isolate the pilot from anything other than ATC. In Crew mode, with the cell phone plugged in, the co-pilot will hear the pilot-in-command talking on the phone. If the pilot does not want the co-pilot to hear their conversation, the squelch needs to be turned all the way counter-clockwise. The same rule applies in All mode. If the pilot is in All mode and wants privacy, the squelch should be turned all the way counter-clockwise. The pilot can then talk in a low voice and their passengers will not hear them because their headsets will block out any noise or conversation. When the squelch is fully turned counterclockwise while the phone is engaged, nobody except the pilot will have a functioning microphone. Air Traffic Control will always be more intelligible (louder) than music or incoming cell phone conversation allowing the pilot to always hear ATC transmissions.

Please complete the online warranty form to register your product.

Go to: www.pilot-europe.com/warranty

Pilot Communications Europe Ltd

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