

## AirVenture Tech Bits (snip)

By [Paul Bertorelli](#)

For the past five years, as general aviation has drifted through weak sales and anemic development, the pace of new product rollouts has been similarly flat. This year, as I mentioned in my [opening day blog](#), the industry seems to be stirring, reflecting optimism, if not confidence in full flight.

Even in slow years, I've always seen a few products or ideas that leave an impression indelible enough for me to make mental notes to follow them over the horizon. This year, my radar pinged three things: LightSpeed's new headset, a wearable HUD from a company called Aerocross Systems and the Adept Airmotive engine, which I've been watching for three years.

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AirVenture often serves as a trial balloon launch pad for dingbat technologies that you know aren't going anywhere, but which are, at the least, creative entertainment. At first I thought that about Aerocross Systems wearable HUD glasses. Think Google Glass, with the viewer on the right side of a pair of glasses that projects a mini-PFD in front of your right eye, though I suppose it could be on the other eye, too. The display is tiny; no bigger than a quarter. But because it's designed for infinity focus, it's quite readable. HUDs haven't made much of a dent in general aviation, probably because the market is limited and they've been ruinously expensive. But at an estimated price of \$2000 or so, the Aerocross device, if it makes it to market, might be a winner. Says Aerocross's Tam Pho, the finished product would likely be a battery operated wireless device that wouldn't require certification. If the idea of HUDS is a good one—and I think it might be—this gadget could finally make them practical and affordable. Let's see what Aerocross has in a year or 18 months.

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