

## ***FALL 96 NEWS LETTER***

The staff at Islip Avionics wish you a wonderful holiday and a happy and healthy New Year.

We are pleased to welcome Yorgi Yulis to our instrument shop staff. He brings with him 30 years of instrument and avionics experience.

A sincere thanks to our loyal customers. At the end of October, Islip Avionics celebrated it's 10th year!

***DID YOU KNOW:*** After January 1, 1997, A pilot will legally no longer be able to transmit on a radio with only 360 channels ( or 90 channels). This is an FCC rule which has had it's last extension from January 1, 1990. The reason is older radios have a lesser tolerance that can cause them to "bleed" over to adjoining frequencies. The FAA currently has no plans to enforce this. The FAA does plan to start using more of the frequencies with 25 khz spacing. These are only available on 720 or 760 channel radios (frequencies such as 122.975 or 135.925). Our recommendation is to have at least one 720 or 760 channel radio installed in your aircraft so that you can fly most places and talk with most people etc.

In the IFR environment, when ATC hands you off to a 25 khz frequency, you will no longer be able to say "unable"! Even VFR this is a factor in that ATIS at many airports will be on a 25 khz frequency (local examples are Teterboro and Bradley).

A new radio can be installed for as little as \$1,600.

***FEATURE JOBS:*** We have been busy. If you have been omitted from this list, call and ask for Fred !

N215CQ, a Beech Duke, owned by Steve Faber (ISP) received new Bendix King Comms and Navs.

N205SS, a Mooney 205, owned by Guy Pierno (MTP)has the 1st IFR Approach Certified Northstar M3 installed by us.

N106MT, a Cessna 414A, owned by Mike Tenzsk (ISP) received an Approach Certified Northstar M3 GPS.

N7344Q, a Cessna Skylark owned by Jeff Ellis (ISP) received a new KX-155 Nav/Comm.

N75270, a Piper Warrior , owned by Marty Ferris (HWV) received a pair of new KX-155 Nav/Comms.

N1897L, a Beech Baron, owned by Joan & Manny Scarpinato (ISP) received a new S-Tec 60-2 Autopilot and a Bendix King KCS-55A HSI.

N172E, a Cessna 172, owned by Bill Lewis (FRG) received a KX-155 Nav/Comm.

N14KC, a Piper Arrow, owned by Bill Benedetto (HTO) received an IFR Approach Certified Bendix King KLN-89A GPS System.

N8326L, a Piper Arrow, owned by Bob Weslowski (ISP) received an IFR Approach Certified Apollo 2001 GPS. Bob is soon trading up to a beautiful Saratoga. Good Luck Bob.

N46392, a Cessna 172, owned by Ted Amico (ISP) received a KX-155 Nav/Comm and KA-134 Audio Panel.

***GPS UPDATE:*** The more we fly with the Approach Units, the more we wonder how we used to navigate!

Common GPS questions answered:

Q: Do I still need a number 2 VOR if I install an IFR Certified GPS?

A: No. We have been doing a number of installations with only 1 conventional VOR/ILS Nav. The reality is that almost all enroute and terminal navigation is done with the GPS. Primarily the conventional Nav is only used for ILS approaches.

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FAA CRS # FJ1R141K

Q: Will GPS come down in price?

A: The VFR unit may come down slightly. I do not think that the IFR panel units will come down much. The manufacturers have spent a great deal of money on research and development that they need to recover. There will be sales promotions from time to time (such as a free handheld GPS with the purchase of a panel unit, or a free moving map display with the purchase of a panel unit).

Q: Can I remove my ADF if I install an Approach Certified GPS?

A: Yes, with some exceptions. If you need to fly an approach that is only a Phase II overlay of an NDB approach, you will not legally be able to fly that approach with GPS. Phase II GPS approaches requires that the ADF System be installed and in operating condition (not necessarily on and/or monitored). To determine if an approach is Phase II, Look at your Approach Plate. If the plate shows NDB 6, and (GPS) it is Phase II. If the plate shows NDB 6 or GPS 6 it is Phase III and the ADF is not required. Another factor is an appropriate alternate. If you intend on filing IFR to a destination where you plan on using a GPS approach, and weather forecast conditions mandate that you file an alternate, then you must find an appropriate alternate that has approaches available other than GPS. In other words VOR or ILS. This could be difficult in outlying areas where many airports are only served by NDB approaches.

A third consideration is that the aircraft can no longer be used for an instrument check ride. The instrument rating practical test standards require flying an NDB approach. This approach can be done in an approved simulator. Approved simulators available at ISP at Mid Island, Metro and American Flyers and at FRG at Nassau Flyers and Flightways.

Q: If I buy an IFR GPS now, will it be obsolete in the future?

A: Our best prediction is that precision approach GPS (similar to category I ILS) is about 5 years away. Many of the current units have provisions for upgrade to this and are worth the investment.

Q: When I file IFR with a Certified GPS, what equipment code do I use?

A: The new special designation for GPS is "/G".

Q: How difficult is it to fly a GPS approach and where do I get the training?

A: It is not difficult to fly once you have learned new procedures. Although I am not a flight instructor, I am well versed in the operation of most units. I try to provide some training with each system sold. Also I am working with local flight instructors to develop training programs. We hope to have Training Seminars for specific models this winter.

Q: Where can I get more information about piloting with GPS?

A: Advisory circular (AC) 90-94 is a great source of information. There are video tapes available from Sportys pilot shop, Jeppeson, Garmin and Allied Signal/Bendix King that are very helpful.

***FROM THE PILOT'S SEAT:*** I would like to take this time to give a special thank you to Tres Whitt for his dedication and skill. Tres has been with the company since it's start in October of 1986.

I wish every one a safe, wonderful holiday and a happy, healthy New Year.

Yours in flying,

Fred

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