

FALL 97 NEWSLETTER

Seasons Greetings

The staff at Islip Avionics and Precisionaire Instruments wish you the best of holidays and a happy and prosperous new year. We are pleased to welcome Jim DeCarmine to our staff. Jim will be working with our staff in many areas of the facility.

WHAT HAPPENED: Our summer had been very busy. The Fly In/Open House in June was a success. We enjoy sponsoring this informative and social event for you and your friends. Most of the major avionics manufacturers were here to show us their latest and greatest. The GPS seminars were very interesting. We extend our *thanks* to: Eastway Aviation, Mid Island Air Service, and Eastway Aircraft Services for cosponsoring this event, Ralph Fisch of Magellan Systems Corporation for the Skystar GPS door prize, the Town of Islip Airport Management and Fire Rescue for their assistance, the many avionics manufacturers who provided many great door prizes and our staff for their hard work and planning.

GPS UPDATE: Fred recently attended an FAA seminar in Windsor Locks, Ct. The following are highlights of the precision approach GPS and the wide area augmentation system (WAAS):

The correction signals will be provided by 2 geo-stationary satellites located at the poles. Initial operational capability is expected in mid 1999. This does not mean that the system will be useable for navigation, or that the GPS equipment manufacturers will have receivers ready by that time. An attempt is being made to standardize the equipment operation and nomenclature. This has been a big problem with the current nonprecision approach systems. Initially the system will provide precision approach capabilities like those of the current category I ILS that we are all familiar with. Eventually the system will be capable of category III ILS capability.

MY THOUGHTS ON THE MATTER: The concept behind GPS precision approach is that precision approaches can be developed at any airport that has runways clear of obstructions. Precision approach units may be available by mid 2000, but I think that late 2000 is more realistic. Some of the current avionics units *may* be upgradeable. I am quite sure that the GPS manufacturers will have to offer some sort of upgrade path. The specifications for the new units are still being developed. Also keep in mind that even when the units become available, and the system are operational, it will take time for the FAA to flight test each approach and for Nos and Jeppeson to publish the approach plates. The FAA is still working on the nonprecision GPS approaches. It is my opinion that the first approaches available will be overlays of existing ILS approaches. It will take considerable time to develop and flight test precision approaches at outlying airports.

There are rumors that the coast guard still plans to turn off the Loran system in the year 2000. It make sense that the ground based Loran system be maintained as a back up to the space based GPS system. The U.S. government does not see it this way. GPS is considerably more accurate then Loran. Nonprecision approaches with GPS are more accurate then VOR or NDB approaches, and far easier to fly once you learn how to use the unit.

Vfr stand alone GPS installations start at \$2,800. This is no more then the cost of a vfr Loran system 6 years ago !
Ifr systems which reduce the work load for an instrument pilot start at \$6,500.

HELPFUL TIPS: Rapid temperature changes cause precipitation to become an ice blockage in pitot and static systems. Remember to preflight your pitot heat and install your pitot cover after flight. Look for signs of moisture at the static ports during preflight, especially on Cessna, Mooney and Beech aircraft which have ports on the side of the fuselage. A helpful method is to hold a paper towel against the port and then gently tap the aircraft skin next to the port. On a warm winter day it is a good idea to operate your static and pitot drains if your aircraft is so equipped. You might want to take an hour of day and/or night flight instruction to practice landing with the airspeed indicator covered !

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You can prolong the life of your engine by preheating on cold days. Many fbo's offer preheat services. There are a number of portable preheaters available for \$300 to \$400. These usually use propane and a small blower to heat the engine. It usually takes from 15 to 30 minutes. For hangared aircraft or those tied down near an electrical outlet we recommend Tanis engine heaters be installed on your engine. Installed heaters take several hours to heat the entire engine. Many pilots place a blanket over the cowling and leave the preheater plugged in during cold weather. Keep in mind that if you have an engine monitor such as Gem or JPI, or if you are planning on adding one in the future, the engine heater should be purchased with special dual probes. These systems start at \$360 plus installation.

FEATURE JOBS:

N5UN, a King Air 200, owned and operated by Eastway Aviation, received a Northstar M3 GPS. Eastway Aviation intends on equipping their entire charter fleet with Northstar GPS units !

N5274S, a Cessna Skylane RG, owned by Mid Island Air Service received an Stec 50 autopilot.

N736EM, a Cessna Hawk XP, just purchased by Carlos Perez received a new Bendix King nav com package. Enjoy your new plane Carlos!

N4820S, a Cessna Skylane RG, owned by Aric Rosenbach received a Northstar M3 GPS, an Argus 3000 moving map, a wx-950 stormscope and a 6 place Nat intercom.

N611AJ, a Piper Dakota, owned by Michael Harbater received a BF Goodrich wx 900 stormscope.

N2830J, a Piper Warrior, owned by Fred & Clay Decosterd received a BF Goodrich wx 900 stormscope.

N1107D, a Beech Baron, owned by Tony Toscano received a BF Goodrich wx 950 stormscope.

N6781M, a Cessna Skylane, recently purchased by Harold LaRock received a Bendix King kln 89b GPS, a kn 64 dme, a kt 76c transponder and an Stec 50 autopilot.

Our ongoing project is a Folland Gnat proudly owned by Frank Chiodo. The Gnat is a British 1960's vintage advanced jet trainer. Frank is lovingly restoring and moderizing this great piece of aviation history. We are very pleased to be working on the avionics and instrument systems. The Gnat will be based here on Long Island when done.

OLD STUFF: Over the last 2 years we have misplaced a David Clark H10-30 headset and an Icom IC-A2 handheld. The headset was borrowed and possibly not returned. The Icom handheld was probably left in an aircraft that we were working on. We would appreciate these items returned.

In our last newsletter we promised a GPS clinic for flight instructors. We have not forgotten this.

NEW STUFF: Sandel Avionics has developed an electronic flight instrument system (EFIS) for general aviation. This unit replaces most standard HSI indicators and allows for display of many flight related details in addition to normal HSI display. A moving map upgrade will be available in the future. This new unit costs under \$8000. Delivery is expected in early 1998. Please let us know if you are interested in this new unit. If we get enough phone calls, we will try and set up a demonstration.

FROM THE PILOTS SEAT: I wish to thank you and our staff who make your avionics dreams possible. Happy holidays and happy flying.

Fred

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