

FALL 98 NEWSLETTER

Hello fellow aviator:

Thank you. Our June Open House/Fly-in had a wonderful turn out despite the weather (0-0 and TRX). There were many new products to see and new people to meet. We also extend our thanks to our many vendors / suppliers and partners for their participation.

Did you know? On July 16,'98 the FAA approved the use of IFR certified GPS in lieu of ADF and DME. GPS may now be used in place of DME above Flight Level 240, and also replaces ADF and DME for operations including locating DME fixes and Locator Outer Markers, DME arcs, NDB cross bearing fixes, and NDB holds. This allows removal of that old inop ADF system.

GPS specials: *IFR:* Start for as little as \$6,200. *VFR:* Start at \$3,000. Call Fred for specific pricing on GPS systems.

Remember WAAS? The system that will allow precision approach GPS? WAAS was originally scheduled for initial system operations for the fall of '97. We just read an article from "Inside FAA" which said there seems to be some question about funding the completion of the system. It appears now that WAAS may be several more years away.

Y2K: If you have an older Loran, the year 2000 may minimally effect its operations. Loran does not require time and date to operate. No interruptions are expected from US government operated GPS or Loran systems.

Northstar GPS manufactured prior to September '93 may require a software revision. Newer Northstar units should not be effected. Garmin units are Y2K compliant. Bendix King units may have minimal problems with Y2K. You can look up information on the web at: WWW.ALLIEDSIGNAL.COM/AEROSPACE/PRODUCT/Y2K. We are waiting to hear from II Morrow and Magellan.

Almost all GPS units will experience an end of week (EOW) roll over at 0000 UTC on August 22,'99. Most GPS units will operate satisfactory through the roll over. As far as we know the IFR units will not be effected at all. Some of the VFR units and portable units may need to re-acquire the satellites (re-acquire, auto search, search the sky, etc) and then will operate satisfactory.

New stuff: Garmin's *new* all in one COM, VOR/ILS NAV, IFR GPS & **color moving map** panel mount unit called the GNC-430. Delivery is expected the first quarter of '99. We saw the prototype; it's great. We will have 5 introductory units at \$8,595 plus installation.

Sandel Avionics, a *new* company, has the *new* SN-3308 Electronic HSI display. This is the first practical EFIS display available for smaller GA aircraft. We installed this unit in N215CQ, a Beech Duke owned by Steve Faber. We are impressed with the clarity and flexibility that this unit provides.

This indicator can replace mechanical HSI indicators such as the Bendix King KCS-55 (KI-525), Collins PN-101 or S-tec ST-180.

The SN-3308 can be installed as a *new* system using various remote gyros. It displays all HSI functions plus ADF and RMI pointers, DME distance, Marker Beacons, Radar Altimeter decision height, and Bearing, Distance, Ground Speed, etc. from the GPS. With all this data turned on, the screen becomes slightly cluttered but still readable. A future upgrade will be a full feature moving map. The system sells for under \$8,000 plus installation which varies on current systems and interfaces.

As mentioned in our last newsletter, Stec has a *new* altitude hold add on that works with any existing autopilot. The cost is under \$4,000. We have installed a number of these units with excellent customer satisfaction.

We have brochures on all of these *new* items and would enjoy having you stop by to discuss any questions you may have.

Feature Jobs:

N6049C, a Cessna 210 owned by *Randy McIntyre*, received an IFR certified Garmin GPS-155XL.
N736GM, a Cessna R172 owned by *Carlos Perez*, received a B.F. Goodrich WX-900 stormscope.
N4SK, a Navion owned by *Spencer Kellogg*, received an IFR certified Northstar M3 GPS.
N8425Y, a twin Commache owned by *Greg Geluso*, received a complete avionics upgrade including a KMA 24 audio panel, dual KX-155 NAV/COMS, an Apollo 2001 GPS and an Stec altitude hold.
N5691D, a Beech twin Bonanza owned by *Mike McMahon*, received an IFR certified Garmin GPS-155XL.
N57521, a Mooney 252 owned by *Bob Greenspan*, received an IFR certified Northstar M3 GPS.
N5141, a Piper Cherokee owned by *Bob Bauer*, received an IFR certified Garmin GNC-300XL COM/GPS.
N2LC, a Beech Bonanza owned by *Leo Casey*, received an IFR certified Northstar M3 GPS.
N1747F, a Cessna 172 owned by *Jason Smith*, received a Bendix King KA-134 audio panel and a VFR Garmin GNC 250XL.
N7174G & N55QB, Cessna 172's owned by *Ed Savader* of Nomad Aviation, received Northstar M1 Lorans.
N4295T, a Piper Dakota owned by *Larry Sribnick*, received an IFR certified Northstar M3 GPS.
N14KC, a Piper Arrow owned by *Bill Benedetto*, received an Stec PSS altitude hold.
N2RH, a Mooney MSE owned by *Rene Haas*, received a Bendix King KCS-55A HSI system and IFR certified KLN-89B GPS.
N66557, a Stearman owned by *Ron DeLalio*, received an ICOM A200 COM & a Bendix King KY-97A COM.
N17990, a Beech A36 Bonanza owned by *Joe Fischetti*, received a Shadin Micro Flow Fuel Totalizer.
N402TD, an Eurocopter Twinstar owned by *Tim Orr* of TD Aviation, received a VFR Northstar GPS-60.
N2108C, a Piper Archer owned by the *Telephone Employees Flying Club*, received an IFR certified Northstar M3 GPS.
N8446F, a Piper Seneca owned by *Steve Ben-Hanania*, received a VFR Northstar GPS-60.
N1624H, a Cessna 185 Amphibian owned by *Jay Schley*, received an Stec altitude hold, a Bendix King KX 125 NAV/COM and a Lake and Air gear advisory system.
N1229T, a Piper Seneca owned by *9ER Tango Corp.*, received an IFR certified Garmin GNC-300XL.

Some Notes: If you have a Bendix King KLN-89B or KLN-90B GPS, there are software upgrades that must be accomplished. Bendix King is paying for these upgrades. Please call Tres to schedule.

If you have a Bendix King KT-76A transponder, AD 98-14-03 may apply to you. The AD applies to KT-76A transponders s/n 93,000 to 109,999. The AD requires that MOD 7 be accomplished. Please check your airframe logbook to find the serial number of your unit. Look at the last transponder certification entry. If your unit falls within the serial numbers listed, please contact us as soon as possible to arrange for this MOD to be accomplished. The MOD is paid for by Allied Signal. This ad must be accomplished by August '99. If your aircraft will be due for recertification before this date, that would be a good time to have this work accomplished.

If your KT-76A does not fall into this serial number group, the AD must be signed off in your airframe log as not applicable. Your maintenance shop can sign off the AD if not applicable by serial number, or we can do it for you (you must stop by with the aircraft) for a charge of \$35 to cover our paperwork and labor costs. If we are already doing a recertification, the AD will be complied with and/or signed off at no additional charge. Please call for an appointment.

This AD applies to KT76A units only. It does not apply to KT-70, KT-71, KT-78A, KT-76, or KT-78 units.

Airport news: Long Island MacArthur Airport is in the process of installing a PAPI system which allows for land and hold short operations on runways 28 and 24. Completion is expected by late November '98.

A 1/3 share of a new Cessna 182 or 172SP(180 hp) is available, ask Vinnie at Mid Island Air Service for details.

Rental Space Available: We currently have a 250 Sq. Ft. Office available in our facility for an aviation-related business. Additional space is also available. Please contact Fred for details.

From the pilot's seat: As you can see from our feature jobs, we have been busy with IFR GPS installations. We are also very excited about some of the new products coming from Garmin, Sandel & Avidyne and upcoming Northstar's price reduction.

We wish you and all a Happy Thanksgiving with all the *trimmings*!

Happy Flying,

Fred

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