

Engine Alarm

Rich Lewis (TN) - Sometimes we forget to scan instruments continuously and miss an alternator failure, dropping oil pressure, or forget and land gear up? These problems could have been prevented by more closely monitoring cockpit instruments or by having a system watch for us.

I designed and offer a voice alarm system in kit form or assembled and tested. Basic soldering skills and a couple hours are all that is needed.

The all electronic system has superb voice reproduction and stores eight 10 second messages. Typical messages will be 3 to 5 seconds duration, Such as: Warning! low oil pressure, Warning! low battery voltage, etc. Messages are easily recorded and can be re-recorded if a mistake is made.

Contained in a die cast metal box, 4.7"x3.7"x1.3", it weighs 9.6 oz. All wiring is made through a 15pin "D" connector and can operate from 10.5 volts to 30 volts at less than one amp. Audio output / volume control drives a speaker, headsets, or audio panel.

With engine running and unit power on, all will be quiet unless a ground is present on any line. If there is a ground, the corresponding warning message will be spoken. Multiple grounds produce multiple messages. Messages will repeat until the problem is cleared, mute button is pushed or the unit is turned off. Ground signals can be from a relay contact, transistor switch, or other scheme. Some things require special sensors: low oil pressure, high oil temperature, low battery voltage, and high cylinder temperature. I offer such sensors at \$20 each. Oil pressure and temperature senders cost \$5, \$9. My design offers reliability and low cost.

KIT—\$280 Prices include shipping. Assembled and tested unit \$340, Oil pressure module \$20, Oil pressure sender \$9, Oil temperature module \$20, Oil temp sender \$5, CHT module/probe \$20, Battery voltage level module \$20.

Modules can be added later or not used at all.

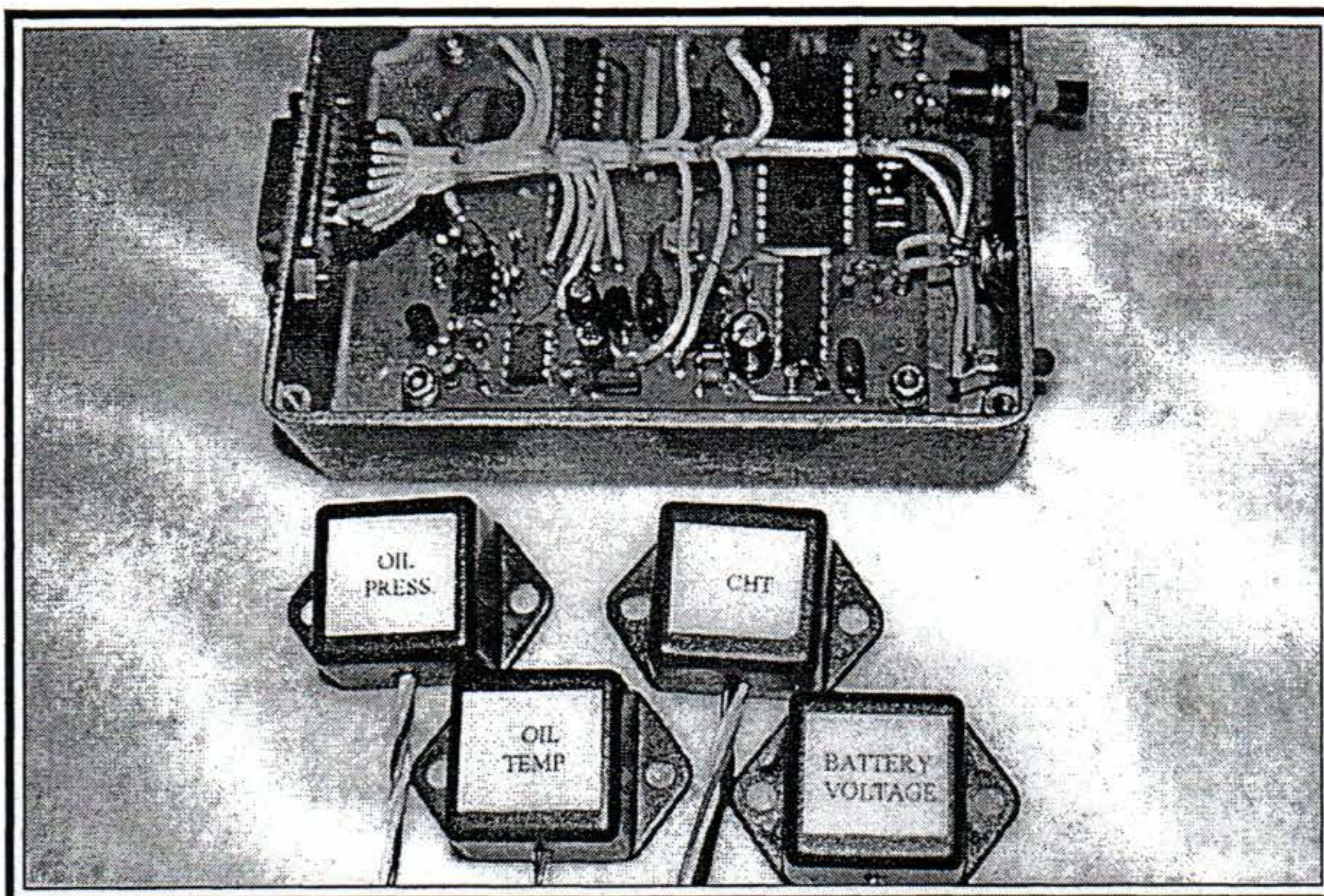
You're getting a lot of electronics for the money. If anyone is not happy with the unit I'll do everything possible to make it right. If I assemble the unit, all money will be refunded. If you assemble the unit and are dissatisfied, return it. If board and box have not been damaged I'll refund your money. In either case the system will be repaired free for two years, should it ever fail. All anyone would be out is

the building time. I can easily make this guarantee because I know everyone will be pleased with the system

If you are interested in this life saving device, send check or money order to:
Richard Lewis;
367 Pleasant Hill Rd;
Philadelphia TN. 37846.

Call 423-376-1450 week days after 7:00 PM EST.

FLY SAFELY,
YOU WILL BE MISSED.....



Nose Wheel Shimmy

Bob Sudderth (WA) - It pains me to write something regarding a lapse of attention to detail. But it happened, and the rules of the game are to let the whole EZ world know you screwed up so maybe there won't be repeats.

I always check nose wheel damping with my foot before I climb in the cockpit. Recently, I felt the friction force was getting light, but thought I would get to it later. My next landing was on a 3000' runway so I lowered the nose and began braking on touchdown. All hell broke loose. I lifted the nose off the runway and hell stopped. I lowered it again and the tremendous shaking immediately commenced. I saw the fluttering nose wheel through the window. I lifted the nose wheel again and held it off until very near the end of the runway. The final firm "set

down" produced no shimmy.

I checked the nose wheel and discovered absolutely no damping at all. I made a quick damper adjustment to restore adequate damping so I could get back to home base.

Following this near catastrophic event I inspected everything. Fortunately, nothing but the tire was damaged, cracked, or mutilated. I found my nose tire badly worn where it rubbed the inside of the fork. I replaced the nose tire. While the nose strut was out, I reamed the upper pivot bushing and made a new close tolerance pin. Now I have a good firm nose strut that doesn't wobble.

I also adjusted the friction to 5 pounds side force at the tire. I will never knowingly operate below 4 pounds again. Keep the shimmy damper adjusted. You may not be as lucky as I was.