

**Subject: Re: [c-a] EIS Eng Monitor**

**Date:** Tue, 29 Feb 2000 22:18:53 -0500

**From:** ERacerVinn@aol.com

**To:** canard-aviators@betaweb.com

[The Canard Aviators's Mailing list]

FLYaDIVE@aol.com writes:

<<

Does anyone have information on the Engine Information System (EIS) listed in ACS?

It seem to offer an awful lot for only \$500.00.

Any pro's or con's? >>

Barry,

I bought the EIS unit with the large display, which fits nicely in a standard radio stack. I'm not flying yet, but those EIS users I've asked have nothing but praise.

The company cut its teeth on the ultralight industry and have since branched out to the experimental crowd. I read somewhere that the owner of the company is a former Boeing engineer.

I bought mine direct from EIS using the phone number from an advertisement in Kitplanes or Sport Aviation. I am glad I ordered direct, as he was able to customize things for me. (Such as full length thermocouple wire so the unit can automatically compensate for cold terminal differential.) Their ad usually shows the small display unit.

Their latest EIS unit not only does the usual engine parameters, but includes 4 egt and 4 cht channel monitoring with the industry standard bar graphics.

They also include a couple auxiliary inputs which you can calibrate to monitor almost anything that produces a millivolt signal.

The EIS unit utilizes a good quality LCD display which was also used by some name-brand GPS units.

The unit monitors engine parameters and each parameter can be given a maximum and minimum value. Whenever a parameter is out of this range, an alarm is annunciated by a flashing light. The EIS can display several "pages" of engine vital signs by scrolling manually or it will automatically display the associated page when an engine parameter has entered an "alarm" condition.

Once the alarm is acknowledged, any page can be viewed. If I remember correctly, the operator can select his favorite display page as the default page. (My favorite page is RPM, Oil pressure/temp, highest cht, highest egt, and fuel pressure.)

When I purchased my complete kit (assembled display unit with probes, senders, etc.) from EIS (about 4 years ago), it actually saved me money compared to purchasing the same capabilities using conventional gauges. (Not including the EGT and CHT monitoring capabilities, which singularly, can cost as much money as the EIS kit alone.)



So, for bang for the buck, I couldn't find any better. You would think that living in Wyoming and a former Thermopolis resident, I would be promoting the Rocky Mountain unit, but the EIS was less money, smaller, less weight and it was assembled.

EIS' web address:

<http://www.hometown.aol.com/enginfosys>

My unqualified opinion,

Bruce Vinnola

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