

Does Your Intercom Buzz?

Walter Gee (IN) - A while ago I found a new set of problems with my Long-EZ. I had an engine related buzz in my intercom and the transponder interrogation light stayed on all the time.

I found the threaded spark plug ends

of my automotive type plugs were not screwed down tightly. These little nuts that make contact with the plug wires were evidently vibrating and causing some kind of EMI that effected my intercom and transponder. When I tightened the 2 loose terminals the interference went away.



Congratulations

Dee and Charlie Airesman were married May 18 and honey mooned in Key West. Dad's wedding present was an O₂ system for the Vari-Eze.



GPS Interference

The following was based on information in an Aviation Consumer article sent to me by Mike Stolle (NM).

As more GPS installations are being made it seems interference problems are becoming evident. One pilot of a PA-30 had dual Narco Mark 12D's that would block a handheld GPS antenna when it was within 3-4' of the nav-coms. Placing the GPS antenna on the glare shield made things worse as the antenna was right over the nav-coms.

It seems certain Narco radios (MK 12D/E & Nav 824/825) present a special situation causing GPS interference. Like most newer radios with electronic tuning, Narco has a memory function to retain the last frequency when the radio is turned off. That memory has to be powered by wiring directly to the battery. Many installers choose not to hook it up. When the nav-com is turned on, it therefore defaults to 115.5 MHz, a harmonic that interferes with the GPS reception.

Trimble recommended that the interference problem could be reduced if the memory was hooked directly to battery power. Narco says they aren't the only manufacturer to have those problems and are working on fixes.

Aviation Consumer stated, "In general, all radios can jam all GPS units having an "in cockpit" antenna. VOR

receivers and com radios generate an intermediate frequency by the IF oscillator which jams GPS reception. Every manufacturer uses a different IF and it varies even on their own radios, so you can't say a certain frequency will cause a problem universally on all radios."

Trimble published a chart showing frequencies that can cause problems with certain radios.

"A KX 155/165 transmitting on 118.15 was shown to jam an External antenna.

MK 16 tuned to any 115 or 109 nav channel was shown to jam a handheld GPS.

All radios can generate GPS jamming harmonics when **transmitting** on frequencies near 131.285 MHz and 121.186 MHz.

The **reception** mode also causes interference.

Narco MK12D/E, Com 810/811, Nav 824/825: Com - 131.220 & 119.285, Nav - 115.464 & 109.672

King KX 155/165: Com - 131.820 & 119.885, Nav - 116.128 & 109.564

King KX 170/175: Com - 122.285 & 130.186, Nav - 113.651

Collins Microline: Com - 132.720 & 120.785, Nav - 116.028 & 109.464"

EZ Writers

Vance Atkinson (TX) - Nat Puffer called and has the Franklin engine mounted in the Cozy with baffles done and a few minor things to do. It will probably fly by mid June.

A Berkut builder from Montana reported that Dave Ronnenberg is going full tilt with the 540 powered Berkut and will be finished and flying to OSH.

New members of the Canard Travel Club

The following are names of people who wish to be added to the Canard Travel Club roster.

Randy Porter Athol, ID (208) 683-3126, or cell phones: 699-0227 & 699-0226. He lives on S61 Hackney Airpark, 3500' "fairly smooth" grass.

Ted Hall St. Charles, MO (314) 946-4040.

Bill Cook Hamilton, MT (406) 363-4238

Tony & Brenda Rothwell Chapman, ACT, Australia E-mail 100035.3030@compuserve.com

Carl & Joan Denk La Grange, OH (216) 458-5598 based at 22G

Walter & Kathy Gee Indianapolis, IN (317) 271-5618 based at Eagle Creek

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