

I'm not robot!

In the early days of fully automated flight controls in airliners, crews could be heard to exclaim, "What the heck is it doing now?" As we gradually move away from direct mechanical control and familiar systems-fixed-timing magnetos as an ignition source, for example-there's great potential for confusion in the cockpit. Already pilots sometimes regard autopilots as seemingly having a mind of their own when the operating mode isn't clearly announced, or there are gaps in the pilot's understanding of the box. Along those lines is an experience Bill Repucci had a couple of years ago. (Repucci is an occasional contributor to KITPLANES, which is why he cannot report on this new product.) "I was an early adopter of the P-Mag [electronic ignition system] on my RV-9," he said. "On the first flight, everything was fine, but on the second flight, the CHTs [cylinder-head temps] went through the roof. I reduced power and landed successfully. After testing, I determined that one of the two P-Mags had lost its TDC [top-dead center] timing." The result of the lost timing reference was dramatically advanced ignition timing, which can manifest as raised cylinder pressures and elevated CHTs. Repucci appreciated that what he didn't know in the cockpit during that second flight influenced his response to the CHT indications. More to the point, he had no idea precisely why the CHTs had shot up, and even if he had realized that it was an ignition issue, he still didn't know enough to quickly decide which of the two ignition systems to disable for the return to the airport. What the heck is it doing now? The default screen shows the TDA (timing divergence angle) as a bar graph and the largest numeral (5.8). Numbers in the green and red boxes denote the actual requested ignition advance. The bar graph to the right shows the duration of the ignition event. Advanced Thinking Airshow coverage sponsor: "This began a dialogue with the To the hints of EMAG ", said Repucci, referring to the society that produces the systems E-Mag and P-MAG. (For those who are not familiar, these are four-cylinder autonomous ignition systems, which take the residence in the free magnet hole. The E-Mag model uses the electric power of the ship, while the P-MAG model contains an internal generator that can run the system without any external assistance.) In that discussion, Repucci learned that the P and M-Mag systems have built-in serial ports that spit the execution data for each ignition. In fact, EMAG offers a PC-based program that can be used to monitor the function and health of the ignition system. Unfortunately, the napkin of a laptop in the cockpit is quite uncomfortable. Anderson, who was trying to create a tool to help understand what was doing the computer with an automatic engine conversion. d ATA Streaming from one or more of the new E- or P-MAG of 114 series 114 and presents it in a simple color LCD screen housed in a circle of instrument size (2.25 inch) or in a rectangular module. What to show and how to do it has become much of the initial development, but what Repucci and Anderson have established has a huge sense of meaning when you think about it. The primary screen on Commander EI is intended to show the current advance (in degrees) for each installed system. (Really, Commander EI will be much more useful to those who install two E or P-MAG systems.) Because one of the failure modes that is more difficult to diagnose quickly is the loss of time, i.e. the ignition somehow loses the track of the TDC on cylinder #1 and therefore cannot set the spark timing accurately is the most important number on display. A bar chart shows the difference in degrees from one system to another, one out of the other because E- and P-Mag systems emit both a data-based time reference and an analog "blip" that the EI Command can compare. "What we found in the test was interesting," said Repucci. "We almost never see a difference in timing less than 2. So we decided that a difference up to 3 is OK, but that anything from 4 to 5 is worth noting, and a difference greater than that is a reason to control the system." Repucci and Anderson have discovered what older motor builders already know: The natural sled in time changes in the average of four Lycoming cylinders makes timing vary, no matter how accurate the ignition system you bolted on. Other screens show key parameters in the attached E- and P-Mag power systems, including temperature. Pulsants around the facial sequence screens are used to configure the times defined by the user. Going beyond E- and P-Mag systems give way to enough data to do some interesting things. For one, the duration of the event sparks. Who cares? Well, too short an event can signal a short cable or a failed spark plug. An event that takes too long to complete the points to a broken plug component or detached wire. These values, arbitrarily arranged on a scale from 0 to 100, are depicted for each coil pack for each E- or P-Mag in the system. Other passive features include a speedometer, a Hobbs-shaped hour counter, a system voltage (in each ignition box), running and maximum temperature, and a set of other parameters that are resident on the output data stream. If the E- or P-Mag pulls it out, the EI commander can read it. This is cool, but one of the most intriguing aspects of the EI Command is the ability to create and implement spark curves literally in flight. Once again, a background is needed: the normal E-MAG systems allow the user to select one of the two internal maps, the A or the B. The difference is simply the maximum maximum quantity. Regardless of the map, the E- and P-Mag systems set the TDC timing for startup, expanding towards the maximum rpm advance, with an additional skew (limited advance) with high collector pressures. The rectangular module uses a remote housing for the processor, seen on the right side of the tape cable. In the EI Command, the process is to leave the physical jumper out of the E- and P-Mag system. Then the EI Commander can be used to force the E- or P-Mag into one of the two standard curves, A or B. In addition, EI Commander has the memory to store three more maps, whose limits can be defined by the user. The shape of the curve in advance does not change; rather, the user-defined settings simply move it up and down, left and right, if you think of it as a curve drawn on the card. This flexibility is particularly useful for fine setting of ignition at ambient temperatures and is particularly good for planes with fixed props, where the separation of the manifold pressure and rpm is not possible. The EI Command is now available and requires the next 114 series E- or P-Mag systems; it does not work with electronic devices from other manufacturers (because they do not spit the necessary data flow). In the 2.25-inch tool support, the entire EI Commander costs \$600; the rectangular unit is \$100 extra. A new EI Commander Lite-all the same functions, but it is limited to the two standard E- and P-Mag-internal maps will sell for \$400, with full functionality software update available for \$200. An alternative surface-mount housing is available for \$100 extra. For more information, visit www.eicommander.com. It seems that every day there is a new myth of the car to be drought. Will tuners really extend your car's life? How about the idea should cold engines be heated before driving? But here is a car conundrum that is not only true, but can be dangerous when not properly correctly. How can the keys on your keyring have any real effect on the ignition, you may be wondering? Too many keys on your keyring can damage the sensitive interior components of your ignition cylinder. explains Jake McKenzie, content manager for autoaccessoriesgarage.com. Your ignition cylinder really wasn't engineered to hold much weight on it, and when you hang a heavy keyring from your ignition every bump, turn, and vibration will slowly but surely wear down the delicate inner elements. Are shortening the life of your car. A (car) accident waiting to happen. Wearing down the ignition cylinder could ultimately lead to intermittent starting problems or other major safety issues. Lauren Milligan, a career advancement coach at ResuMAYDAY, shared this story: My husband, years ago, had probably three dozen keys on his ring. The weight shifted around the ignition so badly that while he was driving, he could pull the key out of the ignition and continue to drive. Before that happened, my husband's mechanic warned him plenty of times about how his key ring was too heavy. Yes! So it's not the keys themselves that are the problem, it's the weight of the keys hanging from the ignition that's the issue. While there is no professional consensus on how many keys are too many, most experts agree that five or six keys should really be the max amount. An even better option is to have your ignition key on its own keyring to completely reduce the weight pressing down on the ignition. While this may seem like a small thing, it can end up creating costly (both financial and safety) repercussions. So ditch the heavy key ring and travel light! Your car ignition will thank you. And if you have a habit of losing your keys, this key finder can help. Next, check out these 34 secret car-buying tips your dealer won't tell you. Sources: Brightside.me. Auto Mechanics Share 10 Things You Never Do to Your Car. Patch.com. Automotive Fact or Fiction? Can Too Many Keys Cause Intermittent Starting Problems? Jake McKenzie, content manager for autoaccessoriesgarage.com Lauren Milligan, a career advancement coach at ResuMAYDAY Evgenius1985/Shutterstock BallBall14/Shutterstock iStock/bulentozber Originally Published: August 21, 2020 2020

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