

Sunday, January 5, 2010
299th Cobra flight, 310th PIC, 7 landings

Wednesday, January 13, 2010
300th Cobra flight, 311th PIC, 4 landings

Monday, January 18, 2010 3 landings
301st Cobra flight, 312th PIC, 4 landings

I finally got my MGL Infinity Singles FF1 installed my trike. I already had Smart Single FF1, but decided to upgrade to the newer unit because it will allow me to display two fuel level measurements at the same time, one off a fuel lever sender, and second from a fuel flow sender. I spent the morning of January 5th mounting the sensor in the instrument panel.

I put off wiring it up till next time and went on a little flight before it got to dark. I headed down to the Stone Labyrinth, then headed east to the Rio Grande Valley. I had a new camera I got for Christmas I wanted to check out. Here is my first picture with it.

Belen takeoff 3:36pm Belen Landing 5:00pm
Airtime: 1.4hrs

Belen Take off 3:06pm Belen Landing 5:00pm
Airtime 1.1hrs (1 hr stop at Mid Valley)

Belen Takeoff 4:06pm Belen Landing 5:00pm
Airtime 0.9hrs

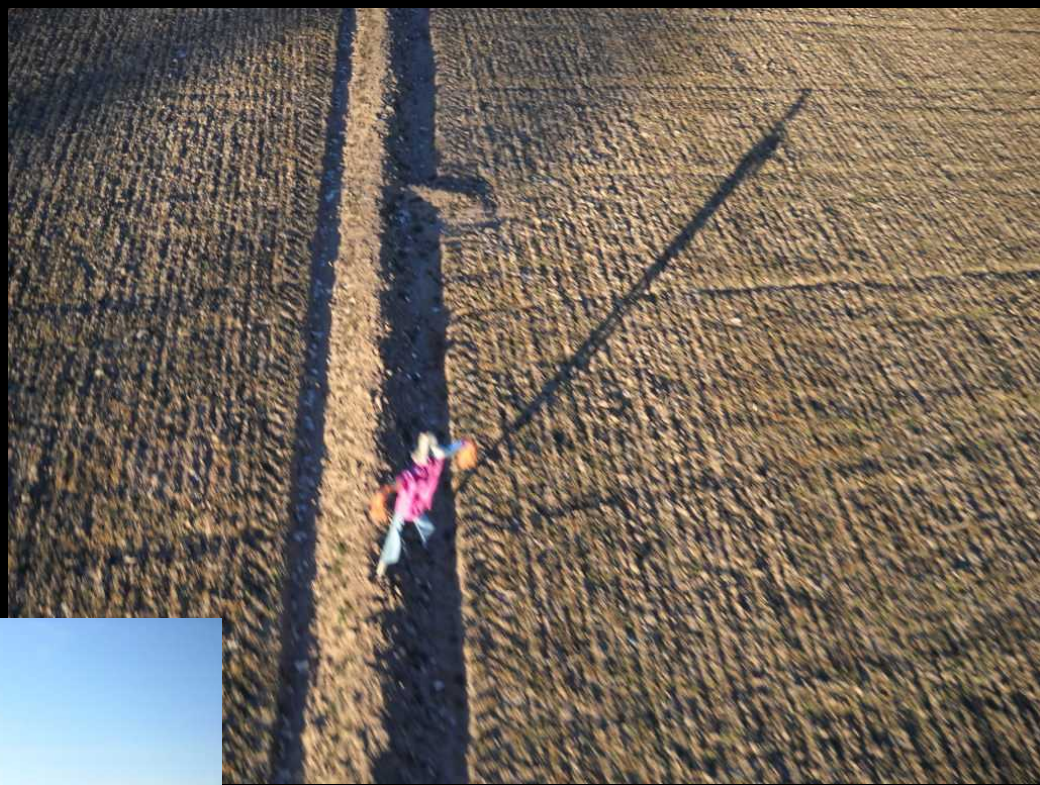
Total PIC Time : 789.9 Total Logged Time 811.1



I crossed over to the farms on the east bank of the river and dropped down low.

I saw something weird in a field and headed over for a closer look.

A scarecrow.



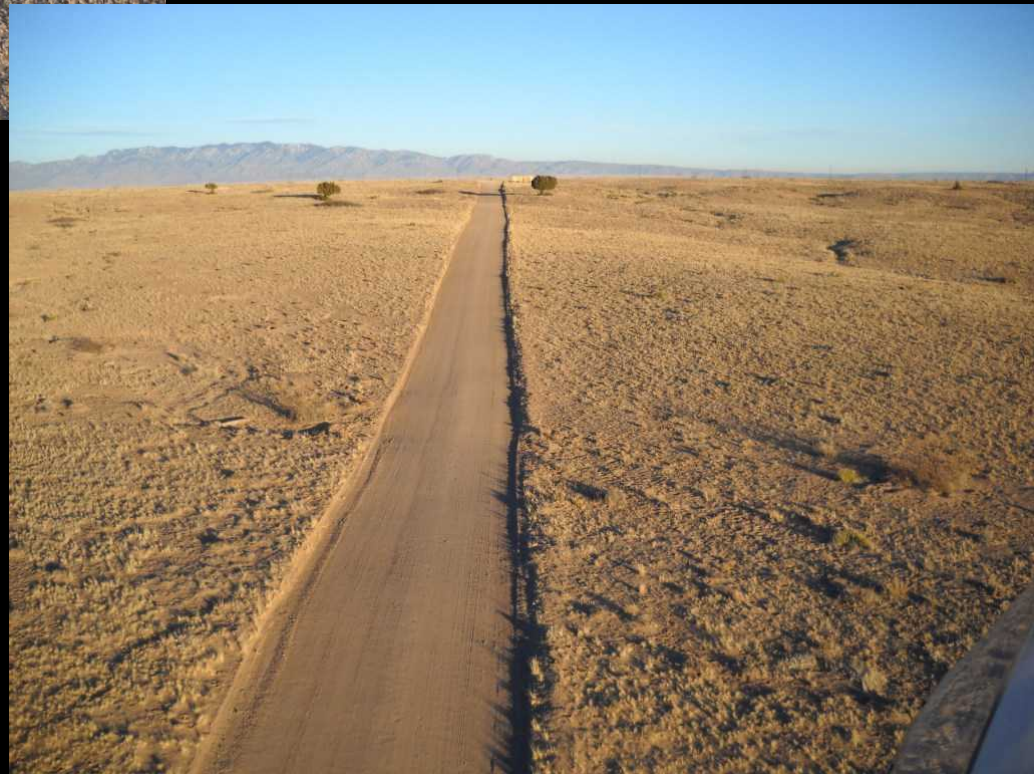
I continued south of over some fields mowed down south.

I headed back for another look at the stone labyrinth, this time wondering if it would be possible to land there and check it out on foot.



There was a dirt road next to the maze, but it was very narrow and had a deep ditch on the sides. Doable, but about a quarter mile away was this perfect dirt road runway, sloping uphill to the east. I think I try that first, but not today.

I headed back to Belen and landed then drove back home.



I came back on January 13 wired up the fuel level to tank 1 and the flow sensor to tank 2. I set tank 2 to be computed based on the accumulated fuel flow. That will give me two independent fuel measurements while flying my trike. The soldering and wiring took hours, then I went up for a quick test flight. I noticed accumulated fuel flow measurement did not change as I taxied around and did a couple touch and goes. I decided put off troubleshooting until later. For now, I was headed to Mid-Valley to drop of a calendar to Mike Marker.

I landed and taxied over to Mikes house. He heard my engine and came out. We went inside his house and he showed me some pictures from a trip to Big Bend, Texas over the Christmas holidays. After an hour, I noticed it was getting darker and got back in my trike for the short flight to Belen.

Later, I talked to Paul and he told me he set up his FF1 with tank 1 on the flow sender and tank 2 on the fuel level sender. I couldn't see how that could make any difference, but I gave it a try. I returned on January 18th and rewired the FF1. Still no fuel flow based measurement. I parked on the ramp with the engine running and started pressing buttons on the FF1. The F2 button brought up a screen I had never seen before. "Enter Tank 1 Starting Level." I knew that was it. I entered 20 gallons and it immediately started to work. Its obvious now, but I wish I had discovered that the week before.

Paul arrived later and went up for a short flight while I finished up calibrating the fuel level sender on tank2. I went up for a short flight before sunset, just to get a little flying in. The FF1 is done.

I am ready for a nice long flight as soon as it warms up a bit.