

Tuesday, March 30, 2010  
308<sup>th</sup> Cobra flight, 318<sup>th</sup> PIC, 5 landings  
Transponder flight over ABQ Class C

Today, I took advantage of light winds and clear skies and an early morning launch to try out my transponder in the ABQ Class C airspace. I have entered the airspace on 4 or 5 previous flights, but I had to ask permission to enter the Class C without a transponder. A permission that could be denied.

With a transponder installed on my trike, it would be highly unlikely I would be denied. For today's flight I would go through the process of talking to the tower and punching in the transponder code.

Belen Takeoff: 8:57am Belen Landing: 11:51am  
Today's Airtime 2.9hrs  
Total PIC Time 815.8 Total Logged Time 837.0



I climbed out of Belen and headed a few miles east of Mid-Valley Airport, putting me in a position where the ABQ approach would most likely send me right over the top of the runway, instead of around the edges of the airport. I radioed in, and that's what they did. The view was spectacular.

Upper right: Flying up the north / south runway over Albuquerque International.

Lower Left: Downtown Albuquerque, and the Rio Grande.





Left: The Big-I in Albuquerque.

Lower left, right: Panorama of north east Albuquerque and the Sandia Mountains.

There was a pretty good wind out of the west at my cruising altitude, 8500 ft. I continued north to Bernallio where I was released from ATC.

I switched my transponder back to 1200, and spiraled down to ground level and headed west.





I flew over San Felipe Mesa (upper left) and crossed the Rio Puerco. I noticed some interesting eroded chalk cliffs.

It was windy and bumpy. Almost not fun. Not from the conditions, but my stomach was taking a beating. Larger burps, but that's all.

I returned to Belen, then started to tear down my trike, removing all three wheels and the carburetors.

I have been lucky and never had a flat, but the tread on my tires was so worn down I didn't think my luck would hold out much longer. I took my wheels to Big-O and had them install 3 new tires. Just getting the wheels off was hard enough. Getting the tire off to fix a flat would be next to impossible. If I ever get a flat in the middle of nowhere, I'll try "slime" on them first, then limp back to civilization. If the slimed tire doesn't hold pressure, I'll move the flat to the nose, then land gently and take the flat to Big-O. I would only attempt to remove the tire, patch the tube, and remount the tire in a survival situation.



I packed up my carburetors and shipped to Lockwood Aviation for a 600 hr rebuild. Over the next month I fixed the front brake, remounted the wheels, replaced all the fuel lines and the hot water lines to my carb heat system. My fuel tank has two fuel pickups. I used to "T" the lines together, then send it through a fuel filter. When I replaced the fuel lines, I put a filter on each line at the pickup, then joined the lines. That way if one filter gets clogged, fuel could flow through the other line. I also moved my fuel flow meter on top of the engine, in a more horizontal orientation. This should result in less backflow through the meter and more consistent measurements. This entailed redoing the wiring harness.

While I was grounded, I made an hour BFR flight with Frank at Double Eagle. I got to fly the "Red Devil" with the Profi wing. That was fun.

I got the carbs back from Lockwood, reinstalled them, synched them, did my annual inspection. This was capped off by a 30 minute test flight (Cobra flight #309), bringing my PIC hours to 817.3 and total time to 838.5.

All of the above seemed to take forever and I did not fly for a month. But it's all done now and I am looking forwards to a good flight somewhere.