

WHO DO YOU TRUST?

How is your aircraft equipped to monitor fuel quantity? How do you track fuel flow, range, endurance and reserves? Still using an analog fuel gauge and a stopwatch? There are other, better ways to get and stay on top of in-flight fuel consumption.

Dedicated fuel totalizers, like the Electronic International FP-5 pictured at top right, use a transducer mounted in the engine's fuel system to track how much gas is being drawn from the tanks.

As long as the transducer's settings are properly entered into the unit and there are no leaks or siphoning from the tank, the device accurately subtracts each molecule of fuel from the total you entered when you last topped off.

Meanwhile, all-in-one engine monitors like Insight Avionics' G3 pictured at bottom right also can be connected to a transducer and serve as a fuel totalizer, among their many other talents (see this article's main text for more).

Carburetor heat, en route climbs and slight variations in leaning technique can mean your actual fuel burn is greater than what the book and your stopwatch say. Which tools do you trust more?

