

05208

Ken Miller (NY) - World's bestest, cheapest most powerful battery: PowerSonic PS 12330. It's available through local electronic dealers. Call 415-364-5001 for the nearest. You should also buy their trickle charger at about \$50. The battery puts out 33 amps, weighs 28 lbs, is the same size as a Gel Cell, and costs under \$70.

World's bestest, cheapest, most wonderful engine control cables: Cablecraft Division, Tuthill Corp. Call 206-475-1080 for their aircraft cable catalog.

Aircraft Tefzel wire, shrink tubing, crimp terminals, etc. Dallas Avionics 800-523-5949.

Aerospace multi-pin connectors: AMP 800-522-6752.

Headset accessories: Oregon Aero 800-888-6910. A MUST for ANY headset is their sheep wool Softtop.

Teflon spaghetti tubing for piano hinges or any other material you can dream of: McMaster-Carr 908-329-3200.

Rubber gloves: Best Manufacturing Co. Style 7005 (S M L XL) 800-875-6854. These are the best (no pun) I have found. They aren't latex but a very tough material called Nitrile. Call for nearest distributor.

Handiest tool: Black & Decker cordless electric ratchet. Has a 1/4" drive and a wall charger. It takes all the pain out of removing your oil screen housing or removing the canard.

Cowling & strake leading edges: I have made a deal to acquire a set of molds for the Sanders/Sport Flight cowlings as well as strake leading edge molds for the Long-EZ/Cozy.

Long-EZ Plans For Sale

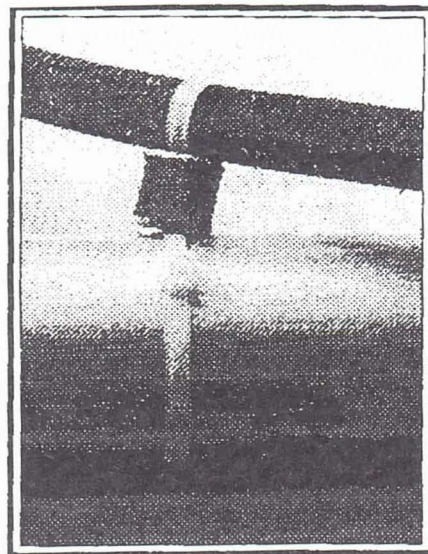
Unused Long-EZ plans for sale. Make reasonable offer.

Call Jerry Jenkins 414-781-6632.

High Tension Lead Routing

Aub Liebig (Australia) - While installing my electronic ignition I came across this nifty way to secure the high tension leads to the engine. You simply cut pieces of some old instrument hose approximately 3/8" long to act as a standoff between the wire and an engine part. Put a tie wrap or cable tie around the wire, through the hose and around what ever you wish to secure it to on the engine.

The result keeps the wires off the induction tubes and prevents their flopping around and touching the exhaust system.



Electric Nose Gear Lift Safety Consideration

The following was taken from a letter written by John Cannon of McKinney, TX. The stock throttle control quadrant had been modified to drive a Morse push pull control. A fastener apparently vibrated apart and jammed the throttle control.

On April 8 Vari-Eze O-320 N13WM was force landed after the throttle stuck in the closed position while making an approach for landing.

An unsuccessful determined effort was made to open the throttle. A field was selected for landing and a safe landing was made. The aircraft rolled 350' before being launched back into the air by a sharp rise in the ground. The aircraft then flew over a road and landed on a bank on the other side of the road. This second landing was with the plane level but descending almost vertically at minimum forward speed, what might be determined a genuine pancake. The distance between impact and final stop was less than 10'. Wingman Peter Magnuson said it looked like a fiberglass explosion.

Damage was extensive. NG1 strut

snapped about 6" from the pivot. The rest of the nose gear did a great job of absorbing kinetic energy. The main gear folded back causing extensive damage to the fuselage. The nose gear fork broke at impact and folded back. It came through the fuselage floor, thigh support, and seat cutting into the pilot's right thigh. The electric landing gear actuator became a destructive weapon which destroyed the instrument panel bulkhead, radio and transponder, turn & bank, nose gear support and severely bruised the pilot.

I am concerned that builders who have installed electric nose landing gear activation may be in for a rude shock if they ever have an off field landing. The electric actuator is heavy and potentially a lethal weapon if it comes loose in an accident. I strongly recommend those considering the use of this gear to have another think. The only thing that saved me from injury from the gear was the nearly zero forward speed on impact. I don't want to think about what that bloody great torpedo shaped missile would do to one in a frontal impact situation.

The canard and canopy did not break. The LSE carbon fiber prop dug into the soft ground on both ends but was only scratched on the tips.

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