## 05322

## **EZ Taxi Service**

Pave & Ali Nelson (MN) - Have you 'er felt the pressure of "Get Home as", in part due to worries about how you'd ever get back to where you're stuck to retrieve the plane? To reduce this pressure, I'd like to propose an EZ Taxi Service.

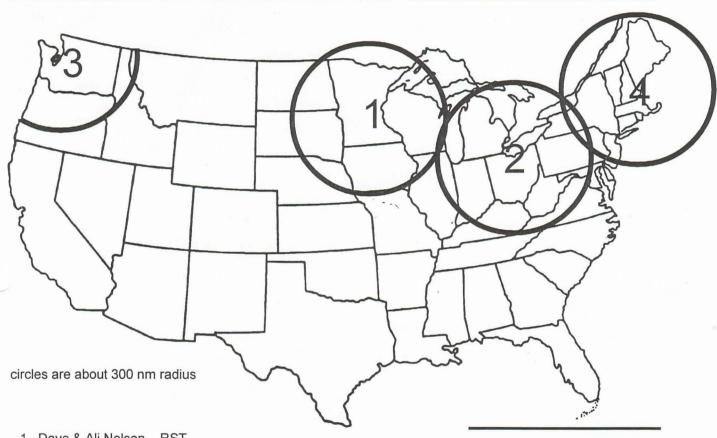
I suggest beginning a volunteer net-

work of EZ pilots willing to give another pilot a ride back to his or her stranded plane. I personally would be willing to fly someone anywhere that I can fly to in a one day round trip. How about it? Any other volunteers?

I further offer to be "keeper of the list". If you are interested in offering your services or are stranded and need the "EZ Taxi" contact:

Dave & Ali Nelson (507) 281-0469 dnelson@sparc.isl.net

ED: This sounds like an excellent idea! The more we can do to promote safety, the longer we will enjoy flying our airplanes. Sign me up, Dave & Ali. I plan to include the providers and map showing coverage in the 1997 Roster. Please get your offer to Dave & Ali as soon as possible



- 1. Dave & Ali Nelson RST 507-281-0469 dnelson@sparc.isl.net
  - 2. Terry Schubert 22G 216-826-3055
- 3. Bob Sudderth AWO 360-668-4900
- 4. Paul Adrien LWM 603-898-6146

## Calendar of EZ Events David Orr (CA)

Nov. 1-3 - The Fox Hunt R.A.C.E., Fox Field, CA regional fly-in. Info: 805-940-1709, motel 805-256-1643

inv. 6-10 - Mexico Fiesta Fly-in, San Larlos, Sonaro, near Guaymas 011-525 682-0398, USA references: Dean Kloepper 303-798-5068 or James Smith 512-345-1470

Nov. 30 - Dec.1 9 AM (weekend after Thanksgiving) Kilo Trials - Flab - Off, former George AFB, now SOCAL International

Feb. 23 - 29 Dominican Republic, 800-972-2139 for \$75 nice beach cottages. John & Linda Steichen 708-985-6671 (H) 708-969-3535 (O) 708-969-4692 (FAX)

## Lycoming "505" AD Issues

David Orr (CA) - While building up an O-320 for my Long-EZ I found 4 varieties of crankshafts available: AD 505 met or not, and standard size or .010" under size. The new Lycoming AD requires the front ID to be turned then examined for ANY residual rust pitting. A "10 under" crank with a few small pits that can not make the AD costs \$2200-2400, a standard size crank not meting the 505 requirements costs \$2400-2600, and a standard size crank that meets the 505 requirement costs \$3500. The engine shop thought the 505 AD a little drastic, particularly with our light weight prop usage.