

## Prop Tips

Charles Vick (Forest Products Lab - WI) I hope you will forgive me for correcting a misconception about moisture movement in wood propellers that seems common among pilots. Perhaps, experiences as described in The Airplane Propeller led to that misconception during the early days of flying. At moisture contents below the fiber saturation point - - approximately 30 percent - - water is essentially chemically bound to the lignocellulosics of cell walls. So gravitational forces are not great enough to overcome intermolecular forces of attraction between wood and water. Even free water above the fiber saturation point is held in place by capillary attraction forces, probably in combination with molecular forces of attraction. Therefore, moisture in a wood propeller at 10-12 percent does not move to a lower end because of gravitational forces. One end has simply dried more than the other. As you can imagine, having more water at one propeller end than the other sets up an imbalance. This is why propellers should be stored in the horizontal position so that drying or moisture gain occurs equally in both halves. Not only that, they look prettier, as you say. I don't know how one stores the three bladed wood propeller.

## For Sale

I have switched from a Cozy 3 to the Mark IV and would like to make someone a good deal. Complete unused plans with updates and 2 sets of A-size drawings, Owners Manual, newsletters #4 to the present, Roncz Canard plans, High Performance Rudder plans, main landing gear, and nose gear. Package deal \$650 or landing gear alone \$300 delivered in US.

Kirby Muilenburg  
2115 3rd Ave SE  
Austin, MN 55912  
(507) 437-6622 after 6 PM CST

## Mesquite Races

David Orr (CA)) - It was too hot a race this year. The high temperatures caused many EZ pilots to run at oil temperature limits. Only one O-235 powered Long-EZ came to the races - a further testament to how popular the O-320 has become on western Long-EZs. Bob Eckes with his immaculate O-235 Long-EZ did 198.1 mph!

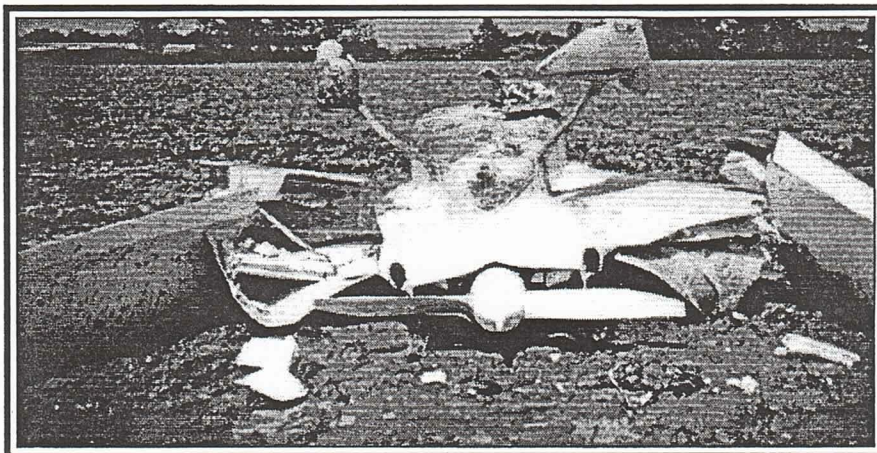
The only hotly contested (pardon the pun) races were the O-320 powered "Super Stock" and "Stock Vari-Eze" race:

	Super Stock
Van Snow	225.8 mph
Gus Sabo	225.4 mph

Dave Lind	223.1 mph
Paul Tackabury	222.5 mph
Norm Howell	212.4 mph
Jeff Glynn	209.6 mph (Cozy)
Steve Irwin	200.5 mph

	Stock Vari-Eze
Joe Moore	200.3 mph
Dave Kilbourn	183.9 mph
Rick Kirkpatrick	181.2 mph

There were 16 flying Long-EZs, 10 Vari-Ezes, 1 Cozy, 3 Glasairs and a Lancair in attendance. Ken Mintz's Rotorway powered Vari-Eze returned from the race due to high oil temperature. The valves were in need of adjustment probably due to the high heat. 18 aircraft were from CA, 4 from NV, 1 from AZ, 1 from NM, 1 from OR, 1 from WA and 2 talented pilots from MN (Chuck Allison & Jim Gabriak).



## 2427 Resin Related to Fuel Stoppage

Valerie Harris (TN) - The enclosed photo shows our Cozy following the accident. You may remember that Robert was doing a go around during flight test when the engine stopped. He was forced to land ahead in a muddy field.

We had a lab in Boston test samples from the strakes and found that the 100LL fuel in the tanks started to dis-

solve the 2427 resin and floc causing small flakes. These went through the tank screens and were caught in the gascolator which has a finer filter. The gascolator had been checked five hours earlier.

We had the lab run the same tests using RAE and the Safe-T-Poxy resins. There were no problems with these resins. Please pass on again the warning about Epolite 2427 Resin.

## C/S Props for Sale

Long-EZ/Cozy M-T Constant Speed Props, originally built for the Speed Canard by M-T Propeller. New or

near new 3 blade. 25 pound. Hydraulic for 160 Lycoming. \$2500 ea.

Velocity Inc.  
(561) 589-1860