French Vari-Eze F-PBJL

Ed: The following description is taken from a letter by Ernest to me. Those of you wanting his drawings the self extension electric nose gear and warning system please send me a SASE with 2 ounce postage and indicate what you want.

Ernest Magallon Graineau (France) The main gear wheel pants are of my own design, fabricated from two spinners. The front half is a dome spinner while the back half is like the type made by Klaus.

The shock strut is different in that the spring is replaced by a cylinder of urethane of 90/100 shore hardness. The result is light and softer riding.

An Allen fuel valve controls the fuel system. The 30 gallon system has only one refueling point located on top of the fuselage tank. When filled, it overflows into the wing tanks.

The canopy is different from those used in the states. It looks like the one istrated on p. 17 of July 95 CSA awsletter. Most European Vari-Ezes are built that way as it offers better downward view. The different profile requires a changed firewall plan form and provides a larger fuselage fuel tank.

I built an air box to house a filter that mounts directly below the carburetor. Both hot and cold induction air are filtered. The lower cowl had to be modified into a boat tail to accept the changed air box.

The nose gear is actuated by an electric motor. The fail safe unit mounts on the torque tube between the Brock gear box and handle. Should you wish to disengage the motor, just push the handle and manual activation is restored.

The self extension feature is obtained by use of a pressure vane in parallel ""th the air speed indicator. When Jair speed (frontal pressure) drops below a certain value contact is made to the nose strut extension motor.



Aft canopy is spread for greater back seat room and visibility



Carb ram air box appears to be made of honeycomb material



Electric window motor extends nose gear

Other micro switches ensure this happens only when the canopy is closed, the engine RPMs are low, etc. The same switches activate gear position indicator lights and high/ low power lights.

Prop Darkening Precedes Failure

Scott Church (HI) - After reading the prop articles in the January newsletter I feel my prop failure certainly fits the described "mold". Prior to my purchase, the Long-EZ and propeller sat idle under a tarp in Hilo (humid and wet conditions) for nearly two years. I later discovered the prior owner had, years before, cut nearly two inches off each side of the Tifft propeller further aggravating the situation. There is no doubt the propeller's wood had been infiltrated by a certain amount of water and that the material weakening chemical reactions, as evidenced by the discoloration, had been underway for some time before it finally gave out.

Editor: See CSA April 1995, p. 19 for accident details. This is another case of prop darkening preceding a failure. Inspect your prop carefully.

Identically Numbered Props May Be Different

Fred Mahan (FL) - I have two B&T props, both stamped 62 x 66. At 15" from center the newer prop has one degree more pitch than the other. Sure enough the older one gets the plane off better and winds up tighter in cruise. Some differences in EZs with identical props may be because the props really aren't identical.

To compare, just measure the angle of the crush plate from vertical on one prop as the plane rests on its nose, then the angle from vertical of both its flat bottoms the same distance from the hub. (I just happened to use 15"). Repeat on the second prop. Compare the differences between the crush plate and the blades on both engines.



Unique wheel pant design and boat tail cowl set off Vari-Eze



Adjustable vent cover directs air flow



Drop down door allows easy access to electronic ignition module. Structure is reinforced to carry landing gear loads.