

Dennis Jacob Vari- Viggen Accident Update

n Smith (IN) - On July 11 the FAA test ran Dennis Jacobs' engine and found that it would bog down from running too rich at full throttle. They found that the leather seal on the accelerator pump was torn causing the engine to run rich. They have determined that to be the cause of the poor take off performance instead of carb ice. The loss of control is still up for speculation.

His widow, Deloria, has decided to donate the entire aircraft to Lincoln Land Community College in Springfield Ill.

ED: Dennis' daughter set up a website for those interested in knowing more of his interesting life.
www.botani-soaps.com/dennis

Exerpts from Cape Cod Times

Tim Crawford was a longtime NOAA scientist. The past four years, he was director of the Field Research Division of NOAA's Air Resources Laboratory at Idaho Falls, Idaho. His research contributed to knowledge of global warming and greenhouse effects, among other topics.

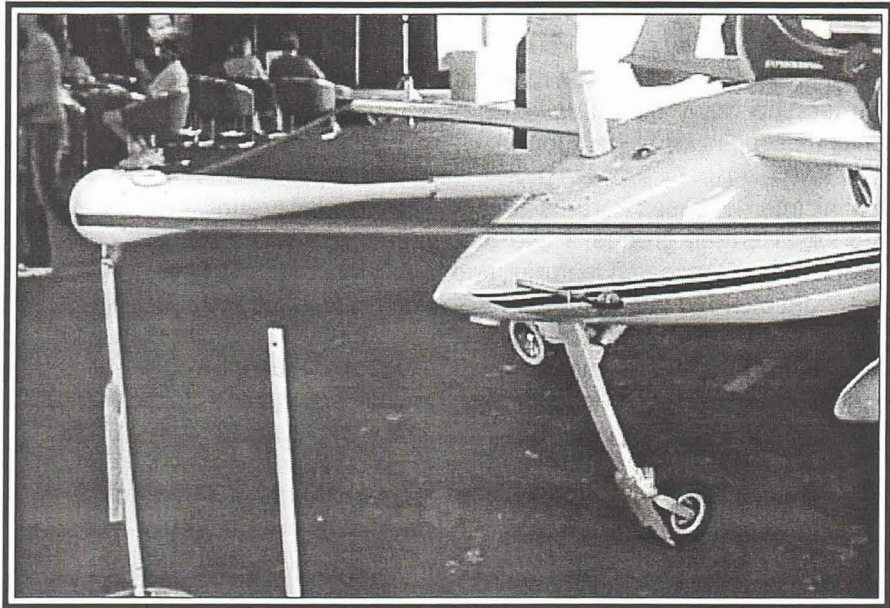
His aircraft, Long-EZ N3R, had been built and uniquely outfitted by Crawford for research. He had flown it for a decade without incident. Its main objective was to fly at low altitudes and collect atmospheric data. Crawford was on a solo mission Saturday, gathering information for a program funded by the U.S. Navy.

Zehrbach - Poor Vendor Treatment

Bob Foster (PA) - I do not wish to pile stones on Zehrbach's back but I had unsatisfactory dealings with him last year after putting the workscope in writing and reviewing the document with Darus.

I am running an O-320 Lycoming with pistons that were ceramic coated on the crowns and solid lubricant coated

Tim built the Long-EZ specifically for weather research



Stroke Causes Crash

Ed Dumas: (TN) - Tim Crawford died Saturday, August 3, 2002 off the coast of Martha's Vineyard, Massachusetts. He was flying the Long-EZ research aircraft in an experiment in support of the CBLAST-Low project (the Coupled Boundary-Layer Air-Sea Transfer) experiment which was designed to measure energy exchange between the atmosphere and ocean surface under very calm wind and water conditions. The death has been a terrible shock to everyone who knew Tim and his family.

There have been some significant developments, including recovery of

the aircraft wreckage and Tim's body. An autopsy revealed Tim died of a massive stroke, which precipitated the crash. According to the coroner, the stroke would have occurred regardless of what Tim was doing and would have been fatal regardless of the situation. The coroner estimated Tim died before the plane impacted the water.

A memorial scholarship is being arranged through NOAA in Tim's name. If desired, donations may be made to:

Tim Crawford Scholarship Fund
c/o NOAA Field Research Division
1750 Foote Drive
Idaho Falls, ID 83402

on the skirts as well as ceramic coated combustion chambers and ports. Darus did this work. I have no complaints about this work, however, he tried to misrepresent the pistons as 10:1 pistons and gouged me on the price for the pistons. Eventually Darus agreed they were 8.5:1 pistons and offered to coat 10:1 pistons if I purchased them and sent them to him. I declined and kept the 8.5:1 pistons.

I also paid him to disassemble the cylinders and inspect them for serviceability. They were disassembled and reassembled but I received no yellow tags for the reassembled cylinders.

In support of the technical side of Darus, the piston coatings have, as predicted by Darus, reduced the crankcase venting to near zero. There is no trace of venting after 15 hours of high power operation! It is too early in the fly off program to clearly say the coatings are helping to produce more power to the prop or are helping to keep the cylinder heads running cooler but I was forced to block 1/3 of the engine air inlet with the carb inlet yet the temps are within limits!

I'm not a litigation happy individual but will not go back.

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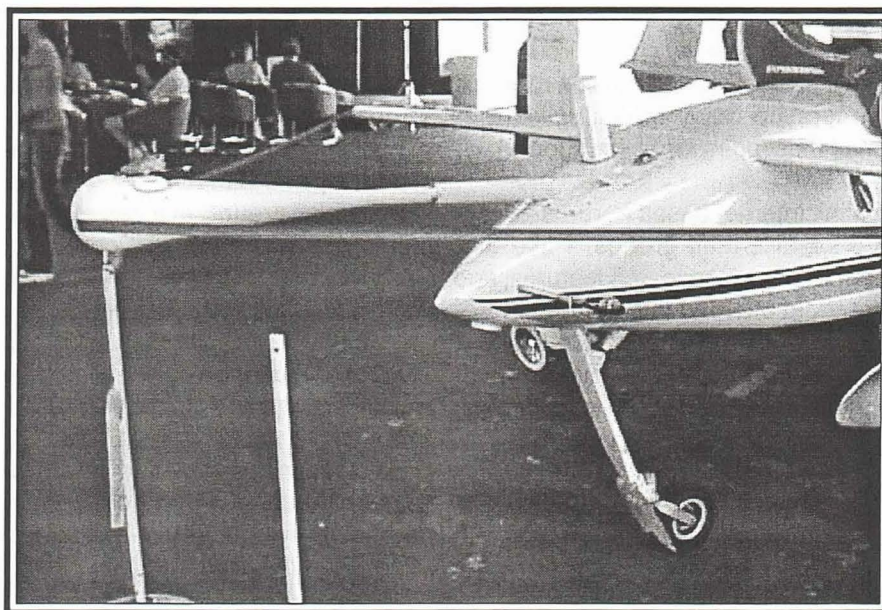
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