

TEXAS RUTAN LONG-EZ

I **CHOSE THE LONG-EZ** mainly because it was a childhood dream to build and fly one. Earlier this year, I flew *The Mistress* (the airplane was nicknamed by my wife, Jenn) to Oshkosh and ran the AirVenture Cup at more than 205 mph. Originally started by Mr. Gil Sitz in the early 1980s, it came to be mine in 2012, about 40 percent finished. I flew it for the first time in January 2019. The work was divided between Texas and Washington thanks to some moves.

Most of the work was in my garage. I tried to spend at least an hour each day, with some longer days on weekends. The engine is a Lycoming O-320-D3G with dual Light Speed Plasma III ignitions (no mags). The airplane is equipped with Dynon and Electronics International instrumentation. It holds 52 gallons of fuel. Mods include a Berkut-style nose, a taller canopy, landing gear leg fairings, and a custom cowling. My EAA technical counselor

was James Redmon, EAA 423498, of McKinney, Texas. Joe Person, EAA 355, Bothell, Washington, and Ken Miller of Granbury, Texas, also gave a lot of help. the build, which took more than six years, tried to focus on completing a series of tasks — eating the elephant one bite at a

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