

## EZ/XP - A Long-EZ the Miller Way

All of us who have ever built anything, have probably thought - "If I were doing it again -----". That second chance rarely comes to EZ owners. They either stick with what they have and make modifications or build a different kind of airplane.

Ken Miller is one of the exceptions, however. He first built a Long-EZ and put over 500 hours on it before deciding to build the ultimate Long-EZ. He calls it the EZ/XP.

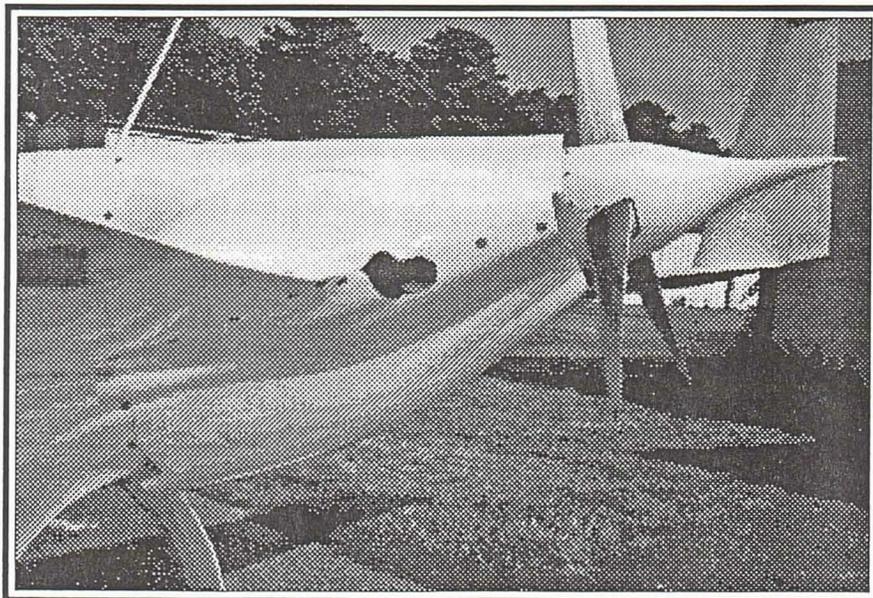
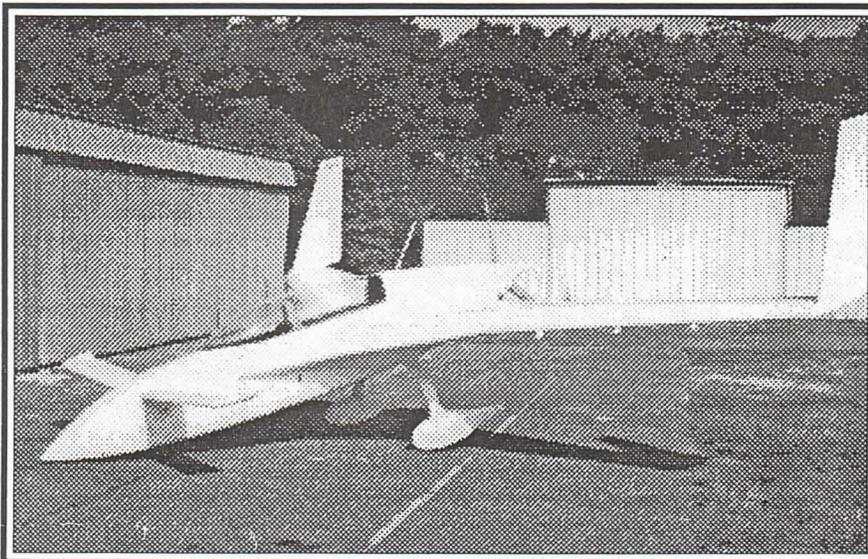
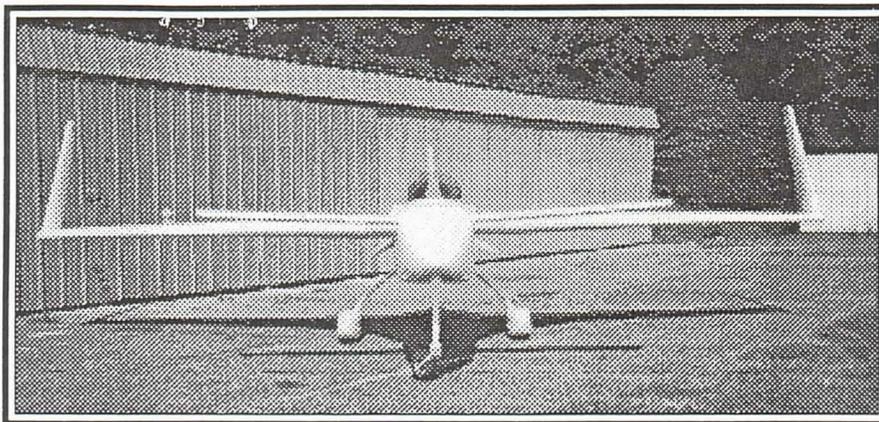
If one looks through the last several years of CSA newsletters one finds many articles, written by Ken, detailing changes to his EZ to make it a more comfortable, lower maintenance, and higher performing airplane.

Attention to control friction and free play makes an airplane that moves "right now" when the stick is rushed. Vance Atkinson's style Roncz canard with dihedral can be seen in the photos. The canard tip vortices should pass above the main wing thus reducing drag.

Ken built his own cowl to get the cooling style and lines he wanted in order to maximize speed by decreasing cooling drag. The airframe is pretty clean so major gains are hard to come by. Cooling drag is one of those areas not normally attended to.

The Ellison throttle body is fed induction air via a belly scoop while the O-320's cylinder cooling is handled through arm pit inlets. Notice the clean inlet shapes and the way they are extended out beyond the slower fuselage boundary layer air flow.

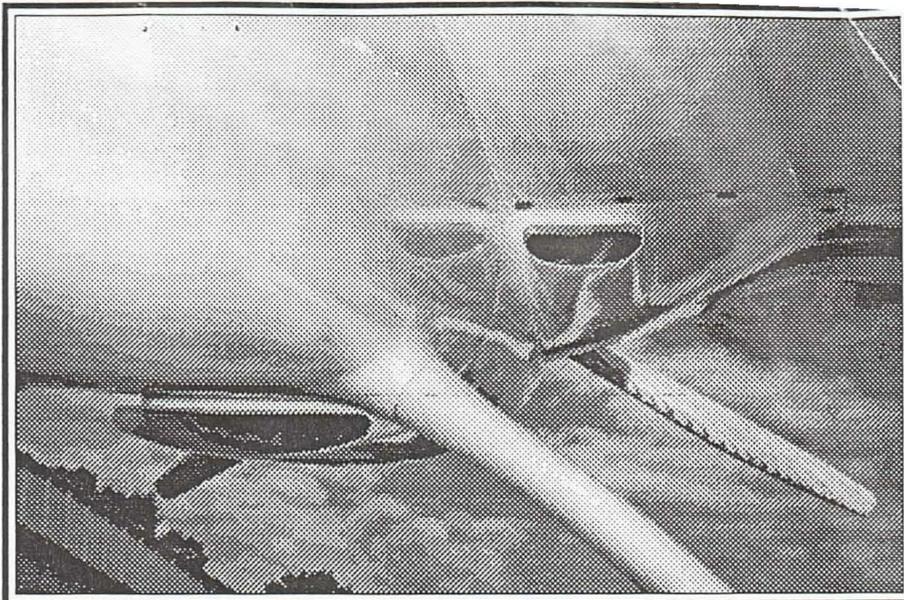
The outstanding finish is evident in the reflections. This bird has had a lot of prep. You may remember that Ken was the author of the excellent article on finishing in the April 92 Newsletter. Several other articles were also con-



The photos reveal a great deal of craftsmanship but fail to show the attention to detail that Ken has put into this beautiful airplane. You just have to see it to appreciate it. See it at Lakeland. Ken will be the guy with the huge grin.

tributed to share building hints, maintenance tips, control bearing installation and safety tips. He even devised a nifty little gadget to locate the upper winglet accurately.

The EZ/XP incorporates many refinements which help it attain a top speed of 220 in level flight. Ken was also one of the first to contribute an article on the electrically activated landing brake. The EZ/XP will be at Sun-N-Fun for it's first major cross country and fly-in. I expect it and Ken to do well.



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### Long-EZ Variant Fuselage

*Christopher Sharsky (CA)* - I plan to make low cost fuselage parts available to interested people who want a jump start on their project.

The fuselage will be modified to feature: balsa core with ready to paint finish, dual pre-molded canopy frames with pre-fitted glass, nose baggage compartment, wider cabin and larger passenger space, retractable nose and optional retractable main gear, flush landing light, and is retrofitable to existing aircraft.

I am interested in talking to all who have comments, suggestions, or are interested in having such a fuselage.

Contact me weekday evenings Mon-Thurs 6-9PM at (415) 321-5066, by E-mail cps @ aerometrics.com or:

Cygnat Aerospace  
P O Box 124  
Palo Alto, CA 94301

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### Engine Mount Wanted

I need a conical type engine mount for an O-235 or O-320.

John Hess  
8174 Eagle Ridge  
West Chester, OH 45069  
(513) 874-9911

### Engine for Sale and Prop Wanted

O-290-3 Lycoming - 1942/43 vintage - rare military aircraft engine - looks good, but no logs. . . prefer to trade for a Continental O-200 or C-90.

I'm also looking for a used Vari-Eze prop usable as a spare.

Contact: Cindy Drozda  
5000 Butte Street #183  
Boulder, CO 80301  
303-440-3579

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### Trade Wanted

Want to trade 84 Harley soft tail very customized show bike for Long-EZ or Vari-Eze. Painted white & turquoise by "Horst". Call Emery Lee (415) 773-8851

### New Supplier of Nifty Stuff

I recently got a brochure of interesting items from Wayne Lanza. He has developed a Vari-Eze/Long-EZ electric speed brake kit which claims to be light weight and require simple installation. The kit is \$250 from Wayne at:

9425 Honeysuckle Drive  
Sebastian, FL 32976  
(407) 664-9239.

One of the neat things about this kit is Wayne's idea to make the brake closing have self adjusting action. See the next page for how he does it and to see a sample of the installation drawings.

Over the years I seen no professional solution to the problem of marking our airplanes' switches and gizmos. I once did an article on how to screen print your own panels but that was apparently too much work as few builders ever do that.

Wayne now has solved that problem and offers professional looking sub panels for intercoms, warning systems, aux audio jacks, fuel quantity indication, etc. He has a DG face with a *canard silhouette* on it and many other things. Give him a call for the full story.

You Cozy Mark IV people might want to check out his switch breaker panel. The more people he gets for the order the lower the final price can be.