

Alternate Roll Over Structure

1 Gowan (TX) - I am rebuilding an abandoned Long-EZ and have a Lycoming O-320 (160 HP) for it. Its "N" number is N320HA. The idiot that built this thing must have been blind in at least one eye. Half the stuff I have to chop up and redo. For example, the hard points in the center section spar for the engine mount extrusions were off. The bolts were going through foam!

The main gear was off 1-1/2" (too far aft) and the nose looked like an Italian ran into a wall at 50 mph.

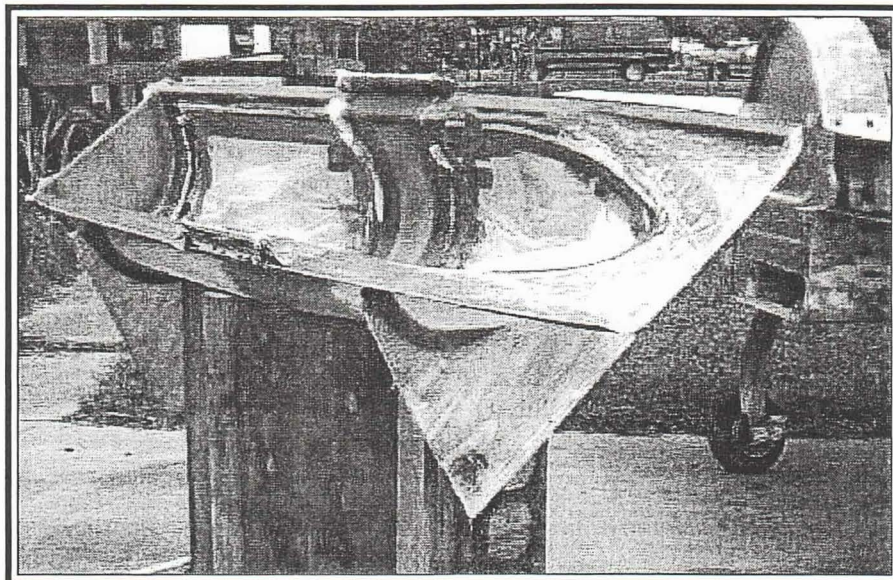
I am building a roll over structure similar to that of RAF. Burt's and Mike's is pretty complicated so I am building a simpler version. I laid up the entire thing in about 2 hours! The structure is 10" wide. First I installed the mold per plans. Then I laid up 3 plies BID, 10" wide and 5 plies of 3" spar cap cloth on the forward and aft edges. I then took one sheet of UNI cloth and lined in the 4" gap between the spar cap material (just folding the cloth). I then installed 1/8" foam in the middle and covered the whole thing with 2 plies BID.

I plan to use the original latches but twice as thick and with a stronger rod. I also plan to install another latch just aft of the front seat bulkhead. If anything, this thing will keep the sun off my back.

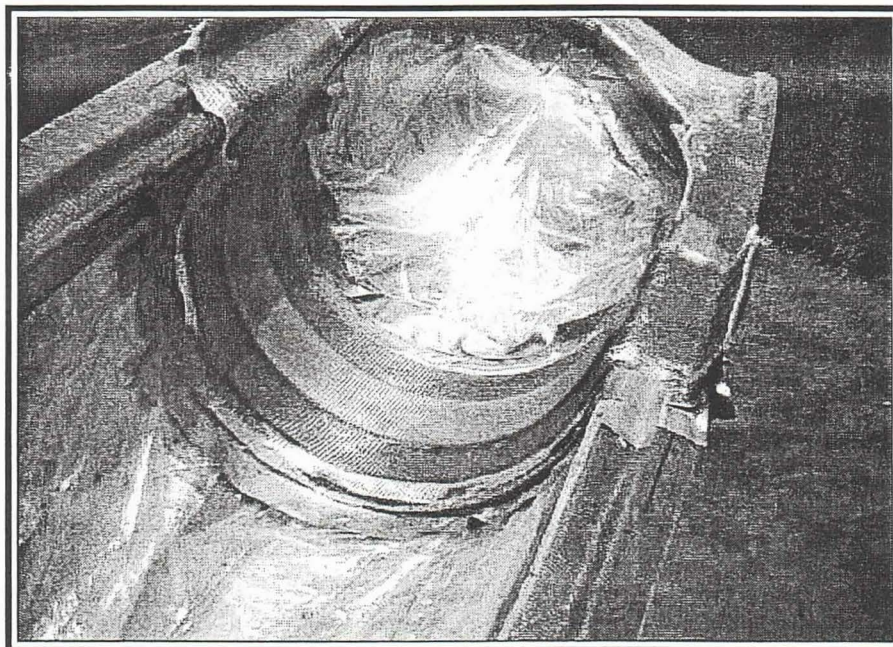
Vari-Eze Project for Sale

No motor or engine mount or instruments or flight log. Airframe being rebuilt. No plans, but has all weight and balance sheets. Also included airworthy certificate. 450 hr on Hobbs. \$5,500 OBO.

This is the first Vari-Eze built and flown in kit form. N1WX. Pictures available upon request, located in Portland, Oregon. Questions please call. 503-750-6425
<nicholas@sichenzia.com>



Good idea for canopy frame fixture



Structure laid up in canopy

