

EZRG

Steve Drybread (CA) - After six years the EZRG made its first flight in July of 1995. Retractable gear development was responsible for about three years of the overall project. The system is primarily based on Swing's well proven Velocity RG system with retrofit design by Scott Swing and myself.

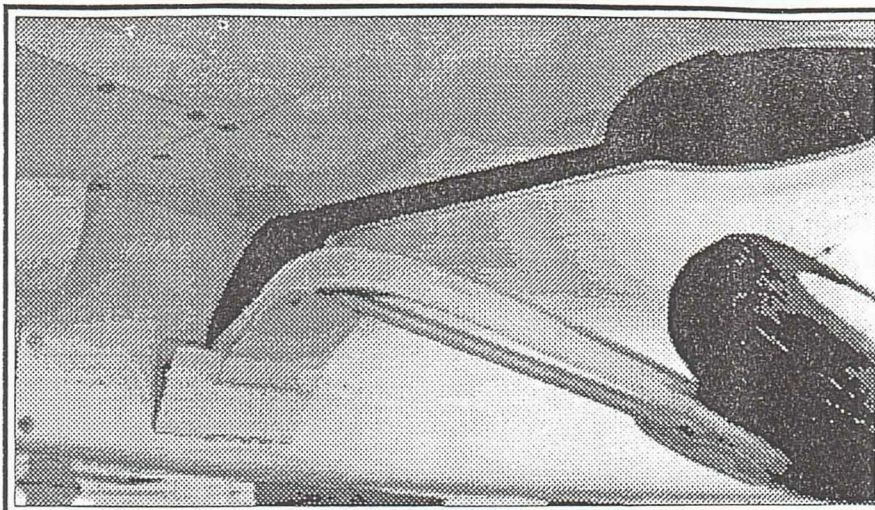
The main gear retract system was designed to be a retrofit for the Long-EZ. Some of the special features that set this system apart from other retractable systems are: the original fixed gear extrusions are used for mounting the new gear legs, the total weight gain is only fifteen pounds, the entire system fits behind and under the back seat resulting in no loss of room, and lastly, the system uses 5:00 X 5 tires which sacrifice only five gallons of fuel per side.

Performance increase will vary with each airframe but should be worth at least 10 kts over a clean fixed gear installation and even more over an average installation.

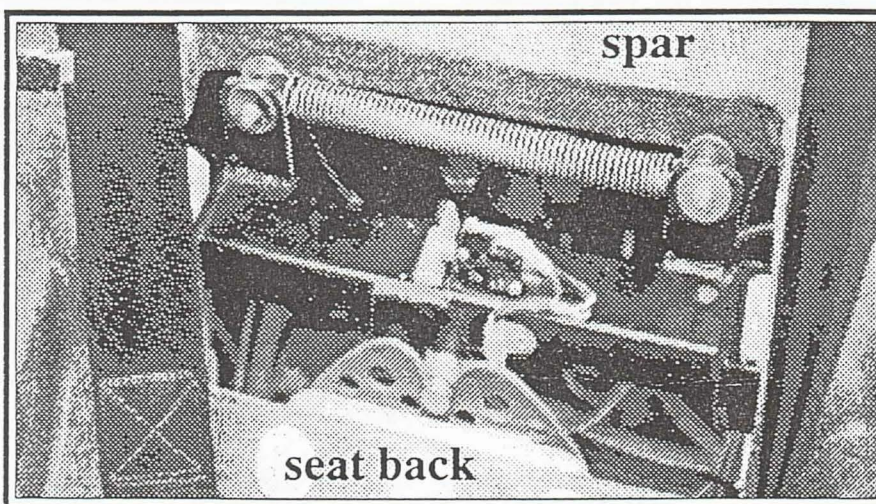
Current performance on the EZRG: Top speed @ 5700 MSL = 237 mph TAS. Cruise @ 10,000' and 2550 RPM = 180 kts TAS. Solo climb, 2,000 fpm @ 130 kts. Max gear speed + 140 kts (has been demonstrated @ 190 kts. High altitude performance = 500 fpm climb to 18,000 and 180 kt cruise at 2650 RPM burning 5.2 gph.

Retrofit kits are available and include main gear legs, gear doors, gear wells, all mechanical components, hydraulic pump, cylinder, fairings and hardware. Kits are made for Long-EZ or Cozy III. Approximate cost is \$2500. For more information contact :

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(619) 431-5562



EZ-RG main gear in transit shows much planning



The conversion takes a minimum of inside space from the passenger. The seat back is merely tilted forward.

Fly Your Canard Around Mexico Free

Bill Oertel (CA) - Arnold Senterfitt, founder of Baja Bush Pilots, is trying to find someone with a Cozy, Velocity, Long-EZ, or similar aircraft who would be willing to fly a circuit of Mexico on a photographic mission. He is willing to pay expenses for the trip. It would be a fabulous opportunity for anyone who has the time. Contact:

Arnold Senterfitt
Baja Bush Pilots
P.O.Box 34280
San Diego, CA 92163-4280
(619) 297-5587

Lower CHT

Frank Nowak (MA) - I removed the normal large spinner and installed the tiny domed one. Doing that and removing the rear upper cowl stiffener dropped CHT by almost 50 degrees. I found no speed difference, however.

Weld Tech Engine Mounts

Don Mize reported that Weld Tech Aero is back in the engine mount manufacturing business. Their new price for an EZ dynafocal mount is \$375.

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