

## New Berkut Canard Deck

*ED: This is the successful system that Steve Drybread developed and had installed on the Berkut he was test flying.*

*James Redmon (TX) - I first installed the original design canard deck over 4 years before writing this section. I never included it on the website, but I thought I'd share the re-installation process as it is a Berkut exclusive.*

The old deck had one piece bonded to the canard and the other bonded to the longerons. This worked, but it severely restricted access to the back of the instrument panel. Now, with a single piece deck, it all comes off with the canard, giving 100% access to the instrument panel!

That is a major plus when it comes to installing and maintaining the panel; just ask an EZ owner about that!

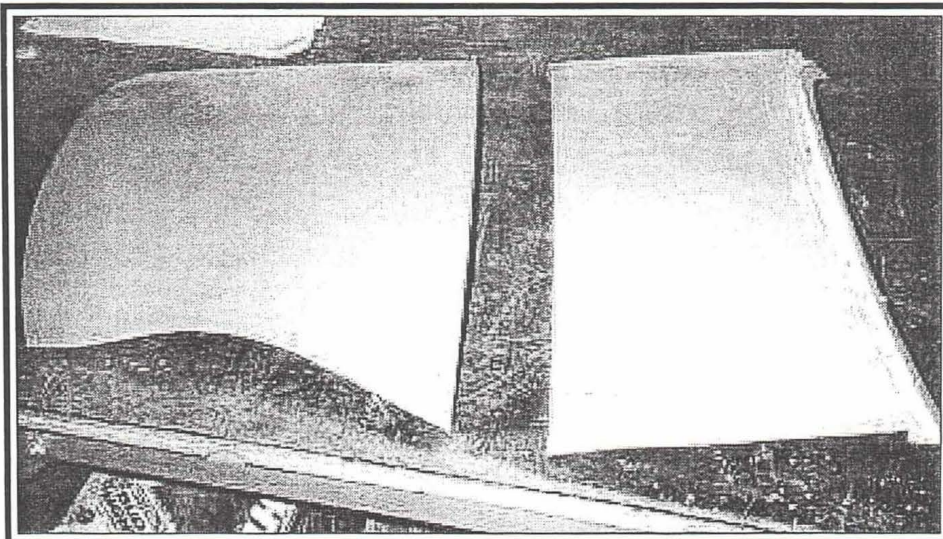
As expected, the first step is cutting off the old 2-piece canard deck. I think it physically hurt taking an air-saw and slicing off chunks of the very thing I am trying to put together, but it all turned out great in the end.

Once the old decks are removed, the longerons and canard are cleaned up and sanded to shape. However, the new deck is only bonded to the canard. This allows the whole assembly to be removed in one piece.

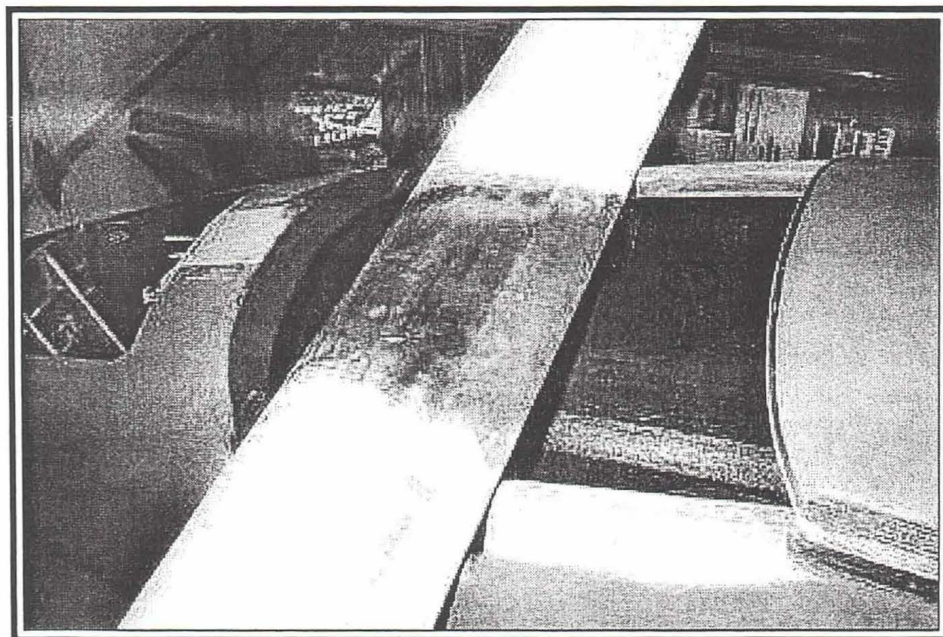
Next, the longerons are covered with duct tape and the new 1-piece deck is trimmed and shaped to fit smoothly onto the canard. The interfaces between the nose, deck, and front canopy should make for a smooth arc.

The deck is then bonded onto the canard. Once cured, the front edge of the deck is cut back to be bonded to the forward deck bulkhead. The forward canard bulkhead is also cut back to allow micro to be placed between it and the deck.

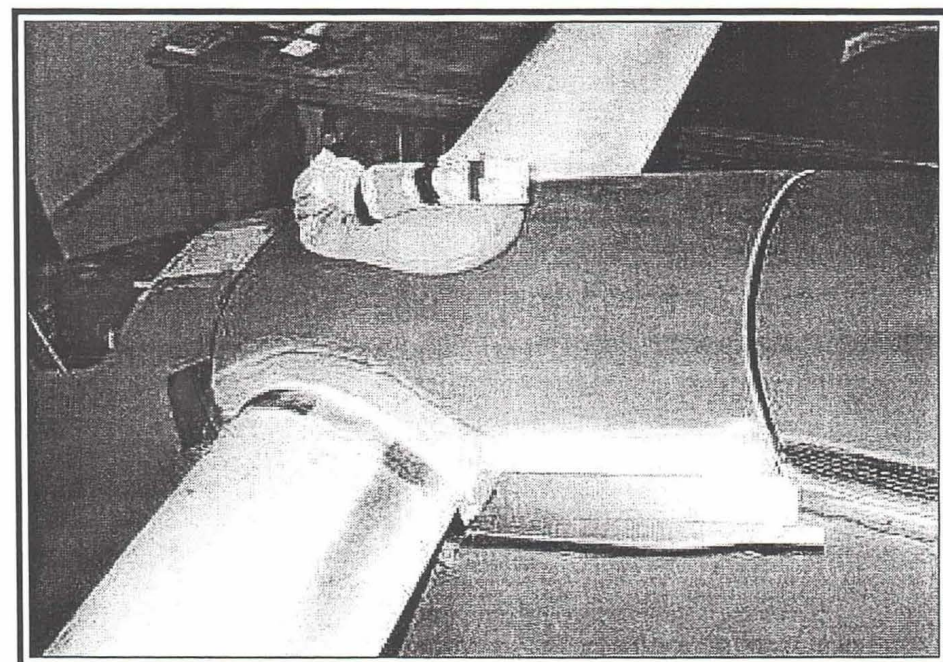
Hefty plys of BID are placed over the tapes on the longerons to form a "C" shaped lip, just like what is on the canopy sides. This will allow the aft



Berkut supplied 2 piece canard deck



canard attached to bulkhead



single piece canard and deck ready for screw attachments  
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end of the deck to be attached to the longerons via a set of screws and nuts, more on that later.

Finally, the whole canard deck assembly is replaced and bolted back into position on top of the front bulkhead and the new "C" shaped side rails. Est Fini!!

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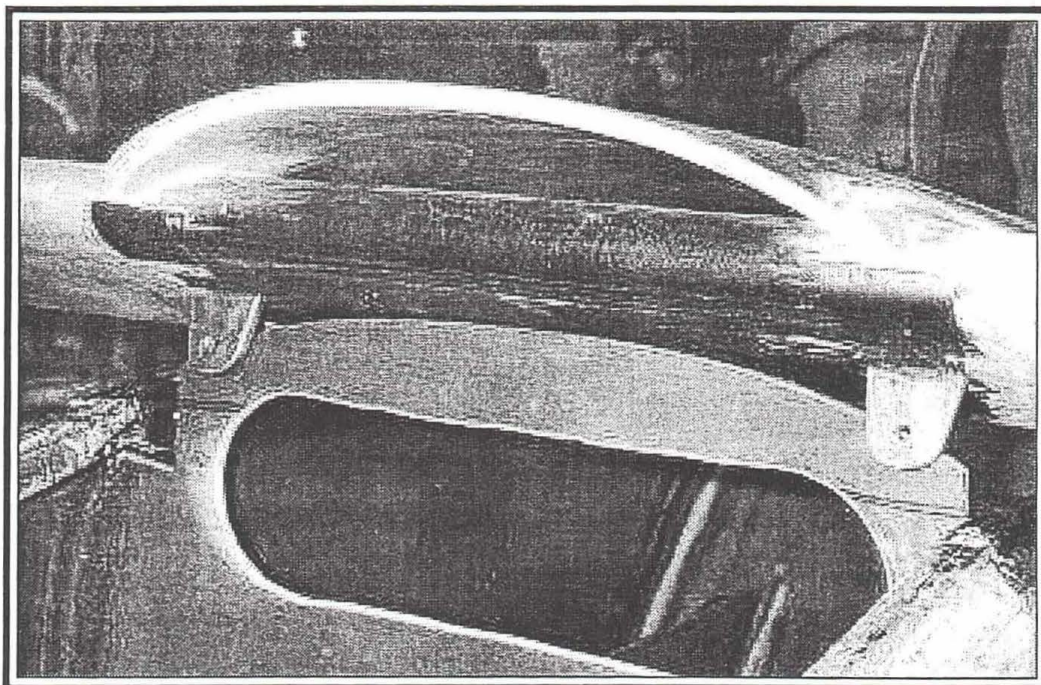
### Airworthiness Alerts and Carb Floats

*Tim LoDolce: (CA)* - I was directed to the General Aviation Airworthiness Alerts (AC 43-16) website: <http://av-info.faa.gov/>

Once there, click on the "General Aviation Airworthiness Alerts" tab under the "Aircraft Information" heading. All the reports posted on this site come from owners and operators of general aviation aircraft, including homebuilts and ultralights, who have submitted a Service Difficulty Report. A blank copy is supplied at the back of each report.

Under the "Search" tab I put in "Vari-Eze" and the search supplied 4 reports. The files are downloaded via Adobe PDF with which most computers have already been programmed. If not, go to Adobe and download a free application.

Two of the reports involved cracked floats in the Marvel-Schebler carburetor.



lift tab attachment detail

