

18 December 1988

To All Club Members

Jim Scharsmidt, 213 478 1605 of Squadron 2, Santa Monica, Arranged to sell his flying project-(N99LE)- a completed Long EZ which suffered gear removal, lower cowl, winglet and wing damage in a orchard landing last year. The buyer, a computer person by the name of Denni Barrett, Married, 30ish, paid downpayment, took delivery, missed a payment, removed the engine, described some business' problems as a reason for his late payment and then moved without a forwarding address. If you hear of a project getting restarted, "only crashed once", beware and give Jim the courtesy of a call,

Of note, a San Diego entrepreneur is on trial this week for stealing a Long EZ, flying it to his temporary hanger in a near airport, and gutting the airplane to convert it to his own use. He had made a failed attempt to steal another ramp-parked aircraft at another airport and had the <sup>other</sup> owner's manual in the stolen airplane when it was recovered. Time to refly? now 1 year.

Possible theft deterrent? Permanently affix a stainless strap around and trailing the nose gear leg, not unlike the strap that attaches to the nose gear spring, cut a slot in the nose gear cover ahead of the nose wheel cover for it and place a padlock through the strap end when parked. This is a devil to fly with no nose gear.

Thanks David Orr