

## Volovsek Long-EZ

*ED:* - Periodically, I have the opportunity to visit projects under construction. A recent visit was to a beautiful Long-EZ being built by Steve Volovsek in Hampton Roads, VA.

He has the modern updates frequently found in recently started projects. One modification I had limited exposure to was his European canopy design. The first time I'd seen it was on a French Vari-Eze. Some folks have complained about lack of headroom in the Long-EZ and Francois Lederlin solved that by placing the Plexiglas canopy outside the canopy frame instead of inside it. You might find the following pictures of interest if you feel the need for more room. The increase in drag caused by greater cross section is probably minimal, as the canopy is no wider than the firewall. I assume there is a weight increase as Plexiglas is heavy.

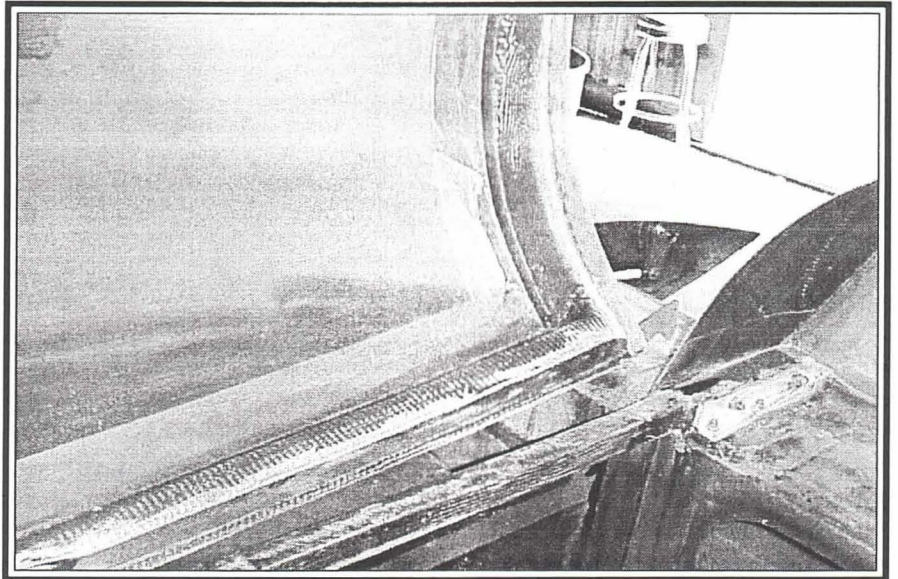
The canopy latch mechanism is similar to the plans system, but the AN-525 screws, which are captured by the C-2L latches, are attached differently.

The nose access hatch is large enough to get at the battery conveniently and the brake master cylinders are up near the hatch edge for easy inspection and maintenance. Steve's hatch cover mount system uses few screws and its sandwich construction will prevent warpage found with the typical no-core glass skin.

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### History of the French Canopy

*Ernest Magallon Graineau (France)* - The man who started the idea of mounting the canopy outside the frame on the Vari-Eze is Francois Lederlin, an architect from Grenoble. The project started in late 1976 and a mold for the canopy was built and sent to Nuvile & Malinvaud, a manufacturer who used to fabricate replacement canopies for various types of helicopters and planes. The enlarged canopy required a new firewall but provided a much better downward view. When the fuselage tank became mandatory, the



Note the increased width in the aft canopy head area

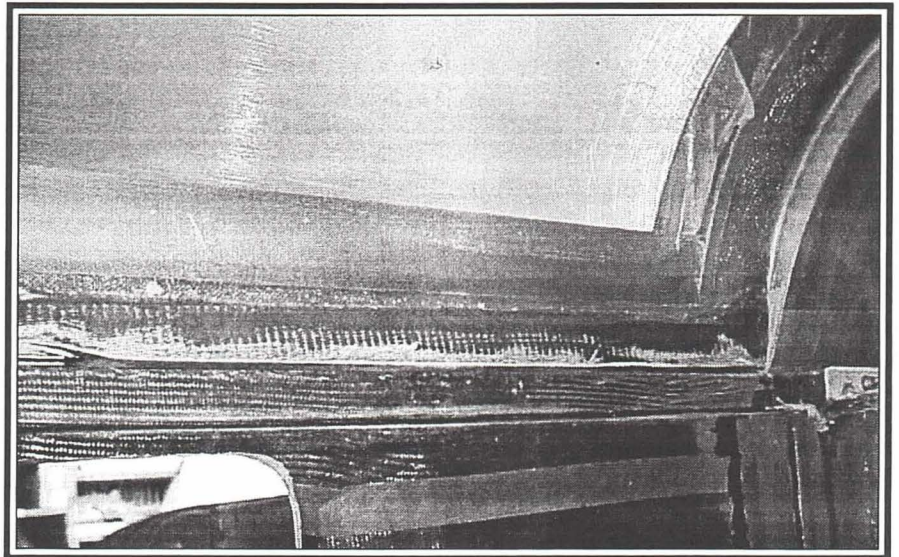
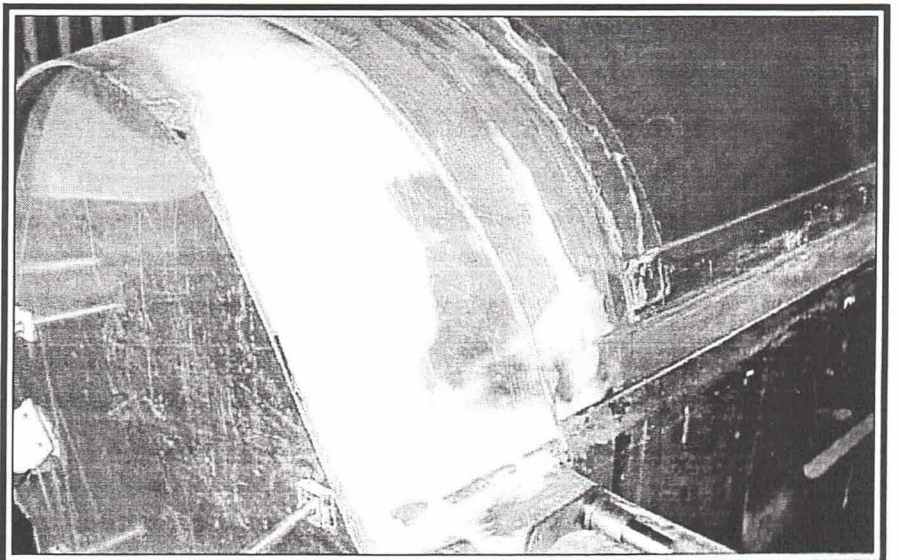
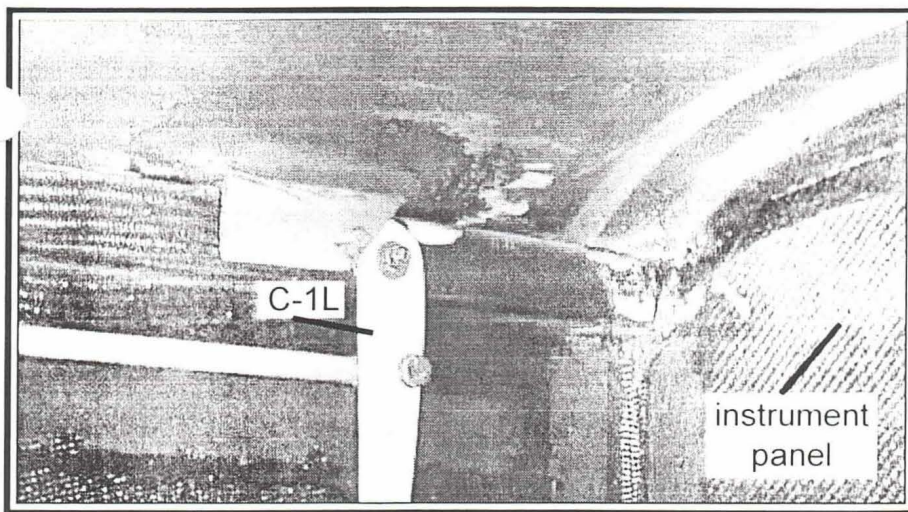


Photo shot inside passenger area. Extra width is apparent

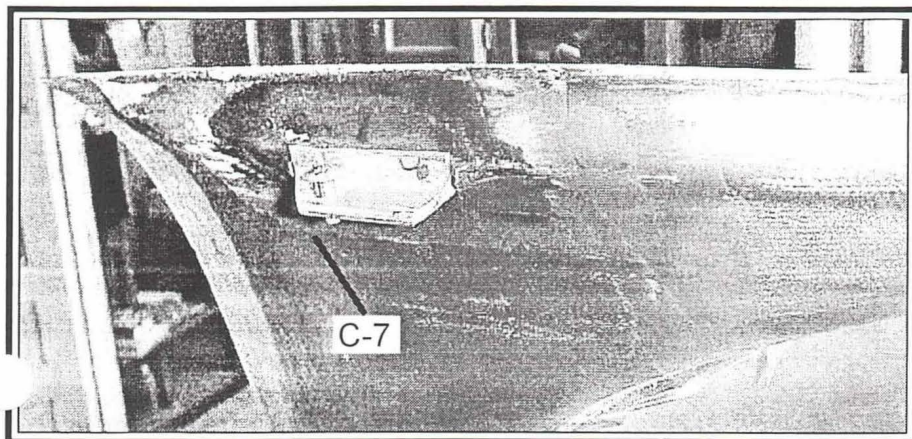


Exterior has no reduction in cross-section area  
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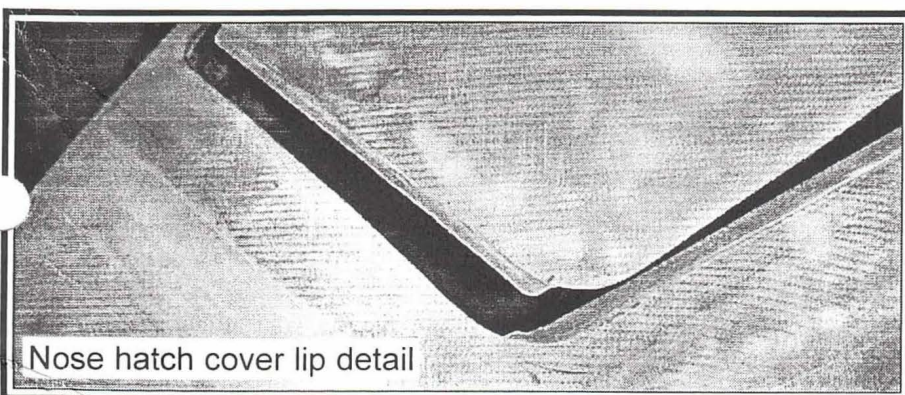
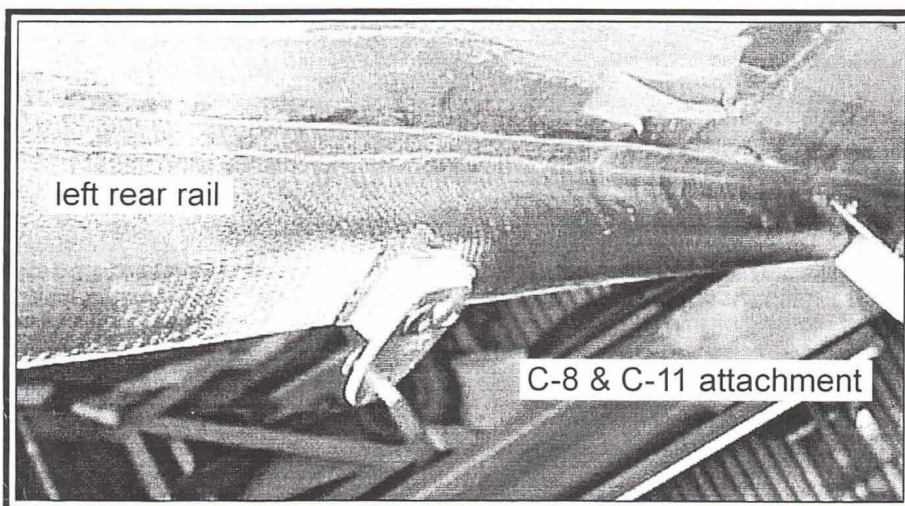




left side front seat photo taken inside closed canopy area



C-7 mounting detail



larger firewall shape offered a greater capacity for this tank (about 15 liters-16 quarts) and much more headspace.

Francois Lederlin does not fly anymore because he suffers from Parkinson disease. Among the staff who realized this job are: our friends Jacques Rubin, the late Laurent Morelle who designed the rounded fuselage, Bruno Guimbal, Claude Charnay, the late Jacques Leschaeve, Claude Petit and some others. The Vari-Eze built by Francois Lederlin was sold eight years ago to Yves Garcin and is currently parked in "Le Nid des Canards" at Montpellier.

In this hangar there is no assigned parking place. If one is known to be away for some time his plane is parked in the far end of the hangar if someone is going to fly the next day, the plane is parked near the door, but in the weekend we usually go flying together. Last weekend we were seven airplanes to fly to Millau, an airport forty miles from Montpellier, our home airport.

The French "School of Vari-Eze" has innovated a lot of modifications to the basic Vari-Eze, among them one-point refueling and different canopy latches. The Long-EZs built in France have the same type of canopy, with outside of the canopy frame. Nuville & Malinvaud can still provide canopies for our canards.

### Whelan Fixes Goof

*Baine Whipkey (GA)* - The white light bulb burned out in my Whelen A-600 wing tip light. When I got one from A/S it cost \$22.85. Ouch! That was only the beginning of the problem. When I tried to install it, I broke the receptacle after many tries to get it to slide in even after loosening the screw that holds the two halves together.

I called Whelen in desperation; they confessed that some bulbs got out in the field that were the wrong size and would not go in. They agreed to send a new receptacle and bulb at no charge.