

## ✓ BEEZ Baggage

I think most of us have seen that sign on Bruce and Bonnie Tift's baggage pods. Bruce was among the first to fly with a pair of these pods on a Vari-Eze back in 1981. It seems Ed Hamlin was first and flew with just one installed. He reported the yaw to be hardly noticeable.

*Bruce & Bonnie Tift (OR) (503) 942-7024* - The pods were developed from the "wing tip" tank molds from a design by Forbes Simpson. This design was the right size and shape to carry propellers as well as all our baggage and camping gear. They are also an airfoil which creates their own lift. We did a lot of testing and concluded, that on our airplane, there was very little difference in flying characteristics with the pods on or off. The plane tends to float a little on landing, and gets off the ground about 200 feet quicker. In a hard turn, it climbs 500 to 800 feet better. It is hard to believe, but we picked up a couple of miles per hour speed on the Vari-Eze. On our Long-EZ we were clocked at 228 mph without the pods and 225 with them installed.

Other builders report a slight gain to a slight loss on speed but all agree that their back seat passenger is much more comfortable and happy. We tested the pods with 30 pounds in each side, up to 225 mph. We restrict their use to light items or, of course, propellers. We've never done aerobatics with the pods on.

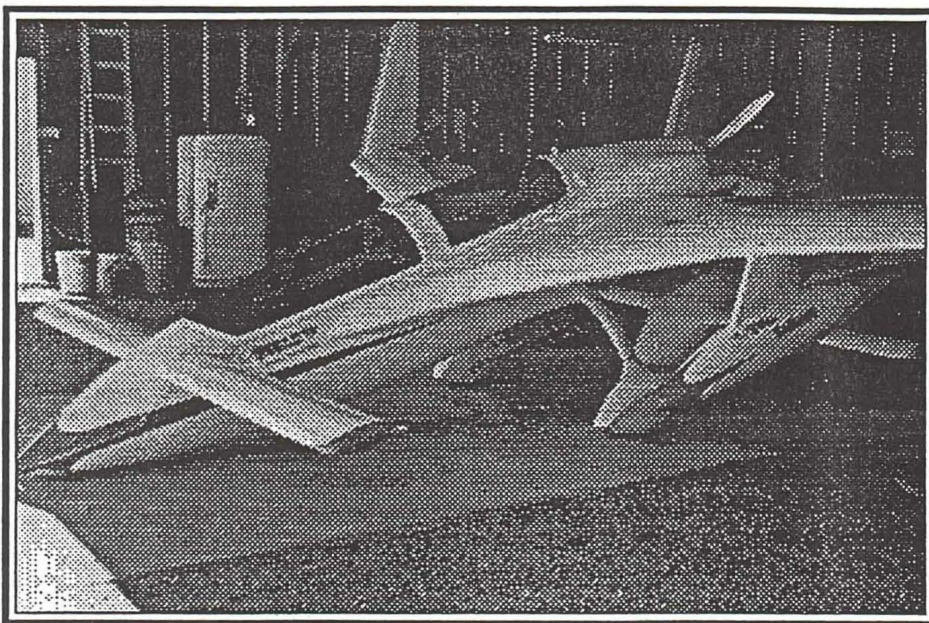
The pods are easily installed and/or retrofitted, and easily removed if you don't want to use them all the time. They come in four pieces (clam shell) and the builder tapes them together and lays up a seven ply strip that fastens them to the wing with six screws. The cost is \$350 delivered. Delivery schedule is about three to four weeks.

The biggest headache with the pods is explaining that, "No, they are not bombs." "No, they are not fuel

tanks." "No, we have no idea how much fuel they would hold if they were fuel tanks." "Can't you read? They say baggage!" It's almost as bad as explaining the nose gear re-

tract.

If any of you have any additional questions, I'd be happy to chat with you.



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## Performance Props

Some of you Canard Pusher subscribers might have been concerned about a Long-EZ pilot's negative remarks that were published about a Performance Prop. I recently received a letter from Clark Lydick, owner of Performance Props, explaining his side of the situation.

Clark indicated the Long-EZ pilot had originally indicated, on two different occasions, that he was satisfied with the Performance Prop. Later, the pilot indicated a preference for a stiffer prop like the Great American. Clark tried to modify the prop by adding glass to the tips. A slight buffet was observed between 30-40 mph, but not in flight. The prop was not satisfactory to the pilot and Clark could not make it so. He refunded the full propeller price to the pilot over 1 year ago.

Since that time, Clark reports the propeller was tested on the Long-EZ that he built and modified back to the standard tips. The prop is acting normally and continues to demonstrate its airworthiness.

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## Vari-Eze Project For Sale

Major glass work completed. All parts and instruments to complete: wheels, brakes, cowling, canopy, etc. You select paint and radios. Make an offer.

O-200, 0 SMOH, w/carburetor, mount, Sport Flight exhaust, extension, Pacesetter prop, and spinner. Make an offer.

(205) 837-8859 anytime  
Bob Hugus

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## Plans Referral Service

I noticed this ad in a recent edition of Aeroplane News published by Alexander Aeroplane Company, Inc. It seemed to be the answer to the problem that many of us have.

"Plans Referral Service - Have plans, need buyer - or vice versa? Maybe we can help. (404) 228-3815. Although we supply materials for these kits, this service is only to introduce interested parties."