

## Fuel Cap Security

*Dick Cuttler (PA)* - Upon returning from a fly-in about 150 miles south of here my spiffy little Vari-Eze and I were cruising along at 5500' when I noticed my compression fuel cap was raised about 1/4" above the surface of the tank. I knew I locked those caps down correctly and that they were flush before take off.

After landing at the closest airport, I found the errant cap lifted off easily with the paddle locked down. I borrowed a wrench and tightened the adjusting nut to further compress the seal so when the paddle was down and faired it would seal well against the inner aluminum flange. I was satisfied and considered myself fortunate to have caught such a thing in time.

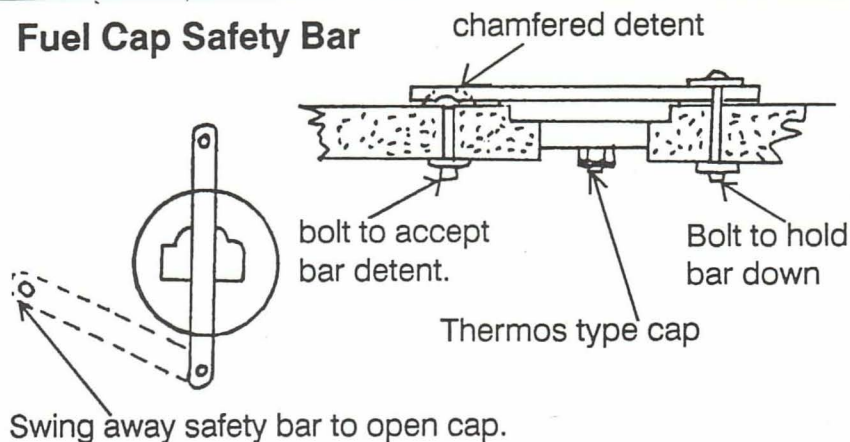
About 20 minutes later, while continuing the journey home, I heard a very peculiar droning and whining sound, no excessive vibrations, but a strange noise. I glanced back and saw the cap was gone and fuel was frothing out! Again, I headed for another nearby airport. This one was controlled and in my best stuttered words told the tower I was 10 miles south and requested runway 31.

I hoped I could make it for I remembered the old quote, that if a small section of that blade came off and an imbalance occurred, I would not be able to pull the power back quickly enough to prevent the engine from separating from the airframe.

Close inspection indicated a deep gouge on one blade's aft face and three of the five laminations split out but not missing. Inspection of the other caps indicated a slightly ridged seal. This was probably caused by the aromatics in the auto fuel which I use exclusively near home base.

Since this incident I have replaced one cap, changed seals in the other two, and fashioned safety bars over the three compression flush caps. I just know this story will help some other pusher driver.

## Fuel Cap Safety Bar



## Rat Trap Sanding Block

*Tom Schraufnagel* - I read the ideas in the Pusher and in the Central States Newsletter. And I wonder in true amazement if I could do a bit better.

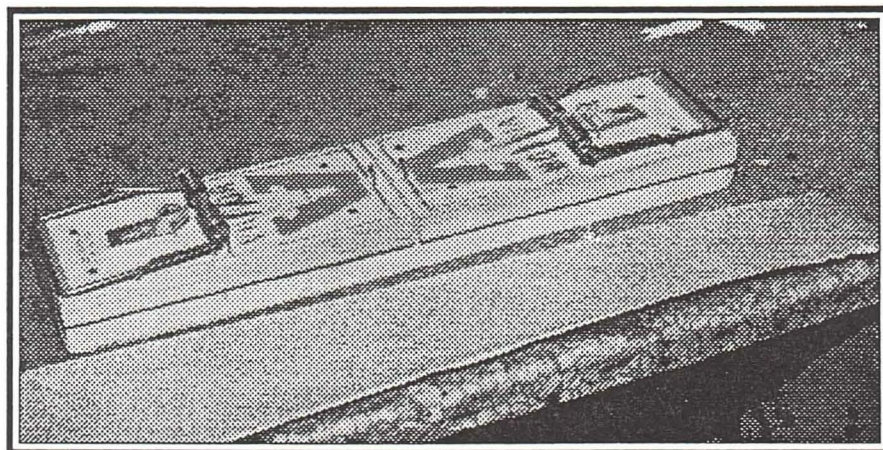
I often read with delight about an ingenious contribution. I wonder if I could do the same without getting a brain contusion.

Then one day while sanding dripping with perspiration, the Rat-Trap Sanding Block came to me.

I think it was by inspiration.

It won't cost a fortune. You can nail it with some tacks. And when you get your Eze done, you can use it for big rats. So move over all you Rutans, you Schuberts\* and Ken Brock. It's time to share the glory with the Rat-Trap Sanding Block.

*\*Readers must note that Tom has been a long time friend and has delusions of my grandeur. I hope the Rutans will forgive my friend's familiarity at placing me in the same esteem as them.*



## Rat Trap Sanding Block

### Ratchet Nose Gear Failure Alert

*Bob Iuliano* - I recently had a total failure of Dr. Cook's Craftsman ratchet crank nose gear set up. The right/left lever fell off, leaving the landing gear locked in the up position. Fortunately, I had my trusty Swiss Army knife to use as a fix it tool. However, an adrenaline producing newspaper article resulted from the incident anyway. You might want to take a good look at yours.