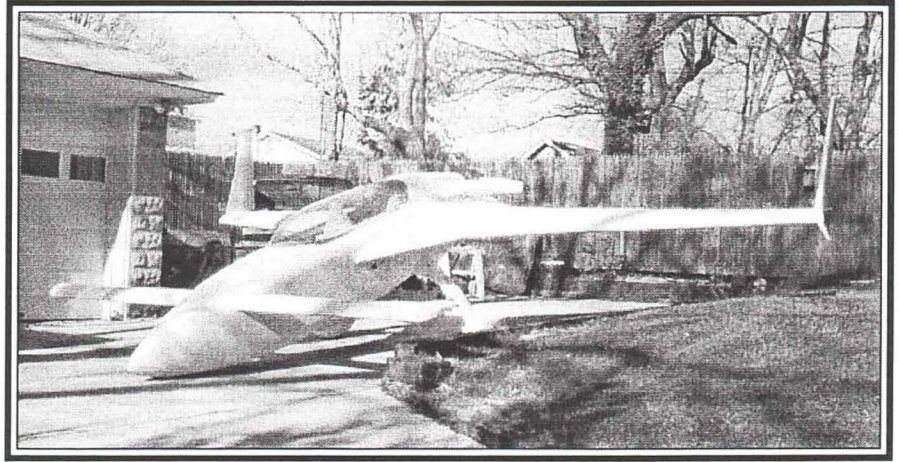


Vari-Eze Project Status

Dave Hanson (MD) - My wife Bonnie and I joined Central States last year. At that time, I was trying to buy a Long-EZ project. That deal didn't work out and I bought a Vari-Eze, parts only, project that I have been working on since February 2001.

I have made several mods on N440EZ: long nose, leg fairings of my own design, Gary Hunter wheel pants and gear doors. The attached picture shows I am getting ready to paint. I have mounted the engine and the aluminum instrument panel is done.

I have a 0 time 0-200 that has 10:1 compression pistons that I installed during the rebuild and soon hope to



N440EZ nears completion

purchase a LSE ignition. The Catto prop is 57X67.

I am looking forward to seeing everyone at Oshkosh this coming year.

Since I started my project I have met the greatest people that have offered me tips and solutions to the thousands of questions that I have asked.

Standard Wing Velocity Fuel Gages

Vance Atkinson (TX) - It seems the Velocity factory has been telling the smaller winged Velocity (with smaller strakes) to put the taller "XL" sight gages at an angle, when installing the gages. Apparently, the builders are not going for it, and have been calling me. So, I have made an intermediate size gage.

Contact Vance at: 817-354-8064
nostromo56@attbi.com

Fire Extinguishers

ED: Arkansas Department of Aeronautics reported that fire extinguishers rated for use on A-B-C type fires pose a serious aircraft damage problem. The monammonium phosphate in the A-B-C formula is highly corrosive to aluminum. It can't be washed out of cracks and crevices as can the dry chemical agents found in B-C type extinguishers. Failure to disassemble effected aircraft right down to the rivets will result in corrosive destruction of the airplane.

Many of these extinguishers are found on aircraft support equipment, ramp vehicles and fuel trucks.

