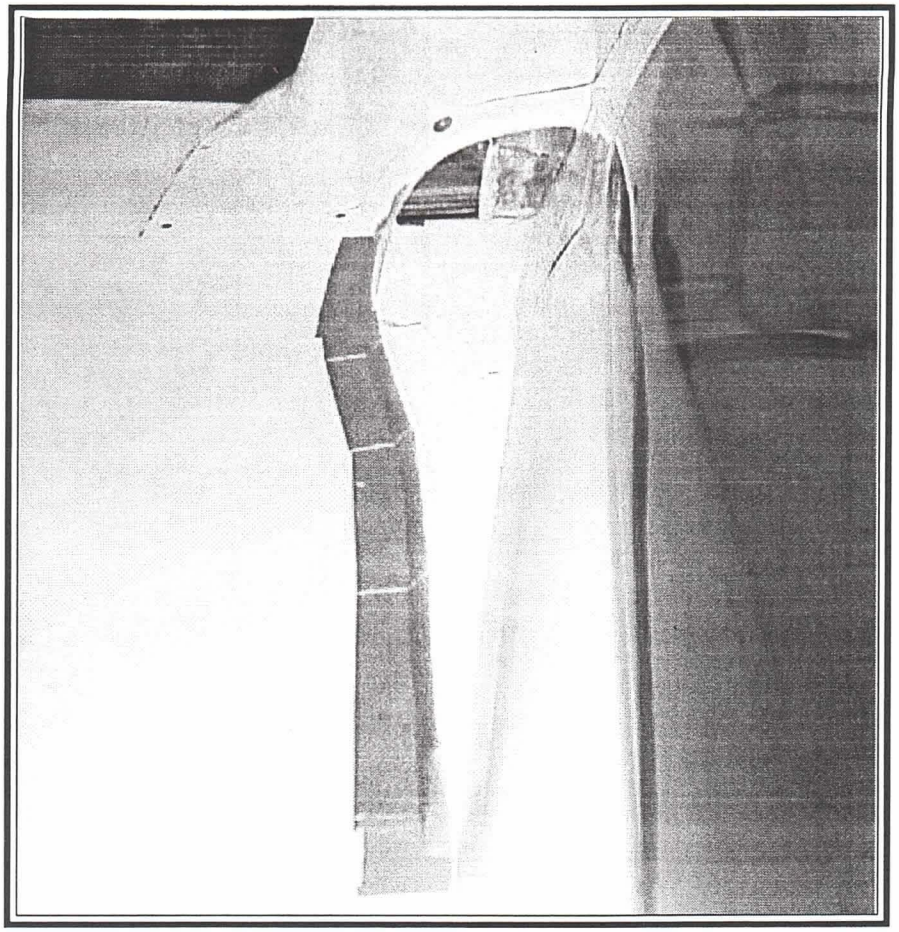
flap elimination.

I installed the NACA deflector (see photo) and conducted a flight test. The following number set was recorded.

100 - 74 - 60
110 - 80 - 66
120 - 87 - 74
130 - 94 - 81
140 - 102 - 88
150 - 107 - 95

The NACA deflector increased delta p airspeed about 4-5% which is about 15-20% increase in air pressure. The question arose, can I get by with the NACA deflector and not use the cowl flap. Presently, local air temperatures are in the 30-40s so the engine oil temperature is running about 160 F, 25 F below the vernatherm regulation of 185 F. I don't really know what will happen in warm air. I guess I'll have to head south for warmer air to see the result. It's a tough job but . . .



Switch Source

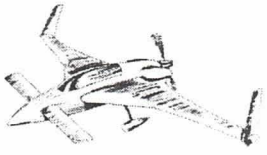
Scott Derrick (NM) - If you are looking for hat switches, etc. try:

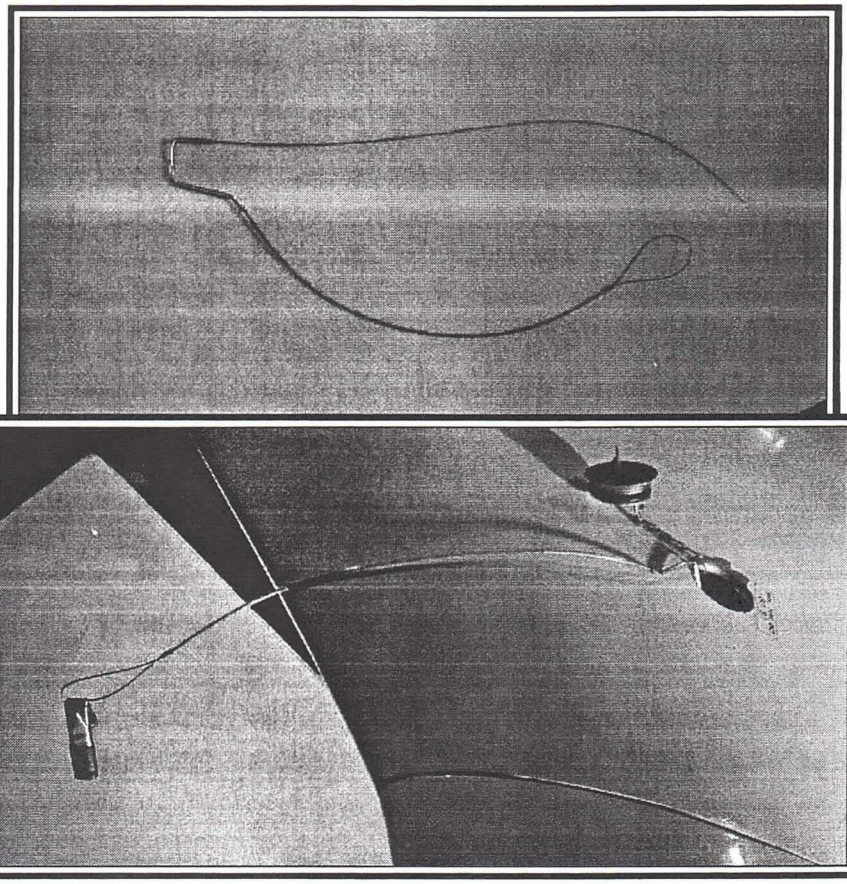
http://www.rayallencompany.com/products/switches.html

Fuel Grounding Alternative

Ion Huss (CO) - This is my solution to the plastic airplane fuel grounding problem. My plane hasn't blown up or caught fire since I've been using it 4 years, so I think it works.

I made it up out of 1/16 stainless cable. The bend in the middle is brass tubing that I kinked on, to make it stay put. Between the kink and the loop I used heat-shrink tubing to protect the paint. When not in use, it lives under the seat cushion. (photos to right)





ground wire must penetrate the fuel surface