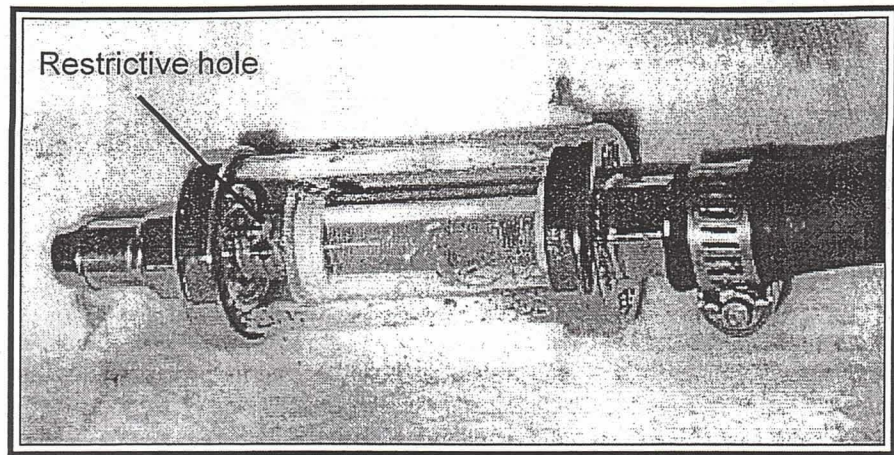


Purolator Fuel Filter Caution

In preparation for first flight, Bob Foster (PA), pumped fuel through his Long-EZ's fuel system for an extended time to remove foam chips and dust. He found the small fuel filter hole trapped debris before it could get to the filter area. Flow was blocked but the filter still was clean. The undersize hole blocked up first. It seems one might be better off if the hole was drilled the same size as the line ID to allow the filter to do its job without first clogging the supply port.



OSH 98 Hot Dog Roast

Gene & Ann Zabler (WI) - This year's CSA Hot Dog Roast was another big success. The weather was wonderful and the Nature Center's large tent provided us with plenty of tables and shade. We registered 152 'families', consumed 25 gallons of lemonade and over 400 hot dogs, as well as all the chips and salsa. It is always hard to know how to plan for this event. We thank EAA for use of the facility and thank all the people who helped serve, register and cook. The committee, Bob and Mary Le Master, Marty and Linda Pavlovich (chairpersons) and Gene and Ann Zabler are the core of the Wisconsin Eze bunch. Others have come and gone over the years. We thank them all for the help.

It started 12 years ago with informal get-togethers over coffee and donuts at the flight line's Classic Cafe. The Wisconsin bunch provided free coffee and donuts on Tuesday mornings at the Homebuilders building on the field. Due to difficulty getting out after the airshow on Sundays, the Wisconsin Bunch organized a Hot Dog Roast at their campsite, south of Paul's Woods. This would allow the traffic to clear out and everyone could relax and eat while they visited with other Eze flyers and builders. After 12 years many of the planes are built and flying and many newer Eze people have joined the crowd at the Hot Dog Roast. It is always the best part of Oshkosh to see everyone again. Bob and Mary sold their Vari-Eze but still support all the get-togethers. They will

celebrate their 50th anniversary next year. They have spent all their anniversaries at Oshkosh for the last 30 years or so, but next year have other plans. This was our 24th year at Oshkosh and things have really changed and gotten bigger. The CSA group has really been like a big family and we are really proud to have been part of it from the start. (Hi, Arnie and Melody Ash). Our next CSA event will be Beaver Island and then Rough River (thanks Buzz and Peggy Talbot). Hope to see all of you there. Fly Safely.

Fly it first- Then buy it! O-235, Long-EZ Firewall Aft

Take this and the \$2000 Vari-Eze kit on page 24 and you can have a canard airplane flying for under \$10,000. O-235 / 8.5:1 compression pistons, Slick mags, oil cooler, great cabin heater muff, Sport Flite type exhaust, 6" prop extension (not Brock's), Ted Hendrickson and/or Great American prop, engine mount, 30A alternator, cowl and Klaus spinner. Cools well without scoops and extra outlets! You've watched the development in this newsletter. 10+ hrs per quart.

525 hrs since new top end with chrome OH cylinders, 2350 SMOH.

Terry Schubert
9283 Lindbergh Blvd.
Olmsted Falls, OH
44138-2407
jschuber@juno.com
440-826-3055

Hot Dog Door Prize

Larry Schuler (CO) - I'd like to pass on a very hearty THANK YOU to the Wisconsin Bunch and, in particular, to Bill Bainbridge of B&C Speciality.

I won the big door prize, a B&C 90 deg oil filter adapter, at the CSA hot dog roast. WOW! First time I won anything since I won a kiss (darn good one too) many moons ago at a fair.

I will be installing a Subaru in my plane so I can't use the adapter. I had a number of offers at the roast to trade for cash; but checked out B&C to see if I might trade it for something else.

I had never dealt with B&C and was not terribly familiar with their products. I am now. If the quality of the products is even close to Bill Bainbridge's integrity, I will be tickled pink with the alternator and regulator I received!

Bill went out of his way to work with my needs on the Subaru. He even offered to mail me a serpentine pulley and to install it on my alternator if I find that it is what I need.

Darn nice fellow.

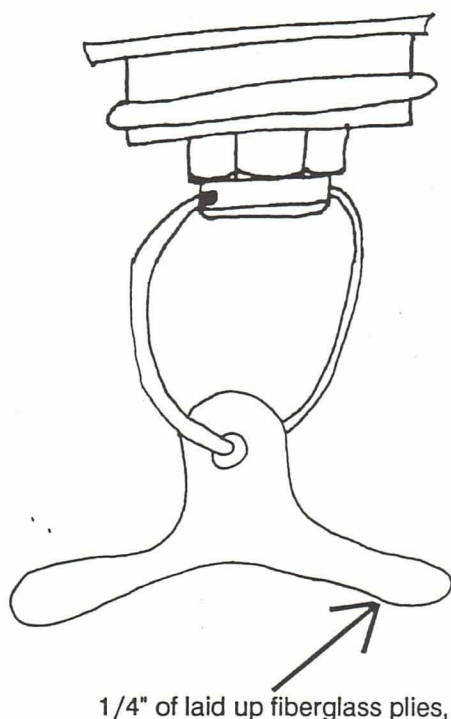
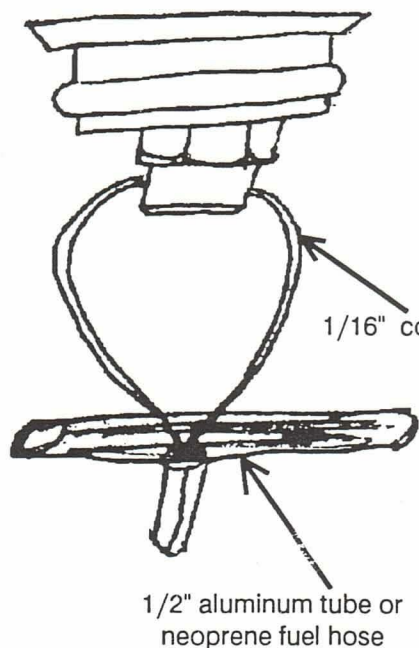
Thank you Wisconsin Bunch, CSA and B&C for the prize, and thank you Bill for all your kind, generous help.

Epoxy Pump For Sale

"Sticky Stuff" epoxy dispenser - ratio 43-100 for Safety Poxy II. Can be modified for other ratios. \$125. 423-693-8515

Alternate Fuel Cap Security Methods

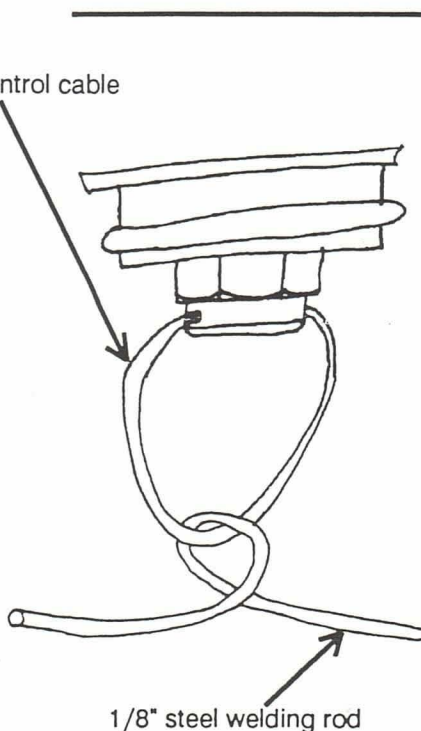
I have always been impressed with the way you people think up various solutions to problems. The fuel cap security issue has seen you outdo yourselves, however. The following sketches depict some of the ideas sent to me. Try one on your bird. They all should work.



Alternate Fuel Caps

Charlie Beard (GA) - When I built my Long-EZ I used some heavy duty 3" opening gas caps from Spruce. They are mil spec and have 3 or 4 "dogs" that extend from the cap when the lift tab is turned to the right. The lift tab can't lock down into its recess unless it is fully turned. It also has ball chain attachment for security; although I don't know how strong they really are.

I really like these caps. The "real" George Scott gave me the suggestion.



For Sale

Kalus Savier 62" prop for O-235 Long-EZ - \$450, spinner/backing plate, B&C alternator bracket, Brock air filter & air box valve, big tire wheel pants, SAE #1 3"-4" prop extension & crush plate, Lycoming starter, and King KR 85 ADF w/everything - \$500.

Contact:
Stan Susman
714 - 642 - 7678

Finding Oil Leaks

Today I finished up my annual excursion at chasing oil leaks. I tried a new trick, relayed to me by Vance Atkinson, and it showed a leak I've been chasing for 900 hours and haven't been able to locate. I probably can't fix it without splitting the crankcase (NO, NO, NEVER, NEVER !!) but at least I know where it is.

The trick is to wash down the engine and get it good and dry. Then throw corn starch all over the engine. Boy is that a messy thing! That stuff goes everywhere. Then run it up and look for leaks (wet spots in the white residue). Naturally you won't find any so cowl it up and go fly for about 15 minutes. Don't be surprised if your airplane smells like gravy and looks like it is a crop duster as the white powder flies out the back of the cowl. After landing pull the cowl and presto there are the leaks! It really works!

Testing for Water in Your Fuel?

It seems that more and more people are using mo-gas in their airplanes and are able to get it on cross country trips with increased regularity. One of the problems with this purchase is you are never quite sure if there is any water in the fuel. So many water absorbing oxygenates have been added to today's fuels that it is difficult to see if there is any water in the sump's sample.

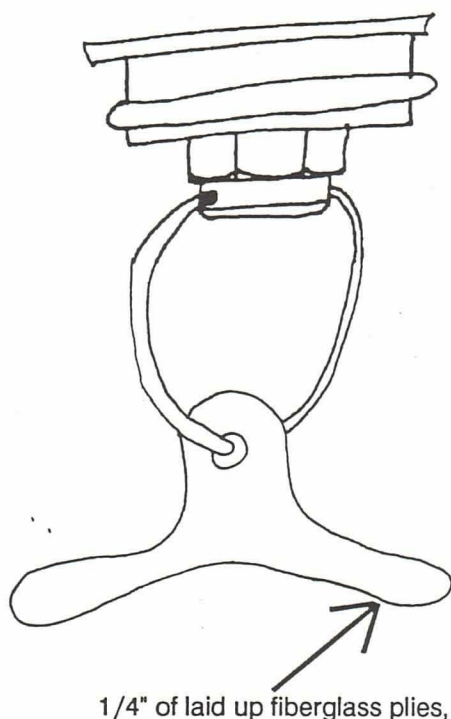
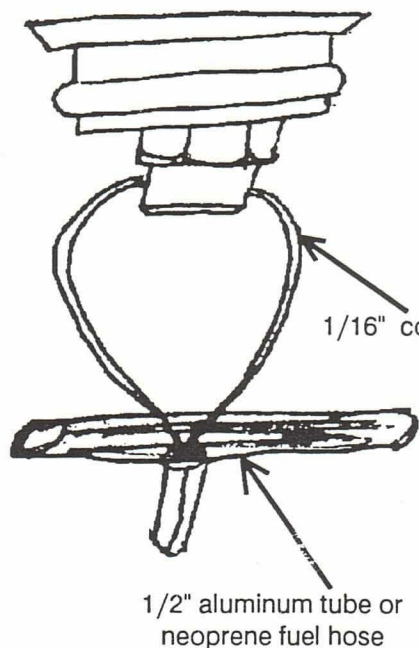
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Carry broken up bits of Alka-Seltzer with you on the pre flight inspection and drop them in the fuel sample. If they fizz you have water in the sample. If not, then the fuel is water free.

Obviously you shouldn't pour the sample back in the tank. It'll make your engine have indigestion. Then you'll need Pepto-Bismol.

Alternate Fuel Cap Security Methods

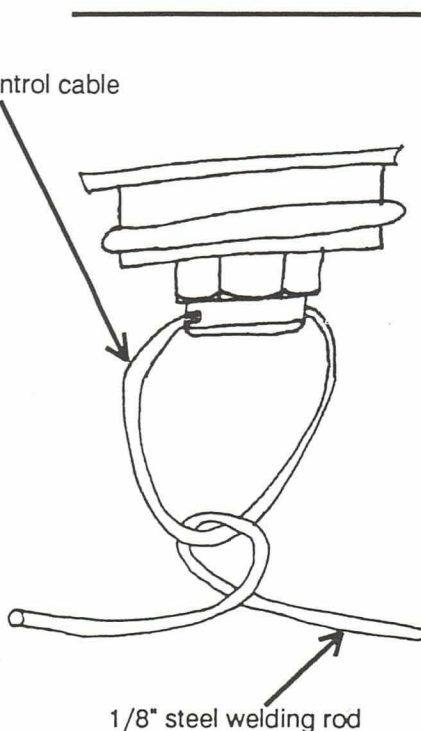
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