

Instrument Static and Pitot Lines

Jim Sardella (CA) - I finally found a reliable combination of lines to use for our static systems. Aircraft Spruce and the other sources say we can use tygon or Nylo-seal nylon tubing. Tygon fittings leak too much and nylo-seal tubing is too stiff to work in small places. At my last static system check the serviceman suggested a combination of fittings and tubing to use. They work great and it wasn't too difficult to re-do.

For the tubing he suggested using **poly-flo polyethylene tubing** part number 44-P. It's very flexible. It is 1/4" OD and has a minimum bend radius of 1".

For the static port to poly-flo tubing junction you should use **neoprene hose** part number 05-00200. 3/16" ID with 1/16" wall. These are Spruce part numbers. This hose stretches a great deal and will go over both the aluminum tube and the poly-flo. No clamping is required as the hose is a tight fit. I used a 1" piece for the connection on each of my static ports. I have one on each side of my fuselage.

Next, see what kind of fittings your instruments take, like 1/8" pipe. This is usually the case, but you may need 1/4" pipe fittings. If so, use Nylo-Seal fittings and inserts for the tubing. The insert is part number 259-N.

Some other suggestions were **NOT** to use teflon tape or anything on vacuum system fittings. Install these fittings dry. You don't want any bits of teflon or anything else, for that matter, flying around in your instruments.

Use teflon tape on the pipe fittings in a pitot-static system, but be careful to avoid getting loose teflon tape debris in the system. After putting the fittings into your instruments, slightly more than hand tight torque will guarantee a non-leaking seal. My pitot-static system showed no leak after the required one minute test time.

Long-EZ First Flight

I just got a note from Norm Dodge of Angelfire, New Mexico indicating that he has had a first flight on N24ND. His reaction to the January 18 event was, "Boy is N24ND fun to fly!"

He promised more information later as he is presently busy moving to Scottsdale, AZ.

Cozy For Sale

It is with much sadness that I report losing my medical, thus forcing the sale of my Cozy.

Cozy 3 place: IFR, King radios, 618 TCA Loran, O-290 GPU 115 SMOH, Prince P-Tip prop, EGT, 115 hours TT on airframe.

Contact:
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Northern Illinois area

New Mexico to Connecticut in a Long-EZ

James Peck (NM) - It was August 12 at 05:00 and the density altitude was 7,500 feet. With full fuel, baggage, and tools I used up 3/4 of the 4200' runway. Four uneventful hours later I landed at Baxter County in Mountain Home, Arkansas, and refueled just in time to get caught in the rain. The folks at the FBO were most friendly and gave me a car with which to go exploring until the rain stopped.

I headed for Washington, NC but stopped at Collegedale, TN to get charts and check weather. I called Jeff Rose to say hello and then headed out to beat the rain front moving in. 45 minutes later I ran into rain, the Loran quit, the handheld VOR was flaky and I was fighting the pitch trim changes. Needless to say my heart did skip a few beats.

Knoxville vectored me into a nearby VFR field. I landed at 17:30 and

found: the field empty, the office locked up and myself 10 miles from the nearest town.

I had almost given up trying to find a place to curl up for the night and had decided I was about to learn to sleep in the Long-EZ, when an older gentleman showed up. He was an ex-Harley Davidson employee who lived nearby and saw me land. He drove me 11 miles out of his way to get me to a motel and was back the next morning at 06:45 to take me back to the airport. The only thing he would accept from me was, for me to wait for him to get his wife to show her the plane and get a picture of it, more great hospitality.

The next morning I got a FSS briefing that didn't agree with reality so I returned to Collegedale and put my airplane in Jeff Rose's hangar. He took me for a brief ride in his Avid Flyer, landing in a friend's front yard!!

Jeff and his wife, Polly, were kind enough to put me up for the night and gave me the needed parts to correct the errors I had made during the installation of my electronic ignition.

The rest of the trip was uneventful except when the Loran dropped off line in the middle of the Vance MOA. The Long-EZ never missed a beat and the people were more hospitable than I ever expected.

I did get caught in rain on both the east and west bound trips. My wheel pants have 3 slots cut across the top just aft of the highest point for cooling. On my easterly trip it took full up trim **and** holding back stick to maintain level flight, not fun! While in Conn, I took some aluminum tape and covered over the slots. On the westbound trip I ran into rain and was able to deal with the pitch trim changes by using trim only. I guess it's time to clean up the wheel pants!

