Ellsworth, KS Central States Spring Fly-in
April 26-28

Kerry Woods (KS) - We invite you to Ellsworth, Kansas (9K7) for a good airplane time. We plan a free early bird cookout for Friday evening and free breakfast for Saturday mourning. A tour of an Atlas missile silo, which is being made into a home, is planned for Saturday afternoon. Ellsworth was a cattle drive railhead town, so there are many interesting things to see with self or guided tours. Lodging is available in the form of Motel, Bed & Breakfast, or RV camping in the RV camp or dry camping at the airport. We look forward to a great fly-in and are eager to meet all that come. Free transportation will be available to all the listed facilities and activities. We hope to have Powersport fly their Mazda 13B / RV-6A in for viewing.

The Motel will be the Garden Prairie Inn (Best Western) Located 1-1/2 miles from the airport. Rates are $60.00 single and $66.00 double. 785-472-3116.

Ira E. Lloyd House Bed & Breakfast located 2 miles from airport is $59-$79. 785-472-5100 1575 Ave. JJ, Ellsworth, KS 67439.

Das Borell Baus House Bed & Breakfast, 615 27th St. Willson, KS 67490 785-658-3814-Master bedroom $85.00 (will sleep 4) Normal for 2 $65.00 15 mi W www.dasborellhaus.com

We look forward to meeting you and a great fly-in. If you need more information contact either Kerry or Evelyn Woods 785-472-4114 work days 785-472-4113 evenings or e-mail at kewoods@ellsworth.net or Charles Grauer at cgrauer@wtciweb.com or 785-658-2525.

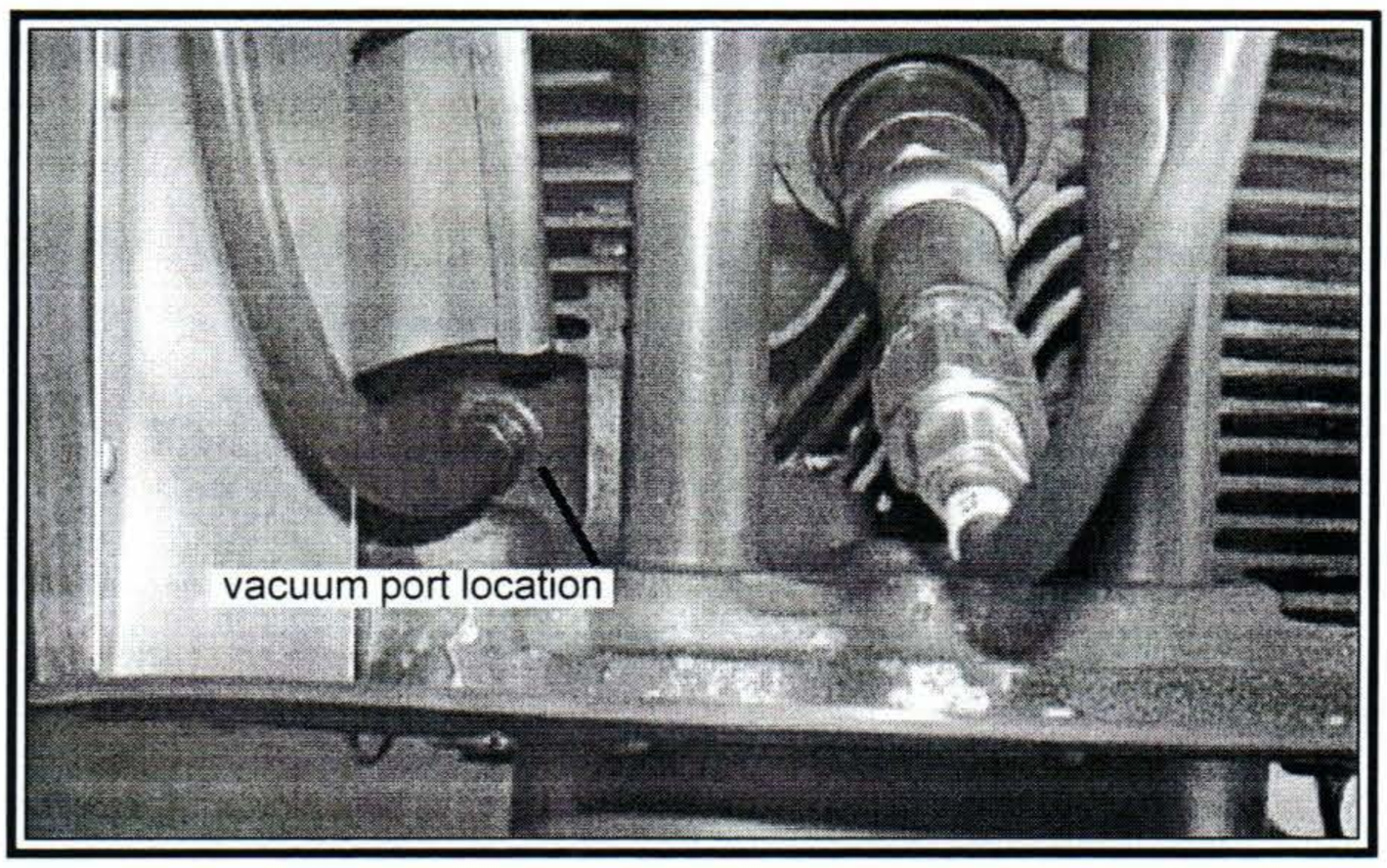
RV hook-ups: Southeast edge of town near golf course. Contact Loren Reber 785-472-3492.

RV dry camping at airport. Tent camping: OK at airport, no showers are available there.

Ellsworth Airport (9k7) N38 44.85' W98 13.84' Elev. 1615 fuel 100LL New 3900' asphalt runway 17-35 South end of 35 is displaced 412'. Note that there are two Restricted Areas east of the airport between Ellsworth and Salina. Be alert for Military aircraft in that area. Unicom is 122.7 Bring your tie downs.

Manifold Pressure Sources

ED: Installation of electronic ignition is growing more common as its benefits are noted. One system requirement is a manifold pressure source for the MAP sensor. Several locations are possible. A common source has been a primer fitting port to feed the electronic ignition and/or manifold pressure gage.



Robert Bounds (NE)- I had a welder weld a quarter inch thick by about half inch square chunk of metal onto an intake tube and then drilled and tapped it. I screwed in the appropriate barb fitting and attached the hose.

Bill James (TX) - I tapped a nipple off an intake tube. I drilled a hole and floxed a 1/8 inch copper tube, an inch-and-a-half long, on to the hole and wrapped it with a BID and UNI collar.

The 1/8 inch copper tube was flared on one end and had a washer over that flared end that met the intake tube. A nail was temporarily used for alignment into the intake tube hole and was removed after cure.

The copper tube is positioned so it and the vacuum line can be supported. A "T" inside the firewall provides vacuum to the MP gauge and brain. I looked for a fitting to replace the copper tube with a more mechanical connection to the intake tube, but decided it worked well enough.

Don Burton (VA) - An A&P friend showed me that there is a blank spot on the top of each cylinder which may be drilled and tapped for a manifold pressure line. It's a little pad (space) left of the intake valve on the topside of all the cylinders. On some engine cylinders it is already drilled and has been plugged.

Remove the intake tube from the cylinder of your choice, rotate the crank to close both valves so that no chips go into the cylinder; as an added measure I put a small rag up into the intake. Then drill and tap the hole for a 1/8" pipe fitting. I found the tap at Home Depot for about $7-8. Then I installed a 1/8" pipe to 1/8" hose barb fitting to a high temp rubber line that is rated for 25 in. Hg vacuum.

After tapping the hole, vacuum out the intake port area and reassemble. The whole job takes about 1 hour. I have 4 primers, hooked to the Parker solenoid valve and a pickup for a manifold pressure gauge with a tee into the electronic ignition's MAP sensor.