

## First Irish Long-EZ

*Dave Ryan (Ireland)* - My Long-EZ is at last flying! First flight was August 27 with Captain Bob Gardiner at the controls. Bob is a fellow CSA member and veteran Long-EZ builder living in Scotland.

It flies just as Burt said it would with numbers as per the book! Now that I am flying it myself, I realize what a wondrous machine it is. Keep at it guys. It is worth every hour you have spent on it. There are many people to thank over the 15 years of building including the many Central States contributors who kept me going during the dark days that sometimes occurred in the building process. I have incorporated many of the ideas that I read about in the newsletter.

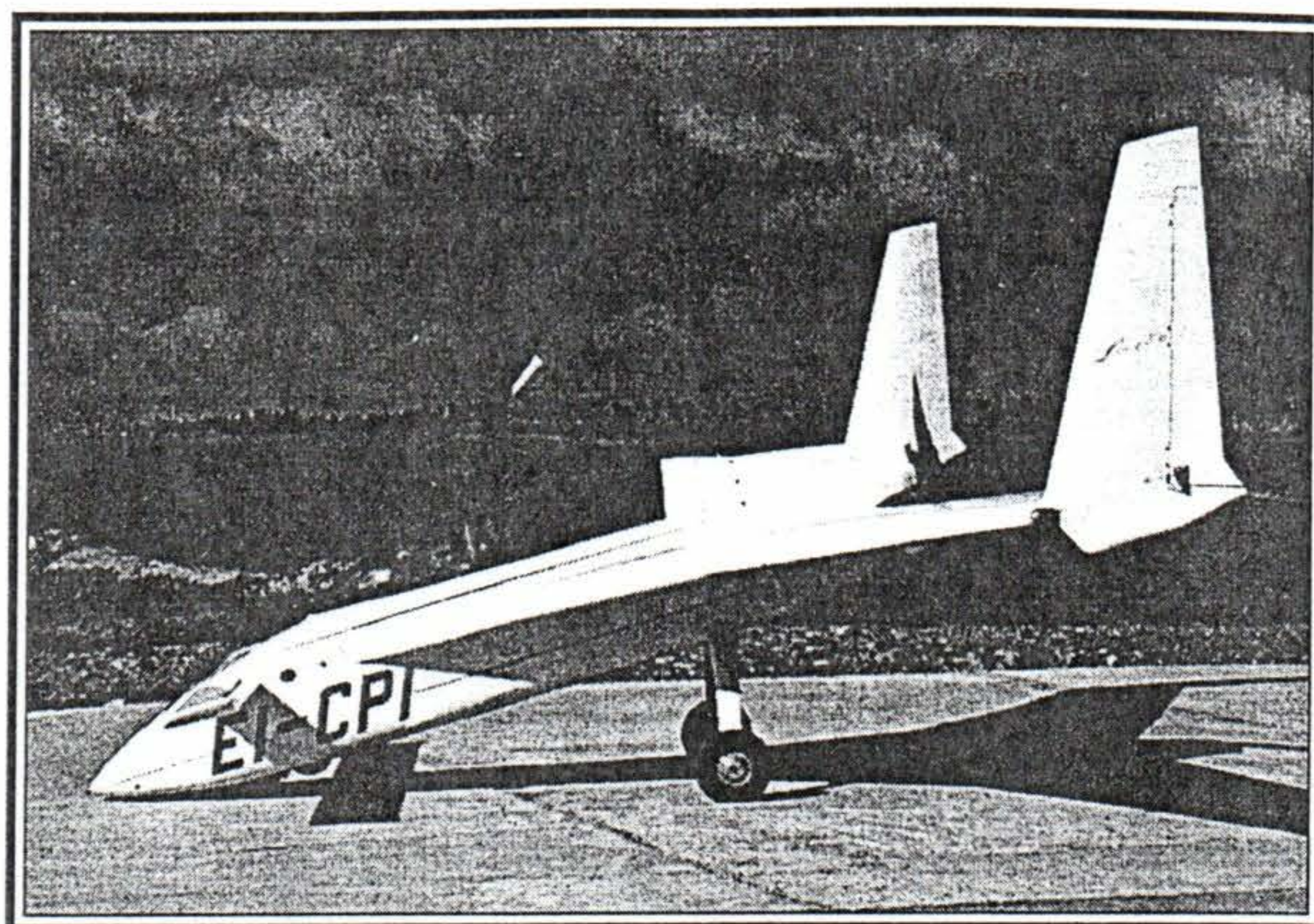
The Long-EZ's O-235 last flew attached to a replica SE-5 used in making the movie, *The Blue Max*, 27 years ago.

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### Glass Panels

*Paul Krasa (VA)* - In approximately three years, the AGATE consortium will have available two flat panel displays which will revolutionize the way we fly airplanes. The panels are a low cost Primary Flight Display (PFD) which will replace your standard six instruments and a low cost Multifunction Display (MFD) which will have a moving map, traffic data, engine parameters, datalink weather, radio functions, etc.

General Aviation is on the brink of a revelation driven by the digital bandwidth and all current paradigms are changing. VHF Datalink radios were on sale at OSH this year. These radios will facilitate new technologies into the cockpit at prices comparable or lower than the equipment being replaced. In the next few years acronyms such as ADS-B (Automatic Data Surveillance Broadcast), VDL-II/III (VHF Datalink Mode Two or Mode Three), CPDLC (Controller Pilot Datalink Controller), and DGPS (Differential Global Positioning System)



will be part of every pilot's vocabulary.

I feel, if you are years away from integrating avionics and your electrical system, wait to purchase your equipment until the last minute. If you don't, you will end up in the situation many builders faced when they bought a Loran and found GPS dominated the navigation scene by the time they completed their airplanes.

I applaud all who want to integrate a laptop into the aircraft. In the near future, the laptop in combination with the digital radio will bring a lot more useful information into the cockpit. If you want to know the weather at your destination airport, punch a few keys and up comes the latest METAR, TAFS, and NEXRAD. The future laptop will be the homebuilders MFD; eventually we will be able to plug small cards into our notebook computers which will be our radios. You can already buy a GPS on a PCMCIA card for your laptop.

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### High EGT May Indicate Ice <Canard.Com>

*Bruce McElhoe (CA)* - I have found carburetor ice will cause a very high EGT on one cylinder in my O-235, with MS carburetor. The high temp shows up long before the usual RPM drop

that indicates carb ice.

The O-235 has notoriously poor fuel distribution and induction paths to the cylinders are not equal. Ben Ellison has written in this forum how the fuel settles out on the wall of the induction piping in an O-235. I suspect a little ice near the venturi changes the fuel distribution among the cylinders.

On my engine, the first sign of icing is: EGT of #3 drops, and EGT of #2 skyrockets. I discovered this by recording temperatures every trip, especially before and after leaning, and plotting them. One day, I was intent on measuring wildly-variable temperatures (that didn't make any sense) and the engine quit from carburetor ice...duh, I figured it out! (No harm done, the engine started again okay.)

My engine will form induction ice even at full throttle. I've noticed that a full-throttle climb between broken clouds will often show these temperature excursions...right at the altitude of the base of the clouds.

Now, I watch my EGT's carefully. Also, I use Prist when the humidity is high. This is my experience...maybe your problem is the same, maybe it isn't. If your EGT #3 goes high in all weather conditions, clearly it's something else.