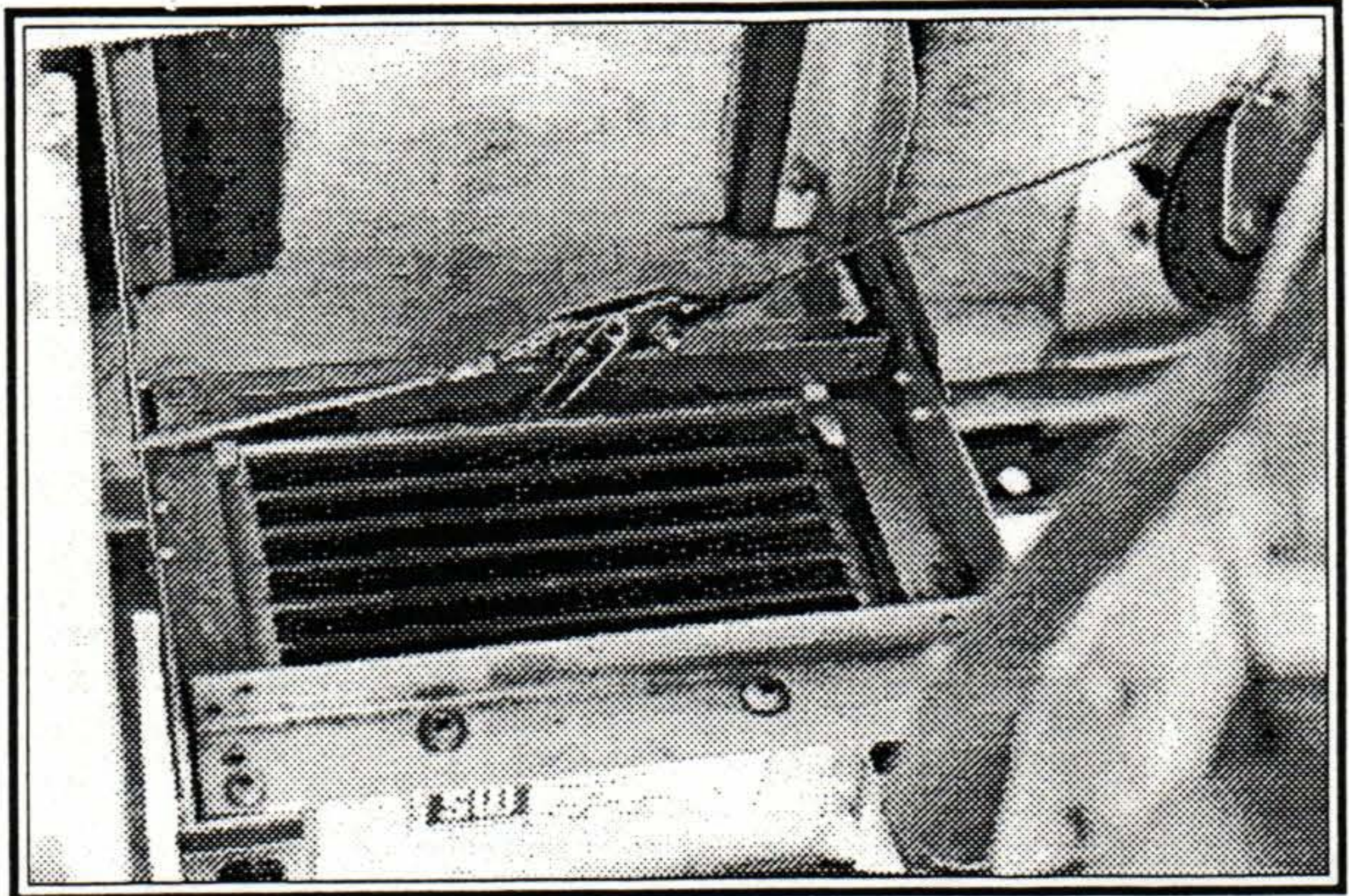


Oil Cooler Mount

Dave Haggard (KS) - Are you tired of removing the oil cooler from the lower cowl every time you do maintenance? Wouldn't it be nice to have the thing permanently mounted? I've attached my oil cooler to the spar and it has worked well. It stays there and does not need to be disconnected when I remove the lower cowl.

The mounting brackets are bolted to pads that are glassed to the spar center section.



High Time Airframe Maintenance

At **KCGIG 93** Mike Melvill mentioned he now had over 2000 hours on his airframe. Much of it has been rather hard time as he does aerobatics frequently and has been known to exceed normal speed restrictions on occasion.

His airframe repair/maintenance has been very limited due to good design and good builder craftsmanship.

He replaced the following items: the original Brock light duty stamped nose wheel was replaced with a cast aluminium wheel from Wicks, the Davenport shimmy damper replaced the spring loaded phenolic rod, the rod ends on the nose gear extension drive tube were replaced with heavy duty units, the nose gear strut pivot bushing was replaced due to excess lateral movement, and all control rod ends and aileron hinges were replaced just for peace of mind.

That is an amazingly short list for a homebuilt that has had that kind of time put on it. We EZ drivers have been blessed with a fine design. You builders may want to incorporate some of the above units in your project to improve service life.

Fuel Hose Failure

Dennis Reguli (TN) - I recently purchased a Cozy, N812LC, and was attempting a takeoff when the engine sputtered, choked, then lost nearly all power. We were not airborne so we aborted the take off, without mishap, and returned to the run up area. As before, the run up to 1700 rpm was smooth, the mags checked OK, and fuel pressure was in the green.

The second attempted take off resulted in the same engine problem, so we aborted again.

Some full power run ups in the hangar area indicated an extreme loss of power above 2,100 rpm. Steve Wright and Bill Gerth were gracious enough to help us check the gascollator and finger strainer. Although no blockage was found, they were certain the problem was fuel starvation. After more dismantling, we found constrictions in both rubber fuel lines. Tapping the fuel line on the pavement revealed small flakes of rubber approximately 1/8 in square. None of these flakes were found downstream in the finger strainer.

Ken Ashley, the original builder and only previous operator, said he had

never had this problem in the three years he had flown it. He also stated no auto fuel had ever been in the system either.

We have since replaced the rubber fuel lines with Teflon and have had no reoccurrence. This incident raises another question; will the rubber oil lines experience the same degradation and malfunction?

Editor note: I've written Dennis requesting the specific type and manufacturer of his "rubber" hoses but have not yet received a reply.

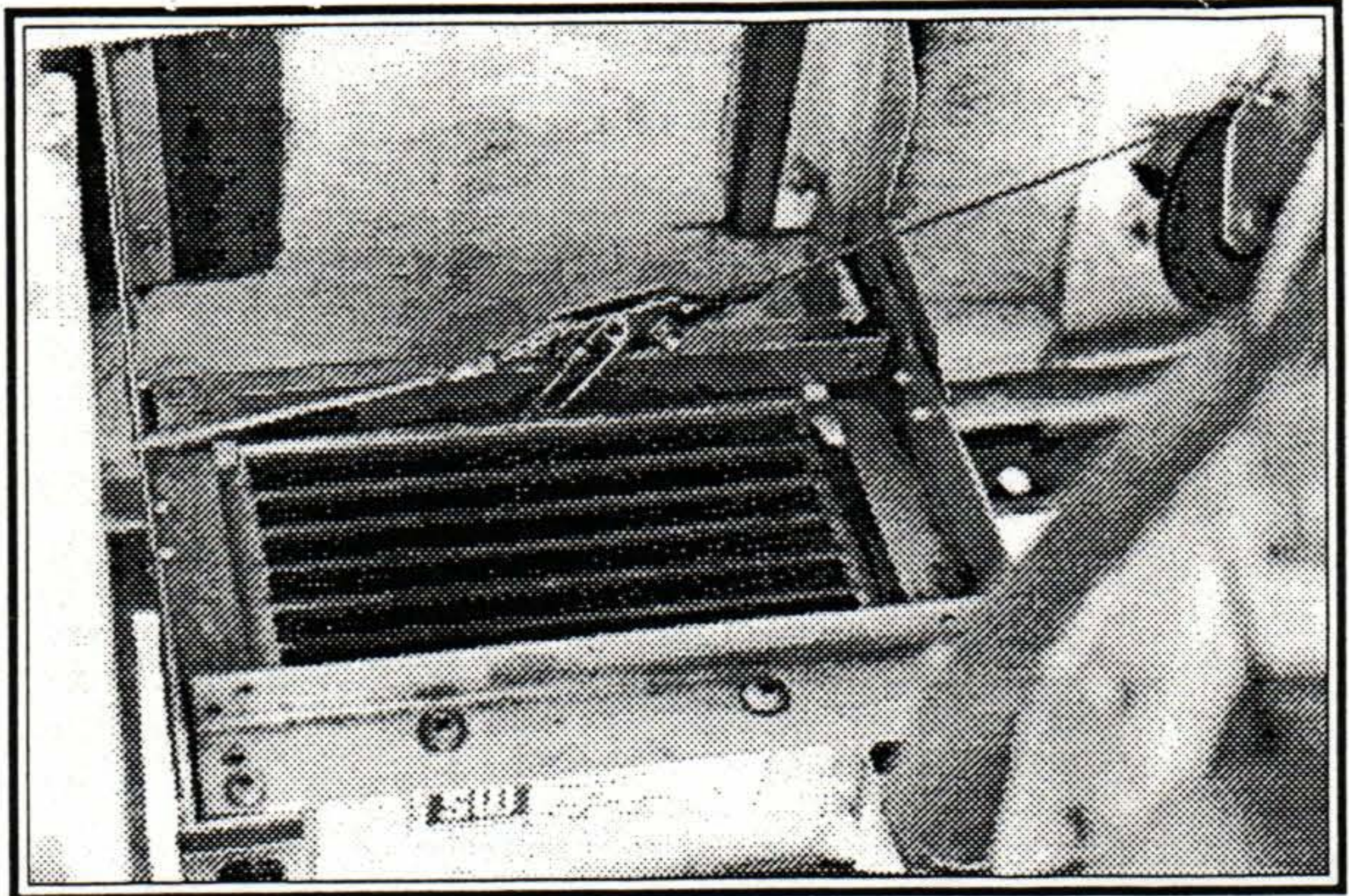
Cowl Collects Water

The latest issue of EAA Technical Counselor News tells of a Long-EZ that had been parked outside in the rain. A week later the owner removed the cowl for maintenance and found water running out of the lower cowl. It's source was found to be the cowl stiffener. No visible entry point could be found. It was recommended that a hole be drilled in the lowest part of the stiffener to drain any future water leak. Water in this area could cause significant C.G. changes.

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