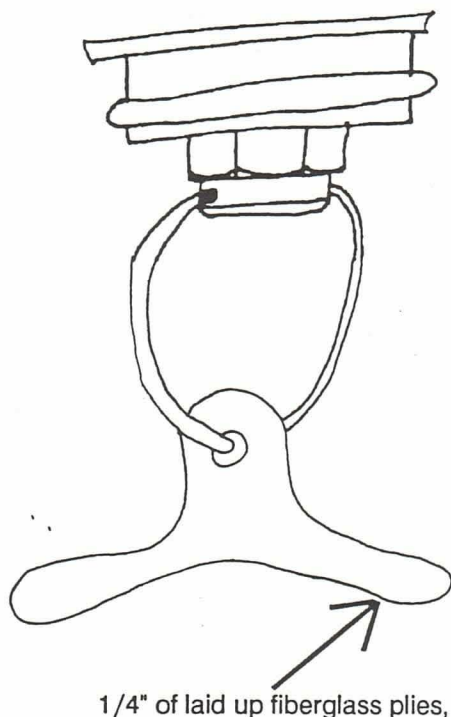
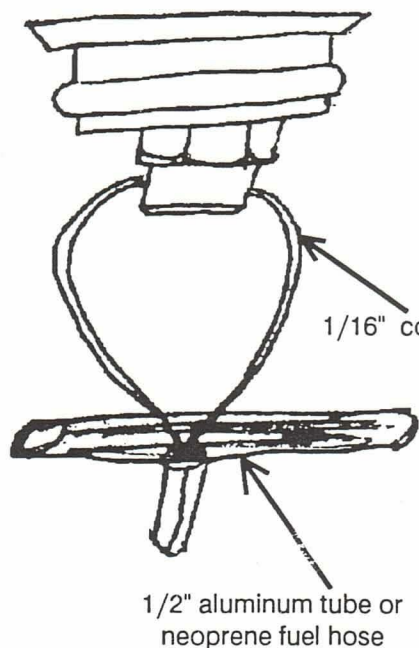


## Alternate Fuel Cap Security Methods

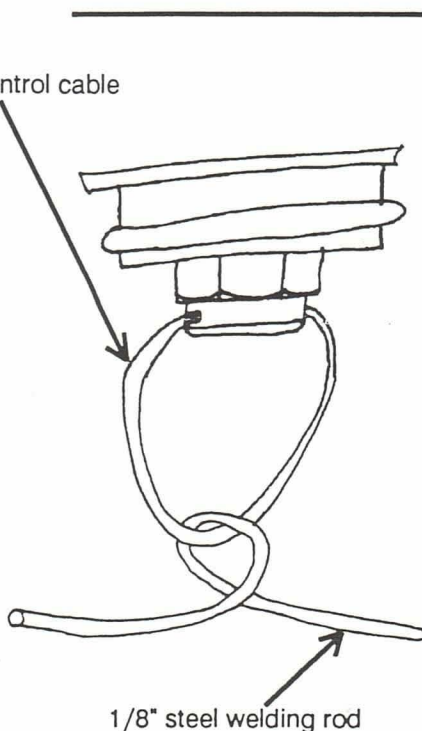
I have always been impressed with the way you people think up various solutions to problems. The fuel cap security issue has seen you outdo yourselves, however. The following sketches depict some of the ideas sent to me. Try one on your bird. They all should work.



## 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 Xavier 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.

I recently came across this tip in the U S Aviator magazine and thought it would be worth passing on.

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.