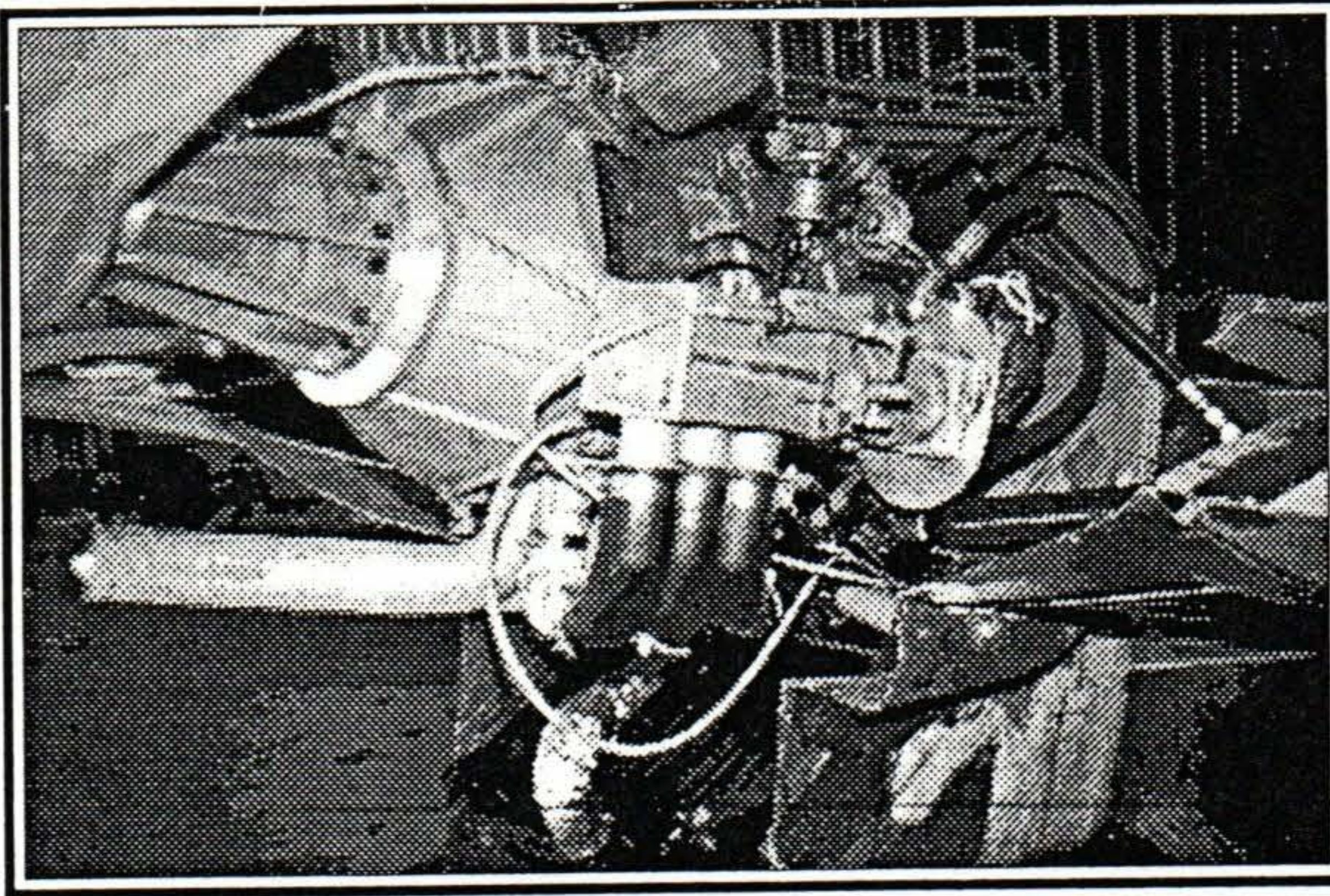


Mazda Powered Long-EZ

I just got these exciting photos from Ron Gowan of Raonoke, Texas. He had the cylinder of his O-235 C2C fail in flight and decided to convert to a Mazda.

The engine has not run yet but is expected to soon. Ron predicts changes will be needed to complete the installation but . . . so far - so good.



O-235 For Sale \$750

Lycoming O-235 C2C with 1133 TT, 400 since chrome top overhaul, one cylinder bad. The engine needs major overhaul. Basic engine only - \$750.

Ron Gowan
316 Darrell Road
Roanoke, Texas 76262
317-491-4646



It Tried to Tell Me

Aub Liebig (Australia) - I recently experienced total electrical failure due to improper capacity master switch/circuit breaker. I installed the AN3022-2 that Burt called for but did not know that the switch/breaker came in different amperage ratings. In my ignorance I assumed it was the correct switch just because the AN number was correct. It was a dumb mistake and I feel ashamed to relate the story. However, there may be a bloke out there as ignorant as I so here goes.

The amber low voltage light on the B & C regulator had been blinking on and off trying to tell me something for sometime. I thought it was a fault in the regulator warning circuit as when I keyed the switch the starter cranked the 9.7 to 1 compression ratio O-235 quite smartly.

I was departing Townsville, a very busy controlled field, when I noticed no radio traffic in the headset, no liquid display on the radio, and no green strobe transponder flash. I realized I had a total electrical system failure and could not communicate with the tower. I was concerned about the big jet traffic and fervently wished I wasn't there.

In desperation, I gave that master switch a mighty wiggle and shake and all the electrics came on again.

Upon landing for fuel, hours later, I found the master switch had welded itself "on" so we had a hurried lunch and departed for home.

When at home, I discovered the master switch I originally installed had a 15 amp rating instead of the 45 amp rating called for. It had worked OK for years.

Editor note: It takes a big man to admit a mistake to help others avoid it. Hopefully, we can all learn something from other's mistakes.

P.S. I thought the correct AN number switch would give the correct amp rating also.