



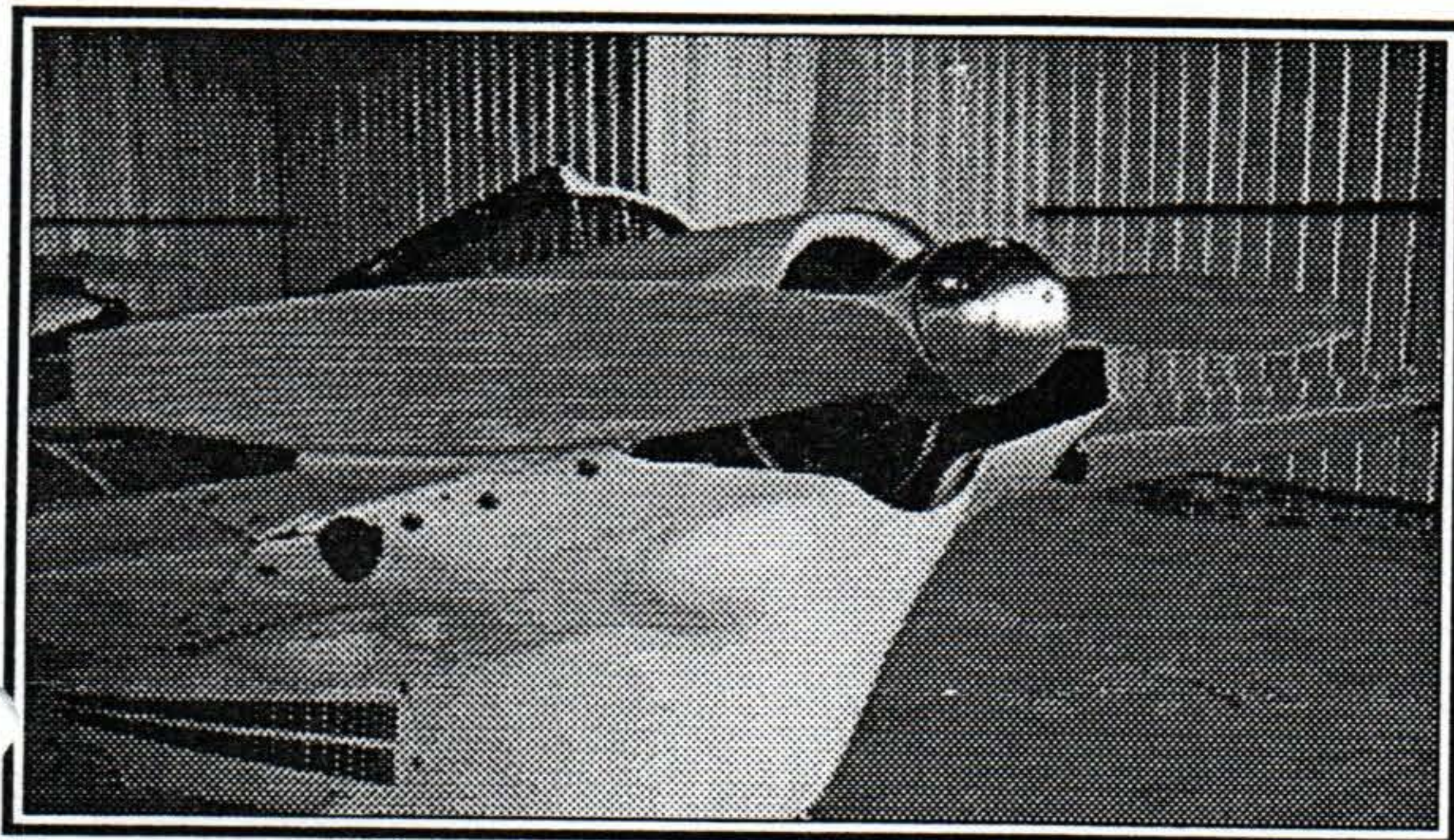
"Slim-Fast" for your EZ

Brent H. Van Arsdell (IL) - Last year, enroute to Sun-n-Fun, I felt a funny vibration in my Long-EZ and then it smoothed out. After landing, I discovered that part of the spinner was gone. Fortunately it didn't hit a

three pounds.

The new spinner is removable for inspection and prop retorquing with just one screw. The spinner base goes over the crush plate but does not quite touch the wood. I had to add a couple of layers of black electrical tape around the crush plate to make it a tight fit.

If you don't have a spinner, or if yours is cracking, you might consider one of these. It's cheap, it's light, and it's simple, kind of like "Slim-Fast" for your airplane.



Slim-Fast Spinner

winglet and I didn't hear any reports about aluminum gods raining down chunks of beer cans so I felt pretty lucky.

I immediately took the spinner off and put up with a year of, "When you gonna put a spinner on?" from other EZ pilots.

Now spinners don't make airplanes go any faster in the air, but on the ground they can make them look about 25 to 50 knots faster. Since I'm an economy minded guy, I settled on a spinner that looks about 25 knots faster. It's a six inch skull cap style spinner from Wicks that cost \$33 (part # PS-6) and weighs six ounces. The old spinner, from Brock, cost a couple hundred bucks and weighs

Electric Landing Brake Part 3

The following is excerpted from a letter by Mike Melvill in reference to an alternate ball drive actuator that he is running in his Long-EZ.

Mike Melvill (CA) - Enclosed is the information on the Pittman actuator. Note that it has 4" of travel, which is what you need, but it does not have limit switches. It will only move the landing brake from closed to full open, but you have no way of knowing where it is! For that reason, I installed a yellow caution light in the top center of my instrument panel which lights up any time the brake is not fully closed.

I feel this is **absolutely mandatory!** I

took off twice, myself, with the brake down! This is potentially disastrous, because the engine overheats in just a minute or two.

I am using ball drive actuator #85615 from Motion Systems Corporation. It is used to actuate the landing brake at 110 knots in Long-EZ N26MS. The actuator moves at about 1" per second with no load and takes about six seconds to move the 4" at 100 knots.

Editor note: I called Bill Tyrrell of Motion Systems (201) 222-1800 to get more information on this 1.3 pound actuator. He advised that the units were available in custom lengths at the same price. It seems they would rather make the actuator to fit your system instead of you changing your system to match their unit. Bill stated the price was about \$200 depending upon quantity, etc.

He also stated the rated power was 100 pounds but the stalling force was a **whopping 500 pounds!** You'd better be sure the travel is correct before you turn that thing on or it will pull your structure apart. At that power you will be able to extend the brake at a much higher speed than you can manually. It seems to me, inattention to extension airspeed could destroy the brake structure. Y'all be careful now!

