

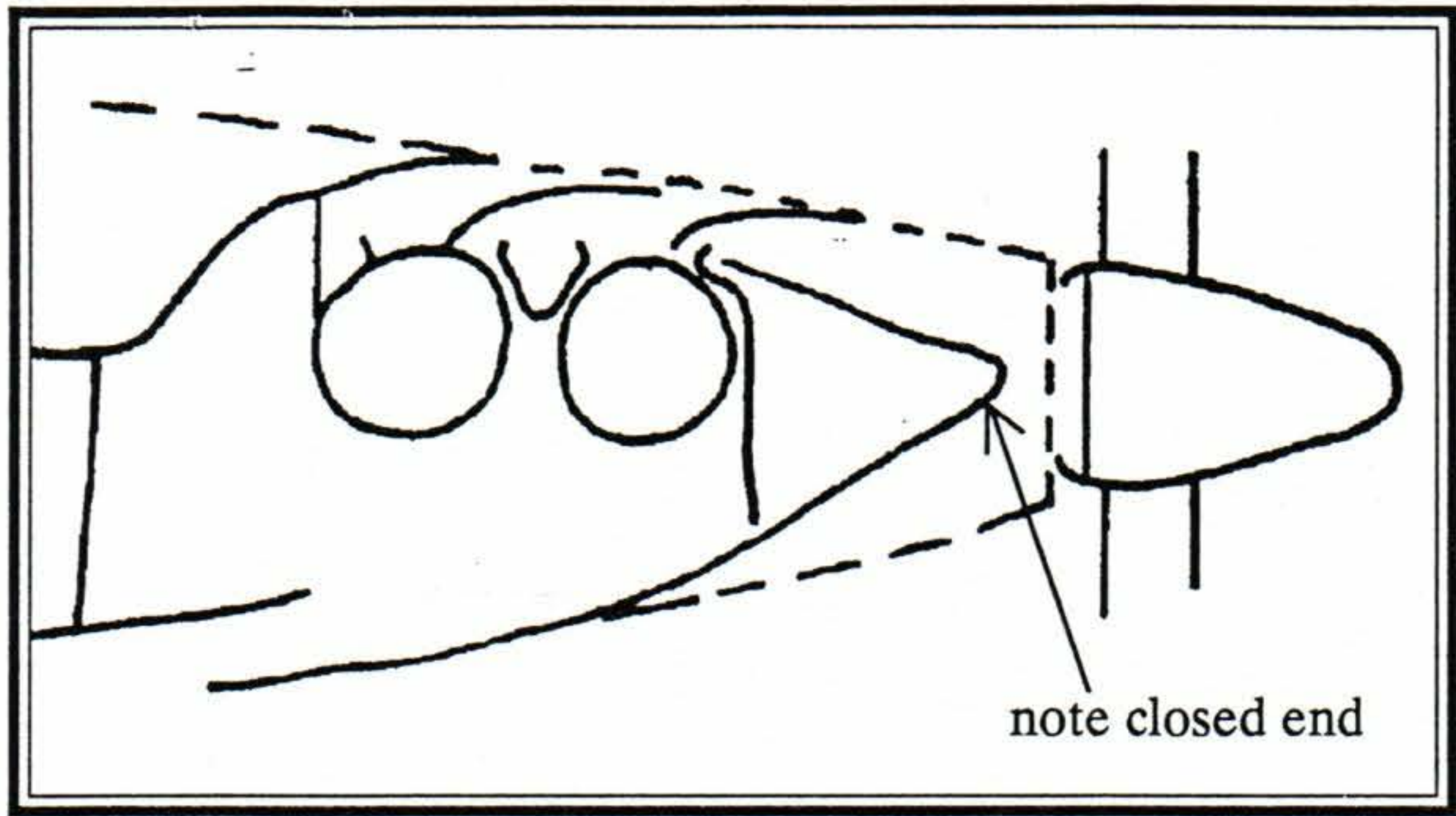
Cowl Cooling Air Exit

Graham Singleton (England) -

I have molds for a modified cowl that will give a cooling improvement. The gain can be obtained by exiting the engine cooling air on top of the cowling. This is a low pressure zone; whereas, the area in front of the propeller is very turbulent and close to the high pressure air from under the wing.

A further advantage to this design is that moving the outlet allows the area in front of the propeller to be closed up which should give clearer airflow to the propeller disc and, therefore, less drag.

I recently fitted an O-320 with an Ellison TBI to a Long-EZ for a friend. I built a special airbox similar, in principle, to the Ronneberg one. The difference is that the TBI is mounted on Ellison's plenum chamber so that the TBI faced forward.



Low Drag Cowl

