

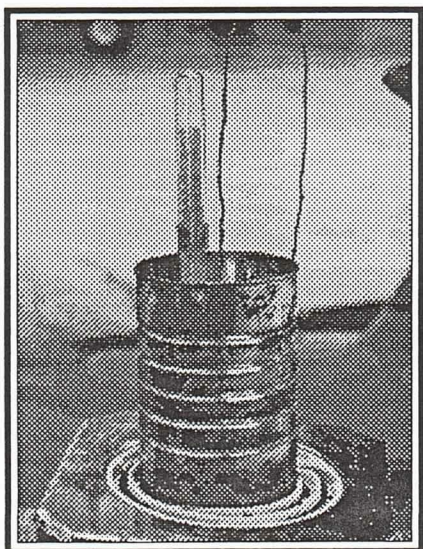
4 Pipe Exhaust Support Plans

Bob Sudderth (WA) - Some of you people have expressed an interest in my approach or in a general approach to support the Hal Hunt 4 pipe exhaust system. The brackets I designed were covered in the January 95 CSA newsletter, however the pictures were not good enough to build from. I have since taken additional photos and have made sketches that should be adequate to build from.

My O-320 Long-EZ has the Hunt 4 pipe exhaust system without ball joints or slip joints. With these brackets installed I have had no problems in the 150 hours of flight accumulated so far. I have observed the engine run with cowl removed and can tell the brackets do a good job of supporting the pipes. One advantage is that these brackets clamp on. Nothing is welded to the exhaust pipes that will crack and break off.

If you wish a copy of the photos and sketches send me a SASE (2 stamps) and \$2.00 to cover expenses and I will be glad to send you a set.

Bob Sudderth
P. O. Box 1194
Snohomish, WA 98291



Plans For Sale

Defiant plans - \$900
Cozy plans - \$300
S-Glass - \$400

Contact:
Andy Budek
(619) 942-8405

OSH Composite Workshop Volunteers Needed

I recently received a letter from Ron Alexander, formerly of Alexander Aeroplane, who will be responsible for operating the OSH composite pavilion workshop this year.

Ron is looking for **capable experienced** volunteers to staff the demonstration facility. Many of us received our first working exposure to composites in this facility. This is an excellent opportunity to pass on your knowledge to the next generation of composite builders.

If you are qualified and interested in this opportunity please contact Ron Alexander and "help spread the word" on composites. Phone: 800-WORKSHOP or write:

Alexander SportAir Workshops
219A Barry Whatley Way
Griffin, GA 30223.

Calibrate Your Instrumentation

I had not done any instrument probe calibrations since the original ones prior to first flight, 1800 hours ago. Since that time I have changed all probes at least once. I really did not **know** if the instrument was accurate.

A simple and safe way to calibrate CHT probes is to place a coffee can, with label removed, on a hot plate add about 4" of vegetable cooking oil and start recording temperatures. I used a candy thermometer as temperature reference and it is easy to obtain. Hot oil is extremely dangerous to skin! Be sure the hot plate is on a firm foundation and the can doesn't rock on the hot plate!

If Charlie Can Do It So Can We

Editor: The following was taken from a letter to me by Herb Sanders, witness of the fatal roll over and former hangar mate of Charlie Hillard.

Herb Sanders (TN) - Charlie was one of the best pilots in the world - former world skydiving champion, former world aerobatic champion, flawless airshow pilot for more than 25 years. The thought of a pilot of Charlie's ability to get killed on landing roll out should make us all plan seriously and do our very best to fly safely on every flight!

The crew from Breckenridge, TX that built the Lone Star Fury examined the plane along with the NTSB and found no brake problems. The Monday morning quarterbacks tell me when armor and turnover structure is removed to make room for a jump seat, the CG is at the forward edge. Recommended technique for landing is to retract the flaps immediately on touchdown. The low wing in ground effect with flaps extended makes the tail very light and subject to turn over if brakes are applied.

As the Fury went over it appeared as in slow motion. No great amount of energy was present and it did not appear to skid after it fell over. I did not expect Charlie to be injured at all. Apparently the vertical tail penetrated the sand which allowed the canopy to crush down. I am told that his neck was bent over and death was from suffocation.

I shall remember him as a superb pilot, always easy to visit with and a gentleman to everyone.

Long-EZ Parts For Sale

I have enough parts and materials to build one Long-EZ, including HD brakes, engine cowlings, main and nose gear. All parts - materials \$2000 or will part out. Also I have one Bendix fuel injection unit for Lycoming O-360 \$600.

Contact: Roger Spurgeon (513) 429-4139.

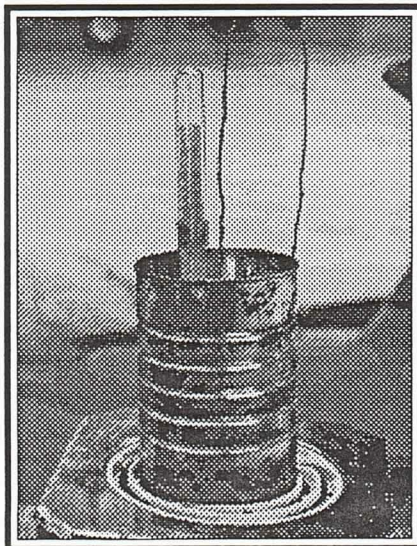
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