

## Oil Cooler Installation

*John Sheffels (MT)* - Yesterday was 80° - today is 30 with 6" of new snow. Such is springtime in Montana. The 80° gave me a chance to try out my latest oil cooler mod (#6). By the time I made this mod last fall it was too cold to see if it worked. At 40° OAT the oil temperature was 138°. At 80° OAT, 23" MP and 2500 RPM @ 4500', the oil temperature was 175 after flying for one hour. I will wait for a real hot day and see how it cools in both climb and cruise. If it continues to show promise, I'll send information for a short article.

The 9 section oil cooler pictured is oversized from the plans recommendation. I am sure I am creating a little drag with this installation but I can't see it on the airspeed indicator. It appears I have reduced #3 CHT about 20°F.

*Editor:* I have heard nothing further from John but it has been cool in MT this spring. If you are having oil temperature problems you might call John about this. It looks like it might be a solution. A drop in CHT is always nice too.

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### Wanted

Complete Long-EZ plans with the template sheets.

Contact:

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### Wanted (tractor type prop)

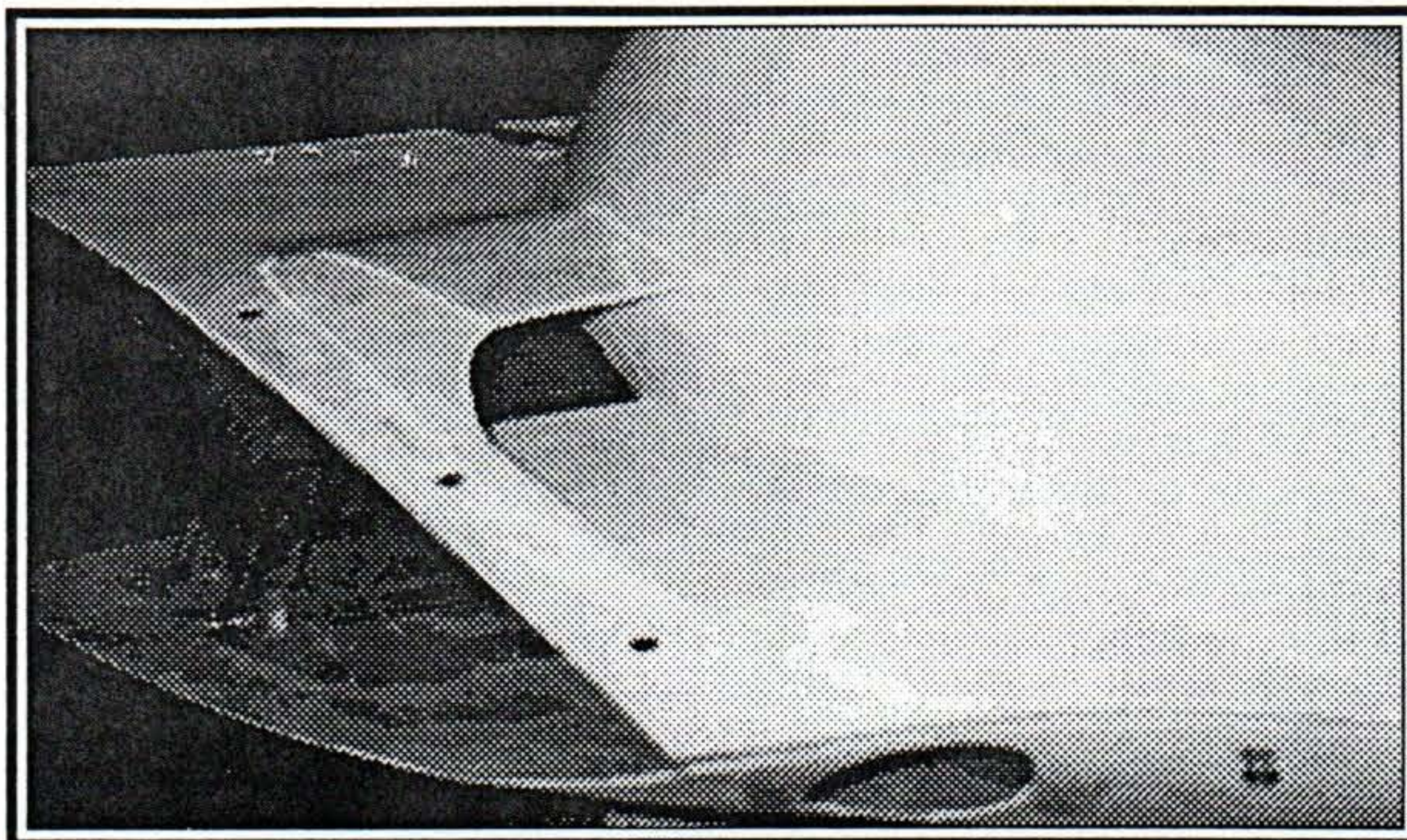
Prop 64 x 76 (or close) or one that can be cut to that size. Wood or metal. For Lancair O-235/320 project.

Jim Willer

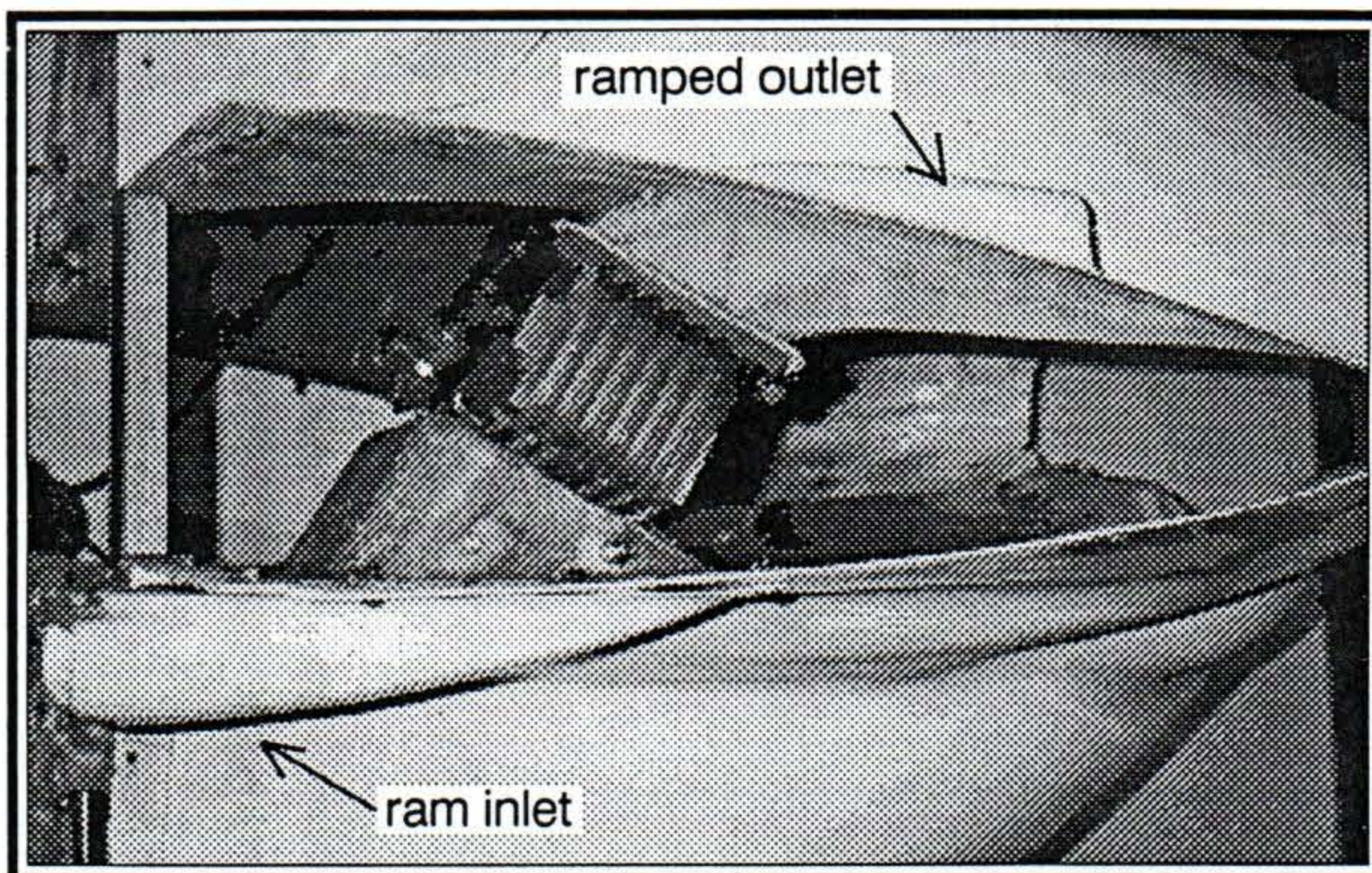
4764 Beverly Lane

Erie, CO 80516

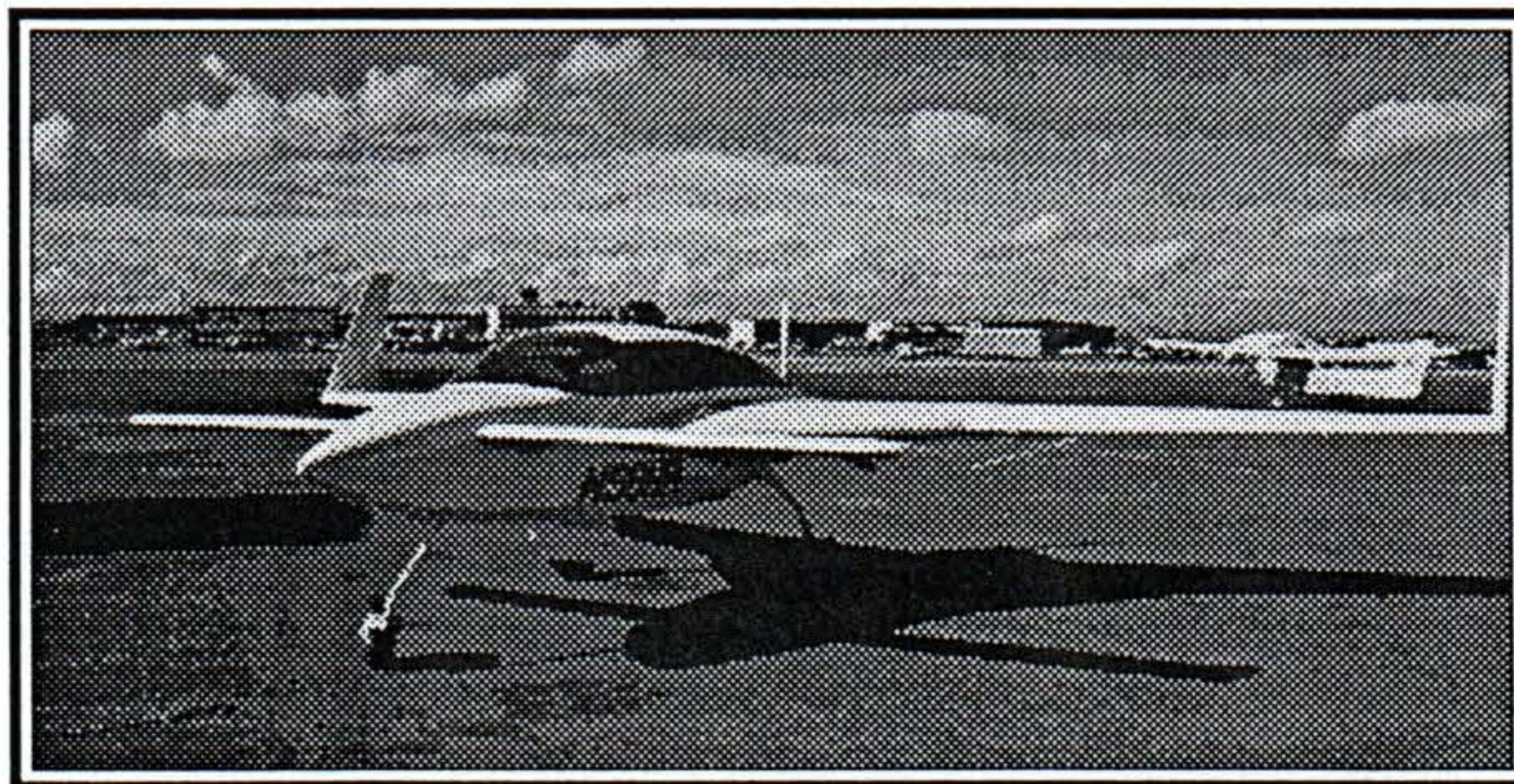
(303) 233-7887



Dedicated inlet and outlet help assure adequate airflow to the oil cooler and reduces the heat load in the cowl



Superior workmanship is evident on this oil cooler installation



Hector Roman's Velocity looks beautiful in the Puerto Rican sun