

IO-320 Long-EZ

ED:- I recently visited Steve Volovsek and saw his Long-EZ project in Hampton Roads, VA. He is building strakes and installing an IO-320-B1A Twin Comanche engine. The Bendix fuel injection system mounts on the "mag end" of the oil sump and reduces side profile over that of a carbureted engine. The powerplant's reduced profile has allowed drag reduction and increased prop efficiency on similar airplanes. Other variations on that engine present challenges you might consider before choosing it for your project, however.

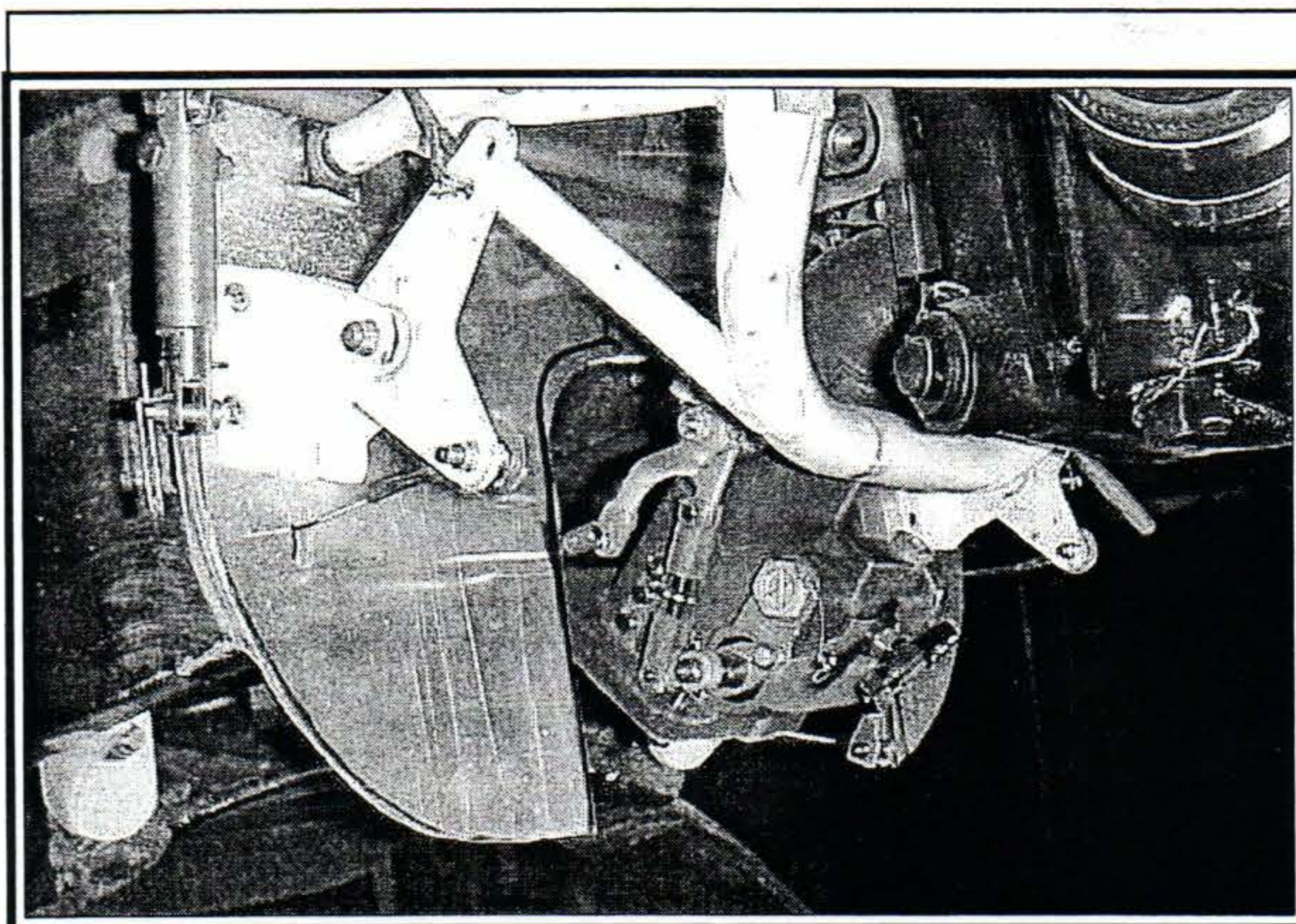
The B1A has a non-standard dynafocal mount angle, not available from the usual mount builders; Steve had to build his own engine mount. He eliminated the conventional extrusion to engine mount tube attach method and incorporated a Cozy MK-IV type attachment. Unfortunately, there is not enough room for his Bendix mag and he may have to change to a Slick for clearance.

The fuel injection unit fits in a cavity cut into the firewall. Alternate air will be automatically provided through an aneroid valve to the cowl air.

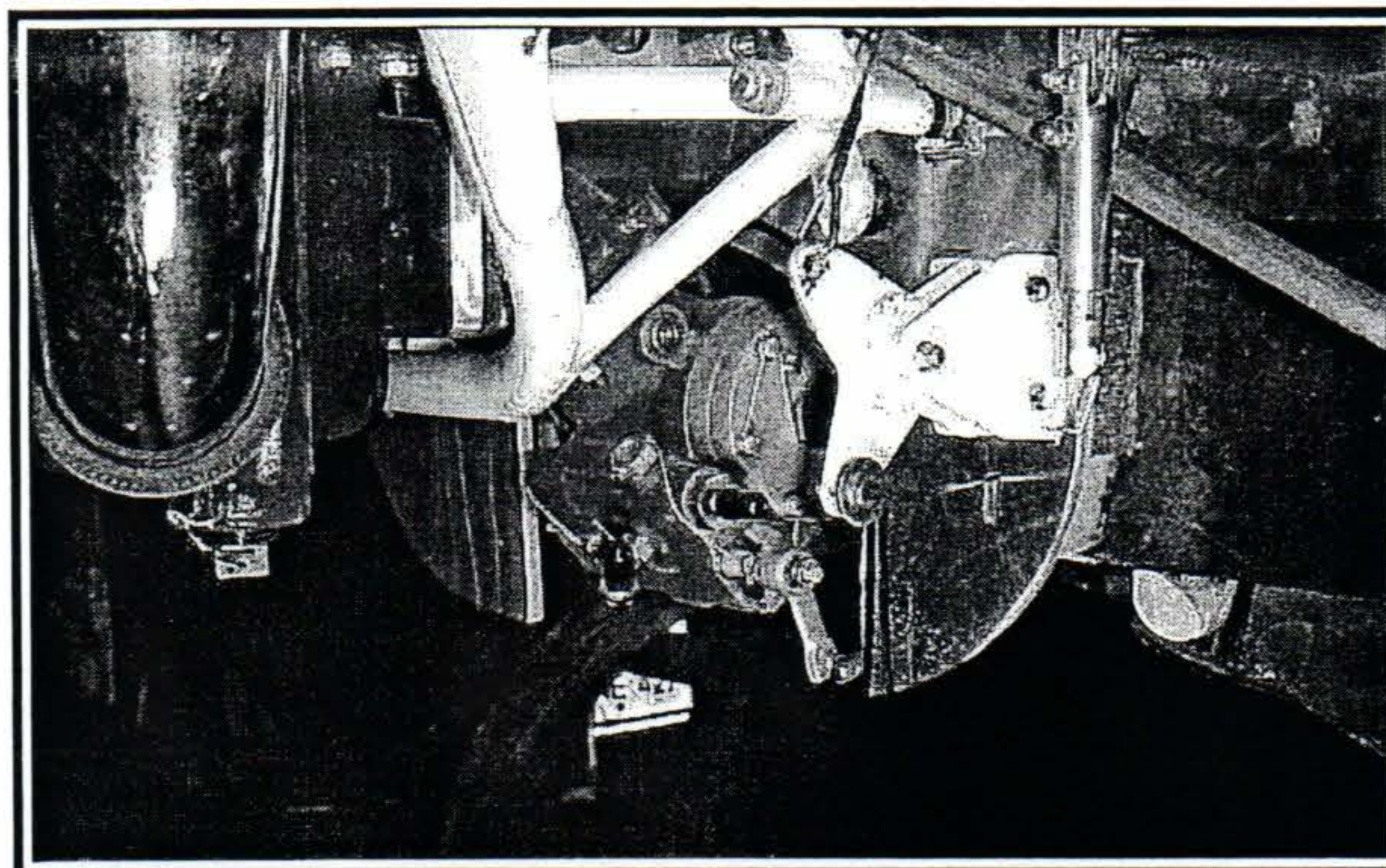
The unique oil sump has induction tubes located one above the other. The # 3 and 4 induction tubes are rather long and stick out beyond the desired cowl profile. It seems the induction tube placement dictates arm-pit inlets for updraft cooling or a cowl with large drag inducing bumps. Carl Denk has this engine on his Cosy Classic but the width is not so great a problem, on the Cosy's wider firewall.

Steve mentioned that Gary Scott of Tahoe, NV, changed to a D3G model sump and used a 90-degree elbow to attach the fuel injection unit to the bottom of the sump. That solved the intake pipe bump problem and allowed down draft cooling.

Steve's Long-EZ will have an impressively distinctive shape with the beautiful Dave Lind nose, large French style canopy and low profile bottom cowl.



fuel injection servo fits in firewall cut out area



note protruding induction tubes

