

# **DAVENPORT Drawings list for Long-EZ Modifications**

## **EXTENDED ROUND NOSE DRAWINGS**

These provide a separate battery compartment, move the battery 9" forward, and provide approx. 2 cu. ft. of baggage space. An ideal modification to balance the additional weight of an O-320 engine or to just increase the nose moment on a normally nose-light design.

(3)-24" x 36" sheets. All details, bulkheads, and former aft of the canard are full size.

(3)-8½" x 11" sheets of illustrated instructions.

(3)-8½" x 11" sheets of dimensioned sketches of rough foam blocks required for the nose shape.

Cost is \$26.65 incl. postage(USA)

## **NOSE MOUNTED BRAKE SYSTEM DRAWINGS**

Horizontally mounted Cleveland CWB10-54 or CWB10-55 master brake cylinders from Wicks are actuated directly from rudder pedals. A separate fluid reservoir per cylinder (Model A-600) mounted just under rear edge of nose hatch provides for easy servicing. This is a simple rugged design which duplicates original R.A.F. "feel"/mechanical advantage. It permits accommodation for pilots of different heights, but not on a "quick change" basis. More like an hour or two. However, there are no cables to stretch or multiple pivot points involved.

(2)-24" x 36" sheets. Drawings and details are full size, and include a complete parts list.

(3)-8½" x 11" sheets of set-up instructions.

(3)-8½" x 11" sheets of additional information and dimensioned sketches showing the latest mods.

Cost is \$11.95 incl. postage(USA)

## **ELEVATOR TRIM GLASS SPRING ARM**

Drawings show lay-up schedule, construction jig, and set-up assembly. This item eliminates the original spring & cable installation, and substitutes a push/pull tube with quick disconnect similar to the elevator/stick control.

(2)-8½" x 11" sheets of illustrated instructions.

Cost is \$4.00 incl. postage(USA)

## **FUEL SYSTEM DRAWINGS**

This design locates all fuel lines and system components completely outside the cockpits. A remotely operated fuel selector valve (from a Cherokee 180) mounted on the firewall, and controlled from under the pilots' right shoulder (using a torque tube and lever) directs fuel to valve, gascolator, and pumps. External lines are faired between sumps and lower engine cowling. Fuel pressure "head" and intake points duplicate original R.A.F. so that engine operation remains the same.  
(System length from sumps to electric fuel pump-40")

(2)-2" x 36" sheets, some scale lay-out, but mostly sketches and hardware info.

Cost is \$11.95 incl. postage(USA)

## **SINGLE RETRACTING NOSE GEAR DOOR**

Design provides a system that operates automatically with nose gear extension/retraction. Door opens or closes with approx. 200° of the hand crank. There is no noticeable additional force required or any added pilot workload. The mechanism weighs 12 oz., not including the glass door or internal cover. The mechanism, like the brake system, is rugged, positive, and very substantial with a minimum of service. It should last the lifetime of your plane.

(8)-11" x 17" sheets show assembly, all details full size, and a complete parts list.

(9)-8½" x 11" sheets of illustrated step by step mounting instructions.

The above is presented in a 11" x 18" binder which keeps drawings and instructions together for handy cross reference.

This item may be retrofit to a completed aircraft as well as one under construction, and in either the standard R.A.F. Snub nose or in a long nose version.

Cost is \$36.15 incl. postage(USA)