**-Fuel Caps:**

On 9/25/2012 10:30 AM, Bruce Hughes wrote:

“I have wondered for 20 years why the fuel caps are so far outboard in the strakes. Why aren't they closer to the fuselage? Advantage: easier to add fuel. Disadvantage: Near impossible to see if there is any CRUD in the screen/outflow area.

Mike Amick 9/28/2012 This was done to further mitigate loose fuel cap vs Prop issues. Originally a chain was added in response to at least one Fatal accident from a VE fuel cap that came loose on takeoff, & trashed the prop. **Beagle: we had our Long-EZs designed and built well before we lost the Varieze, and that couple’s death motivated people to insist on chains – it still doesn’t clear the prop every time and chains are still necessary**

Ken Miller 9/29/2012 There are a couple of reasons for the chosen cap position. One is to be able to see the screen ...Another is that position is half tank so when you are in a climb, there is little head pressure on the cap with full tanks. The original caps were very cheezy with a Dzus fastener that didn’t seal well. Also when you filled nose down, you would have about 35 gallons on board if you didn’t want full fuel. **Beagle: We got almost exactly 45 gallons nose down in the Long-EZ, no Varieze ever got 35 gallons in the mains…** In either the Varieze or Long-EZ they were \*\*not\*\* outside the prop arc. When I built my airplane I put them as far outboard and aft as I could get to get them outside the arc and be able to top off the airplane nose down. **Beagle: Then in climb the fuel is flooding the cap – hope for no leaks…**