



### Safety Tip

Ken Miller -

I'd like to offer a safety tip to those who are currently flying their EZ's. Since canards aren't prone to stall/spin, the long taught procedure of "always land straight ahead" doesn't always apply. The typical EZ pilot doesn't know the average altitude loss, prop windmilling, of their EZ in an attempted return to the runway of departure.

A "return" requires a half teardrop maneuver, totalling nearly 360 degrees! A 180 degree turn gets you aimed in the opposite direction, but you are 1/4 to 1/2 mile off the centerline. In reality, you continue to turn another 90 degrees, then reverse and turn 90 degrees to line up with the runway. This takes a lot more altitude than a simple 180 degree turn. No mere Cessna or Piper could hope to complete these maneuvers **without** 1,000 feet of air between them and the ground. I've tried it. The EZ's, however, can perform this feat in a lot less.

Next time you're at altitude, begin a full power climb and let the airspeed bleed down to what you use on initial climb. Pull on carb heat as needed, then chop the throttle. Count 1, 2, (for the **OH S---**). Then initiate an immediate push over followed by a 45 degree banked turn for 270 degrees in one direction and reverse 90 degrees in the other. Note your entry and exit altitude loss. Do this maneuver two or three times, in both directions. Average the altitude loss, say, 700 feet or whatever you do in your airplane. Burn this number into your EPROM between your ears. If you find yourself in an emergency engine out shortly after takeoff, you can then be able to tell if you can make it back

to the runway with a quick glance at you altimeter.

I also got in the habit of setting my altimeter at 0 feet for local flights which made it easier to decipher my distance AGL at a glance. After I'm airborne, I get an altimeter setting from ATIS if I need to fly in positive controlled airspace.

If you don't feel comfortable setting your altimeter at 0 then mark your altimeter with a redline next to the altitude of your homefield plus your "return to runway" cushion.

I know this all sounds like a bit much, but I watched a friend in an EZ depart my home field, turn 100 degrees back towards the runway with plenty of altitude to return safely, then turn back the other way for an ill-fated off-field crash on a bridge. I was one of the first ones on the scene and it was very sobering. The fact remains, however, that from an estimated 400 ft. AGL he glided, prop windmilling, for nearly a mile!!

### Electric Retract Nose Gear

Steve Drybread - I have a retract system for the nose gear that is electric with a manual override. This can be done for \$350 tops. It really is great to have this with a retractable main gear. The whole installation took me about half a day to install as it bolts directly to the u-joint for the stock Brock worm gear system.

I should have plans available shortly. If anyone is interested they can contact me at:

827 Skysail  
Carlsbad, CA  
92009.  
(619) 431-5562

*Editor note: For you new members, Steve has been installing a retractable main gear in his Long-EZ. It was designed by Scott Swing and is very much like the successful installation in the Velocity. Check the 1991 index for the article.*

### Lycoming Remote Oil Filter Mount Adapter

Larry Danner - This aluminium casting is designed for several popular automotive spin-on oil filters. It weighs about 1/2 pound and has 1/2" NPT inlet and outlet, female, pre-tapped holes. Add some NPT to AN adapters and you can put a spin-on oil filter anywhere you can find the room. This beauty cost only \$15 (I threw the 3/8" automotive hose, the 1/2" NPT to 3/8" hose slip fit adapters and the band clamps into my misc. auto parts box.)

Since I was already committed to building an adapter plate for a remote filter on my Lycoming accessory case I also thought a thermostatic oil cooler valve for \$25 was a nice buy. The housing this valve comes with is a bit of a bruiser, but the spring, thermostat and other internal parts should go into my adapter block very nicely. The thermostat starts to divert oil to the cooler at 165 degrees F and is fully open at 185 degrees F. I purchased these parts from Impact Parts Inc., Glenwild, New York, (914) 434-3338. The parts are on a close-out; **when they are gone there are no more.**

I did some spin-on oil filter research at my local auto stores and found three filters which fit the above spin-on adapter and have an internal bypass valve in case the filter clogs up. Their part numbers and sizes are listed for your convenience.

NAPA	WIX	O.D.	Height
1348	51348	2.95"	3.42"
1452	51452	3.7"	5.45"
1521	51521	3.7"	3.8"

Although other sizes are available, I would rather have dirty oil circulating through my engine, at night, over the (Rockies, Bermuda Triangle, you name your nightmare) than **NO OIL!**



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