

rudder, keeping it as far as practical from rudder hinges, bolts, nutplates and wing tip lights/strobes etc. Once in the upper winglet, he zig zagged fore and aft going up until he used 108" of wire. This antenna has worked the best so far of any he has tried, including the use of the rudder cable in the wing.

Anyone with any more information on how to make a Loran C work well in a composite airplane, please drop us a line. This is not a real straight forward problem guys, if you think you can just bolt a whip antenna on the belly and have a flawless, reliable Loran C, you are in for a surprise. This will work on a fiberglass boat, but remember, a boat is sitting on the largest ground plane possible, the ocean!

We will continue to gather data on Loran C, as it really does seem to be the way to go. It would really compliment the excellent cross country capability of the Long-EZ making it even more of a utility airplane.

VariEze/Long-EZ Cowlings.

The aft stiffener rib that runs across the inside aft edge of the cowlings, both top and bottom should be taped in with a 1 1/2" wide B10 tape all around. These ribs are floxed in but may pop loose due to vibration.

The following letter is from a builder who had an epoxy reaction.

"Dear RAF,  
I am writing this letter to express my appreciation to you and Applied Plastics for "saving" my composite homebuilt Long-EZ project! About two months ago, I called you to get your advise re: how to prevent any further or worsening of the dermatological (rash, burning, itching hands and arms) reaction I had experienced after a six hour session with Safe-T-Poxy and acetone.

I followed your advice and changed my shop routine as follows:

- a) Started using Norton Butyl rubber gloves exclusively.
- b) Stopped using acetone (I now discard brushes and just wipe down squeegees).

Since I was already using a charcoal filter respirator, no change required there. I did improve the ventilation in my shop.

I have had some lengthy lay ups since with no sign of a problem. While they are relatively expensive, I think you should strongly recommend the use of the Butyl gloves.

Thank you again for your professional, prompt and sincere response to a problem, which very easily could have "shot down" a project which is very important to me.

Sincerely, Gary Holmes."

PLANS CHANGES.

We at RAF, of course, cannot enforce a mandatory change, as FAA can on a type-certified aircraft. The regulations allowing amateur-built experimental aircraft recognize that the homebuilder is the aircraft manufacturer and, that the aircraft does not need to conform to certification requirements. This allows experimentation by the homebuilder, giving him the freedom to develop new ideas. FAA achieves their goal of providing adequate public safety by restricting the homebuilder to unpopulated areas and to solo flight until his aircraft is proven safe.

It is the homebuilder's responsibility to maintain, inspect and modify his aircraft as he desires. However, we at RAF feel that part of our job is to provide information to the homebuilder in the form of recommendations that, in our opinion, are required for him to achieve a satisfactory level of flight safety.

<u>Category</u>	<u>Definition</u>
<u>MAN-GRD</u>	Mandatory, ground the aircraft Do not fly until the change has been accomplished.
<u>MAN-XXHR</u>	Mandatory, accomplish the change at next convenient maintenance interval or within XX flight hours whichever comes first.
<u>DES</u>	Desired - strongly recommended but not requiring grounding of the aircraft.
<u>OPT</u>	Optional - does not effect flight safety.
<u>OBS</u>	Obsoleted by a later change.
<u>MEU</u>	Minor error or omission.
<u>LPC #116</u>	Owners Manual Page 30, change aft limit from 104 to 103.

Section IIL - NOTE: The engine installation plans update and supercede information in Section I. Do not do any work aft of the firewall without having Section IIL in your hands. Section IIL also has lots of information on engines, which may help you to make your selection.

NOTE: NO plans changes for VariEze this time.

SHOPPING

Please note that prices for the Com. Antenna from Radio Systems Technology is as follows:

- \$25.00 for the assembled antenna
- \$15.00 for the unassembled antenna
- plus \$3.25 for shipping and handling.

Task Research has a price increase on the main and nose gears. The main gear is now \$344.00 and the nose gear \$61.70. (805)525-4545.

PROPELLERS

We recently tested a Great American prop on our 0-235-L2C (118 hp) powered Long-EZ and found it to be an excellent prop. Performance was virtually identical to the best Ted's prop we had previously tested. Take off distance was slightly shorter, climb slightly better and top speed was only down about 1 mph.

Contact:

Great American Props.  
555 Westmont Drive  
San Luis Obispo, CA 93401  
(805)481-4450

Sensenich Corporation is now manufacturing VariEze props. They are excellent. The only source for the prop is John Benjamin, 973 Nissley Road, Lancaster, PA 17601 (717)898-8586.

John usually carries two different props in stock and they are available for immediate shipment.  
VariEze Prop W58LKL-69 (climb prop)  
VariEze Prop W58LKL-71 (cruise)

These props have 13 laminations of selected birch in them and also have a rain resistant epoxy leading edge. Call or write to John Benjamin for more information. John is a VariEze builder/pilot and is 2/3 of the way through building a Long-EZ.

The alternator and special regulator mentioned in the Loran C article is available from:

B and C Specialty Products,  
518 Sunnyside Court  
Newton, KS 67114 (316)283-8662