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Mr. George Petterson  
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Dear George,

Thank you for your kind help and purchase of book. Enclosed is the copy of Modern Aircraft Design Vol. 1 that you purchased and a catalogue of other books I have written. Please note that in table 3.5 (page 40) I have included the GU25 airfoil with a label of no good. I did that to make certain that no one would use this airfoil again. The only place it was ever used was on the Long-Eze and only in the early days. This airfoil has been replaced with the LS0417 or GAW-1 airfoil on all later models of Long-Eze's because of its bad behavior when it becomes dirty. By dirty I mean small amounts of dirt, water, or bug splats. A 0.004 inch high speck will cause boundary layer separation. My aerodynamicist Rick McWilliams is very familiar with this airfoil. When the airflow separates from the canard, the nose of the Long-Eze will pitch down and it is a dive that you cannot recover from. This was a serious problem that many pilots are aware of on the first Long-Eze's. A man who is most familiar with the flight problems of the early Long-Eze is Jon Lowe.

Jon is the first plans builder of a Long-Eze. Jon lives in Naples Florida and he can be reached at [REDACTED] or at [REDACTED]. He is building one of my Stallions. He knows of the many fatal accidents of the Long-Eze in the early days in Florida. He will be happy to talk to you.

Over 4,500 plans have been sold and over 1,200 Long-Eze's have been built and serial number 54 (John Denver's plane) is one of the first aircraft. I doubt if the canard airfoil was ever changed. I called the painter in Santa Maria and she told me she did not paint a stripe on the canard. So a paint strip did not trip the boundary layer but small bugs certainly could have and most probably did. Good luck in your search for the truth. Please call me if you have questions.

Sincerely yours,

[REDACTED SIGNATURE]  
Martin Hollmann, President

cc: Ben Owen, EAA