

ASHTON ZIPPER SN 2, N16AV

This aircraft is a variant of the famous Long-EZ and was essentially built from Long-ez plans but I made significant changes so I registered it as a “Zipper”. Changes were:

- a longer nose
- bigger canopy
- steel rollover structure
- more robust Cozy nose wheel
- Cozy-type bulkhead main landing gear mounts
- Cozy-style main landing gear attachment
- Cozy-type engine mounts on the firewall
- downdraft cooling
- O-320-H2AD 160 hp engine
- custom prop (made by me)
- dual Lightspeed Plasma III electronic ignitions w/ignition advance meter
- dual controls (stick, throttle, mixture)
- electric landing brake

Otherwise, it is like a fairly standard Long-ez, equipped with

Dynon D-10A EFIS + remote compass module
Rocky Mountain Engine monitor
ICOM A200 comm radio
Garmin GTX 320 transponder with Mode C
Terra 200D VOR + Tri Nav CDI
Ameri-King AK-450 ELT
wiring for heated vests or seats
B&C LR3C voltage regulator
manual nose lift
Auto sparkplugs
spare propeller
Sunbrella cover and prop cover
Engine dehydrator

I am a retired USAF pilot/IP and the previous builder of a Cozy Mark IV. I came across a Long-ez bathtub and foam after finishing my Cozy, bought and built this airplane. As of 6/29/17, N16AV has 59 hours total time, 365 hours on the engine. The engine was purchased from a storm-damaged aircraft. The seller had the engine disassembled and checked for damage by an IA documented in the engine log books. I have the original engine logbooks.

Zipper has been a fun airplane to build and fly but I am selling because I don't need two canard airplanes and my wife would rather fly in the Cozy. I've enjoyed working out the kinks to get it operating properly. You can read my progress on canardZone.com and canardAviation.com. Search for “Kent's Long-EZ project”. My latest task was to build a prop for it. I have put five+ test hours on the new prop and it performs very well. This aircraft also comes with a used Lightspeed carbon fiber prop. The Lightspeed prop was a little under-pitched for my HP and I couldn't use the full engine HP in cruise but it is a good spare prop and a great prop for short takeoffs and climbs.

Other things to be aware of: My fuel setup does not use a mechanical fuel pump. It uses two Facet cube pumps. Only one pump is really necessary but I use both for takeoff and landing. I have found in testing that the aircraft will run just fine in most flight regimes on gravity feed but use of one fuel pump continuously is recommended. This aircraft also uses an Ellison Throttle Body carburetor. I have the same on my Cozy and I like them a lot. They give about 80% of the performance improvement over a Marvel carb you would get from fuel injection.

The aircraft uses a main battery, a smaller backup battery, and one alternator. One Lightspeed EI is powered directly off the main battery and EI 2 is normally powered off the backup battery. EI-2 can be switched to the main battery if needed. An Essential Bus is available so that if alternator failure occurs, the load can be shed to bare minimum which should allow for at least 30 minutes of flight.

Engine and oil cooling are very good in cruise, in fact, I need to make plugs to reduce the air intake for winter flying. Climb at 120-130 KIAS will keep the cylinders below 400 degrees F; in cruise they are around 340F. The oil cooler has ground-adjustable door for winter flying (desired OT is 180F)

I have plans, blueprints, two large books of manuals, wiring diagrams and support information.

I am offering a checkout in my Cozy IV to the buyer, which will satisfy most insurance companies (but I am not a CFI). For fellows who are current, I'd anticipate one or two sorties to get comfortable operating a canard airplane. The Cozy and EZ fly virtually the same but the Zipper/EZ is a little faster. If you are not current, get some no-flap landings in a Cessna. These airplanes like hard-surfaced runways of at least 3000 feet. Shorter is possible with clear approaches and proficiency.

If you have questions about dealing with me, please give my friend Asif Ahmed a call and ask about the experience. (Aahmed21@mac.com, (626) 818-1681) I previously sold a Cozy III to Asif. We flew his Cozy together back to California and he has been my friend for many years since then.

I am willing to assist you with your first annual "Condition Inspection" if we can get together. After that, you would normally need to employ an A&P or AI to perform the Condition Inspection. One of the great things about Experimental aircraft, however, is that you are permitted to do any and all work and modifications you like on these aircraft without the need for FAA sign-offs.

The aircraft is hangared at KRUQ – Mid Carolina Regional Airport-- in Salisbury, NC. If you're coming from far away, I suggest you fly into Greensboro, NC (KGSO) and rent a car. It's 65 miles from KGSO to KRUQ.

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