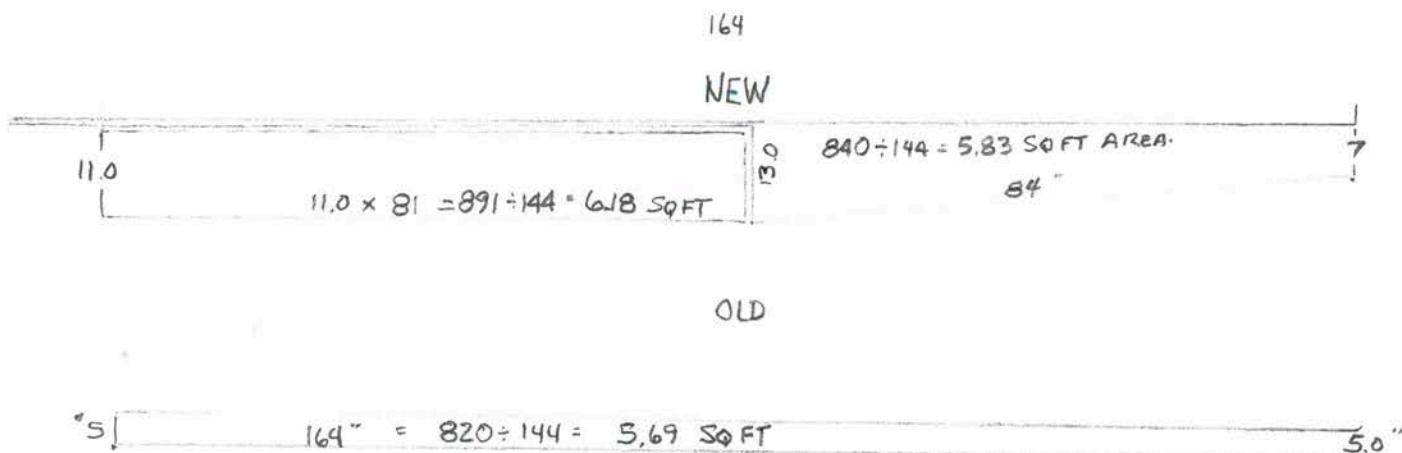




NOTES.

ADDED BENEFITS : 12+ SQ FT of Lift

ELERON CONTROL BETTER (MORE AREA) IN "CLEAN AIR."

FLAPS IMPROVE LG AND T.O. "SAFETY"

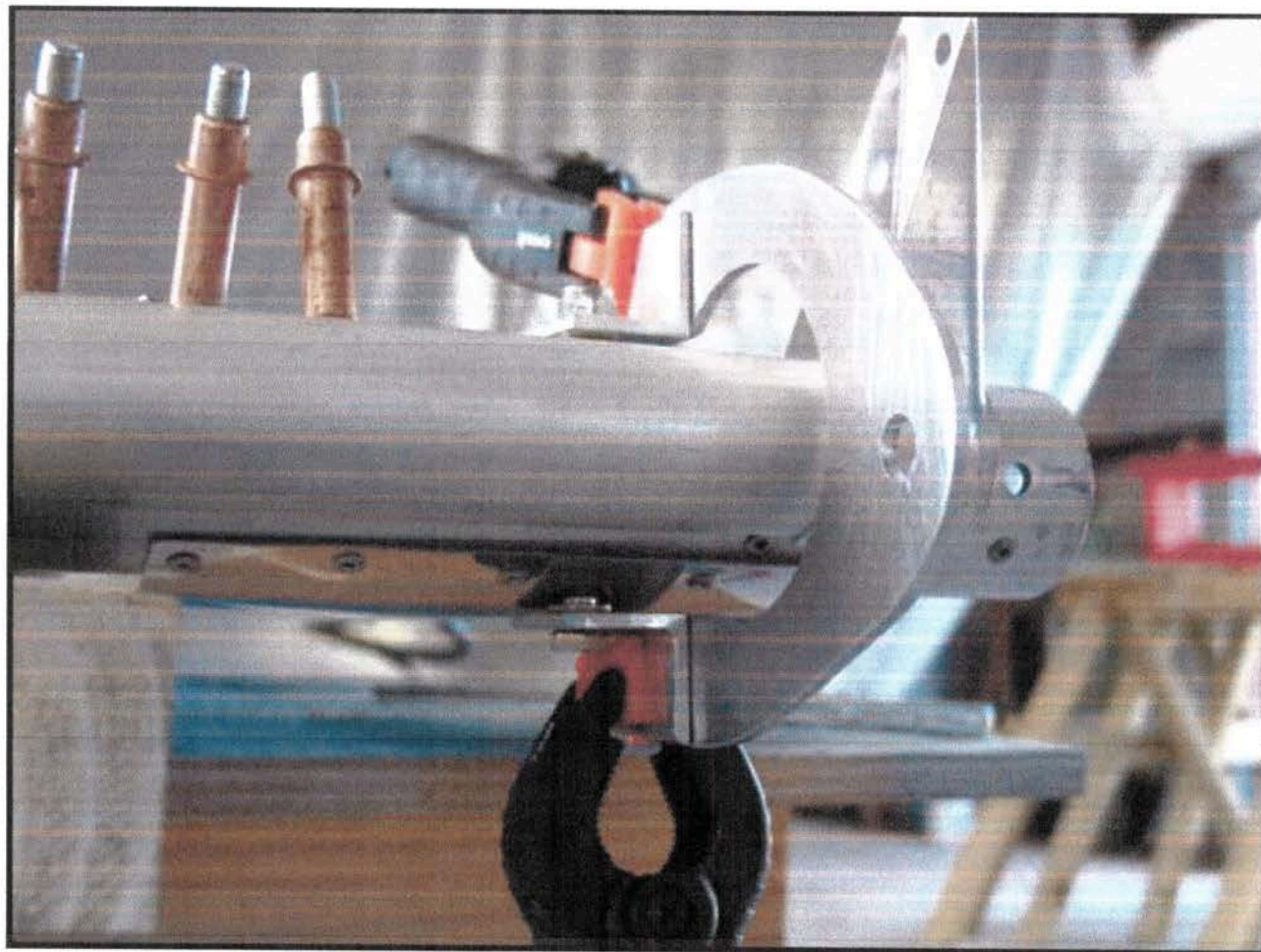
NEVER HAD CHANCE TO TEST AIRBORNE ! ONLY RWY TESTING

BY OWNER : VERY HAPPY !! 5° AT TAXI REDUCED A/S

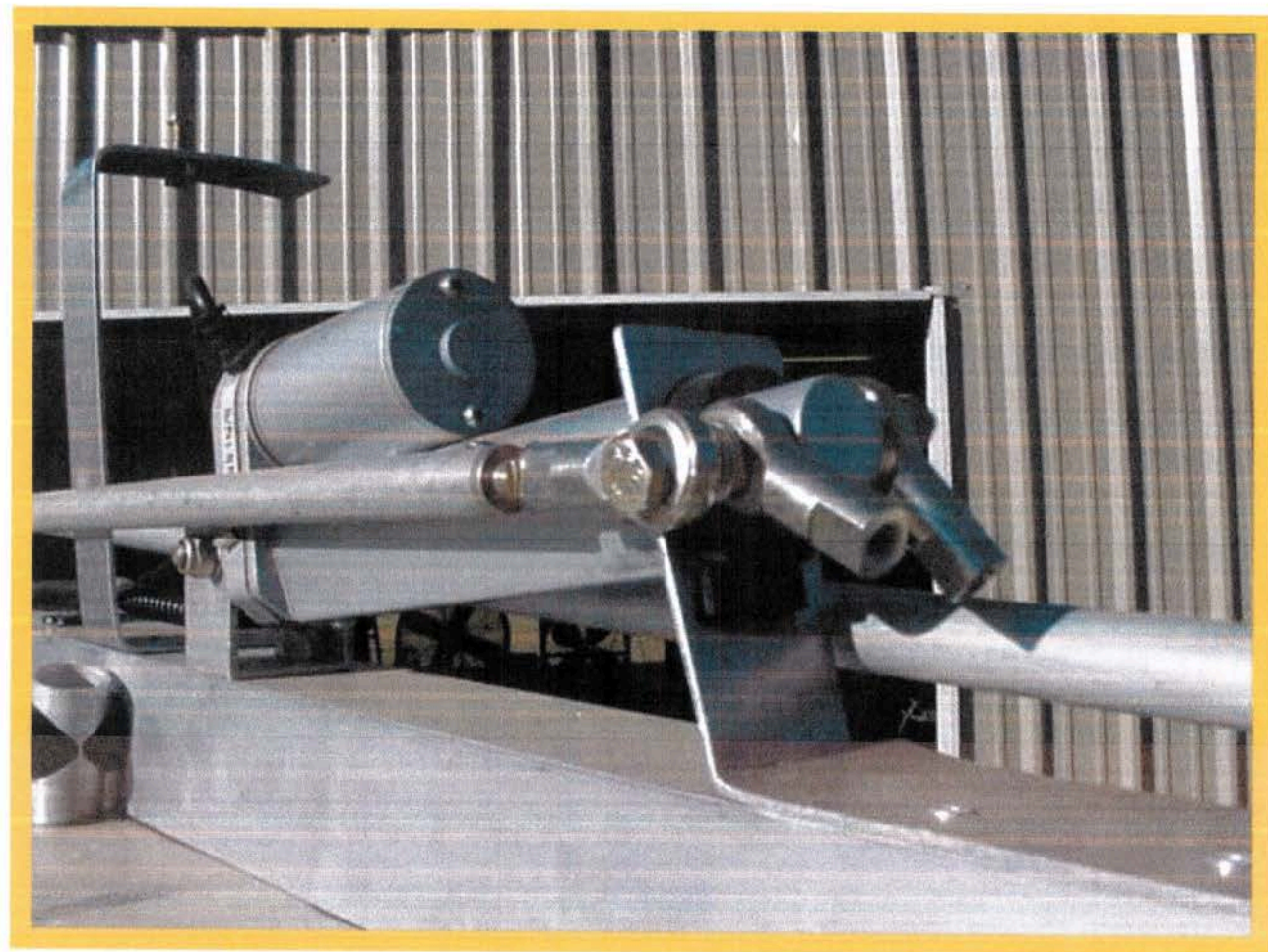
FM APPROX 40 → 35 INDICATED MPH

ACCORDINGLY APPROACH SPEED SHOULD BE

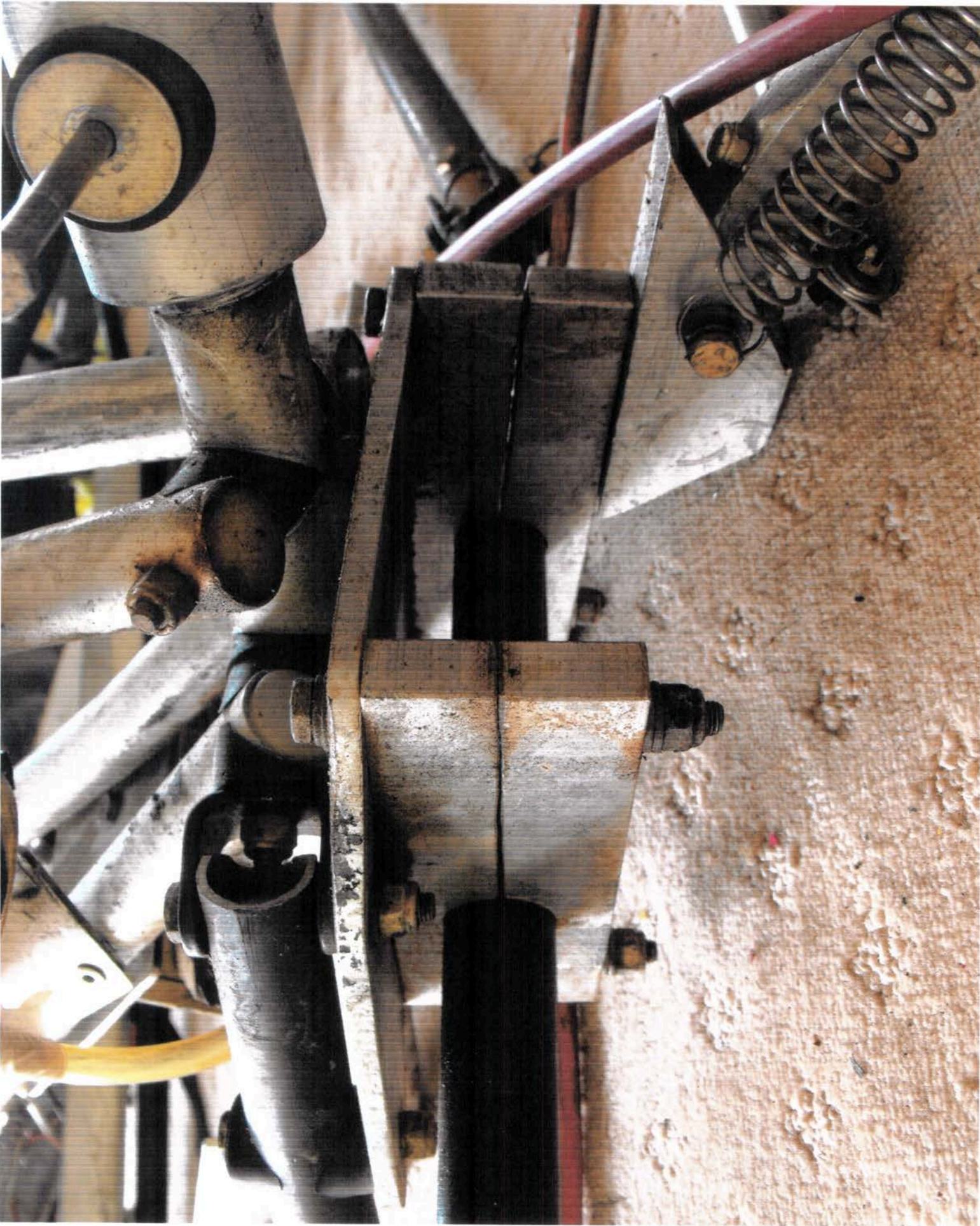
EFFECTLY LOWER SAFELY THE SAME I.E. 4.5 MI



MY CLAMPS ARE
BETTER AND SAFER
PERIOD
- NO NEW HOLES DRILLED IN
PRIMARY A/C STRUCTURE!



MY AUTO UNIT WAS BETTER
BECAUSE ITS SMALLER
AND
LIGHTER!





Gene and Pearl Frost, search you:

Search Mail

Search Web



Home

Gene And Pearl



Compose



Archive Move Delete Spam Collapse All

Inbox (1737)

Drafts (34)

Sent

Archive

Spam (49)

Trash (1)

Smart Views

Important

Unread

Starred

People

Social

Shopping

Travel

Finance

Folders (71)

Airplane (Ragwing an...

Barnstormer

Crafts (18)

EAA chapter 1424

Gene (1)

Gene Frost address ...

junk

Notes

Pearl (31)

Spam (4)

Stuff to keep (17)

Recent

Sponsored



Wife Wine

Female Cop Hid Her Double
Life For 7 Years

Aircraft accident @ 8WC Washington Co. Airport (3) Shopping

Gene and Pearl Frost Written at home. July 31, 2017 at 2300-2400

Aug 1 at 9:58 AM

Gene and Pearl Frost Written at home. July 31, 2017 at 2300-2400

Aug 1 at 9:59 AM

Del.Deatherage@faa.gov

Today at 5:08 PM

To [REDACTED]

Thank you Gene:

Per our conversation, I'd like to ask if you could provide substantiation for the following design modifications. Your explanations will aid the NTSB in making determining if the changes could have impacted the flight characteristics in any way. It is important to do our best to eliminate causal factors that do not contribute in order to have useful data to advance the future of safety in the experimental aircraft arena.

Please, at your convenience, address your changes in design for the following systems regarding weigh and balance, operational flight characteristics, and structural strength of your:

- 1) Flaps addition design
- 2) Flap control system design
- 3) Aileron design change (size/shape, etc.)
- 4) Gear modification from tail dragger to tricycle design
- 5) Nose wheel steering and shock suspension design
- 6) Please provide a detailed description of your understanding of the weight and balance (c.g. of the aircraft, etc.) prior to modification versus post modification. I can send copies of your documents for reference if necessary.

I am attempting to understand the differences in your (current) design compared to the original design or factory options. You have been more than cooperative and it is very appreciated. Please don't hesitate to call if there is any confusion in my request.

Best,

Del Deatherage
Principal Avionics Inspector – Air Evac CMT
Saint Louis Flight Standards District Office

The St. Louis FSDO is dedicated to quality service, and we continuously seek to improve our services to you. Please provide your [feedback](#) with any suggested improvements. We value your opinion.

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START
WITH
LOWE'S

SHOP NOW

LOWE'S