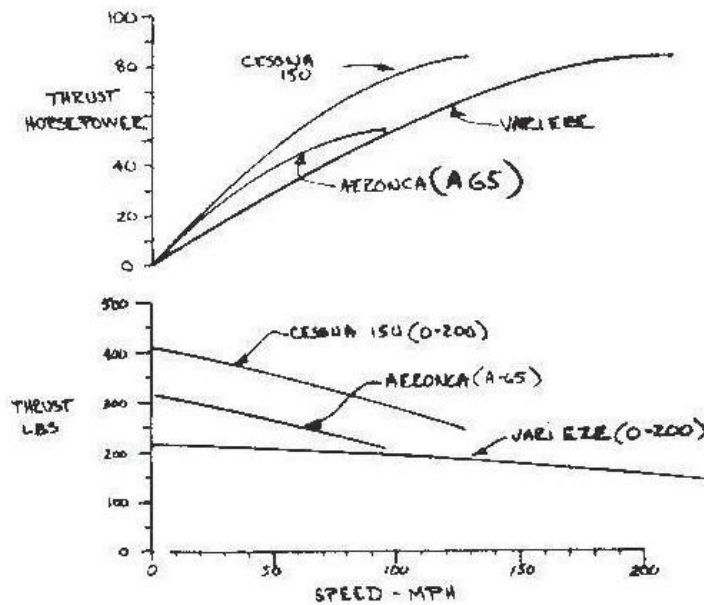


**Pusher Engines:** As you engine experts know, the Continental O-200 (100 hp) engines have a crankshaft for an FAA approved pusher installation. These special cranks are rare and expensive. We don't believe that these special parts are necessary for the Long-EZ. The difference between the "pusher" O-200B and the tractor O-200A is a reinforced flange to take the high static thrust loads that you find in amphibian type or other slow aircraft.

The O-200, C85, C90, C75, A80, A75 and A65 crank shafts are almost identical (not interchangeable) and the A65 engine is approved as a pusher without modification. Because of the fixed-pitch prop, designed for 185 mph cruise, the thrust loads on the 100 hp O-200A are lower than they are on the 65 hp A65 in a "normal" installation.



**Pusher Installation of Continental Engines**

VariEze prototype N4EZ now has 480 hours of flying time with the O-200A Continental engine. No measurable end-play wear has occurred. Absolutely no problems have been encountered