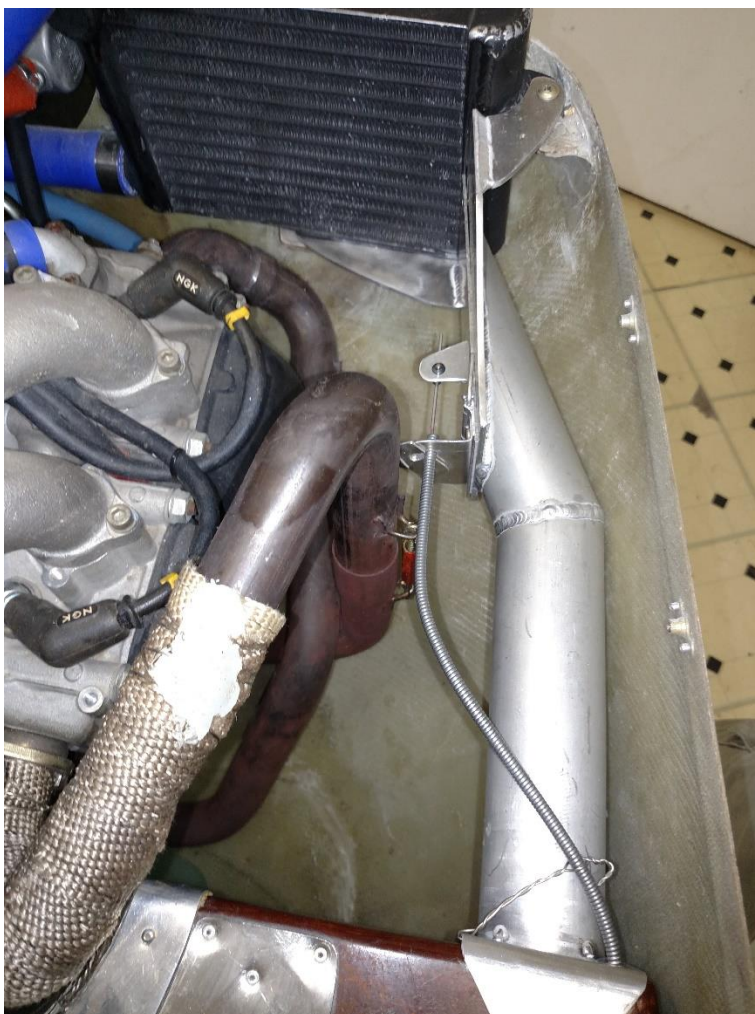


Europa Classic Heater
Bud Yerly, Custom Flight Creations, Inc.

The Europa Classic radiators are quite large and with proper cowl exit will cool the aircraft and still allow heat to enter the cockpit. Creighton Smith's Classic was in need of some extra heat for the passenger. Linda likes it warm, so he and I devised a simple tube to be easily installed into the cockpit. Again, like the XS heater, the radiators on a very cold far north winters day will not provide enough heat to keep the cockpit warm enough for summer shorts and a T shirt cruise. Proper clothing and perhaps a heated suit should be considered for far north winter operations.

The photos below show how to use two-inch tubing and plate to make a simple door to catch the heat coming off the radiators. In frigid temperatures tape over the radiators is often needed to keep engine cylinder heads warm so do not tape over the area where the heater draws air.



Fabrication for this heater was done by welding an aluminum tube, but the forward end of the tube could be glassed to the cowl and SCEET tube used to enter the cockpit with a stock two inch flanged fitting. In practice, the owner added a top and bottom lip to assure all the heat entered the tube.

In the photo below is the cockpit push pull knob. We found the knob worked but from the sitting position, it was difficult to adjust without moving the knob out to a point where it could impact the passengers leg and cause injury in a frontal impact. Consider installing the cable into the center tunnel and use a lever to actuate the flap. It works on a high altitude summer day keeping the passenger toasty at 10,000 feet.

