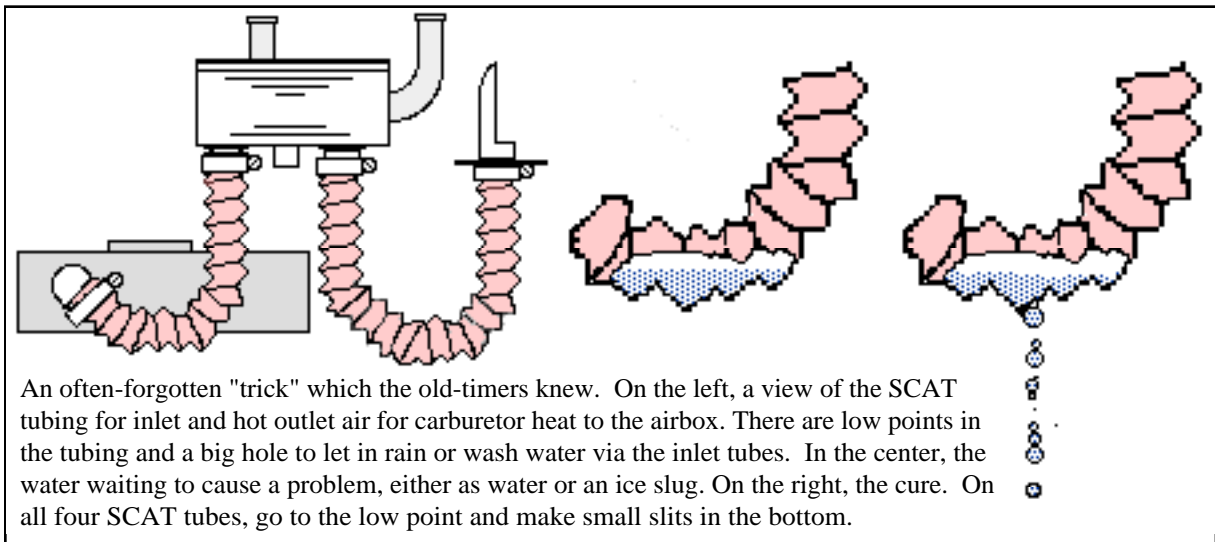


Carb Heat & Cabin Heat SCAT Tube Drain Holes

A long time ago, one of the contributors to the International site newsletter submitted a note about how a friend of his had poked holes in the lowest point of the four SCAT tubes used for carb heat and cabin heat. An explanation followed and his surprise turned to gratitude when he realized how correct the “perpetrator” was to make the drain holes.

These sketches make it much easier to visualize than just the words. Other drains have been considered, such as pop rivets in the SCAT low points but all have been fearful that one of those tearing loose would end up inside the engine. Consequently, the slits with a pen knife seem to be the best and most fool proof.

The figure is based on the 150 muffler system which means that adjustments would have to be made for either the blast tube equipped planes or those with the pancake mufflers.

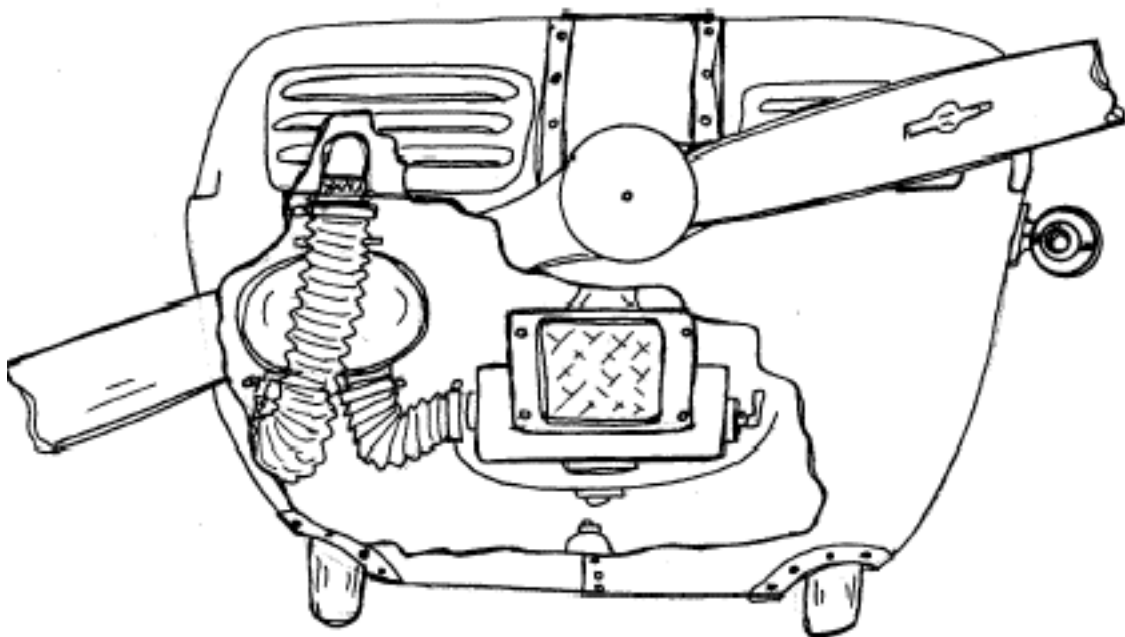


We have learned to verify that the holes are open each annual.

Making these slits takes intestinal fortitude the first time but we are all believers because our timing to do it was after a wash, a careful wash, and the amount of water that came out of the tubes was....surprising. With the slits, you will never ingest a slug of water in the engine, and you won't get sprayed in the cabin with water when using the cabin heater. A few owners have been surprised by what the slug of ice from the tubes will do when things warm up a bit!!

Before computer drawing or paint programs, by hand with India ink was the only way to get good ideas across and this doodle of the drains was created while watching television news. I just have a hard time discarding these sketches; for some reason, they have more “character” than those done by the computer, color and all.

Note that I have drawn a scupper for the cold air inlet, a feature that some planes have and others do not. The scupper is the most efficient for gathering rain water which is fed into the SCAT tubes while flying, but the flat opening inlets gather a lot of rain or wash water when not flying. The early planes with blast tubes gather the least because there is no ducting of the cold air to the shrouds around the blast tubes.



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