

KCGIG94 Forum Samples

I did not get to all the forums, but did visit most of them. I have pulled a miscellaneous list of "interesting tid-bits" that I did not know before or that went contrary to things I had been doing. Please bear with me as space does not permit me to do justice to the tremendous speakers who presented at the KCGIG.

Norm Howell's list of test pilot rules:

1. Have a plan.
2. Fly the plan.
3. Dear God, please don't let me *&#@+ up.
4. Got any Beemans?

Gary Hertzler's performance tips:

"Electronic ignition is a definite improvement! The combustion flame travel speed slows with decreased manifold pressure and leaner mixture." That means the higher you go, the more retarded your ignition timing causing more of your fuel to be burned in the exhaust system instead of inside the engine. Retarded timing will, thus, keep the EGT's much higher. He runs an inductive electronic ignition and figures the system is worth 4-5 mph.

Gary removed the cusp in the winglet of the Vari-Eze to get less drag. He made the outer winglet surface flat by sectioning out a 3/8" wedge from the inboard surface and then covering with BID at 45 degrees. Next the outer face was filled with micro to get a flat surface.

"Cooling drag is a fruitful area for drag reduction" The Berkut style armpit scoops that are out about 1" in the slip stream cause more drag than the ones against the fuselage. The offset is needed in jet engine applications where there is a need for even pressure to the first stage compressor. Piston engines don't need that, so why build in more drag?

Gary's new O-235-C2C uses L2C pistons with special piston rings giving better sealing and 25 hours per quart of oil.



Jerry Peck's Kansas Long-EZ , N12NC won Best Exterior award



Norm Dodge's Arizona Long-EZ, N42ND, won
Best Interior award

Jay Greene's Alaska Long-EZ, N271J, won Best
Instrument Panel award

