Vari-Eze Materials "Kit" for Sale

Individual items 50% of current cost or will sell the lot for less to a single buyer. Here is a chance to get a Vari-Eze economically. Items include: 70 yds UNI, 119 yds BID, urethane foam, polystyrene foam, rigid & Clark foam, 2 pair 5" Cleveland wheels and brakes, Juran cowls, nose wheel strut and gear box, altimeter, AS, compass, upholstery kit, O-200 engine mount, air filter and carb heat box, Gerdes master cylinders, nose wheel assem, main gear tires & tubes (slicks), wing attach fitting assemblies, misc. hardware, cable, pulleys, rod ends, fittings, seat belts, plans set with chapters 1-23, Sect IIA, III, V and full size drawings A1 - A9, numerous (probably Brock) fabricated specialized parts including nose gear mechanism.

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News From Europe

Ernest Magalion Graineau (France) I just returned in my Vari-Eze from a very successful RSA fly-in held in the north east of France. 1200 airplanes were on the field. Never before in Europe have so many attendees come to a fly-in.

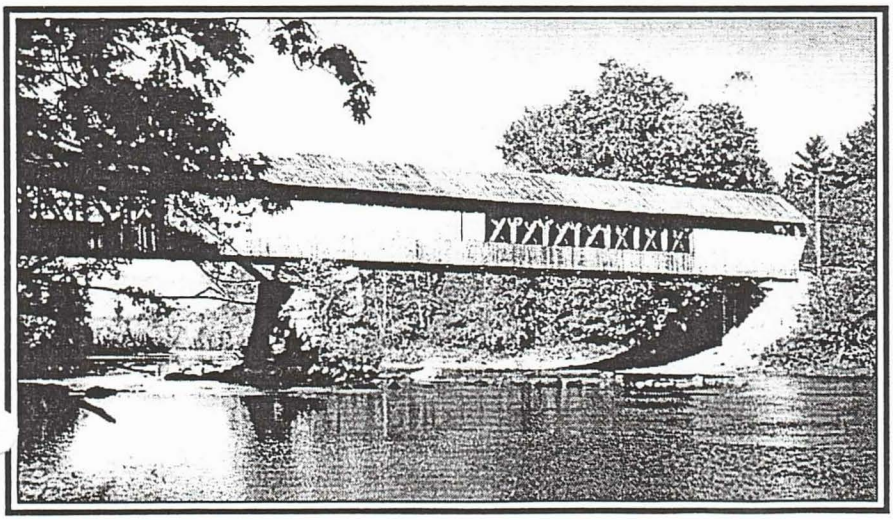
I fabricated my carb air box from Coremat which is a product made by a Dutch firm. For information on this product contact: LANTOR BV Firet Plastics, P.O.box 45, 3900 AA Veenendaal, The Netherlands. Tel: +31 8385-37111.

Sad news, a Long-EZ named "The Spirit of Mojave" registered as N17VN crashed into the mountains near Montpellier. Its Dutch pilot, Jan Maarten de Vries was killed. Weather was reported awfully bad with TRW, poor visibility and mist to the ground.

Fall in New England

My autumn thoughts include a trip to see New England's colorful leaves. Northeast EZ Flyers, Bob & Dot LaBonte and Paul and Barbara Adrien invited us to join them for a weekend of leaf peeping. We landed at Laconia, NH, and departed on a weekend of color in CAVU weather. If you have wanted to see New England in the fall, plan it for next year. It is definitely worth the effort!

Contact White Mountains Attractions, Box 10CB, North Woodstock, NH 03262 for information and maps. Request their Covered Bridges of the White Mountains pamphlet if you are interested in visiting some of the picturesque structures of the mid 19th century.



Klaus Savier's OSH Aircraft Performance Forum

It is refreshing to attend a forum where the speaker is a demonstrated success on his subject. Such was the case at Klaus' OSH forum as he has flown CA to OSH non-stop many times. The following tidbits were shared at his well attended forum.

9.5 : 1 compression ratio is optimum for efficiency with 100LL fuel.

Lean so your EGT is about 150 degrees off peak.

Develop your own fuel flow vs. speed curves so you can arrive at your destination non-stop or with a minimum number of fuel stops.

Air cooled engines are **more** efficient than water cooled engines. Efficiency is a function of cylinder jacket temperature. The higher the temperature the higher efficiency, within limits, of course. 375 - 400 degrees is the best CHT range. The most efficient engines consume .4 lbs. of fuel per horsepower per hour. The best Lycoming engines consume .45 lbs. of fuel per horsepower per hour. The best rotary engines consume .55 lbs. of fuel per horsepower per hour.

Drag varies on our canard airplanes but the following approximations can be used as a reality check on "quoted performances". The flat plate area of a stock Long-EZ is 1.9 - 2.0 sq. ft. A stock Vari-Eze has 1.6 - 1.75 sq. ft. while Klaus' Vari-Eze is 1.1 sq. ft. With engine efficiency being roughly the same on all modern aero engines - .045 - .040 lb/hp/hr and the speed known from flight test we can evaluate the drag area. Use a constant propeller efficiency of 70% for wood propellers and 80-85% for metal and carbon props then: Thrust HP= V^3 X Drag Area/ 146625. Thrust HP = HP X .70 for a 70% efficiency prop and flat plate drag area is noted above for several airplanes.

Instrument your airplanes completely so you know what each cylinder is doing. Klaus uses KSA oil pressure, oil temperature, EGT and CHT instrumentation.