

Al "The Yankee Entrepreneur"

P.S. Please don't tell my mother that I work in Aviation. She still thinks I play piano in a whorehouse.

> -----Original Message-----

> From: David Orr [SMTP:canardfinder@worldnet.att.net]

> Sent: Thursday, March 09, 2000 10:41 PM

> To: Fink, Allen L

> Subject: Re: [c-a] MORE VEZ STUFF

>

> I didn't know you were an engine buff!

>

> How about you retire and we ask Mazda to let us help them develop a

> Lycoming

> replacement - ears to fit the Dynofocal and/or Conical mounts with 20 hp

> more

> than the engine replaced?

>

> Beagle

>

> "Fink, Allen L" wrote:

>

> > I think the boys at Renaissance recognize how much work is entailed in

> > developing an all new homebuilt aircraft the "right" way. Including

> > complete design, analysis, flight testing, developing and debugging

> > plans,

> > setting up tooling, manufacturing parts etc. The 4 place market is a

> > rather

> > limited one and the competition will be stiff against the Cozy IV and

> > Velocity. They had better not do it to get rich.

> > I think the next big move in the homebuilt world will be driven by

> > powerplant development. If some of the long promised rotary engines or

> > lightweight diesels would come through, it would spawn a "clean sheet"

> > design that could be revolutionary. I was disappointed that Vern

> > Newbold's

> > rotary engine development sort of fizzled out. (Kitplanes, Feb 95, pg

> > 62) I

> > have had some delusions about pushing that development. HP/wt ratios of

> > 2

> > with improved fuel specifics and rotary smoothness does make my palms

> > sweat.

> > Simple = cheap = reliable. The Pulse Detonation Jet engine under

> > development by Adroit Systems Inc. in Seattle under Dr. Tom Bussing

> > could

> > give us an affordable homebuilt with business jet speed and performance.

> > Not sure we are ready for that though. We would need an entirely new

> > standard of pilot training for that kind of performance. There might be

> > a

> > unique operating niche in the 14,000 to 18,000 ft altitude range,

> > possibly

> > permitting high speed operation outside of the compulsory pressurized,

> > IFR

> > environment. Again, the concern would be "Jack the auto mechanic"

> > private

> > or sport pilot, flying 50 to 100 hours a year going Mach .6 to .8

> > between

> > 14,000 to 18,000 feet. There is enough of a challenge for "Jack" to

> > operate

> > at 200 MPH in high density traffic areas anyhow. Recall the recent
> > collision in Newhall pass. Nothing is really simple. The electronic
> > revolution in the cockpit and universal TCAS (Traffic Collision
> Avoidance
> > System) might make it possible. We will be a long ways from the \$20,000
> VEZ
> > world though. Al
> >
> > > -----Original Message-----
> > > From: David Orr [SMTP:canardfinder@worldnet.att.net]
> > > Sent: Wednesday, March 08, 2000 8:42 PM
> > > To: Fink, Allen L
> > > Subject: Re: [c-a] MORE VEZ STUFF
> > >
> > > Have you told them you want to work on theirs to get free parts?
> Frankly,
> > > the
> > > Cozy and Cozy IV come close too on efficiency - with passengers! Oh,
> I
> > > didn't
> > > know Harleys were fiberglass too!
> > >
> > > Did I tell you of the kid who knew everything - could even define lift
> -
> > > 11
> > > years old. (Tripped him up with how a curved wing flies upside down -
> but
> > > it
> > > took that much work!) I took him up, made progressively more honks and
> > > banks,
> > > let him fly the "S..." out of the plane, over top out over the ocean
> > > (below
> > > airways no doubt) and 2-3 G 90 degree bank turns, Vietnam style rocket
> > > passes
> > > and just a lot of fun. Real Stick! Dad thanked me when I traded
> kids.
> > > Came
> > > back the next time and both Dad and Mom thanked me - Dad is Regional
> > > Director of
> > > the FAA. Gulp!
> > >
> > > Beagle
> > >
> > > "Fink, Allen L" wrote:
> > >
> > > > Hi David:
> > > > Eminently logical, but I think we are dealing with an emotional
> > > > issue
> > > > here. First, anybody that builds these things to "make money" is
> > > > delusional. \$-5,000 (VEZ) or \$+5,000 (LEZ) for two to three years
> > > > of
> > > > your
> > > > time is sort of moot, not to mention the liability. My philosophy
> > > > these
> > > > days is "If you want to fly an EZ, buy one and go flying." The only
> > > > reason
> > > > to build is either for the enjoyment/satisfaction of the building
> > > > process or

> > > to obtain a unique airplane that you couldn't get any other way. As
 > you
 > > > have noted, some of the "big iron" (errrr "big glass") will give you
 > > > some
 > > > net worth after the building process. But how many "average Joes"
 > can
 > > > afford \$50,000 and up airplane kits plus the investment of their
 > time.
 > > > The
 > > > "big boys" that can afford these toys can probably make a lot more
 > money
 > > > with their time than netting \$50,000 for two to three years of work.
 > > > The VEZ is still the most flying "bang for the buck" out there
 > with
 > > > the
 > > > LEZ a close second. I do think the VEZ design still has a lot of
 > > > potential
 > > > and it is amazing what more power does to it. Duck has flown his
 > VEZ at
 > > > over 1,600 pounds on occasion. There are a lot of things that can
 > be
 > > > done
 > > > economically to improve the VEZ. There are some expensive things
 > that
 > > > could
 > > > be done with the potential to transform the aircraft into a real
 > rocket.
 > > > But, bottom line is still "bang for the buck" especially if you BUY
 > a
 > > > VEZ.
 > > > I could afford a pretty big airplane toy, but still mull over the
 > issue
 > > > of
 > > > doubling or tripling my flying costs for a bigger airplane that
 > would
 > > > still
 > > > carry one or two people 99% of the time. The only reason that I may
 > be
 > > > able
 > > > to justify some "big glass" is an emotional one. My ego could be
 > > > stroked by
 > > > a honkin' IO-540 in back pushing a sexy Velocity XL or Berkut. But
 > I
 > > > would
 > > > pay fairly dearly for the stroking. And I just love mounting up in
 > my
 > > > "little hot rod" and attacking a couple of small puffy clouds or
 > > > pointing
 > > > the nose over the horizon for a neat adventure seeing new country
 > and
 > > > meeting neat people. Or taking some Young Eagle for a ride and
 > having
 > > > them
 > > > literally dance with excitement when they get down. Those little
 > feet go
 > > > up
 > > > and down just like Steve Martin's "happy feet." There is probably
 > no


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> > > redemption for me as I drove old Harley's and have a passion for old
> > > Corvettes. Is there such a thing as a "fiberglass fetish?"
> > > Am I an enthusiast or what? Keep Smiling, Al
> > >
> > > P.S. Keep me in mind if you run across a pranged Velocity XL. (Or
> if
> > > the
> > > "boys" over at Renaissance at SMO would just get their 4 seater
> going...)
> > >
> > > > -----Original Message-----
> > > > From: David Orr [SMTP:canardfinder@worldnet.att.net]
> > > > Sent: Wednesday, March 08, 2000 1:07 AM
> > > > To: Fink, Allen L
> > > > Subject: Re: [c-a] MORE VEZ STUFF
> > > >
> > > > Let's see, it costs about $25,000 to build a Varieze worth
> $20,000;
> > > > $30,000 to build
> > > > a Long EZ with O-320 worth about $40,000 and about $50,000 to
> build a
> > > > Berkut worth
> > > > over $100,000....I don't understand the return to those little
> mites!
> > > >
> > > > Beagle
> > > >
> > > > "Fink, Allen L" wrote:
> > > >
> > > > > [The Canard Aviators's Mailing list]
> > > > >
> > > > > Hi Team:
> > > > > Mike Scovel and Pat wrote:
> > > > > "1. Has anyone tried or is thinking of using the Contential
> IO-240-B
> > > > > engine?
> > > > > 2. Is there a long nose conversion for the Vari-Eze like in the
> > > > > Long-Eze?
> > > > >
> > > > > I would like to know:
> > > > >
> > > > > I have been following the thread on the Vari-Eze wing fittings.
> I
> > > > > understand that at sometime in the past someone used a Long-Eze
> Main
> > > > > Gear along with the Long-Eze Spar. If this in fact was used or
> > > done, I
> > > > > would believe that they also used a Long-Eze wing attach system.
> Is
> > > > > this true, and does anyone have a set of plans for this
> conversion?
> > > If
> > > > > this is true that would absolutely eliminate the problem all
> > > together of
> > > > > the tapered pins."
> > > > >
> > > > > COMMENTS:
> > > > > 1. I don't know directly of anyone who has installed the
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> > > > Continental
 > > > > > O-240 (used O-235's are too cheap), but it should be duck soup.
 > The
 > > > > > engine is very similar to the O-200. Engines as big as an O-360
 > > > have
 > > > > been
 > > > > > stuffed into a VEZ, but that is nothing RAF would recommend.
 > > > Originally
 > > > > RAF
 > > > > > recommended nothing bigger than the O-200, but there are lots of
 > > > > O-235's,
 > > > > > O-290 conversion's, and a few O-320 installations. A few auto
 > > > engine
 > > > > > installations have flown, Mazda and Subaru, but I don't think
 > the
 > > > true
 > > > > > performance potential of these installations has been reached
 > yet.
 > > > The
 > > > > > most reliable flying airplanes still use the proven aircraft
 > > > engines.
 > > > > > 2. EZ noses are pretty much freehand construction and
 > > > everybody's
 > > > > > idea of canard nose beauty is a little different. Two cautions:
 > > > Don't
 > > > > > interfere with the pilot's line-of-sight in the landing nose up
 > > > > position. There
 > > > > > is little enough runway visibility on landing the way it is.
 > Don't
 > > > add
 > > > > > a
 > > > > > lot of fuselage area forward as it tends to destabilize the
 > airplane
 > > > in
 > > > > > yaw
 > > > > > > and maybe even a mite in pitch. Look at pictures in the
 > aviation
 > > > > > publications and on the net. Look at some airplanes at the
 > various
 > > > > > canard
 > > > > > gatherings.
 > > > > > You can see what works for people. I haven't heard of any
 > problems
 > > > from
 > > > > > longer noses yet.
 > > > > > 3. There are RAF plans for the LEZ main landing gear
 > > > installation
 > > > > > on
 > > > > > the VEZ. For a new build, it is easy. Adds about 17 pounds but
 > > > gives
 > > > > > you
 > > > > > > main landing gear strength equivalent to a Mack Truck.
 > Otherwise
 > > > use
 > > > > > the
 > > > > > > VEZ design and beef it up per the CP revisions. The LEZ wing
 > spar
 > > > > > design is

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> > > > > completely different from the VEZ. There is no accepted
> conversion.
> > > If
> > > > you
> > > > want LEZ wings, build a LEZ. The wings are a lot different.
> > > > >
> > > > > In my mental wanderings I have occasionally thought of a
> VEZ
> > > wing
> > > > design eliminating the wing fittings. If one wanted to give up
> the
> > > > > convenience of main wing removal, it wouldn't be very hard to
> make
> > > the
> > > > > outboard wing spars integral with the centersection spar. (And
> it
> > > would
> > > > > be so much more efficient structurally) Since the elevons fell
> by
> > > the
> > > > > wayside
> > > > > waaaay back, I would remove a degree or two of rear wing anhedral
> > > also
> > > > > for a touch more roll stability. Then the Bill James down-draft
> > > > > cooling.....
> > > > > I would do a lot more vacuum bagging..... Heavens! I digress.
> > > > > The other notable issue is the fact that Burt's first EZ
> design
> > > (25
> > > > > years old) is still being selected as a new build project.
> There
> > > are
> > > > Joe
> > > > > Persons and Walt Lane that I know of on the West Coast and now
> > > Michael
> > > > > and Pat. What's going on here? I guess the "little hot-rod"
> still
> > > > appeals
> > > > > to a part of the canard family. It's still pretty cheap to
> build
> > > also.
> > > > > Enough said.
> > > > > Have Fun, Fly Safely, Al Fink (VEZ
> N33AL)
> > > > >
> > > > > \
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Don't worry about getting a dispensing pump yet. I highly recommend you buy a digital balance at this time. After you decide what resin you want to use, then you can buy a pump for mix ratio of your system. You will need the digital balance to check the calibration of the pump from time to time. Additionally, the digital balance will come in handy for many many other things - like 5 minute epoxy and balancing pistons and rods and stuff.

Gary Hunter
EAA Technical Counselor

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