

**K**laus Savier, shown here in his ultra-efficient VariEze at the start of the 1999 Sun 100 air race, had an interesting flight to Florida from his home base at Santa Paula, CA. Climbing to 17,500 ft. to take advantage of a lower level jet stream with steady west to east winds averaging between 50 and 60 knots, he cruised non-stop to Memphis, TN in six hours and twenty-six minutes. His ground speed over the 1,450 nautical mile straightline distance averaged out to 224 knots (257.94 mph). The total fuel burn was 25 gallons, and the average fuel burn, from take-off to landing, including taxi and warmup/check-out, was 3.88 gph.

Tailwinds were, of course, a major factor, but the ability to take advantage of them is in part due to the large diameter propeller Klaus has designed and built for the airplane's non-turboed Cont. O-200. It allows him to climb to altitude quickly and continue to pull a lot of power - on this



GOLDA COX

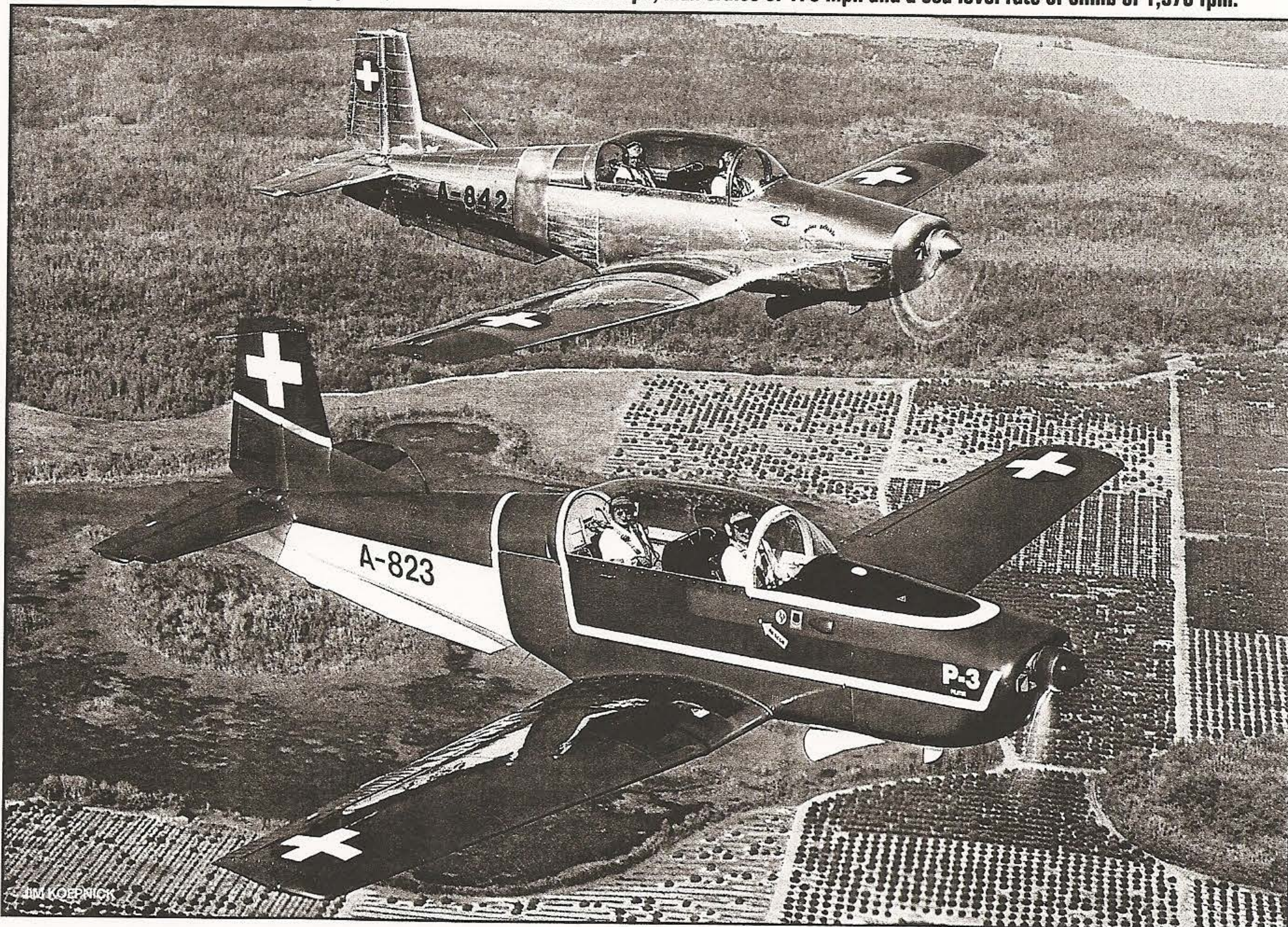
flight, 2,600 rpm at 15 inches of manifold pressure. True airspeed was 190 knots.

Klaus's VariEze is one of the most highly refined airplanes in the world, benefitting from extensive but subtle aerodynamic tweaks, his experimental propellers and, of course, his Light Speed Engineering Plasma capacitive discharge ignition system (check [www.lsecorp.com](http://www.lsecorp.com) for info) which automat-

ically optimizes the spark timing for rpm, MP and altitude conditions to maximize fuel economy and power.

Klaus and his VariEze, N57LG, currently hold two FAI Class C-1.A world records: 1,000 and 2,000 km speed without payload (203.67 and 200.12 mph, respectively). They have been consistent CAFE and air race winners for years.

Below. Warbird enthusiasts keep coming up with interesting ex-military aircraft from all over the world. Shown here are two Pilatus P-3s: the red, white and blue NX4103T, foreground, owned by Norbert and Evelyn Steinwedel of Cornelius, NC and N842JM owned by Jerry Jeffers of Asheville, NC. The Pilatus P-3 was an all-purpose (primary through advanced) trainer developed for the Swiss Air Force in the early 1950s. 72 were ultimately delivered and many have made their way to the U. S. in recent years to serve as sportplanes. Powered by a 260 h.p. Lycoming 60-435-C2A turning a 3-blade Hartzell CS propeller, the P-3 has a Vne of 310 mph, max cruise of 170 mph and a sea level rate of climb of 1,378 fpm.



JIM KOEPNICK