

## Sun 100 Race Results

The listing shows aircraft by finishing position. While speeds seem lower than last year, it should be noted a different method was used to determine lap speed. Previously, a speed credit was added for each turn point. Without the credit, speeds appear about 12 mph less.

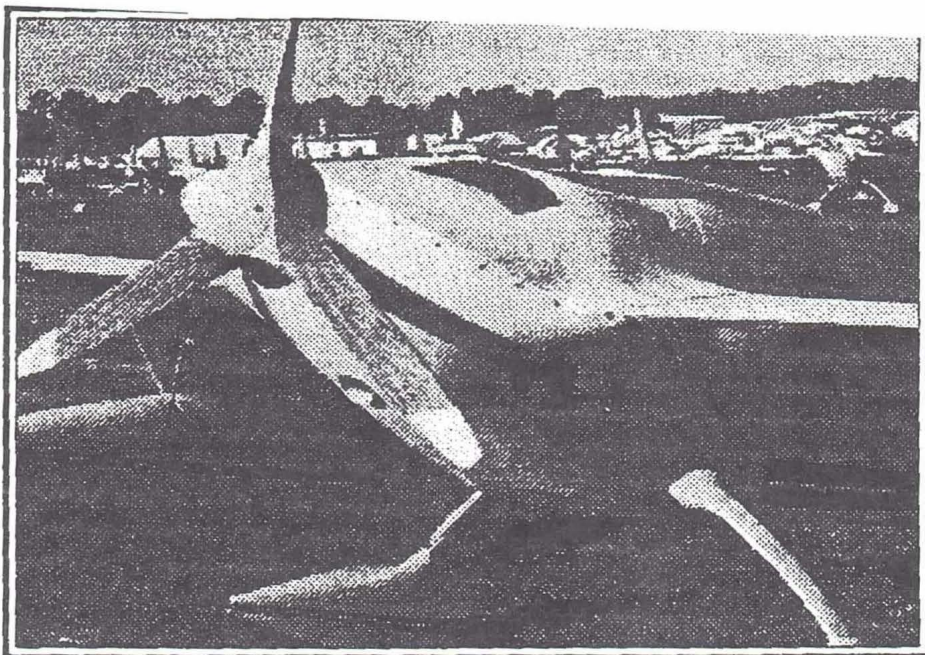
Virginia Skiby Vari-Eze 160 hp  
229.62 mph  
Steve Drybread EZRG 160 hp  
219.51 mph  
Gary Hertzler Vari-Eze 118 hp  
219.51 mph (same as the EZRG)  
Klaus Savier Canard EZ 160 hp  
212.46 mph  
Rob Martinson Vari-Eze 110 hp  
212.18 mph  
Charles Airesman Jr. Vari-Eze 110  
hp 210.39 mph  
Dewey Davis Cozy 160 hp 207.03  
mph  
Jack Fehling Vari-Eze 100 hp 188.92  
mph

## Sun 100 Air Race Results

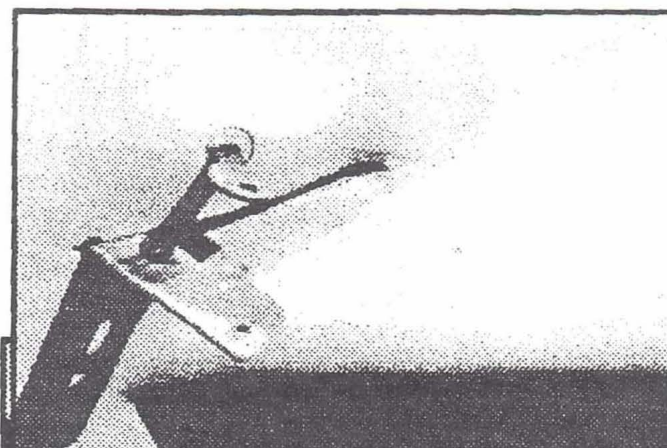
*Steve Wright (TN)* - The above race results show some incredibly fast EZs. Finishing in the top half were 7 canard aircraft all of which were powered by much smaller power plants than the many experimentals.

A most remarkable finish was by Virginia Skiby of Bakersfield, CA who finished 9th in her Vari-Eze. I had the pleasure of talking to Virginia about her Eze and it, like many others, is the product of constant improvements. N75VE started out as a 75 hp Vari-Eze that has had many modifications. They include a change in wing incidence, canard incidence, cowling and fairing improvements. About two years ago N75VE saw the installation of a 160 hp O-320 giving the Eze an empty wt. of 810 lbs including the starter. Speeds are faster than much more powerful experimentals.

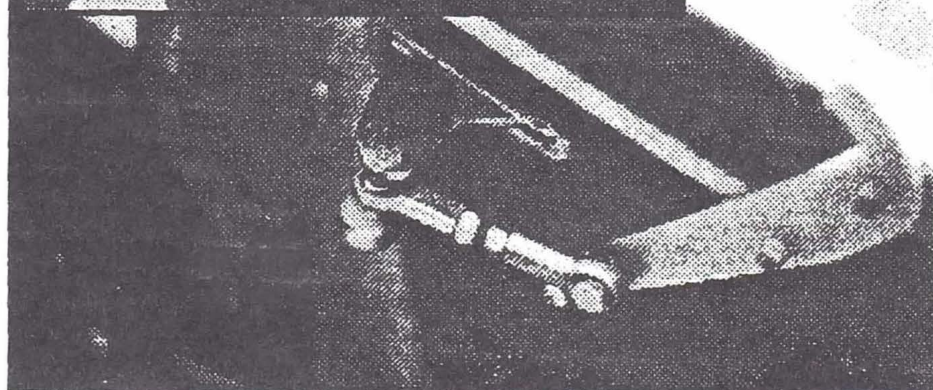
Also interesting was the result of years of aerodynamic clean-ups allowing Gary Hertzler, with 115 hp, to finish faster than experimentals with engines twice as large and having fully retractable landing gear.



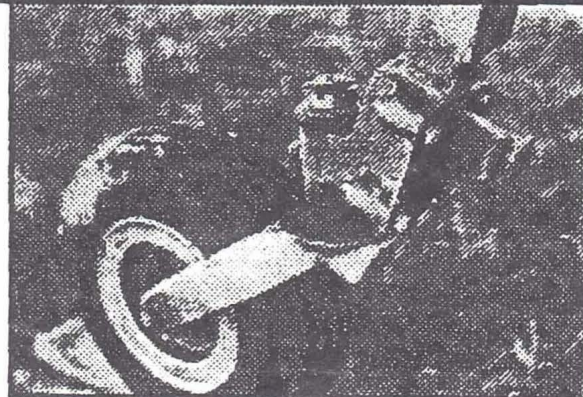
Sun 'n Fun had lots of different ideas. Is it faster?



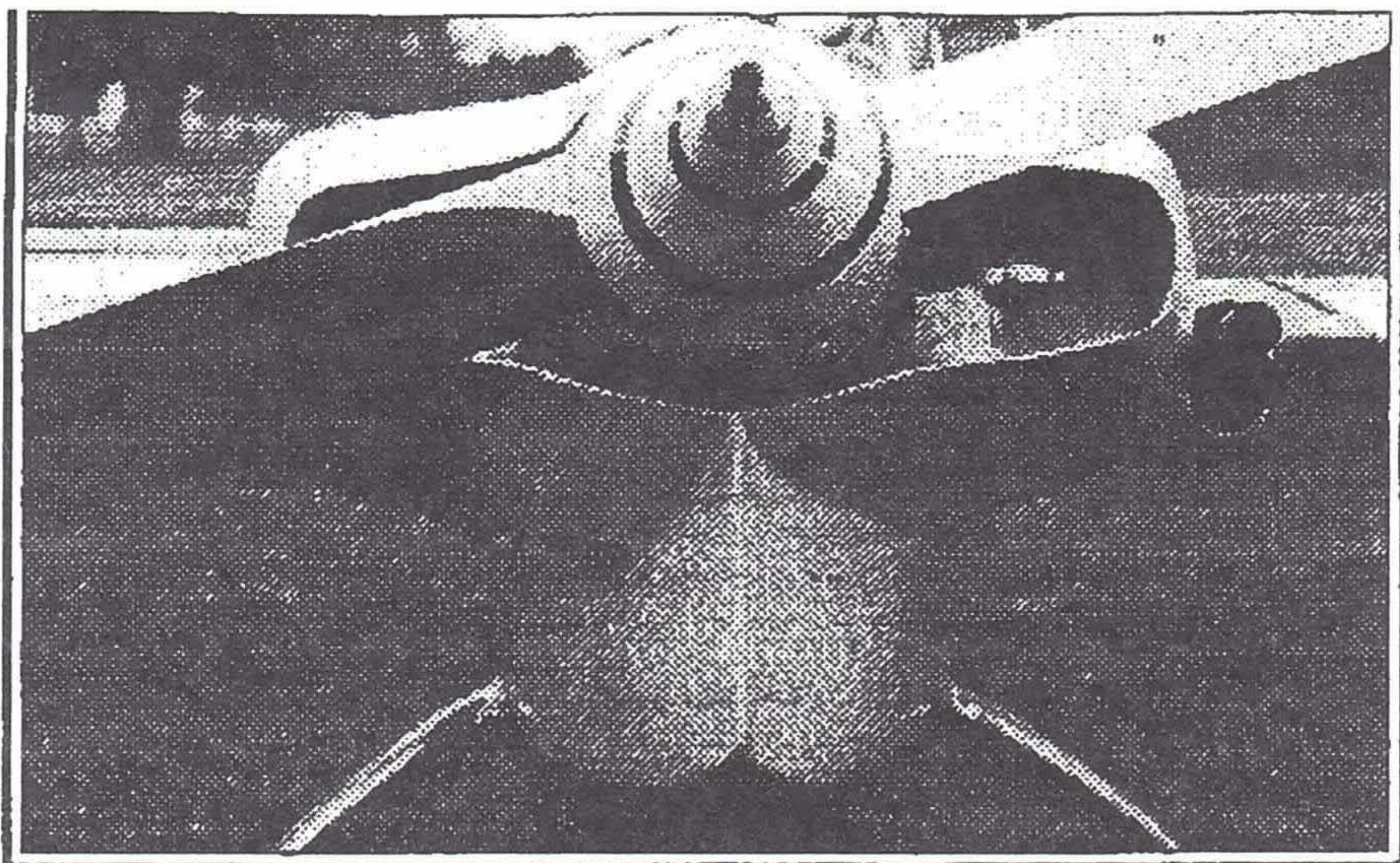
Neat  
canopy  
latch  
idea



Atkinson's  
electric nose  
gear installation  
uses a  
"little foot"  
(see page 30)







## NOSE WHEEL/STRUT PROBLEMS

*Carl Denk (OH)* - While returning from the Manassas Fly-in, we made a landing at Akron-Canton, Ohio, with light rain and gusty winds. The nose tire blew out after it was firmly on the ground. Vibration broke the nose gear spring strut lower rod end. Investigation found 2 items of concern:

1: The nose wheel tube stem holes did not match the stem diameter or location. This jammed the stem, and did not allow the tube to contact the wheel adjacent to the stem. Apparently a hard landing or chuck hole impact pinched the tube, cutting a perfectly round hole in the tube. I have opened up the holes with a dremmel tool. You should be able to move the stem easily a small amount, though it is difficult to check the inner hole with this inspection method.

2: The spring strut rod end which was part of the assembly from Brock was an Aurora MM-6, a low strength steel not magnafluxed. The threaded shank is hollow. I replaced both ends with Sphreco ARE-6, 4160 high strength steel, magnafluxed, solid shank, with a rated load 3X. Cost \$22 from Bearings Inc. or other bearing distributor.

Other damage to the airframe was to nose gear doors, strut cover, and small damage to wheel opening.

I recommend all nose wheels be disassembled (At least the ones with the MK IV 10" tire) to check that the tube contacts the wheel at the stem, and the stem is not jammed. All airframes that are nose heavy should have the standard rod ends replaced by heavy duty units..

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## EZ Parts for Sale

(All prices include shipping)

2 Brock AX5A axles with 4 back up rings. New, all for \$50.

2 gas springs, 12" open, 8.5" closed, 90 lbs, New both \$30.

1 Astrotech LC-2 chronograph, used 100 hrs, excellent \$50.

2 Cleveland 5:00 x 5 hub caps, \$50.

1 Airflow Performance electric fuel pump for fuel injection new \$90.

A 2-1/4" manifold pressure gage, 200 hrs SOH, excellent \$40.

Contact Carl Denk:  
216-458-5598

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## Radio For Sale

Terra TNX 960 w/glideslope, Tri Nav C, new in the box w/warranty \$1800 OBO. Stan Sussman 714-642-7678.