

MO-GIG 98

Carl Denk (OH) - Butler, MO CSA
Fly-in Awards June 12, 1998.

AWARD

BEST OVERALL N423CZ

Chris Esselstyn Cozy 3

BEST EXTERIOR N5EN

Carl Denk Cosy Classic

BEST PANEL N83EZ

Terry Sweat Vari-Eze

RACE RESULTS

1st 176 kts N16WF Bill Forbes
Long-EZ O-320 Catto 2 Blade

2nd 170 kts N59EZ Jeff Glynn
Cozy 3 O-320

3rd 162kts N412DM Dave Hag-
gard Long-EZ IO-320 Hendricks
2 Blade

4th 159 kts N95BJ Bill James
Vari-Eze O-235

5th 157 kts N5EN Carl Denk
Cosy Classic IO-320 Sensenich
2 Blade

6th 138 kts N34X John Cannon

7th 134 kts N86DC Alex
Trimble Long-EZ O-235

8th 132 kts N1014A Jim
Gabrick Long-EZ O-320 Sterba 2
Blade

9th Disqualified

The race ran from a standing start, covered a 30 mile triangular course and finished 1100 feet above the airport elevation. The first 3 places received awards. The disqualification was for cutting inside the pylons. Some racers had difficulty identifying the first pylon, a grain elevator, thinking there was another elevator ahead. I regret shredding an alternator belt during the race and this was not the most efficient prop I have has tested in the last months.

ELT False Activation

Carl Denk (OH) - I have an ACK ELT (the one that uses "D" batteries). For the third time in four years it went off after parking, tying down and leaving the aircraft. I recently returned the unit for determination of the problem.

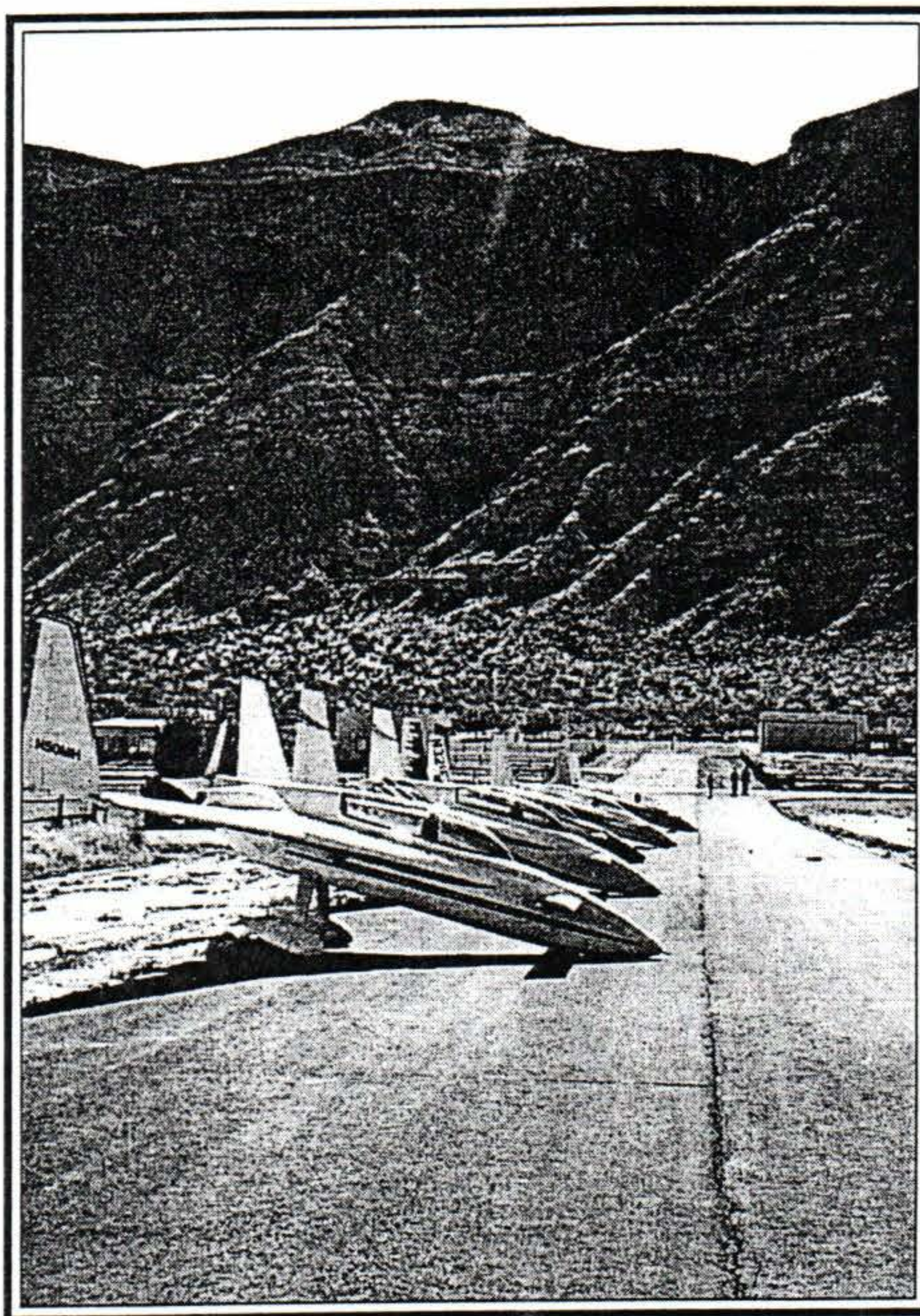
Discussion with the ACK people to-day revealed: ELT, antenna and re-

mote control wires should not be located near radio wave generators (transmitting antennas, heavy wires, battery, strobes, power supplies and the like).

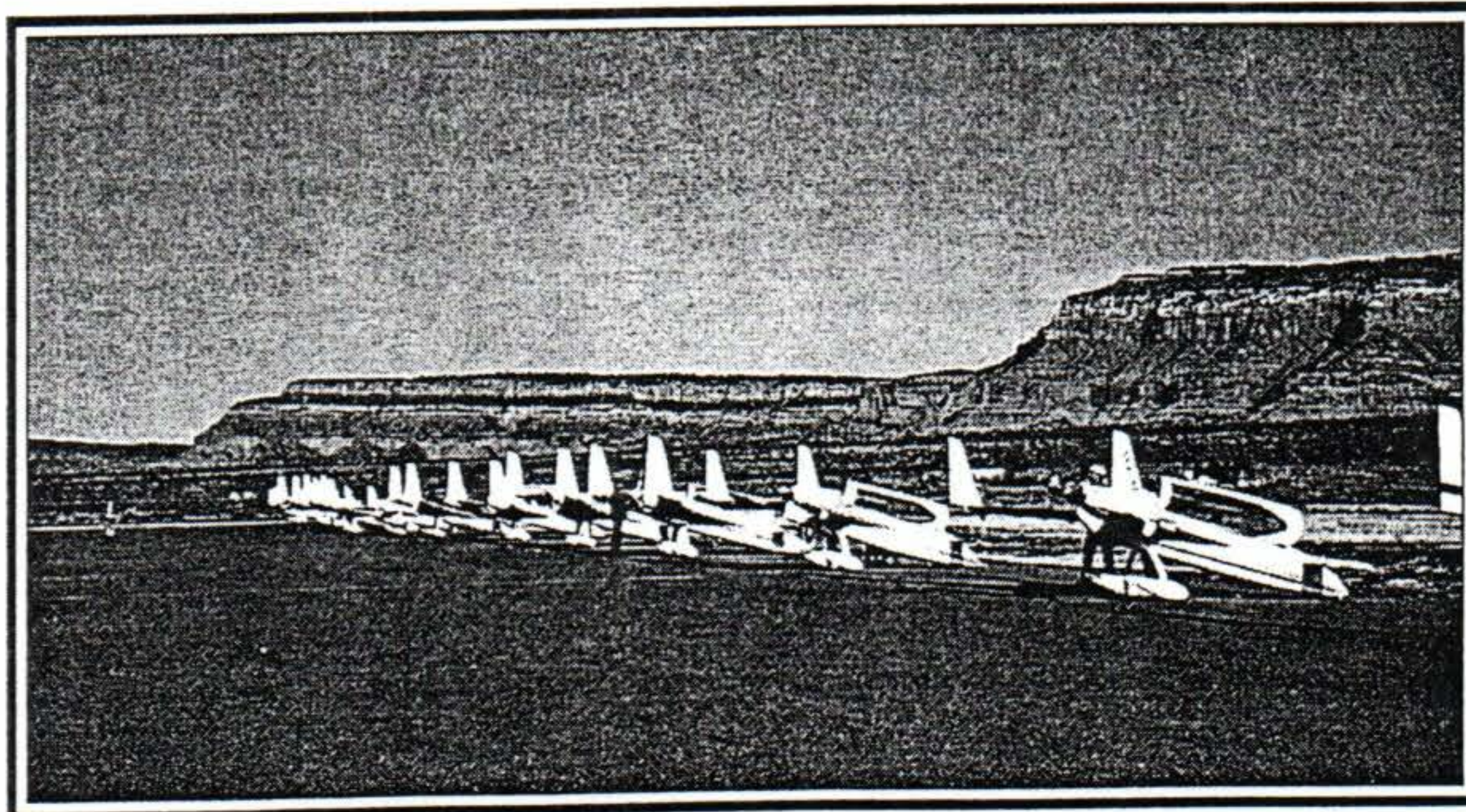
They indicated they would return the ELT within 3 days, and probably would replace a standby transistor. They thought a radio wave was causing the activation.

David Orr's photos capture the beauty in a R.A.C.E. event

Don't
use
the
east
downwind
leg
at
Hurricane,
Utah!



the lineup at Kanab 98



Kanab, UT - 98

Robert Bounds (NE) - I just got back from Kanab, UT yesterday after a trip out there to see what this RACE stuff was all about and to tour the countryside down there. I had a really good time. The weather was perfect and the group was very friendly. I picked up a few speed tips and saw what the fast guys do to go fast reliably. Anybody who flies over that country very much better be pretty confident in their plane.

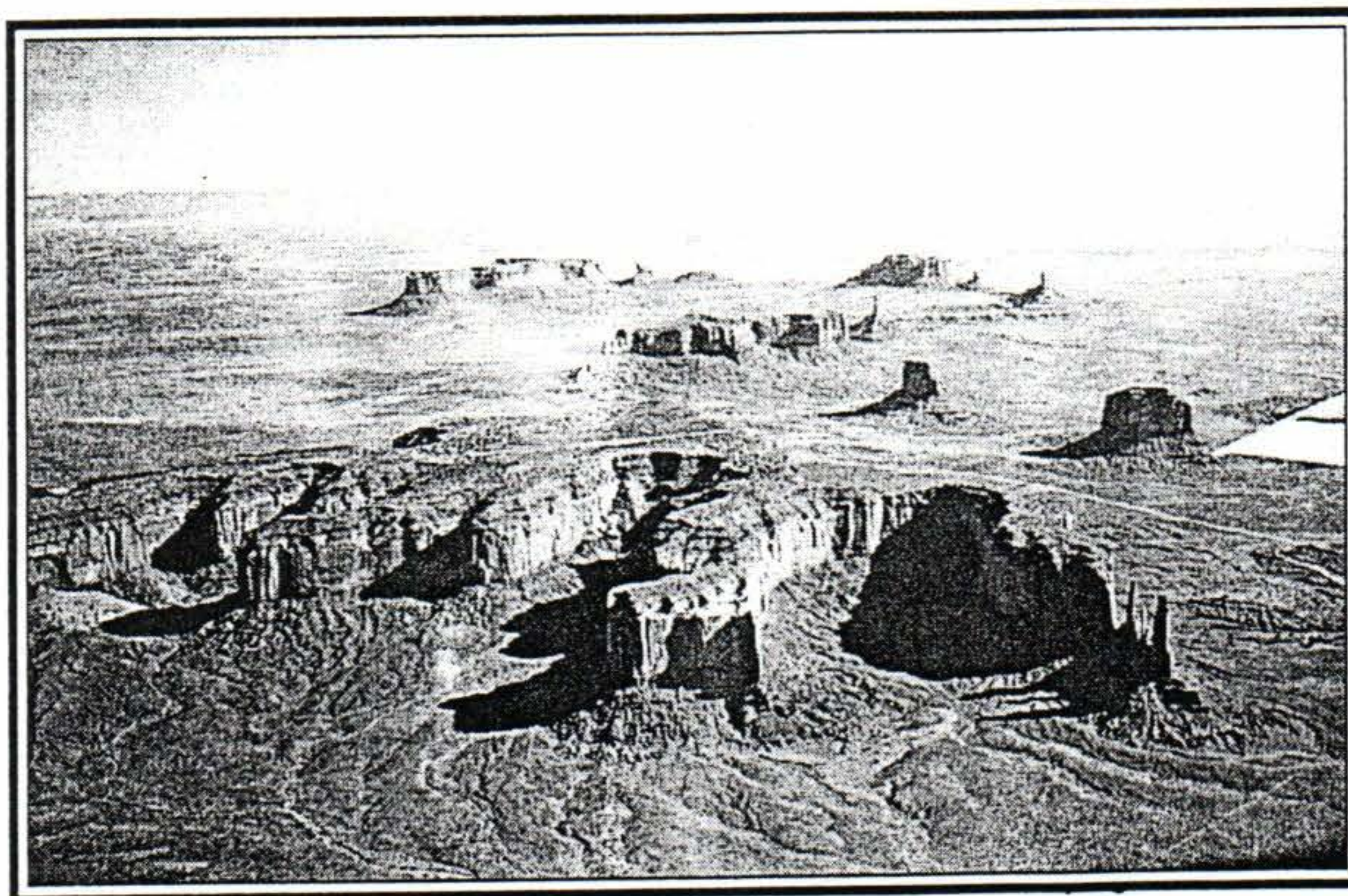
There were 8 planes in the super stock Long-EZ class and they all went over 200 mph around the course. Pretty impressive. The races were

run with the emphasis on safety. I felt it was safe enough that I decided to participate, even though I was a rookie. Since I figured I'd get beaten severely, I just flew with over a half tank of fuel, some tools and my 80 lb son in the back seat. To my amazement and my son's delight, we won the stock Vari-Eze class at 189 mph. Monday we went for a little cruise over Lake Powell and Monument Valley. Beautiful country! The trips across Colorado with the snow covered mountains were pretty too. Fly-ins like this are lots of fun as there is lots of flying and exchange of information. I also got to see some nice formation flying by EZ drivers. It was a good time and I got to do a little mountain flying.



Shirl's V-6 turbo Chevy E-Racer in foreground with Gus Sabo's **FAST** Long-EZ in the back

Monument Valley in Utah



Fly *fast* Life is short

G Meter For Sale

2-1/4" G-meter, fresh matte white dial and needles. \$200 Contact:

Vance Atkinson,
3604 Willomet Ct.,
Bedford, TX 76021,
817-354-8064,
vaatk@flash.net

Electronic Ignition Sensor Guard

Carl Denk (OH) - Recently, my alternator belt shredded and allowed one of these cables that reinforce the belt to come loose. It got stuck to the alternator pulley, wrapped many turns around the small pulley and tore out of the belt rubber. At some point, a long piece of rubber with fabric reinforcing flapped around hitting everything nearby including prop blades (6" extension), inside of top and bottom cowlings, starter, alternator brackets, and crankcase nose areas.

If I would have had an electronic ignition with the usual crank sensor installation, I would have lost it, compounding the alternator loss with one or less spark source.

Any ignition sensors located at the crank nose **SHOULD** have a substantial steel bracket and guard for the wiring. I'm talking of at least .125" material, using the big crankcase through bolts.

Baffle Material

Paul Krasa (VA) - A tip I just received from Gary Hunter is to use 5052 aluminum for engine baffles. 5052 has slightly lower strength compared to 6061, but it bends easier, is a marine grade alloy thus it is highly resistant to corrosion, and it cuts easily. Gary has used 5052 for the baffles on the AeroShell(tm) Pushy Galore.

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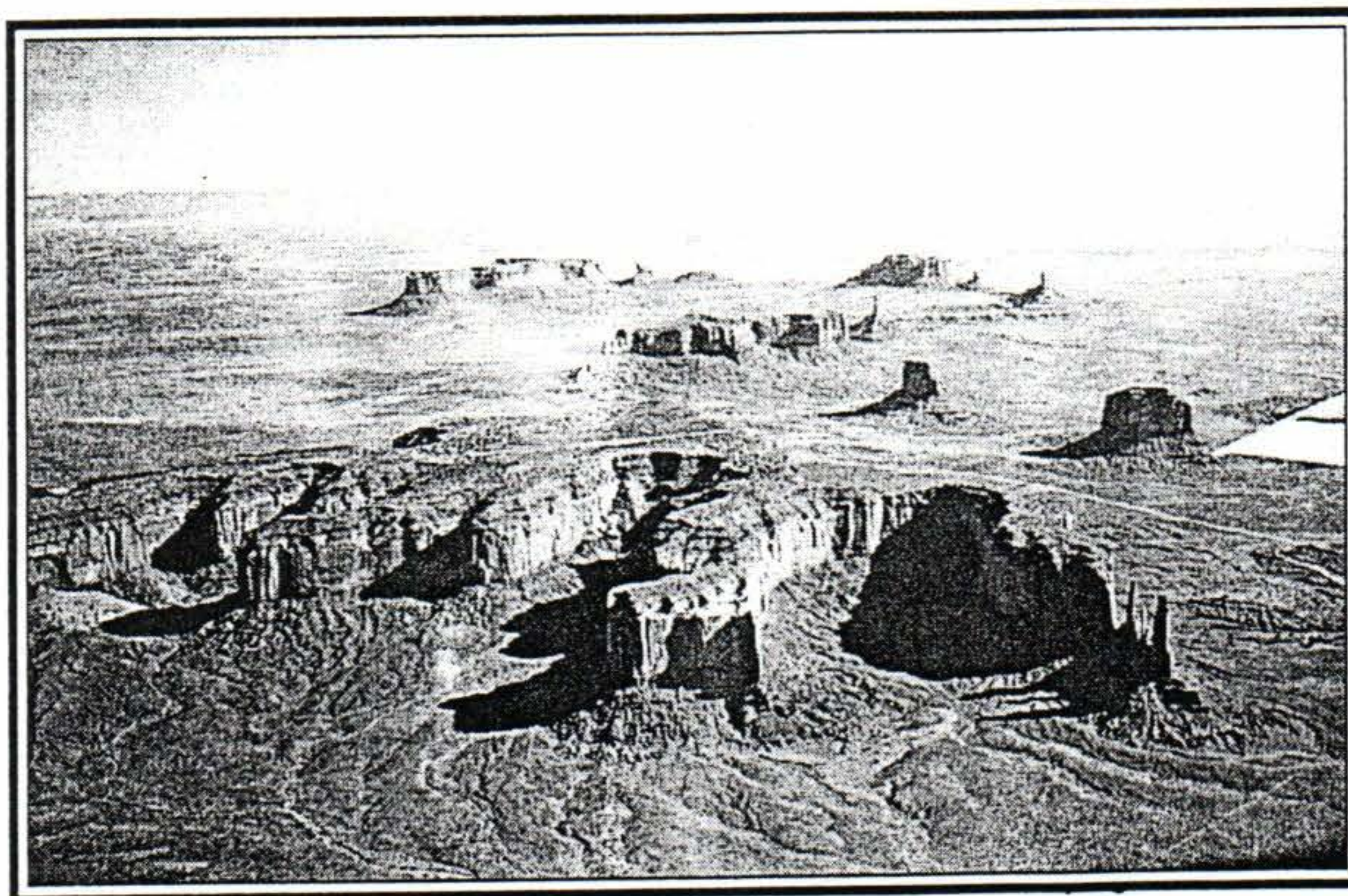
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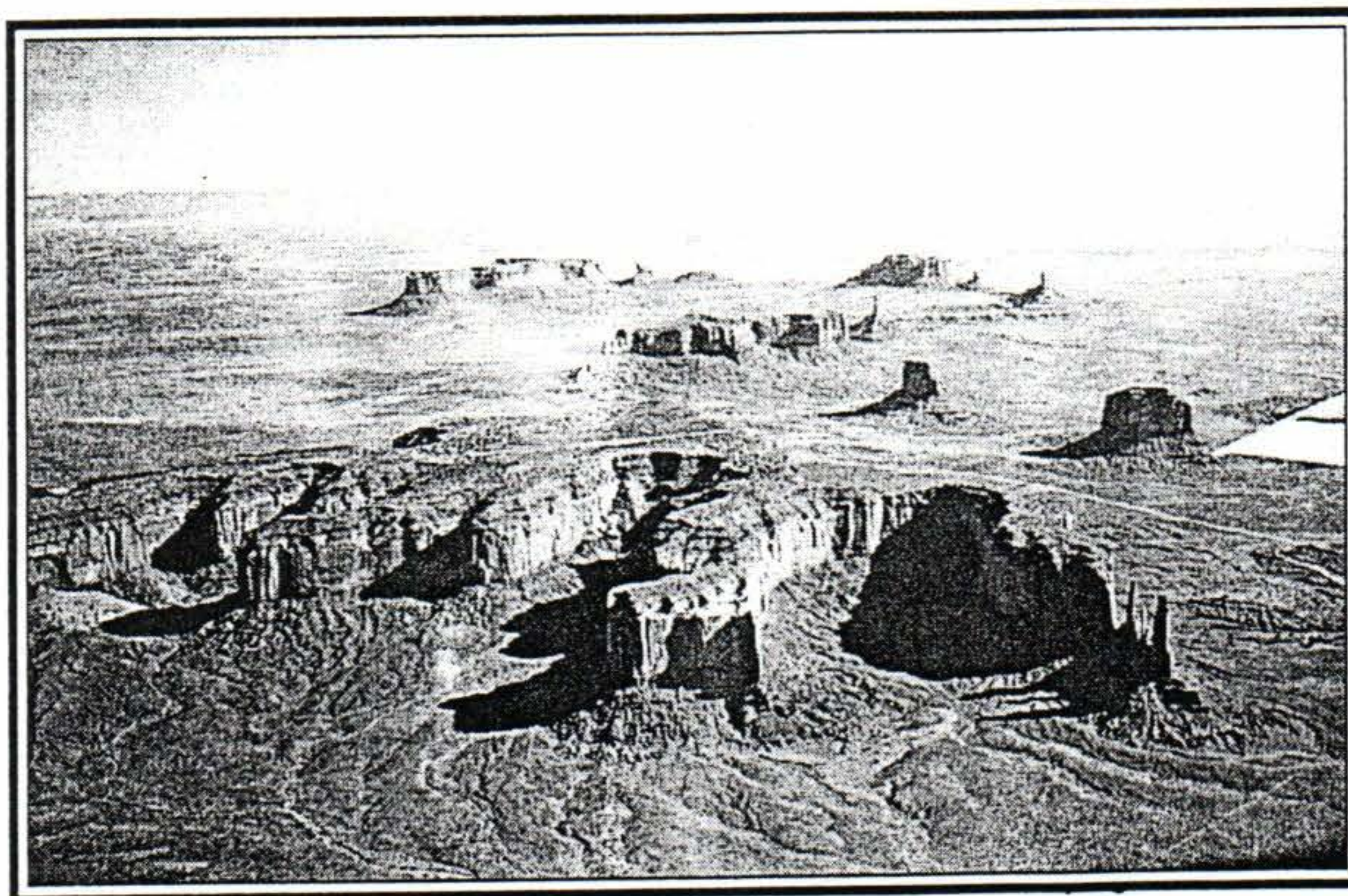
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Kanab Honk Out 98

David Orr (CA) - Shirl Dickey brought his turbocharged E-Racer to Kanab this year. He asked me to start the races. We had a group of 10, O-320 Long-EZs and Glasairs in the first race and the speeds were good. Not one Long-EZ was under 200 mph for the 98 mile course. Next was a heat of unlimited EZs, an O-320 Lancair, and stock Long-EZs and Vari-Ezes.

All races were well organized and we didn't even have a single mechanical problem. A number of new pilots were there with their airplanes, including a new Vari-Eze built in Nebraska by Robert Bounds. Had Shirl given an award for best looking at Kanab, it would have been the one - gorgeous! To top it off, Robert's airplane was the fastest stock Vari-Eze on the track, first time out!

The 1998 Kanab Honk Out Race was the 10th in this beautiful city of 5,000 who go all out for us. We also had the Spot Landing contest. The Unofficial Formation practice was led by Verne Simon and featured the Las Vegas aerial ballet. The Unofficial Ribbon Cut was organized by Bill Oertel with help of local Glassair III and Cessna owners, Ray & Rhoda Batson, who live near Hurricane, UT. They dropped weekend plans and invited the westbound fliers to breakfast at their home in Hurricane. An 8 ship formation enjoyed Zion National Park on the short flight, then pitched out for breakfast and headed home

to overcast weather. It was typical southern California spring weather.

We had 8 new pilots join R.A.C.E. for the first race this year. We hope to see more of you as your weather improves.

Results:

Unlimited

Bob Holliston	Long-EZ
214.37	
Alan Dean	Long-EZ
209.04	
Bruce Elkind	Cozy
208.94	
Bill Oertel	Vari-Eze
195.78	
Morgan Dean	Cozy
193.89	

Super Stock

Steve Cassling	Vari-Eze
187.61	
Dan Patch	Vari-Eze
173.79	
Ken Mintz	Vari-Eze
155.56	

Vari-Eze

Robert Bounds	Vari-Eze
189.02	
Dave Kilbourne	Vari-Eze
183.75	
Cary Thomas	Vari-Eze
157.78	

Long-EZ

Bob Eckes	Long-EZ
194.76	
Alex Trimble	Long-EZ
183.85	

Super Stock

Gus Sabo	Long-EZ
223.98	
Bill Forbes	Long-EZ
214.31	
Verne Simon	Long-EZ
208.46	
Eric Cobb	Long-EZ
207.79	
David Orr	Long-EZ
205.53	
Stan Susman	Long-EZ
203.19	
Mike Brown	Cozy
202.29	
Bob Hutter	Long-EZ
200.68	

Of the 28 airplanes in attendance, 13 were 2nd owner aircraft.

1997 R.A.C.E. National High Points Winners

Super Stock	Gus Sabo
	2050 points
Super Modified	Klaus Savier
	2000 points
Vari-Eze	Dave Kilbourne
	1550 points
Unlimited EZ	Bruce Elkind
	1150 points
Long-EZ	Mike Stevens
	1000 points
	Bob Eckes
	1000 points

High points awards were presented at Kanab on May 23.

R.A.C.E. Wear

David Orr (CA) - "Special Tees" 183 S 100 East, Kanab, UT 84741 sold some professional looking hats and T-shirts with Long-EZ picture and N number for a reasonable price to our fly-in group at R.A.C.E. A single order for hat and T-shirt for \$25.

Rob Martinson also has high quality golf shirts with this year's R.A.C.E. EZ logo and the words: "Life is short-Fly Fast" for \$28.

1298 Starwood Lane,
Evergreen, CO 80439-9702
303-670-0799
N6LK@aol.com

1998 R.A.C.E. Schedule

July 3-5 JACKPOT EZ BASH Horseshoe/Cactus Pete's 800-821-1103

September 5-7 Labor Day WENDOVER 800-648-9668 Stateline Inn, 800-531-7300, call early there will be no block of rooms.

September 26-27 JEAN R.A.C.E., Gus Sabo 702-454-0078

October 31- November 1 Mesquite SPRINTS WEEKEND Virgin River

Resort 800-346-7721

November 28 KILO TRIALS Buckeye Airport, Fly into Goodyear, AZ for Comfort Inn motel 602-932-9191.

Shirl Dickey and therefore E-Racer and King Racer have a new address and telephone: P.O. box 828, Aquila, AZ 85320, 520-685-3126. E-mail mrracer@primenet.com They are at Eagle Roost Airpark, Aquila Airport 75 NW of Phoenix.

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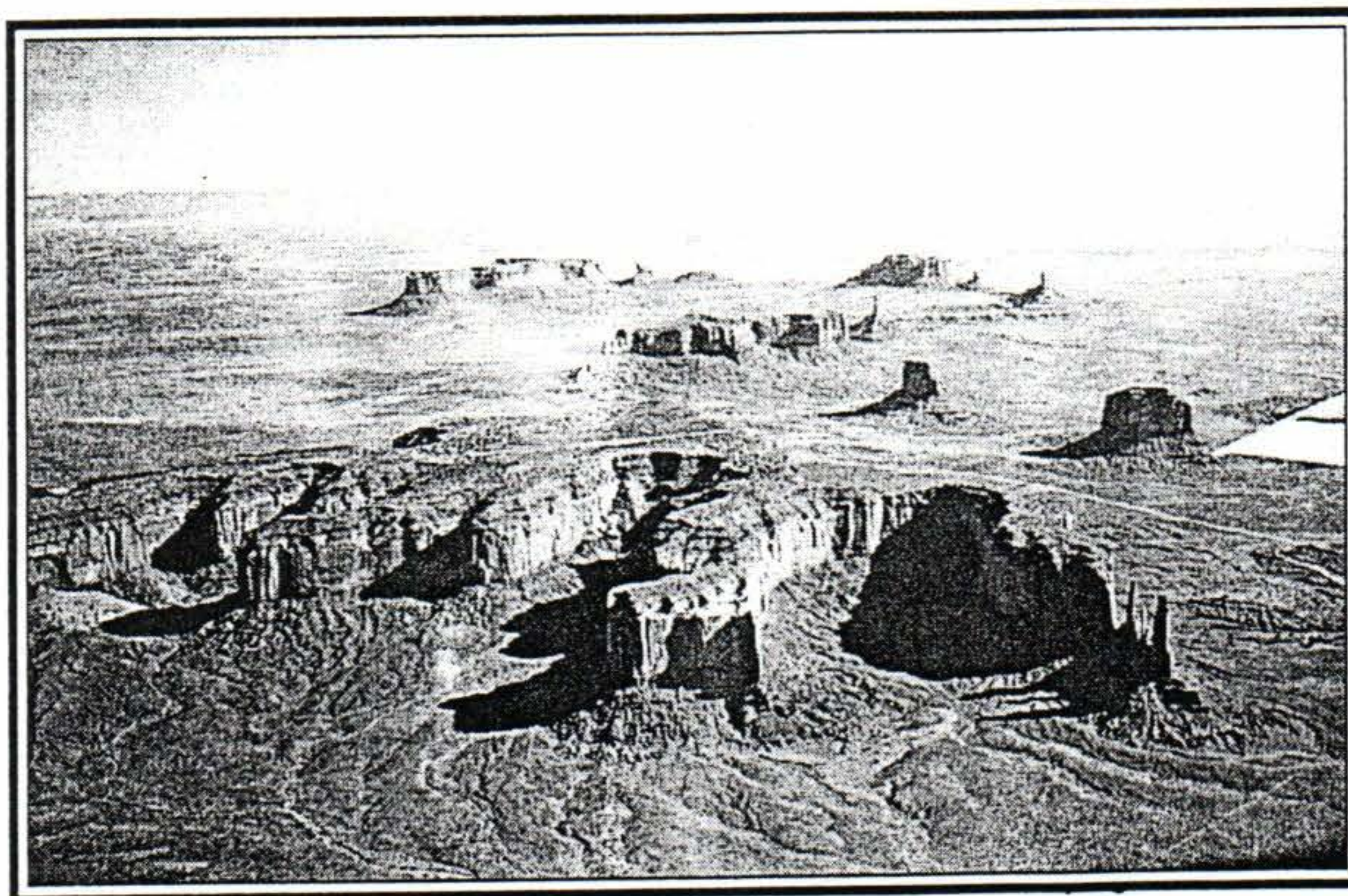
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