

AIR RACING



Wells Aircraft, Inc.

Wanda Zuege and John Thompson on the takeoff roll at Hutchinson, Kansas.

Piper Cherokee From Wisconsin Placed 3rd In National 1,800-Mile Air Race

It's the classic "Tortoise and the Hare" story. Wanda Zuege, CFII and ATP, and John Thompson, CFII, flight instructors at the Stevens Point Municipal Airport, Stevens Point, Wis., raced a Piper Cherokee 1,800 miles across Kansas, Colorado, South Dakota, Montana, Minnesota and back to Stevens Point, in the 2006 "Marion Jayne Air Race Classic," July 19-21. The "Cherokee Chariotte" without wheel pants with a top speed of 125 mph, raced against 11 other airplanes with top speeds ranging from 156 mph to 297mph. AMRD gap seals, vortex generators and modified wing and prop tips were the only performance modifications used.

The racing goal is not to arrive at the finish first, but to average the highest speed above the plane's top speed. Pilots must meticulously plan their routes to take advantage of weather and wind speeds and avoid straying off course.

Out of the 12 racing teams, nine averaged higher than their plane's top speed. Flying a homebuilt Glasair III,



Dave Zuege

Pat Keefer, president of the Marion Jayne Air Race Classic (right), presents 3rd place trophies to John Thompson and Wanda Zuege.

"Warp Speed Wanda," the first-place racing team including Mike Jones of Fullerton, California, and Richard Vandam, of Reno, Nevada, averaged 13.6 mph faster than their plane's top speed.

Representing Stevens Point's flight School, "Am I High Aviation LLC," Wanda Zuege and John Thompson captured third-place with an average speed of 8.1 mph above their plane's top speed. Third place netted the team \$1,200 and a trophy that can be seen at the Stevens Point Airport terminal. They were also recognized by *Plane and Pilot Magazine* with the "2006 Best Placing Rookie Race Team" trophy, and by Piper Aircraft with the "Best In Piper Fleet" trophy for the highest scoring team flying a Piper airplane.

In addition to flight instructing, John and Wanda have over 1,000 hours each of ground-instruction time preparing students to pass the Private Pilot and Instrument Knowledge Test in two days. See website for details. www.amihighaviation.com. For detailed air race results, see www.us-airrace.org/news.html. □

NEW PRODUCTS

New Twist To Aircraft Engine Dehydration

GLENWOOD, MINN. – Tanis Aircraft Products has developed an engine "dehydrator" designed to protect reciprocating engines from corrosion by removing moisture and other combustion byproducts when an engine is not in use.

Moisture is a byproduct of combustion and part of this moisture blows by the rings and collects in the engine crankcase. Crankcase humidity levels measuring 85 to 98% are



not uncommon. This level of humidity, along with mild acid byproducts of combustion, can cause rust problems in

hot or cold weather. The Tanis Dehydrator System is designed to remove humidity and corrosive vapors from the crankcase of inactive engines. The removal of these two elements of corrosion will help prevent internal rust that can happen when the oil protection layer is scraped off or drains off during infrequent use.

For more information, contact Tanis at www.tanisaircraft.com or 320-634-4772. □

Tanis Aircraft technician, Rollie Noordman, displayed the Tanis Engine Dehydrator at EAA AirVenture, Oshkosh, Wis.