

"The Race"

By Gary Ward

Last month, my "good friend" Greg Connell wasted 2 pages boasting about his Brand New RV-10 edging out my old Bonanza in a race. This could easily have been reported in 2 sentences! While there was a certain amount of truth in what he reported there was a lot of BS. There are always different ways to look at things. The following is my "Report" on "The Race":

NEWS BULLETIN

Modern RV-10 Barely Ekes Out Victory over 60 Year Old Design Bonanza!

A recent race between a Beechcraft Bonanza, designed in 1945 and Van Aircraft's latest "hot rod", the RV-10, highlights how little progress has been made in general aviation since WWII! Despite the latest airfoil design, the very best in streamlining technology, a larger engine than the Bonanza (540 cubic inches compared to 520 cubic inches), and being over 500 # lighter than the Bonanza, the RV-10 was only a few knots faster in level flight than the Bonanza! As expected, due to the much lighter weight, the RV-10 was considerably faster in acceleration on take off roll.



The classic Beechcraft Bonanza knows which direction to go.

Consider the contrast between automobiles then and now. In 1945, the average car off the showroom floor would be lucky to go from 0-60 mph in 20 seconds and would have a top speed of maybe 80 mph. Today one can go to a car dealership and get a reasonably priced car that will do 0-60 in 5 seconds with a top speed of 160 mph!

So, where is the progress in general aviation? Were they way ahead of their time in 1945 or are they just way behind now? Compared to advances in automobiles, airplanes are still in the 40's!

And Greg Connell has the audacity to boast about his brand new RV-10 beating a 1945 design Bonanza!

Well, Whoop De Doo! If his sleek new RV-10 was doing 300 mph, I might be impressed!

Having said all this, on the day of the race, I think I failed to have my wing flaps fully retracted and maybe my cowl flaps were open. It is for certain there were lots of bugs and bird mess on the wings which had to cost me a few knots.

I demand a rematch . . . but it will be a few weeks before I get my new engine!

A really important thing with airplanes is to be able to get from Point A to Point B in the shortest amount of time. However, with Greg, he has difficulty taking off at Point A and getting back to Point A. Greg flew here to my strip in Lincoln on one CAVU day and I hopped in with him to go out and practice some really advanced aerobatic maneuvers . . . like rolls and loops. We went out maybe 4 or 5 miles to the Northwest and after a while Greg was ready to head back in. When I noticed he was heading in a direction 90 degrees from my airport, I sort of figured he had become a bit disoriented. At first I didn't say anything and he didn't ask anything. I finally figured out it was hopeless and had to point him in the right direction before we ran out of gas! Then there was the time we were going to do a formation pass down the runway at Daniel Field. He was flying lead and I was on his right wing and . . . well, I won't go any further with that one.



The point is, so what his new RV-10 is a wee bit faster than my Bonanza. What good is it to him if he can't navigate. I'm surprised he was able to get back home that day we raced! Thank goodness I got him pointed in the right direction!

