

## FIRST FLIGHTS

1) Glenn Pat Young, Pueblo CO first flew his airplane (Aerocanard?) in September, but crashed it after 14 hours (see Accidents).

2) Doug Solinger, Rochester MN first flew his 3-place on 9/3/96. He had 10 hours on it by 10/3/96, but hasn't sent us a report as yet.

3) Randall Schoonover, Montgomery Village, MD sent us a real short note with a change of address on Sept 21 that his Cozy N72CR is flying well.

4) Charles N Howell, Germantown TN flew into Copper State in his Cozy. We didn't get a chance to talk to him, and we don't know how long he has been flying.

5) Bob Misterka, Grafton MA is flying and writes:

Dear Nat & Shirley

10/28/96

I'm sorry about being tardy with this report, but I'm sure you can understand that I've been pretty busy of late. I am happy to announce that my 3-place Cozy, N342RM made it's maiden flight at about 5 pm on 9/10/96. What a thrill!!

I had been doing high speed taxiing for a couple of weeks. I was trying to arrange an orientation in another Cozy, but for one reason or another was unable to do it. I was reluctant to fly without actually having done a landing in a Cozy, but finally decided to go for it. After doing a few more high speed taxi runs down the 5000' runway I felt comfortable enough with the handling to go for it. It was calm, the air was smooth and the traffic was light. It was the right time!

I lined her up on the end of the 5000' runway and pushed the throttle wide open. The 150 hp O-320 quickly accelerated the airplane up to rotation speed and lift-occurred immediately thereafter. I had decided earlier to leave the nose gear down for this first flight and I was concerned with keeping the speed under control. Before I knew it I was doing 120 kts. So I pulled back some more on the stick and the Cozy climbed like a homesick angel. I was so excited that I didn't even think to look at the VSI so I don't know the climb rate (I've since confirmed it to be 1,500 to 2,000 fpm solo.).

The ground taxiing had pushed the temps up a bit and the climb out at full power pushed them up a bit more. I decided to level off at about 2,000' to let things cool down. I pulled the throttle back to about 1700 rpm and established a stable speed of 100 kts or so. I made a few circuits around the pattern to feel out the controls. The airplane was stable in roll and pitch and the trim was very good. The oil and CHTs stabilized.

I decided to try a landing. This was a first for me. My only experience in canard pushers has been a couple of hours in the back seat of a Long EZ. On downwind I reduced power and raised the nose to establish about 80 kts. I deployed the landing brake but it wouldn't stay down (it needed adjustment to accomodate the air pressure against it). So the rest of the approach was flown without it. The airplane did the base and final legs with a nice gentle 400 to 500 fpm descent. It felt like it was on rails. The landing and rollout was uneventful.

This flight was the culmination of about 15 years of dreaming. It started with a visit to a fly-in where I saw a Varieze and thought it was neat. Of course, I didn't have a pilots license.

I needed a private ticket and that followed when I had the money. Next was an 8-year building odyssey. What thrill to finally fly that airplane. I later told my wife that I was pleased that the project was no longer just an expensive planter, but a full fledged aeroplane (I'm sure she feels the same way too!).

Since then I have put on about 10 hours of flying around and checking things out. As expected, there are a couple of squawks that need attention, but overall things are okay. I need to improve the cooling of #3 cylinder. The CHT on #3 goes to 500 degrees quite rapidly in climb and is about 75 degrees higher than the others. The temps are good once they've stabilized in cruise. I've also got some work to do on the cabin heat system. There is also a small oil leak that I can't seem to pinpoint. So far, I have opened her up to 150 kts. Ultimately, once I get the prop fine tuned and some drag cleaned up I think we'll see 175 kts.

Nat, thanks for providing this wonderful design. It was fun to build and more fun to fly.

Bob Misterka  
Grafton MA

## EPOXY RESINS

We have heard an increasing number of complaints about poor peel strength with Epolite 2427, and sample layups sent to us by several builders did, in fact, have very poor peel strength. We checked with Mike Melvill, Rutan Aircraft Factory, which originally approved 2427. They have been receiving complaints as well, and agreed with our decision to remove it from the approved list. Wicks has also been receiving complaints and will no longer stock it. It seems that the 2427 originally approved, made by Hexcel, had acceptable peel strength, but after the manufacture was transferred to H.B. Fuller, the peel strength has gotten worse. Mike said that even though peel strength is not critically important in their and our designs, it would be better to switch to another epoxy with better properties. Here is a list of epoxies that have been and still are approved by RAF (and us):

<u>Epoxy</u>	<u>Kit Price (approx.)</u>
Aeropoxy 2032/3660 (PTM&W)	\$53/ 1.0 gal
RAE 2426/2176 & 2177	69/ 1.25 gal
West 105/209 (Gougeon Bros)	79/ 1.20 gal
E Z Poxxy (formerly Safe-t-Poxy)	83/ 1.25 gal
Proset 125/229 (Gougeon Bros)	110/ 1.25 gal

We have been using the original RAE system since 1976 on 5 different airplanes, from 3 different manufacturers (Lambert, Applied Plastics, and Hexcel), so it seems to be quite bullet-proof. RAF says they consider the Proset to be the premium epoxy resin system, which they use on all of their airplanes, unless some other system is requested, but Mike said it is quite thin, so homebuilders might have trouble with it on vertical layups, and also it must be post-cured to obtain full strength. Of course, it is the most expensive. Be aware that each of these systems is a different ratio. The Gougeon resins and hardners are available with their own pumps.

## PUBLICITY

We have been monitoring both Sport Aviation or Kitplanes the last 3 months for pictures of Cozys, and found only one. It was Tim Merrill's Cozy Mark IV in the Oct. '96 issue of Kitplanes. . Hope we haven't missed any others. Tim will get a