

# 4th Copperstate Dash Set

The Fourth Annual Copperstate Dash Air Race has been set for October 9.

The event, sponsored by Aircraft Spruce & Specialty and the EAA, runs from Apple Valley Airport in California to Coolidge Airport, south of Phoenix, a distance of 286 nautical miles. Most participants complete the race and head up to the Copperstate EAA Fly-In 20 miles north at Williams-Gateway Airport.

The Fly-In runs October 8-11. The event is open to everyone with certified or homebuilt single engine aircraft with 160 horsepower or less.

Aircraft Spruce President Jim Irwin will be announcing winners and awarding plaques at the Copperstate Awards Banquet on Saturday night, October 10.

Three categories have been established for the race: aircraft with up to 160 hp can enter the Phoenix category. For those up to 120 hp, there is the Flash Gordon Category and the Tinkerbelle group caters to aircraft up to 90 hp. Certain insurance requirements apply.

There will be a \$50 entry fee which must be submitted with a race entry form by October 1, 1998. Complete rules and entry forms can be obtained by calling Jerry Aguilar at Aircraft Spruce & Specialty at (800) 824-1930; fax (909) 372-0555.



# Co-Z Files Suit Over Design Copyright

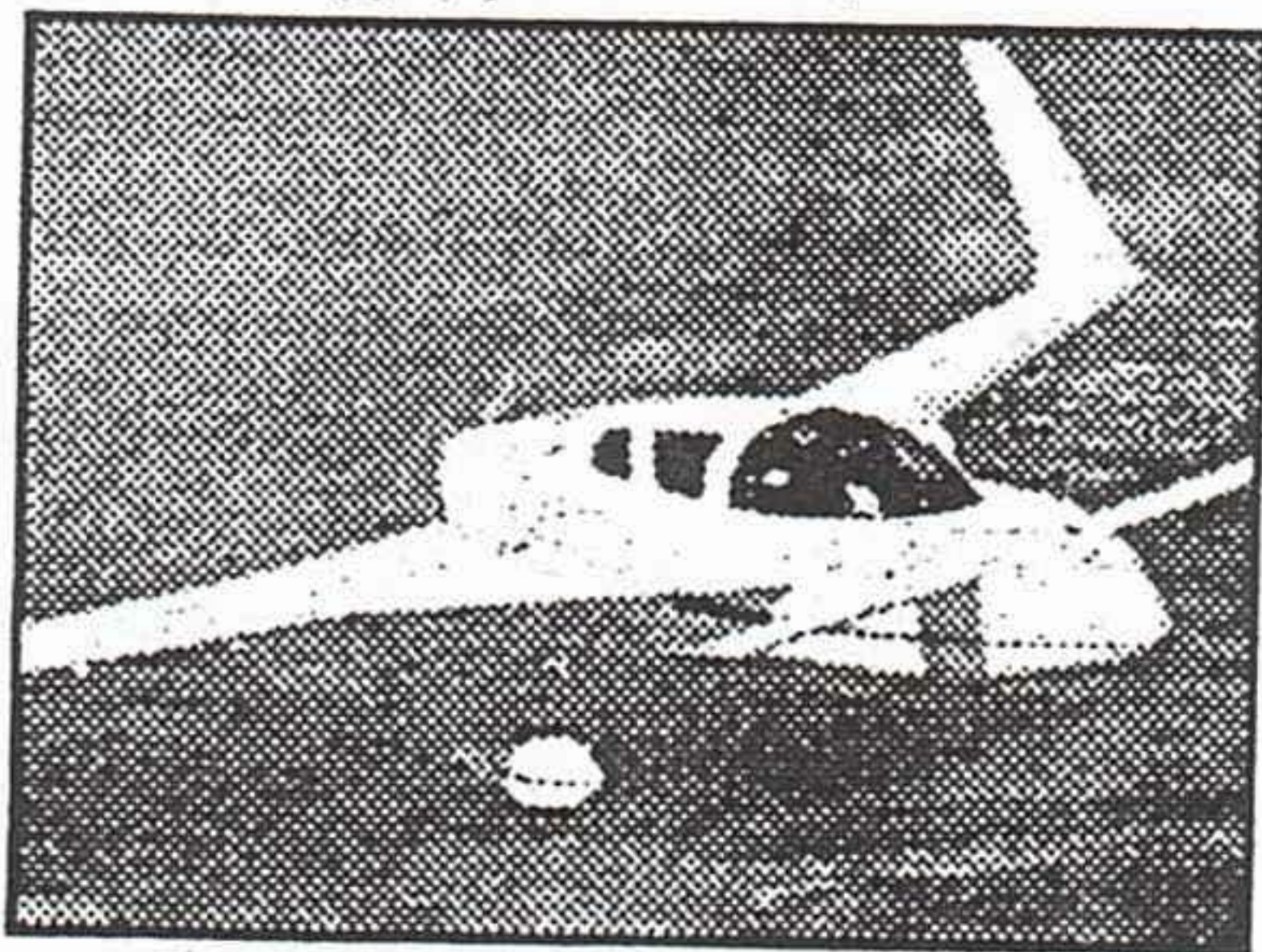
A lawsuit has been filed in federal district court in Winston-Salem, N.C. by Nat Puffer, president of Arizona-based Co-Z Development Corp., alleging copyright infringement by AeroCad Corp and Jeffrey Russell, an officer of the company.

Puffer is also alleging unfair competition, breach of contract and intentional interference with business relationships.

The complaint claimed the defendants breached licensing agreements and used his Cozy Mk. IV design for profit without his written permission.

He charged them with duplicating copyrighted plans and construction manuals and distributing them to customers. He also said they targeted builders with unauthorized design changes, claiming their modified airframe parts were suitable for use in building a Cozy.

Puffer said the defendants represented themselves as experts in design and construction and interfered with his builder-support



## The COZY

program. They caused confusion as to whether a plane with their airframe mods could be registered and insured as a Cozy Mk. IV, he said.

According to Puffer, accidents involving aircraft with unauthorized parts have been widely reported as Cozy accidents, damaging the Cozy's outstanding safety record. In addition to compensation for irreparable damage, Puffer also asked the court to order the defendants to cease tampering with his design.

Efforts to reach Russell and AeroCad were unsuccessful at presstime.