CALIFORNIA *COZY MK IV*

COZY 4518S BEGAN its life with the signing of the license agreement with Nat Puffer on May 25, 1994. The first test flight, consisting of four low approaches and a full-stop landing, took place on October 23, 2012, at Napa County Airport in Napa, California.

I purchased a Burt Rutan inspired kit from Aircraft Spruce and practiced the composite construction techniques. The aircraft was built per plans with one major exception: It's powered by a 1991 Mazda 13B fuel-injected, water-cooled, rotary engine driving a three-blade composite propeller, which I built. Tracy Crook, of Real World Solutions Inc., supplied the RD-1B gear reduction drive, the EC3 EFI ignition controller, and EM3 engine monitor. Instrumentation is VFR only, with a Garmin GTR 200 VHF comm/intercom, a Sandia STX 165 transponder, and a Dynon D1 Pocket Panel portable EFIS. I have logged almost 80 hours of flight time, including the FAA required 40 hours of test time.

The aircraft is a sweetheart to fly, with sporty performance and excellent visibility through the bubble canopy. Performance is typical of a canard-type aircraft, although I continue to experiment with different propellers to obtain a more efficient cruise speed.

I had the project evaluated by tech counselor Dwight F. Giles when most of the major parts were finished, and I spoke with C.J. Stephens, a flight advisor, prior to test flying. He was very helpful, as he flew the CAFE Foundation tests on a Cozy MK IV.

Always work on your aircraft project once a day, even if only for a few minutes. Projects fade and die easily when not worked on continuously until finished. *EAA*

John Schosanski, EAA 1076615; Napa, California
E-mail: *cozybldr@prodigy.net*