

Builder Tips

Vance Atkinson (TX) - For you folks getting ready to put on your wheel pants here is some advice. Mine are 12 years old and are the original Herb Sanders type (teardrop and very efficient) and are tightly fitted around the wheel. That is crux of the problem. I have about one finger width all around the tire, and when the COZY is eating grass or, parked on its nose, you can slide a piece of cardboard between the pant and the dirt. Pretty close. This was the arrangement years ago when every knot counted. Now I'm not so sure it's worth it. In 12 years, I have trashed one or the other with runway debris 3 times. The last was on the way to Sun-n-Fun while landing at Destin, FL. Fortunately, I was able to duct tape it together (it usually trashes only the bottom two inches or so) to see me through the week's flying that lay ahead.

What happens is that the tire is spun up, and if a small rock or branch of a tree or shrub gets run over, its likely to get spun up into the small clearances around the tire. OR, if you let the air pressure get low, the side walls will bulge (at impact) and do damage, or if you do an astronaut shuttle landing the tire really goes flat for a second, the sidewalls will bulge even

more causing bigger damage. I haven't done any trials on how much airspeed is lost by raising the pant and giving more clearance. But I suspect not much more than a knot or two. So if you're a low rider like me, be prepared to do a little repair during your cruising.

Some of the builders have asked me why my wheel pants are split into front and back instead of the newer installation with the support all coming from a semi circle on the inside like most are doing now. Both my hangar partners (COZY 3 and a COZY 4) have this later mod and is much easier to take on and off. The total work to mount these is about the same, so the savings are in the field when you have to repair a tire or tube. Incidentally, after buying the shells it takes about 40 hours of work to build, align, install, finish, and paint these beauties. But worth every knot.

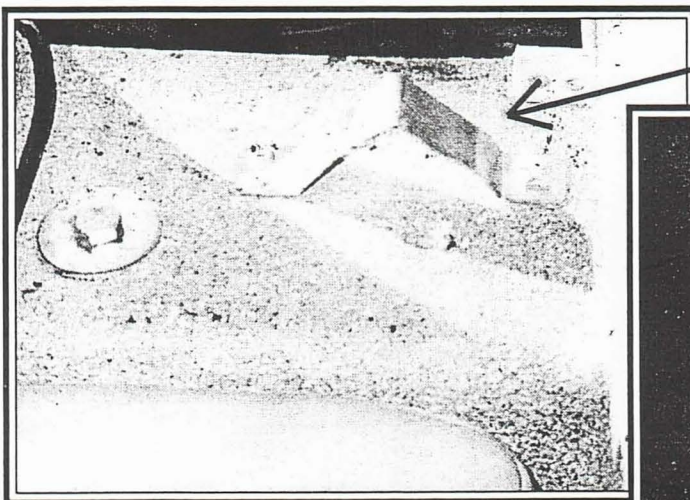
On a different subject, I've noticed several of my sight gauges in various projects and some builders put a wee bit too much flox on the surfaces of the plastic when putting the two together. Some brown ugly flox squashes into the clear bubble sight area. To fix this, you can pop the bubble off and put a new one on with minimum work. I'll send you a new bubble for 8 bucks including postage. You are going to be looking at that

sight gauge for a long time so it should look good.

To that end, I've had a builder use 5-minute epoxy when bonding the two pieces of plastic together and another builder used Gougeon Brothers epoxy or West system as some call it, with successful results. Several years ago, when I first started making these jewels, I glued up samples with safetyepoxy and RAE. I have just now glued up two more with 5 min and West systems. It looks good so far, and eliminates the brown stain from oozing into the clear tube. More later.

Previously, I reported on a homebuilt fuel flow system designed by a Defiant builder. It is a kit you build for \$335 which includes a Floscan transducer. This is a small lightweight unit, which digitally reads out in total gallons used, and current fuel flow. Sadly, this unit did not work out for me as the ambient light is too much for the unit making it impossible to read in direct sunlight and even when using a shaded hand over the display, barely readable. The unit was not very accurate in a steady state fuel flow situation, as it would vary the read out by 3 and 4 tenths of a gallon. I have written the designer but have not heard back from him yet. The kit is by Talon Works Inc. in Fayetteville Ark.

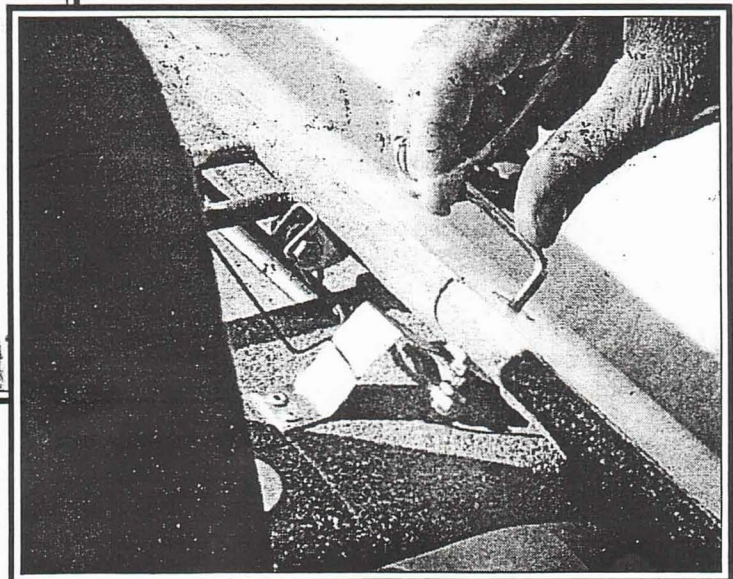
Have fun flying. Cozy N43CZ, 1200TT



Simple Canopy Latch

David Orr (CA) - A simple neat Las Vegas canopy latch. It pulls in to seal the canopy at the last quarter turn.

Canopy striker for a latch - simplicity.



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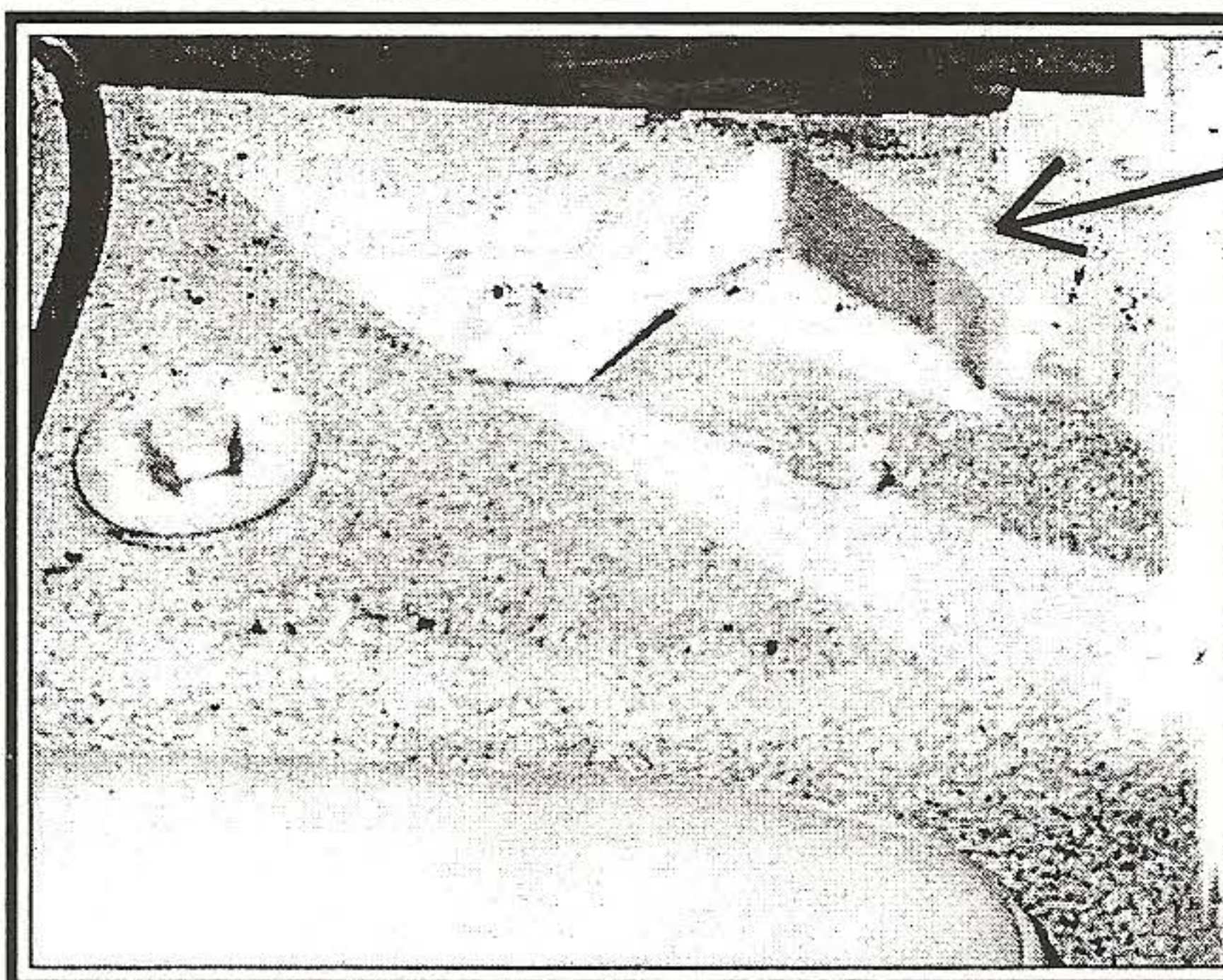
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