

# Squadron III

The only monthly dedicated All-Canard flyers newsletter  
for events, resources, updates and more in the canard flying world.



September 2018

Volume VIII, Issue 9

## Picture of the Month:



Eric Cobb's photo - two of the plane's he has worked up are for sale.

## FAA or EU Developments:

### FLARM (the EU version of ADS-B?)

**Peter Fischer, member in Switzerland, reports:** "Since there were really MANY incidents in the alps between the hundreds of gliders and other VFR planes most of us have <https://flarm.com/> installed, it helps a lot, though it needs a lot of attention, especially when flying towards the sun and many glider pilots misuse the system, using the screen to find where the best updrafts are located by concentrations of other gliders, this spring there were several near misses AND 3 midair collisions..." **LMartin Leinweber of Pola de Siero, Spain, Opined:** "I think that for us FLARM would be far better (than ADS-B). Flarm tells you if actually someone is going to collide with you."

**ON GOING FUEL TESTING of 100LL replacements:** William Percival has been talking to the EAA about whether composites are part of the test protocol for testing the new non-leaded fuel options. In summary, the **Piston Aviation Fuel Initiative (PAFI)** anticipates composites and the EAA provided the examples in the testing, ie:

*"Composite test specimens were prepared from six (6) composite systems:*

- TC275-1 - (Epoxy prepreg on carbon, a toughened 250F cure prepreg)*
- BT250E-1 - (Epoxy prepreg on E-glass (fiberglass), a non-toughened 250F cure prepreg)*
- Hexion 285-Slow - (Bis A epoxy system on E-glass fabric (fiberglass) with a slow curing agent)*
- Hexion 285-Fast - (Bis A epoxy system on E-glass fabric (fiberglass) with a fast curing agent)*
- H8014 - Description TBD*
- Derakane - (Vinyl Ester system on E-glass fabric)"*

EAA's Doug McNair added: *"The remaining fuel in PAFI which is being developed by Shell did not show adverse results with these materials and in fact as the fuel development has progressed, the level of chemical compounds that could be deemed to be aggressive to materials has been dramatically reduced since the initial testing. Composite materials did not appear to be effected even at the higher concentrations....The chemistry of each fuel being evaluated both in and out of PAFI is often radically different from that of 100LL. This is greatly complicating the evaluation process. That said, one of the reasons that a robust evaluation system such as PAFI was stood up by industry was to ensure that adequate and complete testing was both anticipated and carried out. This is not necessarily happening for fuels that are seeking FAA approval outside of PAFI. We do not have either visibility or control over those fuels. Hence, the significant industry investment in PAFI, and ultimately why so many fuels have been eliminated from further consideration due to findings along the way. Ultimately we want to ensure that a safe, capable, and cost-effective unleaded aviation fuel eventually makes it to market. Above all, we do not want any fuel to find its way into the market that does not satisfy those needs or without having been fully vetted by industry...."*

## **RUTAN TIME:**

I have other photos of this for those curious - Burt has decided on temporary protection to keep his nose from diving under - see one view - before diving under - in the Trivia section, below...

We in Los Angeles called Rutan "Our Father in Mojave" in the ancient Long EZ building days. Brent Regan, one of the guys helping Burt, suggested: *"All hail **Tō**. God of carbon. Defender of Tensile and who exhibits high modulus with every fiber. Those who do not respect the power of **Tō** will be cursed with an infernal itch known as "The footprint of **Tō** "*



**On the more serious side - Burt quoted:** "Water mods to SkiGull are almost complete. The preliminary plan:  
Glenn will fly a flight or two from KCOE runways this Saturday, 15 September to:  
Evaluate the aerodynamic effects of the water mods (pitch trim, aft cg validation, stall characteristics, etc. Shoot several landings, to get the feel for touchdown height (water landings without skis will be a foot lower and with skis about 2 ft higher than runway landings). Determine climb rate with skis and landing gear down.

If all goes well Saturday, on Sunday or Monday Glenn will fly SkiGull to Cavanaugh Bay airport, 66S - a tight, 3,000-ft grass runway near Priest Lake. Then we will fold the wings, install the transport wheels and trailer hitch and then tow it about 1.5 miles to the Fenwick seaport.

The Fenwick seaport has a concrete ramp, a hangar, a dock for tying-up floatplanes and boats and a cabin for overnight shelter. Thus, Glenn and Lisa can easily commute to the test area in the PA12S from their Operation on Lake Pend Oreille. At the seaport we will unfold SkiGull's wings, taxi into the water and do the water tests - starting with skis up, then later with ski extensions.

If tests go well we can fly it from Priest Lake to KCOE, not having to unfold the wings again. I am guessing that we have a better than 50% chance of getting the KCOE Saturday flights done on time. Since the rest of the schedule depends on successful flight tests, the remaining plan schedule might change. At any rate, I am still hopeful we can get an idea if the flexing water skis will be controllable and will allow operations from rough water, before we are again shut

down by too-cold water as winter approaches. 66S airport is 44 Nm due north of KCOE.

The Fenwick Seaport is about a 2-hour drive from Cd'A."

## Old Catto Prop concern with O-360s:

At Kanab we had a 3 blade older propeller fail in an unusual way on an O-360 Powered Long EZ - the outer ~6" front half of the prop left the plane (no winglet damage), a second blade showed cracks in the same location, but with no material left. Gary Hertzler told one of our number that he changed the layup schedule on his props because O-360s put out such

Catto is out of the country but preliminarily states: "This was a very old prop with no carbon at all. We use a lot of uni carbon in the props now. Definitely a higher frequency issue as this was the first time he ran it at 2900. We now know the glass lams are quite low natural frequencies. Never seen a complete separation like this on the old props. We have seen similar compression fracture s on 360 biplane racing props. Again high operating rpm. I'm out of the country right now and will post info when I get back. But basically anyone with old glass only blades need to keep rpm at or below 2700. Especially on any 360. High compression. Electronic ignition [Engine]." **Beagle's 3 blade Catto backup prop has gone 2900 rpm several times, but I'll keep this caution in mind.**

## Promoting the Breed:

### Starship update:

Member Robert Scherer, Aspen, CO (and John Wayne) was interviewed about his now rare Beech Starship: [https://www.aspendailynews.com/news/one-rare-airplane-the-starship-of-aspen/article\\_0c21b996-b3e9-11e8-8bd0-d7eb705988c1.html](https://www.aspendailynews.com/news/one-rare-airplane-the-starship-of-aspen/article_0c21b996-b3e9-11e8-8bd0-d7eb705988c1.html)







**CALENDAR - Canard Events in RED:**

28-30 Sep 2018: **ROUGH RIVER** 800-325-1713 (rooms) .

**RoughRiver.org** <http://www.roughriver.org> UGOLINI, NICK Charleston, SC 843-324-6627(Cell) [unick3@gmail.com](mailto:unick3@gmail.com) has taken over from the prior guys!



**If you think it is too late to plan for Rough River – you might take Tom Darden’s advice:**

“I’m just a voyeur/tourist at RR, not a builder, but I’ve attended three or four times. I highly recommend it. Camping is easy and the restaurant is a short walk from your tent. I’ve always camped, largely because I decide to go the day before. It’s great.” Tom’s tour plane:



*There is a 48 hour cancellation policy for your reservations at the lodge. The best way to cancel is to post a note with the group and someone will quickly snap up your reservation. Both parties can call the reservation desk to arrange the transfer of room. This will ensure the room will stay within our group and not taken by an outside party.*

**Note:**

*If your interested in donating gifts to the event which will be auctioned on on Saturday night please contact Terry Schubert (CSA). All money collected is used to defray the costs hosting the event with the RR Park.*

Sep 27-30, 2018: US Pilots Association (USPA) for a fun flyout to Los Alamos, New Mexico

Sep 29, 2018: SARL Galveston Island 150 Air Race <http://sportairrace.org/sarl/>

**OCTOBER:**

Oct 5-6, 2018: AOPA Convention Carbondale, IL (KMDH)

Oct 17-21, 2018: Page, AZ Fly-In (contact Beagle for details).

**October, 20 2018: CANARDS OVER GEORGIA**

ERacer Aircraft will sponsor our 6th annual "Canards over Georgia" lunch fly in.

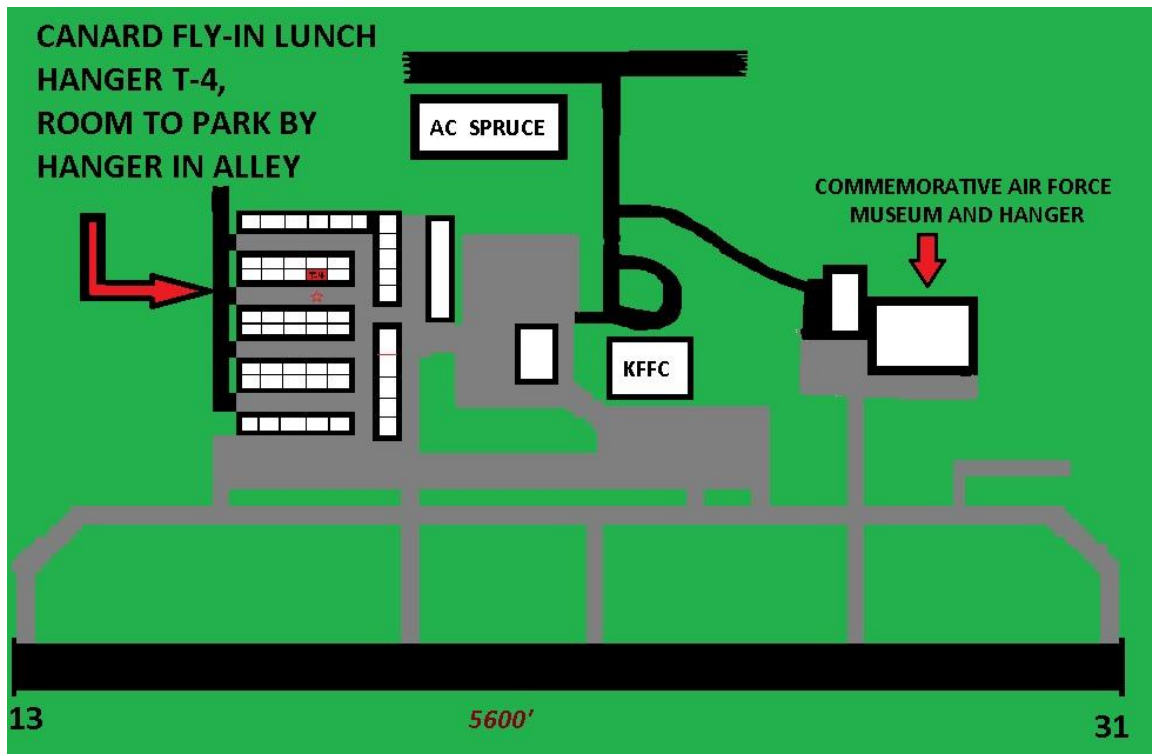
Our hanger is at KFFC, Atlanta Regional Airport Falcon Field in Peachtree City GA. We will be serving a free BBQ lunch at my hanger from 11am to 4pm. Parking is available right in front of my hanger. See the map for directions.

KFFC is also home to AC Spruce East as well as the Dixie wing of the Commemorative Air Force so you can do a little shopping and visit a history museum as well as enjoying some free BBQ.

Hope to see some Canards fly in!!!

Fly Safe,

Rock LaRocca



Oct 20, 2018: SARL Ghost Run Air Race, Jasper, TX <http://sportairrace.org/sarl/>

Oct 26-27, 2018: AOPA Convention Gulf Shores, AL (KJKA)

#### **NOVEMBER:**

Apparently there is no 2018 Copperstate Flyin, it will be held in February 2019 at Buckeye.

Nov 3, 2018 SARL Rocket Air Race, Taylor, TX <http://sportairrace.org/sarl/>

#### **NEW YEAR'S BREAKFAST:**

We meet at Flo's Restaurant on Chino Airport early on New Year's Morning -

#### **Post-Flyin Contact information:**

KANAB '18

What a surprise to be at Kanab'18 and have Shirl Dickey show up on the event day. He suggested recently that he figured he wouldn't recognize anyone from the old events and sure, there are a lot of guys who have sold off their planes. Wrong, there were people waiting in line to talk to him during the time he visited. I'd have to imagine he, like I, just couldn't get around to all the people he wanted to talk to. I come away wondering who I missed when I see the list I create from the tail numbers. With Gary and Char Spencer present, we had all the organizers except Shirlan's spouses. Sorry we didn't see Dorothy Dickey there too. Klaus Xavier took Shirl Dickey flying in his fantastic LongEZ:





Another Surprise was the draw from New Hampshire, Georgia, Ohio Michigan, and Alberta, not by commercial jet but all in their own planes. Most years we don't see people beyond Colorado, Washington and Texas unless they've come by commercial airliner. Kanab'18 seemed more crowded than last year, even with fewer canards present, although a lot more did the timed events. Most "missing" were the Variezes, and that is sad - I remember attending early events where their numbers were up there with the Long EZ. On Friday, "the day before" the event we had 23 airplanes on the field already and the three wonderful afternoons on the grass at the new hotel was every bit as fun as the old get-togethers at the old motel. Of course we are seeing more Cozy and Velocity aircraft than ever before. The timed event was safely flown, so many that it was broken down into a Big engine grudge match and 4 individual heats running fastest to slowest...by estimate.

I always seem to find new guys who really need a ride, in this case David Kissick wanted a ride but by the time I'd taken up Scott Snyder, a builder from Colorado who actually did the timed event in a Cessna, and Andreas Echevez who is going to buy a Long EZ and comes from the San Francisco Bay area, others had taken the whole Kissick family up. I always warn passengers that the back seat of the Berkut will spoil their wives and girlfriends if I take them up too - it is so roomy compared to virtually all canard passenger seats except the Velocity.

I tried to keep track of the Kanab planes and below is the list I came up with; I sold a number of shirts. I also brought a pilot on my wing, Ron McGee who was on his 3<sup>rd</sup> day flying his Long EZ. A number of guys also flew in a gaggle over the national parks on Saturday.



We did have one "event" during the event. Brian Brown with his new O-360 powered Long EZ had the forward side of the 3 blade Catto prop separate from the propeller, creating lots of vibration, he pulled up to slow down and found lower power settings resulted in more vibration - so he got within glide range of the airport and then went to idle... good thinking for a new owner with a very new situation.

Planes in Attendance:

Cozy N22AZ	(Izzy & Olga Briggs) ME
Long EZ N159BB	(Brian & Jessica Brown) CA
Berkut N540BK	(Troy Paggen) CO
Cozy IV N574CZ	(Bernie Siu) CA
Long EZ N131DB	(Don Berlin) AZ
Cozy N655DK	(Jorgen Skovbjerg) CA
Long EZ N14DL	(Curtis & Chris Wray) OH
Cozy IV N433DP	(Doug & Patti Pitzer) CA
Long EZ N24DT	(Gary Mowad) AZ
Long EZ N56EZ	(Ron McGee) NV
Berkut N73EZ	(David Orr) CA
Long EZ N282EZ	(Allen Floyd & Laura Noel) CO
Long EZ N45FC	(Steve Stearns) CO
Cozy IV C-FJXJ	(Joel Charest) Can
Cozy N32HL	(Al Smith) CA
Long EZ N57JP	(James Price) ID
Velocity N84KJ	(Kent Farney) CA
Cozy IV N91KS	(Keith & Terri Spreuer) CA
Long EZ N360KS	(Klaus Xavier & Jenny Tackabury) CA
E-Racer N382RB	(Roch & Barbara LaRocca) GA
Long EZ N12TS	(Tom Smith) CA
Varieze N99VE	(Gary Hertzler) AZ
Velocity N561WH	(Bill & Whitney Hawley) UT
Cozy IV N9WK	(Bill Kastenholz) CO
Velocity N105WP	(Wilhelm Percival) NV
Variviggen N31WW	(Charles Spinelli) AZ
Cozy IV N14ZG	(Rick Hall) CO
Long EZ N3260K	(Doug Kouri) MI
Cozy IV N787T	(Tom & Daniella Kennedy) CA
Cozy IV N8191V	(Ron Nelson) CO
Long EZ N4281X	(John & Margie Bauer) AZ

12 Long EZs  
8 Cozy IVs  
3 Cozy IIIs  
3 Velocitys  
2 Berkuts  
1 Varieze  
1 E-Racer  
1 VariViggen

**Cessna N1839R John Basil, CA**  
**Cessna N64739 William Snyder, CO**

**Katana** N317CL Berkut owner Rick Lee  
Would be Cozy buyer: Frank Drefs MD

By Car:[Cozy IVN579CZ (David & Alyssa, Inara Kissick) OR]

By Car: eN131RD (Shirlan Dickey) CA

By Car Long EZ N51EZ (Gary & Char Spencer) CA

## Non-Builder owner advice:

**Aircraft Spruce, Corona used to stock everything,** but if I understand the County tax situation, they are now heavily taxed on what they have in their warehouse, so they have moved most slow moving parts to Arizona and will bring it in when you order it for pickup. Those coming from overseas to LAX are often the most shocked by this problem and some know to order what they want for pickup.

## Congratulations:

Devin Ronneberg, Santa Monica, passed his private pilot's exam and is a full fledged pilot - so he is no longer on the apron springs. Hope to get him out to the canard events in the lovely BerkeEZ he and Dave Ronneberg has reconstituted out of Davenport (the Shimmy Dampener) Long EZ.

## Condolences:

**Jet Eze crash fatal:** We at Kanab flyin heard that Lance Hooley died in his Long EZ based Jet. AvWeb provided these details:*"The pilot and builder of the one-of-a-kind Jet Eze aircraft was killed in the crash of the airplane on approach to the airport in Covington, Tennessee, on Saturday afternoon. Lance Hooley, who adapted the canard design of Burt Rutan's Long Eze to take a GE-T58-8 engine, died when the aircraft crashed 2,000 feet short of the runway in Covington. None of the local media stories included witness accounts. Although the aircraft looked like a Long Eze, it was substantially altered with a wider cockpit, beefed-up internal structure and integrated winglets. It stood a foot taller than the Long EZ. Hooley [told Kitplanes Magazine](#) the aircraft took off at 80 knots and that was the approach speed. It cruised at 250 knots true on 31 GPH and had a 4.5 hour range. The crash occurred about 5:26 p.m. and a post-crash fire consumed much of the wreck. Hooley debuted the aircraft at Sun 'n Fun 2017*

and AVweb's Geoff Rapoport prepared this video report." The local paper suggested the left wing separated from the aircraft about 2000 yards east of Covington. [http://www.covingtonleader.com/news/police\\_fire/ntsb-pilot-crashed-after-wing-separated-from-jet-eze/article\\_5c57009a-afc2-11e8-a5db-0f8e921ec5cc.html](http://www.covingtonleader.com/news/police_fire/ntsb-pilot-crashed-after-wing-separated-from-jet-eze/article_5c57009a-afc2-11e8-a5db-0f8e921ec5cc.html) Vance Atkinson has sent in the Preliminary report - Library Item 3MS61. It doesn't show the cause of the wing "exploding" as a witness described.

## **Builder's Help Desk:**

### **Spar Cap Material available again.**

Marc Zeitlin of Tehachapi, CA, told the Cozy builder's group: "According to an email that I just received from Jim Irwin, they've got the spar cap tape machine working again and believe that they'll have ALL backorders filled within a week. They're also going to produce enough to keep it in stock. I'm still going to head down there on 9/5 to take a gander at it, if for no other reason than I'm an M.E. and I like machines :-).

Now, if there's a problem in the future, I've found a 2nd source thanks to Dave Berenholz. It's not the exact material he used, but something that's closer to the ACS material than his was: <http://www.colan.com.au/thermalprotective/fibreglass-woven-tape-unidirectional-850gsm-75mm.html> Which in English units is 25 oz/sq-yd, 0.028" thick, and 2.95" wide. This will work just as well as the ACS material for canards, wings and main spars. While the MFG (Colan) is in Australia so shipping will take longer, even with shipping costs, the price is comparable to the ACS material. Having a 2nd source is a good thing :-)"

### **Slick Mag - no record of last rebuild?:**

Beagle must confess that with electronic ignition he has not been keeping track of hours on any magnetos in his care. In fact to get the Long EZ ready for new owner Ron McGee, he could not find a reference to the hours on the Slick mag in the plane. I know that certified airplanes require 500 hour rebuilds, but with experimentals, I was always comfortable just waiting for a failure as the electronics were so strong...however, Bill Oertel insisted I have one rebuilt so I took a slew of removed Slicks with me to Aero Accessories a short walk from the hotel on Van Nuys Airport and showed them what I had and had them rebuild the one off the plane. They seem to know what they are doing and frankly told me a number of my spares are virtually useless - and after testing indeed found the one I was relying on had a weak coil. Thank goodness one of the others had a good strong coil and I didn't need to pay the replacement part cost in addition. Anyway, they are at 818-786-2821. I still maintain if it is running well during run-up you wait for it to fail and then park the plane before having it rebuilt or replaced...get another electronic ignition from Klaus Xavier, with all the extras you will need to be truly redundant...no more mag issues. For high time canard guys, I'll bet they all have an extra magneto sitting around, and perhaps they have kept track of the hours on them. As it is, my spares are useless except for the gear on one of my mags and parts Aero Accessories might be able to salvage in some future mag event. **Over the years Beagle has also kept a list of suppliers of canard things that runs to 3 pages, and yes somewhat California oriented - it is available to anyone who wants it - Library item 2D06B. As a PS, the rebuild shop apparently left a screw loose and the mag grounded out 10 hours after rebuild, and was repaired quickly with an apology.**



Another way to rig a canopy strut - by Jay "Cookie" Skovbjerg:



### Key Maintenance Tip:

**For Velocity, E-Racer & Berkut retract pumps:** Apparently the Velocity guys have been suffering cracking hydraulic pump sump cracking - shown a photo, James Redmon responded: *"That's a VERY old sump. It's been superseded (many, many years ago) by an updated version that mounts from the top only, and has better cap ventilation."*



<https://www.go2marine.com/product/198477F/oildyne-parker-late-style-oil-reservoir-res-500l.html> ...one of many sources."

**The Cozy group discussed a request for what prop to get for a Cozy IV.** Beagle chimed in on the many reasons to avoid variable pitched props, but these two club members did a good job on the question:

**Question:** Joseph J Turecamo <[cozycontroller@gmail.com](mailto:cozycontroller@gmail.com)>:

"I'm interested in which propellers are being used for the COZY IV and what performance numbers you are getting. Best rate of climb speed and rate at minimum weight. Max WOT speed both in run up and at altitude."

**Keith Spreuer with Subaru engine:** "For the life of me I don't know why so many choose 3 bladed rather than two. I highly encourage 2 bladed. They are lighter, structurally cleaner, much easier to ship when a spare is needed in the field, clock so that soot is avoided and every bit as good in performance. I expect your question is more about pitch and diameter and manufacturer. That is a much more variable question. The pitch will vary firstly because each manufacturer defines it a bit differently. Secondly the optimum will depend on the exact weight, drag and power output you have. Then there is preference for takeoff and climb verses top speed. I would choose a trusted manufacturer like Gary Hertzler or Catto and have a conversation with them to decide on a preliminary spec. Then fly that and report back to them. You can send back the prop and they can fine tune it."

**Tim Andres' response, with O-360:** "I did a side by side comparison between a Hertzler Silver bullet and a **pre-CNC** Catto 3 blade on my O-360 MK IV, @ aft CG and ~1600 lbs. There was very little difference between the two, but the Hertzler out performed the Catto in every test by a very slight margin. Takeoff distance and distance to 50' AGL was measured at approx. 60' greater in each test on the Catto. This was 3 test runs ea using GPS position, GPS altitude, pitch and barometric data with 1 sec resolution so the difference is easily in the noise. Timed climbs from 2000' DA to 6000' DA @ 125 KIAS was less than 10 sec difference. Cruise @WOT/8.5 GPH @ 8000' DA was 172 KTAS/2590 RPM Hertzler vs 171KTAS/2650 RPM Catto. Performance run @ WOT/10.0 GPH @ 8000' DA was 181 KTAS/2710 RPM Hertzler vs. 178 KTAS/2770 RPM Catto. Subjectively the Catto was better looking, but having been use to flying on the 2 blade I found the 3 blade buzz objectionable. I was surprised at the takeoff data, the Catto seemed to have greater acceleration, enough that I noticed it, but the numbers didn't agree. I agree with Keith, I'd much rather have a 2 blade and would consider either a Catto 2 blade or the Silver bullet."

**Cheaper SAFT Batteries (3volt Lithium):**

My earlier discussion of ELT replacement batteries for my ACK 406mhz, Don Johnston of Panama City, FL provided a 40% cheaper source:

<https://industrialbatterypros.com/saft-lo26sx-sts-battery-3v-lithium-d-cell-solder-tabs/>

## Requests to Individual Members:

**Spare Narco or GTX327 Transponder?**

Does anyone have a Narco Transponder for sale? With ADS-B coming in, I presume there may be a lot of "upgrading, or perhaps a used GTX327 transponder?

David [David@CanardFinder.net](mailto:David@CanardFinder.net)

### **Spare Garmin 695?**

While I'm at it, one of our French members is looking for a used Garmin 695, tray and plug in back plate. I will vouch for him, handle bank and sending, if you like.

David [David@CanardFinder.net](mailto:David@CanardFinder.net)

### **What the flyers are doing:**

**Ken Swain** has copied the Beagle, now has an EZ and a Defiant.. I defied him to put them both in a T-Hangar - he did it in a Twin hangar - but is it fair to take off the wheel pants every time you tuck your planes around each other?



**Bruce Sinclair from near Melbourne, Australia:** *"I have breaking news as well. Given the complexity and therefore slow progress on my Drybread RG Long EZ, I have just purchased VH-LZE from the estate of the late Simon Bates. Originally a 235 RZ, Simon had taken it back to the workshop for a 320 upgrade, along with some drag reduction initiatives.*

*Unfortunately, 4 years ago, Simon fell ill to a very aggressive cancer, and passed away within a short period. I have assisted Simon with laying up new cowls for the upgrade, along with some discussions on what he was planning to achieve from the mod's.*

*My RG EZ project will be stowed in the interim, but most certainly not shelved, as I have broken the back of the RG work, and it is now pretty much just a standard build from here on."*

**Fred Nielsen, Mesquite, NV:** *"I have Ed Kelly's Long EZ/RG: N8JE. He died about a year after I got it. It broke a rod in flight. I landed it hard in a field and broke all 3 landing gear. The wings flexed far enough (no lower winglets) that topskins were loosened and had to be replaced as well as all 3*

gear. It now has a zero time TSIO-320-B1A, 3 bladed Whirlwind prop, Dynon Sky View suite. Hope to fly it again before the end of this year."

**Jim White, Wenatchee, WA:** "I've finally got my project out to the airport here in Wenatchee. My next step is to bolt the engine to the plane and construct the cowling. I needed a hanger big enough to literally "spread my wings". A two car garage is too small to mount both wings on and still be able to close the door. I'll send pictures once I get it hung on the back."

**Jeff Cloud, Marianna, FL** is still repairing his Long EZ, which he misses - he sent his "photo/video montage" which is pretty professional:  
<https://www.youtube.com/watch?v=N73b24pVyWg> And more news: "Might be flying again here sooner than I thought. I located a hangar find Airworthy EZ that I can buy for a song so I will be back flying soon and then can take my time with repairs of 754T. The new one isn't as 'pretty' as mine was but I will be able to fly. May even make Rough River Gathering. Things are looking up!!"

**Member Toshio Shigeto, Vienna, Austria,** destroyed his Cozy nose (to the Instrument Panel) off the end of a runway, he's new to composite construction and has been working hard:







*"Regrettably, the Cozy has not yet been completed. But...98% done.....Mode S transponder and 8.33 radio to be wired. I have been working on cosmetics for the Urethane paint. After priming, many defects became visible. I have some non-mandatory options left: autopilot, wheel pants, push/pull throttle cable, sump fairings. The bird looks completely different from what I bought."*

## **New members:**

### **Joining:**

18 KNOCKAERT, PETER [peter.knockaert2@telenet.be](mailto:peter.knockaert2@telenet.be) [Knockaert2@Telenet.be](mailto:Knockaert2@Telenet.be) Cozy IV:Ch10

*"I live in Belgium just near the Brussels International Airport. I have a wife and 3 small dogs. After 10 years skydiving I started flying helicopters. Due a deadly accident of my instructor and the costs involved, I started flying fixed wing aircraft in 1998. My technical background led me to become a health safety environment engineer. Since 1998 I have wanted to build a Cozy. But first I had to renovate 3 houses. I bought the plans Nr. 1695 in December 2013. Now in chapter 9."*

### **Joining:**

17 MCGEE, RON **"DARTH"** 900 Las Vegas Blvd. S. #706, Las Vegas, NV 89101 480-203-6711(cell) [ramvisions@yahoo.com](mailto:ramvisions@yahoo.com) 31,100 hrs USAF/ Airline Instructor pilot for Boeing

Beagle: "Ron saw our planes flying at Kanab'17 so I took him up and he was hooked. He gathered his funds and bought my Long EZ, came to the yearly inspection with our most experienced EZ inspector and had our most experienced EZ instructor take him up for 5 hours of training. Both were highly impressed with Ron, as I was. He is very proud of his 98 year old father who gathered the highest number of combat flights ever, serving as a Redtail in WWII, P51s and F86s in Korea and F4s in Vietnam."





## Joining:

97 SPINELLI, CHARLES "JOHNNY QUEST" Phoenix 85018 206 678 5678(cell)  
 [480-] [cspinelli@variviggen.com](mailto:cspinelli@variviggen.com) VariViggen: N31WW 500 hrs Deer Valley  
 (KDVT)



"I would love to join the Squadron. I will be at Kanab this year with my VariViggen and I would like to meet the gang. Yes It is Little ol' me leading the pack in the picture of the month (August). Not sure they trusted me (Even though I had Brian Maisler with me) and they made the excuse you are the first design so you should go first. This was a bucket list item for me. My Call signs were Spin Doctor and Johnny Quest when I was working flight test and missile testing. You pick."

## Joining:

07 STEARNS, STEVE "SQUIRREL" 2996 Madera Ct., Boulder, CO 80301 303-444-8862 [steve@tomasara.com](mailto:steve@tomasara.com) Long EZ:N45FC O-235-C11 869 lbs, 1000 hrs (KLMO)



Steve engine is running and the nose wheel going down after a prop start.

*"It was good to see you in Kanab. Your picture made me laugh as it looks like you had perfect timing to catch my double screw-up! I'm used to taking my time between engine start and taxi and, try as I might to not over-hurry, these group departures (where everyone seems to just start and go...) tend to result in my goofing up. In this particular case, I had moved the plane recently to a better staging position and neglected to replace the "parking brake" (i.e. a stick between the left rudder pedal and the back of the instrument panel) AND I neglected to return the throttle to the low idle from the 1000 or so rpm I start and warm up with... Obviously, my biggest screw up was neglecting to make the appropriate double-checks before untying the nose. My typical lift-the-nose-and-climb-in operation is a bit smoother and more relaxed than this one was! You must have snapped the picture \*right\* before you ran over to help!"*

## Joining:

18 SNYDER, SCOTT 17896 W. 86th Ln., Arvada, CO 80007 360-632-3479(cell) [navyav8er@gmail.com](mailto:navyav8er@gmail.com) Building Long EZ with father William

## Joining:

18 SNYDER, WILLIAM 7104 W. 12<sup>th</sup> St., Greeley, CO 80634 [billflyer@aol.com](mailto:billflyer@aol.com)  
Started Long EZ project with son Scott

## New Address:

95 FORBES, WILLIAM "Yankee" & RACHEL Las Vegas, NV 352-391-4314(Cell)  
[EzeFlyer77@Gmail.com](mailto:EzeFlyer77@Gmail.com) Emeritus sold Long EZ North Las Vegas Airport (KNVL)

*"As some of you may (or not) know we are once again on the move. Last year at this time we were running away from hurricane Erma, this time back to Nevada where the climate will be more friendly to Rachel's breathing and allergy condition. We have sold our house here in Fl., packing up a truck tomorrow and leaving for Las Vegas Sat. House phone and emails going down tomorrow. We can be contacted on our cell phones; Bill 352-391-4314, Rachel 207-907-6249 Temp. e-mail: [eze-flyer77@gmail.com](mailto:eze-flyer77@gmail.com)."*

97 LoDOLCE, TIMOTHY C. **"TIGER"** 11594 Rocky Ln., Truckee, CA 96161-4932  
530-386-3100(H) 530-587-3500(O) [flyingtiger17@gmail.com](mailto:flyingtiger17@gmail.com) Truckee Airport  
*"Yep, still flying but my EZ has been down for some time now."*

### **Added to the Electronic Squadron library:**

21EA2: Sep'18 Discussion on the industry testing of composites for the non-leaded replacement of 100LL. Wilhelm Percival & Doug McNair  
22MS81 unknown date You tube briefing web address for wiring head set and mike jacks by Stein Air  
22MS82 ~Jul'18 Trio Avionics Brochures  
22SIII26 Sep 2018: Discussion on replacing 3volt ELT batteries (ACK 406 ELTs)  
23CS82: Spr 2002: DF60/3 Rone Rostrup's sleek Armpit scoops on a Defiant  
23LP19: Apr 1987, page 16: Discussion on flying without prior engine logs.  
23MS72 Apr'97 Lycoming Service Bulletin 1241C on pre-oiling before running a rebuilt/new engine  
23MS73 Mar'17 Fixed Wing Break In instructions by Lycoming  
23VV19 Oct 2014 116vv35 Improved Oil Cooling (downdraft) by Dave Nelson  
30DF1: Jun 1999, DF48/1 Shorter takeoff experiment in the Defiant, longer nose leg by Jerry Chasteen  
30DF2: Jun 1999, DF48/3 "Twin Fever" why we buy twins Jerry Chasteen  
30DF3: Jun 1999 DF48/8,9 Showing Panel design  
30QA1: Quality Aircraft Composites, Inc. brochure on Defiant.

### **Oh and Trivia:**

**Here's the nose diving preventer Burt is using during initial testing:**





British Member, Bill Allen, showed a new Spanish Cozy owner his canard addiction by sharing a photo of his busy hangar: "...a hangar with all the stuff from 35 years of canard addiction in the UK, so if there's anything I can help with, let me know."



He got this wry response from American Member Phil Kriley: "So Bill, do planes in the UK fly on the wrong side of the sky, like cars drive on the wrong side of the road? Just noticed your canopy hinged on the left..."

After a discussion on cooling the occupants of a Cozy on the Cozy site, Mark Zeitlin provided this: "Just in case we're not **QUITE** far enough off into the weeds yet - from our founding father: <https://vimeo.com/123268759>" We at Santa Monica called him Our Father at Mojave. But, Our Father at Coeur D'Alene doesn't have the ring. Out of that, we developed many change discussions to the Long EZ plans "Unblessed Hints".

## From Last issue:

Ken Swain, Harvard, IL: "One other big-box home improvement center that gives military discount is Lowe's. I saved \$300 when I had to buy a new lawnmower last year. One big difference between HD and Lowe's is that HD is in store only. The Lowe's military discount is good on their website as well. Getting set up took a bit of effort because I retired so long ago; on line sign up procedure did not work. Had to do it in store."

Beagle has accused the Australians of standing on their heads too many times - got this corrective map in answer:



