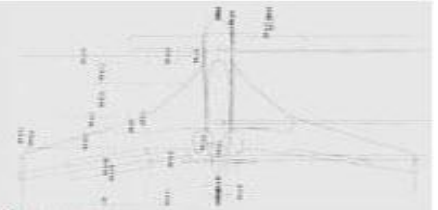


Squadron III

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



October 2018

Volume VIII, Issue 10

Picture of the Month:



Photo by Mael Lefevre in Southern France; does anyone know if this plane is in the air again?

FAA Developments:

AVWeb Report sent out by Matt Hanneken, Hurlburt Field, FL:

LSA Weight Limit Increasing To 3600 Pounds: "EAA Chairman Jack Pelton announced in July the FAA was planning a weight increase for the class of aircraft, which is now set at 1320 pounds for wheeled aircraft and 1430 pounds for seaplanes. Some designs, like the Icon A5, have been granted weight exemptions to accommodate safety features and equipment. The new limit will capture a wide range of aircraft that now require a minimum of a private pilot certificate to fly. What's not clear is precisely how the rulemaking will alter performance limits, passenger loads and weather requirements for LSA operations. Pelton told the Carbondale event that the new rule "will allow you to fly in a 172, have four seats in the airplane, and fly 150 MPH." He also said there were plans to allow professional builders to assemble homebuilts." **Now, before you get excited, our planes may be eliminated by complex gear, landing speed or our higher cruise speeds. AOPA's added:** "The rule will be a major step in making new, innovative aircraft accessible to pilots, by removing prescriptive barriers that are limiting aircraft designers, the flight training industry, and the strength of the pilot population. As for the ADS-B rebate, it will be a repeat of the \$500 incentive launched last year that did not attract much interest. "I talked with the FAA administrator yesterday (Friday). He was comfortable with me telling you there's going to be another \$500 rebate." (Beagle wonders if there is any across the borders discussions going on. So far, only a couple of Australian Variezes are flying under sport plane rules there - and they were nervous that the government might reconsider...)

FAA ADS-B Rebate:

Member Ken Walsh, San Francisco, CA provided this: "The FAA announced they were putting the \$500 rebate program back in place for ADS-B upgrades. Read about it here: <https://www.faa.gov/nextgen/equipadsb/rebate/> One key point is the unit must be TSO'ed." Beagle: For him and most of us, having a TSO'ed unit is more expensive than any rebate would help.

RUTAN TIME:

Burt Rutan on his aircraft developments:

<https://www.youtube.com/watch?v=2OZQ-9Nd76g>

CALENDAR - Canard Events in RED:

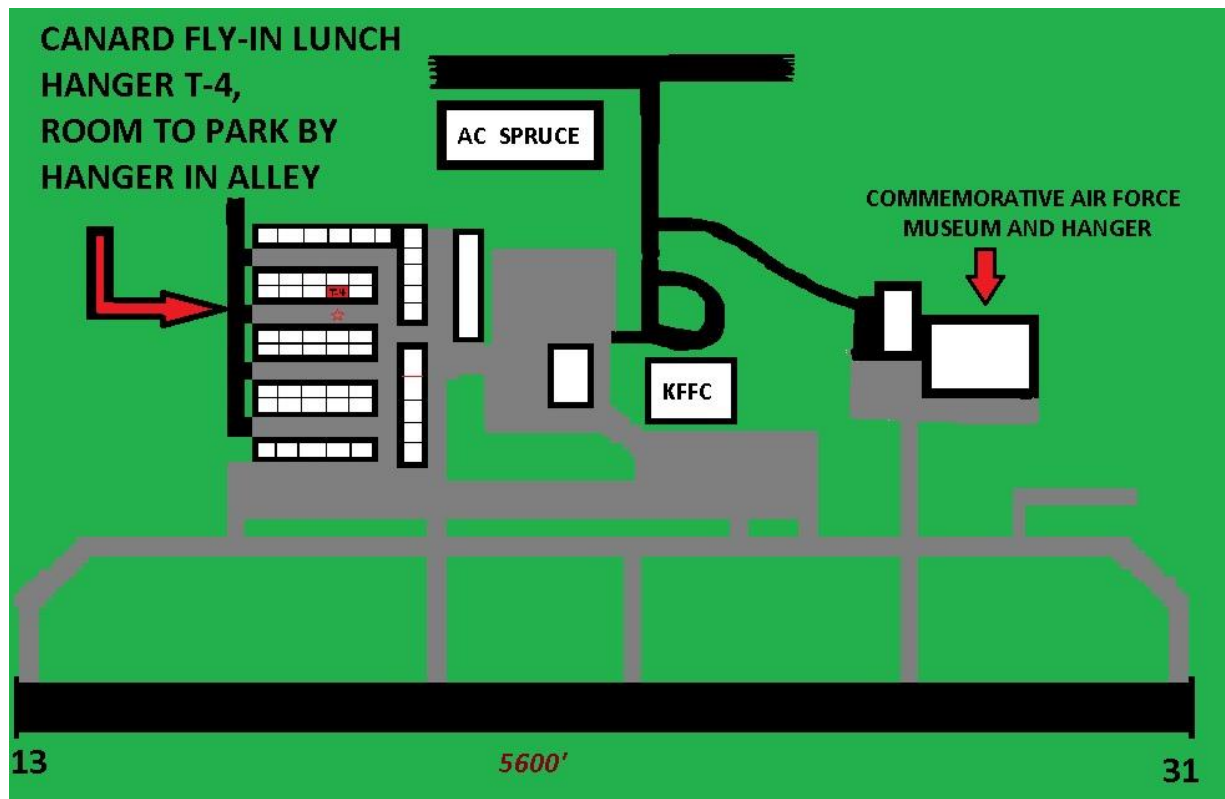
OCTOBER 2018

Oct 20, 2018 10:30am to 4pm On Saturday Oct 20th, 2018 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!!!



LaROCCA, ROCH 770-298-5001 eraceraircraft@gmail.com Peach Tree City Airport (KFFC)

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 2018:

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

NO 2018 Copperstate, per Terry: (February 2019)

Nov 13, 2018: Warbird flyover at Sun 'n Fun's When Pigs Fly South BBQ Competition at Lakeland Linder Airport.

Nov 16-18, 2018 Las Cruces Airport, NM USPILOT ASSOCIATION FLYIN-Movie event: PREMIERE OF THE DOCUMENTARY FILM: **COMBAT ADVISOR IN VIETNAM**
Contact Beagle for more information.

Nov 17, 2018: Mojave Airport's museum [Plane Crazy Saturday!](#)10 a.m. - 2 p.m. Free admission! 3rd Saturday of every month.

DECEMBER 2018:

Dec 15, 2018: Mojave Airport's museum [Plane Crazy Saturday!](#)10 a.m. - 2 p.m. Free admission! 3rd Saturday of every month.

JANUARY 2019:

January 1, 2019 - **EARLY** Flo's Restaurant, Chino Airport Excellent turn out. Come later, I might miss you in the photos.

Post-Flyin Contact information:

Non-canard event - USPA to Los Alamos (yes that Los Alamos):

I'd like to hear of any of you in the USPA. I had never heard of it before. Our member, John Bauer who has been instrumental in organizing couples' flyouts suggested we sign up. **USPA Flyin to Santa Fe/Los Alamos, NM by Member John Bauer of Flagstaff, AZ:**

"NOT A CANARD FLY-IN. In 2018 Margie and I flew to Columbia, Kanab, and Oshkosh where I tried camping for the first time with the Long EZ. They always seem better than I anticipate and hopefully will continue to be.

Even so I wanted more; I'm not getting any younger, so I've been told. Serendipitously, I received an email a couple months ago from a pilot organization I'd never heard of - USPA (United States Pilots Association - <http://www.uspilots.org/>). They were inviting EAA members in our area to their next Fly-Out/In to Los Alamos, NM. It appeared to be very well planned including two airport options: Los Alamos (7171' with 6000' of pavement, mountains and R-5101 nearby) and Santa Fe (6350'). I think everyone elected Santa Fe, except for the lady who flew DOWN from Telluride, CO (9070'). Joining us at KSAF were David Orr and wife, Cherie (Berkut), as well as another friend and wife from AZ (RV-10). Free tie-downs and a fuel discount had been arranged at Santa Fe; hotel rooms were blocked for \$99/nt in a nice hotel near Los Alamos; an optional van tour of the Los Alamos area was arranged; and group dinners were set up for 2 of the 3 evenings. I believe most folks had rental cars from Santa Fe Airport which were needed to drive the 40 minutes to Los Alamos area and came in very handy for

visiting other attractions in the area. The first evening, after settling in, we enjoyed an excellent FAA FAASteam presentation on Mountain Flying.

Four van tours were scheduled throughout the second day with 7 or 8 passengers each. This was a highlight for us - the lady driving and talking almost continuously was a native of Los Alamos and had detailed knowledge of the area and the history.



Here's the Atom Bomb project's General in Charge's Car in front of one of the many original building in the historic downtown park, with John Bauer next to it.

During free time we could gather in the "Hospitality Room" provided by the hotel and stocked with soda and snacks by USPA. Of course shopping and napping are always options. In the evening we all gathered at the local pizza restaurant - pay as you go.

The third day we were on our own to explore, and there was plenty of exploring available. The abundance of museums in Los Alamos was overwhelming and chronicled the history of the Manhattan Project, the people involved (including the homes of General Groves and Robert Oppenheimer), and the town of Los Alamos itself. Bandolier National Monument had wonderfully restored examples of ancient native cave dwellings which were easily accessible in the cliff above the paved trail.



There was much native art as well, petroglyphs, I believe. Another nearby natural feature well worth a look was Valles Caldera, formed by an ancient volcanic eruption, as was the much larger Yellowstone. It is the third largest Caldera in the United States. The evening brought us together again for our prepaid dinner in a private room at an upscale restaurant. There was some discussion of possible future meeting places before we said our goodbyes to new friends, as this was the last gathering before heading our separate ways on the fourth morning.

USPA members are scattered throughout the country, they fly all kinds of planes, and plan at least 3 Fly-Ins (meetings) per year. Members suggest interesting places to meet and help plan the event. Since our various winged transports were not nearby, we spent little time discussing them, however aviation was understood by all and discussions of piloting and traveling to new places were welcome topics.

Joining USPA was encouraged but not required to sign up and attend this event - so I waited. As it turned out to be a delightful trip in an exciting area with gorgeous scenery, friendly and welcoming flyers from far and wide, I decided to join when we returned home (USPA for \$20/year). Now we can look forward to more and different adventures in addition to our canard staples. The next gathering is planned for Las Cruces, NM in November."

Beagle: about 12,000 people now work at Los Alamos -



we were not given access to the large research station located south of the historic downtown section seen here. There are museums with displays and films about the Prep School that occupied the mesa, the WWII effort and what the research station has done through the cold war and beyond.

Next USPA event in Branson, MO, then in Florida in conjunction with the Florida Pilot's Association.

Kanab'18 Results:

2018 Rutan Fly In Timed Event - from Laura Noel:

Distance: 98 statute miles

Timed Event Results in mph: (24 participants, Brian Brown dnf)

Troy Paggen 233.6 Berkut
Doug Kouri 222.78 Long Ez
Bill Percival 211.54 Velocity
Kent Farney 210.44 Velocity
Bill York 201.38 RV6 (Canard Builder)
Bill Hawley 200.15 Velocity
John Bauer 198.84 Long Ez
Jay Skovbjerg 198.73 Cozy III
Al Smith 196.37 Cozy III
Tom Kennedy 196.26 Cozy IV
Izzy Briggs 194.18 Cozy III
Curtis Wray 194.07 Long Ez

Don Berlin 192.04 Long Ez
Tom Smith 190.36 Long Ez
Rick Hall 190.15 Cozy IV
Ron McGee 187.18 Long Ez
Doug Pitzer 183.92 Cozy IV
Steve Stearns 168.19 Long Ez
Gary Mowad 161.40 Long Ez
Charlie Spinnelli 155.55 Vari Viggen
Scott Snyder 140.31 Cessna 172 (Canard builder)

Non-Builder owner advice:

Prop Starting: This from Beagle, a guy who insists on having a working starter and has only tried prop starting twice but has watched dozens and dozens of people doing it for 35 years (Beagle's had a couple other guys prop start his plane with him at the controls too - in nearly 4000 hours of canard ownership, it sometimes happens): There may be a time when your starter craps out or your battery is a little low and you are determined to fly the plane (even with electrically driven ignition?) and you want to prop start. For a new guy, it is definitely a two man operation - with a knowledgeable pilot at the controls. The techniques for getting the plane ready (with mags off) for the first pull are legion, I won't even try to summarize them. Nevertheless, if you have a two blade propeller indexed to the right point the prop will start giving you some resistance (compression) when the prop is at the 10 to 4 o'clock location (facing the engine looking forward) and the engine might fire when the blade reaches the 8 o'clock to 2 o'clock location - so be sure to be moving your body and hands aft as you release there, it might start on the first pull. If the prop is not indexed correctly, I submit you cannot prop start the plane. If the prop is too low, as the Defiant nose prop, you cannot position yourself where you can pull properly. If you have EFII ignition, it takes a full revolution for the wonderful computer to decide where to fire on the second revolution, so you cannot prop start. If you have two electronic ignitions, you can afford a good starter, don't mess with it on a weak battery - how will you be sure the engine will keep running if you haven't identified why the battery is weak; you are courting disaster.

Now the experienced guys who prop started the Varieze for years didn't have a light weight starter option but that has since been remedied by B&C well over a decade ago, but then they all said something like "It always starts on the first or second pull." I watched them, at altitude under pressure of a race start running back and forward, backing the propeller, turning the mags on and off, trying different combinations of mixture and throttle. We all burned off our carefully reduced fuel waiting for them. Burt told us to build light. And those light weight folks are following Burt's advice, and they often don't have a nose lift either, and seeing a guy with a running engine do a little dance to get the nose wheel down and then step into the plane is a sight to behold. Some have little chocks on long strings, many will gratefully accept someone standing in front of their canard, but solo, they are at risk until their feet are on the brake pedals, and they better have checked brakes before starting.

But I must tell you, at the race events, the one thing I saw consistently was new nose primer and paint (sometimes on the canard) on those prop starting pilot's airplanes because they had slid into a hangar or car or gully because the throttle wandered during a cherished preparation process or actual prop starting. Friends have had their wives belted in the back seat when the plane slid away from them under power. And sometimes it can be a spectacular run-away - like a good friend's in Tennessee did:



You should see the Cessna that got in the way. This was a very high quality, fast Varieze - cut up. And the replacement canard is still in the building stage, many years later.

Velocity Mishap:

Sep 18, 2018 Hit trees on final at night...

No joking about lawyers and Doctors now...none of this 'Doctors can think they can always go back in and Lawyers can appeal their landings.' stuff.



Last FAA Medical Exam: 04/28/2010

Last Flight Review or Equivalent: 08/12/2011

Flight Time: 95 hours (Total, all aircraft), 5 hours (Total, this make and model),

NTSB Preliminary: The pilot stated that he was practicing touch-and-go landings, and, as the airplane turned onto final approach, the wind caused the wings to rock. The airplane became too low on the approach, and the pilot added full power; however, the airplane impacted trees just prior to the runway [landed 500' short], which resulted in substantial damage to both wings and the fuselage. The pilot reported that there were no pre-impact mechanical malfunctions with the airplane.

<http://www.kathrynsreport.com/2018/09/velocity-173rg-n67wr-accident-occurred.html>

The actual trouble Beagle has noticed with lawyers and doctors is that they move up to complex planes a little too early in their flying career - let's not say 'easy money' and confidence.

Long EZ Mishap at Independence, home of David Ullman & Joe Dubner, 2 Speed Canards and a Speed Queen under construction), per David Ullman. According to a fireman in the news story, the nose collapsed, the plane left the runway and from the pictures it obviously sustained some sort of rollover damage. The pilot got out before rescue folks arrived, refused medical aid and walked to his nearby home... (see https://www.kptv.com/pilot-injured-in-small-plane-crash-at-independence-state-airport/video_a11b8819-c44e-5786-b44f-114975f4b471.html) "

Congratulations:

Izzy Briggs, Epsom, NH: *"My son Ivan (15 in July) passed his PP written a few days after his birthday. We are working on a ln ambitious plan for him to Solo in a canard at RR next year."*

Builder's Help Desk:

We had people concerned that E-Mag was not coming through as promised on 6 cylinder electronic ignitions - had delayed a couple of years, anyway, Don Johnston, Panama City, FL talking to the Velocity group "VOBA": "SureFly is everything the e-mag was supposed to be. Drop in replacement with only a single power connection and a tap to the manifold air pressure line. Timing is drop dead simple. Get the engine at TDC, apply power to the timing terminal, rotate the mag until the LED is not illuminated, tighten it down.

Caveats:

- 1) If you're replacing a Bendix mag, you'll need a wiring harness. The SureFly mag accepts a Slick style harness.
- 2) The p-lead for a tach pickup doesn't play well with the GRT Engine Information System (EIS). Jason (SureFly owner) built me an adapter which tweaks the p-lead output to what is supposed to be compatible with the EIS. It works great on the ground but on the first test flight, I was getting RPM variations. Rather than keep bugging Jason to figure out how to modify his adapter board, I purchased a UMA tach sensor that goes in the vent plug on the Bendix mag.

So in addition to the SureFly mag, you'll need to spend about \$500 for a harness and another \$120 if you have a GRT EIS.

Brad at E-Mag told me that I would be able to use my existing wiring harness and I know on the 4 cylinder versions the p-lead output works fine with the GRT EIS.

But he also told me I could expect a mag in June of 2016. So...

If you're going to be installing a SureFly SIM6C on a Continental IO550, I have a right side harness. So let me know if you're interested."

Mike Eide, Severn, MD commented: "I had similar issues with engine RPM from the SureFly to an Electronic Instruments CGR-30P engine monitor. The issue was voltage levels on the P-lead were significantly lower than from a mechanical magneto, so the normal isolation resistor to the RPM input was too large. A magneto typically has about 150 volt spikes on the P-lead. The SureFly's spikes are only about 20 volts, so the engine monitor was being triggered. After confirming the P-lead signal levels with an oscilloscope I was able to compute the proper isolation resistor value (10K instead of the 79K they initially recommended for a magneto). With the lower isolation resistor value I get perfect RPM readings. I would expect that this approach would work other engine monitors as well."

Better metal to glass bond...

Some advice I've heard on metal to glass bonding from Dave Ronneberg and now from James Redmon, Frisco, TX on Cozy builder's website: "Do yourself a favor and pick up a cartridge of DP460 to bond your casting back onto a strut....or any metal to composite bonding, for that matter. Example purchase: <https://tinyurl.com/y7qvtbh2> Datasheet: <https://tinyurl.com/y94gmtya>

There is really no reason to use laminating epoxy & flux (low adhesive strength) for these metal parts. Instead, use a specific adhesive product that is designed to bond metal and composite parts. I once did a coupon test with it using two

1/4 thick 2024-T3 bars. When pulled part with a press, the metal splintered, not the bondline. It will even remain a little ductile so as to retain bonding strength between materials with dissimilar expansion coefficients. It's great stuff, cheap and easy to use!

You don't need the gun or mixing tips for this application...just push the cartridge plungers in the same distance with a dowel or screwdriver and mix with a little milled glass or cab-o-cil for more thickness. If you can, bead-blast the metal bonding surface for best results but cleaning/scuffing is sufficient.

Be sure your alignment is right the first time, because the only way you are getting it off again is with extreme heat.

Key Maintenance Tip:

Member Dana Hill sent this as a further reminder not to simply run the engine at the hangar, but to fly it every week - tell your wives...

https://www.youtube.com/watch?v=PSx2_vdozMg The guys in cold climates have ways of removing moisture during their mothball time - Terry Schubert provided his way - library item 23SIII5

Requests to Individual Members:

Member Eddie Vann, of Paris, France asked: "We are interested in the Garmin 695 panel GPS, which has input buttons. It has been replaced in production by the 795, but we don't like that because it is completely touch-screen. Do you know where we could find a second-hand 695?" **Beagle** doesn't mind helping out with exchange, shipping, etc. **Eddie took me in a tour of the Paris area in his Long EZ.**

Does anyone **have better contact information** for STEVEN McSHEA Virgin Islands mcsheas@earthlink.net AirCam, sold Defiant.

Anyone know who's plane this was?:

It is apparently molting after being used as a RPV in Israel...

What the flyers are doing:

Relief Flights? Per member Robert Gaudioso, Charlotte, NC: For those of you who might want to help out with the disaster relief efforts, you might study: <https://www.operation-airdrop.com/>

Bruce Sinclair, Spotswood, Victoria, Australia: "I have successfully moved Long EZ VH-LZE to my workshop, a 1200m round trip executed over 3 days.



Only some minor damage to a winglet tip, after the packing around it was dislodged. LZE previously was owner by Simon Bates, who passed away 4 years ago, as a result of a very aggressive cancer. I knew Simon, and he stayed with us once, as we laid up a set of cowls together. The status of VH-LZE is it has had the 235 removed, and a 320 on mount, attached. There is much to do for this installation, but LZE will certainly be flying before I can complete my Long EZ RG project. I believe the significant tasks will be the controls changes associated with the fuel injection, and the configuration and fabrication of the cooling solution."

One Velocity makes it through the hurricane

I put out a note to the Squadron members in the path of the Hurricane Michael; I've heard nothing of their or their plane's fate. Through VOBA we learn that Velocity Owner Don Johnston, of Panama City (yes near the eye of the recent hurricane) has pulled up a NOAA website to identify his hangar (circled) which he hasn't been able to get to.



Calhoun County Airport, FL - north to the right...

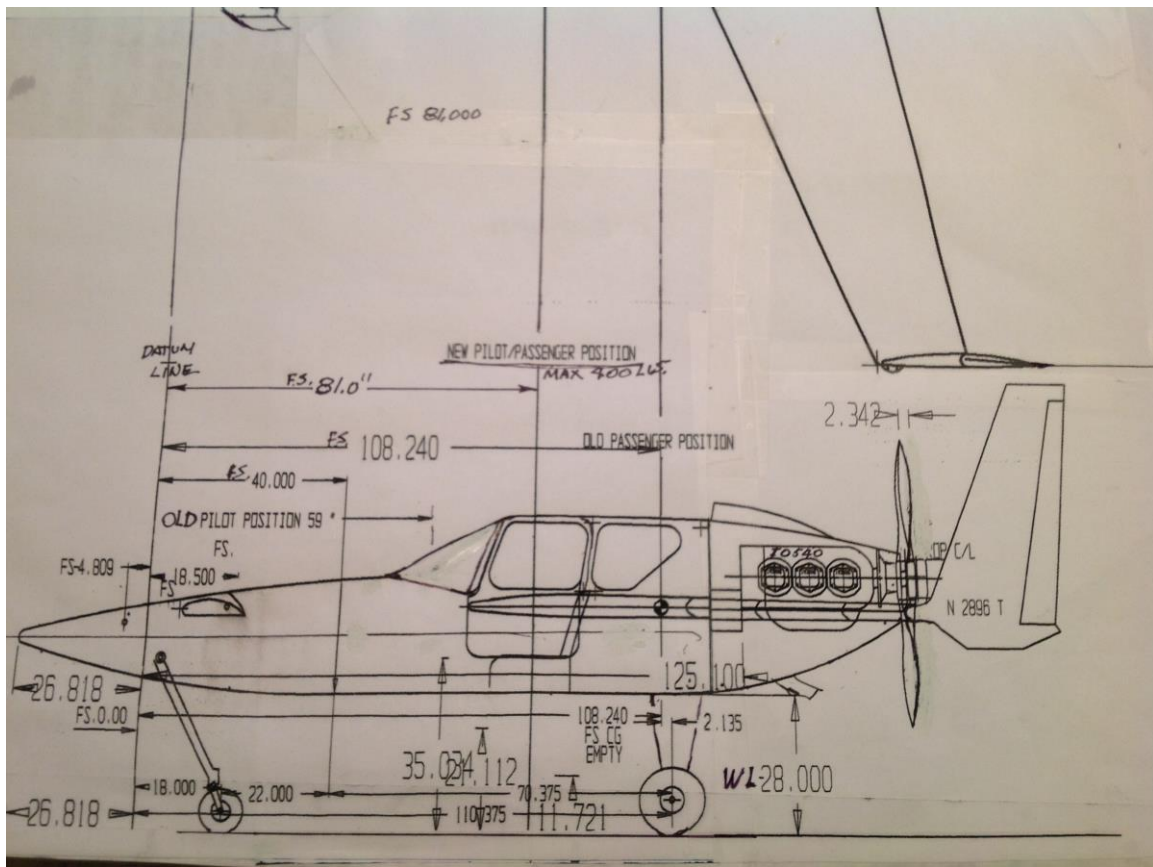
Joe Abedini, Del Mar, CA: *"...still working on [Long EZ project] but have not worked on her last 10 months due to business travel. Hoping to finish it soon."*

Gus Delalcazar, Bakersfield, CA: *"I am still in to canards - very much so. I sold my Cozy MK4 project, but in the future want to build a Velocity, kids got in the way of the project, but two of my boys are in college and out of the house and just have a couple more years with my last son, and the building will resume."*

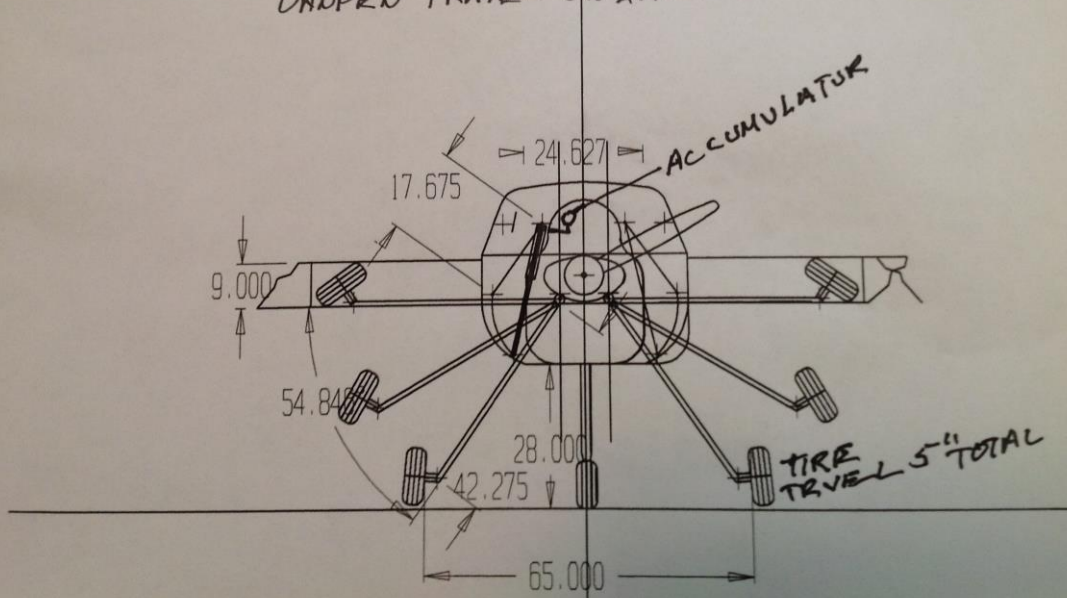
John McAvoy - another kind of snow bird:
"We...go to AZ during the winter."

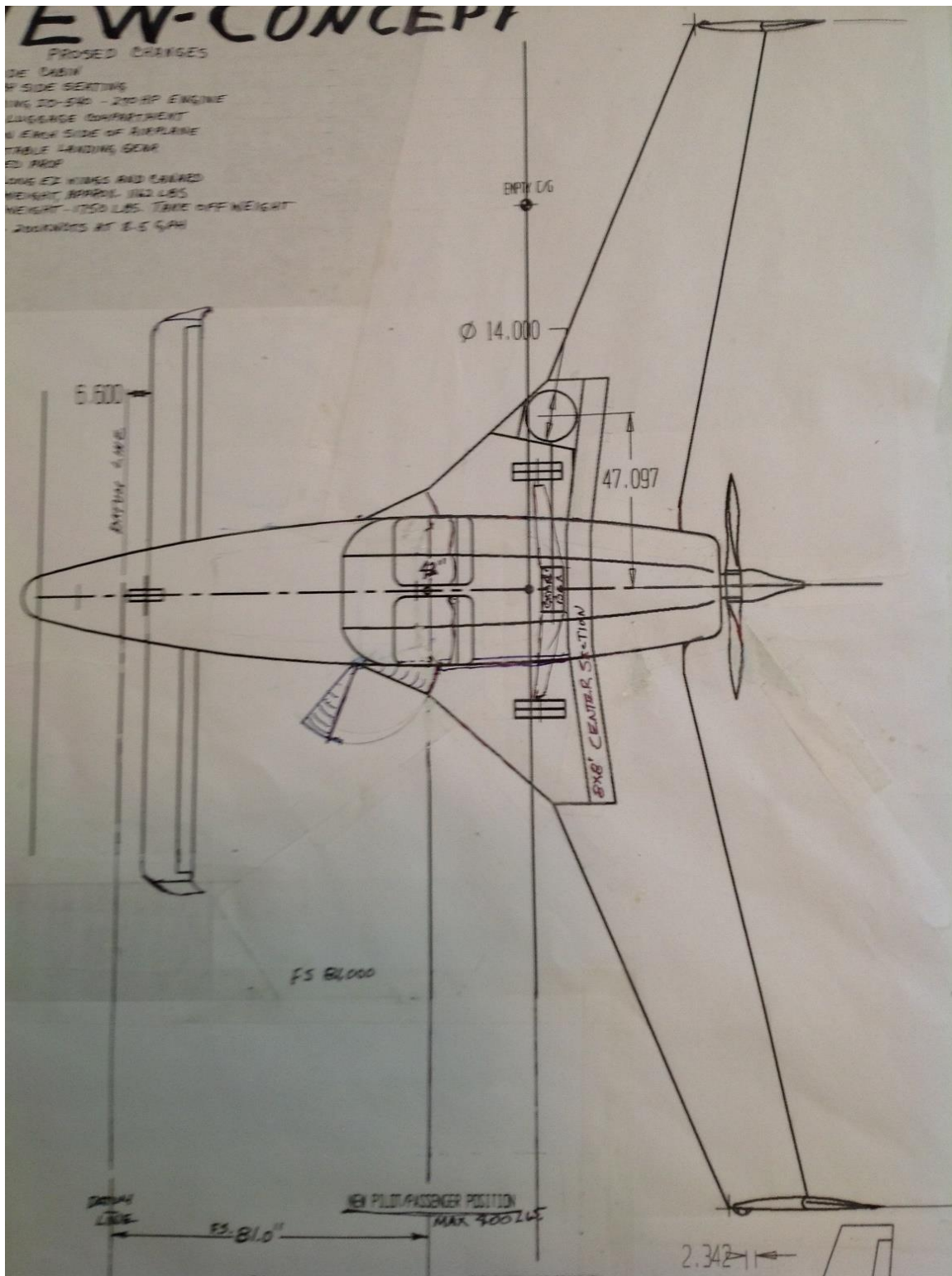
One Off Canards:

This is a new topic - I have enough of these for a couple of year's mailings - so I'll go through them alpha-betically. I have to admit, I've forgotten who's design this was - if you sent this to me, please remind me. The main gear retract is different than any other retract I've seen, the cabin looks more traditional in seated position...



THE COMBINATION OF Hyd. CYL,
AND ACCUMULATOR AND FLOW CONTROLS
WORK AS A OLIOG STRUT w/ 5" OF
DROPPEN TRAVEL ON LANDINGS





New members:

Joining:

16 PETERSON, JOHN 119 Newton Dr., Burlingame, CA 94010 650-347-4043(cell)
John@Petersonia.com Bought, redoing: Defiant:N23TR 810 hrs IO-360s Hayward
 Executive Airport (HWD)



97 HOCKER, JAMES & BARBERA & MELVIN 564 Golden Maple Ave., Brookville, OH 45309-8801 [937-] jbhocker@woh.rr.com Varieze:N10MJ Upgraded C85-12FJH

"My Brother Melvin and I still have the Varieze we completed in 1988. It has recently undergone a complete restoration, including overhauling the C85-2 Engine to 0 time SMOH with an O-200 crank and cam and electrical/electronic upgrades.



Without looking it up, if memory serves this old timer, I believe you once flew a Long EZ to Dayton for a Wright Brothers Award. Correct?" **Beagle: Wow! There was a race from Kitty Hawk (shown) to Dayton to Oshkosh I flew N321EZ in, in the 1990s.**



Wonder why the guys called it paintball.

James Hocker provided a bit about the Dayton area and the

"Dayton Ducks": " I was a member of the Dayton Ducks. (Dayton United Canard Klub). It was a relatively short lived organization. There were some interesting members, including a couple of Wright Patterson AFB Engineers who were building a fly-by wire Eze. The late Joe Kuzy, who gave me a ride in his Long EZ, was a member, as well as Mike Zimmerman who I helped build his Eze. I was also involved with the Wright Brothers Award thing which was an activity by EAA Chapter 610. I helped make the trophy bases, was the one who called the winners and invited them to Dayton, and even talked on the PA system describing the homebuilts to the spectators.

Our Eze has been based at Darke County Airport (KVES), Versailles, Ohio. 4500 ft runway. The airport and hangars were recently purchased by the ignorant Darke County Commissioners who are proceeding to drive it into the ground - raising hangar rent, Insurance and other restrictions on renters, closing the transient and maintenance hangar, no courtesy car, and adding a \$5.00 fee to all County auto license registration to support their pipedreams. KVES was home to EAA Chapter 109. I was a charter member of EAA Chapter 109 when there was only a grass runway. Some members still get together monthly.

Mel and I are in the process of buying a 30' x 40' hangar at New Carlisle Andy Barnhart Memorial Airport. (3OH0). It has a 2000' paved and lighted runway. We won't own the hangar until April 2019 because of our probationary FAI member status, and the current owner being in Florida until then. We are currently renting to own it, and Mel has his Volksplane there now. [The]... Airport is owned by Flying Angels LLC, and is member supported. Hangars are individually owned by members of FAI. The FAI Clubhouse is also used free of charge by EAA Chapter 610. Many FAI members are also EAA 610 members. I have been into 3OH0 with the Eze and the tiring C85-12 engine, but solo with 1/2 fuel and limited crosswind. I have been into Brookville (2500' paved) with the Eze, but that airport has been sold and is now private and not open to the public, plus being in disrepair. There have been other Varieze airplanes based at 3OH0. Correct me if I'm wrong, but it has been my observation that Long EZs require longer runways than Variezes, particularly on landing. Maybe it's the operators. There are other high performance types at 3OH0 too, Bellancas, a Barron, an RV-8 etc."

HOW SHORT A RUNWAY DO YOU ACCEPT REGULARLY?:

Beagle: James's comment about a 2000' strip is interesting to me - I used to fly my O-235 Long EZ into Fallbrook - a 2100' strip, with my young son with me. Had HD Clevelands, had no trouble stopping, the takeoff was OK too - both ends of the runway fall away sharply in low crops. Over the years, though, I've gotten bigger engines and think I take off from the same point on the runway (get there quicker) but I no longer accept runways under 2500' paved at sea level. It is the added distance to a full stop that would take me over the end of Fallbrook. And certainly for new owners, I up that to 3000' paved at sea level. For those who have flown Varieze and Long EZ, please tell me if you agree with James about Variezes being better on short fields...I've always imagined they are about the same, so long as the Long EZ don't have thin brake disks. ANYONE?

New Address:

95 FORBES, WILLIAM "Yankee" & RACHEL 2453 Sun Grazer St. Henderson, NV 89044 352-391-4314 (Cell) 702-701-7745 (H) ezeflyer7@cox.net Emeritus, sold Long EZ North Las Vegas Airport (KNVL)

97 WALTER, SCOTT A. "Canibal" & RUTH ANN OnSite Pro (robots) 28222 Shadowland Circle, Mojesta Canyon, CA 92626 949-633-4043 (cell) floodstop@gmail.com Velocity XL-5RG:N8XW TSIO-550-C shared Cozy IV Sold Long EZ Chino Airport (CNO)

Added to the Electronic Squadron library:

3CZ10 Oct 2018: Better metal to glass bond with DP460 by James Redmon
3SIII13 Oct 2018: Updated historical review of all known Canard Building Clubs by David Orr
19CZ2: Sep 2018 A progressive drill and ream way to do the wing attach bolts, a unique way to align them by Bob Forster
30AV1 Dec 1997: Do You Really Want a Twin by Mike Busch

Oh and Trivia:

MISCELLANEOUS:

Test throwing a 2+ lb. drone into the leading edge of a Mooney wing at 236 mph an odd test speed??? <https://www.digitaltrends.com/cool-tech/this-is-the-result-when-a-quadcopter-strikes-the-wing-of-an-aircraft/>

From Last issue:

Marc Zeitlin's got a point:

"Davi[d Orr] recommends waiting until your mag fails before dealing with it, assuming that you've got a 2nd ignition (particularly if it's an EI) to carry you somewhere to get the mag fixed.

I strenuously disagree, especially if the mag in question is an impulse mag. I know of at least three aircraft that have had magneto failures (impulse couplings on two of them, IIRC, with one at the 540 hour mark) that sprayed metal all over the inside of the engine, requiring a teardown inspection of the whole engine. I'm not willing to wait until something like that happens, costing \$15K, rather than spending the \$350 - \$400 for an inspection or refurbishment to determine that the mags are OK, or needed some repairs. \$0.75/hr for magneto maintenance seems reasonably cheap to me. I keep track of every magneto time in service on every airplane on which I do a Pre-Buy or a CI. If there's no documentation or if it's been more than 500 hours, it goes out for an inspection."

Beagle's apology: Marc is right. You should get the mags rebuilt at 500 hours, don't run beyond that. I recently, a number of issues back, mentioned that Klaus Xavier said in so many words, why are the engine failure statistics that mention magneto failure causing engine failure if not things falling into the accessory case. Looking at my own small fleet, I have removed 2 magnetos from my Cozy and gone dual EI, and I have 42 hours on the new Berkut mag and 2 Electronic ignitions on the old Berkut - so obviously I have been keeping track. As to the topic of the original report, the rebuild by the highly recommended shop, the thing failed about 10 hours after the rebuild...a ground wire screw was left loose. Nothing fell into the case, but really! I actually got an apology from the shop and shipped it back to Ron, still glad Bill convinced me I didn't know the total hours.

You think your trip out to the airplane is too long?: I asked if Toshi Shigeto, Vienna Austria, was still commuting to France for his Cozy repairs in the original builder's workshop: "Yes, I am still commuting 1800km one-way. (1120miles). It takes 20-22 hours depends on the traffic condition. I have spent over 220 days working days on this Cozy repairs. (He replaced the nose and is doing other stuff). The accident gave me a good opportunity to learn airplane (construction). Also, I have learned a lot from local builders who come to see from time to time to see how an 'alien' is doing." Beagle: I presume this means his host has a lot of patience too - which is typical of canard builders worldwide.