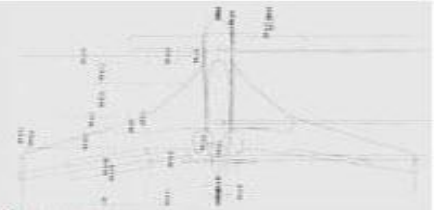


Squadron III

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



July 2020

Volume X, Issue 6

Picture of the Month:



Last photo: N97WP pitchout

FAA Developments:

From SoCal Pilots:

FAA DEVELOPS PLAN TO PRESERVE AIRCRAFT OWNERS
PRIVACY AS ADS-B BECOMES MANDATORY

The FAA has developed a plan to allow aircraft owners who have equipped with ADS-B to opt out of real-time flight tracking. While ADS-B Out will be required for all aircraft operating in most U.S. airspace starting Jan. 1, 2020, the mandate has caused some aircraft owners to worry about their aircraft data – especially location – being broadcast over the Internet.

In a move to ensure operator security and privacy, the FAA will establish new terms-of-service agreements with aircraft tracking service providers that will limit the sharing of aircraft data, if aircraft owners want to opt out from having their flight information broadcast over the Internet. The new terms of service are expected to go into effect by year's end.

Under Phase 1 of the "Privacy ICAO Address (PIA) Program," which is expected to be in place by Jan.1, 2020, the FAA will set up a web portal to accept requests from aircraft owners who wish to block real-time ADS-B position and identification information for their aircraft. These owners will be issued an alternative, temporary International Civil Aviation Organization (ICAO) aircraft address, which will not be connected to their aircraft information in the FAA Aircraft Registry. In Phase 2, which is expected to start in mid-2020, the PIA program will be transitioned to third-party service providers. Only organizations vetted by the FAA, such as law enforcement, will be able to reverse-look-up the true identity of an aircraft.

Previously, aircraft owners who wanted to block the display of their aircraft data could submit a Block Aircraft Registry Request (BARR). That program has been renamed the Limiting Aircraft Data Displayed (LADD) program.

RUTAN TIME:

Scaled 401 in the open: <https://www.thedrive.com/the-war-zone/34003/scaled-composites-stealthy-demonstrator-jets-spotted-working-with-high-flying-proteus>

Promoting the Breed:

From Cozy forum, new member: **CHAD WILHELM** Cedar Rapids, IA 319-270-3218 ChadWilhelm74@yahoo.com With a very original set of clothing aimed at Cozy builders and flyers. *"Excuse the shameless plug, but I just wanted to announce that I have created some canard specific designs available through a print on demand service. I am still tweaking and coming up with new stuff, but wanted to get this sent out in time for flying season for those that might be interested. <https://teespring.com/stores/airplane-builder>"*



Some of you old guys may object, that's as spicy as they get.

CALENDAR - Canard Events in RED:

Post-Flyin Contact information: No Flyins to report.

Non-Builder owner advice: Aileron up when done flying?

I borrowed a picture from Alan Sweeney's discussion on his use of a Gurney flap (the blue taped rod under the left wing). Many an airplane spends its whole life with the wings out of rig. I knew an Oshkosh winner that did it deliberately because the builder didn't want to make any change in the paint, the gaps, etc.



Note the aileron position at rest. Virtually nobody changes the trim after a flight, mechanical or electric. If you are pretty even tanks, left to right, and have landed and parked and see you're aileron up - first realize this is the no wind position, exaggerated by the lack of airspeed - but it is left wing reducing lift in coordinated flight - meaning the wing is rigged slightly up relative the right wing. If you put a thin washer on the single bottom left wing bolt, flew it and checked the aileron again, likely it would be much closer to streamlined. The builder was supposed to do that in flight testing. On the other hand if the aileron was way up and a thin washer didn't fix it, you might put a thin washer on the top outboard bolt on the right wing as well. But with the ailerons "getting right", just as Alan predicts, the nose of the left wing will go down on the relative the left strake, and with the second, the right wing will go up relative the right strake. Yes, as he says, you can fly it that way, but new fill and paint will be required to make it look right. We usually address rudder trim last with a little stopper sitting proud on the inside edge of the rudder cavity that with a facing wood stopper in the rudder cavity, kicks out the rudder that you are stepping on to keep the ball in the center. There we start by siliconing in a little sliver of a stir stick, sanding or adding more material until the ball is centered, then when the amount is estimated, replacing it with the stoppers inside winglet and rudder permanently with epoxy instead - cleaning the silicone completely away as the two do not mix. Variezes did not have the mounting bolts, the design had an aileron trim motor buried in the wing - so many model airplane motors have gone bust that you often see trailing edge fixtures instead - here's **Member Curt Boyll on his:** *"I have had a Gurney flap under the left wing trailing edge on my Varieze for about ten years. The first two owners didn't see fit to remedy the plane's tendency to Roll Left and Yaw Right ... very annoying. I used a Wendy's soda straw and white vinyl tape. The Left Rudder is also blocked to deflect about 3/8 inch. After doing those mods, this plane flies nice and straight. The Gurney flap is just outboard of the aileron. My first attempt had it way out near the winglet. But there was no effect out there ... I think because of the Washout."*

In Honor of the military pilots:



Because We Flew

Once the wings go on, they never come off whether they can be seen or not. It fuses to the soul through adversity, fear and adrenaline, and no one who has ever worn them with pride, integrity and guts can ever sleep through the call of the wild that wafts through bedroom windows in the deep of the night.

When a good flyer leaves the job and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder. We wonder if he knows what he is leaving behind, because we already know.

We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times.

We know in the world of flying, there is a fellowship which lasts long after the flight suits are hung up in the back of the closet.

We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was, and in his heart, still is. Because we flew, we envy no man on earth.

Author Anonymous

I came back from Vietnam with one of these and my South African Cousin, confused with the British Victoria Cross told the welcome home party that I'd gotten the VD. There is a DFC membership club - seems a way for someone to tap people for yearly contributions...sad to say.

Congratulations:

To Bruce Geisbrecht, Winnipeg, Manitoba who found a great O-320 Long EZ to buy and will fly out of Winnipeg/St. Andrews Airport (CYAV)



Prior owner out of control, apparently - oh sorry, it was upset training - solo.

"I'm grateful to the Canard community, they're super helpful and a good part of the reason I bought the plane. The guidance you've provided is appreciated, thanks! I'm getting some training next week with an Alberta flyer who'll be in town. Hopefully picking up Steve's plane in 3 weeks. This whole Covid business has really made cross border travel and dealing with bureaucracy a challenge... fingers crossed some normalcy will return by next summer. I'd love to connect with the community at some fly-ins. I'll make sure to connect with the Brandon guy, it's about 100 miles from here to there. I'd love to check out his progress. And yes, staying safe of course!"

Builder's Help Desk:

Eric Deslaurier of Chambly, Quebec: "Yesterday...it was discussed what was the best way to insulate various firewall penetrations. Here a little video giving some good advice:" <https://m.youtube.com/watch?v=Rs4ohdgulpE> Beagle: The slow talking lecturer didn't mention some of the excellent ways of connecting the Main battery cables through the firewall with fittings designed for them. Per Chris Randall: Blue Sea Systems Terminal Feed Through Connector https://www.amazon.com/dp/B000MMC7KW/ref=cm_sw_r_em_apai_N569EbJ4KESEF

Key Maintenance Tip:

Member Greg Norman, Oxford, MI: "Ever wanted to test a vernatherm or thermostat or clean a part with boiling water but got ousted from the kitchen? Here's the solution and a cheap hangar/garage tool... A buddy in a hangar nearby let me us his \$15 rice cooker. Boils water quickly. I used it to check my vernatherm oil bypass valve." Looks like Greg is doing his oil cooler next...



Electronic Ignition no go?

Klaus Savier has been "reminding me" of the installation instructions for his ignitions, in a kind of progressive way over the decades. He had installed my first ignition and I had never seen his installation instructions - I wondered why he never provided them to me. I have kind of summarized my about 30 year history with his systems and recently had an intermittent severe "mag drop" and decided it was a coil failure again - he had warned about "coils on the hot side" for years. Nearly 30 years and a blow by blow diagnosis of a "mag drop" with dual Klaus Ignitions. Anyway I wrote it all up in Library Item 23SIII35.

Airplane Plastics' Jeff Rogers on Canopy Cracks: *"I have been manufacturing canopies for 42 years. The following is what I have found works best. Stop drill with a 1/8" acrylic drill bit. Start drilling slightly ahead of the crack. If you see the crack advancing use less pressure drilling and support the back side. I see attempts using smaller bits but the crack keeps running right through the hole.*

Not all bits are sharpened properly. Practice your technique on some scrap. You can countersink slightly.

The 1/8" hole should be drilled out to 3/16" on larger canopies.

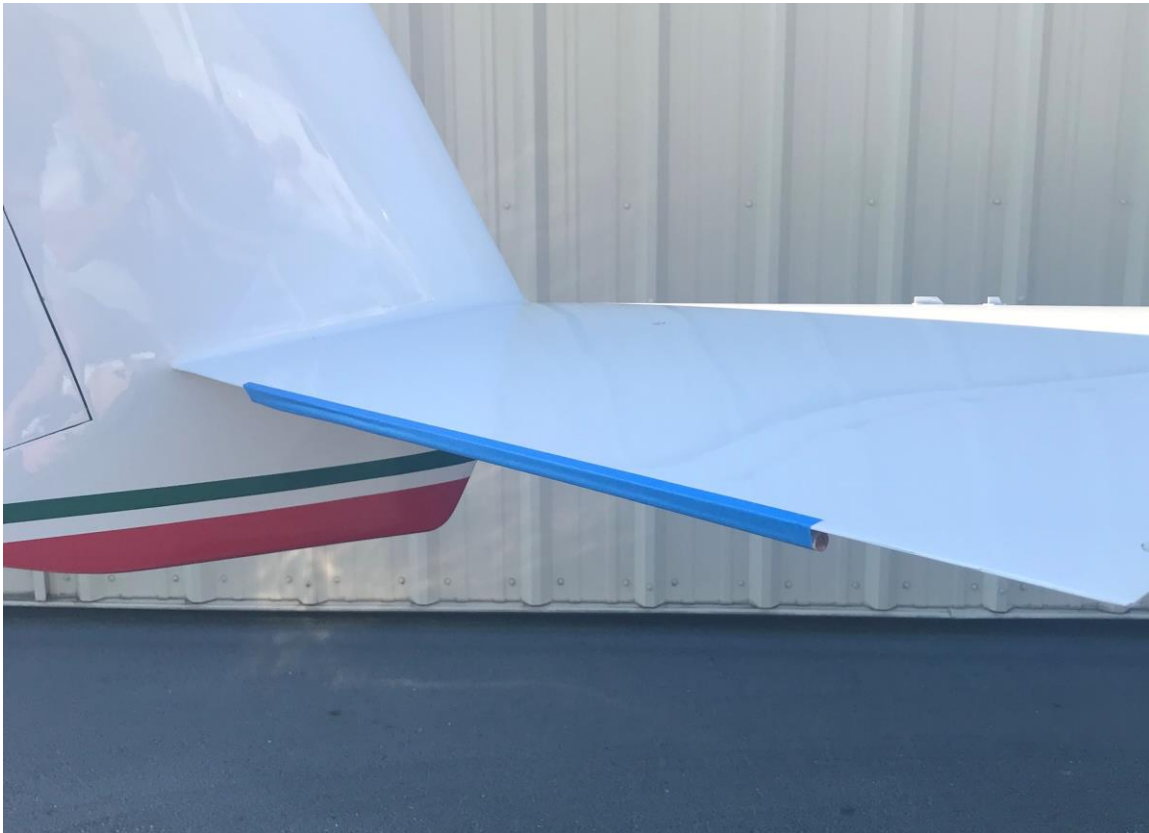
The hole can be filled with epoxy. Doublers are a good idea if the joint looks weak. A thickened glue will be in order. Usually looks ugly though. Don't use polyesters as it will craze acrylic.

The weld-on 3 is a solvent and should be given at least 2 days to cure. It can be applied with an applicator and small gauge needle. Buy the small funnel for transferring the fluid from the can to applicator.

Bottom line feel the edges of your canopy for burrs and nicks before installing. Craftics sells all the supplies. Buy their diamond dust drill bits. Abbeon sells a nice bit also. It's called a plexi-point black and gold."

Member Alan Sweeny, Louieville, KY: *"In my Cozy (950+ flying hours) I have always had the ball sit about 1/4 width to the left. I chose to leave it that way after Phase 1 testing because changing wing incidence by adding/ subtracting washers to the mount bolts would not cure the problem without also seriously re-contouring the wing/ strake intersection. And it was not worth that extra time and effort over a relatively small issue. So I have flown that way since then. I also could have shimmed the left rudder ("stepping on the ball"), but that would have introduced a left roll tendency requiring right aileron input and more aileron trim, etc. etc. It was all together not worth it. Then a short while back there was a discussion in this group about a Gurney flap, its origins and applications to airplanes. Marc provided a short analysis of the flap's aerodynamics. It seemed like a simple and easy thing to experiment with, this Gurney flap thing. So here is what I did:*

I taped a 3/8" wooden dowel 2 feet long under the left wing at the trailing edge just outboard of the aileron. That's all. On takeoff I immediately noticed the ball was centered, and in the climb and on descent and at normal cruise the ball also remained centered.



Previously my attempts to center the 1/4 ball deflection with a tiny bit of left rudder resulted in a left roll which had to be corrected with right aileron. A bit of a pain in the ass because if I wasn't paying attention then I'd wander off course enough to have to continually correct. I purposefully don't have an autopilot. I had added a little trim tab to the left aileron simply to assist trimming out the stick roll forces. It was all just subtle corrections. I didn't want to see an ugly rudder deflection even on the ground. Also I could remove the little stationary ugly, embarrassing aileron trim tab on the left aileron, and restore the manual aileron trim lever to a more central position. My simple Gurney flap today fixed everything. You'd think my Gurney flap would be just as ugly as a deflected rudder. But you can't see it in flight, and on the ground it is hardly noticeable unless you are looking for it. Later I will remove the blue tape and reaffix the dowel with silicone."

Food for thought:

Claus Xavier, Santa Paula, CA: "I have not used an air filter in 30 years."

Beagle: "Perhaps you are suggesting that updraft injection is always in clean air?"

Holliston: "I knew that Klaus doesn't run an air filter so I asked him if he worries about sucking up a bird into the throttle body. He said: "If I see a bird coming I lower the landing brake"..... another good idea."

Savier: "The updraft situation might help with the big stuff. But for me it is a balance of risks. Air filters can and have iced up. John Cannon died because his foam air filter got sucked into his Ellison (throttle body). By the time the filter is fine enough to do a good job at filtration, you have a substantial power loss which is also a loss in efficiency. Power and efficiency also contribute to safety! As long as dirt does not get into the oil! That is where

even the most minute debris has a bad effect."

Martin: "While I agree with Klaus for racing applications, or for high altitude flying, from time to time there is a lot of silica in the air and a lot more on the ground where we taxi. Still believe it is prudent to use a good K&N filter with a very well made airbox that will not take away any manifold pressure. At the cost of aircraft cylinders my guess is they will perform better using filtered air rather than no filter over the long haul. While I agree with Klaus for racing applications, or for high altitude flying, from time to time there is a lot of silica in the air and a lot more on the ground where we taxi. Still believe it is prudent to use a good K&N filter with a very well made airbox that will not take away any manifold pressure. At the cost of aircraft cylinders my guess is they will perform better using filtered air rather than no filter over the long haul. Dust or some form of dirt is frequently the principal factor in premature piston ring, ring groove and cylinder wear. If a worn or poorly fitting air filter allows as much as a tablespoon of abrasive dirt material into the cylinders, it will cause wear to the extent that an overhaul will be required. Evidence of dust or other dirt material in the induction system beyond the air filter is indicative of inadequate filter care or a damaged filter. Now a Tablespoon could be easily consumed by taxiing or flying through one dust devil. And as far as worn rings and scratched bores - I've seen it, not pretty..."

Dave Nelson: "I've flown my STD-RG Velocity (IO-360) without a filter for 1600+ hours. I do regular oil analysis. I've never yet had a high silica report, or any other abnormal wear issues. Perhaps I'm just lucky - I'm not recommending this approach, just reporting my experience. I do, however, wonder if your specific reference to "as much as a tablespoon of abrasive dirt material" is referring to experience from a ground vehicle? Perhaps you could provide a reference?"

John Bauer: "I am content with my supposedly low-restriction K&N filter which can't be sucked into my Ellison TB. However, for those on the fence regarding filter or not, here's a possible solution. Why not install a carb heat type valve and select the filter only when on the ground or flying through smoke/ash from wild fires, etc.?"

Klaus Xavier: "Back in 1985 I was rebuilding my 0-200 in the late John Parker's shop in Torrance. He had an excellent facility and lots of 0-200 experience since he won Reno in the FI class a few years earlier. I learned a lot from him, also what not to do.

While I was at work, he thought he would do me a favor by cleaning up my crank case to get it ready for inspection and reassembly. He also wanted to try out his new giant sand blaster. At first I thought jeez, that sure looks nice and uniform but what about all that sand? I cleaned it more than normal using a solvent gun and brush. After reassembly and brief test run, I could immediately see "comets" on the cylinder walls. I immediately took the engine back off, disassembled it, cleaned everything again, spent a couple of days just making sure everything was clean. Reassembled all, tested, flew and a week later I still saw a few comets on the cylinder walls. I did the whole procedure again. This time I took the case to the car wash and pressure washed it with hot soapy water, about three cars worth. That got the majority out. I was hypersensitive then and checked a lot and the cylinders still had some occasional comets. I looked at other engines and saw a little of that too. Optical inspection at 20x showed that all cast surfaces retain some of the sand used in casting them. I assume that vibration, flexing and heat releases some of the sand sooner or later. And this is one reason why all my cases are laboriously polished on the inside!"

Requests to Individual Members:

Charles McDougal's jet charter company has gone tits up - He wonders if any of you know of any work he might take on Beagle has his resume. "I am at the back end of my professional flying career and my company is in the pooper. So I am seeking a good paying job where I can contribute to a good operation. At 68 I am out of luck for PIC in international part 135 operations."

Are you aware of any independent full service King Radio Repair places:

Ron Laron Reports: "I have always been a big supporter of King radios. Honeywell now owns King. If you contact them for repair, their support is from India. I send probably 10 emails before I got anywhere. Finally, I got a quote to repair my KLX-135A radio. Just so you know, it needs a battery. The cost is \$1600.00 which I think is their flat rate and a bit much for a battery and a database update. King used to charge something like \$90 a year for updates. King used to be a great company, but Honeywell isn't. I wanted to warn Canardians to be careful when you order radios as the repairs may be very high. Just as a side note, Spruce sells this radio for \$1600 for the whole radio."

What the flyers are doing:

Benoit LeCoq, Viuz en Sallaz, France showed us his new glass panel and has flown now: "Indeed, the first flight happened Wednesday last week. 15 min flight to check aerodynamic parameters. Everything is ok. Took the cowlings out the next day to check the engine. Everything was ok. So I did a new longer flight last Monday. I check the auto pilot basic modes which were ok. I loved the ground proximity warnings which happened to pop up a lot as my flying area is very mountainous. I will do the radios certification check at the radio shop end of June."

The Cozy Girrrls have added a Long EZ to their quiver...



"I guess way back when it was a project taken over and completed by Ron Verderame, he sold it to Tom Carey in Nashville probably 16-17 years ago. We talked Tom out of it a few weeks ago. Needs some TLC but originally sound and well built, good motor, crap panel. Trying not to go down change, improve, & mod rabbit hole and just get flying."

Pete Ford, Tucson, AZ: "I bought N188HL from Jim Kaschmitter almost 2 years ago now. Then 1 year ago we moved to Tucson and have it hangered at Tucson International. It's doing great in the heat and think I'm the only Velocity/canard on the Field. I pray all is well with you and you're getting some flying in. Godspeed...."

Larry Brannon, Placentia, CA: Asked if his Long EZ is up and flying: "Not yet. Coronavirus and stay at home has gotten in the way. Hopefully in a couple months that will change."

New member Bruce Giesbrecht picking up a Long EZ in the US.

"I'm fortunate in that we live in a province of 1.4 million where we have only had 320 cases and 7 deaths so far. Things are opening up here and life is slowly returning to normal but masks are a part of daily life and there are still lots of restrictions. I have to fly for work and am at a higher risk than some but it's manageable....I'm planning to pick up my plane from Steve [Emley - Oregon] next week, I don't expect any hiccups at the border or on the way home but things have been far from normal so far in the import process thanks to Covid. I'll not be able to relax until the plane is home in my hangar [July 8]."

Cameron Garner, his wife and 4 boys from South Island NZ bunked down with us after arriving LAX; with a 3 month US stay, he bought a Suburban locally, took off for missionary friends along the way and are now in their uncle's spare house in Michigan for the summer. The Airline wouldn't let him delay his tickets any later and the US won't let him stay for more than 3 months this time. So he will come back with the family in 2021. He's building a Cozy IV.

Nate Mullins is transitioning to Texas this week and will base at the Stinson Municipal Airport (KSSF) south of San Antonio.

Formation:

One of my Pilot School buddies' sons digitized this T-37 stuff - it brought early formation training back to me in a rush - the T-38 was so much more of our formation training (my favorite flight ever was night four ship formation aerobatics) - this element of T-37 training was completely eclipsed in my memory. https://www.dropbox.com/s/p7mea30j2pk0ghe/DAD_1969.MP4?dl=0

News on Infinity Gear:

From J.D.Newman: "Concerning my Retractable Main Gear for Canards, I don't have any more in stock at this time..."

The problem is, Americans want instant gratification for everything. We don't have a quick build canard like Van's RV does of their metal planes. That's also why the canard world is dying -- I remember when there were 100's of canards at Osh., now only a few show up. EAA says the average scratch built Sport Aircraft takes 7 years and 4000 hours, and/but less than 20% are ever finished; hence, money up front. To make another run of my Retractable Main Gear for Canards, I would need 100 50% deposits." **Beagle:** I don't think there were 50 Infinity gear in however many runs JD made. I personally don't think less than 50% of the Long EZs and Variezes started weren't built, maybe Burt knows better. Lots of plans

sold, a different figure. I blame the shortage of new canard builders on the lack of EZ and Cozy III plans promotion, different from Aircraft Spruce's lackluster Cozy IV plans promotion and for lack of completions on the rise of the internet where so much time is absorbed. Back in the heyday JD mentions, he started and never finished the Infinity aircraft itself. I honor him for returning an investor's money.

Safety Recommendation: If you have Infinity Gear, paint a mark where the lower strut parts are glued...to assist in identifying any twisting of glued parts.

Peter Fischer had Bill Oertel, James Emons and John McAvoy rework his Infinity gear while at Chino - the installer, now deceased, had very poorly sealed the tank around the wheel well, the gear doors didn't fit, the sequencing program needed replacement - at the end of June I got this note from Peter: "My right gear is angled about 10 Degrees outboard, discovered the glued parts on pic turned, bad glue I guess, thus plane grounded, grrrrrr!!!!!!" **Bill Oertel had the same thing happen on a trip to Santa Barbara, had to send parts back to Infinity. Unfortunately, Peter's free ride to LAX has been cut off by the virus. He's flying the club Robin:** "...borders within EU are open since mid-June, flying within Germany opened mid-May, the trip crossing the Alps and flying along the Mediterranean shore from Nizza to Marseille was super, Gibraltar is still closed due to Corona Virus, thus went back home. Thanks for Jonny's address in Malta, I am planning to fly there. Love to fly and bike, the Robin is a great plane, however slow 115 kts IAS."

34 Years of Central States newsletters on a stick:

Do you need a COVID 19 escape?

Terry Schubert (OH), Central States Association Newsletter Editor Emeritus

Are you tired of watching TV reruns and want to think flying?

Are you stuck for a solution to your canard airplane problem?

Do you want your canard to fly faster on less fuel?

Consider this solution.

End sorting through an 18" stack of CSA Newsletters containing more than 4600 pages to find solutions that are proven to work.

Have a complete set of Central States Association Newsletters from 1985 to 2020 on a quick to search flash drive.

Stop sorting through several over loaded 3-ring binders that fall open to hopefully find the article you need.

Have the ability to go right to the article you want at the push of the button thanks to a searchable index.

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9283 Lindbergh Blvd
Olmsted Falls, OH 44138

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New members:

Joining:

20 FECZKO, FRANK 118 Seneca Dr., Harmony, PA 16037 614-795-3670 (Cell)
Ffrescaa@yahoo.com Varieze: Nearly Done O-200 Zelienople Municipal (KPJC)
or Pittsburgh/Butler Regional (KBTP)

Joining:

96 SHOWAH, Dr. MICHAEL F. 7931 E. Moreland St., Scottsdale, AZ 85257-3751
480-990-7597 AirAmp@Cox.net Long-EZ:Ch20 O-235-L2C C150H N22196 O-200

Varieze: Proj. Scottsdale Airport (KSDL)

Joining:

10 RUSSELL, JAMES Electric Shadows, Inc. 841 O....Sequim, WA 98382 817-691-5465 fshort@flash.net Cozy IV:Ch5 Sequim Valley Airport (W28)

Joining:

03 ZAMBER, JON E. & CHRIS 361 Willie Adams Rd.,
Jackson, TN 38305 731-426-2244 JZamber@GMail.com Long
EZ:N19SH O-235 sold Varieze



Joining:

13 PILKINGTON, LARRY O. & HEATHER 7770 SW Ellman Ln., Portland, OR 97224
971-983-6833(Cell) LOPilk@GMail.com Long-EZ:Ch 9 O-320 Aurora State
Airport (KUAO)

"Please sign me up!...My Long-EZ is finally in a spot to be worked on after 13 years of moving it all over the western half of the USA."

Joining:

12 MOORE, MONTY 246 Lake Rd., Chencellor, AL 36316 972-352-9995(cell)
Moore3C8@GMail.com 334-406-0595 Previously owned Varieze: N273EZ Bought
Varieze:N

"I have the Varieze in the hangar as we speak. Most of my time has been searching out and making simple corrections from previous owner. I was able to take it to South Florida last month, resulting in a pleasant flight. As a result of that flight, I am now upgrading my old headsets with the ANR, Inc. retrofit and making plans for a better NAV package. It came with an IFR panel housing four gyros but the two that are operational grown worse than I do getting out of bed before sunrise. Gaining a quick understanding of the useful load of the EZ, I hope early

next year to save about 15lbs, after nose ballast, replacing the gyros with the iLevil AHRS. Have you seen that unit? I am also shopping for the right Viton o-ring for the fuel caps since the ACS brand replacements swelled to the point of requiring minor surgery to remove (fyi). Thanks for the recent newsletter. It was good to see the Evergreen, AL fly-in there. In fact a fellow flyer and I planned for it, but thirty knot winds kept us from launching..Unfortunately I'm consumed with domestic chores and trying to keep a Mooney flying so I've made no progress on replacing the MLG on the Varieze. Considering such, I'd be thrilled with a trial membership for the motivation no less. Please sign me up."

Joining:

20 BRYANT, KELLY (Gekko Reptile) Nr. St. Louis, MO nmlizardman@gmail.com
Former USAF/ANG Boeing pilot Building a Long EZ

"Yes" you can add me to your [Squadron] newsletter list. My background is diverse and my career path didn't allow me to become an expert in one area. I spent 10.5 years USAF (9 @ Holloman) then 10.5 Air National Guard in ABQ. Ended up spending over 25 years total in NM. I earned my BSEE during the ANG years and worked for government contractors until retirement 5.5 years ago. I spent the last 13 years with Boeing doing F-15C AESA radar flight test. I started researching canards 10-plus years ago, thinking Cozy. My lovely wife is pushing the Long EZ because she knows it's my preference even though the back seat is not great. She understands! Now I have the time, resources and shop to build."

Joining:

18 BECKLES, WARREN 2869 Park Meadow Dr., Apopka, FL 32703 407-430-5894
wbeckles@gmail.com Velocity XLRG: Priming for paint.

"I took over a velocity XLRG project about two years ago and I am getting ready to prime and paint the fuselage. I may just keep it in primer for a while but I am exploring options."

Joining:

Beagle thought all the Iowa folks were in 319 area code - but as they are not, we've put all but one in the 319 Area Code list.

16 WILHELM, CHAD 2331 Agate St., Marion, IA. 52302 319-270-3218
ChadWilhelm74@yahoo.com Cozy IV:Ch 21 **Sells apparel focused on Cozy builders**

Joining:

19 WHYTE, MARK A. 9561 NW 52nd Pl, Coral Springs, FL 33076-2653 954-531-8057(Cell) MarkWhyte2@GMail.com Long-EZ:N25KT 635 hrs. O-320-E2D "How do I go about signing up?" **Signed him up.**

Joining:

16 PEGG, JEFF 3074 W. Hwy 114, Paradise, TX 76073 683-300-7999 [940-]
JeffPegg@Yahoo.com Velocity RG:N499V IO-360 **Flying Nickname?** Bridgeport Airport (KXBP)

Changes in E-mail:

Benoit Magnan, Richelieu, Quebec bmagnan61@gmail.com
Glen Porter Yucca Valley, CA longez102@earthlink.net

One Off Canards:



One of our members has an eGo, the designer is still out there – the usual insufficient funding or marketing...

Added to the Electronic Squadron library:

3CZ15 June 2020 Cozy 3D Models – Cerny & Dobbs

3MS67 2013 Appendix C to General Aviation Aircraft Design – on Canard Aircraft Design by Snorri Gudmundsson

3MS68 (I Don't have this but would love a copy to be donated for loaning out). Dorworth, L. C., et al (2009) *Essentials of Advanced Composite Fabrication & Repair*, Aviation Supplies & Academics, Inc., Newcastle, WA.

23CA1 Jun'20 Klaus Savier answers questions about cooling, cowls and baffles for Varieze guy

23CZ39 Jan 2012, How to use EGT readings by Marc Zeitlin

23CZ40 Jan 2012: How to set the engine idle on an injected O-360 by Ken Miller

23CZ41 Dec 2011, Upsizing Engine – how to drill new Engine Mount – to avoid damaging the Extrusions by Joe Person to Tom Staggs

23CZ42 Oct 2012: Discussion on appropriate Prop and Engine Mount Bolts by Jones, Redmon, Zeitlin and Miller

23CZ43 Jan'12 Finding Engine mount cracks – paint the mount white..Ventura, Evans, Jose

23SIII35 Jun'2020 Sussing Big Mag Drop with dual electronic ignitions by David Orr

23VV11 Jul 2020 Velocity reproduction of an RV discussion on where the oil goes in the typical Lycoming engine, vernatherms, oil filter attachments, etc.

25VV5 Jun'20 Don't put trim near the leading edge of canard or wings – Orr, Hunter, Johnston

27CA1: Jun'20 Discussion on setting Glide Ratio and turn backs by Martin, Williford, Orr, Zeitlin, Rutan and Savier.

Covid19 stuff:



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I don't see Mass protests and looting in the list.

Oh and Trivia:

Warning, the planes look lower, but they were always 1000' above people on the ground. Remote cameras are the answer. <https://youtu.be/ymo40c6d6JA>
Never saw this before the Rocky Mountain Flyin.

From Last issue:

Nick Ugolini, Charleston, SC: read about the GU eccentric elevator tube issue and sent in his website reference for the later re-invention by Dave Ronneberg:

<http://nickugolini.com/Website/OffsetTorqueTubes/Offset%20torque%20Tubes.htm>