

Squadron III

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



November 2020

Volume X, Issue 11

Picture of the Month:



Bob Holliston taking a friend's wife for a ride - photographed by the husband

FAA Developments:

Well, not FAA, but NTSB reports summarized for 2018...

https://airfactsjournal.com/2020/10/ga-safety-trends-what-should-we-worry-about/?trk_msg=JT0CL8BSLF74FBEEB5EQVP1VAS&trk_contact=TJBO7QKR9Q7H20N7NPRBBFHKLG&trk_sid=5RA5P47I2DUDJUB6B4OP4HUIA0&utm_source=listrak&utm_medium=Email&utm_term=READ+MORE&utm_campaign=A20104C&utm_content=Fast+Five+-+October+31

Promoting the Breed:

John Bauer, Prescott, AZ: sent a set of homebuilt maps created by neighbor Chip Fleming showing FAA registered plane locations, some backwards planes too: <https://public.tableau.com/profile/cf86301#!/> John points out that I gave credit for the Long EZ map to the wrong person, last issue - Chip created that map too.

Al Smith, Rancho Cucamonga, CA: About Red6, which is run by a member <https://www.thedrive.com/the-war-zone/37647/pilot-in-a-real-aircraft-just-fought-an-ai-driven-virtual-enemy-jet-for-the-first-time>

CALENDAR - Canard Events Named in RED:

Jan 1, 2021 8am Chino Airport (dress warmly for outdoor seating) at Flo's Restaurant. Ramp jaw - at safe distant.

Feb 11-14, 2021 Copperstate Flyin, Buckeye Airport, AZ
(KBXK) www.copperstate.org

Apr 11-16, 2021 BAHAMAS BASH

The 2021 spring Bahamas fly-in is set for April 11-April 16 at Cape Eleuthera Resort on Eleuthera Island, landing at Rock Sound (MYER). This is the same itinerary as planned for 2020 prior to the COVID 19 pandemic forcing cancellation. Note that the Bash will occur during the week of Sun-n-Fun due to scheduling conflicts. We will depart Ft. Pierce, Fl. (KFPR) on Sunday April 11 and fly direct (mostly) to MYER. MYER is an Airport of Entry (AOE). They do NOT have 100LL fuel there (but it is available just 5-10 minutes away at North Eleuthera). Once again, we will have an arrival party with free food and drink! We will depart Rock Sound on Friday the 16th to head back to Florida.

We have negotiated a group rate. You will be able to apply the \$300 pilot discount (if the Bahamas offers that again this coming year) which will help reduce costs, essentially paying for one night's stay. Cape Eleuthera Resort is looking for one-night rental as a deposit. In the event you must cancel your reservation; 30 days in advance they will refund your deposit in full, less than 7 days and you will forfeit your deposit. Only a limited number of rooms will be held at these rates so book soon. Contact info to reserve your room is: Alvonda or Chris 1-844-884-1014 (toll free) Let them know you are with the Bahamas Bash Canard group. Go here www.capeeleuthera.com for more info on the resort.

I believe I have emailed everyone that has traveled with us before, or has expressed interest this year, but please feel free to forward this email to anyone who may be interested. We look forward to another adventure with great friends in paradise. We have always had a fantastic time on these trips and we hope that you can join us. Feel free to call or email me with any questions. Chris & Curtis (Willy) curtis@cwray.com CELL (937) 689-2525

Apr 13-18, 2021 SUN 'n FUN Aerospace Expo flysnf.org

The SUN 'n FUN Aerospace Expo is Florida's largest annual convention of any kind, and the 2nd largest air show in the world. Join over 225,000 aviation enthusiast for 6 exciting days of cutting edge technology exhibits, forums, workshops, career fairs, and of course our world-famous breathtaking aerial displays by some of the best airshow performers in the business!

Non-Builder owner advice - something for old builders to remember too:

10/20: Matt Bunch, Georgetown, KY On the Emergency down switch: Time to fess up. I'm circulating this email so others can learn from my mistake (thankfully on the ground). I found an item to update my checklist for those who have Steve Wright's nose lift. The emergency down switch has a top, middle and momentary down location. I installed this system so I knew this. Top is system on, middle is system off and down is emergency down switch with power straight from battery to motor. So....., while at RR, somehow that switch got moved to the middle position, which killed my gear. When we loaded up the plane to leave, my main nose gear did not move. My checklist did not have a line to verify the location of the emergency down switch and I simply forgot to check that switch. I knew I could get the gear down with the emergency switch but checking its location was not on my checklist. I then used the Emergency Down switch for 17 seconds (thanks to help from Rick Hall and others) to get the gear down in its correct position and we headed home. The gear was down the whole way home. I later figured it out (actually remembered the same issue from a several years ago-ugh). So, for those who have Steve's system and his standard emergency down switch, make sure you have that on your checklist. It's a little switch but it kills the entire system if accidentally moved to the wrong position. I've now added that to my checklist."

In Memorium:

From Patrick & Linda Elliott - Round the Worlders: "**Gordon Hindle** of the Vancouver area, BC, Canada lost his battle with lung cancer and passed away 5am local time on Sunday past. Gordon had a very fine Varieze he hangared at Boundary Bay airfield



and was a wonderful help to Linda and me back in 2011 when we shipped our Long-EZ across the Pacific from Taiwan to Vancouver. Gordon negotiated a hangar for us to rebuild the EZ in and organized a crane and driver for the container lifting. If I needed an extra pair of hands or tools I didn't have, Gordon was always there to help out (photo' of Gordon and me with mascots at his hangar). He couldn't have done more. We shall miss a good friend."



Patrick & Gordon

Congratulations:

Mehran Salamati, based at Van Nuys Airport, has resurrected Dave Ronneberg's old O-540 Berkut – and done his first new flight:

He redid the canard cover, drip rail system and many other improvements with Dave's help. Mehran did his first flight in late October – doing a pattern where the oil temps and cylinder temps remained perfect, a small leak was found in the gear hydraulic pump (internal shuttle valve) which hasn't been sold commercially for a decade – so he's going to machine a new one and offer replacements to the retract guys. Some little elbow touched the cowl so that will be addressed before second flight.



He is a master with electronics in panels so he has thoroughly redone the panel:



The Long EZ guys haven't seen so much room, but the Berkut back seat is also bigger than the front...keeping kit wives happy during the demo flight, right?

Congratulations to Fred Nielson, of Mesquite NV:

"...I have been restoring [Ed Kelly's Long-Eze N8JE] and almost have it done. It is now equipped with a O-SMOH TIO-320-B1A and a constant speed 3 blade Whirlwind prop. I've added a starter and a new suite of Dynon Skyview/ Garmin 430W and A/P; also new MATCO wheels and brakes. It will be ready for testing in a few days."

Congratulations to Wolfgang Huhn, Blue Ash, OH:

"☺ After more than 9 month I have the Mini-Defiant here (from France), unloaded, assembled, N666DE, in the next days the FSDO will do it's checks and I will have wings again."



Attila has had a Long EZ, Cozy Classic which he brought from Europe, a full sized British Defiant he imported, so he knows what he wants - a bit of a gadfly like Beagle.

Builder's Help Desk:

For those of you that have 4 seaters and want 3 point belts in the front – here'

I have a setup like that. When I had my seatbelts done the second time, they switched out my buckles so the lap belt can be adjusted manually and the top is adjustable (there is an extra loop through the buckle). This provided a very comfortable installation.

Originally I got the locking type on the top and that was a big mistake. That type requires a perfectly vertical install or it starts ratcheting down on you. Mine eventually got jammed. Don't do that. If you call up Seatbelt Planet and ask them to look up my last order, they can tell you what I ended up with. They now work really well.

Key Maintenance Tip:

Velocity Experiments to reduce landing and takeoff speeds.

Bob Gaudio, Charlotte, NC: Visited the Velocity factory and "Scott Swing pulled up with a mod on the trainer for the canard that could reduce the stall speed down into the low 50kt range and possibly lower. He's experimenting with modifying the canard similar to the attached picture. He's already done some flight testing with impressive results. Not sure what the top end effect on speed will be yet. Scott also has a short field video of him taking off with the mod that is truly impressive. You'll have to get him to upload it when he's ready."



The VOBA guys, and in particular the old military flyers from the ancient past described the slats on the F86, etc. that pop out at nose high AOA, and those of us who have read up on the Cozy and a Long EZ flat stall due to CG issues showed our concern. One described a roll induced by one wing slat activated and the other not activated.

I asked Burt Rutan what he thought of this design and his comment was:

"That canard mod is dangerous. It will be dangerous until a very large amount of testing (all cg positions, altitudes, weights and dynamic entries) is done to prove it is safe. (We discussed the Cozy IV flat stall experiences.) The Long EZ was susceptible only when operating behind the aft limit cg. To account for builder variations, the Long-EZ had its allowable aft cg revised to a more forward location."

I remember Mike Melvill putting on a modified canard and ending up in a flat stall, trying to hold the stick down while opening the canopy to get out. Anyway, Burt then sent me this historic photo:



Burt: *"Photo shows the test rig to measure drag and pitching moment on the Long-EZ. A big truck driven about 50 mph with a wind-tunnel rig on the front."* Of the Locals at Santa Monica, Don Denhard's Long EZ was picked because it was closest to plans.

You may also remember that the Beech Starship has a canard that changes shape, swinging forward to increase canard lift to match the flaps on the main wing. The systems are interconnected, so you cannot increase lift on the canard without increasing lift on the main wing.

Requests to Individual Members:

Have you had your hull paid for by insurance?:

Art Olson, Tucson, AZ: *"I wanted to ask your opinion about insurance companies, over the years seeing different accidents with people's planes when they had full coverage can you say they paid up or would you say they tried to find ways to get out of paying as I'm having a discussion with my old partner in my plane."* [I told him most of my friends don't have hull insurance... but if you did and needed it, could you answer me?]

What the flyers are doing:

David Orr, at Whiteman Airport, CA Hal Hunt Hangar Sale - including a nicely Built Long-EZ, structure done. Originally scheduled for early December, the Court paperwork is delayed and will now occur in January - contact David@CanardFinder.net for bidding information (by text) and more photos:



Nate Mullins, San Antonio, TX: "Will be starting on "A Frankenstein Berkut like project."

Peter Fischer, Bachenbulach, Switzerland: "I had a good flying season in between 1st and now 2nd Corona (Covid19) wave, 35hrs. 4 times crossing the Alps to the Mediterranean, I had Oxygen installed, beautiful flights, 3 times to Cannes (LFMD) once to Venice, a historical airport, a REAL beauty <https://www.aeroportonice.com/en/> I recommend visit there, one of the few which wasn't bombed during WW2. I used our Robin 4-seater, would have preferred my EZ!"

Jay Van Every, Ft. Worth, TX - asked about progress on his project: "I wish I could be home working on it. I spent some time setting up the shop and building a hotbox for the pump and cabinet for the glass. After inventory and a little more education I got to start going through and fine checking the work done. About a month ago I had to go to San Diego for a few months for C-130 school. I have a few months after that and then deploy for 6 months. Should be my last deployment and then should have some solid time to work on the plane. Got to meet and visit with Marc Zeitlin a few weekends ago to pick his brain. Good times."

Doc Richard Goldman, Northbrook, IL: "Don't really know what chapter I am on however now I am finishing undone things. Plane is basically done engine is rebuilt. Electrical and instrumentation is finished. Next weekend I will finish the canopy electric raise and auto lock system—has already been mounted and tested. Although engine induction PRSU and cooling system have been mounted I have removed them in order to install the SS firewall. Pitch AP is temporarily mounted, roll will be soon. Have been doing body smoothing as I go along and minor things still left. Still have wheel pants to finish and mount. All radios light up properly. 95% done 50% to go. I hope to have it primed by spring. We will see."

Mike Carra of Aiken, SC, and apparently Palm Springs, CA again:



"My wife and I are busy with work in the Palm Springs Desert area, so we bought a house that we take possession of on the 13th (Nov)... Oh my god that's tomorrow! We are both flying back-and-forth... too much on business and the success of the businesses will keep us busy for several more years. I will be in the desert on the 19th through 8 December and will be the guest speaker at the Palm Springs Air Museum on December 5, speaking on American aircraft at Pearl Harbor on December 7, 1941. You can take a look at the scheduled events page on my website... michaelcarra.com. I've been speaking at the museum for seven years amongst other locations..."

New members:

New area code in the address list: 484/610(PA):

Already a member:

10 RILEY, MARK 39 Brittany Ln., Glenmoore, PA 19343-1153 267-977-1718 [484- & 610-]
the_rileys1@verizon.net Velocity XLRG-5:N929X IO-540-L1B5D
<http://marksvelocity.blogspot.com> Chester County Airport **Flying Nickname?**

Joining:

20 WINICK, EVAN 358 Indigo Way, Allentown, PA 18104-8421 516-639-9004
[484- & 610-] WinTec@aol.com Bought: Cozy IV:N40TD 2 hrs. O-360 working on
it. Allentown Queen City Muni Airport (KXLL)

Already a member:

09 MEYER, ANDREW "PIDGEON" 212 Armitage G, Lincoln University, PA 19352 630-618-8800 [484-
,610-] Meyerfl6@gmail.com Long EZ:N44T 1250 hrs. O-235 Boone Municipal Airport (KBNW)

Joining:

13 FINCH, TOM 3319 Parkdale Dr., Kingwood TX 77339 302-824-4069(cell) [832-
, 713- & 281-] tjf3019@yahoo.com Velocity S RG:N688RR Franklin 6A-350SER
(Plane stored in Kansas)

Joining:

18 KAVANAGH, PRESTON 2917 St. Andrews Bl., Tarpon Springs, FL 34688 813-
507-6569 [727-] preston.kavanagh@gmail.com Cozy IV:Ch21, Hidden Lake
Airport (FA20)

Joining:

19 BLYTHE, ROBERT ALAN 5374 Southwood Dr., Memphis, TN 38120-1904 901-335-
3535 alanblythe@comcast.net Aerocanard/Cozy IV:Ch? O-540 [N769X]

Joining:

20 RESTALL, BROOK 56 Madera Rd., Debary, FL 32713-2016 407-484-7635(cell)
brook.restall@gmail.com Bought: Long-EZ: N18BP 625 hrs. O-235 Covington
Airport (M04)

"Jack Krips mentioned Squadron III again just a few days ago and I made a note to follow up now before I forget to again. I am interested in membership. I'm also interested in donating time to any kind of organizational effort for compiling data resources in one central location/data repository, or, even just referencing remote articles,

forums, blogs, etc. from one central source. I can offer a few hours a week on that kind of thing. The rest of my spare time will need to go towards flying and building. I take a road trip to pick up a recently purchased set of Cozy Mark IV wings and GU Canard next week. I want to build a fuselage for those components to fit to. So that'll be occupying the bulk of my time. It's interesting to see how the canard community is both fragmented and united simultaneously, and your work contributes to uniting us and promoting a worthy cause."

Joining:

20 DOUGHERTY, SEAMUS Santa Barbara, CA [805-] sfdougherty93@gmail.com
Ship Officer, Student Pilot, Emeritus. CA Santa Barbara Airport (KSBA)

Joining:

20 GAISER, JAMES Beale AFB 805-801-5368 [530-] JamieGaiser@Hotmail.com UPT
2003, flies T38 and U2s. Emeritus. CA

Joining:

16 BANQUER, SHANE 25416 White Lake Ave., Livingston, LA 70754 225-999-6042(cell) shanebanquer@gmail.com CFI/CFII Owned two Long-EZs, both sold, sold Varieze and Bought and refurbishing: Long-EZ:N616PH 620 hrs., O-320-E2D 500 SMOH

"I'm now living in a small town outside of Baton Rouge LA. I am doing a refurbishment on Pat Halvorson's old Long-EZ N616PH. I started with a Varieze that I finished (N924FS). While flying the VE I purchased a Long-EZ project that was never N numbered. While working on that project I discovered another Long-EZ that had wing damage from fuel contamination in the leading edge on the right wing (N626M). I purchased that project and had 3 horses in the stable. I had to make room so I sold the VE and the first LE. While working on the wing damaged LE I had a fella made me an offer on the plane after I fixed the wing and couldn't refuse the offer. Once I was left with no airplane. I talked to Pat about purchasing his Long-EZ and saw potential in his plane. Just needed some modernizing and TLC." **Shane has his eye on a flying Long-EZ so he can fly while working up the current refurb project.**

Joining:

99 TANNEN, CHRISTIAN Via Naranja 4230, Vitacura, Santiago, Chile 56-2-242-2567 christian.tannen@jabiru.cl sold Quickie Aerocad Cozy IV:ch? Aeródromo La Victoria de Chacabuco [SCVH]

Joining:

20 BAKER, FIRAS LEO nr. Manchester, UK +44 161 976 1283(H/fax) +44 7958 449 552(cell/Whatsapp(UK) firasbakir@gmail.com #341, Cozy III:Ch?
Workshop: Alderly Edge in Cheshire where also restoring a classic Howard Special T-Minus. Flying plans built: Jodel DR200 Sleaf Airport (EGCV)

"I did not start any preparation work on the engine yet, so it seems logical to go along the O-320 route. I have a workshop on an old airfield near Alderly Edge in Cheshire where I am building the Cozy as well as restoring a classic Howard Special T-Minus. I also fly my 4-seat Jodel DR200, that I also built from plans,

from Sleaford Airport in Shropshire. I have a brother and sister - both live in Santa Ana, (CA). The USA is great place for flying. I obtained my first FAA PPL license in Florida back in 1990 and then got my UK CAA PPL license when I returned back to the UK few months later."

New area code in the address list: 717/223(PA):

Already a member:

97 FRITZ, KERRY & CAROL Zephyr Hills, FL in Winter 2152 Sherwal Ave, Lancaster, PA 17601-3020 717-575-8100 717-560-7520 [& 223-] in summer, kclongez@hotmail.com Long-EZ:N25KF "Tropical Lightning" 800 hrs. O-320 Lancaster Airport (LNS) Zephyr Hills Airport (ZPH) **Flying Nickname?**

Already a member:

08 STULL, MIKE "TUMBLEWEED" & EDITH 825 Sportsman Rd., Denver, PA 17517 717-553-3209(Cell) 717-200-3142 [&223-] MStull@PTD.net Cozy IV:N6371Z Deck Airport (9D4)

Already a member:

17 GESTL, DAVID W. 14959 Keesey Ct., Stewartstown, PA 17363 410-960-3883 [717- & 223-] dwgestl@zoominternet.net or Sales@DwoKitchens.com Cozy IV: N237DG 70 Hours York Airport (KTHV)

New area code in the address list: 724/878(PA):

Already a member:

00 FROBLE, DAVID "DACTILE DAVE" Dave Froble Enterprises, Inc., 170 Grimplin Rd., Vanderbilt, PA 15486 724-529-0450(O?) [& 878-] davef@tsoft-inc.com Pterodactyl ultralights since 1979, Bought LONG EZ:N85PK O-235-L2C & LEZ project Stalled Connellsville Airport

Already a member:

09 KRILEY, PHILLIP A. 177 Rebold Rd., Renfrew, PA 16053-9410 724-586-2451 724-567-2687 [& 878-] GReilich@Aol.com pkriley@alleghenyludlum.com Cozy IV:Ch19 [N87PR] O-360 (8G7) Bought: Cozy IV:N93CF 915 hrs. (his: 76.9 hrs.) HIO-360 Pittsburg Regional (KBTP) **Flying Nickname?**

Already a member:

20 FECZKO, FRANK 118 Seneca Dr., Harmony, PA 16037 614-795-3670(Cell) [724- & 878-] Ffrescaa@yahoo.com Varieze:nearly done O-200 Zelienople Municipal (KPJC) or Pittsburgh/Butler Regional (KBTP)

New area code in the address list: 313(LA)

Already a member:

16 REAGAN, MELVIN R. POBox 222, Delhi, LA 71232-0222 318-537-524 Melvin.Reagan@Yahoo.com VelocitySUV:N246RD being rebuilt from storm damage **Flying Nickname?**

Already a member:

09 JOHNSON, NEAL G. 201 Tupawek Dr., West Monroe, LA 71291 318-512-9196(Cell) neal@ngjlaw.com Sold LEZ, Varieze, Cozy IV:N403NA 46 hrs. IO-360 Munroe Regional Airport (KMLU) **Flying Nickname?**

Already a member:

19 ROBERTS, PAUL 406 Danna Rd., West Monroe, LA 71292 [318-] paulroberts01@hotmail.com Cozy IV:Ch14 Monroe Regional Airport (KMLU)

New Address:

12 RIGGS, DUSTIN POBox 716, Avila Beach, CA 93424 816-808-6829 [805-] dustinryanriggs@gmail.com Refurbished Long EZ:N169SH O-360

One Off Canards:



IAI Harop Long Endurance Loitering Weapon System

Added to the Electronic Squadron library:

2CZ6 Nov'20 Creating a curing tent by Wayne Hicks

3CZ17 Oct 2020: Porcupine Tool (or Woodpecker tool) and Peel Strength Chester & Martin

3CZ18 Oct 2020: Jacking your aircraft to lift the gear off the floor - Preston Cavanaugh with other samples by David Orr

9SIII17: Oct 2020: The different upgrades of the Berkut Main gear by David Orr

14CZ2: Nov 2020: Applicability of Ballistic Parachutes by Marc Zeitlin

22CZ15 Oct 2020: Heated Pitot retrofit by Marc Zeitlin

23SIII37 Oct 2020 Dave Ronneberg streamlines the engine mounting process for ease of maintenance.

27CP2: ? Letter of Dick Kreidel on his encounter with lightening IFR

From Last issue:

Don Jones in Tennessee was the author of the tribute to Ralph Gaiter.

the Cozy speed brake cooking the engine issue reported in last mailing: Lew Miller, Marana, AZ: *"Relative to the speed brake blocking the NACA, I had a slightly different event coming back from Oshkosh 2019: In afternoon moderate cumulo bumps over West Texas, I noticed my electric speed brake was down! My switch, at the time was Up-Off-Down positioning, with no spring return to OFF. So, in the turbulence, I bumped it down without noticing. Well, since I had the armpit scoops, I did not lose engine cooling, but since it deployed at cruise speed, the fuse blew with the speed brake down. And the fuse was under my thigh support. So, I rocked and rolled at 90-100 knots for 50 miles until I could land and diagnose the problem. No damage to the brake or actuator except for the blown fuse. I have since changed the switch to spring return to OFF, so that accidentally bumping it doesn't cause it to move full travel. I*

have never put in the full throttle retraction interlock, but agree it's a good idea. Except for this mis-adventure, the normal time for me to misposition the brake is on takeoff." **Beagle:** I found the air speed switch in the crashed Cozy IV - and it is an on/off switch, it doesn't even have a neutral position and certainly is not off and on, sprung to neutral - so bumping it accidentally would only send it an inch down or so. (Having only up or down positions is much like the original speed brake design which is either up or down.) Dave Ronneberg has been doing autopilot on/off, speed brake and trim switches on/in the pilot's stick and has been strengthening the springs so that they are not easy to bump on or off, etc. but take a definite pilot squeeze.

David Kissick, Hillsboro, OR: Added: "Regarding the speed brake auto retract, Marc Zeitlin has a schematic for such a thing on his website: http://cozybuilders.org/cad_files/ Go down towards the bottom of the page and look for Landing Brake Safety Interlock."

Use of Blue foam instead of old Green Urethane:

I recently suggested that blue foam (excess from building wings) was very useful in the areas where the old green urethane was used. Klaus correctly pointed out that you don't want to use it "in the fuselage" where fuel leaks or other foam eating liquids would occur. There are, in my experience, only two places where art really comes in with the building of a fuselage - that is the nose - and both Nat's and Burt's nose designs were functional and bloody ugly. For years we have had good "Ronneberg Noses" for the Long EZ, and so many Santa Monica planes came with that design, and I multiplied the Ronneberg nose bulkhead by 1.666 in width alone and created a beautiful Cozy Nose. We kept the floor with the hard tan foam and have used blue foam way up front to build noses for 25 years or so and had no issues. The second place is the canopy frame - which just isn't near any fuel at all. The old urethane foam was difficult to properly join - we used micro for a while but when you sanded down into it, the stuff would crumble, get caught in Surfoam tool or sand paper and create troughs in the foam. Moving to blue foam had similar results with Micro joining it, but I found that 2 part urethane made excellent foam glue - so long as you destroyed the air bubbles by simply rubbing two blocks of blue foam together as you built the nose cone or canopy frame - then sanding down through the Urethane "glue" produced much better results. (If you leave the 2 part foam any bubbling, the stuff will actually expand and distort the surface above it. I still have the templates for the "Ronneberg Nose"

although Eric Cobb claimed he created it looking at the Starship's nose on a poster while he was building his Long EZ - fully 35 years ago. (I have the outline of the Cozy IV style Ronneberg nose bulkhead which solves the Ronneberg nose widening.

THINGS FOR SALE:

I'll add a page for things for sale. Ask the e-mail owner for photos. (I'm looking for 14 words max plus e-mail address - part numbers preferred on anything you have for sale and your e-mail address. I'll advertise only one month. Assume the buyer pays shipping. FIFO. If I get two items, I move one to the next mailing.) I'll track what you are selling, keep lists for buyers for a 3% fee and insist you tell me when sold.

Used Long EZ Gear hoops, one \$408 holes drilled for axles, with tabs.
David@CanardFinder.net

Long-EZ O-320 \$35,000 ezflight@Charter.net maintained by EZ experienced A&P

CozyIV wheelpants in four virgin parts - \$150, space-saver panel \$15
David@CanardFinder.net

Widow selling VelocityRG LIO-360 from experienced builder Jack Fehling
JoniF57@BellSouth.net (Near Vero Beach, FL)

Experience EZ builder Long-EZs needing repairs & one needing repairs in Glostershire, UK billallensworld@gmail.com

11/20: *"I have just acquired two Ezs in similar circumstances. And one from an insurance company (because I knew it to be a good one.*

Hunt O-320 Long-EZ project - bidding in early January - oversized canopy - for bidding info David@CanardFinder.net

From salvaged 360 Cozy-IV: Starter, Alternator, Precision Injection system, silver bullet and extension mike@prppackaging.com

Long-EZ wings, canard built, painted, flown and lightly damaged
David@CanardFinder.net

Cozy-IV salvaged, firewall and interior parts available, no panel, for list: David@CanardFinder.net