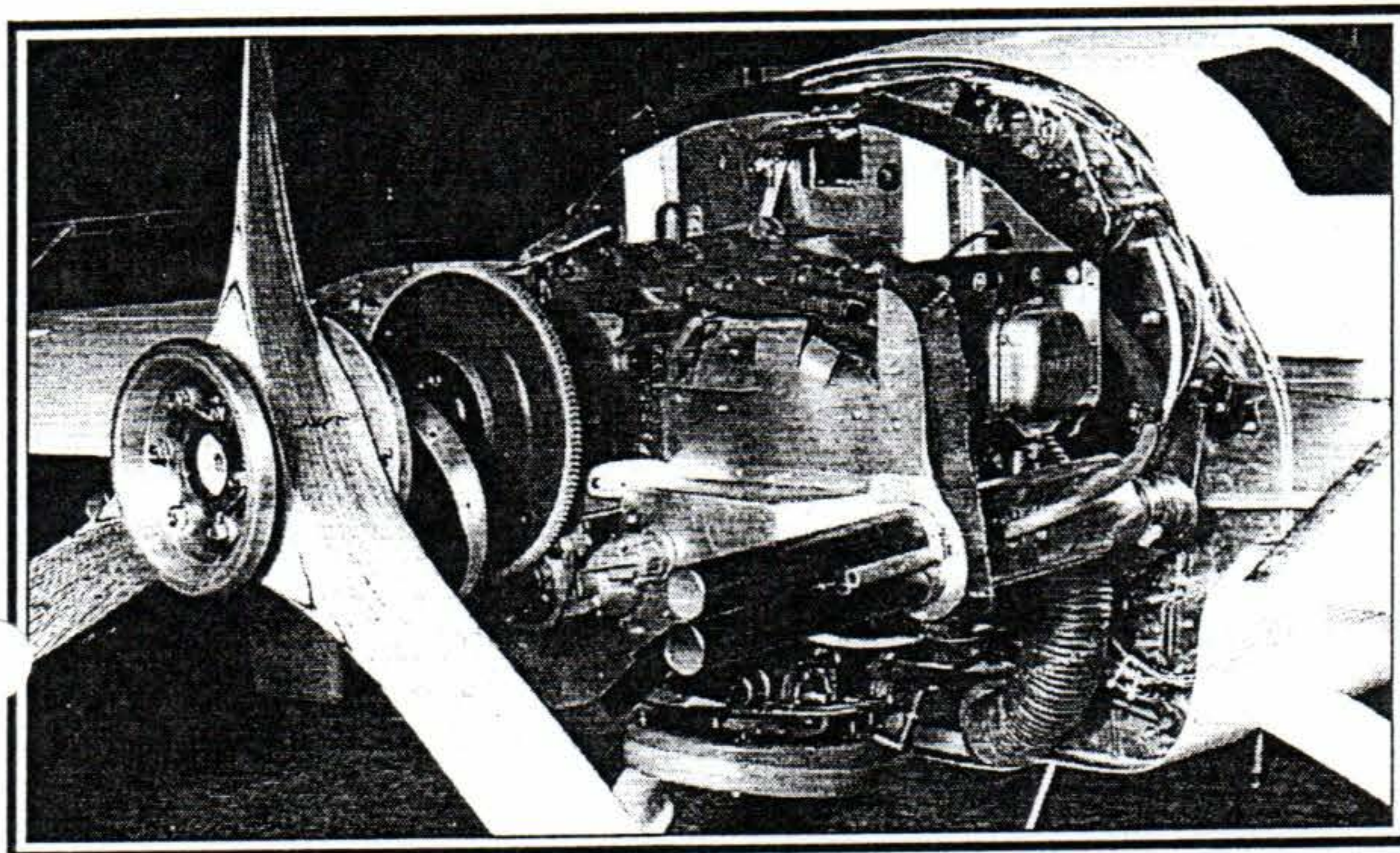


5 years of work and now the adventure begins!



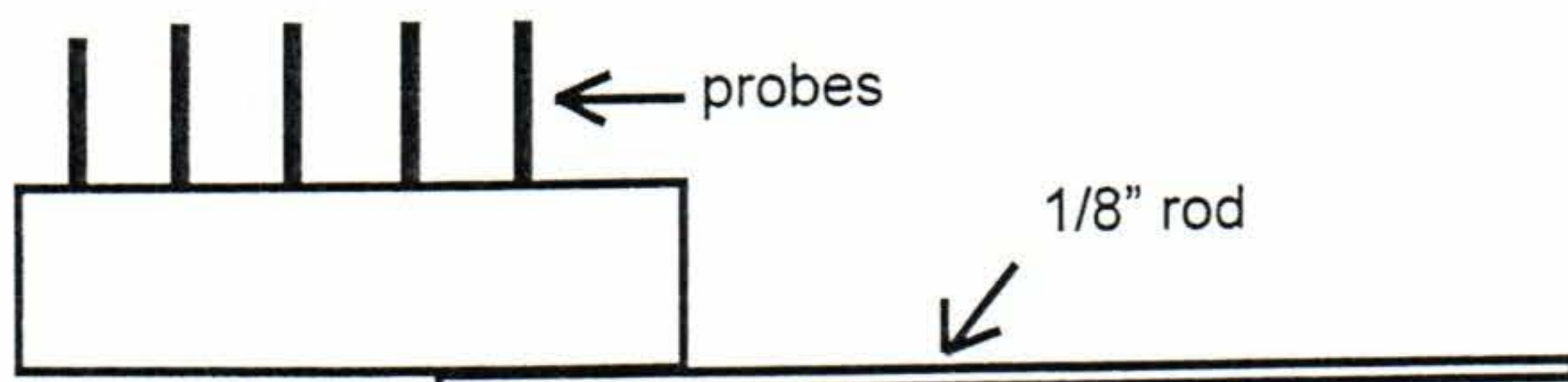
Beautiful O-360 installation

### EGT Probe Calibration

*John Nicholson - (ONT)* I have never seen anything about calibrating EGT gages, so here is an idea. The absolute value doesn't seem too important (I could be wrong about this). It seems most important how they match each other for comparison purposes.

Take a piece of 1/2" square steel about

1-1/2" long and weld an 18" long 1/8" diameter rod to it. Drill 4 or 5 holes in the square steel to accommodate your EGT sensors. Put the sensors in the holes and a thermocouple from a pottery kiln in the 5<sup>th</sup> hole, if you can borrow one from a friend. Clamp the rod in a vise and heat the steel with a couple propane torches to cherry red. You can switch back and forth to see if they are all giving about the same reading.



1/2" x 1/2" steel

### Cozy MK IV First Flight

*Larry Sligar - (OR)* I finally finished my Cozy Mk IV after 5 years. I now have 26 hours on it. What an airplane!

I have an O-360 Lycoming with dual electronic ignition, throttle body injector and 3 blade Performance prop.

### Q-200 Handling Qualities Improvements

I recently received a letter and flight report from Brian Martinez, an Edwards based Flight Test Engineer and Q-200 builder. He has successfully labored for a considerable time to improve his Q-200's handling qualities. His work may improve other Q Birds that you know of. If you would like a copy of his report and letter please send me a SASE. His latest airframe change has resulted in improvements including: tail remaining on the ground for all the take off roll with reflexer centered and no ballast, reflexer trim providing a strong pitch stable climb to 8,000', significant improvement in trim to and stabilization at flight attitude, etc.

### Cooling

*John Nicholson - (ONT)* Over the years many ideas have been tried to even up the CHTs but none helped much. Ramps helped a bit but not enough to be worthwhile. I typically ran #1 = 290, #2 = 335, #3 = 330, #4 = 400. Finally Bruce Bolton suggested an idea which works fine for me. Using silicone coated BID (an idea from the newsletter) I baffled the bottom of #4 cylinder both the head and the barrel leaving a 2-1/2" gap for the air to enter. Now the temps are #1- 315, #2- 325, #3- 325, #4- 330.

I calibrated by putting all 4 sensors in the same pot of boiling water and observing that they all showed about 215 degrees F on my analog gage. The engine is a standard 160 hp O-320 with stock MS carburetor.