

## COZY NEWSLETTER #61 April 1998

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Subscription rate: \$9.00/yr. \$16.00/2 yrs.

(2-year renewals save us record keeping)

Cozy Mark IV Owners Manuals - \$15

Cozy & Cozy Mark IV decals - \$5 ea. (specify color)

Subscribing to the Cozy Newsletter is a requirement for all builders. Cozy, 3-place, builders will need newsletters #4 to present plus a current subscription. First Edition Mark IV builders will need newsletters from #34 on. Second Edition builders will need newsletters from #52 on. We will be giving each of our Mark IV builders a complimentary 1 year subscription, to start them off on the right foot. The newsletter is the principle means by which we communicate with builders and support their projects. The newsletter contains plans corrections and changes, builder hints, information and updates about our suppliers, shopping info, first flight reports, and other news of interest to builders. We answer telephone calls whenever we are home and personal letters as well, but please enclose a stamped, self-addressed envelope if you expect a reply. We encourage newsletter input from builders (letters and pictures) which would be of interest to other builders.

### PLEASE NOTE:

When we mail out 600 or so newsletters, we usually get a few back. Some aren't delivered because the recipient has moved with no forwarding address, or the forwarding address has expired. Others have been mutilated in the Post Office automatic equipment, and the label torn off. This last newsletter had an unusually large number of returns. If you didn't receive your last newsletter, it may have been one of those which were returned. Please let us know, and we will be happy to re-mail it.

### AUTHORIZED SUPPLIERS

There have been no changes since our last newsletter.

#### 1) Basic Materials

Wicks Aircraft	Aircraft Spruce	A. Spruce East
410 Pine St.	Box 424	Box 909
Highland IL 62249	Fullerton CA 92632	Griffin GA 30224
(800) 221-9425	(800) 824-1930	(800) 831-2949

#### 2) Metal Parts

Brock Mfg. Co.  
11852 Western Ave.  
Stanton, CA 90680  
(714) 898-4366

#### 3) Fiberglass Parts

Feather Lite  
Box 781  
Boonville, CA 95415  
(707) 895-2718

#### 4) Canopy & Windows

Airplane Plastics Co.  
300 Dayton Rd.  
Fairborn, OH 45324  
(513) 864-5607

#### 5) Exhaust Systems

Custom Aircraft Parts  
14374 Olde Hwy 80  
El Cajon CA 92021  
(800) 561-1901

#### 6) Propellers

Ted's Props  
600 Superior Ave.  
Concrete WA 98237  
(206) 853-8947

Bernie Warnke  
11700 Avra Valley Rd  
Marana, AZ 85653  
(602) 682-2550

#### Performance Props

Box 486  
Patagonia AZ 85624  
(520) 394-2059

#### 7) Prop Hub Exten.

Saber Mfg.  
1951 NW 84th Ter.  
Pembroke P. FL33024  
(954) 436-9496

### WHAT WE HAVE BEEN DOING

We sent out the last newsletter just before leaving to visit our children and grandchildren in Minnesota over the Christmas Holidays. When we returned home, a package was awaiting us. It was a Christmas present from Steve Wright (he makes the electric nose lift). It was a very accurate 1/12<sup>th</sup> scale model of our Cozy Mark IV, N14CZ, mounted on a pedestal. What a nice gift! Thank you Steve!

After a few days home to catch up on the mail and telephone messages, we left to spend two weeks on the beach on a Caribbean island. For 14 days we had no telephone, television, newspaper, or computer. We didn't have any contact with lawyers and we didn't even know about all the trouble Clinton had gotten into. It was refreshing. We are sorry if we inconvenienced any of you.

### EXHAUST SYSTEMS - IMPORTANT

Carl Denk has experienced cracking of the exhaust pipe on the right side from #4 cylinder where the heat muff is welded on. It cracked once, he repaired it, and it cracked again. He has about 500 hours on the pipes. He diagnosed the cause as the differential expansion and contraction of the exhaust pipe compared to the heat muff, which doesn't get as hot, and this differential exerts a tremendous force which will eventually crack the weld or the pipe. If the pipe cracks, there are 2 potential dangers: 1) A crack in the exhaust pipe could allow carbon monoxide to escape into the heat muff, and 2) If the crack is allowed to propagate, a piece of pipe could come loose and go through the prop, and exhaust gas could exhaust into the cowling.

We have discussed the problem with Clinton Anderson, at Custom Aircraft Parts (they make the pipes), and they have changed the design. The heat muff will no longer be welded to the pipe. Instead it will be clamped, which will allow some relative movement between the pipe and the heat muff.

We have almost as many hours on our pipes as Carl had, haven't noticed any cracking yet, but decided not to take a chance with the fly-in circuit almost ready to start. So we ordered a new #4 pipe with muff, rather than sending ours backed to be reworked.

All builders with welded-on muffs should inspect this pipe frequently and rework or replace it at their first opportunity. Custom will rework the pipe and muff for you if you can accept the down time. Otherwise, you can buy a new pipe and muff like we are doing.