Subject: [c-a] on the concrete....wow!

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[The Canard Aviators's Mailing list]

Sun'nFun 2000 will be remembered....for more reasons than just being there for 5 day

It happened some 2:20 minutes northwest of Lakeland on the way home. I was sitting at 10,500, enjoying the ride and figuring I should be home in less than 3 hours. Th is a good cross country machine doing an honest 165 knots TAS on 8 gallons per hour.

And then it started. First a modest but very noticeable vibration. Something had f in the engine....throttle was slowly pulled back to idle and a descent initiated....

"Columbus (Georgia) Approach, Cozy 10 charlie zulu, I've got an engine problem and a headed for that airport off to the west"....no answer....

The vibration suddenly became very extreme, the airplane was shaking violently....it induced a flutter in the canard which was flexing the tips at least 6 inches....wow! canard was a blurr... am I in trouble!....

Mixture to off....raise the nose a bit to reduce airspeed.....speed came back to abo knots....the vibration stopped just as suddenly after about 10-15 seconds....

"Columbus Approach, Cozy 10 charlie zulu, I think my prop failed, I've shut down the engine" .

"Roger, are you declaring an emergency?"

"Affirmative. I'm headed to the airport at 12 o'clock."

"That's Auburn. How many souls and fuel on board?"

" One person, standby on the fuel....(push a button on the vision micro)...31 gallon "Roger" "Could you get the unicom frequency for Auburn"

"Standby....123.0."

"Thanks. I'm switching over."

"Auburn do you read Cozy 10 Charlie Zulu?"

"Roger."

"I'm overhead with the engine shut down and headed for 36"

"Roger"

[I]....rolled out on a high down wind and did not want to extend away from the airpo the base was obviously too high....

"What's your elevation?"

"776 feet."airspeed check, 120 knots, damn, bring the nose up....get it back t 90....2600 feet indicated...decide to do a 360 over the numbers...sink is something than 1000....Cozy is flying great but very quiet....roll out on down wind a second t

and things look much better....base leg....looking good....final about 400 feet agl...extend the board....90 knots....on the concrete....wow!

I rolled to the intersection of 22 turned on it and stopped. The greeting party inc one ambulance, one police car, and about 5 pickups with local guys. Everyone was lo at the prop. What a shock! One blade was missing and the other 2 were badly damage Also missing - the top exhaust stack on the right side.

A group of guys helped push the airplane to some grass where it is now parked. Aubu a beautiful airport. Looks like a golf course. ATC wanted a call. The supervisor filling out a form with basic stuff and I asked it he needed a written report and he no, but you better check that engine mount...that was an under statement. Called m wife...honey, won't be home tonight and I'll call you back as soon as I figure out w do next...pulled the cowlings...as I suspected, the top pipe is #4. It has the he muff welded to it and the pipe failed where the aft end of the muff is welded. I ha aluminum shroud around both pipes as per plan so the pipe slid aft and out into the

The engine was inspected quite thoroughly before this trip as I had both cowlings of changing oil and filter. But what I did not do was remove the aluminum shroud aroun #2 and #4 pipes. The pipe probably was cracked and I did not see it because of the shroud. (major dumb-dumb, not removing the shroud)

I rented a car for 2 weeks and drove home yesterday. As soon as I can round up some pipes (they are on the way) and get FAA approval to use a new Felix prop which just arrived a few days ago, I'll head back to Alabama to retrieve the airplane. Meanwhi there a builder in the Auburn area? The top cowling has a minor ding where the prop kicked the pipe up and away and it could use a 2 ply lay up for temporary repair. A does anyone have experience with this much vibration...a brief inspection revealed mount damage, but I'm wondering about the engine itself. It was at idle when the ma shaking started and the mixture was pulled immediately.

Anyway, I'm pleased and thankful to be among the living. Check your pipes guys....t more often, the better.

And one other thing. Congratulations Ron Wilson. I told you would win. Your airpl a 10 if ever there was one. (Ron Wilson is one nice guy and a super builder).

dd

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