

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

Date: Fri, 14 Apr 2000 08:00:11 -0400

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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. This 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

