

A white COZY aircraft is shown in flight, banking to the left. The aircraft has a high-wing configuration and a T-tail. The registration number N44CZ is visible on the tail. The background is a vast, green, rural landscape with scattered buildings and roads.

COZY AIRCRAFT FORUM

Soup to Nuts?

Marc J. Zeitlin

July 28, 2006

1:00 PM – 2:15 PM

Forum Tent 02 – GAMA Pavilion

What Will I Talk About?



- *Introduction*
- *Who Am I?*
- *What's a COZY MKIV?*
- *Thanks Nat!*
- *Aircraft Spruce – Plans*
- *Why a COZY MKIV (canard)*
- *Safety Record*
- *Cost*
- *Support*
- *How Many COZY's Under Construction / Flying?*
- *Brock Replacement Parts Vendors*
- *My Building Experience(s)*
- *Techniques/Tips/Tricks*
- *Trip Examples*
- *Airport Examples*
- *By Request:*
 - *Structure of Aircraft*
 - *Common Modifications*
 - *Approved*
 - *Not Approved*
 - *Not Acceptable)*
- *Futures / Conclusions*
- *Questions and Answers*
- *Introduce Chris Essylstyn*

Who The Heck Am I?



- Biography / Resume'
 - <http://www.mdzeitlin.com/Marc/bio.html>
- Loved planes since 3 years old - Built zillions of model aircraft
- Thesis - “Design, Construction and Testing of an Electromagnetically Launched Model Glider”
- Built Quickie Q2
- Built COZY MKIV #386, N83MZ – over 375 flying hours
- Started / Administer Unofficial COZY Builders Web Page and COZY Mailing List

What's a COZY MKIV?



- History
 - Derivative of Burt Rutan's Long-EZ
 - Evolved from 3-place to current 4-place in early 1990's
- Type
 - Canard – big wing in back, small wing in front
 - 4 place, or 2+2, or 2 + LOTS of baggage
 - Efficient, fast, long distance cruiser
- Aerodynamics – Nat's 2005 Oshkosh Forum
 - http://www.cozybuilders.org/Oshkosh_Presentations/Nats_OSH2005_Presentation.pdf

Nat and Shirley Puffer



- Designer
- Retired
- Building Jabiru



August 1, 2006

COZY Forum Slide Show

Slide #5

Nat's New Plane

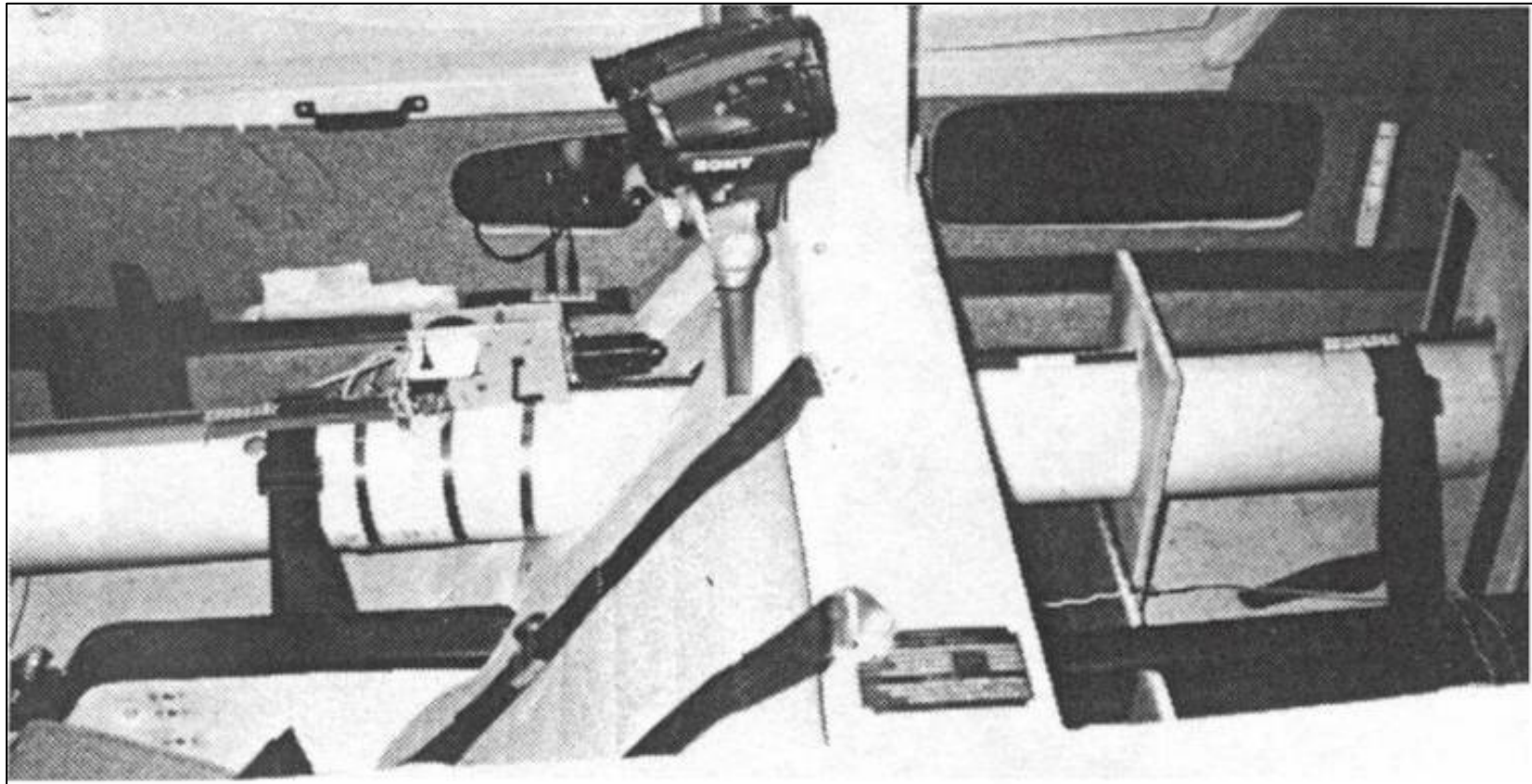


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Slide #6

Nat's Rear C.G. Testing Apparatus



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COZY Forum Slide Show

Slide #7

Aircraft Spruce - Plans



- Cozyaircraft Corp.
now owned by ACS
- Plans available
through ACS



Why a COZY MKIV?



- Want to **BUILD**
- Use Model comparison
- Economics
- Carrying Capacity
- Safety Features
- Composites



COZY Safety Record



- NO accidents caused by structural/aerodynamic failure of properly built and flown COZY aircraft – in fact, of **ANY RUTAN/DERIVATIVE CANARD**
- Since 1989, 11 reported accidents in USA, 1 in Mexico, 2 in France, 2 in South Africa (a few unreported, but by definition those are low severity)
- 4 Fatal Accidents
 - 1 poor approach and hard landing - #2
 - 1 caused by low approach snagging wires - #3
 - 1 caused by severe wind shear in Mexico - #8
 - 1 caused by <improper build / CG problems?> in France - #12
- 11 Non-Fatal Accidents
 - 1 fuel exhaustion - #1
 - 1 GU canard contamination / CG related - #4
 - 1 CG related deep stall - #6
 - 4 engine failure / fuel system failure - #5, #7, #9, #14
 - 2 poor approach / landing - #8, #10
 - 1 rudder flutter (improper build) in France - #12
 - 1 overtightened bolts and/or wheel pant tangled in wheel in South Africa- #15
 - 1 poor takeoff / no rotation in South Africa - #16

COZY MKIV Cost



- Low End - \$25K to \$40K
 - High Time Engine (maybe Auto Conversion)
 - Good Scrounging
 - Minimum Instruments - VFR Only
- Mid-Range - \$40K to \$75K
 - Some Prefab (not much)
 - Rebuilt Engine
 - High end VFR - Low End IFR Panel
- High End - \$75K to \$120K
 - Lots of Prefab components / paid help
 - New Lycoming
 - Complete Latest IFR Stack Panel
- Plans – NOT A KIT!!!

Support Methods



- Nat Puffer and the COZY Newsletter archives
 - <http://www.cozybuilders.org/newsletters/>
- COZY Mailing List
 - http://www.cozybuilders.org/mail_list/
- Unofficial COZY Builders Web Page
 - <http://www.cozybuilders.org/>
- Builder's Web Pages (links from UCBWP)
- Canard Aviator's Mailing List
 - <http://groups.yahoo.com/group/canard-aviators/>
- CSA Newsletter
 - http://www.cozybuilders.org/ref_info/other_news.html

How Many COZY's?



- ~ 2000 Rutan Derivative Canard Aircraft flying (VariViggen , V.E., L.E., Defiant, Berkut, E-Racer, SQ2000, Velocity, COZY III, COZY MKIV)
- ~ 200 - 250 flying COZY's
- ~1450 COZY MKIV plans sold
- ~ 600-800 actually under construction
- 20-25 new COZY MKIV first flights per year

Brock Replacement Parts



- Brock MFG closed 1/1/2006 – sole MFG of metal parts for COZY / Rutan canards
- Two main vendors took over MFG of parts:
 - CG Products
 - <http://www.cozygirrrl.com/aircraftparts.htm>
 - EZ Nosenlift
 - <http://www.eznoselift.com/>
- Other part vendors as well have taken up some slack – see:
 - <http://www.cozybuilders.org/newsletters/suppliers.html>
 - http://www.cozybuilders.org/newsletters/na_suppliers.html

My Building Experiences



- Quickie Q2 in a warehouse
- COZY MKIV in a small basement (seen here)
- COZY MKIV in a 2-car garage (most common)
- Other Folks Experiences similar

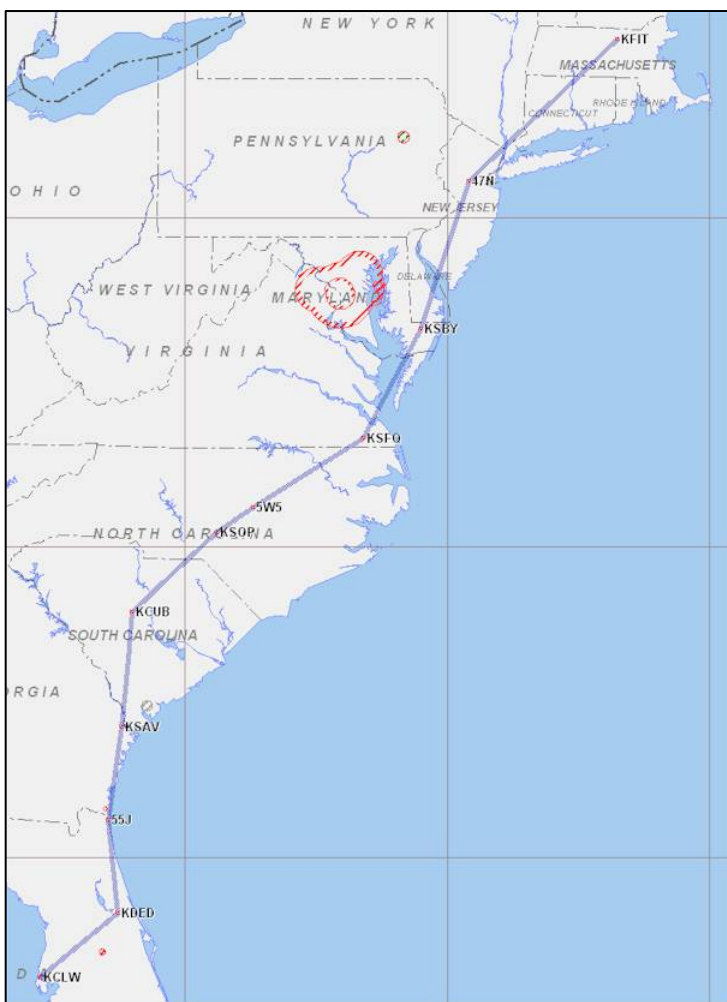


Techniques, Tips, Tricks



- Layups
 - Vacuum bagging
 - “Low-vac” bagging
 - Peelply/plastic squeegeeing
 - Hair dryers / warmth
- Finishing
 - “Cory Bird” method
 - LOTS of micro: one pass
- See FAQ and folks web pages – LOTS of ideas

FIT to CLW



Massachusetts to
Sun & Fun

Move to California - Visits



August 25th, 2005 – September 1st, 2005



Range Of Airports – LAS



Range Of Airports - AFN



Jaffrey, NH
2900 ft. x 40 ft.

Aircraft Structure



- Lack of structural failures in type is **NOT** a license to make structural mods, **HOPING** that the (**UNKNOWN**) safety factor will save your ass!
 - Only known testing is on V.E. canard – failed at 14G
 - NO COZY structural testing has ever been done!!!
- Wing/Canard
 - Spars: Carry bending loads in wings
 - Shear Webs: Carry shear loads in wings – transfer loads from top to bottom
 - Skins: Carry twisting loads in wings
- Fuselage
 - Bulkheads: Stiffen fuselage in bending (sideways) and twisting
 - Sides: Stiffen fuselage in bending and twisting
 - Longerons: Help stiffen – act as mounting “hardpoints”
 - Reinforcements: On LG Bulkheads/Firewall/Seatbelt Attach/Canard Attach
- Thicken, hardpoints, transfer loads between major structures

Common Modifications



- Major:
 - Remove Lower Winglets (mandatory to have on COZY!!!)
 - Raised Canopy (approved)
 - Widened (Aerocanard “style”) Canopy
 - L.E. type (“Cozygirrrl”) strake L.E.
 - Original Length Canard (mandatory to cut 6” from original – possible safety issue with rear CG, & rotation, but numerous flying)
 - Retractable Main Gear (not recommended, but there are a few flying)
 - Engine Alternatives; Subaru, Rotary, V8, Etc. (not recommended, but there are a few flying)
- Minor:
 - Electric Nose Gear (approved)
 - Electric Landing Brake (approved)
 - Move Landing Lights
 - Hanging Rudder Pedals (Velocity Style)
 - Eliminate Fuselage Access Door
 - Etc., etc., etc.

Futures / Conclusions



- Future of COZY
 - Going strong – plans sales 100/year
 - New completions all the time
 - Slow evolution of derivatives beginning
- Great Plane!
- Great People!
- Great COZY/Canard Community!
- Great Capabilities!

- Is This What **YOU** Want?

Questions? (& Answers)



- My Email: marc_zeitlin@alum.mit.edu
- Website: <http://www.cozybuilders.org/>

- For Sale?
- (Training???)
- (Canard Shortening???)
- (Need for Lower Winglets???)
- (Planes out on line for pictures???)
- (Summary of tips/tricks –FAQ / builder’s web sites)
- (Builders Websites)
- (Digital Camera – documentation)
- (Composite Workshops – here/OSH)
- (Build Times – Weights)
- (Finishing tips – Cory Bird???)
- (1st Flights/Testing)
- (Interested folks list – names/email addresses)

Introduce Chris Essylstyn



- 2nd COZY
- 12" Stretch
- O-540
- Velocity style
retracts

