

THE COZY NEWSLETTER #17 April, 1987

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Co-Z Development Corp.

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THE AIRPLANE

The COZY is a small, compact, high performance, high utility sport plane. It features side-by-side seating, full dual controls, a large instrument panel, and a 3rd seat in the rear for an extra passenger, luggage, or both.

The COZY uses the very latest aerodynamic technology, combining Whitcomb winglets, a high aspect ratio wing with Eppler airfoils optimized for efficient cruise, and far less wetted area than other designs. Its canard configuration is patterned after the Rutan-designed Long EZ, in accordance with a license agreement with the Rutan Aircraft Factory.

The airframe structure is a composite sandwich of high strength fiberglass facings over rigid, closed cell foam cores. The foam is shaped first and then glassed, making expensive molds unnecessary and resulting in a substantial saving to the builder over prefabbed "kit" airplanes.

Performance of the COZY is superb. It is a very solid and stable airplane, and yet light and responsive on the controls. The canard configuration provides protection against stall/spin accidents typical of conventional designs. It is a comfortable and efficient long range airplane, cruising in excess of 180 mph on 118 hp. with a range in excess of 1,000 miles.

The plans and construction manuals are very detailed, written for the first-time builder with no previous construction experience and limited shop skills. It is estimated that a prudent builder, shopping carefully, can build a COZY for \$11,000 plus the cost of engine and radios.

PRICES

The following prices are in effect:

	US	OVERSEAS
Information kit.....	\$9.00	\$10.00
Newsletter per year.....	5.00	6.00
Plans and Constr. Manuals...	230.00	260.00
Owner's Manual.....	15.00	18.00
Extra set A drawings.....	15.00	18.00
COZY decals, ea.....	5.00	6.00

We do not accept credit cards because of the extra expense and record keeping involved. We do accept personal checks on US banks and money orders in US dollars. The additional cost for overseas orders reflects the higher airmail postage costs.

THE NEWSLETTER

It is mandatory for all COZY builders to subscribe to this newsletter, as this is the only formal system we have for communicating plans changes and/or corrections, builder hints, changes in suppliers, and other information required by or of interest to builders. Builders will receive newsletters from #4 on.

We have programmed our computer to print on the label after your name the newsletter expiration number, to remind you when to renew. The number at the top of the label is a file number, important only to us. If you write to us with questions, enclose a stamped, addressed envelope if you wish a reply. Allow space after each question for our answer.

If you call, you can reach us most of the time on (602) 981-6401, which is both our business and residence number. If we are away, please leave your message on our answering machine, and we will return your call at our first opportunity.

ABOUT THE PLANS

When you receive your plans, please do the following:

1. Sign both copies of the license agreement (Chap.1,p.4) and send both to us. We will assign a serial number (required for licensing), sign one of the copies and return it to you.
2. Check the number of pages in each chapter against the number listed under "Table of Contents". If any are missing, write to us for copies (Chap.15 should have 3 pages).
3. Mark in all of the changes and/or corrections published to date in newsletters #4 on.

Most of our builders don't have any problem understanding the instructions in the plans. When we get calls, it is usually from someone who has made a mistake, wanting our recommendations on the best way to correct it.

CO-Z EUROPE

Our representatives in Europe are:

Co-Z Europe (Uli and Linda Wolter)
Ahorn Str. 10A
D-8901 Bled, West Germany
49-8233-60594 (Note the new number)

Co-Z has a supply of information kits, plans, and owners manuals in stock to provide faster service to European builders. You may send your orders to them. They also provide builder support and are going to try to attend as many fly-ins as possible. They would like your help in learning about local fly-ins. If there is one scheduled for your area (or country), please let them know and they will try to attend.

Uli wrote up his account of flying his COZY from Texas to West Germany and submitted it for publication to Kitplanes magazine. We understand that it will be in the July issue, appearing on the newsstands in June.

Uli and Linda are helping us to plan a trip to Europe in September '87, to visit as many COZY builders as possible. We would like to know who would like to have us visit them and inspect their project. We need to know where you are located (near what big city), how much you have completed, how to get there, and whether overnight accommodations are available nearby. We won't be able to visit everyone, so we will have to decide based upon how much you have completed and how easy it is to get there. Please let us and Uli and Linda know.

Uli and Linda were planning to attend Oshkosh 87, until they discovered that the large EAA fly-in in France occurs about the same time. They decided that our French builders would probably like to see their Cozy at the show, so they have cancelled out of Oshkosh.

WHAT WE HAVE BEEN DOING

The reason this newsletter is late is that I was reluctant to stop work on the Mark IV to get out the newsletter. The writing, typing, pasting up, printing, updating the mailing list, folding, stapling, addressing, stamping, and sending takes the better part of one week, and that might make the difference between finishing the Mark IV before Oshkosh or not. But it had to be done, so I finally bit the bullet.

Reminiscing a bit, before I retired (from 3M) I wondered if retirement would be boring, and whether I might be looking for something interesting to do. I remember, years ago, talking to a retiree who was building an airplane. I asked him what it was like building airplanes after he retired. He looked me straight in the eye and said, "Honestly, I don't know what people do after they retire if they don't build airplanes" His wife went on to say that every morning the other retired men in the neighborhood come over and they all sit in the shop drinking coffee and talking about airplanes.

As it has turned out, I have been busier and working harder after retirement than before. We didn't really have to design and build a new 4-place airplane, but, given the reception of our 3-place, it seemed like the next logical thing to do. After all, who would know better what people want, and how best to do it. Also, the other 4-place designs on the market just don't seem to be aimed at the typical family with limited resources, nor do they make maximum use of Rutan technology. The field seems to be wide open for a safe, comfortable, family airplane which can be built for a reasonable cost.

In January, when Newsletter #16 was written, I had just broken my wrist, my left arm was in a cast, and even the simplest of tasks was difficult. I took a little time out to catch up on paper work and get out the newsletter. I was quite pleased that I was able to type the newsletter with one hand without making too many mistakes. Working on the airplane, however, was much more difficult. Some friends pitched in occasionally, nights and weekends, and after a bit, I was able to hire a young fellow on a temporary basis. With this help, we were able to keep the project moving.

When the cast came off late in February, I was dismayed. I had limited motion, no strength, and it hurt! It's a long way back, believe me! Each day it's a little better and hurts a little less, but it takes a long time.

We had planned to fly to Sun and Fun in March, but I just didn't think I should risk it. Flying with my left hand probably would have been okay, but manhandling airplanes like you usually have to do at fly-ins just seemed like too much. So instead, we took a couple of days off and had a short vacation in Mexico.

Just before we left, our Lhasa Apso, pet of 14 years and beloved member of our family, became terminally ill and expired. It was a sad period for us.

The winter is a very popular time to vacation in Arizona, and we have had more than our share of house guests--relatives, friends, Cozy builders, and prospective builders--with us most of the time. Most let us know they are coming, but some just "drop in". Don't get me wrong, we enjoy having visitors. Sometimes I even get them to help me in the shop. Our most recent visitor and house guest was Cozy builder Ross Blanchard, from Adelaide, Australia. We had a very enjoyable visit and he was a big help to me in the shop during his stay. Thank you Ross and others!

Even with so much going on, a lot has been accomplished. The Mark IV is on its gear. The centersection spar is installed, the canard is almost finished, the wings and winglets are on, ailerons are balanced, the canopy and turtleback are done with windows installed, the seats, thigh supports, arm rests, pockets, space saver panel, roll trim, landing light, etc are all done. We are working on the strakes now, which will complete all of the structural work except the cowlings, which can't be done until after engine installation. A friend commented that I am about 1/2 done. This was in jest, but unfortunately there is some truth--there is still an awful lot remaining.

Each airplane I have built (this is my 5th) seems to take a little longer and be a little bit harder. Each one has been larger than the one before, which I forget to take into account.

We are pleased with the way the Mark IV is taking shape. It looks good. It bears a strong family resemblance to the 3 place. As a matter of fact, most people will have a hard time telling them apart, unless they are sitting along side each other.

Whether we can finish in time for Oshkosh is looking increasingly iffy.

THE 6TH COZY FLIES!

The following letter from Vance Atkinson is reprinted in total:

THE FIRST FLIGHT (or, how my wife got the garage back)

I bought a set of plans from Nat in Jan. 1984. By the end of Jan, serial #18 had a fuselage shell--time to jump in and motor around the garage! In July, all the foam and stuff I had had shipped to California got packed up again and shipped to Texas, where I had taken a new job and where COZY #18 was completed and flown. Right away I noticed my summer layups were lighter than my winter ones. Nevertheless I persevered, and the total weight came out to be 978 lbs., including oil. I was hoping for lighter - specifically about 29 lbs. lighter, 'cause I had 3 dinners riding on the finished weight. Ah, well!

Equipment includes nav lights, strobes, 3 radios, gyros, stereo, encoding altimeter, halon fire extinguisher, computer, gel cell battery, lightweight starter (11 lbs.), alternator (8 lbs.), Lycoming O-320, heavy duty brakes (pucks, calipers, and discs), a bundle of wires that would sink the Titanic, and no spinner or wheel pants--yet.

After the big weigh-in on Jan. 26 (all parties involved in above-mentioned wager observed scales), the Feds came out and checked over the paperwork, looked at my building handiwork, asked a few questions about the first flight weight and balance, and pronounced N43CZ ready to fly! By this time, word had gotten around the airport about a "first flight," and a dozen people had gathered. The group included Herb and Marie Sanders and John Hayes (Long EZ builder, first flight 2 mos. ago)--my official ground crew. Ten gallons of gas was put in each tank, everything checked over for the umpteenth time, and I was ready to go. Unfortunately, the starter wasn't. So there I was, all these people standing around watching me as I hit the starter key and nothing! Not even a click. John

jumped in saying "T11 give you a prop."

The engine fired on the third flip but, alas, no engine gauges. The circuit breaker had popped. The oil pressure is mechanical, but both oil and cylinder temps are electrical. I tried one reset, and it held. I later found a single 20 ga wire had shorted to ground, causing starter and engine gauges to be inoperative.

With everything "in the green" and Herb and John briefed on the game plan, I headed out for the active runway. Such an unusually beautiful day for January: 70 degrees, clear, calm--the gods were smiling this day! (or so I thought) Engine checked, traffic checked, and checklist checked, I taxied onto the runway and announced on Unicom "N43CZ taking the active for a high speed taxi", and smoothly added power.

As I rolled down the runway, I applied a few stabs on rudder pedals to track on center, reduced some power at 50 kts, and proceeded to elevate the elevators. No pitch change, so more elevator pressure--nothing. By this time I had accelerated to about 65 kts and was still accelerating, so I decided I'd better reduce power some more. At this same instant, the canard decided it would fly, followed shortly by the rest of the plane. The deck angle was not severe, so I reduced ever so slightly the pressure on the control stick and reduced power to idle. At the particular moment when all these things happened, I wasn't aware that I was flying. However, a few seconds later when the mains plopped down on the asphalt, I knew my high-speed taxi was actually my first flight.

With plenty of runway remaining, I slowed to taxi speed, turned off the active, and announced on the radio to another builder, "Looks like I got about a foot in the air," to which he replied, "How about 3 or 4 feet?" As I taxied back I knew the next run would be full throttle followed by a graceful climbout to altitude.

When I taxied into position on the runway, a final check was made, everything looked good, and N43CZ lifted off a quarter way down the asphalt. What exhilaration! What acceleration! Three years of anticipation for this moment and we're airborne.

She climbed out in perfect trim, and at 3,000' I leveled off below our local TCA. There I circled around the field for 15 minutes, enjoying the control harmony, the crispness of pitch and roll--I even retracted the nose wheel and accelerated to 125 kts. What fun! As I re-entered the pattern for landing, I made a mental note of the windsock, other traffic, and the mob down below. Knowing this would all be recorded, I thought "This landing better be good!", and by golly, it was: 80 kts on final, bleeding down to 60 kts, then a gentle squeak as the mains touched, a nice rollout and an uneventful first flight completed. Thanks, Nat! After the test period, we're looking forward to a lot of good flying in our new air machine!

Nat, you might advise your readers (particularly the ones that I have sent plans to) that I have changed my brake system around. I am quite pleased with the way they work now. Changes are as follows:

1. Both master cylinders are now on the pilot's side.

2. The attach point of the rudder cable to the rudder pedals is 2.8 inches from the top.
3. The center point at which the slider mechanism attaches to the rudder pedal is 3 inches from the bottom.
4. I highly recommend the heavy-duty brakes. The master cylinder I used (Aircraft Spruce part 1110-10) works fine with this brake assembly.
5. I also highly recommend installing both master cylinders on the pilot's side to prevent an uneven feeling when applying brakes.

For your information, Nat:

1. I have now tested the Cozy in level flight to 162 kts indicated, 60 deg. F., 2500' and 2650 rpm (no wheel pants.)
2. I'm finding some restriction in the air cleaner I am using.
3. V_{ne} has been tested to 210 kts.
4. Oil temps extremely high: 250 deg. F at the top of 10,500' climb--now 220 deg. with application of reverse scoop forward of exit hole in cooler.
5. Cylinder temps low or moderate all speeds.
6. Forward c.g. tested to 97.2": good control, does run out of "up" elevator trim at landing (but not much back pressure required).
7. Aft c.g. tested to 103.1": DO NOT get below 60 kts indicated due to undesirable stall characteristics; good control except run out of "down" elevator trim at normal cruise.
8. Full aft stick characteristics:
 - o Forward c.g.-steady state, if aggravated by rudders, converging wing rock.
 - o Middle c.g. - steady state, rudder aggravation gets you neither converging nor diverging wing rock, just steady-state wing rock.
 - o Aft c.g. - did not do wing rock inducement; showed steady wings and steady sink rate until airspeed went to 55 kts, then rear end seemed to sink and nose rose up. I thought it was going over on its back, so I jammed full down elevator--no response! With full power and down elevator the nose immediately fell through and regained good elevator control.
9. I realize 103.1 is behind the recommended aft c.g. limit, but I want to know where my aircraft limits are. 103.1 is with no nose ballast, 11 gallons of gas, and one 180 lb. pilot. q7.2" forward c.g. is with two 180 lb. people front, 11 gallons of gas, and no nose ballast.
10. I've now had wheel pants on and promptly tore one up -- 209 mph true at 2500'
11. I have only calibrated one strake. It holds 24.4 gal with baggage area.
12. The trim system works okay; it may be limited in its range. Observed elevator position with mid c.g. is in trail with canard tips. Flying and handling characteristics are good; takes a while to rotate with forward c.g.--all in all, a damn fine airplane!

Vance

EDITORIAL COMMENT

We are deeply indebted to Vance for supplying some invaluable flight test data, at some personal

risk. We have obtained his permission to comment editorially, for the benefit of other builders.

The aft c.g. limit of F.S. 102 was determined from flight-testing our prototype. It was set approximately 0.5" ahead of the point of neutral stability, to provide a margin of safety against divergent wing rock or main wing stall. Vortilons, which control airflow and provide an additional margin of safety, were later made mandatory. We warned against unauthorized builder modifications like lengthening the nose (or increasing the canard span, or widening the fuselage), which are destabilizing in pitch, using up the safety margin which we built into the plans and operating limitations.

Vance, being an experienced builder (he built a very lovely Varieze) and pilot (he flies Lear Jets for a living), elected to lengthen the nose on his Cozy with full knowledge of the possible consequences, and did his flight tests without vortilons. Holding full aft stick at a c.g. of 103.1, while the airspeed bled off, was an extremely dangerous test. He narrowly missed putting his COZY in a deep stall. Mike Melvill did this in a Long EZ with too much canard and an aft c.g. and almost was unable to recover, losing 8,000' in the meantime. We become very nervous when less experienced builders or pilots make unauthorized changes without full knowledge of the consequences, or might be tempted to flight test outside of the operating limitations. Please build according to plans; please install vortilons; and please don't flight test outside of the operating limits.

WHEELS AND BRAKES

The COZY plans specify 500 x 5 Cleveland wheels and brakes. Cleveland has been supplying what they designate as kit 199-102 for homebuilders. Our prototype has an empty weight of 900 lbs. and a gross weight of 1500 Lbs. with full fuel, 2 people and luggage. Normally on landing, we are at a gross weight of around 1200 lbs., having expended most of our fuel. Our braking has been quite adequate.

We have experienced, however, a trend amongst COZY builders to install heavy engines, starters, a full IFR panel, and all kinds of other gadgets, which results in a much heavier airplane, landing at higher speeds, with more thrust from idling engine, and more inertia to overcome. A good example of things mushrooming. They discover their braking is marginal. Builders with heavy airplanes (this includes Long EZs too) have been asking for better brakes.

In response, Cleveland has just introduced a set of heavy-duty wheels and brakes for homebuilders, identified as kit 199-152. This kit features stronger wheels (magnesium), thicker discs (3/8" vs. 3/16"), thicker pads, larger pistons, and bigger calipers (also magnesium). This new kit provides 80% more braking power than 199-102 at little additional cost. We are recommending that all COZY builders change to 199-152. But a word of caution: these wheels **MUST** be mounted farther out on the axle than the 199-102s. If you are using the approved Brock axle and 1/4" spacers, you will need to move the wheels 3/16" farther out, and there is just room. Brock will supply 3/16" spacers on request. If you are using axles from some other source, you will need to calculate from the Cleveland drawing what additional spacer you require. Spacing on the axle determines whether the calipers have sufficient engagement in the torque plates.

We have not installed the heavy-duty wheels and brakes on our Cozy, but are installing them on the Mark IV. Uli and Vance are using them, and are very pleased with them.

Obviously, if you have tight fitting wheel pants, you will have to widen them accordingly.

SUN AND FUN 87

No COZYs showed. Sad! We explained what happened to us. Uli and Linda are in Europe. Jack Wilhelmson Just took a new job in Charleston, and was in the process of his move. Ken Francis was majoring his engine (2200+ SMOH), and just as he was preparing for the trip, Vance's engine ate a valve. He reported that the engine (the whole airplane, for that matter) shook like mad, but he made it safely into a Navy airbase.

Merle Musson was unaccounted for. Maybe next year!

OSHKOSH 87

We have scheduled a COZY builder's forum for 1:15 PM Saturday, August 1, in tent #3. We hope to see as many of you there as possible. We will up-date you on any late-breaking news, invite those who are flying to talk about their airplanes, and answer questions.

It looks questionable whether we can complete the Mark IV by then, but Aeromet certainly should have theirs flying. It won't look exactly like ours, because it is a research (military?) version. They have contoured the fuselage differently and are using the GU canard airfoil. Ours will look like the 3-place COZY, but be sporting a Roncz canard airfoil.

Hope to see you there!

BUILDER HINTS

1. You can get double duty out of your 8 oz. mixing cups by using the bottom (upside down) for mixing 5 min. epoxy.
2. BID cloth has a rib pattern that runs at 45 degrees. When the plans call for 45 deg. fiber orientation, no need to measure any angles or have a guide on your cutting table. Just cut along the 45 deg. rib pattern.
3. Hack saw blades cut down to a point (with tin snips) make an excellent hand held cutting tool for curves, radiused corners, etc.
4. Cutting fiberglass on your band saw will ruin the blade in a hurry. Better to use your sabre saw.
5. When you break a band saw blade, don't throw it a way. Chop it into short lengths and it will give you a lifetime supply of sabre saw blades.
6. When you build your work table, put a 2" overhang all around. This makes clamping parts to the table (for sawing, etc.) very easy.
7. Using peel ply on all cloth edges is sure a lot less work than sanding them smooth later on.
8. A builder friend developed an allergy to Safety Pox. Ply 9 and any or all gloves didn't help.

Then he tried PR88 hand cream from Wicks, and hasn't had a problem since.

9. The last newsletter suggested 1/2" NAS allen head bolts for wing attach if the clearance is too tight to use AN hex head bolts and get a socket around them. Bud Meyer (Wicks) dug up some allen head bolts for us and they really work nice. But we couldn't find a 1/2" allen wrench or driver anywhere, except our local auto store had a muffler chisel with a 1/2" hex hardened shank. We bought it for \$4.99, cut off the shank with an abrasive wheel, and it works just great!
10. Builders who have mounted their master brake cylinders in the nose report much more positive braking. Believe it or not, there is enough stretch in a 3/32" stainless cable (rudder pedal to firewall) to make brakes feel soft. The torque tube connecting the rudder pedals together also has some give. So if you mount your cylinders up front, put them both on the same side--pilot side preferred.
11. When installing roll trim springs, how do you determine that the wire diameter is .05"? Just count the number of coils per inch and divide that number into 1 inch. If you count 20, its .05". Right?
12. When building your centersection spar, you put extra layups over the hardpoints which wrap around to the top and bottom surfaces. You may discover later that these make a bump at the ends which are slightly thicker than the wing, and therefore difficult to hide. You can avoid this problem by sanding the foam 1/16" thinner, top and bottom surfaces forward of the spar caps, 3 inches at the ends.
13. For stick grips, we bought two TV game joysticks. They look good, are the right size and shape, were cheap, have push button switches on them, and are made in two halves which are screwed together, making them easy to take apart if maintenance is ever required.
14. Nylaflo tubing is used to guide the roll trim cable around a corner, and also the landing brake cable. It is hard to bend Nylaflo, and it doesn't want to stay bent, so how do you hold it bent while the epoxy is curing? Try sliding a coat hanger wire into the tubing to hold it in a bent shape--but make sure you do it in such a way that you can pull the wire out after the epoxy cures.
15. For the roll trim cable guide, instead of plywood, we took a piece of 1/4" Clark foam that had been glassed on one side, cut a 3/16" wide x 1/4" deep groove in the exposed foam side and pressed the Nylaflo tubing into this groove, and glassed over it. This was easier than the procedure in the plans.

PLANS CHANGES AND/OR CORRECTIONS

- Owner's Manual, p.31: Add this note: The Aft c.g. limit of F.S.102 applies to airplanes built strictly in accordance with plans with vortilons installed. Unauthorized builder modifications such as lengthening nose, increasing canard span, widening fuselage, changing airfoil incidences etc. will restrict aft limit and will require flight testing to determine extent. Appropriate notation should be made in aircraft logbook.
- Sec. 1A, Preface p.1, Chap.15: Change 2 pages to 3 pages.
- Sec. 1A, Preface p.4, Bill of materials for Chap.18: (2) pcs of 24 x 48 x 1/4" Clark foam are required.
- Chap.2,p.2, Wheels & Brakes: Specify Cleveland kit 199-152 heavy duty wheels and brakes. Also order two 3/16" spacers from Brock in addition to the 1/4" spacers normally supplied with axles.

- Chap. 4,p.1, Fig.6: Change 10-1/4 to 9-1/2, and change 2-1/2 to 3-1/4.
- Chap. 5,p.4, Fig.12: Change 9.6 to 9.5
- Chap. 6,p.4, Fig.16 and para.1: Change 24-5/8 to 24-7/8 to agree with Fig.13, p.3
- Chap.9,p.5, para 4: Add this note: When using Cleveland 199-152 heavy duty wheels and brakes in conjunction with Brock axles, you MUST use a 7/16" (or 1/4 + 3/16) spacer inboard of inboard brg.
- Chap.13,p.6, Fig.35: Change rudder pedal wall thickness from .049 to .058, to agree with p.13.
- Chap.20, p.1, Step 1: Change Chap. 3 and 7 to Chap.3,p.7.

COZY MODELS FOR SALE

Lon Cooper (former master modeler for Revel) has taken on modeling of the COZY as a work of love. He has made a 1/32nd scale model of the plans built COZY, mounted on a pedestal, which is exact down to the smallest detail, including tires, exhaust pipes, nose puck, etc. He has redesigned the tooling several times to insure absolutely perfect parts from the molds. He didn't want to ship any models until they were absolutely perfect. He is a perfectionist! He showed us his latest work, and it was gorgeous. He said that he is getting ready to turn out models now, as his busy schedule of regular work permits, and should be ready to ship shortly. This model is one of the best you will ever see, and is a MUST for all COZY builders or plans purchasers.

Cost is \$35.00 plus packing and shipping. He says \$40.00 would cover it even for overseas.

If Lon ever has time to build a full-size Cozy, it's going to be a beauty!

FORUM TAPES FOR SALE

Dennis Jacobs sent us a complimentary videotape of the Oshkosh 85 Cozy builders forum. He believes it would be of interest to COZY builders and prospective builders. He will make copies available for \$20, shipping and handling included. Order from:

Dennis Jacobs
7611 E. 52nd Terrace
Kansas City, MO 64129

My apologies, Dennis, for not getting this in the newsletter sooner.

SUPPLIERS

See complete list in Newsletter #15-1. There have been no changes.

LETTERS

1/2/87

Dear Nat,

Good news! I just received this morning a letter from the EAAC, where they're confirming that

Transport Canada has approved the Cozy plans. I am enclosing a photocopy of their letter. It means that all the Canadian COZY builders, present or future, can now start the construction of their COZY with the assurance that their plane will be recognized by the Airworthiness Branch of Transport Canada. You may want to inform your Canadian builders.

Very truly yours,
Gaetan Roy

[no date]

Dear Nat,

Enclosed is \$5 for 1 yr of newsletters. Up till now I've been a rather quiet one. That is a compliment for you and your plans. While my wife may think I spend an awful lot of time on this project, I'd like to do a lot more. I do almost everything alone, so a lot of time is used up trying to figure ways to do things which require two sets of hands. So after the year of working when I can, I've completed the fuselage, including the nose and nose gear, the main gear, the canard and elevators, the center section spar box, and the right wing, and a good start on the left wing. I love it! Anyhow, I hope your wounds are healing and I hope you have a very good year.

Sincerely,
Tom Gross

1/24/87

Dear Nat,

Sorry to hear about your accident. Best wishes for a speedy recovery. Keep up the great work. I really appreciate your efforts on behalf of experimental aviation. Enclosed is \$10 for 2 yr subscription to newsletter. Again, hope you have a quick recovery.

Sincerely,
W.D.VanWinkle

3/20/87

Dear Mr. & Mrs. Puffer,

I want to thank you for the wonderful experience made possible by your work in developing the Cozy. I like to thank Linda and Uli Wolter at the same time for their very warm reception of my wife, kids, and myself. After a skiing holiday in Austria, on my way home I passed by the city of Augsburg in Germany, very near which Linda and Uli live. It seemed only natural to make arrangements to visit them at Augsburg airport, where Linda and Uli had their "baby", N52CZ.

I have never been so impressed by a plane. Its appearance, the fine craftsmanship and attention for even the minutest detail with which it has been built sets a very difficult target for the rest of the builders.

At Uli's invitation to fly with him, an offer I could not possibly resist, even though it meant Linda and my wife had to stay behind in a freezing wind, the kids stayed in the car, we took off in a hazy ground visibility but with a clear blue sky.

To read the impressive performance figures in the information kit is one thing, but actually undergoing the Cozy performance in the air, is quite another. I think I am an experienced Piper Cub

pilot and I have logged some Tiger Moth hours which I thought to be a touchy plane. In those I have no problem keeping the altitude within 100' without really trying. In the Cozy, in the execution of a single steep turn, I gained more than 1,000' without noticing, of course this only tells you that I am a sloppy pilot.

Included I like to send you two photographs, one of Linda and Uli standing next to their baby, while I am trying the feel of the seat, and another, showing the Cozy with its proud builder and a very interested C father with his daughter, looking at their dream.

Yours truly,
Gerry van Dorp

PHOTO GALLERY

Uli and Linda with friend at the Augsburg Airport in West Germany.

Vance Atkinson's Cozy N43CZ. Front view. Looks very pretty, Vance!

Dave Mendenhall's fuselage. You are doing very good work, Dave.

Lon Cooper's model of the COZY. A real beauty!

Vance Atkinson's Cozy N43CZ. Side view. Notice anything different?

Ken Murphy and family of 4 in the Mark IV.
The two girls seem swallowed up in the rear seat.