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COZY MKIV THIRD EDITION PLANS CHANGES/CORRECTIONS Plans S/N ??? onward

(We're not really sure at what plans # the switch was made to "Third Edition", but if you've got them, you know it.) 

(Updates below include missed items from NL73 and All Items from NL74 through 84) -Thanks to [Israel Briggs](#) for compiling this list

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Newsletter Errors:

- There is an error in Newsletter 77-1.2. CS 115 Should Read CS 117.
- Newsletter #77 indicates that the Third Edition plans are updated through Newsletter #75. This is not accurate. Newsletter #74 DESIGN CHANGES/CORRECTIONS were not included in Third Edition.
- Newsletter #78 indicates that the Third Edition plans are updated through Newsletter #75. This is not accurate. Newsletter #74 DESIGN CHANGES/CORRECTIONS were not included in Third Edition.
- Newsletter 83 provides two separate sections for DESIGN CHANGES/CORRECTIONS. The Second DESIGN CHANGES/CORRECTIONS update is made obsolete by the correction included in Newsletter 84-2.1. This second section may be missed if the reader is only expecting one DESIGN CHANGES/CORRECTIONS section as is normally found.

- Newsletter 84-2.1 provides no index to the plans where MKNG-15 is referenced. This diagram was updated in Newsletter 80-12.1 and may be located in Chapter 13 on Page 10. The Entry in Newsletter 84 makes obsolete the reference in Newsletter 83.
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CHAPTER 1: Introduction

- Chap. 1, p.2, Change the area code for Co-Z Dev. from (602) to (480).
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CHAPTER 7: Fuselage Exterior:

- Page 2, Step 2, 4th sentence, add after: back to the firewall, “except remove all the foam on the outside of the upper longeron and LWY starting at a point 5.5 inches forward of the firewall, and taper the foam down to where it is removed along the longeron and LWY so the glass will conform (refer to M-7 and M-8)”.
 - Page 4, Step 4, para. 2, change last sentence to read: “From this point the curvature gradually transitions to DD just ahead of the center section spar cut-out”.
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CHAPTER 8: Shoulder Support/Seat Belts

- Chap. 8, p.3, Step 7, 1st para. Where it says to install with 5-min. epoxy, change to install with flox.
 - Chap. 8, p.3, fig. 15. Change 1-7/16R to 1-7/16D.
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CHAPTER 10: Canard

- Chap. 10, p.2, Fig. 17: Delete W.L. 19.4.
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CHAPTER 11: Elevators

- Chap. 11, p.3: On NC-3, change 2.3” to 2.0”.
 - Chap. 11, p.3. Change NG-12 to NC-12.
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CHAPTER 13: Nose/Nose Gear:

- Chapter 13, page 10, Fig. 43: In the early 90s, the clamp plate MKNG-2 was changed from a flat aluminum plate to a hat-shaped .090 steel plate, so the nose wheel would be able to swivel 360 degrees, but Fig. 43 was never updated to show this change. At a somewhat later date, the MKNG-15A casting was changed to make the ears longer and stronger, but again Fig. 43 was not revised. A new Fig. 43 showing both of these changes is shown above. Please copy this figure and paste it over the figure on Chap. 13, page 10.
 - **OBSOLETE CHANGE!!!** --> It is recommended that builders drill a 3/16" hole through the side of MKNG-6 and strut and install an AN-3 bolt of the proper length and nut to prevent the MKNG-15A assembly from coming loose from the strut and departing the aircraft in the event of nosewheel shimmy (see article entitled NOSEWHEEL FRICTION DAMPER later in this newsletter). It will also help to make the MKNG-15A assembly attachment more secure to dimple the strut and fitting before floxing the fitting in place.
 - It is recommended that builders drill a 3/16" hole through the side of MKNG-15 (not MKNG-6 as reported in NL #83) and strut and install an AN-3 bolt of the proper length and nut to prevent the MKNG-15A assembly from coming loose from the strut and departing the aircraft in the event of nosewheel It will also help to make the MKNG-15A assembly attachment more secure to dimple the strut and fitting before floxing the fitting in place.
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CHAPTER14: Center Section Spar

- Chap. 14, page 4, Step 10, 4th para., change 2nd sentence to read: "When everything is perfect, lay up a 5 ply BID tape spar to LWY, inside and out, both sides, as shown on M-8, and a 5 ply BID tape spar to longeron, inside and out, both sides as shown on M-7".
 - Chapter 14, p.2, Step 3. One sentence is out of order, suggesting that there might be two reinforcing layups (layup 3). Move the sentence starting with, "Now, apply the local reinforcements (layup 3)....." and insert it AFTER the following sentence, which starts with, "The first ply of BID is layed up....." Sorry if this has caused any confusion. I must have written it in the wee hours of the morning.
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Section II Preface:

- Section II, Preface p. 2, Misc.: Change (10) MM-3 rod ends to (10) HM-4 rod ends.
 - Section II, Preface p. 3, Chap.16: Change (10) MM-3 rod ends to (10) HM-4 rod ends.
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Section II Bill of Materials:

- Section II, Bill of Materials: The Nicopress sleeves recommended appear to be the 28-1-c Zinc plated ones. Third Edition Plans show the obsolete version 18-1-C. The bill of materials for basic materials was updated, but the BOM by chapter does not show the change. Also change references in Chapter 16 and 17.
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CHAPTER 16: Control System

- In Chap. 16, p.2, the plans show the bearings for the aileron torque tubes inside the fuselage, CS 108 and CS 115 (This should say CS 117), to be made from ¼" thick phenolic. These are quite acceptable, however, inexpensive bearings FMN10 may be substituted, in which case the holes in bearing blocks CS-109 and CS-118 must be relocated and enlarged to accept AN-4 bolts.
 - Chap. 16, p. 1, Sch. B. Change 8.7 for CS-129 to 9.1.
 - Chap. 16, p.1: Change CS-50 from AN-3 rod end insert to AN-4 rod end insert Section II,
 - Chap. 16,p.2: Change CS-50 from drill and tap 10-32 to drill and tap 1/4-28.
 - Chap. 16, p.4: Change view G-G from MM-3 to HM-4, and all related AN-3 hardware to AN-4 hardware.
 - Chap. 16 text: Change any reference to MM-3 rod ends to HM-4 rod ends.
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CHAPTER 19: Wings/Ailerons/Attach

- Chap. 19, p.14, the plans show the bearings in the wing rib for the aileron torque tubes to be made from ¼" thick phenolic. These are quite acceptable, however, inexpensive bearings FMN10 may be substituted, in which case they must be floxed and glassed in place. Thank you, M. White.
 - Chap. 19: Change any reference to MM-3 rod ends in text or drawings to HM-4 rod ends.
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CHAPTER 23: Engine Installation

- Chapter 23, p.9: Change AN3-10A to AN3-4 or 5A.
- Chap. 23, page 6, Step 4, after the 1st para. add this: "If the pipes are not tightly supported going through the rear baffle (zero clearance), they can shake, fatigue, break, and go through the prop. For insurance against this, bind together both pipes on each side with a stainless worm hose clamp on the engine side of the baffle".

- Chapter 23, p.10, Fig. 40: Add a note that the baffle shown for cylinder #4 is upside down.

CHAPTER 26: Upholstery

- Page 1, Delete the reference to upholstery kits available from Alexander Aircraft.
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DRAWING CHANGES:

- M Drawing Changes, M-8, Section EE (page 73-14 or last) Update not included in the Third Edition Plans. Text Varies Slightly from recommended change
 - The optimum angle of incidence for the Roncz canard is the angle that puts the elevators in trail (0 degrees) or slightly reflexed in cruise at a mid c.g. But a number of builders have reported that they have carefully set their canard incidence using template F on M-17, and yet their elevators are 3 or more degrees trailing edge down at cruise with a mid c.g.. Apparently the template F on drawing M-17 does not produce the recommended result, so it has been modified as shown to the right. Please copy this new template and paste it over the old template F on drawing M-17. If you are satisfied with the way your airplane performs, it is not necessary for you to change. But new builders should use this new template.
 - The elevator travel checking template G on drawing M-18 has been modified to agree with the new template F described above and is shown on the next page of this newsletter, 80-3. Please copy this new template and paste it over the old template G on drawing M-18.
 - The nosegear LST shock strut assembly shown on Chap 13,p.3, is exactly as designed by RAF for the Long EZ and as supplied by Brock Mfg. The LST strut shown on drawing M-10 is not correct, because it is ½” shorter. We don’t know how this happened. There is enough adjustment, however, so ½” longer should not cause a problem.
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