

THE COZY NEWSLETTER #11 October, 1985

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It is mandatory for all builders to subscribe to this newsletter. as this is the only formal system we have for communicating plans changes and/or corrections. Builder hints and other information of interest to builders and prospective builders. Issues prior to No.4 are not necessary, in that they were only reports on the progress of plans, and extra copies are no longer available. Starting with issue No.4, the newsletter contains important builder information. We will try to keep the subscription price low. so cost won't be a problem.

When writing to Co-Z with questions, please send along a stamped, self-addressed envelope. Please

leave space after each question, so we fill in the answers and return on your original.

If you call, you can reach us most of the time on (602) 981-6401. This is both our office and residence phone.

The following prices are in effect:

Information kit \$9.00

Newsletter 5.00/yr.

Plans 230.00

The Owners Manual is not yet available.

Orders for plans outside the US will be shipped by surface mail unless additional postage is supplied for airmail, which runs about \$35.00 to most countries (the plans weigh over 6.5 lbs.)

Our computer prints on the address label, after your name, the last issue of the newsletter you will receive without renewing your subscription. Ignore the number at the top of the label; it is the file number where your address is stored.

ABOUT THE PLANS

When you receive your plans, sign and return you license agreement (Chapter 1, Page 4), so we can issue your serial number. Also, don't neglect to mark in the corrections published in the newsletters. In spite of our best efforts, some errors did creep in. If you find any we haven't, let us know and we will publish the correction.

Please check your plans when you receive them to determine that there are no missing pages. It isn't possible for us to double-check each set of plans--we don't want anyone to leave out a whole page during construction.

The plans were laid out in the same sequence as the Long EZ plans. You will find, however, that there are some detours. For example, you should not attempt to install the landing gear before the centerspar is installed, and it is much easier to jigbore the centerspar to the wings before the centerspar is installed in the fuselage, which means that you will have to build the wings before installing the centerspar and gear. Also, it is easier to do the turtleback and canopy before building the strakes, although not absolutely necessary.

If you have questions, please make sure that they aren't already answered in the plans, or newsletters. Don't expect to understand everything perfectly on the first reading, particularly if you have just received your plans, and haven't started building yet. The instructions assume you have completed the previous chapters and are gaining experience as you go along, and that it isn't necessary to return to

square 1 each time.

Thank you for your compliments on the plans. We did try to do a good job.

TECHNICALITIES

There are certain legal and ethical considerations, which must be observed in building an experimental aircraft. You should be aware of these:

1. We are selling plans to build a Cozy like ours. We have tested this airplane and have determined it to be safe if constructed per plans and operated in the manner proscribed, with a safety factor allowance for some builder differences and some differences in pilot skills.
2. We cannot recommend design changes, which we have not demonstrated or tested. We do not have the resources to test all the design changes which builders inquire about.
3. When you build your own airplane, you are the manufacturer and you have the responsibility for building it well and in accordance with the plans.
4. If you make design changes, you become a designer as well and have the additional responsibility of testing and proving that your design changes are safe.
5. The Cozy design has been copyrighted, and the plans may not be copied except for your own use.
6. Purchase of the plans and signing the license agreement entitles you to build one and only one airplane from one set of plans.
7. If you do not sign a license agreement, we assume you have purchased the plans for your library.
8. We will issue only one serial number per set of plans. The difference between the printing cost and the selling price of the plans covers our operating costs and allows us to provide builder support. You do not save us money by buying one set of plans and copying them to build a second airplane.
9. We will not sign a license agreement with nor issue a serial number to someone who has not purchased plans from us. This is necessary to protect our copyright.
10. License agreements are not transferable. You do not have our permission nor the authority to obligate us to a third party.
11. If you sell your plans to a third party, you have the responsibility for supporting that builder. We will not support builders who obtain plans elsewhere than from us.
12. In a similar manner, if you sell a partially or entirely completed project to someone else, you are the manufacturer and must accept the responsibility for supporting that third party.
13. The copying of plans and building more than one airplane per set of plans hurts the homebuilt movement far out of proportion to the few dollars that are saved, because it denies the designer a fair return for his investment and discourages him from marketing plans-only designs. Please cooperate with us in enforcing the copyright laws and our licensing agreement.

WHAT WE HAVE BEEN DOING

Right after the last newsletter was published, we were basking in joy because we were all ready for Oshkosh a week ahead of time, and we wouldn't be rushed as in past years, and could even do some leisurely packing for our move to Mesa. We went out to dinner to celebrate, and when we returned, the telephone was ringing. It was Linda Wolter calling from Texas. She said she and Uli just had to have help if there would be any chance of finishing their Cozy and taking it to Oshkosh. This was after both Ed Moulden from Mesa, AZ and Vance Atkinson from Bedford, TX had both put in stints. Shirley said to me that it was very important to have at least one plans-built Cozy at Oshkosh, so I agreed to fly down the next morning.

The flight was uneventful. Chattanooga OK, just across the border from TX, where Uli was going to hangar his airplane, was a little hard to find because it was in the country not near any town. As I touched down, I noticed a pickup truck headed toward the runway just in front of me. I couldn't believe my eyes when it drove right out on the runway in front of me. I hit the right brake and swerved off the runway in the grass, passed it, and then turned back on the runway again. It was a farm hand, who never looked, just taking the shortest distance to his field. He thought it was humorous, but it sure shook me!

Uli and Linda were just getting ready for final painting and were having one small disaster after another, it seemed. We all worked long and hard (oh, was it hot!) and finished the painting, checked out the engine, hauled everything to the airport and assembled it, solved a few last minute problems, did the weight and balance, took it through the FAA final inspection, and did a number of high speed taxi tests. Everything was go, so I took up Uli in our Cozy and let him shoot some landings and takeoffs. Then he flew his Cozy for the first time. What an exciting occasion! I got it all on videotape. It was July 19, 1985. Three years to the day that our airplane first flew, and 1½ years since the plans were first issued. We celebrated!

The only problem we couldn't solve was with the com radio. The transmit was continuously on. We decided that I should return to St. Paul, while Uli flew off time, and ship him my new hand held transceiver, just in case he was unable to fix it, so he and Linda could fly to Oshkosh.

I arrived home on Sunday, the 21st, shipped the transceiver first thing Monday morning, and then Shirley and I packed for Oshkosh and departed. Uli and Linda arrived at Oshkosh non-stop from Texas at 5 PM Wednesday, after a 4½-hr flight, about 10-min. before a big thunderstorm hit Wittman field. We were all on cloud 9. How nice it was to see those two Cozys parked side-by-side on the flight line, surrounded by banners. Of course, Uli and Linda were the center of attention all during the show.

OSHKOSH

Oshkosh '85 will go down in history as one of our most enjoyable, thanks to Uli and Linda. We all camped with a bunch of other Cozy builders, same as last year, and evenings-swapped building and flying stories around the campfire. The Wicks people (very fine), camping nearby, graciously invited us over to dinner, as in past years. We are indebted to them for their support of our program in many different ways.

We were asked to go up on photo flights, 2 Cozys in formation, and then Uli separately. Watch the magazines for pictures.

We had a forum on Sunday morning. The tent was full. It was very heartwarming to see how many hands went up when we asked how many Cozy builders were present.

I talked about the superior properties of composites, the superior performance of canard configurations, and then made a big pitch for quality workmanship, not adding a lot of bells and whistles, but just doing what was required, well, and right the first time. Good quality is much less expensive in every way than poor quality. Most of you know this and are doing an excellent job. There are just a few whom I worry about.

Uli and Linda were introduced, and Uli gave a very nice talk, which I am sure everyone enjoyed. He is an excellent speaker, and was very generous in his praise of the Cozy.

Uli and I flew together in his Cozy at Oshkosh. The flying qualities and performance (to say nothing about the appearance) were really delightful. The slight extra room in the cockpit makes such a big difference, and a number of small improvements in the plans model as compared to the prototype really makes it a wonderful airplane. I had to agree that I no longer had the best airplane in the world-- Uli and Linda's was better!

AWARDS

At the awards ceremony on Thursday night, Uli and Linda were presented with a designer's trophy for the best Cozy at Oshkosh. It was a spectacular trophy, thanks to Lon Cooper and Michelle Chang, very befitting of a lovely airplane. After the ceremony, back at camp, Shirley and I were presented with an award from Cozy builders in appreciation for making plans available.

We didn't get to Kerrville, but Uli and Linda did, and their Cozy won the grand champion award for this annual Southwest fly-in.

RAF

The big talk around Oshkosh was about Burt Rutan quitting the homebuilt business. He has made a larger impact on homebuilding than any other single person, and his departure sent shockwaves through the EAA. Burt's company, Scaled Composites, was purchased by Beech, and now that Burt is an officer of Beech, designing planes for homebuilders would be a conflict of interest. Consequently the decision that RAF would no longer sell plans for any Rutan designed aircraft. Fortunately we have a written license agreement which allows us to use copyrighted Long EZ technology, so we will continue to sell plans.

Many have asked us how Burt's decision is affecting our business. It is a little hard to tell, since his decision almost coincided with the flight of the first plans model Cozy. Uli and Linda have been getting a lot of publicity, and we think that is responsible for our increased plans sales. We are having to screen our customers a little more carefully now, for fear that some who really should build a Long

EZ, because of their weight, might turn to a Cozy instead. For those who qualify, we think the Cozy was the best choice all this time (Now we can say it!).

THE CO-Z MOVE

After Oshkosh, we started packing in earnest. The move day finally arrived, August 28th, and this big van pulled up in front of our house. We watched while everything we owned (almost) went on the truck. Then Shirley and I and Tasha (our Lhasa) drove down to Mesa, stopping along the way to visit friends. We had the unique experience of seeing our furniture pass us on the highway, one hour out of Albuquerque. After receiving and unloading our furniture in Mesa, I returned to St. Paul to pick up the Cozy. We have been very busy since.

We had purchased a very nice 5-yr. old house, right on the edge of the Camelot golf course. In spite of its being fairly new, there were a lot of things which either needed to be done or which we wanted to do. We re-roofed, put in a pool, built a wall around the back yard with a wrought iron fence atop it, planted citrus trees, and went shopping for new furniture for our family room. We converted one bedroom into the Co-Z office, so had to get a sleeper for the family room for overflow expected guests. It didn't take long for people to find us, even though we still are not unpacked and settled, and we have had a number of visitors already. We don't mind because we enjoy meeting builders, especially Cozy builders, because they are the nicest people in the world.

ENGINES

Occasionally we are asked if we approve of automobile and/or rotary engines. The answer is no. When your life is on the line, stick with what is tried and proven. We approve only the 0-235 Lycoming.

We are aware that many of you are disregarding our recommendations and are putting in 0-320s. This of course will result in a heavier airplane, and one which would land faster (because of the additional weight) in a forced landing situation, rare as that might be. Even though we do not recommend the 0-320, we feel obligated to tell you that modifications would be necessary. Some of these are; heavier extrusions at the firewall, a shorter engine mount (which Brock doesn't supply), a larger scoop for engine cooling, blisters on the cowlings for a larger engine, and redesign of the engine cooling baffles. We understand that some Long EZ builders installing larger engines also add one or more extra layers of UND along the upper longerons. Since we have not proven all of these things, we cannot attest to their adequacy.

BUILDER HINTS

Vance Atkinson has designed a brake cylinder installation in which the cylinders are directly coupled to the rudder pedals. Although we have not tested this ourselves, we believe that this would result in more positive braking. It would also shift the empty c.g. slightly forward, which would be a plus for lightweight people, or average weight people with heavy engine installations. Another plus would be ease of checking fluid level. You can contact Vance at (817) 354-8064.

We have been told that GTE Sylvania is developing a miniature quartz-halogen automotive headlamp purported to have the same light output as standard size. The lens window measures approx. 2" x 3" and the lamp will draw only 1 amp at 12 volts. It would make a great landing light. We have no further information.

A couple of builders have been concerned because the turtleback flange does not exactly match with the upper longeron. This is intentional, necessary to obtain the right curvature, and will be covered up with a fairing later. Don't worry!

For those tall pilots wanting more headroom, the canopy-turtleback combination can be raised an inch at the forward end of the canopy without hurting the overall contour at the top.

The following builder hints are reprinted from the Canard Pusher:

Finishing Composite Parts

"We have been using a new material for the last year or so which was demonstrated and discussed at the seminar held here at RAF on June 8. This material is an epoxy and is manufactured by Gougeon Brothers Inc. 706 Martin Street, PO Box X908, Bay City, MI 48706. Phone 517-684-7286. The epoxy is known as "The West System" and consists of one gallon of resin (part #105-B) and a one quart container of hardener (part #205-B (fast) or 206-B (slow)). In addition they sell a real neat little pump system, that screws into the tops of the cans, and dispenses the correct ratio of resin to hardener. This mini pump (part #301-B group B) costs less than \$5 and is a real time saver. The total cost of a "one gallon" kit with ratio pump is \$55 (not including COD or shipping charges). When you consider that you have got 1¼ gallons of epoxy and you will mix microspheres (glass Bubbles) at a ratio of 200% microspheres to epoxy, by volume. (1 part epoxy -2 parts microspheres eyeball is close enough). This, in effect, gives you approx. 2½ gallons of filler material, the price is cheap.

"Sand your glass part with 40 grit. We sand quite vigorously back and forth for about 5 seconds, then sand for a further 5 seconds at 90° to and over your first attempt. This will not destroy the glass structure but will put enough scratches into your glasswork for a good mechanical bond. Vacuum all the dust off the part, and paint a very thin coat of pure West System epoxy all over the part. You are just trying to moisten the part with pure epoxy. Wipe half of it off with a paper towel if you get it too wet. Now mix up one pump shot of resin and one pump shot of hardener. Add one heaped full small paper cup (3-oz size) and stir until you have a mixture that resembles cake icing. Use a squeegee to spread this "putty" like mixture allover the part. Make sure you get it on thick enough to slightly overfill any low points, depressions or dings, and also to fill the weave in the glass. Using fast hardener, this dry micro mix will cure in 4 to 5 hours as hard as a rock. Using slow, it will take 8 to 9 hours. Once cured it sands very nicely, does not gum up the sandpaper and allows the builder to obtain an excellent contour well within the criterion required to paint the part with sterling or some similar filler/primer. One coat of one of the above, occasionally two coats will prepare the part for primer and then the topcoat.

"We sand the West dry micro with 100 grit. We then paint on Sterling or Morton with a brush on small parts, or spray it on large parts. When this is cured, we sand with 220 grit wet or dry, followed

by 320 wet or dry. Your contouring is now complete, and should be as good as you can get it. The gray primer, such as duPont 131S or Ditzler's Preet 33 will not change contour, but when sprayed on, provides a base for the final topcoat and does contribute some towards ultraviolet protection. The majority of your ultraviolet protection is provided by the final white topcoat, such as duPont's Imron, Ditzler's Durathane or duPont acrylic enamel.

"The use of the finishing method described above will provide you with a low cost, durable and relatively easy to do finish from the purely physical aspects (elbow grease!). West System dry micro is much easier to sand than Safe-t-Poxy dry micro and can be sanded in 4 to 5 hours without gumming up the sandpaper. If Safe-T-Poxy dry micro were used as described above in place of West dry micro, you would probably have a little more durable surface, but it would be two to three times more work. This is because the Safe-T-Poxy dry micro is so difficult to sand and takes 3 or 4 days to cure to the point where it can be sanded.

"We have done a considerable amount of materials testing and evaluation lately and the general consensus is as follows:

Option I. Bare glass -West system dry micro - Sterling primer/filler with up to 30% micro spheres pure Sterling sprayed on as an undercoat - Sterling 'U' series, polyurethane top coat.

Option 2. Bare glass -West dry micro -Morton's Eliminator - Corlar 824S - Imron.

Option 3. Bare glass -West dry micro -Sterling - Preet 33 - Durethane.

"Safe-T-Poxy dry micro can be used anywhere we have called out West dry micro. It would probably result in an even tougher, more durable surface. However, the extra time and effort may not be worth the small gain.

"There really is no 'best for everyone' system. Take your choice. If you like Ditzler products by all means use Option 3. If you like duPont products use Option 2. There are many other excellent paints and finishes. Check around, but try to use the complete company system from the dry micro on out to the topcoat where possible.

Vents

"Designed and built by Ian Ayton, a Long EZ builder/flyer, is a real neat plastic NACA cooling vent pre-fabbed and ready to install in your fuselage. This little gem has an adjustable ramp door that opens and closes to give perfect ventilation. It is made of ABS plastic and can be glassed or riveted into place.

"Also designed by Ian, is a little black box that can be wired into your gear/canopy warning system. It will sound your horn in an intermittent manner rather than a continuous blast. At the same time the warning light will blink on and off. You can override the horn but not the blinking light. However, if after about one minute, you have not moved the throttle to recycle the warning system, the horn will again sound. This is a great idea and could save an embarrassing gear up landing. Mike has installed

one on his Long-EZ and is very pleased with it.

Contact: Ian Ayton, 4061 Via Pavion, Palos Verdes Estates, CA 90274 (213) 375-9269

New Barrier Cream Tested

"We recently obtained a new product called PR-88. This is a hand cream designed to act as a barrier against virtually anything the homebuilder might work with. We have found it to be absolutely excellent, particularly when working on a dirty, greasy engine, or when painting or working with epoxy. We find it works best if you wash your hands quite often, say once per hour, during a particular job. This also gives you a break and you will find that the work will usually go quicker and better. This barrier cream is the best we have used. It goes on easily and is not sticky and in fact once it has dried, you do not know that you have it on. It is available from both Spruce and Wicks.

Brake Lines

"The Nylaflo nylon brake lines which are used on all of the EZs have been generally extremely reliable and on all five of the airplanes here at RAF have performed flawlessly, some of them for more than 10 years. On one occasion, we did replace the brake line on the left gear leg of Long-EZ N79RA due to a small blister or bubble that appeared in the nylon line directly opposite the brake disc. At the time we had no insulation on the nylon lines and the heat from the disc heated and softened the nylon line, so that as the brakes were used the pressure blew a small balloon in the line! We replaced the line and insulated them with fiberfrax and have not experienced any problems since. Recently, however, we have received two reports of problems with the nylon brake line even though they were insulated. In one case the nylon line blew a balloon and burst, causing a loss of brake and a major leak of fluid, and in the other case, the nylon apparently hardened right at the brass fitting, as though heat was conducted through the fitting into the nylon, causing brittleness which, due to vibration, broke within 1/4 to 3/8" of the brass elbow.

"These are our observations. First of all, the nylon tubing is an excellent, flexible hose, easily capable of handling the pressures required when new and fresh. Sun light is very hard on nylon, the ultraviolet will make it hard and brittle and it then may crack. So keep it out of the sun. When you receive it from the distributor, store it in a black plastic garbage bag until you install it. After it is installed, protect it from sunlight with black electrical tape or something similar. Once you have wheel pants on, then the problem goes away.

"Protect it from heat. Radiated heat as well as conducted heat can soften the nylon, and also over a long period of time, can cause it to become brittle. Insulate the nylon tube. We wrap it with fiberfrax and glue the fiberfrax on with silicone. Covering the fiberfrax with a reflective aluminum foil such as Reynolds wrap is an excellent idea.

"Route the nylon brake line so that it cannot 'see' the hot disc. Bring it down the trailing edge of the gear leg and then around the inboard face of the gear leg into the brass elbow. Do not run the nylon brake line between the gear leg and the disc; this will definitely cause problems. Also it makes it very difficult to change the brake linings!

" Last of all, perhaps it is a good idea to install the nylon brake line onto the trailing edge of the gear inside a piece of plastic line, such as hardware store type vinyl tubing or even soda straws stacked together. This allows for easy replacement of the brake line. This is an option, not a mandatory change. We have never done this at RAF, and when we did have to replace a brake line, we found it to be a simple job, but it did mess up the paint job on the gear leg."

PLANS CORRECTIONS

Chap.1, p.2 The new address for Co-Z Development Corp is 2046 No. 63rd Place, Mesa AZ 85205. The new phone number is (602) 981-6401. This is both our office and residence and will be answered most of the time. If we are gone for extended periods, we will try to arrange answering service.

Chap. 4, p.1, Fig. 1, Change 28.3 to 28.7"

Chap.19, p.7, Step 8, If you intend to install the new high performance rudders (plans available from RAF for \$15) install the rudder cable conduit in the wing so that the conduit exits 1.5" aft of where it is shown on the full size pattern on page A18 of the large drawings supplied with the plans.

Chap.22, p.5, Fig.18, Uli Wolter suggests shortening the length of the space saver panel at least

3/4" if you have well-developed muscles and intend to fly from the right side.

LETTERS

Dear Nat, Sept.16, 1985

It finally happened last weekend---I had the best first time ride in a Cozy that any one could hope for. Thanks to Uli and Linda Wolter. I was thoroughly amazed at the 170 KIAS and the unexpected aileron rolls were fun. I hope you enjoy the pictures. Please renew my newsletter subscription.

Ken Francis

Ft. Worth, TX

Dear Mr. Puffer, October 5, 1985

About one year ago, Oct.24, 1984 to be exact, I received a copy of your information brochure on the Cozy. I have always been interested in the Cozy, but I wanted to investigate various other aircraft before I committed myself to such a large project. After much deliberation, I have decided that the

Cozy is the aircraft for me. Enclosed you will find a check for \$230 for a set of plans. I am looking forward to this project and will eagerly await the arrival of the construction documents. I hope you and Mrs. Puffer are enjoying your new home in the Southwest. I bet the flying down there is spectacular. Thank you for the plans. I hope to hear from you soon.

Sincerely yours,

Jeffery M. Horvath

Creve Coeur, MO

Dear Nat, Sept.12, 1985

I was unable to get the international money order (for Cozy plans) before taking our EZ (G-Emmy) down to Corsica for holiday, so I may not be in time for the old price. Please bill me if this is the case.

Order: 1 set Cozy plans \$210

3 yrs newsletter 15

Back newsletters 5

Kind regards,

Mike Tooze

Kent England

Dear Nat, Sept.18, 1985

I just thought I would drop you a note to let you know how my Cozy is progressing. I am currently working on the box spar and hope to start a wing before cold weather arrives.

I finished the canard and both elevators earlier this summer and I'm glad that project is over I really tried to maintain the airfoil curvature and I do believe they came out pretty good. I said to myself that I can't do that...but I followed the plans step-by-step and it turned out quite nice. Oh, I'll have to fill with micro here and there but it is just the way your diagrams say it should be.

I have spoken to a FAA inspector about log requirements and he feels dating the completion of each step in your plans will suffice. He also suggested a series of Polaroid prints of each major component fabrication. He also suggested a few photos of the builder at work...a good idea I thought.

Well that's about all from the Mississippi Aeroplane Works for now. Congratulations on your

retirement and new home in Mesa.

Regards,

Art Simon

Corinth, MS

Dear Nat, Aug.6, 1985

Enclosed is a check for Cozy plans and one year subscription to the newsletter. I enjoyed very much your seminar at the Oshkosh gathering. I figured with all the rush you must be going through that I had better use the new address.

Here's hoping that in a couple of years I will be able to fly in to the Oshkosh convention.

Respectfully,

Richard Alban

E. Lansing, MI

Dear Nat,

For two years there has been much discussion at Oshkosh about how we would like to hear how other builders are doing. We know you have enough to do without trying to keep up a social and builders' exchange. Therefore, we are trying to start up a builders group who would all exchange information through the form of a newsletter. All news you have or get from someone else should be sent to us and we will include it all in our newsletter. Builder's names and addresses will be included unless you ask us not to print yours. This way we can all learn and share hints and tips on our projects. If you would like to join us, send the following information to:

Bill and Pat Cotter

1682-Roxanna Lane

New Brighton MN 55112

(612) 631-3128

We are volunteering to produce this newsletter for at least one year. We will make it as detailed and large as the group would like, but until this is determined, we would anticipate a monthly mailing of a few pages so the cost to start out will be \$5.00/yr.

Name

Address

City/State/Zip

Serial No.

Bought plans

Date started

What is done? Bulkheads, Fuselage, Wings, Canard, Engine, Interior, Sanding, Painting

Anticipated date of completion

What would you like to see in the newsletter?

Hints & tips progress reports, Pictures, a separate directory, other, Comments

Regards,

Bill and Pat

Editorial Comment: Some of these things we have been trying to cover in this newsletter. We are often asked to supply names of other builders, and are reluctant to do so because some of our customers might object. This would be one way you could let people know you don't object being contacted.

Dear Mr. Puffer, Sept. 27, 1985

Received the info kit yesterday and have decided to go for it! Enclosed is a check for plans and newsletter.

I've been tooling up for a Long EZ for some time now, but feel the Cozy will suit my needs even better--Thanks for improving an already great design!

Sincerely,

Rich Steeb

San Jose, CA

Dear Nat, Aug. 13, 1985

It was my pleasure to meet with you for a few min. on the flight line at Oshkosh. Your Cozy certainly is a beautiful ship. As you may have noticed, the interior of my Long EZ was not completed. With all the other work I just did not have the time to complete it yet. I do want to start on a Cozy project this fall, depending on how business develops.

I may not have mentioned it but I have taken on a business partner by the name of Bill Forrest. Bill has about 20 years experience in fiberglass and reinforced plastics. Our intention is to build the absolute best quality custom fabrication shop in the US and hopefully make a dollar doing it.

I am enclosing a reference list of some of our customers. We have built a Q2, Q200, Glassair wings, several Long EZ wings and parts, a lot of parts for the Defiant, fuel tanks, and we have verbal orders for two Defiant airplanes that we will build as much of as is legal. You can see we are growing.

We have already had one good solid inquiry upon your suggestion. We certainly do appreciate your trust. We are interested in some sort of arrangement where you recommend us to people you sell plans to. Your nod of approval really is important to us and to the person who might consider using our services. I think this could be healthy for all of us.

Hope to hear from you soon. Thanks again.

Best Regards,

T.J.Wright

Custom Composite Components

Box 6 R.D.2, Friedens, PA

(814) 445-2460