

## FOR SALE - 1992 COZY III



Highly Efficient Three-Place Experimental Rutan Canard – Flying and with Current Annual Condition Inspection

### Airframe:

Composite Construction - Approximately 275 hours Since New

### Engine and Prop:

Lycoming O-290 130HP - Approximately 275 hours SMOH with excellent compressions

Prince 2-blade Composite Propeller - Approximately 275 Since New

### Avionics:

- Dual Garmin G5 Attitude and HSI (Backup Battery on AI)
- Garmin Aera 796 with AirGizmos Panel Mount Dock (796 coupled to both G5s and the GTR 200 for Standby Frequency Selection as well as Traffic/Terrain/Airspace/Altitude audible alerts)
- Garmin GDL 39 3D with Backup Battery (coupled to Aera 796 for ADS-B Traffic and Weather and Synthetic Vision with Backup Attitude)
- Garmin GTR 200 VHF Comm with Stereo Intercom, music and aux inputs and PTT on both control sticks
- Garmin GTX 327 Transponder (with Altitude Encoding from G5)



### Interior:

Textured Gray Finish with Custom Fitted Gray Vinyl Cushions



### Other Features:

- Insight G1 Color EGT/CHT Gauge (includes optional Carb Temp Feature with uninstalled probe)
  - Aerospace Logic OPT200K Digital Oil Pressure and Temp Gauge
  - Flight Data Systems Digital Tachometer and Hour Meter
  - Mechanical Hobbs Meter
  - Davtron M803 Digital Clock with Volts and Outside Air Temperature
  - SIRS Panel Mount Lighted Wet Compass
  - B&C Billet Oil Filter Adapter
  - Black Anodized Billet Air Vents
  - Panel Mounted 12V and Dual USB Charging Ports
  - Panel Mounted Ram Ball Mount for Ipad or other Devices
  - Retractable LED Landing Light
  - LED Navigation and Position Lights
  - Whelen Wingtip Strokes
  - Manual Crank Retractable Nose Gear
  - Split Master Switch for BATT and ALT
  - 4-point front seatbelts, lap belt in rear seat
  - 50 Gallon Fuel Capacity in two tanks (near 1000 nm range)
  - Fuel Quantity Sight Gauges
  - Central Left, Right Off Fuel Selector
- 
- Condition Inspection current as of February 2018



I would rate the exterior paint as a 6 with the trim colors having some blemishes and paint chips here and there. Interior is a 7 with no upholstery tears, but it's basic.



This is a very responsive, fun to fly airplane. It's also very easy to fly. The stall-resistant canard configuration also makes it very safe and forgiving. My typical cruise speed is 140 knots indicated at 7 gallons per hour at 2400 RPM down low. Go up to higher altitudes and the fuel efficiency and speed improve. I've been up to 12,500 feet where my TAS calculated to 160 knots and it seemed to have plenty of reserve (I didn't have oxygen with me so I didn't go any higher). Adding wheel pants on the main gear (which I had intended to do) should improve cruise speed and improve the looks.



Overall, this is a fun, fast, efficient airplane with lots of modern technology that draws attention wherever you land.



Asking \$29,000

Contact Info:

David Anderson

[cessna177pilot@gmail.com](mailto:cessna177pilot@gmail.com)

(904) 614-5246