

# LITE-WING NEWS

MARCH  
2008



THE MONTHLY PUBLICATION  
OF EAA ULTRALIGHT  
CHAPTER #104

President: Skip Little

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Secretary: Bucky Carter

Treasurer: Bob McComb

**...NEXT MEETING THURSDAY MARCH 20TH, 7:00 P.M. AT SIGNATURE AVIATION**

## From the President

Since the last MTUG meeting the EAA and the FAA have corresponded, and additional low profile news items have appeared. Reviewing all this stuff before unleashing my pen, it seems that it is all related. So let's start with the EAA.

First received was the formal explanation of the EAA removing their logo from regional shows around the country. Planely (pun intended) it is insurance due to EAA's deep pocket exposure. Hereafter, EAA will be a participating vendor, not a sponsor, of these large events to protect themselves from the sewers, as a famous radio commentator calls the sue happy. EAA will still provide coverage for an EAA Chapter event, but the documentation required has increased considerably. As has my enmity toward the sewers, but that cannot be noted, as it would not pass the local censor. But read on, for the plot thickens.

Next received was a box full of neat EAA promo stuff, consisting of several DVD's of "Oshkosh: The Spirit of Aviation", posters for FBO bulletin boards, 150 rack cards, three card racks and Chapter labels. The cards and posters have blank spaces for Chapter info to be listed. This is good stuff to generate interest in MTUG and EAA. Which is truly needed to not only enlist new YOUNG members, but to counter what the FAA and

the Congress has in mind (*like emptying your wallet*).

Now that we're all newly Registered E-LSA, the Aero News network notes that a report by the NTSB to a Congressional committee states that General Aviation, that's us, now, has an equal amount of usage of the National Air Space as does the airlines. Which reinforces the FAA request for user fees for GA, and now the FAA has come up with another outstanding idea. They say that all Registrations should be renewed every three years for \$130.00!! No, it hasn't been done, yet, but it is under active consideration by the Congress, now! However, 485 Congressmen and Senators, and one President are up for votes this year, and voting for the incumbent just encourages this kind of thing!

To underscore the seriousness of this fee issue, the FAA sent a card requesting an e-mail survey concerning your aircraft, by N number, and its' operation in 2007. The survey was slanted primarily toward determining how much revenue you generated with your aircraft and how much you used the National Air Space. Which ties right in with the NTSB report on NAS use and user fees, and the proposed triennial re-registration fee. And all this seems to be coming after the January E-LSA deadline. Have we been had?? Well, let's look back at where we were before N numbers.

Operating as ultralights, we were operating exactly as we are now required by the FAA Operating Limitations: Experimental, Light-Sport Aircraft. Except that now we are required to fly at minimum altitudes, even over open country, now we are required to fly three miles from clouds, rather than just clear, now we are required to have annuals, basically now we are flying under more rules than we were as ultralights, and it costs more money. And will continue to do so as the politicians pass more fees. Are we having fun yet?

Well, maybe not as much fun as Southwest, but their alleged problem has caused the politicians to require a top to bottom shakeup in the FAA. Since we're on the bottom, and stuff runs downhill, it seems likely that the FAA folks will not be here to help you on a ramp check. Ultralight or Light Sport, know the rules, have the correct documents and don't say anything.

By the way, if you are taking a plane to Sun 'n Fun, be sure you can prove that it was Registered more than six months ago. The Florida Department of Revenue is taxing all planes newer than Six months that land anywhere in Florida. Aero News had some terrible tax examples, so be careful.

As we are the Middle Tennessee ULTRA-LIGHT Group, and might like to do some low and slow and uncomplicated ultralighting, there is some very good news indeed. First, the rights to the AirBike have been bought by an ultralight guy who is setting up to sell plans, probably by Sun 'n Fun. And perhaps, best of all, Wayne is nearly finished with his new, simple, legal ultralight. So there are blue skies on the horizon, after all.

*Harold "Skip" Little*

## MARCH MTUG MEETING AGENDA

- ▶ Greetings and Announcements
  - Visitor Introductions
  - Member Happenings
  - Project Reports
  - Flight Reports
  - Sun n' Fun
- ▶ Old Business
  - February Meeting Minutes
  - Treasurer's Report
  - Newsletter Editor Report
- ▶ New Business
  - Member Renewals - DUES ARE DUE
  - Comittee Volunteers

----- BREAK -----
- ▶ Program
  - Airspace - Where Is It?
  - By - Lee Allen**

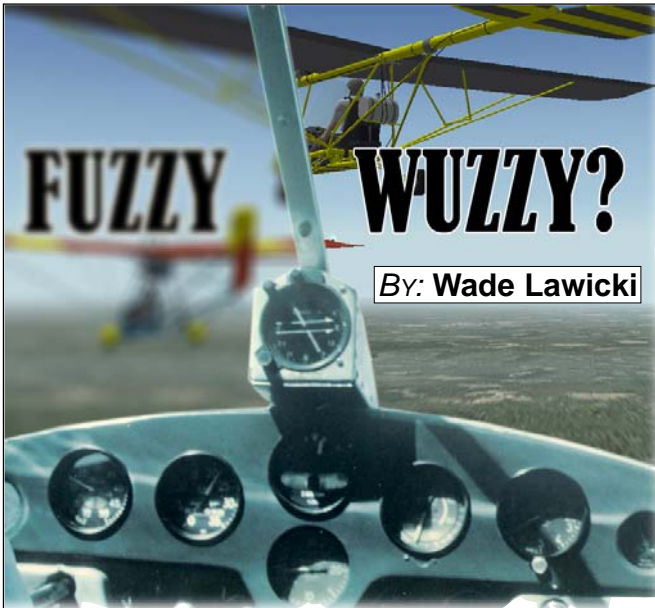
## CLASSIFIED ADS



### MINIMAX ULTRALIGHT FOR SALE

Rotax 277 with NEW points & condenser, and NEW pullstart. Like new prop gear drive. \$2800. **Call James M Cash 931-738-5776**

FALCON ULTRALIGHT FOR SALE  
Includes two Rotax 277 fan-cooled engines, and 3 blade prop. Needs some work.  
**Call James M Cash 931-738-5776**



No! It was not a bear, it was how I described the windows in the Fergy 2A I am rebuilding. Scratched, foggy, cracked and the only thing that was clear was that they needed to be replaced.



There are two common materials used for these type windows, Polyacrylic (Plexiglas) or Polycarbonate (Lexan). It's

easy to confuse the two if it's your first time working with them, after that it's easy to tell one from the other. Plexiglas is cheaper but does not cut, drill, bend or have the strength of the more expensive Lexan which is also bulletproof! I'm going with the Lexan. First you need to either have or make a pattern for your new windows if it's a new plane or you can use the old ones if they are not all busted. I drilled the rivets out on mine and used them, laying them out on a 4x8 sheet trying different positions to minimize the wasted material. Once I am happy with the positioning I mark



around the old glass by an extra half inch just for the first cut and mark all the old hole locations. I made these bigger because the old windows

where short in some spots from the previous owner. Don't forget to mark the window location to the pattern so you can tell lefts from rights, fronts from backs.



To cut them out you can use many tools such as hand shears, electric shears or saws or air powered cut off wheels.

I like to use an electric shear called double cuts that are used for sheet metal. These will cut with a scissor action in up to .090 thick Lexan without a problem and leave you with only curls of material to clean up, no dust, no chips, no fuss; I do it on my living room floor.



Next to drill the old holes that we have marked. I use a spring loaded center punch over my marks, then I find the easiest way to drill is to use an electric screwdriver with a step type drill bit. The slow speed works well and keeps the bit from heating up which will just melt the Lexan, the step bit allows me to drill one size over the rivet size you use to allow for expansion without having to change bits.



Next we will clec the rough pattern on the plane and mark the inside and outside perimeter of the frame where I can. It's just personal preference as to how much you want them to extend, just remember moving parts need to have room for clearance.

Now that we have the final marks we can do the final cut the same as the first just slower and more precise. After the last cut you can check the fit again and make adjustments if necessary before you sand the edges. I use first a metal file then go to 80 grit sandpaper until the edges are nice and smooth.



My old windows had a nice black painted 1 inch trim around the edges that looked good and help hide the foam tape use to seal the glass so I also

copied that to the new ones, that was the reason for marking the inside perimeter of the frame. The hardest part to this step is to cut just hard enough on the inside line to cut the cover sheet and not the glass, then peel the paper leaving a nice uncovered boarder all the way around. Then you wipe the boarder with acetone and spray the color of your choice. After the paint is dry you are ready to mount them! I like to use a double sided foam tape to help hold and seal the glass; it can be found at most home improvement stores. You can either apply it to the glass or to the frame; I put it on the frame then poke through the rivet holes.

Starting at one corner peel the cover of the tape back just enough to cleco the first hole, then work your way around peeling and clecoing one hole at a time until all holes are done. Don't try more than one at a time because the tape does not allow repositioning, it is VERY sticky!



The last part is the easiest, pull one cleco at a time and replace with a fastener. Mine uses rivets so I used large flanged one to help spread the load out to keep from the Lexan developing



cracks. I pull the film back just enough to get rivets in until it is all done, and then you can remove all of the protective film. If you take your time with the fit portion you will finish with new windows that you can be proud of and..

**No More Fuzzy Wuzzy**

*Fly Safe :) Wade*

**LEXAN TIPS**

**DO's**

- Drill slow Oversize holes
- Smooth edges and holes
- Leave film on until done
- Use ONLY cotton cloth to clean

**DON'TS**

- No brushes or squeegees
- Leave in sun with film on
- Spill gas on it
- Keep near heat source

**APPROVED CLEANERS**

- Fantastic (1)
- 409 (1)
- Joy (2)
- Lysol (3)
- Mr. Clean (2)
- Pine Sol (4)
- Top Job (2)
- Windex (5)

**TRADEMARKS**

- (1) Clorox Company
- (2) Proctor and Gamble
- (3) Sterling Drugs
- (4) American Cyanamid
- (5) Drackett Products
- Lexan= General Electric
- Plexiglas= Autoglas

