

## Better Visibility Canopy

*Graham Singleton (England)* - These canopies have been designed to give much better visibility than has been the case in the American Long-EZs. It is recommended that a removable seat base be fitted to raise the seat about 1.5" from the bottom of the aircraft. This will greatly improve visibility over the nose during the landing phase.

1. Mount the firewall temporarily, unless the main spar is already fitted, in which case mount it permanently.
2. Micro a urethane or styrofoam block to fill the space from the firewall to the forward edge of the rear of the canopy frame.

wall. The canopy is flexible enough to take up this shape, although it will be necessary to tape it down. Gradually create a recess for the sides and front. (See note 7) It will be necessary to trim a little off the bottom edge of the canopy at the rear to maintain adequate depth of the frame.

7. It is recommended that the sides of the canopy are fixed above the longerons. This will mean that the bolts for the rear catches and hinge pass through inside the plexiglass instead of outside. (see sketch below) Headroom and downward visibility are greatly improved.

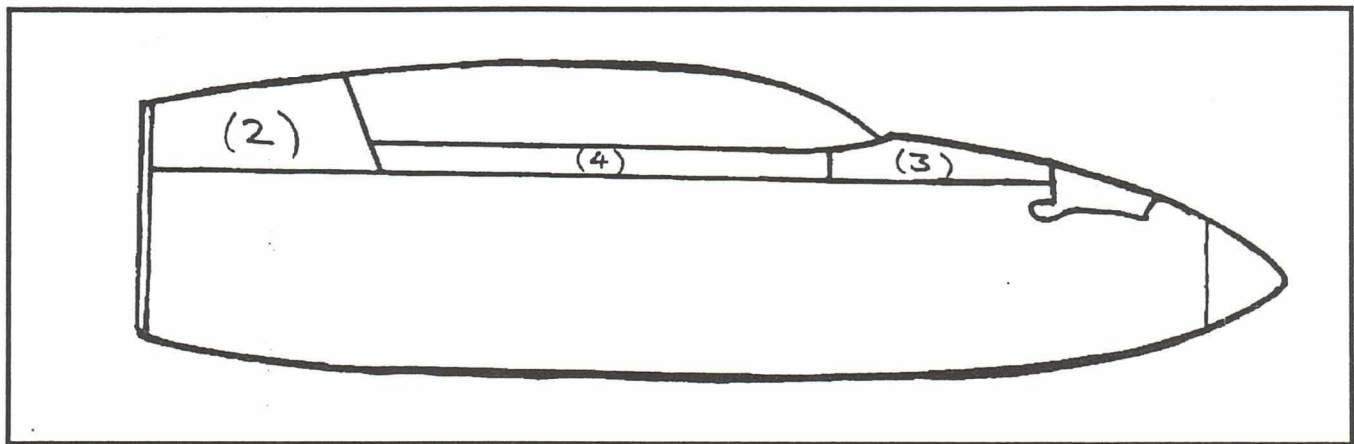
8. Having recessed the foam frame to the canopy all the way around,

## Wheelpant Mold

The mold for making wheelpants is back again. The pants, similar to the Sport Flight style, are designed for Lamb tires. A couple people have fit 5:00 X 5 tires in them, however.

This is a good minimal space winter project. The video tape included will guide you through construction. These pants weigh less than 6 pounds per pair, complete with paint and all hardware. Less than \$20 is required for material to complete and install the pair.

You will be responsible for UPS charge both ways and should plan on having the mold back within a month.



3. Temporarily fit a styrofoam block at the front and start to match the nose, canard fairing, and front lip of the canopy. This should be at least 3" above the longeron and about 1" aft of the instrument panel. That location will help illumination of the instruments in bad light, landing toward a low sun - for example.

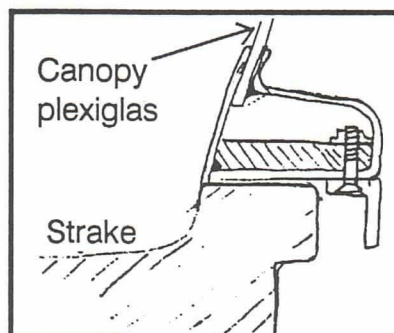
4. Temporarily fit the side rails (styrofoam).

5. Trim the canopy 72" long or slightly more. Trim the flange 3/4" at the front, reducing to about 1/8" half way back and zero at the back.

6. Carve the blocks carefully so that the canopy gradually sits down into its proper position. The rear block should match the shape of the fire-

start to carve the outside shape. The most pleasing shape will be achieved if the canard fairing and nose are also in place. It helps to raise the top edge of F28 about 3/4".

9. Proceed as Rutan's plans and complete the canopy. Be careful to avoid an exotherm when laying up the hinge and catch reinforcement.



**For Sale**

I've gotta sell my engine for my Vari-Eze, slated to fly in early spring of 2004. It is pickled, has not run for 10 years, and needs the exercise. I need \$3000 in dental work. I'm tired of soup and corn flakes. O-235-C1, 1176 TT 327 SMOH 80 Octane carb. Only \$4500 outright. Call for copy of logs.

**Wanted**

I need a used **Safety Poxy II** ratio pump.

Please contact Phil Chase on the above at: (916) 363-5375.