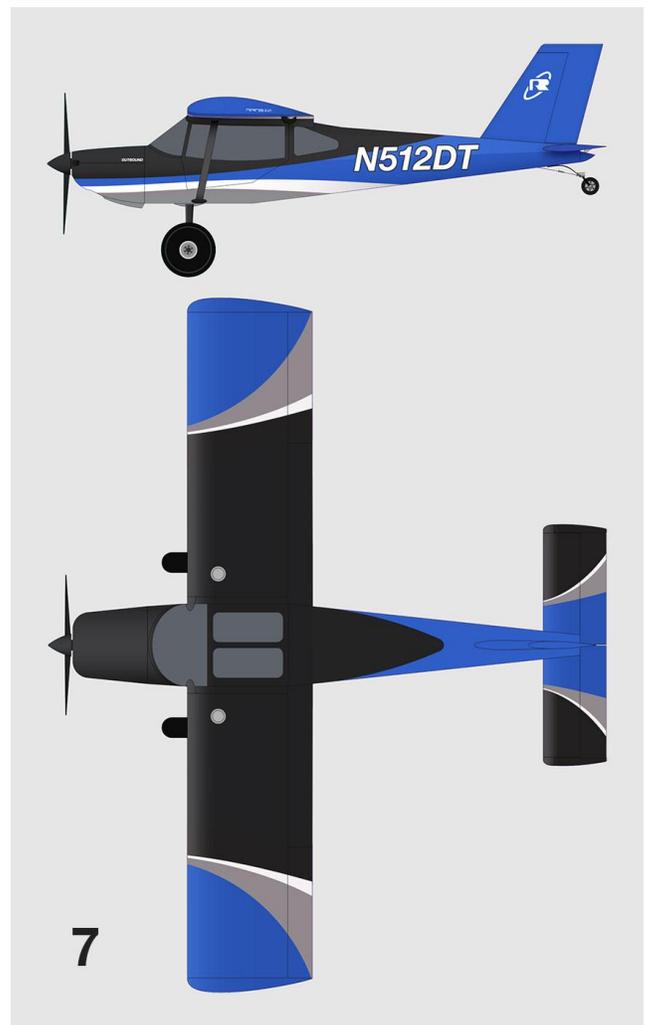
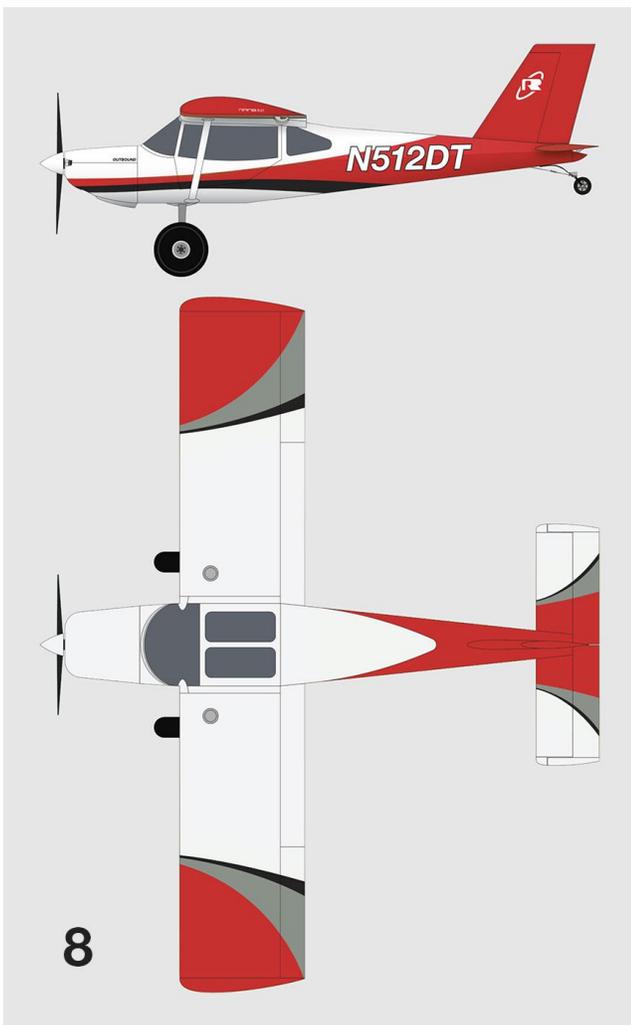


S-21 Outbound Progress Report

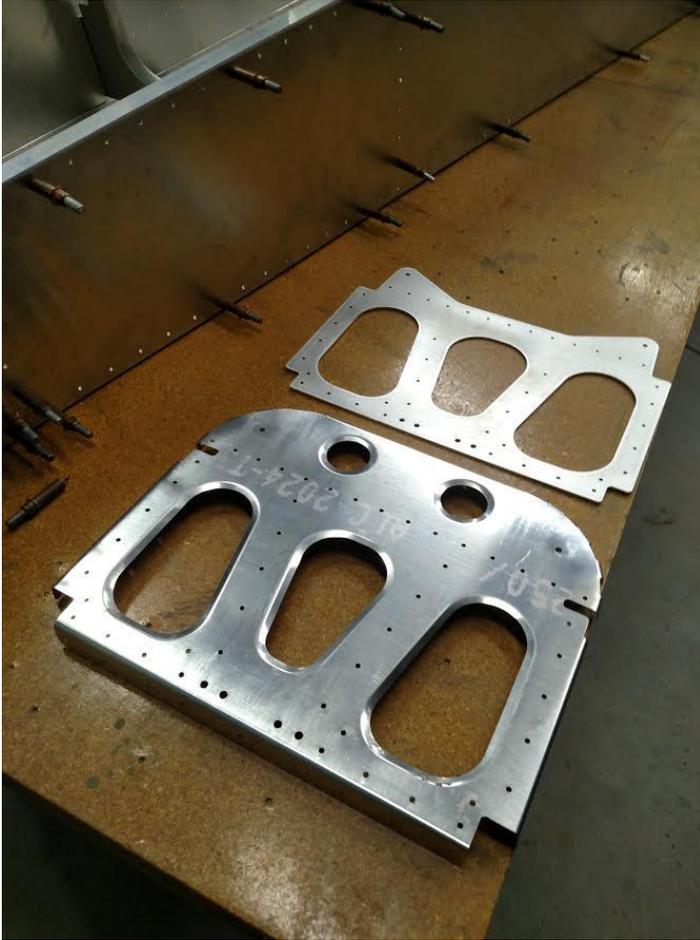
8-17-16

Which color choice won? Not too big of a surprise, #8, which was the red/white/gray/black scheme was a strong first, with #7 not to far behind. There was a lot of enthusiasm over selection of the color, and many insisted their choices was, of course, the best. So maybe we will just have to build one of each eventually.





Preparing for static testing of the wing: We use some monster equipment to test wings and the many other components of a plane to make sure they will be airworthy for many years. The HAL's as we call them do this with ease, since we can exert many tons of force into a test piece. The set time is considerable, since most of the time the HAL's are tucked up against the back corner. The floor in the location was super reinforced. In our old plant we had some issues with anchors not remaining intact through out the test. So far (knock on concrete) the test lugs have been secure for about anything we throw at them.



Updated Station 8 bulkhead: Station 8 has been revised to be lighter and stronger to take the tail wheel loads. We get such a nice clean cut that you won't, in general, have to remove burrs or do any edge sanding. This really speeds assembly. We should be seeing a completed tailcone for load testing before long.

Updated wing spar layouts and increased rib count: We increased the rib count by two. This omitted the need for several span wise stringers, and the added drag from rivet heads.

Designed tooling for drilling out longerons: A big chore is to transfer drill stringers or longerons. At least in the case of our angle longerons on the tailcone we are pretty optimistic we can provide them ready to install. More on this as we test out the tooling.

Bottom wing panel final designed approved and to be installed next week on test wing: The test wing, shown on the mock up at OSH will be fitted with the bottom panel next week and loaded into the HAL. Once it passes static testing there remains a number test for the wing, fuselage and tail members. Fun stuff! Proving the planes strength prior to flying it makes the test pilot feel a whole lot better!

Thanks for stopping by, stay tuned...RJS

