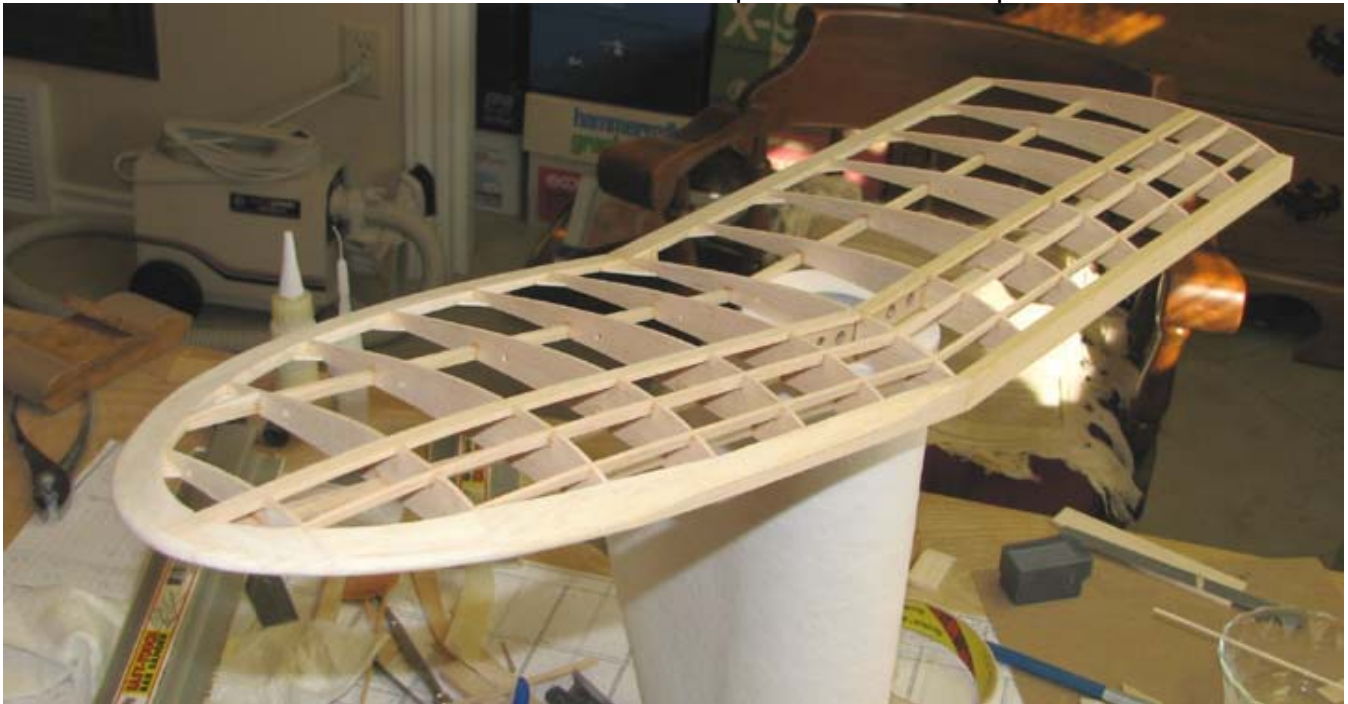


David Harding

From: Tandy Walker [tandyw@flash.net]
Sent: Friday, January 01, 2010 2:27 PM
To: Undisclosed-Recipient: ;@smtp108.sbc.mail.mud.yahoo.com
Subject: 38 Speed 400 Cloudster - Right Wing Tip Complete

Speed 400 Cloudster Project

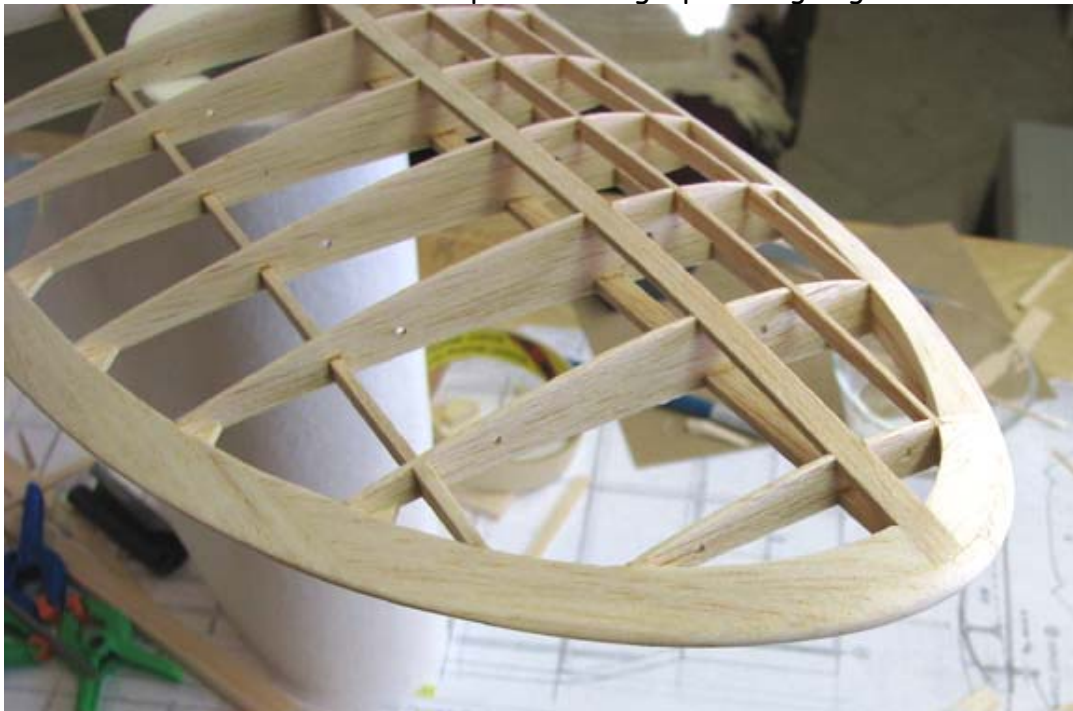
This morning I glued in the three 1/16" X 3/16" turbulator spars in the wing's right tip panel and then spent most of the rest of the day working on finishing out the wing tip. Filler blocks were cut from very soft 3/16" sheet balsa and glued in place on top of the wing tip pieces. These were carved, trimmed, and sanded to final shape as shown in the picture below.



This shows a close up of the wing tip leading edge.



This shows a close up of the wing tip trailing edge.



This picture shows the bottom of the finished wing tip.



The right half of the wing currently weighs 24 grams (0.85 oz) as shown below. However, this will come down some because close to 40% of the 1/4" X 1/2" leading edge will be removed when the leading edge is carved and sanded to final shape. So the complete wing structure, including the flat center section, should weigh no more than between 1.8 to 2.0 ounces.



The fuselage including the tail assembly, push rods, two servos, landing gear, motor with motor

mount, and spinner weighs 175 grams (6.17 oz) as also shown below. So including the estimated wing structural weight of 2 oz, the current Cloudster weight is 8.17 oz, just barely over half the Speed 400 event minimum weight requirement of 16 oz. Wonder if this Cloudster can be brought in at or near the minimum weight of 16 oz. Any comments?



Now, next week the left half of the wing will have to be built. During this time, there will be no Cloudster reports posted because they would be redundant. The Cloudster reports will resume when construction on the wing's center section begins and the two halves of wing are jointed to the center section.....Tandy