

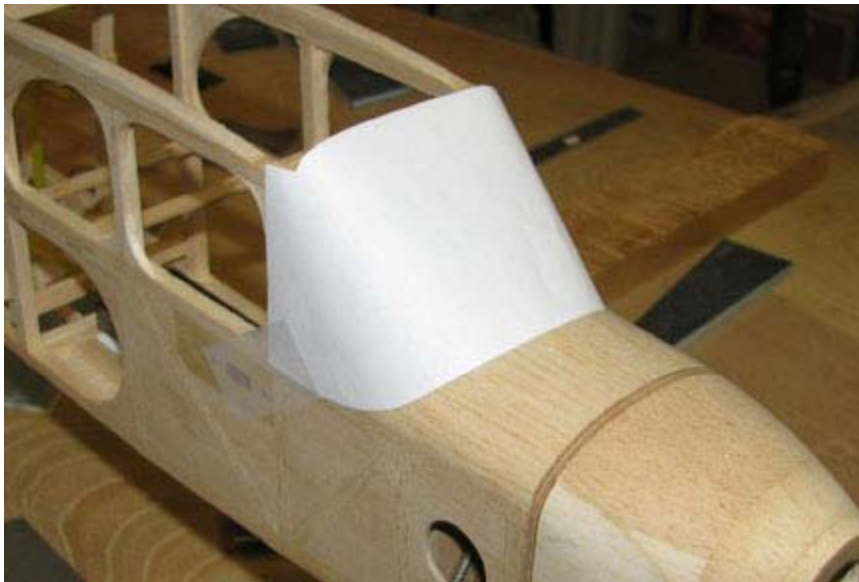
Dave Harding

From: Tandy C. Walker [tandyw@flash.net]
Sent: Monday, February 22, 2010 12:03 AM
To: Undisclosed-Recipient: ;@smtp103.sbc.mail.mud.yahoo.com
Subject: 67 Speed 400 Cloudster - Notched Wing Leading Edge Interface with Fuselage

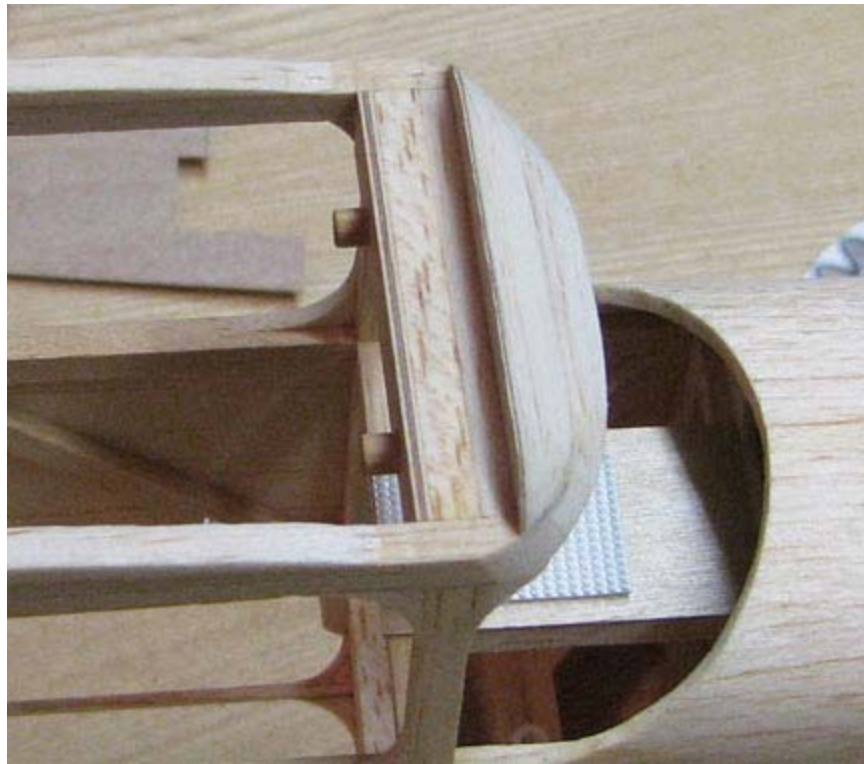
Speed 400 Cloudster Project

This morning Sue and I went to early church and then out for breakfast afterward. Shortly after noon, we drove over to Pantego see the new house our neighbors on the north just bought. They will be moving over there on Tuesday and Wednesday. So this afternoon there was time to finish the fuselage's top forward cabin stop that interfaces with the wing's notched leading edge, but I did not get to recessing the bulkheads between the stringers on the bottom of the fuselage.

The back side of the 1/4" X 3/8" balsa stop was lined with 1/64" plywood and then glued to the front of the wing saddle. This balsa stop was then carefully trimmed and sanded to shape with the appropriate slope for the wing screen attachment. The wind screen pattern was cut out of the plans and used to determine the right slope of the stop. This was an iterative process of trimming the stop, checking the fit with the pattern, and then trimming some more as shown below.



The finished cabin stop is shown in the picture below. Notice the 1/64" plywood liner on the back side of the cabin stop that the wing's notched leading edge butts up against.



This picture shows the wing's notched leading edge in proximity of the cabin stop.



With the wing assembled to the fuselage in the picture below, you can see the nice fit of the cabin stop with the wings notched leading edge.....Tandy

