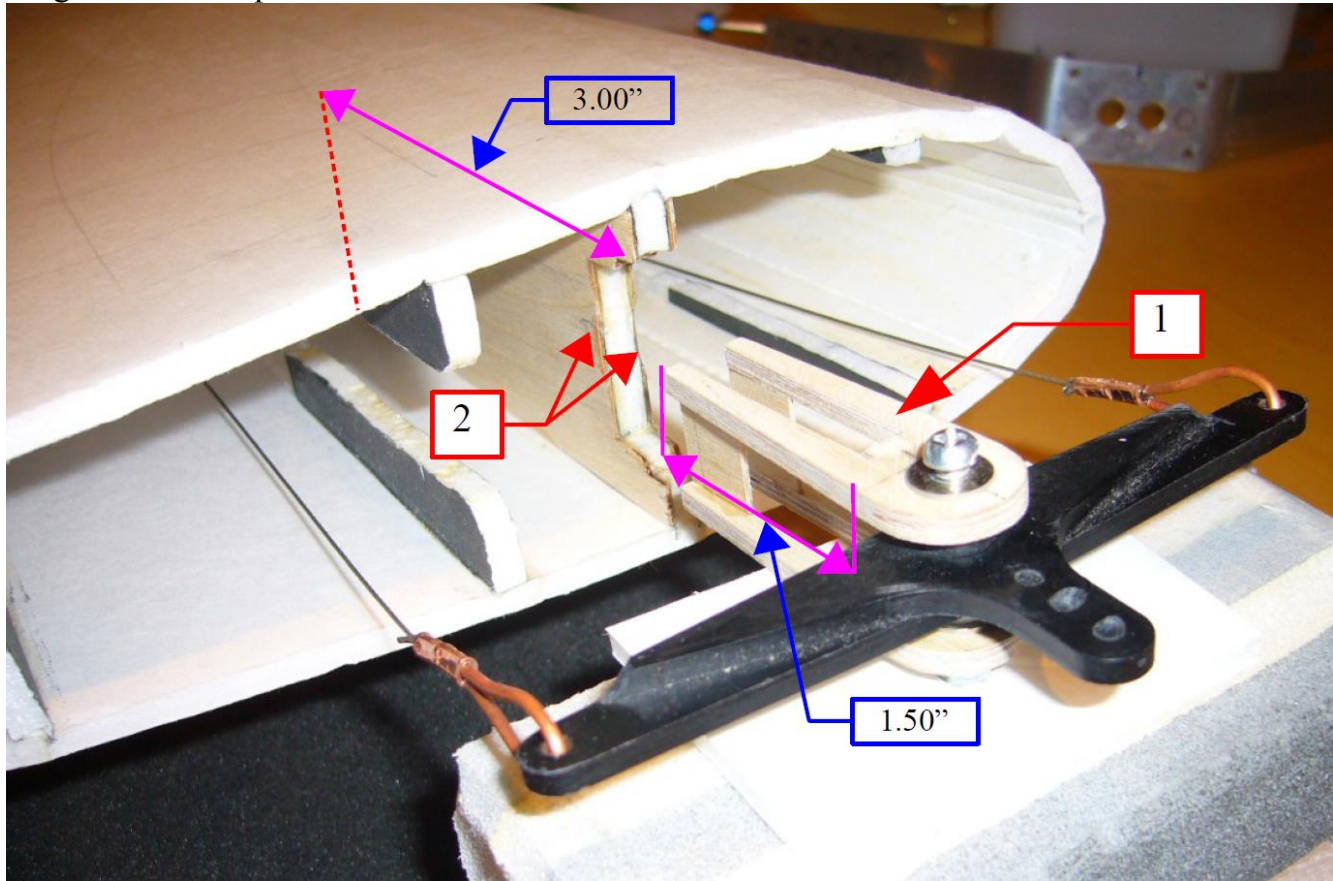


4" Brodak B-crank has been mounted as shown.

A double 1/8" ply lug (1) has been glued to the 0.031" ply 3" long doublers (2) epoxied to the wing PFP Main Spar.



The B-crank mount has been tested up to 30 lbf. and passed.

Comment: the final RTF static weight of EParrot will be ~1200 grams (42.3 oz.).

The in-flight max. pull load (~2.5 x static weight) on 60' long lines will be ~ 3,000 grams (105.82 oz.).

The pull test load will be $4 \times 3,000 \text{ grams} = 12,000 \text{ grams} = 423.3 \text{ oz.} = 26.45 \text{ lbf.}$

Margin of Safety: $(30/26.45) - 1 = 0.134$



Almost done (tips to be finished), colored and Mylar covered wing.
Coloring, simulating the Macaw parrot color scheme, has been done using the permanent markers.
Flaps, already hinged to the TE, will be mounted to the wings after the wings are glued to the fuselage.

The gap between the flaps and the TE has been sealed with the rip-stop kite nylon.

Weight:

49" wing as shown – 323 grams (11.4 oz.),
flaps and TE assemblies as shown – 50 grams (1.76 oz.)
flaps horn – 11 grams (0.39 oz.)
Total area (wings + flaps) = 530 sq.in.

To be continued