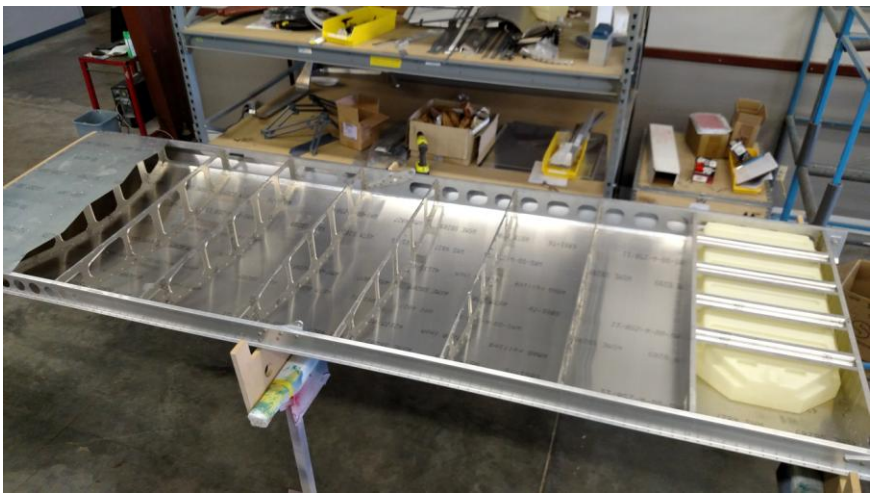
8-9-16
Showing S-21 mock up at Oshkosh allowed us to gauge the reaction of to the concept, construction, and pricing. The good news is we are right on target in just about every area. We hustled back home and have been working diligently to make this plane happen.

Work on the tailcone has been progressing, the first step is to mate it to the cage. Minor changes have been made to make it easier, such as eliminating the overlap of the skins onto the cage. This will allow complete assembly of the tailcone without the potential damage to overhanging sections. It will also allow independent assembly of the cockpit section. Imagine setting the cage on the gear and being able to install the everything without the tail cone and wings attached. This keeps the project compact during assembly of the most time critical elements such as, avionics, engine install, and interior.

We tested the wing assembly jigs. These will come in the kit. To assure accurate wing twist we provide machined out supports of composite wood. Attach the jigs to the saw horses with the bottom edge of the supports level with the world. The



sawhorses should be on level ground and set apart the distance between the wing root and strut attach point. The wing is then clamped or taped into the jigs, ready for installation of the bottom panel. Ok, so you may ask, how are the wings assembled up to this point? It is done on the same two sawhorses, only minus the jigs. The goal is to provide a kit with all the tricks built in for extra fast and accurate assembly, and yet still be within the FAA's 51% ruling for EAB.

Some are wondering how the skins attach to the cage. That is a great topic for the next report!

Thanks for stopping by, stay tuned- RJS