



THE UPPER WING OF THE BIRD IS PLANE BRACED WITH SINGLE TIE RODS. MEMBERS HELD APART WITH SPACERS. FITTINGS WERE OF STEEL PLATE. SPACERS WERE NOT OF THE FINE TYPE USED TO FOLLOW BOX TYPE SPRUCE SPAR ON LOWER WING. THE WING WAS INSTALLED AT HINGE JOINTS. WING SPARS WERE CONTINUOUS. HAVING ONLY ONE SCARF TYPE SCARF. WING HAD THE UPPER SURFACE COVERED WITH A PLYWOOD WALKWAY FROM THE FUSELAGE OUT TO FIRST RIB.

BIRD MODELS "A" & "B"
 WING AREA 254 SQ. FT. SEA LEVEL
 CRUISING SPEED 50 M.P.H.
 WING LOADING (A) & (B) 23.50 FT.
 RANGE 400 LBS. 24 LBS. (B) 32 LBS.
 GROSS WEIGHT (A) 2150 (B) 1900.
 LANDING SPEED 35 M.P.H. STILL AIR.
 CEILING (A) 15,000 (B) 16,000 FT.
 THE COST OF MODEL "A" 895 DOLLARS.

THE BIRD BIPLANE FUSELAGE STRUCTURE WAS CONSTRUCTED OF STEEL TUBES WITH TRUSS CONFIGURATION. THE DIAMETER OF THE TUBES WAS REDUCED TOWARD THE TAILPOST. ATTACHING LUG FITTINGS AND THE TAILPOST. CARBON STEEL TO THE STEEL TUBES WERE 1023 CARBON STEEL. THE WING JOINTS WERE MADE OF STEEL. THE ARC WELDING WAS USED. THE INTERIOR OF THE STEEL TUBE STRUCTURE WAS COATED WITH OIL TO PREVENT CORROSION AND ALLY DETERIORATION.

