



For many months eParrot was abandoned but not forgotten. Now, the time has come to finish it.

The photo above was taken on Jan.11, 2017 and shows:

1. Finished tail area with fully accessible elevator horn
2. Open fuselage area above wings that will be covered with large removable canopy
3. Increased side area of the fuselage in front and underneath the wings (unpainted balsa piece temporarily held by green masking tape)

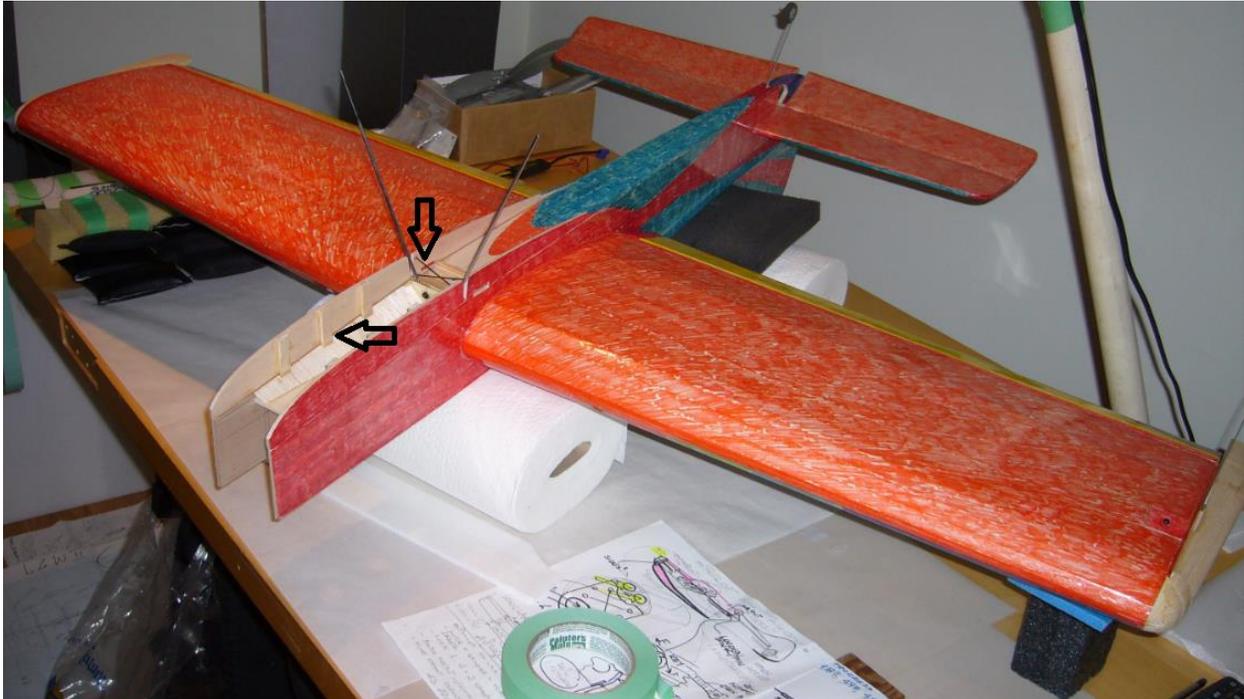
Ad.1 and 2: I have decided to make the flaps and the elevator horns easily accessible to check for wear and for adjustment. The 4S 2200 mAh battery will be accessed from the canopy side. The battery can be moved forward and aft and tilted to change the position of the C.G.

Ad. 3: the experiments conducted with my indoor planes clearly showed that increase of the fuselage side area in front and underneath the wings improve the overhead performance.

Target RTF weight of eParrot stays at 1,200 grams (42.35 oz.) what will give the wings loading around 11 oz./ft².

Jan. 14, 2017

The additional fuselage pieces, the landing gear (0.100" music wire) and the carbon composite bracing (0.04" dia. Rods, vertical black arrow) are shown below.



Six additional hard balsa stiffeners (horizontal black arrow, both fuselage sides) were needed to strengthen the added front fuselage pieces and to provide a better support for the battery. The estimated RTF weight went up to 1240 grams as I will have to have at least one ounce of the outside tip weight. Even 1250 grams of the RTF weight is acceptable for the Cobra 2820/12 motor with 11x5.25 or 11x5.5 two blade epropeller.

The optional carbon composite landing gear is visible below. The mounting is provided by a single 4-40 screw. There is no real advantage of using the carbon composite landing gear except stiffness.

The weight of the complete landing gear is the same as the complete wire landing gear but the carbon composite landing gear looks way cooler.

