



RO-Jett76 with header/muffler will be mounted in the horizontal configuration (the engine cylinder to the outside of the circle).

This eliminates the need to flip the plane to start the engine and the entire “dance” of two people that is awkward and a bit risky.

Blue cowl is ideal to provide good cooling and full access to the engine.

The plane will resemble the Hawker Sea Fury (see next page), Typhoon or Tempest but will have many modifications making it good for stunt (larger and thicker wings with symmetrical flaps, larger horizontal tail, narrower aft portion of the fuselage and so on).

For those who are interested in step-by-step process of building such semi-scale stunters, I would recommend Windy Urtnowski's instructional videos on You Tube.

Two landing gear assemblies will be possible: the Sea Fury style wings mounted (probably retractable via radio control and micro-servomechanisms) and carbon composite shown above that mounts to the fuselage. This one weights only 17 grams as seen above therefore it will help in never ending quest to build light.

The retractable landing gear modules will be removable to save weight. It will be a very interesting engineering challenge to properly build such modular design.

Another, almost identical model, having a different geometry of the front portion of the fuselage, will use the Black Tiger electric motor with 5S LiPo.

Black Tiger is equivalent to 60-76 ICE and is one of the lightest and most powerful electric motors in its class.



Both models will be build using the balsa shells laminated with the carbon fiber cloth for the fuselage. This method gives the best stiffness to weight ratio for large planes.

I have not decided yet how to finish both planes. The fuselages will be covered with doped Silkspan as it adds a lot of stiffness and very little weight. The wings and the tail surfaces can be covered with Ultracote, Monocote or Whatever Shrinkable Cote but all these add a lot of weight without adding stiffness and have a tendency to go slack or/and wrinkle in the hot sun.

Polyspan seems to be a better choice but I have to experiment with it as I never used it.

The coloring of the planes is another area for extensive research. I purposely used the word “coloring” as I do not want to spray paint. Perhaps I will go with patches of colored Silkspan and/or Polyspan and add some Ultracote trimming to simulate one of the Sea Fury custom painting schemes used for Reno Races (next page).



The appearance issues are not absolutely critical for me but the RTF weight, structural strength, stiffness and the elusive parameter I call “the structural neatness” are. On the other hand, the color scheme below begs for good painting!!



Sea Fury modified for race.

Decisions, decisions.....

Now...back to EParrot....