

Corrowot Version 2

A SMOOTH FLYING SPORT DESIGN MADE FROM CORRO

CORROWOT IS A GOOD NATURED GENERAL SPORT MODEL THAT WOULD MAKE A GREAT SECOND MODEL AFTER YOUR BASIC TRAINER, DESPITE ITS EASY HANDLING IT IS CAPABLE OF MOST AEROBATICS. ALTHOUGH CORROWOT IS SIMPLE TO MAKE IT IS NOT RECCOMENDED FOR THE BEGGINNER IN SPAD CONSTRUCTION, FOR HELP BUILDING SPAD'S VISIT WWW.SPADTOHEBONE.COM & WWW.SPADWORLD.NET

DIMENSIONS

WINGSPAN 48"
ENGINE SIZE .46 - .53
DRY WEIGHT 5LB 3OZS
WING LOADING 21 OZ/SQ FT

POSSIBLE MODIFICATIONS

WINGSPAN INCREASE FROM 48" TO 54"
TO LOWER WING LOADING, 54" WING WITH
TAPERED CHORD AND SPAR, WIDER WING
WITH DIHEDERAL TO MAKE IT FLY MORE
LIKE A TRAINER.

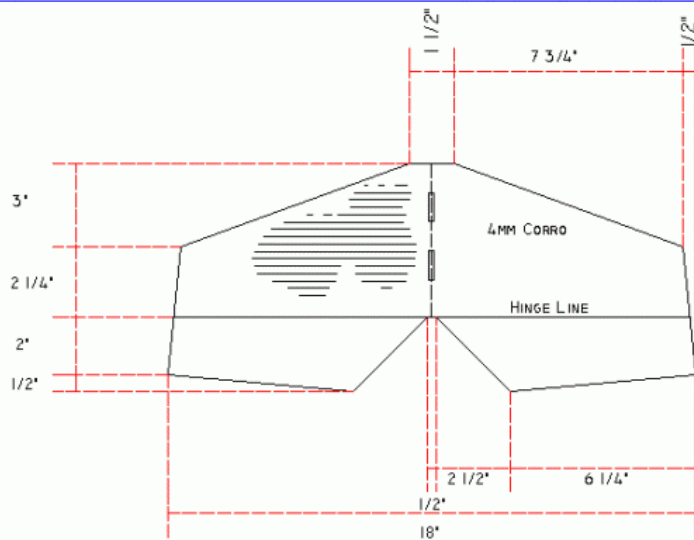
DISCLAIMER

MODEL AIRPLANES CAN BE VERY DANGEROUS AND CAN CAUSE DAMAGE TO PROPERTY,
PERSON, INJURY AND EVEN DEATH. YOU MUST ACCEPT FULL RESPONSIBILITY FOR ANY
DAMAGE OR INJURY'S INCURRED WHILE PROCCURING MATERIALS, BUILDING AND FLYING.
THIS PLAN IS FREE, AND PROVIDED AS A GUIDELINE, WITH NO OBLIGATIONS. FOLLOW ALL
RC FLYING RULES OF YOUR COUNTRY

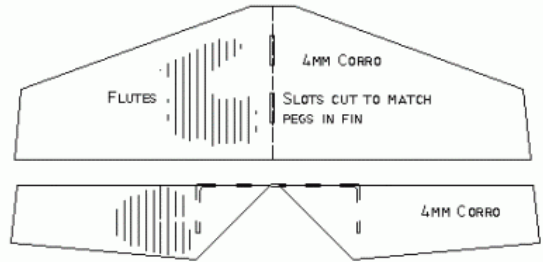
FOR PICTURES, VIDEO AND BUILD INSTRUCTIONS VISIT WWW.AVOIDINGTHEGROUND.COM

PLAN VERSION 2.2 05/05/2005 YOU MAY FREELY DISTRIBUTE THIS PLAN, BUT DO NOT CHANGE IT'S CONTENTS WITHOUT PERMISSION.

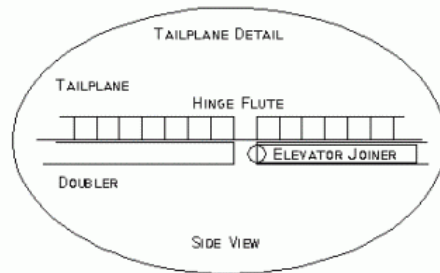
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TAILPLANE DOUBLER
 FLUTES AT 90 DEGREES TO TAILPLANE, ALLOW FOR WIDTH OF HINGE FLUTE WHEN CUTTING, CA TAILPLANE AND DOUBLER TOGETHER AS SHOW IN DETAIL.

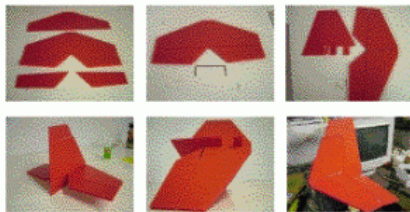


ELEVATOR JOINER, MADE FROM COATHANGER WIRE OR SIMILAR.
 GLUE INTO ELEVATOR FLUTES AFTER TAILPLANE AND DOUBLER HAVE BEEN JOINED TOGETHER. DOTTED LINE SHOWS APPROXIMATE POSITION, YOU WILL HAVE TO 'V' OUT THE FLUTES TO GET THE JOINER NICE AND FLUSH



WEIGHT SAYING

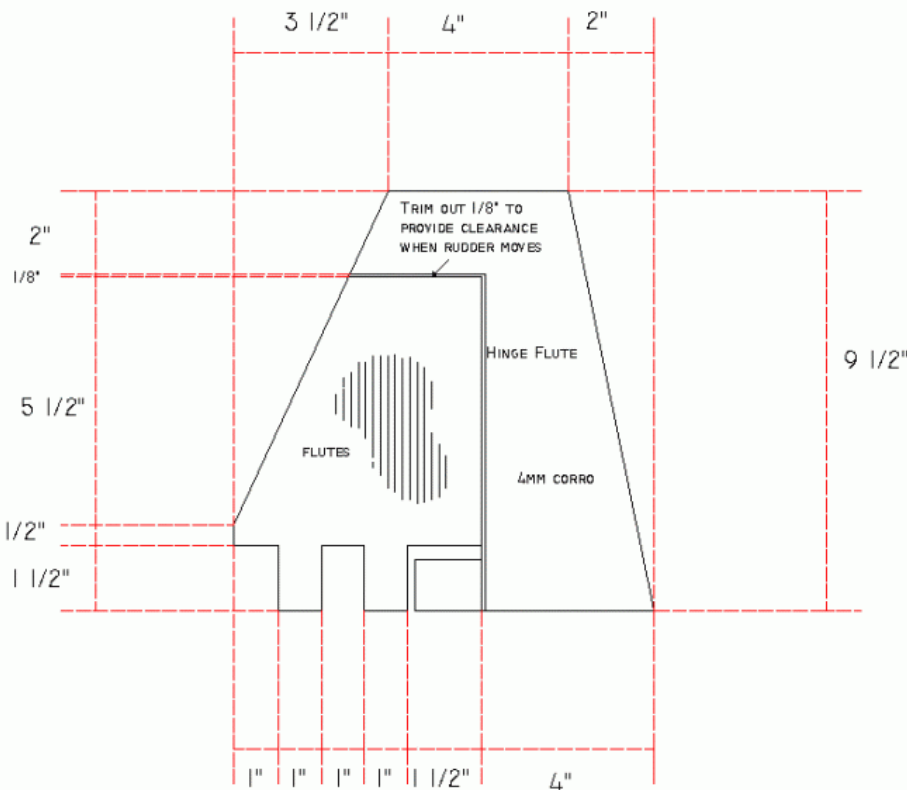
IF YOU ARE KEEN TO SAVE WEIGHT THEN YOU COULD PROBABLY GET AWAY WITH A SINGLE LAYER OF CORRO FOR THE TAILPLANE, YOU MAY NEED TO REINFORCE THE TAIL WITH BBQ SKEWERS. I PREFER TO USE THIS DOUBLE LAYERED METHOD, IT IS STILL RELATIVELY LIGHT AND IS VERY STRONG WHEN FINISHED



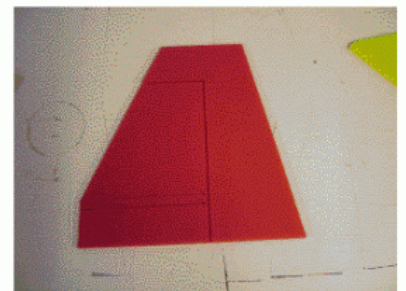
CORROWOT TAILPLANE. DRAWING V2.1

04/05/2005

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PEGS TO LOCATE FIN INTO TAILPLANE, YOU MAY FIND IT EASIER TO WORK TO THE FLUTES RATHER THAN THE DIMENSIONS SHOWN, DIMENSIONS ARE APPROXIMATE.



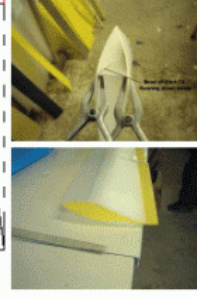
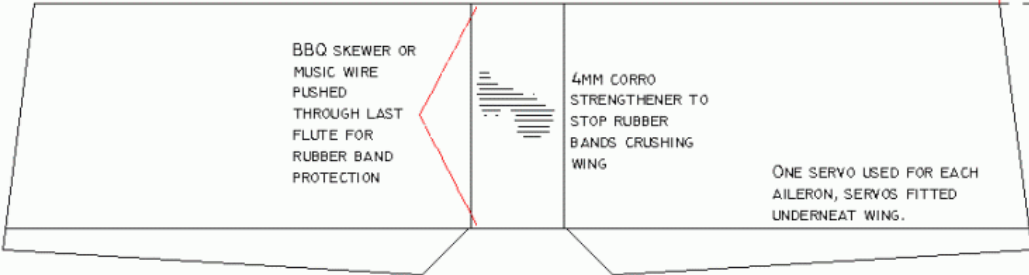
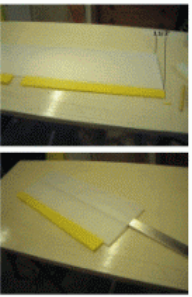
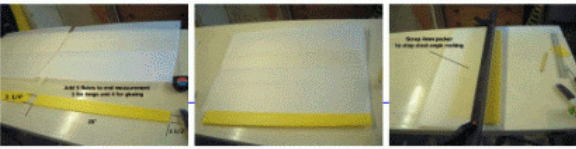
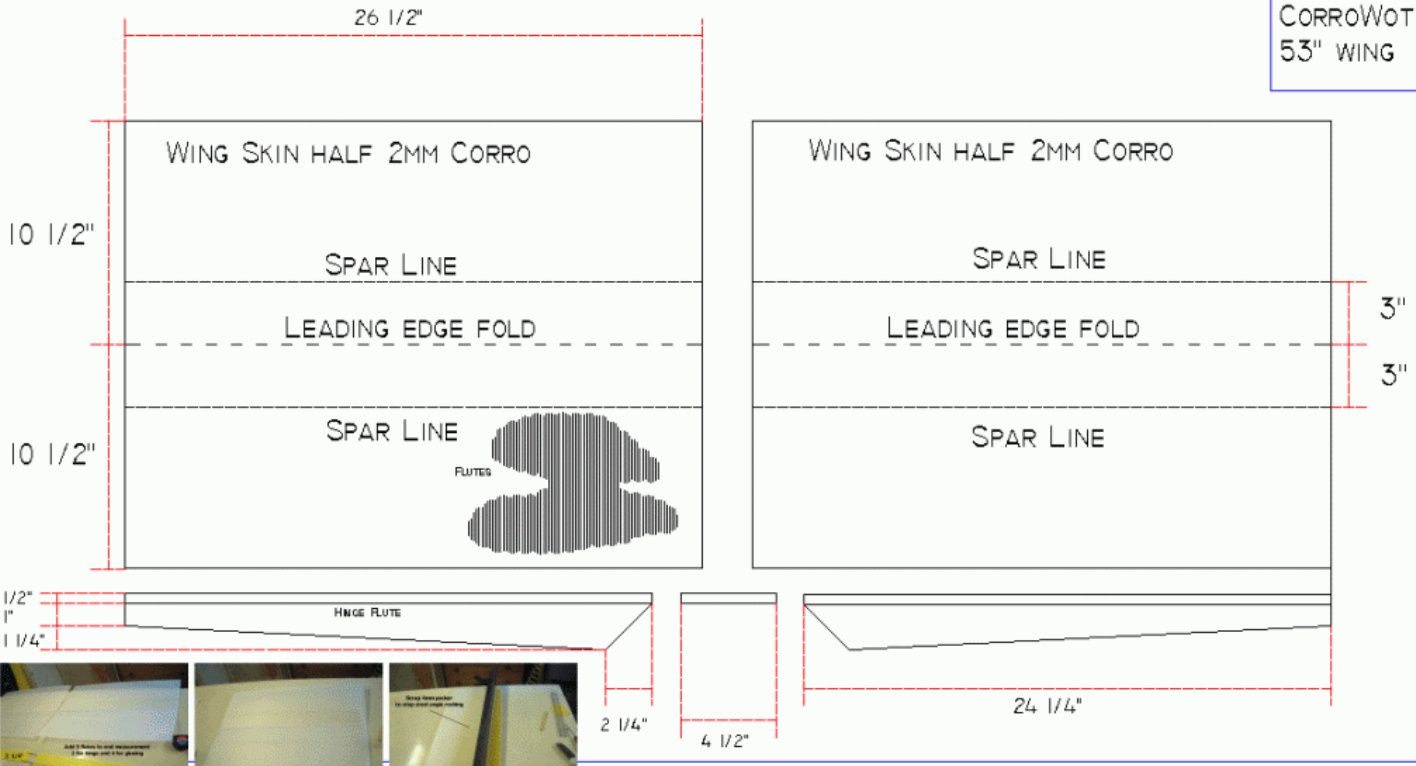
CORROWOT TAIL FIN. DRAWING V2.1

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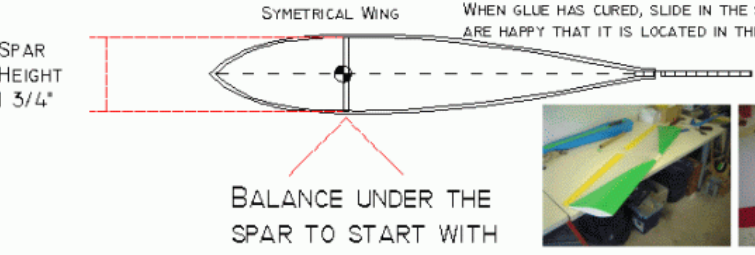
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CORROWOT
53" WING



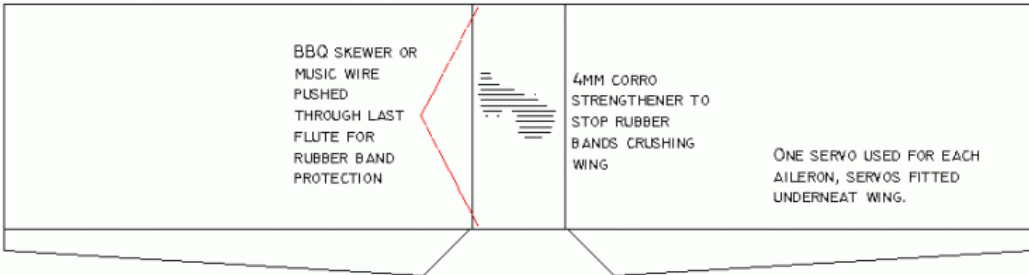
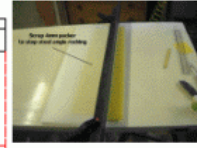
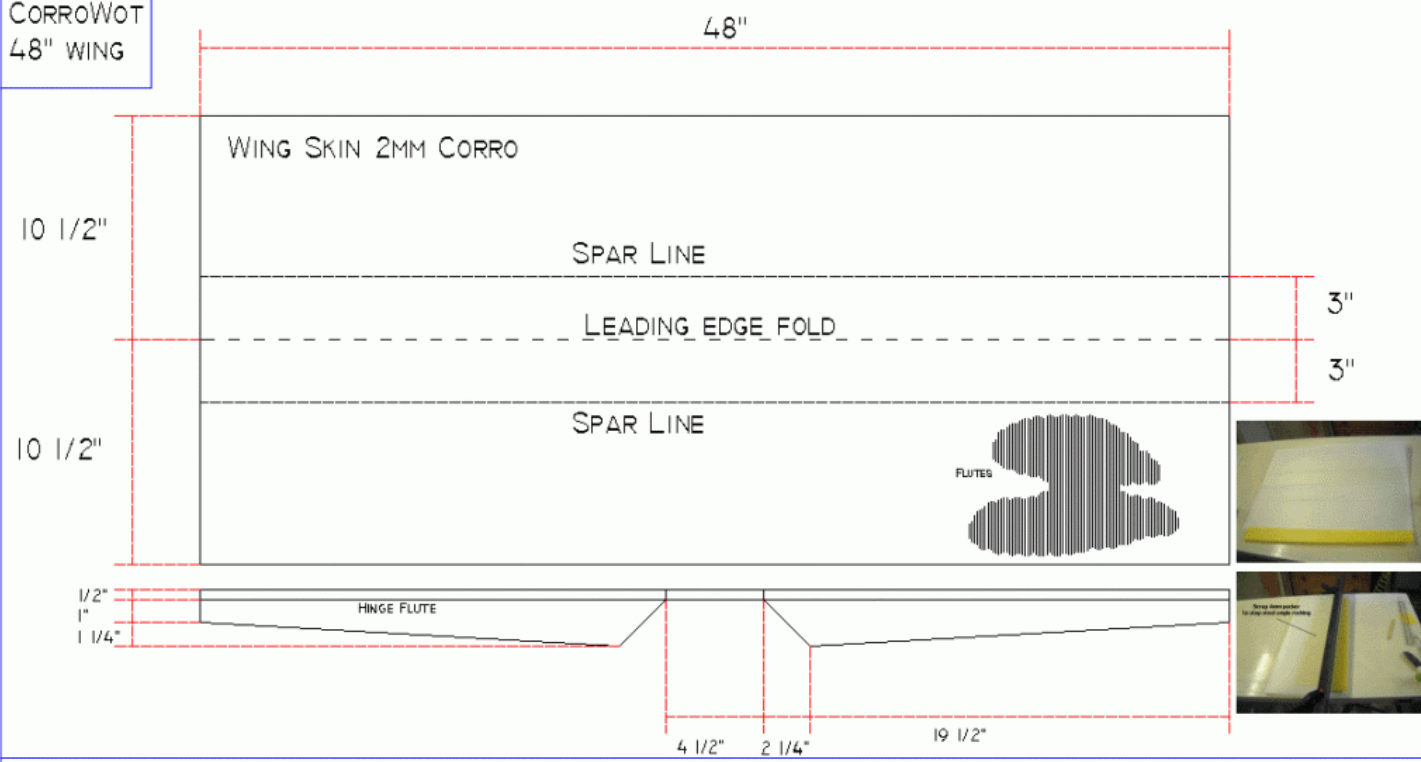
SUGGESTED METHOD OF WING CONSTRUCTION.
GLUE AILERONS TO BOTTOM OF WING FIRST, THEN FOLD OVER THE TOP OF THE WING AND GLUE IT TO THE TOP OF THE AILERONS FLAT WITH NO SPAR. IF YOU LIKE YOU CAN TRIM OFF 1 1/2" TAPERING OUT FROM THE LEADING EDGE AT THE TIP TO THE TRAILING EDGE, AS SHOWN ABOVE, YOU WILL NEED TO BLOCK THE ENDS OF THE WING TIPS IF YOU DO THIS THOUGH, SEE BUILD INSTRUCTIONS FOR DETAILS.
WHEN GLUE HAS CURED, SLIDE IN THE SPAR FLAT AND TWIST IT UP INTO ITS UPRIGHT POSITION, PLAY AROUND UNTIL YOU ARE HAPPY THAT IT IS LOCATED IN THE CORRECT PLACE THEN RUN CA DOWN EACH SIDE OF THE SPAR.

ORIGINAL SPAR MADE FROM FOLDED ALUMINIUM,
ALTERNATIVES COULD BE WOOD, LAYERED CORREX OR FOAM
AND YARDSTICK.



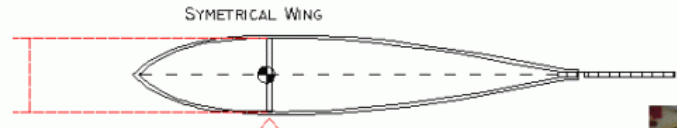
CORROWOT 53" WING. DRAWING V2.0
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CORROWOT
48" WING



ORIGINAL SPAR MADE FROM FOLDED ALUMINIUM, ALTERNATIVES COULD BE WOOD, LAYERED CORREX OR FOAM AND YARDSTICK.

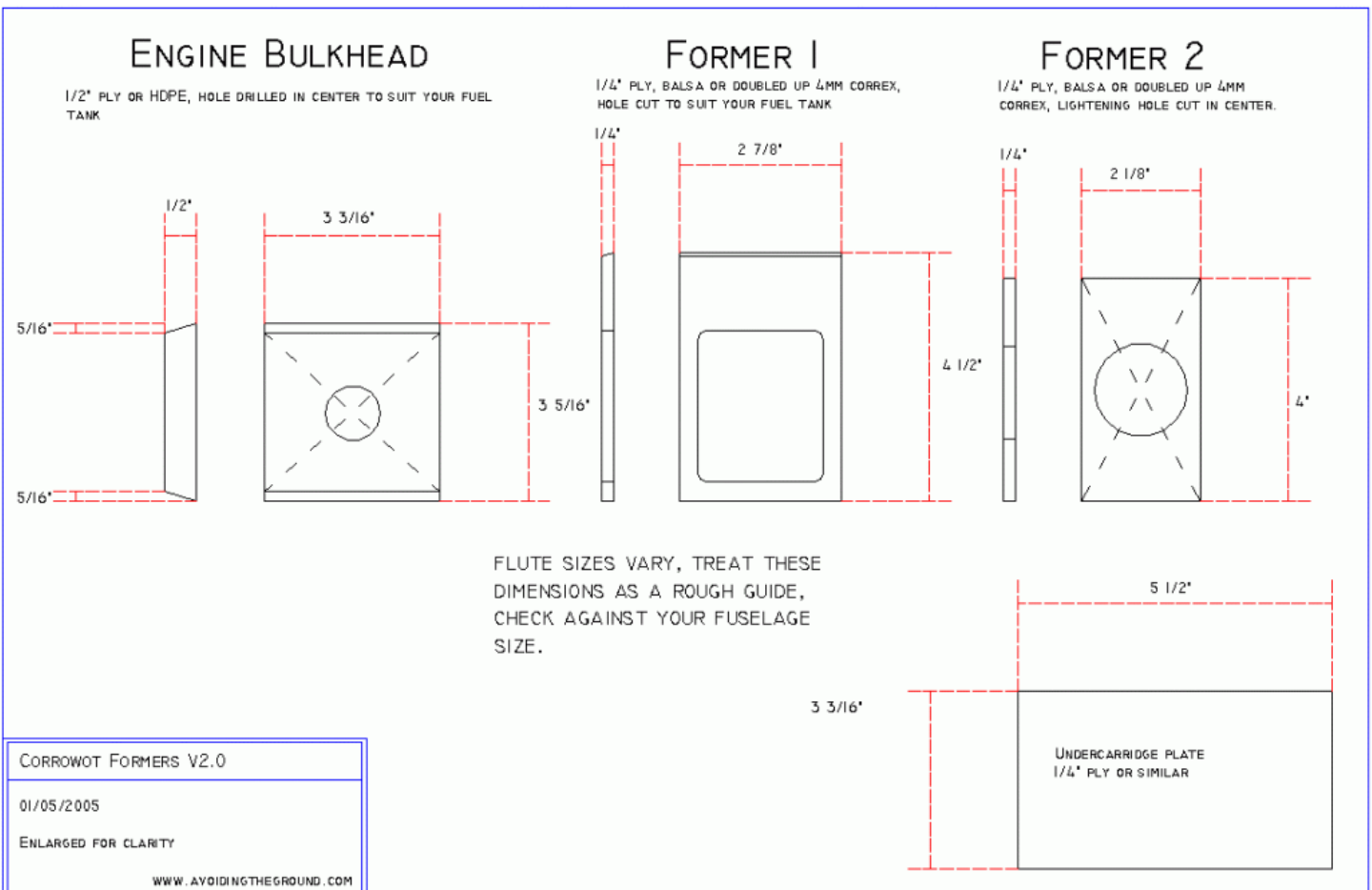
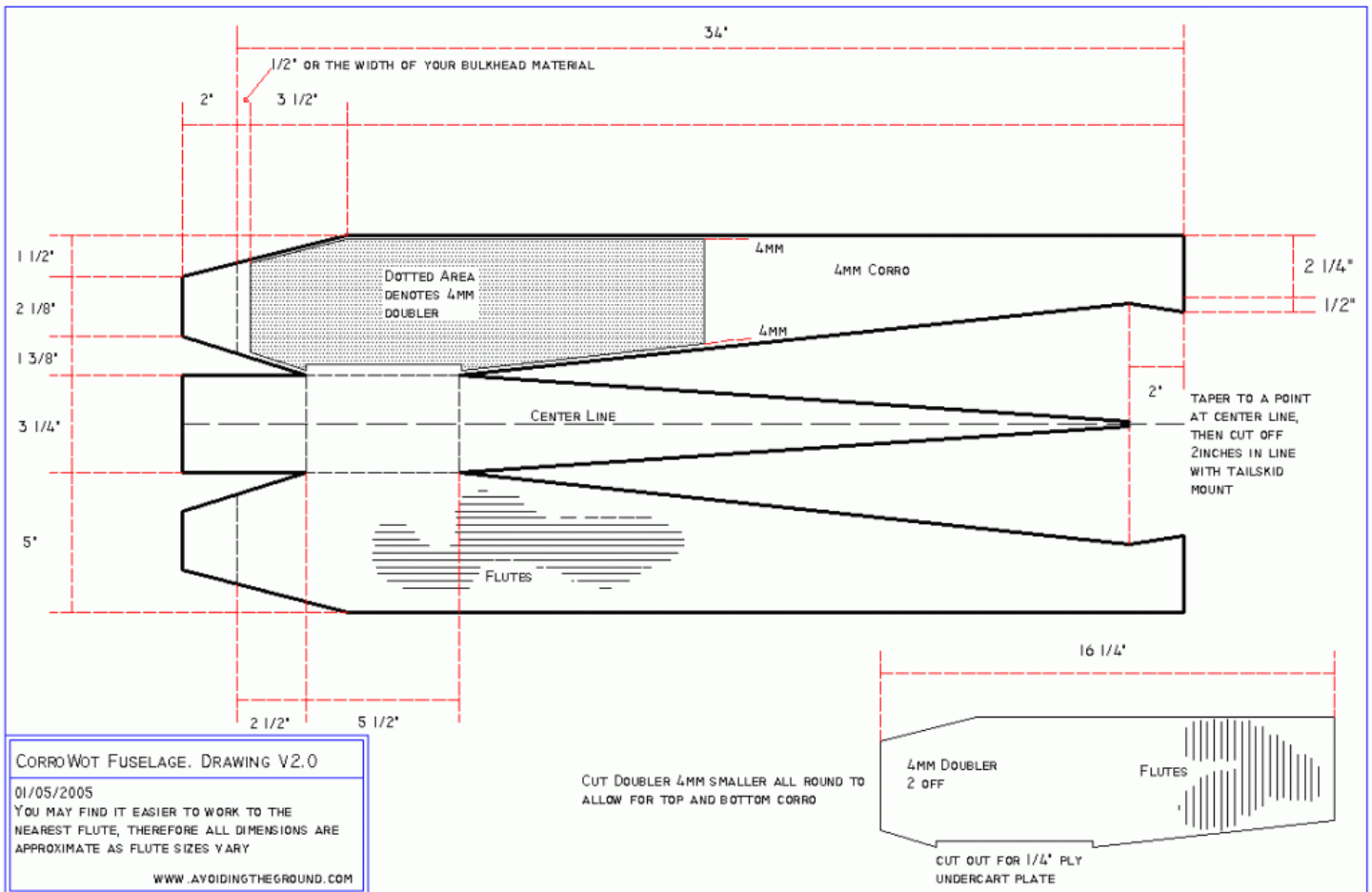
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BALANCE UNDER THE SPAR TO START WITH



CORROWOT 48" WING. DRAWING V2.1
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CUTTING OUT THE FUSELAGE SIDES TO ACCEPT THE WING.
IT COULD BE DONE BEFORE YOU FOLD UP THE FUSELAGE, THE CHOICE IS YOURS, IMAGINE A CENTER LINE RUNNING THROUGH THE WING FROM THE CENTER OF THE LEADING EDGE TO THE CENTER OF THE TRAILING EDGE, THIS LINE NEEDS TO END UP RUNNING IN LINE WITH THE TOP OF THE FUSELAGE, TO MARK THIS YOU CAN HOLD THE END OF THE WING TO THE FUZ AND DRAW AROUND IT, JUST TRIM OFF SMALL AMOUNTS AT A TIME AND KEEP CHECKING THE WING FOR FIT UNTIL YOU ARE HAPPY WITH IT.

DOTTED LINES SHOW BBQ SKEWERS PUSHED THROUGH FLUTES TO RE-INFORCE RUDDER, ALSO PUSHED DOWN THROUGH TAILPLANE TO RE-INFORCE JOINT.

STANDARD ENGINE MOUNT SCREWED OR BOLTED THROUGH CORREX AND INTO BULKHEAD

FABRICATE SERVO MOUNTING PLATES FROM SCRAP PIECES OF PLASTIC DRAINPIPE, CA TO FUSELAGE SIDE AND SCREW IN SERVO, SEE PICTURES AT AVOIDINGTHEGROUND.COM

ENGINE BULKHEAD FROM 3/4" PLY OR HDPE, CORREX FOLDED AROUND THE FRONT AND GLUED

FUEL TANK
RX

SUGGESTED LOCATION FOR ELEVATOR & RUDDER SERVOS

FORMERS AND UNDERCARRIDGE PLATE FROM 1/4" PLY, SOME WEIGHT COULD BE SAVED BY USING 4MM CORRO FOR FORMERS.

FIT FORMERS 1 AND 2 AT THE LEADING EDGE AND TRAILING EDGE OF THE WING.

1/4" BALS STRIPS USED TO REINFORCE CORNERS OF FUSELAGE

DOTTED AREA DENOTES 4MM DOUBLER

CORROWOT SIDE VIEW DRAWING V2.1

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FOR FIRST FLIGHTS BALANCE THE MODEL DIRECTLY UNDERNEATH THE WINGSPAR, WITH THE COFG IN THIS LOCATION CORROWOT WILL FLY IN A SAFE STABLE MANNER, FOR FLATTER SPINS AND MORE SPARKLING MANEUVERABILITY, YOU MAY WANT TO MOVE THE COFG BACK, DO THIS IN SMALL STEPS, NO MORE THAN 1/8" AT A TIME FOR SAFETY.

FIT UNDERCARRIDGE APPROXIMATELY 4 INCHES FROM FRONT OF FUSELAGE

THROTTLE SERVO ZIP TIED THROUGH BOTTOM OF FUSELAGE AND CONNECTED TO ENGINE WITH A 'SNAKE'

BALS STRIPS REQUIRE TAPERING TO FIT THE TAIL FIN

SCRAP Balsa OR PLY FILLETS TO REINFORCE ENGINE BULKHEAD

BATTERY
TANK
RX

THROTTLE SERVO

CORROWOT TOP VIEW DRAWING V2.1

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