Electric Aircraft Corporation

Home of the ElectraFlyer

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LATEST NEWS

September 15, 2011
Light Sport Chronicles: Profiles In Vision, Randall Fishman - Very informative article by James Lawrence of Plane & Pilot Magazine. View the full article on the Plane & Pilot website.

ElectraFlyer-C Prototype

ElectraFlyer-C

Introducing the ElectraFlyer-C!

We have converted my single place, all metal Moni motor glider into a small, efficient electric airplane. We used our ElectraFlyer propulsion parts kit and our large battery pack, custom built to fit the available space in the airplane. Systematic flight testing started on June 4, 2008 to measure the take off roll, climb rate, power use at varying speeds, duration at best L/D, regen capabilities, landing configurations, etc. The plane was raised for more ground clearance and a larger, slower-turning, much more efficient prop was installed. Static thrust has increased 60%. The plane received its airworthiness certificate in April 2008 and is flying now. The flying character of the plane has changed from a very loud, vibrating experience to a smooth quiet ride.

The ElectraFlyer-C is the first and only real practical electric airplane in the world. It was designed and built as a prototype and proof of concept for economical electric flight. This one and only ElectraFlyer-C prototype airplane will be available for sale on April 21, 2009.

We are currently designing an all composite 2-place experimental aircraft that will be available for series production in kit form. Check our website for the latest news about these upcoming projects.

Read more about the ElectraFlyer-C from AVweb.com Contributing Editor, Glenn Pew.

Watch the ElectraFlyer-C videos and news clips in the video gallery.

Technical Details

Motor:	18HP/13.5KW Direct-Drive
Cruise Speed:	70MPH
Max Speed:	90MPH
Flight Duration:	Max 1.5 Hours - 1 to 1.5 Hour Flights Most Common
Controller:	Pulse Width Modulation electronic speed control for highest efficiency.
Battery Packs:	Custom built 5.6kwh lithium-ion polymer for highest capacity per

	weight (specific energy density) High discharge rate capable of full power takeoff and climb.	
Weight:	Empty weight w/battery packs	380 lbs (172 kg)
	Maximum Take-off Weight (MTOW)	625 lbs (283 kg)