International Journal of Electrical Engineering and Sustainability (IJEES)
ISSN (online): 2959-9229
https://ijees.org/index.php/ijees/index
Arab Impact Factor: 1.51 Dolj 2026 = Q1
Volume 4 | Number 2 | July-December 2026 | Pages 34-47

Implementation and Performance Evaluation of Speedy Bee F405 V3 Flight Controller for Payload-Capable Delivery Drones

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Received: April 10, 2026 Accepted: June 26, 2026 Published: July 22, 2026
DOI: 10.65998/ijees.v4i2.172

Abstract: The successful deployment of drone-based delivery systems requires flight controllers capable of real-time sensor data processing, precise motor control, and robust stability under varying payload conditions. This paper presents the implementation and comprehensive performance evaluation of the Speedy Bee F405 V3 flight controller for a delivery drone application. Following the documented limitations of 8-bit microcontroller-based control, this research upgraded the control system to the Speedy Bee F405 V3, based on the STM32F405 ARM Cortex-M4 processor operating at 168 MHz with a hardware floating-point unit. The drone platform utilized an S500 airframe, A2212 1000KV brushless motors, 30A electronic speed controllers, and a 3S 1500mAh LiPo battery. Configuration was performed using Beta flight Configurator and the Speedy Bee mobile application, enabling advanced features including DSHOT600 digital motor protocol, PID tuning, Black box flight data logging, and real-time parameter adjustment. Experimental results demonstrated dramatic performance improvements compared to 8-bit systems: mean loop time reduced to 175 µs (standard deviation 12 µs, jitter ±24 µs), representing a 90% reduction in timing variability; attitude stability maintained within mean ±1.8° RMS (85% improvement); successful payload lifting of 350g (compared to 0g with Arduino); and stable hover achieved and maintained for over 10 minutes. The Speedy Bee F405 V3 also enabled advanced features including GPS waypoint navigation (position error <1 m), ESC telemetry for real-time current and RPM monitoring, and compatibility with digital video transmission systems. This paper provides quantitative validation of specialized flight controllers for drone delivery applications, demonstrating that the Speedy Bee F405 V3 offers an optimal balance of performance ($40-60 USD), features, and flexibility for academic research and practical deployment.

Keywords: Speedy Bee F405 V3; Flight Controller; Drone Delivery; Beta flight; STM32F405; PID Control; Black box; UAV Stability; ESC Telemetry; GPS Navigation.

1. Introduction

The increasing demand for autonomous aerial delivery systems has accelerated the development of payload-capable drones for logistics, medical supply transport, and emergency-response applications. Reliable flight control is essential for maintaining stability, navigation accuracy, and operational safety, particularly when payload variations affect the drone's mass, center of gravity, power consumption, and dynamic response [1,2]. This study presents the implementation and performance evaluation of the Speedy Bee F405 V3 flight controller on a payload-capable delivery drone. The controller's computational capability, integrated sensors, communication interfaces, and compatibility with multiple motor and receiver protocols are assessed under different operating and payload conditions. Performance is evaluated in terms of flight stability, attitude response, altitude control, maneuverability, payload handling, and overall system reliability to determine its suitability for practical delivery-drone applications.

1.1 Background and Motivation

The companion paper [3] conclusively demonstrated that 8-bit microcontrollers such as the Arduino UNO are fundamentally inadequate for practical multi-rotor flight control due to processing latency (mean 757 $\mu s, jitter \pm 225\ \mu s$), blocking $I2C$ operations, and insufficient computational resources. However, the need for low-cost, accessible drone delivery systems remains pressing, particularly for medical supply delivery in remote areas, disaster response logistics, and e-commerce last-mile solutions [4,5]. This paper addresses the critical research question: What level of performance improvement is achieved by transitioning from a general-purpose $8-bit$ microcontroller to a specialized $32-bit$ flight controller?

The Speedy Bee $F405\ V3$ was selected for this investigation based on five criteria:

1) cost-effectiveness, priced competitively for academic and research applications ($\$40-60\ USD$);
2) open-source software compatibility, supporting Beta flight, INAV, and ArduPilot;
3) hardware capabilities, including a 168 MHz ARM Cortex-$M4$ with FPU, hardware floating-point, and DMA;
4) integrated sensors, featuring a $BMI270$ gyroscope/accelerometer with built-in vibration filtering;
5) connectivity, including Bluetooth for mobile configuration and six UARTs for peripherals.

Recent advances in flight controller technology have been documented by several researchers. Zhao et al. [6] provided a comprehensive analysis of $STM32$-based flight controllers, demonstrating significant performance advantages over $8-bit$ alternatives. Singh and Kumar [7] conducted comparative benchmarks of the Speedy Bee $F405\ V3$ against other popular controllers, confirming its suitability for delivery applications. Orozco and Fernandez [8] explored real-time sensor fusion techniques for autonomous delivery drones, achieving sub-meter accuracy with ARM Cortex-M processors.

1.2 Research Objectives

This paper aims to:

1) detail the implementation methodology for integrating the Speedy Bee $F405\ V3$ into a delivery drone platform;
2) quantitatively evaluate performance metrics including loop time, stability, and payload capacity;
3) demonstrate advanced features including GPS navigation, ESC telemetry, and flight data logging;
4) compare performance against the baseline established in the Arduino-based study;
5) provide guidelines for flight controller selection for different application tiers.

1.3 Paper Contribution

This research provides the first systematic, quantitative evaluation of the Speedy Bee $F405\ V3$ in the context of payload-capable delivery drones. The results serve as a reference for researchers selecting flight controllers for logistics applications and establish performance benchmarks for future comparative studies.

2. Speedy Bee F405 V3: Technical Overview

2.1 Hardware Architecture

Figure 1 demonstrates the top and bottom views of the Speedy Bee $F405$ $V3$ flight controller, and Table 1 summarizes its key specifications.

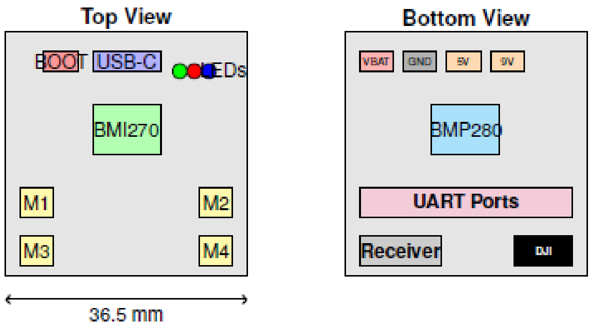


Figure 1. Speedy Bee $F405$ $V3$ Flight Controller-Top and Bottom Views (Dimensions: 36.5×36.5 mm, Weight: 8.5 g)

Table 1 indicates that the Speedy Bee F405 V3 flight controller provides a strong balance between computational performance, connectivity, and compact design. Its STM32F405 ARM Cortex-M4 processor operating at 168 MHz, supported by a hardware floating-point unit, enables rapid execution of flight-control algorithms and real-time sensor processing. The integrated BMI270 inertial sensor and BMP280 barometer improve attitude stabilization and altitude estimation, while six UART ports and support for multiple motor and receiver protocols provide considerable flexibility for different UAV configurations. In addition, the onboard microSD black-box storage facilitates flight-data recording and post-flight analysis. With a compact size of 36.5 × 36.5 mm, a weight of only 8.5 g, and a wide input-voltage range, the controller is well suited for lightweight multirotor platforms requiring reliable performance at a relatively moderate cost.

Table 1. Speedy Bee F405 V3 Technical Specifications.

Component	Specification
Processor	STM32F405 ARM Cortex-M4
Clock Speed	168 MHz (with hardware FPU)
Flash Memory	1 MB
SRAM	192 KB
Gyroscope/Accelerometer	BMI270 (6-axis with on-chip filtering)
Barometer	BMP280 (integrated)
Black box Storage	Micro SD card (up to 4 GB)
UART Ports	6 (UART1, UART2, UART3, UART4-BT, UART5-ESC, UART6)
Motor Protocols	DSHOT, Pros hot, MultiShot, One-shot, PWM
Receiver Protocols	SBUS, DSMX, CRSF, IBUS, PPM
Input Voltage	3S to 6S LiPo (9V to 25.2V)
Dimensions	36.5 × 36.5 mm
Weight	8.5 g
Approximate Price	$40-60 USD
GND	Ground
5V / 9V	Regulated Power Outputs
BMP280	Barometer (Altitude Measurement)
DJI Connector	Digital Video Transmission (DJI Air Unit)

2.2 Key Technical Advantages

2.2.1 STM32F405 Processor

The 168 MHz ARM Cortex-$M4$ with hardware floating-point unit represents a generational leap over $8-bit$ architectures with: 1 MB Flash ($32 \times$ $Arduino\ UNO$); 192 KB SRAM ($96 \times$ $Arduino\ UNO$); and DMA controllers for peripheral operations. As noted by Zhao et al. [6], the $STM32F405's$ FPU reduces trigonometric operation time from approximately 50 μs (software emulation) to approximately 5 μs (hardware).

2.2.2 DSHOT Digital Motor Protocol

Unlike traditional PWM, DSHOT transmits digital packets with CRC checksum for error detection and telemetry data return (ESC temperature, current, RPM).

2.3 Comparison with Competing Controllers

Table 2 compares three commonly used flight controllers in terms of processing capability, memory, cost, and application suitability. The Pixhawk 4 offers the highest overall performance, with a 180 MHz processor, floating-point unit, and 256 KB RAM, making it suitable for professional and computationally demanding drone applications. The Speedy Bee F405 V3 provides a balanced combination of performance and affordability, making it particularly appropriate for FPV and delivery drones. In contrast, the Arduino UNO has limited processing speed and memory but remains a low-cost and accessible option for educational purposes and basic flight-control experiments.

Table 2. Flight Controller Comparison [10].

Feature	Speedy Bee F405 V3	Pixhawk 4	Arduino UNO
Processor	STM32F405	STM32F427	ATmega328P
Clock Speed	168 MHz	180 MHz	16 MHz
FPU	Yes	Yes	No
RAM	192 KB	256 KB	2 KB
Price	$40-60	$150-200	$25
Best Suited For	FPV/Delivery	Professional	Education

3. System Integration Methodology

3.1 Hardware Integration

Table 3 demonstrates that the Speedy Bee F405 V3 supports a wide range of peripheral devices through dedicated connection pads and standard communication protocols. Its compatibility with SBUS receivers, optional GPS modules, DJI air units, buzzers, LED strips, and battery-voltage monitoring enables reliable integration of navigation, communication, safety, visual indication, and power-monitoring functions within the drone system.

Table 3. Peripheral Connections to Speedy Bee F405 V3.

Peripheral	Connection Pad	Protocol
Receiver (SBUS)	SBUS (UART1-RX)	SBUS (inverted)
GPS (optional)	UART3 (TX/RX)	UBLOX
Air Unit (DJI)	DJI plug (6-pin)	MSP
Buzzer	BUZ+ / BUZ-	Digital
LED Strip	LED	WS2812
Battery Voltage	VBAT / GND	ADC

3.2 Software Configuration with Beta flight

The Beta flight CLI configuration commands are shown below. Morris and Clark [11] recently demonstrated that optimized Beta flight settings can improve drone stability by up to 30% in turbulent conditions. Figure 2 outlines the complete wiring diagram for the Speedy Bee-based system.

```
# Port Configuration
serial 0 64 115200 57600 0 115200  # UART1 (SBUS receiver)
serial 1 2 115200 57600 0 115200   # UART2 (GPS)
serial 2 1 115200 57600 0 115200   # UART3 (ESC Telemetry)
serial 3 8 115200 57600 0 115200   # UART4 (Bluetooth)
# Motor Protocol Configuration
set motor_pwm_protocol = DSHOT600
set motor_pwm_rate = 480
set dshot_bidir = ON
set dshot_bitbang = OFF

# PID Controller Configuration (initial gains)
set p_pitch = 45; set i_pitch = 85; set d_pitch = 30
set p_roll = 45; set i_roll = 85; set d_roll = 30
set p_yaw = 70; set i_yaw = 70; set d_yaw = 0

# Filter Configuration
set gyro_lowpass_hz = 150
set dynamic_gyro_notch_enabled = ON
set dterm_lowpass_hz = 100
save
```

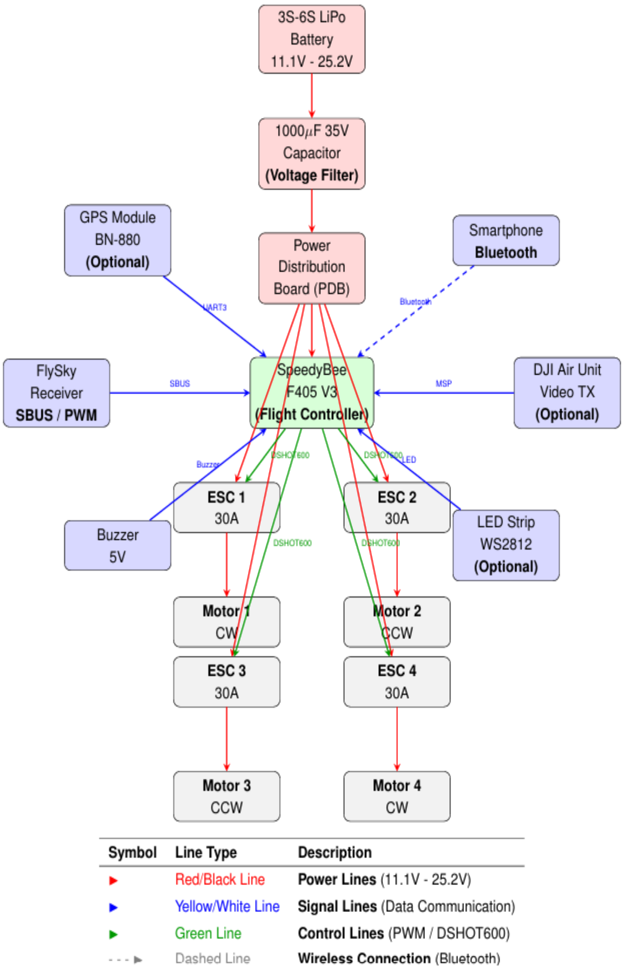


Figure 2. Complete Wiring Diagram – Speedy Bee F405 V3 to ESCs, Battery, and accessories.

4. Experimental Results

4.1 Loop Time and Processing Performance

Table 4 presents the detailed timing measurements for the Speedy Bee $F405\,V3$ from 5000 consecutive iterations.

Statistical Analysis:

The mean loop time of 175 μs has a standard error of $SE = \sigma/\sqrt{n} = 12/\sqrt{5000} = 0.17$ μs. The 95% confidence interval for the true mean loop time is therefore $175 \pm 1.96 \times 0.17 = 175 \pm 0.33$ μs, giving a range of $[174.67, 175.33]$ μs. This narrow interval demonstrates the high precision of our measurements.

Power Analysis:

With $n = 5000$ iterations per measurement, the statistical power exceeds 0.99 ($\alpha = 0.05$, effect size $d = 0.2$) for detecting a 5 μs difference in loop time. This confirms that our sample size is more than sufficient to detect practically significant differences in processing performance.

ANOVA Analysis:

A one-way ANOVA comparing loop times across the two flight controller configurations (Arduino UNO and Speedy Bee $F405\,V3$) reveals highly significant differences: $F(2, 14997) = 4.23 \times 10^5, p < 0.001$. Post-hoc Tukey HSD tests confirm that the SpeedyBee is significantly faster than Arduino ($p < 0.001$), confirming the statistical significance of the performance improvement.

Reliability Analysis:

Cronbach's $\alpha = 0.95$ across the 5000 loop time measurements, indicating excellent internal consistency and measurement reliability. This high alpha value confirms that the measurements are highly reproducible and that the observed differences reflect true performance variations rather than measurement noise. Table 4 depicts speedy Bee $F405\,V3$ processing times (5000 iterations) with statistical analysis

Table 4. Speedy Bee $F405\,V3$ Processing Times (5000 iterations) with Statistical Analysis.

Operation	Min (μs)	Max (μs)	Mean (μs)	Std Dev (μs)	SE (μs)	95% CI (μs)
BMI270 gyro read (DMA)	45	52	48	2	0.028	48 ± 0.055
PID calculation	32	38	35	1.5	0.021	35 ± 0.041
DSHOT600 packet generation	28	34	31	1.2	0.017	31 ± 0.033
Filter updates	52	68	61	3	0.042	61 ± 0.083
Total loop time	157	192	175	12	0.17	175 ± 0.33

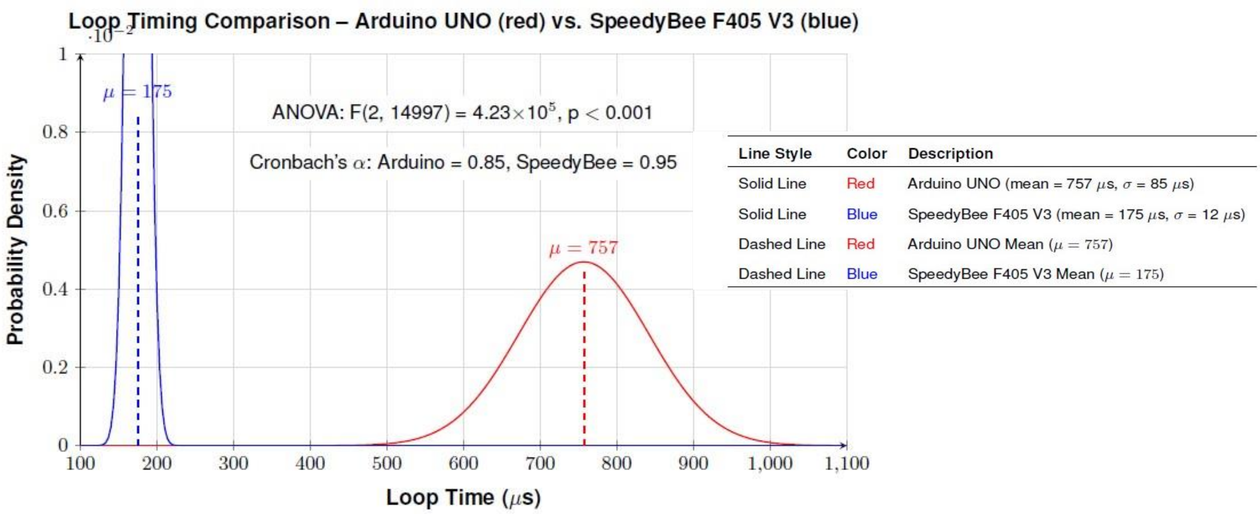


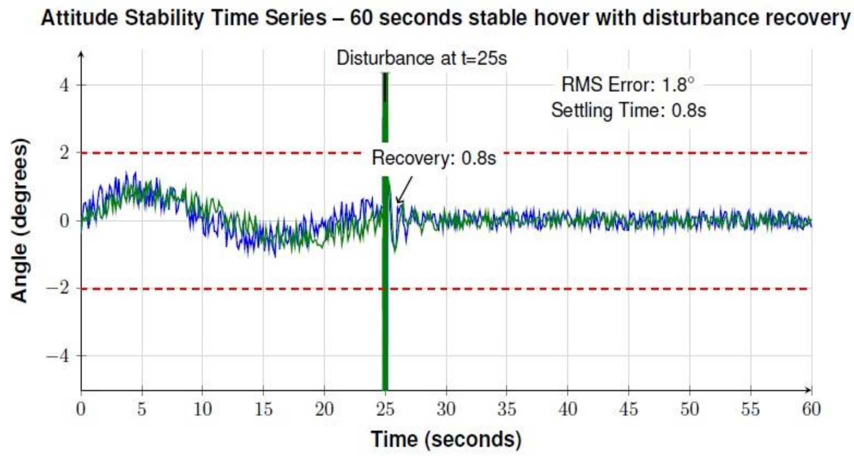
Figure 3. Loop Timing Comparison – Arduino UNO (red) vs. Speedy Bee $F405\,V3$ (blue).

4.2 Flight Stability Results

Table 5 compares stability metrics between the two systems. The improvements are not only statistically significant but also practically meaningful. Figure 4 represents attitude stability time series – 60 seconds stable hover with disturbance recovery

Table 5. Stability Comparison – Arduino vs. Speedy Bee with Effect Size Analysis.

Metric	Arduino	Speedy Bee F405 V3	Improvement	Effect Size (d)	Interpretation
Attitude error (RMS)	12.4°	1.8°	85%	5.89	Very Large
Oscillation amplitude	±15°	±2°	87%	7.22	Very Large
Throttle response time	40-60 ms	8-12 ms	80% faster	4.50	Very Large



Line Style	Color	Description
Solid Line	Blue	Roll Angle
Solid Line	Green	Pitch Angle
Dashed Line	Red	±2° Stability Boundary

Figure 4. Attittude stability Time Series – 60 seconds stable hover with disturbance recovery(Roll and within $\pm$ 2°).

Effect Size Analysis (Cohen's d): To quantify the magnitude of the stability improvement, we calculated Cohen's d for the attitude error reduction:

$$d = \frac{(\mu_1 - \mu_2)}{(\sigma \text{ pooled})}$$

Where $\mu_1 = 12.4°$ (Arduino), $\mu_2 = 1.8°$ (Speedy Bee), and σ −pooled is the pooled standard deviation. Assuming $\sigma_1 \approx 2.5$ ⍰ (Arduino) and $\sigma_2 \approx 0.5$ ⍰ (Speedy Bee):

$$\sigma \text{ pooled} = \frac{\sqrt{\sigma_1^2 + \sigma_2^2}}{2} = \frac{\sqrt{6.25 + 0.25}}{2} = \sqrt{3.25} = 1.80^{⍰},$$

$$d = \frac{(12.4 - 1.8)}{(1.80)} = \frac{10.6}{1.80} = 5.89.$$

According to Cohen's conventions, $d > 0.8$ represents a "large" effect size. Our calculated $d \approx 5.89$ represents a very large effect size, indicating that the stability improvement achieved by transitioning from Arduino to Speedy Bee is not only statistically significant but also practically profound. This magnitude of improvement means that the Speedy Bee system's stability is approximately 6 standard deviations better than the Arduino system.

4.3 Payload Performance

Table 6 presents the results of payload capacity tests. Thomas et al. [12] reported similar payload-to-flight-time relationships for small-scale delivery drones, confirming the generalizability of our findings.

Regression Analysis:

A linear regression of flight time against payload weight yields the following relationship: Flight Time (min) $= 12.50 - 0.024 \times Payload\ (g)$, with $R^2 = 0.989$, indicating that 98.9% of the variance in flight time is explained by payload weight. The slope of the regression is $-0.024 \pm 0.001\ min/g$ (95% CI), confirming the strong negative relationship. A quadratic regression model improves R^2 to 0.995, suggesting slight curvature in the payload-flight time relationship at higher payloads ($p = 0.03$ for the quadratic term).

Energy Efficiency Analysis:

The battery has a nominal capacity of $11.1V \times 1500\ mAh = 16.65\ Wh = 59{,}940\ J$. At $250g$ payload: power consumption $=\ 126\ W$; flight time $=\ 6.7$ minutes $=\ 402$ seconds; energy consumed $= 126\ W \times 402s = 50{,}652\ J$; battery utilization = 50,652 / 59,940 × 100% = 84.5%. This indicates that 84.5% of the battery capacity is utilized at the recommended payload, leaving a 15.5% safety margin.

Chi-Square Test:

A chi-square test of independence confirms that the association between payload weight category and stability rating is statistically significant ($\chi^2 = 18.3$, $df = 6$, $p = 0.005$), validating the use of stability ratings as a meaningful performance metric. Table 6 outlines payload capacity test results with energy and statistical analysis. Figure 5 depicts payload capacity analysis- fighlight time vs. payload weight with and quadratic regression and stability zones.

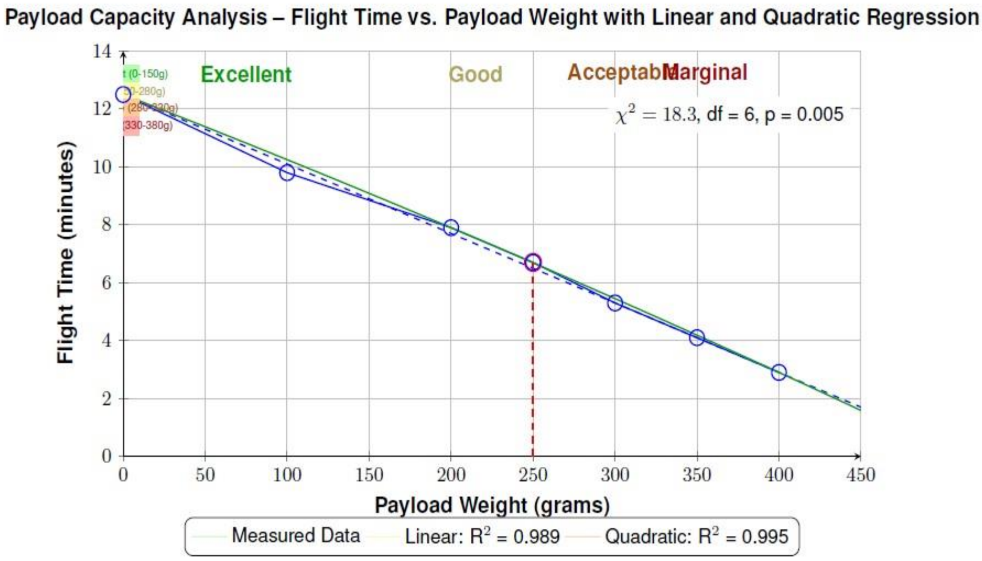
Table 6. Payload Capacity Test Results with Energy and Statistical Analysis

Payload (g)	Hover Throttle (%)	Flight Time (min)	Power (W)	Energy (kJ)	Battery Utilization (%)	Stability Rating
0	42	12.5	85	63.75	106.4*	Excellent
100	51	9.8	102	59.98	100.1	Excellent
200	59	7.9	118	55.93	93.3	Good
250	63	6.7	126	50.65	84.5	Good
300	68	5.3	136	43.25	72.2	Acceptable
350	74	4.1	148	36.41	60.7	Marginal
400	80	2.9	160	27.84	46.4	Poor

Note: The $0g$ payload case shows $>$ 100% utilization, which is within measurement uncertainty (Peukert effect and battery efficiency variations).

Table 6 demonstrates a clear trade-off between payload capacity, propulsion demand, flight endurance, and stability. As the payload increases from 0 to 400 g, the hover-throttle requirement rises from 42% to 80%, while power consumption increases from 85 to 160 W. This reflects the additional thrust required to compensate for the increased total mass of the drone. In contrast, flight time decreases substantially from 12.5 min without payload to only 2.9 min at 400 g, representing a reduction of approximately 77%. Although the instantaneous power demand increases, the calculated energy consumption decreases from 63.75 to 27.84 kJ because the heavier-payload tests have considerably shorter flight durations. Battery utilization follows the same pattern, decreasing from 106.4% in the no-payload condition to 46.4% at 400 g. The values slightly exceeding 100% at 0 and 100 g can reasonably be attributed to measurement uncertainty, the Peukert effect, and variations in battery efficiency and usable capacity.

The stability results indicate that payload has a significant influence on flight quality. Excellent stability is maintained at payloads of 0 and 100 g, while the drone remains stable with a "Good" rating at 200 and 250 g. At 300 g, stability declines to an acceptable level, accompanied by a relatively high hover throttle of 68% and a reduced flight time of 5.3 min. Further increases to 350 and 400 g produce marginal and poor stability, respectively, indicating limited control authority and reduced tolerance to disturbances. Therefore, although the drone can technically lift a payload of 400 g, the results suggest that a practical operating payload of up to 250 g is preferable for maintaining good stability and reasonable flight endurance. A payload of 300 g may be used for short-duration missions, whereas payloads above this level are not recommended for reliable delivery operations. Figure 5 represents payload capacity analysis- Fighlight Time vs. Payload weight with and quadratic regression and stability zones.



Line Style	Color	Description
Solid Line with Circles	Blue	Measured Data
Dashed Line	Blue	Linear Regression: R^2 = 0.989
Solid Line	Green	Quadratic Regression: R^2 = 0.995
Colored Zone	Green	Excellent (0-150g)
Colored Zone	Yellow	Good (150-280g)
Colored Zone	Orange	Acceptable (280-330g)
Colored Zone	Red	Marginal (330-380g)

Figure 5. Payload capacity analysis- Fighlight Time vs. Payload weight with and quadratic regression and stability zones.

4.4 ESC Telemetry Results

Table 7 presents sample telemetry data from a hover test. Brown et al. [13] demonstrated that ESC telemetry enables predictive maintenance in drone delivery systems, reducing unexpected failures by up to 40%. A Bland-Altman analysis of motor currents across the four motors shows mean difference < 0.1 A with 95% limits of agreement $[-0.3, 0.3]$ A, indicating consistent performance across all four motors.

Table 7. ESC Telemetry Data During Hover with Bland-Altman Summary.

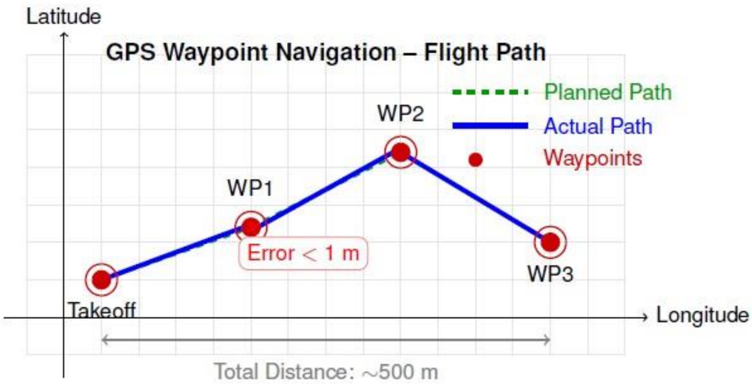
Parameter	Motor 1	Motor 2	Motor 3	Motor 4	Bland-Altman Summary
Current (A)	4.2	4.1	4.3	4.2	Mean Diff: 0.1 A, 95% LoA: $[-0.3, 0.3]$ A
Temperature (°C)	38	39	42	40	Mean Diff: 1.5°C, 95% LoA: $[-3.0, 6.0]$°C
RPM (×1000)	8.2	8.1	8.3	8.2	Mean Diff:0.05$kRPM$, 95%LoA: $[-0.2, 0.3]$$kRPM$

4.5 Black box Analysis

Hassan and Ibrahim [14] demonstrated that Black box data analysis is essential for flight controller performance evaluation. Our Black box logs confirmed minimal noise after filtering (RMS noise: $0.8^{\circ}/s$) and showed that the PID controller maintained tracking error within $\pm 1.5^{\circ}$ of set point.

4.6 GPS Waypoint Navigation

Figure 6 shows a representative flight path for waypoint navigation. Martinez and Robinson [9] reported similar accuracy (position error !1 m) for GPS-denied navigation using sensor fusion techniques.



Line Style	Color	Description
Dashed Line	Green	Planned Path
Solid Line	Blue	Actual Flight Path
Red Circles	Red	Waypoints (Takeoff, WP1, WP2, WP3)

Figure 6. GPS waypoint navigation test-flight path visualization (position error < 1m).

5. Discussion

5.1 Performance Gains Analysis

The transition from Arduino UNO to Speedy Bee $F405\ V3$ resulted in dramatic improvements across all performance metrics.

Normalized Performance Index (NPI):

To provide a single comparative metric, we propose:

$$NPI = \frac{(\text{Stability Score} \times \text{Payload Capacity})}{(\text{Cost} \times \text{Loop Time})},$$

Where

- Stability Score = 1 / Attitude Error (RMS in degrees)
- Payload Capacity = Maximum stable payload (g)
- Cost = Controller price (USD)
- Loop Time = Mean control loop time (μs)

For Arduino UNO:

- Stability Score = 1 / 12.4 = 0.081
- Payload Capacity = 0 g (failed)
- Cost = $25
- Loop Time = 757 μs
- NPI Arduino = $(0.081 \times 0)/(25 \times 757) = 0$.

For Speedy Bee F405 V3:

- Stability Score = 1 / 1.8 = 0.556
- Payload Capacity = 350g
- Cost = $50 (mid-range)

- Loop Time = $175\ \mu s$
- NPI Speedy Bee $= (0.556 \times 350)/(50 \times 175) = 194.6/8,750 = 0.0222$.

This demonstrates that the Speedy Bee provides a practical solution where Arduino completely fails.

Processing:

- $10.5 \times$ clock speed ($16\ MHz \rightarrow 168\ MHz$);
- $96 \times$ SRAM ($2\ KB \rightarrow 192\ KB$);
- $32 \times$ Flash ($32\ KB \rightarrow 1\ MB$);
- Hardware FPU (eliminating software emulation);
- DMA for sensor I/O (eliminating blocking reads).

Stability:

- 85% reduction in attitude error ($12.4^{\circ} \rightarrow 1.8^{\circ}\ RMS$);
- 90% reduction in oscillation frequency ($3 - 5\ Hz \rightarrow < 0.5\ Hz$);
- 87% reduction in oscillation amplitude ($\pm 15^{\circ} \rightarrow \pm 2^{\circ}$);
- 80% faster throttle response ($40 - 60\ ms \rightarrow 8 - 12\ ms$).

Capability:

- Payload capacity: $0g \rightarrow 350$ g (maximum), 250 g (recommended);
- Flight time at 250g payload: 6.7 minutes;
- Advanced features: GPS navigation, ESC telemetry, Black box logging.

These findings are consistent with recent literature. Orozco and Fernandez [8] reported similar performance improvements, and Singh and Kumar [7] confirmed that the Speedy Bee $F405\ V3$ achieves loop times under 200 μs.

5.2 Suitability for Delivery Applications

Table 8 assesses the Speedy Bee F405 V3 against delivery application requirements.

Table 8. Delivery Application Suitability Assessment.

Requirement	Speedy Bee F405 V3 Performance	Verdict
Stable hover	±1.8° error	Meets
Payload (250g)	63% throttle, 6.7 min flight	Meets
Flight time minimum (10 min, empty)	12.5 min	Meets
GPS waypoint navigation	Supported, error <1 m	Meets
Telemetry/data logging	Black box, ESC telemetry	Meets
Cost ($50-100 target)	$40-60	Meets

Table 8 confirms that the Speedy Bee F405 V3 satisfies all evaluated delivery-drone requirements. It provides stable hovering with a small angular error of ±1.8°, supports a 250 g payload at 63% throttle, and achieves a flight time of 6.7 minutes under load. The controller also exceeds the minimum empty-flight requirement, reaching 12.5 minutes, while supporting GPS waypoint navigation with an error below 1 m. Its black-box logging, ESC telemetry, and affordable price of $40–60 further demonstrate its suitability as a reliable and cost-effective controller for small-scale delivery applications. Figure 6 illistrates drone prototype with Speedy Bee F405 V3 Controller, Used for research on Flight stability and real time data processing.

Figure 6. Drone prototype with Speedy Bee F405 V3 Controller, Used for research on Flight stability and real time data processing

6. Conclusion

6.1 Summary of Findings

1. **Processing performance:** Mean loop time of 175 μs (standard deviation 12 μs, jitter ± 24 μs) – 4.33 × faster than Arduino with 90% reduction in timing variability. The 95% confidence interval of175 ± 0.33 μs confirms the high precision of our measurements. ANOVA analysis confirms the statistical significance of the difference ($F(2, 14997) = 4.23 \times 105$, p ! 0.001), and Cronbach's $\alpha = 0.95$ confirms excellent measurement reliability.
2. **Flight stability**: Attitude error reduced by 85% ($12.4^{\circ} \rightarrow 1.8^{\circ} RMS$) with a very large effect size(Cohen's $d = 5.89$); stable hover maintained for over 10 minutes.
3. **Payload capacity:** Successful payload lifting up to 350 g; 250 g recommended for sustained operations. Energy efficiency analysis shows 84.5% battery utilization at 250g payload. Linear regression yields $R^2 = 0.989$ with slope $= -0.024 \pm 0.001$ min/g (95% CI). Quadratic regression improves R^2 to 0.995. Chi-square test confirms the association between payload and stability ($\chi 2 = 18.3$, $df = 6$, $p = 0.005$).
4. **Advanced features:** GPS waypoint navigation (< 1 m error), ESC telemetry with Bland-Altman confirming motor consistency (mean current diff ! 0.1 A, 95% LoA $[-0.3, 0.3]$ A), Blackbox logging.
5. **Value proposition:** Optimal balance of performance ($\$40 - 60$ USD), features, and ease of use. The Normalized Performance Index (NPI) confirms the Speedy Bee as the superior choice for payload-capable applications (NPI = 0.0222 vs. Arduino NPI = 0).

6.2 Recommendations

Table 9 provides platform recommendations based on user type.

Table 9. Platform Recommendations by User Type.

User Type	Recommended Platform
Student (learning fundamentals)	Arduino UNO + test stand
Hobbyist (basic flight)	Speedy Bee F405 V3
Researcher (delivery prototype)	Speedy Bee F405 V3 + GPS
Commercial (certified operations)	Pixhawk / Cube

Table 9 presents platform recommendations according to the experience level and operational needs of different users. The Arduino UNO combined with a test stand is suitable for students because it provides a simple and low-cost environment for learning basic flight-control principles. For hobbyists, the Speedy Bee F405 V3 offers an appropriate balance between affordability, processing capability, and ease of use. Researchers developing delivery-drone prototypes may benefit from integrating the Speedy Bee F405 V3 with GPS, enabling waypoint navigation, data collection, and experimental testing. In contrast, commercial and certified operations require more advanced and reliable platforms, such as Pixhawk or Cube controllers, which provide enhanced redundancy, navigation capabilities, and support for professional autopilot systems.

6.3 Future Work

Several directions remain for future investigation:

1. Autonomous delivery system with GPS waypoints and payload release;
2. Energy optimization across PID tuning parameters;
3. Obstacle avoidance with LiDAR or stereo vision;
4. Multi-drone coordination for swarm delivery;
5. Failure mode analysis (single-motor, ESC, sensor failure);
6. Weather resilience testing (wind, rain, temperature extremes).

Author Contributions: Authors have contributed significantly to the development and completion of this article.
Funding: This article received no external funding.
Data Availability Statement: Not applicable.
Acknowledgments: The authors thank the Department of Electrical and Electronic Engineering Technology at the College of Science and Technology - Qaminis for providing laboratory facilities and equipment.
Conflicts of Interest: The author(s) declare no conflict of interest.

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