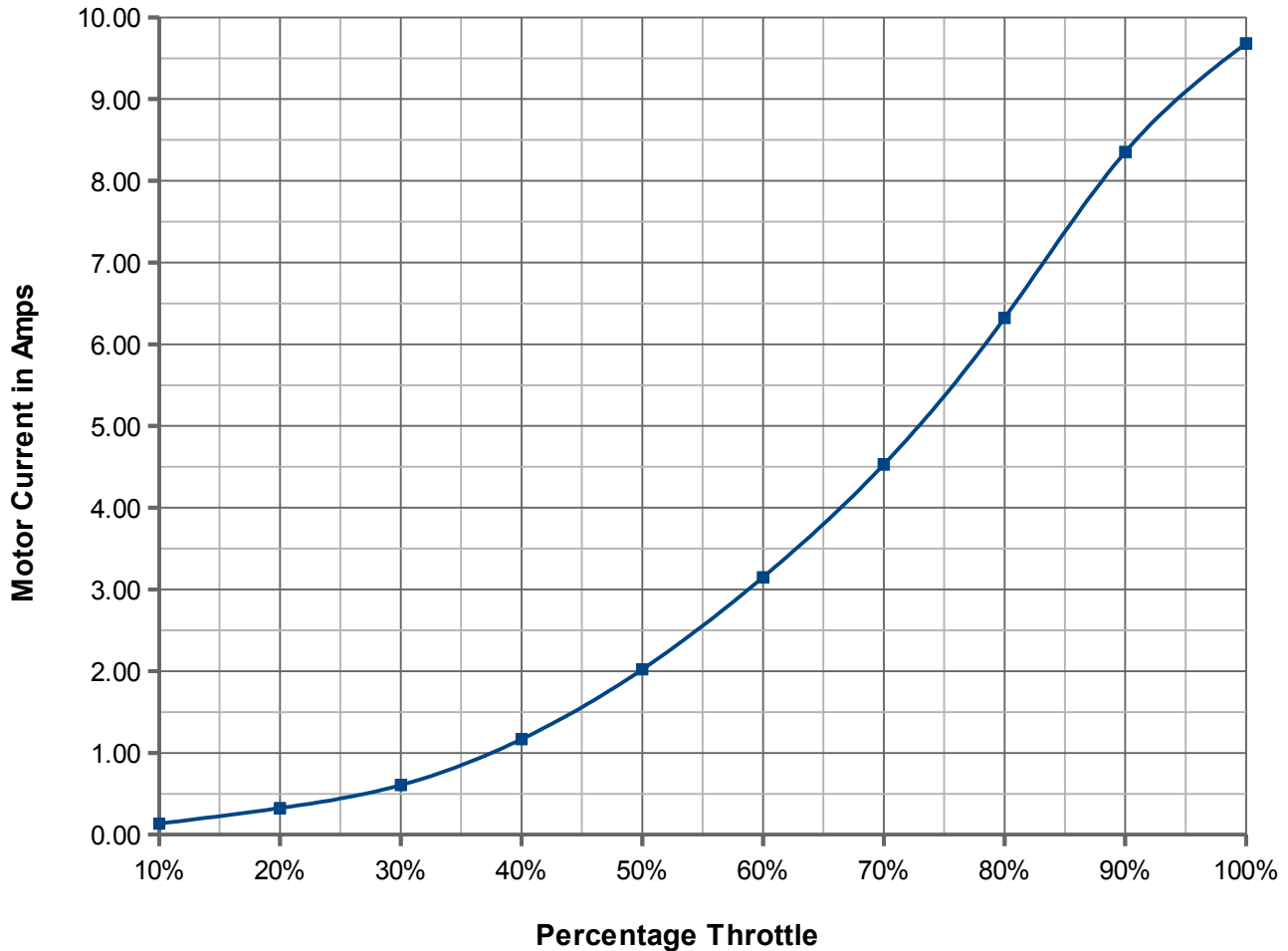


Cobra CM-2213-36 Motor Test Data, Kv=740

Data Collected at 14.8 volts with APC 11x4.5-MR Prop						
Throttle Setting	Motor Amps	Input Watts	Prop RPM	Thrust (Grams)	Thrust (Ounces)	Efficiency Grams/W
10%	0.13	1.98	1,319	28.4	1.00	14.32
20%	0.33	4.81	2,066	73.8	2.60	15.34
30%	0.61	8.97	2,696	126.0	4.44	14.05
40%	1.17	17.29	3,456	215.1	7.58	12.44
50%	2.02	29.91	4,183	325.9	11.49	10.90
60%	3.15	46.61	4,825	451.9	15.93	9.70
70%	4.53	67.01	5,438	575.6	20.29	8.59
80%	6.32	93.57	6,031	723.2	25.49	7.73
90%	8.35	123.62	6,560	870.4	30.67	7.04
100%	9.68	143.31	6,849	942.2	33.21	6.57

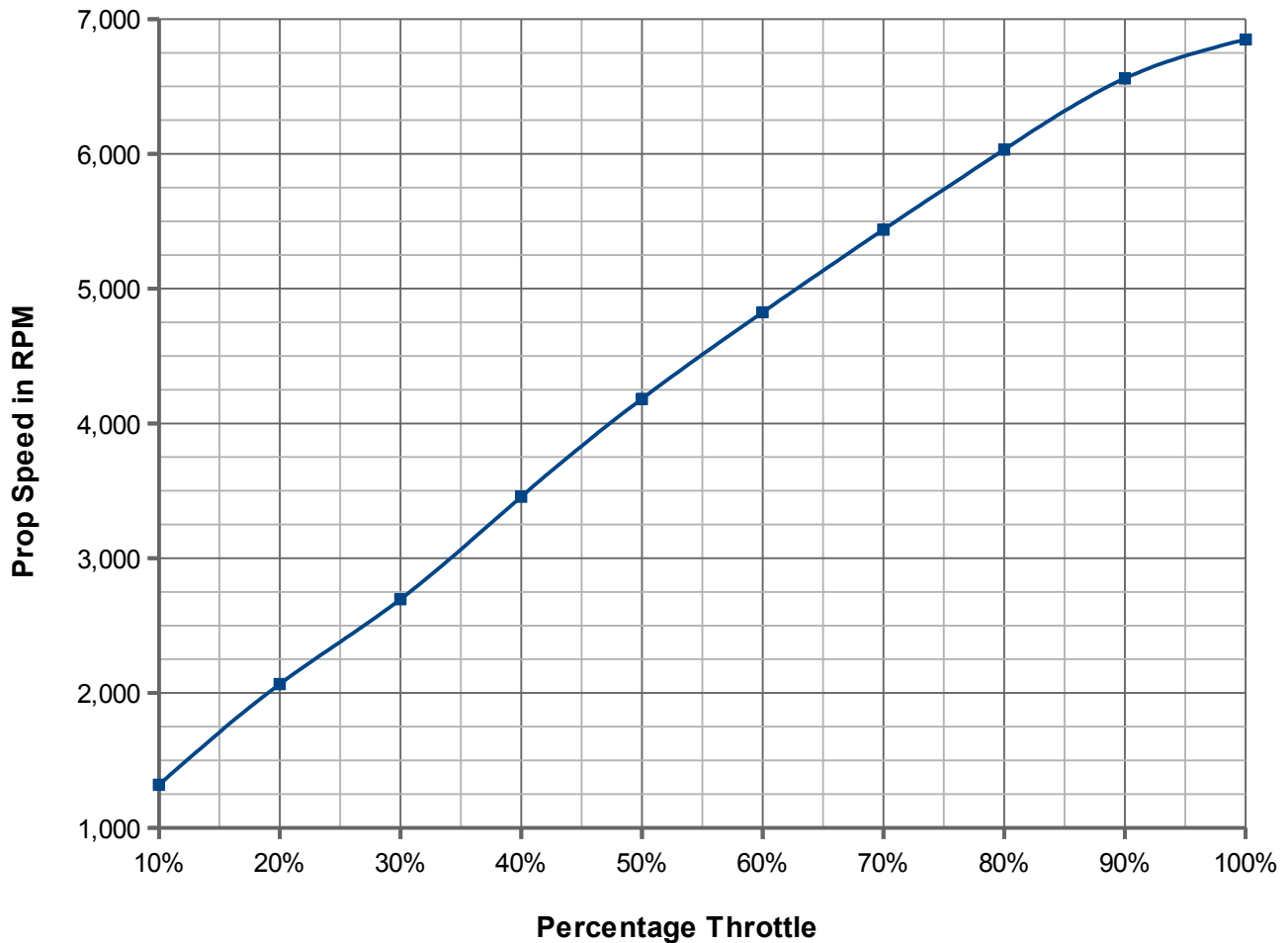
Motor Current vs Throttle Position



Cobra CM-2213-36 Motor Test Data, Kv=740

Data Collected at 14.8 volts with APC 11x4.5-MR Prop						
Throttle Setting	Motor Amps	Input Watts	Prop RPM	Thrust (Grams)	Thrust (Ounces)	Efficiency Grams/W
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20%	0.33	4.81	2,066	73.8	2.60	15.34
30%	0.61	8.97	2,696	126.0	4.44	14.05
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100%	9.68	143.31	6,849	942.2	33.21	6.57

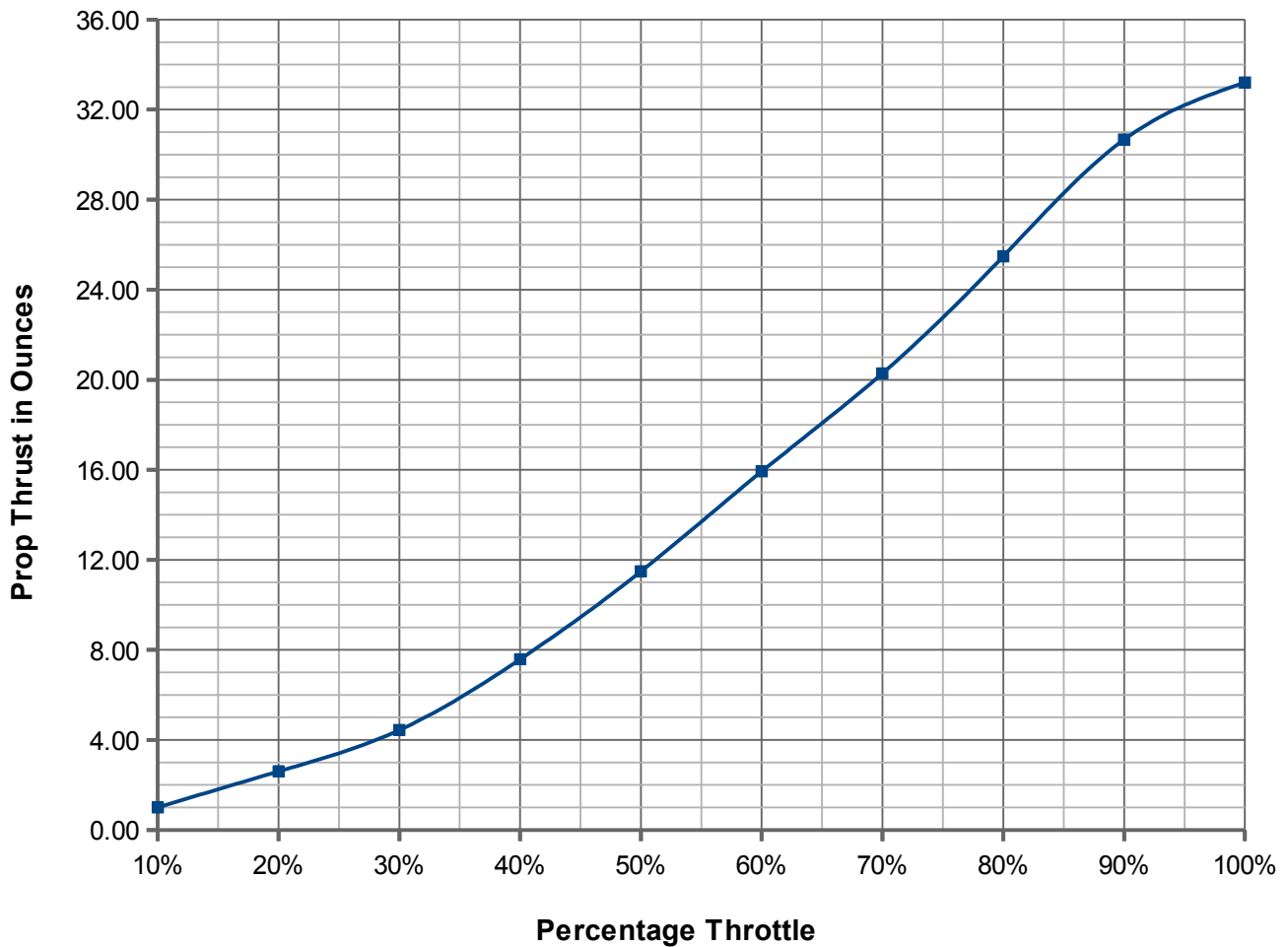
Propeller RPM vs Throttle Position



Cobra CM-2213-36 Motor Test Data, Kv=740

Data Collected at 14.8 volts with APC 11x4.5-MR Prop						
Throttle Setting	Motor Amps	Input Watts	Prop RPM	Thrust (Grams)	Thrust (Ounces)	Efficiency Grams/W
10%	0.13	1.98	1,319	28.4	1.00	14.32
20%	0.33	4.81	2,066	73.8	2.60	15.34
30%	0.61	8.97	2,696	126.0	4.44	14.05
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80%	6.32	93.57	6,031	723.2	25.49	7.73
90%	8.35	123.62	6,560	870.4	30.67	7.04
100%	9.68	143.31	6,849	942.2	33.21	6.57

Propeller Thrust vs Throttle Position



Cobra CM-2213-36 Motor Test Data, Kv=740

Data Collected at 14.8 volts with APC 11x4.5-MR Prop						
Throttle Setting	Motor Amps	Input Watts	Prop RPM	Thrust (Grams)	Thrust (Ounces)	Efficiency Grams/W
10%	0.13	1.98	1,319	28.4	1.00	14.32
20%	0.33	4.81	2,066	73.8	2.60	15.34
30%	0.61	8.97	2,696	126.0	4.44	14.05
40%	1.17	17.29	3,456	215.1	7.58	12.44
50%	2.02	29.91	4,183	325.9	11.49	10.90
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70%	4.53	67.01	5,438	575.6	20.29	8.59
80%	6.32	93.57	6,031	723.2	25.49	7.73
90%	8.35	123.62	6,560	870.4	30.67	7.04
100%	9.68	143.31	6,849	942.2	33.21	6.57

Propeller Efficiency vs Throttle Position

