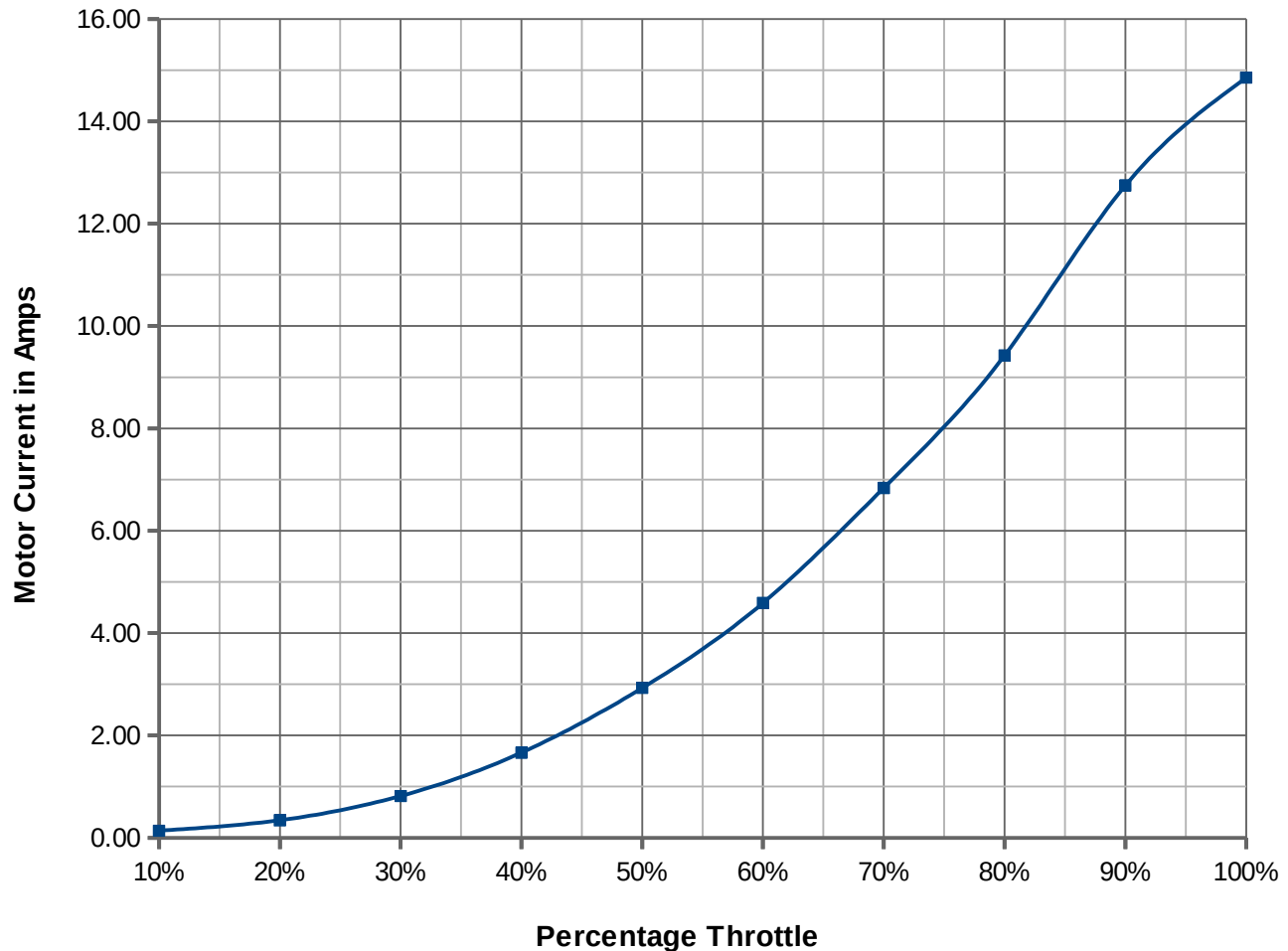


Cobra CM-2814/36 Motor Test Data, Kv=470

Data Collected at 14.8 volts with APC 16x5.5-MR Prop						
Throttle Setting	Motor Amps	Input Watts	Prop RPM	Thrust (Grams)	Thrust (Ounces)	Efficiency Grams/W
10%	0.14	2.06	785	36.1	1.27	17.55
20%	0.34	5.08	1,257	99.7	3.51	19.64
30%	0.82	12.09	1,791	202.8	7.15	16.77
40%	1.66	24.61	2,317	361.3	12.73	14.68
50%	2.93	43.32	2,804	543.1	19.14	12.54
60%	4.59	67.90	3,266	751.9	26.50	11.07
70%	6.84	101.17	3,691	983.9	34.67	9.72
80%	9.43	139.49	4,098	1199.4	42.27	8.60
90%	12.75	188.69	4,449	1475.2	51.99	7.82
100%	14.85	219.84	4,639	1613.4	56.86	7.34

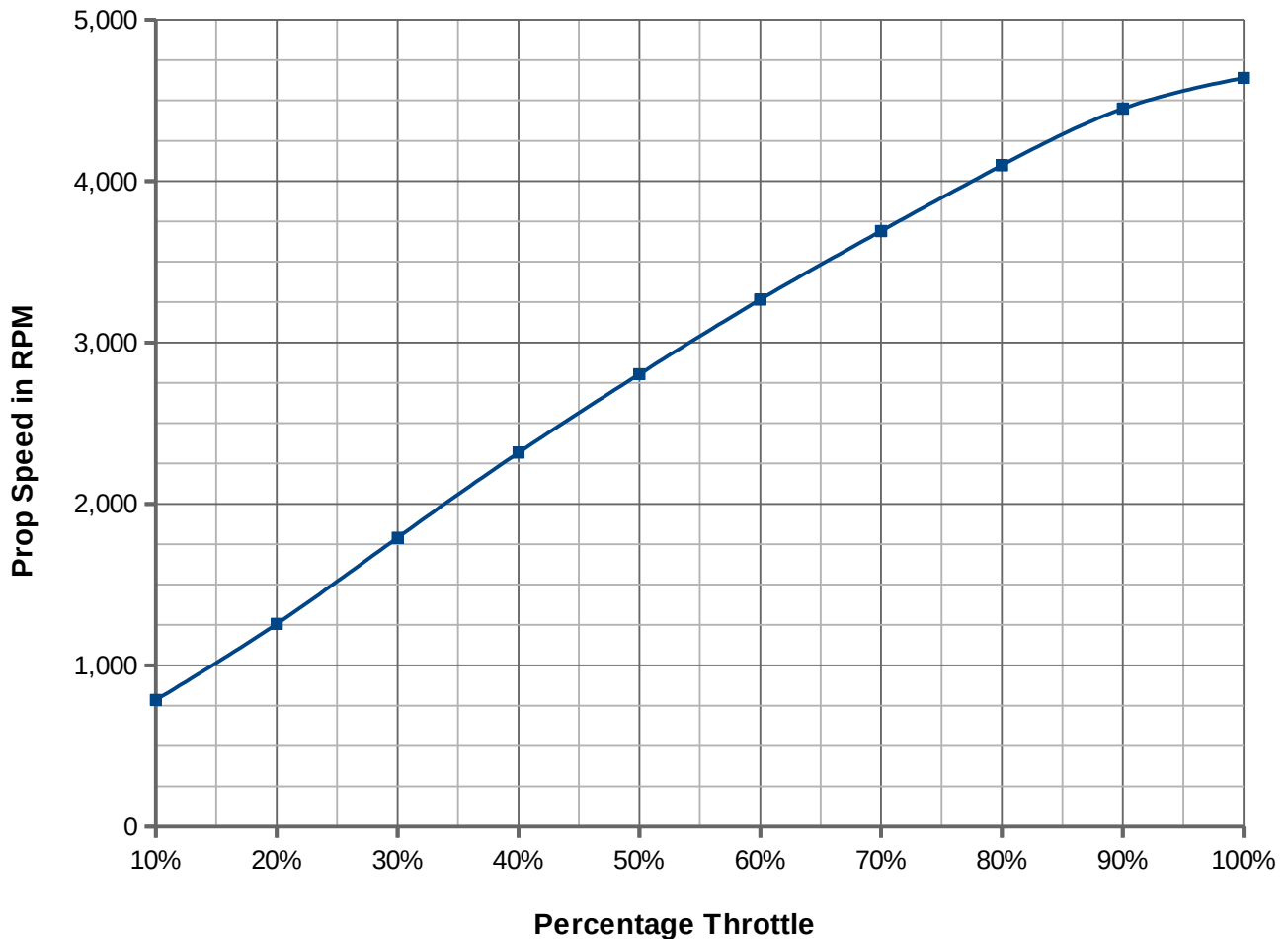
Motor Current vs Throttle Position



Cobra CM-2814/36 Motor Test Data, Kv=470

Data Collected at 14.8 volts with APC 16x5.5-MR Prop						
Throttle Setting	Motor Amps	Input Watts	Prop RPM	Thrust (Grams)	Thrust (Ounces)	Efficiency Grams/W
10%	0.14	2.06	785	36.1	1.27	17.55
20%	0.34	5.08	1,257	99.7	3.51	19.64
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100%	14.85	219.84	4,639	1613.4	56.86	7.34

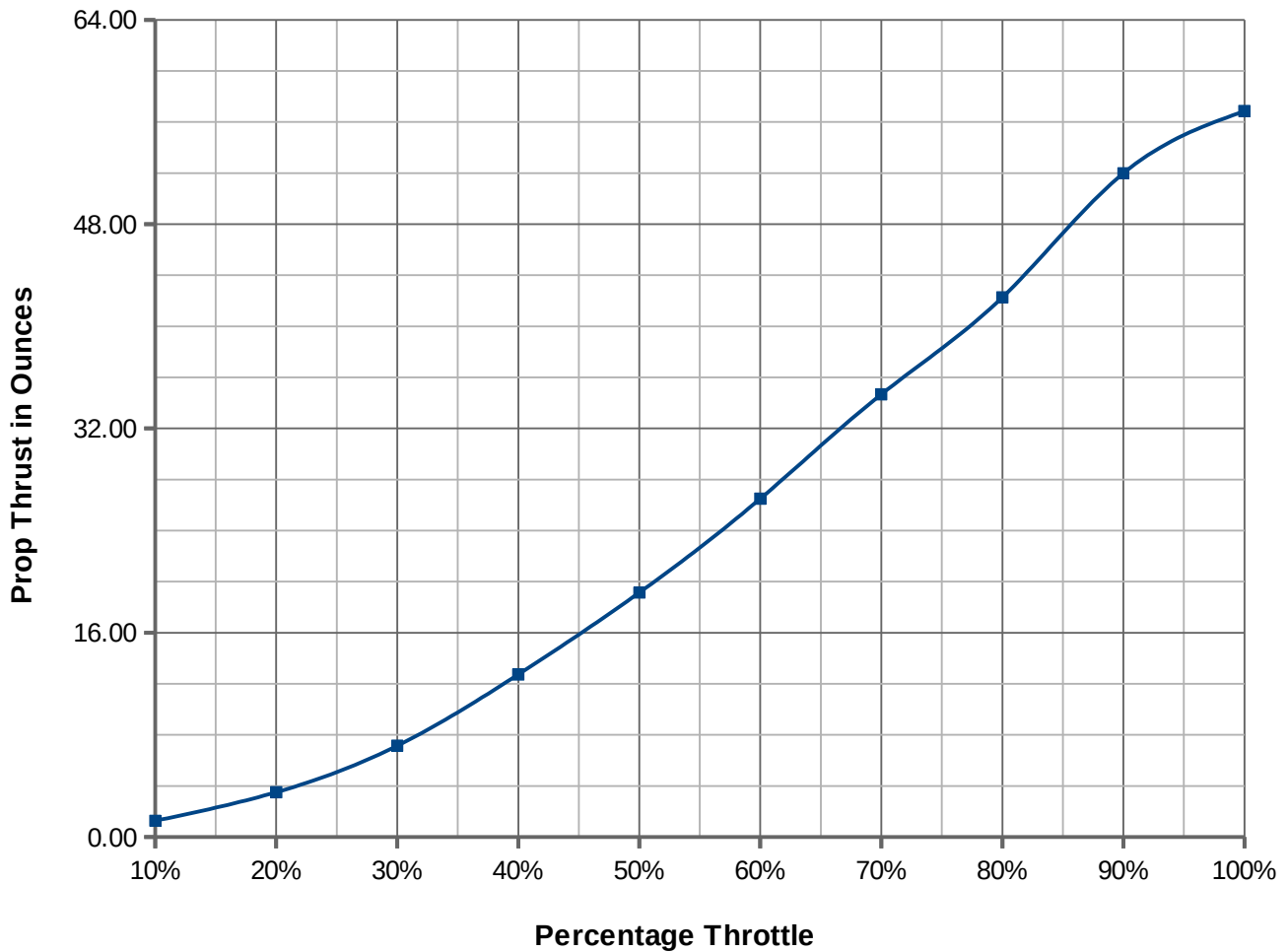
Propeller RPM vs Throttle Position



Cobra CM-2814/36 Motor Test Data, Kv=470

Data Collected at 14.8 volts with APC 16x5.5-MR Prop						
Throttle Setting	Motor Amps	Input Watts	Prop RPM	Thrust (Grams)	Thrust (Ounces)	Efficiency Grams/W
10%	0.14	2.06	785	36.1	1.27	17.55
20%	0.34	5.08	1,257	99.7	3.51	19.64
30%	0.82	12.09	1,791	202.8	7.15	16.77
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90%	12.75	188.69	4,449	1475.2	51.99	7.82
100%	14.85	219.84	4,639	1613.4	56.86	7.34

Propeller Thrust vs Throttle Position



Cobra CM-2814/36 Motor Test Data, Kv=470

Data Collected at 14.8 volts with APC 16x5.5-MR Prop						
Throttle Setting	Motor Amps	Input Watts	Prop RPM	Thrust (Grams)	Thrust (Ounces)	Efficiency Grams/W
10%	0.14	2.06	785	36.1	1.27	17.55
20%	0.34	5.08	1,257	99.7	3.51	19.64
30%	0.82	12.09	1,791	202.8	7.15	16.77
40%	1.66	24.61	2,317	361.3	12.73	14.68
50%	2.93	43.32	2,804	543.1	19.14	12.54
60%	4.59	67.90	3,266	751.9	26.50	11.07
70%	6.84	101.17	3,691	983.9	34.67	9.72
80%	9.43	139.49	4,098	1199.4	42.27	8.60
90%	12.75	188.69	4,449	1475.2	51.99	7.82
100%	14.85	219.84	4,639	1613.4	56.86	7.34

Propeller Efficiency vs Throttle Position

