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FW: 51 Second Cloudster - Weight Comparison

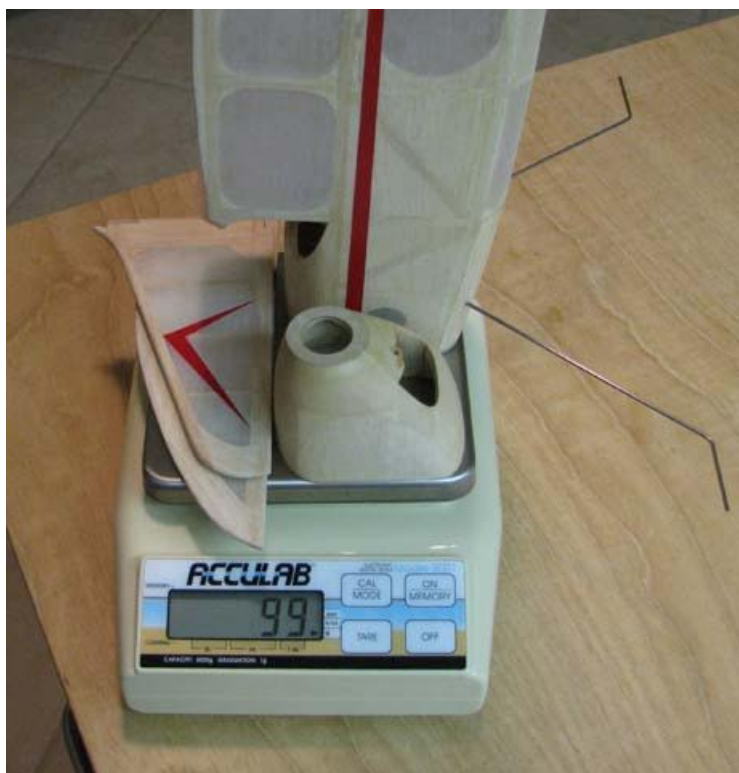
1 message

Tandy Walker <rdb435021@icloud.com>
To: Trevor Boundy <trevor@boundy39.com>

Sun, Mar 3, 2019 at 7:06 AM

From: Tandy C. Walker [mailto:tandyw@flash.net]**Sent:** Thursday, July 01, 2010 12:17 PM**To:** Lollar, James <jlollar@cablone.net>; Pardue, Albert M. <awpardue@att.net>; Burkhart, Jay <Jayflyer@insightbb.com>; Hiner, Jack <j.hiner@comcast.net>; Burk, Jerry <chjerryburk@mindspring.com>; Walker, Tandy C. <tandyw@flash.net>; Walker, T. Cy <cwalker@kenyon.com>; Herbon, Alfredo <aherbon@coopenet.com.ar>; Montes, Sergio <montes@iinet.net.au>; Taylor, Bill & Gail <taylorxtwo@cox.net>**Subject:** 51 Second Cloudster - Weight Comparison*Second Cloudster 300*

In Report No. 87 of the first Cloudster's construction, I weighted the fuselage, cowl, fin and rudder after air brushing them with one coat of Klass Kote. As shown below, I reported a weight of 99 grams. The finished weight of the Cloudster needed 0.87 oz to meet the 16 ounce minimum weight for the SAM Speed 400 event.



This morning I weighed the fuselage, cowl, fin and rudder of the second Cloudster after the coat of Klass Kote on the fuselage and cowl had dried overnight. As seen below, the total weight was weight was 107 grams.



Therefore the new finished fuselage and cowl had an increase in weight of $(107 - 99) = 8$ grams which is 0.28 oz. So there is still a 0.59 oz weight contingency available for trimming the balance point to the proper CG without exceeding the 16 oz minimum weight limit. However, there is a small amount of additional weight in the aluminum motor mount that I am using on this second Cloudster, but not more than a few grams.....Tandy