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FW: 9 Stinson Reliant - Outrunner Motor, Mount, & Adapter Order

1 message

Tandy Walker <rdb435021@icloud.com>
To: Trevor Boundy <jtboundy@dcsi.net.au>

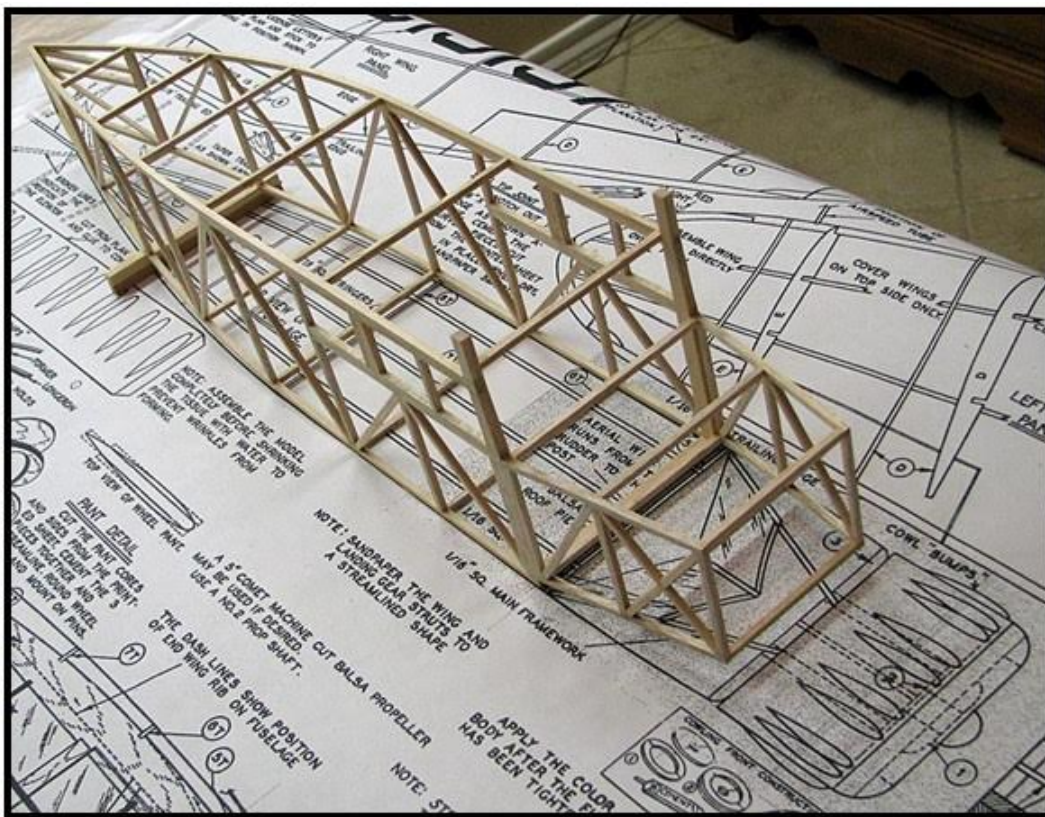
Wed, Jul 8, 2

From: Tandy Walker [mailto:aerotan1503@outlook.com]
Sent: Wednesday, July 15, 2015 3:33 PM
Subject: 9 Stinson Reliant - Outrunner Motor, Mount, & Adapter Order

Stinson Reliant SR-7

July 15, 2015

Now that the forward structure of the fuselage framework has been completed as shown below, the next step will be to determine the electric motor's longitudinal position and then develop the motor mount, the cowl, and its attachment to the fuselage.



A very knowledgeable friend (Jay Burkhart) recommended the smaller AXI 2212/20 Outrunner motor for this 300 sq.in. Stinson Reliant that I am currently building based on using an 8 X 5e or 9 X 5e APC prop size. A summary of Jay's performance runs below show a cruise time of 11.8 minutes with an 8" prop. However since the 9" prop pulls 9.4 amps, a 12 amp speed control should be used.

Prop Diameter	8.00	9.00
Prop Pitch	5.00	5.00
Battery Capacity	850	850
Amps	7.00	9.40
Cruise Minutes	11.8	10.9
Full Throttle Minutes	6.9	5.2

At this point it is not practical to try and proceed without having the motor, the mount, and prop adaptor to correctly locate the motor's position on the front of the fuselage framework. So I went to Hobby Express online this morning and ordered the motor, the mount, and prop adaptor as shown below. The placing of this order fully commits me to this project now.

HOBBY EXPRESS
www.hobbyexpress.com

July 15, 2015

Thank you for placing your order!

Your web order number is: **135723-150715**

Subtotal.....	\$105.98
Shipping.....	\$10.98
Tax (USA: 0%).....	\$0.00
GRAND TOTAL.....	\$116.96
----- ITEMS DETAILS	

#1 AXI Gold 2212/20 Outrunner Motor [#221220]	
Quantity 1 x \$89.99 = \$89.99	

#2 Radial Mount Set for AXI 2208, 2212, & 2217 Outrunner Motors [#RMS22]	
Quantity 1 x \$15.99 = \$15.99	

While I am waiting on the order delivery, there is plenty to think about the structural design of the cowl, how to mount the motor inside the cowl, and a method to attach the cowl/motor assembly to the front of the fuselage structure, which will dictate the design of the front circular bulkhead that is glued to front of the fuselage's structure. Also, I really need to get back to doing some battery charging so I can continue early morning flight testing of several of my electric models. I say "early morning" because the temperature is predicted to be 99°F to 100°F here in north Texas for the next several days and well into next week.....Tandy