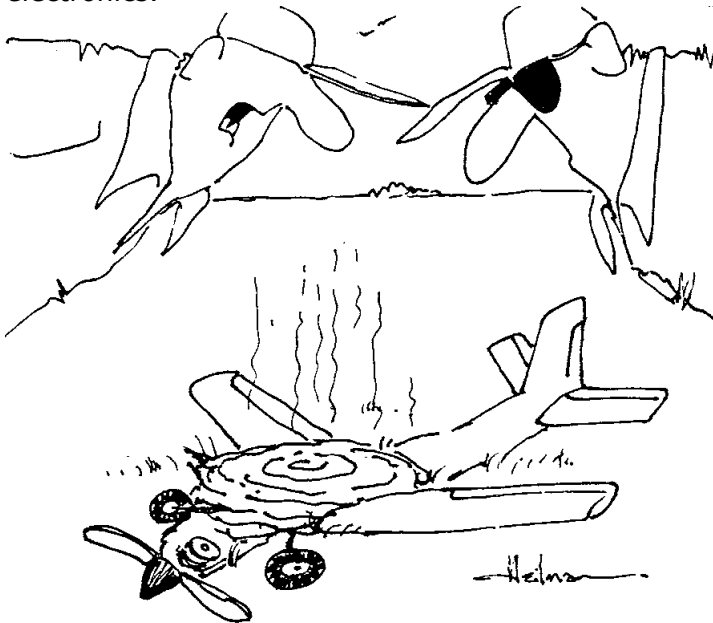


power from airplane X, with power system Y, and battery Z and you do the same, then if your setup is similar the same battery will probably work well for you.

It pays to learn something about Watts, Volts, and Amps. Understanding these concepts is beyond the scope of this document, but can serve you well in not only figuring out what battery is best but also in your electric aircraft hobby.

I'm not convinced that a 30C battery is really any better than a 10 or 20C battery. Sure a higher C rating means it can discharge faster. But at the same time a battery discharged at 20C continuously will be empty in 3 minutes. Do you really only want to use the battery for 3 minutes? I love having burst power in helicopters and boats, but in almost all other applications actually running a battery at or above 20C is useless to me. I prefer to run batteries at 8-10 C and have a little headroom if I need it.

A final note on choosing a battery. Don't cheap out. Confirm that your batteries are capable of running at the amperage level you plan to use them. Running a cell at a higher C rating than the battery can handle can not only damage your batteries, but it can also damage your speed control. Castle Creations has an excellent article on how using a weak battery can destroy a perfectly good speed control of any brand. Better to buy a bit better battery than you need than to destroy your electronics.



"LOOKS LIKEBATTERY MELTDOWN!"

6. Dealing with temperature. Lithium batteries like heat, but not too much. In the winter time, try to keep your batteries from the cold as much as possible. Leave them in the car while your flying, or

keep them in your cargo pants... etc. At the same time don't let them heat up too much. Try to keep your batteries from reaching 160F after use. This will prolong the life of the cells. A good way to measure temperature is a handheld IR meter, they can be found for around \$50.00 at most hobby shops.

If you have any suggestions for future sections or additions to the current document let me know and I'll add the information requested...if I know the answer!-Jim

Last edited by Jim McPherson : Dec 14, 2005 at 06:51 PM.

You can find the original article and more at <http://www.rcgroups.com/forums/showthread.php?t=209187>.



Received the following e-mail from long time club member John Barnitz who now lives in Germany. John is part of a demonstration/show team that flies WWII fighters. He sent me some photos and the following text. Thanks John. CB

Hi Chuck,

Here are some pix for your viewing pleasure. This was at our show in Lehrte which is just east of Hanover and about an hour and a half drive from my place.

One of the maneuvers we do is a mid-field split that we have named "Procedure Turn Split with Smoke.

It starts out with all of us in a cruise speed flyby from the left then a 90 degree turn towards the mountains (for your sake!). Smoke ON.....then the Mustangs go left and all the other stuff goes to the right.... smoke OFF.

Our Flight Boss tries to time the base turn to get us to cross at mid-field again..... back where all the fun began.

The ponies (Mustangs) on the deck and all the other stuff... well.... not on the deck.