

# Himax Brushless

## HC5018-530 / HC5030-390 Power Pack

Himax Brushless Power Packs make setting up a model a simple project. Just choose the appropriate power system to match the model or replace an engine. The packs listed below will fly sport models weighing 8 lbs. to leisurely models weighing 20 lbs. These packages are chosen toward sport models to provide lively performance.

The power systems as shipped will be suitable for 3D models, sport, and leisurely models. **Please use caution when experimenting with other propellers and/or battery packs.** Be sure to measure current draw to prevent failure of the speed control and or motor due to excessive current. Please read the motor manual for more information.



	Combo-46B	Combo-60A
Motor	HC5018-530	HC5030-390
Glow Equiv.	.46	.60
Weight Max, lbs.		
3D	6	9
Sport	8	15
Leisure	10	20
Prop	12x6E	13x8E
ESC	60 Amp	75 Amp
Current, Amps	50	75
Watts Range	750-850	1100-1200
Thrust, oz.	135	160
System		
Weight, oz.	17.5	21.5
Suggested		
Battery(20-30C)	6S 5000	4S5000x2 (8S)

### Minimum Battery Size, mAh

Amps	C rating				
	8C	10C	12C	15C	20C
5A	630	500	420	330	250
10A	1250	1000	830	670	500
15A	1880	1500	1250	1000	750
20A	2500	2000	1670	1330	1000
25A	3130	2500	2080	1670	1250
30A	3750	3000	2500	2000	1500
40A	5000	4000	3330	2670	2000
50A	6250	5000	4170	3330	2500
60A	7500	6000	5000	4000	3000

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# Himax Brushless

HC5018-530 / HC5030-390  
Combo Power Pack



**Combo-46**  
HC5018-530  
12x6E  
60 Amp



**Combo-60**  
HC5030-390  
13x8E  
75 Amp

**Glow Equiv. .46 .60**

Weight Max, lbs.

3D 6 9

Sport 8 15

Leisure 10 20

Current, Amps 45 45

Watts Range 750-850 1100-1200

Thrust, oz. 145 160

System

Weight, oz. 17.5 21.5

## EZ Electric Conversion

### Electric motors for Glow people

by Greg Kamysz

Electric motors provide a clean and reliable power source for models. Selecting a motor is not much different than selecting an engine when you look at the fundamental requirements. The basic principles that make aircraft fly should be used to select a power plant for the performance desired. Power to weight ratio and flight speed envelope make up the aircraft's performance. This translates to thrust to weight ratio and pitch speed. Considering power and propeller choosing an electric motor doesn't have to be a challenge.

The power loading is the first parameter to consider. Power to weight ratio for electric models is generally quoted in watts per pound (W/Lb). This is basically a performance gauge. More power available per pound results better the aircraft performance. Power loading holds true for models all the way up to full scale. Some examples are listed below. 1 Horsepower (HP) = 746 Watts (W)

Piper Cub	65HP	1220Lb	40W/Lb
B-17	4800HP	65000Lb	55W/Lb
Pitts Special	260HP	1626Lb	120W/Lb
Spitfire IV	1440HP	5000Lb	215W/Lb

The chart shows that high performance requires a high power loading. The Cub flies sedately at 40W/Lb and so will a model with this power loading. Follow the chart below for model aircraft.

Mild ROG Performance	50W/Lb
Mild Aerobatics	75W/Lb
Aggressive Aerobatics	100W/Lb
3D or High speed	125-150W/Lb
Competition	300+W/Lb

There are many aircraft designed for internal combustion or glow engines. We can also approximate the required power based on engine displacement. A survey of available engines resulted in the chart below in terms of watt per cubic inch displacement(W/ci)

Sport 2 or 4 Cycle	1250W/ci
BB 2 Cycle	1500W/ci
High Perf. 2C/4C	1800W/ci
Racing, Ducted Fan	4000W/ci

Multiply the displacement of the recommended engine by the W/ci rating to find the amount of power required of the electric motor system. For example; a .40 plain bearing engine will make .40ci x 1250W/ci = 500W of power. Consider that many .40 size trainer models weigh 6Lb, the power loading works out to 83W/Lb.

Once the required power is known we can look at the motor and battery. Look at the motor specifications for power rating. Choosing a motor with a power rating equal to the requirement is safe. Erring on the safe side one would choose a motor capable of slightly more than is required. The motor must be able to handle the required power and the torque to turn a propeller appropriate for the model. A high-speed model will work best with a small prop at high RPM, while a slower model will work better with a larger prop at lower RPM. Power is a product of RPM and torque. For a given amount of power one can have a lot of torque and low RPM, or high RPM and low torque. Getting a lot of both requires more power. RPM and torque is related to the flight speed of the model. Take a look at the list of Himax motors. Find the ones that meet the power requirements. Now look again at the prop size. Choose a motor that uses a prop size suitable for the model. Assume that the smaller props work best with models designed to fly fast. On test flights it is best to try several props in the suggested range which draws an acceptable amount of current to see what works best. A difference of an inch in diameter or a couple inches in pitch can change the way a model flies drastically. If prop size doesn't narrow the selection to one motor consider gearboxes or the simplicity of an outrunner motor direct drive. Also consider the voltage required to see what kind of battery is needed. The battery must be able to support the current requirement of the motor with the chosen prop. Check the current rating of the battery to make sure it will not be over-worked. The ESC must also be sized to handle the voltage and current requirements.

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