This is the magnetic switch that you can install in your model for turning the PowerBox on and off, which means you won’t need an external switch.

It was, however, only after installing the PowerBox system in my model that I was truly sold on the power supply system. What I learned was that the PowerBox delivers clean, steady, and importantly, isolated power to each of my aircraft’s servos. Unlike a typical receiver that has a common power bus (where all positive terminals and all negative terminals share a common wire), the PowerBox system uses field effect transistors (FET) to isolate the positive and negative leads for each servo’s output. It also uses a pulse width modulation (PWM) for the power conversion and power output, which makes for very clean, steady and reliable power. However, the important thing is that the outputs are isolated from each other so that no matter what is happening to a servo on one channel, it won’t affect the servos on the other channels.

This is the package that I purchased. It includes two 2800-mAh 7.4-volt LiPo battery packs, a switch, cables and the Competition SRS power supply.
The PowerBox system. It makes certain that no matter how much current or voltage an individual servo demands, the others have the opportunity to consume the power they need. This is like saying that all the servos on the PowerBox bus get to perform at their optimum when they have the need.

Moreover, the signal from the receiver that the servos use to know what position they must transit to or hold is isolated from the bus as well. Consequently, the signal is delivered to the servos at its optimum level, which means that the servos always “know” what they are being told by the radio receiver. It is not like what a friend once told me, “You’re running the servos’ signal through another device.” Nope, that is not even the case. The signal that is transmitted to the servos is amplified, clean and steady.

The PowerBox system uses very advanced technology to ensure that our airplanes’ control systems get the power and signal they need. Considering this, it is no wonder that so many championship pilots are installing PowerBox systems in their competition models. It is also the reason that pilots who want the most from their models in terms of security and performance are using PowerBox hardware.

Once you have entered the programming mode, you can toggle through the functions by pressing Up or Down on the switch. The SET button is used to confirm a selection.

You can program the Servo-Matching, Rx/Tx settings (frame rate) and Power Manager, and reset the unit. You simply enter the programming mode by holding down the Set button.

The new PowerBox Competition SRS power supply is super easy to program. And you can now program it with the on/off switch that comes with the unit. Here it is showing the bootup screen.

You can use the Servo-Matching program function to match the servos to each other. Again, you enter the programming function and just step through the menu.

You can do output mapping to determine what port controls what function. You can also adjust servo travels, end points, travel volumes and centering.

If you need to use your PowerBox Competition SRS in another model, you can reset all the program functions and parameters you’ve saved at this screen. Then you’ll have it ready for reuse.

At this screen you can choose the output voltage you want to use. In my case I’ve picked the 7.4-volt output that will drive my Hitec RCD high-voltage HS-7950TH servos.

Here I’ve set the frame rate to 18 ms. From this screen you can also pick the type of transmitter you’ll be using, such as Spektrum/JR, Multiplex, Futaba or Jeti.

Entering this function will let you adjust the settings for both Rx and Tx. This is an intuitive process; however, PowerBox’s instruction manual is one of the best I’ve ever used.

Well, the capitalist in the RC power supply business is the servos do their work at different rates of current consumption. As the servo does its work, the bus’ voltage is applied across the load (the servos’ motors). Therefore, if some servos consume more current than others, more voltage is dropped across their loads. This is the same as saying that some servos will pull the bus’ voltage low for the others on the bus. That then means that all the servos’ performances are eroded by their lack of voltage because of the current consumed by the few. It kind of reminds you of communism, doesn’t it!

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COMPETITION SRS

I’m not a championship pilot—not even! I’m a crazy, whacked, insane RC enthusiast who loves to fly RC airplanes. That is like saying I want the most from my models, even if it costs a couple of bucks extra to get it. So that’s why I’ve opted to buy the PowerBox Competition SRS system for my DA-120-powered, 168-in. wingspan Carbon Cub. This model is fitted with eight HS-7940TH servos. These servos deliver 486 oz.-in. of torque when powered by 7.4 volts, and they have a transit time of 0.13 seconds. There is also an HS-7940TH running the throttle—yeah, I know that is way more servo than it needs, but I wanted to stay with a high-voltage system throughout the airplane, so . . .

By putting a PowerBox Competition SRS (serial receiver system) in the Carbon Cub, I feel pretty much guaranteed that all the servos will get the power they need to do their work no matter what maneuver the airplane is being commanded to perform. Additionally, the SRS system has a built-in ability to use remote receivers with a serial interface, such as those made by Spektrum DSM2 and DSMX, Multiplex Mi-LINK, Futaba S-BUS and Jett R-X, HOTT Westronic.

The SRS system has a built-in ability to use remote receivers with a serial interface, such as that of the new PowerBox Competition SRS gives you the flexibility of doing so. This unit is worth its cost! The SRS power supply pumping the electrons through the “veins” of this outstanding airplane.

No matter how you want to set up your model’s control surfaces, the PowerBox Competition SRS allows you to configure the servos to your liking.

He never dreamed of flying anything but fixed wing. Then he bought a Bind-N-Fly® mCX2 to fly around the house and . . . BAM! He was hooked. It was so fun to fly, he had to try another. Next thing you know he had worked his way up to the 120 SR and was eying the mCP X.

When it comes to giving you a clear path to your RC helicopter dream, no one beats Blade. From ready-for-anyone-to-fly ultra micros to high-performance 3D thrill machines, there’s a Blade for every step of the way.

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