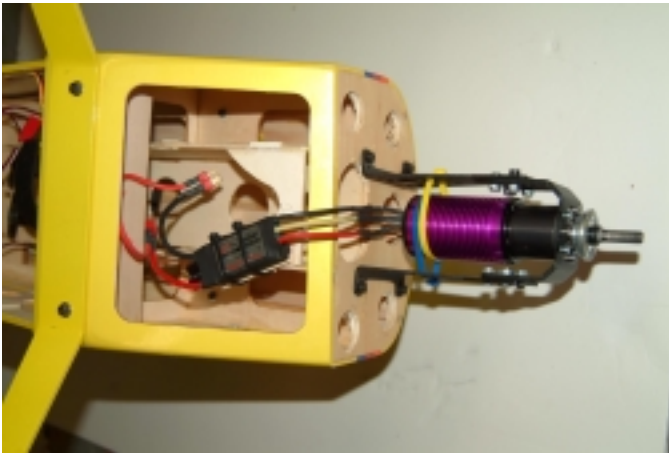




STEP 4: Fabricating a simple floor, like a fuel tank floor, to support batteries. Velcro works great to secure batteries. We used 1/8th inch lite ply.

STEP 5: Fabricating a small “box” in front to support the forward part of the batteries. Again, we used 1/8th inch lite ply. The box was only about 1.5 inches deep.



STEP 6: We kept the bottom of cowl area open for fresh air flow and access to battery connectors.

Remember, only very carefully connect power JUST before you want to fly, this in effect “ARMS” a very powerful system. Use extreme caution, have a helper to secure plane, always consider that, when armed, you could have full power instantly by accident!

NOTE: We used a Hacker C50 14XL with a Hacker Opti-77 Speed Controller turning an APC 22 X 12 electric prop. Batteries were 10S 4P Thunder Power wired into 2 packs as 5S 4P. This is about 2,400 watts. We also used Deans Ultra Connectors.

Further options?

We feel you could use less wattage in the DPM Ultimate, but feel that for good aerobatics, you should stay with Li-poly batteries for weight. Remember, if you choose less wattage, it takes less batteries and thus lighter weight, that's good, not to mention, a lot cheaper! We have not experimented with other wattage, but we estimate 1,500 to 1,750 watts should still work well with Li-poly.

This conversion takes a bit of modeling, but is not difficult at all. A couple additional hours more than a conventional engine and very rewarding when done.