



CK AERO

JR Servo Buyer's Guide for the Allure

By Dave Lockhart

A lot of guys are moving to HV servos and 2s RX pack, no regulator. I don't agree with that. I like to keep the voltage constant whether at 6v or 8v. In every electric pattern plane I've had thus far. I've used a pair of 2s480 lipos with a pair of Tech Aero Flex regulators in parallel for 100% redundant power to the RX. I have flown the Contrast with 2s250 packs to save a little more weight. I am typically seeing about 110 mah per flight with the JR DMSS telemetry receivers. They are a little more consumptive on the mah because they continuously transmit RX voltage back to the TX. Telemetry is responsible for about 30 mah per flight.

<http://www.tech-aero.net/plr5-e>

I regulate to 6.5 volts for standard voltage range JR servos with zero problems running at 6.5 volts. Dropping voltage to 5.8 will reduce current consumption about 15%. I plug the Vregs into the lipos each flight, no switches, minimal parts for lightweight and reduced failure points.

Ailerons –

The MP91S is a killer servo. Best JR option in my opinion for 6.5v or 8.4v. Very tight metal gears, standard bolt pattern, but low profile and very light at 1.6 oz. I'd expect zero problems with glow. Killer speed and torque for the size, and super solid feel in the air. The MP series adjusts servo performance based on input voltage. It is not regulating the voltage, but adjusting the "personality" of the servo to give similar center feel no matter what the voltage is. I still prefer regulated, but, the MP series is especially the way to go if someone insists on not using regulated voltage. They are not cheap.

<http://www.jramericas.com/233993/JRPSMP91S2/>

Cheaper aileron options - midsize 9411mg (6.5v or LiFe).

<http://www.jramericas.com/45238/JRPSDS9411/>

I used these for many years and converted them to "sa". "sa" meaning nylon

intermediate gears with metal output gear. Conversion to sa is done with 911 gears (cheaper than buying sa gear set) keep the metal output gear from the stock servo).

<http://www.jramericas.com/45273/JRPSG911/>

9411HV also available (up to 8.4 volts)

<http://www.jramericas.com/202412/JRPS9411HV/?pcat=295>

Cheaper aileron option - full size 8411mg (6.5v or LiFe). Rated speed is a bit slow, but seems faster than it is in the air. Larger gear train of the 8411 might hold up better than the smaller gear train of the 9411.

<http://www.jramericas.com/45194/JRPS8411/?pcat=293>

Option for "sa" nylon gears.

<http://www.jramericas.com/45267/JRPSG8101/>

8411HV also available (up to 8.4 volts)

<http://www.jramericas.com/233814/JRPS8411HV/>

Rudder servo options –

8711 for standard voltage (up to 6.5 volts or LiFe)

<http://www.jramericas.com/72931/JRPS8711/>

8911HV for high voltage setups (up to 8.4 volts)

<http://www.jramericas.com/116293/JRPS8911HV/?pcat=293>

MPH83T for any voltage up to 8.4, has hall sensor so it should never wear out the center. Expensive.

<http://www.jramericas.com/233990/JRPSMPH83T2/>

Elevator –

3517 standard voltage (up to 6.5 volts or LiFe)

This is what I am currently using with conversion to full nylon gears with gears from 3025.

<http://www.jramericas.com/83839/JRPS3517MG/>

<http://www.jramericas.com/45245/JRPSG3025/>

3717 for high voltage setup (up to 8.4 volts). 3025 gears still work.

<http://www.jramericas.com/130919/JRPS3717HV/>

Newer servo that I am going to try is the MP31S (I think the 3025 gears will still work).

<http://www.jramericas.com/234046/JRPS02413/>