

Communication Summary

5/26/2016

Information From: Bruce Essig, Odyssey National Program Mgr



Summary & Factual Information: Mr. Essig was asked for applicable directions to bring up the charge in Odyssey batteries installed in aircraft that may not be flown frequently. He, in part, indicated:

The following provides information pertinent to keeping an ODYSSEY PC680 at a high state of charge throughout its service life for maximum performance in experimental aircraft for engine starting and flight operation

1. For experimental aircraft operation, ODYSSEY batteries should not be operated in aircraft when the batteries rested OCV (open circuit voltage) is measured to be less than 12.50V or 75% SOC (state of charge) without a full recharge before flight operation. ODYSSEY battery model PC680 in this state of 75% SOC or less needs to be fully recharged with an approved charge/maintainer of at least 6 amps rated as listed on the ODYSSEY web site:

http://www.odysseybattery.com/documents/ODYSSEY_approved_12V_chargers.pdf.

2. For aircraft storage times of one week or greater with known parasitic drain on the battery even with the master disconnect switch in the OFF position, a charger maintainer should be used continuously during aircraft storage or a routine recharge schedule should be established after 3 weeks of no flight activity. This recharge should be for a time frame of 12 hours or more with an ODYSSEY approved charger/maintainer. Any ODYSSEY PC680 battery with less than 12.50V should be recharged using this same procedure.

3. Proper Charging procedures for the ODYSSEY battery can be obtained on pages 15-17 in the ODYSSEY Technical Manual located at: http://www.odysseybattery.com/documents/US-ODY-TM-002_1214.pdf.

4. The PC680 battery has a 12 year design life. To obtain maximum service life, it is recommended that the battery be kept at a high state of charge (greater than 12.50V) throughout its life as stated in paragraphs 1-3 above. The use of a minimum 6 amp ODYSSEY approved charge/maintainer is highly recommended to support this objective.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator