Why are your winches so expensive?

This is a question I get ask almost daily. My usual answer is all components are rated for continuous high current use, 200A continuous with at least 700A inrush and some as high as 1200A inrush. The motor is a strong, reliable performer manufactured with ball bearings from the factory not added as an after thought. The winch is assembled and tested before shipping and is ready to use upon receipt. All that is necessary is the battery, winch line, turnaround and ground stakes which are not supplied.

These are the facts but this does not satisfy some.

There is a misconception in the use of the phrase ***continuous duty***. The *manufacture* will rate the *coil* of a device for *average operational* current draw; they will rate the contacts for maximum *operational* amps with maximum *inrush* amps for the contacts and the *duty cycle* – either *continuous* or *intermittent*. For *intermittent* use they will give an on/off time. The solenoids, wiring, battery connectors and switch used for the ***Winch2010*** are selected for the maximum *operational* current that can flow through the device ***contacts*** on a ***continuous*** basis. *This is the rating for the contacts and not just the operational coil of the device and comes from the manufacture of the component and is available on the component specification sheet.* ***Inrush*** current is what the device can handle on an *intermittent* cycle and is what happens when switching on/off or pulling the battery connector apart under load. *Inrush* current should never be considered *operational* current. Neither action is recommended except in case of emergency. Generally we spend around 12-17 seconds on tow with the heaviest current draw during the first of the launch and then at the top during the zoom phase – both of which are far less than a couple seconds. I have never seen current readings in excess of 350A for more than .25 second (1/4 second) using a <u>recording</u> amp meter (not an averaging analog/digital meter).

The components selected to build the ***Winch2010*** are selected first for performance, second for local (owner) availably and third price. I can purchase solenoids from an off shore distributor and save money but I prefer to use a well known brand name, in this case ***Cole Hersee*** because I know the quality will be consistent from buy to buy and the winch owner can purchase the correct replacement at any quality automotive electrical parts house. The same is true for the other parts used to assemble the winches. The motors can easily be rebuilt by any competent motor rebuild shop and all internal parts are available – in some cases they may have to be special ordered from the manufacture, but they are available. The last part of the previous statement pertains to the field coils, armature and housing – brushes, brush holders, springs and bearings are common parts.

While I do offer one option (solenoid activation counter) the winch build includes everything necessary to for a strong, reliable and safe winch. You will not have to spend extra money to add ball bearing endplates or a shorted solenoid warning system, they are included on the ***Winch2010***.

Another <u>false</u> statement made about the winches I manufacture is they may become "orphaned" in the future. The only reason I can think of why this statement was made has to do with the motor mounting as it is unlike the FLS. Well, what has happened with the Ford Long Shaft motor (Lester 3110/3115)? I chose not to be backward compatible

with existing FLS winches because I feel it is time to move on and into today's technology. Any existing winch would have to have an adaptor made to fit the new motor to the FLS bolt pattern and the drum modified (narrowed as much as 3/8") which is out of the scope of most hobbyist. There is no guarantee with any motors future availability! While I may go out of business the motor distributor and manufacture probably will not.

Below is a price comparison between a popular "Winch Kit" and the ***Winch2010*.**

Component	**Winch Kit**	**Winch2010**
HP rating	2.5-3.0	***4.8***
Frame/Drum Kit	365.00	***Included***
Motor (Lester 3110 or FLS) *	100.00	***Included***
Solenoids ($27 x 2)	54.00**	***Included***
Wiring Package (30 day wait)	130.00	***Included***
Footswitch	24.00	***Included***
Battery Disconnect Switch	16.00	***Included***
Must have components	689.00	
Solenoid Short Kit	50.00	***Included***
"Real Balls"	350.00	***Included***
Solenoid Counter	20.00	***15.00***
Optional components	420.00	
Assembly	???	***Ready to Fly***
	$1109.00	***$985.00***

* Includes core charge
** Not Cole Hersee

Yes you can purchase and assemble a "Winch Kit" and spend over $100.00 more than the cost of a complete ready to launch ***Winch2010*** – if you really want to! But you must ask yourself how much time will you spend looking for and chasing the parts necessary to assemble a safe reliable winch? Two, three, five hours, more? How much will you pay in shipping cost from several different vendors if you must order? What will you spend in gas looking for the parts? How much is "your time" worth to you?

Wouldn't you really rather be out flying instead of driving all over town to get the right parts? You spend the money for ARF planes so why not do the same for your winch.

I know I would rather be out flying…

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