the LiPo battery immediately. Constantly discharging the battery to the soft LVC can still cause permanent damage to the battery so it's best to use a timer or stop-watch to time the duration of your flights and to stop flying at a reasonable time before the soft LVC is reached.

IMPORTANT NOTE: DO NOT LEAVE THE LIPO BATTERY CONNECTED TO THE ESC UNLESS YOU ARE READY TO FLY. IF THE BATTERY IS LEFT CONNECTED TO THE ESC WHEN IT IS NOT IN USE THE LIPO BATTERY WILL BE OVER-DISCHARGED BY THE SMALL AMOUNT OF CURRENT THE ESC CONSUMES.

It can sometimes take a few hours or even up to a few days to over-discharge the battery this way but doing so will likely cause permanent damage to or failure of the battery entirely (which is not covered under warranty).

IMPORTANT NOTE: DO NOT STORE THE LIPO FLIGHT BATTERY FULLY CHARGED. For improved safety and longevity of the LiPo battery it's best to store it only partially charged for any length of time. Storing the LiPo battery at approximately 50% charged (which is approximately 3.85V per cell) is typically best, however it will take some careful management of the charge time and the use of a voltmeter to achieve this voltage.

If you have the equipment and skills to achieve the 50% charge level for storage it is recommended. If not, simply be sure to not store the battery fully charged whenever possible. In fact, as long as the battery will be stored at approximately room temperature and for no more than a few weeks before the next use, it may be best to store the battery in the discharged state after the last flight (as long as the battery was not over-discharged on the last flight).

Mode 1 and Mode 2
Depending on which area you are in, you will either use a Mode 1 or Mode 2 transmitter. The difference between the two modes deals with the throttle and Elevator joystick different. Mode 2 transmitters have the throttle control on the left stick and the Elevator controls on the right stick. Mode 1 is in the opposite way.