

February 2023

BCMA



**AMA # 2475
Silver Leader Club
@ Kingston Downs**

Upcoming:

**Spring Club Meeting
Saturday , March 11
11AM
Lunch will be served**

Editor Comments

The Chili Fly-In was a huge success, I think I counted over 30 people at one point. A huge thank you to all who cooked and contributed. Great Chili and deserts. A good time was had by all. Hope to repeat the success next year.

Perry SWAP Meet !!!!!!!!! March 3-4. The biggest SWAP Meet in the South.

Need table ?Email to ama.charter.2475@gmail.com (1 table left)

Possible fund raising activities this year:

1st idea: Club Auction, advertised several months out.

I did this as MTRCS years ago, Gene should be familiar as he was also part of this club back in the day. 2 times a year we held an auction (not a swap meet) . Anyone from anywhere could bring their RC hobby related stuff, you either sold with no reserve, or you sold with a reserve. If your item reached the minimum, it sold to the highest bidder. For the club, example: If the winning bid was \$100 on an item, the club got 20% selling fee :\$20, and the seller got 80%: \$80. Payments were collected by a club representative onsite and individual funds were sent out by check the week after. This was a great idea and raised lots of money for the club. Everything almost always sold. No one wants to take stuff back home.

2nd idea: A northern GA SWAP meet. 100-200 tables.

A mini-Perry style SWAP meet .I will say this would take about 6 months of promoting and at least 8 volunteers to contribute their Saturday for this. Something in the August/September time frame. I have scouted out a good location in Cartersville. The key is do we have people committed to work the event? This would require a 7am to 4pm commitment.

I am willing to make the effort for either of these ideas, but this cannot be done without people. Please answer the monkey survey when you get it next week, and we will decide next steps.

President's Corner

Yes I know, it's a rerun. Jeff was in Florida cementing his membership in SAD.

We are off to a great start in 2023 and the club ended up with 61 members rejoining. Great news is we also have 3 new member candidates that are either in the application process or will be in January. The club is growing and attracting new members at a good pace that I am excited to see. Also, the 2- tiered club dues structure that we rolled out was very well received (better than expected). We had 52% choose the lower, "I can help out" option, and 48% choose the higher, "I can't help out due to work, health, etc." option.

The Field Maintenance crew is hard at work planning further upgrades and improvements to our awesome flying site. We will be planning a workday soon to cut bushes / trees at the west end of the runway for a clearer approach from the left. Also, we have sowed some winter rye to help with the mud / bare spots that will get us to spring where we can sow additional Bermuda grass on the runway.

Thanks for all of your help and assistance with our club!

Jeff Holland - BCMA President

So You Want to Fly Jets?

Written by Jeff Holland

Many of you have probably seen some of our jets flying at the club. Many of you might have wondered if you could fly jets... you heard they are hard to fly... or that they landed fast... or they only run a few minutes...or that they were... well... just FAST! While those characteristics can certainly be true (and were definitely true back "in the day" of glow ducted fans), modern Electric Ducted Fans (EDF's) are very user friendly, reliable to use, and just plain fun.

With the advent of Lithium Polymer batteries and to a lesser extent, modern EPO Foam airframes, flying jets now are very obtainable to the average modeler. Just as full-size jet aircraft must have a big jet engine to go "fast", a model jet needs a "big engine" to go fast as well. This was what was missing in the past... you either has cantankerous glow ducted fans or you had the earlier turbines. Neither of which were super reliable and very costly to operate and maintain. Now our options for airframes and powerplants are very broad and most importantly, very reliable.

My first jet experience was with a Byron F-16 back in the early 90's and while I did successfully fly it, it left a lot to be desired. It was woefully underpowered and basically had to be flown with it's OS 77 DF motor wide open the entire flight in a nose high attitude on the verge of stall.... Take offs were difficult and had to be on pavement or very short grass and were super long. Landings were easy though... you just pulled the throttle back to $\frac{3}{4}$ and down she was coming! One of our "back in the day" club members, Mike Bond, witnessed the F-16 "fly" at the old field off 411 and wound up owning it after me. I don't believe Mike had any more success than I did either. The power system was the limiting factor.

Today, that's all changed for the good. One of the biggest reasons and the main driver of this is modern EDF power systems. Electric Ducted Fans need high levels of power to perform well. What supplies the "Big Engine" an EDF jet needs is really the advent of high-power lithium polymer (LIPO's) batteries that can supply enough current. EDF's need a much larger amount of power to "fly like a jet" compared to a prop job than you are likely used to. A basic prop trainer aircraft can fly on 50 watts per pound, a basic aerobatic plane can fly on 75 watts per pound and an 3d aerobatic ship can fly well on 100-125 watts per pound. An EDF needs a minimum of 100 watts per pounds to get airborne, 150 watts per pound for "average" performance and really 200+ watts per pound to fly like a jet... some of my jets are over 300 watts per pound.

Foam jets or "foamies" made of EPO foam are one of the biggest by volume and easiest way to get into jets. While many of you don't want a foamie or had a bad experience with the old Styrofoam planes of the past, modern EPO foam is reliable, easy to repair, and is structurally very strong. There are many companies offering foam jets such as Motion RC, FMS, Eflight, Banana Hobbies, etc. that offer you a "ARF" jet that is basically receiver ready plus a battery and that you bolt together (this means easy to repair as you unbolt the damaged part and put on a new one) vs. glue. Many of these can be ready to fly in an hour or two.

There are also a couple of classes or sizes of jets just like our old school 40 size or 60 size planes were. EDF's are sized by the diameter in mm of the fan housing. Here is a listing of common EDF sizes for comparison:

10-15 size – 50mm EDF These are all hand-launched

25 size - 64mm EDF These are hand-launched, fixed gear, or retracts

40 size - 70mm EDF Most are fixed gear or retracts

60 size - 80mm EDF Retracts

90 size - 90mm EDF Retracts

120 size - 105mm Retracts

Giant Scale - 120mm Retracts

Future articles will get into the many details and "rabbit holes" we can go down on flying Jets. Look for these detailed EDF Jet series starting in next month's newsletter.

Pictures from our Chili Fly-in Jan 14th



Cont'd





Always thank the cook! We appreciate you!



For Sale:



Futaba 14SG transmitter and R7008SB receiver.

Nearly new excellent condition. I got it several years ago when I bought a quad copter from someone.

PRICE: \$200.00 or reasonable offer.

I can bring to Kingston Downs field if there is any interest.

James Grebe: jgrebe@cioblueprint.com
972-261-4377

PAU Edge 540

Wingspan: 105"

Engine: DLE 120

Batteries: dual 2300mah LiFe on the receiver and 2200 LiFe on the ignition

Receiver: Futaba 2.4 ghz 12 channel

Futaba servos

Falcon carbon fiber propeller

Weight: 28lbs

\$2500 w/ receiver

\$2400 no receiver

Wingspan:	105"
Wing Area:	2123 sq.in
Fuselage: spinner	98" incl.
Engine:	85cc to 120cc
Servos:	8 minimum
Spinner Size req:	4.5"
Weight:	25 to 28 lbs

I will bring to the field and fly it for you- Jeff Rugon

Email: jeffreycflying@gmail.com

For Sale:

Airpult Plane Restraint – New in Box

The Airpult will restrain up to 99% of all R/C model airplanes from moving forward and backwards during start up, thus preventing those unexpected and unwelcome accidents to yourself and others. Use the standard Airpult for small to medium sized planes- such as the 30cc and 50cc planes. I believe these restraint kits have sold for over \$150, but can be **yours for \$50** and it's new.



Keith Schevling
(845) 216-9003 (call, text or email anytime)
keithschevling@gmail.com

Steel Adjustable Stand from STBLPRODUCTS always inside and never been to the field, unit is **Like New**. The length adjusts from 33" to 52" the cradle height is 36" and the Y cradle widths adjust from 8" to 10" and 10" to 13". I believe this product is discontinued and STBL Products has moved on. **The First \$100 takes it.**



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Reminders

Have an article you want share? Send it in.

Something you want sell? send it in.

Have a new plane? want to share pictures? Send it, tell us what you think about it.

Send me your stuff: roneadams2@gmail.com

Get your Trust # and FAA # to Keith Schevling :
keithschevling@gmail.com

If the club doesn't have a record of your Trust # and FAA# you are going to cause unwanted trouble. Too many of you have not submitted numbers to Keith. Please, let's get this done folks.

The club has 1 table remaining for Perry. Please see page 1 for getting a table.

See you at the Field.