

March 2023

BCMA



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

Upcoming:

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

Editor Comments

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

Need table ?Email to ama.charter.2475@gmail.com

I will be attending Perry again this year, and I have to say if you have not attended, it is worth the drive.

It is held at the Georgia State Fairgrounds in Perry, GA.

Hundreds of tables in 3 buildings. It is by far the largest Swap meet I have every attended.

Friday, Sales up up at 10 AM. Vendors will be allowed in at 8 AM.

Saturday Sales start at 8 AM. Vendors will be allowed in at 7:30 AM.

I used to get a hotel room, but the last few years, I just drive back and forth each day. If you don't mess around, you can make the drive in 2 ½ hours.

Is it necessary that you attend Friday? Yes and No.

If you are looking for something very specific, it helps to get there on Friday and start looking when it opens.

If you are not looking for something specific but want a great deal, Saturday is your best bet.

People don't like to take the stuff they are trying to sell back home, so lots of deals are made on Saturday afternoon. Example...I'm tired, I don't want to take it home, the prices come down.

Besides airplanes and such, many vendors who sell stuff you need, accessories, servo extensions of all types and lengths, screws, bolts, you name it.

I highly suggest if you have never attended to drive on down.

It's the most RC stuff you will see in one place this side of the country.

Regards,

Ron

President's Corner

It's practically Spring now and we are all looking forward to some great weather for flying. I am excited to share with you some of our plans for the club and field in the next few months. First, we have been approved by our landlord for some enhancements and additions to our field. During our Spring "Work Day" Saturday, April 15th, we will be cutting some trees and brush along the west approach to the runway and we will be adding some dirt to improve driveway access to the pits. Also, we will be removing the white cattle guard safety barriers and installing black chain link safety fencing along the flight line.

Next, we will be aerating, "sanding", and leveling the runway in early May in preparation for Bermuda overseeding / fertilizing mid May. The sanding will be a minor inconvenience for a few weeks that will pay off huge dividends when the grass starts growing this spring.

See you on the Work Day!,

Jeff Holland, President

Jeff Holland - BCMA President

Pictures from Past Perry Swap Meets...



So You Want to Fly Jets?

Part 2

Written by Jeff Holland

In our first installment of "So you want to fly JETS" we touched on some of the basics and some of the high level engineering / power system setups that enable us to enjoy EDF Jets. Future articles will touch in depth on power system selection, specifications, and installs in jets. This installment will touch on some of the different and somewhat unique flying characteristics of jets vs. prop planes. The goal is to give you some insight into the differences that seem a little scary or intimidating at first, but once understood, are not difficult. They are just different.

First of all, since jets don't have a prop on the nose, there is no prop wash over the control surfaces like on a prop plane. This means several things to us and it's important to understand them sufficiently. And by understanding "sufficiently", I mean that your model will likely survive many flights! This lack of prop wash means that for the control surfaces to be effective (or to even work at all) you need airspeed. Now you might think this means blistering speeds on take off or landing and that's just not really so. BUT.... you need a reasonable speed for a control surface to take effect. This means that you need airspeed BEFORE you try to even think about moving a control surface on take off. With an aerobatic plane you can pretty much nail the throttle and be off the ground in a few feet / few seconds. Jets need to build up speed first, thus somewhat longer take off rolls are common. Usually, the rudder becomes effective first, followed by the elevator, then the ailerons. If you try to take off too soon in this situation, you might have enough elevator authority to generate a positive angle of attack and become airborne, but find your ailerons are very mushy. This is a sign you need more speed. Since models are generally so overpowered this extra speed that we need is just the matter of an additional 50'-100' and maybe 20-25 mph more airspeed on takeoff. The trick here is to understand the takeoff speed you need to have sufficient control authority to safely lift off.

During cruise flight, jets are not really all that different from what you are used to with just a few exceptions. First, they have the ability to generate significantly more speed. Most prop jobs hit 70-80 mph wide open for a warbird or 60 mph or so for a trainer. Even our 64 mm hand launch jets will hit 60-70 mph and most 80-90mm jets will hit in the 110-125 mph range. Some of the faster EDF's will hit the 150-180 mph range and some of the fastest will hit over 200 mph (AMA 200 mph speed rule only applies to turbine jets, not EDF). There are some jets in BCMA that routinely hit in the 150-160 mph range with the current record at 208 mph!. Flying at these higher speeds is a rush no doubt... but you must be safe. Safe means you have "low rates" set in your TX so the controls don't get too sensitive at speed (remember we only have airspeed for control surface authority). Flight at 150 mph covers almost 3 times the ground per second as a trainer. Safe also means you have to be a good builder and use quality and proven building techniques. Jets are not the place for the 25 year old Futaba S148 servo from your crashed Sig Kadet you rehabbed from the attic. Quality equipment and techniques for building and assembling jets will be the subject of another episode in the future as well.

Landings! - the most common area that people fear jets is the landing! Certainly jets demand more attention and skill to land than other aircraft. But again, some knowledge and understanding of jet aerodynamics can go a long way to getting you "carrier qualified" so to speak. One of the first things to consider is our same story from the takeoff section.... you need airspeed for the controls to work. This means you must come in with enough speed to keep the controls firm and not mushy. Mushy controls or wing wobble is the "Here's your Sign - Jeff Foxworthy" moment with jets. If you "listen" they will let you know that things are about to take a turn for the worse (usually an expensive one). Next is that jets generally require flying a "Stabilized" approach under POWER, called the "Powered Approach" . Keep in mind that "Stabilized" means proper aircraft configuration (gear out, flaps in landing position, speed brake out) well before touchdown while on the downwind portion of the landing and in a nose high attitude. "Powered means just that....you will need anywhere from 15%-40% throttle while on final approach. This is what gets most new jet pilots as they are used to the "CHOP & DROP" method of simply pulling the throttle back to idle while high and diving for the runway.

Finally, we must understand the concept that with jets in the landing configuration, the **ELEVATOR & THROTTLE REVERSE**. This concept is one of the hardest to learn and overcome in transitioning to jets. What I mean is in the landing approach, ELEVATOR controls SPEED and THROTTLE controls ALTITUDE. This is backward from what you used and learned in the past. For example, if you are low with a jet on final approach, you must add POWER.... not pull back on the elevator. If you are too fast, you must pull some UP ELEVATOR to increase lift and drag to slow down, NOT cut throttle. With jets, not doing this WILL result in one of two outcomes. The first and most common is a super high descent rate which alarms the pilot who then pulls up elevator and stalls the jet. The second is that the jet builds up airspeed (due to clean aerodynamics / not setting up landing configuration for drag) and it sails well long on the runway and is forced down while fast which leads to bunny hops or runway overruns.

In conclusion, now that we understand that jets fly differently... they need airspeed for control authority and they demand more care in flight and set up than most planes. We also understand that the ole "CHOP & DROP" that worked with the 4-star 40 just won't cut it with jets. We can also see the value in the stabilized, nose high "Powered Approach". Below is a great practical example of all we have discussed today. This is an actual RC Model F-18 showing the proper landing configuration with a stabilized, powered approach and the pilot ready to pull the throttle right in the flare.



Club,

We really want to utilize the newsletter for you. I'm looking for articles from you or maybe you want to give your review on a kit, radio or ARF. Please feel free to submit something to us for the future.

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: jeffreyrcflying@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.