

BCMA Geotex Runway Guidelines / Tips

Dated: September 27, 2025



The officers and I wanted to share with you some Guidelines / tips for making your experience positive as well as **PROTECTING OUR INVESTMENT**. Flying off of Geotex, asphalt, concrete, etc. is somewhat different than grass... and we need to discuss how to handle our new runway as well as cover some tips and what to do if you have an incident and damage it. **Don't worry, no one is in trouble if you do damage it.... it can be fixed.... but we want to minimize damage and respect the over 250-man hours put into this project (and almost \$7000) by following the below guidelines and tips.**

General Guidelines for Geotex Runway Usage:

- Hand Launched planes should be taken off and landed on the **grass runway** to avoid puncturing the runway.
- Tail Dragger aircraft **MUST** utilize proper tailwheel technique on Take off and Landings on the geotex runway to **prevent nose over PROP STRIKES**. See tips below for helpful suggestions. **If you are not confident in your ability to control a tailwheel on Geotex, use the grass runway until you are!**
- If using the geotex runway, place your model at one of the **4 taxiways** by hand (**do not roll it on the grass if wet**) to keep mud off the runway. **The 4 taxiways are "Alpha", "Bravo", "Charlie", and "Delta"** and are labeled on the safety fence with "Alpha" on the left (west) side and "Delta" on the right (east) side.
- IF YOU DAMAGE or PUNCTURE the runway, **Call or Text the BCMA Club Officers** listed below (you will not be in trouble, just we need to properly repair it):
- **Do NOT attempt to repair the runway yourself, let an officer do it (see the guideline above)**

TIPS for Geotex Runway Usage:

- Geotex has much **LESS RESISTANCE** to rolling compared to grass - It's like asphalt or concrete and you will land longer (rollout is longer) but takeoff sooner on Geotex.
- **Rudder control** on taxi, takeoff, and landing is more sensitive.
- Use **lower rudder rates** on Geotex such as low or mid rates - you can switch back to a higher rate once in the air.

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- **"P" Factor** is more pronounced on Geotex due to no grass to hold the plane straight - The plane will drift to the left on takeoff - you **CAN NOT** just punch the throttle! - Use smoother, slower throttle input to prevent a turn / nose over on takeoff and landing
- It is **HIGHLY SUGGESTED** for all to **takeoff on grass and land on the Geotex** the first few times to get used to it. Do not just roll out and punch it.... it will likely end badly for you... and possibly damage the runway.

Tail Dragger Specific TIPS for Geotex Runway Usage:

- You **MUST USE FULL UP ELEVATOR TO TAXI - All the time - Every time – It's Non-Negotiable**
- You **MUST** use either Full UP or partial Up on the takeoff roll to prevent a prop strike.
- You **MUST** use some up elevator on landing ROLLOUT to prevent a prop strike.
- Use **LOW-RATE RUDDER** in all ground ops.
- If your plane is heading for a nose over / prop strike.... **IMMEDIATELY** cut the throttle to minimize any damage to the runway
- Large Gas Taildraggers should consider just using the grass runway - Large Gas engines have the potential to damage the Geotex runway significantly - If you choose to use the Geotex runway (you are fully allowed to use it), you **MUST FULLY CONTROL YOUR AIRCRAFT TO PREVENT A PROP STRIKE!!!**

Please read these items above....

These are common sense, yet very important items...

Officers to contact in the event of damage:

- Jeff Holland, President - 770-871-8046
- Mike Viscosi, VP - 502-492-3585
- Greg Roper - Secretary - 404-509-9805

Sincerely,

Jeff Holland, BCMA President