



## ***Electric Retracts***

### Flight Operation Procedures

Every electric/mechanical device has some limitations. This is true with real aircraft and model aircraft. In the case of electric motor operated landing gear systems for our model jets, there is an airspeed limit for extending the landing gear, especially if they retract aft and extend forward into the relative wind. This airspeed limit is enhanced if there are strut doors that face into the wind upon landing gear extension. The strut doors are a necessary part of the aerodynamic drag configuration that helps overcome the engine residual thrust.

So, just like in full scale operation, slow the model down by first selecting take-off flaps, then landing flaps, and then at a speed around 70-75 mph select "Gear Down".

If the airspeed is too high when the gear is commanded to extend, the protective amp-out feature of the electric control system will signal the motors to stop before the gear is fully down and locked. If you see a gear not locked down, execute a go-around, keep the flaps down and speed around 70-75 mph and recycle the retracts. They should function properly.

NOTE: "Recycle" can be just a 2 second movement of the transmitter switch to the "gear up" position and then down again.

NOTE: Use BVM "Dry Lube" #1947 to keep all moving parts (especially the threaded drive shafts) properly lubricated for continuous reliable operation.