

Bandit Flap Settings

For Low and High Wind Conditions

by Bob Violett

Applies to: Super Bandit, Bandit ARF MKI and MKII, and the eBandit.

Discussion: Many full size jet airplanes adjust the final landing flap deflection angle according to the wind velocity. As the local wind conditions increase, the landing flap angle decreases. So too, with our R/C model jets.

The photos and text below describe these settings for the BVM Bandit series, but the concept can be applied to most jet models. Even though BVM usually supplies a laser cut flap gauge with most of our airframe kits. A simple "inch" ruler is always available and easy to use at the flying field.

It is best to enter the flap deflection angles into the "Flap Setting" transmitter program in your workshop, then simply dial-in the appropriate "Landing Flap" setting at the flying field as the local wind conditions dictate.

- For "Take-Off Flaps", in any wind condition, the 1" deflection from the "Flaps-Up" position is recommended.



- For "Landing" in light wind conditions, i.e. 0-10 mph on the nose, set the deflection to 3" as shown.



- For landing in high wind conditions, i.e. 10-20 mph, set the "Landing Flap" position to the 2-1/2" deflection as shown. Of course, carry a bit more power on approach.



For these high wind conditions, increase the approach airspeed by 1/2 the wind velocity, plus all of the "Gust Factor". When operating in challenging wind conditions, always leave enough fuel (or Watts) to execute a "missed approach" and "go-around" as experience dictates.

Pre-Set The Wheel Brakes In The Landing Pattern

If your jet is equipped with a proportional brake system, i.e. the BVM "Smooth Stop II" or the BVM "E-Brake V2", you can select a "mid setting" on your transmitter slide switch prior to landing. In doing so, the wheel brakes start working to decelerate the model on first contact with the runway. After touch down, you can make additional adjustments to the braking action as appropriate.

Final Note

Being able and confident that you can safely land your jet in challenging wind conditions will allow you to better enjoy the jet events where we can't always choose or wait for "ideal" conditions.

There is no substitute for "practice". In the early stages of getting used to your jet, it is good practice to spend at least 1/2 of each flight making multiple approaches to landing and go-arounds, or touch and goes. The "Landing" should be your most practiced and precise maneuver.