FOR IMMEDIATE RELEASE

30 June 2011
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FLS Microjet
FLIGHT TESTS EXCEED EXPECTATIONS

The BD-Micro Technologies, Inc. (BMT) FLS Microjet completed Phase I flight testing on May 5th, 2011. All performance expectations were either met or exceeded. Better known as the “James Bond jet”, the BD-5J for the first time ever is available as a complete, ready to assemble, integrated airframe, avionics, and powerplant systems package. BMT is currently taking orders for a limited production run of the FLS Microjet kit.

The design was originally developed in the 1970’s by Bede Aircraft, Inc. and designated as the BD-5J. In 1992, BMT began re-engineering the BD-5J and designated their improved design features in an aircraft line-up called the “FLIGHTLINE Series” or “FLS” kits. The FLS Microjet is the first aircraft to incorporate all the BMT upgrades.

Several major safety improvements include a wing design that dramatically improves stall characteristics, a fuselage stretch that isolates vital safety equipment from the cockpit, a strengthened wing spar to reduce airframe fatigue, and modern technology integration focused on increasing systems reliability while reducing pilot workload. Some other systems upgrades include an all digital dual display instrument panel, solid-state triple bus redundant electrical system and HOTAS controls. This aircraft includes the latest state of the art professional grade features in a clean and tightly integrated package.

The most significant FLS Microjet development is the Quantum Turbine Powerplant System featuring the TJ100 jet engine. The TJ100 turbojet uses modern FADEC technology common on jet airliners and was developed for use in experimental jet aircraft. BMT worked with PBS to further develop several engine safety features and design an installation package that includes supporting systems, structures, and pilot controls.

The owner of the first FLS Microjet, Justin Lewis of Lewis & Clark Performance, LLC, conducted flight testing in Newport, Oregon. He reported the jet was easy to fly despite the high performance characteristics.
The following specifications were noted:

- **Standard Empty Weight**: 416 lbs.
- **Fuel Capacity**: 30/46 gal.
- **Max Useful Load**: 444 lbs.
- **Max Rated Thrust**: 265 lbs.
- **Sea Level Climb**: 2,750 fpm.
- **Climb at 12,500 ft.**: 1,400 fpm.
- **Takeoff roll**: 1,500 ft.
- **Landing roll**: 1,000 ft.
- **Flight Time**: 1.5 to 2.5 hrs. (no reserve)
- **Max Speed Vne**: 250 KIAS.
- **85% N1 Speed**: 159 KIAS.

In order to legally pilot the FLS Microjet, the FAA requires a BD-5J Experimental Type Rating (ETR). To receive the required ETR, each pilot will need to complete ground & flight training with an authorized BD-5J flight instructor, hold a temporary FAA issued Letter of Authorization (LOA) to conduct flight training, and eventually receive a “check flight” examination by an FAA Experimental Aircraft Examiner. To receive an LOA it is recommended that pilots have at least 1,000 hours of flight time including 100 hours in turbojet aircraft. BD-Micro is introducing a program for the qualification and training of FLS Microjet pilots.

In an effort to promote safe building techniques, homebuilders will be required to build the FLS Microjet under professional supervision in a builder assistance program at BD-Micro Technologies, Inc. in Siletz, Oregon. The FLS Microjet Builder Assistance Program ensures that this complex, high performance aircraft is assembled correctly and efficiently. It will also allow the owner to register it as an experimental aircraft under the FAA 51% amateur-built guidelines.

The BD-Micro Technologies, Inc. FLS Microjet is a sophisticated and advanced high performance aircraft with professional grade systems and features. Designed to meet the needs of the serious pilot, the FLS Microjet is essentially the same aircraft as the popular airshow BD-5J's of years past but has benefited from years of development and refinement. Owning and flying a FLS Microjet is as close as a civilian pilot can come to the thrill of flying a jet fighter without spending a half million dollars.