

FK131 Jungmann projekt update

≡Bücker & Funk≡



Dec. 31st 2014

First of all we wish all our loyal and patient customers a happy new year 2015!

The main focus in the year 2014 on the *FK131 Jungmann* project was on development of production which should lead to a certain flow. The market response which we received for this project was by far exceeding our expectations. The initial series of 10 units had been sold pretty soon after introduction of the first Jungmann in Europe. Beside this we had plans to offer a few more units as kits under "Experimental" status.



Several customers from overseas demanded to get one of them to be completed and delivered under LSA (US) standards, which then would cover markets not only in the US but also other countries outside of Europe. A row of additional Jungmanns had been sold to Australia, South America and USA

In consequence it is required to shorten the production cycle and to extend the Jungmann program.

To the end of the year we were able to complete production number #06 together with our Czech production partner Podesva Air!

Beside the production development we continued the testflight program. It is expected that after completing of the noise emission test the German type certificate could be achieved within 2015.



Many tests were undertaken to improve the engine oil temperature behavior. Often it did run a little cold whereas on some occasions it got close to its limit. A radiator system combined with a new thermostat valve showed obvious improvement and will be available as an option in future.



Our new US partner Tom Muller visited us in September to testfly the FK131 and discuss about development of a US version with the option for using Lycoming engines.



During the golden autumn days of 2014 we had the unique opportunity to borrow a polish T131 Jungmann, powered by a 105 hp Walter Minor engine, to Speyer. In several flights performance data had been carefully determined. The plane had been compared to FK131 #05 – which had just been completed in same paintscheme as the T131.



It was very interesting to find out that the T131 had nearly same performance as the FK131 powered by the Walter Mikron engine. Only at top speed with full power the T131 was about 7 km/hr (4kts) faster than the FK131!

In parallel the structural tests for acrobatic requirements had been continued. The wing structure didn't show any problem even beyond 10g!

There were countless other activities in this project in the year 2014. For more details please check our new website

www.bueckerundfunk.de

or see our frequent news and updates on our facebook site

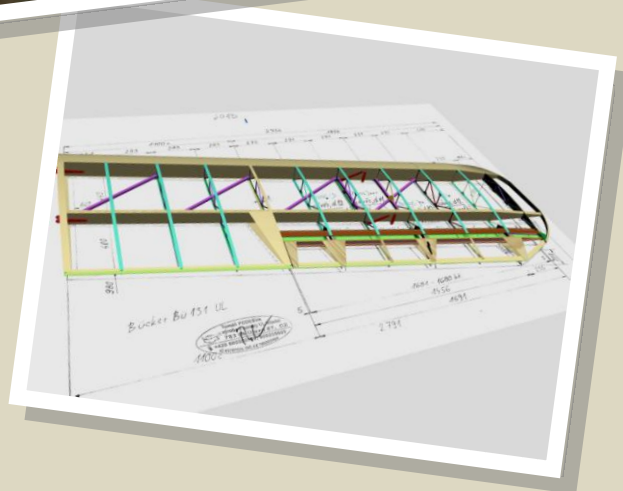
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FK131 Picture Gallery 2014



