

Cermark F-16 turbine jet RTF - For Sale by Robert Cavazos Ph. (951) 235-1300

See photos on next sheet. (Radio in picture not included)

Asking Price: \$2000 OBO

Wingspan: 49.6 in. Wing area 697 square inches

Flying weight 16 1/2 lbs to 17 1/2 lbs

Fuselage length: 72.9 in.

Engine: Started from a kit; Wren MW-54 kit OBS with FOD screen; Thrust: 14lbs.

(This engine is still sold, but has been updated to Wren 70. Available at: <http://www.jethangar.com> > turbine engines > pricing (middle of the page)

New prices for current version: Wren70 OBS (MW-54) Kit Engine with Onboard Starter (15.5 lb thrust) \$1995.00)

JHH or Wren-US sells the ECU, Fadec AU-107K \$225 and HDT \$95 (handheld data terminal) to make the Wren-54 I have into a propane auto start system.

Aircraft details:

Cermark F-16 turbine jet

Wren MW-54 turbine engine (Timer 463 min. = 7.7 hrs) Comes with, UCU Display, Starter switch & battery (external). A propane valve

Fuel tanks:

Two saddle tanks and one tank right in front of the engine and BVM UAT

Air system:

Retractable landing gear with air actuated brakes. (No landing gear doors)

Behotec retract/brake valve

Two large air tanks in the nose

Servos:

Elevator servos Airtronics 94161

Nose gear servo Airtronics 94161

Aileron servos Airtronics 94761

Gear/brake servo Airtronics 94141

Rudder servo Hitec HS-125 MG

Receiver & Batteries:

Receiver (not included)

Receiver battery packs: Two (2) Fromco LiFe 1200mAH

ECU battery 5 Cell 1400mAH NiMH (works well with this engine/pump combo)

Other items included in the sale: RCATS Glow driver & charger

This aircraft has been sitting around for over a year now and I think it's about time to sell it. It was my first jet so I'm a little partial to it even though it has bumps and rash marks all over. The F-16 flies very well, it's fast, rolls fast and looks good in the air. You should be an experienced RC pilot to fly this jet - it's not a boomerang, it's a scale aircraft and flies like one. Being a Cermark jet, the wings are not fiberglass like Tam Jet's version but wood over foam with chinacoat covering. This makes it a light flying jet that can easily take off in a standard 600 ft. runway with the 14 lb thrust turbine in it. The wings have a tendency to warp a little if they sit around a while so your aileron trims will be off the first flight after a long sitting. The landing gear do not have doors - the fuselage just has holes cut so the gear can come in and out. I've had one landing at the dry lake with the gear up, so there's some scrapes on the bottom of the fuse. Also, I repaired the main gear mount on one side from a hard landing - its flown since then too. The wing tips and elevator tips have some scrapes on the tips from the landing gear being so narrow. The wing tips have not been fixed since my last flight - just glue some balsa to the tips sand and recover. The NiMh battery still takes a charge, and I purchased two new Hyperion 2100mAh LiFe packs for the RX. I purchased the engine from Jet Hangar Hobbies as a kit with an optional FOD screen with starter engine. Being an engine kit this means that you can take it apart yourself and service it when needed, or just send it in - it's up to you. I am including the RCATS Glow driver because the engine was a little finicky to start but after using this glow driver it starts first time every time. The engine is not an auto start version - you need to run the engine up - feed a little propane - finish running the engine up until it runs by itself on kerosene. Also for the shutdown you need to spin the engine up a little with the electric starter (or leaf blower) until it cools down too. I have the manual for the engine and the plane. I also wrote a preparation checklist that helps with engine start and adjustments.

A local sale has the priority. I will consider splitting a short drive to meet you somewhere. I do not want to ship this plane if possible, but I will if necessary. Seller pays for shipping.

Photos of Cermark F-16 Turbine Jet RTF

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