

BD10 Story

When Jim Bede came out with the BD10 around 1989 I was still serving overseas. Once I was home in the USA in 1990, with my left eye damaged legally blind, I forgot about flying. Life went on and civilian life was rewarding. About 2017 the government had my eye fixed with the new technology and I'm 20/13 now. Went for my FAA Medical received a First Class Certificate enabling me to fly jets or whatever I'm qualified for. I bought a Helicopter but started to look for Jets. Looked at L26's, L39's but really wanted a BD10. Found one with airworthiness certificate but since I did the research I was more than familiar with it's problems. I found some Aviation Engineering firms that helped me with the BD10 "FLUTTER" problem. The engineers came up with a couple solutions that were along my thoughts, they ran the numbers and I ran the \$ numbers. Decided to go with the ultimate strength and a bulletproof concept including the Carbon Fiber Fuselage. I got in touch with Jim Bede and Tim Becker at Bede Aero SE and made a deal with Jim Bede the son of the late Jim Bede to copy his Original BD10. My team took a complete copy of his BD10. We are in the process of building the MOULDS for the BD10 so we can run of the Carbon Fiber Cockpit and the fuselages. Since the BD10 was designed in the late 80's the plane is being redesigned for 2022 specifications. The Electrical, mechanical items are no longer manufactured. I am one of the engineers, builder and tester. If you need sales information on BD10 please call Tim Becker, GM @ BEDE Southeast Aero. I am changing the following on my BD10 JETEX Carbon Fiber Redesign.

1. All CARBON FIBER COCKPIT AND FUSELAGE.
2. New steerable front landing gear.
3. Small Pilot Window to ½ inch thickness.
4. Glass Panel Cockpit.
5. Auto pilot.
6. Cockpit Canopy will open toward the back like the F15 Fighter Jet
7. A/C and Heat
8. Carbon Fiber Encased Fuel Bladders.
9. Thrust Reverser
10. Ballistic Parachute.

I think you get my thoughts on the BD10.