

To all permit holders: Phew, what a scorcher, as they say in the press ! The good weather continued into June and we've had a lot of flying opportunities. We've had some breezy weather too. For those less knowledgeable in these matters, do check the wind strength and direction before setting off for the field. It may be lovely and calm where you live, but Beaulieu Heath is a wide open place and the wind can be too much for some models. The rule of thumb is less than 10mph anything will fly, more than 10mph only bigger models are suitable. And of course, the windier it is the more gusty it is (generally speaking).

A note on permits and flying. There are a quite lot of flyers now issued with permits. Each year we have of the order of 300 permits issued, and this year is much the same. About a quarter of those are new flyers who haven't had a permit before, the rest being returning members. These newsletters are intended to keep everyone informed, but especially new members who may not know all the ins and outs of flying at Beaulieu. So if you are new, and you are not sure of something, then talk to other flyers, contact a committee member, and send in an email to me. We will respond to all contacts, see <http://www.beaulieumodelflying.org.uk/contactus.html>

A Salutory Lesson about LIPO batteries. We have all read about the dangers of handling LiPo batteries, and some of us have got a few horror stories to report. In the main LiPo batteries have revolutionised model flying in recent years. F3A aerobatics is nearly all electric nowadays, some racing classes are electric, and even scale is adapting to electric power. However, accidents do happen, and in the picture (courtesy of Robbie), a battery under charge caught fire and destroyed the plane. Luckily no one was hurt and the fire quickly put out.

If you are using electric power for planes, helis, or drones, it is good practice to *only charge batteries out of the model*, under supervision, and in a safe place where it cannot affect anything else. I do mine on the concrete floor of the garage. If a LiPo does catch fire just leave it alone, or safely shift it outdoors, until it is burnt out. You cannot put the fire out with water, and the smoke created can be toxic. Fire Blankets, powder extinguishers. or CO₂ may help.

A final point: when a LiPo is no longer any good dispose of it carefully. I drop mine in a bucket of salty water until it stops fizzing, after which it can be disposed of in the normal way.

This month's featured model: A change this time, and an overdue nod to our heli fliers. Barrie with his Align Trex 550 and Jason's scale heli.

Jason's scale heli – what is it ?



If you have an interesting model, or an interesting story associated with a model, you can always send it in and it might feature in a newsletter here !

BMFA achievement scheme. Don't put this off - the opportunities have a habit of slipping away before you know it. Do take a look at .

<http://www.beaulieumodelflying.org.uk/bmfachievementsscheme.html>

The BMFA have advised us that there is now a BMFA club members information area and bulletins on their website which you may be interested in . The link is at <http://www.bmfa.org/Clubs/ClubBulletins/tabid/137/Default.aspx>

A anonymous donor has given a complete collection of Take-off magazine copies to us including a comprehensive index to all planes and helis featured. If you are interested please contact me.

Best wishes, and good flying! Richard.

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Not a pretty sight !



Barrie's sAlign Trex 550

