

Newsletters are sent to current permit holders and are for information only.

To all permit holders: The first newsletter of 2018! I hope you all had a great Xmas break, and may we, the BMFC, wish you a great new year with lot's of successful flying!.

Newsletters: This will be the last newsletter sent to the 2017 permit holders list. Future newsletters will be sent only to current permit holders, so that if you don't renew for 2018 you will not get subsequent newsletters. If you don't want to renew your permit then you don't have to do anything, and all will go quiet. But remember, only current permit holders are valid to fly, so if you want to fly during the year, then you will have to renew. The process is simple: just go to the website (link below) and follow the instructions on the screen (as they say).

Permit Renewals: On the other hand, lots of you have already done that - so **thank you for getting on with it and doing it early!** We've already had over 100 permit renewals (about a third of last year's total). And also, a big thank you to most people who did what we asked and renewed their BMFA membership and insurance first, and then sent in the Beaulieu permit form and payment. What a difference it makes to us (chairman, secretary and treasurer)! For you it is just one process: *fill in form, pay money, sit back and wait.* But here in the engine room, we have to check dozens, hundreds, even, of personal detail changes, insurance status, payment amounts and so on. It can get complicated when some or all of the details don't tally. Everyone gets an email confirmation and "cover note" as soon as possible. Then we have to get the official cards and instructions printed and sent to you. It's not hard, but it can be time consuming in some cases. So, please be patient, but if there is a specific problem: email and tell us.

Beware of Ponies invading the runway !



For your Information: We are asking you to tell us your interests so we can better cater for your needs. So far 88% of new permit holders are Fixed Wing, 9% are Multi-rotor and 3% are heli flyers. Of the Plane flyers, so far 45% are electric, 32% ic, and 23% free flight. Now this is biased, because it includes mostly Country Members, and overweights Free Flight-ers, but it is an indication, I'll give a more detailed breakdown next time.

Weather: Actually, we haven't been missing much because the weather has been somewhat unkind to us lately. Since shortly before Christmas we've had a concoction of short daylight periods, dark and low clouds, high winds, and low temperatures, often in succession, sometimes altogether. We've had frosts, but not snow (unlike some parts of the country). Whether you are trying to start engines, or coax cold batteries into action, it's not been great. And the winter problem of cold fingers on joysticks hasn't been pleasant. But it will improve soon, so just hang in there and we will all be back to normal before long.

Fingers: Cold fingers and thumbs don't make for good control on joysticks. I have tried various solutions, such as a closed transmitter box (too bulky and awkward for me), gloves (too much loss of feeling), and gritting teeth (only works for a while). A tip you may be interested in: what has worked best for me is "fingertip-less gloves" (keeps the hand warm but allows the fingers to feel the sticks properly). It might be worth a try for you.

One idea: retreat indoors with an UMX, like this Sbach on my kitchen table. It should fly outdoors too



Batteries: I use 10s 5000mAh Lipo batteries in my F3A planes and I had an interesting experience just before Christmas where some batteries performed well, but other similar ones didn't. The conclusion I came to is that the batteries were starting cold (I had kept them overnight in my garage) and got colder in flight (there was lots of ventilation to keep batteries cool for the summer). With outside temperatures close to zero the older batteries were failing to keep their voltage up to required levels after some minutes into the flight. The problem was alleviated by keeping the batteries in a warmer place overnight, and closing some of the ventilation openings in the plane. But it is a cautionary tale to us all that there is still a lot to learn about electric power, and we need to be aware of conditions at all times.

Engines: Like many others, I've had decades of starting and tuning engines on cold days, only to be disappointed with poor running, dead-sticks and other problems. I've seen the future - and it's electric! But for all those older, harder, real men and engine-runners, please remember to tether your planes before starting up, take time over your tune up, and don't taxi in the pits. The best way is to have a helper, which I know a lot of you do: good!

So I look forward to another eventful flying season in 2018 and I hope you do too. **Best wishes, and good flying! Richard.** bmfcchairman@aol.com phone/text:07713 437082 <http://www.beaulieumodelflying.org.uk>