

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

**To all permit holders:** Well, the weather is certainly throwing everything at us this year! February was largely cold, and at times very windy, so not much flying has been done.

*Freezing conditions 3rd<sup>th</sup> March 2018!*



At the start of March I think we were all surprised by the arrival of snow! This accompanying picture was taken by Robbie (thanks for that) of a cold deserted airfield, most of the snow having already melted in the subsequent rain, leaving an icy windswept outlook. Since then we have had rain and wind. I tried flying during the week, but with a 17mph wind gusting to 25mph it wasn't pleasant.

**The Access Track** is in a bad state now - the FC have been notified and are planning to improve it, but we don't have a date for that yet. I'll let you know as soon as I am told what they intend. Meanwhile- take care driving.

**BMFA A-certificates:** I've had lots of interest from those people who want to get an A-certificate, but conditions being what they are it's not quite the time to get out and practise, let alone run the tests. However, now is the time to read up on the "safety rules" and check out the "law questions". Links to all these are on our website at [About>Achievement Scheme](#). I'll be running some familiarity sessions just as soon as it gets a bit warmer, but if you want to get going sooner, just let me know (links, below).

**B-Certificates:** Some good news here - the BMFA Southern Area has appointed me an *Area Chief Examiner* (ACE) for Fixed wing. This is a great honour, and a recognition of the importance of Beaulieu as a flying site and an important model flying community. It means I can administer B-certificate tests at will. So all those who want to do B-tests just need to say, and we can do it without the need to find another club examiner, which should make it much easier to arrange. Also I can help anyone who wants to become an examiner themselves.

**New Planes for this year:** Quite a selection of ic and electric, sport and scale, planes have been seen flying already this year from these pictures below. One is a line up of planes during the fine spell in January, the other is

*A line up of foam scale planes seen in January*



my new F3A competition aerobatic plane - an AJ Accuity 2 metre plane using the well tested 10s batteries (42 volts) with 5000mAh capacity. It runs a 21x13 prop and gives a 10 minute flight, long enough for the new P-19 FAI schedule.

*My new 2m F3A plane*



**A footnote on Retracts:** Retracting undercarriages have been around for a long time, always having been desirable on some scale planes. Various mechanisms have been used, servo driven types, spring loaded, pneumatically driven, and so on. Electrical retracts are becoming commonplace on sport scale planes, especially smaller foam models. However, beware of the micro-switches failing on electric retracts. It is sometimes necessary to dismantle the retract unit and clean the switches if the retract gets stuck, as on this Dynam Hellcat.

*Ron Claridge's electric Hellcat*



**Remember:** safety-first when flying after a winter break! Check all batteries and take care with the first few flights if you are out of practice.

**Best wishes, Richard.**

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