

Newsletters are sent to current permit holders for information only.

To all permit holders: Perhaps I spoke a bit too soon in the last newsletter! After the Lymington road access was opened it was closed again! This turned out to be a concern raised by the Forest Keeper and the Wildlife protection officer. Briefly, the problem is that various factors such as climate change, and unusual weather patterns seem to be causing serious decreases in the local bird populations. Most birds that tried to overwinter in the area (rather than migrate) seem to have died this year. However, the long closure period since Easter, during which we have suffered loss of access, has had a very beneficial effect on the few ground-nesting birds which have made it back to the heath. Sadly, opening the gate (and therefore allowing dogs onto the heath), even for a short period, has been a disaster - several nests of endangered species have already been lost.

Consequently, and following discussion with the Forestry, it has been agreed to keep all road gates to the heath locked for the remainder of the bird nesting season to keep the general public out. But we (Beaulieu Flyers) can continue using the northern gate as entry to the airfield since our impact on the wildlife is small. That gate now has a double padlock system in place permanently (our lock and the forestry lock) and we can come and go at will. This is a huge advance on what we had before, and in fact gives us more or less exclusive use of the heath for flying (which is pretty much what we have always wanted). So we should be grateful for this improvement and help to make it work by respecting the concession. The Lymington road entrance is not available at present.

Our lock is a combination padlock, the current code for which is shown on your membership card. Please be sure to replace the locks in the correct positions and scramble the code after locking. More information is on our website as usual, and where updates and new information is posted, daily if need be. So keep checking.

The Pilot Box. It has been brought to my attention that some of our newer permit holders are not familiar with the siting and use of our Pilot Box. The purpose of the Pilot Box is to keep pilots together, while flying, for the sole purpose of being able to communicate with each other: "Take-off!", "Landing!", "Deadstick!" and a number of other eventualities. The Pilot Box is placed in the middle of the Flight line facing west. This is very good until about 2pm each day, after which the sun (when visible) sets towards the west. So at these times be prepared to fly either to the south or to the north, but ALWAYS beyond the flight line, and NEVER behind or over the carpark.

SWEETS. Last time I talked about *the Pilot's Question* - "Am I fit to fly this plane in these conditions?". In our recent gusty conditions it really applied. Now I want to mention SWEETS (page 42 of your BMFA 2017 Handbook). It's what you do on first coming to the field. It's a simple checklist that everyone would know and is done in minutes: **SUN** (where is it?); **WIND** (what is it?); **EVENTUALITIES** (what do you do when something happens?); **EMERGENCIES** (what do you do if things go wrong?); **TRANSMITTER** control (we operate both 35MHz and 2.4GHz so be aware); **SITE** rules (honour the regulations, especially the flight line and the no-fly zone. It's common sense, and second nature. Older pilots have done it without thinking.

Mishaps. Model Flying is generally pretty safe, but mishaps do occur and planes crash. We should all do everything to avoid this, but it comes with the hobby. As they say "if you can't afford to lose the model, then you can't afford to fly it!". The picture is a sad example of a recent mishap - a beautifully built, own design which recently came to grief. When this happens, do make sure to collect all the remains, check batteries are disconnected, fuel recovered, and everything accounted for. Don't be too quick to apportion blame, but think through the sequence before the crash, and, if you can, write down what happened, when, and why. Then can you start to plan how to avoid it in future. And don't be afraid to tell others what happened.

2018 Diary Dates

July 7	BMFA Gala – Middle wallop
Aug 26	Pony Drift – site closed
Aug 31	Pony Drift – Beaulieu Rd
Sept 23	Pony Drift – E.Boldre
Oct 14	Pony Drift -Furzey
Nov 8	BMFC AGM
Dec 31	2018 permits expire

A sad outcome, but now flying again!



BMFA Gala Day 7th July. You may already know that the BMFA Southern Area is organising a Gala Day at Middle Wallop on July 7th 2018. This will be a day when any member of a club in the Southern Area can fly their R/C models on the airfield, entrance being via the Museum with flying being from the Southern perimeter track. This should be a good day out with lots of interesting models on show. No certificate is required for this event.

Best wishes, Richard. bmfchairman@aol.com phone/text:07713 437082 www.beaulieumodelflying.org.uk