

Newsletters are sent to current permit holders for information only.

To all permit holders: Well, it never rains but it pours! Or, rather, the reverse! The good weather of June has become the heatwave of July, and there seems no reason why it shouldn't continue into August. In contrast to the very poor start to the year, and the unreliable weather from Spring onwards, we've now had unrelenting summer weather with flying possible every day for the last couple of months. As a result there hasn't been much for me to say except go out and enjoy some flying !

There is the consideration that sometimes it's a bit too hot on the airfield, which can be a pretty austere place at the best of times. Do think about covering up to avoid sunburn, using sun cream where appropriate, and pacing life to avoid getting exhausted. Also, beware of ponies and cattle which seem to congregate in numbers in the carpark, and also invade the runway from time to time. Take care when moving them on, and bring broom !

Flying. We've had lots of flying and some interesting models on show. One notable example has been Ian T. with his twin i.c. powered Mosquito with retracts and realistic camouflage: it looks impressive on the ground and flies very smoothly, if a little over scale speed! As Pete M. remarked: "the RAF would have given their eye teeth for a Mosquito with that performance!"

Another interesting model was Pete's own Avro 504k biplane which has authentic colouring, and featured a twin cylinder 4-stroke i.c. engine which produced just the right amount a thrust for some very realistic scale appearance flying.

At the other end of the scale is my latest offering: the Freewing BAE Hawk powered by a 70mm EDF fan with 12 blades and making a moderately convincing sound without too much of the traditional EDF high revving whine, it almost sounds like the real thing. It is tricky to land though: fast !

My own Freewing Bae hawk



Ian readying his twin engine Mosquito



Pete M. flew a very nice WW1 Avro 504k



FOD. I have to make these comments or people might think I didn't notice: every time I go out on the airfield to place a model for take-off, or collect a model after landing, I come across things that shouldn't be there: bits of propellers, loose collets, fragments of balsa wood, lead weights, bits of trim,... the list goes on. The military call this **FOD - Foreign object detritus**, which can cause damage. So, if you see it - clear it ! I know no one wants to admit to crashes, but if you do have an accidentally hard landing you know what to do, and you do no harm by letting us know. I would love to have statistics on how frequent crashes are relative to successful flying. And if you can bring yourself to report any mishap we might even find out what causes them and do something about it.

SMART. In newsletter #38 I talked about SWEETS, and in newsletter #37 I talked about *the Pilot's Question*. I hope you remember all that ! The only other one you need to remember is SMART - (page 44 of your BMFA 2017 Handbook). It's what you do when you set your model up: **SWITCH on** (Tx then Rx); **MODEL** (right memory selected ?); **ANTENNA** (extended for 35Mhz, pointing away from model for 2.4GHz); **RATES** (switches set correctly ?); **TRIMS** (set correctly ?). On landing it's similar, but **Switch off** Rx then Tx. It's common sense, and should be second nature. Older pilots have done it without thinking.

Achievements. I am delighted that a number of flyers are taking advantage of the capability we, BMFC, have of testing both A and B certificates on demand. Well done to all those who have stepped up to do this, and our encouragement for all those who don't have certificates to get one - no time like now, don't leave it until the weather cracks.

Best wishes, Richard.

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David P. gets his B certificate !



2018 Diary Dates	
Aug 26	Pony Drift – site closed
Aug 31	Pony Drift – Beaulieu Rd
Sept 23	Pony Drift – E.Boldre
Oct 14	Pony Drift -Furzey Lodge
Dec 11	BMFC AGM **NEW** St Andrews Centre, Dibden
Dec 31	2018 permits expire