

Newsletters are sent to current permit holders for information only.

Well, last time I sent out a welcome to everyone who renewed their permits for 2020 expecting that, though it might be cold, at least some flying would get done. How wrong! This has been quite the worst start of a year from a weather point of view for a while. We've endured rain, high winds, and



Entrance from Lymington road

poor light, and it looks set to continue for a while. And anyway the field doesn't look too inviting at present (pictures taken today - some flooding!).

The good news is that the access track is in a lot better state than it often is at this time of year, although not perfect of course. Yes, there are some potholes at a couple of places, but it is largely pot-hole free, although very soft and wet. Any fast or bumpy traffic is going to degrade it quickly, so please take care when using it.

The Forest speed limit on off-road tracks is 20mph and it is often advisable to go slower than that if there are problems. There are a couple bad spots where you should take care.



This is the second newsletter of 2020 and is only sent to current permit holders. A big thank you to all those who have made the effort to get CAA registration, and BMFA membership sorted, before applying for a permit. We, the BMFC have been held up by the need to show that all flyers are legal according to the current law (which we expect to change during 2020 anyway due to expected new EASA regulations). If your permit request has been slow to respond, please spare a thought for us, and the BMFA, who are all doing our best to stay legal. For a revision of the requirements please take another look at [newsletter #48](#).

Current permit applications are approaching a couple of hundred, mostly via our website (94%), so thanks to all of you who were quick off the mark. Your secretary, treasurer, and chairman have been working hard to implement the new rules and validate the permit applications. It is much more tedious and time consuming this year, due to the surprising number of special cases: several different dates for registration and insurance; three ways of proving competence; two ways of obtaining registration; including some who do not need it, etc.

A special note to our Free Flight community: you have not been forgotten ! But we have had some problems understanding which rules apply to which people, and who is exempt. Your patience is appreciated. If you have not received your permit when you think you should have, please send us an email again telling us what your Operator-ID and flyer competence status is because sometimes we do not know and cannot tell.

Remember - when you actually go to fly you must take with you (1) your BMFA membership letter (to prove you are insured), (2) your CAA registration letter (to prove you are legal), (3) your permit (to prove you are valid to fly at Beaulieu) **AND** put a label on your plane, heli, or multi-rotor, showing at least your Operator-ID in letters at least 3mm high..

Finally, a personal note from me: some of you already know that late last year I was diagnosed with an advanced cancer. I have now had an operation in hospital and am recovering at home, but it has been harder than I anticipated. In my absence Mark and Trevor have been handling all the permit applications, and doing a great job. Ian has been in charge of what little flying has taken place at the field as normal. My thanks to each of them for their unstinting support, which we all appreciate.

While convalescing I have started doing some (traditional) building: a Bae Hawk EDF ! It remains to be seen whether I can complete some serious woodworking in time to fly this year! Not to mention some tricky internal ducts, etc. Perhaps you can send in notes on your projects?

Also, the BMFA has appointed me as Southern Area Chief Examiner(FW) again ! I hope you will enjoy the 2020 model flying season !

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