

AUG 2005

News from
Barton MFC
Lancashire Aero Club
Model Aero Engineers

Circle Talk

Free to club members

Volume 7 Issue 3

C/L DATE CHECK!

AUGUST

12 **Barton MFC**

14 **Milton Keynes**
CLAPA/PS Autos Trophy
F2b/CI 2/Classic/Vintage

21 **Croydon**
Three Kings Fun Fly

27-29 **Barkston Heath**
BMFA CL Nationals

SEPTEMBER

4 **Albermarle Barr**
Geordie Nationals

4 **Luton**
CLAPA/Doug Blake Trophy
F2B/CI 2/Classic/Vintage

9 **Barton MFC**

10 **Dishforth**
BMFA Northern Gala
F2C/1/2A/B

9-11 **Évora**
'Wings of Portugal'
CL Tournament

10-11 **Pontefract**
Carrier Workshop/Scale

11 **Old Warden**
Carrier Roadshow

11 **Barkston?**
F2B/CI 2 (BMFA Centr)

18 **Barton**
Barton Cup F2B/Carrier

24-25 **St. Albans**
F2B/CI 2/Scale/Carrier

OCTOBER

2 **Barton**
F2B/CI 2 (BMFA Centr)

9 **Dishforth**
Wharfedale '1000' B T/R

HERE'S SOMETHING TO SHOUT ABOUT!

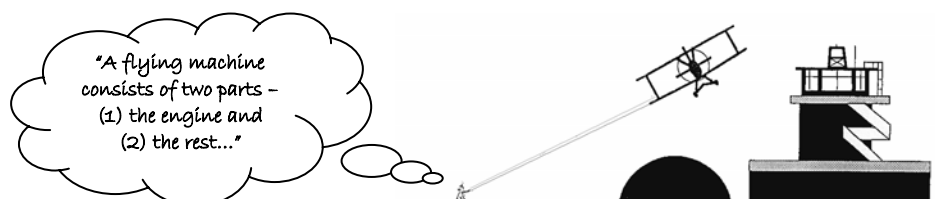
Well done to all of our GB team members at the recent European CL Champs. Two individual firsts, two individual third places and two team firsts are something to celebrate! (Results inside on Page 2)



And something else too... Tara Louise at Barton with Sam

"Long time control line enthusiast **Sam Simon** has been quietly teaching his granddaughter **Tara Louise** to fly [reports John Whitehouse] and, when I caught up with them at a Friday night club session at Barton, she was flying a Mini Goodyear model very competently indeed.

"Tara Louise is very enthusiastic and her hand and eye co-ordination is excellent (as it should be at 14) so she makes the whole thing seem easy. Not that the same could be said of her ageing pit crew (Sam and Brian Winstanley) who constantly struggled to set the motor and to launch the thing properly! We wish Tara Louise all the luck for the future and, both of you, well done! Now come along, Sam, and get her a combat wing... quick!" JCW



(Quotation from "Flight", 1912)

RESULTS OF EUROPEAN CONTROL LINE CHAMPIONSHIPS GYULA, HUNGARY, 18-22 JULY 2005

F2A SPEED (36 entries)

Pos	Name	Rd 1 kph	Rd 2 kph	Rd 3 kph
1	Peter Halman <i>GBR</i>	<u>295.5</u>	0	287.9
2	Konstantin Fedotov <i>RUS</i>	290.7	293.7	<u>295.4</u>
3	Paul Eisner <i>GBR</i>	294.0	294.4	<u>294.9</u>
14	Dick McGladdery <i>GBR</i>	283.6	<u>288.2</u>	285.1

JUNIOR (4 entries)

1	Luca Grossi <i>ITA</i>	<u>287.0</u>	0	285.1
2	René Birstein <i>GER</i>	260.4	0	<u>281.3</u>
3	Maximilian Marksteiner <i>AUT</i>	0	<u>272.7</u>	221.0

F2B AEROBATICS (54 entries)

Pos	Name	Fly-off Round 1	Fly-off Round 2	Fly-off Round 3	Result
1	Jiri Vejmla <i>CZE</i>	<u>3076.0</u>	2964.0	<u>3158.5</u>	6234.5
2	Richard Kornmeier <i>GER</i>	2852.0	<u>3028.5</u>	<u>3095.5</u>	6124.0
3	Igor Burger <i>SVK</i>	3017.0	<u>3066.0</u>	<u>3028.5</u>	6094.5

Qualifying Rounds

24	Barry Robinson <i>GBR</i>	2770.5	<u>2849.0</u>	
34	Bill Draper <i>GBR</i>	<u>2773.5</u>	826.0	
38	Roy Cherry <i>GBR</i>	<u>2731.5</u>	2650.0	

JUNIOR (8 entries)

Pos	Name	Fly-off Round 1	Fly-off Round 2	Fly-off Round 3	Result
1	Petr Durcak <i>CZE</i>	<u>2934.5</u>	<u>2900.0</u>	2841.5	5834.5
2	Maurizio Milani <i>ITA</i>	<u>2830.5</u>	2747.0	<u>2767.0</u>	5577.5
3	Maxim Kopsov <i>RUS</i>	2724.5	<u>2791.0</u>	<u>2751.5</u>	5542.5

F2C TEAM RACING (32 entries)

Pos	Team	Best Heat	Semi 1	Semi 2	Final
1	Bondarenko/Lerner <i>UKR</i>	3:19.0	--	<u>3:12.0</u>	6:33.4
2	Andreev/Vorobiev <i>RUS</i>	3:18.3	<u>3:14.9</u>	3:18.3	6:36.8
3	Martini/Menozzi <i>ITA</i>	3:16.6	<u>3:13.2</u>	3:29.2	7:09.2
22	Barker/North <i>GBR</i>	3:33.5			
26	Langworth/Broadhead <i>GBR</i>	3:52.9			
29	Yeldham/Miles <i>GBR</i>	4:13.7			

JUNIOR (3 entries)

Pos	Name	Heat 1	Heat 2	Heat 3	Result
1	Kratts/Bogatyev <i>RUS</i>	53 laps	<u>3:33.9</u>	3:47.7	3:33.9
2	Bindel/Perret <i>FRA</i>	4:31.2	<u>4:11.3</u>	5:22.9	4:11.3
3	Flender/Baji <i>HUN</i>	--	--	--	--

F2D COMBAT (52 entries)

Pos	Name	Wins	Rounds	Final
1	Mike Whillance <i>GBR</i>	8	WWWWWWWWW	W
2	Henning Forbech <i>DEN</i>	7	WWWWWLWW	L
3	Mervyn Jones <i>GBR</i>	6	LWWWWWWL	W
4	Laura Leino <i>FIN</i>	6	WWWWWLWL	L
23=	Dave Riley <i>GBR</i>	1	WLL	
23=	Ben Johnson <i>GBR (Junior)</i>	1	LWL	

JUNIOR (6 entries)

1	Pavlo Sodomov <i>UKR</i>	4	WWWLWL	W
2	Jussi Forss <i>FIN</i>	4	WLWWLWL	L
3	Alexey Chernykh <i>RUS</i>	3	WWLWL-	W
4	Dominykas Zubas <i>LTU</i>	3	WWWLWL-	L
5	Ben Johnson <i>GBR</i>	1	LWL----	

TEAM PLACINGS

F2A SPEED (16 countries)

Pos	Team	Score
1	<i>GBR</i> Great Britain	878.6
2	<i>FRA</i> France	874.0
3	<i>RUS</i> Russia	865.0

F2B AEROBATICS (17 countries)

Pos	Team	Result	Best Place
1	<i>SVK</i> Slovakia	26	3
2	<i>FRA</i> France	28	5
3	<i>RUS</i> Russia	37	7
9	<i>GBR</i> Great Britain	96	24

F2C TEAM RACING (13 countries)

Pos	Team	Result	Best Place
1	<i>UKR</i> Ukraine	29	1
2	<i>RUS</i> Russia	31	2
3	<i>ESP</i> Spain	31	5
6	<i>GBR</i> Great Britain	77	22

F2D COMBAT (17 countries)

Pos	Team	Result	Best Place
1	<i>GBR</i> Great Britain	15	1
2	<i>FIN</i> Finland	13	2
3	<i>DEN</i> Denmark	11	11

'WINGS OF PORTUGAL' CL TOURNAMENT 9-11 September 2005

Júlio Isidro, President of 'SAM Portugal 74', announces the **Évora 2005 International Tournament** for CL and RC.

No longer based at Santorem as in previous years, the new site will be the local aerodrome of Évora, "a wonderful Roman town", 70 miles east of Lisbon.

The CL classes will comprise: Handicap, Vintage & Phantom Speed; ½A, A & B Vintage Team Race; F2C-N & Phantom Team Race; Goodyear & Mini Goodyear; Fox Racing; Quicky Rat Racing; F2B, Classic & Old Time Stunt; Scale. (It is suggested that visitors enrol in at least three classes).

All foreign participants are offered B&B accommodation, a banquet and a bus from airport to site.

Download forms and details from:

www.clportugal.com

See Notice Board on back page!

Complete results of the 2005
Championships may be found
on www.f2ech2005.hu

SITE DEVELOPMENTS

Brian Winstanley brings you up to date:

WELL, WHAT A WEEK I HAD! As some of you may know, since the BASH we have started to attract the attention of local vandals. The very week after the event we turned up to find that all the refuse stored in the little caravan had been thrown into the nettles and what appeared to be a bed made up on the floor. Having tidied up and burnt the rubbish and removed the 'bedding', we notified the Tower and thought no more of it - just a casual vagrant, perhaps?

However, on Tuesday 14th June, I went along to help the PFA chaps sort out the signs for their upcoming Kemble Rally stored in their container next to ours. When I arrived on site, I found that all the windows of our small caravan had been smashed, rendering it unusable. LAC's head groundsman, Albert, had the old 'van towed away for us to where the demolition was taking place at the main gate so that it could be disposed of without effort on our part (but not a little sadness).

I duly went along to "Reception" in the Tower where, by chance, all those who run the airfield happened to be gathered together, instead of each in their own offices. Expressing our deep concern, I asked that an extra eye be kept on our area as we did not want our toilets to be attacked as well. Unfortunately, this very thing did occur on the following Thursday morning, the shambles being cleared up by the fire crew.

The following Saturday dawned with Ken Morrisey's hired digger clearing the ground for the new line park and so, together with Ian Taylor, Richard Grindley and Fred Hall, I decided to protect the toilets with some of the spare caging we had. After much stinging and impaling of fingers on wire and thorns, we ended with barbed wire all around the loos, which should now be secure. To finish off, they now only require a new padlock with the combination set to match the gates. *[Thus making them bog standard? - Ed.]*

Meanwhile, Ken - driving the dumper and with some help from Richard and Fred - was clearing the soil away and transporting the crushed stone from the pile in the car park to the line park. Having completed this, they took some of the kerbstones and placed them under the gate to reduce the gap that appeared to be the vandals' entry route. With rubble compacted on both sides and a gravel topping, this last was completed at 4.45 pm. Bearing in mind the 9 am start, this had been quite a day for a handful of members! My thanks to those who helped, especially Ken, Fred, Richard and Ian. *BW*



The new line park after gravel topping

URGENT REQUEST

Elderly gent needs 2p in order to fly!

When interviewed later in a nearby hostelry, Bombardier K.K. "Kit" Butcher, Dip. T.E. Tech (Retd), commented:

"SOUND MAN, that young Winstanley, keeping an eye on those bounders, especially as (judging by the unsavoury mess they left behind) it sounds as if the "vagrants" might be some of those pesky model flying fellas wanting to take over our sand pit! (We've dealt with *their* sort before, y'know!).

"HOWEVER, what's all this about padlocking the *loos* as well as the gate? Bad enough to turn up with the old knees crossed and have to juggle with **one** padlock (especially after a bottle or three of embrocation at Lancs Aero Club) - but now **two** locks to pick?? I'll have you know, in my day etc..."

MEANWHILE, A LONG WAY AWAY...

"Pass the mouthwash, Sonya..."

Dave Roberts is chuffed with his exploits at this year's *Free Flight* Nationals. Attending these for the first time since they were split in the 1970s, he took along a few *free flight* models for a spot of evening fun flying. However, on Friday evening in the bar - where else? - Dave was persuaded to think about entering the Bowden Trophy event and so, after a practice flight with his old Mini Junior powered by a Mills 1.3 MkII, he opted to have a go.

After Round 1, Dave found himself in 4th Place with 47 secs, subsequently finishing equal 9th following Round 2. Dave enjoyed the event so much he is considering building a new cabin model for 2006 as he feels that the tatty finish on his much battered model cost him a few points and several places.

Notwithstanding the Welsh wizard's efforts, let's not overlook that placed just a little above him was yet another Barton fugitive. David Goddard - still convalescing after undergoing major (and life-saving) surgery but looking reassuringly fit and well - flew a Tomboy into equal 7th. (Can there be any better therapy than this?). Best wishes from all to David, who still needs further surgery to restore him to 100%.

PETERBOROUGH MFC EXTRAVAGANZA Cabbage Patch World CL Celebration 1945-2005 Sunday 19th June 2005

Brian Winstanley was there too:

And so, after the Barton working party, on to finer things, as the very next day was 19th June. If this does not ring a bell with you, it was the day of the celebration at the Cabbage Patch of 60 years of control-line and what a grand do it was.

Those Peterborough lads worked very hard to put on a successful meeting. But apparently when they went along to mark out the site on the day before, they found it covered with caravans and itinerants! Even a Court Order had failed to move the occupiers on. (Those of us who live within the law have learnt that these things can take time).

Fortunately, the 'travelers' were persuaded to move off to the sides so that the planned event could go ahead. However, even this was not the end of the tale, as when the team visited the pavilion they discovered three immigrants ensconced therein. (Whatever went on inside I do not know, but the outcome was that they were ejected).

For me, that Sunday began with an early rise at 4.45 am, then models and supplies packed and ready waiting at the gate for Sam Simon at 5.30. With Sam's granddaughter (Tara Louise) still wrapped in a blanket, off we went to collect Tom Millar for a clear and uneventful run to Peterborough, where we arrived at 9.30 am under a blue sky and with the temperature rising!

As the majority of control-liners seemed to be there, we met lots and lots of friends. Dot and Ray Lloyd were busy with F2B – if you can call sitting on deckchairs being busy – but, apart from Len Morrall and Martin Daghish and ourselves, who else from our club was there? I did not see you there - but it was your loss!

Len and Martin won both Phantom Speed and Mini-Goodyear, the latter after what I thought was a rather scrappy final. (Perhaps Len will tell you more, if you ask him). Sam and I crashed out in the heats, even though my Polecat was on course for a sub-five minute heat time. I think Sam's opponent got in his way as Sam seemed to have twisted a leg – but at least we tried! I did not fly in Speed as planned as there seemed to be a mix-up in the running order and, after waiting for an hour, I went away to cool down in the shade.

There was an area on the embankment for the display of early models, some being originals, others newly built repros. The display as a whole was very impressive. I had taken along my brother's KK Ranger that he built in '54 and is powered by an ED Hornet.

As I used to be his 'Fetchermite' and tended to put my fingers through his tissue-covered wings, on this he had skinned them with 1/16" sheet so it still looked very good. I placed it alongside another built as per the kit plan.

A photo-call at 1.30 pm saw the three of us positioned right behind the one and only Ron Moulton, who was able to sit down on the grass but needed Tom Millar's helping hand to get up again! Later, Tom said that he had always wanted to meet and shake hands with Ron but never in all his dreams had he imagined it would be in this way. Later on, Sam also commented upon so many people asking him how *he* was doing and wishing him well - many of whom he didn't know from Adam. (But such is the price of fame, Sam!).

The raffle was pretty good too! We stayed on for the MGY finals, and then headed to the car for our run home... only to find the battery flat! Luckily, with our bonnet open and jump leads on, who should be driving out homewards but Roger Reece, who kindly gave us a jump start from his battery. (So handy, knowing so many people!).

The two Peterborough Brians have announced that they won't be running another. So that's it, folks – finito, well and truly, and no more ever!

Mmm... but - as it was six years since the last 'last one' (which was also the 'last ever') perhaps, in ten or so year's time and if we are lucky and still rotating, they may be persuaded just once more? Please? *BW*

SUMMARY OF RESULTS

(13 Circles, 160 Entries + 115 Static)

'EARLY YEARS'

<i>Pos</i>	<i>Pilot</i>	<i>Model</i>	<i>Engine</i>
1.	David Noakes	Stearman	Orwick 64
2.	Dick Roberts	Casoar	Eta 5
3.	Júlio Isidro	1945 Fireball	McCoy 29

'GOLDEN YEARS'

<i>Origin</i>	<i>Pilot</i>	<i>Model</i>	<i>Engine</i>
<i>European</i>	Ramon Wilson	Master (CZ)	OS LA 46
<i>USA</i>	Ramon Wilson	Thunderbird	ST 46
<i>Mercury</i>	Peter Rabjohn	Crusader	ST 46
<i>APS</i>	Mick Taylor	Sorcerer's App	ED 2.46 II

'TOWARDS THE UNUSUAL'

<i>Pos</i>	<i>Pilot</i>	<i>Model</i>	<i>Engine</i>
1.	Jan Odeyn	?	?
2.	Bernard Seale	Autogyro	OS 26 FS
3.	Stef de Wit	Jetco Flying Saucer	OS 25

F2B AEROBATICS

<i>Pos</i>	<i>Pilot</i>	<i>Model</i>	<i>Engine</i>
1.	Bill Draper	Super Hawk	Stalker 61
2.	Lauri Mala	Shark	Retro 60
3.	Peter Jackson	?	

Cabbage Patch World CL Celebration (Cont'd)**CLASSIC STUNT**

Pos	Pilot	Model	Engine
1.	Mick Taylor	Kamacc	OS 40
2.	Glen Alison	Skyscraper	ST 51
3.	John Alcock	Kamacc	Brodak 40

PROFILE 35 STUNT

Pos	Pilot	Model	Engine
1.	Bob Stanley	Shoestring	OS Max 30
2.	David Saul	Tanager	PAW 35
3.	Neil Stuart	Me 109	Enya 35

PROFILE 35-PLUS STUNT

Pos	Pilot	Model	Engine
1.	Mike Nelson	Profile Oriental	OS 40
2.	Bill Daniels	Tutor	OS 40

PETERBOROUGH 30" STUNT

Pos	Pilot	Model	Engine
1.	Eric Hawthorne	Mercury Marvin	PAW 1.49
2.	Steve Crawford	Chihuahua	PAW .80
3.	Gary Church	Mini Reaction	PAW 1.49

VTR 2000

Pos	Pilot	Model	Engine
1.	Dave Finch	Philibuster	Frog 500
2.	Ron James	Ole Slippery	K&B 29
3.	Peter Rabjohn	Saint	McCoy 29

Concours

Tom Millar	Gee Bee	Frog 500
------------	---------	----------

MINI GOODYEAR

Pos	Pilot	Time
1.	Daglish/Morrall	10.58
2.	Eyre/Bellamy	12.35
3.	Catlow/Jephcott	110 laps – Retired

SPEED CLASS 1

Pos	Pilot	Model	Engine	MPH
1.	Len Morrall	Midge	PAW CT.09	97.29
2.	Dave Smith	Midge	Frog 150	93.75
3.	Júlio Isidro	Midge	PAW 1.49	90.45

MILLS 1.3 SPEED

Pos	Pilot	Model	MPH
1.	Mervin Tilbury	Weatherman	49.72
2.	Júlio Isidro	Weatherman	45.13
3.	Dick James	Weatherman	43.75

PHANTOM 1.5 SPEED

Pos	Pilot	Engine	MPH
1.	Len Morrall	PAW CT.09	75.85
2.	Chris Coote	Rossi .09	71.17
3.	Júlio Isidro	PAW 1.49	71.14

PHANTOM 2.5 SPEED

Pos	Pilot	Engine	MPH
1.	Júlio Isidro	Eifflander Spl	80.82
2.	Peter Tribe	Oliver Mk III	76.72
3.	John Johnson	Eifflander Spl	76.40

SCALE

Pos	Pilot	Model	Engine
1.	Mike Chapman	Zero	Merco 49
2.	Ken Reeves	Mustang	Enya 45
3.	Tony Bowler	DH Mosquito	PAW 1.49 (2)

BIPLANE

Pos	Pilot	Model	Engine
1.	Jan Odeyn	Pushmepullyou	OS 40 FP
2.	Bob Taylor	Barnstormer 18"	PAW .55

COMBAT

Pos	Pilot	
1.	Roger Fisher	2. Richard Herbert
3=	Richard Evans	3= Mick Lewis

CARRIER BASIC

Pos	Pilot	Model	Engine
1.	Peter Tribe	Westland Wyvern	Irvine 39
2.	Jan Odeyn	Vought Crusader	OS 40 FP
3.	Bernard Seale	Grumman Guardian	SC 53

Best Monoplane
Doug Miller Douglas Skyraider OS Max 40

CARRIER CLASS 1

Pos	Pilot	Model	Engine
1.	Peter Tribe	Martin MO-1	ST 40

Best Monoplane
Peter Tribe Martin MO-1 ST 40

STATIC PARK COMPETITION

Pilot	Year	Model	Engine
Mick Castell	1962	Mercury Crusader	OS LA 46
Ken Newbold	1950	DH TK4	McCoy 29
C Middleton	1959	DH Mosquito	PAW 19s
P Burroughs	1959	Hall Racer	AM 15
Steve Betney	1949	Voetsak	O&R 60 s/port
A.Wilson	1948	KK Phantom	AM 15
Paul Winter	2003	Strega	Saito 72

*We are grateful to Brian Waterland for providing not only the results but also details of all those taking part - all worthy of mention but unfortunately far too many to include in **Circle Talk** other than a random sampling. However, and not forgetting the winning models above, how many of the following might you reasonably expect to see on your local flying field this weekend?*

1947 Stooplate/ME Heron (*Chris Coote*); 1945 Sadler Trainer/Brown Jr (*Ron Moulton*); Victor Stanzel Shark/Brown Jr (*Mike Beach/Ron Jupp*); 1959 Larakin 1/MVVS 49 (*David Saul*); 1949 Frog Vandiver/PAW .80 (*Bob Taylor*); Curtiss Scout/Irvine 30 (*Pete Last*); 1948 Shufti/Elfin 1.49 + 1946 Checkala Roma/Super Cyke (*J. Huntley*); 1946 Pirate/Forster 29 + 1949 Mew Gull/McCoy 29 (*Steve Betney*); Junior Icarus/Torp 25 (*John Stroud*); 1951 Pow Wow/Merco 35 (*D. Hough*); 1948 Boxcar/Super Cyke (*D. Farmer*); 1948 Frog Radius/Frog 180 + 1949 Veron Midget Mustang/Amco 3.5 + 1950 Comet Elf King/Elfin 1.49 (*M. Regan*); 1945 Glory Bee/Dooling 29 + 1947 Speedwagon 60/Dooling 61 + 1950 Grumman Tigercat/ST G21-29 (2) (*Dick Roberts*); 1949 Panther/AM 2.5 + 1948 Mini Buster/AM 2.5 (*C. Shepherd*); 1949 Skyleader Thunderbird/ED Comp Spcl + 1950 Skyleader Auster/ED Bee (*J. Hemmings*); 1949 Stunt King/Yulon 30 + 1949 Frog Vandiver/Frog 160 Red Glow (*D. Farmer*); 1951 Bojo/K&B 29 (*Tony Bowler*).

JULY RACE MEETING

3rd July 2005 at Barton

CD John Noble reports:

There were two advertised events on the main (tarmac) circle, as well as the advertised Mini-Goodyear run on grass nearby.

BRITISH GOODYEAR RACING (6 entries)

With six entries, organizing British Goodyear should have been simple to set up for heats of three but various complications, such as two retirements in the first three laps of Heat 1, changed things! However, three rounds of heats did take place, followed by a Final.

Pos	Team	Time
1.	Morrall/Worgan	9.30.5
2.	Ross/Court	9.54.4
3.	Barker/North	11.02.1

Newcomers Cannon/Cannon were unfortunate enough to have a con-rod fail on their model. Both appear to be learning fast and we wish them better luck next time!

F2C – Nationale TEAM RACING

F2C-N originally had four entries, of which one scratched, leaving just the makings of a three-up! We ran a couple of heats and then (wisely) decided to have a Final while there were still three flyable models left. The three-up situation lasted for 67 laps before hard contact with the tarmac eliminated Eyre/Bellamy.

Pos	Team	Time
1.	Barker/North	8.33.1
2.	Walker/Pearl	9.29.1
3.	Eyre/Bellamy	67 laps – Retired

A few general comments... Occasionally (or, in my case, quite frequently) situations arise where some clarification is needed on some aspect(s) of the rules. You might think, with several long-serving real experts on hand, all the doubting CD needs to do is to ask. Nevertheless, doing so confirms one general rule of life! Ask one expert and you have an answer. Ask two, you have two answers. Ask three, and you decide that you might just as well have made up your own mind in the first place! Anyway, no one seemed to object – provided a decision **was** made. *JN*

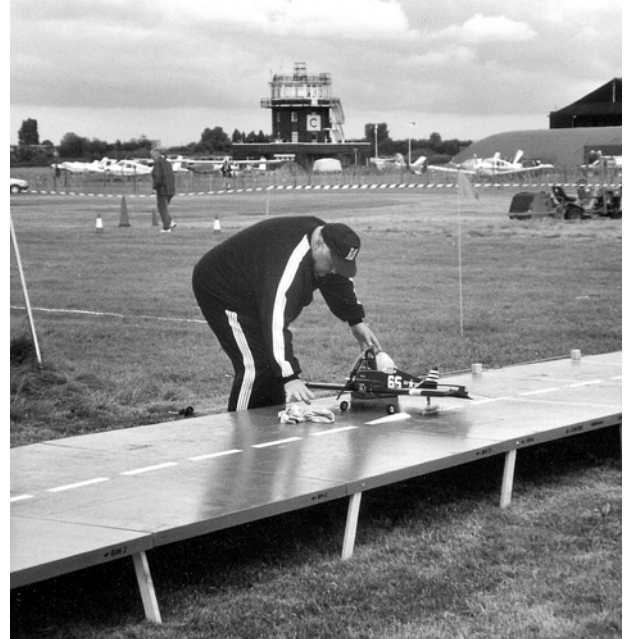


Jim Hatch photo at BASH '05

BARTON TO HOST CARRIER ROADSHOW

Sunday August 7th from 10am
 Sunday September 18th from 10am

John Whiteside tells the story: The irrepressible Andy Housden, Admiral of the Fleet, has - in conjunction with his Three Kings club mates and carrier enthusiasts nationally – decreed that there shall be carrier flying in the provinces. Many CL and RC people who have had a look at carrier flying say they would like to try it but “it clashes with other comp dates” or they “haven’t time to build a model” etc etc! So, to widen the opportunities for them to “have a go”, Andy has arranged for people like myself to run a series of Carrier Roadshows around the UK in addition to the National and Merco Carrier Championship competitions.



Stooping low so as not to obscure Barton 'logo' for camera, JCW prepares to fly F6F in Carrier

Although there are other CL events on at the same time, this is NOT a competition but rather more a fun packed “fly in”! The idea behind these meetings is that the carrier deck will be there together with the training kit that consists of several unbreakable (*sic*) carrier training models. As well as the usual information sheets packed with knowledge, you will find infectious enthusiasm and endless encouragement for you to have ago. (For those who have never flown a Control Liner, there will also be basic training). So no excuses anybody! All this means that YOU can have ago with no worries. If you have ever fancied a go at the most exciting control event on the planet these are the dates to do it!

Of course, current and past carrier entrants are most welcome to come and air their machinery and to practise - there might be some Class 1 machinery around too! **Contact me, John Whiteside, for further information.** *JCW*

CLUB FLIERS ENJOY THE JULY SUN

John Whiteside had his camera at the ready:

Although we have an unusually high proportion of competition fliers and "Champions" at Barton, the rank and file members are no less enthusiastic! The club is made up of many more members who just enjoy the hobby and fly whenever their work and family commitments allow.

As you can see below, some of these members were enjoying a warm sunny almost wind free Friday night at the field. Isn't it time you dusted off your gear and joined them?



John Gough with his Focke-Wulf stunter



David Horsfall and a nice Jr Flite Streak

These are excellent club fun models that just fly and fly, giving maximum enjoyment per £1 spent.



Dave Sewell and "Shoestring"

Dave Sewell was flying his very attractive Goldberg Shoestring profile stunter, fitted with an Irvine 19 and finished in his usual immaculate way, showing that sports models need not be beat up old hacks! Dave built it from an original kit that Martin Daghish had stashed away on top of a wardrobe. The immaculate paintwork is Flair Spectrum Cub Yellow.

Engines, engines, engines!

According to folk lore, Tom Hughes has more engines than any one else in the world! Many of them are very interesting or rare models and these two are no exception, being early and late versions of the big Super Tigre.



Tom and the ST stunt legends

Unsubstantiated rumour has it that Tom might even part with one or both of these motors if you have always fancied flying a legend! *JCW*

So who got kittens flying at Barton?

Ask David Horsfall, as that's what he got when he turned up to fly. Literally. Opening the gates as the first to arrive, he found a small cardboard box dumped there. Inside were four tiny, smoke-grey kittens, abandoned to their own fates - *some people!* – but obviously destined not to be such unlucky kittens after all. And one of them, now christened Smoky, was quickly snapped up that same night by new solo pilot Tara Louise!

FLYING OFF AT A TANGENT

Frank Lee speaking...

SCHADENFREUDE... or enjoyment obtained from the misfortunes of someone else.



Might there be not a few suppressed smiles upon the faces of the former staff and loyal readers of the old Nexus (originally Argus) hobby magazines that got the chop when Highbury House Communications took the axe to all but *RCM&E*, *Model Engineer*, *Model Boats* and *Military Modelling*? Media stories have

been circulating that Highbury – now described as “disaster stricken” by one financial correspondent – had proposed selling off most of its magazine titles at a knock down price to its bigger rival (Future) in order to service part of its massive debts and to avoid falling into the hands of the banks. A previous take-over deal by Future had been blocked by the Competition Commission.

Should the rumoured deal go through, Highbury would retain only its video gaming and hobbies publications, considered by pundits to be a poor basis for a stable future. Shareholders – likened to “turkeys being asked to vote for Christmas” and the value of whose shares has been wiped out from 15p to less than 1p - were due to vote on the plan on 16th June.

GB AT THE EURO CHAMPS *Didn't they do well?*

Hopefully “our boys” also did us all proud at the ensuing banquet, to which the following quite charming if exotically worded invitation to partake was issued to all. In order to convey the character of the original, nothing has been changed:

“The banquet will be held in the park of the castle thermal bath. The weather condition in this season is very friendly. The nights are 20-25 degrees above or even more. The banquet fee will cover an unlimited drink and food service during the night. This banquet will not be an usual banquet. The night bath will be allowed during the banquet so it means if somebody have sense to join a night swimming or bathing please do not hesitate take your bath package to the banquet!! Extra towel will be prepared for “wet accidents” by the organization. We carry a live music for entertain our guests and to heat up the dancy legs and atmosphere. Join this banquet and have a nice fun!!”

BRRRNNGG-BRRRNNGG... *Is that the phone?*

It is! It's our ever watchful informant, who keeps an ear to the keyhole at BMFC Committee Meetings.

“Important decisions, Frank! You'd better tell your readers (who must be dying to find out) that it is proposed to increase the annual subs in October to cover expenditure. That's right! Up by £2.50 if the members approve it at the AGM. (Oh and here are my expenses. Yes, in cash, please). Bye...”



Here's Frank working his socks off to keep you posted!

HOW TO REALLY KEEP YOUR COOL

Sometimes feel overheated in the circle?

It's still summer, folks, so for those who just cannot get acclimatized to the fearsome heat of the Barton sun, here's a practical tip that comes to you via our man out there – he's the one in the BMFC tank top and Bermudas.

If you want to keep cool, just stuff frozen cabbage leaves inside your tiffen – this is as employed by the Korean *Doosan Bears* baseball pitcher and spotted by the cameras when his cap fell off. It's obviously effective otherwise why would the Korean Baseball Association have now outlawed it? (*And could also be useful as a nutritious snack between rounds, eh, Sam?*)

For the style conscious, do remember to remove the straggly bits before entering the LAC bar!

BOOM, BOOM! *So we have had some vandals in at Barton, eh?* As well as Brian on the look out, we are very fortunate to have the excellent Ian Taylor always on hand, who keeps it spick and span and a delight to walk upon. Still, one can't help but be reminded of the old and now politically incorrect cartoon in *Punch* (and if it wasn't there, it ought surely to have been):

- “Allo, 'allo, so wots all this 'ere then?”
- *I fink we've had some 'orrible Gypsy vandals been on our airfield, Constable.*” [Pipes up spotty young aeromodeller]
- “Now wot makes you say that, sonny.” [Looking round carefully] “Ow can you tell?”
- *“That's easy, Constable. It's so much tidier than when we left it last night...”*

Okay, okay, so I just made that up – *but you know what I mean...*

BRRRNNGG-BRRRNNGG... ***Phone again, boss!***

Golly, it's our informant again. Not with more lunch expenses, I hope! But no, it's more red hot news!

“It's a grass cutter, Frank. We've got a new one – it's one they had at RAF Cranwell, so it should be good. No, it's not pinched, it came via a guy in Slaidburn, where Geoff, Brian and Ian gave it the once-over this week. It's a sit-on mower, powered by a four-cylinder diesel and cuts an 11' wide swathe. Might have to remove a bit of metal though, because at 9' wide it won't fit in the container without mods! Oh, oh, must go now. I think I feel my dancy legs heating up again. Bye...”

KEMBLE CAPERS

Brian Winstanley takes on a brand new initiative:

For some years now the BMFA has been liaising with the PFA on many subjects, not the least of which is the future of leisure flying. They have also had representation on the many consultative boards that have been putting pressure on legislators to acknowledge "hobbyist" aviation. It is not surprising, therefore, that the BMFA has been invited on several occasions to have a presence at the annual PFA rally. Indeed, I well remember some years back (when the Rallies were held at Cranfield) a demonstration of an F2B aerobatic model outside one of the main hangars - much to the delight of the few spectators.

With this in mind I suggested to the Chairman of the PFA that it might be a good idea for the BMFA to have a demonstration area at this year's PFA Rally at Kemble. As it happened, the PFA had invited along several groups of children on the Friday and Saturday just to show them around, so my idea of letting them have a go at model flying seemed just the ticket. Together with Andy Housden and his carrier deck, and Dave Roberts and I with a few control line models, we were all set. (Dave, by the way, was a member of the PFA in the halcyon days at Sywell in the '70s).

Pat and I duly arrived on the Wednesday and, after locating the flying area, I marked out two flying circles with the help of a PFA member. One of these was for the carrier deck and the other for stunt, with a section of hardstanding for a take-off run. Metal barriers were available to go around the circles and, early on Thursday morning, a 4WD fork-lift truck arrived loaded with clip-together metal barriers - and also six eager PFA members to put them up. They were done and gone in no time and I was left with clean hands (which surely must be a first!).

Dave and Sonya arrived later on Thursday, followed on Friday morning by Andy and his team, who were soon set up. Then the school children arrived and everyone was kept very busy until about 4 o'clock. Saturday went by in another blur of frantic activity.

Our training model was a PAW 2.49 powered profile of mine, which did sterling service until it was planted from an overhead vertical. *It was totaled!* The young perpetrator was cock-a-hoop at having destroyed my model and I had to politely tell him that he should not be so pleased with himself and that the idea was to land, not crash! As a result of this, however, we were left with only the combat wings, which proved to be too fast, and so the activities were ended. Three youngsters flew unaided after tuition, one of them exceeding well.

So was it worth it? YES - the kids were able to fly 'hands on' in an aviation environment!

Should we do it again? YES - this is the way to involve the youth of today in our hobby!

Am I going next year? YES - it was great and it cost nowt!

Any highlights? YES - seeing a Hunter take off and a diminutive delta fly over the campsite. (At first I thought it was an RC model but, no, it had been flown in from France - shades of the Cri-Cri!). There were a great many interesting full size aircraft to see, vintage and homebuilt as well as many of the latest creations on the circuit.

And any down side? YES - that has to be forking out £90 on a battery for the Emeraude! *BW*

VTR AT THE 2005 NATIONALS

Dennis Ward appeals for help in setting up:

This year the Vintage Team Racing circle will be located close to the main team Racing circle at the top end of the runway. **Please note that from 1800 hrs onwards on Friday 26th August, we need as much help as possible to help erect the poles and stays for the nets.** (*No nets, no racing!*).

Friday 26 Aug

18.00 Setting up

Saturday 27 Aug

09.30 Scrutiny (VTR Circle Tent)

11.00 Round 1 VTR A

12.30 Round 1 VTR ½ A

(Break)

14.00 Round 1 VTR B

15.30 Round 1 Barton B

Sunday 28 Aug

11.00 Round 2 VTR B

12.30 Round 2 Barton B

(Break)

14.00 Round 2 VTR A

15.30 Round 2 VTR ½A

Monday 28 August

10.00 Scrutiny of all finalists and reserves

11.00 Final of Barton B (VTR Circle)

14.00 Finals of VTR ½A, A, B (Main TR Circle)

17.00 Award Ceremony

VTR Jury: D. Finch, I.T. McDonald, S. Robinson.

FREE POPCORN AT THE AGM

Can't be sure of that but who knows?

So put the date in your diary now...

It's Friday, 14th October

NOTICE BOARD

Aug 7

Racing at Barton

½A/A/B VTR/Barton B *Contact: Dennis Ward 01952 586451*
+ Carrier Roadshow - Carrier and Basic CL hands-on training with carrier, instructors and models supplied. Carrier flying practice encouraged. *Contact: John Whiteside 01254 52196*

Sept 9-11

'Wings of Portugal' CL Tournament at Évora

Many CL classes (some RC) + hospitality, sun, food, fun!
Contact: Júlio Isidro +35121 403051 (tel/fax) or e-mail: jiproducoes@mail.telepac.pt. (For details of a coach from Lisbon, contact Taffy Bollen: jean@bollen.freeserve.co.uk)

Sept 18

Barton Cup

F2B Aerobatics *Contact: Ray Lloyd 01706 212184*
+ Carrier Roadshow - Details as Aug 7 event. *Contact: John Whiteside 01254 52196 (See also www.cheffers.co.uk website)*

Oct 2

BMFA Centralised at Barton

F2B/Class 2 Aerobatics *Contact: Ray Lloyd 01706 212184*
F2A Speed *Contact: Ken Morrissey 0161 437 9794*

FOR SALE

Stalker 61 RE 4-2-4 New in box, unrun. Metal long-neck silencer. Seals. Hex T-handle. **£110**

Bolly F2B carbon landing gear. Superb quality. **£20**

Modusa Carbon two-blade 12x6 prop. New. **£10**

+ **Odds and ends.** Too numerous to list!

(P&P incl). Phone **Jim Woodside 01829 751532**

RECEIVING YOUR COPY OF CIRCLE TALK

It is Brian and Patricia Winstanley who have the tedious job of printing and distributing copies of **Circle Talk**. This also includes individually addressing and posting the envelopes. However, as an experiment, a small number of this and the previous issue have been circulated to members as MS Word e-mail attachments.

If you are not currently receiving your newsletter in this way but would like to do so in future, please notify peter.branigan@btinternet.com. (It would be helpful if you could send a copy of your message to ivory@colenso2.fsnet.co.uk).

Not only will you receive your copy more quickly on-line but in doing so you will also save the club the costs of printing and postal distribution.

Disclaimer.

Please note that the views expressed in **Circle Talk** are those of the Editor or clearly named contributors alone and do not necessarily represent those of the Committee of Barton MFC.

BARTON MFC Who's Who?

Hon. President:

Brian Winstanley *Tel: 01254 52196*

Chairman:

Geoff Tennant *Tel: 01200 424114*

Secretary:

John Whiteside *Tel: 01457 865755*
14 Longmoor Road
Simmondley, Glossop SK13 6NH
E-mail: john.whiteside1@ntlworld.com

Treasurer & BMFA Subs:

Patricia Winstanley *Tel: 01254 52196*

Public Relations:

Malcolm Ross *Tel: 01925 766610*

Social & Events:

Mike Broadbent *Tel: 0151 475 0246*

Safety Officer:

Tom Hughes

Flying Site Manager:

Ian Taylor *Tel: 0161 865 4602*

Hard Circle Development Officer:

Ken Morrissey *Tel: 0161 437 9794*

Club Photographer:

Fred Hall *Tel: 0161 748 4391*

Circle Talk Newsletter:

Peter Branigan *Tel: 01704 834224*
1, St. Georges Road
Formby, Liverpool L37 3HH
E-mail: peter.branigan@btinternet.com

Essential Information!

Barton Tower: *Tel: 0161 787 7326*
Report all emergencies to the Tower.

Barton Radio Frequency: 122.7mhz

Flag: *Put up the flag BEFORE you fly. TAKE IT DOWN before you leave!*

Airstrip: *DO NOT cross the runway or enter active areas without express permission from the tower at any time when the airfield is operational.*

Police Helicopter: *Land or fly low when the police helicopter is operating.*

Mower & Dumper: *DO NOT operate either without prior instruction from a Committee member.*

First Aid Kit: *Kept in the container.*

Lock the gate after you: *DO NOT leave the lock set to the combination.*