

OCT 2005

News from
Barton MFC
Lancashire Aero Club
Model Aero Engineers

Circle Talk

Free to club members

Volume 7 Issue 4

www.controlline.org.uk

BARTON MFC **C/L DATE CHECK**

OCTOBER

- 2 Barton**
BMFA Centralised
Speed + F2B/CI 2 Stunt
- 2 Oakington?**
BMFA Centralised F2C
- 2 Scratchwood**
BMFA Vintage Combat
- 9 Dishforth**
Wharfedale '1000' B T/R
- 14 Barton**
BMFC Annual Gen Meeting
- 16 Croydon Airport**
F2C-N/BGY + 3K Fun Fly
- 30 Barkston Heath**
BMFA F2D?

NOVEMBER

- 11 Barton**
Tom Hughes "Stunt Motors"
- 20 Croydon Airport**
Three Kings Fun Fly
- 27 Bloxwich**
Bilston Swap Meet

DECEMBER

- 9 Cancelled!**
No BMFC on Friday Night!
- 15 Barton**
Xmas Buffet (with PFA)
- 18 Croydon Airport**
Three Kings Fun Fly

IMPORTANT!

All organisers of events on the Barton circles must check availability of dates beforehand with **Ray Lloyd**
Tel: 01706 212184 Email: raman.lloyd@homecall.co.uk

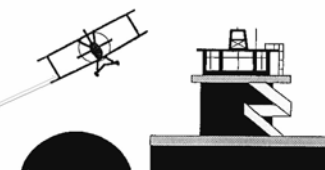
DON'T FORGET THE CLUB AGM!

THE BARTON MFC ANNUAL GENERAL MEETING WILL BE HELD ON FRIDAY 14th OCTOBER AT 8 PM IN THE BARTON CLUB ROOMS. Your attendance is important! Sorry, no buffet that night but why not bring along your newest aeroplanes and show off your stuff?



BMFA Chairman Robin Gower congratulates Barton's Martin Daghish and Len Morrall on Mini-Goodyear First Place at 2005 GB Nationals.
Also on podium are [left] Barker/Barker (2nd) and [right] Lever/Waterland (3rd).

You know, I find flying Control Line really does make the world go round!



BARTON CUP MEETING 18th September 2005 at Barton

CD Ray Lloyd reports:

What a cracking day this was! Even so, Dot and I had taken the caravan along for the day just in case it rained and so that June Draper (our trusty scorer for the day) could be snug and dry and with a steady flow of tea, coffee and - later in the day when the comp was over - wine!

At the start of the day Jim and Geoff scurried about collecting names and money from the 14 entrants and it was nice to see people from as far North as Scotland and as far South as London, as well as all points in between.

Flying started at ten-thirtyish with Geoff Tennant in Circle 2 and John Alcock in Circle 1. John flew his own-design 4-stroke powered model and Geoff a Randy Smith design, the Intrepid, with OS 40 on a pipe, both very different but both very capable.

I spent some time standing with the judges, filling in a score sheet or two of my own and it was interesting to compare my view of the flights with the official views. (If anyone wants to have a go at judging, let me know as the more we get the less bias there will be).

At lunch-time we had our usual grand raffle where we put every pilot's name into the hat and drew three out. This year the lucky winners took away a scroll saw, a multi-piece tool kit and a breakfast set complete with alarm clock. I don't know how the Scots lads manage it but they *always* take a prize back with them and this year it was Peter Miller's turn. (Ian Galt says it's the only reason that they travel down... however, they haven't managed to take the Cup back - and that will be the day!).

By this time, it was obvious that the top three places would be going to Bill Draper, Rob Kitley and John Benzing. Barry Robinson was out of the running due to his No.1 model undergoing extensive repairs, requiring him to borrow a model from Roy Cherry. Ultimately, it was John Benzing who took first place following an outstanding flight in Circle 2 - and that was after a hasty repair caused by planting his own size eleven on the tail.

All had a good day - and that includes the organizers... The raffle prizes were won by Barry Robinson, Peter Miller and Dave Roberts. *RL*

BARTON CUP RESULTS F2B Aerobatic

<i>Pos</i>	<i>Name</i>	<i>Score</i>
1	J. Benzing	1979.0
2	C.W. Draper	1946.5
3	R. Kitley	1923.5
4	B. Robinson	1891.5
5	P. Arkley	1814.5
6	P. Winter	1805.5
7	I. Galt	1778.0
8	D. Roberts	1762.0
9	J. Hatch	1716.0
10	P. Jackson	1639.0
11	J. Alcock	1635.0
12	G. Tennant	1549.5
13	N. Eyre	1501.0
14	P. Miller	1459.5

AUGUST RACE MEETING 7th August 2005 at Barton

John Noble reports:

Three events had been scheduled: Barton B, Vintage A and Vintage ½A Team Racing. Entries were low - *very low!* - nevertheless racing did take place in all three classes.

Barton B Team Racing Denis Ward ran Barton B, which was won by Langworth/Broadhead with Fitzgerald/Robinson second and Walker/Peart in third place. I gather that there was some excitement with the Fitzgerald/Pickles plane catching fire although at the following Friday's evening meeting Barry was able to confirm that the damage sustained was minimal.

Vintage A Team Racing Barry Pickles ran the Vintage A event, which attracted four entries, sufficient for Heats and a Final to be flown. The result was a win for Toogood/Ward, followed by Langworth/Broadhead in second place and Fitzgerald/Robinson third.

Vintage ½A Team Racing Two teams turned up for Vintage ½ A, Toogood/Ward and Simon/Winstanley. This was not enough for an official event but I offered to run a race just for the two of them. At this point, I forgot all of the principles of CD-ing and went straight ahead. It was only when Sam's plane got into the air that we realized that *it was flying on longer lines than the other plane!* Quick end to the race! No re-fly was possible as Sam had not got his proper ½A lines.

A lesson learned... No matter how informal a race may be, *ALWAYS CHECK* that everything is according to the rules. *JN*

"WINGS OF PORTUGAL" TOURNAMENT 9-11th September 2005 at Évora, Portugal

A personal account from Brian Winstanley:

This year's event was held on the airfield at Évora, an old fortified Roman town some 90 miles SE of Lisbon. The town centre was only a €4½ taxi ride away for those wanting a little culture.

This new venue scored in several ways over Santarem, notably the close proximity of the hangar, which was used by competitors for storage and preparation, along with the much needed watering hole provided all day by the local flying club where drinks, food and ice cream could be purchased in welcome shade. As usual, the accommodation was spotless and with one block just a short walk from the centre (and high life) and the other a short taxi ride.

Three tarmac circles had been provided on the apron in front of the hangar complete with specially erected safety screens (scaffolding and nets) for speed, team race and stunt. Friday morning was set aside for registration and practice and with the first heats being run off in the afternoon.

This gives a relaxed run-up, leaving that evening free for sampling the local cuisine and Pat and I dined with Abel Coelho (aka Mr. Rabbit) and family in a most agreeable restaurant (with a waiter fluent in English). This was situated down one of the many narrow (i.e. packhorse width) back streets. The food in Portugal is most enjoyable and, with a cost of less than €10 *including* wine, not at all expensive!

On Saturday, the remaining heats for the other classes were run. After a six pm finish, we were bused to our accommodation to prepare ourselves for the Grand Banquet, arranged by Júlio Isidro for all of the competitors and at a venue not far away. Throughout the excellent meal we were very pleasantly entertained by local folk singers. To round it off, every competitor was mentioned by name and personally presented by Júlio with a certificate.

Sunday was finals day and, after crashing out in all the other events entered, yours truly came third in British Goodyear! Special awards were received by Gordon Yeldham ("youngster") and Dennis Ward ("best in Tournament"). The prize-giving took place in the hangar, the table groaning with trophies. (At these events, *no one* is left out!).

By tradition the British contingent took over one of the Santarem restaurants on the Sunday evening. However this year, with the only local one that was open unable to cope with our numbers and without local knowledge, Pat and I resorted again to the guidance of Abel. After some frantic driving around Évora and a few phone calls (as most restaurants close on Sunday), somewhere was located and, once again, we were not disappointed. Six persons, a bottle of wine and other drinks - €40!

Monday brought an early departure to Lisbon in order to arrive in time for the various homeward flights, the special coaches being at 6 am and 2 pm. At Abel's suggestion, Pat and I opted for the more acceptable 1½ hour trip by service bus from Évora, since our flight was not until 4 pm. As a result, we had a lie in until 8 am which was much better than rising at 5 am with the others! We were collected by Abel at the coach station and, after a leisurely lunch at the Expo by the river, we were well in time for our flight home.

This has only been a brief guide to the delights of yet another successful event in Portugal but three cheers for Júlio for staging these memorable events!
BW

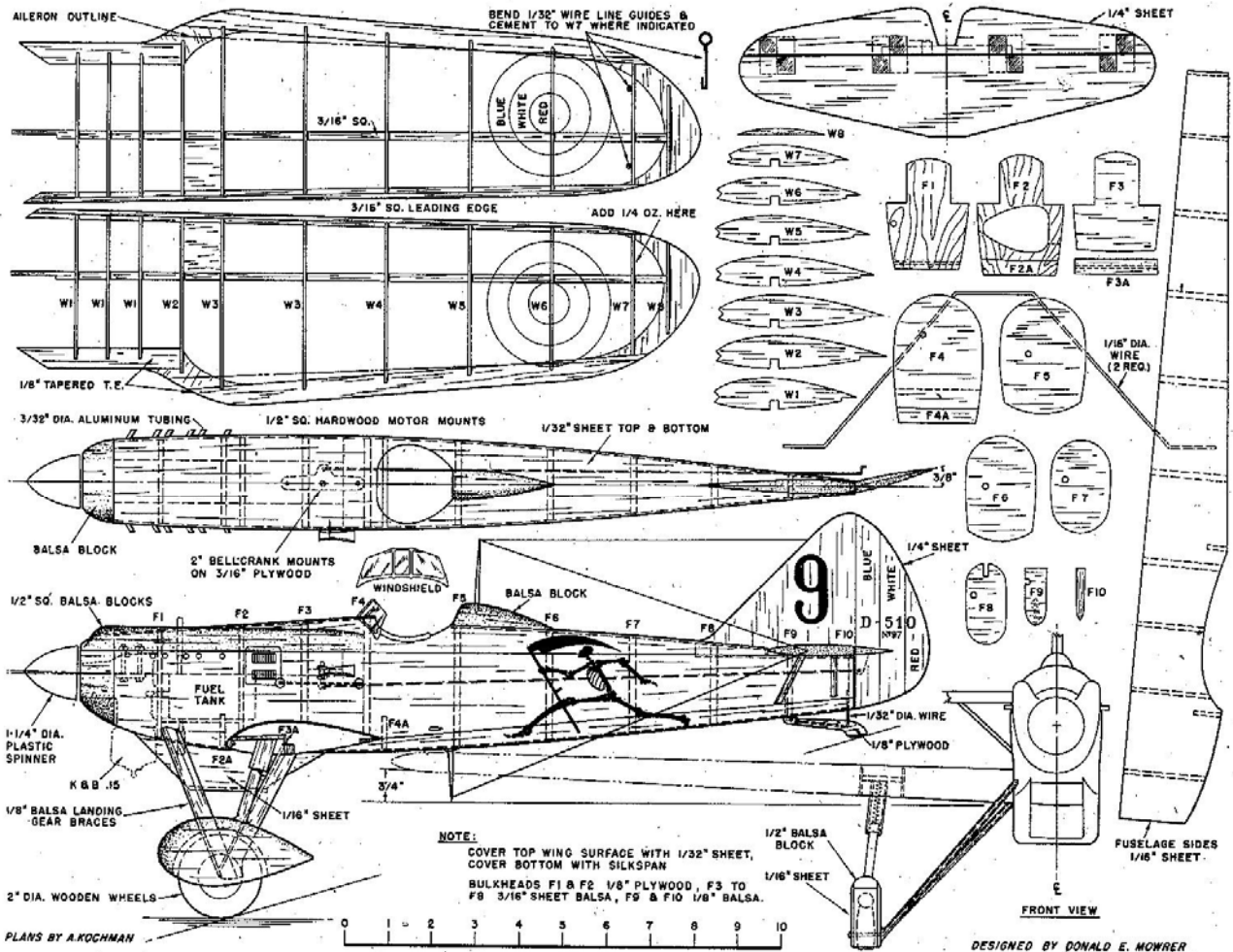
Complete results can be found on the 'Wings of Portugal' web site [www.ciportugal.com]. The leading British placings at Évora were as follows:

Vintage Speed: Dick Roberts (4), Taffy Bollen (5)
Phantom Speed 1: Brian Lever (2), Brian Waterland (3)
F2B Open Stunt: Paul Winter (3) **Classic Stunt:** Paul Winter (1) **VTR 'A':** Toogood/Ward (1) Green/Yeldham (2) Smith/Bollen (3) **VTR 'B':** Toogood/Ward/Toogood (1) Green/Yeldham (2), Miles/Taylor (3) **Barton 'B':** Miles/Taylor (1), Broadhead/Buys (2), Toogood/Ward/Toogood (3)
Goodyear: Catlow/Jephcott (1), Miles/Mealing (2) Fry/Winstanley (3) **Phantom Racing:** (Isidro)/Ward (1) Waterland/Lever (2), Broadhead/Buys (3)



And here, back again at Barton (where, unlike Évora, the eating places are by tradition mostly closed all through the week) is your wandering reporter and newly appointed Circle Talk food writer demonstrating the absolute mastery of machine over man.

DEWOITINE D-510 Pre-WW2 French fighter plane As with RC, CL Scale jobs seem to be getting ever bigger but this dinky little rendition of the French monoplane by once noted US scale man, Donald E. Mowrer, is nicely sized for a K&B 15 GH. Phil Hansson can probably provide an enlargement from the magazine article. Ask!



American Modeler — October 1962

FLYING OFF AT A TANGENT
 Frank Lee speaking...

CIRCLE MASTER Official beer of Control Line?



"A vibrant, pure and natural beer of exceptional taste and character" – is how the blurb from The Wychwood Brewery describes their **Circle**

Master Organic Golden Pale Ale. At 4.7% ABV (and £16 a case), it apparently "conducts a melody of refreshing citrus and delightful malt flavour, rounded off with a spicy bittersweet finish". Mmmm...

Contributors to this issue include: Jim Hatch: Frank Lee; Ray Lloyd: John Noble; Brian Winstanley. Picture credits: Ian Lever [Cover] (via Martin Daghish); John Whiteside [Page 3].

BRRRNNGG-BRRRNNGG... Quick! The phone!

Yes, it's our lookout with yet more cheering news for you! (You just can't hide a secret from this guy). "Hi, Boss! They're planning a Xmas do together with the PFA at Barton! Yes, it's on **Thursday, 15th December**, and tickets for the buffet will cost £6 each. And BMFC members won't have to pay for parking either! Which reminds me, Frank, got some more expenses – lots of parking chits. (Yes, in cash, please!). Must go, byeee!

STOP THE PRESSES! This is really red hot!

At the GB Speed Team Trials at Barton on 2nd October (yesterday), Gordon Isles danced around the pylon to record a blistering **299.6 kph** with his 2½ cc Kostin powered F2A model, the fastest time in the world this year! With a day temperature touching about 21°C, this was considered by some to be perhaps the best comp flying day of the year.

The GB Team for the World Champs in Class F2A will be: 1. Peter Halman; 2. Gordon Isles; 3. Ken Morrissey... Barton MFC members, all of them!

Barton MFC Control Line Forums

The control line forums are now just one year old and are steadily growing in both membership and posts. We now have 269 members from all parts of the globe including Australia, New Zealand, USA, and Canada as well as of course several countries in Europe. Within the Barton club we also have quite a number of members that are regular visitors.

For those of you not familiar with forums on the computer, they are a place where you can air your views, seek advice and indeed give advice to those that are in need of it. On the Barton site we have forums for each of the control line disciplines plus "Articles for sale", "Items wanted", "Coming events", "Trying to contact", "Product reviews" and the "Lounge" - where you can discuss anything you want from aero-modelling to the state of the weather or the cost of petrol.

Since I first started the forums I have added many modifications to it and it is now possible to add pictures to your postings directly from your computer. A recent addition has been the facility to add audio or even video into a post. We also have a facility for live chat and despite the time difference I occasionally manage to hook up with Ken Dowell in Australia who is one of our site moderators. That may be a new word to some unfamiliar with forums but basically we have two moderators to each of the forums, who's task is to keep an eye on the activity within their forums and if necessary edit or even remove posts.

Some folks tell me that they don't like to go on to forums as they don't want others to know their email address. You should have no fear of that as the software is quite sophisticated and encrypts all passwords and email addresses. Each member of the forums has a mailbox and you can send "Private messages" to other members in the knowledge that they can't be read by anyone else. There is no way that your email address can be harvested for spamming, unless of course you were foolish enough to actually include it in a post.

In the "Articles for sale" forum we have had users sell modelling goods within days of posting the advert and it is possible to use the "PM" function to run an auction if you so desire. Requests for help in finding plans have been very successful with one Barton member helping out several that I know of. Usually requests to locate any plans, engine parts and team race goodies or find a source for materials meet with a response within the day. Recent ones that come to mind were folks looking for small quantities of a specific alloy and another for Titanium. (You guessed - they were team race folk! Have you seen the price? No wonder he wanted a source for a small piece!).

We still have quite a number of Barton members that I am sure have computers and internet access but who have not bitten the bullet and joined us. To those I would say "At least have a look at the forums and see if they may be of interest". You do not have to be a member to view the forums but for the sake of security you do have to be a member to reply to any post you see or to start a topic yourself. A lot of you are keen on swap meets and the forums may be the place to sell your unwanted gear.

OK, so you are interested in having a look or better still joining us... so how do you go about it? Well, our address is very simple to remember - just www.controlline.org.uk. Please note the double "l" in the middle and it's all in lowercase, please. Then just follow the onscreen instructions to the site. If you want to register, you should look for the "Register" link at the top of the page. Click on that and follow the onscreen instructions. A link will be emailed to you to activate your account. It's as easy as that. I look forward to seeing some of you online.

Jim Hatch

2005
MERSEYSIDE MEGA SWAPMEET

at the
CADWICH
CADWICH Social Club
(2 MILES FROM...)
SUNDAY 27th NOVEMBER 2005
CANCELLED!
5.30 AM
5.30 AM
CONTACT:

Mike 0151 4750246 & Phil 0151 475 7095

BILSTON SWAP MEET

at the
**FRANK F HARRISON
COMMUNITY COLLEGE
BLOXWICH**

(SIGNPOSTED FROM M6 JUNCTION 10)

Sunday, 27th November 2005

Doors open to the public at 10.00 am.

All tables are to be pre-booked
and *must* be claimed by 10.00 am.

**FOR MORE DETAILS, CONTACT
KEITH GARRET (0121 556 0115)**

**The VTR SIG AGM will be held in a
separate room from 12 am to 2 pm**

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General Disclaimer

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

BARTON MFC Who's Who?

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Web Site Administrator:

Jim Hatch Tel: 01254 708415

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.
DO 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: DO 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.