

DEC 2005

News from
Barton MFC
Lancashire Aero Club
Model Aero Engineers

Circle Talk

Free to club members

Volume 7 Issue 5

www.controlline.org.uk

BARTON MFC **C/L DATE CHECK**

2005

DECEMBER

15 Barton

Xmas Buffet (with PFA) - £6
Confirm with Brian NOW!

28 Barton

"Cold Turkey" Comp
BGY/MGY/Barton B (10am)
Club Speed (if time allows)

2006

JANUARY

13 Barton

Bring & Buy - £2 per table

FEBRUARY

10 Barton

Live Demo by Mike North
Epoxy glass wing covering

APRIL

16 Barton

BMFA Cent F2B/F2C

MAY

13/14 Barton BASH

Usual BASH events
+F2B/Class 2 (Sun)
Swapmeet (Sun)

SEPTEMBER

17 Barton

Barton Cup - F2B only

24 Barton

BMFA Cent F2A/F2B/Class 2

DECEMBER

27 Barton

"Cold Turkey" Comp

IMPORTANT!

All intending 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 MISS THE XMAS BUFFET!
THURSDAY 15th DECEMBER - TICKET ONLY! (SEE PAGE 5)



James Hull, grandson of James Abbott, who is sure that, at seven years old, James is the youngest junior member of Barton MFC. He is shown with his Hallam kit model built by Grandad and which is now ready to fly. He has already experienced flying a Carrier Deck plane (with a lot of help) when the demo team were last at Barton. Unfortunately, the control line handle was too big for James to get his hand around! Another new trainer for him is nearly complete, a discarded team racer that James Senior had some difficulty with but has converted nicely into a trainer for James Jr.

[In background, Malcolm Ross, in full schoolmaster mode, admonishes Jim Hatch for leaving P-51 Mustang lying around untidily, while Geoff Tennent stands penitently in turn awaiting yet another 50 lines. Young James obviously knows about teachers and has heard it all before.]

IN FRENCH CIRCLES... *avec Dave Roberts*

Dave and Sonia were really enjoying their travels in France until it came to the crunch...

Our idea was to have a long waited holiday that had been delayed by a combination of model flying activities (and, more particularly, the Geranium Showing season). We set off via the Channel Tunnel on Sunday, 25th September, and stayed overnight in Calais before an early morning drive towards the south of France.

We spent several glorious days sightseeing in the Lubéron region of Provence before heading to Arles for an afternoon's flying practice courtesy of Marc Poulen, who was the organizer of the stunt event the following day. I was told to arrive early (at 8 am) the following morning as winds had been forecast for the afternoon.

There were nine competitors in F2B, most of whom I had met before on previous exploits in France and it was obvious that competition was going to be keen. Nevertheless, at the end of Round One I found myself in the lead! My modified COBRA 7 was performing well and before leaving home I had put in more practice than usual, which helped considerably. Unfortunately, the wind got up as predicted in Round Two and I was one of several flyers who had to compete in winds of around 20 mph, a wind speed in which I would not normally consider flying! The result was that by the end of that Round I had dropped to 4th position, as the places were determined by the aggregate of two rounds.



Dave gave the Cobra an airing at the Barton Cup on 18th September 2005 just prior to setting off. [Fred Hall photo]

Around about 12.45 everything stopped for lunch and we were all treated to wonderful paella prepared on the field by our host Marc. This was preceded by apéritifs and starters and ended with the obligatory cheese and French bread – with as much wine as you could consume. The charge for all of this was €15 for me (which included entry) and €8 for Sonia to cover lunch. It was indeed excellent fare and typical of what happens at most French domestic competitions.

Following lunch we flew the OTS comp. However, due to the wind, only three of the five competitors elected to fly. After two rounds I found myself to be the winner using my recently completed Jamison Special with a Brodak 40 up front. The French tend to use old diesels in OTS (as there are special bonus points that favour them) but the power from my Brodak in the adverse conditions proved to be the better option on the day. I was delighted to be presented with two trophies at the prize giving (more of which later).

Next day we moved on from Provence to our planned destination at a friend's house in the Aude Valley, south of Carcassone, where we spent 17 lovely days seeing all the sights of this beautiful part of France. I had intended doing a comp at St. Etienne on the 15th and 16th October but, as it was going to be around trip of about 800 miles, we decided to continue our sightseeing instead!

Whilst we were in the South, we made a couple of visits to Andorra for duty free goodies, a 120 mile trip through majestic scenery. Unfortunately, on our return from one of these we were swiped off the road by an out-of-control French car and my trusty Citroën was written off. Sonia and I were very lucky to escape with only bruises and the usual shock after such an incident. I have to say that the French Police, paramedics and local hospital were magnificent, as were the AA, with whom I always take out European breakdown cover on these trips. They sent a taxi from Perpignan the next day to collect me and take me back to collect a Peugeot 407 Estate for the rest of our holiday.

Sadly, both of my trophies from Arles were written off in the accident. However, the good news was that my insurers later allowed me £30 towards their replacement!



*Dave's Citroën amid other French dodgems.
Perhaps he will take a Humvee next time?*

A few days later we said goodbye to the Aude and set off back to Provence where on the 23rd we were due to fly the next competition at the permanent site near Aix-en-Provence. We found our rooms at the Campanile in Aix and then went into the town centre to visit some bars (as you do!). We discovered that Saturday was market day in Aix and spent a couple of hours on Saturday morning around the market buying a few holiday presents.

I had arranged to meet my old friend Thierry Saunier at the flying site on Saturday afternoon but when we got there it was too windy to practice so we followed Thierry to his home city of Marseille for a couple of hours sightseeing. Following this, Thierry and his lovely wife Françoise entertained us to supper which included a very nice local fish dish.



*Food, wine... and models. What more could you wish for?
Thierry Saunier's striking semi-scale MS1500 electric
F2B model dominates the foreground.*

Next morning it was up early and off to the flying site. Once again, there were nine entries in F2B, including another old friend, Philippe Gauthier, who was a member of the French F2B team last year. In Round One I suffered from torrential rain during my flight and both I and my tissue covered COBRA were saturated – both required drying out over the heat of the lunchtime barbecue!



Who's first for freshly barbecued Cobra?

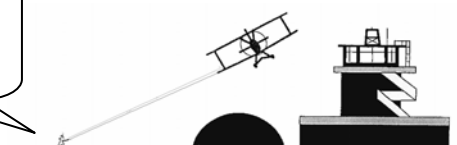
Nevertheless, I made a reasonable score and in Round Two, in much better conditions, I was able to record the third highest score of the event. This brought me up into third place overall in the comp, just 31 points behind the eventual winner, Phillip Gauthier. Once more we enjoyed a great lunch provided on site by the hosts and then flew OTS, which again I was fortunate enough to win.



Philippe Gauthier's winning Yatsenko Yak 55

All in all, this was a great trip (despite the accident) and once again we were entertained and made very welcome by the French flyers. I can thoroughly recommend such a trip to anyone. DR

*Nobody is ever
looking - until you
make an error!*



F2B CENTRALISED COMPETITION

2nd October 2005 at Barton

CD Ray Lloyd reports:

On this occasion we shared the site with F2A competitors and it was nice to see the hard circle being used for speed flying. I managed to take some video of it and the expressions on the pilots' faces are a sight to behold!

F2B itself kicked off at 10.30-ish and first up was Rob Kitley. (Earlier, he had expressed a desire to go last – sod's law, isn't it?). Rob's first round score was 1,865. The next flyer was Barry Robinson, who managed to beat Rob by 1.5 points, scoring 1,866.5. It shows how tight it is at the top! Next up was Bill Draper and he put in a storming flight to score 1,908 – teaching the young bloods that they still have something to learn?

John Alcock flew next. John is a relative newcomer to stunt but he *is* consistent in his flying, which is a good thing, and so all it needs now is a good polishing. (No, John, I mean the flight!). Nev Eyre traveled - and tried – but the motor just would not behave on the day so he was reduced to being a spectator. (Never mind, mate, there is always another day).

Next was Roy Cherry and he was rewarded with a good score of 1,873.5. If ever a man looks cool when he is flying it is Roy... but don't be fooled: he gives it 100% concentration. Malcolm Ross was the next pilot, being a dyed in the wool team race man who does F2B for fun although I can see a bit of competitiveness creeping in these days... welcome to the fold, Malcolm! Geoff Tennant was the last pilot. Geoff is ex-team race and from New Zealand, where he was the best in his country. (Didn't you know? We have some *good* modeling history in the Barton club).

And so the day carried on, with no major incidents. Most people scored well in early flights and got slightly worse as the day wore on – possibly from tiredness – but Rob Kitley, John Alcock and Malcolm Ross improved their scores (so now I want some of the same tablets they use...). **RL**

Pos	Name	Score
1	C.W. Draper	3802.0
2	R. Kitley	3795.5
3	R. Cherry	3726.0
4	B.P. Robinson	3704.5
5	J. Alcock	3182.0
6	G. Tennant	3179.0
7	M. Ross	2918.0

Judges for the day were Jeff Smith and Dot Dickinson. Dot was filling in for John Bonner, who had been called in to work on an emergency.

RAY LLOYD'S TUCANO



Span 60", 62oz, Super Tigre 60, 13.4"x5.9" Yatsenko prop, original airfoil foam wing, swept forward flap hinge-line. Just look at that shine!

This is to Ray's own design, the lines based on an Airfix kit, and all went well on the first flight on Sunday, 13th Nov 2005. Unfortunately, its *last* flight was only shortly after on Thursday 17th, when a lead-out broke at the *soldered* joint between the stranded cable and the piano wire end connecting it to the steel bellcrank. Rebuilding is under way but rather tedious. Ray is pondering reverting to Brodak lead-outs.

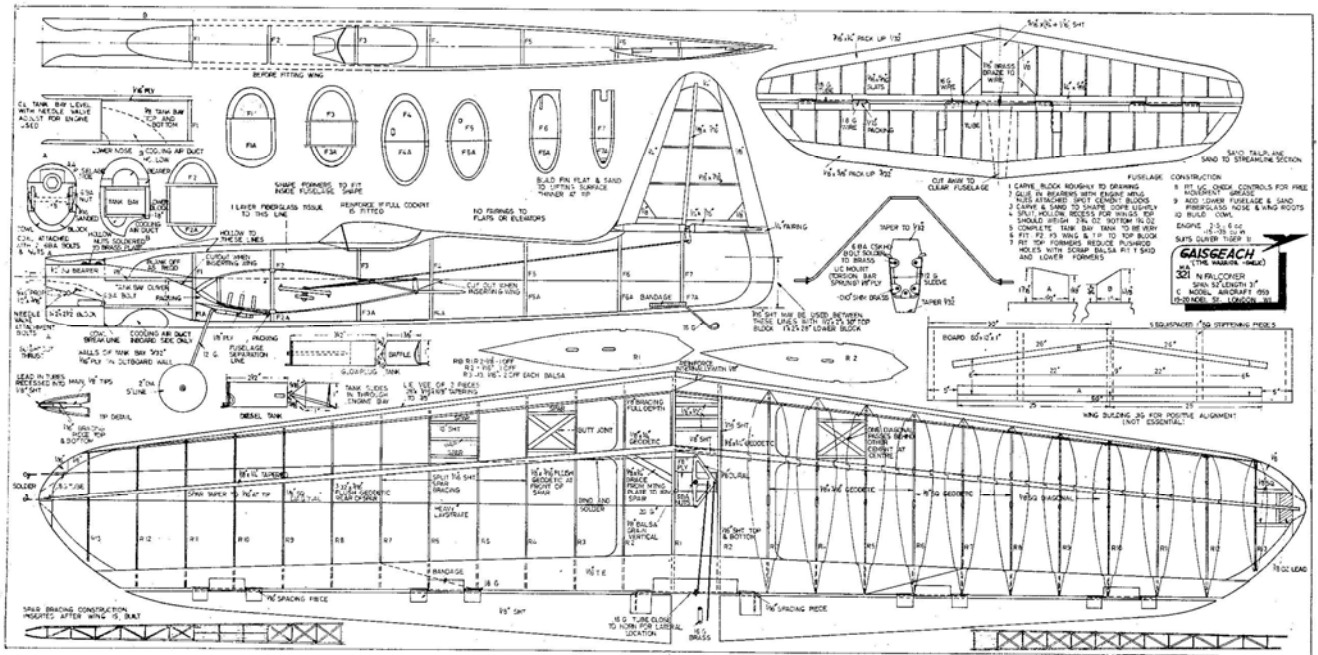
NOEL FALCONER



Noel Falconer at home with Dave's Jamison Special

Dave Roberts writes: Whilst in France I bumped into Noel Falconer, who now lives there. He invited Sonia and me over one evening and we had an interesting time. A stunt flyer in the late 50s and early 60s, Noel had things published in the mags of that era. I was merely a fledgling then but clearly remember chatting to him at the Nats and other comps. Many of our older members will remember him, I am sure.

During the evening, Noel gave me an old Merco 49 and a chromed ST60 (which I subsequently found was minus a conrod and is now with Mick Wilshire for fixing). Both look as though they will be excellent additions to my own stable of stunt motors. **DR**



GAISGEACH – in spite of its quite striking appearance, reminiscent of the Westland Wyvern naval fighter, you don't see too many of these around, possibly because of the initially off-putting hollow log fuselage construction! It was designer **Noel Falconer's** aim (successfully achieved) to incorporate every contemporary refinement he could think of - slotted flaps and elevators, torsion sprung undercarriage, precision control system, special removable tank, lifting section fin, built-up cross-braced spar, wing jig etc.

Intended for the Oliver Tiger and satisfactorily flown with an OS Max 35 - but best suited to a 3.5 cc Tiger-based "special" - *Gaisgeach* was but a few sq. ins. over 3 sq. ft. wing area for a quoted best weight range of 28-35 oz. Although the wing aspect ratio is over 6:1, the general proportions seem about average for its era. (The Aldrich full-fuselage *Peacemaker* stunter was a contemporary). Note (a) the purpose-made bellcrank is only 2" and (b) full travel is 70° at the elevator and 42° at the flap.

It is interesting now to observe that when this up-to-the-minute design appeared in the January 1960 issue of *Model Aircraft*, it was along with the first test of the then still newish orange-head Merco 35, of which it might fairly be said it had a rather more direct influence on the future of British stunt!

"Gig" Eifflaender

As this issue was being closed, Ray Lloyd passed on the sad news that Gig, at the age of 82, had died peacefully in his sleep on 1st December, a huge loss to Tony and family and to modellers worldwide. Not just a great aeromodeller himself, Gig's products had an impact upon every facet, whether CL, FF, RC, scale or vintage.

NOTICE BOARD

28th December "Cold Turkey" Comp

Barton B racing has been added to usual British Goodyear and Mini Goodyear. Club Speed will be run if time allows. All commences at 10.00 am. Consult Malcolm Ross (0192 576 6610) if unsure about line lengths applicable. *[Bring your own turkey!]*

13th January Club Meeting – Bring & Buy!

This will be a table-top Bring & Buy event in the Barton club house. Tables available at £2 each. Members are urged to bring lots of cash *[What, in January?]* as there is sure to be lots that they will want to buy to get their season off to that good start.

10th February Club Meeting – Live Demo!

Mike North will be showing how to cover wings for racing models in glass cloth and epoxy. A live demo is promised - honest! *[Twenty determined volunteers required to unstick the tables and chairs afterwards.]*

More Barton Competitions Wanted!

Ray Lloyd reminds the world at large that there are vacancies to be filled on the Barton circles calendar. It is suggested that one extra competition per month could easily be organised at Barton by external bodies. *Interested?* Contact Ray now! (01706 212184)

THE XMAS BUFFET

It's on **THURSDAY 15th DECEMBER** and will comprise a hot carvery and cold buffet, mince pies and coffee, all in conjunction with PFA members in the Barton clubhouse. **Tickets £6** from Brian Winstanley (Tel: 01254 52196). Let Brian know during the **week ending Saturday 10th December** if you wish to partake!

BMFC ANNUAL GENERAL MEETING 14th October 2005

Chairman Geoff Tennant being in New Zealand, **Ken Morrisey** deputized and delivered Geoff's report, the gist being that things were going well for the club. Attention was drawn to the long and valuable stint by retiring *Secretary John Whiteside* and especial mention also made of the stout contributions of **Ian Taylor**, and **Brian** and **Pat Winstanley**. The future implications of having a new landlord were referred to.

Treasurer Pat Winstanley's report was given by **Brian**, who ably explained the details of the year's accounts (and answered a question from **Graham Pile** about an item of repayment of loans).

Safety Officer Tom Hughes declared that the last year had been the best ever from the safety aspect – which prompted **Jim Hatch** to ask (much to the audience's glee) whether **Tom** was not aware of **Jim's** having been 'shot in the leg' on the airfield by a ricochet from a speed model?

Malcolm Ross' PR Officer's report referred to the two BMFA competitions that had been held at Barton during the year and looked forward to the 2006 Barton BASH on 13/14th May. He also announced that a memorial tree tag had now been provided by Dave Campbell's parents to add to the permanent memorial on site.

Mike Broadbent's continuing indisposition was lamented in connection with *Social Events* and with which he had formerly been so active. (Get well!).

Flying Site Manager Ian Taylor was terse and to the point: "Would all members please take home with them from the field all of their rubbish *and tools* (including handles of every description)."

The circles' *Competitions Coordinator Ray Lloyd* echoed the general sentiment that all was going well but noted that there were still openings in the calendar for more events to be run (for those who wished to take on the challenge of organization).

Following the various reports, **Len Morrall** proposed a vote of thanks to the Committee and this was given by unanimous acclamation.

To fill the two vacant posts, the following nominations were unanimously accepted:

Secretary: **Malcolm Ross** (formerly PRO)

Public Relations: **David Goddard**

Social Events: **Len Morrall**

It was trophy time and **Ken Morrisey**, in ebullient mood, reminded everyone of the recent British (and Barton) successes at the Euro Champs and GB Nationals. Special mention was made of the successes of **Mike Whillance** (also in the GB team for Valladolid in July '06 – whilst the mention of his pitman **Pete Grange's** name brought the loudest cheer of the evening) and those at the Nats of **Bernie Langworth** and **Len Morrall**. **Ken** then presented **Mike Whillance** with the *Barton Club Championship Trophy* for 2005. For his work on site maintenance, **Ian Taylor** was again adjudged the most deserving recipient of the *Fred Holden Memorial Trophy*. Observing that all of the previous Juniors had now grown up, **Ken** announced the decision not to award the *Junior Trophy* for 2005.

Brian Winstanley's announcement of the Committee's proposal to increase annual membership subscriptions by £2.50 led to animated discussion. After **Brian** and other officers explained that the Committee was satisfied that this would be sufficient for the club's needs in the immediate future – even though an increase in the landlord's "airfield utilization fee" (= rent in Anglo-Saxon) might be inevitable in a few year's time when the matter would need to be reconsidered - a counter-proposal by **Jim Hatch** for a "more prudent" increase of £5.00 was emphatically rejected by a show of hands in favour of the £2.50 accepted.

Thus ended a good natured and light hearted occasion (and how often can you say that about a model flying AGM?) until a year's time in October 2006. The clubhouse bar being closed for the evening (as now seems habitual), a final word of thanks must go to **Brian and Pat Winstanley** and **Ray Lloyd** who brought along light refreshments for the members' enjoyment.

CLUB SUBSCRIPTIONS FOR 2006 They are now overdue!

Pat Winstanley would like to remind those of you who have not yet paid your Barton MFC and BMFA membership fees that this should be done at the earliest opportunity. (*No fees + no insurance = no flying!*). Cheques are payable to Barton MFC.

2006 Barton MFC Fees

Full Member: £37.50 Country Member: £17.50

Junior Member: Free

2006 BMFA Fees (Insurance)

Senior: £26.00

Family (+ Partner): £16.00

Junior: £14.00

Family (+ Junior): £10.00

TOM HUGHES ON STUNT ENGINES

Barton Club Meeting 11th November 2005

A full house sat down to hear **Tom Hughes** expound upon his favourite topic, "*Stunt Engines*" (up to 1958, that is!). It takes character to face the joshing and badinage from such an elite assembly but Tom is not easily deterred and soon had all enthralled by his quick-fire display and assessment of some sixty-plus examples of vintage hardware, some being types hitherto unseen by those still looking forward to early retirement.



Tom gave a résumé of the history of the usage and development of control line stunt engines in the UK (and, inevitably, the USA), choosing to start with the Ohlsson & Rice 60 'sparkie', as used in Dennis Allen's *Boxcar*, and the front induction O & R 23 (intake half-blocked with wood) that he had brought along still mounted in his never-was-finished *Whatsitsname?* in the picture above.

Others followed in rapid succession: spark ignition Super Cyke, Anderson Spitfire 65 and two front and rear induction Attwood Champions (more power than a Mac 60, said Tom) [*but what of the Glo-Devil? Ed*]. A De Long 30, as used by Ron Moulton both in his *Playbox* and for team race, followed by an Attwood Triumph 51 – "the last and best of the sparkies".

Tom switched to glows with a brace of two-bolt Fox 35s and a Fox 59 [*not an early one. Ed*] – the latter "still popular", said Tom. Via the McCoy Sportsman 19, we arrived at the McCoy 35 Red Head, "still very good for vintage stunt" insisted Tom, who outlined early problems with their piston-liner metallurgy. Clarence Lee's Veco 61 was next to be shown before Tom spoke about British diesels.

After early models of the ED Racer, Tom turned to the Elfin 2.49 as used in Alan Hewitt's Nats winning *Ambassador*. The Amco 3.5 PB was followed by the quite different BB: "a good engine!". Tom moved to another early GB Nats winning engine, an ED Mk II fitted with a Comp Special head. (Think *Kandoo* and Pete Cock!). A 5cc K Vulture Comp Special wrapped up the diesels.

Although he didn't have a Yulon to show, Tom did have a Mk.1 (thin lug) Frog 500 and a Mk.2 thick lug 500, the latter having a much needed thrust bearing that promoted smoother running. The 10cc Nordec was inspired by the McCoy 60 but only the later Mk. 2 Special rivaled the McCoy for power.

Tom's original Merco 35s with orange and red heads were a 1958 design but his Micron 28 dated from 1949/50. Many would consider Tom's Super Tigre 46s, next to be shown, to be the real classic stunt engines. Much more of a rarity, the successful MVVS 35 was based on a speed motor crankcase, modified for stunt use and only 22 were made – surprisingly, Tom *doesn't* have the other 21!

Rounding up with Japanese products, the original OS Max dating from 1952/53 had opened eyes. However, the OS 49 was less successful and soon replaced by the OS 50, but neither a match for the Merco 49. (At this, **Dave Roberts** produced his original Noel Falconer Merco 49 [*Read Daves' French travels*] that he regarded as still being an excellent choice today and was looking forward to using).



Tom, are you quite sure they've never been used?

Honestly! They got all those marks when they fell off the back of the lorry!

CONTACTING CIRCLE TALK NEWSLETTER

Re editorial: Peter Branigan Tel: 0170 483 4224
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E-Mail: peter.branigan@btinternet.com

Regarding newsletter printing and distribution:
Brian & Pat Winstanley Tel: 0125 452 196

2006
BARTON
BASH
13th & 14th May

THE CONTROL-LINE
EVENT OF 2006!

Barton Airport
Eccles, Manchester
On A57 near M60 Jct 11

SATURDAY (from 9.30 am)

- ❖ British Goodyear; Mini Goodyear
- ❖ F2C-N Team Race; Club Scale; Carrier
- ❖ Vintage Stunt; Peacemaker Stunt
- ❖ Barton B (Heats); Club Speed (1.5cc)
- ❖ Weatherman Speed (Peterborough Rules)

SUNDAY (from 9.30 am)

- ❖ F2B Aerobatics (NEW for '06!)
- ❖ Vintage Team Race (½A/A/B); Barton B
- ❖ Phantom; Carrier Weekend Workshop
- ❖ Barton Swap Meet (£2 per pitch)

TRADE STANDS and/or CAMPING: £5 for weekend

PLEASE NOTE THE FOLLOWING!

- BMFA Insurance *ONLY*
- All pilots *MUST* wear wrist straps
- Pre-Entry Advisable

FOR MORE DETAILS, CONTACT:

Malcolm Ross 01925 766610 **Geoff Tennent** 01200 424114
Brian Winstanley 01254 52196 **Ray Lloyd** 01706 212184

BARTON MFC Who's Who?

Hon. President:

Brian Winstanley Tel: 0125 452 196

Chairman:

Geoff Tennant Tel: 0120 042 4114

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Ian Taylor Tel: 0161 865 4602

Hard Circle Development Officer:

Ken Morrissey Tel: 0161 437 9794

Barton Events Calendar:

Ray Lloyd Tel: 0170 621 2184

Social Events:

Len Morrall Tel: 0170 634 4495

Safety Officer:

Tom Hughes 0796 995 3889

Club Photographer:

Fred Hall Tel: 0161 748 4391

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.