

FEB 2006

News from
Barton MFC
Lancashire Aero Club
Model Aero Engineers

Circle Talk

Free to club members

Volume 8 Issue 1

www.controlline.org.uk

BARTON MFC **C/L DATE CHECK**

2006

MARCH

10 Barton MFC
Club night

26 Oakington
½/A/B VTR+Barton B
All Vintage Speed Classes
Incl Phantom+Weatherman

APRIL

14 Barton MFC
Club night

16 Barton
BMFA Centr F2B/F2C

16 Oakington
½/A/A/B VTR+Barton B
All Vintage Speed Classes
Incl Phantom+Weatherman

30 Cranwell
BMFA Centr F2B/F2C

MAY

12 Barton MFC
BASH preparations

13/14 Barton BASH
Usual BASH events
+Weatherman Speed (Sat)
+F2B/Class 2 (Sun)
Swapmeet (Sun)

21 Oakington
½A/A/B VTR+Barton B
All Vintage Speed Classes
Incl Phantom+Weatherman

JUNE

2/4 Nottingham
CLAPA Championships



10% Nitro/90% Adrenalin... it's 'Barton B'!

Using John Bowman's camera and near-perfect timing, photographer Ian Reid captures the tension as engine man Ken Morrisey (Barton) and battery handler John Bowman (Rhyl) pit for pilot Derek Heaton's 'Barton B' "Rocket", the three making up the winning Heaton/Morrisey/Bowman team at Barton MFC's "Cold Turkey" day on December 28th. Full results and report by Malcolm Ross of this successful meeting can be found inside, as can Malcolm's definitive version of the 'Barton B' team race rules announced for 2006.



The two evocative photos on this page are courtesy of John Bowman and Ian Reid of Rhyl MFC.

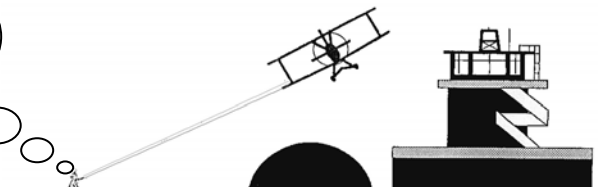
IMPORTANT!

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

Is this the secret of eternal youth... or simply arrested development?

[Quot. from Joe Wagner]



CLUB NEWS

Tony Pomfret †

An enthusiastic Barton MFC member until quite recently (and also an amateur radio ham), Tony Pomfret died suddenly on 2nd January aged 61. Having suffered a heart attack just before Christmas, Tony emerged from hospital care only to sadly succumb to another more serious attack at his Atherton home.



Always the most affable of companions, Tony made light of his disabilities and because of which latter he was invariably accompanied by son Mat when on the field at Barton. Here it was that John Whiteside captured him [centre above] in happier times enjoying the company of Tom Hughes and Ian Taylor. All at Barton will want to offer their condolences to his wife Christine and family.

IMPORTANT NOTICE

Site Security

Because of continuing concerns about the security of the Barton control line site (especially trespassing by non-members), the Committee have instituted the following additional operating rules:

- a) **Barton MFC Membership Cards to be carried at ALL times.**
- b) **The Gate Code (combination lock) for the control line site to be changed at a future date. Members to be notified of change by newsletter. (New Gate Code may then be obtained in person from a Committee Member. The Gate Code is secret and is NOT to be divulged to any non-member.**
- c) **The gate to be locked after entry by EVERYONE (as well as upon exit!).**

Members should also note that airfield security staff have been instructed to check the identity of anyone with whom they are not familiar.

BARTON COLD TURKEY DAY

Wednesday 28th December 2005

Tarmac Circle Racing

BRITISH GOODYEAR RACING (7 entries)

Pos	Team	Heat 1	Heat 2	Final
1.	Eifflander/Eifflander	4.30.7	46 laps	9.35.7
2.	Hart/Hart	4.55.9	4.49.8	10.03.5
3.	Barker/North	6.17.0	5.00.3	11.55.1
4.	Court/Court	Retd	5.13.0	
5.	Daglish/Bellamy	5.24.9	Retd	
6.	Toogood/Pinkerton	Retd	5.59.0	
7.	Pinkerton/Lipouski	Retd	Retd	

'BARTON B' TEAM RACING (6 entries)

Pos	Team	Heat 1	Heat 2	Final
1.	Heaton/Morrissey/ Bowman	3.34.1	DNF	8.04.0
2.	Barker/North	3.25.6	DNF	125 laps
3.	Toogood/Ward	3.50.3	3.36.6	91 laps
4.	Langworth/Broadhead	3.45.3	3.44.1	
5.	Morrissey/Ross/Bowman	33 laps	3.46.7	
6.	Ross/Tennant/Lloyd	3.55.6	3.50.4	

Grass Circle Racing

MINI-GOODYEAR RACING (9 entries)

Pos	Team	Heat 1	Heat 2	Final
1.	Daglish/Morrall	4.12.4	DNF	8.52.4
2.	Broadhead/Langworth	6.04.3	5.02.8	10.14.0
3.	Barker/North	6.17.0	5.00.3	10.34.7
4.	Eifflander/Eifflander	5.20.1	5.36.8	
5.	Hart/Hart	5.27.0	5.36.8	
6.	Court/Court	5.36.0	6.06.6	
7.	Pinkerton/Lipouski	Retd	5.59.9	
8.	Fitzgerald/Winstanley	6.01.3	6.52.0	
9.	Sharpe/Bellamy	92 laps	65 laps	

Malcolm Ross reports:

What a day! There must have been 70-80 people on the field by mid-morning!

I arrived at 9.45 am to find a hard frost with some ice on pools in the centre of the hard circle. However, the addition of a load of rock-salt had things thawing out a little by the time people wanted to try out their racers. It was good to see some "lads and dads" teams in the results so do let's hope this continues to echo an upsurge in interest throughout the coming season!

The events on the hard circle were British Goodyear and Barton B, with Mini being held on the adjacent grass circle area. Even at this time of the year the field was in excellent condition, thanks to the efforts of Ian Taylor, our ever present groundsman.

Barton Cold Turkey Day (Cont'd)

As shown by the listings, British Goodyear had a healthy entry and this was the first event up to blow the cobwebs away, these latter evidenced by the first heat, with some rusty settings and Xmas-tired teams! Never mind, things were soon to perk up as Tony and son Chris Eifflaender led the way. Good racing ensued thereafter and the final line-up resulted in a win for 'team Eifflaender', followed by 'team Hart' and, running third, Barker/North.

Then it was on with the "Bs". Practice showed all models to be very close on airspeed (because the motors are so even!) and it was going to be down to pit technique and gremlins to decide who would come away with the top honours. It was good to see some of our aerobatic flyers with a racing entry, in the shape of Ross/Tennant/ Lloyd, who were having a go. (Their engine seems to be a tad slower than the others but pitting skill was definitely on a par with the buffs!).

As the results reveal, a close series of heats took place, with good times posted. Now all we need is another 25 or more entries from the people who bought engines last year [=53! Ed.] and we really will have a contest! The 'BASH' and 'Nationals' are the main venues - plus others - so let's see all those people out on the field with models, not talk!

The final was full of incident as all three teams experienced problems of one sort or another, thus making it a great race to watch. Eventually, the very lean-running Irvine 25 of Heaton/Morrisey/Bowman triumphed.

Over on the adjacent grass circle, Mini-Goodyear produced a series of well-spread heats with the very completely home-made PAW of Messrs. Daglish/Morrall up there in top slot. (Many are questioning this team's approach with special engines and a mooted "experts special" class for them looms upon the horizon!).

The day finished as it began, with ice forming around 3.00pm, and so it was off home for a warm - or a long drive up the road to Scotland or down to the Midlands for some! Thanks to members for coming and thanks to Roger Reece and Malcolm Ross for running the meeting... and see you all on **27th December 2006** for the *next* 'Cold Turkey' day.

*Many thanks to Malcolm Ross for compiling and submitting the above results and report for **Circle Talk**.*

Fred Hall took his camera along too



GIG EIFFLAENDER †

A personal memory of Gig ... by John Whiteside

I first was made aware of the PAW marque when two 19Ds tied for first place in Combat at the 1962 Nationals. Combat fliers had noticed that a good 19D was more than a match for an Oliver in SMAE combat (then up to 3.5cc). As combat was my passion at the time, I immediately got on the bus to Preston to visit Harry Welch models to get one. It revolutionized my combat flying as I had been using ED racers up to then. Little did I know at that point just how much the marque would become entwined with my next 40 odd years of modelling.

As a young pretender, ably assisted by ELMAC combat fanatic Arthur Garnett, I flew the PAW at Woodford at the then Stockport Advertiser Rally and did fairly well... at least I got past the first round!

Soon afterwards the FAI 2.5cc ruling came in and I naturally collected a PAW 2.5cc. or two, this time from Wolstenholme's shop in Accrington. (I only used good Northern gear!). What a disappointment - my models trailed behind even old stock Olivers and, when I did do well, a contact with terra firma was costly in ground time as the PAW couldn't match the legendary one flick re-start of the Ollies.

My father watched my frustration and suggested I phone PAW and ask for ideas. Gig was very approachable and very enthusiastic and duly agreed to build me a pair of special 2.49s tuned and developed to the highest point and guaranteed to start first flick.

Some weeks later they were ready and father and I drove to Macclesfield, only to be surprised when the address, "Field Bank", Chester Road, turned out to be a large, very grand country house.

I approached the front door with trepidation and resolved to explain that I was lost and wanted to find Progress Aero Works. The door was opened by a distinguished elderly gentleman who showed us into a large imposing room - I think there was a grand piano in there - and we were asked to be seated to await Gig's appearance.

The ambience was very fine and I could not believe it when Gig appeared, with trademark glasses and thinning hair. He had on a white shirt, a black engineer's apron and hands that had only been recently degreased. His energy and enthusiasm quickly became apparent as he led us through the perfectly manicured grounds to the "Summer

House", which in its time had been a grand Victorian affair.

We were greeted by a hive of industry with several chaps working away on machines of all types and turning out bits for PAWs. A guided tour followed and the various processes were explained... I was in awe at being in the PAW nerve centre and could not get over the knowledgeable, enthusiastic and energetic style of Gig.

Soon we came to the test area, a greasy, well used spot with a tin duct to the outside air. My new engines were taken from the little boxes, removed from their tissue and cellophane wrappers (no polythene bags then) and fitted in the test stand.

Gig reached in to an old brown cardboard box with dozens of props inside, chose one and, having fitted it, deftly flicked my new motor, which sprang into life with an alarming crackle and was soon howling like a banshee. The tacho was offered up and I couldn't believe the increase in revs over my old PAW 2.49.

Next he stopped it and invited me to start it. Of course I shaped badly under the gaze of the master. "Look, look" he said. "You are standing all wrong. No wonder your fingers are in a mess!"

"Move to here" he said and, waving his fingers in a circle which ran at an angle to the propeller arc, urged "flick like this and it will never bite you!" I did as I was told and was soon flushed with success. He repeated the performance with the second motor and the tacho showed less than 50 rpm difference. Finally, I was shown how to mount the motor and, when I asked about prop balancing, he said it really wasn't worth the bother with a commercial 8 x 6 nylon - despite what I had read in the bible (*Aeromodeller*)!

I rode home with my head in the clouds and with the maestro's words ringing in my ears. I kept opening the boxes to examine my new jewels - I was loaded up with all the needle valves, props and fuel tubing I would need. (If he said I would need it, I bought it; he could have sold me anything that day!).

Those engines served me very, very well, at a fraction of Ollie, prices until the Copeman Ollies appeared. I bought several more too and loved their rugged nature; I never broke a crank or really wore one out despite putting gallons of fuel through them.



John unearthed this 1952 picture of the Congleton MAC with 'Gig' at rear right holding that familiar stunt model.

I packed in Combat in the early 1970s soon after getting married and did not think of PAW again until my own boys were of an age to want to fly. Sadly now, I remember that I traded some of my favourite PAWs in at Roland Scott's model shop at Bolton in order to fund my first foray into radio control.

In about 1980 I purchased a PAW 1.49 for my boys from Charlie Jackson at Ashton Models... like the rest of you, I still have it! We built a trainer and off they went but after a visit to Three Sisters they wanted to fly combat. The 1.49 was never very good and soon became tired so a quick phone call to Gig and off we went again to the relocated business at Hobson Mill, where he offered us two 1.49s that he could vouch for. Once again we were treated to a look around, which the boys loved, and to wise words of encouragement for them from the master. They had huge pleasure from these two little motors... eventually learning to start them!

In the intervening years I admit to having bought one of each of the new motor sizes as they were developed, even though some have not been used, just for the pleasure of that visit to the factory and a chat with Gig. I bought one of the first 29s and Gig even *gave* me the correct wood propeller for a stunt model, one of Tony's used ones he said, but a treasure indeed and which suited the engine perfectly.

I have used my PAWs in free flight models and my first successful radio model even had an FAI combat special in it, happily lugging a big prop. Everything else about the venture was new and untried but the engine was known and reliable and that led to success.

Again I had a lull in control line activity lasting from the late 1980s until the inception of Barton and then, in 1999, Trish decided that she wanted to fly Mini Goodyear. After a quick phone call to Tony, off to Macclesfield we went one Saturday

morning to pick up new motors and some lines that they were producing.

Knowing Paul and Tony were now fully employed in the business, I was surprised to find only Gig there, looking older and a little infirm but still as enthusiastic as ever. I had a very enjoyable hour or so receiving chapter and verse on making line ends (with a demonstration), sketches for the best tanks and bags of real know how. Oh... and a chrome combat 2.49 motor that he knew I couldn't resist! I left having willingly parted with a lot of hard-earned cash, along with that warm glow that only Gig could impart whilst relieving you of it!

So it was with great sadness I heard on the Barton grape vine that Gig had died; I guess we all expected him, like his engines, to go on for ever.

You will all know of the history of the marque and of the efforts of Gig in stunt in the 1950s, of his re-bore service (heralded by a long running advert in *Aeromodeller*), and of the beautiful engines he produced with those "oh-so-sensible" long mounting lugs - I still think they "look right" and it is a well known engineering maxim that "if it looks right, it will be right"! Perhaps the early straight venturi models from the master's hand will be treasured more now instead of being left at the bottom of the drawer, caked in castor.

Gig - along with Ron Moulton, John Oliver, Ron Irving, Dennis Allen and a select few others - had an amazing effect on post-war modelling in this country by enabling us all to realize our dreams of reliable powered flight. His efforts have been instrumental in giving pleasure to thousands, old and young.

He will live on in our memories, as will his engines. Hundreds were made, but for me the ones you collected face to face were always better... they were infused with Gig's magic. I salute the memory of him and join with you all in offering his family our sincere condolences. *JCW*

WANTED!

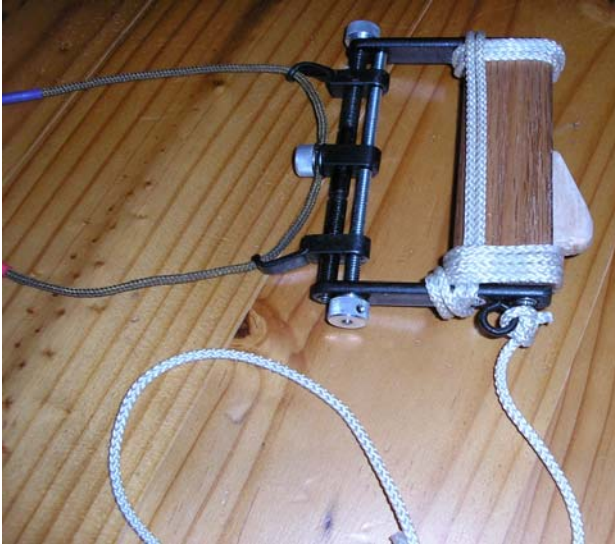
*Sensibly priced PAW 19 TBR
Required for racing use
Brian Winstanley Tel: 0125 452196*

Contributors to this issue include: Frank Lee; Ray Lloyd; Dick Roberts; Malcolm Ross; Windle Smithers; Geoff Tennant; Pat & Brian Winstanley; John Whiteside. Picture credits: John Bowman/Ian Reid [Cover]; Fred Hall [Page 3]; Ray Lloyd [Page 6]; Pat & Brian Winstanley [Page 9]; John Whiteside [Pages 2 & 5].

ROUNABOUT... with Windle Smithers

The ever industrious Ray Lloyd has kindly provided details of his latest stunt handle.

Ray writes: My new handle is fully adjustable in flight for line length and spacing. The top knob alters line spacing via the front bar (the bottom half of this is left hand thread) and the bottom knob alters line length by running the centre clamp up and down.



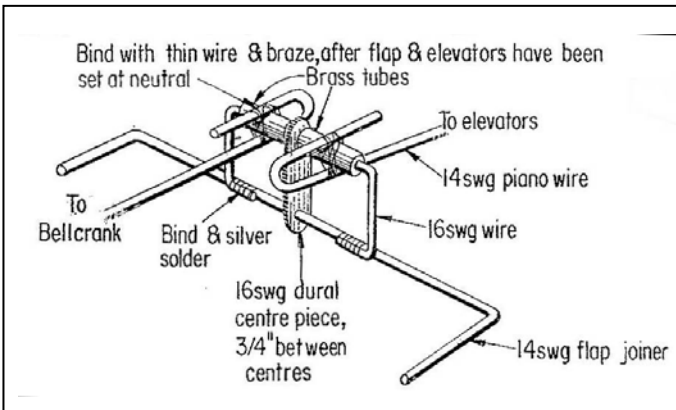
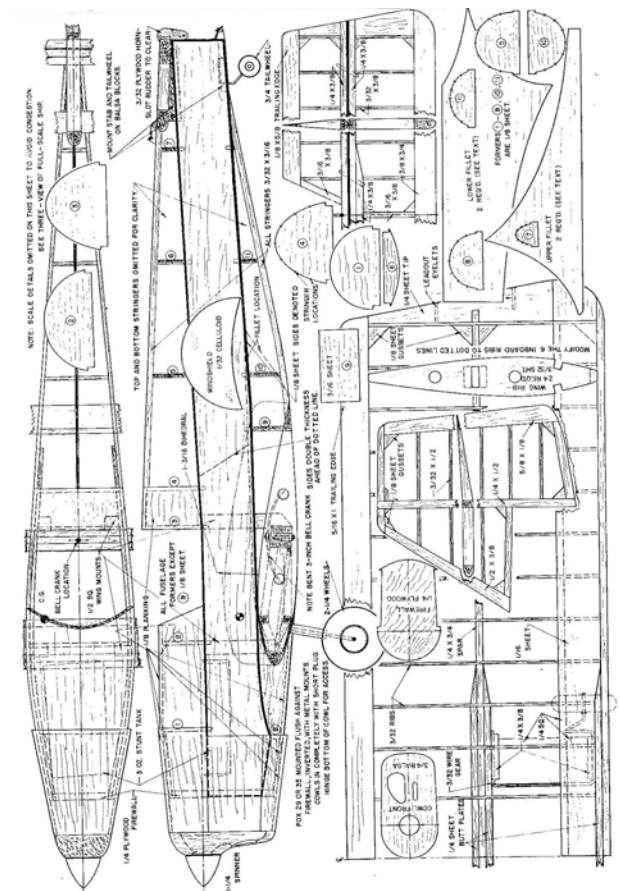
I consider a fully adjustable handle is vital if you fly a lot of different models as I do but I do have to keep records of settings for each model - and that also includes fuel type and quantity, type of glow plug, make and size of prop, rpm at release, line length and wire gauge.

The cord to the lines is Kevlar and tremendously strong as well as zero stretch. The cord binding on the handle gives me a better grip and the little nose on the back of the handle fits snugly into the heel of my hand.

You could do something much simpler but it wouldn't be half as much fun to play with between the round eights and the squares! **RL**

Scale 'Topsy Junior' by W.S. Blanchard Jr.

Although APS published an Elfin 1.8 *Fairy Junior* in the '50s, this obscure Woody Blanchard scale stunter (from MAN Nov '52) is slightly larger at 375 sq. in. and sports a radially mounted Fox 29/35. (Wing mounting, with 1/2" sq balsa uprights, is of some curiosity). Even with 14 coats of dope the weight was a mere 24 oz and because of which the designer claimed it would do the full 1952 AMA pattern with ease. (This was back in the days when CL Scale comps in the USA required you to "do the book"). Although Blanchard's name was more usually synonymous with free flight competition, this was one of the models used to help him amass enough points at the '52 US Nats at Los Alamitos to be crowned National Champion.



Rather interesting detail here from Clemente Cappi's excellent Heinkel Stunter plan (*Aeromodeller* Sept '69, Fox 35) illustrating the flap horn linkage adapted from a standard Veco-type horn assembly. Okay, if you (a) are adept at brazing in confined spaces and (b) can avoid torching the airframe!

[Malcolm Ross won this APS drawing as the final prize on offer in the raffle at the enjoyable Barton January Swap Evening and immediately tossed it to the Editor, saying "Here, I'll never get around to building one!"]

'BARTON B' RULES CLARIFICATION

...by *Malcolm Ross*

To set the record straight for everyone interested in 'Barton B' racing, Malcolm Ross has provided a much needed clarification of the rules for this popular event as there appear to have been at least three sets of rules in circulation, albeit each with minor changes. Malcolm advises that the following are the definitive regulations that will be used from now on (March '06).

'BARTON B' TEAM RACING

This class was inaugurated to celebrate the construction of the first permanent circle at the Barton Model Flying Club flying site at Barton Aerodrome, Manchester, UK.

Other than for safety reasons, the rules for 'Barton B' Team Racing may only be altered with the approval of the Barton Model Flying Club.

The Dave Campbell Memorial Trophy will be awarded to the winner of this class at the BARTON BASH contest each year.

Objectives

- To provide a challenging racing event that may be easily flown "three up" and which employs relatively inexpensive and easily constructed control line racing models.
- To provide an interesting racing class that competent beginners can join in, using simple equipment and one make of unmodified engine.
- The models to be easily recognizable as scale-like racing aircraft; no flying wings or pod and boom designs will be allowed.
- To encourage good craftsmanship, fair sport, team work and safe operation and flying.

Racing

- Race conduct will be in accordance with that set down in BMFA general team race rules.
- Teams may consist of up to 3 people.
- Heats to consist of 75 laps.
- Final to consist of 150 laps.
- Warm up at start to be 1 minute.
- Cool down/adjustment period to be 30 seconds.
- The control system will be subject to a pull test of 20x the model weight.
- A strap attaching the pilot's wrist to the handle must be fitted during all flights.

Model Specifications

- Any Class B or scaled-up Class A model design published before the end of December 1965 or scale models or original designs along contemporary pre-1965 lines.
- Models shall have a clear cockpit and carry a pilot.
- Minimum projected wing area outside of the fuselage area shall be 125 sq inches (8.06 dm sq)
- Maximum fuel tank capacity shall be 30 cc.
- Minimum depth of the fuselage at the cockpit measured from the top of the pilots head to the bottom of the fuselage shall be 3.75 inches (95.25 mm)
- Minimum width of the fuselage at the cockpit shall be 2.00 inches (50.80 mm).
- Conventional two-wheel undercarriage to be used with a minimum wheel diameter of 1.75 inches (44.45 mm).
- No hot glove connections and only hand-held squeeze-bottle fuelling.
- A working fuel shut-off must be fitted and may be used in the race.
- The use of modern materials in high stress areas to improve safety and longevity is permissible but all-moulded Kevlar/Carbon Epoxy etc models are not.
- Lines shall be 0.018 inch (18 thou) stranded wire, 56 feet from the centre of the model to the centre of the handle.
- Models shall be brightly coloured and have BMFA competition numbers at least 1" high on the outboard wing.

The Engine

- Any *Irvine 25* standard glow plug motor with a factory made 'Barton B' venturi may be used.
- Only the red/gold anodized Irvine venturi may be used. (This can be ordered as part no. IRV 20-3240).
- No modifications, blue printing or specialized bearings may be used.
- A small amount may be machined off the exhaust stack to allow easier installation but the engine must still be capable of having the original silencer mounted by the original means.
- Additional head shims may be fitted to adjust the compression ratio. (These can be ordered as part no. IRV25-3065).
- Propellers must be either *APC* or *Graupner 8"x 8"*. No modifications are allowed except to balance (on **one** blade only).
- Fuel shall be 10% nitro/synthetic oil, as supplied by the manufacturer (*Irvine*). All competitors shall use the same fuel as supplied on race days.

WEATHERMAN SPEED (Peterborough Rules)

Dick Roberts announces: For the 2006 season we (at Peterborough) are aiming to promote a low key competition for models from the past. This time the model is a real classic from 1948 and the idea is to run five distinct classes, starting with the original Mills 1.3 engine and going up to a maximum of 5cc. Timed from a standing start, this will be a form of "Proto Speed" event.

Model: Cyril Shaw's "Weatherman" (as published by Ian Allen).

To be built as plan, with no scaling down, although wing area can be increased if desired.

Mandatory: 1¼" dia spinner; 2 x 2" dia wheels; bellcrank fastened to hardwood spar built into wing; undercarriage approximately as plan; external controls.

Engines

Class I: Mills 1.3 diesel only; all variants and replicas.

Maximum weight = 1 lb.

Class II: 1.5cc; any commercially produced diesel or glow engine. No performance enhancing exhaust systems or extensions.

Maximum weight = 1 lb.

Class III: 2.5cc; any commercially produced diesel or glow engine. No performance enhancing exhaust systems or extensions.

Maximum weight = 1 lb.

Class IV: 3.5cc; any commercially produced diesel or glow engine. No performance enhancing exhaust systems or extensions.

Maximum weight = 1.25 lbs.

Class V: 5.0 cc; any commercially produced diesel or glow engine. No performance enhancing exhaust systems or extensions.

Maximum weight = 1.5 lbs.

Fuel System

All Classes: Suction only. (NO crankcase pressure; NO bladders).

Propeller

All Classes: Any commercially available; wood, plastic, carbon, etc. (NO metal).

Timed Distance

Class I: ¼ Mile from standing start.

All others: ½ Mile from standing start.

Handle to be on pilot's chest or chin by end of first lap.

Control Lines

All classes are two-line only, lengths as shown below:

Class I: Length 35' 0" from centre of model to centre of handle, giving 6 laps = ¼ mile.

Class II: Length 42' 0" from centre of model to centre of handle, giving 10 laps = ½ mile.

Class III: Length 46' 8" from centre of model to centre of handle, giving 9 laps = ½ mile.

Class IV: Length 52' 6" from centre of model to centre of handle, giving 8 laps = ½ mile.

Class V: Length 52' 6" from centre of model to centre of handle, giving 8 laps = ½ mile.

Line diameters

Classes I to IV: 0.012"

Class V: 0.016"

Pull Test

All models to be subjected to a pull test prior to each flight, as listed:

Class I: 20 lbs.

Class II: 20 lbs.

Class III: 25 lbs.

Class IV: 25 lbs.

Class V: 40 lbs.

Number of Flights

Ideally, every entrant will have three flights, each comprising of two attempts. Conditions such as weather, number of entries, etc may however limit us to two or even one flight in some instances.

Awards

For 2006, **BRITIM Ltd** are providing Trophies, plus £50.00 prizes for the fastest time over a nominated series of events, in each of the five classes. The Finale will be at the SAM 35 Gala in July, where the Awards will be made.

Note

- 1) A restraining strap between handle and wrist is mandatory in all classes.
- 2) Whipping after the end of the first lap, leading the model excessively, or shortening the flight path by any means will result in disqualification of that flight time.

IMPORTANT NOTICE

2006 Subscriptions

This is an important message from HQ to those of you who have yet to renew club subs and BMFA insurance for this current season.

They're well overdue, folks, and you are being duly reminded that at a past AGM the Committee was given powers to impose a financial penalty on late payers, so best do it quickly! Or no pay, no fly!

Also, a reminder for all those who do not renew their BMFA affiliation through Barton MFC that Club Treasurer Pat Winstanley needs copies of proof of BMFA Insurance.

FLYING OFF AT A TANGENT

Frank Lee speaking...

SCHADENFREUDE... *Don't you just love it?*

It's only last August that I referred to the travails at "disaster stricken" Highbury House Communications - they who acquired the old Nexus (originally Argus) hobby magazines (and then axed all but *RCM&E*, *Model Engineer*, *Model Boats* and *Military Modelling*). Reportedly still "fighting for survival" following the collapse in April '05 of a take-over by Future, Highbury as forecast cleared part of its debt by then selling on 38 of its 68 magazine titles to its rival. Highbury's market value is currently put at around £2.2 m but that is dwarfed by debts of some £29.5 m.

Now, even Executive Chairman Kelvin MacKenzie - once renowned as the toughie editor of "The Sun" red-top tabloid and who, by forking out £1.5 m for a 20% stake, recently bought his way into the boardroom (ultimately wresting control after a cull of the existing directors) - has himself been forced to quit after shares were suspended following the collapse of refinancing talks with the banks, who unsurprisingly wouldn't swap debt for shares. The value of the latter had plunged from more than 65p in 2001 to only 0.7p when suspended, apparently slashing the value of Mr. MacKenzie's own holding down to £440,000.

Perhaps, if it ever comes to the crunch, subscribers to *RCM&E* can look forward eagerly to the completion of their subscriptions being transferred to *Front*, Highbury's alternative "lad's magazine"?

MEANWHILE, A SOLID ASSET... *Phil Hansson*

Pat Winstanley kindly passed on this picture of Phil behind the tables at the recent Watford Swapmeet, together with the news that, as a result of his efforts, no less than £85 was made for Barton MFC funds. That's simply brilliant!



Phil appears to have his radar locked on to a potential punter. And is that herself of the purse strings, Pat W, eyeing a surprise RC RTF prezzie for Brian? (No more smelly diesels for him then?)

SAFETY? *Yes, that's human hair on that shaft!*



And you say you still have that dangling stopwatch, camera or bootlace tie around your neck when you fire up? Think again!

GET THE MAN FROM E.C.C.L.E.S.

Jiggles deals with a threat from below

Flying Officer Jigglesworth stared gloomily out of the Barton Control Tower window over the bleak, muddy, waterlogged landscape. Didn't the wind and rain ever stop in these parts, she thought. Lord, why had *she* been chosen to be sent up here? What had *M* got up his sleeve now? And the other side - SMERSH, BMFACTSC, VTRSIG - evil sounding organizations all of them; what were they up to? She found it hard to comprehend the Machiavellian brains that must be behind each of them.

Jiggles shuddered with anticipation, nervously patting her thigh and glad that she had packed that .25 that nestled so snugly in her stocking top. It was one that *M* had selected for her, spending several long evenings personally checking sizes.

The phone rang. It was *M*, chasing progress. "We've discovered a mole, Sir" she told him. "Maybe several!" There was a long, icy silence at the other end. Jiggles knew that *M* and the others had put a lot into this project. If a mole had infiltrated the Circle, the damage might be irreparable. It could damage our international future for years.

Then *M*'s voice again, firm and insistent. "Smoke them out, Jiggles. We mustn't lose the plot now!"

"Yes, Sir. As you know, I've given up smoking so we've got *W* on it. He says he's laid a trap. In fact, he got four for a fiver apiece in the local market."

"Wizard! Hang the expense, this is top priority! But what about a heavyweight back-up in case they penetrate *W*'s cover and make a break for it?"

"Well, Sir, I'm thinking of calling Smiley in out of retirement. Remember, Sir, he used to be the other *W* in the organization but he's been in a safe house looking after one of our usual carriers. He might be the best one when it comes to the nasty, big crunch at the end." Jiggles could visualize *M* pursing his lips in silent approval. *(To be continued... or perhaps not.)*

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**

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Essential Dos and Don'ts!

Carry your Barton membership card at all times whenever on site.

Lock the gate after you on both entry and exit: DO NOT leave the lock set to the combination OR divulge the gate code to any non-member.

Flag: PUT UP THE FLAG before you fly and TAKE IT DOWN before you leave!

Airstrip: DO NOT CROSS the runways OR enter active areas without express permission from Barton Tower at any time when the airfield is operational.

Police Helicopter: LAND OR FLY LOW when the police helicopter is operating.

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

Barton Radio Frequency: 122.7 MHz

First Aid Kit: is kept in the container.

Mower & Dumper: DO NOT OPERATE either without prior instruction and clearance from a Committee member.