

MAY 2006

News from
Barton MFC
*Lancashire Aero Club
Model Aero Engineers*

Circle Talk

Free to club members

Volume 8 Issue 2

www.controlline.org.uk

BARTON MFC 2006 CALENDAR

Quick Date Check

MAY

12 Barton MFC

BASH preparations
COME AND GIVE A HAND!

13/14 Barton BASH

BASH events as advertised
+ Sunday Swapmeet

28 Barton (BMFA)

BMFA Centralised
Speed Team Selection Event
Jo Halman 01582 424398

AUGUST

6 Barton Racing

BGY/MGY/F2CN
Trophies by P.A.W.
A. Eifflaender 01625 616054

SEPTEMBER

17 Barton Cup

F2B (only)
Ray Lloyd 01706 212184

24 Barton (BMFA)

BMFA Centralised
F2A Speed/F2B & Cl.2 Stunt

OCTOBER

1 Barton Racing

The First BGY 1,000 Lapper
A. Eifflaender 01625 616054

DECEMBER

27 Barton Racing

"Cold Turkey Day"
Club Speed/BGY/MGY



Chris Barker shows John Bowman how it's done...

As if we didn't have enough examples already at Barton of the positive results of initiative and dedicated enthusiasm, Mike North's Goodyear Training Day in March was another great example of exactly what those qualities can achieve. And as one spark ignites another... now we have another welcome boost in the form of some very keen and active members based around Chester and North Wales.

[Yet another super action photo above from Ian Reid]

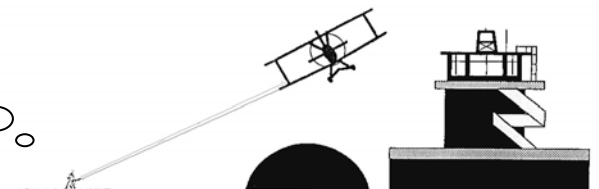
IMPORTANT!

All intending organisers of events on the Barton circles **must** check availability of dates beforehand with **Ray Lloyd**

Tel: 01706 212184 or Email:
raman.lloyd@homecall.co.uk

"Attitude is far more important than talent..."

*[Attributed to Brian Noble,
Coach of Wigan RLFC]*



COMMITTEE NOTICE

BARTON WORKING PARTIES

The existing arrangements are to be discontinued. In future, because of the decline in the number of members now putting in an appearance on the designated days, 'working party days' will no longer be announced in advance. Instead, on any chosen day, those flyers present on the airfield will be asked to stop flying in order to help carry out whatever work is necessary. The reasons for this should be self explanatory - it has become a minority who seem to have been doing all of the work.

CENTRALISED F2C MEETING

16th April 2006 at Barton

Mike North with 'News from the Segment':

Barton was the venue for the first Centralised meeting of the year with both F2B and F2C being flown.

The day started wet and cold as the F2C teams arrived, the F2B guys being already in the air and playing with the wind. After a long and cold winter, it was good to see and natter with the familiar faces who braved the wet. But within an hour, it was starting to dry and warm up... time to get that all important setting!

By the start of the racing, things had dried up and seven teams were ready to race. All races were three-ups and the rust which had set in over the winter did show, with tangles and other problems. However, it didn't take long for the oil to get moving in both joints and engines and the racing really got going, with Barker/North setting a fast time, to be closely followed by Fitzgerald/Thomason and Langworth/Broadhead.

Dave Holmes was surely being looked after by the F2C fairies when his line broke and the only damage was to his prop. It was good to see and welcome Toogood/ Ward, a new and keen team for this season. Although the weather and the racing improved throughout the day the time set of 3.30 by Barker/North was not bettered.

Many thanks go to Malcolm Ross for being CD for the day and a pat on the back to him as he also took part in the F2B comp, where he did well. Thanks also to those who helped to set up and time-keep. Another big thank you must go to the teams, without whose support there would be no racing. **MN**

F2C Centralised Team Race Results

Pos	Team	Rd 1	Rd 2	Rd 3	Rd 4	
1.	Barker/North	3:30.43	3:42.3	31 Laps	DNF	
2.	Fitzgerald/Thomason	Disq	3:47.6	3:42.6	3:36.9	
3.	Langworth/Broadhead	61 Laps	3:42.6	3:55.2	1 Lap	
4.	Walker/Pearl	83 Laps	4:05.2	4:00.8	3:59.0	
5.	Toogood/Ward	29 Laps	69 Laps	4:24.5	DNF	
6.	Leeman/Robinson	10 Laps	26 Laps	91 Laps	20 Laps	
7.	Holmes/Robson	Disq	1 Lap	DNF	DNF	

Photographs by the multi-talented John Bowman - from top: 1. Dave Robson and Dave Holmes. 2. A perfect pit stop - John Broadhead releases, Ken Long time-keeps. 3. Dennis Ward lets go. 4. Practice makes perfect - Mike North himself in action.



CENTRALISED F2B MEETING

16th April 2006 at Barton

CD Ray Lloyd reports:

Flatulent weather, that's what we had! The wind was 'orrible - it would gust up to 20+ mph and then drop to as little as 12 mph within seconds - so things were set to look interesting, to say the least.

First pilot to fly was Barry Robinson with a brand new model, Dago Red, after the original Reno racer that is based on the P-51 Mustang. Construction is excellent, as always from Barry, and the paint scheme can only be described as WOW! – bright red with a touch of yellow and white, which is how the Reno racer was painted.

Back to the plot... it was obvious that today the piped motors were going to score the best and this they did, with three of the top four using pipes. The one exception was Bill Draper, with the trusty ST 51. Bill, being the man he is, can juggle props to suit the weather like nobody else I know. John Alcock also had new model for this season, done in his usual functional style that has become his trademark, and as usual the power was by 4-stroke.

It was nice to see two 'Class 2' pilots, Ron Greenwood and Dave Saul. Ron took first place but not without a fight, as Dave's first round score was 606.3, quite good in the conditions. However, Ron's 2nd and 3rd Round scores clinched it nicely.

Bill Draper suffered a line break on his last flight, causing extensive damage to the model, and Barry had his plane tip over on landing, damaging the fin. Well worth a mention were Geoff Tennant's scores; his final position of 4th place resulted from very steady flights in poor conditions - well done, Geoff!

Finally, a big thank you to John Bonner and Jeff Smith for judging and to June and Dot for scoring. *Ecky thump, it weren't arf windy! RL*

F2B Centralised Aerobatic

Pos	Name	Score
1	Robb Kitley	3270.4
2	C.W. Draper	3250.3
3	Barry Robinson	3166.4
4	Geoff Tennant	2656.0
5	John Alcock	2499.3
6	Malcolm Ross	2447.7
7	Ray Lloyd*	1103.0

*[*Electric power, one round flown]*

Class 2 Aerobatic

Pos	Name	Score
1	Ron Greenwood	1373.5
2	Dave Saul	1147.3



Gill [Above]



Sharon [Right]



Still obviously having a good time, both captured here by John Bowman's camera

My two pics you see here [says Ray] are of two ladies practising their Mini Good-year skills on Easter Day. Nice to see, girls, and well done! We want more of this! **RL**

ROUNABOUT... with Windle Smithers

Barton Forum improved. Visited the new look forum yet? Jim Hatch promises a description of its workings for the next Circle Talk. But, meanwhile, it's worth a look, the new menu features including an event calendar and an 'Album' for your pix.

FLAVIIR Robot takes flight. A "revolutionary" remote-controlled model plane "packed with scientific know-how" has had its UK test flight. Part of a five-year £6.2m programme called FLAVIIR – *flapless air vehicle integrated industrial research* - and part-funded by BAE Systems, the model itself was developed nearby at Manchester's Goldstein Aeronautical Research Lab. "Concepts investigated" include *fluidic thrust vectoring*, where "direction is changed with a secondary airflow". Coo! £6.2m? Someone's enjoyed a few 'fluidic' lunch expenses?

COMMENT

John Whiteside finds life today is grim Up North... (and apparently not just up here either)

May be I am confused, tired or overworked? No, but I am sick of change for change's sake!

I do miss Ashton Models terribly. It closed a couple of years ago when the proprietor retired *and I am really missing it!* BUT I am told it is my fault that it has gone: I did not change; I did not spend enough!

My latest project needed some transfers, RAF insignia stuff - you know the sort? Yes, I know I *could* make them, paint them on, buy them *ont' tinternet** etc, but once I just used to just call on Charlie and Barry Jackson, have a nice chat and then they would lift out a large drawer chock full of transfers and I would select what I wanted in the size that I wanted - and probably one or two other sheets that took my eye. I would add two or three lengths of piano wire to my order, some brass tube for fuel tanks, some nice, selected balsa from their excellent stock... oh, and a bottle of PVA glue (aliphatic of course, 'cos I am modern!). I would pay the meagre bill, well pleased at the thought of being able to begin my next project. AND yes, I did notice and marvel that those around me were buying huge boxes of shiny goodies and that their bill was a hundred times bigger than mine, but I am a modeler... I make things!

Well, I have finally noticed that the world is changing! How do I know? Because I went looking for another model shop to buy my meagre requirements and there wasn't one! I looked in New York too and they didn't have one either. Oh yes, don't get me wrong; I am not one of those that is living in "bygone times". I like the modern things like computers, aeroplanes, supermarkets and fuel injected cars that run 20,000 miles between services, but I also would like the areas of my life that I enjoy to stay the same.

My nearest model shop now has floor to ceiling shiny boxes from the "Far East". They can get what I need, they reassure me, but they don't just reach into a drawer and lift it out complete with long forgotten Keil Kraft labels like they did at Ashton models. Sadly, I must now switch *ont' tinternet* to contact a megabigga model centre "down south" to select just the glue and bits I need; I press the button to check out "my cart" - if you don't know what a "cart" is don't ask! - pay on my Pay Pal account and "Bob's your uncle". If I do it before

4pm any weekday the goodies are on my breakfast table the day after. So why am I complaining? Well for a start the postage and packing cost more than the stuff! - and I still miss Ashton Models!

I know - sorry, I have been told - that change is inevitable; things must change or die - and I have that on the highest authority! (I qualified in "Systems Theory" the second time that I went to University in the '80s-90s). We live within systems, I learned, and systems are by nature always either growing or decaying - even though I do now question that that has to be! (Okay, so perhaps that is now too late, but then I am a late developer!).

When I was young I was brought up in Whalley, a sleepy Lancashire village that was just cooling down after the excitement of the Second World War. We had a sweet shop where the signs for Cadbury's chocolate were on enamelled steel screwed to the wall outside, with the price on. That was because the price had not changed for years. Now, I am told, things are often not priced because the price changes daily.

I started modelling at eight years old and was able to visit two model shops in my nearest town, Clitheroe. There was Morton's shop that sold Frog stuff and Tattersall's shop that sold Keil Kraft stuff; total bliss but I didn't know it. Morton's sold Dinky toys too and Meccano, which was even better and caused constant pocket money conflicts. Sadly Morton's shut, I didn't know why, but it did not matter as there was still Tattersall's. Then Dick Tattersall wanted to retire and he shut his shop too. By then, I was old enough to go on the excellent bus service, Whalley being at the centre of bus routes from the Lancashire cotton towns. Buses in proud, shiny corporation livery stood on their stands waiting to take me in safety to Wolstenholme's model shop in Accrington, Rawcliffe's model shop in Blackburn or Harry Welch's model shop in Preston. So no worries at all, except I never had enough cash to buy all the shiny goodies I wanted - but I was a modeler and I could make what I couldn't buy! Now they are all gone, I am told that it is my fault and it is called progress!

It's not long since I was sitting comfortably sipping red wine aboard the latest Air France Boeing 777 at 38,000 feet traveling at 605mph - the digital screen in front of me in my seat back said so - and that's when this latest attack of "bygone days" came upon me. We had just obtained Atlantic clearance from Shannon as Ireland disappeared on the "sat nav" style display.

* *Lancy spoken here!*

The forbidding North Atlantic lay below... not quite so forbidding from where I was sitting of course but, looking down to the grey water, I let my mind stray back a few years to the days of the epic pioneers such as Lindbergh and Alcock and Brown. I love the 'Spirit of St Louis', Lindbergh's mount. He thought it was the latest hot ship, but what would he have made of the 777? He and his contemporaries thought the Atlantic was forbidding and some of them lost their lives trying to do what I was doing in total luxury.

To read, I had taken along "Sigh for a Merlin" written by Alex Henshaw, an epic war time story of his life testing Spitfires and Lancasters. I have read it before but the stirring tales of his struggle against adversity cheer me up when I am feeling nostalgia for "bygone days". Six hours later, after a meal and a little doze, I was viewing the Manhattan sky line.



Gordon Bennett!
*It's John & Trish
under his statue in NY*

I found my model shop – nay, "Hobby Store" - in 32nd street New York and was at first pleased to see that it was in an older part of town and in an older block. Inside, however, it was blandly stocked with just the same shiny boxes, mainly from the Far East (or is that Far West for them over there?), just as are our shops here now and the same bits and pieces.

"Have you any control line stuff?" I asked. Looking at me quizzically, the man replied "Nah, it's dead! Where're you from? I can't place the accent." (They do have to be careful of strangers in New York these days). Now I read Stunt News and know that America is still a hotbed of control line activity but nobody had told this New York hobby store proprietor and he too was busy selling ready-to-fly radio controlled machines. You will be sorry, I thought; next time that I visit, you will be gone too!

I did have one attack of nostalgia in New York whilst looking at the photos of how John D. Rockefeller ripped down several city blocks of beautiful buildings to build his monumental tower; I was reminded of the beautiful intricate Victorian facades once familiar in Accrington, Blackburn and Salford. That is before "change" took over and they too were replaced in the "concrete-mad sixties".

(Oh and I also found my great-grandfather's name in the records on Ellis Island - *his* granddaughter bought me my first model engine for my eighth birthday, an ED Hornet that helped start me on my modelling career).

"So what can we do?" is what I was thinking on my return flight (this time with Camembert cheese and a glass of Cognac). "How can I complain that we have lost something worthwhile?" And then on my return, I hear that we can now get for our new/old team race class Oliver Tigers from *China* that are made on CNC machines with hi-spec metallurgy and with similar performance but for a price less than a third of that being asked for "old" ones on E-Bay! (It's Homer Simpson's dad who says "If you don't start making more sense we will have to put you in a home".) *JCW (still confused)*

'FORUM FLYERS'

John Whiteside took his camera to the Good Friday evening clubnight...

The Walker family have taken enthusiastically to team racing and have been thrashing a BGY model very professionally [*says JCW*]. Seen here is Harry [*right*] with "Orange Dumpling", their Oliver-powered first team race effort that, would you believe, met its end last season on the Barton tarmac. This distressed the Oliver not a little and transferred some dimples to the tarmac, leading Harry to bin the model in disgust. Dad Geoff secretly retrieved it and hid it away until Harry had cooled down. Good job as the rebuild looks like new and flies very well!



The Forum's "John from Chester", alias John Birkett [*below*], gave this neat "Baby Thunderbird" its first outing. (He changed his mind about the colour and repainted the original blue Japlac fuselage black).



An RC throttle on the Irvine 25 makes it nose-heavy. The nice decals on the wing were borrowed from an RC Maher T'bird.

WORKSHOP FOR GOODYEAR

18th March 2006 at Barton

Organiser Mike North reports:

After a long wait and much checking of weather forecasts, Saturday, 18th March '06, finally arrived, the day cold and a little breezy. With most teams ready to go, things kicked off with a safety briefing followed by scrutinizing of models and line checks.

Models that were new, or of which the pilots were unsure, were test-flown by Chris Barker or Dave Holmes - but even Chris could not stop a line break on *new* 12 thou lines that had been test-pulled that day.

Some found the first flights to be interesting, as this was a whole new ball game where you couldn't stand and watch but had to move... in some cases very quickly! Catching the model was also new for some, while playing with Olivers that go backwards was *new* to me... and I've got fifteen stitches to prove it!

After lunch came yet another briefing, this time to point out some common errors, such as failing to reeling in lines or leaving lines lying around for people to stand on or trip over - and also the need for pitmen to wear gloves!

By the middle of the afternoon, teams were flying two-up and this included some of our new starters. I think most teams took away thoughts of what and where to go next, but most just need to *get out and practice!*

My thanks to all who supported the day and especially to the teams who journeyed down from Scotland. Not least, a special thanks to: *Mike Bellamy and Stuart Robinson* (for manning the Entrance Gate at the start); to *Clive and Pete Sharp* (for doing line checks); and to *Chris Barker and Dave Holmes* for the all their help given to the pilots.

I trust everyone enjoyed the day and that it at least gave an insight into flying Goodyear and to the prospect of further competitions.

GO FLY - HAVE FUN!



Twenty five cars at the Workshop – count 'em!

NOTES FROM THE TRAINING DAY

- **Rules** - Know the rules. All pilots and pitmen must be familiar with the current rules for the class that they are flying. The current rule books can be downloaded from the BMFA web site at: www.bmfa.org
- **Marker** - Be in front of the model on takeoff. Use your line reel as a marker and at takeoffs be a good pace in front of it/ This is to assist the takeoff and is particularly important on windy days when you are in a less than ideal segment.
- **Conduct** - Pilots must get used to walking forward. (Remember the imaginary scaffolding pole?). Walk in small circles but keep going forward. The F2C Jury Guide (in Section 4, Rule Book 2) gives a good representation of a pilot's conduct during a race and is applicable to all team race classes.
- **Takeoffs** - Take off in a fairly shallow climb. Pilots must remember that they cannot climb sharply on taking off or else they will cause problems for the other teams and may induce problems for themselves on windy days.
- **Landings** - During landings it is also important to descend in a gentle continuous glide. It is important to keep the speed up in order to maintain control.
- **Position** - Get used to knowing your position in the circle and become disciplined not to step out of the pilots' circle on landing until the model is in your pitman's hand again. (Details are in the rule book).
- **Lines** - Get into the habit of checking your lines before every flight. In the line check area is the obvious place to examine them for any damage. Reel in the lines whenever you can to prevent people walking on them. Try to avoid 0.012" ('twelve thou') stainless steel lines; they are not strong enough for our needs.
- **Glove** - Pitmen should wear a glove on the right hand. Catching with a bare hand when you are new to it is not good for either hands or finger tips.
- **Starting** - Get to know the motor or motors you will be using. Take them down to you flying field and get used to starting them both from cold and when hot.
- **Communicating** - Work out how you will communicate between pilot to pitman and pitman to pilot.
- **Practice** - If you don't have a hard site, consider building a Mini Goodyear so that you can fly and put into practice some of what you need to learn.
- **Finally** – **PRACTISE, PRACTISE, PRACTISE!**

OTHER COMMENTS ABOUT THE DAY

Gleaned from the Barton Forum pages

From Geoff Walker (Cheshire): "I would like to go on record to express my appreciation for one of the best days of the century."

From John Bowman (St. Asaph): "He (Chris) took me from being a complete novice team race pilot to being able to take off, fly level and also put the model in the pitman's hands sometimes!"

From Mike Bellamy (Doncaster): "Highlight for me was Red Frog [aka John Bowman. Ed]... first flight, lost line tension on engine stop, ran smartly backwards



'Mike Argander Special' BGY plucked from the air by Mike Bellamy (Ian Reid)

to recover. Next time, engine stopped, pilot running smartly around the pilot circle, arm out, whipping the model in as if he had been

flying team race forever. Third time I saw him, engine stopped, model straight into pitman's hand! GREAT stuff lads, let's see more!"

From Clive Sharp (Derbyshire): "The workshop day was undoubtedly a success, but at what cost? I personally found the carnage etc far too excessive and in many cases wholly avoidable. I am sure that Mike and Chris will mention many points from the weekend but I would like to mention the LINES.

"Firstly over 75% of all incidents were caused by lines and controls. This includes breaking, snagging, connecting and care of lines. A quick look back at my own previous disasters reminds me that most of mine were caused by the same thing.

"Having carried out the line checks, I am well aware that there are a few shortcomings with our lines. We all use different lines, ends, connectors,



handles etc. I do have grave doubts about many of the line connectors used. I feel the demise of John's Oliver may have been caused by one of his line ends and many other failures were down to the lines.

"It is not for me, a novice myself, to make suggestions about what to use or avoid. I will however say what I use now and seems to work. I use '15 thou' braided steel lines with ends very similar to those recommended by Chris on this Forum. The only slight difference is that I only bind and use cyano and do not solder. I don't use '12 thou' at all – and remember that stainless steel is not as strong as steel. If I were to use stainless, it would be '15 thou' or greater.

"For attachment, I use figure-of-eight clips from the fishing shop. I use the same links on the handle with a spare "key-ring" if necessary for adjustment. "Mike has covered this subject but maybe I could reiterate it: I unwind the lines for the line check – then roll them up again. I unroll them to practice or race – then roll them up again. Leaving them out is asking for trouble.

"Lastly... to have a line break on a brand new set of lines on their first flight, right in the middle, I find difficult to accept. The fact that they were right on the minimum '12 thou' and stainless should not have been an issue. Sorry, I don't have an answer on this one."

Again from John Bowman: "Clive's post regarding lines prompted me to have another look at the lines we were using and the spare lines we took with us.

"First, the spare lines that we did *not* use: Staystrate from Tony Eifflaender at PAW, 0.012" steel on the reel and when measured with two different micrometers were exactly 0.012" as per BGY rules. (Ordered by phone and arrived within 24 hrs by post... service!)

"The two flying sets were both Brodak on the blue reel. I still have one of the packet labels and it states "2-line 0.015"x 52' 7-strand". I assumed then that they would both be 0.015". Not so - one set were 0.0145" but the other set 0.01175", not even '12 thou'. So another lesson learned by myself; do not assume anything."

A youthful looking Malcolm Ross stylishly fields the Heaton-Ross ETA-powered 'Timeta' FAI racer at Rufforth. Note that shiny leather shoes were de rigeur for the 'in' crowd in '68!



SAFETY

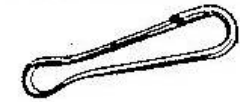
In the stunt circle... by Ray Lloyd

Control-line models fly at around head height – so do make sure that no one is too close to the circle before you take off. You must also be aware of what is happening around you when you are flying as it is not unknown for the occasional dog walker to attempt to navigate through the circle whilst the model is in flight.

Stay in the centre of the circle; you yourself are not walking a dog! If you do experience problems with getting disoriented, try marking the centre with something that you will not trip over.

Engines have four bolt holes; make sure that there are four secure bolts, not three plus a 'self-tapper'.

Lead-outs and connectors need to be in good condition. It pays to use a good quality connector or split ring.

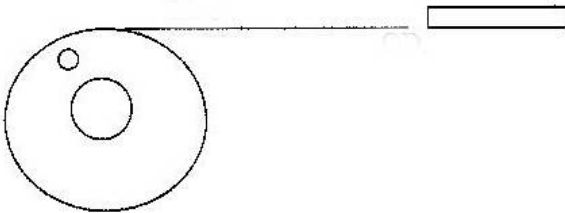


Brodak Snap Connectors come in 80, 110 a 150 lb test ratings

Lead-out guides – keep the tubes short and use tube with a bore at least twice that of the diameter of the lead-out wires. Keep them lubricated. On fixed lead-outs I now use shoe eyelets.

Making up lines - shown below is the safest way I have found to make line ends. (Copper tube crimps as supplied with lines should *not* be used).

Thread line through copper tube



Pass the line through a $\frac{3}{4}$ " length of $\frac{1}{16}$ " outside diameter soft copper tube and bend the tube into a loop, leaving about 3" of line protruding.



Make the loop oval!

Using nylon or terylene thread, closely whip the doubled line over the first 1" or so from the eye. Bend back the line into a leg as shown and now whip past that leg for about another $\frac{1}{4}$ ". Then whip forward again, binding the leg down with the thread and continuing right up to the eye. This should give a nicely tapered look to the binding.

On stainless steel lines, treat the thread whippings with either CA or epoxy. In the case of Staystrate (Laystrate) lines, close whip for the length of the doubled-back line (fuse wire or similar is OK here but not thread) and then on for a short distance down the single line and then carefully solder in order to give a taper as before. (The taper removes a high stress point that would otherwise occur).

The finished line end should look like the diagram below, with the end being more oval than circular (as the latter tend to lock up on connectors, as several people have found to their cost).

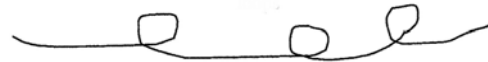


Never, ever, use lines that look like those below; not only could it cost you the model but it is also very dangerous!

Broken strands!



Loops!



This will break!



The thickness of lines to use should be determined by the model's weight, speed and intended use. For use *in stunt models only*, a good, safe guide would be:

Engines up to .25 c.i.	0.012" (0.305 mm)
Engines .26 to .60 c.i.	0.015" (0.381 mm)
Engines .61 to .80 c.i.	0.018" (0.457 mm)

Spools to hold lines should be as large as possible. However, do take care with the sort that leaves the line end protruding from the spool, because constantly being knocked back and forth can cause a line to fracture. Good sized spools can be made from the kite line spools available from outlets like Blackburn Models. It's not cheap... but, tell me, what is your model worth?

In the pits area, it is important that you remember at all times that models may have lines attached if they have just been flown or are being prepared for flight. Carelessly walking through others' lines could damage them and lead to the loss of a model – or at least the replacement of a set of lines costing anything up to about £8.50. If someone does walk through **your** lines, then you really do need to check them carefully; the slightest kink in your lines means that they are likely to break! **RL**

MORE ON SAFETY

This might save someone's life ...

By Keith J. Harris

I received this story from a friend recently: "During a BBQ, a friend stumbled and fell. We offered to call paramedics but Ingrid assured everyone she was fine and had just tripped because of her new shoes. We got her cleaned up, gave her a new plate of food and, while she appeared a bit shaken up, Ingrid went about trying to enjoy herself the rest of the afternoon.

"Ingrid's husband called later that evening telling everyone that his wife had been taken to hospital. At 6:00 pm, Ingrid passed away. She had suffered a stroke at the BBQ – had we but known how to identify the signs of a stroke, perhaps Ingrid would have been with us today."

RECOGNISING A STROKE: Sometimes the symptoms of a stroke are difficult to identify. Unfortunately, this very lack of awareness can spell disaster. The stroke victim may suffer brain damage when people nearby fail to recognize these symptoms.

BUT there are just three key steps to remember. Doctors say a bystander can recognize a stroke by asking three simple questions:

- 1. Ask the individual to SMILE.**
- 2. Ask him or her to RAISE BOTH ARMS.**
- 3. Ask the person to SPEAK A SIMPLE SENTENCE - coherently – such as "It is a sunny day today".**

IF he or she has any trouble with any of these tasks, **call 999 immediately** and describe the symptoms to the dispatcher.

AFTER discovering that a group of non-medical volunteers could identify facial weakness, arm weakness and speech problems, researchers urged the public to learn the three questions above. When presented to the British Stroke Association, it was felt that widespread use of this test could result in prompt treatment and help prevent brain damage.

A neurologist has declared that if he can get to a stroke victim within three hours, he can reverse the effects of a stroke - TOTALLY! **KJH**

[With acknowledgments to "Echo", the journal of the Association of Vintage Aeromodellers (SAM Zero) in which the above first appeared. Details of AVA membership are available from Keith (Tel: 01623 842167)]

CONTACTING CIRCLE TALK NEWSLETTER

Regarding editorial: Peter Branigan Tel: 0170 483 4224

1, St. Georges Road, Formby, Liverpool L37 3HH

E-Mail: peter.branigan@btinternet.com

Regarding newsletter printing and distribution:

Brian & Pat Winstanley Tel: 0125 452 196

BARTON MFC Who's Who?

Hon. President:

Brian Winstanley Tel: 0125 452 196

Chairman:

Geoff Tennant Tel: 0120 042 4114

Secretary:

Malcolm Ross Tel: 0192 576 6610

8 Birchall Avenue, Culcheth,

Warrington WA3 4DB

E-mail: malc@mross88.freeserve.co.uk

Treasurer & BMFA Subs:

Patricia Winstanley Tel: 0125 452 196

Public Relations:

David Goddard Tel: 0161 449 0554

Flying Site Manager:

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 1495

Safety Officer:

Tom Hughes 0796 995 3889

Club Photographer:

Fred Hall Tel: 0161 748 4391

Web Site Administrator:

Jim Hatch Tel: 0125 470 8415

Essential Dos and Don'ts!

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

Lock the gate after yourself 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** them without prior instruction **AND** clearance from a Committee member.

Leave no litter: **TAKE IT HOME WITH YOU!**

TEAM RACE NEWS

INTRODUCING THE 'BARTON CLASSIC 15'

by John Whiteside and Malcolm Ross

Do you yearn for the good old team race days?

Are you fed up with the dwindling numbers in the current team race classes?

Would you like to design, develop and fly a model that will get your creative juices flowing?

Well, now you can!

Following on from the recent runaway success of 'Barton B', Barton MFC are creating and intend to promote a new class of diesel team racing for 2.5 cc engines! "Hold on though," you say, "Isn't that the problem, in that current 2.5cc class diesels are difficult, expensive and just a horsepower race? Isn't that why they are in decline?"

We have thought of that and believe the answer lies with the famous Oliver Tiger! "Oh, I see! Thought there might well be a catch...!"

But really there is no catch! This is because, in keeping with the ethos of other Barton classes, the proposed engine is *the NEW CS Oliver 3 with the die cast crankcase* and the engines *must* be used straight from the box. No fancy venturis, no fancy needles - in fact NO MODS at all! (It will be easy to spot if you have been tweaking!). Props to be 7"x6" APC or Graupner only, fuel to a standard formula and, of course, 10cc tanks required.

But what about the models? Just let your imagination run wild – old favourite designs or completely new, as you choose, subject to some small caveats. Essentially, however, we are aiming at recreating the early days in the spirit of the FAI rules up to 1970.

Real racing, real designing, real modelling! Can't you just hear the howl of the Olivers and smell those fumes?

Proposed Specification of the 'Barton Classic 15' Team Race Model

1. 186 Sq in projected wing and tail area (including the bit concealed in the fuselage).
2. Fuselage to be all enveloping with a glazed cockpit and pilot in a central or forward location.
3. The cross-section of the fuselage and canopy to be not less than 4" high and 2" wide at the pilot location.
4. Mono-wheel permitted; wheels to be minimum 1" diameter, with no restriction on position.
5. No pod and boom or flying wing designs allowed.
6. V-tails, shallow or steep-angled, are permitted.
7. 10cc Tank.
8. Cut-off to be fitted and working.
9. 52'3" Lines, minimum 12 thou single or multi-strand; wrist straps mandatory; system pull test 20x model weight.
10. Construction materials: no moulded or pressed wings and/or fuselages, no metal wings – otherwise no restrictions.
11. Aluminium pans and part-pans allowed.
12. Propeller: APC or Graupner 7" x 6" only; to be unmodified except on one blade for balancing purposes.
13. Race distance 100 laps with Final 200 laps; may be flown three-up at Contest Director's discretion.
14. Fuel will be of a standard approved formula and supplied to all entrants at race meetings (included in the cost of race entry). Basic squeeze bottle refuelling only.

John and Malcolm welcome your comments and suggestions!

These are considered to be essential for the success of this new class.

The class was the original idea in Feb 2006 of John Whiteside [01457 865755] and Malcolm Ross [01925 766610]