

OCT 2006

News from  
Barton MFC  
Lancashire Aero Club  
Model Aero Engineers

# Circle Talk

Free to club members

Volume 8 Issue 4

[www.controlline.org.uk](http://www.controlline.org.uk)

What's on at  
**BARTON**  
in 2006?

Don't let it be an unlucky Friday for you!  
Make sure you attend the Barton MFC  
**ANNUAL GENERAL MEETING**  
Friday 13th October 2006 at 8.00 pm

## OCTOBER

**1 Barton Racing**  
The First 1,000 Lap BGY!  
A. Eifflaender 01625 616054  
M. Worgan 01684 295655

**8 Barton (BMFA)**  
BMFA Centralised F2C  
Team Selection Event

**13 Barton Clubnight**  
8.00 pm Barton MFC  
Annual General Meeting  
(+ Pat's Pasties)

## NOVEMBER

**10 Barton Clubnight**  
Sale of Geoff Tennant's  
Equipment (Stunt/Scale)

## DECEMBER

**27 Barton Racing**  
"Cold Turkey Day"  
Club Speed/BGY/MGY

### 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](mailto:raman.lloyd@homecall.co.uk)

### CLUBHOUSE CATERING

Under new management and serving drinks and hot food or snacks until circa 8 pm seven days a week.  
Bar tel: 0161 789 1866



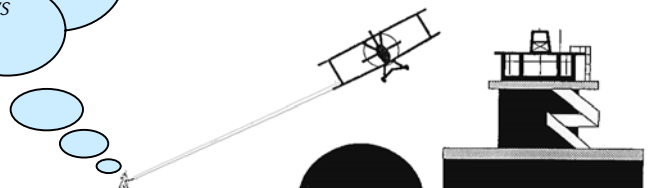
This familiar threesome look pleased with themselves - but why? Is it just the sunshine?

**Geoff Tennant** [right], whose passing is an immeasurable loss to the club. Pictured here at the BASH holding the remains of his lovely '52 Nobler, we wondered how he could still grin like that. Little did any of us imagine what lay in store. Malcolm Ross tells us of the man he knew and will remember.



If you always do what you've always done, you'll always get what you've always got...

From "The Accident Machine" safety video



## POST NATS COMMENT

...by Malcolm Ross

### BARTON AND THE NATIONALS TEAM RACE PAIRINGS

Everyone at the club looks forward to the last Bank holiday weekend of the year for the annual British model flying championships - affectionately known as the Nats. Talk, interest, ambitions and challenges are always in the mind. Prior to the event, no one ever thinks about the main factor in our sport... until they are there: THE WEATHER!

Most years it is passable, reasonably flyable and just about OK. This year the date in August was to prove a little unhelpful (to say the least). Saturday was overcast, but calm; Sunday was bright and very windy; Monday was awful!

It was a challenge to all and, had it not been for the fact that it was *the Nats*, the contest would surely have been abandoned. Wind strength meters were everywhere and the frequent downpours did little to help.

Still, Barton MFC members came through to the fore. **Langworth / Broadhead** won F2C and came third in Vintage A. **Ross/Court** were the only survivors in the Open Goodyear final and finished in Gold position. This is the first time **Laurie Court** has won a national title and he felt justly proud.

**Heaton /Morrisey/Isles** made third in Barton B and Derek also made Bronze in F2C and second in 1/2A with Taffy Bollen from Feltham. Likewise, **Mike Fitzgerald** made Gold in 1/2A together with Mark Thomason from Sheffield. British Goodyear saw the lads and dads team **Eifflander** in Silver spot and **Daglish /Morrall** in Bronze position in Mini GY.

As a glance at the full results would show, the club entries are one the largest in the country - a fine record and one to be justly proud of. We have the best CL club in the country. Well done to all. Long may it continue? *MR*

#### 1/2A TEAM RACE

Pos	Team	Rd 1	Rd 2	Rd 3	Final
1	Fitzgerald/Thomason	03:45.1	DNF	DNF	Not Flown
2	Heaton/Bollen	03:46.5	DNF	DNF	Not Flown
3	Miles/Banks	04:18.6	04:03.5	DNF	Not Flown

#### F2C-N TEAM RACE

Pos	Team	Rd 1	Rd 2	Rd 3	Final
1	Sharp/Sharp	24 Laps	03:56.6	DNF	08:29.2
2	Catlow/Jephcott	14 Laps	DNF	04:09.6	09:04.1
3	Barker/North	04:13.6	04:12.8	03:47.0	96 Laps

#### OPEN GOODYEAR

Pos	Team	Rd 1	Rd 2	Rd 3	Final
1	Ross/Court	DNF	09:04.7	DNF	13:04.0
2	Catlow/Jephcott	03:49.6	DNF	DNF	149 Laps
3	Leeman/Robinson	DNF	06:44.0	DNF	0 Laps

#### BRITISH GOODYEAR

Pos	Team	Rd 1	Rd 2	Rd 3	Final
1	Crawford/Vaughn	04:31.3	04:28.2	DNF	09:46.6
2	Eifflander/Eifflander	04:19.1	05:06.6	04:44.3	162 Laps
3	Daglish/Worgan	04:21.1	04:45.1	DNF	69 Laps

#### MINI GOODYEAR

Pos	Team	Rd 1	Rd 2	Rd 3	Final
1	Eifflander/Eifflander	04:39	04:59	05:35	11:46
2	Harper/Harper	05:43	05:46	05:35	37 Laps
3	Daglish/Morrall	04:18	DNF	DNF	DNF
4	Webb R/Webb (J)	06:17	05:38	05:56	78 Laps
5	Andrews/Andrews (J)	06:16	06:15	DNF	19 Laps
6	Paffett/Paffett (J)	05:40	05:25	DNF	1 Lap

#### BARTON B TEAM RACE

Pos	Team	Time	Final
1	Bainbridge/Orchard/Delgado	03:21.7	07:02.5
2	Toogood/Ward/Toogood	03:18.0	07:55.1
3	Heaton/Morrisey/Isles	03:28.0	118 Laps

#### B VINTAGE TEAM RACE

Pos	Team	Time	Final
1	Toogood/Ward/Toogood	03:15.8	07:01.7
2	Green/Long	03:22.1	07:50.8
3	Andrews/Taylor	03:29.6	09:39.6

#### A VINTAGE TEAM RACE

Pos	Team	Time	Final
1	Haywood/Haywood	03:22.6	07:41.8
2	Green/Long	03:46.0	08:45.3
3	Langworth/Broadhead	03:48.3	08:54.4

#### 1/2A VINTAGE TEAM RACE

Pos	Team	Time	Final
1	Haywood/Haywood	04:19.1	09:08.0
2	Flack/Springham	04:26.0	09:34.8
3	Toogood/Ward	03:54.2	Retired

#### F2C TEAM RACE

Pos	Team	Rd 1	Rd 2	Rd 3	Semi Rd 1	Semi Rd 2	Final
1	Langworth/Broadhead	03:25.9	DNF	DNF	03:35.5	DQ	07:25.4
2	Fitzgerald/Thomason	03:57.9	03:32.7	DNF	03:32.7	04:05.7	08:35.8
3	Heaton/Bollen	03:32.8	04:23.7	DNF	03:55.1	03:45.5	95 Laps

### FROM THE COVER – IT'S THE OLD FIRM!



You guessed? Yes, it's the old firm of Derek Heaton, Gordon Isles and Ken Morrisey [L to R] pictured by John Whiteside after their Nats 3rd in Barton B.

## 2006 BARTON CUP MEETING

### 17th September at Barton

*CD Ray Lloyd reports:*

The week before the comp was spent preparing for the event because Barton MFC had invested in a laptop PC and Jim Hatch was putting together a program to cope with all the different contest formats that we may have to use during the next few years.

Then one day the phone rang. It was Jim. "Right," he says, "I've done it!" Things all 'orrible flashed through my mind - like he's buried the wife in the back garden or, even worse, he's given her the credit card - but no! "The computer program is done! I will bring it over."

"Right," says I. "I shall prepare Dotty for when you get here" - Jim was going to teach her how to use the PC. (We were having chicken for tea so the bird needed basting - Dotty loves it when I do that and the chicken was pre-cooked so I didn't have to do anything there). By now you will have gathered that I know very little about PCs, but Dot knows even less - I know, it's hard to believe but it is true - and, when I told her Jim was going to teach her, she almost had an attack of the vapours, coming over all unnecessary. "But it's okay, love," I said, fanning her with a frozen kipper and cooling her brow with some wet lettuce. "Jim will look after you!" The very thought of being in Jim's hands soon brought some colour back to her cheeks (and the colour back to her face as well).

Okay, so back to the comp... up at 5.30 am to hitch up the van and away we go. Jim arrived shortly after us and we started the day with bacon baps and a brew. The weather was good - overcast but warm and the wind about 3 to 5 mph... so that sacrifice earlier (of the bacon) had done the trick. The judges for the day were to be Jeff Smith and John Bonner. (I am sure I heard some one call them SLEDGE HAMMER and CHAIN SAW but to me they will always be those wonderful people who give us their time and expertise).

Jim Hatch opened up in Circle 1, scoring a steady 732, and John Kergon in Circle 2 with a good flight of 826. Barry Robinson flew second in Circle 1, his 892.5 pushing the 900 point envelope. I myself scored reasonably well until the last flight in Circle 2, when for some reason the lines stuck together, making it impossible for any sort of precision in the first four manoeuvres - having expected to be in position 5 or 6, this fault pushed me back to 8th.



*"Two stonking last flights"  
John Benzing with Barton Cup*

In the final scores, Bill Draper, Barry Robinson and Rob Kitley were all in the 1700s, but John Benzing put in two stonking last flights to gain a final score of 1856. **RL**

### Barton Cup Results

Pos	Name	Score
1	John Benzing	1856.0
2	Barry Robinson	1763.0
3	Bill Draper	1758.5
4	Rob Kitley	1728.5
5	Peter Jackson	1694.0
6	John Alcock	1647.0
7	Dave Roberts	1611.5
8	Ray Lloyd	1603.0
9	John Kergon	1546.0
10	Jim Hatch	1539.0
11	Mervyn Jones	1528.0
12	Peter Millar	1386.5
13	Nev Eyre	1360.5

*Four flights in two circles - best from each circle counted*

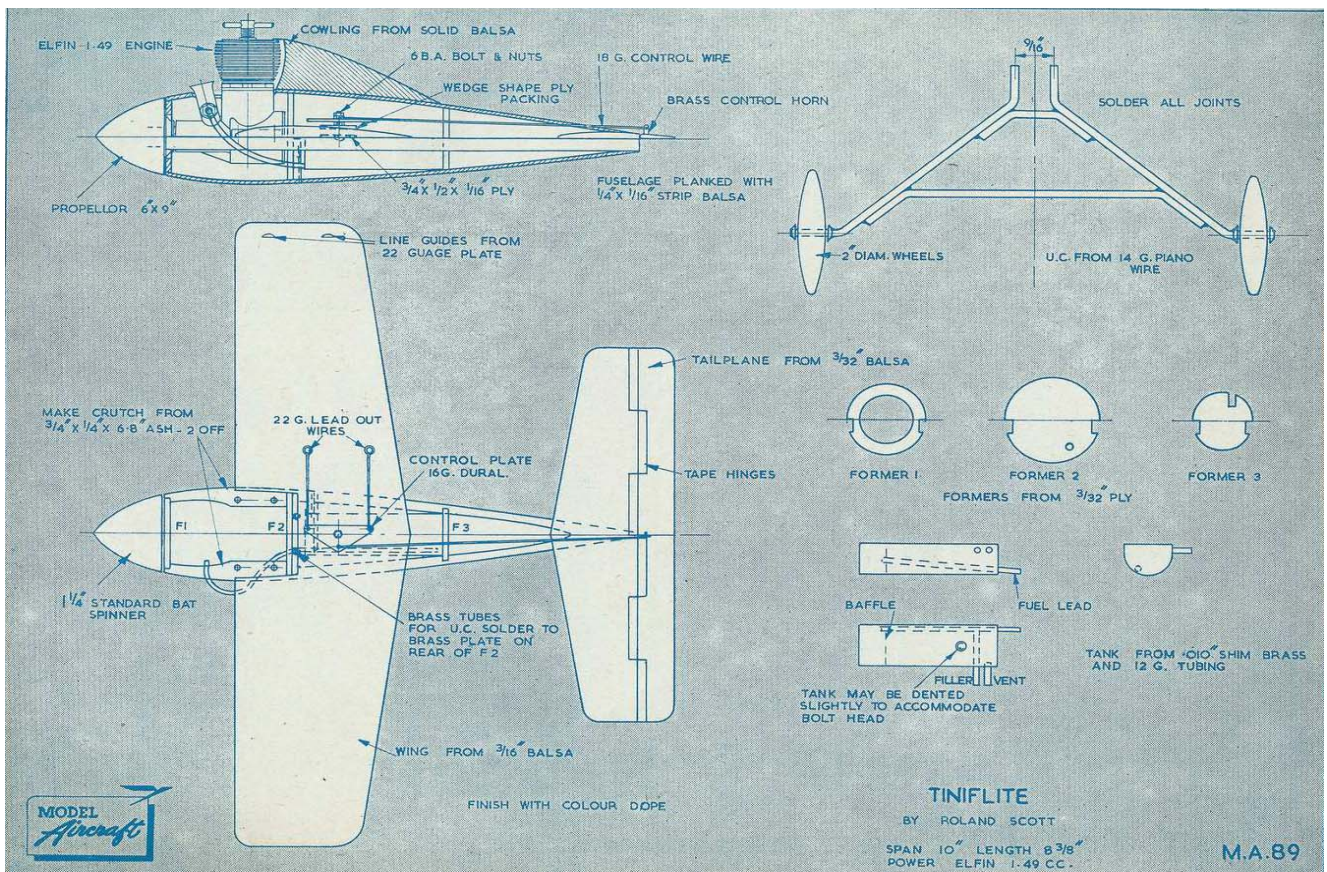
## 2026 BARTON CUP PREVIEW

Who's going to say we're not looking below at a potential winner of the Barton Cup 20 years hence?

While the big stuff was flying on Sept 17th, seven years old James Hull (a previous cover subject of

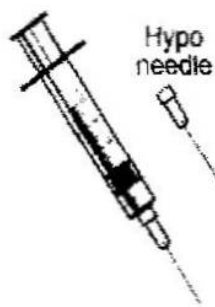


**Circle Talk** was getting in some time with this "Flying Clown" (plan supplied by Phil Hansson) lovingly built for him by Grandad (James Abbott) and carefully tutored by no less than *the* Lenny Morrall.



**Roland Scott's "Tinyflite":** This little speedster published in January 1951 seems to have been largely overlooked by the vintage people. The editor was fortunate enough to see Roly Scott fly the original at an early NWA meeting at Prees Heath (ex-RAF Tilstock). At the time, it held the British Class 1 record at 80 mph. Its trimmed down 6"x9" prop was turned at 12,000 rpm by the Elfin, which would seem to have been unmodified. (However, it was recommended that any tight spots be remedied "with the judicious use of metal polish"!). Best fuel for those "few extra revs" was 40:30:30 - diesel oil, Castrol R, pure ether - to which was added 5% amyl nitrate. It was advised to fly first in contests to take advantage of the cooler operating conditions in the early part of the day... so it should be a whiz-bang for the coming Barton "Cold Turkey" do!

## A Practical Dispenser for CA Glue



Does your super-glue always get hopelessly clogged? Do you have to cut back the tip every time you want to use it? Are you tired of caps that won't come off? Well here's a way to win the CA war once and for all!

The local drugstore is a good place to find hypodermic needles. You'll need a few small needles, about 22-gauge or so. Don't buy any plungers - just the needles.

Each needle comes with molded plastic part that fits to a hypodermic plunger by simply pushing it on. This will also fit to the tips of most CA bottles.

It may be necessary to trim the bottle tip back a bit to get a good, tight fit. With a file or a rotary tool, grind the point off the needle (they are dangerously sharp!) You now have a long and very tiny tip that will reach into small fuses, between stringers, etc. You can dispense very tiny droplets of CA this way.

What's that you say? The tip still clogs up?

Yes, but all you have to do is heat the tip with a lighter and it's wide open again! No caps, no pins, and no fiddling around. This method works every time, and takes the hassle out of thin CA glue.

Thanks to **Denny Maize** for the source of this tip.



## A DAY AT THE RACES!

### Goodyear and F2C-N at Barton, 6th August

*Chris Eifflaender reports:*

Fine weather greeted the teams that arrived for a day of racing, there being almost no wind whatsoever.

After some fervent practicing, the day got under way, starting with **British Goodyear**. This had a large entry of nine teams despite its recent apparent problems with rule changes. The first heat didn't go quite to plan, however, with three retirements from the teams. The second heat nevertheless saw good performances from the newer teams such as *Cannon/Cannon* and *Langworth/Hutchinson*, with *Court/Morrall* putting in the quickest time of that heat. The newer teams showed great talent throughout the day, including great performances from *Dave Copeland* and *Dave Roberts* (considering this was their first ever time racing in this event!). *Bowman/Sharp* flew well and *Eifflaender/ Eifflaender* put in a 4.37 time in their first heat. The remaining heats saw some great performances from *Winstanley/Fitzgerald* and *Eyre/Bellamy*.

#### BRITISH GOODYEAR (9 entries)

Pos	Team	FINAL		
1.	Daglish/Worgan	9.22.4		
2.	Eifflaender/Eifflaender	9.36.6		
3.	Langworth/Hutchinson	158 laps		

	Round 1	Round 2	Round 3
1.	Daglish/Worgan 4.55.0	DNF	4.32.0
2.	Eifflaender/Eifflaender 4.37.5	DNF	DNF
3.	Langworth/Hutchinson 5.13.6	5.59.0	4.51.3
4.	Court/Morrall 4.55.0	5.05.7	DNF
5.	Eyre/Bellamy 5.17.1	DNF	DNF
6.	Roberts/Copeland 6.20.0	5.27.4	DNF
7.	Cannon/Cannon 5.49.6	5.37.5	DNF
8.	Bowman/Sharp 5.55.0	DNF	DNF
9.	Fitzgerald/Winstanley 7.51.2	DNF	DNF

#### MINI-GOODYEAR (7 entries)

Pos	Team	Heat 1	Heat 2	FINAL
1.	Daglish/Morrall	5.04.8	5.01.9	8.28.1
2.	Sharp Sr/Winstanley	4.58.7	7.25.0	?
3.	Eifflaender/Eifflaender	4.41.3	4.29.6	195 laps
4.	Fitzgerald/Langworth	5.02.9	5.03.9	
5.	Morrall/Bellamy	6.37.2	5.10.5	
6.	Sharp Jr/Bowman	6.00.0	5.56.3	
7.	Langworth Hutchinson	DNF	29 laps	

#### F2C - Nationale TEAM RACE (3 entries)

Pos	Team	FINAL
1.	Sharp/Sharp	4.38.5
2.	Catlow/Jephcott	4.54.0
3.	Daglish/Worgan	Retired

All in all another fantastic day's racing, so thank you to PAW and Martin Worgan for donating the trophies and to Barton MFC for providing the site. Thank you also to John Noble, who ran Mini Goodyear. Finally, a huge thank you to all those who attended. **CE**



At the end of three blistering rounds, the fastest times had been completed by *Langworth/Hutchinson*, *Eifflaender/Eifflaender* and *Daglish/Worgan*, with *Eyre/Bellamy* narrowly missing out on a place in the Final. In the Final itself, *Langworth/Hutchinson* broke two props which considerably affected their time. *Eifflaender/Eifflaender* came second, recording 9.36, and *Daglish/Worgan* managed 9.22 to clinch first place. *Hutchinson/Langworth* were awarded of 'team of the day'.

**Mini Goodyear** too was as exciting as ever with great performances all round. The Final was between *Eifflaender/Eifflaender*, *Sharp/Winstanley* and *Daglish/Morrall*. *Daglish/Morrall* won with a time of 8.28 and *Sharp/Winstanley* came second. A split tank forced *Eifflaender/Eifflaender* to retire after 195 laps, agonizingly close to the end.

As per usual, **F2C-N** was a blistering display of speed and skill. The *Sharps* came out on top with an impressive 4.38 in the 100 lap Final, closely followed by *Catlow/Jephcott*, who finished in 4.54. *Worgan/Daglish* retired early in the race due to snagging a line on grass. **CE**

## CENTRALISED F2B MEETING

### 24th September 2006 at Barton

*CD Ray Lloyd reports:*

**Comment:** Dotty and I arrived at Barton at 8.30 am. At 8.32, Roy Cherry arrived! Now consider this: Roy lives in the London area. What time does he set off - and then, after a full day's flying, he has to do the journey home again! (I single out Roy because he was first on site but all the others came from all over the country too). These events are a golden opportunity for club members to meet and to talk to some of the best flyers in the UK, just like John Birkett did at the end of the Barton Cup. (Bill Draper looked over a couple of John's models at John's request and, finding the problem, he told John how to sort it out). So how many club members came on Sunday? Well, I could count them on one hand. You are missing golden opportunities...

**Competition:** The day started very overcast and, guess what, I drew first slot but conditions were ideal and that showed in my first round score. Merv Jones and John Alcock followed, scoring steadily.

Next was Roy Cherry; it started to rain just before Roy took off and he managed to get as far as the inverted flight when the thunder came, followed by lightning that flickered all around the area. At this point Roy aborted his flight and very wisely flew level and low. The storm lasted for about an hour and then the sun dried everything up and the blue skies lasted for the rest of the day.

The comp was restarted with Roy's reflight and after him came Barry Robinson with the huge Reno racer that scored well. Next up was Rob Kitley; now we all have our theories about model design etc but it is worth noting that Rob uses a Randy Smith design that is very much a universal model flown all over the world and the aerodynamics are very well sorted. Rob proved this with his scores and his ability to fly and beat the best.

Our own Malcolm Ross flew, a bit shaky at first but making huge improvements as the day wore on. Malcolm attends a lot of these meetings knowing he has little chance of winning (and that goes for a lot more of us... we go to give our support to the team and to learn and, believe me, you are never too old to learn!).

**Helpers:** All through the comp, Dotty and June were pounding away on the club's laptop, crunching numbers and churning out scores.

If any club members would like to give the girls a rest sometime and come and do this job, just give me a ring and come and get involved. This club can't exist without volunteers! You should see the circles and cut areas that are like bowling greens - and all down to Ian Taylor's efforts with the mower. **RL**

#### F2B Centralised Results

Pos	Name	Score
1	Rob Kitley	1852.0
2	Barry Robinson	1754.1
3	Roy Cherry	1741.6
4	Ray Lloyd	1730.8
5	Bill Draper	1682.7
6	John Alcock	1573.2
7	Mervyn Jones	1559.5
8	Malcolm Ross	1354.2

### 'MORE ON SAFETY' ... a postscript

In May of this year, *Circle Talk* reprinted Keith Harris' timely warning on means of recognising that one of your companions may be undergoing a stroke - the three standard tests being to ask the victim to smile, to raise both arms and to speak a simple sentence coherently (and failure in any one of which should prompt summoning skilled medical assistance).

Therefore, dedicated aeromodellers being what they are, it would not be amiss to be aware of the following, when a recent correspondent to the "Daily Telegraph" responded thus to a previous letter about a reader's mother, who had failed her stroke recovery test because medical staff did not recognise - how sad for them! - the 'old-fashioned' way she made tea:

"Eight years ago, during the World Cup, I had a stroke. The nurses were going to write me off because I could not answer their questions on football. They would not believe my wife when she told them I had no interest in the subject. "All men know about football," they said.

"It took a visit to the hospital by my boss, to converse with me about nuclear engineering, to convince them I was actually *compos mentis*."

Model flyers (already widely regarded by the public as having a bit missing) might take heed!

#### PICTURE CREDITS

*John Whiteside:* Pages 1 [*top*] and 2.  
*John Bowman:* Pages 5 [*all*] and page 8.  
*Editorial:* All others not attributed.

## Geoff Tennant 1943-2006 †

*An appreciation of his life by Malcolm Ross*

On Wednesday 23rd August 2006, Barton MFC lost one of its finest sons with the untimely death of our excellent chairman, Geoff Tennant, following a thankfully very brief period of illness.

It has been my privilege to call Geoff both a friend and colleague over the past six years. Having the call of education as a common thread between us enabled a mutual understanding of many subjects both inside and outside the modelling scene. Geoff had, in his short time since taking over chairmanship of the club, forged firm foundations for its continuing success through many years to come. I will remember with fond memories his words when committee members tried to divert the relevant issues away from the agenda: *"Now we are going to finish this meeting at nine o'clock, come what may, and not one minute later. Meetings take no more than one hour!"*

Born in Blackburn, Lancashire, in 1943, when Geoff was eight the family moved to Palmerston, New Zealand. It was here that he met another lifelong friend, Owen Rogers, who recalls the two young boys watching with awe and wonder as Geoff's new Mills .75 purred away on a makeshift stick tied to the back door! The smell and noise so delighted the pair that Geoff then persuaded his father to buy a new Taifun Tornado 2.5cc diesel for his first venture into control line flying. I very recently restored that engine to almost new condition after it had languished at the back of his model drawer for some 40 years and we ran it at the field a few weeks ago, much to Geoff's amusement.

During the 60s he was at the top of the control-line contest scene in New Zealand, the team of Tennant/Rogers being the ones to beat at that time and holding many records in racing. Geoff returned to England in the early seventies and family and career took over. He became head teacher of one of the most successful primary schools in the country and was totally committed to that job. Only in 2000, following a visit to this country by his friend Owen, was he to rekindle his enthusiasm for aeromodelling. This was to be the start of a passionate affair with control line aerobatics and the Barton club.

As retirement loomed close and more time became available, Geoff was at the forefront of developments within our club. Always at the field when working parties were needed, he was one of the prime movers in the development of our facilities and hard flying circle. We had many plans to visit the international sites and compete abroad together during the coming years and were all set to go to the recent world championships in Spain. While in hospital plans were even hatched to travel the continent in President Brian's van!

Geoff, we shall miss you. Your spirit will live on at the field and be long remembered within the group. All our condolences go to Liz and family.

*Rest in peace.*

*Malcolm Ross.*

## NOTICE BOARD

Friday Oct 13

### BARTON MFC ANNUAL GENERAL MEETING

Commencing at 8.00 pm in the Lancs Aero Club rooms. [Note: Usual clubroom catering and/or refreshments expected to be available until circa 8 pm]

- All committee posts will be up for election
- Other business will include a description of the modest subscription increases for 2007 [Senior £1 extra, Junior as before]
- Please bring your cheque book to renew at the AGM!
- Raffle as usual
- **Plus** (following close of business) *Mrs Winstanley's Rewards...* in which Pat promises plentiful, plump, particularly palatable, profoundly piquant pasties purchasable [or get one free with purchase of raffle tickets, says Len Morrall].

Thursday Oct 26

### PFA NW STRUT BIRTHDAY PARTY

You are invited by the North Western Strut to a special celebration to mark the Diamond Anniversary of the founding of the Popular Flying Association to be held in the Clubhouse, Lancs Aero Club, Barton, at 8.00 pm

- Light refreshments £5.00 per person
- Birthday cake
- Diamond Anniversary Exhibition
- Bar facilities
- Book now! Telephone 01695 422550 or E-mail: susanedunn@btinternet.com

Friday Nov 10

### SALE OF CL STUNT AND SCALE EQUIPMENT

Ray Lloyd announces that, following the recent death of Geoff Tennant, a sale of Geoff's planes and engines – all excellent stunt and scale stuff – will be held at the November 10th club meeting.

Are you sure I get a free pastie from you if I win?

*Singing for their supper?*

Yeah! And two if you don't!



(C) 2006 John Bowman 2006

### CONTACTING CIRCLE TALK NEWSLETTER

**Regarding 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

*Circle Talk* was created by John Whiteside as the occasional bulletin of Barton Model Flying Club.

## BARTON MFC Who's Who?

### Hon. President:

Brian Winstanley Tel: 0125 452 196

### Secretary:

Malcolm Ross Tel: 0192 576 6610  
8 Birchall Avenue, Culcheth,  
Warrington WA3 4DB  
E-mail: malc@mross88.freemove.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!