

DEC 2006

News from  
Barton MFC  
Lancashire Aero Club  
Model Aero Engineers

# Circle Talk

Free to club members

Volume 8 Issue 5

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

## What's coming up at BARTON?

2006  
DECEMBER

8 **Barton Clubnight**  
Len Morrall sold(i)ers on

27 **Barton Racing**  
"Cold Turkey Day"  
Barton B+BGY+MGY

2007  
JANUARY

12 **Barton Clubnight**  
'Bring and buy' tabletop sale

19 **Ladies Night**  
(PROVISIONAL)  
Malc Ross 01925766610

FEBRUARY

9 **Barton Clubnight**  
Home made jets - talk and demo by Arthur Griffiths

MARCH

25 **Barton Racing**  
The *First* Classic 15 Race

APRIL

14/15 **BMFA Cent'd**  
Sat: F2B+Cl.2/Sun: F2C

29 **Barton Racing**  
BGY+MGY

MAY

12/13 **Barton BASH**

### 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)

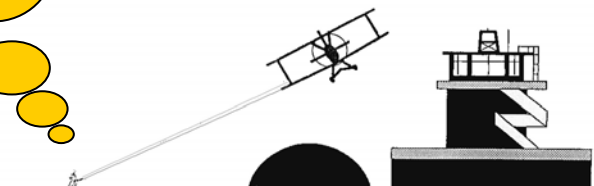
## Club Pres in new career move?



Have you noticed that it takes someone extremely clever to do something incredibly daft?

[Anon]

*Having eluded his minder, Brian is believed to have over indulged in the excellent local vino. Passers by were later reported to be amazed by his fluency in an obscure and hitherto extinct Patagonian dialect.*



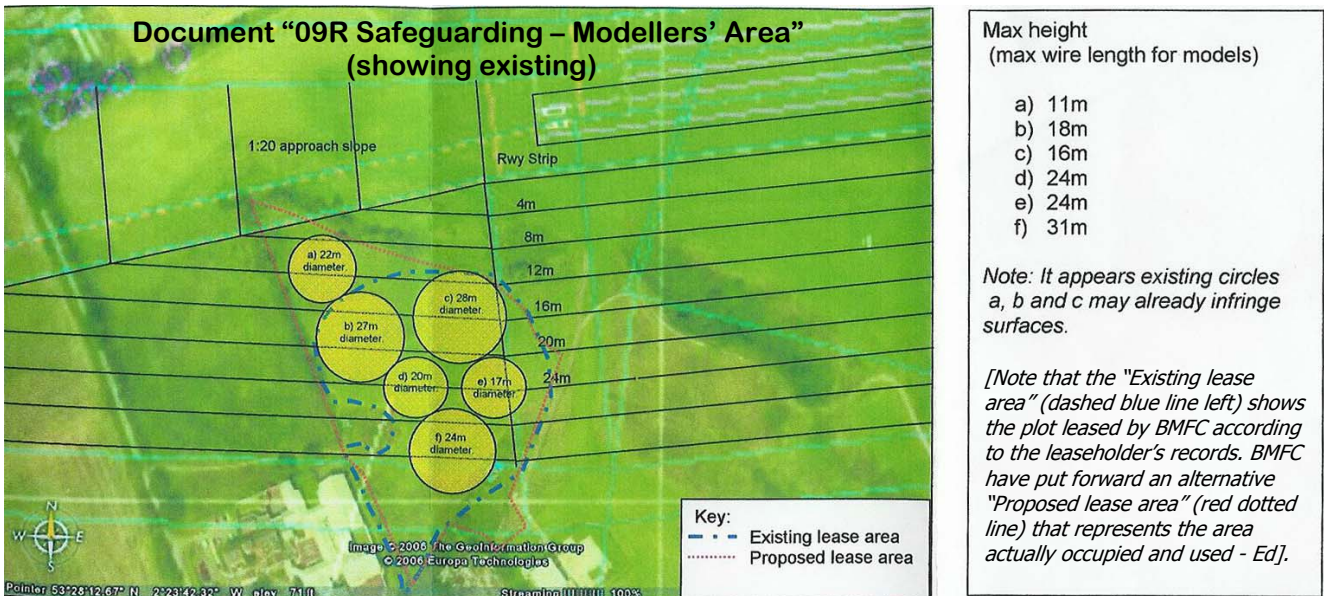
## BARTON CIRCLES UPDATE

### ***Mandatory Revisions to Field Use and Layout***

During November, Barton MFC President Brian Winstanley was called to a meeting with the Barton Aerodrome Operations Ltd, who manage the airfield on behalf of Peel Holdings (“The Manchester Ship Canal Company”). B.A.O.L. had discovered that the existing location of three of our control line circles might lead to infringement of the designated approach slope of full-size aircraft arriving at the principal runway strip from a westerly direction.

Brian was given a copy of a document “09R Safeguarding – Modellers’ Area”. This shows diagrammatically a standard 1:20 approach slope (2.8°) and related contours [See reduced scale diagram below - Ed]. The flanking contours parallel to the runway strip appear to be drawn at ±16° to the edge of the strip. A note attached to the drawing sets out the permitted line lengths stipulated by B.A.O.L. for the six existing circles.

**All flyers at Barton should take a note of these maximum line lengths and regard them as mandatory until further notice. For example, Circles (b) & (c), the existing “stunt circles”, will be restricted to 52’6” lines MAXIMUM without exception.** Safety Officer Jim Hatch has also placarded the existing grass circles on site indicating the maximum line lengths permitted so there should be no grounds for misunderstanding.



### ***Where do we go from here?***

Brian has submitted to B.A.O.L. a Barton MFC proposal that would remedy the situation by relocating the affected grass circles. (As of yet no response has been received from B.A.O.L.).

The proposal would relocate the two existing larger grass “stunt” circles closer to the tarmac circle [at the expense of the existing Mini Goodyear circle - see diagram right] and provide for two general purpose (Carrier etc) grass circles to separate them from the approach slope to the full-size runway. Although this would reduce the total number of laid-out circles from six to five (affecting mainly Mini Goodyear), it is considered that there is enough reserve capacity for all activities including Mini Goodyear.



## BMFC ANNUAL GENERAL MEETING 13th October 2006

### **Attendance**

In the sad absence of former Chairman *Geoff Tennant*, this meeting in the LAC room was opened at 8.30 pm by the President, *Brian Winstanley*, who then immediately vacated the chair in favour of the Secretary, *Malcolm Ross*. Including one or two late-comers, almost 60 members were in attendance. (Regrettably, the LAC bar and catering facilities were not open as expected).

### **Minutes of the previous AGM**

These were passed on a show of hands.

### **Officers' Reports**

**President:** *Brian Winstanley* summed up a successful year and promised that further plans were afoot (to be announced in due course). He thanked all those who had organised and supported the year's various competition activities.

**Secretary:** *Malcolm Ross* said that the most difficult task of his life had been to give the address at *Geoff Tennant's* funeral. *Geoff* may not have attended too many clubnight meetings but certainly contributed a lot on the airfield.

*Malcolm* praised the tremendous effort put in by the Web Site Administrator, *Jim Hatch*, in establishing and maintaining the Barton Forum. *Jim* responded by reporting that there were now 500 members of the Forum, which included a number of prolific Australian contributors.

**Safety Officer:** *Tom Hughes* was pleased to report that, just as on previous years, there had been no problems encountered with safety. However, he did comment upon the practice of team race lap counters to sit inside the cage when he felt that their task could be carried much more safely – and quite adequately - outside it.

**PRO:** *David Goddard* reported that he had notified the press about the 2006 BASH but, for one reason or another, had not been in a position to accomplish much beyond that.

**Social Events:** *Len Morrall* announced the wonderful news that during the last year *no less than £550* had been collected through the club protection racket\* he organises so well.

*Len* was endeavouring to arrange two talks and let slip that it was proposed that the customary *Xmas Party* be held in *January!*

**Flying Site Manager:** *Ian Taylor* – he of few words but great endeavours - was pleased that the weather gods had been compliant during the year, greatly easing his task.

**Barton Events Calendar:** *Ray Lloyd* reported a “cracking year” for competitions with eleven having been on the calendar. However, two BMFA Centralised events had both been cancelled at the last minute – an F2C at one or two days' notice and an F2A at three days', an expensive business for the club (as, for example, it costs £70 a time to have the toilets cleaned beforehand). In addition, site preparation usually needed to begin one week in advance of a competition day - it took one whole day just to cut the grass. *Malcolm Ross* and *Ken Morrissey* pointed out that BMFA had paid £50 in compensation for one cancelled event during the past year.

**Treasurer:** *Brian Winstanley* distributed copies of *Pat's* printed annual accounts (audited by *Derek Heaton*). Delivering a brief report on *Pat's* behalf before he answered questions on the accounts, *Brian* predicted a rise in outgoings – he meant things like rent - during the coming year.

*Gordon Isles* asked to whom ground rent was paid? *Brian* answered that the club didn't directly pay rent as such - Lancs Aero Club do this on our behalf and so “rent” is covered by the affiliation fee we pay to them. However, we do pay an “airfield utilisation fee” to Barton Aerodrome Operations Ltd and this could be looked upon as a form of rent.

*Tom Prothero* enquired about the lease term and heard that it will be renewable in March with an option for a further two years. In amplification of that, *Ken Morrissey* described a meeting that Peel Holdings had called with all users of the airport. During “a very professional presentation”, the meeting had been assured that there would be a future for all existing users and that no changes were planned in that respect. Future plans for development included a racecourse and helicopter and container bases but *Ken* reiterated that he had been assured that our future at Barton was quite secure.

---

\* Sorry, did I say that? I meant **most excellent club raffles**. (It's a thankless task).

## A.G.M. (Cont'd)

Asked by *Graham Pile* how many members the club had currently, *Brian* replied that 122 had paid fees during the last year. *Dave Roberts* asked whether in future the Income & Expenditure Account could not follow the convention of showing the previous year's figures for comparison; it was agreed that this would be looked into for 2007.

Acceptance of the accounts was proposed by *Laurie Court*, seconded by *Dave Horsfall*, and passed unanimously.

### Election of Officers

*Ken Morrissey*, who was not otherwise involved in the elections (not all of the posts being up for renewal), took over the chair for this – but first proposed a warmly acclaimed vote of thanks to the existing committee.

**Chairman:** *John Kergon* (prop. *Jim Hatch*; sec. *Tom Hughes*) was unopposed and so declared elected.

**Treasurer:** *Pat Winstanley* (prop. *Dave Roberts*; sec. *Gordon Isles*) was unopposed and so declared elected.

**Safety Officer:** There were two candidates *Tom Hughes* and *Jim Hatch*, the latter being elected on a show of hands.

### Club Fees

*Ken Morrissey*, remaining in the chair, outlined the committee's proposal to increase the annual subscription by £1.00.

*Jim Hatch* enquired whether the increase was intended to cover any future increase in charges that might be imposed by Peel Holdings (in addition to the club's own expenses in continuing site development) and received the answer 'yes'. *Gordon Isles* thought that £1 was a negligible increase and suggested that a bigger one would help pay (for example) for an improved safety net. Asking what the proposed new fees would be, *Graham Pile* was told that they would become £38.50 for Senior Membership. *Derek Heaton*, who had audited the accounts, wished to put the increase in perspective, stating that taking even the harshest view (say losing one day's income at BASH due to the weather) the club might lose £200 but had a surplus of £1,700 to cover that eventuality. On the other hand, it had to be faced that losing five members as a result of the increased membership fee would also amount to very nearly £200.

*Ken Morrissey* asked for a show of hands to approve the increase, which was passed unanimously.

### Presentation of Trophies

*Ken Morrissey* stayed in the chair. *Tony Eifflaender* received applause for having put together a tremendously successful programme of racing to supplement the arranged events and announced his intention to put on even more and better for next season. *Ken* also drew attention to successes at the World Champs in Spain, including a Team Gold and an individual Silver for *Peter Halman*, as well as subsequent Barton successes at the British Nationals.

**Fred Holden Trophy:** awarded to a member, not necessarily a competition flyer, who does a lot for the club, and in 2006 to *Fred Hall*, club photographer.

**Senior Trophy:** awarded to *Peter Halman*, who has been at the pinnacle of F2A competition for years.

**Junior Trophy:** awarded to *Chris Eifflaender*, who was not present; accepted on his behalf by his mum!.

### Any other business

*Malcolm Ross*, quizzed about the proposed Xmas social evening, explained that it might take the form of a "ladies' night", possibly at the adjacent Golf Club and maybe not being held until January or February.

*Ken Morrissey* reminded members of the forthcoming BMFA postal election under the new OMOV system and urged all present to exercise their vote.

There being no other business, *Malcolm Ross* declared the meeting closed at 9.35 pm.

### SAFETY WARNING! "A Practical Dispenser for CA Glue"

In the last issue of *Circle Talk*, there appeared a description of dispenser for cyanoacrylate glues incorporating a modified hypodermic needle. The method of operation recommended heating the tip of the needle to disperse old, solidified glue.

This device had originally been printed in "SAM 35 Speaks". In a subsequent issue of that fine journal, *Colin Eveleigh* writes from Hanley Castle as follows about the dispenser: "I have a concern with the tip. Heating glue is reportedly dangerous as it decomposes and gives off cyanide gas. The first time I was warned about heating CA was in the 1970s when I was a charge hand in a small government workshop and one of the scientists took great trouble to make sure none of us did the same as he had. He was soldering the connections onto a device held together with CA and ended up in Casualty."

**SOME BARTON PEOPLE**



Coffee time for former BMFC Chairman, Geoff Tennant, seen here in '04 with Jim Hatch, and now so sadly missed. Webmaster Jim adds Safety Officer to portfolio for 2007. In background, Jim Major displays enviable suppleness in readying vintage *Kamacc* (just visible).



Perhaps Secretary Malcolm Ross flies in so many events he needs a reminder of what he's flying – maybe M is for Mini Goodyear? Mike North is floored by it.



Could Club Photographer Fred Hall be trying to remember where he put that spare film for safe-keeping?



John Kergon is new BMFC Chairman for 2007. If *Charisma* is what you need for the job, he already has it in hand! A beautiful aeroplane to behold in flight.



Ian Taylor, our Flying Site Manager, is the man who keeps the circles in impeccable flying order – and sometimes he even gets to fly there as well! Ian swings, Richard Grindley holds.



As befits the far seeing President that he is, Brian Winstanley scans the future...



He's got his eyes on you! Or perhaps Len Morrall, still serving time as Social Events co-ordinator, is pondering the future. If not flying (or flogging his wares), what more can there be to life? French fries?

Squaring the circle. Recognise these? Positively 'Strictly Come Dancing' not.



Ray Lloyd, controller of the Barton Events Calendar, sets up a personal exclusion zone. ("Hey, Ma! That man says he's going to come and get me...")

## **FLYING OFF AT A TANGENT**

**Frank Lee Speaking...**

### **HOW NOW... down at The Brown Cow?**

Writing in their latest (December) newsletter, the Chairman of the PFA NW Strut reports regarding the Clubroom at Barton that "*Lancs Aero Club has decided NOT to renew leases on all the property they hold at the airfield*". He quotes the reason "*that they are paying through the nose for these facilities and it is deemed no longer viable. Consequently, we [that's the PFA - Ed] are unable to go back to Barton under the LAC banner and will remain at The Brown Cow for the foreseeable future. There is a possibility that the new landlords, Peel Properties, will let us back to Barton but I am sure that will be at a price for the room.*" You can bet that the BMFC Committee will be continuing to keep a very close eye on this and its possible effect upon our own 'utilization' (to adopt the prevailing jargon).

### **AIRFIX... not derailed?**

So it seems that that other one-time schoolboy's favourite, Hornby, may yet be the saving of the Airfix empire in administration. Unfortunately, the sniggering by columnists in the "popular press" brought on by the very mention of the name 'Airfix model' (as opposed to 'celebrity model'?) is only too familiar to those of us who for years have been the butt of similar jibes, and not least those aimed at control line by our "more advanced" brethren in RC (quote: "watching CL is like watching paint dry... bricks on strings, etc"). What a pity they don't try flying CL instead of disassociating themselves.

It's pleasing therefore to discover one scribe who did find that Airfix model-making once had a use in training for modern lifestyles. Literary man-about-town John Walsh disagreed with Robin Dews of *Warhammer World* who opined that Airfix's problem was that "their toys didn't really do anything". Walsh claims that - quite usefully for a school-lad one would think - his own 'historical-figure' model of Napoleon came apart "neatly separating his torso, frock coat and hat from his legs, inside which I used to hide cigarettes". So that's all right then.

### **DOPES... from the Health & Safety Executive**

Unexpected gorgeous smells! Coming down the staircase adjoining the Great West Door of the then recently consecrated but still incomplete Liverpool Anglican Cathedral - this was at least twenty years ago - I was assailed by a wonderful aroma. Further investigation soon revealed around the corner a workman liberally sluicing good old cellulose sanding sealer on to the fine oak handrails.

Much more recently, in the local hardware store, I pounced upon a large plastic container prominently labelled "sanding sealer" that, upon my surreptitiously opening up, smelled of nothing like the stuff that we all know and love. (What's more, it was horribly sticky - serves me right, you say? - and enforced a detour to the nearest superstore's "Gents" so that I could wash the filthy concoction off my hands before touching anything else). Having a thick white, immovable sediment, the liquid smelt more akin to traditional "knotting" than any 'cellulose' I recognised.

So what's this all about? Lately, a modest rumour developed out of a conversation with the excellent 'Flitehook' dealers reported by a "SAM Speaks" columnist, Andrew Longhurst (always a good read on rubber matters), to the effect that "*the EEC is banning cellulose-containing compounds on health grounds effective September this year [that's 2006 - Ed]. Among our future problems will be obtaining cellulose dope, sanding sealer and cellulose thinners.*"

While this brought forth some predictable minor rants about the EEC on both the Barton and SSW forums (aka the "ramblers association"), Steve Lewin from North Staffs most helpfully drew attention to a Statutory Instrument "*The Volatile Organic Compounds in Paints, Varnishes and Vehicle Refinishing Products Regulations 2005*" (which can be seen at <http://www.opsi.gov.uk/si20052773.htm>). It was Steve's conclusion that "*based on the volatile organic compound levels, they would seem to make the use of anything other than water-based or some high solid two-pack paints illegal - but since they only apply to household paints and car paints, I'm not sure to what extent we will be affected. I guess cellulose paints will be harder to find; you won't just be able to nip to the car accessory shop for 5 litres of thinners any more.*"

'Fivestardistribution' later added the following postscript to the above [necessarily paraphrased - Ed]: "*As a manufacturer of cellulose dope, I can tell you that there is no ban on cellulose dope - the cellulose is ok - just the solvents used in paints and coatings. Some uses are ok but most are banned for paint. We won't be giving up - it just won't be sold as it is now but it will still have the same constituents and look and act the same.*"

In the same vein, 'Fivestardistribution's spokesman continued: "*In general use, from next year you can't use a cellulose paint as it's solvent based. There are certain things they can be used for but finding someone who manufactures?... the market is so small that the problem will be sourcing it. We don't have any problem as we manufacture the stuff ourselves following these regulations to the letter. We can keep making it and will continue using the materials we currently use.*"

## DOPES (Cont'd)

"There won't be a problem with the supply of base chemicals for a long time, so we won't have a problem with that... we have about 5 tons of nitrocellulose powders and the same in butyrate and acetate celluloses so we're not going to have a problem for a long time even if they did give up production.

"The supply of solvents will not be a problem, just certain ones that we don't use anyway as most of those are used for many other things. Our StarSpan dopes will stay available – for now at least but no doubt "they" will think of a way around that! – and are available trade to any supplier/shop or retail in small sizes from our eBay shop".

It's not just the EEC but possibly our own Health & Safety Executive that is to blame for this regulation to 'protect consumers' and the move towards a ban is unlikely to be confined to EEC countries alone. So try to remember that "it's for your own good, you know..."



## NEW CL COLUMNIST... in a hard hat

Have you seen AMI/Aeromodeller recently? If not, you may not know that they have a new control line reporter, Mike Parry, already familiar to Barton people and avowedly teetering (still) on the brink of paying up to join our illustrious membership.



One of the established "Shedpix" photo duo – Alex Whitaker being the other – he has quickly uplifted the quality of recent control line reporting with excellent photos and accurate descriptions. Mike is the one on the right in our picture, where they seem to be comparing testosterone readings. *Cheeky boys!*

## ANNOUNCEMENT: BARTON CLASSIC 15

The first *Barton Classic 15 Team Race* will be on Sunday, 25th March 2007. The hard circle has been booked and the day's format will be as follows:

- **10 am** Arrival and practice/test flying.
- **12 noon – 1 pm** Racing for those that feel ready (depending upon number of teams).
- **1 – 3 pm** Practice/ test flying.
- **3 – 4 pm** Racing (light permitting).
- **4 pm** Close.

ALL MODELS will be safety checked before they can be flown. There will be a Booking-in Board to chalk your name to queue for the circle for practice and testing. Teams or individuals will be allowed up to three flights before retiring to allow others to fly. Teams may then rejoin the queue for their next session. Plenty of help will be available for those who are new to team racing.

**This will be a club event** but open to anybody who turns up to fly. (*Non-Barton members MUST show proof of BMFA Insurance*). Rules are as published in *Circle Talk* and on the Barton Forum BUT all Olivers and clones and all ETAs will be permitted for this first event and fuel may be of your own choosing. (*Hard hats, handle straps and the desire to have fun are mandatory!*). The lessons learned will be incorporated in the first public outing at the Barton BASH so *do* make your views known on the day to John Whiteside and Malcolm Ross.

## 2007 BARTON BASH

12th & 13th May

### SATURDAY

British Goodyear • Mini Goodyear  
F2C-N Team Race • Barton Classic 15  
Vintage Stunt • Peacemaker Stunt  
Barton B (Heats) • Club Speed (1.5cc)  
Carrier Weekend Workshop

### SUNDAY

Aerobatics (F2B & Class II)  
Vintage Team Race (½A/A/B)  
Barton Classic 15 • Barton B  
Carrier Weekend Workshop  
Barton Swap Meet

### Trade Stands & Camping

Both BMFA insurance and wrist straps mandatory

### FOR MORE DETAILS, CONTACT:

All aerobatic events: Ray Lloyd 01706 212184  
All other events: Malcolm Ross 01925 766610

## PHOTO CREDITS

**Christine Baars/Eep Buys:** Pages 1, 10 and 12.  
**Phil Hansson:** Page 5 [left column, top].  
**Fred Hall:** Page 5 [centre column, all];  
Page 5 [right column, top and bottom].  
**John Bowman:** Page 8.  
**Ray Lloyd:** Page 11 [all].  
**Editorial:** Any others not attributed.

# Marathon Men!

## ANOTHER DAY AT THE RACES!

The first 1,000 Lap British Goodyear event was held at Barton on 6th August 2006

### Chris Eifflaender reports:

Despite the forecast for the weather, the day started off fairly well. After frantic practising from some of the teams, the racing got under way promptly at 11:30.

The first heat consisted of: Fitzgerald/Winstanley, Cannon/Cannon and Ross/Court. The latter got off the ground first with a flawless one-flick start, followed by Cannon/Cannon and Fitzgerald/Winstanley. Ross/Court were making a flawless run with a string of one-flick pit stops until the engine began to harden up and forced Ross to make a pit stop. After backing off the comp a little, Court sent Ross up again and another string of flawless pit stops followed until lap 769 when the needle valve snapped in midair, forcing Ross to come in again. After being replaced it began to come loose in the air, forcing Ross to make another pit stop. This problem with the needle valve was quickly rectified and Ross/Court made considerable progress until, at lap 965, a line tangle with Winstanley/Fitzgerald lost them a considerable amount of time, finishing with a very respectable 0:54:10. Fitzgerald/Winstanley also had smooth running race with good catches and quick pit stops, as well as quick prop changes, which saw them finishing second in this heat with 0:59:26. Cannon/Cannon also showed their determination (and just how much they have improved with every race throughout the season) with good race craft throughout, eventually finishing with 1:28:9.

After a short break for lunch, the second race got underway and, with Langworth/Hutchinson and Eyre/McPeake both having similar airspeed, this was set to be a very interesting race. Langworth/Hutchinson flew very well and Mr. Hutchinson's pitting was outstanding considering that this was only his second British Goodyear event ever. Eyre/McPeake made excellent progress until lap 835, when, after a pit stop, the model ran in on take off and had to be retrieved; on the next pit stop the prop broke and got stuck on the engine, costing them valuable time. At lap 858, the engine began to go over the top, so needed to be brought in to have the comp adjusted - all this cost the team valuable time, to eventually finish with 1:00:45.

Langworth/Hutchinson had a great set of one and two flick pit stops throughout the race with no real problems, other than two very slick prop changes. They finished with a time of 0:51:25 that was going to prove a hard time to beat!

After this race the clouds started to pile in, just as Worgan/Daglish and Eifflaender/Eifflaender entered the cage. Both teams got in the air quickly with two very quick pit stops. However, Chris came in early complaining of a vibrating model and it was evident the tailplane was beginning to let go half way down the fuselage. In spite of this, the decision was made to carry on. Meanwhile, Worgan/Daglish were making excellent progress with a string of perfect one-flick pit stops right to the end. Halfway through the race the heavens opened but neither pilot seemed fazed by this. Nevertheless, Eifflaender/Eifflaender slowed somewhat with the onset of the rain, which could have been due to many factors. However, it has been decided the reason was that they were running a larger venturi and therefore there were bits of rain water in it as well... as soon as the rain stopped the model picked up again. Worgan/Daglish won with a time of 0:46:33 and Eifflaender/Eifflaender finished in 0:55:13. **CE**

The overall standings were as follows;

### BRITISH GOODYEAR 1,000 (7 entries)

Pos	Team	TIME
1.	Daglish/Worgan	0:46:33
2.	Langworth/Hutchinson	0:51:25
3.	Ross/Court	0:54:10
4.	Eifflaender/Eifflaender	0:55:13
5.	Fitzgerald/Winstanley	0:59:26
6.	Eyre/McPeake	1:00:45
7.	Cannon/Cannon	1:28:09

A big thank you to Tony Eifflaender and Martin Worgan for organising and running this event, also to P.A.W. for sponsoring it and providing the trophies and to Barton MFC for providing the site. **CE**



The Eifflaenders sponsor, compete, win and award the prizes!

## ÉVORA 'Tournament of Control Line' 8-10th September 2006

**Brian Winstanley (Barton travel writer, wine connoisseur, foodie and foot-loose aeromodeller) has been on his travels again...**

Once more the annual exodus of modellers to Portugal for the "Tournament of Wings" competition included yours truly. This is not just a competition but a most enjoyable three days of socialising, when one greets old friends and makes new ones and where you can sample excellent food and wine in a holiday atmosphere every evening.

During the run-up to our departure, I had spent eight days frantically preparing and building new models, working until 2 am some nights! I know that to some of you this may be normal but to me it is unheard of...

This year's creations were two Clown Racers, one for my newly acquired PAW 19, the other for an ex-car race engine of Dennis Ward's, a Rossi 15. A new minimal Rat Racer for a K&B 40 was also constructed, along with repairs to my "old faithfuls". All of these, along with a Mini Goodyear of Bernie Langworth's, were packed into my specially constructed ply suitcase that has now been on several such trips. Before packing them into their own box, I had removed their engines to carry aboard as hand luggage; you can always make new models but not always obtain replacement motors (nor insure them, as Abel Coelho can testify).

Our flight was from Ringway by "shuttle" to Heathrow and then on to Lisbon flying BA – not the cheapest but, since Portugalia ceased using Manchester, there was no other direct flight. As we all know, security was being stepped up around the anniversary of "7/11" and so, with all pockets empty, no sharp implements, and shoes off – you should have seen the shine on that floor! – Pat and I were screened and given the all-clear as not posing a national threat. However, not so that handbag of mine: I was summoned over by a foreign security person who asked if he could open my bag and inspect what was inside. He was told that they were model engines and that he was free to inspect them. But, having carefully opened each box only to find (to his amazement) *engines*, he announced "These will have to go in the hold"!

My protests, pointing out their value, were to no avail, so into the hold they went as a nice tempting

package, ripe for pilfering. You can imagine my delight at this turn of events – especially considering from whom this directive had come – and so we set off to Heathrow with not just a chip on the shoulder but at least a log. We arrived at this smelly, airless apology for our No.1 airport with only one hour to wait but however a long walk for Pat, notwithstanding her new twin ball-raced hip joints.

### **Arrival**

The flight to Lisbon was pleasant enough and quite short, with reasonable food and drink, but on arrival we were greeted by a 36°C temperature! On one of our previous trips my box did not arrive until a day later, so we were expecting the same (especially considering the change of aircraft en route) but, surprise, surprise, all of the bags, the box and even the engines were there awaiting, undamaged and on time.

Pat and I – now with an added spring in my step – were soon through the Customs, to be greeted in the Arrival Hall by Abel Coelho and his wife Shanna (Alexandra), who whisked us off for a snack in Lisbon's Zoo! (The reason for choosing the zoo was that it was just over the road from the coach station and the express service coach to Évora that Abel had booked for us).

A free coach service had been arranged for competitors but we were travelling there too soon to take advantage of that. However, if you are an OAP, you do get a discount on bus fares – so, if you've got it, flaunt it, I say. We did exactly that and paid just €9.50 for the 1½ hour trip. With bags and box stowed underneath and with my engines clutched in my sweaty hand, we were transported south in air conditioned comfort, arriving at 10 pm, and then on by taxi to our pre-booked hotel. This was the same one as last year and was also used again by Julio Isidro.

I should mention, by the way, that Évora is in one of the hottest areas of Portugal, with temperatures during our stay hovering in the low 40s. (Returning to our hotel one evening, a digital temperature readout that we passed showed 29°C – and this at 10 pm!). I consider that the three days before the event spent sight seeing was well worth doing as not only did we take in more of the town but I also got a bit more accustomed to the heat, something which stood me in good stead for the comp.

## ÉVORA (Cont'd)

Although the hotel was not unreasonable at €64 per night, it was discounted down to €50 if you were a competitor, which we felt was well worth it. It did not have a restaurant but did provide a very good continental breakfast, having an extensive selection from which you could eat as much as you wished – and when that ran out you could ask for more and would get it! This meant that most people could manage all day with just a snack and then have their main meal in the evening at one of the many restaurants dotted around the main square.

We have noticed over the years, and especially since the introduction of the Euro, that food prices have risen quite a bit; while in Santorem we could have a large meal with wine for the equivalent of £5, it was now more like £9 – but still excellent value (and very tasty!).

### Friday

Registration and payment of fees took place on Friday, along with practice and the first two heats of *British Goodyear*. I had teamed up with Bernie Langworth for this and we just scraped through to the Final that was to be held on Sunday.

We also took this opportunity to test fly my new minimalist *Quickie Rat* but Bernie was not at all impressed with its performance. During its construction I had got carried away with using my razor plane and had removed far too much wood from the fuselage making it too flexible. As a consequence, said Bernie, it tended to fly itself and undulated even with the handle held still.

Bernie was all for flying my old blue one that I had also taken along but, knowing how slow it was, I elected instead to stiffen the new one before going out that evening. This I accomplished with a piece of an old orange box that I found behind one of the hangars; gluing it the full length of the fuse seemed to produce the required rigidity.

### Saturday

This is the main racing day, with contestants coming from all over... Spain, Italy, USA, Canada – and even Portugal! Dick Roberts ran the *Speed* circle where every now and then the Yanks would fart up their pulse jet and hurtle round – possibly just to awaken the rest of us from our siesta – and all interspersed with the noise of large vintage glow engines at high velocity.

That evening saw every one attending a banquet laid on by the local mayor and where, as well as listening to short speeches and thank-yous from the notables, everyone received an attendance diploma. Food was plentiful and fully representative of the local cuisine – and with enough wine to satisfy even those of an artistic bent. [*Who can he mean? Ed*]. These banquets are invariably to a high standard and put to shame some of the “dos” I have had to pay to attend in the world of full-size flying.

### Sunday

A ten o'clock start for the finals began a day's racing of a high standard and with one or two interesting highlights.

In the American *Clown* class, I appeared to be the only entrant and I am sure that I could have won had



it just been competed for on foot but, sadly, it seemed models had to be used as well. There were two other entrants – both inappropriately dressed! – with victory being snatched from me by Julio Isidro and his Nelson 2.5 powered plane.

*Fox Racing*, which I had entered with Abel, is much slower than Clown – in fact, in years past I had rechristened it ‘Zimmer Frame Racing’. As there were again only three of us,

the one race was also the Final. During one pit stop I heard a slight *whoosh* accompanied by the smell of burning hair and a rather hot left hand... we had a fire! After much hard blowing – developed over many years of welding in close proximity to underseal – the conflagration was extinguished and we continued with no harm to the model but a slightly red hand for me. The *Fox 35* does not make a good racing engine as they lose compression when hot, leading to protracted pit stops. (Perhaps a CO<sub>2</sub> extinguisher might have double benefits here?). As it happened, we came second, in spite of a valiant attempt by the 13 years old American girl, Ashley Wilks, who however planted her quite fast model, which was a real shame.

**ÉVORA (Cont'd)**

This year, thanks to a lot of effort and watering beforehand, we actually had a grass surface for *Mini Goodyear* and, with nearly everybody there participating, it was very good racing. The 1½ PAWs seemed especially temperamental this year, including that of Bernie's. Some blamed it on the paraffin but in the case of my model it was the pitman's flicking finger that was not good enough. Nevertheless, everyone seemed to enjoy themselves – including the American Wilks family, where even grand pop had a go and with Ashley again trying very hard.

At the end of the day, there was a grand presentation in the hangar and which saw me collecting second places in Clown, Fox, Phantom and Quickie Rat (which latter machine of mine, by the way, had been transformed by my piece of firewood) but, such is life, I came nowhere at all in Mini Goodyear!

**And so home again...**

Monday morning soon came for those with flights departing Lisbon, the coach provided by Julio arriving at the airport in good time for each to catch their respective planes home. For Pat and me there were only a couple of hours to wait so we whiled away the time drinking coffee and putting the world to rights with Dennis Ward and the Toogoods.

After a good trip back to Heathrow, there we were rushed along through security by BA staff – only to then sit on the plane for ¾ hour while a wayward hatch that refused to close was being attended to... so much for the panic! We also arrived back at Ringway minus bags and boxes (in which latter I had this time packed the engines) but, when these did arrive two days later, it was with only two models undamaged. To me, it looked as though the "Fragile" stickers had simply encouraged the handlers to test the contents: the box had been crushed! To add insult to injury, I was out when they arrived and the delivery man said he couldn't lift anything heavy because he was recovering from a broken leg. Therefore, Pat (who was merely recovering from a new hip) was obliged to 'girl handle' them for him... such is this mad, modern, idiotic society in which we are now living!

**Finally**

If you are one of those who think competitions are a bore, just ask those who have been to this one and hear what they have to say. For my part, I can only recommend this event most highly.

The effort that Julio, his wife Sandra and his team of Sonja, Victor and Anna put in to make this a most enjoyable break for everyone deserves our every support. And, on top of everything else, with no charge for the airport coach or the banquet – and in some cases the accommodation – you must be mad not to go! So do make a promise to yourself to go next year. Remember that the good times do not last forever, so best grab them while you can! *BW*

**KIDDIES' KORNER**

*...by Ray Lloyd*

**The full, unexpurgated version (like wot e sez e rote)**

Once upon a time, there was a nice little boy who liked aeroplanes. His name was James. He was seven



years old. One day he went to Barton with his granddad, who was also called James. James was very excited!

James said "My granddad is going to teach me how to fly!"



James said "My granddad is going to teach me how to fly when Uncle Ian has stopped fiddling with it."

James said "Is it broken now, Granddad?" "No, son, it's supposed to be like that" was the reply.

"Well, then, is Uncle Ian drunk, Granddad? He's still swigging from that squeeze bottle." "No, son, and he always stands like that - ever since the war, when he got that shrapnel in the dihedral gusset."



"What's a dihedral gusset, Granddad?" "Better ask your Grandma, son, I think my finger is stuck in this yipes! Ooh, ah, #@<?#\$~@#!" "Ooh, G-g-granddad...!"

<p align="center"><b>Contacting CIRCLE TALK?</b>  <b>Editorial:</b> Peter Branigan  <i>T: 01704 834224 E: peter.branigan@btinternet.com</i>  <b>Printing &amp; distribution:</b> Brian/Pat Winstanley  <i>T: 0125 452 196</i></p>
---

## NOTICE BOARD

**Friday Dec 27 2006**

### **BARTON MFC "COLD TURKEY" COMP**

Racing begins at 10.00 am at Barton Circles. Events are 'Barton B', British Goodyear and Mini Goodyear. Contact Malcolm Ross 01925 766610

**Tuesday Dec 19 2006**

### **PFA NW STRUT XMAS PARTY & QUIZ**

All welcome! Hot and cold buffet from 7.30 pm at The Brown Cow Hotel, 319 Worsley Road, Eccles. Tickets £6.00 each but book by 10th Dec! Tel: 01695 42550; E-mail: susanedunn@btinternet.com

**Friday Jan 19 2007**

### **BARTON MFC "LADIES NIGHT"**

This proposed social event would be at the nearby golf club on the A57 • Final details to be confirmed by Malcolm Ross • Members will be required to pay a ticket deposit of £10 at the Jan club night.

**Sunday Apr 29, Jun 3, Jul 8,  
Aug 5, Sep 30, & Oct 14 2007**  
**BARTON GOODYEAR RACING**

Tony Eifflaender announces that PAW will again be promoting a full programme (six meetings) of Goodyear Racing at the Barton Circles in 2007. Classes will be British, Open and Mini (but not all three on each day – check the calendar). Contact Tony (01625 616054) for more.

## **BARTON MFC Who's Who?**

### **Chairman**

John Kergon Tel: 01257 423577

### **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/Web Site Administrator:**

Jim Hatch Tel: 0125 470 8415

### **Club Photographer:**

Fred Hall Tel: 0161 748 4391

## FOR QUICK DISPOSAL



**CLOWN RACER.** No sensible offer refused. One careful lady owner. High mileage but astonishing performance on standard brew. Very fast pit stops possible with added castor oil (hot restarts excellent). Slow running erratic - might soon require attention. Bodywork passable but known to leak into boot. Ideal booze cruiser (registered in Portugal). Buyer collects.

## **Essential Dos and Don'ts!**

**Carry your Barton membership card at all times when 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 WHENEVER the police helicopter is operating.

**Report all emergencies to the Barton Tower:**  
Telephone: 0161 787 7326

**First aid kit:** It is kept in the container.

**Mower & dumper:** DO NOT OPERATE either without prior instruction AND clearance from a Committee member.

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