

MAR 07

News from
Barton MFC
Lancashire Aero Club
Model Aero Engineers

Free to members

Vol 9 Issue 1

Circle Talk

www.controlline.org.uk

What's coming up at BARTON?

MARCH

9th - Barton Clubnight
Mike North talks on wing pressing
(epoxy resin and glass fibre finish)

25th - Barton Classic
The first ever Barton Classic 15!
Tel: J Whiteside 01457 865755

APRIL

13th - Barton Clubnight

14/15th - BMFA Cent'd
Sat: F2B + Class 2 Aerobatics
Tel: Jo Halman 01582 424398
Sun: F2C Team Racing
Tel: C Barker 01420 543905

29th - Barton Goodyear
British GY + Open GY
Tel: A Eiffaender 01625 616054

MAY

11th - Barton Field Day
Field Day ("A time of unusual
pleasure and unrestrained action"
says the dictionary) i.e. BASH
preparations + club night

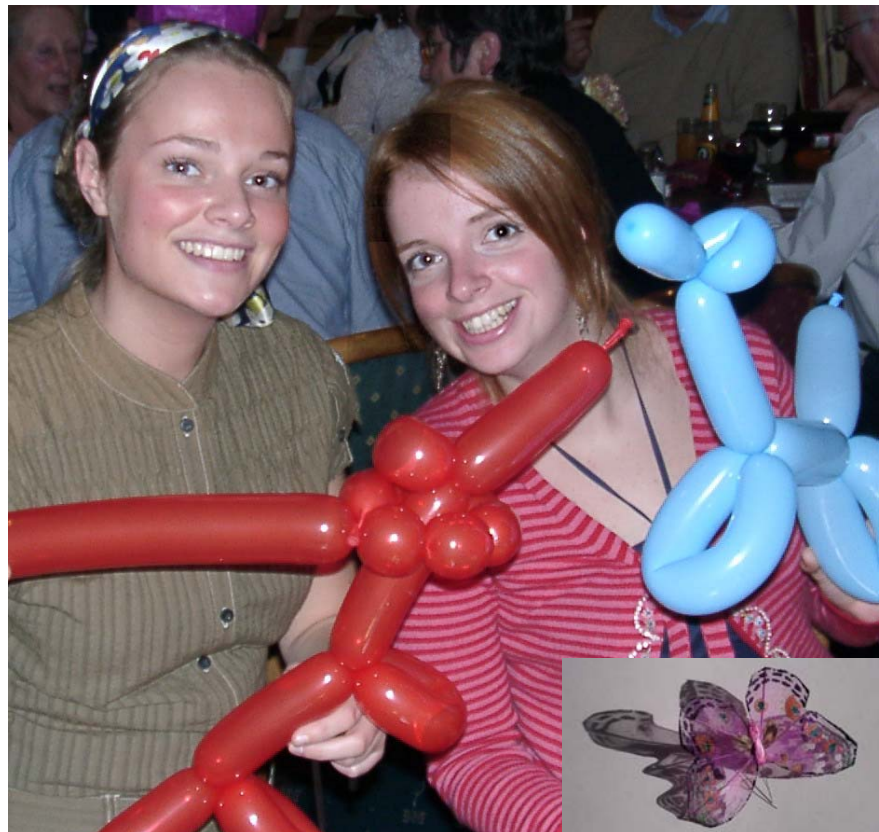
12/13th - Barton BASH
BASH events as advertised
+ Sunday Swapmeet

27th - BMFA Cent'd
F2A Speed
Tel: Jo Halman 01582 424398

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

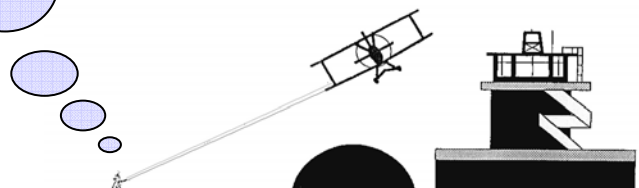


Smile? Fred Hall's camera captures the mood at the Barton MFC Ladies' Night where Lucy and Laurel, the delightful daughters of the late Mike Tillotson, were, together with mother Jackie, among 60+ guests at Boysnope Hall Golf Club who enjoyed a splendid social evening in very pleasant surroundings.

[Inset] An inspired touch were these exquisite butterflies that adorned each lady's place setting at the table.

Many thanks to Malcolm and Chris Ross for organising a great party.
More please!

It's not really that I
have failed - it's
just that I've found
something else
that I can't do...



BARTON'S COLD TURKEY DAY!

Goodyear and 'Barton B', 27th December

Malcolm Ross reports:

A good day! Not quite as many people on the field as last year but enough to make a good contest for all concerned.

The events in the hard circle were British Goodyear and 'Barton B', with Mini Goodyear being held on an adjacent grass circle area. Of course, this year the field was in the process of being transformed for the new season. Major surgery has been necessary to accommodate the new flight path of our larger neighbours and this means that the old aerobatic circle can now take just 50' lines – perfect for Mini, so that will be its new home from now on!

British Goodyear had a healthy entry and this was the first to start, followed by the 'Barton Bs' practicing. This latter showed all models to be very close on airspeed and, as the motors are now run in, speeds were up on last year at this time. They fly great and the sound is just super!

As the results show, a series of close heats took place with good times posted. Now all we need are another 25+ entries from the people who have bought engines! The final was not without incident as *Hart/Hart* flew in on take off at the start, spoiling their chances. It was the team of *Heaton/Morrissey/Bowman* who ran in first place again this year.

Our thanks to members for coming along and, not least, to Roger Reese, Tony Eifflaender and Martin Worgan for running the events. See you all for the next 'Cold Turkey' on Friday, 28th December 2007!

MR

MINI-GOODYEAR (8 entries)

Pos	Team	Rnd 1	Rnd 2	FINAL
1.	Eifflaender/Eifflaender	4.08.5	DNF	8.36.0
2.	Daglish/Morrall	4.21.9	4.00.5	9.08.5
3.	Fitzgerald/Langworth	4.47.5	DNF	11.02.2
4.	Cameron/Pinkerton	5.35.9	5.14.9	
5.	Bellamy/Eyre	6.10.7	7.57.0	
6.	Brown/Barker	7.05.2	DNF	
7.	Ross/Court	DNF	DNF	
8.	Hart/Hart	DNF	DNF	

'BARTON B' TEAM RACE (6 entries)

Pos	Team	Rnd 1	Rnd 2	FINAL
1.	Heat'n/Morris'y/Bowm'n	3.38.8	35 laps	7.49.9
2.	Ross/Court/Isles	3.28.6	5.24.0	----
3.	Hart/Hart	3.35.7	3.29.0	----
4.	Toogood/Ward	72 laps	3.45.6	
5.	Isles/Hart	DNF	3.39.8	
6.	Morrissey/Bowman	62 laps	DNF	



An atmospheric flashback to Burtonwood in the '60s. Don Haworth awaiting the start in F2C Final.

FIELD WORK AT THE BARTON CIRCLES

PHOTO CAPTIONS from opposite page

- Three winter stalwarts: **Ray Lloyd**, **Jim Hatch** and *über*-groundsmen **Ian Taylor** survey the task.
- Dave Kenny** tries to warm up.
- A wet, dirty, nasty job... **Jim Hatch** rolls up turf in the rain as **Tony Eifflaender** strides purposefully back from the wheelbarrow.
- 4-6. Stages of laying a new concrete centre circle.
7. Visitor **Jeze Wilkins** showed up to help, here with **Ian Taylor**. Hard circle's safety cage was down for mods after Safety Officer Jim Hatch's comments.
8. John Bowman's original spoof depicting **Malcolm Ross** - "Your Club Needs You" – was posted on Barton Forum but enticed only too few helpers, leaving the bulk of the work to the usual suspects.
9. And yet more earthmoving...
10. Sometimes it snowed and most often it rained, while, from time to time, it was also foggy – but the same few still turned up. Here **Ian Taylor** and **Malcolm Ross** simulate a Turner painting...
11. Water, water, everywhere water; the latest field drain shows a steady trickle.
12. **Ian** pretends that he has lost a £2 coin down there but **Jim** and **Ray** just don't believe him. That's a walking stick held by Jim; even a broken toe didn't keep him away...
13. **Malcolm** and **Chris Ross** with **Ian Taylor**. Chris came to see what might be the attraction for Malcolm.
- 14-15. When the winter storms blew down the Portaloo fence, **Ken Morrissey** took on the task of replacing it.
16. Early days and a fair turnout of helpers. From left: **Malcolm Ross**, **Jim Abbott**, **Ian Taylor**, **Tony** and **Chris Eifflaender**, **Jim Hatch**, **Dave Sewell** and **John Bradley**.

[Photos provided by Fred Hall, John Bowman, Brian Winstanley and Ray Lloyd]

[Note: Unfortunately no results or report of the Goodyear racing at the Cold Turkey Day have been forthcoming. It is understood that the Final suffered from a broken prop and subsequent engine taking leave of the Daglish/Worgan entry prior to abandonment of the race. - Ed]

[Photo captions on facing page]



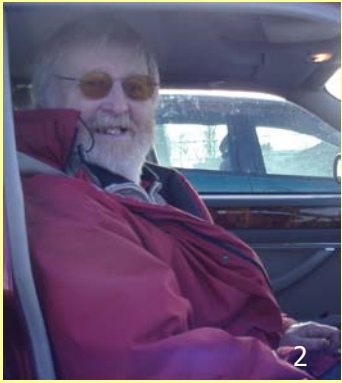
1



7



12



2



8



13



3



9



14



4



10



5



11



15



6



16

SAFETY

Reliable Line Ends and Leadouts ... by John Allcock

The following method for making leadouts and line ends for control-line is my own derivation of the system that all of the former Soviet states seem to use on their stunt and combat models. I first observed this style at the 1996 World Champs in Sweden and have used it exclusively since with no failures.

First, let me state that this method only applies to lines and leadouts that can be soldered. It cannot be used with *stainless* lines or leadouts, which I dislike anyway for the following reasons:

1. Stainless line has lower tensile strength than piano wire (size for size);
2. It is stretchier (especially in the smaller diameters);
3. Its "open" wrap holds oil and dirt.

At present, I use only Tony Eifflaender's 'Staystrate' line. This is a twisted, stranded cable, solder-tinned in the same way as the old 'Laystrate' but the wire used has a higher tensile strength. I recommend this line. The brass plated 'Superline' can also be used with this method or indeed any plated steel type that can be soldered.

Firstly, for the leadouts of the model, two similar methods will be described—one for **solid** leadouts, the other for **flexible** types. The great thing about this system is that it eliminates those *HORRIBLE* line clips that most people use—just another thing to go wrong! (To quote Dave Day... see his website for loads of good advice on lines, handles etc). I use the same method as the leadouts for the handle also.

TOOLS REQUIRED

1. Small round nose pliers (2.5mm minimum radius);
2. Wire cutters;
3. Soldering iron, solder, flux, binding wire (fine copper), emery cloth, thinners, 20 or 22 swg piano wire (if using flexible leadouts), flexible fuel tube of various types (silicone, neoprene, rubber or plastic), heat-shrink tubing.

METHOD 1

FOR SOLID WIRE LEADOUTS (Piano wire)

Trim solid leadouts to equal length with controls at neutral

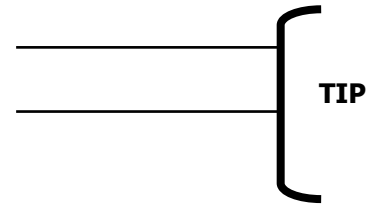


Diagram 1

Using round nose pliers, form ends as shown

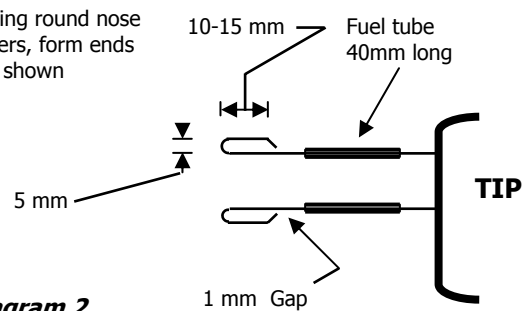


Diagram 2

The line ends (loops) are then slid into the 1mm gap and a length of suitably sized fuel tube is slipped over the entire end of both leadouts and line to capture the line. You may have to experiment with the tube size and type to get good friction without being too tight. Inspect the tube periodically and replace as needed. (It usually lasts for one season at least). The tube can also be colour coded – I use *blue* for UP and *red* for DOWN.

METHOD 2

FOR FLEXIBLE LEADOUTS (Heavyweight [double] 'Laystrate', Bowden cable, brass plated picture wire etc)

First, with the controls at neutral, decide where the leadouts are to terminate but do **not** cut them just yet. Instead, clean and tin them with solder for at least 20mm in from this point. [Diagram 3]

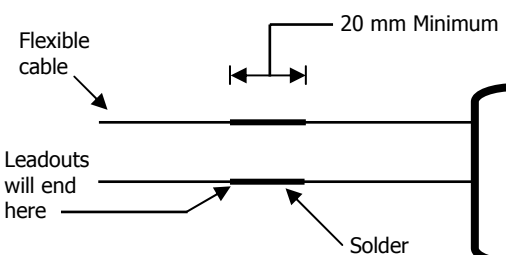
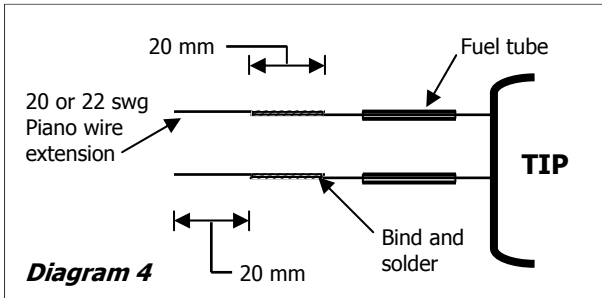
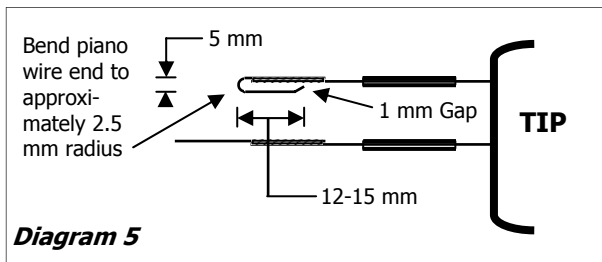


Diagram 3

Now cut through the far end of the soldered lead-out to leave a 20mm tinned length. (This stops the wire fraying out like a paintbrush). Take a length of 20-22 swg piano wire (diameter depending upon model size), clean with emery cloth and cut off two straight lengths, each 40mm long. De-burr the ends, then, using very fine copper wire (which can be stripped from discarded electrical flex), bind and sold neatly to previously tinned leadout ends. [Diagram 4]

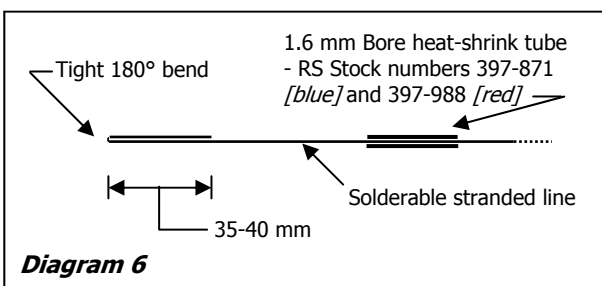


Clean off excess flux, slip on fuel tube of your choice and then, using the **round** nose pliers, bend ends as shown below. [Diagram 5]

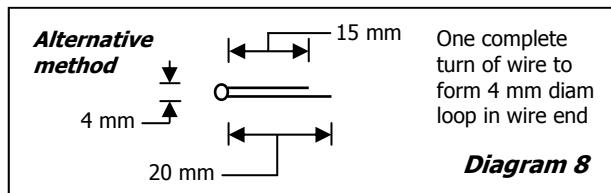
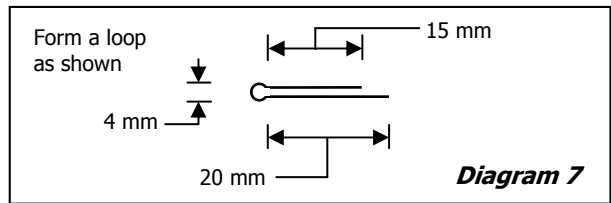


LINE ENDS
(Applies to solderable stranded wire only)

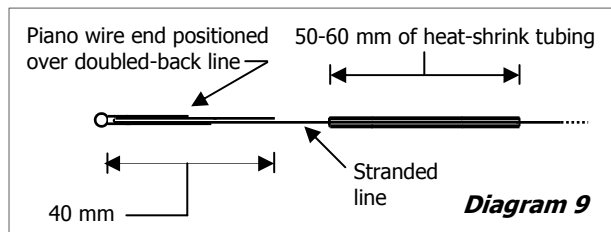
Firstly, obtain some 1.6mm bore heat-shrink tubing. (I use red and blue to colour code the line ends). This is obtainable from *Maplins*, *RS* or other electronic suppliers. Cut off two lengths of each colour, 50-60mm long, for the line ends. Slip a piece of the tube over the first line, which is then bent back on itself as shown below. [Diagram 6]



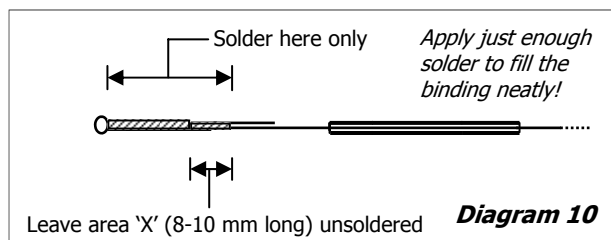
Take some 22 swg piano wire and make up end loops as shown (four off per set of lines), using the small round nose pliers to form a good smooth radius. [Diagrams 7 & 8]



Trim the ends to length as shown and clean thoroughly. Finish as shown below. [Diagram 9]



Place piano wire end over the doubled-back line and bind with fine copper wire as shown below. [Diagram 10] Next, solder the area shown **ONLY**. Leave area 'X' (8-10mm long) **unsoldered**.



Retain the bound area 'X' with a tiny dab of superglue if desired. (I don't bother as the heat-shrink tube retains it). Carefully clean the line end and inspect closely before wiping over with some silicon grease or Vaseline (only a tiny amount!). Then, slip over the heat-shrink tube and use a heat gun to shrink.

Repeat the process for the other line ends.

Clean the lines with solvent before use, then wipe with a rag having a little Pledge polish on it.

Pull test all lines and leadouts etc before use! **JA**

[Thanks to Ray Lloyd for drawing attention to this article—Ed]



BARTON MFC 'LADIES' NIGHT'

What an excellent evening and so well organised by Chris Ross and Malcolm, to whom we are all grateful. After the enjoyable meal there was some consternation when a large, shiny coffin - bearing the mysterious legend "Henry's Crisis" - arrived and was deposited in one corner. There was yet another surprise in store for the diners when this turned out to be an electric keyboard—but most taken aback of all had to be the female keyboardist when it wouldn't work... (And, unfortunately, Len Morrall had left his soldering kit at home!).

Now let's see... G, D7, G6, G...? No, no, surely that's "Land of Hope and Glory"...? Malcolm Ross [right] goes all plangent on us. Introduced as "For one night only - the Malcolm Ross Quartet!"... but what of poor Henry in his time of need?



John Whiteside [right] marvels at the amount of paperwork that kept organiser Chris busy all evening, proving a woman's work is never done...



Doing surprising things with balloons became an impromptu competition although many, including your reporter, seemed quite unable to blow them up at all. These were the winning ladies [from left above].



"Beam me up, Scotty!" Phil Hansson enters into the spirit of things.



Looks as though Bernie Langworth is a little surprised to hear something (like tomorrow he may be going shopping not flying?).

All photos on this page by Fred Hall



Ray Lloyd knows how to enjoy himself [above] with Dot Dickinson and Liz Tennant. The tireless Len Morrall and Ken Morrissey [below] circulate with the raffle.



Nats-winner Laurie Court seems to be asking team mate Tom Millar a searching question.



Paper-crowned Tony Eifflaender with club Chairman John and Mrs. Kergon.



The club President [right] is amazed to discover from the staff that the drinks were not actually on the house.



CLUB PEOPLE *with Moore Rettrick*

"MERITORIOUS ENDEAVOUR"- *Pete Grange*

"For serving the cause of model flying" also reads



the inscription on this BMFA Certificate of Merit recently awarded to Peter Grange, who has been pitman (for 24 years now, is it?) for combat champ Mike Whillance. Pete brought it along to Barton's 12th January club

meeting for all to share his obvious delight.

LEN'S TRADE SECRETS. *So is his job in flux?*

The main feature of the evening just mentioned



was a demo by Len Morrall, not of the intricacies of but the simplicity of successful soldering, whether it be tanks or PC boards. Members were encouraged by Len to try

their hand under his eye - pictured here is Fred Hall receiving instruction. Also on display was an impressive array of ancillary equipment; seen on the table is a device to suck away evil fumes. Hmm...

THE JET SET. *If it's not beyond your ken...*

Modern model turbo jets were the subject of



February's talk by experimenter Arthur Griffiths, who also ran one on the club carpet!(Hush!)

But here's a jet-setter's face from the '60s that's still very much in evidence today, if no longer so strikingly youthful. But what about that bendy pushrod? *Safety Officer!*



You *couldn't* guess? Here's the man assembling his latest contraption at the club meeting and, also, pictured at the BMFA AGM/Dinner with Gordon Isles and Pete Halman [centre] collecting their speed team's trophies. (Yes, it's Ken Morrisey).

IT'S RAY LLOYD'S KIDDIES' CORNER. *Again.*

Yet another offering from the chucklesome Ray Lloyd's clandestine ghost writer, (pictured here analysing the F2B results for *Circle Talk*).



"Hello, Ground Control. Wing Commander Sweet Pea here. I need vital information on where I should stick the bellcrank?" "Roger, Sweet Pea. Dead easy if it's one of Ray's... best try the dust bin".

THE CONTROL-LINE EVENT OF 2007

BARTON BASH

12th to 13th May

Barton Airport

Eccles, Manchester (on A57 near M60 Jct 11)

SATURDAY 12th May from 9.30 am (prompt start)

- ❖ British Goodyear; F2C-N Team Race; Mini Goodyear
- ❖ Vintage Stunt; Peacemaker Stunt (BMFA Vint Sched)
- ❖ Barton Classic 15; Barton B (Heats); Carrier
- ❖ Club Speed (1.5cc plain bearing diesel)

SUNDAY 13th May from 9.30 am (prompt start)

- ❖ BMFA Centralised F2B and Class 2 Aerobatics
- ❖ Vintage Team Race (½A/A/B);
- ❖ Barton B; Barton Classic 15
- ❖ Carrier Weekend Workshop

BMFA Insurance required. Wrist straps obligatory

DETAILS FROM: B Winstanley 01254 52196

M Ross 01925 766610 R Lloyd 01706 212184

Barton Swap Meet (£3 per pitch)

TRADE STANDS on site ◻ CAMPING £5 for weekend

Contacting CIRCLE TALK?

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Printing & distribution: Brian/Pat Winstanley

T: 0125 452196

BARTON CIRCLES 2007 COMPLETE CALENDAR OF EVENTS

(All on Sundays except as noted)

25 March

Barton Classic 15 Team Race

Contact: John Whiteside 01457 865755

14 April (Sat)

BMFA Centralised F2B & Class 2

Contact: Jo Halman 01582 424398

15 April

BMFA Centralised F2C

Contact: Chris Barker 01420 543905

29 April (Sat)

BGY & OGY

Contact: Tony Eifflaender 01625 616054

12-13 May (Sat-Sun)

Barton BASH

(Events as advertised)

Contact: (Stunt) Ray Lloyd 01706 212184

(All other events) Malcolm Ross 01925 766610

27 May

BMFA Centralised F2A

Contact: Jo Halman 01582 424398

3 June

BGY & OGY

Contact: Tony Eifflaender 01625 616054

8 July

BGY & MGY

Contact: Tony Eifflaender 01625 616054

5 August

BGY & MGY

Contact: Tony Eifflaender 01625 616054

16 September

F2B (Barton Cup)

Contact: Ray Lloyd 01706 212184

23 September

BMFA Centralised F2C, F2B & Class 2

Contact: Chris Barker 01420 543905

30 September

BGY 1000 Laps

Contact: Tony Eifflaender 01625 616054

7 October

BMFA Centralised F2 A, F2B & Class 2

Contact: Jo Halman 01582 424398

14 October

BGY & OGY

Contact: Tony Eifflaender 01625 616054

28 December

Cold Turkey Day BGY, MGY, Barton B

Contact: Malcolm Ross 01925 766610

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: mcross88@talktalk.net

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:

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

Essential Do and Don'ts!

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

Lock the gate after yourself on 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.

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!