

**JUN 08**

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

Free to members

**Vol 10 Issue 2**

# Circle Talk

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

## What's coming up next at BARTON?

### JUNE

#### **22nd - BMFA Centralised**

Speed/F2B & Class 2

Jo Halman 0158 242 4398

#### **28th - Barton Fun-Fly**

Camping/BBQ (Book before 21st  
June). £5 BYO bottles & plates  
Dave Roberts - 01978 855466

#### **29th - Barton Racing**

BGY/OGY/MGY

Martin Worgan 0168 429 5655

### JULY

#### **8th - Flying Evening**

Demo for LAA Strut (Tuesday)  
Please come and help!

#### **20th - Barton Racing**

Texas Quickie Rat/A Rat

Martin Worgan 0168 429 5655

### AUGUST

#### **3rd - Barton Racing**

BGY/OGY/F2C-N

Martin Worgan 0168 429 5655

### SEPTEMBER

#### **7th - BMFA Centralised**

Speed

Jo Halman 0158 242 4398

#### **14th - Barton Cup**

F2B Stunt

Ray Lloyd 0170 621 2184

### IMPORTANT!

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

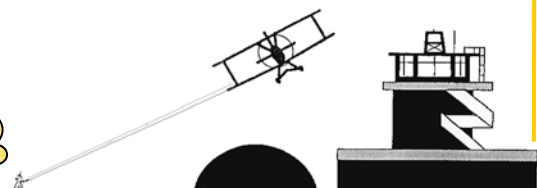
**Ray Lloyd**

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



As an aero  
modeller, I have  
mastered many  
skills—but getting  
things right first time  
doesn't seem to be  
one of them...

Hey, flying is fun! Jill King (of  
the "Pink Ladies" racing team)  
mixes it in BASH Mini Goodyear  
with Peter Cannon and Nev Eyre  
(seen bringing round Brian Win-  
stanley's *Polecat*). King/Barker  
Pink Ladies went on to win heat.



## Club News

### NEW MEMBERS

Still they keep arriving... and there's a warm welcome awaiting no less than seven new members: **Paul Gibeault** (Country Member in Canada but already well known to members who attend the Évora meetings), **David Gater**, **Lewis Celnick**, **Chris Roberts**, **Peter Hand**, **Ken Miles** and **Tom Ridley** (all Full Members).

### JIM MAJOR†

We are sorry to report news of the death of **Jim Major** at the age of 74, following an extended battle with cancer (from which we all hoped he had made a good recovery). Not only a pleasant companion on the airfield, Jim was a remarkably accomplished flyer with a special interest in the vintage stunt era. A fuller appreciation will appear in the next *Circle Talk*.

### JUNE BARBECUE

Don't forget to contact **Dave Roberts** (telephone 01978 855466) **no later than 21st June** if you want to partake of his "fly for fun" day barbecue at Barton on Saturday 28th June (starts at 6 pm). The charge is £5 each and you are reminded to bring your own booze and plates.

### AN UNWELCOME BREAK

**Paul Forrester** will have cause to remember this year's BASH, although he didn't actually get to partake of it. Paul was unfortunate enough to fall in the tarmac ring on the Friday eve of the BASH weekend, breaking his wrist in three places and necessitating three nights in hospital and a lot of metal reinforcement to be inserted into his arm... Nasty! Len Morrall, who went to visit Paul in hospital, reports that he is now recovering well and sunning himself on holiday.

### FIRST AID *Lennie entertains...*

**Dave Copeland** was another of our number to stick his hand into a prop recently (at the Barton Goodyear racing day on 4th May). Deciding that an oily rag was insufficient attention for what was obviously a serious cut, Len Morrall bundled Dave into the 'pavilion' (where the floor was later described as "resembling a crime scene") to clean up the wound.

The traditional dose of sweetened tea having been administered to the patient by the resident soup dragon (Ray Lloyd), he was then transported by Dave Roberts and Ian Taylor to a local Salford hospital for further treatment, including six stitches in his thumb and four in a finger (as well as an anti-tetanus injection). It is reported that, when asked by the medic who had done such a "good job of stopping the bleeding", the patient replied "*The Entertainments Officer*"!

### GETTING A FACELIFT...

The static caravan, that is. A 'make-over' is being given to the 'pavilion' that should make it more suitable for use as a flying operations centre. Changes include removal of partitioning to rearrange space and

stripping out the existing beds. The larger bedroom will become a first aid 'rest-room' (incorporating one of the former single beds), while the existing 'bathroom' will be transformed into an 'office' for competition use.

### SALFORD JUNIOR SPORTS DAY

*Thursday 14th August* is the day for this promotional event. A total of 40 children specially selected by Salford Sports Council are to be bussed in to our Barton field—half in the morning and half in the afternoon—in order to be given a taste of CL flying. (For readers of a weaker disposition, it is promised that there will be one minder to accompany every five children!).

**Nev Eyre**, who has prior experience at initiating air cadets into CL, will be overseeing the flying instruction and a team of helpers and demonstration flyers has been assembled to assist kids (and impress officials).

## Novo News

### NORTH EAST COMMENT *from Mike Crossman*

*Five trips* to Barton in six weeks to start the season off and only two good day's flying? Too often it seems that we head South down the A1 and pass Dishforth, where there is a lovely blue sky and the windsock is hanging as limp as is common these days: perfect flying conditions... Then we cross the summit of the M62 at Saddleworth to see Manchester covered in heavy cloud and the trees on the Barton site frantically trying not to get blown over... Yet it seems that some clever speed flyers have a way of knowing the forecast for the Sunday; they stay at home while team race flyers always have the optimism to drive 150 miles each way just to be disappointed. Could we be starting the season too early?

*The 2008 contest calendar* has ensured the need for two separate cars to be travelling southwards and a quick look at later season events shows that there won't be many opportunities to have all of us in one car—at least until September. *Where has the summer gone?*

*I hear* that there is now some progress on the formation of a 'special interest group' to facilitate the interests of team race *competitors* in order to try and avoid clashes of calendar dates next year. Hopefully, the interested parties will be able to get together and determine a sensible set of dates for 2009—where all competitors will be able to meet up at the various venues knowing that there will be opportunities to have the limited number of pilots available to fly a variety of classes *on hand* and **not**, as this year has demonstrated, have a situation where there are planes available but no pilots as a result of comps at other venues on the same day.

*Still to come this year...* TQR Day at Barton - has everyone got a plane ready? - and the World Champs *and* the World Cup at Barton! Will the end of the year be better than the beginning? **MC**

## Barton Racing

### Barton 'B' and 'Classic 15', 27th April

[Weather: 9-11°C, wind S 3-4 mph going SW, heavy rain showers, 100% cloud]

Contest Director: John Broadhead

#### Barton Classic 15 Results (100 Lap Heats, 200 Lap Final)

Pos	Team	Rnd 1	Rnd 2	Final
1.	Fitzgerald/Cuthbert	48 Laps	<b>5.21.9</b>	10.48.4
2.	Eyre/Winstanley	<b>5.49.8</b>	6.00.8	12.09.1
3.	Heaton/Morrissey	<b>4.40.0</b>	4.53.0	137 Laps
4.	Langworth/Broadhead	<b>4.27.8</b>	—	
5.	Finch/Ward	5.36.8	<b>5.26.7</b>	
6.	Millar/Court	<b>5.56.6</b>	6.52.8	
7.	Forest/North	91 Laps	Ran in	
8.	Holmes/Ridley	32 Laps	—	

#### Barton B Results (75 Lap Heats & Final)

Pos	Team	Rnd 1	Rnd 2	Final
1.	Heaton/Morrissey/Fleming	<b>3.14.2</b>	—	6.37.3
2.	Ross/Court/Bradley	4.31.8	<b>3.18.6</b>	6.52.1
3.	Fitzgerald/Cuthbert/Long	<b>3.18.5</b>	—	108 Laps
4.	Finch/Catlow/Jephcott	3.30.2	3.28.2	
5.	Isles/Morrissey/Fleming	<b>3.30.9</b>	3.34.5	
6.	Roberts/Copeland/Eiffelaender	<b>3.45.8</b>	—	
7.	Eyre/Winstanley	<b>3.58.9</b>	—	



**PHOTO CAPTIONS:** 1. Ken Long assists as John Cuthbert releases 'B' model—out of luck in Final. 2. Gordon Isles' 'B' model glides over Dave Finch, Peter Jephcott and their taxiing model. 3,4,5. Lawrie Court (with Gordon Isles) releases Ross 'B' model in practice. 6. Malcolm's light 'B' racer accelerates fast but had one balky pit stop in Final. 7. Rain dance. Ken Morrissey practises levitation as Ken Fleming disconnects winning 'B' racer—had faultless pit stops, the difference (and new record time?). 8. A Venusian-helmeted Brian Winstanley releases 'B' model only for it to run into circle. 9. The sad result of that mishap! 10. Familiar threesome—Isles, Ross, Heaton. 11. John Broadhead, pressed into being CD, ran a good comp that was enjoyed by all in spite of foul weather.

## Barton Racing

### British Goodyear and F2C-N, 1st June

[Weather: 11-13°C, wind N 4-6 kts, rain (bright later), RH 95%, 100% cloud]

#### Mike Bellamy reports:

After a perfect summer Saturday, the Barton weather gremlins decided to strike back the next day, producing another grey miserable day with rain varying from drizzle to heavy showers. This may have been the reason that entries were so low: seven teams in British Goodyear, three in F2C-N, while nobody braved Open Goodyear. As Tom Meager was exam bound I came along to watch, pit if needed and maybe do a bit of timing. I should have suspected something when Martin Worgan grinned "Got a little job for you – you're Contest Director!" Oh well, at least I stayed dry under the tarp on the "Tower"...

#### British Goodyear

Despite the weather, the teams set off as if they meant business – or maybe they just wanted to get out of the rain! In the first round, **Heat 1** saw the Eifflaenders put in a typically quick 4:31, only to be pipped by Bernie Langworth and Dave Hutchison with 4:28. Derek and Pete Cannon were continuing to consolidate, making 5:30.

To show the fast times were no fluke, Malcolm Ross took Martin Worgan's 'Argander' to a 4:36 in Heat 2, followed home by Mike Fitzgerald piloting for Lawrence Court with a 4:52 (Tom Millar having given the weather best).

**Heat 3** was a head to head between Roberts/Copeland and Eyre/Winstanley. Nev and Brian shaded it with 5:04 against the Daves' 6:24 and whose engine didn't sound too happy.

The CD having been so instructed by the executive body (Tony and Martin), we carried straight on with Brit, despite the worsening weather. After the quick **Round 1** times, only four teams opted to fly another round. Cannon/Cannon recorded a much improved 5:02 but the biggest improvement was from Roberts/Copeland who trimmed almost a full minute off their time by recording 5:30! It was good to hear the comments from the guys on the tower appreciating just how this team is coming along. The last heat had Eyre/Winstanley, this time with a consistent 5:05, not far behind Fitzgerald/Court on 4:43. The final would be between Langworth/Hutchison, Eifflaenders and Ross/Worgan.

All three teams got off to a fast start, with Bernie getting the most out of Dave's 'yellow peril' - is that a 'Mr D', Dave? - as only he knows how to. (You know what I mean, Bernie!). The other two were not far behind though and it was evenly matched until Chris seemed to have a problem taking off after the first pit stop, the model getting away OK but not sounding too happy and down on airspeed. Pitting for a prop change, the restart seemed slow and when the 'Argander' got away it was *not* a happy aircraft. Without more ado, Tony signalled it in and called it a day. This left the others to continue and still evenly matched. It was Malcolm Ross who brought the Ross/Worgan model home for a respectable 9:06, just 11 seconds ahead of Bernie and Dave on 9:17.

When asked what had gone wrong, Tony was heard to say "I don't know - but when I looked through the exhaust port I could only see half a gudgeon pin!"

#### British Goodyear Results (100 Lap Heats, 200 Lap Final)

Pos	Team	Rnd 1	Rnd 2	Final
1.	Ross/Worgan	<b>4.36.8</b>	DNF	9.06.9
2.	Langworth/Hutchison	<b>4.28.6</b>	DNF	9.17.9
3.	Eifflaender/Eifflaender	<b>4.31.2</b>	DNF	43 Laps
4.	Fitzgerald/Court	4.52.5	<b>4.43.0</b>	
5.	Cannon/Cannon	5.30.0	<b>5.02.1</b>	
6.	Eyre/Winstanley	<b>5.04.6</b>	5.05.8	
7.	Roberts/Copeland	6.24.1	<b>5.30.6</b>	

#### F2C-Nationale

Because Len Morrall pitched in to help with CD duties, I was able to enjoy the action a little more! (Thanks for that, Lennie; it was much appreciated!).

Only three teams had entered so it was agreed to fly just a Final. It looked like all the teams were using pressure refuelling systems and a point of interest was the prototype F2C-N motor in the red model of Team PAW.

Again a simultaneous start and well matched for airspeed; it looked like this one would be won in the pits. This turned out to be the case, Martin Worgan's pit stops making it look so easy and taking them to a winning 8:27. They were followed by Tony and Chris on 9:24 and Fitzgerald/Cuthbert with 9:30 in another good scrap for the places. This was a good race and I was able to time the new PAW motor in traffic (being on a par with a Nelson for speed at 22.7 secs/10 laps).

#### F2C-Nationale Results (200 Lap Final)

Pos	Team	Final
1.	Ross/Worgan	8.27.3
2.	Eifflaender/Eifflaender	9.24.3
3.	Fitzgerald/Cuthbert	9.30.6



### **Barton Racing , 1st June**

*Post script from Mike Bellamy:*

And so to the prize giving, on the new podium no less (and which *did* take the weight!).

Our thanks again to Tony and PAW for the trophies and generous support and to those brave but unsung heroes, the timekeepers. Maybe next time the law of averages will apply to the weather and we might get a good weekend for the planned BBQ on the Saturday evening! *[That's June 28/29th!] MB*

### **Picture captions**

*[Clockwise from top left]*

**It's grim up North...** still. The damp scene at start of BGY Final, surveyed by Mike Bellamy and Len Morrall.

**Wet planes** everywhere, these belonging to Dave Hutchison.

**Cheerful** BGY Winners' podium group with Brian Winstanley. *From left:* Hutchison/Langworth, Ross/Worgan, Eifflaenders.

**Happy** too are F2C-N Winners (now the rain has ceased?). *From left:* Eifflaenders, Ross/Worgan, Fitzgerald/Cuthbert. Brian indicates who should buy the drinks.

**Pull test** for Tony Eifflaender with F2C-N (a la Mike North) featuring experimental new PAW engine, also shown below with "backwards" crankcase and piston/cylinder based on the Nelson. Will be very competitive.

**It's in the timing.** Tony explains to Dave Hutchison how to organise warm-ups to improve pit stops. Typical of generous Barton camaraderie.

**'Mr D?'** Sure looks like one, Mike! Dave Hutchison's—who's still doing his bit for the Exchequer by regularly commuting from Kirkcaldy.

**F2C-N Winner** by Martin Worgan and faultlessly pitted by him.

**Contrasting action styles** from Martin Worgan - it's *not* his shirt tail hanging out - John Cuthbert and Tony Eifflaender (all in F2C-N) and Dave Hutchison (BGY). Note the reflections!



## Racing

### BARTON GOODYEAR MEETINGS

#### British, Open & Mini Goodyear 4th May 2008

[Weather: 13-16° C, wind SE 6-9 kts gusting to 11 kts, bright, 100% cloud, rain developing]

#### BRITISH GOODYEAR

Heats: 100 laps, 2 stops. Final: 200 laps, 5 stops.

##### ROUND ONE

Heat	Pilot	Pitman	Time for 100 Laps
1	Eifflander	Eifflander	4.28.3
1	Eyre	Winstanley	5.44.4
1	Millar	Court	5.02.2
2	Cannon	Cannon	5.06.2
2	Morrall	Crossman	5.28.9
3	Eyre	Eifflander	5.17.0
3	Eifflander	Bellamy	4.42.5

##### ROUND TWO

1	Morrall	Crossman	5.50.1
1	Cannon	Cannon	5.06.8
2	Millar	Court	5.00.7
2	Eyre	Winstanley	Retired
2	Eifflander	Eifflander	4.20.2
3	Eifflander	Bellamy	4.42.4
3	Eyre	McPeake	8.30.1

##### FINAL

Pos	Pilot	Pitman	Time for 200 Laps
1	Eifflander	Eifflander	9.02.5
2	Cannon	Cannon	11.14.0
3	Millar	Court	10.35.9

### OPEN GOODYEAR

Final: 200 laps, 5 stops.

##### FINAL

Pos	Pilot	Pitman	Time for 200 Laps
1	Eifflander	Eifflander	8.59.5
2	Eyre	McPeake	Ret'd 179 Laps
3	Cannon	Cannon	Retired

### MINI GOODYEAR

Heats: 100 laps, 3 stops. Final: 200 laps, 5 stops.

##### ROUND ONE

Heat	Pilot	Pitman	Time for 100 Laps
1	Eifflander	Eifflander	4.23.2
1	Morrall	Worgan	4.53.7
1	Cannon	Cannon	8.20.9
2	McPeake	Bradley	5.59.9
2	Eyre	Winstanley	59 Laps

##### ROUND TWO

1	Cannon	Cannon	6.28.0
1	McPeake	Bradley	Ret'd 44 Laps

##### FINAL

Pos	Pilot	Pitman	Time for 200 Laps
1	Eifflander	Eifflander	8.42.0
2	Morrall	Worgan	9.28.8
3	McPeake	Bradley	13.02.04

##### Acknowledgments:

Contest Directors: Andy Daglish, Martin Worgan  
Event sponsors: Tony Eifflander & P.A.W.

#### BMFA Centralised F2C Team Race Event, 25th May

Moved to Barton at short notice from RAF Waterbeach "due to lack of entries", this comp was then scrubbed on the airfield, being frustrated by poor weather and too few would-be entries. Recognition is due to those who travelled down from the North East in vain. [Weather: 14°C, wind E 15 kts gusting to 19 kts, cloudy bright, 100% cloud]



### **Barton Goodyear 4th May 2008**

Paul McPeake pits in OGY [Above right]

[Right]: Also in OGY, promising '(H)owl Racer' has howling Nelson. Natch!

[Left top]: Len Morrall's MGY 'Polecat' shows battle scars but still to be reckoned with. [Next]: Neither recumbent Ms Worgan or Mike Crossman look too impressed with Martin's deft flip of a launch in Final

[Left above]: Pristine 'Cosmic Wind' MGY was easy winner for Eifflaenders

[Left]: Third MGY finalist was neat 'Mr D' by John Bradley from Mike North kit and featuring ingenious plumbing.

[Right above]: One of the three winning Eifflaender models

[Below left]: Were MGY Finalists Len Morrall and John Bradley agreeing "We was robbed"?

[Right]: Inspired? Inspiring? Or both? Tony and Chris Eifflaender cleaned up all three Good-year events with comparative ease



## Barton Racing

### British & Open Goodyear, 20th April

[Weather: 6-8°C, wind ENE 12-15 mph, rain (clearing later), 100% cloud]

#### Tony Eifflaender reports:

The eight entries in British Goodyear and three in Open were confronted upon arrival at Barton with one of the Northwest's coldest and windiest days of Spring. Practice commenced notwithstanding and several pilots found that, although the conditions were awful, they *were* flyable.

#### British Goodyear

**Round 1** Heat 1 got underway with Ross/Court in a two-up with Eifflaender/Eifflaender. Ross/Court returned a respectable 5.53 and Eifflaender/Eifflaender were credited with a 4.30 after a watch malfunction at 4.18 on 95 laps

Heat 2 saw Daglish/Worgan carry on where they left off last season with 4.29.5 but Cannon/Cannon came home with a below par 5.31.

Heat 3 had Meager/Bellamy v. Eyre/Winstanley and a close race looked to be on the cards but Meager/Bellamy did a stonking 4.39 to Nev and Brian's 5.15.

Heat 4 was a North British affair between McPeake/Crossman (6.19) and Holmes/Hutchison (5.05).

**Round 2** In Heat 1, Ross/Court missed a final slot due to a reluctant motor but Cannon/Cannon triumphed with a belting 4.56.

Heats 2 & 3 brought a string of DNFs owing to a mixture of cold, wind and reluctant motors, while the top teams opted to sit out the second round.

**The Final** brought together Daglish/Worgan, Eifflaender/Eifflaender and Meager/Bellamy. The "off" signal left Martin flicking a reluctant motor although the team's superior airspeed enabled them to pass Meager/Bellamy. Tony's poor restarts at 3 out of 5 pit stops ensured the lead went to Daglish/Worgan while Meager/Bellamy's steady progress saw them almost overtake the Eifflaenders. When the dust settled, the results were: 1st—Daglish/Worgan, 9.19; 2nd—Eifflaender/Eifflaender, 10.02; 3rd—Meager/Bellamy, 10.24.

**Note:** F2C-N Team Racing, which had been advertised as one of the Barton events on 20th April, did *not* take place.

#### Results—British Goodyear

1. Daglish/Worgan
2. Eifflaender/Eifflaender
3. Meager/Bellamy
4. Ross/Court
5. Cannon/Cannon
6. Holmes/Hutchison
7. Eyre/Winstanley
8. McPeake/Crossman

#### Open Goodyear

This event had potentially six entries comprising various motor/model combinations but the weather—cold and wet—was such that the actual entry was just three teams, who accordingly went straight into a 200 lap **Final**. The three teams were Eifflaender/Eifflaender (with PAW 3.5 TBR), Holmes/Hutchison and McPeake/Eyre (both teams with Nelson 15 on pressure).

At the start, the Eifflaenders got away first as both AAC Nelsons were reluctant to play in the weather conditions. Moreover, after just 2 laps, disaster struck McPeake/Eyre in the form of a handle problem. Eifflaender/Eifflaender ended triumphant after the 200 laps due to their better pit stops although Holmes/Hutchison eventually got to grips with the Nelson in their model and had a couple of good stops.

The final outcome was: Eifflaender/Eifflaender, 8.53.4; Holmes/Hutchison, 10.55.5; and McPeake/Eyre, Retired (2 Laps)

#### Results—Open Goodyear

1. Eifflaender/Eifflaender
2. Holmes/Hutchison
3. McPeake/Eyre

Our thanks to the usual suspects for their help, including CD Andy Daglish and all those who helped with time keeping, line-checking etc. **AE**

#### Picture Captions [Facing page]

1. In-form pit man Martin Worgan catches his winning BGY.
2. Martin displays construction innards of Goodyear 'profile' fuselage. (The moulded parts comply with rules).
3. Sound man! Andy Daglish ceedeeing again.
4. Another First and Second place for Eifflaender team, Tony and Chris. Cathy, the *real* team boss looks on.
5. Chris brings the model in perfectly along the line as Tony waits to field for pit stop. In adjoining segment, Martin and his timekeeper Lawry Court keep an eye.
- 6 & 7. Dave Hutchison suggests his twin PAW 1.49 powered Tigercat meets the OGY rules. Ian Taylor [centre] is all agog but Martin Worgan remains sceptical. (Unfortunate blob of rainwater on camera lens partially obscures Dave's fine Scots features).



## April Club Night

### INDOOR CHUCK GLIDER 11th April

Organiser Len Morrall told Circle Talk about it afterwards

Len was bubbling down the phone the morning after... "Such enthusiasm!" he had witnessed, describing the scene as members walked through the door carrying personal cutting boards and building accessories—some arriving long before the start—followed by a quiet session while building took place. ("Could have heard a pin drop", said he). [Had we been there, then you certainly would have heard a pin drop! We drop everything... Ed.]

Members were required to construct a glider from a supplied piece of balsa (12"x3"x1/32"). As "a very good fun event" Len suggests that this should now appear in the calendar every year - "Ask the people there if they enjoyed it!" Ken Morrissey sponsored the balsa wood, ultimate winner Dave Sewell provided hardboard cutting boards and Len Morrall CA glue for those without. There were 19 participants [More entries than at a comparable FF do!—Ed.] and flight timing, the aggregate of two flight attempts, was by a radio controlled digital watch ("At the signal 5—4 —3 —2 —1 — Go!"). First prize was an LED torch with hand-crank.

Len is convinced that this sort of event is much better than a quiz; while there was a lower turnout than at some recent club nights, contrary to the expectations of some (who didn't turn up anyway), this was, in Len's own words, "a cracking night!".

Indeed, so enthused was Len and Ken Morrissey that they asked for the full results to be published! 1st was Dave Sewell, 2nd Richard Grindley and 3rd John Prothero. However, to conserve space the remainder of the scores below have been compressed and, to spare the blushes of the vast majority, they are given in order of flight attempts *not* of final placing.

Len opines that the secret of success on the night lay with those few who persuaded their craft to turn within the confines of the room. But who will be first to break the 10 second barrier?

Neil Stewart [1.90, 2.89] 4.79; Richard Grindley [ 3.19, 3.08] 6.27; Alex Feeney (Jr) [2.05;1.20] 3.25; Brian Winstanley [2.36,2.28] 4.64; Mike Bellamy [1.51, 1.33] 2.84; Derek Heaton [2.65; 2.03] 4.68; Ken Morrissey [2.43, 2.49] 4.92; John Daly [2.08, 1.65]; Ken Fleming [2.01, 2.24] 4.25; Peter Gorst [2.32, 3.25] 5.57; John Cuthbert [1.98, 2.01] 3.99; Geoff Walker [2.43, 1.72] 4.15; Lawry Court [1.93, 2.45] 4.38; Tom Meager (Jr) [2.43, 2.59] 5.02; John Prothero [2.56, 3.07] 5.63; Martin Daghish [2.42, 2.43] 4.85; Dave Sewell [2.82, 4.24] 7.06; Harry Walker [1.94, 1.77] 3.71; John Feeney [1.49, 1.42].

### Contacting CIRCLE TALK?

#### Editorial content and on-line distribution:

Peter Branigan

1, St. Georges Road, Formby,  
Liverpool L37 3HH Tel: 01704 834224  
E-mail: peter.branigan@btinternet .com

#### Paper printing and postal distribution:

Brian & Pat Winstanley Tel: 0125 452196  
E-mail: ivory2@tiscali.co.uk

## This and that...

### How they do things in La France...

Some thought provoking stuff came in an e-mail from Peter Jones, a Barton Forum member who currently resides in central France...

"Control line flying is far from dead here in the west middle area of France; possibly it is quieter, but not under-supported, as the French government exceeds in support of all sports, including aero modelling. Last summer I was invited to the Rouille club site along with a number of UK residents and visitors. (The day was reported by Robin Holden and the note can be found on the CLAPA site <http://clapa.org/British%20French.pdf>).

"The site itself is provided as an international standard competition facility and as such has been utilised for a number of F2 category events over the last few years. The local guys are very lucky to have such a facility, which has been extended to provide RC takeoff and landing on the combat/stunt practice area. Being France, much thought has gone into the provision of feeding and drinking, thus ensuring a good day out is had by all.

"There are a lot of parallels between what has been achieved at Barton and at Rouille—and a number of differences, especially the funding and on-going financial support necessary."

Perhaps some food for thought there, bearing in mind the upcoming World Cup meeting at Barton?

### Ergo non sum...

Perhaps that sharp contrast between France (and points further east) and the UK is not so surprising when it is realised that just possibly we may only be a figment of our own imaginations. At a time when we are being assailed constantly with ephemeral neologisms entering the language, it is chastening to find that neither the historic term *aeromodeller* or the more contemporary rendering *aero modeller* appears in any of the standard English dictionaries on the editorial shelf. Little wonder then that our collective aeromodelling interests can be so frequently swept under the rug by the powers that be in the English-speaking world— a world in which, you see, *aeromodelling simply doesn't exist* ! At least we can take some comfort from knowing that the Greeks (who supposedly had one for everything) wouldn't have had a word for us either...

### Sorry, guys...

That is, if you were expecting the BASH results (and perhaps a mention of stunt) to appear in this, the first issue to be published following that weekend. Although most results were provided within short order - only one category is not yet in our hands - it's simply the case that to include those as well as all the scheduled Barton weekend events held since the last issue would have meant a truly monster production. Be assured, they *will* all appear in the next *Circle Talk*.

**Publisher's Disclaimer:** The views expressed in *Circle Talk* are those of the Editor or named contributors only. Unsigned articles written by the Editor that employ the literary convention of the editorial 'we' express his personal perspective and not necessarily that of the Officers and Committee of Barton MFC either singly or collectively.