

JUNE 2005

News from
Barton MFC
Lancashire Aero Club
Model Aero Engineers

Circle Talk

Free to club members

Volume 7 Issue 2

In Memory of Four Friends

DATE CHECK!

12 June - Bilston
VS/Stunt/Carrier

12 June - Ilkley
F2B/Dickinson Trophy

12 June - Oakington
BMFA Speed/F2B

19 June - Peterboro'
CL 60Yr Extravaganza

26 June - Croydon
3 Kings Funfly

26 June - Dartford
BMFA F2C

26 June - Bristol
VTR/BB/OlyRat

1-3 July - Kemble
CL Fly-in for PFA

3 July - Barton
BGY/F2CN/MGY

3 July - Albamarle B.
BMFA/F2D

3 July - Milton Keynes
CLAPA/Merc/PampTrophs

9-10 July - Tyneside
Carrier Workshop

10 July - Thetford
MGY Marathon

10 July - Luton
CLAPA/Chiltern Cup

17 July - Old Warden
Carrier Roadshow

24 July - Oakington
VTR/VS

30-31 Jul - O.Warden
SAM 35 Gala

7 August - Barton
VTR/½A/A/B/BB/Carr



Brian Beckingham, Dave Campbell, Paul Massey, Mike Tillotson

In the presence of family representatives invited to a simple ceremony at the recent BASH weekend, Barton MFC members planted two apple trees and two flowering trees in a sheltered corner of the Barton airfield. These will grow in lasting memory of four valued friends and members who have been taken from us prematurely and, sadly, before they had been able to see the full fruits of their own contribution come into being at Barton. At 1.30 pm on Saturday, at the blast of a whistle, everything came to a halt so that all could gather round while the tree planting took place. In a short address, Ken Morrissey spoke movingly of the loss to club and family before a minute's silence was observed.

[Jim Hatch's BASH photo shows Geoff Tennant, Malcolm Ross and Brian Winstanley doing some of the spadework. Ken Morrissey is off picture].

BARTON BASH RESULTS

14th-15th May 2005

Tarmac Circle Racing**VINTAGE '1/2A' TEAM RACING (5 entries)**

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Smith/Bollen	4.15.1	4.26.3	9.32.4
2.	Toogood/Ward	4.31.0	83 laps	9.50.6
3.	Bainbridge/Orchard	4.30.0	34 laps	10.59.1
4.	Green/Long	4.55.3	5.02.3	
5.	Simon/Winstanley	7.03.8	5.26.5	

VINTAGE 'A' TEAM RACING (11 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Toogood/Ward	3.25.1	3.34.0	7.30.6
2.	Ross/Yeldham	Disq	3.47.2	7.37.4
3.	Fitzgerald/Court	3.47.5	4.00.2	8.04.5
4.	Smith/Bollen	4.01.2	3.49.9	
5.	Langw'th/Broadh'd	3.58.4	4.26.5	
6.	Bainbridge/Orchard	4.56.0	4.03.9	
7.	Barker/Taylor	4.32.8	4.28.4	
8.	Green/Long	Disq	69 laps	
9.	Simon/Winstanley	Retd		
10.	May/Mealing	Retd		
11.	Flack/Springham	Retd		

VINTAGE 'B' TEAM RACING (8 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Green/Long	3.21.4	Retd	7.05.3
2.	Ross/Millar/Court	3.37.3	3.36.0	7.10.1
3.	Toogood/Ward/Toogd	3.36.7	3.21.9	7.21.0
4.	Fitzgerald/Taylor	3.48.2	74 laps	
5.	Bainbridge/Orchard	4.07.2	42 laps	
6.	Flack/Springham	4.33.2	4.28.1	
7.	Bailey/Pickles	Retd	5.01.6	
8.	May/Mealing	7.05.2	12 laps	

'BARTON B' TEAM RACING (11 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Toogood/Ward/Toogd	3.24.0	DNF	7.06.3
2.	Barker/North/Moor	3.40.6	3.41.3	7.57.1
3.	Smith/Yeldham	3.47.1	3.33.7	8.57.2
4.	Bailey/Pickles	62 laps	3.48.8	
5.	Green/Long	4.09.1	3.59.2	
6.	Fitzgerald/Taylor	4.33.6	4.00.4	
7.	Ross/Tennant/Lloyd	5.14.4	4.06.4	
8.	Langworth/Broadhead	4.37.0	4.19.5	
9.	Walker/Pear	Retd	DNF	
10.	May/Mealing	Scratch	-	
11.	Alexander/Millar	Scratch	-	

BRITISH GOODYEAR RACING (5 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Daglish/Worgan	4.28.2	4.29.6	9.07.7
2.	Barker/North	4.48.9	4.39.5	9.27.9
3.	Ross/Court	4.51.6	4.48.8	9.58.9
4.	Fry/Winstanley	6.45.7	35 laps	
5.	Eyre/Bellamy	Disq	7.26.4	

F2C - Nationale TEAM RACING

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2
1.	Barker/North	4.15.9	-
2.	Daglish/Worgan	Retd	

[Our thanks to Dave Rudd for compiling and submitting the above Tarmac Circle Racing results to **Circle Talk**]

Grass Circle Racing and Speed**MINI-GOODYEAR RACING**

CD John Noble reports: There were seven entries, flying flew two-up in two rounds of heats on Saturday, followed by one round of semi-finals on Sunday. No real problems with the wind.

Pos	Team	Time
1.	Broadhead/Langworth	9.48.8
2.	Daglish/Morrell	171 laps – Retired
3.	Eyre/Bellamy	138 laps – Disqualified

PHANTOM RACING

CD John Noble reports: Only four entries received, of which one withdrew, having demonstrated the well-known reluctance of PAW 1.5s to start. It meant one round of two-up heats on Saturday and straight into the final on Sunday. The teams quoted below may include all of the names on Pat Winstanley's list of entries - but in different pairings!

Pos	Team	Time
1.	Daglish/Lever	7.16.1
2.	Morrell/Waterland	7.39.2
3.	Fry/Winstanley	40 laps – Retired

Acknowledgement

We are grateful to the reporters of BASH results, who not only ran events over the weekend but also put pen to paper afterwards – no small chore in itself – for the benefit of **Circle Talk**. Also thanks to Jim Hatch for a number of photos that we hope to publish later.

BARTON BASH – RESULTS

Grass Circle Racing (Cont'd)

CLUB SPEED

CD John Noble reports: Seven entries, being a mixture of Mini-Goodyear and Speed models. The winner was a Midge that as a result of earlier repairs needed to fly on *full down* elevator!

Pos	Pilot/Team	Speed
1.	Morrisey	94.35 mph
2.	Morrell/Daglish	93.14 mph
3.	Long	87.44 mph

John Noble writes: I must make a special mention of my principal volunteer (?) timekeeper and assistant throughout Saturday, Richard Grindley. His help was invaluable. *JN*
[See elsewhere in this **Circle Talk** for John's thoughts on the future of these events].

Aerobatic Circles

VINTAGE & PEACEMAKER STUNT

CD Dave Roberts reports: With only one circle and one judge available this year, we were keeping our fingers crossed that we would not be overwhelmed with entrants. In the event, 9 entries were received in Vintage and 10 in Peacemaker. Event CD was myself once again, with Dave Weetman our judge and Peter Branigan doing the scoring, aided and abetted by Sonia Maskell and Viv Weetman sharing most of the score sheet running.

Vintage – Round 1. It was imperative that we got off to an early start but first man out of the hat was missing so Geoff Tennant got things under way at 10.30 am prompt, with Tom Hughes dropping two places down the order. Flying his early flapped *Nobler*, Geoff set a good standard and was leading until John Allcock put in a fine flight with his *Jamison Favourite* to sneak a first round lead, leaving Geoff Stevenson in fourth spot and Ted Lloyd in third. Tom Hughes [Engine too slow. Ed] and Dave Underwood both failed to post a decent score in this round and decided to scratch from the second round.

Peacemaker – Round 1. John Allcock started the first round with a promising score of 237 but by the end of the round found himself trailing in third place due to excellent

schedules by both Brian Waterland (248) and Gary Church (close behind with 243). Tom Hughes once again suffered from his long lay off and resulting lack of practice, having the round's low score of 48 and, due to a broken needle valve, was unable to play a part in Round 2. Others who suffered problems were Keith Powell and Dave Goddard, although both put in improved flights in Round 2.

Lunch was taken at 1.30 pm to give the "workers" – especially the busy Dave Weetman – a well earned break, battle recommencing at 2.10 pm.

Vintage – Round 2. With Tom Hughes out of the event, Geoff Tennant again started the ball rolling with an improved flight that earned him the top score of the competition: 278 points. It was pretty clear that in such good flying conditions the flapped *Nobler* seemed to have a distinct advantage over many of the other non-flapped vintage models – although I have to say that, if all competitors were to opt for this or some other qualifying early flapped models, the event might lose some of its character, which in my view would be a shame. John Allcock was unable to reproduce his fine Round 1 score, receiving only 239, and it looked as though Geoff would take some beating unless someone put in an exceptional performance. With 244, Eric Hawthorne was another who improved on his first round score but it was not good enough to challenge Geoff, who eventually took the honors in Vintage with a two round aggregate score of 525. John Allcock's 508 gave him second place, with Geoff Stevenson (460) just stealing third from Eric Hawthorne, both Eric's 458 and Ted Lloyd's 456 running him very close.

Peacemaker – Round 2. John Allcock started this round off at 3.40 pm and improved on his first round score sufficiently to put in what proved to be the best flight score of the round. However, this was not quite good enough for first place as, despite dropping a few points on his Round 1 score with 237 points, Brian Waterland just pipped him into the lead with an aggregate score of 485, just 3 points ahead of John.

BARTON BASH - RESULTS

Aerobatic Circles (Cont'd)

Gary Church failed to maintain his first round promise and finished in third place with a total of 465. Both Keith Powell and Dave Goddard improved on their first round scores.

All in all, an excellent day's flying in superb conditions. *DR [See elsewhere in this Circle Talk for Dave's thoughts on the future of these events].*

VINTAGE

Pos	Pilot	Points
1.	G. Tennant	525
2.	J. Allcock	508
3.	G. Stevenson	460
4.	E. Hawthorn	458
5.	T. Lloyd	456
6.	J. Major	373
7.	D. Saul	337
	T. Hughes	Scr
	D. Underwood	Scr

PEACEMAKER

Pos	Pilot	Points
1.	B. Waterland	485
2.	J. Allcock	482
3.	G. Church	465
4.	D. Underwood	436
5.	N. Stewart	418
6.	G. Stevenson	416
7.	B. Lever	407
8.	D. Goddard	291
9.	K. Powell	230
	T. Hughes	Scr

NOVICE STUNT

CD Ray Lloyd reports: Saturday was windy, without a doubt! I placed one of my larger models on the grass and the wind lifted it off the grass – now that's a sure sign it is too windy to fly – so Saturday's Novice Stunt was called off. I was told that one spectator complained about the lack of activity on that circle on Saturday. Well next time maybe he will come and entertain us in the wind... and smash a few models.

Sunday was a much better day but Dave Roberts had his hands full with 17 flyers entered in Vintage and Peacemaker Stunt so Circle 2 was in use for the day. We moved to one of the smaller circles by the hedge that could just fit line lengths up to 55'. As I w3as also the judge for this event it gave me a wonderful opportunity to get close to nature... standing waist deep in a bed of nettles.

First to fly was Terry Baker, who with his pal, Ron Newbury, had traveled all the way from Bournemouth to fly in this event and take in the Barton atmosphere. I was quite surprised with Terry's flying as he has definitely improved over the last 12 months – the lad's been practising! His first flight was a bit short in duration but he got it all together after that. Next to fly was Ron Newbury; he made a few mistakes and just needed to relax a little. Class 2 next year, Ron?

Next up was Bob Phillips. Now this man does try hard as he and his son John came with about four or five models and used them all. (What a guy!). Well done, everybody, and many thanks for coming! *RL*

NOVICE STUNT

Pos	Pilot	Points
1.	Ron Newbury	69
2.	Bob Phillips	50
3=	John Phillips	46
3=	Terry Baker	46

Carrier Circle

BASIC CARRIER

CD: Andy Housden

Pos	Pilot	Locat'n	Prototype	Engine	Score
1.	I. Gilbert	Ipswich	Gr. AF Guardian	Webra 40	232.8
2.	P. Tribe	Dartford	W'land. Wyvern	West 36	229.9
3.	R. Phillips	St Albans	Super. Attacker	Leo 37	226.4
4.	G. Church	Witham	Gr. AF Guardian	OS 46	218.4
5.	M. Welch	Marlboro'	Fairey Fulmar	SC 40	216.3
6.	R. Green	Orpingt'n	W'land Wyvern	Irvine 36	212.4
7.	D. Rigg	Colne	Gr. F6F Hellcat	Irvine 40	153.3
8.	J. Phillips	St Albans	Fairey Firefly T3	MDS 38	137.3
9.	A. Garnett	Colne	Gr. F6F Hellcat	MDS 40	60.8
10.	N. Crabtree	Sheffield	Gr. AF Guardian	OS 46	Attempts

CD Andy Housden reports: One of the premier events of the Carrier calendar, 2005's BASH did not disappoint! Saturday was windy enough for all pilots to choose to make their flights on Sunday, and this collective decision was absolutely right, since Sunday's weather was just about perfect! At its strongest the wind was the gentlest of breezes and the sun turned the day into one of those classic occasions that aeromodellers remember from their youth! Those of you deck-hookery chaps (and chapesses) out there who **didn't** come along missed what will have been one of the best Carrier events this year.

Competition for the trophies was extremely close, the top three pilots being separated by no more than 6.4 points. Peter Tribe's new Westland Wyvern was *extremely* quick, the West 36 hauling it around at a faster speed than anything else could manage. Despite this, and flying the model at its absolute slow flying limit, Peter's highest score was beaten into 2nd place by the best flight of Ian Gilbert's older Grumman Guardian, which, although some 9 seconds slower on the fast run, was 12 seconds slower on the slow run, giving Ian his well-deserved 1st place by that 3-second margin.

BARTON BASH - RESULTS

Carrier Circle (Cont'd)

Bob Phillipps, always a potential competition winner and therefore one to watch, produced a flight with his Supermarine Attacker that came within an ace of beating Peter and almost equalled Ian's best score. Unfortunately for Bob, those very floaty qualities of this ancient beast that have been responsible for numerous past contests wins were its undoing during landing - the sharp application of down elevator needed to get it onto the deck pitched the hook into the air and tucked the main wheels under the arrester wires instead to give him a low landing score. Bob had to be content with 3rd place!

Gary Church, one of the most experienced Carrier pilots in the UK but flying his first contest of the year and therefore removing some of the winter's accumulated cobwebs, would have beaten Bob Phillipps into 3rd place but for landing approaches that caused an overshoot and then a ramp strike - so 4th place for Gary, unusually low for him. In contrast, 5th place Mick Welch achieved a new Personal Best Score (PBS) with all flights hooking up, his brand new Fairey Fulmar powering around the circuit in a most peculiar-looking nose-down attitude and with almost no engine noise at all! Nevertheless, this is his best model so far and it should be capable of even better performance in the future. Set against this, Roy Green's new Sea Vampire was obviously unhappy with something and was all over the sky during its slow run, so Roy changed to his reserve Westland Wyvern and settled down well enough to nearly equal his current PBS and to achieve 6th place.

However, easily the most pleasing part of the day for me was the continuous improvement in the scores of Dave Rigg, flying his beautifully decorated Grumman Hellcat. Dave has been flying Carrier at the BASH for a number of years and was in the Novice category (PBS under 100 points) at the start of the day's contest. By dint of determination that gave him better fast and slow runs with each successive flight, he produced a perfect arrested landing on both second and third official flights and the last of these gave him a new PBS of 153.3 points. That moved him from the Novice to the Sportsman category (PBS between 100 and

170 points) and got him overall 7th place. *Extremely* well done, that man!

8th Place went to a very phlegmatic (and 14-year old!) John Phillipps, whose flying has come on in leaps and bounds over the last year. Despite some early engine problems with his Fairey Firefly T3 Trainer, which Father Bob laboured to solve (and did), John's flying settled down to produce some very clean flights, the very last of which achieved a long sought-for hookup and loads of smiles! Let's have more of those, please...

Dave Rigg's team mate, Arthur Garnett, also a regular Carrier flier at the BASH for the last few years and also a Novice, looked as if he'd be following in Dave's footsteps as his flying was very good, with some particularly well-judged slow runs which were actually slightly slower than Dave's (...so watch out, Dave!). Unfortunately, the single most difficult part of a Carrier flight is always the landing and so it was with Arthur, who didn't quite manage to get his Grumman Hellcat down quickly enough to pick up a wire and therefore didn't pick up any landing scores. But you're *very nearly* there, mate - just a bit more practice! And you didn't come last either as you said you would - you were 9th!

10th And last place went to Nigel Crabtree! Nigel has been flying Carrier for many years but for the last few has been unavoidably concerned with progressing the C/L Combat career of his son Johnathon, the splendid achievements of whom have graced the pages of this newsletter on many an occasion. As Johnathon is now flying Combat less intensively, Nigel has found some time for Carrier and we're delighted to welcome him back! However, cobwebs cling to everybody after a lay-off and the single biggest problem in Carrier, that of getting the engine setting and throttle sorted, beset Nigel throughout the day, with the engine cutting out at the end of each slow run when Nigel throttled down. Once he gets sorted, though, Nigel will be back up amongst the leaders!

*[Our thanks for the above to Andy Housden, who also provided a comprehensive calendar of forthcoming national and international Carrier Deck Competitions, "Roadshows" and "Workshops" that will be listed in this and future issues of **Circle Talk** as and when space permits].*

THE 2005 BASH IN RETROSPECTIVE

John Noble (CD for Grass Circle Racing and Speed) writes:

Club Speed

1. There were two interpretations of line length: 42' and 13.50m (otherwise 44'3"). Both represent Mini-Goodyear line lengths, old and current. For this event I decided to allow both and decide the result upon calculated speeds; no one objected. It was felt by all that the new length of 13.50m should be adopted and that this should be publicized so that confusion does not arise in the future.

2. Perhaps we should make sure that all competitors know that if you call a flight as a practice then you cannot change your mind should it prove to be winningly fast. What would there be to stop a flyer making repeated attempts until he produced one he felt to be satisfactory? (I have tried it on in free flight without ever getting away with it!).

Phantom

It seems to be the general opinion that the line length should be increased to make it a bit less hectic and less off-putting to potential flyers... though I have to say that the experts flying on the BASH weekend put on a fine display of piloting straight out of the textbook. (I can't really comment, my own experience with Phantoms being with a Mills 1.3 version and ending in September 1948).

Mini-Goodyear

The recovery of planes that go into the circle on landing arrival is a perennial problem. However, instead of the 'leopard crawl' used by pitmen when on tarmac, pitmen tend to go in over grass on all fours or merely crouching. Perhaps small planes over grass do not appear to be so threatening?

In the final, the Eyre/Bellamy plane cartwheeled in level with the Daghish/Morrell segment – just as Len signalled Martin to come in. Len immediately signalled Martin to put it down a quarter-lap further on. Unfortunately, Mike Bellamy half stood up and removed one wing of the landing Daghish/Morrell plane with his helmet. Happily, the engine was stopped and the hit was on the helmet and not a few inches further down.

Most of us remember a similar accident – with much more serious consequences – involving Bob Horwood some years ago. Can any one come up with some ideas? Where, when and how can/should pitmen recover models? If strict 'grown up' team-race rules had been applied then at least half of the Mini races I have seen or taken apart in over the last thirty years would have been won by the last plane in each heat to be disqualified! *JW*

Dave Roberts (CD for Vintage Aerobatics and Peacemaker Stunt) writes:

Aerobatics

From the comments received from many competitors, everyone seemed to enjoy the event and be pleased with the general organisation.

Ray Lloyd was obliged to run the Novice Stunt competition on Sunday rather than Saturday, which had suffered from strong and gusty winds. With beginners' entries seeming to be rather low, consideration should be given to running either an F2B or Classic competition on Saturday next year. My personal preference would be for a Classic event, as this would seem to be more in keeping with the spirit of the BASH. However, apart from the Nationals, Classic events are not all that well supported, which may be the determining factor when the issue is debated in Committee. *DJR*

CONSTRUCTION TECHNIQUES

Covering with Mylar+Tissue

*John Whiteside took notes at the March club meeting where the guest speaker was **George Stringwell**, who is both well known (in R/C circles, certainly) and a long-time model magazine columnist:*

George Stringwell has specialized in the Mylar+Tissue finishing system for some time now and gave us a practical demonstration of the process.

Mylar is available from Mike Woodhouse Free Flight Supplies. Before applying the Mylar, George dopes and sanding-seals the structure as per normal practice, then adds the Mylar, followed by the tissue. Cutting Mylar is best done in several layers, always using a new blade.

Mylar+Tissue (Cont'd)

It is applied to just the open structure areas, overlapping slightly by ¼" or 5 mm. Adhesive may be thinned Evo-Stik contact adhesive, Balsaloc or PVA, painted on and allowed to dry and then heat activated with an iron. When the Mylar is fixed, it can be shrunk by the gentle application of heat from an iron or heat gun/hairdryer.

George then used a household cleaner spray full of water, Mr. Muscle or the like to lightly wet one side of the tissue before spreading it out over the wing in the normal manner. Then he painted thinners through it over the solid wood areas to fix the tissue, again as per normal. This dries with a bloom but doping over the whole wing removes this as well as attaching the tissue to the Mylar. The process appeared easy and non-critical but the finish is excellent and very tough.

George had several wing panels covered with coloured tissue designs that looked fabulous and, because of the Mylar over the open structure, are very easy to do

Some of the questions people asked George about using Mylar+Tissue

George e-mailed JW after the event to clear up some of the questions people had asked and to say "I use Esaki but you can use any other sort, of course". Here are his comments:

Q: Firstly, what thickness of Mylar should we choose?

A: 5 Micron. You could also use 10 micron but that is and looks a bit weird when you dope it! As I said, I can see no reason why it shouldn't work over the thin document laminating film I showed as well - heavier of course but the visual effect would be the same and it would be bullet proof!

Q: The adhesive for Mylar to the airframe is another question... did you say Balsaloc and PVA could be used as well as Evo-Stik?

A: I use Balsaloc. I used to use Evo-Stik thinned to water consistency with Evo-Stik thinners ["Adhesive Cleaner". Ed] but the latter is now on the "banned substance" list and, anyway, the fumes were unpleasant.

There is no reason why ANY heat sensitive adhesive should not be equally suitable and thinned PVA should work fine.

A: Depends on which tissue! I find that three coats of 40/60 dope/thinners are fine for Esaki but Modelspan types might need more. What you are aiming for is a nice, tight finish that won't be affected by damp and, of course, looks nice; airproofing is not an issue as the Mylar does this.

Q: Esaki tissue goes which way up over Mylar?

A: Glossy side up even though the free-flight guys often do it the other way as they want a rougher finish to turbulate their sections. (You may have noticed that my Simply the Best E400 model that was covered in very glossy Profilm Lite had trim tape turbulators on it and they have a marked effect on the performance). Not relevant for C/L of course, where I would stick to glossy side out.

Q: Is Mike Woodhouse the only supplier of these materials?

A: Pretty much so, yes, and certainly the only one I know who does the Esaki tissue. There are other sources of Mylar but it is mostly 10 micron. Mike's contact details are:

Website... www.freeflightsupplies.co.uk;

Address... 12 Marston Lane, Eaton, Norwich, Norfolk NR46LZ;

Telephone... 01603 457754.

He has a HUGE range of stuff - Kevlar, carbon, glass cloth etc, as well as Mylar and tissue. Well worth a look.

"Hope this answers all the questions - any others, feel free to ask. I am well on with building a C/L version of my Square Dancer for DD 400 and 8 x KAN 1050 cells. Looks like it will be about 12 ounces A.U.W and I would hope to fly it on 40 ft lines (very light and thin fishing trace). If it works, I'll bring it along to Barton for you to see. Just think of all the places you could fly it - no noise! The R/C version is no "park flyer" as, being very quick, it eats up a lot of sky".... *George Stringwell*

So there it is: another approach to clean, quiet C/L flying... no smell of ether, no castor smell. It'll never catch on - or will it? *JCW*

'BARTON B' TEAM RACE 20th March 2005 at Barton

John Whiteside reports:

A large contingent of racers gathered on a cool bright morning at Barton for our first races of the season. Mike Fitzgerald ran the event with assistance from John Noble. Ken Morrissey had his magnifying glass and tape measure on hand to check and process the models, while Tom Hughes checked safety matters and lines.

The result was a fast, safe and exciting day's racing with some surprising results. Dennis Ward brought his precision and practice to the class and showed every one the way. There were faster models at times but Dennis is *consistently* fast and he demonstrates great teamwork - that's what wins races!

Also fantastic to see both the *current* British Team Members in F2C Team Race, Langworth/Broadhead, - I would like to say legends but that would embarrass them - and the *new* F2C Team Members Barker/North all having fun in this clubman's class. Malcolm Ross and Derek Heaton also added a touch of class to this "racers' event". *JCW*

'BARTON B' RESULTS 20.03.05

CD: Mike Fitzgerald

Round 1

Heat 1	Time	Heat 2	Time
Toogood/Ward	3.36.2	Barker/North	3.41.4
Bailey/Pickles	4.32.1	Langw'th/Broadh'd	3.45.1
		Ross/Court	5.51.8

Round 2

Heat 1	Time	Heat 2	Time
Toogood/Ward	3.40.1	Bailey/Pickles	4.24.4
Barker/North	4.02.4	Ross/Court	4.49.3
Langw'th/Broadh'd	5.20.5		

Final	Time	Pos
Langw'th/Broadh'd	7.58.1	1st
Barker/North	8.00.0	2nd
Toogood/Ward	9.53.3	3rd

Postscript: John Noble, who provided the results for **Circle Talk**, commented on the exceptionally close finish, less than one lap apart in 150! (Toogood/Ward were unlucky enough to blow a plug).

John also observed that the jurying standards were a bit lenient on this occasion but that all the crews were experienced and well capable of looking after themselves.

'BARTON B' RULES UPDATE

John Whiteside clarifies matters:

Race length is to be 75 lap heats and 150 lap finals. This works well as most people are doing about 34 laps!

Only APC 8X8 or Graupner 8X8 props are allowed. You may remove a small amount from one blade for balancing, although these props are pretty good from the packet! We have a gauge to check these now so you **will** be caught if you do fiddle.

There has been a bit of controversy about the machining of the exhaust stack to allow the motor to slide down through the bearer crutch. Let's be clear about this. You cannot remove the exhaust stack completely as in Vintage B - though you *can* reduce the width to allow it to drop in... **BUT you must be able to fit the standard silencer in the original mounting holes** when you have finished. Opinions are mixed about the thermal value to the engine's operation of removing metal, so this is for mounting convenience only.

Remember: if you are going faster than the others by a large margin, Ken Morrissey will be on to you and any motor that appears to have been modified will result in the team being disqualified for LIFE.

Close, fast racing with excellent teamwork is the aim - not someone running away to take the pots! *JCW*

AND T'ANKS FOR THAT ...

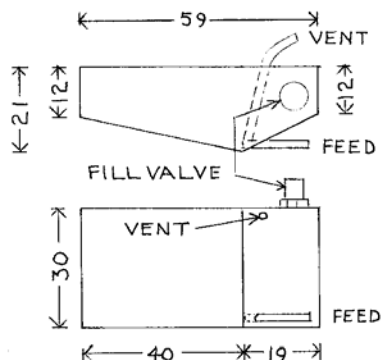
John Broadhead and Bernie Langworth present a *simple* fuel tank for 'Barton B'

'**Barton B**' is our newest C/L racing class, successfully devised by Barton MFC to be enjoyable and the rules mean that it is possible to take part without the need for specialized knowledge and a comprehensive workshop.

Ken Morrissey informs me that some people who were interested in the class have been intimidated by the complicated fuel tanks used by some teams. The drawing below is of the simple uniflow tank that Bernie and I use. It works well and we seem to have airspeed and laps per tank similar to other teams.

'Barton B' Fuel Tank (Cont'd)

Volume (tank + pipes + fuel tube) = 29.4 cc
 Form tank from tinplate and brass tubing.
 Measurements are actual size (in mm).
 Allow extra for seams. Stuart Robinson fill valve.



Don't miss the chance of enjoying a good racing class just because of the fuel tank... make one of these now! You can always spend next winter making a more complicated one – the performance will not improve but there will be more to talk about! *JB*

CHANGES AT CIRCLE TALK HQ

John Whiteside, who has compiled **Circle Talk** since its inception as the newsletter of Barton MFC, finds

himself unable to continue in that role. Most will be aware that, among other matters, caring for his elderly father has brought increasing daily pressure to bear upon John and Trish; something just had to give! Hopefully, relieving some of that pressure will enable John to continue forever in his *alter ego* as Secretary... Even as a newcomer, it was instantly apparent to me on joining this club in 2001 that John was a tower of strength in club affairs, intimately involved in the building and development of Barton MFC toward the successful position it enjoys today.

But where did I come in? Well, to help fill the void, I was "prevailed upon" to succeed John as editor/compiler. With his assistance and your support, I shall endeavour to emulate the standards he set with regard to general excellence, topicality and variety - and, not least, regularity. *Peter Branigan*

[** "Prevailed upon"? I thought you'd never ask! Yes, thank you, I am feeling much better now. I have already been able to dispense with the eye patch and bandages and now nurse says that soon I must try to walk without the crutches...]

GET YOUR KIT - IT'S FLYING TIME AGAIN!

John Whiteside exhorts the multitude to come forth:

Well, summer is nearly here and you have the best flying site in the country to fly on - so what are you waiting for?

It is going to be a bumper year at Barton and to enthuse you we have a number of competitions both for our members and also to attract the cream of the crop from across the country.

So why not do yourself a favour by visiting one of the events? Even as a spectator there is nothing quite like a competition gathering to get your creative juices flowing and to provide the impetus to get projects finished and into the air.

It's a sign of the times that the airfield is now being run by Lancs Aero Club in a more commercial manner as demanded by the new owners and so our fee (long negotiated by President Brian with a nod and a wink) has gone up to a more commercially realistic figure.

Not a cause for worry because we *can* afford it at present and furthermore we will be paying a monthly fee instead of an annual lump sum, which will be easier to manage. It will however mean, I am sure, an annual percentage increase, as do all business deals these days. We will discuss that at each AGM.

Nevertheless, it is still quite cheap for the excellent facilities that Barton offers:

- plenty of space with minimal noise worries
- superb smooth tarmac circle
- 5 grass circles
- no restrictions on flying times
- all-day access 364 days of the year
- full-size light aircraft drifting overhead
- a hangar full of scale subjects - you need permission of course - to inspire you to build the definitive scale model.

Coupled to that, anybody who is anybody in control line is a member of our club and readily available to help and encourage newcomers and improvers alike.

With the tales of woe in the model press about lost sites and shrinking venues, this really is count your blessings time for us at Barton. *JCW*

NOTICE BOARD

June 19

Peterborough MFC Cabbage Patch World CL Celebration, 60 Years 1945-2005

Western Embankment Circles: Early History; Golden Years; Towards The Unusual; Mini Goodyear; VTR 2000; Speed; Carrier; F2B; Profile/Classic Aerobatics; 30" Stunt; Scale & Biplane; Model Viewing. *Eastern Embankment Circles:* PAW Vintage Combat; Fun Fly. 10.00 am Start. Photo-call at 14.00 hrs. Entry fees payable. Non-flying visitors free admission. CLAPA pre-entry only. BMFA/SAM Insurance required. Every flyer *must* check in to obtain flight authorisation card. Drinks and refreshments. Souvenirs.
Contacts: Brian Waterland 01778 343722;
Brian Lever 01733 252416; Mick Taylor 01733 204484

July 1-3

CL Fly-in at PFA Rally, Kemble

A new venue. CL Fun Fly and demos. Racing may be arranged. Volunteer helpers and flyers required.
Contact: Brian Winstanley 01254 52196

July 3

Racing at Barton

British Goodyear/F2C-N Team Race/Mini Goodyear (500 laps).
Contact: Dave Holmes 01670 3690722

Aug 7

Racing at Barton

½A/A/B VTR/Barton B *Contact:* Dennis Ward 01952 586451
Carrier Roadshow - Carrier and Basic CL hands-on training with carrier, instructors and models supplied. Carrier flying practice encouraged. *Contact:* John Whiteside 01254 52196

Sept 18

Barton Cup

F2B Aerobatics *Contact:* Ray Lloyd 01706 212184
Carrier Roadshow - Details as Aug 7 event. *Contact:* John Whiteside 01254 52196 (See also www.cheffers.co.uk website)

Oct 2

BMFA Centralised at Barton

F2B/Class 2 Aerobatics *Contact:* Ray Lloyd 01706 212184
F2A Speed *Contact:* Ken Morrissey 0161 437 9794

BARTON MFC Who's Who?

Hon. President:

Brian Winstanley *Tel:* 01254 52196

Chairman:

Geoff Tennant *Tel:* 01200 424114

Secretary:

John Whiteside *Tel:* 01457 865755
14 Longmoor Road
Simmondley
Glossop SK13 6NH
E-mail: john.whiteside1@ntlworld.com

Treasurer & BMFA Subs:

Patricia Winstanley *Tel:* 01254 52196

Public Relations:

Malcolm Ross *Tel:* 01925 766610

Social & Events:

Mike Broadbent *Tel:* 0151 475 0246

Safety Officer:

Tom Hughes

Flying Site Manager:

Ian Taylor *Tel:* 0161 865 4602

Hard Circle Development Officer:

Ken Morrissey *Tel:* 0161 437 9794

Club Photographer:

Fred Hall *Tel:* 0161 748 4391

Circle Talk Newsletter:

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

UNCLAIMED RAFFLE TICKETS

The following Raffle Ticket Numbers remain unclaimed following the 2005 Barton BASH:

Blue	19	27	28	81	82
	86	111	124	183	

Buff	630	696
-------------	-----	-----

If you possess one or more of the above tickets, please contact *Malcolm Ross* (01925 766610) or *Brian Winstanley* (01254 52196) without delay.

Traditional Disclaimer

The views expressed in Circle Talk should be recognised as being those of the Editor or contributor(s) alone and, unless expressly so stated, do not necessarily represent those of (or are shared or have been promulgated by) the Committee of Barton MFC, to whom, however, all brickbats, vile abuse, demands for retraction and/or solicitors' letters should be addressed in the usual way rather than to the hapless Editor.

Essential Information!

Barton Tower: *Tel:* 0161 787 7326

Barton Radio Frequency: 122.7mhz

Flag: *Put up the flag BEFORE you fly. TAKE IT DOWN before you leave!*

Airstrip: *DO NOT cross the runway or enter active areas without express permission from the tower at any time when the airfield is operational.*

Police Helicopter: *Land or fly low when the police helicopter is operating.*

Mower & Dumper: *DO NOT operate either without prior instruction from a Committee member.*

First Aid Kit: *Kept in the container.*

Lock the gate after you: *DO NOT leave the lock set to the combination.*