

JUL 2006

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

Circle Talk

Free to club members

Volume 8 Issue 3

www.controlline.org.uk

What's on at BARTON in 2006?

AUGUST

6 Barton Racing

BGY/MGY/F2CN

Trophies by P.A.W.

A. Eifflaender 01625 616054

M. Worgan 01684 295655

SEPTEMBER

17 Barton Cup

F2B (only)

Ray Lloyd 01706 212184

24 Barton (BMFA)

BMFA Centralised

F2A Speed/F2B & Cl.2 Stunt

OCTOBER

1 Barton Racing

The First 1,000 Lap BGY

A. Eifflaender 01625 616054

M. Worgan 01684 295655

DECEMBER

27 Barton Racing

"Cold Turkey Day"

Club Speed/BGY/MGY

IMPORTANT!

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

Ray Lloyd

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

CLUBHOUSE CATERING

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Generation gap

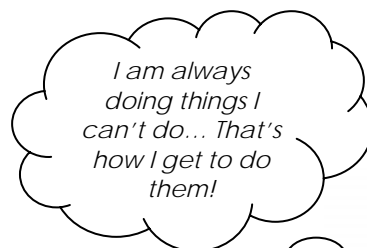
John Noble presents BASH prizeware to Tony and Chris Eifflaender. Years of success all round and no doubt many more to come...

'The Pink Ladies' Team

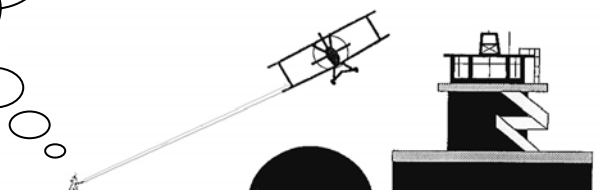
Pilot Jill Brown [Right] and pitperson (?) Sharon North here seen practising Mini Goodyear during the weeks before the BASH – and obviously to good effect!



[Photographs by John Bowman]



Pablo Picasso
(via Jeannie Harris)



BARTON BASH RESULTS

13th-14th May 2006

Tarmac Circle Racing**VINTAGE '1/2A' TEAM RACING (6 entries)**

CD: Dave Rudd (100 Laps)

Pos	Team	Round 1	Round 2	Time
1.	Toogood/Ward	<u>4.00.4</u>	4.03.3	4.00.4
2.	Smith/Bollen	<u>4.06.2</u>	DNF	4.06.2
3.	Haywood/Haywood	4.18.6	<u>4.14.5</u>	4.14.5
4.	Flack/Springham	<u>4.47.4</u>	4.50.7	
-	Hart/Hart	DNF	DNF	
-	Bailey/Pickles	DNF	DNF	

VINTAGE 'A' TEAM RACING (11 entries)

CD: Dave Rudd (85 Laps)

Pos	Team	Round 1	Round 2	Time
1.	Toogood/Ward	3.27.9	<u>3.27.2</u>	3.27.2
2.	Haywood/Haywood	<u>3.33.9</u>	DNF	3.33.9
3.	Smith/Bollen	<u>3.35.0</u>	DNF	3.35.0
4.	Millar/Court	4.12.5	<u>3.42.0</u>	
5.	Bainbridge/Orchard	3.47.2	<u>3.43.7</u>	
6.	Flack/Springham	<u>4.04.7</u>	4.27.2	
7.	Cannon/Cannon	5.07.8	<u>5.04.0</u>	
8.	Heaton/Copeland	5.57.0	<u>5.41.4</u>	
9.	Roberts/Copeland	6.20.4	<u>6.00.7</u>	
10.	Langworth/Broadh'd	55 laps	DNF	
-	Ross/Yeldham	DNF	DNF	

VINTAGE 'B' TEAM RACING (8 entries)

CD: Dave Rudd (75 Laps)

Pos	Team	Round 1	Round 2	Time
1.	Toogood/Ward/Tgd	<u>3.23.7</u>	DNF	3.23.7
2.	Ross/Millar/Court	3.39.7	<u>3.26.7</u>	3.26.7
3.	Isidro/Ridley/Gibbs	<u>3.41.2</u>	3.43.8	3.41.2
4.	Hart/Hart	<u>4.09.2</u>	47 laps	
5.	Whitehouse/Watson	<u>4.10.7</u>	4.52.8	
6.	Flack/Springham	5.10.8	<u>4.16.3</u>	
7.	Bailey/Pickles	42 laps	DNF	
-	Bainbridge/Orchard	DNF	DNF	

'BARTON B' TEAM RACING (14 entries)

CD: Dave Rudd (75 Laps)

Pos	Team	Qualifying	Time
1.	Toogood/Ward/Toogood	3.19.2	3.19.2
2.	Heaton/Morrissey	3.30.7	3.30.7
3.	Barker/North	3.31.5	3.31.5
4.	Langworth/Broadhead	3.35.4	
5.	Bainbridge/Orchard/Delgado	3.35.9	
6.	Walker/Pearl	3.4648	
7.	Whitehouse/Watson	4.30.6	
8.	Bailey/Pickles	4.54.5	
9.	Ross/Whiteside	40 laps	
10.	Ross/Yeldham	34 laps	
11.	Morrissey/Ross	0 laps	
12.	Cannon/Cannon	0 laps	
-	Isidro/Ridley/Gibbs	DNF	
-	Haywood/Haywood	DNF	

BRITISH GOODYEAR RACING (11 entries)

CD: Dave Rudd (100 Laps)

Pos	Team	Round 1	Round 2	Time
1.	Daglish/Worgan	<u>4.32.7</u>	DNF	4.32.7
2.	Eifflaender/Eiff'l'nd'r	4.43.3	<u>4.40.7</u>	4.40.7
3.	Sharp/Sharp	<u>4.48.0</u>	2 laps	4.48.0
4.	Barker/North	<u>4.49.0</u>	4.53.4	
5.	Ross/Court	4.53.2	<u>5.02.8</u>	
6.	Fitzgerald/Walker	5.59.3	<u>5.09.1</u>	
7.	Hart/Hart	5.31.9	<u>5.13.2</u>	
8.	Eyre/Bellamy	<u>5.25.0</u>	6.08.7	
9.	Cannon/Cannon	1 lap	<u>6.44.0</u>	
10.	Isidro/Ridley	47 laps	Retired	
-	Bowman/Colclough	DNF	DNF	

F2C - Nationale TEAM RACING (5 entries)

CD: Dave Rudd (100 Laps)

Pos	Team	Round 1	Round 2	Time
1.	Barker/North	<u>4.10.5</u>	4.18.6	4.10.5
2.	Daglish/Worgan	0 laps	<u>4.18.7</u>	4.18.7
3.	Sharp/Sharp	<u>4.32.2</u>	5.06.2	4.32.2
4.	Isidro/Ridley	<u>4.59.3</u>	5.25.9	
5.	Hart/Hart	44 laps	DNF	

Grass Circle Racing and Speed**MINI-GOODYEAR RACING (12 entries)**

CD: Roger Reece (Heats 100 laps; Final 200 laps)

Pos	Team	Heat 1	Heat 2	Final
1.	Eifflaender/Eifflaender	54 laps	<u>4.56.81</u>	12.20.34
2.	Eyre/Bellamy	6.19.90	<u>4.57.54</u>	63 laps
3.	Daglish/Morrall	D/Q	<u>4.12.84</u>	D/Q
4.	Morrissey/Heaton	7.55.48	<u>5.01.10</u>	
5.	Bowman/Colclough	<u>5.20.20</u>	DNF	
6.	Ross/Court	7.00.05	<u>5.28.45</u>	
7.	Brown/North	7.32.86	<u>7.21.63</u>	
8.	Bailey/Pickles	86 laps	D/Q	
-	Hart/Hart	DNF	DNF	
-	Lever/Lever	DNF	DNF	

CLUB SPEED (6 entries)

CDs: Len Morrall/Roger Reece (10 laps)

Pos	Pilot	Round 1	Round 2
1.	Ken Morrissey (PAW 1.5)	96.317 mph	<u>100.181 mph</u>
2.	Len Morrall (PAW 1.5)	97.354 mph	<u>99.865 mph</u>
3.	Julio Isidro (PAW 1.5)	<u>91.004 mph</u>	90.354 mph
4.	Len Long (PAW 1.5)	85.740 mph	<u>86.169 mph</u>
5.	Malcolm Ross (Frog 150)	83.957 mph	<u>84.707 mph</u>
6.	John Whiteside (PAW 1.5)	66.274 mph	<u>68.748 mph</u>

PHANTOM RACING & WEATHERMAN SPEED**Note:** These two events scrubbed due to lack of entries**Acknowledgment**

We are indebted to the various reporters of BASH results, who not only ran events over the weekend but also kindly put pen to paper afterwards for the benefit of Circle Talk.



Above: Mike Bellamy holding Mini Goodyear and launching for 2nd Place (Eyes/Bellamy)
Top: Fitzgerald/Walker 6th in Brit Goodyear

All photos this page by JOHN BOWMAN

Top right: Laurie Court fields Class A VTR
2nd right: Clean release of F2C-N racer.
3rd right: Mick Orchard plucks Mercury "Mac" Class A VTR out of the air.
4th right: Taffy Bollen releases replica of the Mike Bassett ground breaking "Little Warrior", the first Oliver Cub Mk2 1/2A team racer - it was way ahead in 1959.
Below: The "Pink Ladies" – Sharon North pitted creditably whilst Jill Brown held her own with Brian Lever [L] and Martin Daghish



Above: Ken Newbold, superb builder and great enthusiast, returns to the fold with nice 1/2A VTR but was unable to find a spare pilot.

BARTON BASH 13th-14th May 2006 (Cont'd)**The Carrier Deck Circle*****BASIC CARRIER***

CD Andy Housden reports:

A truly excellent contest! Despite the forecast of dull overcast for both days with occasional showers on Saturday, the wind was very gentle and allowed more flying on each day than some past contests have put up during a whole weekend. The result was a whopping 19 entries, easily one of the best Barton weekends ever recorded. Both days were extremely busy throughout, with, I'm delighted to say, flyers coming from as far afield as Bournemouth, Ipswich and Newcastle-on-Tyne - and, of course, with Jan Odeyn from Belgium making the whole affair an international one. Yippee!

There were some stunning scores, with the top place going to Ian Gilbert with an amazing 250.9 points - this after the best flight he's ever done with his ageing but very effective 40-powered Guardian. Peter Tribe came a very worthy second with 232.7 points, flying his 'new-approach' model - an ultra-quiet and very light 21-powered full-area Wyvern which clearly has much more potential to be exploited in the future. Tying for third place with exactly the same score of 223.1 points - something that has never happened in Carrier before - were 2005's Nats Champion Jan Odeyn from Belgium and our own Roy Green, who pulled all the stops out on his last flight.

Particularly notable was the very last flight of the whole event: young John Phillipps stunned everyone (and probably himself as well!) with an absolutely superb flight and perfect landing to rack up an amazing 186.7 points, instant promotion to Expert skill status and a Personal Best Score of 49.4 points higher than his previous PBS achieved at 2005's Barton BASH. Well done indeed!

Supporting John were the 21st Century Carrier Contest Family Fixtures (otherwise known as Team Phillipps), of whom 4th place Bob was almost treading on the tails of Jan and Roy and only missed out on an award by 1.3 points. By an even smaller margin below Bob was Barton's young Jonathon Crabtree in 5th place, missing from the Carrier circuit these last couple of years due to family commitments but freshly persuaded by all and sundry to "have a go" and finding that his Carrier flying skills clearly had not disappeared. More to the point, he beat his dad Nigel yet again - Nigel even having paid for him to enter!



Ian Gilbert's Guardian on 1st Place slow flight

Andy Housden



John Phillipps, suitably attired for North Atlantic duty, landing Wyvern to attain Expert ranking

Andy Housden



Fred Hall

Graham Sweeper from Bournemouth readies Fireball



...before assisting Jan Odeyn with his Guardian



Trish releases John Whiteside's Zero

Fred Hall



Closely crowding together on the score sheet were Yvette Phillipps, John Marsh, Nigel Crabtree and John Whiteside - all (in their various ways!) declaring that, as these were their first-of-season flights, they were blowing away their cobwebs. Well, if that's what their cobwebs look like, why are mine so different? (That's a rhetorical question. I don't actually want an answer, thanks!).

Graham Sweeper put up a very workmanlike first Carrier flight of the weekend that actually turned out to be his best - often the case when a flier tries too hard on subsequent flights and usually ditches

through flying too slowly. Frank Scullion found that borrowing equipment was a better bet than using his own (having an engine that was reluctant to throttle properly), although team-mate Doug Miller stuck to his own rather more reliable gear... but couldn't get the landing approaches right and kept missing the wires. 'Smiling' Arthur Garnett turned the tables on his chum Dave Rigg; 2005's BASH saw Dave produce some excellent flights and hookups but this year Dave's engine blew up in the pits, leaving Arthur to put in some good flights that would have been perfect had he been able to get back down on the Carrier instead of being caught several times by the sink waiting around in the 'downwind hole' to gobble up models flown too slowly.

Bringing up the rear (though I'm sure they rather wouldn't have!) were Team Phillipps' guest flier Dave Horton (whom we hope to see continuing to fly Carrier in the future once he's got a few more flights under his belt and has improved in confidence) and Mike Welch, normally well up in the results. Mike brought his latest creation along - a really pretty Fieseler Storch, with a scale undercarriage that took him as long to build as did the rest of the model! Unfortunately, Saturday's rain got into the electronic works of the throttling handle and Mike had to retire *hors de combat*. (And before you ask - yes, Storchs **were** hooked!).[†] A truly excellent event. Here's to the 2007 BASH! **AH**

[†] It was an experimental arrangement - Fi 156s were flown onto small platforms erected on ships and the tail hook was there to make sure they stopped before they ran off the edge! I should imagine that, Storchs being the amazingly slow flying beasts that they were, with a brisk breeze and a determined ship's engineer, such a vessel could actually catch a Storch up so that it would end up landing backwards. Would you need to turn the hook round for that sort of thing?

BASIC CARRIER (18 Entries) CD: Andy Housden

Pos	Pilot	Club	Model	Engine	Points
1	Ian Gilbert	Ipswich	Grumman AF Guardian	Webra 40	250.9
2	Peter Tribe	Cosmo	Westland Wyvern	ASP 21	232.7
=3	Roy Green	Cosmo	Westland Wyvern	Irvine 39	223.1
=3	Jan Odeyn	Herentals (Belgium)	Grumman AF Guardian	OS 40	223.1
4	Bob Phillipps	St Albans	Supermarine Attacker	Enya 40	221.8
5	Jonathon Crabtree	Barton/Sheffield	Grumman AF Guardian	OS 46	220.6
6	Yvette Phillipps	St Albans	Suoermarine Attacker	Enya 40	208.3
7	John Marsh	Bilston	Supermarine Attacker	Enya 40	198.2
8	Nigel Crabtree	Barton/Sheffield	Grumman AF Guardian	OS 46	193.4
9	John Whiteside	Barton	Mitsubishi A6M Zero	OS 40	190.7
10	John Phillipps	St Albans	Westland Wyvern	Thunder Tiger 36	186.2
11	Graham Sweeper	Bournemouth	Ryan Fireball	ASP 40	165.3
12	Andy Housden	Three Kings	Grumman F6F Hellcat	Super Tigre 45	163.8
13	Frank Scullion	Boldon	Supermarine Attacker	Enya 40	160.2
14	Doug Miller	Boldon	Douglas AD Skyraider	OS 40	58.1
15	Arthur Garnett	(Barton)	Grumman F6F Hellcat	MDS 40	56.3
16	Dave Horton	St Albans	Grumman F4F Wildcat	Enya 15	20.0
17	Dave Rigg	(Barton)	Mitsubishi A6M Zero	OS 40	DNF
18	Mike Welch	Marlborough	Fieseler Fi 156 Storch	OS 25	DNF

BARTON BASH (Cont'd)

The Aerobatic Circles

VINTAGE & PEACEMAKER STUNT **13th May 2006**

CD Dave Roberts reports:

This year we had a change to the usual format. The BMFC Committee had decided to increase the number of events at the BASH by including an F2B event and in order to attract the maximum entries for this it was resolved to hold it on the Sunday and move the Vintage and Peacemaker events to the Saturday.

I had reservations about this as I felt the change could have a detrimental affect upon entries for Vintage and Peacemaker, both of which, after all, are events that are more akin to the spirit of the BASH (which did start life as a vintage/nostalgia weekend). Prior to the event I had been told by two of our usual competitors that they would not be in attendance on the Saturday due to work commitments. On the day we had only four entries for Vintage Stunt, which was well down on previous years, although fortunately we had entries in Peacemaker Stunt.

Dave Weetman had very kindly volunteered to step into the judging chair when Ian Russell had cried off on the previous Thursday due to the injuries sustained by his wife Shaheen during a recent visit to the States. I am sure that all readers will join me in wishing Shaheen a speedy recovery from what I understand were pretty nasty injuries. I would like to thank Dave for his efforts on our behalf by judging all day in what were far from ideal conditions and for doing an excellent job.



Neil Stewart fires up the PAW

Peacemaker

Round 1 of Peacemaker commenced first, with Neil Stewart starting the ball rolling, followed by Tony Eifflaender making a welcome return to the stunt circle. Tony demonstrated that he had lost none of his skills by putting in an early performance

with a score of 224 that set the standard for every one to aim for.

John Allcock and Geoff Tennant soon followed with identical scores of 213. Chris Eifflaender showed that he too could well be a force to be reckoned with



Different colour scheme by Geoff Tennant

in the future by putting in a very creditable 187 in his very first competition. Ray Lloyd also ventured into Peacemaker and, despite a fast flight, he showed that even vintage flyers can cope with a Peacemaker by posting 196, despite losing his landing points due to an overrun of a trifling few seconds. The defending 2005 Champion, Brian Waterland, gave an indication that he would not let his title go lightly by posting a score of 211 with the last flight of the round.

Round 2 saw Neil Stewart overcome his first round nerves by putting in a flight of 207 points that looked as though it would bring him into contention – only to be immediately eclipsed by Tony Eifflaender flying next with an excellent score of 241 that proved to be the best score of the event. John Allcock was consistent with 210, while Geoff Tennant improved slightly with 216. Chris Eifflaender was slightly down with 179 but Dave Underwood improved on his first round 159 by scoring 179. This time Ray Lloyd managed to get a complete schedule in to match Geoff Tennant's 216, but Brian Waterland's defence of his title came to an abrupt end when he crashed out of the event during the outside loops.



Brian Waterland bit the dust

Round 3 saw a repeat of the same pattern from the previous round, the notable exceptions being Ray Lloyd, who scored an improved 227, and Chris Eifflaender with his best score of 191. Tony Eifflaender turned out to be a comfortable winner, having an aggregate score of 472 (based upon his two best rounds), with Ray Lloyd second with 443 and Geoff Tennant third with 331.

Vintage

In Vintage Stunt we had defending champion Mick Taylor flying his OS 40 powered 'Jamison Special', Geoff Tennant with his 46LA-powered early 'Nobler', Dave



The Underwood's OS25LA "All American" attracted interest

Underwood with his OS-powered standard 'All American' and John Allcock with a 46LA-engined 'Jamison'. In Round 1, we were immediately reduced to three competitors when Geoff Tennant had a line break in the outside loops with disastrous results, leaving the other three to fight it out for the honours.



Geoff Tennant out of luck. What makes a guy still grin after that?

In the event, Mick Taylor flew exceptionally well in all three rounds to leave Dave Underwood and John Allcock to fight it out



Below: Neat, clean – and very functional – finish on John Allcock's Jamison Special. Ample power from that OS 46LA.

for the other two places. However, in Round 2, Dave Underwood hit the ground after losing tension in the overhead eights, thus handing second place to John Allcock. The final scores were: Mick Taylor 552; John Allcock 459; Dave Underwood 385. **DR**



Dave Underwood [Left] ponders what went wrong. Dave Weetman, in background, leaves judge's chair and hurries across to find out. Although looking to be a natural, this eye-catching de Bolt "All American" nevertheless seemed at times to be less than surefooted in the odd high line-angle manoeuvre. Perhaps a combination of the compact, thinnish wing and conversion to counter-clockwise flying, commented someone?



Mick Taylor's winning Jamison Special with OS40FP power. His first round score was the event highest but he was unable to repeat it.



And, last but not least, let's not forget the judges. Here's Dave Weetman, "the loneliest man on the field". Often cold, sometimes wet, frequently hungry – and overflowing with cups of tea. Judges somehow never lose the plot. Bravo!

*CD and Report: Dave Roberts
Runner: Randy Clarke*

*Judge: Dave Weetman
Scorer: Peter Branigan*

BARTON BASH

The Aerobatic Circles (Cont'd)

F2B STUNT

14th May 2006

CD Ray Lloyd reports:

F2B at the BASH, what a turn out... To all who entered - guys, you did us proud! With 17 entered (plus one Class 2 pilot) we could not have asked for more - indeed, we could not have coped with more. After the first round it was obvious we would be unable to run three rounds so a quick change of format was called for; therefore we changed to two rounds, with the top 6 going to a fly off.

Barry Robinson was first up and the Dago Red Mustang (Reno Racer) stood out like a blaze of light. His first round score of 956.5 was never beaten on the day and only John Benzing came anywhere near with a 926.



Dago Red, Barry Robinson and Roy Cherry

Second up, Eric Hawthorn had only just come up out of Class 2 but on his first flight scored 679, almost cracking the 700 mark - well done, Eric!



Paul Winter fettling. Unfortunately, one balky engine meant the loss of points for starting within one minute

Paul Winter's flights with his giant, twin-engined Tsunami have got to be mentioned - as it went

through the wingovers it blocked out the sun like an eclipse... two Saito 40s for power! All credit to Paul as it flew a very good pattern (but, come on Paul, please show us how you built it?).

In Round 2 Barry's score almost equaled that of his first round - great flying! Roy however did equal his first round exactly, scoring 850.5 on both flights.

While most people improved in the second round, it does show that flyers like Barry and Roy give 100% whenever possible. Malcolm Ross scored steadily in both rounds, netting him 8th place, but Geoff Tennant suffered from first round nerves and managed only 605 - although in the second round his score shot up to 715.5. (It just shows it's in there, mate!).

I suppose we could go on analyzing scores all day but it is worth noting that two pilots scored perfect tens for a maneuver other than starting in one minute. It was for inverted flight and remember that these were P-E-R-F-E-C-T

scores! (They were by Jim Hatch and Barry Robinson).



CD Ray Lloyd presents trophy to Barry Robinson (2nd place)

All in all a resounding success for the Barton Bash!

RL

F2B STUNT (17 Entries)

Pos	Pilot	Points
1.	John Benzing	1834.5
2.	Barry Robinson	1824.5
3.	Roy Cherry	1700.0
4.	Peter Jackson	1652.5
5.	Jim Hatch	1596.5
6.	John Kergan	1553.0
7.	Nev Eyre	1433.0
8.	Malcolm Ross	1422.0
9.	Mervyn Jones	1380.0
10.	Alan Watson	1368.2
11.	Geoff Tennant	1320.5
12.	Eric Hawthorn	1290.5
13.	John Allcock	1253.0
14.	Paul Winter	1200.5
15.	Peter Tribe	1045.5
16.	Dave Holmes	909.0
17.	Neil Stewart	619.5

CLASS 2 STUNT (1 Entry)

Points
691.0
Pilot
Derek Richards
Pos
1.

CD and Report: Ray Lloyd
Runner: Randy Clarke

Judge: Jeff Smith
Scorers: Dot Dickinson/Liz Tennant

ALSO AT THE BASH...



"Ere, leave off, will ya?" John Whiteside and his new Carrier F-51 endure a line test



...while Trish looks after the raffle tickets



Malcolm Ross ends up behind bars. Not, surely, for "whipping" his Frog 150 Midge?



Fred Hall



John Allcock seems to be regaling Cottesmore CD Alan Watson with what happened when he encountered a CLAPA judge down a dark alley one evening...



Ray Lloyd might be indicating to a bemused Neil Stewart and Mick Taylor [Left] how many notes it'll cost 'em...



Ray gives Mike Parry the lowdown for AMI



Julio's pretty Weatherman. All alone and no one to fly with...



Fred Hall

Waiting for a passing shower? Sterling work by Norman Challinor on the gate... but he'd take any other currency too! And did it single-handed on Saturday when Rob Cheshire found himself in hospital. (Happily Rob was back okay on Sunday)



Fred Hall

Time Traveller about to get Schwepped by the two Daves, Roberts [L] and Copeland



Fred Hall

Bob Meager of Hallam Models patiently awaiting the first arrivals... or his helpers?



BASH visitor Peter Sutherland – remember the Sutherland/Woodside team? – explains to Dennis Ward how he just happened to turn up after 20 years absence and someone put a team race handle in his hand... so he flew! (Says "Was like riding a bike!")

FLYING OFF AT A TANGENT

Frank Lee Speaking...

LENNY PULLS IT OFF... *and for his next trick?*



Len models club watch

John Gough writes to record his thanks to Len Morrall who, he says, "performed the impossible when he retrieved my car keys from inside my car with a piece of wire on Friday evening 2nd June. My four-year

old son had locked them inside and (with the assistance of David Horsfall) Len unbelievably rescued the situation. I even managed to get a flight in afterwards..."

OFF THE SCALE? *Absolutely no contest!*

Mike Chapman's tasty *Zero* (see photo bottom right) must have been just the standard of scale model the organizers wanted to attract to the BASH. Nevertheless, once again the advertised Scale event (along with Phantom and Weatherman Speed events) was scrubbed on the spot – through lack of entries and/or shortage of time? (Something similar happened last year too, so if once is unfortunate, then twice must be...?). It looks as if Phantom racing may be dead in the water but the much-heralded new Weatherman event only had one entry and became stillborn when even the CD (*not from Barton!*) failed to appear. Scrubbing on the day is no doubt as upsetting to the organizers as to the (few) would-be competitors and it will be asked whether perhaps there may be too many events being offered for the time and facilities available? But hark, what's this I hear?

BRRRNNGG-BRRRNNGG... *Is that the phone?*

Why, yes! It's our expensive informant who's been at the BMFC Committee Meeting keyholes again!

"Hi, Boss! Hot news of big decisions, 'cos Barton MFC didn't get where it is today by doing nothing... and plans are afoot! It's recognized that a self-inflicted problem has been to allow pre-heat practising on the one and only tarmac competition circle. The plan is that in future this will take place only on the adjacent (but to be improved) grass racing circle. (Teams canvassed at the BASH seemed to be quite happy with this prospect). So the farmer will be called in to further level the site as necessary (meaning more reseeding required too!). We'll lose just the Second Carrier Circle. (It's scarcely used at the BASH, being in the far corner of the hedge by the airstrip). Then in future we'll have just one grass Carrier Circle, two grass Stunt Circles (as now) and a new, enlarged grass Team Racing Circle (i.e. for MGY, Club Speed and all comp day race practice) – oh, and the existing Tarmac Circle, of course! Bye, must dash..."

HANDBAGGED... *by 'The Pink Ladies'*

Competing at the BASH, the charming new *Pink Lady* racing team finished above some all-male teams. It does happen elsewhere too so was bound to crop up here sooner or later (not overlooking that back in the early '50s Wallasey builder Wilf Platt and his daughter flew team race with some success). Considering that behind them *The Pink Ladies* have two of the best coaches around, maybe much more is on the cards! Predictably, the news has not gone unnoticed in certain other quarters...

Wing Commander K.K. "Kit" Butcher Dip.T.E.Tech (Retd) writes:

"LOOK, let's try and put a stop to these shenanigans now before it's TOO LATE! (I'm referring to the latest incursion into our territory by aerodellettes). It's the thin end of the wedge, y'know!"

"It always begins so innocently... first they want to sweep your workshop floor and then next they're borrowing your fuel-line clamps for hair-curlers and your brazing torch to make crême brûlée. But, before you know it, they'll be out there on the field flying your best model and, when not accidentally punching lightning holes in your wings with their stiletto heels, moaning that everyone stinks of diesel fuel. Ban'em NOW!"

And, coincidentally, a letter from Major Pistan A.

Szembali (Ing) arrives from overseas: "I wanna say so mucha agree wiz last rider. No more lidy modlez, pliz! Inna my country, you know place for womanz is home in pretty dress anna she better hurry there from factory to cook borscht for hubby, ho yes! Lidy on flying field is big trouble, flierz watch lidy instead of plines alla time! Womanz at home also sweep workshop floor, walk dog, rock granma, keepa quiet whenna football on TV. Inna my country, we onetime try wiz lidy in team rice – you hearda lidy Pushkat/Pullova, Pinkov/Perkin, Trischa/Trascha? Issa no good, too mucha gassin inna da circle. Get lidy hop it down factory fixin tractors!"



Fred Hall

Mike Chapman's A6M, span 1.5m, wt. 2.5 kg

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