

AUG 07

News from
Barton MFC

*"Shoulder to shoulder
with champions"*

Free to members

Vol 9 Issue 3

Circle Talk

www.controlline.org.uk

What's coming up at BARTON?

AUGUST

5th - Barton Goodyear

British GY + Mini GY
Tel: Tony Eiffel'nd'r 01625 616054

10th - Barton Clubnight

8 pm at The Brown Cow

SEPTEMBER

14th - Barton Clubnight

Making carbon fibre propellers
Mike Fitzgerald explains all
8 pm at The Brown Cow

16th - Barton Cup

CLAPA F2B Stunt
Tel: Ray Lloyd 01706 212184

23rd - BMFA Centralised

F2B/Class 2 Stunt + F2C T/R
Tel: Chris Barker 01420 543905

30th - Barton Goodyear

British GY 1,000 Laps
Tel: Tony Eiffel'nd'r 01625 616054

OCTOBER

7th - BMFA Centralised

F2B/Class 2 Stunt + F2A Speed
Tel: Jo Halman 01582 424398

12th - Barton MFC AGM

8 pm at The Brown Cow

14th - Barton Goodyear

British GY + Open GY
Tel: Tony Eiffel'nd'r 01625 616054

IMPORTANT!

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

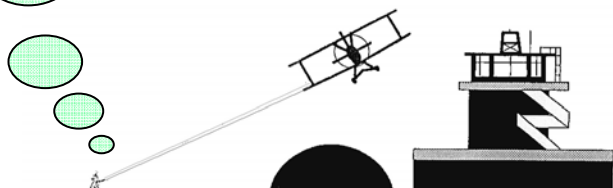
Tel: 01706 212184 or Email:



Committee decisions? John Kergon twiddles with a somewhat limp diesel before the maiden flight of his nice new *Peacemaker*. Ian Taylor holds on firmly while a quizzical Jim Hatch offers advice. It has since been re-engined with an ASP 15 and an anti-vibration nose cheek. John goes into hospital for heart bypass surgery next month and is looking forward to getting out on to a sunny flying field again soon. We all wish him well!

The trouble with getting something exactly right the first time is that nobody appreciates just how much skill it takes...

CLUB MEETINGS
Starting on Friday, 10th August, Barton MFC monthly evening club meetings will until further notice be held at **The Brown Cow Hotel, 319 Worsley Road, Eccles** (More details on last page)



BARTON BASH RESULTS

12th-13th May 2007

[Weather - Saturday: 11-14° C, WSW wind 6-14 mph, 98% cloud, sunny intervals, showers;
Sunday: 8-13° C, ESE wind 4-8 mph, 100% cloud, sunny intervals, steady rain in afternoon]

Tarmac Circle Racing

VINTAGE '1/2A' TEAM RACING (5 entries)

CD: Dave Rudd (100 Lap Heats)

Pos	Team	Heat 1	Heat 2	Final
1.	Toogood/Ward	4.00.2	4.26.2	-
2.	Smith/Bollen	4.31.5	4.01.2	-
3.	Langworth/Broadhead	4.31.3	4.34.0	-
4.	Flack/Springham	5.34.6	4.35.0	
5.	Haywood/Haywood	4.33.8	4.56.5	

(Note: Final not flown due to bad weather)

VINTAGE 'A' TEAM RACING (8 entries)

CD: Dave Rudd (85 Lap Heats)

Pos	Team	Heat 1	Heat 2	Final
1.	Haywood/Haywood	3.31.4	DNF	-
2.	Toogood/Ward	3.35.2	DNF	-
3.	Langworth/Broadhead	3.40.5	3.51.8	-
4.	Holmes/Orchard	40 Laps	3.54.1	
5.	Fitzgerald/Court	3.57.7	4.13.8	
6.	Smith/Bollen	4.08.3	DNF	
7.	Roberts/Copeland	61 Laps	DNF	
8.	Ross/Yeldham	44 Laps	DNF	

(Note: Final not flown due to bad weather)

VINTAGE 'B' TEAM RACING (7 entries)

CD: Dave Rudd (150 Lap Final)

Pos	Team	Heat 1	Heat 2	Final
1.	Toogood/Ward	-	-	6.59.2
2.	Holmes/Orchard	-	-	8.05.4
	Millar/Court	DNF		
	Flack/Springham	DNF		
	Hart/Hart	DNF		
	Ross/Yeldham	DNF		
	Isidro/Ridley	DNF		

(Note: Only two entries flew due to bad weather)

'BARTON B' TEAM RACING (7 entries)

CD: Dave Rudd (75 Lap Heats)

Pos	Team	Heat 1	Heat 2	Final
1.	Ross/Yeldham	3.20.5	DNF	-
2.	Toogood/Ward	3.24.1	DNF	-
3.	Morrisey/Heaton	3.25.3	DNF	-
4.	Heaton/Morrisey	4.18.6	3.26.0	
5.	Langworth/Broadhead	3.26.5	DNF	
6.	Barker/North	3.32.2	3.43.6	
7.	Holmes/Orch'd/Delg'do	54 Laps	3.44.9	
8.	Flack/Springham	4.04.9	3.58.5	
9.	Isidro/Buys	38 Laps	4.04.4	
10.	Walker/Peart	4.25.5	4.09.6	
11.	Fitzgerald/Cooper	4.40.5	Disq	
12.	Cannon/Cannon	4.58.9	DNF	
13.	Roberts/Copeland	5.00.4	DNF	

(Note: Final not flown due to bad weather)

F2C - Nationale TEAM RACING (4 entries)

CD: Dave Rudd (100 Lap Heats, 200 Lap Final)

Pos	Team	Heat 1	Heat 2	Final
1.	Sharp/Sharp	3.55.4	4.17.5	8.20.4
2.	Hart/Hart	4.10.7	4.17.5	8.47.6
3.	Barker/North	4.29.3	4.15.0	9.30.1
4.	Isidro/Buys	5.26.9	4.45.6	

BRITISH GOODYEAR RACING (9 entries)

CD: Dave Rudd (100 Lap Heats, 200 Lap Final)

Pos	Team	Heat 1	Heat 2	Final
1.	Eifflaender/Eiff'l'nd'r	4.33.8	60 Laps	9.11.5
2.	Daglish/Worgan	4.28.6	4.41.6	9.12.6
3.	Barker/North	5.55.5	4.45.0	10.03.5
4.	Isidro/Ridley	4.56.5	5.01.0	
5.	Ross/Court	5.08.5	5.03.5	
6.	Hart/Hart	5.23.2	5.04.1	
7.	Eyre/Winstanley	5.16.0	5.07.7	
8.	Roberts/Copeland	5.38.0	16 Laps	
9.	Cannon/Cannon	43 Laps	5.48.0	

'BARTON CLASSIC 15' TEAM RACING

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
	Finch/Haywood	DNF		
	Smith/Bollen	DNF		
	Roberts/Copeland	DNF		
	Walker/Peart	DNF		

(Note: No heats flown due to weather)

Aerobatic Circle

BARTON F2B STUNT (7 entries)

CD: Ray Lloyd

Pos	Pilot	Rnd 1	Rnd 2	Rnd 3	Score
1.	R Kitley	987.0	1,012.0	991.0	2,003.0
2.	B Robinson	982.0	-	971.0	1,953.0
3.	R Lloyd	802.0	858.5	790.0	1,660.5
4.	J Allcock	731.5	657.5	789.5	1,521.0
5.	N Eyre	656.0	704.0	741.0	1,445.0
6.	M Jones	829.5	50.0	362.0	1,191.5
7.	N Stewart	547.5	568.0	598.5	1,166.5

BMFA CENTRALISED F2B STUNT (4 entries)

CD: Ray Lloyd

Pos	Pilot	Rnd 1	Rnd 2	Rnd 3	Score
1.	R Kitley	987.0	1,012.0	991.0	2,003.0
2.	B Robinson	982.0	-	971.0	1,953.0
3.	J Allcock	731.5	657.5	789.5	1,166.5
4.	N Eyre	656.0	704.0	741.0	1,445.0

F2B Judge: Jeff Smith Tabulator: Dot Dickinson

PEACEMAKER STUNT (8 entries)

CD: John Allcock

Pos	Pilot	Rnd 1	Rnd 2	Score
1.	A Eifflaender	286	306	592
2.	J Allcock	285	283	568
3.	B Waterland	259	249	508

Peacemaker Judge: Jim Gennard

VINTAGE STUNT (2 entries; scrubbed)



[Above] It might be a who's who of racing (Worgan, North, Reese, Heaton) waiting around at the line-check park.

[Top left] Taking time to practise before it got busy, Sam Alexander chats to Tom Millar, preparing ED 2.46 powered *Time Traveller* Class A team racer ("a good combination" reports Tom).

[Right] Dick and Mathew Hart, holding Mini Goodyear, concentrated on MGY, BGY and F2C-N - but no joy for them this year.

[Left] Sam Alexander ponders nowty ED 3.46 diesel in VTR Class B *Li'l Lulu*.

[Right] Sorting out the raffle ticket stubs. There must never be a dull moment for Brian Winstanley...

[Left] Engine and tank installation on 3rd place F2C-N model of Barker/North.

[Left below] In Mini Goodyear, Gill Brown (Brown/Barker) won her heat flying against Mathew Hart (Hart/Hart) and Malcolm Ross (Ross/Bradley).

[Below] John Whiteside, Dave Rudd and Cath Eifflander were obviously up to no good at the boot sale.

[Below right] CD Dave Rudd and Andy Daghish watching for the next splashdown. Don't let that RAC cap fool you... Dave Rudd had to borrow jump leads to get away off site.

All photos except top right by Fred Hall



FLYING OFF AT A TANGENT

Frank Lee Speaking...

BARTON... last outpost of Mellorism?

[*'Ere, wossat Mellorwotsit thingy then? Oh, just the belief that the world can be made a better place by human effort.*] Nothing there to surprise Barton members then! But what next to fix at Barton? Another first-class circle perhaps? (*Preferably grass, yippee!*). Really good toilet provision and shelter from the weather? (*Why not stick up an old bus shelter – plenty of them just down the road so who'd miss one? – and then you could make a proper queue to fly*). A nice pavilion, then? (*You mean a bit like the one at Old Trafford?*). Hardstanding for cars? Disabled provision? (*Yeah, since most of the population still regard us as mentally disabled!*).

Well, you can bet the committee *are* doing something about things right now and are examining (not least because they, like the members, joined because they were first and foremost modellers, not frustrated landscape labourers) how to raise the necessary money for the next development.

Ah, money! Let's for the moment leave acquiring that to the professional sportsmen and city bankers, shall we? But from time to time you do overhear discussions here and there among club people – and inevitably one opinion forthcoming will be that, offering such an asset as the Barton site, the membership fees should be – *no, need to be* – proportionately sky high. (But just how far can you raise them before too many start to leave, has been the unanswered conundrum).

This always assumes that *the* single big asset of the club resides in the Barton circles. Not necessarily so! Before the baby is thrown out with the bathwater, let's put forward an alternative proposition. Arguably the biggest asset of the Barton MFC lies *not* in the Barton circles but *in the membership*. Having that number of control line flyers gathered together in one club is quite remarkable in these times. Let's preserve that, not start an exodus!

It's hard to argue against a continuing (and hopefully modest?) increase in subscriptions that seems almost inevitable in order to cover rising costs out of revenue, but funding *capital* expenditure is a different matter and the committee do seem to be alerted that there may just be other, better ways to do so than squeezing most of it out of members.

PETITION... nationalise control line!

If you have yet to sign up, it's not long to 28th of this month, the closing date for the on-line petition "*to make it compulsory for all local authorities to make*

provision for aeromodelling at county or local level". No postal provision but it can be found on-line at: [<http://petitions.pm.gov.uk/Aero-modelling/>]

MEMBERS DO WELL... here and abroad

Almost a clean sweep in racing at the BMFA Midland Area's "*Festival of Flight*" (Barkston Heath, 10th June)... The *Eifflanders* qualified fastest with 4:20.1 in *British Goodyear* before going on to take the Final with 8.59.1. Just behind in second spot were *Fitzgerald/Worgan* with 4:31.7 and 9:46.4. 4th and 5th places were taken by *Cannon/Cannon* and *Holmes/Bellamy* with fastest heats of 4:57.4 and 5:24.2 respectively.

In F2C-N *Team Race*, *Barker/North* were also the fastest qualifiers with 3.52.6 before winning the Final with 8.02.2. *Eifflander/Bellamy* came 5th in qualifying (4:35.2) and *Holmes/Crossman* were 7th (5.56.6).

Fitzgerald/Thomason won the F2C *Team Race* Final in 7:27.3, after qualifying with 3.35.8. Second placing *Leeman/Broadhead* (3:28.0 heat) were forced to retire after 140 laps as were *Barker/North* after 137 laps for third place (3.40.4 heat). *Langworth/Broadhead* elected not to fly in the Final in spite of posting the event's best qualifying heat time (3:12.2), thus consigning them to 4th position. *Holmes/Robson* (3:49.8) and *Ross/Yeldham* (4:13.2) finished 7th and 10th respectively.

At the 2007 *European Championships* in Belgrade on 7-14th July ("super run meeting, great times and atmosphere" commented Malcolm Ross), reigning champion *Mike Whillance* battled through to a commendable third place. The all-Barton British team managed 5th spot in the F2C *Team Race Classification*. In the individual rankings, *Langworth/Broadhead* were 13th (3:22.0 heat), *Ross/Yeldham* 21st (3:27.8 heat) and *Barker/North* 27th (3:40.8 heat). Interestingly, at this international level only one qualifying heat exceeded four minutes (bottom-placing *Richter/Tekerjukov*), while the quickest heat time was 3:00.8 by *Kramarenko/Chayka*, who were nevertheless eliminated in the semi-finals. (*Surugue/Surugue* took the Final in 6:21.4).

SNIPPETS... mistaken identities

Len Morrall called to say that "his Scottish friend", pictured with him in the June issue, was actually his old pal *Ronny Barber* of Salford!

Ken Long contacted Malcolm Ross regarding the old '60s Burtonwood photo of him in the March issue to say that the team racer pictured was *not* his FAI but his long wingspan ½A model.



[Top left] After an impressive win with the two top-scoring flights, Rob Kitley receives F2B Stunt award from CD Ray Lloyd. **[Bottom left]** The Underwoods' Peacemaker receives a transfusion. **[Top centre]** It's raining again but Barry Robinson seems mighty pleased with his 2nd place in F2B Stunt. **[Bottom centre]** Very effective offset thrust Oliver on John Allcock's slow flying *Peacemaker*. John claimed to have forgotten how much but it looked perhaps $\tan 0.5$ (i.e. 26.5°). **[Top Right]** Mervyn Jones firing up in BMFA Centralised F2B Stunt. (Longer glow leads might stave off back trouble in later life!) **[Bottom right]** When all else fails, have a cuppa...

BARTON BASH (Cont'd)

VINTAGE & PEACEMAKER STUNT 12th May 2007

CD John Alcock reports:

Entries for these two events were well down on previous years. Could it be that the poor weather forecast was to blame?

Peacemaker Stunt was to be run first, having seven entries flying in three rounds under new judge Jim Gennard (scoring his first CL contest), with the best two to count. The Contest Director, John Alcock, decided to fly to make up the numbers and led the first round by a small margin ahead of Tony Eifflaender. However, Tony's son Chris, also flying well, is a name to watch for the future.

Several flyers had the engine run short, a common problem in *Peacemaker Stunt*, and thus having to refill to complete the flight (as permitted under the rules).

By the final round, Tony Eifflaender had put in the best flight of the day to win, with John Alcock second and Brian Waterland third.

Vintage Stunt attracted only two entries and so unfortunately had to be abandoned (a minimum of three entries being required) but we hope for better weather next time!

Aerobatics Supremo Ray Lloyd was justly well pleased with Jim Gennard's first attempt in the CL judging role and our thanks go to Jim, for without such people there could be no stunt events! **JA**

F2B STUNT 13th May 2007

CD Ray Lloyd reports:

This year's aerobatics at the BASH were a bit of a damp do and a mere seven hardy flyers took part. Due to a date shift caused by a clash with another event, this became a BMFA centralised competition also and not a BASH F2B event alone. However, this was a one-off and next year things will be back to normal. **RL**

MURPHY'S LAW (The Barton 2007 Version)

*If a thing can go wrong it will go wrong
as soon as all the people capable of fixing it
have gone home.*

RACING

BARTON GOODYEAR MEETING **British & Mini Goodyear, 3rd June**

[Weather: 20-22° C, wind S becoming W 8-10 mph, sunny, dry, 60% cloud]

Tony Eifflaender reports:

British Goodyear

The weather forecast of glorious sunshine turning to rain by late afternoon never came about. This meant that the eight teams who turned up to fly were treated to another calm sunny day to race.

Round 1 After 1 hour practice the racing got away under the stewardship of Andy Daglish at 11:30 prompt. His services were called upon in the first heat when a bizarre incident left *Daglish/Worgan* with their model and engine written off, *Eifflaender/Eifflaender* with a damaged prop and no time, and *Court/Morrall* making a fast 4:32.2, flown mostly one-up. (This mess was caused by Martin Daglish getting his lines caught in Chris Eifflaender's girly earrings!). It was declared a racing accident and both teams were awarded a re-fly.

Heat 2 saw a super teaming of *Langworth/Robinson* against *Simon/Winstanley* and *Roberts/Copeland*. In a complete turnabout of the form book, *Roberts/Copeland* achieved a fast 5:08 and *Simon/Winstanley* a sedate 7:40, with *Langworth/Robinson* retiring at 67laps.

Heat 3 put *Cannon/Bellamy* and *Eyre/Winstanley* together in a two-up race, *Eyre/Winstanley* recording a fast 5:00 dead. The re-fly for *Daglish/Worgan* and *Eifflaender/Eifflaender* was incident free, with both pilots trying hard. They recorded 4:39 and 4:35 respectively with only one warning each.

Round 2 saw the top three teams in action again but with only *Eifflaender/Eifflaender* reaching their potential at 4:39, *Morrall/Court* finishing with a slow 5:33 and the two Martins (*Daglish/Worgan*) electing not to fly.

Heat 2 became a scrappy affair with *Cannon/Bellamy* recording a slow 5:48, while *Roberts/Copeland* got tangled in *Simon/Winstanley's* accident and were awarded a re-fly. In the re-fly, *Roberts/Copeland* returned a slow 6:04.

In Heat 3, *Eyre/Winstanley* attained a good 5:11 against *Langworth/Robinson*, who had now sorted themselves out with a quick 4:55.

Round 3 found the top markers opting to sit out of the action while rest of the teams tried to pinch a place in the Final. Some desperate flying brought with it a few retirements but, with two warnings, *Langworth/Robinson* managed 4:53 - so close to a final slot!

And so the **Final** was to be between *Eifflaender/Eifflaender*, *Daglish/Worgan* (looking for revenge after the Bash!) and *Morrall/Court* (using the Final to run in their new engine). At the start, all teams were off immediately, with *Eifflaender/Eifflaender* and *Daglish/Worgan* showing near identical airspeed that meant that this race would be won in the pits. *Morrall/Court* proceeded steadily with their new motor but were only racing for third. It seemed neck and neck all the way for the top two teams but for *Daglish/Worgan* there then came a pitman's nightmare - a backwards re-start at the final stop that gave the win to *Eifflaender/Eifflaender* by 8 seconds.

Mini Goodyear

A poor turn out of just four teams saw two retirements even before the start! The CD elected to fly a two-up **Final** straight off. One team had shut-off problems and did a terrible time - the other had a very fast time and so won! To save faces, the names of the protagonists have been withheld in order to protect the innocent from embarrassment (except Lenny)!

An excellent day's flying

This was an excellent day's flying and with the encouraging sight of more teams going faster and consistently than ever before. **Time of the day** was awarded to *Roberts/Copeland* for a time of 5:08. The first time I saw them compete they had a string of DNFs - now that is progress! Well done lads!

Our thanks again to the usual suspects for their help, including Ian Taylor, Andy Daglish and everyone else who helped with time keeping, line-pulls etc. **AE**

Pos	Pilot	Pitman	100 Laps	200 Laps
1	Eifflaender	Eifflaender		9:12
2	Daglish	Worgan		9:20
3	Morrall	Court		10:56
4	Langworth	Robinson	4:53	
5	Eyre	Winstanley	5:00	
6	Roberts	Copeland	5:08	
7	Cannon	Bellamy	5:48	
8	Simon	Winstanley	7:40	



ONE SUMMER DAY

'Twas June and not a raindrop in sight...

After a brief running-in of the LA 25 on the field, Dave Sewell starts up [right] before a successful first test-flight. Ian and Jim lent moral support.



Striking new *Fancy Pants* [above] by Dave Sewell and brand new LA 25 too. After some joshing about the colours, Dave confessed that he had been using up some leftovers!



The grass was as dry as a bone so Jim Hatch [left] took the opportunity to give John Kergon's then still unflown *Peacemaker* (from a Hallam kit) a really good once-over.



But the weather was back to normal for the July Goodyear meeting [left] with heavy rain and local thunder in the early afternoon but still a great competition day! Note the cloud reflections in the water. Brian Winstanley [right] retrieves Sam Simon's dripping model ...



After the storm, it soon warmed up and tarmac steamed as surface water dried up surprisingly quickly. Mike Bellamy [below] executes a well rehearsed pit stop.



...after dunking in centre-circle lake [left] when it ran in on takeoff. Brian's industrial glove conceals a deep wound where prop bit him. Tough guy!



Enthusiastic clubman John Bradley [right] warms up neat Mini Goodyear before Final but did not manage to complete the 200 laps. In the background, rival top pitman Martin Worgan takes notes as Len Morrall reads winning MGY .

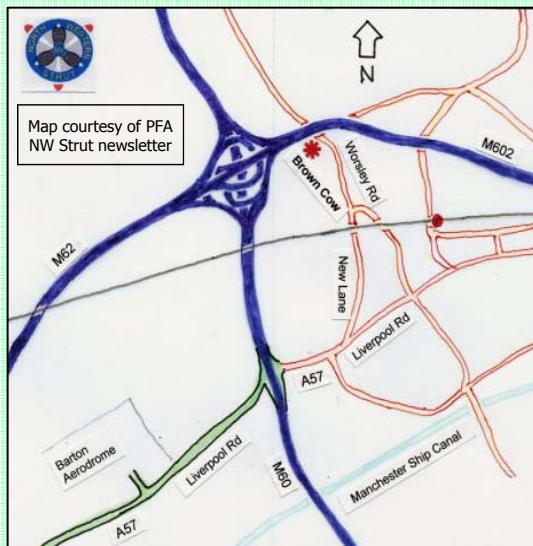


NOTICE

Club Meetings

The Barton MFC Friday night club meetings will recommence on 10th August at a new meeting place. (The old Lancs Aero Club room will no longer be available).

The new venue is in the private function room of The Brown Cow Hotel, Eccles, not far from Barton Airport. It is located between Eccles and Worsley, not far from the M60/M62/M602 interchange and, if arriving by motorway, may be reached from the same Junction 11 of the M60 that you currently use to visit the Barton circles.



THE BROWN COW

319 Worsley Road, Eccles M30 8BW

The room has been used satisfactorily by the PFA NW Strut for some time and should be easy to find. To whet your appetite, the following description has been adapted from the PFA newsletter.

The Brown Cow Hotel has had a complete makeover, is well appointed, attractively decorated and has friendly staff. As well as ample, free parking there is also outside seating on the terrace and in the garden.

The lounge bar serves a wide selection of alcoholic and non-alcoholic beverages (including Robinson's ales) and currently food is also served from 12 noon to 5.30 pm.

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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 at any time when the airfield is operational without express permission from Barton Tower.*

Police helicopter: *Land or fly low WHENEVER the police helicopter is operating nearby.*

Report all emergencies to the Barton Tower:

Telephone: 0161 787 7326

First aid kit: *Always kept in the container.*

Mower & dumper: *DO NOT OPERATE these or any other club machinery without prior instruction AND clearance from a Committee member.*

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

Check the weather: *Dress appropriately.
(48 hr forecast for M30 at www.metcheck.com)*