

**FEB 08**

News from  
**Barton MFC**

Lancashire Aero Club  
Model Aero Engineers

Free to members

**Vol 9 Issue 5**

# Circle Talk

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



## What's coming up next at **BARTON?**

### FEBRUARY

#### **8th - Barton Clubnight**

Table Top Sale  
Bring your stuff 'n' your wallet!

### MARCH

#### **14th - Barton Clubnight**

Gordon Isles talk: "Advanced  
Construction and Finishing"

### APRIL

#### **11th - Barton Clubnight**

Indoor chuck glider event.  
Balsa supplied; BYO glue/clay

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

BGY/OGY/F2C-N

#### **27th - Barton Racing**

Barton B/Classic 15

### MAY

#### **4th - Barton Racing**

BGY/OGY/MGY

### IMPORTANT!

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

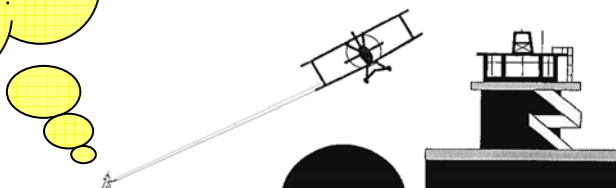
**Ray Lloyd**

Tel: 01706 212184 or Email:  
[Raman.lloyd@homecall.co.uk](mailto:Raman.lloyd@homecall.co.uk)

Evora, Portugal, September 2007, giving a new meaning to "team race heat". Shivering over here in the winds, snow, rain and general wintry misery? Just have a look at that heat haze. Fab site too!

I've discovered that  
the secret of success  
at control line was  
hidden away in my  
school reports...  
Must try harder!

Abel Coelho's photo catches Nev  
Eyre of Barton battling it out in  
'Quickie Rat' with Paul Gibeault of  
Canada and Tony Toogood.



## Competition Report

### BARTON 'COLD TURKEY' DAY 28th December 2007

Malcolm Ross reports:

What a superb day! There were a lot more people on the field for this post-Christmas-festivities meeting than we had dared hope for, even though the weather forecast was for a wet and windy day offering little chance of flying.

As it turned out, the weather behaved itself, the rain only arriving late in the afternoon, and so a lot of friendly competition ensued. The events taking place on the hard circle were British Goodyear and Barton B, with Mini Goodyear and Club Speed being held on an adjacent new grass circle.

**British Goodyear** had a healthy entry, as revealed by the listings below, and this was the first to start, followed by **Barton B**. In the case of the latter, practice flying showed some models to be up on air-speed compared to last year as the crews have become more used to set-ups. The models fly very smoothly and seem to start well when warm (and with a good Taylor Plug in the head!).

As the results show, a series of heats took place with some very good times being posted. However, Barton B still needs another 25+ entries from those people who have bought (and are still buying) the engines. The Final was not without incident again, when the model of Ross/Court/Bradley flew through to the end... but at which point the stopwatch went back to zero, rendering the time void. However, it was the team of Heaton/Morrissey/Fleming who ran in with first place, with Fitzgerald/Cuthbert/Cuthbert in third spot.

In **Mini Goodyear**, only a Final was flown, due to a combination of weather and time—flyers not getting to the circle in time! However, **Club Speed** was the hit of the day with a growing number of flyers and teams trying to coax mph out of 1.5 cc engines. The rules have been opened up to allow 1.5 cc glow motors (although pressure feed is **not** allowed) so this may add another dimension to the event for the forthcoming BASH.

Thanks must go to the more than 60 members who came along, as well as to Roger Reese, Andy Daglish, Tony Eifflaender and Martin Worgan for running the events. We look forward to seeing you all again at the next Barton 'Cold Turkey' day on **Sunday 28th December '08. MR**

### BRITISH GOODYEAR RACING (9 entries) (100 Lap Heats and Final)

Pos	Team	Rnd 1	Rnd 2	Final
1.	Eifflaender/Eiffl'nd'r	<b>4.27.0</b>	-	4.38.6
2.	Ross/Court	<b>4.45.9</b>	-	5.39.6
3.	Daglish/Worgan	<b>4.29.0</b>	-	9 Laps
4.	Eyre/Winstanley	5.58.2	<b>4.59.0</b>	
5.	Meager/Bellamy	5.28.0	<b>5.02.5</b>	
6.	McPeake/Crossman	<b>5.13.0</b>	3 Laps	
7.	Bowman/Blaine	<b>5.41.0</b>	7.17.0	
8.	Cannon/Cannon	70 Laps	-	
9.	Hart/Hart	42 Laps	-	

### 'BARTON B' TEAM RACING (6 entries) (75 Lap Heats & Final)

Pos	Team	Rnd 1	Rnd 2	Final
1.	Heaton/Morris'y/Flem'g	<b>3.30.2</b>	*3.19.2	7.01.3
2.	Ross/Court/Bradley	<b>3.12.6</b>	DNF	**
3.	Fitzg'd/C'thbert/C'thb't	<b>3.28.9</b>	DNF	7.44.0
4.	Isles/Morrissey/Heaton	<b>3.38.9</b>	DNF	
5.	Roberts/Copeland	<b>4.23.3</b>	DNF	
6.	Holmes/Orch'd/D'lg'do	DNF	DNF	

**Notes:** \* Solo \*\* Stopwatch error

### MINI GOODYEAR (3 entries) (200 Lap Final)

Pos	Team	Final
1.	Eifflaender/Eifflaender	8.49.0
2.	Hart/Hart	12.05.0
3.	Holmes/Orchard	Retired

### CLUB SPEED (9 entries)

(Average of four flight times in seconds for 10 laps)

Pos	Team/Pilot	Rd 1	Rd 2	Rd 3	Rd 4	Av'ge
1.	Fitzgerald/Long/Pickles	19.66	19.20	19.38	19.45	<b>19.42</b>
2.	Eifflaender/Eifflaender	**24.50	20.64	*22.50	21.00	22.16
3.	Hart/Hart	23.25	23.22	23.67	23.60	23.43
4.	Harry Walker	23.88	24.27	23.22	23.00	23.59
5.	Richard Grindley	30.00	28.90	28.52	28.52	28.98
6.	Bradley/Bowman	23.50	23.00	DNF	DNF	#23.25
7.	Neville Eyre	39.20	31.13	DNF	DNF	#31.16
	Brian Winstanley	-	-	-	-	-
	Len Morrall	-	-	-	-	-

**Notes:** \* Incl 2.5 sec penalty \*\* Incl 5 sec penalty  
# Average of two flights only

### Editorial Comment—Club Speed:

Not only was Malcolm Ross excited by the Club Speed competition at the Cold Turkey day but Len Morrall also enthused about Ken Long's near 100 mph flight.

Without here wishing to introduce a sour note, however, one or two disappointed voices have also been raised that more was not generally known beforehand about the event rules. So-called "fun event" or not, surely this can't be the best way to go about broadening its appeal among a wider circle of potential competitors?

Hint... after the extra experienced now gained, let's hope that something definitive can be published both here and on the Forum before the coming BASH. [Ed.]

## Club News

### NEW MEMBERS

A warm welcome to three more new members - **Richard Nall**, a Full Member, and **Nick Meager** and **Graham Jubb**, Country Members both—and not forgetting (again) **Mike Crossman**, to whom we apologise for omitting from the list last time!

As of the end of January, total membership of Barton MFC comprised 57 Full, 33 Country and 5 Junior Members. (Gosh, you wonder is there any other club with even *five* junior members, not to mention *control line!*).

### DONATIONS RECEIVED

At the December '07 club meeting (where he provided and operated the projector for a team race video), Cliff Mort, Chairman of the NW Strut of the Light Aircraft Association (formerly the PFA), took the opportunity to present a cheque for £50 from the Strut in appreciation of the Barton club's help with the transfer of the Strut's stores from our Barton circles site.

However, even this gracious gesture has to be overshadowed by the outstanding generosity of the Novocastria club members, who made a contribution to Barton MFC of £200 out of their own pockets. The story goes (according to Len Morrall) that Novocastria Chairman Dave Robson placed a pint pot on the bar at their club meeting and asked members to dig deep. To the £100 thus collected, David added a further £100 of his own! Surely, this deserves maximum publicity!

Len himself has continued to be busy chasing "sponsorship" and it is understood that the money so acquired to date amounts to some £800. This is much needed as the necessary expenditure at Barton seems to continue unabated. Only recently, for instance, £700 or more had to be spent on refurbishing the mower and it's four cutters!

### WORKING PARTIES ON SITE

These have continued with the urgent need (among other things) to improve the surface water drainage, notably that of the grass parking area, where a new land drain has now been installed. Specific advance arrangements for such working parties are no longer being made as this has an adverse effect upon numbers turning up!

However, do please think seriously about going along to lend a hand whenever you can because every bit of help is a bonus. If in doubt, why not phone Brian or Ian to check what's happening?

## Now for something different...

Jim Abbot brought this experimental 'Barton B' pusher to the Dec evening. Difficult finding suitable reverse rotation props!



Neil Stewart photographed Ron Parsons' retractable single-leg undercarriage seen at rest [below] at Barton in November.



Actuating arm from bellcrank can clearly be seen [above right]. Spring-loaded leg retracts when tripped by down elevator (as with a team racer's cut-out).

[Right] Actuating spring and undercarriage pivot with wheel in "up" position.

Model lands on the wheel which stands just proud of the fuselage when retracted.



Here between flights [below], Ron Parson's model is about the same size as a Peacemaker, says Neil, and uses a McCoy 19.



# **BARTON CIRCLES 2008**

## **CALENDAR OF EVENTS**

(All on Sundays except as noted)

- 20 April** **Barton Racing** BGY/OGY/F2C-N  
Contact: Martin Worgan
- 27 April** **Barton Racing** 'Barton B' & 'Classic 15'  
Contact: John Broadhead
- 4 May** **Barton Racing** BGY/OGY/MGY  
Contact: Martin Worgan
- 17-18 May (Sat-Sun)** **Barton BASH** Events as advertised  
Contacts: Ray Lloyd (Stunt only); Malcolm Ross (All other events)
- 1 June** **Barton Racing** BGY/OGY/F2C-N  
Contact: Martin Worgan
- 22 June** **BMFA Centralised** Speed/F2B+Cl 2  
Contact: Jo Halman
- 29 June** **Barton Racing** BGY/OGY/MGY  
Contact: Martin Worgan
- 27 July** **Barton Racing** Texas Quickie Rat/A Rat  
Contact: Martin Worgan
- 3 August** **Barton Racing** BGY/OGY/F2C-N  
Contact: Martin Worgan
- 7 September** **BMFA Centralised** Speed (only)  
Contact: Jo Halman
- 14 September** **Barton Cup** F2B  
Contact: Ray Lloyd
- 20/21 September (Sat-Sun)** **FAI World Cup** F2A/F2B/F2C/F2D  
Contact: Malcolm Ross (Note: F2B is pre-entry only)
- 28 September** **Barton Racing** BGY 1000 Laps  
Contact: Martin Worgan
- 5 October** **BFMA Centralised** F2C/F2B+Cl 2 Aerobatics  
Contact: Chris Barker (F2C); Jo Halman (F2B only);
- 12 October** **Barton Racing (Prov)** BGY/OGY/F2C-N  
Contact: Martin Worgan
- 28 December** **Barton Racing** Cold Turkey Day  
Contact: Malcolm Ross

### **Contact telephone numbers for event details**

Chris Barker 0142 054 3905      John Broadhead 0152 425 1592  
Jo Halman 01582 424398      Ray Lloyd 0170 621 2184  
Malcolm Ross 0192 576 6610      Martin Worgan 0168 429 5655

[Information believed to be correct at 1 February 2008]

## Miscellaneous club stuff

### Second Barton Ladies' Night, 11th January

This was another excellent party occasion that had been well organised by the Committee, to whom thanks are due for an enjoyable evening's entertainment topping off a good meal at a modest price. Numbers at Boysnope Hall are limited to around 70, so be sure not to miss out in 2009 !

### Grass circles for VTR at BASH

While it's probably widely known that the stunt and carrier events are flown over grass, Malcolm Ross wants to emphasise that this year the Vintage Team Race events at the BASH will be run on *Circle 3* and "Mini" (MGY & Club Speed) on *Circle 4*, both of which are grass circles. It's not clear whether this will include (uncaged) VTR "B", but we'll find out.

## Rat Racing

### BARTON GLOW RAT DAY

27 July 2008 at Barton

#### MISSION

- To have a fun day racing glow engines.
- Preferred use of off-the-shelf engines with little or no modifications.
- This will be a one-off event unless the membership requests more.
- This is a club event open to all club and BMFA members.
- Any further rule changes after the event will be put before the club.

#### CONDITIONS

- Teams are advised to have practiced and sorted out their equipment before the day of the event as time on the day will be at a premium.
- The day's practice and entries are to be conducted as usual from 09:00 to 10:25 and racing is to commence at 10:30 am.

#### CLASSES

- There will be two events:
  1. **Texas Quickie Rat** Usual AMA rules apply.
  2. **A Rat** For 15-21 glow engines only.
- Goodyear 1/8 scale models can be used in *A Rat* event.
- *A Rat* event will be sub divided into speed categories so that no fast models are in the circle with slow ones.
- Placement into which category will be defined by speed posted by the teams or by air speed achieved in practice.

#### TEXAS QUICKIE RAT RULES

- Texas Quickie Rat Rules can be found on the AMA and CLPORTUGAL web sites.

#### A RAT RULES

##### Model

- Any profile model with separate wing and tail plane.
- A minimum wingspan of 24 inches required.
- Engine to be uncowed as per standard BMFA rule.
- Engine safety strap must be installed as per standard BMFA rule.
- All controls to be surface mounted as per standard BMFA rule.
- Tanks to be surface mounted as per standard BMFA rule.
- Goodyear 1/8 scale models with glow engines can be used.
- A fuel shutoff to be installed.

##### Propeller

- Only listed thermoplastic glass reinforced props allowed. Listed props to be announced.

##### Fuel

- Only the following formula allowed:  
10% Nitro: 20% Oil: 70% Methanol

##### Lines

- Length 52 ft 3½ ins.
- Thickness .385 mm multi-strand.
- Safety strap on handle to be worn.

##### Engines

- NO DIESELS ALLOWED.
- .15-.21 cu in Glow engines.
- Suction only in *A Rat* models.
- Goodyear models can be pressurized.
- No tuned pipes.
- Hot glove or thumb allowed.

##### Race

- 100 lap heats; 2 mandatory stops.
- 200 lap final; 5 mandatory stops.

## 'Wings of Portugal' Report

### 8° TORNEIO, ÉVORA 7-9th September 2007

*Dick Roberts reports on the Speed events:*

Once again an excellent weekend on a very good flying site. Weather this year was just about perfect, not too hot, no rain and reasonable winds. Once again Julio's team did a great job of getting things ready for us, although the airfield appears to be getting busier each time we visit!

Entries were down from last year to what I suppose is about the usual level. We only had two entries from the USA, one each from Italy and Canada, and two from Spain plus the usual GB and Portuguese people.

#### Handicap Speed (BMFA/AMA Rules/Records)

Not so many entries this year, with six people putting in times. Dick Miles had his trusty F40 model and Paul Eisner had his FAI job to entertain us with. Bill Lee and Paul Gibeault provided the North American interest, both flying ½A Proto Speed models. This was to be a close fought battle! Rounding out the entries was a pair from Spain, Antonio Rodriguez and José Ramos, with a *Laird Solution* and *Gee Bee Racer* respectively, entered in Class II (1.8 cc). These were both profile scale models powered by 1.5 cc diesel engines (entered, they said, to make up the numbers!). In .049 Proto, Paul was first to fly, followed by Bill, who went a bit quicker. Paul then had another go—better setting, quicker. Bill then topped Paul, who had his third and final try—quicker still! Then Bill tipped in the nitro and won the match! Paul Eisner and Dick Miles put in some good times and easily won the contest, while Antonio and José followed on some distance behind.

#### Handicap Speed Results:

Competitor			mph	%
1. Paul Eisner	GB	FAI	181.64	97.5
2. Dick Miles	GB	F40	178.74	96.3
3. Bill Lee	USA	½A Proto	71.29	74.7
4. Paul Gibeault	Can	½A Proto	73.10	74.25
4. Antonio Rodriguez	Spain	Class II	47.22	32.2
5. Jose Ramos	Spain	Class II	42.60	20.0

#### Phantom Speed (Peterborough/SAM 35 Rules)

Only four entries in 1.5 cc and two in 2.5 cc—a bit better than last year!

#### Class 1 Phantom Speed Results (1.5 cc):

Competitor			mph
1. Julio Isidro	Port	PAW 09	76.70
2. Eep Buys	Port	TYR 1.5	74.70
3. Paul Eisner	GB	PAW 09	74.25
4. Abel Coelho	Port	PAW 09	72.14

#### Class 2 Phantom Speed Results (2.5 cc):

Competitor			mph
1. Salvi Angeloni	Italy	Webra Mach II	78.43
2. Julio Isidro	Port	PAW 2.5	75.00

#### Weatherman Speed (Peterborough /SAM 35 Rules)

On handicap not individual classes due to number of entries—only three participants and four entries!

#### Weatherman Speed Results:

Competitor			%
1. Salvi Angeloni	Italy	Mills 1.3	113.0
2. Julio Isidro	Port	Mills 1.3	96.7
3. Salvi Angeloni	Italy	Forster 29	94.5
4. Abel Coelho	Port	Oliver Tiger	88.85

#### Vintage Speed (SAM 35 Rules/SAM 74 Records)

A close contest this year in Class 3 (2.5 cc) between Dave Smith and Salvi Angeloni, with yours truly not competing due to foreign matter in my Barbini B40 ruining the piston and liner. One entry from the USA, Doc Jackson (with Bill Lee helping) and only one from Italy, the remainder of the seven entries coming from the UK.

Doc Jackson had two models, a *Glo-Debbil* with a K&B 29 and a *Blackbird* (McCoy 19). The *Glo-Debbil* made one decent flight but broke on landing while the *Blackbird* did not get into the air properly. John Mealing brought his McCoy 49 powered *Quick 60* and Len Morrall a *Midge*, as did Taff Bollen. Salvi brought his Barbini B40 powered *Biggest* and a Cox powered model for Class 1.

Both Dave Smith and Salvi Angeloni were using Alberto D'Alloglio repro B40 engines and they proved to be somewhat quicker than the originals used previously. We are now beginning to see 2.5 cc speeds similar to those of the late 1950s era, rather than being only a gnat's whisker quicker than a 1.5 cc diesel!

#### Vintage Speed Results:

Competitor			mph	%
1. Dave Smith	GB	Class 3	119.68	110.00
		<i>Nipper/Barbini B40</i>		
2. Salvi Angeloni	Italy	Class 3	115.68	106.08
		<i>Biggest/Barbini B40</i>		
3. John Mealing	GB	Class 6	121.95	99.52
		<i>Quick 60/McCoy 49</i>		
4. Len Morrall	GB	Class 2	98.36	93.06
		<i>Midge/PAW DS3</i>		
5. Salvi Angeloni	Italy	Class 1	61.00	62.40
		<i>?/Cox 049</i>		
6. Laird Jackson	USA	Class 5	89.95	60.37
		<i>Glo-Debbil/K&amp;B 29</i>		
Laird Jackson	USA	Class 4	-	-
		<i>Blackbird/McCoy 19</i>		
Taff Bollen	GB	Class 2	-	-
		<i>Midge/Frog 150</i>		
Dick Roberts	GB	Class 3	-	-
		<i>Nipper/Barbini B40</i>		

*All in all, another satisfactory contest; my thanks again to Richard Joscelyne for all his good work and to the contestants and helpers for making it go smoothly! DR*

## 'Wings of Portugal' (Cont'd) British Flyers' Performances

### F2B Aerobatics

	<i>Competitor</i>		<i>Rd 1</i>	<i>Rd 2</i>	<i>Rd 3</i>	<i>Score</i>
1.	Dave Roberts	<b>Barton</b>	2442	<b>2553</b>	<b>2583</b>	5136

### Old Time Stunt

	<i>Competitor</i>		<i>Rd 1</i>	<i>Rd 2</i>	<i>Rd 3</i>	<i>Score</i>
1.	Dave Roberts	<b>Barton</b>	<b>492</b>	436	-	492

### 1/2A Vintage Team Racing (200 Lap Final)

	<i>Team</i>		<i>Qualifying Time</i>	<i>Final</i>
1.	Toogood/Ward	GBR	3.56.7	7.58.9
2.	Smith/Bollen	GBR	4.42.4	9.13.5
3.	Green/Yeldham	GBR	4.35.1	49 Laps

### A Vintage Team Racing (170 Lap Final)

	<i>Team</i>		<i>Qualifying Time</i>	<i>Final</i>
1.	Toogood/Ward	GBR	3.40.2	2.51.5
2.	Smith/Bollen	GBR	3.56.3	8.11.9
3.	Catlow/Finch	GBR	3.45.6	Disq

### B Vintage Team Racing (150 Lap Final)

	<i>Team</i>		<i>Qualifying Time</i>	<i>Final</i>
1.	Toogood/Toogood/Ward	GBR	3.35.4	7.37.7
2.	Andrews/Taylor	GBR	4.58.0	10.52.3
1.	Isidro/Ridley/Gibbs	POR/GBR	6.16.2	12.49.7

### 'Barton B' Team Racing (150 Lap Final)

	<i>Team</i>		<i>Qualifying Time</i>	<i>Final</i>
1.	Toogood/Toogood/Ward	GBR	3.18.5	7.01.5
2.	Finch/Jephcott/Catlow	GBR	3.29.3	135 Laps
1.	Green/Yeldham	GBR	4.08.7	Disq

### F2C-N Team Racing (200 Lap Final)

	<i>Team</i>		<i>Qualifying Time</i>	<i>Final</i>
1.	Cardoso/Mortinho	POR	4.29.5	8.45.0
2.	Miles/Eisner	GBR	4.17.4	9.22.1
3.	Daglish/Worgan	<b>Barton</b>	4.20.9	9.37.5

### Goodyear Team Racing (200 Lap Final)

	<i>Team</i>		<i>Qualifying Time</i>	<i>Final</i>
1.	Eifflander/Eifflander	<b>Barton</b>	4.33.1	9.54.4
2.	Catlow/Jephcott	GBR	4.44.3	10.28.0
3.	Daglish/Worgan	<b>Barton</b>	4.29.4	78 Laps

### Mini Goodyear Team Racing (200 Lap Final)

	<i>Team</i>		<i>Qualifying Time</i>	<i>Final</i>
1.	Eifflander/Eifflander	<b>Barton</b>	4.21.9	8.57.4
2.	Daglish/Morrall	<b>Barton</b>	4.17.6	10.02.9
3.	Andrews/Taylor	GBR	5.10.2	11.16.7

### Clown Racing

	<i>Team</i>		<i>Final</i>
1.	Isidro/Buys	POR/NED	96 Laps
2.	Coelho/Winstanley	POR/ <b>Barton</b>	18 Laps

### Fox Racing

	<i>Team</i>		<i>Final</i>
1.	Coelho/Winstanley	POR/ <b>Barton</b>	12 Laps
2.	Isidro/Ward	POR/GBR	6 Laps
3.	Gibeault/Lee	CAN/USA	1 Lap

### Quickie Rat Racing (140 Lap Final, 3 pit stops)

	<i>Team</i>		<i>Qualifying Time</i>	<i>Final</i>
1.	Gibeault/Lee	CAN/USA	3.02.7	6.43.1
2.	Toogood/Toogood	<b>Barton</b>	3.34.5	8.27.5
3.	Eyre/Winstanley	<b>Barton</b>	4.10.9	94 Laps

### Phantom Racing (160 Lap Final)

	<i>Team</i>		<i>Qualifying Time</i>	<i>Final</i>
1.	Miles/Eisner	GBR	3.43.5	6.56.0
2.	Mortinho/Buys	POR/NED	3.24.5	132 Laps
3.	Eyre/Winstanley	<b>Barton</b>	3.38.7	Disq

**Acknowledgment:** Dick Roberts' Speed Report (that has also appeared in Dec '07 SAM 35 Speaks) was forwarded for publication by Dave Smith and Len Morrall along with complete result tables. [Can anyone confirm/correct that winning time in A VTR? Ed.]

## GOODYEAR LEAGUE Barton 2007—Final

	<i>Individual Rankings</i>	<i>Pts</i>
1.	C. Eifflander	10.5
2.	A. Eifflander	110
3.	N. Eyre	104.5
4.	B. Winstanley	103.5
5.	D. Cannon	90.5
6.	M. Daglish	85.5
7.	M. Worgan	73
8.	P. Cannon	70
9.	M. Bellamy	61
10.	L. Court	45
=	B. Langworth	45
12.	P. McPeake	43.5
13.	T. Meager	40.5
14.	D. Roberts	38
=	D. Copeland	38
16.	J. Catlow	36
=	P. Jephcott	36
18.	L. Morrall	35.5
19.	D. Hart	29
=	M. Hart	29
21.	J. Bowman	26.5
22.	T. Millar	22
23.	D. Hutchison	21.5
24.	D. Robinson	21
25.	M. Ross	20
=	J. Bradley	20
=	S. Simon	20
28.	J. Blaine	18
29.	Flack	11.5
=	Springham	11.5
31.	M. Fitzgerald	11
32.	J. Broadhead	10.5
=	E. Buys	10.5
34.	K. Morrisey	10
=	D. Heaton	10
36.	S. North	9.5
=	J. Barker	9.5
38.	B. Waterland	7.5
=	B. Lever	7.5

### Team Rankings

1.	C. & A. Eifflander
2.	Eyre/Winstanley
3.	D. & P. Cannon
4.	Daglish/Worgan
5.	Meager/Bellamy
6.	Roberts/Copeland
7.	Morrall/Daglish
8.	Millar/Court
9.	Eyre/McPeake
10.	D. & M. Hart
11.	Bowman/Blaine
=	Simon/Winstanley
13.	C. Eifflander/Worgan
=	McPeake/Bellamy
=	Ross/Court
=	Cannon/Bradley
17.	Flack/Springham
=	Morrall/Court
=	Langworth/A. Eiffldr
=	Langworth/Hutchison
21.	Fitzgerald/Langworth
=	Langworth/Robinson
23.	Broadhead/Buys
24.	Morrisey/Heaton
=	McPeake/Robinson
=	McPeake/Crossman
27.	'Pink Ladies'
28.	Bowman/Bellamy
29.	Waterland/Lever



Dave Roberts  
Two Firsts

These final Barton Goodyear League tables for 2007 were compiled by Tony Eifflander

**THE CONTROL-LINE EVENT OF 2008****BARTON BASH****17<sup>th</sup> to 18<sup>th</sup> May****Barton Airport (City Airport Manchester)  
Eccles, Manchester (on A57 near M60 Jct 11)****SATURDAY 17<sup>th</sup> May from 9.30 am (prompt start)**

Vintage Stunt; Peacemaker Stunt (BMFA Vint Sched)

Barton Classic 15 (Heats); Barton B (Heats)

F2C-N Team Race; British Goodyear; Basic Carrier

Club Speed (1.5cc plain bearing diesel/glow/unpressurised)

**SUNDAY 18<sup>th</sup> May from 9.30 am (prompt start)**

F2B and Class 2 Aerobatics; Barton B; Barton Classic 15

Vintage Team Race (½A/A/B); Mini Goodyear

Basic Carrier; Club Speed

**BMFA Insurance required. Wrist straps obligatory****SWAP MEET £3 per pitch (Some under cover)****TRADE STANDS on site □ CAMPING £5 for weekend****DAILY ADMISSION £2****MORE DETAILS FROM:****B. Winstanley** 01254 52196 (Trade/Camping/Swap)**Ray Lloyd** 01706 212184 (Aerobatics)**Malcolm Ross** 01925 766610 (All other events)**J. Whiteside** 01254 824807 (Publicity/Advertising)**BARTON MFC Who's Who?****Chairman**

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Len Morrall Tel: 0170 634 1495

**Safety Officer/Web Site Administrator:**

Jim Hatch Tel: 0125 470 8415

**Club Photographer:**

Fred Hall Tel: 0161 748 4391

GOD!... I LOVE THIS MAGAZINE....!



Dedicated to Pat, our printer, who never complains (aloud)

[This original drawing by Keith Harris first appeared in "Echo", the Journal of the Association of Vintage Aeromodellers (SAM Zero)]

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**Publisher's Disclaimer:** Be aware that all views expressed in **Circle Talk** are those of the Editor or other named contributors only and are not necessarily shared by the Officers and Committee of Barton MFC.**Essential Do and Don'ts!****Carry your Barton and BMFA membership cards at all times when on site.****Lock the gate after yourself on entry and exit***DO NOT leave the lock set to the combination**OR divulge the gate code to any non-member.***Flag:** Put up the flag BEFORE you fly.

Take it down BEFORE you leave!

**Airstrip:** DO NOT CROSS THE RUNWAYS or enter active areas without express permission from Barton Tower at any time when the airfield is operational.**Police helicopter:** Land or fly low WHENEVER the police helicopter is operating 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](http://www.metcheck.com))