

NOV 08

News from
Barton MFC
Lancashire Aero Club
Model Aero Engineers

Free to members

Vol 10 Issue 3

Circle Talk

www.controlline.org.uk



What's coming up next at BARTON?

NOVEMBER

14th - Barton MFC AGM

8pm at The Brown Cow.
Annual subscriptions payable!

DECEMBER

12th - Barton Clubnight

8pm at The Brown Cow.
The last of the year

28th - Barton Racing

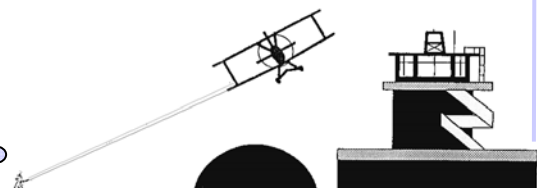
'Cold Turkey' Meeting
Barton B/Classic 15/BGY/
MGY/1.5cc Club Speed
Malcolm Ross 0192 576 6610

Everything has
been done
before!

But not yet by
me...

Inspired by 'Once and For All',
[Traverse, Edinburgh]

'Hands away' as the ASP 52 comes to life. John Kergon assists Jim Hatch with P-51 converted from ARF RC kit. Not true scale but striking appearance in the air. Throttle control via insulated lines. Inexpensive engine provides ample, quiet power. Jim documented kit conversion on the Barton Forum.



CONTROL LINE WORLD CUP RESULTS

20th-21st September 2008

City Airport (Barton) Manchester

F2A Speed

<i>Place</i>	<i>Pilot</i>	<i>Nation</i>	<i>Round 1</i>	<i>Round 2</i>	<i>Round 3</i>	<i>Best (kph)</i>
1	Peter Halman	<i>GBR</i>	298.1	-	298.3	298.3
2	Ken Morrissey	<i>GBR</i>	287.5	284.8	295.0	295.0
3	Gordon Isles	<i>GBR</i>	293.2	259.6	-	293.2
4	Bill Hughes	<i>USA</i>	274.4	287.9	287.6	287.9
5	Dick McGladdery	<i>GBR</i>	-	241.5	-	241.5

Contest Director: Jo Halman

F2B Aerobatics

<i>Place</i>	<i>Pilot</i>	<i>Nation</i>	<i>Round 1</i>	<i>Round 2</i>	<i>Round 3</i>	<i>Final score</i>
1	Rob Kitley	<i>GBR</i>	2802.9	2945.2	2887.6	5832.8
2	Lauri Malila	<i>FIN</i>	2682.7	2902.8	2734.6	5637.4
3	Roy Cherry	<i>GBR</i>	2797.8	2801.1	2781.4	5598.9
4	Bill Draper	<i>GBR</i>	2684.5	2851.9	2623.0	5536.4
5	Steve Smith	<i>GBR</i>	2705.1	2720.1	2550.5	5425.2
6	Barry Robinson	<i>GBR</i>	2339.3	2540.9	2805.1	5346.0
7	Jim Hatch	<i>GBR</i>	2410.5	2418.5	2441.5	4860.0
8	John Alcock	<i>GBR</i>	2166.0	2413.6	2441.9	4855.5
9	John Kergon	<i>GBR</i>	2163.2	2491.6	2314.5	4806.1
10	Ray Lloyd	<i>GBR</i>	2327.6	2321.1	2414.5	4742.1
11	Peter Millar	<i>GBR</i>	2009.5	2316.2	2267.7	4583.9

Contest Director: Dave Roberts

F2C Team Racing

<i>Place</i>	<i>Pilot</i>	<i>Nation</i>	<i>Race 1</i>	<i>Race 2</i>	<i>Race 3</i>	<i>Race 4</i>	<i>Final</i>
1	Ross/Yeldham	<i>GBR</i>	3.18.7	3.25.3	Disq	3.17.3	7.18.4
2	Heaton/Bollen	<i>GBR</i>	3.23.2	3.17.3	3.55.8	3.33.9	7.32.2
3	Fitzgerald/Thomason	<i>GBR</i>	3.48.1	3.25.1	3.14.8	3.19.7	7.45.5
4	Eifflaender/Broadhead	<i>GBR</i>	3.20.3	3.28.1	3.29.2	3.23.2	
5	Barker/North	<i>GBR</i>	3.30.6	3.37.8	3.40.8	56 Laps	
6	Fry/Whorton	<i>GBR</i>	3.56.3	3.35.7	20 Laps	3.42.4	
7	Leeman/Robinson	<i>GBR</i>	69 Laps	4.02.7	4.14.4	3.38.4	
8	Holmes/Robson	<i>GBR</i>	Disq	3 Laps	3.55.6	3.54.3	

Contest Director: Dave Rudd

2008 World Cup Results (Cont'd)

F2D Combat

Place	Pilot	Nation	Bout results								
1	Mike Waller	GBR	W	W	W	W	W	W	L	W	
2	Martin Coe	GBR	W	W	W	W	L	W	W	W	L
3	Dave Wiseman	GBR	W	W	W	W	L	L	(W)		
4	Stan. Kulachkin	MOL	W	W	W	L	W	L	(L)		
5	Andrew Shields	GBR	L	W	W	W	L				
6	Ben Johnson	GBR	W	W	L	L					
7	Stanislav Chornyy	UKR	W	W	L	L					
8	S. Sherbachenko	RUS	W	L	L						
9	Dave Riley	GBR	W	L	L						
10	Mike Whillance	GBR	L	W	L						
11	Martin Johnson	GBR	W	L	L						
12	Mervyn Jones	GBR	L	L							
13	Jimmy Pinkerton	GBR	L	L							
14	Mick Tiernan	GBR	L	L							
15	Gordon Price	GBR	L	L							
16	Jamie Griffin	GBR	L	L							
17	Peter Grange	GBR	L	L							

Contest Director: John James

Photo captions overleaf



[Weather—Saturday: 17-18° C, wind S, 3-4 kts, 90% cloud, sunny intervals; Sunday: 12-18° C, wind E, becoming S, 0-2 kts, 5% cloud, sunny]

SAFETY

THOROUGHLY IRRESPONSIBLE?



Thrown away and left behind at Barton— just 10 yards from a bin! But why not take litter home anyway?

That's somebody's unwanted junk [above] that was discovered, along with two other sets of tangled lines, cast aside in the rough grass on the airfield during September. Fortunately, this particular tangled mess of combat lines (complete with drilled coin) was spotted—less than 10 yards from a bin— just before it went into the mower blades while grass cutting was taking place near Circle 3. One of the other discarded sets of lines further afield was not seen until too late, however, and took a considerable amount of time and painstaking effort to extricate from the bearings. Fortunately the mower was not seriously damaged on this occasion but it could have meant an expensive repair job to be met from club funds. It could also have resulted in injury to other members when it went through the blades.

Discarding lines like this is not just mere forgetfulness on somebody's part and it's difficult to imagine the mindset of model flyers who exhibit such wanton carelessness—negligence even—on their own patch, apparently heedless of the fact that other members have to deal with the results.

A timely warning then... future repeats of such anti-social lapses are certainly not going to be tolerated by members of the committee and, as in most cases it should not be too difficult to identify the culprits, those found responsible may expect a heavy handed response.

2008 BARTON WORLD CUP

Photo captions (see previous page)

Top right: F2D Combat — 1. Mike Waller [GBR] 2. Martin Coe [GBR] 3. Dave Wiseman [GBR]

Mid right: F2A Speed — [L-R] Dick McGladdery [GBR], Gordon Isles [GBR], Peter Halman [GBR], Ken Morrissey [GBR], Bill Hughes [USA]

Bottom left: F2C Team Racing — 1. Malcolm Ross [Right], Gordon Yeldham [GBR] 2. Derek Heaton [Left], Taffy Bollen [GBR] 3. Mike Fitzgerald [Right], Mike Thomason [GBR]

Bottom right: F2B Aerobatics — 1. Rob Kitley [GBR] 2. Lauri Malila [FIN] 3. Roy Cherry [GBR]

CLUB NIGHT *October 10th*

BRITISH GOODYEAR TIPS

... *A talk by Tony Eifflaender*

This was an interesting presentation, abounding with useful information for both expert and less experienced alike and imparted by Tony in a down to earth manner.

It would of necessity be a short talk, he began, because so many of the audience had now got past the stage "*when even DNF was considered a good result*". Therefore, instead of covering old ground, Tony outlined some salient pointers for success. Although "*build simple*" was a basic rule, he went on to list a number of important details that would help improve race times.

To illustrate his words, he had brought along two well worn *Deerfly* models that had been winning since the '90s. (Team Eifflaender chose the *Deerfly* because its short fuselage made it easier to catch than, say, a *Cosmic Wind*).

The *Deerfly* also has a conveniently high wing position allowing the tank to be mounted directly underneath at the root. Not only was a correctly positioned tank (in line with the needle valve) important to help avoid flooding when tail down during a pit stop, his *Deerfly's* glass fibre tank is also inset into the fuselage, which (along with GF reinforcement topside on the wing root leading edge) makes for a rigid wing mount. The tanks are moulded by laying up in a substantial two-piece metal mould.

Tony's profile fuselage has two thin plywood strips inset on edge and running full length from bearers to tail in substitution for the full length hardwood strips employed by some others. After sanding to cross-section, both sides receive two layers of carbon fibre cloth, the outline of the first being just inside the profile top and bottom edges. The second layer is slightly smaller again. With the longitudinal ply stiffeners already mentioned, this results in a stiff monocoque profile fuselage.

As with all things aeronautical, weight was an important factor. For example, Tony observed that Dave Hutchison had a faster model but, because it weighed 21 oz, it had a lap and a half glide after the motor cut, effectively lengthening the time required for a pit stop. His own two models being passed round for examination— and both showing many signs of repair— weighed something like 17 oz. Incidentally, Tony still prefers the Clarkson-style wire undercarriage in preference to the flat strut variety.

Tony had some pithy comments for pilots regarding their positioning in relation to the centre spot. He drew attention to the recent BMFA News cover photo (reprinted from Circle Talk) showing three Mini Goodyear flyers in action "*wandering around*" well separated from each other— demonstrating exactly what *not* to do! This only added unwanted lap time compared to staying in tight.

Excellent stuff. Our thanks to Tony and organiser Len Morrall (who even won a prize in the raffle!).

BARTON RACING

Barton Goodyear Meeting 29th June

Martin Daghish reports:

British Goodyear

The day kicked off with Daghish/Worgan recording a fast time of 4 minutes 24 seconds. Other good first round performances came from Cannon/Cannon who are by far the most improved team on the circuit at present. Their teamwork has come on in leaps and bounds and this can be seen as their times have improved progressively.

Round 2 saw Daghish/Worgan sit it out in view of their fast recorded first round time, while both Meager/Bellamy and Langworth/Eifflander recorded times of 4 minutes 40 seconds. By this stage it had become apparent that Langworth/Eifflander's poor performance in the first round had been caused by a busted crankcase on their motor, which was hastily returned to the manufacturer (i.e. it was flung in the boot of Tony's car!).

The **Final** saw an extremely close affair fought out between Daghish/Worgan, Langworth/Eifflander and Meager/Bellamy. The former's engine was set too 'heavy' from the outset but some lightning pit work from Martin Worgan saw them stay on the pace. Daghish/Worgan's last pit stop was flawed when the engine cut in the wrong place forcing an extra lap's glide; this resulted in the winners being Langworth/Eifflander with a time of 8 minutes 52 seconds that is understood to be close to a record.

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

Pos	Team	Final
1.	Langworth/Eifflander	8.52
2.	Daghish/Worgan	9.01
3.	Meager/Bellamy	9.47

Open Goodyear

The weather had not been kind with the loss of two hours flying time at lunchtime and it was therefore decided to hold an Open Goodyear Final only. Three teams competed and only Eifflander/Eifflander put in a creditable performance (Chris having hot footed it up from Barkston-Heath). As time was pressing, on it was decided to hold the final over 100 laps and the result was as follows:-

Open Goodyear Results (100 Lap Final)

Pos	Team	Final
1.	Eifflander/Eifflander	4.18
2.	Cannon/Cannon	5.47
3.	Daghish/Worgan	76 Laps

Mini Goodyear

Five teams competed and there was a good first round performance from Langworth/Eifflander to record a time of 4 minute 36 seconds, all of the other competitors languishing outside 5 minutes. High winds hampered the flying and there was always the threat of further rain but by this time Chris Eifflander had snatched the handle from Bernie Langworth and so flew the final against Ross/Bradley and Meager/Bellamy.

The final was full of incident for Messrs Eifflander/Eifflander and Meager/Bellamy—meaning it became a tortoise and hare scenario. With the extra air speed that they had found, Ross/Bradley soldiered on to record an excellent consistent performance and emerge triumphant. **MD**

Mini Goodyear Results (100 Lap Heats, 200 Lap Final)

Pos	Team	Final
1.	Ross/Bradley	10.20
2.	Eifflander/Eifflander	11.14
3.	Meager/Bellamy	12.26

Barton 'B' and 'Classic 15' Meeting 19th October

[Weather: 11°C, wind S 15 kts gusting to 18 kts, light rain showers, 100% cloud]

Contest Director John Broadhead comments:

The day was good fun as, although the forecast was bad, the weather was good on the site. Because of a low entry and fear (unnecessary in the end) of a change in the weather, two-up races were flown. However, everyone flew as much as they wanted.

'Classic 15' was mainly run with the help of Chris Eifflander and 'Barton B' with the help of Derek Heaton (plus we had some good timekeepers). **JB**

Barton Classic 15 Results

Team	Heat 1	Heat 2	Heat 3
Nixon/Ridley	71 Laps	6.09.0	5.04.6
Langworth/Broadhead	5.16.0	4.29.0	DNF
Fitzgerald/Cuthbert	5.14.6	4.59.0	DNF
Finch/Ward	6.12.2	5.36.9	DNF
Heaton/Morrissey	4.55.7	4.52.0	5.52.2

Pos	Team	Final
1.	Langworth/Broadhead	9.12.3
2.	Heaton/Morrissey	9.53.1
3.	Fitzgerald Cuthbert	10.09.6

Barton B Results

Pos	Team	Heat	Final
1.	Eifflander/Morrissey/Fleming	3.16.3	7.29.3
2.	Fitzgerald/Cuthbert	3.20.5	7.44.6
3.	Langworth/Broadhead/Jowett	3.51.6	8.29.5
	Eyre/Winstanley	4.35.0	

More BARTON RACING

**British Goodyear & F2C-N Meeting
12th October 2008**

British Goodyear

ROUND ONE

Heat	Pilot	Pitman	Time for 100 Laps
1	Fitzgerald	Bellamy	4.47.9
1	Eifflander	Eifflander	4.16.6
1	Cannon	Cannon	5.12.4
2	Munro	McAlpine	4.48.5
2	Crozier	Aberdeen	5.57.1
2	Daglish	Worgan	4.23.8

ROUND TWO

1	Munro	McAlpine	45 Laps
1	Cannon	Cannon	4.53.1
2	Crozier	Aberdeen	5.29.1
2	Fitzgerald	Bellamy	4.43.5

ROUND THREE

1	Cannon	Cannon	4.55.1
1	Munro	McAlpine	15 Laps
2	Fitzgerald	Bellamy	5.44.0
2	Crozier	Aberdeen	6.13.8

FINAL

Pos	Pilot	Pitman	Time for 200 Laps
1	Daglish	Worgan	8.54.3
2	Eifflander	Eifflander	8.58.4
3	Munro	McAlpine	9.41.2



F2C-Nationale

ROUND ONE

Heat	Pilot	Pitman	Time for 100 Laps
1	Daglish	Worgan	3.53.4
1	Eifflander	Eifflander	4.19.1
2	Fitzgerald	Cuthbert	5.26.0
2	Munro	McAlpine	4.22.0

ROUND TWO

1	Munro	McAlpine	75 Laps
1	Daglish	Worgan	DNF
2	Fitzgerald	Cuthbert	4.18.3
2	Eifflander	Eifflander	4.07.8

ROUND THREE

1	Fitzgerald	Cuthbert	4.06.2
1	Munro	McAlpine	4.02.2
1	Eifflander	Eifflander	4.18.8

FINAL

Pos	Pilot	Pitman	Time for 200 Laps
1	Daglish	Worgan	8.08.9
2	Munro	McAlpine	9.26.8
3	Fitzgerald	Cuthbert	10.50.4



Weather:

15-17° C, wind S 5-7 kts, 75% cloud,
RH 80%, sunny intervals

Memories of the late Jim Major

I suppose I must have known Jim for about 30 years. I remember first meeting him in Alpha Models Ellesmere Port when it was located in Westminster Shopping Precinct and owned by Brian Griffiths.

Jim was a fine model builder as will be known by many of the modellers who have had models from him over the years. Generally he was a scratch builder, hardly ever resorting to building from a kit. He was also a proficient model engineer, making many bits and pieces on his small lathe and milling machine.

His wife Mo tells me Jim started making models when he was about eight and often made things out of Plasticine. Like many of us, Jim progressed into control line flying and free flight in his teens as radio control had not really come to the fore by that time. Mo says he was already well into control line when they were married. His son Russ tells me that his Dad did have a short stab at R/C but (in his words) "the least said about that the better".

Jim's first real work was in the Merchant Navy as an Engineer. He tired of this and found a job as a fitter at the newly opened Vauxhall Motors factory in his home town of Ellesmere Port. Becoming bored with that, he moved on to British Nuclear Fuels at Capenhurst, where he stayed until he retired. Jim had a short period driving one of the restaurant barges on the canal system in Chester but found that the unsociable hours were not to his liking.

Whilst at Capenhurst Jim did a lot of flying within the factory grounds with his old friends Peter Gorst and Ted Lloyd who were both into all sorts of Control Line models. (I think they eventually lost the use of the site as a result of complaints). For about 15 years he was interested in R/C model yachts and built many excellent models with which he used to compete. However, Jim never lost his interest in C/L aerobatics and many will recall him turning up at contests at Three Sisters. I remember him in the early '80s being presented with the CLAPA Spitfire Trophy awarded for the most improved competitor.

Jim had a quiet spell for a few years until once again we met up one day in Alpha Models, by this time owned by Bob Fletcher and in Ellesmere Port town centre. I persuaded him back into Stunt and we had many happy years flying together at my field in Wrexham. He became a member at Barton and was a fairly frequent visitor to the flying site.

I well remember his last visit to a club AGM with me a couple of years ago when he found difficulty in getting his breath during the short walk to the Clubhouse. Sadly, this was the start of an illness which, despite his brave battle, eventually got the better of him.

I shall miss Jim considerably as I am sure will Peter and Ted also. I am certain too that many of the modellers who have crossed his path over the years will also be much the poorer from his going.

Rest in peace.

Dave Roberts

BARTON STUNT

Barton Cup Meeting 14th September 2008

[Weather: 13-17° C, wind variable ESE 5-7 kts, occasional sunny intervals, dry, RH 70%, 90% cloud]

CD Ray Lloyd reports:

Consulting the traditional northwest weather machine (for non-tech readers, that's a wet whippet dangled over a pint of Thwaites' bitter), the whippet unmistakably rotated anti-clockwise thus indicating that control line flying was on the cards. Sure enough, the weather on Sunday was near perfect and, with seven pilots trapped inside Barton, it was suggested by Dot that I should lock the gates to stop them escaping.

When the draw was done, Jim Hatch drew the No.1 slot, putting in a steady flight, as did Roy Cherry, who followed. The third man up was David Saul. This was his first ever F2B competition flight and he had the bad luck to have his engine cut inverted but it didn't faze him one bit—he sorted the problem and ate a sandwich. [All at the same time? - Ed].

Next up was Rob Kitley with a 992.8 flight setting the target. John Alcock came after him, flying a fast four-stroke powered own design model to score 830.8. Then it was Barry Robinson's turn and he scored 915.1, but was far from satisfied—so he changed models and flew his Cardinal+ for the rest of the comp. I was last on and put in a world class flight that should have marmalized the opposition—but the judge said it was only worth 858.9. (Ah, well, one day perhaps).

In Round 2, everyone raised their game and all scores improved. David Saul got a full flight in and scored a creditable 617.6, but by this time the wind had got so light it couldn't make its mind up where to blow.

Round 3 saw Dave Saul improve his second round score by over 100 point to 734.4. (Mr. Kitley had better watch his back now!). Roy Cherry gave every one a good slap by banging in a 1,000.3 point flight but Rob responded with a 1,032.9 and that sealed it for the day.

With a super day and such excellent people to spend it with, what more could you ask for? **RL**

Barton Cup F2B Stunt (9 entries)

Pos	Pilot	Rnd 1	Rnd 2	Rnd 3	Score
1.	R Kitley	992.8	997.7	1,032.9	2,030.6
2.	B Robinson	915.1	985.2	988.7	1,973.9
3.	R Cherry	909.0	930.7	1,000.3	1,931.0
4.	R Lloyd	858.9	903.5	919.9	1,823.4
5.	J Alcock	830.8	839.5	862.9	1,702.4
6.	J Hatch	789.9	822.7	853.6	1,676.3
7.	D Saul	94.0	617.6	734.4	1,352.0



[Above] Barry, Rob and Roy on the winners' podium.

[Right] The shortly to be retiring, but not shy, Ray Lloyd relaxes after it's over—or is he on the 'podium' too?

[Below] Newish member, Graham Jubb (who hasn't flown too much since the Gold Trophy 55 years ago), holds Len Morrall's attention.

[Bottom] Might keen angler Jim Hatch [right] be showing an incredulous Mike Parry [left] the size of his latest catch? It seems John Kergon can't believe it either.



BMFA Centralised F2B and Class 2 Aerobatics 5th October 2008

[Weather: 10° C, wind N 3-8 kts, early morning rain followed by cloudy sunshine, RH 70%, 15-85% cloud]

CD Ray Lloyd reports:

The nights were dark and stormy and so too were the days leading up to Sunday. The rain had lashed down for well over a week but, keeping an eye on the UK weather site with Manchester selected, it constantly said that Sunday would be good—and sure enough it was!

Blue skies and warm sun prevailed over flooded circles... Yessir, we could have done power boat racing! It was 'orrible; all three stunt circles had huge ponds of standing water on them, Circle 3 being the best with about half of it free from water so it was the choice for the days flying. The scores were adjusted to give all flyers maximum points for takeoff and landing, this because not only was it impossible to do proper landings but taking off had to be done from the one place regardless of wind direction. With that sorted out, we were able to get on with the competition, which had five entries in F2B (Bill Draper, Barry Robinson, Roy Cherry, Rob Kitley and John Alcock) and one in Class 2 (David Saul).

Looking at that line-up you might well think that there was not going to be any real drama, but, following a series of past hiccups, Barry had to win this one to *get* in the GB team while Bill had to win to *stay* in the team. Meanwhile, the others were not going to give things away easily either— it's dog eat dog at th'top, tha knows!

Barry's first flight scored 941.4; Rob replied with a 968.4. Bill netted a 957.3 and Roy slapped every one with a 1001, John bringing up the rear with 782.6.

It was evident from the first round scores that Barry would have to do something drastic in **Round 2** and this he did big style, with a sledge hammer score of a massive 1,026 that no one else could get any where near. The scene having now been set, in **Round 3** he topped all scores again with a 996, securing him top slot.

Flying in **Class 2**, David Saul put in a shaky first flight of 376.4 but after that did two flights of 400+. (It is nice to see someone taking an interest in this class).

Only Bill Draper was attracted to the water and managed to land in a pond... not once but twice! Perhaps he found it difficult backpedalling (or back paddling?) in a pair of wellies. **RL**



Team Racing was scheduled to be run on the flooded tarmac circle, where Derek Heaton cuts a solitary figure getting in some early practice. The sodden Stunt Circle 3 can be seen beyond. It actually became a fairly sunny day later.

BMFA Centralised F2B Stunt

Pos	Pilot	Rnd 1	Rnd 2	Rnd 3	Score
1.	BP Robinson	941.4	1,026.0	996.0	2,022.0
2.	R Cherry	1,001.0	893.9	957.5	1,958.5
3.	R Kitley	968.4	987.7	954.8	1,956.1
4.	CW Draper	957.3	866.8	934.0	1,891.3
5.	J. Alcock	782.6	885.6	741.0	1,668.2

BMFA Centralised Class 2 Stunt

Pos	Pilot	Rnd 1	Rnd 2	Rnd 3	Score
1.	D Saul	376.4	415.6	407.6	823.2

CD: Ray Lloyd **Judge:** Jeff Smith **Tabulator:** Peter Branigan

F2B at The Barton World Cup 2008

Contest Director Ray Lloyd adds a postscript:

Well now, what a cracking weekend that was: the weather must have been the best this year.

We had eleven pilots in F2B but, sadly, only one from outside this country and he was Lauri Malila from Finland (via Switzerland?). Nevertheless, the standard of flying was very high throughout.

Rob Kitley stamped his mark in Round 1 with a score of 2,802.9 that only Roy Cherry could get anywhere near (with 2,797.8). However, everyone raised their game in Round 2 but again Rob slapped everyone down with a score of 2,945.2 and the only pilot to approach that was Lauri (2,902.8). Rob continued to be relentless in Round 3, putting up 2,887.6. Throughout the comp, Barry Robinson had been fighting all sorts of problems but finally got things to work almost right, enabling him to put in the second best score of the Round with 2,805.1. It ended with Rob 1st, Lauri 2nd and Roy 3rd. [(Full results on Page 2)] **RL**



Lauri Malila flew this beautiful Yatsenko "Shark" at Barton



One of the good guys. Dave Roberts has just this one snapshot of the late Jim Major as we can all remember him.

NOTICE BOARD

Annual General Meeting

All members should have received during October a notice of the AGM to be held this Friday, 14th November at *The Brown Cow*. Please try to attend.

Barton "Cold Turkey"

Sunday, 28th December 2007, 10:00 am

The scheduled events comprise:

- British Goodyear
- Mini Goodyear
- Barton B
- Classic 15 (if more than 9 entries)
- Club Speed (See note below)

Rules clarification for Club Speed

1. Any standard plain bearing engine up to 1.5cc/.09 cu in, diesel or glow, unpressurised.
2. Line length 13.5 m (i.e. as MGY).
3. Any model in keeping with the spirit of the rules will be eligible. This is a fun event!
4. Best speed from three attempts counts.

Some refreshments available.

Details from Malcolm Ross (0192 576 6610)

Barton Ladies' Night

Friday, 13th February 2009

Make a note of the date now. Arrangements and venue are still to be finalised.

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Ray Lloyd

Thin Lizzy profile by Ray Lloyd, 57", 44 oz, inverted ST 46. Updated Classic Yardstick. Block replaces doublers. Profilm on wings.



CT

Hat for an 'Oriental'. Graham Jubb's; 42 oz; OS Max-S 35. Brought fuel, lines, battery, but, ahem, left handle at home.



Fred Hall

A little more sauce, signor?

Barry Pickles. Buon appetito!

Jim Hatch wants everyone to know that the wind tipped up the tail **after** rolling to a stop.



Fred Hall

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