

MAR 09

News from
Barton MFC
Lancashire Aero Club
Model Aero Engineers

Free to members

Vol 10 Issue 4

Circle Talk

www.controlline.org.uk

What's coming up next at BARTON?

MARCH

13th - BMFC Evening
Bring your new models

APRIL

5th - Barton Racing
Barton B/Classic 15

10th - BMFC Evening
Quiz night at 'The Brown Cow'

26th - Barton Racing
BGY/MGY/TQ Rat/ A Rat

MAY

3rd - Barton Racing
VTR ½A/A/B & Barton B

15th - Barton Field Day
Help prepare for the BASH!

16-17th - Barton BASH
Events as advertised

JUNE

12th - BMFC Evening
Meet on the airfield and fly

14th - Barton Fun-Fly
No comps—just come and fly!

IMPORTANT!

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

Jim Hatch

Tel: 0125 470 8415

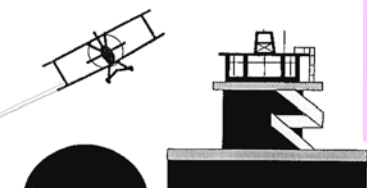
E-mail: j.hatch@tiscali.co.uk



You know, from something you really, truly love there is no retirement...

(WW2 M18 Hellcat Tank Cdr)

A tense moment in F2D Combat captured by Mike Parry's camera at the World Champs in August 2008, Landres, France. (It's a he and a she - but names, anyone?)



Club News

MARCH CLUB NIGHT *Friday 13th*

This will be a be a 'new model evening', held as usual at *The Brown Cow Hotel* (319 Worsley Road, Eccles M30 8BW), . Members are encouraged to bring along and talk about their latest creations.

Be aware that there are still road closures when approaching along Worsley Road from the South. Instead, try using Junction 13 of the M60 to arrive from the opposite direction down the B5211 (Barton Road), better and quicker from most compass points.

BARTON COMPETITION CALENDAR

Compiled by Jim Hatch, the 2009 calendar of events at Barton appears on the last page and is correct as at 3rd March. However, Jim advises that there is every chance of further revisions to come! As always, it's best to check before travelling.

ADDITIONAL EVENTS AT THE BASH IN 2009

As well as Vintage Combat and Oliver Combat (both new this year), Vintage Speed and Weatherman Speed (to be run by Dick Roberts) have been added to the events at the 2009 BASH.

Please note that there will be *no* F2B or Class 2 Aerobatic events run at the BASH this year.

THE CONTROL-LINE EVENT OF 2009

BARTON BASH

16th to 17th May

Barton Airport ('City Airport Manchester')
Eccles, Manchester (on A57 near M60 Jct 11)

SATURDAY 16th May from 9.30 am (prompt start)

Classic 15 □ Barton B □ F2C-N Team Race □ Brit Goodyear
Carrier Workshop □ Vintage Speed □ Weatherman Speed
1.5cc Club Speed □ Vintage Combat □ Oliver Combat

SUNDAY 17th May from 9.30 am (prompt start)

Classic 15 □ Barton B □ ½A/A/B Vint Team Race □ Carrier
Mini G'year □ Vint Speed □ Weatherman □ 1.5cc Club Speed
Vint Stunt □ Peacemaker St □ Vint Combat □ Oliver Combat

BMFA Insurance required. Wrist straps obligatory!

ENTRY FEES £5 per person per event □ **CATERING**
DAILY ADMISSION £2 □ **CAMPING £5 all weekend**
SUNDAY SWAPMEET £3 per pitch □ **TRADE STANDS**

MORE DETAILS FROM:

B. Winstanley 01254 52196 (Trade/Camping/Swap)

Jim Hatch 01254 708415 (Stunt)

Malcolm Ross 01925 766610 (All other events)

J. Whiteside 01254 824807 (Publicity/Advertising)

2009 SUBSCRIPTIONS OVERDUE!

Members who have not yet paid up should note that their annual membership subscriptions are now well overdue. **Please renew now without further delay!** Club rates for the 2008-9 season remain unchanged at:

Full Member	£40.00
Country Member	£20.00
Junior Member	£5.00

BARTON MFC Who's Who?

Chairman

Lawrence Court Tel: 01204 573694

Hon. President:

Brian Winstanley Tel: 0125 452 196

Secretary:

Malcolm Ross Tel: 0192 576 6610

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Farewell, Andy



The untimely death of Andy Daglish on Sunday, 11th January, at the far too early age of 47, is not only a great loss to his family and brother Martin but also deprives Barton MFC of a valued member and of a great team race CD for many years to come. You didn't have to know Andy well to quickly learn to like him but his genial manner and friendly countenance to all on and off the field probably concealed a real desire to beat you! He'll be missed.

Safety

SOLO FLYING

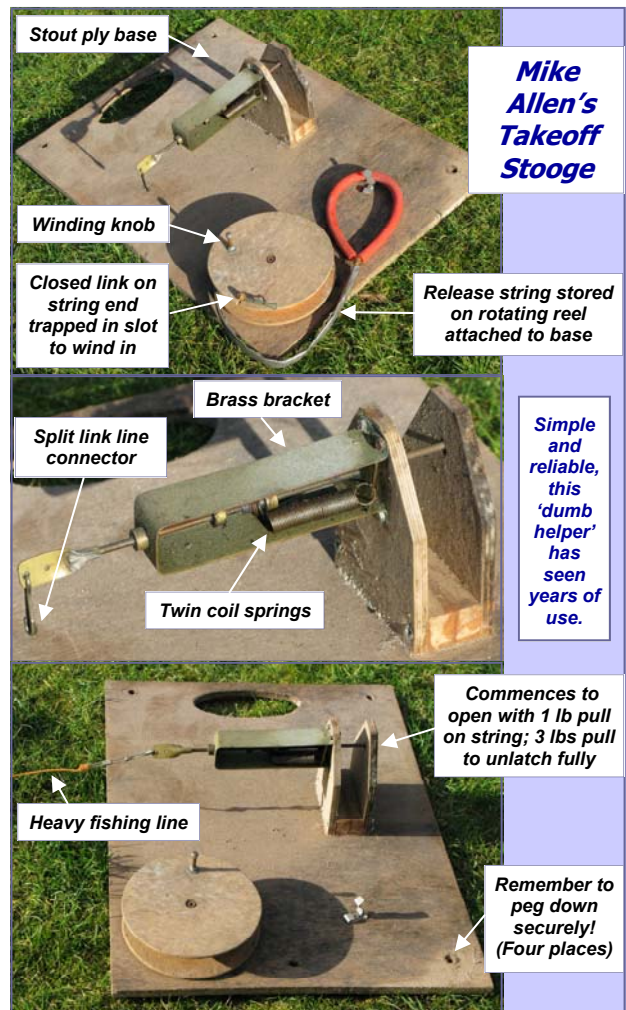
John Bradley, the Club's newly elected Safety Officer, wants to hear from you!

"At the last Barton Committee Meeting, the use of the Barton facility by solo fliers was raised and, as Safety Officer, I was requested to produce some guidelines for members in respect of best practice. Let me make it clear from the start that it is *not* the intention of the Committee to try to prevent individuals from flying there alone, but two issues immediately spring to mind, viz:

"1. The chance of a flyaway, particularly when moving from model to handle. Members will be aware from previous advice of the possible loss of the facility should there be any interference or, indeed, perceived possible interference with the working of the adjacent airport.

"2. The possibility of a flier sustaining serious injury whilst using the site alone. We all know that engines sometimes bite the hand that starts them!

"Solo flying is an aspect of our hobby of which I have no direct experience and I would therefore welcome any input or comments that would help me in my task." **JB** [John wishes to hear about both your solo 'stooge' and/or combat 'wing sleeve' experiences. Phone him on **01829 270253** or e-mail him at john.p.bradley@btinternet.com]



Annual General Meeting

BARTON AGM 14th November 2008

43 Members turned up in the *Brown Cow's* Function Room for this meeting that commenced bullishly with upbeat addresses by President **Brian Winstanley**, Chairman **Lawrie Court** and Secretary **Malcolm Ross**.

Reports **Lawrie** reported a successful year for this, "the biggest CL club in the UK" (if not the world?). Barton certainly possessed "the best club CL site in the world" and he praised the condition of the field for the World Cup. The latter competition had been very successful as well as attracting a notable media presence. (It was planned to hold another in two years time). The club's own web site (the Barton Forum) he described as being the best of its type in the world, now having some 1,750 subscribers.

Not only was he satisfied that the club was now financially sound but he was pleased to see the number of junior flyers at Barton, which could only bode well for the future. The "taster session" arranged in conjunction with the City of Salford had so impressed the council's officials that they wished to have it repeated.

Malcolm noted that, although 50 young people and officials came to the Taster Day and were "open mouthed at what they saw", it was disappointing that it hadn't led to an influx of new juniors. However,



"The Secretary expressed appreciation of the hammer and chisel work by several members"

Salford Council had responded with helpful guidance towards sources of grant aid for the World Cup event at Barton. This in turn prompted the thought that the club should perhaps rethink its publicity aims.

He joined **Lawrence** in expressing appreciation of the "hammer and chisel work" done by several members in order to improve the club house.

Accounts After the Chairman had asked for and obtained a resounding vote of thanks for Treasurer **Pat Winstanley**, Honorary Auditor **Derek Heaton** guided members through the printed accounts for the year.

These showed that receipts for club subscriptions had increased (although the number of Country Members was down); that the raffle at the World Cup weekend had raised £565; that there had also been a number of one-off donations; that once again the club's cheque for ground rent had not been cashed by the lessor; that although the accounts suggested a profit had been made on the World Cup, there were still bills to come. (There would in fact have been a loss of £1,500 on the event without the generous sponsorship received). Summarising, the position was a healthy one; the club started the year with a modest surplus and further enhanced this during the year.

Other committee reports Although there had been a couple of harmless flyaways, there had been nothing of real note to concern Safety Officer **Jim Hatch** during the year. Changing hats, **Jim** reported that about 100 people log in to the Forum during a typical day (that is out of a total of 1,750 including "lurkers" - i.e. those who don't log in). **PRO John Whiteside** suggested his own role was now relatively small in comparison to **Jim's** huge input on the web, but was delighted to observe a difference over the last ten years in media recognition of Barton's rightful importance.

Social Secretary **Len Morrall** wanted to thank all those who bought raffle tickets, donated prizes and offered him help and support throughout the year. While he was grateful for members' encouragement, after three years, it was "time for him to move on". **Ian Taylor**, the Field Manager, also expressed gratitude to all who had helped with the various jobs on site throughout the past year, especially the much needed alterations to the surface water drainage. (The efforts of **Len** and **Ian** were each rewarded with spontaneous applause).

After a few early adjustments to the calendar, the work of Competitions Co-ordinator **Ray Lloyd** had run smoothly. Mismatches with the BMFA national calendar had been ironed out and it had been established that henceforth BMFA News and the national calendar would no longer publish "Barton event details" without due clearance. Although retiring from the committee, **Ray** would continue to act as a CD for Barton competitions when required.

Ken Morrissey pondered whether his own work as Development Officer for the site might now be complete? (One thing still to do would be to widen the existing line check area). Like the others before him, he paid tribute to members - **Malcolm Ross**, **Ian Taylor** and **Brian Winstanley** especially - for completing a lot of essential work on site during the year.

BARTON AGM (Cont'd)

Election of officers Ray Lloyd and Len Morrall both wished to stand down. Jim Hatch was willing to step into Ray's place and, there being no other nominations, **Jim Hatch** becomes Competition Secretary for 2009 (as well as Web Master still!). **John Bradley** was the only nominee for the post of Safety Officer just vacated by Jim, while **Ian Taylor**, unopposed, was willing to continue as Site and Airfield Manager.

However, there were no takers to replace **Len Morrall**, who, after three very successful years in the post, commented that it required "somebody with new ideas". The Chairman emphasised that the Committee had tried in vain to persuade Len to carry on; Len had truly done a magnificent job but it was not fair to badger him to continue against his wishes. Accordingly, he adjourned the discussion, leaving the post of Social Secretary unfilled for the time being.

Fees Opening a debate on annual membership fees, **Lawrence Court** announced that the Committee, having taken into account the "general pressures on peoples' pockets", had resolved to maintain fees at the existing level during 2009. This would not put the club at financial risk.

Tony Eifflaender did not agree with the freeze on subscriptions and proposed instead that there should be at least a nominal increase of, say, £2 p.a., a view supported by **John Kergon**. Club Auditor **Derek Heaton** responded that the suggested £2 increase would only bring in £200 or so – it was necessary for there to be an increase of something like £20 a head before the club would notice any difference. The only possible problem might be if the BASH were to be rained off with a consequential loss of income. The amendment to increase the senior subscription to £42 was defeated on a show of hands and the committee's proposal that it remain at £40 was carried with 32 votes in favour.

Awards There being no other business, the meeting concluded with the presentation by **Ken Morrissey** of the annual awards, the first, accompanied by much applause, being a bouquet of flowers to Pat Winstanley in appreciation of her unstinting work for the club.



Ken and Pat

The **Junior Trophy** went to **Tom Meager** (for the second time) and the **Senior Trophy** to **Peter and Derek Cannon**, clearly a popular choice, as was the **Barton Classic 15 Trophy** to **John Broadhead** and **Bernie Langworth**.



Tom Meager

Derek Cannon



Bernie Langworth

John Broadhead

The "**Three Sisters**" Award (in memory of 'Phred' Holden) is given not just for competition prowess but to any member or members who "perform behind the scenes" and was declared to be shared jointly this year by **Len Morrall** and **Peter Branigan**.



Ian Taylor might rather be in the picture on the wall

Yet one further surprise award awaited the unsuspecting recipient, **Ian Taylor**, who was honoured with **Life Membership** in recognition of his tireless devotion to preparing and maintaining the flying site. Bravo!

There being no further business, it was announced that the next AGM would be held in November 2009, the date and venue to be announced. The meeting closed at 9.30 pm.

[AGM Photos by Fred Hall]

Competition Results

BARTON 'COLD TURKEY' DAY 28th December 2008

BRITISH GOODYEAR RACING (8 entries)
(100 Lap Heats only - no Final)

Pos	Team	Heats
1.	Eifflaender/Eifflaender	4.22.1
2.	Daglish/Worgan	4.24.2
3.	Ross/Court	4.43.3
4.	Barker/North	4.45
5.	Cannon/Cannon	4.48
6.	Hart/Hart	4.59
7.	Homes/Bellamy	5.04
8.	Fitzgerald/Pinkerton	5.52



Sonia Maskell ensures the Chairman is fed



Len, it's gone... you've eaten it!



Rob Simpson's tiny biplane

'BARTON B' TEAM RACING (9 entries)
(75 Lap Heats & Final)

Pos	Team	Heats	Final
1.	Heaton/Morrissey	3.13	6.46.1
2.	Fitzgerald/Cuthbert	3.23	7.14.2
3.	Eifflaender/Eifflaender	3.24*	7.51.3
4.	Homes/Orchard	3.29	
5.	Ross/Court	3.30	
6.	Leeman/Jephcott	3.32	
7.	Langworth/Broadhead	3.40	
8.	Hart/Hart	3.46	
9.	Toogood/Ward	3.55	

Note: * Heat flown by Eifflaender/Morrissey



Harry Walker with Club Speed model



Dave Roberts just loves slaving over a hot stove (on a freezing cold day)

'CLASSIC 15' TEAM RACING (8 entries)
(100 Lap Heats only - no Final)

Pos	Team	Heats	Engine
1.	Langworth/Broadhead	4.44.1	Fora
2.	Barker/North	4.57.2	Fora
3.	Fitzgerald/Cuthbert	5.03.3	Fora
4.	Toogood/Ward	5.25	Oliver
5.	Nixon/Ridley	5.42	Fora
6.	Ross/Court	6.03	Fora
7.	Heaton/Morrissey	6.08	Fora
8.	Eyre/Walker	29 Laps	



Gordon Isles' grandson learning to fly



Look at that blue sky and sunshine!

1.5 cc CLUB SPEED (? entries)
Best time in seconds over 10 laps)

Pos	Team/Pilot	Time
1.	Morrall/Daglish	18.23.1
2.	Chris Eifflaender	18.43
3.	Tony Eifflaender	18.76

Note: No further placings provided



Orchard/Delgado ventilating car with Barton B 'Clever'



Photos by Fred Hall

December Club Meeting

... A talk by Paul Forrester

It was a great pity that Friday 12th December was not one of the better attended club meetings. Of late, Barton members have been privileged to receive some excellent instruction at their club nights but this, while perhaps promising little in the way of technical content, turned out to be far the most entertaining of all. Airline pilot Paul Forrester, who introduced himself with some diffidence as being unused to speaking to an audience and indeed quite nervous about the prospect, nevertheless proved to be a master of laid back delivery and exquisite timing of some good natured, unforced humour in the course of relating his life in the world of the big birds.

Born in '47, his family left York for Worcester when he was but 13. Obtaining just two "O Levels" at school, his father—a headmaster! - threw him out at 15 because of his confessed idleness. Paul's first job was making pies in a local factory, following which he moved on to cleaning lavatories in a theatre—neither perhaps being as truly entertaining as he made them sound. For the next 15 years he became a professional musician playing saxophone and clarinet, this morphing into travelling hither and thither as a sound-recording engineer at gigs. By the age of 28 he was also the owner of a guitar and music shop but confessed his failing was that he "didn't understand synthesizers"... and this ultimately led to another, dramatic career change.

Paul had been hooked on aviation since discovering Biggles at the age of eight but, as far as a career in flying was concerned, had convinced himself that his legs were too long to allow him to eject from an EE Lightning, the "hot ship" of the day!

However, this didn't stop Paul from learning to fly at Wellesbourne [where once they used to hold Midland Area comps—Ed], the tariff in those days being £38/hr. With ambitions to become a flying instructor, he got into this via instructing on micro-lights and as part of the latter he was engaged in giving joy rides at air shows. On one such occasion, his passenger was the offspring of one the RAF pilots present. Paul promptly had the misfortune to jettison a wheel on taking off but nevertheless managed an uneventful greased landing with the precious air force scion aboard.

This exploit led to a TV interview, which in turn was seen in Dubai. Thereupon, the then rulers there - apparently wanting to bring aviation skills to their own people and seeing this as a good route - bought up the airfield, planes and staff, lock, stock and barrel! Paul was to discover that his first task in Dubai was the construction of the required runway, employing an often idiosyncratic local labour force.

After a few anxious flying experiences out there and in the interests of safety - his own! - Paul somewhat rashly demanded of his employers the services of a qualified mechanic to maintain the aircraft properly, threatening his resignation otherwise. Consequently looking for a new job in very short order(!), he became a fixed wing instructor back in the UK, having found that his time on the types he had been flying could be added legitimately to his qualifying hours.



Paul Forrester , resplendent in his airline captain's threads, with talk organiser Len Morrall

By 1985 Paul had amassed enough finance from instructing to go to Oxford Flying Training School, where he passed out top of his six weeks' 'ground school' (meteorology, instruments, radio aids, airframes and air law). His first airline job was with the Royal Mail, flying Partenavias (and later Navajos) at night under visual flight rules. From that beginning, he successfully answered a Loganair advert to fly the Short 360 ("the whore of the skies - having no visible means of support") before progressing to the DC10 (with its "odd cockpit layout"). His final captain's seat had been in Airtours' A360s, of which he spoke approvingly before ending with a rib-tickling repertoire of overheard radio transmissions in which female pilots and controllers appeared to figure predominantly.

Unfortunately, Paul himself is currently grounded, not having been able to fly for two years as a result of "small vessel disease". It seems that he is one of the unfortunate minority who are susceptible to toxic fumes—dioxins—arising from engine-sourced cockpit heating. So, thus grounded, he now looks forward to retirement... but after what a life!

We are grateful to Len Morrall for an inspired invitation to Paul and especially too to Mike North for transporting Paul from the Midlands and back for this vintage evening.



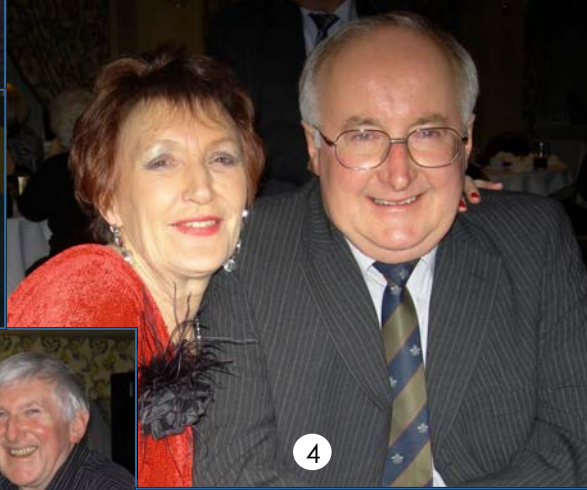
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Barton Ladies Night

- 1. Three cheerleaders for aerobics—Chris, Liz and Dot.
- 2. Malcolm Ross takes a solo with group *Henry's Crisis*.
- 3. Brian Winstanley with LAC guests Harry Jones and Jane.
- 4. Dave Roberts and Sonia.
- 5. Ladies Night organiser Chris Ross.
- 6. Dave Roberts, Ken Morrissey and Malcolm Ross.
- 7. Ruth Branigan and some guy.
- 8. John Feeney and Frances.
- 9. Graham Jubb and Frances.
- 10. John White-side and Trish have a winning way with raffles.
- 11. Lawrie Court and Pam.
- 12. Barry Pickles and Doreen.
- 13. Fred Hall and Elaine. (They're all Fred's pix!)



6



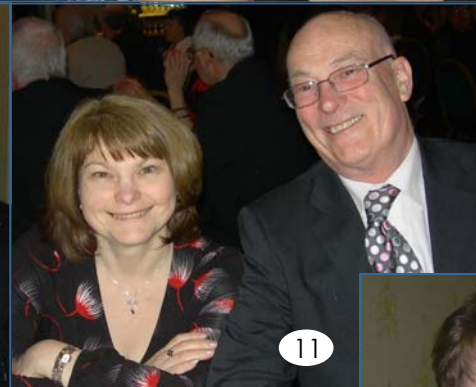
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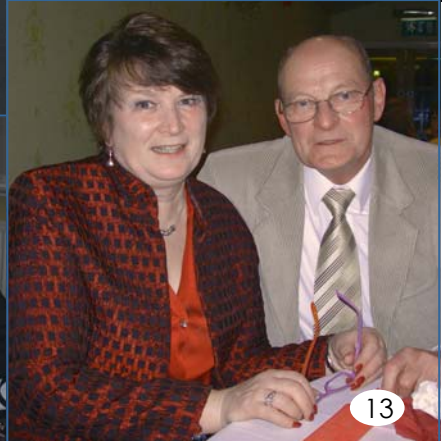
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12



9



This and that...

And it's not yet April 1st!

Recipe: take a Long-EZ airframe; the engine out of a Pontiac Grand Am car; some really good earplugs...

Thanks to Budd Davisson's "Flight Journal" magazine (www.flightjournal.com), we read of the first ever flight on 31st January '08 at California's 'Mojave Air and Space Port' of a pulse-detonation engined (PDE) plane. The brief hop, comprising a 10 second cruise at 100' altitude after a rocket-assisted takeoff, showed not only that a PDE could power an aircraft but that "the Mach 5.0 pressure waves exiting the detonation tubes wouldn't destroy" the plane's composite structure!

The work of AFRL (the USAF Research Laboratory) and sub-contractors, the propulsion system employed the pressure waves of a detonated air-fuel mix to generate thrust some 200 lbs of thrust. The propane-fuelled power unit was based upon a '90s General Motors 'Quad 4' DHOC car engine with the pistons replaced by detonation tubes and operating (there being no compression stroke) as a *three-stroke*. It was reported that the secret lies in the phenomenon of "deflagration-to detonation transition" (DDT) in which the subsonic combustion wave accelerates into a supersonic detonation pulse lasting a millisecond.

We are promised that research for military and commercial applications will continue but further flights of the PDE Long-EZ are not planned... which seems a pity now that Richard "Jet" Grindley has shown us how to clear the birds from Barton. Maybe it's time for the club's brainboxes to start tinkering? Phil Hansson used to own a Pontiac, we recall. Perhaps, in the interests of science, he would volunteer his Chevy's engine?

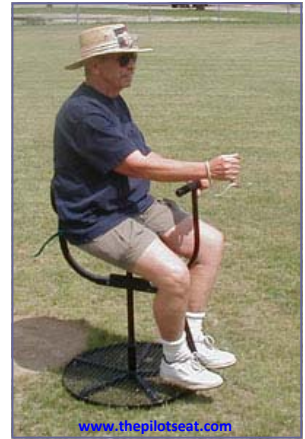


That's Richard Grindley's playing about to singe photographer Fred Hall's tootsies. Brian Winstanley thinks Fred should exit the circle—and quickly. (No chance of an uninterrupted snooze for those deserving helicopters when our kamikaze gang are around).

Derek Heaton's latest project

Derek is sounding out, no doubt with fellow VTR pilots very much in mind, interest in a British three-up version of this commercial CL seat advertised in (where else but) the USA (www.thepilotseat.com/80). Readers' ideas and technical input are requested, especially with regard to overtaking protocol and pit stops.

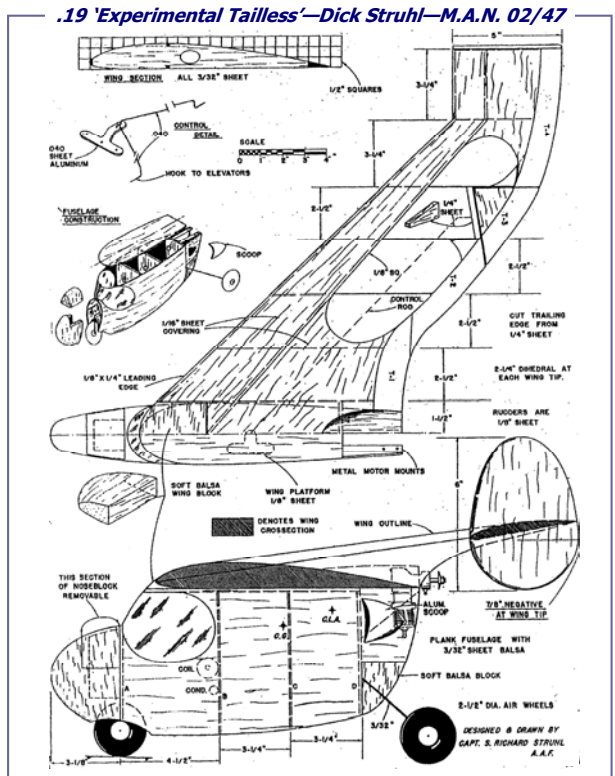
We feel that an obvious initial criticism must be that the example pictured appears to be far too comfortable... you just know that with our ageing membership sooner or later someone would be bound to nod off in mid-flight.

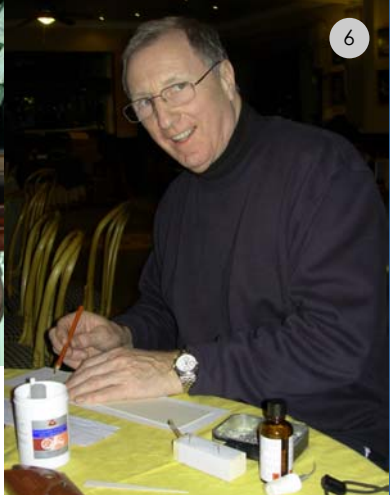


Meanwhile, an initial experiment is being considered at Barton in which three "senior" pilots will be seated in individual wheelchairs to see how well they cope. Volunteers, please?

And why should it not?

Speaking at a meeting in Chicago of the American Association for the Advancement of Science, a psychologist at Princeton University (New Jersey) observed that researchers had used brain scans to show that, when men looked at pictures of women in bikinis, it activated areas of the brain (the premotor cortex) that normally light up in anticipation of using tools such as spanners and screwdrivers. The report did not record whether the reverse was also found to be true.





FEBRUARY CLUB MEETING

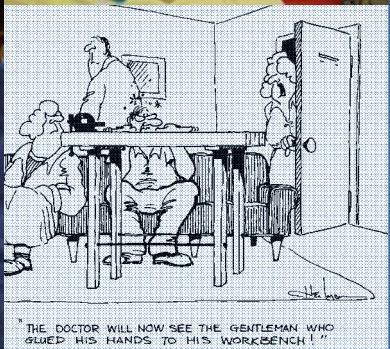
CLUBROOM CHUCK GLIDER COMP

Pos	Name	Model	1st Rd	2nd Rd	3rd Rd
1.	David Sewell	Maverick	4.55	5.66	1.84
2.	John Prothero	Cuthbert 1	2.55	2.53	4.49
=	John Prothero	Cuthbert 2	2.40	3.20	4.09
3.	John Bradley	Batty	3.62	3.43	2.64
4.	John Daly	Proper Chuckie	3.29	2.34	3.49
5.	John Whiteside	K F Spirit	2.77	3.31	3.15
6.	Ryan Compton	Proper Chuckie	3.02	1.86	1.70
=	Peter Branigan	Chuckles	1.15	1.21	3.02
7.	Martin Daglish	Lead Balloon	2.19	2.55	3.01
8.	Rich'd Grindley	Fling	2.91	2.20	1.84
9.	Tony Eiff'l'nder	Haemorrhoid	1.77	2.40	2.74
10.	Brian Winst'n'ly	Big Eggo	2.57	2.33	2.13
11.	Alex Feeney	Chucky 1	2.26	1.98	2.53
12.	Ken Morrissey	Jumbo	1.40	2.31	1.60
13.	John Daly	Daktyl	2.29	1.95	1.73
14.	John Feeney	Chucky 2	2.27	2.10	2.24
15.	Trish Whiteside	Pink Lady	2.28	1.96	1.91
16.	Graham Jubb	Last Chance	1.66	2.22	2.23
17.	David Horsfall	Cheap & Quick	2.01	2.15	2.06
18.	Ken Fleming	Dead Stik	1.77	2.08	1.86
=	Ryan Compton	Proper Chuckie	1.93	1.52	2.08
19.	John Gough	Going Down	2.07	1.97	1.74
20.	Derek Heaton	Timeless	1.88	1.94	1.74
21.	John Walton	The Plank	1.45	1.92	0.95
22.	Chris Eiff'l'nder	Charlatan	1.70	1.61	1.54

Photo captions (from top right)

1. Young Ryan Compton has excellent mentor in John Daly.
2. The clear winner with two highest times, Len Morrall congratulates Dave Sewell, holding 'Maverick'. Repeat of last year.
3. John Prothero has been putting in some thought to place 2nd with 'Cuthbert'. 4. Keen juniors Ryan Compton and Alex Feeney [R] are praised by Len.
5. Richard Grindley is optimistic about as yet wingless 'Fling' thing. 6. A cunning glance from Ken Morrissey - obviously up to something! 7. Tony Eifflander calls this model a pain in the backside. It's said that Chris has been busy building and testing ever since. 8. Rare sighting of a Barton club jersey—Brian Winstanley models.
9. What me? John Winstanley denies smuggling in carbon fibre. Trish and Pat Winstanley pretend not to know. 10. Dark horse John Bradley came 3rd with efficient 'Batty', featuring a novel Wolf Hirth wing planform.

[Bottom right: Appropriate cartoon from 'Model Aviation' 3/83]



"THE DOCTOR WILL NOW SEE THE GENTLEMAN WHO GLUED HIS HANDS TO HIS WORKBENCH!"

Barton Calendar 2009

Month	Date	Event	Contact
March	1 st 8 th 15 th 22 nd 29 th		
April	5 th 12 th 19 th 26 th	Barton Racing (Classic 15 and Barton B) * Brit. Goodyear "A" Rat, Texas Quicky Rat ,Mini G'year	J. Broadhead 01524251592 M Worgan 01684295655
May	3 rd 10 th 16 th - 17 th 24 th 31 st	*Vintage Team Race A,B 1/2A Barton Bash	D. Finch 01746 716459 M. Ross 01925766610
June	7 th 14 th 21 st 28 th	* Festival of Flight at Barkston Open Fun Fly (No competition - just come and fly) BMFA Centralised F2A, F2B/Class 2	Jo Halman 01582424398 M. Ross 01925766610 Jo Halman 01582424398
July	5 th 12 th 19 th 26 th	British Goodyear, Open Goodyear and F2Cn * "A" Rat and Texas Quicky Rat plus Mini Goodyear European Championships start	M. Worgan 01684295655 M. Worgan 01684295655
Aug	2 nd 9 th 11 th (Tues) 16 th 23 rd 29 th - 31 st	European Championships end. British Goodyear, Open Goodyear and F2Cn Light Aircraft Association B'beque and Fun fly (6pm) BMFA Centralised F2C and F2B/Class 2 BMFA Nationals at Barkston	M. Worgan 01684295655 B. Winstanley Jo Halman 01582424398 Jo Halman 01582424398
Sept	5 th - 6 th 13 th 19 th - 20 th 27 th	Portugal Barton F2 Weekend (All F2 incorp. Barton Cup F2B)	M. Ross 01925766610
Oct	4 th 11 th 18 th 25 th	* Vintage Team Race A,B 1/2A Wharfedale 1000 lap at Dishforth BMFA Centralised F2a British Goodyear 1000 Lap Marathon	D. Finch 01746 716459 Barry Pickles Jo Halman 01582424398 M. Worgan 01684295655
Nov	1 st 8 th 15 th 22 nd 29 th	"A" Rat, Texas Quicky Rat and Oliver Rat, Mini G'year Barton Racing (Classic 15 and Barton B)	M. Worgan 01684295655 J. Broadhead 01524251592
Dec	6 th 13 th 20 th 27 th	Cold Turkey	M. Ross 01925766610

* Denotes presence of a BMFA event that is not at Barton. [Wharfedale 1000 lap shown](#)

Please note that there is every chance of changes/additions to this calendar. If in doubt the latest version will always be on the website and there is a contact phone number.