

MAY 09

News from
Barton MFC
Lancashire Aero Club
Model Aero Engineers

Circle Talk

Free to members

Vol 10 Issue 5

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What's coming up next at BARTON?

MAY

16-17th - Barton BASH

Events as advertised

24th - BMFA Central'd

F2C/F2C-N

JUNE

12th - BMFC Evening

Meet on the airfield and fly

14th - Barton Fun-Fly

No comps—just come and fly!

21st - BMFA Central'd

F2A/F2B/Class 2 Stunt

JULY

5th - Barton Racing

BGY/OGY/F2C-N

10th - BMFC Evening

Meet on the airfield and fly

19th - Barton Racing

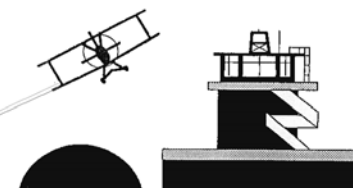
A Rat/Texas Quicky Rat/MGY

Especially good to see Mike Crossman [R] mobile again and enjoying the Barton sunshine to CD the racing on 26th April.

Today's technology gave Barton another first when Dave Holmes [L] posted the action on to the Forum as it occurred, heat by heat. He found it "labour intensive" but few other problems worth mentioning.

I find most difficulties arise only when I try to do things better...

From the sayings of
C.L. Wrinkly



Club News

MONTHLY CLUB NIGHTS

Now that “summer” approaches (and until further notice), monthly club meetings will be held on the Barton flying field, hail, rain or snow—well, okay, it is the *British* summer!—on the second Friday of the month. Of course, there’s nothing to stop you turning up to fly *every* Friday...

THE 2009 BASH LATEST

The club are acquiring two easily erected, lightweight gazebos in time for the BASH weekend. One will provide shelter (from the rain?) for those manning the gate—don’t all rush to volunteer—and the other will provide shelter (from the sun?) for organisers on the combat field. (Incidentally, it’s not too late to root out that old Oliver combat model and some 52’ lines to join in the weekend’s Oliver and Vintage Combat comps).

Although the club has also acquired a new picnic table, there are no plans for an organised barbecue on the Saturday evening of the BASH.

EXIT DUSTBINS

Take note that, after the BASH weekend, *there will no longer be any dustbins provided on the Barton site.* This is a result of what can best be described as inconsiderate use of that facility by members (and visiting flyers) and which includes, as often as not, depositing garbage directly into the bins (often *on top of* the provided liner) rather than *into* the liners.

When you are aware of what is regularly dumped directly into the bins, including food waste and “doggie poo bags” (and those not always properly sealed), it is hardly surprising that Brian Winstanley, who has been acting as the club’s refuse disposal man, has “had enough”. Accordingly—and unless and until another refuse disposal volunteer comes forward—members are *instructed* to henceforth take their rubbish home with them. “*You bring it, you remove it!*” is the motto.

JUNE “OPEN FUN FLY”

Following the lead of Dave Roberts’ successful fly-for-fun day at Barton last year, the club has arranged another members’ “open fun fly” day for **Sunday, 14th June**—no comps, just come and have an enjoyable day’s flying! Yes, that’s all sorts of CL flying... “*just for the fun of it!*” Please note, however, that although a club barbecue has been mooted in some quarters, this has not been confirmed— so keep your ears open!

NEW CLUB LOGO

The club is in need of a logo or sticker design and suggestions for a suitable one are required to be submitted to any committee member by the end of June. There may be some of you who will regard this as déjà vu – however, we understand that this time the committee will concoct one if there are no ideas forthcoming! (A waterslide transfer is the initial desire).

SALFORD YOUTH ‘TASTER DAY’

Not shown on the Barton Calendar [*back page*], the club will be hosting another ‘Taster Day’ on **Thursday, 14th August**, for Salford youngsters to give them an experience of flying control line. This follows on from last year’s successful experiment conducted in conjunction with The City of Salford, who considered that initial event such a success that they have asked for redoubled efforts!

This year the flying training will be broadened to include the supervising adults who accompany the lads (and lasses). Adding instructional variety by including chuck glider flying is also being considered.

Separate enquiries have since been received from a local school to be included in a similar programme.

SEPTEMBER F2 WEEKEND

The planning for this Barton weekend of F2 competition (to include the annual *Barton Cup* contest for F2B) is well underway and this is another event for which members’ help will be required.

Make a note now of the date, **19-20th September**. What at one time appeared might be a potential clash with the annual “Wings of Portugal” Tournament in Evora has been fortuitously resolved by the rearrangement of the latter to an earlier date (5-6th September).

In lieu of the cups presented to winners last year, club member Barry Pickles has generously sponsored the award of an array of winner’s medals.

Novo News

NORTH EAST COMMENT *from Mike Crossman*

You’ll just have to wait a bit longer... It is with deep regret that I must report that (contrary to widespread predictions) I did not die after all! This also means that ‘*Novo News*’, coming to you from the bonny North East, may continue to appear (if spasmodically) for some little time yet.

Three times so far this year we have travelled afield for F2C competitions and last weekend’s windy débacle at Dishforth had no flying whatsoever. At least those who braved a trip to Barton did see a couple of VTR races...

Fortyniner! Talking of Dishforth, 2009 will see the 49th running of the 1,000 lap Class B team race marathon. This year, a few north east modellers are getting quite serious about building for and flying in the 49th (and 50th) events. Perhaps we can encourage some Barton members, who don’t traditionally enter this marathon, to build and support what is a fantastic event?

Looking forward like everyone else to the upcoming BASH (although not sure yet of the north east participation in this) and definitely also to the stand-by date the following weekend with more F2C—keep that sun shining! **MC**

BARTON RACING

Barton 'B' and 'Classic 15' - 5th April

Bernie Langworth reports:

A bright sunny day with the lightest of breeze welcomed a large and good-natured entry to the first comp of 2009.

The competitors are now well used to practising in the one circle and getting organised with the minimum of fuss, so that everyone gets a fair chance to check their settings. Racing started on time with Dave Walker, acting as jury, only needing to issue a few warnings, the flying standard being very high. This perhaps was because of the no-pressure, "fun" element of these comps.

Barton 'Classic 15'

The times were very close, with only eleven seconds between the top four. The fastest model could have been Nixon/Ridley's Oliver-powered model but too many cobwebs prevented them recording a time.

The final was a super race with Langworth/Broadhead just having the edge due to excellent range, until Toogood/Ward snagged their down line causing a crash. Heaton/Morrissey took advantage to finish one lap ahead of Toogood/Ward.

Barton 'B'

This was also fast and furious with only eleven seconds separating the top four. It was clear that Heaton/Morrissey and Toogood/Ward have a tad more speed than most, so the rest had to battle to see who would join them in the final. **BL**

Speeding beauty! 'Classic 15'
Finalist of Toogood/Ward



Barton 'Classic 15'

| Team | Rd 1 | Rd 2 | Rd 3 |
|-----------------------|-------------|-------------|-------------|
| Heaton/Morrissey | 4.53 | 4.54 | 4.39 |
| Toogood/Ward | 4.42 | 5.05 | 4.41 |
| Langworth/Broadhead | 4.35 | - | - |
| Fitzgerald/Cuthbert | 5.23 | 4.53 | 4.46 |
| Catlow/Finch/Jephcott | 6.13 | 5.39 | 76 Laps |
| Ross/Miller | 65 Laps | 6.06 | 49 Laps |
| Eyre/Walker | 5.57 | Disq | - |
| Cannon/Cannon | 7.57 | 26 Laps | - |
| Nixon/Ridley | 49 Laps | 29 Laps | - |

| Pos | Team | Final |
|-----|---------------------|----------|
| 1. | Heaton/Morrissey | 9.52 |
| 2. | Toogood/Ward | 9.55 |
| 3. | Langworth/Broadhead | 160 Laps |

Barton 'B'

| Team | Rd 1 | Rd 2 | Rd 3 |
|--------------------------|---------------|---------------|---------------|
| Toogood/Ward | 3.25.5 | 3.29.7 | 3.13.7 |
| Heaton/Morrissey/Fleming | 3.14.4 | 3.22.0 | - |
| Langworth/Broadhead | 3.31.4 | 3.45.2 | 3.23.0 |
| Catlow//Jephcott/Finch | 3.30.0 | 3.24.0 | - |
| Ross/Court/Millar | 41 Laps | 3.27.0 | 41 Laps |
| Fitzgerald/Cuthbert | 3.40.0 | 38 Laps | 3.30.0 |
| Eyre/Winstanley/Roberts | 3 Laps | 53 Laps | - |

| Pos | Team | Final |
|-----|---------------------|--------|
| 1. | Toogood/Ward | 6.49.3 |
| 2. | Heaton/Morrissey | 6.50.8 |
| 3. | Langworth/Broadhead | 7.19.0 |

Contest Director: John Broadhead

Weather: 12°C; wind S, 2-7 kts; sunny, dry; 75% cloud



[Above left] Two Kens, Fleming and Morrissey, with Lawrie Court in the Barton B pits.

[Left] Morrissey and Fleming jump to it in Barton B Final.

[Below left] John Cuthbert catches 'Classic 15' model that just missed final.

[Below right] John, with Tony Walsher, was a little less successful in 'Barton B'.

[Left] John Broadhead fields 'Barton B' with waiting battery man Stuart Oddy.

[Below right] Dennis Ward about to grab winning 'Barton B' just as Langworth/Broadhead racer wheels by in Final.

[Above, left & right] Malcolm Ross explains to Brian Winstanley and Chris Roberts the importance of air space around glow plug and illustrates with his own model. Battery man Chris had queried blown plugs.

AEROMODELLING IMPORTS

Some words of advice ... by John Bradley

Some considerable time ago, when the pound in your pocket would buy upward of two American dollars, the Editor asked me to write a few words about importing aeromodelling equipment from abroad. As background, I returned to the hobby about five years ago after a break of over forty years. Restarting with practically nothing, I had to find sources for those coveted items which are not generally available in shops, at least in the UK, and which many of you will have collected over a long period of time.

Apart from the UK, the main country of origin for most of the stuff I have acquired is the USA and that will be the case for most personal importers of CL goods, together with, of course, China (CS engines), Australia (Rothwell engines and Taipan props) and Alberto Parra in Grand Canaria (various control line products). However, whilst nominally part of Spain, for customs purposes the Canary Islands are considered to be outside the EEC, so don't think that you can import from there "for free"!

At the time of writing [27th April—Ed] the pound would buy about 1.46 American dollars and I quote a few items below so that you can work out for yourself whether or not it is worth running the gauntlet of HM Customs and Excise.

Just Engines list an OS A3 plug at £5.13, an APC 7"x5" prop at £1.94 and a Topflite prop balancer at £24.99. The prices for the same products from the US *Omnimodels* are \$5.49, \$1.69 and \$17.99. Moving to models, *Ripmax* lists the recommended prices for the Topflite ARTF Flitestreak, Nobler and Score at £59.99, £99.99 and £139.99, whereas the *Omnimodels'* prices are \$59.99, \$99.98 and \$109.98 respectively. Thus, even with the much reduced value of the pound, goods are still considerably cheaper in the USA than in the UK, though by how much can vary considerably. The obstacle is that intervening stretch of water known as the Atlantic Ocean... and the boys and girls in blue waiting at this side.

I don't for one minute profess to be an expert in these matters, but my understanding of the situation re taxes is that three types may be chargeable on import: being Excise Duty (which we can ignore because it only applies to booze, fags, etc), Import Duty, which for our purposes may be charged on hardware like engines but is not applied to models, and VAT, that can be charged on anything.

Goods imported by mail become liable to be taxed if the value including the postage is over £18 - or £36 for a "gift". I think the rate of Import Duty, where applicable, is 10%, but it will not be charged if the amount *due* is less than £10 (i.e. when the value of the goods is less than £100). VAT is charged at 15% (current rate but was and will again become 17.5%) on anything. On top of the tax itself, the carrier will make a charge for collecting the tax - if charged, usually £8 to £11.

Whilst the limit is set at £18 before taxes become payable, Customs do in my experience apply a degree of leeway and when I first started to import stuff I would not have expected to be charged when the value was less than £50. However, things appear to be somewhat tighter now and you can expect to be charged on a package of value upward of about £30.

The way round all this, if you travel to the USA from time to time, is to buy goods in a shop over there or have them delivered to a friend's address by *Omnimodels* or *Tower Hobbies*, and bring them back to the UK as part of your Duty Free Allowance, which I understand is now in the region of £300. The added advantage of so doing, certainly in the case of *Omnimodels*, is that delivery is free to USA addresses on all orders over \$100. (*Omnimodels* also offer an unusual lump sum rolling discount for repeat orders that applies over a three-month cycle before returning to scratch i.e. month one - \$10 off \$100+ orders; month two - \$15 off \$150+ orders; month three - \$20 off \$200+ orders).

The only problem I encountered when ordering/paying from the UK was the need to be an established customer before they would deliver to an American address; this is easily overcome by placing a small internet order and having it delivered to your home. (Orders to USA addresses must be placed by telephone as their 'puter can't cope with a UK credit card order going to an American address).

When ordering for delivery by mail, take care to find out, if possible, what delivery will cost. My worst experience was the recent purchase of ten cockpit canopies direct from *Sig*. The value of the goods was about \$30 (say £20), and I guessed at about \$10 for postage, making a total of about £27, and so thought it should be OK. *Sig* wrapped the canopies in a parcel the size of a football and charged \$34 for post and packing, to which Customs duly applied over £6 in VAT and UPS added a further £11 for collecting it. That worked out at about £60 for ten canopies... sometimes you wonder whether it's worth it! **JB** [Just ask your wife?—Ed]

More BARTON RACING

Goodyear & Rat Race - 26th April

Contest Director: Mike Crossman

British Goodyear

ROUND ONE

| Heat | Pilot | Pitman | Time for 100 Laps |
|------|------------|------------|----------------------|
| 1 | Eifflander | Eifflander | 5.41 ¹ |
| 1 | Eyre | Bellamy | 4.44 |
| 1 | Fitzgerald | North | 4.59 |
| 2 | Daglish | Worgan | 4.51 |
| 2 | Ross | Court | 4.44 |
| 2 | Eyre | Winstanley | 7.53 |
| 3 | Holmes | Hutchison | 4.47 |
| 3 | Campbell | Russell | 9.40 |
| 4 | Ross | Bradley | 5.41 |
| 4 | Cannon | Cannon | 60 Laps ² |

ROUND TWO

| | | | |
|---|------------|------------|-------------------|
| 1 | Fitzgerald | North | 6.10 |
| 1 | Ross | Bradley | 85 Laps |
| 1 | Holmes | Hutchison | 4.44 |
| 2 | Daglish | Worgan | 4.26 |
| 2 | Campbell | Russell | — ³ |
| 2 | Eyre | Winstanley | Disq |
| 3 | Eyre | Bellamy | Retd ⁴ |
| 3 | Cannon | Cannon | 4.48 |
| 4 | Ross | Court | 4.44 |
| 4 | Eifflander | Eifflander | 4.18 |
| 4 | Campbell | Russell | 5.57 |

FINAL

| Pos | Pilot | Pitman | Time for 200 Laps |
|-----|------------|------------|-------------------|
| 1 | Eifflander | Eifflander | ? |
| 2 | Daglish | Worgan | ? |
| 3 | Ross | Court | ? |

NOTES: 1. Broke propeller at start; 2. Broken spraybar; 3. Awarded reflight; 4. Fuselage broken.

Weather: 13°C; wind S, 4-8 kts; RH 60%; dry; sunny intervals; 60% cloud

Mini Goodyear

ROUND ONE

| Heat | Pilot | Pitman | Time for 100 Laps |
|------|------------|------------|-------------------|
| 1 | Eifflander | Eifflander | 4.26 |
| 1 | Holmes | Hutchison | 4.10 |
| 2 | Ross | Bradley | 7.34 |
| 2 | Cannon | Cannon | 6.32 |

FINAL

| Pos | Pilot | Pitman | Time for 200 Laps |
|-----|------------|------------|-------------------|
| 1 | Eifflander | Eifflander | 8.28 |
| 2 | Holmes | Hutchison | 9.09 |
| 3 | Cannon | Cannon | 12.21 |

'A' Rat Race

ROUND ONE

| Heat | Pilot | Pitman | Time for 70 Laps |
|------|---------|---------------|----------------------|
| 1 | Daglish | Worgan | 5.57.0 |
| 1 | Walton | Pickles | 6.45.1 |
| 2 | Cannon | Cannon | 18 Laps ⁵ |
| 2 | Ross | Court/Bradley | 8.18.4 |

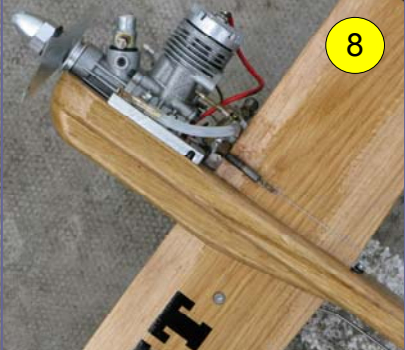
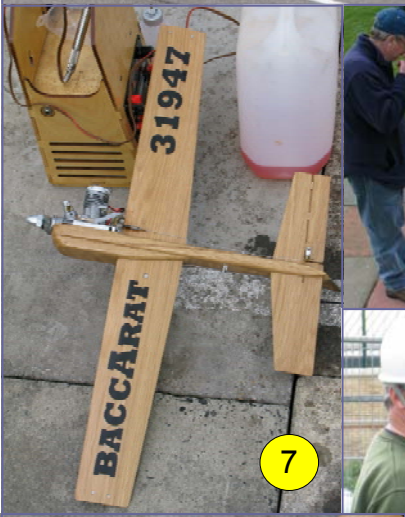
ROUND TWO

| Heat | Pilot | Pitman | Time for 70 Laps |
|------|---------|---------------|----------------------|
| 1 | Ross | Court/Bradley | 89 Laps ⁵ |
| 1 | Walton | Pickles | 6.06.25 |
| 2 | Cannon | Cannon | 84 Laps ⁶ |
| 2 | Daglish | Worgan | Disq ⁵ |

FINAL

| Pos | Pilot | Pitman | Time for 140 Laps |
|-----|---------|---------------|----------------------|
| 1 | Walton | Pickles | 120 Laps |
| 2 | Daglish | Worgan | Disq ⁷ |
| 3 | Ross | Court/Bradley | 46 Laps ⁸ |

NOTES: 5. Ran into circle; 6. Retired after 10 minutes; 7. Jettisoned undercarriage after 79 laps; 8. Jettisoned wheel after 46 laps.



This and that...

Payback time...

On a recent visit to the flying site in the hope of sampling more of Master Daghli's most excellent coffee, we happened upon a few tireless club members applying the finishing touches to the new 'en plein air' extension to Barton's exclusive "Ladies' Comfort Room". Clearly no expense was being spared and this long awaited taste of luxury will surely be welcomed by all our visiting ladies. A particularly thoughtful twist has been added by the "designer" planters and relaxing greenery.



'En plein air' and so no more fumbling with those pesky door locks. We have all mod cons at Barton.

RACING - 26th April—Cont'd from page 5

Texas Quicky Rat Race

FINAL⁹

| Pos | Pilot | Pitman | Time for 140 Laps |
|------------|--------------|------------------------|--------------------------|
| 1 | Ross | Court/Bradley | 7.41.9 |
| 2 | Eyre | Winstanley/ Roberts | 37 Laps ¹⁰ |
| 3 | Cannon | Cannon | Disq ¹¹ |

NOTES: 9. Five entries, two scratched—straight to Final;
10. Elevator fell off; 11. Ran into circle

PHOTO CAPTIONS (from opposite page)

1. 'A' Rat by **Martin Worgan**. **2.** White helmeted **Lawrie Court** and **John Bradley** get away in 'A' Rat but were plagued by vibration-sensitive shut-off. **3.** **Laura Worgan** presented prizes, here with **Lawrie Court**, **Malcolm Ross** and **John Bradley**. **4.** **Derek Cannon** wears MGY medal received from **Laura**. **5.** **Brian Winstanley's** two rat racers. **6.** Confab at the pits re **John Bradley's** Texas Quicky Rat and potent Enya. **7&8.** Not a bad motor either in **JB's** 'A' Rat. Like his winning TQR, carved from an oak floorboard, solid but heavy—boasted 'flawless' (haw!) construction. **9.** **Jim Hatch** volunteered to run MGY. (Derek Cannon checks time). **10.** **Laura W** with **John Walton** and **Barry Pickles**, who lasted longest for first spot in 'A' Rat. **11.** **Martin Worgan** signals it's pit stop time as his BGY approaches and... **12.** demonstrates ferocious starting flick with 'chicken stick' that could yet do him personal injury. **13.** 2nd in MGY, the two **Daves**, **Holmes** and **Hutchison**, with **Miss Worgan** again. **14.** **Peter Cannon** pits in 'A' Rat Race for Cannon/Cannon team.

THINKING OF ORGANISING AN EVENT AT BARTON?

Then read this!

All intending organisers of events on the Barton Circles **must** check the availability of suitable dates **beforehand** with **Jim Hatch**

Tel: 0125 470 8415

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

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BARTON CALENDAR

[Updated 08.05.09]

| 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 'Classic 15' and Barton 'B' * Brit. Goodyear, "A" Rat, Texas Quicky Rat, Mini Goodyear | J. Broadhead 01524 251592 M Worgan 01684 295655 |
| May | 3 rd 10 th 16 th - 17 th 24 th 31 st | *Vintage Team Race A,B and 1/2A Barton BASH - events as advertised BMFA Centralised F2C and F2C-N [ADDED EVENT] | D. Finch 01746 716459 M. Ross 01925 766610 Chris Barker 01420 543905 |
| June | 7 th 14 th 21 st 28 th | * 'Festival of Flight' (at RAF Barkston Heath) Open Fun Fly (No competition - just come and fly!) BMFA Centralised F2A and F2B/Class 2 | Jo Halman 01582 424398 M. Ross 01925 766610 Jo Halman 01582 424398 |
| July | 5 th 12 th 19 th 26 th | British Goodyear, Open Goodyear and F2C-N * 'A' Rat, Texas Quicky Rat and Mini Goodyear European Championships start | M. Worgan 01684 295655 M. Worgan 01684 295655 |
| Aug | 2 nd 9 th 11 th (Tues) 16 th 23 rd 29 th - 31 st | European Championships end. British Goodyear, Open Goodyear and F2C-N Light Aircraft Association BBQ and Fun fly (6pm) BMFA Centralised F2C and F2B/Class 2 BMFA Nationals (at RAF Barkston Heath) | M. Worgan 01684 295655 B. Winstanley 01254 52196 Jo Halman 01582 424398 Jo Halman 01582 424398 |
| Sept | 5 th - 6 th 13 th 19 th - 20 th 27 th | 'Wings of Portugal' Tournament, Evora, Portugal Barton F2 Weekend (All F2 incorp. Barton Cup F2B) | www.clportugal.com M. Ross 01925 766610 |
| Oct | 4 th 11 th 18 th 25 th | * Vintage Team Race A,B and 1/2A Wharfedale 1000 lap (at Dishforth) BMFA Centralised F2A British Goodyear 1000 Lap Marathon | D. Finch 01746 716459 Barry Pickles 0153 606307 Jo Halman 01582 424398 M. Worgan 01684 295655 |
| Nov | 1 st 8 th 15 th 22 nd 29 th | 'A' Rat, Texas Quicky Rat, Oliver Rat and Mini Goodyear Barton 'Classic 15' and Barton 'B' | M. Worgan 01684 295655 J. Broadhead 01524 251592 |
| Dec | 6 th 13 th 20 th 27 th | Barton 'Cold Turkey' Day | M. Ross 01925 766610 |

* Denotes a BMFA event elsewhere on the same day (not at Barton).

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.