

SUMMER

News from
Barton MFC
Lancashire Aero Club
Model Aero Engineers

Circle Talk

Free to members

Vol 11 Issue 1

www.controlline.org.uk



**YIPPEE!
SUMMER HAS
ARRIVED...**

**THREE NATIONAL
RECORDS BROKEN
AT BARTON THIS
SUMMER—ONE IN
SPEED AND TWO
IN TEAM RACE!**

What's coming up next at BARTON?

OCT

4th - Barton Racing

VTR 1/2A/A/B

9th - Club Evening

At The Brown Cow

18th - BMFA Central'd

F2A Speed

25th - Barton Racing

BGY 1,000 Lap Marathon

NOV

1st - Barton Racing

A Rat/TQ Rat/Oliver Rat/MGY

13th - Club AGM

8pm at The Brown Cow

8th - Barton Racing

Barton B/Classic 15

DEC

11th - Club Evening

At The Brown Cow

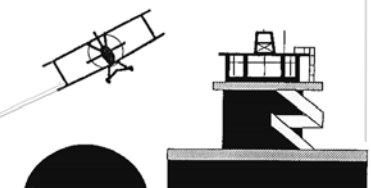
27th - Barton Racing

'Cold Turkey' Meeting

*Too often I find that
trying harder is just
another step on the
path to ultimate
failure...*

*From the sayings of
C.L. Wrinkly*

*BASH 2009. The English Summer
had arrived at last—just in time!—
and Barton site manager Ian Taylor
couldn't resist a huge smile of relief.*



Club News

MONTHLY CLUB NIGHTS

Winter Club Nights will resume at "The Brown Cow Hotel" (319 Worsley Road, Eccles M30 8BW) on **Friday, October 9th**. Monthly meetings will then continue to be held there on the second Friday of each calendar month until and including April 9th, 2010.

Circle Talk understands that, unlike previous years, no pre-arranged talks, demonstrations or similar events have been booked for the time being and sessions will be 'ad lib' from about 7.30 pm.

DATE OF 2009 AGM FIXED

The Annual General Meeting of Barton MFC will be held on Friday 13th November, commencing at 8.00 pm sharp. All members are urged to attend.

The venue will again be "The Brown Cow Hotel" and a formal notice will be distributed to members within the next month. This will include details of retiring officers as well as a sketch map for those unfamiliar with the location. Members are reminded that club subscriptions for 2010 become due at the AGM and for BMFA at the year end.

NEW P.R.O. FOR CLUB

Due to other commitments, *John Whiteside*, who has been a longstanding servant of the club in several roles, has felt obliged to stand down as Public Relations Officer for Barton MFC. *John Kergon* [Tel: 01257 423577; E-mail: johnkergon2@sky.com] has agreed to step into the hot seat with immediate effect. Our thanks to both for giving of their time.

PERSONAL IMPORTS—A CLARIFICATION

Circle Talk recently published some excellent advice by club Safety Officer *John Bradley* under the heading 'Aeromodelling Imports'. This was written at **Circle Talk's** request and with a view to illustrating some of the arcane problems to be encountered that offset the "apparent cost advantages" when purchasing from abroad those hard-to-get items that are not always available via your friendly local model shop. (Visitors to the Barton Forum web site will be aware that this is a not infrequent point of enquiry and discussion).

Unfortunately, it would appear that these innocent intentions may have been misunderstood in some quarters and Chairman *Lawrence Court* would like to make it clear that it is the official policy of Barton MFC (and upheld by **Circle Talk**) that members should support their local model shop in the first instance and whenever possible.

Barton Racing

9th August 2009 at Barton

British & Open Goodyear and F2C-N

Contest Director Mike Crossman reports:

A fine sunny day, a good turnout (especially so close to the Nats and with a few regulars on holiday) and a new F2C-N record for *John Cuthbert* and *Dave Holmes*, trimming *Mike North* and *Chris Barker's* record to 3.54.8. Mike, who was spectating in the absence of pilot Chris and witnessed the demolition of their old record time, was gracious in the transfer of title and his comments suggested a very interesting Nats battle to follow.

Meanwhile, well done the new holders! They could have been even quicker as it was interesting to observe the record broken *in spite of* a 1½ lap glide at one pit stop! *John Cuthbert* (ex-FF) uses his expertise in construction to produce a pretty model with a higher aspect ratio than the norm—and which also appears to be easier to catch. His team-mate *Collidge* is also a free flighter—how many others will John entice along, we wonder?

The good turnout attracted **six** teams for *BGY*, **five** for *OGY* and **eight** for *F2C-N*. It is nice to see the *OGY* entries creeping up—long may they continue to do so—with the battle now between the '21' PAWs on suction and the occasional Nelson on pressure. **MC**

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

Pos Team	Heat 1	Heat 2	Final
1. Ross/Court	4.35.6	5.00.8	9.29.8
2. Eifflaender/Eifflaender	4.50.6	4.39.6	163 Laps
3. Walton/Walton	5.12.9	4.51.2	123 Laps
4. Meager/Bellamy	4.51.3	4.56.5	
5. Cannon/Cannon	38 Laps	4.51.8	
6. Roberts/Bradley	7.26.7	Disq	

Open Goodyear Results (Heats 100 Laps, Final 200 Laps)

Pos Team	Heat 1	Heat 2	Final
1. Langworth/T.Eifflaender	4.08.9	4.44.1	8.25.7
2. Ross/Court	4.14.4	5.08.8	9.11.3
3. Cannon/Cannon	5.58.5	4.53.9	10.15.9
4. Holmes/Cuthbert	5.10.0	—	
5. Meager/Hutchison	58 Laps	69 Laps	

F2C-Nationale Results (Heats 100 Laps, Final 200 Laps)

Pos Team	Heat 1	Heat 2	Final
1. Holmes/Cuthbert	4.06.3	3.54.8	8.05.2
2. Eifflaender/Eifflaender	4.24.2	4.11.2	8.57.2
3. Walton/Walton	4.14.5	56 Laps	9.32.6
4. Collidge/Cuthbert	5.07.6	4.26.2	
5. Ross/Court	4.26.6	4.36.6	
6. Langworth/Hutchison	4.41.5	Disq	
7. Cannon/Cannon	70 Laps	5.21.2	
8. Meager/Bellamy	—	5.32.0	

BMFA Centralised Competition

16th August 2009 at Barton

[Weather: 15° C, wind W 12 mph, relative humidity 75%, 90% cloud, dry, some sunny intervals]

F2C TEAM RACING

Contest Director Mike Crossman reports:

The wind was medium to blustery and the temperatures were cool for most of the day, but the five teams who attended for F2C did have, I hope, a good day's racing.

With only two weeks until the Nationals, I suppose there was a case for both preserving one's model at all costs and, on the other hand, for the experienced crews to come out for more testing and practice. Due to the appalling summer, most teams had only had 3 or 4 recorded-time sessions and two more of those were available from Piennes, so everyone present wanted to *race* and not necessarily chase times.

The day's flying underlined that those with years of experience behind them, and with a good, well-sorted model, are best equipped to achieve consistent results. Nevertheless, when the prospect of doing another 200 laps in a Final came along, it found Bernie Langworth still recovering in his oxygen tent and so the slot was passed over to a grateful Mike Fitzgerald and John Cuthbert.

Our thanks must go to the usual band of helpers, while acknowledging the 'new' faces (now reappearing ever more frequently!). **MC**

F2C Team Race Results (Five entries)

Team	Heat 1	Heat 2	Heat 3	Heat 4
Fitzgerald/Cuthbert	5.11.3	5.08.3	DQ	3.48.4
Barker/North	83 Laps	46 Laps	4.08.3	4.07.0
C.Eifflaender/Broadhead	3.25.8	3.34.7	3.35.7	95 Laps
Holmes/Robson	4.18.8	4.43.9	3.41.9	3.46.8
T.Eifflaender/Langworth	3.51.7	3.50.1	3.43.6	3.51.6

Pos	Team	Final (200 Laps)	For F2B Stunt BMFA Centralised results on this day see page 6
1.	C.Eifflaender/Broadhead	7.29.6	
2.	Fitzgerald/Cuthbert	8.08.5	
3.	Holmes/Robson	143 Laps	



PITMEN (from top right)
Tony Eifflaender misses a catch but still finds the funny side.

John Cuthbert gets away smoothly.

Clean start (under close KGB surveillance) from **Dave Robson**.

Mike North, displaying stylish footwork, timed by Sharon North of 'The Pink Ladies' team.

John Broadhead shows how yet again.

PILOTS (left)

Dave Holmes, Chris Eifflaender and Mike Fitzgerald in action.



Barton Racing

5th July 2009 at Barton

[Weather: 17° C, wind S 7 mph, relative humidity 72%, 90% cloud, occasional rain showers, sunny intervals]

Mike Crossman reports:

A great day's racing was had by all the competitors in warm and occasionally wet conditions (and with a good turnout considering that five British teams were in Piennes, France, for the World Cup event).

Contest Director was Martin Worgan, this being a day when he found himself without a pilot. When judging was needed he was assisted by Len Morrall and myself. Thanks must go once again to Tony Eifflaender for providing prizes and also to those Barton members whose time to set-up and put away is seldom acknowledged!

British Goodyear

With six entries, two rounds each of two heats produced some close racing and a matching of *Holmes/Hutchison*, *Cannon/Cannon* and *Walton/Eifflaender* for the Final. This latter introduced some mayhem, with the *Cannon Bros* retiring after 43 laps when the tail-plane met the fuselage at a pit stop [more glue, Derek?] and *Walton/Eifflaender* retiring at 119 laps after Tony's shut-off fell apart, leaving a very quick *Holmes/Hutchison* to record a good win in 9.34.7

British Goodyear Heat Times (Six entries)

Team	Heat 1	Heat 2
Holmes/Hutchison	4.38.9	4.53.0
Cannon/Cannon	4.49.0	4.57.1
Walton/Eifflaender	6.25.0	4.49.6
Eyre/Bellamy	4.52.4	4.55.1
Eyre/Winstanley	6.09.5	5.29.0
Campbell/Russell	Retd	DNF

F2C-N

Five entries in this class provided more good, close racing—with some teams still 'learning the game'. Some interesting racing resulted in a Final comprising *Holmes/Cuthbert* (John Cuthbert's new model and Nelson sounding very crisp), *Eyre/Bellamy* and *Walton/Walton*. All three teams were quickly off, with similar airspeed, but the disasters began at the first pit stop, the *Waltons'* model going very off song. A broken tank was diagnosed and they retired having completed just 24 laps. The *Eyre/Bellamy* team tried their hardest to keep up with the very well set-up *Holmes/Cuthbert* model but, sadly, after 138 laps they ran into the circle—too far to recover. This enabled the *Holmes/Cuthbert* team to record a very quick 8.02.5 to win, which was very close to the UK

200 lap record held by *Barker/North* (and thus making it the second Novocastrian win of the day!).

F2C-N Heat Times (Five entries)

Team	Heat 1	Heat 2
Holmes/Cuthbert	4.07.6	4.12.2
Eyre/Bellamy	4.34.6	4.10.1
Walton/Walton	4.26.0	4.37.0
Cannon/Cannon	5.37.3	Retd
Campbell/Russell	6.59.3	Retd

Open Goodyear

This class has seen a nice resurgence of interest with the use of the PAW 3.5cc diesel on suction now allowed. Only one team of the four competing did not use this motor, which however is new and as yet 'unsorted', and some close times were recorded in the Heats.

The finalists being *Eyre/Hutchison*, *Cannon/Cannon* and *Holmes/Robson* meant that the 200 lap Final was always going to be interesting—with not too many events for this class, there is always room for some disasters to occur! The race started closely and the first casualty was *Eyre/Hutchison*, who ran in at 46 laps leaving the other two teams barrelling round... that is when they managed to restart their motors! Derek Cannon's model suddenly sounded as if it had a jar of tintacks bolted to it, loose motor screws requiring a major stop to retighten before back into the air. The model was quick (having a new free flight type rear-exhaust Nelson converted to diesel) but a lack of air time was causing restarting problems.

The two teams battled on until the Cannon motor and airframe parted company at 177 laps and then, on lap 182, the Holmes aeroplane lost an inboard wingtip and the race was declared over: a third win for Dave Holmes on the day!

'Twas all over—Richard Grindley's pulse jet and Harry Walker's Dizzy Bee appeared for test flights and the day ended in sunshine. **MC**

Open Goodyear Heat Times (Four entries)

Team	Heat 1	Heat 2
Eyre/Hutchison	4.16.6	DNF
Walton/Eifflaender	4.50.1	DQ
Holmes/Robson	4.51.9	DNF
Cannon/Cannon	4.57.4	Retd

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Barton Racing

RAT RACE DAY 19th July 2009

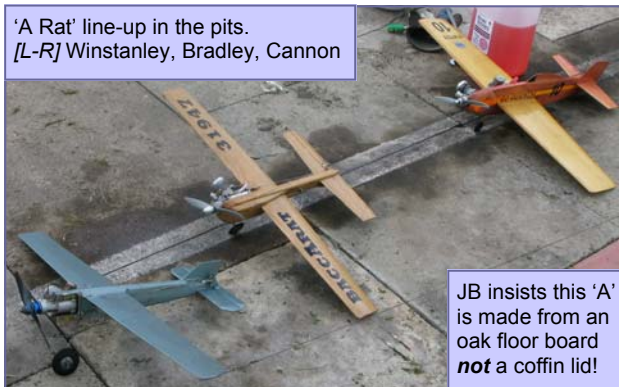
[Weather: 14°C, wind SW 7 mph, relative humidity 92%, 100% cloud, sporadic rain, becoming sunny later]

Contest Director Mike Crossman reports:

What a shame that only three teams turned up for this Rat Race day. However, a re-arrangement of customary team members gave us the delight of seeing Tony Eifflaender piloting for Brian Winstanley, Chris Eifflaender piloting for John Bradley and the Cannon brothers together as usual.

All three teams had brought 'TQR' and 'A Rat' planes so, after dodging the usual Manchester showers for a couple of hours, we were able to run two heats and a 200 lap final, with three teams in every race. It just meant re-allocating segment positions so that everyone got a chance to get wet in the few puddles remaining! 'A Rat' racing followed the same arrangement.

It's good to see the massive improvement in operation of these glow powered machines, because a year ago the meeting was plagued by starting maladies. This weekend even Brian Winstanley was seen to have a few first flick starts!



'A Rat' line-up in the pits.
[L-R] Winstanley, Bradley, Cannon

JB insists this 'A' is made from an oak floor board **not** a coffin lid!

As usual, there was also a humorous side this week in the shape of John Bradley's 'TQR' that it is rumoured is made from a coffin lid... and, yes, it decided to burst into flames at a pit stop, much to the delight of the spectators. Someone actually threw a bottle of coke into the circle in an attempt to extinguish the fire and one wag commented that we will be seeing fire extinguishers appear next time as part of the pit man's kit!

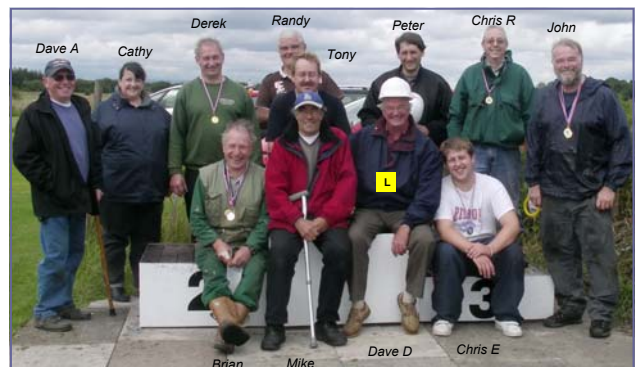
The day concluded with a 200 lap Mini Goodyear one-off race, with the teams yet again slightly re-arranged, so that Peter Cannon piloted for Derek and Chris Roberts flew John Bradley's machine.



Well, it's one way of spending a Sunday afternoon. Chris Roberts and Peter Cannon deal with a line tangle that tripped both. Chris Eiff can afford to smile... he's just won MGY 'Final'!

The Eifflaender machine, in the safe hands of Chris, roared away, with the other two teams trying to keep up. The Bradley machine seemed unwilling to complete more than a few laps before cutting out, while on Lap 92 the Cannon machine broke its spine. [Yet more cyano, Derek?]. Meanwhile, the Eifflaenders had finished their 200 laps, freeing Tony Eifflaender to wander round the circle to first restart and then pilot the Bradley machine! Oh well, it *was* intended to be a fun day!

Thanks to all those who attended and an especial welcome to Dave Danvers from Cornwall, making his first visit [and who enjoyed "the Barton feeling" so much he came back for the F2 Weekend! - Ed]. Our thanks too to those who time-kept all day, including Cornwall's Dave, Cath Eifflaender and Dave (NOVO) Archer. **MC**



'Texas Quicky' Rat Race Results

Pos	Team	Heat 1	Heat 2	Final
1.	D.Cannon/P.Cannon	5.43.0	4.03.0	8.32.8
2.	T.Eiff'l'n'd'r/B.Winst'nley	4.14.9	5.52.0	8.46.4
3.	C.Eiff'l'n'd'r/J.Bradley	3.48.2	6.00.0	123 Laps

'A' Rat Race Results

Pos	Team	Heat 1	Heat 2	Final
1.	C.Eiff'l'n'd'r/J.Bradley	6.23.6	6.45.3	10.15.0
2.	D.Cannon/P.Cannon	5.00.1	DNF	10.28.2
3.	T.Eiff'l'n'd'r/B.Winst'nley	6.03.3	7.05.6	13.45.7

Mini Goodyear Results

Pos	Team	'Final'
1.	T.Eifflaender/C.Eifflaender	10.27.4
2.	P.Cannon/D.Cannon	91 Laps
3.	C.Roberts/J.Bradley	32 Laps

BMFA Centralised Competition

TEAM RACING 24th May 2009 at Barton

[Weather: 18° C, wind W 4 mph, relative humidity 56%, 2% cloud, dry, sunny]

Contest Director Mike Crossman reports:

F2C

On a Bank holiday weekend, warm sunshine and little wind greeted the seven F2C and three F2C-N teams that turned out for the first opportunity to race this season (following the cancellation or abandonment of previous dates).

It's so important that the British teams get a series of race times logged as these times are used to select the national team for the World and European Championships. Accordingly, with perfect conditions at Barton, we set out to have as many rounds as possible. Because the qualifying heat times are based upon 100 laps, not all present were concerned about having a 200 lap 'final'. Therefore the times that follow are the result of each team having four flights, the 200 lap final race being a voluntary option for those wanting a 200 laps practice round.

F2C Team Race Times (Seven entries)

Team	Heat 1	Heat 2	Heat 3	Heat 4
Holmes/Robson	3.42.2	3.45.4	3.56.7	3.59.2
C.Eifflander/Broadhead	3.50.0	Disq	3.43.3	3.44.0
Toogood/Ward	Disq	3.26.8	3.34.0	4.13.9
Langworth/T.Eifflander	36 Laps	3.32.3	3.54.8	-
Ross/Yeldham	3.38.9	3.34.3	3.42.0	3.38.3
Barker/North	3.33.1	3.49.7	35 Laps	4.03.4
Fitzgerald/Thomason	3.47.9	3.40.8	3.30.7	3.24.0

So those were the times—now for the stories within!

Holmes/Robson had been concerned about seeming control aberrations with their *Cobra* model and so had modified the airframe to include some reflex and also retrofitted a different tank. This resulted in a better handling airframe but all their times were done with three stops, due to a wrongly positioned tank set-up.

Chris Eifflander and *John Broadhead* appeared to have few problems but just required more practice! *Tony Toogood* and *Dennis Ward* flew several different models and in the volunteer 200 lap 'final' actually ran-in a brand-new motor.

Bernie Langworth was partnered this time by *Tony Eifflander*—who seemed to need more practice starting F2C motors! *Malcolm Ross* and *Gordon Yeldham* were very consistent—just look at their times! - and made the best of their good airspeed.

Chris Barker and *Mike North* used several airframes due to some damage, which just illustrates how you can be good one day during practice and inconsistent the next day!

As to *Mike Fitzgerald* and *Mark Thomason* - perhaps every team should have a "just in time" member - *Mark* is always last to arrive but very consistent straight out of the car!

F2C 'Volunteer Final' Results

Pos	Team	Time
1.	C.Eifflander/Broadhead	7.33.3
2.	Barker/North	8.15.9
3.	Toogood/Ward	8.03.0

F2C-N

Sadly (in so far as the conditions were perfect), only three teams entered and so we decided upon a single 200-lap 'final round'. Worthy of mention is the new (to F2C-N) father and son team of *Walton/Walton*, who had a brand new model and finished in a creditable time—well done! **MC**



F2C-N 'Final' Results

Pos	Team	Time
1.	Eifflander/Eifflander	8.30.4
2.	Walton/Walton	9.38.5
3.	Barker/North	32 Laps

(Thanks to 'Taffy' Bollen for undertaking jury duty!)

BMFA Centralised Results—Cont'd from p.3

16th August 2009 at Barton

F2B Stunt

Pos	Pilot	Rd. 1	Rd. 2	Rd. 3	Score
1.	Rob Kitley	1,043.4	1,114.7	1,024.7	2,158.1
2.	Roy Cherry	1,036.1	1,029.1	996.7	2,065.2
3.	Bill Draper	1,046.7	132.6	967.3	2,014.0

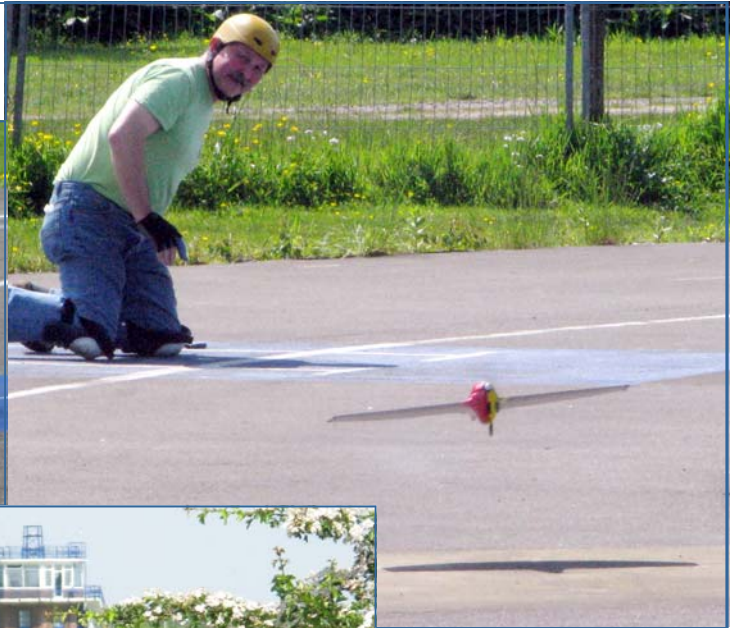
Contacting CIRCLE TALK?

Editorial content and on-line distribution:

Peter Branigan Tel: 01704 834224

E-mail: peter.branigan@btinternet .com

**BMFA Centralised Competition
24th May 2009 at Barton**



**Dave Robson releases F2C [Above]
Likewise, Tony Eifflaender F2C-N [Below]
Meanwhile... Cathy Eifflaender finds a
quiet corner and dreams perhaps of a
day in the sun somewhere else? [Right]**



**Dennis Ward gets potent
F2C racer away in what
was to be his last outing
at Barton [Top right].
Totally unexpected,
news of the loss of this
outstanding competitor
[Right] on 3rd August
came as a great shock to
the racing fraternity.
His encouragement to
all and a willingness to
share the secrets of suc-
cess underscored his
influence on British
team racing, where too
his friendly banter will
be much missed on the
airfield.**



**So the top teams have snarl-ups too! Messrs. Holmes,
Barker, Yeldham, Robson, Ross and Eifflaender sort
things out [Above].**

Clean and purposeful, the Toogood/Ward F2C [Right]



2009 BARTON BASH 16-17th May

RESULTS OF ALL EVENTS

WEATHER

Saturday: 9-12° C; wind S, 9-15 mph; 60-95% cloud, sunny intervals; intermittent rain, clearing later;
Sunday: 5-11° C; wind mainly S, 10-20 mph; 80-100%

Team Racing

BRITISH GOODYEAR (9 entries)

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

Pos	Team	Heat 1	Heat 2	Final
1.	Eiffelaender/Eiffelaender	4.27.2	5.16.9	8.42.0
2.	Cannon/Cannon	4.40.4	4.53.6	10.15.7
3.	Daglish/Worgan	4.39.2	Retd	27 Laps
4.	Ross/Court	4.42.3	4.40.9	
5.	Langworth/Hutchison	5.01.2	4.46.3	
6.	Barker/North	66 Laps	4.52.9	
7.	Hart/Hart	4.56.4	5.56.5	
8.	Holmes/Pinkerton	6.08.2	5.46.1	
9.	Eyre/Winstanley	7.12.1	8.30.1	
10.	Campbell/Russell	40 Laps	Retd	

F2C - NATIONALE (9 entries)

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

Pos	Team	Heat 1	Heat 2	Final
1.	Fitzgerald/Cuthbert	4.03.0	56 Laps	8.20.4
2.	Daglish/Worgan	5.05.1	4.08.1	8.48.5
3.	Eiffelaender/Eiffelaender	4.11.8	4.09.3	168 Laps
4.	Ross/Court	4.21.4	4.24.5	
5.	Smith/Bollen	4.32.3	Retd	
6.	Heywood/Heywood	4.33.5	98 Laps	
7.	Eyre/Bellamy	6.41.1	5.12.5	
8.	Campbell/Russell	82 Laps	DNF	
9.	Barker/North	Disq	66 Laps	

'BARTON CLASSIC 15' (8 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Heaton/Morrissey	4.39.9	4.39.4	9.29.8
2.	Langworth/Broadhead	4.34.9	DNF	9.30.8
3.	Smith/Bollen	4.58.3	4.48.8	10.58.2
4.	Hart/Hart	37 Laps	4.52.9	
5.	Fitzgerald/Cuthbert	5.03.8	41 Laps	
6.	Eyre/Walker	5.29.3	Retd	
7.	Barker/North	6.18.1	5.51.2	
8.	Campbell/Russell	82 Laps	DNF	
9.	Ross/Court	6.10.7	6.08.3	

'BARTON B' (12 entries)

CD: Dave Rudd (75 Lap Heats, 150 Lap Final)

Pos	Team	Heat 1	Heat 2	Final
1.	Heaton/Morrissey/Grindley	3.23.8	3.19.7	6.52.9
2.	Toogood/Ward/Toogood	3.28.5	3.45.4	7.03.9
3.	Langworth/Broadhead	3.22.8	DNF	7.39.3
4.	Fitzgerald/Cuthbert	3.28.6	4.24.8	
5.	Holmes/Orchard	3.39.9	4.41.3	
6.	Hart/Hart	4.07.9	3.44.3	
7.	Walker/Pearl	4.10.5	3.49.5	
8.	Ross/Court/Millar	4.27.9	3.54.5	
9.	Eyre/Winstanley	3.58.9	Retd	
10.	Barker/North/Forrester	Retd	4.21.4	
11.	Ross/Yeldham	4.32.5	72 Laps	
12.	Walton/Walton/Pickles	67 Laps	67 Laps	

MINI GOODYEAR (8 entries)

CD: Martin Worgan (75 Lap Heats, 150 Lap Final)

Pos	Team	Heat 1	Heat 2	Final
1.	Eiffelaender/Eiffelaender	4.32.4	4.30.1	9.36.1
2.	Fitzgerald/Hutchison	4.40.6	4.21.8	9.40.3
3.	Holmes/Pinkerton	5.12.8	6.41.5	10.49.6
4.	King/Barker	5.31.5	5.26.1	
5.	Eyre/Winstanley	5.49.0	5.42.9	
6.	Roberts/Bradley	8.07.9	89 Laps	
7.	Cannon/Cannon	71 Laps	DNF	
8.	Pilgrim/Haywood	13 Laps	DNF	

VINTAGE 'A' (4 entries)

CD: Dave Rudd (85 Lap Heats)

Pos	Team	Heat 1	Heat 2	Final
1.	Flack/Springham	4.00.8	-	-
2.	Heywood/Heywood	4.11.3	-	-
3.	Toogood/Ward	5.05.6	-	-
4.	Ross/Court	23 Laps	-	-

(Note: Only one round flown due to inclement weather)

VINTAGE 'B' (4 entries)

CD: Dave Rudd (150 Lap Final)

Pos	Team	Heat 1	Heat 2	Final
1.	Toogood/Ward/Toogood	-	-	6.55.8
2.	Ross/Millar/Court	-	-	7.17.1
3.	Walton/Pickles/Walton	-	-	77 Laps

Holmes/Springham DNF

(Note: Only Final flown due to inclement weather)

Aerobatics

PEACEMAKER STUNT (2 entries)

CD: Jim Hatch Judge: Ian Russell

Pos	Pilot	Rnd 1	Rnd 2	Rnd 3	Score
1.	P Millar	218.0	280.5	280.0	560.5
2.	D Underwood	217.5	270.0	288.0	558.0

Carrier Deck

BASIC CARRIER (5 entries)

CD: Andy Housden

Pos	Pilot	Aircraft	Engine	Score
1.	Johnathon Crabtree	Fairy Spearfish	J'EN 37	191.4
2.	Nigel Crabtree	Grumman Guardian	SC 40	171.3
3.	Stuart Oddy	Fairy Firefly	OS 46	168.7
4.	Ian Gilbert	Douglas Devastator	SC 15	168.7
5.	Dave Holmes	Douglas Skyraider	Irvine 40	156.7

Combat

OLIVER

CD: Mick Lewis

Pos	Pilot
1.	Dave Wiseman
2.	Steve Tromans
3.	Willie Wallace

VINTAGE

CD: Mick Lewis

Pos	Pilot
1.	Stuart Vickers
2.	Willie Wallace
3.	Tim Hobbins

CANCELLATION OF BASH EVENTS

It is regretted that the following events had to be cancelled on the day due to a combination of adverse weather conditions, too few entries and time constraints:

Vintage '1/2A' Team Race

Weatherman Speed

Vintage Stunt

Barton Club Speed

Vintage Speed

BARTON BASH 16-17th May (Cont'd)

TEAM RACING

Bernie Langworth reports:

This year's BASH attracted a new high in entries, in spite of a real mix of weather and, this time, not having the benefit of continental entries. Fortunately, there was a strong contingent down from Scotland, who also achieved some success.

British Goodyear opened the racing. The most improved team was *Cannon/Cannon*, who managed a magnificent 4.40.4 in the heats and finished the Final in front of the experienced *Daglish/Worgan* - only being pipped by winners *Eifflander/Eifflander*.

F2C-N saw *Fitzgerald/Cuthbert* record the fastest heat and dominate the Final by beating *Daglish/Worgan* and *Eifflander/Eifflander*, although all of the top six times were close.

Barton Classic 15 was as close as ever with the top four all under 5 minutes. *Smith/Bollen's* *Fora* covered around 65 laps per tank but appeared to run a little hot and sometimes was a bit reluctant to start. The final became a neck and neck affair between *Heaton/Morrissey* and *Langworth/Broadhead*, with only half a lap separating the two after 200 very fast laps.

Barton B had the largest entry of all and also the closest racing. New team *Walton/Walton/Pickles* were only one place behind the old firm of *Ross/Yeldham*, who had serious setting problems. Once more, a very close final and yet again the victors were *Heaton/Morrissey/Grindley* with a faultless race.

Mini Goodyear is always popular and with a healthy entry. Fastest heat was *Fitzgerald/Hutchison* who had just teamed up for the day and were looking good for the final. Unfortunately, the weather was not so good during the final race, causing *Mike Fitzgerald's* lines to bind, resulting in a crash. Also teamed up for the day were *Holmes/Pinkerton*, who were affected by the weather and losing their setup. *Eifflander/Eifflander* had the least problems, but even so only crossed the line a few seconds ahead of the two Scottish teams.

BL



Out of luck this time, Mike North checking Classic 15 racer in pits



Pretty MGY racer from Roberts/Bradley team



Swish Barton B racer by Stuart Oddy - not entered



The prize giving. At the end of a long weekend, very tired and rather wet—Brian Winstanley, Malcolm Ross, Jim Hatch and Lawrie Court officiate

BARTON BASH 16-17th May (Cont'd)

BASIC CARRIER

In almost an exact repeat of 2008's BASH, the British control line aeromodeller once again got bitten by the British weather.

CD Andy Housden reports:



Stuart Oddy's Fairey Firefly sallies forth over real, grey water. See the waves!

Actually, it was the weather forecast that really did the biting. Conditions were fortunately better than expected and such that the majority of the weekend was more or less flyable, but the damage had already been done to people's planning by the forecast (i.e. many of the potential participants had already decided to do something else other than go to the BASH). This was a great shame, in view of the considerable amount of effort put into organising the event by Barton MFC. [To those other gentlemen, may I suggest that in future you should use the weather forecast to plan your clothing, not your movements].

Nevertheless, five Carrier pilots braved the mixed periods of showers, wind and sunshine (yes, sunshine, really!) and each of them showed their competence by achieving complete flights with full-score arrested landings - no mean feat, considering the conditions. Top place went to Barton's own **Johnathon Crabtree** based upon his very first flight! Johnathon flew only on the Sunday, when conditions were generally at their windiest and wettest, so he was fortunate in being able to start off in something of a lull with his J'EN 37 powered *Fairey Spearfish*. Although the wind got distinctly less kind during the second half of his slow run, he was still able to knock out a score of 191.4 which was more than 20 points above anyone else. Well done that man, particu-

larly as Johnathon has been away from Carrier flying for a number of years and has only recently returned! [You know what 'away' means, of course: marriage, children, career, etc - but got over with decently quickly so that a chap can get back down again to the really important things in life]. Johnathon was one of Carrier's star pilots at the turn of the century, so perhaps now we may hopefully look forward to some repeat performances in the future!



Hooked! Johnathon Crabtree's *Spearfish*



Nigel Crabtree's *Skyraider* ploughs through the spray

Second place with 171.3 points and using his heavier, windy weather model (an SC 40 powered *Grumman Guardian*) was **Nigel Crabtree**, Johnathon's dad and another stalwart Barton member. [Please note there is absolutely no truth in the rumour that Johnathon has now stopped sharing competition transport with Nigel and drives to Carrier contests in his own car, so that when he beats his dad, he doesn't have to walk home. No truth whatsoever!]. In fact, Nigel tried very hard to improve upon his score and was looking set to do much better on his subsequent flights after he had swapped to his (lighter) higher performance model, but was let down on both occasions by the engine which, unusually and for reasons best known to itself, stopped in the middle of each flight. Shame!

BARTON BASH 16-17th May (Cont'd)

BASIC CARRIER (Cont'd)

In third place and celebrating his return to contest flying after a nasty stroke in 2007, complicated by a recent operation on his flying arm (from both of which he has fortunately fully recovered), was PANDA's **Stuart Oddy** with his OS 46 powered *Fairey Firefly*. What's more, third place also meant that Stuart was for once able to celebrate the reversal of his usual luck that has in a number of past years seen him repeatedly place fourth and just miss out on the trophies. However, despite a very competent flight (also the last one of the contest), the resultant score of 168.7 tied exactly with **Ian Gilbert's** best score, so the result was *still* in the balance. Fortunately for Stuart (but not for Ian!), in the case of a tie such as this, recourse is made to the competitors' next-best scores—with Stuart's 162.5 beating Ian's 155.5 and *finally* getting him a gong! (Consistency pays!). Stuart was ably assisted by his fourteen year-old grandson Adam who very enthusiastically did a lot of Stuart's pit work as well. Could this be a new, *young* recruit? We can only hope so!



Ian Gilbert's *Devastator*
to new 2.5cc CJC rules



Heavy arrested
landing by Stuart
Oddy's *Firefly*
leaves undercart
looking sorry

Even though he was, unusually, kept out of the awards—he's normally likely to be one of the top scoring flyers—Ipswich's fourth place **Ian Gilbert** can still congratulate himself on his BASH achievements as they were made with a model built to the specification of the proposed new Continental Junior Carrier class—15 dm² wing area and a 2.5cc engine, i.e. *half* the wing area and *less than half* of the normal engine size of the UK's Basic Carrier Deck class! For this new class, fast and slow runs are timed over 10 laps so that the distance travelled with the line length at 12.8m is the same as BCD's 7 laps on 60' (i.e. ½ mile), allowing these Junior class models to be flown in the same contest as BCD models. To everyone's surprise, Ian's SC 15 powered *Douglas Devastator*, despite its flat-plate wing and small size, behaved amazingly well in the turbulent wind and actually handled better than his main BCD contest model—so that's what he used!



It's (the other!) Dave
Holmes with well-worn
MO-1 and self-modified
J Roberts handle [inset]

Although in fifth place with his Irvine 40-powered *Douglas Skyraider* (built from the plan published by designer **M i k e Broadbent** when he was AMI's control line columnist

some years ago), Bilston MAC's **Dave Holmes** undoubtedly earned himself a pat on the back. As one of the UK's original Carrier flyers from the late 1960s - and he brought along one of his original *Martin MO-1s* to prove it - Dave hadn't flown Carrier for several decades and could therefore be described as that most desirable of aeromodellers: a new recruit! Furthermore, to wring out a brand new model and to achieve a complete contest flight, right down to a successful full-points arrested landing— all in a single day - is something any Carrier flyer can be proud of. Well done, Dave - we now look forward to seeing you again at future contests! **AH**

BARTON F2 WEEKEND

19-20th September 2009

WEATHER—Sat: 17°, later 10° C; winds light, E variable; RH 80%; 0<90% low cloud; a few light showers. **Sun** 18-20° C; winds light, mainly W; RH 80%; 0% cloud; sunny.

Mike Crossman's overview from his racing CD's perch:

Having hoped for a good turnout, to only have six teams in F2C was slightly disappointing. Nevertheless, some close racing was provided in all classes and an F2C record claimed by Fitzgerald/Thomason. This year, F2C-N racing was introduced and three heats were run over two days, squeezed in between F2C and F2A. It also featured a quite spectacular 'mid-air' when Eyre/Bellamy's machine (with laser-guided accuracy) speared that of Barker/Robson following the latter's line-break at 66 laps.

(Perhaps we can look forward to an F2C-N day next season, as many flyers seem to like the event, the models being none too expensive and with competitive motors available straight out of Henry Nelson's little boxes).

F2A was truly fantastic and was as tightly organised as ever by Jo Halman using her Transitrace equipment. 'Speed' seems to involve a lot of sitting around doing, on the face of it, very little [but actually changing heads, plugs, pipes, spraybars, wing angles etc while consulting little black books and mysterious instruments] until there's an explosion of activity and sound as flying erupts. This event began with a blistering 299.9 kph flight on Saturday morning and from then on things only got better... **MC**

F2A - SPEED		BARTON F2 WEEKEND				19/20 SEPT 2009	
NAME	ROUND 1 kph	ROUND 2 kph	ROUND 3 kph	BEST FLIGHT	RECORD %	FINAL PLACING	
Eisner, Paul	298.6	DNF	300.1	300.1	100.17	2	
Halman, Peter	299.9	DNF	300.6	300.6	100.33	1*	
Hart, Matthew	279.6	280.8	279.7	280.8	93.75	5	
Jackson, Brian	273.5	270.5	271.1	273.5	91.33	6	
McGladdery, Dick	0	DNF	DNF	0	0	7	
Miles, Richard	283.9	DNF	283.6	283.9	94.79	4	
Morrissey, Ken	295.2	295.7	297.7	297.7	99.34	3	

* NEW BRITAIN RECORD

The scores Jo posted on the tower tell their own story. The top three each broke the 300 kph barrier in competition or practice

F2C Team Race Results (Jury: M. Worgan, A. Eiffaender)

Pos	Team	Rd 1	Rd 2	Final
1.	Fitzgerald/Thomason	3.35.5	3.35.0	7.03.7
2.	Ross/Yeldham	Disq	3.28.1	165 Laps
3.	C.Eiffaender/Broadhead	3.21.0	3.25.6	126 Laps
4.	Holmes/Robson	3.45.6	78 Laps	
5.	Langworth/Bollen	4.18.0	70 Laps	
6.	Hart/Hart	4.20.8	77 Laps	

F2C-N Team Race Results

Pos	Team	Rd 1	Rd 2	Rd 3	Final
1.	Barker/Robson	4.20.3	66 Laps	4.27.0	8.17.6
2.	Hart/Hart	4.27.3	4.14.6	4.12.3	162 Laps
3.	Miles/Eisner	4.22.0	36 Laps	4.12.6	Disq
4.	Sharp/Sharp	4.11.8	3.58.1	-	
5.	Eiffaender/Eiffaender	4.21.5	4.26.3	4.28.2	
6.	Eyre/Bellamy	5.03.8	67 Laps	4.32.6	

F2B Aerobatic Results (Barton Cup)

Pos	Pilot	Rd 1	Rd 2	Rd 3	Final
1.	Ian Galt	1978.9	1968.0	2030.5	4009.4
2.	Ray Lloyd	1946.7	1925.5	1697.1	3872.2
3.	Jim Hatch	1787.1	1744.3	1631.0	3531.4
4.	John Alcock	1820.5	1668.5	1689.5	3510.0
5.	Peter Millar	1728.6	1673.6	912.6	3402.2
6.	Kevin Morgan	1587.9	1776.3	351.0	3364.2
7.	Nev Eyre	1463.5	1550.5	1624.5	3175.0
8.	David Saul	1430.9	661.0	0	2091.9

Aerobatics Contest Director John Kergon reports:

It was unfortunate that this F2B event clashed with both those of the 9th *Tournoi International Melusin* in France and the *Doug Blake Memorial Trophy* at Slip End, this no doubt affecting the overall attendance at Barton. Even so, a reasonable turn out of eight flyers took advantage of some beautiful September weather to enjoy a relaxed day's flying.

Round One opened with David Saul flying his ST 60 powered model in almost flat calm conditions. All of the flyers were able to score high points, with Ian Galt and Ray Lloyd heading the list.

By **Round Two**, a gentle breeze had arisen which was quite changeable and caused some flyers a problem when it was in the direction of the (by now) very bright sun. Nev Eyre, taking time out from team racing, had a particularly troublesome slot but coped well, managing to improve on his previous score.

An otherwise trouble-free round was marred when David Saul unfortunately lost his model when an arm of the nylon bellcrank sheared just after he had completed the triangles. Knowing the hours it takes to build a good F2B, model it is always a disappointment when this happens but a lesson that underlines that the control system is the heart of any model and should never be compromised.

Round Three brought a similar incident and more lessons when the steel flap horn fitted to Kevin Morgan's model sheared as he was about to commence the inside square loops... another misfortune as, like David, Kevin had been flying well and was on target to improve his score over the previous rounds.

Ian Galt emerged the worthy winner of the Barton Cup, justifying his long journey from North of the Border. Locals Ray Lloyd and Jim Hatch had an equally satisfying day, being placed second and third respectively.

Thanks go to judges Jeff Smith and Bill Grieve for their unstinting efforts throughout the day (and for providing "work experience" to budding judge Graham Jubb), also Peter Branigan, who did all the number crunching uncompainingly [Or so you think—my letter's in the post! - Ed] in the sultry shade of the control tent (along with the field spiders), while the rest of us enjoyed the sunshine. **JK**

F2D Combat Results

1. Andrew Shields 2. Martin Coe 3. Jimmy Pinkerton

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