

MAY 2010

News from
Barton MFC
*Lancashire Aero Club
Model Aero Engineers*

Circle Talk

Free to members

Vol 11 Issue 3

www.controlline.org.uk



What's coming up next at BARTON?

MAY

15-16th - Barton BASH

Details on rear cover

23rd - Barton VTR

Vintage Team Race Classes

30th - BMFA Central'd

F2C (Reserve date)

JUNE

19th - BMFA Training

F2A Team training (N.B. Sat!)

20th - BMFA Central'd

F2A/F2B/Class 2 Stunt

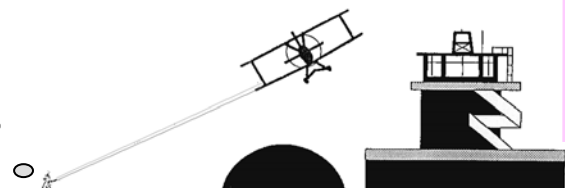
27th - BMFA Central'd

F2C/F2C-N

*I find the best
way to learn
how is to just
do it...?*

53°47'N 2°38'W, 11th April.
The Barton 'Classic 15' race
start has just been given.
Tom Ridley stoops towards
the Oliver Tiger to get pilot
Dave Nixon first away.

*With a grateful nod to
Alice in Wonderland's Dodo*



Club News

SITE DEVELOPMENT

"The Committee of Barton MFC would like to thank all those members who have contributed to the various work parties over the last few months to improve the site, even in some very cold conditions.

"Brian Jackson and Bill Firbank travelled all the way from Worksop (Notts), and Derek and Peter Cannon from Leeds, to augment Ken Fleming and many, more "local", members from Liverpool, Chester and Macclesfield and others who joined in the "fun" - not to mention Peter Grange, who worked like a Trojan with his cement mixer!

"Members who have called in to the flying site over the last few weeks will certainly have noticed the transformation."

*Ken Morrissey
Development Officer*

BASH LATEST

Not only will John Bradley have finished the new brick podium at the south end of the line-check area, Brian Winstanley reports that a proper weatherproof canopy with adjustable sides has been acquired for the jury tower at the tarmac circle. (Let's hope it is superfluous this year—except perhaps as a sunshade?). The small marquee will again be filled with traders' stalls under cover (e.g. Five Star Products, Mike North and others).

The number of competition events at the BASH has been pruned to a more sustainable level, principally eliminating those with an habitually low number of entries, for example Vintage and Peacemaker Stunt (thus no stunt events at all at the BASH this year!). However, a large grass circle will be dedicated to free use for fun flying by members and visitors. As ever, members are required to assist the hard-pressed committee with general help over the two days, especially for manning the entrance gate. Volunteers?

OTHER SNIPPETS

Barton MFC will be participating in the Eccles Gala in July. More details to come but you can be certain that members' help will be required.

Some good news— Barton MFC have been promised a grant by the City of Salford towards the cost of staging September's F2 World Cup event.

Those thinking of attending Julio Isidro's annual Tournament in Portugal should note that this year it will be staged at Santorem—in the bullring!—rather than on the airfield at Évora. *[Brian suggests you take the chance to go this year as the future of the event is uncertain].*

People

Not all will be aware that, having emerged successfully from hospital following his hip reconstruction, **Mike Crossman** later succumbed to a heart problem. He is now fitted with a pacemaker and seemingly back to full speed. Slightly nearer to base, **Stuart Robinson** has also been hospitalised with what we understand may be a cardiac problem. We wish them both well, as we do **Paul McPeake**, now hampered by an as yet undiagnosed problem that, on a recent visit to Barton, forced him to resort to the aid of crutches to walk.

Only this last week too, we heard with sadness of the sudden death at a relatively young age of **Barry Walker**, a visitor at Barton (not related to Geoff and Harry).

Elsewhere, **Brian Hewitt** passed away in March, his being a name that should need no explanation to modellers of a certain age. For the benefit of younger members, we are obliged to his friend of recent years (and former Barton member) Eric Johnson, who passed on this poster advertising the Walsall & District Fete in August 1949.

Monday, August 1st

The Midlands ALL CONTROL LINE RALLY
ORGANIZED BY
THE WALSHALL MODEL AERO CLUB
Hon. Sec.: J. H. BREEDON, 43, Brace Street, Caldmore

Mr. B. G. HEWITT
THE ALL-ENGLAND CHAMPION
will be challenging all comers

Some of his Achievements:

- July 3rd, 1948, WINNER OF DEANSON CUP, Midlands' C.L. Rally.
- Sept. 19th, 1948, WINNER OF CENTRE OF ENGLAND RALLY.
- Sept. 26th, 1948, WINNER OF BIRMINGHAM RALLY.
- April 17th, 1949, WINNER OF PERSHORE RALLY.
- June 6th, 1949, WINNER OF BRITISH NATIONALS (GOLD TROPHY).



B. G. HEWITT

PROGRAMME OF EVENTS

- 1.30 CONOURS D'ELEGANCE. Open to all competitors (Flying Types only) "Walsall Ironfounders" Challenge Cup.
- 2.30 JUNIOR STUNT. Open to competitors 16 years of age and under with any class engine.
- 3.30 OPEN STUNT for all classes of Engines, 0.00 c.c. up to 15 c.c. "Deanson" Cup.
- 5.0 SPEED CONTEST covering five classes:

Class I 0.00-1.5 c.c.	Class II 1.51-2.5 c.c.
Class IIIA 2.51-3.5 c.c.	Class IIIB 3.51-5.0 c.c.
Class IV and V Combined. 5.1-15 c.c.	
- 6.15 DEMONSTRATION FLIGHTS to be given by the winners of the three main events.

The "Baron Power" Cup will be awarded to members of Walsall M.A.C. for the best performance.

Christine Baars and Eep Buys sent this photograph taken at last year's Évora tournament. It shows the organisers' memorial to **Dennis Ward**. Although not a club member, Dennis was a familiar figure at Barton and a past regular competitor at the Portugal event. Held by his former team partner Tony Toogood, organiser Julio Isidro and Dave Finch (with trophy), it is a splendid tribute to one of team racing's great personalities.



Barton Racing—11th April

Barton 'B' and 'Classic 15'

Contest Director: John Broadhead

[Weather: 13°C; wind NW, 4-8 mph; sunny intervals, dry; RH 56<74%; 70% cloud]

Bernie Langworth reports:

A light breeze and some pleasant sunshine welcomed a sizeable crowd keen to fly.

Racing started promptly with **Barton 'B'** opening with *Heaton/Morrissey* recording a very tidy score. Not to be outdone, *Ross/Court* went even faster to show they also have been doing some work over the winter. *Needham/Snowdon* had good pace but struggled to get things together. The teams seemed to be enjoying themselves so three rounds were flown, most teams showing steady improvement.

The Final was a close affair with *Heaton/Morrissey* and *Ross/Court* having identical speed and range, slightly more than *Fitzgerald/Cuthbert* who were trying hard to keep in touch but were a little off the pace of the other two and unfortunately had a run-in at 45 laps.

From then on both *Heaton/Morrissey* and *Ross/Court* tucked in nicely and really got things going. *Heaton/Morrissey* just had the edge on the pit stops and finished with the fastest ever recorded time.

After a short lunch break **Barton 'Classic 15'** got under way, juried by Chris Eifflaender so that organiser John Broadhead could have a go. This resulted in *Langworth/Broadhead* recording the fastest time of the day. Being happy with this they decided not to fly again so the Final was between the next three fastest competitors. *Heaton/Morrissey* also had a fast model and were fifth fastest, but Derek was a bit fatigued after the 'B' race and decided to go home.

The three finalists were separated by only 2.3 seconds. At the "off", *Toogood/Lewis* couldn't get their engine to start, while *Ridley/Nixon* were storming round with their new Oliver (of course!) with very tidy pit stops until their tank split, causing many, many stops. Eventually a line snag caused them to run in. Meanwhile, *Fitzgerald/Cuthbert* were doing a business like job and finished in a very respectable time. **BL**

Barton 'Classic 15'

Pos	Team	Rd 1	Rd 2	Final
1.	Fitzgerald/Cuthbert	4.55.1	5.23.0	9.51.5
2.	Toogood/Lewis	6.03.0	4.56.0	13.52.0
3.	Ridley/Nixon	5.00.3	4.54.7	169 Laps
4.	Langworth/Broadhead	4.36.8	DNF	
5.	Heaton/Morrissey	5.16.4	DNF	
6.	Jones/Bellamy	6.32.2	6.16.4	
7.	Ross/Court	DNF	7.26.	



RESULTS

Barton 'B'

Pos	Team	Rd 1	Rd 2	Rd 3	Final
1.	Heaton/Morrissey	3.19.2	3.30.5	-	6.32.1
2.	Ross/Court	3.16.9	-	-	6.45.1
3.	Fitzgerald/Cuthbert	3.28.9	3.28.7	3.41.3	45 Laps
4.	Toogood/Lewis	3.59.6	3.37.0	3.44.0	
5.	Needham/Snowdon	4.25.6	3.57.1	74 Laps	
6.	Walker/Pearl	4.17.2	4.03.3	4.02.0	
7.	Eyre/Winstanley	4.20.2	4.48.1	4.17.4	

PHOTO CAPTIONS

Top: Taking a little time off from the CD post to fly, John Broadhead awaits a pull test in 'Classic 15' line-check pits. In the background, Chris Roberts helps Derek Heaton with fettling.

Below: The site work never stops. During the afternoon, Ken Morrissey and a few others helped Ken Fleming plant 250 dogwood shrubs on the "barrow". (Makes good engine bearer!).

Club Meetings

THIRD ANNUAL BARTON INDOOR CHUCK GLIDER COMPETITION

The Brown Cow Hotel—12th March 2010

Ken Morrissey reports:

Entries were unsurprisingly down on previous events, put down to the February date's cancellation due to bad weather, but nonetheless battle commenced under the watchful eye of CD Lennie Morrall, assisted by Cath Eifflaender with the all-important tabulation.

However, even with a reduced entry the flying was excellent and the two previous winners contested the top spot once again. It was interesting to see the differing types of trim, most opting for the straight glide from one end of the room to the other, Dave and John each for circular flight around the chandeliers!

After the competition had finished, Dave Sewell had several flights with John Prothero's model to see if he could adjust it any differently to get a better flight time. He did indeed manage several flights over 6 seconds, twice as long as the average competition flights.

Once again, this was another resoundingly successful fun night! **KM**

SATURN CONSTRUCTION NOTES by John Prothero

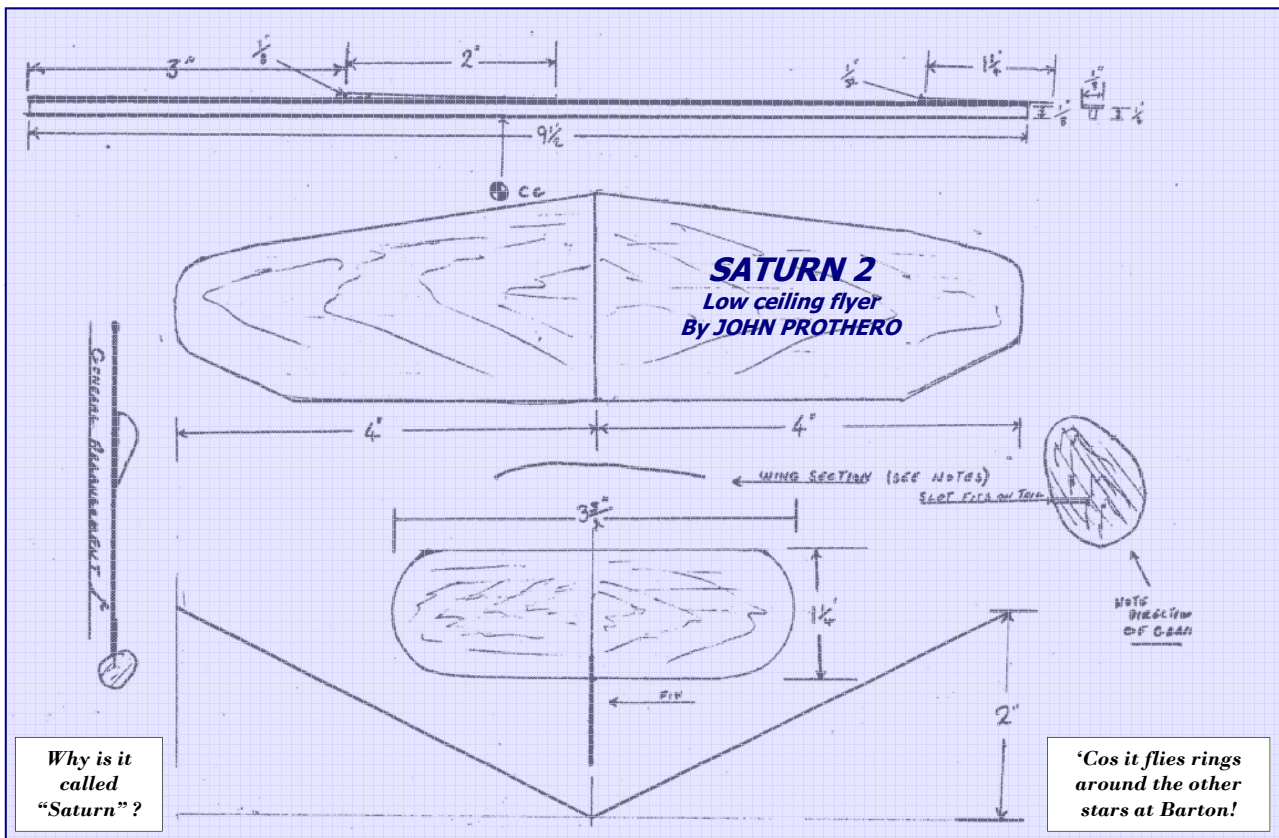
All materials are balsa (as supplied by the CD). Start by cutting two $\frac{1}{8}$ " by $9\frac{1}{2}$ " strips and tack glue them together with CA. I usually tack every inch—the glue will wick along the joint. Cut out the wing and sand as thin as you dare. Glue the wing halves together with 2" dihedral at **each** tip. Then, dampen the top surface and smear two thin lines of balsa cement or shrinking dope on the **underside of each wing panel**—you will be surprised at how little is required to form an airfoil.

Place the $\frac{1}{8}$ " wing incidence packing 3" from the nose and the $\frac{1}{32}$ " tail ditto 1" from the tail end of the fuselage. (Don't use cheap CA—I use Zap).

Cut and sand the tail and fin, noting the grain direction, and attach the fin squarely to the tailplane. (You can add some dihedral to the tail if you wish; about $\frac{1}{8}$ " under each tip makes the model even more stable). Now attach the tail assembly to the fuselage, making sure that everything is square.

The model will stall at the indicated CG, but as soon as you make the model turn the stall will disappear. To make the model turn, curve down the inside trailing edge of the wing that will be on the inside of the turn and also curve the tail in the appropriate direction. Once satisfied, set these with a small amount of cement or shrinking dope.

Just play around with the CG and fine tune the turn. I reckon that a ten second flight is possible with this model. Good luck and watch out for the chairs! **JP**



BMFA Centralised Competition

TEAM RACING 18th April 2010 at Barton

Contest Director: Mike Crossman

[**Weather:** 13° C, wind NW 4-8 mph, relative humidity 56<74%, 90% cloud, dry, veiled sun]

F2C Team Race Times (Seven entries)

Team	Rd 1	Rd 2	Rd 3	Rd 4
Holmes/Robson	4.11.2	DNF	DNF	DNF
C.Eifflaender/Broadhead	3.38.6	3.20.9	3.35.6	4.02.9
Ross/Yeldham	43 Laps	DQ	3.41.2	3.55.2
Barker/Cuthbert	3.52.8	3.59.1	0 Laps	3.49.9
Walker/Pearl	4.24.8	66 Laps	4.29.2	73 Laps
Toogood/Bollen	DQ	4.21.0	3.55.6	3.59.1
Fitzgerald/Thomason	3.27.9	3.24.8	3.52.0	3.31.3

F2C-N Team Race Times (Seven entries)

Team	Rd 1	Rd 2
Eyre/Bellamy	4.41.8	4.35.4
Campbell/Russell	71 Laps	3 Laps
Toogood/Bollen	4.11.8	4.30.0
Fitzgerald/North	4.06.6	4.03.0
Walker/Pearl	4.25.0	4.11.3
Eifflaender/Eifflaender	4.27.1	4.27.8

And talking about wrist straps...

From 1954/5 'Air Progress' History of Aviation by the Editors of 'Air Trails'

Edmunds Flying Scooter began as world's largest control-line model, redesigned into man-carrying plane.

The weather was better than forecast and, for the year's first outing, some good times were posted. It was the 68th anniversary of the Doolittle B-25 raid on Tokyo and some of the flying at Barton was no less fast, furious and... fraught!



F2C at top level—can we really be down to a mere half dozen or so teams?—demands awareness as much as skill and knowhow. When things go wrong, as they do in the blink of an eye, flak tends to fly. Malcolm Ross [above] stands aghast in the F2C centre circle after an incident put out Holmes/Robson.

In F2C-N pits [below], John Cuthbert and Tony Eifflaender check engines before being called to circle to fly.



There's always some fun flying going on in the background at Barton comps and the Cannons have resuscitated this old batwing thingy to play with [below]. Donkey's years old and covered in black Solarfilm, it still goes well on a howling Taipan 15 glow with a pacifier tank. Here Peter launches for Derek. Why not join them?



PHOTO CREDITS IN THIS ISSUE

Christine Baars: Page 2

James Abbott: Page 6

Editorial: All others

Members' Models

THE 'BARTON B' CANARD

... by *Jim Abbott*

The design is from an old Aeromodeller Annual of 1953 vintage. I scaled it up to give me just the necessary wing area for a 'Barton B' team racer. It was only when I had got half way through building it that it suddenly dawned on me that, due to the rear engine layout, I would need a pusher prop! I made a lot of enquiries and have concluded that an 8"x8" pusher prop is not made commercially. I ended up buying a 9"x7" wooden prop and cutting it down to 8" diam; it works but I am not sure that it is as efficient as it should be.



The biggest problem was the whereabouts of the C of G but the article that contained this team racer also had a series of formulae for working out the C of G for a few types of canard, including the delta format. These are on page 120 of the book but are too complicated for me to write them down here—and besides I cheated a bit and used the example on page 116!

Although the plane does fly there are several design problems that make it unsuitable for actual team racing. The first problem is that of the rear facing motor, which means that the pit man will have to be

left handed to remain on the outside of the circle whilst starting the engine. Furthermore, every pit man who has seen the pointed spear-like nose has stated a complete reluctance to catch it for pitting! To make things worse, there is nowhere for one man to hold the plane properly whilst starting the engine as the prop arc is very close to the trailing edge of the wing and fin. It requires one man to hold the plane by the wings whilst the engine-man does the starting.

Another problem lies in the undercarriage, which is a tricycle with the two main wheels as far back as possible to stop the prop touching the ground when the nose lifts for takeoff. The best position for them would be immediately behind the C of G so that the nose could lift up more easily for takeoff—but this could cause the prop to hit the ground. As it is, it takes a fairly long run to take off and the heavy weight of lead in the nose to achieve balance does not help! (I think that I can remove some of the lead as it does seem to be nose heavy in flight). The other problem with the long wheelbase is that when the plane is at rest the weight of the lines pulls it over on its side.



Before the plane was fully completed, I took it to a club meeting where one of the team racing experts took one look at the all-moving fore plane and said that, in his opinion, there was far too much movement and if I were not careful it would loop on takeoff if I gave it a slightly too much up elevator.

Fortunately, this has not proved to be the case because it takes a lot of up elevator to raise the nose to give the wing enough angle of attack to give any lift.

The project has not been as successful as I had hoped but it has been interesting although I am just a little disappointed that it is not going to make a competitive team racer. Nevertheless, I have always been fascinated by canards and, even as I write this, I have a twin engined canard stunter on my drawing board for which I have great hopes. Watch this space! **JA**



Barton Racing—25th April

RAT RACING DAY

Contest Director: Martin Worgan

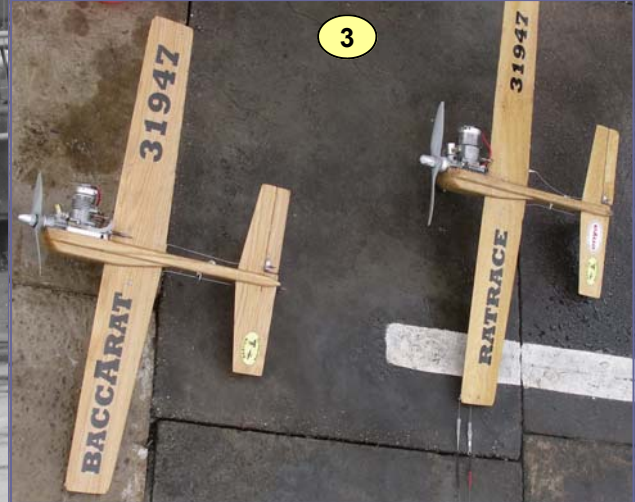
[Weather: 14°C, wind SW 3-7 mph, RH 75>69%, 90% cloud, heavy showers, cloudy sunshine]



1



2



3



4



5

RESULTS

'Texas Quicky' Rat Race

Pos	Team	Time
1.	Fitzgerald/Pickles	7.31.2
2.	Cannon/Cannon	8.21.3
3.	Ross/Bradley	10.58.7

'A' Rat Race

Pos	Team	Time
1.	Daglish/Worgan	4.49.3
2.	Ross/Bradley	4.51.3



7



6

PHOTO CAPTIONS (this page)

1. **John Bradley** releases 'A' Rat. **Chris Roberts** was the battery man. In the background **Bernie Langworth** chats to essential parts provider **Stuart Robinson**. On the platform (far right behind **Lawrie Court** and **Tony Eifflaender**, both standing) sits **Gordon Cornell**, who came up North to look and see. 2. No results to hand but there must have been GY racing 'cos **Miss Laura Worgan** here presents GY medallions to **Ross/Court!** Team Eifflaender took First in super-fast time. 3. Jinxed - those carved oak ratters of **John Bradley's?** Very potent TQR Enya wouldn't restart after warm-up, resulting in strange signals from pilot Ross... to use an electric starter, stop and then hand start! - by which time others had completed first tankful. Also, his *BaccArat* was neck and neck with winners Daglish/Worgan until K&B cut again after a fuel stop. 4&5. **Dave Hutchison**, who travelled down from the Kingdom of Fife to fly, fields his GY... and later removes catcher's glove to reveal '*Pitman's Rash*' (often in conjunction with '*Boozer's Elbow*', only said to be more "catching"!). 6. **Peter Cannon** pits TQR in the one-off "Final". Team finished second. 7. While the others play, work to the site just goes on and on. **Brian Winstanley** wearily contemplates the enormity of it all.

BARTON 2010 CALENDAR OF EVENTS

23 May

Barton Vintage Racing VTR Classes
Dave Finch 0174 671 6459

30 May

BMFA Centralised F2C (Reserve date)
Chris Barker 0142 054 3905

19 June (N.B. Saturday!)

BMFA Training Day F2A Team

20 June

BMFA Centralised F2A & F2B/Class 2
Jo Halman 0158 242 4398; Barry Robinson 0132 531 5215

27 June

BMFA Centralised F2C & F2C-N
Chris Barker 0142 054 3905

4 July

Barton Fun Fly Just meet and fly!
Malcolm Ross 0192 576 6610

18 July

Barton Racing Goodyear & Rat Day
Tony Eifflaender 0162 561 6054

18/19 September (Weekend)

FAI World Cup F2A/F2B/F2C/F2D
Malcolm Ross 0192 576 6610

26 September

Barton Vintage Racing VTR Classes
Dave Finch 0174 671 6459

3 October

BFMA Centralised F2C & F2C-N (Reserve date)
Chris Barker 0142 054 3905

24 October

Barton Vintage Racing VTR Classes
Dave Finch 0174 671 6459

31 October

Barton Racing BGY 1000 Laps
Tony Eifflaender 0162 561 6054

7 November

Barton Racing 'Barton B' & 'Classic 15'
John Broadhead 0152 425 1592

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THE 2010

BARTON BASH

15th to 16th May

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

SATURDAY 15th May from 9.30 am (prompt start)

British Goodyear □ Mini Goodyear

F2C-N Team Race □ Carrier Deck/Workshop

1.5cc Club Speed □ F2E Diesel Combat

Control Line Fun Fly Circle (Free)

SUNDAY 16th May from 9.30 am (prompt start)

Classic 15 Team Race □ Barton B Team Race

½A/A/B Vint Team Race □ Carrier Deck/Workshop

½A Combat □ Oliver Combat

Control Line Fun Fly Circle (Free)

BMFA Insurance required. Wrist straps obligatory!

ENTRY FEES £5 per person per event □ CATERING
DAILY ADMISSION £2 □ CAMPING £5 Friday-Monday
SUNDAY SWAPMEET £3 per pitch □ TRADE STANDS

MORE DETAILS FROM:

B. Winstanley 01254 52196 (Trade/Camping/Swap)
Malcolm Ross 01925 766610 (All other events)

IMPORTANT NOTICE!

CANCELLATION ADVICE

In order to avoid any future confusion regarding Barton MFC events, the Committee have issued the following policy statement.

1. Events run by Barton MFC will only be cancelled in extreme or unusual circumstances (i.e. such as the site being unsafe or unavailable). It should be assumed that competitions will take place on the published date. Whether to attend or not must be the decision of the individual.
2. Officers of the club will NOT respond to posts on the website (Barton Forum) relating to the scheduling of events.
3. Should a Barton MFC organised competition not take place for any reason, it will NOT be rescheduled and will be deemed lost to the calendar.
4. Members are reminded that the website (Barton Forum) is independent of Barton MFC and wishes to remain so. Whilst the website is recognised as a valuable communication tool for the Club it is an open forum and not the medium to discuss club business. Matters relating to club policy or procedures should be communicated to the committee via the most appropriate officer either verbally or, if of a serious nature, in writing. They may also be raised at the Club AGM.

The Committee hope that this statement clarifies the position.

Lawrence Court
Chairman, Barton MFC
4th March 2010