

WESSEX Low-Cost 600RES LEAGUE 2011

Scores after the first round at CASHMOOR on Sunday 17 April 2011

The first round of the 2011 season was held in glorious weather conditions at the excellent Cashmoor site of Wimborne MAC. A good entry of 11 competitors enjoyed a close competition, with the final positions in doubt right up until the end of the day. There were opportunities to find good lift, and no less than six flights went the full 15 minutes. Whilst this may be good flying it reduces your score as you haven't won the round, neither have you lost, so the points are shared.

Once again, for yet another year, the rules remained unchanged and this stability has meant that models do not become outdated. There were, however, a proliferation of new models which highlights the interest shown in this class. The most popular model was still the Peter Kessell designed 2.3m Apollo, with many pilots using the Apollo wing on a fuselage of their choice. Such a model proved to be the winning combination by the end of the day. The 4/5 sub C NiMH 2200 packs were used by everyone, resulting in reliable launches every time. As long as the model is not overweight we have equality of launch height at an average height of around 150 metres. Then the search for a thermal starts. Several models were weighed, and a target weight of 1200g is the aim as one model at almost 1600g (you all know the model!) suffered from lower launch heights throughout the day. This did not, however, not stop Geoff from inflicting a defeat on one of the favourites - Peter Kessell!

Two pilots were attending their first ever 600RES Round Robin even: Mark Annandale ended up flying the wrong model and lost his own, but later in the day after much searching, he eventually found it only two fields away. Ian Pratt was also new to the competition and wisely had spent the winter building and testing his two own-design models. The earlier design proved better than his "improved" development model and Ian achieved four wins and a 15 minute maximum to finish in a highly creditable third place.

James had a good start to the day with three wins. That was not to last. Whilst flying high, probably too high, James lost a wing and the subsequent heavy landing ruled him out for the remainder of the day. Showing how even the competition is, Denis Grocott, Dick Hanley and Malcolm McKendrick (two 15 minute maxes) all finished up with three wins each with Denis winning the fly-off for sixth place. John Taylor used his considerable free-flight building skills to produce easily the lightest and most beautifully constructed model present on the day. John was rewarded with three wins and a maximum 15 minute flight to finish in fifth place. Chris Hague with three wins and two 15 minute maxes scored four points for fourth place. Peter Kessell was only beaten twice all day, by Chris and, did I mention it before, by Geoff? However, Peter had six wins to finish in a strong second place.

Having driven up from South Devon, Rick Farrer, who had severely damaged his model during early testing, was flying a hastily put together Apollogy. This consisted of an Apollo wing fitted onto a Filip 600 fuselage, weighing in at a competitive 1233g (43.5 ounces) but relatively untried. Early in the day the motor lead become unsoldered and this was fixed by simply using a small crocodile clip for the rest of the day. In addition, the motor was only held in with one small M3 plastic bolt (not recommended) as the second one had stripped the thread! Amazingly, it worked all day without a hitch! With a superb display of flying all day, congratulations go to Rick who won seven of his rounds only being beaten once by second place man Peter Kessell. The first three places in the competition were filled by pilots from three different clubs.

Our thanks go to the Wimborne MAC for the use of their excellent flying field. The competition was run alongside club members who were sport flying their own models, and with consideration being shown all around this worked well. Thanks to the timekeepers and to Nancy for keeping all those scores for such a busy competition. Also to James who worked tirelessly setting up and clearing the field. We could do with volunteers to organise a BBQ at future WMAC Cashmoor events.

After a successful first round we look forward to Round 2 on Saturday 28 May at Cashmoor. Watch this space at www.wessexaml.co.uk for all the latest information. The Cashmoor results are as follows:

1st Rick Farrer 7 points 2nd Peter Kessell 6 points 3rd Ian Pratt 4.5 points
 4th Chris Hague 4 points 5th John Taylor 3.5 points. 6th Denis Grocott 3 points
 7th Dick Hanley 3 points 8th Malcolm McKendrick 3 points 9th Geoff Collins 2 points
 DNF: James Parry, Mark Annandale

600RES Class		Round	1	2	3	4	5	Total
1	Rick Farrer		10					10
2	Peter Kessell		9					9
3	Ian Pratt		8					8
4	Chris Hague		7					7
5	John Taylor		6					6
6	Denis Grocott		5					5
7	Dick Hanley		4					4
8	Malcolm McKendrick		3					3
9	Geoff Collins		2					2
=9	James Parry		2					2
=9	Mark Annandale		2					2

Remember it is the best 4 scores to count.

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The winners, from left to right, Ian Pratt (3rd)
Rick Farrer (1st) Peter Kessell (2nd).



Rick Farrer's 2.3m Apollogy



John Taylor's lightweight Yellfin

Ref: WSSX600RR111



The all important control centre

Chris Hague