

## **WESSEX Low-Cost 600RES LEAGUE 2014**

### **Scores after the first round at Blandford on Saturday 31 May 2014**

The first round of the 2014 season was held in superb weather conditions at the excellent Tarrant Hinton site of the DMFG. A good entry of 10 competitors arrived with great enthusiasm for their new models, as much experiment and model building had taken place over the winter, however, due to the poor weather so far this year very little flying had taken place. Before the competition started Malcolm McKendrick was testing his new shocking pink pusher design that showed promise, and Ian Pratt managed to damage his new model by hitting the only wheelbarrow for miles around upon landing! Although the winds were light and variable there were opportunities to find good lift, and no less than five 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.

With an excellent entry of 10 pilots the event consisted of five rounds, resulting in a total of nineteen slots. Not counting any fly-off's at the end of the day for pilots with equal scores, each pilot flies five times in this Round Robin competition. The slots are so designed that each pilot will fly once against every other pilot in the competition.

Once again, for yet another year, the rules remained stable with no changes. There are now many variations of the popular 2.3m Apollo model designed by Peter Kessell and in addition there was a proliferation of new models, including further developments of Jeff Fellows's pusher design, which highlights the interest shown in this class, and such a model proved to be the winning combination by the end of the day. The mandatory 4/5 sub C NiMH 2200 packs result in reliable launches every time. After a 45 second motor run the search for a thermal starts. Several models were weighed, and a target weight now seems to be to get below 1100g (or even lower still) which is about 100g less than a year ago.

After the pilots briefing Round 1 got under way in little or no wind, with a maximum three points for Roly Nix, a win for Jeff Fellows and maximum 15 minute flights for Andrew Fellows, Glenn Woodford and Chris Hague. There followed a short intermission whilst many pilots kindly volunteered to go for a long walk to retrieve all of the component parts of Peter Kessell's Apollo! This one incident spoilt Peter's chances of a high placing overall as he flew well for the remainder of the competition.

After the impressive flight times in Round 1, the lift was strangely absent now and Rounds two and three were over in a flash, with three wins each in quick succession for Jeff and Andrew and two for Glenn. Chris was denied a third win when, to some people's surprise – but not all - James Parry produced an absolutely superb 15 minute flight to force a draw. This shared score was of course to have an effect on the final scores as Chris was the only pilot not to have been beaten by Andrew and Jeff all day.

Round 4 produced some close contests in which winning flight times were relatively low and only one went longer than five minutes, Malcolm needing to fly for over eight minutes to narrowly defeat Chris. Other wins were recorded by Glenn, narrowly beating Rick, and then Andrew and Peter recording double wins, still with times under five minutes.

This brought us to the final round, still with the final positions undecided. Peter and Andrew secured a win each, whilst Malcolm picked up two wins in a very close contest against Glenn and a still on-form James. We have by now become familiar with the high launch heights achieved by both Andrew and Jeff, however, rather predictably, Chris lost out in the climb by some margin to Jeff, and as a consequence a close thermal battle then ensued between them. Sometimes flying in different areas of the sky, sometimes in the same patch the contest ebbed and flowed with Chris eventually gaining superior height. When the sinking air finally swept across the field Chris had gained sufficient height to win with a flight time of over 12 minutes. It is interesting to note that Jeff was flying his recently developed pusher design and Chris was flying one of the original Apollo's built in 2006, just highlighting the excellence of Peter's original design. See photo below from 2006 with all those Apollo's. Peter has built over 20 in total and this has made a big contribution to the continued success of our 600RES class.

The Blandford results are as follows:

1<sup>st</sup> Andrew Fellows 8.0 points; 2<sup>nd</sup> Jeff Fellows 7 points; 3<sup>rd</sup> Chris Hague 6.5 points;  
 4<sup>th</sup> Glenn Woodford 6 points; 5<sup>th</sup> Malcolm McKendrick 5 points;  
 6<sup>th</sup> Peter Kessell 5 points; 7<sup>th</sup> James Parry 3.5 points; 8<sup>th</sup> Roly Nix 3 points;  
 9<sup>th</sup> Rick Churchill 1 point; 10<sup>th</sup> Ian Pratt 0 points.

<b>600RES Class</b>	Round	1	2	3	4	5	Total
1	Andrew Fellows	25					
2	Jeff Fellows	24					
3	Chris Hague	23					
4	Glenn Woodford	22					
5	Malcolm McKendrick	21					
6	Peter Kessell	20					
7	James Parry	19					
8	Roly Nix	18					
9	Rick Churchill	17					
10	Ian Pratt	16					

Remember it is the best 4 scores to count.

Congratulations go to Andrew Fellows for his overall win with eight points out of a possible nine. Jeff Fellows was second with seven points, just half a point ahead of Chris Hague. Glenn Woodford finished in a strong fourth place a further half a point behind. Malcolm McKendrick won the closely contested fly-off against Peter Kessell for fifth place. Malcolm should also be highly commended for lending his model to Roly Nix who experienced trouble keeping the fin on his model after that all conquering Round 1 flight. James Parry was both pleased and surprised to finish in seventh place, followed by Roly Nix only half a point behind in eighth place. Rick Churchill was in ninth place with his only win being against Ian Pratt who finished in tenth place.

Our thanks go to the DMFG for the use of their excellent flying field. Thanks also to the timekeepers who volunteered throughout the day. After a successful first round we look forward to **Round 2 on Sunday 8 June at the Salisbury MFC** flying site at Flamstone Farm. Watch this space at [www.wessexaml.co.uk](http://www.wessexaml.co.uk) for all the latest information.



2006 photo of 9 Apollo's. Designer Peter Kessell is 4<sup>th</sup> from the left, Chris Hague 6<sup>th</sup> from the left with the model flown today. Note, as it was the only non Vee tail version, Peter requested that the tailplane be hidden in the photo behind the wing of another model!

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Chris Hague