

## **WESSEX AML Low-Cost 600RES LEAGUE 2015**

### **Scores after the first round at Blandford on Sunday 18 May 2015**

The first round of the 2015 season started with superb sunny weather and a light wind at the excellent Tarrant Hinton site of the DMFG. This had changed by the end of the day, but there was a good entry of thirteen competitors who had arrived with great enthusiasm for their new models as much model building and experimentation had taken place over the winter using the new brushless power train.

With an excellent entry of thirteen pilots the event consisted of five rounds, resulting in a total of nineteen slots. Not counting any fly-offs 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. Although the models are now five ounces lighter due to the new power train, good lift was hard to find and none of the flights went the full fifteen minutes.

There are now many variations of the popular 2.3m Apollo model designed by Peter Kessell and 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 a latter such 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 the reduced motor run time to 25 seconds the search for a thermal starts. Several models were weighed, and a target weight now seems to be to get below 900g, or even lower still, whilst still retaining sufficient airframe integrity.

After the pilots briefing Round 1 got under way in bright sunshine and with little or no wind, resulting in a maximum three points for Ian Pratt, Andrew Fellows and an excellent start to Peter Rose a newcomer to this competition. Round 2 produced the first flights of over ten minutes but Peter Rose's eleven-minute flight was not enough to beat Jeff Fellows. Glenn Woodford and Darren Bumpass, both flying standard Apollos, picked up valuable points proving that there's life in the older designs still.

Flight times failed to exceed those of the earlier rounds as the wind and cloud cover increased. Round 3 saw more success for the regular winning trio of Andrew Fellows, Jeff Fellows and Glenn Woodford, an excellent win for Ian Sapsed and, having finally sorted his Apollo, Peter Kessell picked up valuable points.

Round 4 produced some close contests in which winning flight times were relatively low and only pilot Glenn Woodford needed to fly for longer than four minutes in order to narrowly defeat Malcolm McKendrick. Other wins were recorded by Andrew Fellows, narrowly beating Jeff Fellows, Chris Hague and Tom Airey in a very closely fought contest. (This round being reminiscent of a few years ago when all four pilots competed in equally closely fought Tomboy events.) Darren Bumpass narrowly beat Ian Sapsed and Peter Rose, and then Ian Pratt won the very close contest with James Parry and Roly Nix.

Although flight times were low in this round the contests were closely fought and the event was set up nicely for the fifth and final round still with the final positions undecided. For the first time today both Tom Airey and Chris Hague won their slots and Peter Kessell, Malcolm McKendrick, Roly Nix and Ian Pratt picked up more valuable points. Jeff Fellows picked up even more points and Andrew remained unbeaten all day to secure a well-deserved overall win. One point behind was Jeff fellows, harsh reward indeed for building the winning model flown by Andrew! In a strong third place, flying a much repaired standard Apollo, was Glenn Woodford. Fourth place went to Ian after a fly-off against Chris, and Malcolm beat Peter in the eleventh place fly-off.

With the introduction of the new brushless power train and a shorter motor run time we still have good launch heights. We have by now become familiar with the high launch heights achieved by both Andrew and Jeff, and this remains the same. However, after experimentation, other pilots are improving their launches and with improved battery management and further weight and drag reduction of models, they expect to be more competitive next time. Watch this space as Jeff has promised a full set of guidelines on battery charging as a result of his continued success in this class.

The Blandford results are as follows:

1<sup>st</sup> Andrew Fellows 12 points; 2<sup>nd</sup> Jeff Fellows 11 points; 3<sup>rd</sup> Glenn Woodford 9 points;  
 4<sup>th</sup> Ian Pratt 7 points; 5<sup>th</sup> Chris Hague 7 points; 6<sup>th</sup> Ian Sapsed 6 points;  
 7<sup>th</sup> Darren Bumpass 5 points; 8<sup>th</sup> Peter Rose 5 points; 9<sup>th</sup> Tom Airey 5 points;  
 10<sup>th</sup> Roly Nix 4 points; 11<sup>th</sup> Malcolm McKendrick 3 points;  
 12<sup>th</sup> Peter Kessell 3 points; 13<sup>th</sup> James Parry 1 point.

<b>600RES Class</b>	Round	1	2	3	4	5	Total
1	Andrew Fellows	25					
2	Jeff Fellows	24					
3	Glenn Woodford	23					
4	Ian Pratt	22					
5	Chris Hague	21					
6	Ian Sapsed	20					
7	Darren Bumpass	19					
8	Peter Rose	18					
9	Tom Airey	17					
10	Roly Nix	16					
11	Malcolm McKendrick	15					
12	Peter Kessell	14					
13	James Parry	13					

Remember it is the best 4 scores to count.

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 7 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.



13 happy pilots and their models



Jeff Fellows all conquering pusher model.

WSSX600RR115



A happy Ian Pratt finished in 4<sup>th</sup> place.

Chris Hague