

WESSEX Low-Cost 600RES LEAGUE 2013

Scores after the final round at Templecombe on Sunday 8 September

The final round of the 2013 season was held on a blustery day at the excellent Templecombe flying site of the Wincanton Falcons. The weather forecast was for rain showers throughout the day. Driving to the venue and on the return trip I drove through heavy rain showers, but at the flying field the rain held off all day. Weren't we lucky! The site, with a strong south-westerly wind, provided quite a challenge. Very few pilots found massive lift and, in fact, only one of the slots was required to fly out the full 15 minutes – only to be spoilt by one pilot landing (or should I say crashing) out. With a generous landing area, only landing in adjacent fields created a zero score, which did happen! A total of 20 competition slots were flown.

After the pilots briefing, Round 1 got under way with a series of short flights with no pilot flying over seven minutes. Winners of their particular slots were Andrew Fellows, Jeff Fellows and Chris Hague. This does not, however, tell of the drama Glenn Woodford experienced in order just to get a flight. I'll let Glenn explain: *"I crashed my number one plane on the first flight. I stalled it. Test flew my other plane... had the wrong model selected and crashed. I then repaired the first one with five minute epoxy and gaffer tape. Thanks to Rick Churchill and Geoff Collins then flew that for the rest of the day."* Not the best way to start the day.

Round 2 saw only two pilots, Andrew Fellows and Jeff Fellows continue their winning ways to remain unbeaten. However, Malcolm McKendrick and Darren Bumpass picked up valuable slot wins even though they were with relatively short flights. In this round Jeff was the only pilot having to fly over eight minutes in order to beat Geoff Collins who was flying his new pusher design to great effect. Once again, the close nature of this competition was highlighted with five different slot winners in the first two rounds.

Andrew Fellows, Jeff Fellows and Malcolm McKendrick picked up wins in Round 3 with very short flight times. Glenn Woodford flying his much repaired model, bedecked in black and blue repair (wonder!) tape almost beat Geoff Collins with a flight of over nine minutes. This would have been a quick round but for Geoff and Glenn battling it out as no other times exceeded five minutes.

The strong wind had kept flight times down and once again in this the fourth round only one pilot, Andrew Fellows, needed to fly over seven minutes to win a slot. Other slot winners in this round were Jeff Fellows (6 minutes) Geoff Collins (3 minutes 32 seconds) and Glenn Woodford (4 minutes).

Flight times improved in the final round as pilots had by now learnt how to deal with the blustery conditions. The big winners in this round were Andrew and Jeff Fellows, Andrew giving Jeff his only defeat of the day, thus securing the top two positions between them. Malcolm McKendrick won his slot to secure enough wins for third place. Rick Churchill (who was a bit under the weather today) received his first win thanks to Rick Farrer landing out – in fact a field or two out – and to add insult to injury Rick, together with Peter Kessell, had flown out the only 15 minute slot of the day. Rick's model was reduced to its component parts and took up far less space in the car on the return journey to South Devon! Fourth place Geoff Collins was unexpectedly beaten by a fast improving James (wooden spoon winner) Parry. The wooden spoon is a prestigious award and at the end of the competition, James received it with much humility!

Finishing with just four wins each, Chris Hague, Darren Bumpass and Peter Kessell finished in that order in the fly-off. Chris Hague had to produce his best flight of the day of over 11 minutes in order to beat a rapidly improving Darren Bumpass who is in only his second season of flying. The fly-off for eighth place did not happen as Rick's model was well and truly broken, James had knocked the tailplane off and, although willing to fly, Glenn's model was patched up big time.

So ended an excellent day, concluding a most enjoyable season comprising of five rounds at four different venues. Congratulations go to Andrew Fellows for achieving his overall win of the series and to Jeff Fellows for finishing a strong second. As Jeff built the models you might have thought that "team orders" would have favoured a different result! With vastly improved performances this year Geoff Collins and Malcolm McKendrick have finished in third and fourth positions, separated by only one point. Fifth and sixth were Apollo designer and big supporter of the 600RES class Peter Kessell, and the originator of the competition Chris Hague, both with 82 points but with Peter having the better count back score. In only his second season flying r/c Darren Bumpass finished in a strong seventh position just one point ahead of a continually improving Glenn Woodford.

Last year's winner, Ian Pratt, was ninth with Rick Churchill (the spreadsheet maestro) in tenth place. Just one point behind was the series co-organiser James Parry who was the popular winner of the wooden spoon. It was good to see Rick Farrer at the final round having recovered from a spot of mid season surgery which prevented him from attending two earlier rounds. Ian Sapsed was in thirteenth position, only being able to attend two rounds and actually winning one of them. We wonder if Ian would have been challenging for the overall win if he had been able to fly in all the rounds.

Our thanks go to the Wincanton Falcons for the use of their excellent flying facility. A big thankyou in particular to Simon Olyott for timekeeping throughout the day in such a busy competition.

After a successful season we look forward to more of the same in 2014. The group discussion at the end of the day was strongly in favour of maintaining the same rules for yet another year. One thought to consider was the suggestion that we **might** reduce the motor run time to 40 seconds. It would go a little way to reduce the advantage of a good climb out, perhaps reduce overall heights attained and reduce the wear on the motor. Not a lot, but we have reached the "fine tuning" stage of the 600RES competition with long term stability of the rules and the models resulting in a very close competition. Watch this space at www.wessexaml.co.uk for all the latest information.

The Templecombe results are as follows:

1st Andrew Fellows 10 wins; 2nd Jeff Fellows 9 wins;
 3rd Malcolm McKendrick 8 wins; 4th Geoff Collins 6 wins;
 5th Chris Hague 4 wins; 6th Darren Bumpass 4 wins; 7th Peter Kessell 4 wins;
 8th equal Glenn Woodford, Rick Farrer & James Parry 3 wins;
 11th Rick Churchill 1 win.

600RES Class	Round	1	2	3	4	5	Total
1	Andrew Fellows	24	25	23	25	25	99
2	Jeff Fellows	25	24	21	24	24	97
3	Geoff Collins	23	22	18	18	22	85
4	Malcolm McKendrick	21	23	17	16	23	84
5	Peter Kessell	20	20	14	23	19	82
6	Chris Hague	18	19	22	20	21	82
7	Darren Bumpass	17	-	19	21	20	77
8	Glenn Woodford	15	16	24	19	17	76
9	Ian Pratt	22	13	20	17	-	72
10	Rick Churchill	11	-	16	22	15	64
11	James Parry	13	18	15	2	17	63
12	Rick Farrer	16	21	-	-	17	54
13	Ian Sapsed	19	-	25	-	-	44
14	Roly Nix	2	17	13	-	-	32
15	Tim Bailey	-	15	-	-	-	15
16	John Taylor	14	-	-	-	-	14
=16	Richard Few	-	14	-	-	-	14
18	Denis Grocott	12	-	-	-	-	12

Remember it is the best 4 scores, shown in **bold**, to count.



Wessex 600RES entrants at Templecombe Sunday 8 September 2013



Jeff Fellows (2nd) Andrew Fellows (1st)



Geoff Collins (3rd)



Look! it's fully repaired, Glenn Woodford. Rick Farrer, Geoff C, Andrew F & Jeff F



Full concentration from James Parry and Darren Bumpass

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Chris Hague