

WESSEX TOMBOY LEAGUE 2009

Scores after Round 1 held at Cashmoor on Sunday 28 March 2010

The first round of the 2010 Wessex Tomboy League was held by kind invitation of the Wimborne MAC. The weather forecast was not encouraging but the flying conditions turned out fine for vintage style models. Luckily the rain did not occur until well after the event had finished but the anemometer readings at 14.00 put the wind speed at 7 mph. High cloud meant there was no risk of losing the models in the wet substance. Considering the unpredictability of the weather, the turn out was reasonable, however, judging by the phone calls received some pilots were put off by the weather forecast. It was great to see a father and son team, each with a Tomboy, from Amesbury, and with spectators from near Frome and Weymouth indicating they may join in the event soon - one having a model and the other going to start building. So, 9 Tomboy models competing on the day with a few missing competitors due to the weather forecast is encouraging as, hopefully, at future events we should be able to muster around 10 competitors or more. Actually, after the events another competitor turned up. Both the 36" and 48" Tomboys and the Tasuma power duration models put in some good flights.

In both Tomboy events two flights of four minutes or more were required to qualify for the fly-off. This time was achieved with a little care mixed in with luck and expertise. There was plenty of cloud cover and abundant lift in places, enabling some good flight times.

In the Tomboy 36 event some pilots used the Mills 75 and others used the increasingly popular MP Jet 040 Classic motor with its standard 2cc ali tank. This reduced fuel capacity is designed to keep launch heights down to a more manageable level, whilst still retaining the use of a powerful, reliable and readily available motor. Without adjusting launch times for either type of engine, the fly-off was won by Paul Netton with a flight of 10 minutes 37 seconds. Newcomer to the series, Richard Farrer, had driven up from South Devon to enter his first Tomboy event and came in an excellent second with a flight of 8 minutes 30 seconds. Last year's winner, Tom Airey, came home in third place with a time of 7 minutes 51 seconds. Free flight supremo, John Taylor, has adapted quickly to this new-fangled radio control malarkey and was only a minute behind in fourth place. Chris Hague failed to take off as an engine mount failed in the start-up phase. He then transferred the gremlins to James Parry by offering to launch James's new and very spotty Tomboy, the motor mysteriously then cut and refused to start again – at least until it was too late to stand any chance in the competition.

Wessex Tomboy 36" span league table

		R1	R2	R3	R4	R5			Total
1	Paul Netton	10							10
2	Richard Farrer	9							9
3	Tom Airey	8							8
4	John Taylor	7							7
5	James Parry	6							6
6	Chris Hague	2							2

1st Paul Netton 10 min 37 sec; 2nd Richard Farrer 8 min 30 sec; 3rd Tom Airey 7 min 51 sec; 4th John Taylor 6 min 52 sec; 5th James Parry 3 min 10 sec.
Qualified but did not start: Chris Hague

Wessex Tomboy Senior 48" span league table

		R1	R2	R3	R4	R5		Total
1	Tom Airey	10						10
2	Peter Rose	9						9
3	Chris Hague	8						8

1st Tom Airey 9 min 53 sec; 2nd Peter Rose 9 min 14 sec; 3rd Chris Hague 6 min 01 sec.

There were only three entrants in the Tomboy Senior competition. The event was comprehensively won by Tom Airey, his 48" span Tomboy achieving a massive height with a combination of a long engine run and a huge block of very buoyant air, which Tom very cleverly flew in! The time could have been far longer but when Peter Rose landed after an impressive 9 minute 14 seconds Tom was able to dive for home. Peter used one of his new Mills 1.3's with a throttled carburettor and a separate tank to very good effect. In a lonely third place Chris Hague landed with a time of 6 minutes and 1 second. Our thanks go to our starter for the day, Bill Longley. Also to the host club the Wimborne MAC for allowing the use of their flying field. And finally, of course, to James Parry for lighting the BBQ and all the hard work put into organising the site on the day.

Remember it is the best four scores, shown in **bold** type, to count. The next round will be on Sunday 25 April, the flying site to be confirmed.

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James Parry/Chris Hague