

Worldwide Postal Competition 2004/5

It is my pleasure, once more, to present the results of the 13 th. Worldwide Postal Competition, and to thank you all for your enthusiastic response. Participation has further declined this year with many events receiving little or no support. Whilst I hesitate to suggest that this 13 th. event is deemed 'unlucky', indeed, the Worldwide was never expected to run for so many years when it was first founded and the ongoing interest has always been encouraging; by and large there is a nucleus of enthusiasts who fly multiple events but the overall number of entrants has reduced of late and it may well be that the general concept of the Postal has almost run its course.

However, there have again been comments that some were handicapped by poor weather, no matter from which part of the world they reside, and that they expected to do better in the next Postal ... and so many expressed appreciation of the opportunities to fly, and enjoyment of same, that I will carry on with a 14 th. event, though in a slimmer, revised version with fewer events, and I hope that you will continue to offer support with the same enthusiasm as in the past..

It is encouraging to see a number of younger people taking part; one such is Thomas Lee (14) who has been seen, elsewhere, to progress from novice to capable builder in little more than a year – to the extent that he flew a very smart own-design Embryo to three maximums in his first Worldwide involvement. Dave Aronstein's family – Rita (11), Jesse (8) and Zebulum (6) are making their mark, together with teenagers Daniel and Ricky Millette. Some innovative entries also, from Joshua Finn – he 'cobbled up' a little helicopter based on the commercial Palm Flyer product, and also flew a tiny canard in the 20" class – the latter doing very well for its diminutive size. Last, but far from least, I'm proud to see my 5yr.old grandson, Christopher, firing various gliders up in Small CLG.

I am also pleased to welcome some new friends from Italy, flying gliders and also a pair of Embryos – the first of such known to be built and flown in that country.

Some remarkable flights are noted, especially with Cloud Tramps which – simple as they are - seem prone to thermalling at the least opportunity, as well as producing some consistently high scores on occasion, and almost half of the flights recorded exceeded one minute.. A notable achievement is that of the family team effort of Les and Jean Sayer who took 1 st and 3 rd places in that event, with their grandsons placing 9 th and 10 th.

I hope to accompany these results with details of the 14 th. WorldWide – failing which, they will follow very shortly. If you forwarded entries/scores on behalf of others, please ensure that they receive a copy of this report. Again, my thanks for your support and enthusiasm which makes running this event worthwhile – I hope you'll be flying again in the 2005/6 event and that you'll encourage others to join us, too

[Jim Moseley.](#)

Small Catapult Glider (12")

- Alex Cameron UK 60 60 60 48 58 47 333 Mayday 2
- Kevin Moseley UK 60 52 51 48 60 48 319 Let's Roll 8" *
- Peter Tolhurst UK 60 36 35 50 60 60 301 Mercedes-Benns
- Kevin Moseley UK 42 46 40 24 41 47 240 WAD Tailless 2A
- Stan Pearson UK 50 50 51 25 29 33 238 Worcraft 'Star'
- Stan Pearson UK 40 45 40 31 33 40 229 Doonie
- Kevin Moseley UK 39 41 25 45 27 49 226 Mini-Roll 6"
- Christopher Moseley UK 44 46 29 34 30 41 224 WAD Tailless 2
- Kevin Moseley UK 27 39 27 30 37 40 200 WAD Tailless
- Christopher Moseley UK 41 36 38 29 40 16 200 WAD Tailless 2A
- Christopher Moseley UK 32 37 38 21 29 29 186 WAD Tailless
- Joshua Finn USA 60 22 60 OOS 142 EasyMini 8
- Harjinder Obhi UK 18 22 28 19 26 24 137 Knocked Up 10" o/d

Large Catapult Glider (+12")

- Lee Hines USA 60 60 60 60 60 60 + 90 + 120 +63 633 Swee'cat 18-6
- Les Sayer C 60 60 39 59 60 45 323 Straight Dan 1
- Les Sayer C 50 60 27 60 60 41 298 Straight Up (modified)
- Neil McDougall NZ 44 44 56 41 50 60 295 Winged Motors
- Peter Tolhurst UK 60 34 47 60 42 47 290 Argus 16" o/d
- Les Sayer C 29 36 60 60 42 47 274 DanMan Mk3 # 6
- Les Sayer C 50 36 52 55 39 37 269 Straight Dan 2
- Peter Tolhurst UK 41 46 51 35 42 51 266 Argus 2
- Peter Tolhurst UK 40 47 46 41 38 36 248 Argus 1B

10.	Les Sayer	C	24	40	31	47	60	41	243	DanMan 1
11.	Les Sayer	C	58	21	30	37	48	49	243	DanMan 2
12.	Neil McDougall	NZ	42	36	35	38	36	39	226	1938 Mayn
13.	Les Sayer	C	35	32	31	33	60	31	222	DanMan Mk3 #7
14.	Daniel Millette	C	43	32	38	37	39	35	149	DanMan 1
15.	Ricky Millette	C	60	36	24	26	33	32	211	Danman 1
16.	Chris Behr	AUS	37	35	16	21	30	45	184	Shooting Star
17.	Ricky Millette	C	42	29	33	28	23	18	173	Straightup

Handlaunch Glider

1.	Kevin Moseley	UK	60	60	60	53	60	49	347	Sting 28 (?)
2.	Kevin Moseley	UK	60	60	60	52	60	39	331	Sting 24
3.	Kevin Moseley	UK	31	38	44	47	52	60	272	Sting 24
4.	Kevin Moseley	UK	55	52	41	36	25	36	245	Let's Roll 8" *
5.	Kevin Moseley	UK	36	37	44	41	37	36	231	Mini-Roll 6"
6.	Harjinder Obhi	UK	27	32	48	35	42	31	215	Oopah 2 12"
7.	Harjinder Obhi	UK	29	33	27	31	51	31	202	Oompah o/d

P30 Rubber

1.	Jim Moseley	C	117	70	98		285			Marcus Maximus 3
2.	Neil McDougall	NZ	120	75	57		252			Teachers Pet
3.	Les Sayer	C	120	53	51		224			Majestyk

Embryo Endurance

1.	Thomas Lee	C	120	120	120		360			Shooting Star
2.	Joshua Finn	USA	112	118	120					Maxout IVb
3.	Joshua Finn	USA	96	90	120	Bonus pts	9	315		Maxout IV
4.	Joshua Finn	USA	66	83	120	oos		269		Maxout II
5.	Daniele Vescovi	I	70	74	81	Bonus pts	9	234		XLV Special
6.	Tony Hall-Willis	UK	106	72	39	Bonus pts	9	226		Mr. Malcolm
7.	Jennifer Chassee	USA	54	112	48	Bonus pts	5	214		Blackbird 12 *
8.	Jim Moseley	C	98	43	48	Bonus pts	9	198		Embryomatic
9.	Vincenzo Canestraro	I	41	42	50		133			The Dreamer
10.	Justin Steedly	USA	84			Bonus pts	9	93		Maxout IV

Cloud Tramp - * indicates discarded longest/shortest flights.

1.	Les Sayer	C	151	204*	71*	180	163		494	
2.	Milan Pavik	CZ	137	134	145*	122	101*		393	
3.	Jean Sayer	C	101	207*	82*	131	142		374	
4.	Mike Thomas	C	112	253*	101	88*	153		366	
5.	Joseph Pengilly	USA	79	116	75*	1389* (!)	104		299	
6.	Richard Barlow	C	61*	103	180*	109	76		288	
7.	Jim Moseley	C	59*	83	90	107	158*		280	
8.	Henry Hill	USA	63	60*	77	115	229*	OOS	255	
9.	Daniel Millette	C	76	74	141*	100	67*		250	
10.	Ricky Millette	C	74	74	61*	105*	71		219	
11.	Mike Myers	USA	43*	66	76	75	110*		217	
12.	Don Smith	USA	58*	60	65	116	84		209	
13.	Ole Torengenson	N	77*	63	71	61*	71		205	
14.	Bert Whitehead	UK	65	73	65	62*	304*		203	
15.	Dave Rumball	UK	33*	119*	42	62	95		199	
16.	Don Martin	USA	53*	59	62	81*	65		186	
17.	Stian Gronsas	N	57	54	51*	74	78		185	
18.	Tor Bortne	N	65	52	52*	99*	68		185	
19.	Ted Smales	UK	42*	57	60	67	58		175	
20.	Jack Phelps	USA	81	90	57*	480+*	OOS		171	
21.	Arthur Durose	UK	53	60	61*	57	53*		170	
22.	Ken Norton	UK	64*	51	62	56	37*		169	
23.	Bert Whitehead	UK	53	52*	56	60	67*		169	
24.	Bud Matthews	USA	109*	38	21*	78	48		164	
25.	Fudo Takagi	USA	19*	72	134*	44	47		163	
26.	Neil McDougall	NZ	67	39	54	27*	69*		160	
27.	Vegar Nereng	N	33*	45	60	53	71*		158	
28.	Martin Ambrose	UK	58*	49*	56	49	53		158	
29.	Chris Behr	AUS	45*	60	48	47	66*		155	
30.	Art Swift	USA	60	54	109*	30*	40		154	
31.	Roland Fridh	SW	70*	42*	46	42	57		145	
32.	Ingvar Claesson	SW	36*	56	38	50	93*		144	
33.	David Feather	USA	53	55*	47	44	26*		144	

34.	Don Ratzlaff	USA	58*	54	46	44	42*	144
35.	Stan Pearson	UK	40*	59*	50	42	50	142
36.	Steinar Hesthagen	N	33*	36	47	55	58*	140
37.	Charles Primbs	USA	30	41	123*	4	61	132
38.	Ron Boots	USA	39	37*	43	39	44	121
39.	Kent Josefsson	SW	32	32	45*	41	10*	105
40.	Bengt Hoglund	SW	32	34	38*	32*	37	103
41.	Sven-Olov Lindén	SW	42*	32	31*	33	37	102
42.	Nils S Anderson	N	37	31	32	46*	28*	100
43.	Dan McLeod	C	20*	25	34	39*	27	86
44.	Mike Parker	UK	19*	30	36*	26	30	86
45.	Peter Olshefski	C	15*	23	27	32	37*	82
46.	Mik Mikkelson	USA	81	62*	91*	-	-	81

Supporters: Bill Gillespie C 215 OOS

Jim Norfolk C 20 20

20" Rubber

1.	Dave Aronstein	USA	60	60	60	90	120	150	180	
			187	907	H.P.Sportster					
2.	Jim Moseley	C	60	60	60	90	120	150	122	662 Tenspot 10"
3.	Mike Thomas	C	60	60	60	90	120	128		518 Tubby
4.	Joshua Finn	USA	60	60	60	90	120		390	Maxout IV
5.	Rita Aronstein	USA	60	60	60	90	103		373	Ballerinaria
6.	Bob Stewart	C	60	60	60	90	93		363	Veron Tomtit
7.	Mike Thomas	C	60	60	60	90			270	Found Cent.
8.	Jim Moseley	C	60	60	60	85			265	Pussycat
9.	Tony Hall-Willis	UK	60	39	60				159	Mr.Malcolm
10.	Jim Moseley	C	53	60	44				157	Cabinaire
11.	Joshua Finn	USA	40	52	50				142	Back Porch Pusher 8"
12.	Joshua Finn	USA	22	19	22				63	Palm helicopter
13.	Rita Aronstein (11)	USA	60						60	Minnow
14.	Jesse Aronstein (8)	USA	32						32	Skybunny
15.	Jesse Aronstein (8)	USA	32						32	Mini-Twin A-frame
16.	Zebulum Aronstein (6)	USA	19						19	Super Cub 95

25" Classic "Two-Bits"

1.	Jim Moseley	C	60	60	60	90	120	71	461	Mini-Hobbies 1*
2.	Joshua Finn	USA	60	60	60	90	120	68	458	Zephyr
3.	Jim Moseley	C	60	60	60	90	82		352	Morgan 'Spirit'
4.	Jim Moseley	C	60	60	60	90	OOS		270	Mini-Hobbies 2*
5.	Jim Moseley	C	60	60	60	86			266	Hump 2
6.	Les Sayer	C	60	60	60			180		Cloud Tramp 2
7.	Ricky Millette	C	60	60	60			180		Cloud Tramp
8.	Stan Pearson	UK	58	60	60			178		Veron Fledgling
9.	Jean Sayer	C	60	56	60			176		Cloud Tramp
10.	Neil McDougall	NZ	58	51	60			169		FA Moth
11.	Jim Moseley	C	42	54	60			156		Chad 20
12.	Bert Whitehead	UK	24	22	22			68		Veron Jr. Snipe
13.	Peter Spalding	UK	30					30		Fledgling

30" Vintage/OT Rubber

1.	Dave Aronstein	USA	90	90	90	120	147		537	Farthing Ltwt
2.	Dave Aronstein	USA	90	90	90	120	146		536	Bowmore '3rd Prize'
3.	Mike Thomas	C	90	90	90	120		390		Skokie
4.	Jim Moseley	C	90	90	90	118		388		Supa Dupa
5.	Les Sayer	C	90	90	90	103		373		Hoppity
6.	Graham Lovejoy	NZ	90	90	90	67		337		Ajax
7.	Les Sayer	C	80	90	90			260		Hepcat
8.	Les Sayer	C	90	90				180		Condor Clipper

42" Vintage/OT Rubber

1.	Jim Moseley	C	120	120	120	150	180	156	846	Senator
2.	Howard Gostelow	AUS	120	120	120	150	146		656	Senator
3.	Tony Taylor	NZ	120	120	120	150		510		Mick Farthing
4.	Neil McDougall	NZ	120	90	120			330		Gollywock
5.	Tony Taylor	NZ	86	120	120			326		Senator
6.	Les Sayer	C	82	120	120			322		Northern Star
7.	Les Sayer	C	118	120	82			320		Loates Wake.
8.	Jim Moseley	C	120	61	120			301		Sceptre
9.	Dave Aronstein	USA	120	(lost .. over 8 minutes).				120		Smith Mulvihill

1.5cc Diesel Slow Power

1. Lynn Rodway NZ 120 120 120 150 510 Big Brit/MVVS
2. Jim Moseley C 120 120 120 76 436 Applehoney 320/PAW

Small Towline

1. Maurizio Sagnotti I 18 17 15 50 Movo M.9

Classic Rubber

1. Neil McDougall NZ 133 150 131 414 Yardstick

'Baxter Tribute'

1. Jim Moseley C 85* 62* 65 68 72 205 Pussycat

Vintage/OT Scale

1. Fudo Takagi USA 52 56 60 (12 minutes OOS into Mexico!) 168 P40 - Stahl
2. Les Sayer C 48 49 60 157 Rearwin Speedster

Vintage/Classic Glider

1. Richard Barlow C 90 90 90 120 78 468 Lulu
2. Neil McDougall NZ 68 90 90 248 Aiglet
3. Daniel Millette C 90 90 56 236 Lulu
4. Tony Taylor NZ 90 54 90 234 Corsair
5. Maurizio Sagnotti I 55 56 114 225 Pinguino
6. GianCarlo Wesseley I 46 79 38 163 Lulu
7. GianCarlo di Chiara I 23 47 56 126 Lulu
8. Curzio Santoni I 43 34 29 106 Lulu
9. Les Sayer C 90 90 Lulu
10. Jim Moseley C 82 82 Lulu
11. Chris Behr AUS 32 36 68 Lulu

Abbrev: AUS: Australia C: Canada CZ: Czech Republic I: Italy N: Norway NZ: New Zealand SW:Sweden

UK: United Kingdom USA: United States of America

(Strictly speaking ... 'UK' for United Kingdom is no longer correct as that designation has now been officially given to the Ukraine; however I'll continue to use same until such time as an entry is ever received from that part of Eastern Europe!)

- Plan Sources

Blackbird 2 http://www.smallflyingarts.com/Free_Plans/free_plans.htm

Let's Roll 8" <http://www.windandwavemodels.com/Postal2003.html>

Mini-Hobbies <http://www.theplanpage.com/st.htm>

Palmsized Helicopter <http://www.rcgroups.com/forums/showthread.php?t=184432&page=1&pp=15>

TenSpot http://www.ctie.monash.edu.au/hargrave/TRUMP/images/jim_m_ten_spot_plan.jpg

Comments from the flyers....

Dave Aronstein : We had several incomplete entries this year... will try to do better next year. Appreciate the extended flying season, and some years there are a lot of good flying days outside of the regular "season" but not this year, at least not in Wichita! It was a good year for Rita's Ballerina, and for my Johnson High Performance Sportster, which almost exactly duplicated last year's performance. Jesse's "Mini-Twin" is a 12" A-frame twin pusher, for which he even carved the propellers. Look for some good flights from this one next year!

Bert Whitehead: Pete Spalding and I managed to get out late this afternoon, on this the last afternoon of your comp.

Freezing wind and snowing, hence low scores. Too cold to continue.

Joshua Finn; The flights for embryo were made a couple weeks ago. The 20" entries were today, the last day of the postal That last flight for the 20" somehow found some lift in the damp windy air. I lost sight of it at 2:38 and later found it in the bottom branches of an oak tree. Easy recovery, I thought she was gone forever. This last entry is from a modified Back Porch Pusher. It's all basswood right now) will all the sheet surfaces built-up to try to save a tad of weight from the heavy wood. The flights are slow and relaxing, so I like it. Span is a mere 8", but it's really long and has a pile of wing area.

Harjinder Obhi: It was a strange day today. Occasional snow fall, sunshine and a breeze. It was a bit like one of those typical spring days, but freezing. As you can imagine, there was convection, but it was difficult to work out what was going on. I was standing in a light snow fall and watching a bird effortlessly thermal soaring above the veil of snow along the edge of a cloud street. Weird! The OOMPAH, nevertheless, still nearly maxed out today! It was so satisfying to see it fly. For the longest flight, the model circled 2 or 3 times after launch without really losing any height at all, possibly even going up a bit. I thought it was going to go OOS over the woods but then it circled smoothly down

Martin Ambrose : The flights took place on sunday 20th Feb. It was hot, 29C in Christchurch and the flying site is 30km further inland so could have been warmer there. Here are the times; 1. 2m 49s 2. 3m 01s 3. 5m 38s (Lucky to get it back, the DT had jammed) 4 2m 47s DT'd early, unfortunately. Our free flight site is a bit restricted with blocks of trees in all directions so one has to pick a relatively wind free day.

Neil McDougall : Although the weather has been warmer lately we have still been troubled by wind and the Levin site is not good in wind. Tony Taylor was not been prepared to try for the 3 minute flight in the conditions we have had. I got one flight in with my new Senator but it has been too windy since to continue.

Daniele Vescovi

This is my first participation in W.P.C: yesterday, the three contest flights of my Embryo Endurance model 'XLV Special': short flights (too freezing weather) but good sensations for the next competition, in summer

Christopher Moseley (via Kevin): the scores that CJ did were with me holding the stick but he pulled back ...and pulled back ...until he decided to let go... at the time I was just praying he WOULD let go. Chris really wanted to make the flights when I told him they were for a competition that you were doing and he was very excited about this. Apologies that there are no more, it got dark and started to rain when we left.

Kevin Moseley: All HLG flights to the 60 secs max All those that did the 60 was just over - tended to dt in between 60 and 90 secs - very little drift and most flights landed within a hundred feet from launch. All launches made from a redundant cricket square that has astro turf on top of concrete.

Lee Hines : Large Catapult Glider event. I realized that a string I started at the Nats in August was still open and needed closing. The first five maxes were my scores which won the 2004 US Nats on August 4th. After returning to CA, 3 more flights were taken on August 22, also maxes. At that point we left for our usual Sunday nosh and I just closed the string with 63 sec at Perris this morning.

David Feather: Light winds, Sunny day, One of our Tramps flew away!!! **(Few words, much enthusiasm! JM)**

Don Ratzloff: I am very proud of my Cloud Tramp because I built it entirely from plans off the internet and with no other help or guidance. It was my fifth airplane that I built this year and a better flyer than the others which were AMA Darts (2 of them), US Sam, and a Carnarsie Canary. (The only other planes I've flown were the Guillows models when I was a kid over 45 years ago). I've built a few other planes since then but so far my favorite is my Cloud Tramp. It does a beautiful ROG and several days after the postal ended I had several flights just over one minute. Just over a week ago I nearly lost it because it was after sunset when the wind carried it about 500 feet and it was too dark to see exactly where it went down. Had to search in the tall grass and weeds for 15 minutes before it was found. I certainly would not have put forth all the effort to even make the Cloud Tramp had it not been for the encouragement of MIMLOCT and the Postal event. Do it again next year and I hope to interest several more flyers from my area here in Cedar Rapids, Iowa.

Peter Tolhurst: Me and my timer went to Perivale Park early yesterday morning (circa 8 am) when it was calm. It was raining when we arrived, but the shower soon passed. The weather was cool, overcast and damp, but with no wind, I could avoid the model eating trees. The model flown was my Argus 1B. Because of the conditions I just fired off the model one flight after another, with no attempt to select good air. I thought I was on to a cert max on the last flight, with the model quite high & still rising, but it appeared to hit turbulence near some trees and just stalled down in the space of a few seconds. All part of the fun. There was not a lot of thermal activity at that time of the morning, but I'm limited to a max wind speed of 2-3 mph or else it means tree climbing, which I'm getting a little old for. . My timekeeper now demands money for his services(including getting out of bed early), but refuses to be bribed !!

Dan McLeod: Cloud Tramp - Flight 2 landed high in a tree and a young boy who was watching all this fun, climbed up and retrieved it. Flight 3 landed in a tree and was retrievable. Flight 5 , the longest, drifted and landed on a 4 story building and took 3 days to retrieve. All this on only about 500 turns. These were basically trimming flights, but ended when CT was lost on the roof. Lesson learned: find a bigger park as this CT model can fly pretty well.

Pavel Heran: I am modeller from Czech Republic and my the most interest is free fly models and vintage models. Flying with Cloud tramp is very good relax, but even model is very simply, flies beautifully. I and my friend Milan tried to join this year postal competition. My results will be later on, because my CT gone away and I have to make a new one.

Joseph Pengilly: always a pleasure to take part in your Cloud Tramp postals. The weather was warm 100F 11:00 seemed to have good lift so I headed out for the field. I started out with a couple of practice flights and preceded with timed flights. The first three went ok then came the fourth flight and WOW it flew for 23 minutes and 9 seconds. It flew away from me and back several times and at the 20 minute mark I just wanted to hit the 30 minute mark but didnt make it. Was hoping for a good 5 th flight but the good air must have moved out.

Fudo Takagi: last flight of my Stahl P.40 was 12 minutes into a cloud, headed for Mexico. Launched into a huge

thermal – too bad, as I was just getting the model trimmed.

Daniele Vescovi and Vincenzo Canestraro flew Embryo's in low wind, 0C and with 'ice everywhere' The Italian glider flyers mostly flew High-start launches in very low winds

Bob Stewart :You may recall my adventure with my chainsaw to rescue my TomTit after it nested in a large Tamarack. That was my third "60 sec" flight that was actually 128sec. Never had that kind of time again. I took the model to a larger field & succeeded in getting a 4th flight of 90 sec (actually 98). Knew I couldn'tget 120 without some help from "Hung" but he was not cooperating. 5th. flight was only 93 sec. Enjoyed entering your event. Maybe next year will build something more competitive.