

HI-LOW LANDINGS The Newsletter of the Navy Carrier Society



President:

Bob Heywood
1267 Old County
Dr.
Dayton, OH 45414
rheywood@woh.rr.com

Vice President:

Mike Anderson
402 2nd Ave
Madrid, IA 50156
[mikeainia@windstr
eam.net](mailto:mikeainia@windstream.net)

Sec. / Treasurer

Dick Perry
427 Live Oak Ln NE
Albuquerque, NM
87122
tailhooker@comcast.net

NCS Top 20

Burt Brokaw
4233 W. Tombolo
Trails
Tucson, AZ 85745
Ph: 520-743-3003
lecreit@msn.com

Issue 22.1: 9 January 2022

Editor's Notes, Dick Perry:

I appologize for the tradiness of this issue, but I've has some distracting events this fall that kept me away from home. The NCS Fall Postal Carrier Contest is officially over (long ago), and I have the results and photos I've received as of the end of October. If there's anything I've missed, I'll try to catch up in the next issue. There's some information on propeller safety, and the 2021 Top Twenty are in this issue. Enjoy.

Let's Go to a Contest!

15-17 October – Carolina Classic, Metroline CL Society, Huntersville NC, **CANCELLED FOR COVID.**

5-6 February 2022 – Southwest Regionals, Cholla Choppers, Tucson, Arizona.

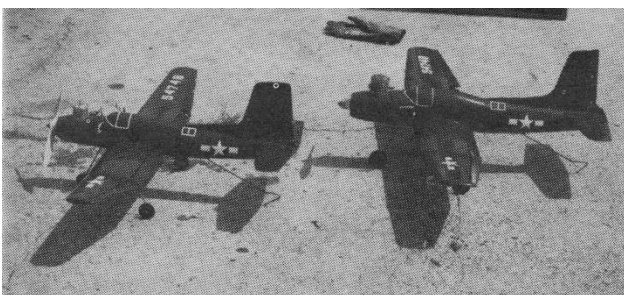
18-21 July 2022 – CL Navy Carrier National Championships, Muncie, Indiana (AMA NATS)

New Records for Pete Mazur

Congratulations to Pete Mazur on two new records set recently. Both were with his electric-power MO-1 original designs. His new Class e-I record was set at Fargo, North Dakota at the end of August. His high speed was 106.06 mph, and a low time of 242.17 seconds gave him a low speed of 7.43 mph. Scale and landing points resulted in a new record score of 448.8. The Class e-II record was set at Dayton, Ohio on the first weekend of the October with perfect weather conditions which Pete described as starting calm and gradually building through the day, allowing him to select the wind that was just right for the airplane. High speed of 102.87 combined with a low of 6.63 (271.35 seconds) plus scale bonus and landing gave him a new record score of 458.0. Well done, Pete.

Greg Baker Skypirate

Bob Heywood is researching a Class I design from the 1970s by Greg Baker from the Cleveland area. Greg had two XTB2D-1 Skypirates, one in Class I and one for Class II. Bob came up with photos in the February 1976 *Model Aviation* of Greg's models taken at the Canadian Nationals in 1975 and a set of Skypirates belonging to Leon Ryktarsyk from my NATS column in December 1980 (below). If you have information about these models, please contact Bob via e-mail at rheywood@woh.rr.com



The Skypirate was an interesting airplane. The concept started in 1939 as a much larger replacement for the operational Douglas torpedo bomber, the TBD Devastator. With a wingspan of 70 feet, it was larger than the original B-25 and could carry more load. Had it been produced, it would have been the largest carrier-based aircraft in the Navy. That was part of the problem, since there were no

aircraft carriers big enough for it until the *Midway* class carriers were ordered into production in 1944. At that time, the Navy finally ordered two prototype Skypirates. Though tested by the Navy, they were not operational.

NATS Four Decades Ago

Dick Perry

In looking for data on the Skypirate, I had pulled out *Model Aviation* issues from 1976 and 1980. As it turned out, both issues with Skypirate information were the issues that reported on the Nationals for that year. Reading about them again reminded me of how much I had enjoyed competing in those NATS competitions and how many friends and acquaintances I had among my fellow Carrier modelers those many years ago. The most significant memory, besides the many friends I had in Carrier competition, is the number of Carrier flyers we had then. In 1980 we had 50 entries in Profile Carrier and 25/27 in Class I/II. On Profile Carrier, 42 of the 50 entries processed their models for the competition. We had a total of 12 Junior and Senior entries. All together, there were 182 flights in the three Carrier events! The Navy Carrier Society was responsible for organizing the CLNC competition, and Harry Higley and Leroy Cordes served as the Event Directors. Cora Higley and Caroline Cordes timed flights and processed scores with other volunteers from the Cleveland Prop Busters and the Midwest Navy Carrier Society.

The high point in Navy Carrier NATS competition for me was Dayton, Ohio for the 1976 NATS. That's because I missed the Glenview NATS in 1972, which was even bigger. At Dayton, there were 70 entries in Profile Carrier, 37/35 in Class I/II and there were 15 Juniors and 11 Seniors competing. It was a great couple of days with two decks to accommodate the large number of contestants. Even with the flights being significantly shorter than today's Carrier flights, it was a challenge to get in two official flights, and anyone with an attempt on one of the first two flights had to worry that there would not be time for the third flight.

This NATS saw a Guardian with retractable landing gear by Mike Hotra

Spring Postal Contest Revisited

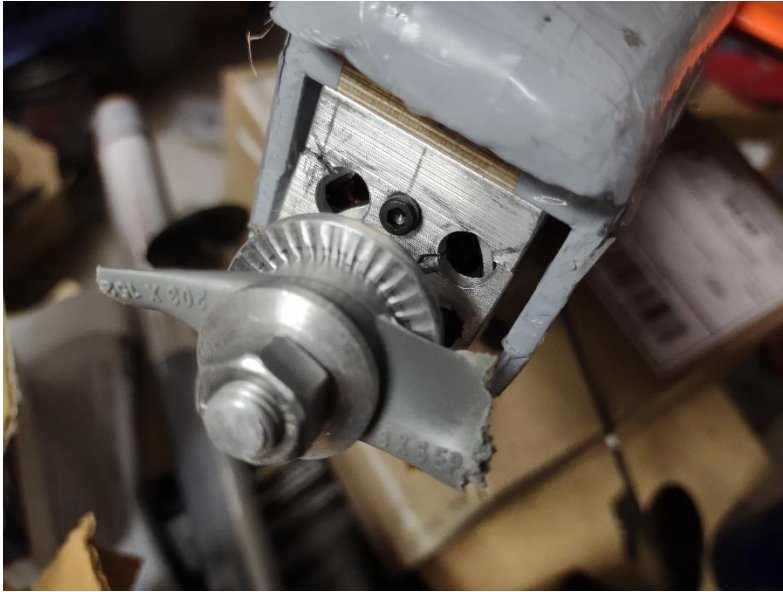
There were some omissions in the Spring Postal results. The corrected results listing is below.

SPRING POSTAL 2021							
CLASS I		CLASS II		PROFILE		SPORTSMAN PROFILE	
Wolgast, Lou	265.7			Wolgast, Lou	277.0	Marenka, George	230.4
						LaNore, Tim	216.8
CLASS I ELECTRIC		CLASS II ELECTRIC		PROFILE ELECTRIC		SKYRAY	
						Brokaw, Burt	260.2
						Smith, Paul	111.2
.15 EXPERT		.15 SPORTSMAN		PROFILE NOSTALGIA		NORTHWEST 40	
Brokaw, Burt	262.3	Hoffman, Jim	191.9	Brokaw, Burt	408.10	Malo, Bill	200.8
Wolgast, Lou	220.7	LaNore, Tim	191.6	Duly, Ron	232.84	Smith, Paul	197.6
Vlna, John	207.8	Marenka, Georg	177.3	Hatfield, Mike	196.70	Hull, Dave	72.1
		Mills, Steve	69.2				

APC Prop Limits

Dick Perry

I've been using APC propellers since they first came out, and I consider them to be an outstanding competition propeller with a wide variety of options to allow optimum performance out of any airplane/engine combination. I don't want anyone to take what I have to say as being a negative opinion of APC propellers; it isn't. What it is, is a declaration of my own negligence and stupidity, and I'm passing it on so you can avoid doing what I did.



I'm an aeronautical engineer, and likely mess with more data than really necessary in my modeling, but it's what I do. I had computed APC rpm limitations, and I had also computed the rpm at which the propeller tips reach .85 Mach to avoid losing propeller efficiency as the tips start to develop shock waves that can separate the airflow, reducing thrust and increasing drag. I wanted to try higher rpm on my Class I electric MO-1 as a means of getting more power from the motor and increasing high speed performance. I was aware of the limitations, and because I was already nearing them with the thin electric prop I was using, I installed an 8" diameter propeller. My mind was focused on a limit of 24,000 rpm, and I was going to be well under that limit. Unfortunately,

the limit I was remembering was the Mach limit, not the structural limit (less than 19,000 rpm) for an 8" diameter, thin electric prop. I was unknowingly and unintentionally exceeding the structural limit.

The propeller lasted less than three seconds before the first blade departed. It was followed almost immediately by the second blade, but not before the single-blade vibration had severely damaged the aircraft. The cowling had departed the aircraft in multiple pieces. The 1/8" thick aluminum motor mount was broken in four places, but the motor was retained by one motor mount screw on the airplane side of the cracks. Many of the glue joints in the nose were broken, and the cracks extended into the wing mount and wing sheeting.

APC publishes limitations for their propellers on their web site at [RPM Limits - APC Propellers](#) . To make it easy, I've listed the limits that apply for commonly used propeller diameters.

<u>Propeller Designation</u>	<u>9" Diameter</u>	<u>8" diameter</u>
Sport Propellers (on IC engine)	21,111 rpm	23,750 rpm
Sport Propellers (on electric motor)	25,000 rpm	28,125 rpm
Racing Propellers	25,000 rpm	28,125 rpm
Thin Electric Propellers	16,667 rpm	18,750 rpm

Fall Postal Contest

The Fall Postal has run its course. I'm not aware of any other flying activities still to be reported, so we'll call it a wrap and post the results. Congratulations to the winners, and especially to all the participants for making this a good virtual contest.

FALL POSTAL 2021							
CLASS I		CLASS II		PROFILE		SPORTSMAN PROFILE	
Wolgast, Lou	268.9	Schneider, Jim	367.5	Brokaw, Burt	364.6	Spoula, Skip	79.1
Brokaw, Burt	201.3	Gleason, Dale	356.0	Schneider, Jim	292.2		
Schneider, Jim	85.9	Shoemaker, Jo	217.5	Shoemaker, Jo	278.5		
		Brokaw, Burt	195.1	Schuetz, Melvin	273.4		
				Perry, Dick	269.1		
				Anderson, Mike	268.3		
.15 EXPERT		.15 SPORTSMAN		Wolgast, Lou	253.3	SKYRAY	
Brokaw, Burt	266.6	Hoffman, Jim	199.8	Hazel, Mike	187.9	Brokaw, Burt	248.0
Wolgast, Lou	211.9	Lincoln, Paul	73.2	Potter, Mike	135.4	Anderson, Mike	232.0
		Martin, Todd	67.4	Schlater, Mark	123.6	Vieira, T.J.	83.8
				Johnson, Jeff	72.6	Spoula, Skip	81.3
CLASS I ELECTRIC		CLASS II ELECTRIC		PROFILE ELECTRIC		NORTHWEST 40	
Mazur, Pete	448.8	Mazur, Pete	458.0	Mazur, Pete	351.6	Potter, Mike	205.8
Perry, Dick	394.9			Anderson, Mike	281.1	Hazel, Mike	183.8
						McCartney, Jim	182.4
						Millard, Kris	86.6
CLASS I NOSTALGIA		CLASS II NOSTALGIA		PROFILE NOSTALGIA			
		Brokaw, Burt	490.10	Heywood, Bob	394.96		
				Ruggiero, Ben	162.90		

As you can see, there were twice as many participants in the Fall Postal than there were in the spring event. There are still more models and modelers out there, especially in the scale classes, both AMA and Nostalgia. Some showed up to fly, but they had equipment troubles that kept them from getting an official score. Still more flew in the spring, but didn't complete flights in the fall. With almost seven months before the NATS, there's plenty of time to finish a few airplanes and to get the kinks out of those already in use (or on the shelf). It would be great to have more of our Carrier modelers come to the NATS next summer.

Treetown Modelaires Midwest Regional Championships

Aurora, Illinois, September 5, 2021

Peter Mazur and Mark Romanowitz

<u>Name</u>	<u>Model gas/electric</u>	<u>high</u>	<u>low</u>	<u>landing</u>	<u>Scale</u>	<u>Score</u>
Profile gas & electric combined						
Burt Brokaw	Seafire gas	20.33	291.09	100	10	341.7
Pete Mazur	MO-1 electric	17.66	180.04	100	10	318.3
Mike Anderson	Spearfish electric	21.65	190.61	100	10	281.1
Mike Anderson	F4F Wildcat gas	22.98	195.25	95	10	268.3

Sportsman Profile

Skip Spoula Guardian gas 26.05 — 0 10 79.1

Skyray

Burt Brokaw Skyray gas 23.71 175.18 100 0 248.0

Mike Anderson Skyray electric 25.45 156.00 100 0 232.0

Skip Spoula Skyray gas 26.04 31.87 0 0 81.3

Treetown Modelaires (continued)

In addition to the events for which the scores are reported above, Class 1 and Class 2 with gas and electric were combined. Each Class had three contestants, but each contestant had significant technical problems that resulted in no official flights being recorded.

Treetown Photos by Mark Romanowitz



Some of the models at Treetown with Skip Spoula holding his Skyray.



Mike Anderson flying his Profile Hellcat with Burt Brokaw judging. The Modelaires have a nice flying site.



Mike Anderson's Profile F6F Hellcat at Treetown.



Burt Brokaw travelled from Tucson to Illinois (and North Dakota the week before) to join the fun. This is his Class II. The Class I had fuel tank problems.

New Bern Aeromodelers Postal Carrier Report

Flown at East Carolina Radio Controllers (ECRC) in LaGrange, NC
Everett Shoemaker

Jo and I decided since the October 2021 Metrolina Control Line Society (MCLS) contest fell victim to COVID that we would go ahead and participate in the postal contest. There has been some interest in carrier and CLPA at the ECRC club in LaGrange, NC and they invited us to do a demo during the June RC fun fly. They cleared a place for us to fly control line so we decided to set up a "deck" there and see if we could introduce some new folks to Navy Carrier. We chose September 18 and it turned out to be a great day for flying.

There was something about the grass that seemed to keep hooks from snagging the wires but if we raised the wires the wheels would snag so there were plenty of landings on the deck but only one arrested landing all day. Jo got that in Profile on her last flight.

We introduced two people to Navy Carrier flying. Paul Lincoln flew control line as a teen and recently decided to get back into it as a sport flyer. He built a Ringmaster and has been doing some flying. He was instrumental in getting the control line area at ECRC. Todd Martin also flew control line back in the old days but had not done any recent control line flying. Neither one had ever flown three line with throttle but both are skilled RC pilots. We turned them loose with the .15 Zero. They both caught on to the throttle almost immediately and they had good take offs and flew the Zero well. They also each had at least one landing in the desired area but no hook ups. They would have had pretty good scores if they could have gotten hooked up.

Unfortunately, Jo and I were busy launching and timing and neither one of us picked up a camera. We did get video of one Fairey Albacore flight but it is not clear enough to use for anything.

Below are the scores that are worth noting:

New Bern Aeromodelers/East Carolina Radio Controllers 18 September 2021 Postal Carrier Contest							
Name	Model/Class	Engine	High	Low	Land	Bonus	Score
Paul Lincoln	Zero/Fifteen	Fox .15	36.19	85.09	0	0	73.2
Todd Martin	Zero/Fifteen	Fox .15	36.59	66.52	0	0	67.4
Jo Shoemaker	Guardian/Profile	TT .36	23.22	211.28	100	10	278.5
Jo Shoemaker	Fulmar/CL II	K&B 61	24.84	111.87	0	100	217.5

Cholla Choppers Fall Postal Contest

Tucson, Arizona

Burt Brokaw, Photos by Jim Hoffman

We have had two postal carrier sessions in September on the 19th and the 21st. Due to scheduling conflicts, we probably will not be able to have any more sessions. So, I am sending the best scores now.

15 Carrier		AMA Profile		Profile Sportsman	
Burt Brokaw	266.6	Lou Wolgast	253.3	Steve Mills DNF (engine issues)	
Lou Wolgast	211.9				
Jim Hoffman	199.8				
AMA Class I		AMA Class II		Nostalgia Class II	
Burt Brokaw	201.3	Burt Brokaw	195.1	Burt Brokaw	490.1
Lou Wolgast	268.9				



Burt Brokaw, Steeve Mills, and Lou Wolgast prepare Burt's Class II for flight.



Lou Wolgast with his Curtiss Seamew.



Steve Mills and Burt Brokaw work on Steve's Profile MO-1 at the Tucson Postal event.

Buzzin' Buzzards Navy Carrier Fall Festival

Dayton, Ohio, 4 October 2021
 Bob Heywood, Photos by Les Boyd

The 2021 Fall Festival Navy Carrier meet was a modest success. We had 4 fliers with 6 airplanes. The weather cooperated with temps in the 70's and winds from 170 – 190 deg @ 3-6 mph, right down the deck. Pete upped his E Class II record to 458.0. The rest of us had a variety of issues that prevented our flights from going completely as planned. More training is needed.

Event	Name	Model	High	Low	Landing	Bonus	Score
Class e-I	Pete Mazur	MO-1	100.91	8.26	100	100	425.6
Class e-II	Pete Mazur	MO-1	102.87	6.63	100	100	458.0
e-Profile	Pete Mazur	MO-1	100.91	7.39	100	10	347.7
Nostalgia Pro	Bob Haywood	A-4P	67.19	29.6	95	120	394.96
Nostalgia Pro	Ben Ruggiero	F-8F	42.88	----	0	120	162.88
Skyray	T.J. Vieira		63.31	30.9	0	---	83.8



Dayton Flight Deck: Pete Mazur, Ralph Hoebner, Bob Heywood, T.J.Vieira, Ben Ruggiero

Bob Heywood



Bob Heywood's A-4P, Nostalgia Profile, ST G21/35, Kavan carb.

34th FALL FOLLIES

SALEM, OREGON. OCTOBER 1 - 3, 2021

Mike Hazel

Navy Carrier events and a third day were added to this traditional Northwest contest. I was the CD and Carrier ED. There were 15 planes on the field, but not every one getting off the deck. Weather was pretty nice!

Northwest Sport 40

1.	Mike Potter	205.82
2.	Mike Hazel	183.80
3.	Jim McCartney	182.37
4.	Kris Millard	86.57
5.	John Lickley	attempt

Profile Carrier

1.	Jim Schneider	292.16
2.	Mike Hazel	187.86
3.	Mike Potter	135.36
4.	Mark Schluter	123.55
5.	Jim McCartney	attempt
	Kris Millard	DNF

Class I Carrier

1.	Jim Schneider	85.92
	Mike Hazel	DNF

Class II Carrier

1.	Jim Schneider	367.47
----	---------------	--------

Top Twenty

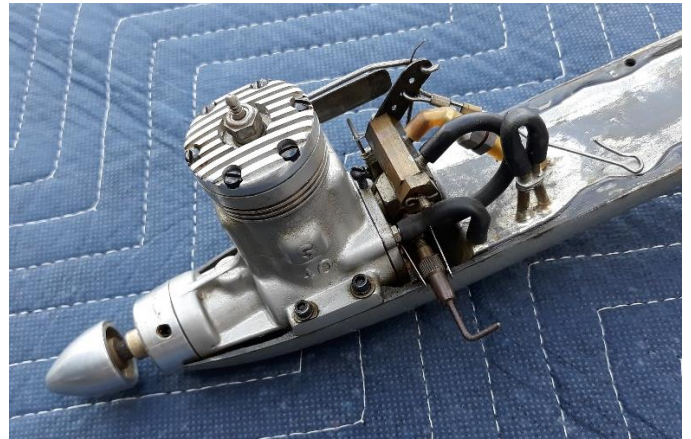
With the 2021 contest season drawing to a close, the Top Twenty listing will not likely change before the end of the year. The final version will be updated at the end of the year, should there be any more scores to include, and it will appear in the first issue of 2022.

TOP TWENTY 2021							
CLASS I		CLASS II		PROFILE		SPORTSMAN PROFILE	
Brokaw, Burt	455.5	Brokaw, Burt	473.7	Brokaw, Burt	376.6	Marenka, George	235.7
Lou Wolgast	268.9	Schneider, Jim	367.5	Schneider, Jim	292.2	LaNore, Tim	216.8
Schneider, Jim	85.9	Gleason, Dale	356.0	Shoemaker, Everett	284.4	Heywood, Bob	98.8
		Shoemaker, Jo	217.5	Shoemaker, Jo	278.5	Spoula, Skip	79.1
				Wolgast, Lou	277.0		
				Schuette, Melvin	273.4		
				Perry, Dick	269.1		
				Anderson, Mike	268.3		
				Hazel, Mike	187.9		
				Potter, Mike	135.4		
				Schlater, Mark	123.6		
				Johnson, Jeff	72.6		
CLASS I ELECTRIC		CLASS II ELECTRIC		PROFILE ELECTRIC		SKYRAY	
Mazur, Pete	448.8	Mazur, Pete	457.7	Mazur, Pete	351.6	Brokaw, Burt	260.2
Perry, Dick	394.9	Anderson, Mike	396.2	Anderson, Mike	281.1	Anderson, Mike	232.0
Anderson, Mike	370.6					Mazur, Pete	228.6
						Vieira, TJ	180.0
						Smith, Paul	111.2
						Spoula, Skip	81.3
CLASS I NOSTALGIA		CLASS II NOSTALGIA		PROFILE NOSTALGIA		NORTHWEST 40	
Waters, George	406.19	Brokaw, Burt	490.10	Heywood, Bob	410.14	Potter, Mike	205.8
Heywood, Bob	401.87			Brokaw, Burt	408.10	Malo, Bill	200.8
				Suhamski, Bernie	260.03	Smith, Paul	197.6
				Duly, Ron	232.84	McCartney, Jim	193.6
				Hatfield, Mike	196.70	Hazel, Mike	183.8
				Ruggiero, Ben	162.90	Millard, Kris	98.0
						Hull, Dave	72.1
.15 EXPERT		.15 SPORTSMAN					
Brokaw, Burt	266.6	Hoffman, Jim	199.8				
Anderson, Mike	222.5	LaNore, Tim	191.6				
Wolgast, Lou	220.7	Marenka, George	177.3				
Vlna, John	207.8	Lincoln, Paul	73.2				
Shoemaker, Jo	191.7	Mills, Steve	69.2				
Shoemaker, Eve	80.1	Martin, Todd	67.4				

Mystery Model



Mike Potter acquired this Class I Short Seamew built on a magnesium pan. Engine is a K&B 40S with Higley meter and exhaust slide. Its builder is unknown to Mike. It has a span of 27" making it about the same size as my Class I Seamew. Can anyone identify the model and fill us in on its history? We'd particularly like to know who built it and when.



With the COVID cancellation of the last Carrier contest scheduled for 2021, this will close out High-Low-Landing reporting for 2021. Expect the next issue following the Southwest Regionals in Tucson the first weekend of February 2022. Let me know your contest dates for 2022 so I can include them in the next issue.

For the next couple of months, I'll be producing and distributing the H-L-L newsletter. It will be primarily a means of distributing information about the contest results, but I'll be including additional items from my archives. If you have an item to share, send it to me at tailhooker@comcast.net.

Dick Perry, Temporary Editor