

HI-LOW LANDINGS The Newsletter of the Navy Carrier Society

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NCS Top 20

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NCS POSTAL CARRIER CONTEST

5 September through 4 October 2020

More reporting! Send results, description and photos to tailhooker@comcast.net.

Lots of activities to report in this issue because I took a week off! There is one more weekend to fly in the NCS Postal. If you fly in the coming weekend, please submit your results before 10 October so we can report the results and honor the winners.

TUCSON, Arizona Cholla Choppers have been out every weekend so far.

20 September, Burt Brokaw reports:

We had our third postal session this morning. Got a really late start because the sprinklers were on when we got to the park. "We" consisted of Lou Wolgast, Steve Stewart, Steve Mills, and myself. Wind cooperated a little better this time.

Steve Mills decided not to wait for the sprinklers to turn off and left and went home.

Steve Stewart is still trying to sort out his new .15 Chopper model. First Flight progressed through slow flight but landed in the water about ten feet short of the deck. On his next attempt the needle parted company with the carburetor during the flight so he ended up in the water again.

Lou flew my MO-1 profile for a complete flight, but after landing the model ended up on its nose so landing points were only 50.

I flew the old Seafire profile that Eric gave to Mike Potter many years ago and who eventually gave it to me. It had developed a serious vibration problem which I thought I had fixed but obviously NOT since I made two attempts but was unable to get a score.

Next I put up the silver MO-1 that has worked so well for me for several years.

We will go at it again next Sunday.



Burt Brokaw's Class I MO-1 and Profile Seafire.



Lou Wolgast with his .15 Stiletto.



Tucson's minimalist, but effective, deck for the Postal.

27 September, Burt Brokaw reports:

We had our 4th postal carrier session this morning. Beautiful weather, light breeze but not consistent enough for high scores. Both of the Steve's [Steve Stewert and Steve Mills] are having problems with engine tuning. If they would come out during the week I could probably help them with that, but trying to get the engines tuned on Contest day is not working out real well. We only have a couple of hours to get all the flights in because after that it is just too hot. We are still having highs around 100 degrees every day which is extremely unusual for September, especially this late in the month.



Burt Brokaw's Class II with Nelson 45 and Skyray at Tucson.



Steve Stewart with his .15 L'il Chopper.



Lou Wolgast with his Profile entry.

NORTH CAROLINA, New Bern Aeromodelers, reported by Everett and Jo Shoemaker:

We managed to get a little flying done during September. We hoped to fly the unmuffled planes in Goldsboro but that didn't work out so the results are somewhat slim. We do appreciate getting to fly anything official this year and thank you very much for coming up with the postal event!

Jo and Everett got out the 7th, 13th, and 27th and tried to put in some good carrier flights. It was a real challenge with not great weather and cranky engines, but we finally got something done. Our intent was to fly our muffled airplanes in New Bern and then drive to Goldsboro where we can fly the unmuffled stuff. The weather and Jo's workload made us put the Goldsboro trip off with hopes for the 26th or 27th. Unfortunately, one of the club

members in Goldsboro has family members who tested positive for COVID, so we decided we really did not want to fly that much anyway. This resulted in all the scale stuff and nostalgia stuff getting left out except the Class I Seafire. On to next year!

This will be the only contest the Seafire ever sees. It is getting ready to have a civilized .40 and more scale landing gear installed so it will be a sport scale Sunday flyer. It and its Class II brother ended up a little overweight. The Class one is 3 lb. 15 oz and takes about a lap and a half to get up to speed. The high-speed certainly reflects that. The Class II is about 3 ounces the other side of 4 lb. so it will never even see competition. I can't decide if I will write the design off as a failure or revisit and try to get some more weight out of them. I am leaning toward the write off at this point.

The Zero is new to Everett but not at all new. It was given to us and we have no idea who built it. The flight we got for score is its 5th flight from our hangar and was the first complete flight we managed to put on it. It needs some trim work and a bigger fuel tank but might have potential. If you walk slow going to the handle it will run out of fuel on lap 8 and there are no second chances on landing.

We had a perfect day back in August. Jo put a 4:40 on her Guardian with three warnings. Unfortunately, it didn't settle in for her during September so she couldn't repeat. She did beat me that day though!

This was our first time using this deck set up. It worked well. We use a speed handle to turn the stakes into the ground so set up is quick and painless. I will eventually cut the hooks off of the stakes since they are too high to use. The stakes are plastic so they might be problematic in hard ground. No problem in NC sand though. We did take off from the grass which does impact the high speed times a little bit. This is all just fun and games so that doesn't matter anyhow.

Everyone fly safely and hold your breath. Maybe we will get to play next year.



The quiet stuff in the pits on day one.



Deck with 5 lines. If you can hit 5, you can hit 10!



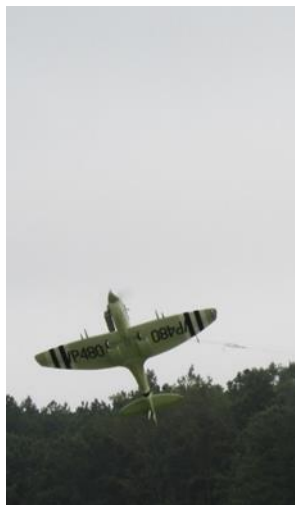
Jo working her Guardian.



Things got a little exciting when the wind gusted coming upwind.



Day 3, Zero in the fog.



Class I Seafire looking great.



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MO-Bipe Charlie Reeves

Here's Jim Lynch's MO-Bipe [Harry Higley design] that he flew in Florida at the King Orange in about 1972. In the second picture you can see that he's hooked the wire but the tail's not down yet. Very nice flight.





Jim Lynch, part of the Kentucky contingent at the 1972 King Orange International model meet.

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A-4P (Nostalgia Profile) Bob Heywood

The A-4P is officially complete. Flight trials this weekend. Finally.

Editor: Looks great, Bob, even if I am a little prejudiced! I hope to see a score in the NCS Postal.





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Temporary Editor

For the next couple of issues, I'll be producing and distributing the H-L-L newsletter. It will be primarily a means of distributing information about the NCS Postal Carrier Contest, but I'll be including additional items from my archives and contributions from readers in addition to the NCS Postal activities. If you have an item to share, especially your photos and results for the NCS Postal Carrier Contest, send it to me at tailhooker@comcast.net.



Dick Perry
Temporary Editor