

HI-LOW-LANDINGS The Newsletter of the Navy Carrier Society				
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Editor's Notes

The election of Navy Carrier Society Officers is complete with the current officers being unanimously reelected for a 2-year term. Thanks to Pete and Bob for their willingness to continue to serve as NCS officers.

I've been having a typical editor's problem of never completely finishing an edition without finding something new that should be included. There comes a time when you just have to draw the line and publish and wait for the next edition! This last few weeks it's been contest results, corrected contest results, new contest listings, corrected contest listings, and new submissions. The last item I received is a great article on using commercial RC equipment to make a 2.4 GHz handle for our events by Bill Bischoff. It's a very thorough how-to and information on what's available and options for planning and implementing a new handle project. I wanted to get it into the newsletter in time for our readers to think about including any ideas that might inspire them into their building plans as the contest season approaches.

Let's Go to a Contest!

18 Apr 2026, Jim Walker Memorial Spring Tune-up, Portland, Oregon. AMA Profile (gas) and NW Sport 40. **Note the date change from the prior H-L-L.** Download flyer @ [Untitled](#) [Email for information](#).

2-31 May 2026, **NCS Spring Postal Contest** at a flying field near you. Details haven't changed.

22-24 May 2026, **Northwest Control-Line Regionals**, Roseburg, Oregon. No Electric Carrier events listed. Flyer at the end of this newsletter. Download a better flyer @ [reg.flyer.26](#) [Email for information](#).

6-7 Jun 2026, Dallas, Texas, Carrier is the last day of a two-day contest. Contact Bill Bischoff at billbisch@hotmail.com

15-16 Jun 2026, Navy Carrier days at the **Bradak Fly-In**, Carmichaels, Pennsylvania. Check the web site ([brochure brochure](#)) for contest information. **Note the date change from the prior H-L-L.** Advanced registration is required. Changes from prior years: Glow and Electric Combined; Skyray event is not listed.

6-9 July 2026, **CL Navy Carrier National Championships**, Muncie, Indiana. 100th anniversary of the Nationals! Don't miss it!

5-6 Sep 2026, **Midwest Regional C/L Championships**, Carrier portion on the first day of a two-day event, Aurora, Illinois.

5-6 Sep 2026 **Charles Ash Memorial/Southwest Regionals**, Dallas, Texas. Carrier is the last day of a two-day contest. Contact Bill Bischoff at billbisch@hotmail.com

VOLUNTEER OPPORTUNITIES

1. The CL Navy Carrier NATS will be flown on 7-9 July. Because it is the NATS, event directors may not compete in the event they direct. To allow as many modelers to compete as possible, it is possible to have different CDs serve as Event Director (ED) for each of the individual events. If you are attending the NATS, and you are not flying in every event, and you hold a CD license, you could serve as ED for any event you are not flying. An easy way to accommodate this is for someone not flying Electric or IC events on a particular day to serve as ED for the IC or Electric events. Serving as ED has limited responsibilities. Dick Perry is the single point of contact for the Carrier NATS. Site setup, processing, timers, center judge, tabulation, and results reporting will all be done for you. You would be responsible for overseeing any flights in the events for which you are ED and for adjudicating any potential disputes. You would also earn the undying gratitude of the modelers who can fly at the NATS because of your generosity! Contact Dick Perry at the e-mail/phone above to volunteer.
2. AMA is looking for a CLNC modeler to report on the CLNC NATS for the electronic "NATS News" publication. Articles are posted on the AMA web site during the NATS. AMA will pay for the submissions (but not enough to retire on), which will consist of a short narrative and a selection of photographs for each day. Cell phone cameras are fine for the photography, and submissions are done electronically. Contact Dick to volunteer.
3. We are looking for a member (or even a non-member) with web site experience to establish a Web site for NCS. It could likely be a modification of an existing modeling site to suit the individual requirements of the NCS, which would not require a lot of original work. If you have such skills and are willing to apply them to a new NCS web site, or if you know of someone who could do the development, please contact Dick.

Navy Carrier National Championships Registration Open

Registration for the Nationals is open on the AMA web site at [Nats 2026 Control Line Navy Carrier | Academy of Model Aeronautics](#). The first 100 contestants to register for the overall NATS will receive a special contestant's package with additional commemorative items. Camping registration is also open, and golf carts are available for reservations at this time. It's not too early to start planning, arranging hotel or camping accommodations, and preparing to enjoy the 100th Nationals. We're looking forward to a great Navy Carrier NATS.

NCS Spring Postal Contest 2-31 May 2026

In 2020 NCS started the NCS Postal Contest tradition because of COVID. The threat of COVID has significantly diminished with outdoor events having been shown to be very low risk, and the restrictions have gone away, but the event has become a popular way to get together to fly Navy Carrier and to post a score in the NCS Top Twenty listing. The contest will not be sanctioned, though any local activities can certainly be sanctioned, such as the NW Regionals. To make things as easy as possible for local flying fields and small groups, you can use a painted or otherwise marked carrier deck (as allowed in the rules), and without a sanction, you can use as many (up to ten) or as few arresting lines as you have or are willing to risk a bolter with. You can also lend a model to another potential Carrier modeler, teach them how to fly Carrier and have them fly for score. Share the fun!

With a painted outline at your local flying field, your local club members might be encouraged to practice more often or even sanction a local contest in the future.

Here are the details: Navy Carrier Society is the sponsor. All official and unofficial events are included. There

are no prizes and no entry fees. What you get is bragging rights and a Top Twenty listing – plus the opportunity to participate in a contest this spring. Fly as often as you like – each day is a new opportunity for making three attempts. All AMA rules apply, except for the requirement for a full set of arresting lines and the ability to share models. The only requirement for entry is that each entry be accompanied by an electronic photograph of the activity – models, contestants, etc., even the pizza party after flying – plus a brief description (who, what, where). Send scores (and high, low, landing scores if you like) and an electronic photo to Dick Perry (Tailhooker@comcast.net) We'll publish the photos in periodic High-Low-Landing newsletters. We'd like to see who is flying and what you are flying. Do you have a new model ready to go after the winter building season? Bring it out. Even better, if your new model isn't quite finished, finish it in time to enter it in the Postal Contest. We'll be looking for your entry, and we'll be looking forward to getting started filling up the Top Twenty rankings for the year.

Southwest Regionals – Tucson, Arizona 29 Jan to 1 Feb 2026

Steve Mills and Dick Perry

The control line portion of the Southwest Regionals was held in Tucson, Arizona, on the football-free weekend at the end of January. The weather was quite good for most of the possible four days of CL Navy Carrier flying. Competition was by groups of events as a percentage of the 2025 Top 20 scores.

Robbie Smith is a new resident of the Tucson area after moving from Texas. With the Carrier interest in Tucson, he has taken up our event. He was flying a Spearfish in the Sportsman Profile event. The results were as follows:

AMA Profile, Class I and Class II

Burt Brokaw	95.51%	Profile	335.5
Lou Wolgast	83.58%	Profile	294.9
Burt Brokaw	81.71%	Class II	427.1
Jim Hoffman	74.06%	Profile	261.3
Lou Wolgast	64.35%	Class I	339.1
Burt Brokaw	38.98%	Class I	205.4

Skyray, .15 Profile and Sportsman Profile

Burt Brokaw	104.79%	Skyray	258.1
Lou Wolgast	96.64%	.15	201.3
Burt Brokaw	94.20%	.15	245.1
Jim Hoffman	94.05%	.15	195.9
Robbie Smith	92.16%	Sport Prof	196.2
Dick Perry	87.10%	.15	220.5
Steve Mills	56.36%	.15	117.4

Nostalgia Profile, Class I and Class II

Burt Brokaw	105.12%	Nos Prof	520.39
Mike Hatfield	87.62%	Nos Prof	433.74

The scores and classes in which they were flown appear in the table of 2026 Top Twenty scores, since this is the only contest in 2026 so far.

"TRANSMITTER" HANDLES

Bill Bischoff

I have purchased a couple of radios on Amazon.com that are inexpensive and lend themselves very nicely and easily to a handle conversion. One can be found by searching for the brand "Hot RC". A 4 channel transmitter with two receivers is \$36.00. The transmitter has the throttle trigger, a thumb-operated steering joystick, and two non-proportional pushbutton activated channels. See Hot RC photo 1. The other can be found by searching "Turbo Racing RC radio". There are 3 channel and 4 channel versions, with push buttons or an LCD screen. They also feature a throttle trigger, a typical steering wheel, and one or two non-proportional channels. They are in the \$30-\$40 range. The big attraction here is that the radio can detach from the handle. See Turbo photos 1 and 2. Some people may find it useful to have the transmitter in hand while starting a glow engine. Normally, the handle would have to be disconnected from the lines to do this. Look into these radios, and decide if they appeal to you. If so, then read on to learn how to integrate a flying handle with these transmitters.



Hot RC Photo 1



Turbo Photo 1



Turbo Photo 2

I will break the conversion process into three separate tasks. The first will be alterations to the transmitter control functions and configurations, the second will be integrating the handle and transmitter, and the last will be installation of the battery. No modifications to the electronics are required, and the only soldering will be the two battery wires.

Radios that are designed for cars typically don't have the throttle trigger spring-loaded to full idle. When released, they return to somewhere around 1/3 throttle, which is set to be idle on the motor or engine. Pushing the throttle trigger forward applies the brakes. For airplanes, we want the throttle to go to low idle, so the spring mechanism on the trigger needs to be modified. Strictly a personal preference, but I like a bit more movement of the throttle trigger than what the radios provide. This can be easily corrected by some grinding with a Dremel tool. I also replaced the steering wheel on the "Turbo Racing" transmitter with a lever, but retained the spring mechanism for centering. My intent is to pull the lever back to release the line slider, and push the lever forward to drop the hook. These two functions can be accomplished with a single servo, or two servos and a "Y" harness.

Begin by removing all the screws that hold the transmitter together. Collect them in an empty pill bottle or small bag, so you will be able to lose them all at the same time! Once you've got the transmitter split open, remove all the battery leads and contacts, as they won't be needed. Examine the throttle return mechanism while moving

the trigger. See the little tension spring attached to a lever? Good! Disassemble as much of the trigger as necessary to remove the spring and lever. The trigger should then move freely with no spring return. If you want the trigger to stay in any position without returning to idle, you will probably want to install a small fiber washer or O-ring somewhere on the trigger mechanism to provide a bit of friction so the trigger doesn't move by itself. I haven't ever set up a throttle that way, but I can see how it might be preferred by modelers who fly scale instead of carrier. If you want the trigger to spring return to full idle, you will need to fabricate a new spring. I used .020 music wire, but if you want a stiffer spring for a "heavier" trigger feel, you can use .025 wire instead. "Hot RC" Photos 2 and 3 show the new return spring. Note the areas marked with white paint. These are the places to grind away slightly to achieve more trigger movement if desired. Also note that photo 2 clearly shows the attachment of the new return spring to the trigger. The trigger has a small hole drilled in it, and the end of the spring has a "U" bend to hold it in place.



Hot RC Photo 2



Hot RC Photo 3

Similar concepts can be applied to the "Turbo Racing" transmitter, although the new return spring simply hooks around base of the trigger, and fits around one of the case screw bosses. As mentioned above, I removed the steering wheel from the Turbo Racing transmitter, and replaced it with a lever. The lever is made from a 3/16" wheel collar and a 6-32 screw. The hole in the wheel collar needs to be filed out to a 5mm square to fit over the the steering wheel shaft. You can do this with jeweler's files or a Dremel tool. I found it easiest to use a small pair of vise grip pliers to hold the wheel collar while filing it. The set screw hole should be aligned with one of the sides of the square. The 6-32 screw threads into the set screw hole, and secures the lever in place. The screw length is a matter of personal preference. A washer and screw into the end of the steering shaft give some extra security and provide a finished look. As another "finishing touch", a piece of fuel line or some sort of vinyl cap can be installed on the end of the screw. See Turbo photo 1.

The next task will be to make the handle that gets mounted inside the plastic transmitter halves. The frame of the handle is made from 1/8"x 3/4" aluminum strip from the local home improvement store. It will take about an 18" length of aluminum, so buying a 36" piece will give you two chances to make a good one. The back side of the handle will have an overlapping joint, which is secured with two 4-40 screws. Drilling and tapping the

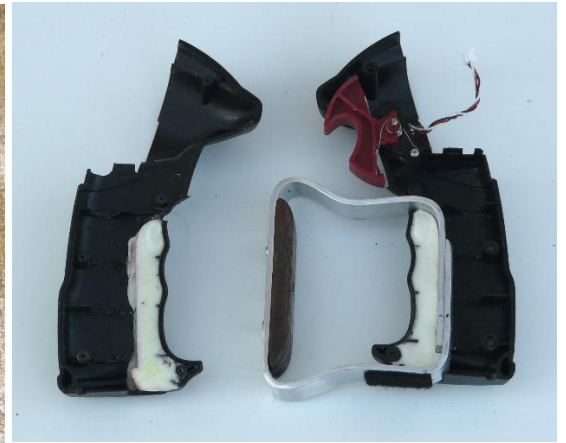
aluminum strip for the 4-40 screws will eliminate the need for separate nuts. The exact dimensions of the aluminum handle frame aren't terribly critical, but here's what to shoot for. I try to make my handles with a cable spacing of 3 1/2". If you prefer something different, make it to fit your preference. I try to make the distance from the surface where your fingers touch the handle to the front of the handle about 2 1/2". Where the handle fits into the plastic grip, the top and bottom of the frame are about 3 1/4" apart. The bottom should sit flush against the outside of the grip. The top should be positioned to allow a good fit for three fingers around the grip, and also leave enough room for your index finger to operate the trigger comfortably. The overlapping joint at the back of the handle frame allows a lot of "wobble room" to get the frame to the desired shape. Don't drill/tap/screw it together until you are 100% happy with the frame. Refer to Hot RC photo 4. When the handle is held in the normal flying position, the grip should have a slight forward bias, and the front part of the handle should be vertical. This mimics the mechanical 3-line handles and the Fox 2-line handle, but if you prefer something different, go for it.



Hot RC Photo 4



Hot RC Photo 5



Hot RC Photo 6

Once the frame is made, the plastic grips need to be cut/ground away for the frame to fit inside. Refer to Hot RC photos 4-6. The frame should fit equally deep in each side of the handle's grip when you are finished cutting and grinding away the plastic stiffening ribs. You don't need to remove all of the internal ribs, just enough for the frame to fit where you want it. The frame will be glued into one of the handle halves, and the empty space in front the frame will get filled with microballoons and epoxy. This will strengthen the handle, and keep the plastic shells from being broken by the pull test. Soft wax, Silly Putty, or even used chewing gum can be used to create little dams to prevent the epoxy and microballoons from drooling out into the rest of the handle. You may prefer to do this in several applications, rather than all at once. You want the glue to fill up to the center seam between the two plastic halves. On the first application of glue, install the other half of the grip and hold it together with masking tape to assure proper positioning of the frame. Try to prevent glue from getting on the other half of the handle, as you want to still be able to separate the halves.

Next, you will want to fill the other handle half with a similar amount of epoxy and microballoons, but you want NOT to glue everything together. Paint the exposed half of the frame and surrounding glue with a coat of regular Elmer's white glue as a release agent, so the halves don't get permanently glued together. It may take a bit of prying and wiggling to get the halves back apart, but don't be deterred. While you're doing all this, make sure you have left room inside the handle for the battery leads to get from the circuitry at the top to the batteries at the bottom.

So far, there is no way to attach the lines to the handle. I prefer the traditional adjustable cable design, since it can easily be switched between airplanes. To make the adjusting mechanism, get a 10-32 x 1" brass screw, some #10 nylon washers, and a 10-32 knurled brass knob. The reason a brass screw is used is because it is easier to drill a small hole through a brass screw than a steel screw. You will also need a foot of 1/16" stainless steel cable, and a package of swaging ferrules for 1/16" cable. Finally, you will need two #4 x 3/8" sheet metal screws to hold it together.

As mentioned above, I use 3 1/2" spacing between the up cable and the down cable. Drill a 1/8" hole through the center of the handle frame, drill 1/8" holes one inch above and below the center hole, and also 1 3/4" above and below the center hole. Be sure to de-burr the holes where the cable passes through the handle frame.

Now cut a piece of wood approximately 3/8" thick, and slightly longer than the handle's line spacing. Shape the ends of the wood as shown in the photo. This piece keeps the cable from making sharp bends where it passes through the aluminum frame. The finished length of this piece should be just long enough that the wood reaches the edges of the holes that the cable passes through. Mount this to the handle frame with #4x3/8" screws. Enlarge the center hole for the brass adjusting screw by drilling it 3/16". Apply the desired finish to the wood adjuster. I painted mine with a liberal coat of finishing epoxy, which was sanded smooth and burnished with steel wool.

Drill a 1/16" hole through the brass adjusting screw directly beneath the head. File a small flat spot on the screw with a Dremel tool and cutoff wheel to allow the drill to start easier. Verify that the cable will pass through the hole in the screw, and enlarge the hole slightly if necessary. Slip the cable through the brass screw, then install the screw in the handle with a nylon washer under the cable and under the knob. Pass the cable ends through the handle frame. Verify that the adjusting knob locks the cable in position.

The last step is finishing the cable ends. I happen to own an actual cable crimping tool, so this step is easy for me. Instead, you can wrap the ends of the cable like leadouts or lines. No matter what, give your handle a thorough pull test before use, pull test when you fly, and inspect the cable often for broken strands. Now it's time to decide about batteries. You can use rechargeable batteries or single use dry cell batteries, most often AA or AAA size. Typically, car radios are built to run on six volts. Dry cells are 1.5 volts each, so it takes four of them make six volts. Rechargeable Ni-Cd or Ni-MH batteries are only 1.2 volts each, so it takes five of them to make six volts. Rechargeable batteries usually get assembled into a battery pack, while dry cells usually fit into a battery box as individual cells. The battery box itself also takes up space and adds a bit of weight. Rechargeable batteries usually cost more to buy, but they are good for many uses.

I personally have used several different configurations. I usually go with whatever seems to fit best with the handle. On my early 2.4 handles, I used a 4 AA dry cell battery box, since I had a nice flat area for mounting the battery box to the bottom. See DX2E photo. On my Hot RC handles, I used 5xAAA Ni-MH battery packs, held in place with Velcro straps and Velcro sticky patches. See Hot RC photo 7. I plan to use similar battery packs in the airplanes for convenience, so I should always have an extra battery waiting "in the wings". A 4-cell battery box and dry cells could also be used. The Turbo RC radio couldn't have the batteries mounted to the handle if I wanted the handle to be detachable from the transmitter, so I used a pair of 2xAAA dry cell battery boxes. One is mounted on each side of the transmitter, and they are wired in series to get the necessary 6 volts. See Turbo photo 3. Both the Hot RC and Turbo RC transmitters have plug-in connectors on the circuit boards, so it's a simple matter to connect appropriate battery leads to the wires on the existing plugs. I went so far as to remove the on-off switches from the battery boxes for the sake of simplicity, and just use the switch on the transmitter itself.



DX2E



Hot RC Photo 7

All the work should be done, so all that remains is to assemble the transmitter (hopefully for the last time), hook a battery and servos to your receiver, and verify that everything works. This would also be a good time to familiarize yourself with servo reversing, travel adjustments, and trim functions.

At this time, I am not flying any electric models, so my carrier planes will all have a receiver, battery pack, throttle servo, and a servo operated line slider and hook release. The battery pack is mounted in the end of the outboard wing, and also serves as part of the tip weight. It is inside a box, similar to a tip weight box, that also contains the switch. The box has a thin plywood cover, held on by small screws.

I had purchased some inexpensive no-name micro servos on Amazon. They were cheap enough that you could replace the entire servo, rather than worry about not being able to buy a replacement gear set if you needed it. Unfortunately, four out of five of them smoked as soon as I plugged them in. So, I decided I would spring for some name-brand servos, rather than risk my airplane to save a few dollars. I ended up buying Hitec HS-53 servos straight from Hitec. It turned out that shipping was free, and they were buy three, get one free. At this price, they were cheaper than I could buy them anywhere else. Plus, Hitec is a well established brand with a good reputation and good replacement parts availability.

The servo and receiver installation will vary for every airplane, whether it's built-up fuselage or profile, rib wing or foam wing, etc., so I can't provide much information on that. Just be sure that your equipment is easily accessible so you can service it or adjust it as necessary.

Good luck, and feel free to email me with any questions at billbisch@hotmail.com.

2026 TOP TWENTY

TOP TWENTY 2026							
CLASS I		CLASS II		PROFILE		SPORTSMAN PROFILE	
Wolgast, Lou	339.1	Brokaw, Burt	427.1	Brokaw, Burt	335.2	Smith, Robbie	196.2
Brokaw, Burt	205.4			Wolgast, Lou	294.9		
				Hoffman, Jim	261.3		
CLASS I ELECTRIC		CLASS II ELECTRIC		PROFILE ELECTRIC		SKYRAY	
						Brokaw, Burt	258.1
.15 EXPERT		.15 SPORTSMAN		PROFILE NOSTALGIA			
Brokaw, Burt	245.1	Wolgast, Lou	201.3	Brokaw, Burt	520.39		
Perry, Dick	220.5	Hoffman, Jim	195.9	Hatfield, Mike	433.74		
Mills, Steve	117.4						

2025 TOP TWENTY (FINAL)

TOP TWENTY 2025							
CLASS I		CLASS II		PROFILE		SPORTSMAN PROFILE	
Hite, Kelly	427.5	Brokaw, Burt	455.7	Brokaw, Burt	322.8	Paris, John	212.9
Brokaw, Burt	416.3	Hite, Kelly	432.8	Bischoff, Bill	319.0	Spoula, Skip	211.4
Schneider, Jim	369.9	Schuette, Melvin	361.1	Shoemaker, Jo	284.0	LaNore, Tim	209.1
Duly, Ron	326.8	Schneider, Jim	278.3	Wolgast, Lou	266.3	Smith, Wesley (J)	203.9
Wolgast, Lou	308.7	Shoemaker, Everett	224.8	Hoffman, Jim	258.4	Morenka, George	135.1
Smith, Paul	295.9	Duly, Ron	197.2	Schluter, Mark	230.1	Dukes, Mike	128.3
Smith, David	186.1			Smith, Paul	221.7	Smith, Connor (J)	119.4
Smith, Wesley (J)	181.2			Hazel, Mike	202.7	Suhamski, Bernard	107.3
				Eberenz, Angstrom (S)	201.7		
				Smith, Michael	189.4		
				Dukes, Michael	187.8		
				Schuette, Melvin	169.2		
				Millard, Kris	92.6		
				Shoemaker, Everett	88.1		
				Chuna, Pete	77.1		
CLASS I ELECTRIC		CLASS II ELECTRIC		PROFILE ELECTRIC		SKYRAY	
Perry, Dick	421.5	Perry, Dick	399.1	Mazur, Pete	321.6	Smith, Paul	246.3
Mazur, Pete	367.9	Mazur, Pete	384.1	Smith, Paul	277.0	Brokaw, Burt	241.0
Mills, Steve	352.4	Eberenz, Angstrom (S)	336.9	Eberenz, Angstrom (S)	275.3	Eberenz, Angstrom (S)	224.0
Eberenz, Angstrom (S)	320.9			Smith, David	258.8	Smith, Wesley (J)	181.3
Smith, David	275.3			Shoemaker, Everett	256.1	Smith, Connor (J)	168.6
Smith, Paul	92.2			Schuette, Melvin	234.6	Spoula, Skip	77.4
				Vlna, John	143.8		
CLASS I NOSTALGIA		CLASS II NOSTALGIA		PROFILE NOSTALGIA		NORTHWEST 40	
Smith, Paul	507.78	Bischoff, Bill	633.10	Brokaw, Burt	495.03	Smith, Paul	206.2
Hatfield, Mike	504.40	Hatfield, Mike	523.86	Bischoff, Bill	466.84	Millard, Kris	200.4
Schluter, Mark	390.09	Smith, Paul	392.75	Hazel, Mike	415.24	Schluter, Mark	196.9
Hawk, Bob	284.80			Mills, Steve	415.13	Hazel, Mike	195.4
Smith, Wesley (J)	246.16			Schluter, Mark	407.72	Dukes, Mike	167.3
.15 EXPERT		.15 SPORTSMAN		PROFILE NOSTALGIA		NORTHWEST 40	
Brokaw, Burt	260.3	Wolgast, Lou	208.3	Smith, Paul	399.03	McCartney, Jim	141.5
Bischoff, Bill	246.3	Marenka, George	198.6	Hatfield, Mike	321.68		
Vlna, John	246.2	Hoffman, Jim	195.4	Schluter, Mark	296.75		
Smith, David	239.1	Smith, Wesley (J)	188.6	Shoemaker, Jo	263.53		
Smith, Paul	236.1	Shoemaker, Jo	179.1				
Perry, Dick	225.1	Bourel, Naomi	65.8				
LaNore, Tim	210.8	Bourel, Leonard	58.9				
Shoemaker, Everett	208.9						
Schneider, Jim	62.4						



For the next few months, as for the last few years, while we continue our search for a full-time editor, I'll be producing 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

Contest flyers follow.



Northwest Control-Line Regionals rd

Roseburg, Oregon, May 22-23-24, 2026

Championship model airplane flying competition

Awards offered in 33 events, including...

- AEROBATICS — Beginner, Intermediate, Advanced and Expert Precision Aerobatics, Old-Time, Classic/ Nostalgia 30 and Profile Stunt!
 - COMBAT — 1 /2-A, 80-mph and AMA Fast!
 - NAVY CARRIER — Profile, Class 1, Class 11, .15 and Nostalgia (Profile and Class 1-11), sport 40!
 - RACING — Dallas sport Goodyear, NW sport, NW super sport, NW Sportsman Clown, NW Clown!
 - SCALE — Authentic Scale, Sport Scale and Profile Scale, Fun Scale, 1 / 2-A Scale!
 - SPEED — 1 /2-A Proto, .21 sport, AMA/NASS .21 Proto, F2D Proto and Northwest B Proto!
-

Location: Roseburg Regional Airport

Just off Interstate 5 — take Exit 127

For your convenience: Advance registration!

Sign up early and purchase your T-shirts in advance. Discount for all early entry and T-shirt sales!
Write for entry package: Northwest Regionals, 2456 Quince St., Eugene, OR 97404 or download at
flyinglin@s.org

Regionals lodging

Host hotel for the 2026 Regionals is the SureStay by Best Western
at 2855 N.W. Edenbower Blvd., just across 1-5 from the field
Reserve your room early to get the special "Northwest Regionals" group rate. Call 541-464-8338

For information, contact:

Contest director Mike Hazel, P.O. Box 505, Lyons, OR 97358,
zzclspeed@aol.com See flyinglines.org for more information or contest-
related updates.

The Northwest Control-Line Regionals

Roseburg Regional Airport, Roseburg Oregon, May 22-23-24, 2026

FRIDAY

Racing pilots meeting,
all events.....10.30
Sportsman Clown Race11 a.m.
Carrier (all classes)Noon-5
Flying Clown RaceNoon
Old-Time Stunt.Noon
NW Super Sport Race.....1 p.m.
NW Sport Race.2p.m.
Scale static judging*2 p.m.

Dallas Sport Goodyear3 p.m.
* Scale contestants who cannot attend

Friday static judging must be ready

for judging at 8 a.m Saturday.

SATURDAY

Scale static judging*8 a.m.
Classic / Nostalgia 30 Stunt
Appearance judging....8:30 a.m.
HP 1/2A combat.....9 a.m.
Speed (all classes).....
Scale Flying9 a.m.
Classic/N30 flying9 a.m.
Carrier (all classes)9 - 5
80mph Combat.....After 1/2-A

Profile Stunt ...After Classic
AMA Fast CombatAfter 80***

*** Continued Sunday if necessary

SUNDAY

Precision Aerobatics
Appearance Judging8 a.m.
AMA Fast Combat ***9 a.m.
Speed (all classes)9-2
Carrier (all classes).....9-2
All classes PA flying.....9 am.
Contest ends**4 p.m.
Awards ceremony***4:30 p.m.

***Earlier if events finish early.

SCHEDULE NOTES

- No engine running before 8 a.m. any day. Electric flying OK.
- Schedule may be adjusted due to number of entries, weather conditions, etc.
- Site may be open for limited flying on Thursday afternoon, May 21, depending on progress of setup.
- Registration: Friday 10 a.m.-2 p.m., Saturday 8 a.m.-noon, Sunday 8 a.m.-10 a.m.

RULES INFORMATION

- AMA events are per current AMA rules except as noted below. AMA rules can be downloaded at www.modelaircraft.org; Northwest rules can be obtained at
 - Northwest Rules will be used for: NW Sport Race, NW Super Sport Race, Flying Clown Race, Sportsman Clown Race, .15 Carrier, Sport 40 Carrier, 80-mph Combat, Profile Stunt, F2D Proto Speed and Northwest B Proto Speed.
- Dallas Sport Goodyear: [www.dmaa-1902.Qrg/Rules/Sportsman Goodyear](http://www.dmaa-1902.Qrg/Rules/Sportsman%20Goodyear)

- PRECISION AEROBATICS: ARF planes allowed, zero appearance points. ARC appearance up to 10 points. Precision Aerobatics Model Pilots Association rules will be used for Old-Time Stunt and Classic/ Nostalgia 30 Stunt.
- CLASSIC/NOSTALGIA 30 STUNT: Combined with all Classic-legal planes receiving a 10-point bonus.
- COMBAT: All events double-elimination. LINE-TENSION FLYAWAY SHUTOFFS required in all events: Failure of a shutoff results in disqualification from the event. No electric planes allowed.
- SPEED: AMA .21 Proto will be combined with NASS .21 Profile Proto
- SCALE: Make sure your airplane has been flight tested and is ready for competition, per AMA rules.
- Safety thongs required in all events.

OTHER INFORMATION

- AMA membership required for all participants. AMA membership available at registration.
- Only participants and officials allowed in flying areas. All others must stay outside roped-off or restricted areas.
- Absolutely no alcoholic beverages or other intoxicants on flying field during meet hours.
- Awards — Through third place in each event. Grand championship trophies!
- Product vendors contact contest director for permission and site info.
- Camping: Free RV parking (no hookups) available on site; space is limited. No tent camping allowed.
- Parking: In airport parking lot and across the street on weekend. NO PARKING in real estate office lot.

FOR MORE INFORMATION, CONTACT:

Contest director Mike Hazel, P.O. Box 505, Lyons, OR 97358, zzclspeed@aol.com or see flying.lilietg.com.

The Northwest Control-Line Regionals are sponsored and produced by the Northwest Regionals Management Association in association with flyuglfr!EQt.g and Northwest control

