

HI-LOW-LANDINGS The Newsletter of the Navy Carrier Society



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NCS Top 20

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Editor's Notes

The NATS are a wrap! The day-by-day account in the "Nats News" by Melvin Schuette are on the AMA web site at: nats.newbs This edition contains the complete results from all of the CL Navy Carrier events, as well as an update to the Top 20 standings with the Nats and Brodak included.

The dates for the Navy Carrier Society Fall Postal Contest are 5 September through 4 October.

Let's Go to a Contest!

5 Sep through 4 Oct 2026, **NCS Fall Postal Contest**, at a flying field near you. Same rules as in the past. Contact the Editor (tailhooker@comcast.net) if you want details or are considering participating for the first time.

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

5-6 Sep 2026 **Charles Ash Memorial/Southwest Regionals**, Dallas, Texas. Carrier is the last day of a two-day contest. Flyer at the end of the newsletter.

12-13 September 2026, **Rouge Park Carrier Contest**, Strathmoor Club, Detroit, Michigan.

What Is It?

Perhaps more important, how is it related to naval aviation? The answer appears later in this newsletter.



2026 TOP TWENTY

TOP TWENTY 2026							
CLASS I		CLASS II		PROFILE		SPORTSMAN PROFILE	
Schneider, Jim	351.1	Brokaw, Burt	427.1	Brokaw, Burt	397.0	Smith, Robbie	231.2
Wolgast, Lou	342.5	Schuetzte, Melvin	355.4	Mazur, Pete	355.5		
Schuetzte, Melvin	268.1	Schneider, Jim	203.4	Hoffman, Jim	334.7		
Brokaw, Burt	205.4			Brokaw, Burt	329.4		
Smith, Paul	188.4			Wolgast, Lou	294.9		
Eberenz, Angstrom (S)	71.4			Schuetzte, Melvin	281.4		
				Eberenze, Angstrom	275.7		
				Smith, Paul	270.2		
				Smith, David	261.4		
				Millard, Kris	244.2		
				Schluter, Mark	220.5		
				Dukes, Michael	191.6		
				Duly, Ron	142.4		
				Schneider, Jim	117.3		
CLASS I ELECTRIC		CLASS II ELECTRIC		PROFILE ELECTRIC		SKYRAY	
Eberenz, Angstrom (S)	369.0	Eberenz, Angstrom (S)	373.5	Mazur, Pete	339.5	Brokaw, Burt	258.4
Smith, Paul	346.4	Mazur, Pete	312.5	Eberenz, Angstrom (S)	300.3	Smith, Paul	224.2
Schuetzte, Melvin	237.2	Smith, Paul	267.1	Smith, Paul	267.0	Eberenz, Angstrom (S)	218.1
Wolgast, Lou	69.4			Schuetzte, Melvin	248.4		
				Dukes, Mike	190.0		
CLASS I NOSTALGIA		CLASS II NOSTALGIA		PROFILE NOSTALGIA		NORTHWEST 40	
Schluter, Mark	287.07	Smith, Paul	276.58	Brokaw, Burt	520.39	Millard, Kris	202.3
Smith, Paul	283.00			Hatfield, Mike	433.74	Schluter, Mark	200.6
				Schluter, Mark	412.93	Hazel, Mike	198.2
.15 EXPERT		.15 SPORTSMAN		Millard, Kris	346.03	Stewart, Alan	190.1
Brokaw, Burt	254.8	Wolgast, Lou	201.3	Hazel, Mike	343.89	Dukes, Mike	186.7
Smith, Paul	239.3	Hoffman, Jim	201.8	Dukes, Mike	343.87	Van Dyk, Gerry	84.2
Perry, Dick	220.5			Smith, Paul	249.36	Schneider, Jim	70.9
Smith, David	215.0						
La Nore, Tim	213.8						
Eberenz, Angstrom	208.3						
Marenka, George	206.1						
Mills, Steve	117.4						
Millard, Kris	60.60						

Eugene Ely Award

For fifty consecutive years the Eugene Ely Award has honored the CL Navy Carrier National Champion at the National Model Airplane Championships. The award was named after Eugene Ely who was the first person to fly an aircraft from and land on a ship. Those events occurred in 1910 and 1911 and are considered the birth of U.S. Naval Aviation.

The first presentation of the Eugene Ely Award occurred at the 1977 NATS in Riverside, California when Ron Duly won both Class I and Class II with his prototype Grumman Guardians. The Award was the brainchild of Ted Kraver and was presented by him at a meeting of the CL Navy Carrier Nats contestants. At that same meeting, the attendees voted to form the Navy Carrier Society (NCS). The NCS continued the tradition begun by Ted and perpetuated the Eugene Ely Award, consisting of an engraved pewter charger. This year marks the 50th year that the Ely Award has been presented. To honor the occasion, the NCS is producing a perpetual

Eugene Ely Award which will be permanently displayed at the entrance to the AMA's National Museum of Model Aviation in Muncie, Indiana. The perpetual award will carry the names of each CL Navy Carrier National Champion.



Ted Kraver presents the first Eugene Ely Award to Ron Duly at the 1977 Riverside, California NATS.

NATS

Dick Perry

The NATS this year were reported on by Melvin Schuette in AMA's "Nats News" at [Nats News | National Aeromodeling Championships](#). There was good weather throughout the week this year, and there were good registration numbers, though lower than last year because of conflicting activities, illness and injury. Unfortunately, I was forced to miss this year when an injury the night before we planned to leave Albuquerque kept me grounded. Fortunately, we had folks willing to step in as Event Directors, timers, and tabulators, as described by Melvin Schuette in the following report. Melvin handled the score tabulation as well as the "Nats News" reporting and still managed to get in flights in five events, winning the three traditional (internal-combustion) Carrier events!

Angstrom Eberenz was very consistent in the electric Carrier events, as you can see from the results, and his total score for all three resulted in his being Awarded the Eugene Ely Award for the second consecutive year! Angstrom has been competing in Carrier since he was a Junior. This is his second year as a Senior, and he continues to improve. He bested his previous record scores this year.

More NATS

Melvin Schuette

Well, the C/L AMA Navy Carrier events are now in the record books. At the last-minute Dick Perry had an unexpected emergency at home that prevented him from attending. Pete Mazur Stepped up and took on the

duties of doing the processing and the Event Director for the Gas-powered events (since he only flew the electric events), Ron Duly was the official Event Director for the electric powered events (since he only flew the gas-powered events). I took on the duties of Tabulator, since I had my laptop with me; and also wrote the Navy Carrier articles for the Nats news. A quick phone call to Dick and he emailed me the scoring program he uses. Everybody pitched in and helped with pull test and line test. Dave Betz spent all three days Center Judging, while Tara & Brian DeGroff did the timing duties for all three days. Pit Boss duties and backup timer duties were left up to anyone who wasn't busy at the time.

The only problem with the weather we had was the heat. The winds were light and variable all three days. The only problem was the wind shifted ninety degrees on Thursday after the first flight had taken off.

On Wednesday Burt Rutan dropped by the Carrier Circle to watch for a while. While in High School Burt flew Navy Carrier. When he first started in the event they flew with two handles. One for up and down the second tied to the tail that they pulled in to point the nose out to slow the plane down. It was also with up to 90-degree nose high attitude. Shortly afterwards they changed the rules requiring the lines to exit the plane within one inch and sixty-degree nose high angle of attack. He came up with the lines slider to help with low speed.

The results for the Internal Combustion Powered Profile Carrier event follow.

All times in seconds.

Place	Name	High Speed Time	Low Speed Time	Landing Points	Scale	Total
1 st	Melvin Schuette	18.32	129.33	100	10	281.4
2 nd	Kris Millard	21.64	110.59	100	10	244.2
3 rd	Paul Smith	32.70	138.82	100	10	207.5
4 th	Ron Duly	22.15	113.40	0	10	142.4

The results for Electric powered Profile Carrier events.

Place	Name	High Speed Time	Low Speed Time	Landing Points	Scale	Total
1 st	Peter Mazur	18.72	249.75	100	10	339.5
2 nd	Angstrom Eberenz	20.77	215.54	100	10	300.3
3 rd	Paul Smith	18.26	115.99	95	10	267.0
4 th	Melvin Schuette	21.72	120.68	100	10	248.4

The results for the Class I & Class II events are as follows.

All times are in seconds.

Electric Class I

Place	Name	High Speed Time	Low Speed Time	Landing	Scale	Total
1 st	Angstrom Eberenz	20.28	163.21	100	100	369.0
2 nd	Paul Smith	18.41	98.69	95	0	346.4
3 rd	Melvin Schuette	22.45	128.12	100	0	237.2

Electric Class II

Place	Name	High Speed Time	Low Speed Time	Landing	Scale	Total
1 st	Angstrom Eberenz	20.68	178.93	100	100	373.5
2 nd	Pete Mazur	18.35	218.24	0	100	312.5
3 rd	Paul Smith	37.73	92.15	95	100	267.1

Internal Combustion Class I

Place	Name	High Speed Time	Low Speed Time	Landing	Scale	Total
1 st	Melvin Schuette	19.12	141.54	100	0	268.1
2 nd	Paul Smith	27.99	87.83	0	100	188.4
3 rd	Angstrom Eberenz	25.36	0	0	0	71.4

There was more than one entrant in the Internal Combustion Class II, but in order to receive a score you had to put in an official flight. Unfortunately, there was only one official flight in Class II.

Internal Combustion Class II

Place	Name	High Speed Time	Low Speed Time	Landing	Scale	Total
1 st	Melvin Schuette	19.92	129.92	100	100	355.4

The results for the unofficial events are

15 profile Carrier

Place	Name	High Speed Time	Low Speed Time	Landing	Total
1 st	Paul Smith	20.15	133.70	100	222.1
2 nd	Angstrom Eberenz	31.68	130.73	100	198.1

Skyray Carrier

Place	Name	High Speed Time	Low Speed Time	Landing	Total
1 st	Paul Smith	22.60	128.07	100	224.2
2 nd	Angstrom Eberenz	29.42	146.85	100	218.1

Nostalgia Profile

Place	Name	High Speed Time	Low Speed Time	Bonus Landing	Total
1 st	Paul Smith	30.25	49.72	120 0	249.36

Nostalgia Class I

Place	Name	High Speed Time	Low Speed Time	Bonus Landing	Total
1 st	Paul Smith	27.47	48.76	200 0	249.36

Nostalgia Class II

Place	Name	High Speed Time	Low Speed Time	Bonus Landing	Total
1 st	Paul Smith	27.47	48.76	200 0	283.0



Pete Mazur congratulates Angstrom Eberenz as the winner Of the Eugene Ely Awards again this year.



Burt Rutan with ED Pete Mazur as Burt visited The CL Navy Carrier events at the Nats.

Nostalgia “Museum”

Ron Duly

Editor: Ron has been collecting CL Navy Carrier models, primarily from the Southwest, for quite a while. He's consented to share photos of his collection. See anything you remember? I've flown against a couple of them (a long time ago – primarily when I was stationed in Arizona in the early 1970s)! The captions are Ron's descriptions.



1. My memory fails me on this one. Builder's name was Ritz... I think! Dates back to early 1960's or even late 1950's. McCoy 60 engine. If I can go through the Air Trails Annuals from back then I might be able to confirm his name.
2. Barracuda by Stan Childs; Early to mid 1970's McCoy 60 engine.



3. Tony Naccarato Bearcat. Based on Berkeley kit. Two bellcranks used - one for elevation and one for throttle. Throttle bellcrank was on the inboard wingtip. Kept the pilot very busy. Fox 59 engine.
4. Marvin Martinez Corsair. Based on J. Roberts kit with full cockpit details. McCoy 60 engine or maybe Rossi 60.



5. Roland Baltes Myrt Class II.
6. Duly Guardian Prototype. 1977 NATS winner and three time record holder. Restored in 2004 with new fuse and wing to replace fuel-soaked originals. Based on Sterling kit and modified to match Jane's All the World's Aircraft 3-view dated 1947. Solid wing with internal leadout connections. Original 1977 Rossi 65 with Bill Johnson fuel meter still running strong.



7. Tony Naccarato Skyshark. Class 1 with K&B 6.5 FISE engine. An original design. An eventual restoration project. Too neat to not try to fix it at least for display. Mid 1970's.

What Is It?

(Continued from Page 1)

Though the United States was first to fly a landplane aboard a ship (Eugene Ely 1910-1911), the U.S. didn't have a ship dedicated to launching and recovering aircraft until the U.S.S. Langley in 1923. The lion's share of the early development of aircraft carriers and operating aircraft at sea, in general, was carried out by the British Royal Navy.

Part of that development involved launching combat aircraft from a lighter towed behind a destroyer. As unusual as the concept may seem, it was actually used in WWI to achieve an air-to-air victory when a Sopwith Camel, flown by Lt. Culley, launched from a lighter and shot down the Zeppelin L53 in August 1918. The Fleet Air Arm museum has a display of the lighter pictured earlier in this newsletter which has been restored to its WWI glory. The story of the development and of the recovery and restoration of this lighter can be read at:

<https://www.bumaritime.org/projects/58ft-towing-lighters/>



Credit: [58ft Towing Lighters – BU Maritime Archaeology](#)



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



**2026 Southwestern Championship
September 5-6 2026
Hobby Park, Dallas TX
Intersection of Northwest Highway and Garland Road**

Saturday, Sept 5

**Class I Mouse
Sport Goodyear
Super Slow Rat
Texas Quickie Rat
Old Time Stunt
Classic Stunt
Profile Stunt**

Sunday, Sept 6

**Precision Aerobatics (B) (I)(A) (E)
Profile Carrier
15 Profile Carrier
Class I/ II Carrier**

**Entry Fee: \$ 15.00 first event, \$5.00 each additional event,
\$25.00 Max.**

Racing:

All Racing on South circle. Pilots' meeting 9:00 AM; First Race 9:30 AM.

Aerobatics:

**Pilots' Choice Award for Classic & PA. Entries close at 9:00 AM each day.
Saturday: Pilots' meeting at 8:30 AM; first Old Time flight at 9:00 AM. Events
flown in order listed. Sunday: Pilots' meeting at 8:30 AM; first flight at 9:00
AM No practice after contest starts except on far south grass circle.**

**For information, directions, unofficial event rules, etc, contact: dmaa-
1902.org and click "locations" or contact Mike Greb at 903-438-9883 ,
mikegrebb@yahoo.com**