

HI-LOW LANDINGS The Newsletter of the Navy Carrier Society



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President's Notes, Pete Mazur

Let me start my new term as NCS president with this column and by briefly introducing myself. The old timers in Carrier know me but there may be some relative newcomers (I hope!) who might not. I have been flying in Carrier competition since 1967, starting in Class 1 and adding Class 2 in 1975 and Profile 1n 1979. My competitive efforts have been pretty successful over the years and I now mostly fly Electric Carrier which I greatly enjoy. I was part of the group that met to form the NCS at the 1977 Nats in Riverside, CA, and was the first elected NCS President, a position I held for 12 years. I'm back in office and hope to help Carrier flying thrive everywhere. I realize that we are aging and our biggest loss of members is, sadly, by their passing away or becoming too disabled to compete anymore. Our challenge will be to try to keep everyone we can flying and to add a few new participants every year.

The Nats is the centerpiece for Navy Carrier competition every year for many of our members. This year, the 100th anniversary of the first National Championships, would be a great year for you to consider entering even if you have not entered before. The schedule is sufficiently relaxed, with official flying tapering off as people finish their flights early in the afternoon, that you can get help from other contestants when you need it, so inexperience or lack of a regular pit crew is no reason not to come try your hand at a national championship.

There is another reason that you should enter the Nats this year. Events at the Nationals that have few entries are under threat of being eliminated from future Nats. This applies to all events, not just ours. This push is coming from the AMA Competitions Department and has not been officially quantified, but many of us are worried about this and will work to keep this from happening if we can. But it is a serious risk. Once an event has been eliminated from the Nats, there is no mechanism given to restore that event in a future Nats. The metric being used to evaluate events for elimination seems to be the number of entries in the event, not the number of actual participants. So, if there is any chance you might be able to participate in any event, please consider entering! The event you save might be your own! I am particularly concerned about the eCarrier events. We have lost two participants from physical disability and two from death in the last few years, so keeping these events going until participation can build up is going to be hard.

Dick Perry is, once again, coming to our rescue by accepting the responsibility of Event Director at the Nationals. The rules do not allow the Director of an event to compete in that event. However, if we had a volunteer to take responsibility for one or more of the events as the Event Director, this would free Dick from having to make official decisions in that event and he could enter it. So, if you are not going to be flying in some of the events, please let Dick know that you could be available to fill in for him. Not flying electric? Volunteer to help by being the Director for one or more electric event. The effort is mostly about being available to make the judgement calls on issues that may come up in judging and will not require a lot of attention to the logistics of setting up and operating the Nats events. There are plenty of opportunities to help at the Nats, from Center Judge to Timer to Pit Boss. Please let Dick know how you might be able to help.

A little practice before the Nats is always a good thing. The NCS Spring Postal Contest, which can happen anywhere a local club or a few local fliers can set up some sort of deck laid out on the ground, is a good

place to start. But the Northwest Regionals, Strathmoor, and Brodak contests are other places to enjoy flying in a real contest and tune up your skills before the Nats. There will also be a fun fly at Buder Park in St. Louis Saturday, June 3. It is not a contest so it doesn't tend to appear on contest calendars. The Lafayette Esquadrielle has great control line fliers who are most congenial and happy to help, flying of all types can be done over paved and grass circles, and they have a proper Carrier deck that will be set up for your test flying. I plan to be there and hope, if you are close enough to travel to St. Louis on June 3, that you will be there, too.

Pete

Let's Go to a Contest!

29 April - 29 May 2023 – NCS Spring Postal Contest

20-21 May, Strathmore Club Spring Contest, Detroit, Michigan. All Carrier Events.

26-27-28 May 2023 – Northwest Control-Line Regionals, Roseburg, Oregon (See flyer at the end of this newsletter)

12-13 June 2023 – Brodak Fly-In, Carmichaels, Pennsylvania. Some special rules apply. Advanced entry required. Full Fly-In 12-17 June. Flyer may be viewed at: [brochure brochure \(brodak.com\)](http://brochure.brodak.com)

10-13 July 2023 – CL Navy Carrier National Championships, Muncie, Indiana (AMA NATS 100th Anniversary celebration)

22-23 July 2023 – Carrier Contest + other events at Fargo, North Dakota (See flyer at the end of this newsletter)

SEND YOUR CONTEST DATES & FLYERS TO THE EDITOR FOR INCLUSION IN THE NEXT H-L-L.

NCS Spring Postal Contest 2023

The Navy Carrier Society is offering a Navy Carrier Postal Contest for four weeks and five weekends starting the last weekend of April and running through Memorial Day (29 April through 29 May 2023). The details were published in the previous H-L-L newsletter. Send your results and photographs to Dick Perry at tailhooker@comcast.net. Contact Dick if you have any questions.

Jim Walker Memorial, Portland Oregon

Mike Hazen and Mike Potter

You asked for a report on the contest, so I gathered some together for you. Unfortunately, the carrier portion of the meet was somewhat of a bust. The deck was not properly located in its area, and the result was a tree branch in the flight path. I know that there's an obvious question regarding this, but I don't have an answer.

Next year the site will have to be more closely measured and laid out. It was possible to get a flight and avoid the tree branch if upon immediately taking off taking a few steps over. But most everybody opted not to bother continuing. There were ten planes in the pits, so it could have been lots more activity. Below are Mike Potter's comments on the affair, and below that the results for what they are worth.

Carrier Report, by ED Mike Potter

Well guys, it was bust! The famous Delta Park airplane-eating tree scored more points than we did. Jim Schneider totaled both his profile and his Northwest Sport 40 models. Mike Hazel posted the only complete

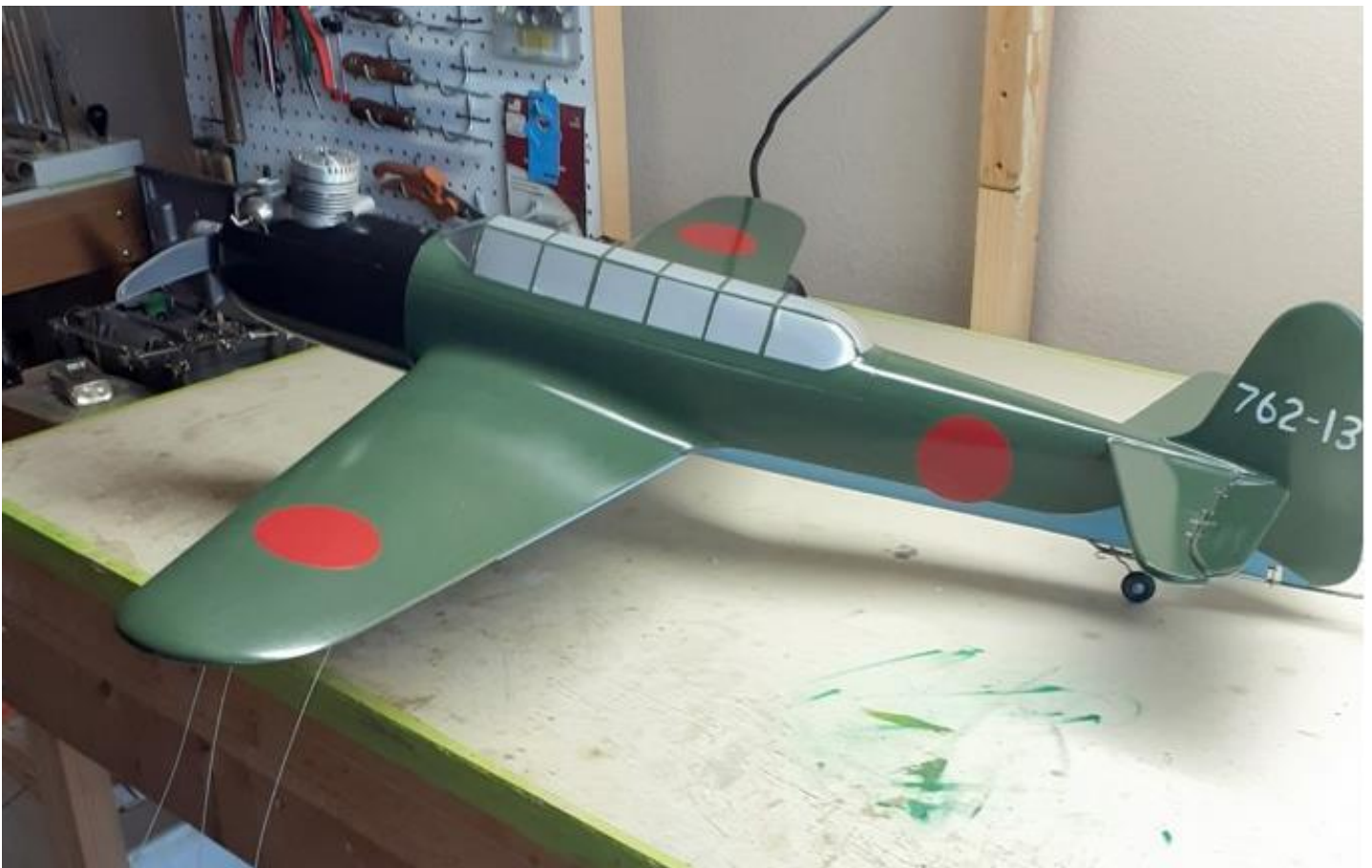
scores; all other contestants either got eaten by the tree or failed to get a complete score. Engine failure on low speed being the most common reason. (Note ... we'll locate the deck farther from the tree next year.)

AMA Profile: 1) Mike Hazel 187.00 2) Jim Schneider attempt

NW Sport 40: 1) Mike Hazel 190.4 2) Kris Millard 94.3 3) Chris Nichols attempt, Jim Schneider attempt

Dates of the contest were: April 21, 22, 23, 2023. Carrier was flown on Saturday only. Site was Delta Park in Portland, Oregon

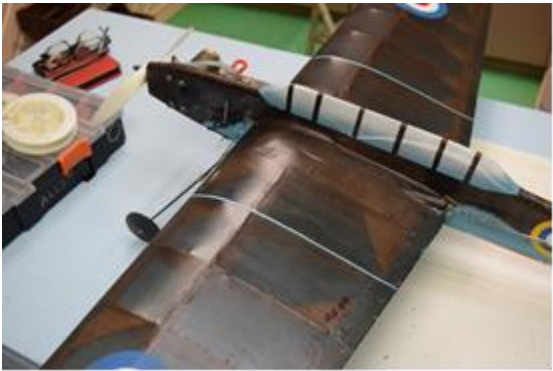
New Models for 2023 “Myrt” by John Lickley, Redmond, Oregon



John's Nakajima C6N Saiun "Myrt" (the Japanese name translates to 'Iridescent Cloud or Heavenly Cloud' depending on who's doing the translating) was a WWII carrier-based reconnaissance aircraft. John's version is powered by a brand-new Kraft .61.

Fairey Spearfish by Paul Smith, Sterling Heights, Michigan

Paul inherited this Fairey Spearfish from another modeler. Unfortunately, it disassembled itself on a normal arrested landing. What you see is a resurrected model with strategic strengthening incorporated. This model is based on the prototype variant of the British Royal Navy torpedo bomber. The production version had a strut-braced horizontal tail mounted on the vertical fin, which would be a challenge for modeling as a CL Navy Carrier model, though it has been done.



TOP TWENTY 2023

CLASS I		CLASS II		PROFILE		SPORTSMAN PROFILE	
Wolgast, Lou	237.6			Brokaw, Burt	352.8		
				Perry, Dick	277.6		
				Wolgast, Lou	274.3		
				Hazel, Mike	187.0		
CLASS I ELECTRIC		CLASS II ELECTRIC		PROFILE ELECTRIC		SKYRAY	
Mazur, Pete	430.6			Mazur, Pete	368.9		
Perry, Dick	187.7						
CLASS I NOSTALGIA		CLASS II NOSTALGIA		PROFILE NOSTALGIA		NORTHWEST 40	
Hatfield, Mike	368.25	Brokaw, Burt	506.23	Hatfield, Mike	317.50	Hazel, Mike	190.4
		Hatfield, Mike	440.70	Perry, Dick	80.38		
.15 EXPERT		.15 SPORTSMAN					
		Wolgast, Lou	194.1				
		Hoffman, Jim	188.5				



For the next couple of months, while we continue our search for a full-time editor, 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

FM SKYLARKS 66th CONTROL LINE CONTEST

AMA Sanctioned "AA"

Fargo ND **JULY 22-23, 2023**

FOR MORE INFO,
CONTACT OUR
CONTEST DIRECTOR:
AIMEE OLSON
320-492-2810
aimeelee.olson@gmail.com

The Skylarks are happy
to announce another
year of fun in Fargo
North Dakota!

Location:

Trefoil Park
1321 Elm Street North
Fargo ND 58102

SCHEDULE OF EVENTS

FRIDAY:

Circles will be open for test flying all day

SATURDAY:

Events Registration 9:00am to 12:00pm
Pilots meeting at 9:45am

Stunt: AMA Precision Aerobatics, Classic Stunt, and Beginner Stunt, will fly 3 flights on Saturday, 10:00am until finished. The top percentage of each class will fly off on Sunday from 9:00am until 11:00am.

Speed Limit Combat: 80 mph, shut off required. 4 rounds beginning at 10am until finished.

Carrier: Profile, Profile Electric, Class I & IE combined, Class II & IIE combined, and .15 Carrier beginning at 10:00am until 5:00pm.

Club sponsored pizza meal at 5:30pm.

SUNDAY:

Stunt Fly off 9:00am until 11:00am

F2D one plane combat: 4 rounds beginning at 9:30am until finished.

Mixed nuts on any open circle both days



Entry fee: \$35.00, this covers all events

There is **NO CAMPING** on site this year, per the Fargo Park District. The Skylarks are sorry for any inconvenience.



Northwest Control-Line Regionals th

Roseburg, Oregon, May 26-27-28, 2023

Championship model airplane flying competition

Awards offered in 43 events, including ...

- **AEROBATICS** — Precision Aerobatics, Old-Time, Classic, Nostalgia 30 and Profile Stunt!
- **COMBAT** — 1/2-A (high-performance), 80-mph and AMA Fast!
- **NAVY CARRIER** — Profile, Class I, Class II, .15 and Nostalgia (Profile and Class I-II), 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, 1/2-A Proto, A, B, FAI, Jet, Formula 40, .21 Sport, .21 Proto, NW Sport Jet, NASS Sport Jet, F2D Proto, Northwest B Proto and Northwest C Speed! (No D Speed)

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 flyinglines.org

Regionals lodging

Host hotel for the 2023 Regionals is the **Sleep Inn and Suites**
at 2855 NW Edenbower Blvd., just across I-5 from the field

Reserve your room before May 11 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 26-27-28, 2023

FRIDAY

Speed (all classes)10:30-6
Carrier (all classes)Noon-5
80mph CombatNoon
Old-Time StuntNoon
Scale static judging*2 p.m.

* Scale contestants who can not be present for Friday judging must be ready for judging promptly at 8 a.m. Saturday.

SATURDAY

Scale static judging*8 a.m.
Classic/Nostalgia 30 Stunt
 Appearance judging.....8:30 a.m.
Speed (all classes).....9-6
Scale Flying9 a.m.
HP 1/2A combat9 a.m.
Classic/N30 flying9 a.m.
Carrier (all classes)9-5
Profile Stuntafter Classic
AMA Fast Combat **.....1 p.m.

** AMA Fast Combat will finish on Sunday morning if necessary.

SUNDAY

Precision Aerobatics
 Appearance Judging8 a.m.
Racing pilots meeting,
 all events.....8:15 a.m.
Sportsman Clown.....8:30 a.m.
Flying Clown Race9:30
Dallas Sport Goodyear10:30
NW Sport Race11:30
NW Super Sport Race12:30
Carrier (all classes).....9-3
All classes PA flying.....9 a.m.
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 25, 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.
- **Combat practice:** Combat circle will be open on Sunday for practice, testing, demo flights, grudge matches.

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 flyinglines.org.
- Northwest Rules will be used for these events: NW Sport Race, NW Super Sport Race, Flying Clown Race, Sportsman Clown Race, .15 Carrier, Sport 40 Carrier, 80-mph Combat, Profile Stunt, Northwest Sport Jet Speed, C Speed, F2D Proto Speed and Northwest B Proto Speed. Dallas Sport Goodyear: www.dmaa-1902.org/Rules/Sportsman_Goodyear.pdf
- **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.
- **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.
- **SCALE:** Make sure your airplane has been flight tested and is ready for competition, per AMA rules.
- Safety things 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 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 flyinglines.org.

The Northwest Control-Line Regionals are sponsored and produced by the Northwest Regionals Management Association in association with flyinglines.org and Northwest control-line model airplane clubs.