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

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Issue 24.1: 15 April 2024

Let's Go to a Contest!

The **NCS Spring Postal Contest** will run through the entire month of May this year and extend through the first weekend in June (1 May through 2 June 2024)

24-26 May, **51st Northwest Regionals**, Roseburg Oregon. See flyer at the end of this newsletter.

10-15 June, **Brodak Fly-In**, Carrier on 10-12 June. Advanced Entry. Info: brochure_brochure (brodak.com)

NATS: The Navy Carrier National Championship will be 5-8 August 2024. Processing will be on Monday evening (5 August) with Profile on Tuesday (6 August), Class I and Class II on Wednesday (7 August), and unofficial events on Thursday (8 August). That's the week immediately preceding the FAI CL World Championships in Muncie. There are also a couple of days of FAI event competitions leading up to the CL Worlds, and NATS CL Week will be shared with a large helicopter "Jamboree" on site. With all the competing activities, it's not too early to make hotel reservations in Muncie!

Full-Size Carrier – Blue Tail Flies
Captain (USN, Ret.) Keith "Casey" Jones
Attack pilot, Commander of the Blue Angels

The last email I sent brought back memories from a couple of squadrons I served in: Attack Squadron192, The "World Famous Golden Dragons" and Attack Squadron153, the "World Famous Blue Tail Flies." Navy nomenclature; VA-192 and VA-153. "V" signifying "heavier than air" and "A" being "attack." Not sure how a squadron earns the moniker "World Famous," but in my experience there were no other squadrons that sported the prefix "World Famous."

In the case of the Golden Dragons anything yellow/gold was good. We drank "stingers" and wore yellow socks with our uniforms…not so noticeable in *khakis*, but they kinda stood out with the *service dress blue uniform.*

The Blue Tail Flies had some history to their name. During the Korean War, Naval Aviation was transitioning from the *all dark blue* paint scheme of WWII to a *gray color* for the entire aircraft. In Fighter Squadron 153 (VF-153) they had a new gray color F9F Panther that had a battle damaged after body and an all blue one with damage from the wing forward. The maintenance crew mated the undamaged forward section of the gray airplane to the undamaged after body of the blue airplane, resulting in the "Blue Tail Fly"!

The color scheme and name were so popular that the aircraft that followed (F9F Cougars, A-4s and A-7s) had their entire vertical tails painted blue!

One last bit of “little known facts about naval aviation history.” In the early years of aircraft carriers (pre WWII) there were standard *trim colors* for aircraft cowling and rudder tips. The first squadron in the Air Group (Air Wing these days) had red trim. The second squadron had yellow, the third light blue, fourth maroon, fifth green and the sixth black or dark blue. This was for ease of identification in flight,

And you could identify the Air Group by the first digit(s) in the squadron designation; e.g. VF-211 was the first squadron (a fighter squadron) in CAG-21 (color red), the second squadron VA-212 an attack squadron (color yellow)….all the way to VA-216 the sixth squadron flying A-4s (color black).

Now you are fully equipped to go out there and win beers in bar bets the world over!

2024 Southwest Regionals

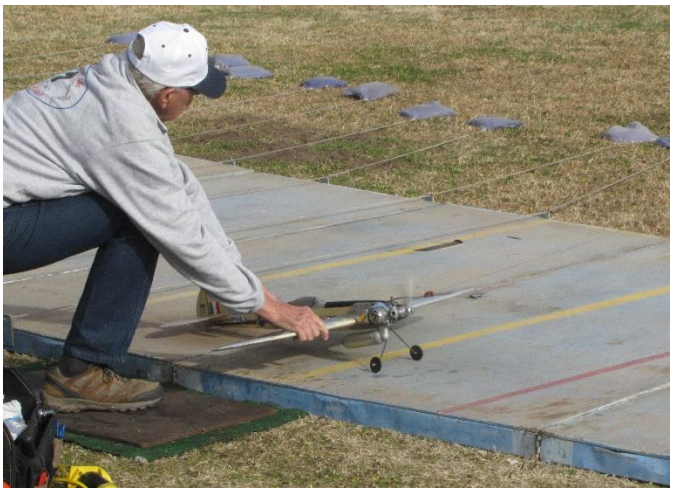
February 3-4, Tucson Arizona

The Southwest Regionals were flown in Tucson the first weekend in February. With forecast winds making flying highly undesirable for Saturday, the contestants and contest Director, Burt Brokaw, elected to forgo competition until Sunday when the forecast was significantly more reasonable. As sometimes happens at the first contest of the season, there were more entries than there were successful flights with modelers and models seeming to have suffered a little bit from the winter layoff. Nonetheless, we had a great time visiting and flying.

Burt Brokaw preparing his Profile F4U Corsair with Steve Mills holding and Mike Hatfield and Henry Werner, timers.

Jim Hoffman flying his .15 Carrier model.

Mike Hatfield's Nostalgia Class II Myrt.



Burt Brokaw prepares to launch Mike Hatfield's Supermarine Seafire in the Profile event.

Lou Wolgast flew this TBF Avenger in Class I.

Lou's Profile entry was this Guardian.

Top Twenty

Results of the SW Regionals are also the Top Twenty for 2024.

2024 Southwest Regionals (TOP TWENTY 2024)					
CLASS I		CLASS I ELECTRIC		PROFILE	
Wolgast, Lou	134.3	Perry, Dick	383.3	Brokaw, Burt	334.7
				Wolgast, Lou	233.0
				Hatfield, Mike	230.9
CLASS II NOSTALGIA		.15 EXPERT		.15 SPORTSMAN	
Hatfield, Mike	554.98	Brokaw, Burt	125.2	Hoffman, Jim	189.9
				Wolgast, Lou	86.5
CLASS II NOSTALGIA					
Hatfield, Mike	554.98				

TOP TWENTY 2023							
CLASS I		CLASS II		PROFILE		SPORTSMAN PROFILE	
Brokaw, Burt	445.2	Brokaw, Burt	412.2	Brokaw, Burt	352.8	LaNore, Tim	220.6
Warwashana, Marc	418.0	Mazur, Pete	388.6	Wolgast, Lou	279.4	Paris, John	218.0
Schneider, Jim	378.6	Schneider, Jim	347.8	Hite, Kelly	278.0	Hatfield, Mike	198.6
Hite, Kelly	358.4	Schuette, Melvin	344.1	Perry, Dick	277.6	Smith, Wesley	192.2
Smith, Paul	304.3	Hatfield, Mike	311.7	Schuette, Melvin	276.1	Livaudais, Tony	184.1
Wolgast, Lou	279.4	Shoemaker, Jo	218.0	Millard, Kris	272.3	Marenka, Joe	122.1
Smith, Wesley	202.3	Smith, David	145.7	Shoemaker, Jo	268.6	Suhamski, Bernard	100.4
Mazur, Pete	195.7	Smith, Paul	98.4	Shoemaker, Everett	260.3		
Hazen, Mike	182.2			Smith, Paul	234.3		
				Schluter, Mark	230.0		
				Chuna, Pete	204.2		
				Hazel, Mike	187.0		
				Nicholls, Chris	182.9	SKYRAY	
				Warwashana, Marc	164.0	Brokaw, Burt	257.9
				Schneider, Jim	137.0	Mazur, Pete	245.1
CLASS I ELECTRIC		CLASS II ELECTRIC		PROFILE ELECTRIC		Smith, Paul	212.7
Mazur, Pete	430.6	Mazur, Pete	407.5	Mazur, Pete	368.9	Vlna, John	201.8
Perry, Dick	399.1			Schuette, Melvin	257.3	Smith, Connor (J)	192.2
						Smith, Wesley (J)	183.5
						Marenka, George	180.7
CLASS I NOSTALGIA		CLASS II NOSTALGIA		PROFILE NOSTALGIA		Lanore, Tim	83.7
Smith, Paul	479.50	Hatfield, Mike	512.13	Brokaw, Burt	521.80		
Duly, Ron	465.92	Brokaw, Burt	506.23	Hatfield, Mike	390.95		
Hatfield, Mike	368.25			Heywood, Bob	378.79	NORTHWEST 40	
				Smith, Paul	369.77	Schneider, Jim	212.7
.15 EXPERT		.15 SPORTSMAN		Suhamski, Bernard	359.22	Millard, Kris	210.6
Perry, Dick	215.5	Hoffman, Jim	196.7	MIllard, Kris	316.70	Smith, Paul	204.3
Schneider, Jim	214.8	Nyhus, Glenn	181.7	Schluter, Mark	285.70	Hazel, Mike	201.2
Schuette, Melvin	214.6	Heywood, Bob	175.5	Stewert, Steve	163.50	Schluter, Mark	192.3
Smith, Paul	212.8	Shoemaker, Jo	175.4	Perry, Dick	80.38	McCartney, Jim	191.7
Marenka, George	207.5	Shoemaker, Everett	171.8			Humphries, Orin	183.3
Smith, David	207.4	Stewert, Steve	45.7			Marenka, George	180.7
LaNore, Tim	207.0					Chuna, Pete	176.7
Wolgast, Lou	201.4					Nicholls, Chris	80.8
Brokaw, Burt	70.0					Holt, Steve	77.4

Nostalgia Carrier

The Nostalgia Carrier event is an unofficial CL Navy Carrier event for all three classes which is flown with the scoring system that existed prior to 1977. Bonus points are awarded for models representing the models flown in that era and for older engines (non-Schnuerle). It is a great way to get started in Carrier flying, as the models are not as complex as modern models, and fixed leadouts and the scoring system make prop-hanging inappropriate. The rules use modern engine, pull test, and control system rules, so models can be used in official AMA events, as well. Nostalgia Profile models are well suited to the unofficial Sportsman Profile Carrier event. They are also compatible with the NW Sport .40 event.

There are lots of models that qualify for the Historic Model Bonus, including Ringmasters, Flight Streaks,

Super Clowns, and any of the PDF, Berkeley, or early Sterling models such as the P-51 and Yak 9. You probably already have an old model or kit that will qualify. Since modern control system specifications apply, conversion of existing older models can be easily accomplished by adding electronic (R/C) throttle control. Electric motors are not allowed, in the spirit of the event, but if you would like to earn the engine bonus points by using a period engine, many can be found on the internet.

Here are the rules.

NOSTALGIA CL NAVY CARRIER
(1 September 2020)

1. **Philosophy:** The Nostalgia Navy Carrier event offers Carrier flyers an opportunity for additional Navy Carrier competition in a relaxed and enjoyable atmosphere. It recreates an earlier period of Navy Carrier flying which predated the prop-hanging slow flight which characterizes today's competition. As the years separate us more and more from the models, engines, and flying styles that formed the beginnings of the modern event, Nostalgia Navy Carrier will help to keep alive the memory of those earlier years. Because the models are simpler than those used in modern competition, Nostalgia Navy Carrier may introduce new flyers to Navy Carrier competition.

2. **Applicability:** The CL Navy Carrier rules as published in the 1974-1975 AMA *Official Model Aircraft Regulations* shall govern this event except as modified below.

3. **Model Requirements:** Model design is unrestricted except as specified below and in the AMA *Official Model Aircraft Regulations*. To encourage models which accurately reproduce actual nostalgia era Navy Carrier models, bonus points are awarded.

3.1. **Engine Specifications:** Engine and fuel system specifications shall be as listed in the current AMA *Official Model Aircraft Regulations* for each event.

3.2. **Moveable Leadouts:** Vertical or horizontal position of the leadouts relative to the model may not change in flight.

3.3. **Control Requirements:** Control system description, line length and size, and pull test requirements will be as specified in the current AMA *Official Model Aircraft Regulations*.

4. **Builder of the Model:** The builder of the model rule does not apply to Nostalgia Navy Carrier.

5. **Historic Model Bonus:** A bonus of 100 points will be awarded for models which were designed, published, or kitted prior to January 1, 1978. The Contest Director may require proof of eligibility, which shall be the responsibility of the contestant. Proof may consist of dated, published plans; construction article, photograph or advertisement from dated magazines; dated photographs, and/or letter of confirmation of the date of design. Plans of un-kitted, un-published designs must be made available to NCS membership. To qualify for this bonus, models must comply with the following requirements:

5.1. **Modifications:** No modifications to the original design are permitted, except as listed below. Any modifications other than those listed in section 5.2 which, in the opinion of the event director, significantly change the appearance or performance of the model as it was originally designed, shall not be permitted. This prohibition includes, but is not limited to, changes in airfoil, changes in dimensions, and use of moveable control surfaces not included on the original design.

5.2. **Allowable Modifications:**

5.2.1. Landing gear may be changed in length or material, but must exit the model at the original position. A tail wheel may be substituted for a skid and *vice versa*. Wheels may be of any diameter.

5.2.2. Leadout position may be changed from that shown on the plan. Ground-adjustable leadouts are permitted.

5.2.3. Control travel, control mechanism location, and control mechanism may be changed.

5.2.4. Tip weight may be changed or may be adjustable.

5.2.5. Tailhook and its location may be changed.

5.2.6. Structural changes to strengthen the aircraft are permitted.

5.2.7. Building and finishing material substitutions are permitted.

5.2.8. Location of access hatches may be changed.

5.2.9. Engine mountings may be changed, and engines of different displacement may be used.

6. **Non-schnuerle Engine Bonus:** Non-schnuerle engines will receive a bonus of 20 points.

7. **Carrier Deck:** A carrier deck corresponding to current AMA regulations will be used.

8. **Records:** Records will not be established for Nostalgia Navy Carrier.

9. **Combination of Classes:** Class I and Class II may be combined for Nostalgia Navy Carrier. If classes are combined, Class I models will receive a five percent bonus on total score (multiply Class I total score by 1.05). Profile Class will not be combined with Class I and Class II in Nostalgia Navy Carrier.

ACADEMY OF MODEL AERONAUTICS
OFFICIAL MODEL AIRCRAFT REGULATIONS
1974-1975

28. CL NAVY CARRIER

1. Applicability, All pertinent AMA regulations (see sections titled Sanctioned Competition, Records, Selection of National Champions, and General) and the General Control Line Rules shall be applicable, except as specified below.

2. Carrier Deck. A carrier deck or suitable area shall be provided for this event. It shall be 44' long by 8' wide, and the deck center, line shall be curved to the perimeter of a 60' radius arc, the center of which shall be plainly marked, preferably by an unanchored 18" square block of ¾" wood or ¼" plate steel painted white. A sloped protective ramp 4 ft. long extending from the ground up to and flush with the edge of the deck shall be provided at the stern of the carrier deck. The edge of the deck shall be adequately marked, and any landing touching any part of the ramp shall be considered a crash. The arresting area of the deck shall be 20' long, and have arresting cables with a minimum dia. of ⅛" (.125"), and a maximum dia. of ¼" (.250"), with a minimum breaking strength of 200 lbs., suspended from ¼" (.250") to ½" (.500") above the deck, spaced two feet apart. Sand bags weighing approximately 5 lbs. each shall be attached to each end of the 18' long arresting cables. Screw eyes or other suitable guides, shall be used on the outer edges of the deck to hold up the cable and also allow the cable to move through when an arrested landing is being made. The free roll area shall be 24' long and smooth enough to make a free rolling takeoff. If carrier is laid out on the ground, crepe paper streamers shall be stretched across two feet in front of the bow and one foot in back of the stern of the carrier, approximately ½" from the ground. Touching either streamer in taking off or landing will be considered a crash.

3. Aircraft Requirements. Model must have a fixed or retractable landing gear. If a retractable gear is used, it must be lowered for landing. Profile Carrier models shall have a fixed landing gear consisting of at least a two-wheel main gear with at least four inches separating the wheels. Model must be equipped with an arresting hook which when extended may not be longer than one-third the length of the fuselage. Model wingspan shall be 44" maximum. The model shall be rigged for counter-clockwise flight. Models (entries) shall be placed and compete in three groups as follows:

3.1. Class I-Models having an engine displacement up to and including .4009 cu. in. Class I models may not be entered in Class II competition.

3.2. Class II-Models having an engine displacement of .4010 cu. in. to maximum of .6500 cu. in. Class II will also include jet-type as outlined in the CL Jet Speed section. Jet models shall be entered in Class II only.

3.3 Profile Class-All planes shall be of the profile fuselage type. Maximum engine size: .3600 cu. in. displacement, plain sleeve bearing only. Engines must not be cowled in. No pressure fuel systems allowed, and the engine must be unmodified and a front intake type equipped with at least a production RC-type intake throttle Minimum wing area shall be 300 sq. ins. *It is encouraged that the plane outlines follow some type of Navy aircraft,* and the paint scheme (color) must be of some traditional Navy type with Navy markings. There will be no bonus points awarded in this class.

3.3.1. In the Profile Carrier class the terms "engine must be unmodified" and "production RC-type intake throttle" mean: the plain bearing engine will be acceptable only if it and its single barrel intake throttle are unmodified factory produced units with unmodified venturi throat area and they are advertised and sold as a complete factory assembled ready-to-use combination. Use of any homemade or custom produced throttle, dual carb set-ups, or combinations of engines and throttles except as defined above, are unacceptable. The intake throttle may be coupled to a corresponding factory installed exhaust throttle if the engine is sold with one, but this may be removed if desired. Responsibility for verifying that the engine and throttle are unmodified and conform to the above description rests with the contestant.

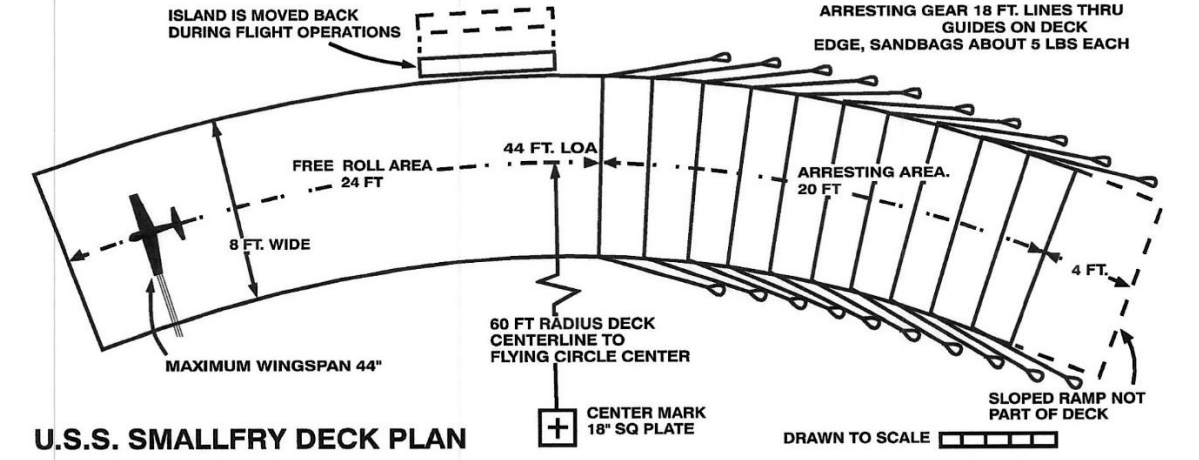
3.4. In the case of multi-engine models, the sum of the displacement (engines) will govern the class into which they are placed. Engines used must be of the reciprocating internal combustion or jet type, Neither rocket power nor auxiliary takeoff booster devices are permitted in any case.

4. Control Line Requirements.

4.1. Line specifications and pull test as per chart. Three control lines are required for the Profile Class.

4.2 All control lines bearing any part of the model's pull in flight must meet the minimum diameter requirements as specified in this section. Auxiliary lines which do not bear any part of the model's pull in flight (i.e., not connected to the bellcrank) and are used solely to actuate components such as landing gear, flaps, etc., may be of any diameter. A load bearing line is one that is tight when plucked during the pull test. If all lines used do not meet this test, then the line diameter required for the number of lines that do bear the load will be used.

5. Official Flight. Contestants who do not have their model on the deck within two minutes after being called to fly will have their flight cancelled, and will be charged with an attempt. Three minutes will be allowed to get the model airborne from the time the contestant signals he is ready, or begins to start the engine. Any endeaver to make a take-off is an attempt. Three attempts will be allowed for two official flights. A flight is considered official when the contestant signals for a timed low speed run. In the case of multi-engine models, an extra two minutes starting time will be allowed for each additional engine.



U.S.S. SMALLFRY DECK PLAN

CL NAVY CARRIER 1974-1975 (continued)

6. Flight Requirements.

6.1. General. All ground area shall be termed water. During an official flight if any part of the model comes in contact with the water, the model will be considered to have crashed, and the flight will end. During official timed runs the model may not lose its forward counterclockwise motion or deviate radically from the flight characteristics of its prototype. The model must not exceed an altitude of 20' for more than ½ lap during a timed run. No whipping will be allowed. The elevation control line(s) shall emerge from the model within the fore-aft range covered by the wing root chord, and all other lines shall emerge with or between the elevation control line(s). It is permissible to change the position of the movable portion of the rudder during flight. If in the opinion of the judges there is a violation of the above rules, the flight shall be cancelled and the contestant charged with an attempt.

6.2. High Speed Flight. The first seven laps after take-off constitite the high speed phase of the event. Timing will start the instant the model is released for take-off, and shall end when the model completes its seventh lap over the stern of the carrier. The flyer shall not shorten the flight radius of the model during high speed flight by walking a circle larger than three feet in diameter.

6.3. Low Speed Flight. When the contestant has decelerated the speed of his model to his satisfaction, he will signal the judges to start timing his low speed run by using a prearranged signal that is acceptable to the judges. The model will then be timed for seven laps, using the stern of the carrier flight deck as the starting point.

The start of the low speed run must be signaled for within three minutes of the completion of the high speed run Time for the seven laps shall be used to calculate the average speed. Plane must maintain a forward counterclockwise direction relative to the ground throughout the low speed run as any deviation will be scored as an attempt. The flyer shall not lengthen the flight radius of the model during low speed flight by walking a circle larger than three feet in diameter.

Models powered by two or more engines must keep all engines running through low-speed phase of flight to garner full points for speed differential. One engine running of two or more will score only half of differential.

6.4. Arrested Landing . All landings on the carrier deck shall be made at low speed only. The landing must be complete within eight minutes of take-off. After lining up with the deck upon completion of low speed run, the pilot shall signal the judges that he is ready to land. After the signal, each lap shall decrease the landing score by 5 points.

6.4. 1. The signal of the pilot's intent to land shall be given as the model crosses the deck beginning his lap prior to landing. If other than a hand signal is used, the pilot shall describe his signal to the official immediately prior to each of his flights (i.e.,before he starts his engine).

7. Bonus Points. A scale model or a carrier aircraft of any nation, provided it displays the national markings of the using nation, will recieve 100 bonus points. To qualify for bonus points the prototype aircraft must have been used for operations from aircraft carriers. Experimental aircraft which did not reach operational status are acceptable if the prototype was intended for carrier operation or if the prototype made actual carrier-type takeoff and arrested landing on an actual or simulated carrier deck. Proof of operational status, intended use or carrier takeoff/landing tests is the responsibility of the contestant. Scale 3-view drawings of the full-scale aircraft must be submitted to be eligible for bonus points. (See Proof of Scale Regulations in the Scale section of the rule book for types of plans acceptable.)

7.1 No points will be given if the linear dimensions of the major components of the model are not to the same scale, within a plus or minus 5% tolerence. Models which appear to comply with this tolerence upon rudimentory inspection need not be further checked except in case of dispute. "Major Components" are considered to be the fuselage (excluding surface markings) and air brakes; the top view profile of the wing, horizontal stabilizer, elevator, and flaps (ailerons shall not be used as flaps); and the side view profile of the vertical stabilizer and rudder. Although landing gear needs not to be scale, it must emerge from the model in the same location as the prototype.

7.2. If the engine or accessories protrude from the scale contours of the model, there may be openings in the skin sufficient to accommodate the protruding part with ¼" maximum clearance at all points around the protruding part. Five points shall be awarded for each engine above one used to power the model, providing such engines contribute to the performance of the model from take-off through at least the high-speed phase of the flight *(at completion of high-speed timing, count number of engines running, subtract one, and multiply times 5).*

7.3. To be considered scale:

7.3.1 The model dihedral as viewed from the front must be similar (within 2 or 3 degrees by official's visual judgement) to the actual airplane as shown in the 3-view drawing. Namely, it must have some positive or negative angle, as shown on the 3-view drawing.

7.3.2. If a clear canopy is not used the cockpit or canopy area must be defined with a contrasting color or color outline denoting the scale area.

7.3.3, The color of the model should be similar to any traditional Navy type aircraft paint scheme.

8. Takeoff. Model must successfully takeoff from the free roll portion of the deck, point of model release to be no more than 42" from the last arresting line.

9. High Speed Points: All high speed points shall be calculated to the nearest 1/100 mph. High speed points shall be scored the same as speed in mph, and to the nearest 1/100.

10. Low Speed Points: Low speed will be calculated to the nearest 1/100 mph. Low speed points shall be scored as three (3) times the difference between the high speed and low speed in mph.

11. Landing Points: Landing (dead stick included) shall be scored as follows:

11.1. Normal 3-point arrested landing. 100 points.

11.2. Arrested landing with plane in other than 3-point attitude, 50 points. Mono-wheel models (unless the contestant can offer documentation that he is representing a particular full-scale plane) should receive a maximum of 50 points for "other than 3-point attitude".

11.3. Arrested landing with plane coming to rest on its back or with one wheel off the deck, 25 points.

11.4. From the above score, 5 points will be deducted for each unsuccessful landing approach made after signaling; however, landing score in no instance will be less than zero. No points will be allowed for other landings.

12. Flying for Record, A score shall be accepted for record purposes provided:

a. A full-sized carrier deck as specified in the "Carrier Deck" paragraph has been used, and

b. All other requirements of Control Line Carrier have been met, and

c. At least two timers equipped with stopwatches having 1/10th second or finer graduations, have timed flights in unison from the same judge's position, Records shall be recognized where no more than .02 second variation on the high speed on 0.4 second variation on the low speed timing exist between the watches used. The average of the two watches shall be used to calculate speed, and

d. Only those flights made outdoors shall be recognized for record purposes.

e. Records shall not be kept for Profile Class.

f. Navy Carrier records may be set only during the course of normal competition flying at an AA, AAA, or AAAA contest.

CL NAVY CARRIER

Class/ Engine Size (cu. in.)	Max. Model Weight	Required Line Length	Required Minumum Diameter of Each Line					Pull Test
				Single Strand		Multi-Strand		
			1 Line	2 Lines	3 Lines	2 Lines	3 Lines	
Class I: .0000 — .4009	4 lbs.	60'0"-60'6"	.025"	.020"	.015"	.020"	.015"	25G
Class II: .4010 — .6500	4 lbs.	60'0"-60'6"	.033"	.024"	.018"	.024"	.018"	25G
Profile: .0000 — .3600	4 lbs.	60'0"-60'6"	—	—	.015"	—	.015"	20G

Northwest Control-Line Regionals

Roseburg, Oregon, May 24-25-26, 2024

Championship model airplane flying competition

Awards offered in 43 events, including …

- **AEROBATICS** — Precision Aerobatics, Old-Time, Classic, Nostalgia 30 and Profile Stunt!
- **COMBAT** — Vintage, 1/2-A, 80-mph, 15 Fast 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 2024 Regionals is the Sleep Inn and Suites
at 2855 N.W. Edenbower Blvd., just across I-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 24-25-26, 2024

FRIDAY

Vintage Combat display 9-4
Racing pilots meeting,
all events.....10:30
Sportsman Clown Race .....11 a.m.
Flying Clown Race 11:30
Carrier (all classes).....Noon-5
HP 1/2A combat.....Noon
Old-Time Stunt.....Noon
Dallas Sport Goodyear .....1 p.m.
NW Sport Race.....2:30 p.m.
NW Super Sport Race.....3:30 p.m.
Vintage Combat.....4 p.m.
Scale static judging* .....2 p.m.

SATURDAY

Scale static judging* .....8 a.m.
Classic/Nostalgia 30 Stunt
Appearance judging.....8:30 a.m.
80mph Combat.....9 a.m.
Speed (all classes).....9-6
Scale Flying .....9 a.m.
Classic/N30 flying .....9 a.m.
Carrier (all classes).....9-5
Profile Stunt .....after Classic
15 Fast Combat.....After 80
* Scale contestants who cannot attend Friday static judging must be ready for judging at 8 a.m Saturday.

SUNDAY

Precision Aerobatics
Appearance Judging .....8 a.m.
AMA Fast Combat .....9 a.m.
Speed (all classes).....9-3
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 23, 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 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, 15 Fast Combat, Vintage Combat, Profile Stunt, Northwest Sport Jet Speed, C Speed, F2D Proto Speed and Northwest B Proto Speed. For Northwest rules, see flyinglines.org.NW Rules. 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 except Vintage:** 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 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 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.

For the next few of 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