

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



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NCS Top 20

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Issue 24.5: 25 August 2024

URGENT NATS INFORMATION

Normally I'd be saying it's not too early to start planning for the NATS for next summer. This time, however, I'm saying it's almost *too late* to be planning for the 2025 NATS! While the AMA has finally started to plan more than a few months ahead for the NATS and have scheduled CL Week for 7-11 July and Scale competition for 11-14 July, the Muncie Ironman Competition organization is also planning ahead, and have settled on 12 July as the date for the big race in Muncie. It's part of the "circuit" and a qualifying event for other competitions, as I understand it, so there's international interest. Ironman is also apparently more aggressive than AMA in reserving blocks of rooms in local hotels and recommending hotels to their participants. As of today, the Hampton Inn properties in Muncie and surrounding area are completely booked, as is the Marriott Courtyard in Muncie, for CL Week and Scale dates. If you have the slightest thought about attending the NATS in 2025, please **MAKE YOUR RESERVATIONS NOW!** As of today, the Fairfield Inn in Muncie has rooms available, and the rates are not grossly inflated except for the days immediately around the Ironman. Carrier dates are not much higher than they were for the 2024 NATS.

Editor's Note

The NATS are over for this year. We had a great registration, but illness, family situations, school schedules, and models lost in shipping cut our actual participation considerably. Adverse winds on the two official flying days didn't help. Melvin Schuette covered the action for AMA's "NATS News" and you can see his reports and the results of the competition on the AMA web site at [Nats News | National Aeromodeling Championships \(modelaircraft.org\)](#) Scroll down to find the Carrier articles. You can also check the scores for the official events at [Nats Event | Academy of Model Aeronautics \(modelaircraft.org\)](#) I have incorporated the NATS results in the Top 20 listing in this newsletter.

One of the most enjoyable parts of the NATS for me this year was watching Angstrom Eberenz fly. He's a Junior new to Carrier flying. You saw his name in the last H-L-L in the reports from the Brodak Fly-In. Angstrom earned awards in each event he flew and established new Junior records in Profile Carrier, Electric Profile Carrier, Electric Class I Carrier, and Electric Class II Carrier. This is the last year for Angstrom to fly as a Junior, but he promised to be back next year as a Senior. It is also likely that we will have as many as three Juniors next year at the NATS. Plan now to come out to Muncie next July and join the fun!

A few new items have been added to the Swap Meet section. Let me know if you have any Carrier equipment you'd like to sell.

Let's Go to a Contest!

The **NCS Fall Postal Contest** will run from Saturday, 31 August through Sunday, 29 September for a total of five full weekends and the days in between. Call your friends, set up a few arresting lines with a deck outline, and post some scores. Send me photos of the action to include in the newsletter.

31 Aug – 1 Sep, **Charles Ash/Southwestern Championships**, Dallas, Texas. Carrier on Sunday, 1 Sep. See the flyer at the end of this newsletter.

31 Aug – 1 Sep, **Tree Town Modelaires**, Sugar Grove, Illinois. Carrier on Saturday, 31 Aug. See the flyer at the end of this newsletter.

7-8 September, **Michigan State CL Championships**, Detroit, Michigan. Carrier on 8 Sep. Info: [MICHIGAN CONTROL LINE STATE CHAMPIONSHIPS | Academy of Model Aeronautics \(modelaircraft.org\)](http://MICHIGANCONTROLLINESTATECHAMPIONSHIPS|AcademyofModelAeronautics(modelaircraft.org))

29 September, **Alameda Aer-O-Nuts, Carrier Contest** **CANCELLED**

1 December, **Alameda Aer-O-Nuts Ultimate Carrier Contest**, Alameda, CA **CANCELLED**

1-2 February, Southwest Regionals, Tucson, Arizona

Memories from A Few Decades Ago

From Bob Reynolds, Tucson, Arizona

Good article on prototype models [in the June *Model Aviation*, Ed.], except you forgot one. The Fairey Firefly MK 5 is a good model for carrier. I had a flock of them at the 79 Nats and for several years afterwards. The largest model I built was the profile at 38". The class I was 30" and the class II was 36".

Enlarging Dave Platts plans, American Aircraft modeler, Nov 1973 to 44" gives a wing area of 426 sq in. Including the extended Fairey-Youngman flaps adds another 65 sq in, so for low speed gives 491 sq in which is a lot of wing (and that's without the allowed 5% fudge factor). The plane also has a good tail moment and has lots of area.

The class I is still hanging in my shop. The profile was under my shed roof and I don't know its condition now. The class II was retired. I needed to check on the belcrank and found that the leadouts were mostly sawn through - retired. The engine is back in its original box - Dave wants to inherit it.

Now a few words about the 79 Nats. The AMA movie about control line flying has all 3 of my Fireflies in it. The class II was the scariest control line model that I ever flew. It was by far the fastest. At the 79 Nats I put in the first attempt and then the Japanese speed team came running over asking about the OS65 rear intake side exhaust. They asked if they could put in their fuel and tune it for me. Proto was somewhere in the 130's and to Pete Mazur's relief the movable rudder flew off. True airspeed at the end of the 7 laps must have been in the 140's. Most of my flights used George Aldrich's 15% fuel giving me 110 usually. The engine had a bark that was louder and much sharper than most and that's what the speed team heard. At speed, if I extended my arm, I would be almost pulled over. My technique was to take off arm extended and then have both hands on the handle pulled into my chest and hanging on for dear life by the first half lap. The engine was really unloading by then. Rev-up 10-8W.

Bill Melton took the engine and measured it and found timing - much different than his. He believed that mine was very closer to the factory tolerances. You sold me the engine. I modified it by having Harry Higley put in the slide exhaust. I built up the carb using parts from a Perry carb. The intake was 1/2" diameter with just a 1/16 protrusion of the Perry fuel inlet tip. The Perry rotating jet was connected to the exhaust slide. The disk was used to dial in the idle. Full timed crankcase pressure was used. Mounted inverted, Robin Sizemore would put a drop in the exhaust port with it closed. Turn it over by hand a couple of times and give it a flip backwards. Tune for high rpm and then back off a half turn - bubbly. Lean out by half lap and hang on for dear life.

TOP TWENTY

TOP TWENTY 2024							
CLASS I		CLASS II		PROFILE		SPORTSMAN PROFILE	
Brokaw, Burt	533.4	Brokaw, Burt	491.5	Brokaw, Burt	363.4	Marenka, Joe	248.8
Schneider, Jim	376.7	Schneider, Jim	203.4	Shoemaker, Everett	286.6	LaNore, Tim	231.8
Hite, Kelly	371.7	Smith, Paul	91.1	Shoemaker, Jo	280.7	Eberenz, Angstrom (J)	222.3
Smith, Paul	313.0			Wolgast, Lou	259.0	Suhamski, Bernard	84.6
Greb, Mike	299.9			Smith, Paul	240.9		
Wolgast, Lou	256.2			Hatfield, Mike	230.9	SKYRAY	
Mazur, Pete	196.0			Schluter, Mark	203.2	Brokaw, Burt	259.3
				Eberenz, Angstrom (J)	177.0	Smith, Paul	243.1
				Schneider, Jim	106.5	Eberenz, Angstrom (J)	225.9
				Shoemaker, Jo	100.4	VIna, John	221.5
				Mazur, Pete	83.2	Marenka, George	200.4
						Lanore, Tim	173.1
CLASS I ELECTRIC		CLASS II ELECTRIC		PROFILE ELECTRIC		NORTHWEST 40	
Mazur, Pete	407.0	Mazur, Pete	386.5	Mazur, Pete	366.2	Schneider, Jim	202.9
Perry, Dick	383.3	Eberenz, Angstrom (J)	201.3	Shoemaker, Everett	252.4	Smith, Paul	206.6
Eberenz, Angstrom (J)	245.4			Eberenz, Angstrom (J)	213.7	Schluter, Mark	195.6
Smith, Paul	185.1			Smith, Paul	196.8	Millard, Kris	190.8
						Humphries, Orin	184.8
						Lickley, Johnnie	181.5
						Rader, Allen	174.4
CLASS I NOSTALGIA		CLASS II NOSTALGIA		PROFILE NOSTALGIA			
Smith, Paul	562.70	Herron, Terry	592.54	Brokaw, Burt	526.10		
		Hatfield, Mike	554.98	Smith, Paul	388.23		
		Smith, Paul	500.88	Schluter, Mark	310.30		
		Millard, Kris	447.65	Millard, Kris	194.50		
				Hawk, Bob	191.26		
.15 EXPERT		.15 SPORTSMAN					
Brokaw, Burt	253.1	Hoffman, Jim	199.2				
Perry, Dick	220.1	Shoemaker, Jo	196.0				
Smith, Paul	210.8	Wolgast, Lou	195.6				
LaNore, Tim	205.2	Marenka, George	186.0				
Shoemaker, Everett	205.1	Mills, Steve	169.6				

Virtual CL Navy Carrier Swap Meet

Items for sale or wanted. If you are interested in any of these items or have something to add for the next edition, please contact the Editor at tailhooker@comcast.net to be connected with the other party.

FOR SALE:

KITS:

- Golden State kit of Dick Perry's MO-1 for Profile Carrier.
- Sterling Skyshark profile (Nostalgia eligible with modification)
- Sterling Guardian (Class I/II, Nostalgia eligible)
- Consolidated Dark Shark (Class I/II, Nostalgia eligible)
- Replica Sterling P-51 Mustang (Profile, Nostalgia eligible)
- Brodak AF-2S Guardian (Profile, Bill Calkins design, good contest record)
- Goldberg Flying Tiger P-40 (Profile, marked for easy modification to a Curtiss Helldiver)
- Smith's Model Products Sniper (.15 Profile, Bill Bischoff design. Most complete kit you'll ever see – tank, hook, wheels, bellcrank...)
- G-S Bearcat (Profile, Nostalgia eligible). Original G-S, not Brodak, bellcrank available separately)

Global AT-6 Texan (SNJ) ARF (balsa ARF, convertible to eClass I/II, 44" span)



Great Planes Combat Corsair (balsa ARF, 43.25" span, convertible to eClass I/II, need to add landing gear. Originally for 1/12 Scale RC Combat)

Combat Goblin Seafire (balsa and balsa-covered foam. Another 1/12 scale RC Combat model Convertible to eClass I/II)

World Models Spitfire EP (balsa ARF, convertible to eClass I/II, clip the wing for 44" Seafire)

Sure Flite Spitfire (Cast foam kit, not ARF. Clip wing for 44" Seafire)

ALMOST READY TO COMPETE (Just add practice!):

Electric MO-1 for eClass I/II (Originally built by Mike Anderson. Foam wing MO-1 model, Scorpion SII 3026 1190Kv motor, 2.4 GHz transmitter converted to CL handle, receiver, ESC (Hobby King 120A SBEC w/ programming card), batteries (2 Liperior 3300 40C 4S for Class I, 3 Liperior 4000 30C 4S for Class II), charger with cables, lines, props)



Marc Warwashana is offering his CL Navy Carrier models for sale. Contact Marc directly or contact the Editor for Marc's contact information.

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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



2024 Charles Ash/Southwestern Championships
August 31st - September 1st
HOBBY PARK, DALLAS, TEXAS
Intersection of Northwest Highway & Garland Road

Saturday, August 31st

Class I Mouse
Fox Goldberg Racing
Sport Goodyear
Super Slow Rat
Texas Quickie Rat

Old Time Stunt
Classic Stunt
Profile Stunt

Sunday September 1st

Precision Aerobatics (B) (I) (A) (E)

Profile Carrier
15 Profile Carrier
Class I/II Carrier

Raffle At Noon
Dist. 8 Annual PA Trophy Presented

Entry Fee: \$20.00 first event, \$5.00 each additional event. \$30 Max

Racing: All racing on south circle. Pilots' meeting 9:00 a.m. First Race 9:30 a.m.

Aerobatics: Appearance judging & pull testing TBD. Pilots' Choice Award for Classic & PA.

Saturday: Pilots' meeting – 8:30 a.m. First Olde Tyme flight – 9:00 a.m.

Events flown in order listed. **Sunday:** Pilot's Meeting at 8:30 a.m. First Flight at 9:00 a.m.

Contact information

dmaa-1902.org

CD: Phillip Nickles – 214-533-2235 or phillipnickles@att.net

The Tree Town Modelaires
58th Annual
Midwest Regional C/L Championships

AMA Sanction #16611

Saturday August 31, 2024 - Sunday, September 1, 2024

Location: Aurora Municipal Airport, Rt. 30, Sugar Grove, IL 60554

Saturday Events:

Stunt Events - (JSO) – Old Time; Classic/N30; Over 70??

Navy Carrier – AMA glow and electric classes are combined for Profile, Class1, Class 2, Skyray and Sportsman. (see special carrier rules)

Class 1 (319,340)(JSO); Class 2 (320,341)(JSO); Profile (321,342)(JSO); Skyray Carrier; (JSO); Sportsman Profile Carrier (JSO)

Note: you may only fly Profile or Sportsman, not both.

Sunday Events:

Precision Aerobatics - PAMPA

323 - Beginner Aerobatics (JSO)

324 - Intermediate Aerobatics (JSO)

325 - Advanced Aerobatics (JSO)

326 - Expert Aerobatics (JSO)

- Profile (engines up to .92) (JSO)

Notes: Beginner, Intermediate and Profile stunt events will be flown over grass

C/L Scale 509 - Sport Scale (JSO); 521 - Profile Scale (JSO); 526 - Fun Scale (JSO); 529 - 1/2A Scale (JSO)

Awards through 4th Place. Awards for best junior/senior in all events.

Entry Fees:

Open, \$10.00 per Event

Junior / Senior, \$5.00 per event

Competition Begins at 10:00 AM

Registration Closes at 12:00 PM

Food, Pop, Snacks and Raffle Available on Site

Lodging:

Comfort Inn, Aurora (630) 820-3400

Hampton Inn, Aurora (630) 907-2600

Hampton Inn, Aurora (630) 806-7400

Holiday Inn Exp., Yorkville (630) 882-0600

Sunset Motel, Yorkville (630) 553-7353

Super 8 Motel, Yorkville (630) 553-1634

Contest Director:

Jim Schuett, AMA 54705

2350 Sans Souci Drive,

Aurora, IL. 60506

Phone: (630) 642-3617

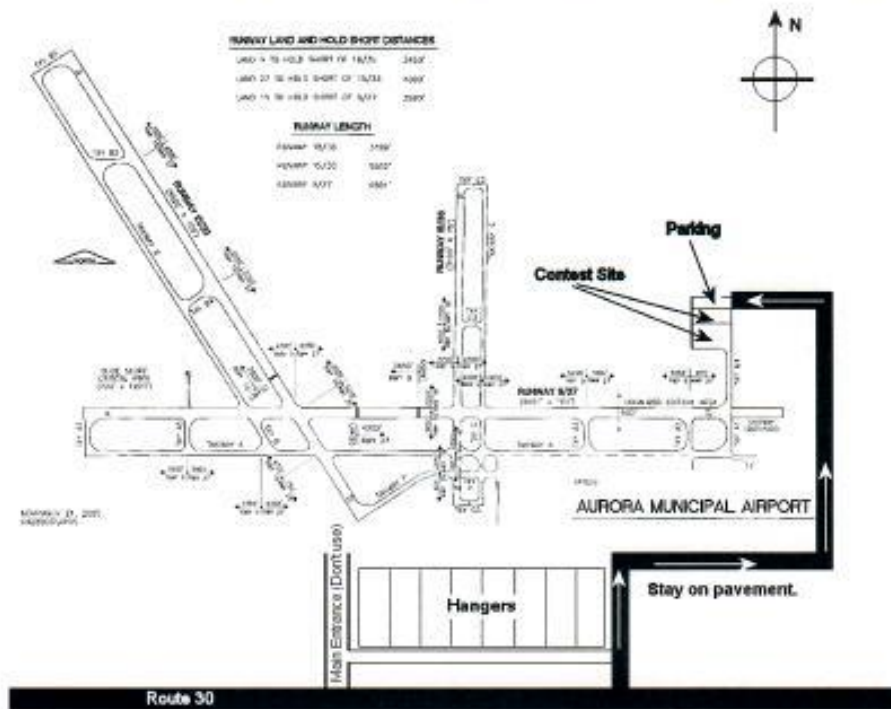
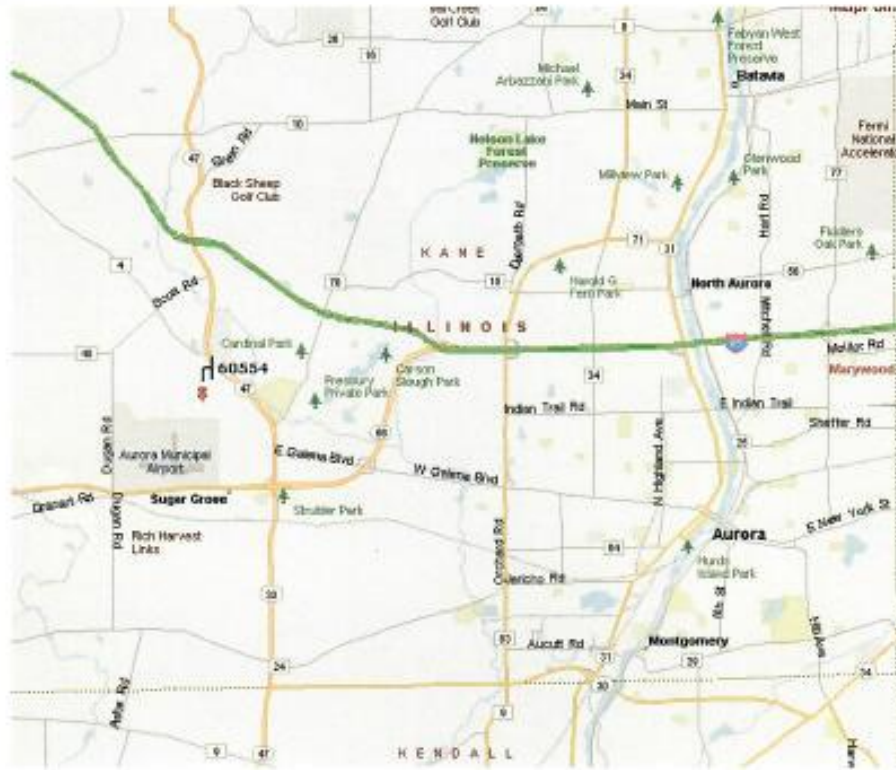
E-Mail: jschuett25@comcast.net

ATTENTION

No Alcoholic Beverages are allowed at the Airport. Violators will be escorted off site by irate club members and / or the **Sugar Grove Police**.

There will be **No Refunds**, regardless of Weather or other circumstances.

The Aurora airport is located on the North side of Hwy 30, approximately 1/2 mile West of Hwy 47 in the town of Sugar Grove.



**Special Rules for the Tree Town Modelaires
Midwest Regional Championships:**

All appropriate AMA safety rules apply to these events -

Sportsman Carrier: Same rules as Profile Carrier (gas and electric combined). This class is intended for "Sportsman" entrants who do not wish to compete in the "Open" Profile Carrier Class. The event director reserves the right to promote an entrant to the "Open" profile carrier class based on performance. No person may enter both Profile and Sportsman, however Sportsman entrants may also enter Class I, Class II and Skyray events.

Skyray Carrier:

- 1) SIG Skyray 35 kit or accurate reproduction only. Although construction details may be modified, wing and empennage airfoils and outlines of fuselage and flight surfaces shall be stock within normal building tolerances.
 - a. No additional movable flight control surfaces are allowed other than elevator. The chord of the elevator may be increased from stock.
 - b. Two-wheel landing gear is allowed. Tail skid may be modified. Motor mounts (and fuselage front end) may be modified in a reasonable way to accommodate the motors being used, but not for additional streamlining.
 - c. Either a standard 3-line control system (elevator and throttle) or a 2-line control system for elevator with throttle (and options such as hook release) controlled by either an electrical signal passing through the lines or by a 2.4Ghz radio signal. Design and location of control system components is open.
 - d. Repositioning the lead-outs to a location on the wing tip other than where shown on the plan is allowed as long as the lead-outs emerge from the wing tip within the fore-aft limits of the wing. Line sliders are NOT allowed. Stock wing tips may be left off - no further shortening of the wing is allowed.
 - e. Addition of arresting hook is allowed.
- 2) Propulsion system may be either piston engine (glow) or electric motor. Maximum displacement for piston engine is .409 cu.in. (muffler optional).
- 3) Fuel Tank: Suction only, no pressurized systems.
- 4) Fuel: SIG Champion 10% (supplied at contest).
- 5) The scoring of the event shall be per the AMA rule book for Profile Carrier with the following exceptions:
 - a. No scale bonus points will be awarded, however the model should look like a SIG Skyray 35.
 - b. Maximum high speed score will be limited to 75 mph
- 6) All other rules are the same as for AMA Profile Carrier and the AMA Electric Profile event, whichever is appropriate.

Profile Stunt:

- 1) PAMPA Stunt flown with a profile airplane,
- 2) Any size (up to .92 cu. In.) engine allowed.
- 3) Must adhere to AMA general control line rules for profile airplanes.
- 4) All competitors fly one class.
- 5) Event will be flown off a grass circle.