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

	President:	Vice President:	Secretary / Treasurer	NCS Top 20
	Pete Mazur 5 W. Windsor Ct. Sugar Grove, IL 60554 pomazur@gmail.com	Bob Heywood 5135 Crescent Ridge Dr. Clayton, OH 45315 rheywood@woh.rr.com	Dick Perry 427 Live Oak Ln NE Albuquerque, NM 87122 tailhooker@comcast.net	Burt Brokaw 4233 W. Tombolo Trails Tucson, AZ 85745 lecreit@msn.com

Issue 25.5 25 October 2025

Let's Go to a Contest!

30 Jan – 1 Feb 2026, Southwest Regionals, Tucson, Arizona. TENTATIVE DATES. Gem and Mineral Show held concurrently in Tucson raises demand for hotel space. Plan accordingly.

6-10 July 2026, CLNC National Championships, Muncie, Indiana. 100th anniversary! Don't miss it!

Hazel Sig-Hester

1921-2025

Hazel on the cover of the 1973 Sig catalog.

Hazel Sig-Hester left us at the age of 103 this month. She will be remembered as a driving force in the modeling industry as co-founder (with husband Glen Sigafoose) of Sig Manufacturing and an avid supporter of model aviation and of control line modeling, in particular. Sig Manufacturing Co. was already well established as a source of balsa, covering and finishing materials, and hardware when I started flying CL in 1957. I'm sure most of us have built and flown CL models built from Sig kits over the years, especially the Skyray 35 in our Skyray Carrier Event which Sig has sponsored at the NATS.

I met Hazel only once when I attended one of the Sig CL contests held at the Sig grass airfield south of Montezuma, Iowa where the Sig business was located for over seven decades. She made a great impression on me, and I suspect that was the effect she had on most people.

You can see Hazel's obituary at Obituary | Hazel Sig-Hester of Montezuma, Iowa | Holland-Coble Funeral Home

Flown West

I just learned from Paul Smith of the passing of **Bernard Suhamski** this last summer. I did not know Bernard well, but he has flown at the NATS in Sportsman Profile in the past and posted a score at the Brodak contest this year. He was a willing volunteer at Brodak and appeared in good health at the time. He ran the Balloon Bust event at Brodak. I'm sure he will be missed by his friends, family, and fellow control line modelers.

TOP TWENTY

This is likely the final listing for 2025 unless someone sanctions a contest in the last two months of the year.

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, Everrett	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**		Smith, Paul	399.03	McCartney, Jim	141.5
Brokaw, Burt	260.3	Wolgast, Lou	208.3	Hatfield, Mike	321.68		
Bischoff, Bill	246.3	Marenka, George	198.6	Schluter, Mark	296.75		
Vlna, John	246.2	Hoffman, Jim	195.4	Shoemaker, Jo	263.53		
Smith, David	239.1	Smith, Wesley (J)	188.6				
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						

Golden State Kit as Starting Point for Class I/II MO-1

Dick Perry

There are few left, but drawings are available from me. The Golden State Profile MO-1 is scale to the 3-view with the rounded horizontal stab from *Jane's All The World's Aircraft* published in 1923. The outlines are all the same scale, so the horizontal stab and elevators could be expanded some to stay within the rules for bonus points. I would recommend it. The kit uses ¼" balsa tail surfaces. I've used, and prefer, 1/8" basswood.

The fuselage outline can be the starting point for a full fuselage model for Class I/II. I've included photos of my version for inspiration. The fuselage sides are 1/32" plywood with 1/8" square spruce stringers at the top and bottom to which the 1/8" balsa fuselage top and bottom are glued. The grain on the top and bottom sheeting runs across the fuselage. It is all quite stiff. I used 1/8" balsa doublers at the top and bottom of the fuselage sides under the wing to support the wing and landing gear mount. I now use two at the top and one at the bottom on each side. There's less creaking during pull test with the extra thickness at the top! The bellcrank mount spans the width of the fuselage, and the inboard fuselage side is not cut out because that's the side that gets the pull test applied.

The wing is removable with ¼" plywood mount and ¼" nylon wing bolts. That's optional, but convenient for transporting the models and connecting lines, accessing the receiver if you use two lines, etc. The bolts can be hex drive cap screws or oval head slotted screws. The wing center section has a full depth ½" web to support the bolts. With the cap screws recessed into the wing, the wing can have an internal 1/8" ply (or thicker) plate with 1/2" filler over it with the recess holes drilled out. That's what you see in the photos. The rear of the wing bolts to a 1/8" plywood plate that spans the fuselage at the training edge of the wing. Even with a fixed wing, there should be at least a 1/8" balsa plate for stiffness.

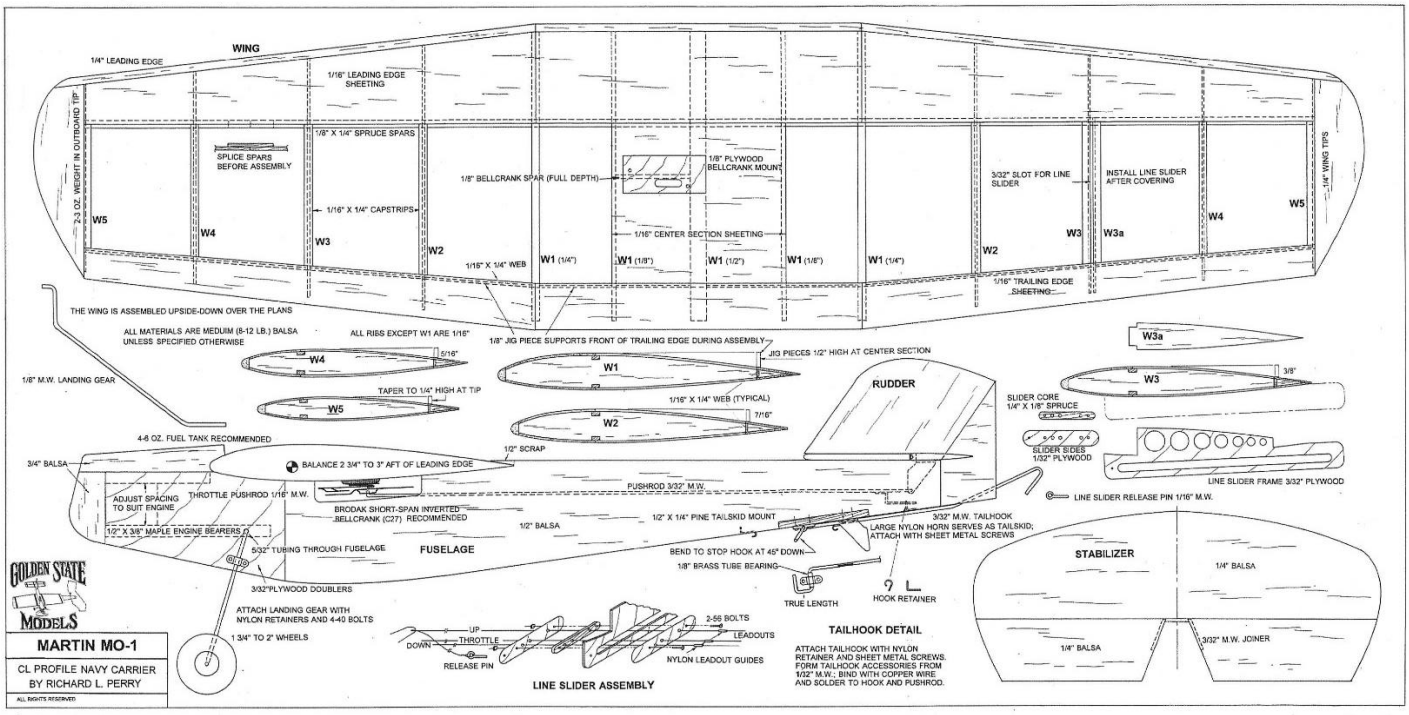
By the way, use continuous spruce spars in the wing. Otherwise the point where the wing changes from straight to taper is a weak point. The usual failure mode is to fail downward on landings if you happen to land Kamikaze style or hit the "water" on high speed! The first iterations of the models used ¼" x 1/16" balsa spars and relied on the leading edge sheeting for strength. That didn't work out.

The motor mounts are cut from ½" maple or oak (oak is easier to find, but the photo looks like maple). It is backed up with ¼" plywood with the top part connected to the wing mount and the bottom connected to the landing gear block. The motor mounts are connected to the outboard fuselage side with 3/23" plywood triangular braces. It's quite strong! I built it for an OS or Rossi .65 engine. In a crash, the nose will survive! You could probably omit the extra ¼" plywood if using a .40 or .46, but I used it on the class I models, as well. The fuselage can accommodate up to an 8 ounce Pylon RST fuel tank.

Additional wing sheeting in the center section is advisable. See the wing photo for my current configuration.

The line slider will work, but there are better designs since this kit was published, and the design on the plans was intended to allow a slider to be included in the kit, not necessarily an optimum option. Use your favorite.

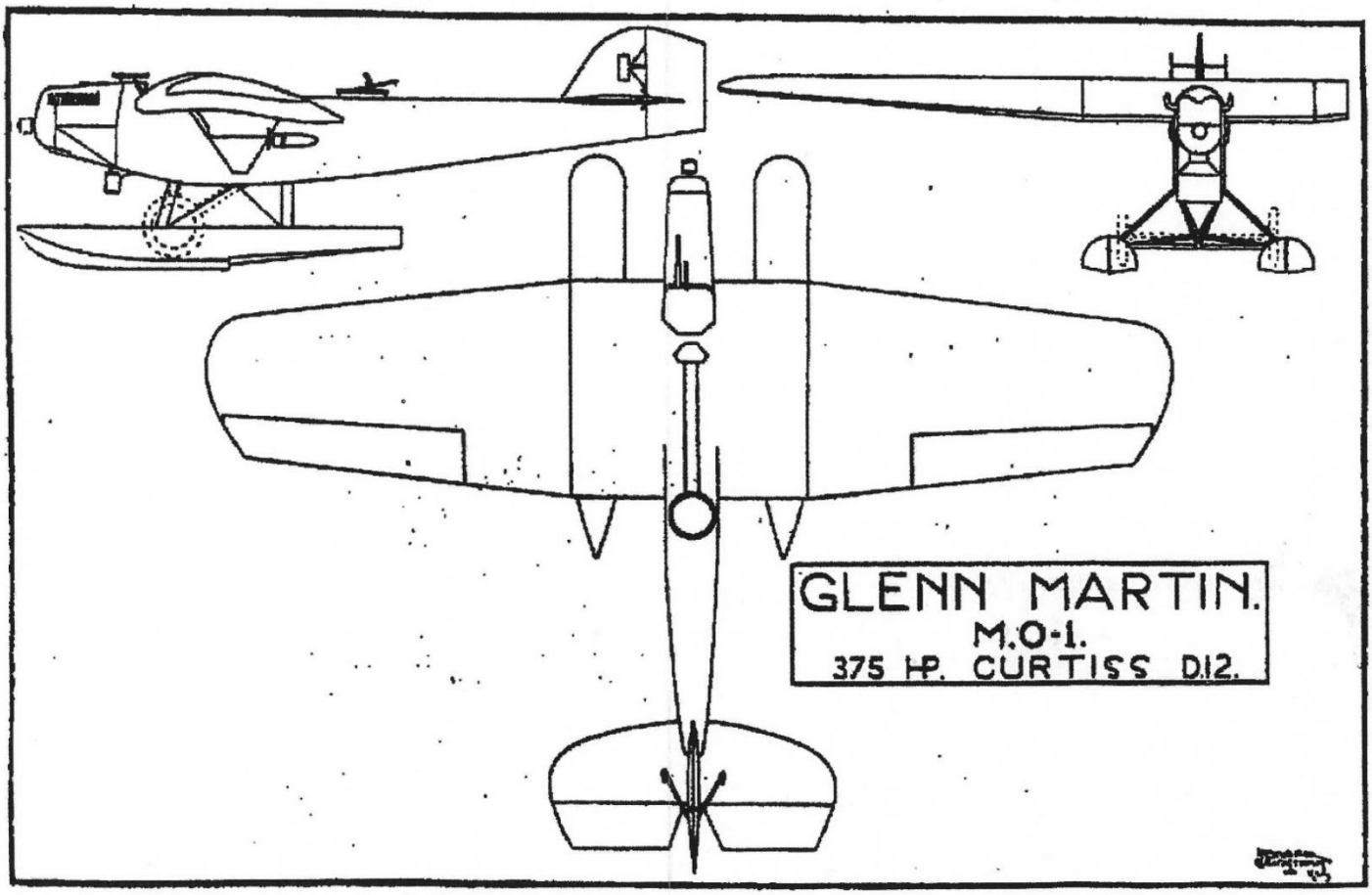
For electric power, the fuselage can accommodate a good-sized battery. Eliminate the motor mounts and substitute an appropriately placed firewall of at least 1/8" thickness with balsa triangle stock bracing to the fuselage sides.

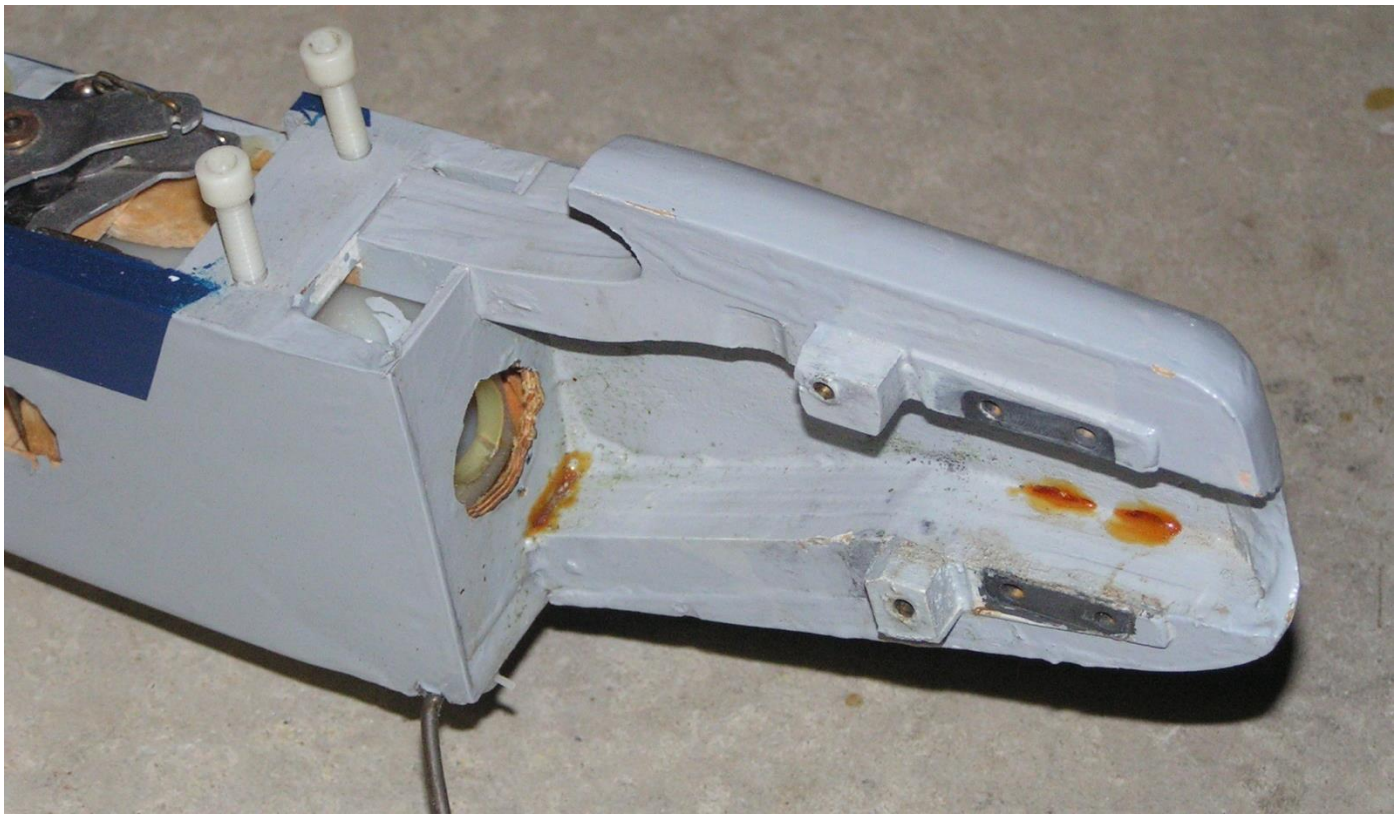


Jane's All the World's Aircraft, 1923

U. S. A.

GLENN L. MARTIN—continued.





NCS Fall Postal Contest

30 August – 28 September

Dick Perry

The results for the NCS Fall Postal Contest follow. Congratulations to the winners! Anyone who would like an electronic certificate to document their placing may contact me, and I'll send it.

We had a reasonable turnout, though our Carrier modelers from the Northwest and Southeast were not represented. We'll look for you in the Spring!

Reports from local gatherings and official contests held during the NCS Postal follow the tabular results.

FALL POSTAL 2025							
CLASS I		**CLASS II**		**PROFILE**		**SPORTSMAN PROFILE**	
Hite, Kelly	427.5	Brokaw, Burt	455.7	Brokaw, Burt	322.8	Spoula, Skip	211.4
Smith, Paul	295.9	Hite, Kelly	432.8	Bischoff, Bill	319.0		
		Schuette, Melvin	207.1	Hoffman, Jim	247.9		
				Smith, Paul	221.7		
CLASS I ELECTRIC		**CLASS II ELECTRIC**		**PROFILE ELECTRIC**		**SKYRAY**	
Mazur, Pete	367.9	Mazur, Pete	384.1	Mazur, Pete	321.6	Smith, Paul	246.3
				Smith, Paul	277.0	Brokaw, Burt	241.0
				Schuette, Melvin	234.6	Spoula, Skip	77.4
CLASS I NOSTALGIA		**CLASS II NOSTALGIA**		**PROFILE NOSTALGIA**		**NORTHWEST 40**	
Smith, Paul	507.78	Bischoff, Bill	633.10	Bischoff, Bill	466.84	Smith, Paul	206.2
				Brokaw, Burt	410.60		
				Mills, Steve	323.20		
.15 EXPERT		**.15 SPORTSMAN**					
Brokaw, Burt	255.4	Wologast, Lou	194.2				
Bischoff, Bill	246.3	Bourel, Naomi	65.8				
Smith, Paul	236.1	Bourel, Leonard	58.9				
Perry, Dick	225.1						

Treetown, Aurora, Illinois

1 September

Pete Mazur

Treetown had wonderful weather conditions the whole weekend. A day before the contest I got a call from Dave Betz that he and Tara were not going to be able to make it. We were able to recruit Treetown members as judges, and we didn't bother with a center judge, and everything went smoothly. Our usual contestants, Skip Spoula in Skyray and Sportsman and me in the three AMA electric classes. Jose wanted to come as a spectator and to learn more about Carrier but an injury meant he could not travel. [Jose Dominguez is a new Carrier modeler from Indianapolis, Indiana., Ed.] He will come visit later and I expect him to be active next year. The Eberenz family, as you heard earlier, is focused on getting Angstrom into FAI Stunt and postponing other events until next year. We had John Paris, an accomplished stunt flier, join us with a GS Skyraider for Sportsman. Unfortunately, his two-line control system had .018 lines. Since this violates a safety rule, I would not let him enter. (He also had a .40 on the airplane which is not allowed in Sportsman.) We invited him to fly outside the competition to get experience on the deck. I suspect he will have this stuff fixed and be able to fly next year.

So we were left with two contestants, Skip and myself. Skip successfully flew his old Brodak guardian in Sportsman. He flew his Skyray successfully but tore a wing off in a rough landing. I started with my profile which threw a chunk out of the prop shortly after takeoff. The prop adapter collet came off so an out-of-balance prop did not have a chance to damage the plane. The next attempt had a problem with the adjustment of trim on the transmitter and the hook wouldn't come down. Since I already had an attempt, I flew the low speed (quickly) and landed with the hook up. The hook caught a line anyway for the arrested landing. The third attempt, with the hook release fixed, went pretty well, but the old battery did not have the full capacity of a new one and died after about 3.5 minutes of low speed for no landing.

The Class 1 had a problem with hook release (done by down elevator instead of a servo) but I got in a flight anyway. And the Class 2 flew just fine. The big news is that I had no problem flying well at all and conclude my strength and control are back. So I am ready to fly, at least in good weather!

Labor Day Contest, Dallas Model Aircraft Assoc., Dallas, Texas

31 August

Bill Bischoff

The Dallas Model Aircraft Association held its annual Labor Day Contest on August 30 & 31. Although Saturday's events were a rain-out, Sunday turned out to be a nice day with perfect carrier weather. Of course, the Dallas guys would have liked a bit more wind to really push their low speeds. Some things never change. Dick Perry and Melvin Schuette were on hand to fly with Kelly Hite and myself. We had a wide range of models, from Bill and Kelly's 25+ year old planes to electric powered models featuring radio controlled throttles and other functions. I personally hadn't flown my models in about 10 years, while Kelly has eased back into the event over the past couple of years. Melvin and Dick have been chugging along the entire time, and are embracing modern technology.

Dick Perry led off with a couple of flights with his 15 class electric Hellcat. On his first flight, the arresting ropes were laying down so he was unable to snag one. His second flight was a bit better, and he managed to catch a rope as well.

Melvin was up next with his electric profile Zero. The electric motor and the radio both performed just as intended. Melvin must have been satisfied, since he didn't make a second flight.

After Melvin, I was up with my well-travelled 15 Sniper. I used to fly my 15 first to test the air and calm the nerves, and this time it was also to shake off the dust from not flying carrier for so long. The flight went well, and I felt some confidence returning. On my second flight, I improved my low speed by more than one minute, with the resulting increase in score.

Kelly's first flight of the day was with his McCollum/Fox 40 powered Class I. With an almost 100 mph high speed, and a 3 1/2+ minute low speed, he showed he hasn't lost his "MO-jo". On his second flight, he was a smidge faster, and 16 seconds slower, giving him the best low speed of the day.

Dick Perry also entered an electric Class II MO-1. It was swinging a small 7 inch prop at about 24 zillion RPM, and sounded equally awesome and terrifying. On his first two attempts, the prop was in such a hurry to take off, it left the rest of the airplane behind! For whatever reason, the collet style prop adapter didn't want to stay on the motor shaft. On his third attempt, he used a different prop adapter and the prop stayed on. His high speed flight was wildly unstable, and the model touched the ground before he could signal for low speed. Dick was suspecting that his battery pack had slid aft, making the model extremely tail-heavy. Although he used his three attempts and didn't get a score, his airplane was not damaged and lives to fly another day.

Melvin's Class II also experienced a technical glitch. It seemed he couldn't get below about half throttle. The radio operated normally, but a mechanical linkage problem was restricting the servo travel. He wisely chose not to release the line slider, and just flew the model level until the fuel ran out. He did signal for low speed, so his flight was official, but he landed in the water when his engine finally quit.

Kelly's old school Class II MO-1 worked as intended. Both high speeds were in the low 17's, and low speeds were both more than three minutes. On his second flight, he improved his low speed by more than 30 seconds.

It was almost the same situation with my profile MO-1, though both of my high speeds were a bit lean. I opened

the needle before the second flight, but not quite enough. My second high speed was a little faster, and I improved my low by almost 30 seconds.

I have to say how much I enjoyed flying some carrier again after about a ten year layoff. It was a tremendous relief to find that my equipment worked as well as it did when I flew it the last time. I am fired up again, and Kelly and I are talking about flying some more for the postal contest. I still have a nostalgia profile and nostalgia Class II to wash the dust off of and fly again!

Thanks to Bill Lee, Sandra Lee, and Mike Greb for running the show so I could fly. It was also great to see Mike and Claudia Pugh again after such a long time.

Name	class	hi	low	land	bonus	score	model
Dick Perry	15 electric	70+	2:33.6	0	0	129.8	Hellcat
		70+	2:34.3	95	0	225.1	
	Cl II electric					3 att.	MO-1
M. Schuette	elec. profile	24.31	2:03.0	100	10	234.6	Zero
	Cl II	19.6	0:29.4	0	100	207.1	MO-1/ MVVS 61
Kelly Hite	Cl I	18.20	3:35.6	100	100	417.3	MO-1 /Fox 40
		18.11	3:52.0	100	100	427.5	
	Cl II	17.06	3:07.0	100	100	415.1	MO-1/ MVVS 61
		17.23	3:41.1	100	100	432.8	
Bill Bischoff	15	70+	2:28.6	100	0	227.8	Sniper/ Conquest 15
		25.79	3:17.4	100	0	246.3	
	profile	19.68	3:17.9	100	10	301.0	MO-1/ Wiley 36
		19.34	3:44.3	100	10	319.0	

Bill and Kelly prep Bill's Sniper .15 model at Dallas.

Dallas Carrier Pit Row.

Beanfield Carrier Event

18 September

Paul Smith

I proposed adding carrier to the F2d contest this weekend. But due to the overriding importance of the CanAm F2d championship and Canadian team trials, the Saturday-Sunday dates were not accepted. But we were offered Thursday, Sept 18, today, which worked just fine because we're all retired. I want to sincerely thank the crew of Brad LaPoint, Ken Towers, Naomi Bourel and Leonard Bourel for their support.

A couple weeks ago I got scores on my three electrics: 15, Skyray, and Profile at Rouge Park. I got scores, but none were very satisfying due to slow high speeds and unimpressive lows. I got some advice and new test apparatus from Doctor Bad Ass, Lucian Miller. Based on the resultant test data I made motor, prop and battery changes to all three models. All three achieved new high speeds and had plenty of charge for as long as I could fly at low speed.

The 15 and Skyray easily bettered the cap speeds of 70 and 75. The electric profile did better than 96 MPH, which is my best for any carrier flight in any event. Yeah, sure, others have gone faster, but this was my personal best, at this time.

Paul Smith - 15 Carrier Class: 236.12.	5th place in the Top 20.
Paul Smith - Skyray: 246.3	New 1st place in the event.
Paul Smith – Electric profile: 276.97	New 2nd place in the event.
Paul Smith – Piston Profile – 221.7	7th place in the event.
Naomi Bourel – Sportsman 15 – 65.75	6th place
Leonard Bourel – Sportsman 15 – 58.9	7th place

I brought out my old MO-1 just to get on the scoreboard. I enhanced it with a servo hook and slide, which worked better after a couple tries. The low was good enough but it's just not powerful and fast enough to score any better.

Lenny & Naomi brought out their Brodak Fury. It functioned OK but the LA 15 just doesn't have winning speed. Also, it didn't slow down well enough to hook a landing. But even with landings, their placement would be the same. I flew it once and concluded that it needs A LOT more tip weight and some tail weight.

It was a HOT summer day in late September. The wind was dead calm, which beats a wind storm, but doesn't help bag a record low speed.

Thanks again to Brad LaPoint for making his private field available.

Dallas Goes Postal!

September 13, 2025

Bill Bischoff

The Dallas Model Aircraft Association held a Carrier Postal Contest on September 13. Inspired by his success on Labor Day weekend, Kelly Hite dusted off his "backup" Class I and ll models to make sure they too were in working condition. I decided it was time to break out my Nostlagia models. Bill Lee thought that sitting in the shade with a stop watch didn't seem so bad, and was our timer for the day's festivities.

When the deck was set up in the morning, there was a light northwest wind. By around 12:30, the wind had picked up, and done a complete 180, rendering the deck in about the worst possible position. But between being hot, sweaty, and mildly frustrated with our equipment, we didn't have the enthusiasm required for moving it.

I was having trouble with my profile Crusader's engine randomly deciding to abruptly quit. I finally determined that my 10+ year old fuel was the culprit. Switching to a different old fuel (with more nitro, of course) cured the problem and also put a little more pep in its step. My Sterling Guardian worked as usual. I sure get a kick out of

the OS 65 speed engine. Someday I'll have to give it more than 10% nitro and really wake it up!

Kelly's Class I flight was like a rodeo bull ride. "Can he hang on for seven laps?" His model appeared to be quite tail heavy. Perhaps he'll need to refer to old photos and see if he used to fly with a heavy hub. Tail heaviness got him on the landing as well. He was in good position, about five feet from the stern and a foot off the ground, when his model went over on its back and touched the ground inverted. No points, but interesting. Kelly's Class ll flight went better. The high speed was a bit lean, and the increasing wind kept him from posting a good low speed, but he did get a landing, and the airplane seemed to work properly.

Thank you to Dick Perry for scheduling this postal contest. It was good timing for us. Now, how about another one between Halloween and Thanksgiving?

Name	class	hi	low	land	bonus	score	model
Kelly Hite	Cl I	21.02	3:38.3	0	100	289.5	MO-1 /K&B 6.5
	Cl ll	17.81	2:17.1	100	100	378.0	MO-1 /Webra 61 RISE
Bill Bischoff	Nos pro	20.86	69.06	100	100	466.84	Crusader/ Fox 36
	Nos ll	17.28	64.74	100	200	633.10	Guardian/ OS 65 RSR

Tucson Carrier Event

Steve Mills

The Arizona Carrier flyers got together in Tucson on three different days during the NCS Postal Contest with the following results.

	A	B	C	D	E	F
	DATE	EVENT	NAME	SCORE	HS AVG	LS AVG
	9-12-2025	PROFILE	BURT BROKAW	322.79	18.8	95.69
	9-12-2025	PROFILE 15	BURT BROKAW	255.4	25.9	223.16
	9-12-2025	CLASS II	BURT BROKAW	344.4	18.5	220.5
				455.69	18.8	260.07
	9-12-2025	PROFILE	JIM HOFFMAN	231.7	25.1	71.7
0						
1	9-20-2026	PROFILE 15	LOU WOLGAST	194.2	30.9	111.27
2						
3	9-20-2025	SKYRAY	BURT BROKAW	241	25.5	179.8
4	9-20-2025	NOSTALGIA PROFILE	BURT BROKAW	388	19.34	64.2
5				410.6	18.48	68.55
6						
7	9-20-2025	NOSTALGIA PROFILE	STEVE MILLS	323.2	24	70.4
8						
9	9-21-2025	PROFILE	JIM HOFFMAN	241.3	24.7	169.3
20				247.9	24.6	184
21						
22	9-21-2025	CLASS 11	BURT BROKAW	316.4	18.62	223
23						
24	9-21-2025	PROFILE	BURT BROKAW	312	18.9	220.9
25						

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