

Volume 39
JanFeb
MarApr
MayJun
7/3/2015

Hi-Low Landings Newsletter

Jul 2015– Jun 2016 Contest Sched-

AMA National Championships Muncie, IN <http://flyinglines.org>

July 13 (5p.m.) processing; July 14 AMA Prof, Sportsman; July 15 AMA Class I & II;
July 16 All Unofficial Perry
Aug 8-9 Fargo, ND Kegel
Aug 8-9 Whittier Narrows, CA ALL Duly
Aug 9? Sugar Grove, IL ALL (new) Calkins?
Aug 9? Auburn Airport WA NW Sport 40 Potter?
Aug 8 Wichita, KS Mike Tallman
Aug 22-23 Albuquerque NM All Perry
Aug 23 Auburn Airport WA NW Sport 40 Potter
Aug 29,30? Rocky Mt. Champ. All Ledden?
Aug 30? T-Town Sugar Grove IL AMA,+ Calkins?
Sep 13 Auburn Airport WA NW Sport 40 Potter
Sep 13 Detroit MI Warwashana
Sep 26,27 Tucson AZ All Brokaw
Oct 4 Sepulveda CA AMA, .15, NWSport Duly
Oct 11? Middlesex, NJ AMA,+15 King
Oct 25 Dallas, TX AMA, Sportsman, .15 Bischoff
Oct 17 Criterium, Huntersville NC All Shoemaker
Oct. 17 ? Alameda CA All Bush
Oct 24,25 Carrier MetroCenter Phx, AZ All Hanauer
Dec 6? Alameda CA All Bush
Jan 23,24 SW Reg'l, Tucson, AZ All Brokaw
April 10? Alameda CA All Bush
April 17 ? Portland, OR NW Sport, NW 15 Hazel
April 23? Dallas TX AMA, Sports, .15 Bischoff
May 1? Huntersville, NC All Shoemaker
May 15? Middlesexboro NJ AMA,15 Schaefer, King
May 15? Detroit MI AMA,15,Nos Warwashana
May 20-22? Roseburg, OR NW Reg's ALL Hazel
Jun 4-5? Polk City, IA ALL Anderson
Jun 8-12? Carmichaels PA AMA , .15 Vlna, Brodak
Jun 19? Sugar Grove, IL ALL (new) Calkins
Jun 11? Auburn WA NWSport40 Potter
Jun 21? Alameda CA ALL Bush

In This Issue:

2. Officers Chat
- 4-7 Southwest Regions
5. Ted's Last Stunt Try
8. NW Regionals and Prop Spinner's Fun Carrier
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- 12 Anahiem and Detroit Contests
12. Three Neat NC Aircraft
13. Burt's Top Twenty (20)
- 14-16 Dick Perry...Getting to Know You
16. Eight Regional Directors + Signup



Contest Contacts

Anderson	515-460-2562
Bischoff	972-245-8379
Brodak	724-966-7335
Brokaw	520-743-3003
Bush	510-533-7134
Calkins	630-391-2028
Duly	818-843-1748
Goff	765-759-0213
Gretz	641-623-5154
Hanauer	620-321-2538
Hazel	503-859-2905
Kegel	701-237-3901
King	908-769-5140
Ledden	303-604-0107
Perry	505-856-7008
Potter	253-941-1753
Schaefer	908-803-7405
Schneider	925-443-0300
Seaton	316-775-3427
Shoemaker	252-626-1589
Vlna	301-989-0025
Wright	562-881-7386

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2015-2016 Contests

Now is the time for you to send me your contest information for the next 12 months. If my posting is wrong or you are not yet settled on a date, please...

Send info you have:

Ted@Kraver.cc

2015-16 AMA NC Rules:

www.modelaircraft.org/files/2015-2016CLCarrier.pdf





President's Message Dick Perry

I hope your new year is off to a great start, that your winter building activities are nearing completion, and you are looking forward to a fun year of test flying, practicing, and competing in our Navy Carrier events.

We have a couple of new things for the Navy Carrier Society this year. Bob Heywood has established a Navy Carrier Society presence on Facebook. It should provide a good forum for communication, and I encourage you all to join the NCS group on Facebook. I am initiating a NCS Regional Representative program as another way to encourage communication and participation within the NCS. Details for both are included in this issue.

If you have entered the Carrier events at the Nationals, AMA will be sending out acknowledgements in early April. If you have not yet sent in your entry, please remember the deadline of 22 June which is the last day you can enter to avoid the \$50 late fee and to have your entry counted in the event totals used to determine how many awards will be provided by AMA for each event.



Editor, Secy, Treasurer Ted Kraver

Things kept coming up that I had to attend to and I neglected my responsibility to publish our NCS newsletter in a timely manner. Fortunately it looks like clear sailing ahead and I expect to be back on the bi-monthly schedule. Burt suggested that I get your contest scores out to our members as I receive them, and that really good idea will continue.

I do an annual report (income statement—balance sheet at the end of the year. But now I want to address the long range outlook for the Navy Carrier Society. Over the past eight (8) years our cash assets have grown at a low rate, about \$100 per year from about \$3000 to \$4000. This working capital reserve is about right for a national organization of our size.

Of much more importance, is where are we as a hobby sport headed in the future. Few of the control line SIG's are as active as they were in the past, most are seeing reduced NATs participation and less turnout and fewer local contests. Many engine manufacturers have gone away and CL has almost disappeared in the hobby shops. Next issue we will continue to actively address how we can redesign the entire Navy Carrier system for the future.

Vice President's Message Bob Heywood

GETTING TO KNOW YOU: C/L Navy Carrier began for me when I won a McCoy Red Head 35 R/C engine as a door prize at a C/L contest in Newark, OH circa 1966 or 1967. The engine ended up in a Sterling Skyshark. I don't remember my first Carrier contest but pretty soon I built a McCoy 60 powered Sterling Guardian. In 1968, at the Olathe NATS, I flew Sr. Class 1 with the Skyshark, now re-engined with an ST G21/40, and Sr. Class II with the Guardian, placing in both events. That was neat.

For 2015 my "Forlorn Hope" is to finish & fly the Nostalgia Profile Dick Perry A-4P project that is sitting on my workbench.

NCS is now on Facebook. Search "Navy Carrier Society" and send a request to join the group. It's that easy.

The Navy Carrier Society now has a dedicated Group on Facebook. Our Facebook Group is an initiative intended to promote Navy Carrier to a broad market. All with an interest in C/L Navy Carrier are encouraged to join.

The Group provides a great opportunity to share news, ideas, and just about anything else related to Carrier with modelers worldwide. Photos are especially welcome.

Simply search Facebook for "Navy Carrier Society" and click on the < + **JOIN GROUP** > box. When your request is received I'll send an acknowledgment that you are a member of the group.

MACA and C/L Racing both have pretty active groups. Facebook seems to be the preferred venue compared to their web site or stunthanger.com.

My plan is to use the Closed Group set-up. The Administrator has to approve membership into the group. Only members can see posts. In order to gain maximum return we will have to be fairly liberal on this point. One rule is that we will not allow this to become a classified selling forum. The other is that trash talk will not be tolerated. The Administrator has absolute authority to send someone packing should the need arise.

With the objective of promoting the Navy Carrier events, improving communications among our members, and enhancing the content of our newsletter, I have begun appointing representatives for each of six regions within the US. These volunteer Regional Representatives will:

- Promote Navy Carrier modeling within their regions;
- Provide liaison between Carrier flyers of the region and officers of NCS;

- Encourage reporting of contest results from the region;

- Identify new models and modelers in the region;

- Provide at least one submission per year for the High-Low-Landing newsletter and encourage other Carrier modelers to write about their models, research, technical advances, new ideas, etc. for H-L-L.

I don't envision this to be a hard task, but an important one, nonetheless, because your officers can't get out to contests around the country to meet with all of you and see what's happening or get your inputs in matters that are important to you. The Nationals provide some of these opportunities, but the limitations associated with travel to Indiana for the NATS and the NCS Annual Meeting means that many of you will not have direct contact with your officers during the course of the year. The chances of seeing and flying with one or more of your regional representatives are significantly higher.

The regions I have arbitrarily identified are:

NORTHWEST [Joe Just] - Washington, Oregon, Idaho, Alaska, Montana, Wyoming

SOUTHWEST [] - California, Nevada, Utah, Arizona, Hawaii

NORTH CENTRAL [Paul Kegel] - North Dakota, South Dakota, Iowa, Nebraska, Minnesota, Wisconsin, Illinois, Michigan, Indiana

SOUTH CENTRAL [] - Colorado, New Mexico, Kansas, Oklahoma, Texas, Arkansas, Louisiana, Missouri

NORTHEAST [Bob Heywood] - Ohio, Pennsylvania, New York, Maine, Connecticut, Vermont, New Hampshire, Rhode Island, New Jersey, Delaware, Maryland, DC, Massachusetts

SOUTHEAST [Everett Shoemaker] - Virginia, West Virginia, Kentucky, Tennessee, North Carolina, South Carolina, Georgia, Alabama, Mississippi, Florida

As you can see, I already have volunteers for the Northeast, Southeast, and North Central regions, and am seeking volunteers for the South Central, Southwest, and Northwest regions. Let me know if you are interested. I will be encouraging our volunteers to provide biographies for future issues of H-L-L so you can get to know them better. Dick Perry

We are now well into the completion season and I hope that you are enjoying the fruits of your workshop labors. I am running behind on my building plans. I seem to have added enough part-time and volunteer work to have cancelled out all of the benefits of retiring from full-time employment!

As I am writing this, NATS entries are below the levels we would like to see, but there is still a week until the close of early registration. Right now, the majority of our entries are from the far western region of the country. I suspect that is because it takes more planning and commitment to travel so far to compete. I hope that more of you within a day's drive of Muncie will be entering in the days ahead. If you are still undecided, I encourage you to come and join the fun!

In this issue you will find the procedures and schedule for Carrier events at the Nationals. They are very similar to those of the last two years, so those of you who have been flying in the recent NATS will find them familiar. The important schedule item right now is the deadline for early NATS registration, which occurs on 22 June. After that time, entry for official events will cost an additional \$50. It is the number of registrations received prior to 22 June that will be used to determine the number of awards in each event.

Though entry for the unofficial events does not carry a late fee, we still use those entry numbers as of 22 June to determine the number of awards to purchase. Event fees for unofficial events will be collected at processing. Official and Unofficial Entry Forms are available on the AMA web site at:

<http://www.modelaircraft.org/events/nats/entryforms.aspx>

Please review the procedures if you plan to attend the NATS.

Call me if you have any questions.

Dick Perry 1-505-263-0763

SOUTHWEST REGIONALS CARRIER EVENT

Jan 23-24 CACLC and Cholla Choppers Tucson

Profile, Class I, Class II Combined % of Record										
Name	Event	Hi Spd	Lo Spd	Lnd	Bns	Score	% Rcd	Place	Model	Engine
Burt Brokaw	Class II	104.8	6.51	100	100	465.7	89.1	1	MO-1	Nelson 45
Burt Brokaw	Profile	96.4	5.86	100	10	371.0	88.9	2	Me 109	Nelson 36
Steve Mills	Class I	67.9	33.12	100	0	188.4	36.9	3	Me 109	Nelson 40
Dick Perry	Class II					Att			MO-1	OS 45
Burt Brokaw	Class I					DNF			MO-1	Nelson 40
Skyray, .15, Sportsman Combined % of 2014 NCS Top Twenty Record										
Burt Brokaw	Skyray	74.7	5.95	95	0	295.2	101.5	1	Skyray	TT 36
Robert Hawk	Sprtsmn	66.9	24.58	100	10	204.1	92.5	2	Guardian	ST C35
Eric Conley	Fifteen	70.0	7.17	100	0	267.6	91.8	3	E-15	?
Jim Hoffman	Fifteen	57.2	14.22	95	0	192.4	66.0	4	Sniper	Norvell 15
Ted Kraver	Fifteen	51.3	34.50	0	0	66.2	22.7	5	Corsair	Conquest15
Nostalgia Profile, Class I, Class II Combined % of 2014 NCS Top Twenty Record										
Burt Brokaw	Class II	91.3	23.99	95	220	608.3	98.2	1	Seafire	HB 61
Bob Parker	Class I	77.7	26.90	100	200	530.2	93.3	2	Mauler	K&B 5.8
Burt Brokaw	Profile	78.1	22.46	95	120	460.0	86.5	3	Skyraider	K&B 35
Robert Hawk	Profile	62.8	25.21	95	120	390.6	73.4	4	MO-1	ST C35
Ted Kraver	Class II					DNF	Blackburn Firebrand		OS 60 RISE	
Electric Profile, Electric Class I, Electric Class II (NCS top twenty score only)										
Eric Conley	Profile	104.1	12.04	100	10	300.6			Me109t	*
Eric Conley	Class I	93.6	0.00	0	100	193.6			MO-1	*
Eric Conley	Class II	100.0	7.26	100	100	437.8			MO-1	**
							*Hyperion HP-HS3026-1400KV			
							**Scorpion HK3226 1400 KV			

Our favorite New Mexico couple, Bob Hawk and Lizabeth.



Steve Mills, back in carrier adjusting his throttle.



Dick Perry takes a shot.



Burt's Flight of the Seafire



Eric and Burt are planning strategy while Henry Werner CD is deep in our complex contest paperwork.



The Gathering



Whump

I decided to deviate from my NC level flight domain and try the loop-de-loop stuff called Beginner Stunt. It started out with the 7-5 horizontal laps at high speed, then went into a vertical lap. Half way through (what I now know is call a wing-over) the Cholla Choppers newly asphalted circle took a very large divot. I learned that a Flight Streak can be disassembled into 157 pieces. The tough OS25 with prop-nut is fine.



Nostalgia aircraft is prepped for flight.



Thumping the prop with a rubber hose begins.

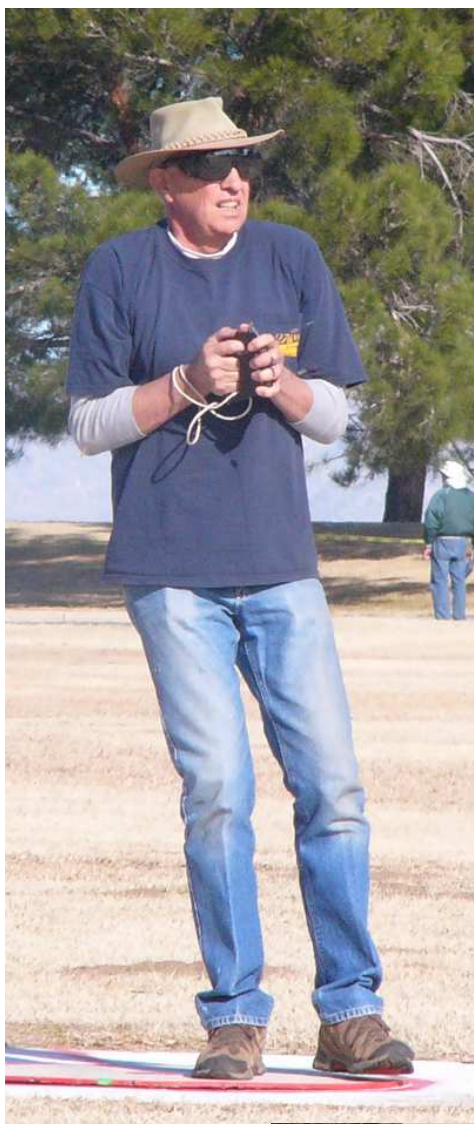


My thoughtful club members picked up my trophy and customized it appropriately for the high award of first place including the up-side-down orientation.



Wind is behaving nicely.



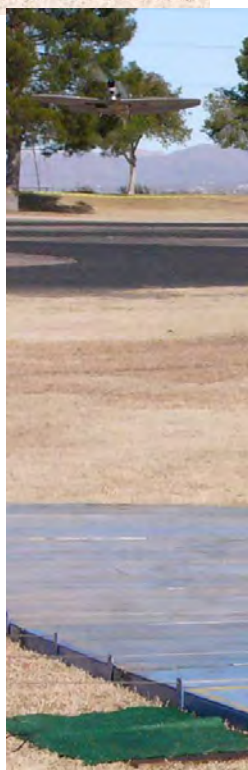


Let's Go Eric!

Realistic hot Carrier take-off climbs to altitude.



High speed at 91 miles per hour is a bit hard to catch with the camera. The HP 60 powered Seafire really moves out. It's a joy to behold.



Slow speed was 24 mph



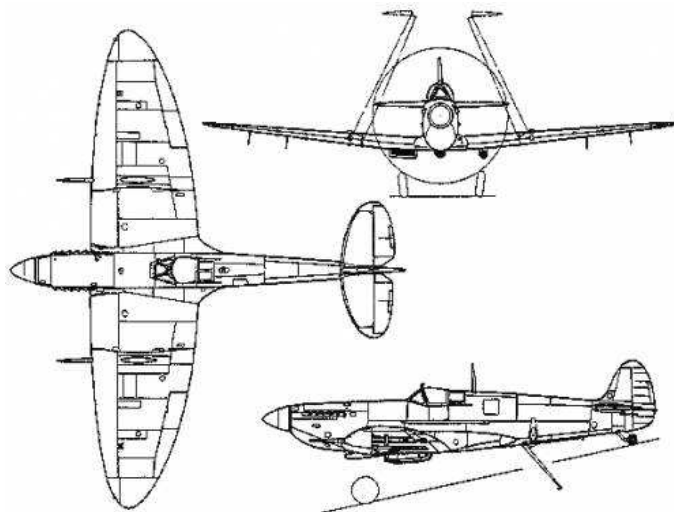
Got it, but OPPS,
what happened!



Whew! Back down
and on the line.



Snapped tight, and
stopped, good for 95
points and first place.



Not this time.



YES!

Time to load up the
deck and fly again an-
other day.





Eugene Prop Spinners

I don't think this is their circle at the Eugene Airport, but it looks really cool between the runways.



NORTHWEST REGIONALS

2015

CARRIER FUN FLY DAY

Joe Just Reporting From PORTLAND OREGON

Portland,OR Carrier

CLASS I ...(4 entries,2 scored)

- 1...Jim Schneider, CA.....408.5
- 2...Mike Potter, WA.....340.5

CLASS II ...(3 entries, 2 scored)

- 1...Jim Schneider, CA.....429.7
- 2...Burt Brokaw, AZ..... 205.1

PROFILE ...(5 entries, 2 scored)

- 1...Burt Brokaw.....367.5
- 2...Jim Schneider.....317.2

FIFTEEN ...(5 entries, 2 scored)

- 1...Burt Brokaw.....257.6
- 2...Dave Shrum,OR.....52.8

CLASS 1&2 NOSTALGIA ...(1 ENTRY)

- 1...Burt Brokaw.....615.8

NOSTALGIA PROFILE (4 entries, 2 scored)

- 1...Burt Brokaw.....471.9
- 2...Dave Shrum.....261.6

NORTHWEST SPORT .40 (6 ENTRIES, 5 SCORED)

- 1...Eric Conley, Nev.....206.4
- 2...Burt Brokaw.....202.5
- 3...Mike Potter.....190.8
- 4...Russ Shaffer, OR.....178.3
- 5...Walter Hicks, OR.....169.5

What a great day! From set-up to teardown, it was simply a FUN DAY!
Here are the results

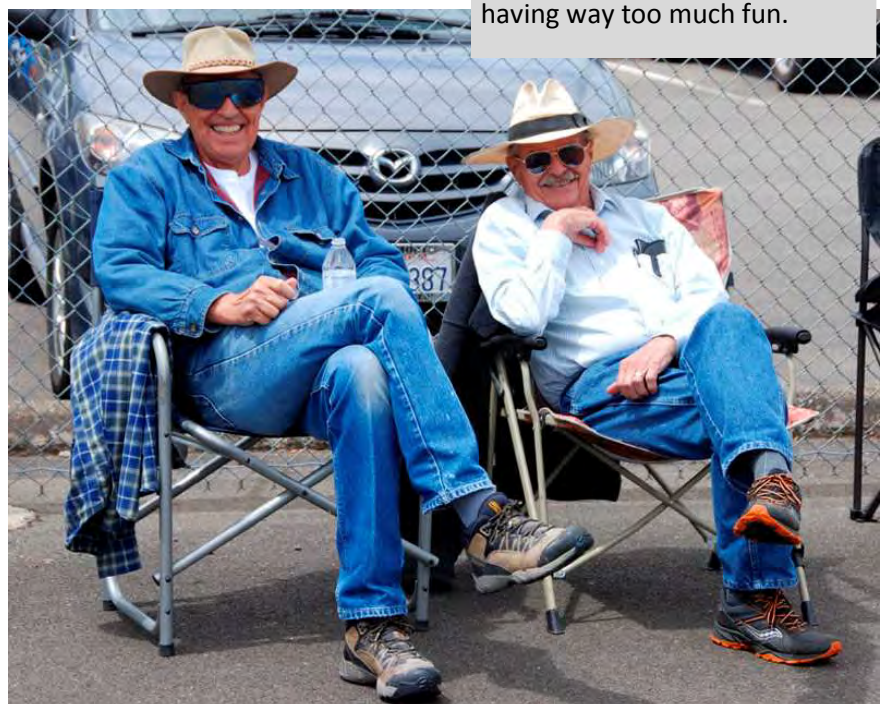
NW .40 Sport Profile Carrier, 7 entries

1. Mike Hazel187.7.....Because of a new rule in effect, the previous NW record was eliminated. Mike now has the event record
2. Mike Potter.....178.8.....An absolute beautiful Spitfire (Seafire?)
3. Russ Shaffer.....169.1.....Russ flew a neat looking Bipe
4. Dave Miller..... 152.68.....Dave had his first score in NW .40 Profile. He will improve!

Also making attempts were...Mark Hanson, Walter Hicks and Joe Just....No official flights, but lots of FUN trying

NW .15 Carrier, 3 entries

Burt and Eric, fellow travelers, having way too much fun.



May 2015 MCLS Carolina Classic Carrier

The Metrolina Control Line Society hosted the 2015 edition of the Carolina Classic May 1-3, 2015. Once again we held Stunt, Combat and Navy Carrier events and hosted a total of 37 participants. We flew all Navy Carrier events on Saturday, May 2. Navy Carrier rebounded a bit this spring with nine contestants fielding carrier models. David Smith served as Event Director and once again Paty Smith served as primary timer. The contestants picked up watches and helped her time flights so we always had timers and center judges. We had sunshine and moderate variable breezes most of the day.

Mike Anderson and his wife Pat came down from Iowa and spiced things up with a nice fleet of airplanes and some good flying. Someone reported that we had 22 models in the pits (I never got around to counting) and the nine of us put up about 38 sorties if you count official flights and attempts.

We had three electric entries with two in Profile and one in Fifteen. David Smith entered an electric profile Guardian with a Scorpion 3026-1900. Unfortunately, David let the smoke out of the Scorpion so back to

the drawing board. Mike Anderson entered a Spearfish with a Hyperion motor which I failed to get specs on. It flew very nicely and looked pretty stable in slow speed. I flew my BF-109T yet again with the BP A2814-6, 1400 kv. I have been having trouble with breaking the aluminum motor mounts with the 9-6E pusher so I am going to up the cell count and go to a smaller normal rotating prop and see how that does. I don't have the ambition to change that plane to a front mount at this point. I planned to replace the model this year but I am just so slow (or busy) that I can't get something built. Maybe 2016...

We had good participation in all the classes under our combined format so we will continue to offer them all in future contests. Come on over, up, or down and fly with us this October, bring your fleet and we will stretch the pits and fit it in. Sarah Smith and others took some fantastic photographs of this contest. I have attached them and hope Ted has room to use them in the news letter. Thank you Sarah and all who helped her! This sure is fun! Submitted by Everett Shoemaker



Mike Anderson has his Mag-num .15 powered Hellcat in low speed.



Mike Anderson's Electric Profile Spearfish in slow.



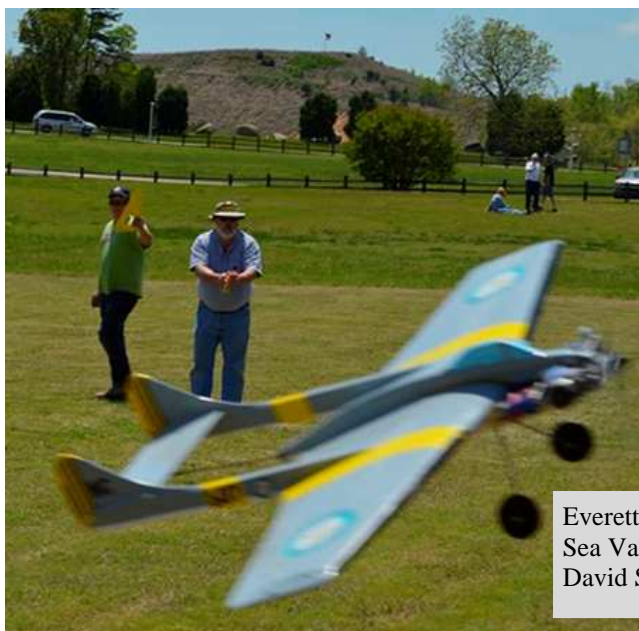
Everett Shoemaker's MVVS .40 powered Fulmar makes a miss and earns a 60 degree warning. It was just an attempt but we were giving Jo some center judge training.



Mike Anderson's MO-1 in slow.



Mike Anderson's Nostalgia Profile XF5U floats by in slow



Everett Shoemaker has the Sea Vampire in slow with David Smith center judging.



Sarah Smith's Profile Crusader facing a 2 wheel landing.



Jo Shoemaker's Guardian slips past with David and Paty Smith timing.



The Carolina Classic 2015 pits with Mike Anderson and David Smith processing models.

Sarah and David Smith introduced future CL flyer Wesley to the contest scene.



May 2015 MCLS Carolina Classic Carrier

AMA PROFILE	HI	LOW	HMPH	LMPH	LNG	SC-BN	SCO	MDL	ENG
Mike Anderson	24.05	184.46	74.8	9.8	100	10	261.5	Hellcat	OS .35AX
William Davis	29.22	45.74	61.6	39.3	100	10	187.3	Guardian	TT.36
Jo Shoemaker	24.5	0	73.4	0	0	10	83.4	Guardian	TT.36
Wayne Robinson	29.21	40.81	61.6	44.1	0	10	85.6	Guardian	TT.36
Michael Smith	21.34	72.28	84.3	24.9	100	10	228.2	Seawolf	Wil.36
Sarah Smith	26.36	0	68.3	0	0	0	68.3	Skyray	OS .32
Everett Shoemaker	22.41	153.35	80.3	11.7	100	10	258.7	Sea Vampire	TT .36
AMA ELECT PROFILE	HI	LOW	HMPH	LMPH	LNG	SC-BN	SCO	MDL	ENG
Mike Anderson	24.38	181.30	73.8	9.9	100	10	258.2	Spearfish	Hyperion
David Smith	24.94	0	72.1	0	0	10	Att	Guardian	Scorpion
AMA CLASS I	HI	LOW	HMPH	LMPH	LNG	SC-BN	SCO	MDL	ENG
Mike Anderson	25.27	127.34	71.2	14.1	0	100	221.6	MO-1	Pico .40
Everett Shoemaker	Att						0	Fulmar	MVVS .40
Sarah Smith	27.11	128.24	66.4	14.0	100	0	213.7	Skyray	OS .32
AMA Class II	HI	LOW	HMPH	LMPH	LNG	SC-BN	SCO	MDL	ENG
Mike Anderson	25.55	89.93	70.4	20.0	100	100	305.6	MO-1	Mag .53
Jo Shoemaker	DNF						DNF	Fulmar	K&B .61
NOS PROFILE	HI	LOW	HMPH	LMPH	LNG	SC-BN	SCO	MDL	ENG
Richard Schneider	24.22	62.85	74.29	28.63	100	100	411.3	Wildcat	TT .36
Mike Anderson	27.53	77.19	65.36	23.31	100	120	411.51	XF5U	OS.35 III
Sarah Smith	31.96	70.19	56.30	25.63	0	120	268.3	Crusader	Enya .35
David Smith	Att						0	Skyraider	Enya .35
Jo Shoemaker	DNF						DNF	Guardian	Fox .36
FIFTEEN	HI	LOW	HMPH	LMPH	LNG	SC-BN	SCO	MDL	ENG
Mike Anderson	31.75	0	56.1	0	0	0	56.1	Hellcat	Mag .15
Richard Schneider	30.42	42.6	58.6	41.8	100	0	172.6	Barracuda	ST .15
Everett Shoemaker	29.71	78.94	60.0	22.6	100	0	186.6	BF-109T	BP A2814-6, 1400kv
Jo Shoemaker	35.71	86.41	49.9	20.6	95	0	169.1	Fi-167	Mag.15

It flies, its fun and its carrier qualified. The:

Curtiss Ely Flyer...
Circa 1911

Try it, you'll like it!



Aer-O-Nuts #2 Anaheim, CA 6/4/2015

36 Profile	HiSec	LoSec	Himph	LoScore	Bon	Ldg	Total	Model	Engine
Jim Schneider	18.74	149.3	96.0	79.7	10	100	285.7	MO-1	OS35
Mark Borgatta	25.92	57.7	69.4	22.2	10	100	201.6	KingFisher	TT36
Bob Kerr	29.09	0.0	61.9	0.0	10	0	71.9	Corsair	TT36

Fifteen

Jim Schneider	26.70	72.4	66.7	27.1	0	100	193.8	MO-1	Mvvd15
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Nostalgia Profile

Randy Bush	18.80	0.0	95.7	0.0	100	0	195.7	Condor	TT36
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Nostalgia Class I

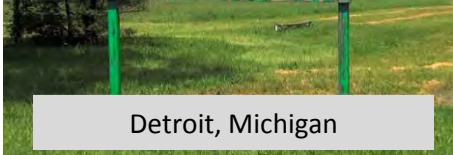
Randy Bush	18.78	71.2	95.8	211.7	100	100	507.5	Condor	TT36
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Anaheim, California

BILL OSBORNE
MODEL FLYING FIELD



RIVER ROUGE PARK



Detroit, Michigan

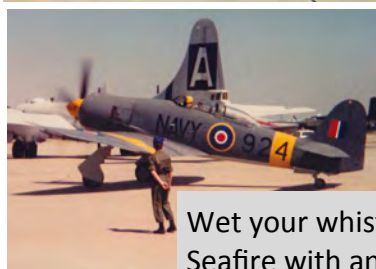
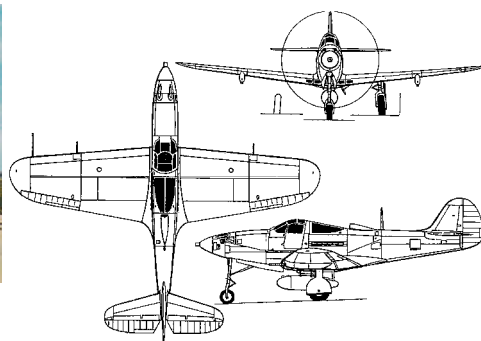
Strathmore Model Club of Detroit 5/17/2015

36 Profile	HiSec	LoSec	Bon	Ldg	Score	Model	Engine
M. Warwashana	21.30	269.0	10	100	321.0	MO-1	K&B 5.8
R. Essex	23.27	184.4	10	100	261.6	Seagull	ST-Nelson

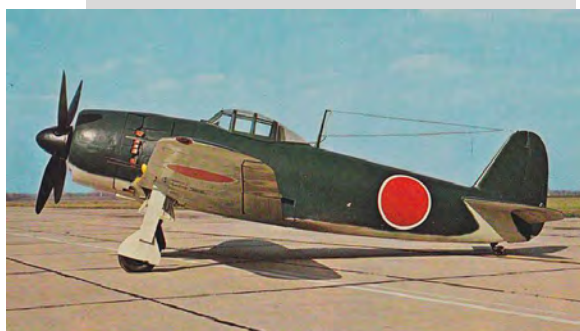
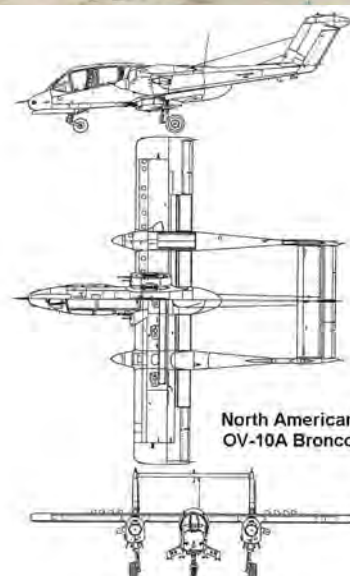
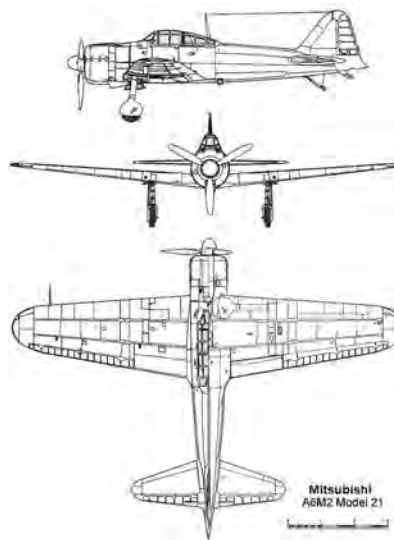
Fifteen

Jim Schneider	26.71	71.0	0	100	193.9		OS 15
Randy Bush	32.32	91.3	0	100	183.9	Guardian	ASP 15

Weather was a cool 63 degrees at 8:00 am but got to 81 degrees and windy, that caused some missed landings at Rouge Park for the six contestants.



Wet your whistle after seeing Burt's Seafire with an Aircobra, Bronco or a Zeke (Zero).





2015 NCS TOP 20

Burt Brokaw Tabulator



	NCS TOP TWENTY AS June 17, 2015									
	PROFILE		CLASS I		CLASS II		.15 PROFILE		NOS PROFILE	
1	Burt Brokaw	371.0	Jim Schneider	408.5	Burt Brokaw	465.7	Eric Conley	e267.6	Burt Brokaw	471.9
2	Jim Schneider	317.2	Mike Potter	340.5	Jim Schneider	429.7	Burt Brokaw	257.6	Jim Schneider	466.7
3	Mike Anderson	261.5	Mike Anderson	221.6	Mike Anderson	305.6	Jim Schneider	193.8	Mike Anderson	411.5
4	Everett Shoemaker	258.7	Sarah Smith	213.7			Jim Hoffman	192.4	Richard Schneider	411.3
5	Michael Smith	228.2	Steve Mills	188.4			Everett Shoemaker	186.6	Bob Hawk	390.6
6	Mike Borgatta	201.6					Richard Schneider	172.6	Sarah Smith	268.3
7	William Davis	187.3					Jo Shoemaker	169.1	Dave Schrum	261.6
8	Wayne Robinson	85.6					Ted Kraver	66.2	Randy Bush	195.7
9	Jo Shoemaker	83.4					Mike Anderson	56.1		
10	Bob Kerr	71.9					Dave Schrum	52.8		
11	Sarah Smith	68.3								
12										
13										
14										
15										
16										
17										
18										
19										
20										

	NOS CLASS I		NOS CLASS II		SIG SKYRAY		SPORTSMAN	
1	Burt Brokaw	615.8	Burt Brokaw	608.3	Burt Brokaw	295.2	Bob Hawk	204.1
2	Bob Parker	530.2						
3	Randy Bush	507.5						
4								
5								
6								
7								
8								
9								
10								
11								
12								

	.15 SPORTSMAN		ELECTRIC PROFILE		ELECTRIC CLASS I		ELECTRIC CLASS II	
1			Eric Conley	300.6	Eric Conley	193.6	Eric Conley	437.8
2			Mike Anderson	258.2				
3								
4								

Getting to Know Each Other — Richard Perry



The first model I designed for Carrier was an adaptation of a high aspect ratio Combat kit with a small fuselage and a single wheel landing gear. When the rules changed, the single gear became the nose wheel as I added two “main gear” at the wingtips with very small wheels on 1/32” wire legs. It went fast with a Supertigre ST35, but was not a really good model.



Next came my A-4P model for Profile Carrier with a Supertigre ST35. It was great fun, looked fast just sitting on the deck, and it taught me some additional lessons in model aerodynamics. I’ve flown two of them in the early 1970s in AMA Profile, and in Nostalgia Profile in the late 2000s. It was published in *American Aircraft Modeler* (AAM) in April 1973.



The lessons from my earlier Profile models were applied to a profile Guardian about 1972. It was a very well-behaved model, again with a ST35, that did well flying in Arizona. It looked good, and was representative of an actual aircraft even before there was any bonus in Profile. It didn’t survive the trip to Ohio in 1973.

In early 1970, I built my first Class II model. Having been introduced to the MO-1 aircraft by Don Gerber’s little model in the August 1969 AAM, my model had a reasonably thick (~9%), progressive airfoil from lifting at the center section to symmetrical at the tips (as are all of my MO-1 models today), and a **radia-tor**! The leadouts and line connectors were buried in the wing, which had four ribs and was skinned with aluminum. A Supertigre G65 with a Rev-Up 10-8W pulled it along at a good clip.



My Short Seamew for Class I was also built in Arizona in the very early 1970s. I flew it at the Glenview and Dayton NATS, and it was published in the first issue of *Model Aviation* when it came out in the new format in July 1975. It set the last Class I record (625.14) under the old scoring system in September 1975. Power was a Supertigre G40 set up by George Aldrich and swinging an 8.5-8.5 prop of my own design (derived from a 10-8 Top Flight Speed prop).

In Dayton, I started a new Class II Handley Page Scout HPS-1, but didn’t complete it because of the rule change. It has a semi-monocoque fuselage, just like the original, with 1/64” plywood and a layer of light fiberglass cloth. That one will fly soon (I



I also started some new Profiles in a series I called "Anymouse" after the safety feature in the Navy's monthly safety publication. These were minimalist models built at 300 square inches with short built-up fuselages which contained the pushrod, hook, and release mechanism for the outboard aileron. The color scheme for the first two was Navy drone control aircraft (Blue fuselage, yellow wings with red bar, yellow horizontal stab, red nose, and red control surfaces). The first one had no vertical tail, second one had larger stab and a vertical stab added. Power was a another ST35.

My third Anymouse was a very low aspect ratio wing to allow for maximum line rake with deployable internal leadouts. It had large flaps, a fiberglass boom fuselage and a one-piece, built-up flying stab on the vertical tail. Power was an experimental Fox Profile Carrier special with a sand-cast case and a plain front bearing. I couldn't keep the engine's front bearing together. My son flew it in the Springfield NATS.

In Virginia for my first tour (1981-1986) I developed my MO-1 models (built-up fuselages with 1/32" ply sides, removable wings to allow me to pack for NATS trips). I had multiple models with OS FSR and VFR 40 and 46 engines, and one for an OS 65 that I did not finish. I also had a Profile with a Nelson. That model was kitted by Golden State as a Profile Carrier model.

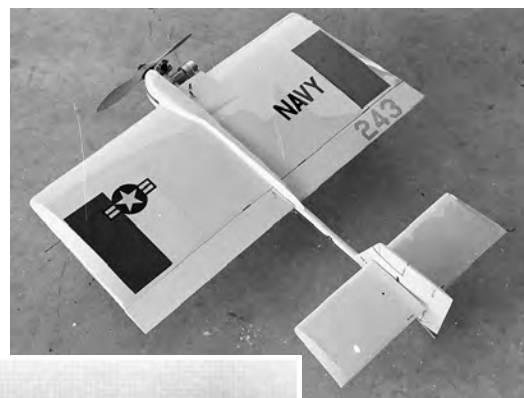
I designed a Vought Kingfisher OS-2U that was published in *Model Aviation* in the April 1984 issue. It had a foam wing with film covering, much like Bill Bischoff's designs, small flaps, an outboard aileron, and moveable rudder. Power was an OS FSR Tune Hill conversion to 35 displacement. It held the Profile record for a while.

Other records I've had were with a GS Bearcat modified for line sweep (internal). That was a nice-flying model with the OS FSR 35. It debuted at Riverside NATS. That's where I lost my Class II MO-1 when I arrested on a deck joint and ripped the fuselage into many small pieces and a few larger ones.

Some relevant photos attached. I'll have to dig for the OS-2U and Seamew.

Dick





CD's Send Contests directly to Ted and Burt
ted@kraver.cc and lecreit@msn.com

If you send by mail use my AZ address and I will forward to Burt.

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NORTH CENTRAL [Paul Kegel] - ND, SD, IA, NE, MN, WS, IL, MI, IN paulsmod@aol.com

SOUTH CENTRAL [To Be Determined] - CO, NM, KS, OK, TX, AK, LA, MS

NORTHEAST [Bob Heywood] - OH, PA, NY, ME, CT, VT, NH, RI, NJ, DE, MD, DC, MA rheywood@woh.rr.com

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