

Volume 38
SepOct
NovDec
2014

Sent 3/24/2015

Hi-Low Landings Newsletter

2015-16 Contest Schedule

April 11? Alameda CA All Bush
April 17-19 Portland, OR AMA+NW Hazel
April 25? Dallas TX All Bischoff
May 2,3? Huntersville, NC All Shoemaker
May 17? Middlesexboro NJ AMA,15 Schaefer, King
May 17 Detroit MI AMA,15,Nos Warwashana
Jun 6-7 ? Polk City, IA ALL Anderson
Jun 9-13 ? Carmichaels PA AMA , .15 Brodak
Jun 21? Sugar Grove, IL ALL (new) Calkins
Jun 21? Thun Fld Puyallup WA NWSport40 Potter
Jun 21? Alameda CA ALL Bush
AMA National Championships Muncie, IN
 July 13 (5p.m.) processing); July 14 AMA Prof,
 Sportsman; July 15 AMA Class I & II;
 July 16 All Unofficial Perry
Jul 18,19 ? Tulsa OK Bob Reeves
Jul 26 Fargo, ND Kegel
Aug 9? Sugar Grove, IL ALL (new) Calkins
Aug 9? Auburn Airport WA NW Sport 40 Potter
Aug 9,10 ? Wichita, KS Seaton
Aug 15,16? Whittier Narrows, CA AMA15-Skyray Chesler
Aug 15,16? Albuquerque NM All Canceled Perry
Aug 22? FCM Muncie, IN No Carrier Calkins, Goff
Aug 29,30? Rocky Mt. Champ. All Ledden
Aug 30? T-Town Sugar Grove IL AMA,+ Calkins
Sep 6? Auburn Airport WA NW Sport 40 Potter
Sep 13 Detroit MI Warwashana
Sep 26,27 Tucson AZ All Brokaw
Oct 3,4? Sepulveda CA All+NWSport Duly
Oct ? Middlesex, NJ AMA,+15 King
Oct 11? Dallas, TX All Bischoff
Oct 17,18? Criterium, Huntersville NC All Shoemaker
Oct. 18 ? Alameda CA All Bush
Oct 24,25 Carrier+ MetroCenter AZ All Hanauer
Dec 6? Alameda CA All Bush
Jan 23,24? SW Reg'I, Tucson, AZ All Brokaw

In This Issue:

2. Prez (Election year, Rules Cycle underway;
- 2.Ted the eD NATS Meeting Report.+Paul Kegel's NATS report.
- 3-6 NATS Pictures, Scores and Quips.
7. Top 20 Scores
8. Pitches to buy and join up, Rest of NATS Report



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 701-237-5814
 King 908-769-5140
 Ledden 303-604-0107
 Perry 505-856-7008
 Potter 253-941-1753
 Reeves
 Schaefer 908-803-7405
 Schneider 925-443-0300
 Seaton 316-775-3427
 Shoemaker 252-626-1589
 Wright 562-881-7386

Officers

President

Dick Perry
 427 Live Oak Lane NE
 Albuquerque, NM
 505-856-7008
 tailhooker@comcast.net

Vice President

Bob Heywood
 x
 Dayton, OH
 408
 rheywood@woh.rr.com

Sec / Treasurer plus NCNL Editor/Publisher

Ted Kraver
 225 West Orchid Lane
 Phoenix, AZ 85021
 602-944-8557
 ted@kraver.cc

Web Master

Bill Calkins 630-466-1531
 clflyer@mediacombb.net

Top-Twenty Statistician

Burt Brokaw
 520-743-3003
 lecreit@msn.com

Photographer

Rickii Pyatt
 Tucson, Arizona
 For many shots, especially
 the one's of me. I do not do
 selfies very well. '
 Thanks Rickii. Ted the eD

2014-2015 Contests

Now is the time for you to
 send me your contest infor-
 mation 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

2013-2014 Rules

[http://www.modelaircraft.org/
events/compreg.aspx](http://www.modelaircraft.org/events/compreg.aspx)

[2013-2014 CL Carrier.pdf](#)



President's Message Dick Perry

The schedule for the 2015 Nationals Model Airplane Championships (NATS) has been approved by the AMA Executive Committee. Control line week is 13-18 July, and the CL Navy Carrier events will be held on their traditional days during the week. That means processing on Monday, 13 July; Profile events (AMA and Sportsman) on Tuesday, 14 July; AMA Class I/II on Wednesday, 15 July; and Unofficial events on Thursday, 16 July. Our banquet will be on Wednesday, following Class I/II competition. We anticipate procedures very similar to those of last year, but details will be announced in the spring as the NATS grows closer. It's not too early to reserve a place to stay in Muncie. I am not aware of any other events in Muncie during CL Week in 2015, but there has been a non-modeling activity the last couple of years that has limited hotel room availability, at least on a few days. I checked the web site for the Muncie Ironman competition. It is scheduled for 11 July, Saturday, in 2015. Since that is the Saturday before CL NATS week, there should not be any impact for us. Last year there was conflict with CL and RC Scale, but this year, the Scale competition follows CL NATS week.

VP's Message Bob Heywood

As you can read elsewhere in this issue of Hi-Low Landings, an NCS Facebook Group has been started. The idea is to have a place, sponsored by NCS, for everyone interested in Navy Carrier to communicate. Combat and Racing already have groups that are pretty active. The Group is a great place to promote & talk up contests, show 'n tell your latest projects, and stay in touch with Carrier flyers everywhere. In addition, it provides a place for posting important Society information covering Navy Carrier activities. I would encourage all NCS members to join in.

More importantly, the NCS Facebook Group is not limited only to current NCS members. Anyone with an interest in C/L Navy Carrier is welcome. This effort is intended to put C/L Navy Carrier and the NCS Brand out into the world. Carrier is an exciting model airplane activity. The more we show off what we do the greater chance we have to get others to give Carrier a try.

It's up to all of us to make this a success.
Hook down, wheels down...

Bob...VP and Northeast District Rep



Editor, Secy, Treasurer Ted Kraver

The "Question from Randy Snow" is another example of how our companion event, CL Scale works with Navy Carrier. When I was at the AMA a 50 inch AFC grabbed my attention. I ordered it today. This RC Curtiss D III pusher could easily be modified Navy Carrier by removing four wing panels to replicate the Curtiss Ely Pusher circa 1910/1911 that flew off a deck on the Birmingham and made a successfully arrested landing on the USS Pennsylvania. This pioneering aircraft had tricycle gear, hooks on the undercarriage and separate ailerons. Mount a hot 40 with a pusher prop, build the front elevator out of lead and add a hook, off I go. Fun to reprise what I flew in AZ and the NATS in the prior decades of my youth?.



Question from Randy Snow, Tucson

In profile scale- what is the fuselage requirements?? How wide at the cowl(the max) and the remainder? I'm working on some models and want to know the limits.

Hope to hear from you some and just remembered another question I have a nearly new O.S. Max .35 FP in need of a drive washer... do you know anyone that could help me with this?? Take care Ted

Asked and Answered:

Hey Ted--- thanks for the Scale and NC rules --- I'm building a .15 carrier-- I have a Cox Conquest and wanted something for it so --- an F4U-1. 1 1/2 in. at cowl then tapers from 25% of the cord from L.E. to 3/8 in. at tail cone. I'm building this for 'Profile scale' and carrier. again thank you Randy



NAVY CARRIER SOCIETY REGIONAL REPRESENTA-

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 - OPEN Washington, Oregon, Idaho, Alaska, Montana, Wyoming

SOUTHWEST -OPEN California, Nevada, Utah, Arizona, Hawaii

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

SOUTH CENTRAL OPEN - 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, President



Getting to Know Each Other

About 1967 Pete Mazur came to home to Fargo from school with a new Mauler carrier plane he wanted to trim out to fly in a contest in Minneapolis put on by the Minneapolis Piston Poppers. The F-M Skylarks had a complete asphalt circle to use for practice here. His plane was powered with a K&B front rotor R/C 40 engine. We had to do a lot of fiddling to get the engine to idle with the factory air bleed carb that did not have an adjustable bleed hole. We settled on an OK glow plug and Fox Blast fuel to get the engine reliable for the first carrier contest for either of us. After driving to the contest about 250 miles away Pete managed to take **FIRST** place with that combination and managed to get me hooked on carrier for life. **Paul Kegel**

My first Carrier airplane was a Clair Sieverling AM-1 Mauler from the April 1964 *Model Airplane News*. I built it in the Model Engineering Club facility as my college room was a little too cramped and ill equipped for such activities. It didn't fly until I got to Chandler, Arizona a year and a half after graduation where I joined the Balsa Bugs (1969). Future plans include Seafires for electric (they look good!), Non-scale Profile to test some control theories (ugly is OK for test work), Vought XF-5V for gas I/II/Pro (just because they are weird), a Guardian for Nostalgia Profile (first flown in Arizona, 1971), and a Handley Page HPS-1 for Class II Nostalgia (built in Dayton 1976 but abandoned after the rule change).

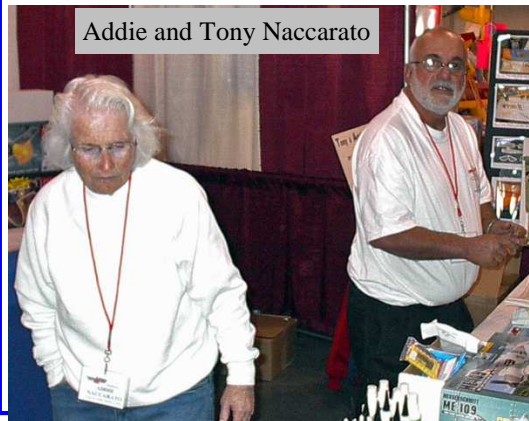


Handley Page— HPS



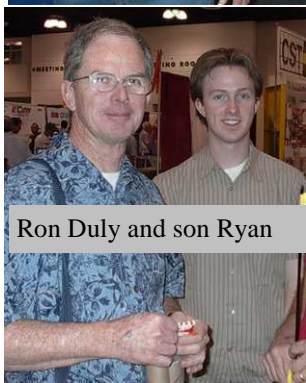
AMA EXPO 2015—Ontario, California January 9-11,

2004 I first attended the AMA convention in California in 2004 and had a marvelous time with friends in the Knights of the Round Circle, Black Sheep and Valley Circle Burners.



Addie and Tony Naccarato

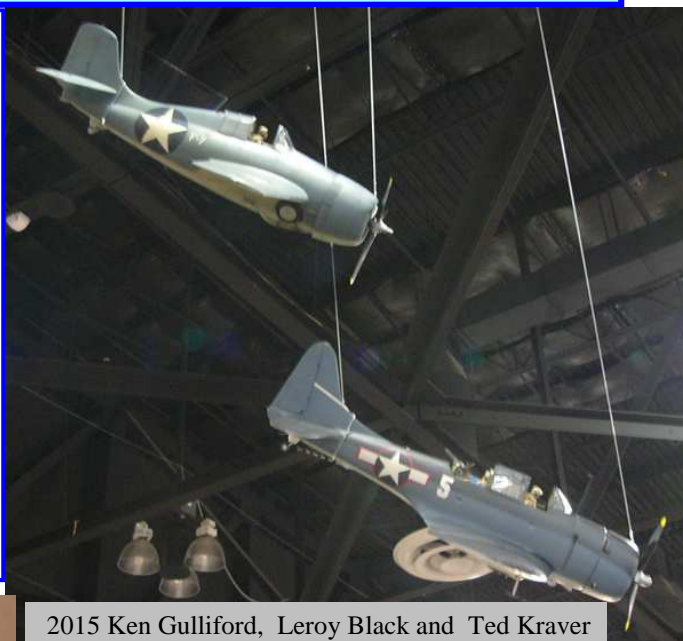
That year I was on the floor and I learned that a long time friend Congresswoman Gabi Gifford had been shot. Ron talked me down enough so I could drive back to Phoenix.



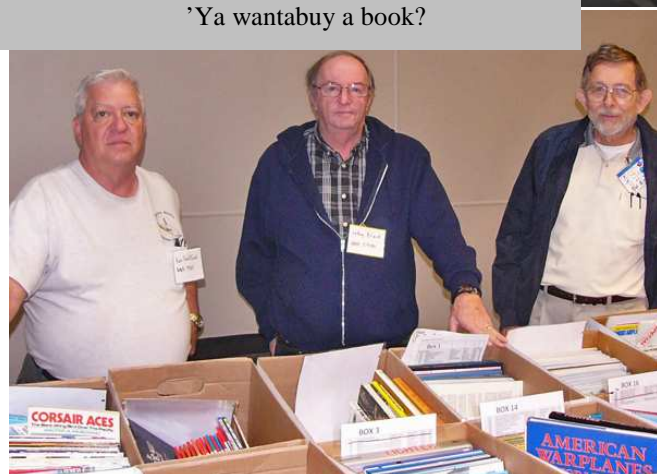
Ron Duly and son Ryan



Black Sheep Build and Fly

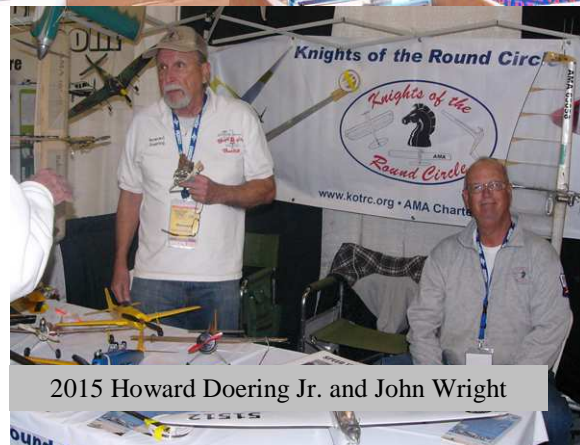


2015 Ken Gulliford, Leroy Black and Ted Kraver
'Ya wantabuy a book?



Ron is not a youthful looking as he was in **2004** and son Ryan had grown into a strapping young lad. The Black Sheep build and fly continues to this day. Fast forwarding to **2015** the **AMA Expo** had evolved. The large Navy Carrier models built by our RC comrades had the Wildcat once again defending out Dauntless dive bomber. Our Central Arizona Control Line Club had been invited by the executor of a deceased member's estate to purchase over a hundred CL kits, many hundreds of plastic aircraft kits and will over a thousand book and magazines centered on WWII aircraft and our hobby sport. Sorting out the best we had a table at the Expo to sell from 20 banker's boxes. We not only gave our treasury a significant bump, but were had a great time at the expo and party-hearty with our buds in the Knights of the Round Table.

The AMA Expo has changed. Half of the booths focused on quadcopters and both control line and free flight were rarely seen. With this heavy influx of these whirly toys some serious thinking and planning must be done by us AMA'ers. We need to craft a future for our national organization that builds on "Academy" "Model" and "Aviation." Our official mission is, **"The Academy of Model Aeronautics is a world-class association of modelers organized for the purpose of promotion, development, education, advancement, and safeguarding of modeling activities."** Our AMA Expo must reflect this mission. Quadcopters are manufactured toys and industrial tools. They are not a modeling activity with all its magnificent aspects.



2015 Howard Doering Jr. and John Wright

XVII Carrier + Scale and 36 Sport Speed, Oct 25, 26

Navy Carrier	
Profile	
Lou Wolgast	158.44
Sportsman	
Bob Hawk	200.63
Jeff Hanauer	158.44
0.15	
Burt Brokaw	278.90
Lou Wolgast	212.06
Jim Hoffman	201.80
Bob Hawk	200.63
NW 40/Skyray	
Burt Brokaw	278.90
Eric Conley	258.70
0.15 Electric	
Eric Conley	291.59
Nostalgia Profile	
Burt Brokaw	480.20
Laura Beers	425.60
Greg Beers	404.80
Bob Hawk	332.20

Navy Carrier was flown over two days. CD Jeff Hanauer, a carrier novice, put up a flight but splashed, he'll be back. I was the carrier ED. I am wearing my orange anti-camo pants so I could be spotted in a crowd.

The usual crowd of Nostalgia fliers was light and I was not flying. So the only scores were in the profile arena.

The two days of flying had the deck open most of the time. When "Timers" was shouted we always had at least three scurry over to the deck. Laura Beers was one of the many that rotated through. She had a great flight,

edging Greg by 20 points in Nostalgia.

Burt Brokaw and Eric Conley from Reno turned in solid scores. We closed early on Sunday and the trek home stated for our contestants.

It may have seemed longer for Bob Teeple. He had come all the way from Round Mountain, Nevada and worked both days on balky engines.

We hope to see Bob and his buddy back next year with better luck.

Somehow I lost track of the Navy Carrier score sheets all we have are the total numbers on the Contest Score Board. "Better Call Burt" to keep track of vital documents next time.



Aer-O-Nuts #3 Recently refurbished deck looks great. Winds were gusty. Entries were down. The results of yesterday's contest are attached. Randy

Getting to Know Each Other

The first carrier contest I entered was a WAM contest in Sacramento CA. 1992. I had practiced for several months and could hang pretty good so there I was coming around over the deck after completing my last lap and the hook caught the trap line because I was too low to the deck. They yelled, "did you signal" so smart ass me figured, "If your asking me you must not know either" so I said "sure". Then I heard, "like pigs fly". Oh well. **Eric Conley**

It was May 1966 (and I belonged to the Erie Model Controlliners, Erie, Pa since 1959, I was 10,) I had been flying slow and fast combat and I saw my first Navy Carrier plane powered by a rear rotor McCoy 60 with an exhaust throttle. Wow, was it fast! And when he slowed it down, and hit that deck I was hooked! I have been having fun ever since. I am the only one flying throttle control in my area for many years, but that's OK. I still fly C/L at least twice a month, all year around, for the last 8 years up here in the frozen north. I am the New President of the Bean Hill Flyers, and the All Weather Flyers co-ordinator for our club. **Joe Maxwell**, 5014 Station Road, Erie, Pa. 16510 AMA 8115 (814) 440-0909 Your welcome to call or stop by anytime.

The results of **Aer-O-Nuts #4** Sunday's December 7th contest are attached. We had excellent weather. Please note that we are the ALAMEDA Aer-O-Nuts Model Airplane Club of ALAMEDA, CA (that little island just west of Oak-

Aer-O-Nuts Anaheim #3 October 26, 2014

	Aircraft	Engine	HiMPH	LoScore	BN	LNDG	SCORE
36 Sportsman							
Mark Borgatta	KingFisher	TT36Pro	73.90	30.80	10	100	214.7
36 Profile							
Jim Schneider	MO-1	OS-35	95.90	0.00	10	0	105.9
CL I							
Jim Schneider	MO-1	Webra 40	89.20	112.60	100	100	401.8
CL 2							
Jim Schneider	MO-1	OS-60	101.40	115.70	100	95	412.1
Nos Profile							
Randy Bush	Condor	TT36Pro	95.90	0.00	100	0	195.9
Nos CL I							
Randy Bush	Condor	TT36Pro	93.87	213.30	100	100	407.1

Denver October 12-2014

PROFILE	MDL	ENG	FAST	SLOW	LDG	BN	SCORE
Bill Bischoff	MO-1	Wiley 36	19.30	217.8	100	10	317
Melvin Schuette	MO-1	Nelson.36	21.28	178.7	100	10	279
David Russum	Zero	Tune-Hill	23.33	123.5	95	10	235
Dave Rolley	Zero	Tune-Hill	23.21	106.8	0	10	107
Dave Ek	F9F	OS32F	27.66	57.6	0	10	95.9
Terry Kirby	F4F	Wiley 36	26.37	0.0	0	0	ATT
CLASS I							
Dave Rolley	Zero Pro	Tune-Hill	22.30	0.0	0	100	ATT
David Russum	Zero Pro	Tune-Hill	23.78	0.0	0	100	ATT
Class II							
Dale Gleason	MO-1	OS65VRDF	18.50	185.0	100	100	397
Dave Ek	A-7 Corsair	ST 45	26.57	51.6	95	100	282

AerO--Nuts Contest #4 Dec 7, 2014

	Aircraft	Engine	Hi	Low	BN	LNDG	SCORE
36 Profile							
Jim Schneider	MO-1	OS-36	18.32	280.25	10	100	361.2
Randy Bush	F6F	TT36Pro	20.95	301.69	10	100	339.9
CL II							
Jim Schneider	MO-1	OS-60	17.48	263.50	100	100	453.8
Nos Profile							
Randy Bush	Condor	TT36Pro	18.15	83.79	100	100	532
Jim Schneider	F6F	Fox 36	21.87	0.00	100	0	182.3
Nos CL I							
Randy Bush	Condor	TT36Pro	18.95	96.83	100	100	524.2

Carolina Criterium Oct 20-21

Contest Report Navy Carrier Huntersville Carolina Criterium October 18, 2014. The Metrolina Control Line Society hosted the 2014 Carolina Criterium on October 18 and 19, 2014. Once again this event provided the opportunity to compete in all official Navy Carrier events as well as Fifteen Carrier and Nostalgia Carrier. We had ten contestants who put up 23 official flights in AMA Profile, AMA Class I, Fifteen, and Nostalgia Profile. We had nine additional attempts including unsuccessful efforts in AMA Class II and Nostalgia Class II. The weather was pretty good except for a little turbulence that made low speed tricky. We did have more successful landings than usual in spite of the turbulence. It was pretty much the same old airplanes so I don't have any interesting photos for you.

Everett Shoemaker was CD, David Smith was Carrier Event Director, and Paty Smith was Chief Timer once again. Everyone else shared timing and Center Judge duties. We did not set any records but we had some close scores and good flights and we sure had fun!

Burt - the Myrt turned left on take off and left a really nice divot on the other side of the circle. This even though I added another 1.5 ounces of tip weight. Have not decided if I will rebuild or not. I salvaged motor mounts, landing gear and empennage just in case. You all take care and get some flying in.

Everett Shoemaker

Sakai's "Claude" Mitsubishi Type 96



After my article on the Claude last month I came into possession of these photos of a beautiful model. I can't for the life of me find the reference of who either sent me the photos and/or who built it.

Please help me out!

Cheers

Ted the eD

Metrolina Control Line Society 2014 Carolina Criterium Navy Carrier Results									
AMA PROFILE	FAST	SLOW	HI MPH	LOMPH	LNDG	SCL/BN	SCORE	MDL	ENG
Will Davis	28.17	48.81	63.9	36.9	100	10	191.2	Guardian	TT .36
John Saunders	28.71	66.50	62.7	27.1	100	10	195.9	Guardian	TT .36
Everett Shoemaker	24.70	193.20	72.8	9.3	100	10	261.0	Sea Vamp	TT .36
Jo Shoemaker	25.15	74.19	71.5	24.3	0	10	111.0	Guardian	TT .36
David Smith	24.12	227.29	74.6	7.9	95	10	273.8	MO-1	Wil .36
Michael Smith	26.37	80.65	68.2	22.3	100	10	208.8	MO-1	Wil .36
Sarah Smith	27.25	68.08	66.0	26.4	95	0	186.0	Skyray	OS .32
AMA CLASS I									
Everett Shoemaker	27.22	112.67	66.1	16.0	100	100	307.5	Fulmar	MVVS .40
David Smith	24.70	131.28	72.8	13.7	100	100	325.9	Seafire	Rossi .40
Sarah Smith	27.11	92.83	66.4	19.4	100	0	200.6	Skyray	OS.32
FIFTEEN									
Richard Schneider	33.46	52.45	53.3	34.0	90	0	159.0	Barracuda	ST .15
Everett Shoemaker	30.36	70.64	58.7	25.2	95	0	177.0	BF-109	Elect
Jo Shoemaker	35.48	71.64	50.2	24.9	100	0	170.4	Fi.156	Mag .15
NOSTALGIA PROFILE									
Jennifer Frederick	27.03	54.69	66.6	32.9	100	100	367.6	Slyraider	TT .36
Richard Schneider	25.53	45.33	70.5	39.7	100	100	362.9	Wildcat	TT .36
Bernard Suhamski	33.11	62.84	54.3	28.6	0	100	231.5	Bearcat	TT .36





2014 NCS TOP 20

Burt Brokaw Tabulator



	NCS TOP TWENTY AS OF December 10, 2014									
	PROFILE		CLASS I		CLASS II		.15 PROFILE		NOS PROFILE	
1	Burt Brokaw	416.8	Burt Brokaw	507.2	Jim Schneider	456.1	Eric Conley	e291.6	Randy Bush	532.0
2	Eric Conley	367.7	Eric Conley	463.4	Burt Brokaw	449.7	Burt Brokaw	277.2	Burt Brokaw	480.2
3	Jim Schneider	361.2	Pete Mazur	443.3	Bill Bischoff	413.2	John Vlna	223.3	Laura Beers	425.6
4	Pete Mazur	359.9	Jim Schneider	435.1	Dale Gleason	397.3	Ryan Naccarato	214.9	John Vlna	421.6
5	Randy Bush	339.9	M. Warwashana	424.7	Pete Mazur	393.3	Lou Wolgast	213.6	Greg Beers	409.2
6	Mark Warwashana	324.5	David Smith	325.9	John Vlna	378.5	Jim Hoffman	210.8	Bob Hawk	382.0
7	Bill Bischoff	316.1	E. Shoemaker	307.5	Carl Schaefer	348.7	Tony Naccarato	206.7	Jennifer Frederick	367.6
8	Melvin Schuette	307.9	Paul Smith	295.3	Paul Kegel	294.5	George Marenks	201.1	Richard Schneider	362.9
9	Rick Essex	302.7	George Waters	268.1	Dave EK	282.2	Paul Smith	200.9	Art Johnson	361.6
10	David Smith	279.2	Ted Kraver	262.3	Art Johnson	205.8	Wayne Buran	195.6	Michael Smith	307.2
11	Gary Hull	278.4	Mike Anderson	230.8	Mike Anderson	166.7	Mike Anderson	191.8	Bernard Suhamski	231.5
12	Leon Ryktarsyk	262.4	Michael Smith	222.6			Paul Kegel	190.0	David Smith	186.2
13	Everett Shoemaker	261.0	Sarah Smith	200.6			Tim Lanore	184.7	Jim Schneider	182.3
14	Wayne Buran	250.9	Paul Kegel	189.6			Bob Reeves	180.8	William Davis	146.8
15	John Vlna	250.0	Glen Nyhus	179.3			Curt Netcott	177.7		
16	Mike Anderson	247.9	Bill Calkins	103.1			E. Shoemaker	177.0		
17	Carl Schaefer	237.0					Art Johnson	171.7		
18	David Russum	235.1					Jo Shoemaker	170.4		
19	Paul Kegel	218.0					Richard Schneider	159.0		
20	Jeff Johnson	211.4					Jim Persson	144.0		

	NOS CLASS I		NOS CLASS II		SIG SKYRAY		SPORTSMAN	
1	Burt Brokaw	568.5	Burt Brokaw	619.2	Pete Mazur	e290.8	Bob Reeves	220.7
2	Bob Parker	525.0	Ted Kraver	424.8	Burt Brokaw	290.7	George Marenks	219.2
3	Randy Bush	524.2			John Wright	193.2	Mark Borgatta	214.7
4	Ted Kraver	400.0			John Vlna	84.9	Tim Lanore	213.7
5	Dick Perry	324.0					Curt Netcott	205.3
6							Bob Hawk	200.6
7							John Holiday	199.4
8							Cristina Henley	198.1
9							Bob Baldus	189.1
10							Bob Hawk	134.8
11							Jeff Hanauer	101.9
12							Bernard Suhamski	92.3

	.15 SPORTSMAN		ELECTRIC PROFILE		ELECTRIC CLASS I		ELECTRIC CLASS II	
1	John Vlana	220.5	Eric Conley	333.0	Pete Mazur	448.3	Eric Conley	450.9
2	Ted Kraver	76.1	Pete Mazur	264.1	John Vlana	179.0	Pete Mazur	372.0
3			John Vlana	180.2				
4			Glen Nyhus	120.4				

I am **David Miller** from Pasco, Washington and I have to thank Joe Just from Waitsburg, Washington for getting me into Carrier. He gave me my first carrier model and talked me into flying it at a Portland Fireballs club contest. It was a Clown with an OPS .15 . I actually won an award. Then I bought a couple of the Carrier models Joe designed and I have been flying some Navy Carrier ever since. Thanks to Joe. He is one of the best advocate's for getting people involved in Navy carrier I have ever known. I am currently building a Brodak Grumman Guardian and hope to fly at the Jim Walker Memorial contest the Portland Fireballs are having the 17--19th of April 2015.

I started flying some 'Sport Type" of Carrier ships in 1973. I got a bit serious in 1984 at the Reno Nats and have not turned back since. Because I learned early that I will never be much of a Carrier competitor I have made my main thrust in trying to promote NC for those that have never given it a try. In the past 5 years I have built and shipped over 250 profile kits in that attempt. From here out to whenever I will be promoting the use of an "European" style deck. **Joe Just**



I got into Control Line helping my dad with his air-planes. His father, my grandfather who was a carpenter in Boston, got them into Control Line by building a Tether Trainer with an O&R .19 ignition, from an Air Trails article in the early 1940's. Dad learned to fly with that air-plane. My first plane was a Carl Goldberg "Spaceman 30" with a Fuji .099 on it (I've been looking for a "Spaceman" for the last 10 years – no luck – one nibble). I flew my first contest at the Dow AFB (Maine) Service Club flying against Air Force Pilots, Mechanics, Medics, Radar Specialists, etc. I took first place at the ripe old age of 9 years old. In 2015 I

want to finish and fly at least one of the dozen planes that I have in various stages of building.

Ken Gulliford

My first Carrier bird was a Sterling Skyshark powered with Fox 36X/exhaust slide throttle, built in 1969 I believe. My dad had been flying Carrier for years so there was not a bunch of mystery to the event. Took third place at low entry local yokel contest in Eugene, Oregon. Hope to continue "dabbling", have a NW Sport 40 bird to try out for 2015. **Mike Hazel**

In 1953-54 Dave Domizi was dominating carrier with his souped up Fox 35 powered Guardian designed after a team racer. I lived just south of Cleveland and built his Guardian but never got it to fly well. Instead I built a larger Bearcat from 3-views, flaps on down and a pull string for the inlet choker throttle in use at that time. On my first launch at the next Cleveland Hopkins contest I got a hi and a low and then dove for the landing. I caught the wire and the two wheels flew off the deck when it hit. The solder balls on the wire ends gave way! The judges said I lost pieces off my plane so the landing didn't count. My jaw dropped and I put on my best teenage anguish face and just stood there. They relented, I got third in Jr/Sr and 12 hours of free flying lessons. Them's was the daze. A decade ago I got a Domizi replica flying for Nostalgia I. **Ted Kraver**

Curtiss SB2C Helldiver Restoration

Several decades ago I acquired a number of nostalgia era aircraft designed, built and flown by Marvin Martinez of Phoenix. Marvin got me into the Arizona CL scene in the 1960's. One of his Navy Carrier ships was a Class II Helldiver SB2C (scout—bomber -second aircraft to carry the name – Curtiss) powered by a magnificent RISE OS 60 Gold Head. Never had a starting problem. For many years I campaigned the tough old bird at the NATs and many local contests. It was a unique sight as the Beast zipped around on high speed, and waddled around with the flaps down. For me it was the most fun to fly, and many liked to watch.

But at the Cholla Choppers Marschinke contest this September I learned two things. First I had finally reached a level of decrepitude that I could not safely pull a 99 pound pull test. I also heard more than normal snap, crackle and pop inside the Helldiver and cracking appeared in the fuselage –wing interface. Time to retire Marvin's Helldiver.

I decided to refurbish the model aircraft to pretty much the way it looked in the 1970's. Its on the workbench now.

WWI Biplane Carrier

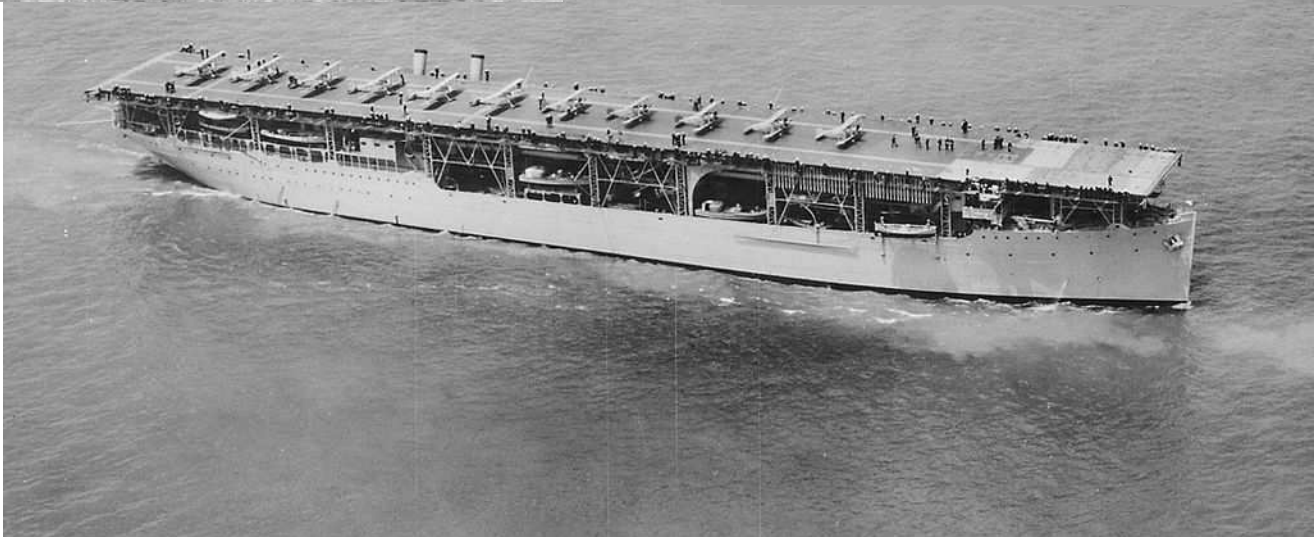
Any excuse to fly Carrier is a good one as far as I'm concerned!

Biplane Carrier might be fun as a local event to get folks out to the Carrier deck. I'd go for something that qualifies for AMA Profile Carrier so there could be some potential for multiple events with the same aircraft. Flying biplanes in a separate event, if there is enough interest at a contest, would benefit the biplanes with their inherent performance disadvantage.

Unfortunately, WW I didn't offer much in the way of naval carrier activity. The Brits had only one carrier (as we know them today – as opposed to seaplane carriers) commissioned during the war, and *H.M.S Argus* did not celebrate its very first takeoff and "alighting" until the month before the war ended. **Dick Perry**



USS Langley
Eleven Biplane Lineup



I read once in the Naval Proceedings that even the famous WWI trainer the Curtis Jenny was tested with a hook.

John Vlana

Fly CL

Carrier

$$\begin{array}{c} | \text{---} \backslash \backslash \text{---} 0 \text{---} / \text{---} / \text{---}) \\ < : [\text{^^} \backslash \backslash \text{---} / \text{---} / \text{---} / \text{---} < / \\ | \text{''} | \\ (0> \end{array}$$



Burt Brokaw

Tony and Burt....Great Idea... Dick has been building a Fokker Scale...maybe??? I had a ball flying a Curtiss Sparrow Hawk in profile over a decade ago. Opps!

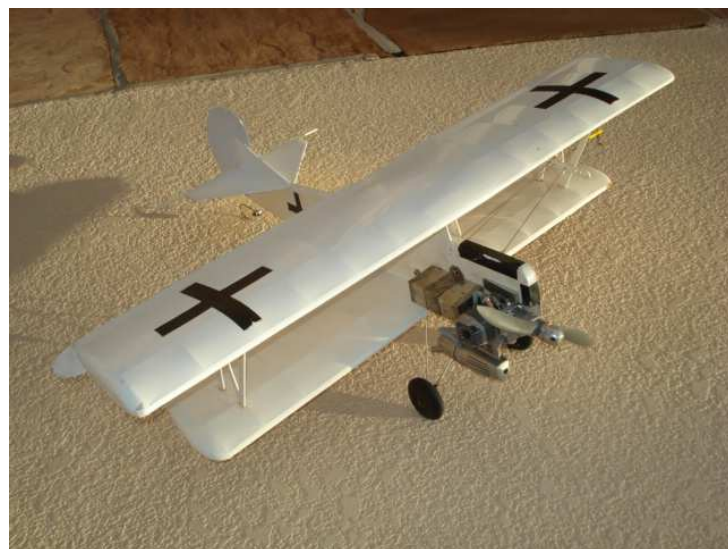
Ted the eD



Fokker D VIII



Curtiss Sparrow Hawk

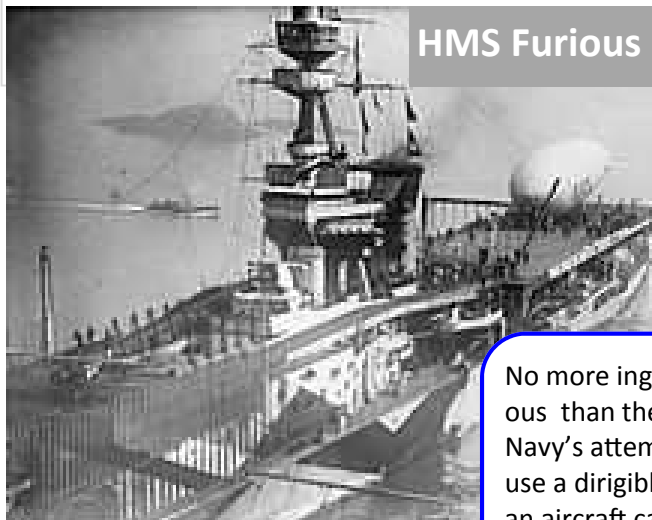


WWI Biplane Carrier cont.

The only other ship remotely akin to an aircraft carrier was *H.M.S. Furious*, which started life as a rather unique light cruiser with which had two 18" guns mounted in turrets fore and aft. The guns were far too big for the light structure of the ship. *Furious* had the front turret replaced by a hangar deck with a "flying-off" platform above it. Landing on this rather short platform required flying around the ship's bridge which remained in the center of the hull. Landings were attempted while underway only once with the second attempt killing the pilot. With the impracticality of this scheme amply demonstrated, a "flying-on" platform was added to the aft of the ship, replacing the rear turret. Relatively narrow gangways allowed the passage of aircraft around the central superstructure. Landing on the aft "flying-on" deck was tried only once with the result that all but three of the nine aircraft were heavily damaged when they "dropped like shot partridges" in the turbulence and flue gasses behind the central structure. *Furious* participated in only one action with its aircraft during the war. Aircraft were launched from the forward platform, and proceeded to the targets on shore.

Only one returned to the fleet, where the pilot followed the standard practice of ditching in the sea. Such was the rather inglorious history of naval carrier fixed-wing aviation in World War I!

Dick Perry



HMS Furious



No more inglorious than the US Navy's attempt to use a dirigible as an aircraft carrier for Curtiss F9C Sparrow Hawks. Note page 11 Ted the eD



I Need 2015 Contest Dates and Results.

Send to ted@kraver.cc

Myself	AZ/NV/NM
Bill Barber & Ron Duly	SoCal
Randy Bush	NoCal
Mike Potter	Northwest
Pete Mazur	Midwest
Bill Bischoff	Texas—Southwest
Everett and Jo Shoemaker	South
John Vlna	East Coast, New England

Name: _____ ☐ New ☐ Renewal ☐ Address Change

Address: _____ AMA # _____

City: _____ Tel: _____ - _____ - _____ E-mail: _____

State: _____ Zip: _____ Country: _____

Area of Interest: ☐ .15 ☐ Profile ☐ Class I ☐ Class II ☐ Sportsman ☐ Nostalgia ☐ Skyray ☐ Electric

☐ CHECK HERE if you do NOT want your name and address included in a directory to be distributed to NCS members. NCS will not sell this directory to anyone else. **FEE \$10.00 Per Year— Multi-Years OK**