

HI-LOW LANDINGS The Newsletter of the Navy Carrier Society

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NCS POSTAL CARRIER CONTEST

5 September through 4 October 2020

We're just beginning the third week (and weekend) of the NCS Postal Carrier Contest and looking forward to hearing and seeing what's happening in your area. Send us results, a description and photos so we can share the fun! Send to tailhooker@comcast.net.

Tucson, Arizona, Cholla Choppers have been out two weekends already with a deck outlined on the grass at their Christopher Columbus Park flying field. They used the lines and bags from their complete deck in the arresting area, and a couple of 4 x 8 sheets to allow takeoffs without exposing models and engines to the dirt. It's between the two grass seasons in southern Arizona (rye and Bermuda). Both weekends had stronger than desirable winds, but flights were posted nonetheless.



The first weekend had .15 flights by Lou Wolgast (Stiletto) and Jim Hoffman (Snipper) with Lou also flying his Guardian in AMA Profile. Week two saw Burt Brokaw flying a MO-1 in Profile along with Lou's Guardian. Steve Mills brought out his .15, but had throttle problems. By the time it was repaired, the winds were too strong to attempt further flight. Reported by Burt Brokaw



Jim Hoffman with Sniper.



Lou Wolgast with .15 Stiletto and Profile Guardian at Tucson.

Fargo, North Dakota, F-M Skylarks brought out their deck last weekend with Steve London and Paul Kegel flying. Paul completed official flights in .15 (Bill Bischoff Sniper), Class I Nostalgia (Sterling Guardian kit, K&^B 40S ABC), AMA Class II (Sterling Guardian), and Class II Nostalgia (Don Gerber Skyraider). Unfortunately, Steve's .15 experienced a structural failure in flight with no score recorded. Reported by Paul Kegel.

Linda Kegel recorded Paul's Class I flight. You can see the video at:
<https://www.facebook.com/lkegel1/videos/3464925390232494/>

Michigan, Strathmore Model Club of Detroit gathered to fly Carrier on 13 September with Marc Warwashana and Paul Smith bringing models to fly. Paul completed flights in five events: NWS 40, Skyray, Class II, Class II Nostalgia, and .15. Marc brought two MO-1 models, but chose not to fly with the existing weather conditions. Paul Smith reporting.

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Profile Bearcat



Pete Cuhna, Sacramento, California, is close to first flight with his G-S Bearcat and Enya 35 power. He's planning to fly it in the NCS Postal.

Profile Airabonita



Charlie Reeves sent these photos of his Airabonita built from a modified Sterling Yak-9 kit. His narrative follows:

Hey Dick I, too, had a profile Airabonita built from a Yak kit, and flew it at the King Orange in 1972 (I think) when Jim Lynch and I drove to Florida for the contest. Here are some pictures of it. It was powered by an Enya 35. I didn't do too well, but I had to fly after dark by auto headlights. Jim did better, and I've got two pictures of his MO Bipe on approach and hooked on for landing. Fun times!
Charlie

Fun times, indeed. Lots of competition in all CL events in the 70s, and CL Navy Carrier was no exception. At the 1976 NATS in Dayton, Ohio, there were two decks used for two days of competition. Even with the shorter flight times of the old rules, there was insufficient time for some contestants to complete all three attempts if they needed that many.

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Radio for Throttle Control **Dick Perry**

A growing number of Carrier modelers are switching to radio for control of throttle and auxiliary functions on their models. Some are even bypassing three-line control and starting in the Carrier event with radio. Radio offers simplicity of set-up, especially with electrics. The tendency for throttles on RC engines is to eliminating the idle stop, making engine shut-off easy, but complicating the task of setting the idle with a mechanical control system. Most modern radios offer trim functions on even the less expensive options, and the newest "smart" radios with their telemetry functions offer even more options for those who love to tinker. The most common radio transmitter setup uses an inexpensive, usually two-channel, surface radio designed for car/truck/boat applications. The less expensive units are perfectly acceptable for our purposes, and are competitively priced compared to a new mechanical control system.

There are two primary options for using radio. Many of us who are accustomed to a combined throttle/elevator handle like the idea of flying with one hand (J-Roberts, G-S, LR Products, and now Brodak). A surface radio can be incorporated into a control handle (or *vice versa*), and makes possible a very easy transition from mechanical to radio control. The other popular option is using a standard two-line control system in one hand and an unmodified surface radio transmitter in the other hand.

The two-hand option is certainly easier. It has the advantage of leaving the transmitter free of attached control lines so that the transmitter (and the ability to control the throttle) can be near the airplane for starting before a

flight or for testing the engine in the pit. One has to learn to control throttle with the non-dominant hand, but most of us old Carrier dogs are capable of learning new tricks. On the other hand, most of us are also very inventive and fond of building and tinkering, so the integration of radio (throttle) and mechanical (elevator) is likely to be an enjoyable diversion from our usual workshop activities.

The photos below are my integration efforts. I started with a Spectrum two-channel surface DX2E.



I wasn't sure of the ability of the integrated plastic handle of the transmitter to support the loads, so I removed it and replaced it with a 1" wood grip inside the loop of aluminum that I fabricated from 1" x 1/8" strip aluminum from the hardware store. Don't sever the power wires from the battery section to the electronics section (I am *not* speaking from experience, BTW). The best tool I've found for cutting plastic is a large Dremel cutoff wheel. The smell of such operations is best confined to the workshop. Again, no directly applicable experience in such matters, but I have managed to stay married for 54 years!

I removed the steering wheel and associated hardware and moved the potentiometer to a hole on the left side of the upper housing. The second channel will operate rudder and flaps with a knob from Radio Shack. I miss Radio Shack, along with two electronics parts supply shops we've lost in Albuquerque in the last few years. Support your local businesses!

The leadouts will be crimped-termination 0.027 stainless cable. The center hole will hold the wingnut and bolt that will allow adjustment of the leadout length.

Temporary Editor

For the next couple of months, I'll be producing and distributing the H-L-L newsletter. It will be primarily a means of distributing information about the NCS Postal Carrier Contest, but I'll be including additional items

from my archives. If you have an item to share, especially your photos and results for the NCS Postal Carrier Contest, send it to me at tailhooker@comcast.net .



Dick Perry
Temporary Editor