



NATS

2019 NATIONAL AEROMODELING CHAMPIONSHIPS

Muncie IN · Blytheville AR · Springerville AZ

CONTROL LINE NAVY CARRIER

July 16



Event Director Everett Shoemaker processes Pete Mazur's Class II electric MO-1, while Jo Shoemaker and Paul Kegel prepare their models for processing.

By Dick Perry (tailhooker@comcast.net)

Although there are stormy seas forecast for most of the week, that didn't dampen the spirits on Monday as the CL Navy Carrier contestants gathered to process their aircraft for the week's competition. Some of the regulars are sitting it out this year because of conflicts and injuries, but there are a few new faces and some returning veterans from previous years to fill the ranks. There were also some new aircraft this year, and the percentage of MO-1 models is down with the variety of alternative aircraft, especially in Profile, that were processed this year.

The schedule begins with Profile Carrier on Tuesday, with the AMA Scale Carrier competition (Class I and Class II) on Wednesday. Both electric and internal combustion events will be flown on Tuesday and

Wednesday. The Navy Carrier Society meeting, awards presentation, and dinner will be on Wednesday evening at MCL restaurant. The Eugene Ely Award will be presented to the outstanding competitor in all three classes.

Thursday will include a variety of unofficial events including Skyray Carrier, .15 Carrier, and the three Nostalgia Carrier events featuring models designs from more than 40 years ago.

The best time to watch CL Navy Carrier is usually in the morning, but rain and storm forecasts will be affecting the schedule this year, so come out whenever the weather looks good or you see activity on the Carrier circles in the southeast corner of the turf pad adjacent to the Racing circles.



Carrier models filled the table at the McCullough Room of the museum during processing.



Jo Shoemaker's Nostalgia Class I entry is this brand-new rendition of Dick Perry's Short Seamew, published in the first modern issue of *Model Aviation* in 1975.

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Hiding in the car and under tents from a summer downpour.

By Dick Perry (tailhooker@comcast.net)

To say that the Profile class of the Navy Carrier event was exciting for the contestants would be a bit of an understatement. The forecast storms held off through the morning on Tuesday, but the wind did not. Wind speeds of around 10 to 12 knots steady state were tolerable, but the gusts in excess of 20 knots through the morning made flying precarious. Those who completed landings were few, and, of course, they occupied the top spots.

Burt Brokaw moved into first place early with the first complete flight, flying his Nelson-powered Bf 109. A few flights later, Paul Kegel managed the second landing and moved into second place with his Guardian. Melvin Schuette was next to achieve a complete flight with his MO-1 and a score high enough to challenge Burt and move into second place.

As the wind increased throughout the morning and early afternoon, most contestants were happy if they could earn a low-speed score before succumbing to the wind. That included the Electric Profile contestants, with only Mike Anderson and Pete Mazur completing low speeds, but no landings.

Then the sky opened, and everyone scrambled to put away models, and run to cars and the shelter of the scoring tent. After a few minutes of very heavy rain, the sky turned blue, and a few enterprising souls brought out airplanes to try to beat the next rainstorm.

Although the wind subsided a little following the rain, it soon resumed its gusting, and the flight challenges continued. Paul Smith was the only contestant to achieve a landing after the rain, allowing him to move into third place.

Although all of the complete flights were flown by models with internal combustion engines, it was the electric models that achieved the best high speed (Pete Mazur, 102.5 mph) and low speed (Mike Anderson, 11 mph) scores.

The standings for the Eugene Ely Award remain close with four internal-combustion models leading the pack, followed by two electric models. The winner of the Eugene Ely Award will be determined today when the Class I and Class II scores are added to the Profile scores from Tuesday. The leader at the close of flying on Tuesday was Burt Brokaw.

In the Sportsman Profile competition, Don Sopka beat out Bob Hawk to take first-place honors.





Melvin Schuette's MO-1 takes to the sky on the way to claiming second place in AMA Profile Carrier.



Mike Anderson flew this Hellcat to first place in the Electric Profile Carrier event.



Don Sopka receiving his first-place plaque from event director Everett Shoemaker for his finish in the Sportsman Profile Carrier competition, sponsored by the Navy Carrier Society.



CL Navy Carrier.



Paul Smith starting his third-place MO-1. Don Sopka is holding.



Burt Brokaw leads the pack in the quest for the Eugene Ely Award as the outstanding overall Carrier modeler at the Nats.

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John Vlna's Class I electric MO-1 completing its second-place flight with a perfect landing.

By Dick Perry (tailhooker@comcast.net)

The Scale Carrier classes, Class I (up to .40 displacement engines) and Class II (.40-.65 engines), competed on Wednesday. In addition to vying for top honors in each class, the contestants were seeking to add enough points to their Profile scores from Tuesday to take home the Eugene Ely Award as the outstanding CL Navy Carrier modeler at the 2019 Nats.

It was an interesting weather day, with relatively strong, but steady wind. The weather conditions should have made landings much easier, and there were more complete flights in the Scale Carrier events than in Profile the day before. It was not all smooth sailing, however, as the wind direction in relation to the deck added some challenges of its own, with crosswinds at the deck and ballooning about a quarter of a lap before landing.

Carrier fliers are familiar with the vagaries of carburation, glow plugs, and combustion chemistry. Electric power has the potential of improved reliability, and ease of starting is certainly a plus, but the electric fliers seemed to be finding some new and interesting operational characteristics to make competition challenging. While our internal combustion engines tend to age gracefully with reasonably well-understood wear and aging characteristics, electronics seem to hide their pending failures more effectively, and sudden and complete failures seem more common than the gradually degrading performance we see in engines.

Although electrons can be trained to do some wonderful things, they occasionally behave in ways that make them hard to trust. Pete Mazur discovered that his ESC had apparently reverted to some default

program settings that were incompatible with the voltage and current characteristics of takeoff and high speed. After reprogramming the ESC and replacing the motor to try to eliminate all potential problem areas, Pete seemed to be on the way to completing his third flight when another failure mode caused a flameout after five laps of low-speed flight. Analysis of the last problem will take place in a calmer, cooler, and quieter setting than the flying field—most likely accompanied by an appropriate adult beverage.

At the end of the day, Burt Brokaw's well-practiced skills and very reliable equipment once again resulted in first place in the gas classes, with Mike Anderson winning Class I electric and Pete Mazur taking the honors in Class II electric.

Perhaps the most interesting flying of the day was overhead as the Commemorative Air Force B-29, FIFI, made two passes while providing rides to visitors at the Muncie airport. FIFI was in Muncie, along with an AT-6 Texan, and a Stearman PT-17 biplane.

At the annual meeting and awards banquet of the Navy Carrier Society, contestants received their awards for the AMA Navy Carrier events. The Eugene Ely Award went to Burt Brokaw, who placed first in all three gas classes this year. The Carol Johnson Volunteerism Award went to TJ Vieira from The Buzzin' Buzzards club in Dayton, Ohio. TJ is relatively new to Control Line flying and hopes to be flying Carrier at the September contest held by the Buzzards. He served as a timer for the first two days of Carrier competition and helped set up the deck. We're looking forward to having him as a Nats competitor next year.



Jo Shoemaker preparing her Class II Fairey Fulmar for flight. Although she enjoys all Carrier flying, the large, fast Class II holds a special appeal.



Mike Anderson placed first in Class I and second in Class II electric with an MO-1.



Event Director Everett Shoemaker keeps a close eye on Pete Mazur's first place-winning electric Class II during slow flight.



This Douglas AD Skyraider was used by Paul Smith to place third in Class I.



The Martin MO-1 design from 1923 remains very popular in the Navy Carrier events. This one belongs to Burt Brokaw.

CONTROL LINE NAVY CARRIER RESULTS

2019 319 Carrier I

Full Name	Place	Age Category	Score
BURTON BROKAW	1	A	434.7
PETER MAZUR	2	A	405.1
PAUL SMITH	3	A	190.6

2019 320 Carrier II

Full Name	Place	Age Category	Score
BURTON BROKAW	1	A	429.2
PETER MAZUR	2	A	408.5
JO SHOEMAKER	3	A	206.6

2019 321 Profile Carrier

Full Name	Place	Age Category	Score
BURTON BROKAW	1	JSA	2837
MELVIN SCHUETTE	2	JSA	264.5
PAUL SMITH	3	JSA	217.5
PAUL KEGEL	4	JSA	201.6
PETER MAZUR	5	JSA	159.5
H DAVID WALLICK	6	JSA	110.4
JO SHOEMAKER	7	JSA	106.6
MICHAEL ANDERSON	8	JSA	1029

2019 340 Electric Carrier I

Full Name	Place	Age Category	Score
MICHAEL ANDERSON	1	A	352.3
JOHN VLNA	2	A	333.7
PETER MAZUR	3	A	205.4

2019 341 Electric Carrier II

Full Name	Place	Age Category	Score
PETER MAZUR	1	A	430.5
MICHAEL ANDERSON	2	A	364.3

2019 342 Electric Profile Carrier

Full Name	Place	Age Category	Score
MICHAEL ANDERSON	1	JSA	192.9
PETER MAZUR	2	JSA	112.8
MELVIN SCHUETTE		JSA	
JOHN VLNA		JSA	