

Carl Berryman 1963 National Champion

In an 2012 interview with Ken Burdick (available in full on the Flying Lines website) Carl, who grew up in Wichita Falls, TX alluded to the fact that somewhere around 1950 he moved to Abernathy, TX where he met and began to fly with Riley Wooten.

Here is part of that interview:

KB: So you and Riley began flying together?

CB: Yes, Riley took me under his wing and taught me what I needed to know about flying Combat. In those days, the only people who Riley had not bested in a match were the ones he had never flown before. He not only had the reflexes, but he could somehow read a flyer and know what was going to happen before it did. Although I became quite good, I believe Riley could kill me at any given moment. I don't believe that I ever killed Riley in a contest.

KB: What airplane did you choose to fly?

CB: I flew Riley's Quicker but thought it would fly better if the stabilizer and elevator were placed in clean air and not right behind the trailing edge. This discussion created the next airplane that Riley called the Whatizit. The stab and elevator were on top of the wing in an attempt to get the tail into clean air. I think the Quicker was the best airplane of its type and I flew them exclusively. I was, however always thinking of ways to improve things.

KB: How did you come up with the Big Iron?

CB: (Laughing) Aren't you're getting ahead of the story? In 1957, Barbara and I had moved to Oklahoma where I began to work on ideas that would give me some sort of advantage. I had worked as a kid in a motorcycle shop and could get an engine to run fast by my own special modifications. I never ran high nitro because I believed power could be gained through efficiency. It was just my way. About that time, I put the engine horizontal instead of vertical on the wing which was the style back then, it just made sense to do that. I also solved what I believed to be the dirty air on the elevator and came up with what you now call booms, putting the elevator back into cleaner air. This design I called the Oklahoma Twister. It was the first of its kind and it created the "modern combat wing."

KB: So you made the first modern low profile Combat wing and The Big Iron was a refinement of the Oklahoma Twister.

CB: Yes.

The paragraph's above certainly reinforces the significance of Wooten's Quicker design from the mid to late fifties. They also shed light on how intertwined Riley's and Carl's design efforts were. Berryman's high stab version of the Quicker influenced Wooten's Whatizit design. One can see how Riley's Voodoo is certainly a refinement of the Quicker and Whatizit designs but was the move to side mount and booms influenced by Berryman's Oklahoma Twister which later evolved into the Big Iron, the airplane Carl used to win Combat at the 1963 Nationals. Carl used the Big Iron to finish second at the 1962 Nats losing to Riley in the final match. The Big Iron was kitted by Veco Manufacturing. The Oklahoma Twister had some success of its' own when Pablo Samperio of Mexico piloted one to a third place finish at the 1961 Nationals.



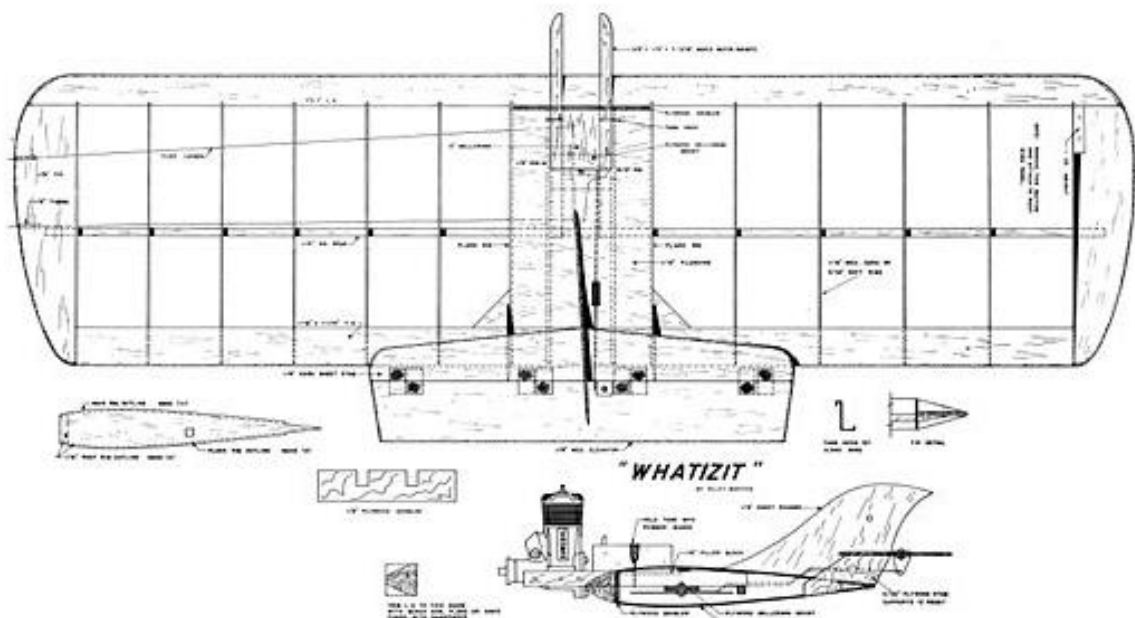
Bill James of Fox, between open combat finalists, Howard Henry at left and Carl Berryman. Tall texans put on exciting show, with Carl the winner.



Last year's Open Combat winner, Riley Wooten, congratulates Carl Berryman, this year's winner.

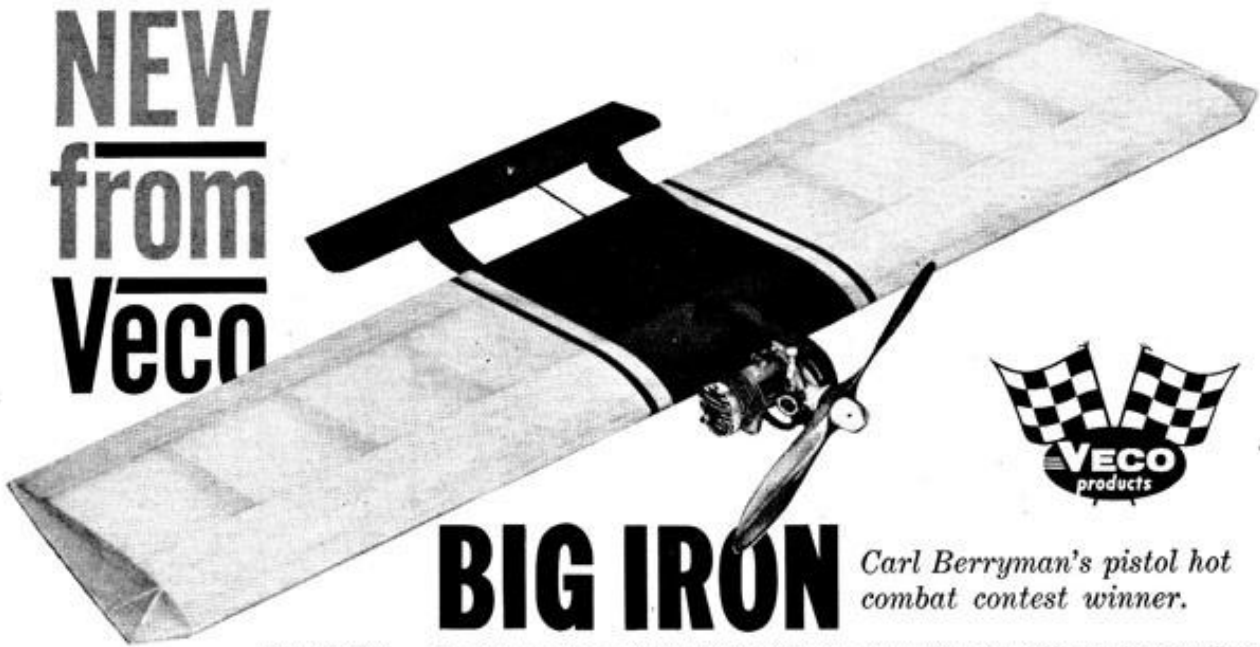
Above : Magazine photos from Carl's win at the 1963 Nats

Right and Below: Carl with a high stab "Quicker" that influenced Riley's "Whatizit" design below





NEW
from
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BIG IRON

Carl Berryman's pistol hot combat contest winner.

wing span 38"
 weight 18 oz

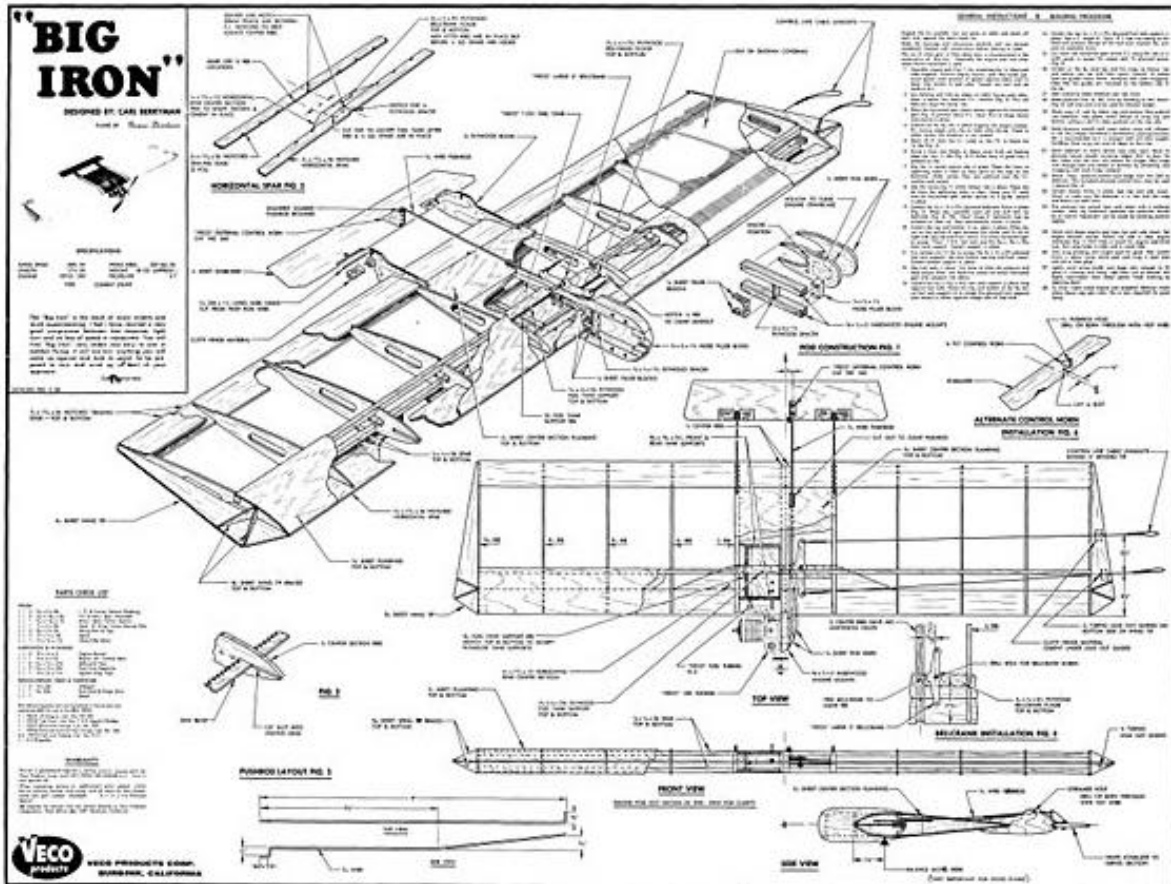
Big Iron has the perfection of simplicity in every line. Designed by Carl Berryman to take maximum advantage of airfoil efficiency, Big Iron utilizes a "stabilator" to achieve the tightest turns possible without mushing or loss of speed in maneuvers.

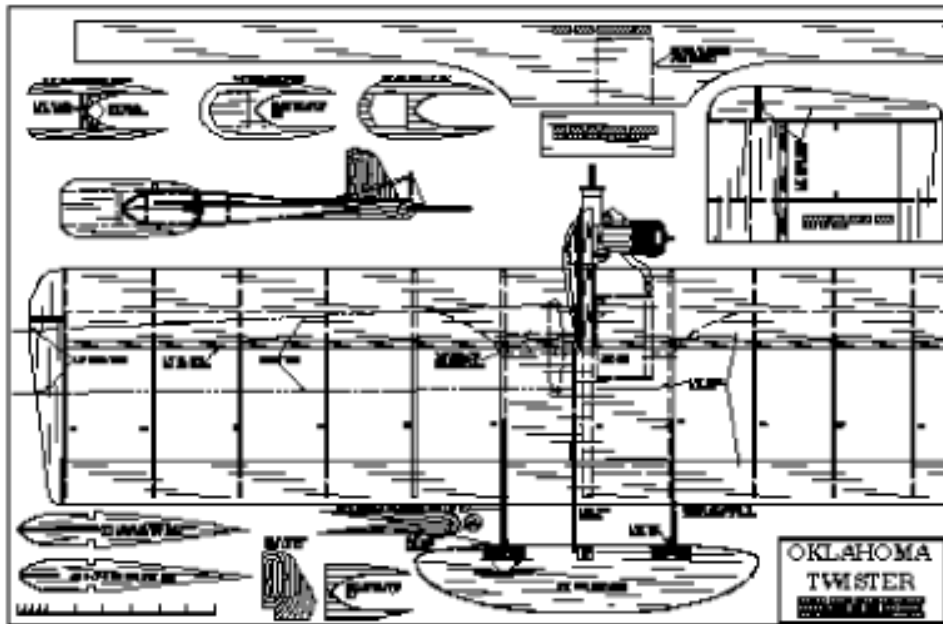
Combined with the VECO 35 combat engine it will hit speeds in excess of 110 mph . . .

maneuvering like nothing you have ever flown. Trigger quick in response, it is as stable a combat craft as can be imagined. And it aims like the shootin' iron it is named after.

VECO has matched the perfection of the design with a complete kit including precision die-cut, contest quality balsa and easy-to-follow full-size plans and flight instructions. **C-20 \$2.95**

This beautiful Big Iron was built by Ken Burdick
2012 Combat Graffiti event-Richmond BC



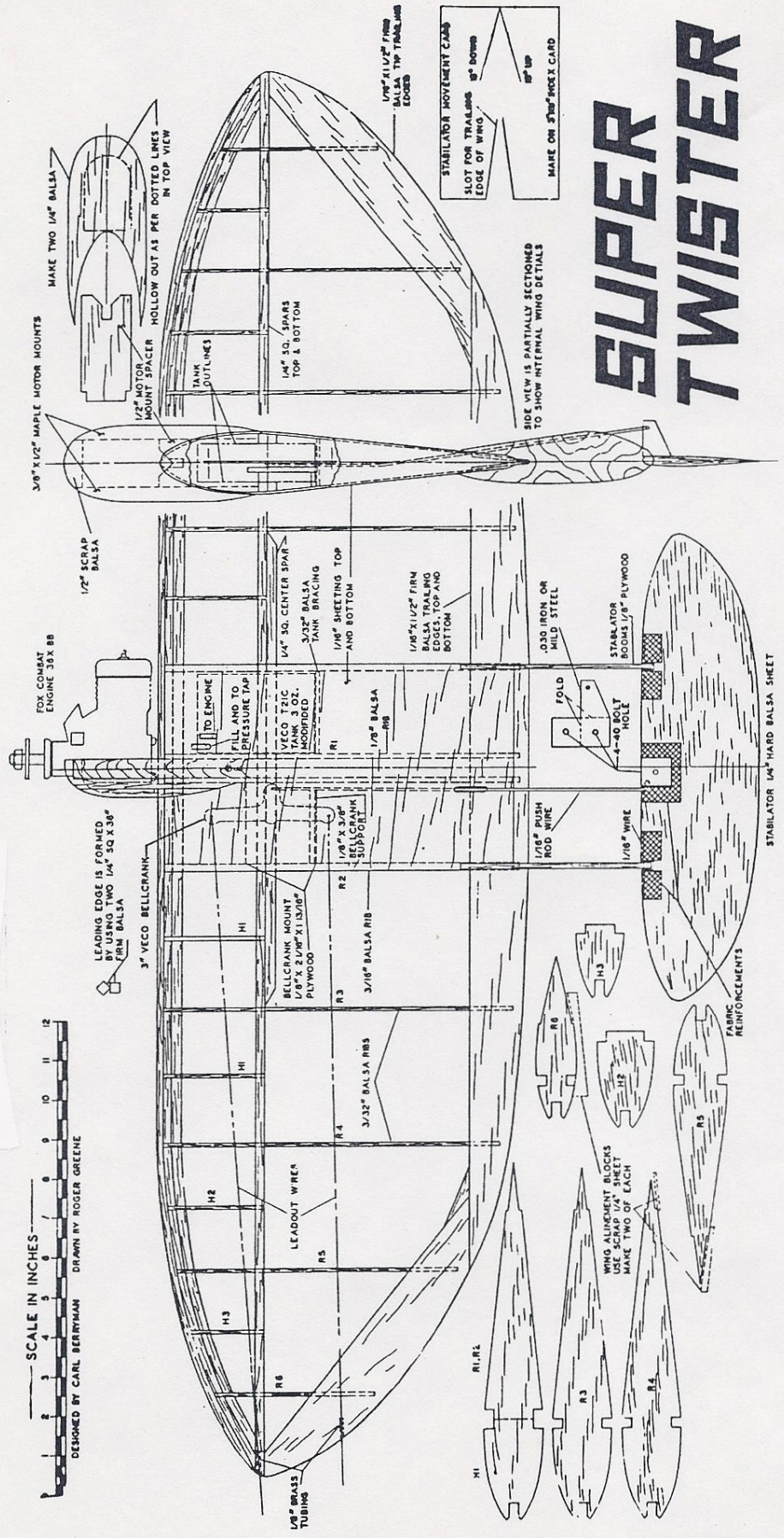


Carl with his 1967 Super Twister



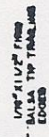
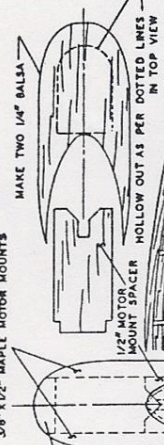
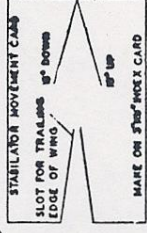
Super Twister-Carl Berryman Design-1967

Full Size plans available from: Barry Baxter 3929 Greenleaf Drive Brea, CA 92823



SUPER TWISTER

SIDE VIEW IS PARTIALLY SECTIONED TO SHOW INTERNAL WING DETAILS



FABRIC REINFORCEMENTS

WING ALIGNMENT BLOCKS USE SCRAP 1/4\"/>

STABILATOR 1/4\"/>