

Larry Scarinzi

Larry started modeling in the early 1940's at the age of eight. Larry's first gas model was a Johnny Casburn Miss Behave built in 1944-45 powered by a Forster 29 on ignition. Larry was involved in club contests first but by 1948 he was competing in regular contests and by 1949 he was placing first or second just about everywhere he went. In 1949-50 Larry teamed up with stunt legend Harold "Red" Reinhardt. Larry names Red as the most influential contest flyer of his modeling lifetime. Red and he traveled to as many area meets as they could get to and there were many at that point in time. They generally placed first or second with Red being first most of the time. At the time the Mirror Meet was a huge contest in New York sponsored by the New York Mirror newspaper. Between 1951 and 1954 Larry earned two seconds and one third place finish in stunt at this prestigious contest. Larry also flew demos where he would demonstrate his ability to fly two airplanes at once. He was an all around competitor but I think he would say his primary success was in the stunt arena. At the 1964 Nationals in Dallas, Texas he finished third in control line stunt with his famous Fox 59 powered "Blue Angel" stunt plane. What made this a truly remarkable accomplishment is that the airplane was constructed in just three weeks immediately prior to the Nats and had only one test flight on it before leaving for Dallas. The "Blue Angel" tied for best finish. In 1970 Larry opened Whippany Cycle and Hobby Shop and took a break from modeling all thru the seventies and eighties before returning in the early 1990's. Larry emphasis since returning is on having fun as opposed to serious competition.

Larry's influence on control line combat is the focus of this writing so let's get to it. Larry's 1955 Greased Lighting design was used by Fred Smithers to finish second in Open combat at the 1957 Nats. Frederick Rhode finished third in Senior combat that same year also flying a Greased Lighting. This design, as well as the Werewolf (circa 1959) were inspired by Red Reinhardt's 1954 Mirror Meet winning "Stunt Wing". If you compare Larry's Greased Lighting to today's F2D designs they are remarkably similar.

Somewhere around 1959 and through most of the 1960's Larry was associated with Duke Fox developing the Fox 36X as a fast combat engine. Larry's Blitz design (published in Model Airplane News in July 1964) is the fast combat design associated with this project. Larry sites this timeframe as perhaps the most satisfying of his modeling career.

Another satisfying project for Larry was the design and development of the Super Satan fast combat airplane. This design was in conjunction with Carl Goldberg for whom Larry has the highest respect. The intent was for Goldberg Models to produce the design as a kit, however those plans changed. The Super Satan was published in Model Airplane News in 1967.

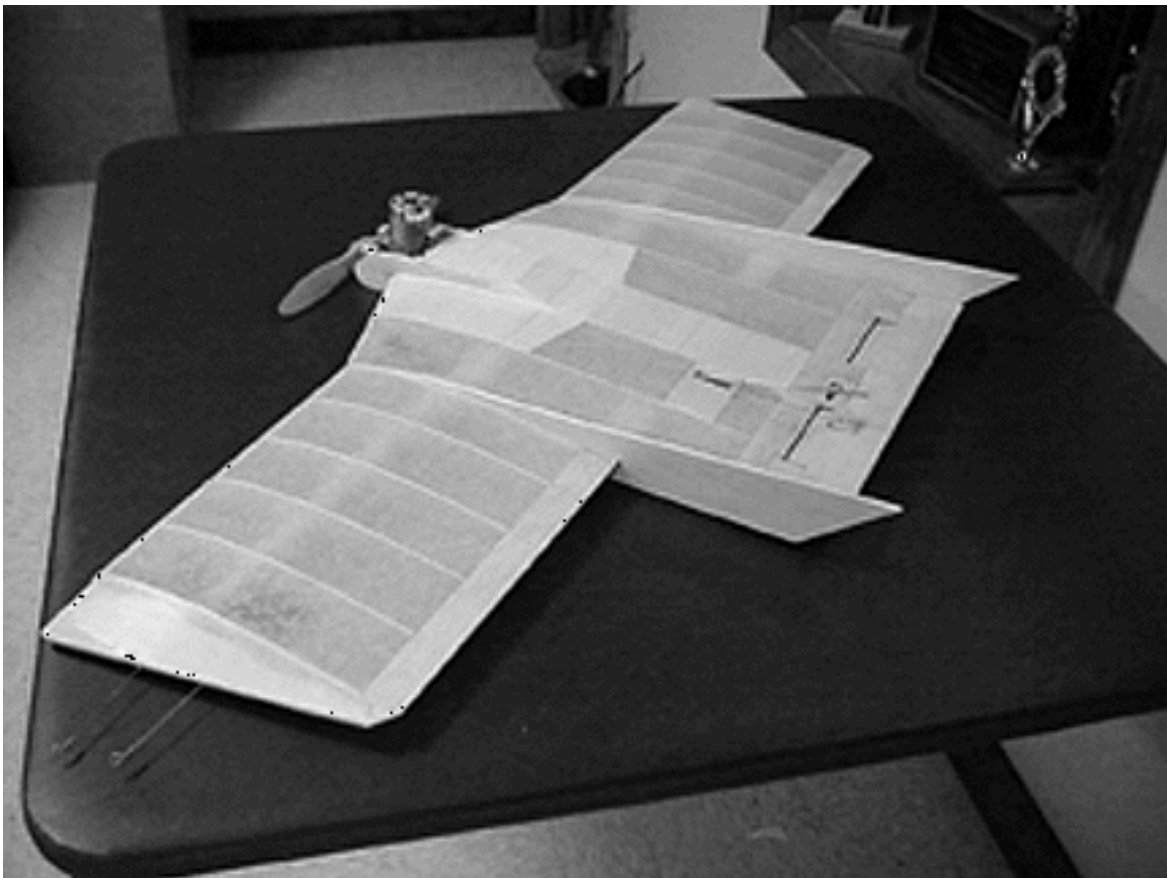
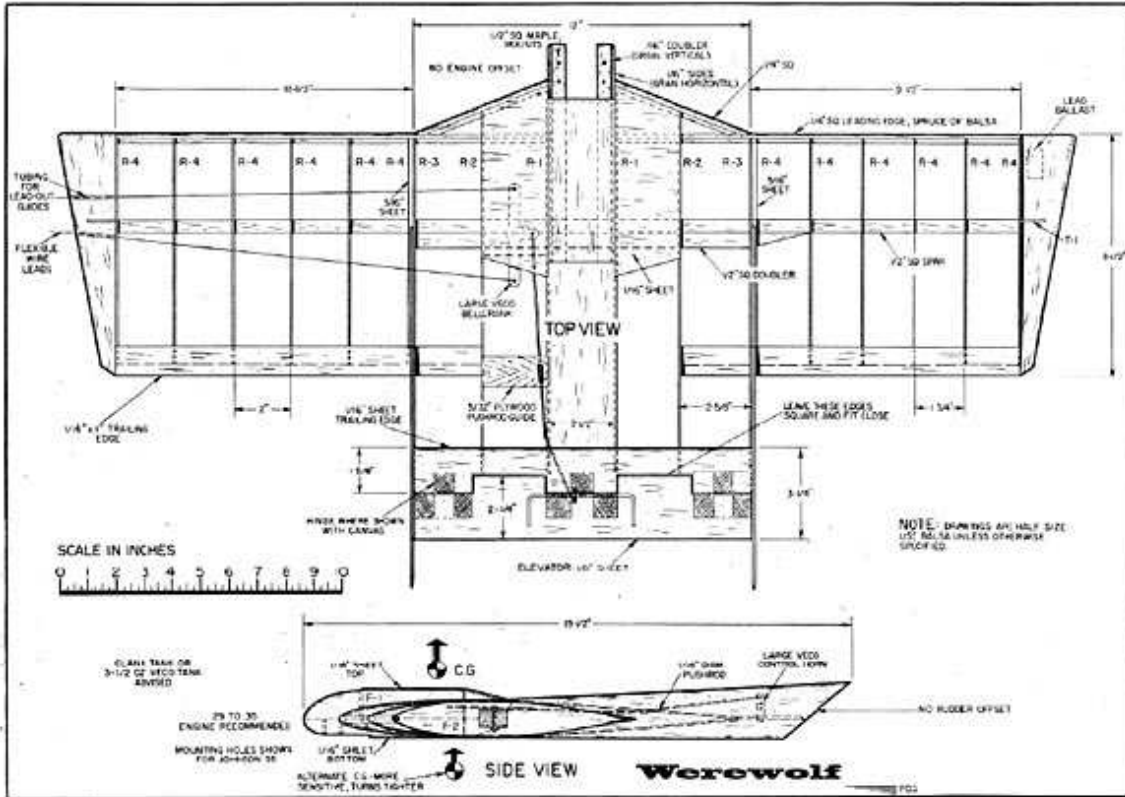
Larry was also associated with Consolidated Models. In the early 1960's two of Larry's designs were kitted, the Trident stunt ship and a fast combat airplane named the "Giant Killer".

In the mid 1960's Larry also ran a mail order engine rework business with his engines winning a lot of contests. In particular the LS-tuned Fox 36X with diamond intake was very successful. The engine was marketed as a "Terrifying Combat Weapon".

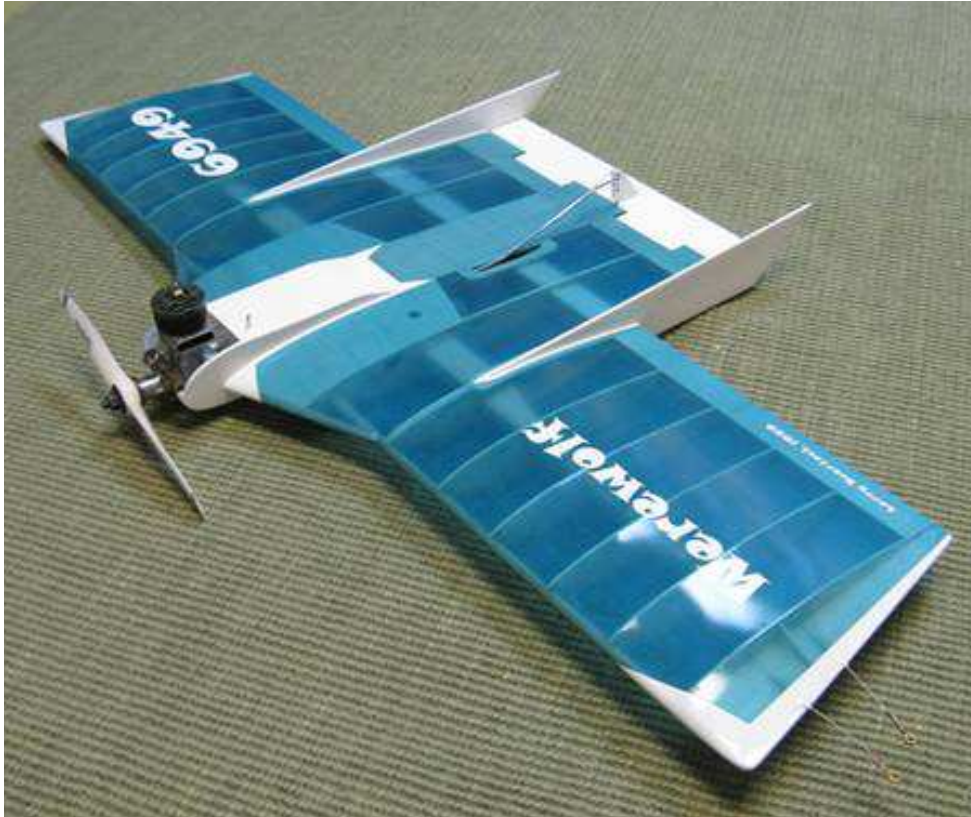
In 1998 Larry received the AMA Pioneer Award. In 2004 he was elected to the PAMPA Hall of Fame and in 2008 he was inducted into the AMA Hall Of Fame. Larry, to this day, remains a great ambassador, not just for combat, but for all facets of control line modeling.

Source: Larry's autobiography AMA website

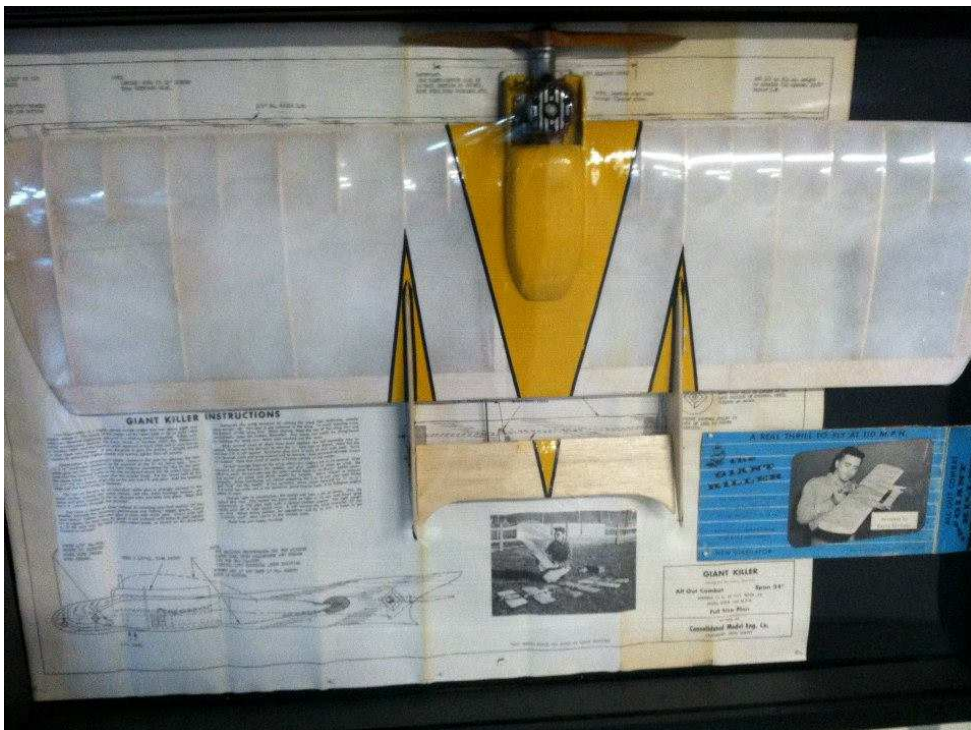
Larry's Werewolf Design circa 1959



**Nigel Tarvin's rendition of
Larry's "Werewolf" design-excellent workmanship**

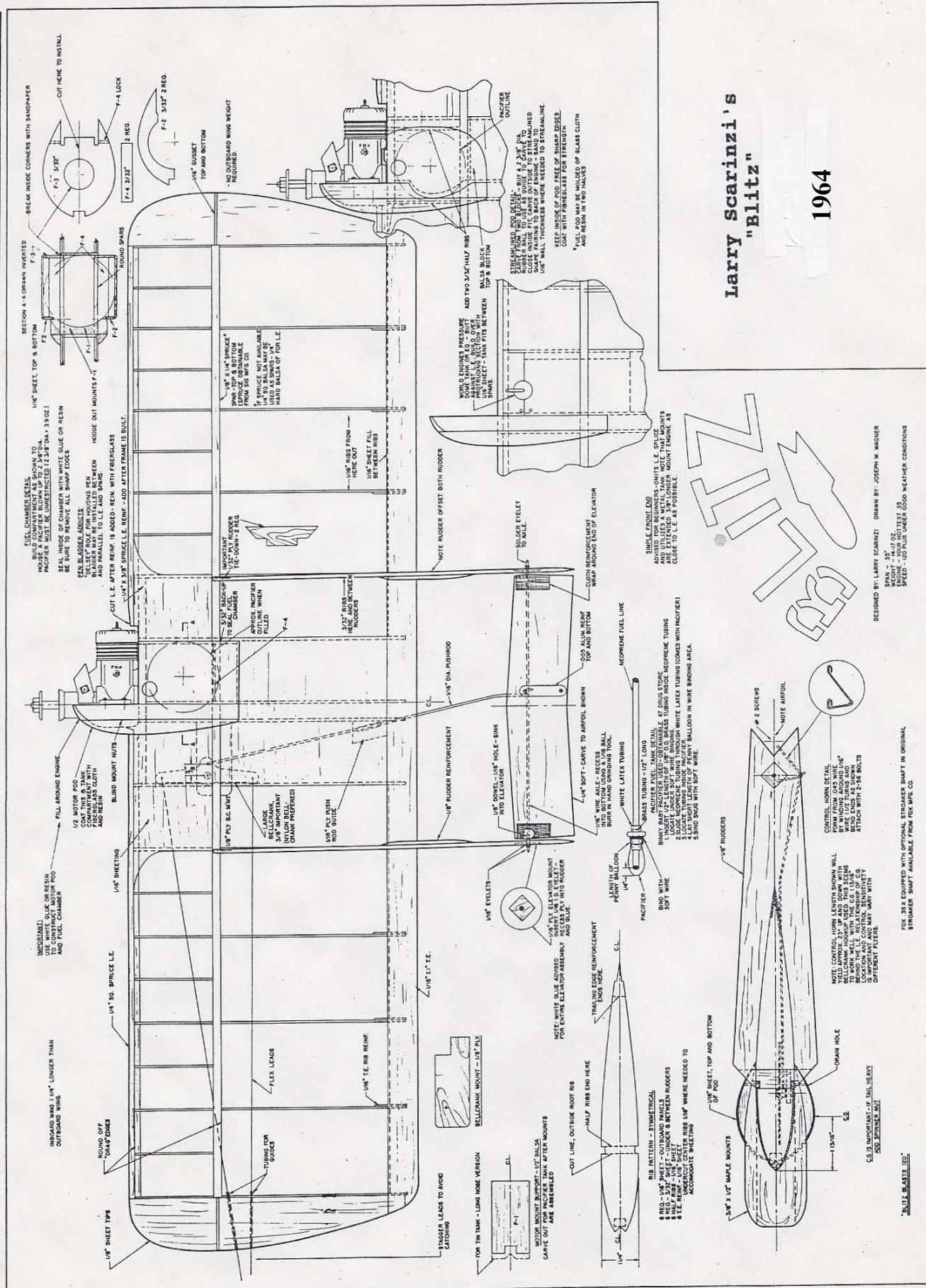


**Larry's "Giant Killer" kitted by Consolidated-1962
Photo of exhibit in Bob Mear's Combat Museum**



Larry Scarinzi's "Blitz"

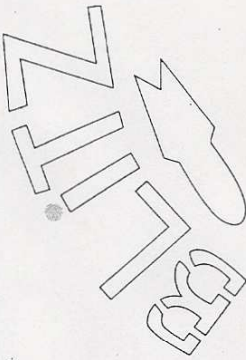
1964



DESIGNED BY LARRY SCARINZI DRAWN BY JOSEPH W. WAGNER
 SPAN - 35"
 ENGINE - FOUR HOTTEST J20
 SPEED - 45 MPH WIND (500 WEATHER CONDITIONS)

FOX 33X EQUIPPED WITH OPTIONAL STROKER SHAFT IN ORIGINAL
 STROKER SHAFT AVAILABLE FROM FOX MFG. CO.

"BLITZ" BASED UPON
 ADD SPINNER UNIT



SMALL FRONT END
 AND UTILIZED A METAL TANK NOTE THAT MOUNTS
 CLOSE TO L.E. AS POSSIBLE

RECYCLED FUEL TANK DETAIL
 BRINT PAFFER USED - OUTLINE AT 1/8\"/>

NOTE CONTROL HORN LENGTH SHOWN WILL
 WILL DRAW HORN AS SHOWN THIS BEING
 BOTTOM AND CONTROL HORN WITH
 DIFFERENT PATER.

3/8 X 1/4 MAPLE MOUNTS
 1 1/2\"/>

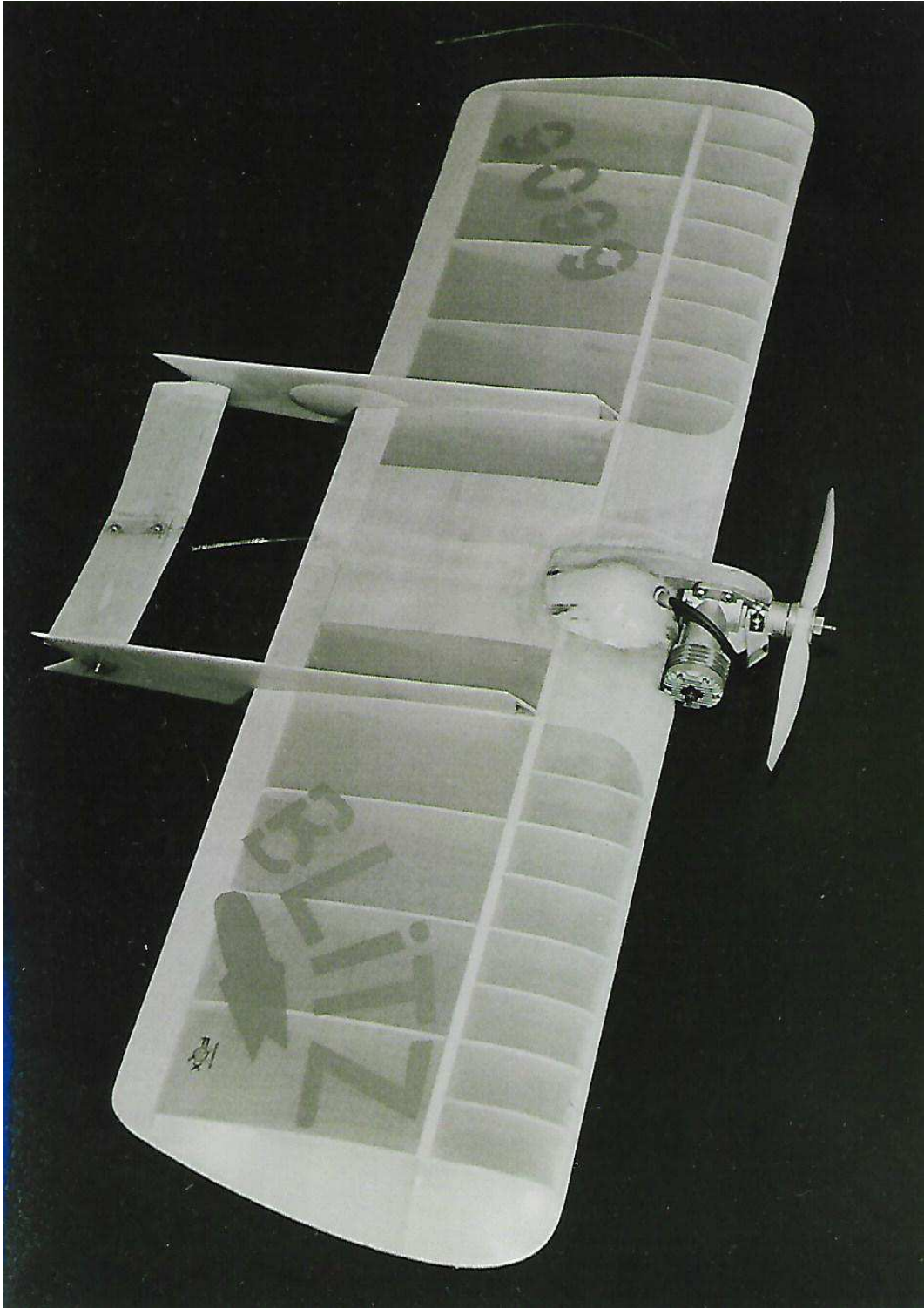
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Larry with his Blue Angel - circa 1964



Larry with His Blitz design - 1964



Larry's Blitz from 1964

Larry's Super Satan

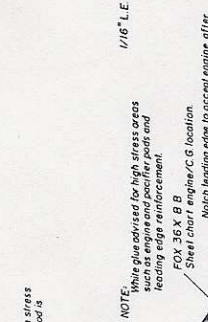
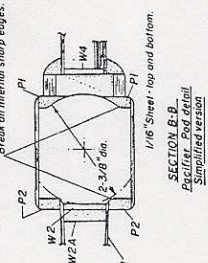
MODEL AIRPLANE NEWS

September, 1967 • 50 cents

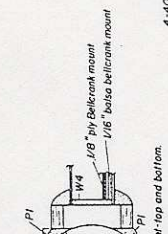
Super Speed Combat by top designing team • Completely detailed 3-view of Sweden's Viggen • First pix of '67 FAI R/C International Champs.



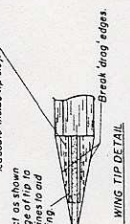
From:
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News
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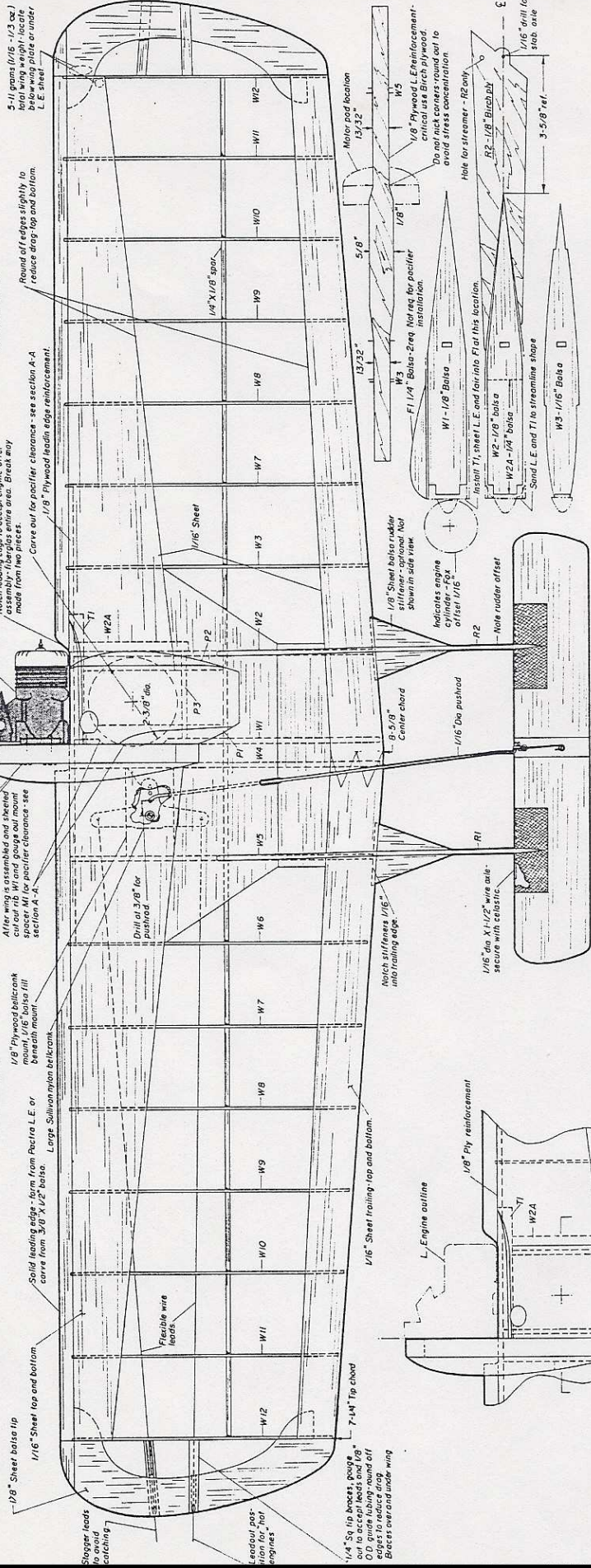
NOTE: Use of fiberglass over high stress areas is recommended for long life.



NOTE: Position Plywood P2 above 1/16\"/>



SLOW CORRECT LEADOUT B.C.G. LOCATION
For Slow Control or moderate power use both leads off 5/8\"/>



5-11 gms (1/16 - 1/2 oz) lead shot - 1/2 oz below wing plate or under L.E. sheet

ROUND OFF TOPS SLIGHTLY IN LEADING EDGE TO REDUCE DRAG TOP AND BOTTOM.

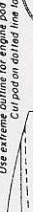
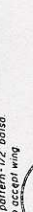
NOTE: Shear plus glue advised for high stress areas such as engine and pacifier joints and leading edge reinforcement.

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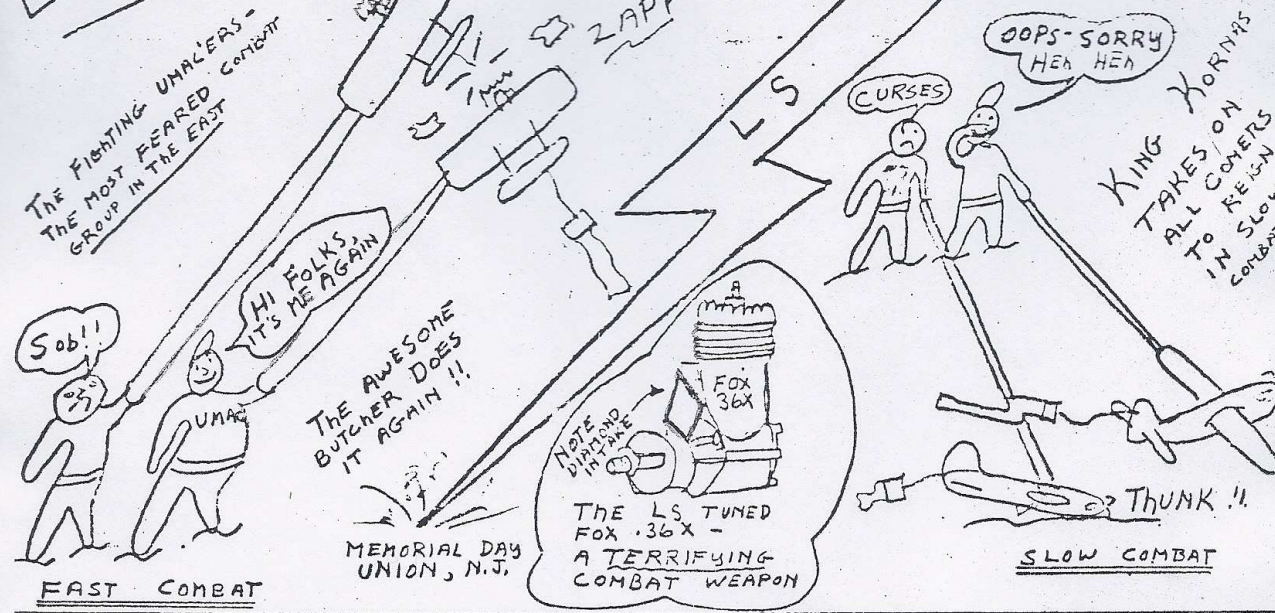
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LIGHTNING STRIKES TWICE!! LS ENGINES



FIRST PLACE - FAST COMBAT - "BUTCHER BILL" STAUBACH WIPES OUT ALL COMPETITORS - INCREASES HIS PHENOMENAL CHAIN OF COMBAT WINS..

FIRST PLACE - SLOW COMBAT - TED "KING" KORNAS REIGNS SUPREME.

THIS ON TOP OF SPECTACULAR LS-FOX FIRST PLACE COMBAT WINS AT BALTIMORE (SLIPPERY HAROLD BROWN) AND TROY N.Y. (BUTCHER BILL) JUST 1 WEEK EARLIER - MAY 24 !!

FURTHER FAST COMBAT RESULTS - ALL USING LS FOX .36X's

- 2ND - DARIO CONSEPTIONE - ONE OF THE NICEST GUYS YOU'LL EVER MEET.
- 3RD - TED "KING" KORNAS - ALSO WON SLOW COMBAT - tsk tsk
- 4TH - DON SHULMAN - A VICIOUS SNARLING CONTENDER.

7 OF 8 TOP FLYERS USED LS TUNED FOX .36X's !!
TOP BRAND "X" ENGINE BURIED SOMEWHERE AROUND 12TH + 15TH PLACE

2ND PLACE SLOW COMBAT - KEVIN JONES ON A BORROWED LS FOX .36X

ATTENTION CONTEST FLYERS; - CAN YOU AFFORD TO IGNORE THE RECORD OF CONTEST WINS BY LS TUNED ENGINES? WE MUST BE DOING SOMETHING RIGHT - DUMP BRAND X "ALSO RAN" STUFF & SWITCH TO LS TUNED ENGINES. THIS ALSO AFFORDS YOU THE OPPORTUNITY OF MAKING AN "LS FLYER": " IF A CONTEST IS WORTH GOING TO ITS WORTH WINNING!!" *LS*

LS TUNED ENGINES - STUNT, COMBAT, R.C., SPORT, ETC - - -
MORE POWER, LONGER LIFE, NO FORMAL BREAK-IN
ASK ABOUT THE NEW MORE POWERFUL RAM INTAKE MODEL
FOX .36X IMPROVED.

LARRY SCARINZI
191 PARSIPPANY ROAD
WHIPPANY, NEW JERSEY 07981
PHONE: 201 - TU7-2907

* SPECIAL LS SPORTSMANSHIP AWARD WENT TO "BUTCHER BILL" FOR LOANING DARIO A COMBAT MODEL TO FLY AGAINST HIMSELF FOR FIRST PLACE - VALUE \$6.50 - CONGRATS BILL - *ml*

A Bit of Nostalgia . . . When Larry ran his engine rework business documents such as the one above, called LS Flyers were updated and distributed everytime someone won or placed using one of Larry's engines

The photos on this page and the following page were taken by Bob Hunt at the third annual Vintage Control Line Combat Fly-In held September 20, 2015 in New Jersey. They were pirated from the March 2016 issue of Model Aviation. Larry should be very flattered that so many of the entries choose to model one of his designs.



There were nine Larry Scarinzi-designed Killers at the fun-fly. They belonged to (clockwise from L) Tom Hampshire, Tom Luciano, Paul Rizkalla, Tom Schafer, Andre Ming, Larry Scarinzi, and in the center of this circle, Frank Imbrico.



Here's a gaggle of Super Satans. In the back row are the designer, Larry Scarinzi (L), and Andre Ming. Tom Luciano, kneeling, displays a tapered-wing Super Satan and a straight-wing version.



AMA Model Aviation Hall of Fame member and East Coast modeling icon, Larry Scarinzi, poses with a few of his many CL Combat designs. He's been at it since the late 1940s, and is still going strong at 82 years young.

I told you Larry is still active , still having fun and still making events better through his participation.
A great ambassador not just for control line combat but for all facets of our sport.