

The Year 1959

The 1959 National Open Combat Champion was Riley Wooten from Lubbock, TX flying a Voodoo, a Whaizit and an airplane that was a predecessor to the Demon. Riley was using Johnsons for power in 1959. Arthur Doyel from Norwalk, CA flying an airplane of his own design fished second. His airplane was powered by a Fox Combat. John Barr, from Los Angeles, CA, used a Veco Renegade with a Veco 35 to finish third..

James Cowart from Dallas, TX won Senior Combat flying a Fox 35 powered airplane of his own design. The airplane was called the Scrapper and was kitted by Ambroid later that year.



Renegade design kitted by Veco in 1959

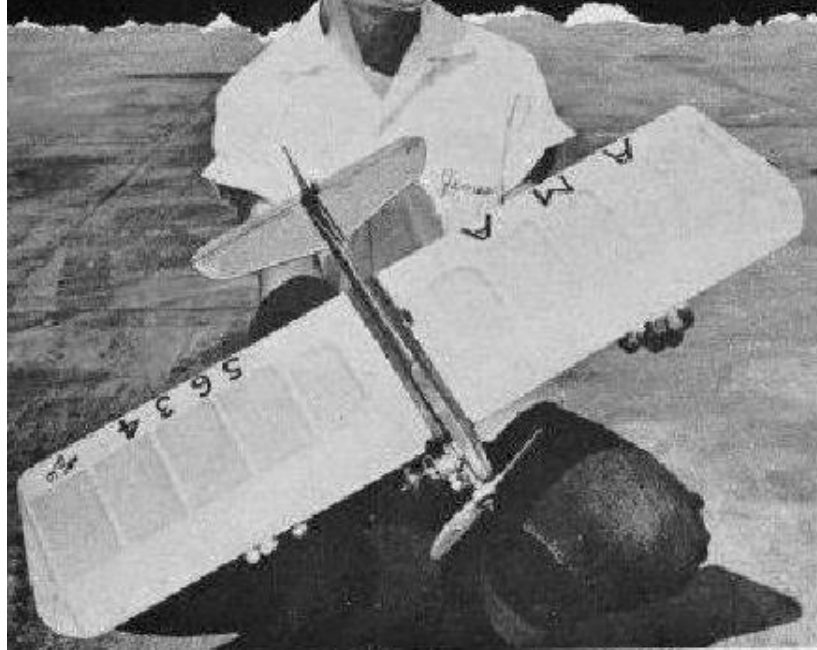


**Barrie Hobkirk's built this beautiful Scrapper
Photo from Flying Lines website
The design was kitted by Ambroid in 1959**

Full size
"Scrapper"
parts are
on Hobby
Helpers!
Plan # 860

James Cowart's Champion "SCRAPPER"

NATIONAL SENIOR COMBAT WINNER

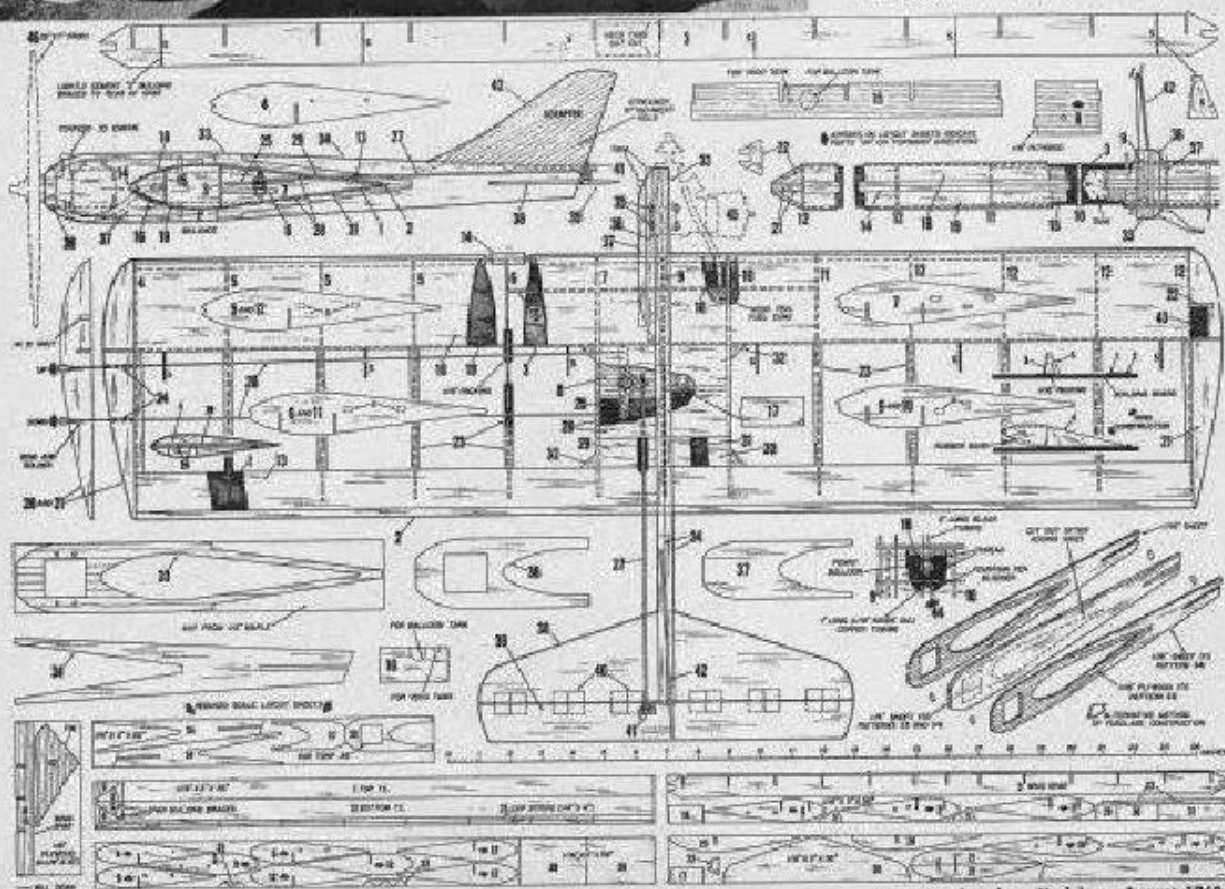


■ Texan James Cowart's winning combat U-control at the 1959 Los Alamitos Nationals is an outstanding example of good fighter design. Under that covering material are some mighty important structural features, making it one of the toughest contenders ever to slug it out in the combat ring. With a K&B Top .35 mill up front, "Scrapper" is fast—fast—fast. When it comes to tight loops, let's just say it can turn on a dime.

Combat's a chancy game; it makes a man watchful and sometimes (when only a heap of scrap balsa is left out there on the end of the lines), a trifle lonely! But not with this design, claims Jim, since it has the ability to absorb punishment. Engine mounts begin to vibrate on too-fimsy models after just a few flying sessions. Well, you won't experience this with your "Scrapper."

Plenty of these ships have been built in the designer's Dallas area; they have won most contests entered—several are still going strong after a couple of combat seasons. As shown by the post-Nats photos, the winning model finished the annual flying fiesta in fine shape.

Heart of this 26" span model is a $\frac{1}{2}$ " thick piece of maple, which serves as a

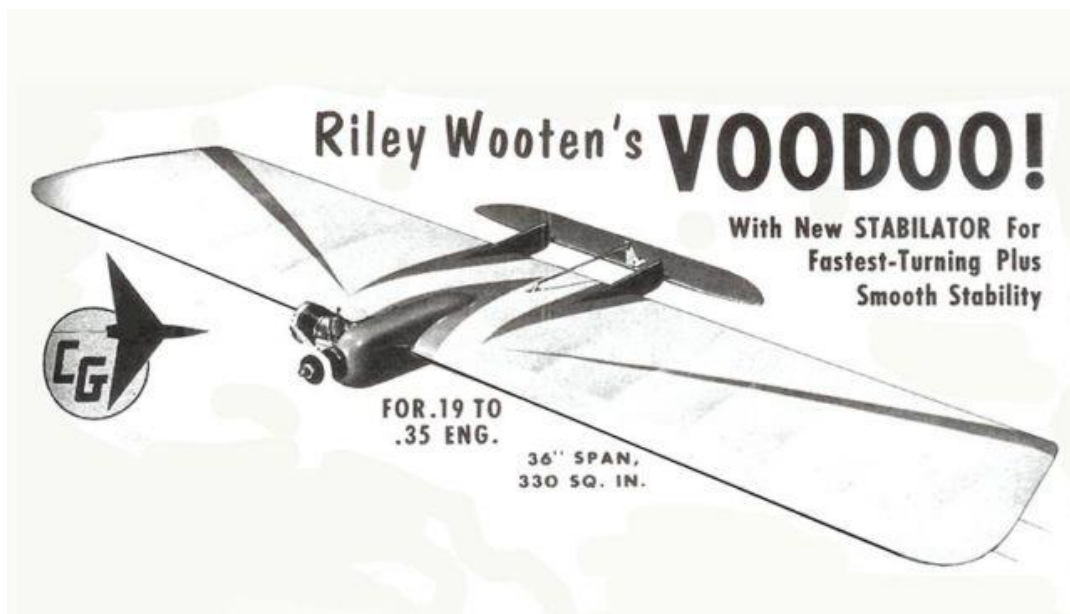




Above: A very nice rendition of Riley's iconic Voodoo (builder unknown)

In 1961 the airplane was published in Model Airplane News.

In that article Riley claimed he used the Voodoo in the earlier rounds on his way to winning the 1959 Nationals
Carl Goldberg kitted the airplane in 1961





**The Shark was a 1959 design by George Popa Jr
This one was built by Nigel Tarvin
Nice workmanship !!!**



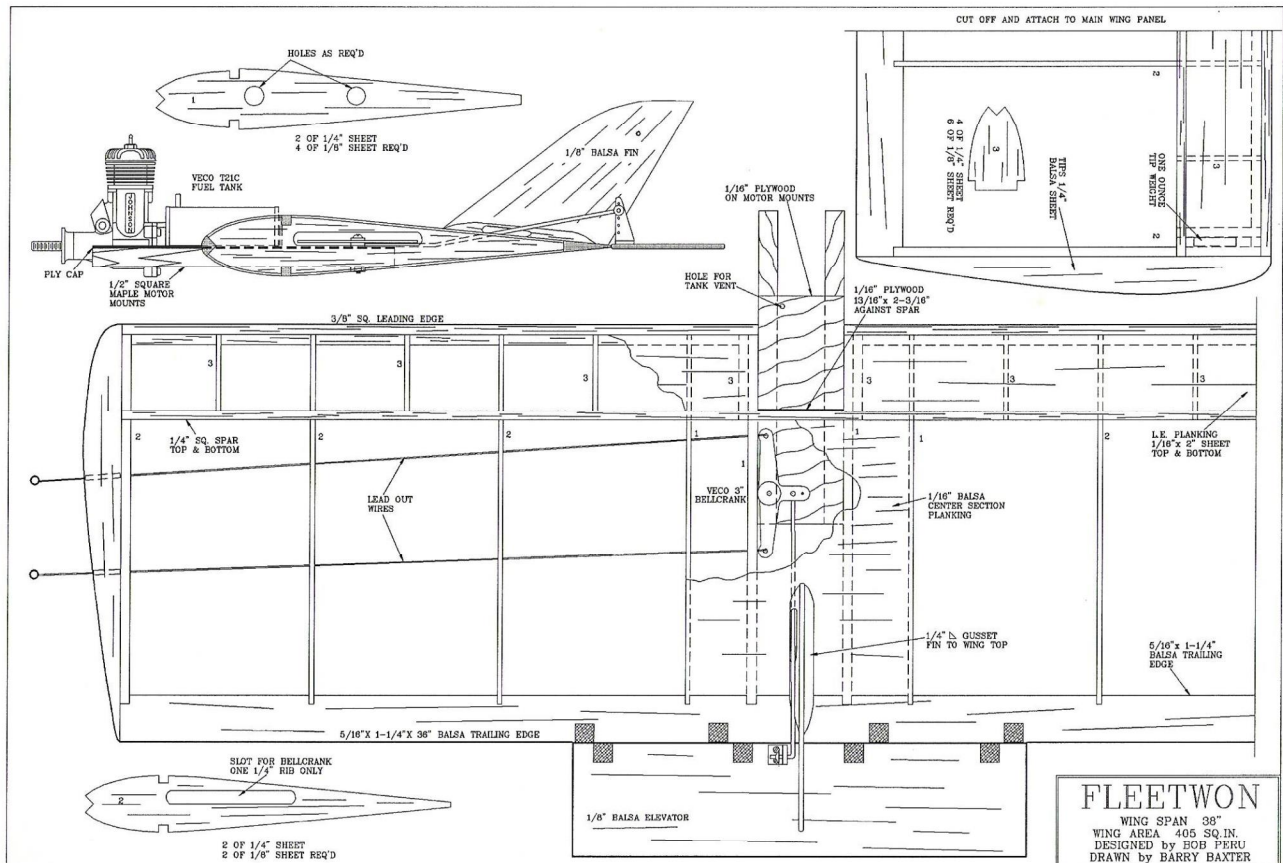
**In 1959 Larry Scarinzi came out with his "Werewolf" design.
This beautiful "Werewolf" was built by Nigel Tarvin**

Bob Peru's Fleetwon was published in 1959-This one belongs to Barry Baxter



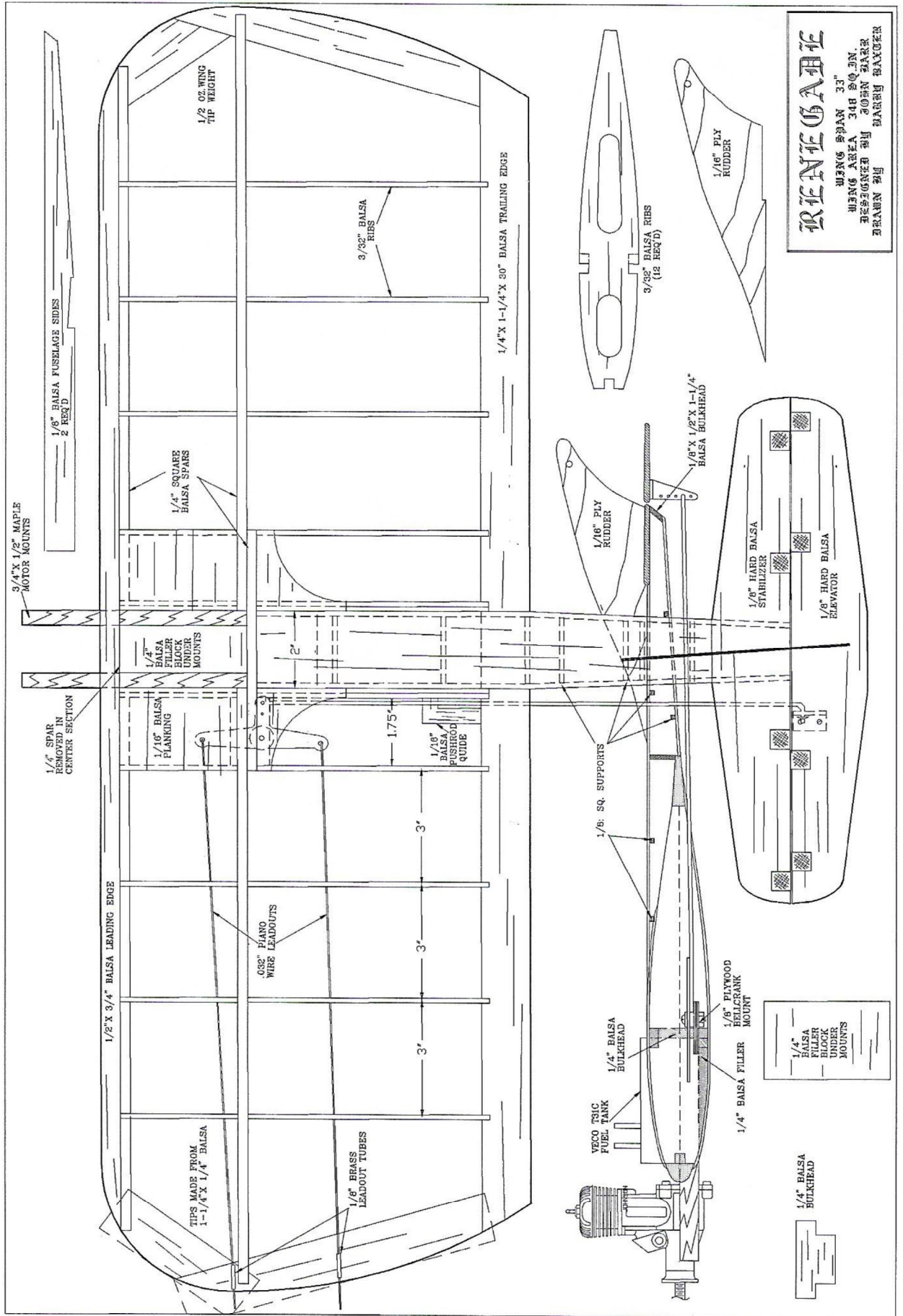
A Fleetwon, a plans built version of the T-Square. Flies quite nicely

Full Size Plans available from: Barry Baxter 3292 Greenleaf Drive Brea, CA 92823



Renegade kitted by Veco-1959

Full Size Plans available from: Barry Baxter 3292 Greenleaf Drive Brea, CA 92823



A bit of trivia about the Veco Renegade.

It was designed and flown by originally by John Barr of the Lynwood Skywolves, and he originally called it the Butterfly. There are some subtle differences between the Veco Renegade and the Butterfly. Some that I remeber were slightly different wing construction, boom shape(size) and weight

The originall Butterfly was and could be built very light. Flying weight would come out 13 to 16 oz. with a factory reworked small case Johnson .35. The Butterfly could be a very formidable plane in the circle, but a midair would be a balsa explosion. It also was a handful on windy days after the engine quit. Fortunately, that didn't happen very much in SoCal.

I still have some of the original templates for the Butterfly.

Don't know how many people who actually flew against John Barr, or how many of them are still flying.

I did, and actually beat him once

Burt Goldsmith

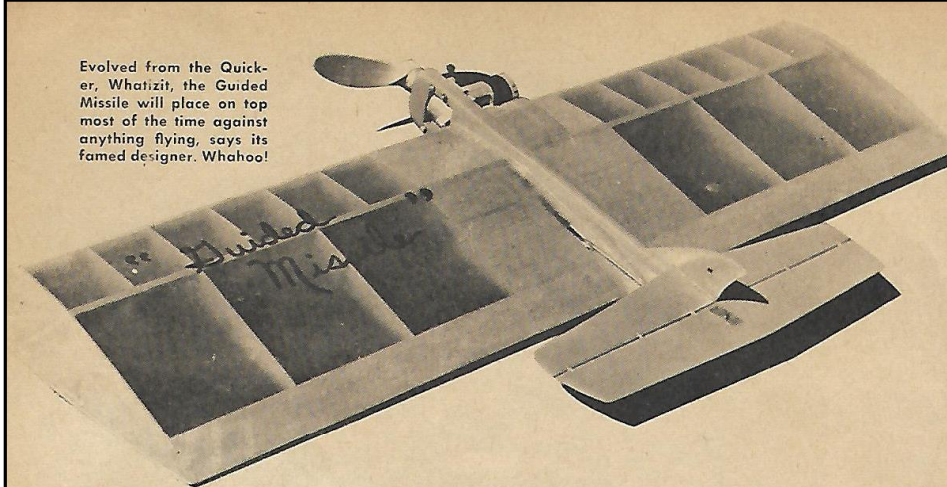


In 1959 Harters kitted the "Count Clipper", a combat design that featured a speed pan. The photos below are of Kelley Crozier and his beautiful "Count Clipper". They were taken at the 2012 Combat Graffiti event and come to us via the Flying Lines website



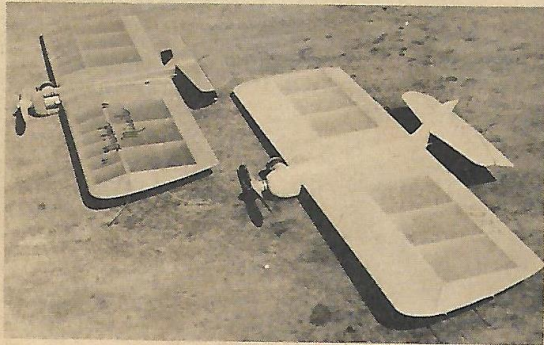
In a 1959 issue of Model Airplane News Riley published this article on his diamond airfoil Guided Missile design . . . The diamond airfoil was a concept, because of its' ease of construction, that found favor for several seasons

Evolved from the Quicker, Whatizit, the Guided Missile will place on top most of the time against anything flying, says its famed designer. Whahoo!



Guided Missile

by RILEY WOOTEN



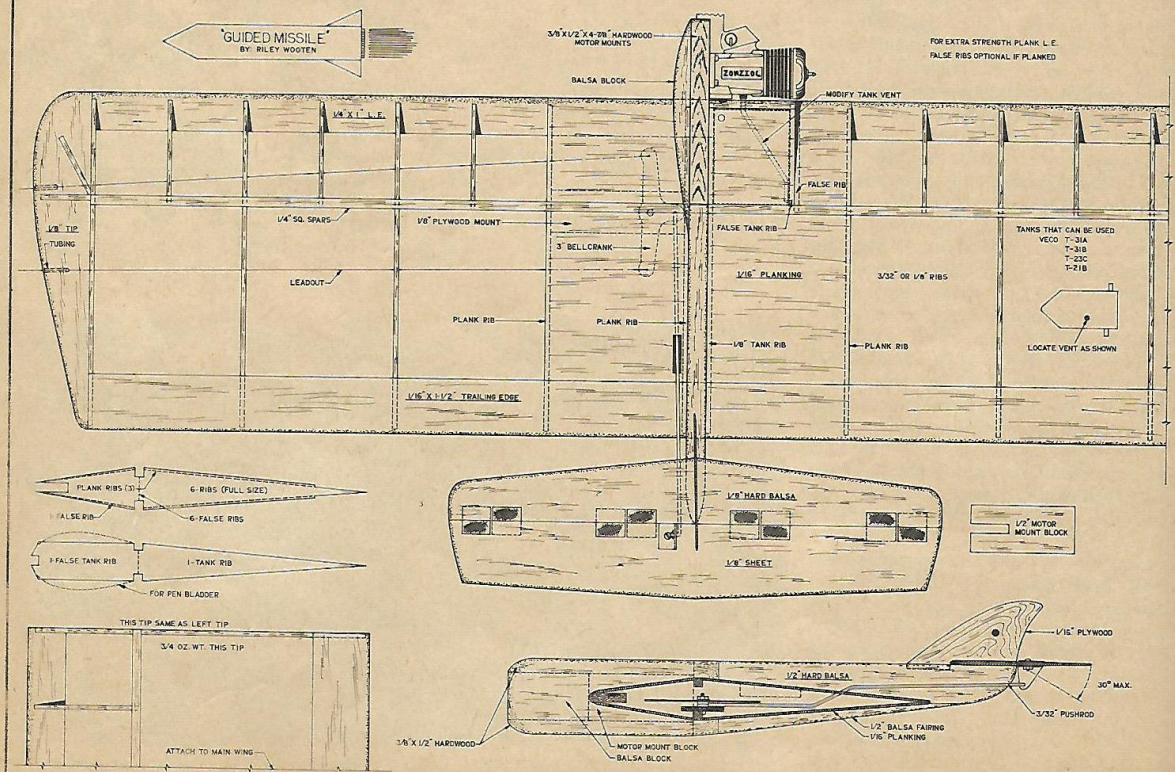
Diamond airfoil, better handling, make this combat job a tremendous competitor.

► This combat plane looks conventional but really is quite unusual.

The first, and most important, feature is the airfoil. It is a diamond section much like that used on some of the guided missiles, hence the plane's name. It is more stable than other sections I have used, yet in maneuvers it acts much like an undercambered (polywog) airfoil or a wing using movable flaps.

The airfoil was first thought about for combat in the summer of 1957. While on vacation in California, Hi Johnson and myself got into one (Continued on page 44)

FULL SIZE PLANS AVAILABLE. SEE PAGE 62.



Two more beautiful renditions of Riley Wooten designs from the Year 1959
As seen at the 2016 Combat Graffiti Event
from the Flying Lines website



Marty Higg's Guided Missile



Barrie Hobkirk's Voodoo