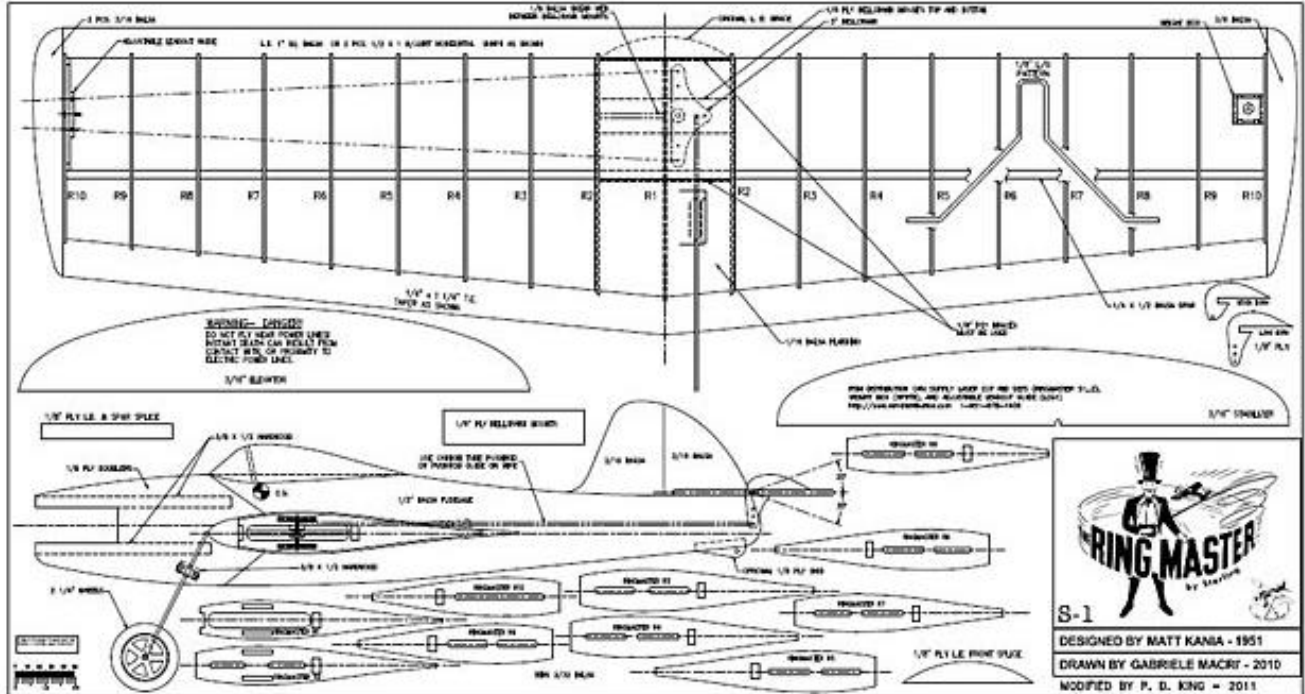


The Transition Years 1953, 1954 and 1955

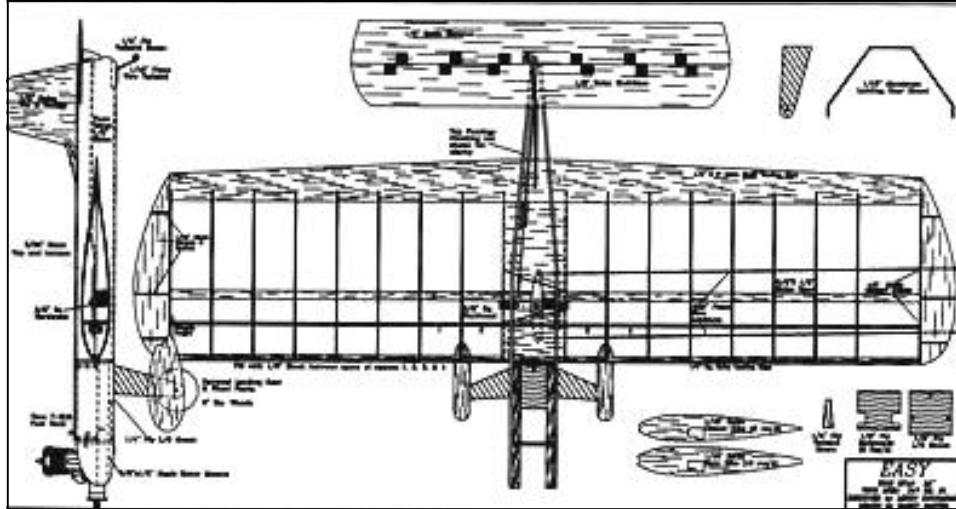
These were the transition years when combat began to come of age. In 1954 Shirley Austin won senior combat with a combat specific airplane designed by Bill Netzeband. The airplane was the "Half Fast". The following year Donald Smith, from San Bernadino California, won open combat using a Fox 35 powered "Half Fast". Second place went to Joseph Freeman of Phoenix, Arizona flying a Torpedo 35 powered Ringmaster. Jack O'Bleness, from California used a Torpedo 35 Consolidated Jubilee to finish third. The transition was on from stunt ships, with and without landing gear, to profile ships like the iconic Ringmaster and then to combat specific designs like the "Half Fast", Larry Scarinzi's "Greased Lighting" and Don Still's "NObody".



Consolidated Jubilee

The early to mid-fifties were an interesting time. The trend in stunt was to bigger airplanes with flaps like the Nobler, Smoothie etc while the trend in combat was to combat specific airplanes like the aforementioned Half Fast, Greased Lighting etc however it was not unusual to see airplanes like the Jubilee and Ringmaster entered in one or both events

It was still a time when, at least on a local level, many guys used the same design for both events. By the late fifties that was way less common.



The cad drawing above is Leroy Decharmes "Easy" while the photo below is a "Hotter N That" designed by Rudy Hegenrother and William Shrader. As was somewhat common practice in the early and mid 50s these airplanes were intended to be used for both stunt and combat.

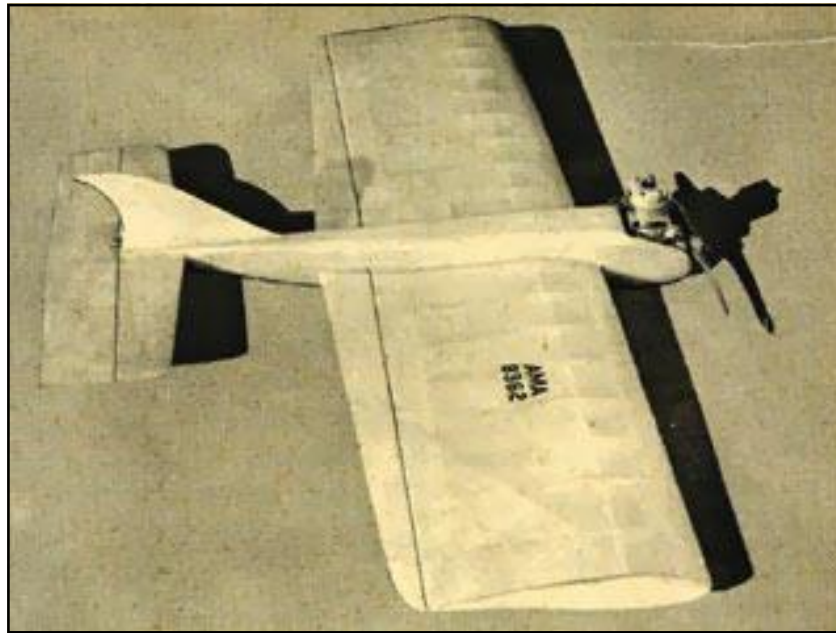
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Here's one more design that was used for both events:
Glenn Simpson's "Little Stinker" set up for combat above and for stunt below

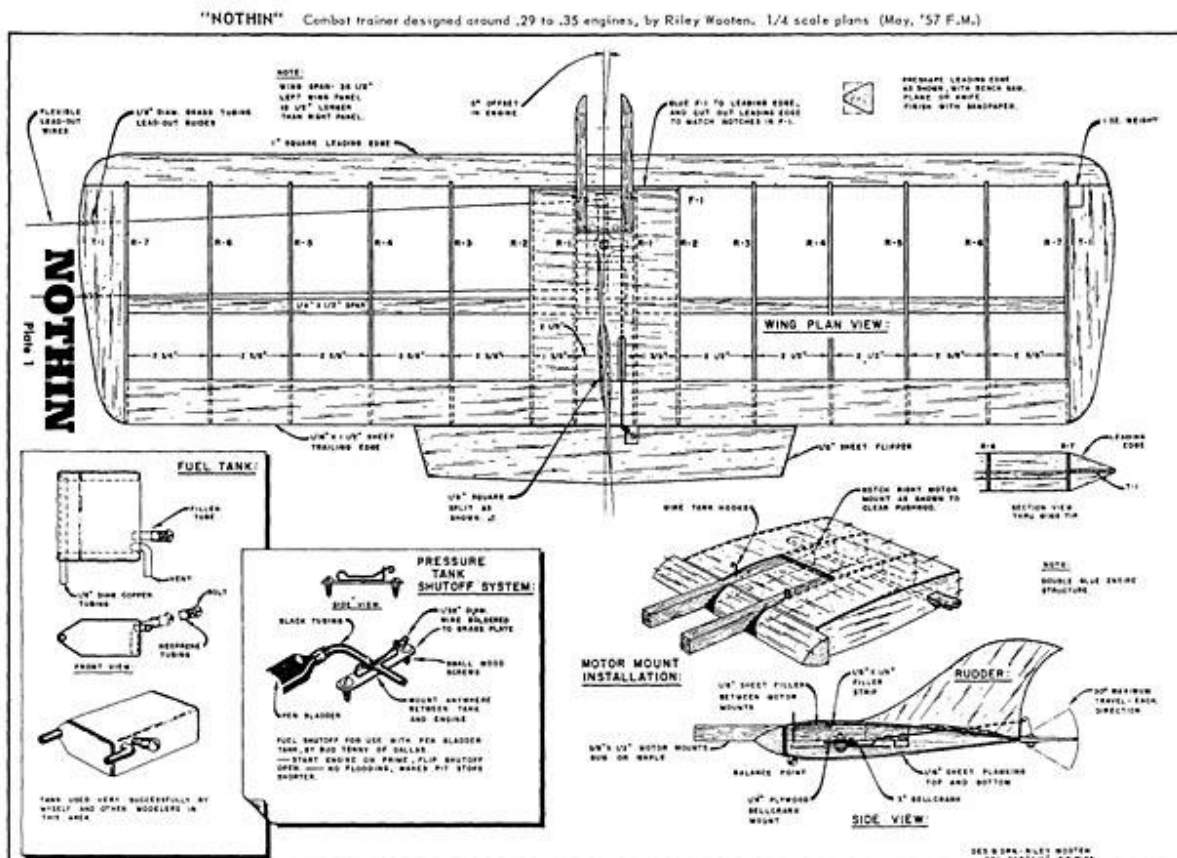




Above is Riley Wooten's Pirate- circa 1955

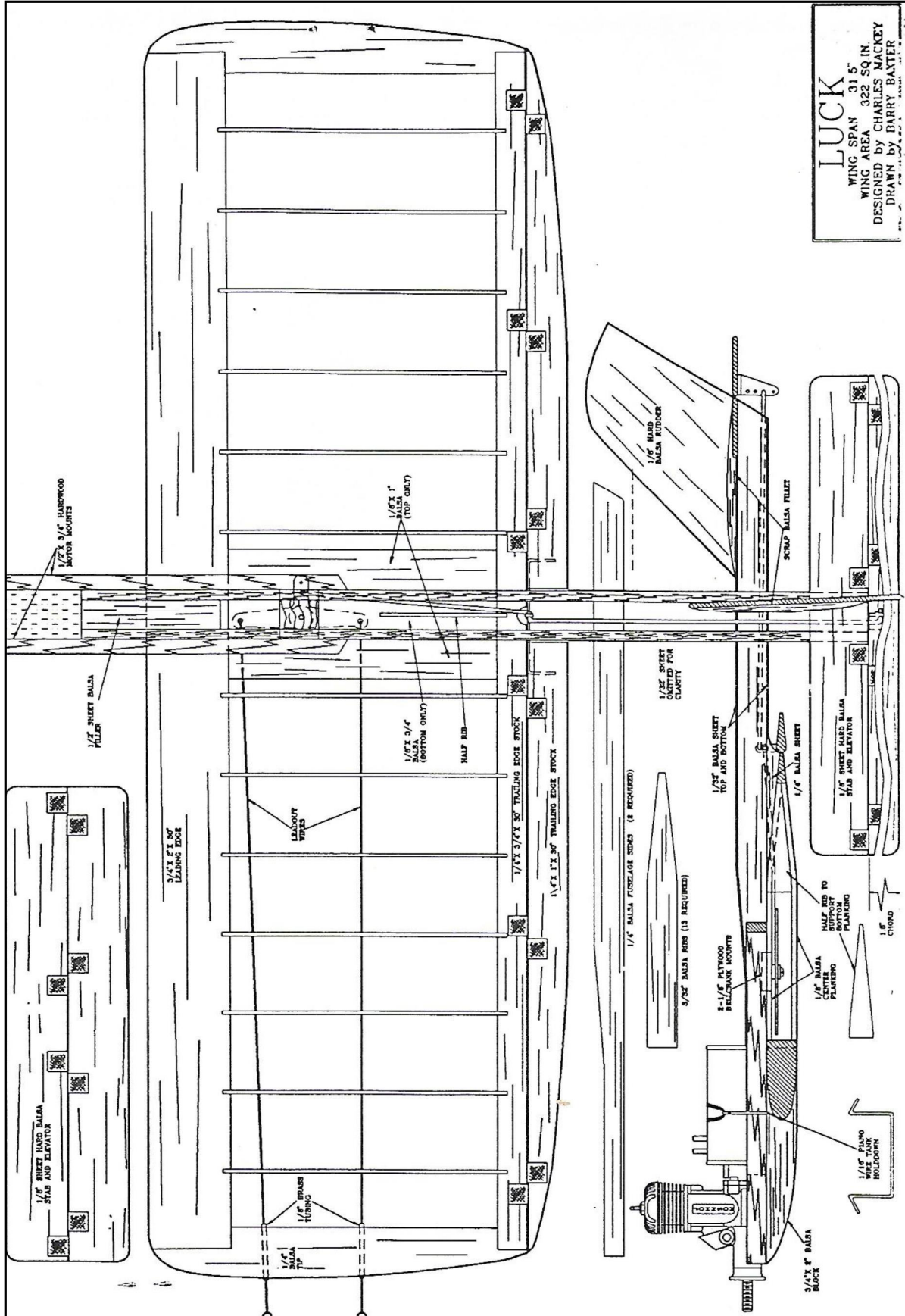
This airplane was, I believe, his first published design (notice the flaps)

By the next year Riley was on to the Nothin, Quicker, Whatzit and Voodoo which all featured the same wing construction and were really refinements of the same design



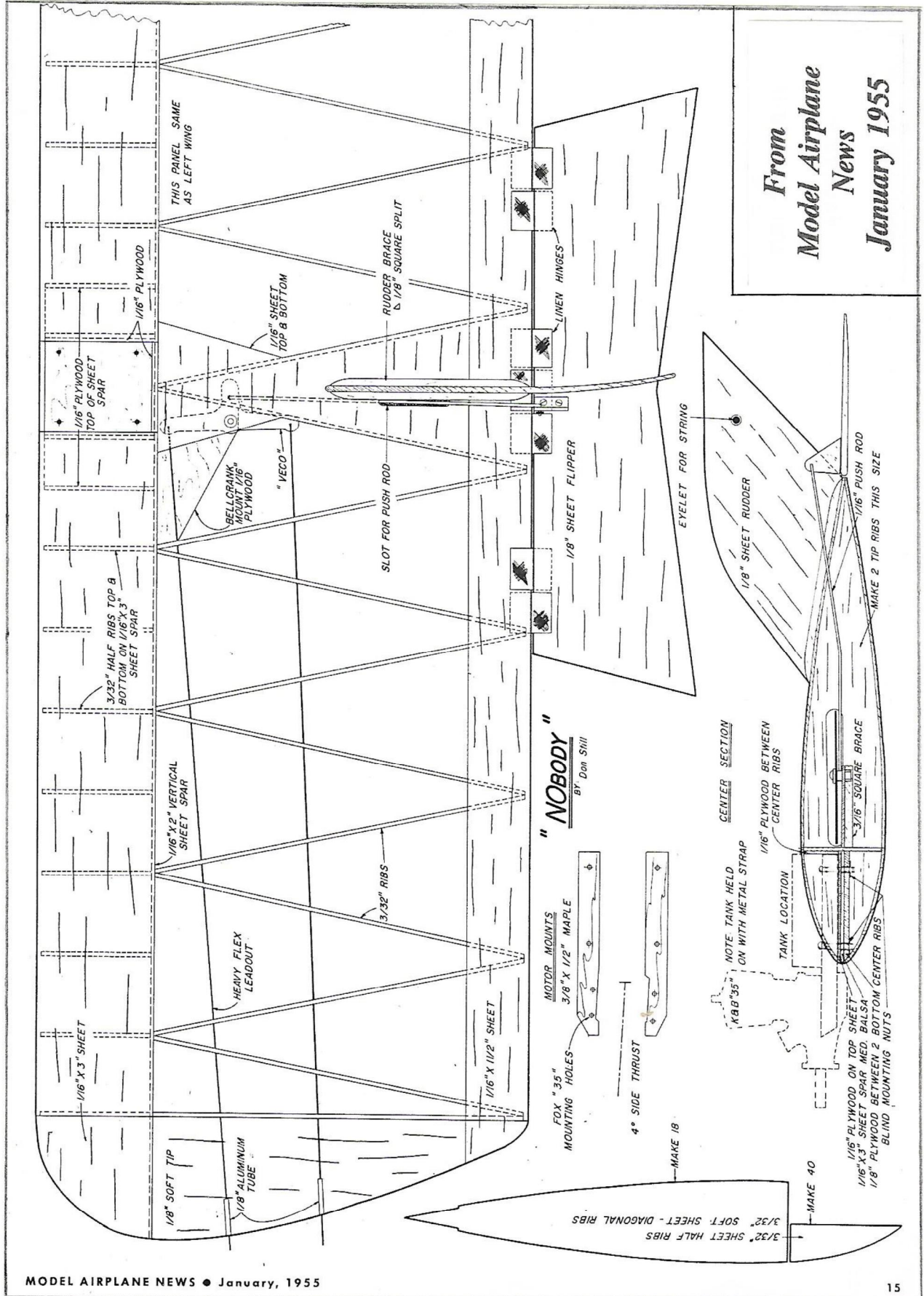
This is Charles Mackey's "Luck" which came along a little later in the 50s
 It is yet another combat design with wing flaps, a trend that was short lived

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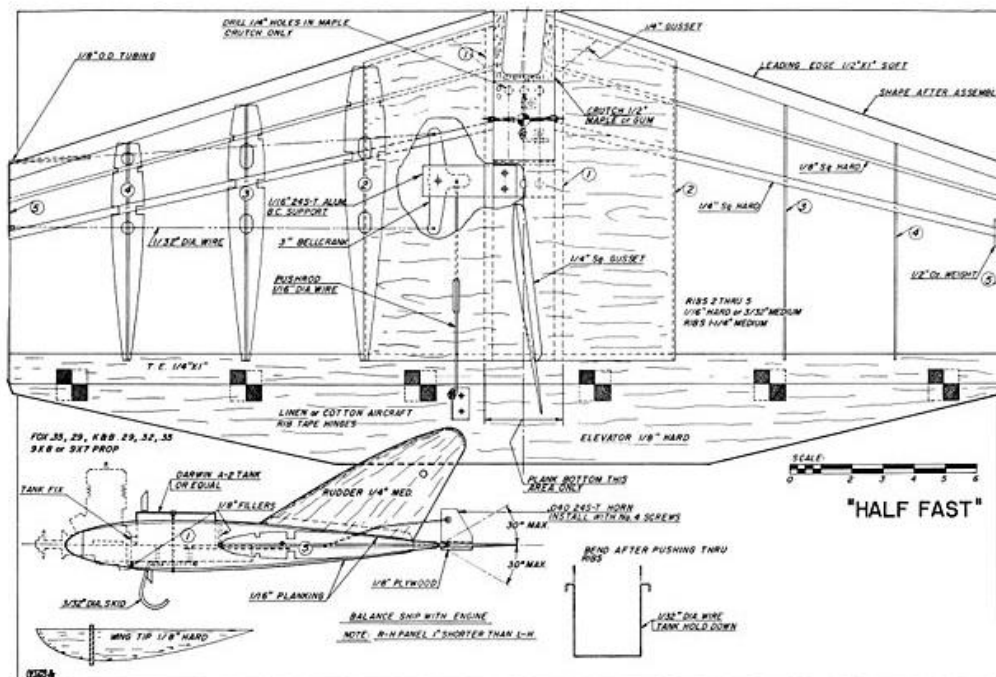


Don Still's "Nobody" - 1955

From
Model Airplane
News
January 1955



Bill Netzeband (Half Fast) and Larry Scarinzi (Greased Lighting) pioneered the use of the true flying wing approach in American combat . . . The modern F2D ship is today's example of that approach. There were a myriad of flying wing designs in subsequent years however the short coupled designs with longer rear moments took over by the early 1960's, this writer believes, in no small part due to the heavy .36 size engines. As the engines got heavier the rear moments got longer. Airplanes like the Quicker, Renegade and Hornet are the early examples . A few years later the engines were side mounted and a stabilator with twin booms was added (Oklahoma Twister, Voodoo, Swoop). Later, as the engines got heavier, yet again, the booms and later single boom got longer to offset the increased weight of the power plants. By the mid 1960's the flying wing approach fell out of favor on this side of the ocean. No one would argue that the performance of the modern F2D ship is outstanding and certainly demonstrates the refinement of the flying wing approach, however, the success of that approach was facilitated by the power to weight ratio of those remarkable light-weight .15 size engines



Full Size Plans for both airplanes available from: Barry Baxter 3929 Greenleaf Drive Brea, CA

