

Burton Goldsmith
third place
1959 Senior National Combat
Las Alamitos, CA

When I was four years old, my father brought a rubber powered cabin model airplane. We flew it to destruction and from then on I was hooked. It was build any airplane I could from paper to wood.

We then moved to Upper Michigan, and model building was slowed down and replaced with fishing, hunting and skiing.

The next move was to California and I discovered Strombecker, Comet and Veco and all the various models that were available. Much time was spent building and flying rubber powered models and then later Veco free flight models. Free flight power was an originally OK Cub .049.

A friend at school got me started into control line around 1954. More power was needed so a Wasp .049 was the engine of choice for control line flying. Many Scientific balsa logs were broken while I learned control line flying. Free flight engines became OK Cub or Cox Babe Bee.

A local club sponsored a 1/2 combat contest, so out came the wasp on a Veco Scout. Consequently I got my clock cleaned by Babe Bee(Thermal Hopper cylinders) powered balsa slabs. Wow, that was a lot of fun.

Next came the acquisition of two McCoy .19s. One was new and one was a Racing Red-head. They ended up on home designed and built flying wings. They were fast enough to fly on 60 ft. lines and I was ready for more combat

I joined a local club, the Pasadena Prop Twisters, and they were going to put on a combat contest. I was ready, but before the contest , my hot racing redhead McCoy blew a crankshaft, and I entered anyway with the standard .19.

A group from the Lynwood Skywolves showed up with Torp. .35 Powered Wingmasters. My clock was cleaned again. After that contest, Sebre Hayes, one of the adult club members gave a used McCoy .35, I built a Midwest Omega. Wow! That lasted for a few months until I came against a flier with a Quicker.

The next thing that came along was Flite Streak with a Johnson .35. Now I was competitive with anyone. All of this happened during 1955 through late 1957. Along the

way was a slew of broken or worn out OK Cubs, Cox, McCoy, Fox , Veco and Spitfire engines. I also did rat racing at the same time and that took it its toll on engines.

In 1958 and 1959 there were combat contests put on by the Orange County Thunderbugs, Lynwood Skywolves, Pasadena Aero Aces and the Pasadena Prop Twisters, so I got a lot of competitive combat experience. The Nationals in 1959 were being held at the Las Alamitos Naval Air Station, Almost in my back yard.

At the Nationals, My old Johnson blew the top end off and that cost me the match that would have led to a first place. Jack Garcia of Dynamic Models did quick rebuild and I used that engine on my well used Flite Streak to take third place.

I still am active today will fly combat with anyone. I do not fly F2D because of the rules and cost.

I have always opted for maneuverability over speed and my flying style reflects that. It has been called different, but it results in many top three finishes.

This is a long bio, but I have been flying combat for 61+ years. Tried to keep it short.