

LANZO 1940 NATS STICK WINNER

Designed by: Chet Lanzo
Redrawn by: Phil Bernhardt
Text by: Bill Northrop



Phil McCary holds his Lanzo Stick job in launching attitude. A 4-1/2 foot wingspan justifies that huge, paddle-bladed prop.



How's that for a flying site!? Big ship deserves big space. It's the flats outside of Las Vegas, Nevada, during a recent O.T. session.

● Chet Lanzo's Nationals Stick Winner was originally published in the December 1940 issue of *Air Trails*. In those days, the average rubber stick job weighed about 8 ounces on 200 square inches of wing area. Chet's 300 inch model weighed only 9¼ ounces, providing a lighter wing loading and improved performance.

Typical of Cleveland area models of the time... and of Chet's designs... the wing featured multi-spar construction. Whether he had it in mind or not, the turbulator effect of the three top spars no doubt contributed considerably

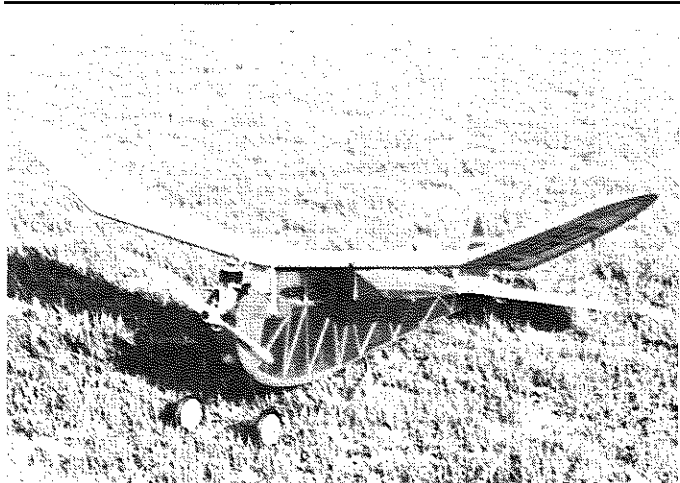
to the excellent glide capability. The ship is one of a select few old-timers which has bridged the gap of time... it is very effective in today's Unlimited Rubber event.

The Lanzo Stick model in the photos belongs to Phil McCary, Beverly Hills, California, a member of the SCIFS (Southern California Ignition Flyers). While the original model featured an auto-rudder to obtain a circling glide, Phil quite naturally installed a kick-up stab D/T. His other modification is a 20 inch diameter, 31 inch pitch propel-

ler. The original 19½ inch prop is shown on the drawing.

Phil also installed a short wire skid on the nose and lined the subfin with 1/16 wire to protect the model on D/T landings.

Jim Noonan, 7454 W. Thurston Circle, Milwaukee, Wisconsin 53218 carries many old timer supplies, including 5/32 square balsa for the longerons. It's not too unlikely, however, to use 3/16 square, with 1/8 x 3/16 uprights and cross pieces. If you're worried about weight, round off the longerons. ●



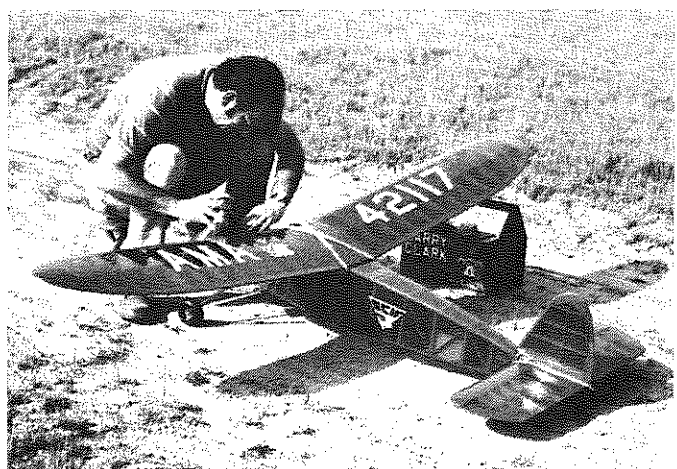
Another Jerry Brofman design, the "Spectre". This one built by SCAMPS club member Hugo Lung.

get the tail skid of his Playboy firmly on the ground, the downthrust would tip the model over on the long takeoff. Loser by two seconds (!), Harold Mungler took second with a Playboy, making the event a clean sweep for this type design.

Of course, if it isn't a Ranger winning Class A, then it is a Stratostreak. This

one dominated the event with Mike Fedor and Rudy Kluber finishing first and second respectively. However, Rudy gained a measure of revenge by topping Lee Webster in Class B by thirty seconds. Guess Rudy wasn't watching the mechanic!

George Perryman's granddaughter, Stephanie, (June '74 cover), showed the



Larry Clark fuels up his well flown Miss America. Photo doesn't do the model justice. It's beautiful!

way to go again by winning the Junior-Senior Rubber event. You should have seen the little cutie give Bob Elman a kiss when he presented the first place trophy to her! George was just busting his buttons. Didn't seem to matter that "Gorgeous Gawge" won a first and second. George may have his work cut out

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