

15. Nels-Olov Gistavsson with a 1938 Magnusson Wakefield design.



14. Fred Wolfe, SAM 29, with his new Scientific Mercury.

polished T2024 aircraft aluminum, coated for corrosion protection, and anodized to match the finish of the aircraft.

2. Trailing edges are a giveaway.

Hacker: They are square and over 1/8-inch thick.

Builder: Nicely rounded.

Expert: Feather edge.

Master: Uses the trailing edge to shave.

3. How is the covering applied?

Hacker: Looks like the entire Eighth Army has slept on it for a week.

Builder: Looks like it's been slept with one night.

Expert: Looks like a freshly made bed.

Master: Looks like a bed made up by a drill sergeant at boot camp.

4. How good is the finish?

Hacker: Raw wood.

Builder: Model airplane dope, two coats, sanded.

Expert: Sanding sealer, five coats of urethane paint, each coat sanded. Hours of work with rubbing compound and wax.

Master: Impossible to tell how it was done, but it looks like it was carved from a block of solid plastic.

5. Study the framework carefully:

Hacker: Hard to tell it's an airplane.

Builder: Reasonably straight and true.

Expert: Joints have no gaps, no warps, corners gusseted, looks like it was carved from a single piece of balsa.

Master: It was carved from a single piece of balsa.

6. Ask what shop equipment they have:

Hacker: One old knife.

Builder: Knife, supply of blades, Dremel tool, small tool box of other stuff.

Expert: 14 acres of shop, drill press, lathe, milling machine, walnut machinist's tool chest full of precision measuring devices, eight knives of different sizes with every blade ever made, three roll-about tool chests of miscellaneous tools.

Master: One old knife and a sharpening stone.

7. What do they model?

Hacker: It's hard to tell just what it is.

Builder: WWI biplanes.

Expert: Anything with elaborate detail or impossible surface finish and markings, scale operating engines, retracts, and wind-shield wipers. All instruments work.



16. Roy Hutchinson, Vancouver, shown here with his excellent-flying Buzzard Bombshell or floats.

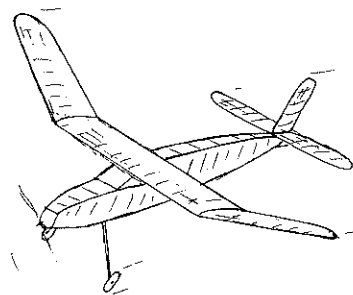
Old Timer of the Month

The Duplex

Design by: Chet Lanzo

Plan by: John Blair

Text by: Bill Northrop



• The "Duplex" was a featured construction article in the September 1937 *Air Trails* magazine. The model was designed by Chet Lanzo for the 1936 weight rules (one ounce per 50 sq. in.). Fuselage construction was 5/64 inch (!) square balsa. The construction article recommends (and I concur) that the model be built to the 1937 rules (three ounces per 100 sq. in.). This is accomplished by using 3/32 hard balsa for the fuselage construction, adding wing ribs, and adding rubber. . . up to 36 strands of 1/8 in. . . to bring flying weight to six

ounces. Of course, we wouldn't try to use that much of today's hotter rubber; would we?

Under the 1936 rules, the "Duplex" held two National records: 48 minutes, 45 seconds as a fuselage model and 18 minutes, 10 seconds as a stick model.

Editor's Note: Is there doubt in anyone's mind, that Chet Lanzo's designs were the inspiration for some famous competition models that came from the same area of the country several years later?

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