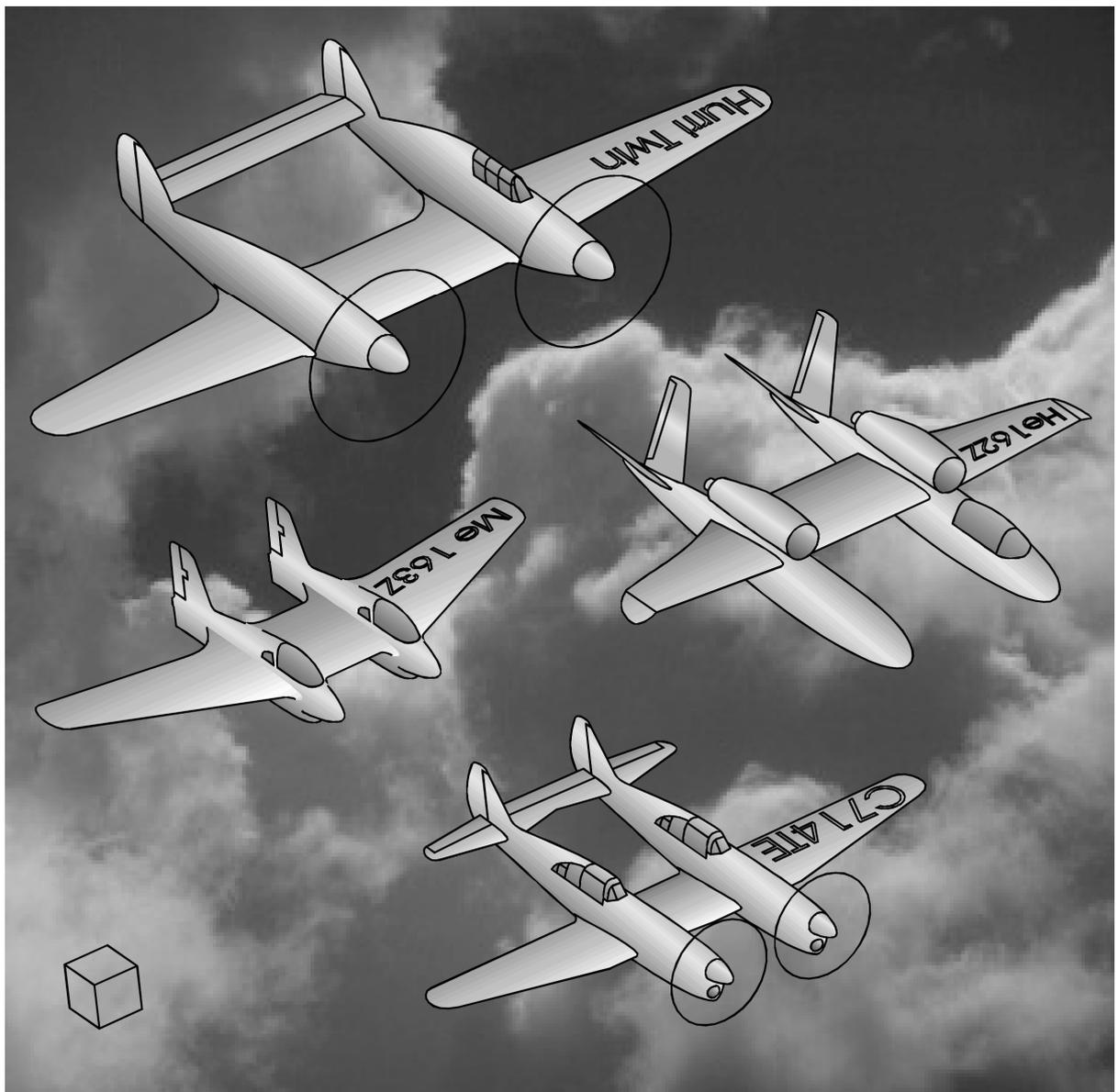


X. Toff

**SUPPLEMENT TO THE BOOK
"FORKED GHOSTS"**

**(Twin-boom aircraft projects designed
between 1939 and 1945)**



Christophe Meunier, November 2002
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Abstract

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For my tender wife Emelyn

NEW THANKS

Many thanks to: **Paul Begbie, Linzi Mumford, Igor Shestakov, Justo Miranda, Tom Zuidwegt, Alvis Petrie, Ken Steacy, Mark Fordham, Steven Brooks, Brian Baker, Lee Bagnall, Stephen Wearmouth, Tres Whright, Martin Higgs, Ferdinando d'Amico, Bill Gunston.**

and French-speaking ones: Max Siquini, Michel Labidoire, Jean-Noël Violette, Christian-Jacques Ehrengardt, Jean Delmas, Nicolas Pug, Jean-Christophe Carbonel,.

This leaflet is an addition to the book "Forked Ghosts" (achieved in 1998, published in 2000). Many comments had been received after the publishing of that

one, and Internet gave further information, leading to this update 2002, illustrating 72 new projects.

Almost 7 years after its publication, it is not sold anymore, and it is now put in line for free access, with a few **corrections**:

- the English translation is separated, to have English text and pictures on the same pages;
- mention of page numbers in the published version of "Forked Ghosts" have been removed, because this version of the book is not available anymore (the in line free version has different page numbers);
- the text is modified in several sentences, to ease page presentation;
- the paragraph talking of the "twin-boom" definition now gives the link to a new analysis of this author, much enriched and all devoted to that subject;
- mistakes in names or drawings have not been corrected to keep logic corrections in further books.

The whole **serial** of "Forked Ghosts (twin-boom aircraft projects designed between 1939 and 1945)" has in 2009 five elements:

- 0- Forked Ghosts (free book) "sky-drawings, about 3 by 3"
- 1- *Supplement to Forked Ghosts* (free book) "sky-drawings, about 3 by 3"
- 2- The end of Forked Ghosts (free book) "sky-drawings, about 20 by 20"
- 3- Last Update to Forked Ghosts (free site) "miscellaneous sources"
- 4- Other fictional Forked Ghosts (links) "miscellaneous drawings"

The books may be downloaded at:

http://cmeunier.chez-alice.fr/Free_EoFG_MV.htm

At this address are given the links to the last 2 elements, not finished – the latter is a collection of pages in the What-if modellers forum, requiring (free) registration to see the pictures.

One of the reproaches to this Supplement (published as "Supplement Nr 1") was the fault of mixing **dream and reality**, or more precisely anachronism in joining:

- projects actually designed between 1939 and 1945
- later dreams imagined as dated 1939-45

The answer, given here, is that their names are given differently: if the project Lockheed P-3800 of 1940 has been the basis, in Mr Smith' mind 1990, of the project P-3800Z declared "1941 design", they are mentioned as Lockheed P-3800 and Lockheed/Smith P-3800Z. In the initial Forked Ghosts, the B-29Z and Bv 426 should have been written with "/Nomura", and in this Supplement, the D-3805 is here corrected with "/Pug" (faking revealed after publication). In the later book "The end of...", this is completely separated in different sections. On the site "Last Update..." only the non anachronistic part is included, the modern-dream-of-then being sent to "Other fictional...".

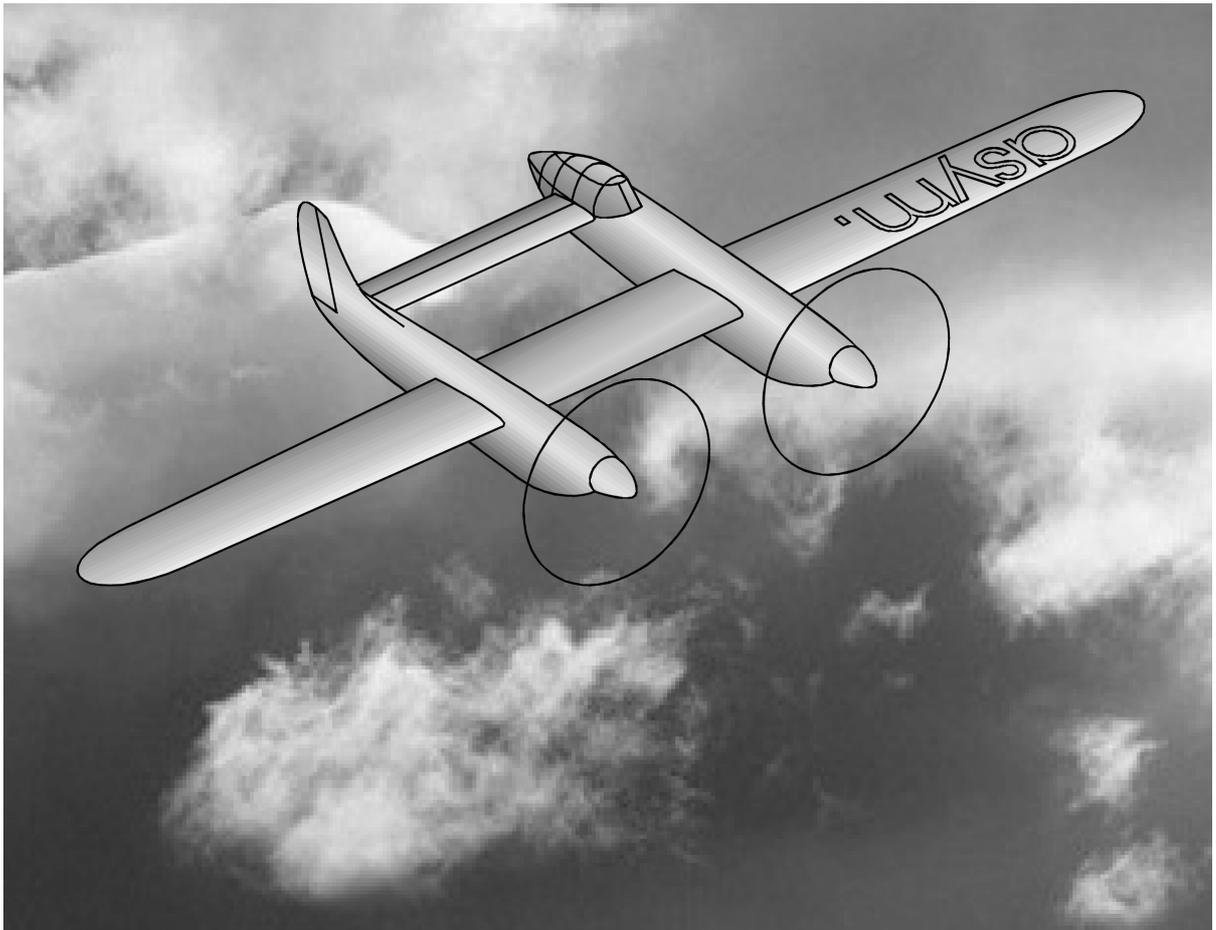
VISUAL UPDATE

Several readers have brought to our attention omissions in the first edition of Forked Ghosts, even if they appreciated to discover many unknown aircraft. These suggestions help to complete the work and therefore should be published.

Four years of research into books, and on the Internet, also brought many discoveries, even if the expected book devoted to Payen aircraft is not yet published (Mr Roland Payen has passed away in 2004 aged 90, without a health good enough to check through the book which he would have been a cosignatory).

A mysterious case

The most amazing news (in the list of twin-boom aircraft projects designed between 1939 and 1945) is shown here. This is an asymmetric airplane, a two seater with rear view, like the contemporary Bv 141, but using a twin-boom shape... Such a peculiar silhouette is striking, though only one book (almost impossible to find) described it... The name, the designer, and the size of this British aircraft are unknown. Its design date is also a mystery, it is just known as "somewhere in the 1938-1942 window", and it would be a bad luck if it is precisely 1938, this would exclude it from the book.



Asymmetric "?"

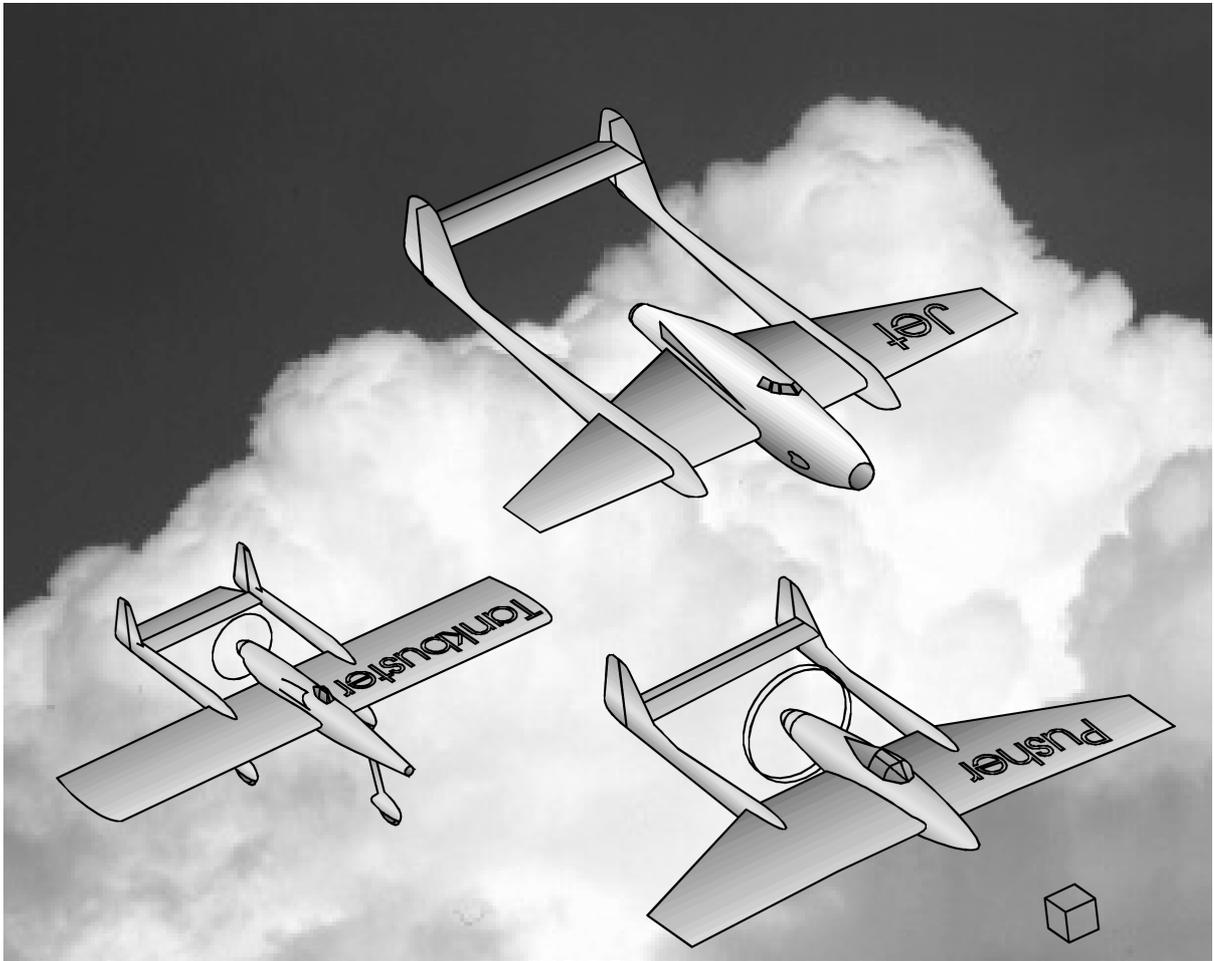
Martin Baker projects

The Martin Baker Tankbuster, recently presented as a plastic model kit by Unicraft in Ukraine (on Internet: <http://www.geocities.com/uni1ua/bigph/tbust.jpg> and [tbuster.jpg](http://www.geocities.com/uni1ua/bigph/tbuster.jpg)), needed of course to be included in our book, even if its story remains poorly known. This oversight is remedied here.

The design bureau that created this one also produced two other twin-boomers, during the same period. The first is a light pusher aircraft with twin propellers. Its name is no longer known. It might have been also designed as a push-pull twin engine model.

Other Martin Baker creation: a twin-jet, resembling a Vampire somehow (project E6/41). The main difference was its air intake in the nose, like on the BMW TL III.

On the illustration of these three Martin Baker projects, the scale can be taken from the "flying" cube whose sides measure one meter (3.5 ft).



Tankbuster, "twin-boom pusher", experimental twin-jet

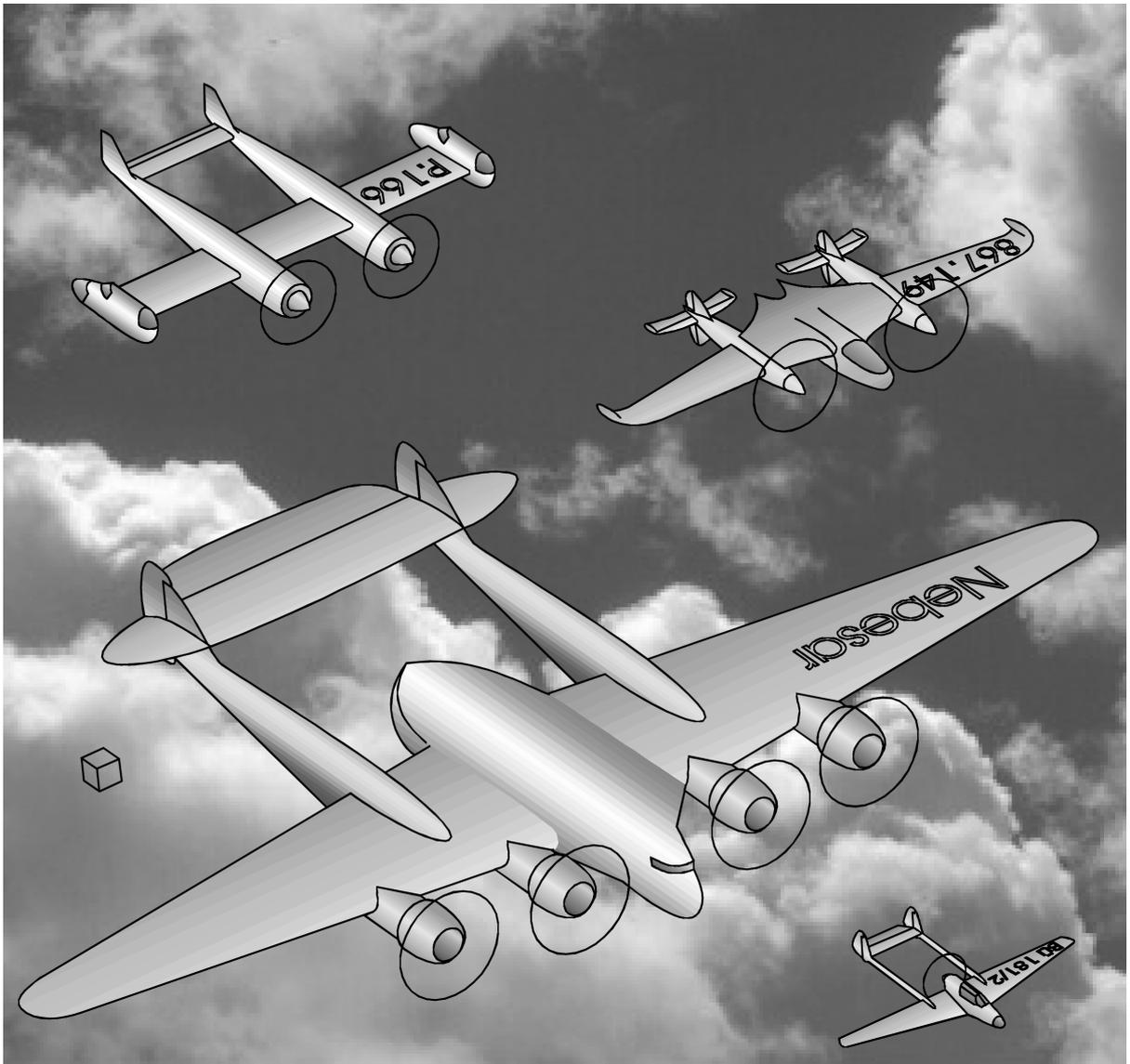
Various discoveries

Found in an old news article, the Howard Nebesar cargo plane had an unconventional shape, with a thick wing partly used as a hold. This configuration is difficult to classify, falling as it does between twin-boomers with a lifting fuselage and twin-boomers using a central pod with rear door.

Another oddity: the project Blohm und Voss P.166 featured a twin-fuselage shape with cockpits at the wingtips. So the two fuselages included no room for the crew, similar to the hypothetical P.125 in the main book.

The 867.149 Patent of Jean Charpentier was also outstanding, with its futurist shape. Its design resulted from its weapon carrying capacity.

On the contrary, the project Bücker Bü 181/II, which should have replaced the famous light Bü 181 Bestmann, had little odd about it at all. It was simply a pusher twin-boom aircraft, with following benefits: good forward view, easy access, etc.



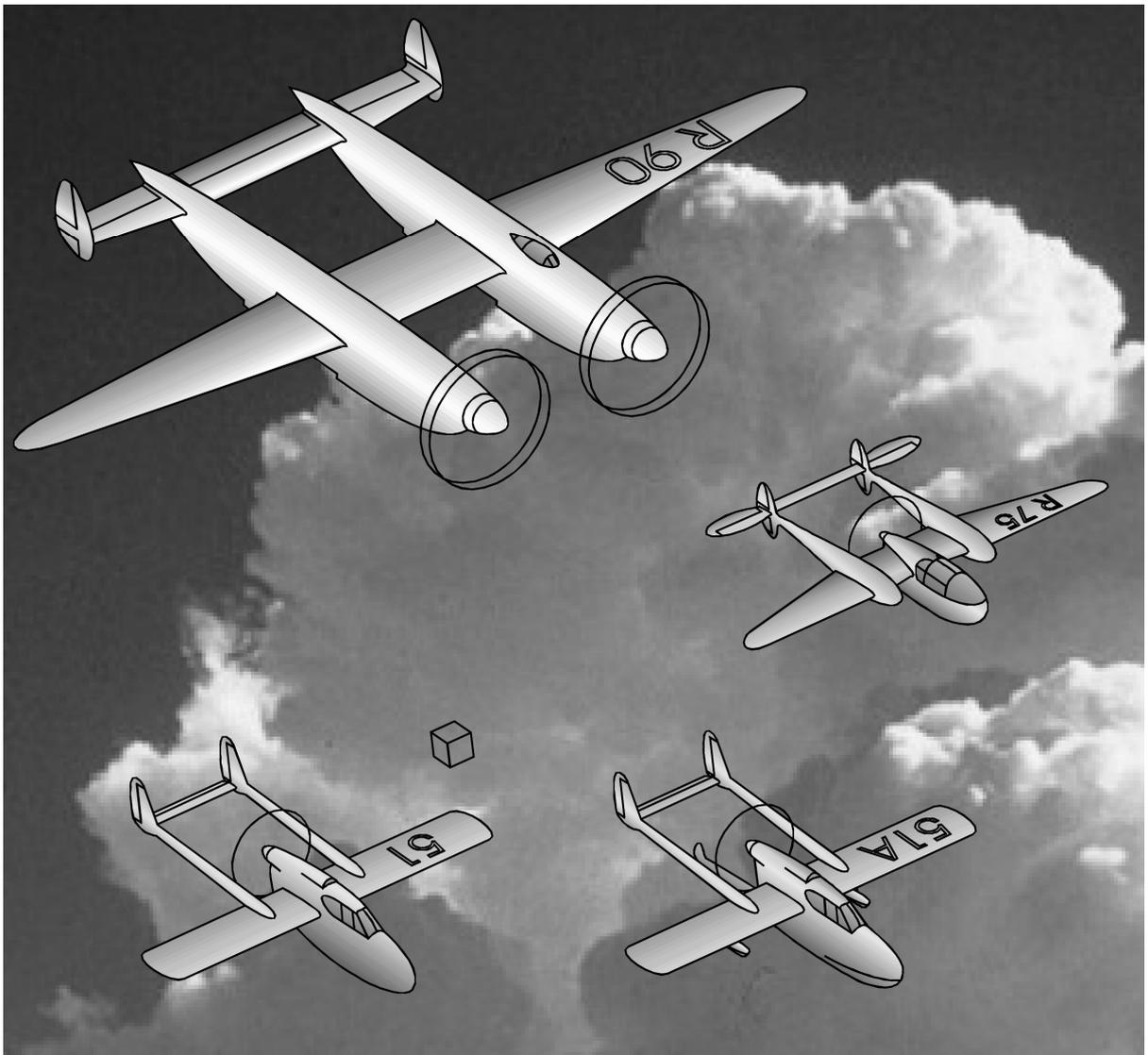
Nebesar, P.166, Patent 867.149, Bü 181/II

Flying boats and others

We must add 2 little known prototypes: the Bendix 51 and 51A, their photograph is featured on Internet. The latter was an amphibious derivative from the former, both being dated 1945. This little flying boat, never mass-produced, introduced the nice Nardi Riviera of years later.

Other related projects: the CAPRA R 90 and Matra R 75. The first looked like a civilian R 100.

Concerning the R 90, it has been mentioned as a twin-fuselage derivative, 4-engined, of the R 80 flying boat. Without propellers at sufficient height, these R 80/90 would have catapulted off ships, and would have moved, after coming back to the water, using a small marine propeller, located at the rear of fuselage(s). Unbelievable, but true. A little later, the CAPRA society (Compagnie Anonyme de Productions et Réalisations Aéronautiques) became Matra (Mécanique Aviation TRAction), that is the only link between these R 75 and R 90...

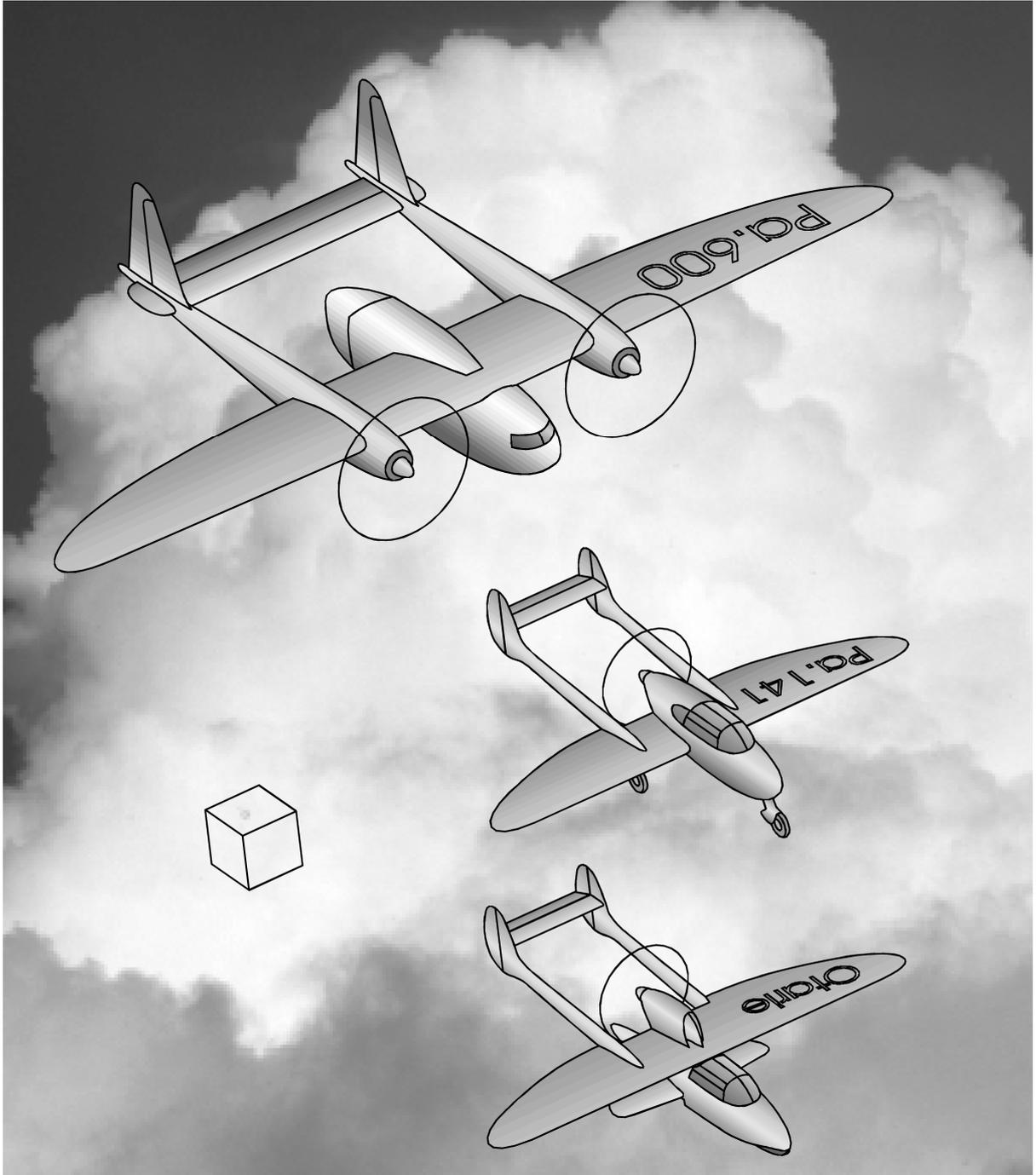


Capra-Matra R 75 & R 90, Bendix 51 & 51A

A few "Payen"...

Some corrections and additions, concerning Payen projects, have been possible here.

Firstly, the "Pa.42/1" was actually the initial model for the Pa.600, and its illustration is corrected here. As well, the speculative illustration for the Pa.150 Otarie must be changed completely, and we are now able to add its land fore-father, the Pa.141. Waiting for more...



Payen Pa.600, Pa.141, Pa.150 Otarie

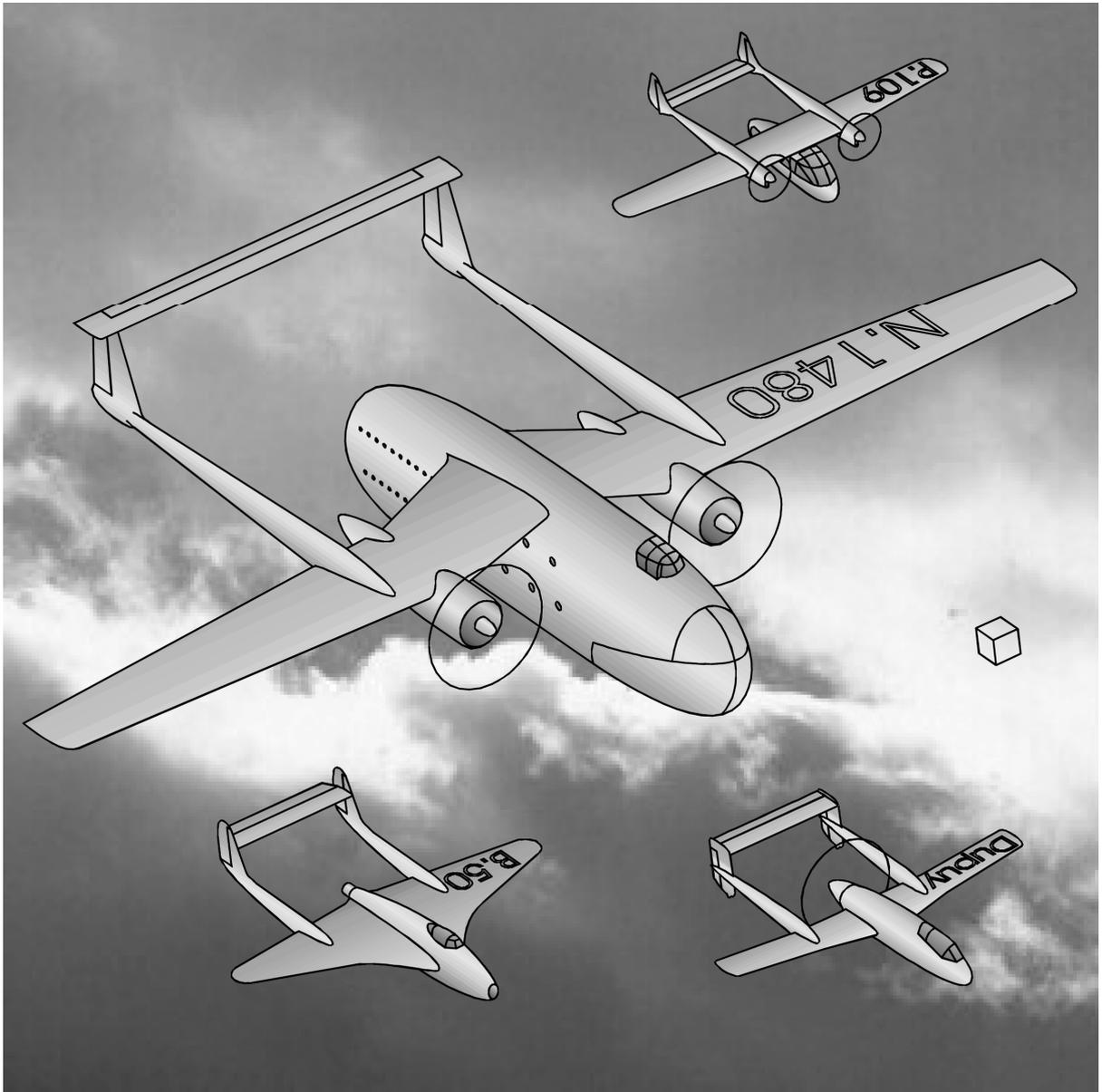
A date issue

Some late projects are confirmed as designed before 1946, the Portsmouth Aerocar is one of them (first sketches in 1942, final cancellation in 1950). This was not a flying car but a simple aircraft "as easy to use as a car", and its first name was Project 109. Three types were scheduled, in 1945: the Aerocar Major, Minor and Junior, with 5 or 6 seats and different engines.

Other aircraft in this range: the dubious SNCAN/Avi-Mag N.1480 that would be dated 1943 (between N.1400 Noroit and N.1500 Noréclair), long before the N.2500 Noratlas of 1948 (more logically twin-boom with rear door and engine-booms).

Surprisingly, inside the book *British secret projects since 1950*, was a twin-boomer of 1945: the jet-powered Blackburn B.50. Both versions of it were rejected...

The carrierborne single-seater Dupuy, forerunner of the Narval, can also be illustrated, provisionally – discarding probable late additions.

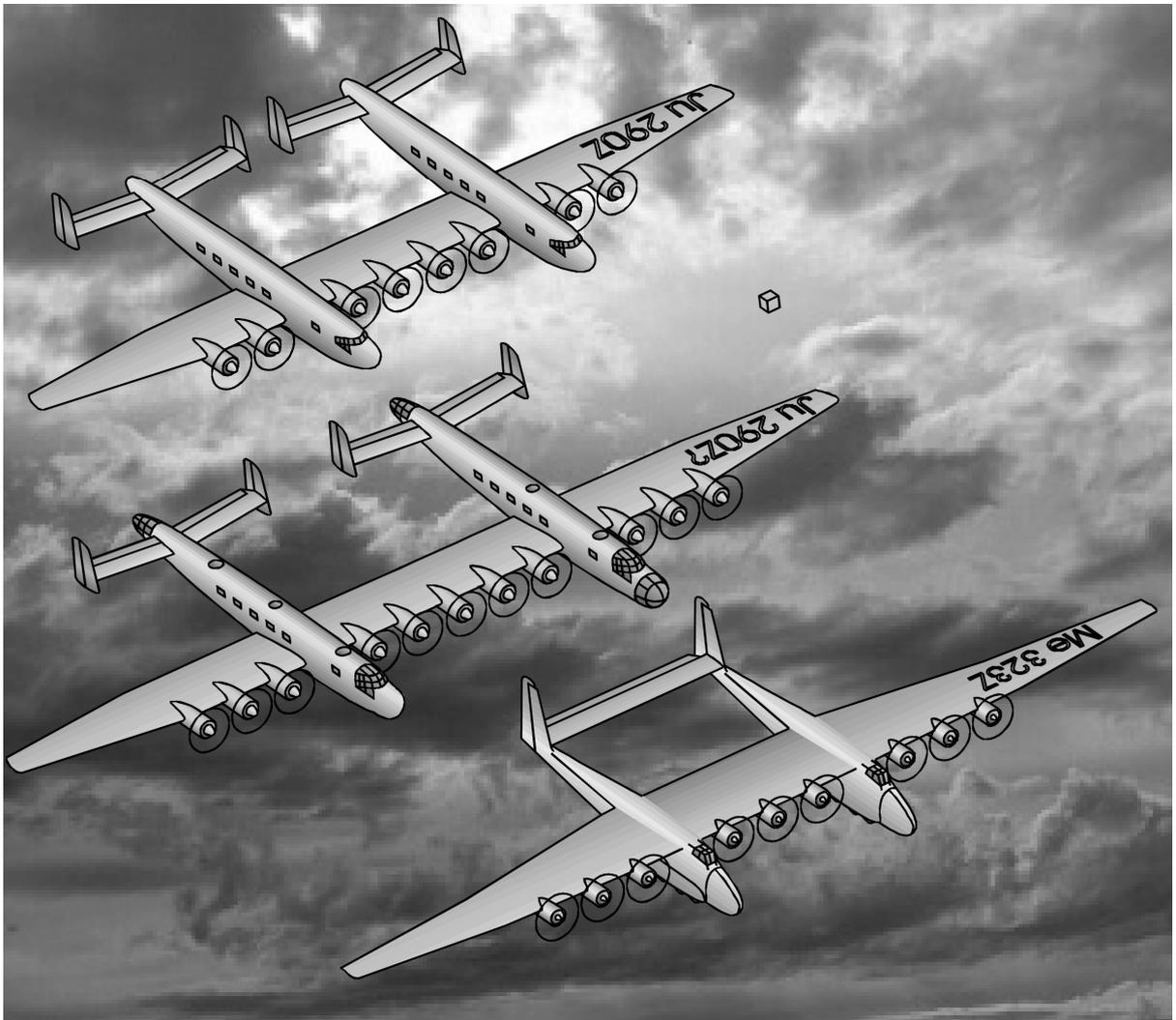


Portsmouth P.109, Nord 1480, Blackburn B.50, Dupuy single-seater

New Zwillings...

Many twin-planes have been forgotten in our first overview. The first one is the Junkers 290 Z, twinning of the 4-engined Ju 290. Several sources show this one on the Internet now. A long range derivative appeared in the Luftwaffe 1946 books, we called it Junkers/Nomura Ju 290Z (?).

The huge Messerschmitt 323 Z Gigant Zwilling is more dubious. In the family of the big Me 321 glider, the 6-engined Me 323 was in itself hardly feasible, but doubling this one would have really produced a monster. This huge twin-fuselage aircraft was mentioned on the Internet, in a quiz, asking how many engines it had, the answer being 9. We know nothing more about it, and our drawing is provisional: the actual project, if it did exist, could have used two separate tails, and only one cockpit...



Ju 290 Z, Ju 290Z (?), Me 323 Z