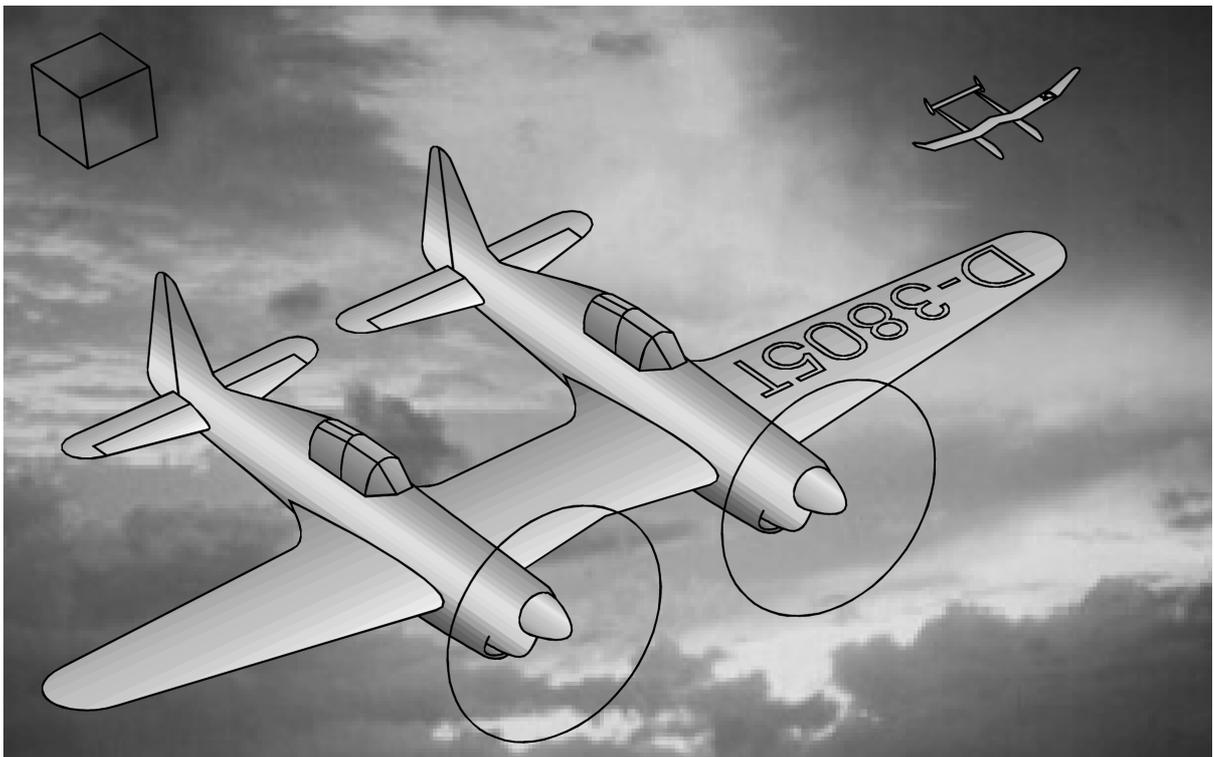


The Winkler and the Morane

Another difficult case is the Winkler Doppelrumpf. It came from the double transformation of classical, single-fuselage, pilotless gliders. But was this a genuine project or far more than that? Of course, it was only a small model, with a span less than 10 ft, but it could fly and so it was an airplane and deserves to be mentioned. But this toy could have been produced in great numbers, and thus it would fall outside of our scope. However we know only one copy of it, built in 1941...

Concerning the F+W Emmens/Pug D-3805T, double conversion of the D-3801, itself coming from the Morane-Saulnier MS-406, doubt was the right attitude. Its photographs, "proving" that it did exist, have been created simply for humorous purposes on a modern computer. But it has been presented as a prototype from the years 39-45, and this is our subject, at least as well as the old cartoons from Luftwaffe 1946 (Twin-Fortress and Bv 426)... Anyway, (it was explained that) the reconnaissance aircraft D-3805T was designed as a twin-boomer for one special reason - the view the observer enjoyed in his free fuselage was very good, even in mountainous areas.



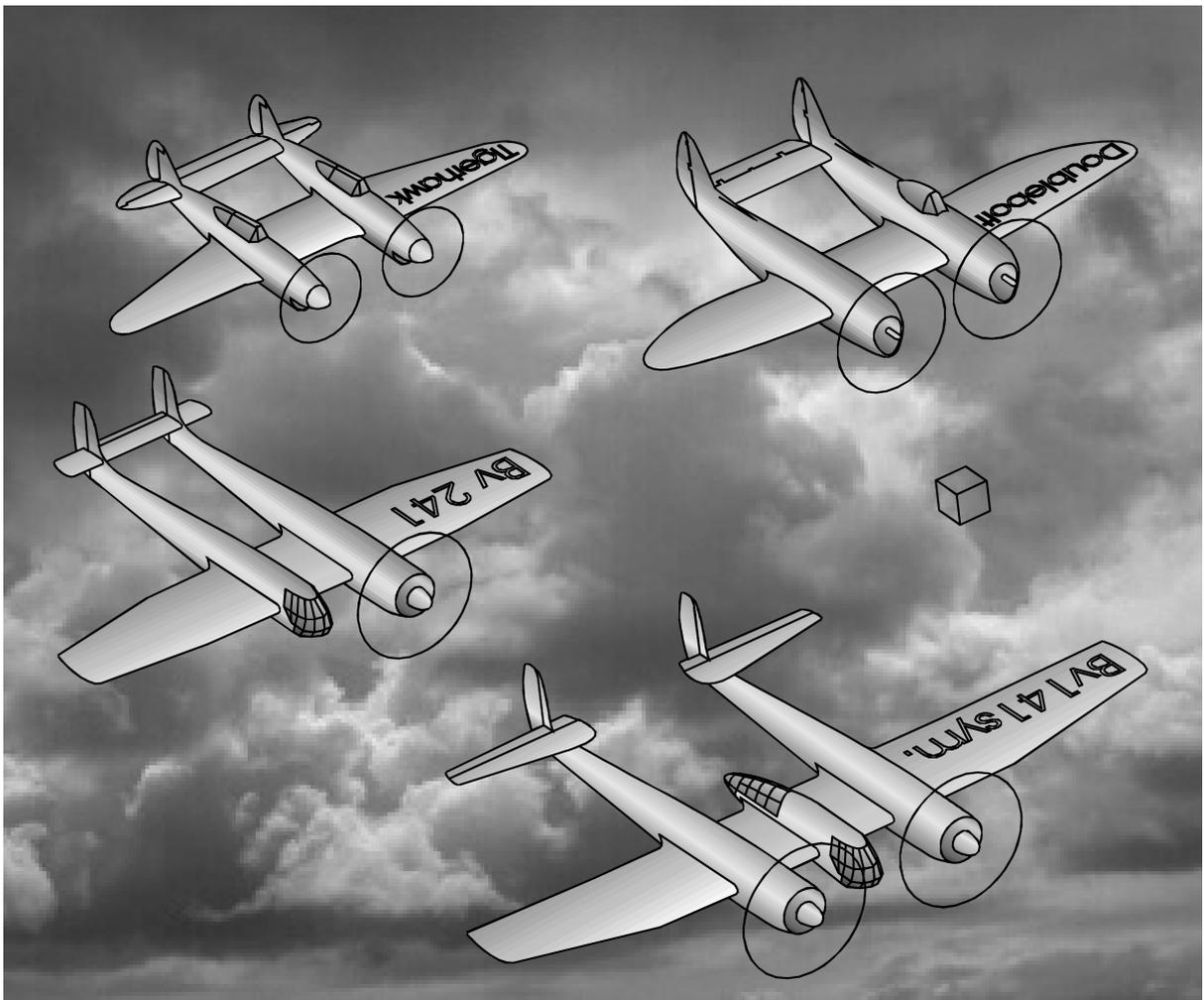
F+W D-3805T, Winkler Doppelrumpf

Going towards inventions...

One can still admire designs which were in reality purely artistic creations. In the World War II 1946 cartoon, there is one such double P-40, the Curtiss/Nomura Twin-Tigerhawk, presented as a local work from wrecks.

The Blohm und Voss/Shestakov Bv 241 belongs to the same family, coming from a photograph faking in a "What if?" collection. It would be a genuine twin-boom shape for the Bv 141, famous asymmetric aircraft. And this is not completely unreal: the patent number 685 480 of Richard Vogt, concerning asymmetrical shapes in aviation, included this silhouette, before 1939, as well as the one that would be chosen for the Bv 141... And on the same Internet site (<http://www.geocities.com/asymmetrics>), there is also the realistically drawn "hypothetical symmetric" Bv 141, from Blohm und Voss/Shestakov.

Then, with the Republic/Gifford P-47 Doublebolt, we come to creative models. Twinning two famous aircraft (Thunderbolt here) creates a very nice twin-plane. As our review was more imaginative than realistic, preferring conceptual projects rather than historic carcasses with machine-guns, we should continue our "logic" and present such inventions...



P-40 Twin Tigerhawk, P-47 Doublebolt, Bv 241, symmetric Bv 141

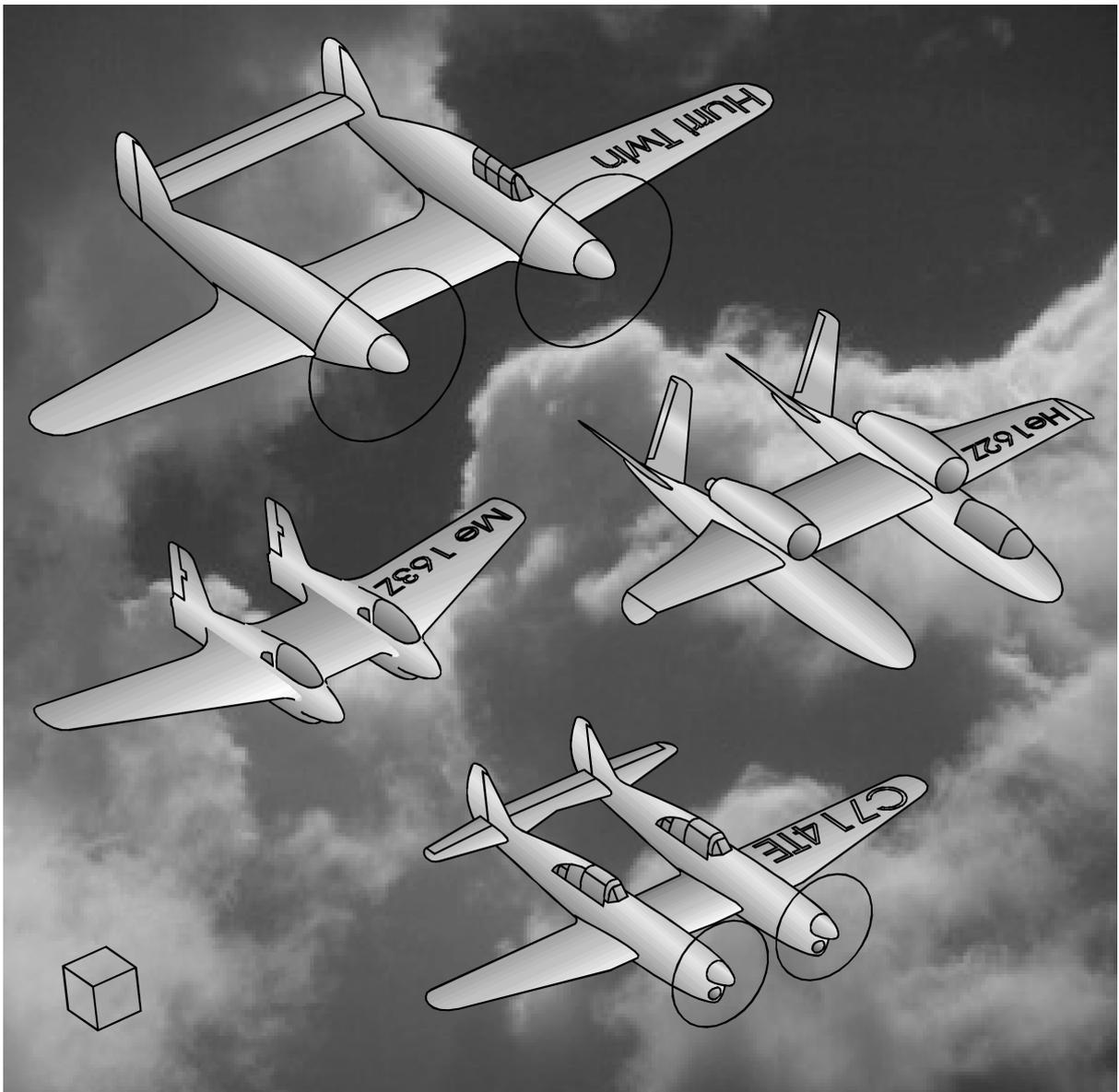
A whole family...

Still about fictional but realistic models, we can mention the Hawker/Lloyd Twin-Hurricane, featured in a model magazine, with (fake?) photographs, detailed drawings, and a declassified history, after many years of mysterious secrecy...

And on the Internet, the plastic Heinkel/Tucker He 162 Z Volkszwilling was also described in detail. Note that the doubled model has a V tail, different from the standard He 162A.

The case of the Caudron/Pug C 714 TE (TE for Twin-Engine) is different: computer tools were used for faking an artist's painting.

A double Komet would be rather easy to make, from commercial plastic models. This Messerschmitt/Meunier Me 163Z is actually a twin-boomer, and not a twin-pod flying wing: it has two booms carrying the fins...

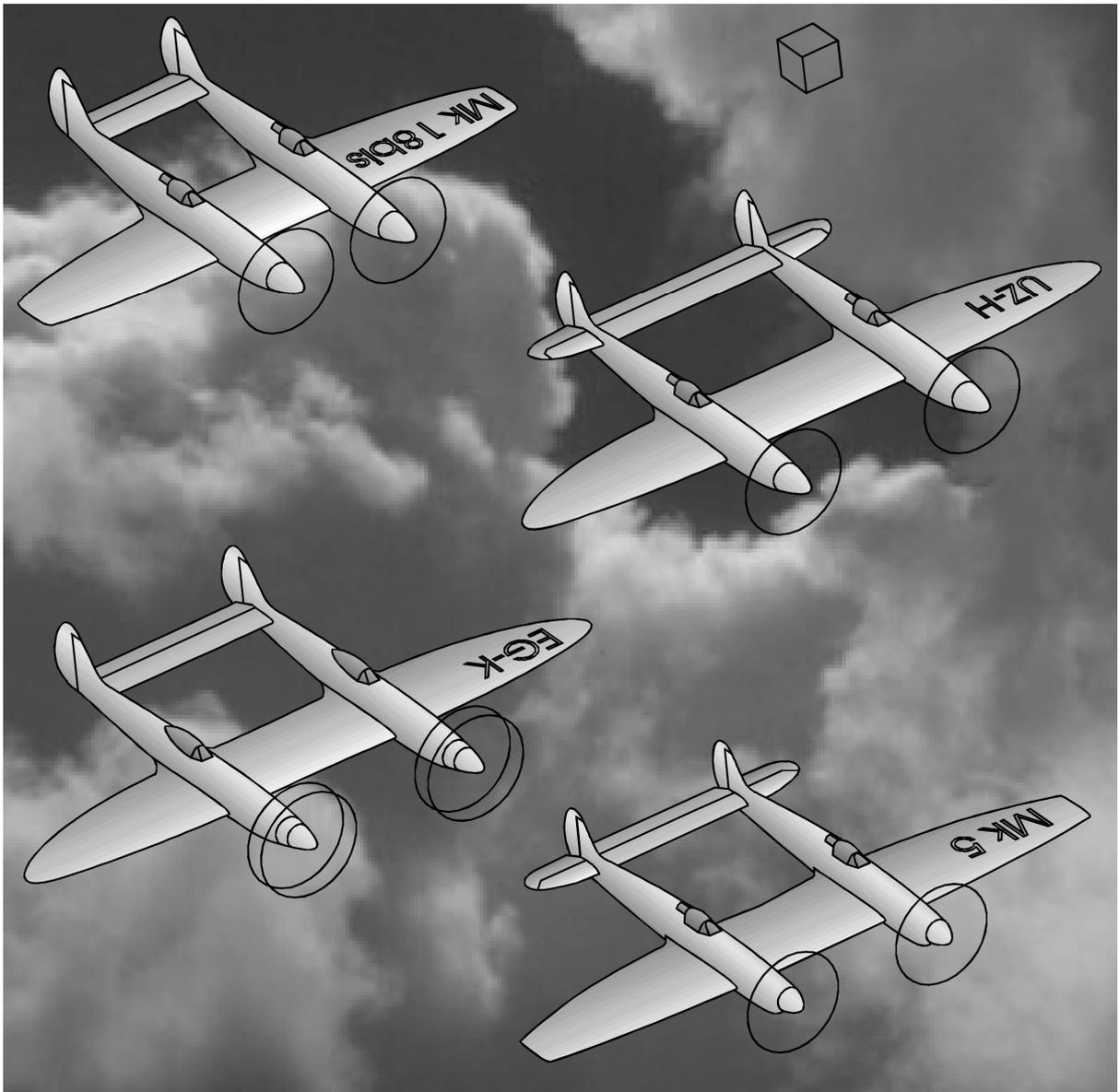


Hurri Twin, He 162 Z Volkszwilling, C 714 TE, Me 163Z

Historical redress...

For modellers unconcerned with realism, the lack of a Twin-Spitfire, in the "official" History, is a scandal. As Twin-Mustangs have been produced, as the Bf 109Z was constructed, there was a "need" for a double Spitfire. This aircraft deserved to exist, anyway.

With some plastic and putty, this omission can fortunately be redressed, virtually, some years after. Many modellers have tried it: on the Internet, we found 4 different creations - the Supermarine/Durling Twin-Spitfire Mk 18bis P-Z, the Supermarine/Spackmans Twin-Spitfire EG-K (Mk 14?), the Supermarine/? Twin-Spitfire UZ-H (Mk 12?) and the Supermarine/Felicioli Twin-Spitfire Mk 5.



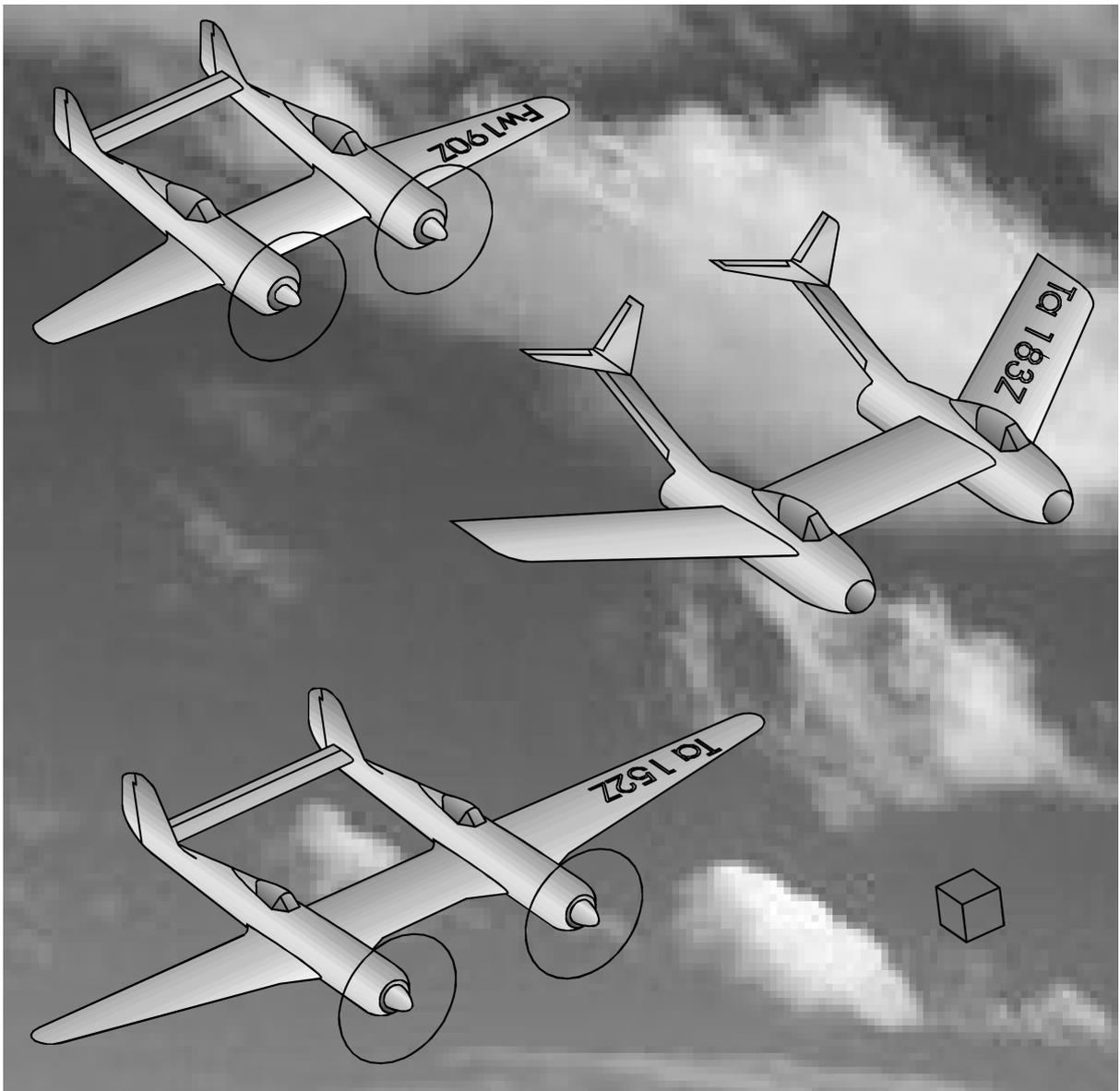
Twin-Spitfire Mk 18bis, UZ-H, EG-K, Mk 5

To complete the set

After the Spitfire, another aircraft needed to be doubled: the Fw 190. Some modellers therefore corrected History, creating complementary Zwillings. The "prototype" Focke-Wulf/Baker Fw 190Z V1 was built from two Fw 190A, with radial engines.

The last produced version of the Fw 190, the Focke-Wulf (Tank) Ta 152H with an in-line engine, should have been treated in the same way, becoming the Focke-Wulf/Bagnall Ta 152Z. This two-seater with long wings would have been a night airplane for high altitude. The intended model was finally undone...

The next generation of Focke-Wulf designs also inspired Zwilling fans. There is a model called Focke-Wulf/Mumford Ta 183Z "Morgern Stern of the Luftwaffe" or "Ein Par Stifel" ("a pair of boots", referring to its general shape...). The variants Z V1, Z V2 (Z-0) and Z-1 have been mentioned.

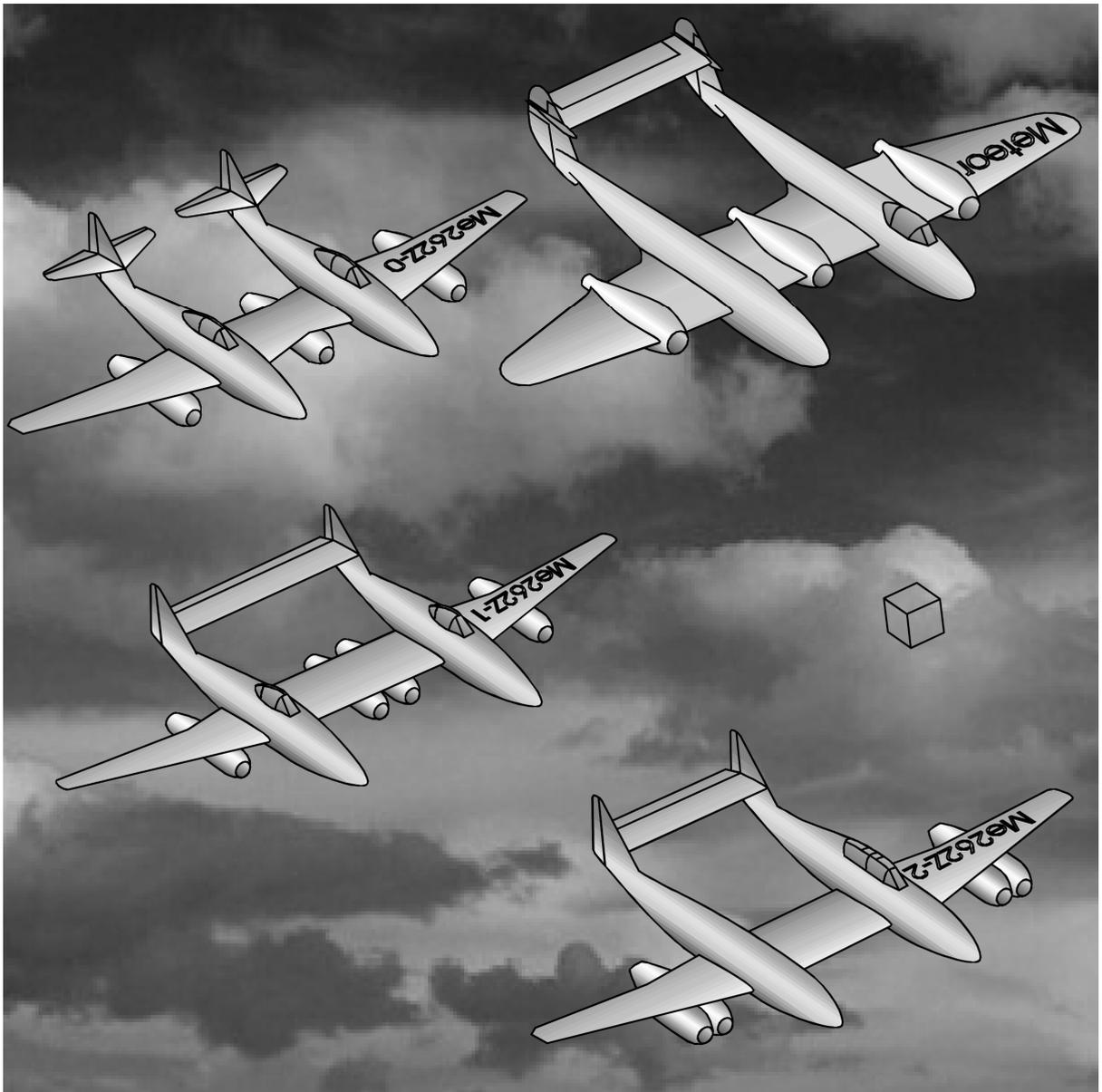


Fw 190Z V1, Ta 152Z, Ta 183Z

Juggling

Twinning famous airplanes is not simple nor dull. As an example, the twin-jet Me 262 gave birth to very different Zwilling models: the Messerschmitt/Shestakov Me 262 Z (later called Z-0), the Messerschmitt/Brooks Me 262 Z-1 and the Messerschmitt/Zuijdweg Me 262 Z-2. This is as rich a story as the Twin-Spitfire family. The Z and Z-2 have been built as models, and the Z-1 is work in progress, with only a detailed 2-view drawing up to now.

Finally, let's take a look at the project Gloster/Higgs Twin Meteor Mk III (or F.3). It has the same shape as the 3-jet Me 262 Z-0. It could have been made using commercial plastic models, as this has been done for the Armstrong-Whitworth Twin Meteor NF.14, later than 1945.



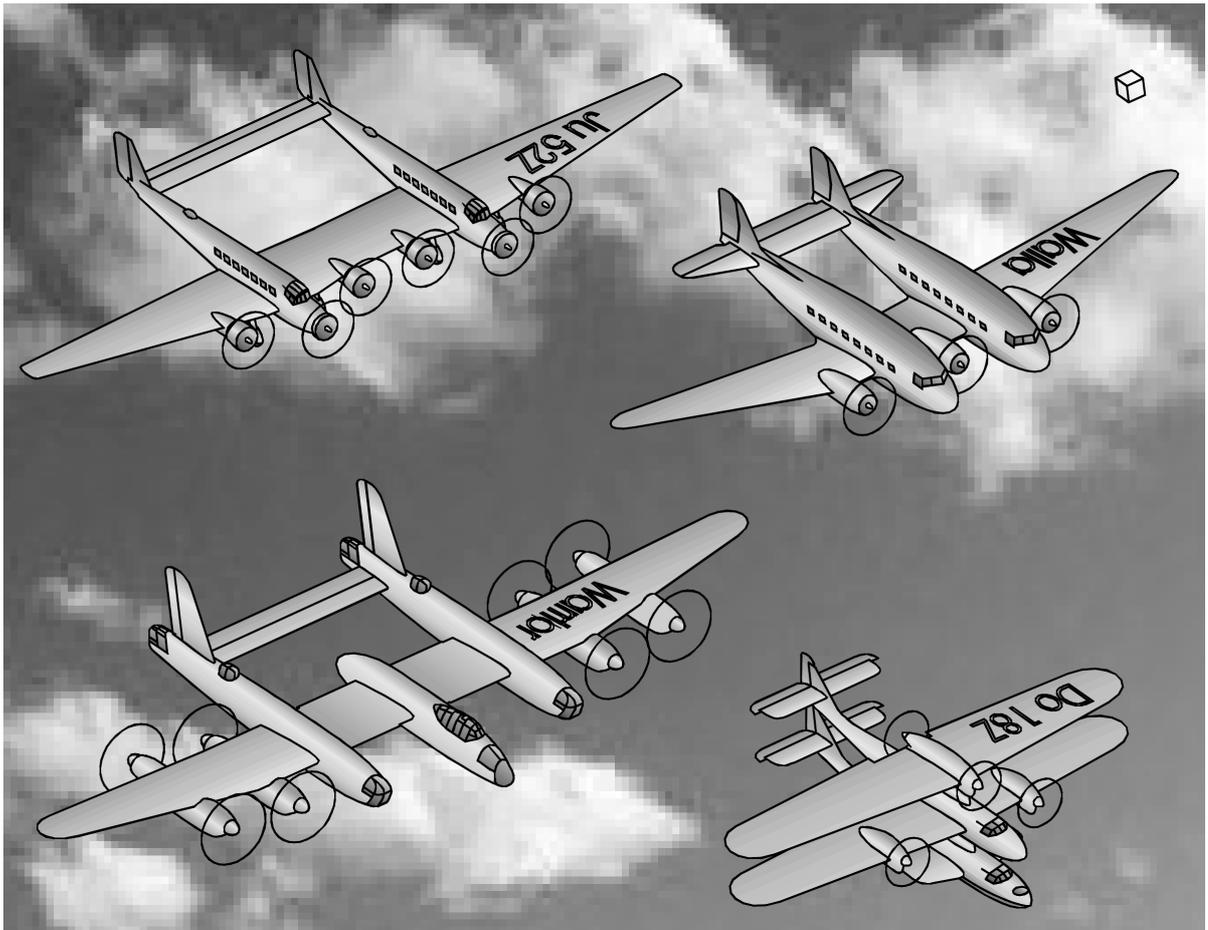
Me 262 Z-0, Me 262 Z-1, Me 262 Z-2, Twin Meteor III

Isolated items

Another famous aircraft has also been doubled by modellers: the DC-3, becoming the Douglas/Winthrop C-53 "Walla Walla"... His corrugated cousin, the Ju 52/3m, was also seen in a double version: the Junkers/Wearmouth Ju 52Z. Of course, the basic DC-3 was created in 1934 and the Ju 52/3m in 1930, which is too old for us, but the C-53 Skytrooper variant went into production in 1941, and the Ju 52/3m-g9e in 1942, which is in our scope.

The famous Lancaster model has also been multiplied, three kits being necessary to create the final monster... The shape of this Avro/Bagnall Warrior would have featured two fuselages with internal bays and part of the crew, and a central pod for the pilot and observer, this pod being a shortened fuselage. The creator of this model dreamed of a single fin on each fuselage (like on the Tudor), rather than external fins from the Lancaster.

Other modeller technique: a vertical association. The result might be, of course, a kind of Mistel (Me 262/262-like), but we can avoid the numerous linking beams (leading to a "several-boom" status) by taking as a basis some biplane (Gladiator) or parasol wing aircraft (Catalina). Between those two families, the Do 18 sesquiplane gave birth to an actual twin-boomer: the Dornier/Meunier Do 18Z.



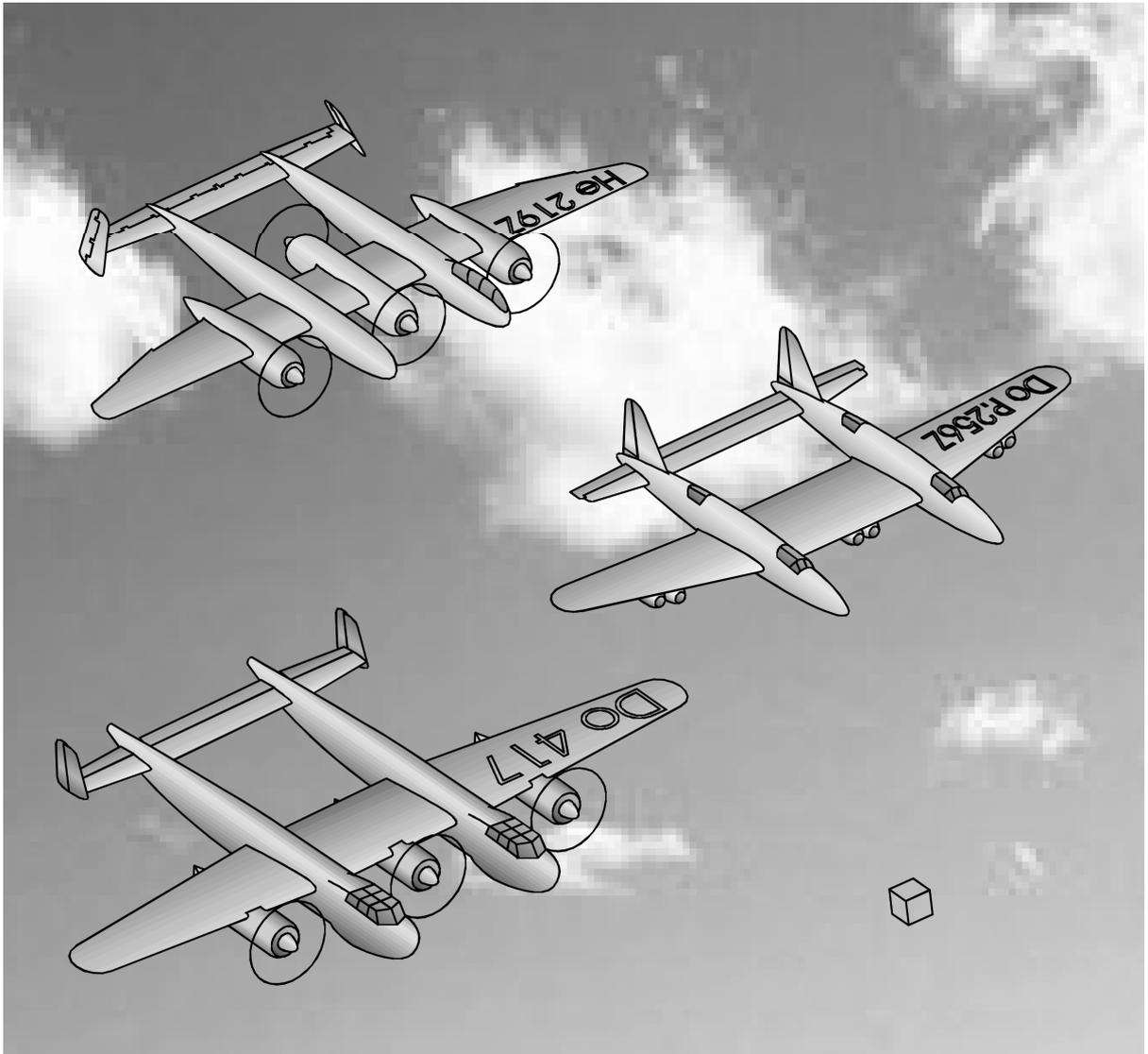
Walla Walla, Ju 52Z, Warrior, Do 18Z

Last doubles

The Dornier Do 417, or Do 217 Z (double Do 217), features in the unconfirmed group. A prototype of this 3-engined twin-fuselage airplane may have been manufactured, flown, and shot down while in flight, with a photograph as a proof... However, some other sources present the Do 417 as something completely different: an improved Do 217 (so a single-fuselage twin-engined aircraft), with a new single fin (like on the Consolidated Privateer). The mystery of this Do 417 may be due to a fake photograph...

An unconventional enthusiast created from scratch a model of the jet Dornier P.256 (late derivative of the push-pull Do 335), and drew the plan for a possible Dornier/ Fordham Do P.256Z, interesting indeed...

Last item: we have found mention of an Heinkel/What-if-Team He 219Z Zwilling. In fact, this was only a misprint. But the He 219Z is actually on the Internet, that's a fact! Without any picture or description, we must imagine what it would look like, and to be rather different from the Do 417 , we have drawn it as a 4-engined push-pull.



Do 417, Do P.256Z, He 219Z