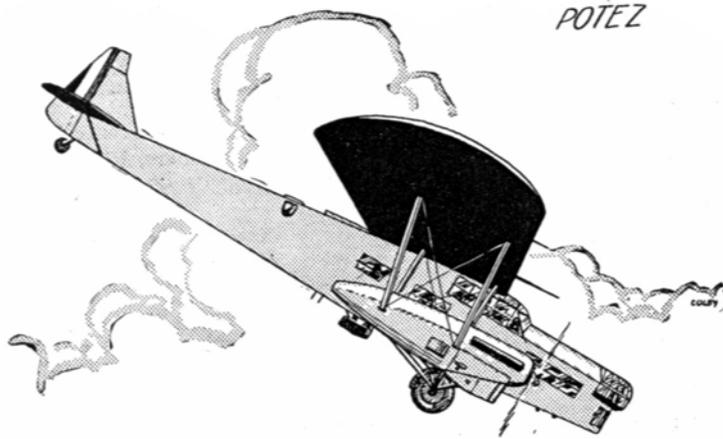


Modern Planes Album



POTEZ COMBAT MONOPLANE

THIS is .an out-and-out flying battleship. It's listed as the Potez twin-engined, multi-seat fighter in the French books.

The Potez 54, as it is known to the firm, carries a crew of four, all in enclosed cockpits. In the nose there is a revolving gunner's turret. (The turret revolves, not the gunner) and directly below this the Chief Officer has his "office" with bomb toggles, bomb sights, and all the photography equipment. A corporal pilot flies the craft, seated in tandem with a co-pilot just under the leading edge of the wing. Aft of the wing is the rear gunner's turret, and a gangway through the fuselage connects all cockpits.

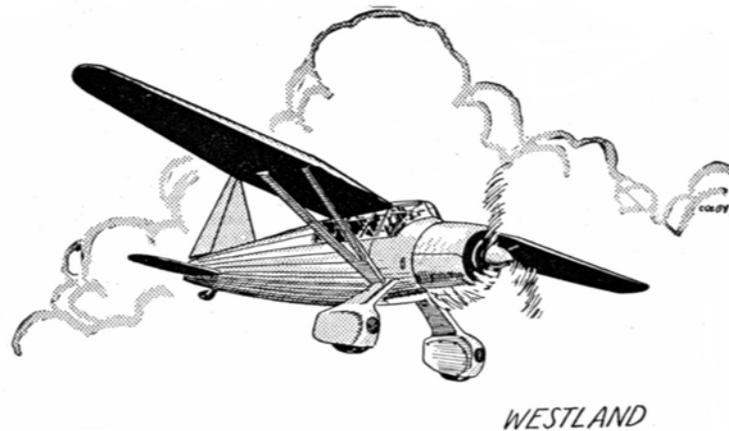
Though listed as a fighter, this startling ship can be quickly converted into a bomber or a special reconnaissance machine. As a fighter it carries a comprehensive list of armament and should be able to raise particular Hades in a scrap. With various types of engines it has a top speed range between 197 and 208. The model shown here has two 500-h.p. Hispano-Suiza engines, giving it the 197 top speed. With two Gnome-Rhone 14Kdrs engines it will do the 208.

Equipped as a bombing machine, it carries a load of 2,200 lbs. of bombs and fuel for 620 miles. As a reconnaissance machine it is well equipped with wireless, cameras, and mapping equipment.

In general, the Potez 54 is a high-wing braced monoplane. The wings come in two sections and are bolted directly to the fuselage and braced by struts to the engine nacelles. Each wing section consists of a main central

structure, a movable leading edge, ailerons, and a detachable wingtip. The fuselage is a wooden unit built up on two main girders united by bulkheads and cross-braced frames. A metal bulkhead directly behind the first pilot's seat acts as an anchorage for the front wing spars, bracing members, etc.

The undercarriage, made up of two distinct parts, retracts half way into the tail of the engine nacelle. It is lowered by hand but retracted by a rotary hydraulic pump run by the right-hand engine.



THE WESTLAND A38-34

HERE'S a machine that's so new it has not yet been named. At least it hadn't when this was written. It first appeared at the 1936 Air Display of the Royal Air Force at Hendon. It is the Westland A39-34 Army co-operation machine powered with the latest Bristol Mercury engine, a supercharged power plant "designed for machines having a top speed of 200 m.p.h. or more."

The machine is a high-wing, strut-braced monoplane with a three-bladed C/P (controllable pitch) airscrew. The pilot's cockpit, which continues into the observer's pit, is fully enclosed and heated for high altitude work. The usual two fixed Vickers guns are fitted for the pilot, and the observer has a new Vickers-Berthier movable gun in the back seat.

From meager accounts of the machine, we learn that the wings have Handley-Page slots and flaps, and in a flying demonstration it showed several remarkable features. One was that the new Mercury is amazingly quiet, a fine quality for co-operation work; and in addition, the plane can be handled at very low speed with unbelievable safety.

Here again, they have provided a feature that is very important in Army co-operation work. For instance, if a pilot wishes to go down low to get a clearer picture of what is going on at one particular point, he can get in very close on the quiet Mercury and then circle slowly over the target for a reasonable length of time, allowing his observer to photograph the point or make accurate visual observation—and then the craft can get away at high speed.

But whether this model has been purchased or not, has not been given out. On the whole, it appears to be a splendid job for its specified ticklish work. We presume, of course, that it carries considerable armament, cameras, two-way radio, and other military equipment so necessary in co-operation work.



.NORTHROP A-17 ATTACK

IN the August issue of FLYING ACES we offered a feature article on U. S. attack ships, and among them we showed pictures of what we understood to be the A-11. Unfortunately, we were off a point somewhere; for it appears that we showed the A10-A. So to keep the record clear, as the saying goes, we went after this job hot and heavy, and here it is—the A-17. They call it the absolute latest, the last word, the final shot. The U. S. Army Air Corps has purchased a mere bundle of one hundred of them!

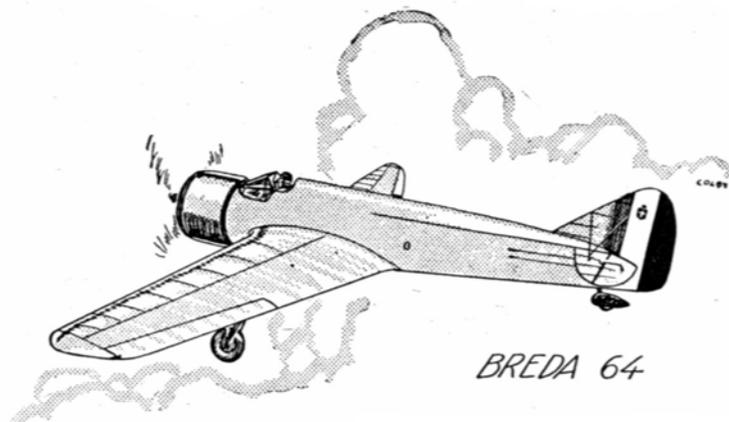
The A-17 is an improvement over the former models and uses the new Pratt & Whitney Wasp motor, which gives it a service ceiling of 20,000 feet. We do not know its top speed, but we do know that the contract called for a range of 1,760 miles at a speed of 220 m.p.h., which indicates that 220 is its cruising speed. And at that rate, the top should be about 265. Just a guess! Take it or leave it.

The A-17 is an all-metal job carrying four particularly vicious fixed guns in the wings and another in the rear cockpit. The front guns are, of course, set for ground attack work. Special racks carry twenty small fragmentation bombs or four large bombs. In addition, she carries equipment for the spraying of chemicals, poison gas, and smoke screens.

The cost of one of these little playthings, in case you boys are interested in picking one up cheap, is just \$17,958 apiece—provided you buy them in 100-lots!

As you can see, the A-17 is a low wing monoplane with a fully-covered cockpit. The observer, beside taking care of a gun, bomb toggles, and gas-chemical release, spends his spare time operating a neat two-way radio set to keep the generals down below all fixed up with the latest hot press news direct from the front. Outside of this, things are pretty slow for the P.B.O. behind (Poor Bloody Observer).

The plane, in case you're further interested, will take off fully loaded and leap a 50-foot barrier after a run of 500 feet. And here's something special: This month's model section gives you plans for this great ship!



THE BREDA 64

AND while we're in the mood, let's take a look at this newest Italian paralyzer. Stop us, if you've heard this one. It's the latest ship for Mussolini's new Aerial "Arditi," which seems to mean "dare-devils."

We've been trying to get this straight but the best we can make of it is that picked pilots with bombs in their hands 'and daggers in their teeth, and who have what is known as the "quintessance of aerial heroism," are selected to fly these new Breda 64s!

It's not that the new Breda is tough to fly. They're designed, believe it or not, for landings inside the enemy lines, whereupon the Aerial Arditi leap out, cut railroad bridges, blow up locks, and generally raise hell. (And we fiction writers thought we'd used up all the plots!) These raids, we understand, are to be carried out at night. We also presume that equipment includes suitable demolition tools, light machine guns, and boxes of high explosive.

The Breda 64 is a single-seater, low-wing monoplane fitted with a Piaggio-Stella IX engine rating about 600 h.p. It has a speed of 220 m.p.h., and with a 900 h.p. motor a speed of 267 could be obtained. The load carried ranges from 1,540 lbs to 3,080 lbs., depending on the nature of the work. In addition to the single-seater arrangement, the ship can also be produced as a two-seater. The under-carriage, which is made in two separate legs, folds upward and backward into wells set in the wings.

The framework of the cantilever wings is chrome molybdenum steel 64-tubing, welded and covered partly with duralumin sheeting and partly with fabric. Welded steel tubular construction is also found in the fuselage, which is dural covered over the forward portion and fabric covered in the rear.

No details of the actual armament has been given out, but if the machine is really built for all these war maneuvers, we must presume that it carries considerable military equipment. We certainly would like to know more about it.

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