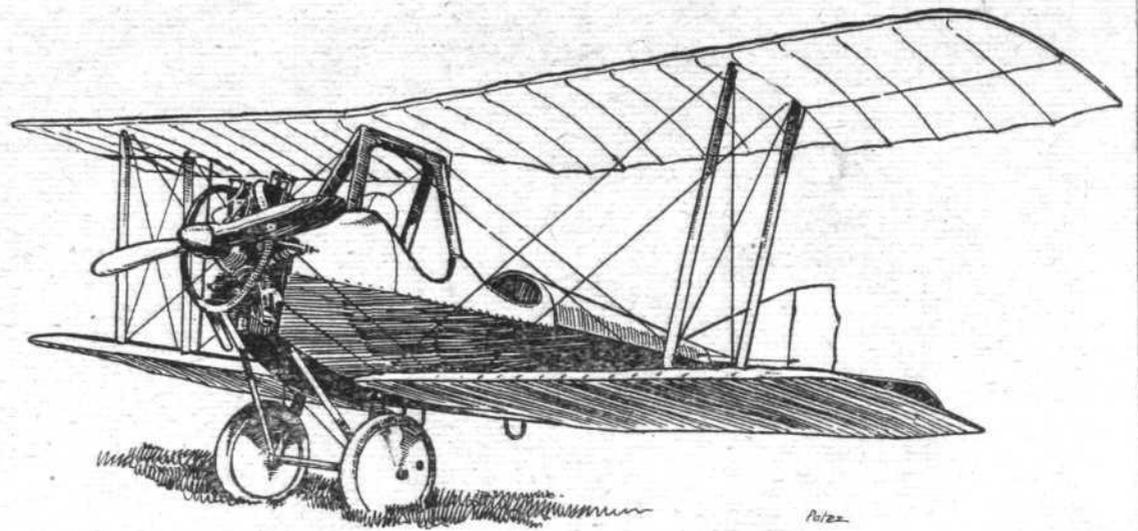
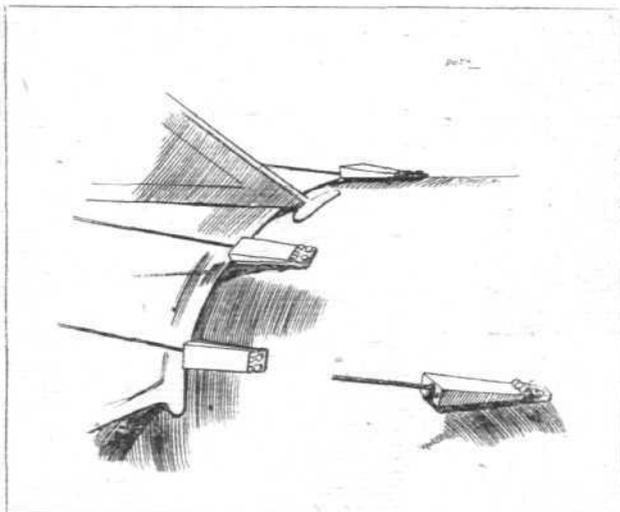


The Henry Potez Type VIII School Machine: The engine is a 70 h.p. Anzani.



Following are the characteristics of the Henry Potez XVIII: Engines, 3 Lorraines of 270 h.p. each; length o.a., 14.8 m. (48 ft. 7 ins.); span, 22 m. (72 ft. 3 ins.); chord, 2.8 m. (9 ft. 2 1/2 ins.); wing area, 112 sq. m. (1,205 sq. ft.); weight empty, 2,900 kg. (6,380 lbs.); pilot and engineer and instruments, 200 kg. (440 lbs.); fuel for four hours, 675 kg. (1,485 lbs.); useful load, 1,000 kg. (2,200 lbs.); total loaded weight, 4,775 kg. (10,500 lbs.); power loading, 13 lbs./h.p.; wing loading, 8.72 lbs./sq. ft.; speed near ground, 195 km. (121 m.p.h.); speed at 6,000 ft., 190 km. (118 m.p.h.); ceiling, 5,000 m. (16,400 ft.).

At one of the Paris Aero Shows, a small Potez two-seater was shown which incorporated several interesting features, notably as regards its engine, a 50 h.p. Potez, which was placed on end, with its four cylinders pointing forward.



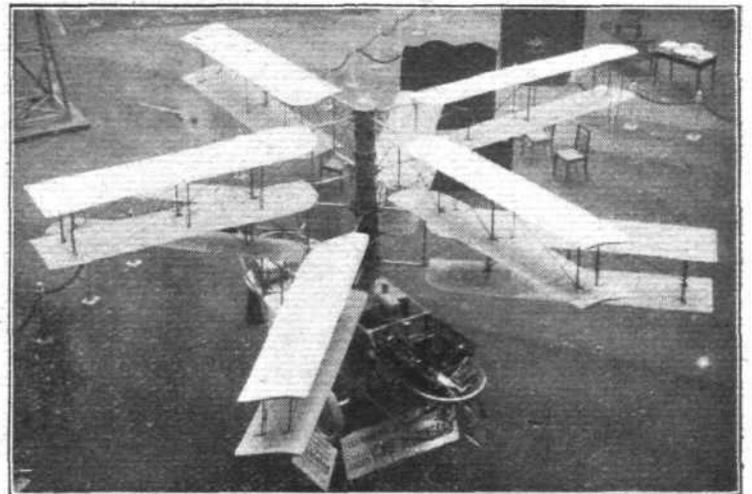
The fibre block cable guides on the Potez VIII are provided with a hinged metal protector.

Nothing came of the idea, it appears, as nothing more has been heard of it, but the arrangement had a good many points to recommend it. Apart from the engine, which entailed a rather unusual installation, the sporting two-seater exhibited recently may be said to be descended from that earlier type, but the power plant is a 70 h.p. Anzani. Known as the type VIII, this machine is of composite construction, with ply-wood covered wood frame fuselage and Duralumin wing skeleton and inter-plane struts. The type VIII is of very orthodox design, and is just a plain straightforward machine, in which pilot and passenger, or pupil, sit tandem fashion, the two cockpits being almost one, by the fact that the coaming does not extend across the top. The machine is fitted with dual controls, being particularly suitable for school work.

The main characteristics are: Length o.a., 5.72 m. (18 ft. 9 ins.); span, 8 m. (26 ft. 3 ins.); wing area, 20 sq. m. (215 sq. ft.); weight empty, 240 kg. (530 lbs.); weight of fuel 40 kg. (88 lbs.); useful load, 190 kg. (418 lbs.); total loaded weight, 470 kg. (1,036 lbs.); power loading, 14.8 lb./h.p.; wing loading, 4.8 lb./sq. ft.; speed near ground, 142 km. (88 m.p.h.); climb to 3,000 ft. in 4 mins.; ceiling, 4,000 m. (13,100 ft.).

S.A. PESCARA HELICOPTERACION, Nanterre.

It is now some considerable time since M. Pescara succeeded in obtaining a grant from the French Government, and he has been busily engaged upon the development of his helicopter. The one shown was, we believe, No. 3, and represented a considerable improvement, from the point of view of construction, on previous experimental models. The general principle of the machine is fairly simple, *i.e.*, two four-bladed screws, one above the other, revolve in opposite directions, driven by bevel gearing from a large central tubular shaft. Each screw is built up as a biplane, with wing-warping type of control. In the present type, the power plant is a Hispano engine of 180 h.p., but so far the machine has not been tested in flight. One of the earlier models, it may be remembered, succeeded in getting off for a short while inside



The Pescara Helicopter, as seen from the gallery.

its hangar, and large photographs on the stand showed the machine about 2 ft. in the air.

We believe that M. Pescara looks upon the present type as a relatively crude affair, and that he has in mind for the finished product a much simpler machine, with two two-bladed screws, one below and one above a streamline fuselage, revolving in opposite directions and without the resistance-producing external bracing which characterises the machines hitherto built. Each of these screws will be in the form of cantilever monoplanes.

A few particulars of No. 3 may not be without interest: Engine, 180 h.p. Hispano; diameter of screws, 7.2 m. (23 ft. 7 ins.); total lifting surface, 27 sq. m. (290 sq. ft.); weight of machine empty, 600 kgs. (1,320 lbs.); engine, 270 kgs. (595 lbs.); fuel, 30 kgs. (66 lbs.); useful load, 100 kgs. (220 lbs.); total loaded weight, 1,000 kgs. (2,200 lbs.).

In addition to the complete machine, a single biplane wing or screw blade was shown, in order to demonstrate the principle on which the warp control mechanism works. The angle of incidence of the blades is adjustable, not only for variation in lift, but also during each revolution in order to decrease the angle of the blade moving forward and increase the angle of the blade moving back.

(To be continued.)