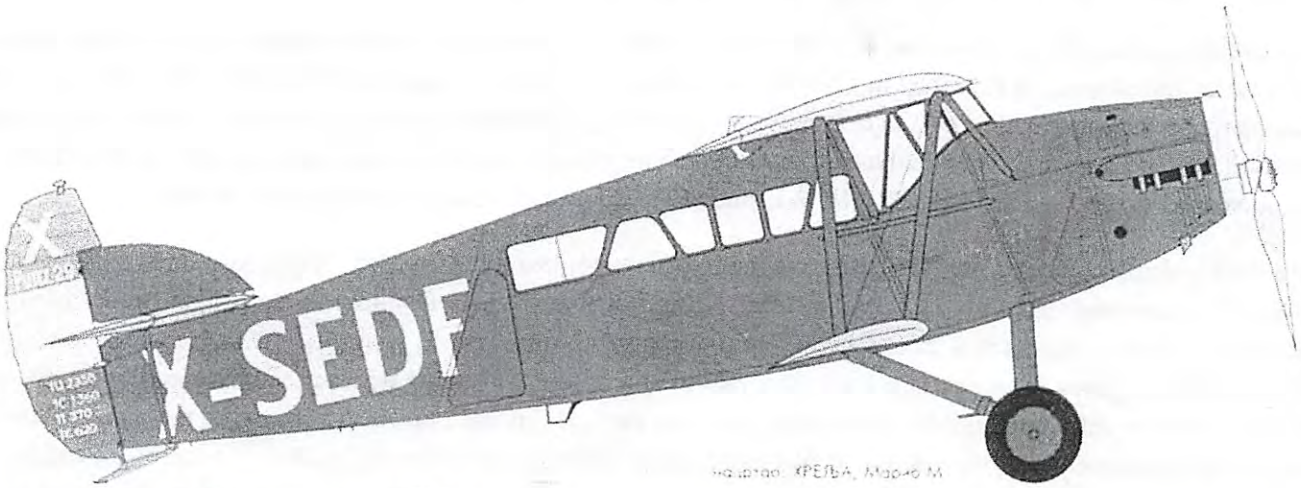
CROSSWINDS #130

Potez 29-2 & 36



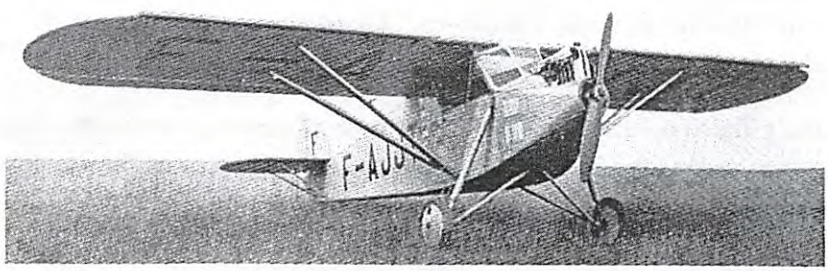
All Potez 29 - 2 of Drustvo za Vazdusni saobracaj in the beginning of the employment were coloured according to pattern: wings and horizontal tail's surfaces with ocher-yellow, fuselage and vertical stabilizer with darkblue. "Henri Potez" sign on the fuselage was aluminium. All others signs on fuselage and tail were written with white, and registration on wings with black. What was left in the original aluminium were engine's radiator and prop.

CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124

CLEVELAND FREE FLIGHT SOCIETY

AÉROPLANES
HENRY POTEZ

Potez 36 Peanut Scale



Courtesy of Alain Parmentier

Potez 29-2

The Potez 29 was a follow on design to the firm's very successful model 25 biplane. The Potez 25 was built in large numbers by the standards of that era, and saw both civil and military service in many countries. The Model 29 used the same wings and empennage, but had a new fuselage which completely filled the gap between the wings. It had an enclosed cockpit for the two man crew, and room in the cabin for five passengers.

It was designed primarily as an airliner, but saw considerable service with the French military as both a light transport, and an aerial ambulance. It first flew in 1927 and remained in service well into World War II. The first customer for the new aircraft was the state airline of Yugoslavia, known as Aeroput. They bought six machines in 1928 and 29, and used them until 1937. These machines held a special place in Yugoslavian aviation history and one was preserved in a Belgrade museum until it was lost in WWII. It is one of these machines that I have chosen to model.

There were several variants of the Model 29, the main differences being the engines. Early machines, including the model 29-2, were produced with the Lorraine 12EB. This engine had a layout similar to the British Napier Lion, with three banks of four cylinders in a "broad arrow" configuration. Later versions were fitted with Gnome-Rhone radials, and other inline engines. There were a few minor modifications to the airframe beyond the obvious cowling changes necessitated by the different engines. There were two size vertical fins used. Both are shown on the plan. A few of the machines that remained in service during WWII had a much larger fin that extended right to the top of the rudder. Later production machines had "park bench" type aileron balances. If you choose to model a different machine than the one shown on the plan, check your photo documentation carefully.

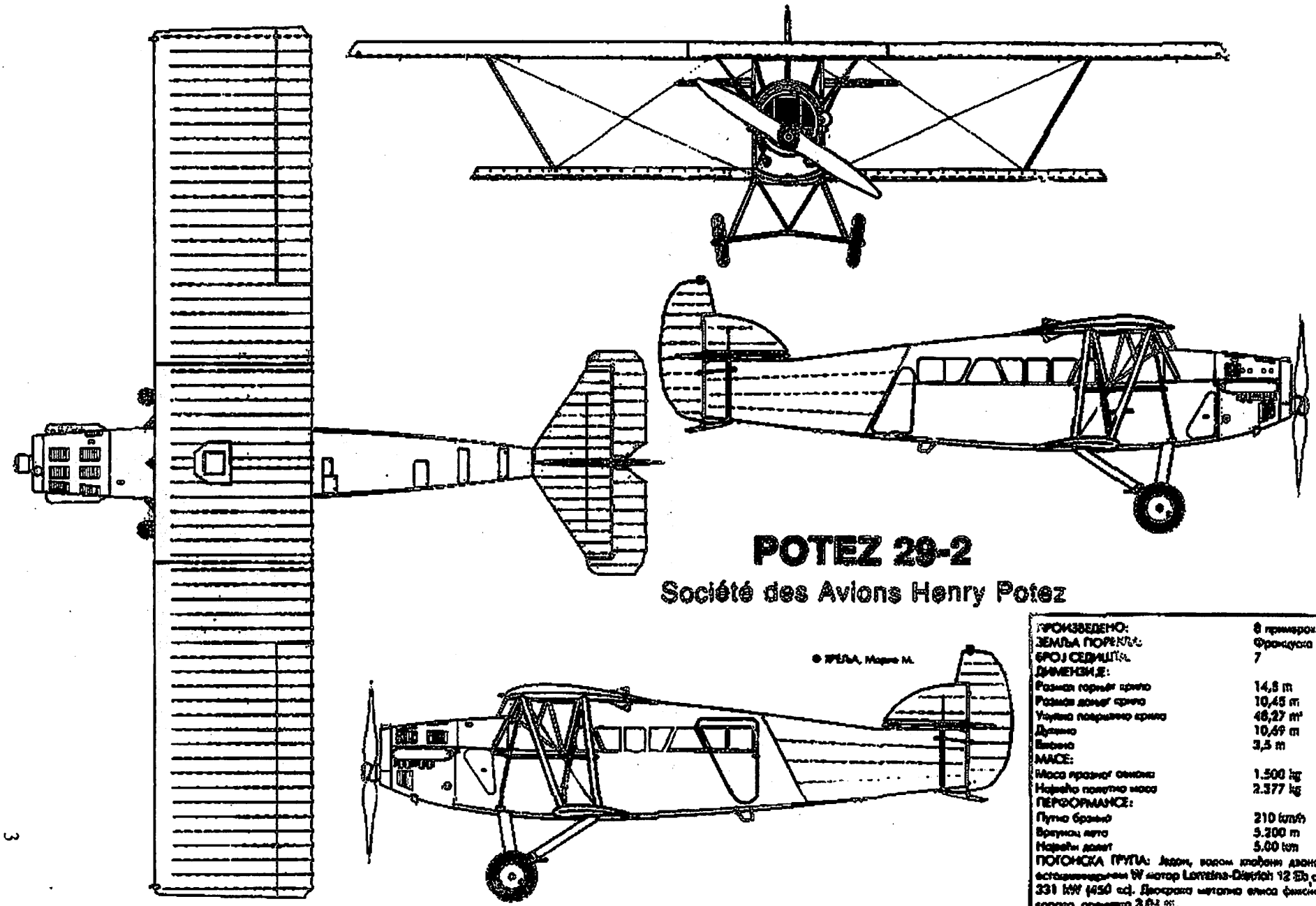
Construction notes

There's nothing very out of the ordinary in building the Potez 29-2. The layout of the windscreen may take a few minutes to sort out. It's all flat panels, but there are six of them! A strip of cellophane was cut to fit and pulled around the framing, then tacked at the edges with thinned canopy glue. Cabane struts are non functional on this model.

The color scheme for Aeroput was an interesting discovery. I found a small picture of a Yugoslavian 29-2 on the web showing a painting by a well known aviation artist with a reputation for accuracy. It was a dramatic scene with ominous clouds in the background, and the bright red airliner coming in for a landing. This was going to be the basis of the color scheme on my model. I also found an image of a 29-2 on a web site devoted to stamp collecting. The Yugoslavian Post Office had issued a stamp featuring the little airliner. It showed the machine with a blue fuselage and yellow wings. I figured the stamp art was fictitious and started chopping balsa for the project. Almost as an afterthought, I posted a question about it on a web forum devoted to civilian aviation of the Golden Age. The guys at the "Wings of Peace" forum quickly set me straight. The stamp was correct, and the artist got it wrong. One fellow sent me a copy of a Yugoslavian modeling magazine with an article on the Potez. Convinced, I changed the plan for the color scheme to match the new evidence and went ahead.

The peanut version flew very nicely right from the start. I used a six inch Peck propeller, and cut it down to a little less than 5 ½" diameter. The blade profile was also slightly thinned. Power was a loop of 3/32" Tan Super Sport. It flew well enough at its first outing to get a kanone at a local contest, and then took 5th place at the FAC Nats in '08 a couple weeks later. Even with the lack of dihedral, it has been very stable, even in windy conditions. I used a very small amount of washout on the lower left wing to keep the model going nicely in a right hand circle.

I haven't built the Neo Dime version yet. I usually don't like to publish a plan until I've flown the model, but in this case, I'm pretty confident that the 16" version will go at least as well as the Peanut. Note that the color scheme on the dimer is a much simplified version from the machine that flew with Aeropostale.



POTEZ 29-2

Société des Avions Henry Potez

ПРОИЗВЕДЕНО:	8 примерака
ЗЕМЉА ПОРЕКЛА:	Француска
БРОЈ СЕДИШТА:	7
ДИМЕНЗИЈЕ:	
Размах горњег крила	14,8 m
Размах доњег крила	10,45 m
Укупна површина крила	46,27 m²
Дужина	10,69 m
Висина	3,5 m
МАСЕ:	
Маса празног авиона	1.500 kg
Највећа полетна маса	2.377 kg
ПЕРФОРМАНСЕ:	
Путна брзина	210 km/h
Врхунац лета	5.200 m
Највећи долет	5.00 km

ПОГОНСКА ГРУПА: Један, водом хлађени дворедни осмоцилиндрични W мотор Lorraine-Dietrich 12 Eb снаге 331 kW (450 кс). Двокрака метална елиса фиксног корака, пречника 2,8 m.

Aeroput



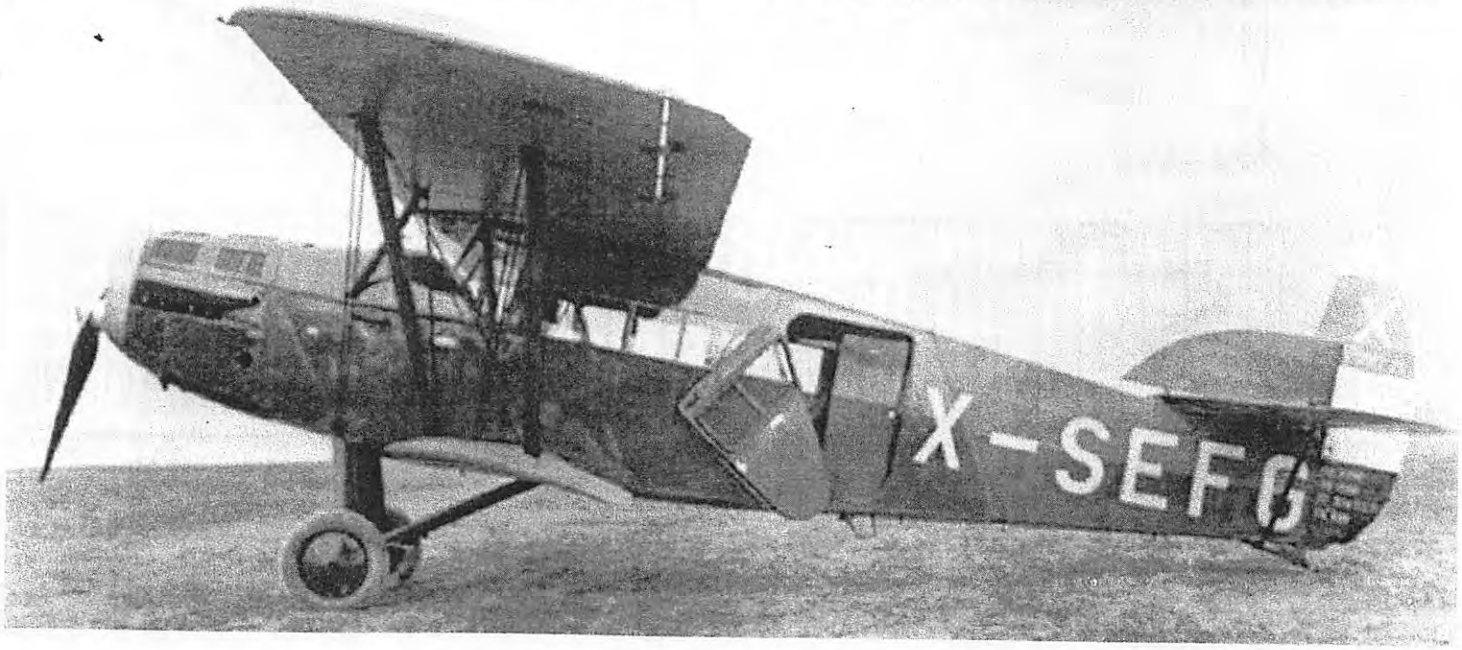
BLUE

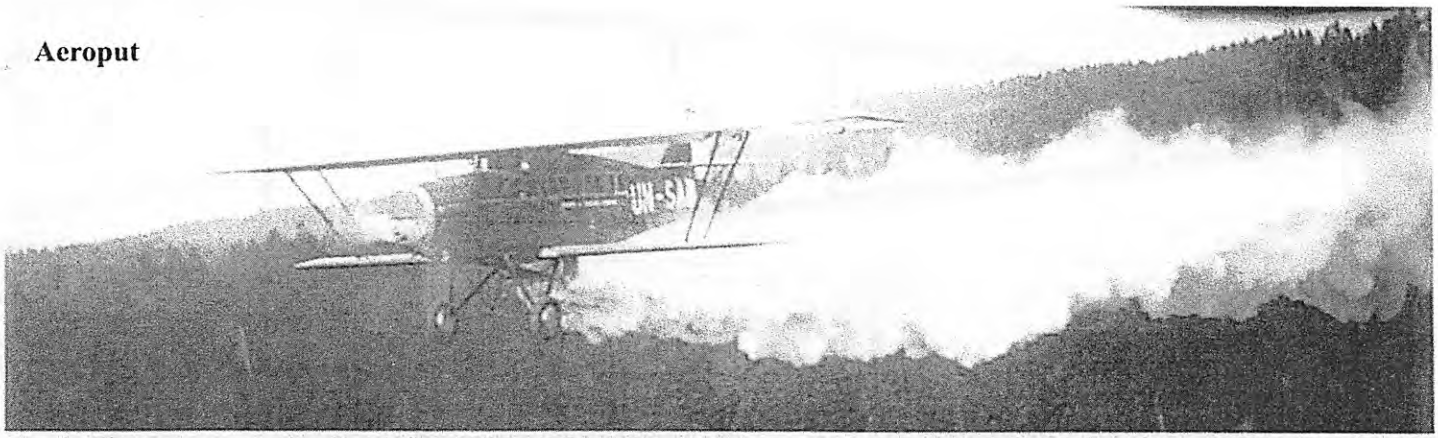
WHITE

RED









Airplanes Potez 29 - 2 were not used only for transportation of passengers, goods and for promotinal flights. Airplanes (cn. 1217 and 1218) were equipped for crop spraying against pests. Spraying - "befogging" of 561 hectares Romanija's woods with Potez 29-2 presents a start of a new and important chapter in the Yugoslav aviation.

Beside this "unpurposed" usage one other airplane was transformed by putting in double commands for training flightcrew. There is one not-throughly explored fact that Air Force Headquarter of Kingdom Yugoslavia used in 1938. Potez for training the first parachute-instructors.

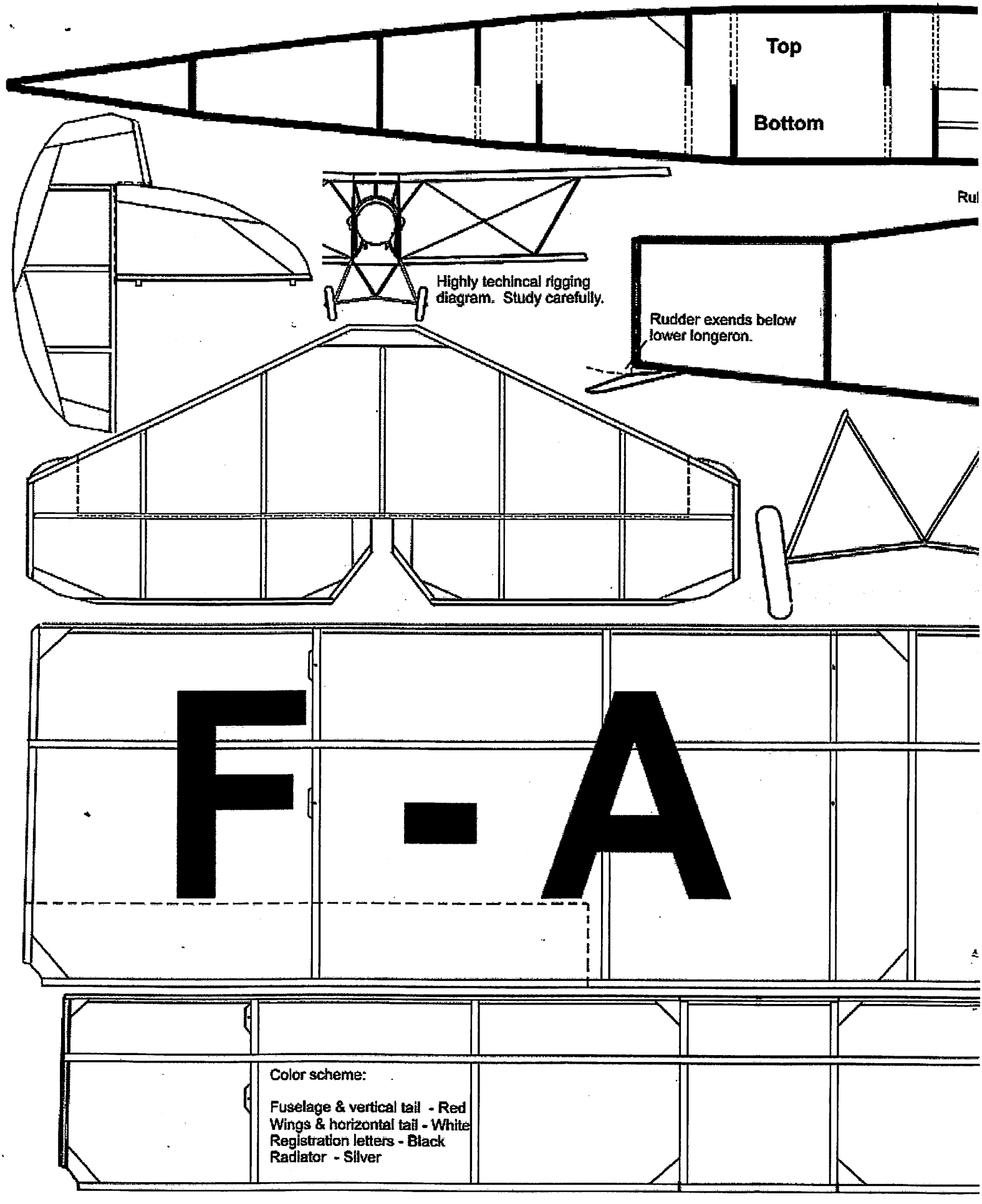
Šime Oštrić Collection

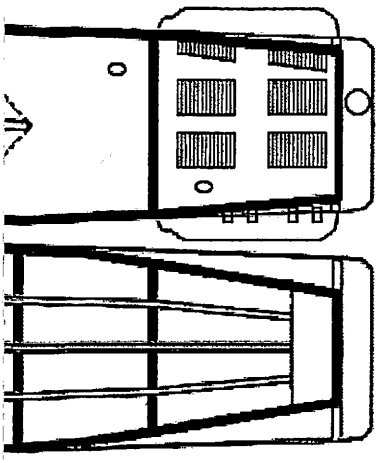


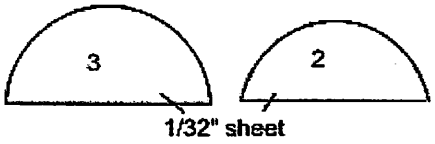


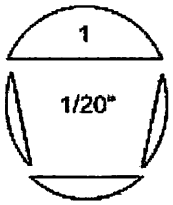
The first Potez 29 - 2 (registered X-SEBC) of Drustvo za Vazdusni Saobracaj. Aware of historical value of this airplane after that had been retreated from usage Company's management left the airplane to National Museum in Beograd. Airplane was preserved at the "Beograd" airport until occupation in April, 1941 when it was seized by Germans.

Šime Oštrić Collection

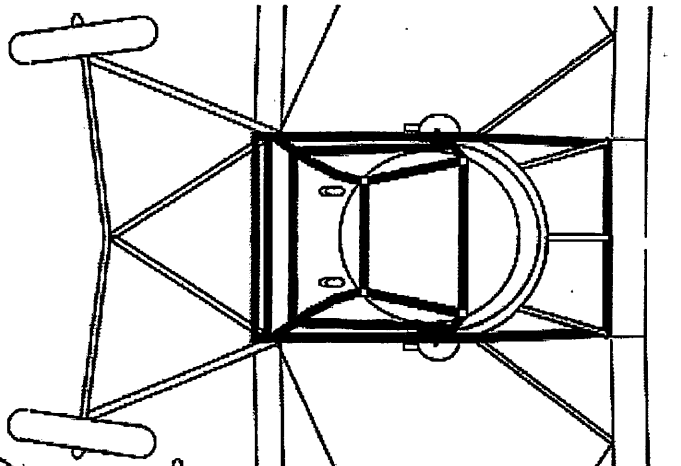

Top
Bottom
Highly techincal rigging diagram. Study carefully.
Rudder exends below lower longeron.
F-A
Color scheme:
Fuselage & vertical tail - Red
Wings & horizontal tail - White
Registration letters - Black
Radiator - Silver

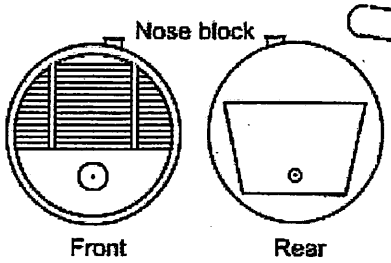


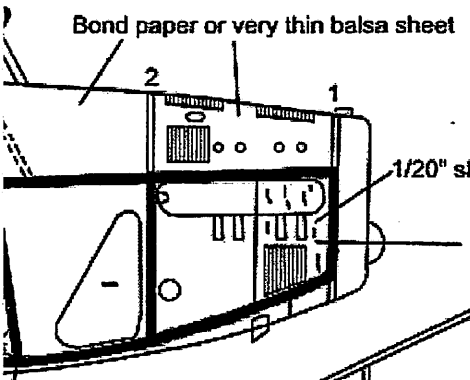




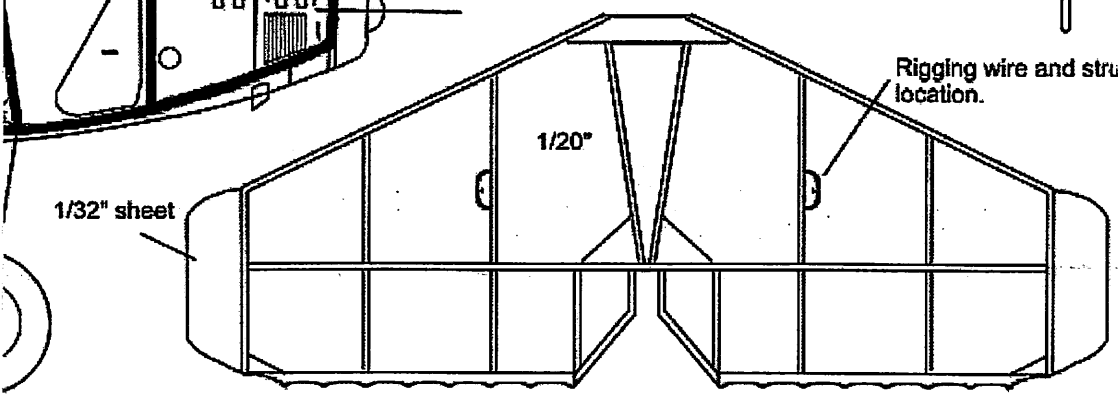
Il est francais.
C'est logique.

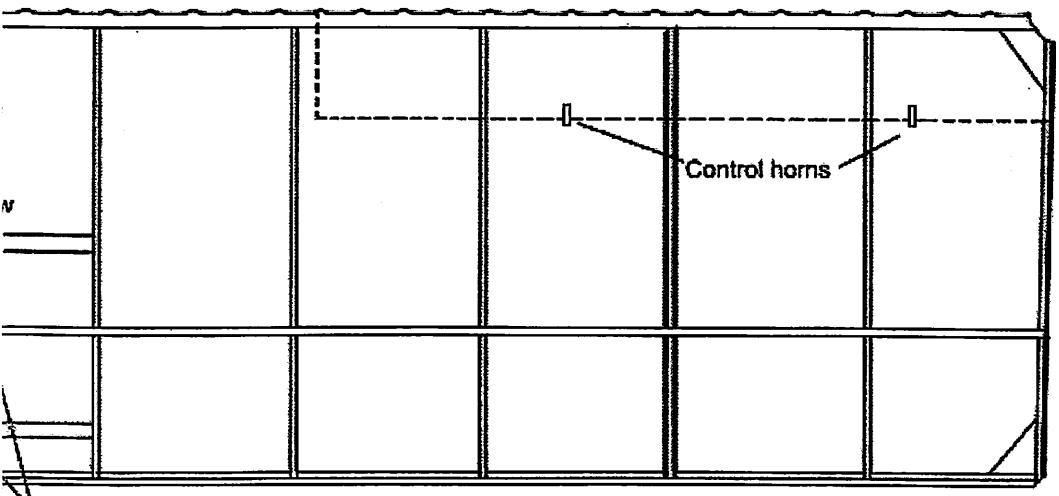


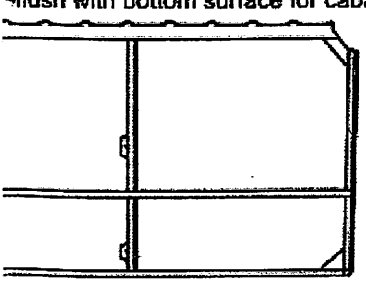






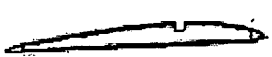






flush with bottom surface for cabane struts and rigging.





Incidences:

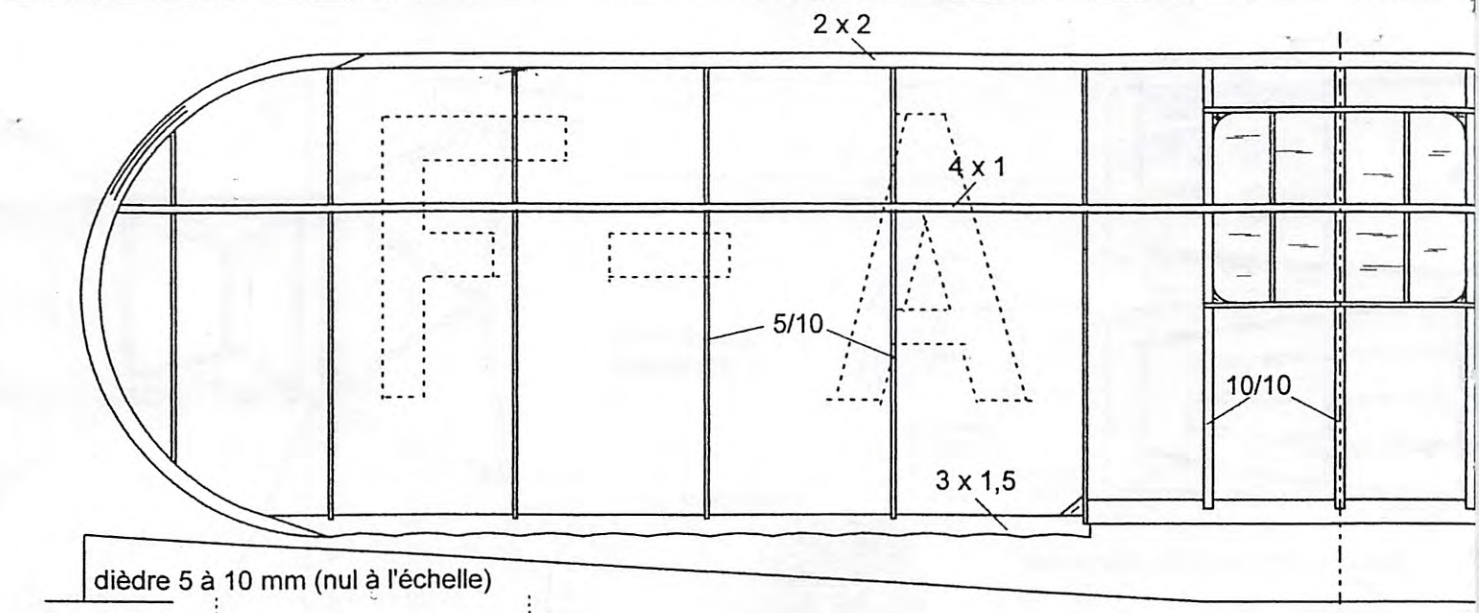
Top wing + 3 degrees
Bottom wing + 4 degrees
Tailplane Zero

Potez 29-2

French Golden Age Airliner

Peanut Scale

Wingnut Aero Works
Rich Weber 2008



dièdre 5 à 10 mm (nul à l'échelle)

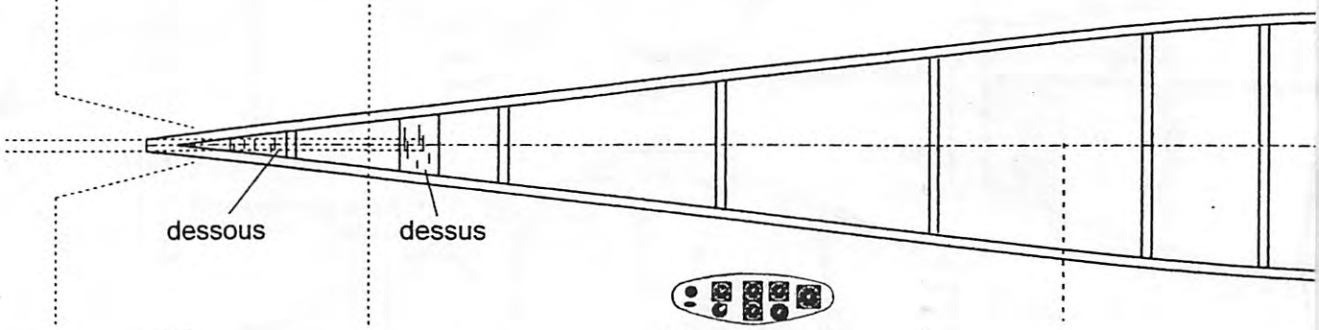
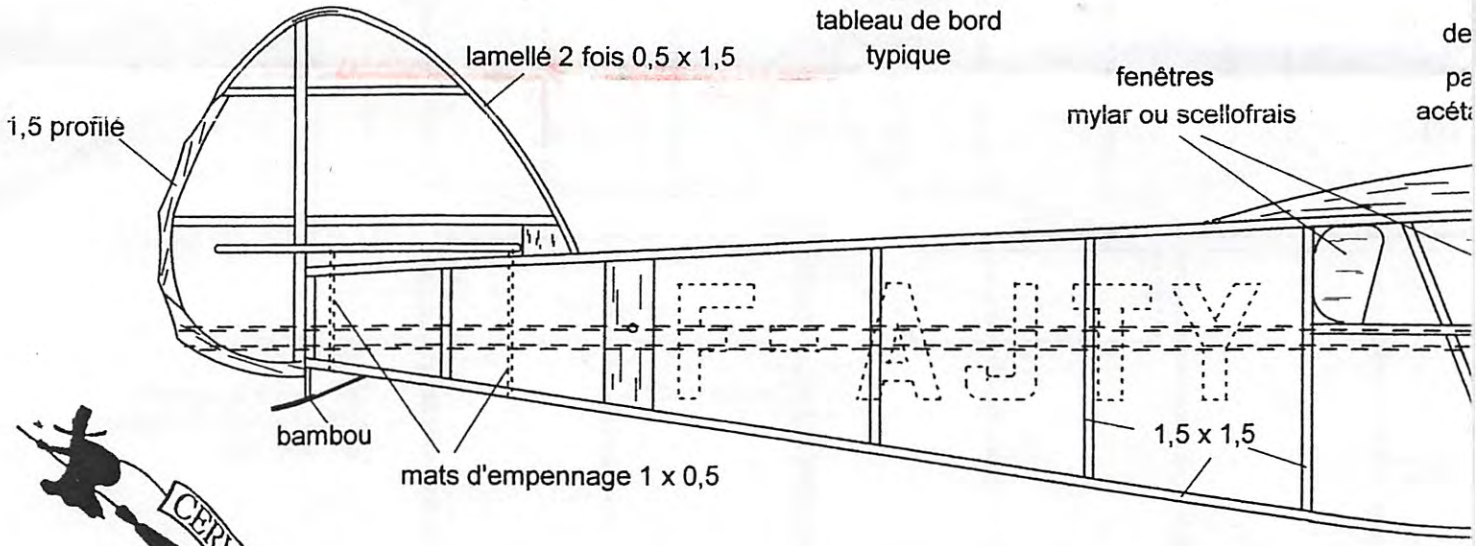
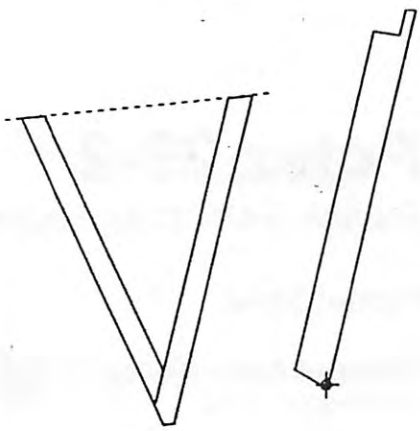


tableau de bord
typique

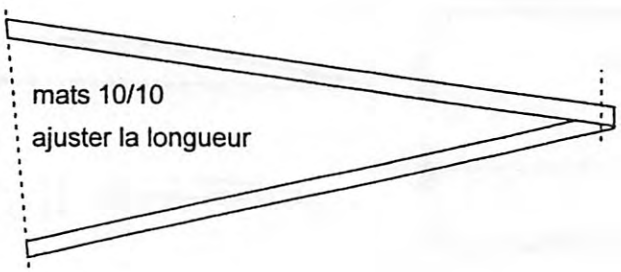


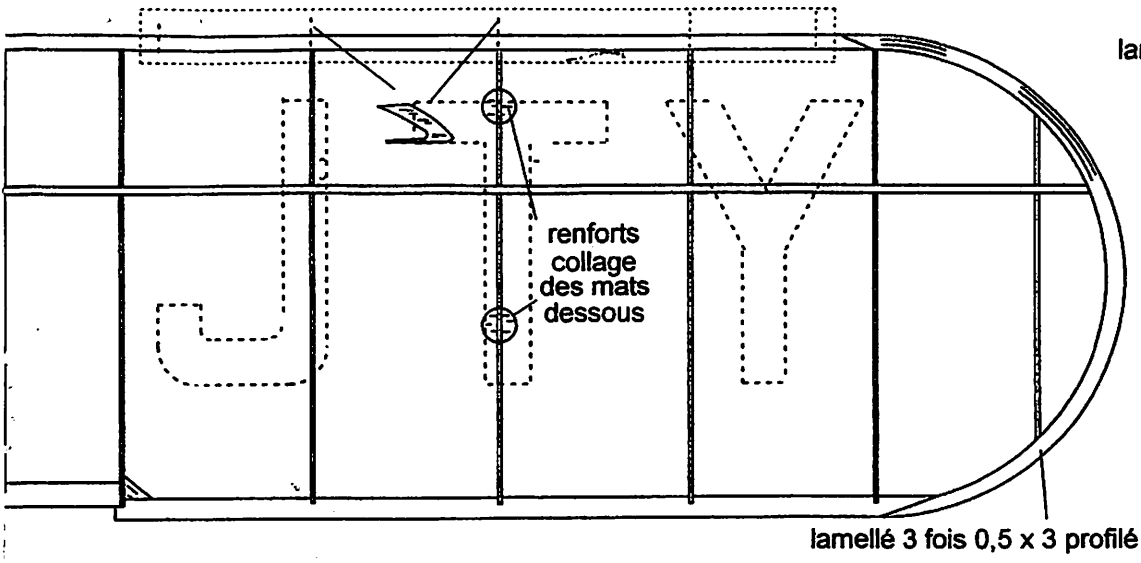


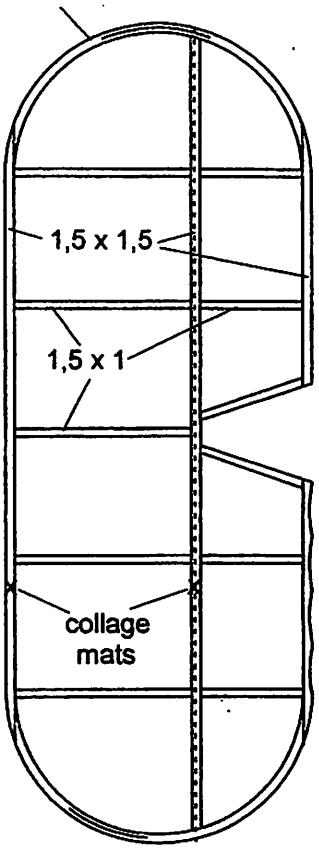
jambes de train

vraie longueur
balsa 15/10 profilé

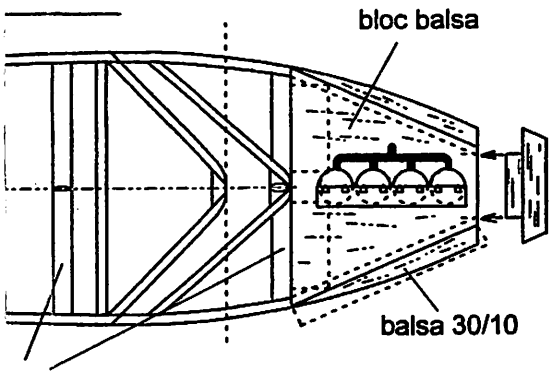
Hélice pales moulées 130 mm pas 1,5
Moteur une boucle de 2 à 2,2 mm 350 à 400 mm de long

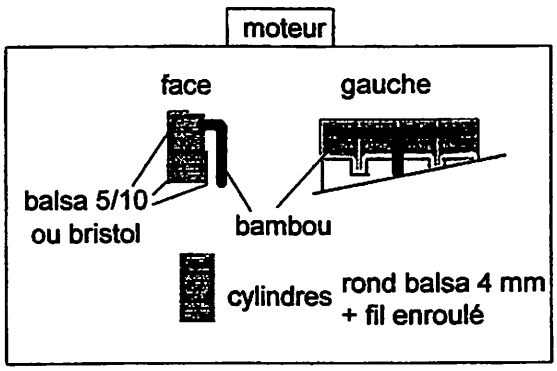




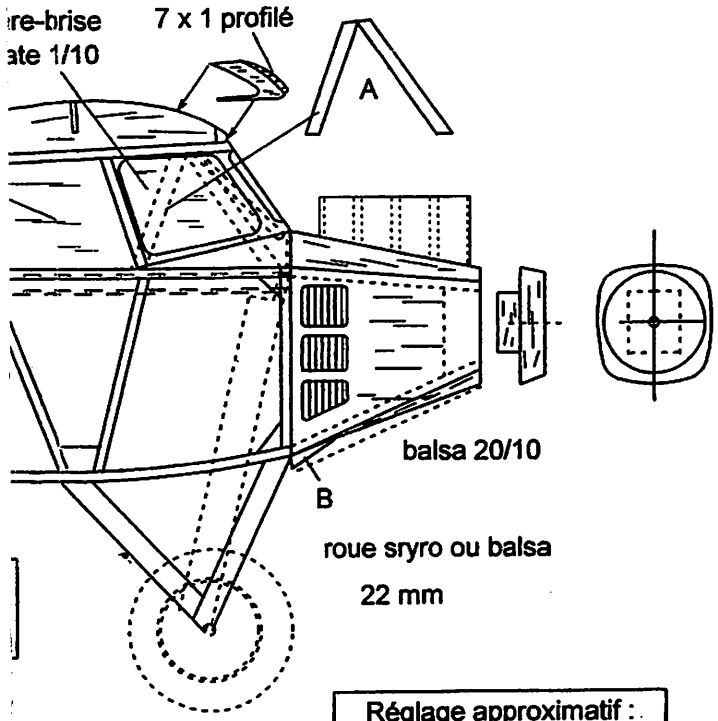


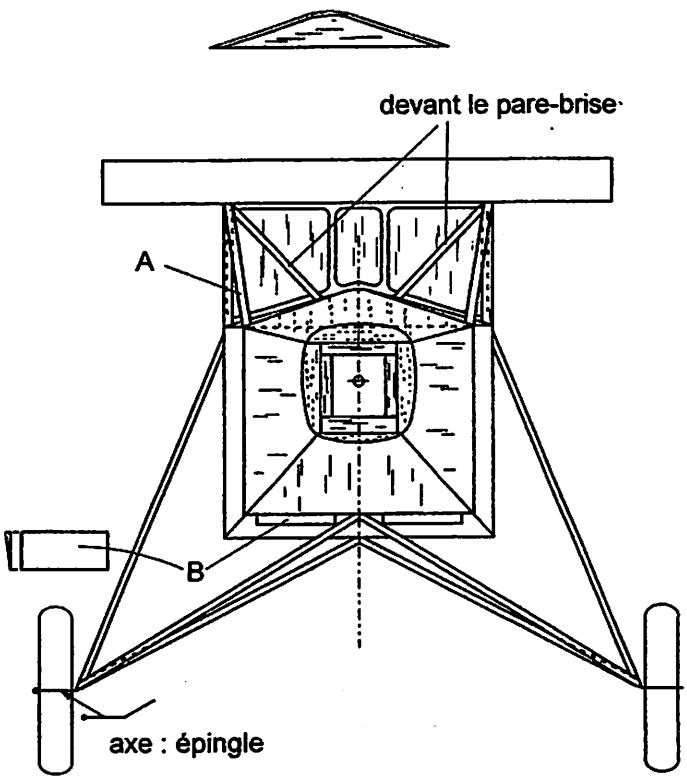
lamellé 3 fois 0,5 x 3 profilé





ssous
re-brise
ate 1/10



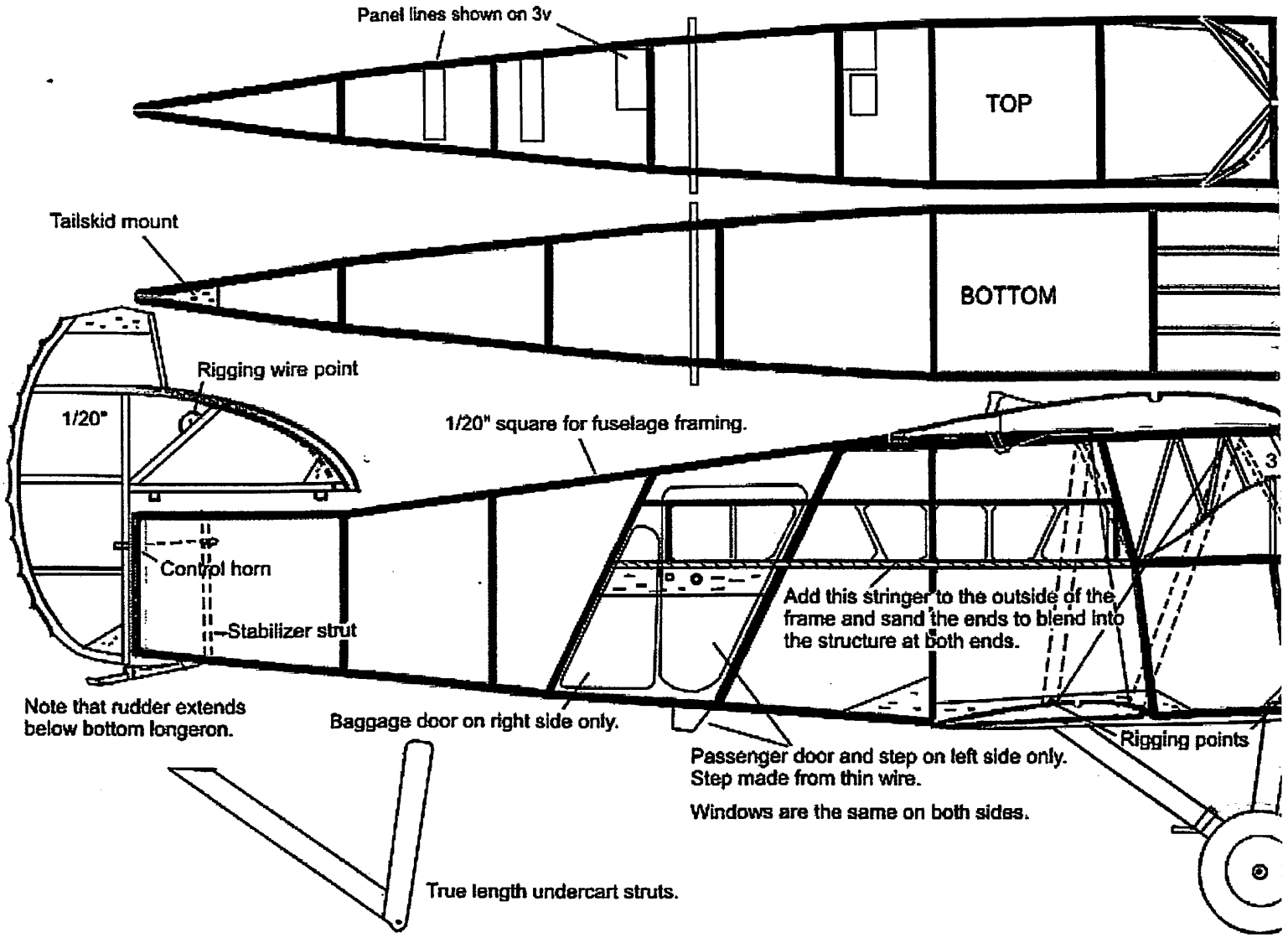


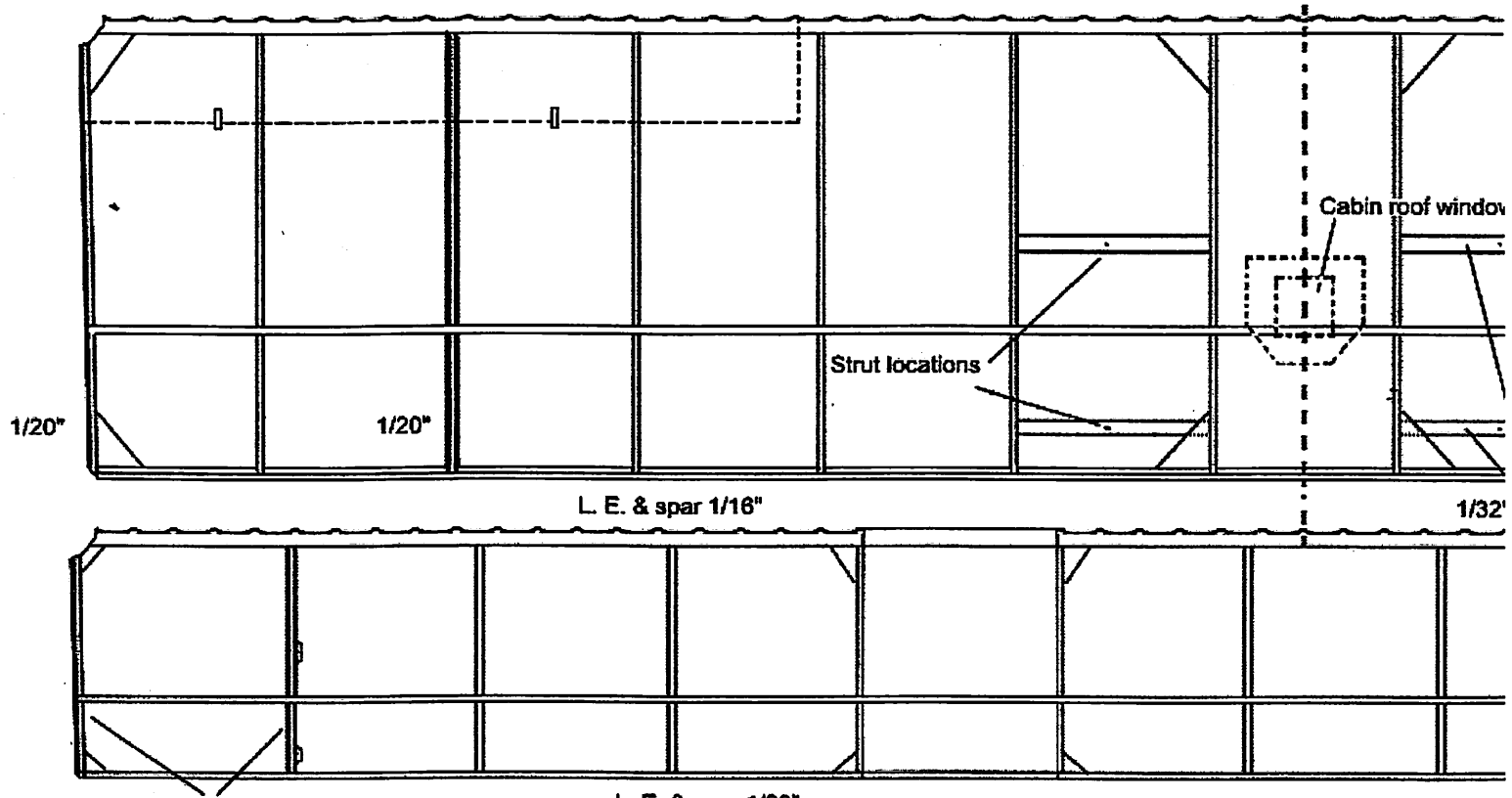
Réglage approximatif :
piqueur 3°
droite 1 à 2°
CG 25 mm du b. a.

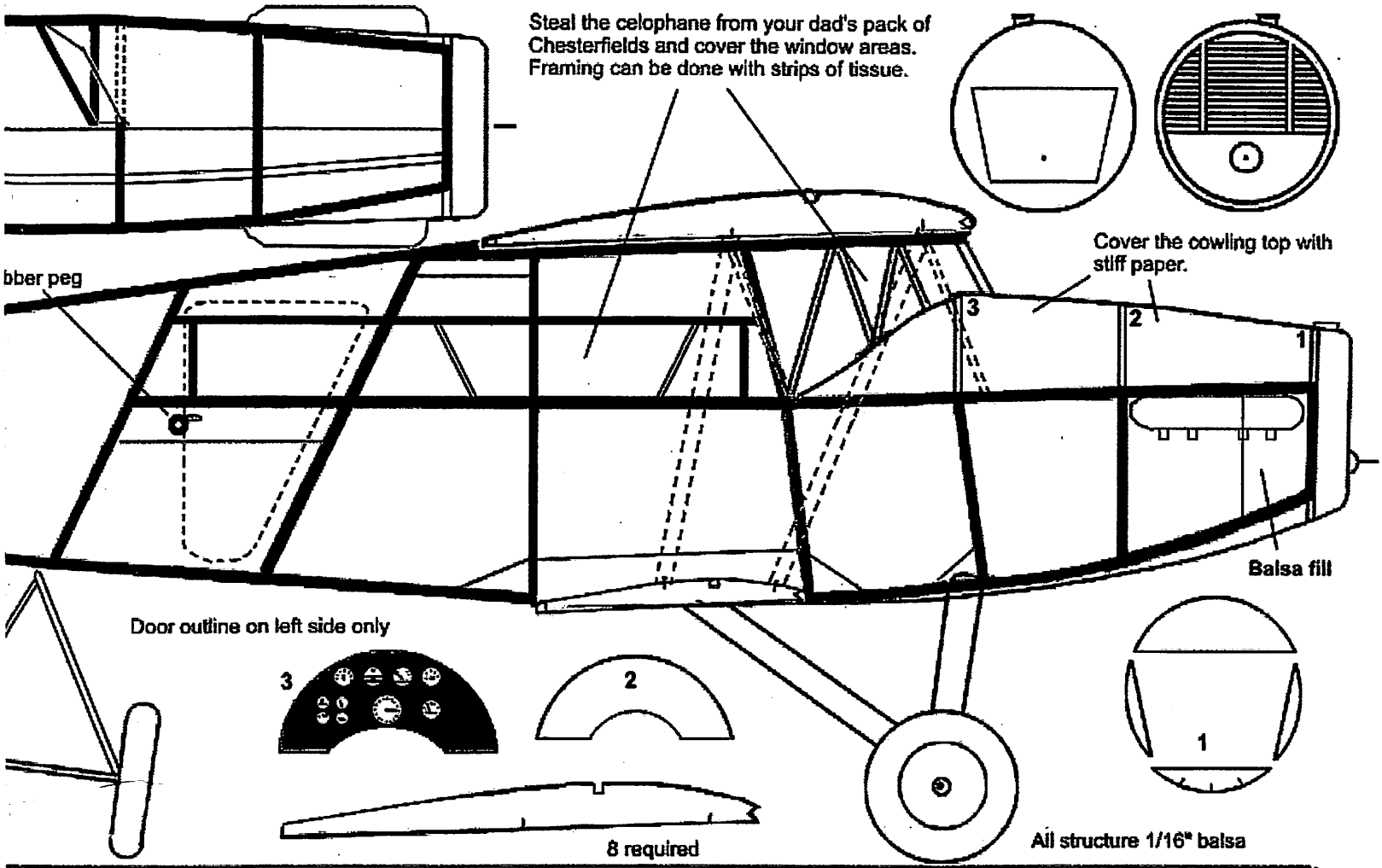
Les cahiers du C.E.R.V.I.A.

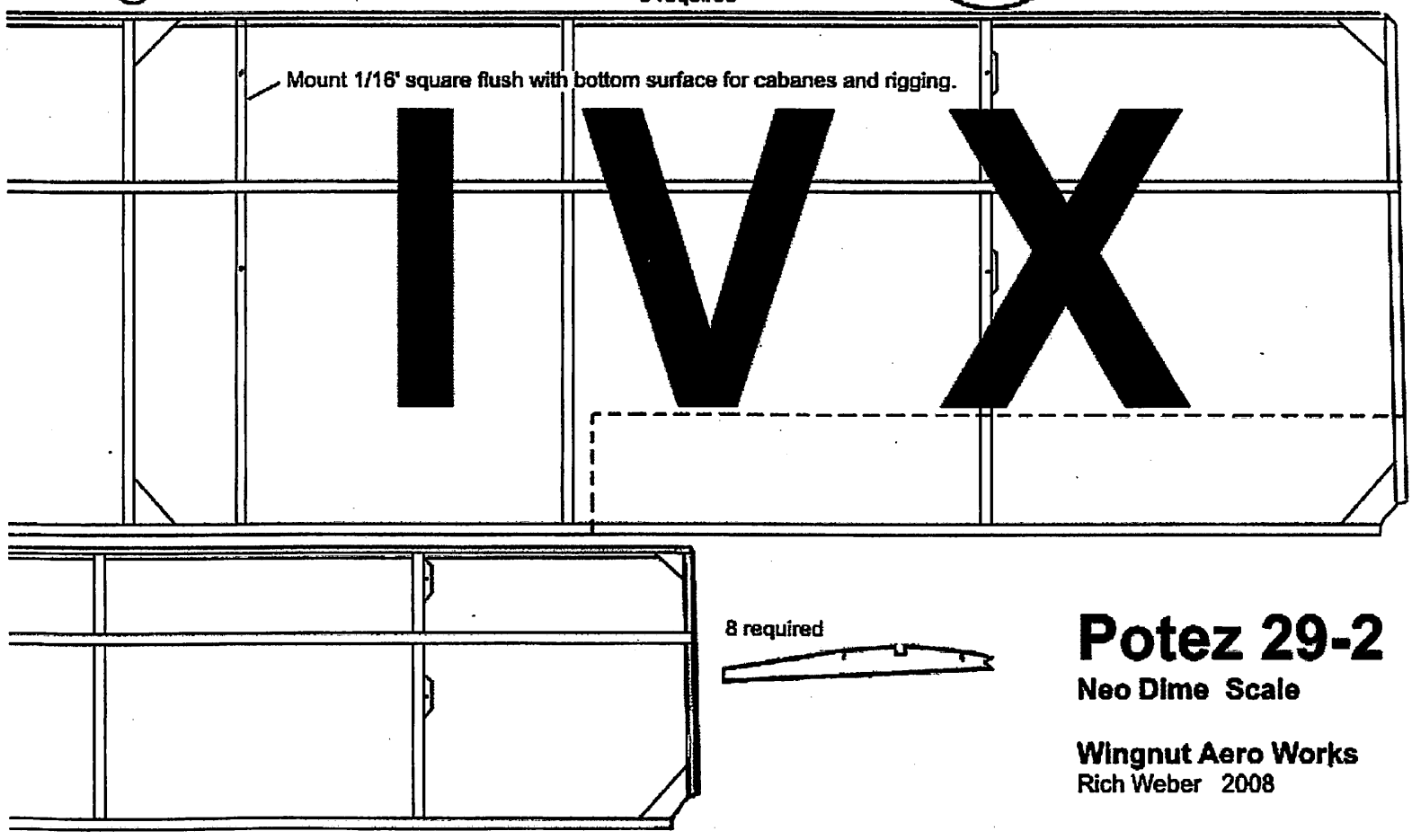
Potez 36

Alain PARMENTIER


Panel lines shown on 3v
TOP
Tailskid mount
BOTTOM
Rigging wire point
1/20"
1/20" square for fuselage framing.
Control horn
Stabilizer strut
Add this stringer to the outside of the frame and sand the ends to blend into the structure at both ends.
Note that rudder extends below bottom longeron.
Baggage door on right side only.
Passenger door and step on left side only. Step made from thin wire.
Windows are the same on both sides.
Rigging points
True length undercart struts.


Cabin roof windov
Strut locations
1/20"
1/20"
L. E. & spar 1/16"
1/32'
1/20" ribs at ends and strut locations.
L. E. & spar 1/20"

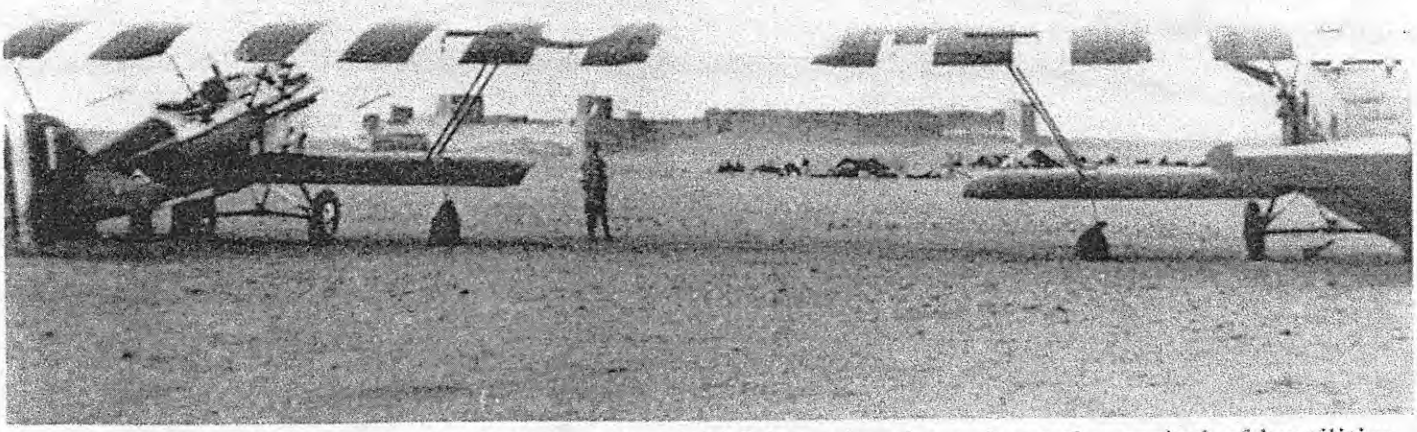




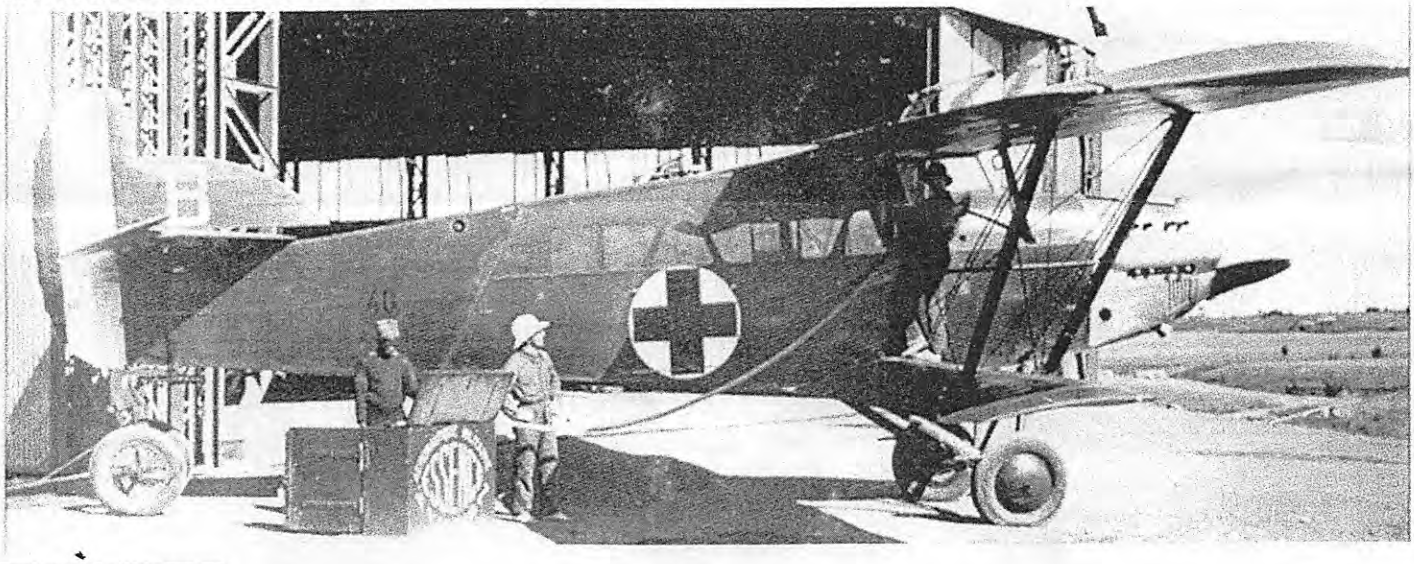
Potez 29-2

Neo Dime Scale

Wingnut Aero Works
Rich Weber 2008



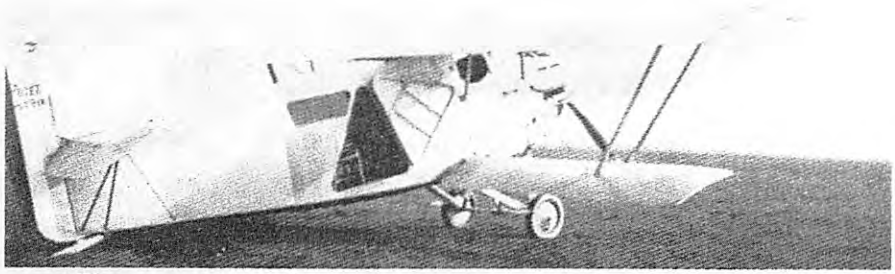
Top: The old Potez biplanes continued to give faithful service throughout the period of hostilities. Potez 25TOE No 2219 ('1') is flanked by a Potez 29 on the right: both were aircraft of EO 596. and are seen here at Deir ez Zor. *(C-J. Ehrengardt).*

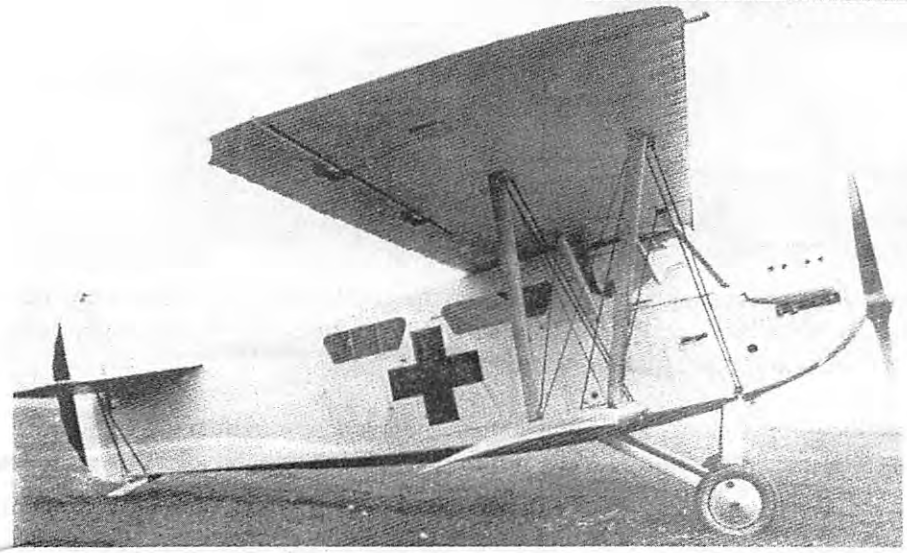






Military ambulances





The prototype for the military ambulance differed in several ways from production machines. The most noticable change was in the cabin windows, which are placed much higher on the fuselage. There was also a different strut arrangement on the tailplane.

Best guess on the color is overall silverish white.



Aeropostale

Aeropostale had only one Potez 29, but the distinctive company colors make it an interesting choice for a model.

It seems to have worn more than one color scheme. In this photo, the fuselage is all one color, probably red. Note the tricolor band, and rudder stripes.



Aeropostale

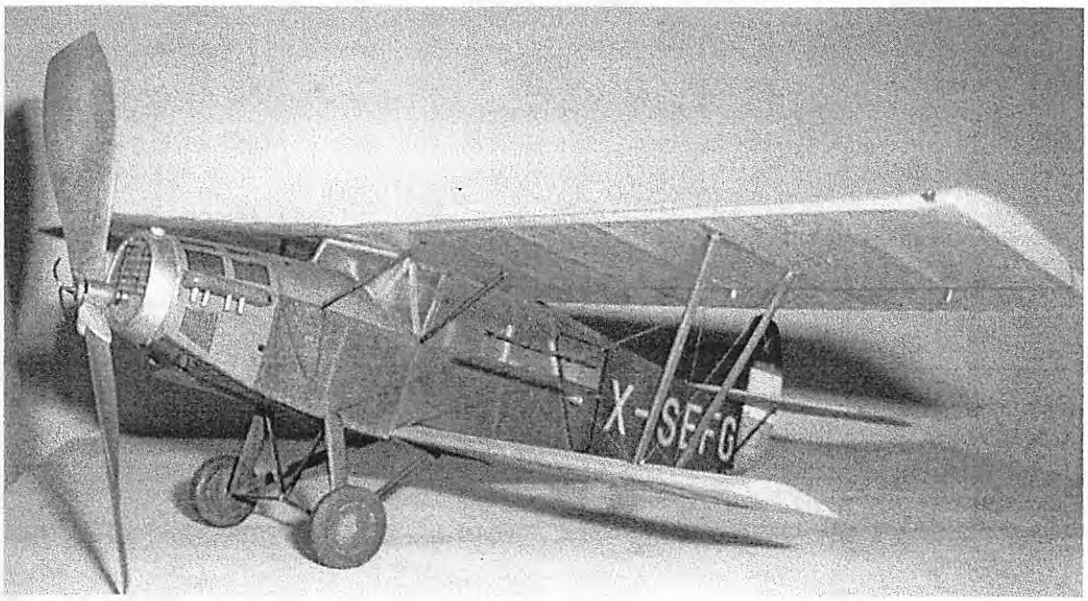


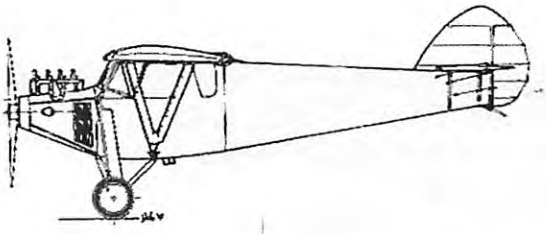
Although of poor quality, these photos show some interesting details. In the picture above, the extra radiator can be seen slung below the cowling. It was probably added to cope with the climate in S. America. It's impossible to make out the registration code from this angle, but the photo was originally captioned as being F-AIVX.

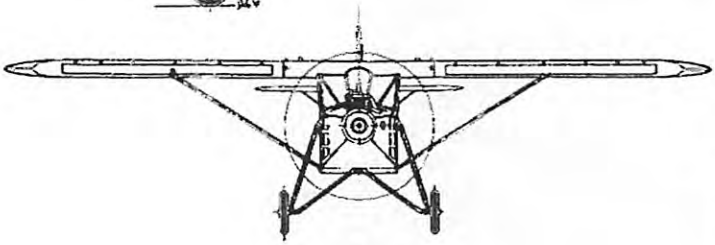
The full chord registration code is visible in the photo below. The color line on the fuselage is quite evident as well. Aeropostale colors were red fuselage with silver-ish white flying surfaces. Registration letters were black.

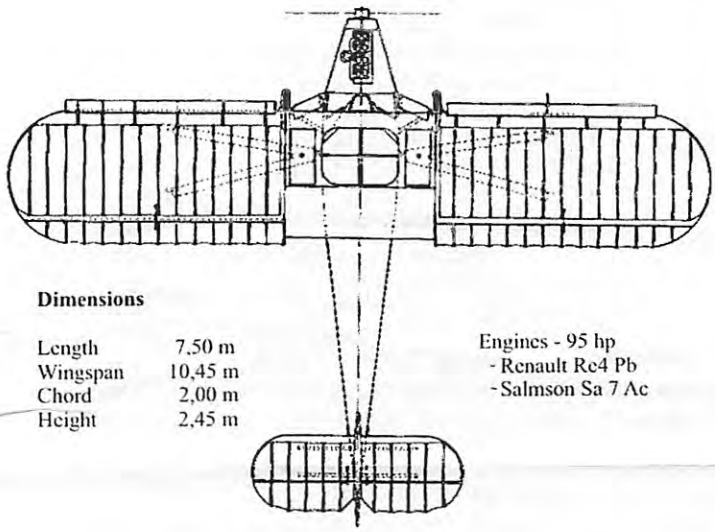


Peanut scale model







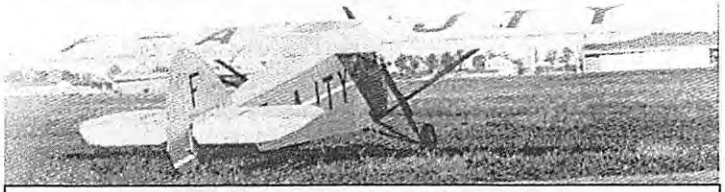


Dimensions

Length	7,50 m
Wingspan	10,45 m
Chord	2,00 m
Height	2,45 m

Engines - 95 hp
- Renault Re4 Pb
- Salmson Sa 7 Ac









Autre Potez 36.14, le n/c 1919 F-AJUO de Monsieur Cendre, qui le baptisa "Cendrillon"!



Simple structure and lots of wing area make the Potez 36 an ideal subject for a Peanut Scale model.

Alain Parmentier reports that his is a fine flier.



2009 CFFS CONTEST EVENTS AT LORAIN COMMUNITY COLLEGE FIELD
AT RT. 301S. ABBE RD. I-90 EXIT TO RT. 301S,
HOAG RD. OR MAIN ENTRANCE, UPWIND
9:AM TO 5:PM

Note change!

SEPT. 20

1. FAC PEANUT SCALE, FULL POINTS
2. HIGH WING CABIN PEANUT
3. FAC DIME SCALE
4. FAC RUBBER SCALE
5. EMBRYO' ENDURANCE
6. FAC TWO BIT O.T. RUBBER
7. FAC FICTION FLYER
8. GOLDEN AGE CIVIL
10. LOW WING MILITARY TRAINER
23. JETEX / RAPIER DURATION
24. JETEX / RAPIER SCALE
11. 30's SPORT RUBBER R.O.G.
12. HAND LAUNCHED GLIDER
13. 6" STICK CATAPULT GLIDER
18. GOODYEAR, FI RACE M.L. 11:30
15. GREVE INLINES RACE M.L. 12:30
16. THOMPSON RADIALS M. L. 1:30
19. WW I MULTIWING PEANUT 2:30
20. WWI FAC MULTIWING M.L 3:30

OCTOBER 4

1. FAC PEANUT SCALE
2. HIGH WING CABIN PEANUT
3. FAC DIME SCALE
4. FAC RUBBER SCALE
5. EMBRYO ENDURANCE
6. FAC TWO BIT O.T. RUBBER
7. FAC FICTION FLYERS
9. GOLDEN AGE MILITARY
10.6 P-20 ENDURANCE
23. JETEX / RAPIER DURATION
24. JETEX / RAPIER SCALE
11. 30's SPORT R.O.G.
12. HAND LAUNCHED GLIDER
13. 6" STICK CATAPULT GLIDER
14. FUNK & WACO MASS LAUNCH 11:30
17. BENDIX PRE WAR M.L 12:30
18. GOODYEAR, F1 RACE M.L 1:30
21. WWII PEANUT COMBAT M.L 2:30
22. WWII FAC COMBAT M.L. 3:30

FAC rules apply, with inspection of No. Cal., Dime and Combat for minimum detail. O.T.'s must be built to plan with plan provided for inspection. No size change for 26" Max.per O.T. plan. Flier must pre-select event for multiple option models. Special events earn double credit for CFFS year end prize. **Mass launch events will start at posted clock times! Be ready!**

SPECIAL EVENTS FOR CFFS YEAR END PRIZE ARE:.

Four events have been designated as worthy of "Special Events" status. In order to encourage some model building out there, we'll be giving away some nice kits and other FF goodies. Here's the best part: all you have to do is **enter** the event to be eligible!

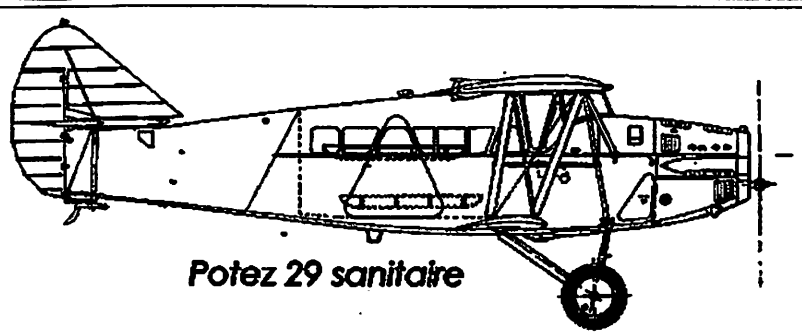
Every time you enter one of these events, your name goes into the hat. At the end of the day, we'll draw out the names of the winners. If you've made an official flight you can go home a winner, even if your model crashed or burned. Is that fun or what?

The four events for 2009 are:

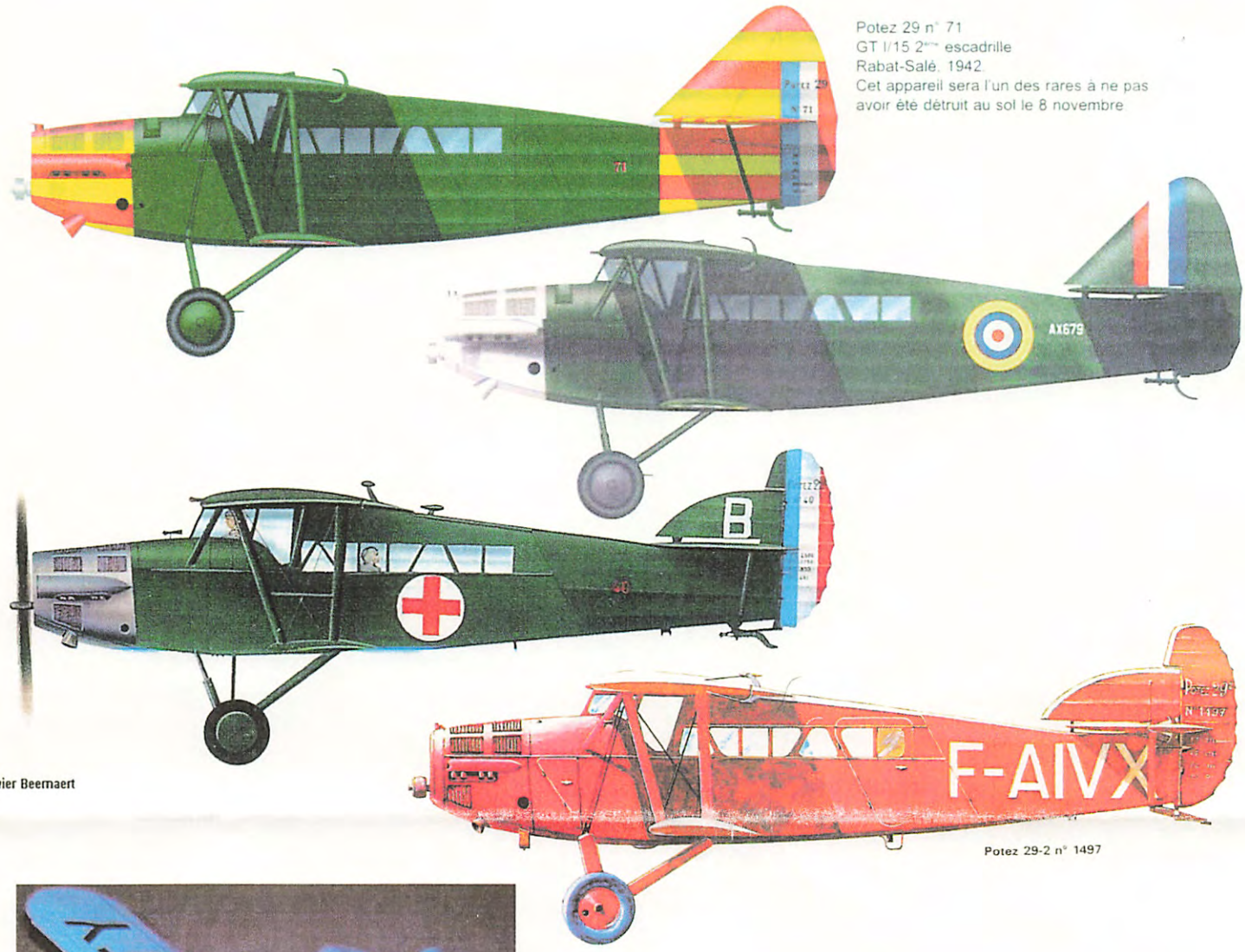
Two Bit Old Time Rubber, Embryo Endurance Rubber, Dime Scale, and **30's Sport R.O.G.** (includes Comet Phantom Flash). If you're wondering which model to build next, I hope we've provided some inspiration.

Competition alert!

Gordy Roberts has dusted off his trusty Erie Daily Times model and challenges one and all to bring their own EDT to the field on September 20. These will fly in the Two Bit Old Time event, but extra bragging rights are available to EDT fliers!



CROSSWINDS Readers with the dreaded red X at issue renewal code #130 or lower can send $18 per year to Russ Brown 4909 N. Sedgewick, Lyndhurst, Oh 44124 – U.S.A.



Potez 29 n° 71
GT I/15 2ème escadrille
Rabat-Salé, 1942.
Cet appareil sera l'un des rares à ne pas avoir été détruit au sol le 8 novembre

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Potez 29-2 n° 1497

