

NIEUPOORT 17C.1

A new field opens up for Scale model fans—the world of miniature WW I models on control lines with .020s.

By Paul E. DeI Gatto

● Oldtimers will remember the many super-detailed scale models being sold in hobby shops in the 30's and early 40's. With the advent of the fabulous little Cox "Pee-Wee" .020, we got to reminiscing about doing a nice World War I scale model. Along similar lines. Only this time we were interested in something for backyard control-line flying.

The Nieuport 17 has always been a favorite of ours and we have done it in several types and sizes through the years. However, this time we were very much interested in doing one that could be easily assembled, while still retaining all the authenticity of the real aircraft. The photos, we feel; show without any doubt that this much has been achieved very well.

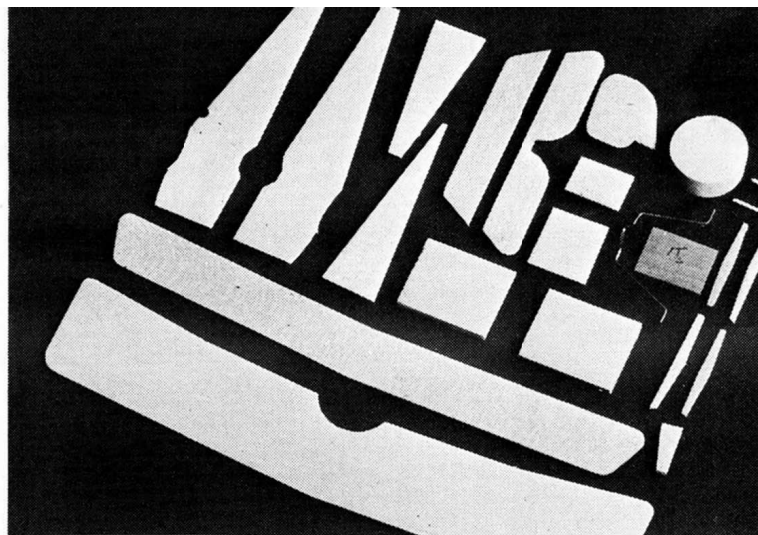
The real aircraft had quite a history in World War I. Billy Bishop, was one of the most notable aces to win his spurs behind the stick of a Nieuport. The color scheme we decided upon was that used by the Lafayette Escadrille; easily identified by the famous Indian-head insignia which were painted on the fuselage sides.

Flying the model presents no problem whatsoever, unless of course you are used to a three-or four-pound monster on the end of the line. One thing about the Nieuport—you'll never develop an arm ache from a one tank go-around like you do with the big ones.

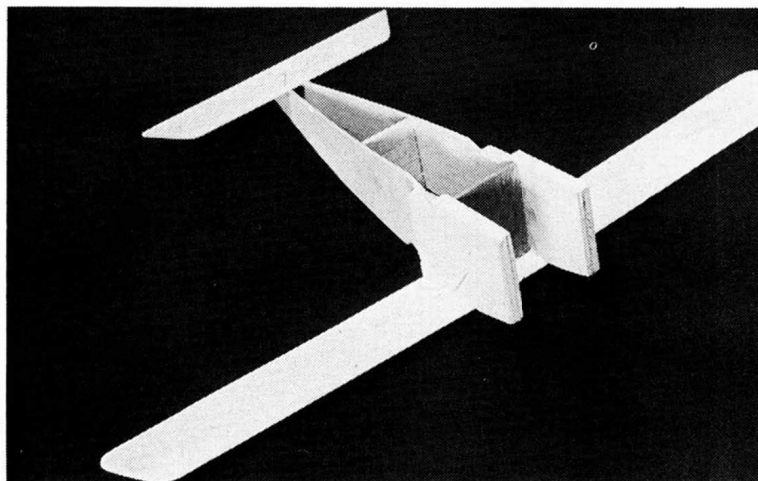
Because of the Nieuport's short nose moment arm, the center of gravity lies close to the bellcrank pivot point. This is something which is not possible in many configurations, particularly those dating after the first World War. It's excellent aerodynamic balance really shines in flight, as evidenced by its excellent response to the elevator controls.

Now that you have gotten all the facts, how about putting aside two evenings this week and one lonely dollar for building material. With a model this size, chances are you have got most of the material on hand and can start immediately anyway.

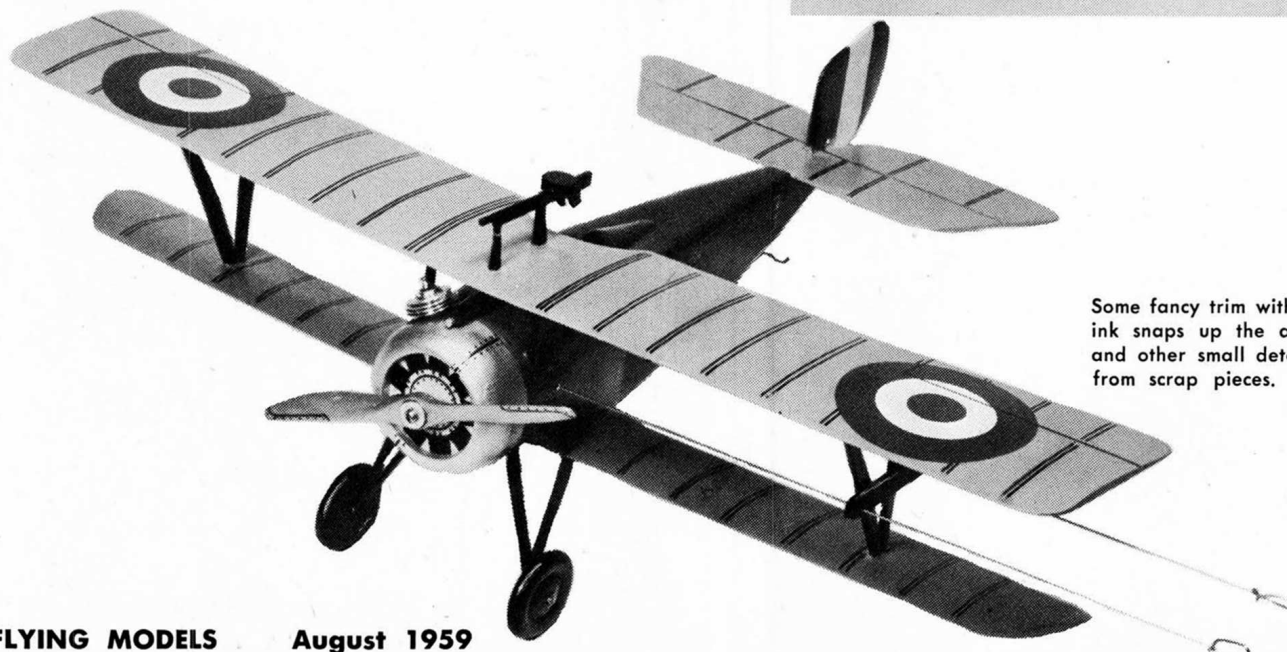
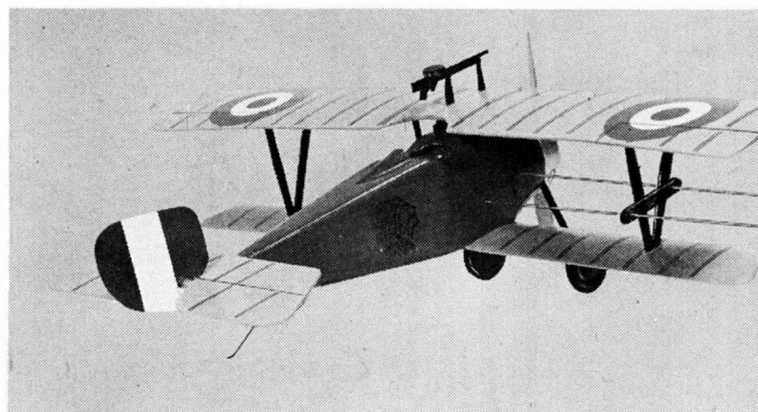
CONSTRUCTION: Full-size plans replete with the necessary details, help to speed the assembly and eliminates the need for aspirins while scaling up plans; not to mention the additional time which also must be spent.



Construction of the model is highly simplified with few parts needed.



It takes little time to go from an easy beginning to the end product.

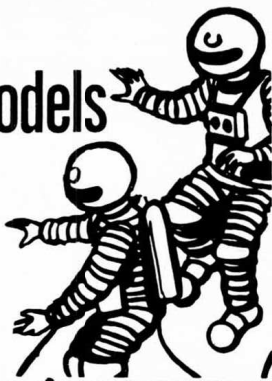


Some fancy trim with paint and India ink snaps up the appearance. Guns and other small details can be made from scrap pieces. Power is a .020.

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Begin by cutting out all the required parts such as we had done. In this manner while you are assembling the fuselage, the wings can be shaped and sanded and the stabilizer and elevator hinged together. The basic fuselage assembly itself requires very little time as evidenced by the plans and the photos. Once the sides have been assembled together, the fully-shaped lower wing should be cemented in position. The stabilizer or the completely hinged tail surfaces are then cemented in place.

Before proceeding with the fuselage, be sure to install the bellcrank and pushrod assemblies. The size of the bellcrank and the position of the pushrod on a model this small are quite important. Because of this, it is advisable to adhere closely to the already proven combination; at least until you have had an opportunity to fly the model a few times. The lead-out wires are also installed at this time. But since they cannot be completed, leave plenty of wire length to form the lead-out loops. Incidentally, the wire size we used was more than necessary, so we have called for a lighter gauge wire on the plan.

Install the main landing gear strut and complete the basic fuselage assembly. When this much has been done, rough out the cowl to a semi-finished and hollowed shape as indicated on the plan. Then, install your "Pee-Wee" engine on the 1/16" plywood firewall. Note that the engine has been tilted to permit installation of machine gun details.

Cover the engine cylinder head from the crankcase up with some tape to keep balsa dust out of the cylinder,

while completing the remaining details. Cement the 3/16" sheet nose fairings in place and tack the cowl ring lightly in place to blend in the whole fuselage nose assembly. When completed, remove the cowl which was tacked in position and remove all the protective tape from the engine and remove all excess balsa dust. Complete the cowl by cementing the cowl former in place and add wire pins for fastening to the fuselage. A removable cowl is important if extensive flying is contemplated.

Assemble the interplane struts and cement them in place on lower wing. Then, make the machine gun assemblies. The Vickers machine gun assembly is cemented to the fuselage top, while the Lewis machine is cemented atop of the fully shaped upper wing. The completed wing and gun assemblies are not cemented in position on the interplane and centersection struts until the model has been completely doped and painted.

FINISHING: Apply at least two thinned coats of dope, gently sanding between each coat. Apply at least one extra coat to the inside of the cowl and firewall. The fuselage on our model was finished in red, while the wing and tail surfaces were painted a yellow-orange. The machine guns, struts, rib markings and details were all black, while the cowl was silver. Three thinned down coats of color were applied to all surfaces, to obtain suitable coverage. All surfaces were rubbed down gently with a fine grit rubbing compound, before decals, rib and surface markings were added.

We even went so far as to take a Top Flite prop and trim it down to a scale appearance, and then finished it off with the scale details. As a matter of fact it flew very well with this prop;



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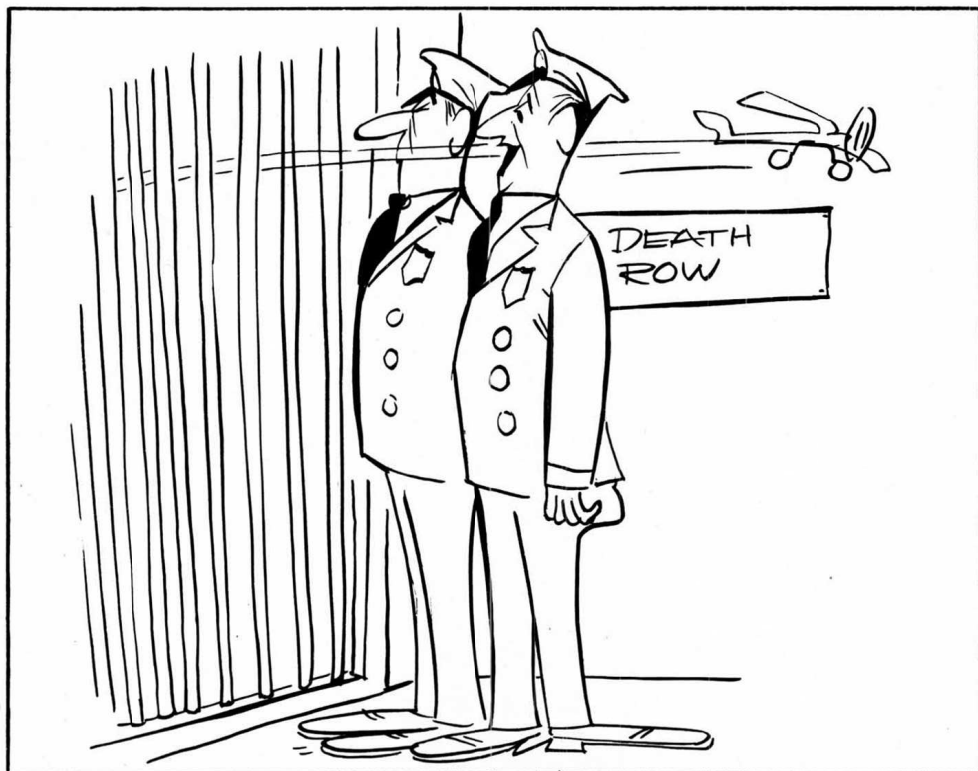
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however, any prop recommended by the manufacturer will be equally satisfactory.

Cement the top wing assembly securely in place and then complete the lead-out loops, to which the flying lines are fastened.

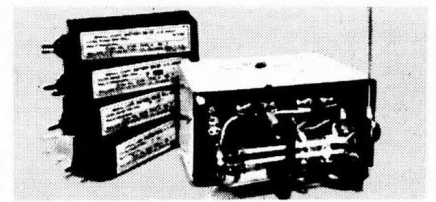
FLYING: Of course, the size of the model will somewhat limit when it can be flown. Do not fly in very windy weather, it is not made for it. Calm weather with occasional gusts are okay, but nothing more. Of course, if you have got an indoor site, with at least 50' between walls on all sides,

you're in business (but leave the doors open). Don't fly on less than 20' of lines unless you like getting spin-happy, and 30' of line represents the upper maximum in our opinion.

At least on its first flight, permit the model to taxi with the controls slightly down, as it begins to pick up speed, then bring the elevator up gently. You will witness as realistic a takeoff, as in any other scale model you have ever built. The model is light enough in weight with plenty of area for its size. You can bring it down just as gently; providing you have a smooth takeoff and landing strip.

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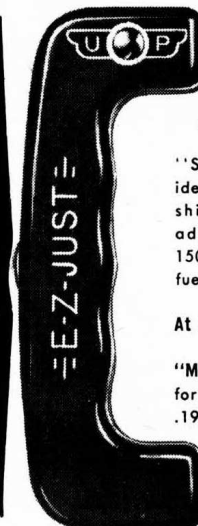
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