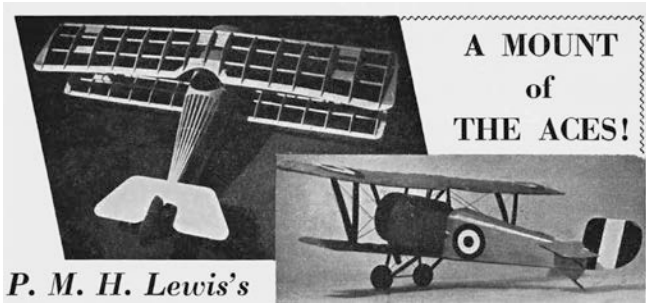


Nieuport Scout



A free flight model for .5 - .8 c.c. engines by Peter Lewis.

A firm favourite as a fighting mount with many World War 1 ace pilots, the Nieuport 17C-1 is just as popular 40 years later with modellers.

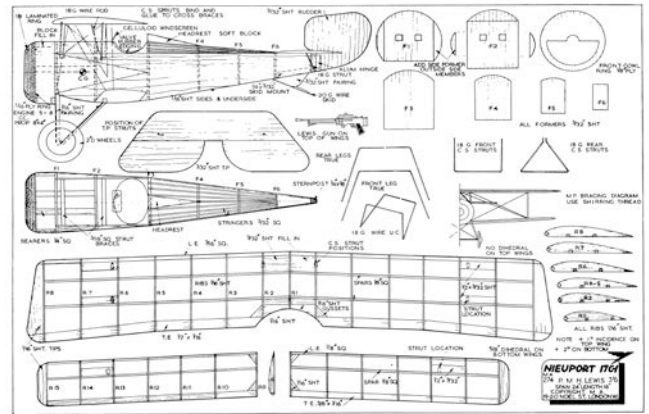
The plans are for .5-.8 c.c. engines and the form of construction ensures a speedily-built and strong model which will last a long time.

Fuselage: Take a sheet of medium-grade 1/16 in. balsa and trace the sides on to it, either pricking through the outline or using carbon paper below the plan. Score vertically, level with the cockpit, and cement over the angle after bending the sides to the plan view: 3/32 in. sheet is used for the formers F1 to F6 which are cemented in place from F1 to the rear when the sides have set firmly at the sternpost.

One piece of 18G. wire is used to form the undercarriage vees which are mounted in place by binding and gluing to 3/16 x 3/16 in. cross braces. At the same time, the 18G. wire center-section struts are fitted. The 20G. wire tailskid is fixed in place on a 3/8 x 1/8 in. strip between F6 and the sternpost, the 1/4 x 1/4 in. motor bearers follow, then the underside of the fuselage receives its 1/16 in. sheet covering, as does the top decking also from F1 to F3.

Aft of F3, 3/32 X 3/32 in. stringers run to the leading edge of the tailplane. The cockpit is cut out of the sheet and the forward side panels are added after curving to shape over a fire or in steam. To secure the engine, 8 B.A. bolts are passed through the bearers and soldered to strips of tin or brass, which are then pinned to the wood.

The front ring is of 1/16 in. plywood and this is faced with laminations of 1/8 in. sheet. When the front is



firm, soft block is used, hollowed out, to fill in the cowling, the lower half being retained by press studs. The tailskid is faired with 3/32 in. sheet and the cockpit headrest is added.

Cut 3/32 in. sheet to the outline of the tail unit and both the tailplane/elevators and the rudder are sanded to section. Note that there is no fixed fin just a rudder which is hinged to the sternpost with a piece of thin aluminium. The tailplane is cemented in position and the fuselage cleaned up with sandpaper. The 18G. wire axle is soldered to the undercarriage legs, the wheels being fitted later.

Wings: The upper wings are made in one piece and are started by pinning down the 3/16 x 3/16 in. leading edge and 1/2 x 1/16 in. trailing edge: 1/8 x 1/8 in. strips form the spars, and the ribs are cut from 1/16 in. sheet. 1/2 x 3/32 in. is used where shown to anchor the center-section and interplane struts. The tips are of 1/16 in. sheet and this is also used for the corner gussets. Port and starboard lower wings are made next, with 1/8 x 1/8 in. leading and 3/8 x 1/6 in. trailing edges.

Covering and Assembly: The structure is now complete and, after the rough edges have been sanded away, is ready for its covering of tissue. Cover the entire model with dry paper, and water spray the wings. As soon as they are dry and the tissue is taut, give two or three coats of clear dope.

The lower wings are cemented firmly to the fuselage and the center-section struts faired with 1/16 in. sheet before the upper wings are mounted on them. At the same time, the undercarriage legs receive their

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fairings. The ends of the hard 1/8 in. sheet interplane struts are pointed and cemented into the wing blocks.

Before adding the details, colour dope the complete model. Silver dope was used on many Nieuports as an alternative to the khaki-green upper and natural lower surfaces. Roundels were painted on both upper and lower surfaces of the top wings and below the bottom planes, and on each side of the fuselage. Blue, white and red stripes covered the rudder, with the blue foremost. The serial number was on the rudder and the squadron markings on the fuselage.

When the colouring is finished, the bracing wires are installed with grey shirring thread. The gun and sights are mule from scrap materials, painted black and then mounted in position. A piece of clear celluloid forms the windshield, the cockpit edging utilising a length of rubber valve tubing as padding. The 2 in. dia. celluloid wheels are retained on the axle by soldered washers.

Test glides will determine how much weight has to be added to the nose or tail and adjustments are made to the rudder and sidethrust until the flight pattern is satisfactory.

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