

## build this all-sheeted fun model—it's 48 $\frac{1}{2}$ " span for .35—40

By ERIC RO

A FEW wispy clouds are stretched across an orange-red sky . . . a lone Nieuport *Scout* drones overhead. The setting sun glints on the old biplane's wings as the pilot relaxes himself by executing a loop . . . then a roll. 1916 on the Western Front? No . . . it's 1975 on the Wirral Peninsula!

Having built a number of models that looked as strange as they flew, (really though, some flew quite well),

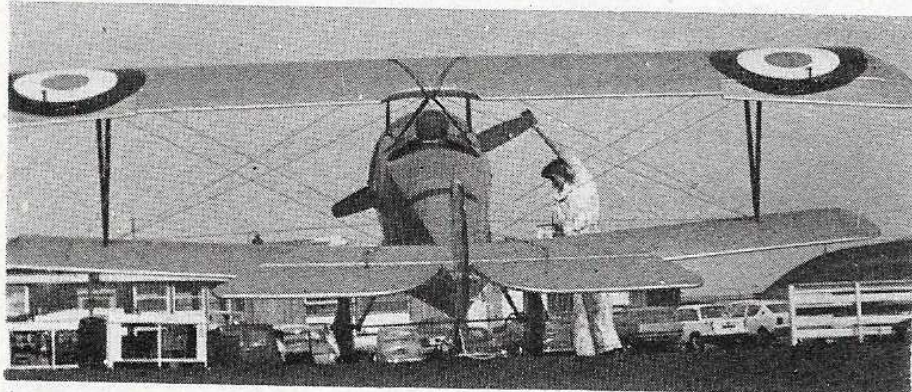
I decided that possibly a biplane would fly better, being supposedly more stable. And anyway, I have always had a great affection for biplanes, especially of the WWI period, the Nieuport *Scout* in particular.

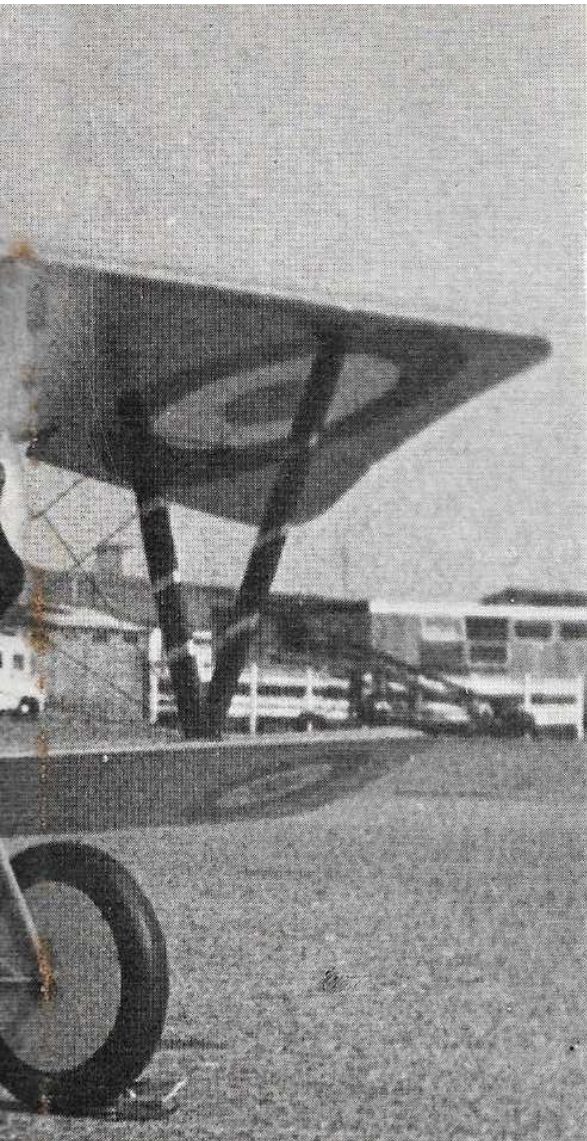
The model I required had to be simple to build, simple to repair (!), and fairly cheap to put together. That's why it's held together with rubber bands, and features all-sheet construction. If you want to bolt it

together, of course, that's a mod that is up to you.

A 35in. span model was built and flown first. This was retired late in 1973, having lasted about a year, during which time it had clocked up quite a number of flying hours. It was really rather underpowered by its Enya .09 however, and I came to the conclusion that a bigger engine in this airframe was just not on; a larger model altogether was called for. So the model featured here was brought into being. It was drawn up originally as a cross between a Nieuport II and a Nieuport 17. I called it a Nieuport *Scout* as the only gen I had on this subject was the Profile No.49.

This is really a finisher's model because the paint-job and the pilot actually make it into a reasonable scale-ish looking model. The prototype slightly modded up, with full radial cowl and pilot's headrest—and with OS40 power—has been entered as a Nieuport 17C1 in a couple of





**great!**  
**BINSON**



Class-2 comps and achieved about 10th position—not bad for an all-sheet model!

## CONSTRUCTION

### Fuselage

The overall structure is quite simple to build, so a quick run through first, before going on to more specific detail. The two fuselage sides are cut from 3/32in. sheet balsa, 3/32in. doublers are glued (with PVA or impact adhesive) to the fuselage sides where indicated, noting the grain direction. Formers 1 and 2 are cut from 1/8in. ply and 14g. centre section struts are bent and sewn to them. The formers are then epoxied to the fuselage sides, together with triangular balsa gusset strips. When set, pull the tailposts together and cement. Fit the remaining formers and the tailskid ply plate.

Cover the underside of the fuselage with 3/32in. sheet, cross-

# NIEUPOORT SCOUT



grained. The turtle back sheeting is cemented in place. Build up the forward fuselage top deck radio hatch (it just fits through the centre section struts after card or balsa fairings have been fitted). Epoxy the lower forward fuselage floor, of ply, in place.

The undercarriage is bent up from 12g wire and bound and epoxied to former 1. The rear legs are left floating under the lower wing retaining bands, to allow plenty of give for those other-than-perfect landings! The straight-through rog. axle is bound to the u/c legs, as in full-size.

The cowl is either bent up from an aluminium kettle, or built up from balsa and is screwed into hardwood blocks, epoxied either side of former 1. The airborne pack is fastened onto the front face of the firewall. Wheels are built up from 1/8in. ply discs with balsa tyres and cones, though commercially made wheels of about 4in. dia. may be used.

### Wings

The lower wing underside is cut to shape from 1/8in. balsa; ribs and leading edge are then cemented in position. The two wing panels are set at the dihedral angle and epoxied, after which the top 3/32in. in sheet-

ing is glued in place. When set, a bandage is epoxied round the centre joint.

The top wing is basically a flat-bottomed section with the outer three ribs undercambered. This is purely for "looks". The wing is built almost exactly as the lower wing, except that there is no dihedral to worry about, and the two 1/8in. hard balsa sub spars, which are notched and epoxied in position. The W's ribs are then epoxied over the spars, and the aileron "snakes" are also fitted before the top sheeting is applied. If 48in. sheet balsa can be obtained, it will make cutting the lower sheet very much easier. Otherwise, scarf joints will have to be made, as indicated on the plan.

The tailplane is cut from 3/32in. sheet balsa, with strip balsa structure glued to the top surface only. Fin and rudder are profile cut from 1/8in. sheet balsa.

### Finishing

The entire model is covered with heavyweight tissue, given two coats of clear dope, a quick dry rub down and two sprayed coats to finish. Fuelproof the tank and radio bays, engine compartment and underneath the lower forward part of the fuselage. The full-size aircraft didn't



have a "showroom" finish—likewise the model. Aim for a slight sheen on the finished coat. Decorate to your own taste. Remember, it is really the paint job that makes the model into a good looker. And don't forget to fit a pilot . . . doesn't look right without.

### Flying

Set the rudder to neutral, with the trim off the transmitter at *full left*, and elevator neutral with trim of transmitter *full up*. Set ailerons at neutral. The original was powered with a Merco 35 turning a 12 × 4 prop., which gives plenty of power to fly in a scale-like manner.

With a short nose and forward undercarriage, as on the Nieuport (*Camel*, *Pup*, etc.), the trick is to get her moving before opening up to full power. On grass, full up-elevator is required to prevent her tipping over, plus a bit of right rudder to maintain a straight run. Once moving, ease off elevator and she will unstick on her own. It all comes reasonably easily, once you get used to it.

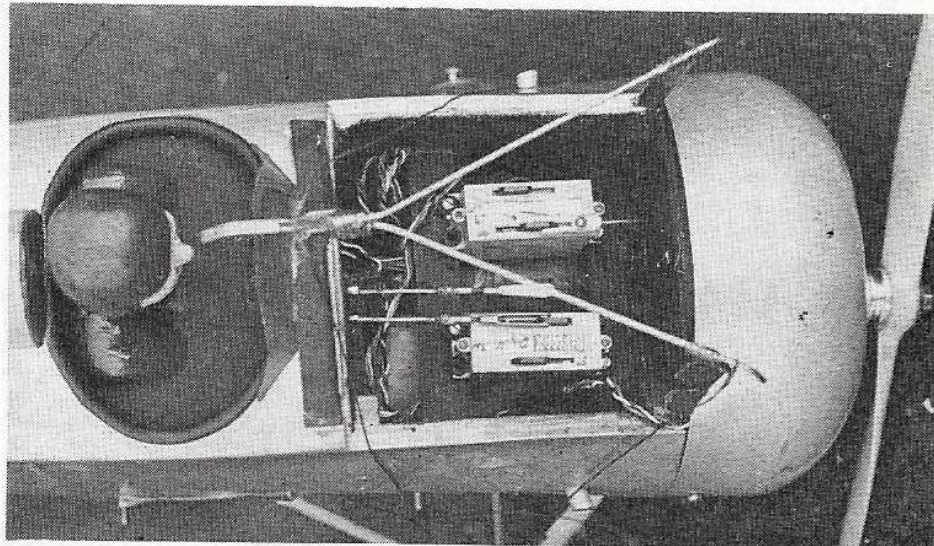
Aerobatics with the Nieuport are according to the pilot's inclinations and ability. Inverted requires a lot of down elevator, it goes without saying. (This is something I haven't mastered yet—but then, if you want to do *that* sort of flying, you don't go building WWI types!)

Landing is a lot easier than it looks—the model sort of "floats" in. Don't let the nose come up too much, however, or, with that wing area, she will virtually stop—and then come down like a lift. Hold her off at about 3ft. and she should nestle down quite gently.

There you are, then; if you want an easy-to-build model with a "looks like the real thing" appearance, that is fun to fly . . . you can't do better than try a Nieuport *Scout*!



Designer Eric Robinson, who hails from the Wirral, appears to have been flying the prototype on West Kirby beach unless we're mistaken. As will be seen from this more recent photo, the model now sports a wing-mounted Lewis gun. (For what that redskin's all about, consult Profile 49). Installation shot below has centre servo removed, but normally three abreast.



Cowl removed to show placement of nicad and fuel tank on firewall.

