

Nieuport Ni-17

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1/72 Scale Plastic Model Kit

WEEKEND
edition



item No. 7404

Nieuport 17 was one of the most famous French fighters of WWI. Agile aircraft was continuation of successful line Gustav Delage's designs and was very popular with pilots. Some kept Ni-17 as their personal mount even after more advanced fighters became available.

The Fokker Scourge period of the Great War was very hard time for the Allies. The Fokker „Eindeckers“ devastated the opponents with their synchronised forward firing machine gun. The most effective way of aerial combat had been found with this concept. French and British designers had to counteract to get their air forces back into the game. One of the answers to the needs had its roots in pre-war design of Gustav Delage, the designer who started working for Société Anonyme des Établissements Nieuport in January 1914. His design of two-seater Nieuport X was intended to take a part in Gordon Bennett race, but it served as the base of long line of military aircraft instead.

The two-seater variants of Ni-10 gradually developed into the single seater Ni-10 C1, as the French military officials urged for specialised fighters. Delage scaled down the Ni-10 C1 creating the Ni-11 called Bébé (baby) because of its nimble size. Very manoeuvrable fighter was also quite fast (some 95 mph; 152 km/h) for its period and good climber, although underpowered. The nine-cylinder rotary Le Rhône 9C developed just 80 hp (59 kW). Armed with one Hotchkiss or Lewis machine gun mounted on the upper wing, it helped the Allies to counter the onslaught of Fokker monoplanes, and as the German fighters evolved, the Nieuports did so...

Maturation of the concept

With Ni-17 Delage followed the design philosophy called „sesquiplane“, i.e. biplane aircraft with lower wing considerably smaller than the upper one. The concept developed from original intention of Nieuport brothers to produce monoplanes. They ran into troubles with the structural strengthness of the wing, as the cantilever design was not invented during the pre-war aviation boom. The lower wing was much more the base for the upper wing struts than the source of lift and so it helped to reduce the aerial drag of classic biplane design considerably.

It was no wonder Delage developed successful Ni-11 further. His attempt to get more of it consisted of two major changes. The first one was the use of more powerful Le Rhône 9JB engine of 120 hp (88 kW). Slightly modified front of the fuselage was second main change, while rest of the airframe itself was little changed from its predecessor. Unfortunately, the result was an aircraft with somehow degraded performance, mainly due to a heavier nose end, and for that reason the type marked Ni-16 was considered interim, yet widely used by French, British as well as Italian, Belgian or Russian pilots.

With the synchronising system finally available for French aircraft (using Alkan-Hamy system for rotary engines, which was basically a modification of Fokker's system), Delage felt it was time for more radical step in his line of fighters. He strengthened the structure of the aircraft significantly and concentrated as much of the mass as possible near the centre of gravity. Wingspan was increased, and the wing area rose by 1.45 sq. m. The wings structure

was also strengthened, especially the lower wing, as it had tendency to distort during harsh manoeuvres. The engine cowl was redesigned, and the interface to the fuselage was streamlined.

The resulting aircraft was bigger, stronger, and more powerful than its predecessors, but retained their manoeuvrability. The new Ni-17 was originally powered by the Le Rhône 9J of 110 hp (81 kW), but also more powerful Clerget 9B developing 130 hp (96 kW) or Le Rhône 9JB were used.

Standard armament consisted of one synchronised Vickers 7,7 mm machine gun installed on fuselage in front of the cockpit, firing through the propeller arc. French examples had it mounted in the centre of the longitudinal axis, while British RFC ones had the machine gun repositioned to the right side (they also used different Vickers-Challenger Gear synchronisation system). The main fuselage machine gun was sometimes complemented by one Lewis on the upper wing, which the RFC pilots preferred, as the British synchronisation system was unpopular with them. Additional modifications, as two fuselage or two wing-mounted machine guns, were also seen, usually as the result of pilot's preferences. Nieuports 17 were also capable of carrying eight struts mounted Le Prieur rockets.

Some aircraft were equipped with a non-turning prop hub dubbed the „Cône de Pénétration“, another variation was on the centre section of the top wing. It was sometimes covered with celluloid instead of fabric for better pilot visibility.

Long serving workhorse

The delivery of Nieuports XVII for the units of L'aviation militaire began from May 1916. Eventually, all French fighter squadrons would be equipped with the type, including the American volunteers, the famous Escadrille Lafayette. From June 1916 they were also utilized by units of the RFC, also Belgium, Netherland, Italy, Russia, or Finland used them. License manufacture was undertaken in Great Britain, Italy (Macchi-Nieuport) and in Russia (Dux). Some 75 aircraft found their way into the American Expeditionary Force in September 1917. Most French aces including Charles Nungesser and Georges Guynemer gained considerable amount of their victories flying the Nieuport 17, as other pilots within the allied ranks did so. British ace Albert Ball preferred the Ni-17 over S.E.5a until his death in May 1917 and it is no wonder, he achieved most of his 44 aerial victories flying agile French fighter. Charles Nungesser or Paul Tarascon were also favouring their Nieuports over SPAD VII which entered the service during autumn 1916. Many other aces were flying Ni-17 with great success and the design further developed with Ni-21 and Ni-23, which were basically still the same design.

Many examples served after the Great War not only in various air forces, but also in private hands for than very popular Flying Circus attractions.



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODRÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



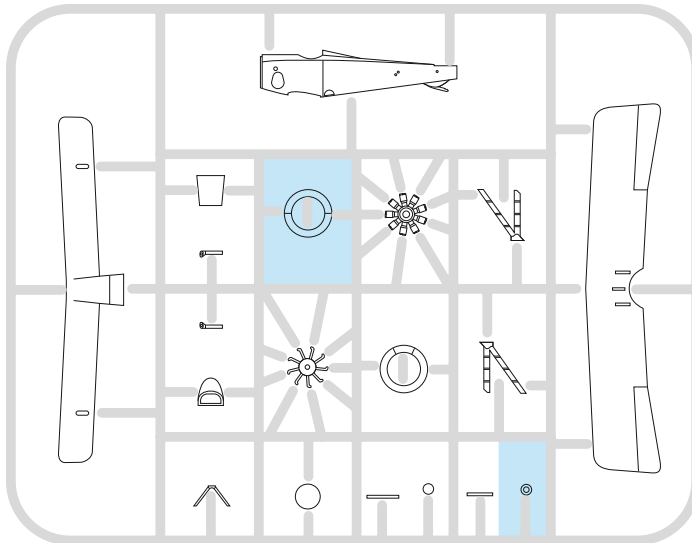
PIÈCES



部品

PLASTIC PARTS

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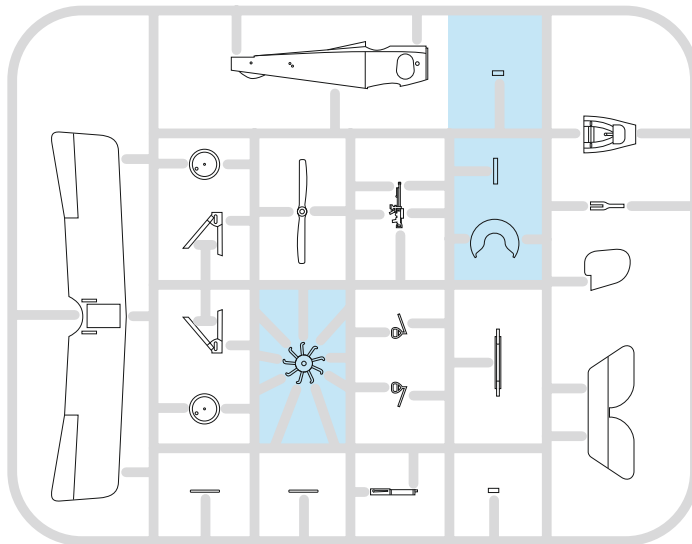


CLEAR PART>



1

B>



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



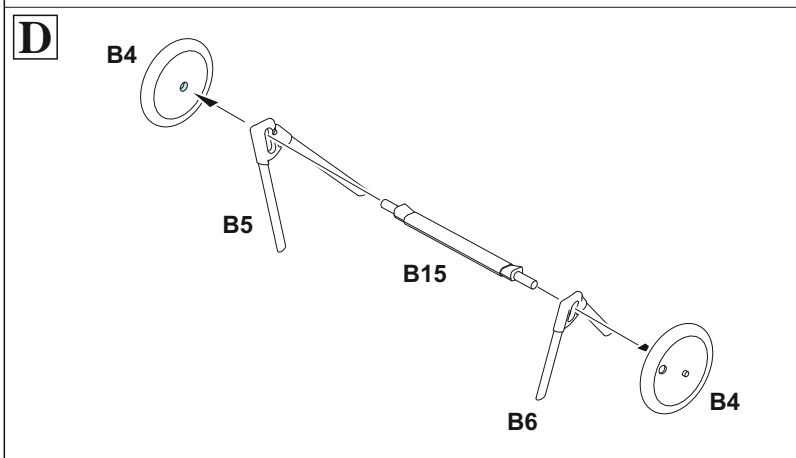
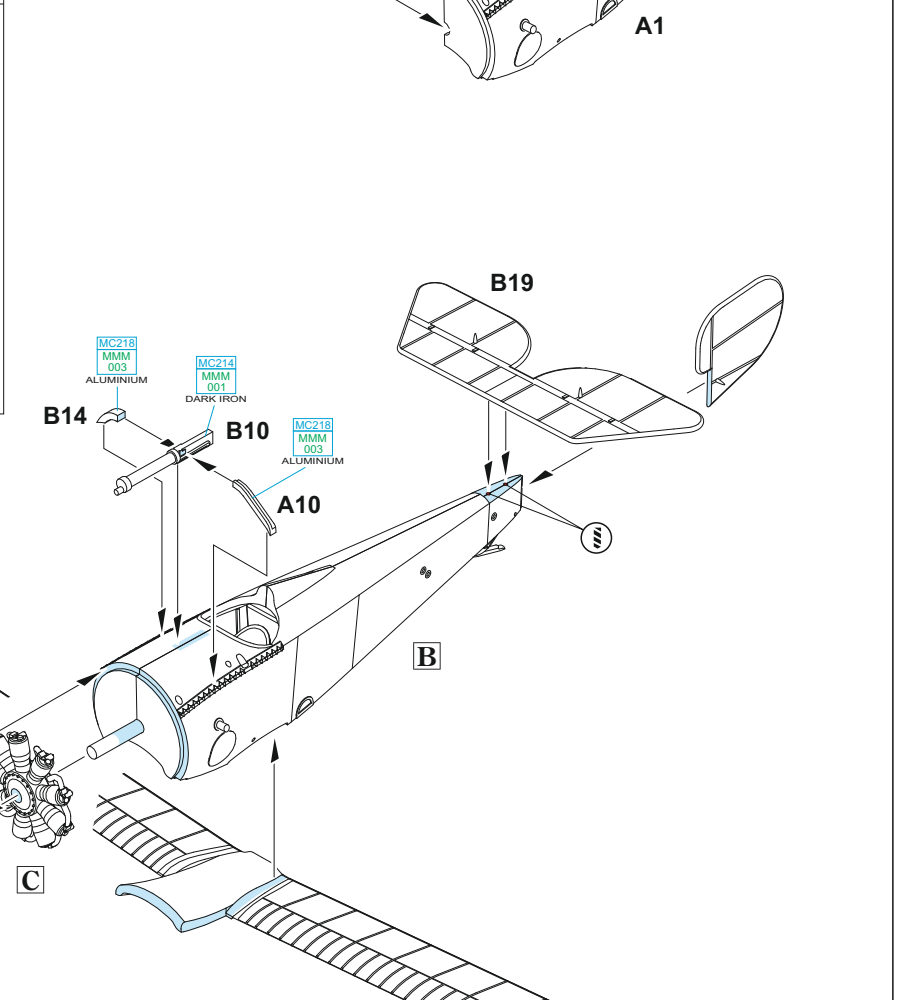
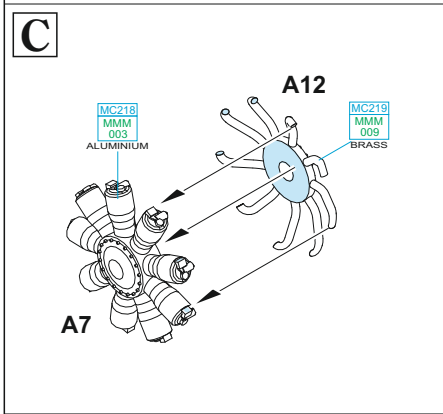
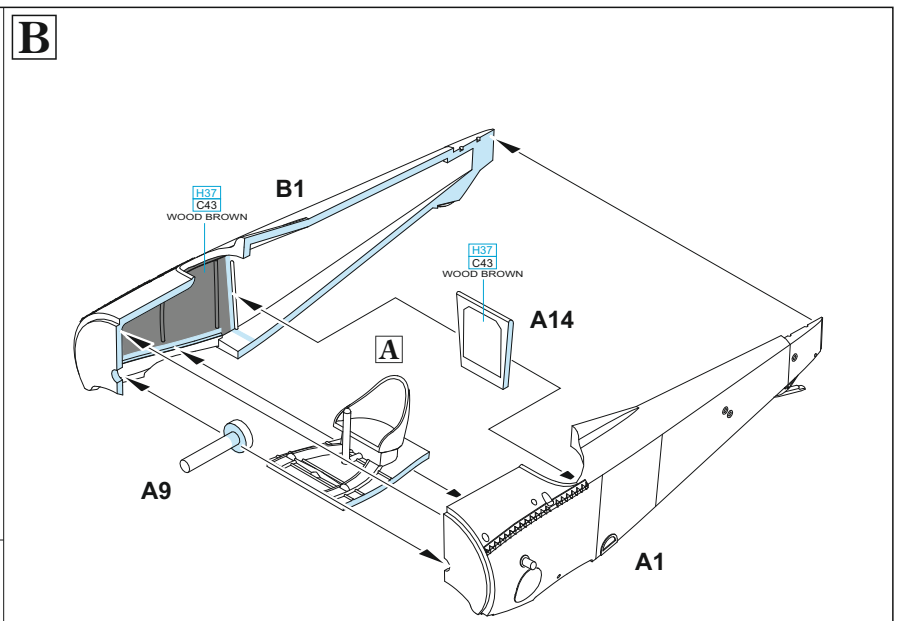
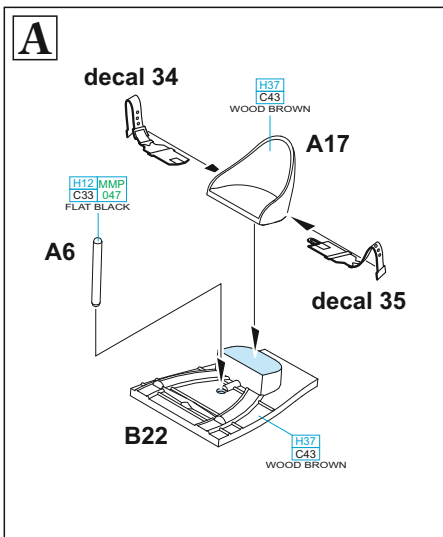
PEINTURE

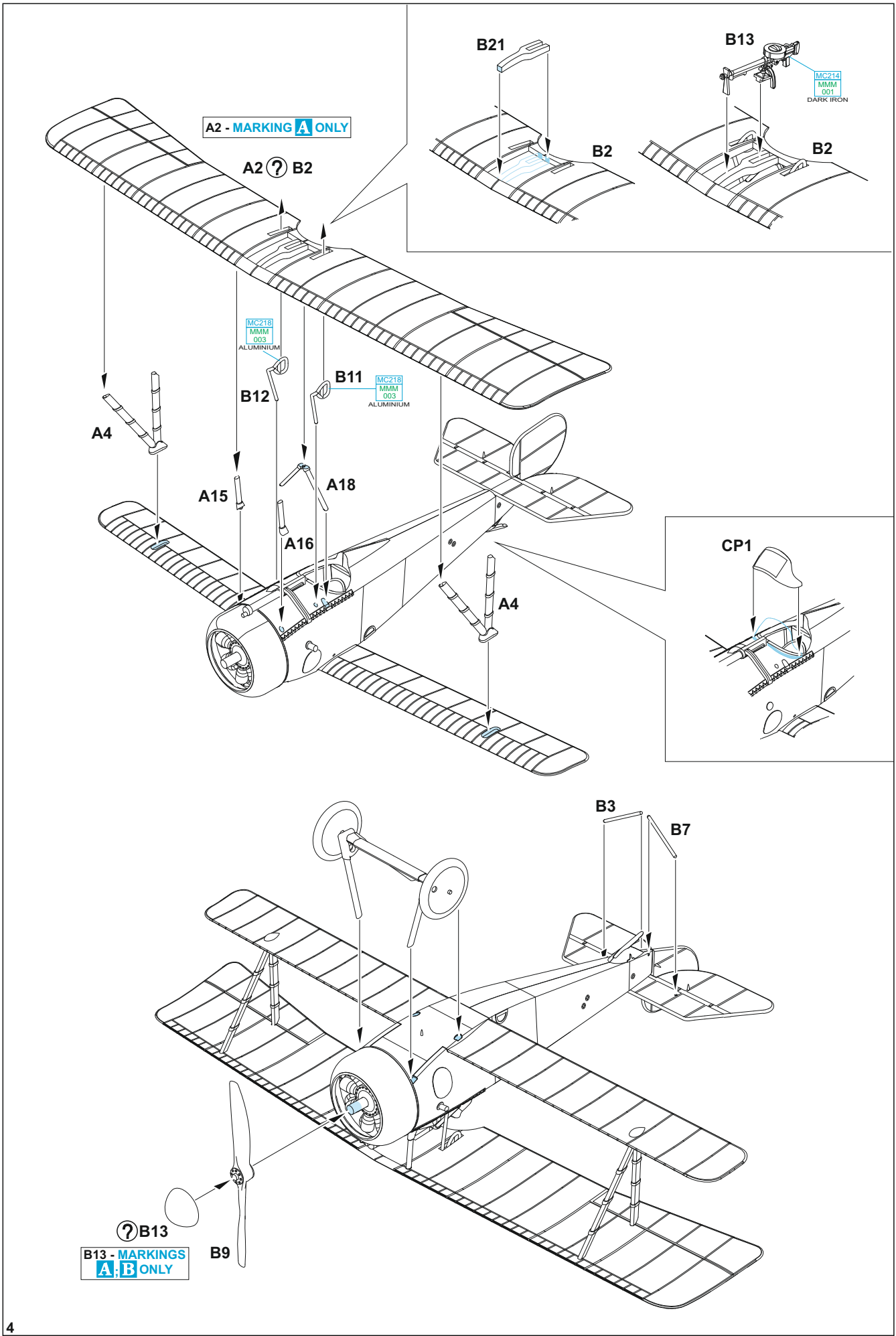


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GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H8	C8	MMP-001	SILVER
H11	C62	MMP-003	FLAT WHITE
H13	C3	MMP-063	FLAT RED
H37	C43		WOOD BROWN
H51	C11		LIGHT GULL GRAY
H84	C42		MAHOGANY

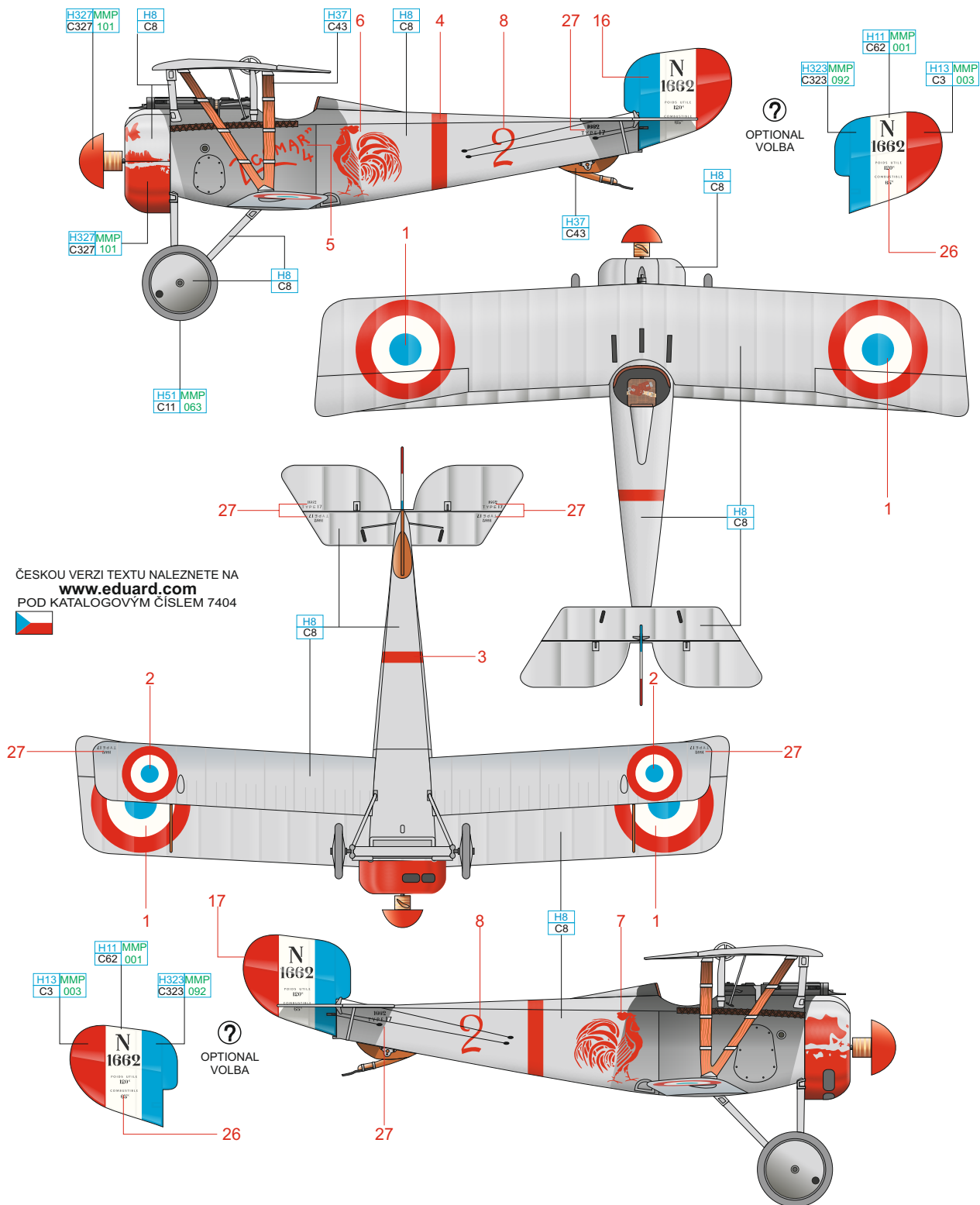
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H323	C323	MMP-092	LIGHT BLUE
H340	C340		FIELD GREEN
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
MC219		MMM-009	BRASS





A Nieuport Ni-17, N.1662, Paul Tarascon, Escadrille N.62, Chipilly, France, November 1916

Paul Albert Pierre Tarascon was a formidable fighter pilot not only because of his record of twelve aerial victories (plus ten probable), but also because of his perseverance. He lost his right foot in an aerial accident during his flying courses in 1911, flying Blériot XI. He finished the training though and despite his handicap he was accepted to the air corps at the outbreak of World War One. His colleagues called him "l'as la jambe de bois" (the ace with the wooden leg) later. He served in the military aviation school as instructor from January 1915, but was sent to the combat unit on October 6, 1915 upon his own request, and joined the Escadrille N.31. After short spell with N.3 he joined N.62 on his own request together with six other pilots in May 1916. Shortly afterwards he acted as interim commanding officer from July 11 till the end of the month, scoring his first victory during this time (on July 15, 1916). Tarascon then started naming his mounts with the Zigomar name. The Zigomar was the name of fictional criminal, who was terrorising France and the Europe with his accomplices. Tarascon flew this Nieuport 17 in the autumn 1916. The aircraft was painted in factory silvery paint coat, the red painting of the nose was heavily worn out. Paul Tarascon participated in the resistance against the German occupation During the World War II. He died at the age of 94 on June 11, 1977.



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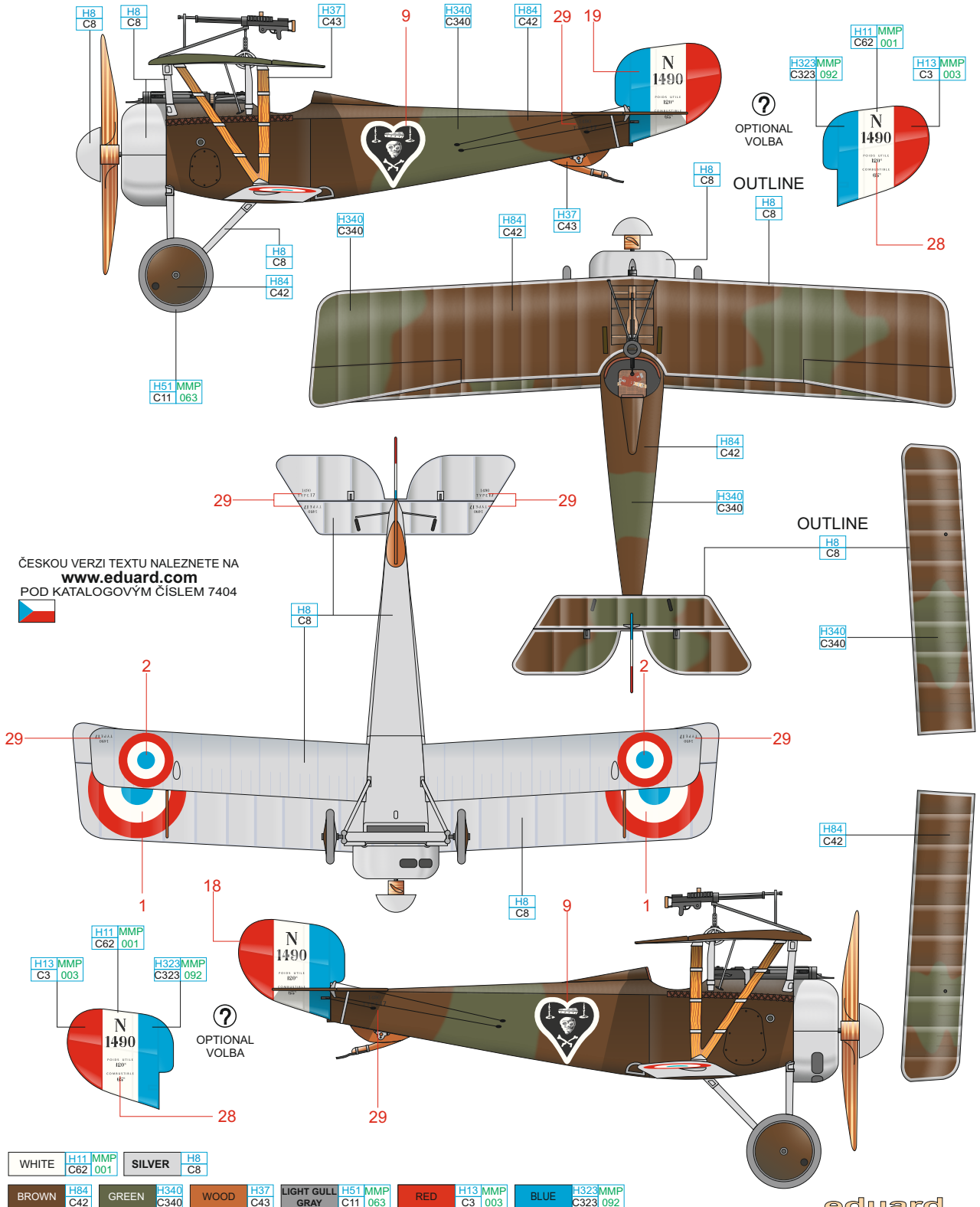


WHITE H11 MMP C62 001 SILVER H8 C8 WOOD H37 C43 LIGHT GULL GRAY H51 MMP C11 063 RED H13 MMP C3 003 BLUE H323 MMP C323 092

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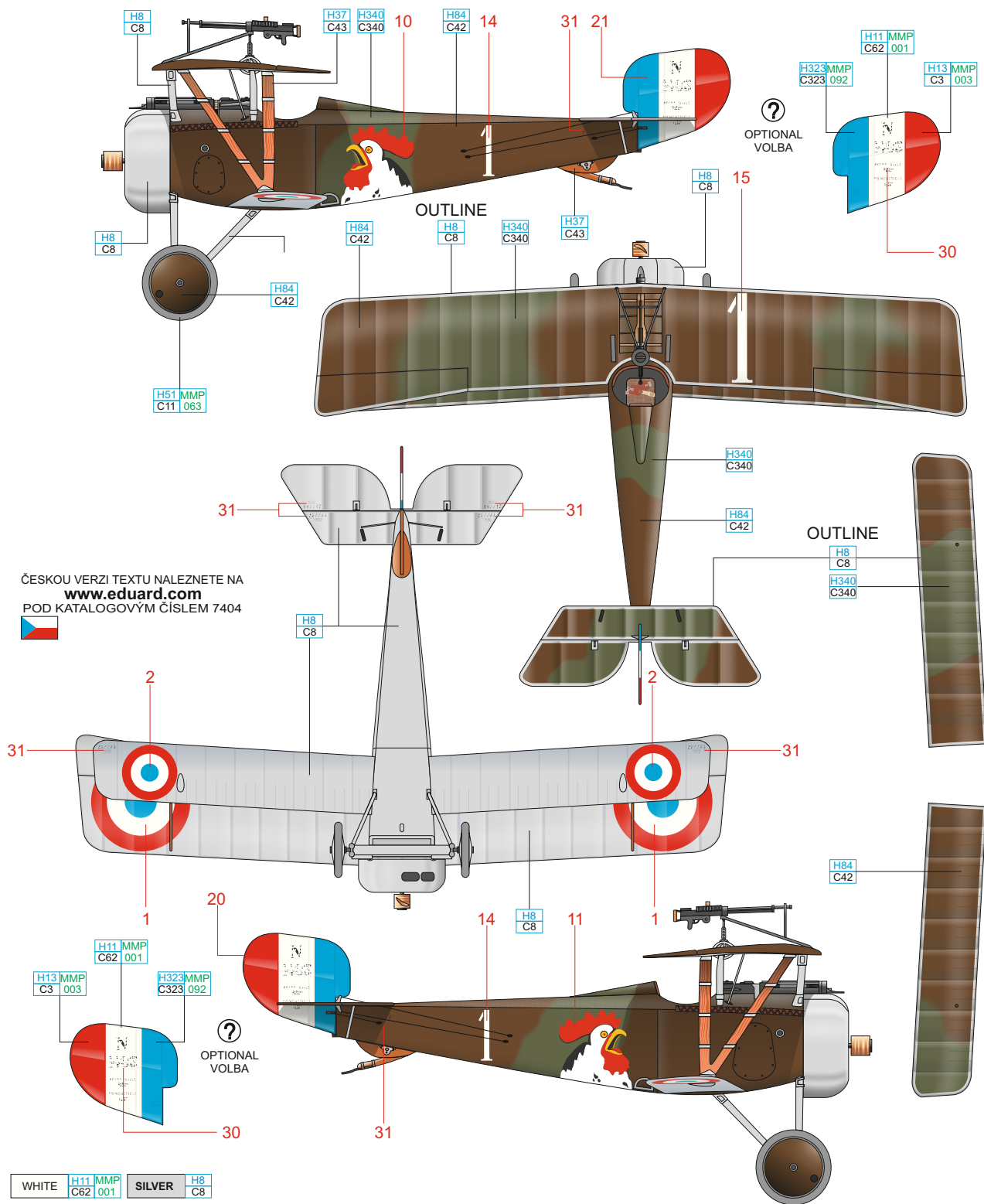
B Nieuport Ni-17, N.1490, Charles Nungesser, Escadrille N.124, France, Bar-le-duc - Béhonne, France, July 1916

Charles Nungesser was one of the most flamboyant French aces of Great War and, together with his good friend Jean Navarre, also the bogeyman for Paris pubs, clubs, and brothels. His appetite for wine, women and dangerous adventures made him popular (apart from his senior officers), while his flying capabilities, bravery and instincts made him the third highest scoring French ace of WWI with 43 victories. Volunteering for the French Army on May 18, 1914, he was reassigned to the air corps and underwent a pilot training. From April 1915 he flew 53 bombing missions with Escadrille VB.106. In November 1915, after necessary training on Nieuports he moved to Escadrille N.65 staff. After one of his many wounds, he suffered during the war, he was temporarily assigned to the N.124 Escadrille La Fayette in the period of July 12 to August 15, 1916. Nungesser was eager to fly before his wound caused by shrapnel fully healed and the N.124 was located close to the hospital and so the physicians could take daily care of him. Nungesser's aircraft carried the personal marking in the form of black heart with skull and coffin between two funeral candles were painted and his camouflaged Ni-17 from La Fayette stint was no exception. Nungesser kept on flying and risky ventures after the war, but on May 8, 1927 disappeared together with Francois Coli during the attempt to cross the Atlantic flying the Levasseur PL 8 biplane.



C Nieuport Ni-17, N. unknown, Jean Matton, Escadrille N.48, France, Lunéville, France, July 1916

Jean Matton was a cavalryman at the outbreak of World War I, but reassigned to the air corps at the end of 1915 he underwent pilot training at the military aviation school of Pau. He finished his training on January 14, 1916, sent to Escadrille N.57, but detached to MF20 (MF denoting the use of Maurice Farman aircraft) for the period between 2nd quarter of 1916 until July 23, 1916. He scored his maiden victory shared with Georges Lachmann and Georges Flachaire five days later as the regular member of N.57. The victim was an Albatros C.I. On October 8, 1916 he took command of the Escadrille and led the unit until his death on September 10, 1917. Matton continued to score during this period with the eighth and ninth (and his last) one shared with Armand de Turenne on July 6, 1917. In the late afternoon on September 10, 1917, he led the unit flying his SPAD VII (N.2416) for the aerial patrol. Near the Couckelaere (Belgium) the French pilots encountered combat with Jasta 7 pilots. Jean Matton fell victim to one of them at 19.05, it is believed, his fatal opponent was German ace Carl Jacobs, for whom it was 7th of his 48 victories. Nieuport flown by Matton during the summer of 1916 was in green and brown camouflage, with the undersides probably in light blue colour (another option is factory silver coat). The cock's head, the unit's symbol, was painted without usual circle around it.



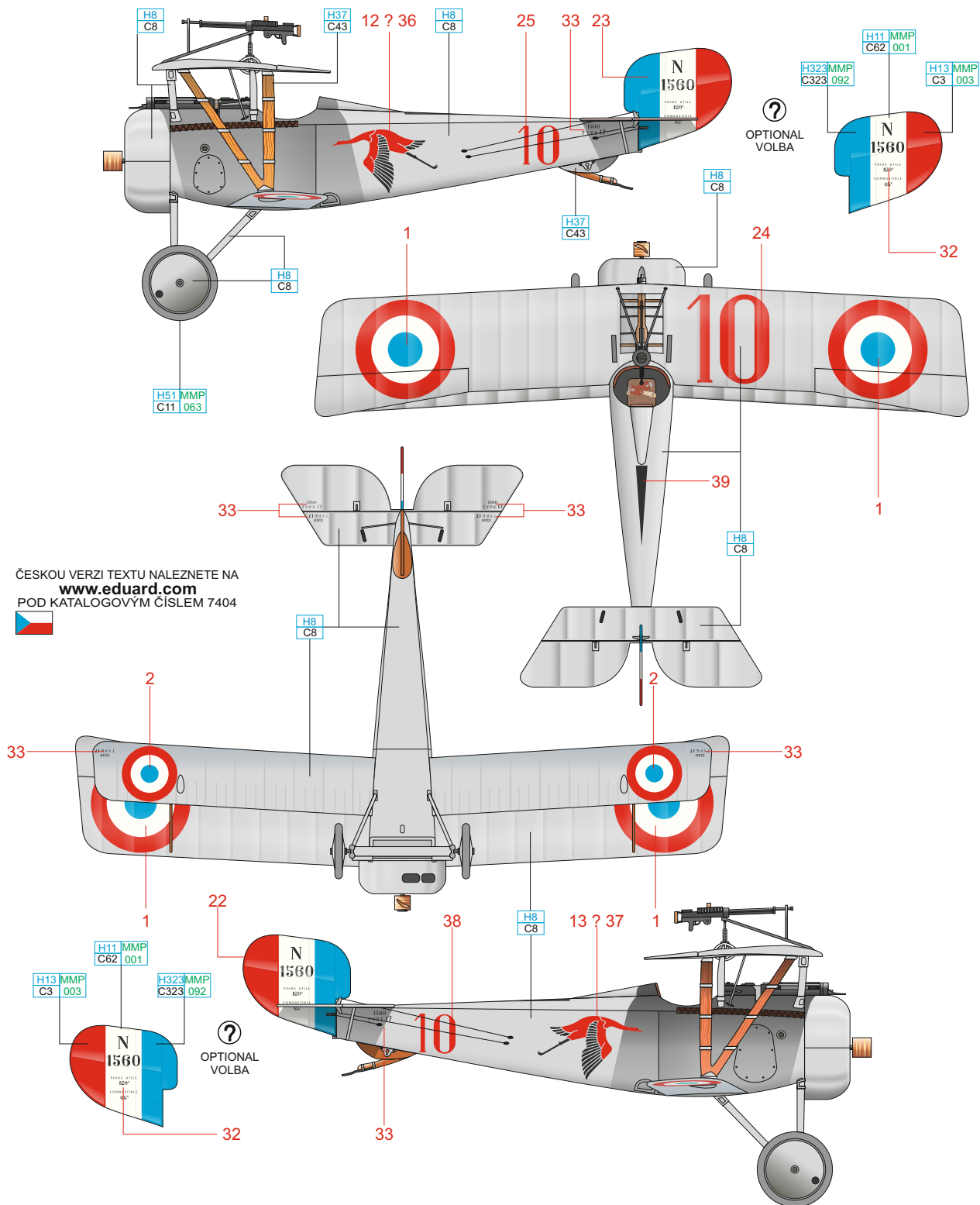
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WHITE	H11 MMP C62 001	SILVER	H8 C8
BROWN	H84 C42	GREEN	H340 C340
WOOD	H37 C43	LIGHT GULL GRAY	H51 MMP C11 063
RED	H13 MMP C3 003	BLUE	H323 MMP C323 092

D Nieuport Ni-17, N.1560, Mathieu Tenant de la Tour, Escadrille N.3, France, Cachy, August 1916

Nine victories French ace Mathieu Tenant de la Tour was member of famous „Bande noire“ (Black Band) formed in June 1916 by four friends. Apart of him the members were Alfred Hertaux (21 victories), Albert Deullin (20 victories) and the most famous one – Georges Guynemer (53 victories). All had black triangle on the upper side of the fuselage painted. Although de la Tour began his military service with cavalry, he changed for air corps and received his military pilot license on May 6, 1915. He continued with advanced combat training, during which he survived an accident on October 30, 1915. He was assigned to Escadrille N.57 on December 29, 1915. His first aerial victory was over observation balloon on January 25, 1916. After wounded in action on April 25, 1916 he joined Escadrille N.3, the famous Les Cigognes, where he started flying Nieuports. During the period between July and September 1916 de la Tour shot down five aircraft and another balloon. After being promoted to Lieutenant, he changed the unit to command the Escadrille N.26 where he scored his last victory. On December 17, 1917, de la Tour conducted an aerobatics exhibition in Auchel (Pas-de-Calais). He lost control of his SPAD XIII and died in fatal accident. His Ni-17 from the summer 1916 sported the famous stork on the fuselage, which might be full red, or red with black wing feathers.



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WHITE	H11 MMP C62 001	SILVER	H8 C8	WOOD	H37 C43	LIGHT GULL GRAY	H51 MMP C11 063	RED	H13 MMP C3 003	BLUE	H323 MMP C323 092
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