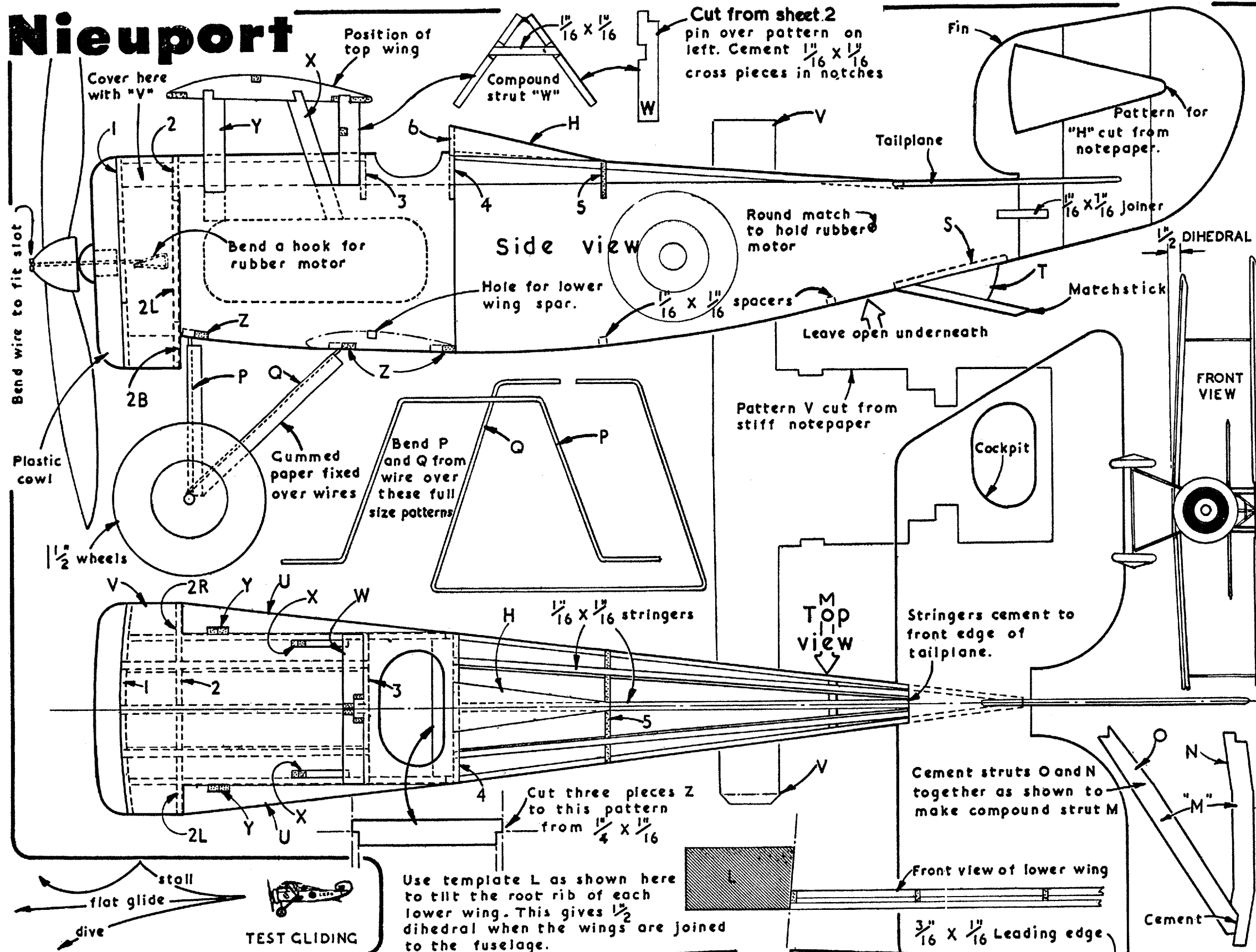


Nieuport



NEUPORT INSTRUCTIONS

Pin the plan to a small wooden "building board" and cover with a sheet of greaseproof paper.

Carefully cut the parts from the printed sheets using a Keil Kraft modelling knife or similar. Separate the strips of balsa from the strip panels.

FUSELAGE

Use the sketch in the lower right corner of plan as a guide while building. Cut struts X and Y from printed sheet. Cement struts to sides, their positions are shown by dotted lines on sides. Lay each side over Side View to check that X and Y are correctly placed. Note struts Y cement to the outside face and struts X cement to the inside face of sides. Score and crack along dot and dash lines shown on the sides, apply cement to former 2 and place into notches in the sides, also add formers 1, 3, and 4. Cut pieces Z from $\frac{1}{4} \times \frac{1}{16}$ and cement into notches in the lower edges of the sides where shown, (Side View). Draw the rear ends together and cement. Add former 5, pieces S and T and the two $\frac{1}{16}$ square spacers. Cement a matchstick to T to form a tailskid. Cement the tailplane squarely in place on the "step" at the rear end. Cement the $\frac{1}{16} \times \frac{1}{16}$ stringers into the notches of the formers along the top of the fuselage. Do not have any stringers between formers 3 and 4 as this is the cockpit position. Bend undercarriage wires P and Q over patterns on length of "Cellotape." Pass the top of P through Q and fix in the same way to front spacer Z. Draw Q down until it rests on the axles of P and bind in this position with cotton, smear with cement. Cement the $\frac{1}{16} \times \frac{1}{16}$ joiner into the fin slot then sandpaper flush with fin. Cement the fin in place squarely on top of tailplane with the joiner fitting the slot at the rear ends of the fuselage. Cement 2R (right) 2L (left) and 2B (bottom) in place. Sandpaper to remove any rough edges. Cut out patterns V and U (2) cement pieces U one each side of the fuselage. Remove surplus edges with a razor blade. Apply cement where V makes contact with fuselage, lower in between struts X and Y then press in place. Wrap the remaining ends of V round underneath the plastic cowl. Make up the compound centre strut from two pieces W and a short piece of $\frac{1}{16} \times \frac{1}{16}$ cemented into the notches as shown. Apply cement to the slots in pattern V just behind struts X and the parts of the fuselage sides which show through these slots, then place the lower ends of strut W into the slots to rest on top of the sides and touching former 3 at the rear. Tissue cover the top of the fuselage only between former 4 and the tailplane, and underneath from the first spacer Z to the last $\frac{1}{16}$ square spacer. Apply neat from the covering with a very soft brush in order not to wet the notepaper covering V and U. When dry, add headrest 6 and pattern H. Retain wheels on axles with short pieces of plastic tubing.

TOP WINGS

Pin the leading edges over plan, note how they join at the centre. Pin the trailing edges over plan, cement strips of $\frac{1}{16} \times \frac{1}{16}$ between them for the tip pieces. Cement pieces G and F in place. Cement ribs R1 to R3 in position, cut out strips K with holes for strut M and cement against R3 between leading and trailing edges. Add the top spar using two pieces of $\frac{1}{16} \times \frac{1}{16}$ joined at R1. Crack the top spar down to meet the strips and cement thus. Add the $\frac{1}{16}$ square diagonal strengtheners at each tip. Add corner gussets. Remove from plan when dry, sandpaper smooth all over and round off the leading and trailing edges.

LOWER WINGS

These are built in the same way as the top wing, leave the ends of the spars sticking out as shown. Tilt root ribs using template as shown. Cement strips J cut from postcard over the rib indicated on the plan. Tissue cover the top wing using two pieces of tissue, one for the upper and one for the lower surface. Use two pieces for each of the lower wings in the same way as for the top wing. Water shrink the tissue covering on the wings.

ASSEMBLY

Make up two struts M from N and O.
Using thin colour dope, paint the struts M, W, X, and Y dark brown. Fold strips of gummed paper $\frac{1}{16}$ wide and stick to the legs of P and Q as shown. Paint the top and sides of the fuselage and top surface of the tailplane a greenish khaki, also the top surfaces of all wing members. Clear dope only should be used for the underneath of all wings and fuselage. The fin should be divided as shown on the plan into three colour bands red, white, and blue. British roundels may be obtained as transfers from your usual Keil Kraft dealer and fixed as shown on the plan, above and below on the top wing, underneath only on the lower wing, and on each side of the fuselage.

When colour doping is dry, apply cement to the holes in pieces G and F in the top wing then press the top wing in place on to the ends of struts W, X, and Y which should fit into the holes provided. Apply cement to the root ribs of the lower wings then press the ends of the spars into the holes in the fuselage sides. Rest the bottom of the fuselage flat on a table with the undercarriage overhanging the edge and check by measuring that there is at least $\frac{1}{2}$ dihedral under each lower wing tip. Apply cement to the holes in strips K of the top wings and strips J of the lower wings, fit struts M into these holes as shown in sketch below. Apply slight upward pressure to the lower wings if necessary to hold struts M in place.

Bend a hook as shown on a piece of 20 s.w.g. wire, thread the other end through the plastic nose plug and then through the propeller. Cut the protruding end of the wire to a convenient length and bend $\frac{1}{2}$ of the end of the propeller shaft at a right angle. This end will engage in the slot in the propeller spinner which may be deepened, and a small dab of cement will hold it securely in place.

FLYING

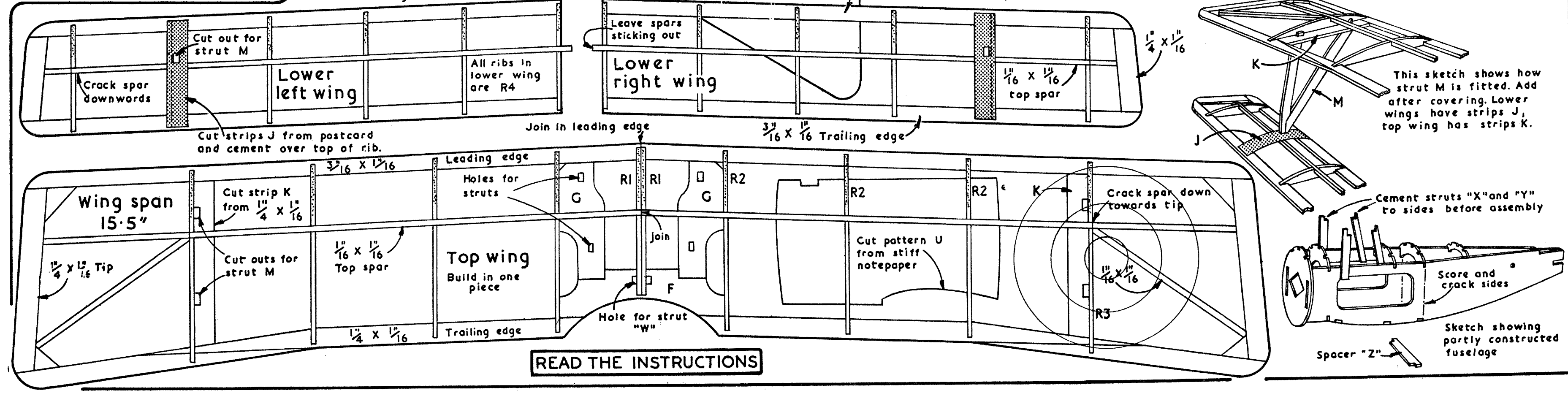
Lubricate the rubber motor with ordinary castor oil, then drop one end down through the hole in the nose. Secure the loop of the motor at the tail end by passing a matchstick through the holes in each side of fuselage. Place the loop at the front end on to the propeller shaft hook.

With the rubber motor in place the model should be made to balance level when held on the finger tips at the spar position on the top wing by adding small pieces of plasticine to the nose or tail, as required.

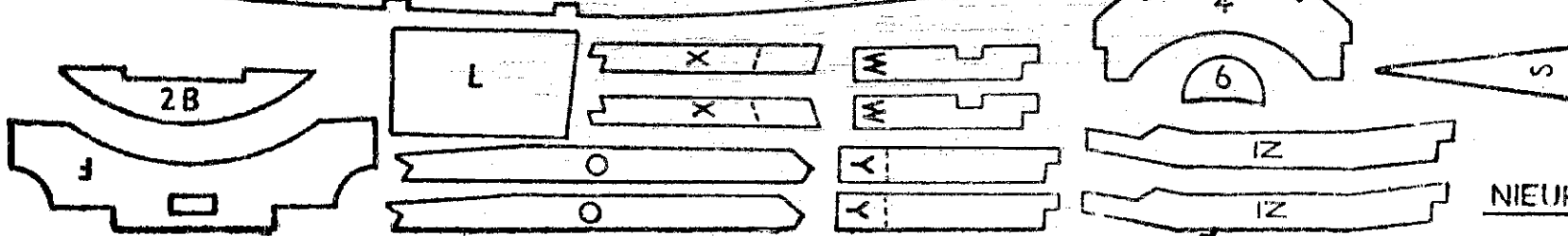
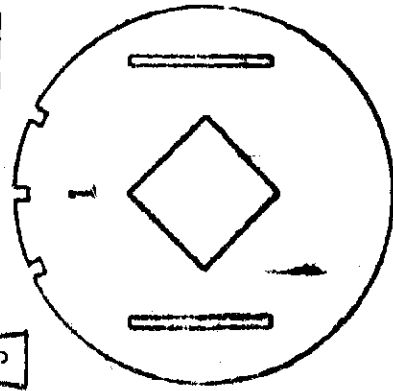
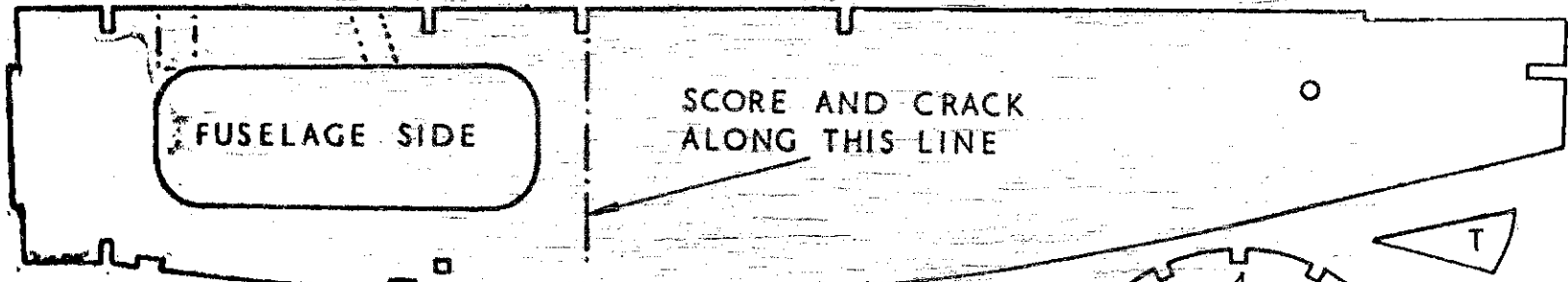
When balance is obtained test gliding should be carried out preferably over long grass to avoid damage. Hand launch the model from shoulder height on a slightly downward path directly into the wind. If a dive results add a small piece of plasticine to the tail. If the model stalls, add a small piece to the nose (alternatively, weight previously added when balancing the model may be removed for similar effect).

Once a long flat glide has been obtained, hand turns may be applied to the rubber motor, starting with about 75 turns gradually increasing to 200 to 250.

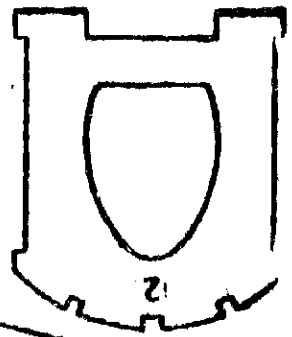
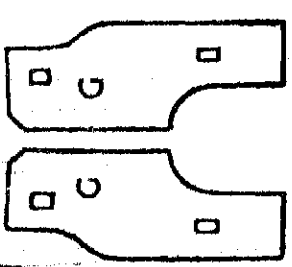
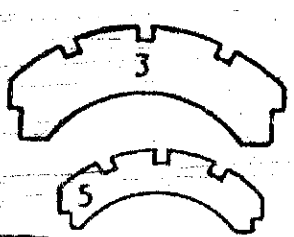
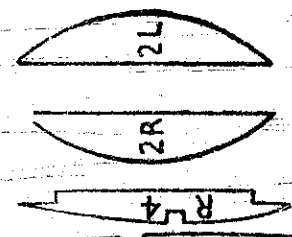
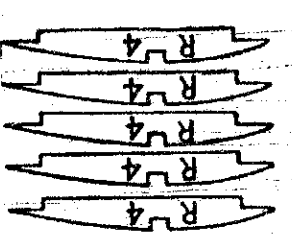
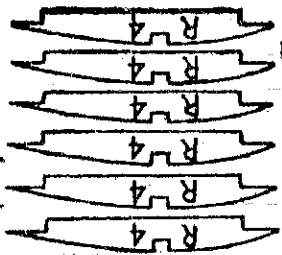
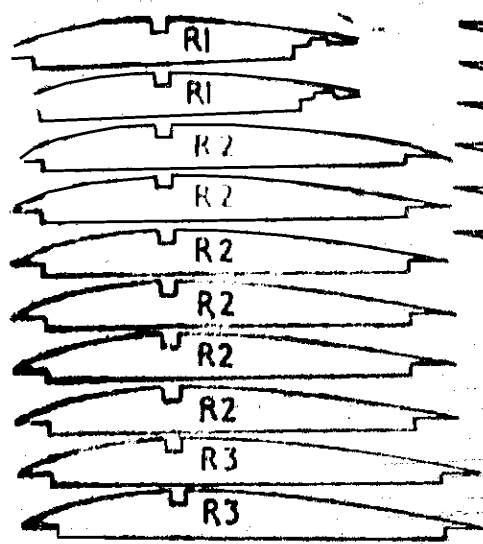
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READ THE INSTRUCTIONS



NIEUPORT. Sheet 2.



Sheet 1.

