

STEP 3. WING ---RIBS---WING TIPS

With a razor blade cut out illustrated ribs and wing tips from rib as they are needed in the process of building the wing. This will prevent pieces from being lost. Begin assembly by working over the plan. It is advisable to place a piece of waxed paper over the plan to

pieces are in their proper places, allow cement to dry thoroughly efore removing from plan. Two black strips are printed on rear of plan. These are to be used for paper hinges. Cut off hinges to reinsert hinges. Apply cement only to outer edges of hinges.

> STEP 5. RUDDER Material: Balsa 3/32" sq., and Printed Rib Sheet Cut required parts from rib sheet. Assemble rudder in two units, first the fin then the rudder. Work over side view. Rudder is assembled in

STEP 11. PROPELLER AND SPINNER Material: Balsa Blocks turn is stuck to the edge of a book thus permitting the propeller to re-volve FREELY. When the propeller is properly balanced it will remain stationary on its shaft in any position. Sandpaper heavier blade until balance is obtained. Notch nose spinner, attach

The tail wheel is made from four separate pieces. Cut them from rib sheet. Cement the various pieces together and "crossgrain" every individual piece. This is done to add extra strength and to avoid warping. The two middle pieces have slots or notches for inserting tail

el strut. These notches or slots must be matched when buildin

up tail wheel as tail wheel STRUT is inserted into them. After cement

When all individual parts are completed they are ready for final assem-

A view of the scale propeller is shown on the front of plan for those who do not wish to use the machine cut propeller supplied.

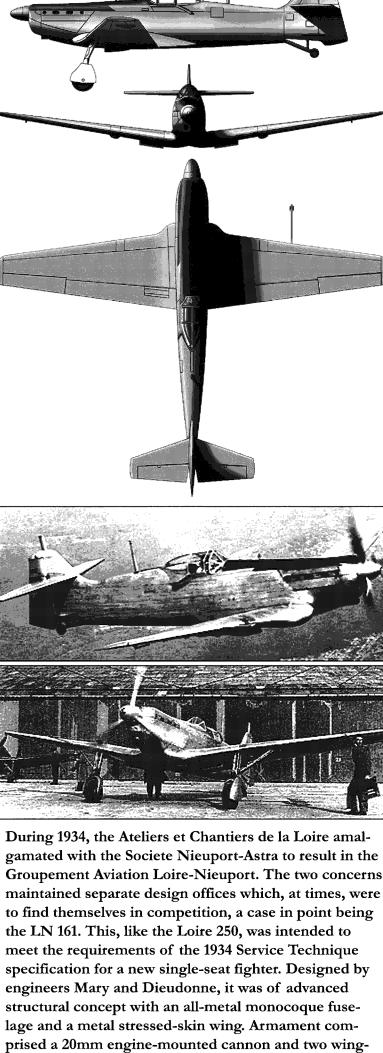
reather it balances. If it has a tendency to drop at the tail it denote all heaviness which may be overcome by adding a little weight to toose of the ship. If nose has a tendency to point downward add a livelight to the tail. Use this procedure until proper balance is obtain

refingers at the midpoint of the wing tips and lift the model to se

STEP 19. SCALE PROPELLER

STEP 20. FLYING
When model has been completely assembled it must be checked for

FLYING PROPELLER TEMPLATE (FULL SIZE)



mounted 7.5mm machine guns. Although designed for the 860hp Hispano-Suiza 12Ycrs engine, the non-availability of this power plant dictated installation of a propeller. The prototype flew as the Nieuport 160 on 5 October 1935. In the following November, it was returned to the factory for various modifications and installation of the definitive engine, resuming flight test at the end of March 1936 as the Nieuport 161 fitted with a three-bladed two-pitch propeller. The prototype showed considerable promise and was the favoured contender for Armee de l'Air orders, three additional prototypes being contracted. The first prototype crashed on 22 September 1936, and the second prototype, temporarily designated SNCAO 161 (Loire-Nieuport having meanwhile been absorbed by the Societe Nationale de Constructions Aeronautiques de l'Ouest), did not enter flight test until 15 October 1937. The third prototype, bearing the definitive designation of Loire-Nieuport 161, followed in March 1938. During the next month, the second prototype was written off in a landing accident, but the results of testing were by then of purely academic interest

as the Morane-Saulnier contender had been ordered into

production. Consequently, the fourth prototype was not

completed.