



a delightful, simple  
semi-scale free-flight  
model of 24 in. span,  
designed for .3-.8 c.c.  
engines by  
**G. E. WHITEHEAD**

The designer with his attractive little free-flights - with a flight performance to match. Construction is all-sheet for speed and ease of construction, but this does not detract from its appearance. An 049 engine provides ample power.

DURING the critical period when the Fokker Monoplane reigned supreme over the Western Front, the Nieuport 11, its diminutive size earning it the nickname Bébé (Baby), armed with its single Lewis Gun, performed valiant service. It was flown by many celebrated French squadrons and pilots, including Guynemer and Nungesser. The little Nieuport was also the first combat aircraft to carry the famed 'Escadrille Lafayette' into battle.

This simplified model has all the agility and grace of its full-size counterpart despite the all-sheet construction which greatly eases both the building time and effort

of the edge of a table. Using an impact adhesive, glue the 3/32 in. sheet doublers in place and add the bearers if used. Next, cement F2 and F4 in place between the sides and join the tail end, all in one operation, and check for squareness. Note that if a radial engine mounting is being used, then F2 is set to give the required down and sidethrust angles. When set, add all remaining formers and the stringers, followed by 1/16 in. sheet cockpit coaming and 1/32 in. sheet bottom (not forgetting the 1/16 in. sheet doubler at tail). The 1/16 in. ply undercarriage support comes next.

## FREE PLANS!

needed to produce such a replica. Beginner or expert alike will find much enjoyment with the fine flying performance of this 'Class II' model, which looks so realistic in the air. The sweepback of the wings combined with the small amount of (non-scale) dihedral, provides plenty of stability without recourse to such 'artificial aids' as pendulum control.

Cut out all fuselage parts and bind the cabane struts to formers F2 and F3. Score the sides at F4 as mentioned on plan, by pressing the edge of a ruler along the line into the wood. Then bend the sides, without cracking them, over

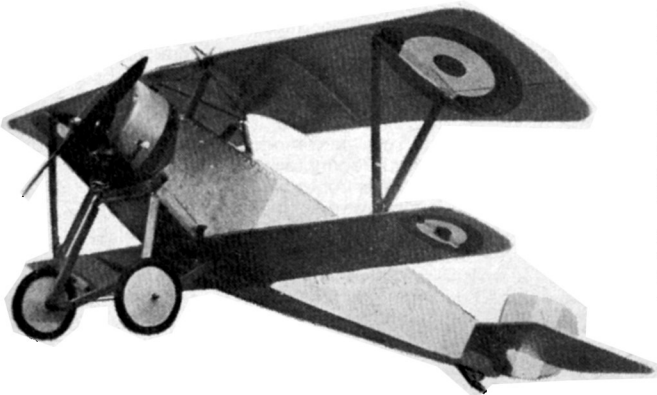


Make the cowl by wrapping two 1/16 in. laminations around a 1 lb. 'Tate and Lyle's' Golden Syrup tin, then fitting the 3/16 in. face plate. Bend the u/c wire as shown in the perspective view on the plan. The rear struts are supported by the lower wing bands.

Wheels are built up for lightness, and are made with 1/8 in. sheet 'tyres' on a 1/16 in. ply disc, with brass bush bearings and postcard cones. All strut fairings are made from postcard.

The wings are cut from medium grade 1/8 in. and 3/32 in. sheet and are cambered by wetting the top surface and cementing the ribs in place. When set, join the panels with the requisite dihedral, and then remove the centre ribs and reinforce with 1 in. wide tape. Bind on the interplane strut retaining tubes and add the celluloid reinforcement to the bottom wing strut anchorage hole.

Sand the tailplane and rudder, and cover these and rest of model with lightweight Modelspan tissue, dopping on with banana oil to prevent warping - two coats are sufficient. A thin, sprayed coat of silver follows overall, while the cowl is red, and the wheel discs white. The



Indian's head (Seminole) is great fun to paint, so don't miss it off! All struts are brown. Strictly all the edges of the wings, fuselage and tail should be outlined in black, but this uses up yards of masking tape!

First flights should be made on low power, with the propeller fitted on backwards to reduce thrust. A D.C. Merlin was used on the original – because it is the smallest engine that the designer possesses – and this easily over-powered the 7 oz. original. This power was used because

the fitting of single-channel radio control is contemplated as a future development. However, for free-flight, anything from a Cox 'Pee Wee' to a 0.5 cc diesel is more than adequate.

A left-turn on power and glide is the trim to aim for. When this is achieved, open the 'taps' and get performing some free-flight aerobatics, then you will understand why it is much less harassing to fly a simplified (50-foot rule?) scale model!