

Nieuport Ni-17

eduard

1/48 SCALE PLASTIC KIT

ProfiPACK
edition

#8071



INTRO

The Nieuport 11 fighter, which, at the beginning of 1916 along with the British DH.2, countered the onslaught of German Fokker monoplanes, was powered by a 9 cylinder rotary Le Rhone 9c engine rated at 80hp/59kW. Even as a small aircraft, the Nieuport was underpowered, and so the switch was made to the Le Rhone 9J, rated at 110hp / 81kW. This was the development known as the Nieuport 16, and the airframe itself was little changed from its predecessor. The result was a machine with degraded performance, mainly due to a heavier nose end, and for that reason the type was considered interim. Chief designer at Nieuport, Gustav Delage, succumbed to the necessity of completely redesigning the aircraft. The new design inherited the concept of the sesquiplane (1 1/2 Strutter), but was strengthened, especially where the lower wing was concerned, since this component had a tendency to failure during certain harsher maneuvers. Wingspan was increased, and the wing area rose by 1.45sq. m. The engine cowl was redesigned, and the interface to the fuselage was streamlined. The new type, designated Nieuport 17, was armed with two Vickers machine guns, located, thanks to an Alkan synchronization system, in front of the pilot, firing through the propeller arc. In some instances, particularly on machines destined for the British RFC, these guns were replaced by a Lewis machine gun mounted on the center section of the top wing. Nieuport 17s also flew with combinations of the weapons, and could be armed with eight wing mounted rockets by Le Prieur. Some aircraft replaced the Le Rhone 9J with a Le Rhone 9Jb rated at 120hp/88kW or the Clerget 9B, at 130hp / 96kW. Some aircraft were equipped with a non turning prop hub dubbed the Ocone de penetration 1 and others had the center section of the top wing covered with celluloid for better pilot visibility. The Nieuport 17 began to be issued to the units of Aviation Militaire from May 1916. Eventually, all French fighter squadrons would be equipped with the type, including those of American volunteers, the famous Escadrille Lafayette. From June they were also utilized by units of the RFC, and they flew in Belgium, the Netherlands, Italy, Russia and Finland. License manufacture was undertaken in Great Britain, Italy (Macchi-Nieuport) and in Russia (Dux). In 1917, 75 aircraft found their way into the American Expeditionary Force as training aircraft. Most French aces, including Charles Nungesser and Georges Guynemer, gained victories flying the Nieuport 17, and other pilots within the allied ranks did as well, such as Albert Ball, William Bishop and Francesco Baracca.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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 započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v době 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. SYMBOLY

* INSTRUKTION

* SINNBILDEN

* SYMBOLES

* 記号の説明

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRŽNOUTREVERSE SIDE
OTOCITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



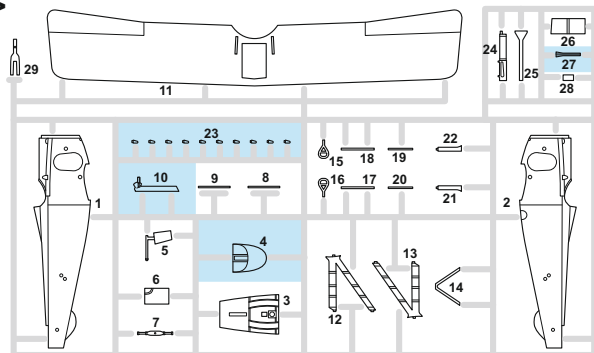
PIÈCES



部品

PLASTIC PARTS

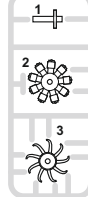
A>



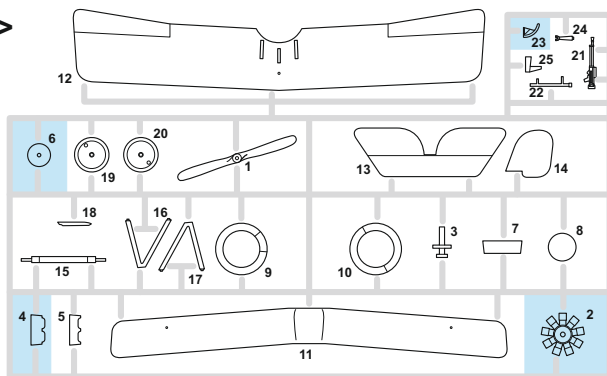
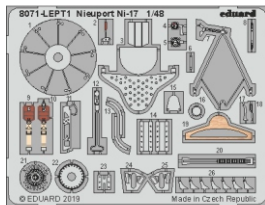
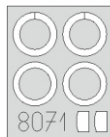
C>



X>



B>

PE - PHOTO ETCHED
DETAIL PARTSeduard
MASK

-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

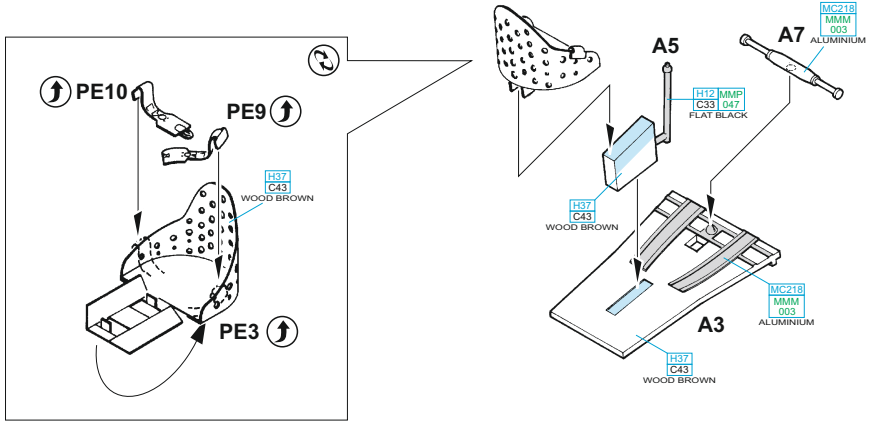
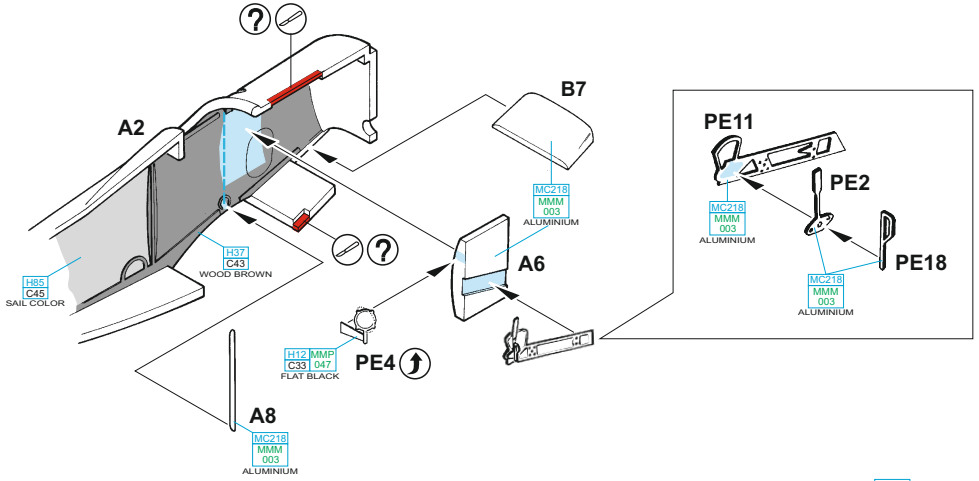


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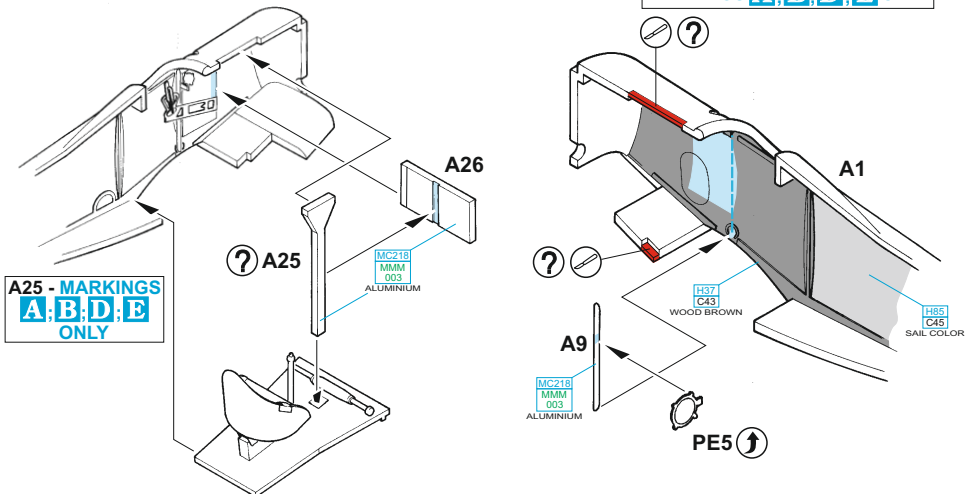
GSI Colors (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
[H8]	[C6]	[MMP-004]	GREEN
[H9]	[C8]		SILVER
[H11]	[C62]	[MMP-001]	FLAT WHITE
[H12]	[C33]	[MMP-047]	FLAT BLACK
[H15]	[C5]	[MMP-003]	FLAT RED
[H17]	[C43]		WOOD BROWN
[H17]	[C41]	[MMP-012]	RED BROWN
[H11]	[C11]	[MMP-063]	LIGHT GULL GRAY
[H33]	[C13]		NEUTRAL GRAY
[H81]	[C42]		MAHOGANY

GSI Colors (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
[H35]	[C45]		SAIL COLOR
[H39]	[C323]		LIGHT BLUE
[H50]	[C340]		FIELD GREEN
Mr.METAL COLOR		METALLICS	
[S211]		[MMA-001]	DARK IRON
[S211B]		[MMA-003]	ALUMINIUM
[S211D]		[MMA-009]	BRASS
Mr.COLOR SUPER METALLIC		METALLICS	
[SM201]		[MMC-001]	SUPER CHROME

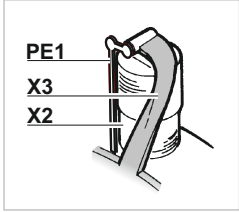
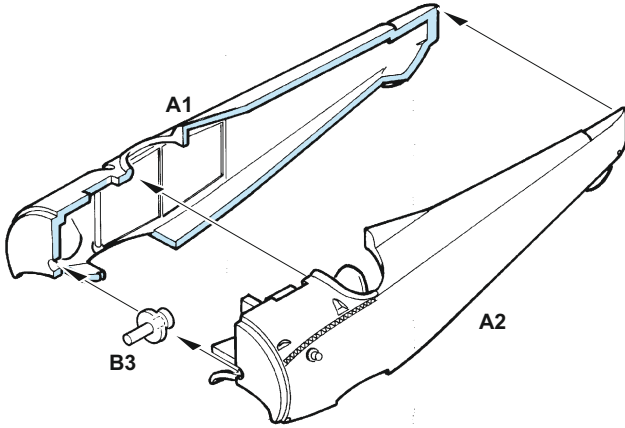
MARKINGS A, B, D, E ONLY



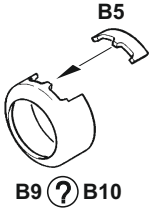
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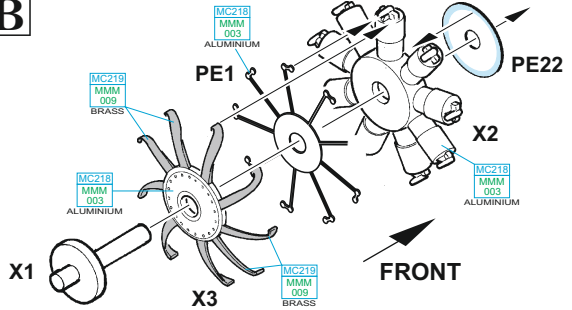
A25 - MARKINGS A, B, D, E ONLY



A

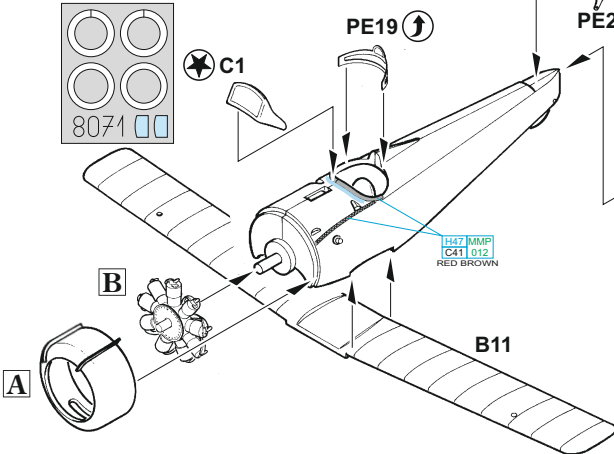
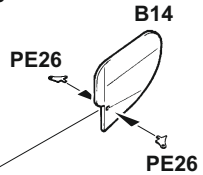
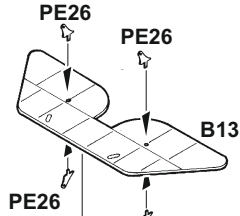
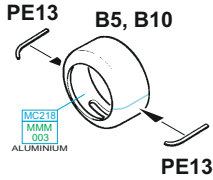
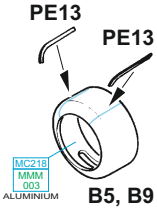


B

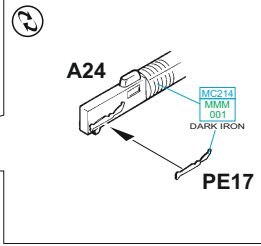
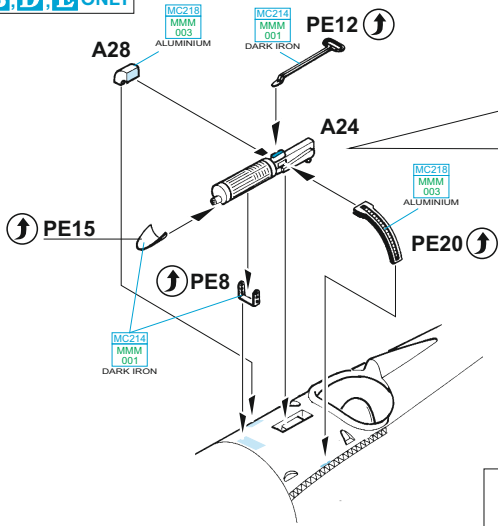


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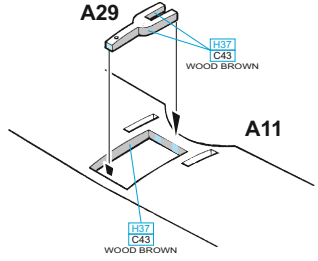
MARKINGS **A;D**



MARKINGS A;B;D;E ONLY



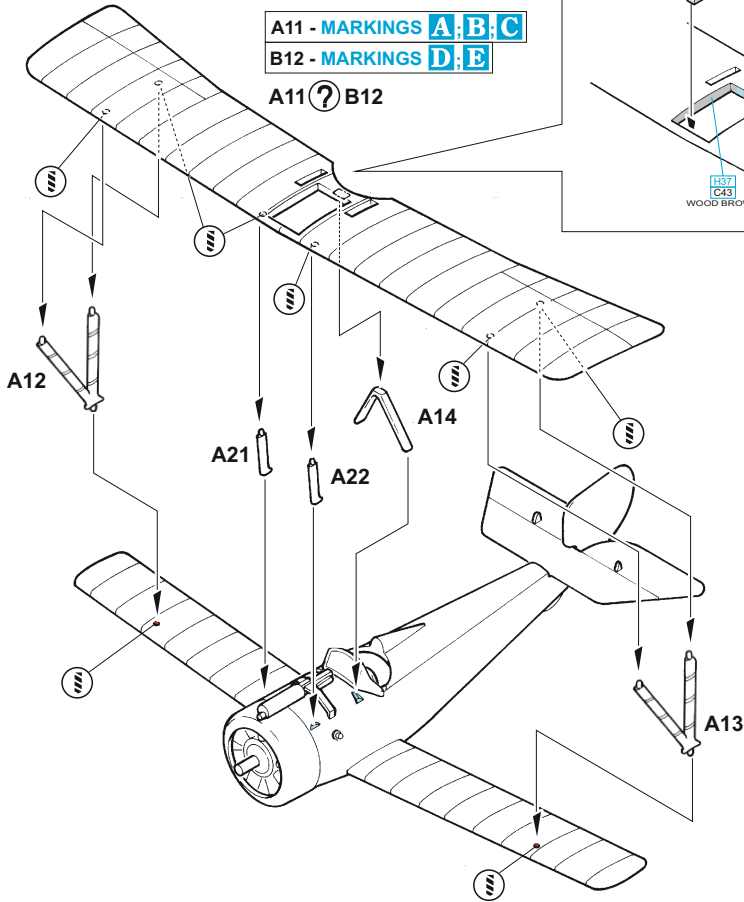
MARKINGS A;B;C ONLY

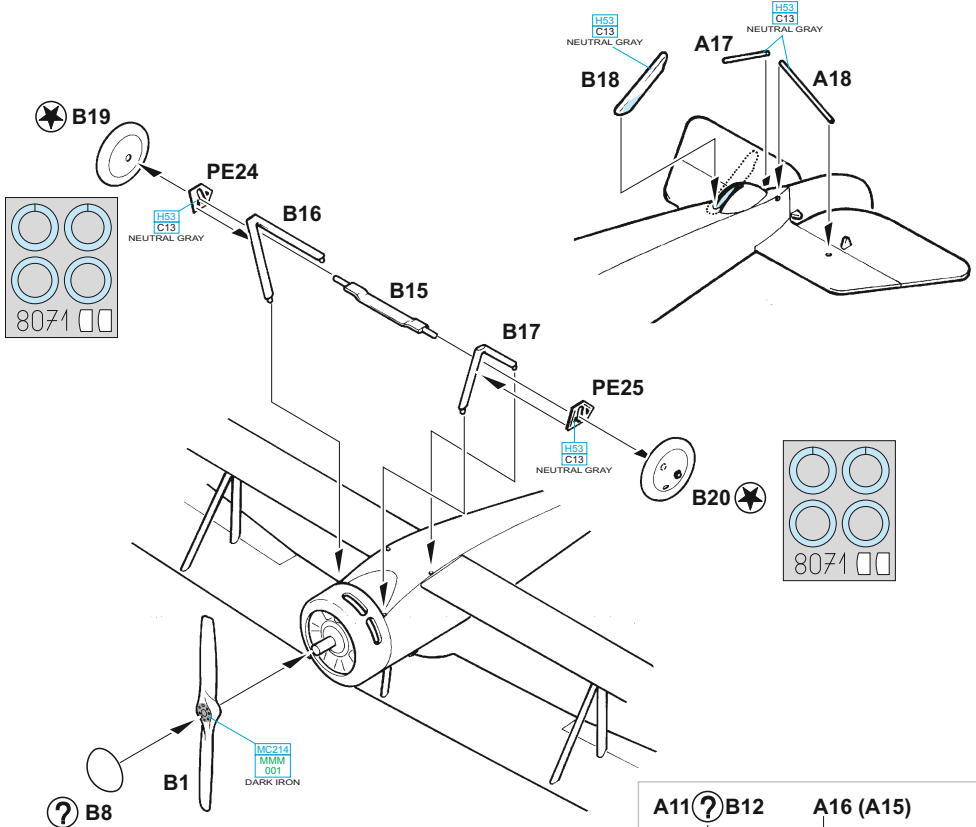


A11 - MARKINGS A;B;C

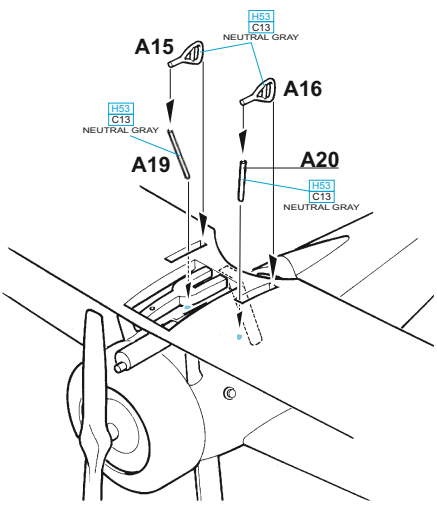
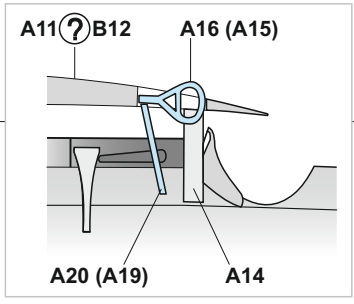
B12 - MARKINGS D;E

A11 ? B12

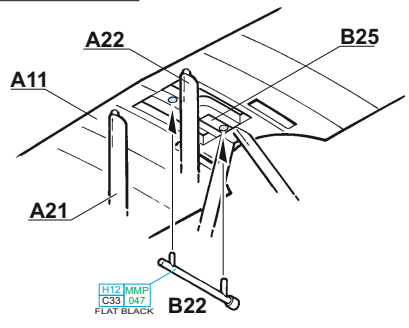




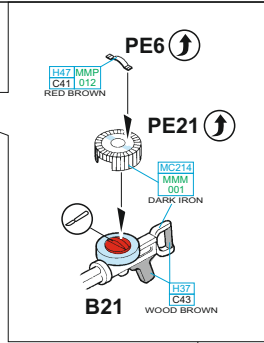
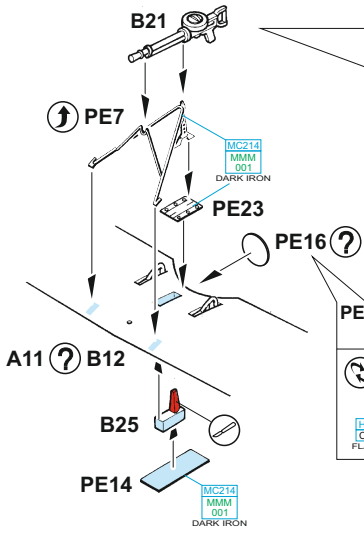
B8 - MARKINGS A, C, D



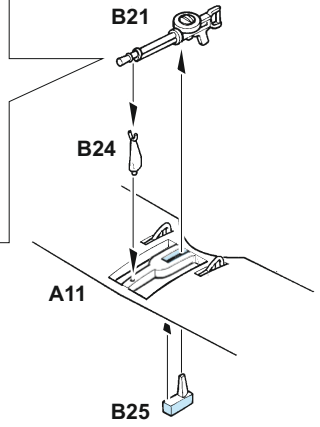
MARKING C ONLY



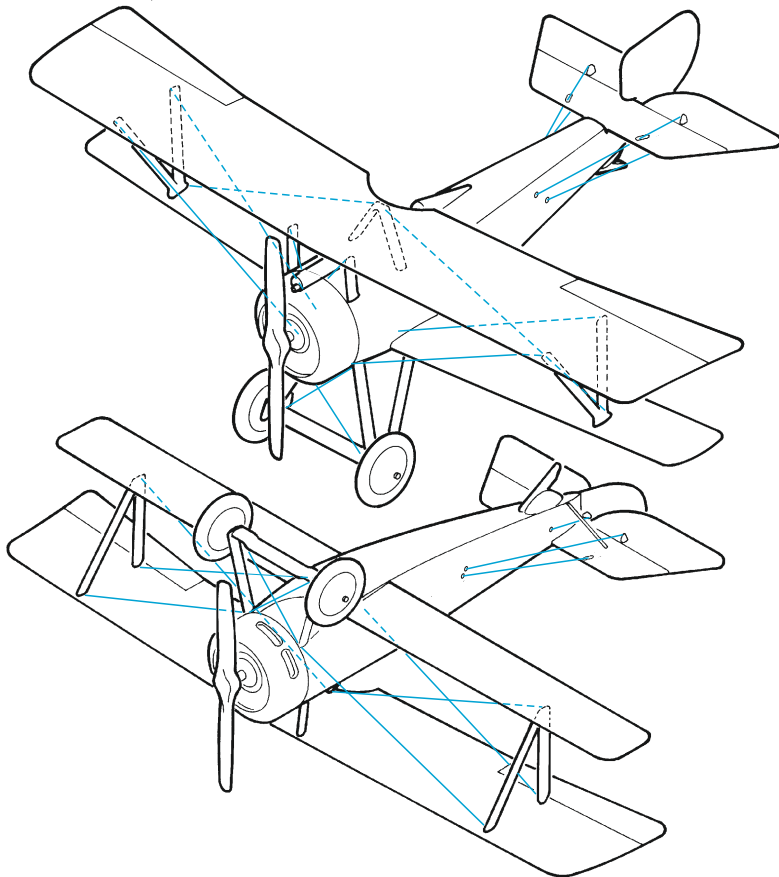
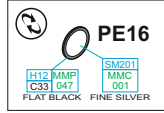
MARKINGS **B**; **D** ONLY



MARKING **C** ONLY

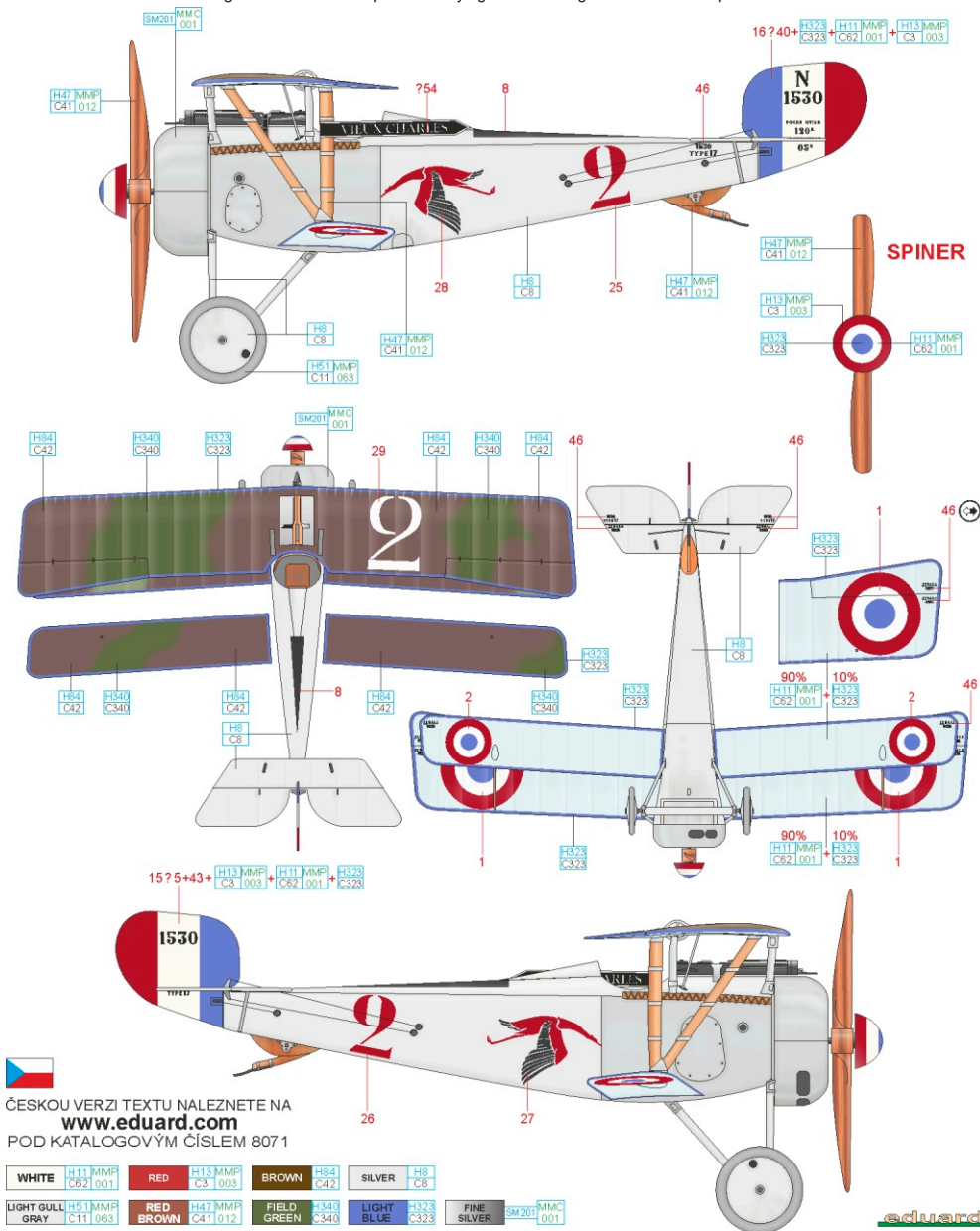


PE16 - MARKING **D** ONLY



A N1530, flown by Lt. Georges Guynemer, Escadrille N 3, Cachy, France, August 1916

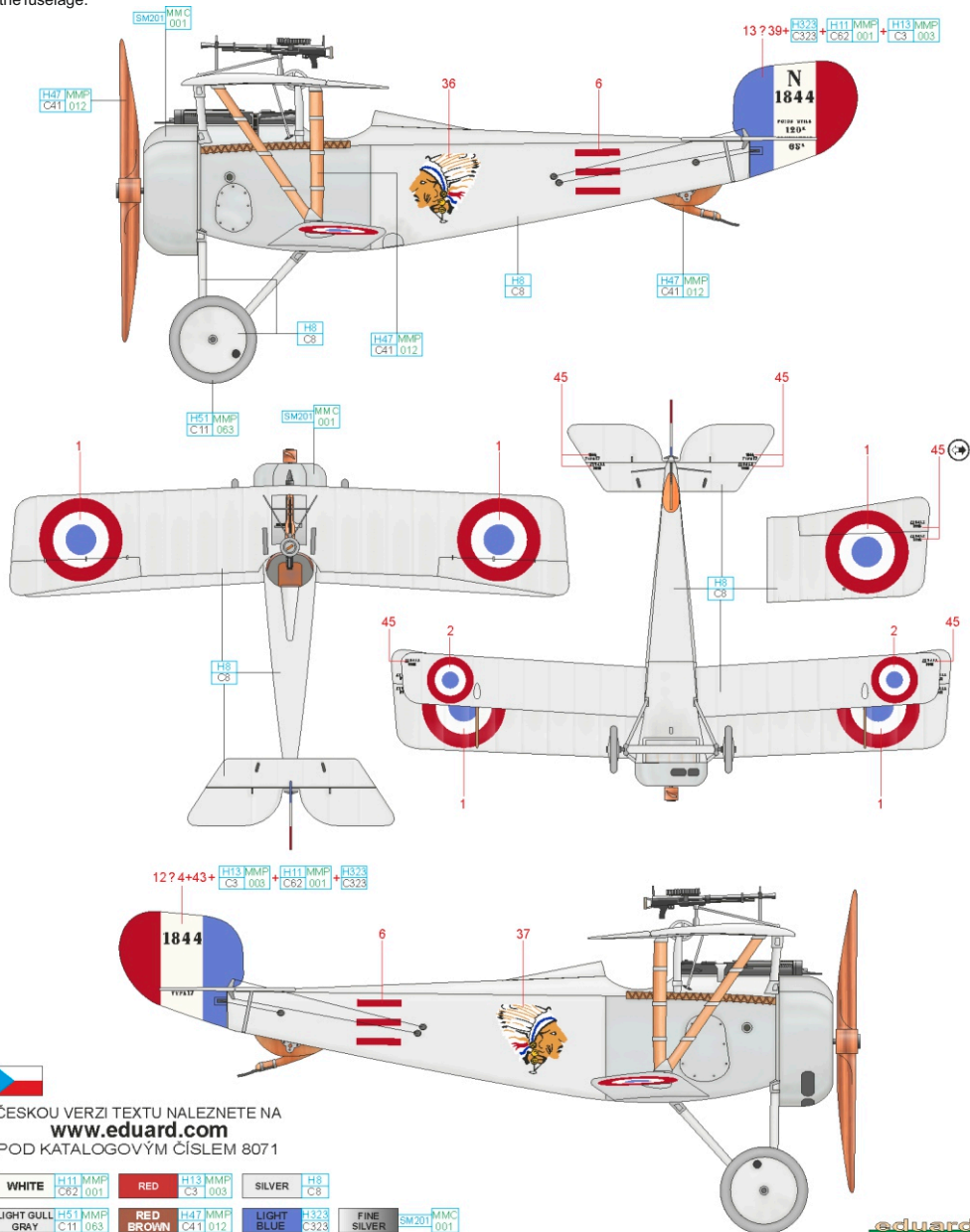
Georges Marie Ludovic Jules Guynemer was credited with total of 53 victories over the enemy aircraft during World War One despite the beginning of his aviation career was rather difficult. He applied to the air corps five times but was rejected due to his poor health. Eventually he succeeded and was accepted as an aviation mechanic. Thanks to his typical determination a dream of being a pilot came true and he was accepted to the pilot training after which, in June 1915 he was assigned to Escadrille MS 3 flying Morane-Saulnier L. After the entire unit converted to Nieuports its designation was changed to N 3. Guynemer supposedly flew the depicted aircraft from August 7th to 21st, 1918 only, when he performed an emergency landing in no-man's-land and saved himself by running to friendly trenches. The aircraft was dismantled overnight, transported back to the unit but here the trace of it is lost. On his next sortie Guynemer flew SPAD VII already. His death is shrouded in mystery. During a sortie on September 11th, 1917, he separated from his wingman and supposedly attacked a German reconnaissance aircraft. He was shot down in the ensuing combat. Neither his airplane wreckage nor his body have ever been found. The Germans credit Lt. Kurt Wissemann from Jasta 3 as a victor. MS 3/N 3/SPA 3 was called unit of the storks therefore these birds were painted on the fuselage sides of the aircraft belonging to this unit. The unit mechanics attached to N1530 wings from the older Nieuport still carrying the camouflage of the earlier Nieuports.



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B N1844, flown by Cne. Raoul Lufbery, Lafayette Escadrille, Cachy, France, late 1917

Gervais Raoul Victor Lufbery was born in Chamalieres, Puy-de-Dome in France, where his father, an American, worked in the chocolate factory. Lufbery's mother was French, so he is also considered to be a French fighter ace. In 1912 he met French aviator Marc Pourpe in India and resulting friendship influenced rest of his life. He became a mechanic of Pourpe's airplane and accompanied him on his travels for the following two years. After the outbreak of World War One Pourpe joined the French air corps while Lufbery enlisted in the Foreign Legion from which he was re-assigned to the air corps and underwent the pilot training. In 1916 a new air corps unit named Escadrille Lafayette was formed out of the American volunteers flying Nieuports. Adj. Raoul Lufbery was re-assigned to this unit as well. In the end of 1917 Lufbery, with the rank of Major, was incorporated into USAAS being already a fighter ace credited with sixteen victories. On May 19th, 1918, already in command of 94th Aero Pursuit Squadron, he scrambled against a German reconnaissance Rumpier. During his attack he was hit by the return fire and his Nieuport 28 burst in flames. Lufbery bailed out with the intention to land in the river Mosel flowing beneath the combat airspace. He was killed however having fallen on the metal fence of the nearby farm. His Nieuport was sprayed with the aluminum paint overall carrying Escadrille Lafayette markings in the form of an Indian head on the both sides of the fuselage.

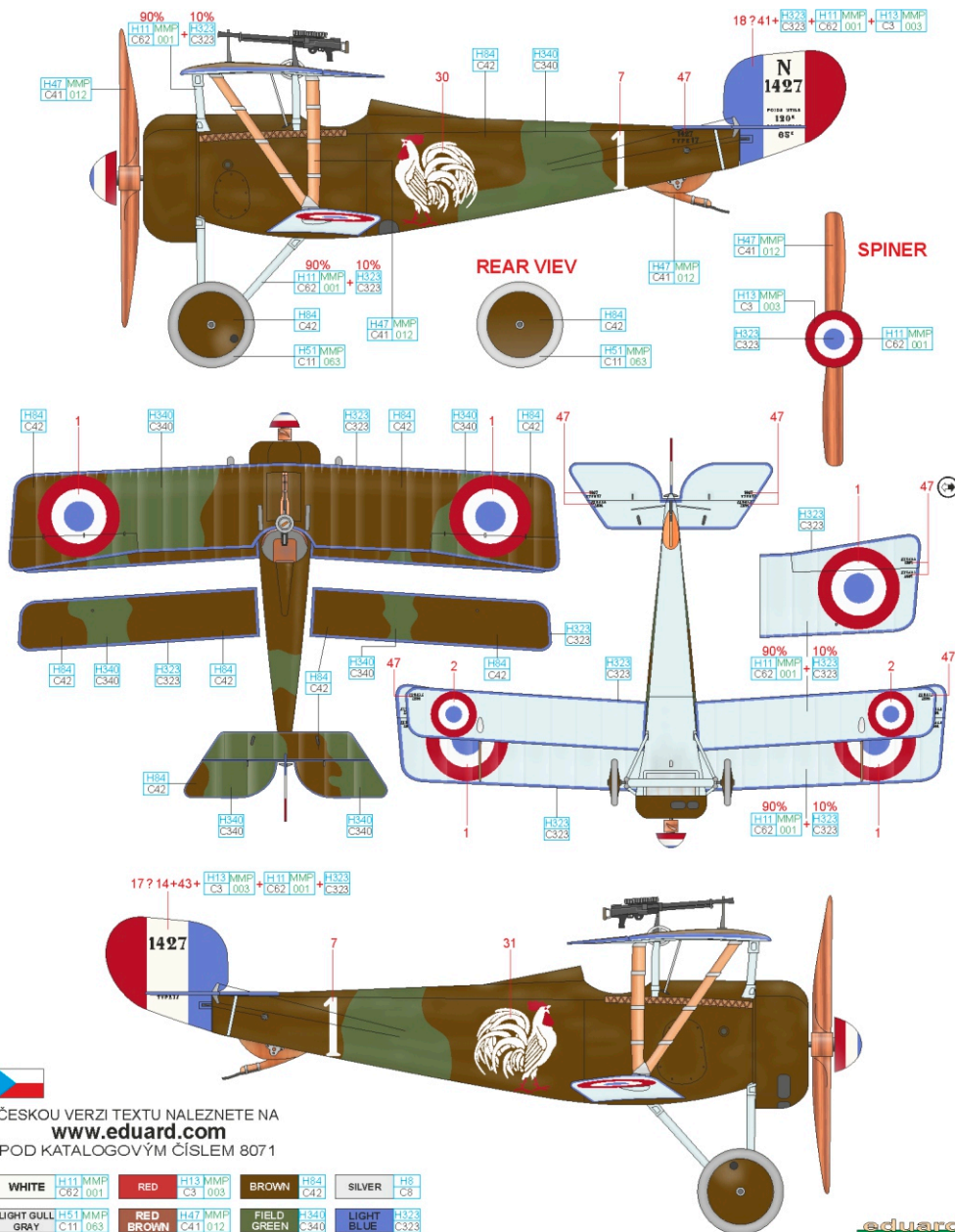


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WHITE	H11 MMFP C62 001	RED	H13 MMFP C3 003	SILVER	H8 C8
LIGHT GULL GRAY	H51 MMFP C11 083	RED BROWN	H47 MMFP C41 012	LIGHT BLUE	H32 C323
				FINE SILVER	SM201 MMC 001

C N1427, flown by Adj. Paul Tarascon, Escadrille N 62, Cachy, France, July 1916

Le Thor native, Paul Tarascon joined the French Army at the age of nineteen and was assigned to the colonial infantry. Later he got excited by flying therefore in 1911 he started to learn how to fly. During the training he was seriously wounded in an accident his right leg had to be amputated. He finished the training though and despite his handicap, at the outbreak of World War One he was accepted to the air corps as an instructor as of January 1915. However, he wanted to fight so in October 1915 he was re-assigned to Escadrille 31 followed by transfer to Escadrille 3 in May and shortly afterwards assignment to Escadrille N 62 in ranks of which he flew combat until the end of hostilities. He was credited with twelve enemy aircraft shot down. During the World War Two he participated in the resistance against the German occupation. He passed away at the age of 94 on June 11th, 1977. At the Escadrille N 62 Paul Tarascon flew the machine N1427 carrying the camouflage on the upper and side surfaces consisting of brown and green color patches, the lower surfaces were painted blue. The wings and horizontal tail surfaces were trimmed in blue color. The cock, the unit insignia, was initially Paul Tarascon's personal marking.

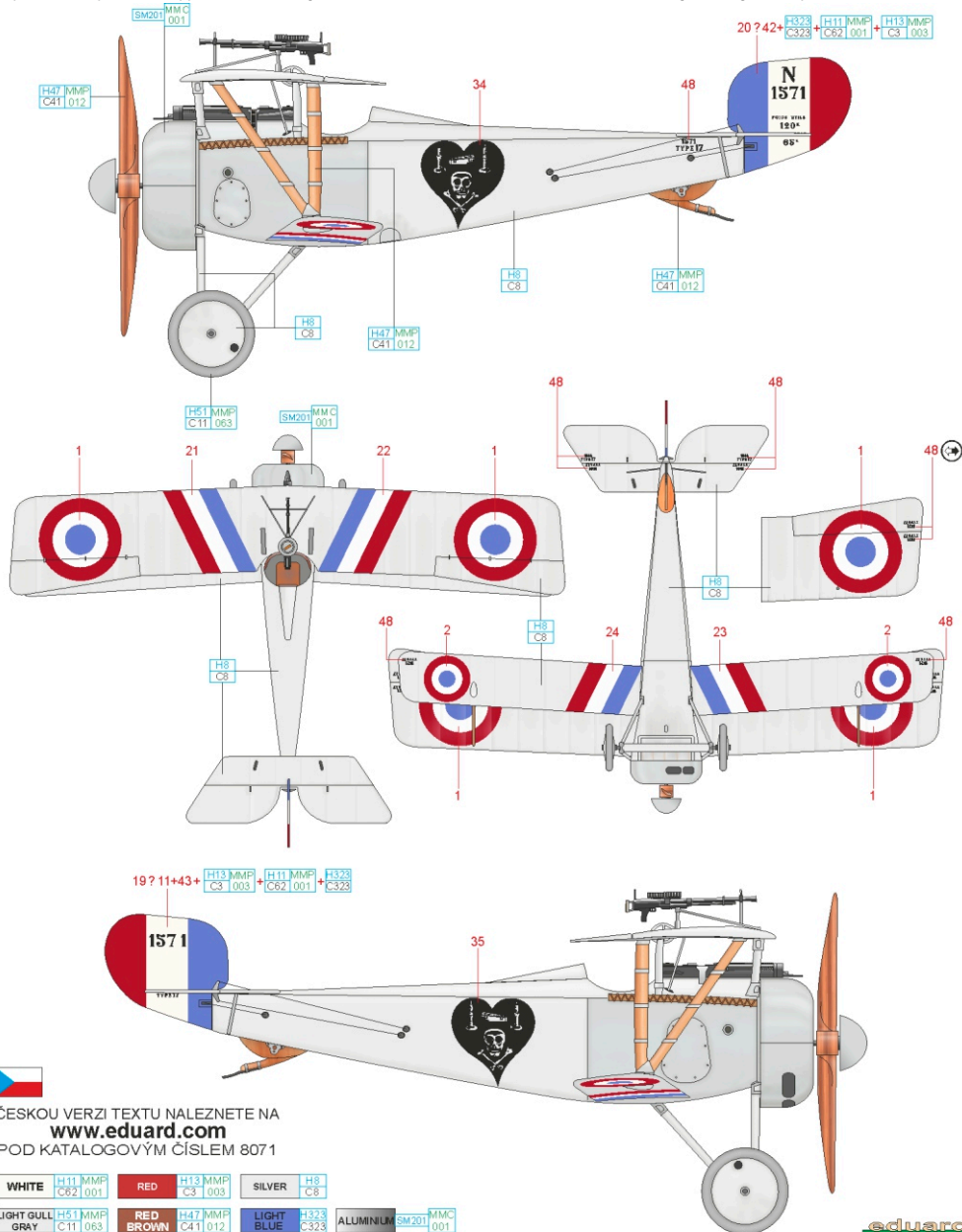


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WHITE	H11 MMP C62 001	RED	H13 MMP C3 003	BROWN	H84 C42	SILVER	H8 C8
LIGHT GULL GRAY	H51 MMP C11 083	RED BROWN	H47 MMP C41 012	FIELD GREEN	H340 C340	LIGHT BLUE	H33 C33

D N1571, flown by S/Lt. Charles Nungesser, Escadrille N 65, Cachy, France, summer 1916

Charles Eugene Jules Marie Nungesser, born on March 15th, 1892 in Paris, volunteered for the French Army on May 18th, 1914. In January 1915, on his own request he was re-assigned to the air corps where he underwent a pilot training and as of April 1915 was transferred to Escadrille VB 106 where he flew 53 bombing missions. In November 1915, after necessary training on Nieuports he was incorporated into Escadrille N 65 staff. Except of several breaks forced by the recuperation from numerous wounds he remained with this unit until the end of the war. During the conflict he shot down 43 enemy aircraft and became the third top French fighter ace after Rene Fonck and Georges Guynemer. On May 8th, 1917 Charles Nungesser disappeared together with Francois Coll during the attempt to cross the Atlantic. The aviation history researchers offer two theories of their end. The majority inclines towards the crash into the ocean due to rain, the minority opposes it claiming their aircraft crashed in Maine. Charles Nungesser's aircraft carried the personal marking in the form of black heart inside of which symbols of death were painted, skull with crossed bones and the coffin between two funeral candles. This personal marking was carried by the airplanes Nungesser flew at VB 106. N 65 marking were oblique white stripes on the upper and lower wing panels, the French tricolor was added to this marking on Nungesser's planes.

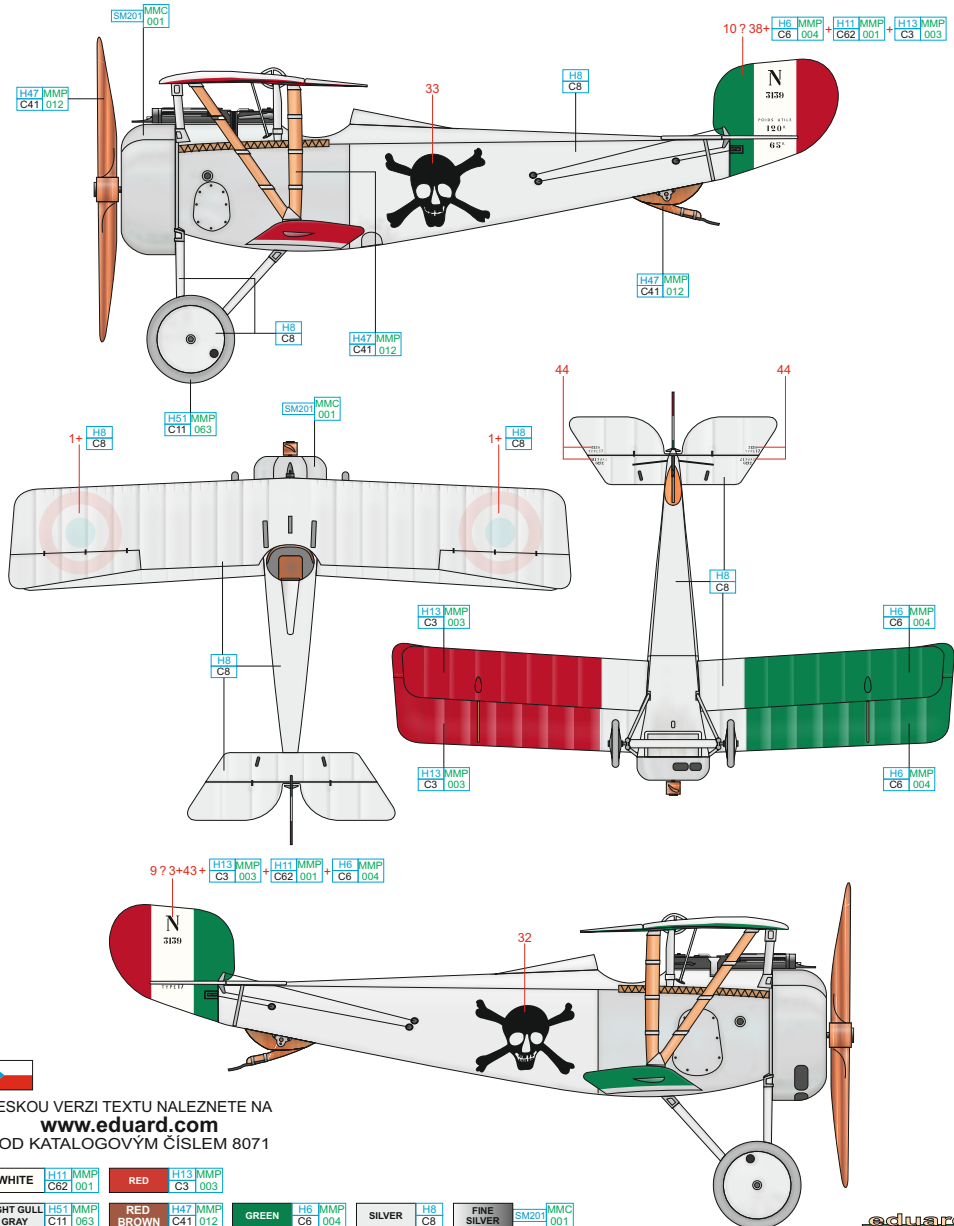


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WHITE	H11 MMP C62 001	RED	H13 MMP C3 003	SILVER	H8 C8
LIGHT GULL GRAY	H51 MMP C11 063	RED BROWN	H47 MMP C411 012	LIGHT BLUE	H328 C328
				ALUMINIUM	SM201 MMC 001

E N3139, flown by Ten. Fulco Ruffo di Calabria, 91a squadriglia, Italian front, spring 1917

Fulco III, Principe Ruffo di Calabria, VI duca di Guardia Lombarda was born on August 12th, 1884 in Naples into one of the most illustrious families of the Italian Kingdom of that period. Shortly after he reached the age of 20, following the family's tradition he enlisted in the army. He was accepted to the military air corps before Italy entered the World War One. After he finished the pilot training, he was assigned to 4a Squadriglia Artiglia. In May 1916 he started his training on Nieuports after which he was assigned to 1a Squadriglia and later to 70a Squadriglia. Having reached 4 aerial victories and promotion to Lieutenant he was re-assigned to 91a Squadriglia where he recorded another sixteen kills. After World War One he continued his military career. In 1934 he was elected a senator, a post he kept until 1944. During World War Two he supported Benito Mussolini's fascist regime for which he was convicted after the war. One of his daughters, principessa Paola, in 1959 married Albert II, a future king of Belgium, who ruled from 1993 until 2013. Fulco Ruffo di Calabria passed away in Ronchi di Apuana on August 23rd, 1946. Machine N3139 flown by Lt. Ruffo was sprayed in the aluminum paint overall, the rudder and wings lower surfaces carried the Italian tricolor. Personal marking of his aircraft was the skull with crossed bones painted on the fuselage sides and he had marked all aircraft he flew in this manner. It's clearly noticeable from the photograph that the aircraft lacked the machine gun mounted on the upper wing.



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WHITE	H11 MMP C62 001	RED	H13 MMP C3 003
LIGHT GULL GRAY	H51 MMP C11 083	RED BROWN	H47 MMP C41 012
GREEN	H6 MMP C6 004	SILVER	H8 C8
FINE SILVER	SM201 MMC 001		

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