



19' 0"

AN IMPORTANT STAGE OF THE REVERENCE WITH WHICH THE FORMER CATALYTIC ENCLOSURE IS RECORDED IN THE MEMORIES OF LIVING BIRDERS AND AVIATION HISTORIANS, IS WHEN DESCENDANTS OF THE FIRST CONSTANT AIRPLANE TO CARRY THE BURDEN OF THIS IMMORTAL FLYING CORPS TO THE FRONTIERS OF THE CENTRAL POWERS OF WORLD WAR I, THE FRENCH NIEUPOORT TYPE 11, AT SIX A.M. ON APRIL 20, 1916, A FLIGHT OF NIEUPOORT 11'S ROARED INTO MISTY SKIES FROM THE AIRFIELD AT LUSSEMBOURG, TO BEGIN HISTORY FOR THE STRAGGLING AMERICANS, ESPECIALLY, N.124.

SEATED AT THE CONTROLS WERE THE FIRST AMERICAN KNIGHTS OF THE AIR, NORMAN PRINCE, (COMMANDER OF THE CORPS) VIC CANNON, ROBIN ROCKWELL, JAC MC CORMACK, BILL DUNN, ELLIOTT CONDON, REET HALL, AND CAPT. GEORGE'S THURGOOD WHO COMMANDED N.124, ROGER LOFBERY, FLYING AIR GUARD OVER PARIS AT THE TIME, JOINED THEM SHORTLY AFTER, WHEN THE CORPS HAD MOVED TO THE VERDUN SECTOR, NEAR BOU-LÉ-DUC, WHILE AT LUSSEMBOURG, FOUR DAYS AFTER HIS BAPTISM OF FIRE, MYRTON ROCKWELL SHOT DOWN IN FLAMES WITH ONLY 4 SHOTS, THE FIRST VICTORY FOR N.124, IN HIS NIEUPOORT 11.

AIR AGE INC'SSEFF HAVE, NEW YORK, N.Y.
 SCALE: 1/8" = 1'-0"
 GENERAL ARRANGEMENTS & STRUCTURAL DETAILS S.
 FRENCH WORLD WAR I PURSUITS TYPE
 DRAWN BY:
Joseph Nieto.
Nieto.

3'-3 1/2"

ON SUPPLY TANK LOCATION ABOVE ENGINE KEPT ON DISCREETLY FLUID MAIN & AUXILIARY FUEL TANKS (LUPPLY INSUFFICIENT FOR LITTLE OVER 2 HRS. FLIGHT SECTION LANDING AIR FROM CRANK MAIN SPARE WINGS "OUT-OUT" AREA ABOVE OF COCKPIT THAT EXTENDED OVERHEAD ENGINE SECTION IN LANDING. PILOT'S CONTROL COLUMN, HINGE IT'S AND SOME SYSTEM TO ANGULAR 12.

FLY WHEEL FINNING
 STEEL SPRING LEAF TAIL SKID
 WAREHOSE TRENCHERS WERE FABRIC COVERED TO TRAIL G.E.
 POINT OF ATTACHMENT OF LOWER WING (L' TIME SEES)
 CONTROL SYSTEM SHOWING INTERNAL CHORDS
 LANDING GEAR WHEEL GUIDE & SHOCK STOP-LONG COILS WHEELS
 CHANGE DOWN IN SECTION II, 9" C.G. LE ENGINE 100 L.P.

VIEW AT RIGHT SHOWS TYPE OF INVERTED "U" CENTER-SECTION REAR STRUT USED IN THE PROTOTYPE NIEUPOORT 11. SHOWN IN REFERENCE LINES ARE THE INVERTED "V" USED ON THE PRODUCTION MODEL IN PLACE OF INVERTED "U"

SPECIFICATIONS - ALUMINUM CRANK OPENING
 APPROX. 1/4" DIA. TYPE 11 (PURSUITS)
 MATERIAL: T.O. H.C. L.E. CRANK, 3/16" 1/2" DIA. 1/2" DIA.
 WING SPAN: UPPER: 24' 6" - LOWER: 22' 6"
 INCIDENCE: UPPER: 2° 30' THROUGHOUT
 RIGHT LOWER: 9° @ 5' AT TIP
 LEFT LOWER: 9° @ 5' AT TIP
 CHORD: UPPER: 3' 1 1/2" @ 5' AT TIP
 LOWER: 2' 9" THROUGHOUT
 OVERHUNG: UPPER: 0" - LOWER: 3' 10"
 GAB: 4' 1" AT BODY - 3' 6 1/2" AT TIPS
 STAGGER: 2.0" SHEETBACK - 3.50" PROPELLER: 2' 9" LEADERSHIP, STAGE: 0' 10"
 WING LENGTH: 30' 0" WEIGHT: 250 LBS. (MAXIMUM) ONE 1916 41 SHOT GUNS

COBALT BLUE
 WHITE
 RED

ALTHOUGH THE FLYING CHARACTERISTICS OF THE NIEUPOORT 11 WERE "FOR EXCELLENCE" FOR ITS DAY, IT HAD A BAD HABIT OF SHEDDING FABRIC & WINDS IN POWER WINGS & TIGHT LOOPS. HOWEVER, IT COULD STILL FLY WITH A COMPLETE LOWER WING-HALF BROWN AWAY, AND WAS THE STANDARD FRENCH PURSUITS OF 1916. NIEUPOORT 11'S WERE POWERED WITH 7 CYL. 80 HP & 9 CYL. 100 HP LE BRUHE ROTARIES, TYPE A.C.7 CYL. 100 HP & TYPE B-2 CYL. 100 HP. CRANKS WERE FITTED ALL RATED @ 1200 RPM.

THE PROTOTYPE NIEUPOORT 11 HAD INVERTED "U" SHAPE REAR CENTER-SECTION STRUTS & REAR LANDING GEAR STRUTS ATTACHED IN LINE WITH TRAILING EDGE OF LOWER WING AS SHOWN ABOVE LEFT PLANS, (FROM NIEUPOORT FACTORY LAYOUTS) SHOW THE PRODUCTION MODEL. ANOTHER VERSION HAD SHORTER LOWER WINGS, SLANTING "Y" STRUTS AND "WINDOW" MAINPLANE CENTER SECTION. INSTRUMENTS CONTAINED IN THE 11'S COCKPIT WERE: STANDARD ROTARY TACH, AIR-SPEED, ALTITUDE, & THE USUAL

COLOR SCHEME:
 ALL SILVER OR ALUMINUM COLORING WOULD BE CORRECT FOR THE PERIOD UP TO 1916. FINISHED IN SILVER, THE 11 WAS TRIMMED WITH A BLACK STRIPE OUTLINING ALL WING & TAIL SURFACES EXCEPT RUBBER. CENTER-SECTION STRUTS ALSO SILVER, BUT LANDING GEAR AND "Y" STRUTS WERE VARNISHED & PAINTED FROM PALE YELLOW TO DARK BROWN. PROP WAS PAINTED IN DARK BROWN. LE SHIP IS PAINTED O.D. OR GREEN. 1" TRIM STRIPE IS WHITE.

BLACK
 BLUE
 WHITE
 RED
 GOLD
 BROWN
 BLUE
 RED
 BLUE

ROTARY ENGINE CONTROL VALVES, PRESSURE GAUGES AND FLOW INDICATING WINGS. ACCESSORIES INCLUDED REAR VIEW MIRROR, WINDSHIELD, MOUNTING STEPS, ACCESS PANELS, GUN MOUNTS ETC. WHEN OUT FOR CARRY OBSERVATION BALLOONS, FOUR "BRIEUVE" INCENDIARY ROCKETS WERE INSTALLED AT A HIGH ANGLE ON EACH INTERPLANE "Y" STRUT. (THE USE OF ROCKETS BY LATEST FRENCH AIRCRAFT IS ANOTHER MISUSE OF ARMY WEAPONS WHICH QUANTIFIED IN WORLD WAR I.)
 NOTE: A MOST AUTHENTIC SOURCE OF INFORMATION REFERENCE TO THE ABOVE ARE VOLS. I & II "THE LAFAYETTE FLYING CORPS" BY J.W. HALL & C.H. HADDOCK, JR.