

AIR AGE INC. 551 FIFTH AVE. NEW YORK, N.Y.  
 SCALE: 1/4" = 1'-0" GENERAL ARRANGEMENTS & CONSTRUCTION DETAILS. A  
 BRITAIN'S 1918 A.F. NIENPORT  
 COPYRIGHT BY: Joseph Nieuport  
 Nieuport

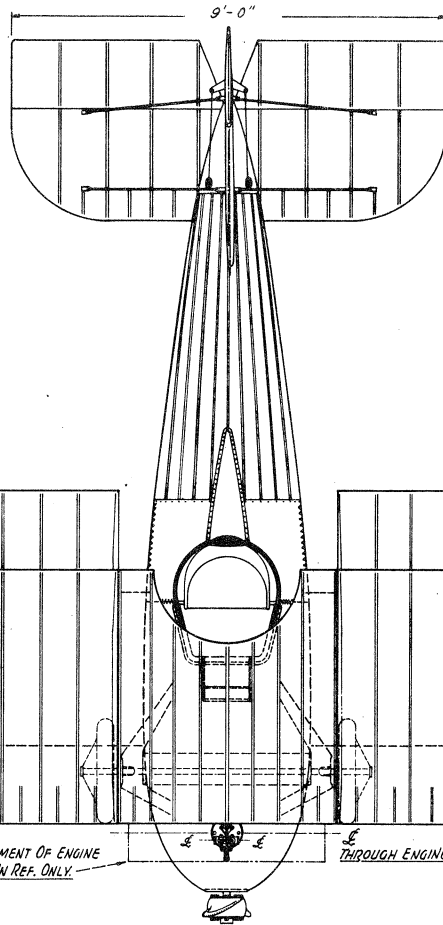
TOP SIDE & BOTTOM STRUNGERS NOT SHOWN, FOR CLARITY.

MANY SINCERE THANKS TO WILLIAM KEE, EXPERT SCALE MODEL SPECIALIST, OF INGLEWOOD, CAL., FOR EXTENSIVE AID IN THE PRODUCTION OF THESE DRAWINGS.

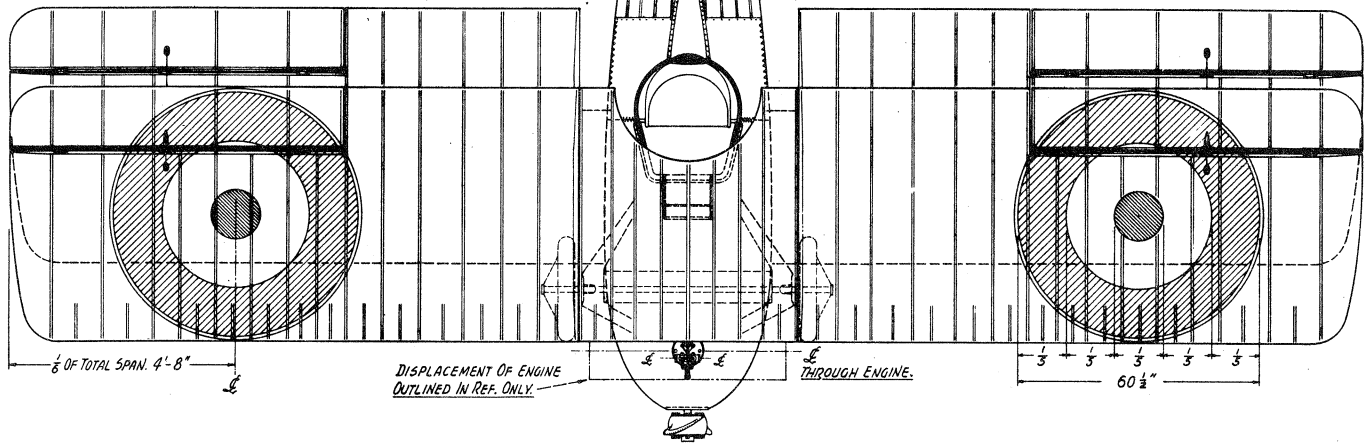
THE COLOR SCHEME OF THE NIENPORT NIGHTHAWK, APPEARS TO HAVE BEEN MUCH THE SAME AS THE SE-5, SOPWITH SNIPER, AND OTHER LAND-BASED BRITISH PURSUITS OF 1918. THE FUSELAGE, TAIL, LANDING GEAR & UPPER WING SURFACES & STRUTS, OLIVE-DRAB (KHAKI) SURFACES BENEATH WINGS & TAIL, EITHER LIGHT-IVORY OR VERY LIGHT SKY BLUE. OTHER COLORS, AS NOTED.

... INDICATED BY DETAILS 1 TO 5 AT RIGHT, IS THE UNIQUE METHOD CHARACTERIZING THE UNITING OF WOOD TO WOOD & METAL TO WOOD IN THE FUSELAGE OF THE NIENPORT NIGHTHAWK. USING A PRESSED PLATE FITTING WITH FIVE STAY-WIRE ANCHORAGES, A FLANGED TUBE D AND WASHER E ARE BENT TO FIT FACILITATE IMPROPERLY LONGERMAN A, IS CALLED TO RECEIVE TUBE D, THE END OF WHICH WHEN PRESSED INTO WASHER F, IS BEADED OVER AS AT G. CROSS-ROD C, IS HELD BETWEEN PRESSED FITTING & WASHER F BY TUBULAR RIVET J. STRUT B, ITS END BOUND BY TAPE, IS FIRED IN POSITION BY HOLE DRILLED TO RECEIVE WOOD PEG, I, DOWN DOWN TAPED SCORE ON TUBE (RIVET D).

THE BRITISH Nieuport "Night Hawk" Fighting Scout Of World War I, IS FROM SEVERAL POINTS OF VIEW, A PARTICULARLY INTERESTING SUBJECT OF AIRCRAFT STUDY. HAVING BEEN THE LATEST TYPE FIGHTER CHOSEN FOR MASS PRODUCTION BY THE ROYAL AIR FORCE BEFORE THE ARMISTICE, IT WAS THE FIRST AIRPLANE SPECIFICATION ISSUED BY THE R.A.F. IN 1918. MOST COMPELLING REASONS FOR THE NIGHT HAWK'S SELECTION WERE, THAT IT'S VERY REMARKABLE PERFORMANCE FULL FILLED R.A.F. REQUIREMENTS. IT ALSO MET REQUIRED STRENGTH DEMONSTRATED BY LOAD TESTS THROUGHOUT THE ENTIRE MACHINE, THE GENERAL ARRANGEMENTS REGARDING POSITION & ACCESSIBILITY OF GUNS, INSTRUMENTS, ETC., PROVIDED THE MOST SUITABLE FACILITIES TO COMBAT CONDITIONS, ADDED BY A MINIMUM BLIND AREA. THE GENERAL DESIGN OF THE NIGHT HAWK, WAS INTENDED PRIMARILY ADAPTABLE FOR QUICK MASS PRODUCTION OF A "KNOCK-OUT-PUNCH" FIGHTER TO

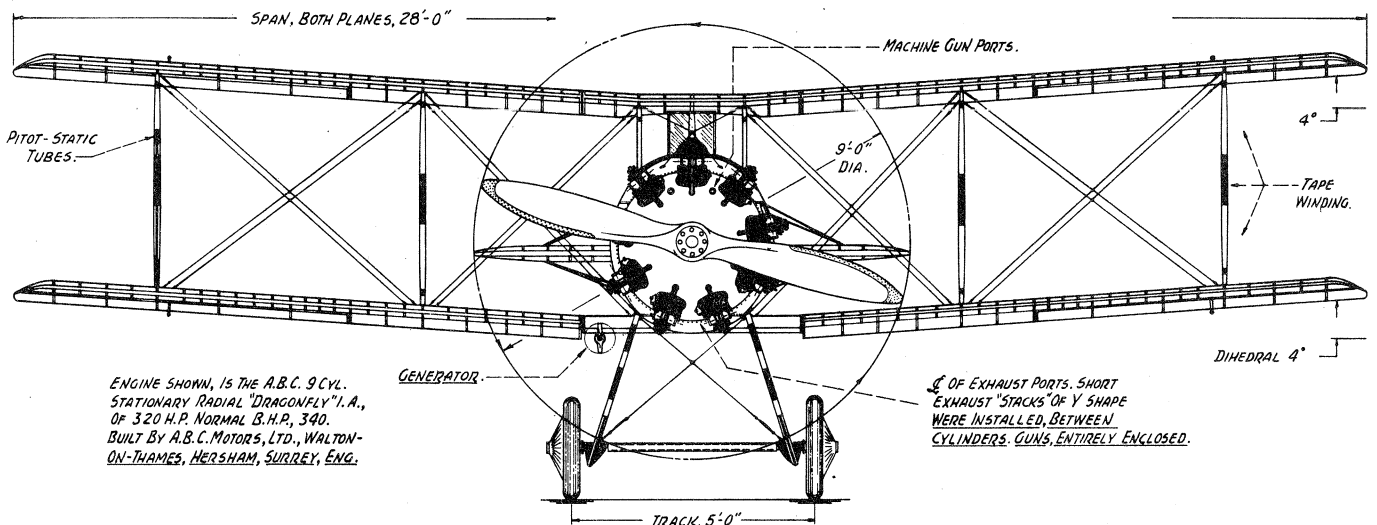


FINISH UP THE WAR. PURPOSE FOR WHICH INTENDED, FIGHTING, AIRSHIP DESTRUCTION, AND CONVOYING. BUILT BY Nieuport & General Aircraft Co., Ltd., CRICKLEWOOD, LONDON, THE NIGHT HAWK WAS DESIGNED BY H.P. FOLLAND, FORMERLY OF THE ROYAL AIRCRAFT FACTORY, WHO ALSO DESIGNED THE S.E.-4, S.E. 2's, ETC. DESIGNED, CONSTRUCTED AND PRODUCED ON SOUND ENGINEERING PRINCIPLES, THE ADVANCEMENT MARKED BY THE NIGHT HAWK WAS THE SOLUTION TO "HORRIBLE EXAMPLES" OF PRODUCTION FACILITIES INVOLVING CARELESS DESIGN'S IN VARIOUS BRITISH MACHINES OF THAT ERA. SOME OF THE BEST PERFORMING BRITISH MILITARY PLANES, HAD BEEN BUILT BY MEN WHO WERE FAR FROM ENGINEERS, RESULTING IN PRODUCTION BOTTLE-NECKS, LABOR TROUBLES, GREAT LOSS OF TIME & MONEY, AGGRAVATED FURTHER BY SHORTAGE OF CERTAIN MATERIALS. IN THE DESIGN OF THE NIGHT HAWK, ALL THE ABOVE MENTIONED ASPECTS HAD BEEN CONSIDERED. COMPLICATED JIGS WERE ELIMINATED. VARIED SIZES OF METAL SHEETS & TUBING, WERE



NO LONGER A PRODUCTION HINDRANCE. QUANTITIES OF PLENTIFUL, STOCK PARTS & FITTINGS USED IN S.E.-5's, WENT INTO THE NEW DESIGN. SCRAP MATERIALS, RESIDUAL FROM WING CONSTRUCTION, WERE USED IN THE FUSELAGE & TAIL FRAMES. BRIEFLY, STANDARDIZATION, SIMPLICITY & FLEXIBILITY OF PRODUCTION FACILITY INCORPORATED IN THE NIGHT HAWK, WAS FURTHER GRATIFIED BY IT'S EXCELLENT AND SPECIFIC PERFORMANCE. A BIT LATE FOR FRONT LINE SERVICE BEFORE THE

ARMISTICE WAS SIGNED, THE NIGHT HAWK WAS FULLY CAPABLE OF CARRYING ON FOR THE R.A.F., WHERE THE S.E.-5 AND THE "SNIPER" (WHICH IT RESEMBLED) HAD LEFT OFF, AND WAS AFTER "THE BIG FUSSES", PRODUCED IN CONSIDERABLE QUANTITY, FOR THE AIR FORCE'S PEACE PROGRAM. AS THE R.A.F.'S FIRST TRULY MODERN, RADIAL POWERED PRODUCTION AIRPLANE, THE NIGHT HAWK WAS POWERED BY A 9 CYL. 320 H.P. "DRAGON-FLY" AIRCOOLED RADIAL ENGINE, GIVING IT A CLIMB OF APP. 1500 F.P.M.,



ENGINE SHOWN, IS THE A.B.C. 9 CYL. STATIONARY RADIAL "DRAGONFLY" I. A., OF 320 H.P. NORMAL B.H.P., 340. BUILT BY A.B.C. MOTORS, LTD., WALTON-ON-THAMES, MERSHAM, SURREY, ENG.

GENERATOR

OF EXHAUST PORTS. SHORT EXHAUST "STACKS" OF Y SHAPE WERE INSTALLED, BETWEEN CYLINDERS. GUNS, ENTIRELY ENCLOSED.

AND TOP SPEED OF 151 M.P.H. WITH ELECTRICAL CLOTHING HEATING EQUIPMENT, OXYGEN VAPORIZER FOR THE PILOT, THREE FUEL TANKS, ONE OIL, TWO AUTOMATIC GUNS, 2000 ROUNDS OF AMMO, & A MULTITUDE OF INSTRUMENTS, FITTINGS & FOUR 20 LB. BOMBS, SHE COULD CLIMB TO 28000 FEET IN 25 MIN. SPECIFICATIONS: SPAN, BOTH WINGS, 28'-0". O.A. LENGTH, 18'-6". MAX. HEIGHT, 9'-3" (LEV. FL. POS.) CHORD, BOTH, 63". INCIDENCE, 2 1/2 - 3". DIHEDRAL, BOTH, 4°. GAP, 4'-6". WEIGHTS: EMPTY, 1500 LBS., WT. PER H.P. 6.62 LBS.

GROSS, LOADED, 2120 LBS. FUEL CAP 40 GALS. OIL, 4 GALS. (LASTING 3 HRS. @ 20000 FT.) PERFORMANCE: SPEED, AT SEA LEVEL, 151 M.P.H. AT 10000, 140 M.P.H. AT 20000, 121 M.P.H. LANDING, 58 M.P.H. CLIMB, TO 5000, 3 MINS., TO 10000, 7 MIN., TO 20000, 20 MINS. DISPOSABLE LOAD APART FROM FUEL, 400 LBS. TOTAL AREA OF WINGS, 270 sq. TOTAL AREA OF TAIL, 28 sq. (ADDITIONAL REFERENCE AVAILABLE IN "JAMES ALL THE WORLD'S AIRCRAFT" FOR 1919.)