

[HTTP:WWW.IPMSOTTAWA.CA](http://www.ipmsottawa.ca)

Upcoming Events

January - Best of 2001 Competition
 February 16 - Perley Rideau Vets display
 March Meeting: World War 1 Contest
 March 10 - Annual IPMS Ottawa auction
 April 14 - National Aviation display

In This Issue

Features

Model Mania!	P.2
Competition	P.3
The P-51 Mustang	P.3-4
From the Table	P. 4
Wanted! Special Request	P.4
The Nieuport Bebe	P 5-6

The Prez Sez

Paul Eastwood



I would like to start the New Year by thanking Jim Coady for a job well done as President. I have a much easier task ahead of me, as this is not a Capcon year. As such, the year can be devoted to modeling with demonstrations of techniques and items of historical background. The theme for the year is 'Back to Basics'.

The January meeting will be used to set an agenda for contests, including ad hoc and challenges. I will also outline some ideas as to the content of, and enlist volunteers for various demonstrations. Some members have already offered their services, and I will be contacting others who have shown some expertise in various facets of our hobby. I am looking forward to this year, and will be in contact with Past Presidents and members alike to ensure that this club provides a forum to improve not only the skills, but the enjoyment of modeling.

Out of the box Competition

Photos by Owen Oulton

Traditionally, December marks the Out of the Box Competition, and this year was no exception. The table was filled with a variety of different models from the veteran modelers as well as some new comers. Good work by all! In third place was Seth Wilson with his M-10 in winter camouflage. Second Place was taken by Kevin Tappin and his XB-35 Flying Wing in a "what if" paint scheme. First place was awarded to our newly appointed president Paul Eastwood, with his dirty Famo.

Photos in clockwise formation: two views of some of the contestants; Seth Wilson's M-10; Kevin Tappin's XB-35; Paul Eastwood's first place Famo.



Model Mania Strikes the National Museum of Science and Technology

Seth Wilson, photos by Owen Oulton

December 8th and 9th saw a mass gathering of modelers of all types descend upon the Museum of Science and Technology. Model Mania is our way of reaching out to the public to show them what fun we have. The event is also IPMS Ottawa's way of repaying the museum for the space donated for our monthly meetings. It also provides an opportunity for all the clubs to get together and mingle, rekindling old friendships and beginning new ones. In attendance were members from IPMS Ottawa, AMRO (Association de Modèles, Réduits de l'Outaouais), IPMS Réal-Côté (all the way from Montréal), the Nepean Modelers Club and the Science Fiction Club.



Wayne Giles, the organizer of this event, hard at work in the train bay



John Fleming of the Science Fiction Club, calculating his next move.



Janyce Thompson hard at work

The visitations were slow for the two days due to the time of year - we were competing with Christmas shopping. The day went off without much difficulty and I think we made it without too many people crossing the protective barriers. I don't think I'll count that crazy family who in the span of thirty seconds, managed to break virtually every rule in the museum as one child grabbed a model and made a break for it, while the other scurried up the side of a tender and dashed across the top, all the while the mother was screaming - highly effective child discipline. All in all I think the participants enjoyed two full days of guilt-free building!



Bill Wilson's display of models from the "War on Terrorism"



Jean-Marc Perreault's amazing scratch built work from IPMS Réal-Côté



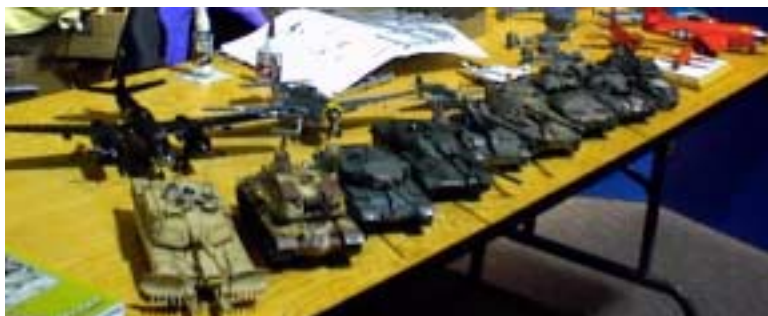
Tom Write exhibiting his painting skills from the Nepean Modeler's Club



AMRO's impressive display of automobiles



A small selection of the works brought out by the AMRO modelers.



Earl Atkins' vast array of works.

IPMS Ottawa

President: Paul Eastwood
Treasurer: Janyce Thompson
Public Relations: Wayne Giles
Contest Director: Mike Belcher
Post Strike Editor: Seth Wilson
Web Master: Bruce Grinstead

IPMS Ottawa is the local chapter of **IPMS Canada**. Meetings are held at the Science and Technology Museum, 1867 St. Laurent Blvd., on the first Wednesday of each month from 7:30 to 9:30pm. Visitors and guests are always welcome.

Club Membership Information:

Dues are \$15.00 per year, which permits members to take part in club contests, events, and the Annual Member's Auction.

Post Strike is the official journal of the IPMS Ottawa Chapter. Articles may be copied and re-used provided credit is given to the original author and IPMS Ottawa. Contributions are welcome from any readers of **Post Strike**, not just club members. IPMS Ottawa does not pay for any submissions. No promise is made to publish any material and where necessary submissions will be edited. Submissions of articles, tips, terms, items needed, or questions for **Post Strike** can be dropped off at a meeting or sent to:

editor@ipmsottawa.ca

Visit our web page at:

www.ipmsottawa.ca

IPMS Canada

Club members are encouraged to become members of our national association and parent body, IPMS Canada. Memberships are \$24.00 Canadian per year and are available from:

IPMS Canada
 PO Box 626, Station B
 Ottawa, Ontario
 K1P 5P7

Inquiries or submissions can be made via their Internet address:

mig@ipmscanada.com or visit their website at: www.ipmscanada.com

The P-51 Mustang in 1/32nd scale, 1/24th scale and 1/48th scale

Jamie Leggo

"The most aerodynamically perfect pursuit plane in existence". This was the conclusion reached on the North American P-51 Mustang by the U.S. Senate War Investigating Committee in 1944.

While perhaps a case of American overstatement, the Mustang was undoubtedly the finest long-range escort fighter to come out of that conflict, and many would consider it to be the best overall fighter of WWII. Adherents of the Corsair, Spitfire, Me-262 et al, will dispute this point with their dying breath, but one fact remains in the end; No other aircraft in the world could cover the distance of the Mustang, and fight virtually any opposition on an equal footing when it got there. In short, the aircraft was an ace-maker, and its impact on the War was summed up perhaps best by no less than Hermann Goring. He stated in March 1944, "When I saw the Mustang fighters escorting Bombers over Berlin, I knew the jig was up!"

Modelers have certainly been favoured with a wealth of kits to choose from in all popular scales when it comes to building this thoroughbred. It certainly is not the intent of this article to provide an exhaustive list of every release ever produced of the Mustang--that remains for an author far more ambitious than I! Rather, this is meant to serve as a capsule guide of what is good, bad, and indifferent among currently available kits, books, decals and accessories for the builder wishing to add one of these intriguing 'Ponies' to their stable.

1/24th and 1/32nd Scale

In general, modelers in the larger scales have not been well served when it comes to accurate, well-engineered kits of the Mustang. In 1/24, the Airfix kit represents one of their worst efforts in this scale, and the model exhibits serious shape and fit problems throughout. Coupling this with poor surface and cockpit detail, and an almost total lack of aftermarket decals and detail sets, it leaves the builder wishing to add a large Mustang to his/her case facing a serious challenge.

Unfortunately, the situation in 1/32nd scale is only marginally better, if only in terms of the greater variety of subjects and accessories available. All 3 kits by Revell are well known for a litany of problems, not least of which are some really strange nose and tail contours, awful cockpits, and poor props, spinners and undercarriage. They exhibit typical 60's era surface detail; raised, wrong, and covered with rivets! You might want to use them to grate vegetables with rather than for any serious attempt at a Mustang.

The hard to find Monogram kit may be even worse, whether in its original release, or the later clear fuselage 'Phantom Mustang'! While having a better overall shape than the Revell D, this kit really suffers from a lot of 'toy-like' working features. It does however provide an un-cuffed Hamilton Standard propeller, which can also be modified into an Aeroproducts prop with a bit of sanding. Still, this kit is best left to the collectors.

Not having seen the early Academy kit of the P-51D, I understand that it is not worth the effort necessary to track one down. It has very shallow wheel wells, the bane of many a Mustang kit, as well as the standard outline errors. How can so many people have gotten a famous shape wrong?

This leaves us with the Hasegawa effort of the P-51D. While still having its share of problems, and definitely showing its age, this kit remains the class of the 32nd category. It has a fairly decent overall shape, though the fuselage and canopy look too portly. The surface detail is all raised, but it's livable for all that. The cockpit could really stand some sprucing up, and happily most of the aftermarket stuff in 32nd is designed for this kit. Considerable work on this one can result in a competition standard model. The truly masochistic among you may want to track down the series of articles that appeared in the IPMS USA Journal a few years ago. Herein, Rodney Williams describes the backdating of this kit into a truly outstanding P-51B(!) which won its category at the NATS in Columbus.

1/48th (The Manly) Scale

The picture is a much rosier one for modelers in this popular scale, with a good variety of really excellent kits available. A little bit of common sense and elbow grease can result in an average builder turning out an outstanding Mustang because of the engineering of some of these more modern kits.

Dealing with the elder statesman first, the old Hawk kit of the P-51D is again best left to the collectors out there. While in its day, this represented a nice accurate Mustang, and looked neat in its chrome-plated release, only the truly nostalgic among us would choose it over the more recent kits available.

The Otaki kit is a little better, and has recently been re-issued to boot. This kit has pretty good recessed surface detail, but the cockpit and wheel wells lack a lot of important detail. A decent finished product can result, but only if you have nothing better to do with your precious modeling time.

The Kits

1/24th and 1/32nd scale kits

Airfix P-51D (1/24th)
Revell P-51B (1/32nd)
Revell P-51D (1/32nd)
Revell Mustang III (1/32nd)
Monogram P-51D (1/32nd)
Academy P-51D (1/32nd)
Hasegawa P-51D (1/32nd)

1/48th scale kits

Hawk (P-51D)
Otaki (P-51D)
Fujimi (P-51D)
Monogram (P-51B)
Monogram (P-51D)
Promodeller (P-51B)
Accurate Miniatures (Mustang I through P-51C)
Hasegawa (P-51D)
Tamiya (P-51B & Mk.III)



Bill Eggleton has answered the challenge! Enclosed is a photo of his stash of models. My significant other is mildly impressed, but I am still in the doghouse. Please enter more photos, I'm not the only one with this sickness! Thanks Bill.

The Mustang continued...

The less said about the Fujimi kit the better, as it is pretty clunky, overpriced, and is actually 1/50th scale anyway. For some strange reason, known only in his money-grubbing heart, Verlinden issued a detail set for this pig a few years back.

The old Monogram kits in their various guises still stand up fairly well to the current crop. Being typical of the company at that time, they all have decent cockpits and deep wheel wells, and are accurate in outline. On the down side is the raised surface detail, truly awful fit, particularly in the later D kit. You would have to be a true masochist to want to work on any of these kits today over either Tamiya or Hasegawa.

In a blatant money grab a few years back Monogram re-issued the P-51B under their Promodeler label. The 'new' kit featured scribed surface detail, I think some P/E, and a nice set of instructions produced in association with Bert Kinsey from Detail and Scale. The moulds really looked like they had suffered badly, whether through age or the re-engraving process used on them. At nearly the same price as the same A/C from Accurate Miniatures or Tamiya, these kits come off as a very poor 3rd choice.

The early Allison engine Mustangs were the first releases by this new American/Korean AM company and many people were rightfully very impressed with their level of detail and quality of engineering and packaging. They were easily as good as the state of the art at that time, and represented the first time that a mainstream manufacturer took a chance on the earlier Mustangs in this scale. With these, one could produce all of the pre-Merlin Mustangs, including with a bit of conversion work the Canadian flown Mustang I. The AM P-51 B&C are on par with the Tamiya kit, and the C variant with the fin fillet represents the only kit of this on the market in 48th.

The Hasegawa kit was released about 6 years ago to much oohing and ahing from the modeling community and rightfully so. The kit has exceptionally nice recessed surface detail and good fit, which is a plus for a natural metal airplane. It comes with a good variety of under wing stores and optional parts. On the down side, the wheel wells are ridiculously shallow, and the wing doesn't feature dropped flaps. These are almost a must, as virtually every Mustang photo shows these in the down position after the bird has bled off hydraulic pressure.

Saving, in my humble opinion, the best for last, we come to the Tamiya family of Mustangs. While these have their share of annoying little errors, these are among the finest engineered kits ever produced. The fit is truly incredible, being virtually a Snap-Tite model! The surface detail is also excellent, and the construction sequence is so well thought out that most of this can be spared the usual obliteration during the sanding process. The wheel wells are realistically deep, and the way they go together eases the 3 colour painting process here considerably. The cockpits on both kits are nice straight OOB, however Tamiya managed to get the floor of the B kit wrong. They provide the builder the curved metal floor correct for an Allison engine bird, and not the flat plywood variety found in Merlin A/C. The P-51B release exhibits an extra scoop on the belly intake. This was only present on the P-51D. Five minutes with a knife and sandpaper will fix this and if you purchase the RAF Mk. III version this is corrected for you.

The Tamiya P-51D kit is superb, and looks every inch the Mustang. I've seen posting on websites such as Hyperscale where modelers have debated the merits between this and The Hasegawa kit till the cows come home. Both camps swear up and down that one or the other of them has major shape problems, but to me they both look like Mustangs. The difference is in the slight edge in terms of ease of assembly for the Tamiya kit. Much has been made about the separate canopy and frame of this kit, however Randy Lutz has shown what some careful sanding, polishing, and masking can accomplish. The Tamiya kits are the only ones in this scale that give you the option of dropped flaps--a huge plus. The kit of choice for a 'B' is the RAF Mk. III because of the corrected scoop already mentioned, as well as a choice of either Clamshell or Malcolm Hood. The choice for the 'D' is the Korean War F-51D release, as it gives you two props, canopies, spinners, as well as under wing rockets.

Wanted!

Looking for back issues of *Scale Aviation Modeler*. Vol. 1, issues 1,3,4,8,9,10 and Vol 2 issues 2,3,4, and 8.

Looking for: Back issue of *Wingmasters*, probably one of the first issues for 2001, containing a build-up of a Dragon Ju 188 A. Trade: ICM 1/48 scale Yak I am looking for an ICM Mig 3.

Contact Peter Hyland at peter_hyland@acd-cida.gc.ca

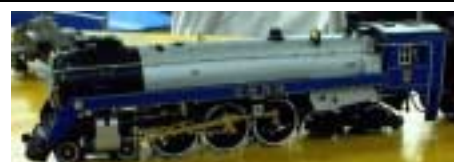
A Special Request

The Canada Aviation Museum Education Department is searching for some "old" or "retired" aircraft models to be used for the Education of the General Public and/or School Programs. I was wondering if you knew of anyone who would like to donate their aircraft for educational purposes? A tax receipt can be issued, the amount depending on the value of the models. If you know of anyone who might be interested, please call me at 998-0357.

Thank you.

Sincerely,
Angela Sinn
Program Assistant

For the Railroaders...



Bill Scobie's Standard Weaver ex-British Columbia engine for the Royal Tour. Resin crests and details by MMI modeling.

From the Table



Earl Atkin's "dirty" ambulance



Wayne Giles' DC-10



Owen Oulton's Klingon Bird of Prey

Nieuport 11 Bébé in 1/72nd scale

Don Astwood

Different people model for different reasons, and I'm as much a "collector" as a "builder" (bush planes and fist planes—fighters, racing planes, record holders, early jets). Having not really been up to modeling much for the last year or so, and wanting to get up to speed again, I looked over my collection for inspiration and concluded that my holding of WWI fighters was a little thin. I thought that I might read up on Bishop and build a couple of his machines --a Nieuport 17 and an S.E.5. At the same time, I have a number of old *Renwall* kits of WWI aircraft including a Nie 17 with the markings for one of the French ace Charles Nungesser's aircraft. The Nie 17 kit that I planned to use for Bishop's machine was a very dated *Revell* kit. These are pretty nice little kits, but they need work to bring them up to modern-day snuff. So, as a kind of "warm-up exercise" and to help familiarize myself with the references, I decided to build the *Renwall* kit first, followed by the Toko Nie 11 as practice before I got at Bishop's Nie 17.

For those of you not familiar with *Renwall* kits, they give you a plastic model in the usual fashion except that the wings, tail and sometimes the fuselage are semi-skeletal and you cover these with pre-printed tissue paper "fabric" which is complete with colour scheme and markings. This tends to limit your ability to accuratize the model, but this was not a major drawback for my purposes. The model was a pretty quick build (sharing construction with the Nie 11 over 3 days) but I did change a few things. I altered the manufacturer's production number on the rudder, added a Lewis MG to the upper wing, a "cone de penetration" to the prop hub (these don't "spin" on a rotary engine because they are attached to the fixed crankshaft—the engine and prop spin, the cone and crankshaft stay fixed, so it is not your typical "spinner"), a sprue joystick, wire-lead seatbelts, "painted-on" instruments and as much rigging as seemed feasible. Doing all this and combing the references served admirably in getting me up to my eyebrows in the dirty details of the Nieuport "sesquiplanes". It was a lot of fun and afterwards I felt more comfortable in tackling a more traditional model—the Toko Nie 11 Bébé.

The Nieuport 11

The Nieuport 11 Bébé entered service in the summer of 1915 and, although not specifically designed for the purpose, once production got going, and along with the Airco D.H. 2, it helped end the Fokker Eindeckers' terrorizing of allied flyers. The Nieuport 11 was developed from a racing monoplane intended for the 1914 Bennett Race, which in the event, never took place. The nickname "Bébé" apparently arose out of the conjunction of the aircraft's small size compared with its immediate predecessor, the Nie 10, and a mixture of the formal French nomenclature of the time, and Nieuport nomenclature. These together identified the design as the "BB-XI", with first "B" indicating the official "B" class (light, single-seat fighters—"C" for "chasse" came later) and the second "B" indicating Nieuport's own "Biplan" classification to distinguish the craft from its monoplane predecessor. It was one of many "Sesquiplanes" that Nieuport and successor companies produced from 1914 to the 1930s. A lot has been written about what "sesquiplane" means, but as far as I can understand it, Nieuport's chief designer and the man responsible for the first sesquiplanes Gustav Delage coined the term to refer to any biplane in which the lower wing was substantially smaller than the top wing.

The Toko Model of the Nie 11

Over the last couple of years, The Ukrainian company *Toko*, along with several others, has put out a number of new WWI fighter kits in 1:72nd, including the Nie 11. To my knowledge, the Nie 11 had never been put out in injected moulded plastic before. I have 3 1:72 sets of plans—*Harleyford*, *Scale Models* and *Windsock*—and the model checked out quite well in terms of basic outlines and overall dimensions. The engine is quite good for this scale, so I didn't change it. Further, the model's engine mounting is designed to allow the rotary engine to actually rotate with the propeller—a nice touch. Also, the choice of markings with the kit decals is quite extensive, including markings for one French aircraft, one Lafayette Escadrille aircraft, two Russian and one Ukrainian. However, there is a fair amount of flash for a modern day kit, but this is a relatively minor problem—unlike that on, say, *Edouard* kits! I originally wanted to make this kit out of the box, but changed my mind when I saw the windscreen. The kit sports the basic standard curved screen with a rather heavy frame. Unfortunately, it is moulded as a solid, integral part of each fuselage half! Most modellers will want to fix it one way or another. Nie 11's sported a wide selection of windscreens, so the modeller should check his/her references as to which style is right for the particular plane being modelled. If it is the standard one, then the kit offering needs to be hollowed out and the glass done either with a clear sheet insert or with *Krytal/Klear* or some such product. The particular plane that I chose had a small, flat screen so I replaced the one in the kit completely. The Lewis machine gun is nicely done and comes with a nice but fragile mount for the top wing. There is a problem however, and that is that the gun in the kit comes with its cooling jacket on, while the Nie 11 and later aircraft that used the Lewis normally did so with the jacket omitted! For me it wasn't a major problem because the plane I had chosen to model wasn't armed this way anyway!

When I first opened the kit, I was attracted to the French Air Force scheme, which was one of ace Georges Guynemer's aircraft, all in light yellow with his trademark "Vieux Charles" on the side. Unfortunately, although the Kit decal "Vieux Charles" was appropriate to Guynemer's later SPADs (from which it was probably copied), it was incorrect for the Nieuport, at least for the only Guynemer Nie 11 that I have a photo of—it was too large, and the wrong script, it should have said "**Le** Vieux Charles". Having been frustrated by the kit French scheme, I had to scour my sources (and Jim McKenzie's as well!) for a scheme that appealed to me. In the end I decided to choose between one of two schemes for Nie 11's flown by Jean Navarre, "la sentinelle de Verdun". One was basic light yellow with broad red, white and blue bands around the fuselage, and the other was an almost-all-red scheme. I wasn't sure of all the details of either scheme but felt more comfortable with the red one. Granted, the black and white photos didn't really grab me but I thought that in colour it would probably look nice—and I was right, it is very attractive.

The Nieu Continued

The kit interior comes partly finished with some fuselage framing plus a seat, joystick and rudder pedals. I replaced the seat with a white metal aftermarket item the manufacturer of which I have forgotten. The kit seat fairly represents the plywood seats in the Nie 17 but wasn't so good at representing the aluminum seats used in the Nie 11. I also added some further tubular structure and bracing, *Airwaves* seatbelts and throttle quadrant, as well as couple of *Reheat Models* instruments (there was no instrument panel as such in the Nie 11). On the exterior, I drilled out the lumps supposedly representing carb inlets (one on each side of the forward fuselage to feed air into the hollow camshaft) and added drilled out sprue tubes I also scaled off (from photos) the locations and drilled openings for all of the control line exit points in the rear fuselage, the anchor points on the fuselage side for the wing rigging and the openings for the aileron pushrods in the top of the forward fuselage. I added elevator and rudder control horns (again, *Airwaves Accessories*) and opened slots in the stab for the upper elevator control lines to pass through. Lastly, I cut out the embryonic aileron "loops" in the upper wing and put in curled sprue replacements. Since this particular aircraft--perhaps uniquely for an Nie 11--had the MG on the top forward fuselage synchronized to fire through the propeller arc, I had to fill the three mounting holes for the MG support on the upper wing. According to *La Fanatique*, the MG on Navarre's red Nie 11 was a Vickers-Berthier Modèle 1915. Correctly identified or not, the gun looks a lot like a Lewis gun (but not exactly) so I modified a *Aeroclub* Lewis gun for this purpose and added *Airwaves* gun sights.

The bottom surfaces of the wings and tail plane were done with *Humbrol* Clear Doped Linen (as was the interior of the fuselage) and the fuselage and tops of the flying surfaces with *Humbrol* Matt Red No. 174. The red was allowed to overlap the edges of the flying surfaces ever so slightly. The light coloured edging to all the flying surfaces certainly posed a challenge. The possibilities posed by Nieuport specialists were silver, white, or "tape" (buff). In the absence of definitive information to the contrary, and based on available photographs, I chose to do this edging in white. Plan 'A' was to spray the edges of all the flying surfaces including completely around the stabs and elevators but only the trailing edges of the ailerons (based on as many photos as I could find) with white, mask these off and then spray the red. It didn't work I just couldn't get a consistent width nor a good clean edge. Plan 'B' (after Plan 'A' failed) was to sand this all down, respray the upper flying surfaces all-red, and then use decals (The *Herald King Railway*(?) stripes) to create the tape trim. This hadn't worked, Plan 'C' was to remove the decals and try masking off the red (rather than the white, as initially attempted). Fortunately, the decaling approach worked--not perfectly, mind you, but pretty well. The cowling and cowl "cheeks" were sprayed *Advance Products* "Spray and Plate" aluminium, hard & non-buffing. The cabane, stab supports and under-carriage members were painted *Racing Colors* steel, the tires *Humbrol* Tank Grey, the Mg, *Humbrol* Gun Metal, the interplane struts *Model Master* Wood with *Humbrol* Bugatti blue tapes and *Model Master* Steel fittings. The prop was done in *Humbrol* German Camouflage Red-brown and then glossed.

I thought the blue was too deep in the kit decals so I dipped into my decal collection and used old *Modèls ABT* rudder schemes with the aircraft construction numbers scavenged from various pieces (of 1:87 armour decals) and cocardes for the wings from the *ESOT* Nie 17 kit. The construction number "872" that I added was based on the colour profile in Christopher Campbell's *Aces and Aircraft of World War I* (courtesy of Jim McK). I have subsequently been informed (by Michael Fletcher) that other references show a different number, so I may have to remove the rudder and change this at some point. By the way, all the parts were painted and decaled separately before joining with some touch-up required of the belly red after the lower wing was added.

REFERENCES

1. Benard, André et Serge Hié, "Navarre et le "Bébé" Nieuport (1)", *Le Fanatique de l'Aviation* 139, juin, 1981, Cover, pp. 22-29;
2. Benard, André et Serge Hié, "Navarre et le "Bébé" Nieuport (Seconde partie)", *Le Fanatique de l'Aviation* 140, juillet, 1981, pp. 22-29;
3. Benard, André et Serge Hié, "Navarre et le "Bébé" Nieuport (Troisième partie)", *Le Fanatique de l'Aviation* 141, août, 1981, pp. 22-27;
4. Benard, André et Serge Hié, "Nieuport XI dit "Bébé"" (Q uatrième partie)", *Le Fanatique de l'Aviation* 142, septembre, 1981, pp. 22-26;
5. Bruce, J.M., *Nieuport Aircraft of World War One*, (Vintage Warbirds No 10), Arms & Armour Press, London, 1988, pp. 9-13, 22-24;
6. Bruce, J.M., *Nieuport Fighters, Volume 1* (A Windsock Datafile Special), Albatros Productions Ltd., Berkhamsted, Herts., Great Britain, 1993;
7. Bruce, J.M., *Nieuport 17*, (Windsock Datafile 20), Albatros Productions Ltd., Berkhamsted, Herts., Great Britain, 1990;
8. Campbell, Christopher, *Aces and Aircraft of World War I*, Treasure Press, London, 1984, pp37-39;
9. Cooksley, Peter, *Nieuport Fighters in action* (Aircraft Number 167), Squadron/Signal Publications Inc., Carrollton, Texas, USA, 1997;
10. Lamberton, W.M. (Compiler) and E.F. Cheesman (ed.), *Fighter Aircraft of the 1914-1918 War*, Harleyford Publications Limited, Letchworth Herts., U.K., pp. 92-3;
11. Karlstrom, Bjorn, "Nieuport Scale Views", *Air Progress*, Vol.17, No.1, February/March, 1965, pp.33-41;
12. Shores, Christopher, *Fighter Aces*, The Hamlyn Publishing Group Ltd., London, 1975; and
13. Stair, Ian & Scale Models Staff, "The Nieuport 11 Bébé" *Scale Models*, Vol.12, No.139, April 1981, pp.168-171.

Don Astwood's work in Profile

Photos by Owen Oulton



Jean Navarre, "la sentinelle de Verdun" Nie 11



Renwall's Red Baron



Charles Nungesser's Nie 17