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SCALE 1:32

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NIEUPOORT TYPE 23. IN BRITISH SERVICE

NOT TO BE CARRIED IN AIRCRAFT.

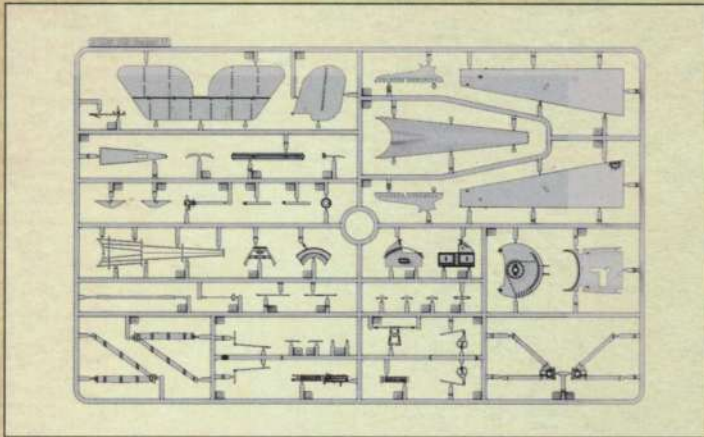
(ISSUED BY COPPER STATE MODELS.)
INSTRUCTION MANUAL

CSM SIA, CESVAINES 4,
(RIGA, LATVIA)

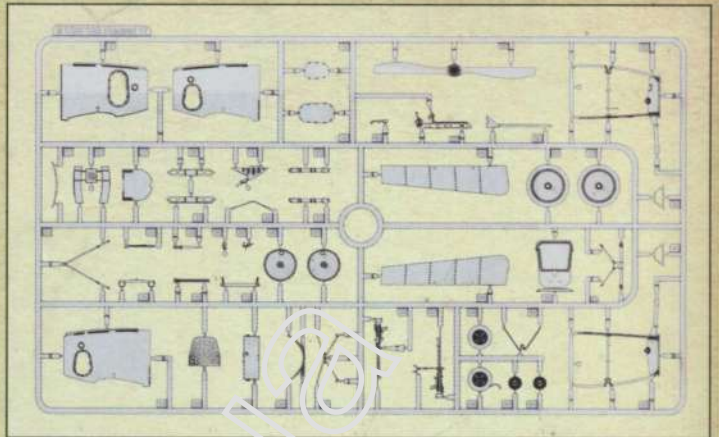
October, 2020

Important Notes

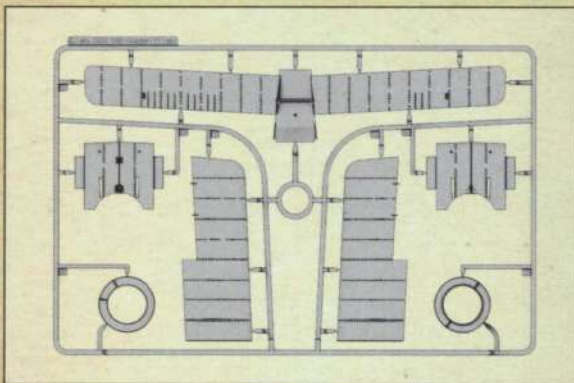
- Read the instruction carefully before starting assembly.
- Use glue intended for plastic models.
- Choking hazard. Keep small parts and plastic bags away from children.
- Always wear protective eyewear when cutting and a protective mask when painting, glueing and sanding.
- Use paints designed and suitable for plastic model kits.



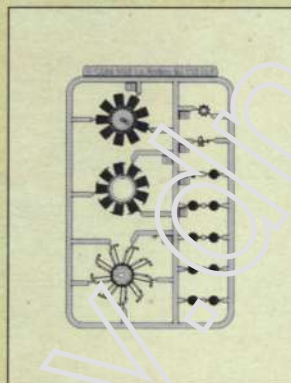
Runner A



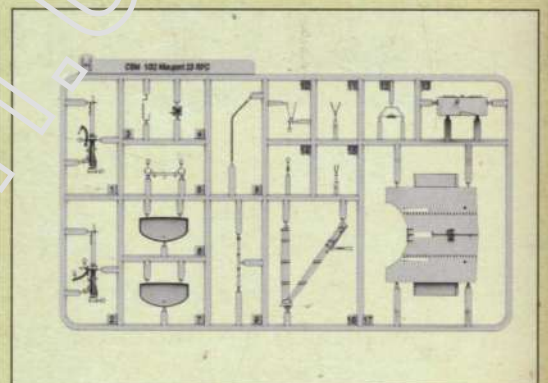
Runner B



Runner C



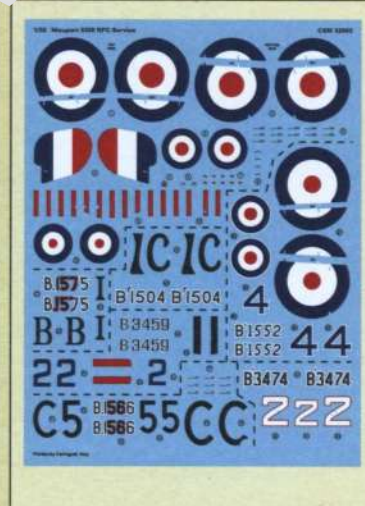
Runner E



Runner H

Colour numbers

1 Medium Blue	10 Leather
2 Aluminum	11 Aluminium dope
3 Copper	12 Brass
4 Steel	13 Gun metal
5 Black	14 Fabric
6 White	15 Yellow
7 Spruce (light wood)	16 Rubber (light)
8 Walnut (dark wood)	17 Red
9 Plywood	18 Blue



Decals



Photo Etch



Acetate Film

Symbols Reference

B.16
11801
Jaeger
tachometer

Part number
Real part number (if applicable)
Part name



Other side



Cut/Remove



Drill



Paint colour

PE.1 Photo etch part



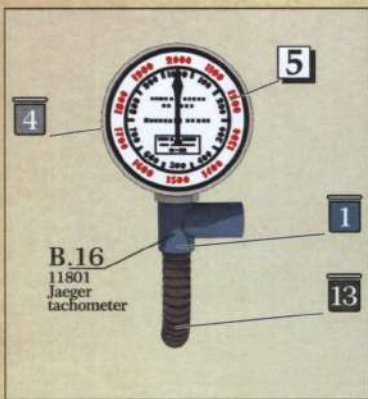
Option



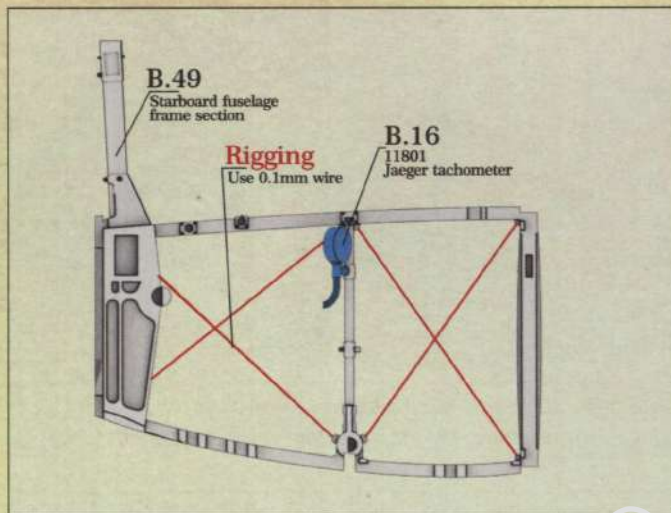
Attention



Apply decal



Step 1. Painting the Jaeger Tachometer (B.16) and applying the decal



Step 2. Preparing the fuselage frame section. First, drill and add the rigging. After painting the fuselage frame piece, add the painted Jaeger tachometer from step 1. For additional rigging check step 44

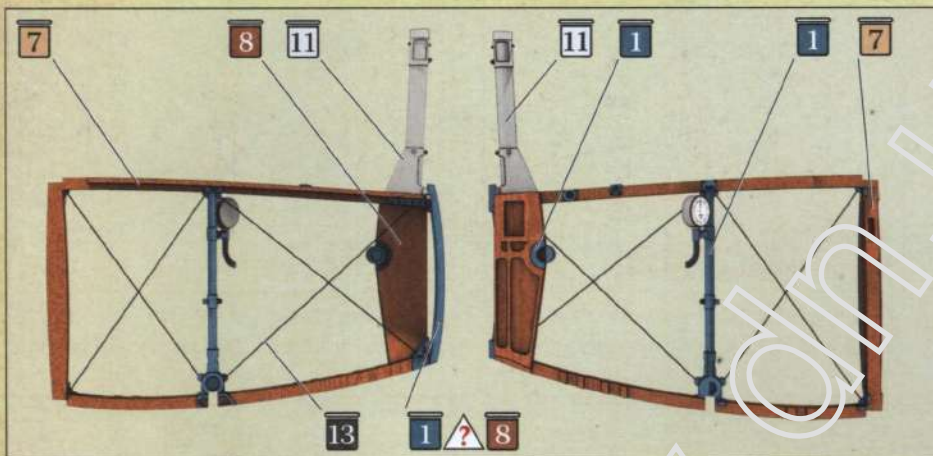


Fig. 1. Painting Guide for the Fuselage Frame Sections

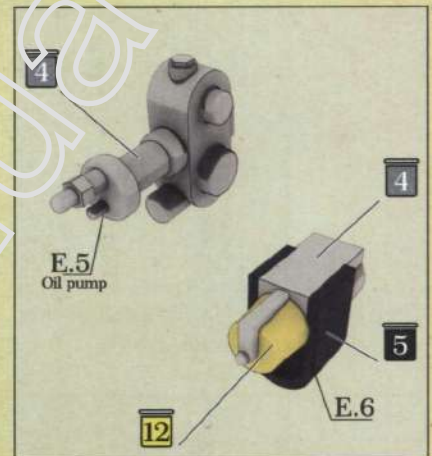
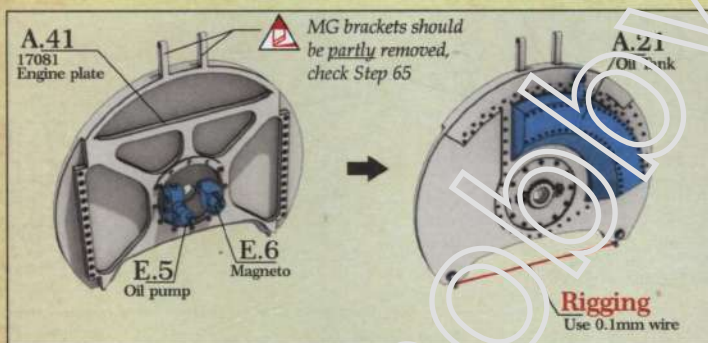
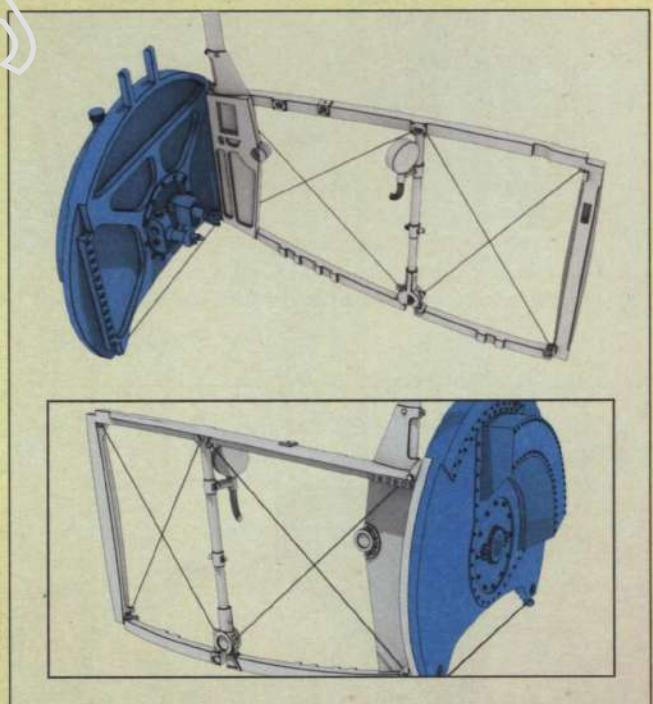


Fig. 2. Painting guide for the Magneto and oil pump



Step 3. Installing the magneto and oil pump on the engine plate, and the oil tank on the front face of the firewall



Step 4. Joining the starboard fuselage frame section to the engine firewall

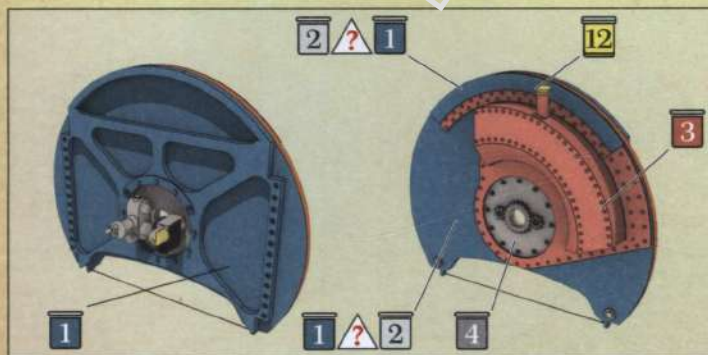
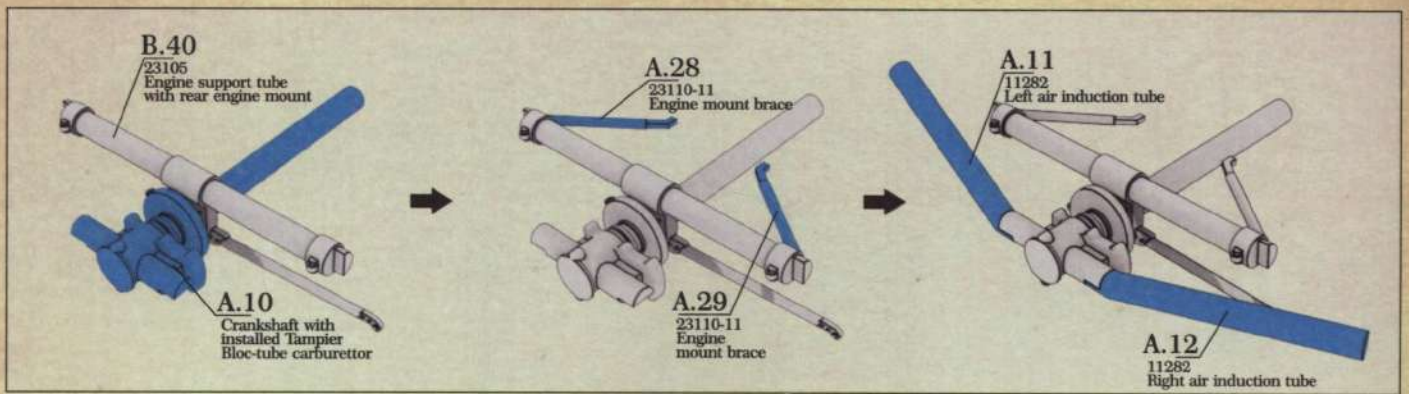
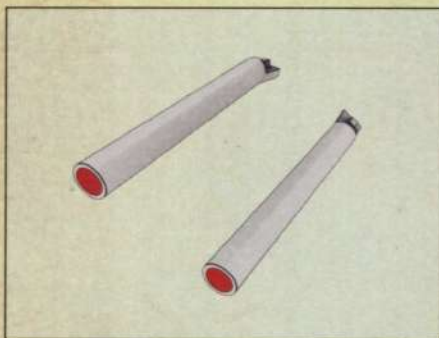


Fig. 3. Painting guide for the engine plate and oil tank



Step 5. Assembling the crankshaft with the engine mount brace and carburettor air induction tubes. Please check the part alignment (Fig. 4) when completing this stage. Before adding the air induction tubes, please check step 6



Step 6. Drill holes in the air induction tubes for a better-looking model

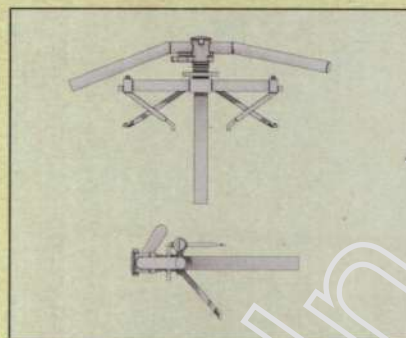


Fig. 4. Check the alignment of parts A.11 and A.12 during assembly

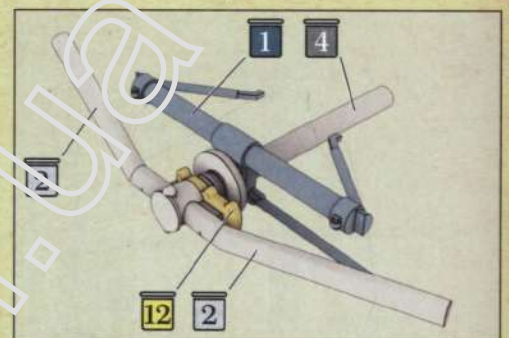
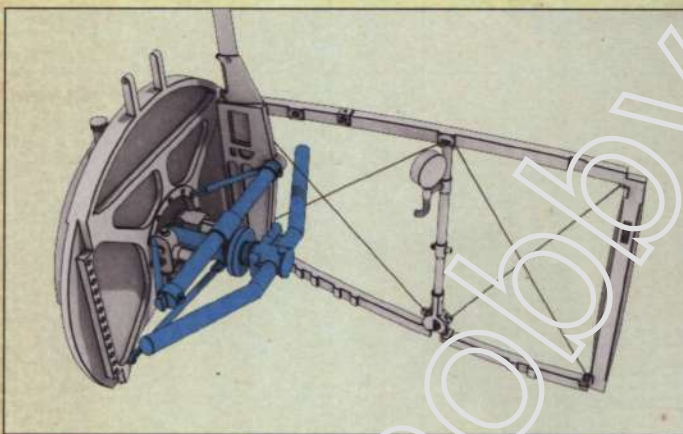
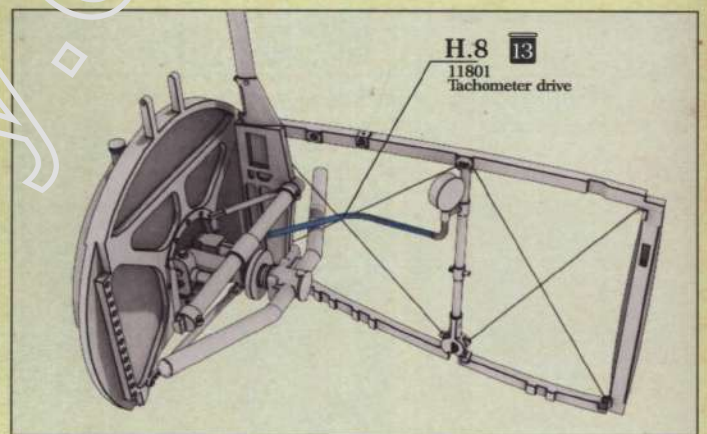


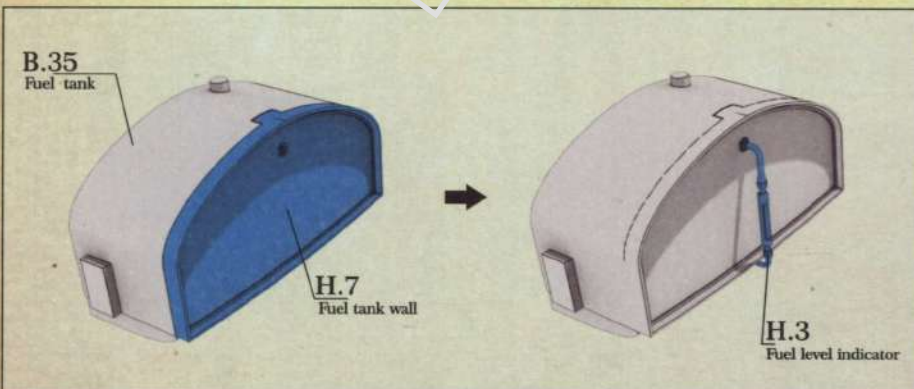
Fig. 5. Painting guide for the engine crankshaft, carburettor, and engine mount brace



Step 7. Attaching the firewall to the fuselage frame



Step 8. Adding the tachometer drive



Step 9. Assembling the fuel tank

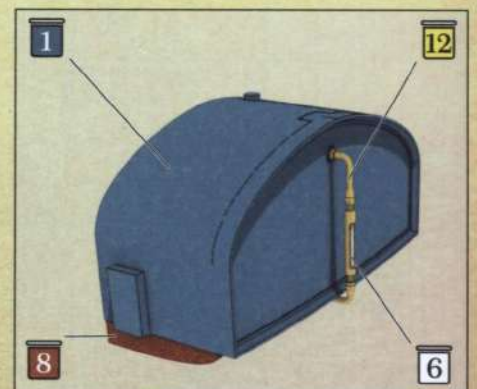
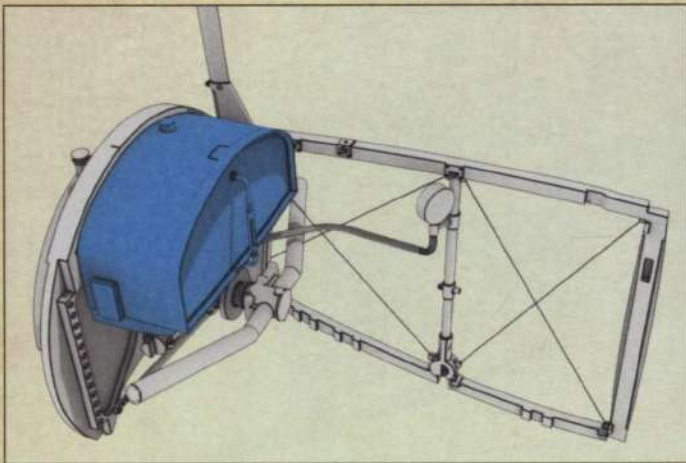
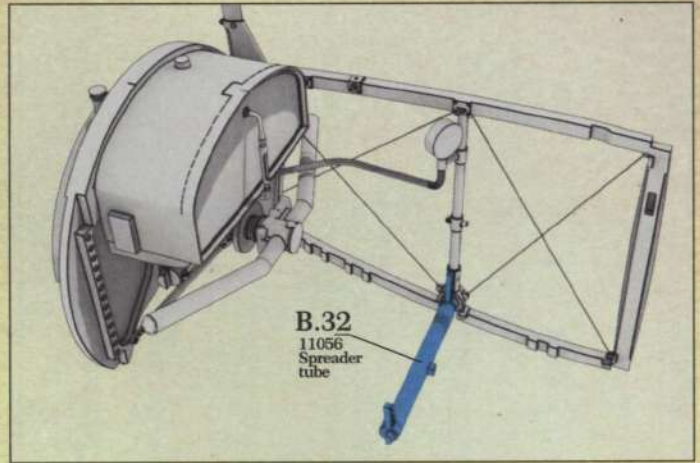


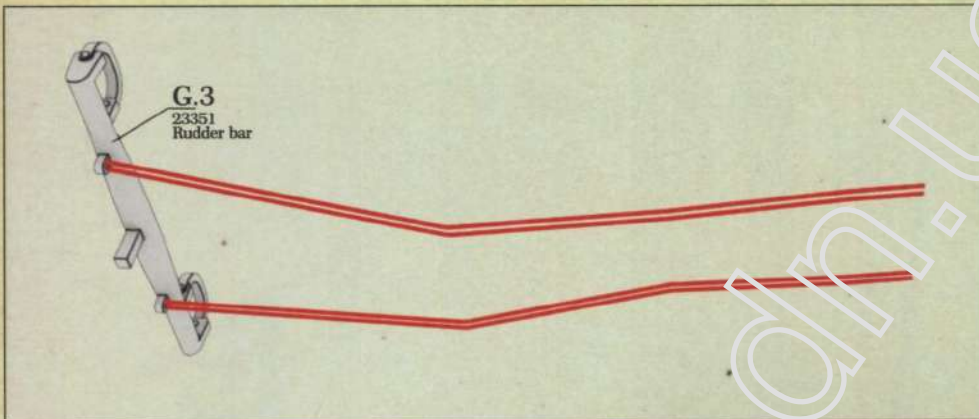
Fig. 6. Painting guide for the fuel tank



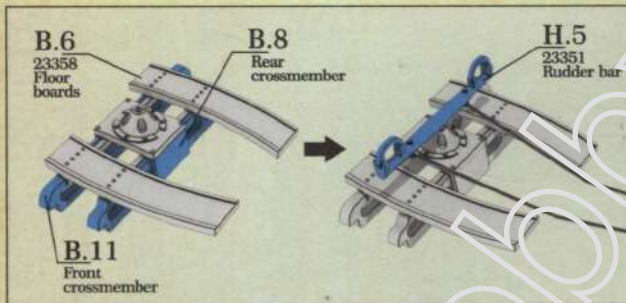
Step 10. Installing the fuel tank into the fuselage frame



Step 11. Installing the spreader tube



Step 12. Rigging the control cables



Step 13. Assembling the foot plates and rudder bar

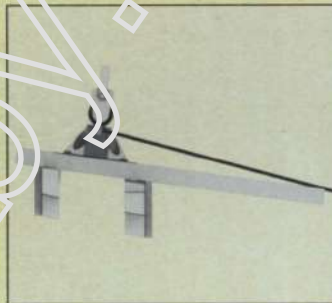


Fig. 7. Check parts are correctly aligned during assembly

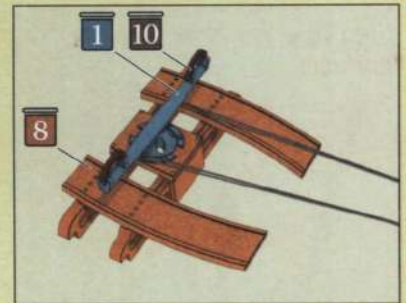
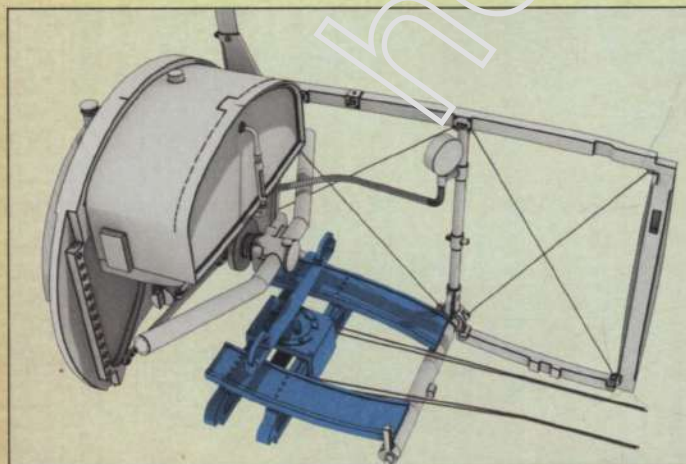
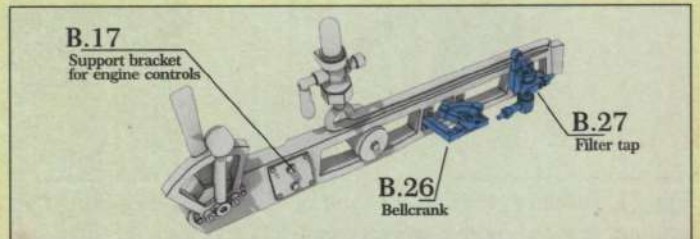


Fig. 8. Painting guide for the rudder bar assembly and foot plates



Step 14. Installing the rudder assembly into the cockpit frame



Step 15. Assembling the engine control bracket

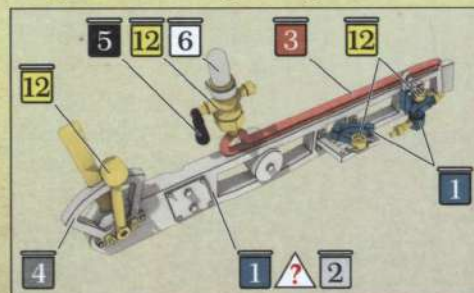
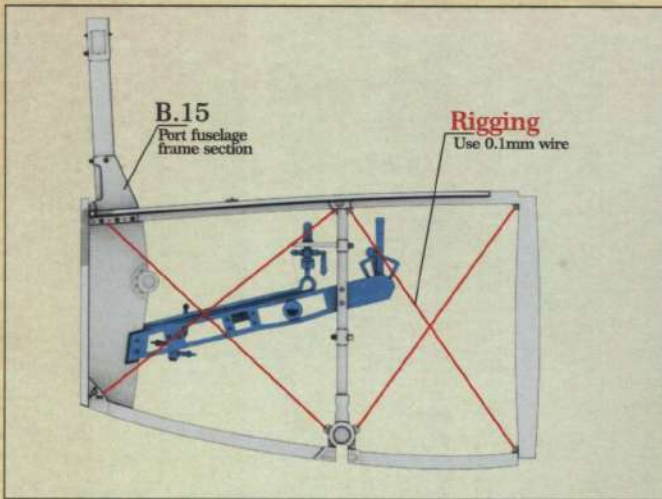
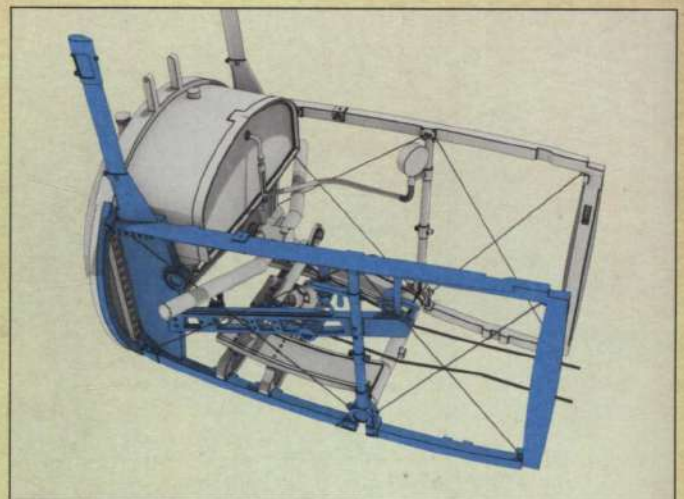


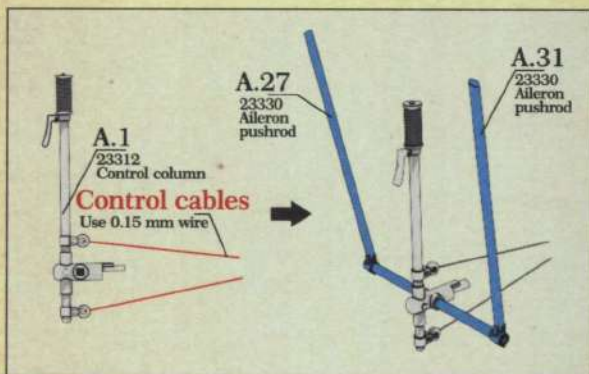
Fig. 9. Paint guide for the support bracket and engine controls



Step 16. Installing the engine control bracket into the port cockpit frame. For additional rigging, see Step 44



Step 17. Installing the port fuselage frame section



Step 18. Assembling the control column and aileron pushrods

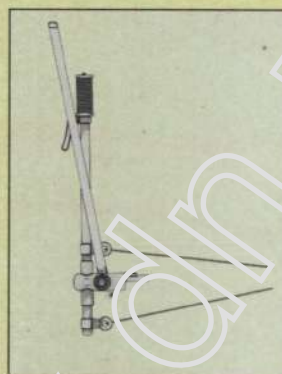


Fig. 11. Check part alignment during assembly



Step 19. Installing the seat and control assembly support frame

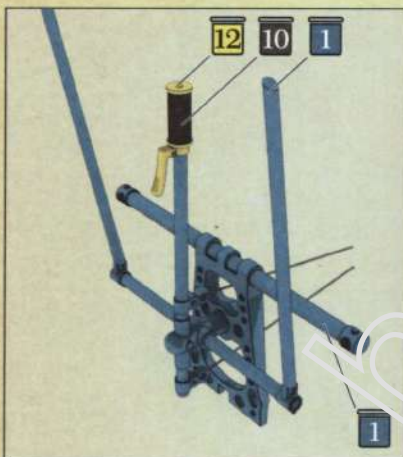
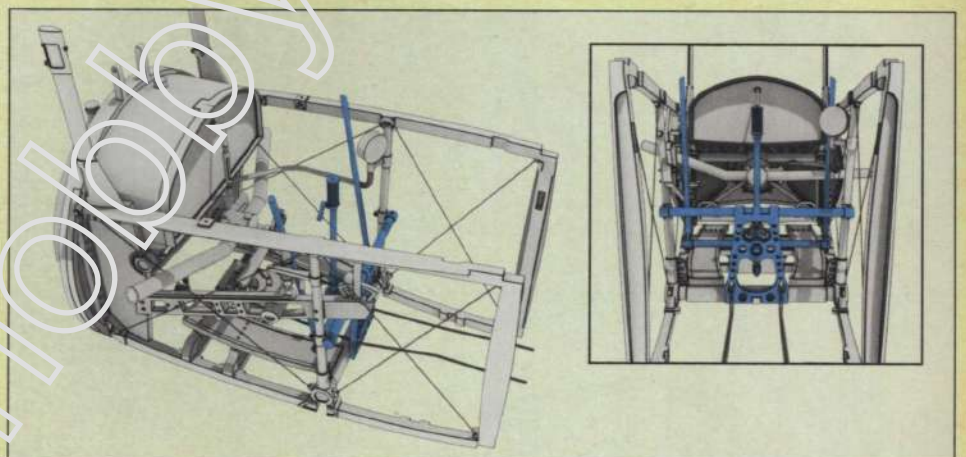
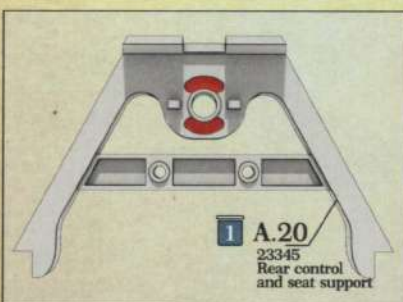


Fig. 11. Painting guide for the control column, seat and control support frame



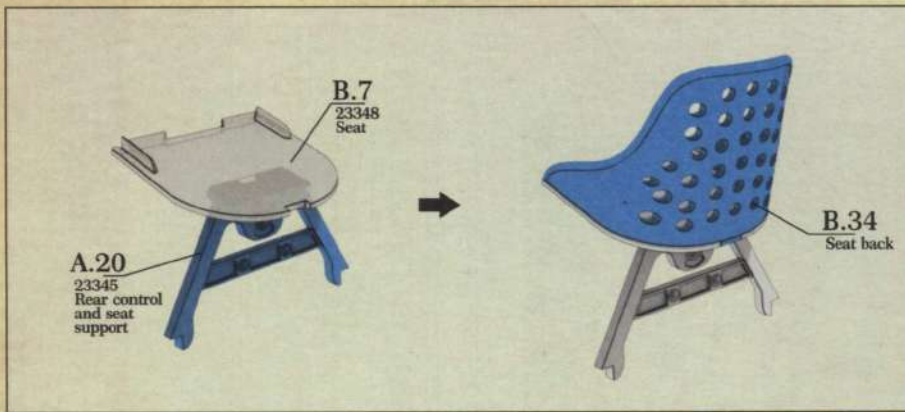
Step 20. Installing the control column assemble and seat and control support frame in the cockpit.



Step 21. The red area should be drilled out, to allow the control cable from the control column to pass through. Make sure to check the diameter of the central hole, it should be 1.2 mm



Step 22. Adding rigging to the rear control and seat support.



Step 23. Assembling the pilot's seat

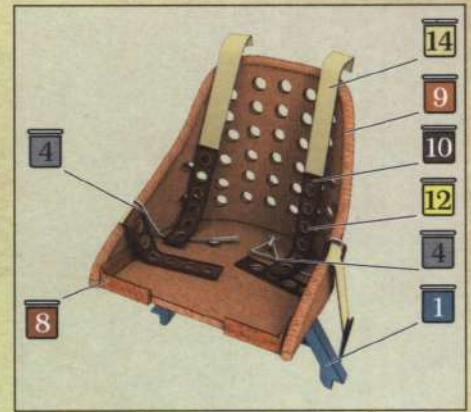
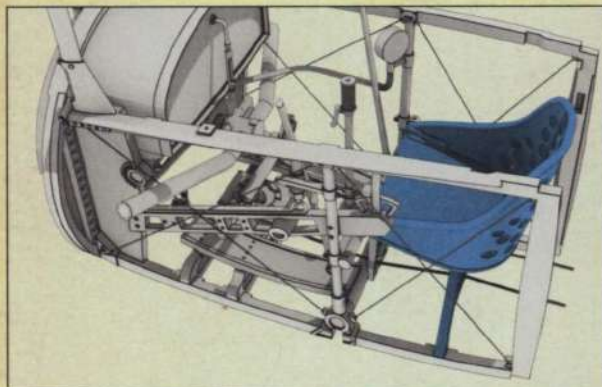
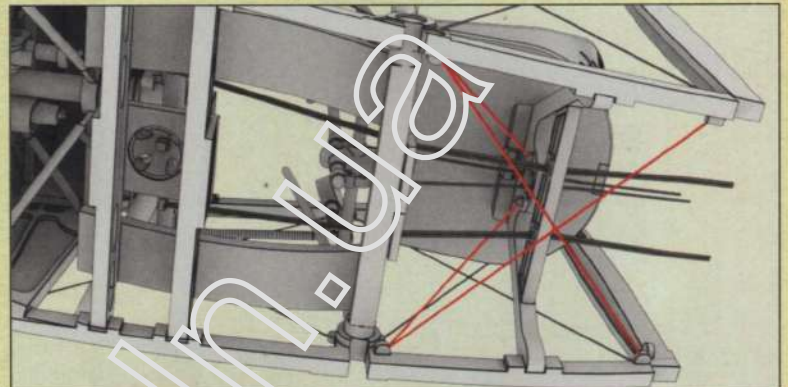


Fig. 12. Painting the pilot's seat and belt



Step 24. Installing the pilot's seat into the cockpit frames



Step 25. Add securing wires from the seat support to the fuselage frame sections, and wire cross-bracing between the fuselage frames

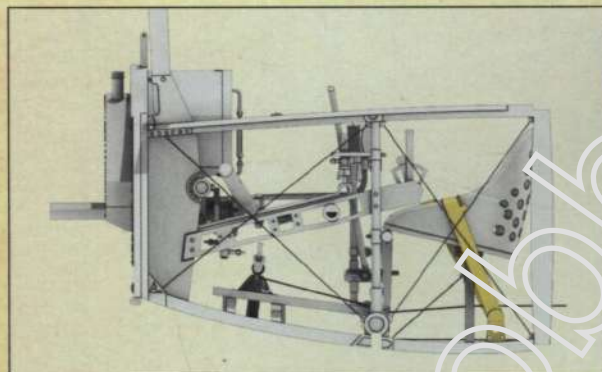
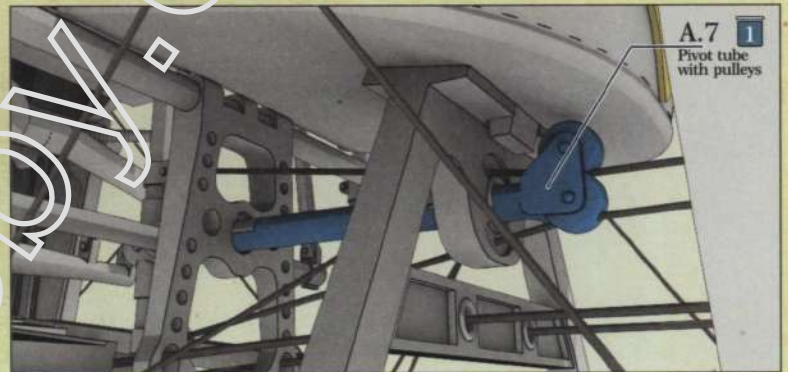
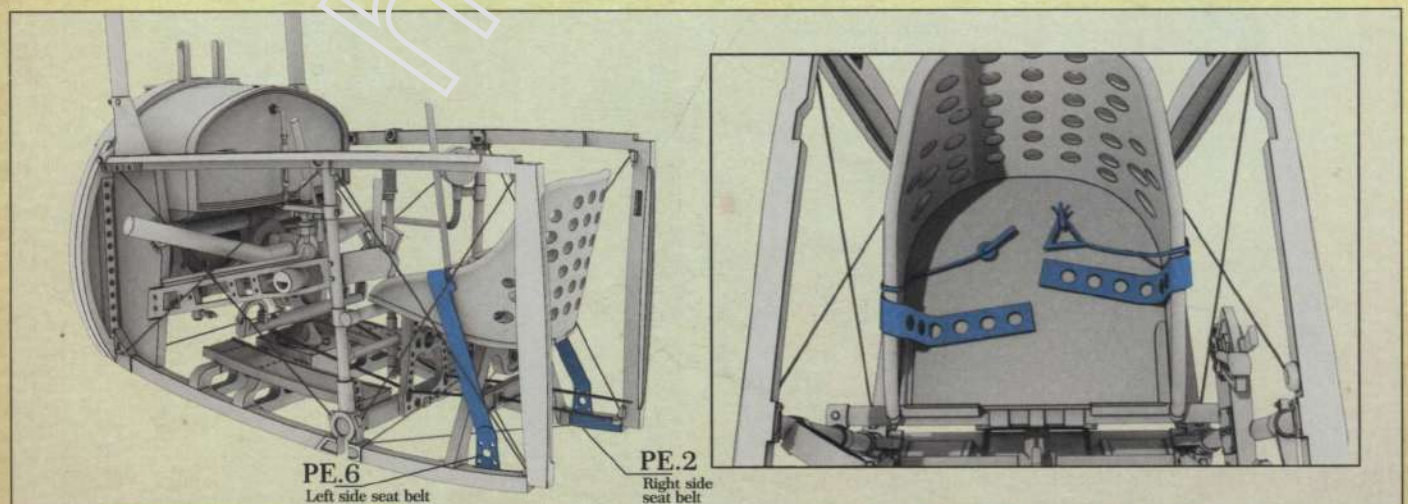


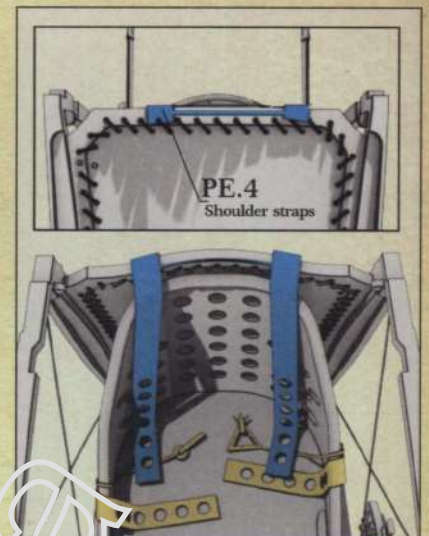
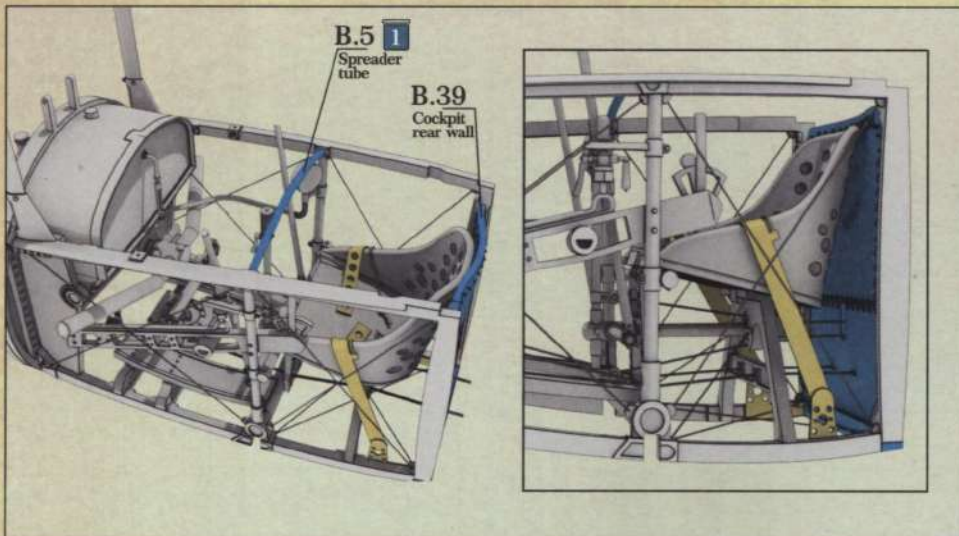
Fig. 13. Check part alignment during assembly. Important: check the angle and position of the seat



Step 26. Installing the elevator pivot tube, make sure to drill the holes required for the control cables

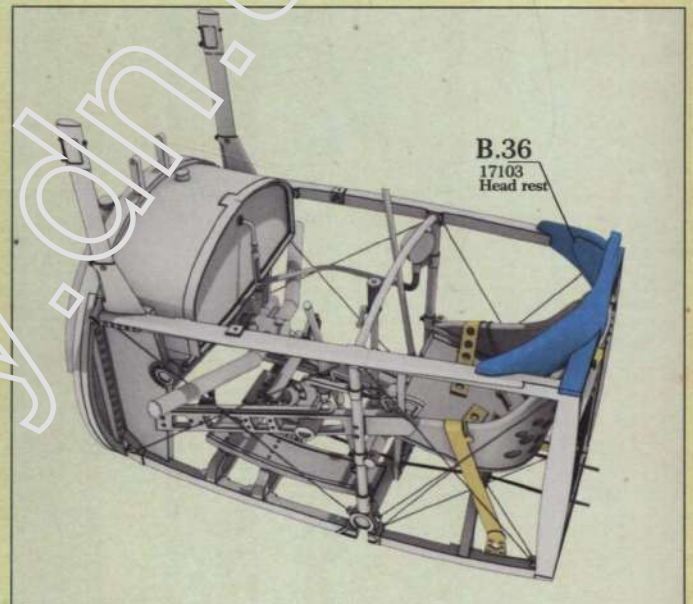
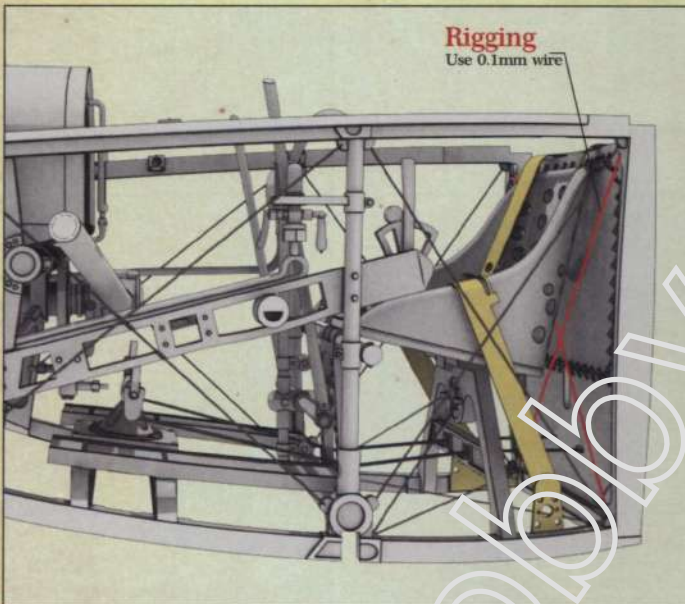


Step 27. Installing the seat belts



Step 28. Installing the cockpit spreader tube and cockpit rear wall (with bottom strut).

Step 29. Installing the shoulder straps



Step 30. Add wire cross-bracing behind the pilot's seat

Step 31. Installing the head rest

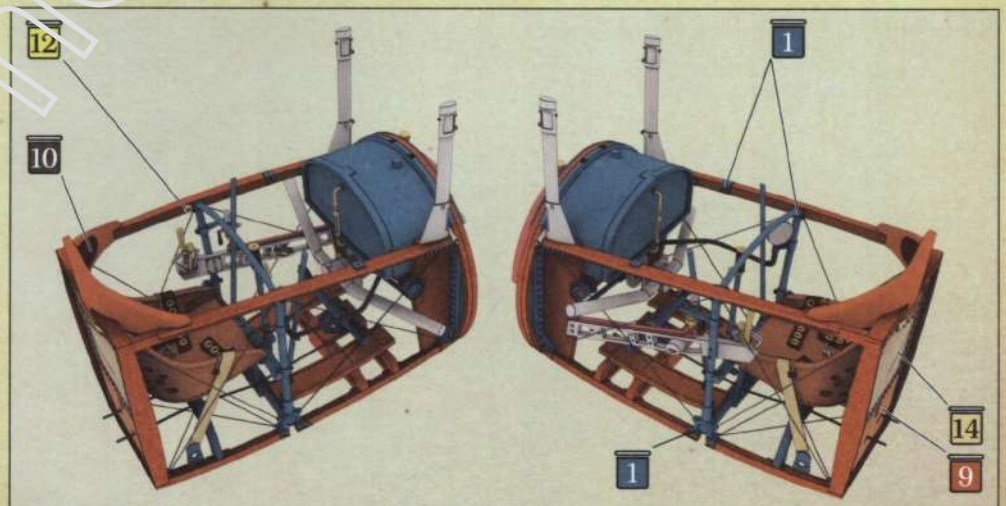
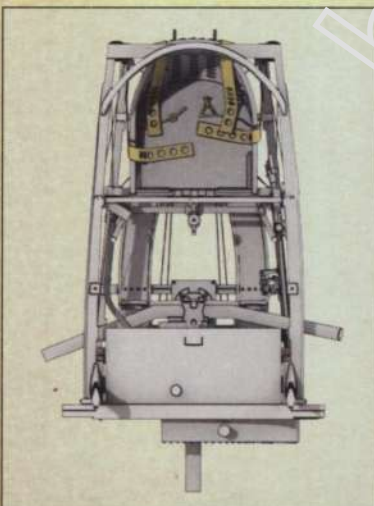
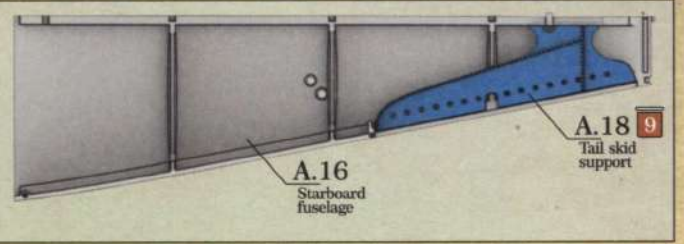
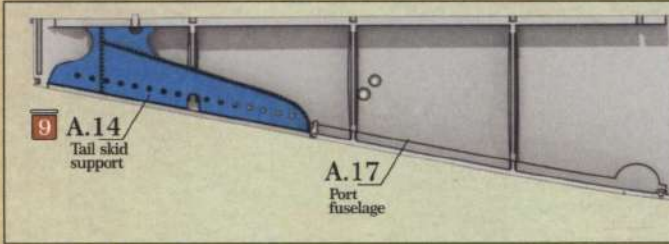
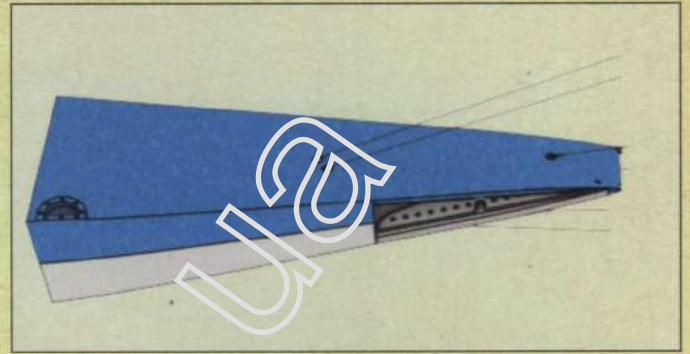
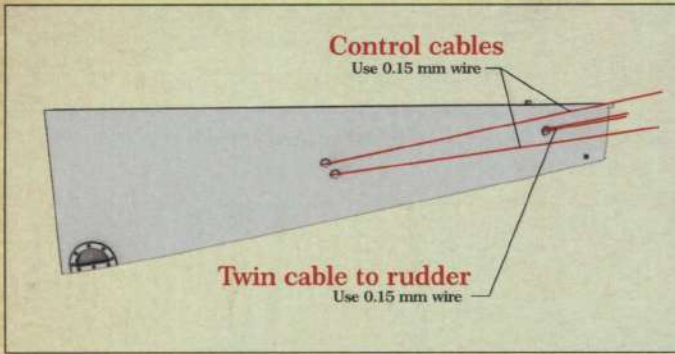


Fig. 14. Top view of the assembly

Fig. 15. Painting guide for internal details

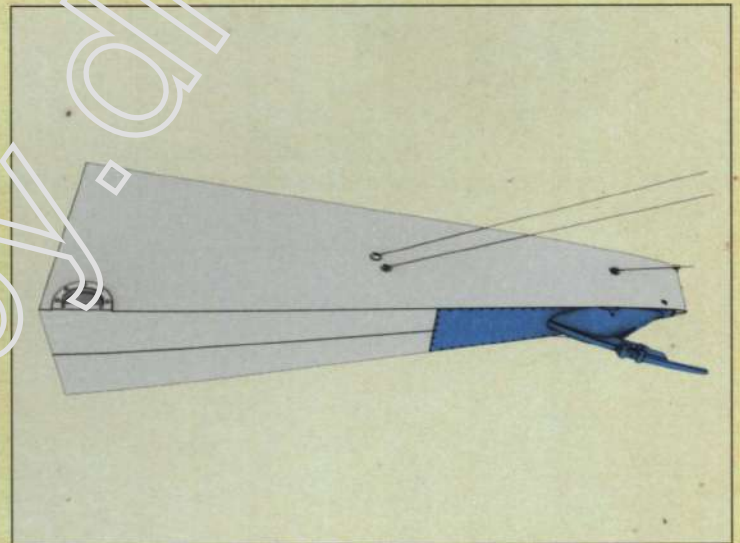
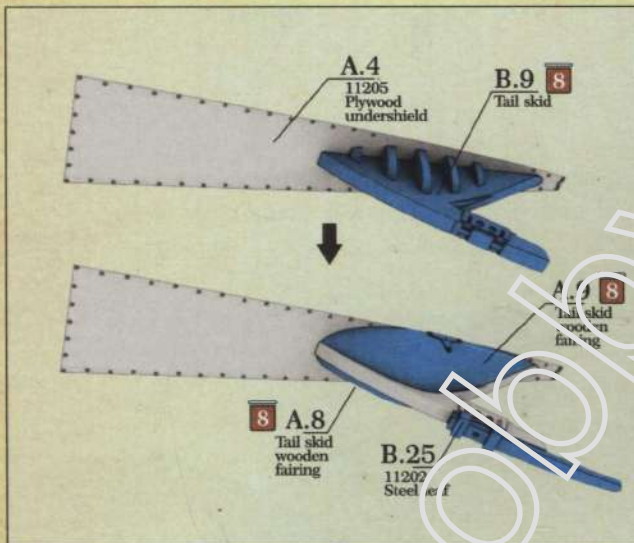


Step 32. Installing the tail skid support plates



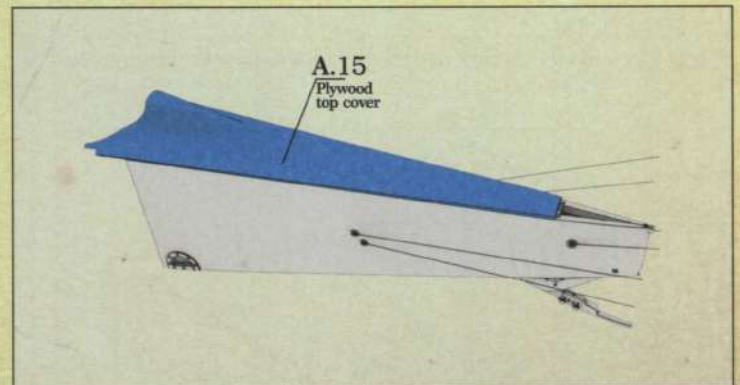
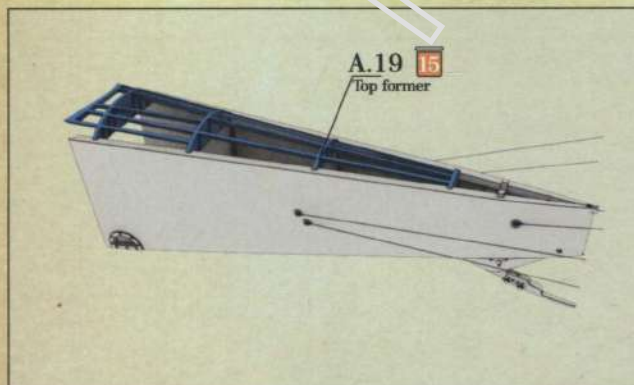
Step 33. Adding control cables. Cables should be added to both parts A.17 and A.16

Step 34. Joining the fuselage halves



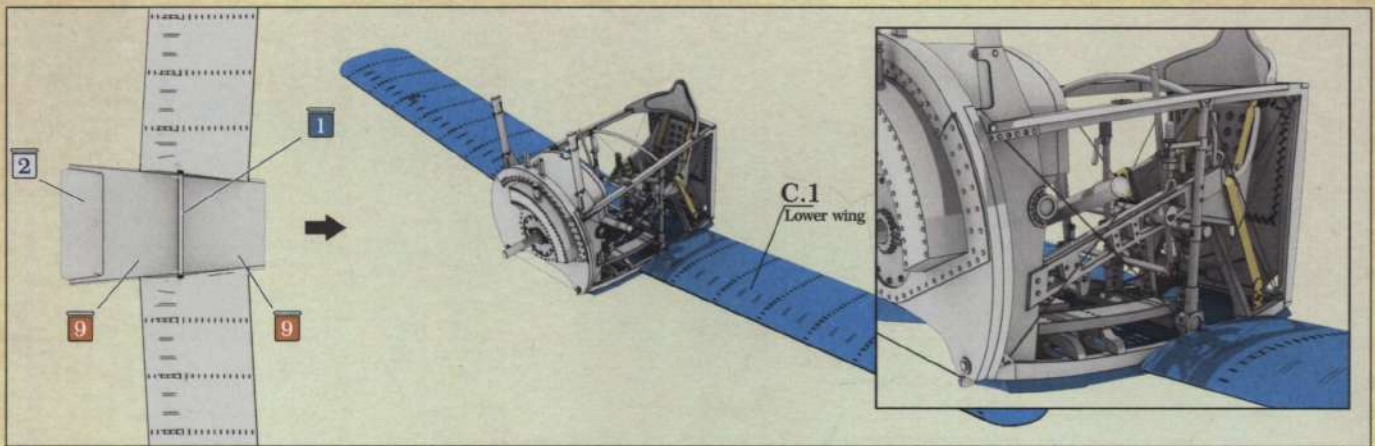
Step 35. Assembling the tail skid

Step 36. Installing the tail skid

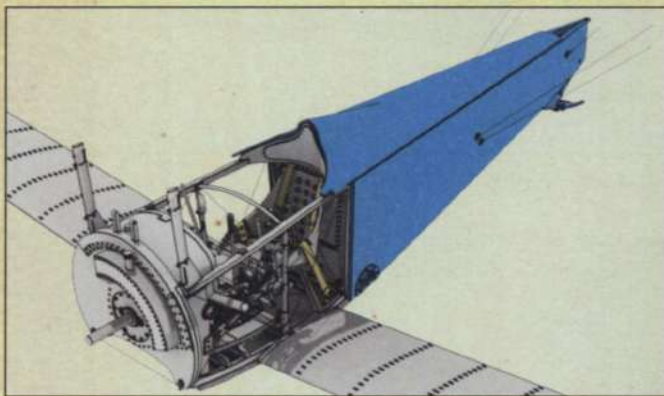


Step 37. Installing the wooden top formers and stringers. Do not paint the top formers if you are installing the top cover (A.15)

Step 38. Installing the plywood top cover. Check the two square pins at the rear ends of the fuselage halves, and line up part A.15 to cover them



Step 39. Assembling the lower wing and cockpit. The notches in the cockpit side frames should "sit" exactly on the designated rib that reinforces the lower wing



Step 40. Assembling the cockpit and lower wing assembly, to the fuselage

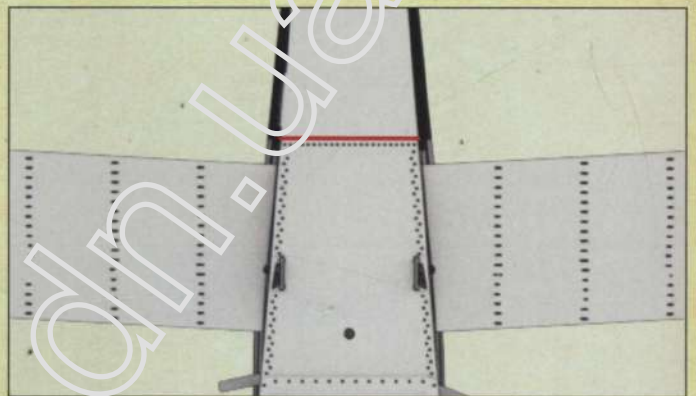
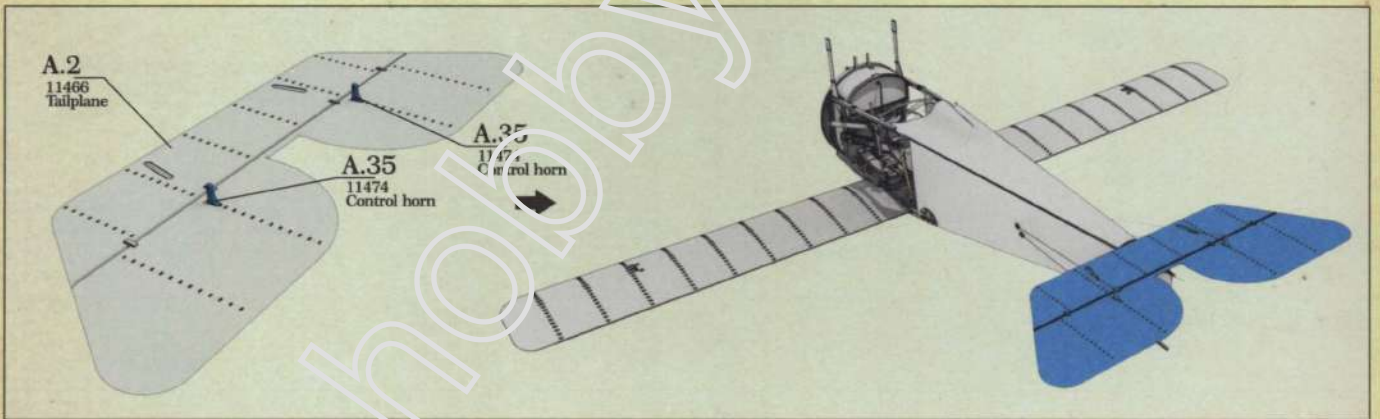
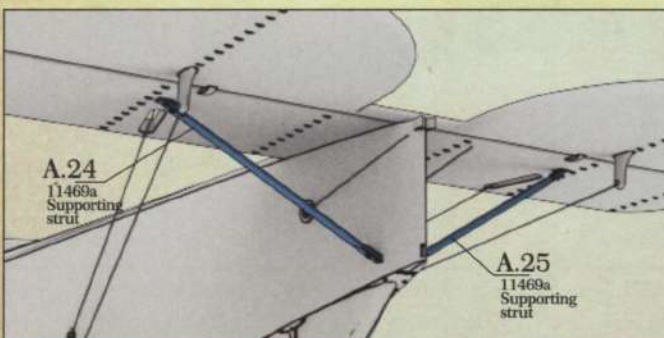


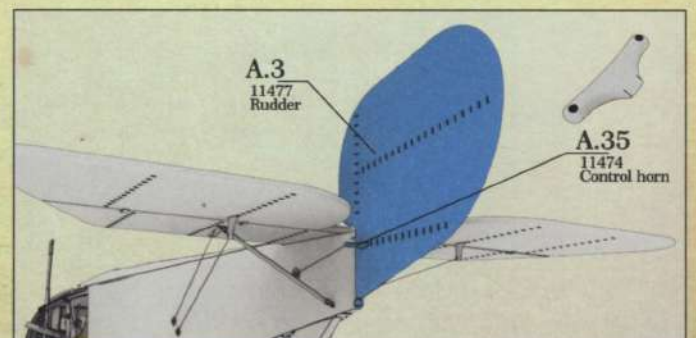
Fig. 16. Check the joint line alignment of the lower wing's plywood under-shield, and the rear section of the fuselage



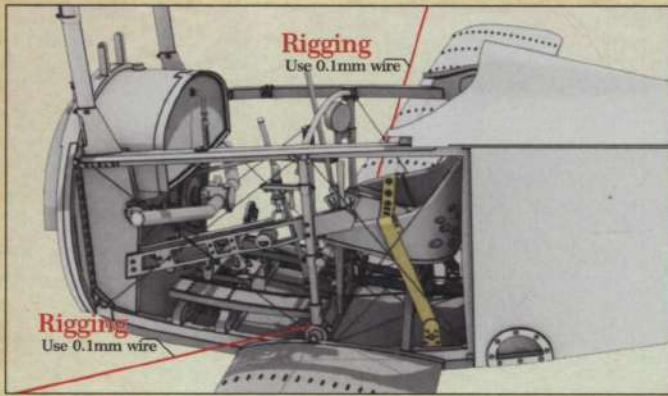
Step 41. Assembling and installing the tailplane and control horns



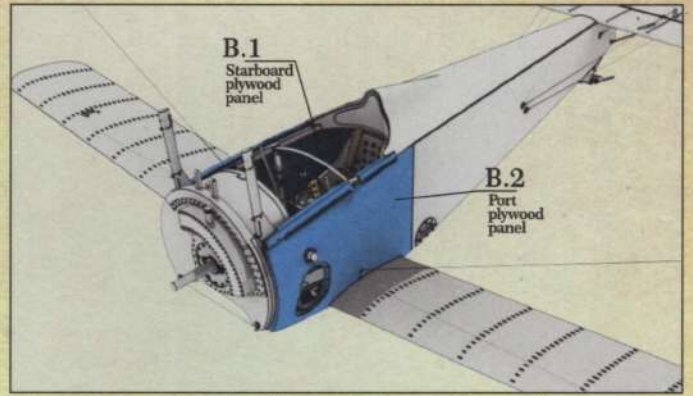
Step 42. Installing the tailplane support struts



Step 43. Installing the rudder and control horn



Step 44. Adding the flying wires; dry fit parts B.1 and B.2 for proper placement



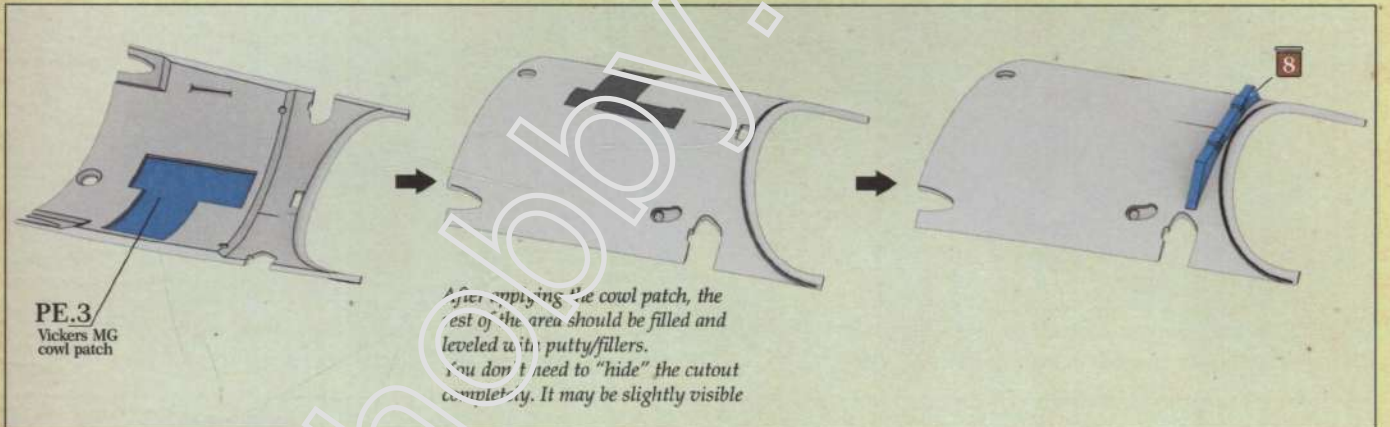
Step 45. Applying the side panels; in the Nieuport Company's nomenclature 'le joue' (the cheeks)



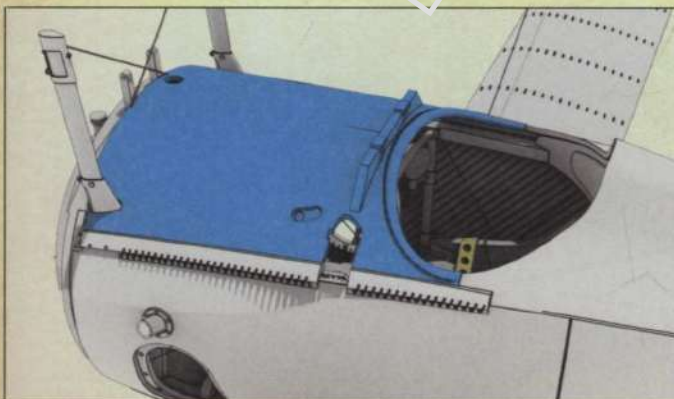
Step 46. Rigging the cabane struts



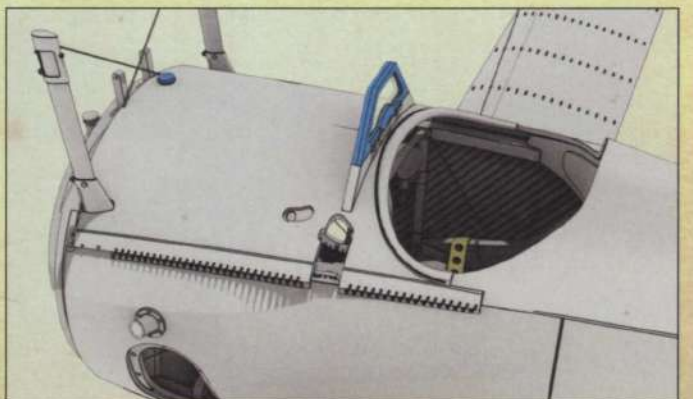
Step 47. Windscreen assembly



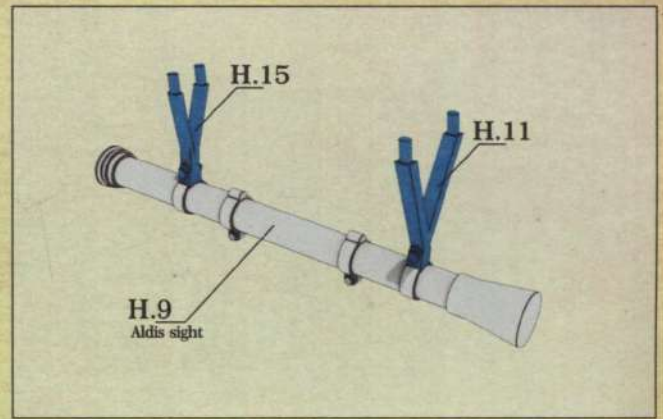
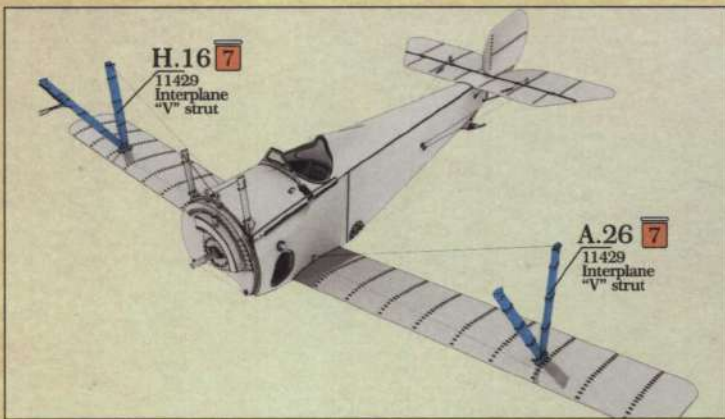
Step 48. Applying the cowl patch and installing the windscreen base



Step 49. Fitting the top cowl

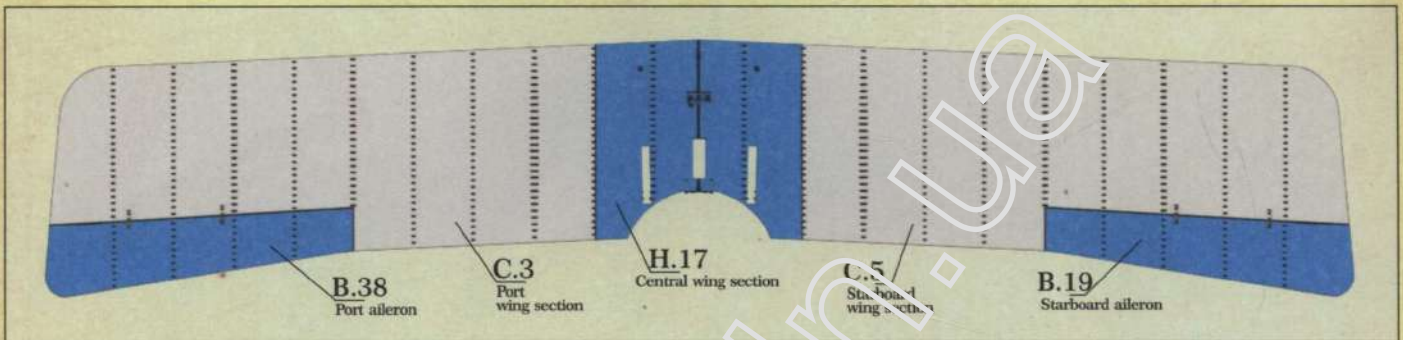


Step 50. Installing the windscreen and fuel tank cap

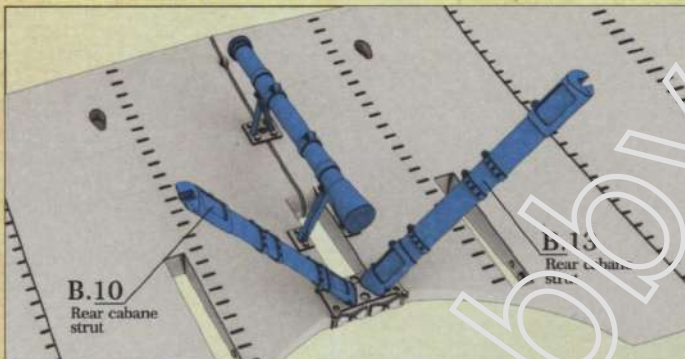


Step 51. Install the interplane V-struts, securing the flying wires on the vertical arms of the V-struts

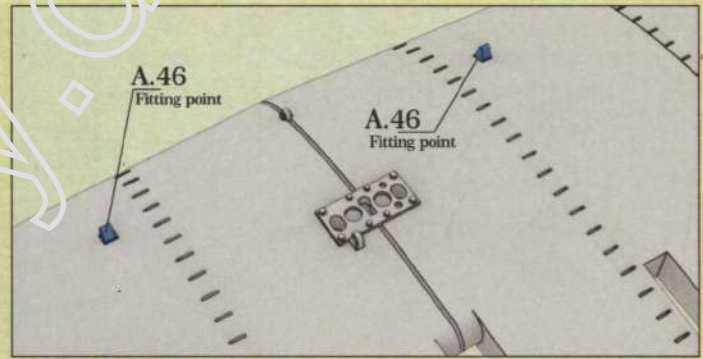
Step 52. Assembling the Aldis sight



Step 53. Assembling the upper wing. Try to make the joint between wings and central section as invisible as possible. Add the ailerons after applying paint and decals



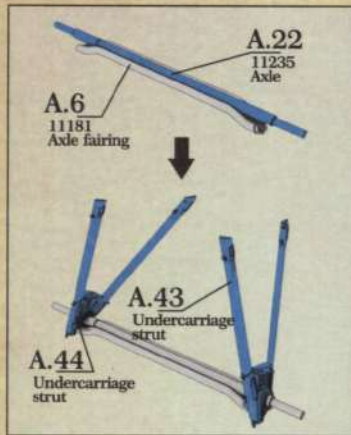
Step 54. Adding the rear cabane struts and the Aldis sight. Adjust the angle of the struts while installing the wing (step 56)



Step 55. Installing the ends of the front cabane struts. These are standard fittings for all Nieuports from the XVII to XXIII



Step 56. Installing the upper wing



Step 57. Assembling the undercarriage struts and axle.

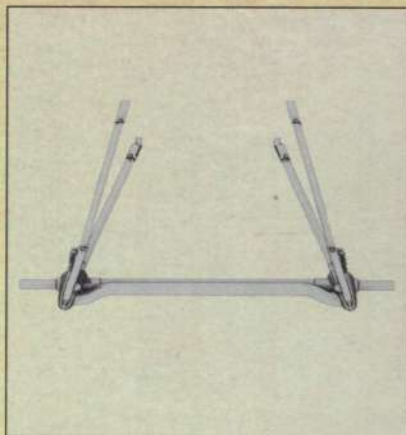
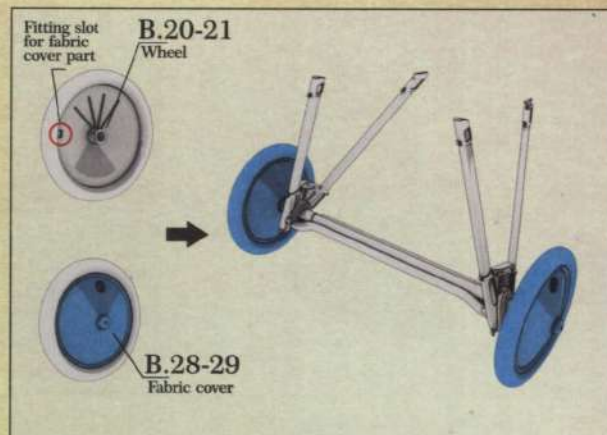
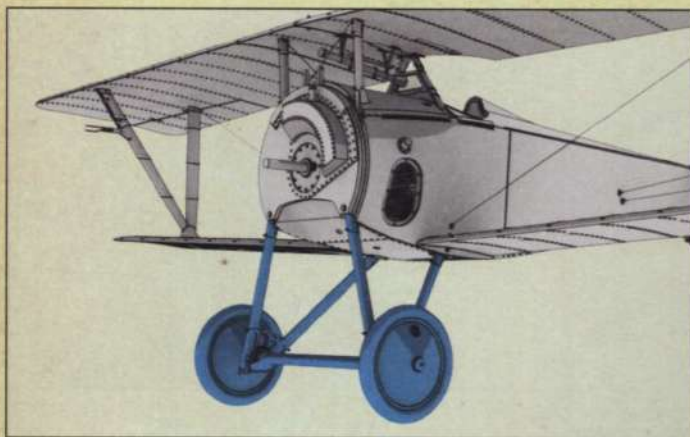


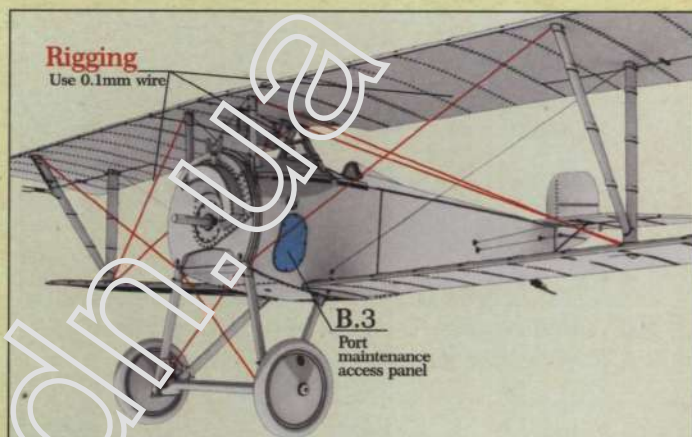
Fig. 17. Check part alignment during assembly



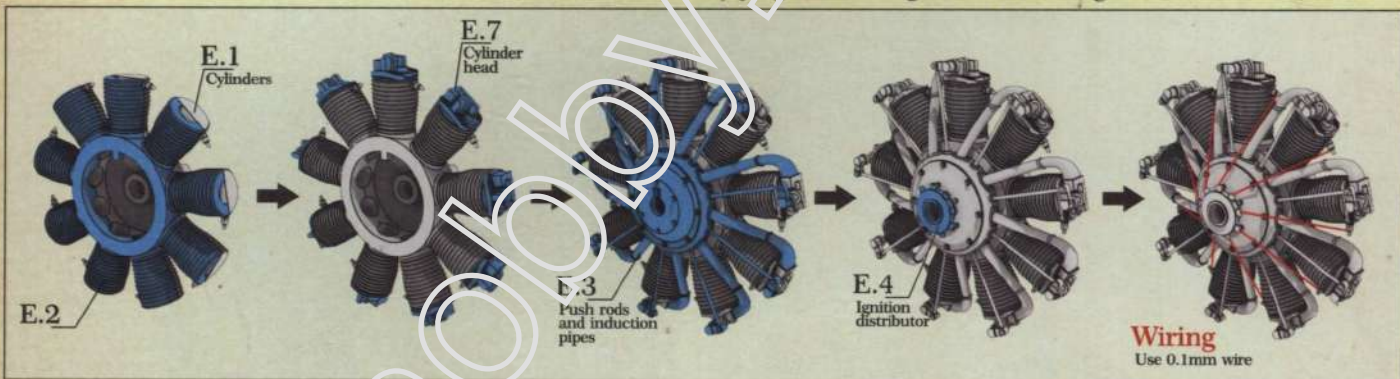
Step 58. Assembling and installing the wheels



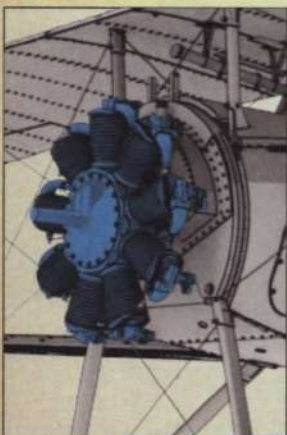
Step 59. Installing the undercarriage



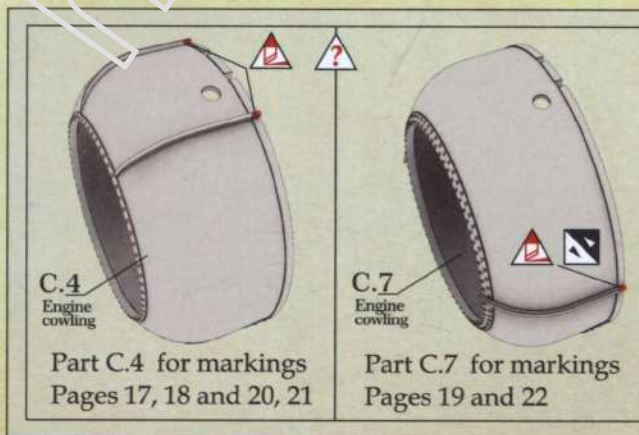
Step 60. Installing the maintenance access panels. Rig additional flying and landing wires in this stage



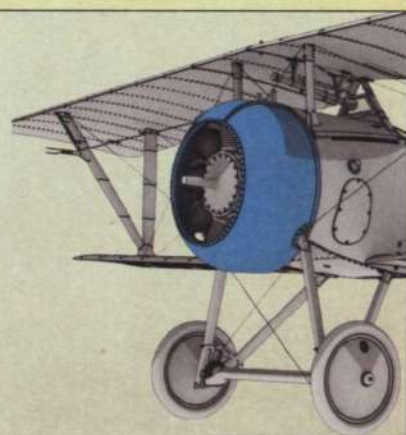
Step 61. Assembling the Le Rhone 9J 110 hp aero engine

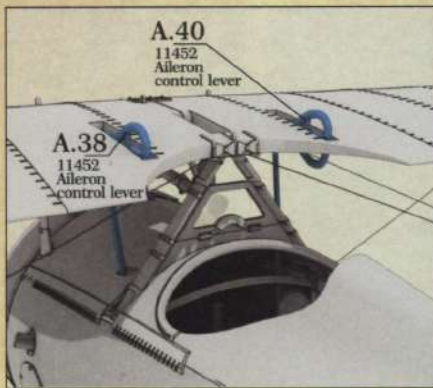


Step 62. Installing the Le Rhone aero engine

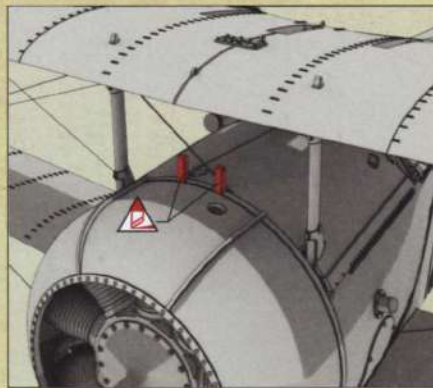


Step 63. Modifying and installing the engine cowl

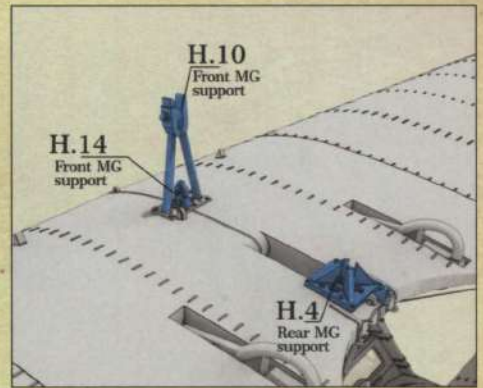




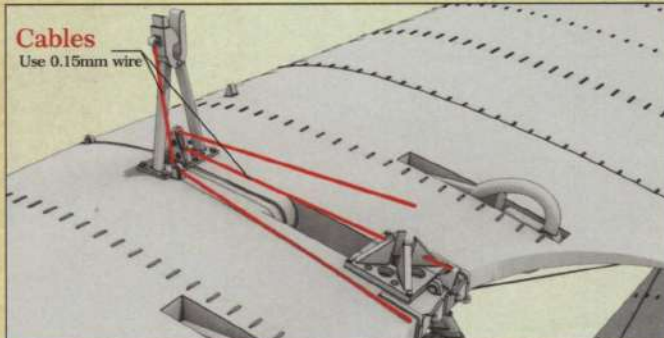
Step 64. Installing the aileron control levers



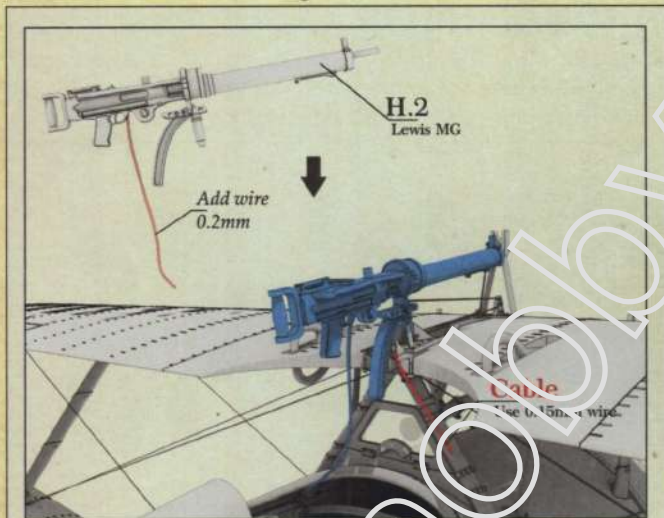
Step 65. Remove the Vickers MG brackets



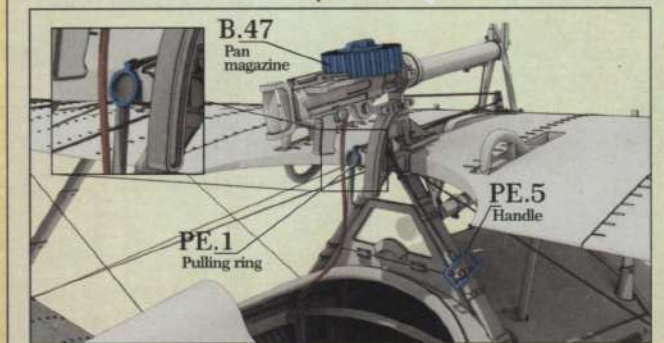
Step 66. Installing the Foster mount parts. Check part H.4 for additional required holes



Step 67. Installing the MG control cables. H.4 may need holes drilled, to let the wire through

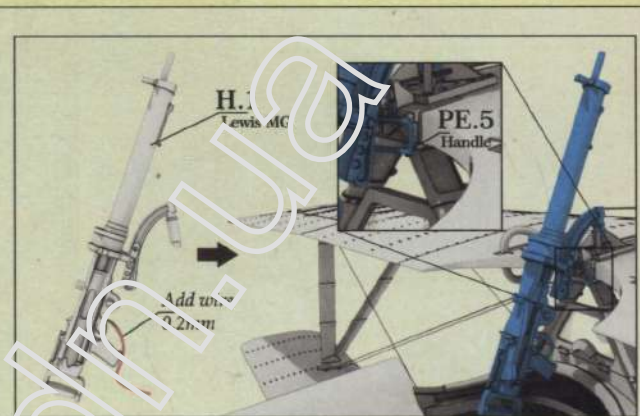


It is not clear if this cable should be there (red). In theory it should help to pull the Lewis back to the firing position

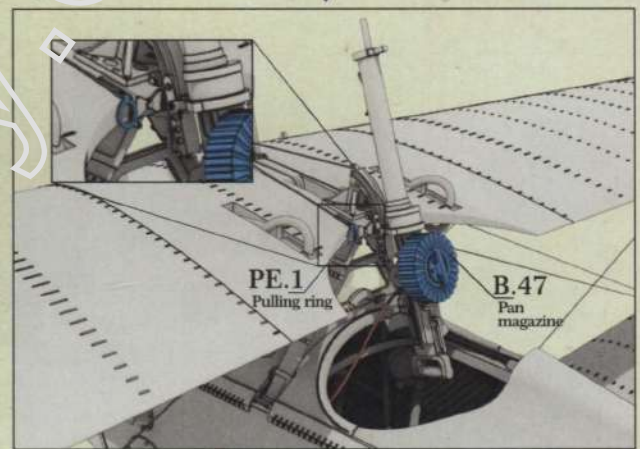


On photos, this handle (PE.5) is not visible, but it may be there to help pull the Lewis into the up position

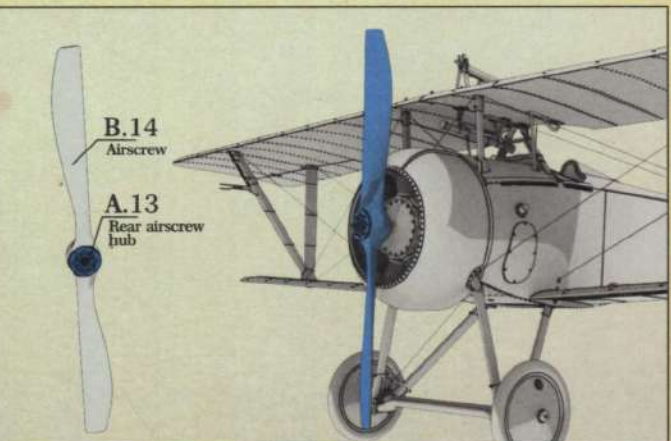
Step 68a. Assembling the Lewis MG in the "Ready to fire" position



It is not clear if this handle (PE.5) was fitted. This part is optional



Step 68b. Assembling the Lewis MG in the "reloading" position



Step 69. Assembling and installing the Levasseur airscrew

Alfred Seymour Shepherd (April 13, 1893 - July 13, 1917)

Shepherd enlisted in the Australian Imperial Force in 1915 and transferred to the Royal Flying Corps in 1916. Shepherd was posted to No. 29 Squadron RFC on 25 April 1917, as a Nieuport fighter pilot. Shepherd claimed ten aerial victories in just over two months (most of them on this machine), starting with an Albatros D.III on 11 May; and was awarded the Military Cross. Shepherd was promoted to captain and appointed a flight commander on 13 July 1917. One week later, having just been awarded the Distinguished Service Order, he was shot down and killed in action.

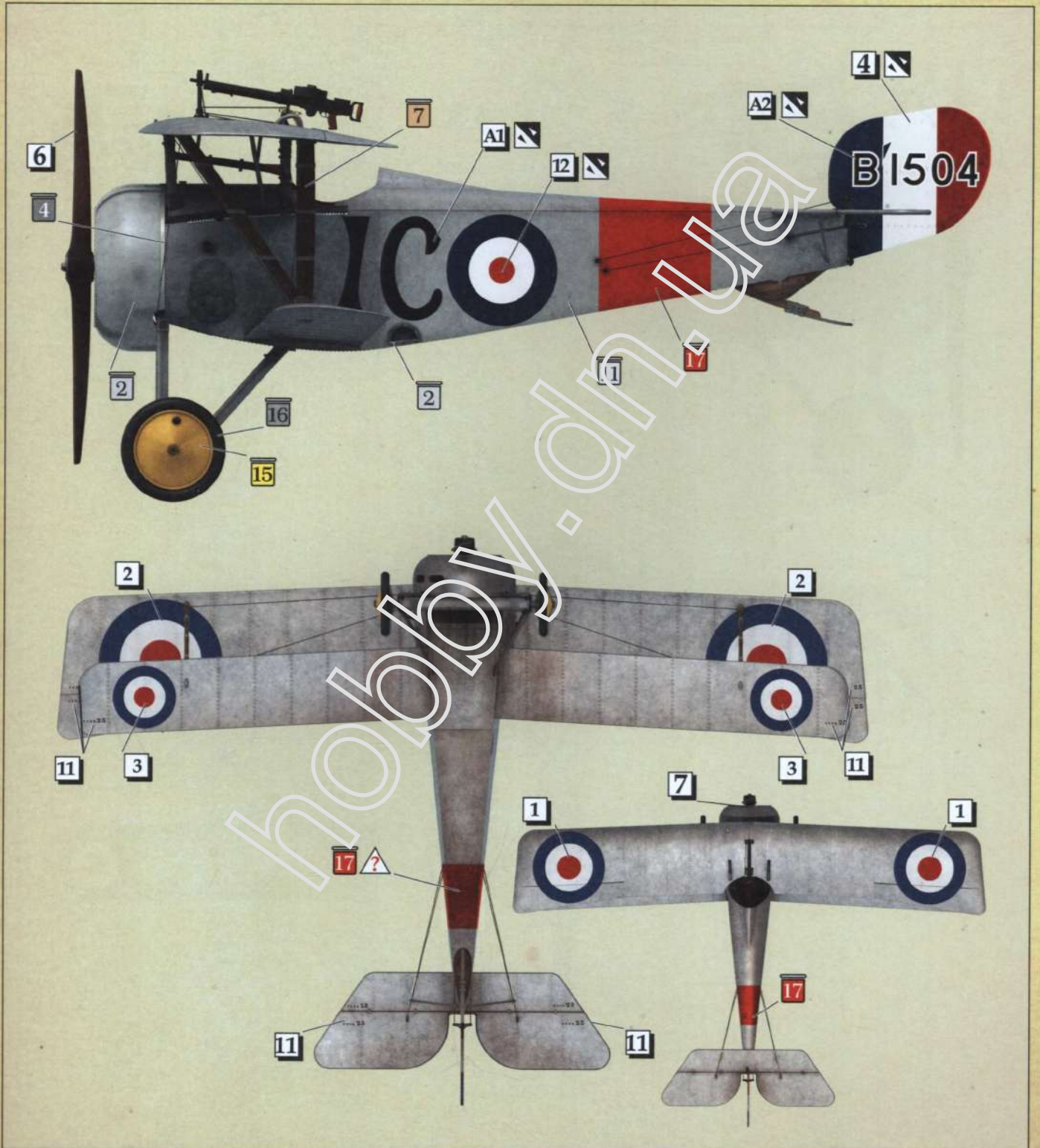


Illustration 1.
Nieuport XXIII, B1504
29 Squadron RFC.
Capt Alfred Seymour Shepherd, 'C' Flight commander, June 1917

Edward Corringham "Mick" Mannock (May 24, 1887 - July 26, 1918)

Mannock joined the joined Royal Flying Corps in 1916 and was assigned to No. 40 Squadron on completion of his training. He scored his first victory on 7 May 1917, and by February 1918, Mannock had achieved 16 victories, and had been appointed Flight Commander of No. 74 Squadron. He amassed 36 more victories between 12 April and 17 June 1918. After returning from leave Mannock was appointed commanding officer of No. 85 Squadron in July 1918; and scored nine more victories that month. He was killed in action on 26 July 1918. Edward Mannock was a pioneer of fighter aircraft tactics in aerial warfare. At the time of his death, he had amassed 61 aerial victories, making him the fifth-highest scoring pilot of the war.

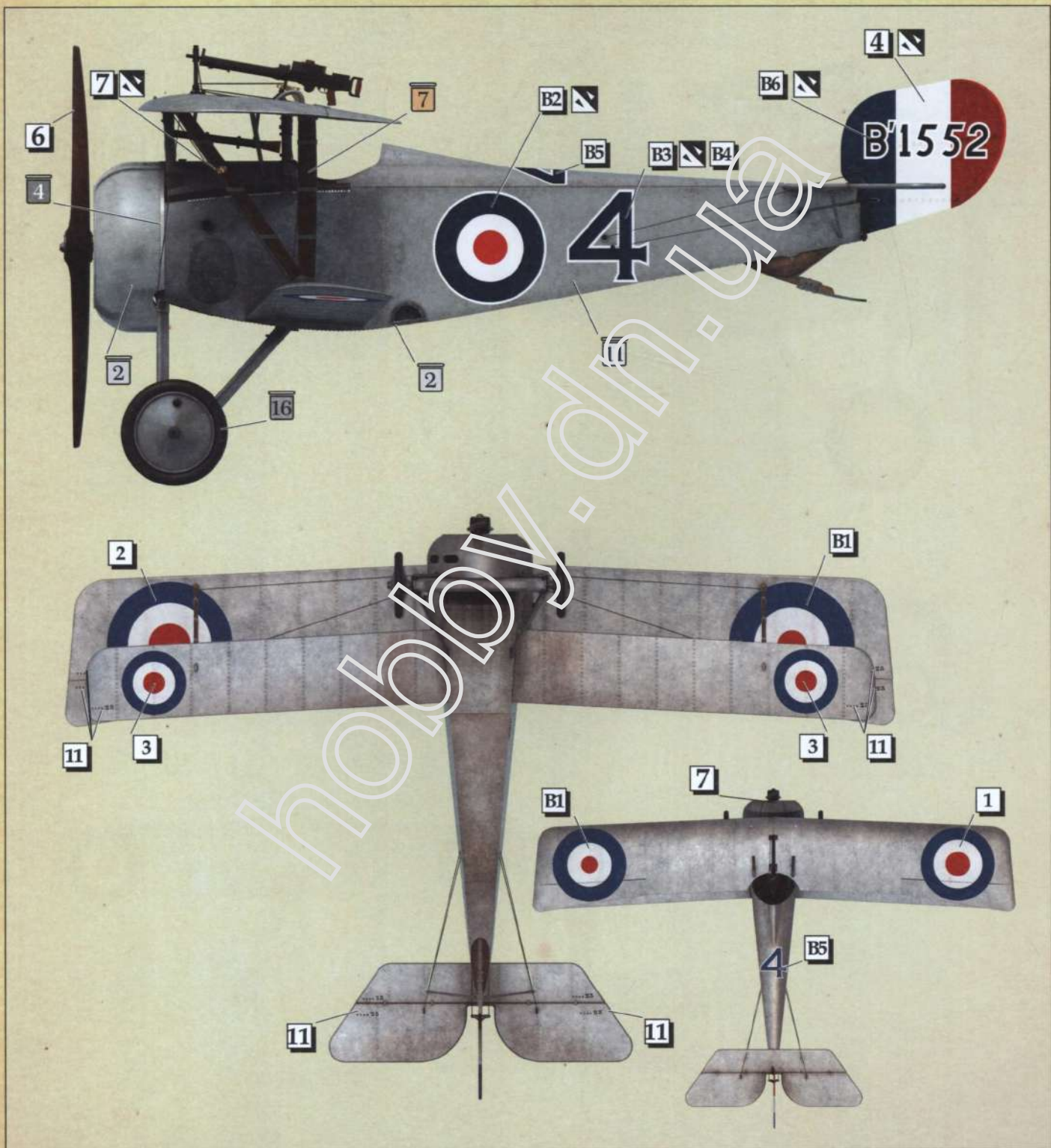


Illustration 2.

Nieuport XXIII, B1552

40 Squadron RFC

Lt Edward Corringham "Mick" Mannock, Summer 1917

Alan John Lance Scott (June 29, 1883 - January 16, 1922)

Scott was born in New Zealand, and moved to England to attend University, graduating with a Law Degree. He volunteered for the British Army, serving as an officer in Sussex Yeomanry; but later transferred to the Royal Flying Corps. During his training, he crashed, breaking both legs. After his recovery, he was still able to complete his flight training but had to be assisted into the cockpit. Scott was a flight commander with No. 43 Squadron RFC until 10 March 1917, when he took up command of No. 60 Squadron RFC. He remained as No. 60 Squadron's commander until 11 July 1917, the day after he was wounded in action.

It is worth mentioning that Scott acted as Winston Churchill's flying instructor.

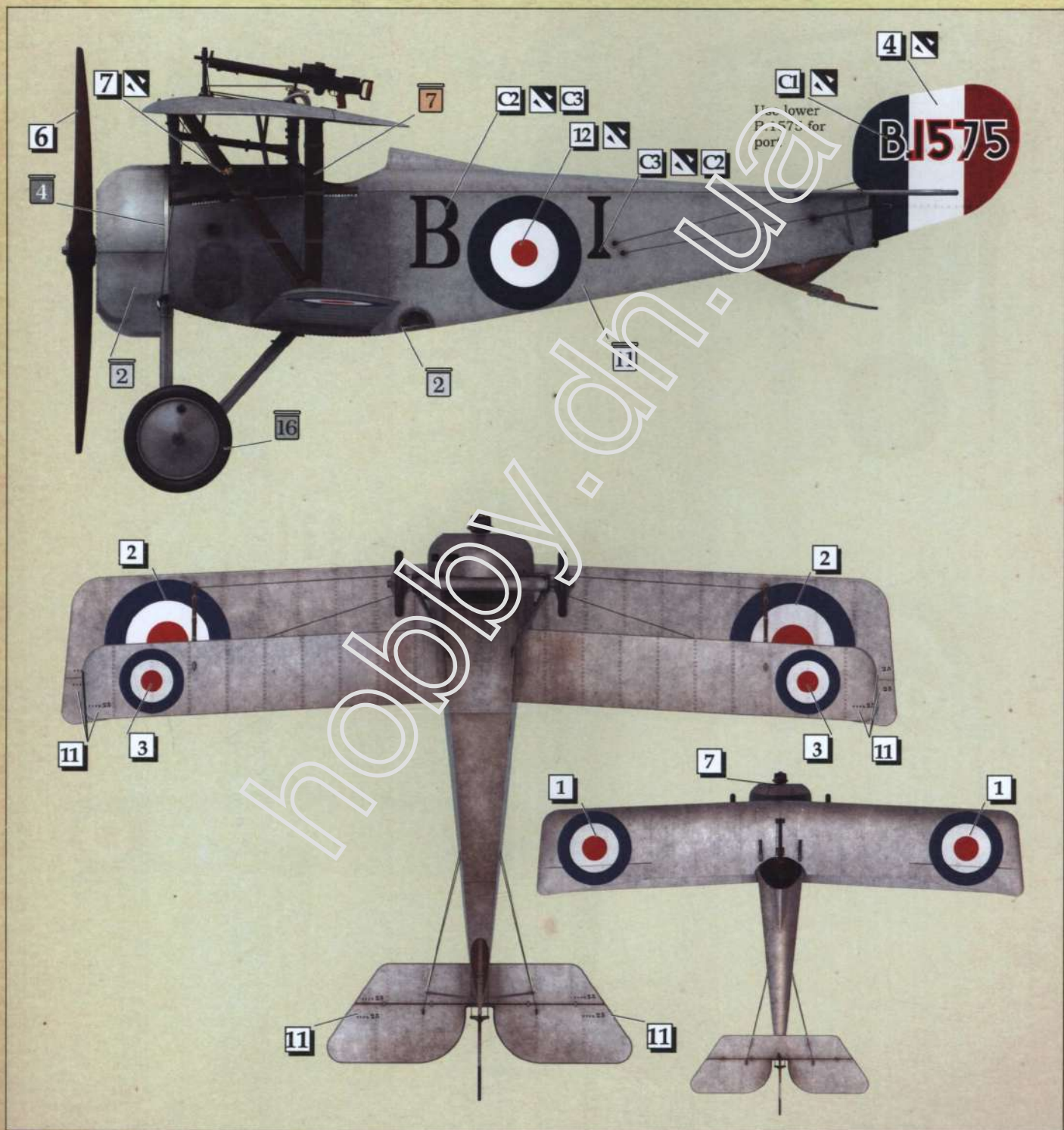


Illustration 3.

Nieuport XXIII, B1575

60 Squadron RFC

Major Alan John Lance Scott, June 1917

William Charles Campbell (April 27, 1889 - February 26, 1958)

Campbell was born in Bordeaux, France, to a Scottish father and French mother. While his brother joined the French Army, William Campbell chose to join the Royal Flying Corps in 1916 and was posted to France in March 1917. He was assigned to No. 1 Squadron as a Nieuport Scout pilot on 1 May 1917. In only three months, Campbell claimed 23 aerial victories, including five observation balloons, becoming the RFC's first "balloon buster ace". On 16 July, he shot down three Albatros DV1s in 30 minutes. After he was wounded Campbell returned to England, and on 18 September 1917 was appointed Chief Instructor at the School of Military Aeronautics, with the rank of acting major.

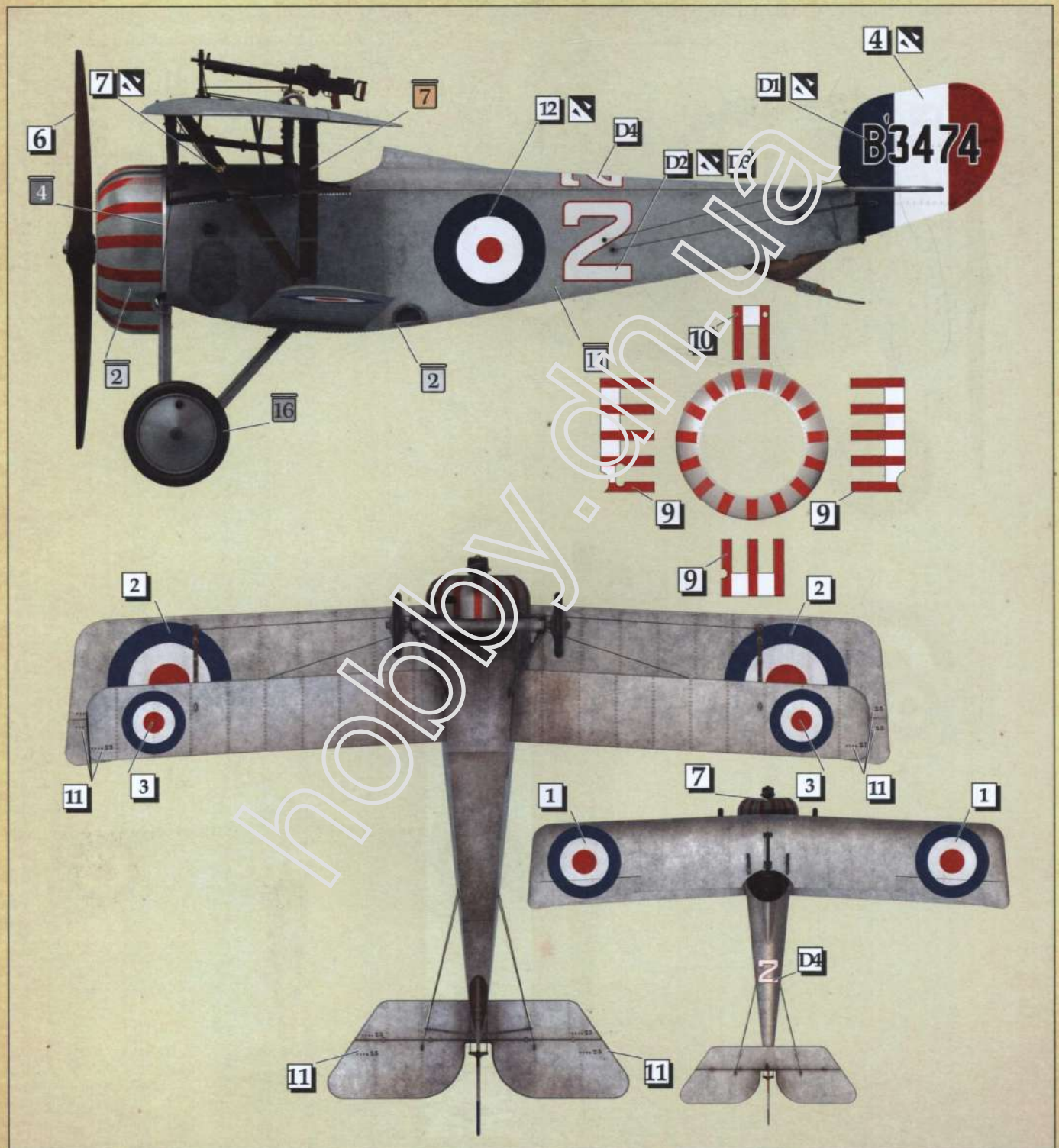


Illustration 4.

Nieuport XXIII, B3474

1 Squadron RFC

Flown by 2Lt Campbell also Captain Thomas Falcon Hazell and Captain William Stanley Jenkins

Philip Fletcher Fullard (May 27, 1897 - April 24, 1984)

Fullard was selected for the Royal Flying Corps in 1915 and was sent to serve in No. 1 Squadron RFC in France in May 1917. Philip quickly opened his victory log with two victories in May, followed by five in June. On 19 June, while still only a second lieutenant, he was appointed a flight commander with the temporary rank of captain. During his period of active service, Fullard once brought down four German aircraft in a single day; and with another pilot, once brought down seven enemy aircraft before breakfast, with Fullard accounting for three.

Fullard gained 16 of his final 40 victories on this Nieuport XXIII including the capture of Junkers J.I.

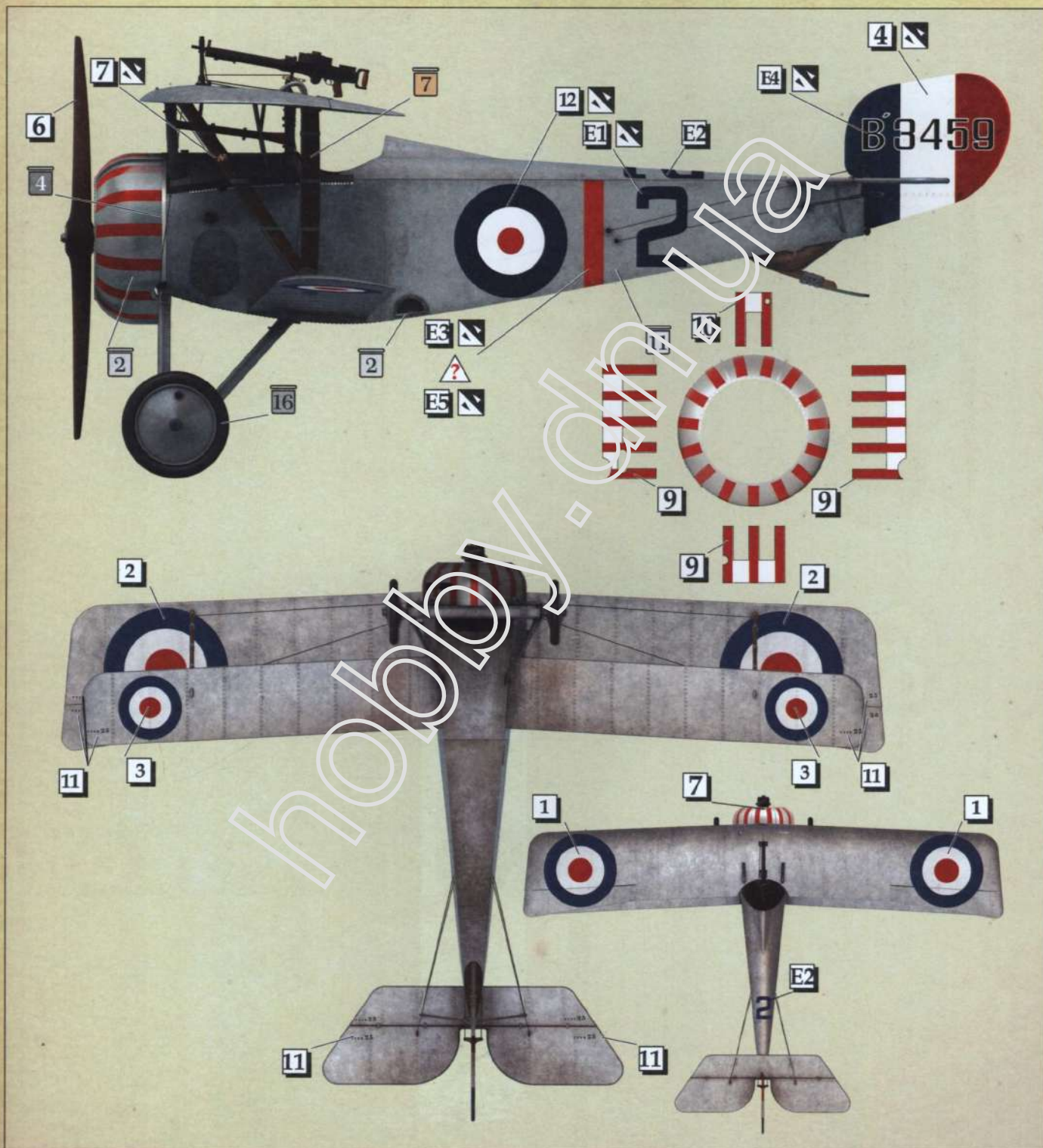


Illustration 5.
Nieuport XXIII, B3459
1 Squadron RFC
2Lt Philip F. Fullard

William Avery Bishop (February 8, 1894 - September 11, 1956)

Bishop transferred to the Royal Flying Corps in 1915, from 7th Canadian Mounted Rifles, as an observer. After training at Central Flying School, he became a fighter pilot and was attached to No. 37 Squadron RFC; but soon requested a transfer to France. On 17 March 1917, Bishop arrived at 60 Squadron at Filescamp Farm near Arras, where he was given a Nieuport fighter. On 30 March 1917, Bishop was made a flight commander. The successes of Bishop and his blue-nosed aircraft were noticed by the Germans, and they began referring to him as "Hell's Handmaiden". Ernst Udet called him "the greatest English scouting ace" and one Jasta had a bounty on his head. On 30 April, Bishop survived an encounter with Jasta 11 and Manfred von Richthofen, the Red Baron. In August 1917, Bishop surpassed the late Albert Ball in victories to become, (temporarily) the highest scoring ace in the RFC and the third top ace of the war, behind only the Red Baron and Rene Fonck.

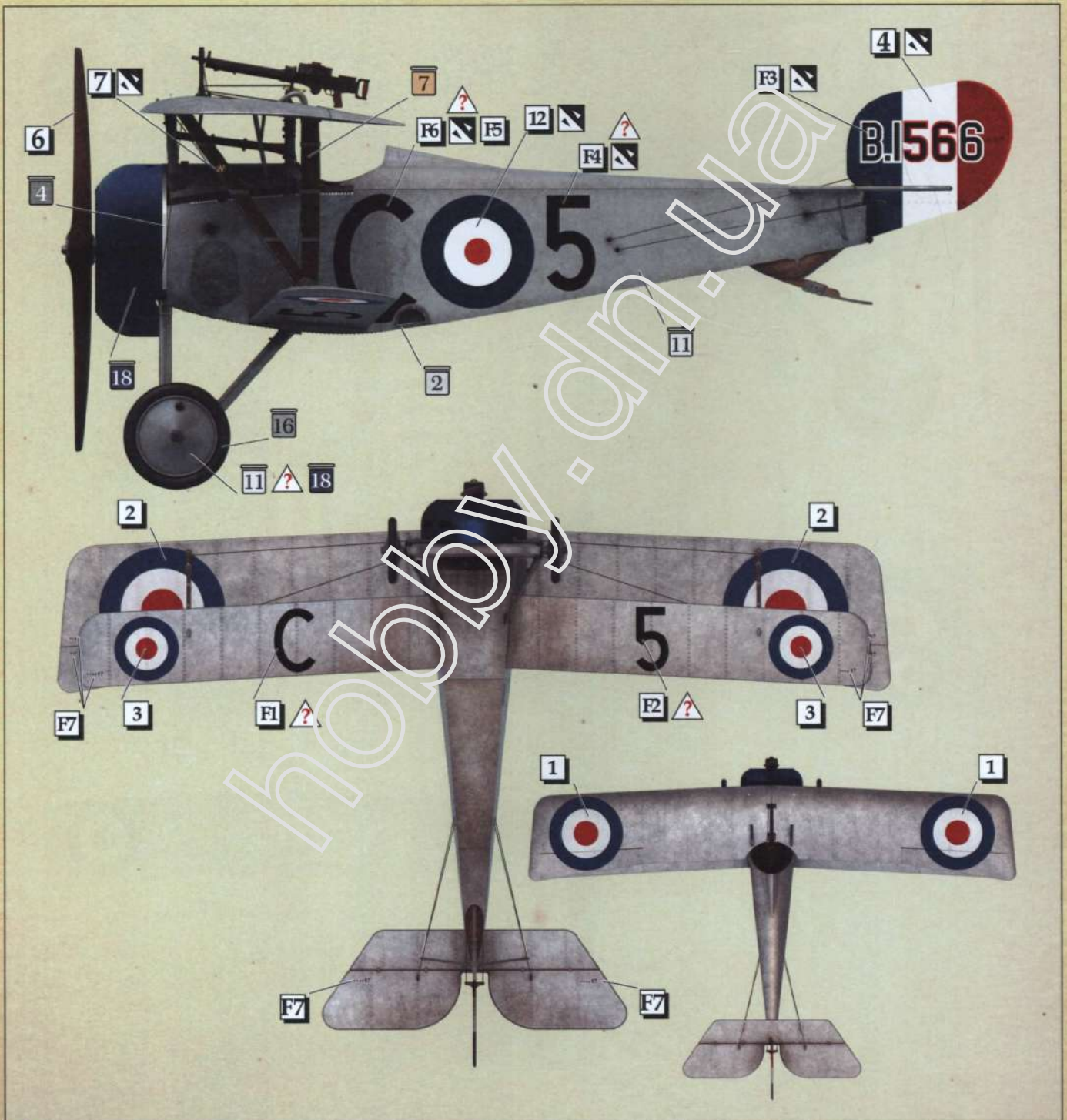


Illustration 6.
Nieuport XXIII, B1566
60 Squadron RFC
William Avery Bishop, May 1917