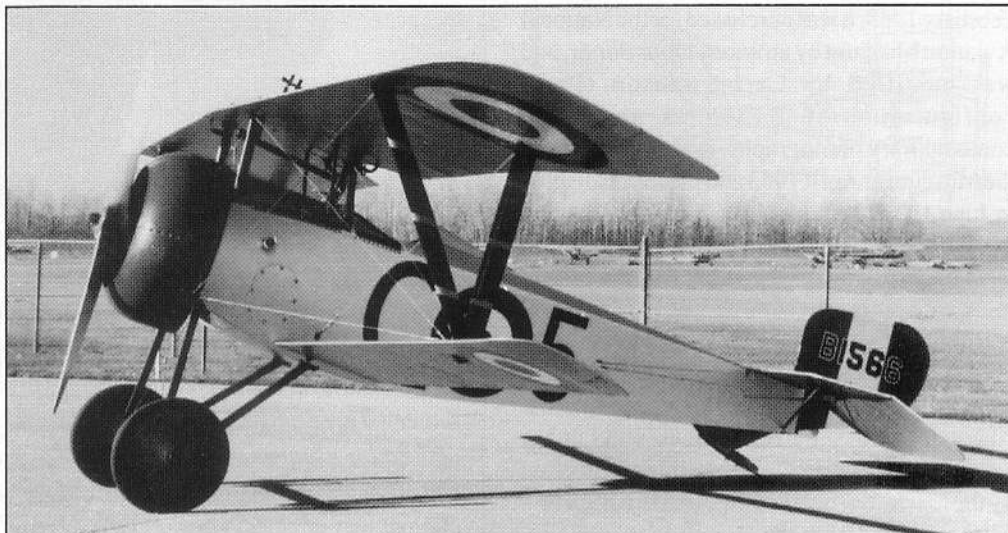


NIEUPORT 17C1 - SERIAL No. B1566

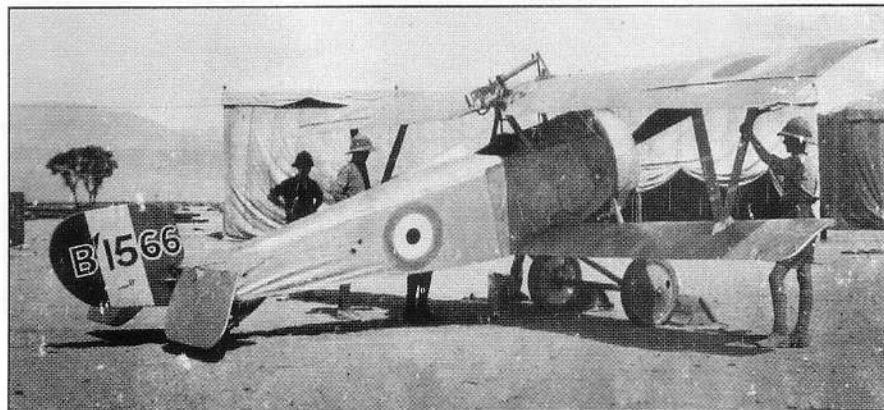
Edouard de Niéport, using the name Nieuport, started his engineering career in 1906 as a manufacturer of magnetos and starter motors of his own design. Later he designed a small aircraft engine. Failing to interest the Voisin brothers in building an aircraft to use it, he and his brother Charles acquired the services of a Swiss engineer, Franz Schneider, and in 1909 formed "La Société Anonyme des Établissements Nieuport." Several aircraft were built, and Edouard, having obtained his aviator's certificate on 10 June 1910, started to make a name for himself as a racing pilot. Unfortunately, he crashed after being caught in a violent storm after a military exercise on 15 September 1911 and died of his injuries in a Verdun hospital. Charles continued to run the company and more designs were produced before he too was killed when his aircraft crashed during a meeting at Etampes on 24 January 1913. Engine and aircraft development were continued, and on 1 January 1914 Gustave Delage joined the company as chief engineer.

Further aircraft were produced, including a sesquiplane, with the lower wing of smaller span and chord than the upper, which was flown in the Gordon Bennett race of 1914. With the coming of the Great War, the Nieuport company began concentrating on fighter designs, first the Nie 10, then the Nie 12, of which the National Aviation Museum has an example, and then the little Nie 11, which

was nick-named Bébé, and entered service with the French Aviation Militaire in the summer of 1915. The Nie 11 and its variant the Nie 16, were replaced by the Nie 17, which saw service with the Royal Flying Corps (RFC) and the Royal Naval Air Service (RNAS). It was very popular with its pilots due to its handiness and its good view, and became one of the best known and widely used fighters.



The Nieuport 17C1 aircraft, built by the National Aviation Museum (NAM), is finished in the markings of the aircraft flown by Capt. William Avery Bishop while commander of C Flight, No.60 Squadron, Royal Flying Corps. For his exploits while flying this aircraft he was awarded the Victoria Cross, the Distinguished Service Order and the Military Cross, which he called his "fighting row" of ribbons. (NAM 296800). See also Fact Sheet No.6 "William Avery Bishop, a Canadian Hero".

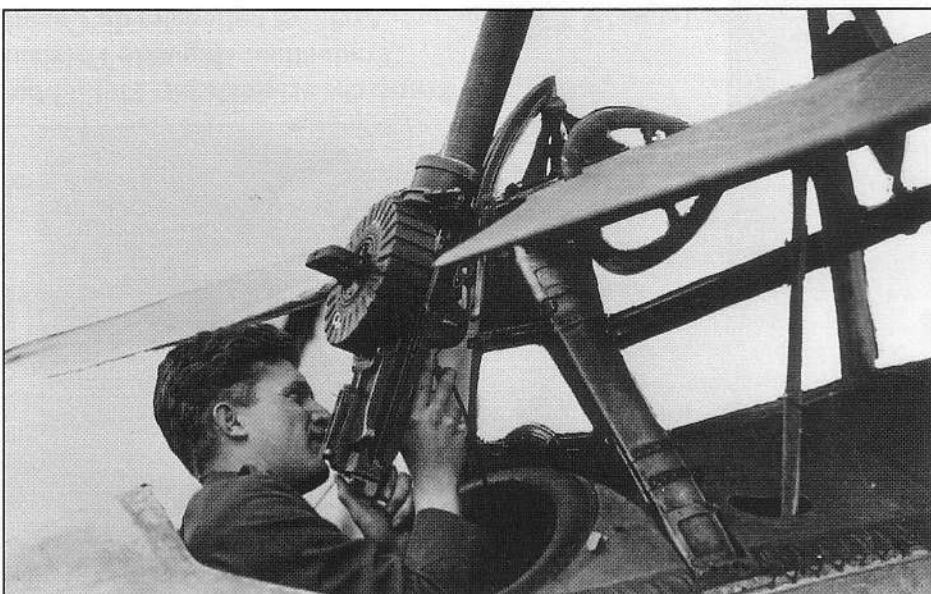


B1566 was returned to No.1 Aircraft Depot, St.Omer, on 5 August 1917, after No.60 Squadron had converted to SE5 aircraft. This photograph shows B1566 at Akaba in the Middle East where it was flown by Capt.F.H.Furness-Williams, of No.14 Squadron from January to May 1918, testifying to the durability of the type. Bishop flew it in action from 19 April to 24 July 1917, a fact which tends to contradict allegations that he was a poor pilot who had trouble with his landings. (Imperial War Museum Q59873 via E.F. Cheesman).

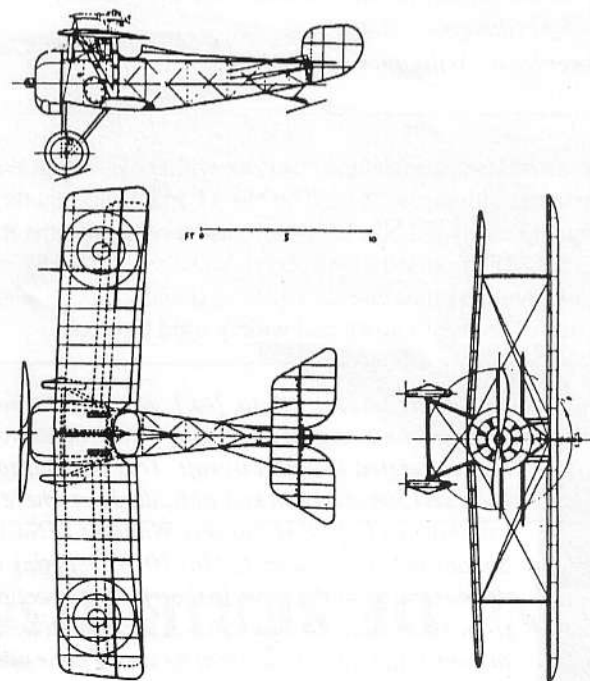
Original Research by Philip Markham
Translation by Huguette Thériault

Photo Credits: Imperial War Museum, National Archives of Canada and National Aviation Museum
Published by the Friends of the Canadian War Museum.

The aircraft owned by the National Aviation Museum (NAM) represents B1566, which was one of 204 Nieuport, SPAD and Morane-Saulnier aircraft purchased from French manufacturers to support the Royal Flying Corps in France. The original reproduction was built by Mr. Carl Swanson of Sycamore, Illinois, to German drawings, and was completed in December 1961 in the markings of Escadrille N.124, Lafayette, of the French air service, with the serial number N2474. In this guise, it was armed with a fuselage-mounted Vickers gun. In February 1963, it was purchased for the National Aviation Museum by an anonymous donor, and was modified by Carl Swanson to the configuration of B1566 as shown in contemporary photographs. It was delivered to the Museum in April 1963 and placed on display in June 1963. On 4 May 1967, it was flown by the late Wing Commander Paul Hartman, a well known Royal Canadian Air Force test pilot, and, during the summers of 1972 to 1989, was flown at air shows across Canada, with the civil registration CF-DDK. Unfortunately, it was completely wrecked in an accident at the Abbotsford Air Show on 9 August 1989. It has been replaced by a new reproduction constructed by the restoration staff of the NAM, using a few parts salvaged from the wreckage.



Billy Bishop in the cockpit of B1566 on 4 August 1917. The Lewis gun is shown pulled down on the Foster mount to which it was attached by a clamp around the barrel casing, which can be seen in front of the Lewis magazine. In the "up" position the barrel was secured by a latch. The Bowden cable, which connected the trigger on the gun to a lever on the control column (joystick) in the cockpit, is visible by Bishop's fingers. Three magazines, each holding 97 rounds, were carried, one on each side of the pilot's seat and one on the gun. To change magazines, the gun had to be pulled right down its mount and the aircraft flown virtually "hands off" until the magazine change was effected. (National Archives PA1675).



NIEUPORT 17C1 LEADING PARTICULARS

Engine:	Le Rhône, 110hp, 9 cyl. rotary, No. 50818
Propeller:	Levasseur No. 484 or Eclair No. 4.
Construction:	Wooden, wire-braced structure, fabric covered.
Dimensions:	Span 27 ft. 0 in., Length 19 ft. 6 in. Height 7 ft. 0 in., Chord 4 ft. 0.5 in. Gap 3 ft. 11.5 in.
Area:	Wings 158.8 sq. ft.
Weights:	Empty 825 lb, loaded 1,233 lb. Military load 264 lb. Fuel and Oil 143 lb.
Loadings:	Wing 7.7 lb/sq. ft., Power 11.2 lb/hp.
Tankage:	Fuel 17 Imp. gals., Oil 2.5 Imp. gals.
Performance:	Maximum speed 107 mph. at 6,500 ft. altitude, 101 mph at 10,000 ft. Service ceiling 17,400 ft.
Endurance:	1 hr. 45 mins. to 2 hr. 15 mins.
Armament:	Single rail-mounted, .303-in. Lewis gun with 3 magazines of 97 rounds each. 8 Le Prieur strut-mounted rockets could be carried.

- REFERENCES:** Andrews, C.F., *The Nieuport 17*, Profile Publications No. 49, 1965.
 Bruce, J.M., "The Aeroplanes of the RFC (Military Wing)," Putnam, 1982
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