

Chassis and nacelle of the Nieuport-built Dunne biplane.

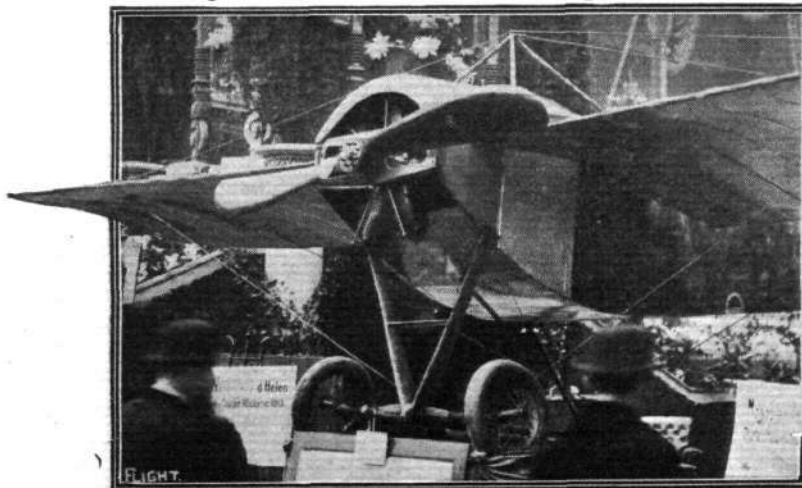
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The front portion of the *fuselage*, up to just behind the seats, is covered with sheet steel, and a cowl of the same material is fitted on the propeller boss with which it revolves, so that there is very little chance of a bullet hitting any part of the engine, and thereby putting the machine out of action.

It is driven by a 14-cyl. 160 h.p. Gnome engine, mounted on double bearings. The *fuselage*, which is of the usual deep Nieuport section, is built up of four *longerons* of ash, connected by struts and cross-members of spruce.

Inside this roomy *fuselage* are arranged the seats for the pilot and two passengers, the pilot's seat resting on a large petrol tank in front and the passengers' seats arranged side by side behind him. The set of instruments fitted is one of the most complete seen on any of the machines at the Show. The chassis is of the usual Nieuport type, consisting of three pairs of V-struts of streamline steel tubes, which carry on their lower extremities a tubular skid, whilst springing is effected by means of a leaf spring-axle carrying

the two wheels. A rocking shaft sloping down from the *fuselage* to a bearing behind the rear pair of chassis struts carries a crank-lever, to which are attached the warping cables. On the upper end of this rocking shaft is mounted a transverse foot-bar, by means of which the wings are warped. A single tubular lever is used for operating rudder and elevator. The main planes are of the usual



HELEN'S NIEUPORT MONOPLANE WHICH HAS COVERED A DISTANCE OF ABOUT 20,000 KILOMS.—
On the right the tandem-seater military Nieuport.

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