



Prior World War 1 Louis Alfréd Ponnier was a director of one of René Hanriot's affiliate companies. Then, in 1913 René Hanriot decided to temporarily quit the aviation business. Ponnier undertook the factory and began to produce aircraft with his own interest under Avions Ponnier trademark. Pierre Dupont was hired in 1915 as a designer to Ponnier's Company. The very same year Dupont designed Type M.1 fighter to compete with Nieuport's fighters. The prototype was trialed in January 1916 by Aviation Militaire pilots, including the famous ones as Jean Navarre and Charles Nungesser. On January 29, 1916 Nungesser experienced almost fatal crashed with the prototype. The aircraft went into flat spin and the French fighter ace wasn't able to recover from it. Nungesser broke both his legs and jaw with his oral cavity being torn by the control stick. The crash was caused by wrong center of gravity and small rudder area. French Aviation Militaire lost its interest in this fighter after the crash. Royal Belgian Air Force ordered 30 Ponniers since it was in desperate need of fighters. Eventually, only 10 to 18 machines were delivered. Even Belgian pilots complained about aircraft stability and difficult handling though the aircraft was equipped with dorsal fin. The photo reference proves that armament was tested in several configurations. Particular machines were equipped with machine gun mounted atop of the upper wing either in axis or angled and firing through the propeller's arc, or even mounted in front of the pilot on the fuselage firing through the propeller's arc with bullet deflector equipped propeller. The combat assignment was short and unsuccessful. René Hanriot returned to the aviation business in 1916. He also managed to get Pierre Dupont as a chief designer. Eventually, Dupont designed H.D.1 fighter with the shape of the fin and rudder being used from M.1 type. Mainly H.D.1s replaced the M.1s in the Royal Belgian Air force.

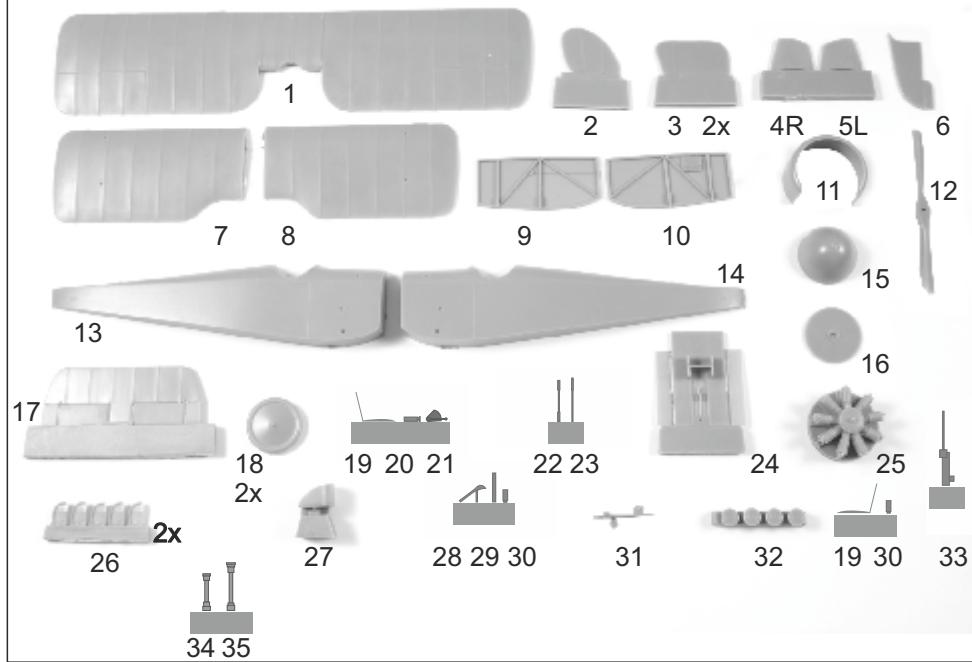
Wingspan: 6.18 m, Length: 5.75 m, Max. Speed: 167 kmh, Climb to 1000 m: 4 min 40 sec.



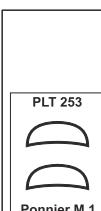
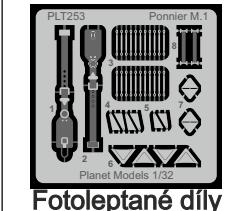
Louis Alfréd Ponnier worked before the first world war as managing director of one of René Hanriot's affiliated companies. In 1913 R. Hanriot temporarily resigned from the aviation industry. Ponnier took over the factory and began to produce aircraft under his own interest under Avions Ponnier trademark. Pierre Dupont was hired in 1915 as a designer for Ponnier's company. The same year Dupont designed the Type M.1 fighter to compete with Nieuport's fighters. The prototype was tested in January 1916 by Aviation Militaire pilots, including the famous ones as Jean Navarre and Charles Nungesser. On January 29, 1916 Nungesser experienced almost fatal crash with the prototype. The aircraft went into a flat spin and the French fighter ace was not able to recover from it. Nungesser broke both his legs and his jaw with his oral cavity being torn by the control stick. The crash was caused by wrong center of gravity and small rudder area. French Aviation Militaire lost its interest in this fighter after the crash. Royal Belgian Air Force ordered 30 Ponniers since it was in desperate need of fighters. Eventually, only 10 to 18 machines were delivered. Even Belgian pilots complained about aircraft stability and difficult handling though the aircraft was equipped with a dorsal fin. The photo reference proves that armament was tested in several configurations. Particular machines were equipped with a machine gun mounted atop of the upper wing either in axis or angled and firing through the propeller's arc, or even mounted in front of the pilot on the fuselage firing through the propeller's arc with a bullet deflector equipped propeller. The combat assignment was short and unsuccessful. René Hanriot returned to the aviation business in 1916. He also managed to get Pierre Dupont as a chief designer. Eventually, Dupont designed the H.D.1 fighter with the shape of the fin and rudder being used from the M.1 type. Mainly H.D.1s replaced the M.1s in the Royal Belgian Air force.

rozpětí: 6,18 m, délka: 5,75 m, max. rychlosť: 167 km/h, výstup do 1000 m: 4 min 40 sec.

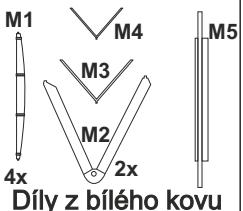
### Resin parts



### Photo-etched Parts



### White Metal Parts



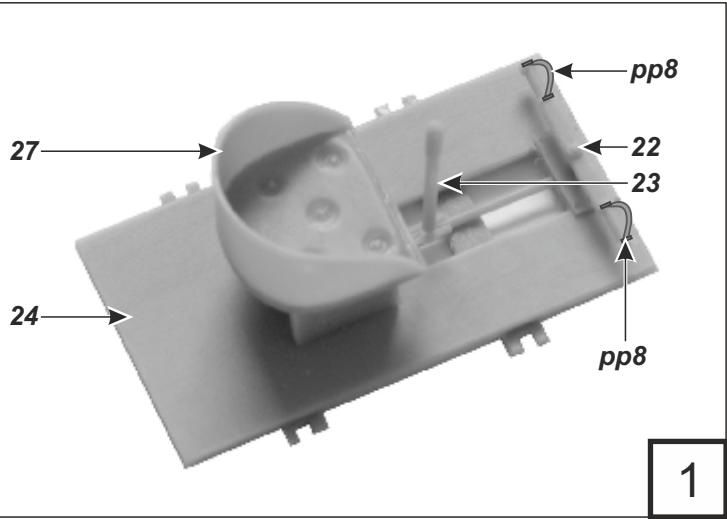
K lepení použijte kyanokrakovatové lepidlo! Díly ohnute, poproucené vlivem teplotních změn a stárnutí materiálu mohou být narovnány do požadovaného tvaru pomocí proudu teplé vody nebo vzduchu (fén na vlasy). Kontaktní plochy doporučujeme před lepením odmasti.

For best glueing results use cyanoacrylate glue! Parts slightly distorted and bended owing to temperature changes or due to material ageing can be straightened to requested shape by hot water or hot air jet. This process can be repeated till result is entirely satisfactory. Before glueing degreasing is recommended.

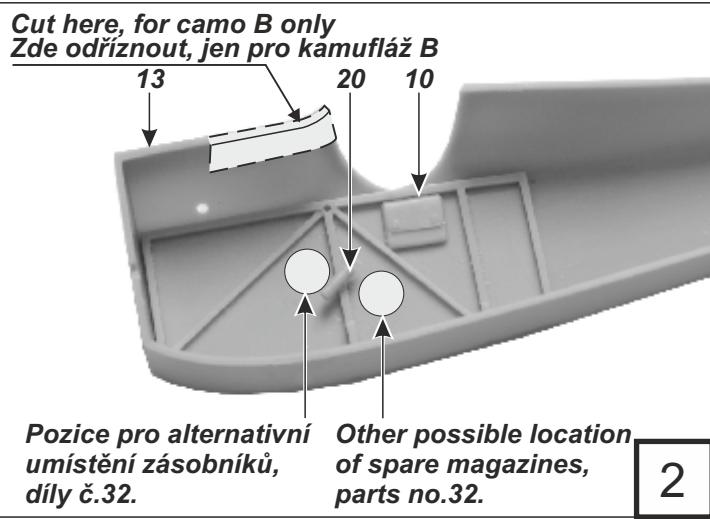
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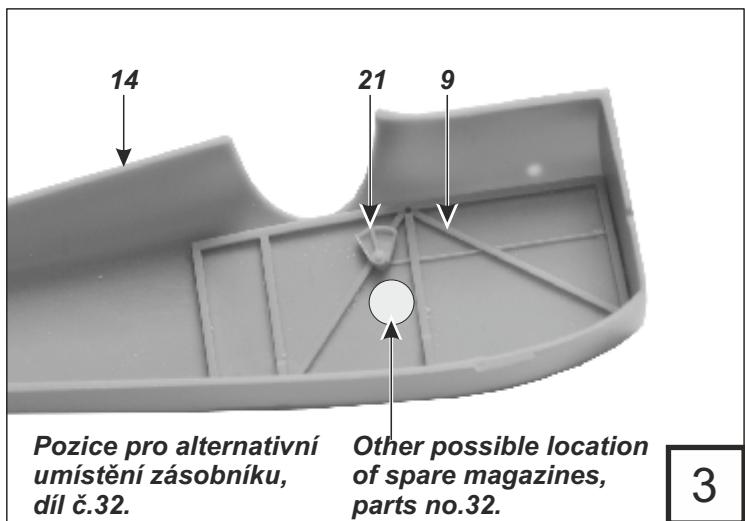
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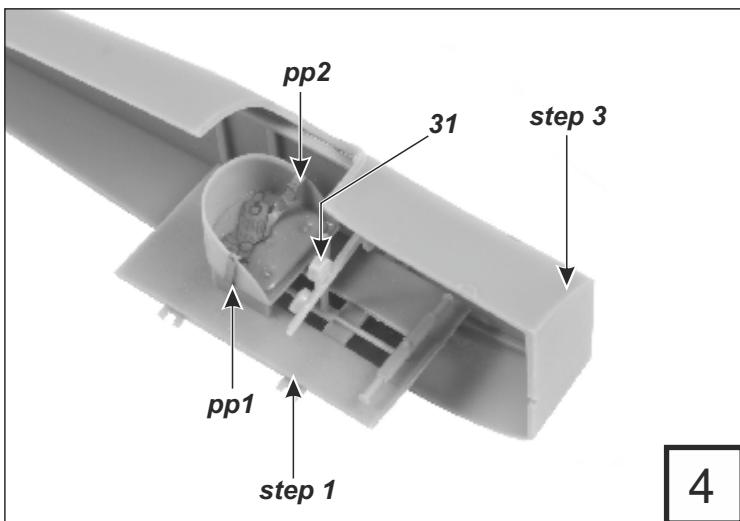
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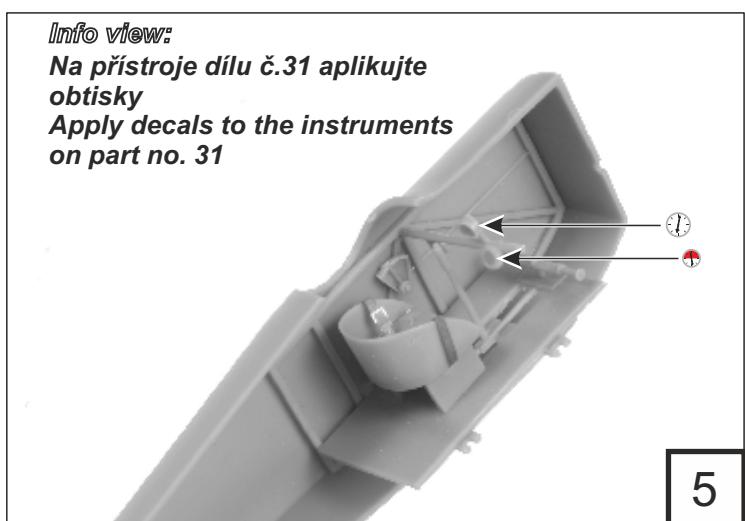
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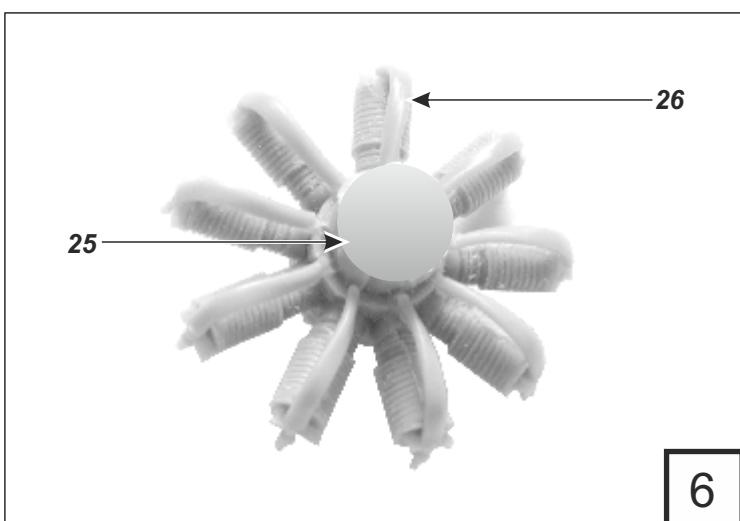
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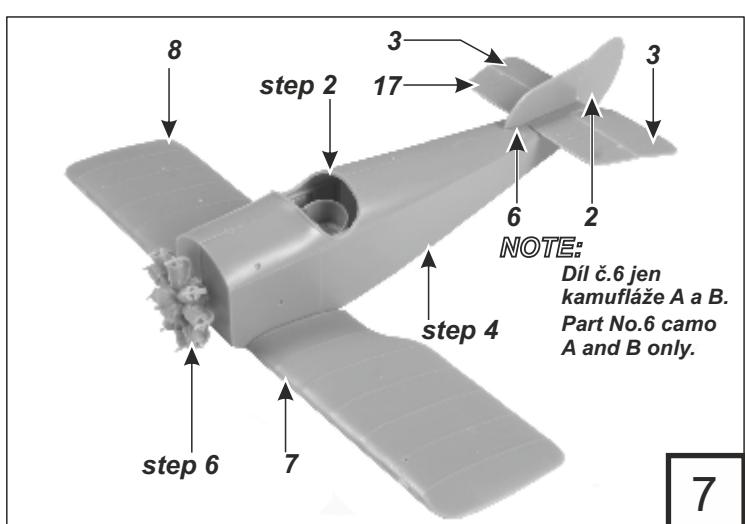
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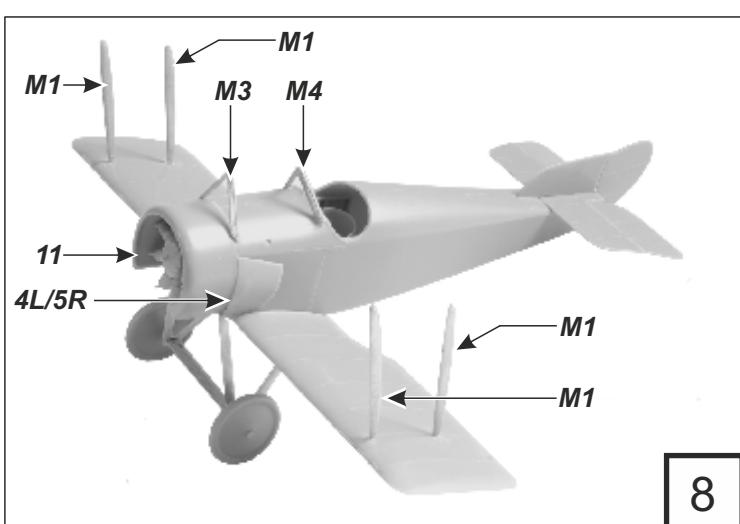
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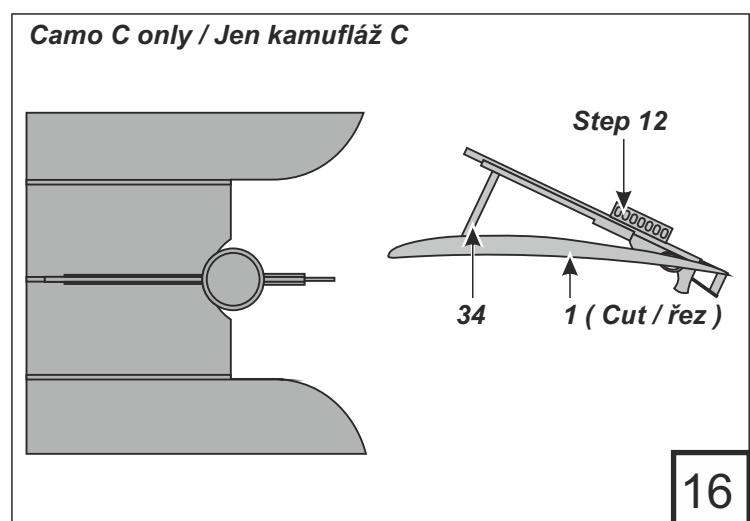
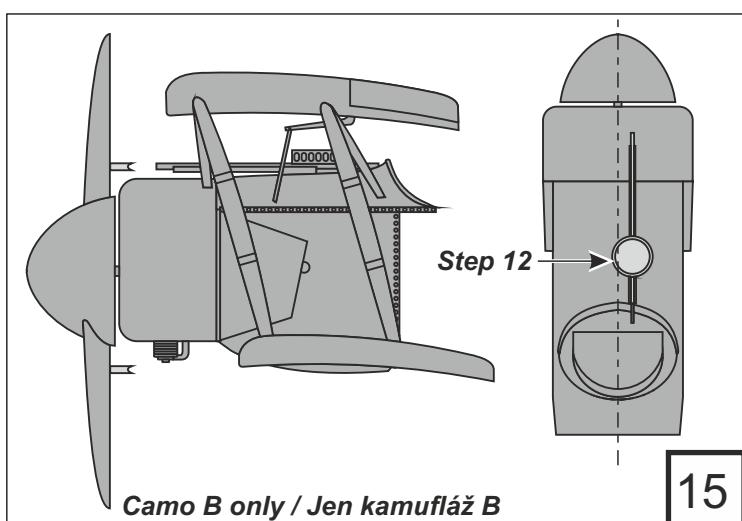
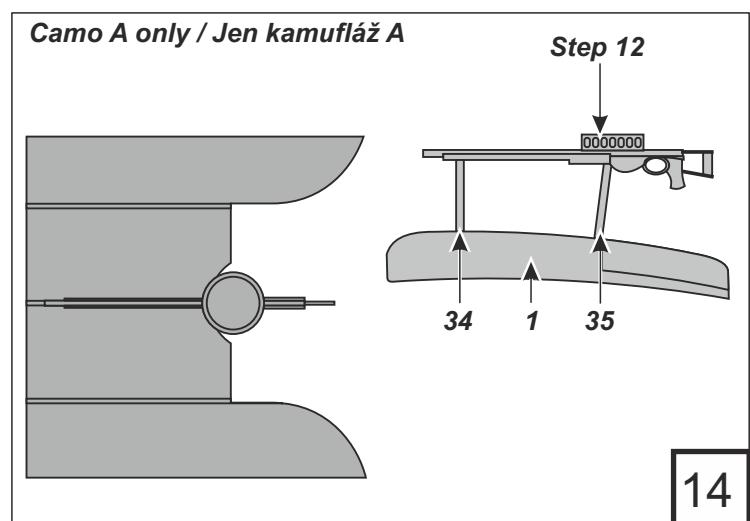
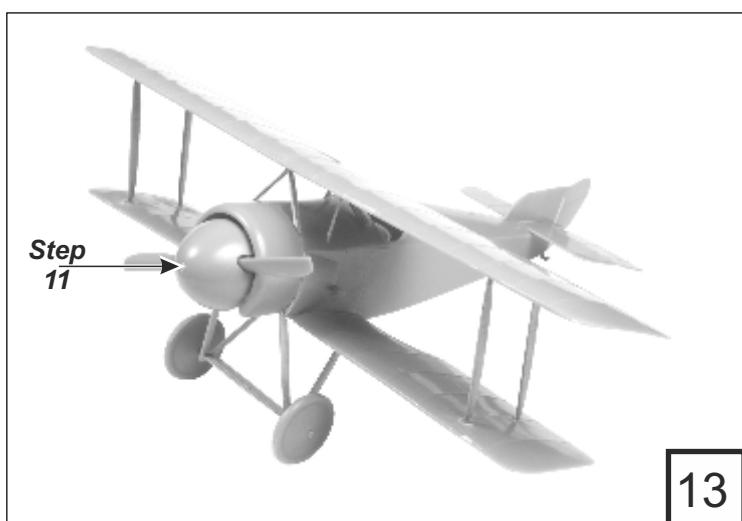
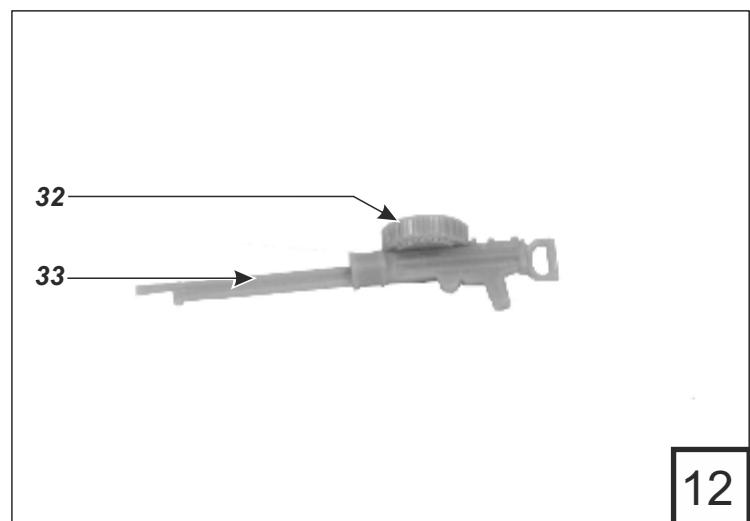
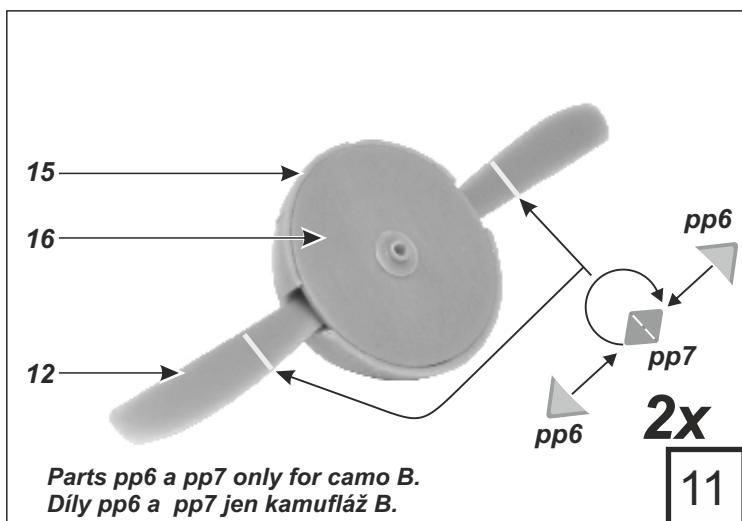
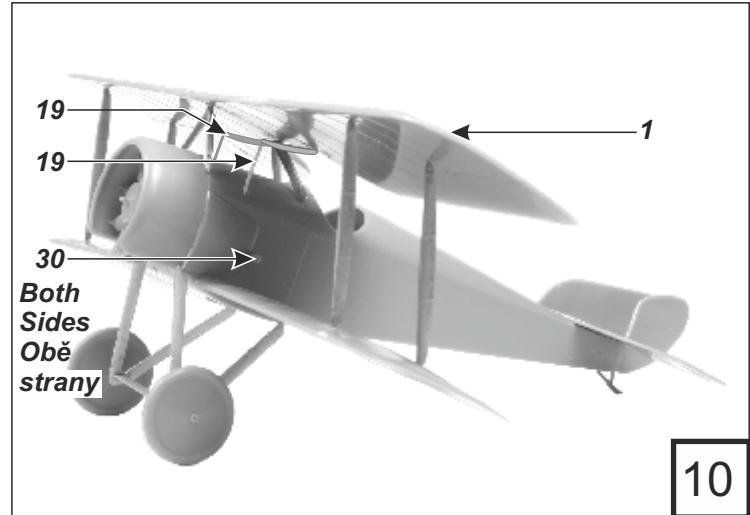
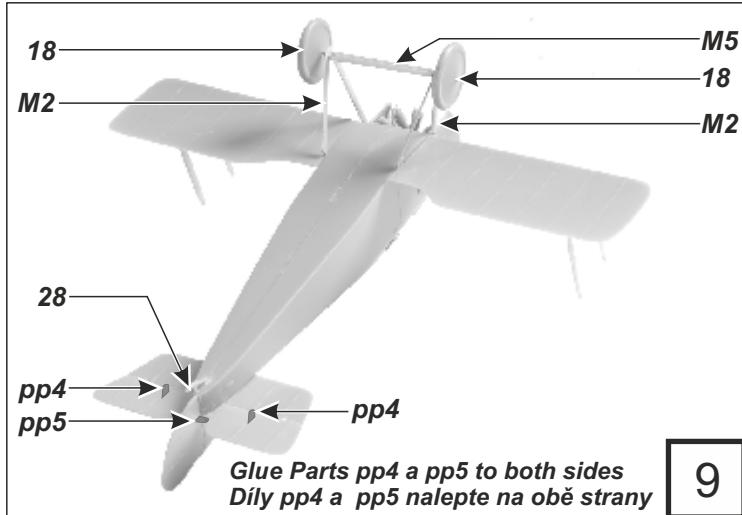
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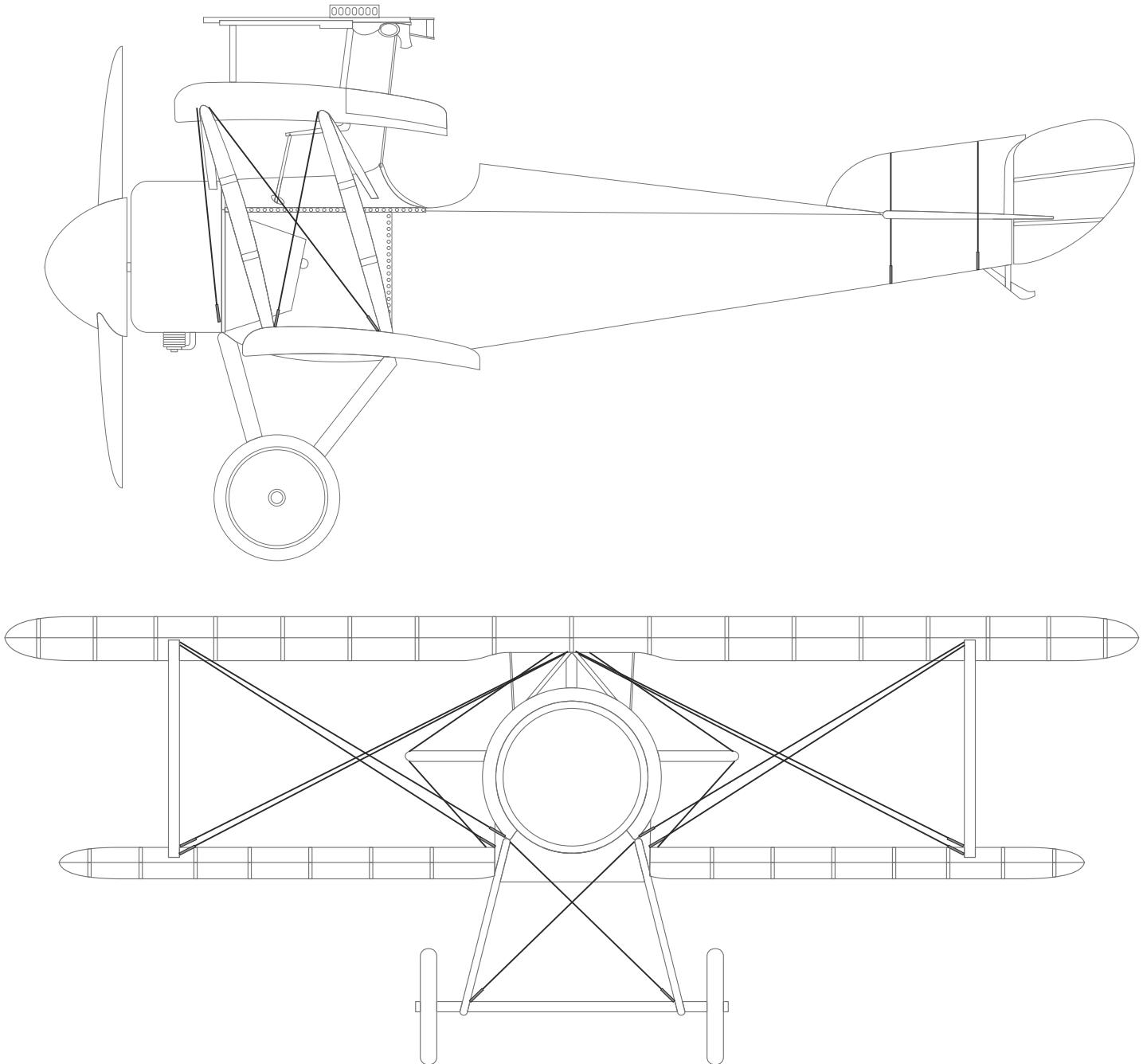
7



8



*Rigging and wire stretchers diagram / Schéma výpletů a napínáku*



## Other Planet Models 1/32 scale kits WWI fighters

**DFW T-28 Floh** "German WWI Fighter Prototype"

Resinový model obsahující obtisky, lepty a využitěně podvozkové nohy.  
Resin kit contains decals, photo-etched parts and strengthened undercarriage legs.

No. 244  
1:32

Made in Czech Republic

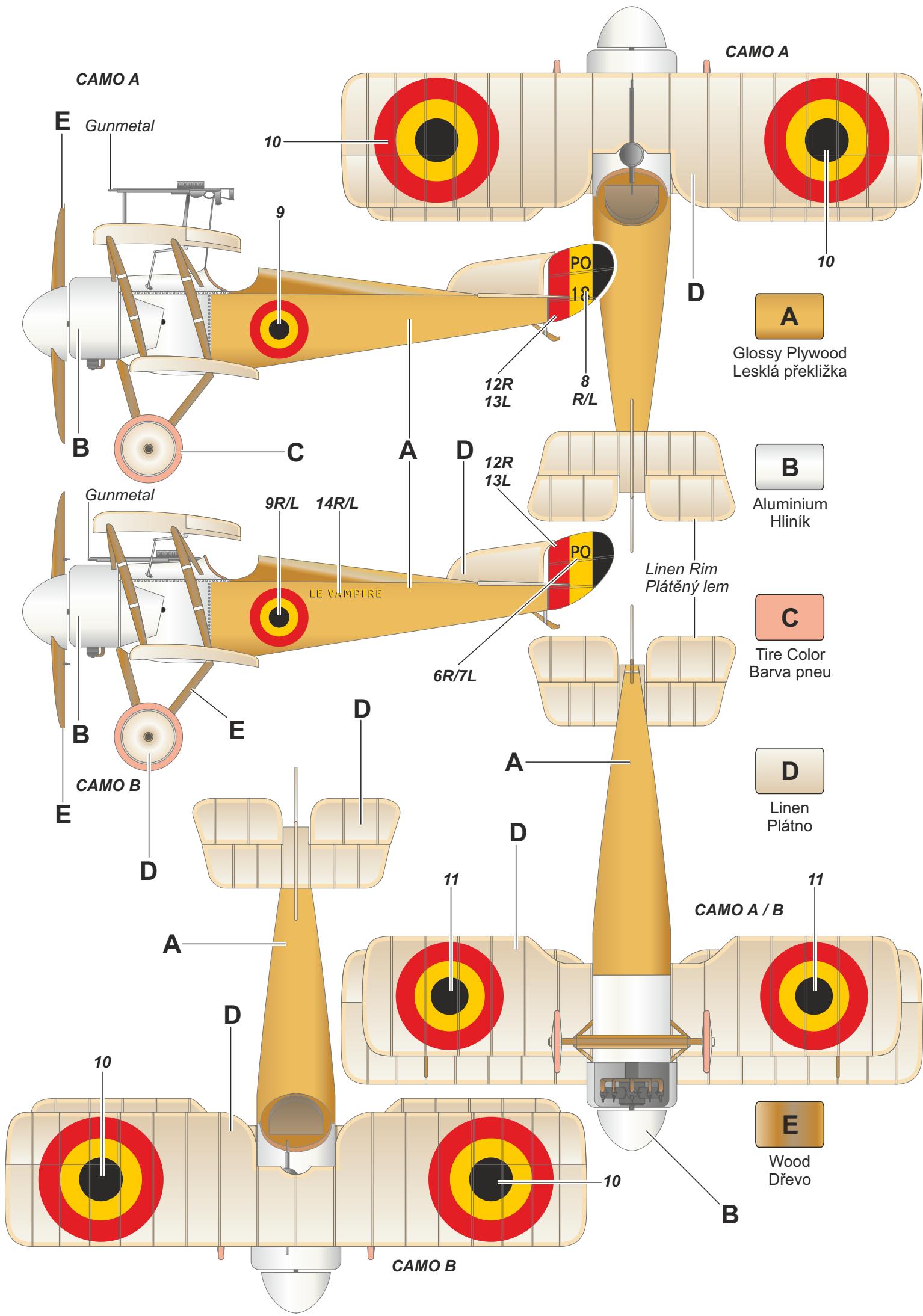
**Port Victoria P.V.** "British WWI Airship Interceptor"

Resinový model obsahující obtisky a využitěně podvozkové nohy.  
Resin kit contains decals and strengthened undercarriage legs.

No. 250  
1:32

Made in Czech Republic

to [www.cmkkits.com](http://www.cmkkits.com)



### CAMO A

Ponnier M.1, Aviation Militaire Belge, letiště Ten Bogaerde (Koksijde), 1915.

Ponnier M.1, Aviation Militaire Belge, Ten Bogaerde (Koksijde) airfield, 1915.

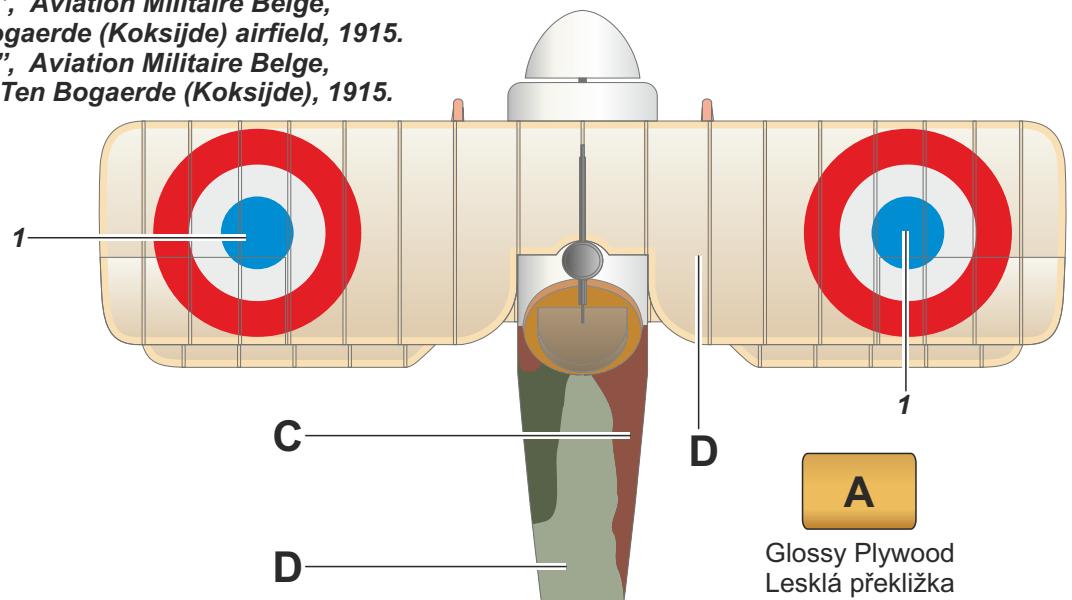
### CAMO B

Ponnier M.1, "Le Vampire", Aviation Militaire Belge,

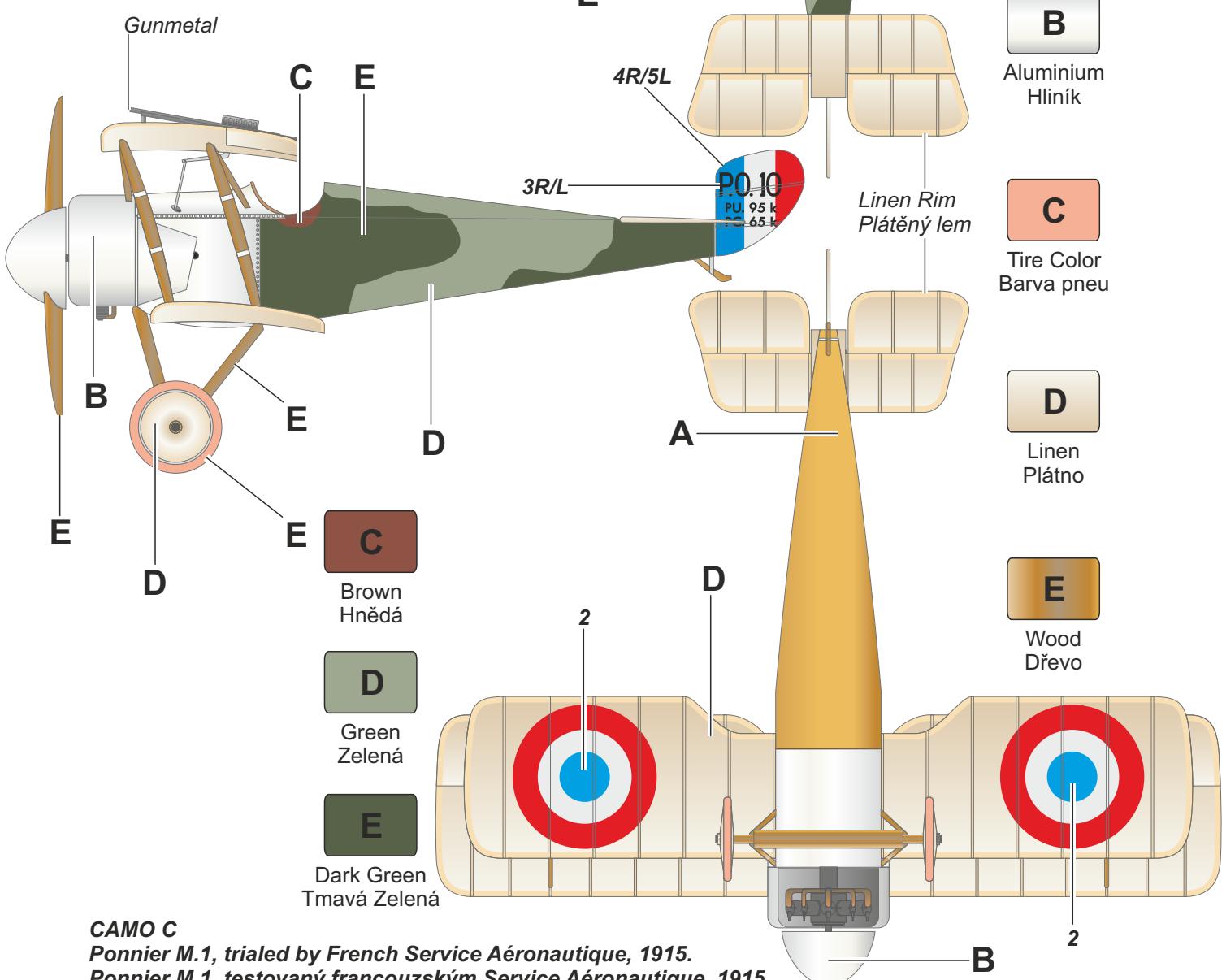
pilot Abel De Neef, Ten Bogaerde (Koksijde) airfield, 1915.

Ponnier M.1, "Le Vampire", Aviation Militaire Belge,

pilot Abel De Neef, letiště Ten Bogaerde (Koksijde), 1915.



### CAMO C



### CAMO C

Ponnier M.1, trialed by French Service Aéronautique, 1915.

Ponnier M.1, testovaný francouzským Service Aéronautique, 1915.