

BRITISH WWI FIGHTER

1:48 SCALE PLASTIC KIT



intro

ProfiPACK



The Airco DH-2 was the second design of Geoffrey de Havilland. Thanks to its pusher configuration, it was the first British aircraft capable of competing with the German Fokkers. At the end of 1915, the British still had not developed a practical synchronization mechanism allowing the aircraft's main weapon to fire through the propeller arc. The pusher configuration allowed the installation of an unobstructed machine gun in the front. As a result, the DH-2, along with the F.E. 2b, became the cornerstones of the fighter units of the Royal Flying Corps until the British could develop a usable synchronization unit. The DH-2 first took to the skies in July, 1915. It was armed with a single Lewis 7.7 mm machine gun. Originally, the gun could be mounted in any of three positions, and the pilot could move it during flight as required. Finally, the gun was mounted on the longitudinal axis of the aircraft, and it was found that the best method of aiming the gun was to aim the whole aircraft. The DH-2 was able to remain a thorn in the axis' side until the fall of 1916, when the German Halberstadt D.II and Albatros D.I appeared. They remained in the services of No. 24 and 32 Squadrons until the following year, when they were replaced by the DH-5. On the lesser fronts of the conflict over the Balkans and the Middle East, they were able to serve in front line duties until the end of the First World War. They also saw service with training units. Most DH-2s were powered by a rotary Gnome Monosoupape engine rated at 100hp, with a part of the later series receiving the Le Rhone 9J offering 110hp. In all, there were 453 examples built. This kit offers the markings of four different aircraft. Three of them were from No.24 Squadron, and one from No.32 Squadron of the Royal Flying Corps. No.24 Squadron RFC (Royal Flying Corps) was formed on September 1st, 1915 at Hounslow. The unit reached the combat area in France the following February. The unit was equipped with the Airco DH-2, where it would serve until being replaced by the DH-5 at the beginning of 1917. Over the course of the First World War, the unit produced 33 aces. Among the No.24 Squadron aces, the most successful were ten-kill ace Alan M. Wilkinson and Patrick Langan-Byrne, who are also history's most successful DH-2 aces. No.32 Squadron was formed on January 12th, 1916 and was initially equipped with the DH-2. It entered combat with the DH-2 over the Western Front and used the type until 1917, when the unit converted to the DH-5 and turned their attention to ground targets. At the end of the war, the unit's pilots flew the S.E.5a. The unit's most famous member was its CO, Major Lionel Rees, holder of the Victoria Cross. Three DH-2 pilots were awarded Britain's highest award, the Victoria Cross: the aforementioned Alan M. Wilkinson, No.24 Squadron CO Lanoew Hawker (8 kills) and Lionel Rees, when despite injuries sustained, he was able to shoot down two of his eight kills on July 1st, 1916, both of which were German Albatroses.

úvodem

Typ Airco DH-2 byl v pořadí druhou konstrukcí Geoffreya de Havillanda. Díky své tlačné konfiguraci dokázal jako první britský stíhací letoun konkurovat německým Fokkerům. Britové totiž ještě na konci roku 1915 neměli k dispozici synchronizační zařízení, které by umožňovalo střelbu oběžným okruhem vrtule. Pohonná jednotka v tlačném uspořádání umožnila instalaci kulometu do přídě. Proto se DH-2 společně s typem F.E. 2b staly středobodem výzbroje stíhacích jednotek Royal Flying Corps až do doby, kdy Britové vyvinuli vlastní synchronizační zařízení. DH-2 se do vzduchu dostal poprvé v červenci 1915. Výzbroj tvořil jediný kulomet Lewis ráže 7,7 mm. Původně bylo možné instalovat jej do tří pozic na přídě, pilot je mohl dle potřeby využít během letu. Nakonec se kulomet montoval napevno v ose letounu a jako nejlepší metoda zaměřování cíle se ukázalo míření celým letounem. Čelit nepříteli dokázaly DH-2 až do podzimu 1916, kdy se na obloze začaly objevovat německé stroje Halberstadt D.II a Albatros D.I. Ve výzbroji 24. a 32. squadrony zůstaly až do následujícího roku, kdy je nahradil typ DH-5. Na méně exponovaných bojištích na Balkáně a na Blízkém Východě pak DH-2 setrvaly v první linii až do konce války. Své využití našly také u výcvikových jednotek. Většinu vyrobených DH-2 poháněl rotační motor Gnome Monosoupape (100 k), část pozdní produkce dostala motory Le Rhône 9J (110 k). Celkem vzniklo 453 kusů typu DH-2. Z této stavebnice si můžete postavit čtyři různé letouny. Tři z nich patřily do 24. squadrony a jeden do 32. squadrony Royal Flying Corps. 24. squadrona RFC (Royal Flying Corps) byla založena 1. září 1915 v Hounslow. Na bojiště do Francie se dostala v únoru následujícího roku. Její výzbroj tvořily stíhačky Airco DH-2, které zde vydržely až do začátku roku 1917, kdy byly nahrazeny typem Airco DH-5. Během 1. světové války v jejich řadách skórovalo celkem 33 stíhacích es. Na typu DH-2 byli u 24. squadrony s deseti vítězstvími nejspěšnější Alan M. Wilkinson a Patrick Langan-Byrne, kteří jsou také nejspěšnějšími piloty v historii typu DH-2 vůbec. 32. squadrona vznikla 12. ledna 1916 a její první stroje byly DH-2. Zapojila se do bojů na západní frontě a s DH-2 létala až do roku 1917, kdy přezbrojila na typ DH-5 a ze stíhacích operací svou pozornost přesunula k útokům na pozemní cíle. V závěru války její piloti létali na stíhačkách S.E. 5a. Nejznámější osobnosti jednotky byl její velitel, major Lionel Rees, držitel Victoria Cross. Tři piloti DH-2 také obdrželi nejvyšší britské vyznamenání – Victoria Cross – již zmiňovaný Alan M. Wilkinson, velitel 24. squadrony Lanoew Hawker (8 sestřelů) a také Lionel Rees, za souboj ze dne 1. července 1916, kdy i přes zranění dokázal sestřelit dva z osmi německých Albatrosů.

ATTENTION

* UPOZORNĚNÍ

* ACHTUNG

* ATTENTION

* 注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLY * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽNOTCH
ZÁŘEZREMOVE
ODRÁZNOUITAPPLY EDUARD MASK AND PAINT
POUŽIT EDUARDS MASK NABARVIT

PARTS

* DÍLY

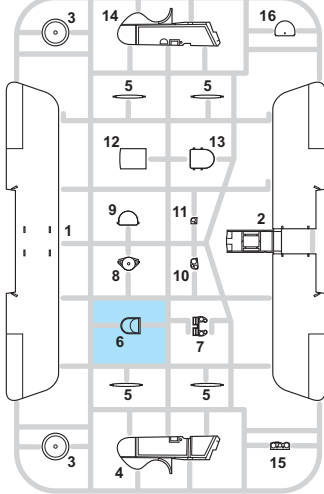
* TEILE

* PIÈCES

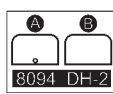
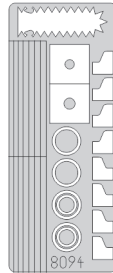
* 部品

PLASTIC PARTS

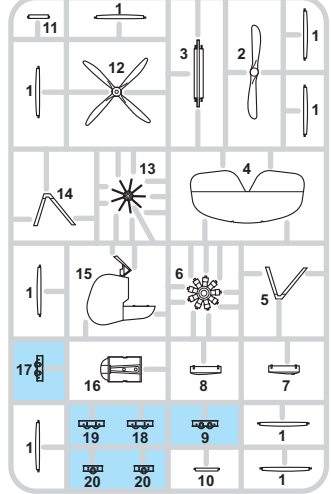
A>



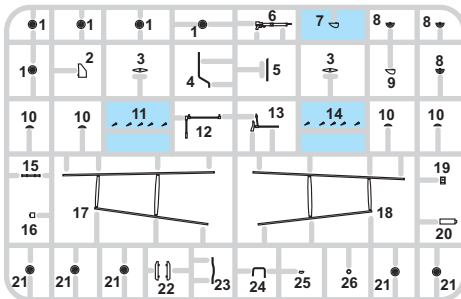
FILM

eduard
MASK

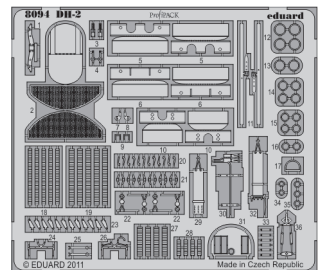
B>



C>



PE - PHOTO ETCHED DETAIL PARTS



Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS

* BARVY

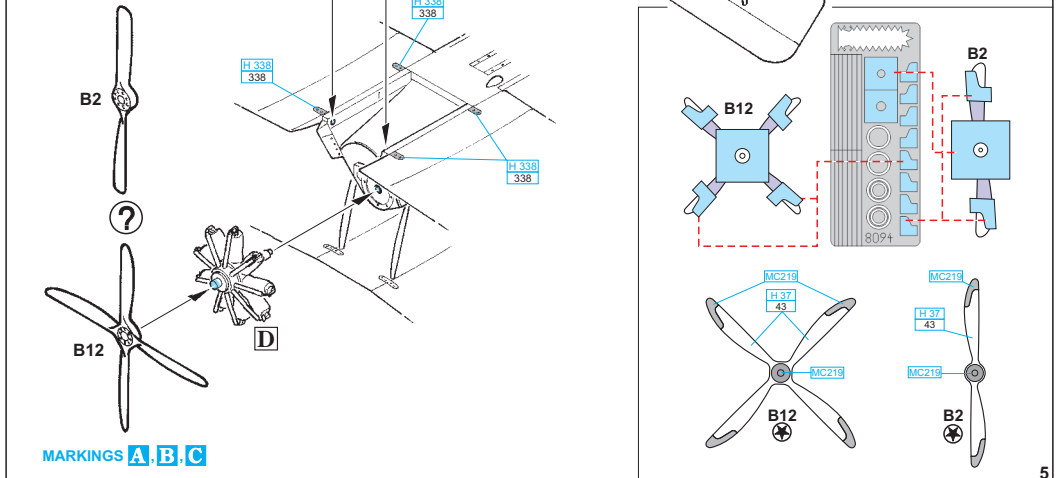
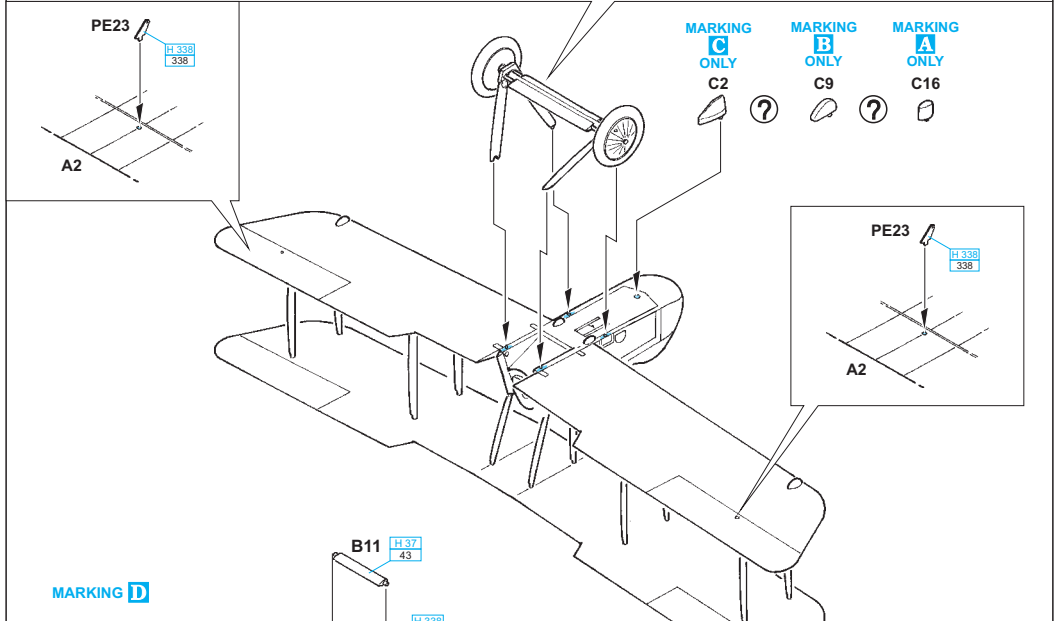
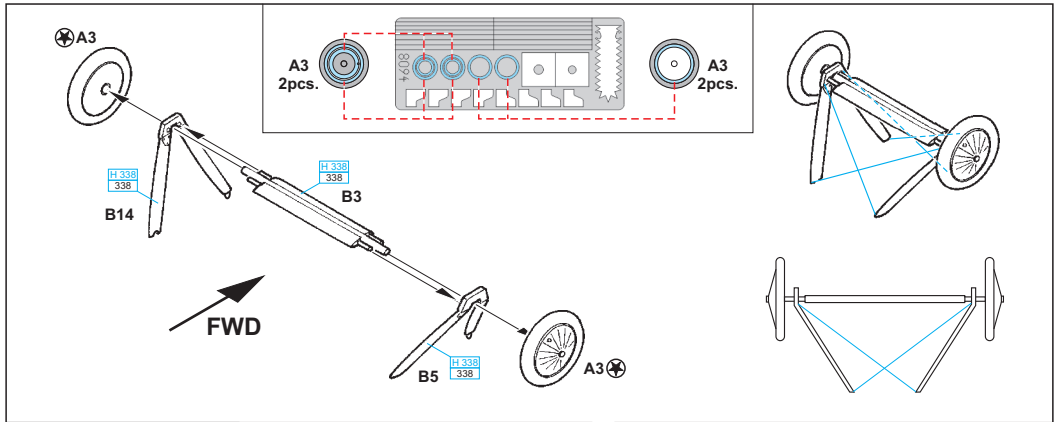
* FARBEN

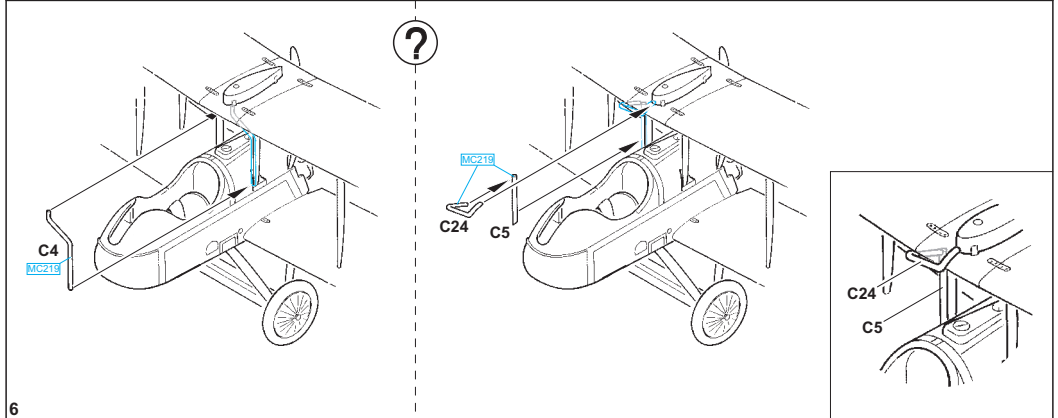
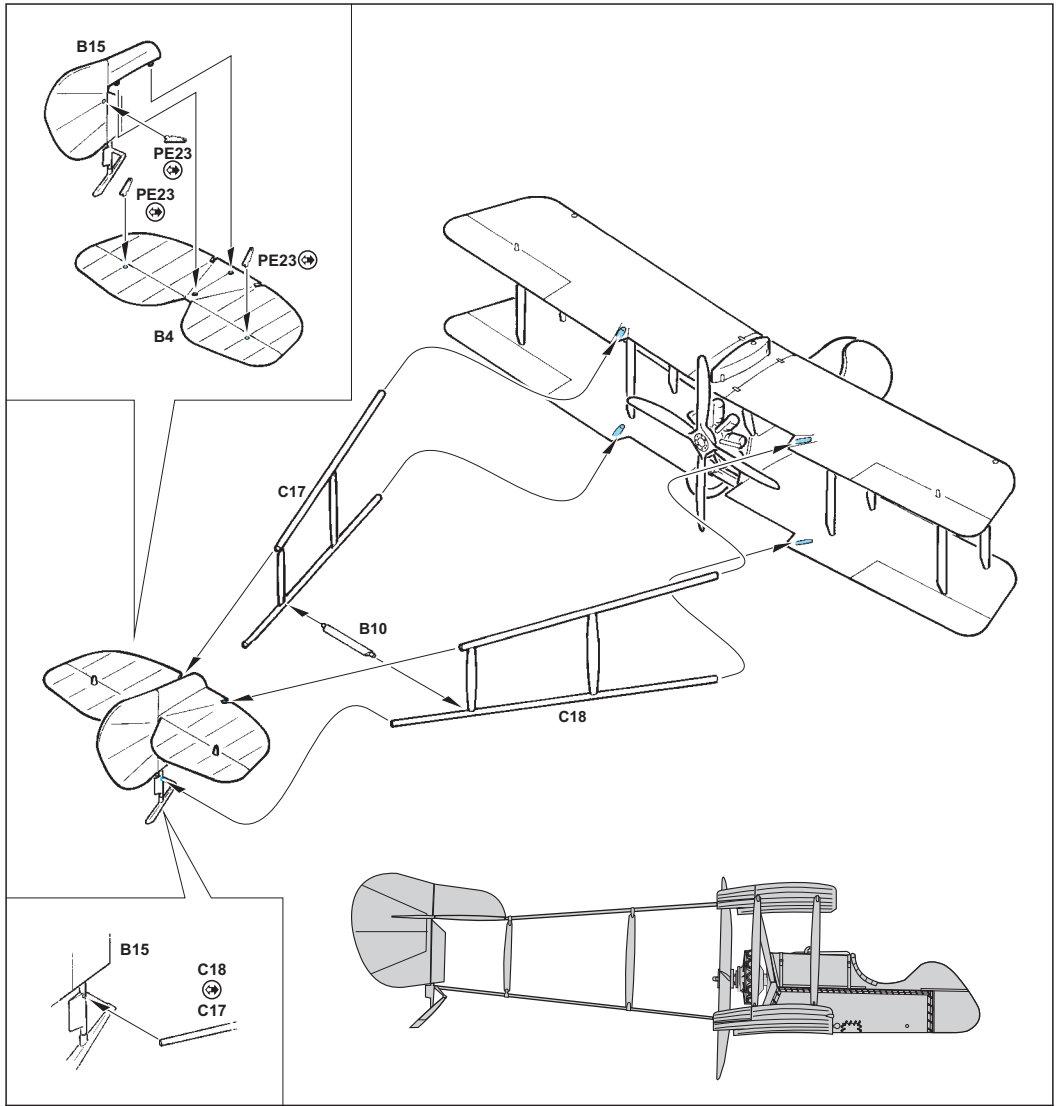
* PEINTURE

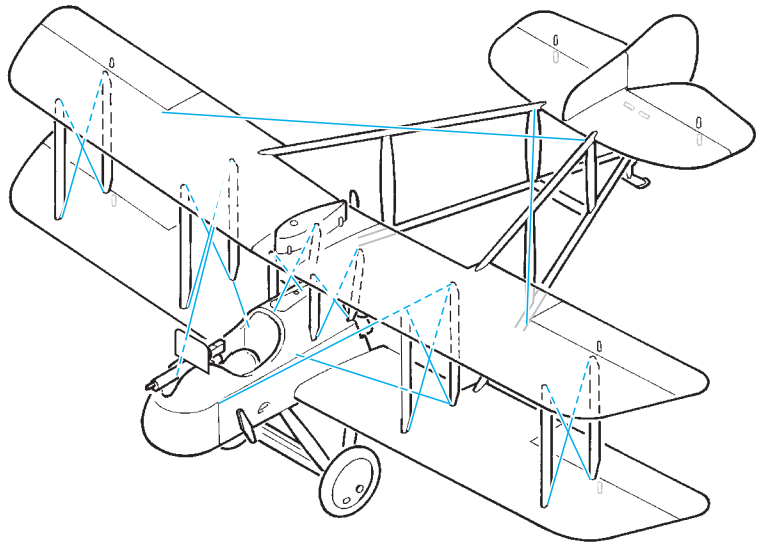
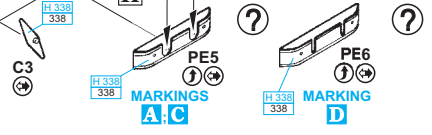
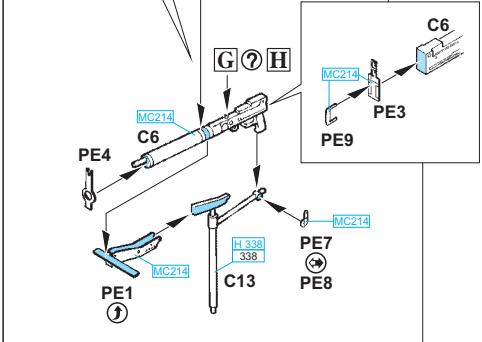
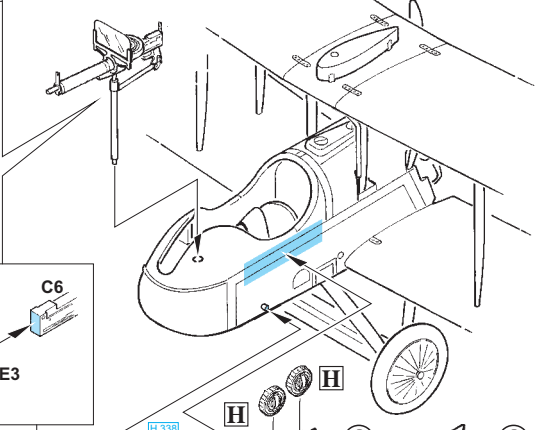
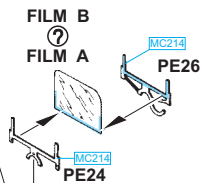
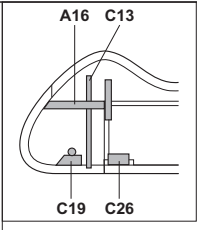
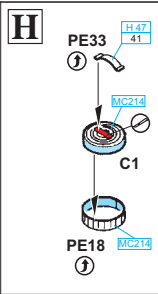
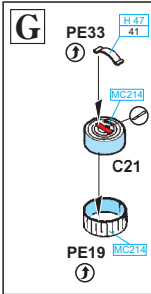
* 色

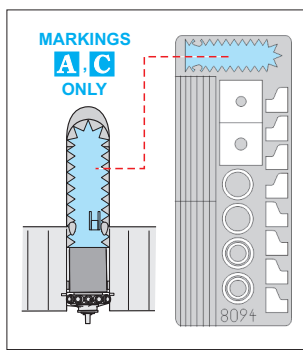
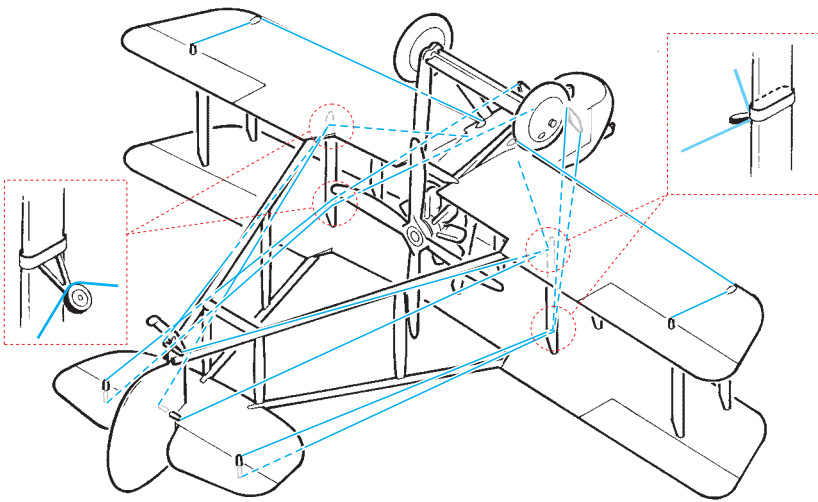
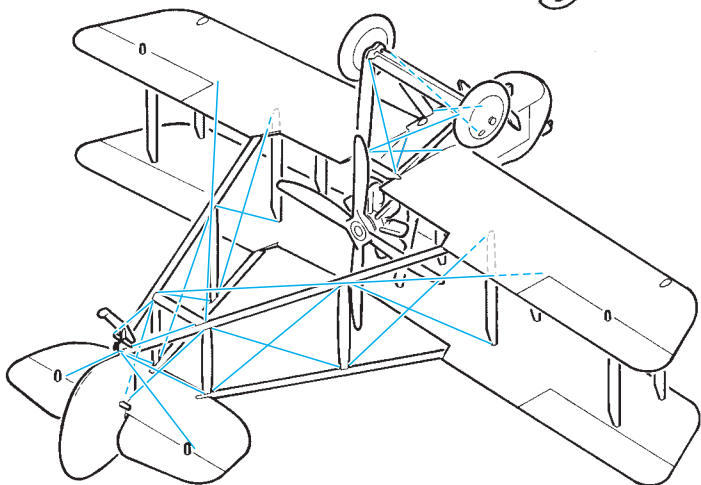
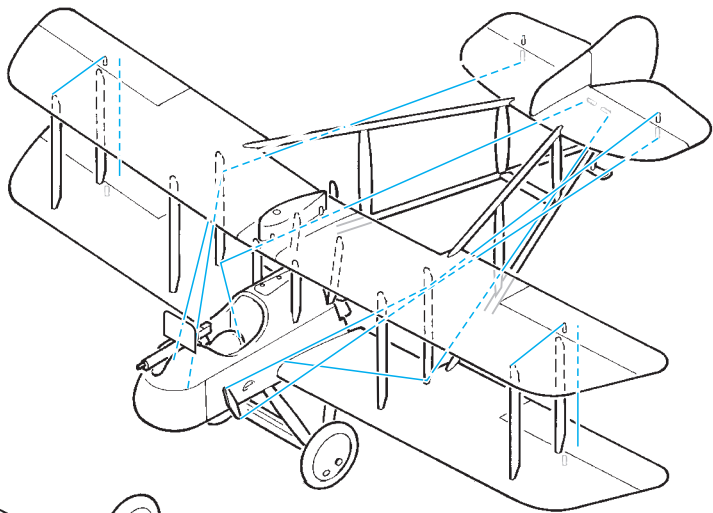
| GSI Creos (GUNZE) | | |
|-------------------|----------|---------------|
| AQUEOUS | Mr.COLOR | |
| [H 11] | [C62] | FLAT WHITE |
| [H 12] | [C33] | FLAT BLACK |
| [H 37] | [C43] | WOOD BROWN |
| [H 47] | [C41] | RED BROWN |
| [H 57] | [C73] | AIRCRAFT GRAY |
| [H 85] | [C45] | SAIL COLOR |

| GSI Creos (GUNZE) | | |
|-------------------|----------|------------|
| AQUEOUS | Mr.COLOR | |
| [H 309] | [C309] | GREEN |
| [H 338] | [C338] | LIGHT GRAY |
| Mr.METAL COLOR | | |
| | [MC214] | DARK IRON |
| | [MC218] | ALUMINIUM |
| | [MC219] | BRASS |





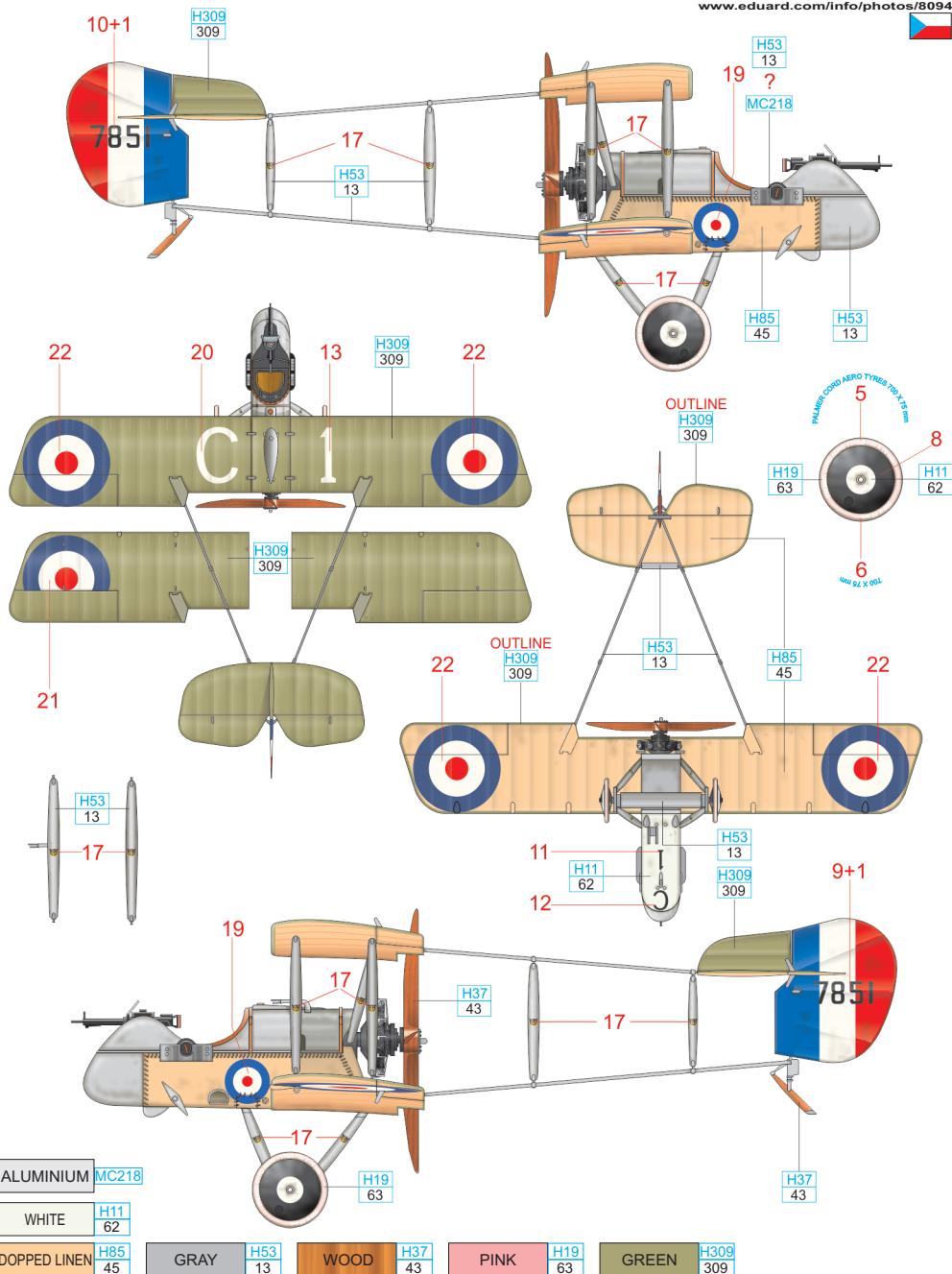




B No. 7851, No. 32 squadron RFC, Flight C, France, 1916

William G. S. Curphey gained a kill identified as a two-seat LVG on August 22, 1916, flying this airplane. Curphey shot down six enemy aircraft before his death on May 15th, 1917, all flying the DH-2 with No. 32 Sqdn. The service career of this aircraft ended on January 7th, 1917 at 1230h, when it was shot down by Lt. d.R. Erwin Boehme of Jasta 2. Sitting in the cockpit of the DH-2 was E.G.S. Wagner, who did not survive. Wagner, a member of No. 32 Sqdn RFC, thus became Boehme's ninth victim. Boehme reached a total of 24 kills by the end of the war. The black wheel discs with white centres and the 'C 1' code identify this aircraft as a No. 32 Sqdn 'C' Flight member.

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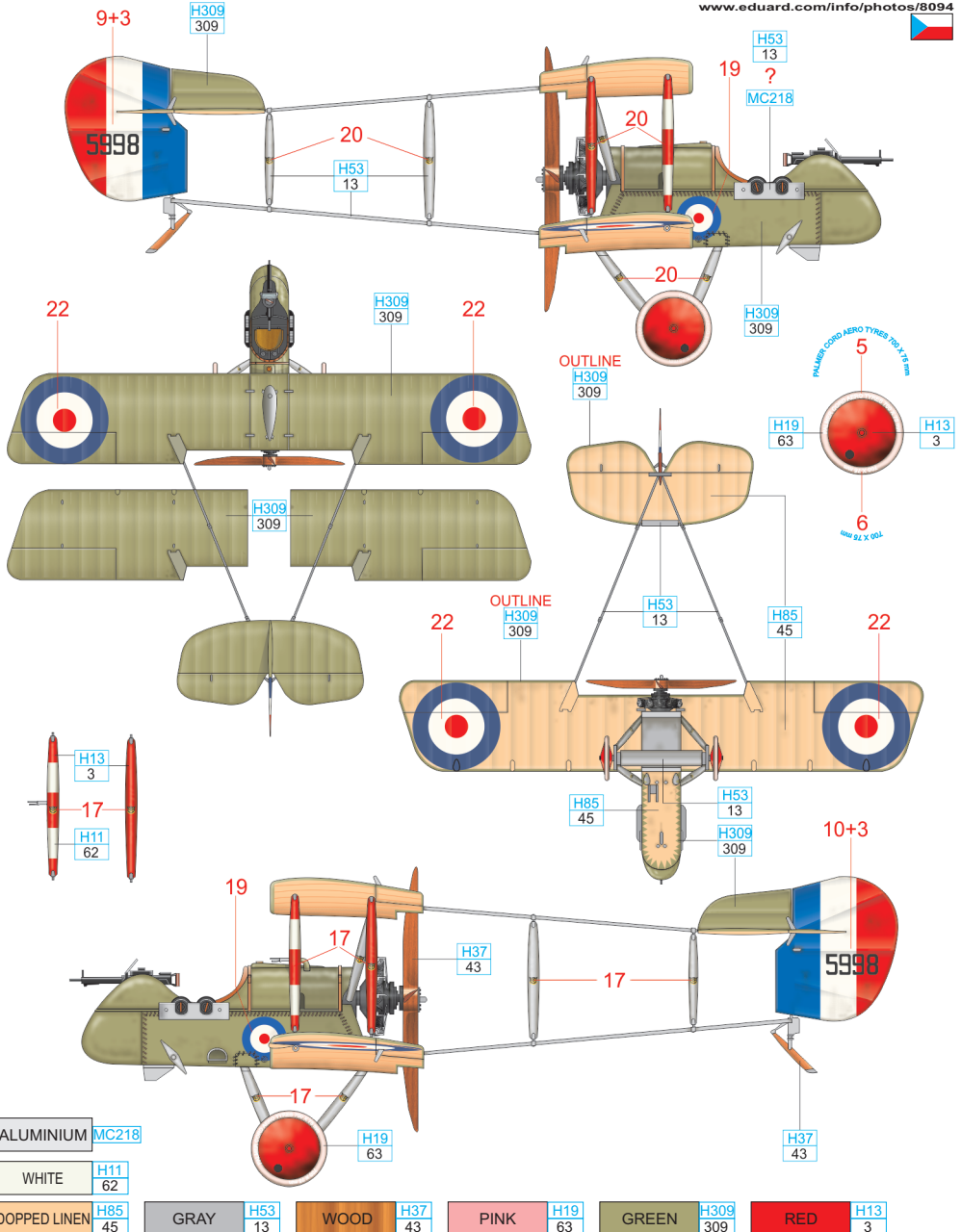


C No. 5998, Capt. John Oliver Andrews, No. 24 Squadron, RFC, France, 1916

5998 was flown by twelve-kill ace Capt. John O. Andrews. His flying career began as an observer/gunner in an Avro 504 with No.5 Sqn, RFC. He received his pilot rating on October 14th, 1915, and was assigned to the DH-2 equipped No.24 Sqn, RFC. He flew combat against German aces. On April 27th, 1916, he damaged an Eindecker flown by Max Immellmann. On November 22, 1916, he gained his seventh and last kill with No.24 Sqn. His victim that day appears to have been Stefan Kirmaier, CO of Jasta 2, and an eleven kill ace. The following day, he took part in combat that claimed the life of seven kill ace and No.24 Sqn CO Lanoe Hawker, at the hands of Manfred Freiherr von Richthofen. Andrews was transferred to No. 66 Sqn thereafter, and flew the Sopwith Pup. In all, he gained nine kills confirmed, and two listed as 'out of control'.

The second ace that flew this aircraft was Sidney Edward Cowan. Flying this airplane, he shot down a German two-seat LVG at Le Sars, thus gaining his fifth of seven kills. He died on November 17th, 1916.

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ALUMINIUM MC218

WHITE H11 62

DOPPED LINEN H85 45

GRAY H53 13

WOOD H37 43

PINK H19 63

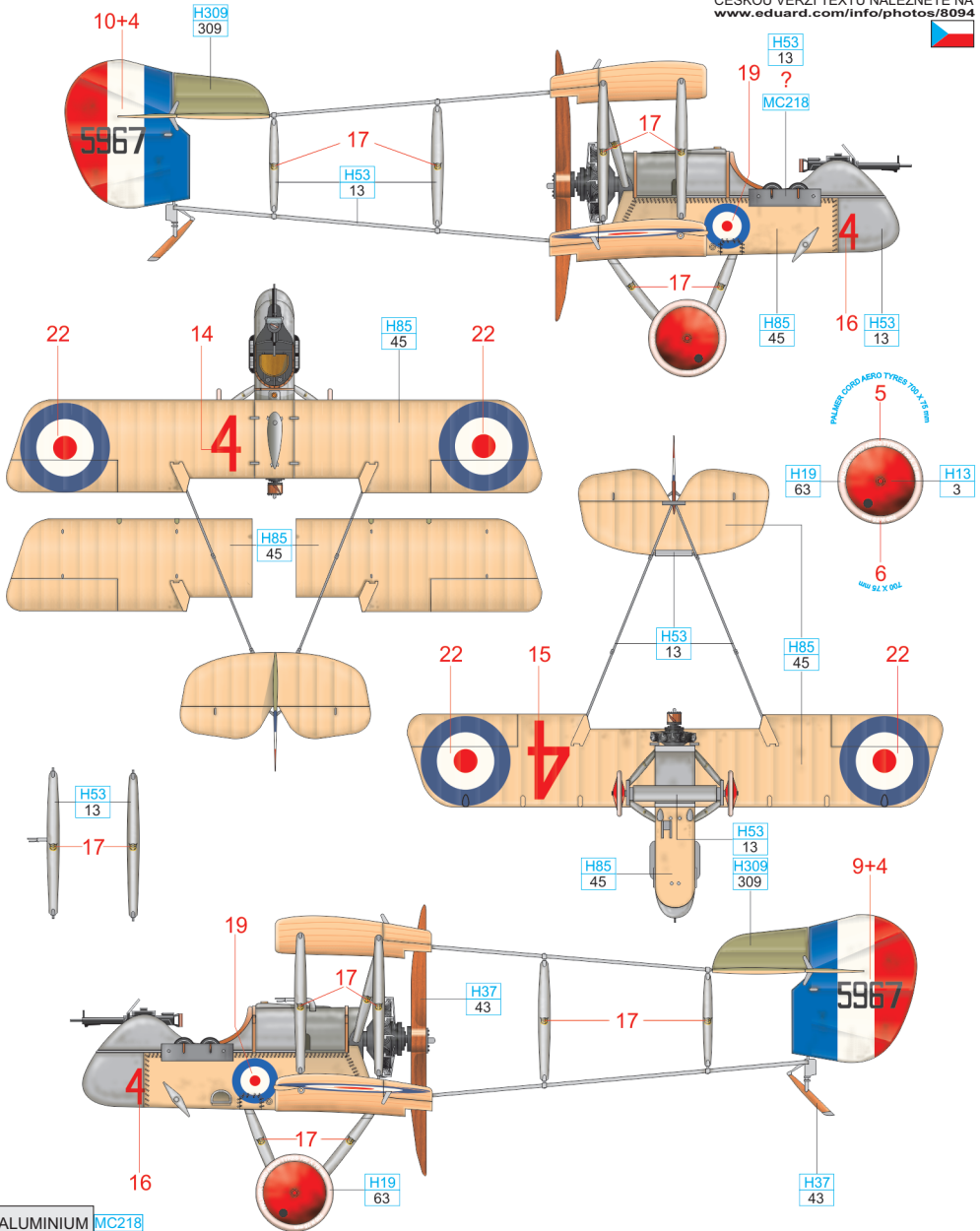
GREEN H309 309

RED H13 3

D No. 5967, Robert H. M. S. Saundby, No. 24 Squadron RFC, 'A' flight, France, July 1916

This pilot of No.24 Sqdn, who's full name was Robert Henry Magnus Spencer Saundby, gained a total of five kills over the First World War, three of which were flown from the cockpit of a DH-2. His first victory was acquired flying this aircraft. On July 31st, 1916, he claimed a German Fokker Eindecker, which was credited as 'out of control'. During the course of the same combat, which reportedly took place east of Roisel, he was wounded. Evidently, this was not overly serious, as by August 6th, he shared another kill with John O. Andrews. Later, he was transferred to No.41 Sqdn. His last victim was the airship Zeppelin L48. During the Second World War, as a staff member of Bomber Command, RAF, he took part in the planning phases of carpet bombing plans of German cities. He received a list of British and foreign awards, was knighted, and left the service in 1946 as Air Vice Marshall.

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www.eduard.com/info/photos/8094



ALUMINIUM MC218

DOPPED LINEN H85 45

GRAY H53 13

WOOD H37 43

PINK H19 63

GREEN H309 309

RED H13 3