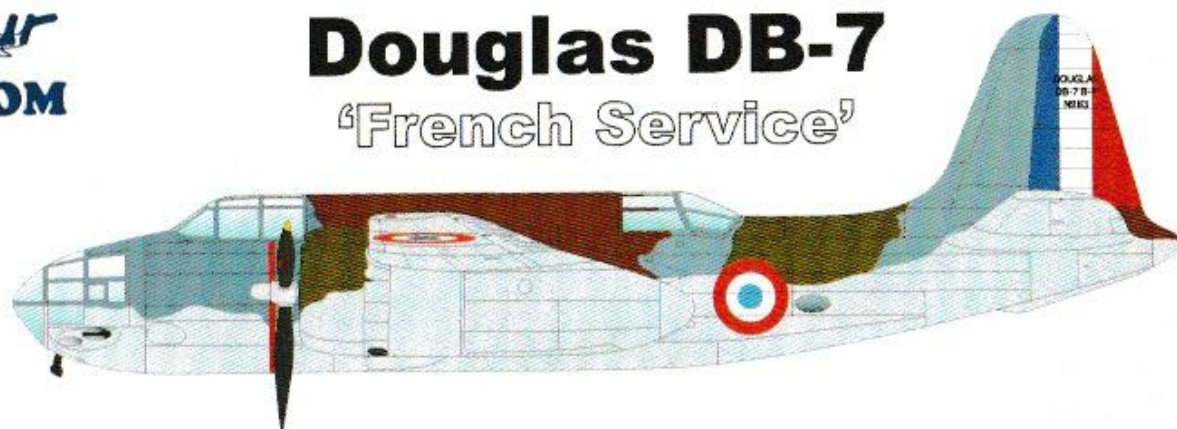


Douglas DB-7

'French Service'



F

En 1939, la France, soucieuse de se réarmer face à l'approche de la guerre, envoie une Commission d'Achat aux États-Unis. Celle-ci se fait montrer différents appareils, dont le Model 7B qui deviendra le DB-7, un bimoteur Douglas à aile haute. La France passe commande de 100 appareils, codés DB-7, à livrer pour le 31 janvier 1940, équipés de moteurs Pratt & Whitney P-1830-SC3-G. Des commandes supplémentaires sont passées le 14 octobre 1939 pour 100 DB-7A (dérive agrandie et moteurs Wright R-2600-A5B Twin Cyclone), 170 DB-7 additionnels, le 20 octobre, et enfin 480 DB-7B avec moteurs R-2600. Les appareils, expédiés en caisses, doivent être montés en France (Caen).

Finalement, il est décidé d'envoyer les DB-7 en caisses à Casablanca pour les monter au Maroc. Un certain retard dans la production et le convoyage ne permettent de monter que 10 avions en avril, 20 en mai, etc. Les appareils sont mis au standard français (manettes de gaz, équipement radio, armement, et peinture de la cocarde de fuselage, qui apparaît d'un bleu différent de celui de dérive et de cocardes d'ailes, peintes en usine) et sont d'abord remis aux GB I/19 et II/19, c'est seulement le 16 mai 1940 que ces groupes sont à dotation complète.

Ils sont envoyés en métropole, et, vu la situation désastreuse de l'armée française, sont engagés contre les Allemands dans le Nord de la France. À la mi-juin, il est décidé d'évacuer les appareils modernes vers l'Afrique du Nord, les DB-7 sont donc renvoyés en Algérie. Le GB II/61, équipé entre temps de DB-7, intervient sur l'Italie et bombarde Cagliari.

Au moment de la capitulation, la Commission d'Achat française décide de transférer les contrats non exécutés vers le Royaume-Uni, ce qui permet à ce dernier de récupérer les DB-7 et DB-7A non encore livrés. Les Britanniques leur affecteront la désignation « Boston I » (DB-7) et « Boston II » (DB-7A) et bien évidemment les utiliseront avec des équipements britanniques. Les versions ultérieures, qui auront une dérive agrandie et des moteurs plus puissants, seront les Boston III, Havoc, etc., une lignée particulièrement réussie d'appareils polyvalents utilisés sur presque tous les fronts de la Seconde guerre mondiale, aux couleurs de nombreux pays (France, USA, Royaume-Uni, URSS, Australie...)

Après le débarquement en AFN, les DB-7 français reprennent le combat au côté des Alliés. Au moins un appareil a servi lors de la libération des poches de l'Atlantique.

Spécifications (DB-7 français) : bombardier bimoteur triplace de construction métallique à aile médiane. Moteurs : deux Pratt & Whitney 1830-SC3-G de 910 cv. Envergure 18,70 m, longueur 14,30 m surface alaire 43,10 m². Plafond 9 400 m, vitesse maximale à 3 400 m : 496 km/h. Armement : 4 mitrailleuses Browning dans le nez, deux mitrailleuses MAC jumelées en poste arrière, 800 kg de bombes en soute.

EN

In 1939, as war was looming, the French government sent a purchasing committee to the USA to buy planes. During their visit, they were shown the Douglas Model 7B, a promising twin-engine, high-winged light bomber. France decided to order 100 of these aircraft, which were renamed Douglas DB-7, to be delivered by January 31, 1940.

Later, on October 14, 1939, France placed another order for 100 DB-7As, which featured Wright R-2600-A5B Twin Cyclone engines, an enlarged tail-fin, lengthened engine nacelles, and different engine cowls. On October 20, 1939, France ordered an additional 170 DB-7s and 480 DB-7Bs, which were to be shipped to France for assembly (Caen). Finally, the crated aircraft were sent to Morocco for assembly in Casablanca.

Only 10 aircraft were assembled in April, and 20 in May, with similar progress in the following months. The DB-7 assembled in Morocco were modified to meet French standards, with changes made to throttles, radio equipment, armament, and painting of the fuselage roundels. The assembled planes were first issued to groups GB I/19 and II/19, but it wasn't until May 16, 1940, that these Groups were fully equipped for use in metropolitan France.

In mid-June 1940, the French forces opposing the German advance in northern France were in a disastrous state. As a result, it was decided to evacuate any remaining modern aircraft to France's North African colonies, so the DB-7s were sent to Algeria. The DB-7s bombed Cagliari in Sardinia after Italy attacked a much-weakened France.

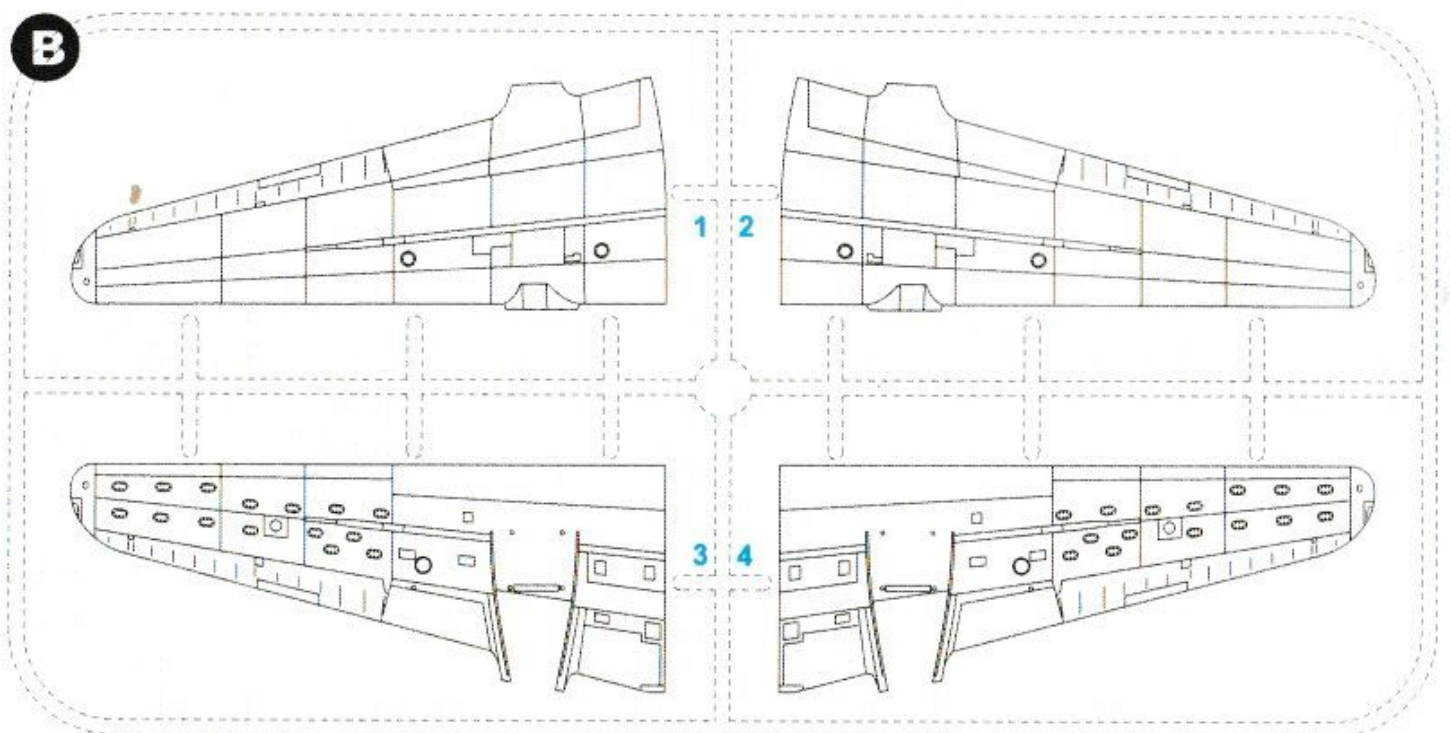
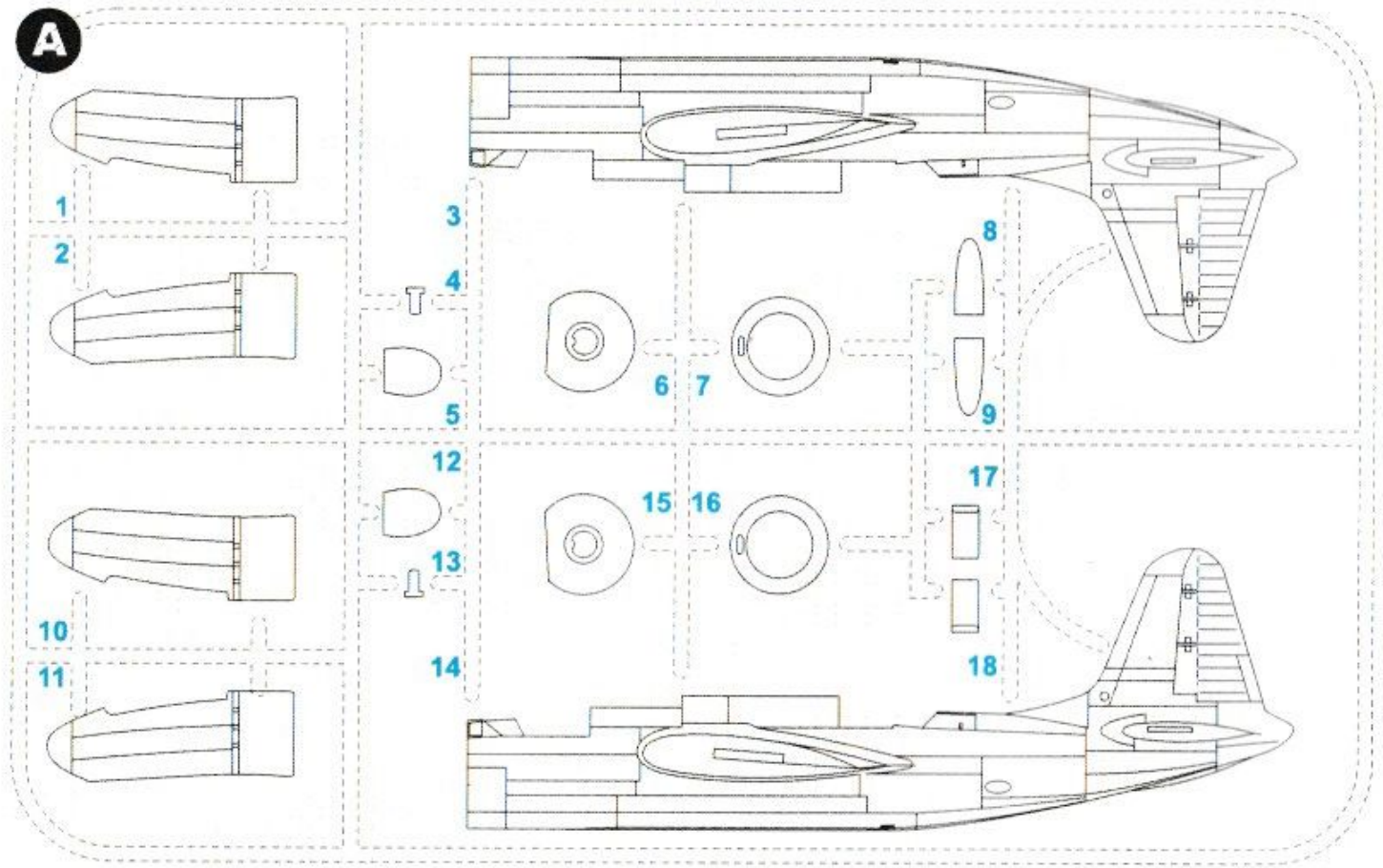
After the US/British landings in North Africa in 1942, the DB-7 were back into action against the Axis forces. In 1944, at least one aircraft continued to fight in the liberation of the 'Atlantic pockets'.

On June 20, 1940, France signed an armistice with Germany and unfulfilled French contracts in USA were transferred to the British. The British designated these aircraft Boston Mk. I & II, respectively, although some were renamed as Havoc Mk. I & II when operated as night fighters and intruders.

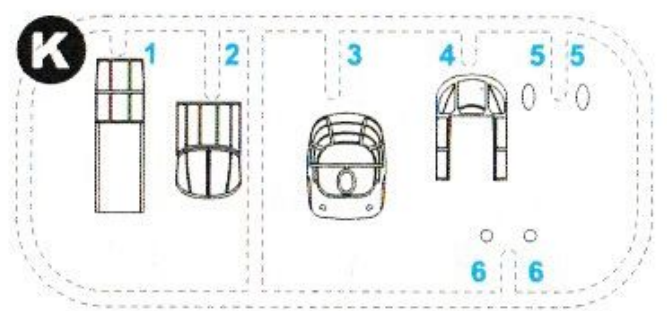
The DB-7 was a very capable and adaptable light bomber. Later versions, with enlarged tail fins and more powerful engines, were the Boston Mk. II, Boston Mk. III, Havoc, etc.. They were used by many countries including France, the UK, USA, USSR, Australia, South Africa, and Brazil.

Specifications for French DB-7: A three-seat, all-metal light bomber of mid-wing design with twin 910 hp Pratt & Whitney 1830-SC3-G engines. Wingspan 18.70 m, length 14.30 m, and wing area 43.10 m². Its service ceiling was 9,400 m and it had a maximum speed of 496 km/h at 3,400 m. Armament was four Browning machine guns in the nose, twin MAC machine guns in the upper rear fuselage, and up to 800 kg of bombs carried internally.

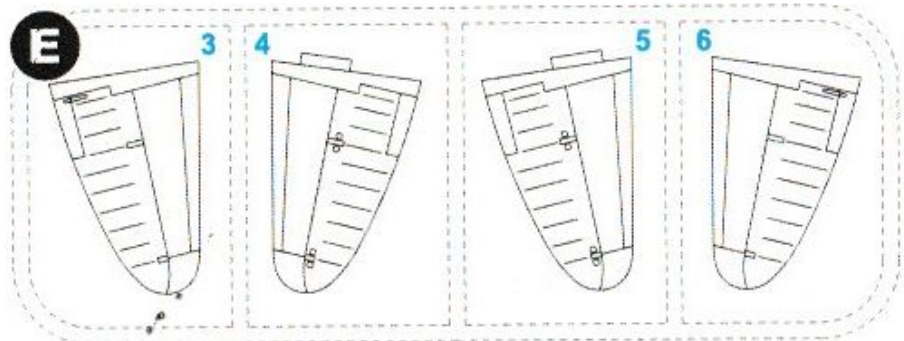
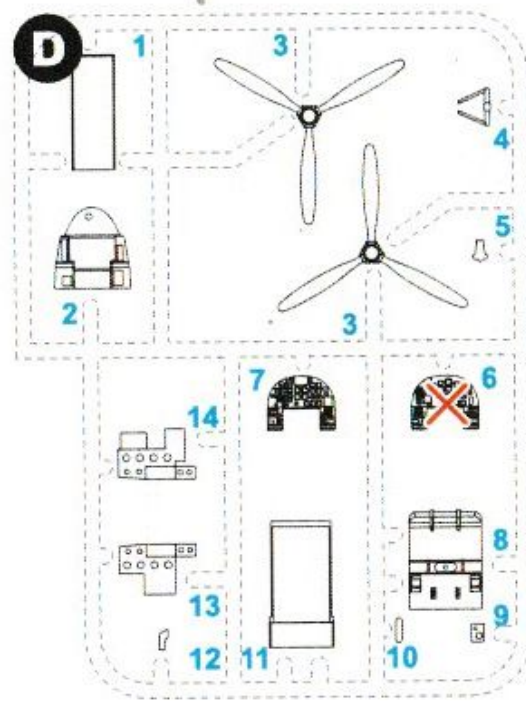
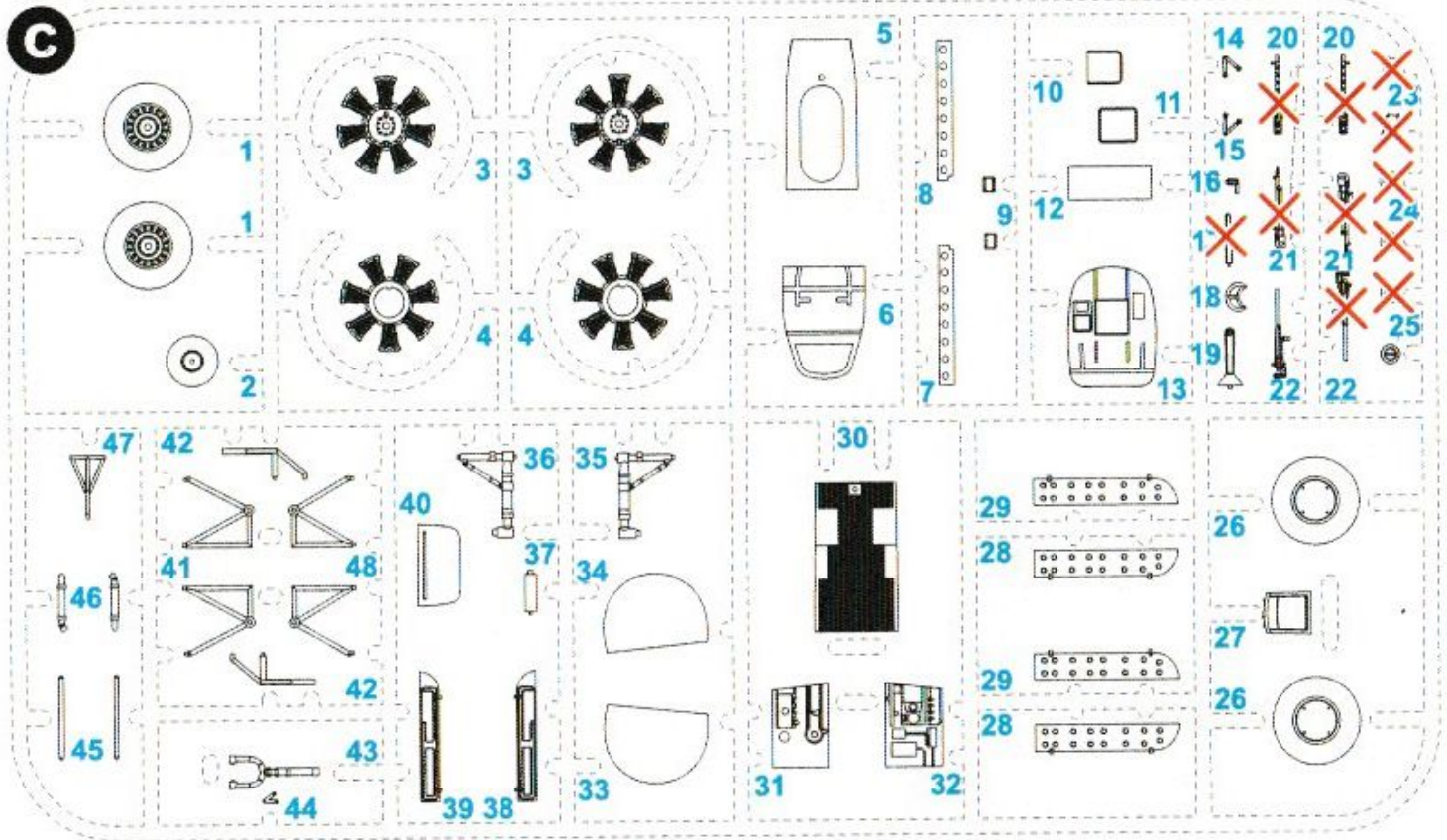
PIÈCES EN PLASTIQUE / PLASTIC PARTS



PIÈCES TRANSPARENTES
CLEAR PARTS



PIÈCES EN PLASTIQUE / PLASTIC PARTS



X *Ne pas utiliser*
Do not use this part

GUNZE Colour No.

| | | |
|----------|---------------------------------|-----------|
| A | Noir Mat / Flat Black | H12/C33 |
| B | Aluminium / Aluminium | H8/C8 |
| C | Vert Intérieur / Interior Green | H57/C27 |
| D | Métal Carbonisé / Burnt Metal | H61/C76 |
| E | Noir Pneu / Tire Black | H77/C137 |
| F | Fer Foncé / Dark Iron | MC214 |
| G | Bleu Gris / Grayish Blue | H337/C337 |
| H | Rouge Clair / Clear Red | H90/C47 |
| I | Vert Clair / Clear Green | H94/C138 |

SYMBOLS

? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

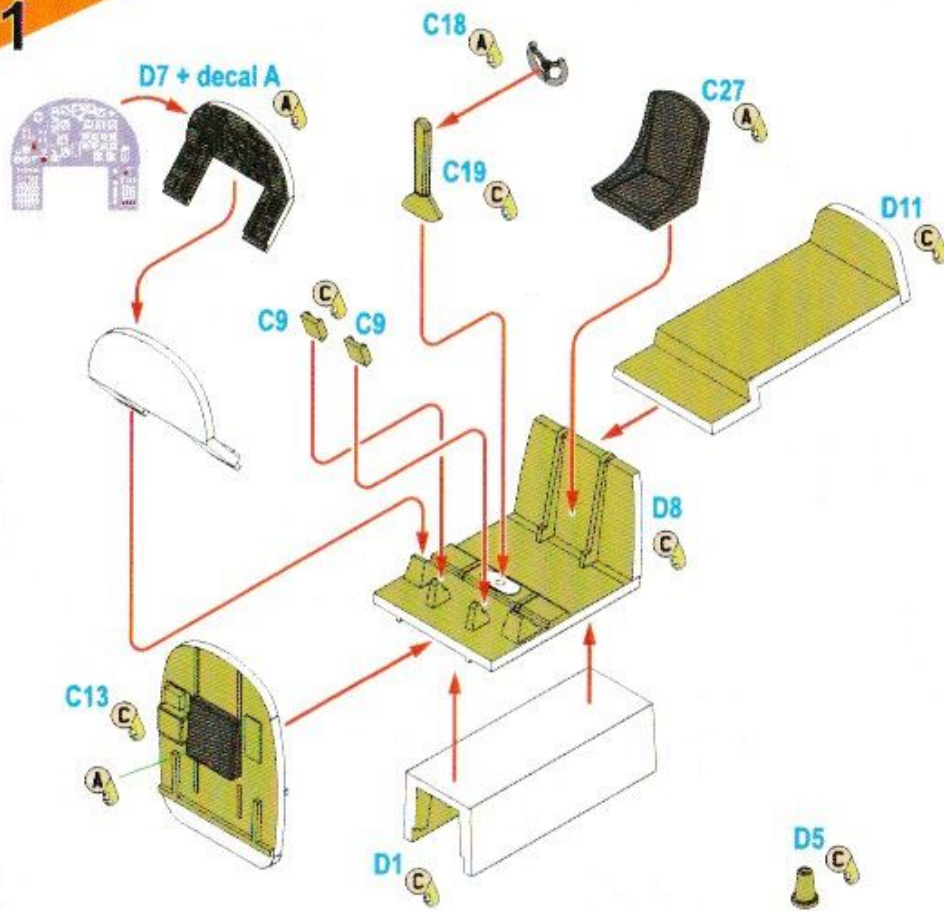
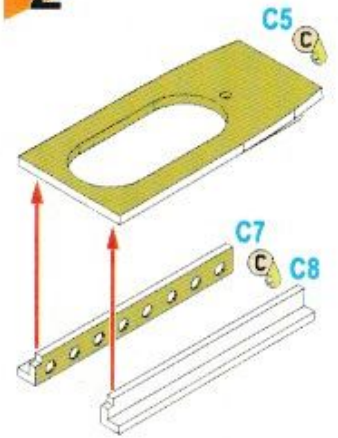
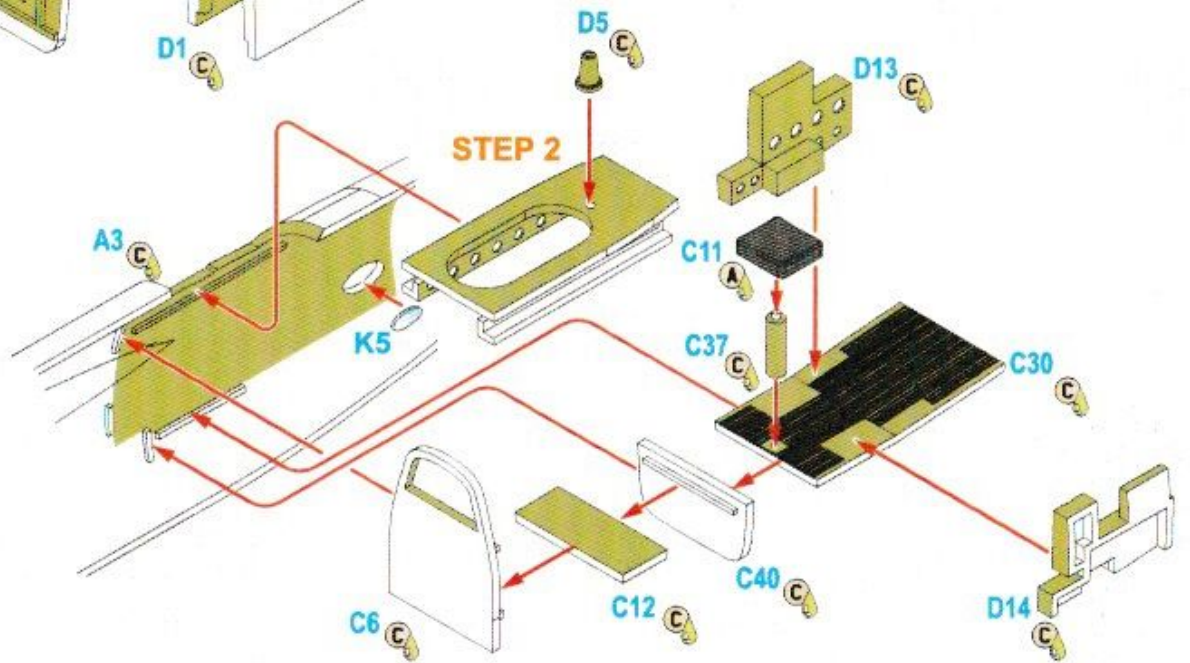
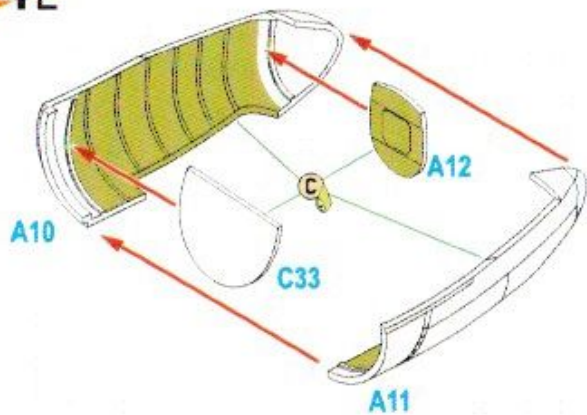
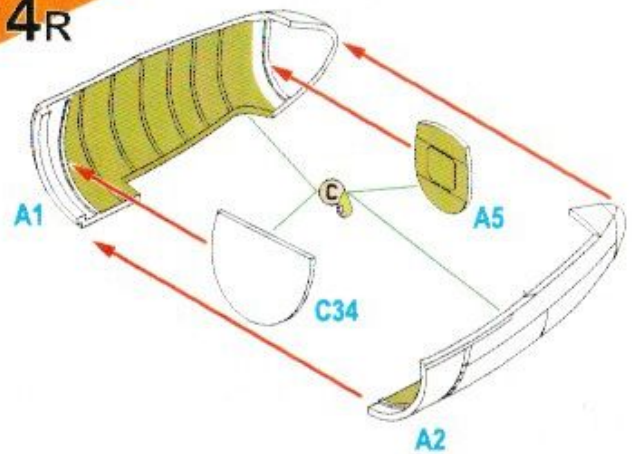
🔹 POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
ADHÉSIF CYANOACRYLAT

👉 OHNOUT
BEND
BIEGEN
COURBER

👉 ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

👉 ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

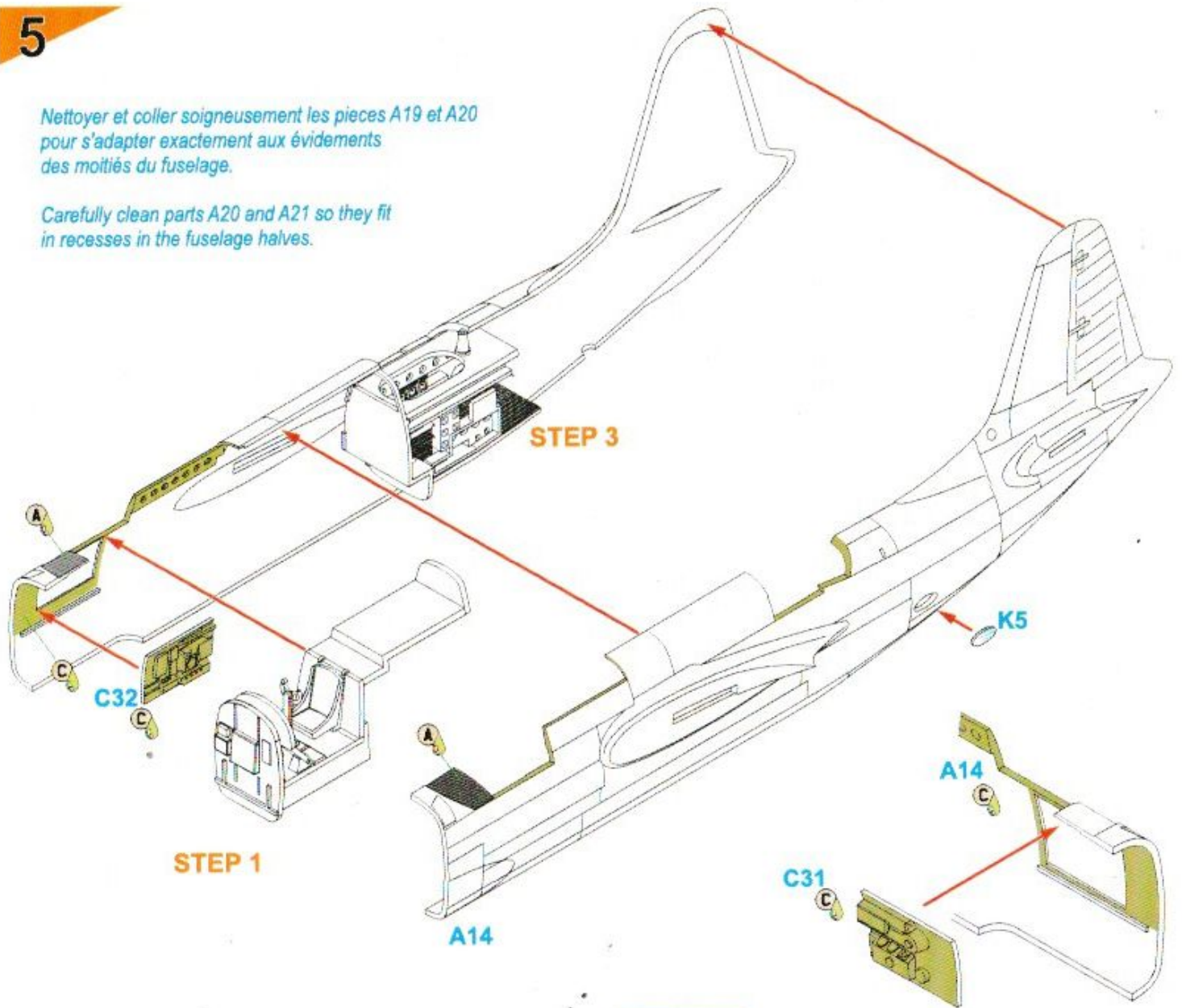
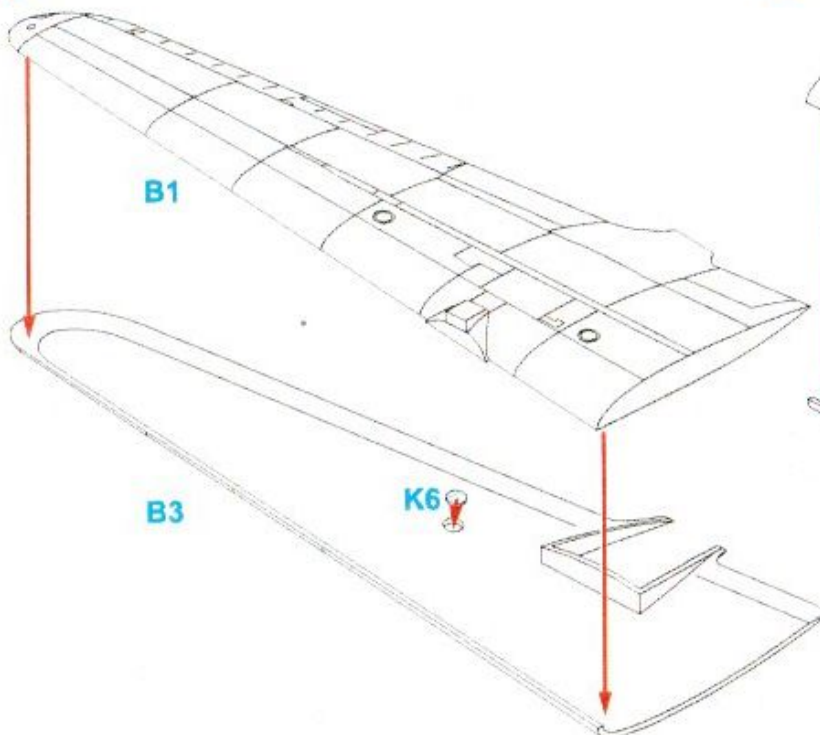
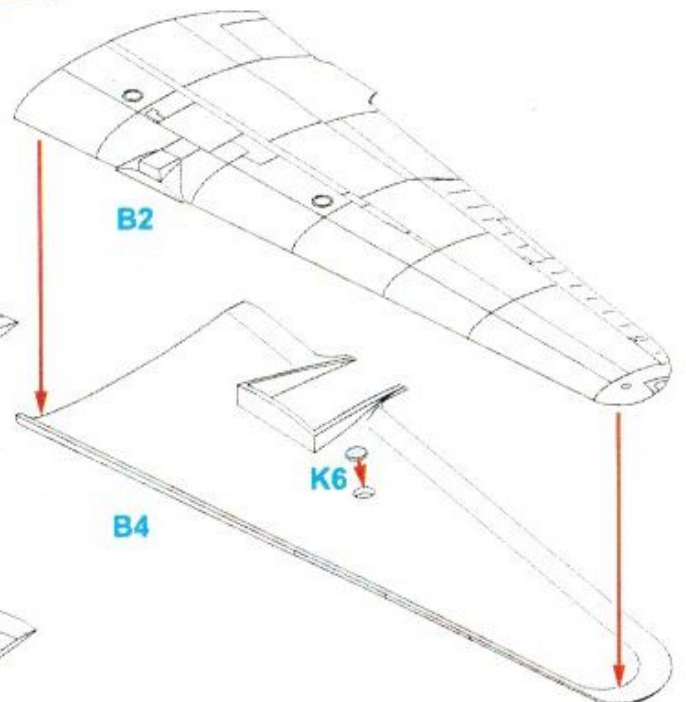
👉 NÁTRIT
COLOUR
FARBEN
PEINDRE
GSI
colours code

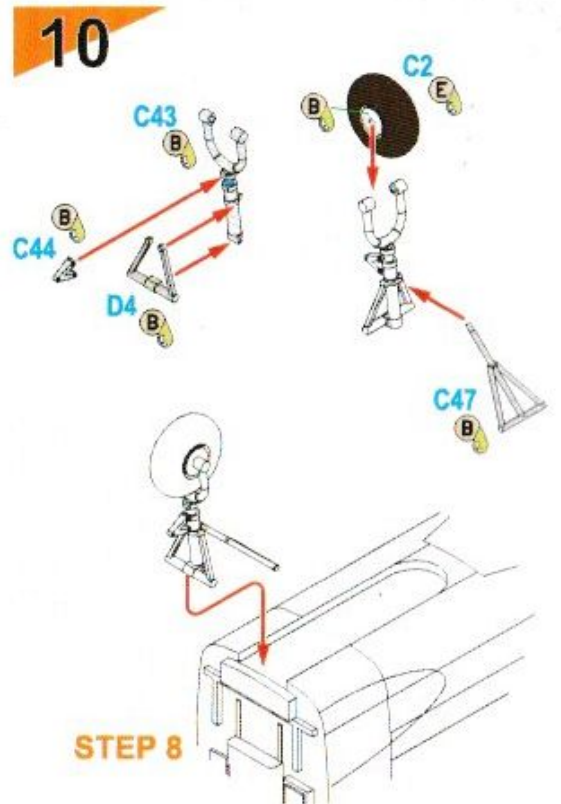
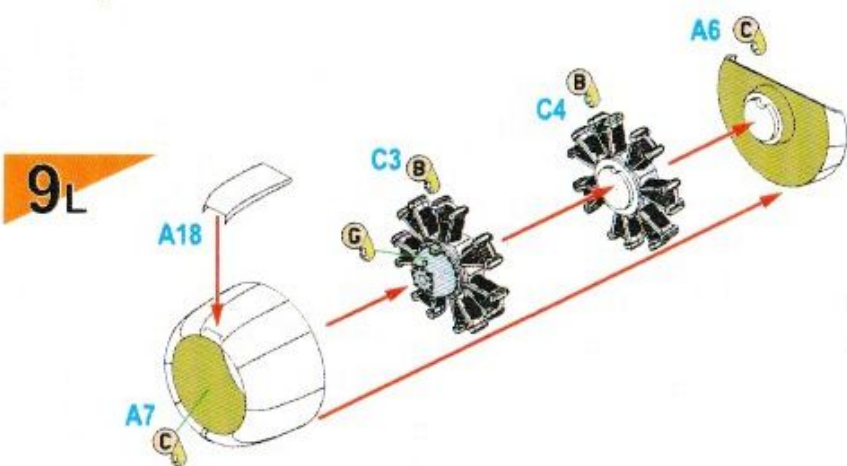
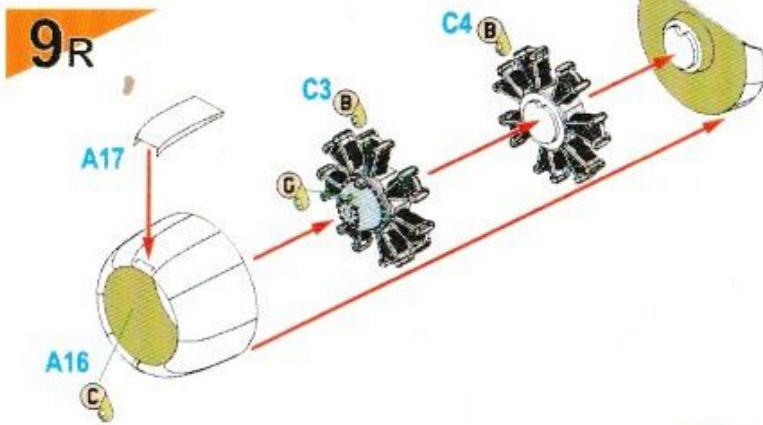
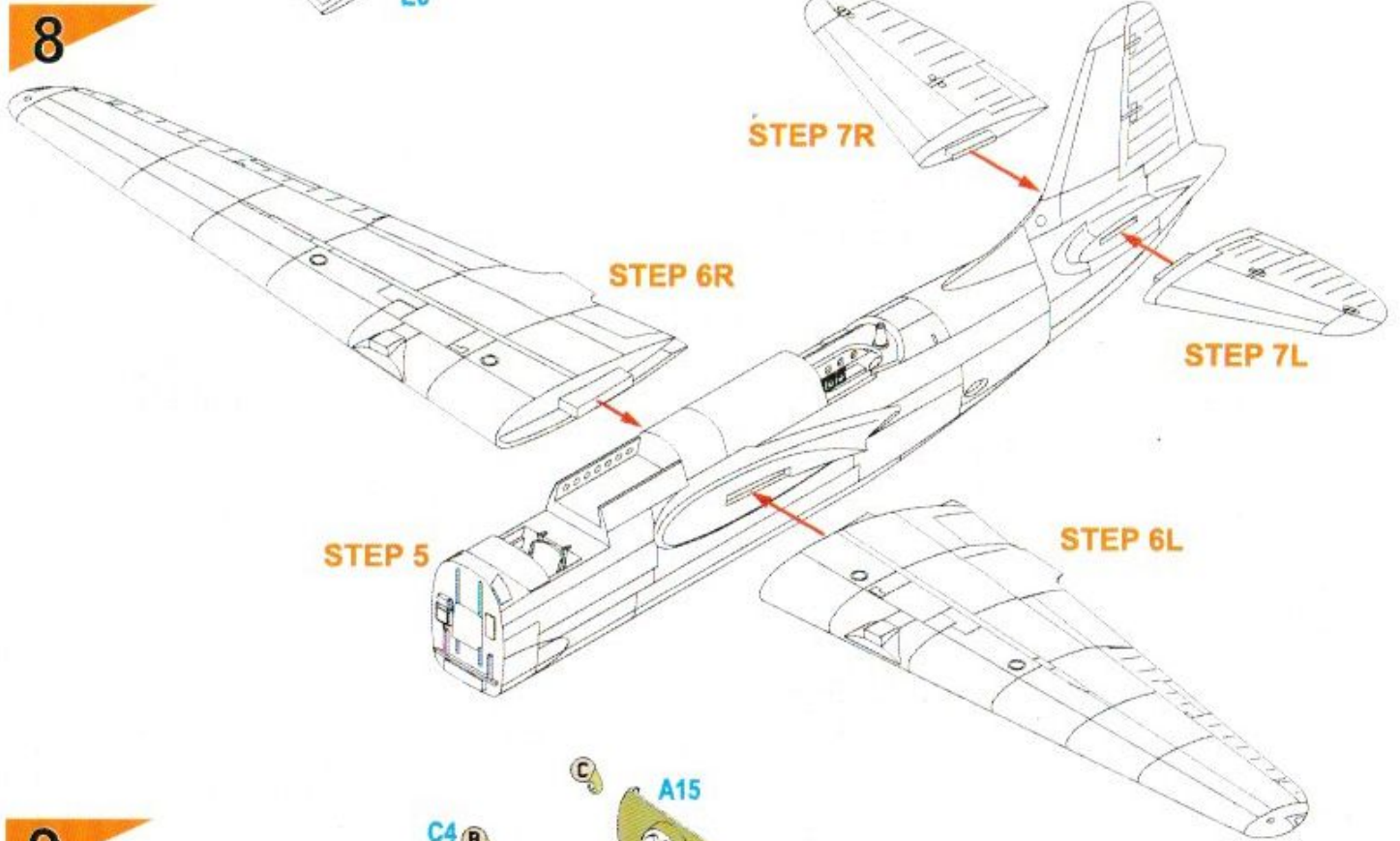
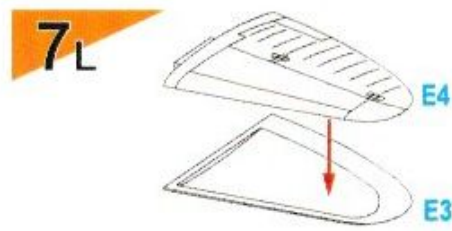
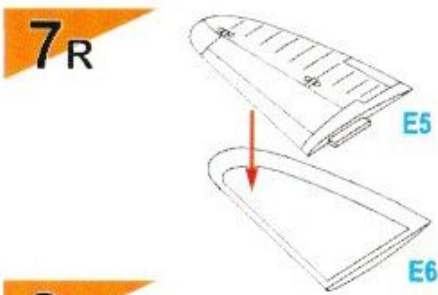
1**2****3****4L****4R**

5

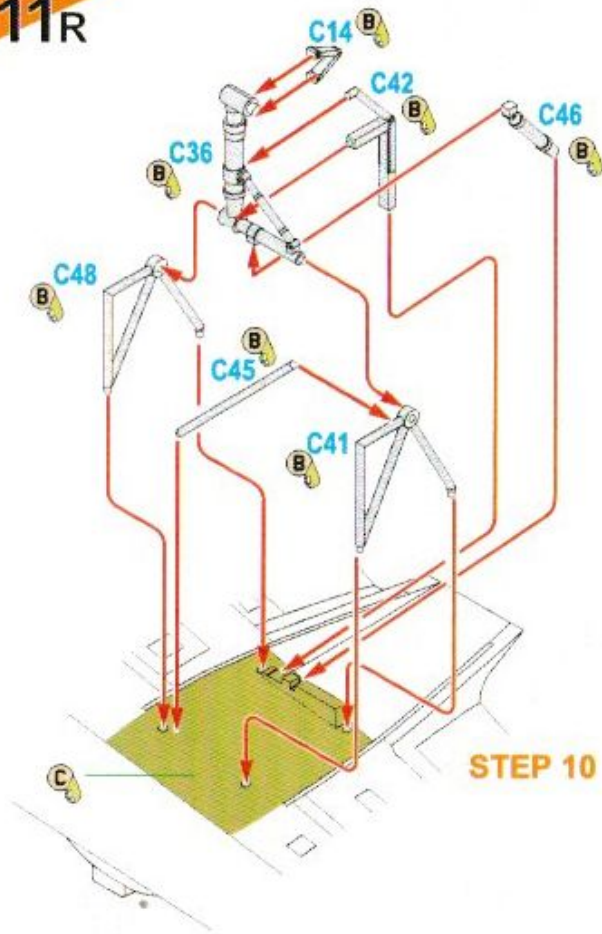
Nettoyer et coller soigneusement les pieces A19 et A20 pour s'adapter exactement aux évidements des moitiés du fuselage.

Carefully clean parts A20 and A21 so they fit in recesses in the fuselage halves.

**6R****6L**

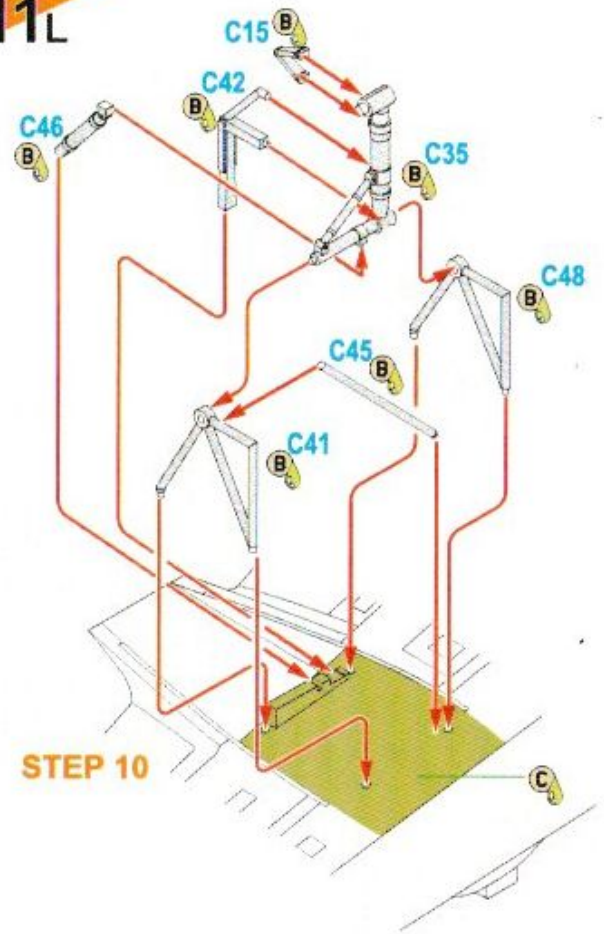


11R



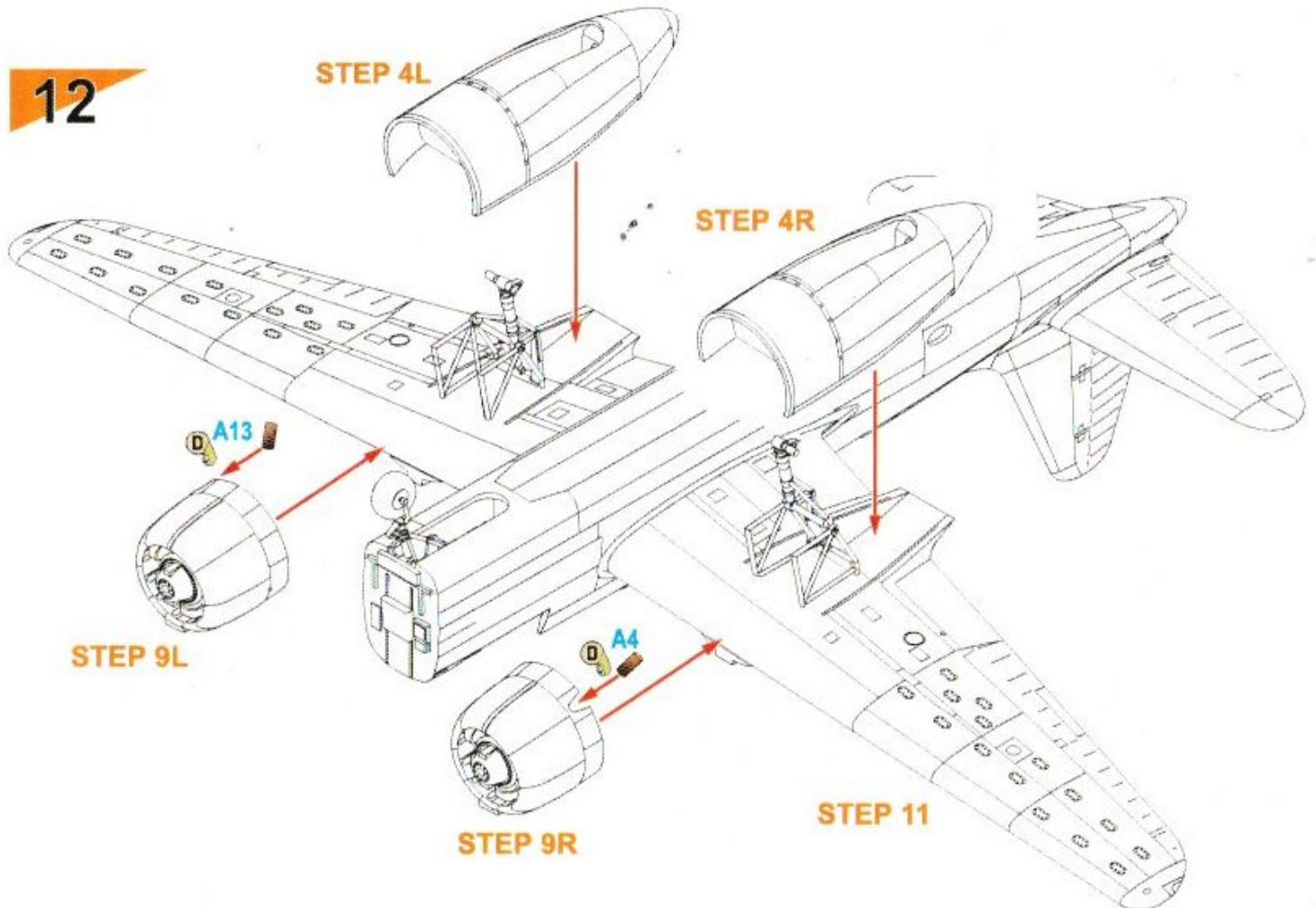
STEP 10

11L



STEP 10

12



STEP 4L

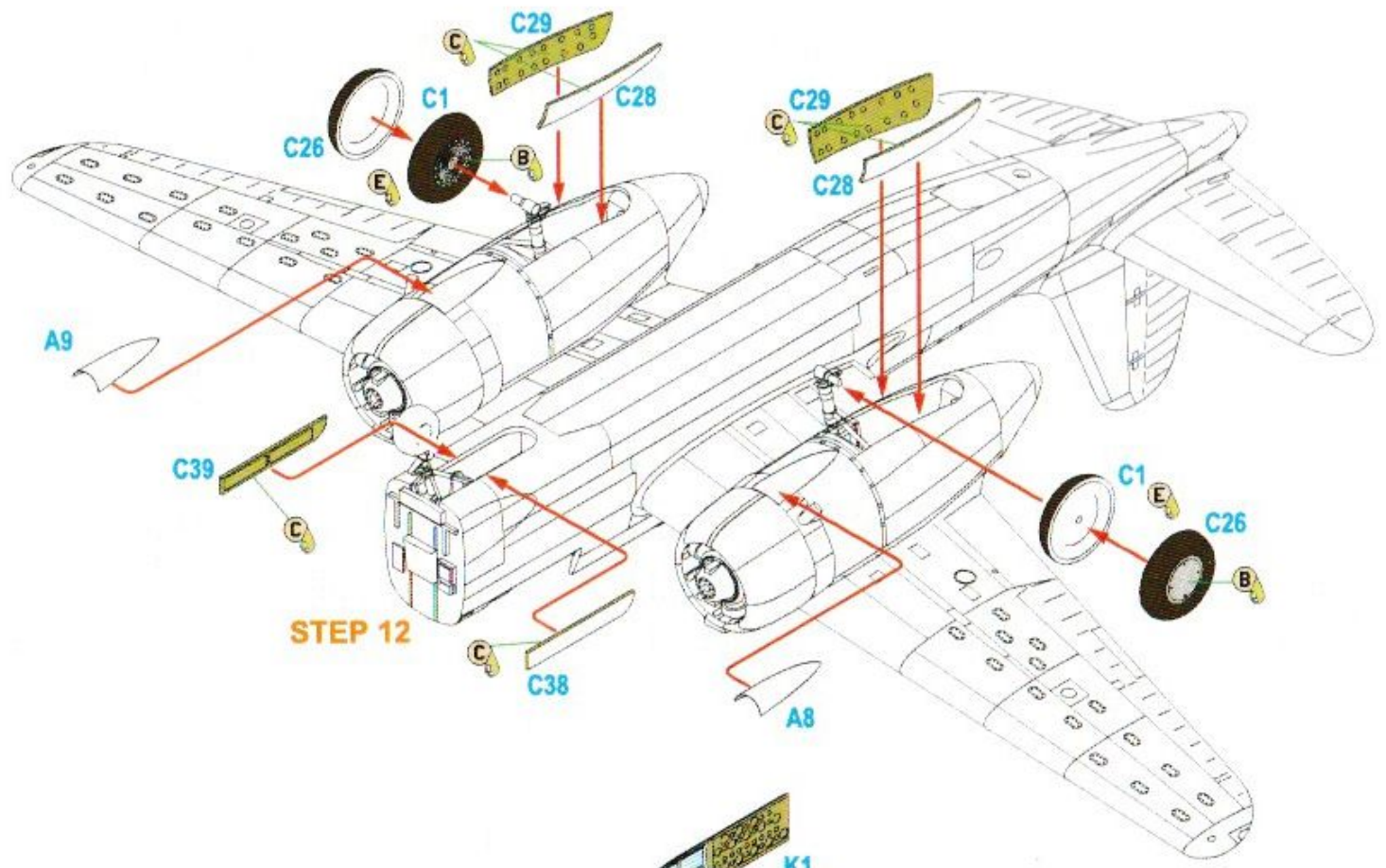
STEP 4R

STEP 9L

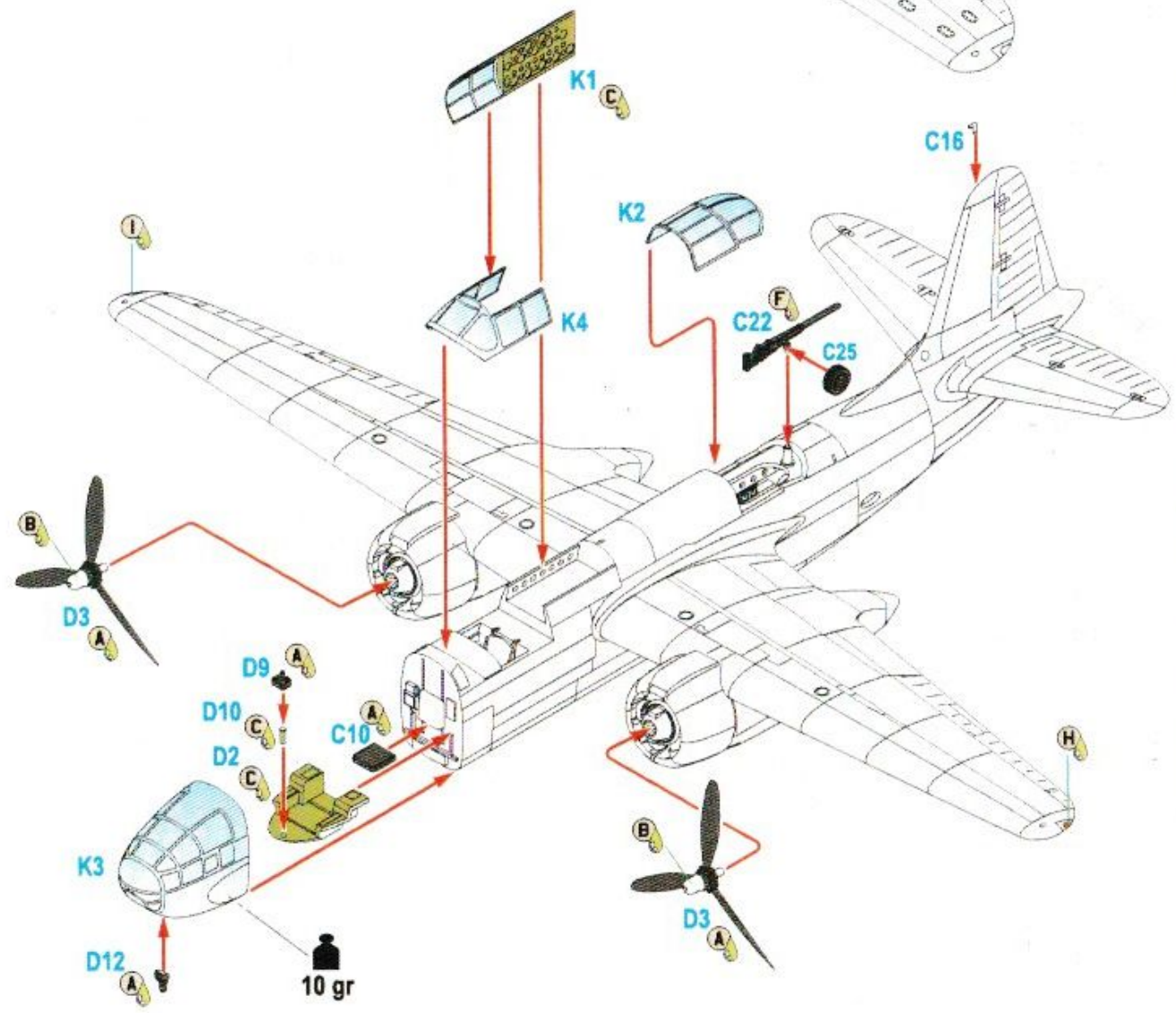
STEP 9R

STEP 11

13



14



Scheme A

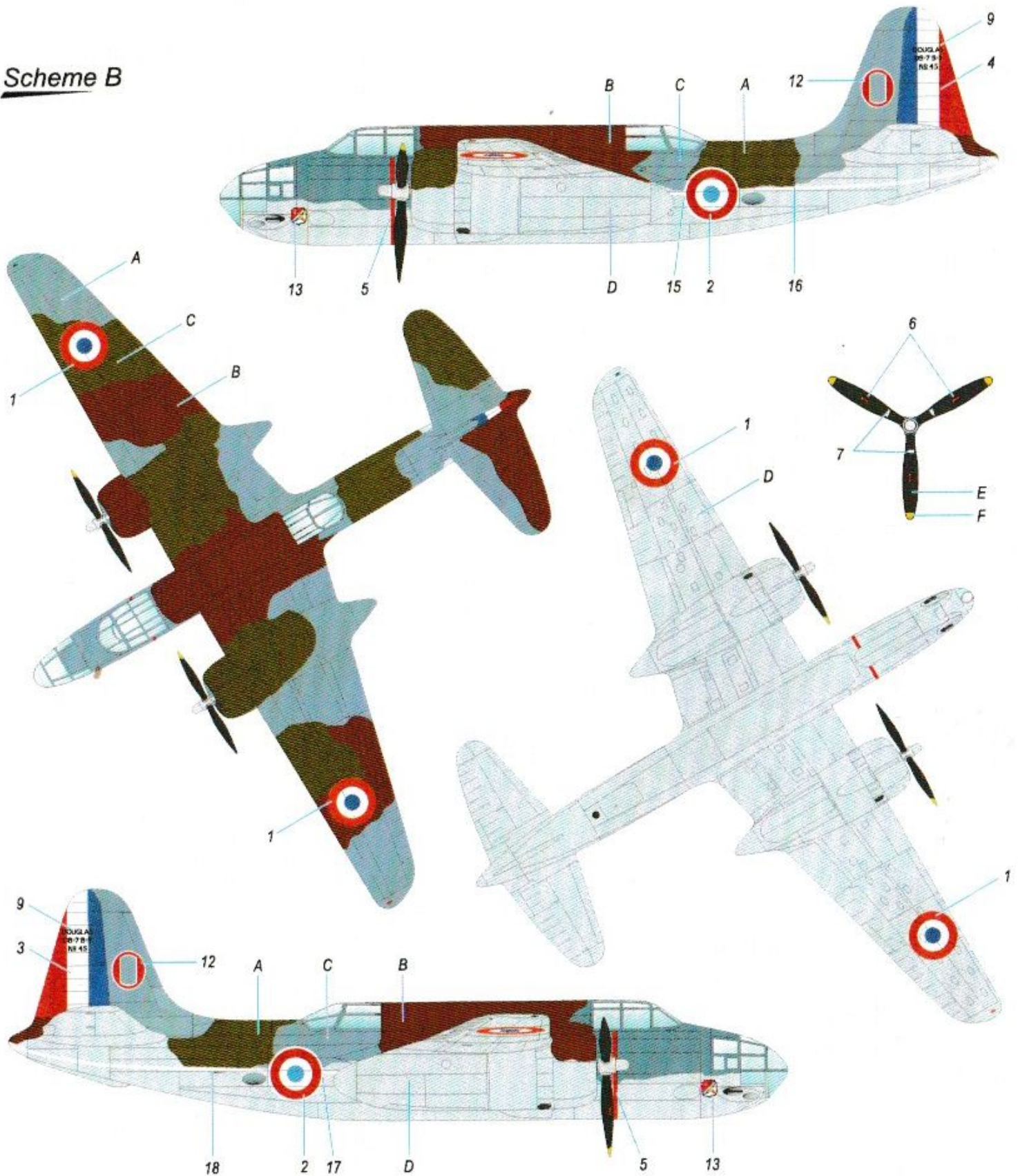


- | | | | | | |
|---------------------------|--|---|--|-----------------------------------|-----------------------------------|
| A Khaki H73/C23 | B Dark Brown Brun Foncé H17/C29 | C Dark Grey-Blue Gris Bleu Foncé H307/C307 | D Light Blue-Grey Gris Bleu Clair H337/C337 | E Black Noir H12/C33 | F Yellow Jaune H4/C4 |
|---------------------------|--|---|--|-----------------------------------|-----------------------------------|

N° 45, GB I/32, Afrique du Nord. Appareil du Commandant de Groupe, codé 0 Rouge

Nr 45, GB I/32, North Africa. Aircraft of Group Commandant, coded Red 0

Scheme B



A Khaki
Khaki
H73/C23

B Dark Brown
Brun Foncé
H17/C29

C Dark Grey-Blue
Gris Bleu Foncé
H307/C307

D Light Blue-Grey
Gris Bleu Clair
H337/C337

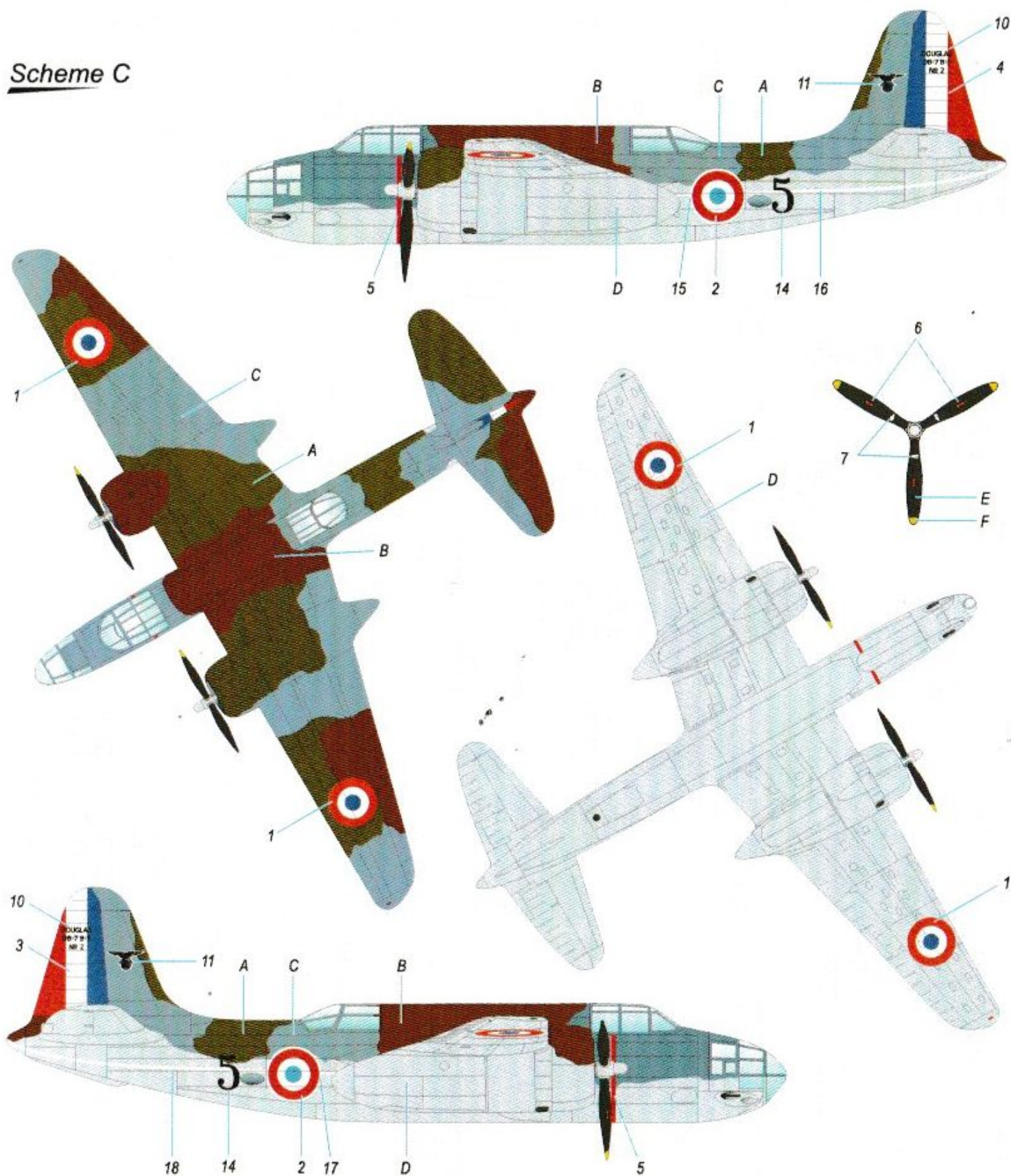
E Black
Noir
H12/C33

F Yellow
Jaune
H4/C4

N°2, 4 ème escadrille GB II/32, Laghouat, Algérie, 19 mars 1941, Adj-chef Picard. Codé 5, avec insigne BR 219

Nr2, 4 ème escadrille GB II/32, Laghouat, Algeria, 19 th of March 1941, Adj-chef Picard. Coded 5 with BR 219 crest.

Scheme C



- | | | | | | |
|---------------------------|--|---|--|-----------------------------------|-----------------------------------|
| A Khaki H73/C23 | B Dark Brown Brun Foncé H17/C29 | C Dark Grey-Blue Gris Bleu Foncé H307/C307 | D Light Blue-Grey Gris Bleu Clair H337/C337 | E Black Noir H12/C33 | F Yellow Jaune H4/C4 |
|---------------------------|--|---|--|-----------------------------------|-----------------------------------|

ATTRACTIVE 1/72 SCALE KITS

FR0046



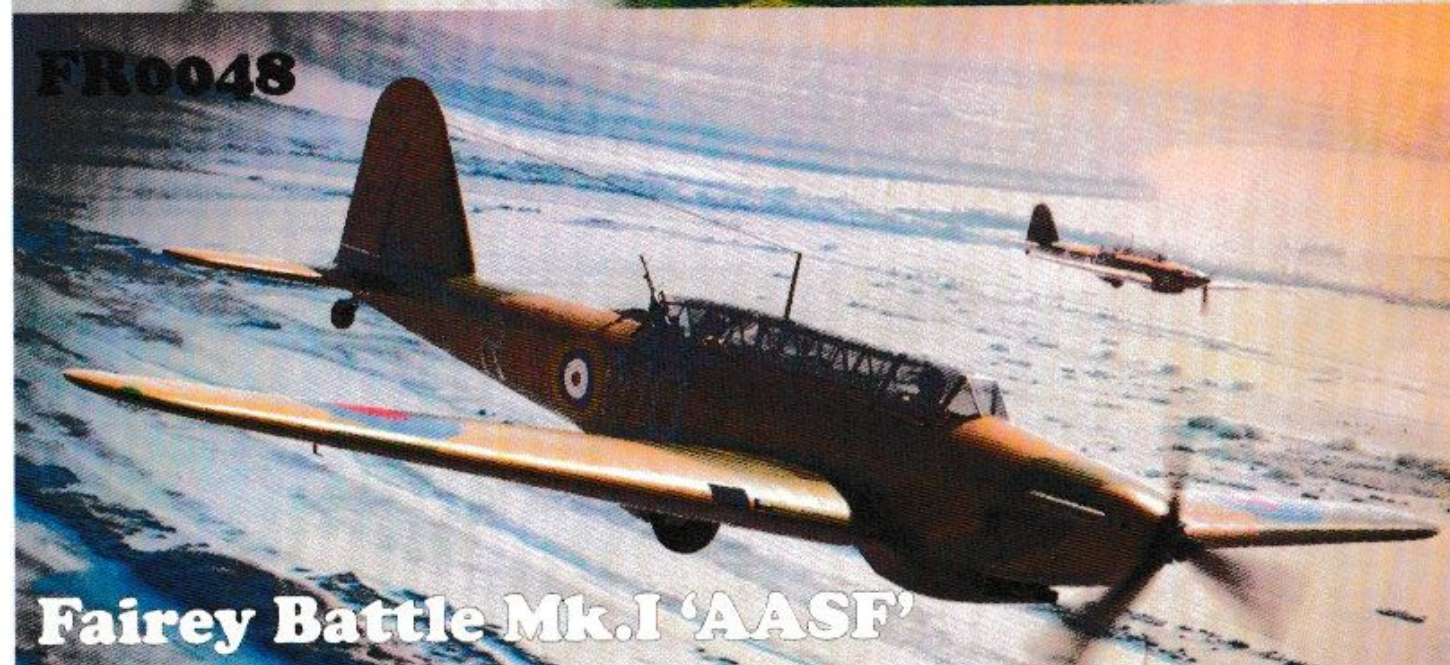
Fairey Battle Mk.I 'In Belgium'

FR0047



Fairey Battle Mk.I 'Poles in UK'

FR0048



Fairey Battle Mk.I 'AASF'

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