

The Royal Aircraft Factory BE2c.

COLOUR GUIDE (Also see combined 3-view/camouflage drawing)

All aircraft to mid 1916:

Propeller blades.....	Dark varnished wood showing lighter laminations
Engine cowling metal parts.....	Light GREY
Engine cylinders & Lewis gun.....	GUN-METAL
Engine piping.....	COPPER
Exhaust pipes.....	Metallic BRONZE
Rubber parts (tyres, axle binding & skid elastic) ..	Dark GREY
Seat cushions & cockpit padding.....	Dark LEATHER
Seats (generally wicker)	Varnished BUFF
All struts.....	Medium varnished wood.
All upper & lower surfaces.....	Clear doped & varnished linen.
National markings.....	BLUE/WHITE/RED equal width roundels above top & below lower wings, also on either side of fuselage. BLUE/WHITE/RED equal width rudder stripes.

NOTE: Previous to the above date national markings were in the form of Union Jacks on wings & fuselage. When roundels were introduced some aircraft had small roundels above and below the tailplane surfaces also. Many non-standard schemes were apparent up to 1916. See references used, also Bombing Colours.....F.S.L.Publications

A typical example of a BE2c flying in 1916 had the above finish and was serial numbered 2673 in 18" high figures situated either side of the fin in black. This aircraft had a small black triangle behind the fuselage roundels indicating it was serving with No.2 Squadron of the R.F.C. on the Western Front.

All aircraft from mid 1916:

Colours as above with the following exceptions (this is the period when camouflage was introduced):

All upper surfaces & fuselage sides on R.F.C.machines...PC.10 GREEN
(Home Defence)

All upper surfaces and fuselage sides on R.N.A.S.machines ..PC.12 BROWN
PC.12 was applied to R.F.C. machines overseas. PC.10 was a khaki-green and PC.12 a chocolate-brown. On all camouflaged surfaces the roundels and serial numbers were outlined with a thin white line 1" wide.

Most R.F.C. and R.N.A.S. home defence squadron aircraft were left in the natural finish scheme described for pre 1916. Note that some propeller tips were painted grey for approx. 1/5 the length of the blade. Attention to the various references given will enable the modeller to choose a suitable colour scheme for a particular aircraft.

REFERENCES: Scale Models, June 1976.....Ray Rimell/Ian Stair
World Aircraft. Origins - W.W.1.....Sampson Low
Aero Modeller, February 1955.....Kenneth McDonough
The British Bomber Since 1914.....Putnam
Profile No.133 (BE2, 2a and 2b).....Profile Publications
British Military Aircraft of W.W.1 Vol.4..Arms & Armour Press
The Imperial War Museum
The R.A.F. Museum, Hendon

The Royal Aircraft Factory BE2c.

HISTORY.

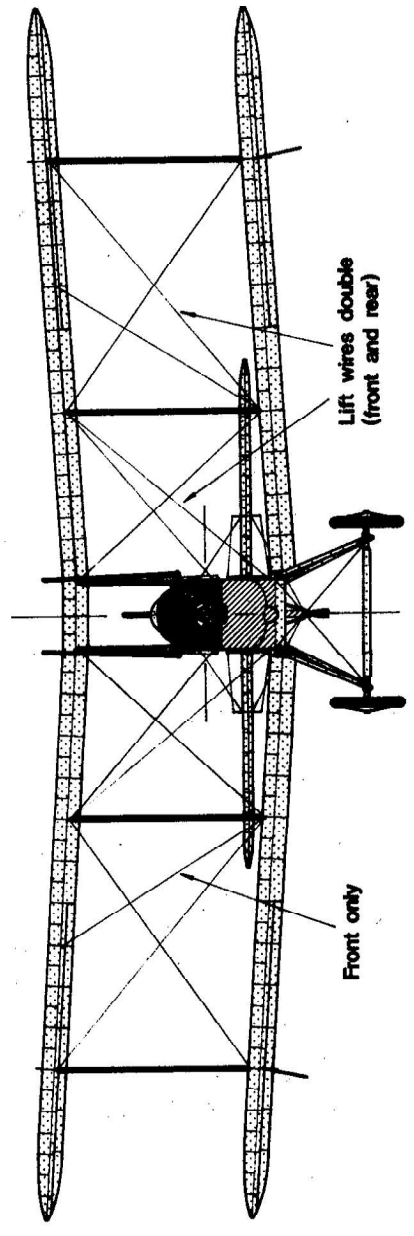
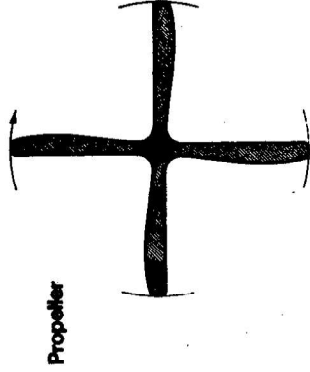
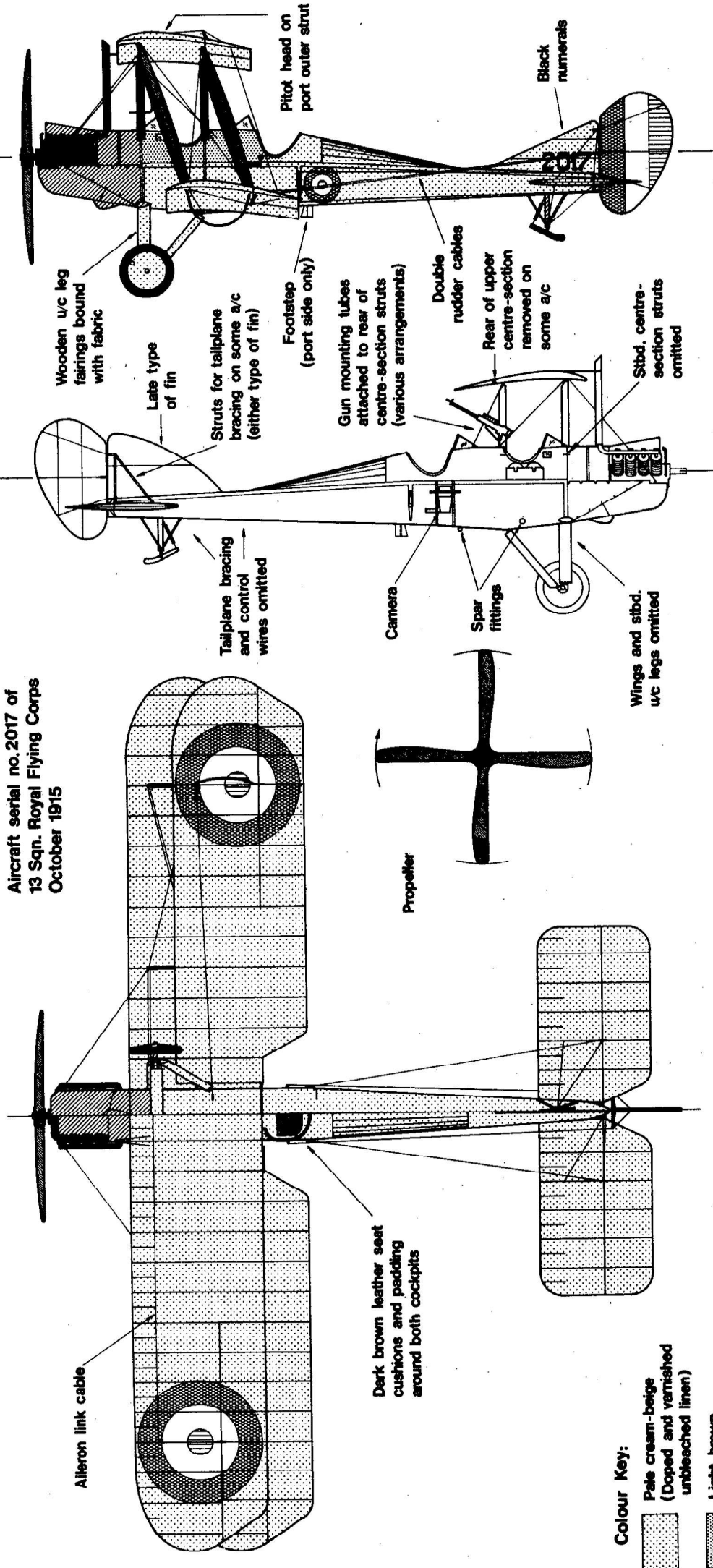
The BE2c first flew in the summer of 1914 and was designed to be used for reconnaissance. It was an extremely stable aircraft and could easily be flown by the crew of two, but the machine was too slow to out-run the German Fokker monoplanes and too steady to out-maneuvre them. This resulted in BE2c's being shot down in droves in the latter part of 1915 by German aces such as Immelmann and Boelcke. Although a defensive armament was carried, it was mounted and operated by the observer in the front cockpit who had the greatest difficulty in using the single Lewis gun effectively, as he was hemmed in by various struts and flying wires. Due to the enormous losses sustained by the BE2c over the Western Front, it was withdrawn from active service in 1917 and reassigned to training duties and home defence.

Many additions and modifications to the defensive armament were fitted and the machine could carry an offensive load of bombs on racks beneath the wings up to 224 lb. Aircraft relegated to the home defence role served with both the R.F.C. and R.N.A.S. Squadrons and in this theatre accounted for five German airships. These aircraft were single seaters and had the front cockpit faired over and an upward firing Lewis gun, flare holders and landing lights were fitted. Various field modifications were carried out and were usually to the exhaust pipe layout. This Forma-Plane model is fitted out as the two seater standard BE2c with original armament and camera.

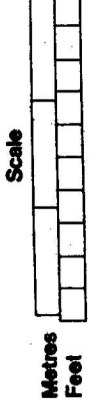
The original BE2c was fitted with the 70 h.p. Renault engine, fuselage and skid type undercarriage of the 2b which preceded it, but in 1915 a more powerful 90 h.p. R.A.F. 1a eight cylinder engine was installed, the skid type undercarriage being replaced by a more conventional type. The wings were also staggered and the tail-plane was given a larger area, finally a triangular fin was fitted. Note the early and late type fins supplied with this kit, either are correct.

Although almost obsolete from the day the BE2c appeared in France they were an excellent machine for the purpose for which they were intended, the enormous losses sustained by these gallant machines was due to the over-ordering by the R.F.C. High Command of that time, who insisted that the type be used regardless of cost to life and equipment. Well over 1300 c and d type aircraft were built and apart from serving on the Western Front and home defence, they also flew in the Middle East, India, Africa, Macedonia and Australia.

Aircraft serial no. 2017 of
13 Sqn. Royal Flying Corps
October 1915



- Colour Key:**
- Pale cream-beige (Doped and varnished unbleached linen)
 - Light brown (Varnished wood)
 - Light grey (Painted metal)
 - Brown (Varnished wood)
 - Blue
 - Red
 - Black



Drawn by B.D.Mortlock March 1980

ROYAL AIRCRAFT FACTORY B.E.2C

Wings: Sand underneath trailing edges and round off leading edges to produce aerofoil shape as shown. Lightly score rib and aileron lines on undersurfaces.

Alternative fin

Sand fin and rudder until thin and flat. Round off edges and score rib detail.

Shape tailplane to thin aerofoil section. Score rib and elevator lines on underside

Tailskid support struts from thin rod

Make spacers (spar extensions) from plastic sheet

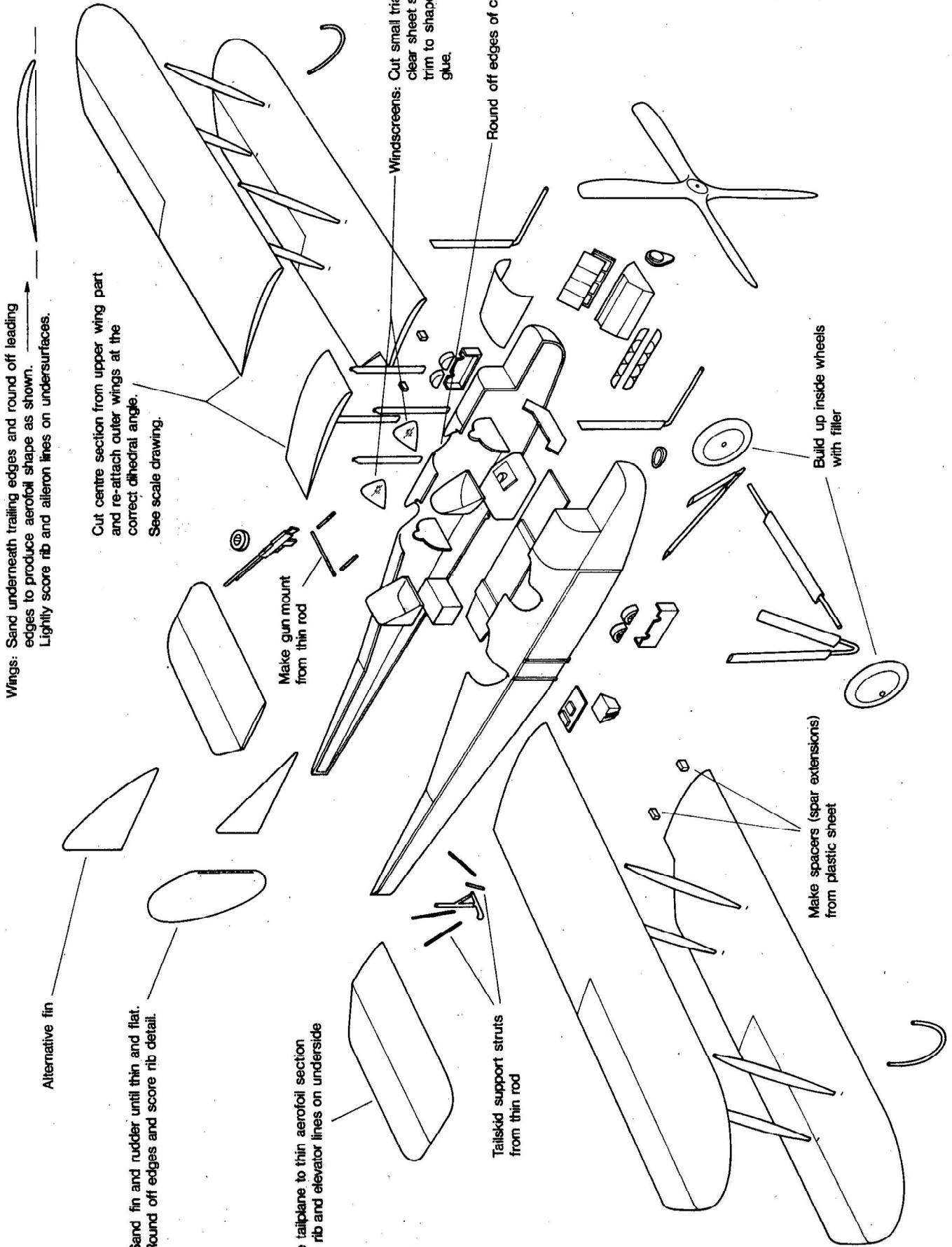
Build up inside wheels with filler

Cut centre section from upper wing part and re-attach outer wings at the correct dihedral angle. See scale drawing.

Make gun mount from thin rod

Windscreens: Cut small triangular pieces of the clear sheet supplied. Bend and trim to shape. Attach with cyano glue.

Round off edges of cockpit openings

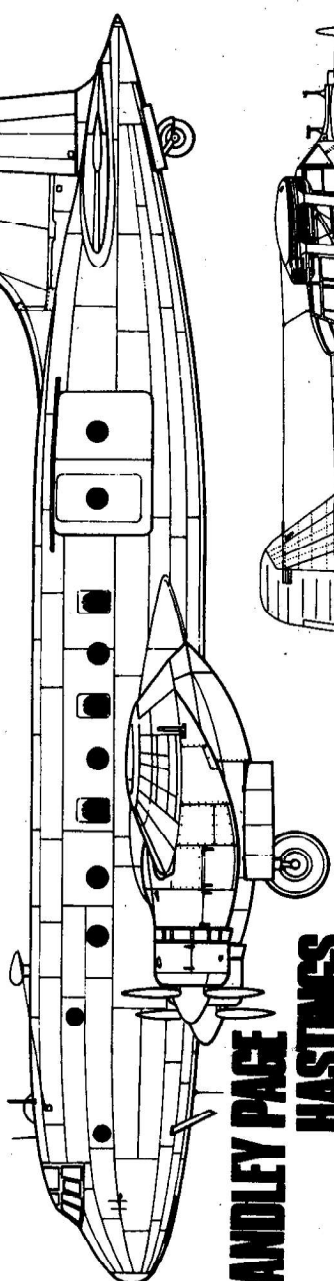
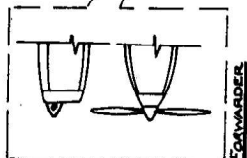


FORMA PLANE

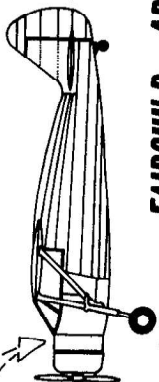
Made in England

Distributed in England by B.M.W. MODELS LTD
327/9 HAYDONS RD
LONDON S.W.19.

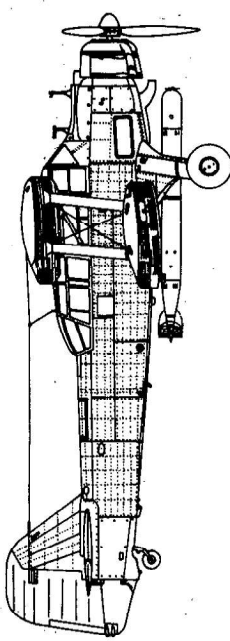
VAC-FORM AIRCRAFT KITS PRODUCED IN 1:72nd SCALE



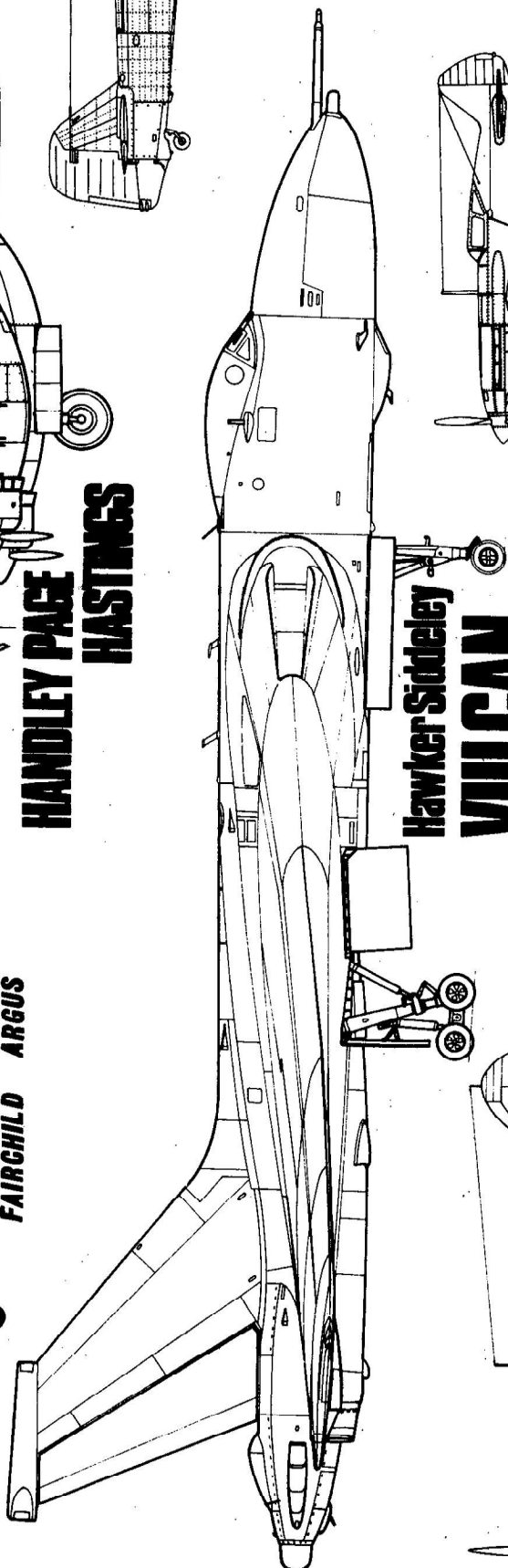
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HASTINGS**



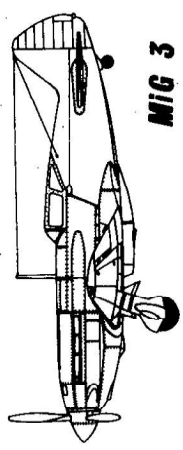
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ARGUS**



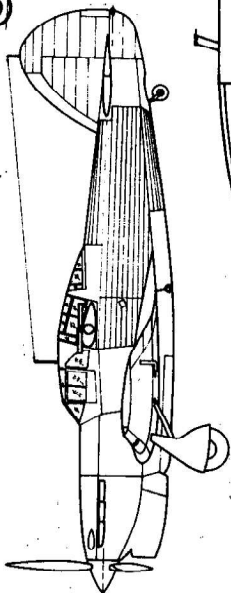
**FAIREY
ALBACORE**



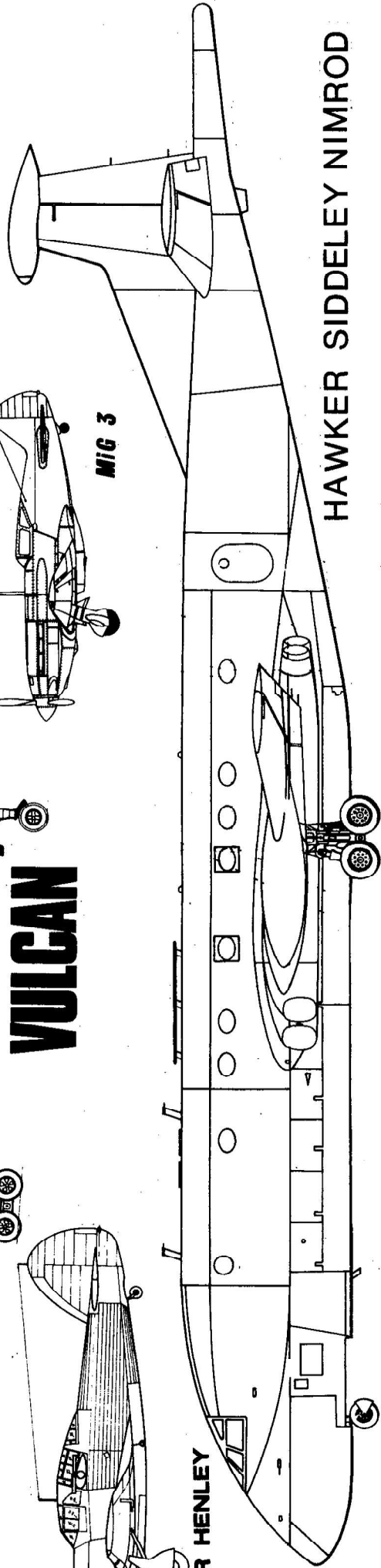
**Hawker Siddeley
VULCAN**



MIG 3



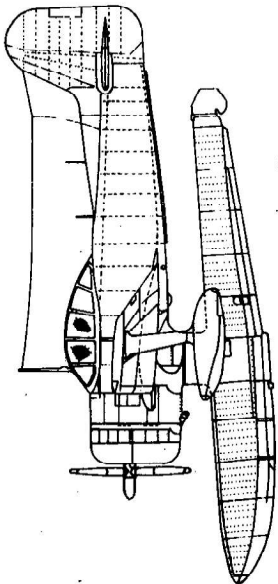
**HAWKER
HENLEY**



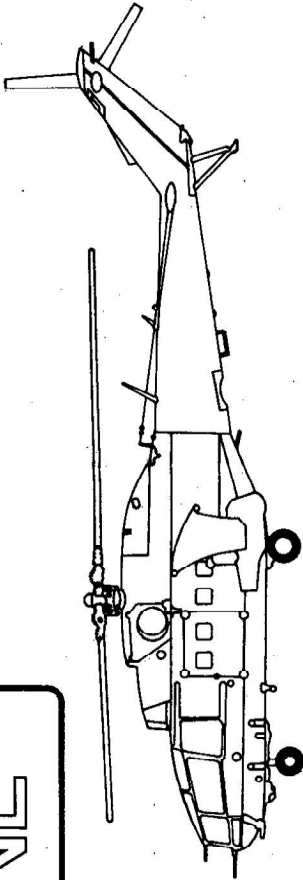
**HAWKER SIDDELEY
NIMROD**

FORMA PLANE

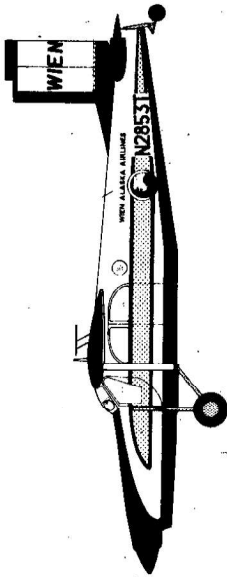
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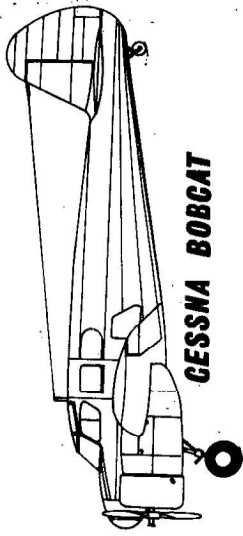
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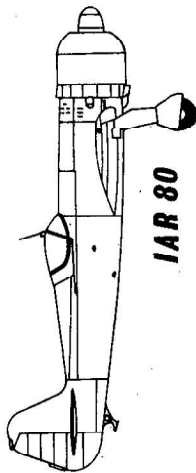
MIL 24 (HIND)



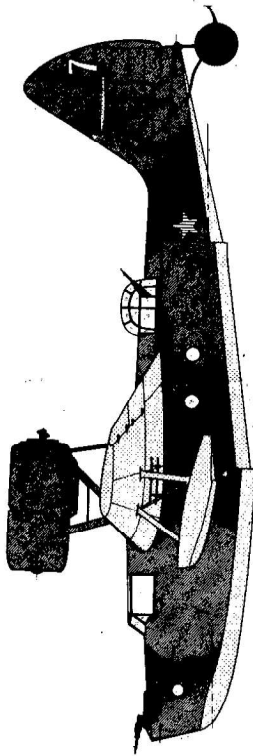
PILATUS TURBO-PORTER



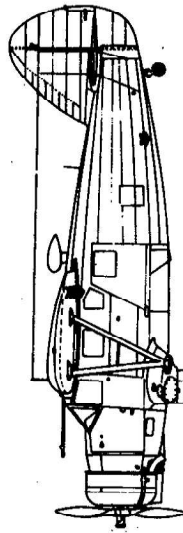
CESSNA BOBCAT



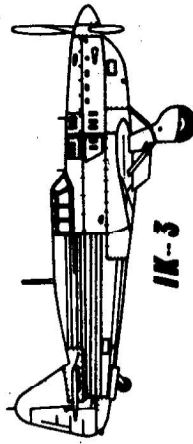
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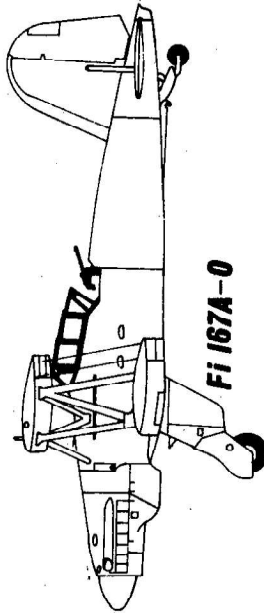
BERIEV MBR-2



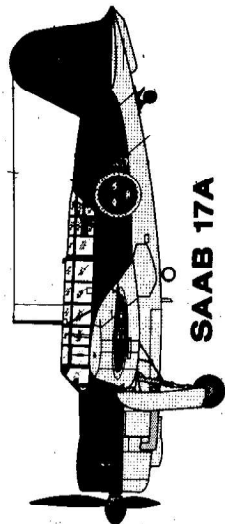
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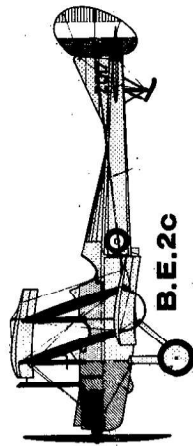
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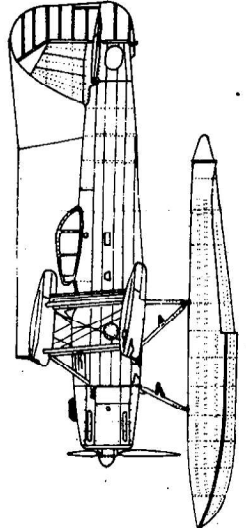
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SAAB 17A



B.E.2c



FAIREY SEAFOX