

Bristol F.2B Fighter

eduard

1/48 Scale Plastic Model Kit



item No. 8452

WEEKEND
edition

Arguably the best two-seater of the First World War was a great all-purpose aircraft. It could successfully engage enemy single-seat fighters, do a bomb raids or serve as a reconnaissance or artillery observation aircraft. Whatever was the task, the Bristol F.2B was able to do it.

The concept of the Bristol F.2B dates back to 1915, when the RFC called for a new reconnaissance two-seater that could be able to defend itself against enemy fighters. This required high speed, good maneuverability and also effective defensive armament. Frank Barnwell, the designer of the then British & Colonial Aeroplane Co. Ltd (later known as Bristol) designed R.2A aircraft, but there were no engines powerful enough to ensure the required performance and R.2A was left to drawings. With the intended 120 hp Beardmore engine the aircraft would have been considerably underpowered.

The engine found!

At the time of the completion of the R.2A drawings, the first installation of the new 150 hp Hispano Suiza engine in BE.2c had taken place and Barnwell modified his design for it, now designated R.2B. Even this power was insufficient, but the situation changed quickly, as a new Rolls-Royce Mk.I 190 hp unit was already on the horizon. Its design was finished at the end of 1915, but although the Ministry had already ordered 500 units on December 12, 1915, only one had been delivered by September the following year, and Barnwell was modifying his design for the unit only on basis drawings of the new engine. The aircraft modified to accommodate it was designated F.2A, as Bristol was responding to a competition requiring a two-seater powered by either a Hispano Suiza or Rolls-Royce new engine. The subsequent contract called for the delivery of 52 aircraft, designated as Bristol F.2A Fighter, with assigned numbers A3303 to A3354. The first prototype, powered by an R-R engine, flew on September 9, 1916, but was returned at the end of the month without a completed report from the test unit to which it had been handed over for assessment. Pilots heavily criticized the limited forward visibility due to the high angular radiator. Having redesigned the entire nose, pilots from Upavon Testing Squadron had finally given the new aircraft a high rating. It was fast and agile enough and also easy to handle. The second prototype received a Hispano Suiza engine and a different cowling with an oval radiator. At the end of December 1916, the first 10 units of the new aircraft (all with R-R engine, which was named Falcon I) were delivered and another 15 units followed in January 1917. In November 1916 an order for 200 more aircraft was signed. However, deliveries were delayed due to a lack of skilled workers to process the metal parts and also due to problems with the Constantinesco synchronization device, with which the forward firing Vickers machine gun was coupled. Because of synchronization problems, the four-bladed propellers were gradually replaced by two-bladed ones in late 1917.

Poor start

Most of the first batch of new F.2A were handed over to No. 48 Squadron, which was then forming at Rendcomb and moved to France on March 18 with all its F.2A's (18 aircraft). The pilots flew their first operational mission on April 5. Six aircraft, led by Capt. William L. Robinson, encountered a patrol of D.III Albatrosses from Jasta 11, led by Manfred von Richthofen himself. Four F.2As were shot down in the ensuing fight, partly because they were flying in the tight formation Robinson insisted on. Although he was a recipient

of the Victory Cross for shooting down a German airship, he had no experience of front-line operations in France. Robinson also ordered the oil to be removed from the guns, as it tended to freeze during the winter. But the several guns of the aircraft suffered malfunction as they were not lubricated ...

The patrol conducted on April 11 also ended with four aircraft lost, while five days later all six aircraft had to land behind enemy lines after emptying their fuel tanks. The new F.2A's therefore did not initially distinguish themselves much, but pilots fairly quickly found that they had to be flown as a fighter equipped with rear gunner rather than as a flying platform for him. The aircraft was capable of very dynamic maneuvering, but the structural strength of the design was of some concern. Based on the experience, the second A3304 prototype was then further modified. Changes affected the tail surfaces, which no longer had an airfoil and were flat instead, the shape of the lower wing was changed at the root and the mount points connecting it to the fuselage were strengthened. Modified aircraft were designated F.2B and the 200-strong series mentioned above was already manufactured according to this standard starting with A7101 airframe.

The Jack of all trades

By July 1917, experience clearly showed that a very good aircraft with a wide range of use had been created. It could be deployed as a scout, i.e., a fighter, as well as it could perform the role of a reconnaissance aircraft, which, unlike other machines of this purpose, could successfully take on enemy fighters. It could also be used to attack ground targets as a light bomber, which again turned into a fighter after dropping its bomb load. Not surprisingly, a number of units using two-seat types converted to the new F.2B. This brought with it increased demands on production. Bristol was unable to fulfil the orders, so production was also contracted out to Gloucestershire Aircraft Co Ltd, Marshall & Sons and National Aircraft Factory No.3. Later, Sir W. G. Armstrong Whitworth & Co. Ltd, Sir William Angus, Sanderson & Co. Ltd, Standard Motor Co. Ltd, Harris & Sheldon Co. Ltd, and Austin Motor Co. Ltd. were added. After the war, Belgian SABCA manufactured 30 examples of F.2B. The supply of Rolls-Royce engines was also a problem, so less powerful Hispano Suiza Series 8, Sunbeam Arab I or Siddeley Puma engines were also used. Aircraft with these "substitutes" were mainly supplied to reconnaissance or artillery observation units. The top performance F.2B's were powered by mighty Rolls-Royce Falcon III engines delivering up to 288 hp. These engines were available from the autumn of 1917.

During the war, the F.2B was colloquially referred to as "Biff", shortly after the war the nickname "Brisfit" took hold. A significant number of orders for additional F.2Bs were cancelled immediately after the end of the war. In the post-war period, however, the F.2B Mk. II intended for tropical environments and the Mk. III with strengthened airframe were manufactured. Interesting was the modification to a transport aircraft, designated "Tourer", which received a canopy covered cabin for both pilot and passenger. "Brisfits" in various versions served in some countries well into 1930s.



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. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOU



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



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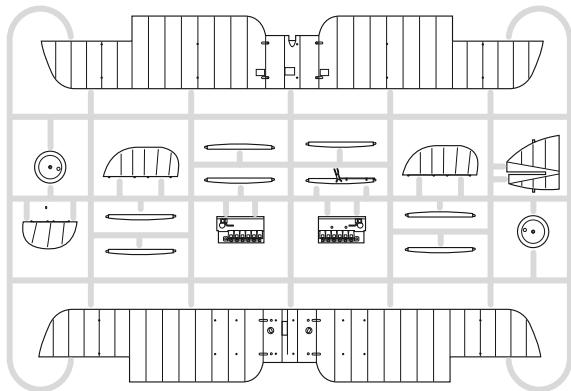
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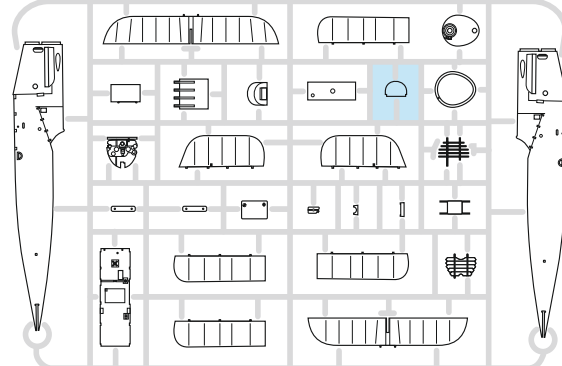
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PLASTIC PARTS

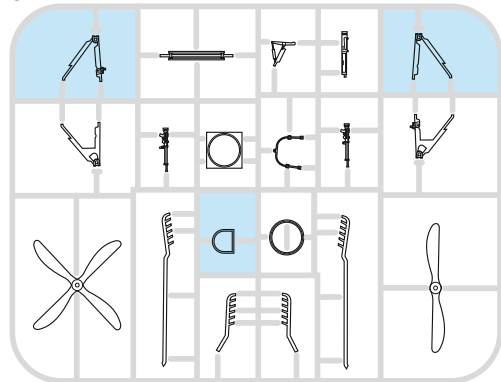
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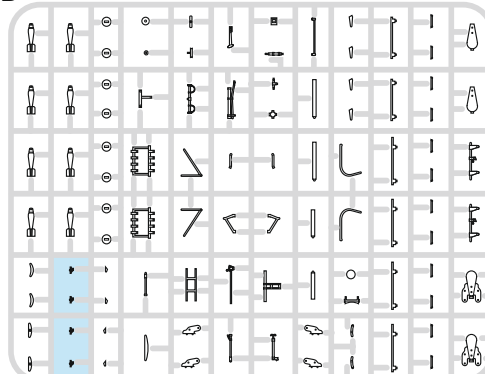
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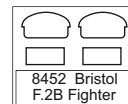
C>



D>



FILM



-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



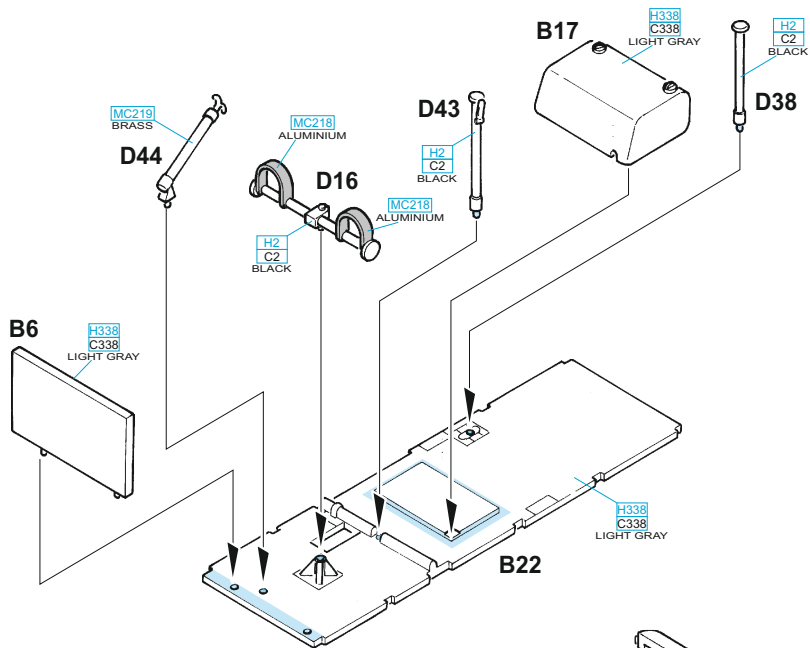
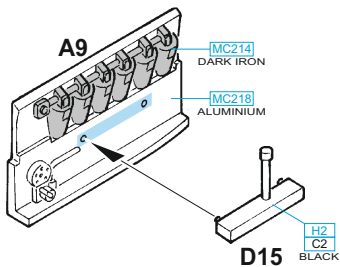
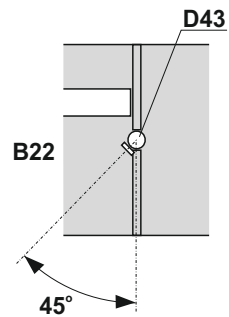
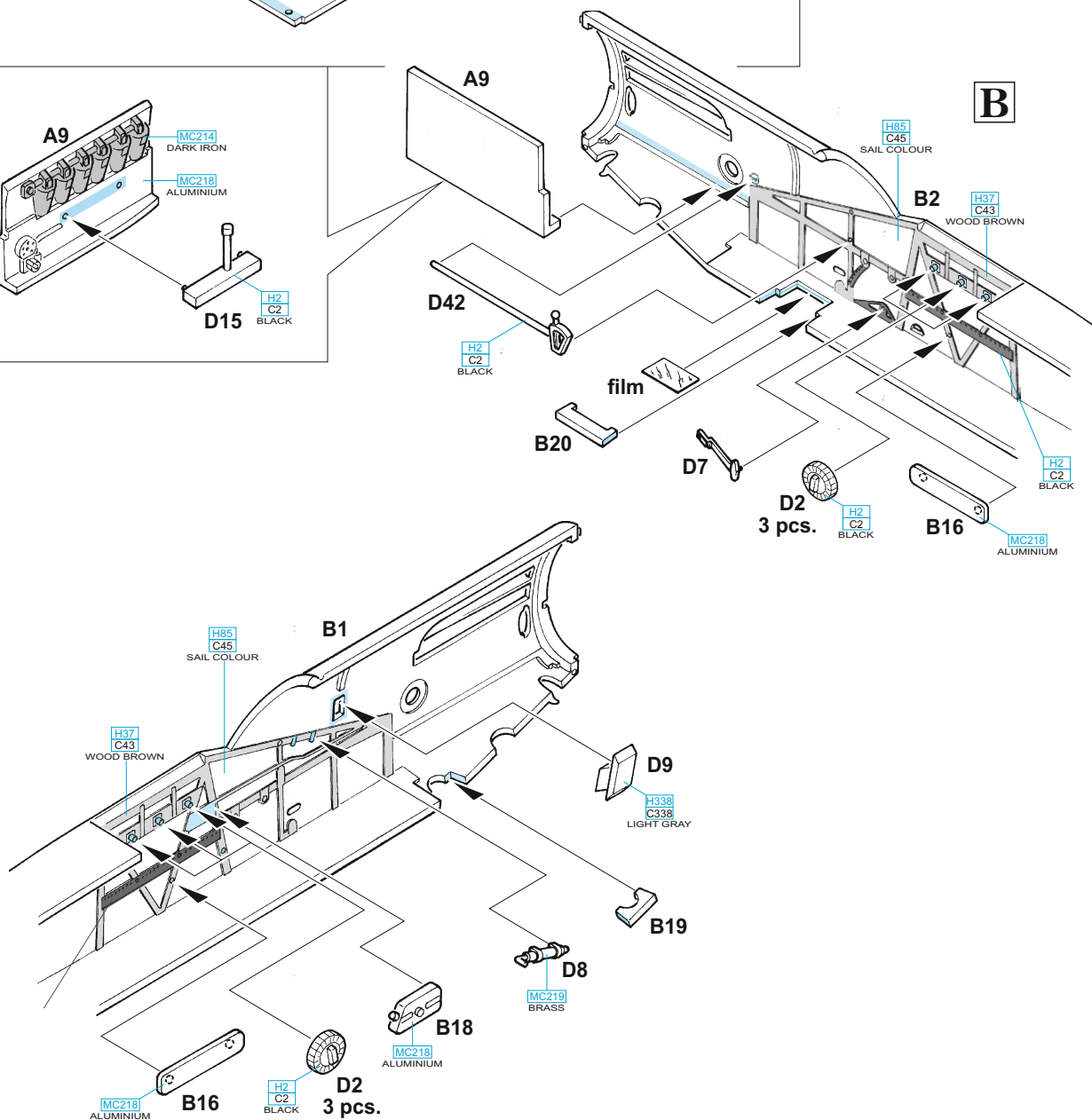
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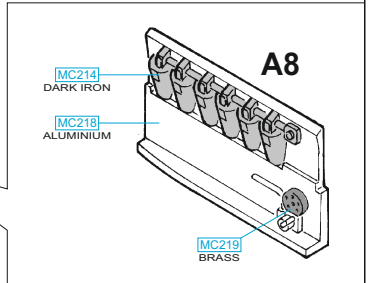
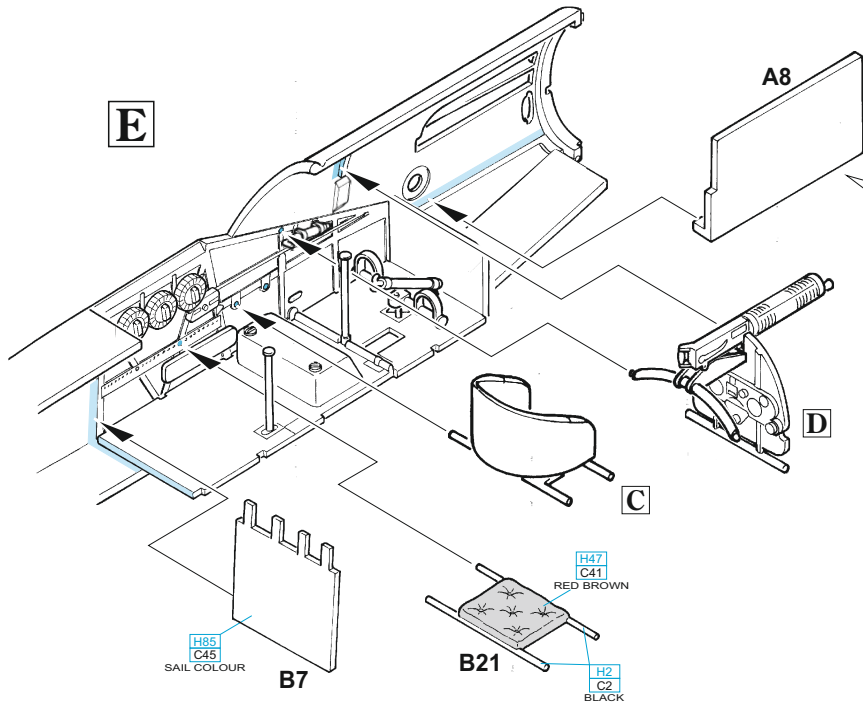
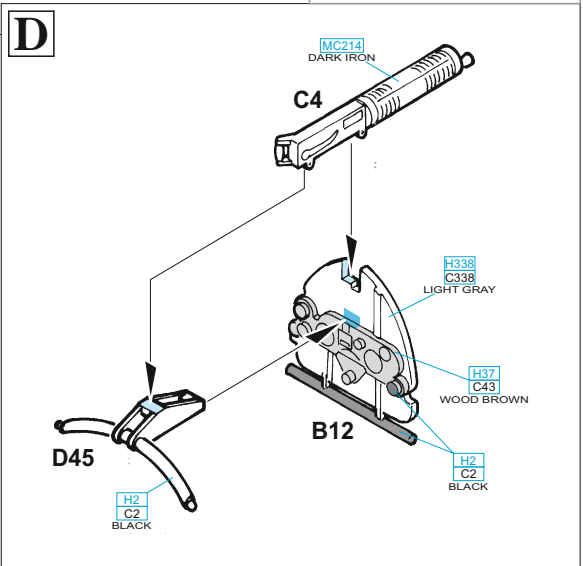
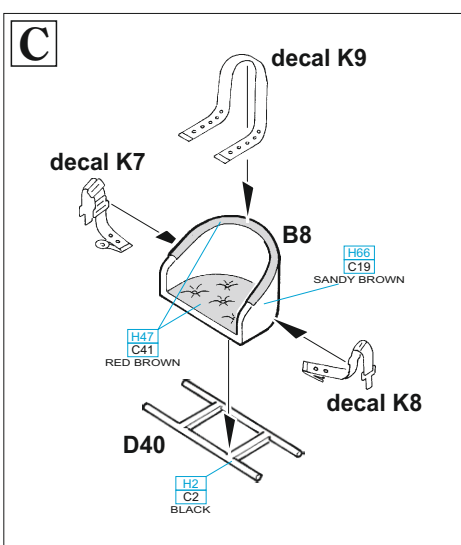
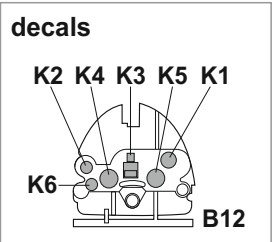
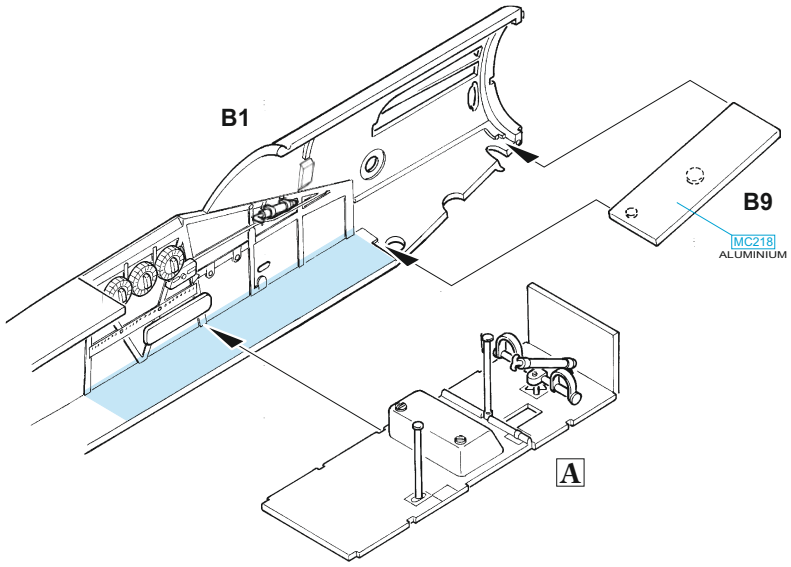


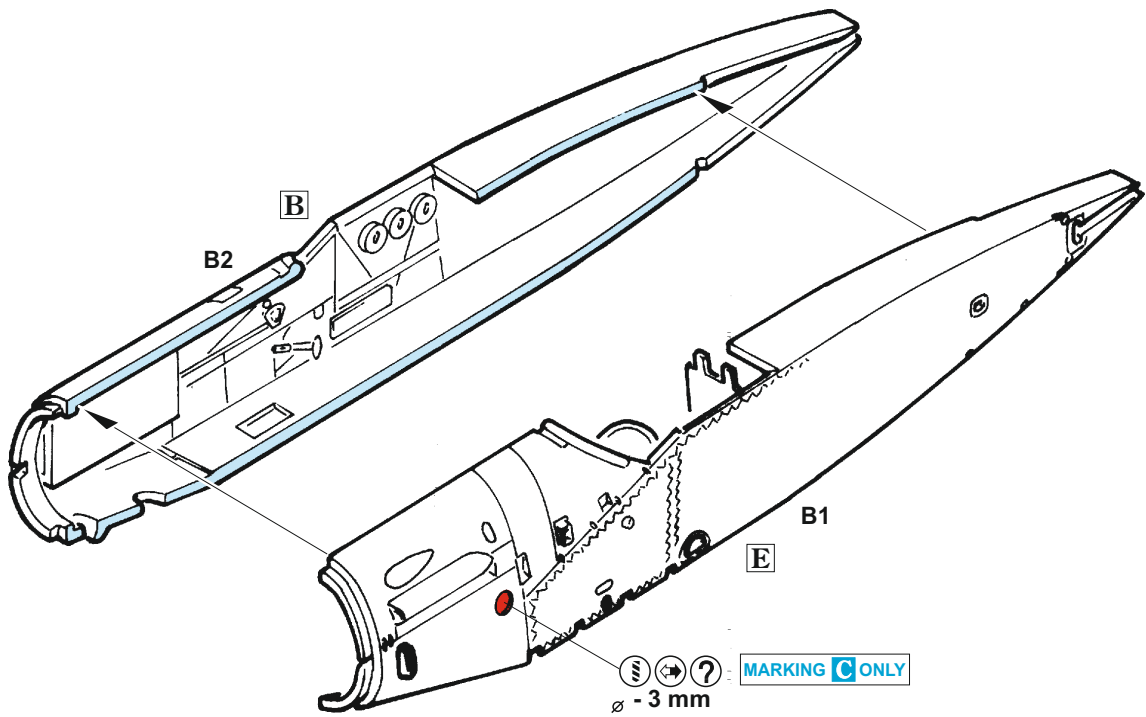
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H11	C62	FLAT WHITE
H13	C3	FLAT RED
H33	C81	RUSSET
H37	C43	WOOD BROWN
H47	C41	RED BROWN
H51	C11	LIGHT GULL GRAY
H53	C13	NEUTRAL GRAY
H66	C119	RLM79 SAND YELLOW

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H78	C38	OLIVE GREEN
H85	C45	SAIL COLOR
H309	C309	GREEN
H329	C329	YELLOW
H338	C338	LIGHT GRAY
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
MC219		BRASS

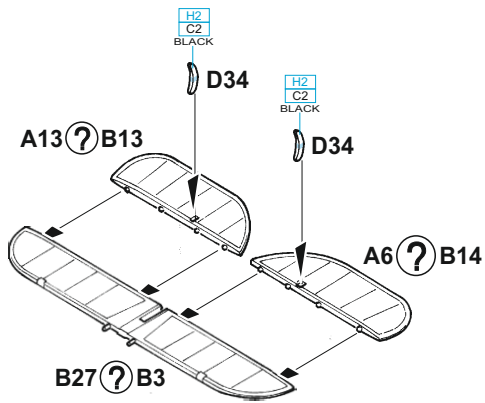
A**TOP VIEW****B**



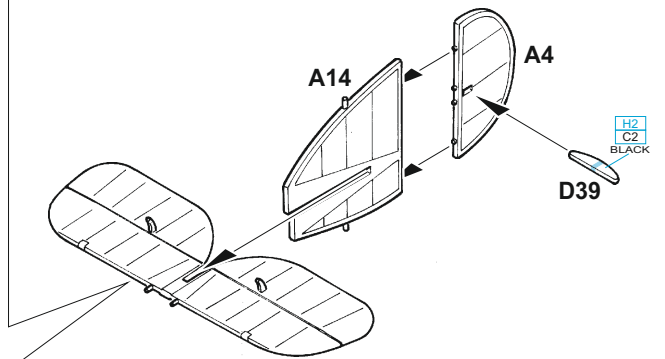


A6, A13, B27 - MARKINGS **A, C, D**

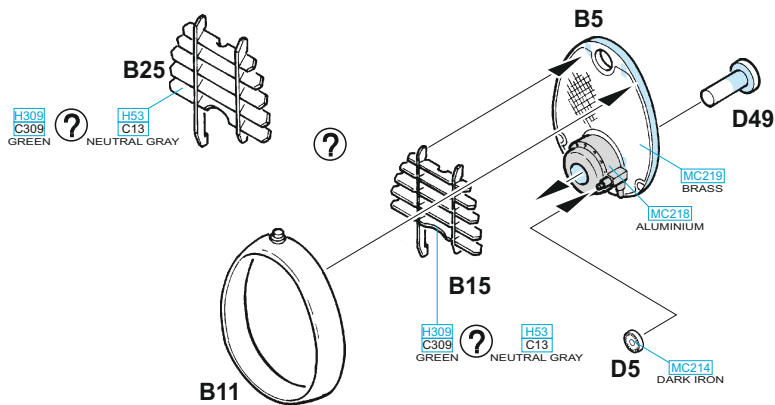
B3, B13, B14 - MARKING **B**

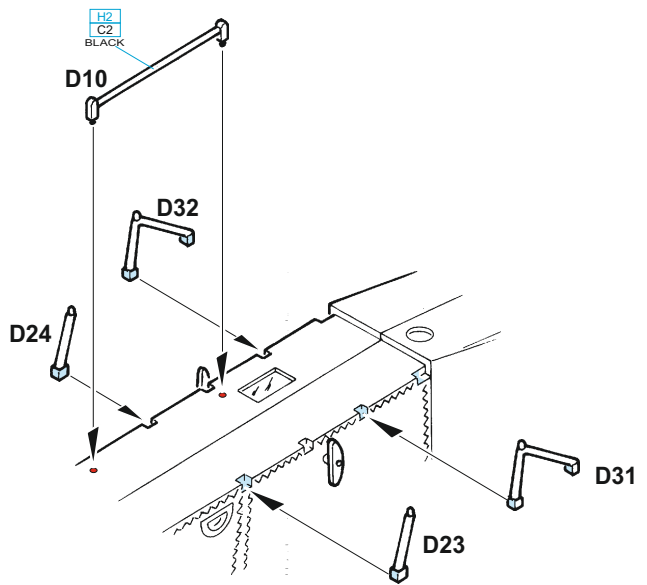
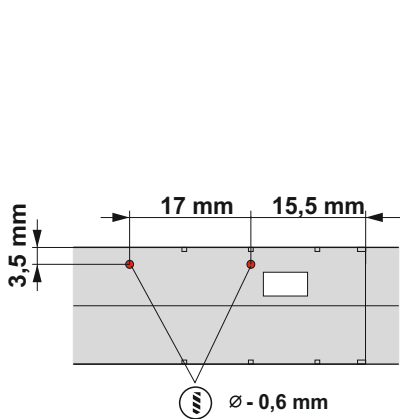
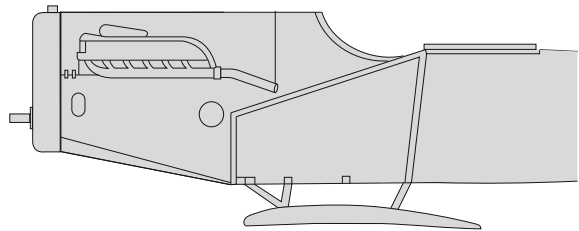
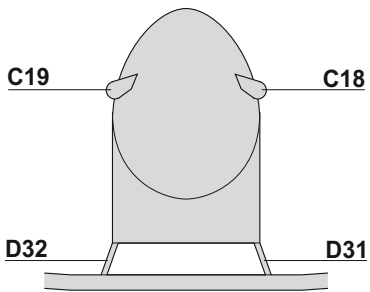
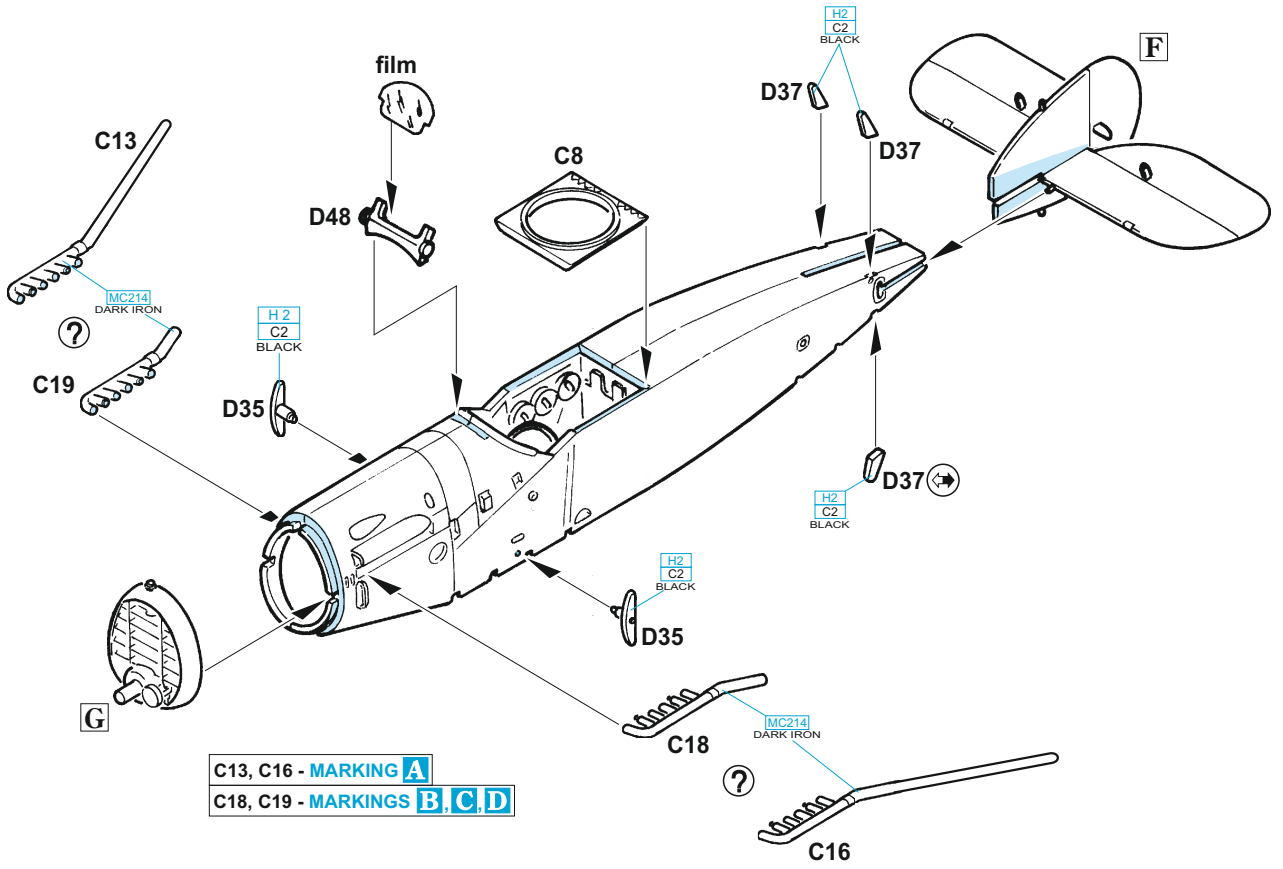


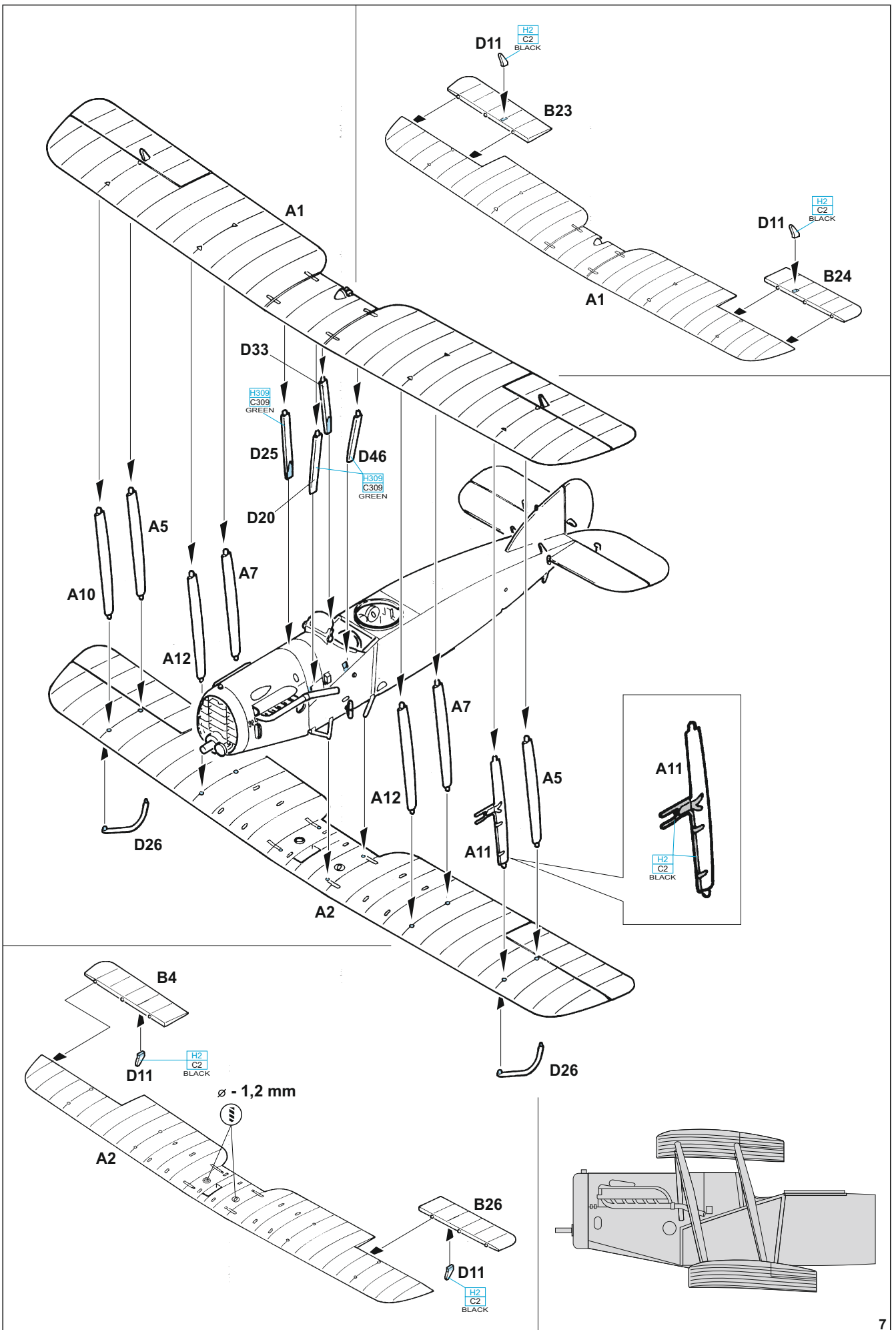
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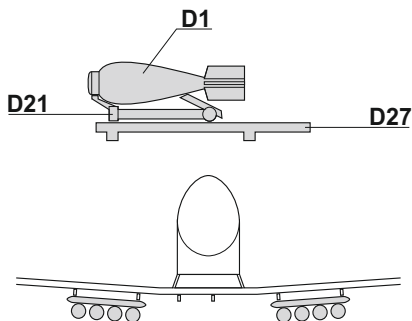
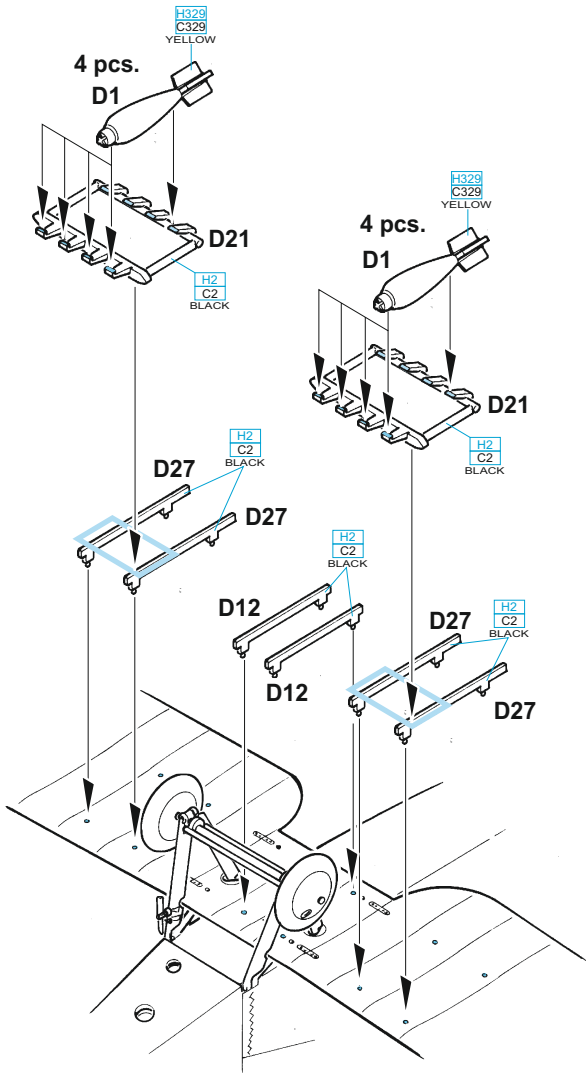


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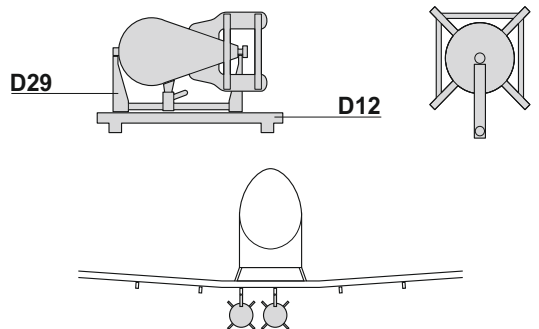
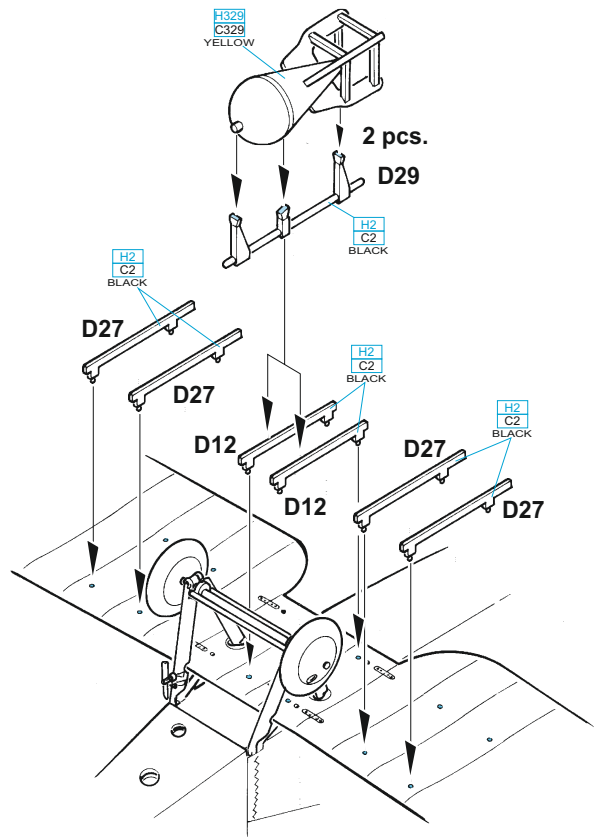
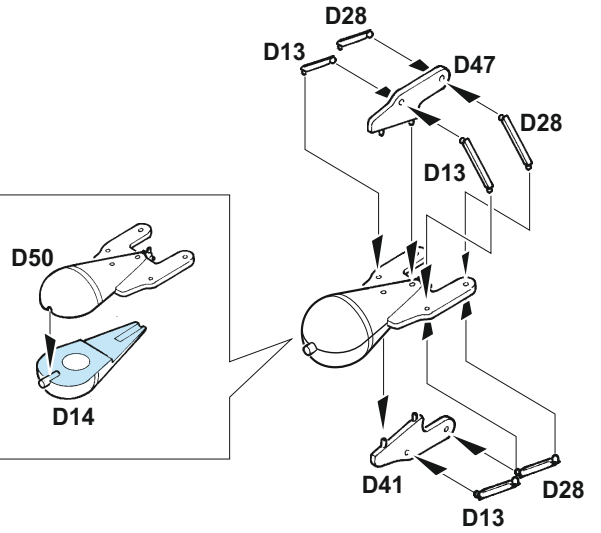


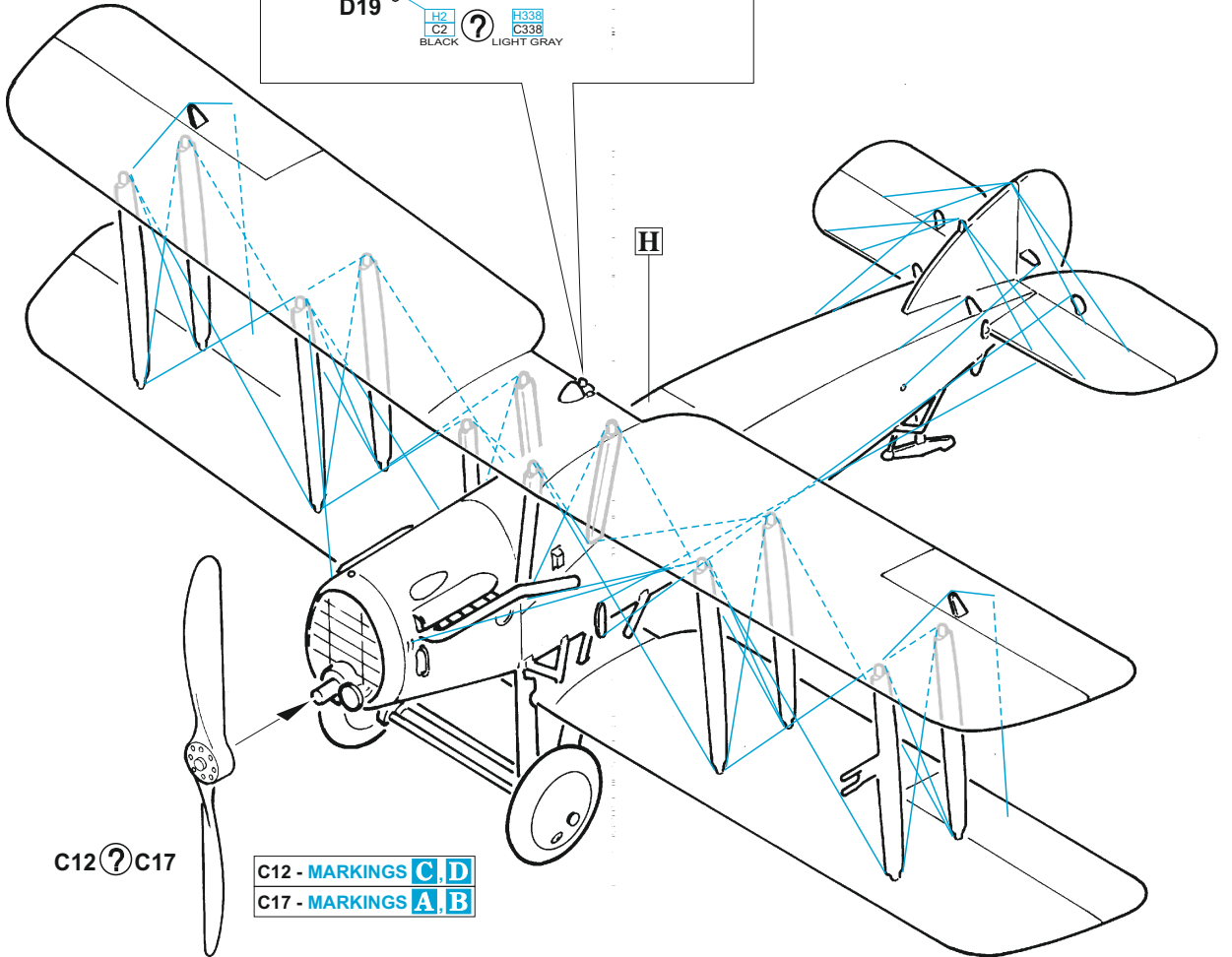
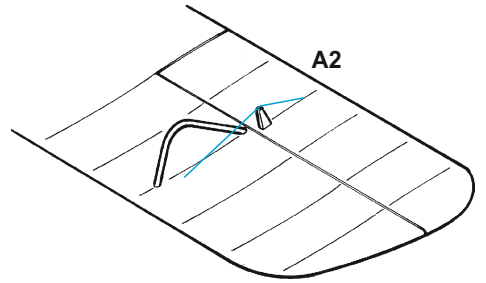
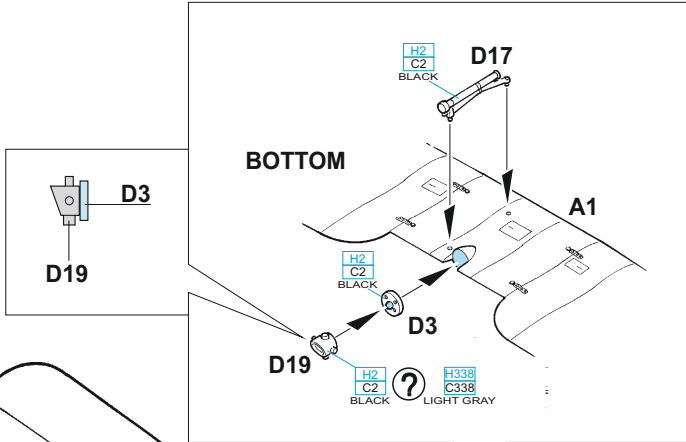
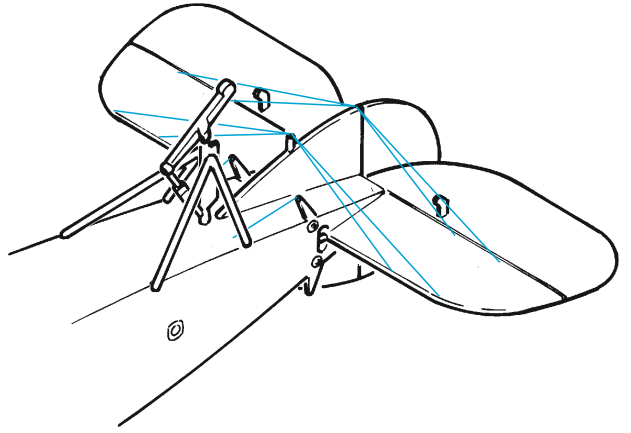
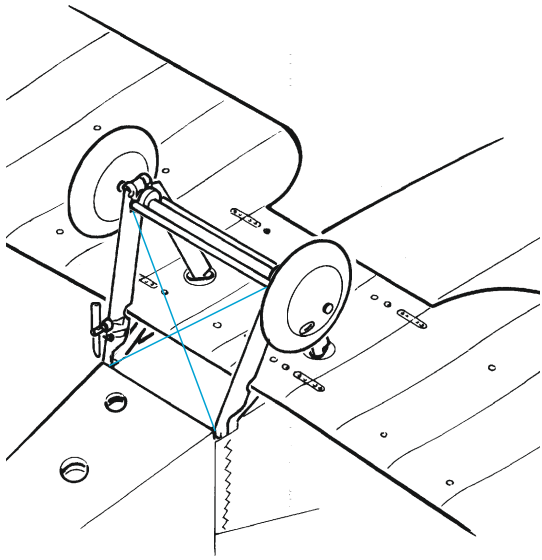






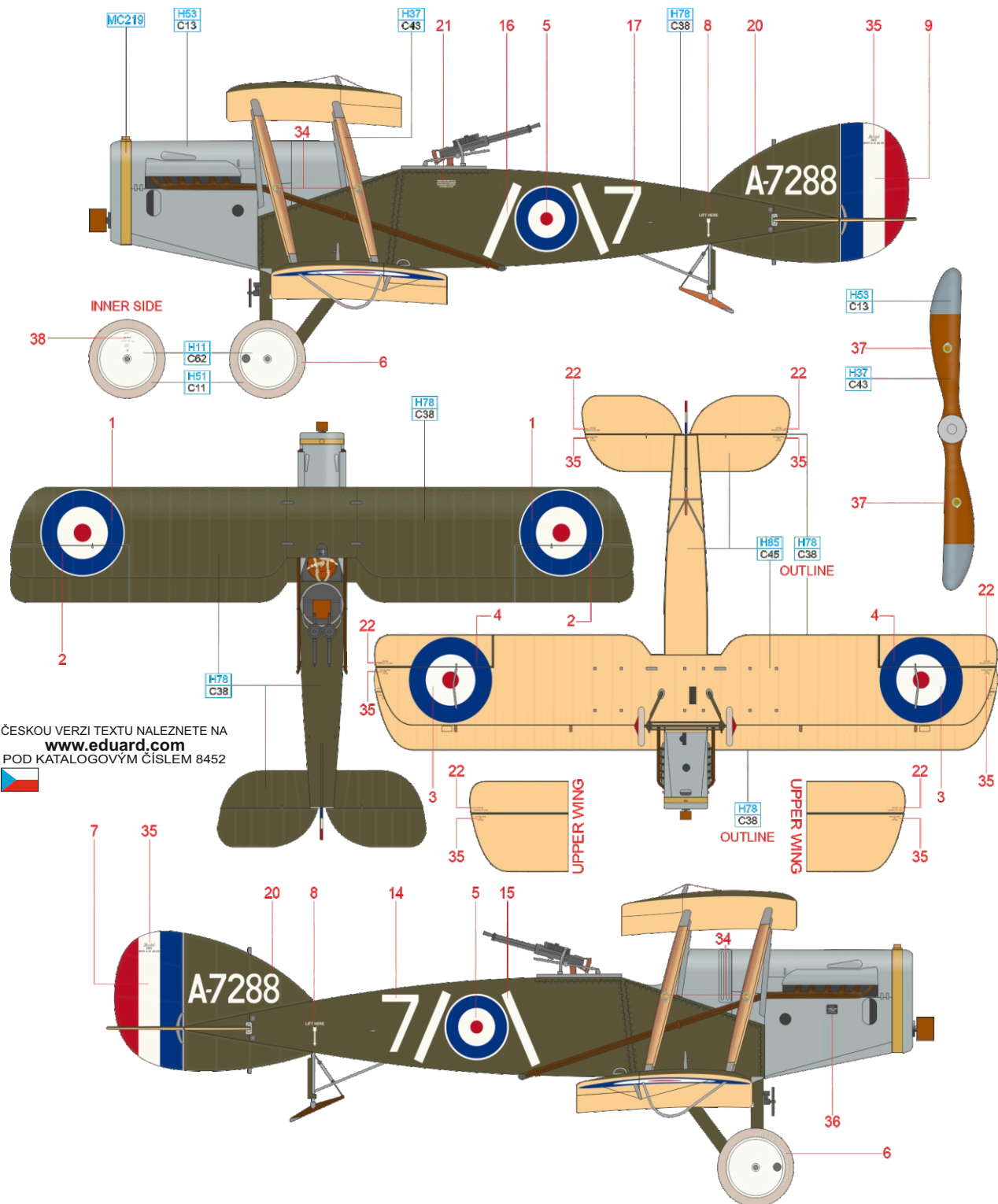
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A A7288, Capt. Andrew E. McKeever; 2Lt. Leslie A. Powell, No. 11 Squadron, Fère-en-Tardenois, France, November 1917

Canadian Andrew Edward McKeever became the most successful fighter pilot on F.2B. He is credited by various sources with as many as 31 kills, but some of these were achieved by his gunners. McKeever joined the army as an infantryman, and remained so until November 1916, when he was recruited into the RFC ranks and moved from France to the UK, where he underwent pilot training. From May 28, 1917, he flew with No. 11 Squadron using the obsolete FE2s, but the unit received the new F.2Bs shortly afterwards. McKeever achieved his first kill on June 26, 1917, when he shot down two Albatroses D.V. Ten days later he was already a fighter ace when he shot down three more D.V.s on July 7. His last success came on November 30, when he and his gunner shot down four of these enemy fighters in a dogfight. McKeever achieved his victories with seven different gunners during his career. With Leslie Powell, they shot down 18 enemies. McKeever was retired from operational service after his last success, and he worked together with W. Bishop and R. Collishaw on the birth of the Canadian military aviation. He became commander of No. 1 Squadron CAF, which was preparing to join fighting with Sopwith Dolphins, but the war ended, and the squadron was disbanded. After the war, McKeever became director of the airport at Mineola, New York. But before he started work, he suffered broken leg in a car accident and died of cerebral thrombosis on December 24, 1919.



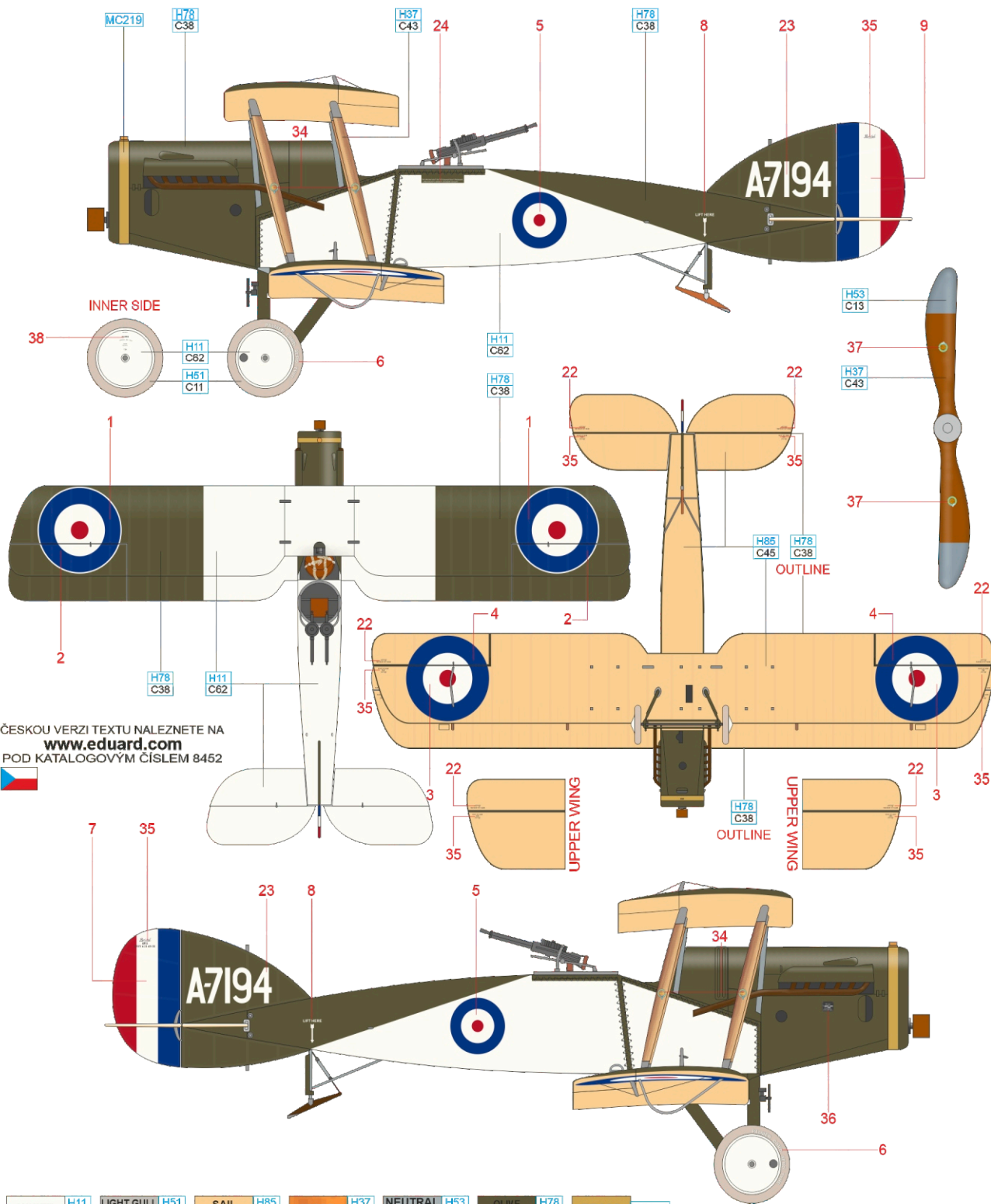
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B A7194, Capt. Arthur H. Peck; Capt. John J. Lloyd-Williams, No. 111 Squadron, Deir el-Balah, Palestine, October 1917

Arthur Hicks Peck was born in India and, after years spent studying in Great Britain, lived in Australia from 1908 to 1914. With the rank of 2nd Lieutenant, he served as an infantryman with the Devonshire Regiment in France from December 7, 1914. After moving to the RFC and pilot training, he rose to the rank of Captain on June 23, 1917 and became a Flight Leader with No. 111 Squadron, which was deployed in Palestine. He achieved his first victory on October 30, 1917, when he shot down an observing plane in crew with Capt. Lloyd-Williams as a gunner. On F.2B, Peck scored one more kill and also forced one aircraft to land on the British side. Thereafter No. 111 Sqn. was equipped with single-seaters SE.5a and on this fighter Peck scored five more victories. After the war he continued in service and was gradually promoted to the rank of Group Captain. During World War II, he served in staff positions before retiring in 1944. He died in February 1975. His "Brisfit" bore the distinctive coloring of aircraft operating in the Middle East region. The PC10 livery was complemented by white paint on the fuselage and wings. There were several schemes of these colors on the different aircraft.



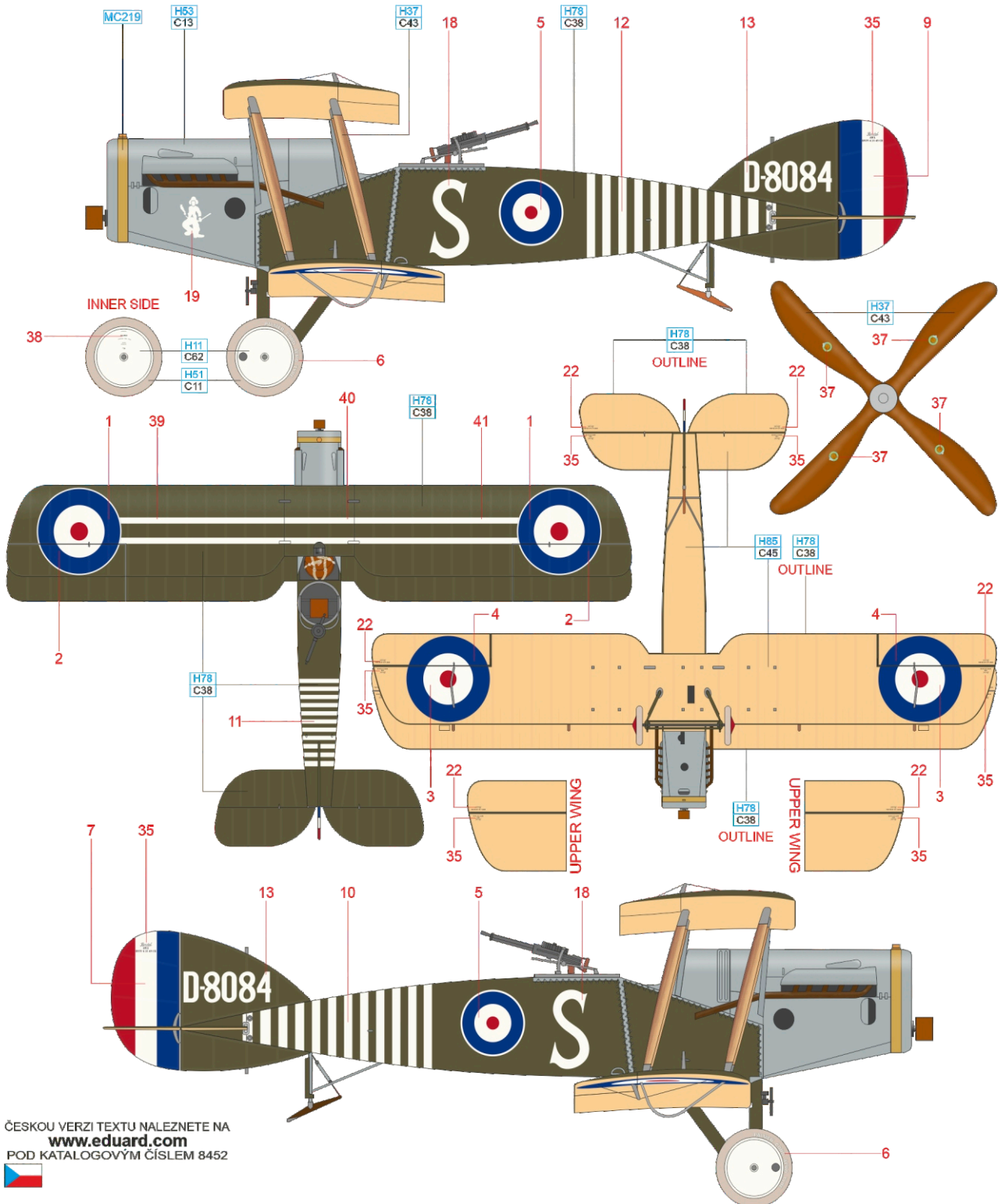
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C D8084, Capt. Sydney Dalrymple; 2Lt. G. Beagle, No. 139 Squadron, Villaverla, Italy, September 1918

Sydney Dalrymple left his native Australia at the age of 30 in 1915. He headed for the UK, where he joined the ranks of the RFC and underwent pilot training. He was subsequently promoted to the rank of 2nd Lieutenant on January 8, 1916 and on May 22 he reported himself to No. 27 Squadron, which was flying single-seaters Martinsyde G.100, originally intended as long-range fighters, but used as bombers instead in France. With this cumbersome machine he scored his first kill on July 1 when he destroyed a two-seater Roland C. He was subsequently transferred to No. 24 Sqn. and on July 1, 1917, was promoted to the rank of Lieutenant. Another reassignment in mid-1918 took him to Italy to No. 139 Sqn. where he flew with F.2Bs and scored four more kills, earning him ace status. The "Brisfits" of No. 139 Sqn. were, like the Camels of that unit, identified by a black and white striping of the rear fuselage, and possibly a white-black-white stripe on the wing. On some machines, however, the black paint was omitted, which was also the case with the D8084.



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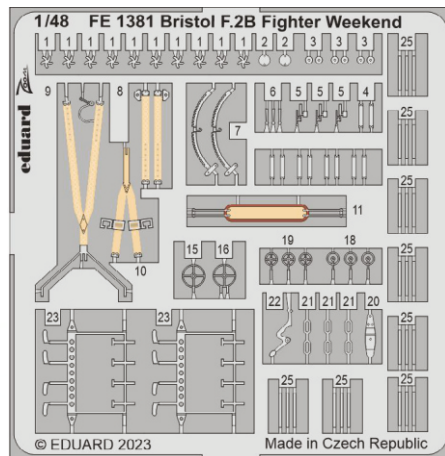
Bristol F.2B Fighter 1/48

FE1375 Bristol F.2B Fighter Weekend (PE-Set)

648204 Lewis Mk.II WWI gun (Brassin)

648861 Lewis 97-cartridges ammo magazines PRINT (Brassin)

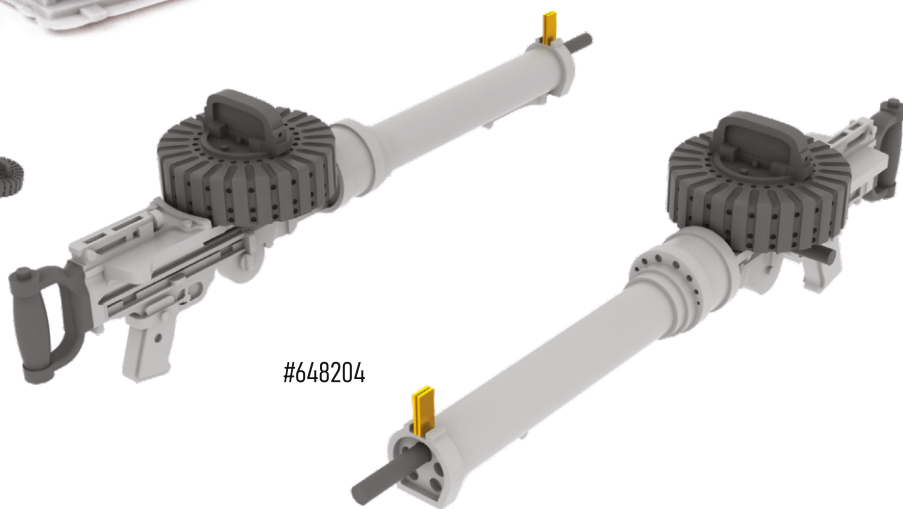
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