

# FRENCH WWI FIGHTER

## 1:48 SCALE PLASTIC KIT

**ProfiPACK**



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### INTRODUCTION

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 7.7mm machine gun. Originally, the gun could be mounted in any of three positions, and the pilot could move them in 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.

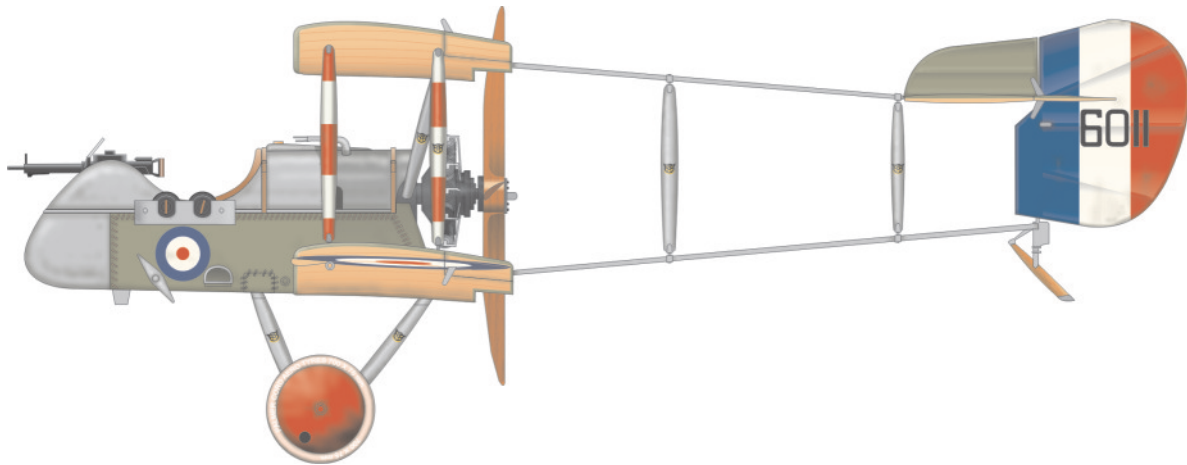
This kit offers the markings of four different aircraft. Three of them were from No.24 Squadron, and one from No.32 Squadron of the Royal Flying Corps.

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 aces Alan M. Wilkinson and Patrick Langan-Byrne, which 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 Lanoe 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.



### ÚVOD

Typ Airco DH-2 byl v pořadí druhou konstrukcí Geoffreyho 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 tlačné uspořádání umožnila instalaci kulometu do přídě. Proto se DH-2 společně s typem F.E. 2b staly úhelnými kameny 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 měnit během letu. Nakonec se kulomet montoval napevno v pozici v ose letounu a jako nejlepší metoda zaměřování cíle se ukázalo míření celým letounem.

Celit 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 No. 24 a No.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 No. 24 Squadrony a jeden do No. 32 Squadrony Royal Flying Corps. No. 24 Squadron 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 No. 24. Squadron s deseti vítězstvími nejspěšnější Alan M. Wilkinson a Patrick Langan-Byrne, kteří jsou také nejspěšnějšími piloty v historii typu DH-2 vůbec.

No. 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 na útoky na pozemní cíle. V závěru války její piloti létali na stíhačkách S.E. 5a. Nejznámější osobností 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 No. 24 Squadrony Lanoe Hawker (8 v.) a také Lionel Rees, za souboj ze dne 1. července 1916, kdy i přes zranění dokázal sestřelit dva z osmi německých Albatrosů.

- GB** 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.
- CZ** 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.
- F** Lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.
- D** Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.
- JP** 組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管してください。部品や破片を噛んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てて下さい。

## INSTRUCTION SIGNS \* INSTR. SYMBOL \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明

- ?** OPTIONAL VOLBA FACULTATIF NACH BELIEBEN 選択する
- ↑** BEND OHNOUT PLIER SIL VOUS PLAIT BITTE BIEGEN 折る
- ⊘** OPEN HOLE VYVRTAT OTVOR FAIRE UN TROU OFFNEN 穴を開ける
- ↔** SYMMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ MONTAGE SYMÉTRIQUE SYMMETRISCHE AUFBAU 左右均等に組み立てる
- ✂** NOTCH ZÁŘEZ L INCISION DER EINSCHNITT 切る
- ✂** REMOVE ODŘÍZNOUT RETIRER ENTFERNEN 移す
- ★** APPLY EDUARD MASK AND PAINT POUŽIT EDUARD MASK NABARVIT

## PARTS

## \*

## DÍLY

## \*

## TEILE

## \*

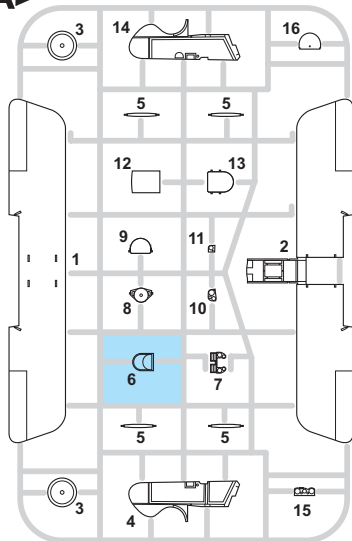
## PIÈCES

## \*

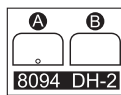
## 部品

## PLASTIC PARTS

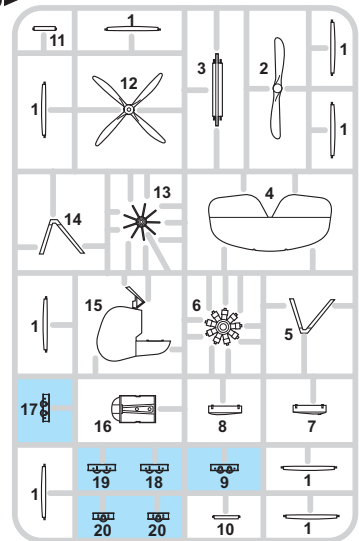
A&gt;



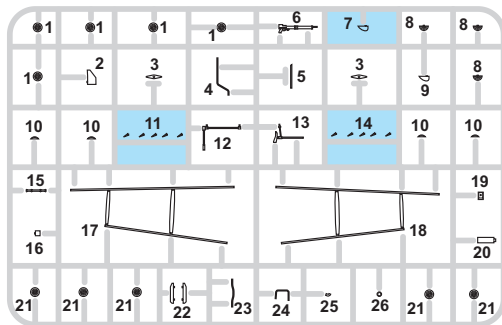
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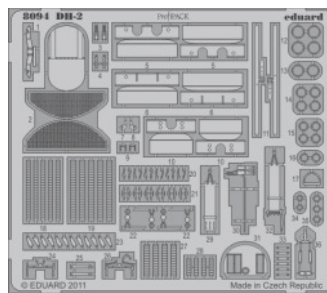
B&gt;



C&gt;



## 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

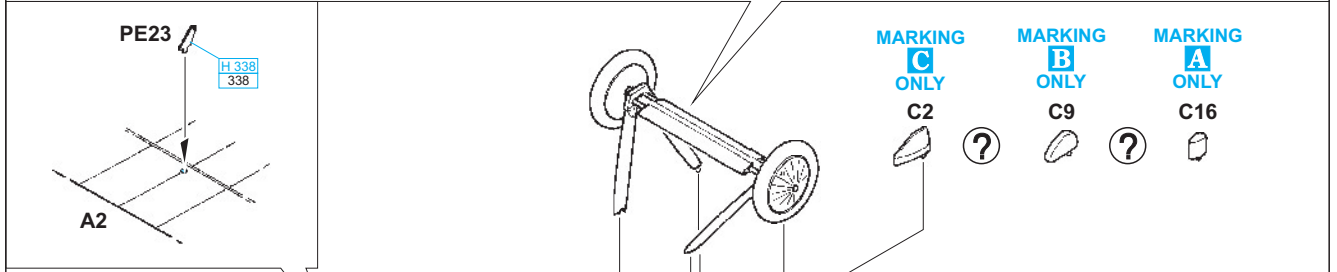
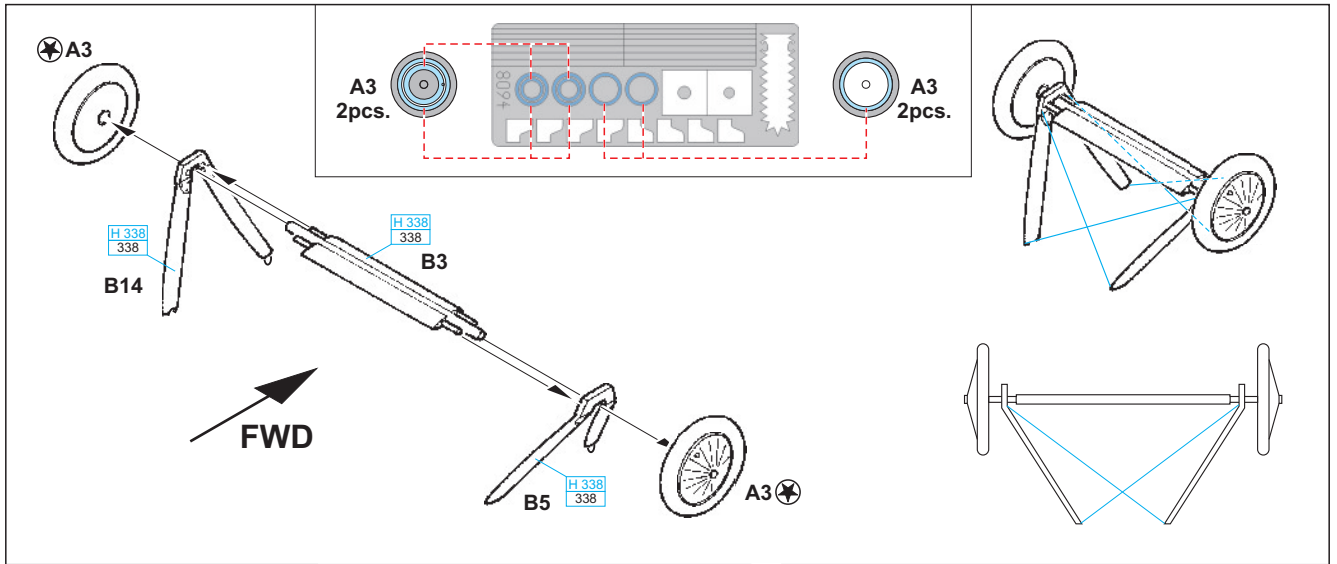
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H 11]	[C62]	WHITE
[H 37]	[C43]	WOOD BROWN
[H 47]	[C41]	RED BROWN
[H 57]	[C73]	AIRCRAFT GRAY
[H 85]	[C45]	SAIL COLOR
[H 309]	[C309]	GREEN

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

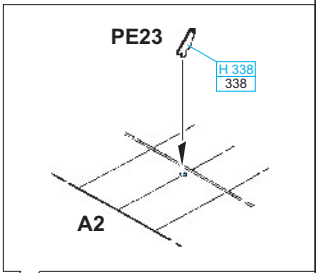
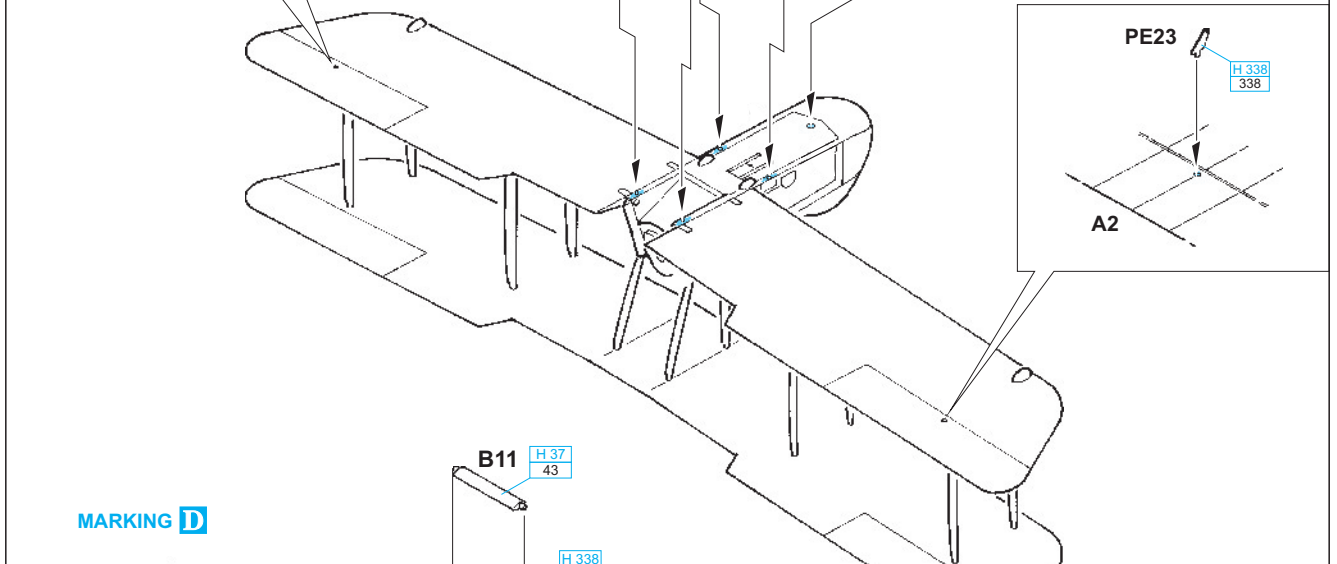




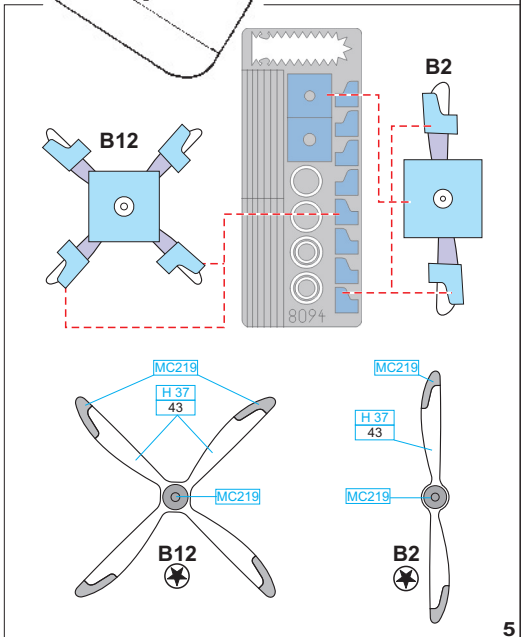
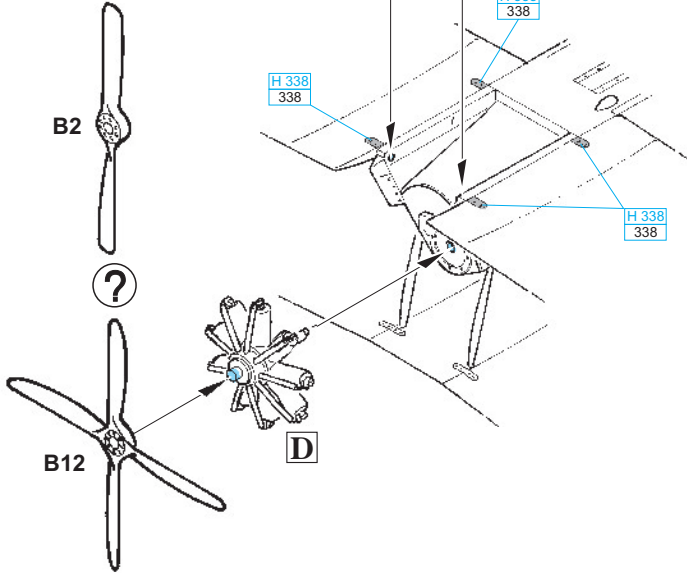




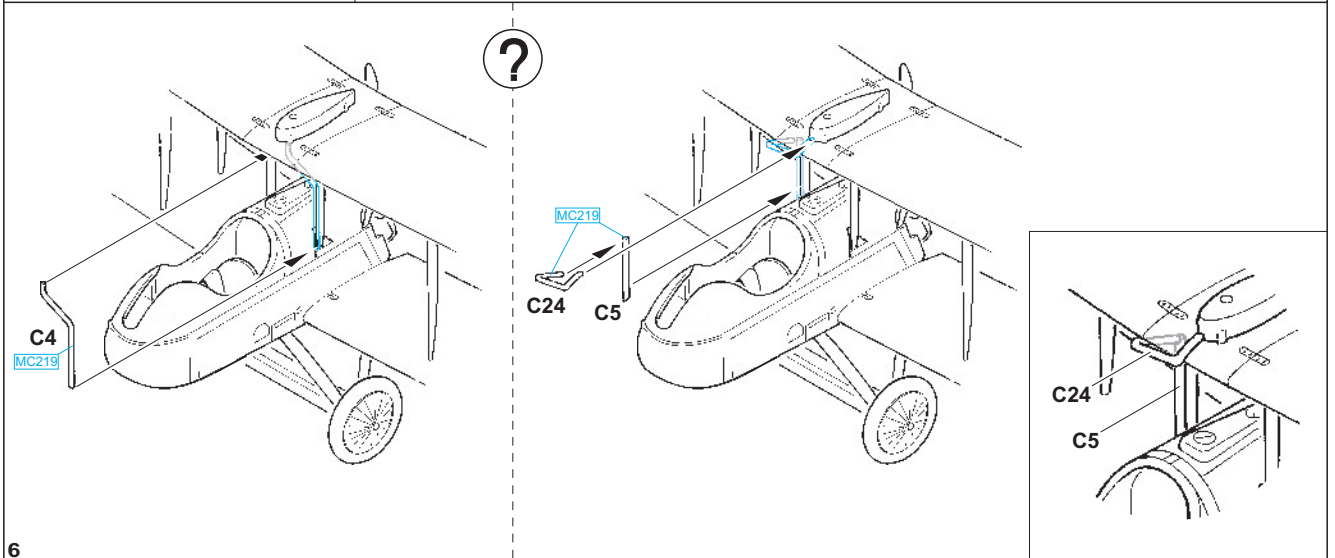
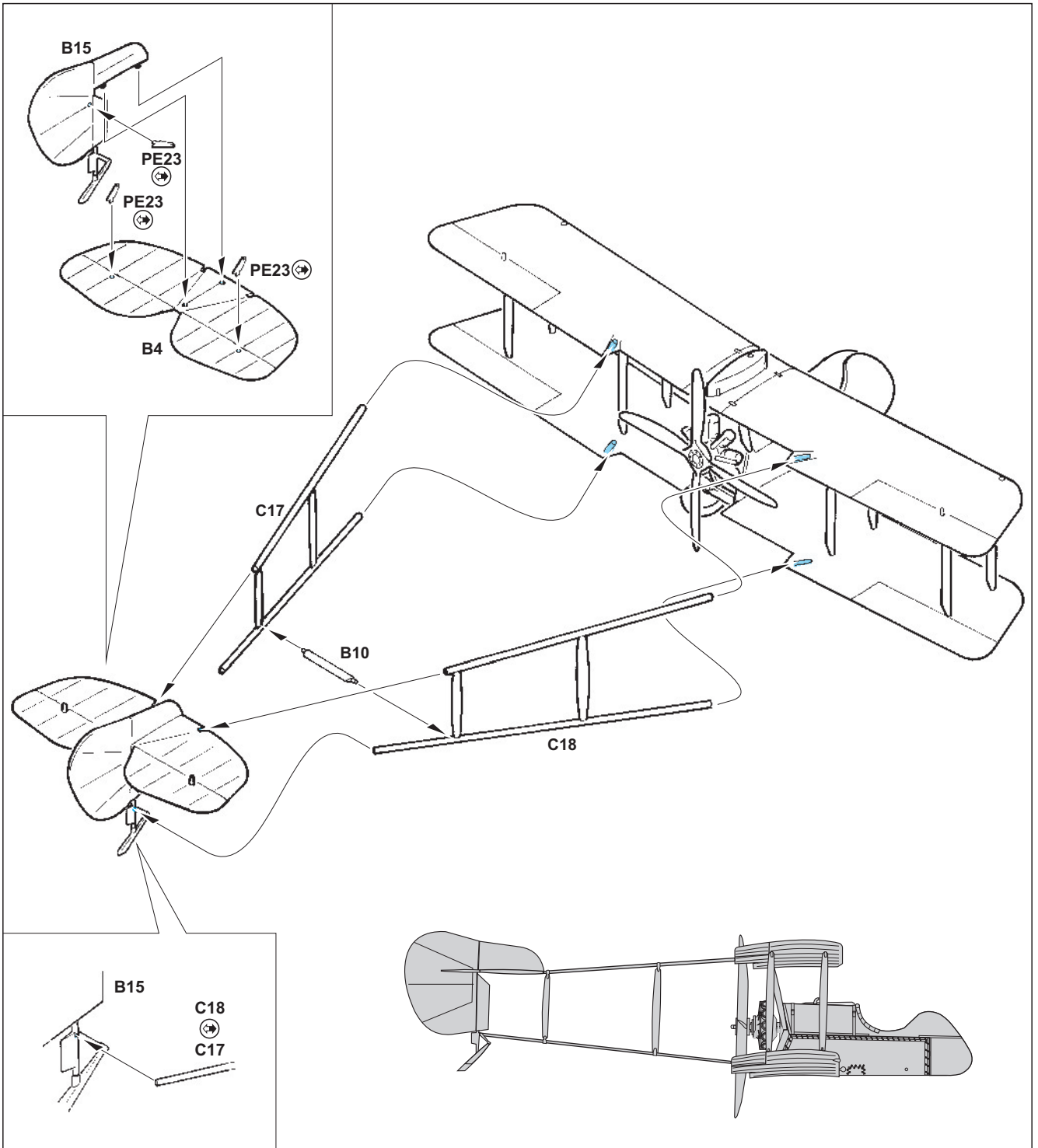
- |                       |                       |                       |
|-----------------------|-----------------------|-----------------------|
| <b>MARKING C ONLY</b> | <b>MARKING B ONLY</b> | <b>MARKING A ONLY</b> |
| <b>C2</b> ?           | <b>C9</b> ?           | <b>C16</b> ?          |

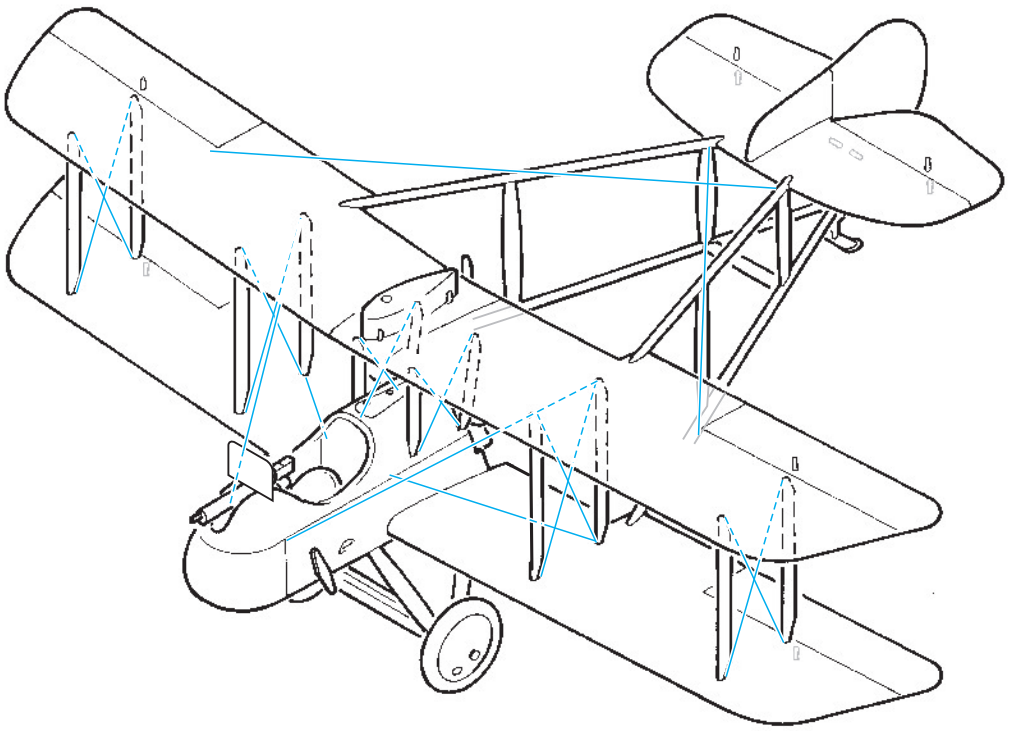
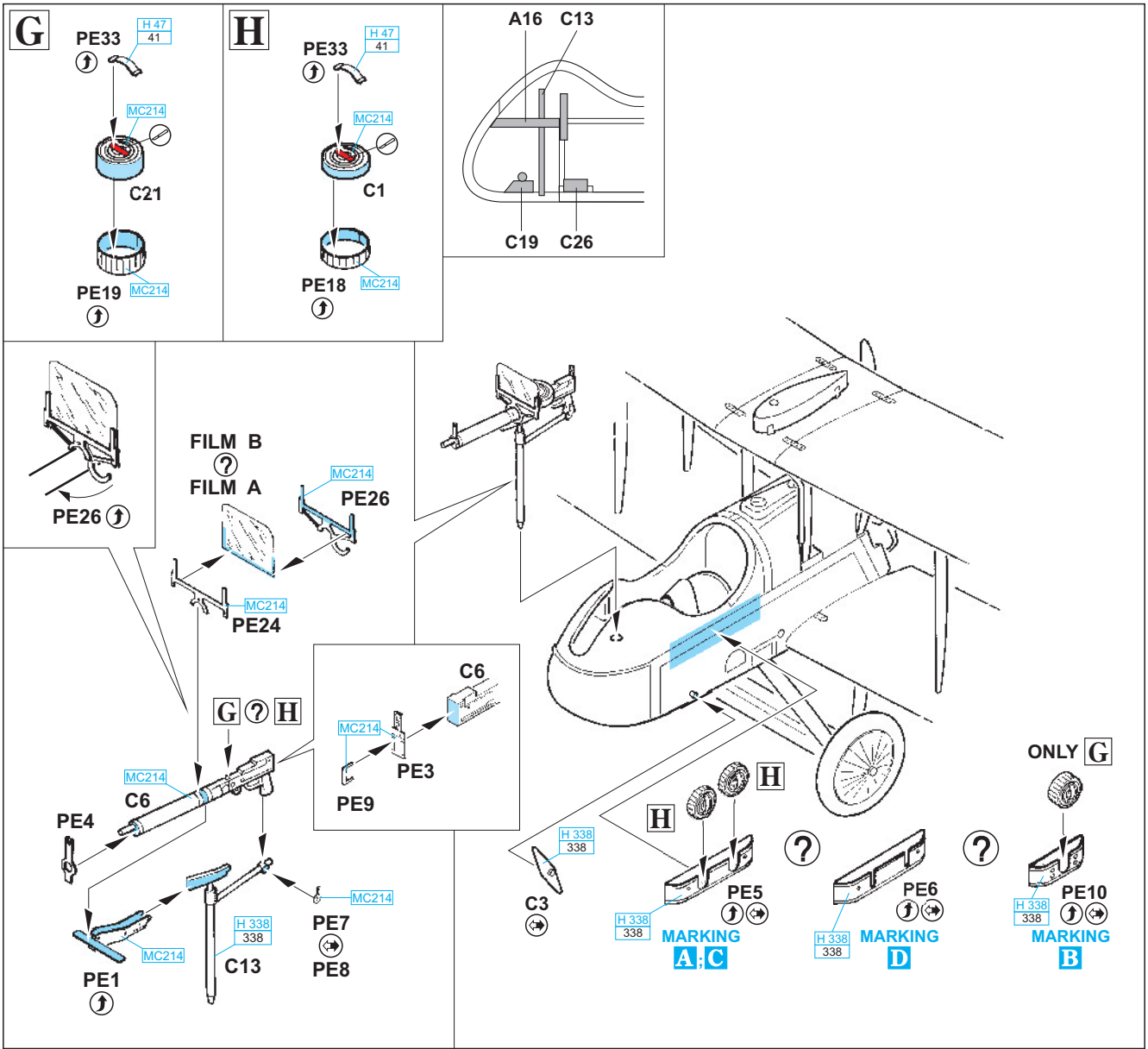


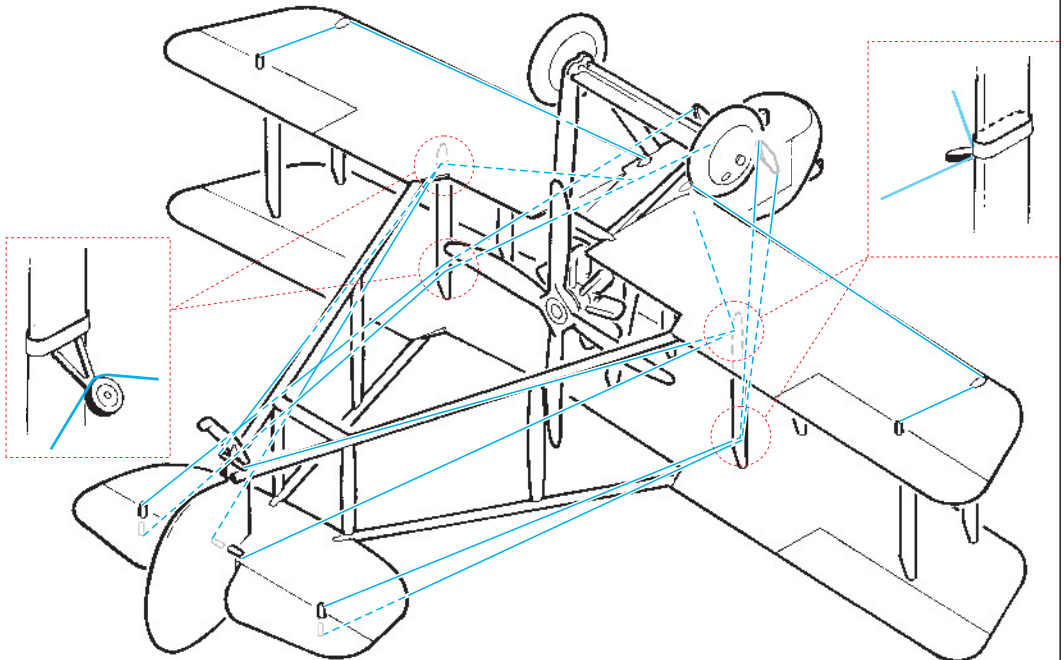
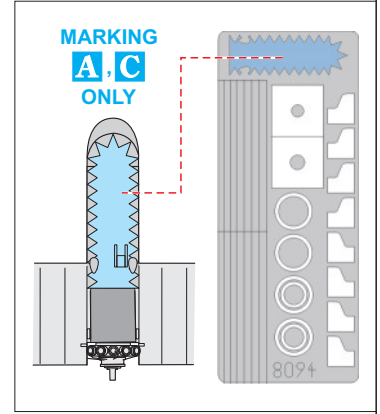
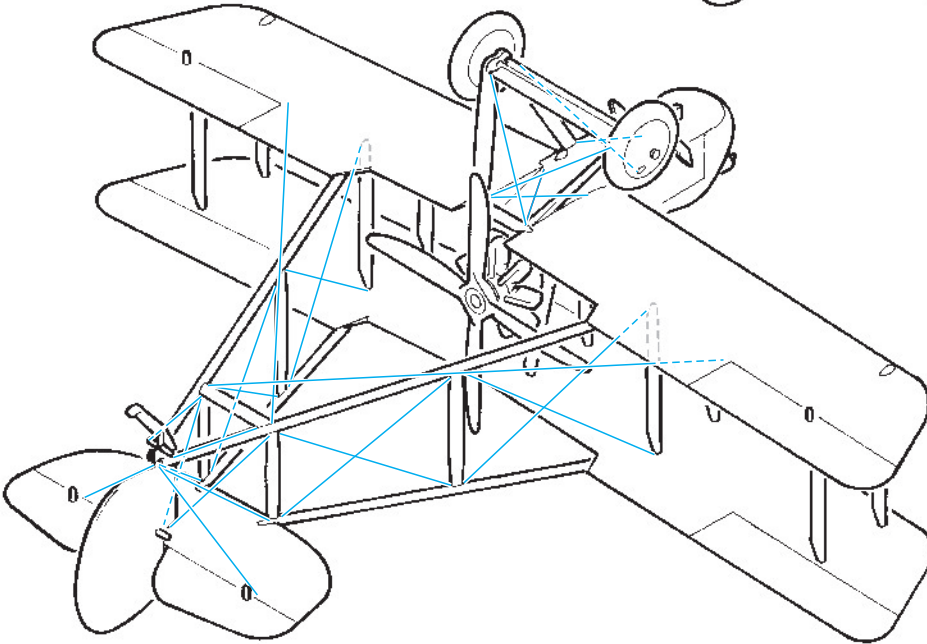
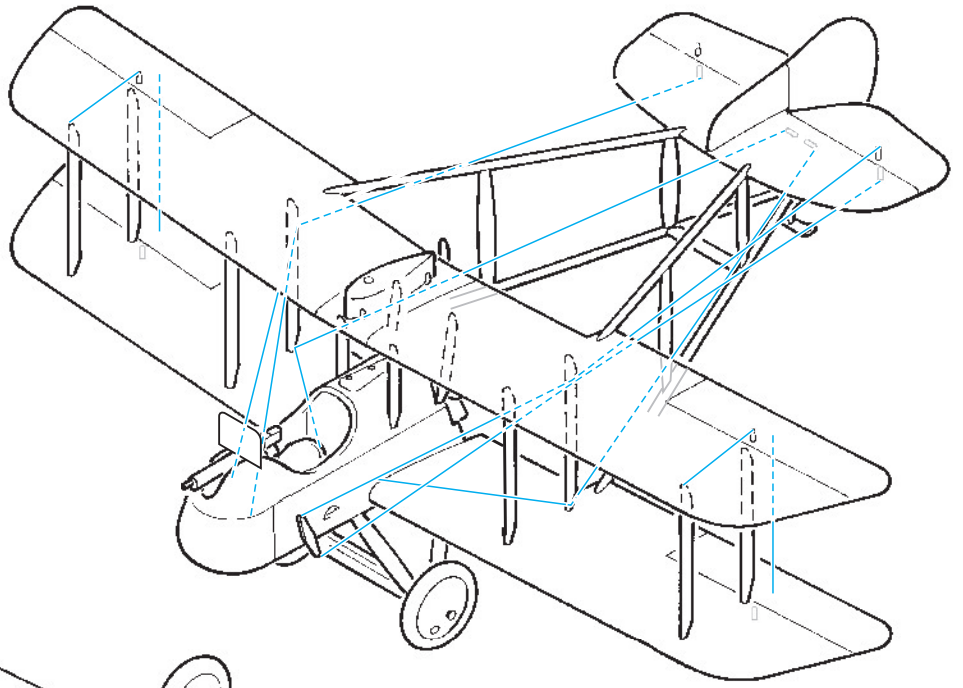
**MARKING D**



**MARKING A, B, C**







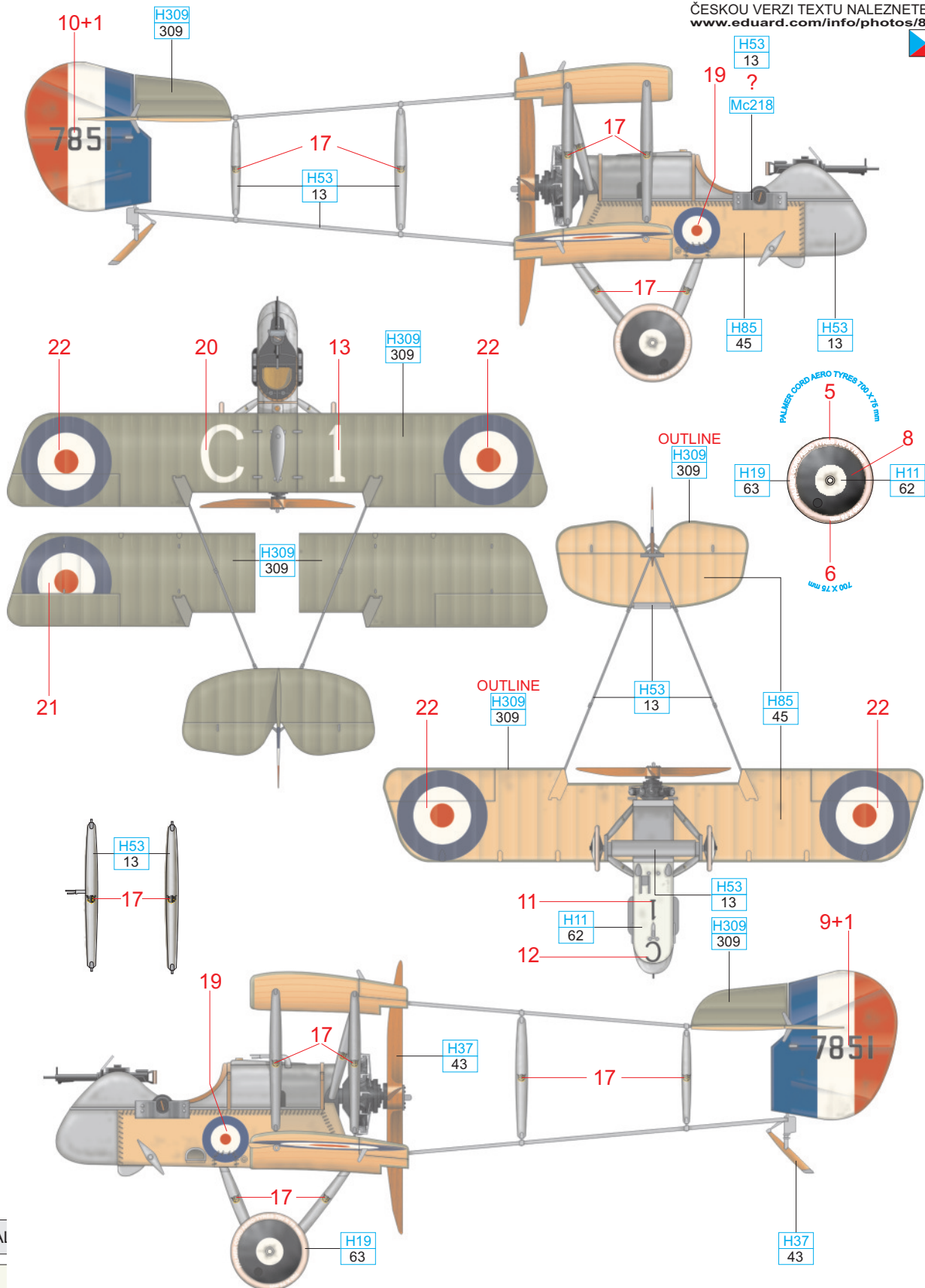




# B No. 7851, No. 32 squadron RFC, Flight C, France, 1916

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.

ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.com/info/photos/8094](http://www.eduard.com/info/photos/8094)



AI

DOPPED LINEN H85 45

GRAY H53 13

WOOD H37 43

PINK H19 63

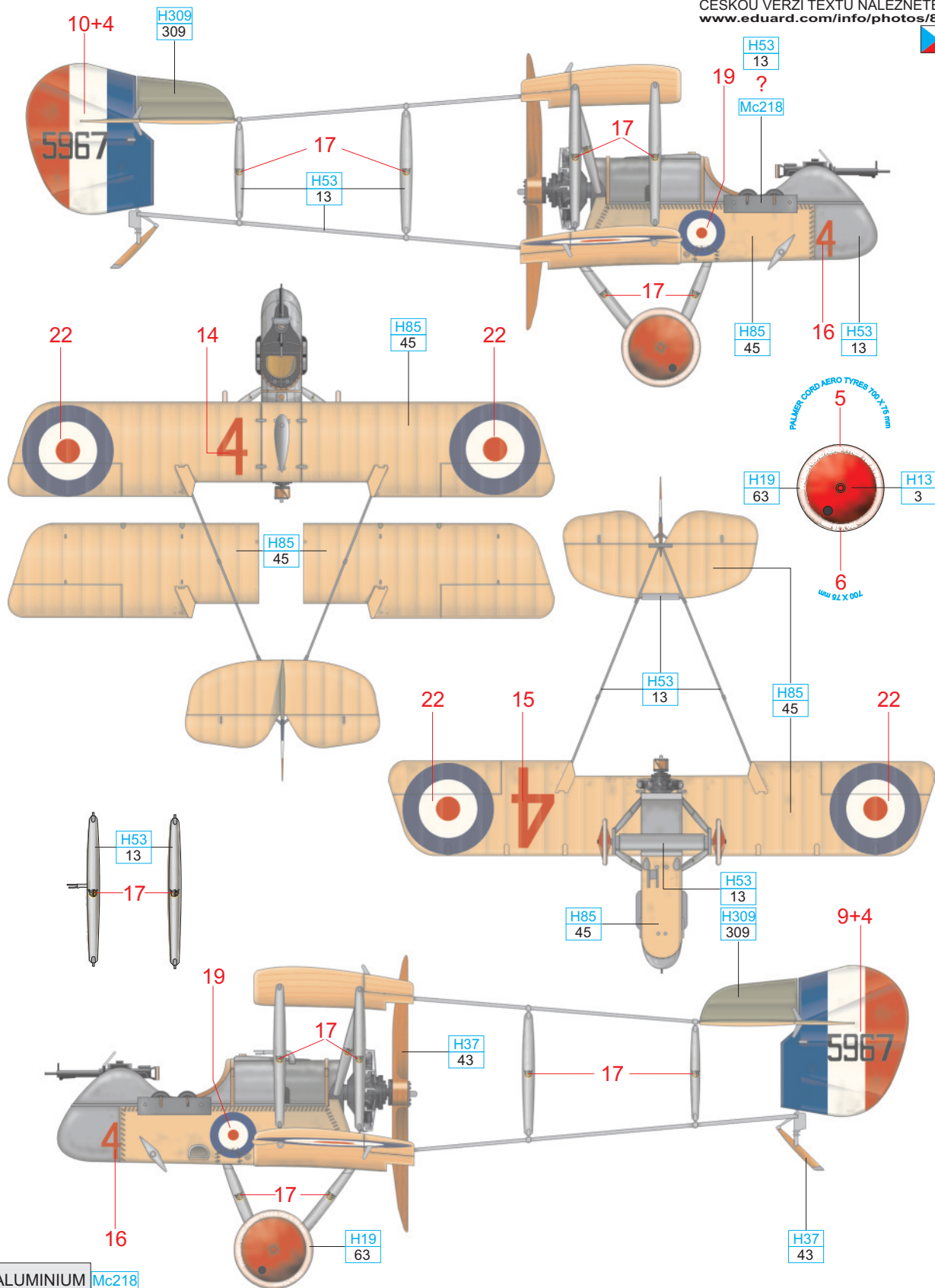
GREEN H309 309



# 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.

ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com/info/photos/8094](http://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**

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