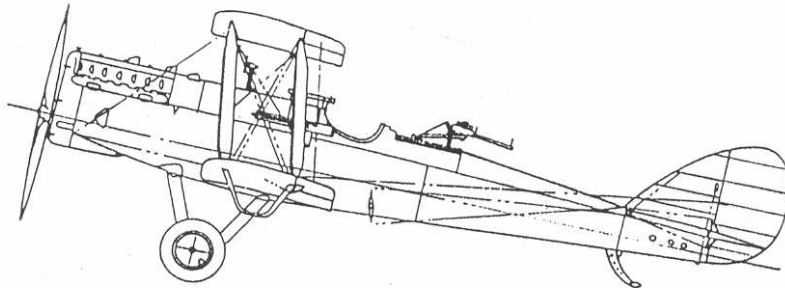


# CZECH MASTER RESIN KITS

1:72 SCALE

CMR1014  
De Havilland D.H.9A



CZECH MASTER RESIN KITS ARE HAND MADE IN THE CZECH REPUBLIC.

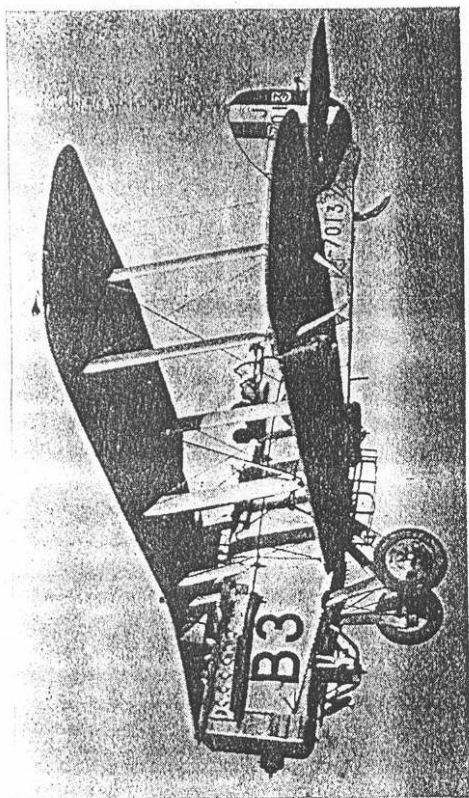
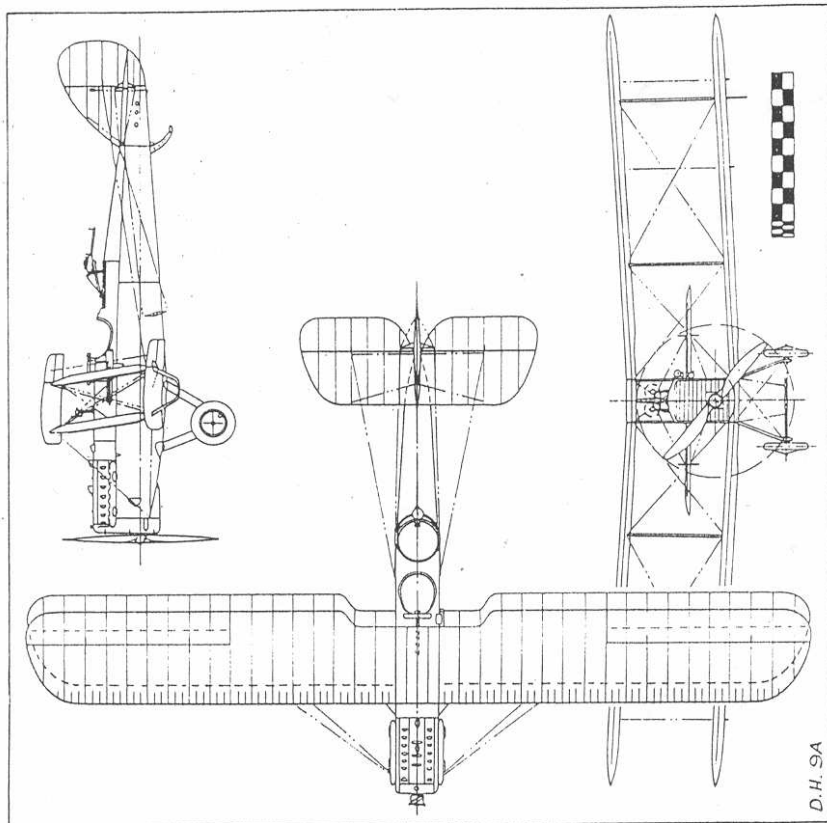
## THE RANGE

- CMR1003 Hansa Brandenburg W.12/III  
 CMR1006 Hansa Brandenburg W.29  
 CMR1009 Armstrong Whitworth F.K.10  
 CMR1012 Salmson 2A.2  
 CMR1015 Roland LVG D11  
 CMR1018 Sopwith 1 1/2 Strutter  
 CMR1021 B.E.2c late version  
 CMR1024 Junkers J-1 (J4)  
 CMR1027 Boeing B40  
 CMR1030 Ikarus IK-2  
 CMR1033 Hawker Woodcock  
 CMR1036 Alchi Nanzan  
 CMR1039 Spitfire Mk.XII  
 CMR1042 Bv 246 Hagehokorn  
 CMR1045 Aeronca GB-1 flying bomb  
 CMR1048 Fokker 5-14 Mach trainer  
 CMR1051 Fokker F-27 conversion set  
 CMR1054 Spitfire Mk.IXC  
 CMR1057 Spitfire Mk.XIVC  
 CMR1060 Mitsubishi KM3 "Pine"  
 CMR1063 Curtiss R3C1/C2  
 CMR1066 North American O-47  
 CMR1069 PV-2 Neptune 6 gun nose  
 CMR1072 Arado Ar-79  
 CMR1075 Fokker D.XXI Dutch version  
 CMR1078 Curtiss F9C Sparrowhawk  
 CMR1081 Myrsky II  
 CMR1084 Erik Laura  
 CMR1087 Messerschmitt Me-309V1  
 CMR1090 Seversky P-35  
 CMR1093 Ki-28 "Bob"  
 CMR1096 Supermarine Spitfire Mk.21  
 CMR1099 Supermarine Seafire F.R.45  
 CMR1002 Bell XP-77  
 CMR1005 Hansa Brandenburg W.20  
 CMR1008 Sopwith Dolphin  
 CMR1011 Siemens Schukert D.III  
 CMR1014 De Havilland D.H.9  
 CMR1017 Palitz D11/IIIA  
 CMR1020 B.E.2c early version  
 CMR1023 Spad XIIIc  
 CMR1026 Martinsyde F4 Buzzard  
 CMR1029 Bell P-63D "Kingcobra"  
 CMR1032 Gloster gamecock  
 CMR1035 Alchi Selran  
 CMR1038 Northrop N9M Flying Wing  
 CMR1041 North American P-51H  
 CMR1044 DFW T.28 F10h "Flea"  
 CMR1047 Fokker 5-11/512  
 CMR1050 Fokker D.XXIII  
 CMR1053 Spitfire HF.VII  
 CMR1056 Spitfire Mk.VIII/IX wings set  
 CMR1059 Northrop A-17/17A,  
 CMR1062 Ki-86 "Cypress"  
 CMR1065 Stinson L-5 Sentinel  
 CMR1068 AT-16 Dutch Harvard conversion  
 CMR1071 MDD Explorer Helicopter  
 CMR1074 Payen Pa 49B "Katy"  
 CMR1077 Hawker Typhoon IB early version  
 CMR1080 Grumman FF-1G-23 Goblin  
 CMR1083 Kokusai Ta-50 Suicide aircraft  
 CMR1086 VEF I-16 Irbits  
 CMR1089 Commonwealth CA.6 Wackett  
 CMR1092 Fokker D.XXI Finnish version  
 CMR1095 Commonwealth Ca-25 "Wingee"  
 CMR1098 Supermarine Seafire Mk.46  
 CMR1101 Fokker C.X Finnish version  
 CMR1001 Midget Mustang  
 CMR1004 Hansa Brandenburg W.12/V  
 CMR1007 Bristol S1ppe  
 CMR1010 Bristol M1C  
 CMR1013 Breguet 14.B2  
 CMR1016 Albatross C.III  
 CMR1019 De Havilland D.H.5 Airco  
 CMR1022 B.E.2E  
 CMR1025 AGO C.IV  
 CMR1028 Bell L-39.2  
 CMR1031 Ikarus IK-3  
 CMR1034 Junkers Ju-87A  
 CMR1037 Blackburn Firebrand T.F.5  
 CMR1040 North American P-51A/A-36  
 CMR1043 Arado Ar-66C  
 CMR1046 Kayaba Kago helicopter  
 CMR1049 Fokker D.XVII  
 CMR1052 Fokker F-50 conversion set  
 CMR1055 Spitfire PR.XI  
 CMR1058 Bell X-2  
 CMR1061 Ki-76 "Stella"  
 CMR1064 Aeronca TG-5  
 CMR1067 Romeo Ro-57  
 CMR1070 Commonwealth Ca-15  
 CMR1073 Republic RC-3 Sea Bee  
 CMR1076 Fokker D.XXI Finnish version  
 CMR1079 Grumman F3F-1  
 CMR1082 Pfalz Dr.1  
 CMR1085 Ha Bv 137  
 CMR1088 Fokker D.XXI Danish Version  
 CMR1091 Vought O2U Corsair  
 CMR1094 Fokker C.X  
 CMR1097 Supermarine Spitfire Mk.22/24  
 CMR1100 Curtiss A-12 Shrike

Home: No. 11 (Andover), No. 12 (Andover), No. 15 (Martlesham), No. 39 (Spittlegate and Bircham), No. 100 (Spittlegate), No. 207 (Bircham and East-church), No. 501 (Filton), No. 600 (Northolt and Hendon), No. 601 (Northolt and Hendon), No. 602 (Renfrew), No. 603 (Turnhouse) and No. 605 (Castle Bromwich). Overseas: No. 8 (Iraq and Aden), No. 14 (Palestine), No. 27 (India), No. 30 (Iraq), No. 45 (Egypt), No. 47 (Egypt), No. 55 (Iraq), No. 60 (India) and No. 84 (Iraq). Also in Russia (1919) with No. 47 (one flight) and No. 221.

TECHNICAL DATA (D.H. 9A)

Description: Two-seat day bomber. Wooden structure, fabric covered.  
 Manufacturers: Westland Aircraft Ltd., Yeovil. Widely sub-contracted.  
 Power Plant: One 400-h.p. Liberty.  
 Dimensions: Span, 46 ft. Length, 30 ft. Height, 10 ft. 9 in. W/area, 488 sq. ft.  
 Weights: Empty, 2,695 lb. Loaded, 4,645 lb.  
 Performance: Maximum speed, 114 m.p.h. at 10,000 ft. Initial climb, 595 ft./min. Endurance, 5¼ hrs. Service ceiling, 16,500 ft.  
 Armament: One Vickers forward and one Lewis gun aft. Bomb-load, 450 lb.



D.H. 9A (J 7013) of No. 55 Squadron. (M.a.D. Photo.)

## de Havilland 9A

One of the most famous of R.A.F. aircraft, the D.H. 9A rivalled the Bristol Fighter and Avro 504 for longevity. Known familiarly as the 'Ninak', the D.H. 9A was introduced during the last six months of the First World War and remained in service with the peacetime R.A.F. until as late as 1931. Designed as a replacement for the D.H. 9 with the Independent Air Force, the D.H. 9A had a larger wing area and was fitted with the 360-h.p. Rolls-Royce Eagle or 400-h.p. Liberty engine, the prototypes being B. 7664 and C. 6122 respectively.

The D.H. 9A first entered service with No. 110 Squadron in June 1918, but did not reach France until 31 August. Operating in close formation at 17,000 ft., the D.H. 9As were extremely effective in daylight raids on German towns, and by the Armistice No. 110 Squadron had dropped 10½ tons of bombs with relatively light losses. Other D.H. 9A squadrons on the Western Front were Nos. 18, 99 and 205. Nos. 47 and 221 Squadrons were also equipped in Russia during 1919-20 fighting against the Bolsheviks. The parent firm for D.H. 9A production was Westland at Yeovil, who later produced the Wapiti as a replacement. Westland built 423, and almost 900 had been completed by 1918, including sub-contracted aircraft. Over 300 were delivered to the R.A.F. post-war, the final contract being placed in January 1927 for a batch of 35 ending J 8494.

The D.H. 9A was standard equipment with home-based day-bomber squadrons until the arrival of the Fairey Fawn, and one of the mainstays of squadrons overseas until superseded by the Wapiti and the IIIIF. It also saw wide service with the Auxiliary Air Force from its inception in 1925, and with Flying Training Schools. Wing Drill by Nos. 39 and 207 Squadrons was a feature of the 1924 Hendon Display, and in 1927 Nos. 600 and 601 Squadrons represented the Auxiliaries for the first time.