



# 1:48 de Havilland Vampire FB.5/FB.9

A06108 SCALE MODEL CONSTRUCTION KIT | Wingspan: 243mm Fuselage Length: 195mm | Three Decal Schemes Included

**EN** Although historically in the shadow of the Gloster Meteor, the de Havilland Vampire was the second jet fighter to enter Royal Air Force service and was a hugely significant aircraft in its own right. The first RAF aircraft capable of exceeding 500mph, the Vampire was also the first single-engined jet powered aircraft to cross the Atlantic Ocean, making it one of the most important of the world's early jets. The FB.5 fighter bomber variant was introduced in 1948 and featured the Goblin 2 jet engine and new shorter, squared off wing tips. It was the most numerous variant of the aircraft with 1123 aircraft built and 930 seeing service with the Royal Air Force. 94 ex RAF FB.5s were transferred to the French Armée de l'Air in 1949. Later in 1952 the FB.9 variant was developed for the RAF with the more powerful Goblin 3 jet engine to compensate for a loss of power in hotter overseas climates. FB.9s were also fitted with cockpit air conditioning which required an extended jet air intake lip on the starboard side of the fuselage. Eventually, the Vampire was replaced by the de Havilland Venom, a bigger, more powerful development of the basic Vampire design.

**FR** Bien qu'historiquement dans l'ombre du Gloster Meteor, le de Havilland Vampire a été le deuxième chasseur à réaction à entrer en service dans la Royal Air Force. Il a été un avion extrêmement important en soi. Premier avion de la RAF capable de dépasser les 800 km/h, le Vampire a également été le premier avion monomoteur à réaction à traverser l'océan Atlantique, ce qui en fait l'un des premiers avions à réaction du monde les plus remarquables. La variante chasseur-bombardier FB.5 a été introduite en 1948. Elle était équipée du moteur à réaction Goblin 2 et dotée de nouvelles extrémités d'ailes plus courtes et plus carrées. C'est cette variante qui a été la plus produite, avec 1123 appareils construits, dont 930 ont servi dans la Royal Air Force. 94 FB.5 ex-RAF ont été reversés à l'Armée de l'Air française en 1949. Plus tard, en 1952, la variante FB.9 a été développée pour la RAF avec le moteur à réaction Goblin 3 plus puissant pour compenser la perte de puissance dans les climats chauds d'outre-mer. Les FB.9 étaient également équipés d'une climatisation du cockpit, ce qui a nécessité l'ajout d'une prise d'air allongée sur le côté droit du fuselage. À terme, le Vampire a été remplacé par le de Havilland Venom, une évolution plus grande et plus puissante de la conception de base du Vampire.

**DE** Historisch gesehen steht die de Havilland Vampire sicherlich im Schatten des ersten britischen Düsenjägers, der Gloster Meteor. Als zweites von der Royal Air Force in den Dienst übernommenes strahlgetriebenes Kampfflugzeug erwies sich die Vampire jedoch durch ihre hervorragenden Flugleistungen als bedeutende Maschine. Sie war das erste Flugzeug der RAF, das eine Geschwindigkeit von über 800 km/h erreichen konnte. Da die Vampire aber auch das erste einstrahlige Flugzeug war, das den Atlantik überquerte, kann sie mit Recht als eines der wichtigsten frühen Düsenflugzeuge der Welt gelten. 1948 wurde die Variante FB.5 erstmalig als Jagdbomber gebaut, war mit dem Triebwerk Goblin 2 angetrieben und hatte nun kürzere, abgewinkelte Flügelspitzen. Mit 1123 hergestellten Maschinen, wovon 930 von der Royal Air Force verwendet wurden, war dieser Typ die meistgebaute Variante der Vampire. 94 dieser von der RAF eingesetzten FB.5 wurden 1949 an die französische Armée de l'Air abgegeben. 1952 wurde schließlich die Variante FB.9 für die RAF entwickelt. Mit dem noch stärkeren Triebwerk Goblin 3 konnte nun der im Einsatz bei heißeren Klimabedingungen entstehende Leistungsabfall kompensiert werden. Die FB.9 wurde auch mit einer Klimaanlage im Cockpit ausgerüstet, wozu an der Steuerbordseite des Rumpfes eine erweiterte Ansauglippe zur Luftzufuhr eingebaut werden musste. Schlussendlich wurde die Vampire durch die de Havilland Venom ersetzt. Diese war grundsätzlich als größere und stärkere Weiterentwicklung der Vampire konzipiert worden.

## Specification

Maximum Speed: 531 mph (854km/h)  
 Range: 1,050 miles (1,689 km) with drop tanks  
 Wingspan: 38 ft 0 in (11.58m)  
 Length: 30 ft 9.0 in (9.37 m)  
 Armament: 4 x 20mm Hispano Cannons

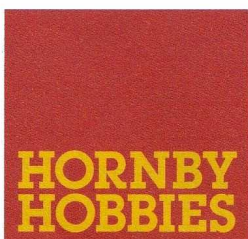
## Spécification:

Vitesse maximale: 854 km/h  
 Autonomie: 1.689 km avec réservoirs supplémentaires  
 Envergure: 11,58 m  
 Longueur: 9,37 m  
 Armement: 4 canons Hispano de 20 mm

## Spezifikation:

Höchstgeschwindigkeit: 854 km/h  
 Reichweite: 1689 km mit Abwurftränken  
 Spannweite: 11,58 m  
 Länge: 9,37 m  
 Bewaffnung: vier 20 mm Hispano Kanonen

Airfix would like to thank Bjorn Olsen at Norwegian Armed Forces Aircraft Collection (Forsvarets flysamling Gardermoen) for his help with the development of this model.



### FOR BEST RESULTS:

Surfaces to be painted should be clean — before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir paints thoroughly before use.

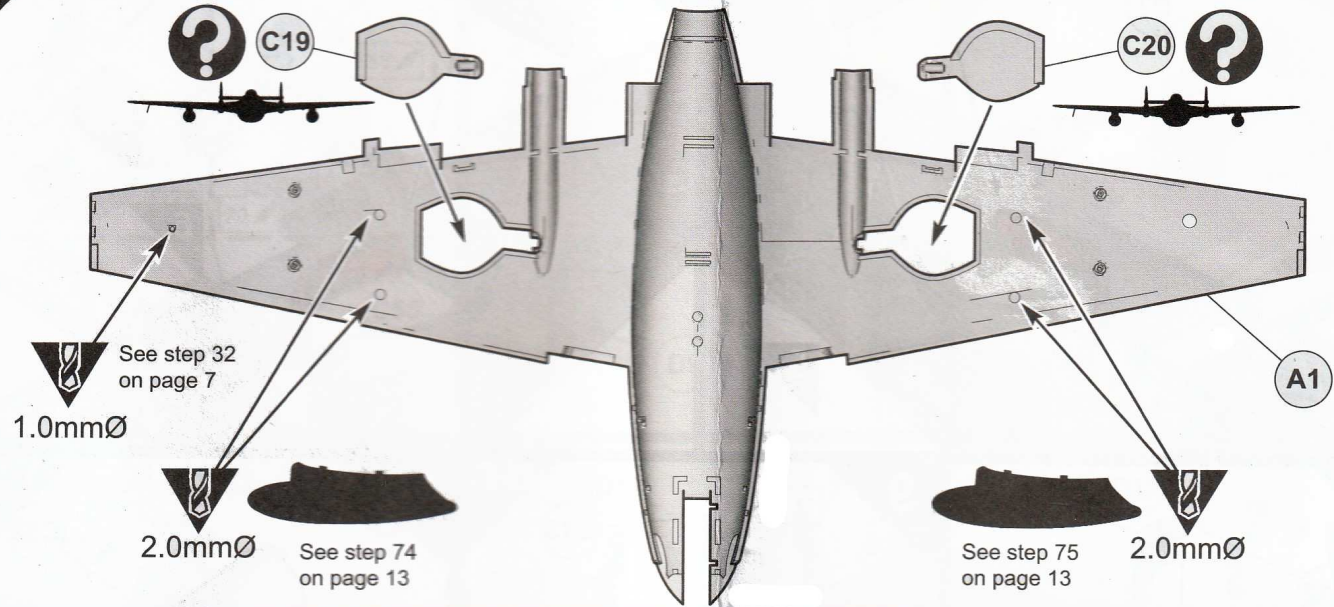
### PLEASE NOTE:

Some parts in the kit may not be required to build the model specified.

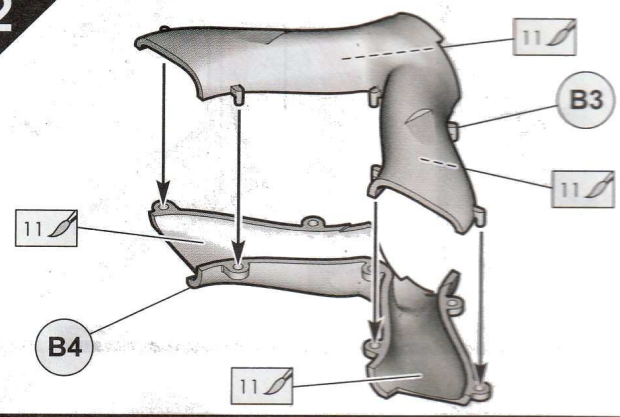


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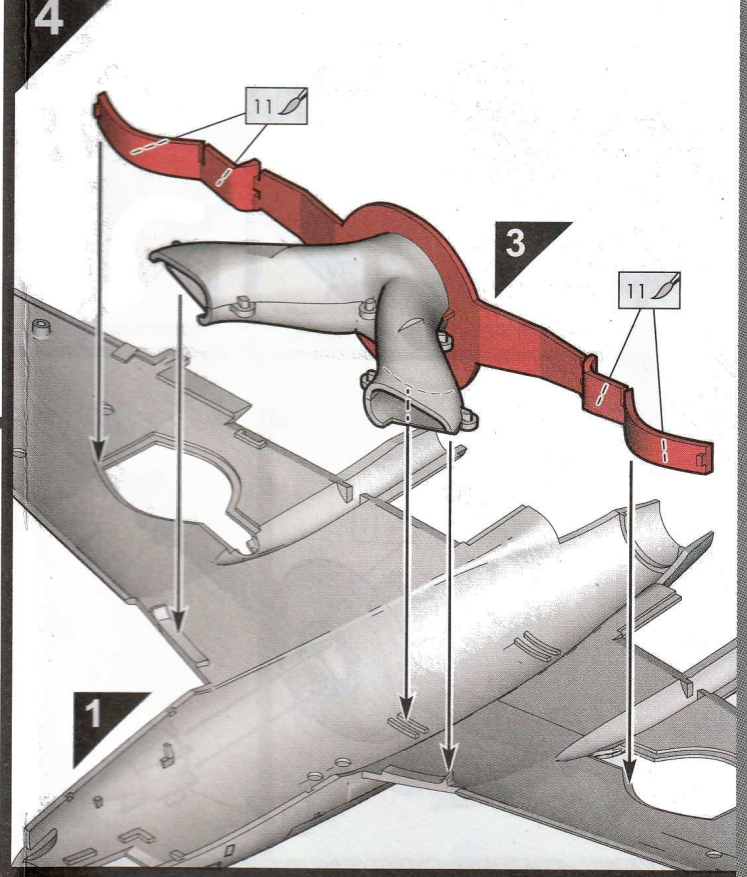
**Note:** If building this model with the undercarriage up, assemble parts C19 & C20 in this step and parts C3, C4 & C25 in step 5b below and miss out steps 5a to 9 on pages 3 & 4 and steps 53 to 71 on pages 11 & 12.



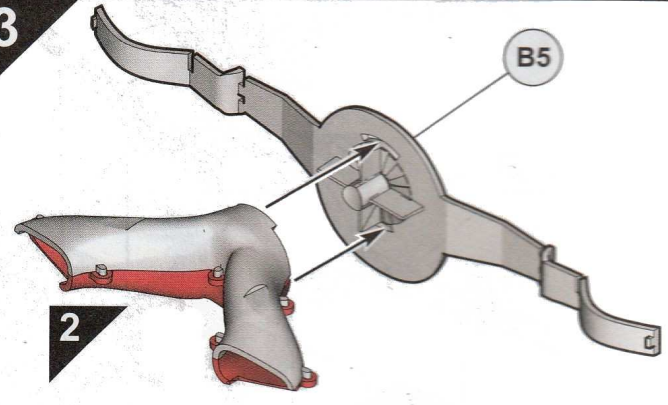
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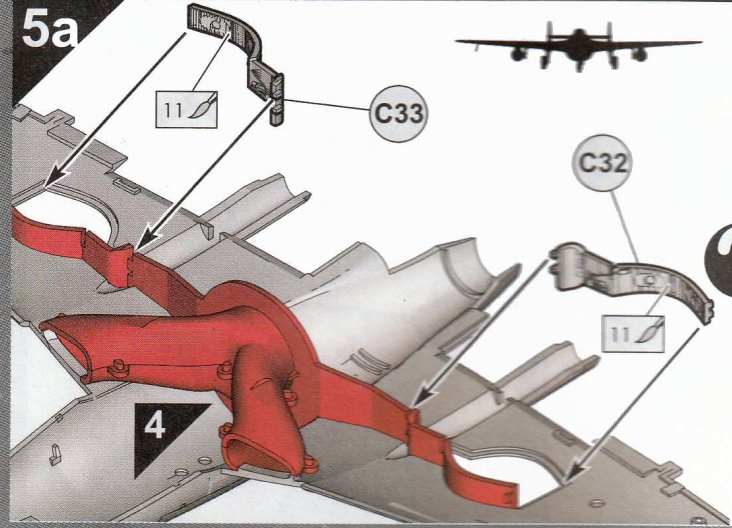
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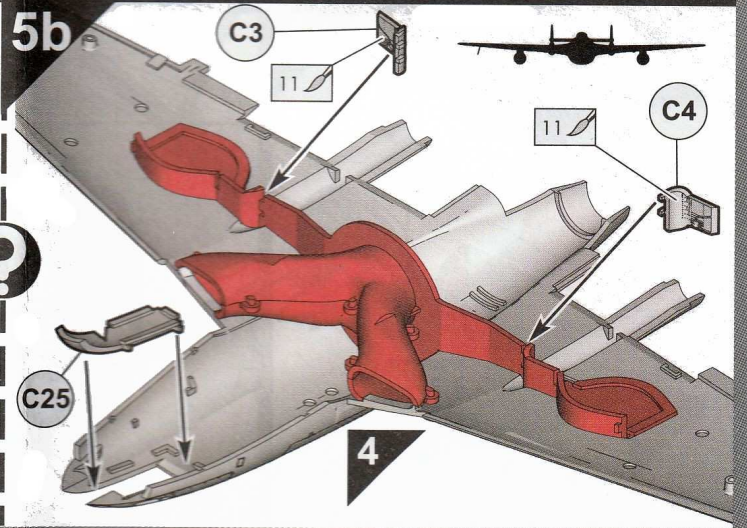
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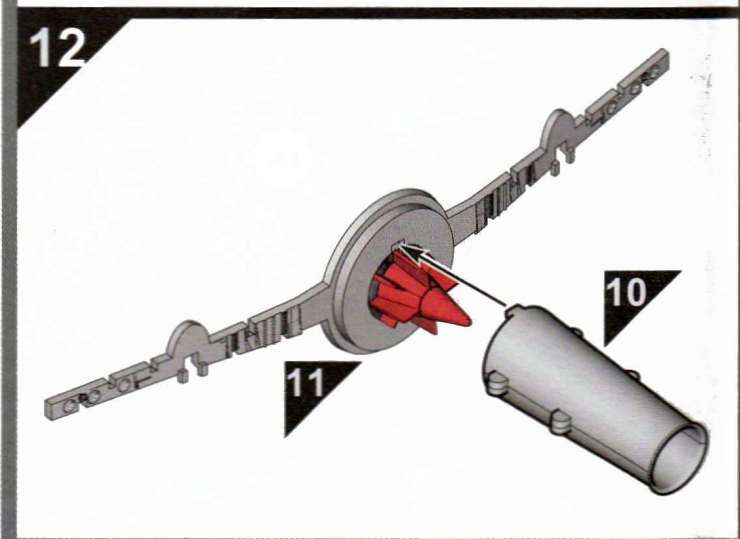
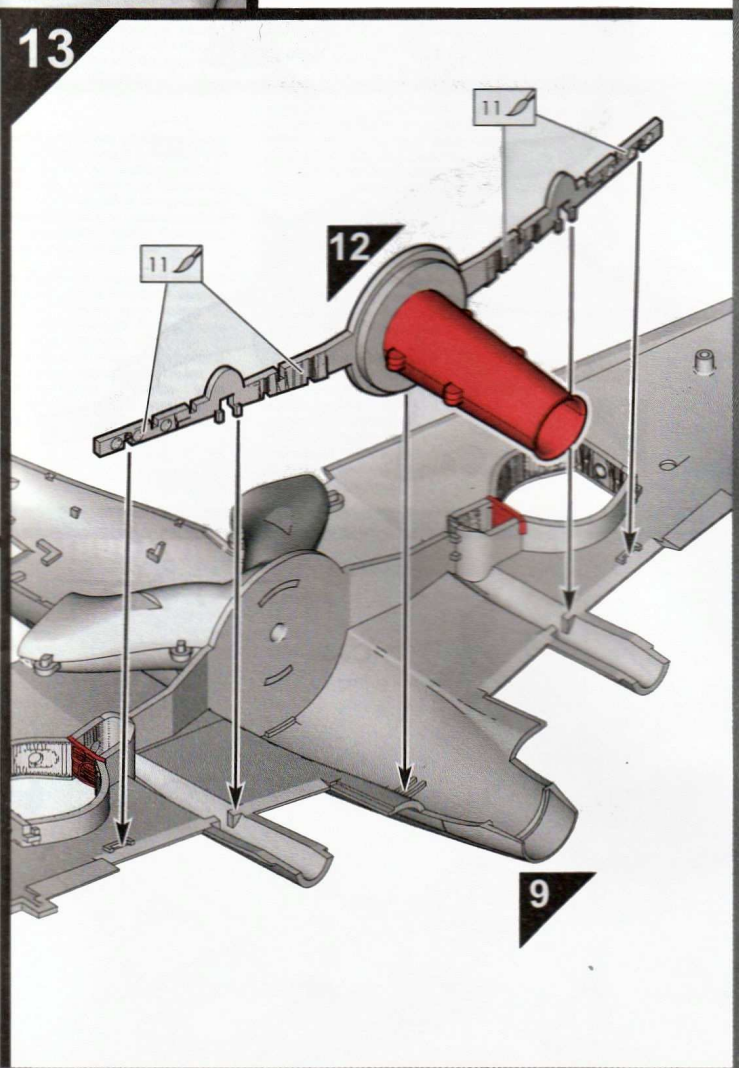
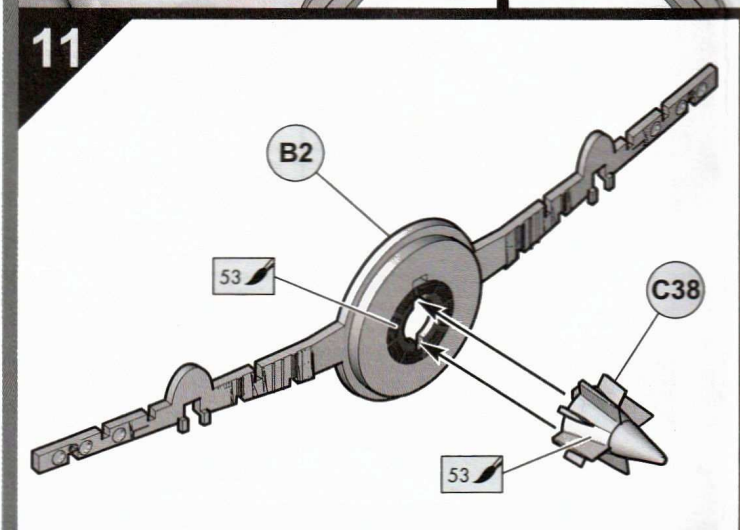
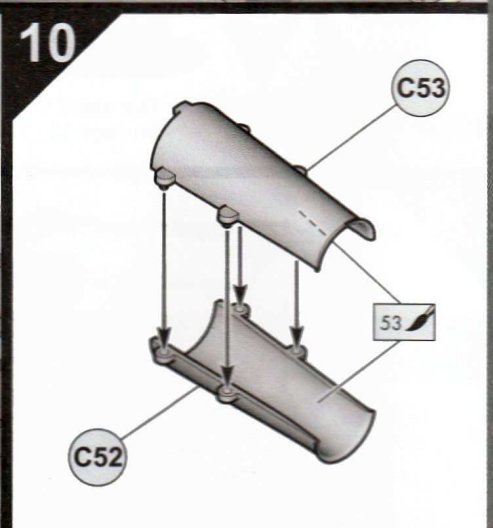
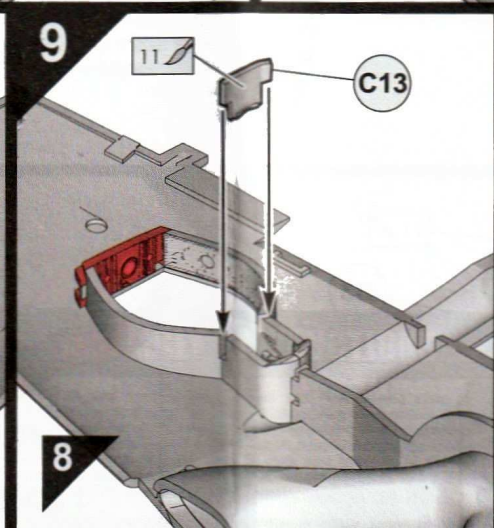
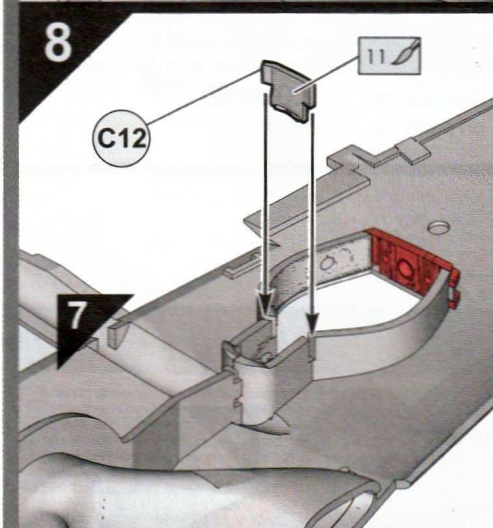
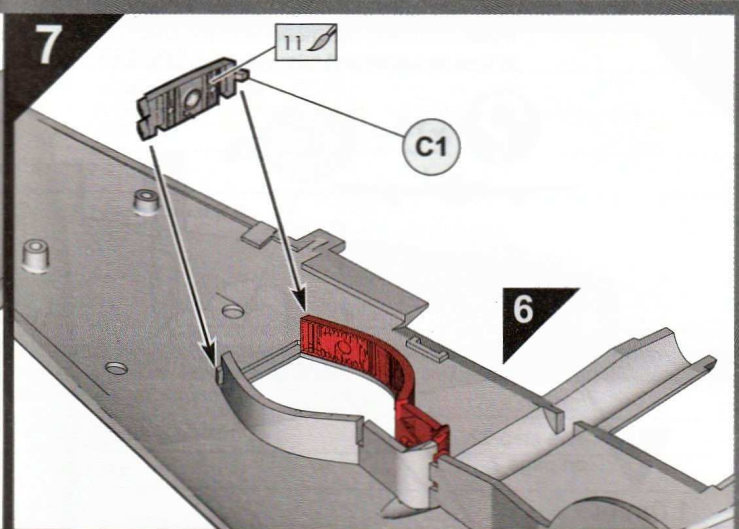
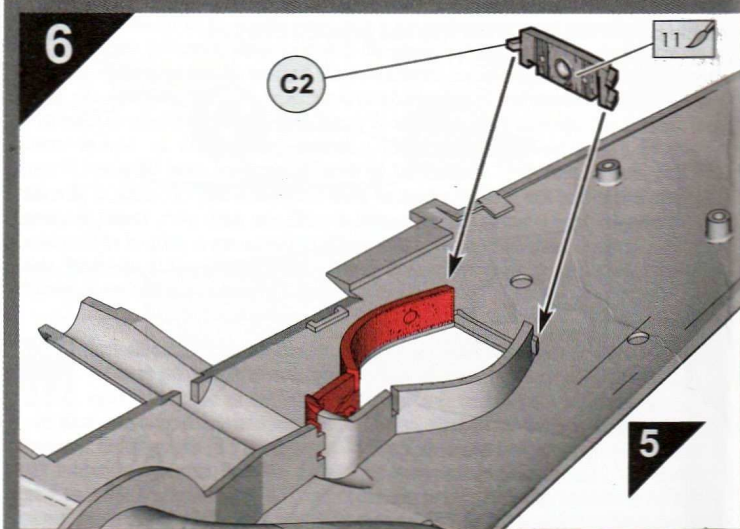


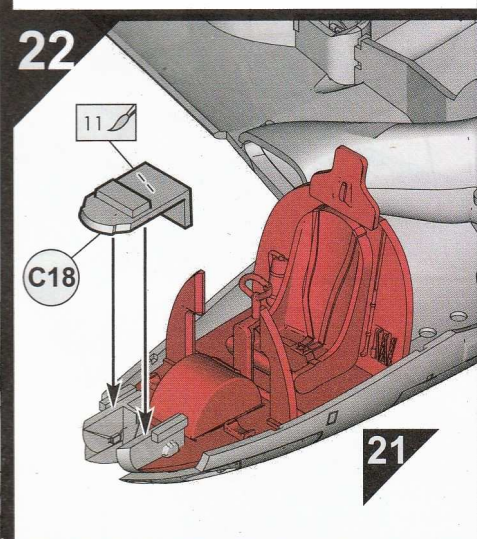
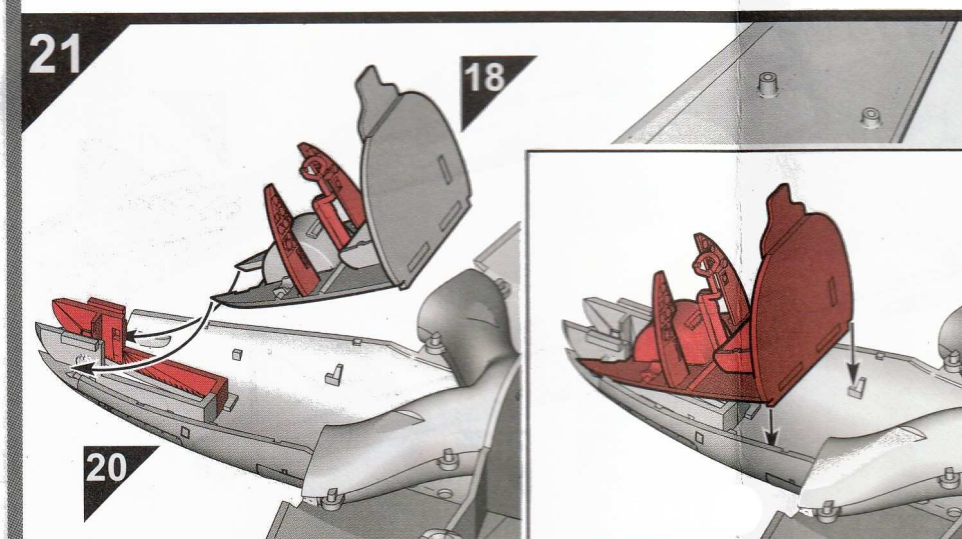
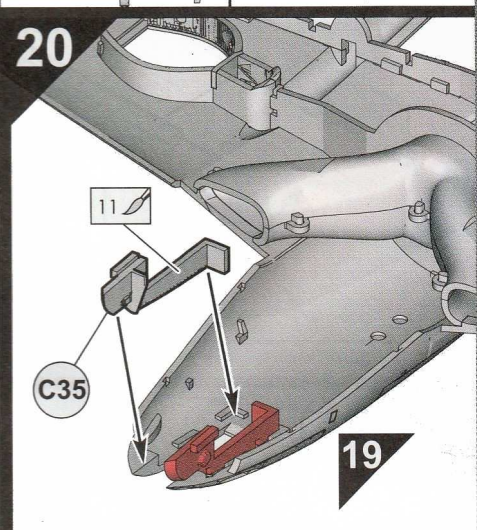
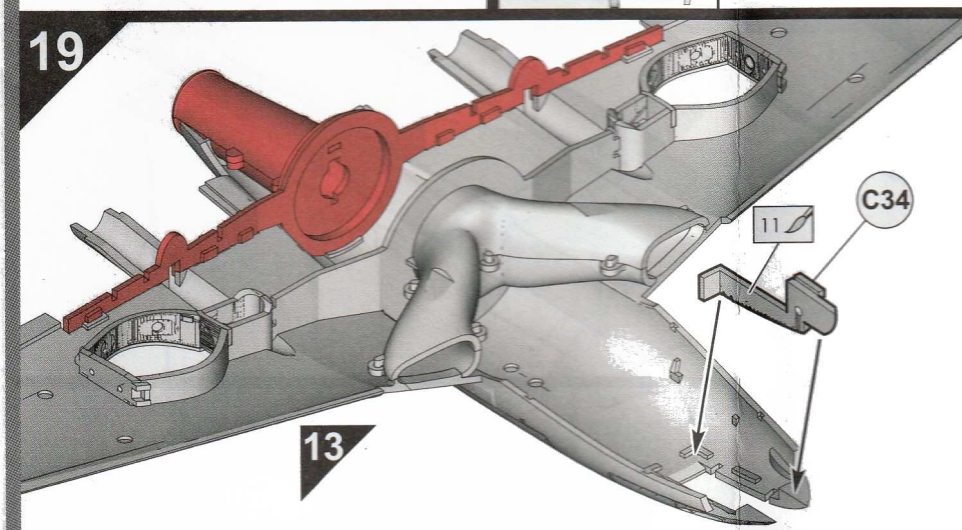
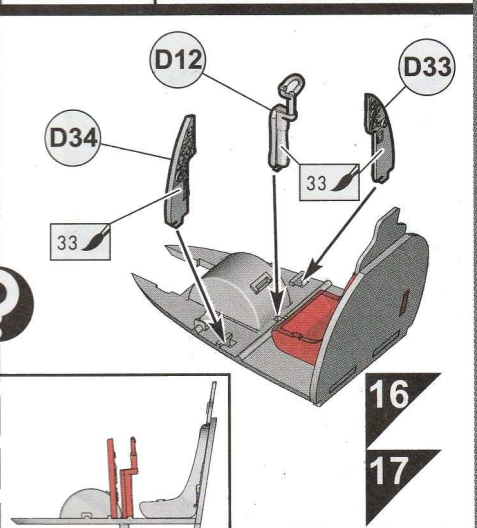
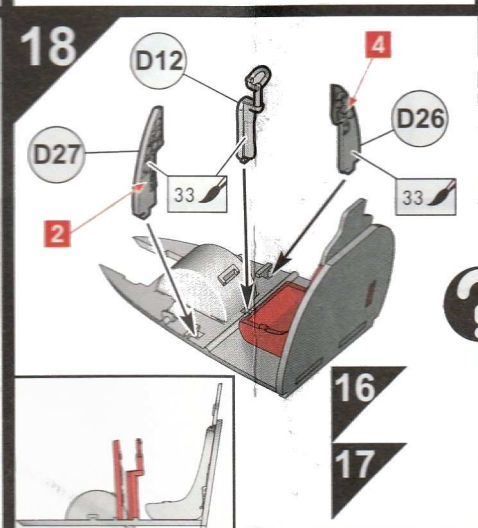
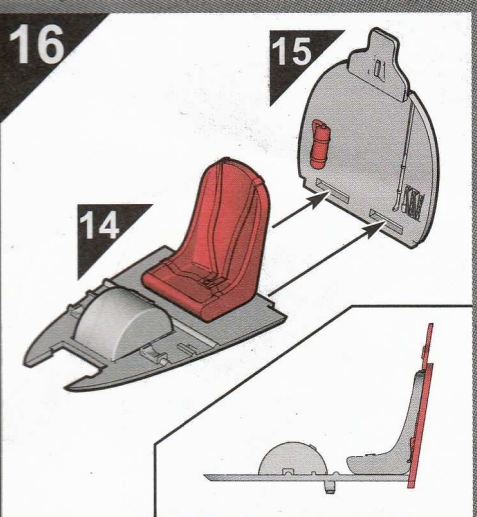
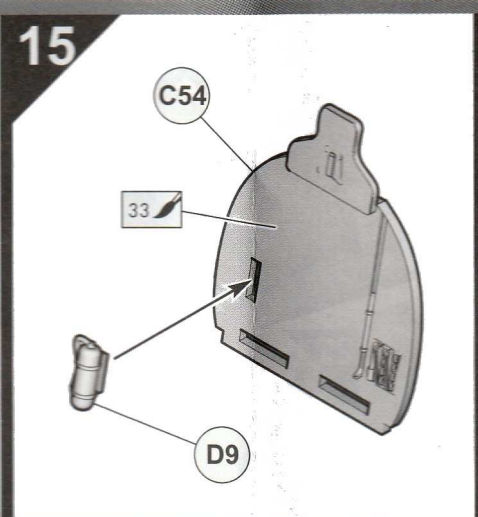
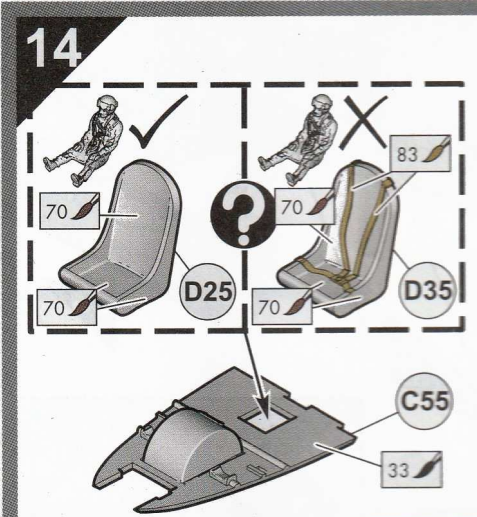
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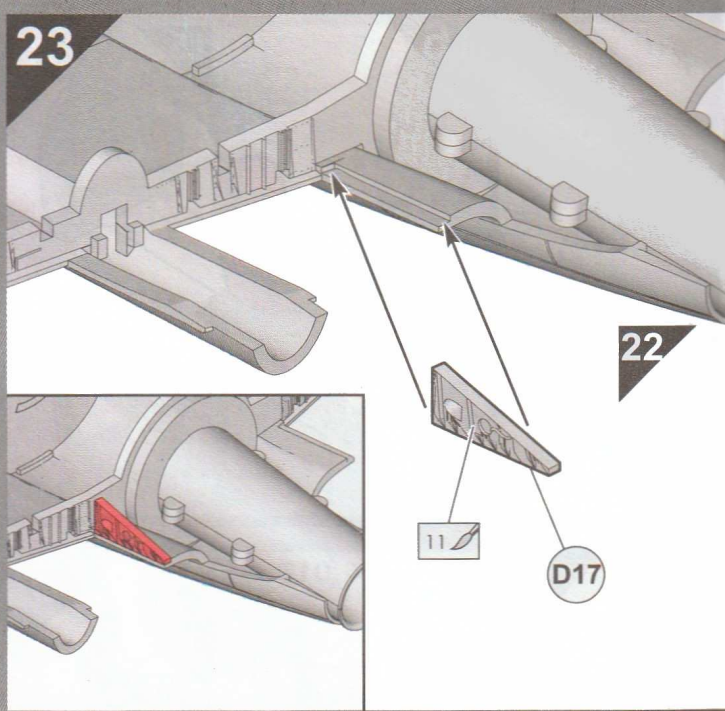
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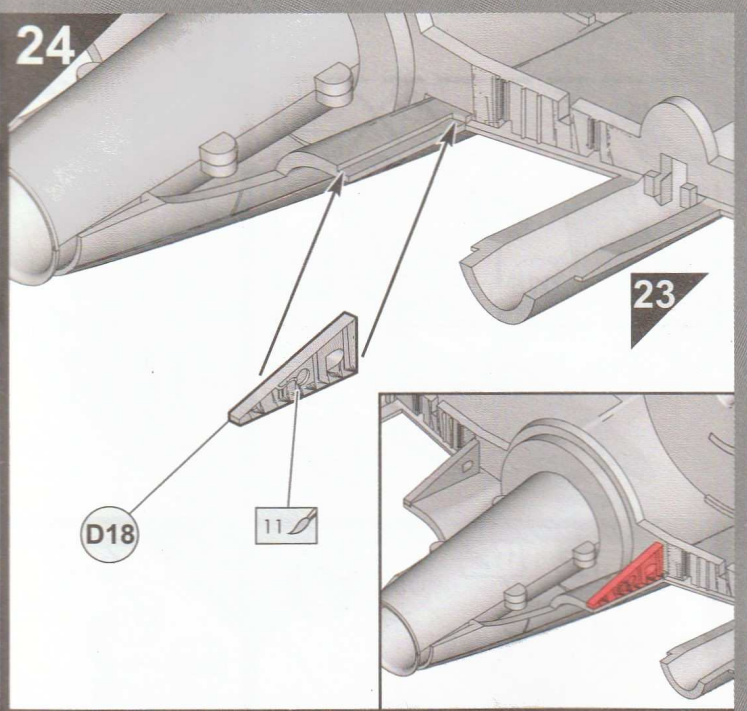




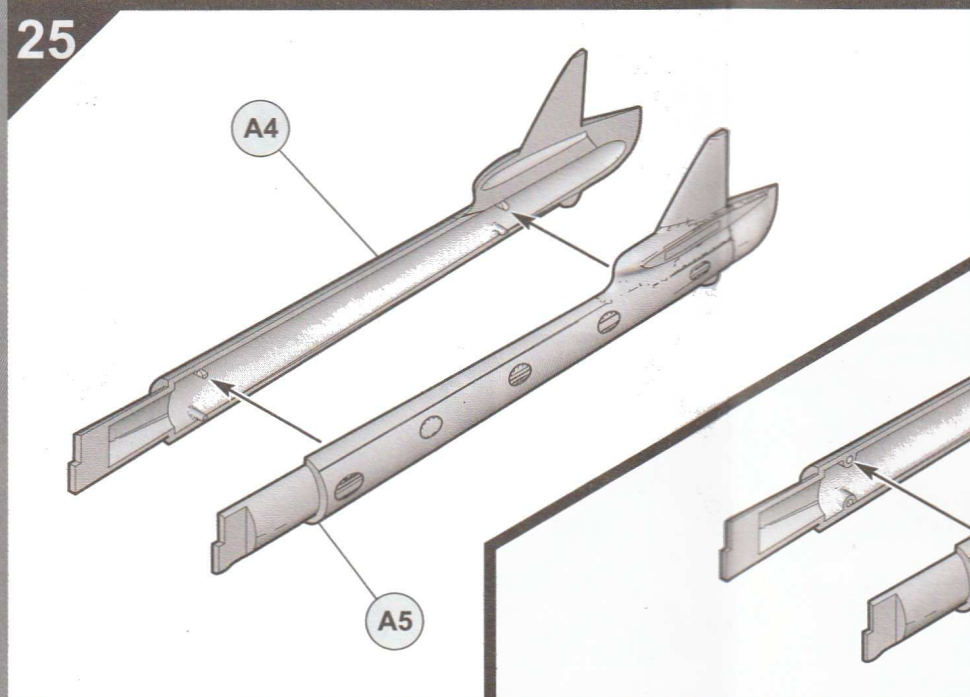
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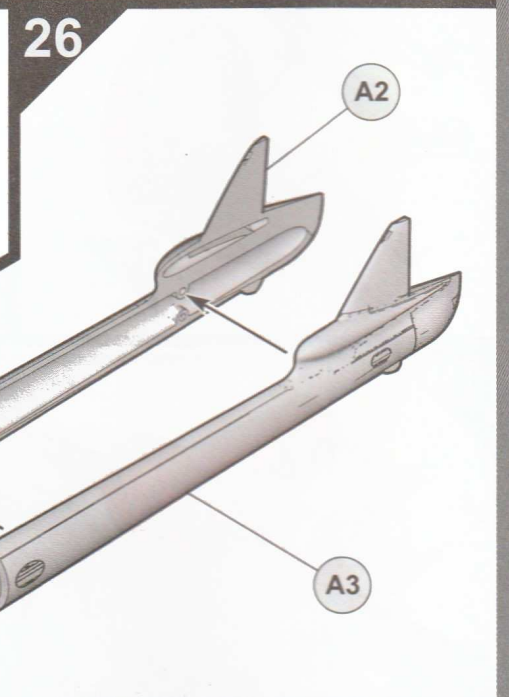
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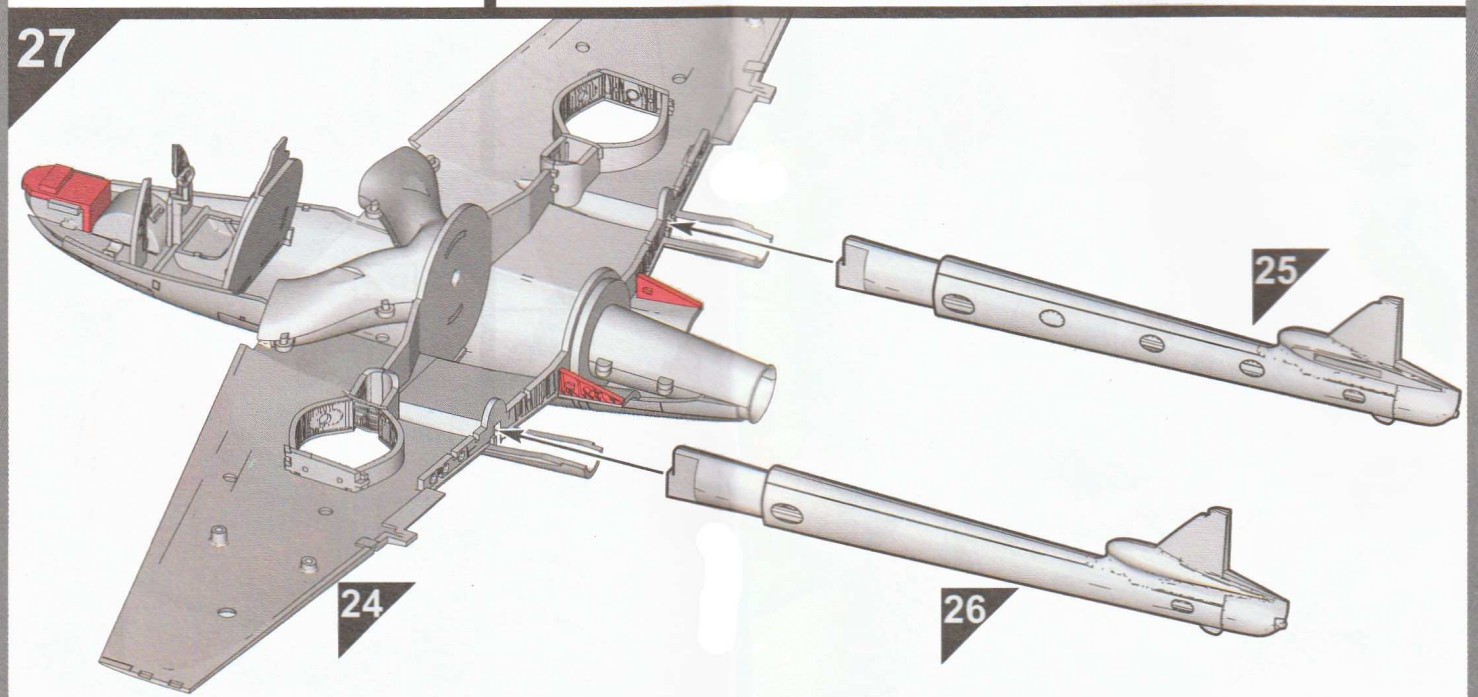
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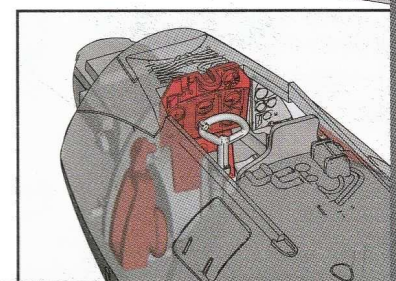
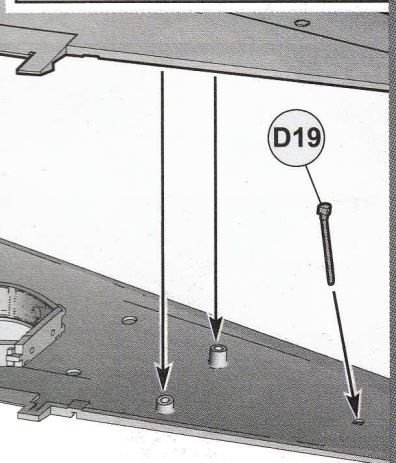
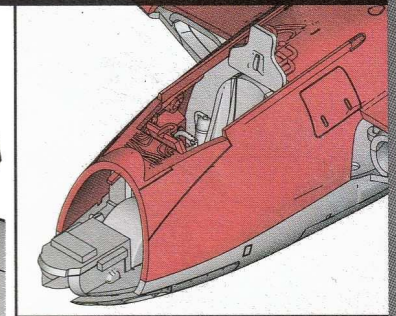
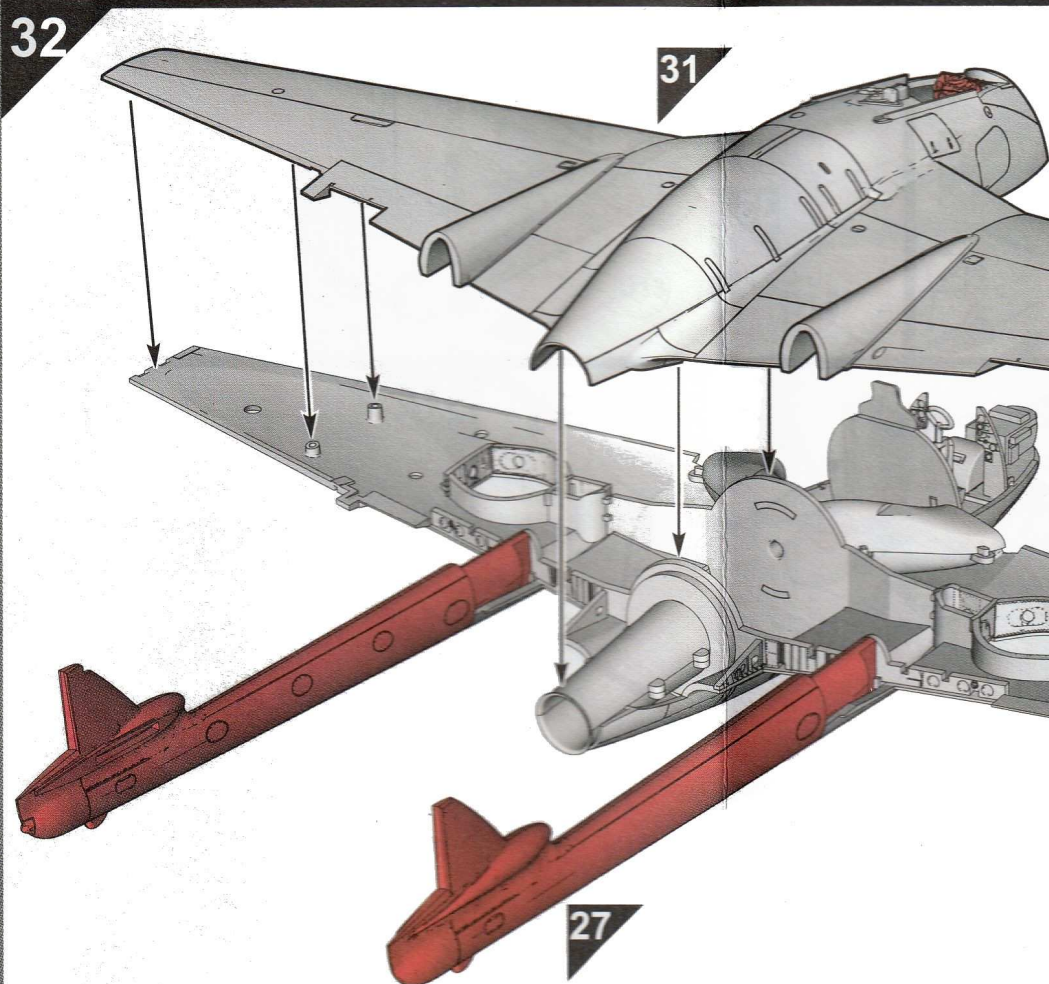
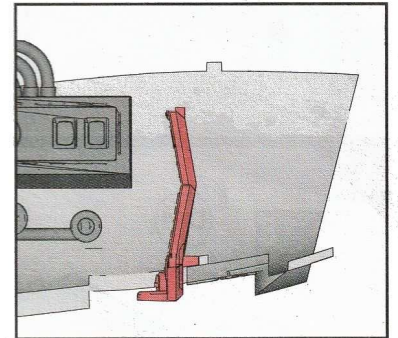
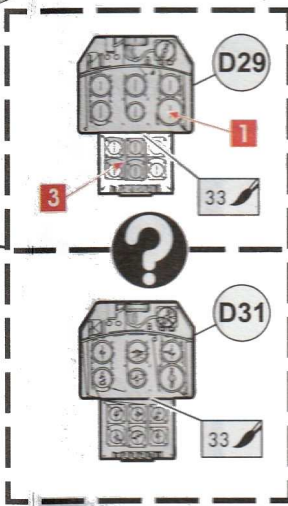
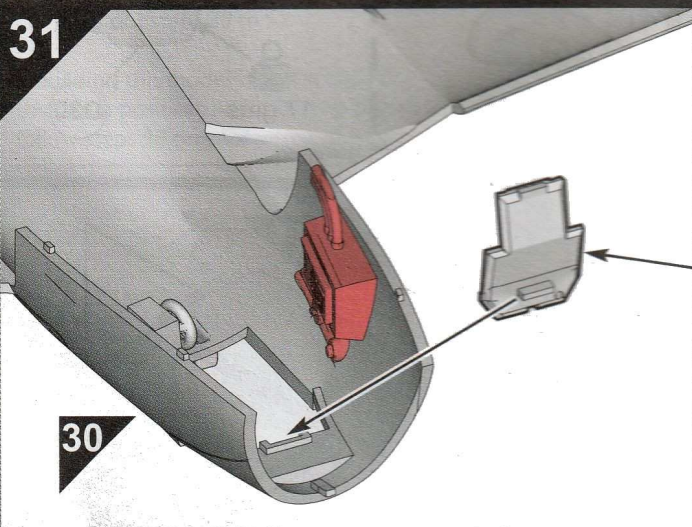
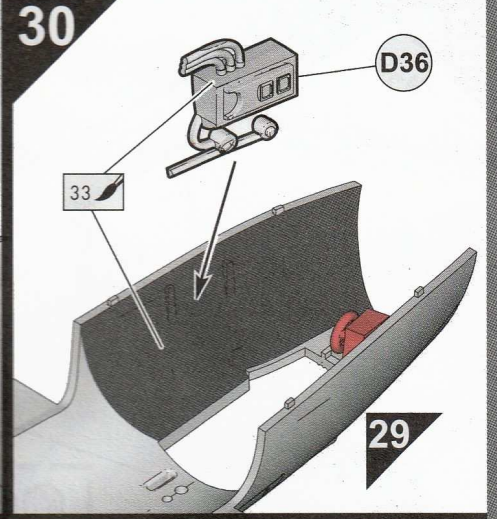
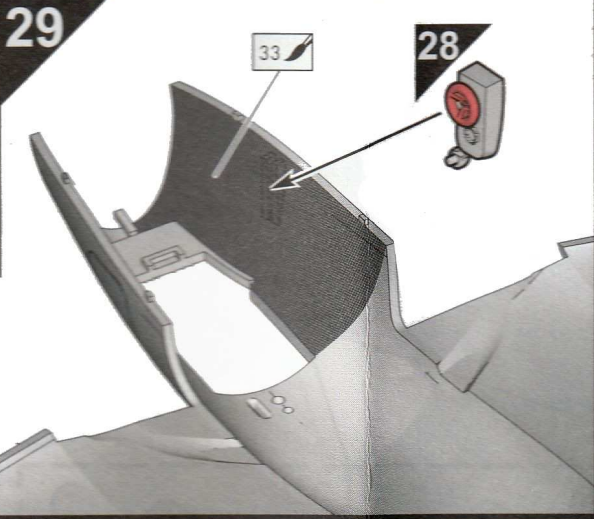
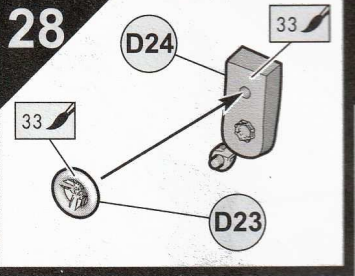


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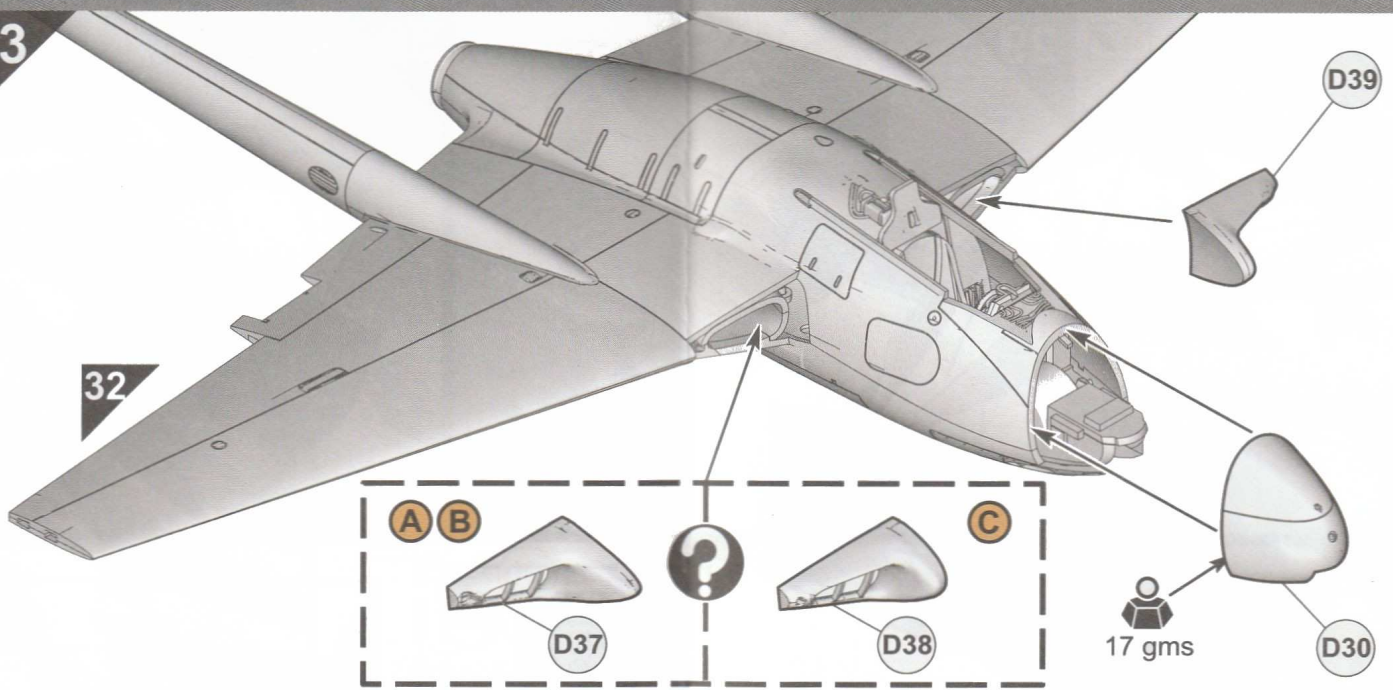


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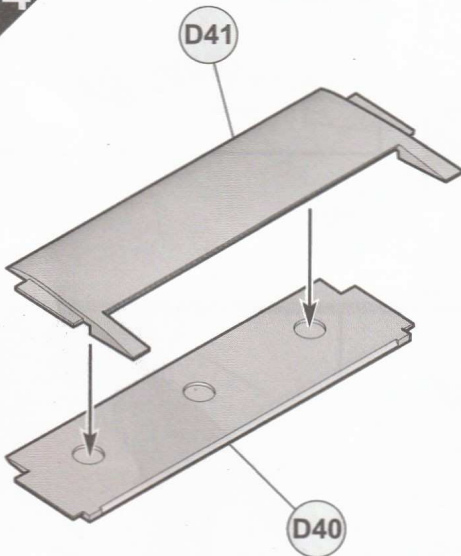




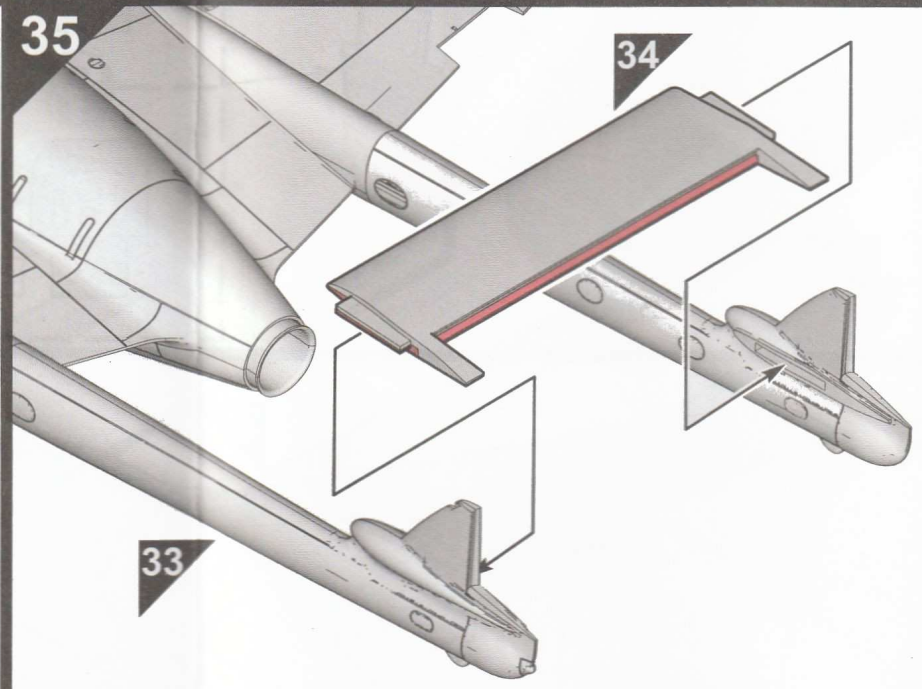
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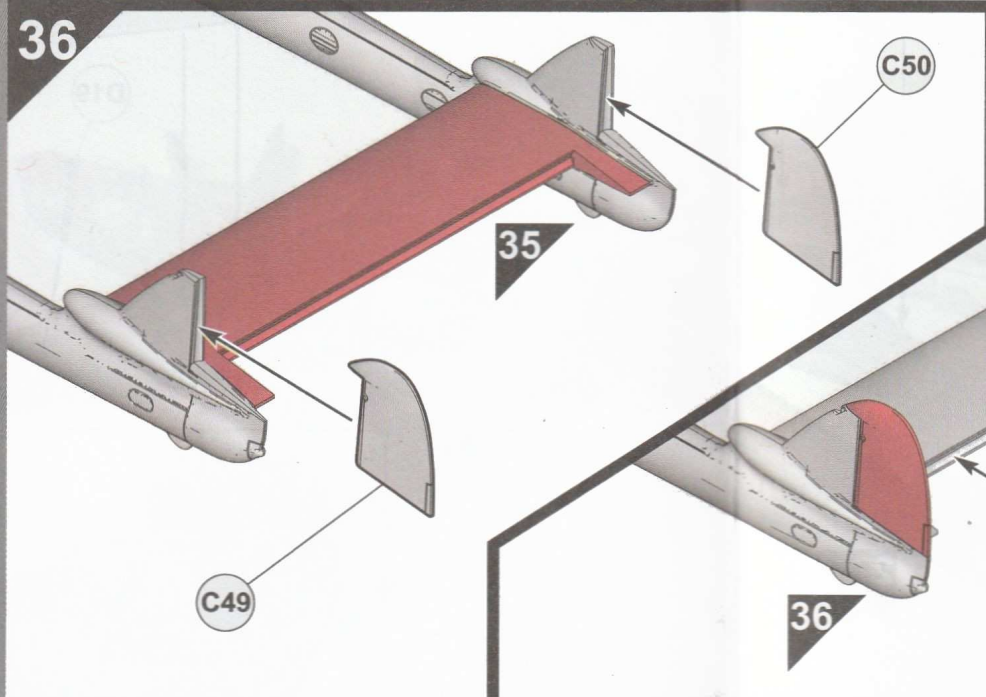
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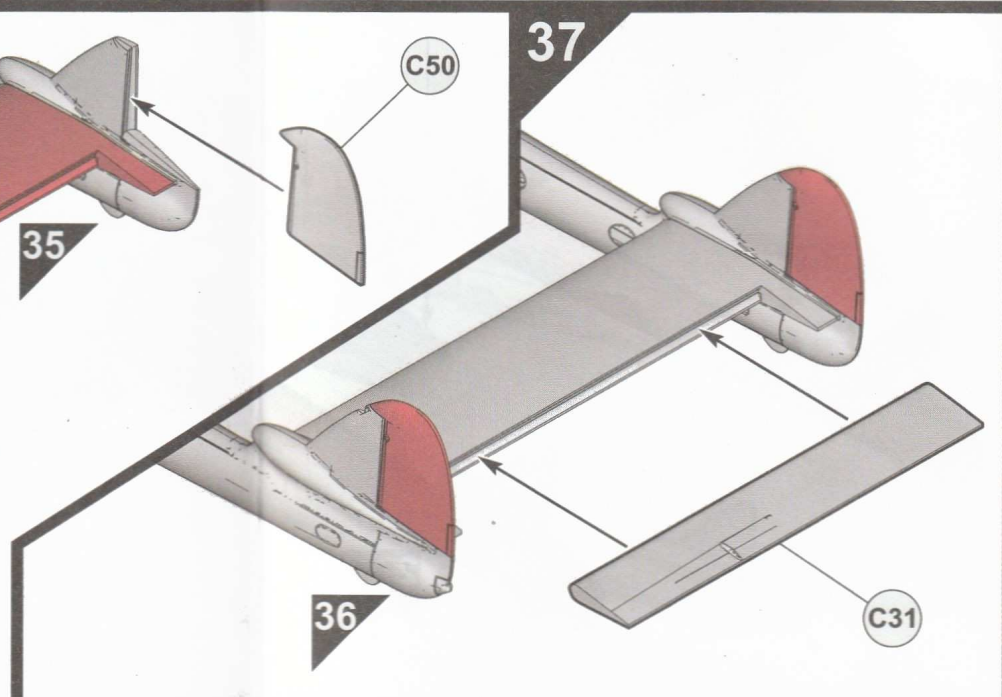
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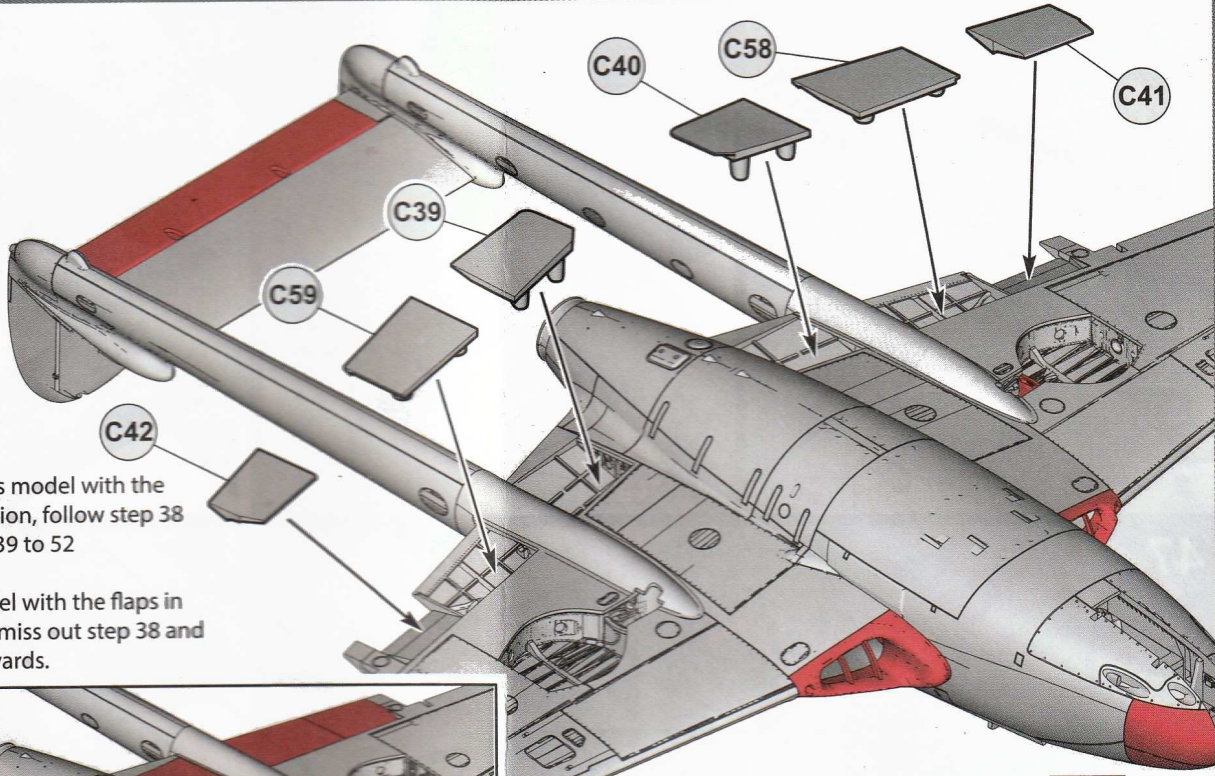


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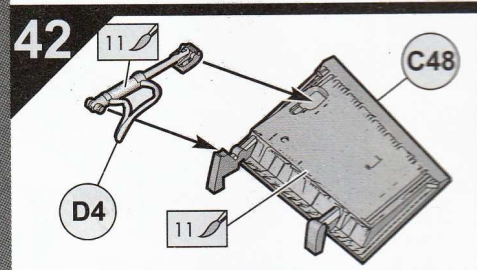
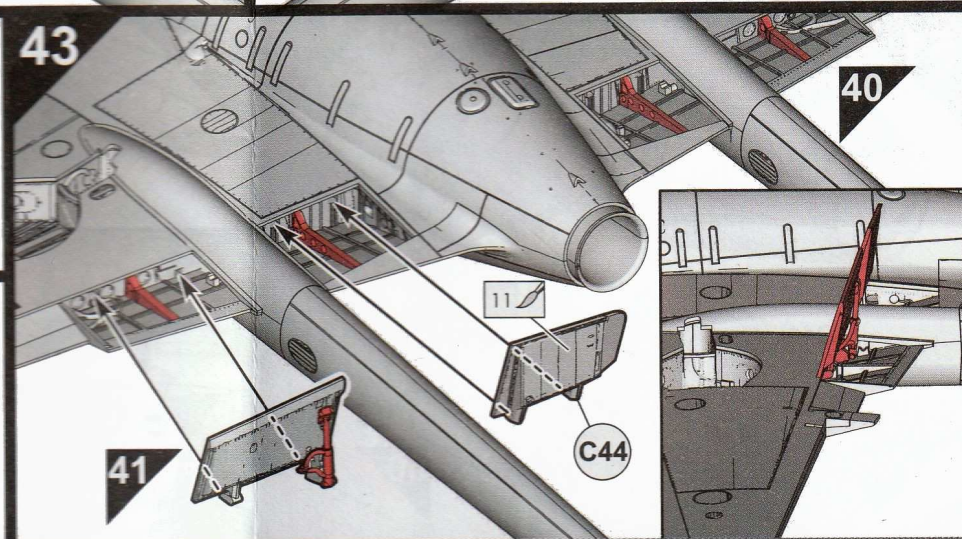
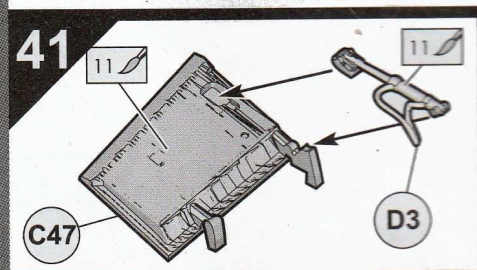
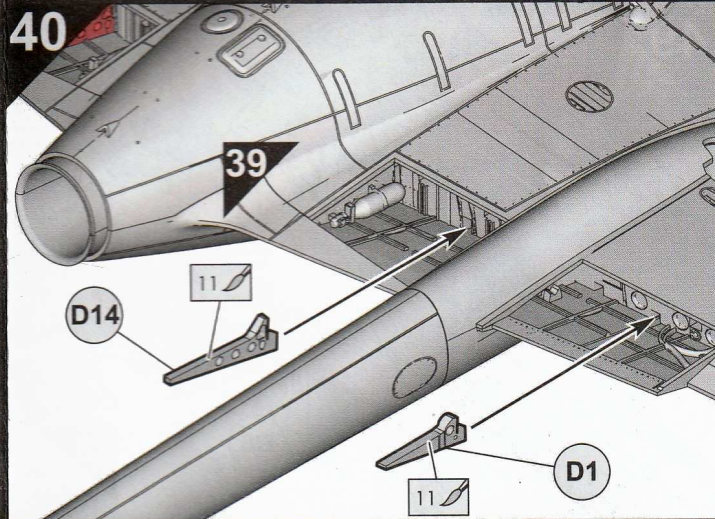
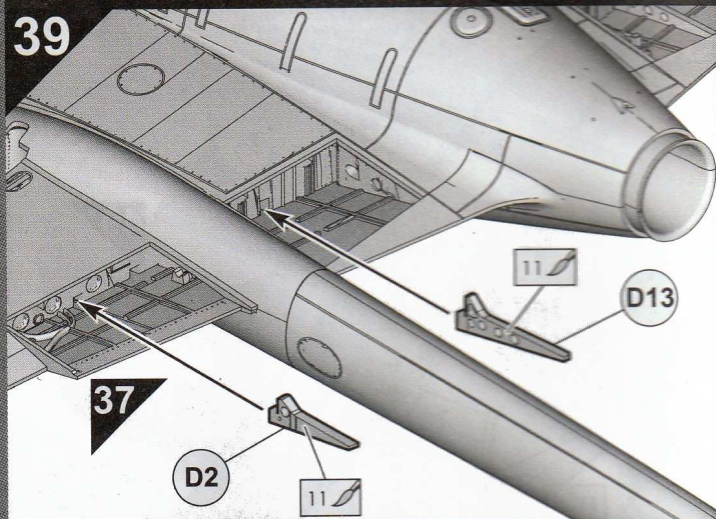
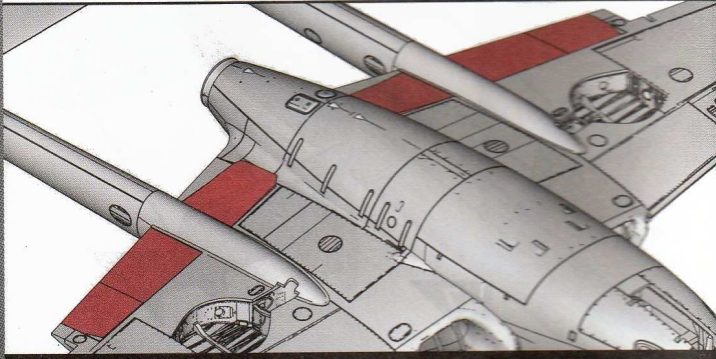




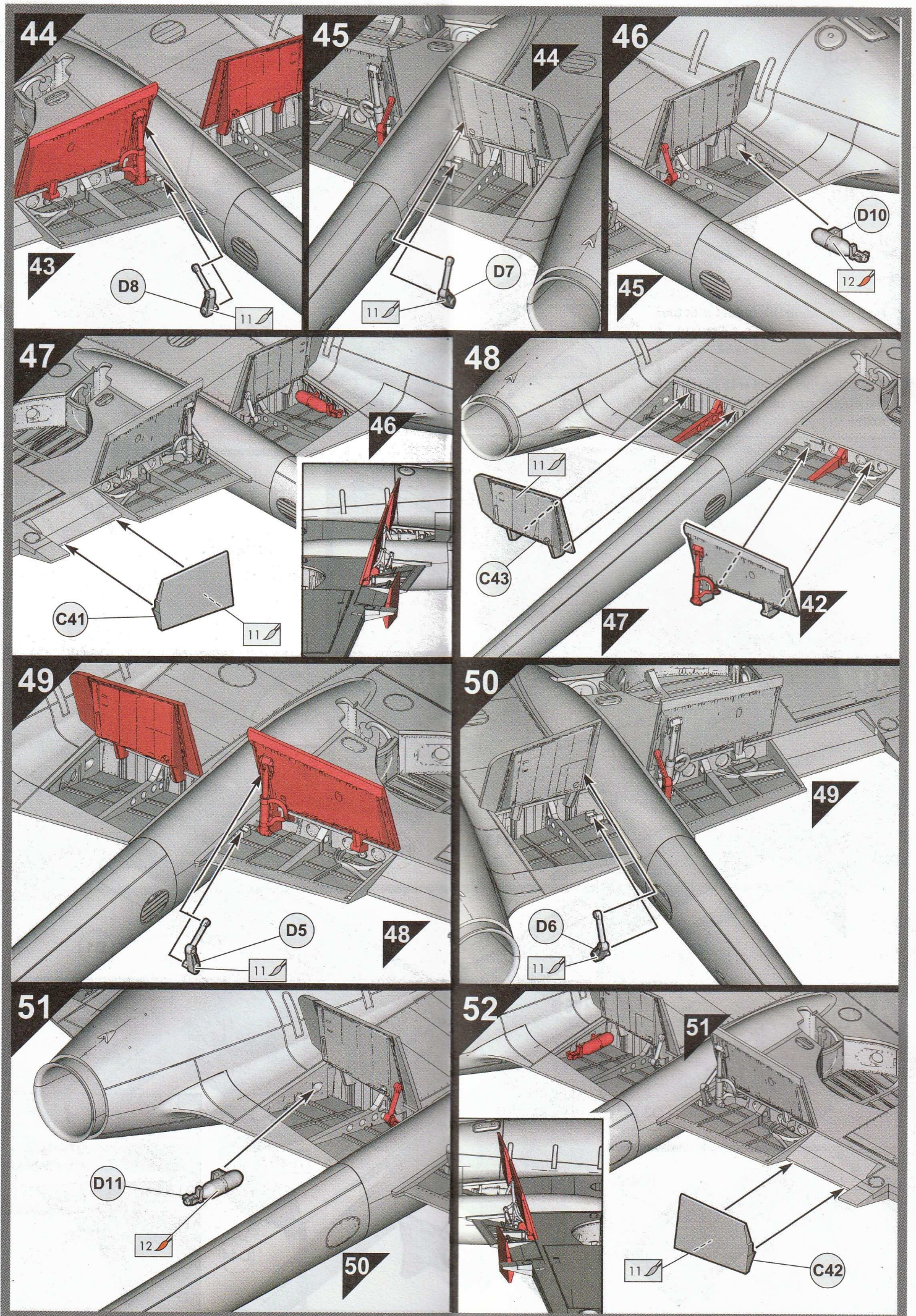
Note: If building this model with the flaps in the up position, follow step 38 and miss out steps 39 to 52

If building this model with the flaps in the down position, miss out step 38 and follow steps 39 onwards.

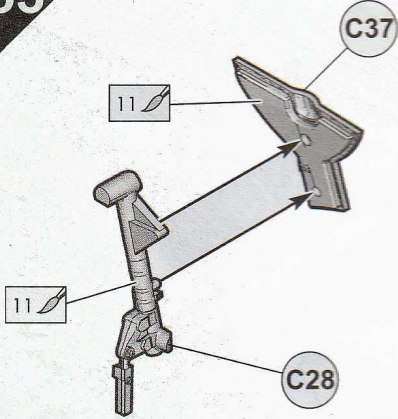
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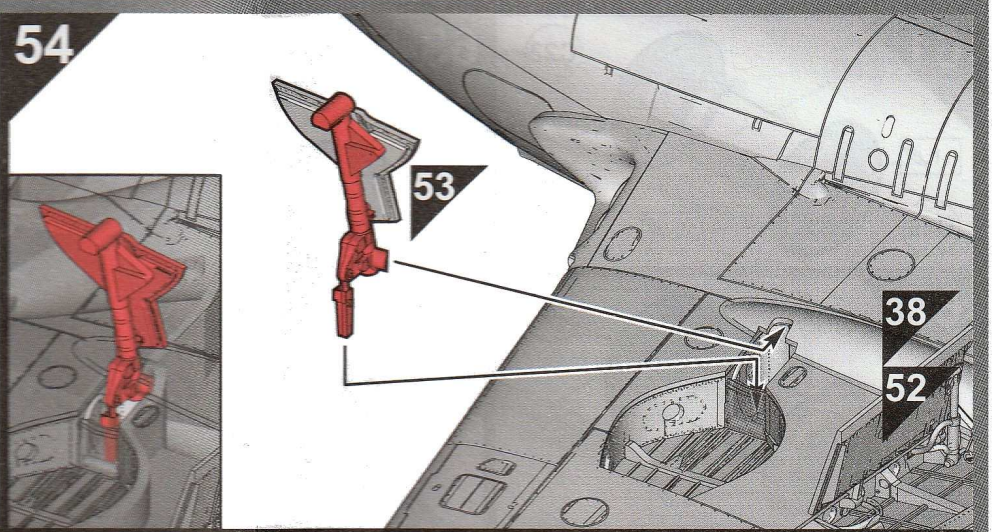




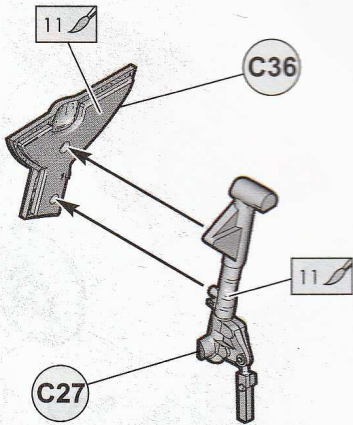
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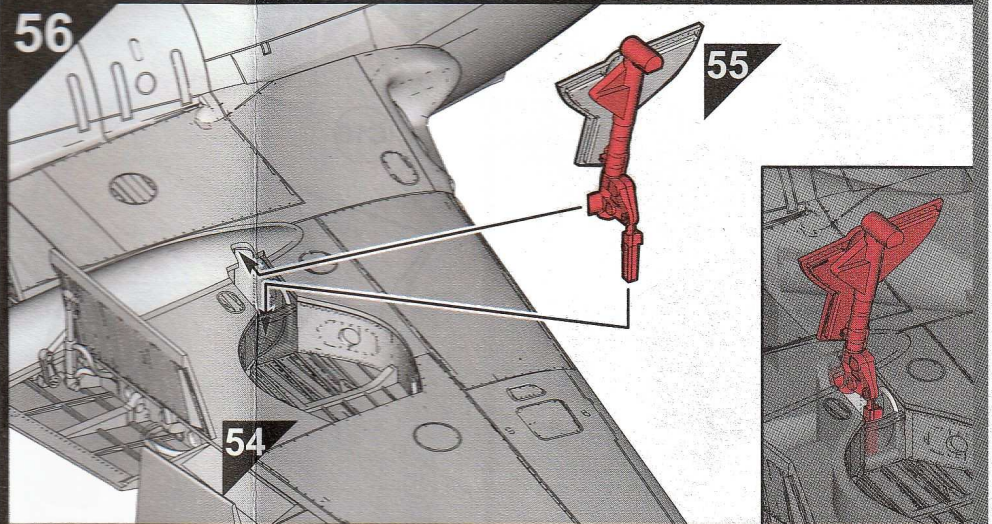
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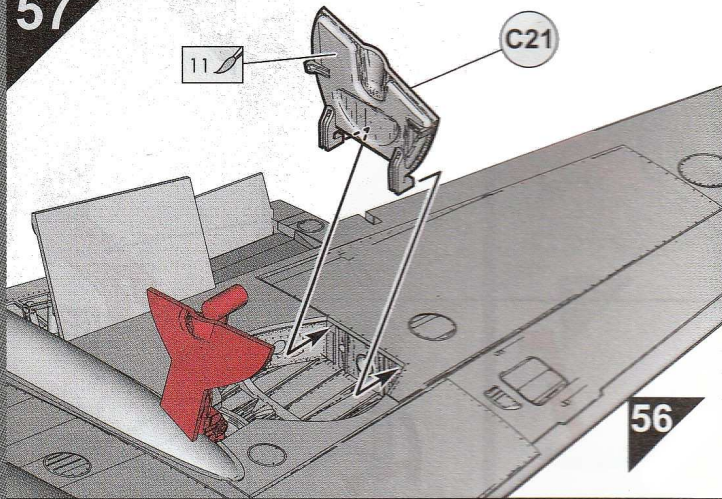
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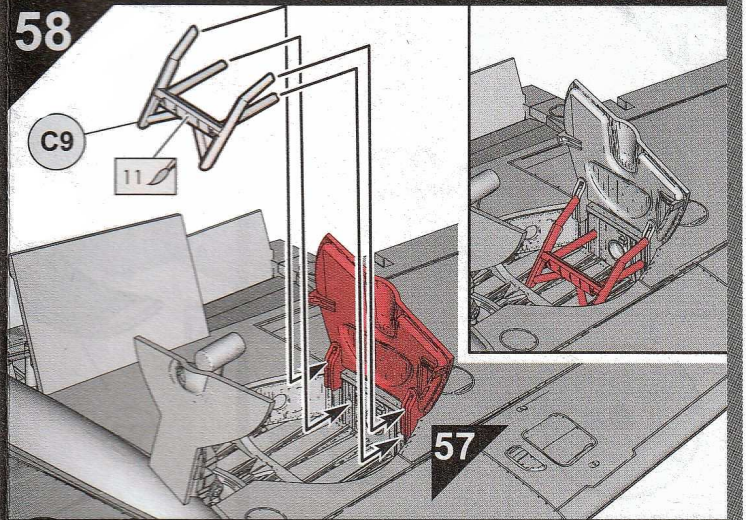
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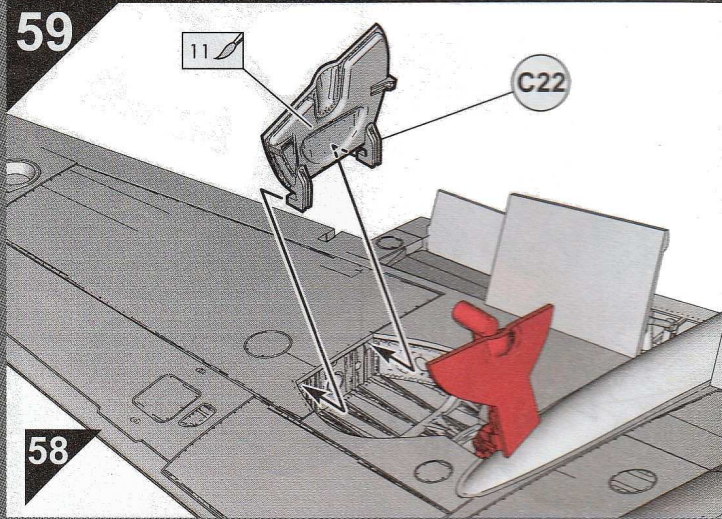
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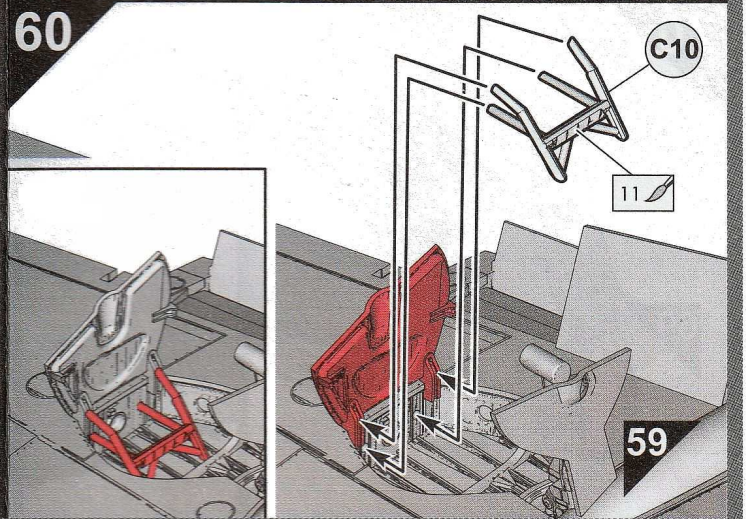
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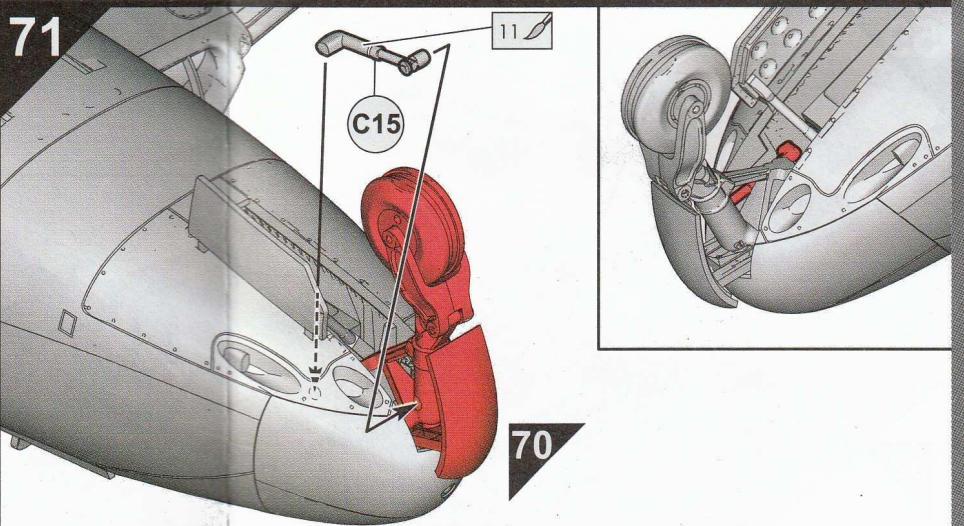
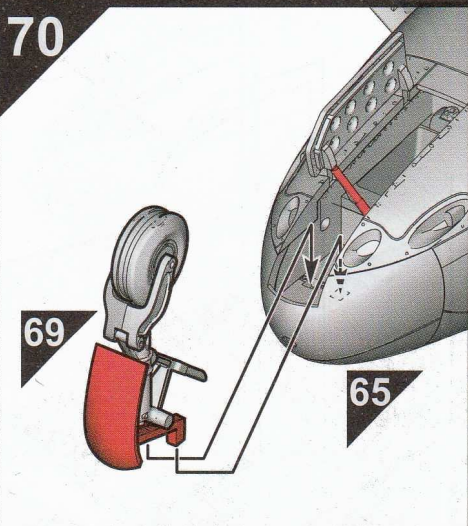
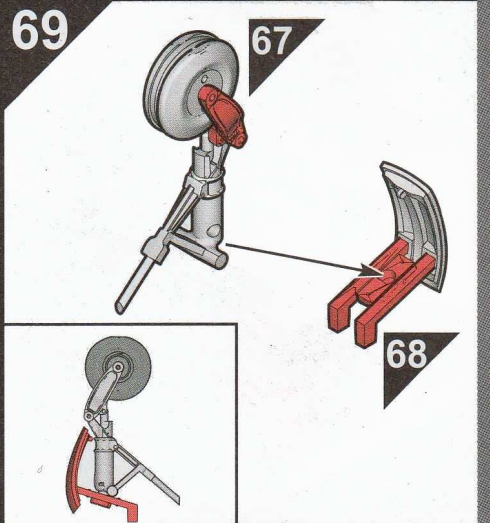
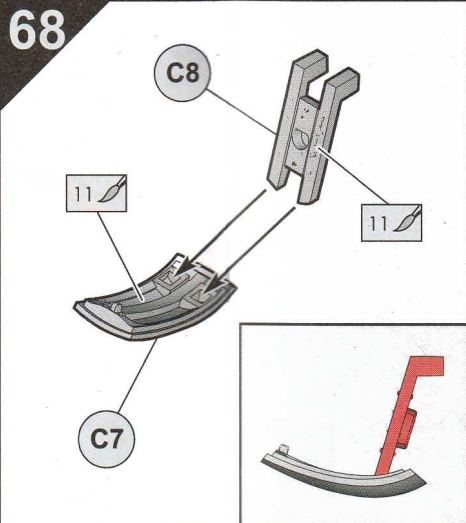
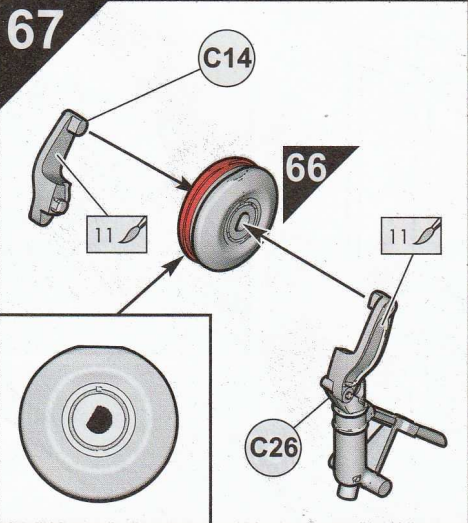
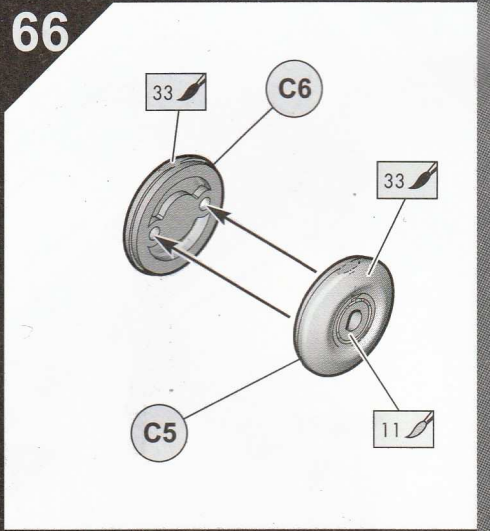
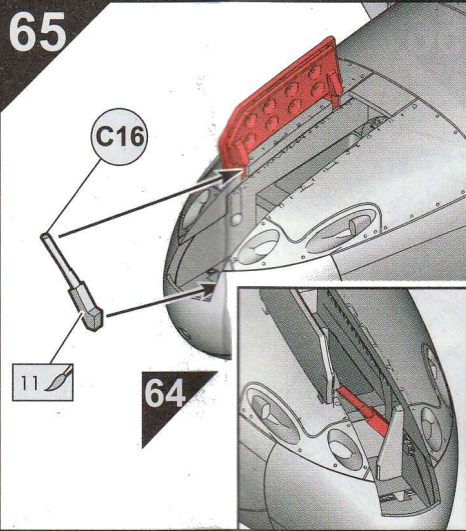
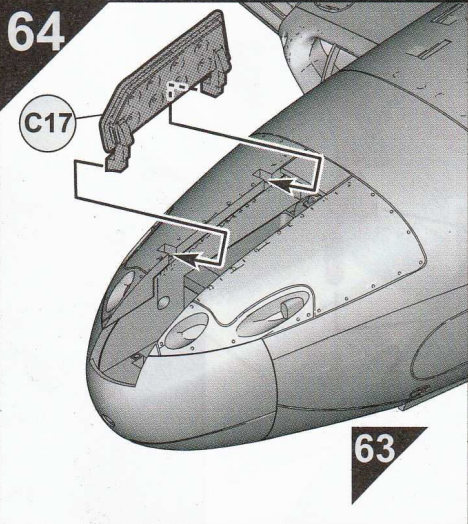
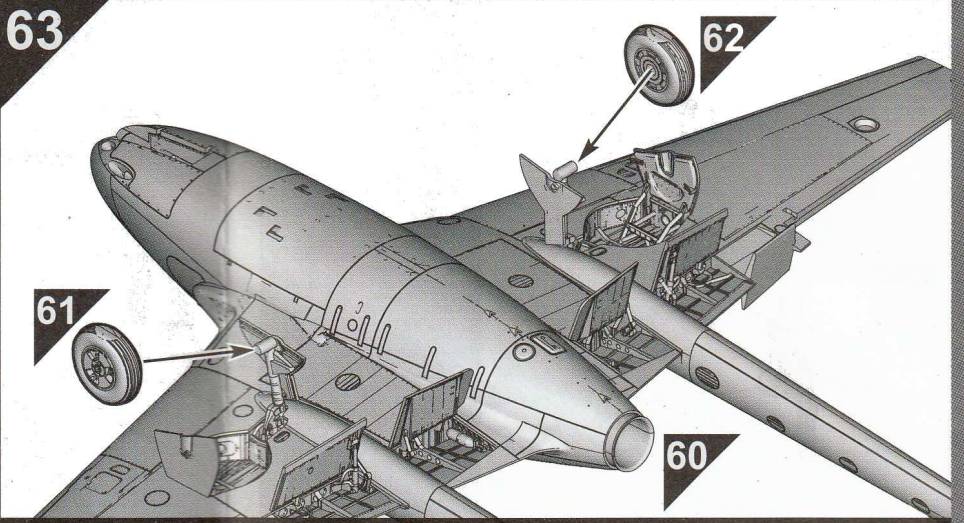
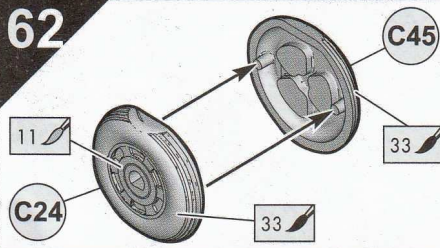
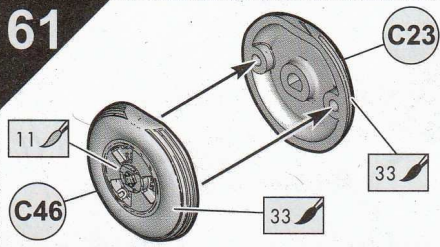


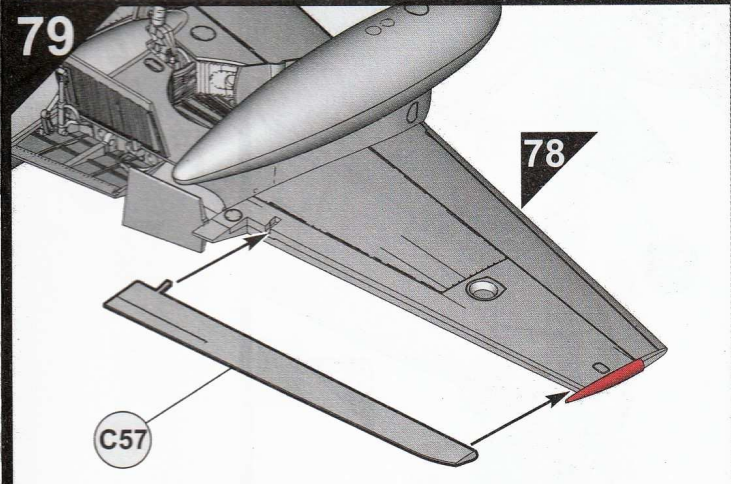
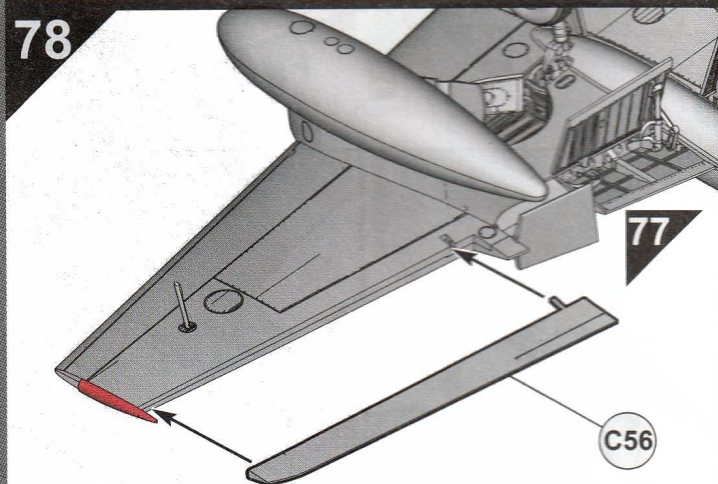
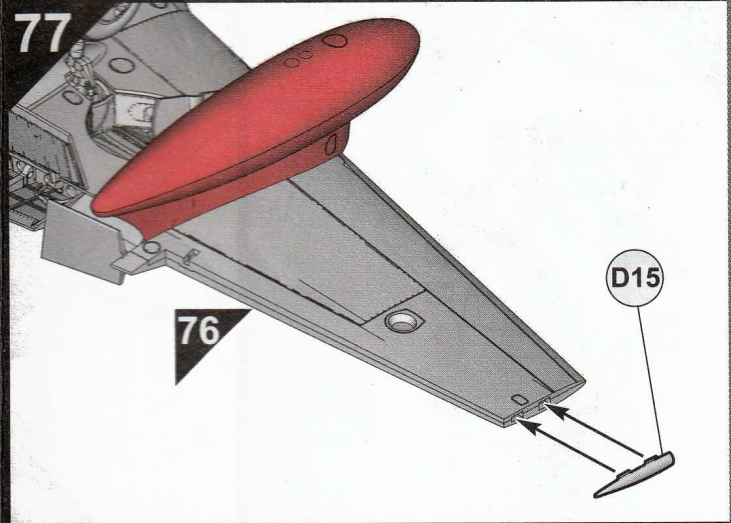
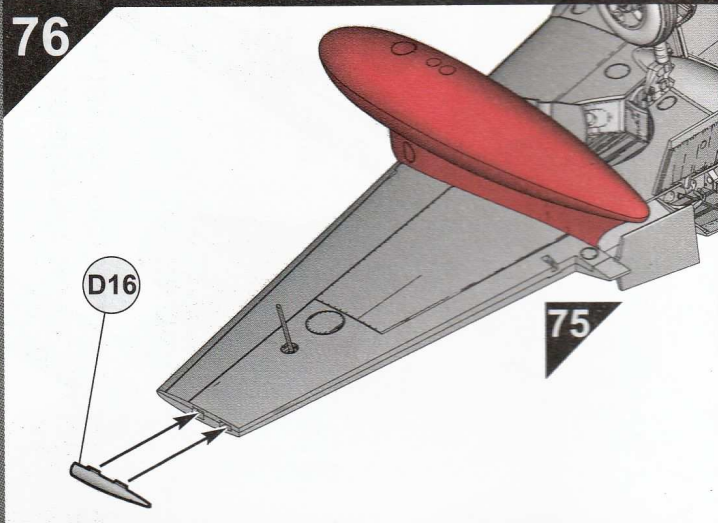
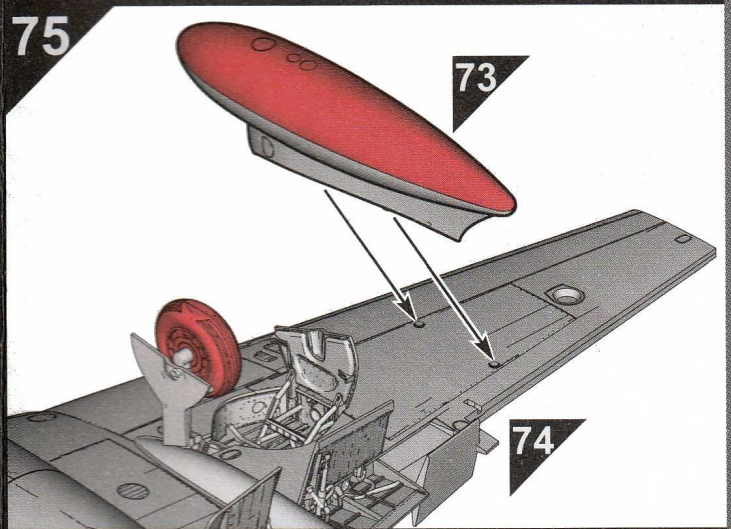
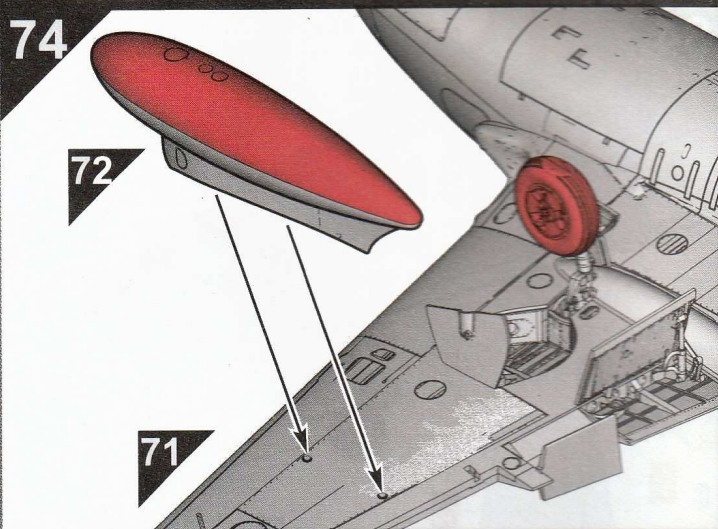
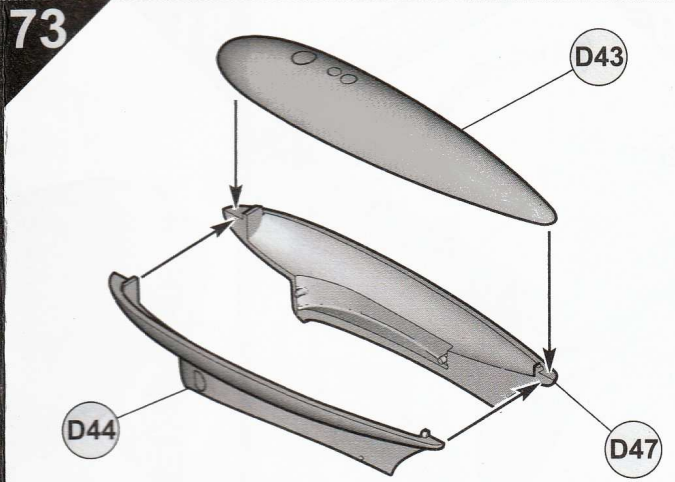
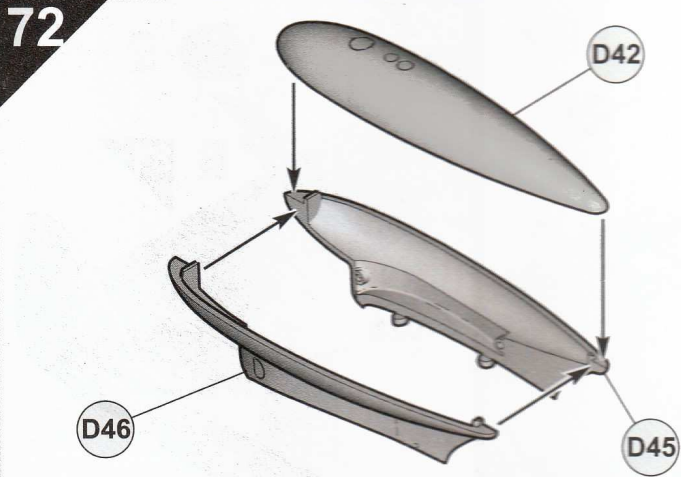
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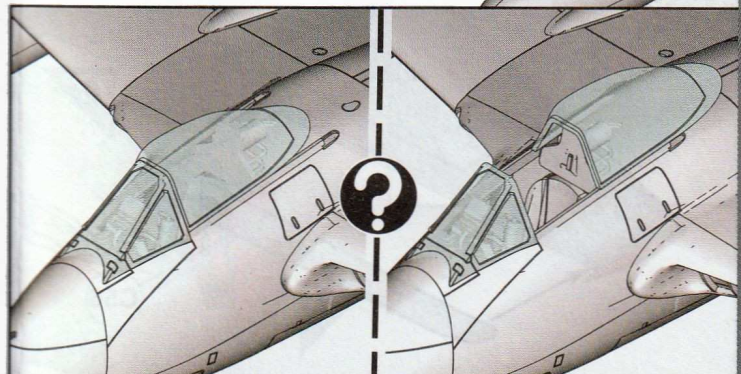
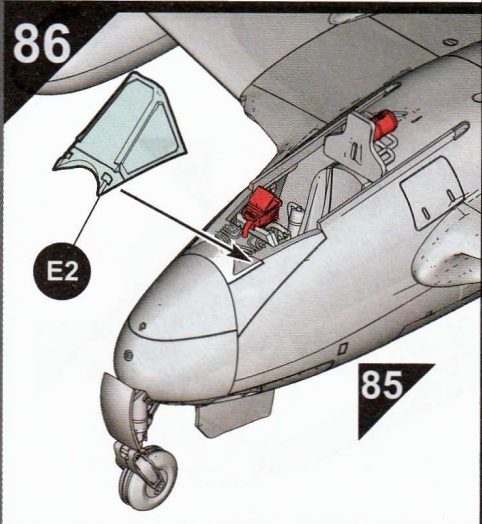
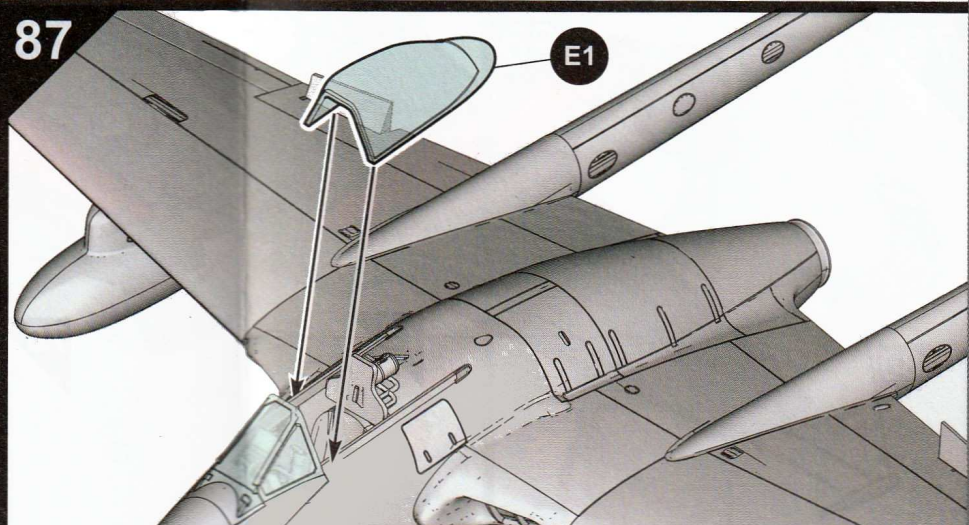
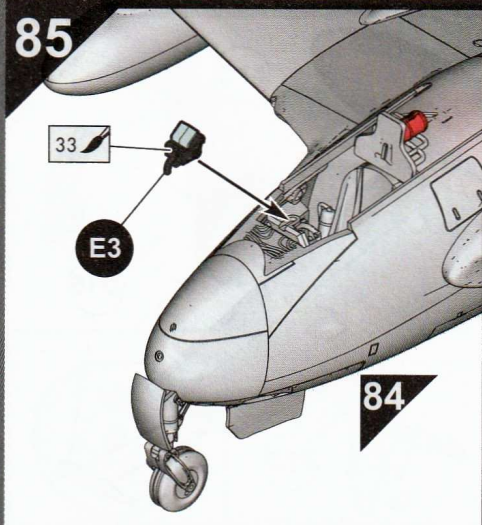
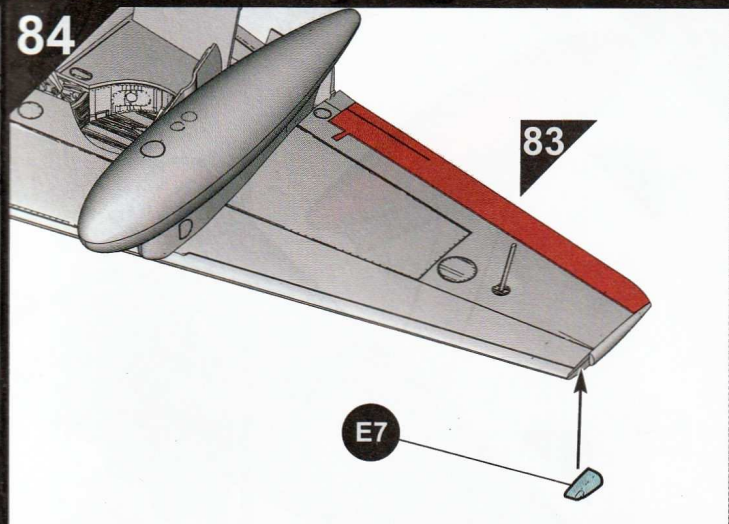
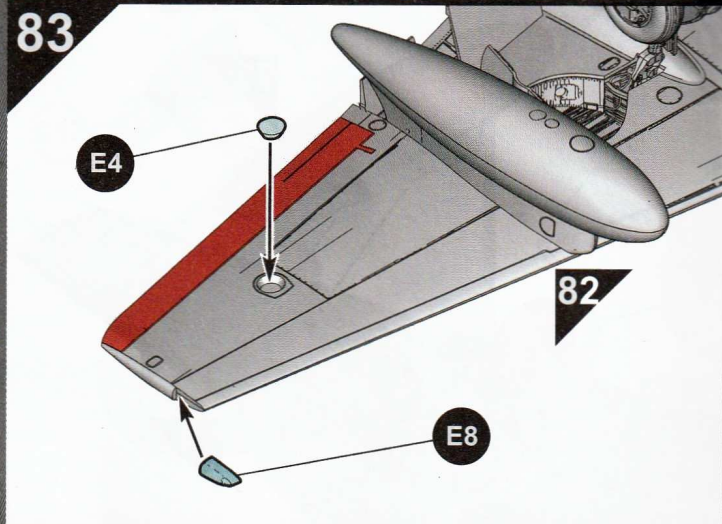
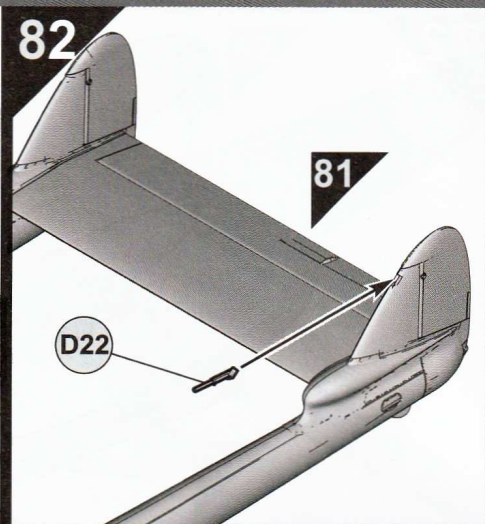
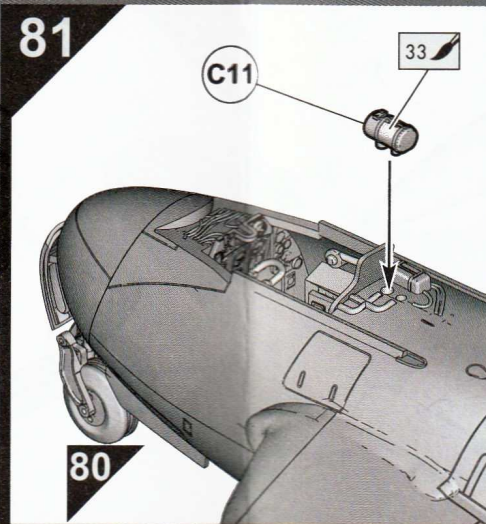
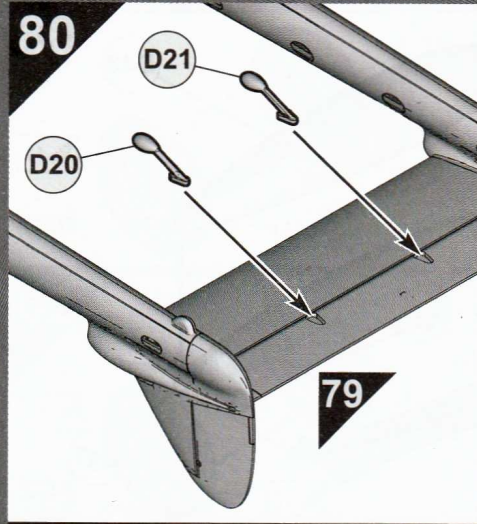


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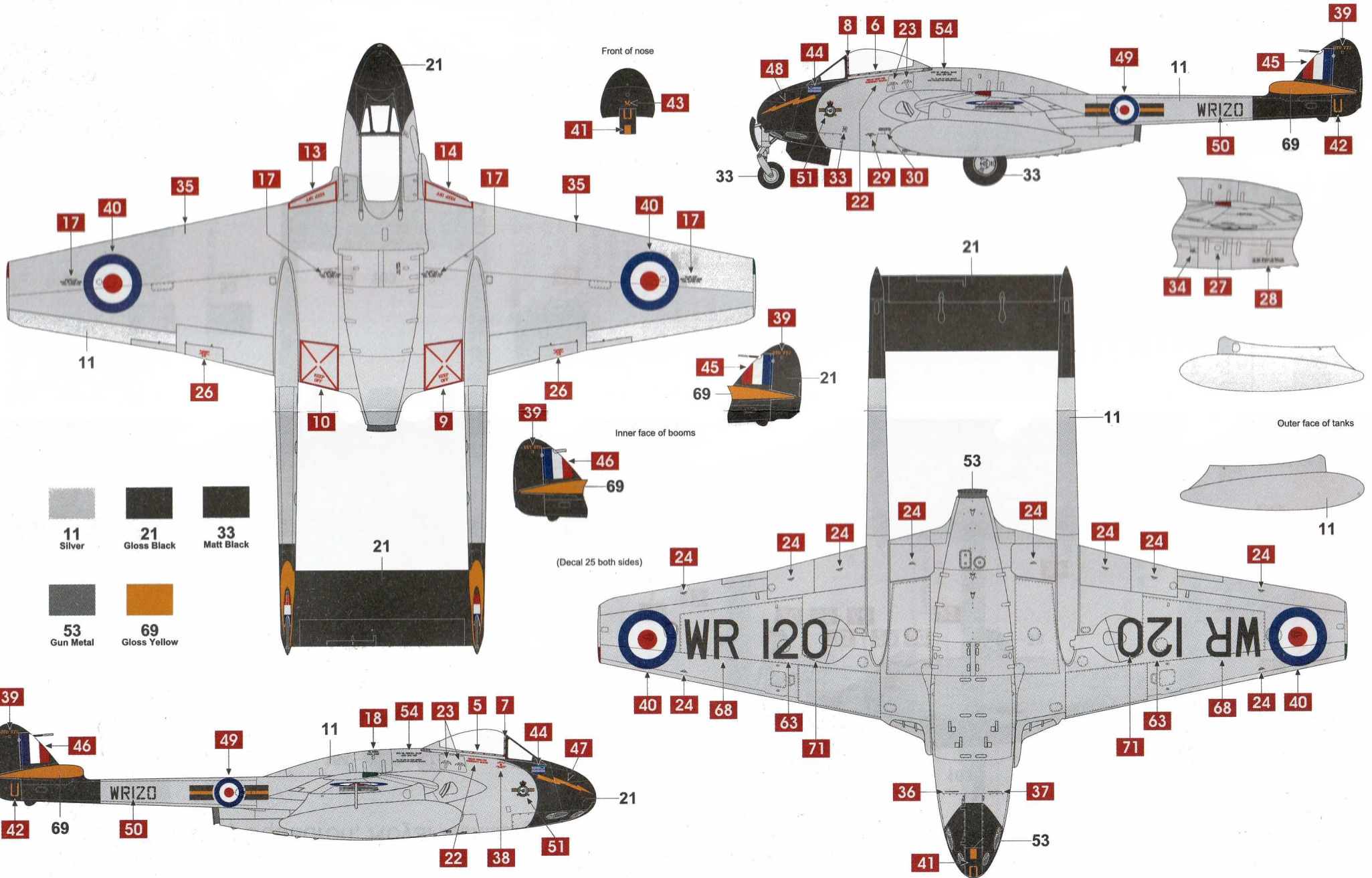






# A de Havilland D.H. 100 Vampire FB.9

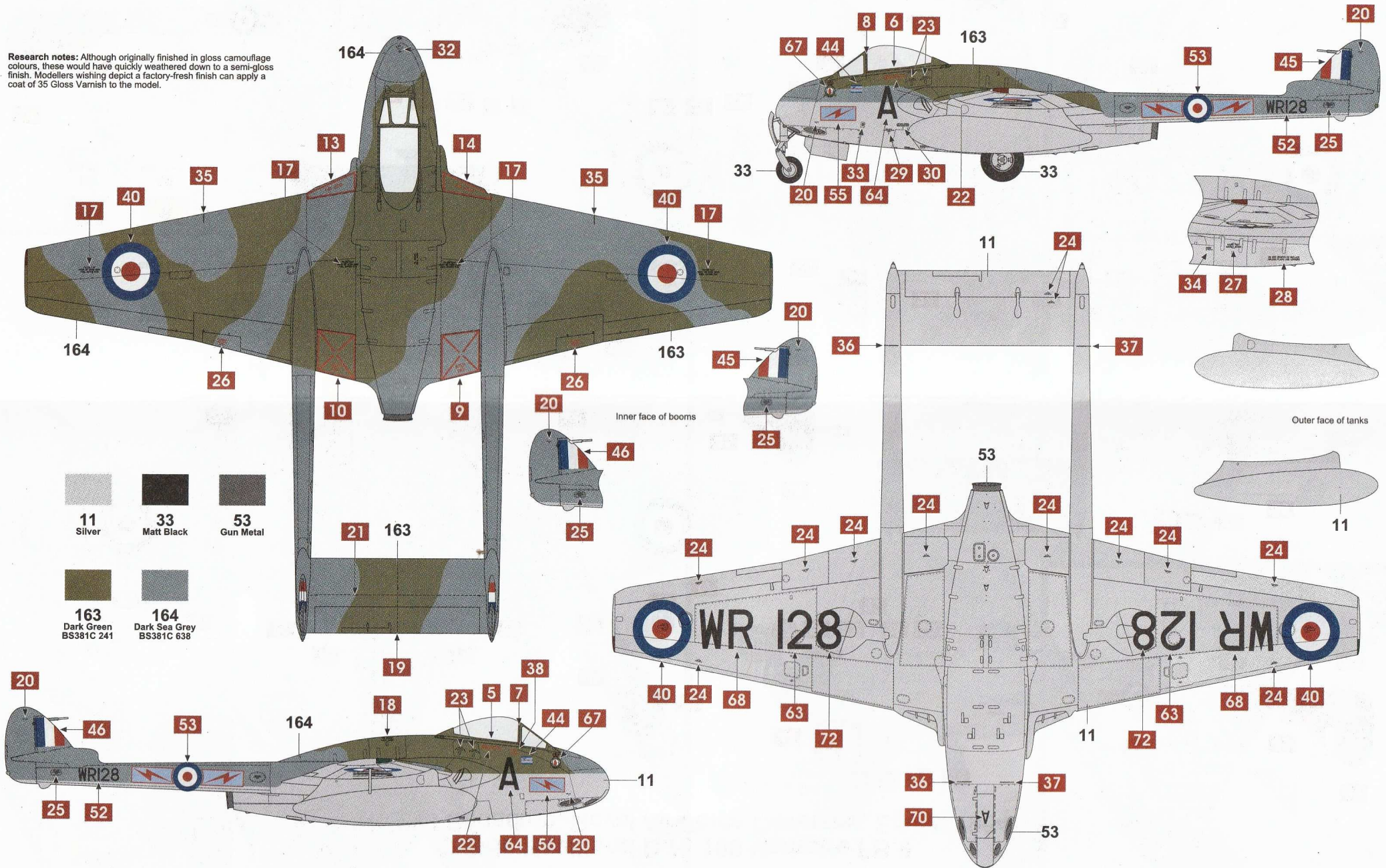
## No.213 Squadron, Royal Air Force Deversoir, Egypt, 1954.



## De Havilland D.H. 100 Vampire FB.9

No.502 (Ulster) Squadron, Royal Auxiliary Air Force, Royal Air Force Sydenham, Belfast, North Ireland, 1955.

**Research notes:** Although originally finished in gloss camouflage colours, these would have quickly weathered down to a semi-gloss finish. Modellers wishing to depict a factory-fresh finish can apply a coat of 35 Gloss Varnish to the model.

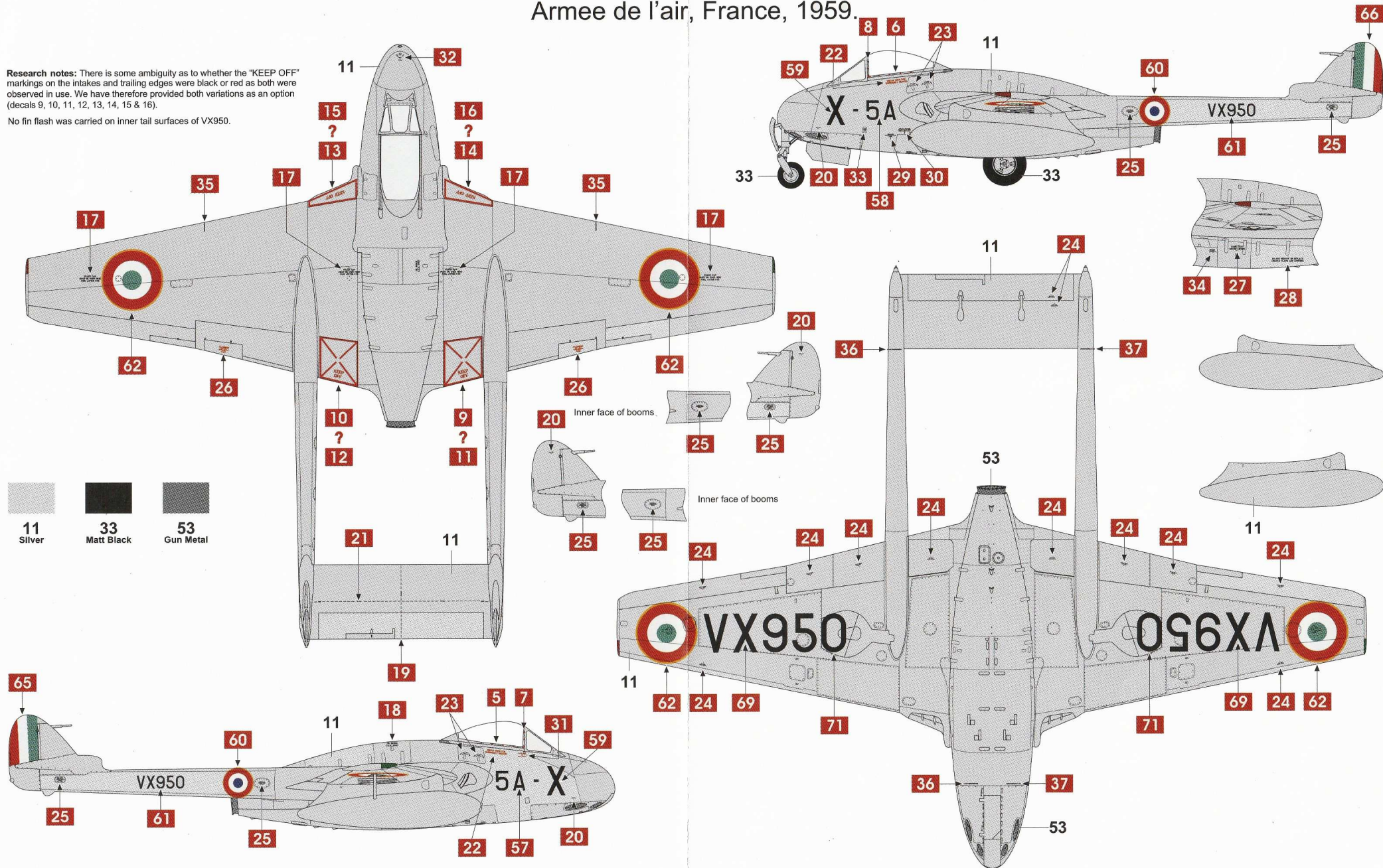


# de Havilland D.H. 100 Vampire FB.5

## Armee de l'air, France, 1959.

**Research notes:** There is some ambiguity as to whether the "KEEP OFF" markings on the intakes and trailing edges were black or red as both were observed in use. We have therefore provided both variations as an option (decals 9, 10, 11, 12, 13, 14, 15 & 16).

No fin flash was carried on inner tail surfaces of VX950.



- 11 Silver
- 33 Matt Black
- 53 Gun Metal