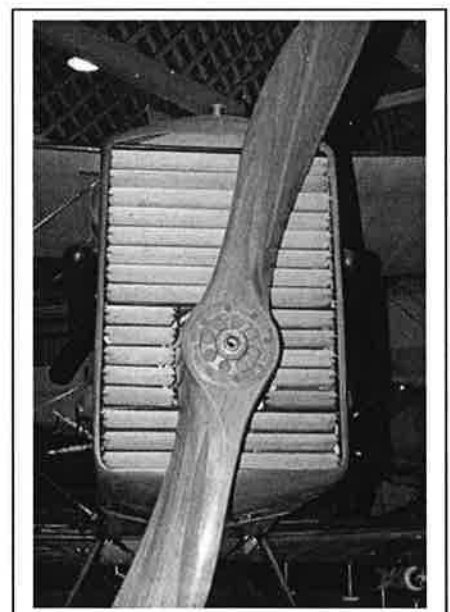
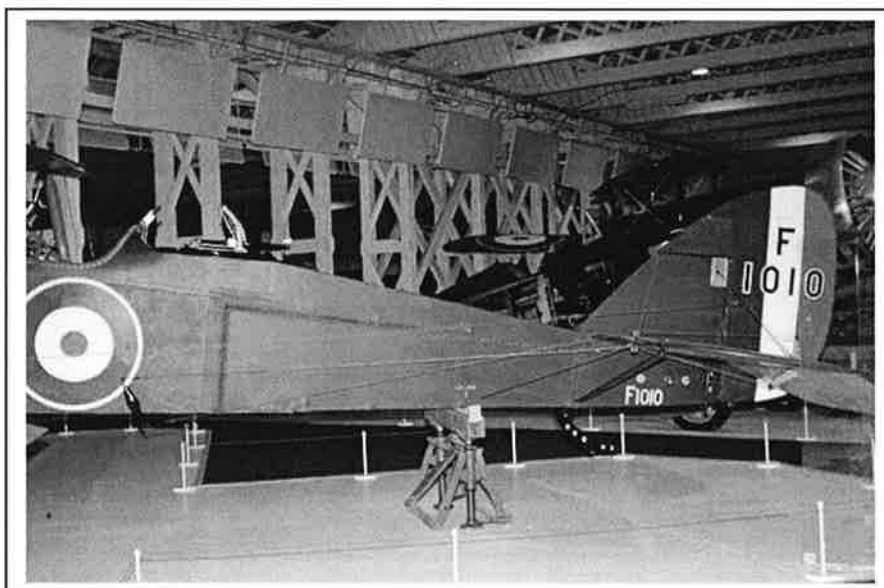
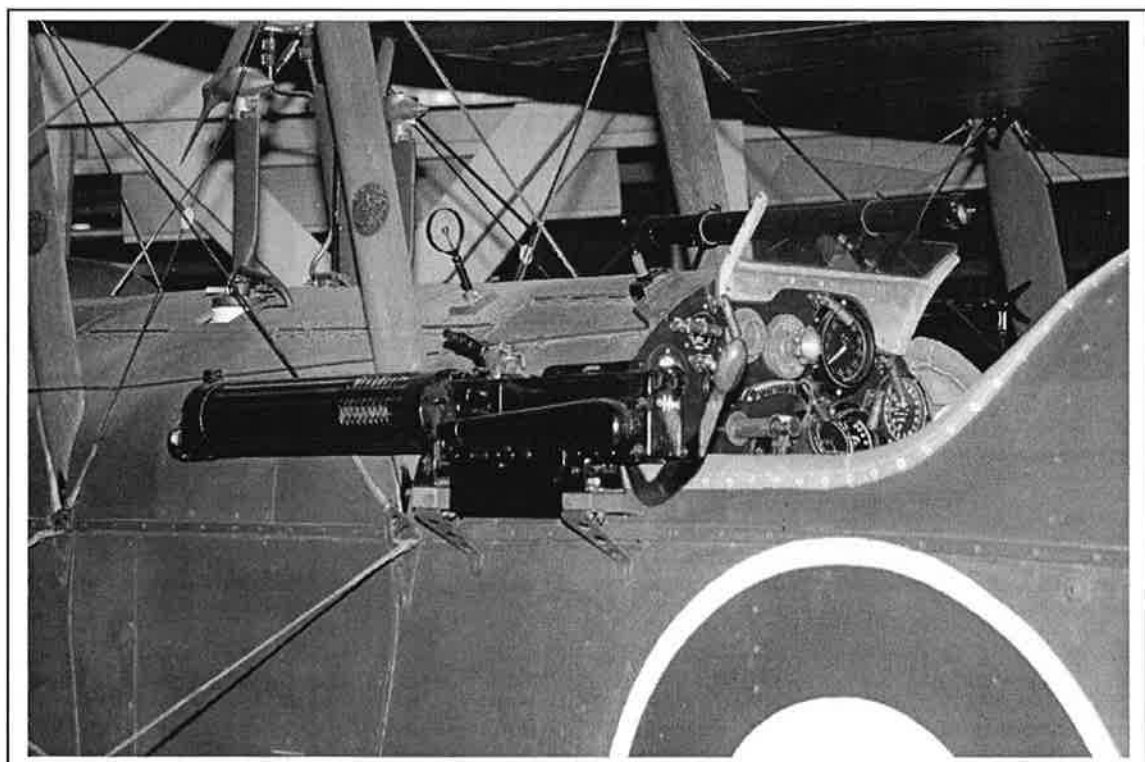
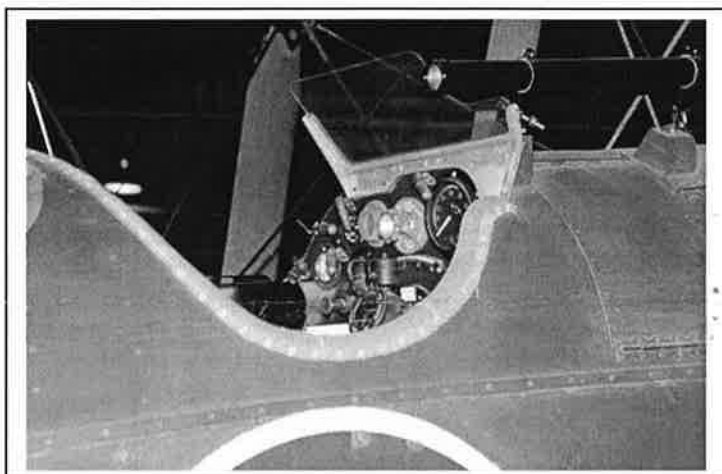
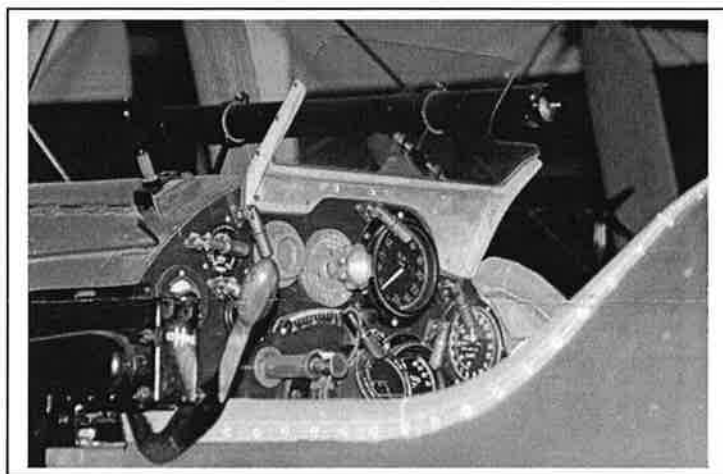
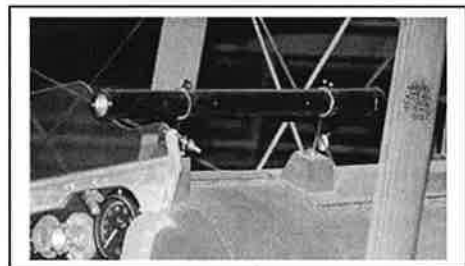
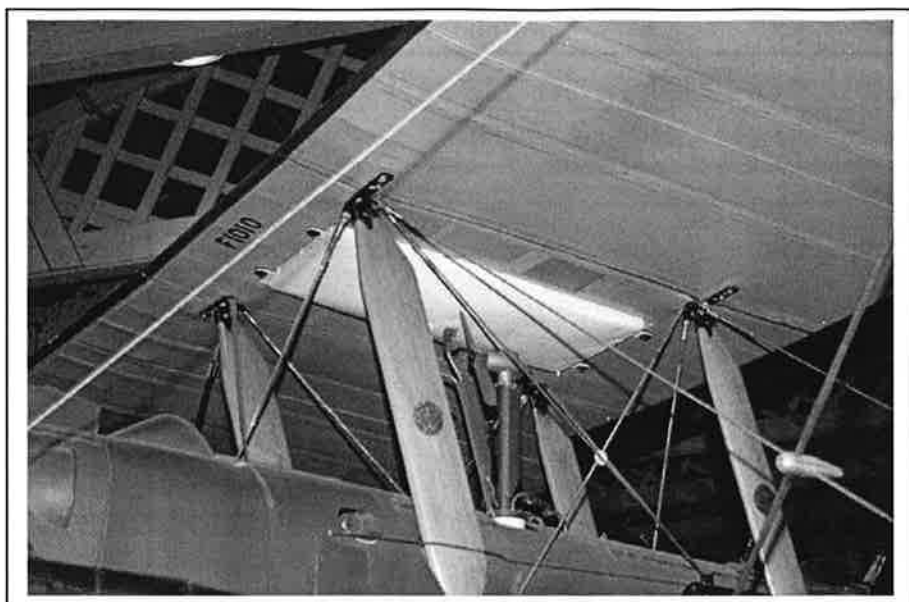
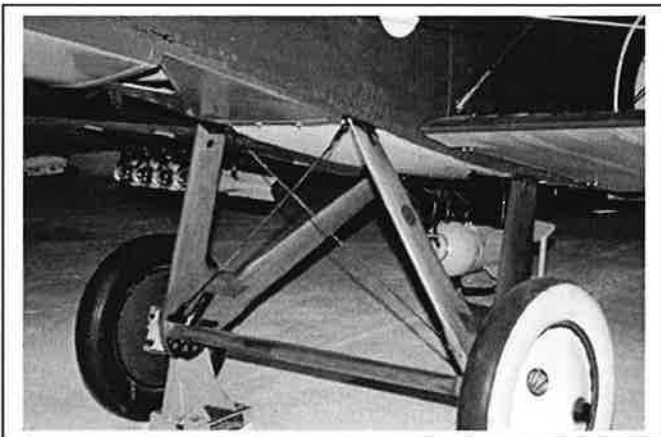
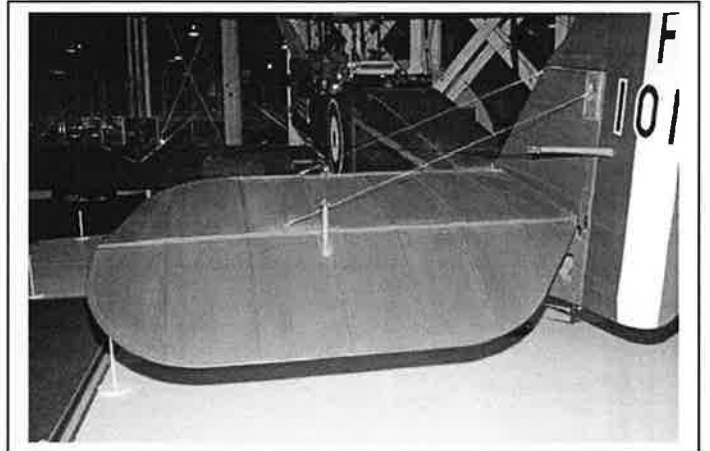
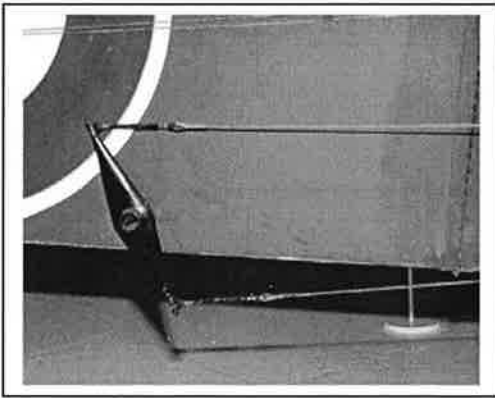
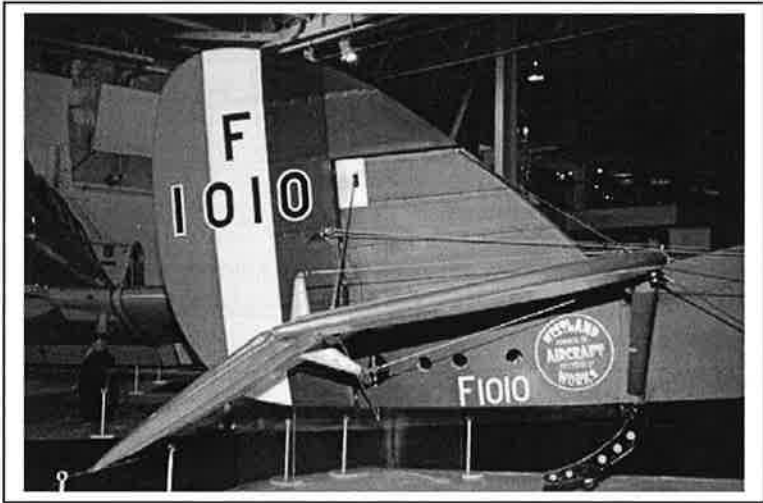
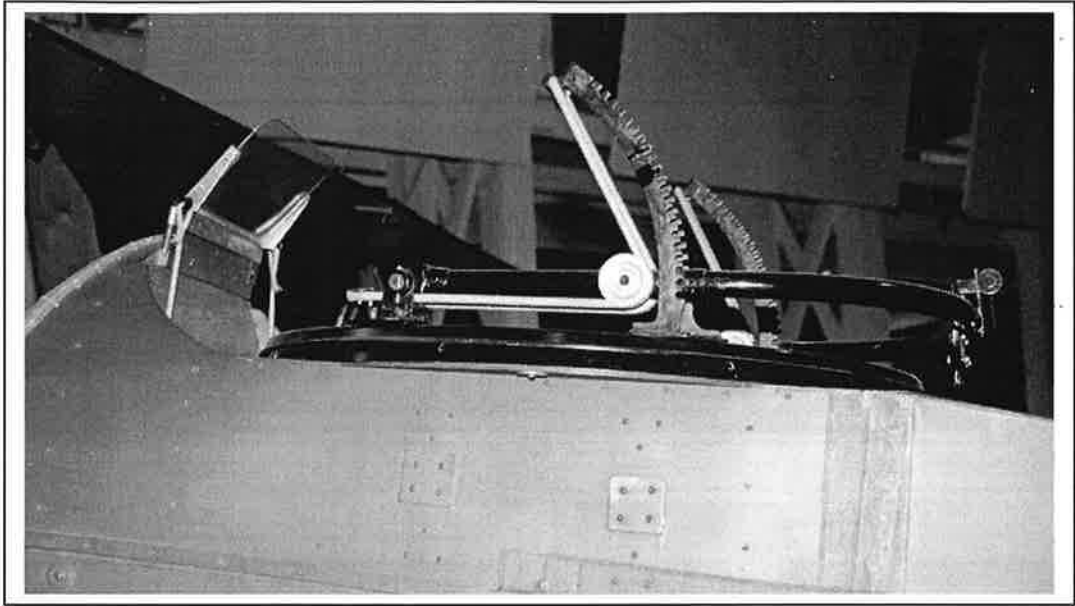


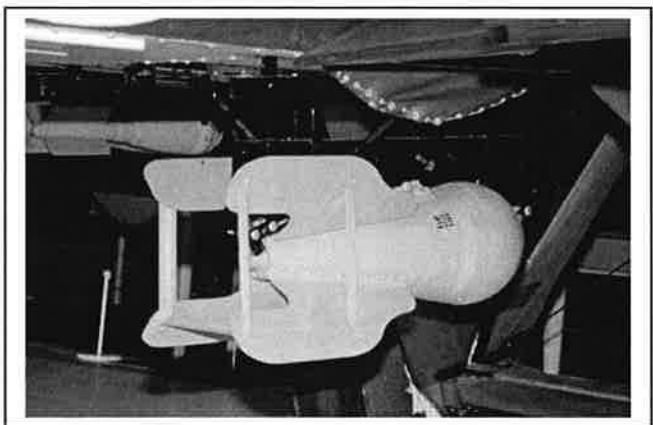
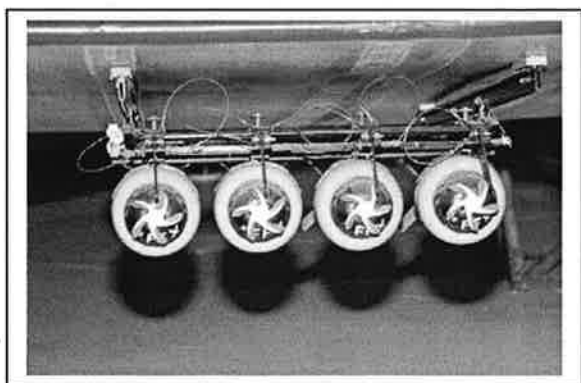
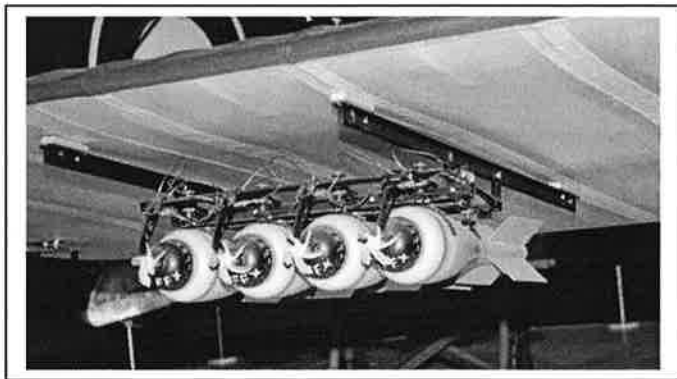
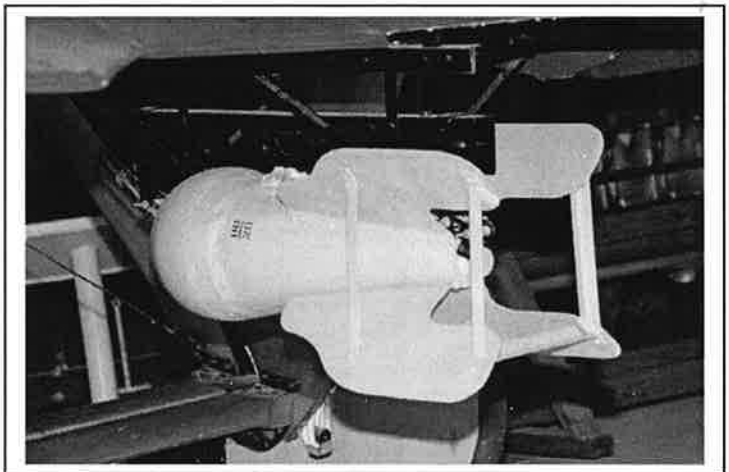
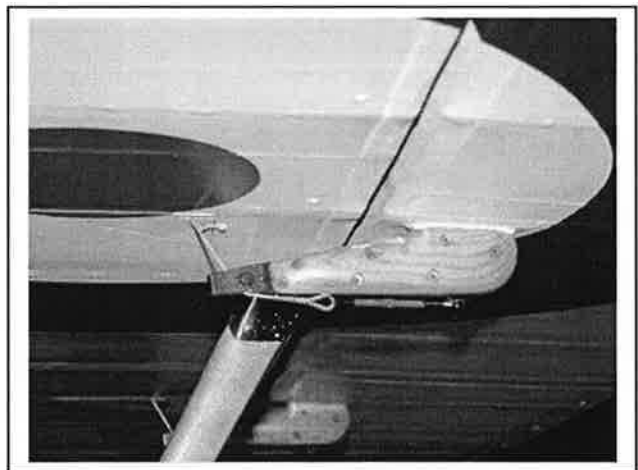
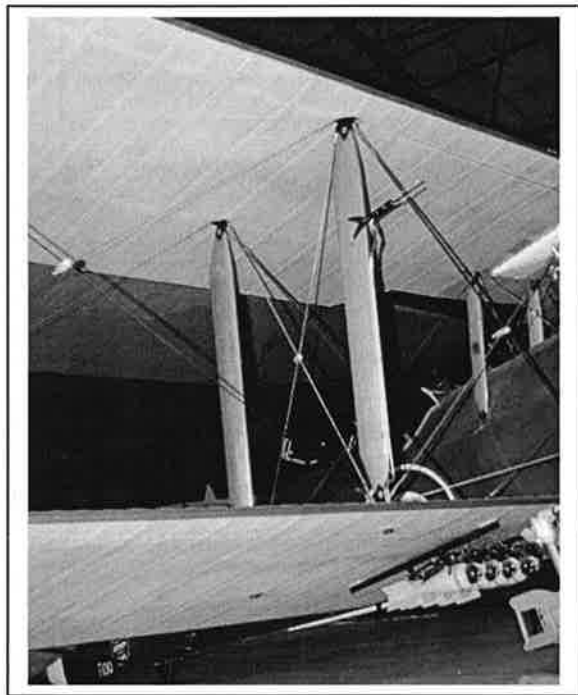
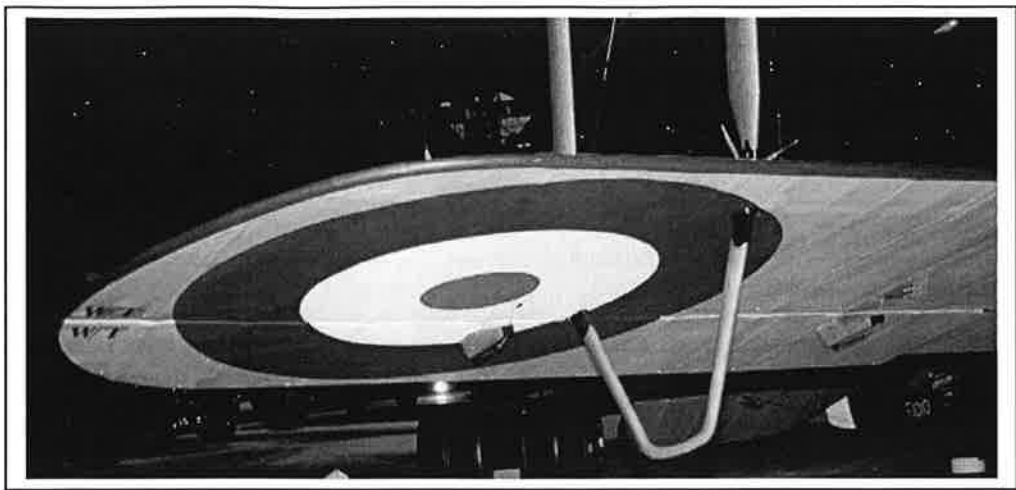
De Havilland DH9A in Detail

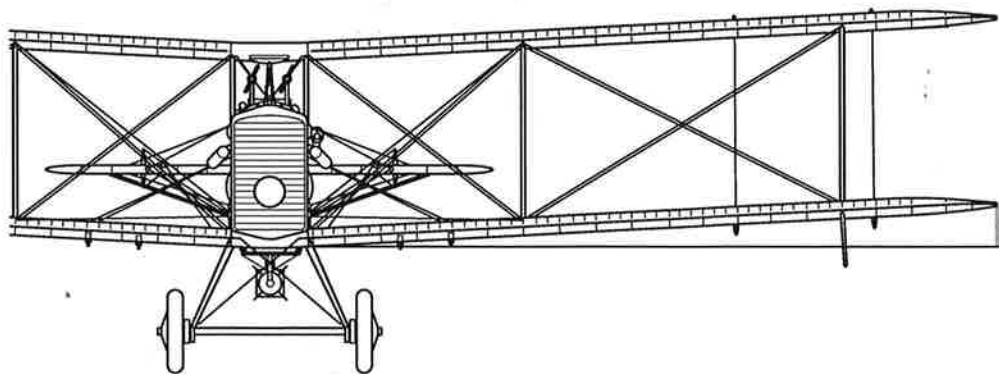
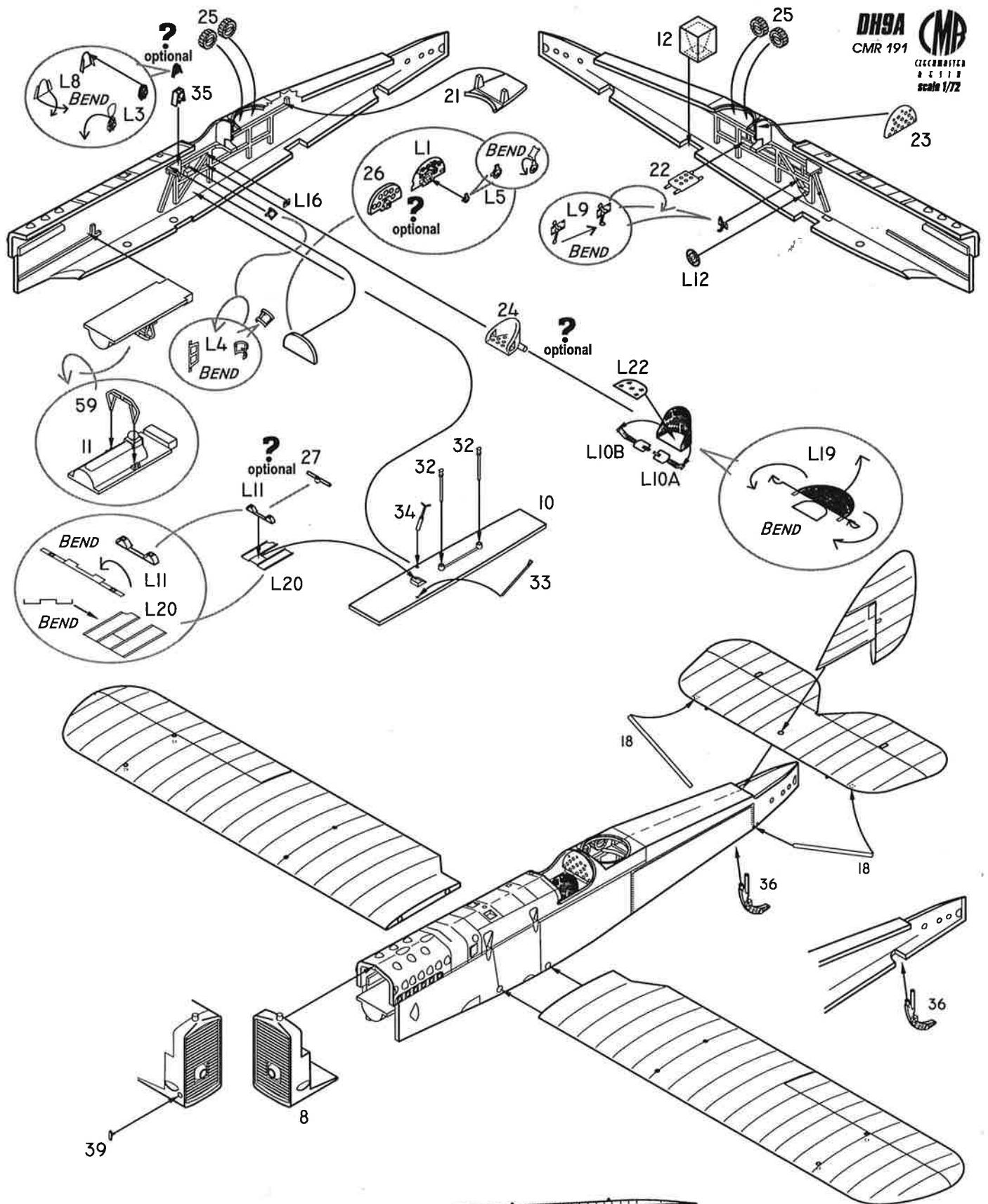
Photos courtesy of Knut-Erik Hagen



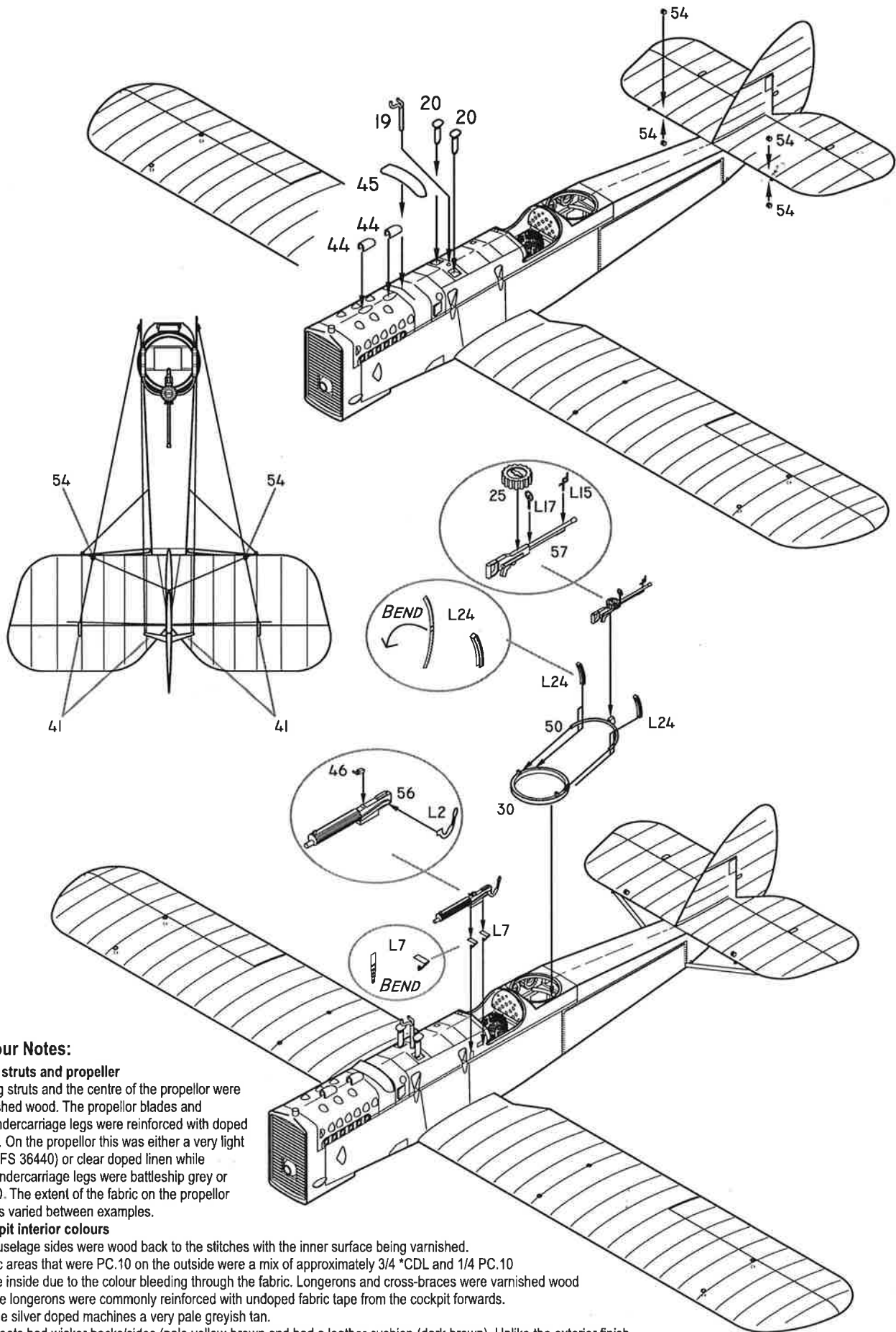








(3° - DIHEDRAL ANGLE)
 5 MM (AUXILIARY SUPPORT)



Colour Notes:

Wing struts and propeller

TWing struts and the centre of the propeller were varnished wood. The propeller blades and the undercarriage legs were reinforced with doped fabric. On the propeller this was either a very light grey (FS 36440) or clear doped linen while the undercarriage legs were battleship grey or PC.10. The extent of the fabric on the propeller blades varied between examples.

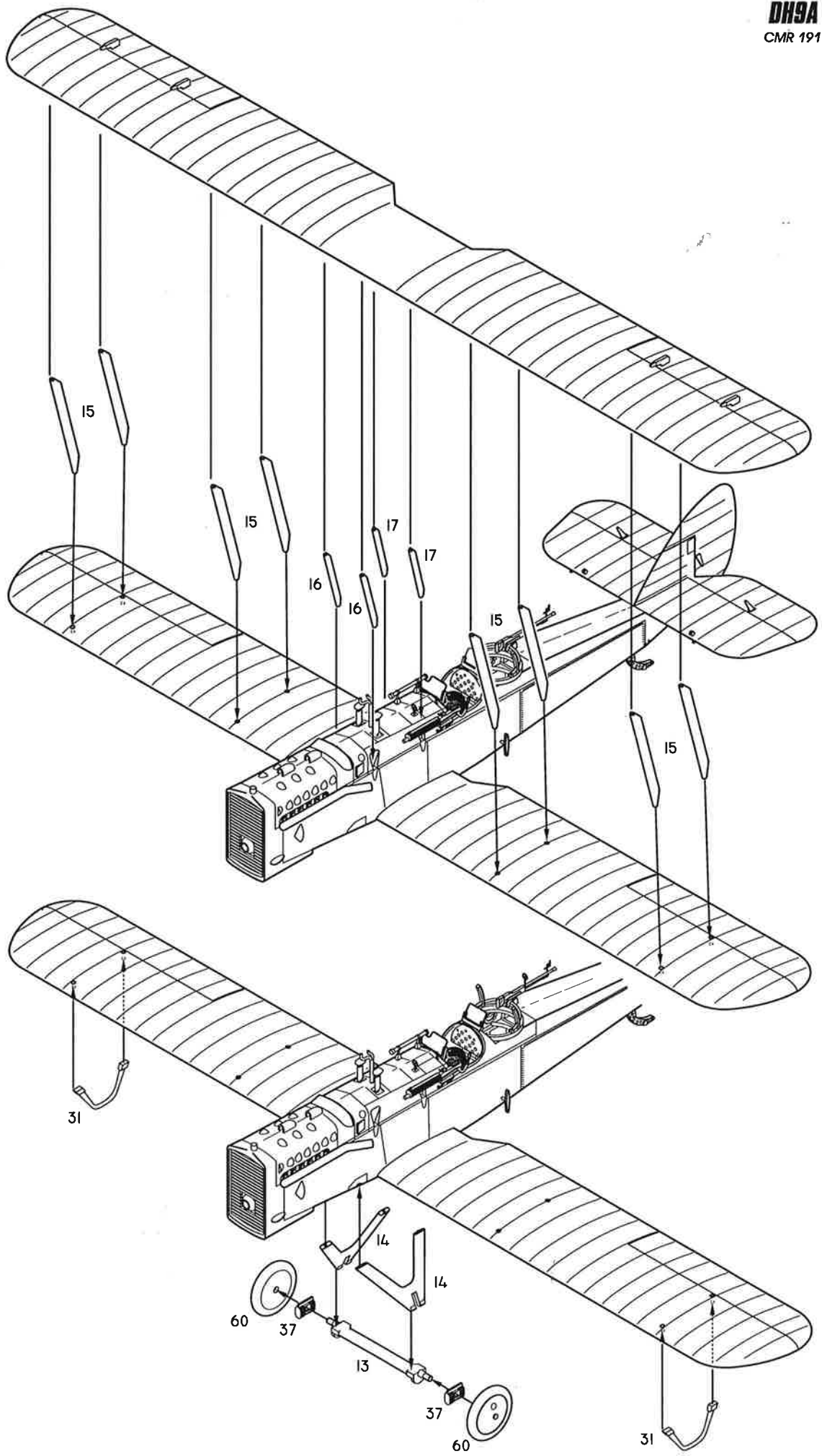
Cockpit interior colours

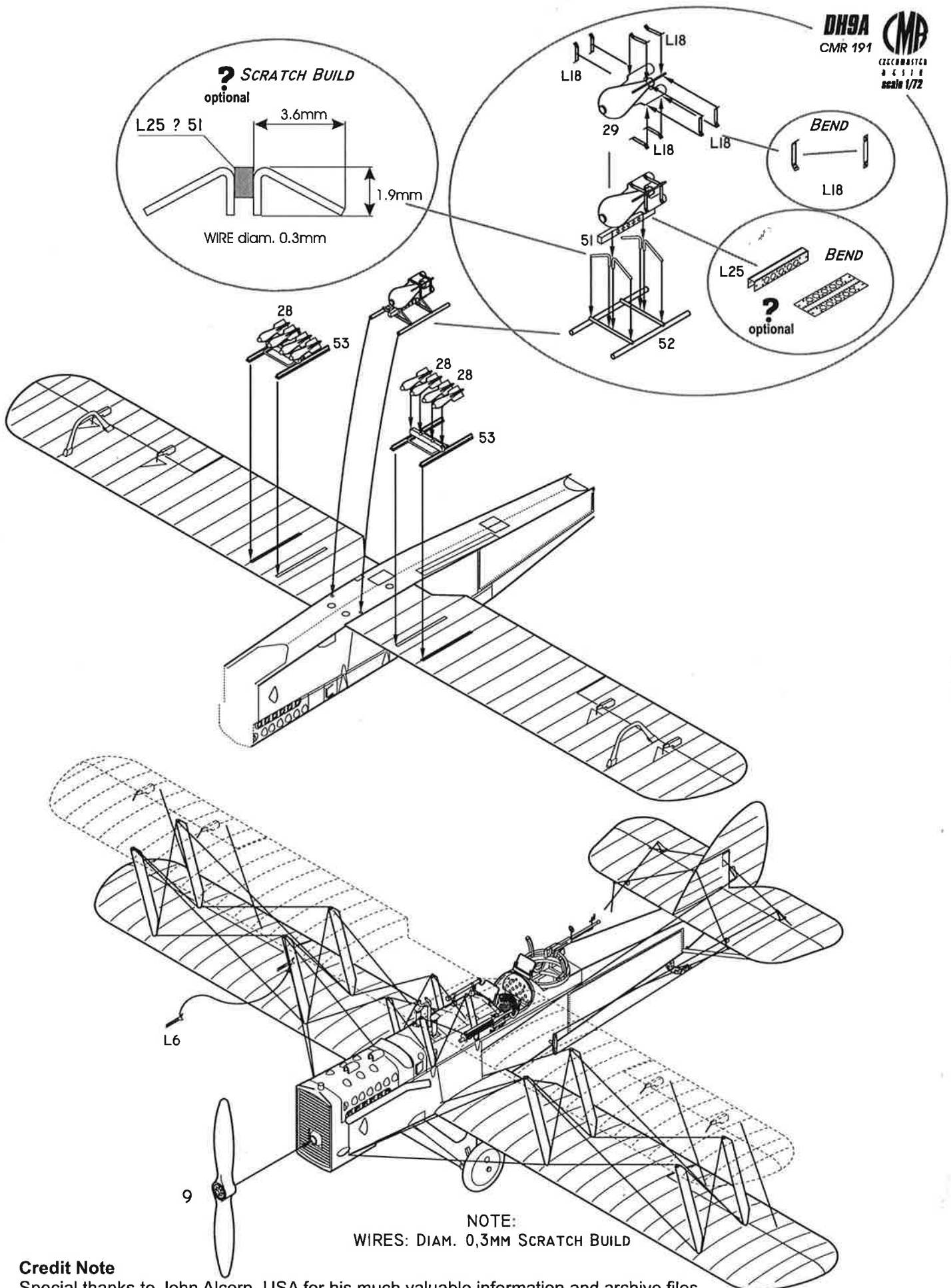
The fuselage sides were wood back to the stitches with the inner surface being varnished. Fabric areas that were PC.10 on the outside were a mix of approximately 3/4 *CDL and 1/4 PC.10 on the inside due to the colour bleeding through the fabric. Longerons and cross-braces were varnished wood but the longerons were commonly reinforced with undoped fabric tape from the cockpit forwards. For the silver doped machines a very pale greyish tan.

The seats had wicker backs/sides (pale yellow-brown and had a leather cushion (dark brown). Unlike the exterior finish (which should be glossy), the interior should be either satin or completely matte, more probably the latter.

The DH-9A was built by a number of subcontractors so standards varied somewhat, though most of the variation appears to have been in regard to how much of the aircraft was grey and how much PC.10. Most had the 1.5-2" (.5mm in 1/72) outline under all flying surfaces and had the fabric covered areas of the fuselage undersides doped PC.10 as well.

*CDL - Clear Doped Linen





NOTE:
WIRES: DIAM. 0,3MM SCRATCH BUILD

Credit Note

Special thanks to John Alcorn, USA for his much valuable information and archive files.
Camouflage and marking research courtesy of Mike Fletcher, Canada.

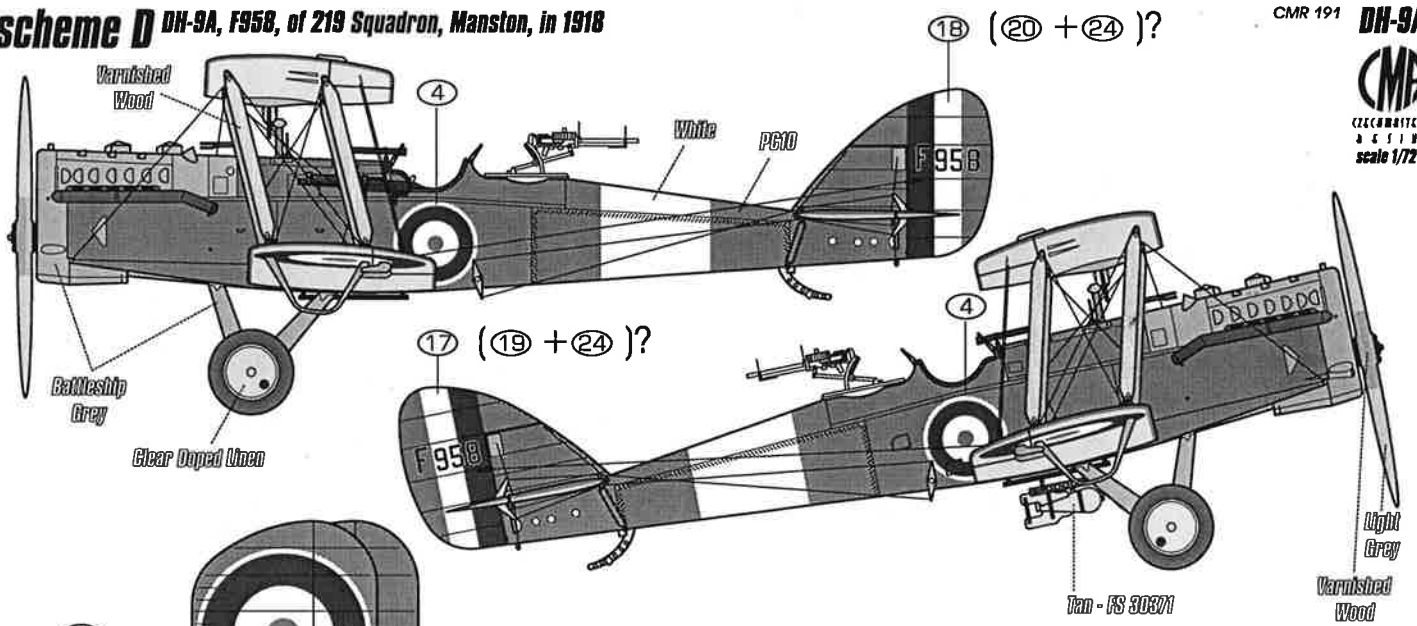
References

- Windsock Intl. Vol.20, No.3, May_June 2004
- Windsock Intl. Vol.20, No.4, July_August 2004
- Profile Publication No.248 de Havilland D.H.9A
- "The DH4/DH9 File" by Ray Sturtivant and Gordon Page (published by Air Britain)

scheme D DH-9A, F958, of 219 Squadron, Manston, in 1918

CMR 191 **DH-9A**

CMA
 CREST MONTECARLO
 DESIGN
 scale 1/72



scheme A, B, C, D - top & under side

