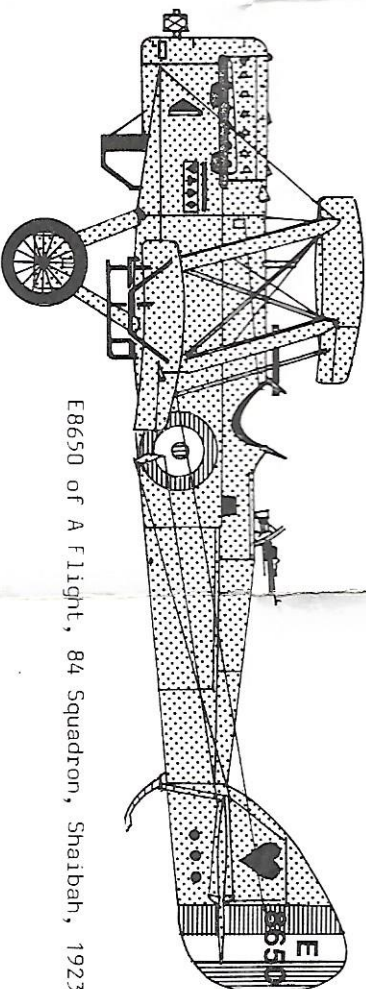
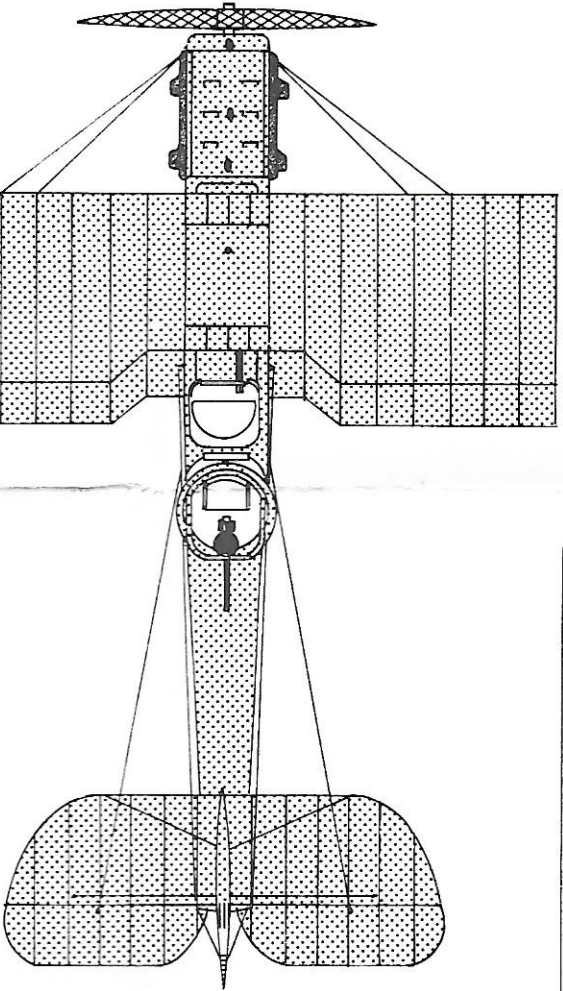
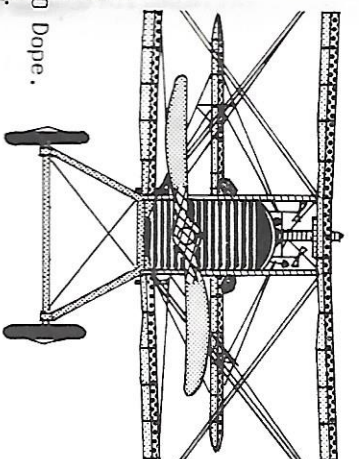
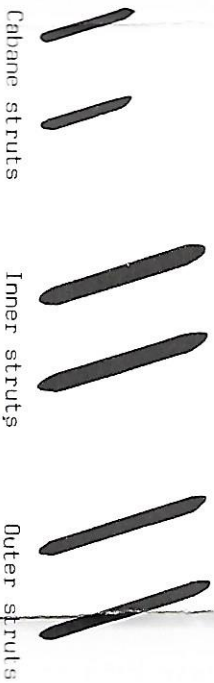


E9707 of 205 Squadron, Autumn, 1918

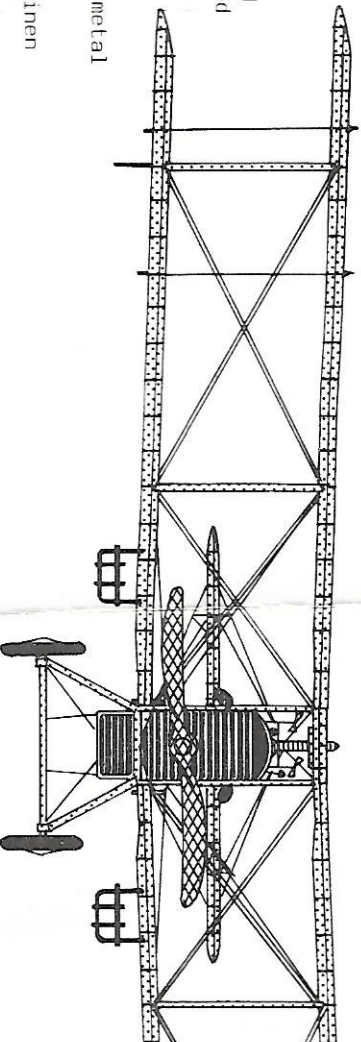
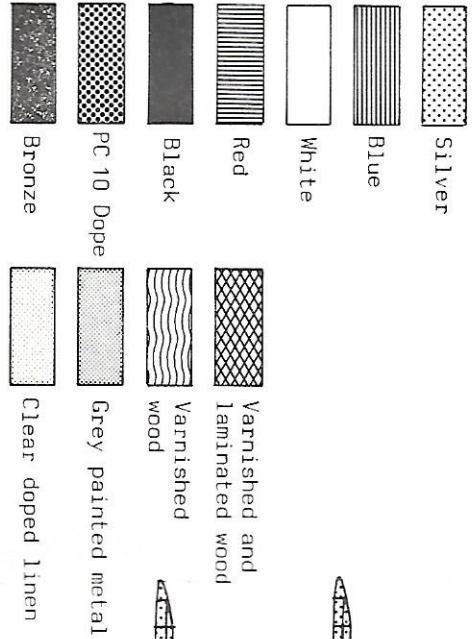
Upper surfaces of wings of this machine are PC 10 Dope.
Top wing carries white-outlined roundels.



E8650 of A Flight, 84 Squadron, Shaibah, 1923



Templates for struts



Merlin Models

D. H. 9a

P.O BOX 5 WINCANTON SOMERSET BA9 9YJ

In 1917, before it had even come into operations, there was every indication that the new DH9 would not come up to expectations. Salvation seemed to lay on hand with the new American Liberty 12 engine which was entering large scale production. The British Government ordered some 3000 of these engines, and modifications to the DH9 airframe were undertaken to fit the Liberty Engine. Thus the DH9A was born. Unfortunately there was considerable delay in the arrival of the new engines, and it was not till late in 1918 that the DH9A began to arrive at the Western Front. Once there it gave excellent service. Normal Bomb load was some 460lbs. but a maximum load of 660lbs was possible. Later the plane was also produced in America.

Post War, a number of DH9As saw service in Russia and Poland, and they were sold to over a dozen different Countries in Europe, the Far East and South America. 30 were built in Belgium and later hundreds in Spain with a 300h.p. Hispano-Suiza Engine. Many were modified for passenger and mail work, and one, G-EAAA became the first Aircraft to be registered on the British Civil List. In the 1920s the DH9A gave excellent service in the Near East and India, often in a peace-keeping role. They served in close liaison with Armoured Cars, usually Rolls Royces.

CONSTRUCTION

1. Cement Pilot's Seat and Observer's Stool to Cockpit Floor.
2. Having painted the fuselage interior glue Cockpit Floor onto one side.
3. Glue Fuselage halves together.
4. Cement Radiator, Exhaust Stubs, Gun Ring components and Guns into place.
NOTE: We recommend 5-Minute Epoxy for fixing the Metal parts to the Plastic ones, though those with nerves of steel and lightning reflexes may dare the Super Glue!
5. Glue the Lower Wings onto Fuselage sides.
6. Add all Tail Surfaces.
7. Make all struts with the Contrail Strut Lengths provided.
8. Assemble Top Wing and glue in place. Check all angles carefully with plan.
9. Cement undercarriage unit in place, then add wheels.
10. Glue propeller onto Radiator.
11. Paint completed model as per Plan, and finally add rigging.

Since our first kit, the Halberstadt D.11, we have tried to improve not just our actual models but all the other items that go to making a first class kit. Our first drawings and Box Art were somewhat primitive, now thanks to the work of a first class Commercial Artist they have we like to think a far more polished appearance. We supplied Transfers right from the start, and of late have managed to usually give alternative markings for each plane. Later we purchased our own albeit simple White Metal Casting machine so that parts that did not really lend themselves to short-run injecting could still be supplied. We have now moved on to more sophisticated machinery (we try to resist the lure of Wine, Women and Song and re-invest before we blue whatever profits we may make!) and we think you will agree the White Metal parts in this kit are our best yet.

One extra benefit for modellers generally is that our efforts have caused certain other manufacturers to be dragged screaming and clutching their wallets into the '80s, and now have been forced to include both transfers and White Metal parts in their kits. We gather one has even realised that a lot of modellers like their kits in good card boxes! But we haven't finished by a long chalk, over the next couple of months you will see several brand new innovations, which no doubt will be copied by others in due course!

