

FRENCH WWI FIGHTER 1:48 SCALE PLASTIC KIT



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ProfiPACK



FIRST, A FEW WORDS

The French SPAD XIII was a development of the SPAD VII. The SPAD VII was flown by Georges Guynemer, who was not particularly pleased with the type, especially when compared to the aircraft flown by his German adversaries. He took his concerns directly to the manufacturer. Because by this time, Guynemer was already well known in French life in general, his concerns were taken seriously. With that, the groundwork for the development of two more models were laid, the SPAD XII and SPAD XIII. While the SPAD XII was armed with a 37mm cannon, and as such saw limited production and use by very experienced pilots, the SPAD XIII saw much more widespread use.

Thanks to the use of a more powerful Hispano-Suiza HS 8Be engine rated at 220hp, and later the HS 8BEe (235hp), the main drawback of the previous model in the form of inadequate armament could be addressed, and the SPAD XIII received two Vickers machine guns with 400rpg. The head designer of the type, Louis Bechereau also enlarged the airframe slightly, and strengthened it. The first prototype of the S.XIII was flown by Second Lieutenant Rene Dorme on April 4th, 1917.

Due to a heavier weight, the new type didn't achieve the maneuverability of its predecessor, but it did display a better rate of climb, and a faster speed of 215 km/h.

The performance of the new type was such that contracts were immediately awarded for large production numbers. This was ultimately participated in by nine manufacturers (SPAD, A.C.M., Bernard, Bleriot, Borel, Kellner, Levasseur, Nieuport, and SAFCA). The new type began reaching units during the summer of 1917. The type was flown by a list of well-known and successful pilots - Frenchman Rene Fonck (75 kills), Italian Francesco Baracca (34 kills), Americans Eddie Rickenbacker (26 victories), Frank Luke (18 kills) and the aforementioned Georges Guynemer. Besides the French air force, the SPAD XIII was also flown by Great Britain, USA, Italy, Belgium, and, after the First World War, with Poland and the former Czechoslovakia.

Originally, the aircraft had rounded wingtips, but these soon reverted back to the squared off tips of the S.VII. This kit is dedicated to aircraft of the initial production phase.

NĚKOLIK SLOV ÚVODEM

Francouzská stíhačka SPAD XIII byla přímým nástupcem typu SPAD VII. O její vznik se zasloužil vynikající letec Georges Guynemer. Ten na SPADu VII létal, ovšem nebyl s ním příliš spokojen, zejména pak když jej porovnával s letouny, na kterých létali jeho němečtí protivníci. Obrátil se proto se svými výhradami přímo na výrobce. Protože se již tehdy Guynemer řadil mezi známé osobnosti francouzského veřejného života, bylo k jeho kritickému povzdychu přihlédnuto. Položil tak základ vzniku dvou typů – SPADu XII a SPADu XIII.

Zatímco SPAD XII, vyzbrojený 37mm kanonem, se dostal pouze do omezené výroby a používal jej zejména úzký okruh velmi zkušených pilotů, SPAD XIII se dočkal mnohem většího rozšíření.

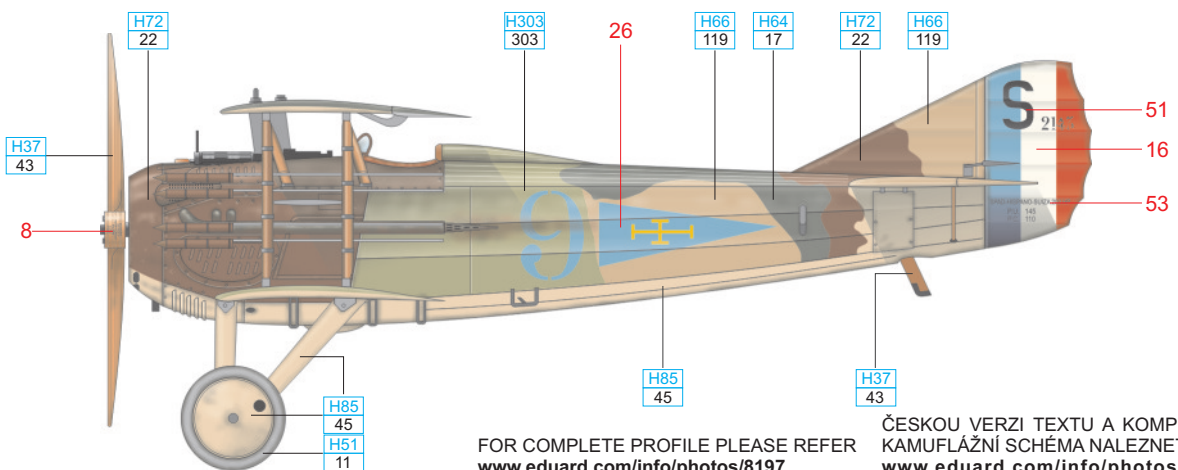
Díky použití silnějšího motoru Hispano-Suiza HS 8Be o výkonu 162 kW (220 k) a později HS 8BEe (173 kW/235 k) mohl být odstraněn největší nedostatek předchozího typu - slabá výzbroj v podobě jednoho kulometu - a letouny S.XIII dostaly dva kulometry Vickers se zásobou po 400 ran na zbraň. Šéfkonstruktor SPADu Louis Béchereau nový drak oproti S.VII také mírně zvětšil a celkově zesílil. První prototyp S.XIII zalétl podporučík René Dorme 4. dubna 1917.

Nový stíhací stroj sice nebyl díky větší hmotnosti tak obratný jako S.VII, ale zlepšila se stoupavost a maximální rychlost vzrostla na 215 km/h.

Výkony nového stíhacího stroje byly natolik přesvědčivé, že byl ihned uzavřen kontrakt na velké dodávky. Na těch se nakonec podílelo celkem devět výrobců (SPAD, A.C.M., Bernard, Blériot, Borel, Kellner, Levasseur, Nieuport a SAFCA). K bojovým útvarům začal nový letoun přicházet v průběhu léta 1917. V jeho kokpitu se objevila řada známých a úspěšných pilotů – Francouz René Fonck (75 v.), Ital Francesco Baracca (34 v.), Američané Eddie Rickenbacker (26 v.), Frank Luke (18 v.) či již jmenovaný Georges Guynemer. Kromě francouzského letectva sloužily SPADy XIII i v letectvech Velké Británie, USA, Itálie, Belgie a po skončení 1. světové války i v Polsku a bývalém Československu.

Letouny z počátku výroby měly zakulacené koncové oblouky křídel, ty byly ale brzy změněny na hranaté po vzoru S.VII. Právě strojům z počáteční fáze výroby je věnována tato stavebnice.

E Maurice Jean-Paul Boyau, Escadrille No.77, Manoncourt-en-Vermois, France, 1918



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ČESKOU VERZI TEXTU A KOMPLETNÍ
KAMUFLÁŽNÍ SCHÉMA NALEZNETE NA
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ATTENTION * UPOZORNĚNÍ * ACHTUNG * ATTENTION * 注意

 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.

 Před započatím 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.

 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.

 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

 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、破り捨てして下さい。

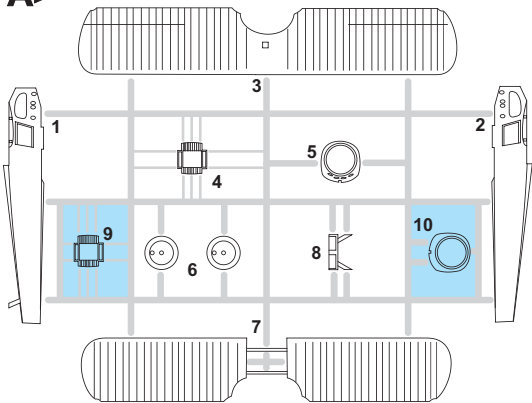
INSTRUCTION SIGNS * INSTR. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

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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
- 
SYMETRICAL 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
POUŽÍT EDUARD MASK
NABARVIT

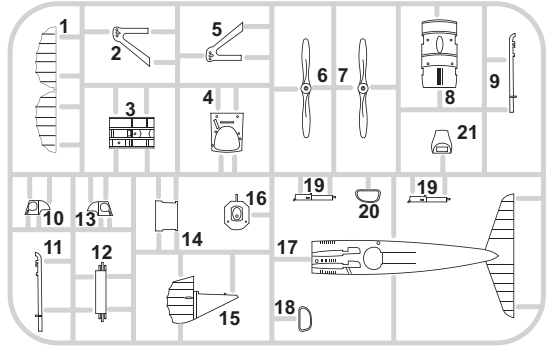
PARTS * DÍLY * TEILE * PIÈCES * 部品

PLASTIC PARTS

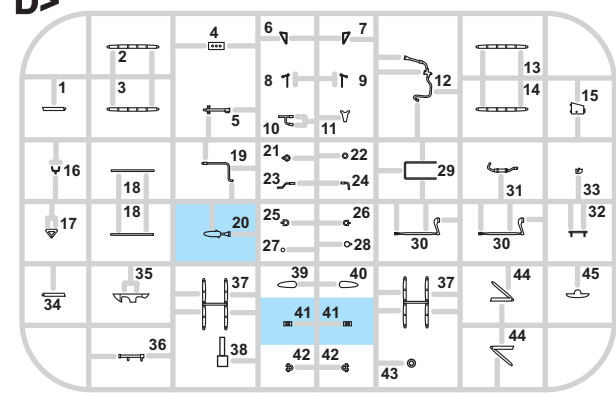
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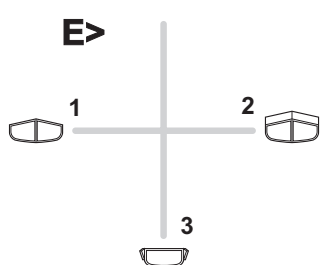
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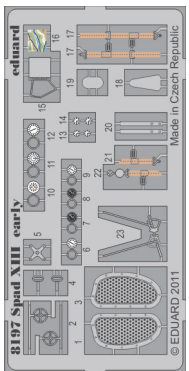
D>



E>



PE - PHOTO ETCHED DETAIL PARTS

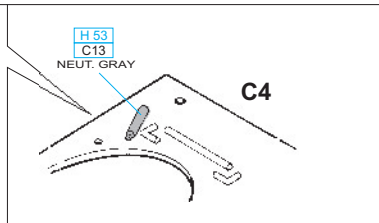
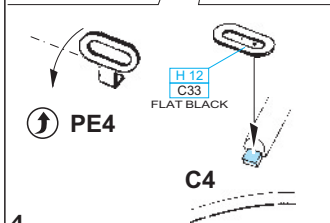
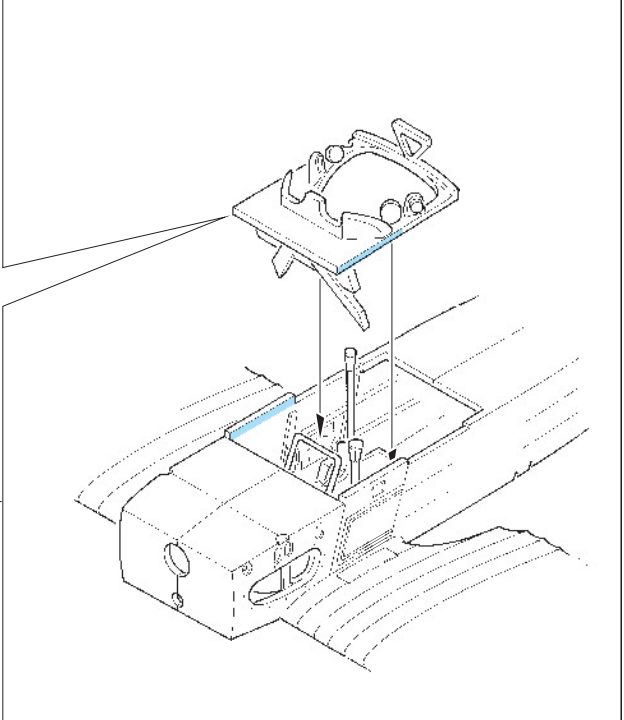
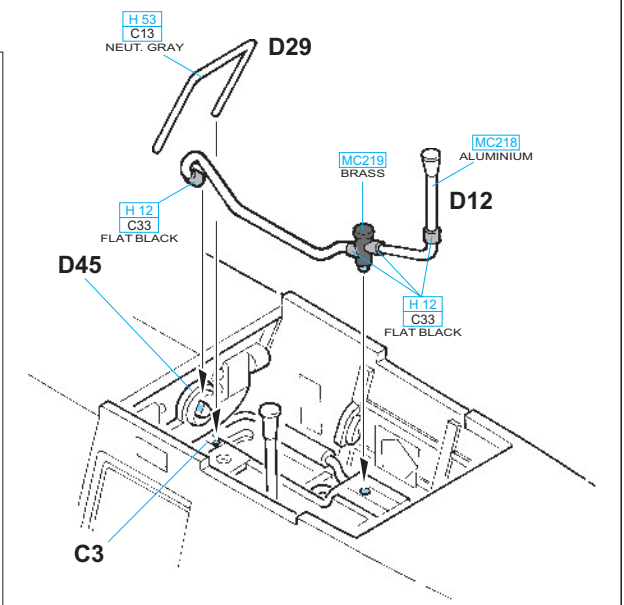
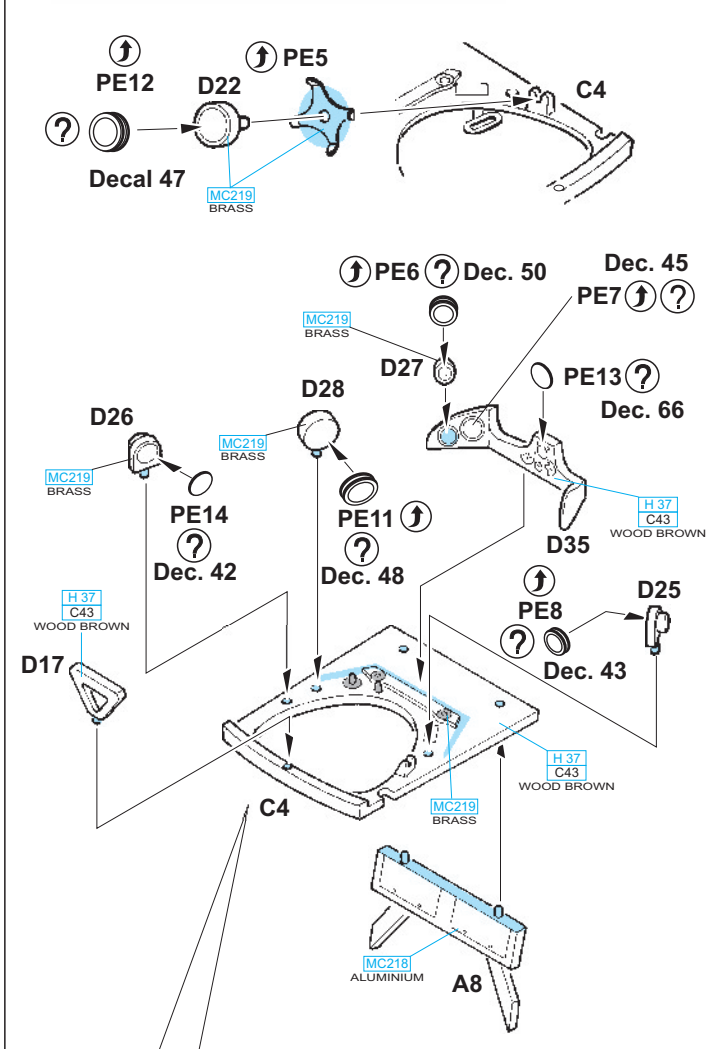
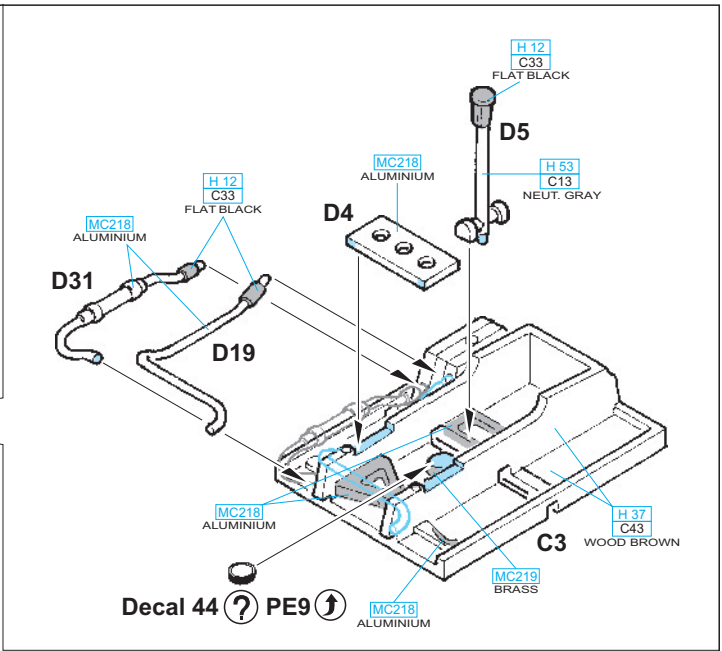
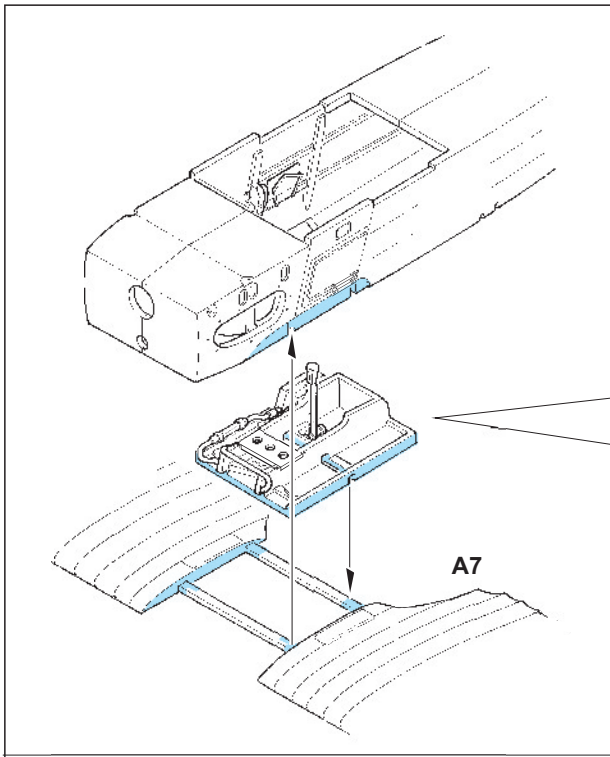


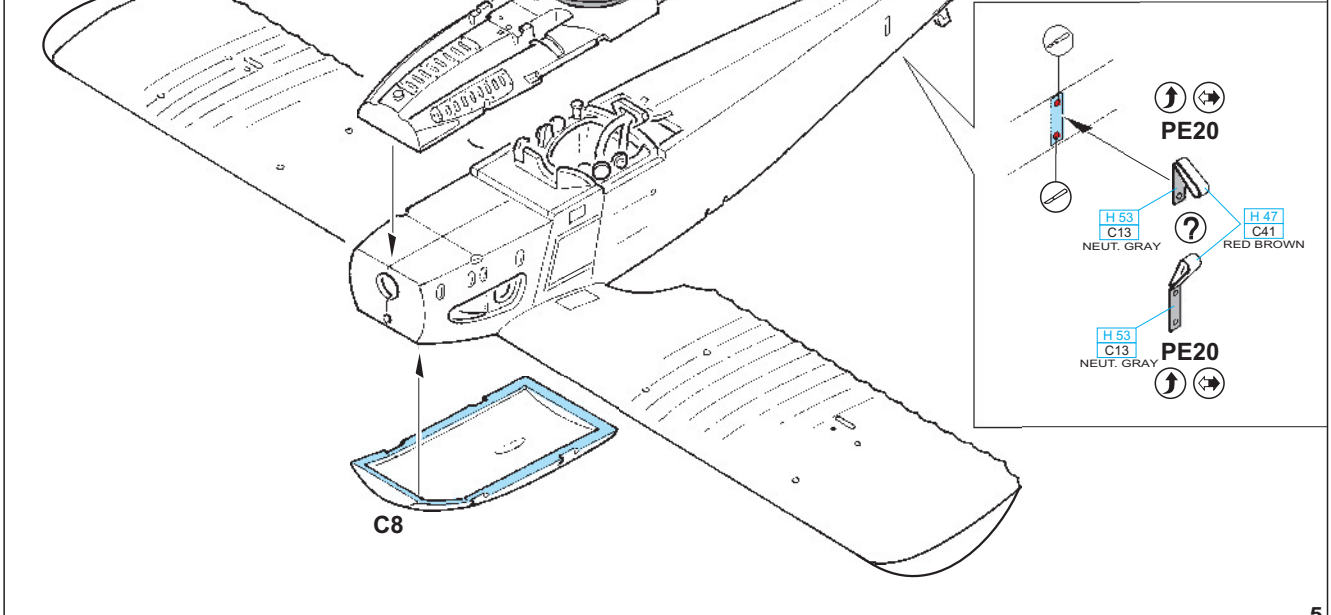
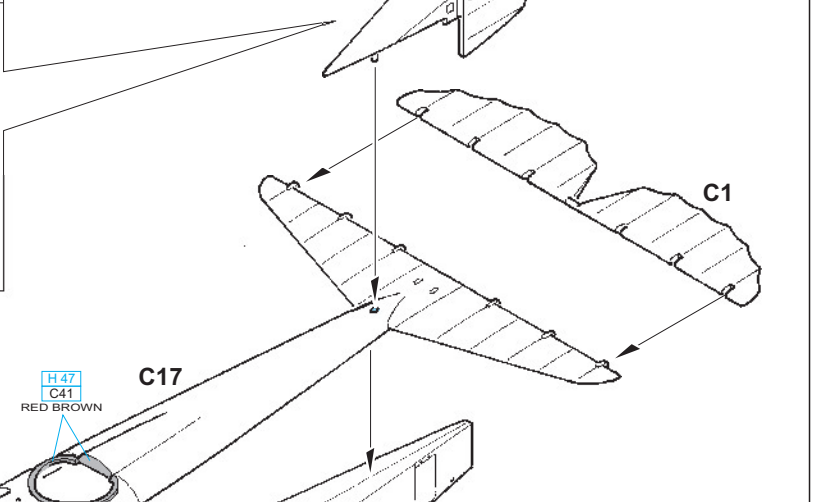
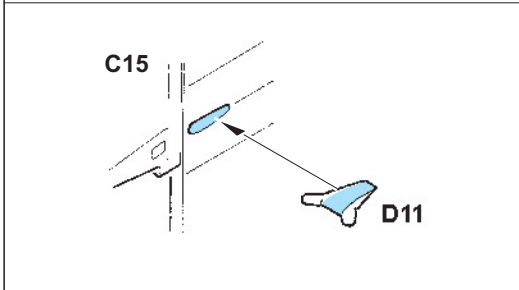
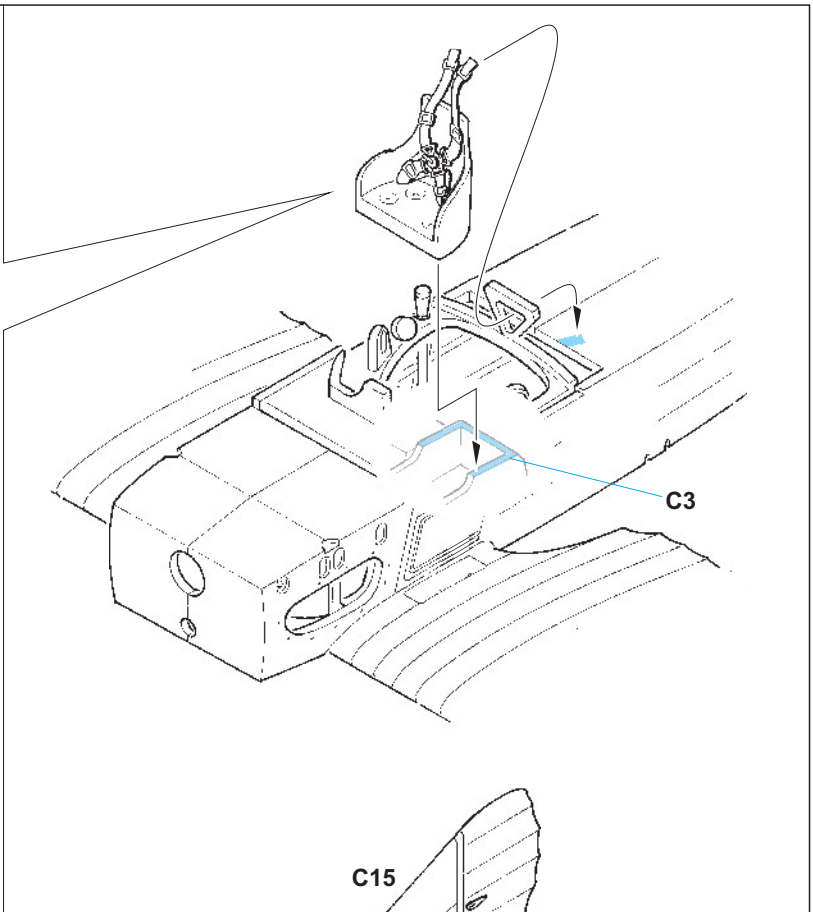
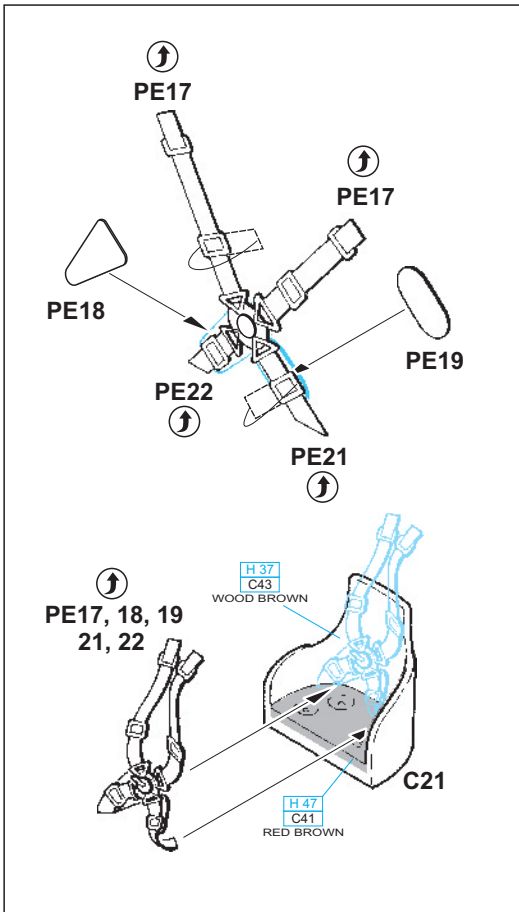
 -Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. -使用しない部品

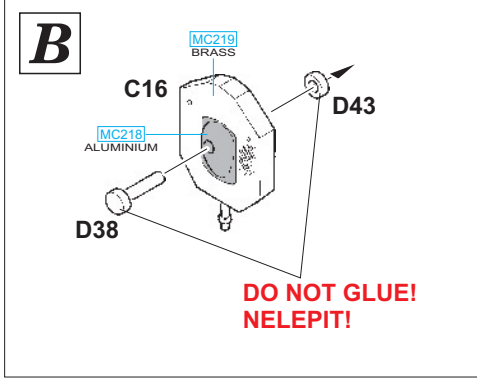
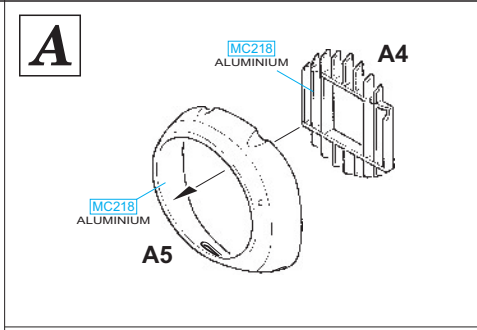
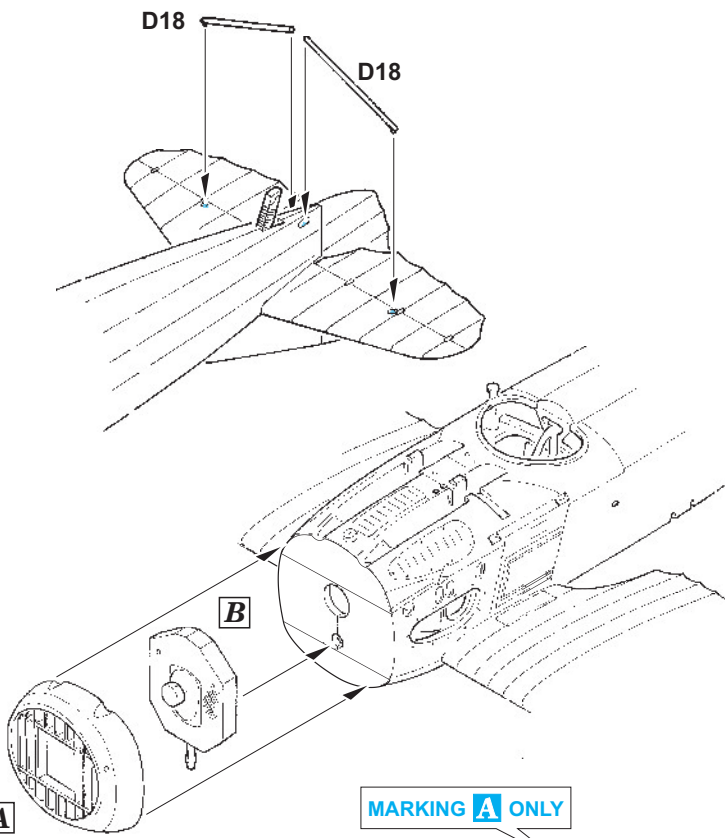
COLOURS * BARVY * FARBEN * PEINTURE * 色

GSI Creos (GÜNZE)			
AQUEOUS	Mr.COLOR		
H 12	C33	FLAT BLACK	
H 37	C43	WOOD BROWN	
H 47	C41	RED BROWN	
H 51	C11	LIGHT GULL GRAY	
H 53	C13	GRAY	
H 64	C17	DARK GREEN	RLM71
H 66	C119	SANDY BROWN	RLM79
H 72	C22	DARK EARTH	
H 77		TIRE BLACK	

AQUEOUS	Mr.COLOR	
H 85	C45	SAIL COLOR
H 303	C303	GREEN
H 334	C334	BARLEY GRAY
H 344		RUST
	C74	AIR SUPERIORITY BLUE
Mr.METAL COLOR		
	MC214	DARK IRON
	MC218	ALUMINIUM
	MC219	BRASS

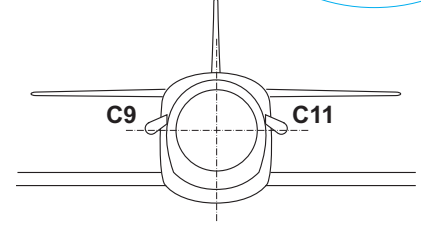
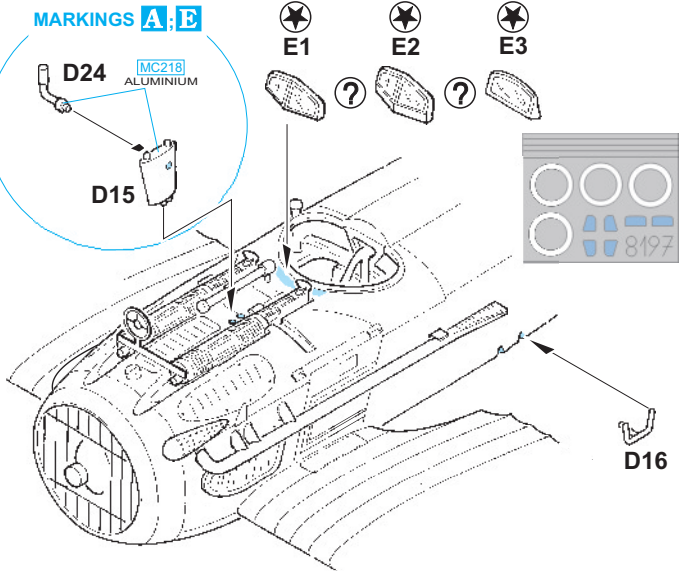
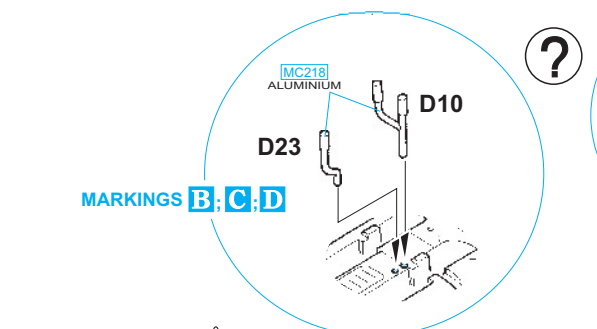
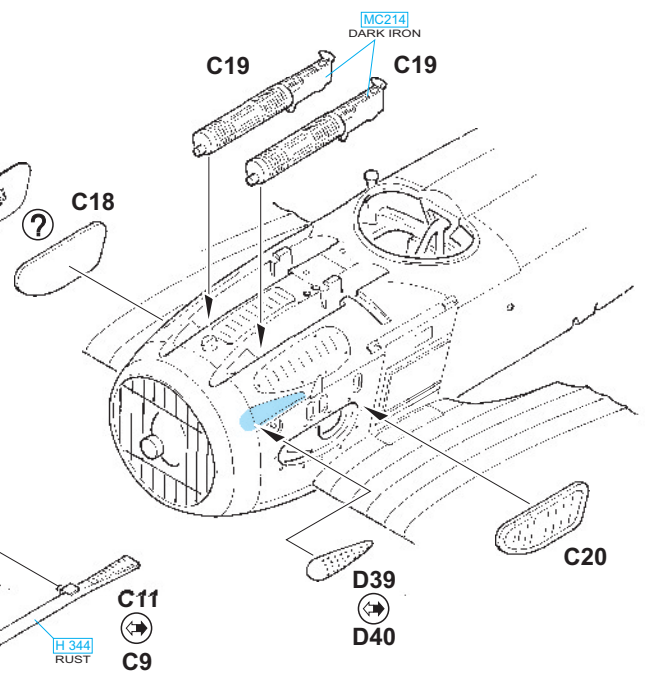
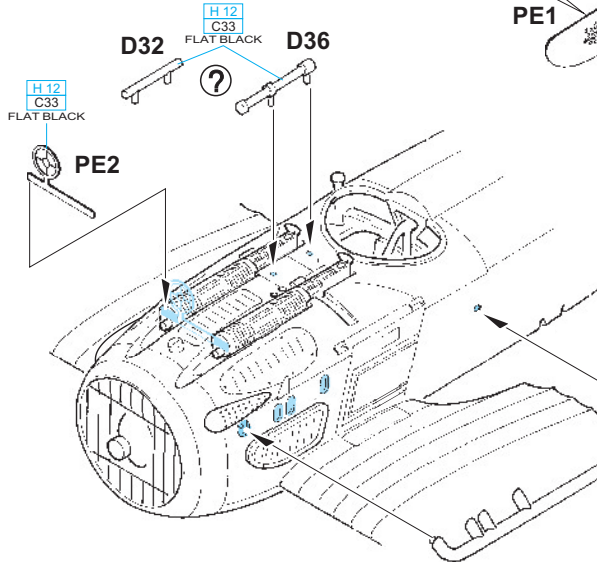


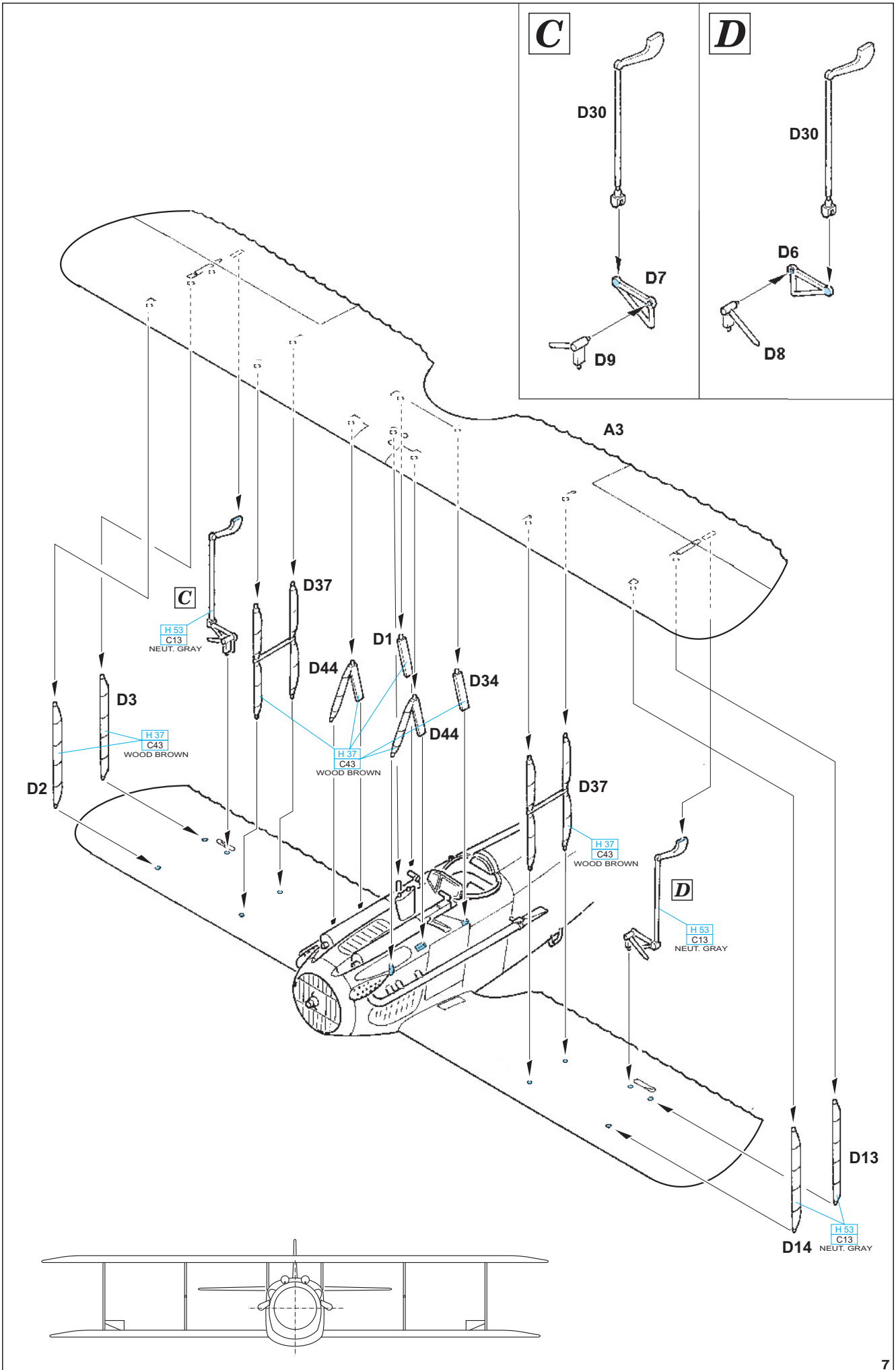




**DO NOT GLUE!
NELEPIT!**

A MARKING **A** ONLY





C

D

D30

D30

D7

D6

D9

D8

A3

C

H 53
C13
NEUT. GRAY

D37

D1

D44

D34

D3

H 37
C43
WOOD BROWN

H 37
C43
WOOD BROWN

D44

D37

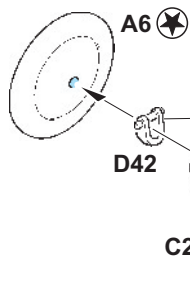
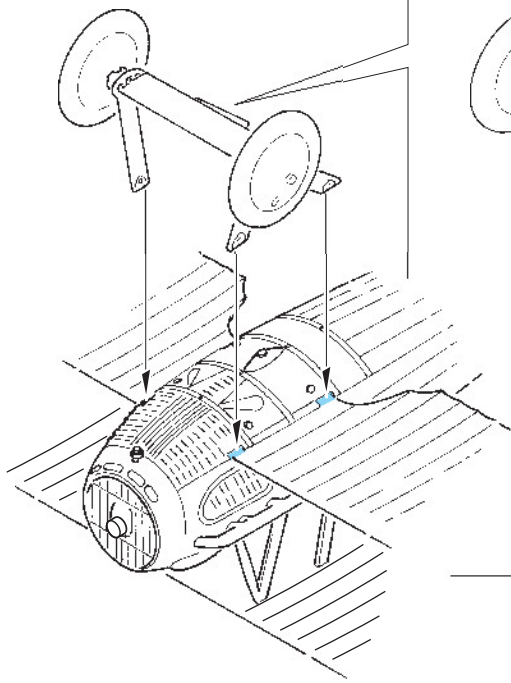
H 37
C43
WOOD BROWN



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H 53
C13
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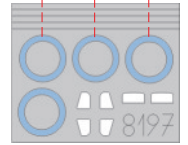
D13

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NEUT. GRAY

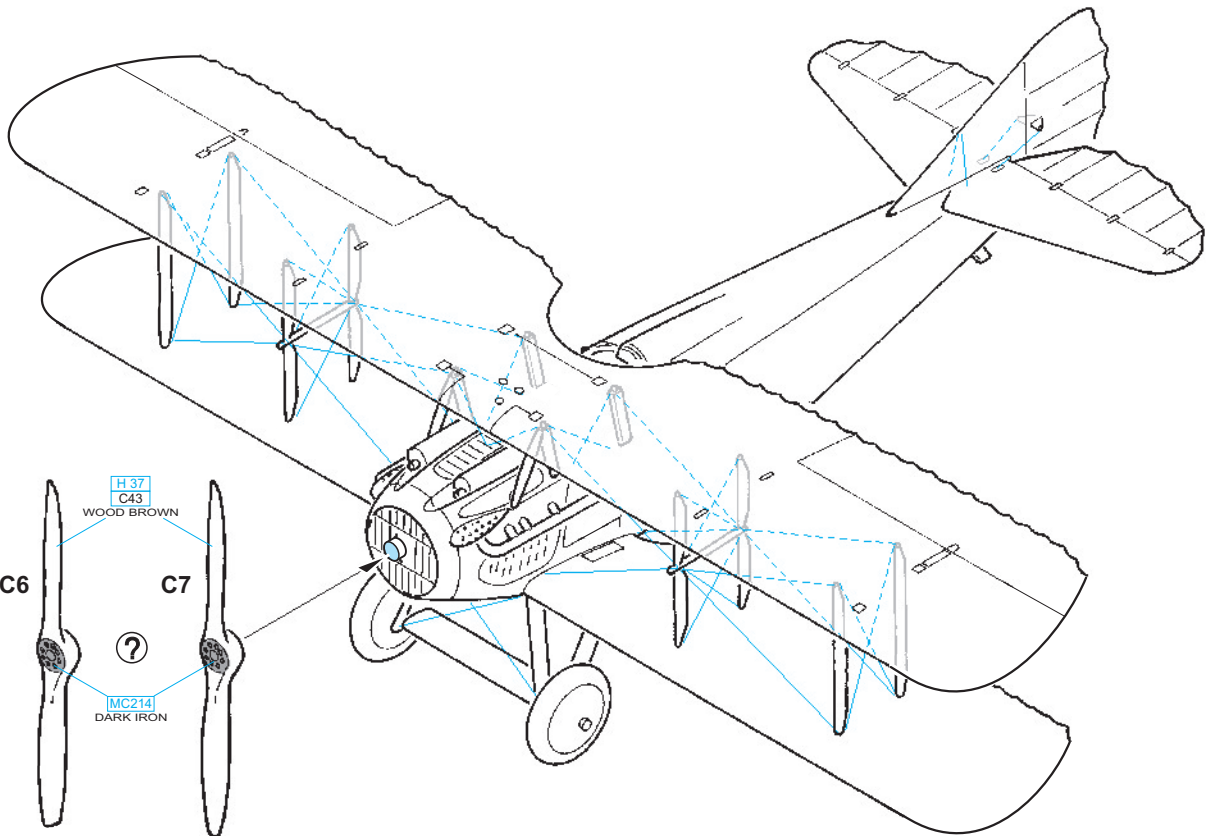
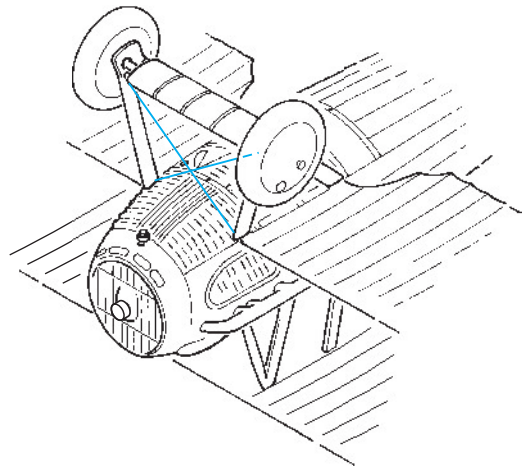
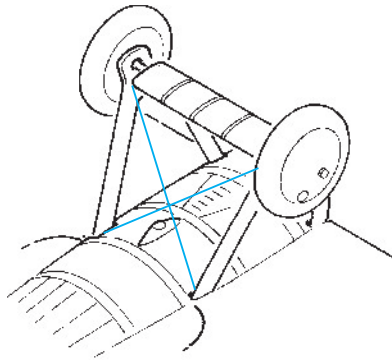
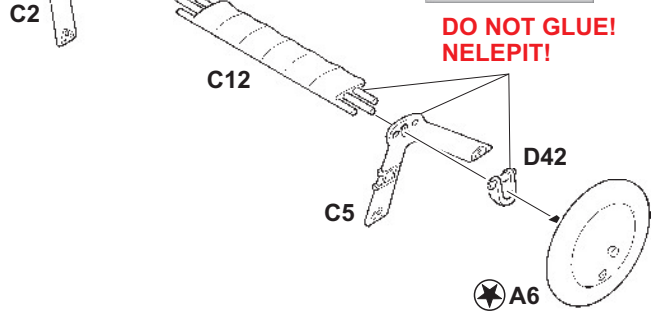


A6 2 pcs.   A6 2 pcs.

**DO NOT GLUE!
NELEPIT!**

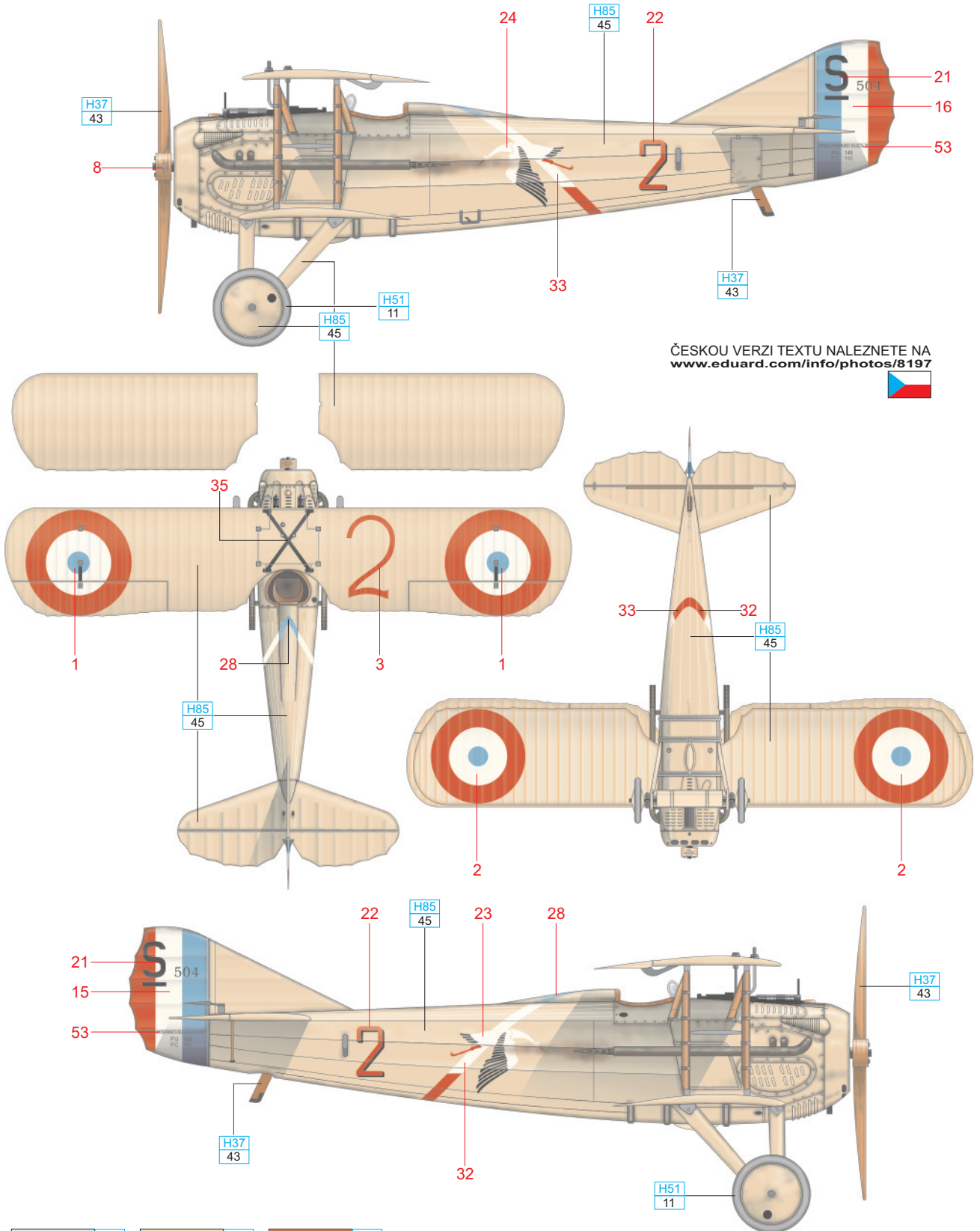


**DO NOT GLUE!
NELEPIT!**



B Georges Guynemer, Escadrille No.3, France, September, 1917

Only a few fliers were able to achieve the honor of becoming certified celebrities in their lifetime. Into this category, we can certainly add without reservation the Frenchman Georges Guynemer. Georges Guynemer entered the armed forces as a volunteer in November, 1914. He joined the air force in April, 1915, where he would end up with Escadrille No.3, at the time equipped with the Morane-Saulnier monoplane. His first victory came by July 15th, 1915, and continually rose to eventually hit 53. He also had 35 unconfirmed kills. His most productive day came on May 25th, 1917, when he accounted for four confirmed victories. He became the first allied pilot to down a German Gotha G.III on February 8th, 1917. On the other hand, he managed to survive being shot down seven times, despite never having a parachute at his disposal. Guynemer's fate was sealed on September 11th, 1917, during combat. He fell victim to Lt. Kurt Wissemann, member of Jasta 3.



ČESKOU VERZI TEXTU NALEZNETE NA
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LIGHT GRAY H51 11

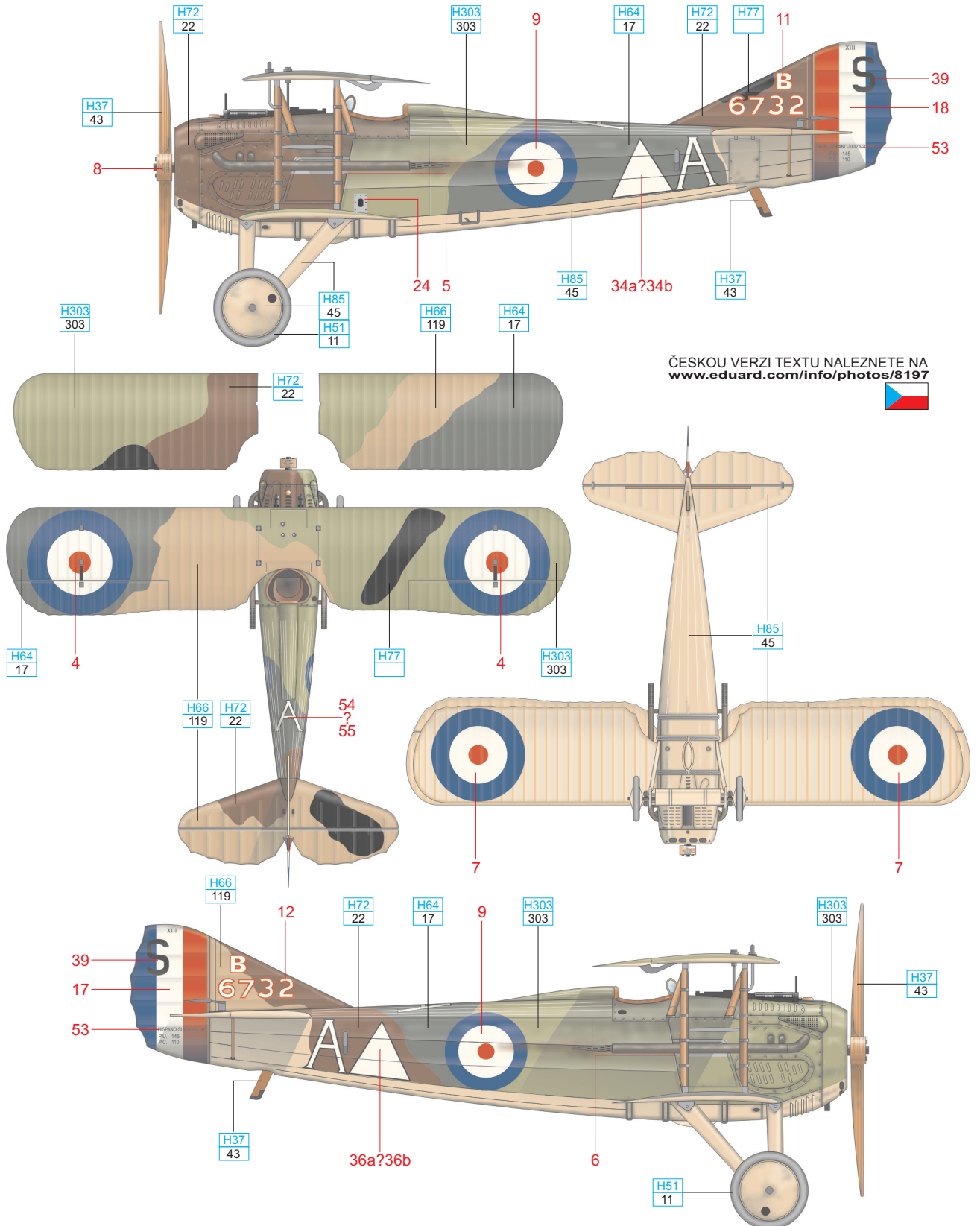
SAIL COLOR DOPED LINEN H85 45

WOOD H37 43

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C J.D. Hewett, No. 23 Squadron, Royal Flying Corps, France, February, 1918

This aircraft was built under license by Kellner, one of nine manufacturers of the SPAD XIII. On February 19, 1918, Lt. Hewett shot down a German two-seat aircraft flying this SPAD. A week later, on February 26, 1918, this aircraft fell into the hands of Germany virtually undamaged, when it was forced to land by Adolf Ritter von Tutschek (total 27 victories) of Jasta 12 flying the Fokker Dr.I. The British pilot survived the war in a POW camp.



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/info/photos/8197



LIGHT GRAY	H51 11	SAIL COLOR DOPED LINEN	H85 45
WOOD	H37 43	SAND	H66 119
LIGHT GREEN	H303 303	DARK GREEN	H64 17
DARK EARTH	H72 22	FLAT BLACK	H77

D Francesco Baracca, 91a Squadriglia, Italy, May, 1918

Francesco Baracca figures very prominently on the ladder of Italian aces of the First World War. He began the road to being a pilot as early as 1912, and by May, 1915, when Italy entered the war, he was able to offer a good amount of experience. Much of this experience was expressed while flying the Nieuport and the SPAD. In all, he reached 34 victories. He fell during the last year of the war, on June 19th, 1918. He likely fell victim to the Austro-Hungarian pilot Oblt. Arnold Berwing, member of Flik 28D, where he also flew as an observer on the Phonix C.I. Baracca left his mark not only in aviation, but also in the auto industry. After his death, his mother granted his personal emblem to Enzo Ferrari, and so, in a way, accompanied the likes of Jacky Ickx, Niki Lauda, Gilles Villeneuve, Alain Prost and Michael Schumacher during great automotive accomplishments.

