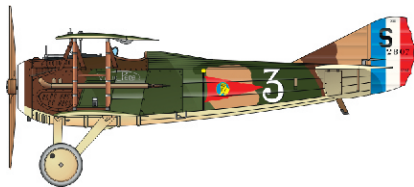


1/48 SCALE PLASTIC KIT

#11123



INTRO

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 37 mm 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 220 hp, and later the HS 8BEe (235 hp), 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 400 rpg. The head designer of the type, Louis Béchereau also enlarged the airframe slightly, and strengthened it. The first prototype of the SPAD 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 SPAD VII.

For the purposes of collecting research material for this Limited Edition kit, invaluable assistance was provided by Mr. Zdeněk Čejka (French and Czechoslovak subjects) and Mr. Josef Studený (Czechoslovak subjects). Our sincere gratitude goes out to both of them.

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 povzděchu přihlédnuto. Položil tak základ vzniku dvou typů – SPADu XII a SPADu XIII.

Zatímco SPAD XII, vyzbrojený 37 mm 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 SPAD XIII dostaly dva kulomety Vickers se zásobou po 400 nábojích na zbraň. Šéfkonstruktor SPADu Louis Béchereau nový drak oproti SPAD VII také mírně zvětšil a celkově zesílil. První prototyp SPAD XIII zalétl podporučík René Dorme 4. dubna 1917.

Nový stíhací stroj sice nebyl díky větší hmotnosti tak obratný jako SPAD 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 SPADu VII.

Při shromažďování podkladů na stroje v této limitované edici nám velkou pomoc poskytli pan Zdeněk Čejka (francouzské a československé stroje) a pan Josef Studený (československé stroje). Oběma pánům moc děkujeme.



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 započítím 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.

INSTRUCTION SIGNS ✳ INSTR. SYMBOLY ✳ INSTRUKTION SINNBILDEN ✳ SYMBOLES ✳ 記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



OPEN HOLE
VYVRTAT OTVOR



SYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



NOTCH
ZÁREZ



REMOVE
ODRÁZNOUT



APPLY EDUARD MASK AND PAINT
POUŽIT EDUARDA MASK NABARVIT

PARTS



DÍLY



TEILE



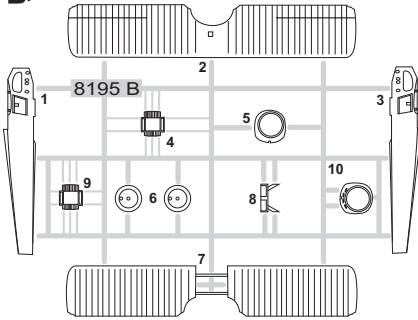
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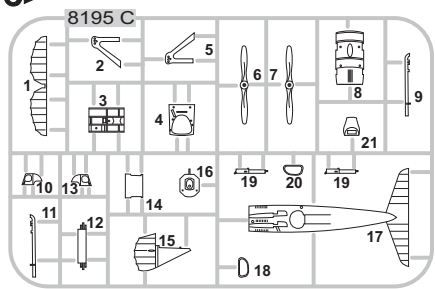
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PLASTIC PARTS

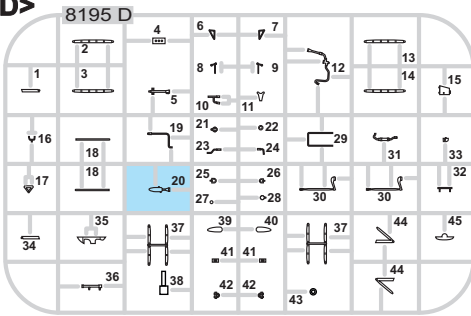
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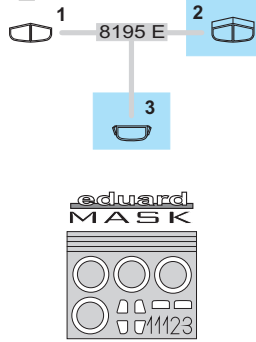
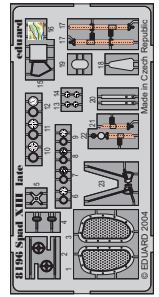
C>



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



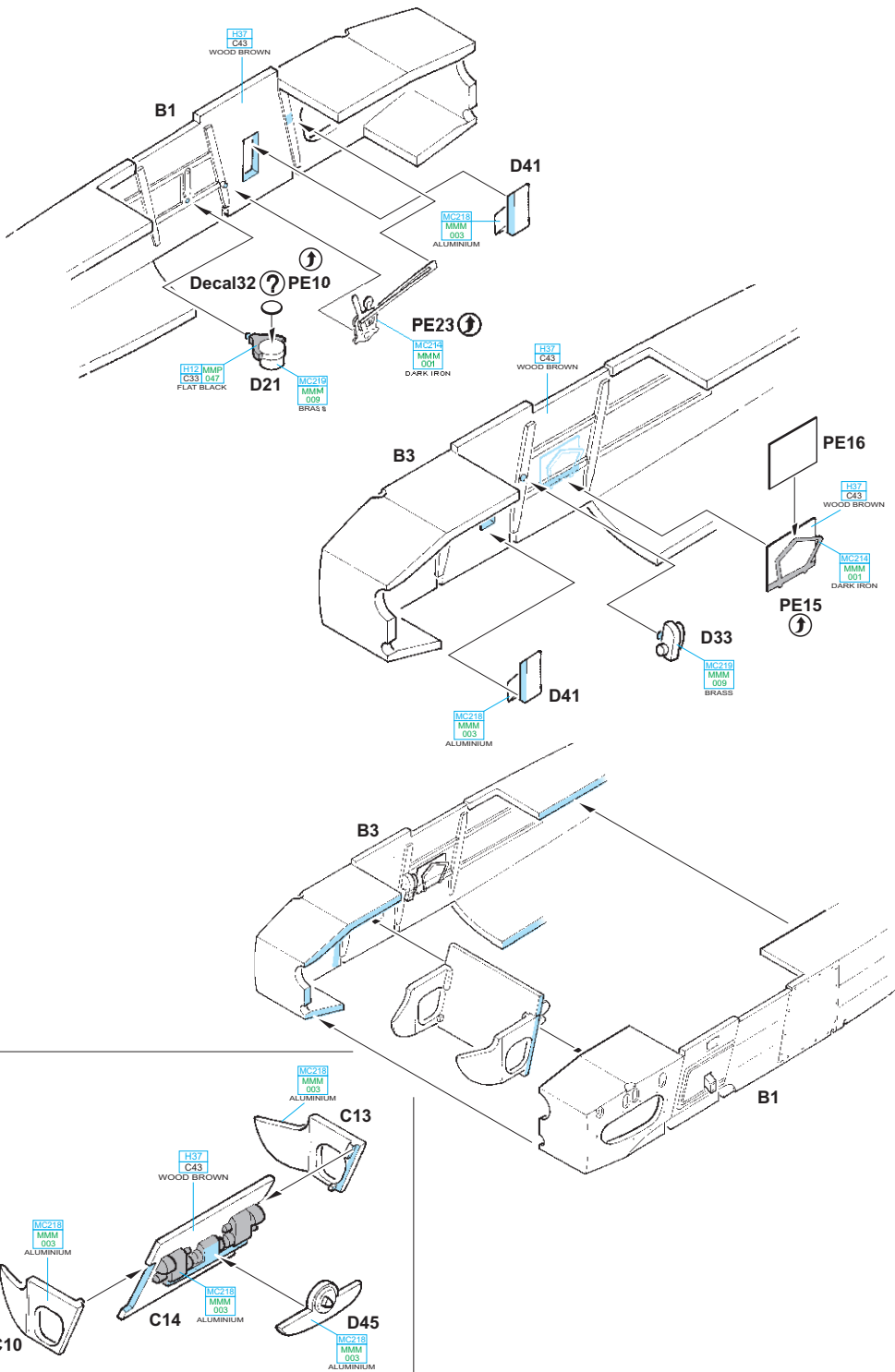
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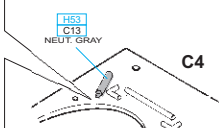
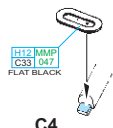
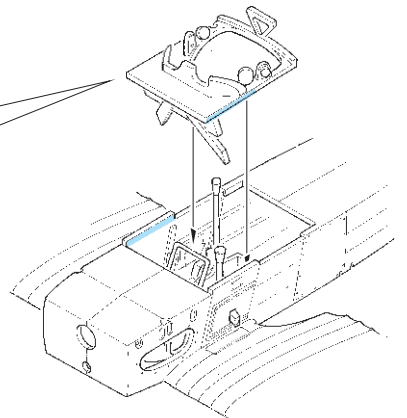
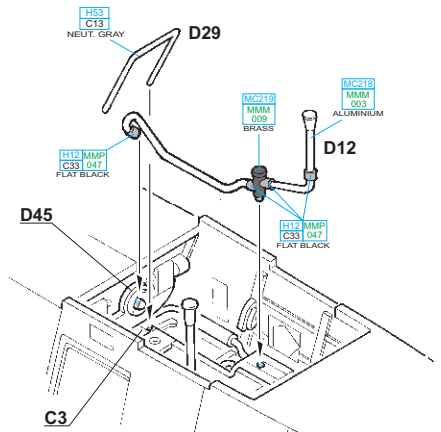
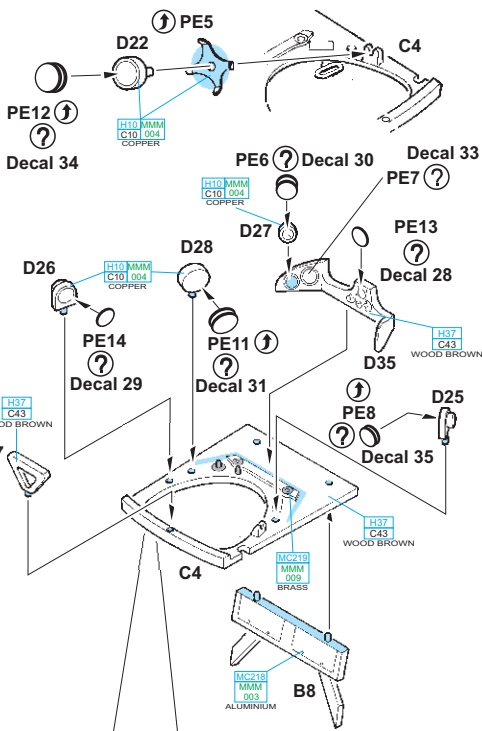
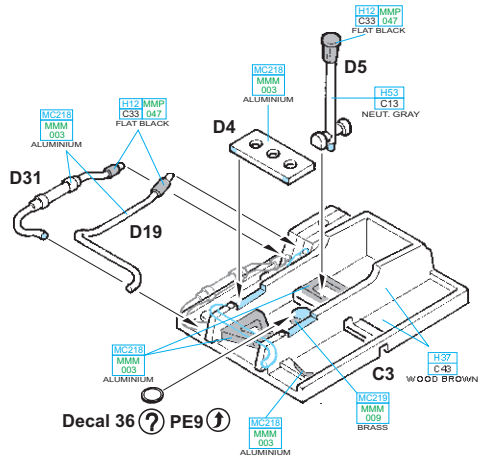
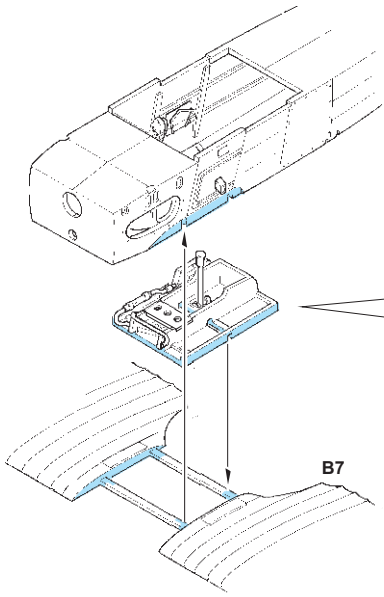


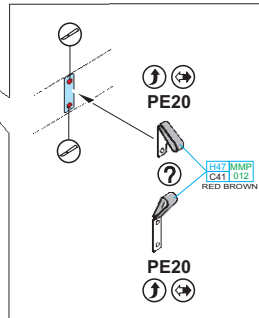
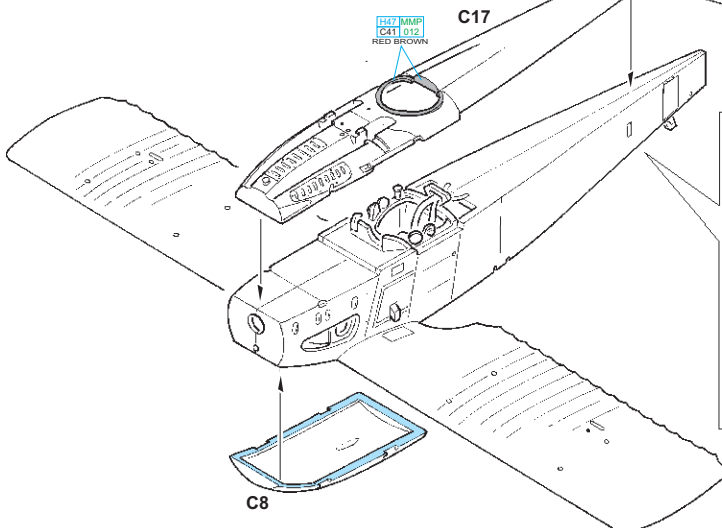
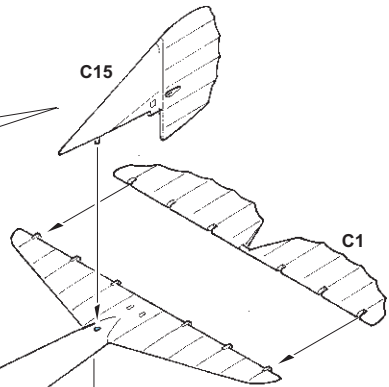
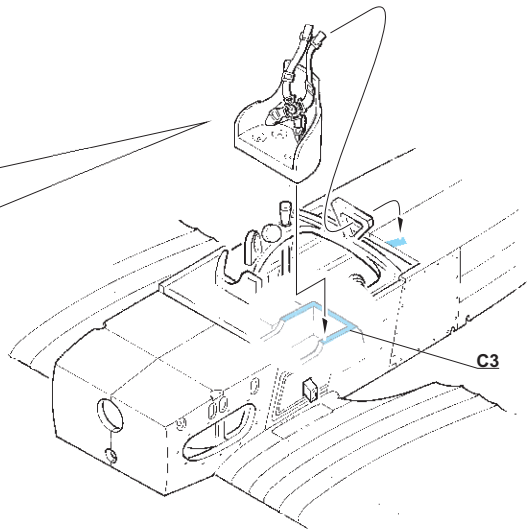
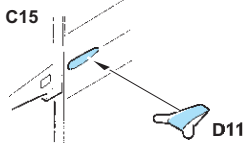
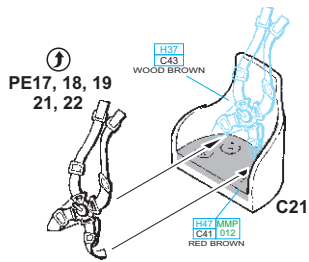
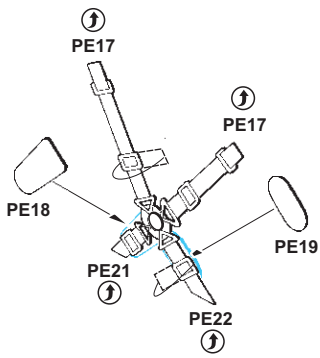
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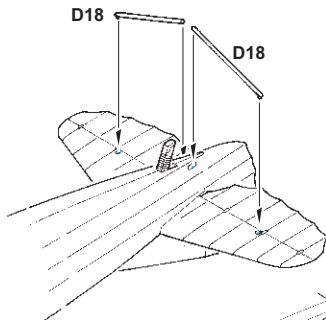
GSI Colors (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
[H2]	[C9]	SILVER	
[H10]	[C10]	COPPER	
[H11]	[C62]	FLAT WHITE	[MMM-004]
[H12]	[C33]	FLAT BLACK	[MMP-001]
[H33]	[C81]	RUSSET	[MMP-047]
[H37]	[C43]	WOOD BROWN	
[H47]	[C41]	RED BROWN	[MMP-012]
[H51]	[C11]	LIGHT GULL GRAY	[MMP-063]
[H53]	[C13]	NEUTRAL GRAY	
[H54]	[C17]	DARK GREEN	[MMP-087]
[H59]	[C19]	SANDY BROWN	

GSI Colors (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
[H21]	[C21]	MIDDLE STONE	[MMP-076]
[H22]	[C22]	DARK EARTH	[MMP-078]
[H35]	[C45]	SAIL COLOR	
[H303]	[C303]	GREEN	[MMP-066]
[H312]	[C312]	GREEN	
[H406]	[C106]	CHOCOLATE BROWN	
Mr.METAL COLOR		METALLICS	
[M210]	[M210]	DARK IRON	[MMM-001]
[M216]	[M216]	ALUMINIUM	[MMM-003]
[M219]	[M219]	BRASS	[MMM-009]









A

B4 ? B9

MC218
MMM
003
ALUMINIUM

MC219
MMM
003
ALUMINIUM

B5 ? B10

B4, B5 - MARKINGS **A; B**

B9, B10 - MARKINGS **C; D**

B

MC219
MMM
009
BRASS

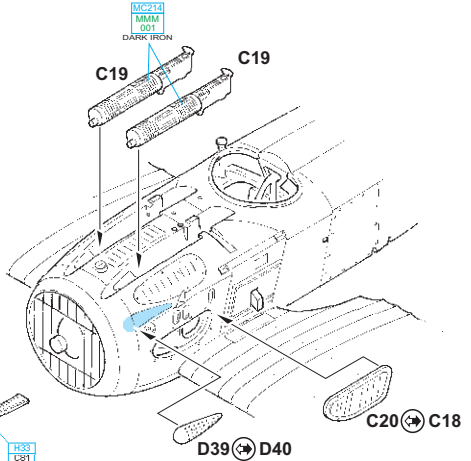
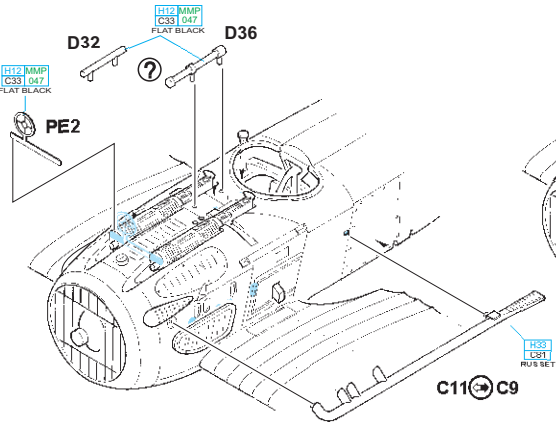
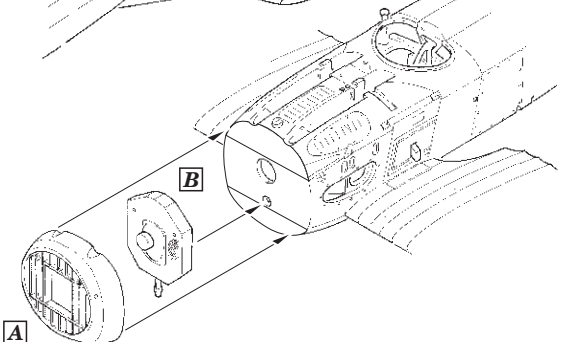
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MC218
MMM
003
ALUMINIUM

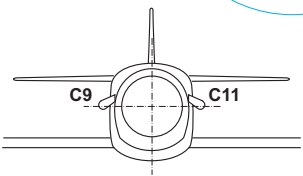
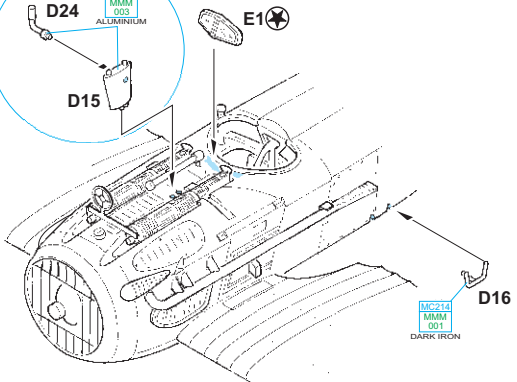
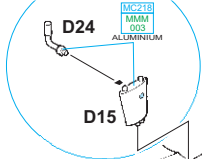
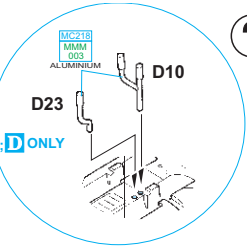
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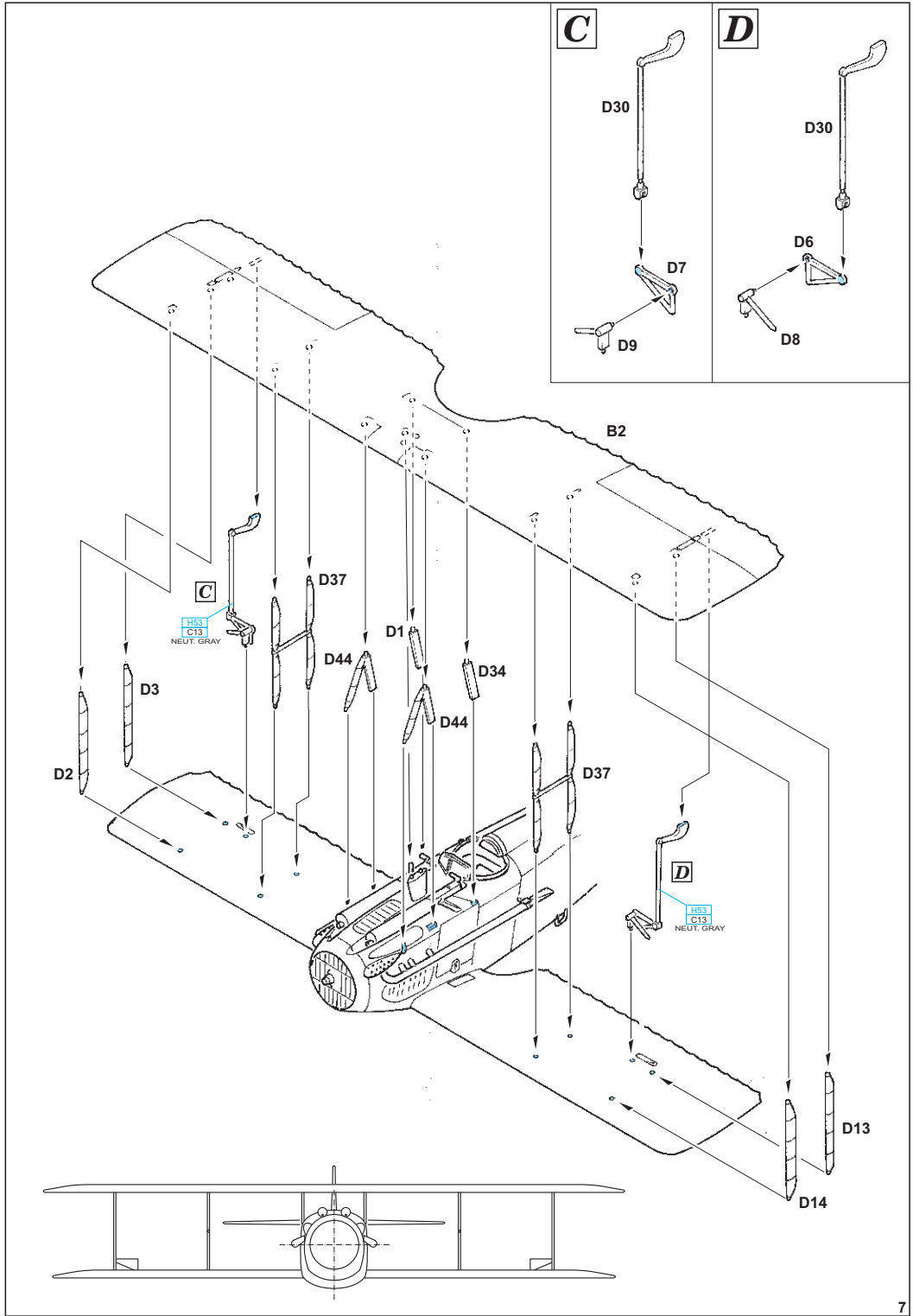
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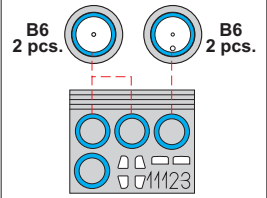
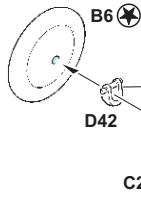
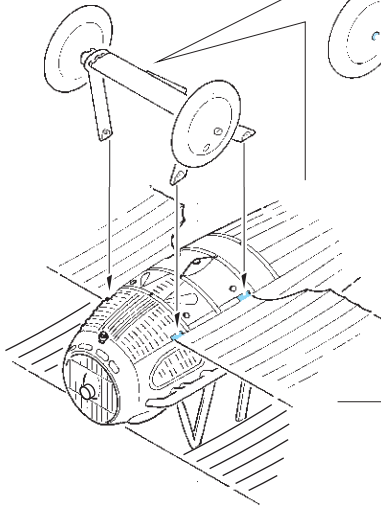
**DO NOT GLUE!
NELEPIT!**



MARKINGS **A; B** ONLY

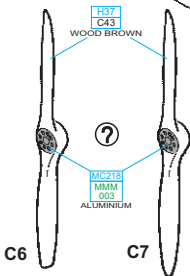
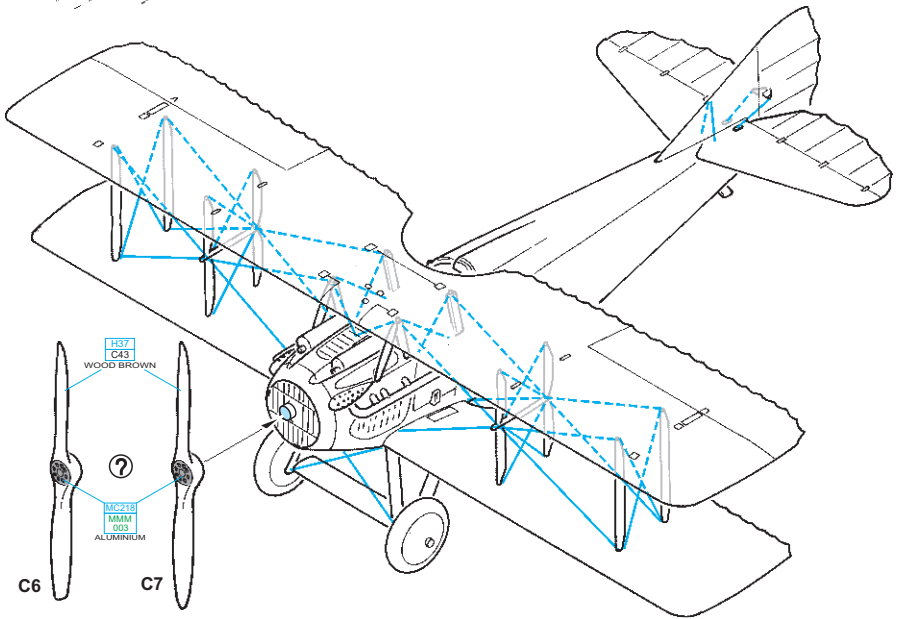
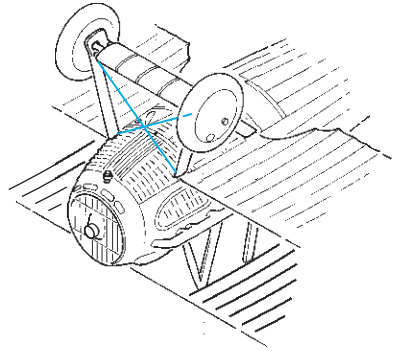
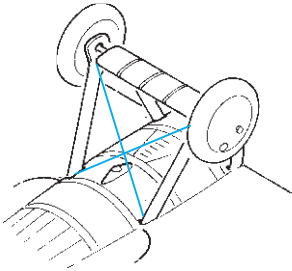
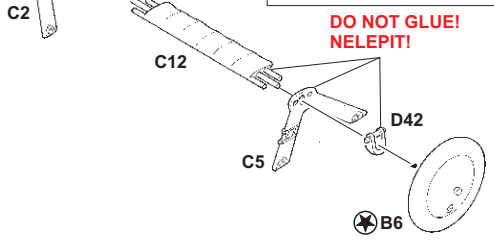






**DO NOT GLUE!
NELEPIT!**

**DO NOT GLUE!
NELEPIT!**



C6 - MARKINGS

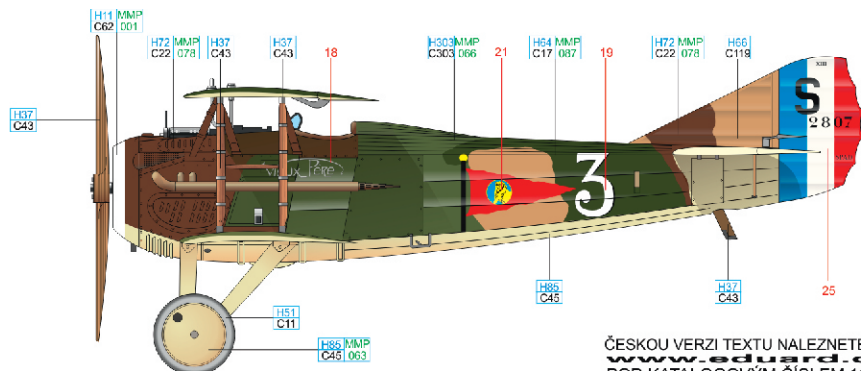
C	D
A	B

C7 - MARKINGS

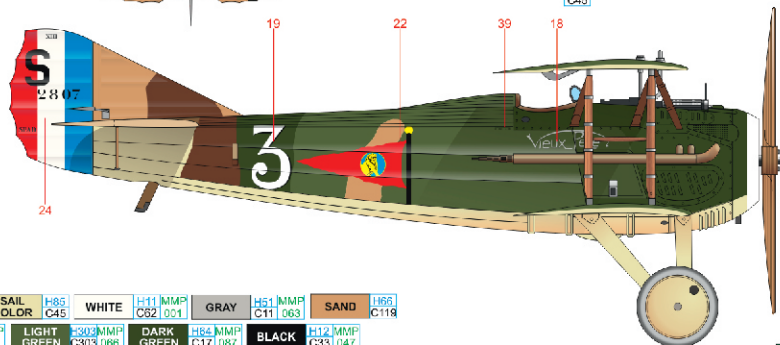
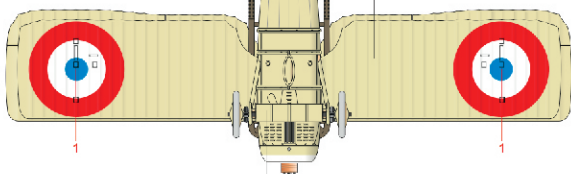
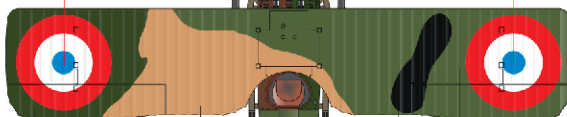
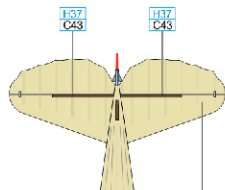
C	D
A	B

A S 2807, flown by Adj. Augustin Charvat, Spa.315, Chaux, France, September 1918

The beginning of the war found the tailor Augustine Charvat in France, expanding his horizons. Along with many other Czechs who found themselves in that country at that time, he joined the French military through the Foreign Legion. After recovering from injuries sustained in the fighting on September 28th, 1915, he underwent pilot training and served as a fighter pilot over the Front from January 1917. First, he was assigned to the reconnaissance unit F.58, and from September 1917 with N./Spa.315, a fighter squadron. Charvat is credited with a single confirmed kill, gained on September 14th, 1918, shared in the destruction of a German two seat aircraft. Charvat's SPAD 13C1 was built at Bleriot and carried the standard five-colour scheme with a layout that was consistent with this manufacturer. It also carried the white numeral 3 and the Spa.315 unit emblem. The inscription Vieux Père ('Gramps') below the cockpit was in reference to Charvat's nickname among the other pilots of the unit.



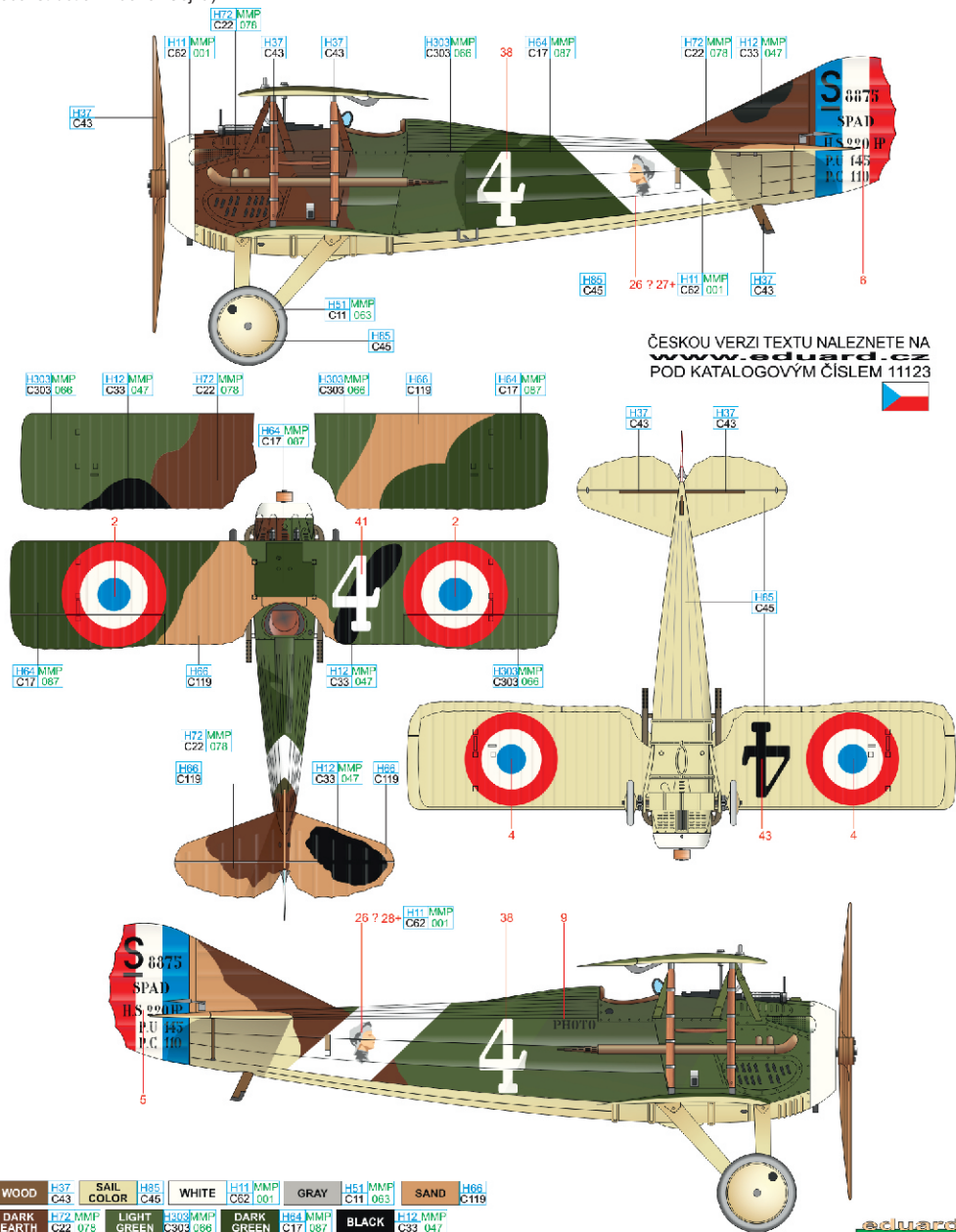
ČESKOU VERZI TEXTU NALEZNETE NA
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 POD KATALOGOVÝM ČÍSLEM 11123



WOOD	H37 C43	SAIL COLOR	H85 C45	WHITE	H11 MMP C62 061	GRAY	H61 MMP C11 063	SAND	H66 C119
DARK EARTH	H72 MMP C22 078	LIGHT GREEN	H303 MMP C303 066	DARK GREEN	H64 MMP C17 087	BLACK	H12 MMP C33 047		

B S 8875, flown by Adj. Václav Pilát, Spa.124, France, fall 1918

The beginning of the war found Ing. Vaclav Pilat in France. Along with other Czech volunteers, he formed the Czech platoon called Compagnie Nazdar under the French Foreign Legion. He was wounded on January 2nd, 1915 at Reims, where the unit was fighting. After recovering from the injuries he had sustained, he signed up for pilot training and on its completion, served with the reconnaissance unit C.104 from July 1916, and from December, 1917 to the end of the war with Spa.124 after converting to fighters. Over the course of the war, Pilat gained one unconfirmed kill. He did not serve in the Czechoslovak Air Force after the war. This interpretation of S 8875 is based on the knowledge of the aircraft's serial number, standard relevant painting practices with the manufacturer (in this case Bernard) and from photographs of other aircraft of the same unit. From the summer of 1918, SPADs flown by Spa.124 carried a white band encircling the fuselage of the aircraft, in which was a rendering of the head of Joan of Arc. At the time, Pilat's aircraft carried the number '4'. (Reconstruction: Zdenek Cejka)



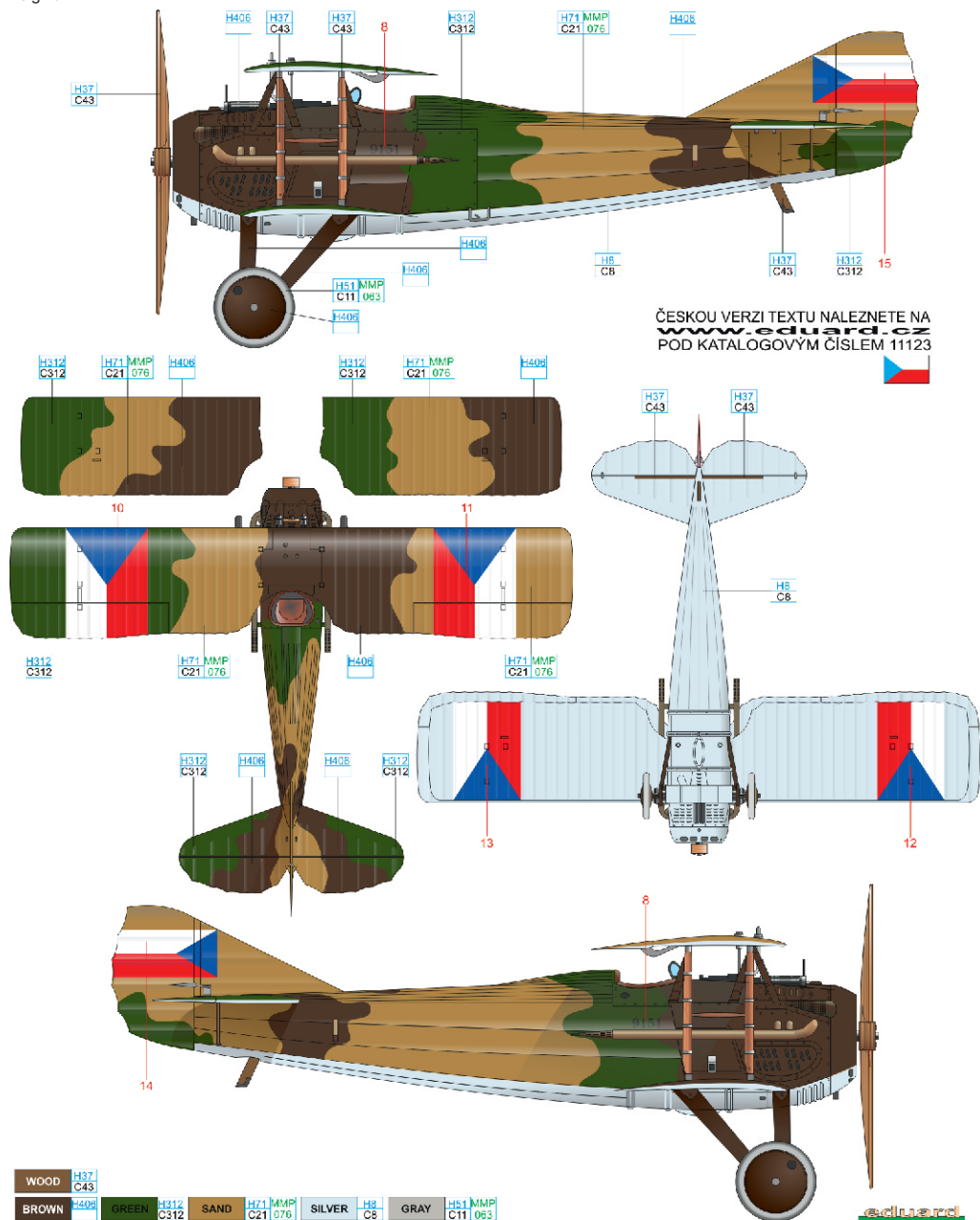
ČESKOU VERZI TEXTU NALEZNETE NA
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WOOD	H37 C43	SAIL COLOR	H35 C45	WHITE	H11 MMPF C821 001	GRAY	H61 MMPF C11 063	SAND	H66 C116
DARK EARTH	H22 MMPF C22 078	LIGHT GREEN	H303 MMPF C303 086	DARK GREEN	H64 MMPF C17 087	BLACK	H12 MMPF C33 047		

C No. 9151, flown by Cpl. Bohumil Siegl, 33rd Squadron, Air Regiment 2, LIPA Airfield near Německý Brod, Czechoslovakia, September 1st, 1924

Aviation regiments went through a vigorous assessment of combat capability in 1920. The results were judged against a very strict standard, and as a result only four aircraft were deemed as fully combat ready and half of the aircraft inspected were deemed combat ready only in cases of national urgency. It was then decided on the purchase of new aircraft. The type chosen was the SPAD XIII, which were purchased from France in 1921 to the tune of thirty-six units and at the main repair facility in Olomouc, they went through a general overhaul. Corporal Bohumil Siegl crashed in the SPAD coded 9151 on September 1st, 1924, when a gust of wind took him into a haystack on the outskirts of the field on take-off. The aircraft was written off. The aircraft flew in a camouflage scheme consisting of brown and green fields on the upper and side surfaces and in an aluminium colour on the lower ones. It's only markings consisted of the flag type national insignia.



D No. 9152, flown by Sgt. František Lehký, 32nd Squadron, Air Regiment 1, Blíževedly Airfield, Czechoslovakia, August 28th, 1924

Sgt. František Lehký crashed in the SPAD serialed 9152 on landing on August 28th, 1924. It was evident that the landing strip would be overshot and the pilot decided to go around for another landing attempt, but the engine could not generate the needed power and the aircraft was damaged. The three-colour camouflage scheme of this aircraft was complemented by the white numeral '23' on the sides of the fuselage and the regimental insignia, a black, twin-tailed lion in a white field.

