



1:48 de Havilland Vampire F.3

A06107 SCALE MODEL CONSTRUCTION KIT | Wingspan: 250mm Fuselage Length: 195mm | Three Decal Schemes Included

EN The Vampire F.1 entered Royal Air Force service in March 1946, to be followed by the revised and more capable F.3 just two years later. The Vampire F.3 was basically a longer range version of its predecessor, featuring increased internal fuel capacity and the ability to carry two external fuel tanks. This latest variant also differed visually, in that it incorporated taller and more rounded vertical stabilisers, a lowered horizontal stabiliser and distinctive "acorn" fairings at the base of each vertical stabiliser. Although this was still relatively new technology, de Havilland cleverly designed the aircraft to be simple to maintain and operate, earning the aircraft an enviable reputation for reliability amongst air and ground crews alike and allowing more pilots to safely make the transition to jet powered flight. With a number of significant firsts to its name, the Vampire was the first RAF aircraft to exceed 500 mph, with the extra range of the F.3 allowing this to be the first jet fighter to cross the Atlantic. The Vampire F.3's of No.32 Squadron were also the first RAF jet fighters to be deployed outside Northwest Europe and the first to operate in the higher

temperatures of the Mediterranean. Without doubt, the de Havilland Vampire has to be considered one of the most important early jet fighters in the world.

Specification

Maximum Speed: 531 mph (854km/h)

Range: 1,050 miles (1,689 km) with drop tanks

Wingspan: 40 ft 0 in (12.19m)

Length: 30 ft 9.0 in (9.37 m)

Armament: 4 x 20mm Hispano Cannons

FR Le Vampire F.1 est entré au service de la Royal Air Force en mars 1946. Le modèle F.3, amélioré et plus performant, l'a suivi juste deux ans plus tard. Le Vampire F.3 était en fait une version à plus longue autonomie de son prédécesseur, affichant une capacité de stockage de carburant accrue et la possibilité d'être équipé de deux réservoirs externes supplémentaires. Cette dernière version différait aussi par son optique, car elle incorporait des dérives plus hautes et arrondies, des stabilisateurs placés plus bas et une coiffe distinctive en forme de gland à la base de chaque dérive. Bien qu'il représente à l'époque une technologie encore relativement nouvelle, de Havilland avait ingénieusement conçu l'appareil pour qu'il soit simple à entretenir et à piloter, ce qui lui donna une réputation de fiabilité tant auprès des équipes au sol que dans les airs. Il permit ainsi à davantage de pilotes de passer en toute sécurité aux moteurs à réaction. Précurseur dans plusieurs domaines, le Vampire a été le premier appareil de la RAF à dépasser les 800 km/h, le rayon d'action du F.3 lui permettant d'ailleurs d'être le premier avion de combat à réaction à traverser l'Atlantique. Les Vampire F.3 du 32e escadron furent en outre les premiers avions de la RAF à

être déployés en dehors de l'Europe du Nord-Ouest et à voler dans l'atmosphère plus chaude des régions méditerranéennes. Sans aucun doute, le de Havilland Vampire peut être considéré comme le plus important des premiers avions de combat à réaction au monde.

Spécification:

Vitesse maximale: 854 km/h

Autonomie: 1 689 km avec réservoirs supplémentaires

Envergure: 12,19 m

Longueur: 9,37 m

Armement: 4 canons Hispano de 20 mm

DE Die Vampire F.1 wurde im März 1946 von der Royal Air Force in den Dienst übernommen, worauf schon zwei Jahre später die weiter entwickelte und leistungsstärkere F.3 folgte. Die Vampire F.3 war grundsätzlich als Ausführung mit größerer Reichweite als ihre Vorgängerin mit einem erhöhten Tankvolumen konzipiert und konnte zusätzlich zwei externe Treibstofftanks mitführen. Diese neuere Variante hob sich auch optisch von der F.1 ab. Sie wies höhere und stärker abgerundete Seitenleitwerke auf, ein niedriger angeordnetes Höhenleitwerk und markante eichelartige Verkleidungen an dessen Ansätzen an beiden Seitenleitwerken. Obwohl dabei relativ neue technische Prinzipien zum Einsatz kamen, war es de Havilland gelungen, eine einfach zu betreibende Maschine zu bauen. Sie war bei Flug- wie auch Bodenpersonal für ihre Zuverlässigkeit geschätzt und ermöglichte mehr Piloten den sicheren Umstieg von Propeller- auf Düsenflugzeuge. Die Vampire konnte eine Reihe von bedeutenden Flugrekorden verbuchen. Als erstes Flugzeug der RAF erreichte sie eine Höchstgeschwindigkeit von über 500 Meilen pro Stunde (etwa 800 km/h), und mit ihrer erhöhten Reichweite war die F.3 der erste Düsenjäger, der den Atlantik überflog. Die Vampires F.3 des Geschwaders Nr.32 waren auch die ersten Düsenjäger der RAF, die außerhalb

von Nordwesteuropa eingesetzt wurden, sich aber gleichzeitig in den höheren Temperaturbedingungen im Mittelmeerraum bewähren konnten. Zweifellos kann die de Havilland Vampire als einer der wichtigsten frühen Düsenjäger der Welt angesehen werden

Spezifikation:

Höchstgeschwindigkeit: 854 km/h

Reichweite: 1689 km mit Abwurf tanks

Spannweite: 12,19 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.

**HORNBY
HOBBIES**

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.



Manufactured by: Hornby Hobbies Ltd Westwood, Margate, Kent, CT9 4JX, UK +44(0)1843 233525 customerservices.uk@hornby.com

EU Authorised Representative: Hornby Italia SRL Viale dei Caduti, 52/A6, Castel Mella (BS), Italy, 25030 +39 0687501292 customerservices.it@hornby.com

ES

El Vampire F.1 entró en servicio en la Royal Air Force en marzo de 1946 para ser sustituido solo dos años más tarde por el F.3, con mejores capacidades. El Vampire F.3 era básicamente una nueva versión del modelo anterior con mayor autonomía, mayor capacidad interior para combustible y la posibilidad de transportar dos depósitos de combustible externos. Esta última variante también presentaba diferencias visuales, ya que incorporaba estabilizadores verticales de mayor altura y forma más redondeada, un estabilizador horizontal más bajo y el distintivo carenado 'de bellota' en la base de cada estabilizador vertical. Aunque se trataba de una tecnología aún relativamente reciente, de Havilland diseñó el aparato buscando la sencillez de mantenimiento y operación, y su fiabilidad lo hizo merecedor de una envidiable reputación entre las tripulaciones de vuelo y tierra, a la vez que permitió a más pilotos realizar con seguridad la transición a los nuevos reactores. El Vampire fue pionero en importantes mejoras: fue el primer avión de la RAF que superó los 800 km/h, y la mayor autonomía del F.3 le permitió ser el primer reactor de combate en cruzar el Atlántico. Los Vampire F.3 del Escuadrón N° 32 también fueron los primeros reactores de combate que se desplegaron fuera del noroeste europeo y los primeros en operar en

SV

Vampire F.1 upptogs och tjänstgjorde i Royal Air Force sedan mars 1946 och fick sedan en uppföljare i den reviderade och mer kapabla F.3:an endast två år senare. I princip var F.3 en version med längre räckvidd än föregångaren med ökad intern bränslekapacitet och förmågan att flyga med två externa bränsletankar. Den här senaste varianten uppvisar också visuella skillnader i form av längre och mer rundade vertikala stabilisatorer, en lägre horisontell stabilisator samt tydliga ekollonliknande strömlinjer längst ned på varje stabilisator. Även om det här fortfarande var en relativt ny teknik utformade de Havilland flygplanet så pass smart att det var enkelt att underhålla och flyga. Detta ledde till att flygplanet fick ett avundsvärt gott anseende som ett pålitligt plan bland både flyg- och markpersonal, vilket i sin tur gjorde att fler piloter övergick till flygningar med jetmotorer. Det här flygplanet som var pionjär på många områden var det första planet inom RAF som överskred 800 km/h med F.3:ans extra räckvidd, vilket gjorde att det blev det första jetflyget som korsade Atlanten. Vampire F.3-planen i 32:a skvadronen var också de första RAF-jetstridsflygplanen som användes utanför nordvästra Europa och de första planen som flogs i

las temperaturas más cálidas del Mediterráneo. Sin duda, el de Havilland Vampire ha de considerarse como uno de los primeros reactores de combate más importantes del mundo.

Especificación:

- Velocidad máxima: 854 km/h
Autonomía: 1689 km con depósitos externos
Envergadura: 12,19 m
Longitud: 9,37 m
Armamento: 4 cañones Hispano de 20 mm

Medelhavets höga temperaturer. Det råder inga tvivel om att vi måste betrakta de Havilland som ett av världens mest banbrytande jetstridsplan.

Specifikation:

- Maximal hastighet: 854 km/h
Räckvidd: 1 689 km med falltankar
Spännvidd: 12,19 m
Längd: 9,37 m
Bestyckning: 4 x 20 mm Hispano-kanoner

ASSEMBLY INSTRUCTIONS

EN

Study drawings and practise assembly before cementing parts together. Carefully scrape paint from cementing surfaces. All parts are numbered. Paint small parts before assembly. To apply decals cut sheet as required, dip in warm water for a few seconds, slide off backing into position shown. Use in conjunction with box artwork. Not appropriate for children under 36 months of age, due to the presence of small detachable parts

FR

Étudier attentivement les dessins et simuler l'assemblage avant de coller les pièces. Gratter soigneusement toute peinture sur les surfaces à coller. Toutes les pièces sont numérotées. Peindre les petites pièces avant l'assemblage. Pour coller les décalcomanies, découper le motif, le plonger quelques secondes dans de l'eau chaude puis le poser à l'endroit indiqué en décollant le support papier. Utiliser conjointement avec les illustrations sur la boîte. Ne convient pas aux enfants de moins de 36 mois - présence de petits éléments détachables.

DE

Vor dem Zusammenkleben der Teile die Zeichnungen sorgfältig ansehen und die zu verklebenden Teile zur Vermeidung möglicher Fehler versuchsweise zusammenfügen. Dann an den Klebeflächen vorhandene Farbschichtschleifung vor dem Zusammenkleben vorsichtig abkratzen. Alle Bestandteile sind mit Nummern versehen. Kleine Teile vor dem Zusammenbau bemalen. Abziehbilder wie gewünscht ausschneiden. Vor dem Anbringen einige Sekunden in warmes Wasser tauchen und dann vom Trägerpapier in ihre vorgesehene Position schieben. Dabei die Abbildungen auf der Schachtel beachten. Nicht für Kinder unter 36 Monaten geeignet, da abnehmbare bzw. lose angebrachte Kleinteile enthalten sind.

ES

Estudiar los dibujos y practicar el montaje antes de pegar las piezas. Raspar cuidadosamente la pintura en las superficies de contacto antes de pegar las piezas. Todas las piezas están numeradas. Es conveniente pintar las piezas pequeñas antes de su montaje. Para aplicar las calcomanías, cortarlas de la hoja, sumergirlas en agua tibia durante unos segundos y deslizarlas a la posición indicada. Utilizar en conjunción con la ilustración de la caja. No es adecuado para niños menores de 36 meses, ya que contiene piezas pequeñas que podrían soltarse

SV

Studera bilderna noggrant och sätt ihop delarna innan du limmar ihop dem. Skrapa försiktigt bort färg från limmade delar. Alla delarna är numrerade. Måla smådelarna före ihopsättning. Sätt fast dekalerna genom att klippa arket, doppa i varmt vatten några sekunder och låta baksidan glida på plats som bilden visar. Använd enligt bildanvisningarna på kartongen. Rekommenderas ej för barn under 3 år. Innehåller löstagbara smådelar.

NL

Tekeningen bestuderen en delen in elkaar zetten alvorens deze te lijmen. Lak voorzichtig van lijmvlakken afschrapen. Alle delen zijn genummerd. Kleine delen vóór montage verven. Voor aanbrengen van stickers, gewenste stickers uit het vel knippen, een paar seconden in warm water dompelen en dan van het schutblad af op afgebeelde plaats schuiven. Hierbij afbeelding op doos raadplegen. Niet geschikt voor kinderen onder 3 jaar, omdat kleine deeltjes gemakkelijk kunnen losraken.

PO

Przed przystąpieniem do sklejania przestuduj uważnie rysunki i przećwicz składanie części. Ostrożnie zeskrob ze sklejanych powierzchni farbę. Wszystkie części są ponumerowane. Drobnę częśći pomaluj przed ich złożeniem. Celem przeniesienia kalkomanii wytnij ją z arkusza, zanurz na kilka sekund w letniej wodzie i zsuń z podłoża na wymagane miejsce. Używaj w połączeniu ze wzorami na pudełku. W związku z obecnością wielu drobnych, rozbielanych części, nieodpowiednie dla dzieci poniżej 3 lat.

IT

Studiare i disegni ed esercitarsi a montare i vari pezzi prima di fissarli con la colla. Raschiare con cura le tracce di vernice dalle superfici da incollare. Tutti i pezzi sono numerati. Verniciare i pezzi di piccole dimensioni prima di montarli. Per applicare le decalcomanie, ritagliare il foglio nel modo richiesto, immergere in acqua calda per alcuni secondi, quindi staccare la decalcomania dalla carta di supporto e posizionarla nel punto desiderato. Usare le decalcomanie come indicato nell'illustrazione riportata sulla confezione. Non adatto a bambini di età inferiore a 36 mesi per la presenza di componenti di piccole dimensioni che potrebbero staccarsi.

PT

Estudar atentamente os desenhos e experimentar a montagem. Raspar cuidadosamente as superfícies de modo a eliminar pintura antes de colar. Todas as peças estão numeradas. Pintar as pequenas peças antes de colar. Para aplicar as decalcomanias, cortar as folhas e mergulhar em água morna por alguns segundos, depois deslizar e aplicar no respectivo lugar, como indicado nas ilustrações na caixa. Não convém a uma criança de menos de 36 meses devido à presença de pequenos elementos destacáveis.

EL

Μελετήστε προσεκτικά τα σχέδια και συναρμολογήστε για πρώτη φορά τα κομμάτια χωρίς να τα συγκολλήσετε. Αφαιρέσετε επιμελώς την πλαστική βαφή από τις επιφάνειες τις οποίες θα συγκολλήσετε. Όλα τα κομμάτια είναι αριθμημένα. Για να Χρωματίσετε τα μικρά κομμάτια πριν από τη συναρμολόγηση Για να Χρωματίσετε τις χαλκομανίες, κόψετε γύρω από το σχέδιο όπως απαιτείται, βυθίστε το μικρό δευτερόλεπτα σε χλιαρό νερό και μετά τοποθετήστε το στη θέση που υποδεικνύεται, αφαιρώντας τη μεμβράνη που το καλύπτει. Λάβετε υπόψη σας ταυτόχρονα την εικονογράφηση που κοιτούσε. Ακατάλληλο για παιδιά ηλικίας κάτω των 36 μηνών λόγω ύπαρξης μικρών κομματιών που αποσπώνται.

FI

Tutustu piirroksiin ja harjoittele kokoamista, ennen kuin liimaat osat yhteen. Raaputa maali varovasti pois liimattavilta pinnoilta. Kaikki osat on numeroitu. Maalaa pienet osat ennen kokoamista. Siirtokuvien kiinnittämiseksi leikkaa ne arkista tarpeen mukaan. Kasta lampimään veteen muutaman sekunnin ajaksi, anna takapuolen liuua kovalle osoitettuun kohtaan. Käytetään yhdessä laatikon kuvituksen kanssa. Ei suositella alle kolmivuotiaille lapsille. Paljon irrotettavaa pikkusia.

DA

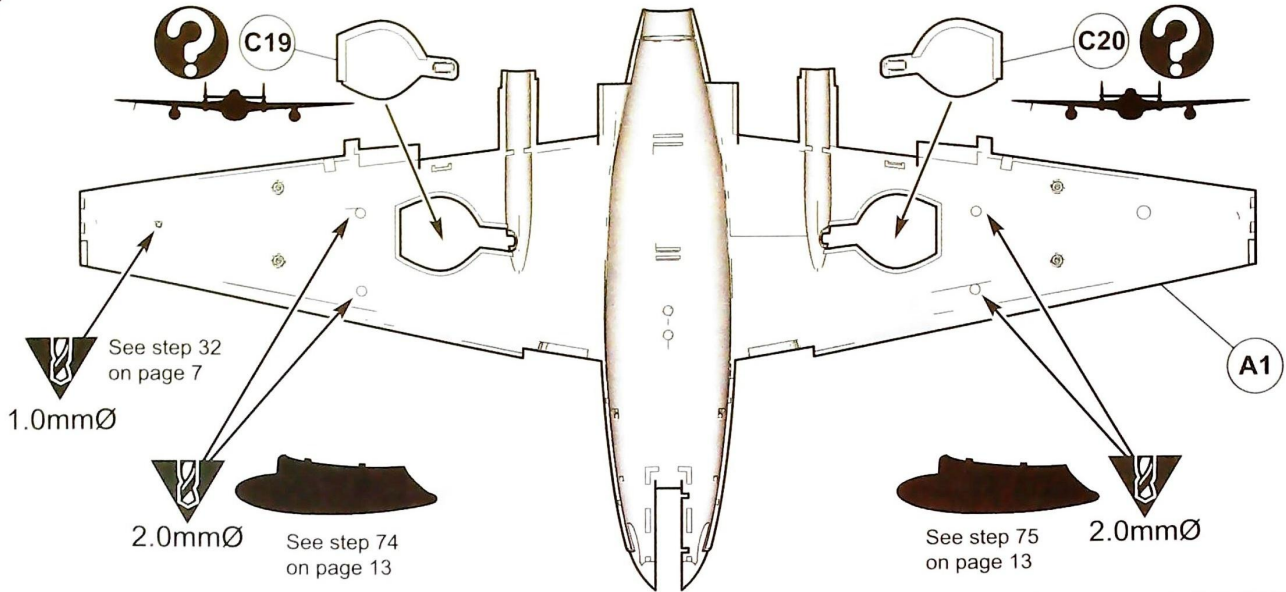
Studér tegningerne nøje og forsøg at sætte delene sammen, inden de klæbes sammen. Skrab forsigtigt malingen af de overflader, der skal klæbes sammen. Alle dele er nummererede. Små dele skal males, før de monteres. Overføringsbillederne påføres ved at klippe dem ud af arket, som påkrævet, dyppe dem i varmt vand i nogle få sekunder, hvorefter underlaget gledes af i de viste positioner. Påføres ifølge illustrationerne på æsken. Ikke egnet til børn under 3 år på grund af tilstedeværelse af små aflagelige dele.

ASSEMBLY ICON INSTRUCTIONS

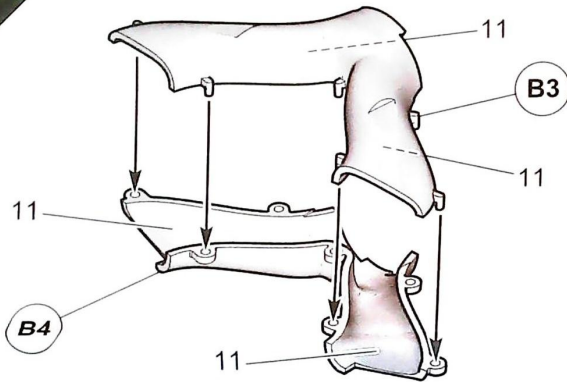
Assembly phase, Cement, Do not cement together, Indicates final location, Alternative part(s) provided, Repeat this operation. Decals, Crystal part, Weight, Remove by filing, Drill or pierce, Cut, Humbrol paint number. Includes various icons and symbols for assembly instructions.

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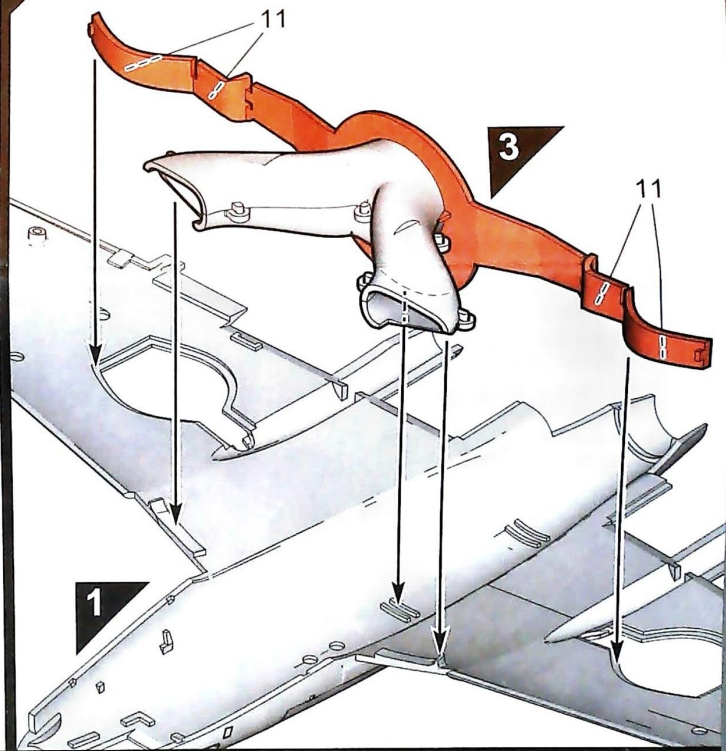
Note: If building this model with the undercarriage up, assemble parts C19 & C20 in this step and parts C3, C4 & C25 in step 5b below and miss out steps 5a to 9 on pages 3 & 4 and steps 53 to 71 on pages 11 & 12.



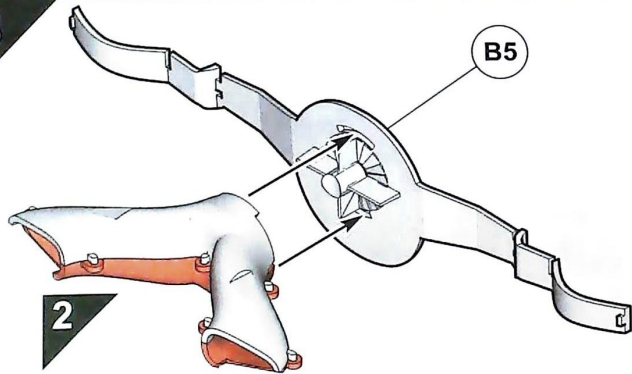
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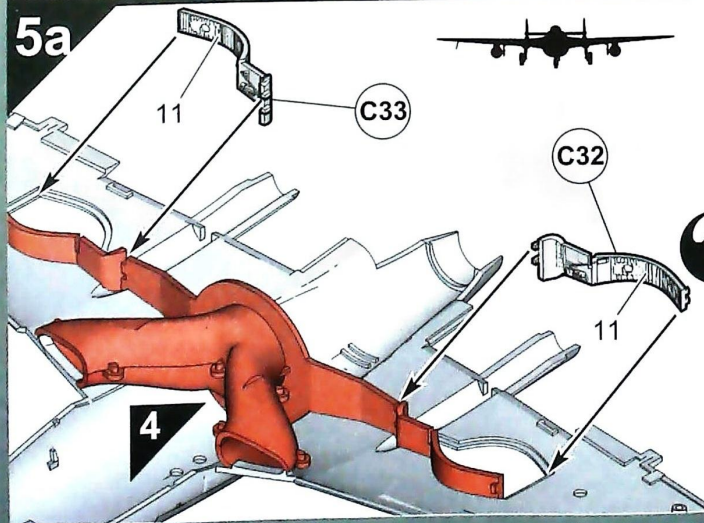
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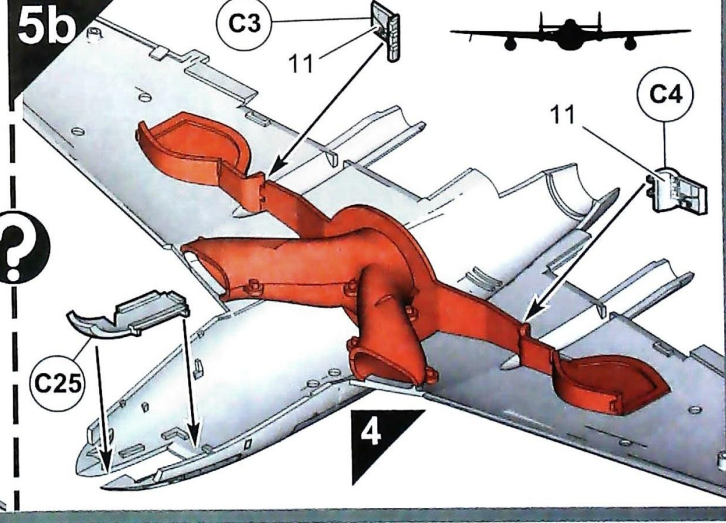
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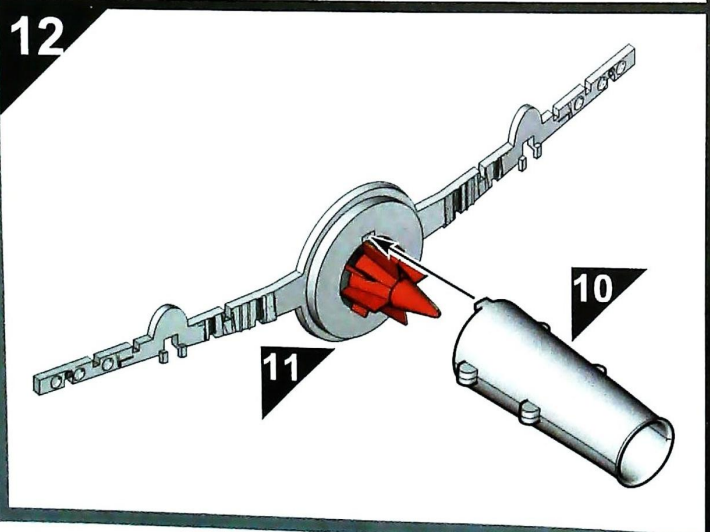
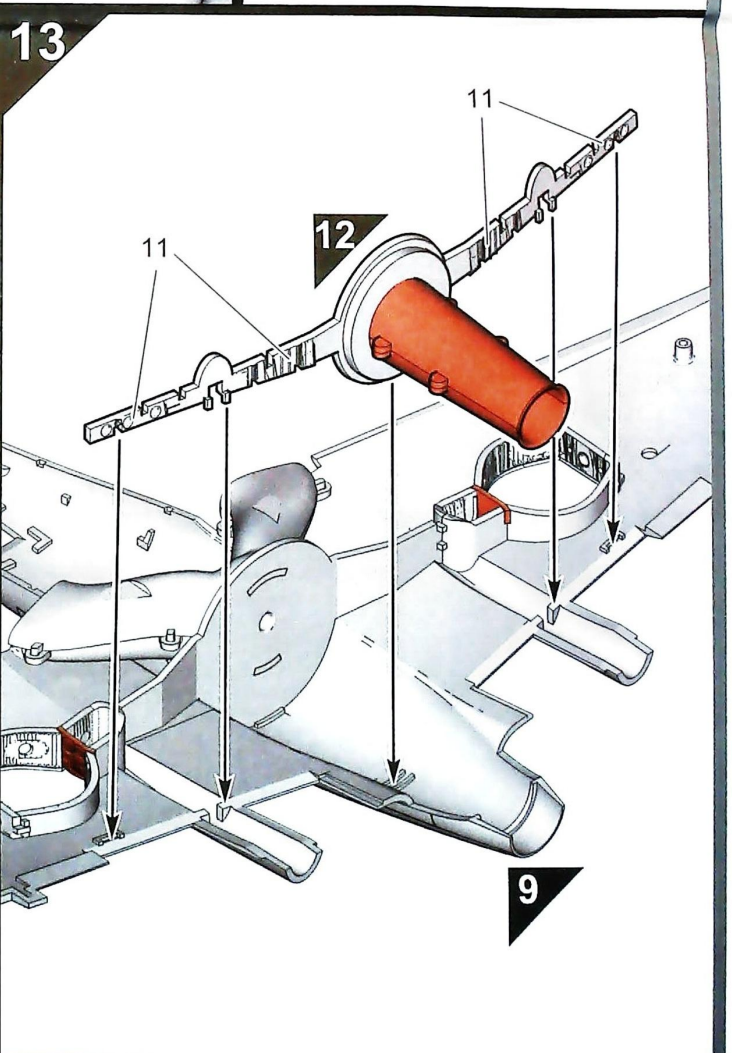
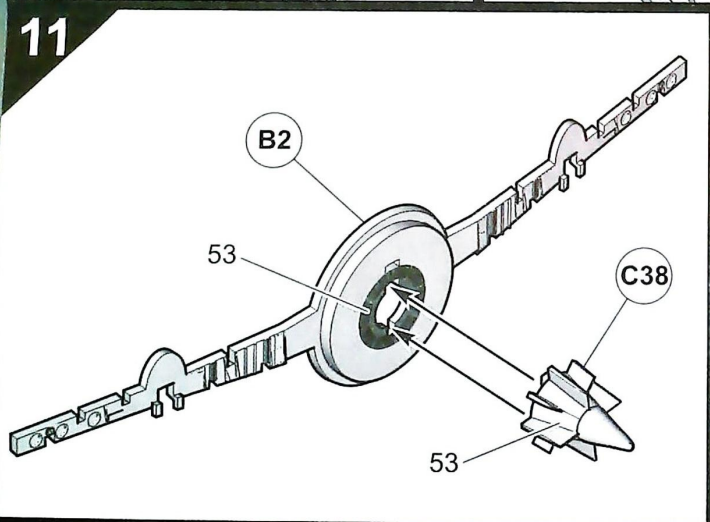
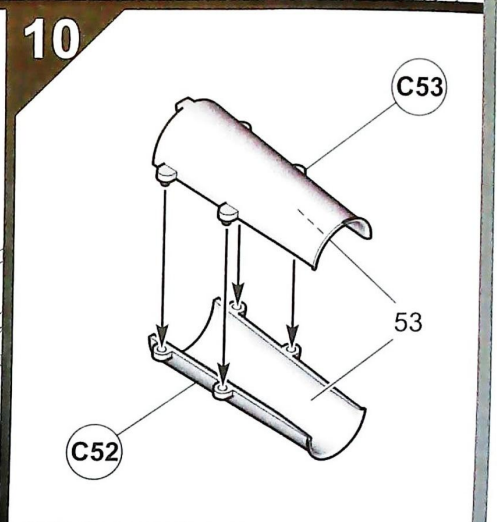
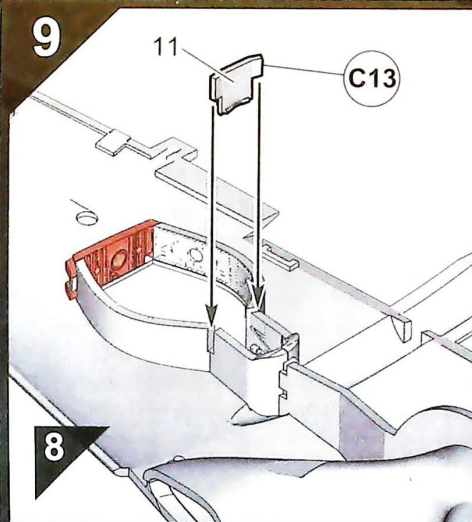
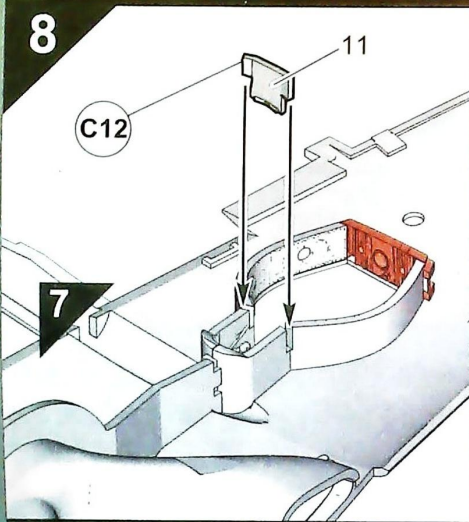
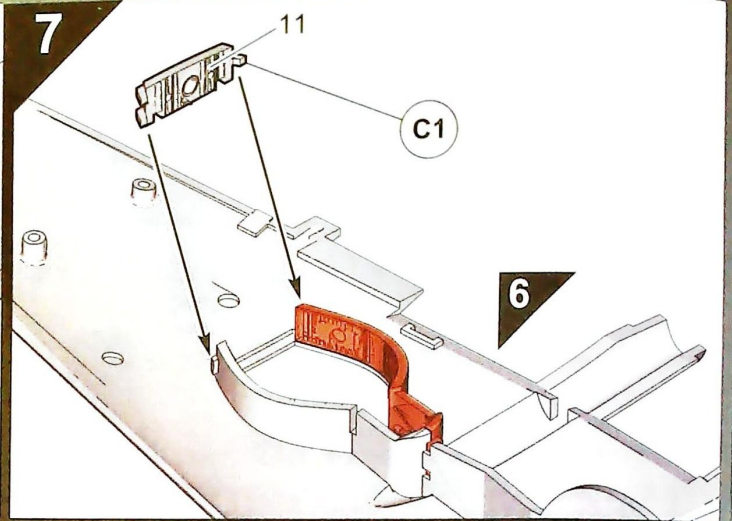
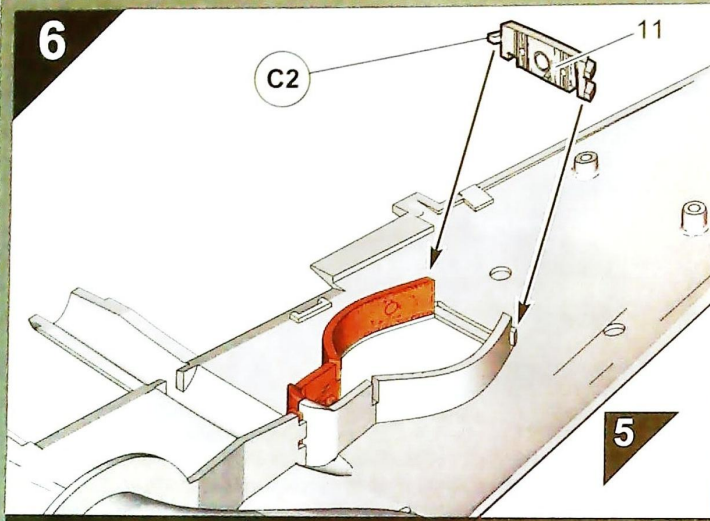


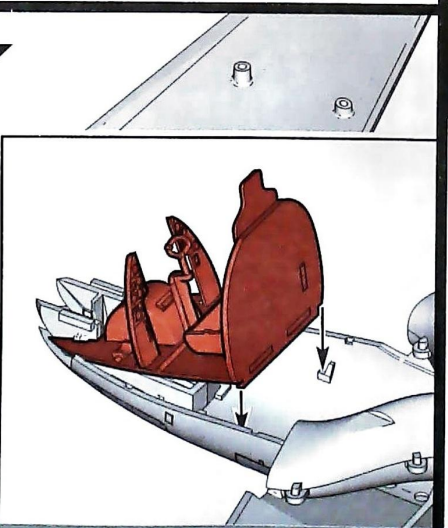
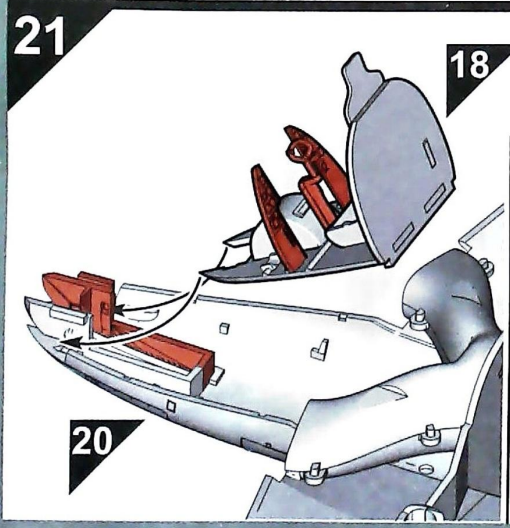
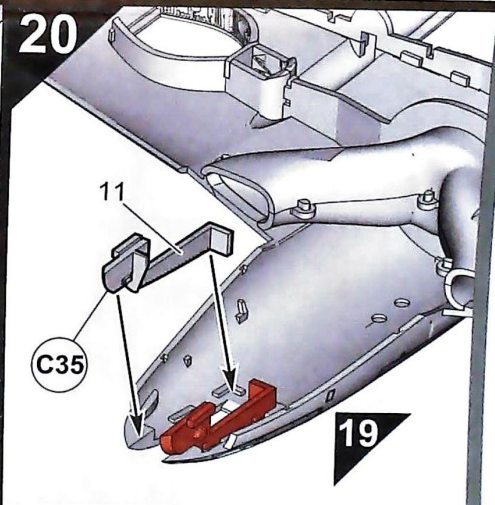
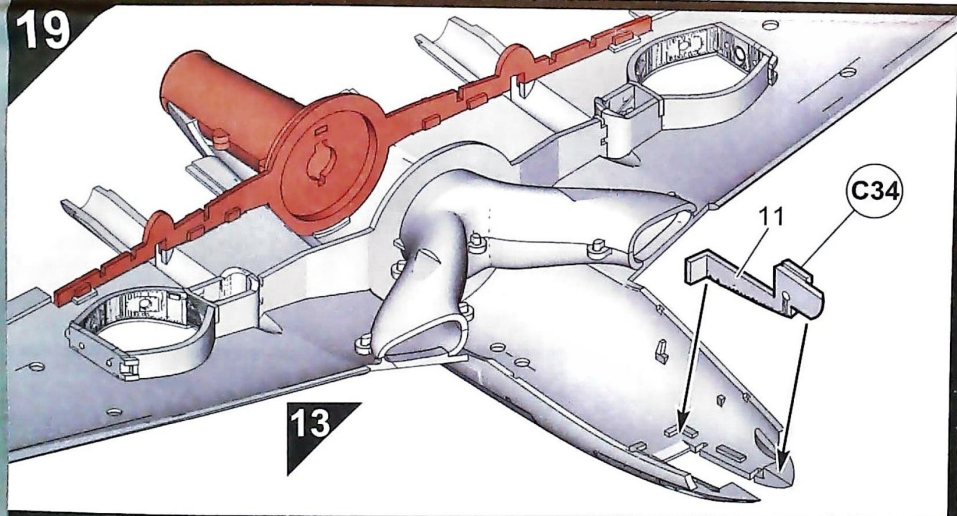
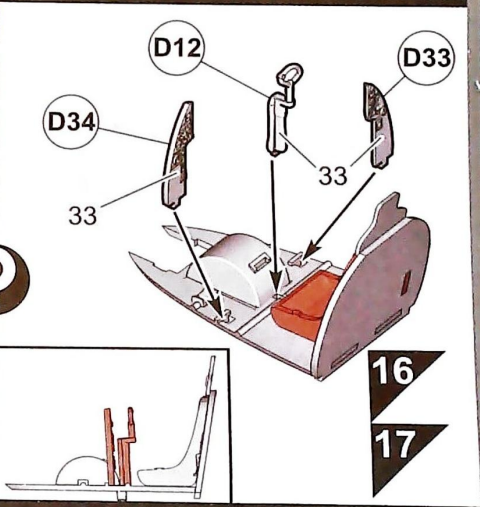
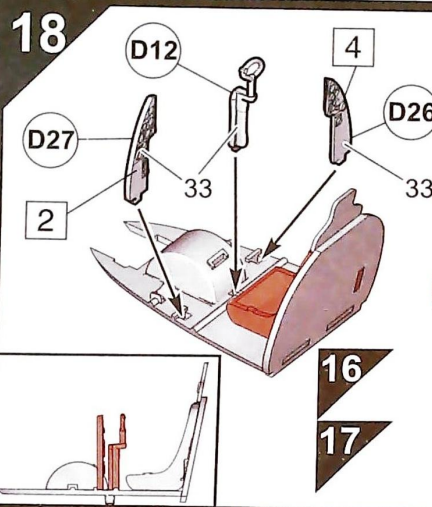
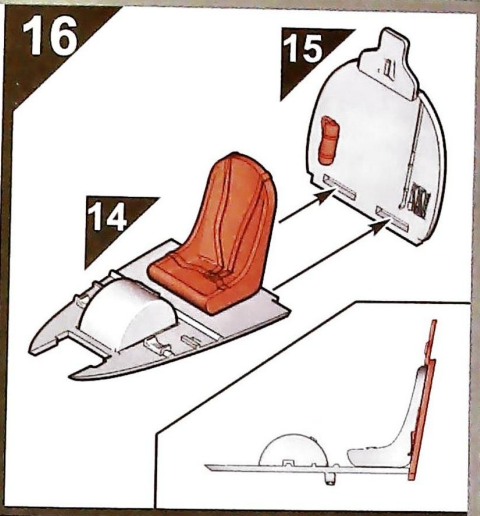
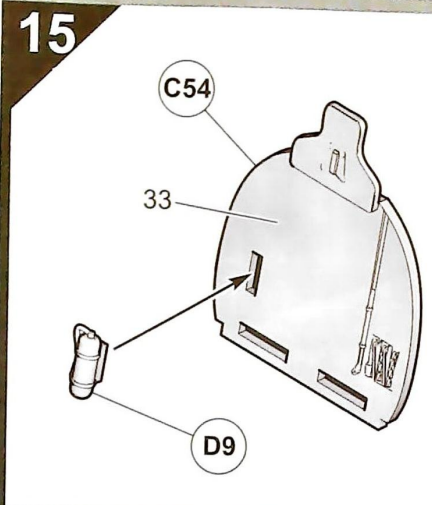
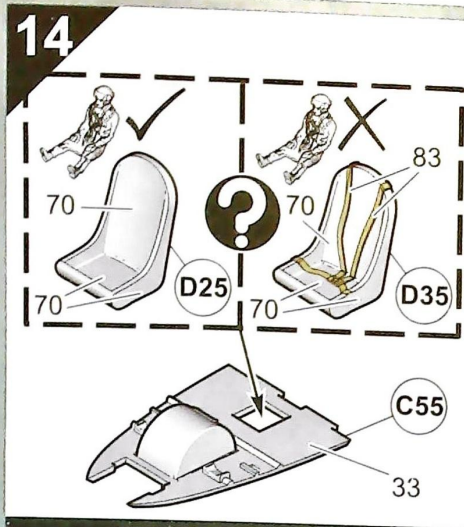
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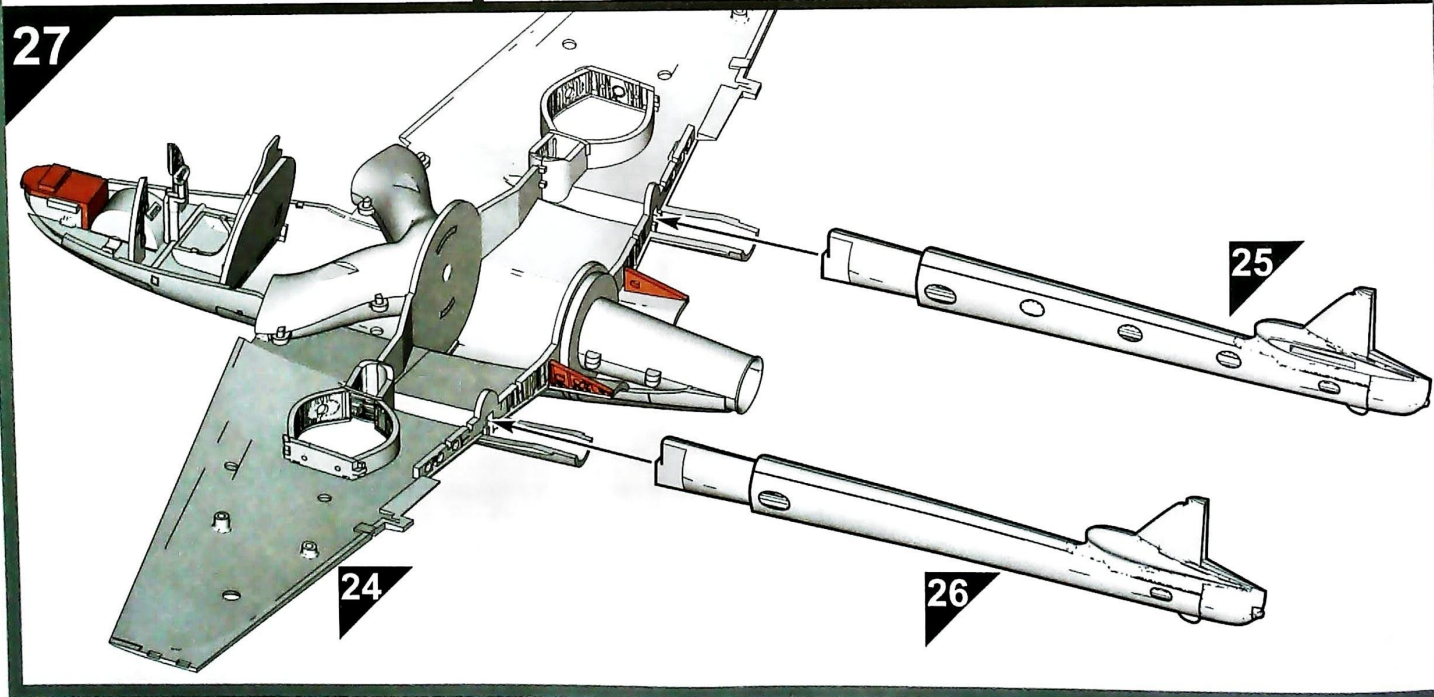
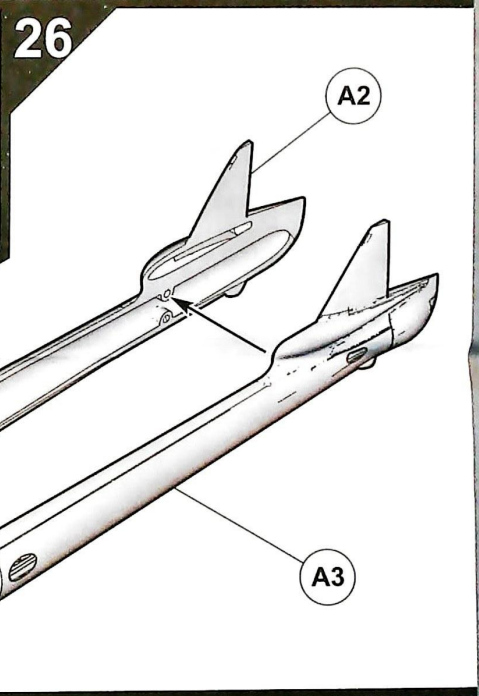
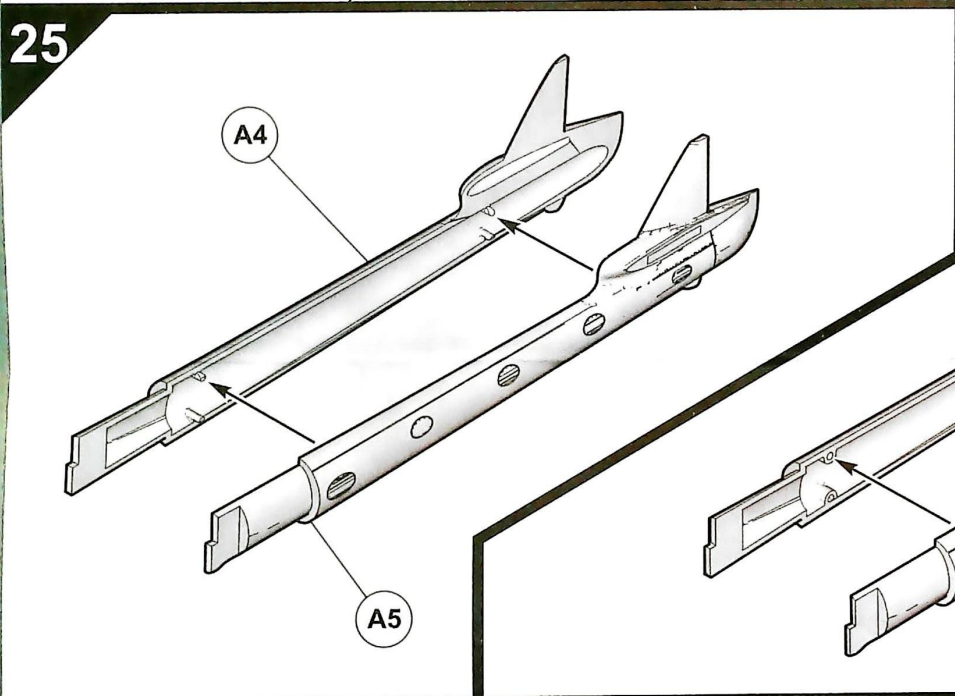
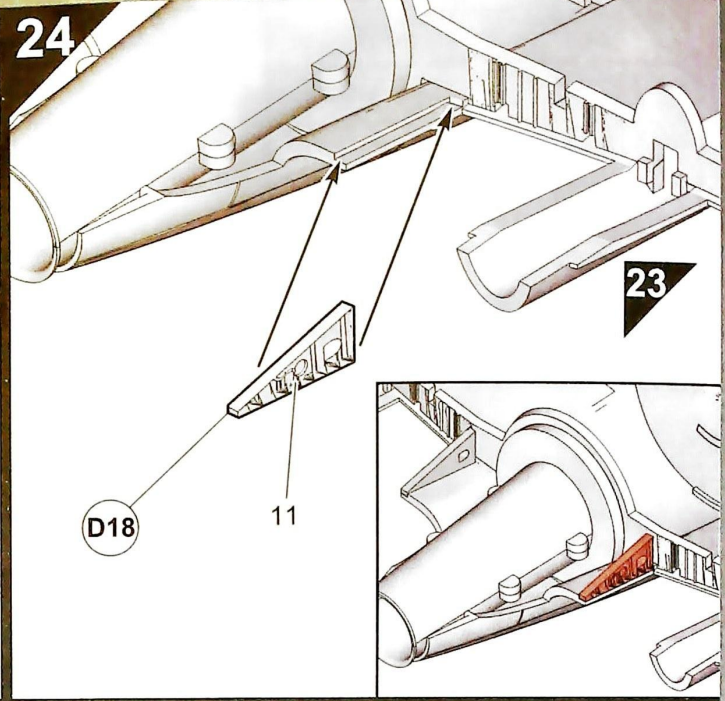
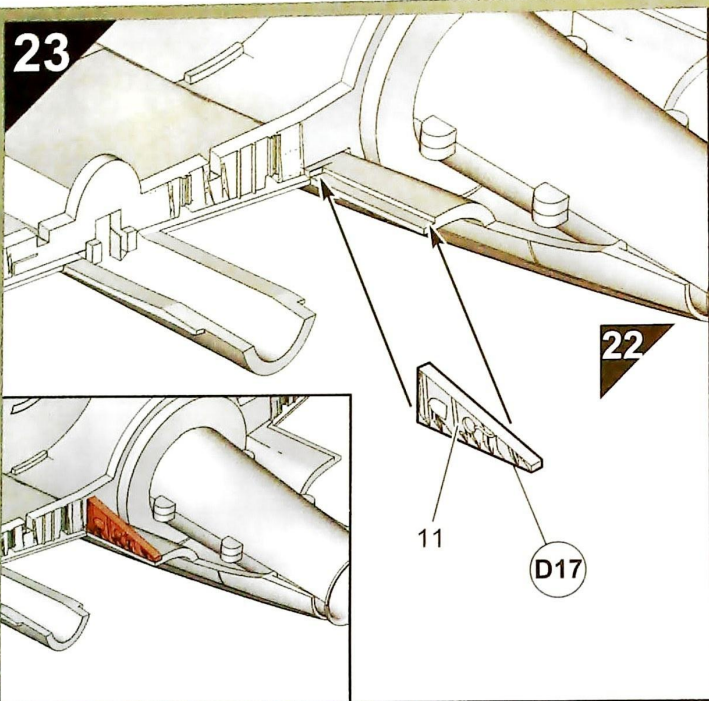


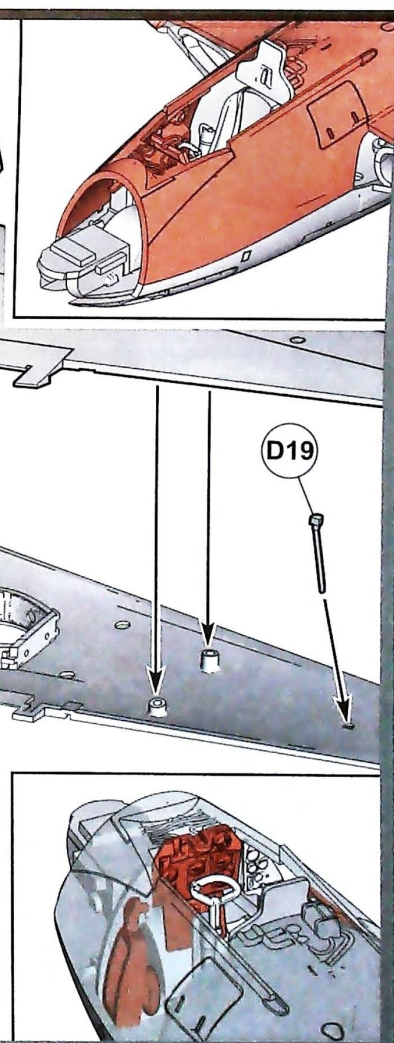
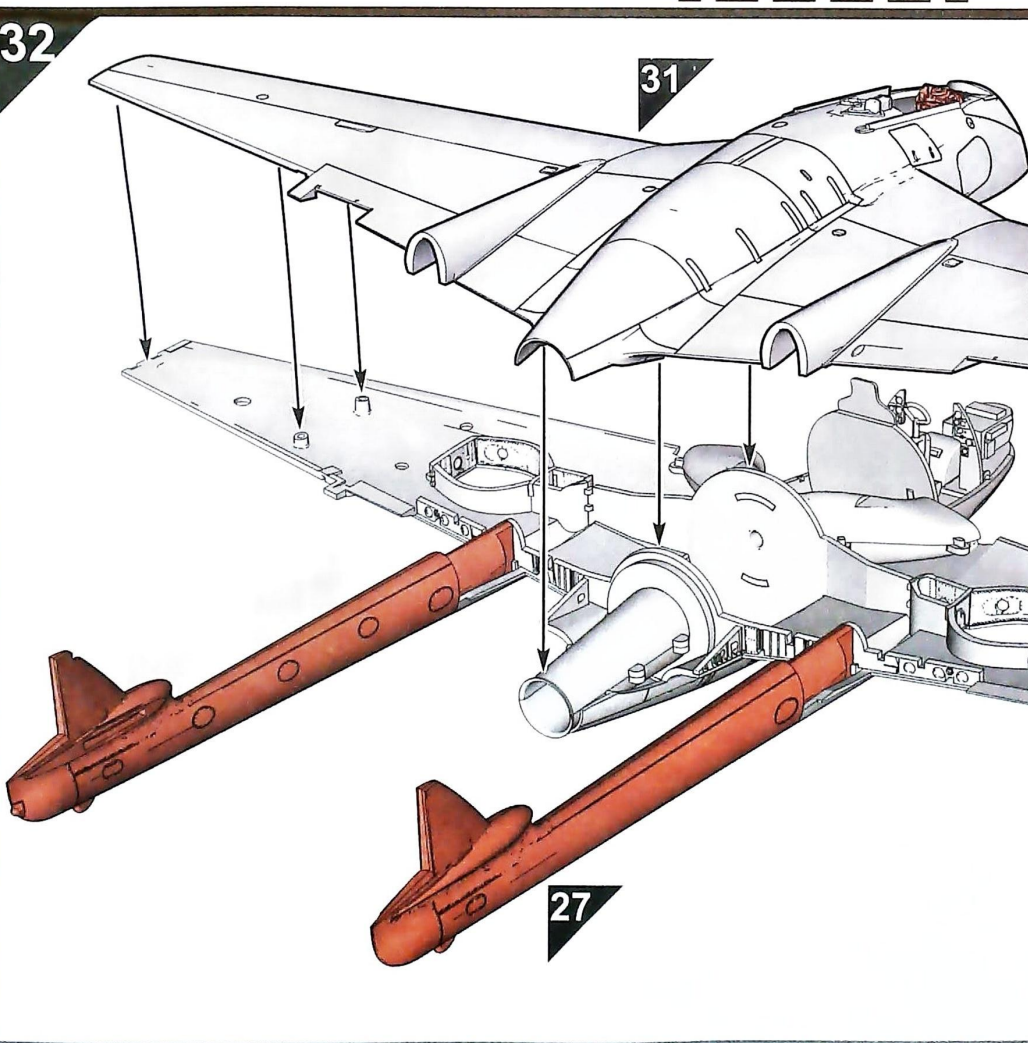
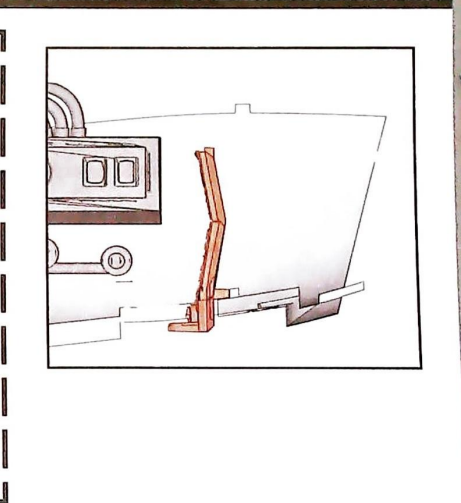
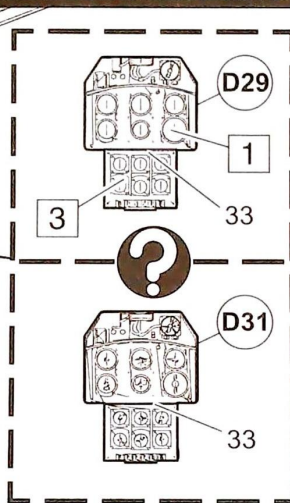
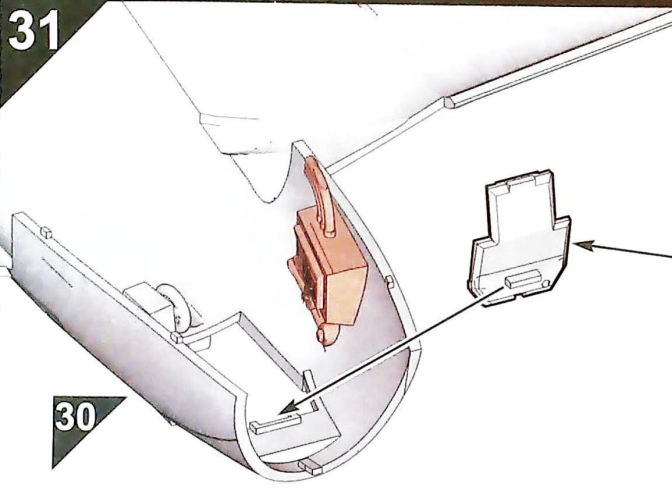
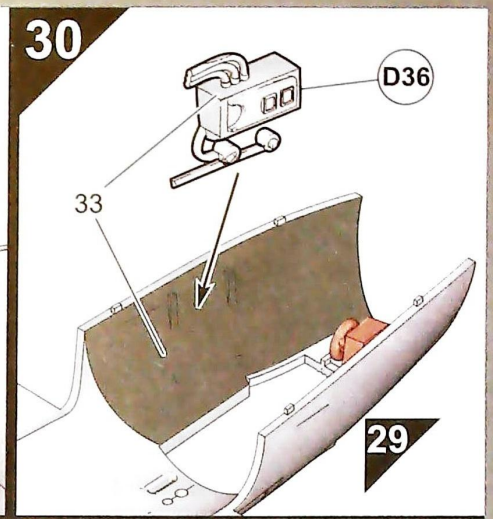
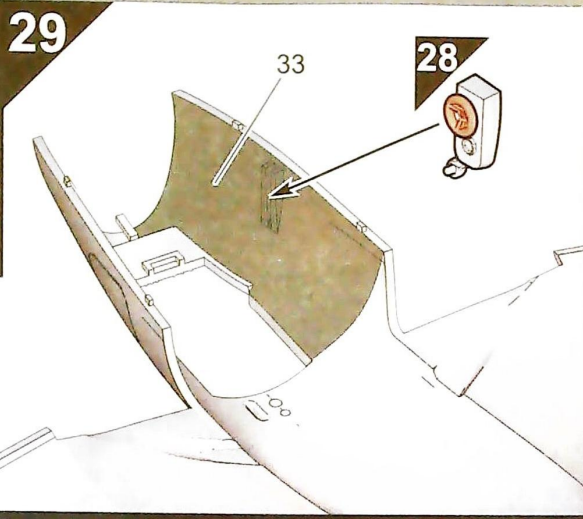
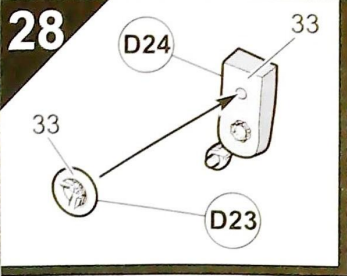
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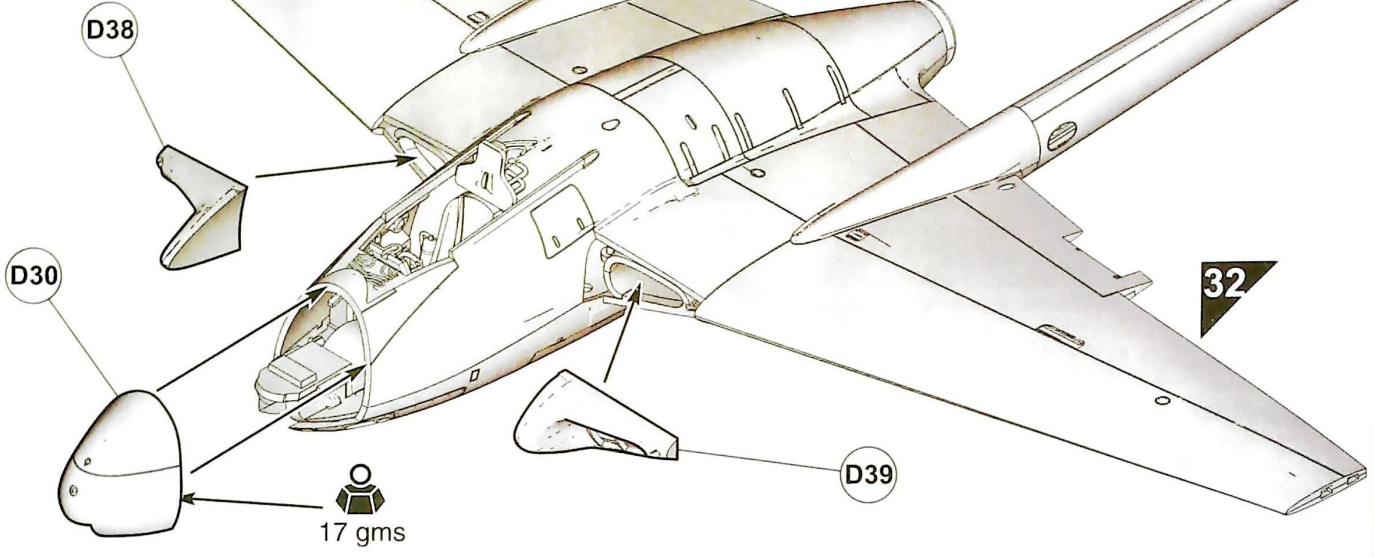




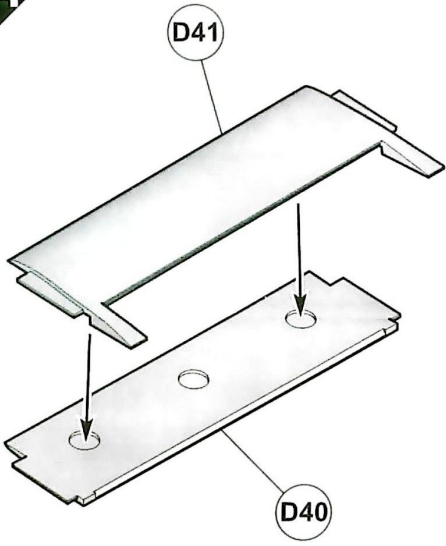




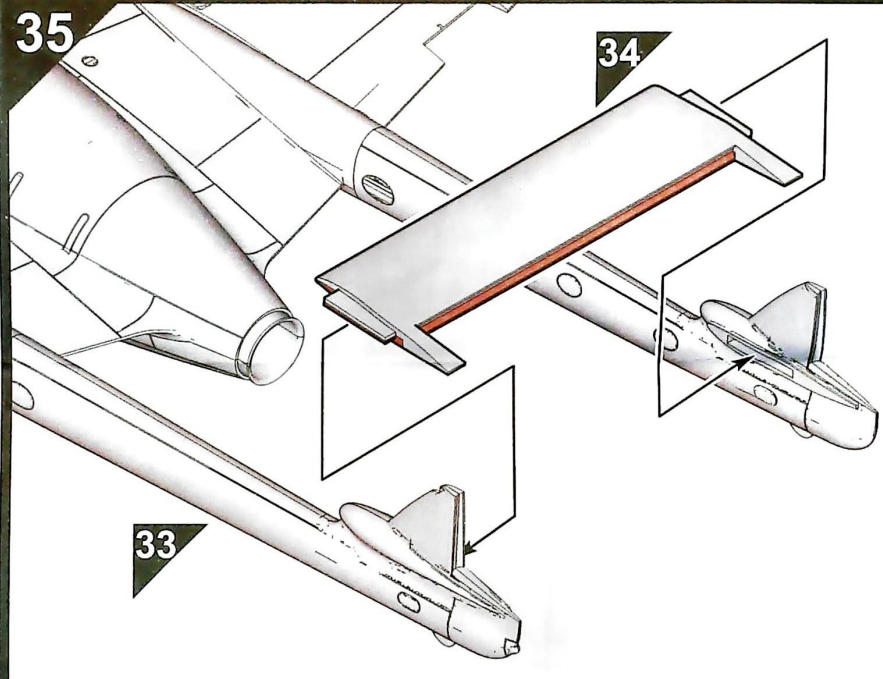
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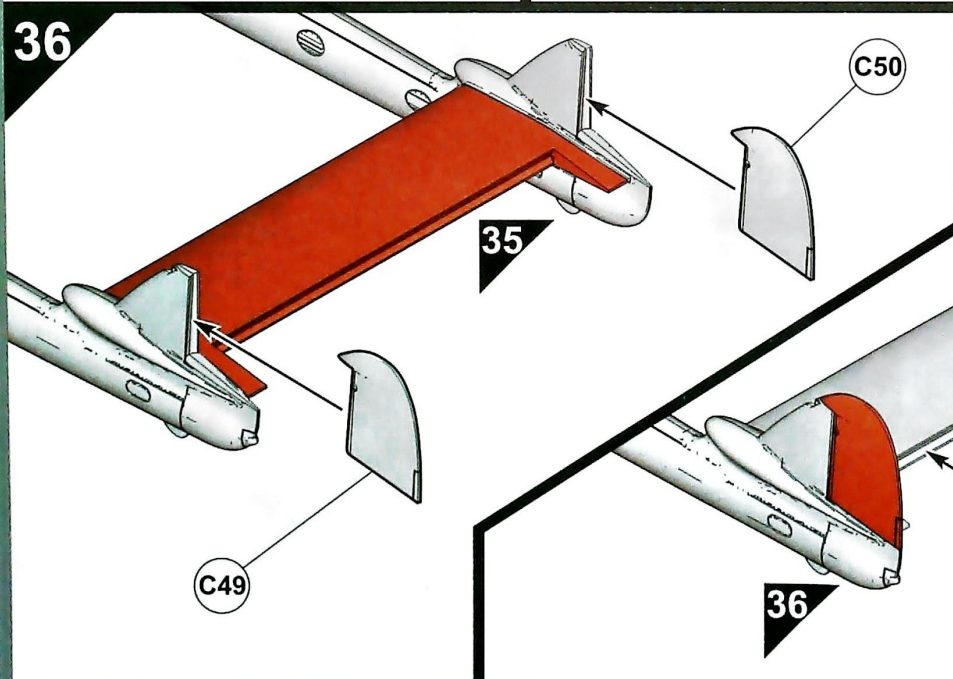
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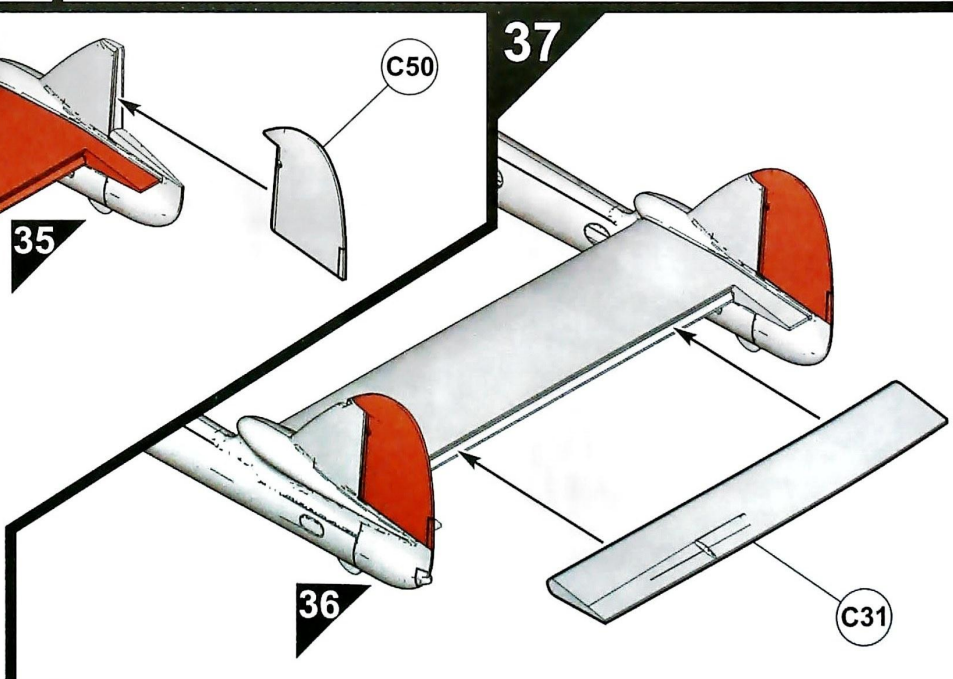
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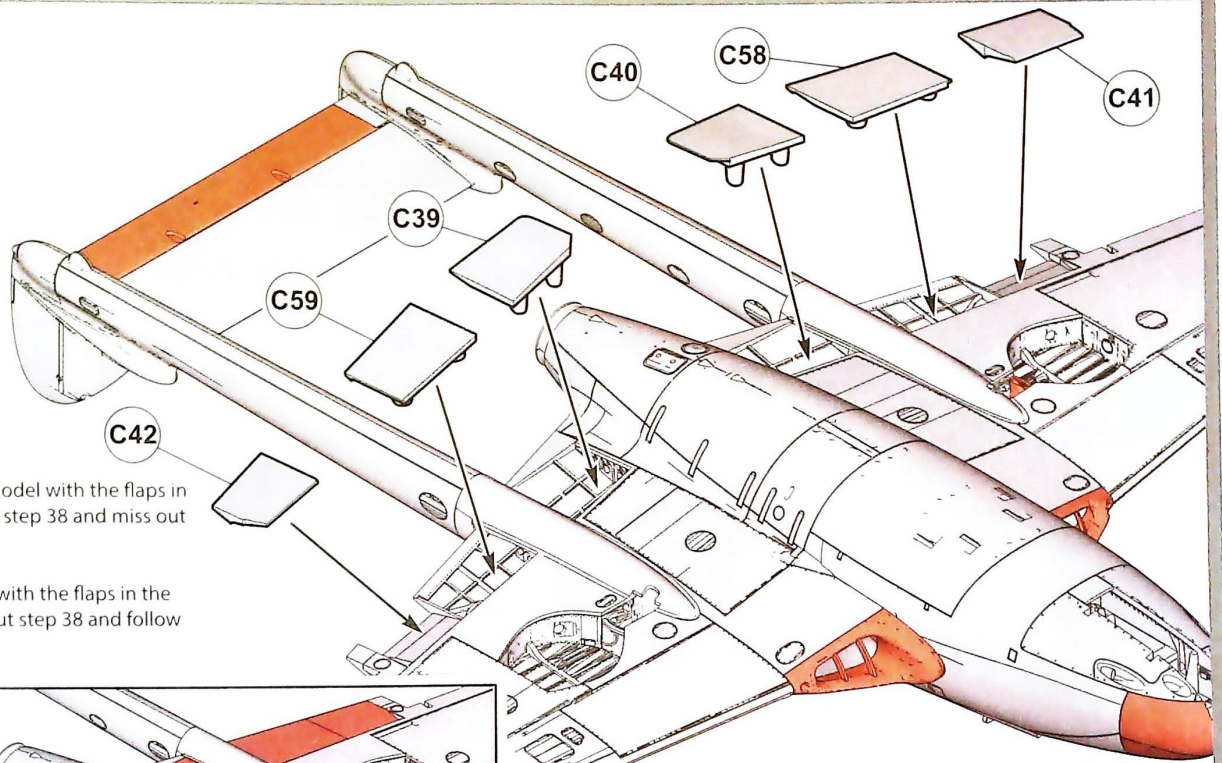


36



37

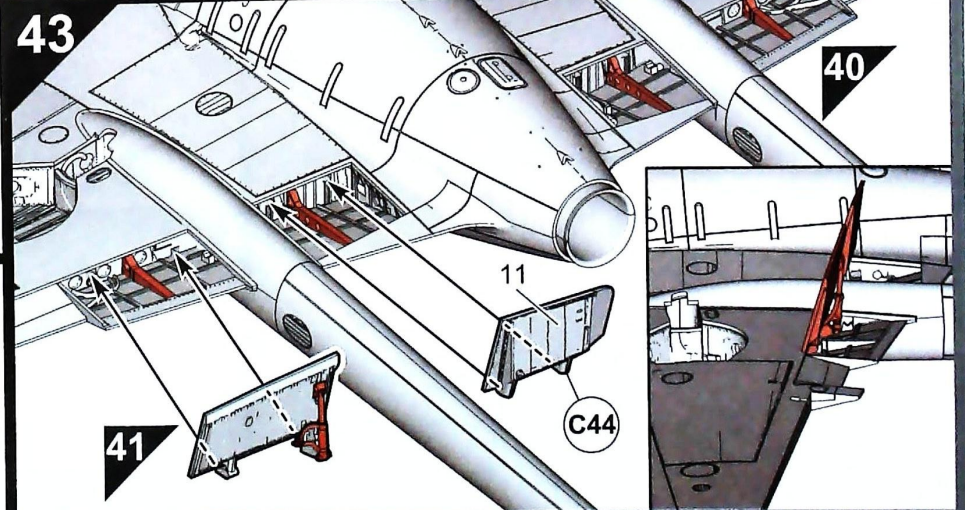
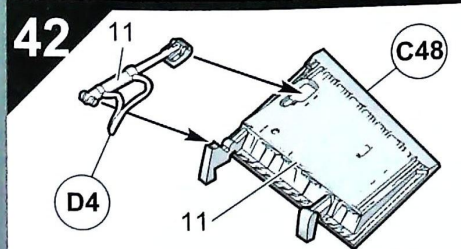
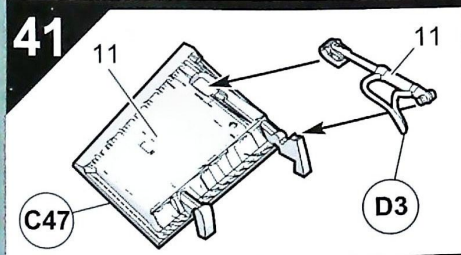
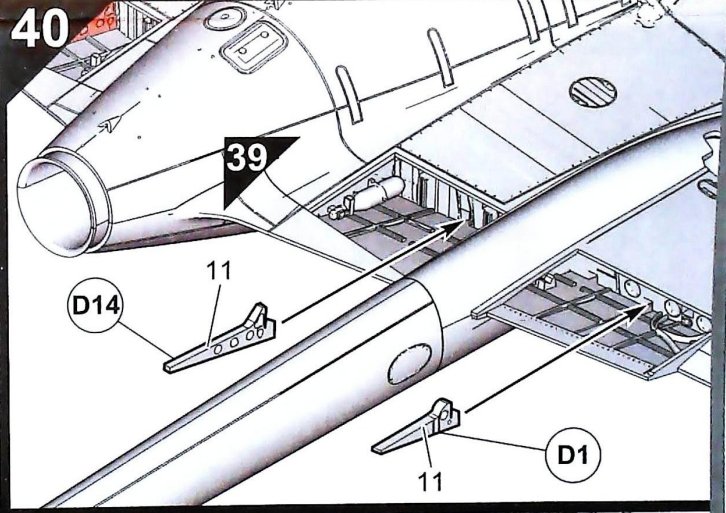
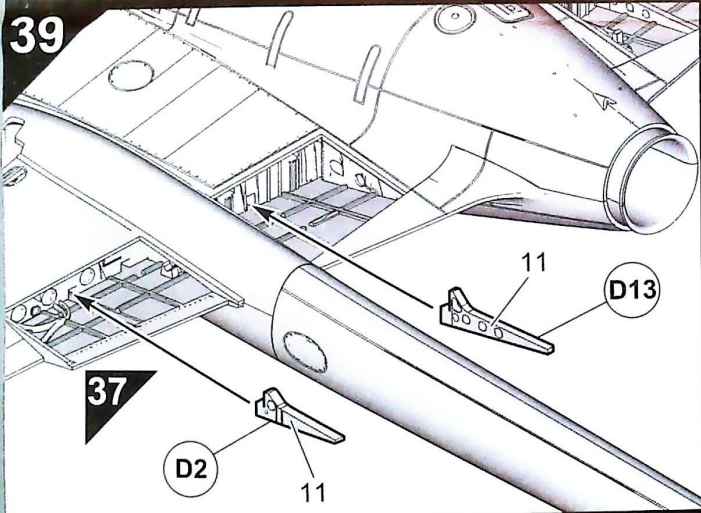
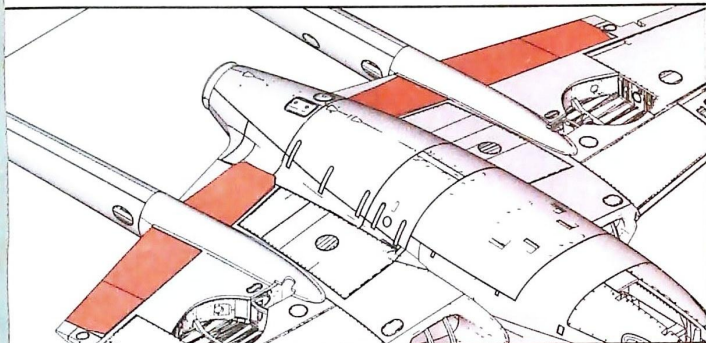


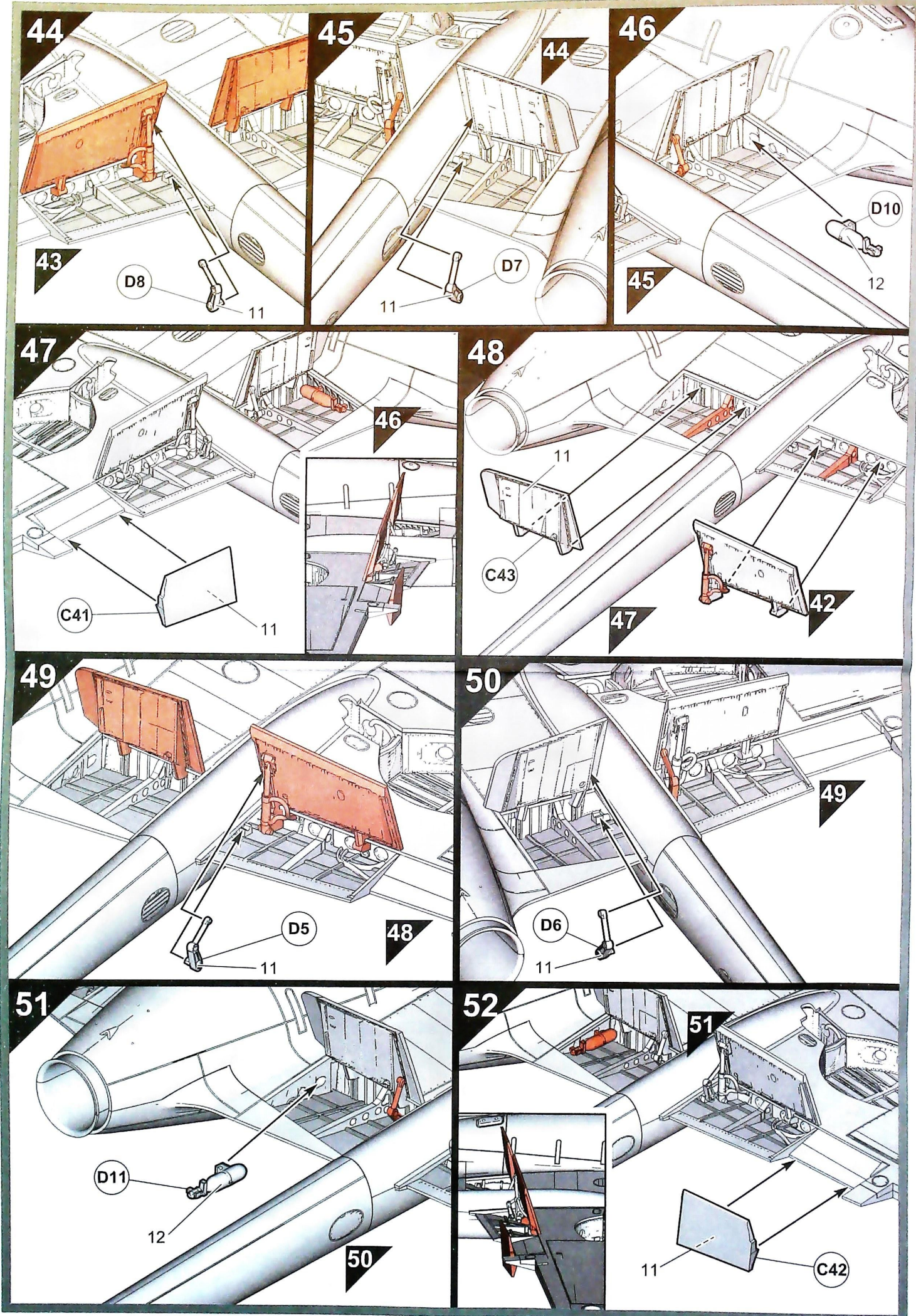


Note: If building this model with the flaps in the up position, follow step 38 and miss out steps 39 to 52

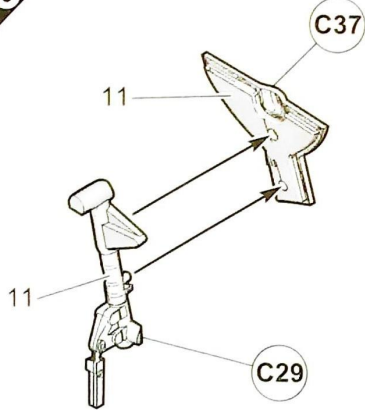
If building this model with the flaps in the down position, miss out step 38 and follow steps 39 onwards.

37

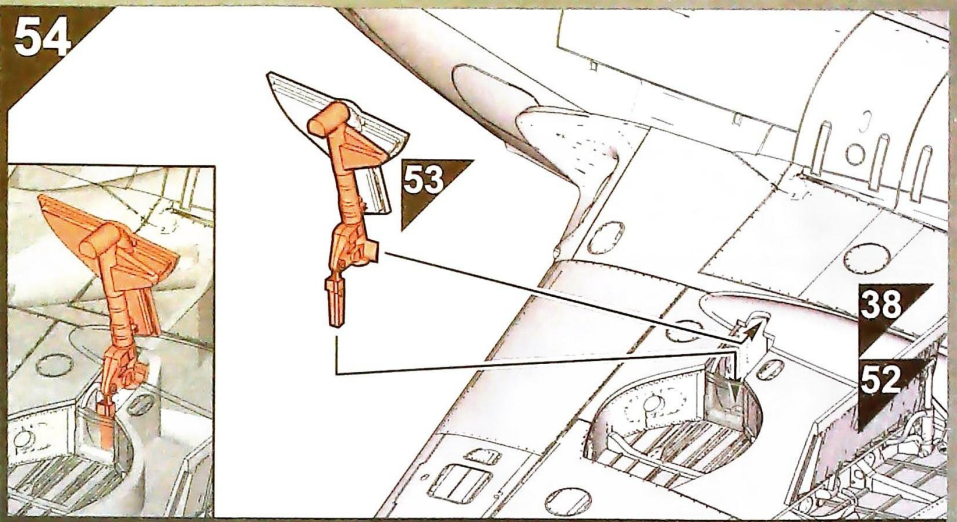




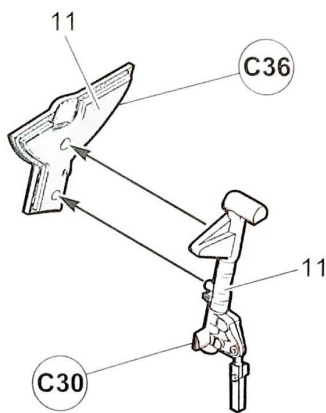
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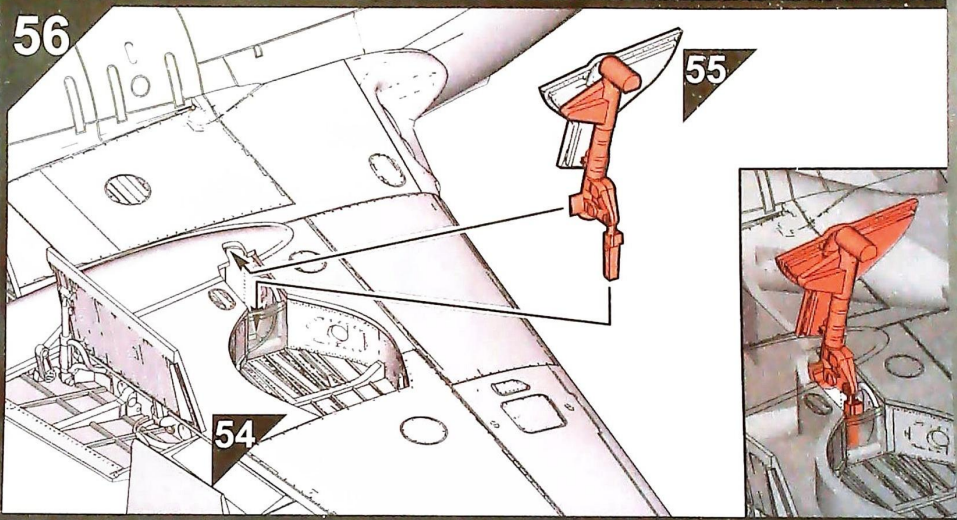
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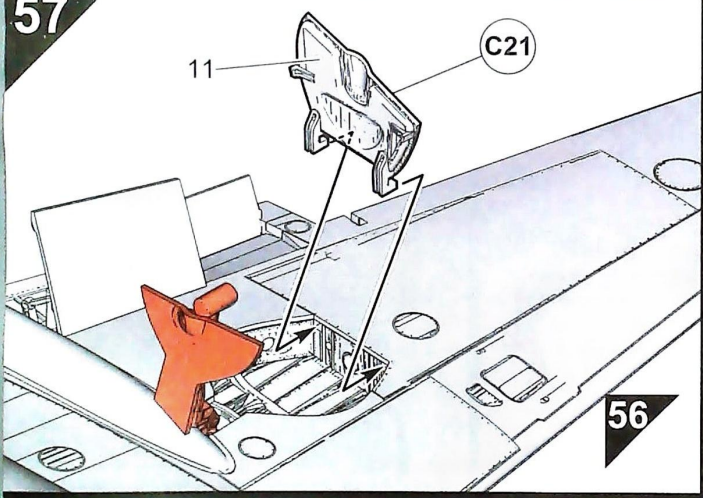
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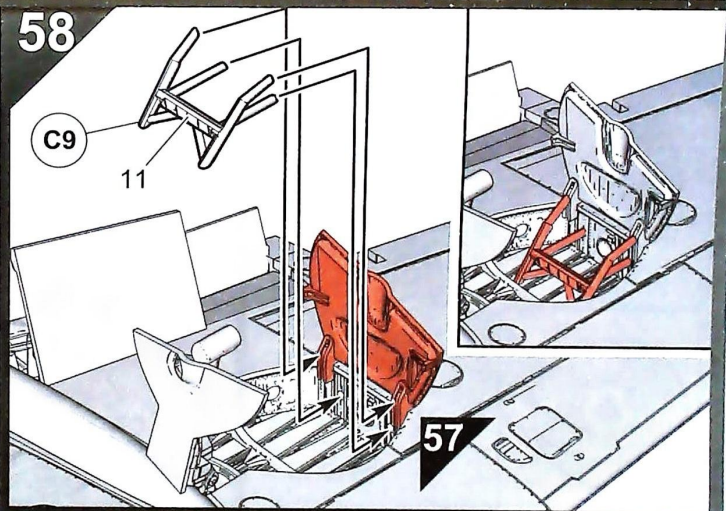
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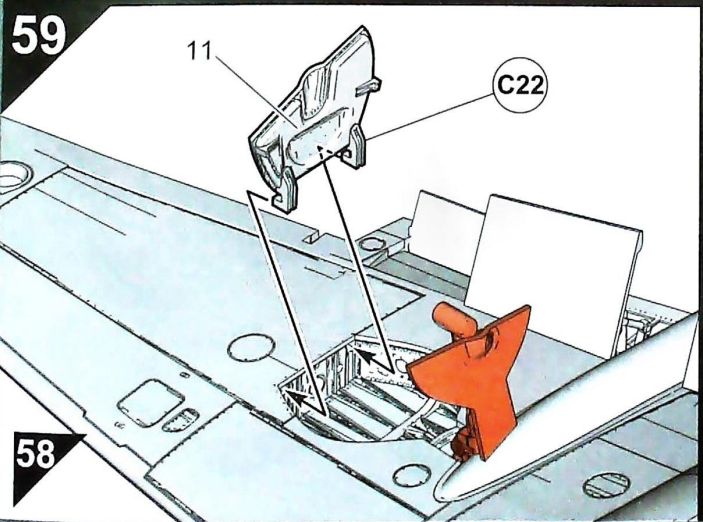
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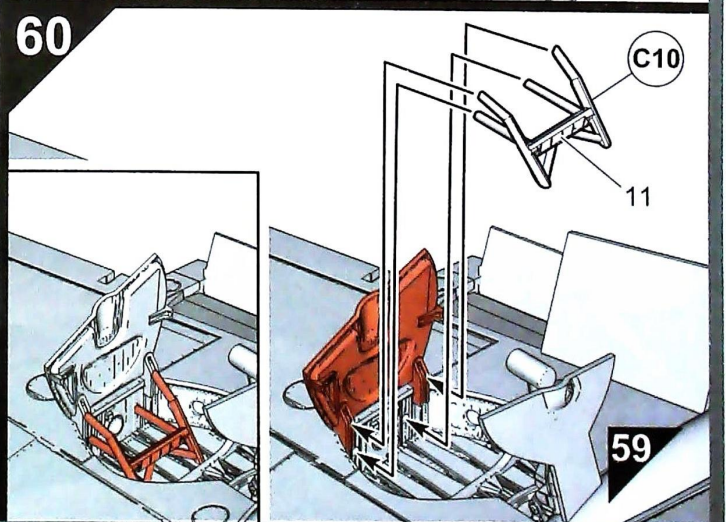
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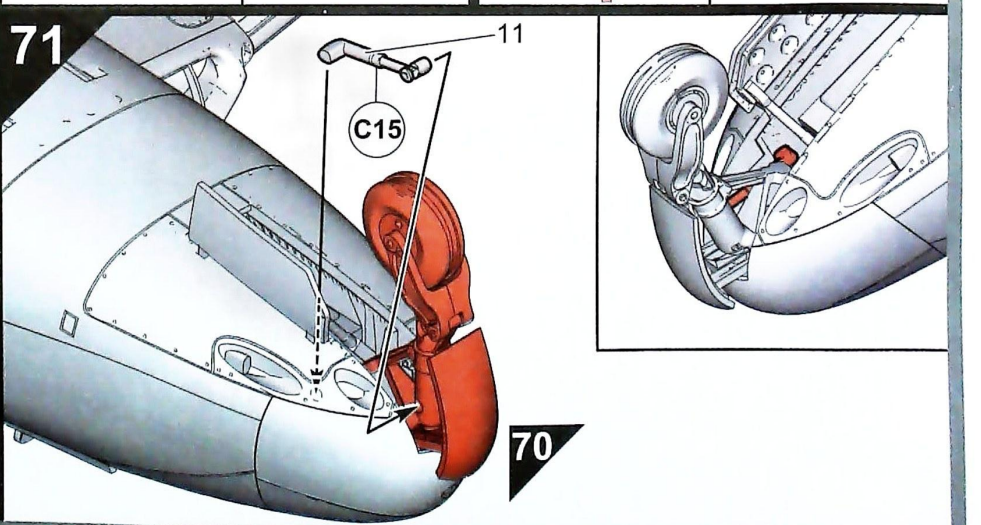
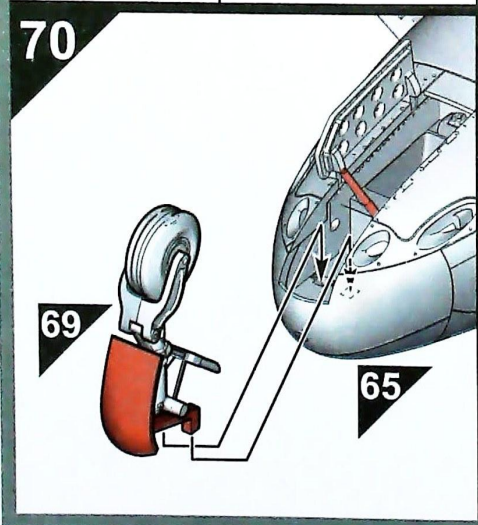
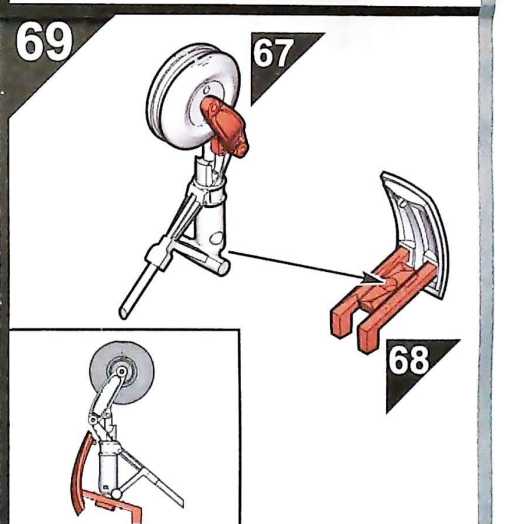
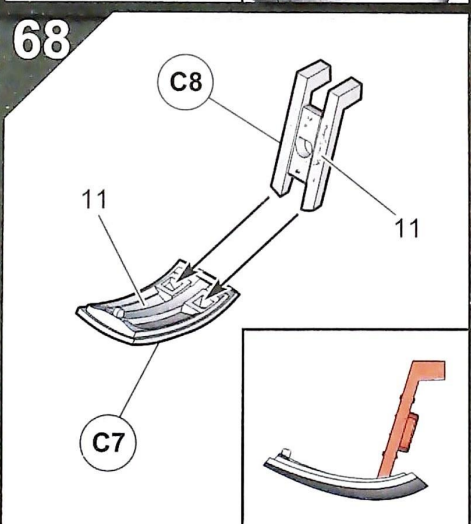
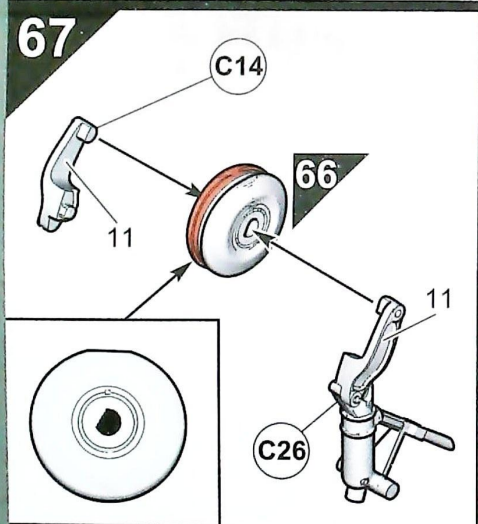
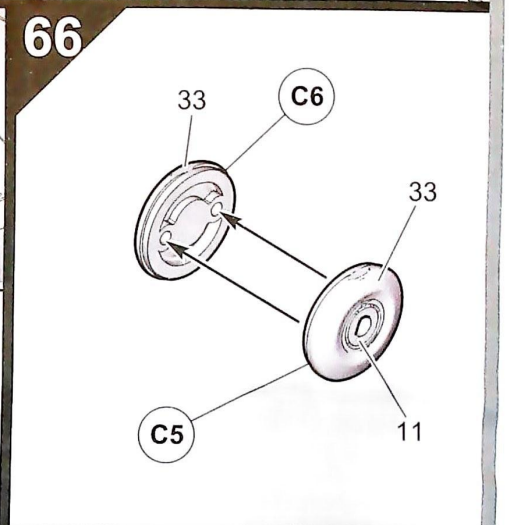
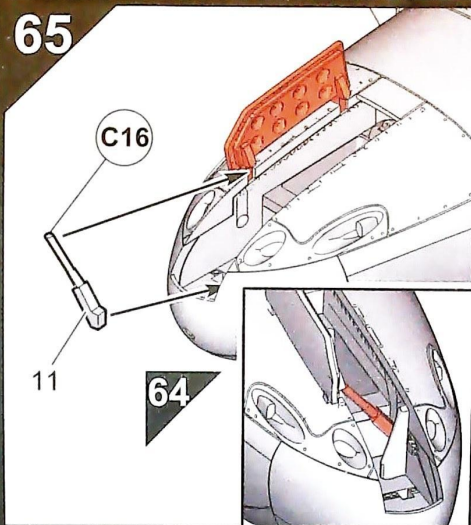
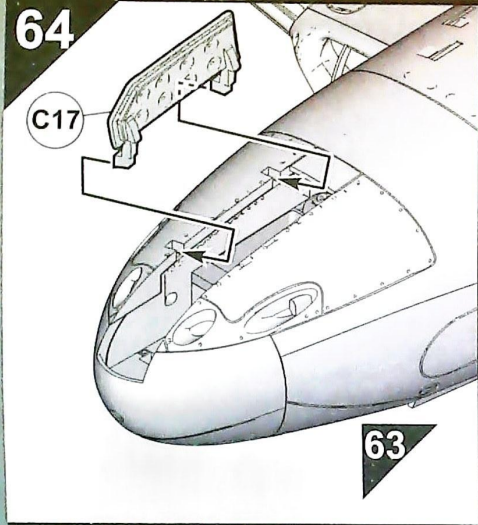
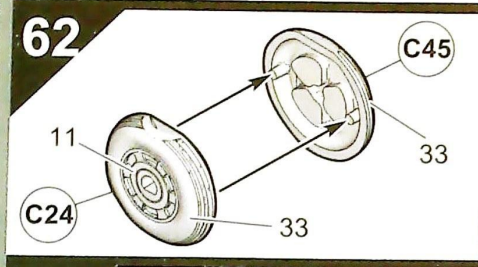
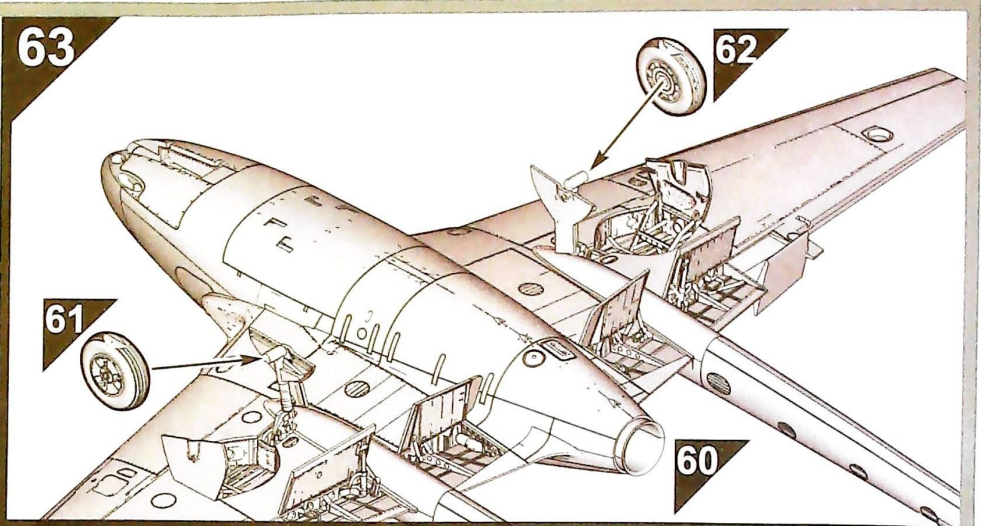
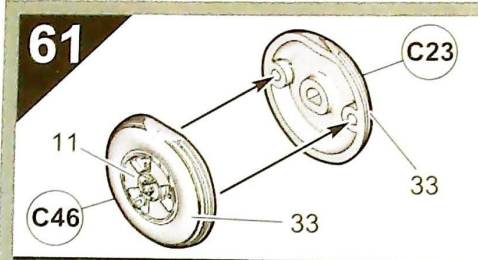


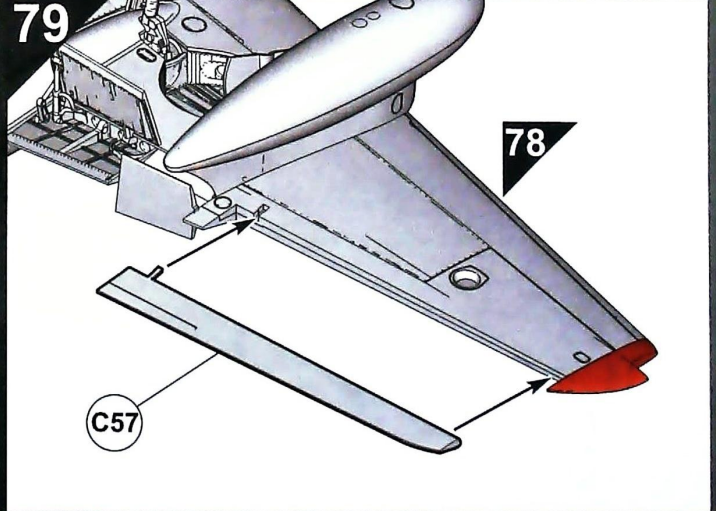
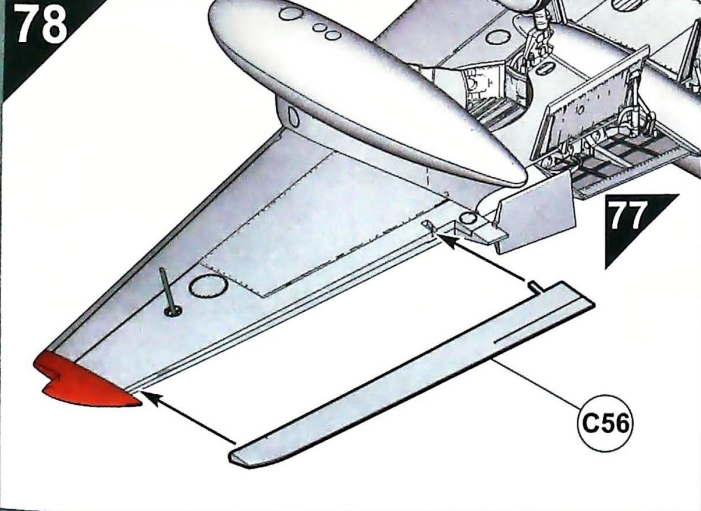
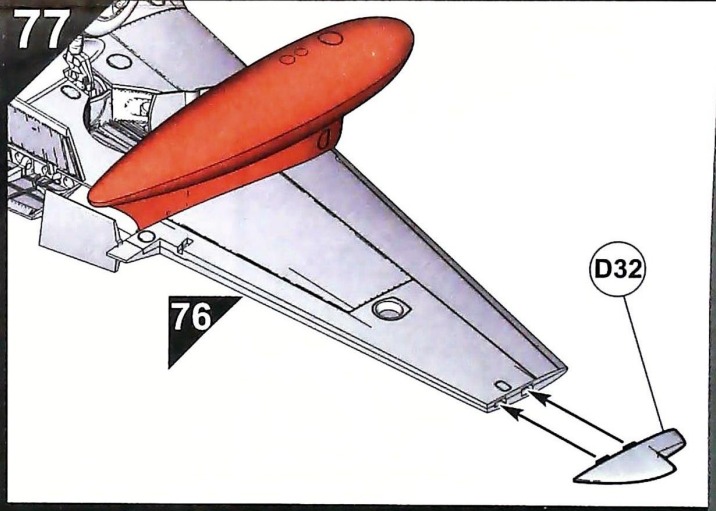
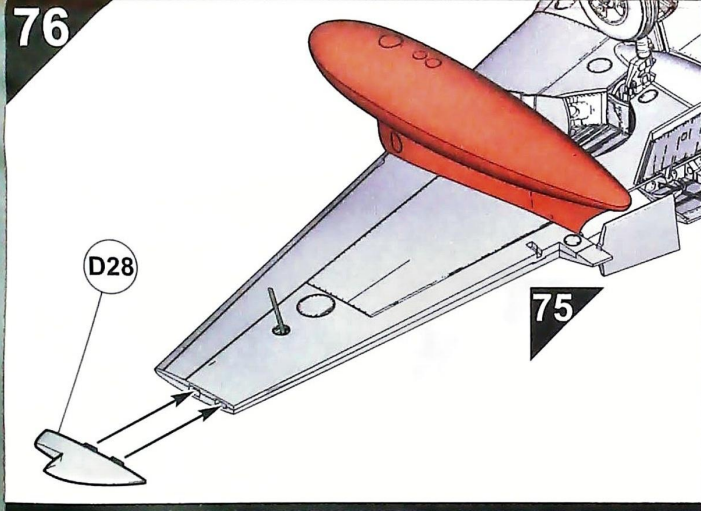
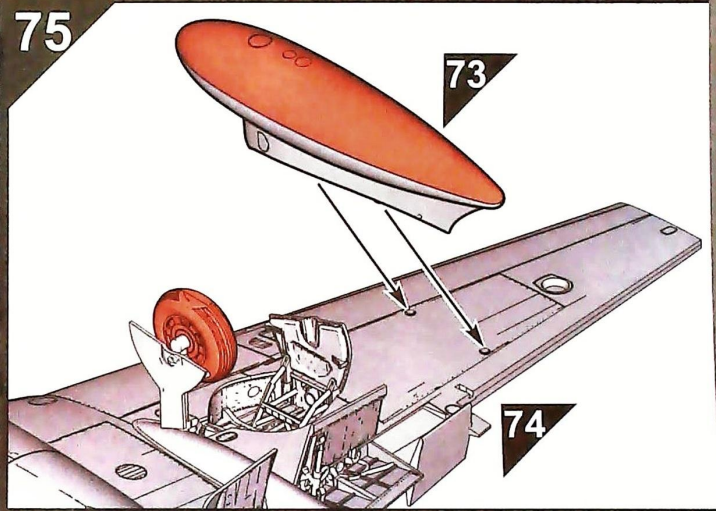
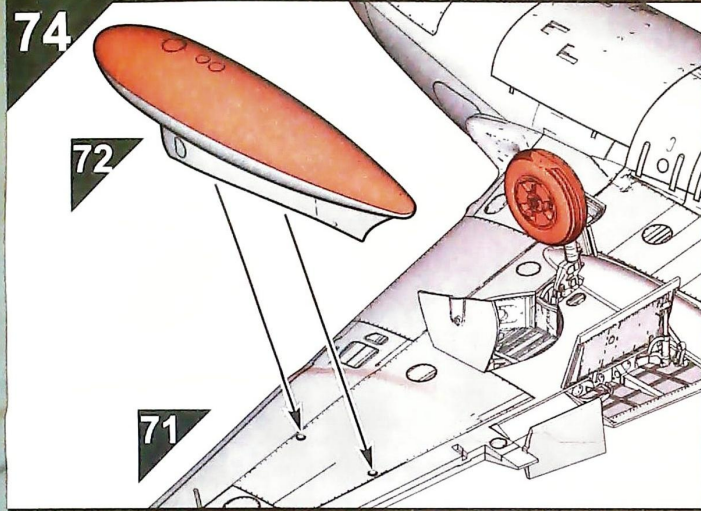
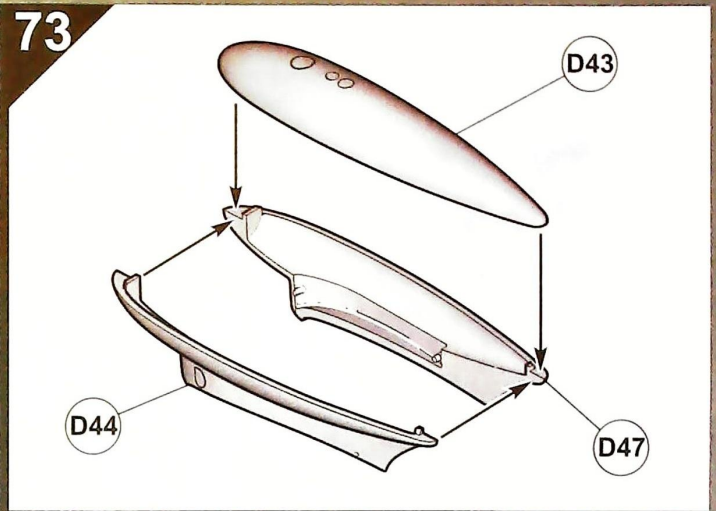
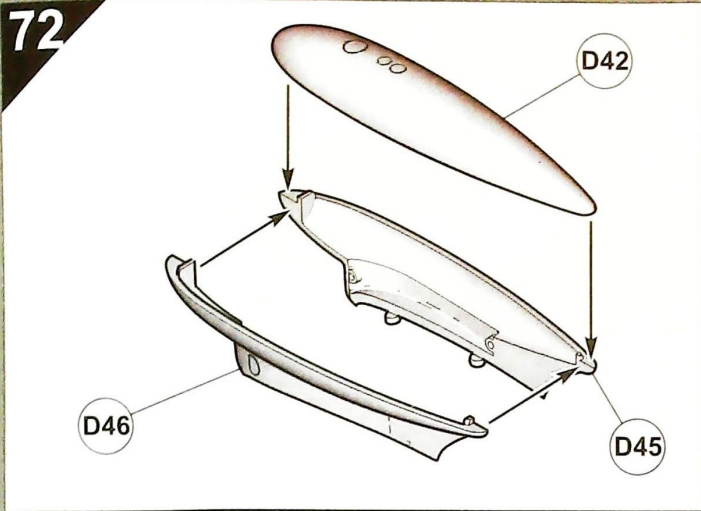
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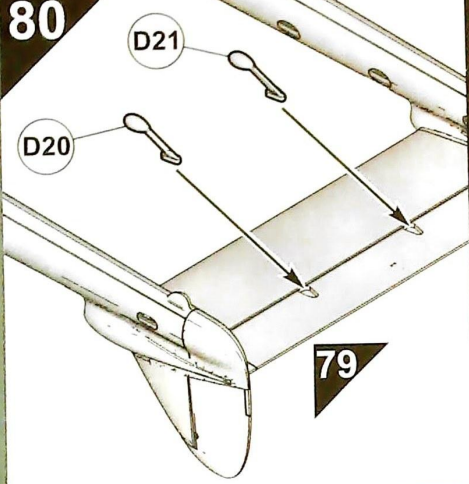
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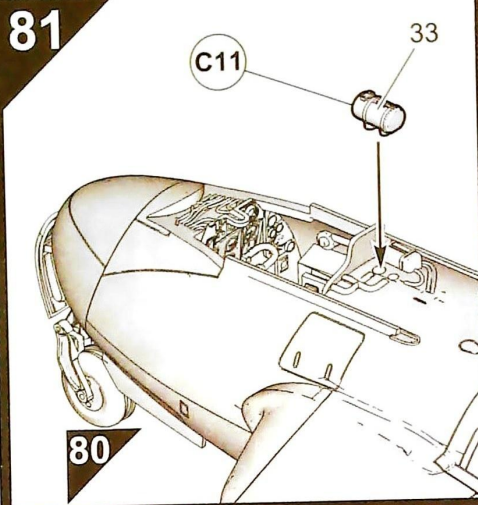




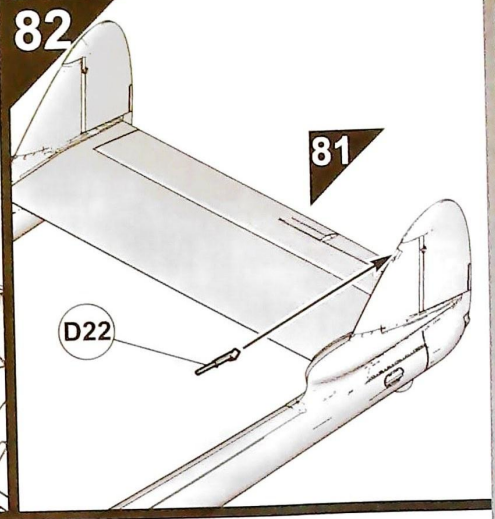
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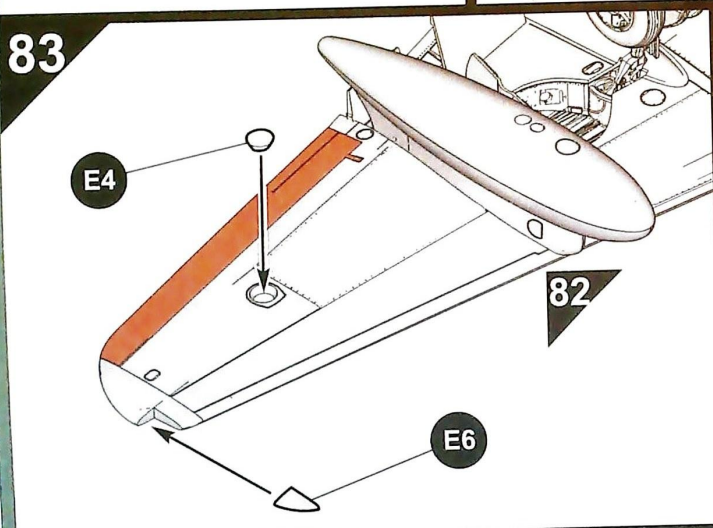
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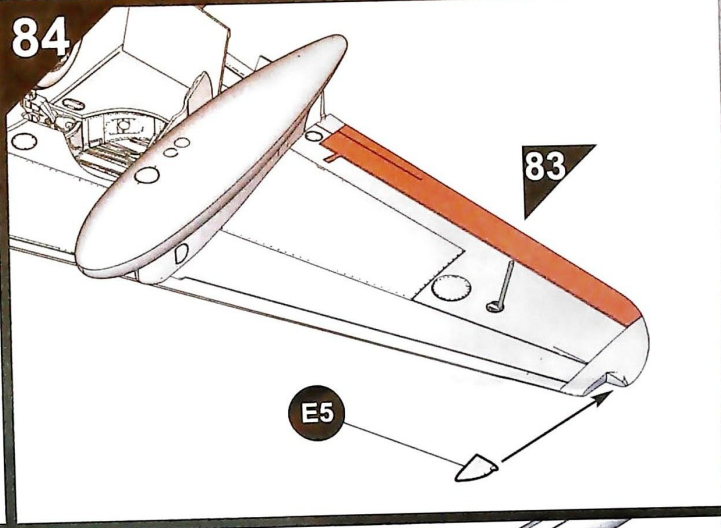
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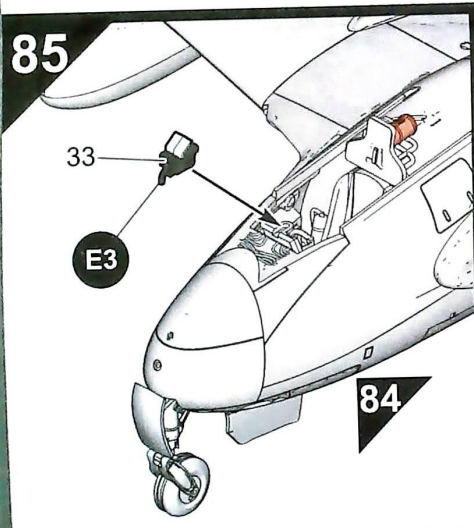
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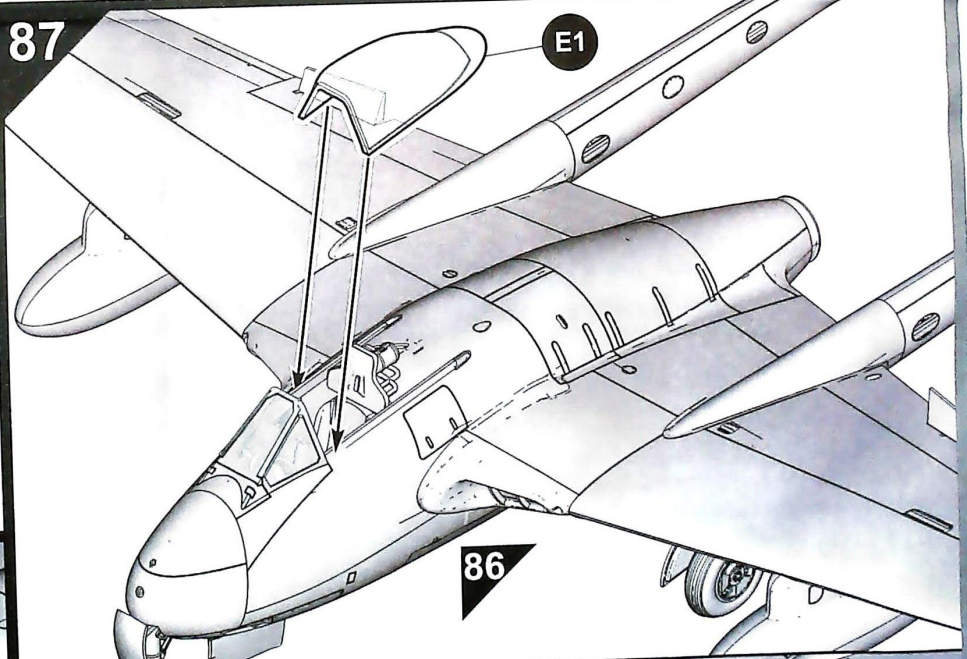
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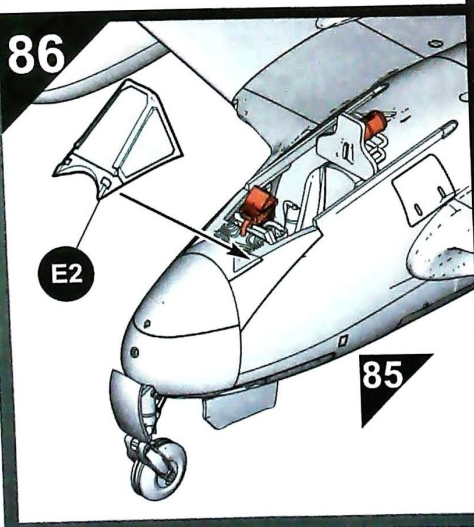
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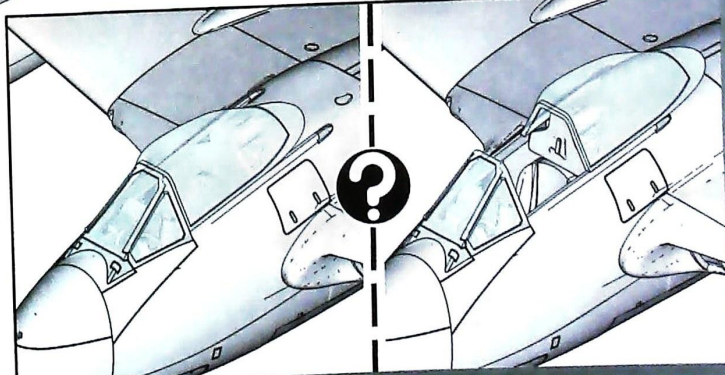
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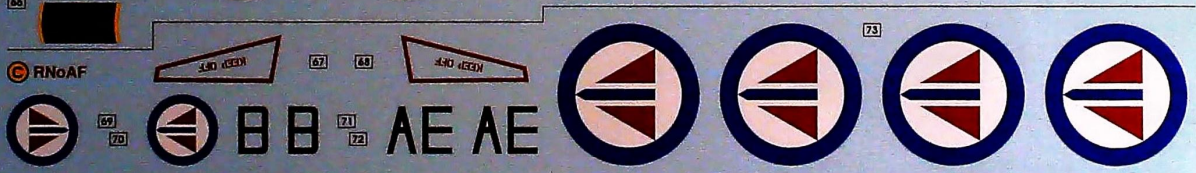
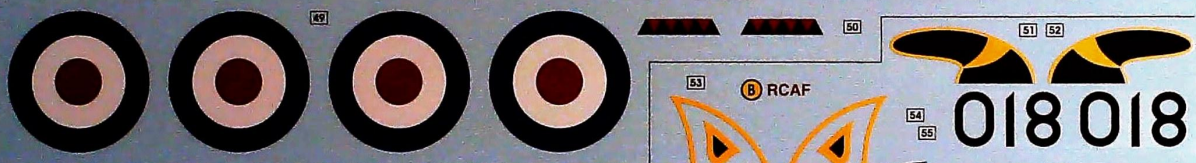
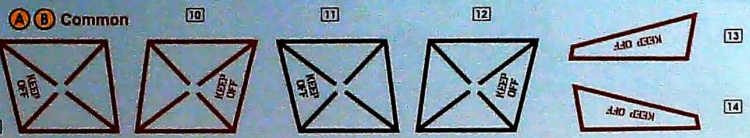
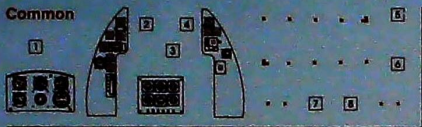


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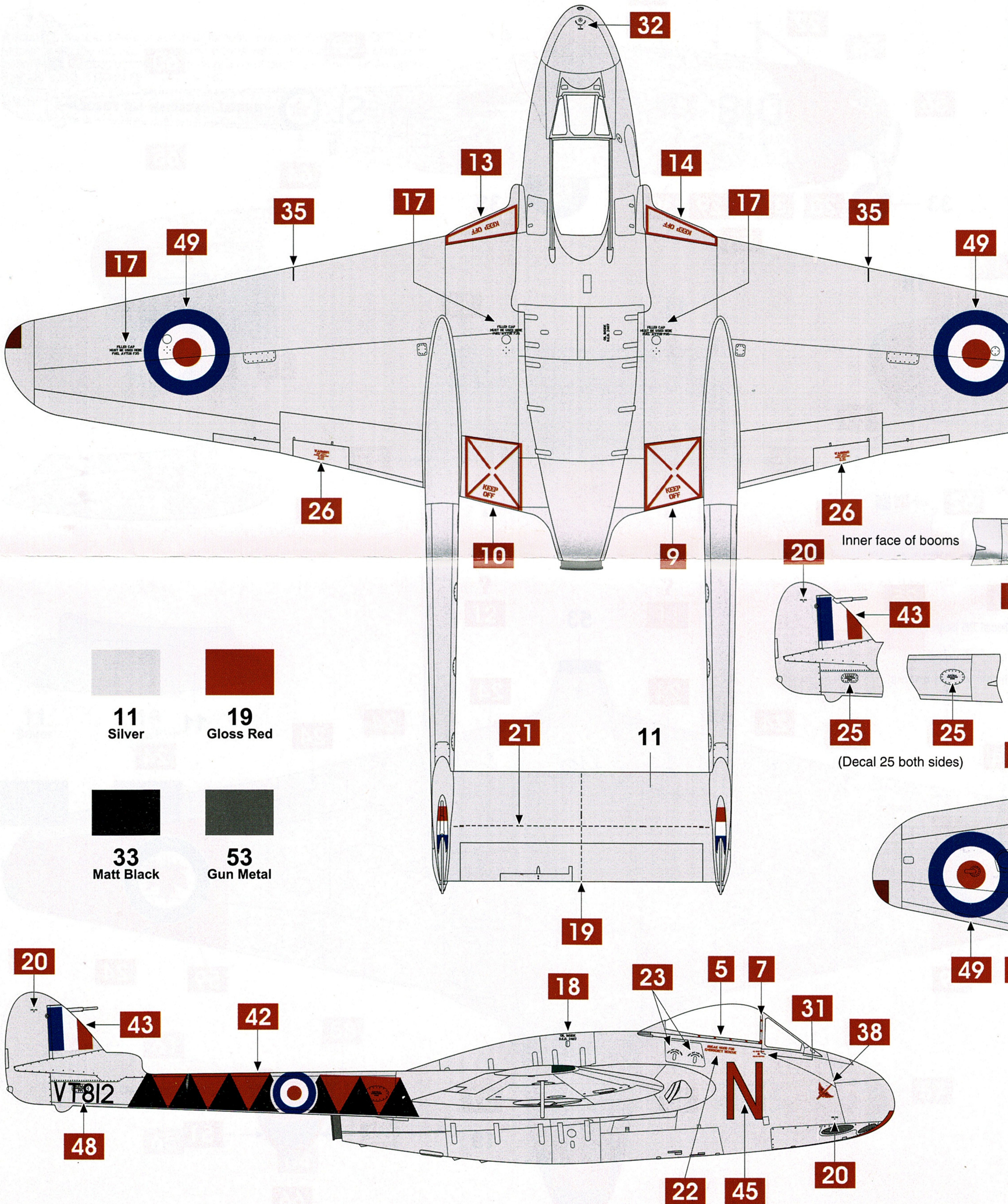


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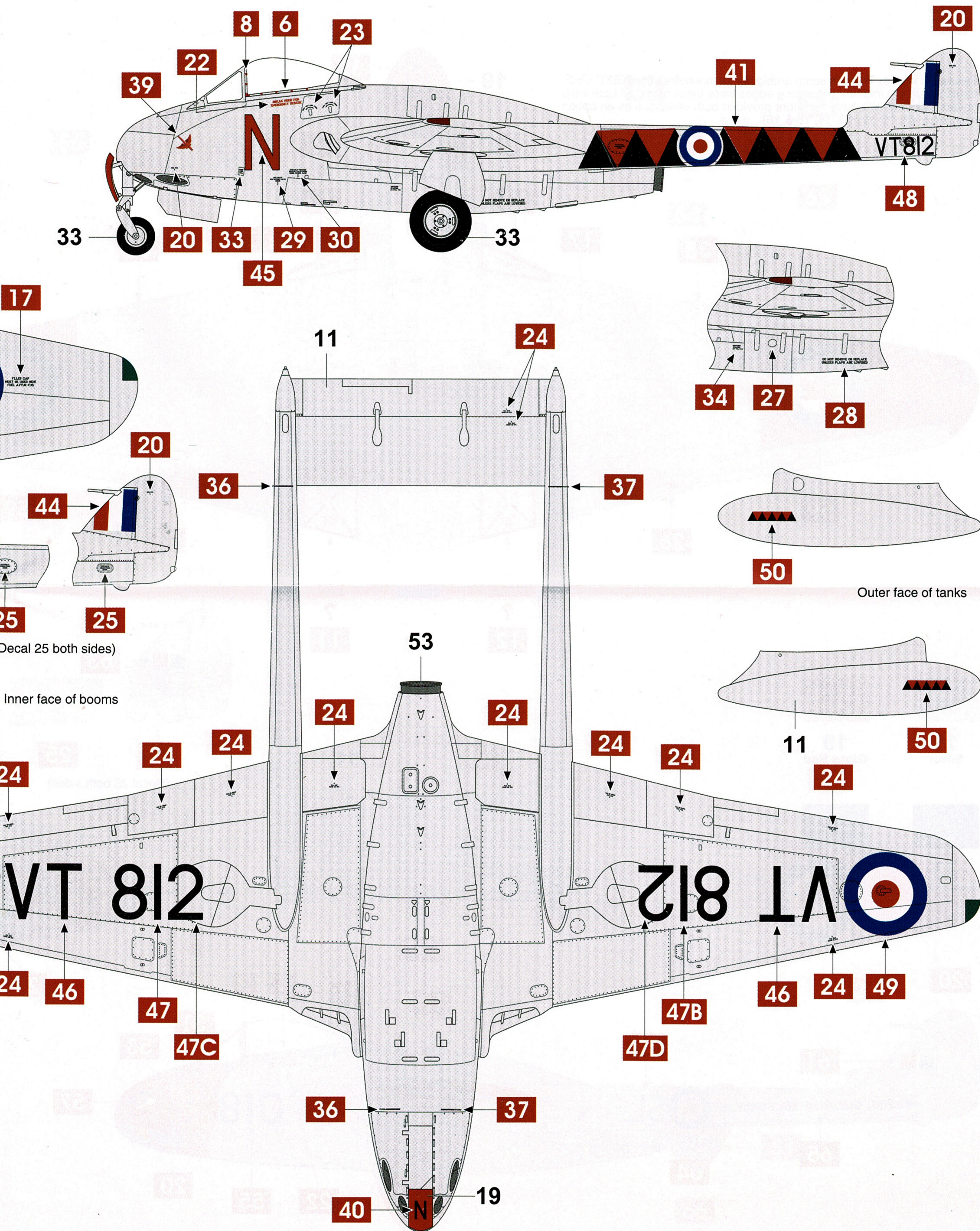


A de Havilland D.H. 60
 No. 601 Squadron, Royal Auxiliary Air Force, Royal



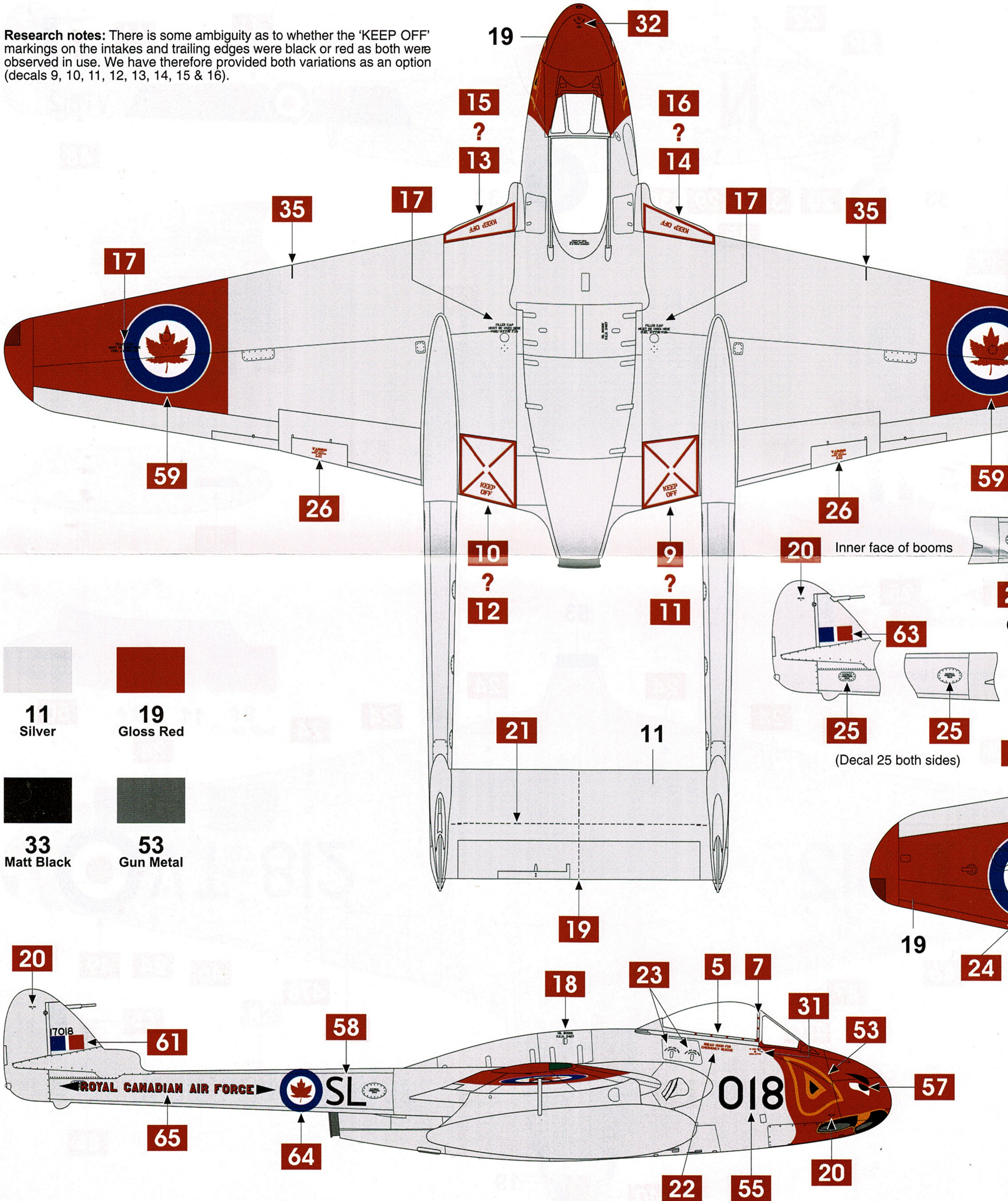
H. 100 Vampire F.3

Royal Air Force North Weald, Essex, England, 1952.



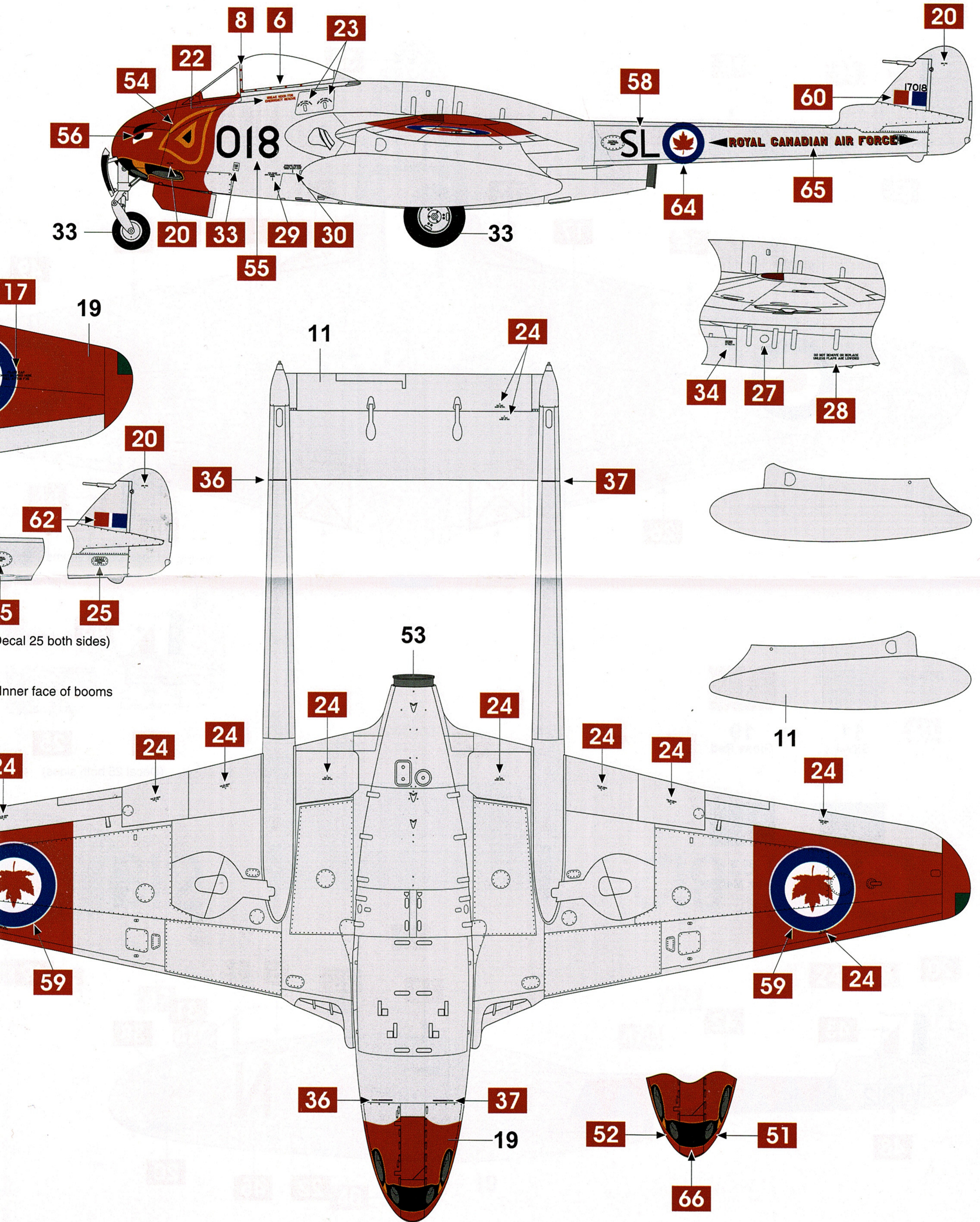
B de Havilland D.155 No. 442 'City of Vancouver' Auxiliary Fighter Squadron, RCAF

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).

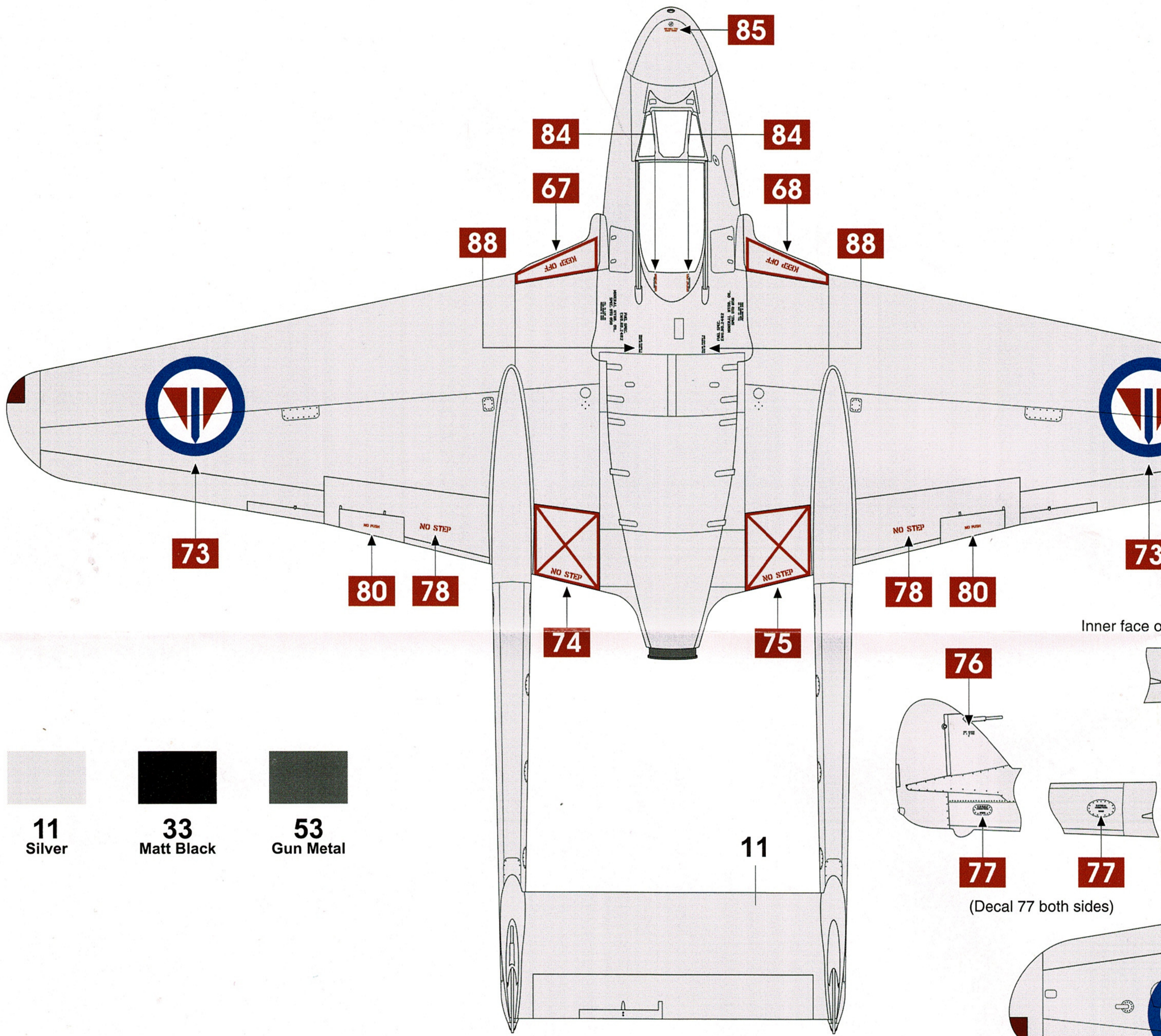


H. 100 Vampire F.3

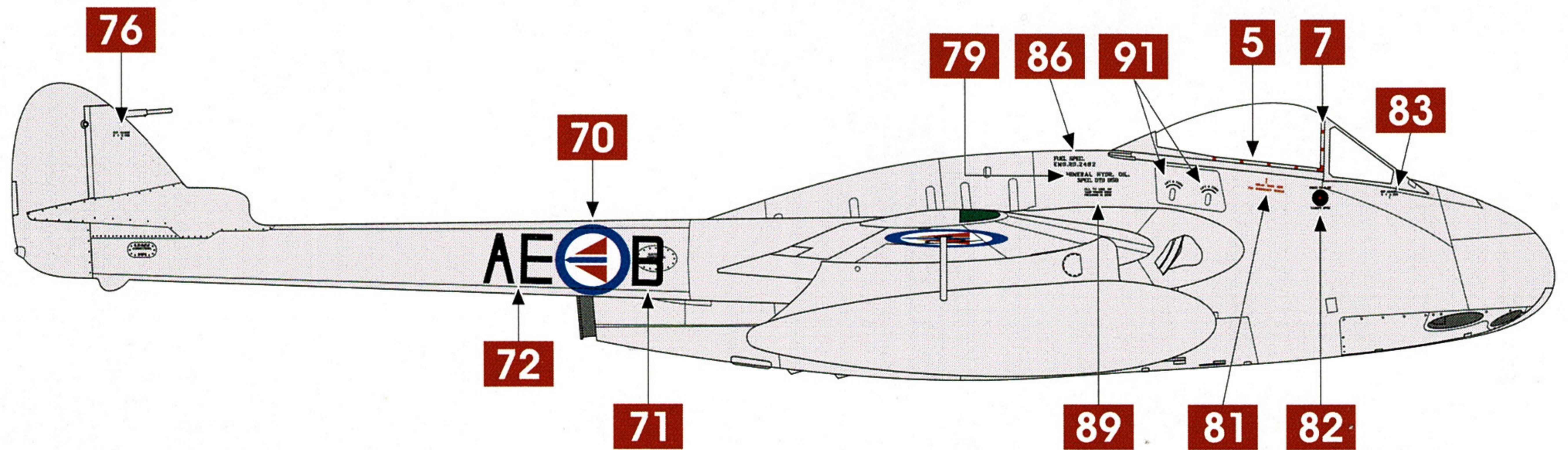
Royal Canadian Air Force Station Vancouver, Canada, 1949.



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P42408/AE-B, Gardermoen M

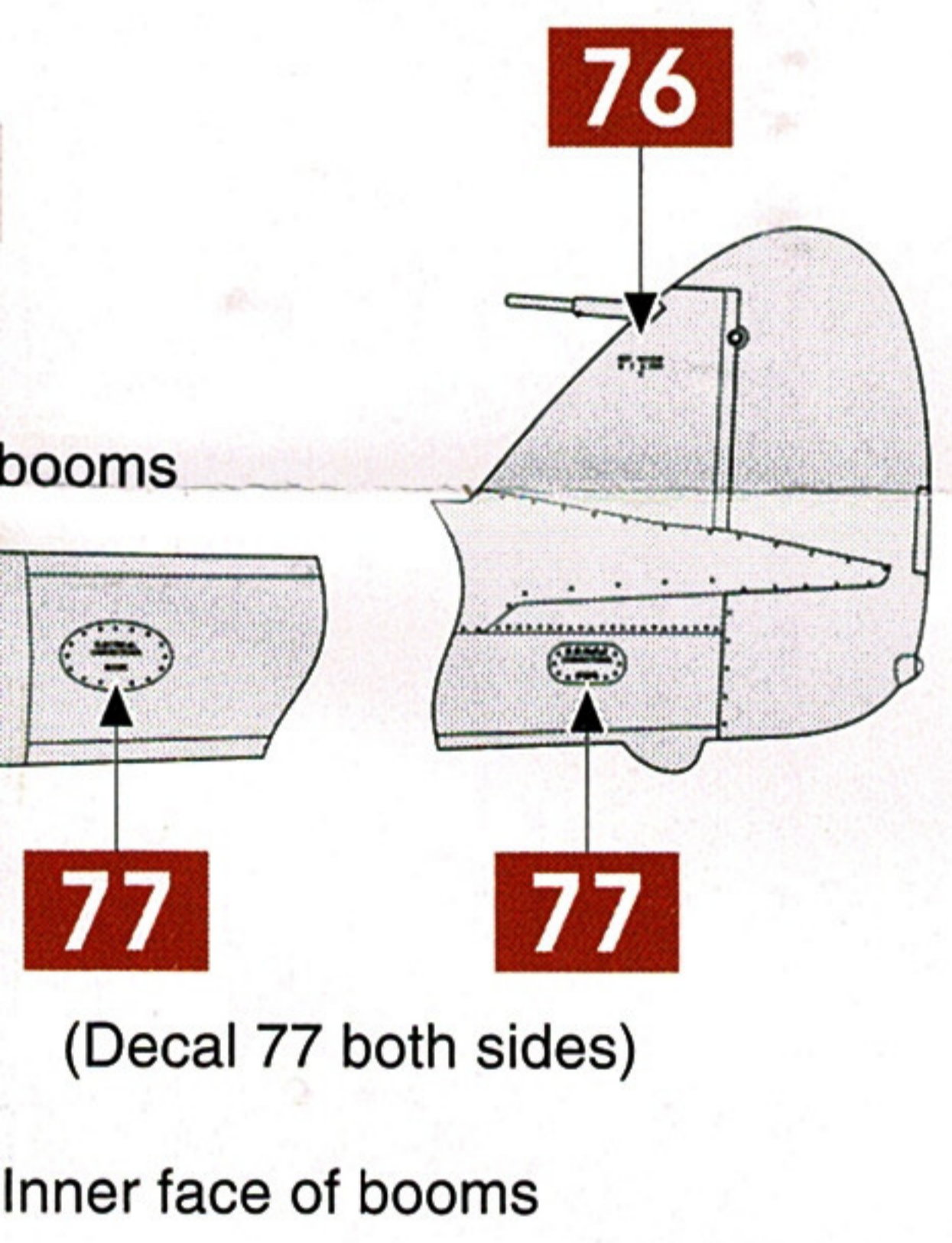
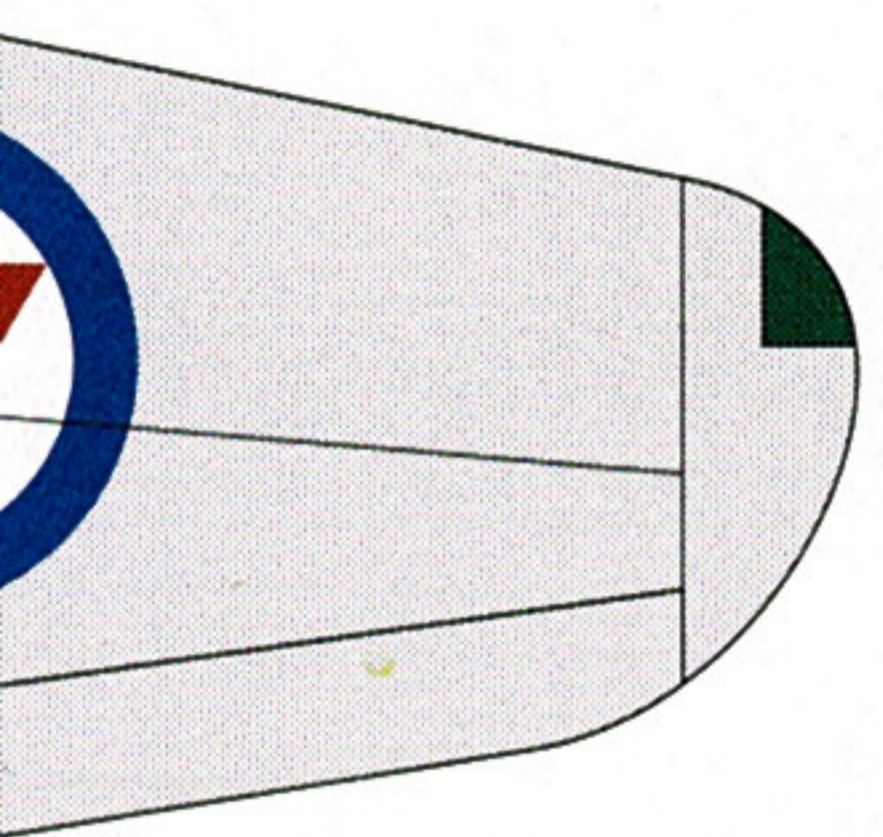
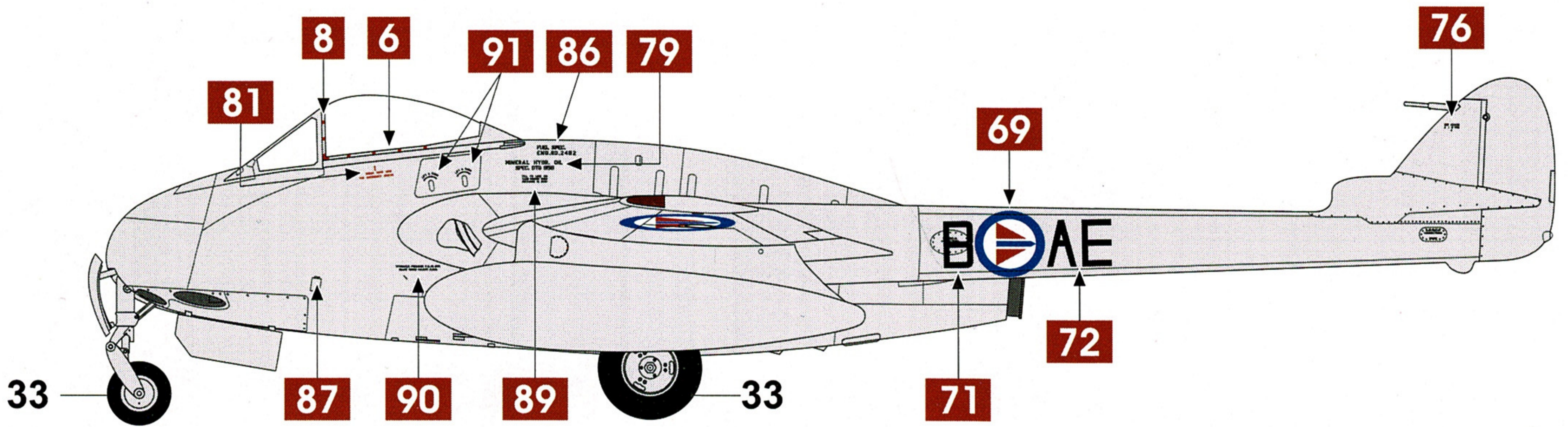


- 
11
 Silver
- 
33
 Matt Black
- 
53
 Gun Metal



H. 100 Vampire F.3

Museum, Oslo, Norway, 2019.



11

