

DH-2

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 8094

The Airco DH-2 was a pusher fighter biplane which allowed British pilots to fight at that time dominant German Fokkers, equipped with synchronized machine gun.

The DH-2 was second design of pusher aircraft by Geoffrey de Havilland for Airco company, successor to earlier DH.1 two-seater. The pusher configuration enabled pilots to open forward fire on enemy, as the Britons did not have the synchronization gear developed, which was a real setback in combats with German Fokker monoplane fighters. After evaluation at Hendon on June 22, 1915, the prototype of DH-2 made its maiden flight in July 1915 and was sent to France for operational trials with No. 5 RFC Squadron. But the prototype was shot down and its pilot killed during early August 1915. It was recovered and repaired by the Germans.

Generally, the aircraft was well accepted by RFC and introduced to frontline service in February 1916. The nimble pusher fighter stayed in frontline service for nearly one and half year. It became outclassed by new German fighters in the middle of 1917 and was replaced with French Nieuports 17 or Airco DH.5s.

Geoffrey's pushers

Geoffrey de Havilland was already experienced aircraft designer when the Great War burst out. He worked on the experimental Royal Aircraft Factory F.E.1, RAF F.E.2 and Blériot Scout B.S.1, which was the fastest British aircraft of its time. In June 1914, de Havilland left the Royal Aircraft Factory for Airco, where he started work on pusher concept aircraft, similar to F.E.2. After the two seater DH-1 he took on the design of the much needed fighter, capable of forward-fire with a machine gun. Without the synchronization gear the pusher configuration was one of the solutions, while second wa the machine gun located on the upper wing, firing thus outside of the propeller disc. With pusher concept, pilots enjoyed unobstructed forward and side view with ability of also unobstructed firing. The DH-2 was in fact scaled-down DH-1.

In fact, the development of DH-2 was not a reaction to the dominance of Fokker's Eindeckers during 1915, as it commenced prior to the arrival of these German fighters on the front. After the aforementioned loss of the prototype over the front and its fall into German hands, the production was started. The serial aircraft was generally similar to the prototype with the only major alterations being a fuel system and a revised gun mounting arrangement. Deliveries of the new type commenced during the latter

half of 1915 and a handful of aircraft were reportedly operating in France prior to the year's end.

The first squadron equipped with the DH-2, and the first RFC squadron flying only single-seat fighters was No. 24 Sqn, which arrived in France early February 1916. Finally, there were seven Squadrons flying DH-2s and they proved themselves to be very dangerous opponents for the Fokkers.

From technical point of view

The aircraft had a wooden airframe, which was wire-braced and covered by fabric across most areas, except for the nacelle nose and upper decking. The armament consisted of single .303 in (7.7 mm) Lewis machine gun which was mounted on a flexible mount in front of the pilot. But as the pilots learned that it is easier to aim with whole aircraft rather than moving the gun, it was fixed for forward fire. A quick-release clip was introduced later, allowing pilots to choose between fixed or flexible machine gun. The inventor of the clip was famous Major Lanoe Hawker, who also improved the gunsights.

Most of of DH-2s were powered by the 100 hp (75 kW) Gnôme Monosoupape nine-cylinder air-cooled rotary engine. This proved to be troublesome and thus some examples from later production got 110 hp (82 kW) Le Rhône 9J engine. The fuel system also differed between individual aircraft. Typically, a gravity-fed fuel tank was used, but it could be located on the upper wing central section, or either above or below the port side upper wing. A total of 453 DH.2s were produced by Airco.

Aces on the DH-2

There were fourteen pilots achieving ace status, while flying DH-2. Among them were Harry Wood, Sidney Cowan, Hubert Jones, William Curphey, Maxmillian Mare-Montembault, Patrick Anthony Langan-Byrne, Eric Pashley and Selden Long.

The most successful of pilots spending some time with DH-2 was James McCudden, who became ace with this aircraft and finally scored 57 victories. Famous commander of No. 24 Squadron Lanoe Hawker was also DH-2 pilot, but he did not score any of his seven victories with DH-2, as he became victim of Manfred von Richthofen prior to achieving it.

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 započetím 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

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BROUSITOPEN HOLE
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SYMETRICKÁ MONTÁŽREMOVE
ODRŽINOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVITPLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



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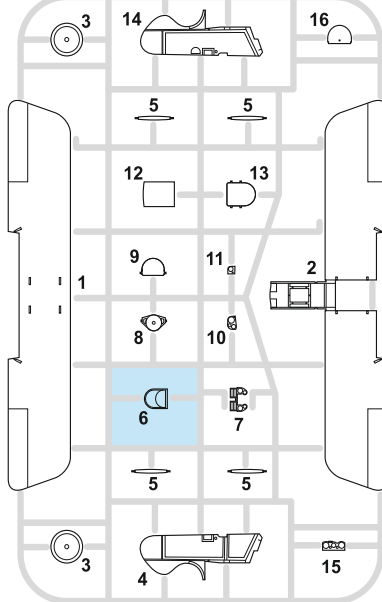


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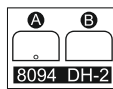
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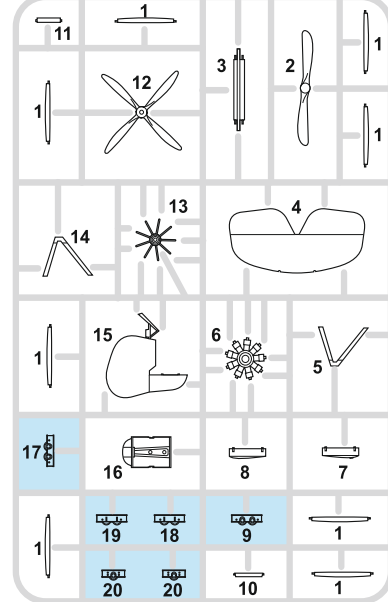


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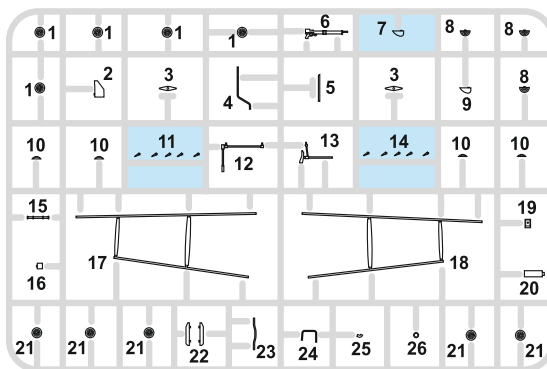
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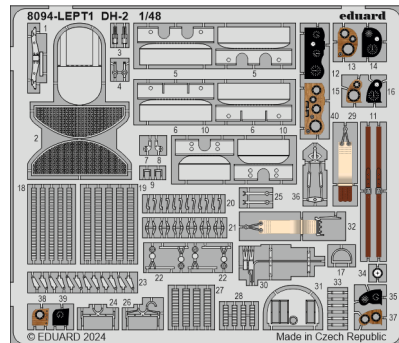
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C>



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



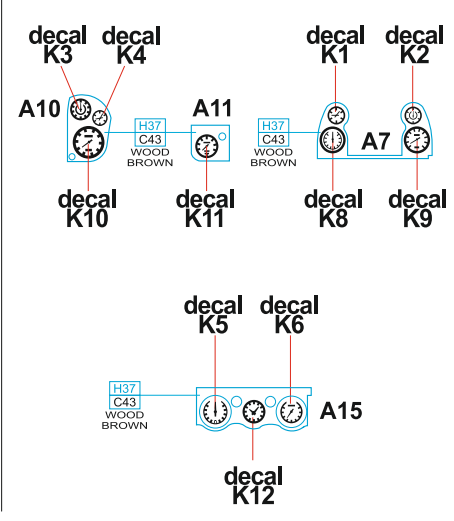
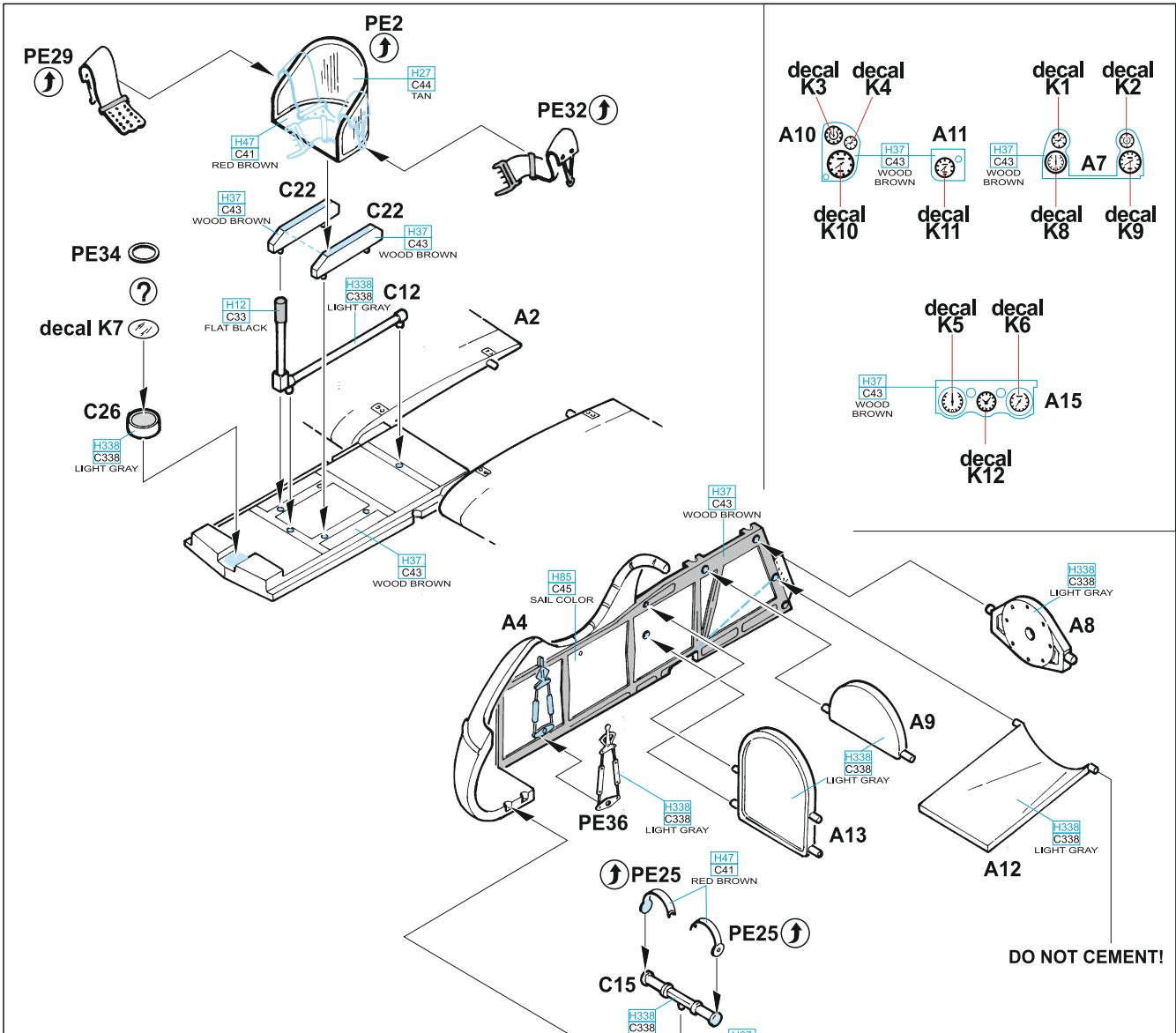
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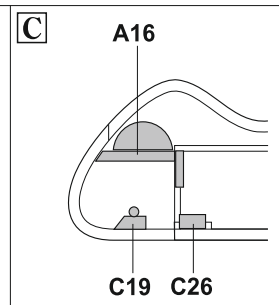
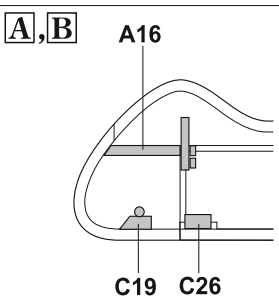
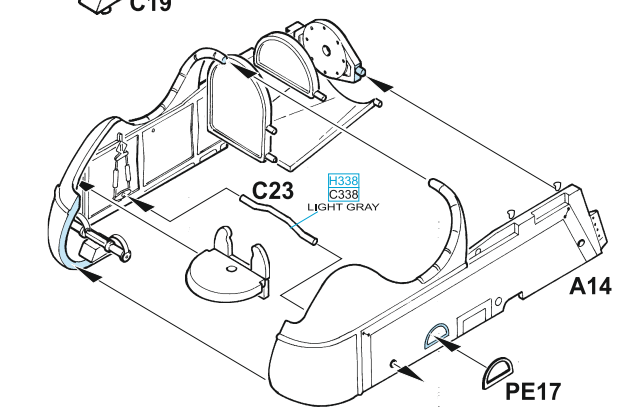
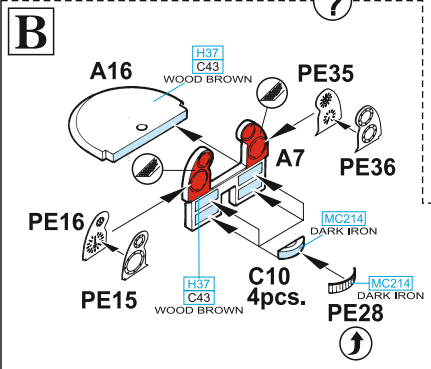
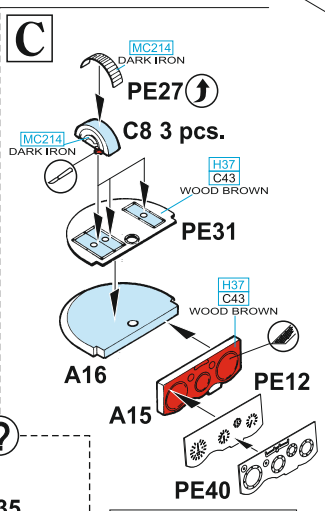
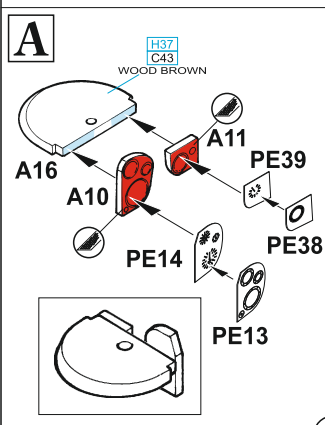
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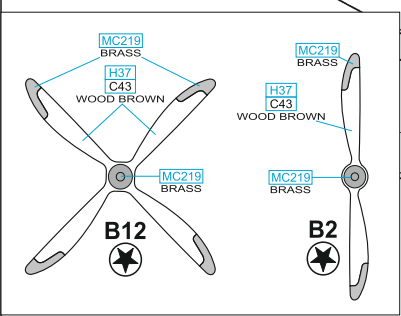
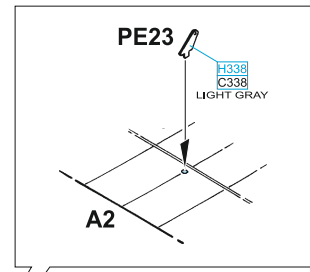
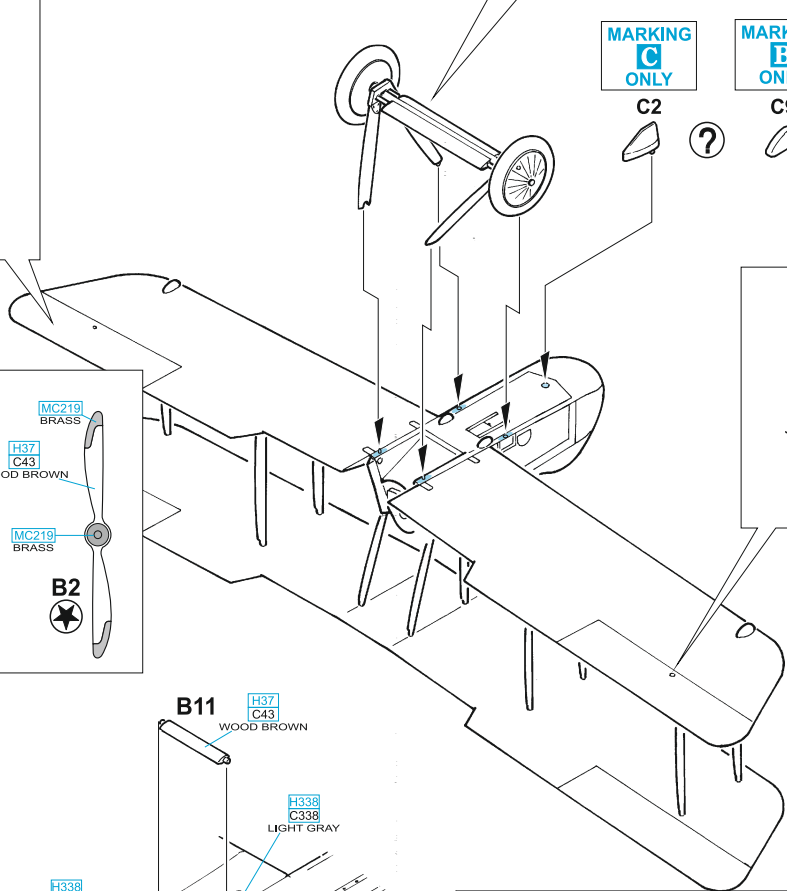
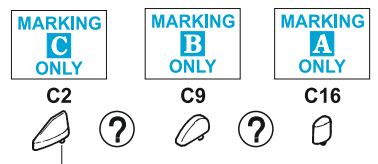
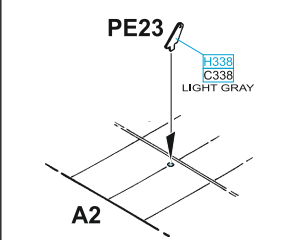
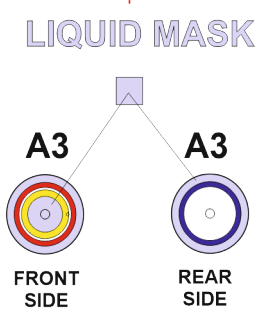
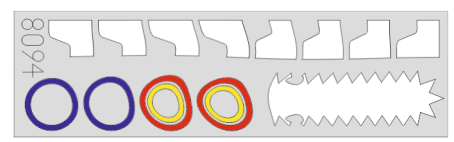
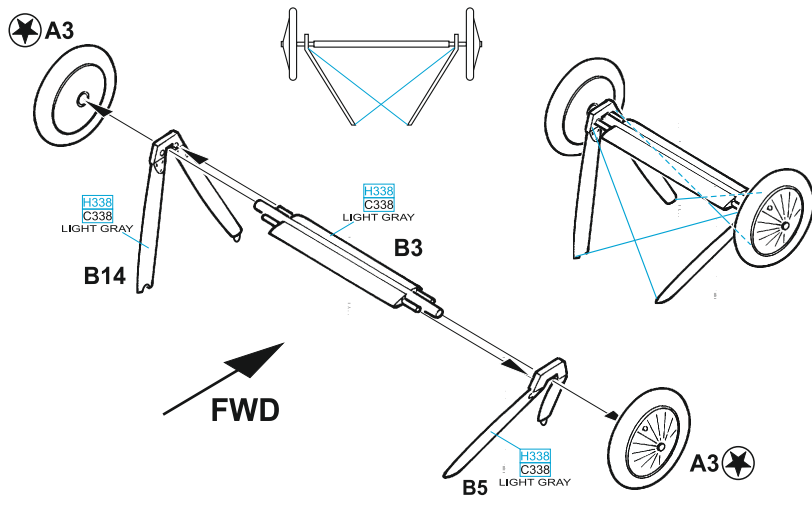
| GSI Creos (GUNZE) | | |
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| AQUEOUS | Mr.COLOR | |
| H11 | C62 | FLAT WHITE |
| H12 | C33 | FLAT BLACK |
| H13 | C3 | FLAT RED |
| H27 | C44 | TAN |
| H37 | C43 | WOOD BROWN |
| H47 | C41 | RED BROWN |
| H51 | C11 | LIGHT GULL GRAY |

| GSI Creos (GUNZE) | | |
|-------------------|----------|------------|
| AQUEOUS | Mr.COLOR | |
| H85 | C45 | SAIL COLOR |
| H309 | C309 | GREEN |
| H338 | C338 | LIGHT GRAY |
| Mr.METAL COLOR | | |
| MC214 | | DARK IRON |
| MC218 | | ALUMINIUM |
| MC219 | | BRASS |

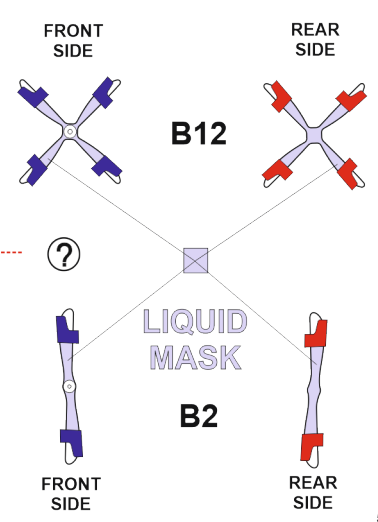
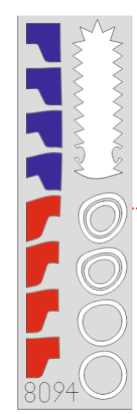
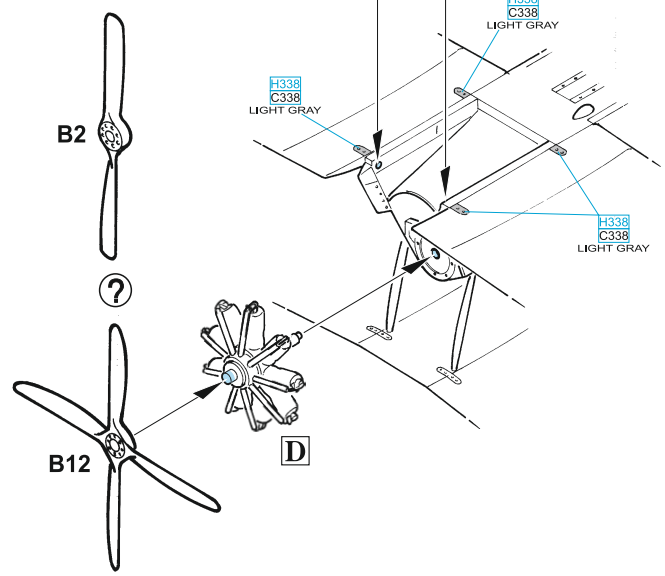


DO NOT CEMENT!

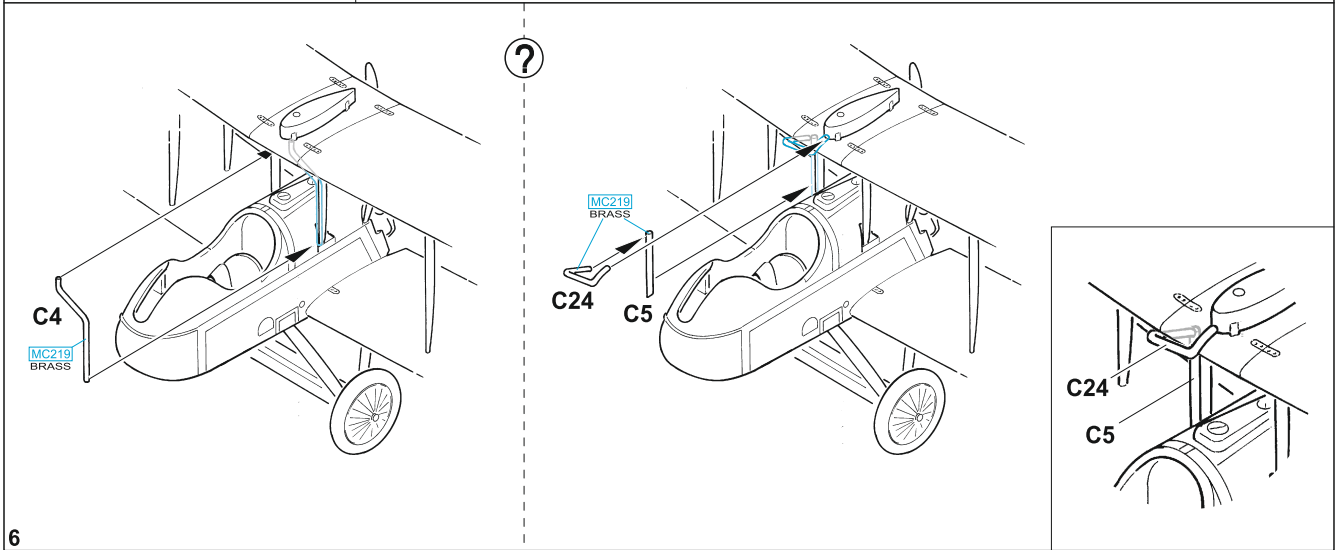
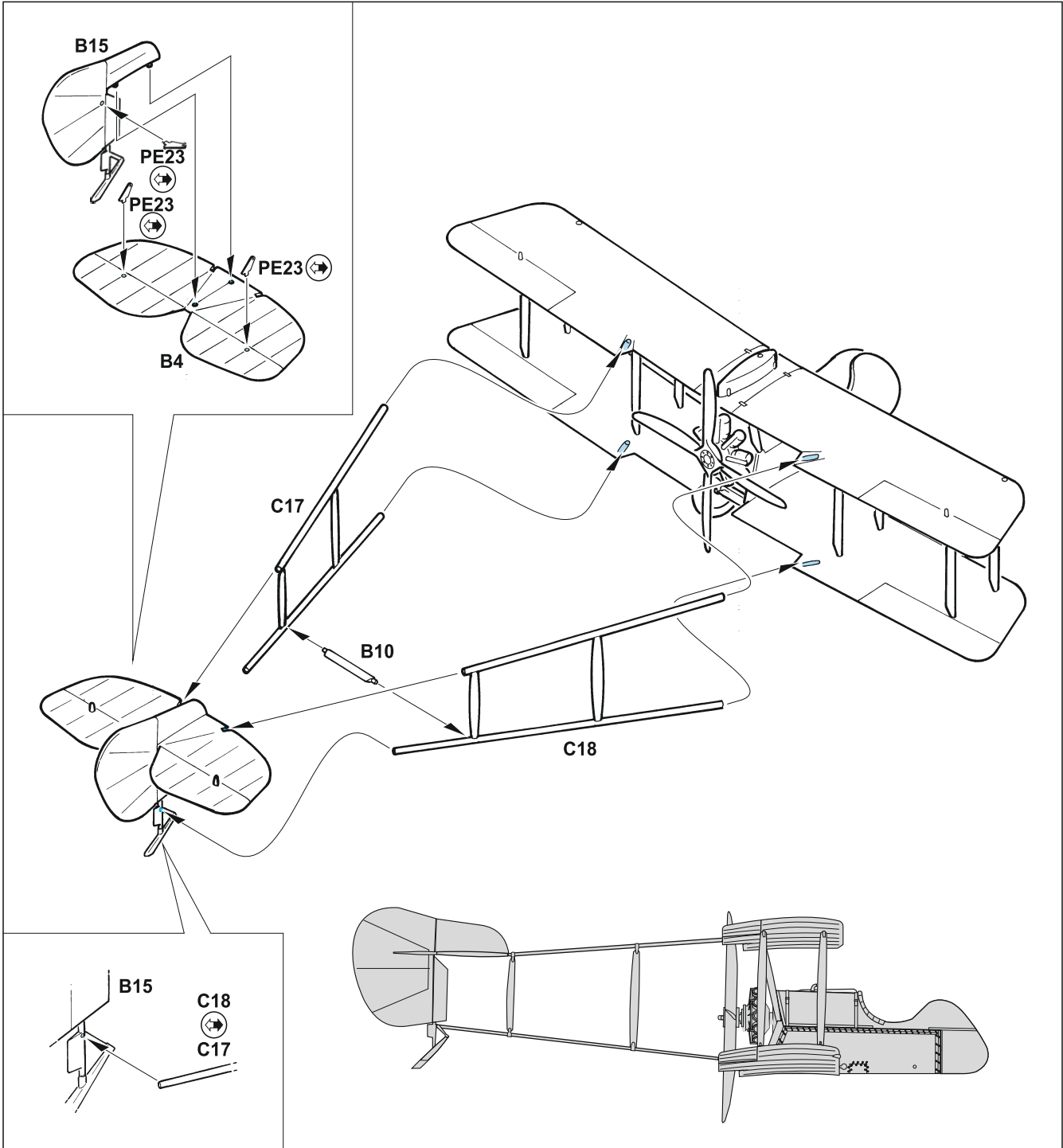


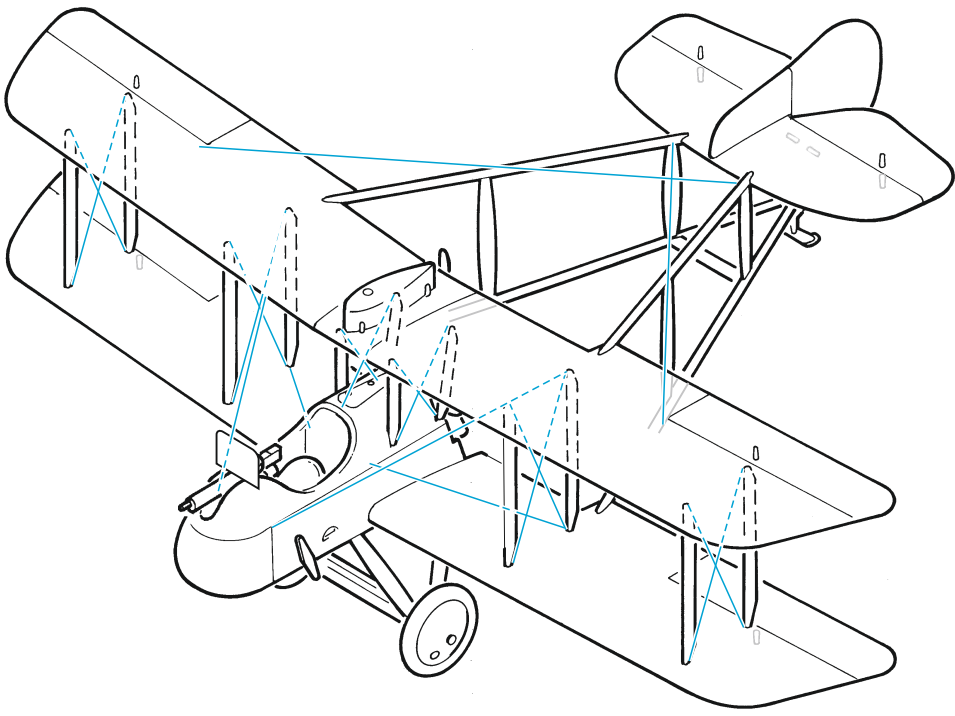
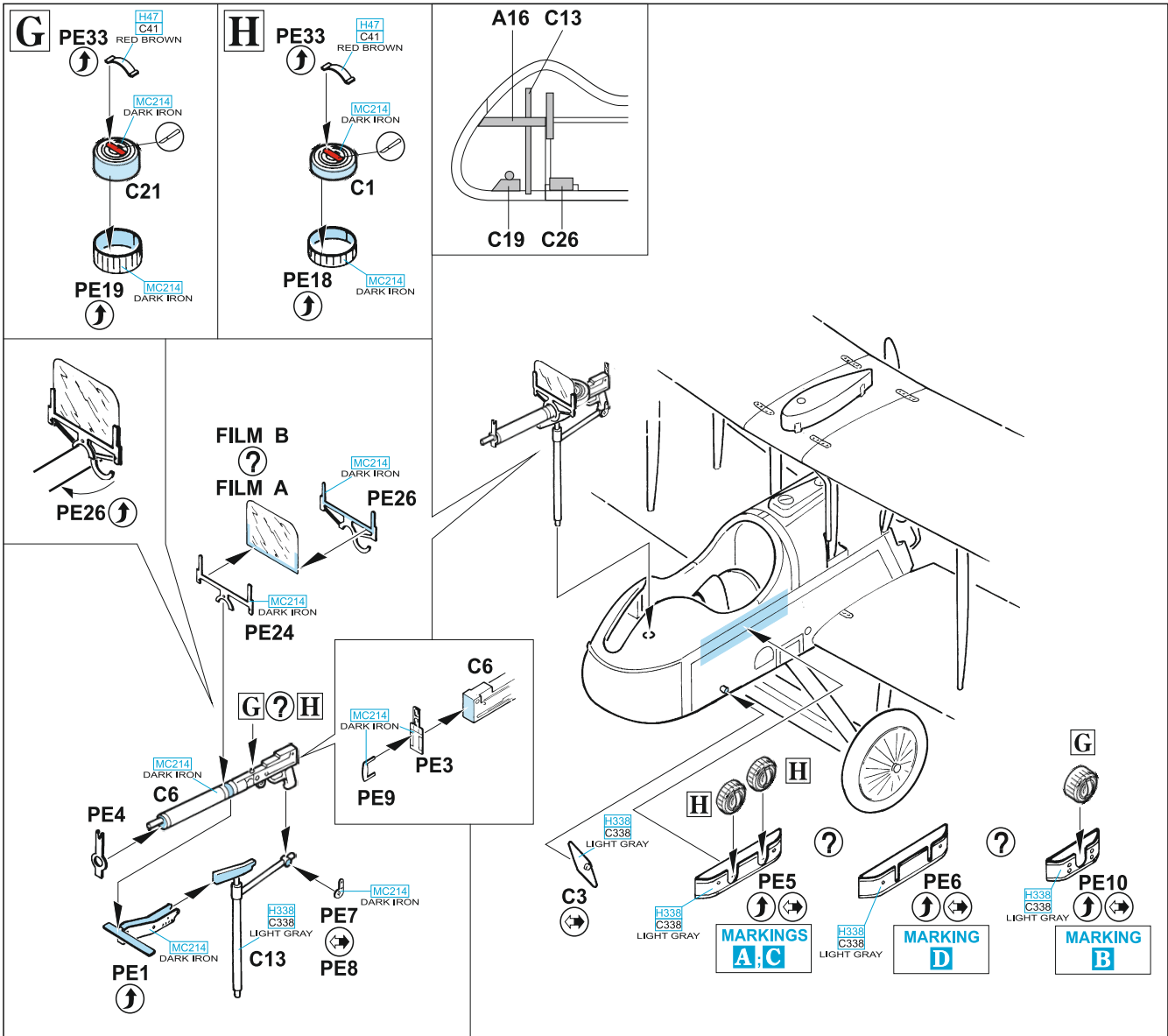


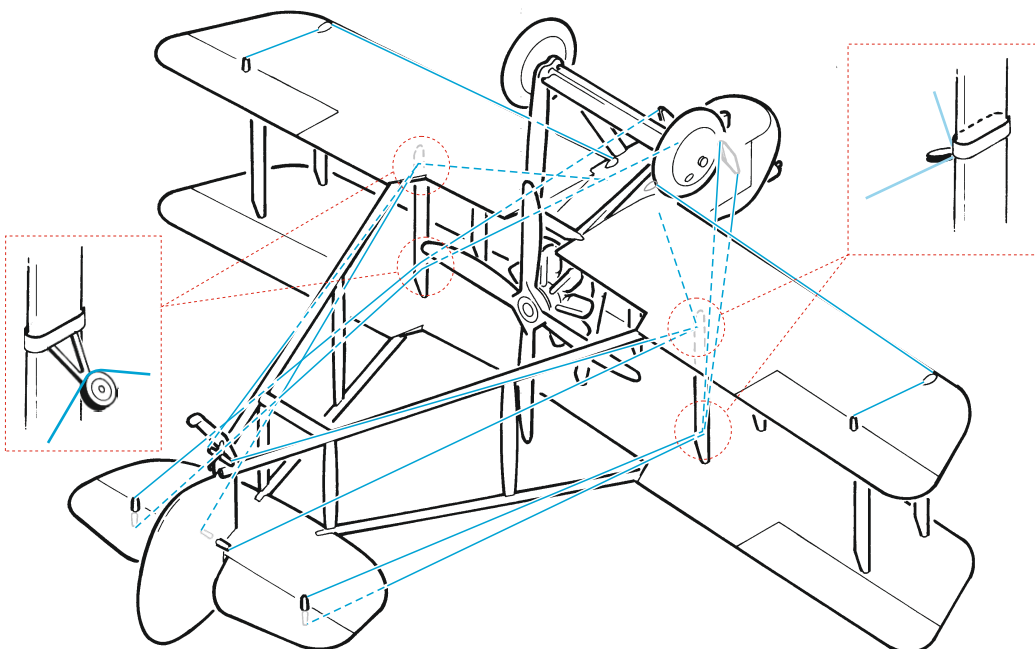
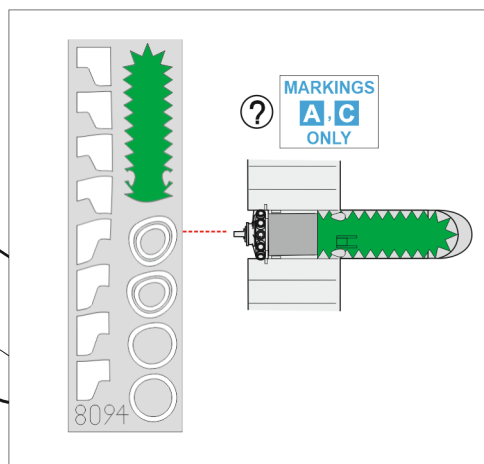
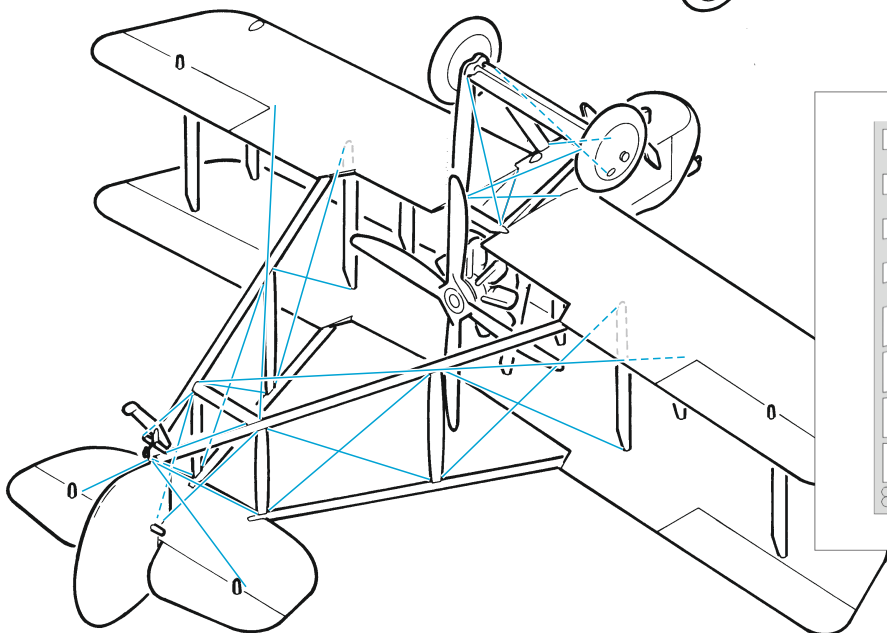
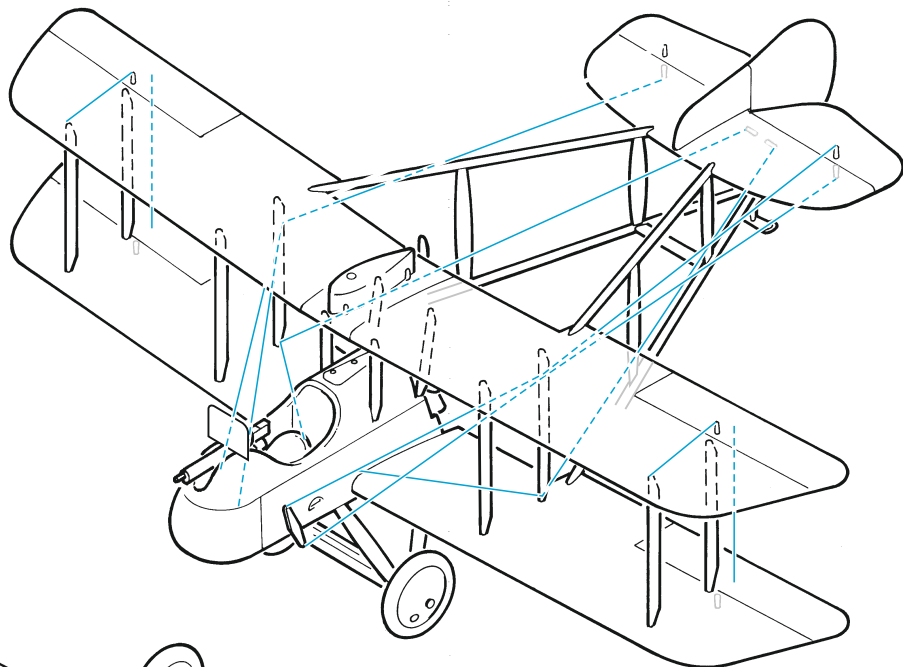
MARKING D



MARKINGS A, B, C

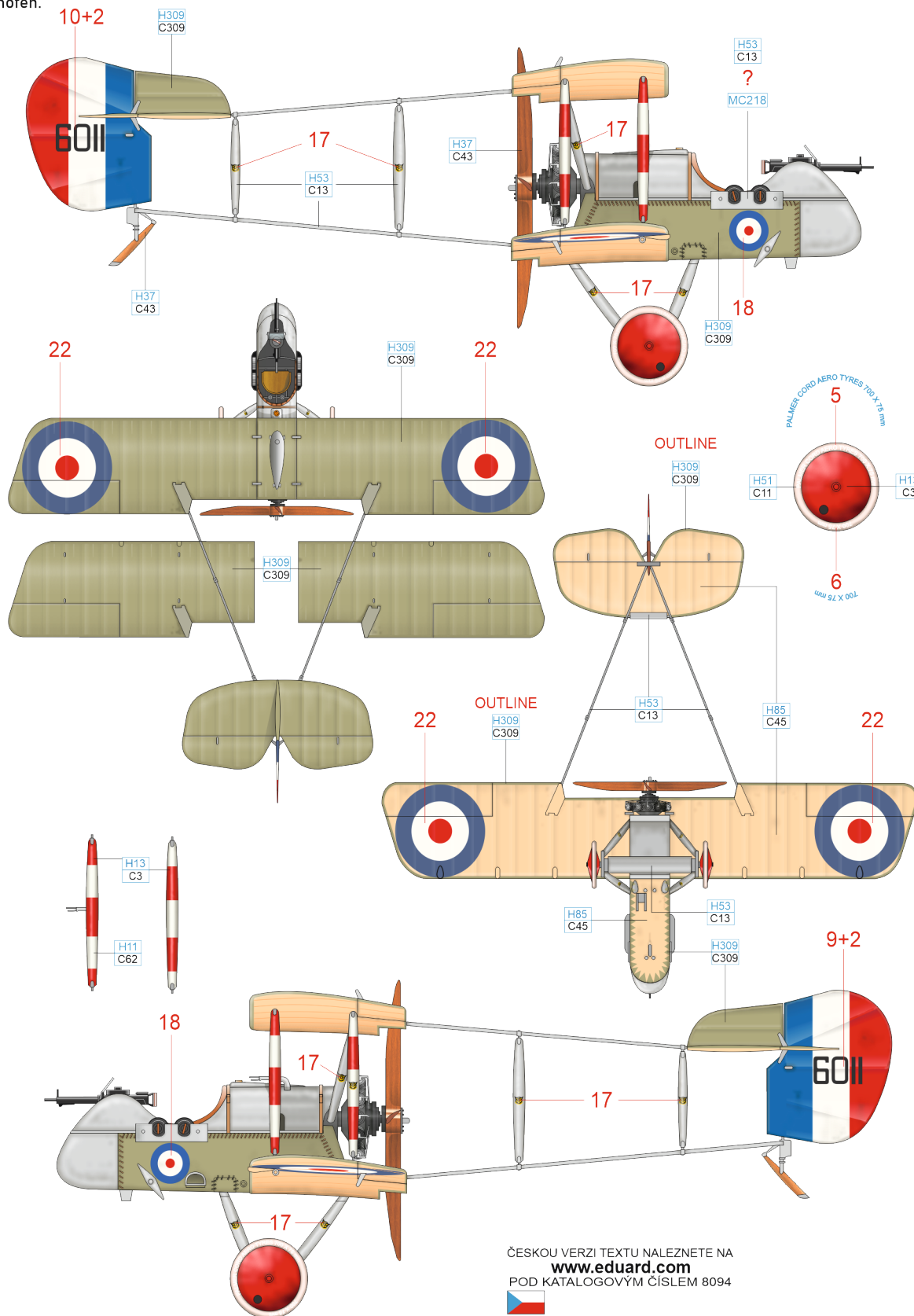






A No. 6011, Capt. Arthur G. Knight, No. 24 Squadron RFC, France, 1916

Arthur Gerald Knight gained his first aerial victory on this aircraft on June 22, 1916. His victim was identified as a two-seat German LVG, destroyed in the vicinity of Courcellette in France. Knight shot down eight enemy aircraft up to the time of his death, all of which were achieved with DH-2. On October 28, 1916, he participated in combat where a fatal collision between Jasta 2 CO Oswald Boelcke and his colleague Erwin Boehme occurred. On December 20, 1916, Knight died, as he became the thirteenth victim of German legend Manfred von Richthofen.



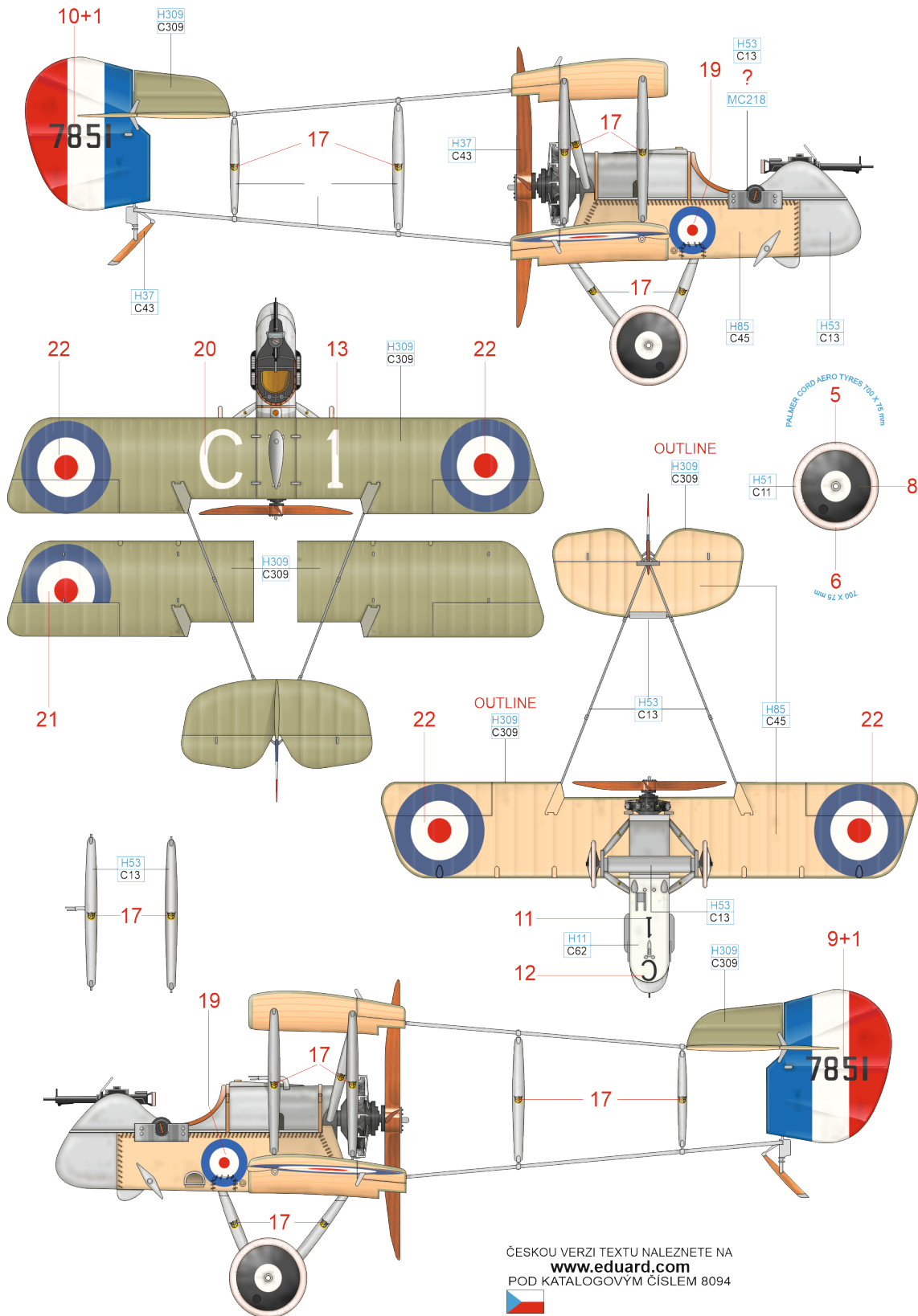
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B No. 7851, Capt. William G. S. Curphey, Flight C, No. 32 Squadron RFC, France, 1916

William George Sellar Curphey gained a kill identified as a two-seat LVG on August 22, 1916, flying this airplane and he shot down six enemy aircraft altogether prior to his death on May 15, 1917. All his victories were achieved with DH-2 and No. 32 Sqn. The service career of this aircraft ended on January 7, 1917, at 12,30 when it was shot down by Lt. d. R. Erwin Boehme of Jasta 2. At that time, E. G. S. Wagner of No. 32 Sqn, member was flying it. He did not survive and became Boehme's ninth victim. Boehme reached a total of 24 kills by the end of the war. The black wheel discs with white centers and the C 1 code identify this aircraft as a part of No. 32 Sqn C Flight.



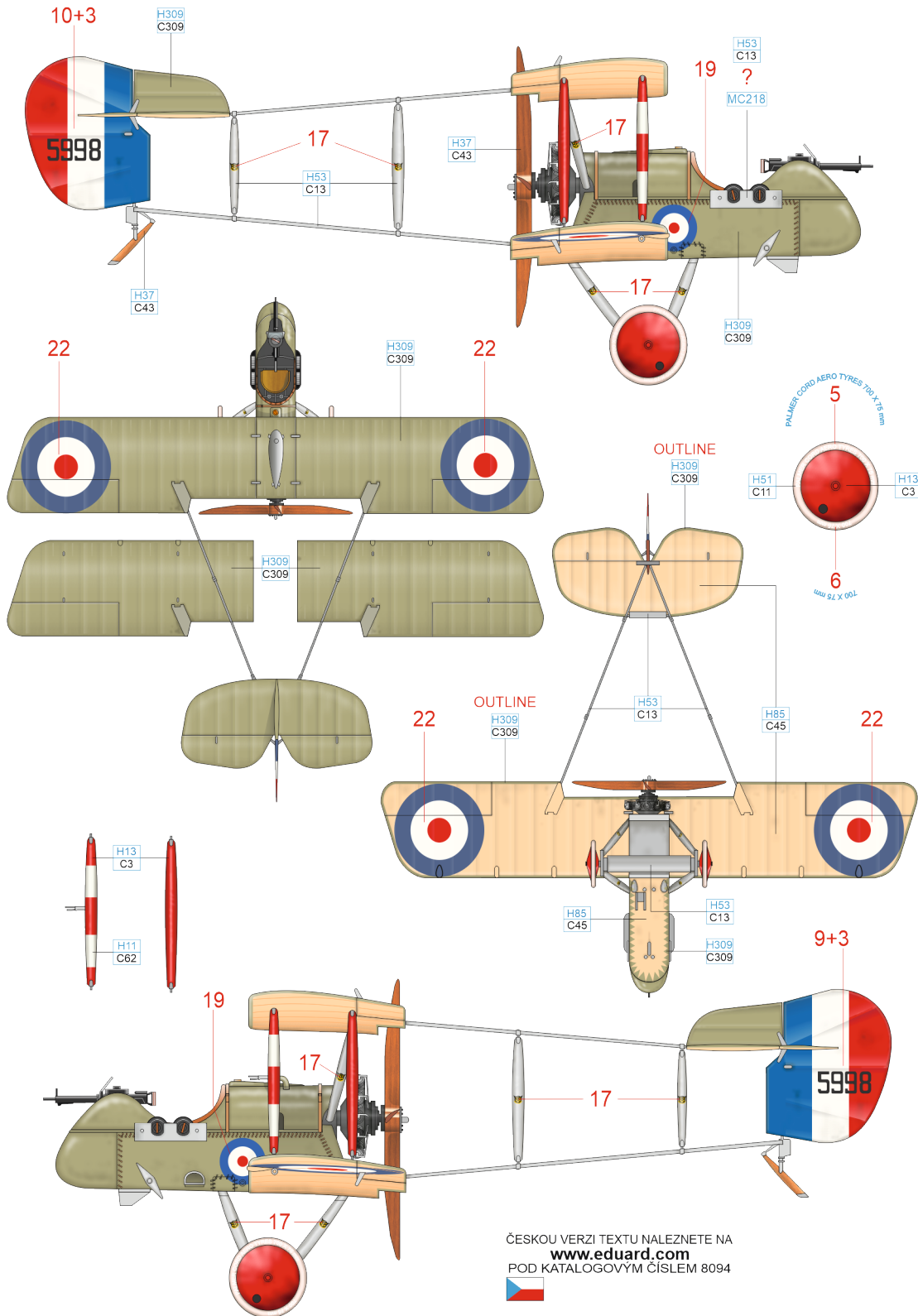
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C No. 5998, Capt. John O. Andrews, No. 24 Squadron, RFC, France, 1916

The DH-2 5998 was flown by twelve-kill ace Capt. John Oliver Andrews. He started his flying career as an observer and gunner in an Avro 504 with No.5 Sqn RFC. He received his pilot rating on October 14, 1915, and was assigned to No. 24 Sqn equipped with DH-2s. He flew combat against German aces and on April 27, 1916, damaged the Eindecker flown by Max Immelmann. On November 22, 1916, he gained his seventh and last kill with No. 24 Sqn. It looks like Stefan Kirmaier, CO of Jasta 2 and an eleven kill ace was his victim. The following day, Andrews took part in combat that claimed the life of seven kill ace and No. 24 Sqn CO Lanoe Hawker, at the hands of Manfred Freiherr von Richthofen. Andrews was transferred to No. 66 Sqn thereafter and flew the Sopwith Pup. In all, he gained nine kills confirmed, and two listed as OOC (Out of Control). The second ace that flew this aircraft was Sidney Edward Cowan. Flying this airplane, he shot down a German two-seat LVG at Le Sars, thus gaining his fifth of seven kills. He died on November 17, 1916.



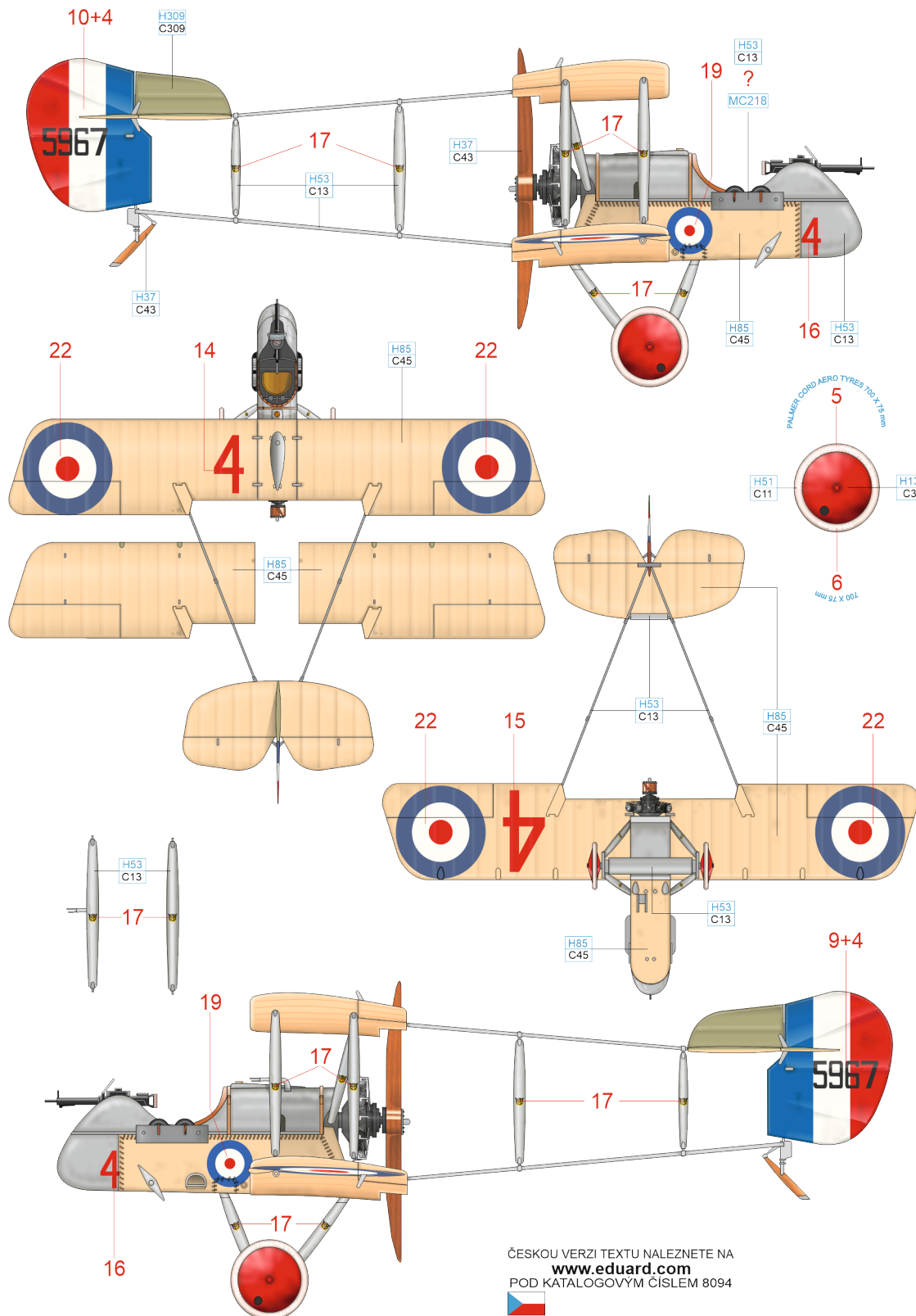
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D No. 5967, Robert H. M. S. Saundby, Flight A, No. 24 Squadron RFC, France, July 1916

This pilot of No. 24 Sqn, whose full name was Robert Henry Magnus Spencer Saundby, gained a total of five kills over the First World War, three of which were flown from the cockpit of a DH-2 and his first victory was acquired with this aircraft. On July 31, 1916, he claimed a German Fokker Eindecker, which was credited as OOC (Out of Control). During the course of the same combat, which reportedly took place east of Roisel, he was wounded. Evidently, this was not overly serious, as by August 6, he shared another kill with John O. Andrews. Later, he was transferred to No. 41 Sqn. His last victim was the Zeppelin L48 airship. During the Second World War, as a staff member of Bomber Command, RAF, he took part in the planning phases of carpet bombing plans of German cities. He received a list of British and foreign awards, was knighted, and left the service in 1946 as Air Vice Marshall.



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