## FRENCH WWI FIGHTER

1/48 SCALE PLASTIC KIT

**ProfiPACK** 

#8196



#### **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 Bechereau 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. This kit is dedicated to aircraft of the initial production phase.

### ŮVODEM

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 povzdechu 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. Šéfkonstruktér 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. Právě strojům z počáteční fáze výroby je věnována tato stavebnice.



 $\mathbb{H}$ 

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 baryy 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















**PIÈCES** 



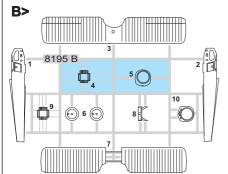
PARTS \* DÍ

DÍLY \*

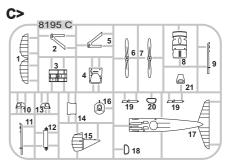
ODŘÍZNOUT

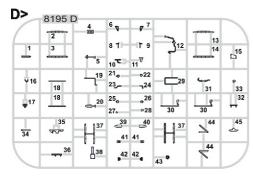
APPLY EDUARD MASK AND PAINT POUŽÍT EDUARDS MASK NABARVIT

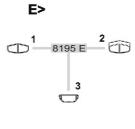
#### **PLASTIC PARTS**











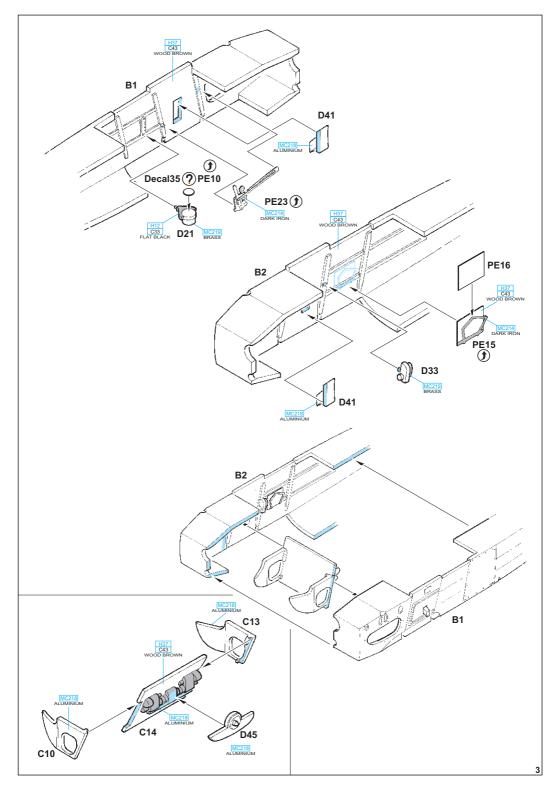


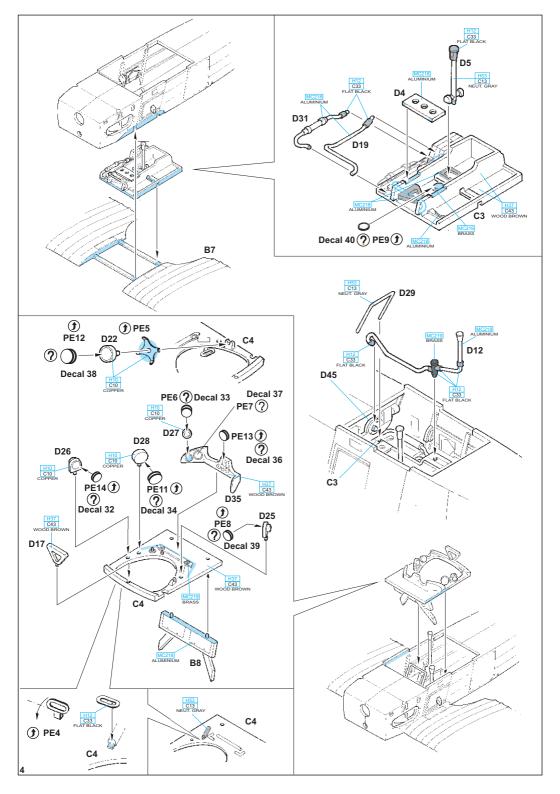
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto dily nepoužívejte při stavbě. - 使用しない部品

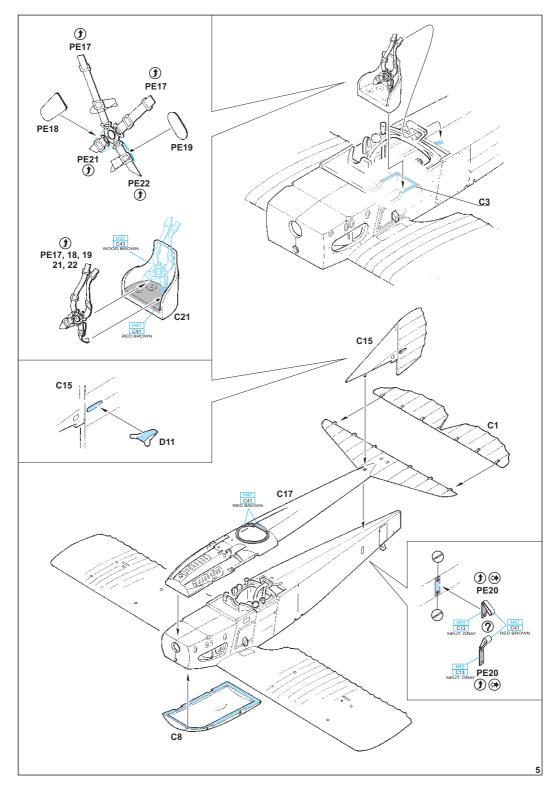
COLOURS \* BARVY \* FARBEN \* PEINTURE \*

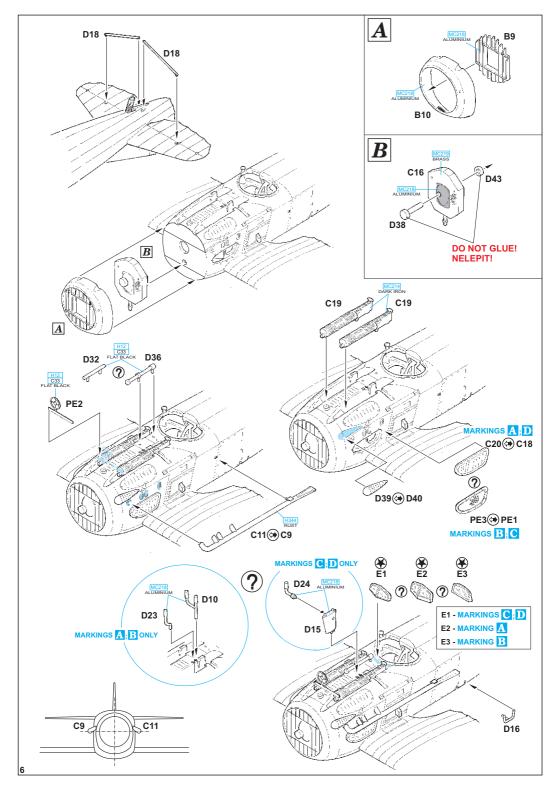
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H3	C3	RED
H5	C5	BLUE
H10	C10	COPPER
H12	C33	FLAT BLACK
H37	C43	WOOD BROWN
H47	C41	RED BROWN
H51	C11	LIGHT GULL GRAY
H53	C13	GRAY
H64	C17	DARK GREEN

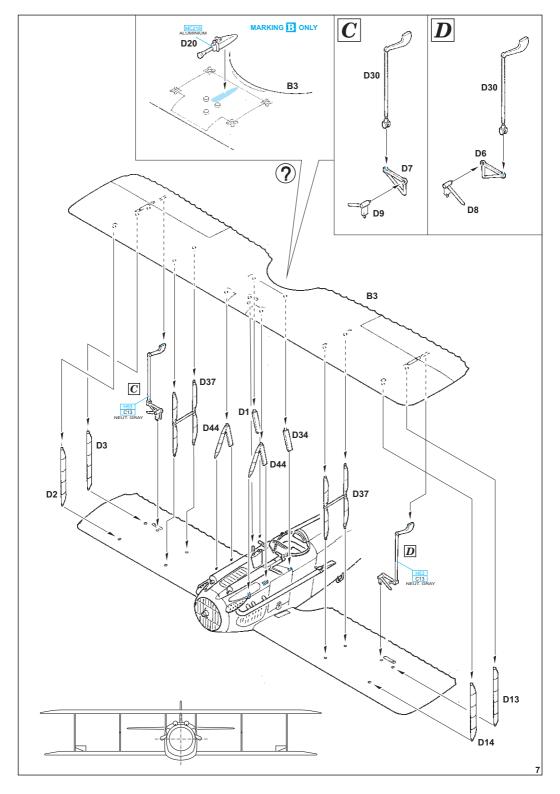
AQUEOUS	Mr.COLOR	
H66	C119	SANDY BROWN
H72	C22	DARK EARTH
H85	C45	SAIL COLOR
H303	C303	GREEN
H332	C332	LIGHT AIRCRAFT GRAY
H344		RUST
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
MC219		BRASS

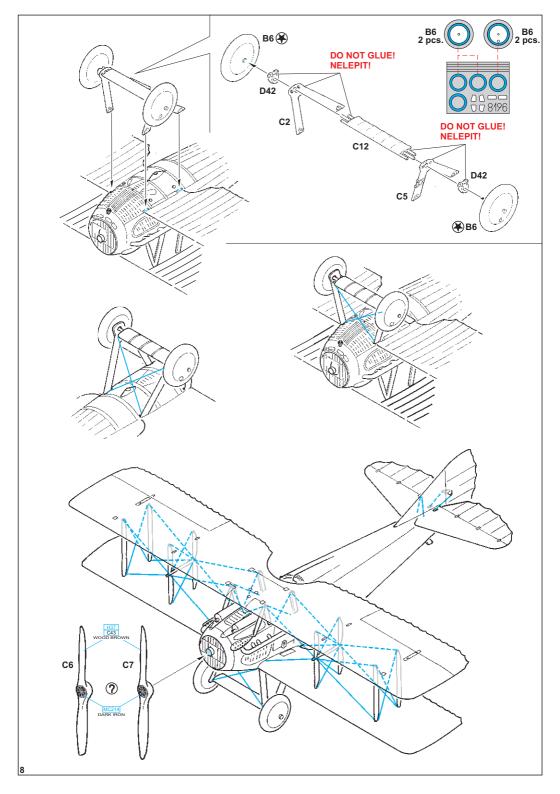






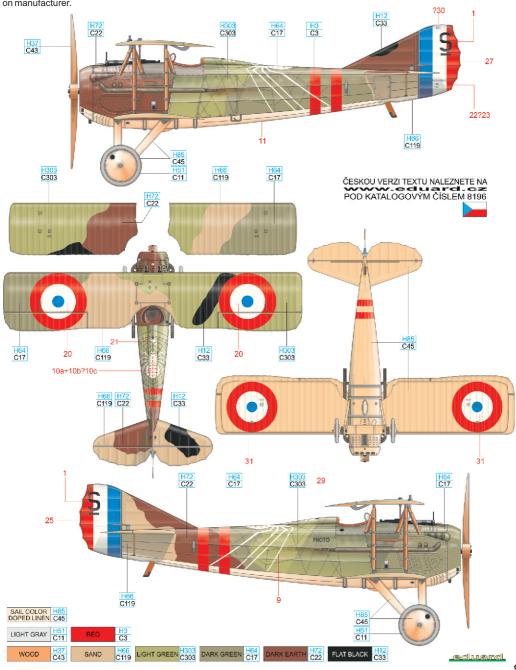






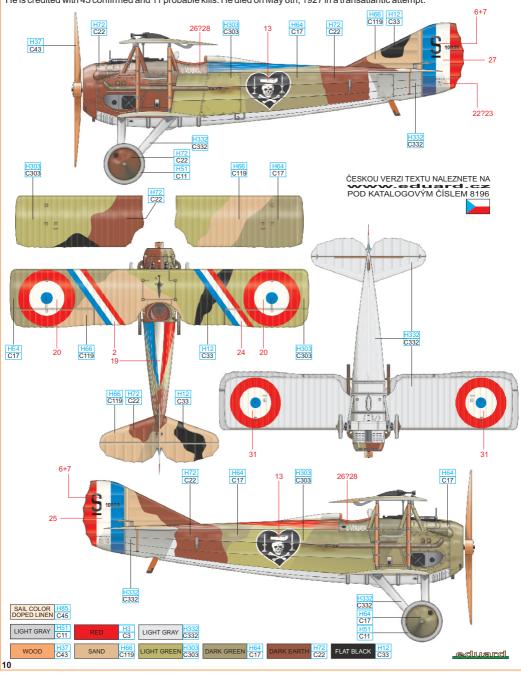
## A Sergt. F. Chavannes, Escadrille SPA.112, August 1918

Fernand Henri Chavannes was born on April 16th, 1897. He served with N.112, and later with SPA.112, when the unit transitioned from Nieuports to SPADs and was accordingly redesignated. Between February 8th, 1918 and August 22, 1918 he accumulated seven aerial victories. He finished the war as Sous Lieutenant with SPA.176. He lived to be 88, and died on October 5th, 1985 in Paris. During manufacture, SPAD S. XIIIs received a five-color camouflage scheme made up of beige, dark brown, light green, dark green and black. Although this scheme was officially prescribed, there were variations depending on manufacturer.



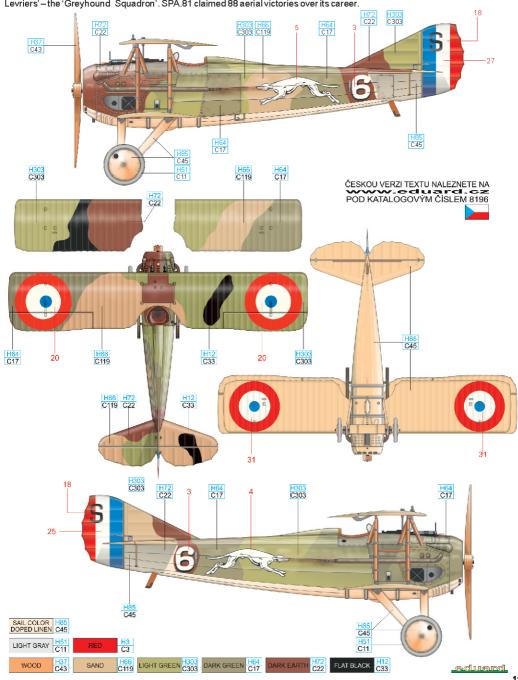
## B Lt. Ch. Nungesser, Escadrille SPA.65 (GC.13), September 1918

Charles Nungesser was born on March 15th, 1892. He entered the war as a hussar, and didn't join Escadrille VB.106 until the beginning of 1915, and shortly thereafter, transferred to N.65. After having to shoot down a British fighter that mistook him for a German aircraft (apparently due to the emblem painted on his plane) he had his wings adorned with wide, three-color markings. After transitioning to SPADs, his unit was redesignated as SPA.65. He was wounded on many occasions, and the end of the war some him drained of his strength. Reportedly, he needed to be at times carried into his aircraft by mechanics. He is credited with 43 confirmed and 11 probable kills. He died on May 8th, 1927 in a transatlantic attempt.



# C Adj. M. Blanc, Escadrille SPA.81 (GC.15), Summer 1918

Marius Leon Blanc joined Escadrille SPA.81 as a reserve pilot in January 1918 with the rank of Adjutant. This unit was formed on December 26th, 1916 at Villacoublay, as N.81. After transitioning to SPADs, the unit became SPA.81 on April 17th, 1917 and was placed under Groupe de Chasse GC.15. The unit was commanded by Lieutenant Adrien Louis Jacques Leps. Due to the adornment of elegant markings that all of the unit's aircraft carried, the squadron came to be known as 'Escadrille des Levriers'—the 'Greyhound Squadron'. SPA.81 claimed 88 aerial victories over its career.



## D Cne. R. Fonck, Escadrille SPA.103 (GC.15), Fall 1918

René Paul Fonck was born on March 27th, 1894. At the start of the war, he volunteered for the air force, but was attached to the corps of army engineers. He didn't start to fly until February 1915 with Escadrille C.47. On April 27th, 1917 he was transferred to GC.15, and attached to SPA.103. He developed his own combat tactic: he didn't risk much, and on average, he needed nine rounds for a kill. He was never wounded, and on only one occasion he landed with a damaged aircraft. He gained a total of 126 kills, 75 of which were confirmed, and thus became the leading Allied ace. He never gained the adoration that, for example, Guynemer did. During the Second World War, he was a minister in the Vichy government, and died on June 18th, 1953.

