

PLEASE OPEN CAREFULLY—INSTRUCTIONS OVERLEAF

flexibly mounted Lewis gun.

Maximum bomb load was 460 lbs. and defensive armament consisted of one fixed Vickers .303 in. machine gun and one When powered by the Eagle VIII, the D.H.4 had a maximum speed of 136 m.p.h. and an endurance of 3½ hours.

The D.H.4 represented in this kit is a Rolls-Royce Eagle VIII engine machine operated by No. 25 Squadron R.F.C. in France from mid-1917 until the Armistice on reconnaissance and high altitude bombing duties.

late as 1932.

D.H.4s were rebuilt for commercial use and military versions also remained in service with various Air Forces until as the war ended some 1,450 had been built in England and almost 5,000 built in the U.S.A. After the war many Some D.H.4s were supplied to Belgium and to Russia and production was also undertaken in the U.S.A. When

also to be the most reliable.

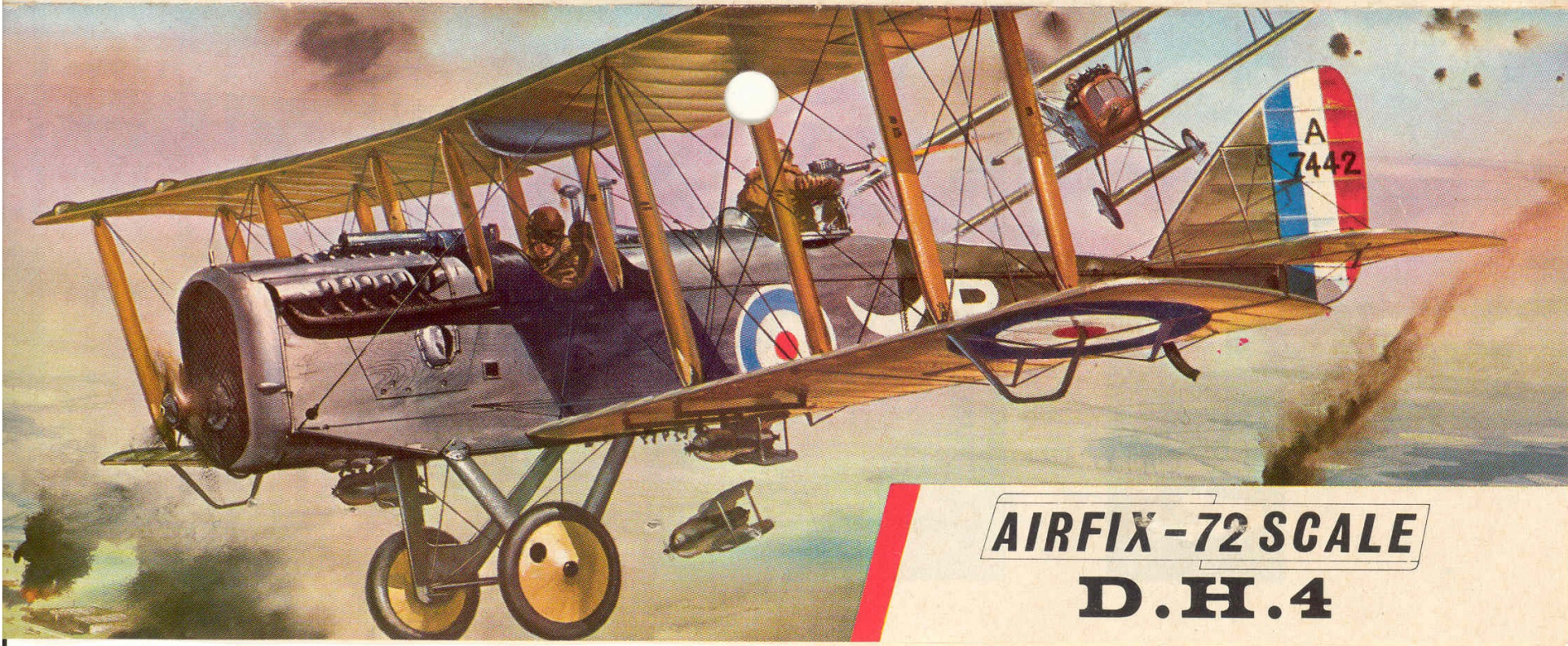
R.A.F. and eventually the 375 h.p. Rolls-Royce Eagle VIII; this gave the best performance of any engine and proved shortages many different power plants were employed by the D.H.4, including the 230 h.p. Siddeley Puma, the 200 h.p. fitted with 250 h.p. Rolls-Royce Eagle engines replacing the B.H.P. engines used by the prototypes. Because of engine

Throughout 1917 D.H.4s were being delivered to the R.F.C. and the R.N.A.S., the first production aircraft being to evade the enemy fighters which tried to intercept them.

action on a daylight bombing mission against railway sidings at Valenciennes and their performance was good enough aircraft appeared, equipping No. 55 Squadron which flew to France in March. In April the D.H.4s were first used in first flight in August, 1916, and subsequent service trials were completely successful. Early in 1917 the first production

Designed for reconnaissance and bombing, the D.H.4 was a conventional and extremely sturdy biplane and its Royal Flying Corps and the Royal Naval Air Service.

The D.H.4 was the best of the British day bombers to see service in the First World War and served with both the

DE HAVILLAND D.H.4**AIRFIX-72 SCALE****D.H.4**

AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

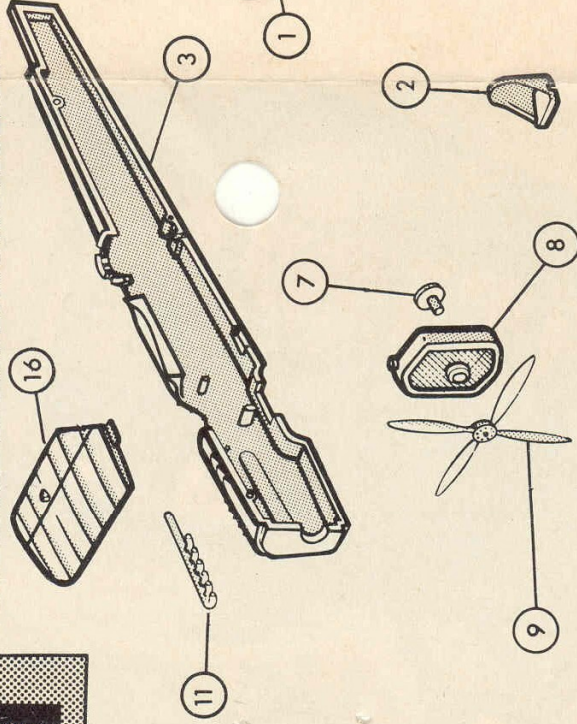
DE HAVILLAND D.H.4

INSTRUCTIONS

N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT
PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)

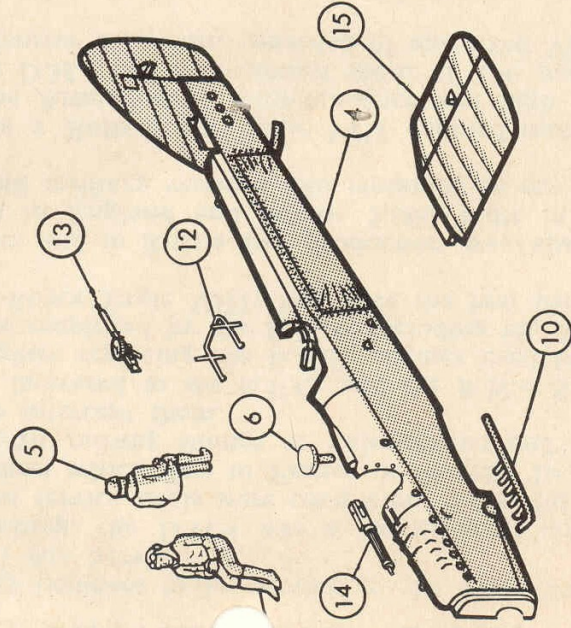
1

FUSELAGE & INTERIOR ASSEMBLY



It is recommended that the instructions and exploded views are studied and the assembly practised before cementing together. If it is wished to paint internal details such as crew, cockpit interiors, this is best done before assembly. If stand slot is to be used cut away wall of plastic from stand slot in fuselage halves.

1. Locate and cement pilot (1) to front seat (2) then cement seat onto front seat support within forward starboard fuselage half (3), recess beneath seat fitting onto lower seat support.
2. Locate and cement port fuselage half (4) to starboard half.
3. Cement observer gunner (5) to rear seat (6) when dry, cement pin beneath seat into locating hole in small raised platform on bottom of fuselage within rear cockpit opening.



4. Insert shaft of propeller pin (7) through hole in rear of radiator (8), DO NOT CEMENT, then carefully cement end of shaft into recess at rear of propeller (9). Ensure no cement touches radiator and propeller is free to revolve.
5. Locate and cement radiator to front of fuselage.
6. Locate and cement ends of port (10) and starboard (11) exhausts into locating holes in fuselage sides. Note: exhaust outlets curve downwards.
7. Cement ends of supports on Scarff gun ring (12) into recesses in gun mounting on top of rear cockpit opening.
8. Position and cement Lewis gun (13) to ring.
9. Cement Vickers Gun (14) into groove on top of port fuselage side.
10. Locate and cement tabs on port (15) and starboard (16) tailplanes into slots at rear of fuselage sides.

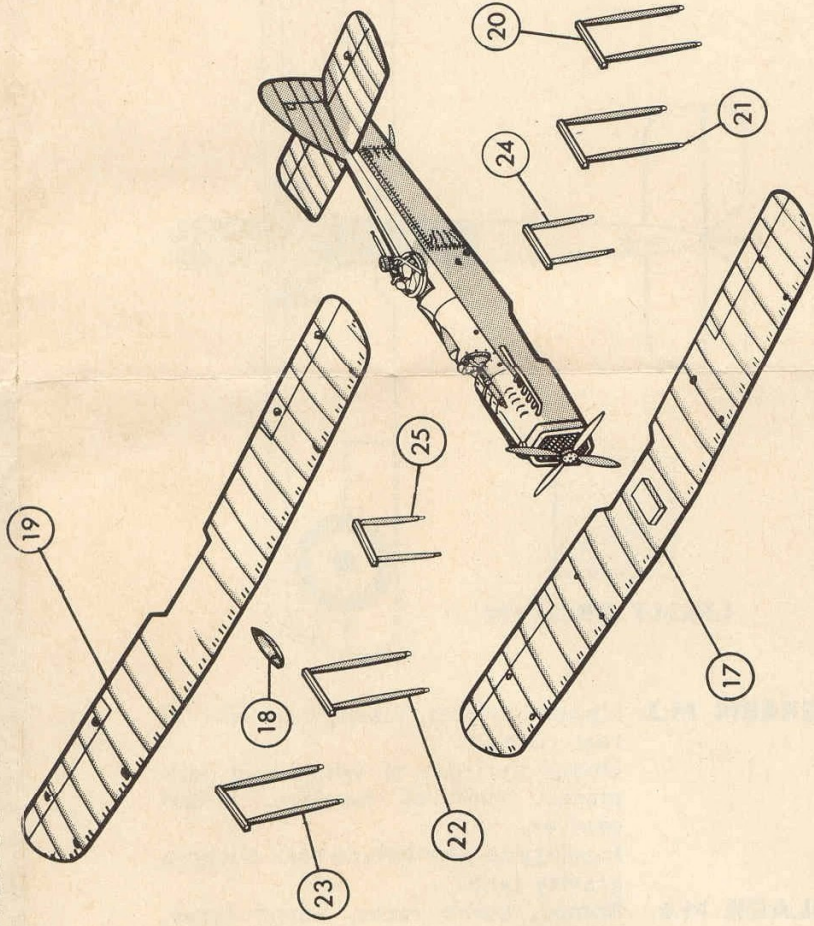
WING ASSEMBLY

2

11. Cement lower wing (17) beneath fuselage, raised rectangular box on top of

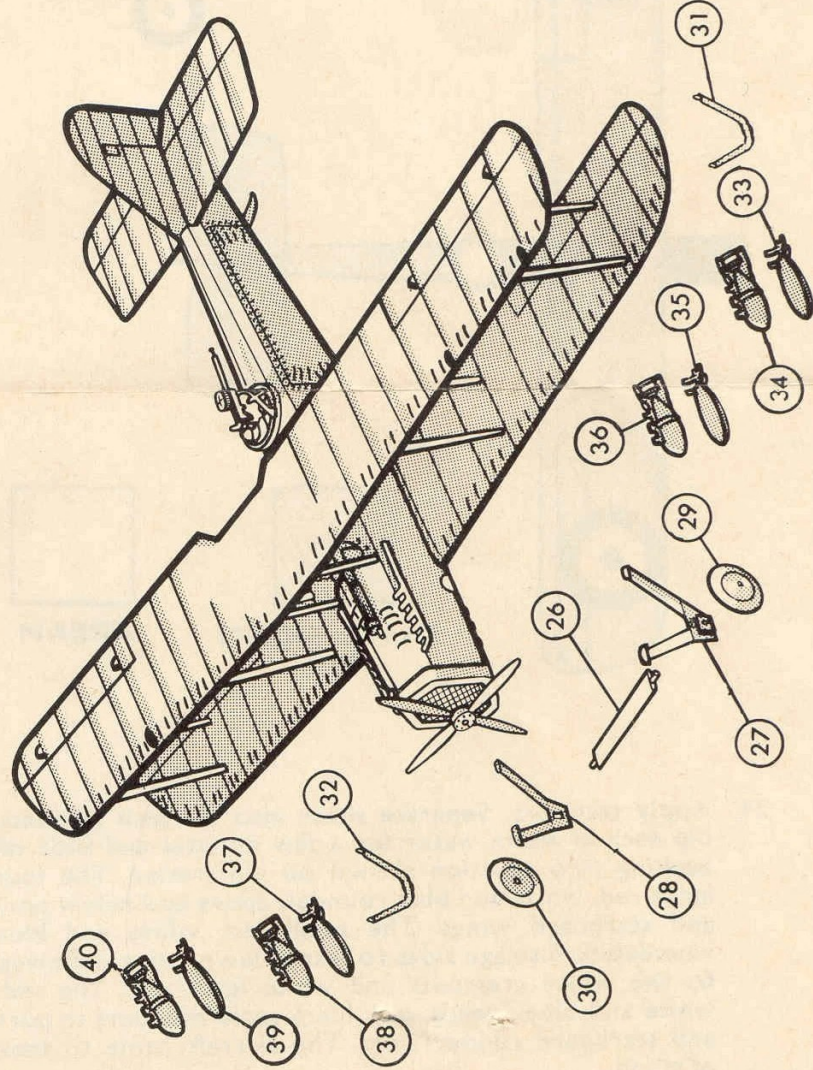
beneath fuselage, raised rectangular box on top of lower wing fitting cut out beneath fuselage.

12. Locate and cement locating pins on gravity tank (18) into locating holes beneath upper wing (19).
13. Locate and cement ribs at top of port (20, 21) and starboard (22, 23) wing struts into outer slots beneath upper wing.
14. Locate and cement ribs at top of short centre section struts (24, 25) into inner slots beneath upper wing, lower locating pins to inside.
15. Cement upper wing to lower, locating ends of wing struts into corresponding holes in lower wing and locating pins at end of centre section strut into locating holes in fuselage sides, set assembly aside to dry.



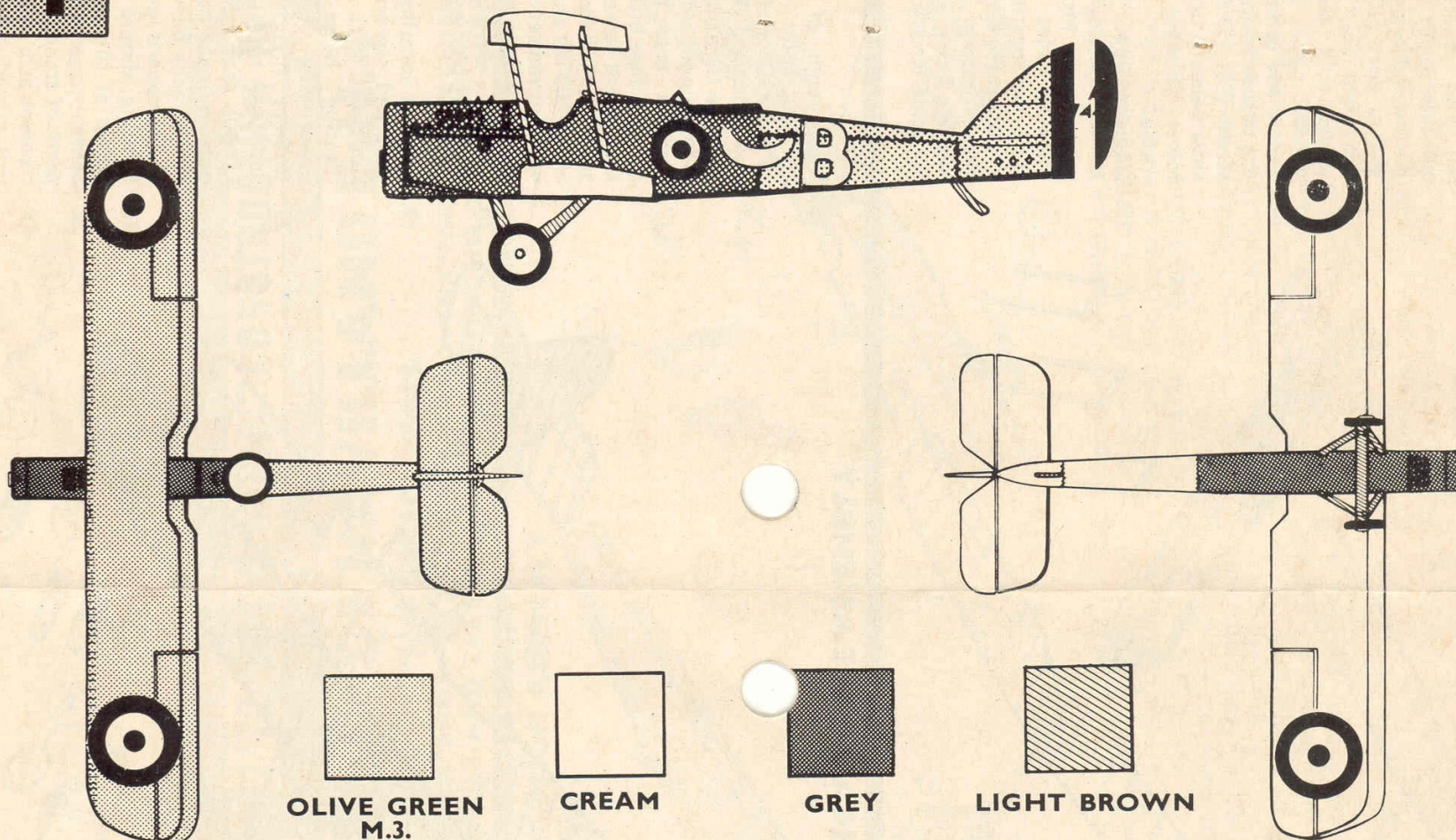
BOMB & UNDERCARRIAGE ASSEMBLY

16. Insert ends of axle (26) through holes in bottom of inner sides of port (27) and starboard (28) undercarriage legs then cement axle to inner sides of legs.
17. Cement tops of undercarriage legs into recesses in forward lower fuselage sides and below lower wing. NOTE: shorter legs with curved section at top are to front.
18. Cement wheels (29, 30) onto protruding ends of axles.
19. Cement locating pins on port and starboard wing skids (31, 32) in outer locating holes beneath lower wing.
20. Cement together upper and lower halves of bombs (33-40) then cement cut outs in upper halves over bomb racks beneath port and starboard lower wing. Painting should be completed at this stage.
21. Cement together both parts of stand.
22. Cement arm of stand into slot provided in fuselage.



4

COLOUR SCHEME



24. Apply transfers. Separate sheet into thirteen subjects, dip each in warm water for a few minutes and slide off backing into position shown on illustration. The four large red, white and blue roundels above and below port and starboard wings. The small red, white and blue roundels to fuselage sides to rear of lower wing, followed by the white crescents and white letter B's. The red, white and blue flashes with black serial numbers to port and starboard rudder sides. The aircraft name to base of stand.

OLIVE GREEN M.3. Upper surfaces, fuselage to rear of rear cockpit.

CREAM

Under surfaces of wings and tail-planes, rear of fuselage, wheel centres.

GREY

Fuselage to just behind rear cockpit, gravity tank.

MATT BLACK M.6.

Bombs, bomb racks, wheel tyres, machine guns, exhausts, gun ring.

**LIGHT BROWN
DARK BROWN**

Struts.

Propeller, wing skids, flying suits of crew, tail skid, undercarriage legs and axle.

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