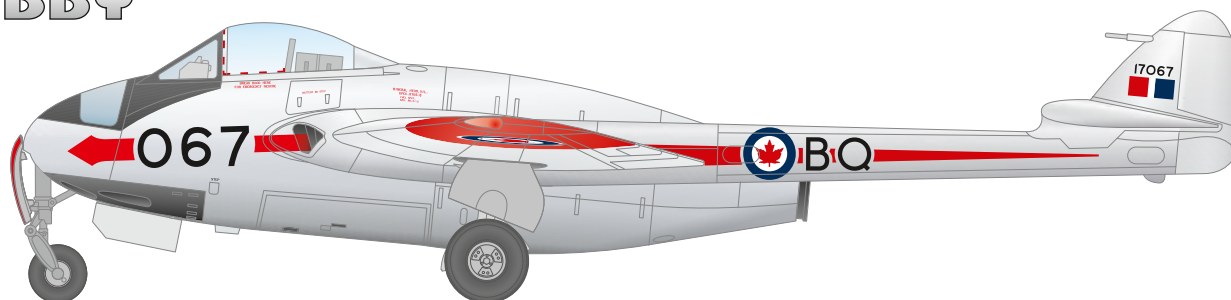




DH.100 Vampire Mk.3

‘European and American Operators’

CZ

Vývoj proudové stíhačky, nesoucí později bojové jméno Vampire, byl zahájen již v roce 1941. Úzce souvisel s vývojem proudového motoru H-1. Ten vyvíjelo motorářské oddělení firmy de Havilland. Vývoj motoru, pojmenovaného později Goblin byl velmi úspěšný. Proto britské ministerstvo letectví vypsal specifikace E.6/41 požadující experimentální stroj, upravitelný na stíhací. Konstrukce letadla byla plně přizpůsobena proudovému motoru. Díky tomu měl nový letoun malé rozměry a nízký podvozek. Ocasní plochy byly nesený dvěma štíhlými nosníky. 20. září 1943 vzlétl první prototyp nového letounu neoficiálně pojmenovaného Spider Crab ke svému prvnímu letu. V pilotní kabině seděl G. de Havilland jun. Zkoušky byly úspěšné a v květnu 1944 byla objednána první série 120 kusů nových stíhaček, objednávky byly ale průběžně zvyšovány. Sériové stroje vyráběla v licenci firma English Electric, firma de Havilland byla vytížena výrobou Mosquit. RAF zamítlo označení Spider Crab a nové stíhačky dostaly jméno Vampire Mk.I.

K prvním bojovým jednotkám byly Vampire zařazeny v květnu 1945, ale do války již nezasáhly. Vývoj Vampire pokračoval dalšími verzemi, kromě verzí s motorem Goblin vznikly i verze s motorem Nene (vyráběné v Austrálii), dvoumístné noční stíhací, dvoumístné cvičné či námořní stíhací verze. Nejrozšířenějšími verzemi byly Mk.3 s výkonnější verzí Goblinu a novým tvarem ocasních ploch a FB.5. Verze FB.5 měla zkrácené rozpětí a byla schopna pozemních útoků s podvěšenou výzbrojí. Z této verze byly odvozeny exportní verze a také tropikalizovaná FB.9. Mimo britské RAF a FAA létaly Vampire v mnoha zemích, na všech kontinentech s výjimkou Antarktidy. Výčet zemí, které zařadily Vampire do výzbroje by byl velmi dlouhý. V několika zemích byl také vyráběn licenčně.

TTD Vampire FB Mk.5:

rozpětí: 11,582 m, délka: 9,37 m, max. rychlost: 855 km/h, dolet: 1960 km, dostup: 13 045 m, stoupavost: 24,4 m/s, výzbroj: 4x kanón ráže 20 mm, rakety či bomby do váhy 500 kg

EN

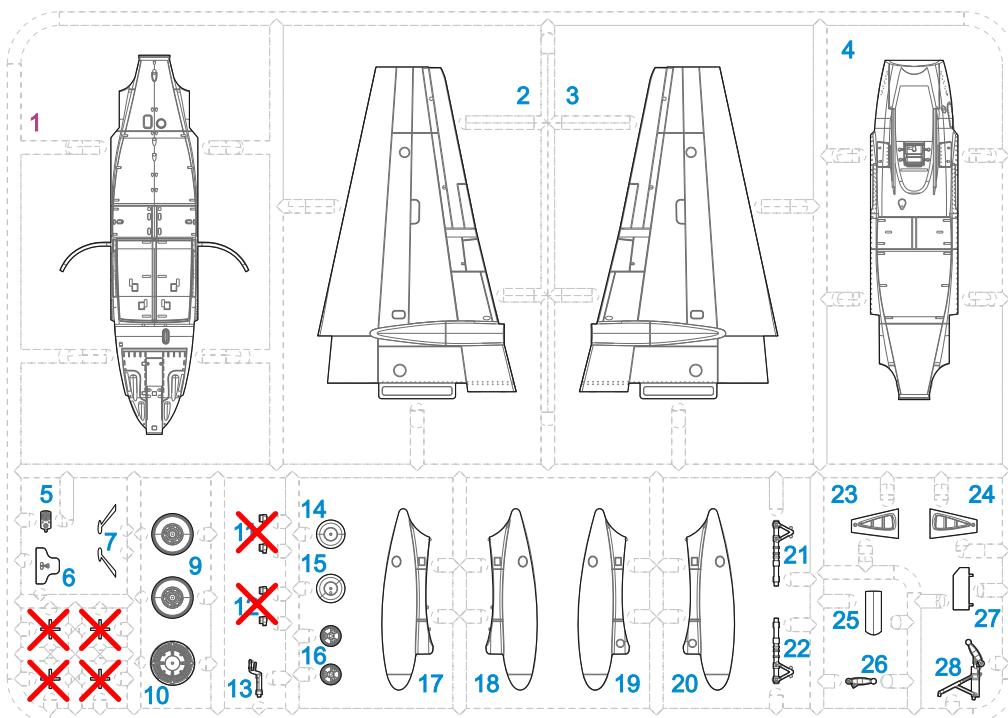
Development of jet fighter later to be named Vampire began in 1941 and related closely with development of H-1 jet engine, for which the engine section of de Havilland company was responsible. The engine was known later under its new name Goblin and its development was very successful. The Vampire was therefore ordered under Air Ministry specification E6/41 for an experimental machine able to be converted to fighter plane. The design of the plane was fully adjusted to the new engine, which resulted in overall tiny dimensions of the plane, very low undercarriage and the tail planes being carried by two slim tail booms. The first prototype, unofficially named Spider Crab, flew for the first time on September 20, 1943 with G. de Havilland Jr at the controls. The trials were a success and an order for first 120 planes was placed in May 1944 and was continuously increased. The production planes were licence-built by English Electric since de Havilland was busy producing Mosquitoes. The original name Spider Crab was rejected by the RAF and changed to Vampire Mk.I.

First squadrons got their Vampires in May 1945, but did not take part in the war. The development continued in further versions, besides the versions with DH Goblin engine, there were also versions with Nene engine (built in Australia), two-seat night fighter versions, two-seater training versions or naval fighter versions. The most widespread versions were the Mk.3 with more powerful Goblin and re-designed tail planes and FB.5 with shorter wingspan and adapted for carrying out ground attack sorties. Export versions were derived from the latter as well as tropicalised FB.9. Vampires flew not only in the RAF and FAA, but also in many countries of all continents except for Antarctica. Complete list of all countries where this plane flew would be rather long. In some of them the Vampires were also licence-built.

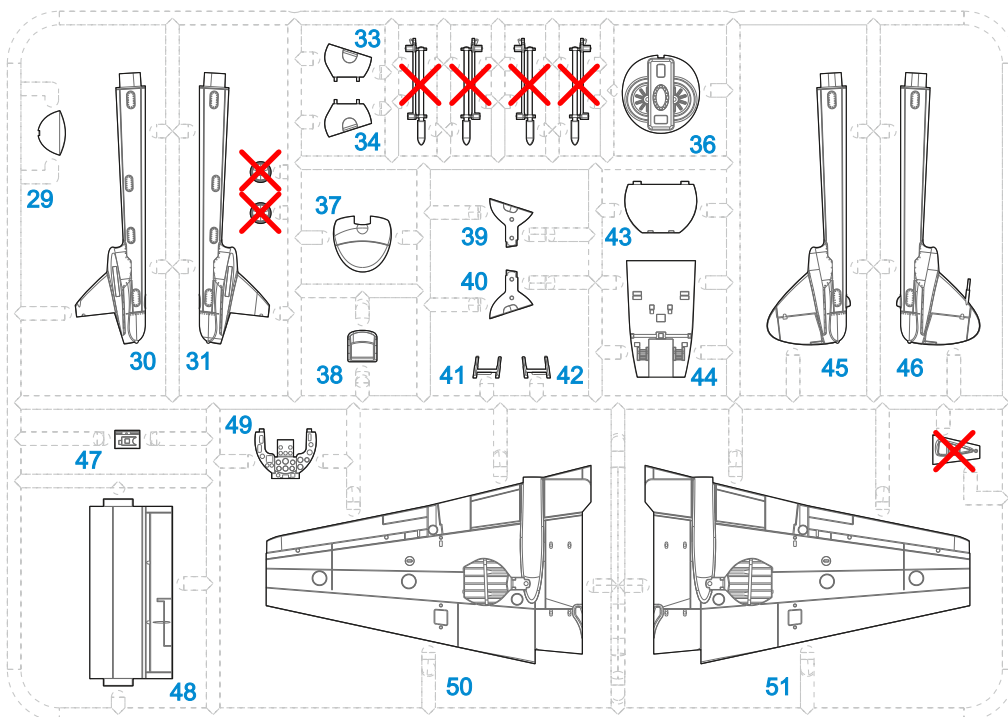
Performance

Wingspan: 11.582 m, Length: 9.37 m, Max. Speed: 855 km/h, Range: 1,960 km, Service Ceiling: 13,045 m, Rate of Climb 24.4 m/sec, Armament: 4x 20mm cannon, rockets or bombs up to 500kg.

A



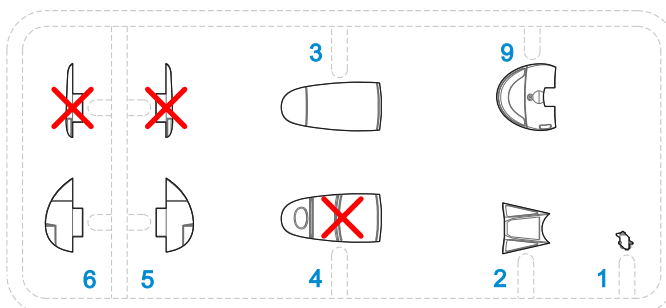
B



C

CLEAR Parts(CP)

X - Tento díl nepoužít
Do not use this part



SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍŤ KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
ADHÉSIF CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



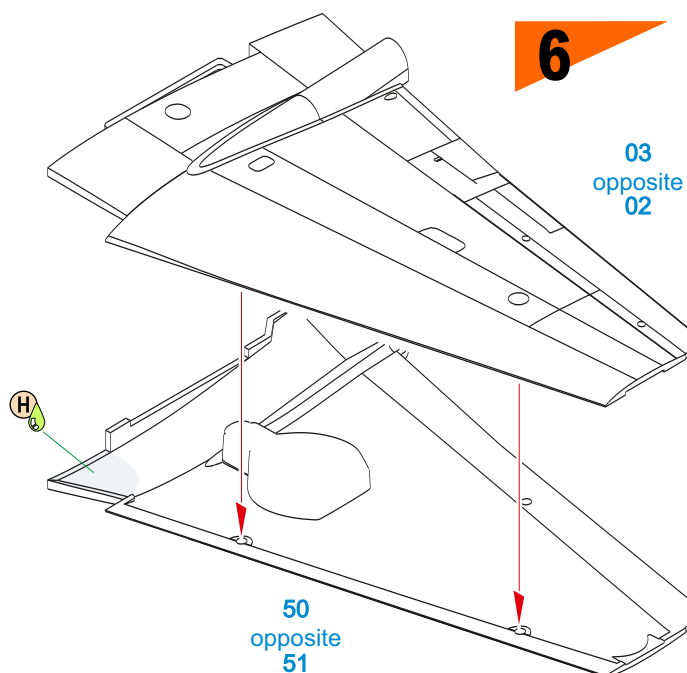
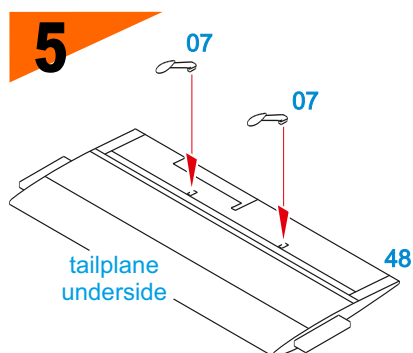
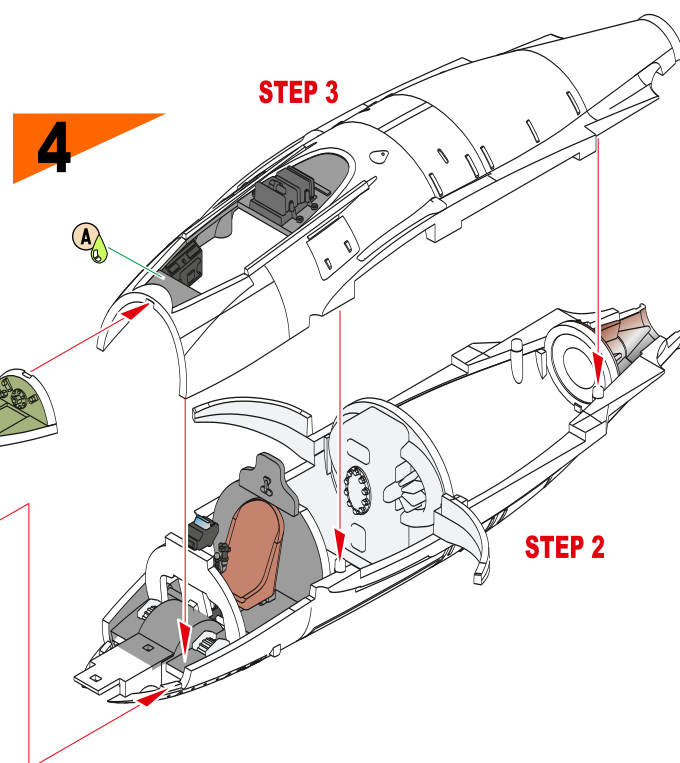
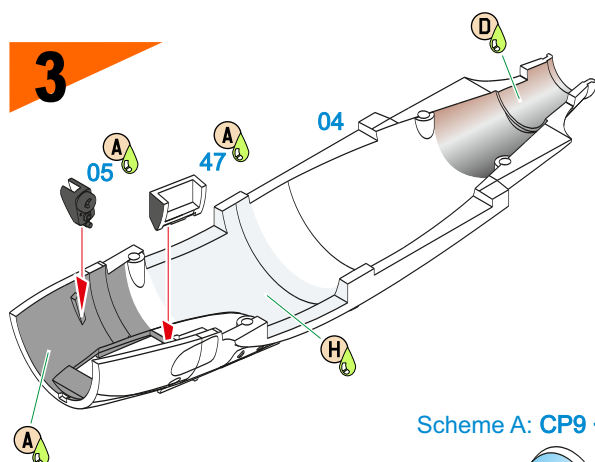
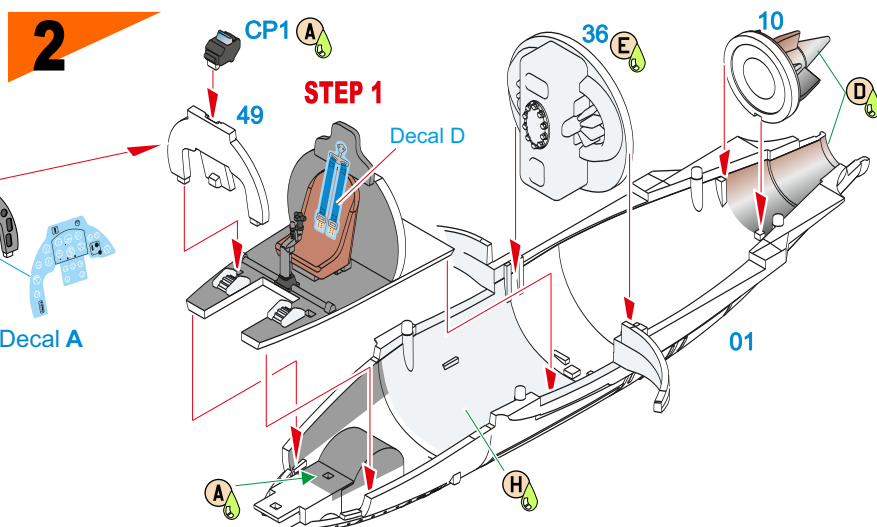
ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

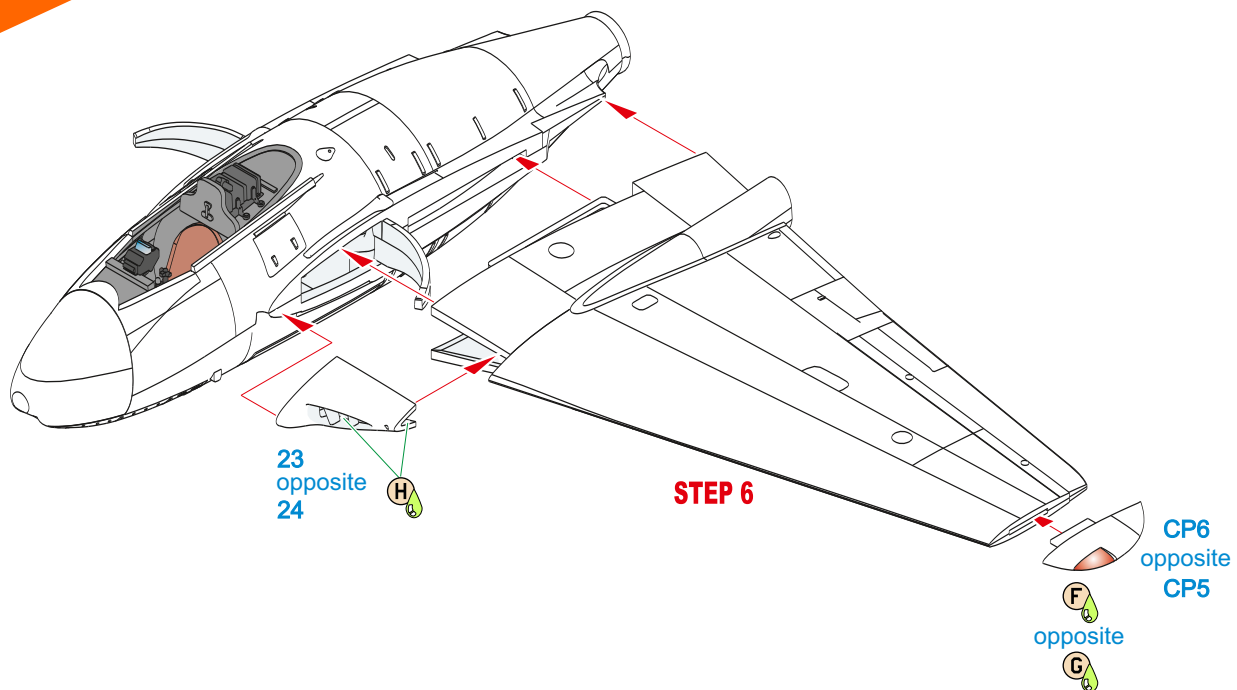
GSI **A**
colours code

NATŘÍT
COLOUR
FARBEN
PEINDRE

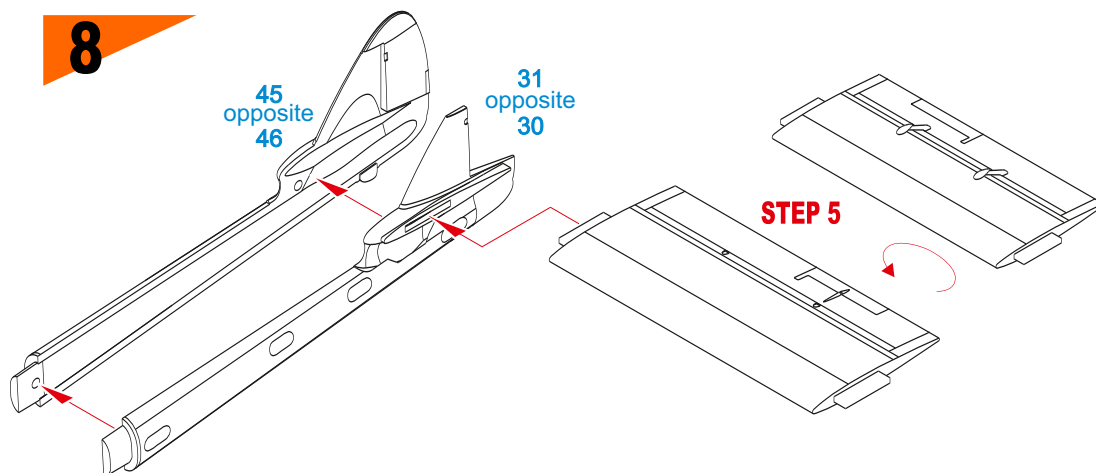


A	Černá / BLACK	H12/C33
B	Olivově zelená / OLIVE GREEN	H52/C12
C	Barva pneu / TIRE BLACK	H77/C137
D	Opálený kov / BURNT METAL	H76/C61
E	Chromová stříbrná / CHROME SILVER	MC211
F	Červená čirá / CLEAR RED	H90/C47
G	Modrá čirá / CLEAR BLUE	H93/C50
H	Hliník / ALUMINIUM	H8/C8
I	Červenohnědá / RED-BROWN	H47/C41
J	Šedo zelená inter. / GREY-GREEN	C364

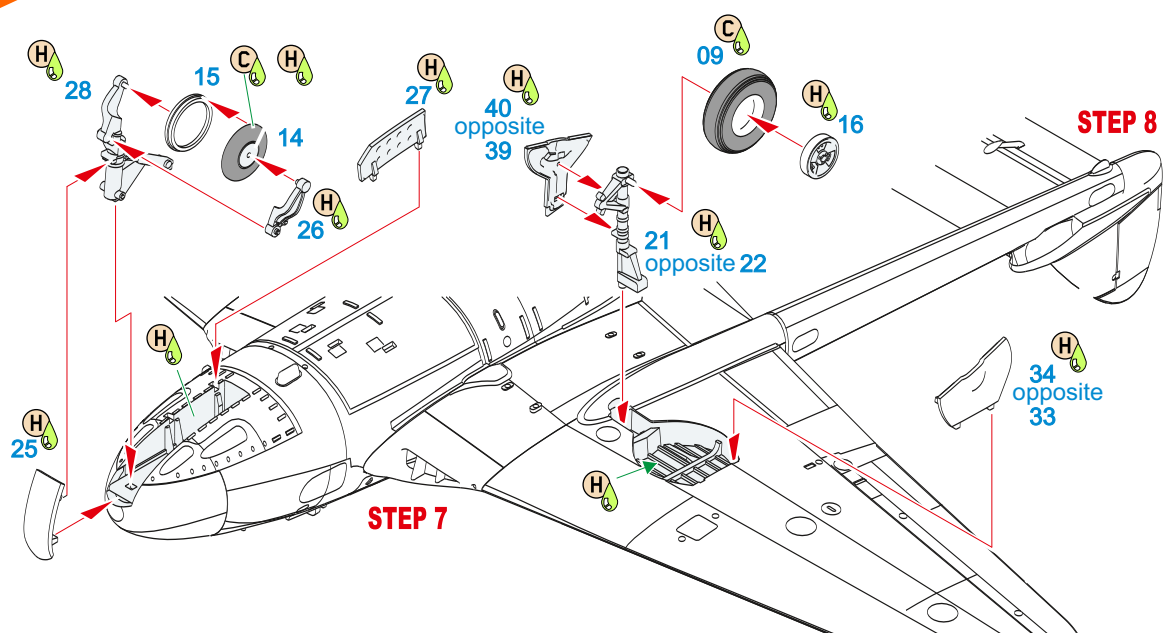
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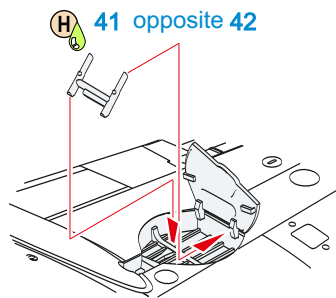
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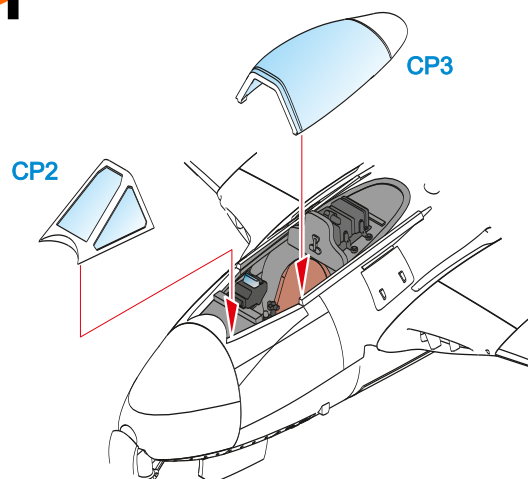
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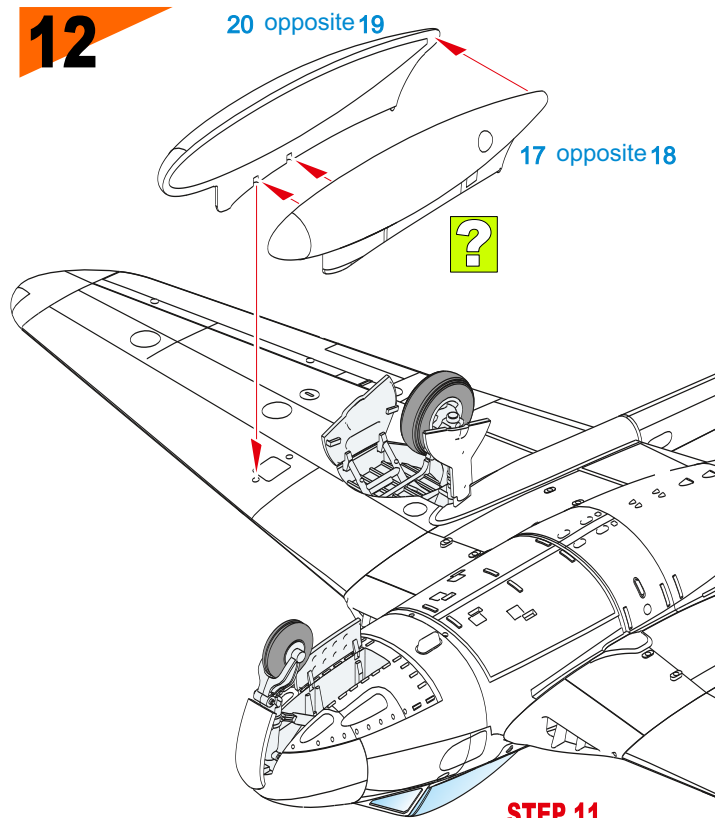
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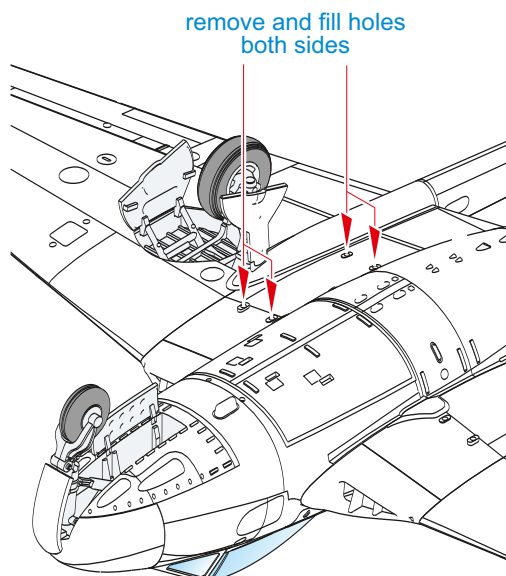
11



12

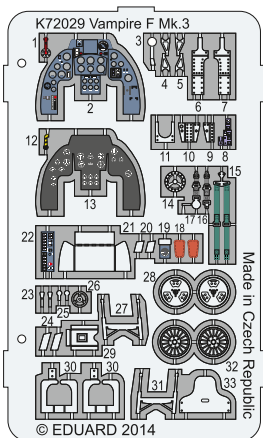


13



To raise the detail levels of your Vampire model, why not also purchase K72029 photo etched detail set, M72033 pre-cut painting masks and Q72313 Vampire Mainwheels and Nosewheel.

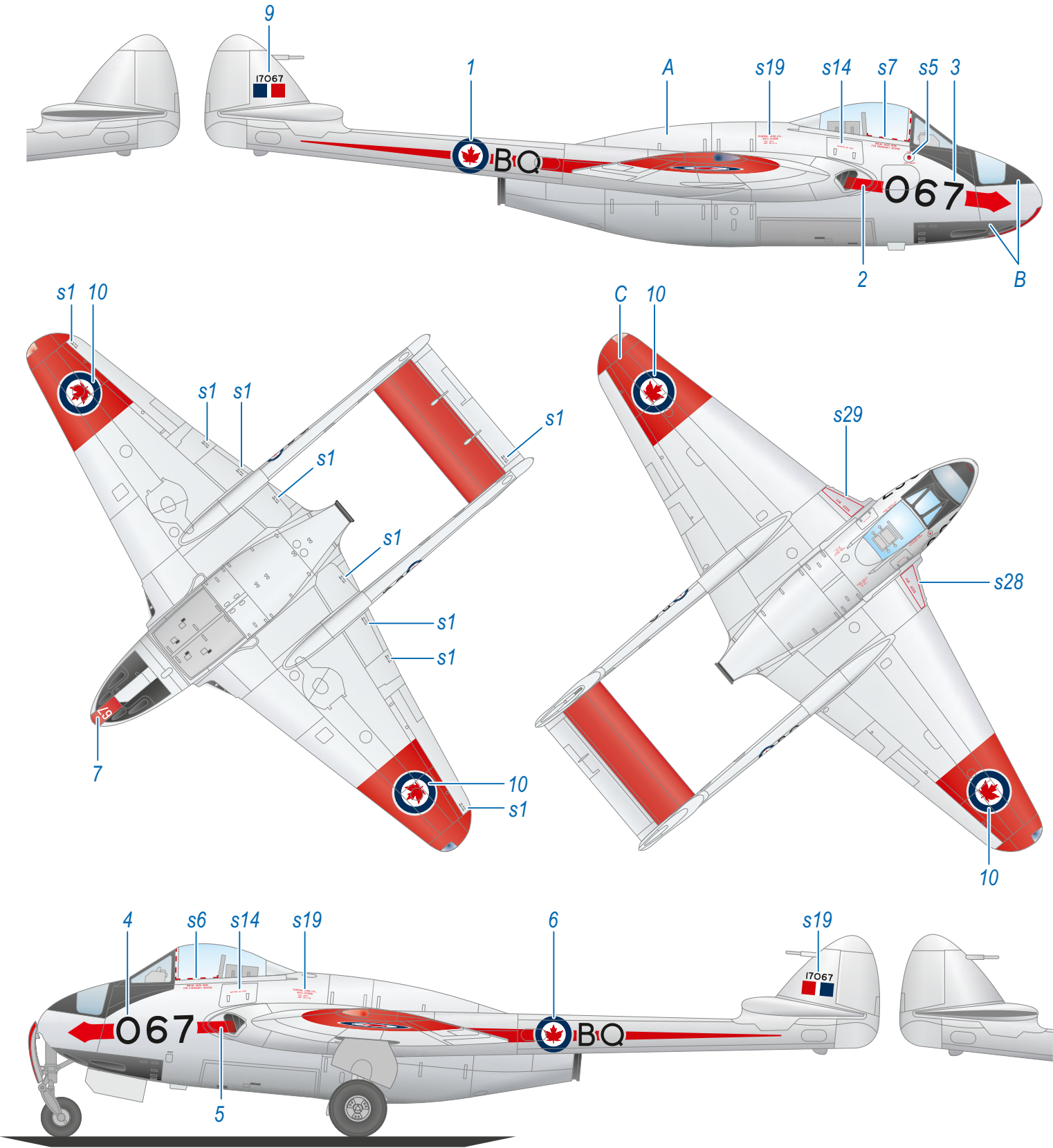
Ask your retailer or buy on-line at www.specialhobby.eu or www.cmkkits.com



DH.100 Vampire F. Mk.3, 067-BQ, No. 438 Sqn.
'City of Montreal' RCAuxAF, základna St. Hubert,
Kanada, září 1955.

DH.100 Vampire F. Mk.3, 067-BQ, No. 438 Sqn.
'City of Montreal' RCAuxAF, St. Hubert, Canada,
September 1955.

Scheme A

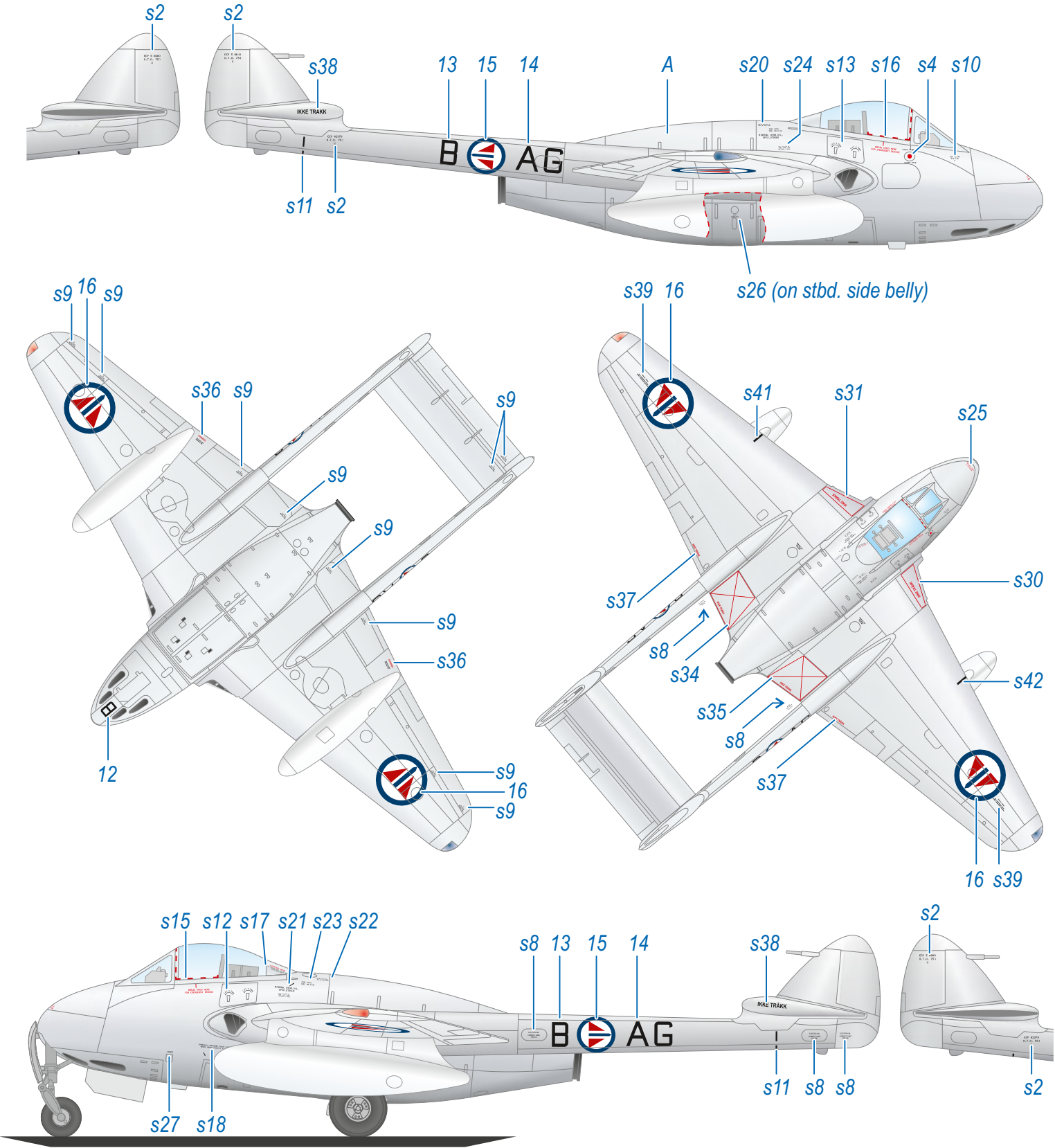


- | | | | | | |
|---|----------------|---|-------------|---|---------|
| A | Aluminium Dope | B | Flat Black | C | Red |
| | hliníkový lak | | matná černá | | červená |
| | H08+11/C08+62 | | H12/C33 | | H/C03 |

DH.100 Vampire F. Mk.3, B-AG, letka C, No. 331 Sqn., RNoAF, základna Gardenmoen, Norsko, 1948.

DH.100 Vampire F. Mk.3, B-AG, C flight, No 331 Sqn, RNoAF, Gardenmoen, Norway, 1948.

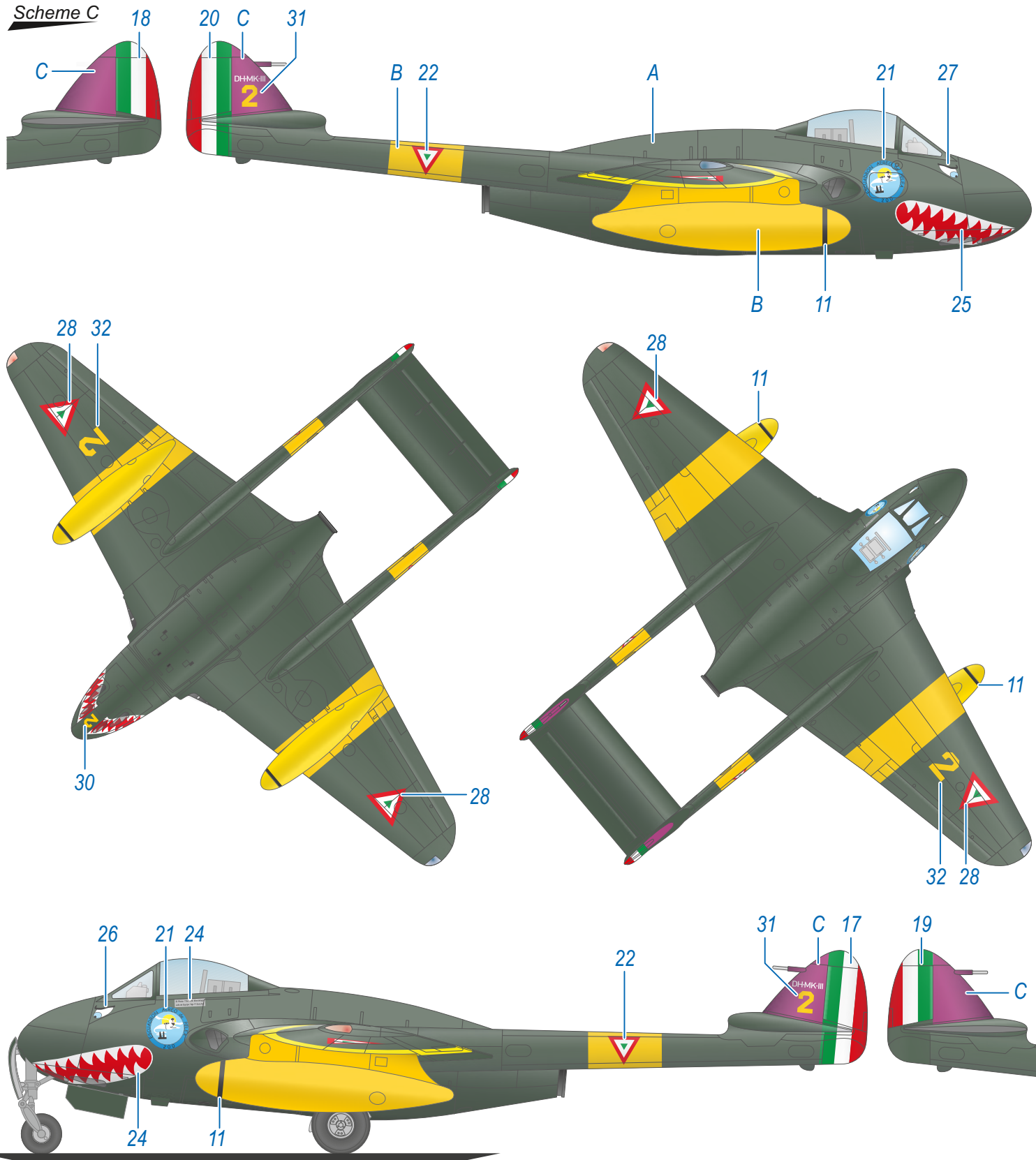
Scheme B



DH. 100 Vampire F Mk.3, žlutá 2, (ex RCAF 17085), Escuadron Aereo de Pelea 200, Base Aerea Militar No.1, FAM, letiště Santa Lucia, Mexico City, Mexiko, 1961-70. Ex kanadské Vampiry dostaly v Mexiku přezdívku Avokádo, díky svému olivově zelenému zbarvení se žlutými doplňky.

DH. 100 Vampire F Mk.3, yellow 2, (ex RCAF 17085), Escuadron Aereo de Pelea 200, Base Aerea Militar No.1, FAM, Santa Lucia airport, Mexico City, Mexico, 1961-70. Ex-Canadian Vampires were known in Mexico as the Aguacates mainly due to their dark olive finish with yellow trim.

Scheme C

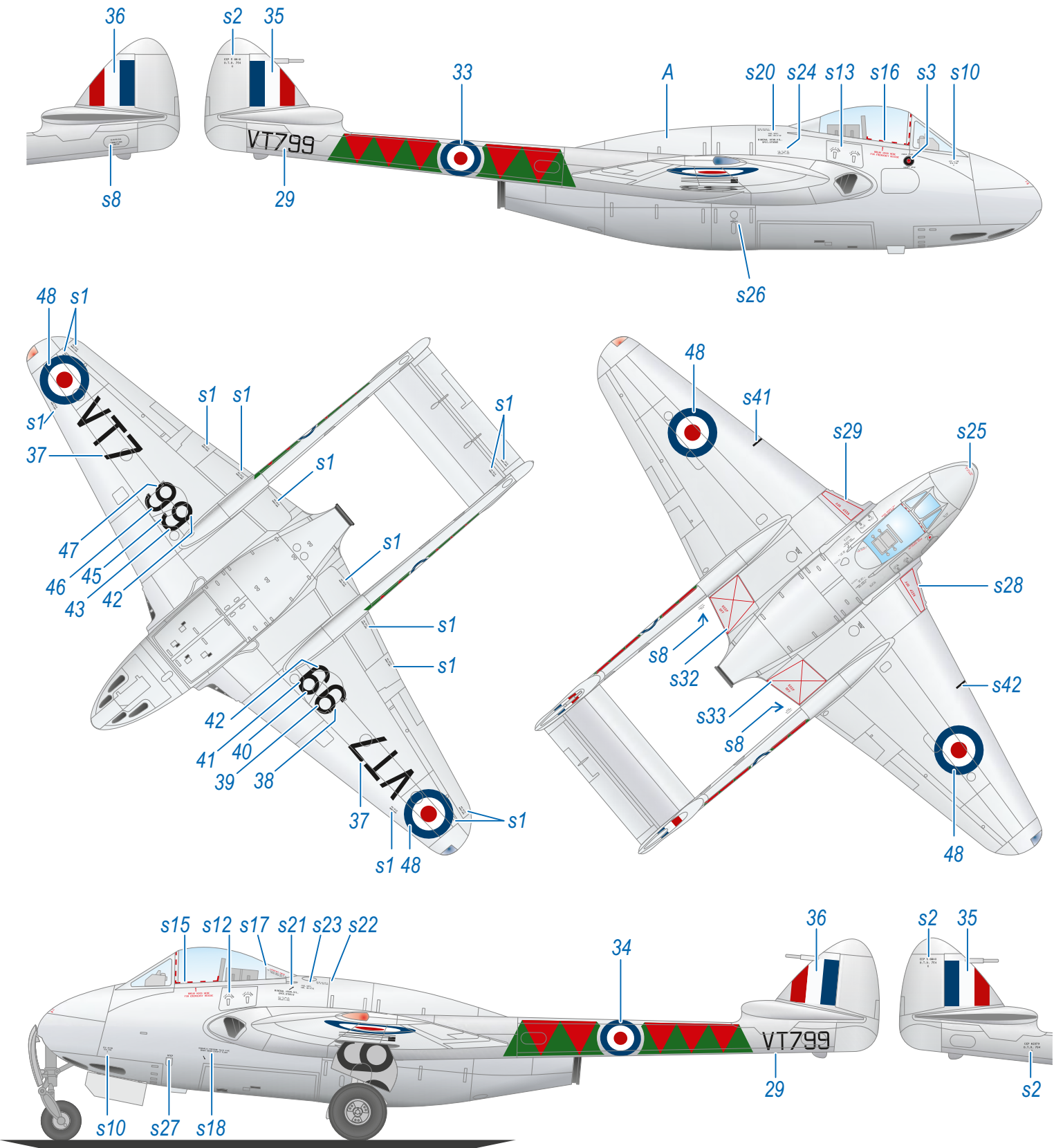


A	Dark Olive	B	Yellow	C	Purple
	tmavě olivová		žlutá		fialová
	H78/C38		H/C329		H39/C67

DH. 100 Vampire F Mk.3, VT799, No. 614 Sqn.
'County of Glamorgan' RAuxAF, základna
Llandow, Wales, Velká Británie, 1951.

DH. 100 Vampire F Mk.3, VT799, No 614 Sqn
'County of Glamorgan' RAuxAF, based at Llandow,
Wales, Great Britain, 1951.

Scheme D



A Aluminium Dope
hliníkový lak
H08+11/C08+62

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SH72414 Mirage F.1 Duo Pack & Book

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Mirage F.1 Single Seater Mask

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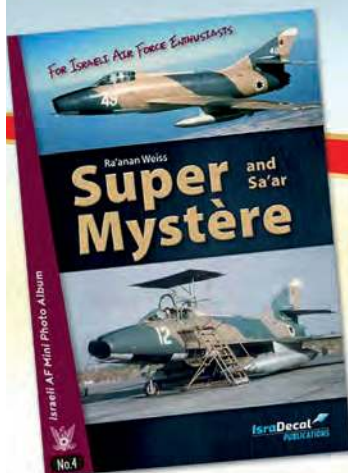


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SMB-2 Super Mystere Mask

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MASK**



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Cannon
Installation



7454
F-14A Tomcat
Port Engine

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AH-1G Early
Emerson Electric
TAT-102 (single
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Emerson
Electric M28
(dual weapon) turret



Q72338
AH-1Q/S
Hughes M65
Telescopic
Sight Unit



F72349
AH-1
Sitting pilots
(2 figures)
and ground
crew
(1 figure)

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1/72 SH72364



M72027

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A.W. Meteor NF Mk.14 Mask

A.W. Meteor NF Mk.14 'The Last of Night Fighters'

1/72
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M72004

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MASK

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Folland Gnat FR.1 'Finnish Recce Fighter'

1/32 DH.82 Tiger Moth

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Propeller



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Tailskid



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Compasses and Coaming,
Correction Set

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