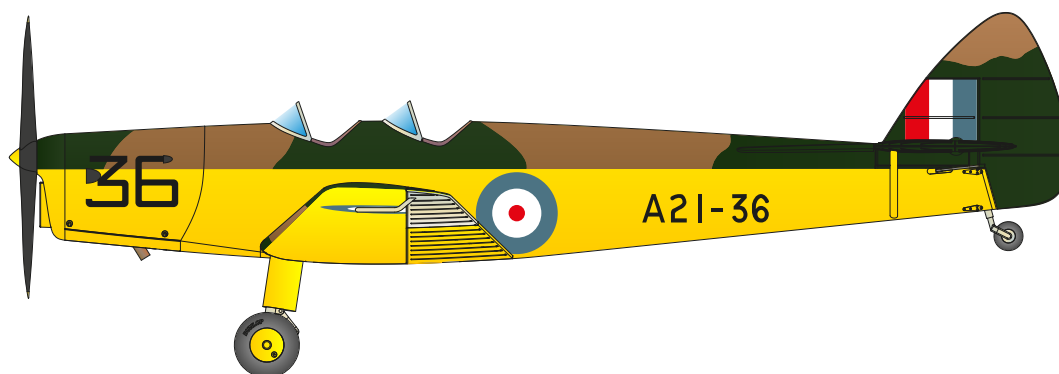




DH.94 Moth Minor 'Under the Southern Cross'

1/72

CZ

Na začátku třicátých let 20. století začínalo být jasné, že budoucnost patří jednoplošníkům. Postupně se začaly prosazovat, nejprve v kategorii vícemotorových bombardérů a dopravních letadel a později i v kategorii letadel stíhacích. Ve sportovním letectví však kralovaly dvouplošníky. Jedním z lidí, kteří chápali, že je třeba tuto situaci změnit, byl i ředitel firmy De Havilland Geoffrey de Havilland. Jeho firma vyráběla úspěšné cvičné a sportovní dvouplošné DH.60 Moth a DH.82 Tiger Moth. Ale dolnoplošník nabízel stejné výkony při použití slabšího motoru a při nižších nákladech provozu. V roce 1931 proto zkonstruoval prototyp DH.81 Swallow Moth. Tento předek Moth Minoru létal sice dobře, ale probíhající světová finanční krize znemožnila jeho sériovou výrobu. K této koncepci se G. De Havilland vrátil o několik let později a společně s konstrukčním týmem vedeným J. H. Phillipsem a J. P. Smithem zkonstruoval DH.94 Moth Minor. První prototyp vzletl poprvé 22. června 1937 s G. De Havillandem v cockpitu. Celodřevěný letoun, s otevřenými cockpity pro dva letce, částečně potažený plátnem, byl poháněn motorem Gipsy Minor o výkonu 90 ks. Motor speciálně pro DH.94 navrhl major Frank B. Halford. Křídlo bylo sklopné vzad, v centroplánu byly umístěny zavazadlové prostory, sloužící i k případné instalaci přídavných nádrží. Pod centroplánem byla umístěna perforovaná klapka, sloužící jako vzdušná brzda při přistání. Při zkouškách zadní centráže se prototyp při jednom z letů dostal do nevyratelné ploché vývrtky a G. De Havilland jun. a John Cunningham museli použít padáky a prototyp byl zničen. Další stroje proto dostaly před ocasní plochy protivývrtkové lišty.

Sériová výroba DH.94 v továrně De Havilland běžela až do začátku roku 1940, kdy továrna přešla kompletně na vojenskou výrobu a výroba DH.94 byla zastavena. Vedle standardních DH.94, kterých bylo postaveno více než sto, byly vyráběny i DH.94 Coupé se zakrytou kabinou. Verze Coupé byla určena pro náročnější zákazníky. DH.94 se prodávaly za tehdejších 575 liber. Létały zejména v britských leteckých klubech a u soukromníků, cvičili se na nich piloti Civil Air Guard pro Royal Air Force Volunteer Reserve. Několik strojů bylo dodáno do Kanady, Jižní Afriky a Indie. S vypuknutím válečného konfliktu bylo civilní létání omezeno a DH.94 byly zabaveny pro vojenské účely. Sloužily v rámci RAF a FAA jako cvičné, spojovací a kurýrní letouny. Jeden stroj, dodaný do Egypta, sloužil během války v rámci USAAF a létal s americkými znaky. Dva DH.94 létaly v rámci RNZAF na Novém Zélandu a dva ex civilní stroje sloužily k výcviku pilotů SAAF v Jižní Africe. Veškeré výrobní přípravky, rozpracované letouny a podklady pro výrobu DH.94 byly v roce 1940 odeslány lodí do Austrálie k dceřiné společnosti De Havilland Australia. Zde byla znovuobnovena výroba DH.94, na objednávku RAAF. To dostalo čtyřicet kusů DH.94. Pak byla výroba zastavena ve prospěch DH.82 Tiger Moth, jenž vybrán jako standardní cvičný letoun RAAF. DH.94 sloužily k výcviku pilotů RAAF do konce války. Přeživší stroje byly prodány civilním zájemcům a stály u zrodu sportovního letectví v Austrálii. Podobně se k civilním uživatelům dostaly zpět stroje zabavené za války pro RAF a FAA. Minimálně dva DH.94 byly po válce přestavěny na verzi Coupé. Několik strojů létá dodnes, v Británii, Austrálii a USA.

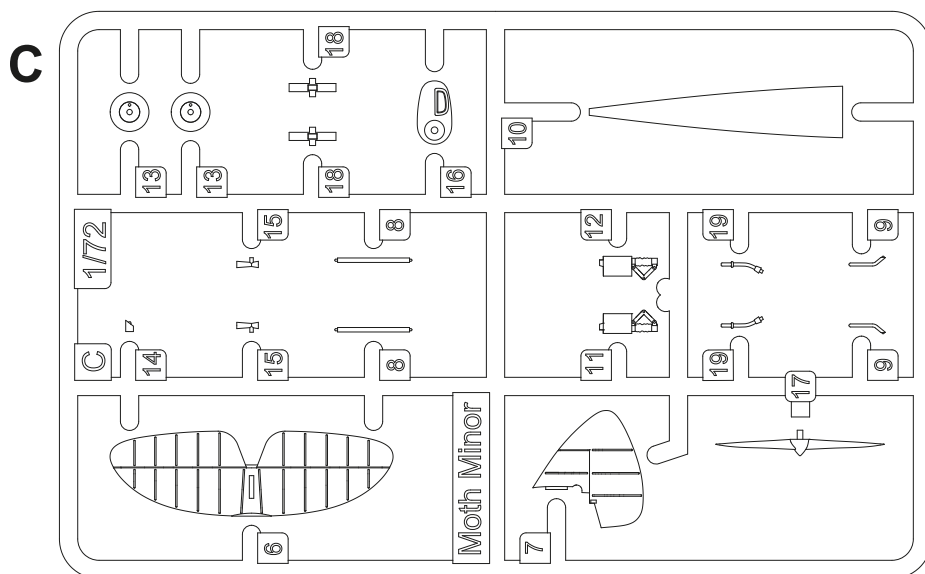
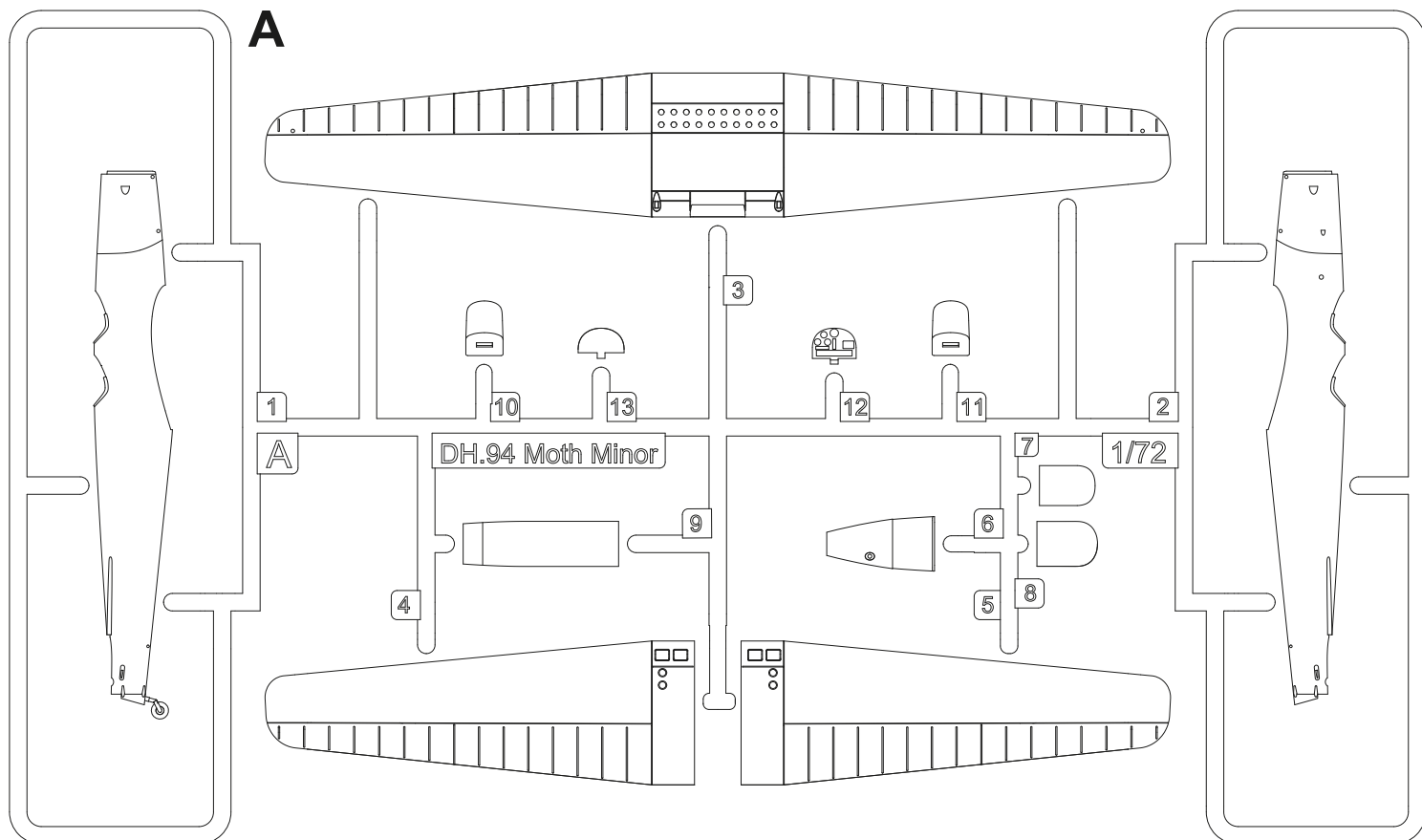
Rozpětí: 11.15 m, délka 7.44 m, max. rychlost: 190 km/h, dolet: 480 km, dostup: 5000 m

EN

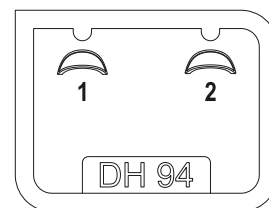
In the early 1930s, it was becoming clear that the future belonged to monoplanes. They gradually began to gain ground, first in the category of multi-engine bombers and transport aircraft and later in the category of fighter aircraft. However, biplanes still reigned the sports aviation. One of the people who understood that this situation needed to be changed was the director of the De Havilland company, Geoffrey de Havilland. His company produced the successful training and sports biplanes DH.60 Moth and DH.82 Tiger Moth. But the low-wing aircraft offered the same performance with a less powerful engine and lower operating costs. In 1931, he therefore designed the DH.81 Swallow Moth prototype. Although this predecessor of the Moth Minor flew well, the ongoing global financial crisis made its series production impossible. G. De Havilland returned to this concept a few years later and, together with a design team led by J. H. Phillips and J. P. Smith, he designed the DH.94 Moth Minor. The first prototype flew for the first time on 22 June 1937 with G. De Havilland at the controls. The all-wood aircraft, with open cockpits for two pilots, partially covered with fabric, was powered by a 90 HP Gipsy Minor engine. The engine was specially designed for the DH.94 by Major Frank B. Halford. The wing could be folded backwards, and the centre section contained luggage compartments, which could also be used to house additional tanks. A perforated flap was placed under the centre section, which served as an air brake during landing. During trials with the centre of gravity in its rear position, the prototype went into an unrecoverable flat spin during one of the flights and G. De Havilland jun. and John Cunningham had to use parachutes and the prototype was destroyed. Other machines therefore received spin-recovery strakes ahead of the tailplane. Series production of the DH.94 at the De Havilland factory continued until early 1940, when the factory switched completely to military production and DH.94 production ceased. In addition to the standard DH.94, of which more than a hundred were built, the DH.94 Coupé with a covered cockpit was also produced. The Coupé version was intended for more demanding customers. The DH.94 was sold for the then price of 575 pounds. It was flown mainly in British flying clubs and by private individuals, and Civil Air Guard pilots for the Royal Air Force Volunteer Reserve were trained on them. Several machines were delivered to Canada, South Africa and India. With the outbreak of war, civil aviation was restricted and DH.94s were requisitioned for military purposes. They served within the RAF and FAA as training, liaison and courier aircraft. One machine, delivered to Egypt, served during the war within the USAAF and flew with American markings. Two DH.94s flew with the RNZAF in New Zealand and two ex-civilian machines were used to train SAAF pilots in South Africa. All production tools, unfinished aircraft and materials for the DH.94 were shipped to Australia in 1940 to the subsidiary De Havilland Australia. DH.94 production was resumed there, on order from the RAAF. The RAAF received forty DH.94s. Production was then stopped in favour of the DH.82 Tiger Moth, which was selected as the RAAF's standard trainer aircraft. The DH.94s were used to train RAAF pilots until the end of the war. The surviving machines were sold to civilian customers and were at the birth of sports aviation in Australia. Similarly, machines confiscated during the war from the RAF and FAA were returned to civilian users. At least two DH.94s were converted to Coupé versions after the war. Several machines are still flying today, in Britain, Australia and the USA.

Span: 11.15m, length: 7.44m, top speed: 190 kph, range: 480km, ceiling: 5000m

Plastic Parts



Clear Parts (CP)



Barvy GUNZE/ GUNZE Colour No.

A Černá/ BLACK	H12/C33	E Opálený kov/ BURNT IRON	H76/C61
B Pneu. šedá/ TYRE BLACK	H77/C137	F Barva kůže/ LEATHER	C520
C Hliník/ ALUMINIUM	H8/C8	G Šedá/ GREY	H22/C13
D Šedozelená interiér./ INTERIOR GREY GREEN	H334/C334	H Mosaz/ BRASS	MC219

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

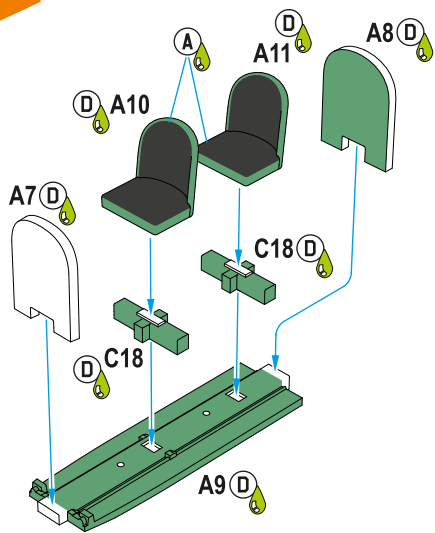


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

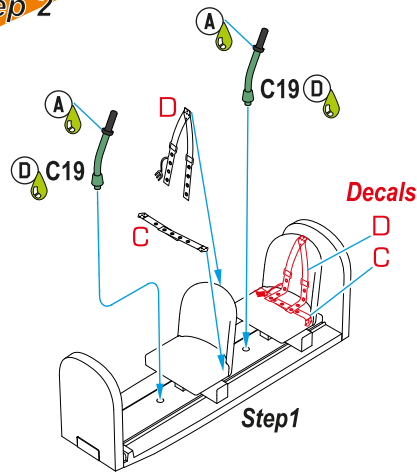
GSI **A**
colour code

NATŘÍT
COLOUR
FARBEN
PEINDRE

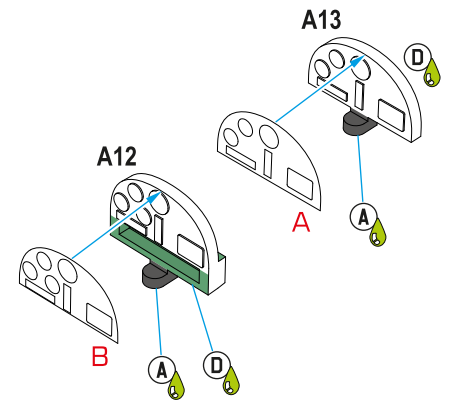
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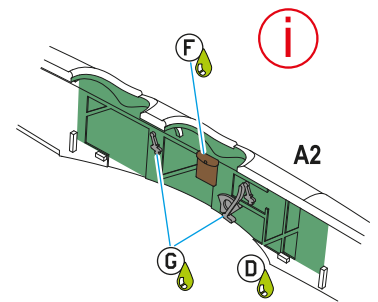
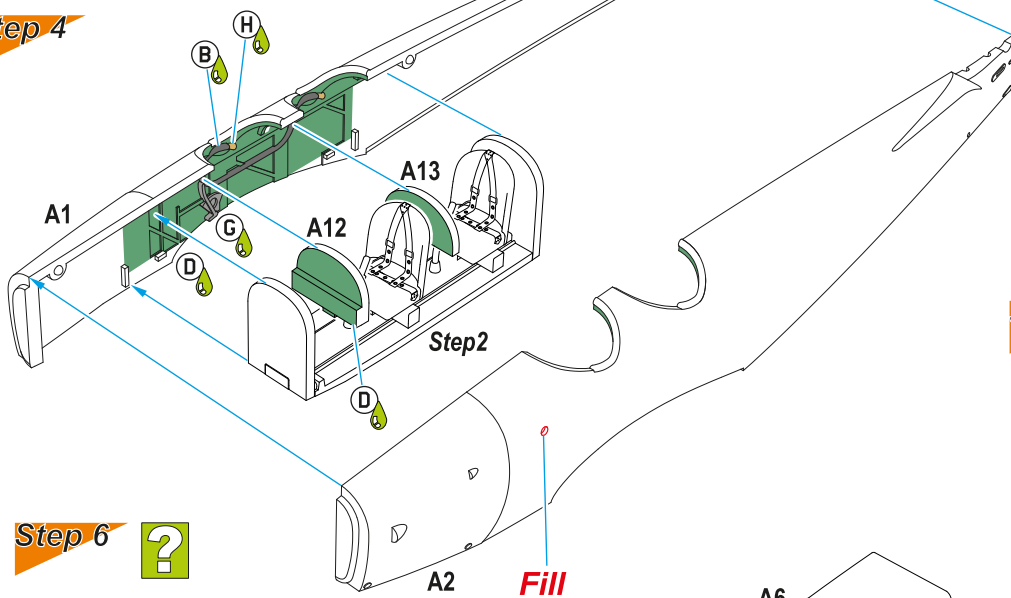
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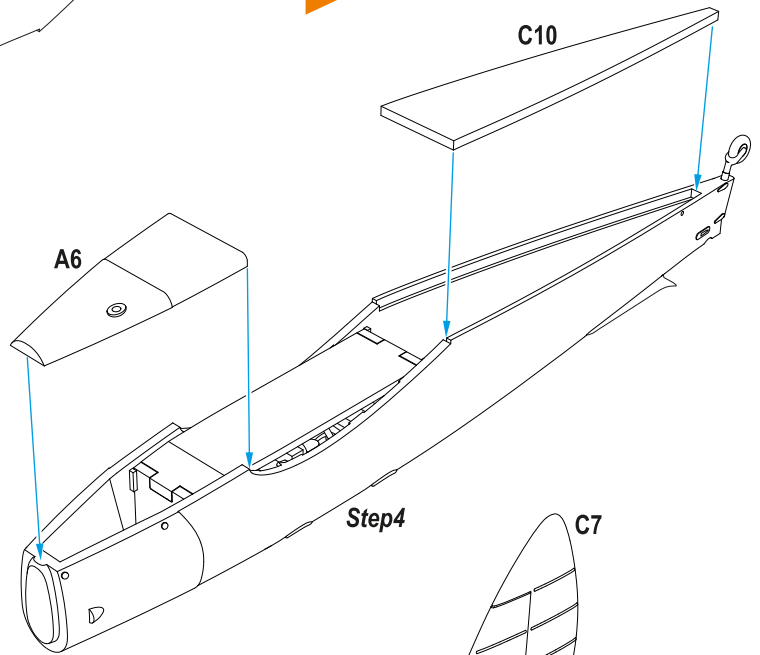
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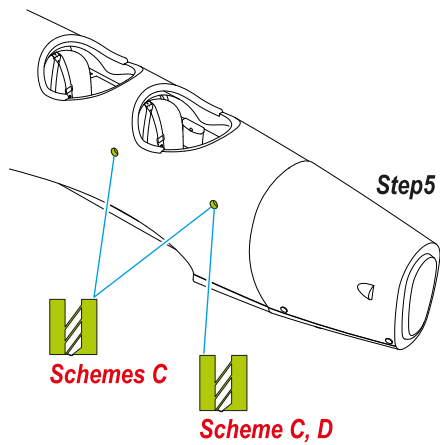
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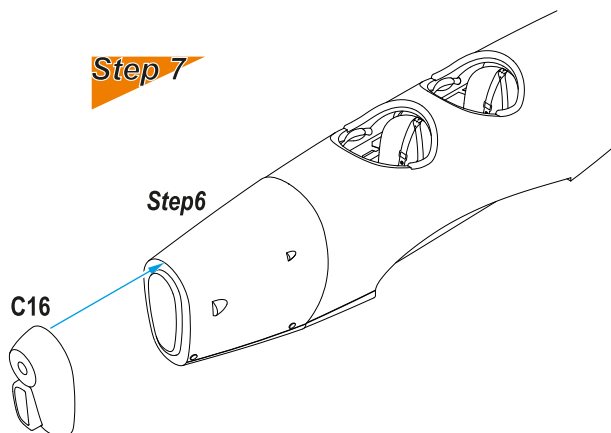
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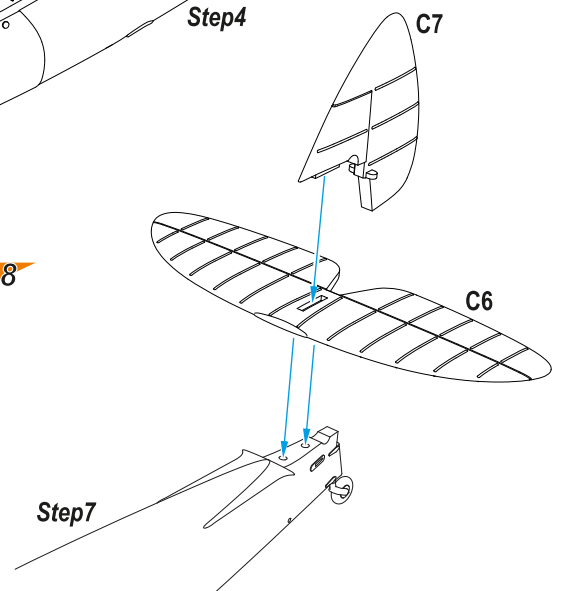
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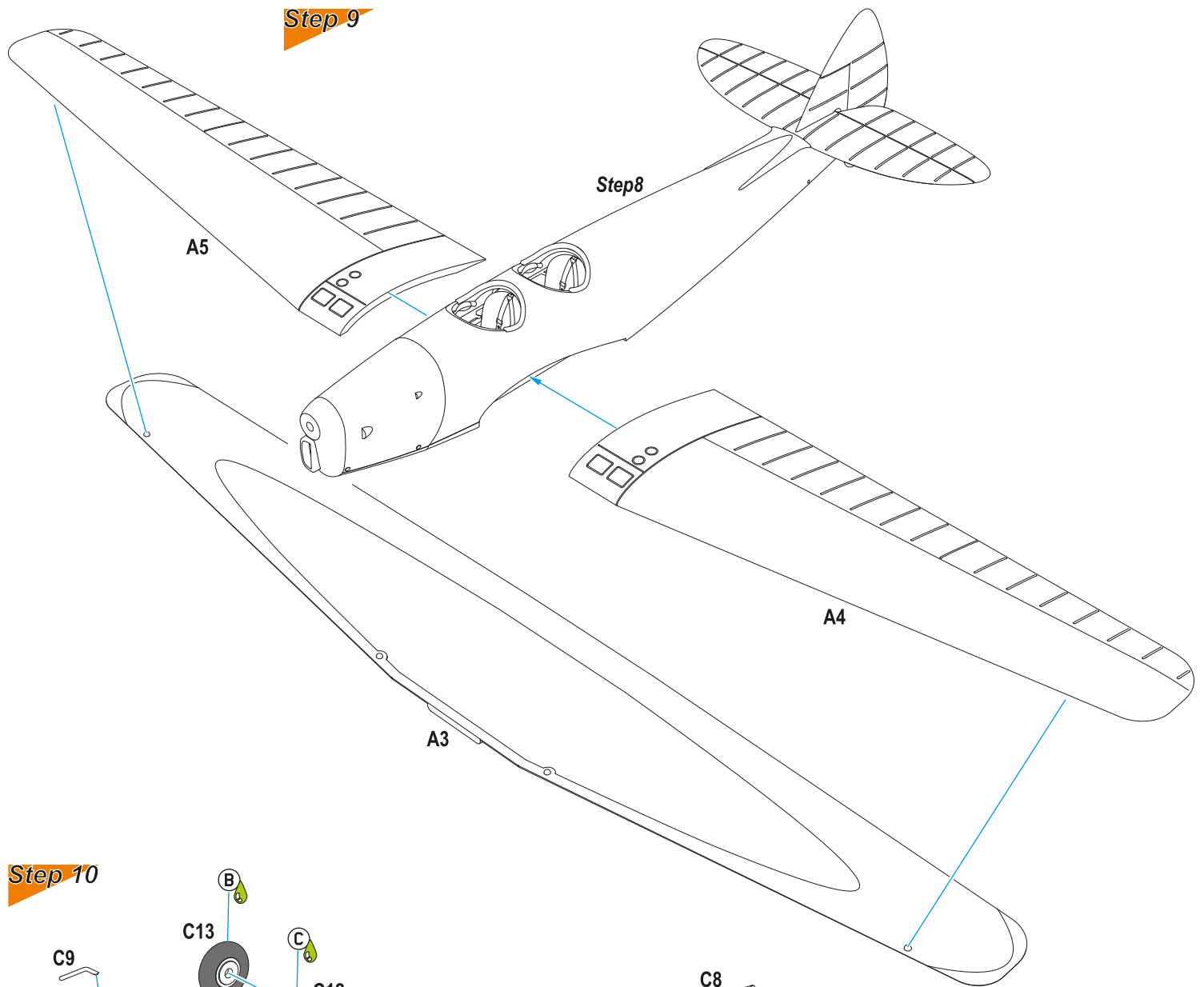
Step 7



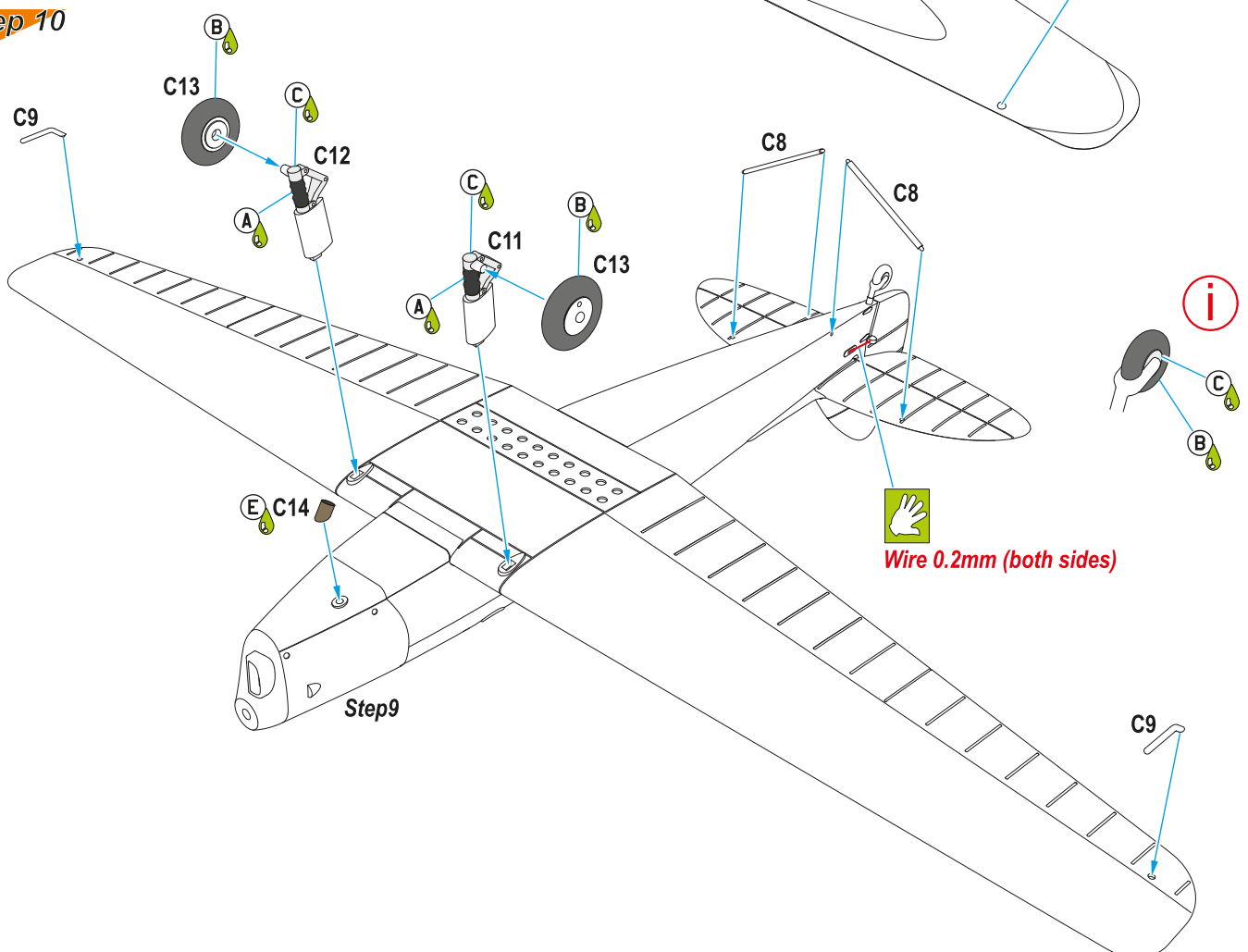
Step 8



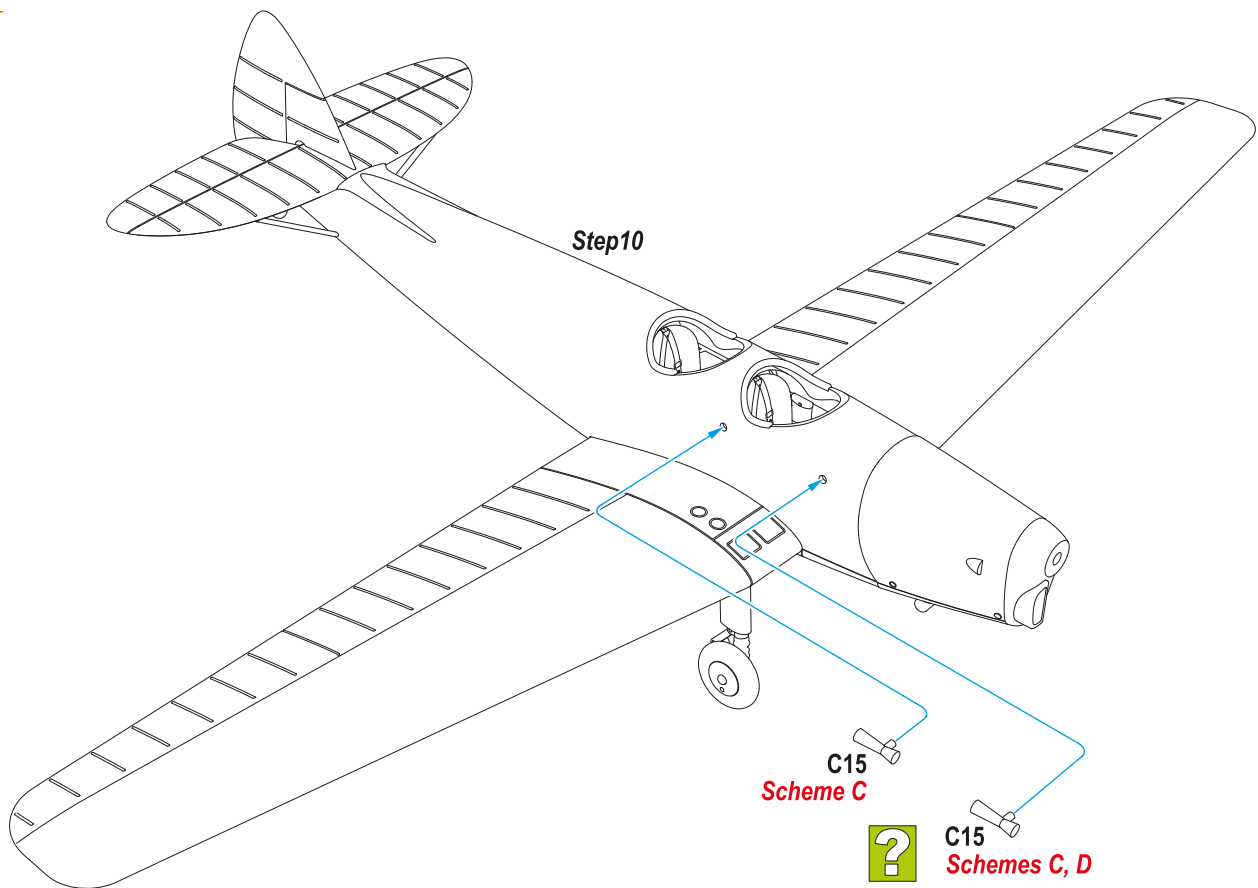
Step 9



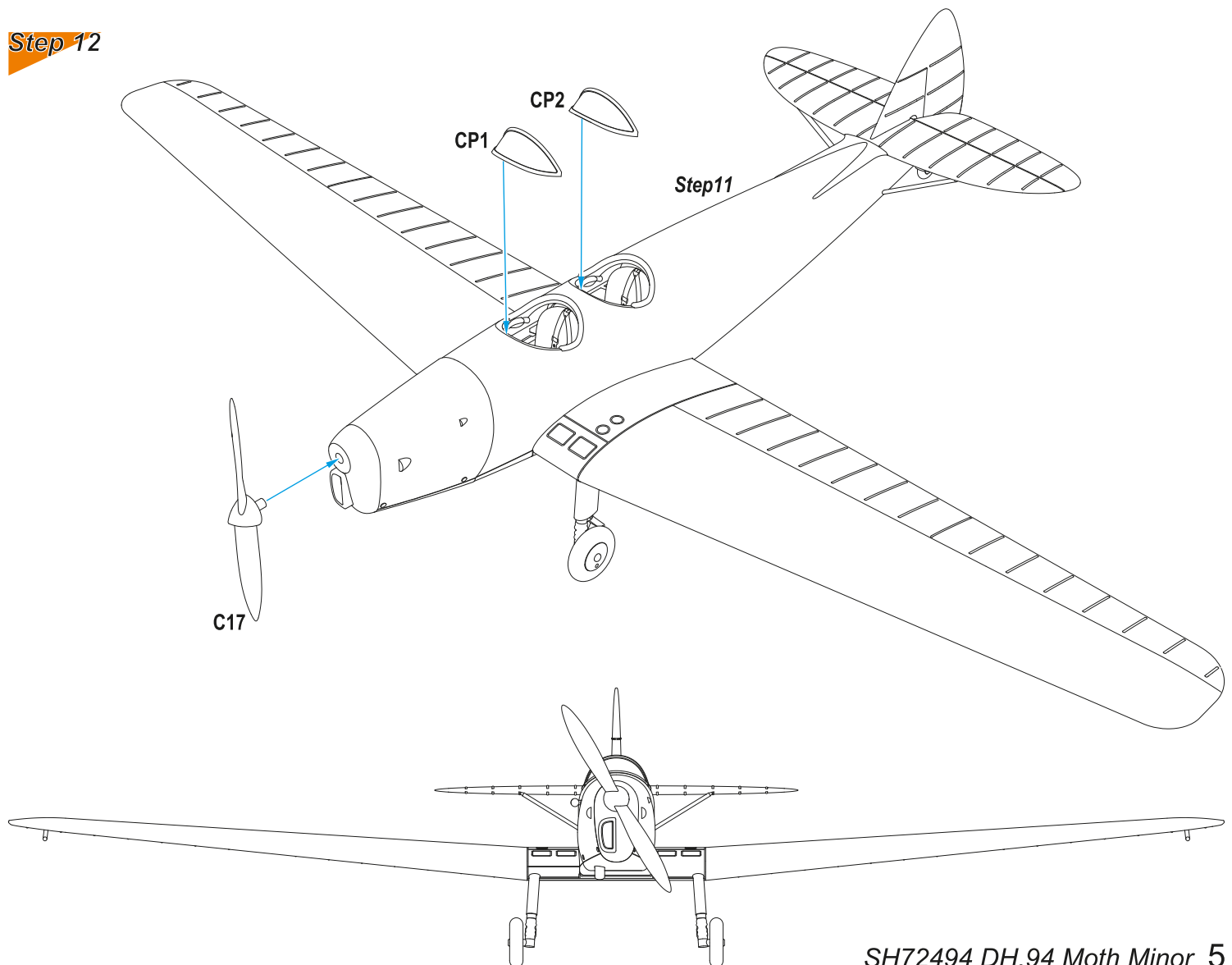
Step 10



Step 11



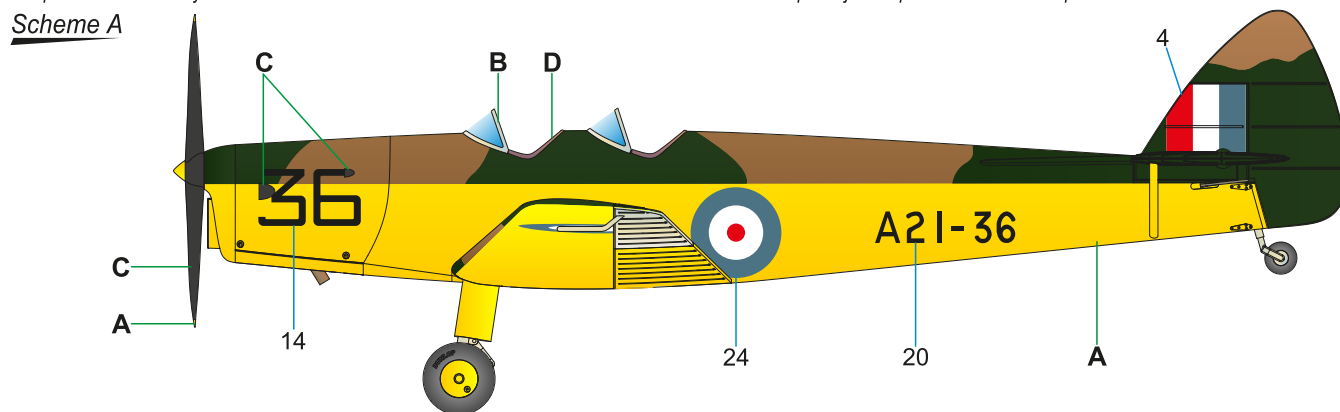
Step 12



DH.94 Moth Minor A21-36, c/n 94091, No.6 SFTS, RAAF Mallala, South Australia, Australia, 1942. This aircraft has several recorded flights with one of the No.6 SFTS instructors Harry Dawkins at the controls. A21-36 was manufactured in Great Britain in 1939, completed in Australia a year later and handed over to the RAAF.

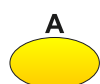
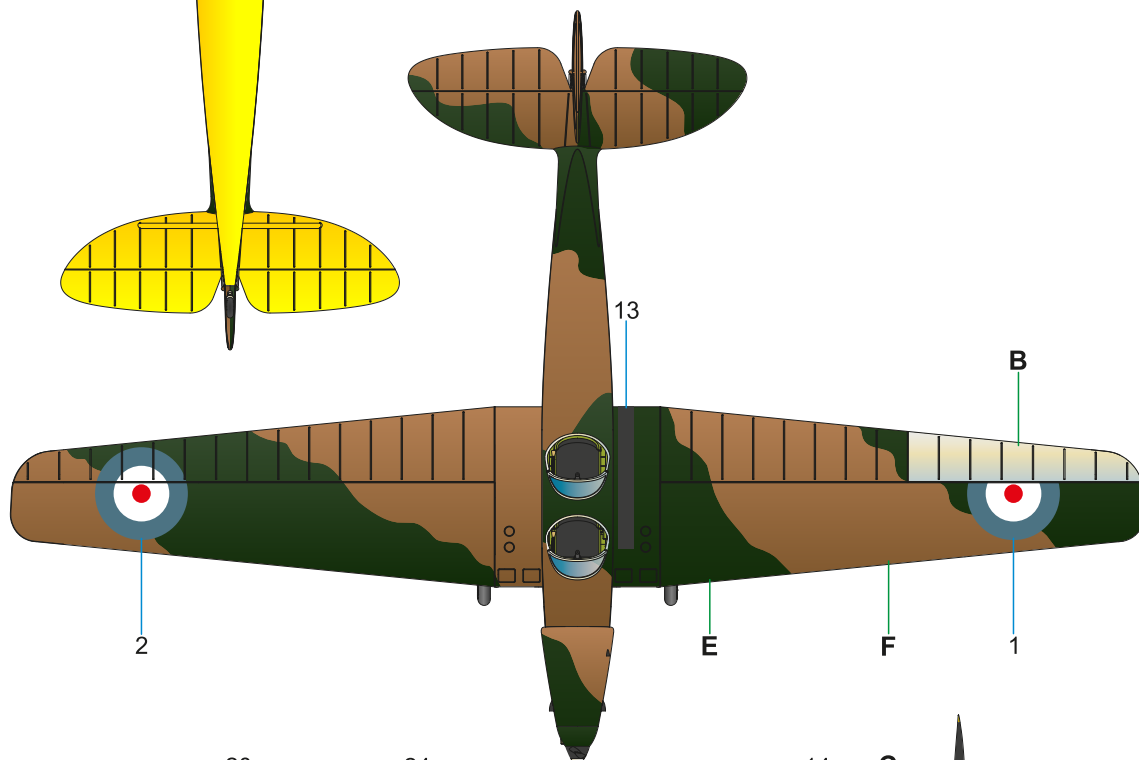
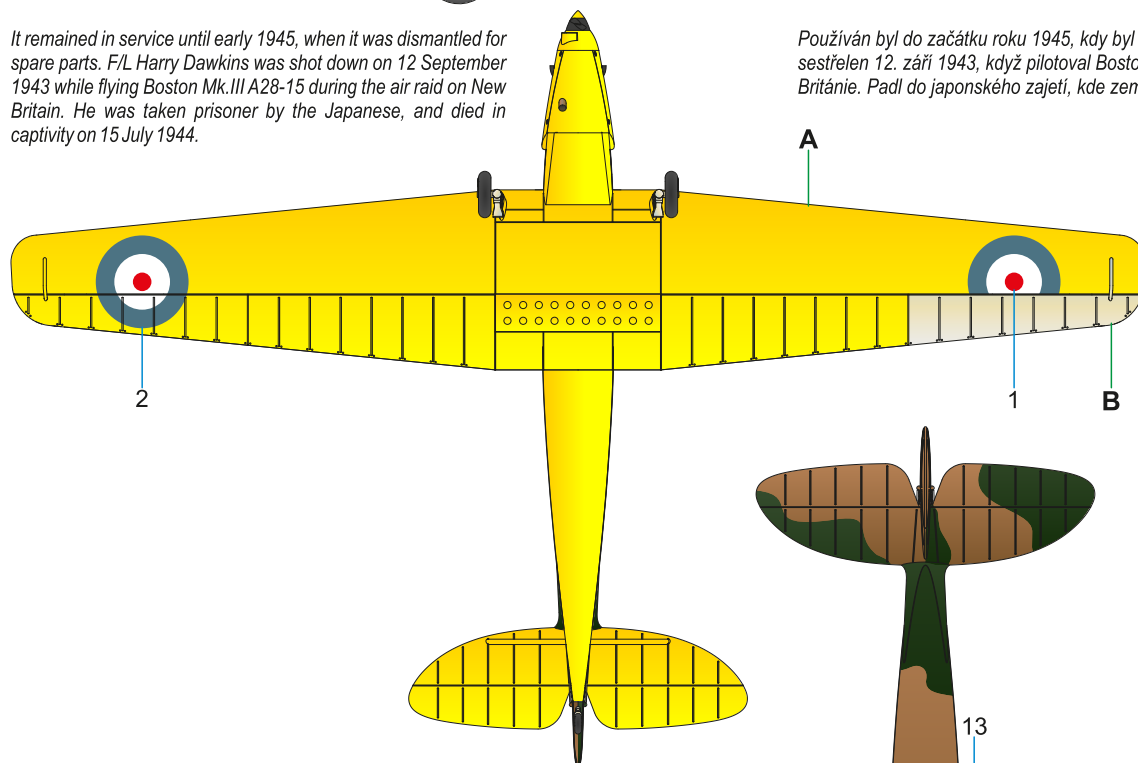
Scheme A

DH.94 Moth Minor A21-36, c/n 94091, No.6 SFTS, RAAF, základna Mallala, , Jižní Austrálie, Austrálie, 1942. S tímto letounem má doloženo několik letů jeden z instruktorů No.6 SFTS, Harry Dawkins. A21-36 byl vyroben ve Velké Británii v roce 1939, o rok později zkompleťován v Austrálii a předán RAAF.



It remained in service until early 1945, when it was dismantled for spare parts. F/L Harry Dawkins was shot down on 12 September 1943 while flying Boston Mk.III A28-15 during the air raid on New Britain. He was taken prisoner by the Japanese, and died in captivity on 15 July 1944.

Používán byl do začátku roku 1945, kdy byl rozebrán na díly. F/L Harry Dawkins byl sestřelen 12. září 1943, když pilotoval Boston Mk.III A28-15 při bombardování Nové Británie. Padl do japonského zajetí, kde zemřel 15. července 1944.



Yellow



Aluminium



Black



Leather



Foliage Green



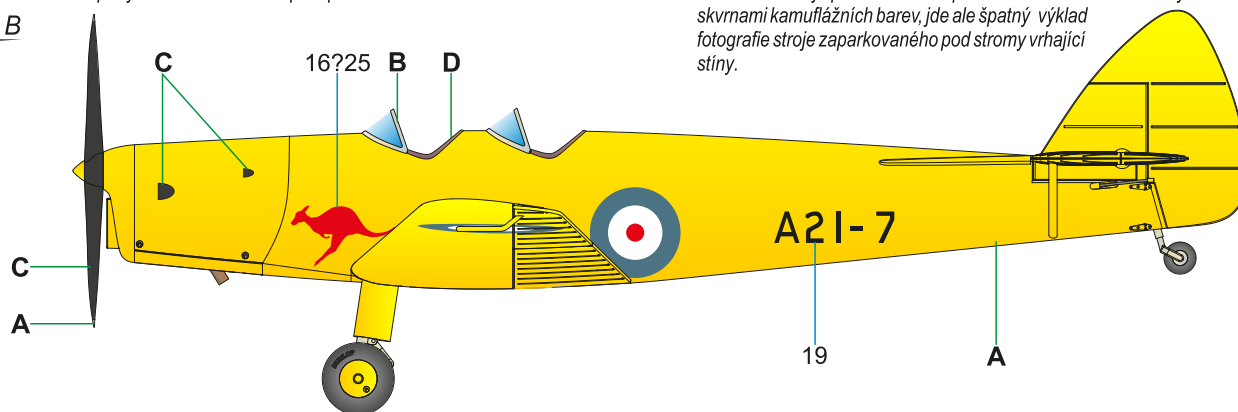
Earth Brown



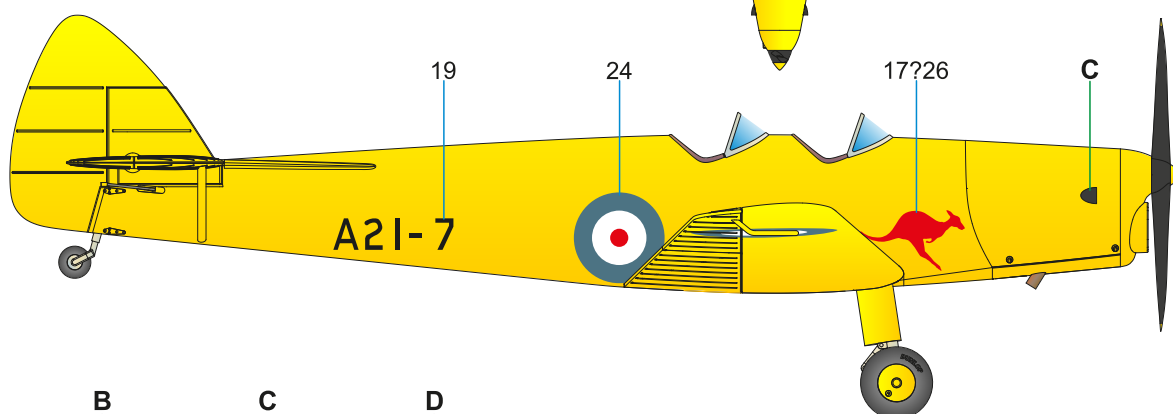
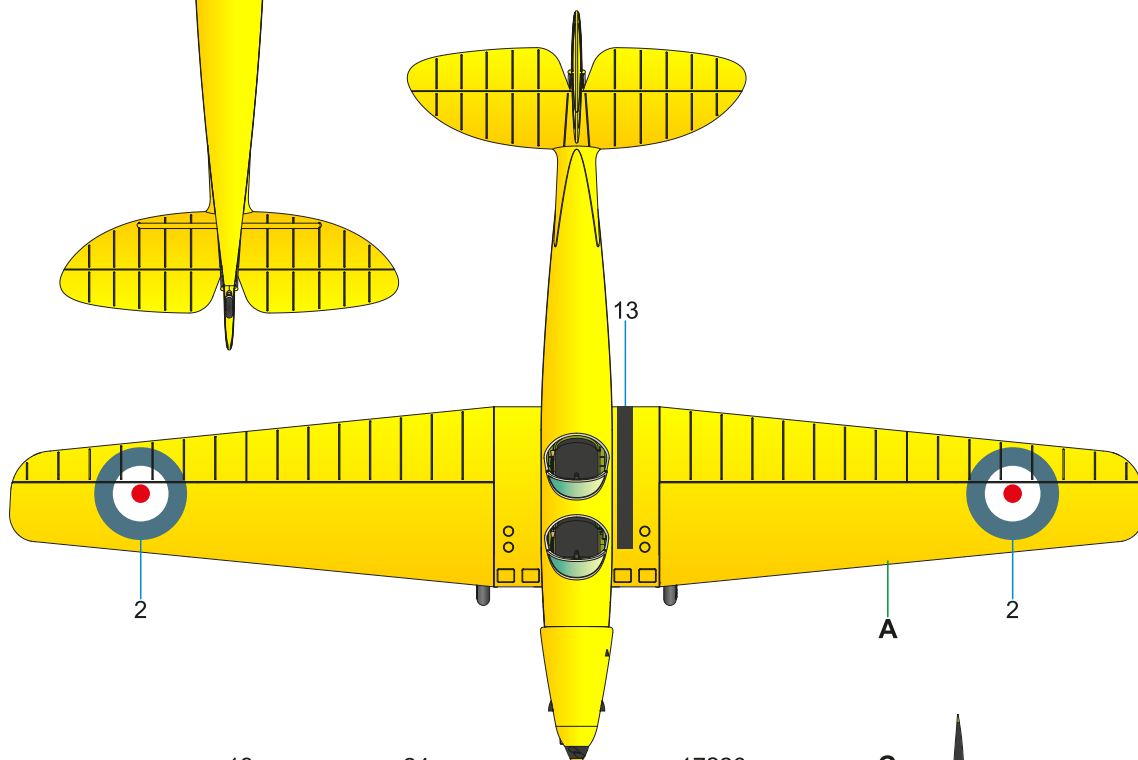
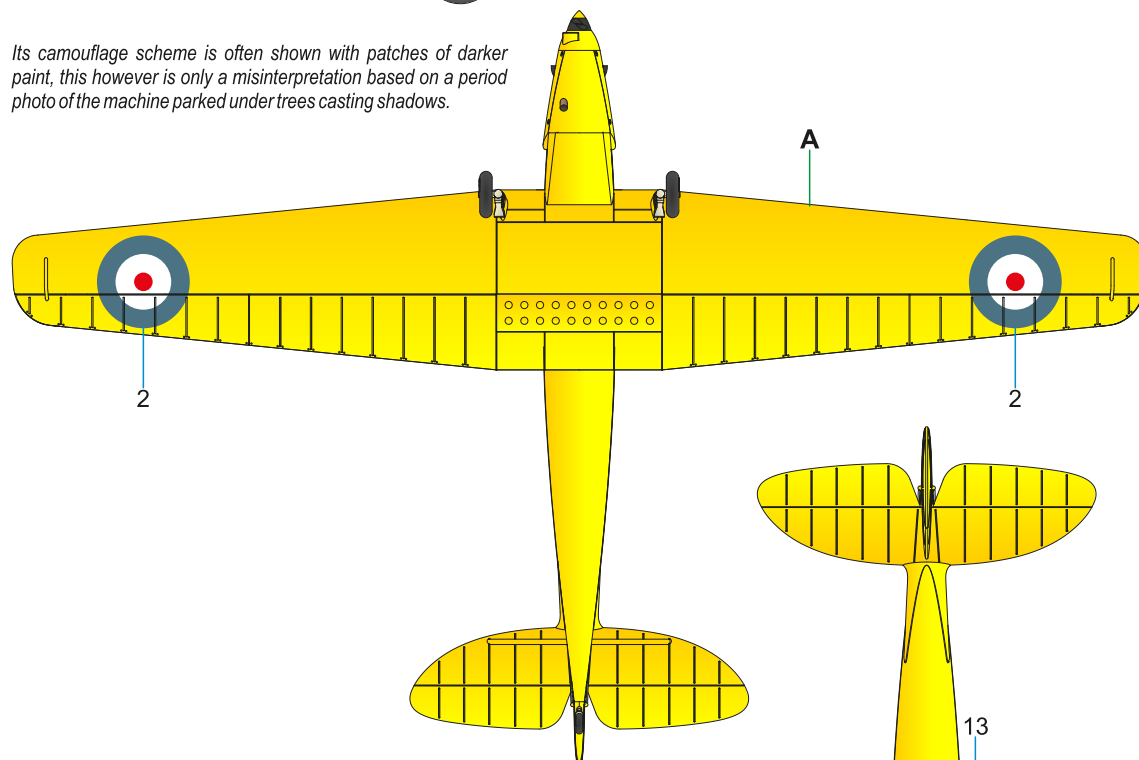
SH72494 DH.94 Moth Minor 6

DH.94 Moth Minor A21-7, c/n 94066 (ex G-AFNB), No.23 Sqn., RAAF Lowood, Queensland, Australia. A21-7 was built in Great Britain in 1939, assembled in Australia a year later and handed over to the RAAF. Remained in service until early 1945. In May 1945 it was sold to a civilian company and dismantled for spare parts.

Scheme B



Its camouflage scheme is often shown with patches of darker paint, this however is only a misinterpretation based on a period photo of the machine parked under trees casting shadows.



Yellow



Aluminium



Black



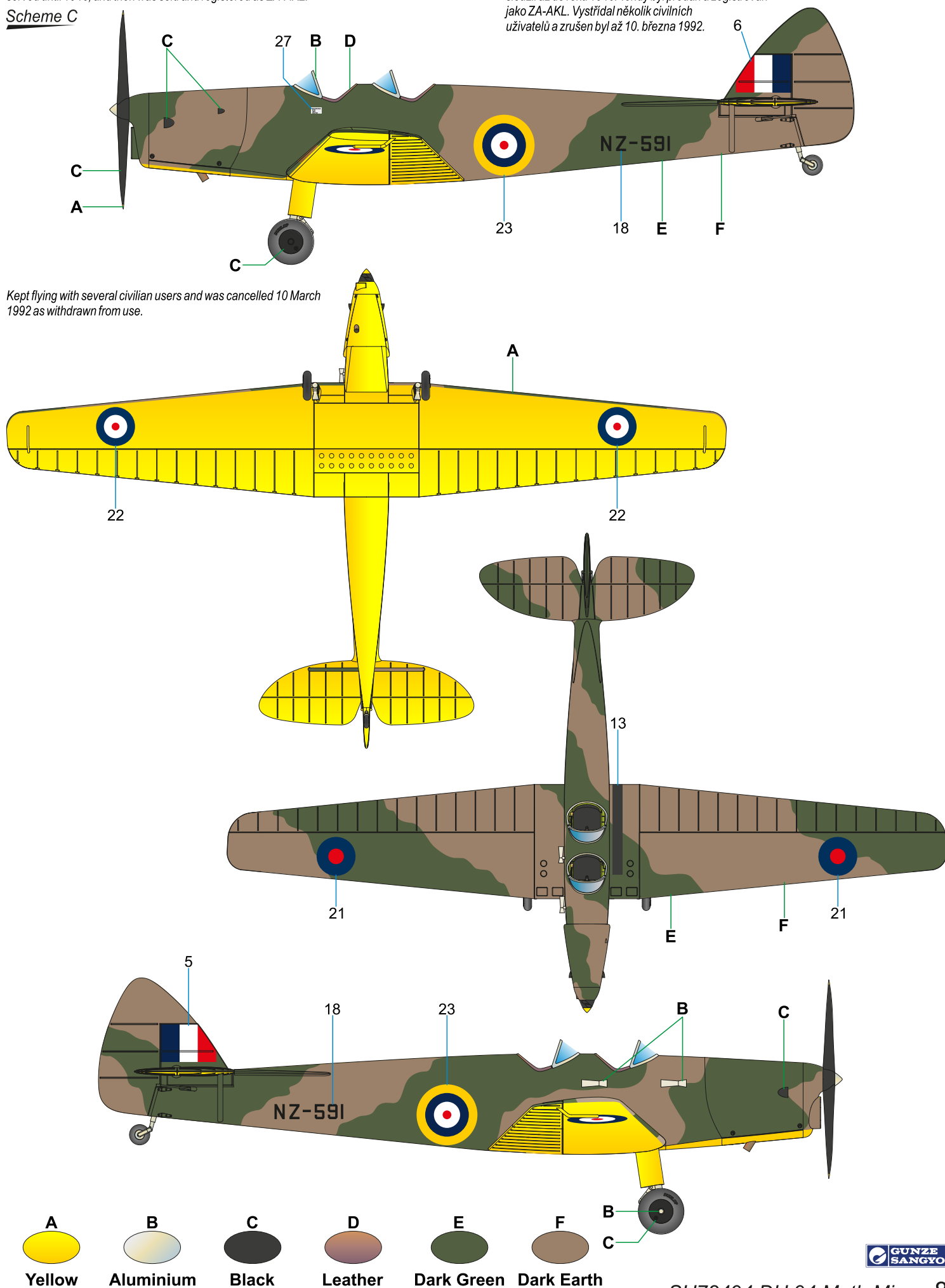
Leather

DH.94 Moth Minor A21-7, c/n 94066 (ex G-AFNB), No.23 Sqn., RAAF, základna Lowood, Queensland, Austrálie, 1943. A21-7 byl vyroben ve Velké Británii v roce 1939, o rok později zkompleťován v Austrálii a předán RAAF. Používán byl do začátku roku 1945. V květnu 1945 byl prodán civilní společnosti a rozebrán na díly. Často je prezentován se skvrnami kamuflážních barev, jde ale špatný výklad fotografie stroje zaparkovaného pod stromy vrhající stíny.

DH.94 Moth Minor NZ591, c/n 94061, No.42 Sqn., Rongotai AF, New Zealand, December 1943. NZ591 was built in Great Britain in 1939, assembled in Australia and delivered to New Zealand, where it flew with the registration ZK-AHJ. In 1942 it was sold to the RNZAF, where it served until 1946, and then was sold and registered as ZA-AKL.

Scheme C

DH.94 Moth Minor NZ591, c/n 94061, No.42 Sqn. RNZAF, základna Rongotai, Nový Zéland, prosinec 1943. NZ591 byl vyroben ve Velké Británii v roce 1939, zkompletován v Austrálii a dodán na Nový Zéland, kde létal jako ZK-AHJ. V roce 1942 byl prodán RNZAF, kde sloužil až do roku 1946. Tehdy byl prodán a registrován jako ZA-AKL. Vystřídal několik civilních uživatelů a zrušen byl až 10. března 1992.



Kept flying with several civilian users and was cancelled 10 March 1992 as withdrawn from use.

DH.94 Moth Minor ZS-ARE, c/n 94005, letiště Baragwanath, Jižní Afrika, 1939. Do Jižní Afriky byly prodány dva DH.94, imatrikulované ZS-ARE a ZS-ARF. Oba převzalo v roce 1940 SAAF.

Scheme D

The image displays three views of a model airplane: a top view, a front view, and a side view. The aircraft is primarily yellow, with aluminium, black, and leather-colored accents. The registration 'ZS-ARE' is prominently displayed on the fuselage and wings.

Color Legend:

- A** Yellow
- B** Aluminium
- C** Black
- D** Leather

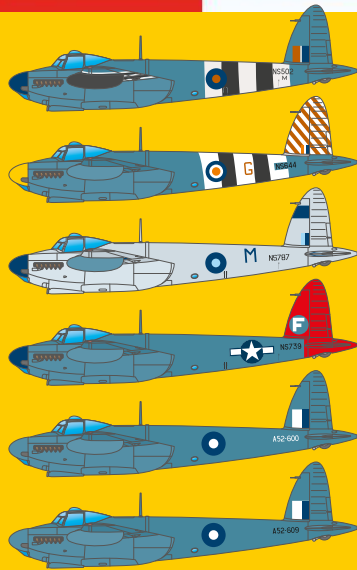
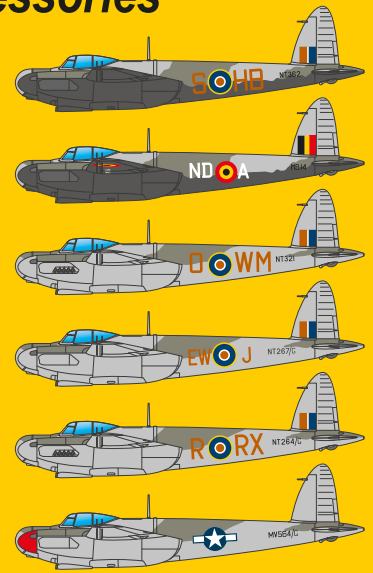
Marking and Detail Callouts:

- Top View:** Callouts 7 and 8 point to the wing surfaces. 'ZS-ARE' is marked on the upper wing.
- Front View:** Callout 13 points to the fuselage. 'ZS-ARE' is marked on the fuselage. Callouts 7 and 8 point to the wing surfaces.
- Side View:** Callouts 9, 15, 12, and B point to various fuselage and tail sections. 'ZS-ARE' is marked on the fuselage. Callouts C and A point to the propeller.

Gunze Sangyo Logo: GUNZE SANGYO

Model Number: GUNZE 101 PL 01 M 'U.M.'

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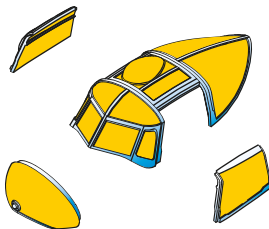


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Mosquito
PR & Bomber
Version Canopy
Mask

M72061



F72378
1/72

Sculpted by M. Antfeist

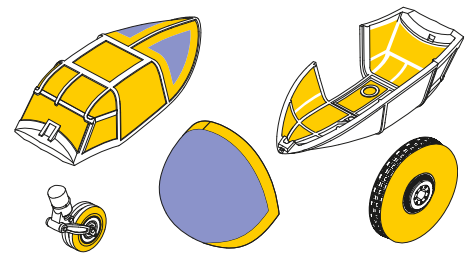
Mosquito Pilot
and Navigator



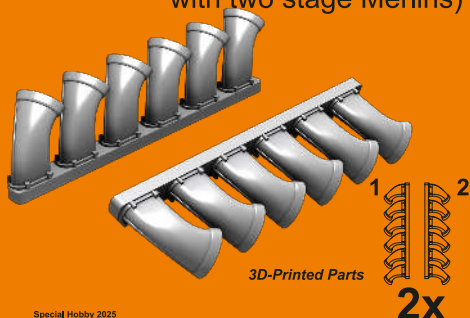
special
MASK

Mosquito
NF Fighter
Version Canopy
Mask

M72062



P72042 **Mosquito Exhausts**
1/72 (PR and Bombers
with two stage Merlins)



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P72041
1/72

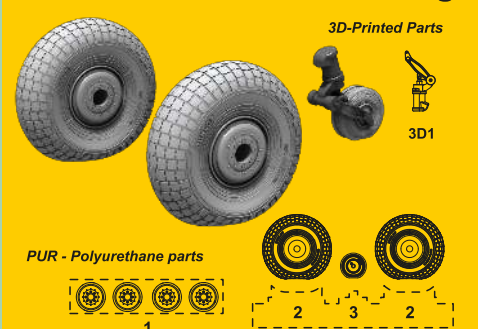
Mosquito
Dinghy Box

3D-Printed Parts



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7523 **Mosquito Mainwheels**
1/72 and Tailwheel w/Leg



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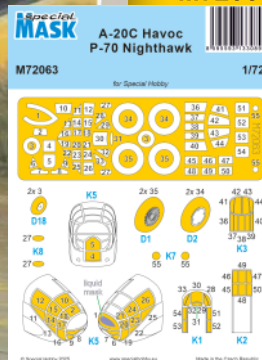
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'First US Nightfighter'

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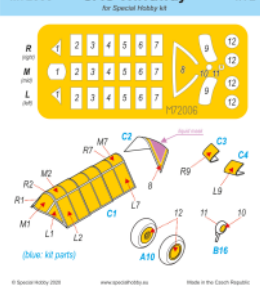
M72063



M72006

special MASK

M72006 CAC Wirraway 1/72



Q72146

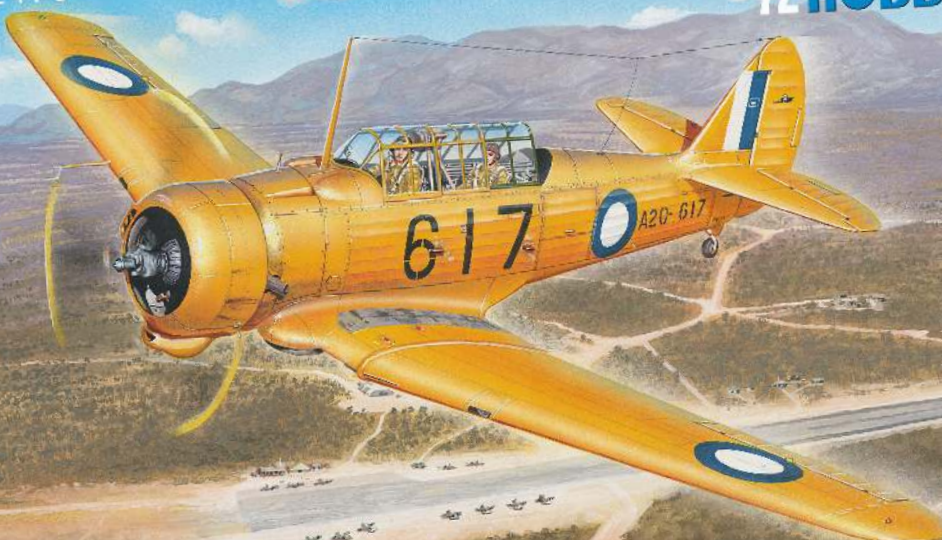
Boomerang
/ Wirraway



CAC CA-9 Wirraway 'In training and combat'

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DC-2 'Transport Revolution'

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Kittyhawk
Mk.III/Mk.III

M72015

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1/72

P-40E/K

closed cab

open cab

P-40E/K

1/72

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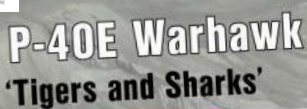
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