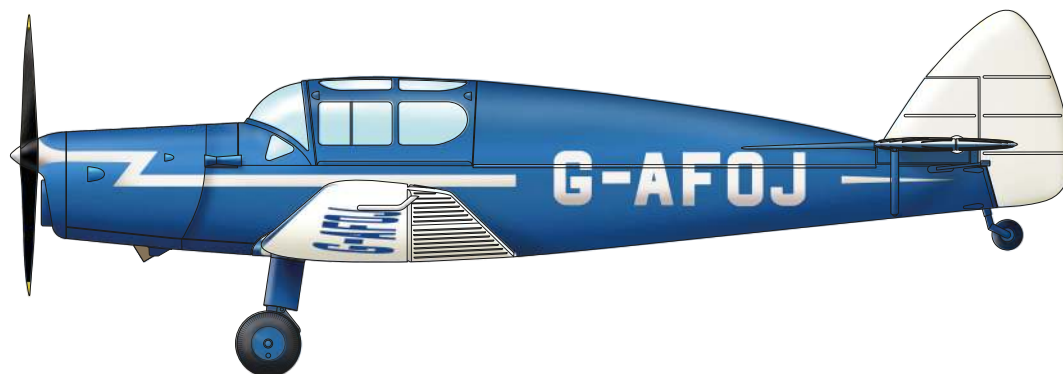




DH.94 Moth Minor Coupe 'Travel and Sport Plane'

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 centropláně byly umístěny zavazadlové prostory, sloužící i k případné instalaci přídatných 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 nevyzpytatelné 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. Létaly 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

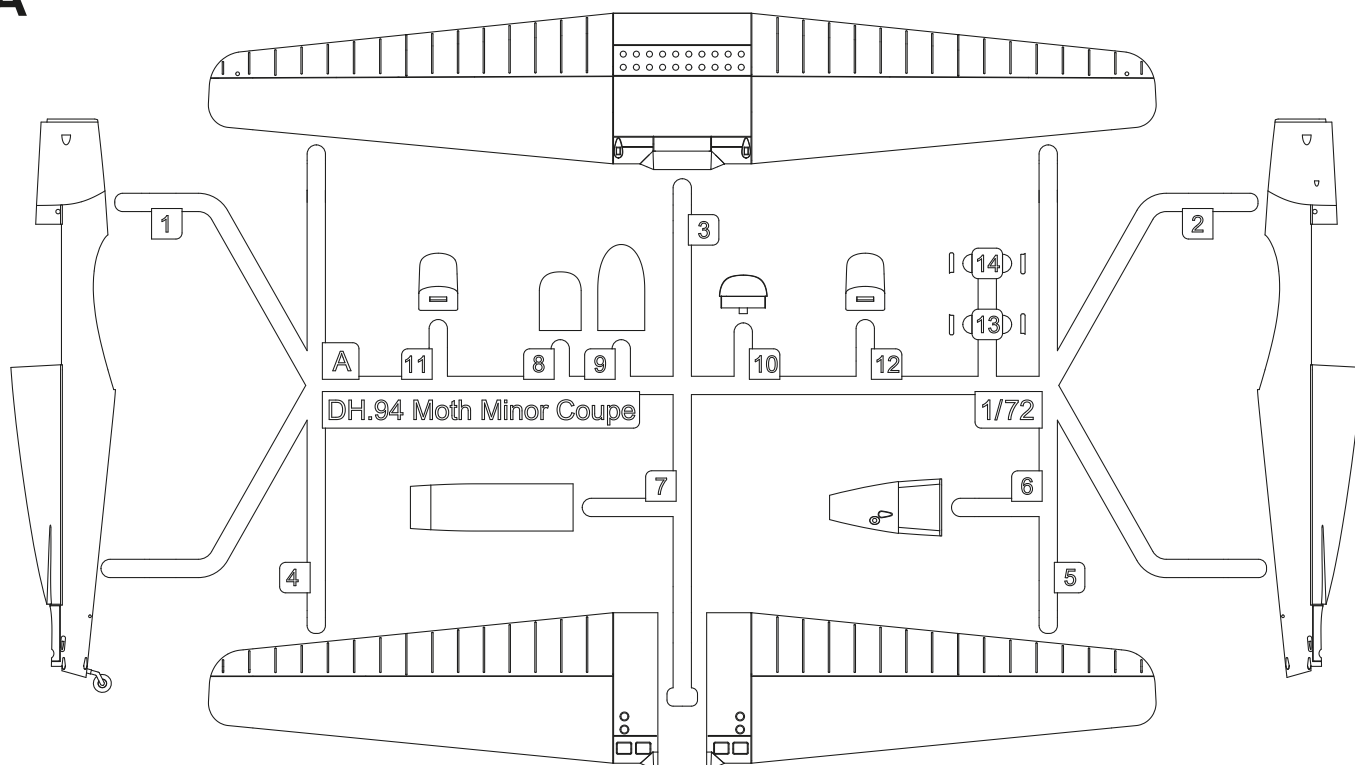
EN

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.

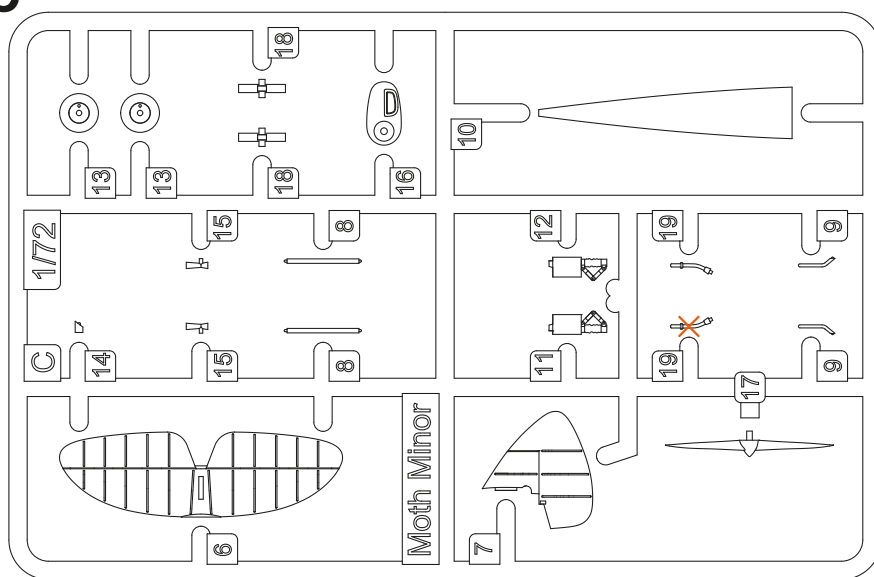
Span: 11.15m, length: 7.44m, top speed: 190 kph, range: 480km, ceiling: 5000m

Plastic Parts

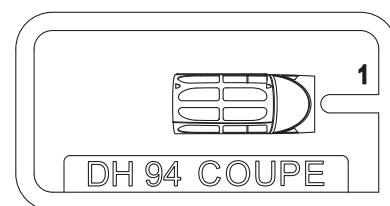
A



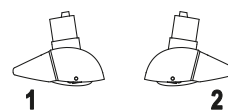
C



Clear Parts (CP)



Printed Parts (PRP)



Tento díl nepoužít
Do not use this part

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 Tmavá šedá/ DARK GREY	H83/C32	G Žlutá/ YELLOW	H4/C4
D Pískově hnědá/ SANDY BROWN	H66/C19	H Červená/ RED	H327/C327

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

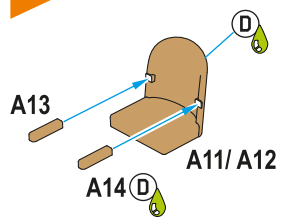


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

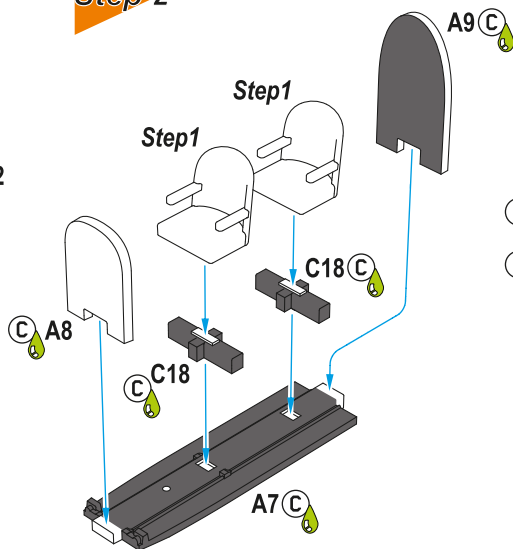
GSI **A**
colour code

NATŘÍT
COLOUR
FARBEN
PEINDRE

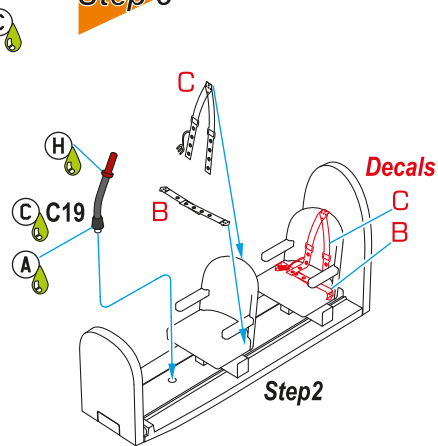
Step 1 2x



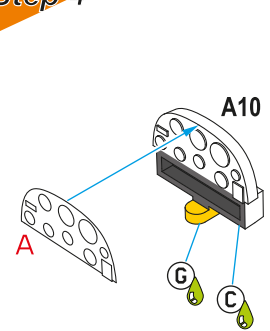
Step 2



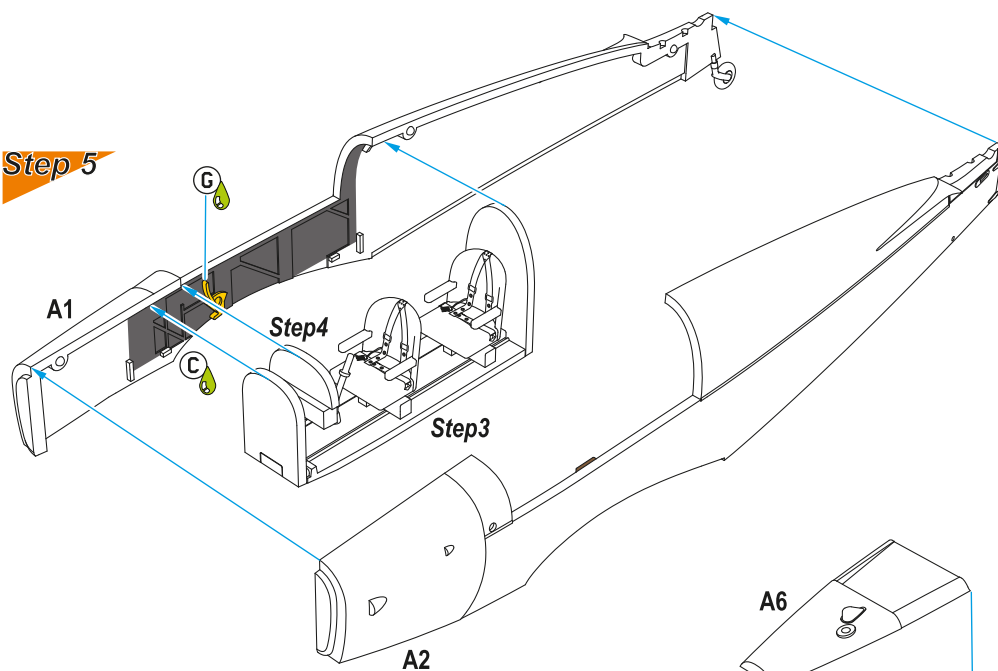
Step 3



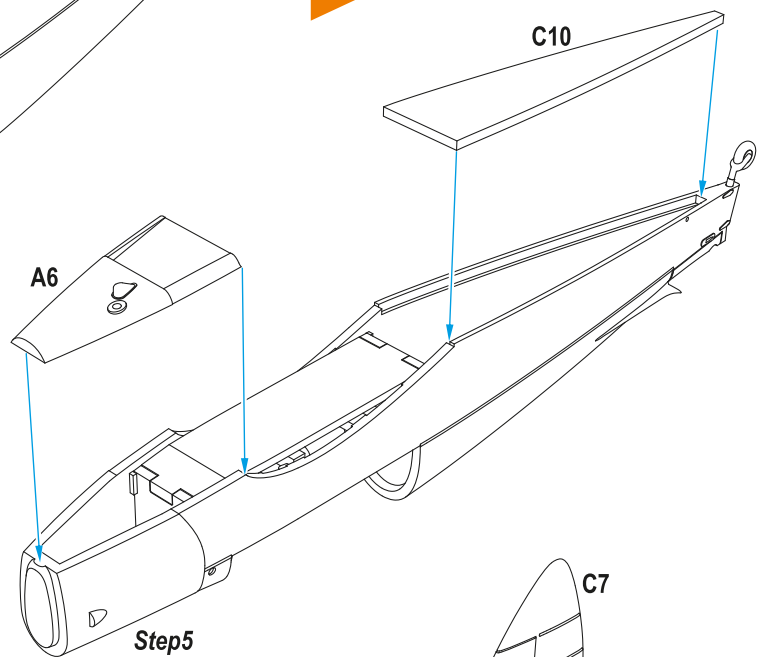
Step 4



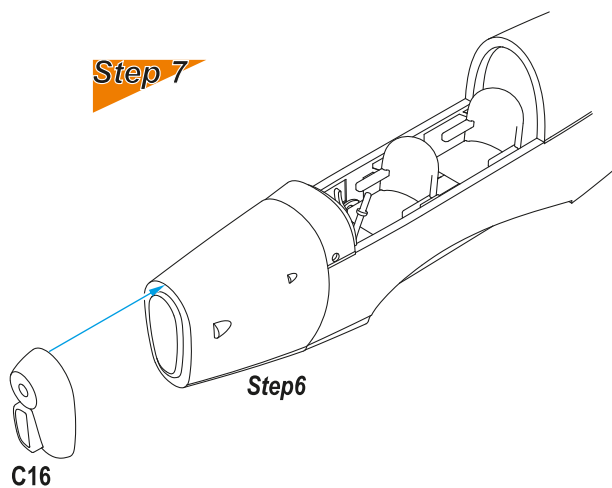
Step 5



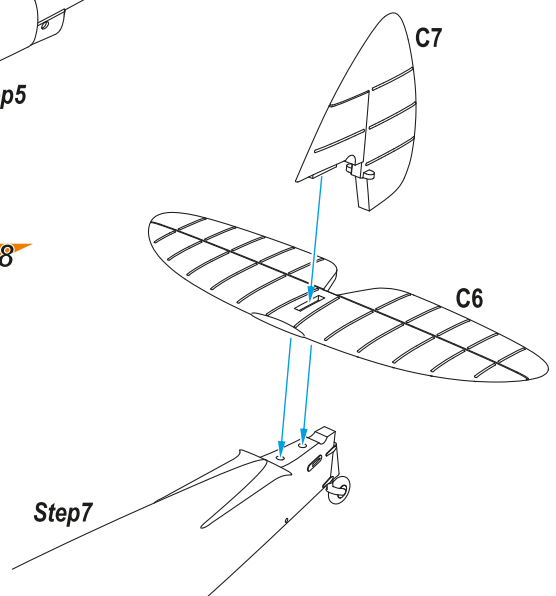
Step 6



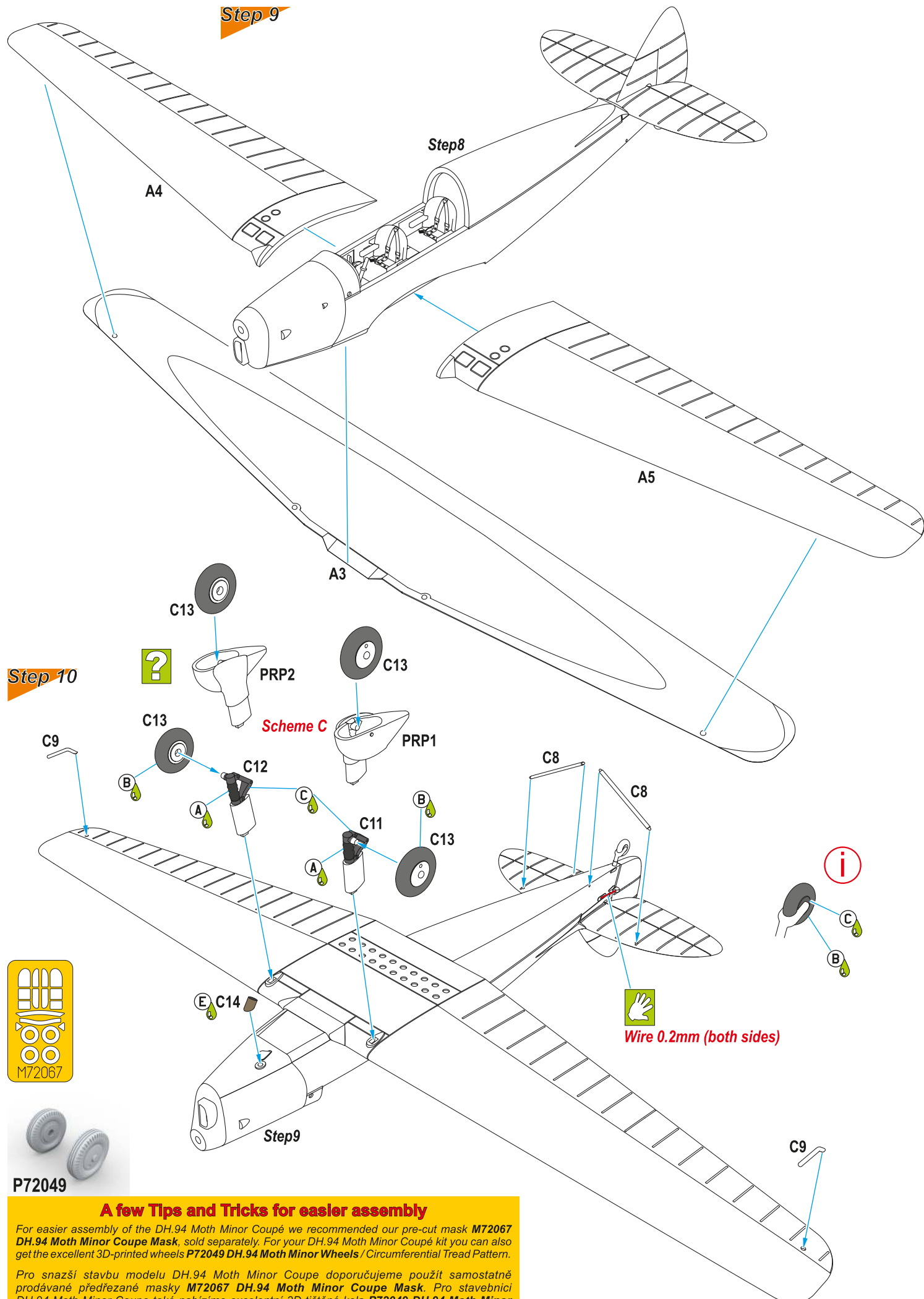
Step 7



Step 8



Step 9



Step 10



M72067



P72049

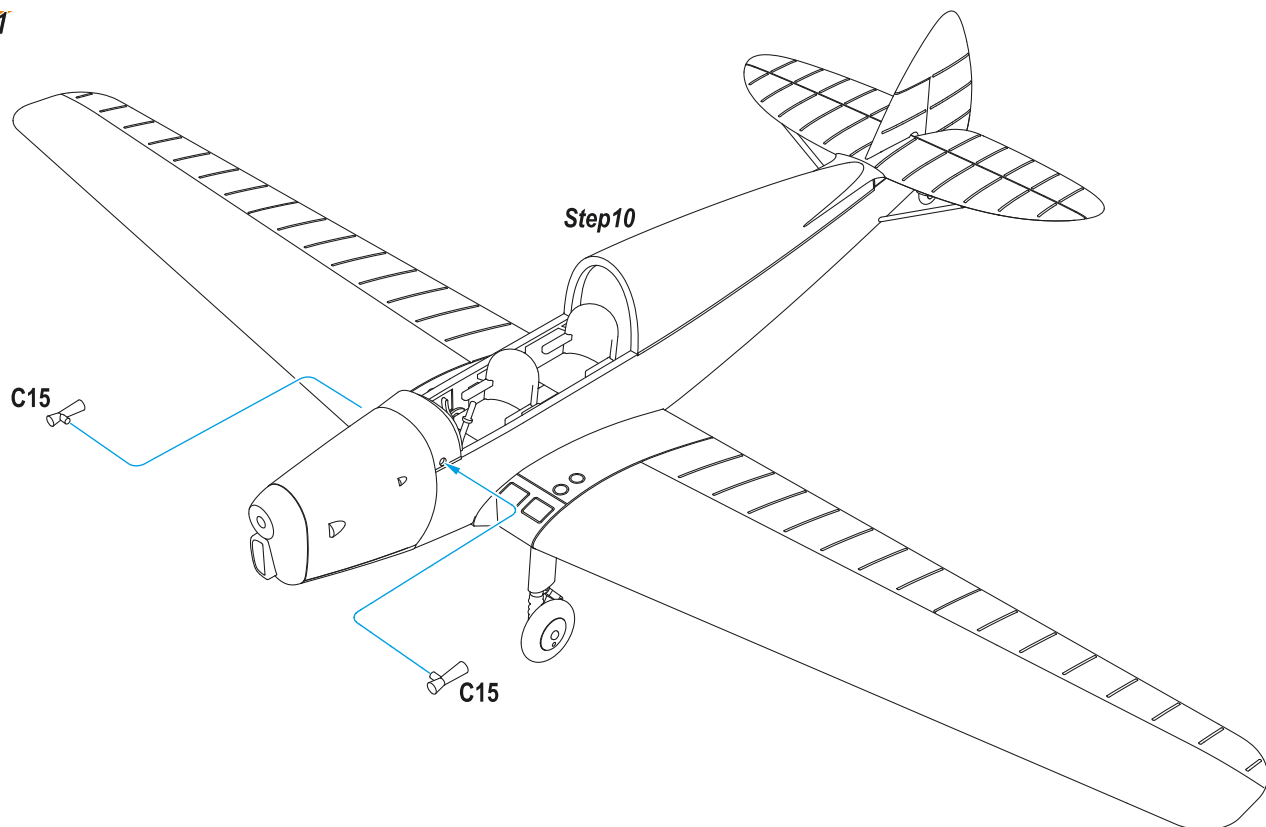
A few Tips and Tricks for easier assembly

For easier assembly of the DH.94 Moth Minor Coupé we recommended our pre-cut mask **M72067 DH.94 Moth Minor Coupe Mask**, sold separately. For your DH.94 Moth Minor Coupé kit you can also get the excellent 3D-printed wheels **P72049 DH.94 Moth Minor Wheels / Circumferential Tread Pattern**.

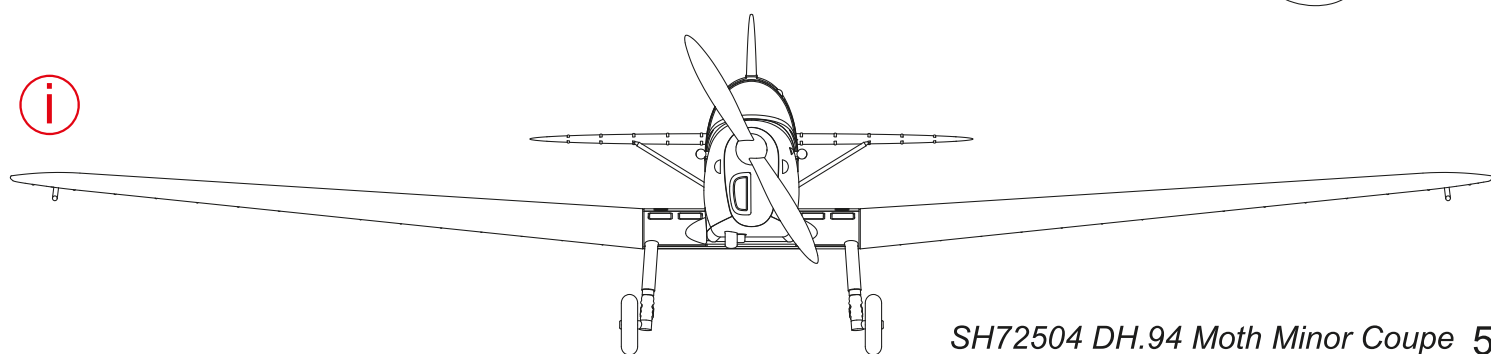
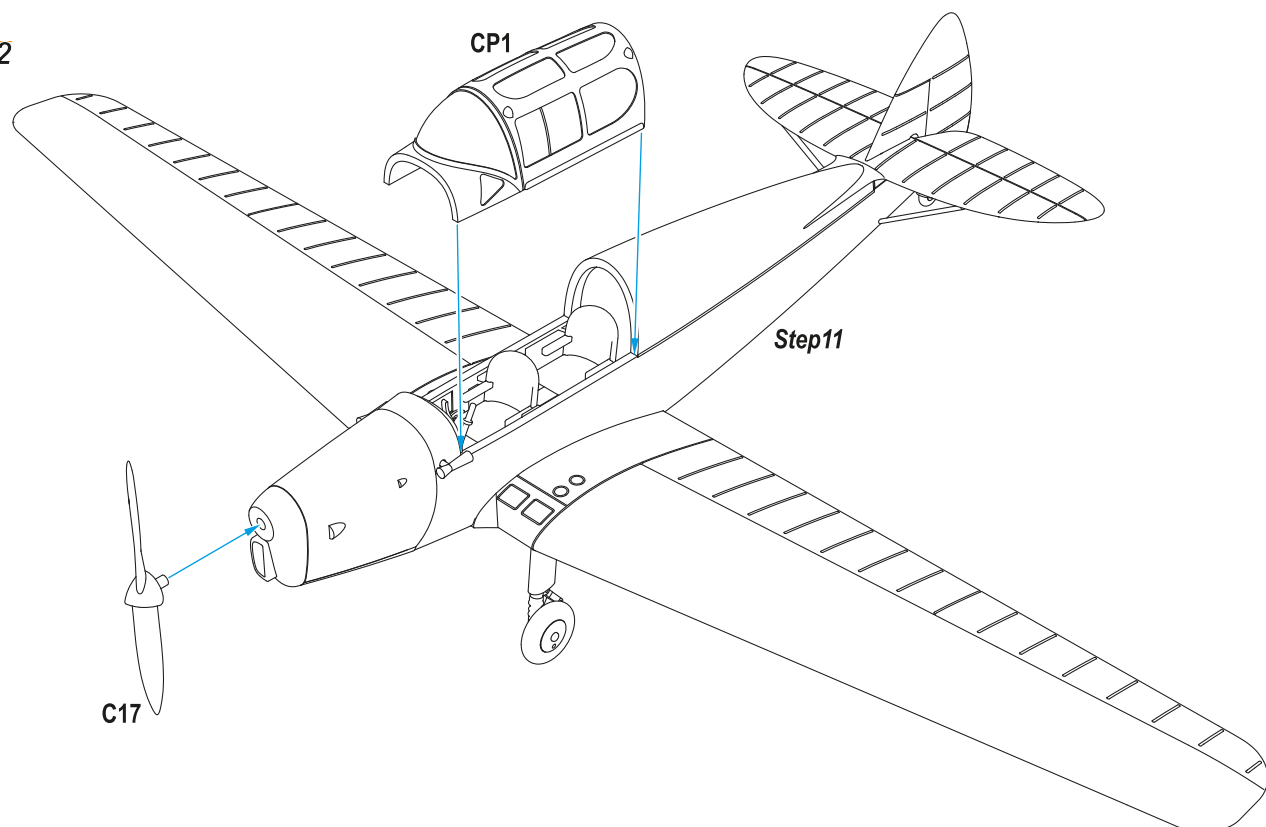
Pro snazší stavbu modelu DH.94 Moth Minor Coupe doporučujeme použít samostatně prodávané předřezané masky **M72067 DH.94 Moth Minor Coupe Mask**. Pro stavebníci DH.94 Moth Minor Coupe také nabízíme excelentní 3D tištěná kola **P72049 DH.94 Moth Minor Wheels / Circumferential Tread Pattern**.

info at www.specialhobby.eu

Step 11

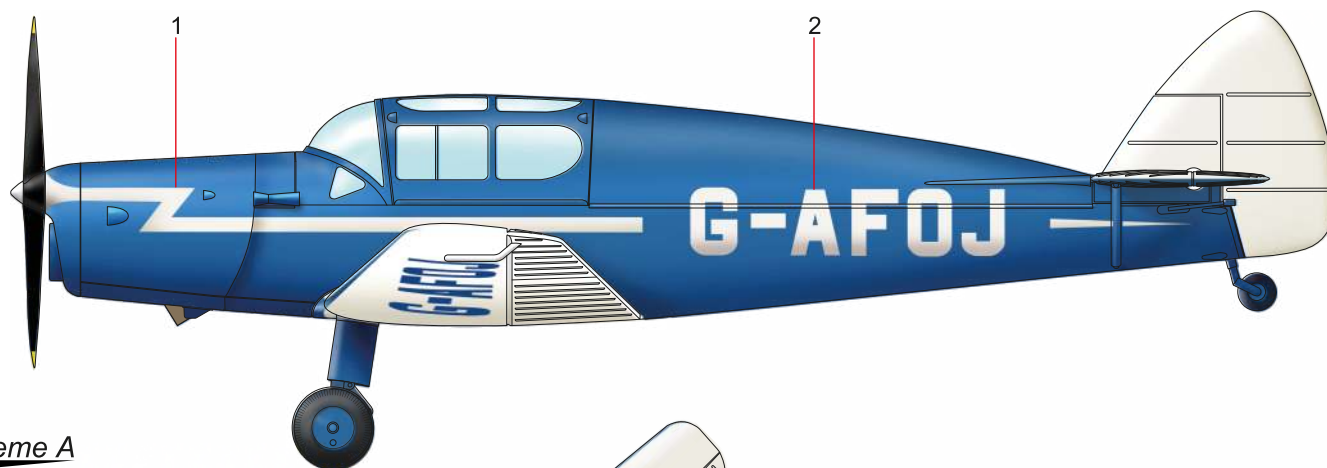


Step 12

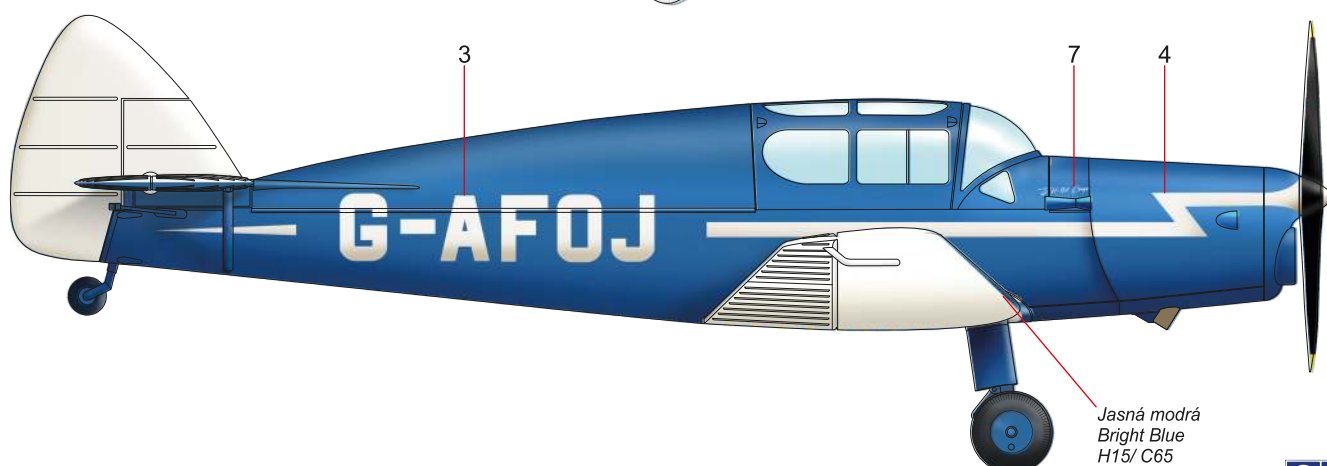
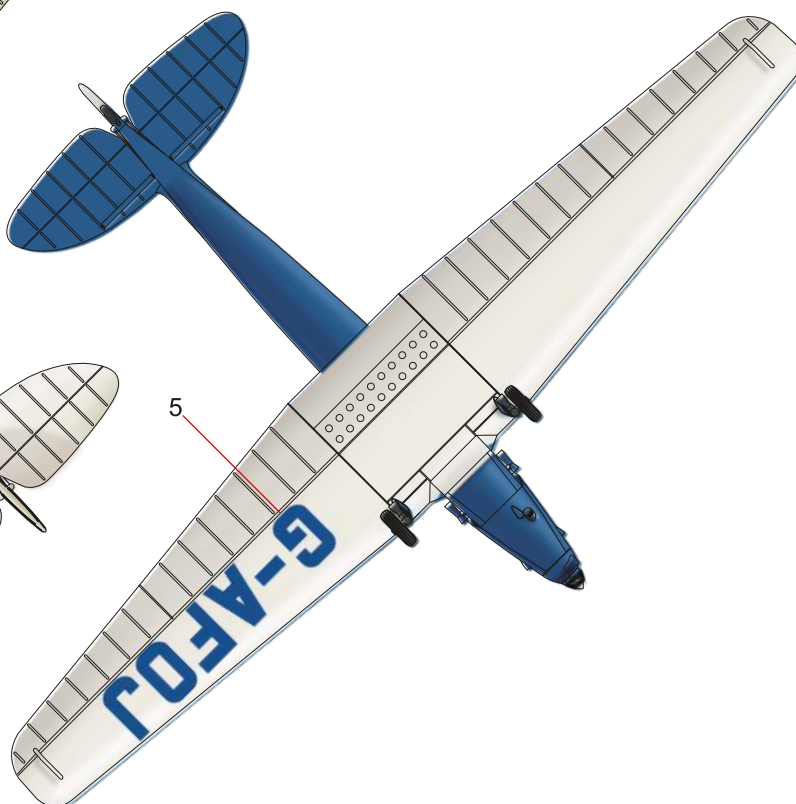
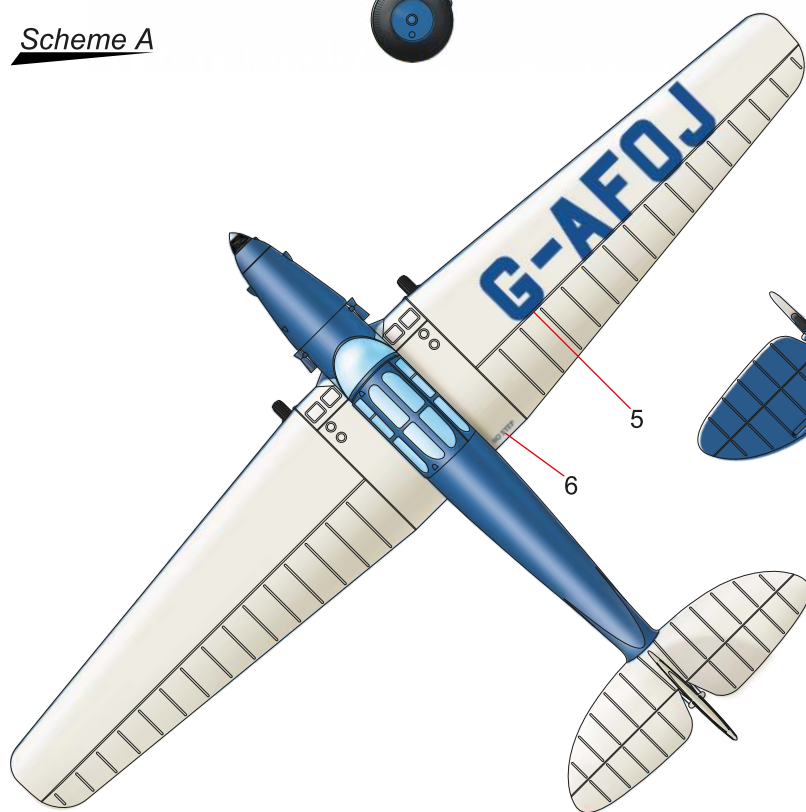


DH. 94 Moth Minor Coupe, G-AFOJ, c/n 9407, soukromý vlastník, Velká Británie, šedesátá léta 20. stol. Po rekonstrukci, v novém zbarvení létal ještě v roce 2021.

DH. 94 Moth Minor Coupe, G-AFOJ, c/n 9407, privately owned, Great Britain, 1960s. In 2021, wearing new colours, still kept in airworthy condition after restoration.



Scheme A



Jasná modrá
Bright Blue
H15/ C65

Špinává bílá
Off White
H21/ C69

Černá
Flat Black
H12/ C33

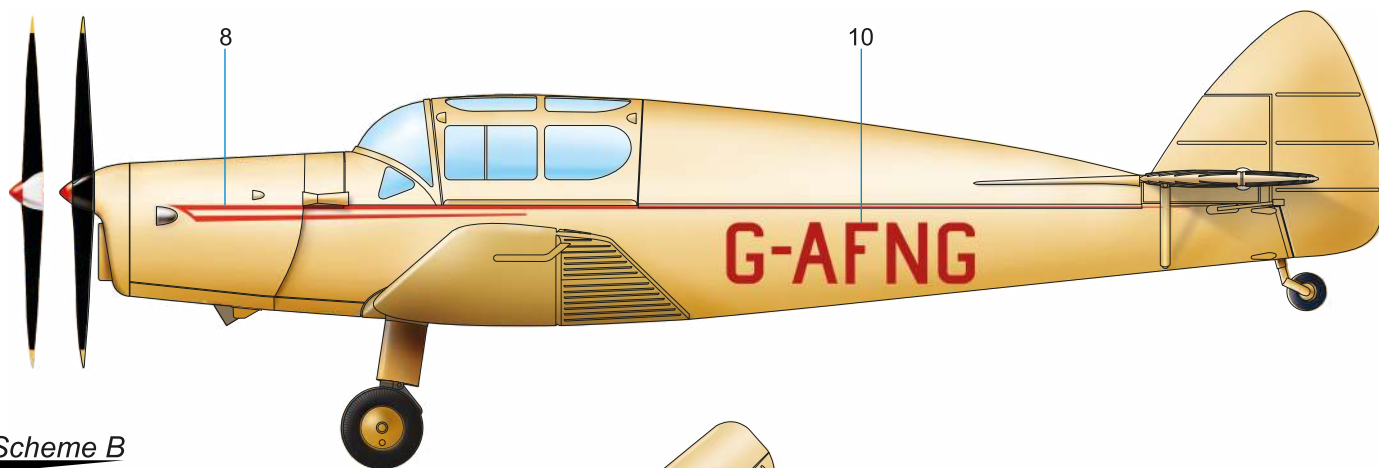
Žlutá
Yellow
H4/ C4

Jasná modrá
Bright Blue
H15/ C65

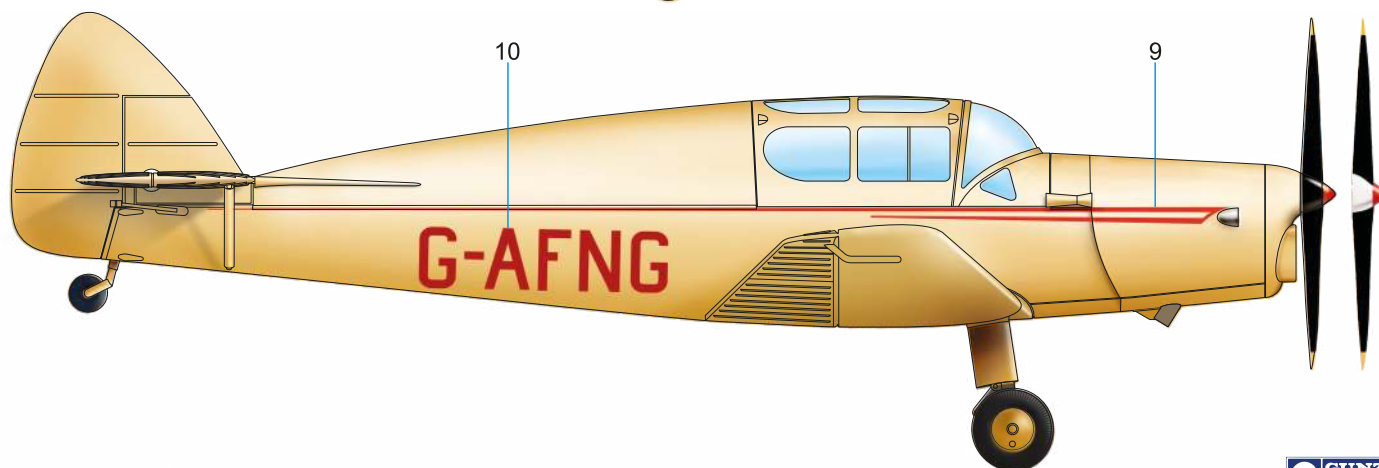
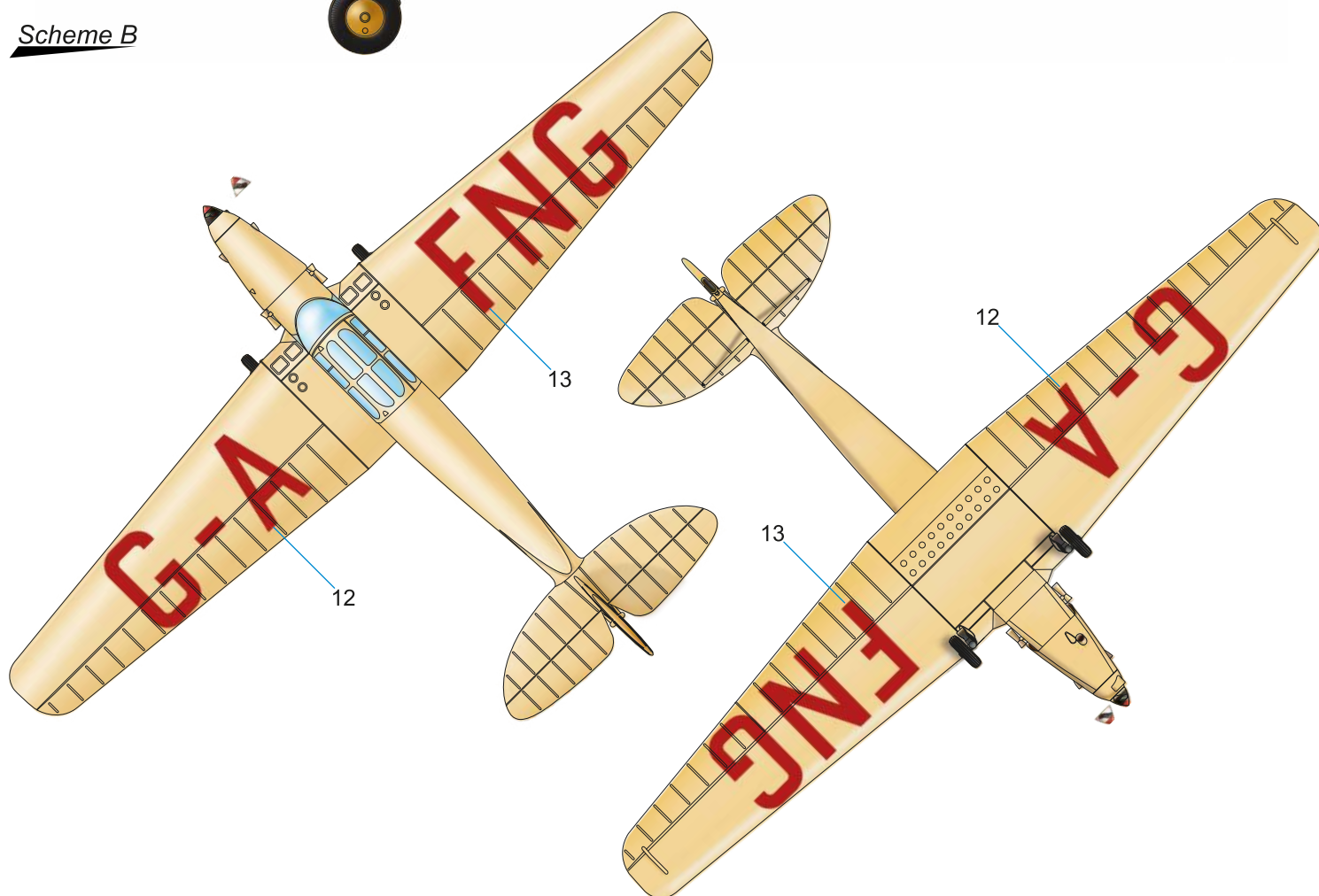


DH. 94 Moth Minor Coupe, G-AFNG, c/n 94014, soukromý vlastník, Velká Británie, devadesátá léta 20. stol. V této podobě se letoun zúčastnil De Havilland Moth Club Rally na letišti Woburn Abbey v srpnu 1993. Letoun byl vyroben s otevřenými prostory osádky a byl přestavěn na verzi Coupe v padesátých letech 20. století.

DH. 94 Moth Minor Coupe, G-AFNG, c/n 94014, privately owned, Great Britain, 1990s. As shown in this scheme, G-AFNG took part in the De Havilland Moth Club Rally at Woburn Abbey airfield in August 1993. The aircraft was originally built with open cockpits and in the 1950s was converted to the Coupe version.

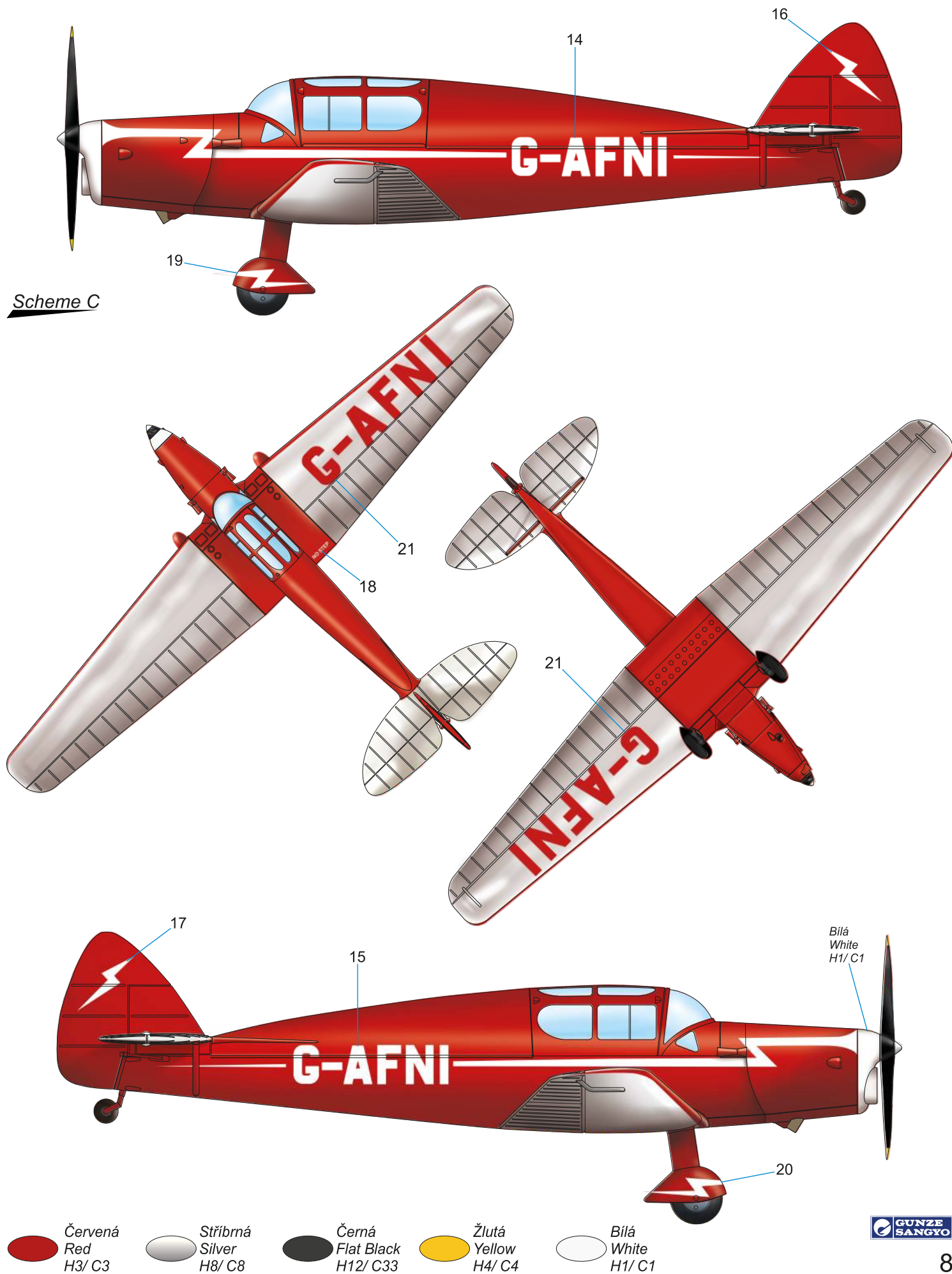


Scheme B

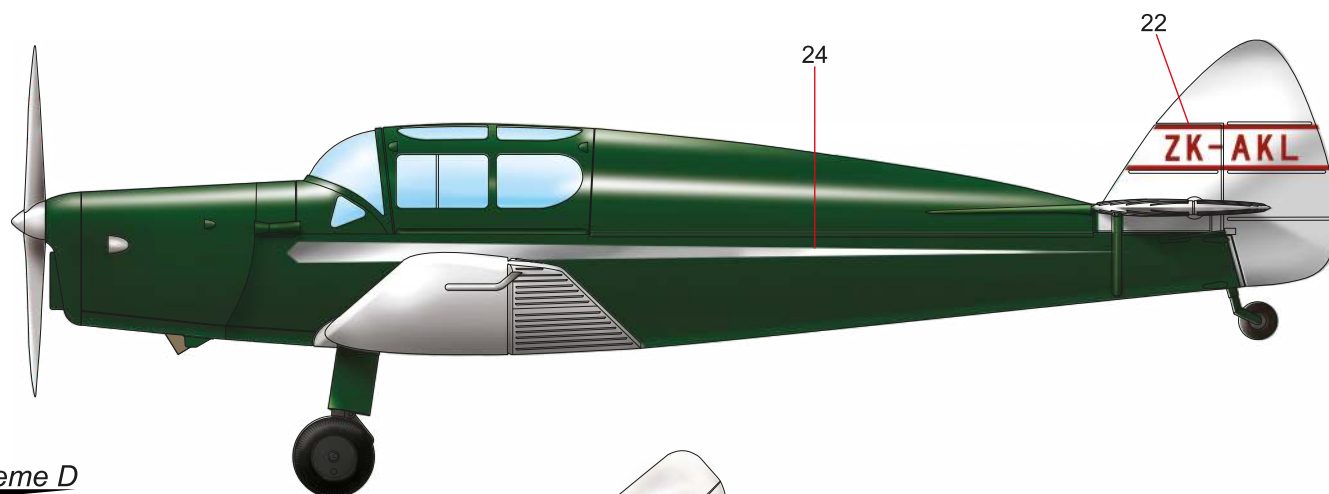


- | | | | | | |
|--|--|---|---|---|--|
|  Radom
Radome
H318/ C318 |  Červená
Red
H327/ C327 |  Černá
Flat Black
H12/ C33 |  Žlutá
Yellow
H4/ C4 |  Bílá
White
H1/ C1 |  Stříbrná
Silver
H8/ C8 |
|--|--|---|---|---|--|

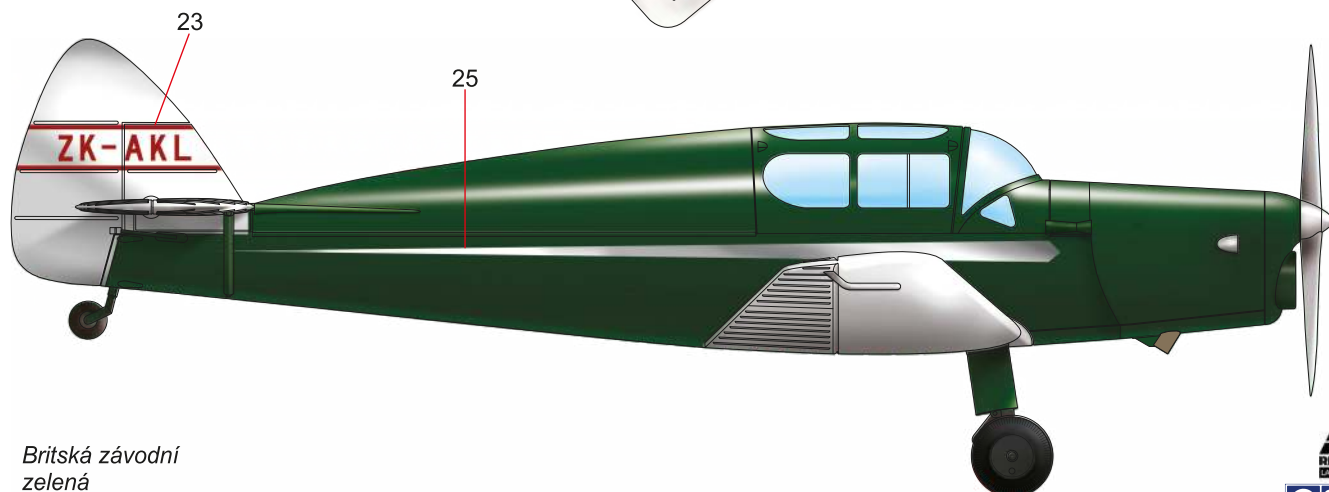
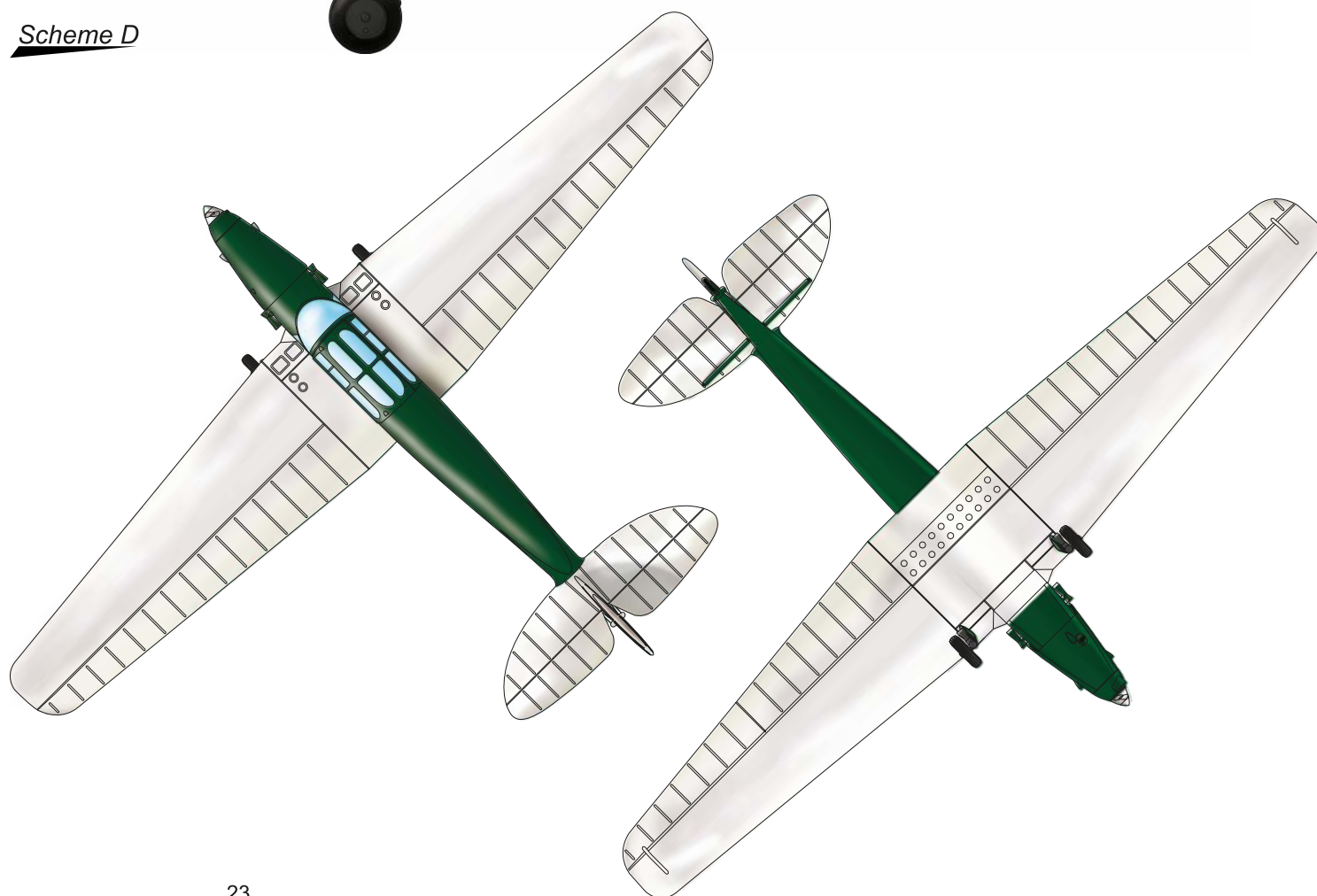
DH.94 Moth Minor Coupe, G-AFNI, c/n 94035, soukromý vlastník, DH.94 Moth Minor Coupe, G-AFNI, c/n 94035, privately owned, Great
Velká Británie, padesátá a šedesátá léta 20. stol. Letoun byl vyroben s Britain, 1950s – 1960s. Built with open cockpits, converted to the
otevřenými prostory osádky a byl přestavěn na verzi Coupe Coupe version probably in 1952.
pravděpodobně v roce 1952.



DH.94 Moth Minor Coupe, ZK-AKL, c/n 94061, soukromý vlastník, DH.94 Moth Minor Coupe, ZK-AKL, c/n 94061, privately owned, New
Nový Zéland, šedesátá léta 20. stol. Letoun byl vyroben s otevřenými Zealand, 1960s. Originally built with open cockpits, during WW2 flew
prostory osádky a během druhé světové války létal u RNZAF jako with the RNZAF registered NZ591.
NZ591.



Scheme D



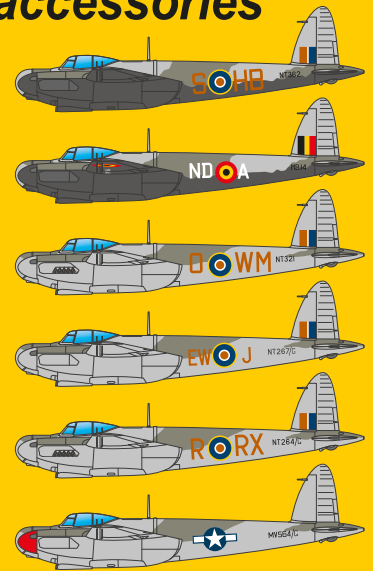
Britská závodní
zelená
British Racing
Green
RC847

Stříbrná
Silver
H8/ C8

Černá
Flat Black
H12/ C33

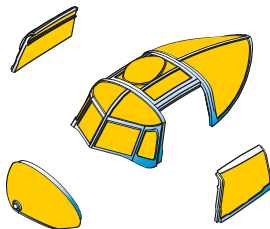


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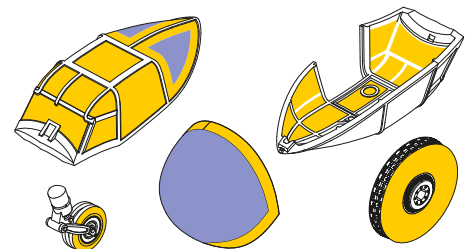


F72378 1/72 Mosquito Pilot and Navigator

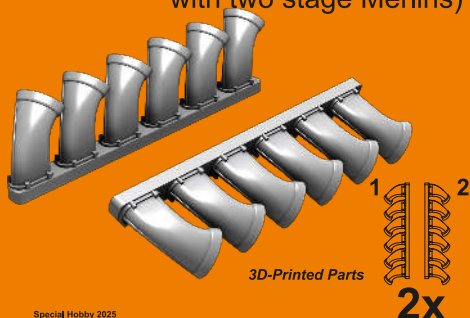
Sculpted by M. Antfeist



Special MASK M72062 Mosquito NF Fighter Version Canopy Mask



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



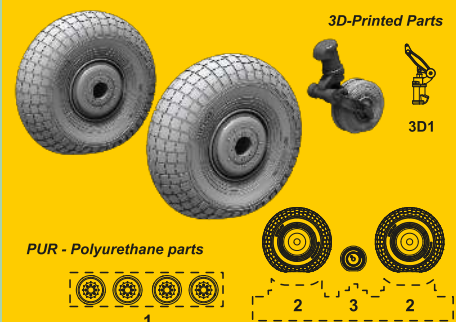
P72041 1/72 Mosquito Dinghy Box

3D-Printed Parts



7523 1/72 Mosquito Mainwheels and Tailwheel w/Leg

3D-Printed Parts



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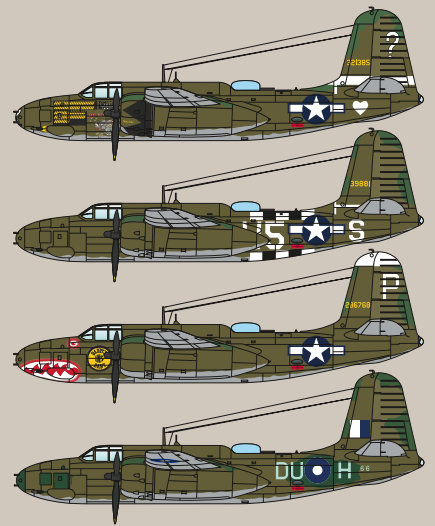
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1st special
72 HOBBY



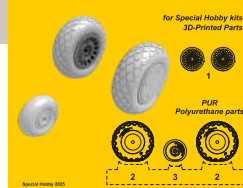
A-20G Havoc 'Over Europe and Pacific'

SH 72533



7527
1/72

A-20 Havoc/Boston
P-70 Nighthawk
Wheels



7530
1/72

A-20 Havoc/Boston
P-70 Nighthawk Wheels
Hubs without Covers

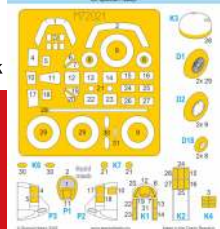


special
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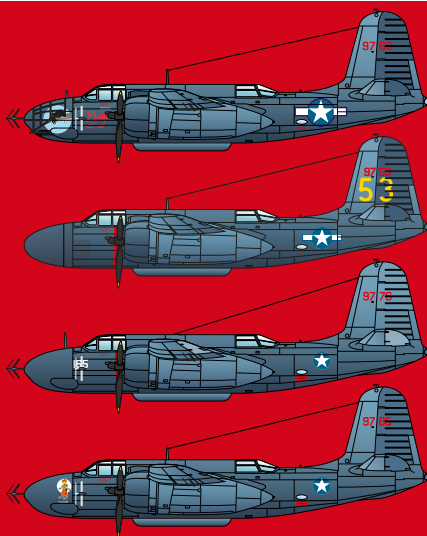
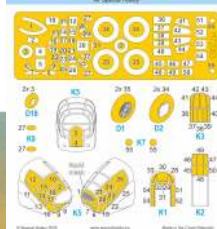
special
MASK

M72021 A-20G/K
Havoc/Boston
M72063 A-20C Havoc
P-70 Nighthawk

special
MASK A-20G/K
Havoc/Boston
M72021 1/72



special
MASK A-20C Havoc
P-70 Nighthawk
M72063 1/72



P-70 Nighthawk
'First US Nightfighter'

SH 72460

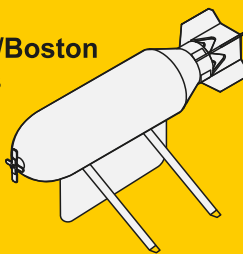
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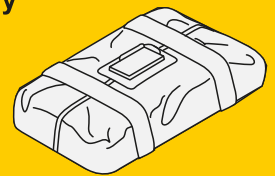
F72221
USAAF WWII
pilot,
gunner
and
mechanic
(3 fig)



Q72359
A-20 Havoc/Boston
Wing Racks
and Bombs



Q72376
A-20 Havoc/Boston
Dinghy



F72374
A-20/DB-7C Boston RAAF Crew



7426 A-20G/H/K/J
Havoc/Boston Mk.IV/V cockpit



7427 A-20G/H/K/J
Havoc/Boston Mk.IV/V Gun turret



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AND DECALS

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MV137
1/72
DETAILS
3D TISTENA
STAVENICE
S LEPTY
A OBITSKY
DETAILED
3 PRINTED KIT
WITH P-E PARTS
AND DECALS

MADE IN THE CZECH
REPUBLIC

Fordson WOT2H
'Tin Cargo Bed'

MV138
1/72

MADE IN THE CZECH
REPUBLIC

Detailed resin kit contains 3D printed parts, P-E fret and decals

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