

SPAD VII

AIRFIX-72 SCALE



S.P.A.D. VII

The Spad fighter, the prototype of which first flew in April 1916, was the product of France's outstanding aeronautical engineers. The project was directed by Louis Blériot of cross-channel fame who acquired the old Deperdussin concern which he re-named Société Pour l'Aviation est ses Dérivés. Airframe design was headed by Louis Béchereau, creator of several successful pre-war aircraft and the Swiss-born Hispano engineer, Marc Birkigt created the brilliant vee-eight engine which was so much more efficient than the earlier rotary engines.

Late in 1916 there was an urgent need for a new allied fighter to combat the formidable Albatros scouts coming into service with the German Air Force, and the Spad with its high speed and structural strength was the answer. The first production machines went to equip the famous "Stork" group and with such pilots as Guynemer, Dorme and Fonck the new fighter soon made a great name for itself.

At the same time as the French were supplying their own units they were generous enough to divert some of their production to the British Royal Flying Corps and by 1917 the Spad VII was being produced in England as well as France. Also in 1917 the more powerful Spad XII, armed with a 37mm cannon was introduced; this was not generally adopted and was superseded by the XIII with a larger Hispano-Suiza engine and twin machine guns.

The particular machine represented by this model is one of two early Spad VII's flown by the great French ace Guynemer and is preserved today in Paris. Lieutenant Guynemer played a large part in the development of the Spad series of fighters and had a superb fighting record; 54 confirmed victories in 600 aerial combats before his death at the age of only 21 on September 11th, 1917.

The earliest Spad VII's were powered by a 140 h.p. (later increased to 150 h.p.) Hispano-Suiza 8A engine which gave a maximum speed of approximately 110 m.p.h. and a ceiling of 16,400 feet. Armament was a single synchronised Vickers machine gun, wing span was 25 ft. 8 ins. and length 20 ft 4 in.

PLEASE OPEN CAREFULLY—INSTRUCTIONS OVERLEAF

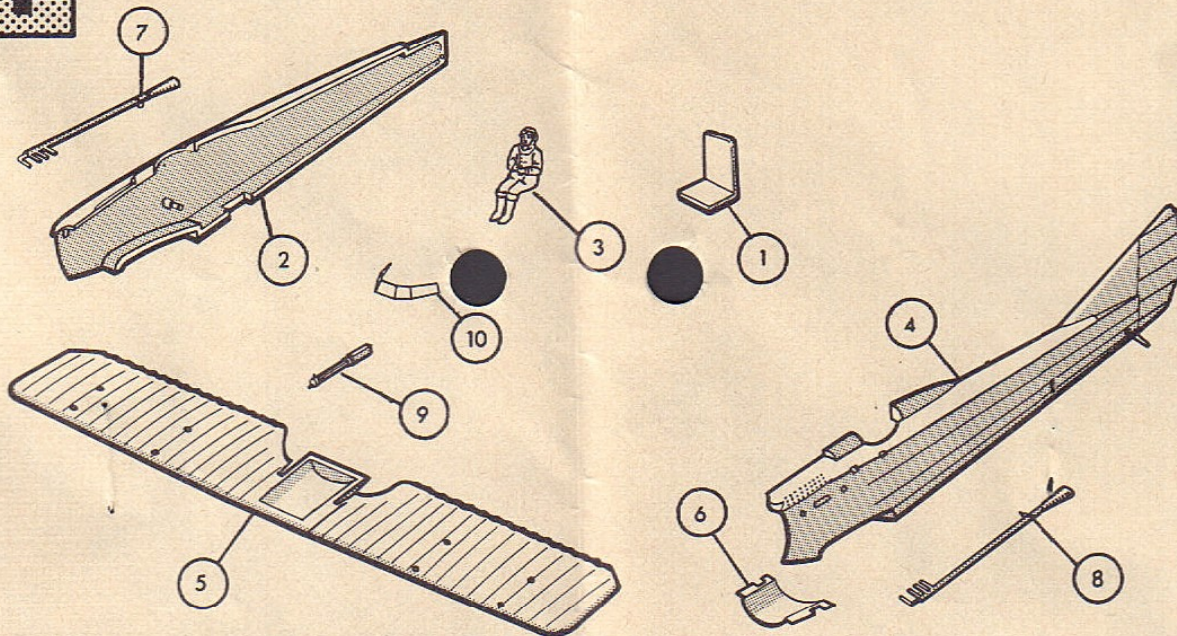
Ask for other AIRFIX Models in this series

SPAD VII

INSTRUCTIONS

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

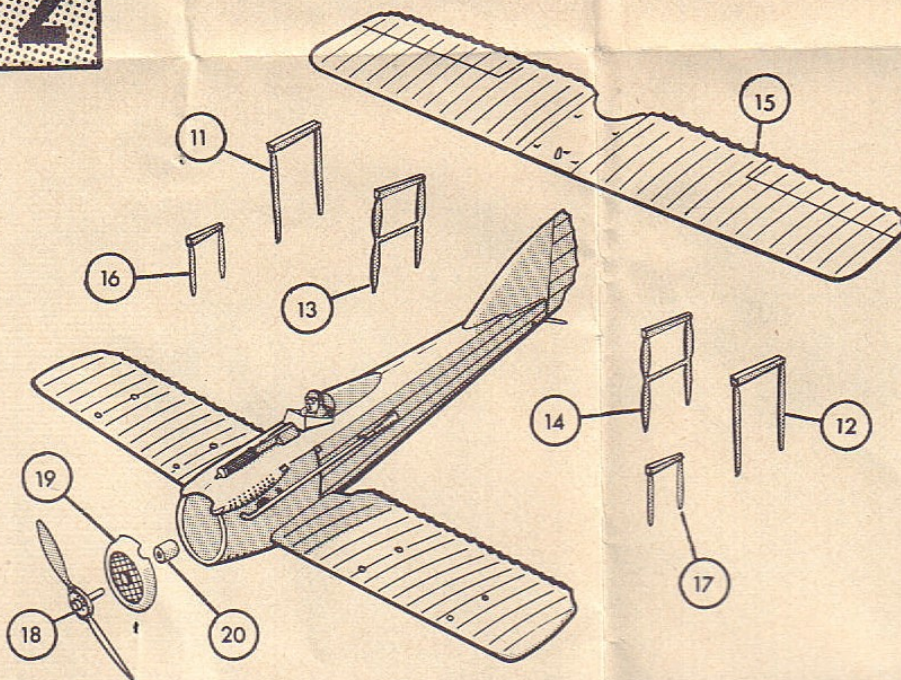
1 FUSELAGE & LOWER WING ASSEMBLY



It is recommended that the instructions and exploded views are studied before assembly. Note that some parts are best painted before assembly. If stand is to be used cut away wall of plastic from stand slot in fuselage halves.

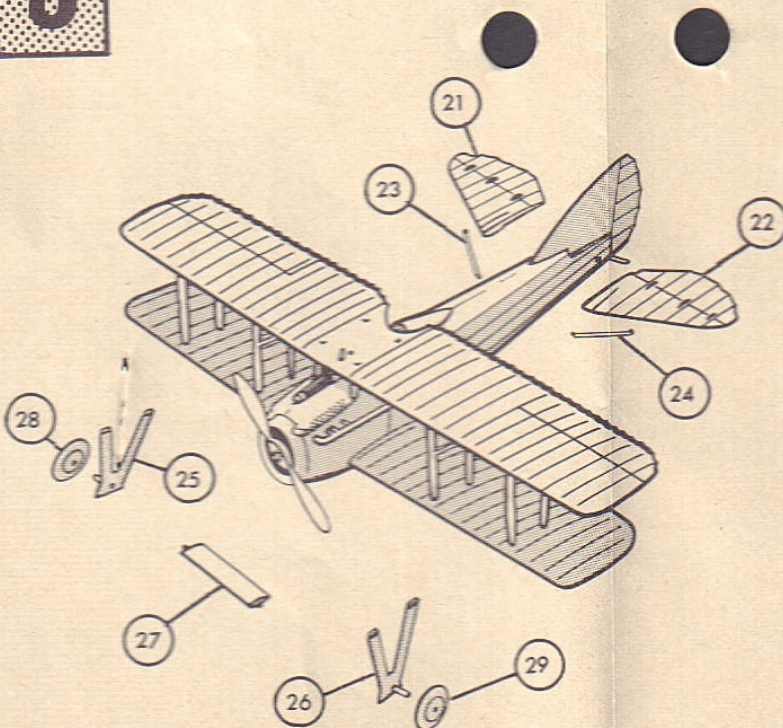
1. Cement seat (1) onto location in starboard fuselage half (2), back of seat against rear of cockpit.
2. Cement pilot (3) to seat.
3. Cement port (4) and starboard fuselage halves together.
4. Locate and cement lower wing (5) into recess below fuselage.
5. Locate and cement forward underpan (6) beneath nose of fuselage.
6. Cement exhausts (7, 8) into forward locating holes in fuselage sides.
7. Locate and cement rear of machine gun (9) into cradle forward of cockpit.
8. Cement windscreen transparency (10) to top of cockpit carefully applying cement to bottom of transparency.

2 WING AND COWLING ASSEMBLY

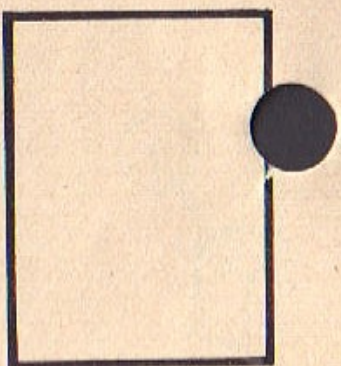
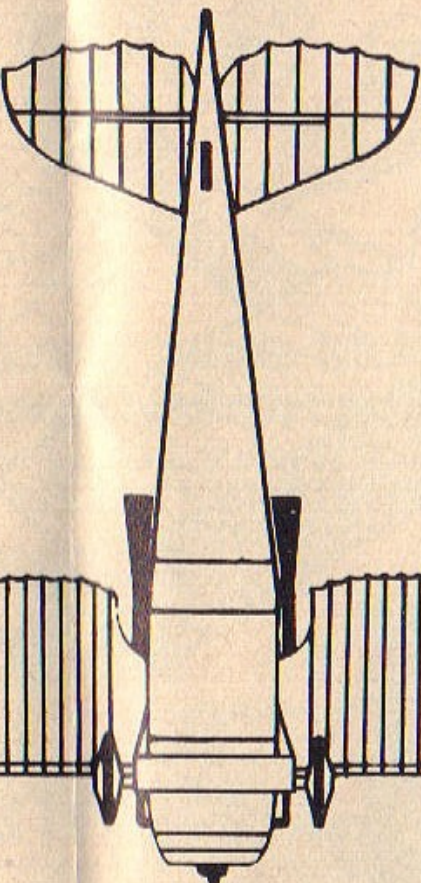
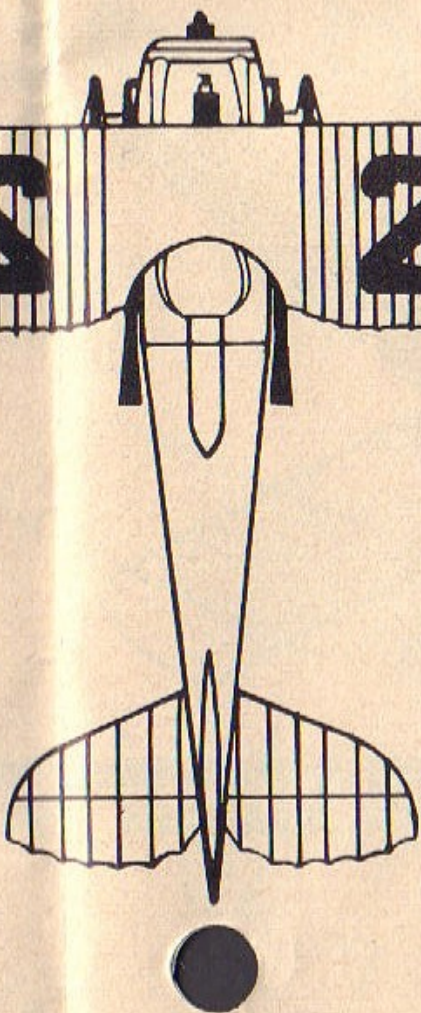
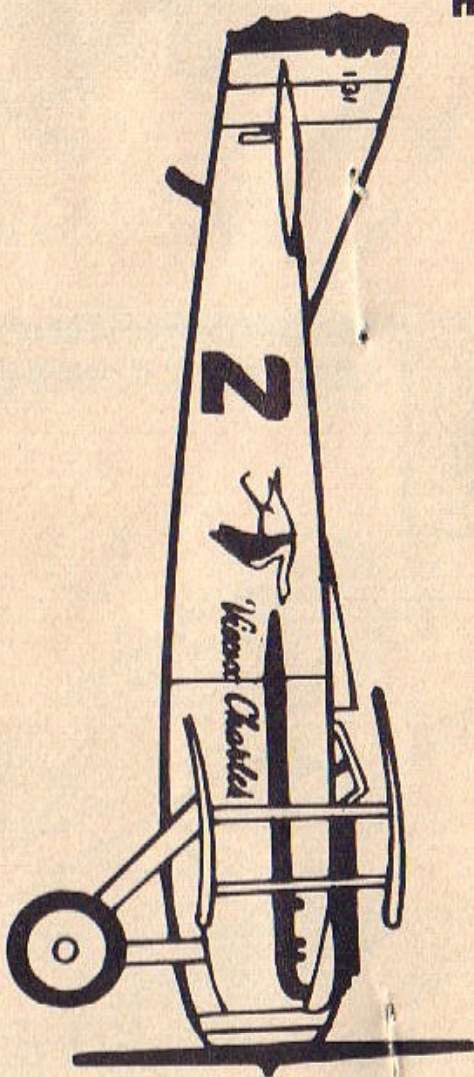
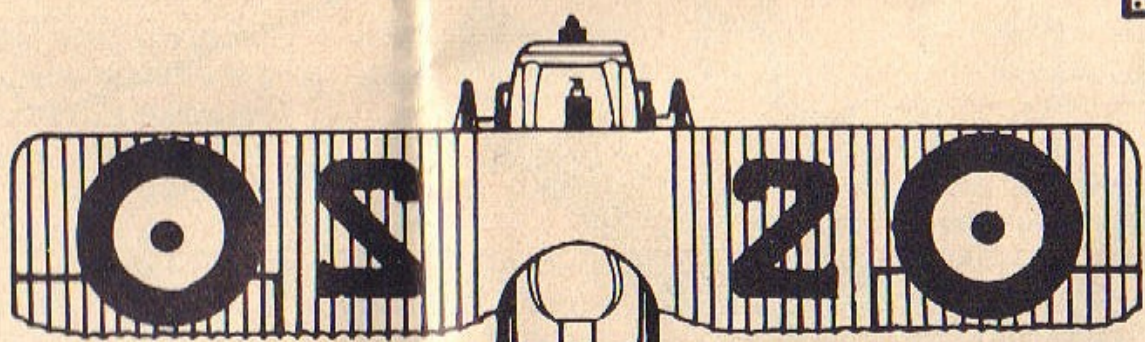


9. With highest point of struts to front locate and cement ribs at top of outer wing struts (11, 12) and inner wing struts with bar (13, 14) into slots beneath upper wing (15).
10. Similarly locate centre section struts (16, 17) into centre slots beneath upper wing.
11. Cement locating pins at bottom of wing struts into corresponding locating holes in port and starboard sides of lower wing and bottom of centre section struts into recesses in upper port and starboard fuselage sides.
12. Insert shaft on propeller (18) through front of engine cowling (19). DO NOT CEMENT.
13. Locate and cement retaining bush (20) onto end of shaft keeping cement from rear of cowling, ensure propeller is free to revolve.

3 UNDERCARRIAGE ASSEMBLY ETC.



14. Locate and cement port and starboard tailplanes (21, 22) into slots at rear of fuselage at same time locating tailplane struts (23, 24) into locating holes in port and starboard fuselage sides and beneath tailplanes.
15. Locate and cement tabs on port and starboard undercarriage legs (25, 26) into cut outs in forward underpan at front and slots at rear formed by wings, at same time cementing locating pins on ends of axle (27) into inner locating holes at bottom of undercarriage legs.
16. Cement wheels (28, 29) onto outer axles at bottom of undercarriage legs.
17. Cement together both parts of stand.
18. Cement arm of stand into slot provided in fuselage.

4**COLOUR SCHEME****LIGHT YELLOW OCHRE**

19. Apply transfers. First cut the sheet into 14 separate subjects. Then dip each in warm water for a few minutes, slide transfer into position as indicated on the illustration. The four red, white and blue roundels above and below wings. The large 2 with black shadows to top of starboard wing. The mirror reversal of the same large numeral to top of port wing, on the actual aircraft this may have been provided to read clearly in a rear view mirror for quick identification in combat. The name View Charles

to starboard fuselage side below cockpit. The stork emblems to port and starboard fuselage sides. The smaller 2's to rear of fuselage.

LIGHT YELLOW OCHRE

All surfaces, wheels

BLACK M6

Wheel tyres, machine guns, exhausts, tail skid

SILVER G8

Propeller boss

DARK BROWN G9

Propeller