

intro

The Bristol F.2B Fighter, a British two-seat biplane fighter and reconnaissance aircraft, had its roots in Frank Barnwell's design studies, dating from March 1916. His task was to design an aircraft that would replace the B.E.2c. Two studies were explored – the Type 9 R.2A which was intended to be powered by the 160 hp Beardmore engine, and the R.2B that was to be powered by the 150 hp Hispano Suiza. Neither of these types were built. In the meantime, the new 190 hp Rolls-Royce Falcon inline engine became available, and Barnwell designed a new aircraft around this engine. The new aircraft, known under designation Type 12 F.2A, was intended as a replacement for the F.E.2d and Sopwith 1½ Strutter two-seat fighters.

The new aircraft made its maiden flight on September 9th, 1916. Only 52 F.2As were produced. The armament consisted of one synchronised, fixed, forward-firing 7.7mm Vickers machine gun, and one flexible 7.7 mm Lewis Gun, mounted on a Scarff ring in the observer's cockpit.

The Bristol Type 14 F.2B flew for the first time on October 25th, 1916. The initial batch of approximately 150 aircraft were powered by Falcon I and Falcon II engines. The rest of serial production aircraft by Bristol were equipped with the 275 hp Falcon III engine. The F.2B could reach a maximum speed of 198 km/h, and was more than 16 km/h faster than the F.2A.

F.2B armament was the same as the F.2A, but F.2Bs often carried a second Lewis gun on the rear cockpit mounting.

The limited capability of the Bristol factory was the reason why the F.2B was manufactured under licence by Gloucestershire Aircraft Co. Ltd., Marshall & Sons, and National Aircraft Factory No. 3. Due to the shortage of Rolls Royce Falcons, these manufacturers mounted two other engines into the F.2B airframe – Hispano Suiza 8Ab (B, Ba later), and Sunbeam Arab I.

The Bristol F.2B Fighter was a manoeuvrable aircraft that was able to take on single-seat fighters in direct combat. It was flown by many Royal Flying Corps Squadrons, and remained in military service into the 1930s, and surplus aircraft were popular in the civil aviation world.

úvodem

Bristol F.2B Fighter, britský dvoumístný stíhací a průzkumný dvouplošník, má své kořeny ve studiích zkonstruovaných Frankem Barnwellem v březnu 1916. Jeho úkolem bylo navrhnout letoun, který by nahradil typ B.E.2c. Dokončeny byly dvě studie – Type 9 R.2A měl být poháněn motorem Beardmore o výkonu 150 k a R.2B měl pohánět motor Hispano Suiza o výkonu 150 k. Ani jedna z těchto pohonných jednotek nakonec nebyla k dispozici. Mezitím však přišel do výroby řadový motor Rolls Royce Falcon I o výkonu 190 k a Barnwell kolem něj zkonstruoval nový letoun. Dostal označení Type 12 F.2A a byl zamýšlen jako náhrada za dvoumístné stíhačky F.E.2d a Sopwith 1½ Strutter.

Nový letoun se poprvé dostal do vzduchu 9. září 1916. Postaveno bylo pouze 52 exemplářů F.2A. Výzbroj tvořil jeden synchronizovaný, pevný, vpřed střelící 7,7mm kulomet Vickers a jeden pohyblivý 7,7mm kulomet Lewis instalovaný v oběžném kruhu Scarff v kokpitu pozorovatele.

Bristol Type 14 F.2B poprvé vzlétl 25. října 1916. Prvních zhruba 150 letounů bylo poháněno motory Falcon I a Falcon II. Zbytek produkce pak dostal motory Falcon III o výkonu 275 k, s nimiž letouny dosahovaly maximální rychlosti 198 km/h a byly tak o 16 km/h rychlejší než F.2A.

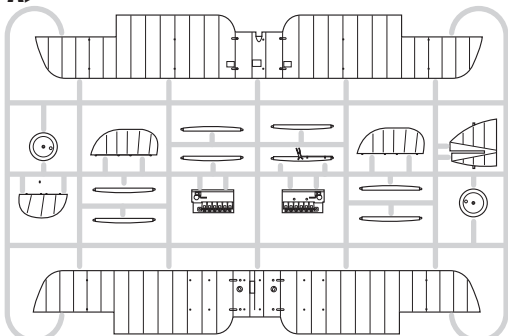
Výzbroj zůstala stejná jako u F.2A, avšak F.2B často měly v zadním kokpitu montovaný druhý kulomet Lewis.

Omezená výrobní kapacita Bristolu byla důvodem spuštění licenční výroby u společností Gloucestershire Aircraft Co. Ltd., Marshall & Sons a National Aircraft Factory No. 3. Kvůli nedostatečným dodávkám motorů Falcon používali tito výrobci motory Hispano Suiza 8Ab (později B, Ba) a Sunbeam Arab I.

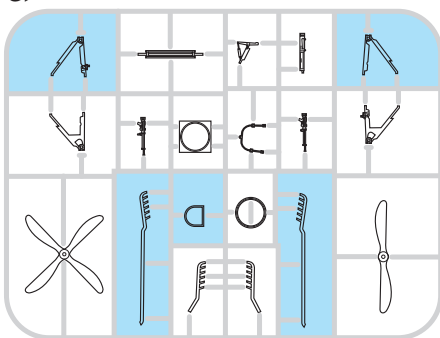
Bristol F.2B byl obratným letounem, schopným postavit se jednomístným stíhacím letounům a sloužil u mnoha squadron Royal Flying Corps. V řadách ozbrojených sil se udržel až do 30. let a letouny z válečných přebytků se těšily popularitě v civilním letectví.

PLASTIC PARTS

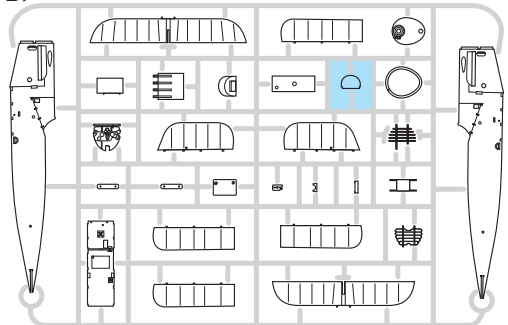
A>



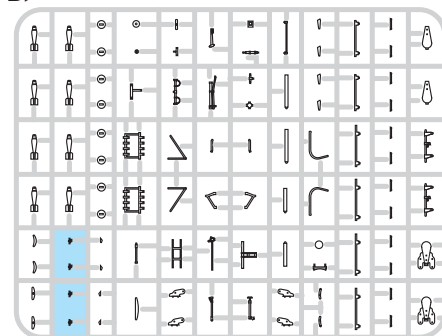
C>



B>



D>



FILM



GUNZE	
H2	C2 BLACK
H11	C62 FLAT WHITE
H33	C81 RUSSET
H37	C43 WOOD BROWN
H47	C41 RED BROWN
H51	C11 LIGHT GULL GRAY

GUNZE	
H53	C13 NEUTRAL GRAY
H66	C19 SANDY BROWN
H85	C45 SAIL COLOR
H309	C309 GREEN
H329	C329 YELLOW
H338	C338 LIGHT GRAY

Mr. METAL COLOR	
MC214	DARK IRON
MC218	ALUMINIUM
MC219	BRASS

-Parts not for use. -Teile werden nicht verwendet. -Plečes a'ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

ATTENTION * UPOZORNĚNÍ * ACHTUNG * ATTENTION

(GB)

Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.

(CZ)

Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

(D)

Vor dem Zusammenbau die Bauanleitung gut durchlesen. Kleber und Farben nicht in der Nähe von offenem Feuer verwenden und für eine ausreichende Belüftung sorgen. Den Bausatz von kleinen Kindern fernhalten. Vermeiden Sie, dass Kinder Bauteile in den Mund nehmen oder sich Plastiktüten über den Kopf ziehen.

(F)

lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyle sur la tête.

INSTRUCTION SIGNS * INSTR. SYMBOLY * INSTRUKTION SINNBILDEN * SYMBOLES



OPTIONAL
VOLBA



BEND
OHNOUT



OPEN HOLE
VYVRTAT OTVOR



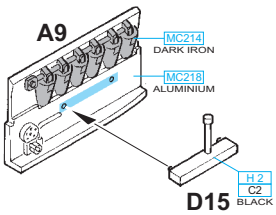
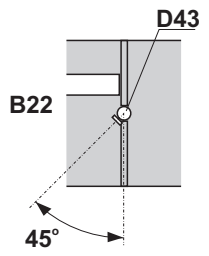
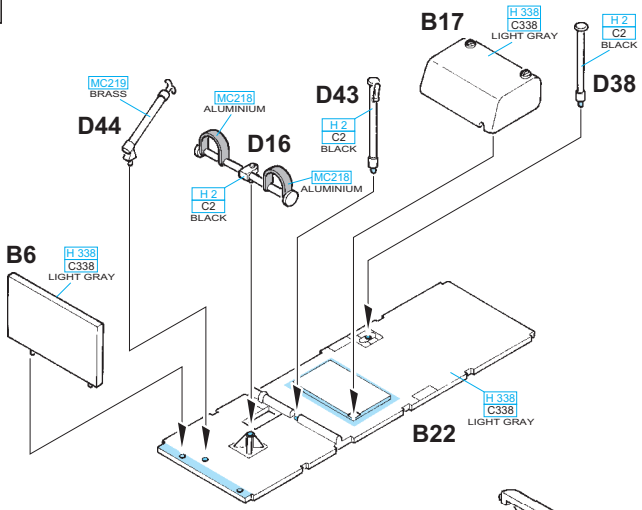
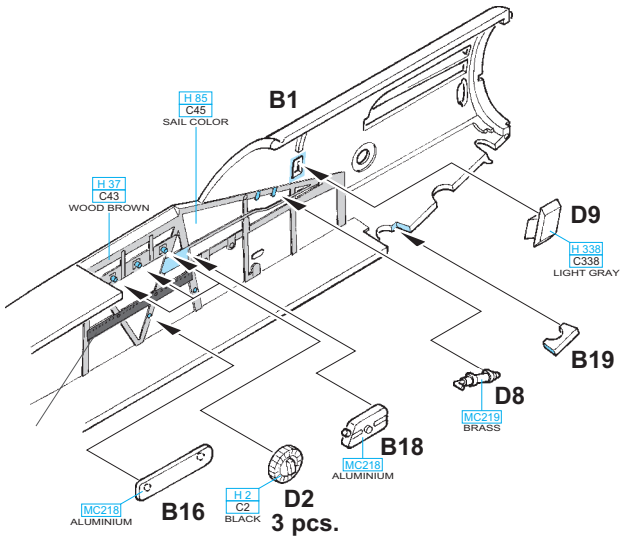
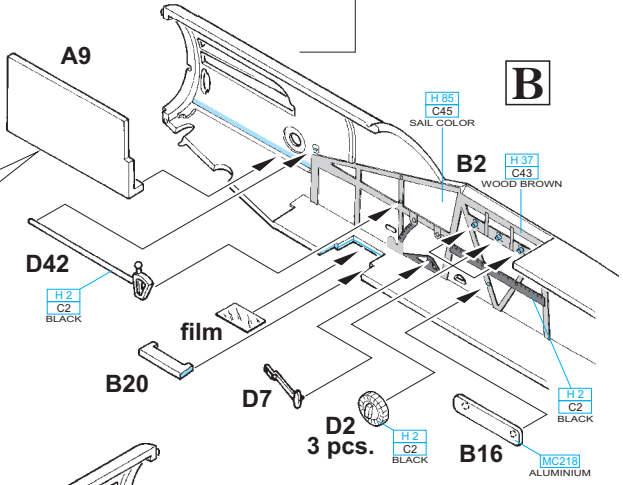
SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ

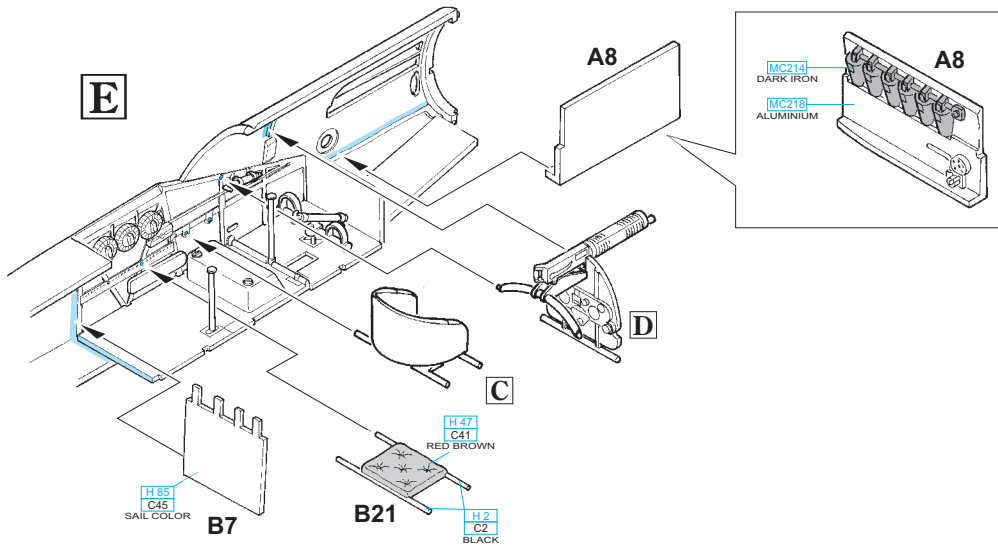
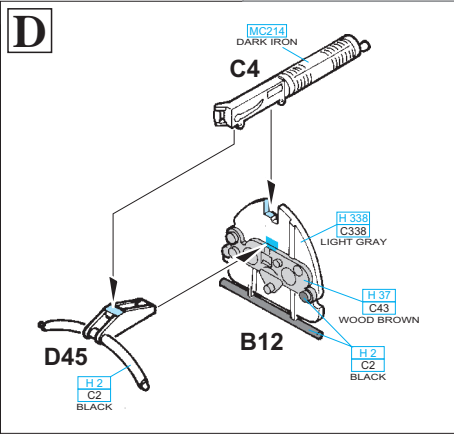
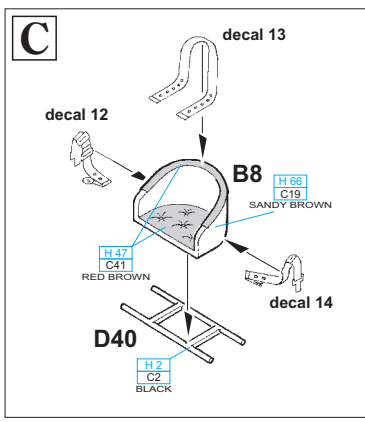
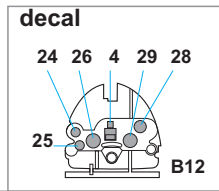
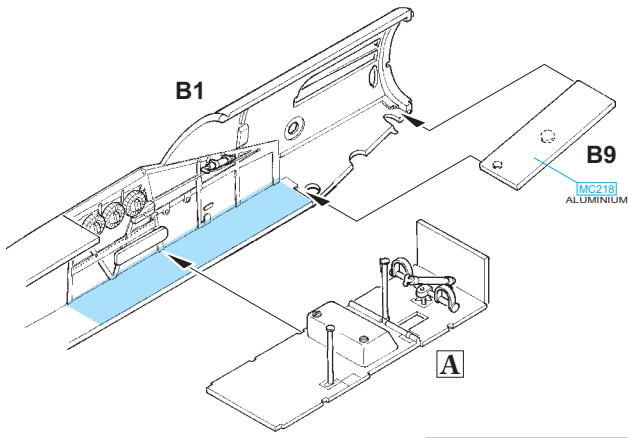


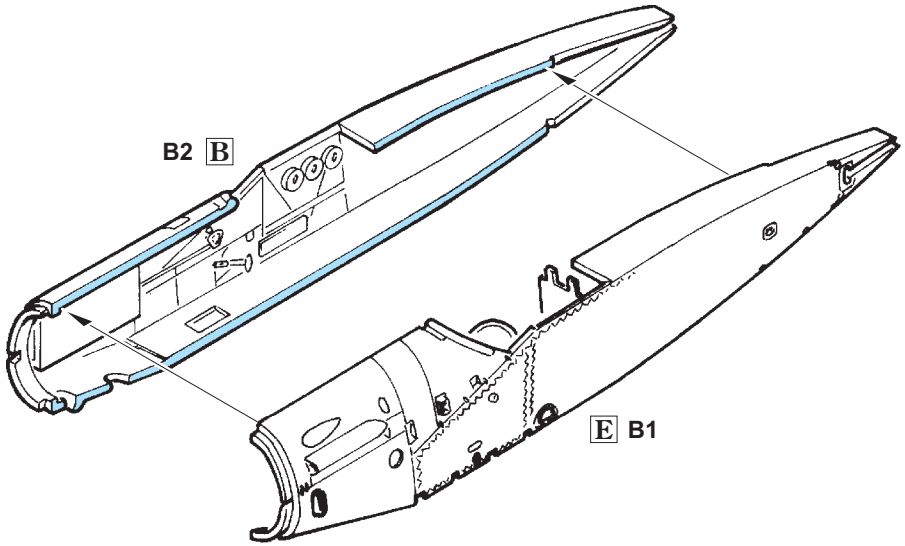
REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT

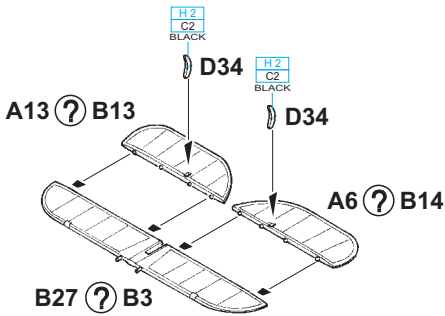
A**B**



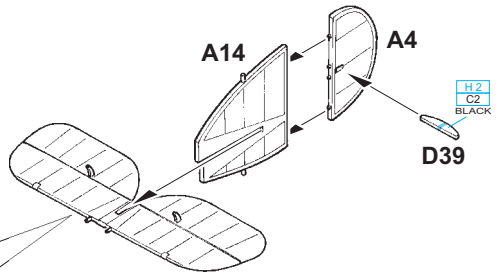


A6, A13, B27 - MARKING **A**

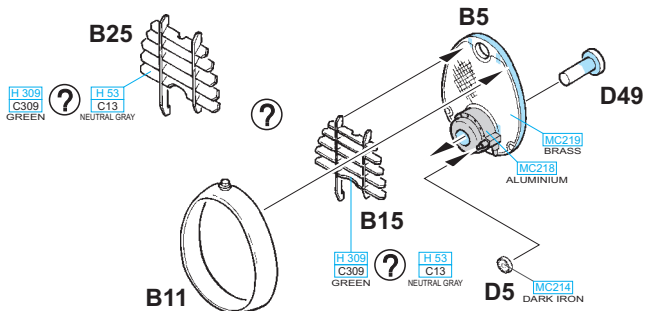
B3, B13, B14 - MARKING **B**

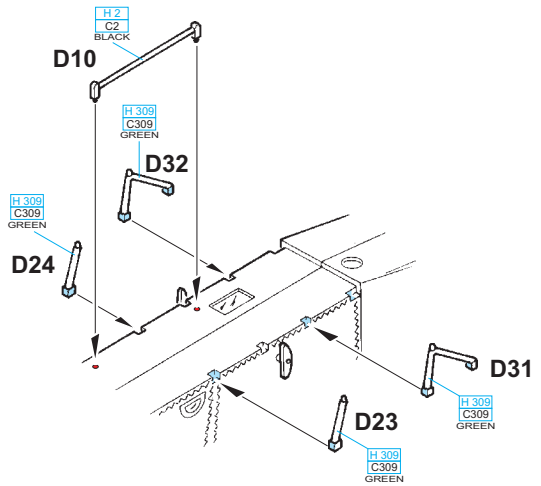
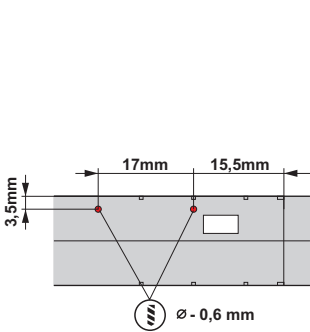
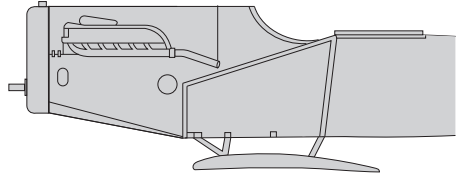
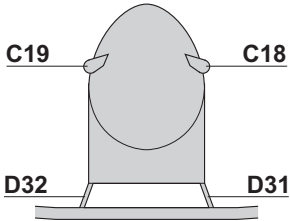
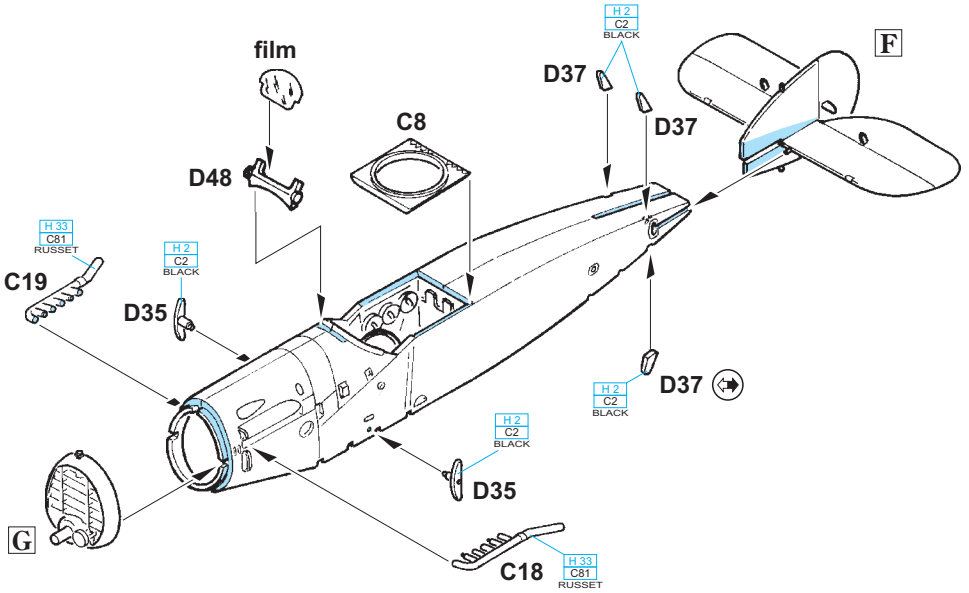


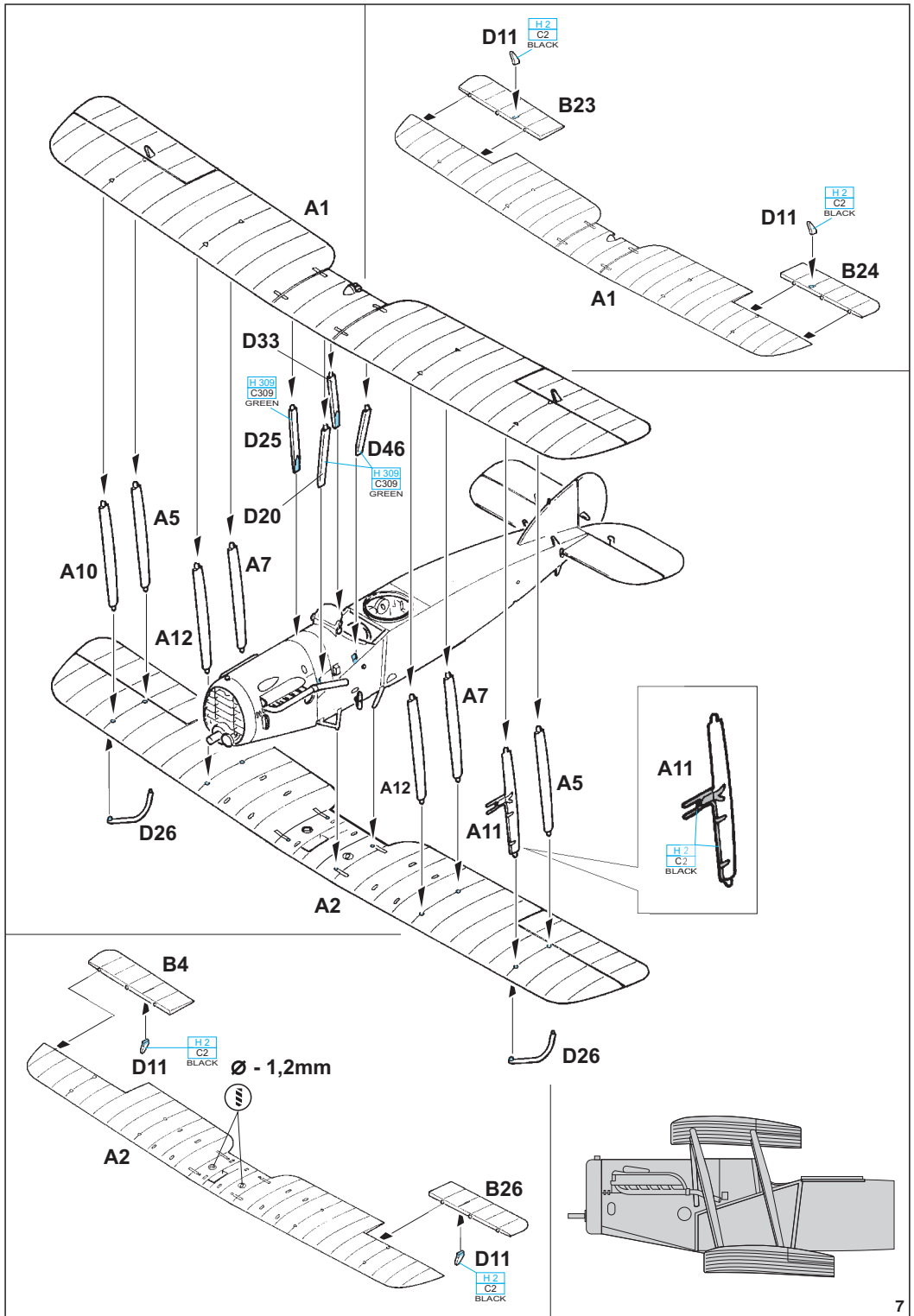
F

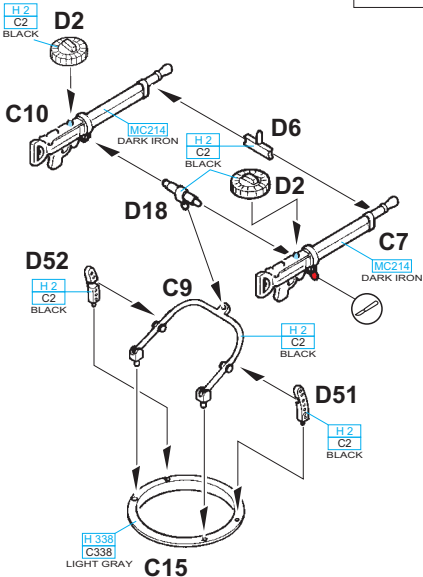
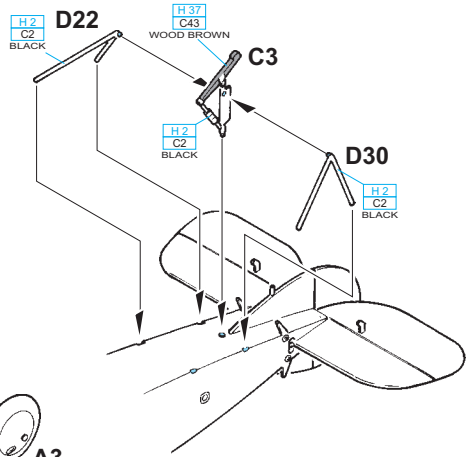
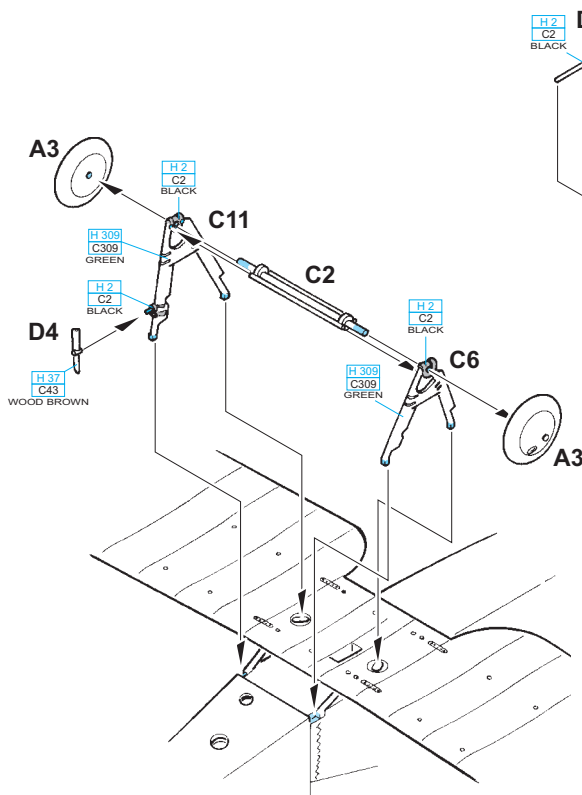


G



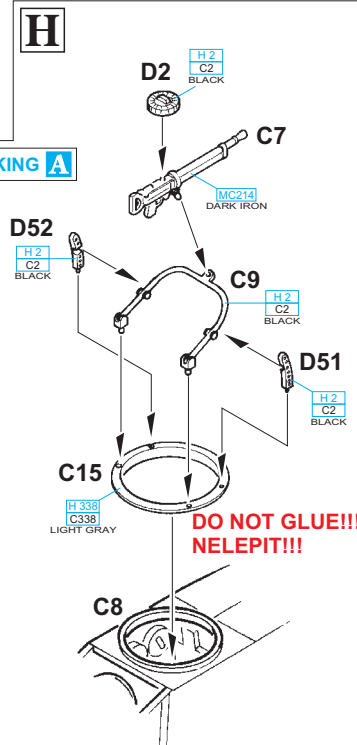




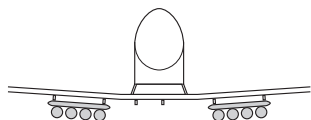
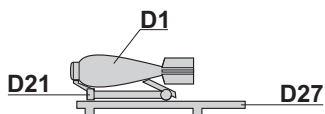
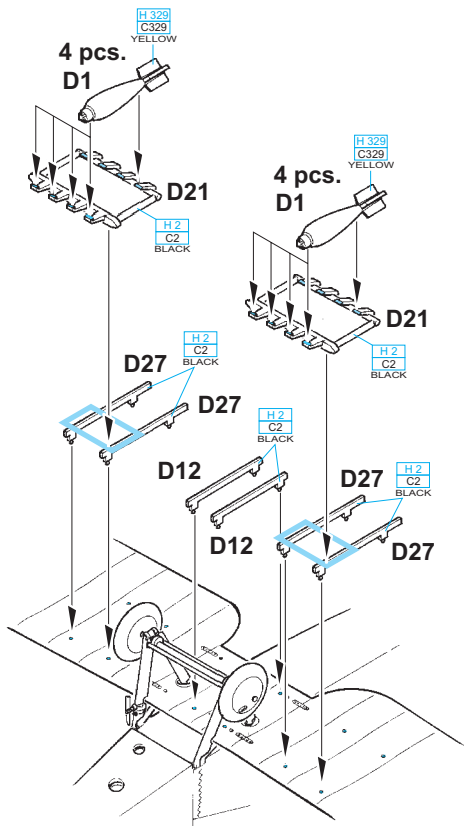


MARKING B

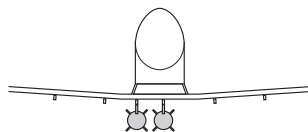
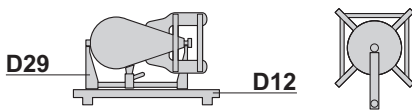
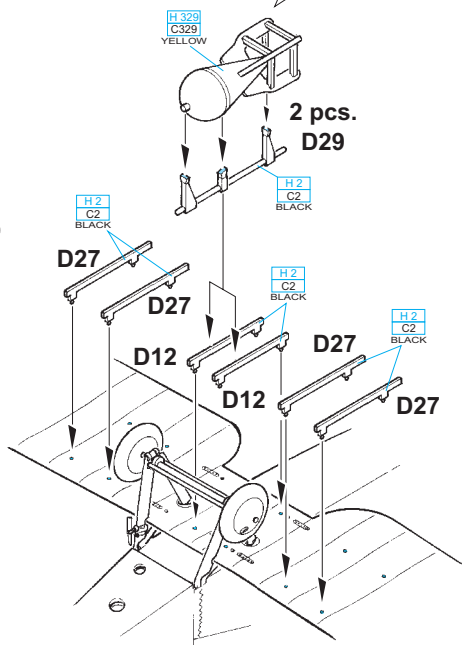
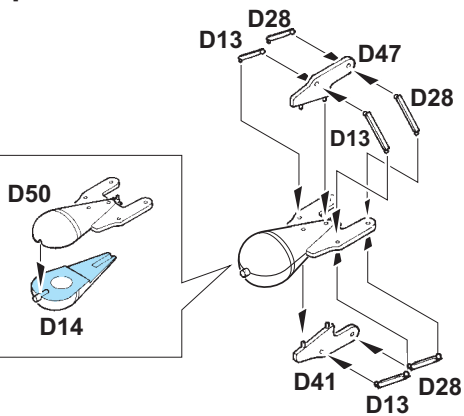
MARKING A

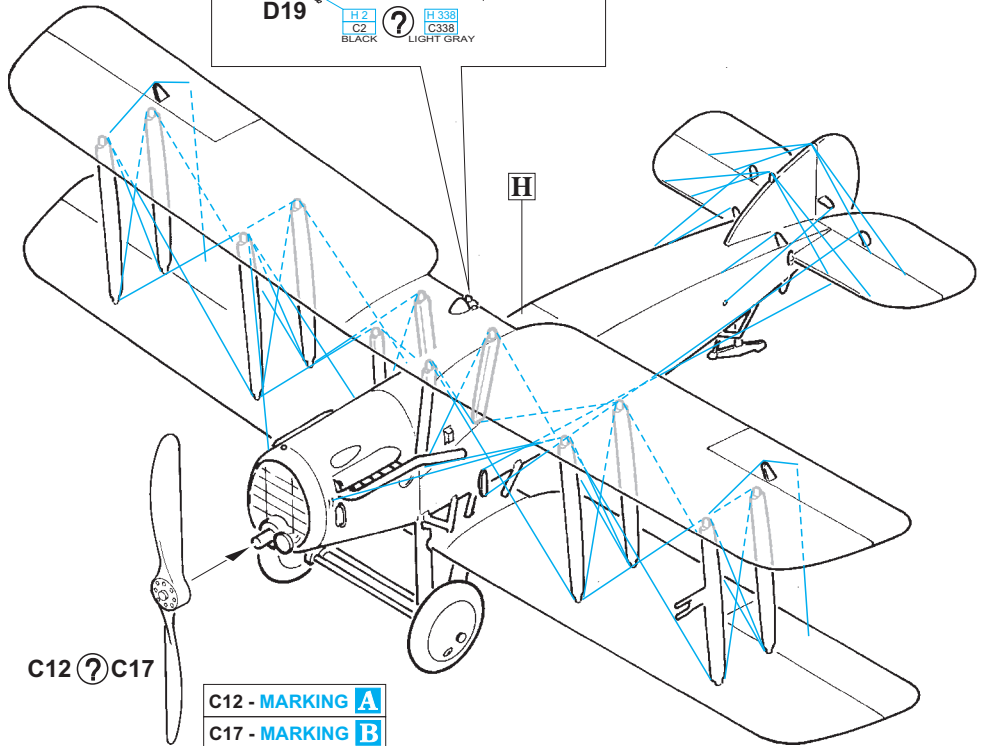
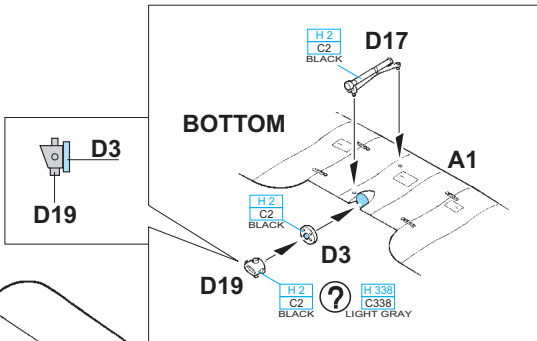
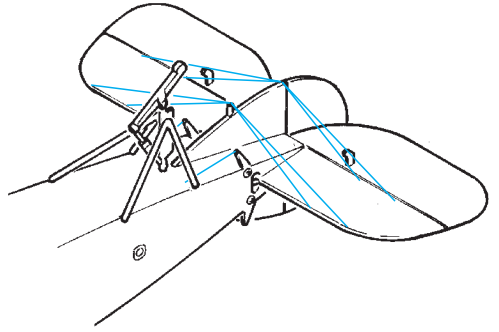
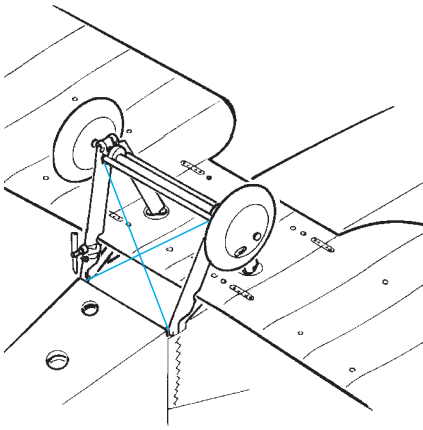


**DO NOT GLUE!!!
NELEPIT!!!**

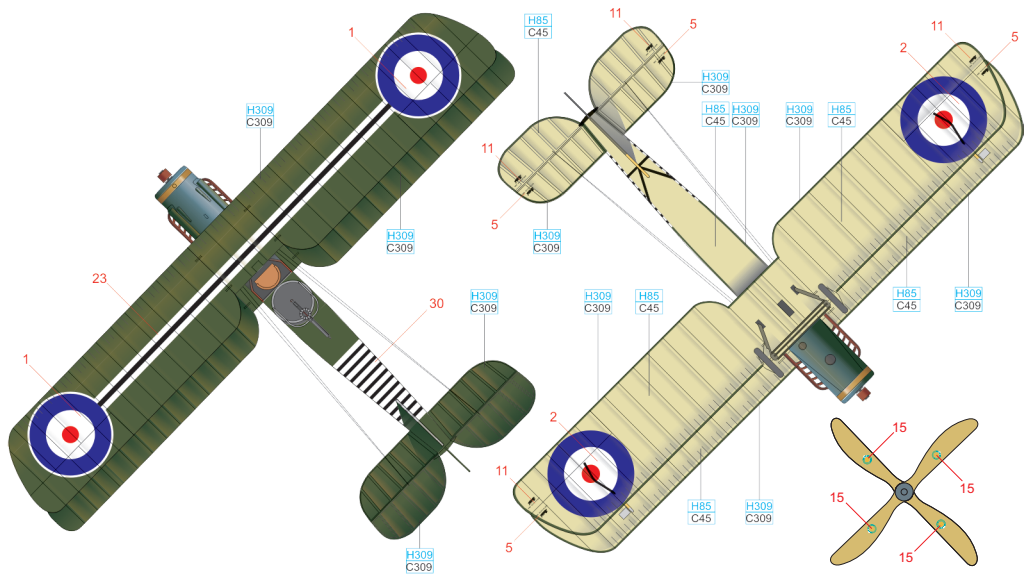
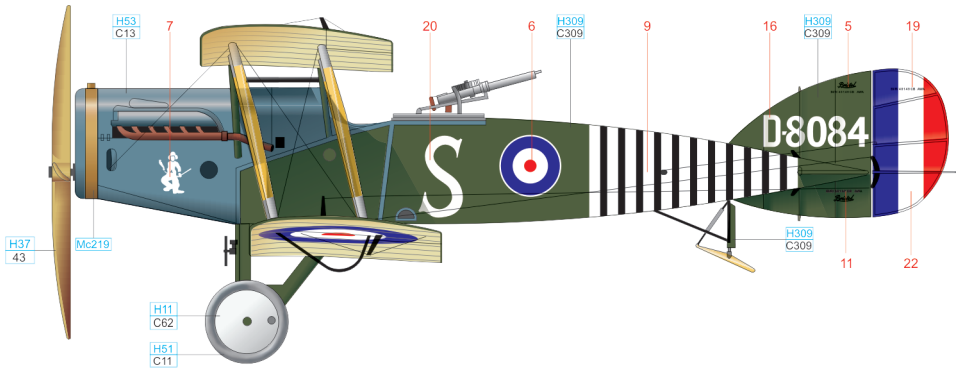


2 pcs.



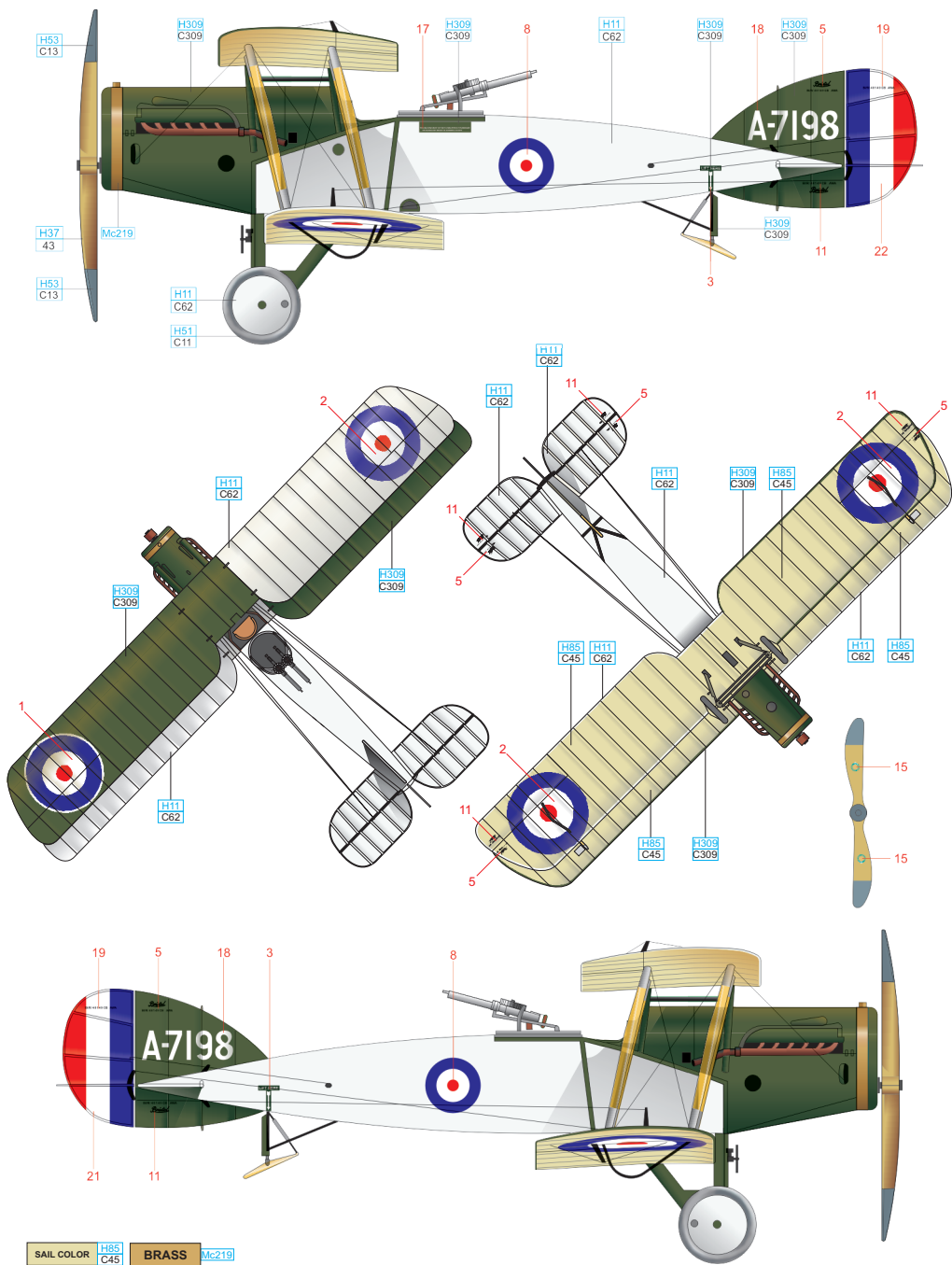


A Bristol F.2B Fighter D-8084, No. 139 Squadron , Villaverla, Italy, September 1918



WHITE	H11 C82	LIGHT GRAY	H51 C11	BRASS	Mc219
GREEN	H309 C309	GRAY	H53 C13	WOOD	H37 C43
				SAIL COLOR	H85 C45

B Bristol F.2B Fighter A-7198, No. 1 Squadron AFC, Ramleh aerodrome, Palestine, May 1918



SAIL COLOR	H85 C45	BRASS	Mc219
GREEN	H309 C309	LIGHT GRAY	H51 C11
WOOD	H37 C43	WHITE	H11 C62