

1/48 SCALE PLASTIC KIT

ProfiPACK
edition

#8197



INTRO

The French SPAD XIII was a development of the SPAD VII. The SPAD VII was flown by Georges Guynemer, who was not particularly pleased with the type, especially when compared to the aircraft flown by his German adversaries. He took his concerns directly to the manufacturer. Because by this time, Guynemer was already well known in French life in general, his concerns were taken seriously. With that, the groundwork for the development of two more models were laid, the SPAD XII and SPAD XIII. While the SPAD XII was armed with a 37 mm cannon, and as such saw limited production and use by very experienced pilots, the SPAD XIII saw much more widespread use.

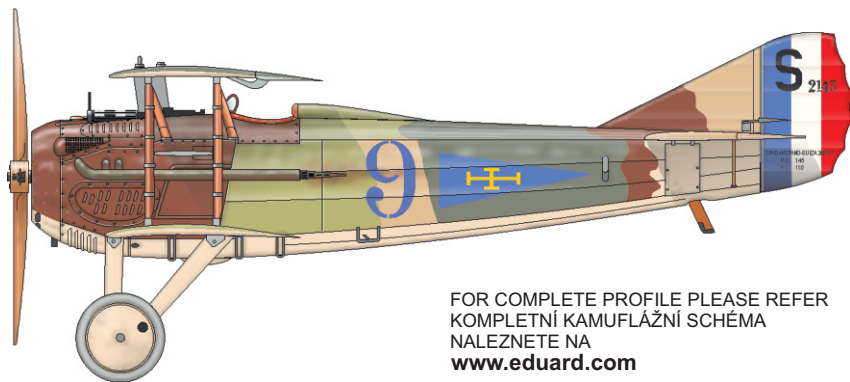
Thanks to the use of a more powerful Hispano-Suiza HS 8Be engine rated at 220 hp, and later the HS 8BEe (235 hp), the main drawback of the previous model in the form of inadequate armament could be addressed, and the SPAD XIII received two Vickers machine guns with 400 rpg. The head designer of the type, Louis Bechereau also enlarged the airframe slightly, and strengthened it. The first prototype of the SPAD XIII was flown by Second Lieutenant Rene Dorme on April 4th, 1917.

Due to a heavier weight, the new type didn't achieve the maneuverability of its predecessor, but it did display a better rate of climb, and a faster speed of 215 km/h.

The performance of the new type was such that contracts were immediately awarded for large production numbers. This was ultimately participated in by nine manufacturers (SPAD, A.C.M., Bernard, Bleriot, Borel, Kellner, Levasseur, Nieuport, and SAFCA). The new type began reaching units during the summer of 1917. The type was flown by a list of well-known and successful pilots - Frenchman Rene Fonck (75 kills), Italian Francesco Baracca (34 kills), Americans Eddie Rickenbacker (26 victories), Frank Luke (18 kills) and the aforementioned Georges Guynemer. Besides the French air force, the SPAD XIII was also flown by Great Britain, USA, Italy, Belgium, and, after the First World War, with Poland and the former Czechoslovakia.

Originally, the aircraft had rounded wingtips, but these soon reverted back to the squared off tips of the SPAD VII. This kit is dedicated to aircraft of the initial production phase.

E flown by Lt. E. Maurice Jean-Paul Boyau, Escadrille No. 77,
Manoncourt-en-Vermois, France, March 1918



FOR COMPLETE PROFILE PLEASE REFER
KOMPLETNÍ KAMUFLÁŽNÍ SCHEMA
NALEZNETE NA
www.eduard.com

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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.



Před započítím 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.

INSTRUCTION SIGNS * INSTR. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



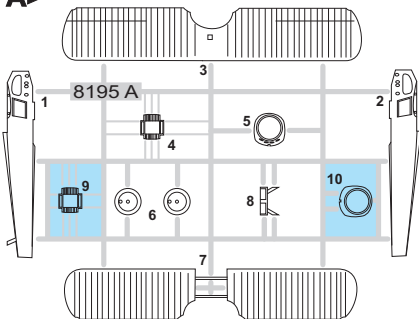
PIÈCES



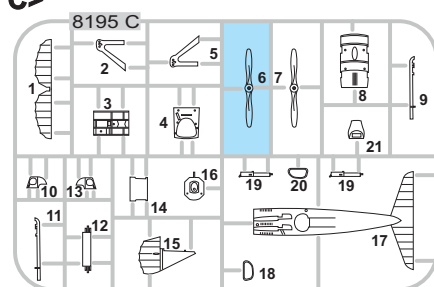
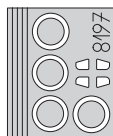
部品

PLASTIC PARTS

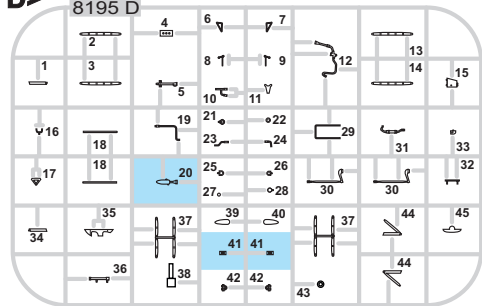
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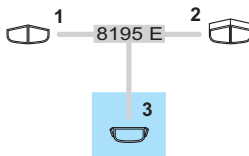
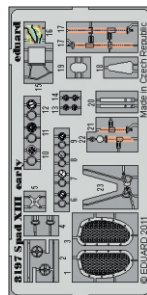
C>

eduard
MASK

D>



E>

PE - PHOTO ETCHED
DETAIL PARTS

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

COLOURS



BARVY



FARBEN



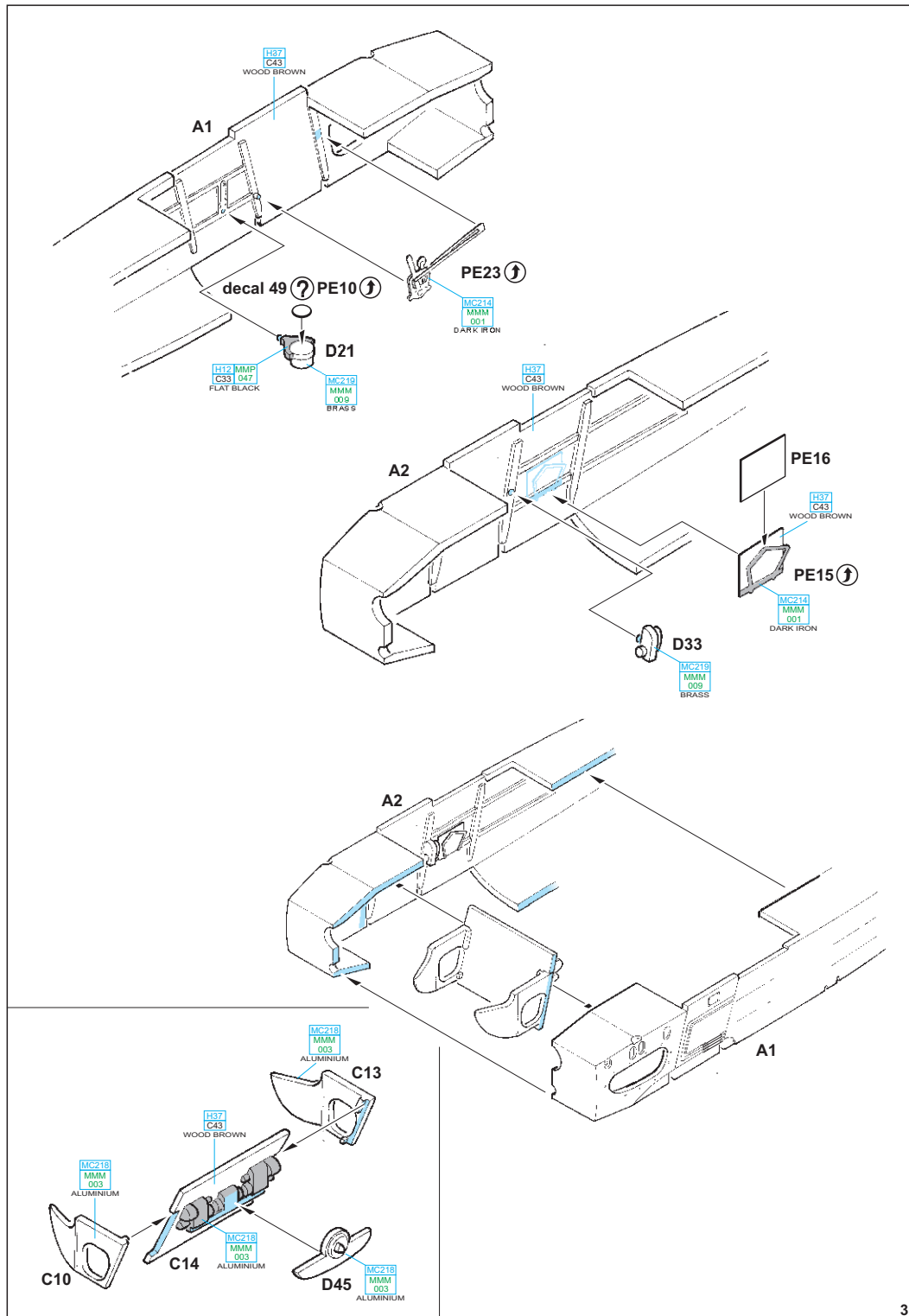
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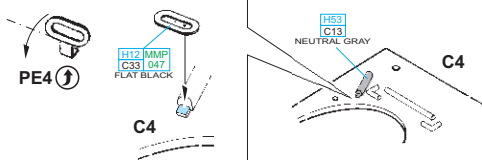
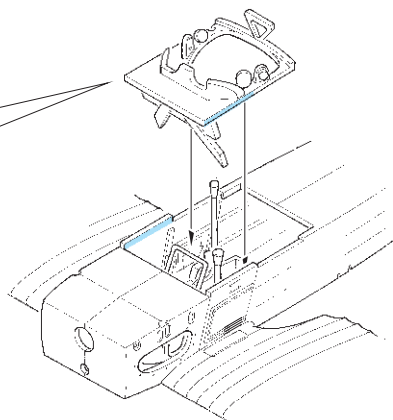
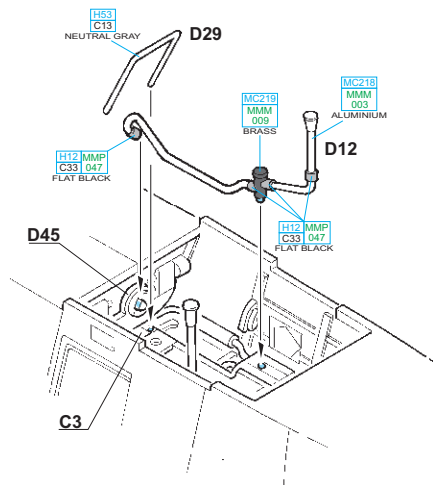
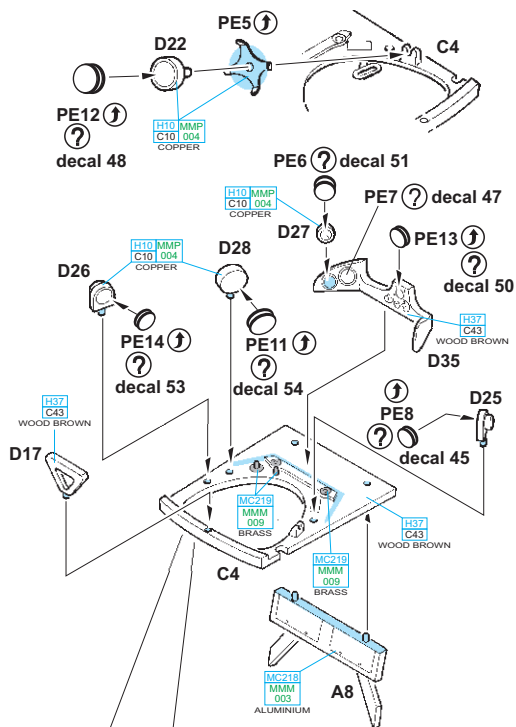
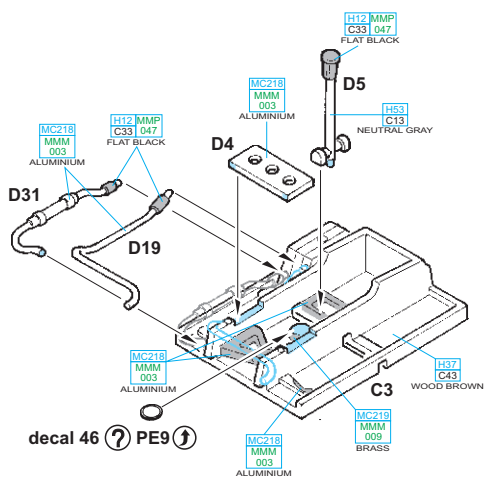
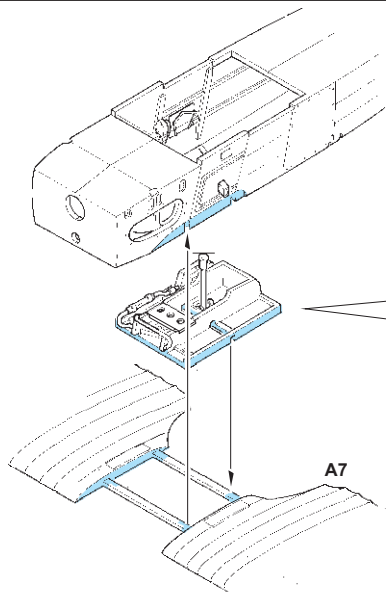


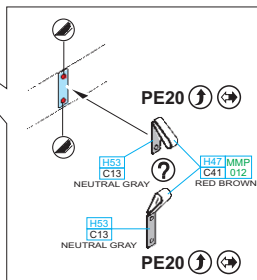
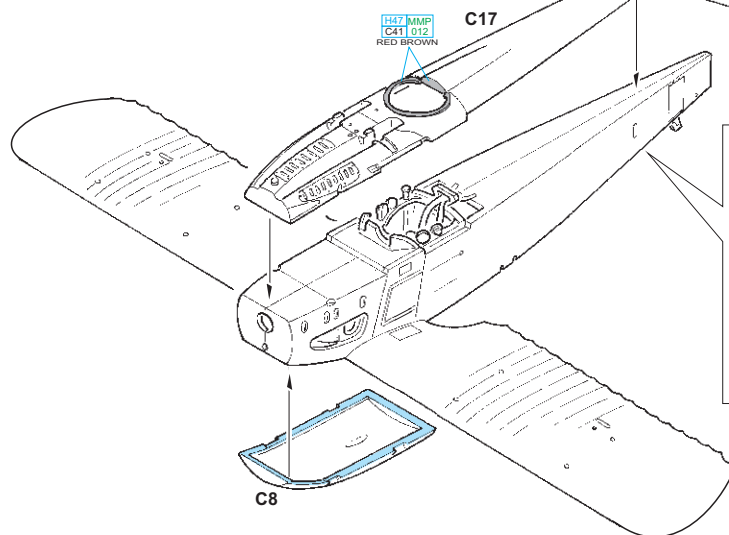
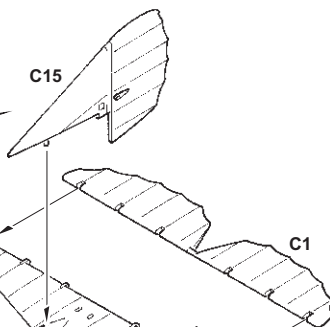
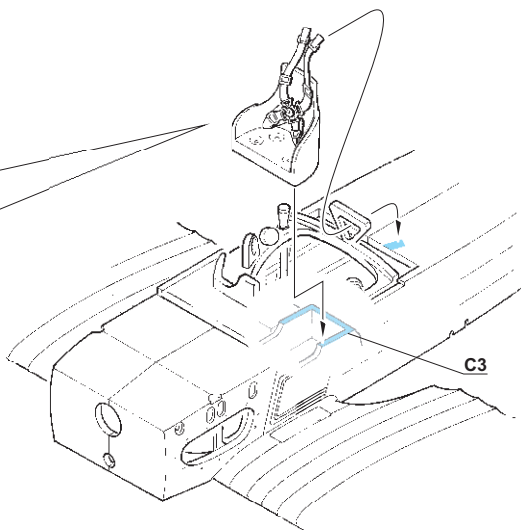
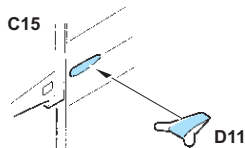
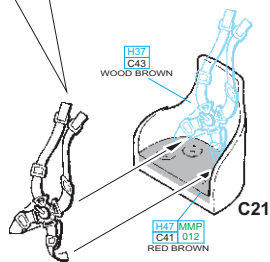
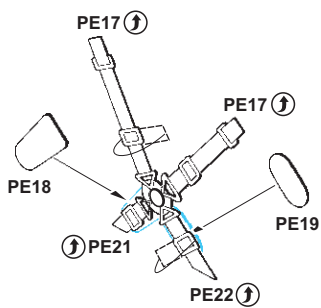
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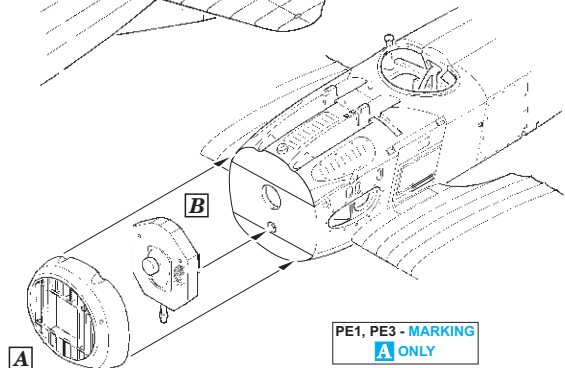
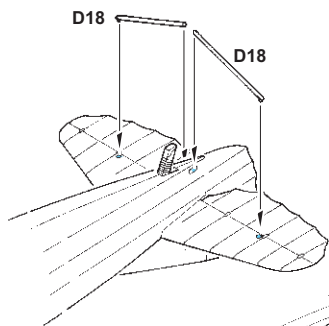
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H10	C10	MMP-004	COPPER
H12	C33	MMP-047	FLAT BLACK
H37	C43		WOOD BROWN
H47	C41	MMP-012	RED BROWN
H51	C11	MMP-063	LIGHT GULL GRAY
H53	C13		NEUTRAL GRAY
H64	C17	MMP-087	DARK GREEN
H66	C119	MMP-119	SAND YELLOW
H85	C45		SAIL COLOR
H72	C22	MMP-078	DARK EARTH

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H77	C137	MMP-040	TIRE BLACK
H303	C303	MMP-066	GREEN
H323	C323		LIGHT BLUE
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
MC219		MMM-009	BRASS
Mr.COLOR SUPER METALLIC		METALLICS	
SM01		MMC-001	SUPER CHROME

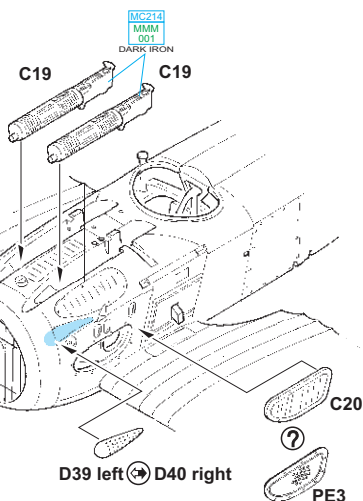
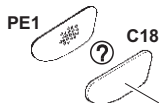
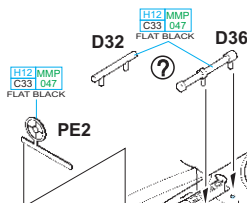
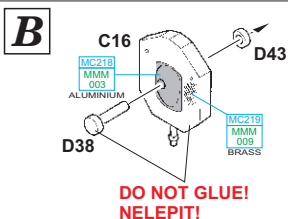
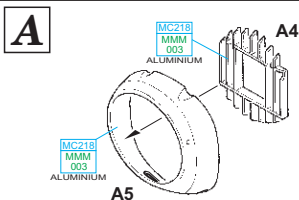






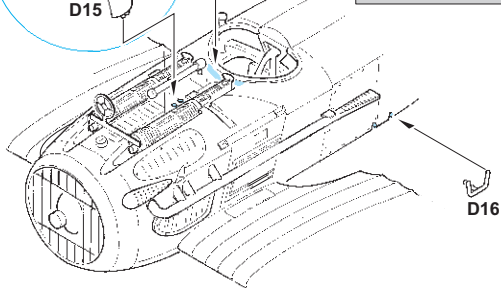
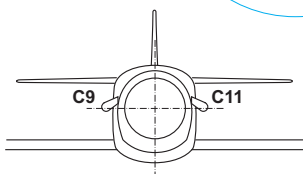
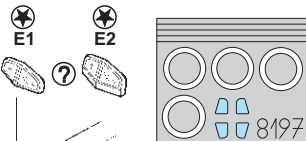
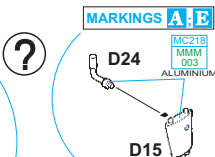
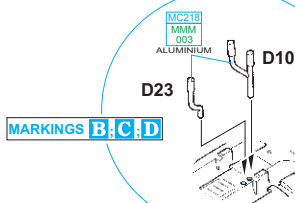


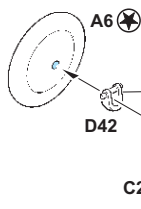
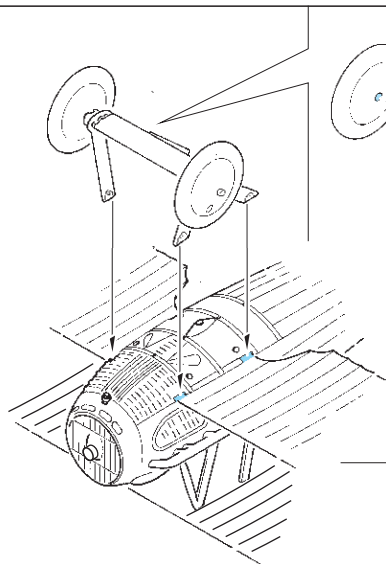
PE1, PE3 - MARKING
A ONLY



C11 left → C9 right

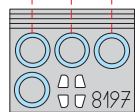
E1 - MARKINGS B, C, E
E2 - MARKINGS A, D





**DO NOT GLUE!
NELEPIT!**

A6 2 pcs.

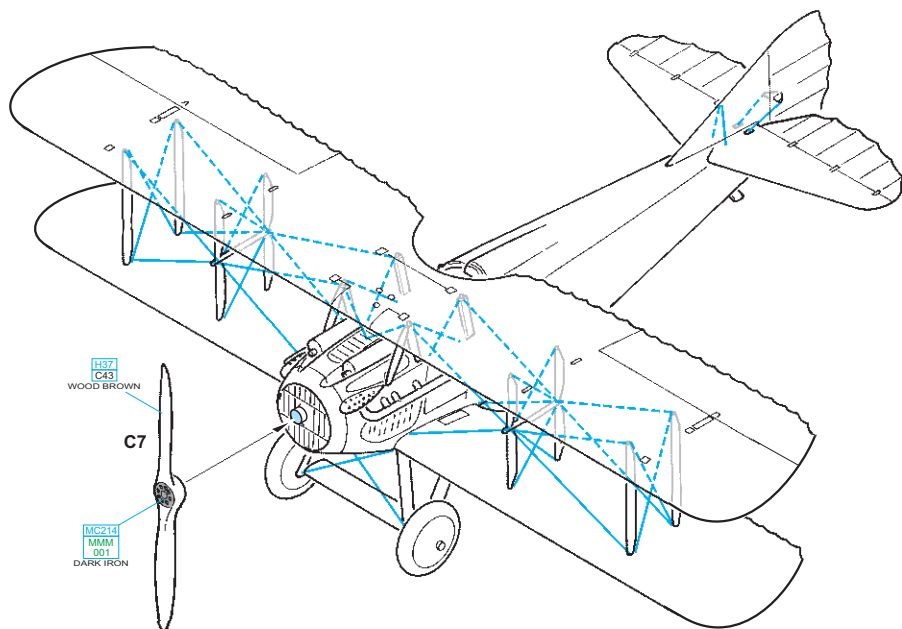
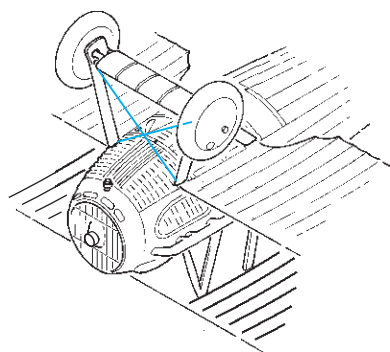
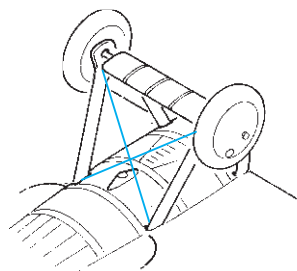


**DO NOT GLUE!
NELEPIT!**

C12

C5

A6



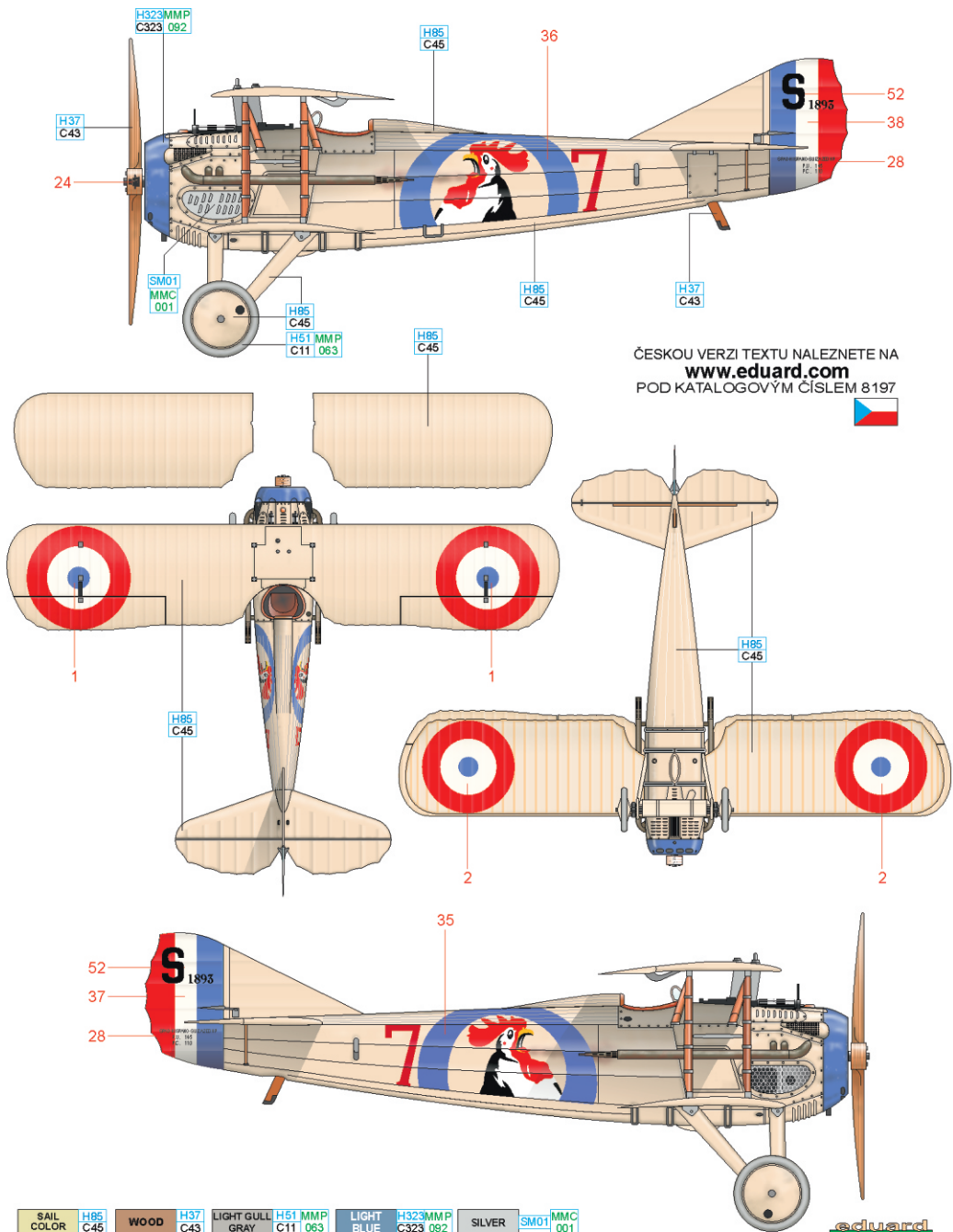
H37
C43
WOOD BROWN

C7

MC214
MM84
001
DARK IRON

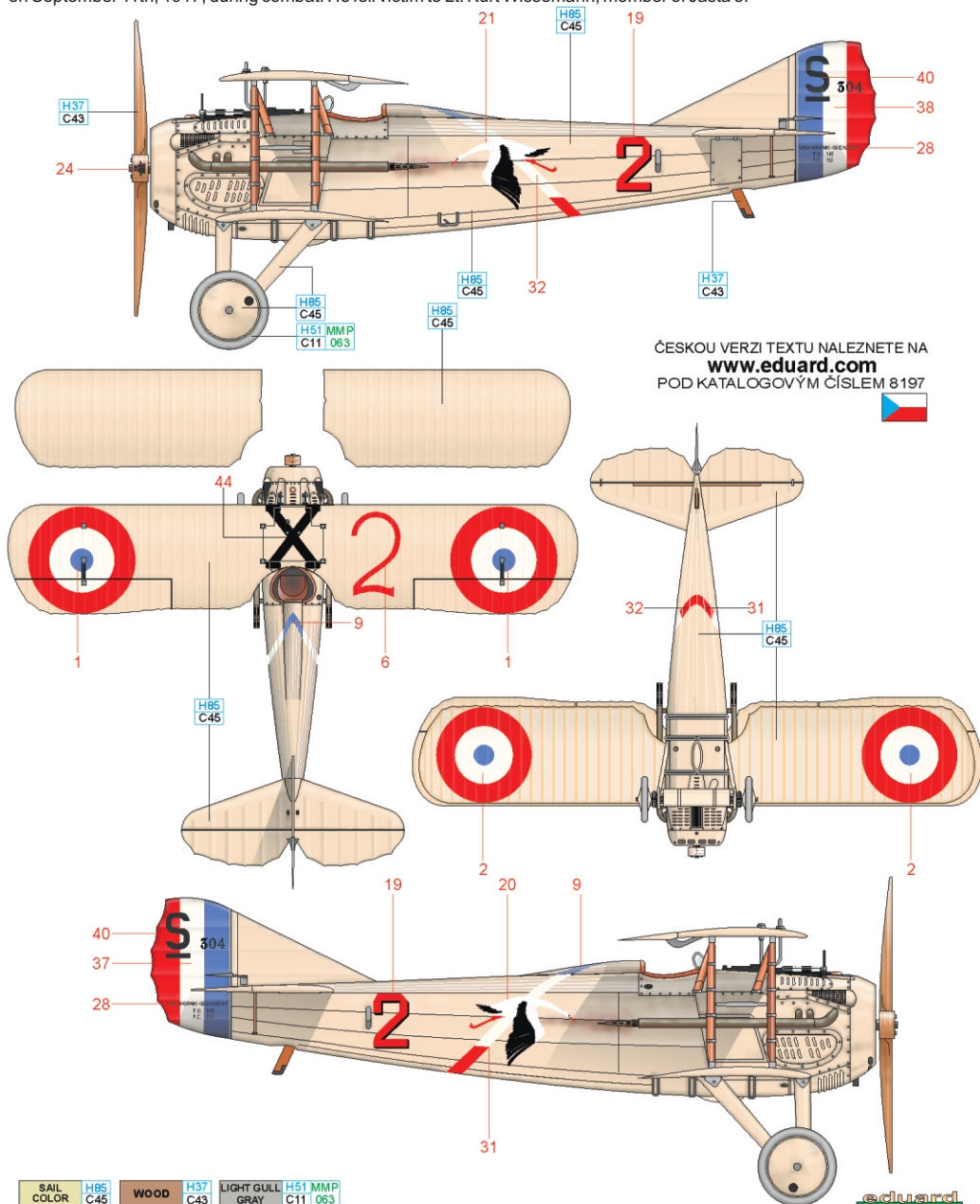
A flown by Adj. Jacques Roques, Escadrille No. 48, France, Fall 1917

Combat operations were also participated in by citizens of countries outside of the warring nations. Among them was Paris-born, but Swiss by citizenship, Jacques Roques. He flew with Escadrille No.48, which had a rooster head as its emblem. Its motto was 'Chante et Combat' (Sing and Fight), which seemed rather appropriate at the time. Roques gained five confirmed kills with the French air force, and two more unconfirmed ones, all while serving with Escadrille No.48.



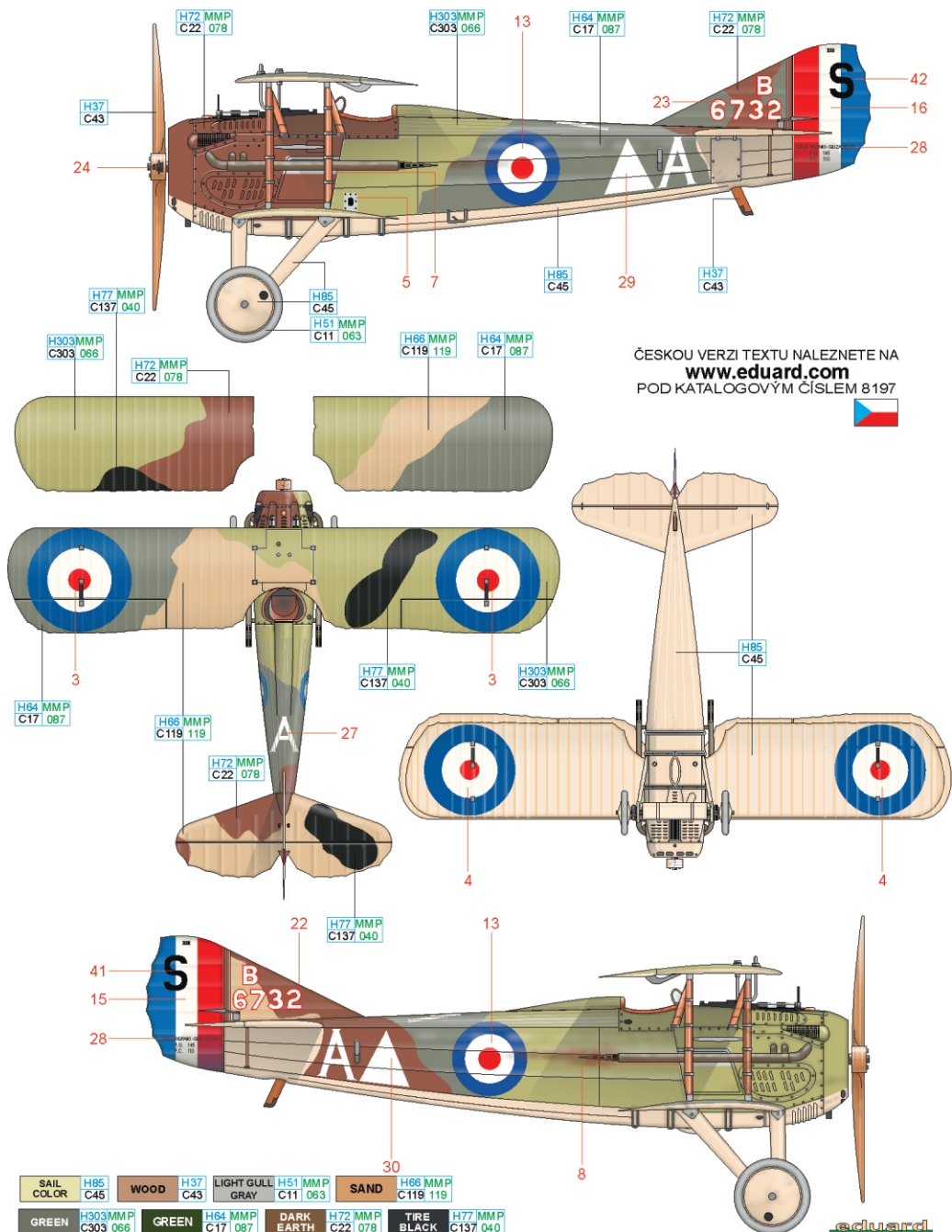
B flown by Cne. Georges Guynemer, Escadrille No. 3, France, September 1917

Only a few fliers were able to achieve the honor of becoming certified celebrities in their lifetime. Into this category, we can certainly add without reservation the Frenchman Georges Guynemer. Georges Guynemer entered the armed forces as a volunteer in November 1914. He joined the air force in April 1915, where he would end up with Escadrille No.3, at the time equipped with the Morane-Saulnier monoplane. His first victory came by July 15th, 1915, and continually rose to eventually hit 53. He also had 35 unconfirmed kills. His most productive day came on May 25th, 1917, when he accounted for four confirmed victories. He became the first allied pilot to down a German Gotha G.III on February 8th, 1917. On the other hand, he managed to survive being shot down seven times, despite never having a parachute at his disposal. Guynemer's fate was sealed on September 11th, 1917, during combat. He fell victim to Lt. Kurt Wissemann, member of Jasta 3.



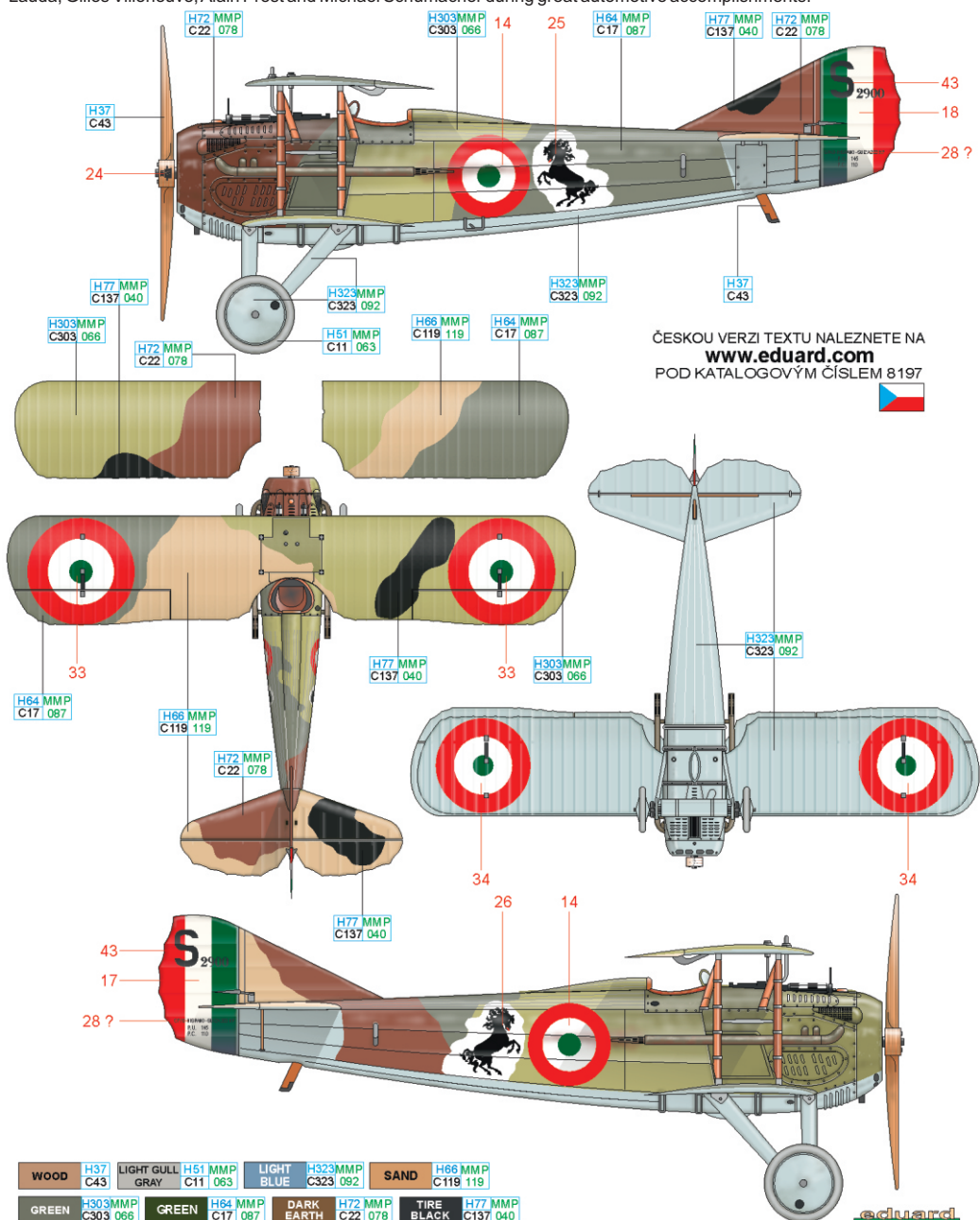
C flown by Lt. J.D. Hewett, No. 23 Squadron, Royal Flying Corps, France, February 1918

This aircraft was built under license by Kellner, one of nine manufacturers of the SPAD XIII. On February 19th, 1918, Lt. Hewett shot down a German two-seat aircraft flying this SPAD. A week later, on February 26th, 1918, this aircraft fell into the hands of Germany virtually undamaged, when it was forced to land by Adolf Ritter von Tutschek (total 27 victories) of Jasta 12 flying the Fokker Dr.I. The British pilot survived the war in a POW camp.



D Flown by Maj. Francesco Baracca, 91a Squadriglia, Italy, May 1918

Francesco Baracca figures very prominently on the ladder of Italian aces of the First World War. He began the road to being a pilot as early as 1912, and by May 1915, when Italy entered the war, he was able to offer a good amount of experience. Much of this experience was expressed while flying the Nieuport and the SPAD. In all, he reached 34 victories. He fell during the last year of the war, on June 19th, 1918. He likely fell victim to the Austro-Hungarian pilot Oblt. Arnold Berwing, member of Flk 28D, where he also flew as an observer on the Phonix C.I. Baracca left his mark not only in aviation, but also in the auto industry. After his death, his mother granted his personal emblem to Enzo Ferrari, and so, in a way, accompanied the likes of Jacky Ickx, Niki Lauda, Gilles Villeneuve, Alain Prost and Michael Schumacher during great automotive accomplishments.



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