



1:48 Bristol Bulldog Mk.II

A05141 SCALE MODEL CONSTRUCTION KIT | Wingspan: 215mm Fuselage Length: 159mm | Three Decal Schemes Included

EN

A gleaming silver steed to be flown by the most capable and intrepid young men Britain could call upon, the Bristol Bulldog was one of the most important British aircraft of the inter-war period, when powerful biplane fighters unquestionably ruled the skies. Initially developed as a private venture by the Bristol Aeroplane Company, the Bulldog was the brainchild of accomplished aircraft designer Frank Barnwell, the man behind the successful Bristol F2B Fighter of the Great War. It was a light, all-metal and fabric covered fighter, powered by a 440 hp Bristol Jupiter engine.

The Bulldog was armed with a pair of forward firing Vickers 0.303 in machine guns mounted either side of the cockpit, but would ultimately never fire its guns in anger during a relatively short seven year period serving with Fighter Command. Although it was the most capable fighter of the day, the Bulldog was more closely associated with challenging formation flying and spectacular aerobatics, with the Royal Air Force thrilling huge crowds at Airshows and pageants around the country, as they demonstrated the effectiveness of a modernising air force. What the Bulldog did do was help to advance Britain's aviation industry towards the production of the sleek, monoplane fighters which would contest the Second World War, as it highlighted the fact that biplane designs were fast approaching their zenith.

FR

Monture d'argent étincelante destinée à être pilotée par les jeunes hommes les plus doués et les plus intrépides de Grande-Bretagne, le Bristol Bulldog était l'un des avions britanniques les plus importants de l'entre-deux-guerres, lorsque les puissants chasseurs biplans régnaient sans conteste dans les cieux. Développé initialement dans le cadre d'une entreprise privée par la Bristol Aeroplane Company, le Bulldog est l'œuvre du talentueux concepteur d'avions Frank Barnwell, déjà à l'origine du chasseur Bristol F2B au succès indéfectible lors de la Grande Guerre. Ce chasseur léger, entièrement métallique et recouvert de tissu, était propulsé par un moteur Bristol Jupiter de 440 ch.

Le Bulldog était armé d'une paire de mitrailleuses Vickers de 7,7 mm tirant vers l'avant, montées de part et d'autre du cockpit, mais il n'a finalement jamais fait usage de ses armes en situation de conflit pendant la période relativement courte de sept années passée au service du Fighter Command. Bien qu'il ait été le chasseur le plus performant de l'époque, le Bulldog est plus étroitement associé aux vols en formation périlleux et aux acrobaties aériennes spectaculaires, qui ont permis à la Royal Air Force de faire vibrer les foules lors de meetings aériens et de concours d'élégance dans tout le pays, en démontrant l'efficacité d'une armée de l'air en pleine modernisation. Le Bulldog a contribué à faire progresser l'industrie aéronautique britannique vers la production de chasseurs monoplans aux lignes épurées qui allaient s'affronter pendant la Seconde Guerre mondiale, car il a mis en évidence le fait que les types de conception des biplans approchaient rapidement de leur apogée.

DE

Ein silbern glänzendes Stahlross, das von den fähigsten und unerschrockensten jungen Männern Großbritanniens geflogen wurde: Die Bristol Bulldog war eines der bedeutendsten britischen Luftfahrzeuge der Zwischenkriegszeit, als leistungsstarke Doppeldecker-Jagdflugzeuge unangefochten den Luftraum beherrschten. Die Bulldog wurde ursprünglich als privates Projekt von der Bristol Aeroplane Company entwickelt. Der Doppeldecker beruhte auf einem Entwurf des versierten Flugzeugkonstruktors Frank Barnwell, der im Ersten Weltkrieg den erfolgreichen Bristol F2B Fighter geschaffen hatte. Die Bulldog besaß einen Ganzmetallrumpf, hatte stoffbespannte Flügel und wurde von einem 445 PS starken Bristol Jupiter Motor angetrieben.

Ihre Bewaffnung bestand aus zwei beidseitig an der Kanzel angeordneten vorwärts feuern 7,7 mm Vickers Maschinengewehren. Sie wurden jedoch in ihrer relativ kurzen siebenjährigen Dienstzeit bei der RAF Fighter Command nie im Kampf eingesetzt. Obwohl die Bulldog wahrscheinlich das durchschlagskräftigste Jagdflugzeug ihrer Zeit war, war sie vor allem für ihre engen Verbandsflüge und spektakulären Kunstflugeigenschaften bekannt. Die Royal Air Force konnte damit enorme Zuschauermassen bei Flugschauen und Festveranstaltungen überall in Großbritannien begeistern und dabei die technische Effizienz ihrer innovativen Luftwaffe demonstrieren. Die Bulldog trug wesentlich zur Entwicklung der britischen Luftfahrtindustrie in Richtung der Produktion von schnittigen Eindecker-Jagdflugzeugen bei, die bald den Zweiten Weltkrieg bestreiten sollten. Sie machte deutlich, dass sich die Konstruktion von Doppeldeckern ihrem Zenit näherte.

Perhaps the most famous incident involving a Bristol Bulldog proved to be a rather unfortunate one, when an accomplished, but rather headstrong RAF pilot performed unauthorised low altitude aerobatics for a group of onlookers at a private civilian aerodrome in Berkshire. Flying so low that the wingtip of his fighter struck the ground during a manoeuvre, the Bulldog cartwheeled across the airfield, inflicting catastrophic injuries on the pilot - that pilot was future WWII RAF ace and inspirational national hero Douglas Bader.

Specification

Maximum Speed: 178 mph (286.5 km/h)

Range: 350 miles (563 km)

Wingspan: 33 ft 11 in (10.33 m)

Length: 25 ft 0 in (7.62 m)

Armament: Two Vickers 0.303in machine guns in fuselage & provision for carrying four 20lb bombs under the port wing.

L'incident le plus célèbre impliquant un Bristol Bulldog s'est avéré plutôt malheureux, lorsqu'un pilote de la RAF chevronné, mais plutôt tête, s'est livré à des acrobaties aériennes à basse altitude non autorisées pour un groupe de spectateurs sur un aérodrome civil privé dans le Berkshire. Volant si bas que l'extrémité de l'aile a touché le sol pendant une manœuvre, le Bulldog a fait des tonneaux sur le terrain d'aviation, infligeant de très graves blessures à son pilote, ce dernier n'étant autre que le futur as de la RAF de la Seconde Guerre mondiale et héros national exemplaire Douglas Bader.

Spécification:

Vitesse maximale: 286,5 km/h

Autonomie: 563 km

Envergure: 10,33 m

Longueur: 7,62 m

Armement: deux mitrailleuses Vickers de 7,7 mm dans le fuselage et des points d'emport pour quatre bombes de 20 livres sous l'aile gauche.

Den wohl bekanntesten Unfall mit einer Bristol Bulldog erlitt auf unglückliche Art ein besonders talentierter, aber etwas eigensinniger Pilot der RAF. Er führte nicht genehmigte Kunstflüge für eine Zuschauergruppe auf einem privaten Zivlflugplatz in Berkshire aus. Er flog dabei ein Manöver so niedrig, dass er mit einer Flügelspitze den Boden berührte. Die Bulldog schoss über den Flugplatz und überschlug sich, wobei der Pilot schwerste Verletzungen erlitt: Sein Name war Douglas Bader, späteres Flieger-As und Symbolfigur für die Werte und Erfolge der RAF im Zweiten Weltkrieg.

Spezifikation:

Höchstgeschwindigkeit: 286,5 km/h

Reichweite: 563 km

Spannweite: 10,33 m

Länge: 7,62 m

Bewaffnung: je eine 7,7 mm Vickers MG beidseitig am Rumpf und Vorrichtung für vier 10 kg Bomben unter dem linken Unterflügel.

Airfix would like to thank the following individuals/organisations for their help with the development of this model: Ed Storo, RAF Museum, SkySport Engineering Ltd, Flygvapenmuseum (Swedish Air Force Museum), Aerospace Bristol and BAE Systems Heritage Department.

FOR BEST RESULTS:

Surfaces to be painted should be clean – before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir paints thoroughly before use.

PLEASE NOTE:

Some parts in the kit may not be required to build the model specified.

**HORNBY
HOBBIES**



Manufactured by: Hornby Hobbies Ltd Westwood, Margate, Kent, CT9 4JX, UK +44(0)1843 233525 customerservices.uk@hornby.com

EU Authorised Representative: Hornby Italia SRL Viale dei Caduti, 52/A6, Castel Mella (BS), Italy, 25030 +39 0687501292 customerservices.it@hornby.com

ES El Bristol Bulldog, un reluciente corcel plateado en el que volaban solo los más intrépidos y talentosos aviadores jóvenes de Gran Bretaña, se erigió como uno de los aviones británicos más influyentes en el período de entreguerras, una época en la que los poderosos cazas biplanos dominaban de manera incontestable los cielos. Desarrollado inicialmente como un proyecto privado por la Bristol Aeroplane Company, el Bulldog fue la creación del competente diseñador de aviones Frank Barnwell, autor del exitoso Bristol F2B Fighter de la Gran Guerra. Se trataba de un caza ligero, totalmente metálico, con recubrimiento de tela y propulsado por un motor Bristol Jupiter de 440 CV.

Armado con un par de ametralladoras Vickers calibre 0,303 pulgadas, montadas a ambos lados de la cabina, el Bulldog, nunca tuvo la oportunidad de hacer uso de su armamento en combate durante su relativamente breve periodo de siete años de servicio en el Mando de Caza. Pese a destacar como el caza más competente de su época, el Bulldog se asociaba más estrechamente con el exigente vuelo en formación y las espectaculares acrobacias aéreas, con las que la Royal Air Force encandilaba a enormes multitudes en las exhibiciones aéreas y desfiles por todo el país, haciendo alarde de la eficacia de una fuerza aérea en proceso de modernización. El Bulldog ayudó a impulsar la industria aeronáutica británica hacia la producción de elegantes cazas monoplanos que combatirían en la Segunda Guerra Mundial, destacando el hecho de que los diseños de biplanos estaban llegando rápidamente a su cenit.

SV Bristol Bulldog var en glänsande silverpil som flögs av Storbritanniens mest kapabla och orädda unga män. Det var en av de viktigaste brittiska flygplanen under mellankrigstiden, när kraftfulla biplan tveklöst tog makten över skyarna. Till en början utvecklades Bulldog som en privat idé av Bristol Aeroplane Company. Den uppfanns av den skicklige flygplansingenjören Frank Barnwell, mannen bakom den framgångsrika F2B Fighter under första världskriget. Det var ett lätt, tygtäckt metallplan som drevs av en Bristol Jupiter-motor på 440 hk.

Bulldog var beväpnad med ett par framåtriktade Vickers 0.303 tums maskingevär som var monterade på varsin sida om cockpit, men som faktiskt aldrig skulle komma att skjuta i strid under sin relativt korta tid i tjänst på sju år, tillsammans med Fighter Command. Även om den var sin tids bästa stridsflygplan associerades Bulldog snarare med flyg i formation och spektakulär luftakrobatik. Royal Air Force lockade stora åskådarskaror med sina flyguppvisningar, där den visade upp effektiviteten hos ett allt modernare flygvapen. Bulldog hjälpte Storbritanniens flygindustri mot den slanka monoplanmodellen av stridsflygplan som skulle vara med i kampen under andra världskriget, eftersom den gjorde det tydligt att biplanutformningen snart hade spelat ut sin roll.

Den kanske kändaste incidenten där en Bristol Bulldog var inblandad slutade riktigt olyckligt. En skicklig, men

Quizás el incidente más notorio en la historia del Bristol Bulldog resultó ser bastante desafortunado, cuando un piloto de la RAF, experto pero bastante obstinado, realizó acrobacias aéreas a baja altitud sin autorización en un aeródromo privado de uso civil en Berkshire. Voló tan bajo que la punta del ala del caza rozó el suelo durante una maniobra, el Bulldog dio volteretas por el aeródromo, causando heridas devastadoras al piloto. Ese piloto resultó ser Douglas Bader, futura estrella de la RAF en la Segunda Guerra Mundial e inspirador héroe nacional.

Especificación:

Velocidad: 286,5 km/h

Radio de acción: 563 km

Envergadura: 10,33 m

Longitud: 7,62 m

Armamento: Dos ametralladoras Vickers de 0,303 pulgadas en el fuselaje y capacidad para portar cuatro bombas de 20 libras bajo el ala de babor

envis RAF-pilot utförde en oauktoriserad akrobatikuppvisning på låg höjd för en grupp åskådare, på en privat civil aerodrom i Berkshire. Han flög så lågt att Bulldogs vingspets slog i marken under en manöver, och stridsflygplanet voltade över flygfältet, vilket orsakade katastrofala skador för piloten, Douglas Bader. Han var en framtida RAF-legend och inspirerande hjälte för sitt land.

Spekifikation:

Maxhastighet: 286,5 km/h

Räckvidd: 563 km

Spännvidd: 10,33 m

Längd: 7,62 m

Beväpning: Två Vickers 0,303 tums maskingevär i flygkroppen och möjlighet att lasta fyra 20 lb-bomber under höger vinge

ASSEMBLY INSTRUCTIONS

EN Study drawings and practise assembly before cementing parts together. Carefully scrape paint from cementing surfaces. All parts are numbered. Paint small parts before assembly. To apply decals cut sheet as required, dip in warm water for a few seconds, slide off backing into position shown. Use in conjunction with box artwork. Not appropriate for children under 36 months of age, due to the presence of small detachable parts.

FR Étudier attentivement les dessins et simuler l'assemblage avant de coller les pièces. Gratter soigneusement toute peinture sur les surfaces à coller. Toutes les pièces sont numérotées. Peindre les petites pièces avant l'assemblage. Pour coller les décalcomanies, découper le motif, le plonger quelques secondes dans de l'eau chaude puis le poser à l'endroit indiqué en décollant le support papier. Utiliser conjointement avec les illustrations sur la boîte. Ne convient pas aux enfants de moins de 36 mois - présence de petits éléments détachables.

DE Vor dem Zusammenkleben der Teile die Zeichnungen sorgfältig ansehen und die zu verklebenden Teile zur Vermeidung möglicher Fehler versuchsweise zusammenfügen. Dann an den Klebeflächen vorhandene Farbbeschichtung vor dem Zusammenkleben vorsichtig abkratzen. Alle Bestandteile sind mit Nummern versehen. Kleine Teile vor dem Zusammenbau bemalen. Abziehbilder wie gewünscht ausschneiden. Vor dem Anbringen einige Sekunden in warmes Wasser tauchen und dann vom Trägerpapier in ihre vorgesehene Position schieben. Dabei die Abbildungen auf der Schachtel beachten. Nicht für Kinder unter 36 Monaten geeignet, da abnehmbare bzw. lose angebrachte Kleinteile enthalten sind.

ES Estudiar los dibujos y practicar el montaje antes de pegar las piezas. Raspas cuidadosamente la pintura en las superficies de contacto antes de pegar las piezas. Todas las piezas están numeradas. Es conveniente pintar las piezas pequeñas antes de su montaje. Para aplicar las calcomanías, cortarlas de la hoja, sumergirlas en agua tibia durante unos segundos y deslizarlas a la posición indicada. Utilizar en conjunción con la ilustración de la caja. No es adecuado para niños menores de 36 meses, ya que contiene piezas pequeñas que podrían soltarse.

SV Studera bilderna noggrant och sätt ihop delarna innan du limmar ihop dem. Skrapa försiktigt bort färg från limmade delar. Alla delarna är numrerade. Måla smådelarna före ihopsättning. Sätt fast dekalerna genom att klippa ark. Doppa i varmt vatten några sekunder och låt baksidan glida på plats som bilden visar. Använd enligt bildanvisningarna på kartongen. Rekommenderas ej för barn under 3 år. Innehåller löstagbara smådelar.

NL Tekeningen bestuderen en delen in elkaar zetten alvorens deze te lijmen. Lak voorzichtig van lijmvlakken afschrapen. Alle delen zijn genummerd. Kleine delen vóór montage verven. Voor aanbrengen van stickers, gewenste stickers uit het vel knippen, een paar seconden in warm water dompelen en dan van het schutblad af op afgebeelde plaats schuiven. Hierbij afbeelding op doos raadplegen. Niet geschikt voor kinderen onder 3 jaar, omdat kleine deeltjes gemakkelijk kunnen losraken.

PO Przed przystąpieniem do sklejania przestuduj uważnie rysunki i przećwicz składanie części. Ostrożnie zeskrub ze sklejanych powierzchni farbę. Wszystkie części są ponumerowane. Drobnie części pomaluj przed ich złożeniem. Celem przeniesienia kalkomanii wytnij ją z arkusza, zanurz na kilka sekund w letniej wodzie i zsuj z podłoża na wymagane miejsce. Używaj w połączeniu ze wzorami na pudełku. W związku z obecnością wielu drobnych, rozbielanych części, nieodpowiednie dla dzieci poniżej 3 lat.

IT Studiare i disegni ed esercitarsi a montare i vari pezzi prima di fissarli con la colla. Raschiare con cura le tracce di vernice dalle superfici da incollare. Tutti i pezzi sono numerati. Verniciare i pezzi di piccole dimensioni prima di montarli. Per applicare le decalcomanie, ritagliare il foglio nel modo richiesto, immergere in acqua calda per alcuni secondi, quindi staccare la decalcomania dalla carta di supporto e posizionarla nel punto desiderato. Usare le decalcomanie come indicato nell'illustrazione riportata sulla confezione. Non adatto a bambini di età inferiore a 36 mesi per la presenza di componenti di piccole dimensioni che potrebbero staccarsi.

PT Estudiar atentamente os desenhos e experimentar a montagem. Raspas cuidadosamente as superfícies de modo a eliminar pintura antes de colar. Todas as peças estão numeradas. Pintar as pequenas peças antes de colar. Para aplicar as decalcomanias, cortar as folhas e mergulhar em água morna por alguns segundos, depois deslizar e aplicar no respectivo lugar, como indicado nas ilustrações na caixa. Não convém a uma criança de menos de 36 meses devido à presença de pequenos elementos destacáveis.

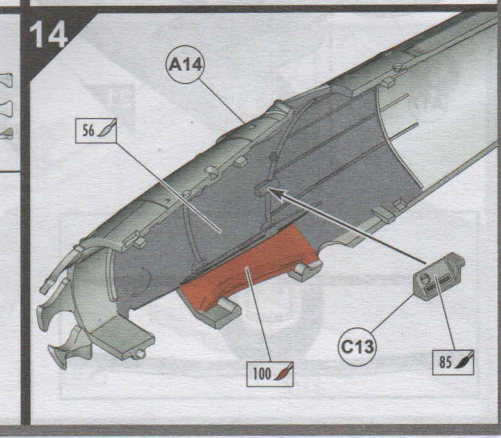
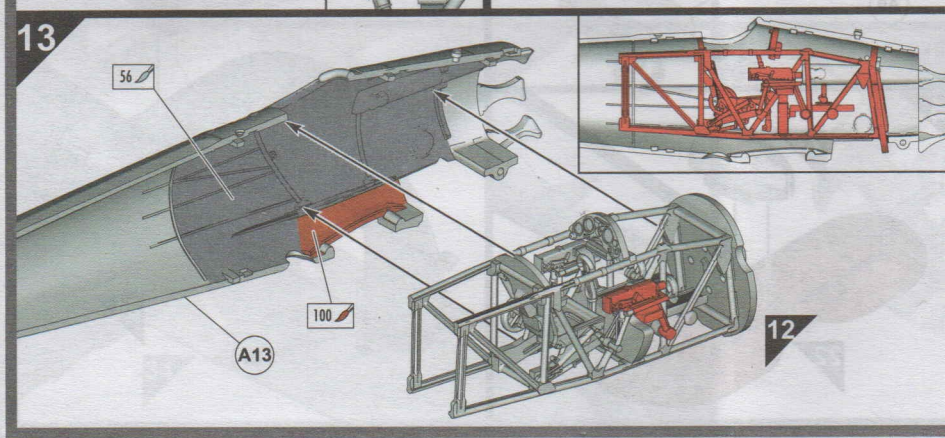
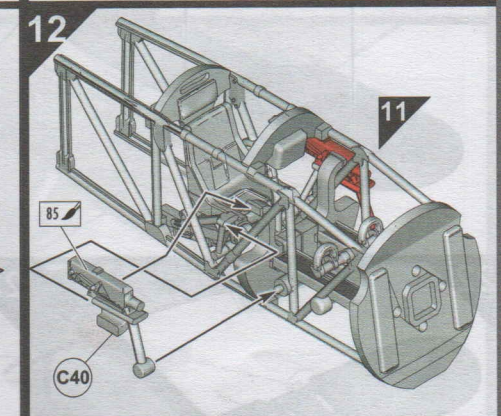
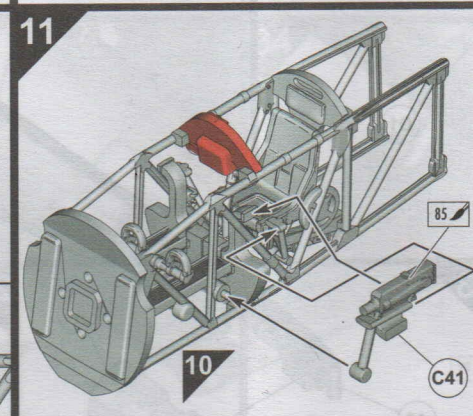
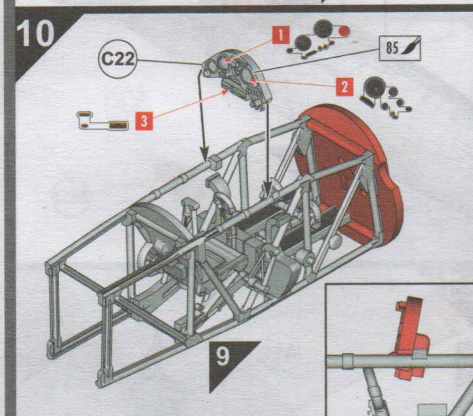
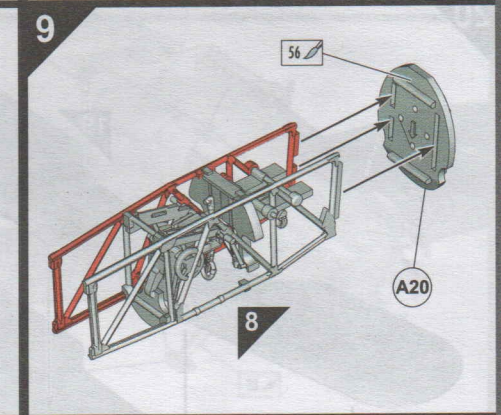
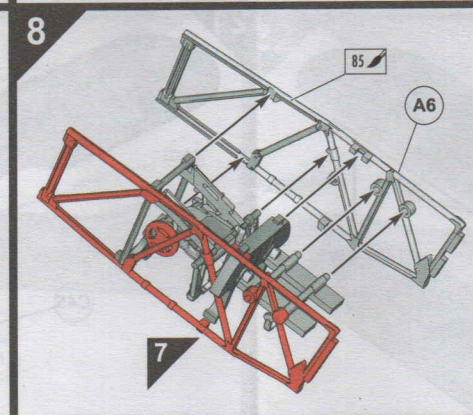
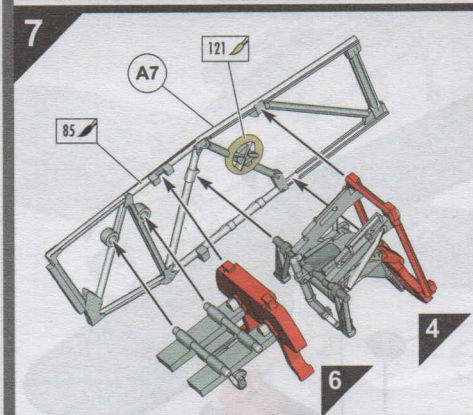
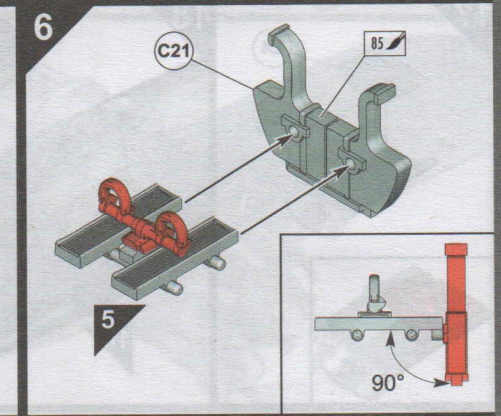
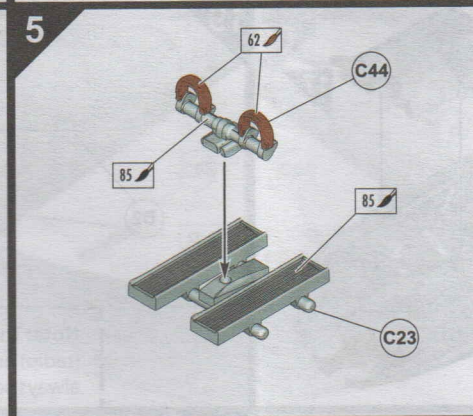
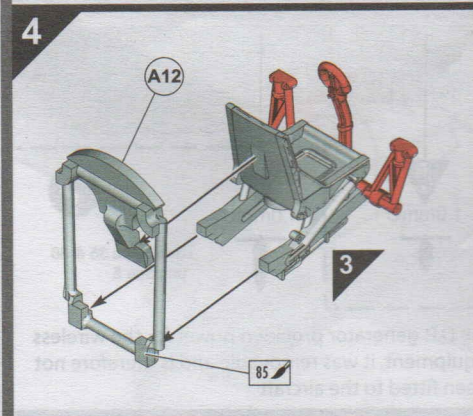
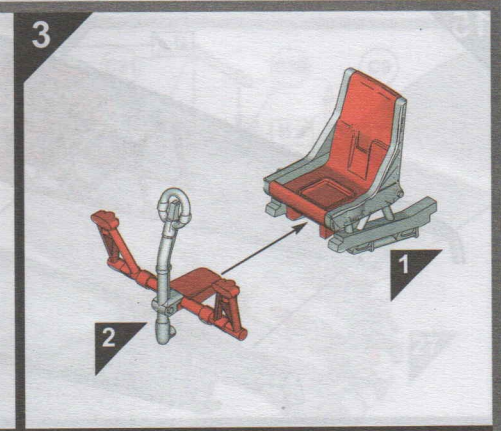
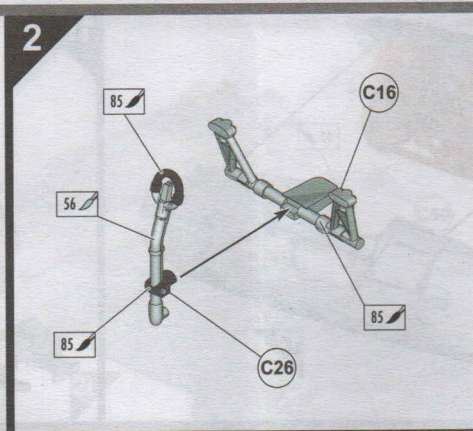
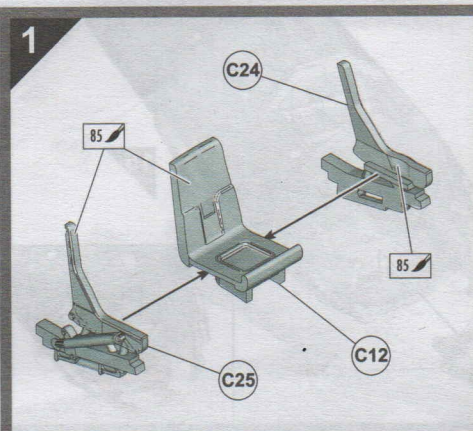
EL Μελετήστε προσεκτικά τα σχέδια και συναρμολογήστε για πρώτη φορά τα κομμάτια χωρίς να τα συγκollήσετε. Αφαιρέστε επιμελώς την πλαστική βαφή από τις επιφάνειες τις οποίες θα συγκollήσετε. Όλα τα κομμάτια είναι αριθμημένα. Χρωματίστε τα μικρά κομμάτια πριν από τη συναρμολόγηση. Για να κολλήσετε τις χαλκομανίες, κόψτε γύρω από το σχέδιο όπως απαιτείται, βυθίστε το μερικά δευτερόλεπτα σε χλιαρό νερό και μετά τοποθετήστε το στη θέση που υποδεικνύεται, αφαιρώντας τη μεμβράνη που το καλύπτει. Λάβετε υπόψη σας ταυτόχρονα την εικονογράφηση του κουτιού. Ακατάλληλο για παιδιά ηλικίας κάτω των 36 μηνών λόγω ύπαρξης μικρών κομματιών που αποσπώνται.

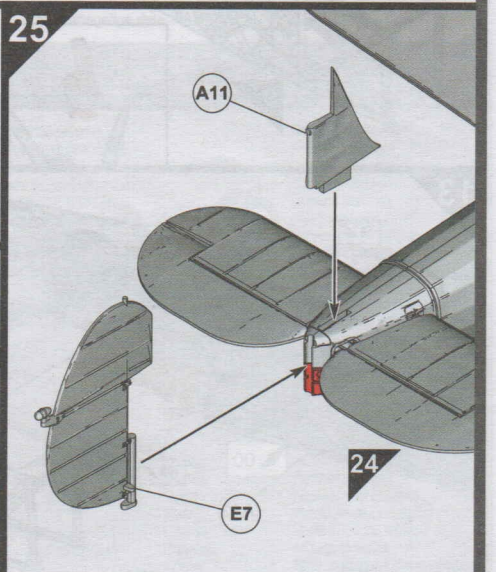
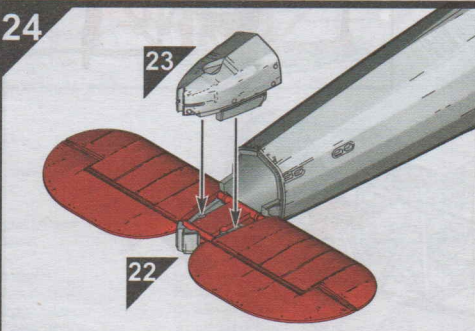
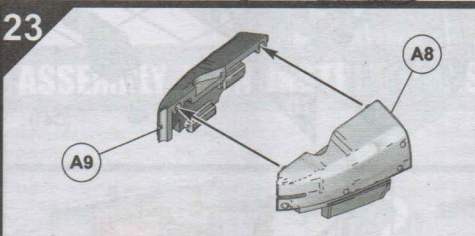
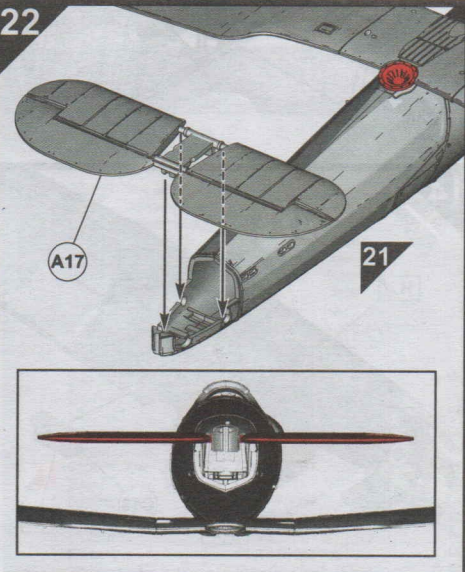
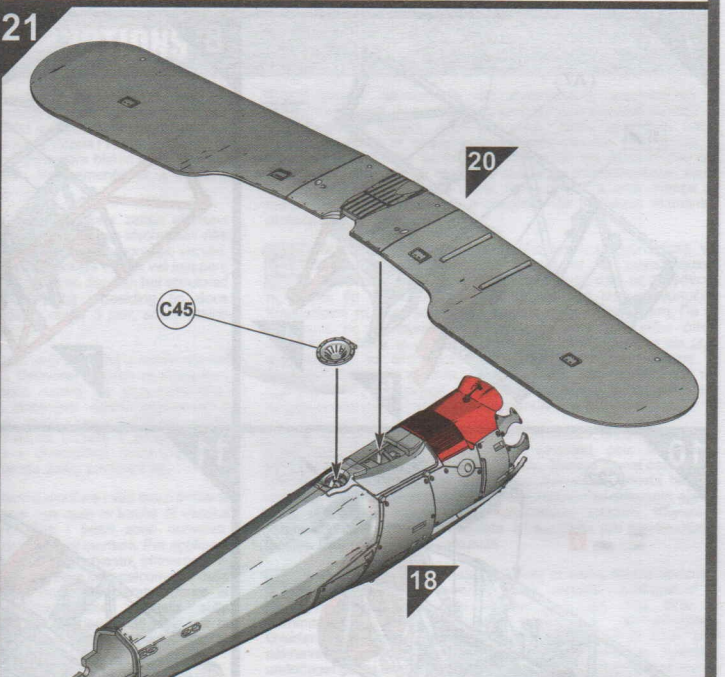
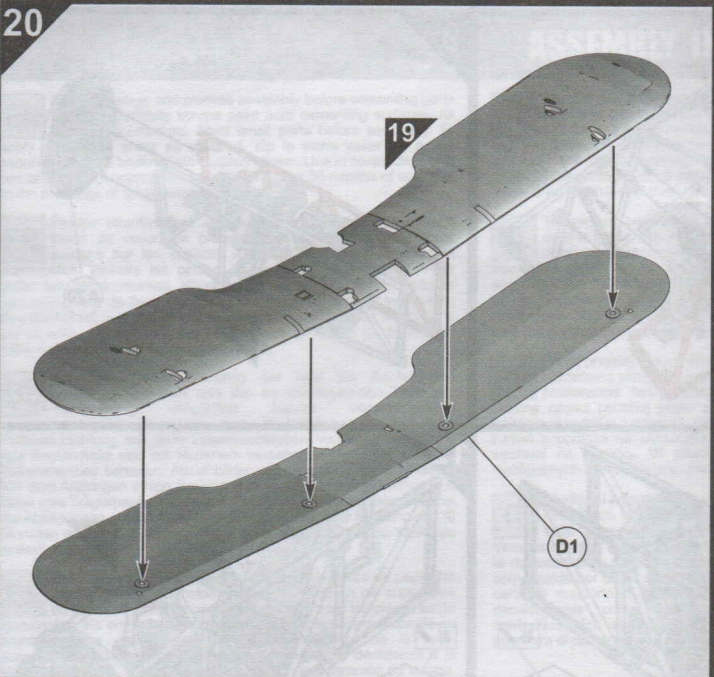
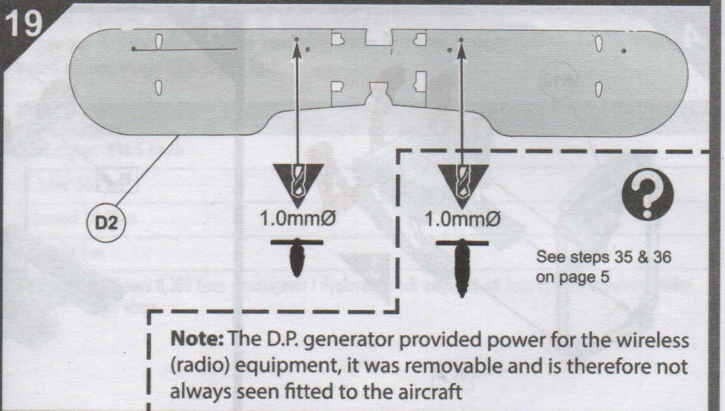
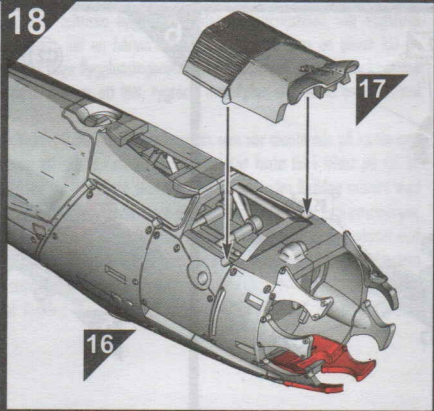
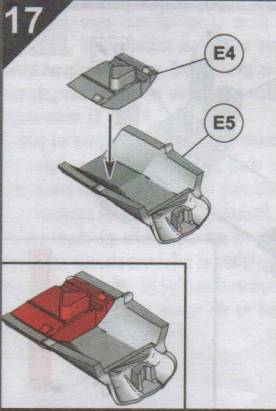
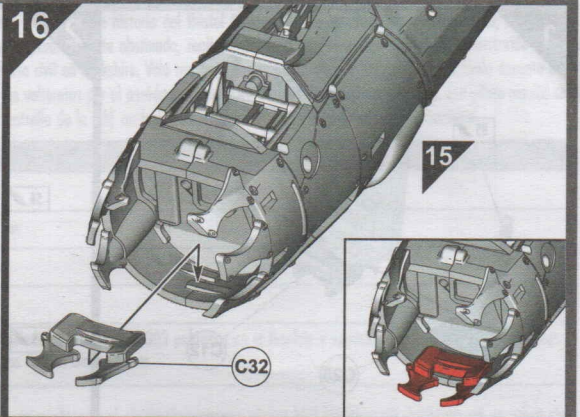
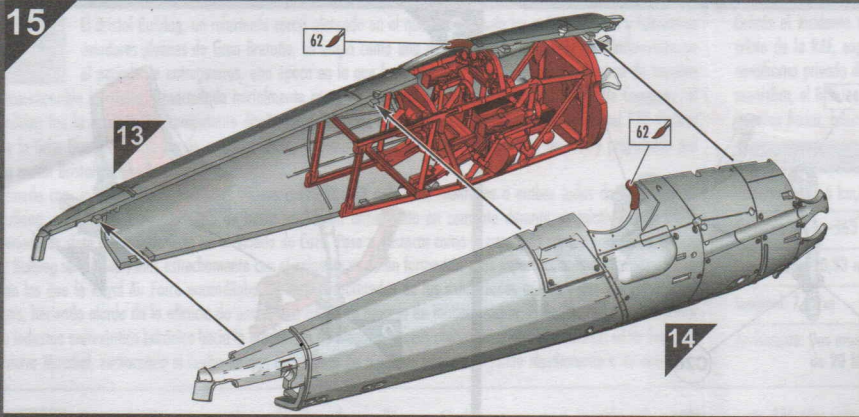
FI Tutustu piirroksiin ja harjoittele kokoamista, ennen kuin liimaat osat yhteen. Raaputa maali varovasti pois liimattavista pinnista. Kaikki osat on numeroitu. Maalaa pienet osat ennen kokoamista. Siirtokuvien kiinnittämisessä leikkaa ne arkista tarpeen mukaan. Kasta kuva lämpimään veteen muutama sekunnin ajaksi, anna takapuolen liukua kovalle osoitettuun kohtaan. Käytetään yhdessä laatikon kuvituksen kanssa. Ei suositella alle kolmivuotiaille lapsille. Paljon irrotettavaa pikkuosia.

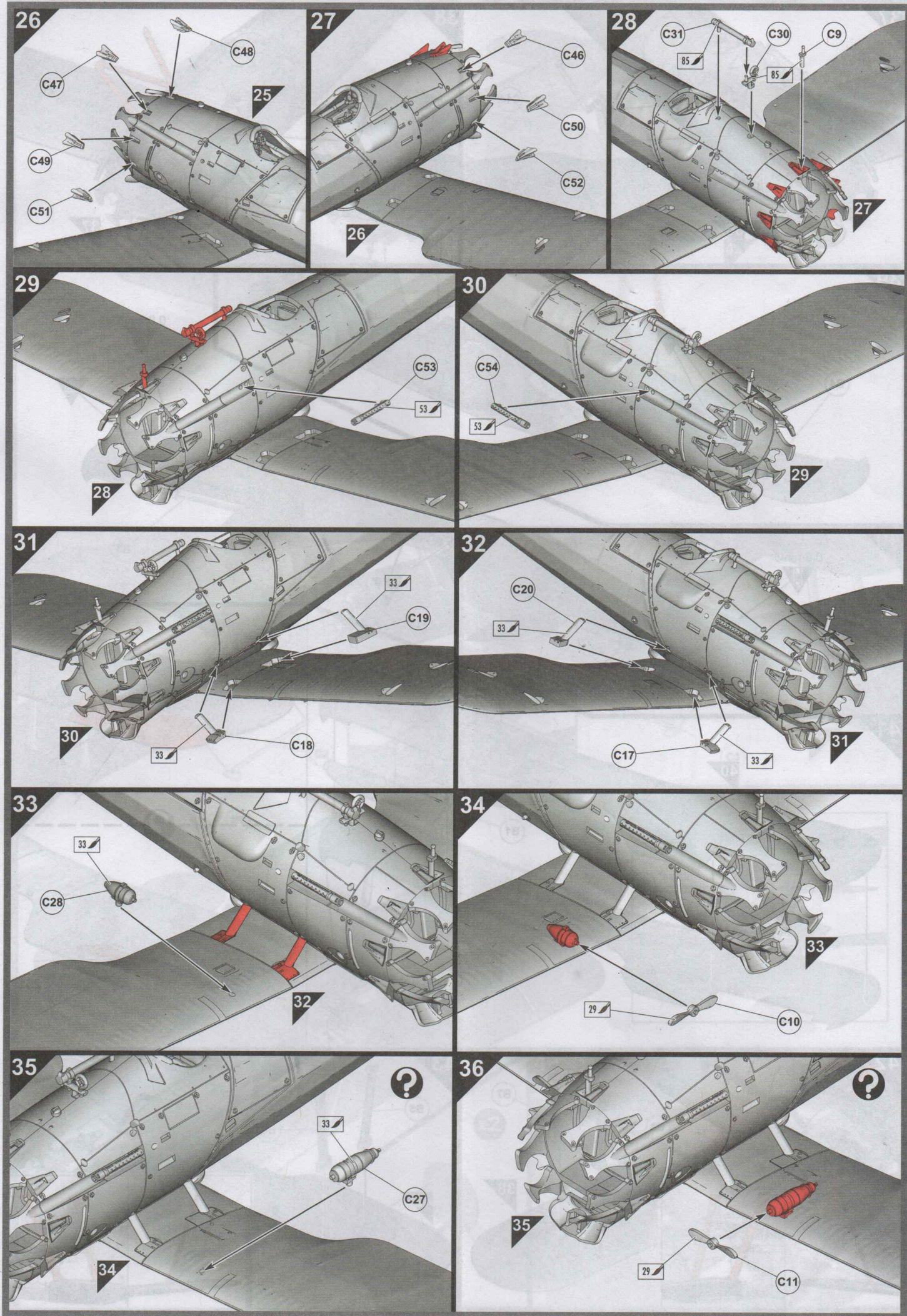
DA Studér tegningerne nøje og forsøg at sætte delene sammen, inden de klæbes sammen. Skrab forsigtigt malingen af de overflader, der skal klæbes sammen. Alle dele er nummererede. Små dele skal males, før de monteres. Overføringsbillederne påføres ved at klippe dem ud af arket, som påkrævet, dyppe dem i varmt vand i nogle få sekunder, hvorefter underlaget glides af i de viste positioner. Påføres ifølge illustrationerne på æsken. Ikke egnet til børn under 3 år på grund af tilstedeværelse af små aftagelige dele.

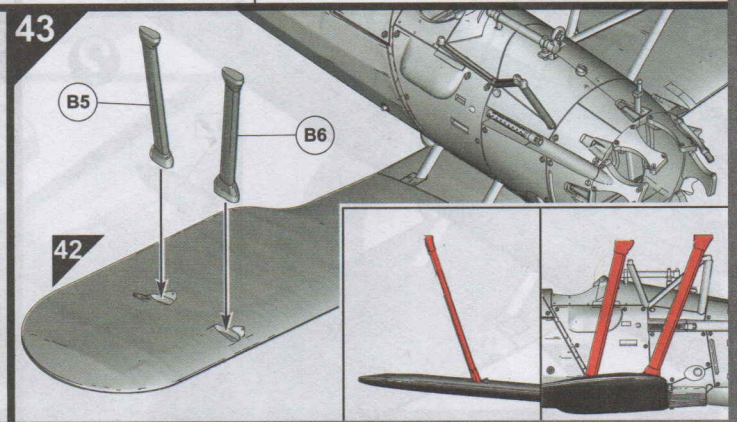
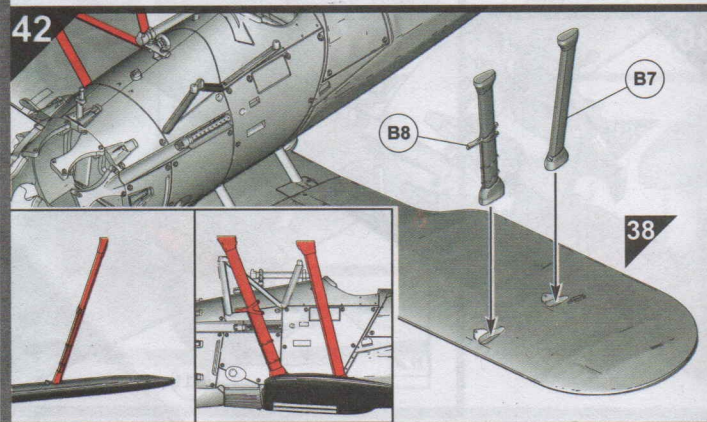
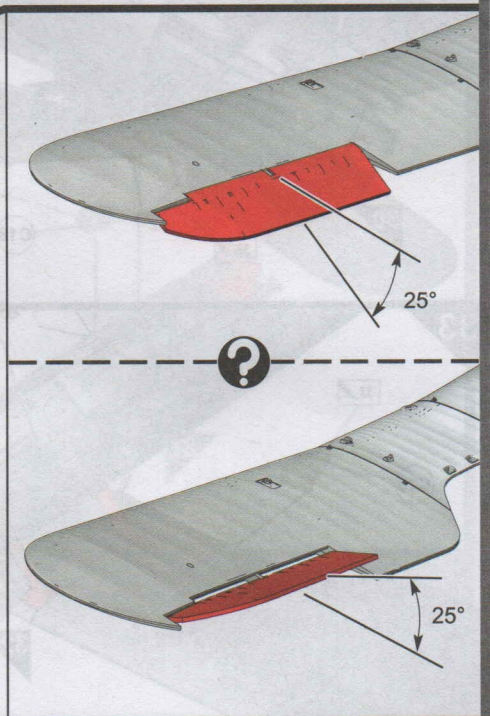
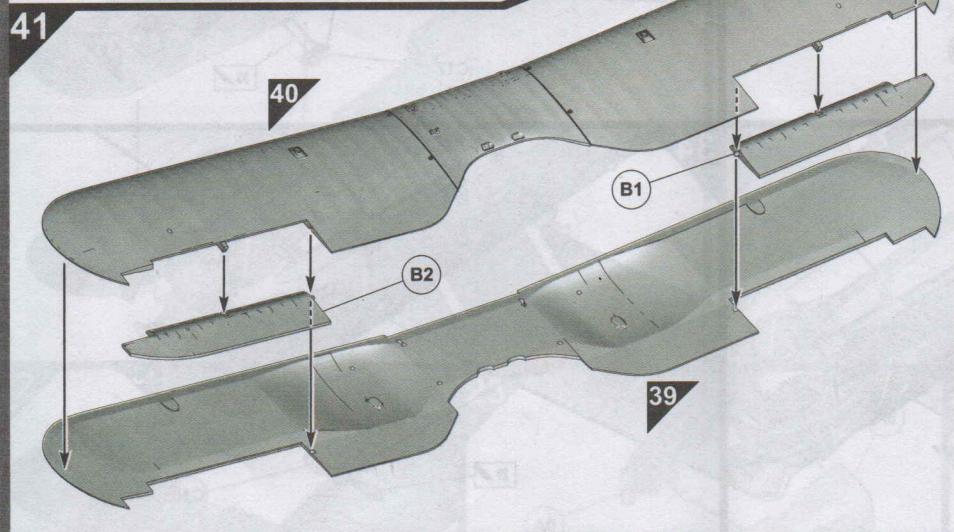
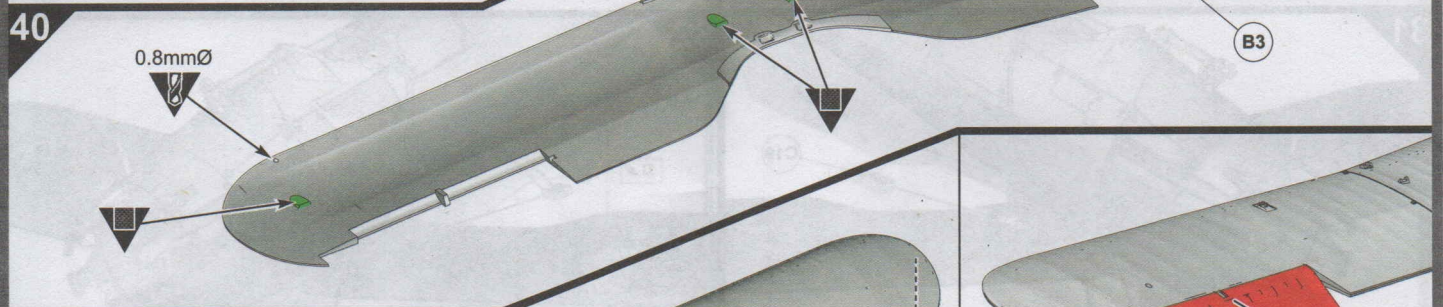
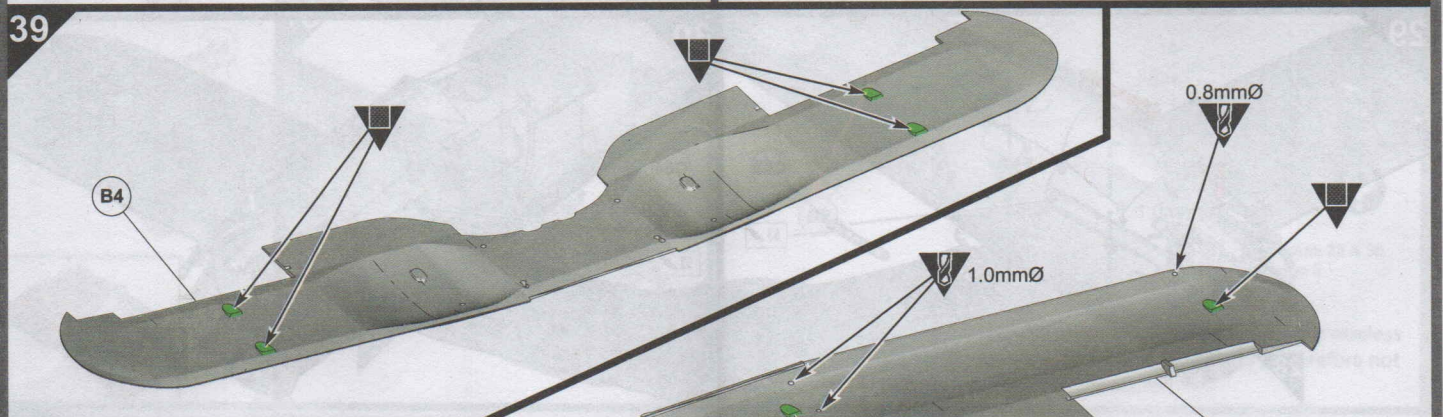
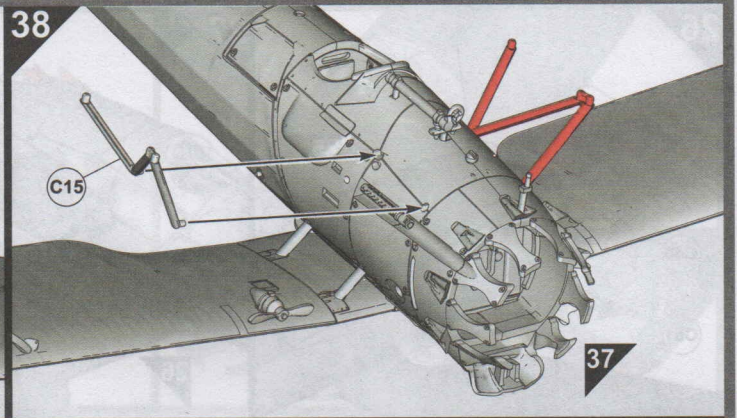
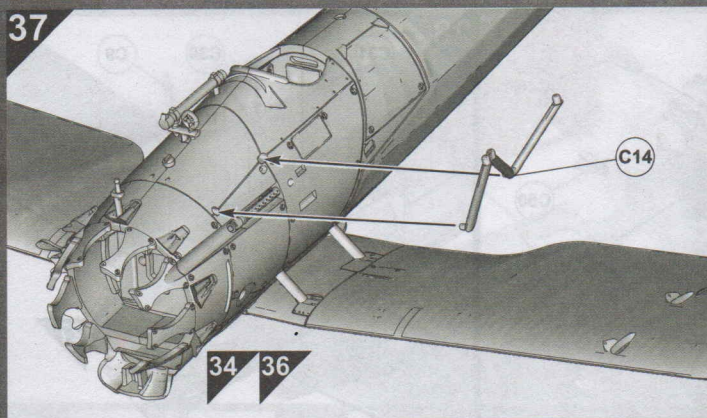
ASSEMBLY ICON INSTRUCTIONS

<p>1</p> <p>Assembly phase Phase de montage Montagephase Montagephase Fase di montaggio Monteringfasen Fase di montaggio Montagefase Fase de montage Monteringfasen Kokoamisvaihe Faza składanania Φάση συναρμολόγησης</p>	<p>Cement Coller Kleben Kleben Pegar Limma Incollare Lijmen Collar Klæbes Limmaa Kleić Συγκollήστε</p>	<p>Do not cement together No pas coller Nicht kleben Nicht kleben No pegar Limma inte Non incollare Niet lijmen Não colar Skal ikke klæbes Alá liimaa Nie kleić Μη συγκollήστε</p>	<p>Indicates final location Indique l'emplacement final Zeigt Endposition Indica la ubicación definitiva Anger slutmonteringsplats Sede di montaggio finale Geeft uiteindelijke locatie aan ? "Indica localizaçào final Viser endelig placering Osoittaa lopullisen sijainnin Oznacza miejsce docelowe Υποδεικνύει τελική τοποθεσία</p>	<p>Alternative part(s) provided Autre(s) pièce(s) fournie(s) Ersatzteil(e) mitgeliefert Se incluye(n) pieza(s) alternativa(s) Alternativ(a) del(ar) ingår ? Uno o più componenti alternativi forniti Alternatieve onderdelen meegeleverd Peça(s) alternativa(s) fornecida(s) Alternativ(e) del(e) medfølger Vaihtoehtoiset osat pakkauskassa Dost epne części zamienne Παρέχονται εναλλακτικά κομμάτια</p>	<p>Repeat this operation Répéter l'opération Vorgang wiederholen Repètir la operación Uprepa àtgārdn Ripetere l'operazione Repètir a operaçào Manöver gentagtes Toista toimenpite Powtórzć operacjè Επανάλαβε τη διαδικασία</p>	
<p>1</p> <p>Decals Dècalcomanias Abziehbild Calcomanias Dekaler Dècalcomanie Stickers Dècalcomania Billedoverføring Siirtokuvat Kalkomanie Χαλκομανίες</p>	<p>Crystal part Pièces cristal Kristallteil Pieza de cristal Kristallid Pezzo cristallo Kristallen onderdeel Peça de cristal Kryсталыккe Kristalliossa Część kryształowa Κομμάτι κρυστάλλου</p>	<p>Weight Lester Beschweren Lastrar Belasta Applicare un peso Verzwaren Lastrar Påfør vægt Aseta vastapaino Obciążyc balastem Επιθέστε βάρος</p>	<p>Remove by filing Enlever avec une lime Abfeilen Eliminar con lima Ta bort genom att fila Rimuoovere con la lima Verwijderen door afvlijen Remove limando Fjern ved at file væk Poista villaamalla Usun aç przy użyciu pilnika Αφαιρέστε λιμάροντας με λίμα</p>	<p>Drill or pierce Perçer Durchbohren Perforar Borra Trapanare o forare Boren of doorboren Furar Gennembor Poraa tai puhkaise Wywiercić lub przedziurawić Τρυπήστε</p>	<p>Cut Découper Schneiden Cortar Skär ? Tagliare Snijden Cortar Skær Leikkaa Przeciąć Κόψτε</p>	<p>Humbrol paint number No peinture Humbrol Humbrol-Farbnummer No de pintura Humbrol Humbrol färg nummer No vemies Humbrol Humbrol verfnummer No de pintura Humbrol Humbrol mallingsnummer Humbrol-maalin numero Nr farby Humbrol Noümero chrómatos Humbrol</p>

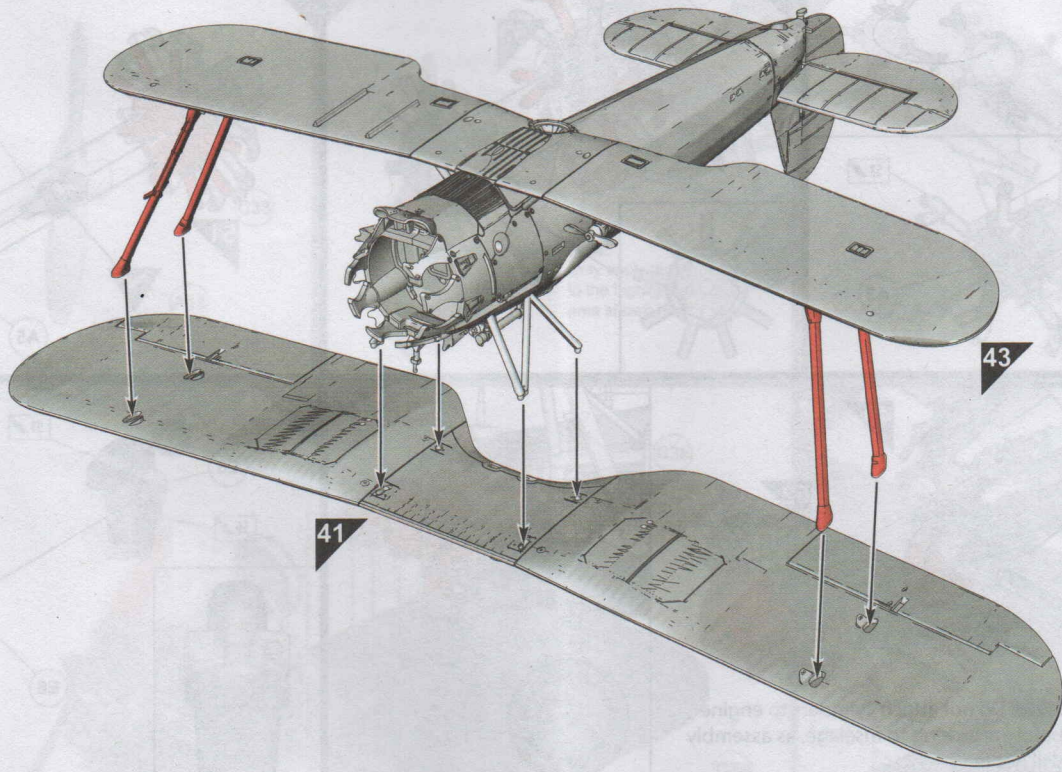




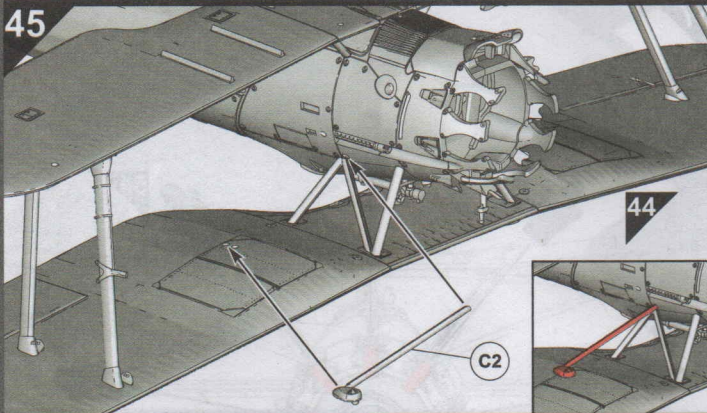




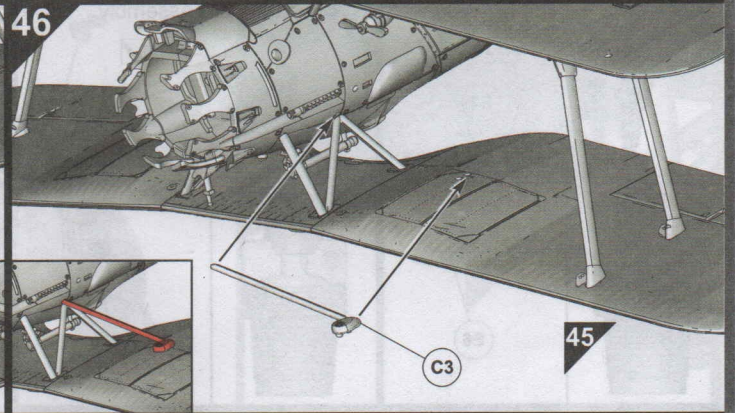
44



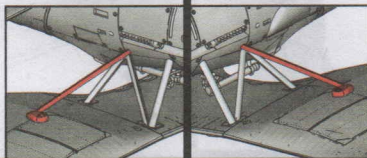
45



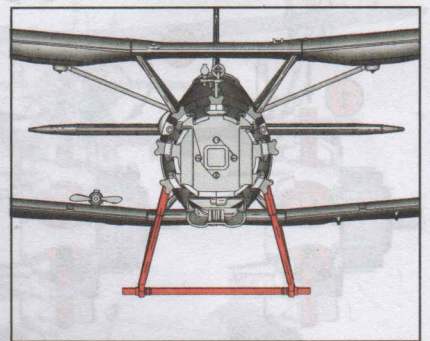
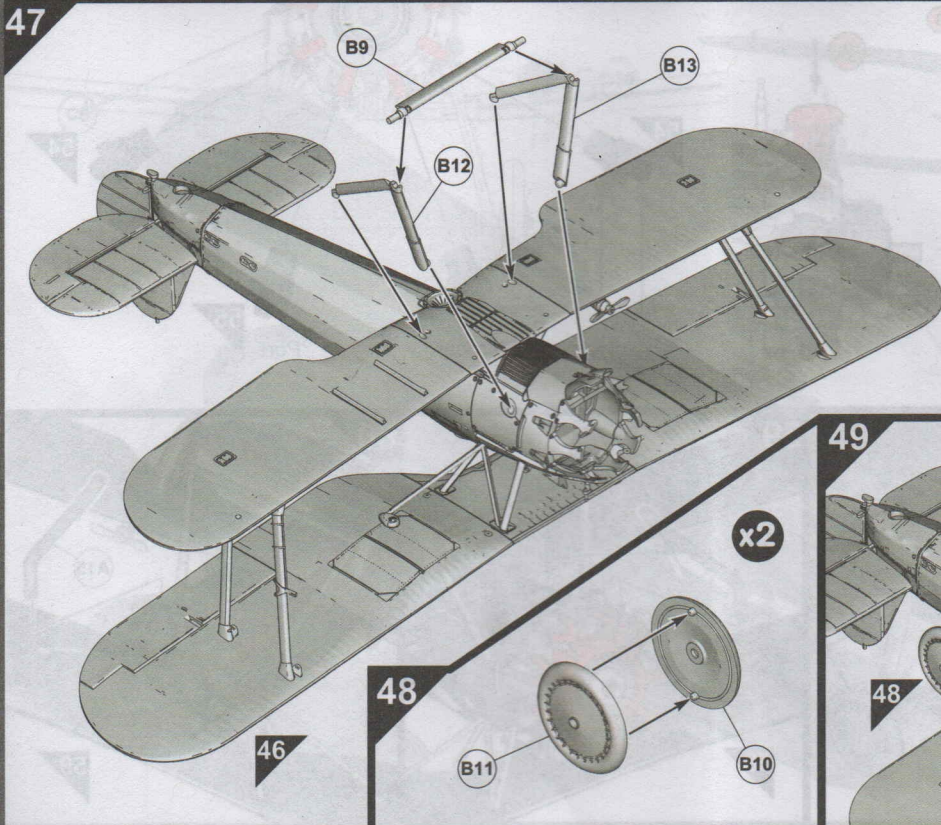
46



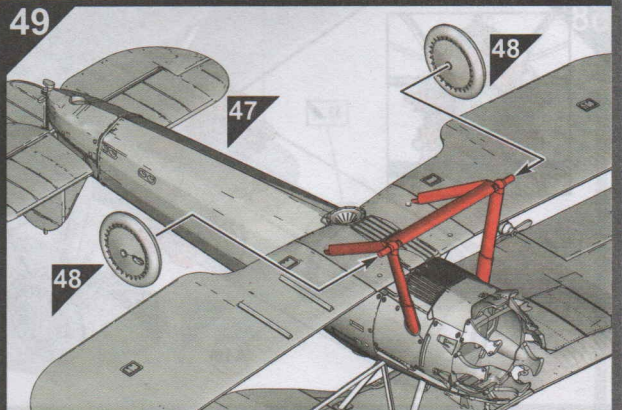
44

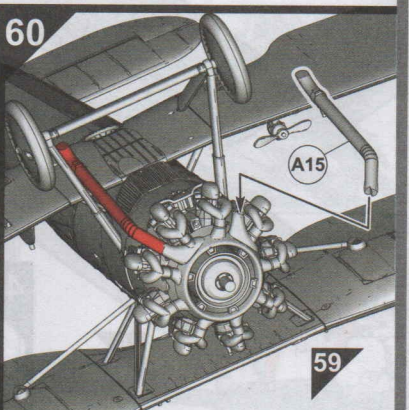
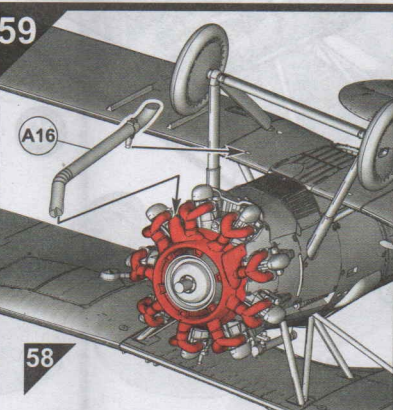
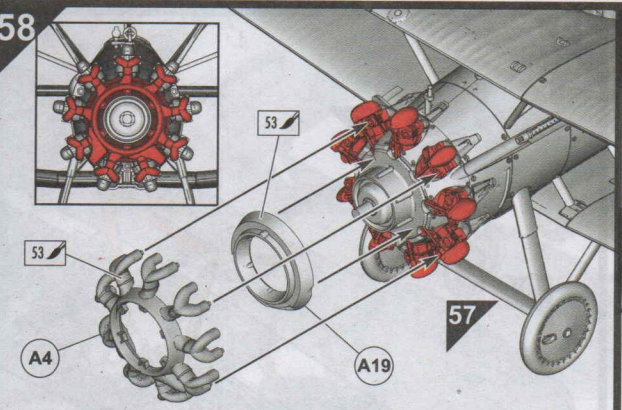
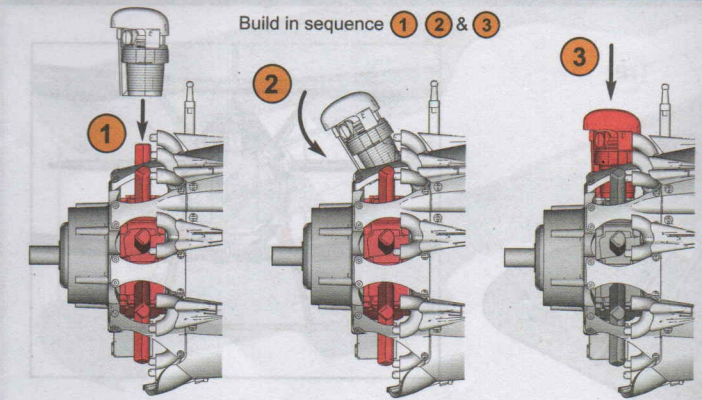
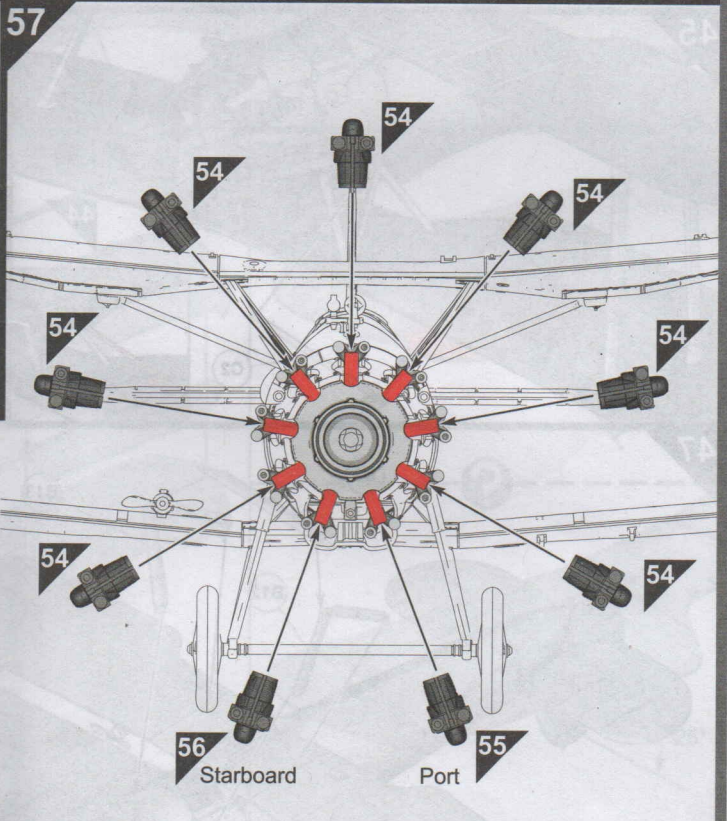
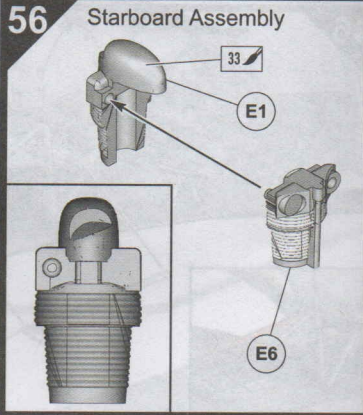
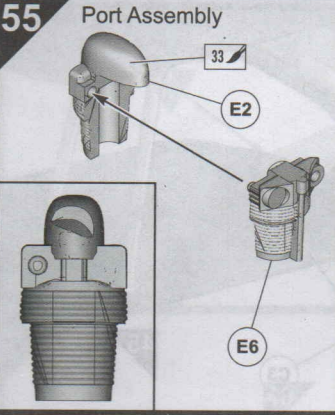
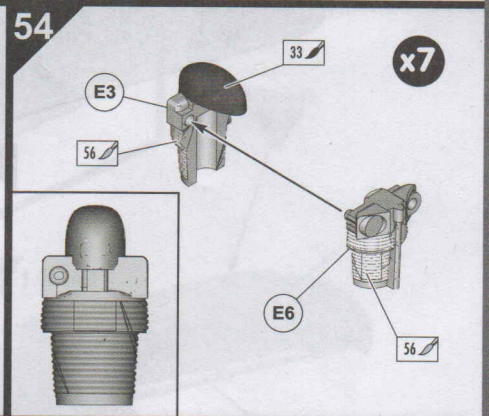
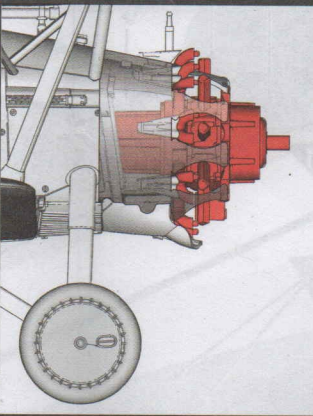
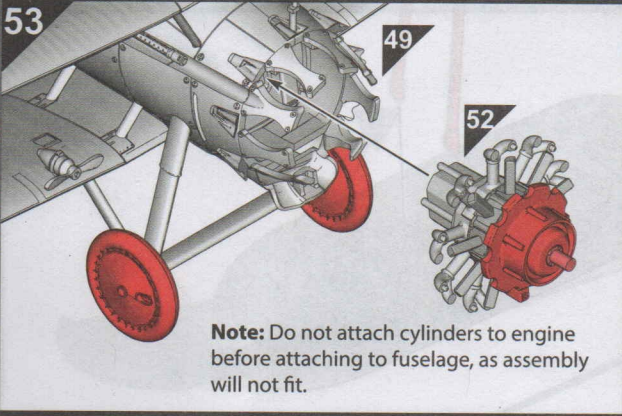
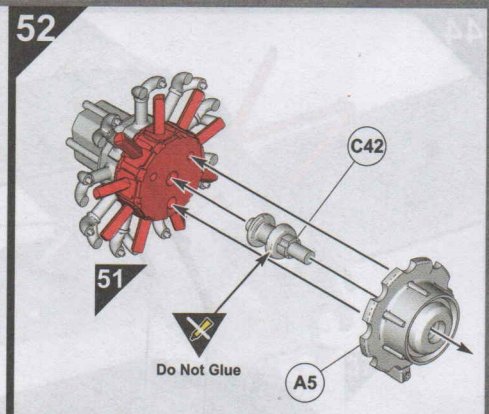
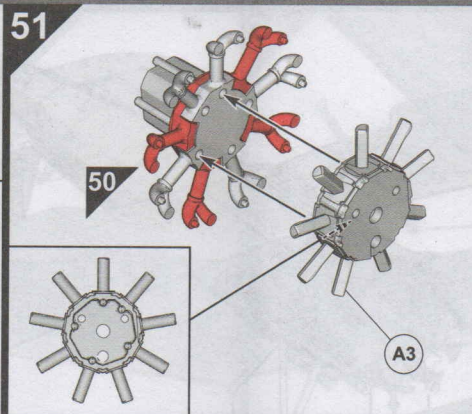
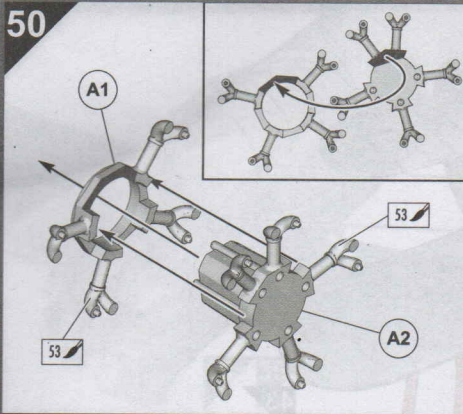


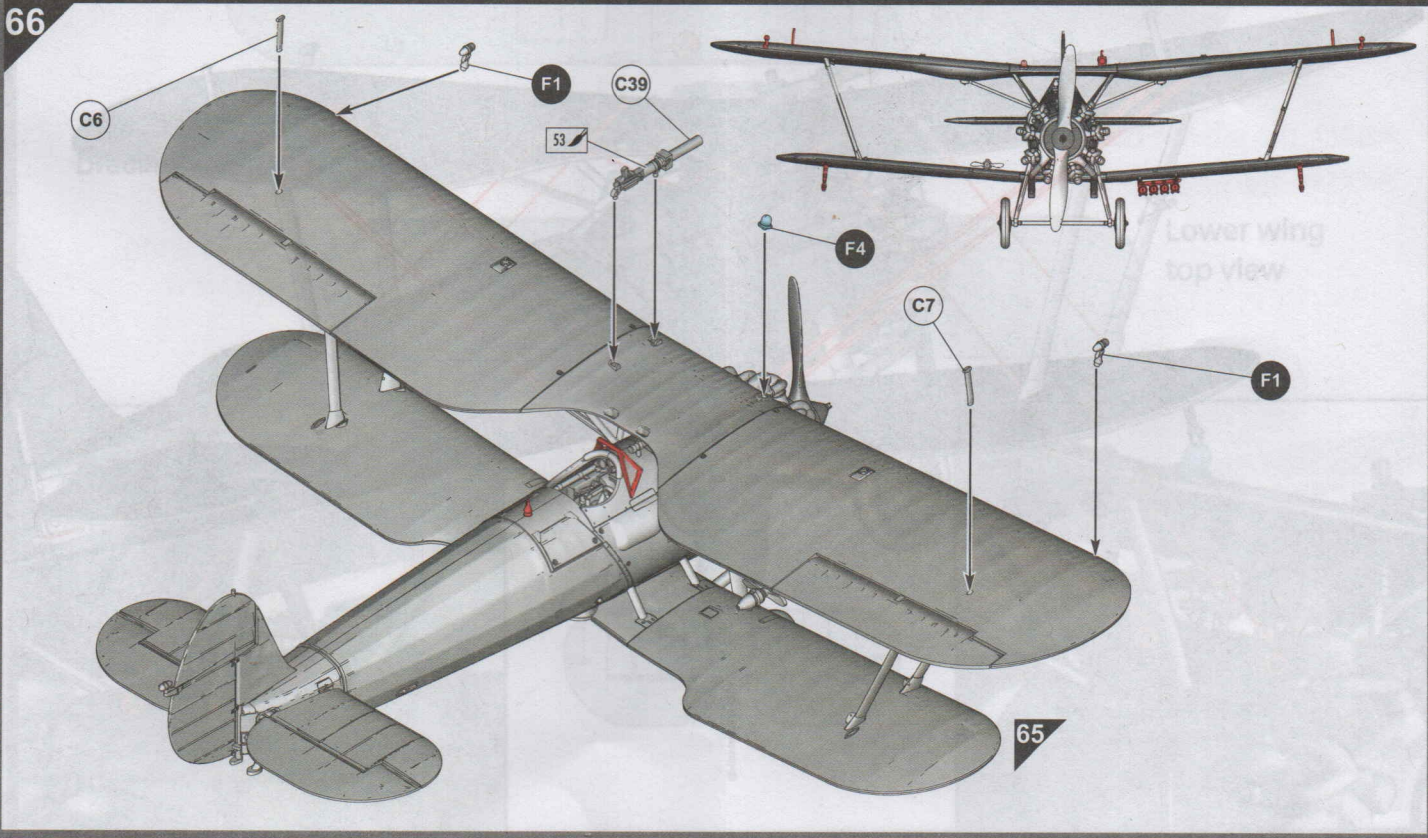
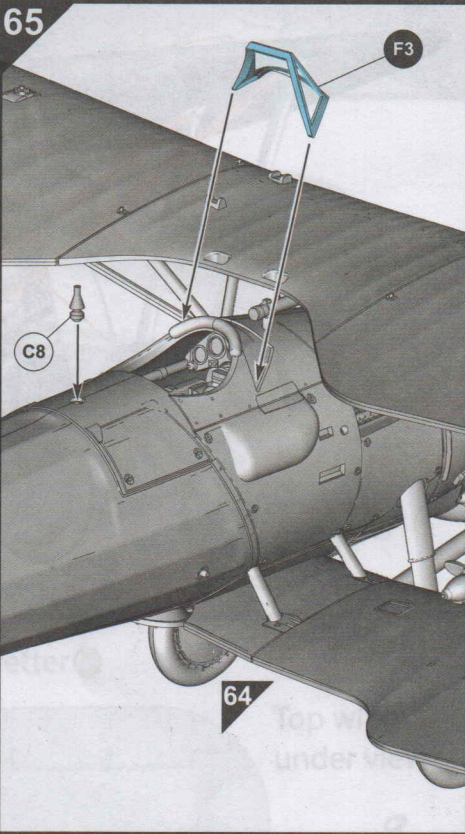
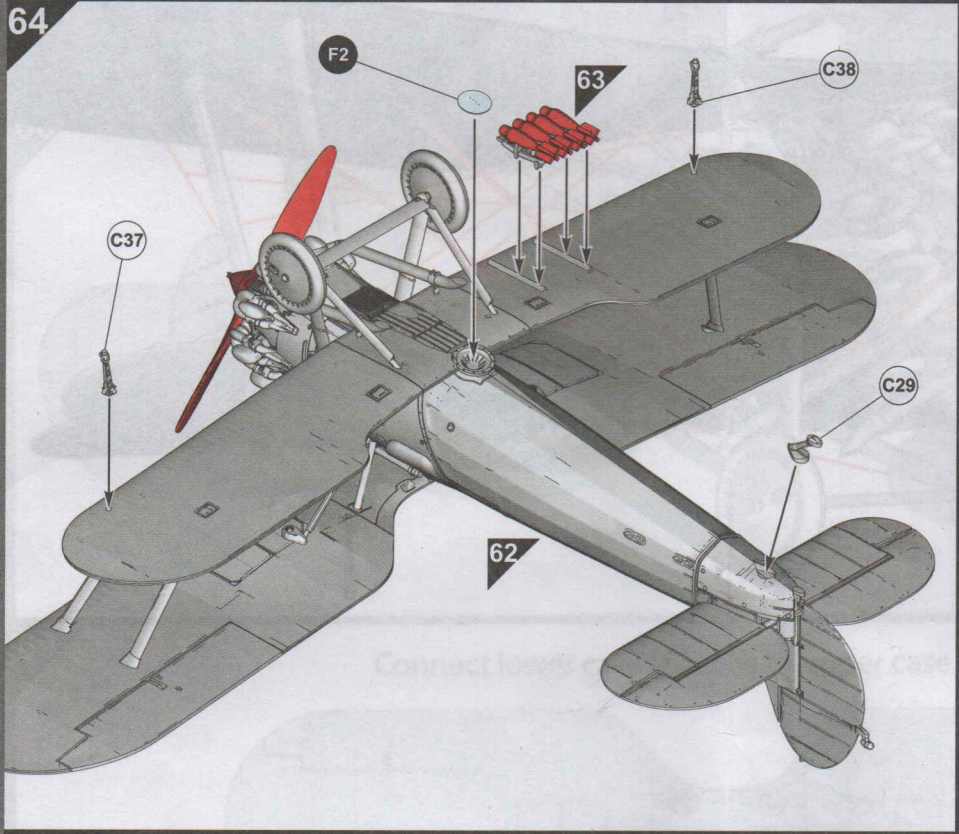
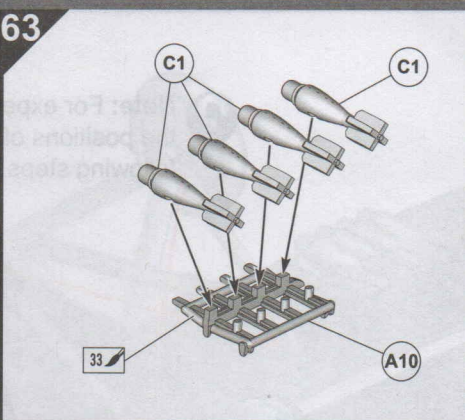
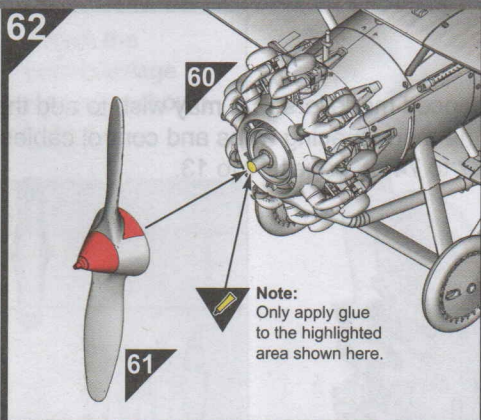
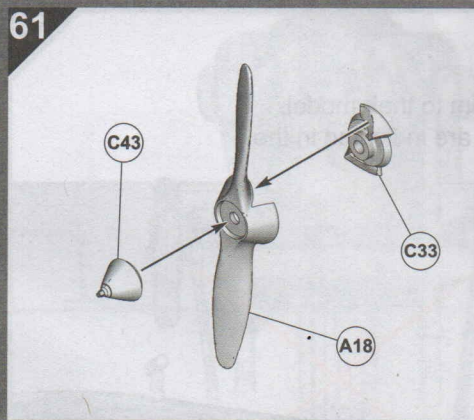
47



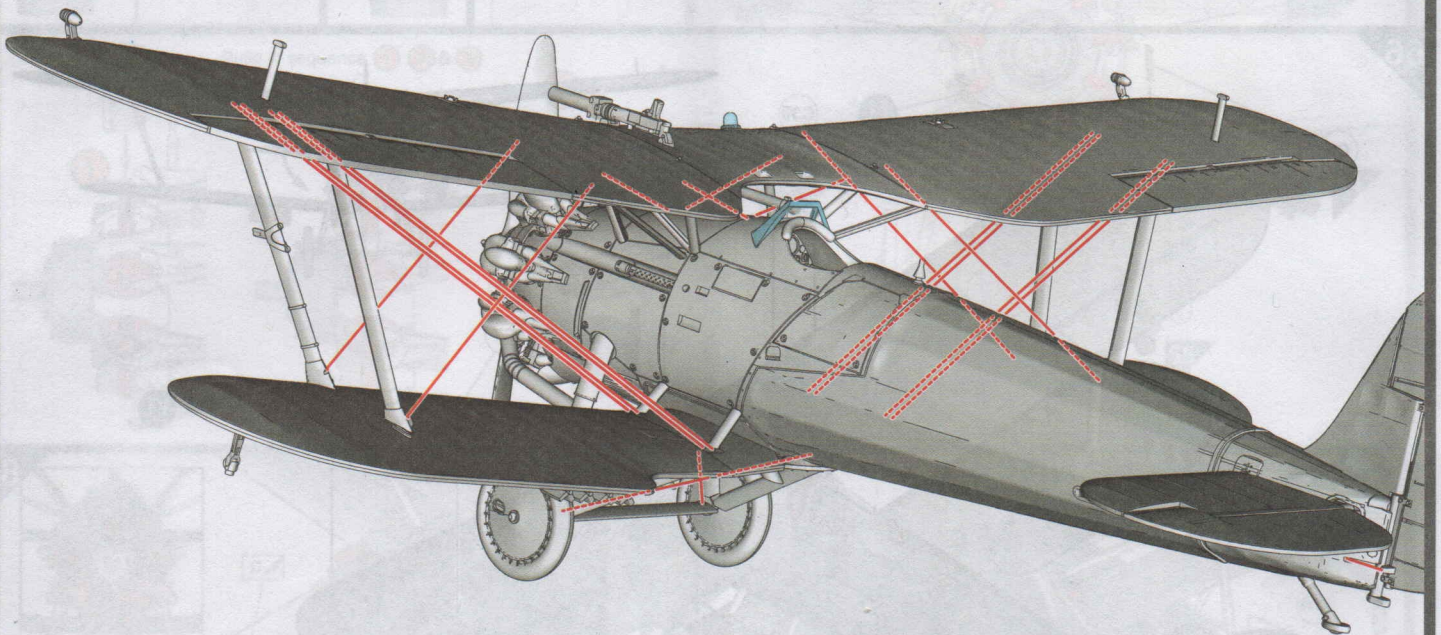
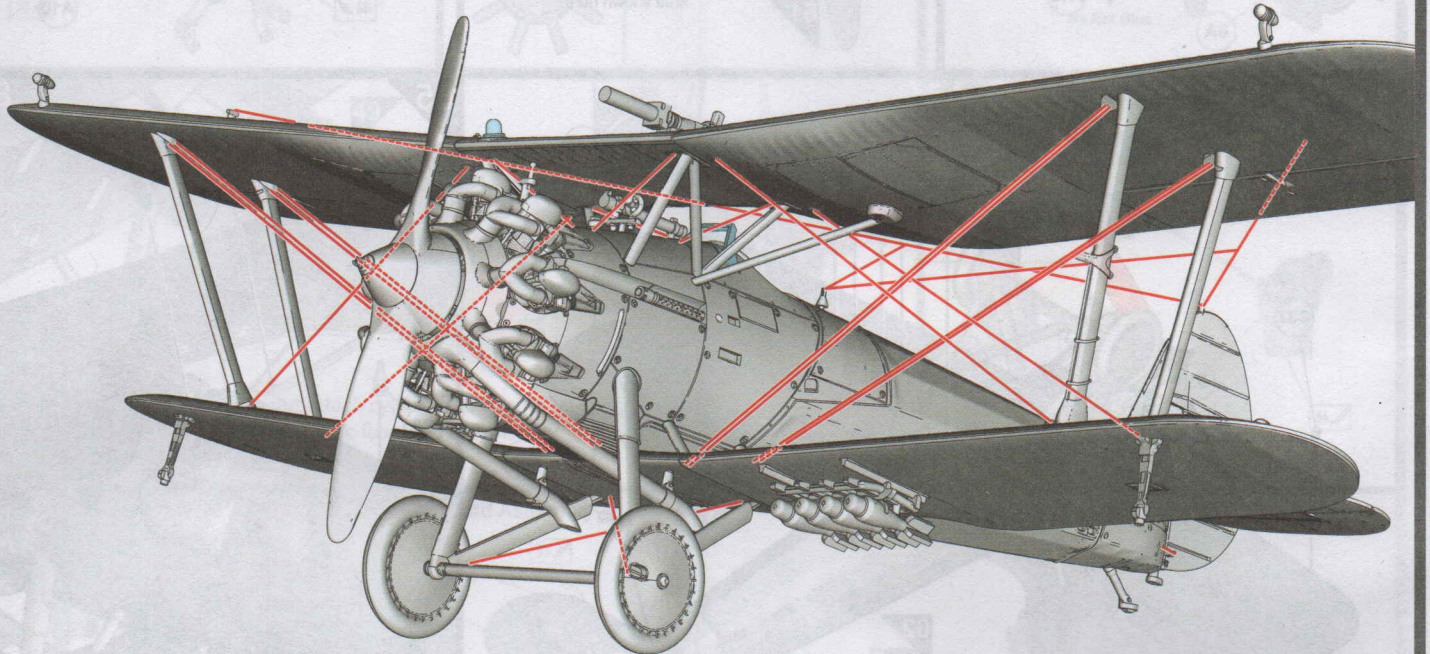
49





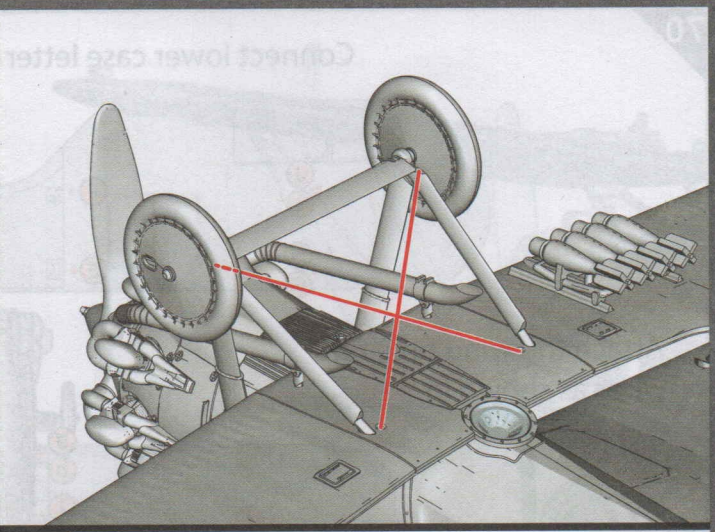
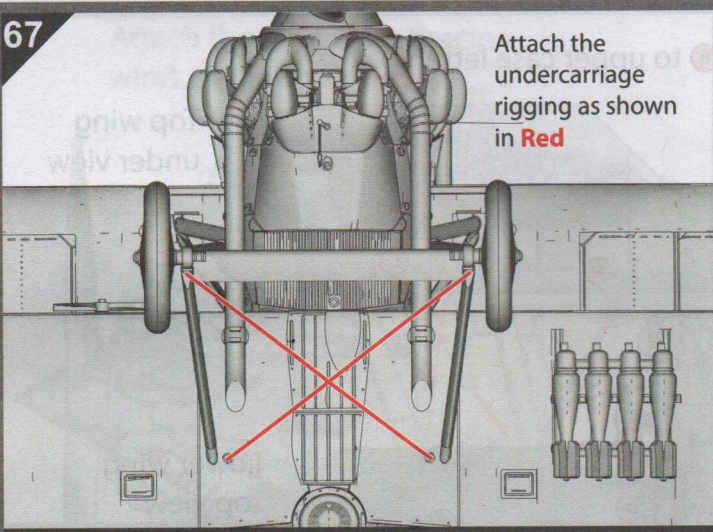


? **Note:** For experienced modellers who may wish to add them to their model, the positions of the many bracing wires and control cables are indicated in the following steps 67 to 74 on pages 11 to 13.



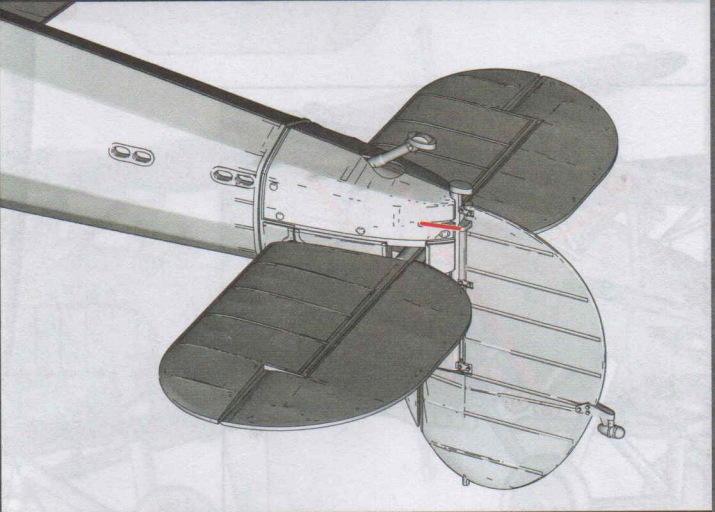
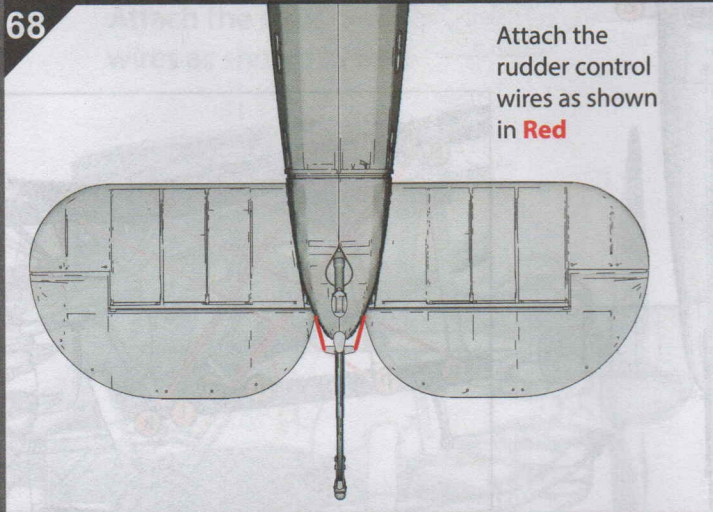
67

Attach the undercarriage rigging as shown in **Red**



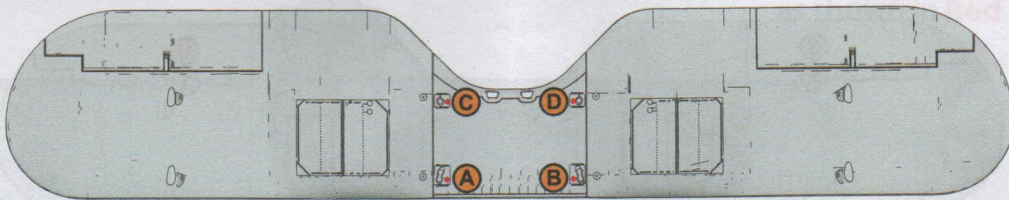
68

Attach the rudder control wires as shown in **Red**



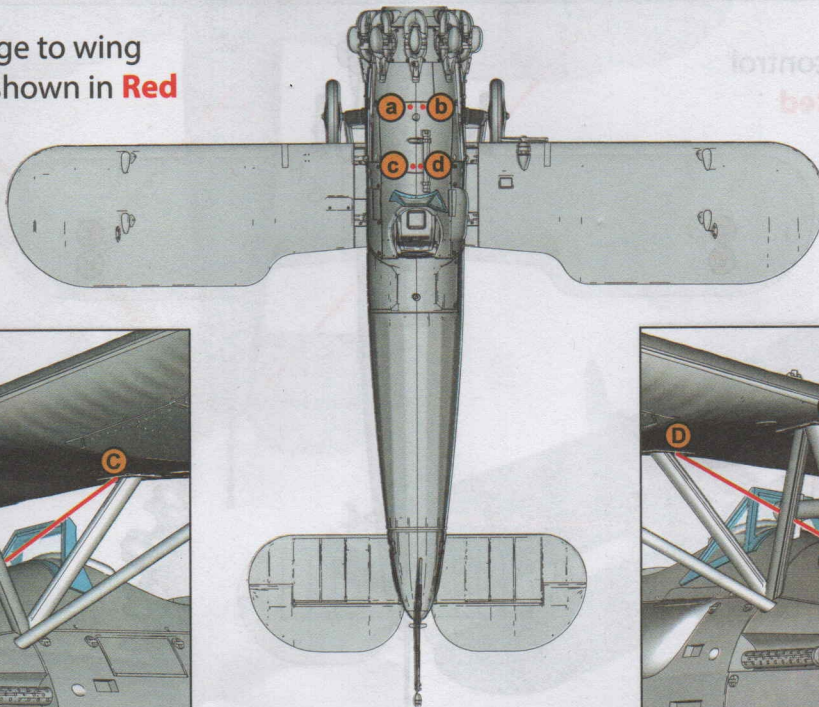
69

Connect lower case letter **a** to upper case letter **A**

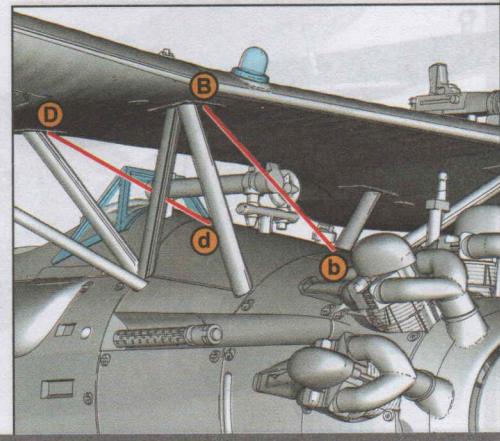
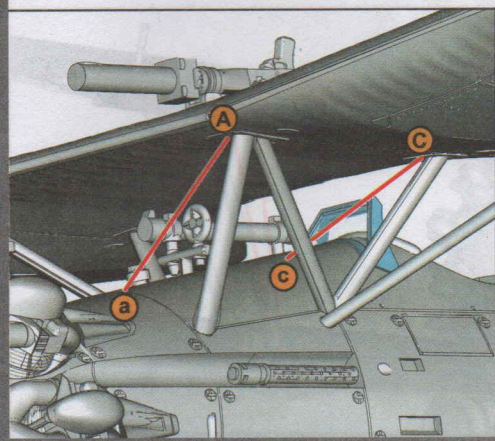


Top wing under view

Attach the fuselage to wing bracing wires as shown in **Red**

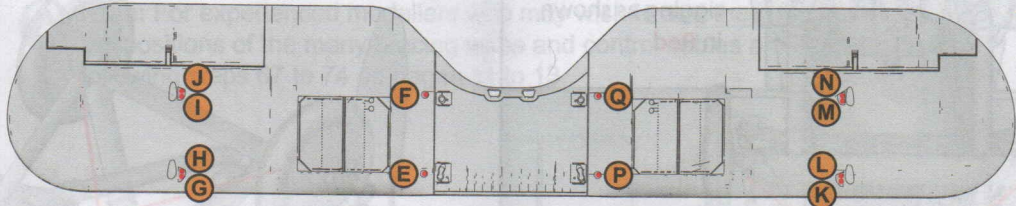


Lower wing top view



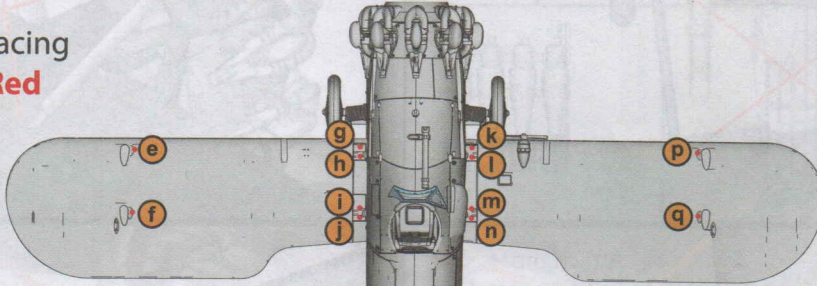
70

Connect lower case letter **e** to upper case letter **E**

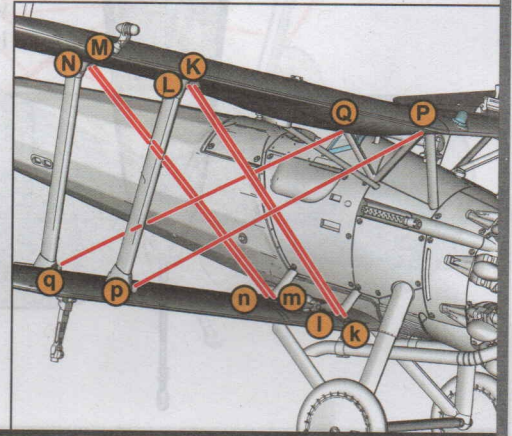
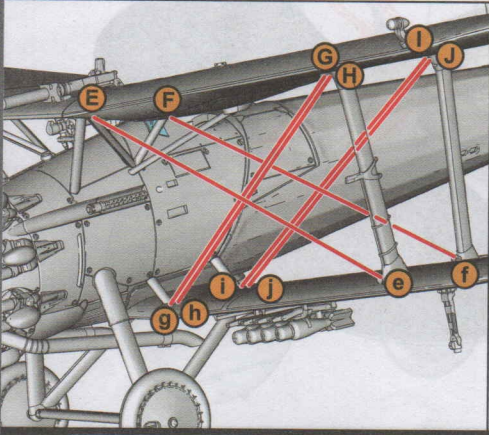


Top wing under view

Attach the wing bracing wires as shown in **Red**

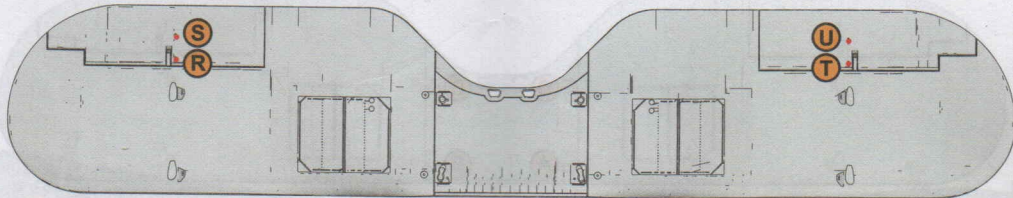


Lower wing top view



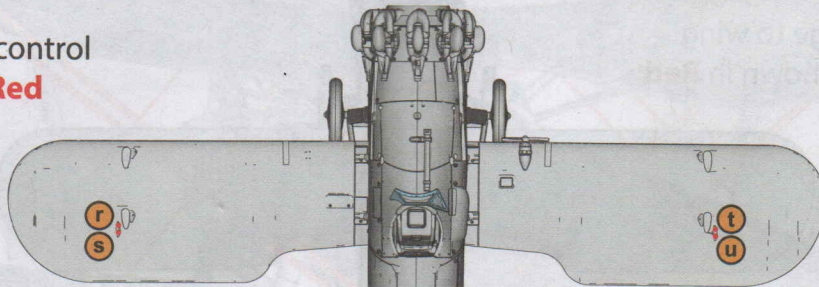
71

Connect lower case letter **r** to upper case letter **R**

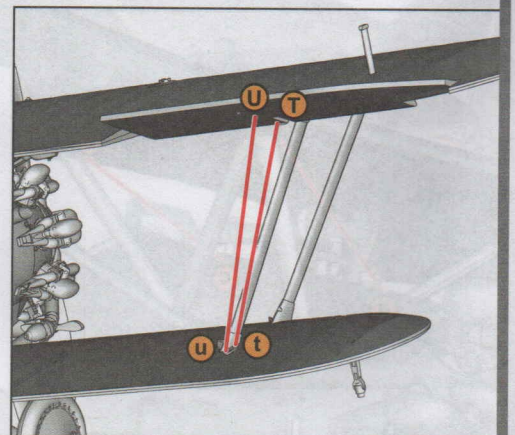
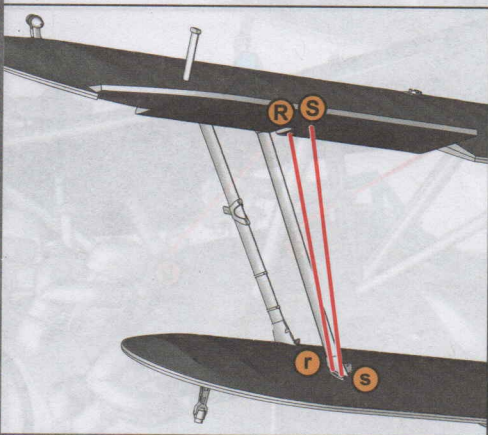


Top wing under view

Attach the aileron control wires as shown in **Red**

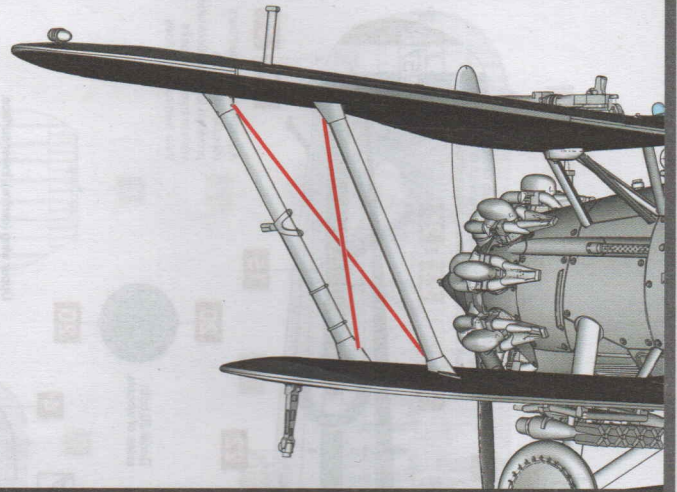
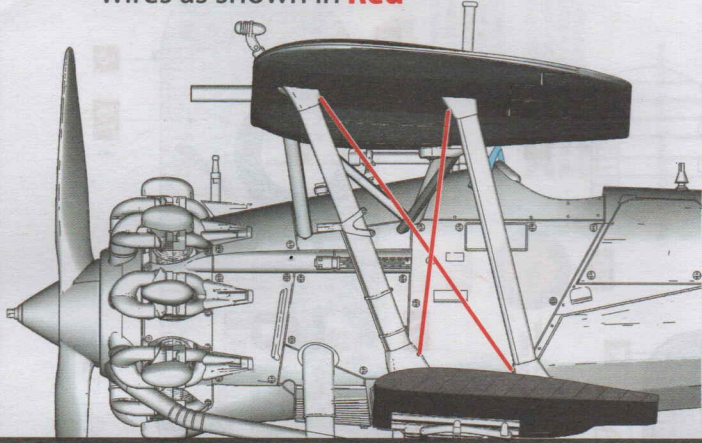


Lower wing top view



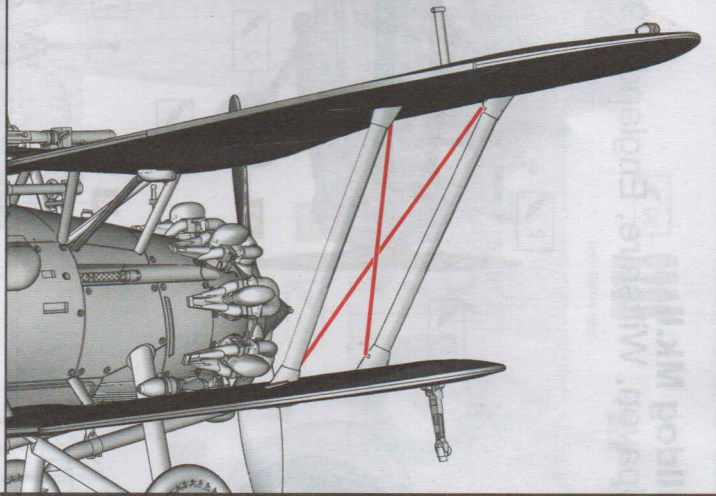
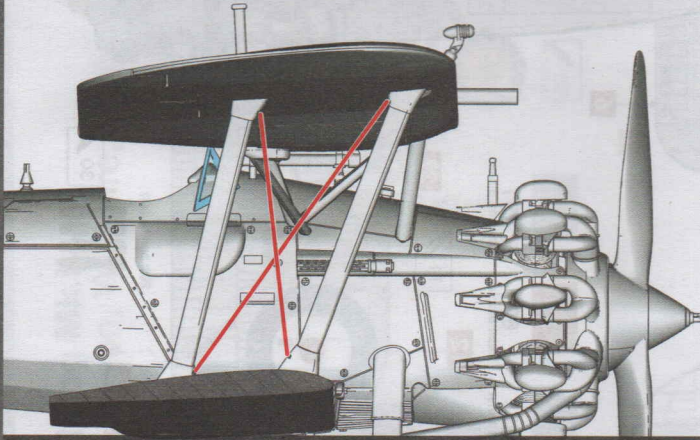
72

Attach the strut cross bracing wires as shown in **Red**



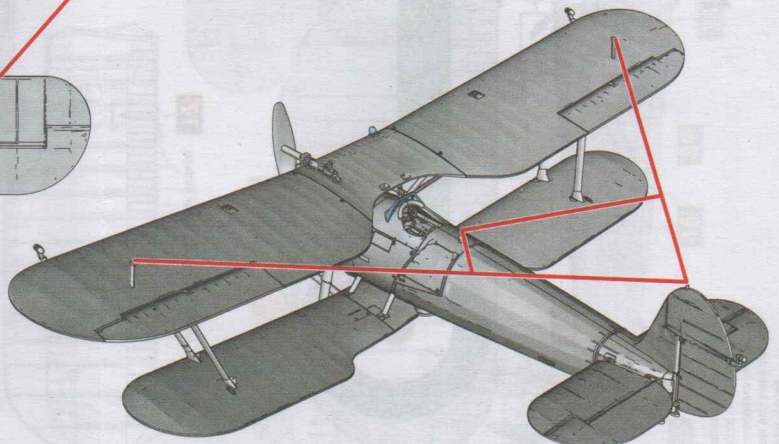
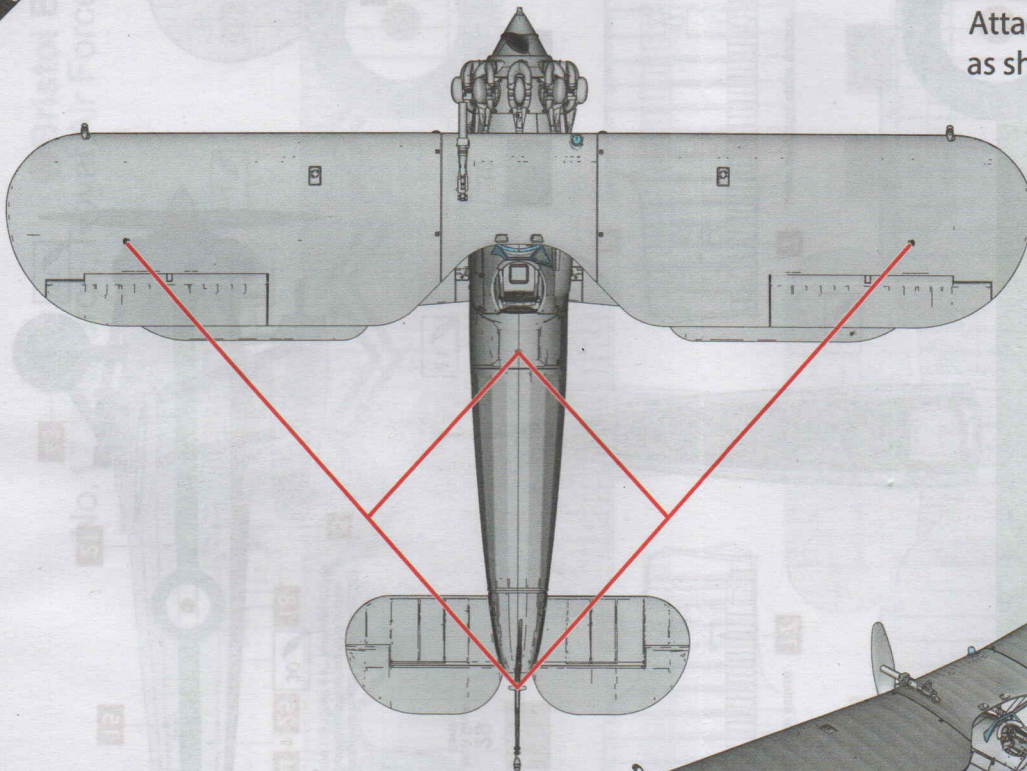
73

Attach the strut cross bracing wires as shown in **Red**

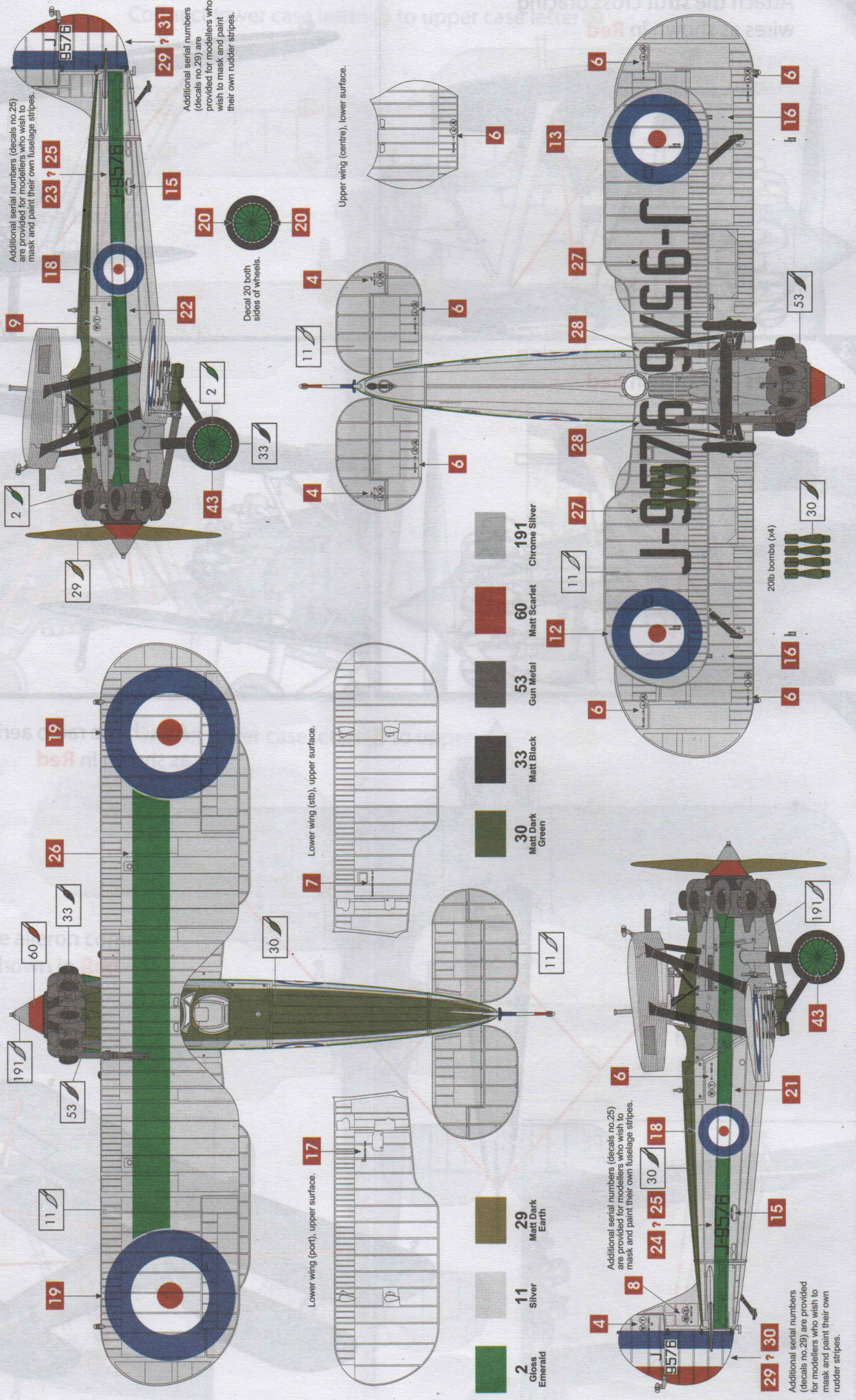


74

Attach the radio aerial as shown in **Red**



A Bristol Bulldog Mk.II No.3 Squadron, Royal Air Force Upavon, Wiltshire, England, 1929



Additional serial numbers (decals no.25) are provided for modellers who wish to mask and paint their own fuselage stripes.

Additional serial numbers (decals no.29) are provided for modellers who wish to mask and paint their own rudder stripes.

Additional serial numbers (decals no.25) are provided for modellers who wish to mask and paint their own fuselage stripes.

Additional serial numbers (decals no.29) are provided for modellers who wish to mask and paint their own rudder stripes.

Upper wing (centre), lower surface.

Lower wing (stb), upper surface.

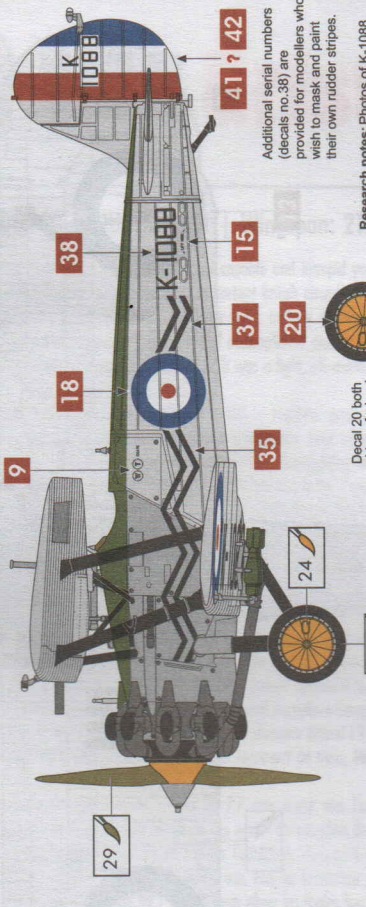
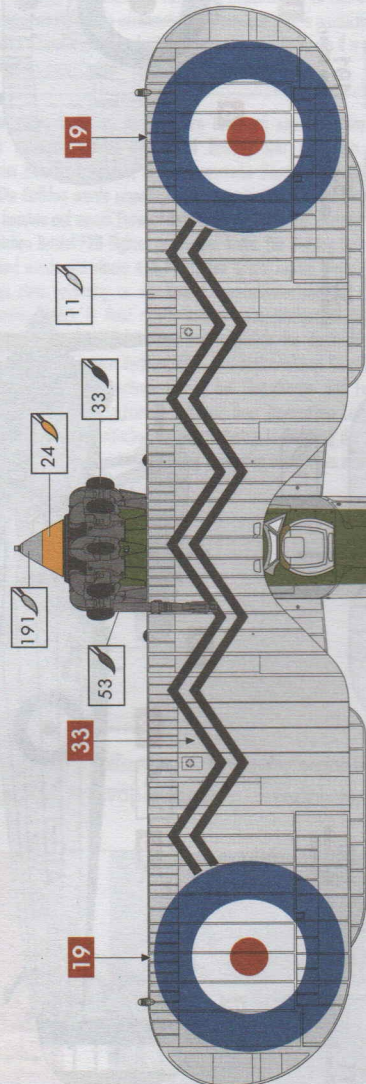
Lower wing (port), upper surface.

Decal 20 both sides of wheels.

20lb bombs (x4)

Bristol Bulldog Mk.II

No.17 Squadron, Royal Air Force Upavon, Wiltshire, England, 1930.



Lower wing (port), upper surface. 17

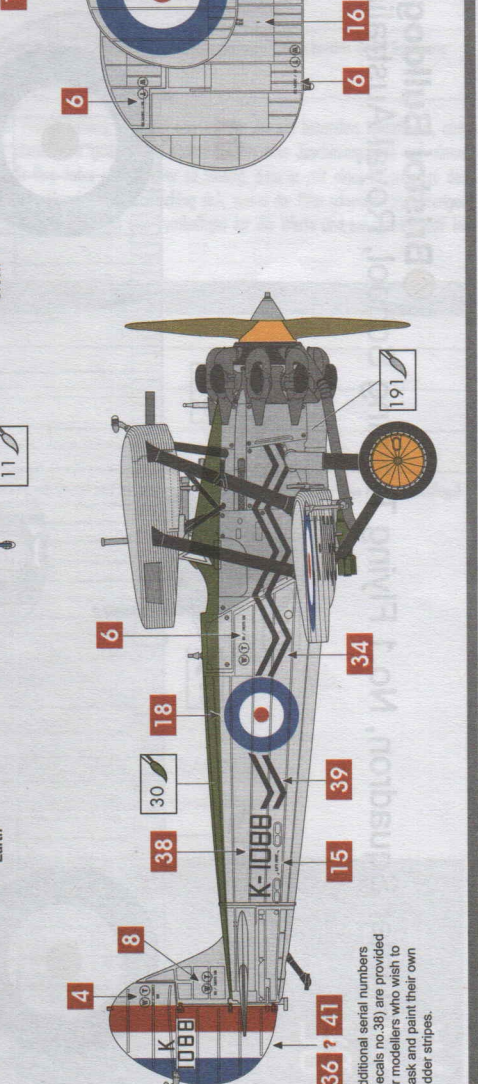
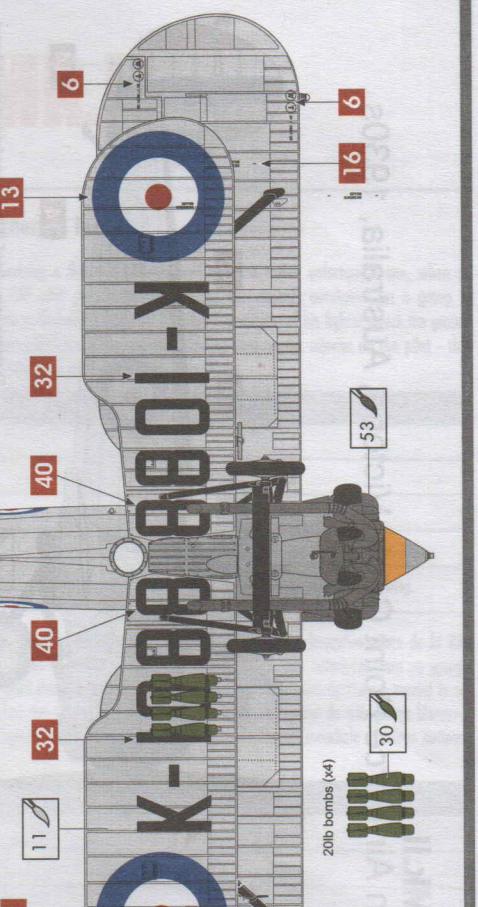
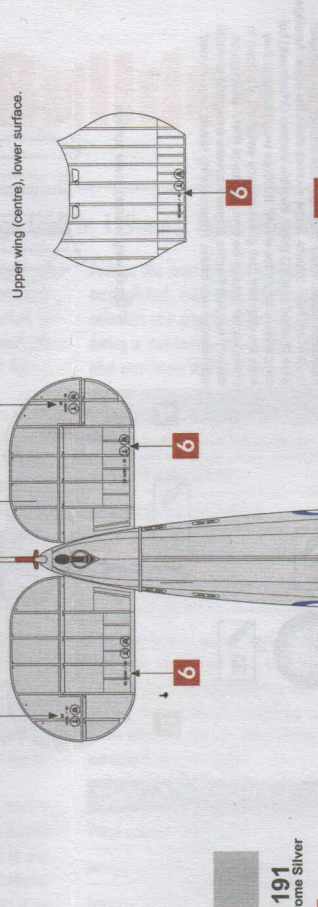
Lower wing (stb), upper surface. 7

Upper wing (centre), lower surface.

Decal 20 both sides of wheels.

Additional serial numbers (decals no.38) are provided for modellers who wish to mask and paint their own rudder stripes.

Research notes: Photos of K-1088 seem to indicate the flight colours on the propeller boss and wheel hubs were yellow rather than red or blue.



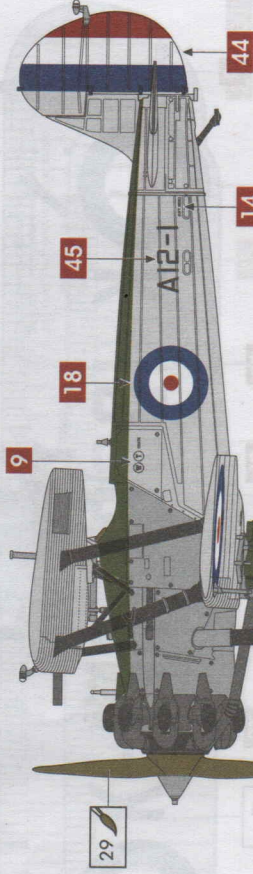
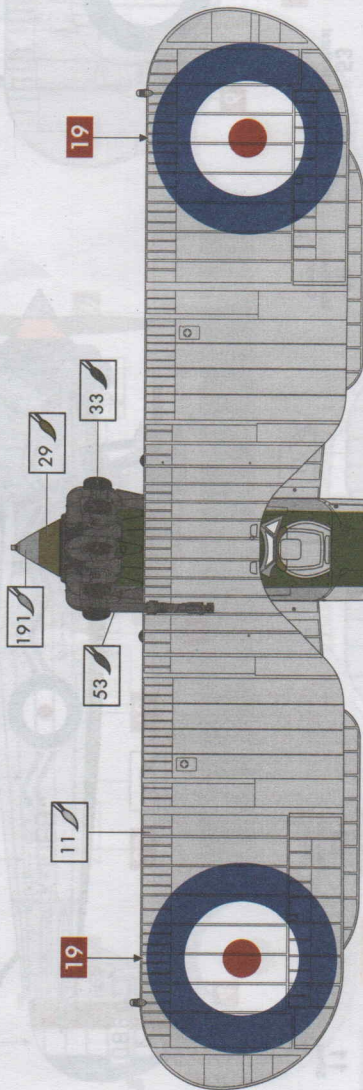
- 11 Silver
- 24 Matt Yellow
- 29 Matt Dark Earth
- 30 Matt Dark Green
- 33 Matt Black
- 53 Gun Metal
- 191 Chrome Silver

Additional serial numbers (decals no.38) are provided for modellers who wish to mask and paint their own rudder stripes.

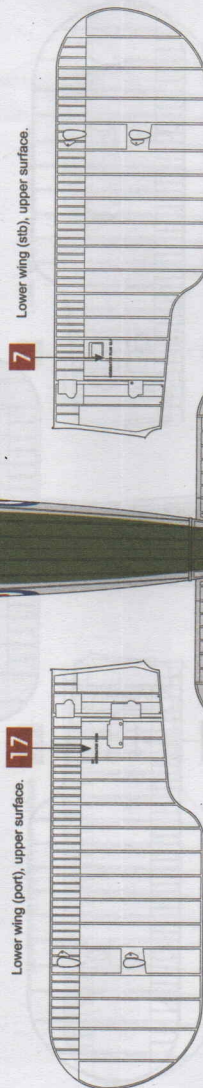
Additional serial numbers (decals no.38) are provided for modellers who wish to mask and paint their own rudder stripes.

©Bristol Bulldog Mk.II

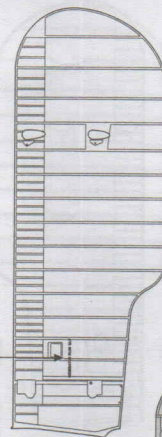
Fighter Squadron, No.1 Flying Training School, Royal Australian Air Force Point Cook, Victoria, Australia, 1930s.



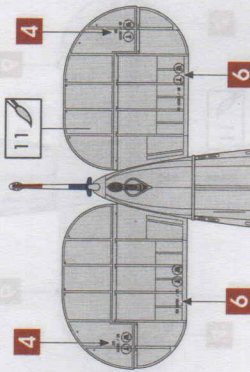
Research notes: RAAF Bulldogs were finished and delivered in standard RAF colours. Some sources claim the upper fuselages were finished in NIVO (Night Invisible Varnish, Orfordness) but comparisons to photos of RAF Bulldogs would suggest they were the standard dark green and any variations are down to photographic films of the time. Photos of RAAF Bulldogs on delivery suggest that the propeller bosses were natural metal with wooden rear bases. No underwing serials were carried.



Lower wing (port), upper surface.

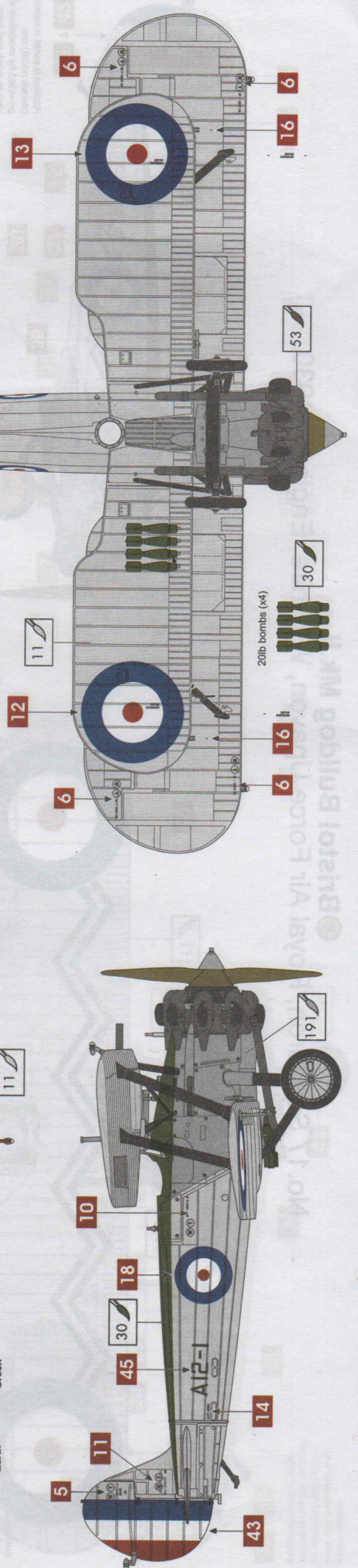


Lower wing (stb), upper surface.



Upper wing (centre), lower surface.

- 11 Silver
- 29 Matt Dark Earth
- 30 Matt Dark Green
- 33 Matt Black
- 53 Gun Metal
- 191 Chrome Silver



20lb bombs (x4)