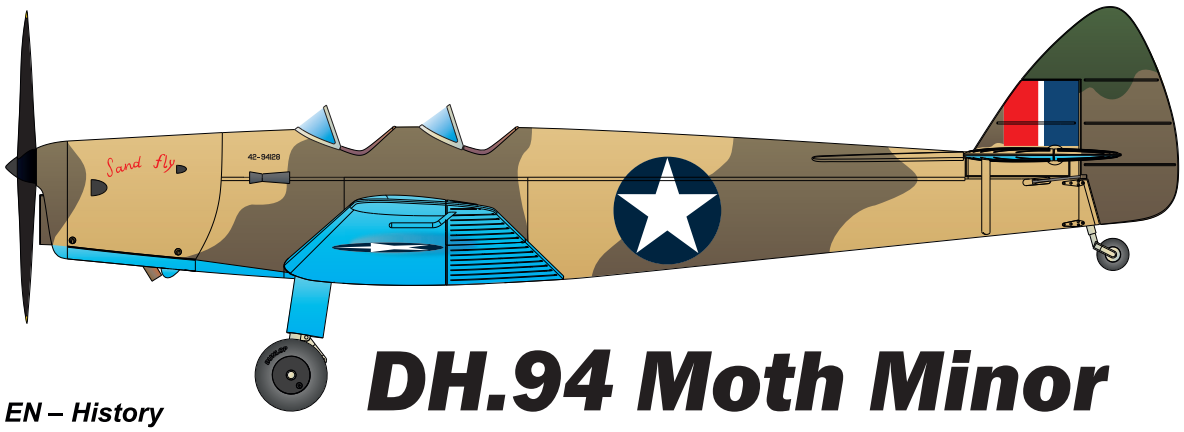


PLT276
1:48

DH.94 Moth Minor

EN – History

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: 5,000m

CZ – Historie

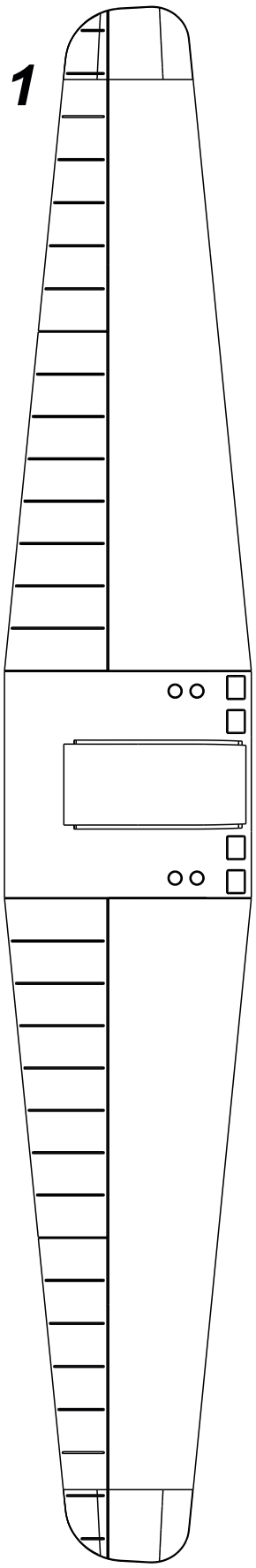
Na začátku třicátých let 20. století začínalo být jasné, že budoucnost patří jednoplošníkům. Postupně se začaly prosazovat, nejprve v kategorii vícemotorových bombardérů a dopravních letadel a později i v kategorii letadel stíhacích. Ve sportovním letectví však kralovaly dvouplošníky. Jedním z lidí, 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 vzlétl 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 centroplánu byly umístěny zavazadlové prostory, sloužící i k případné instalaci přídavných 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 nevybratelné 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.

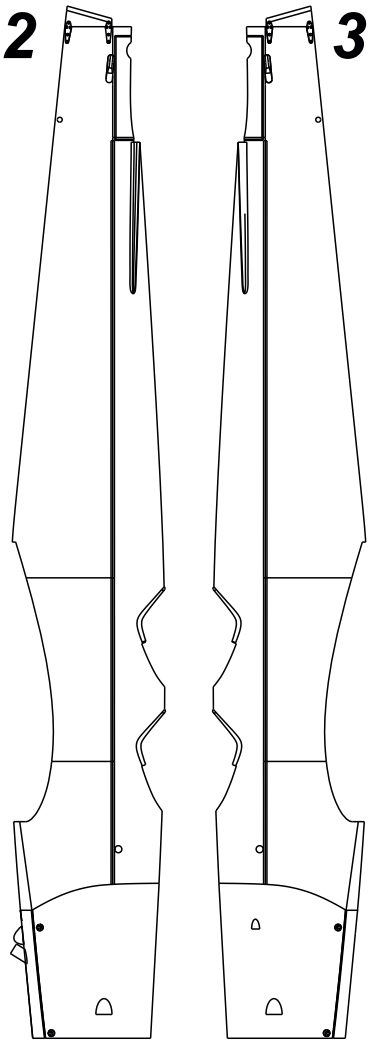
Sériová výroba DH.94 v továrně De Havilland běžela až do začátku roku 1940, kdy továrna přešla kompletně na vojenskou výrobu a výroba DH.94 byla zastavena. Vedle standardních DH.94, kterých bylo postaveno více než sto, byly vyráběny i DH.94 Coupé se zakrytou kabinou. Verze Coupé byla určena pro náročnější 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.

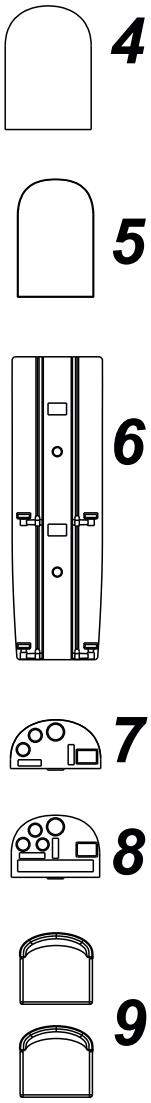
Veškeré výrobní přípravky, rozpracované letouny a podklady pro výrobu DH.94 byly v roce 1940 odeslány lodí do Austrálie k dceřiné společnosti De Havilland Australia. Zde byla znovuobnovena výroba DH.94, na objednávku RAAF. To dostalo čtyřicet kusů DH.94. Pak byla výroba zastavena ve prospěch DH.82 Tiger 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.

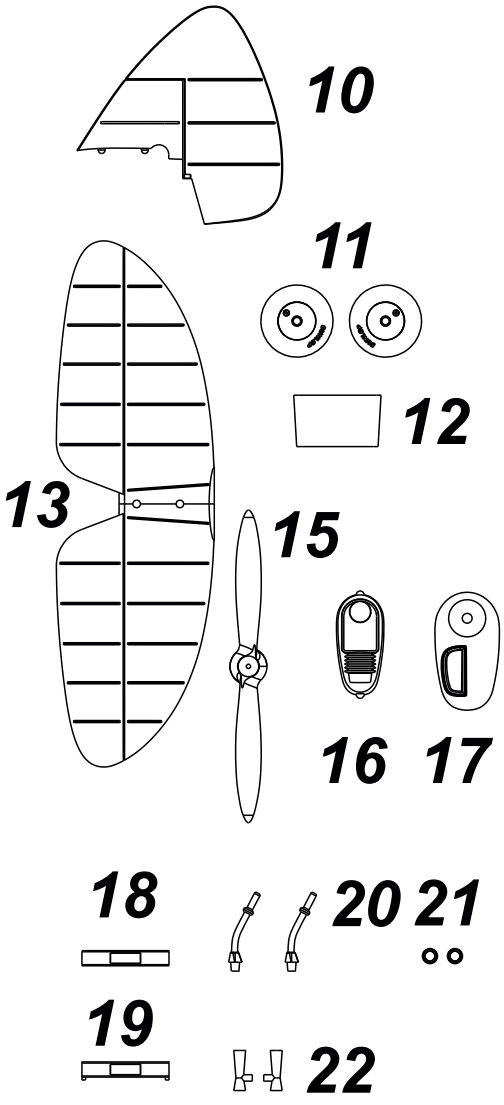
rozpětí: 11,15 m, délka 7,44 m, max. rychlost: 190 km/h, dolet: 480 km, dostup: 5000 m,

Resin parts





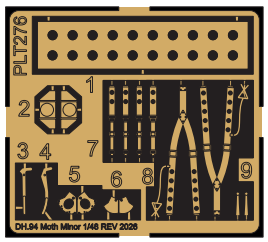




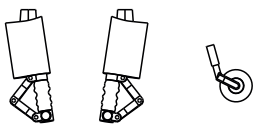
Clear parts



P-E parts

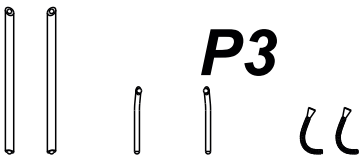


White metal parts



M1 M2 M3

3D Printed parts

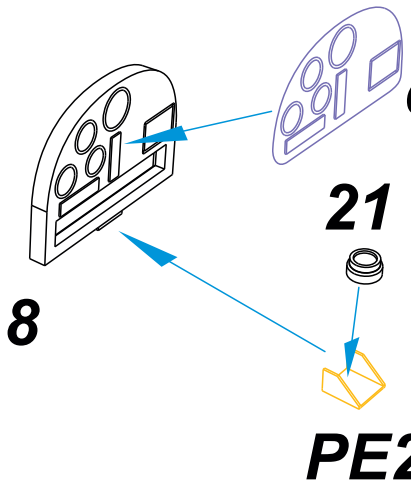


P1 P2 P4

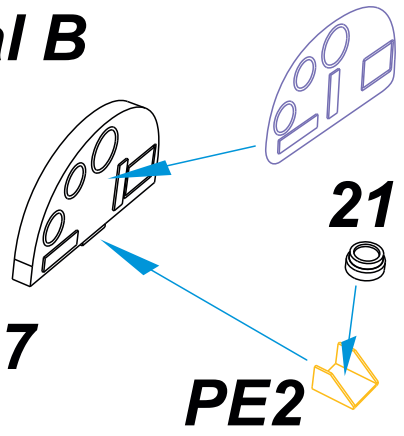
SYMBOLS

- MOŽNOST VOLBY / OPTIONAL / NACH BELIEBEN / OPTION
- POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO / INSTANT CYANOACRYLATE GLUE / ZYANOAKRYLATKLEBER / ADHÉSIF CYANOACRYLAT
- OHNOUT / BEND / BIEGEN / COURBER
- ZHOTOVIT NOVĚ / SCRATCH BUILD / FERTIGSTELLEN / ACHEVER
- ŘEZAT/VRTAT / CUT OFF/DRILL / ENTFERNEN / DETACHER
- GSI colours code
- NATŘÍT / COLOUR / FARBEN / PEINDRE

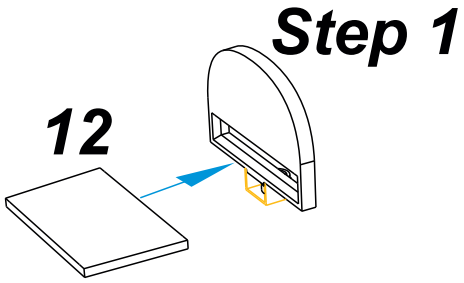
Step 1



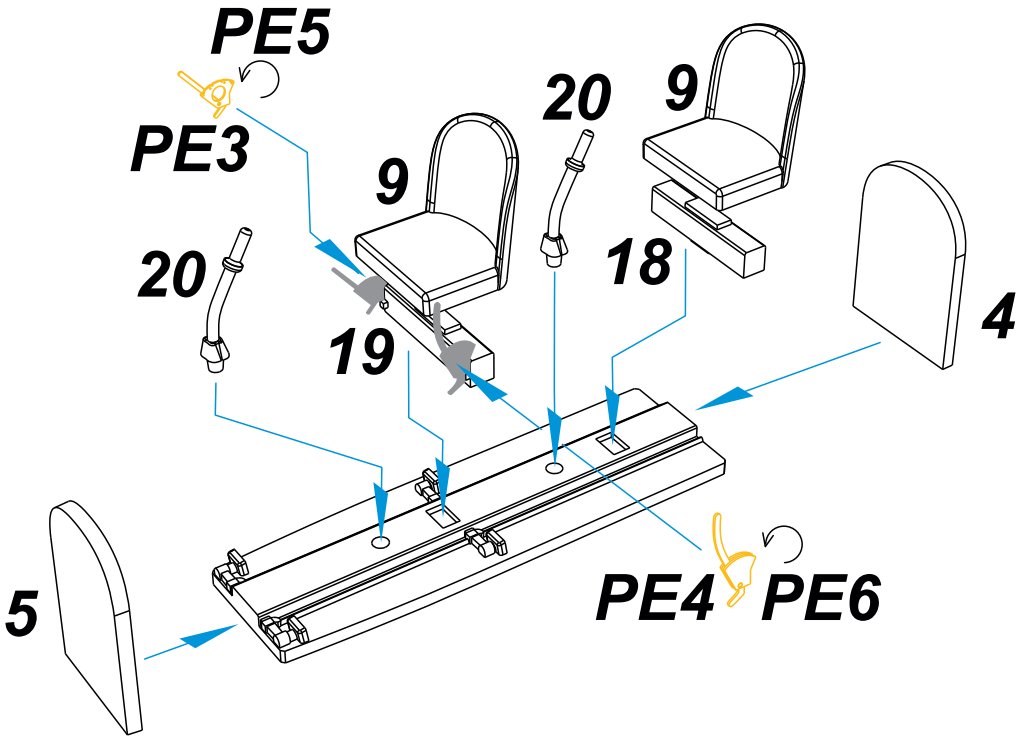
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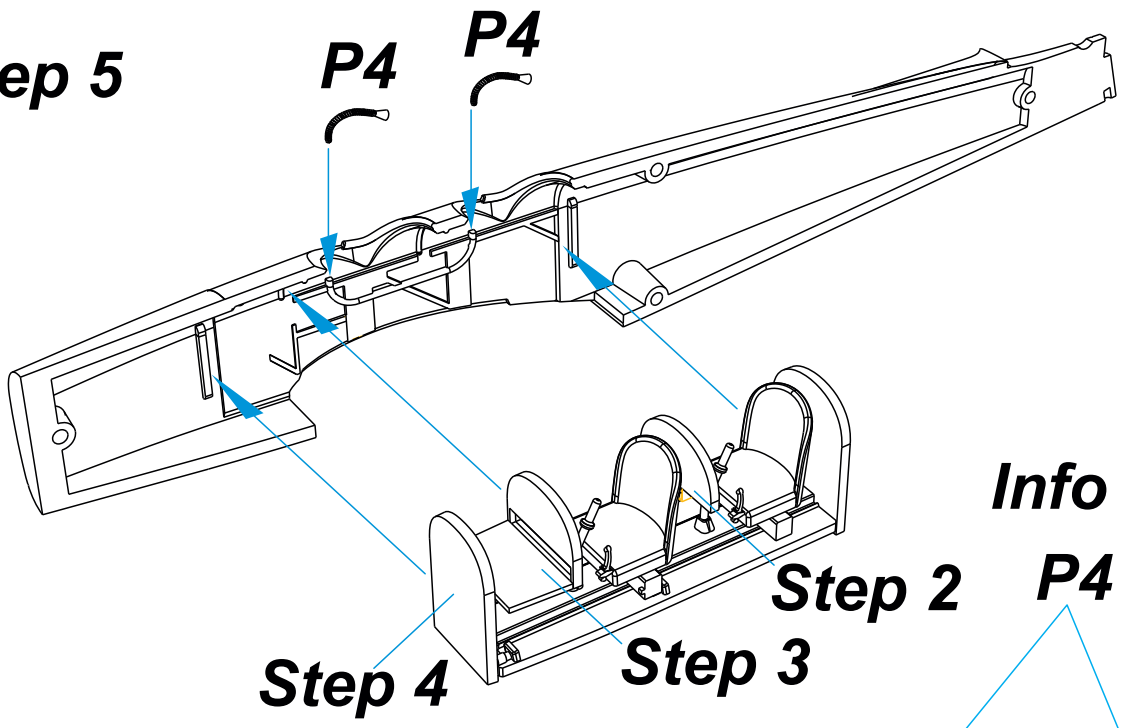
Step 3



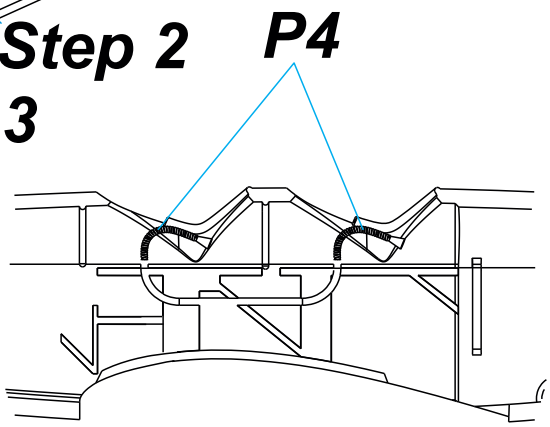
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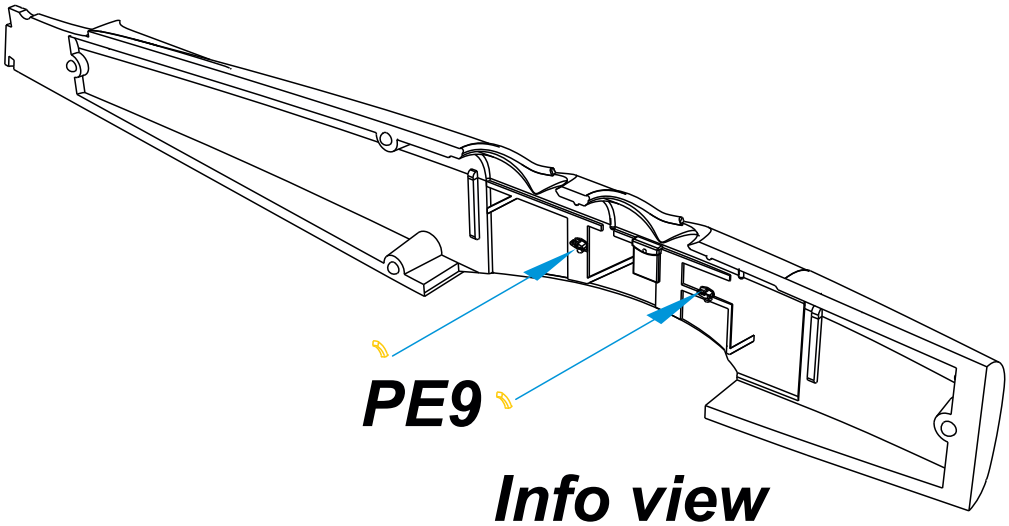
Step 5



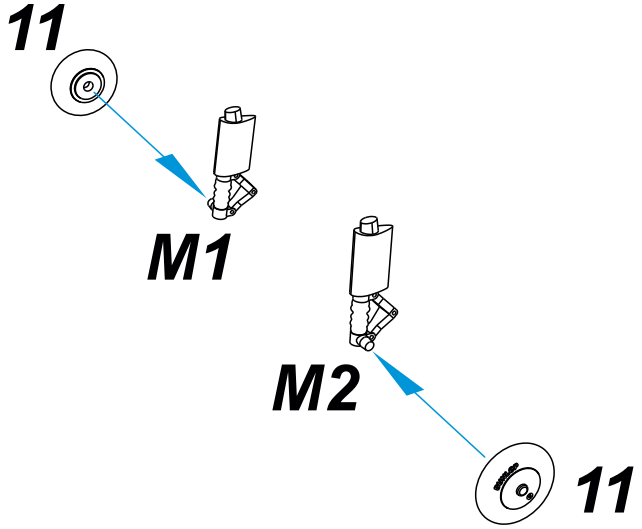
Info view



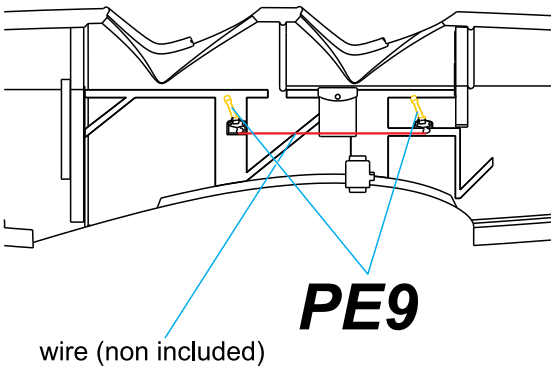
Step 6

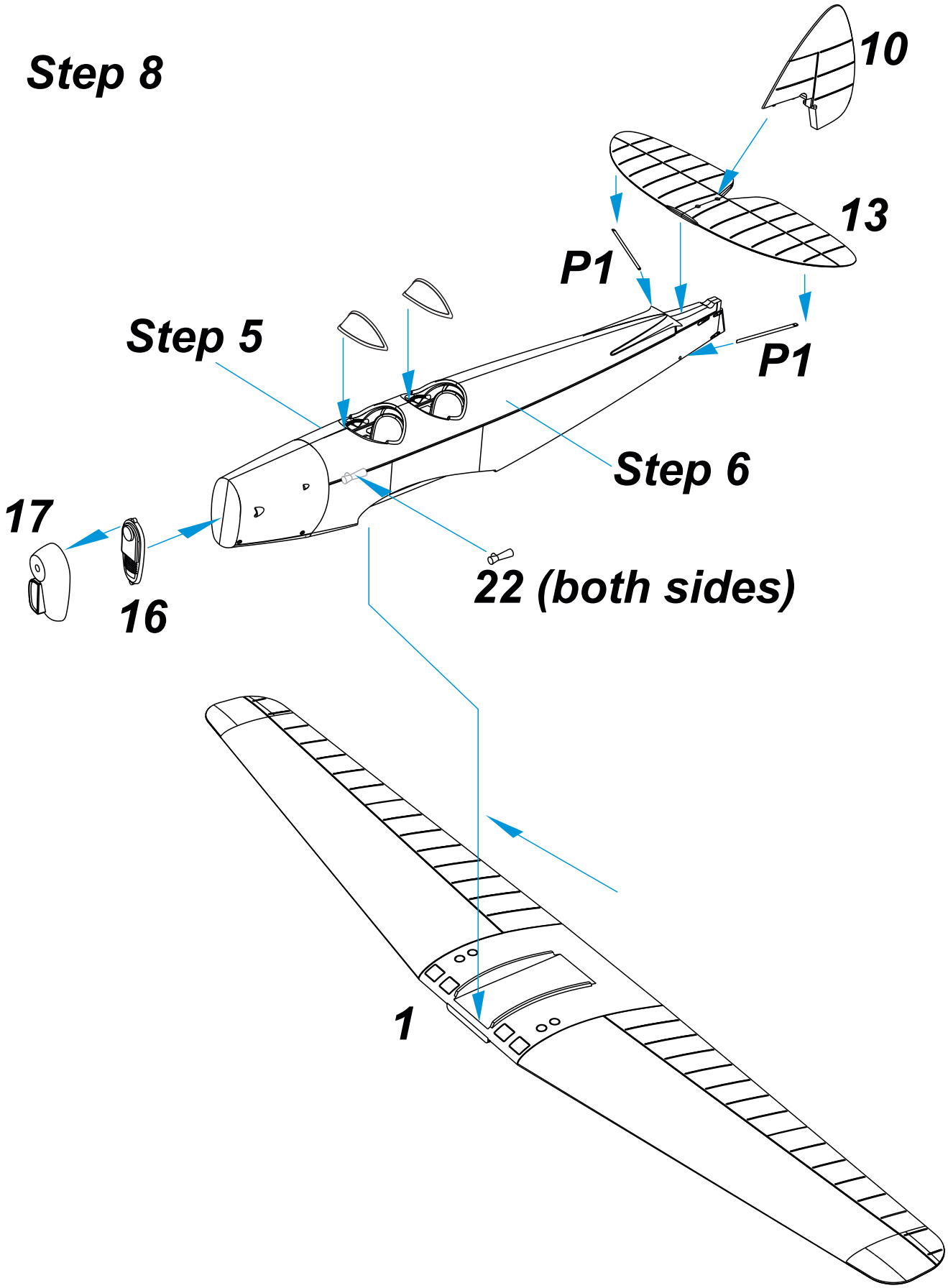


Step 7

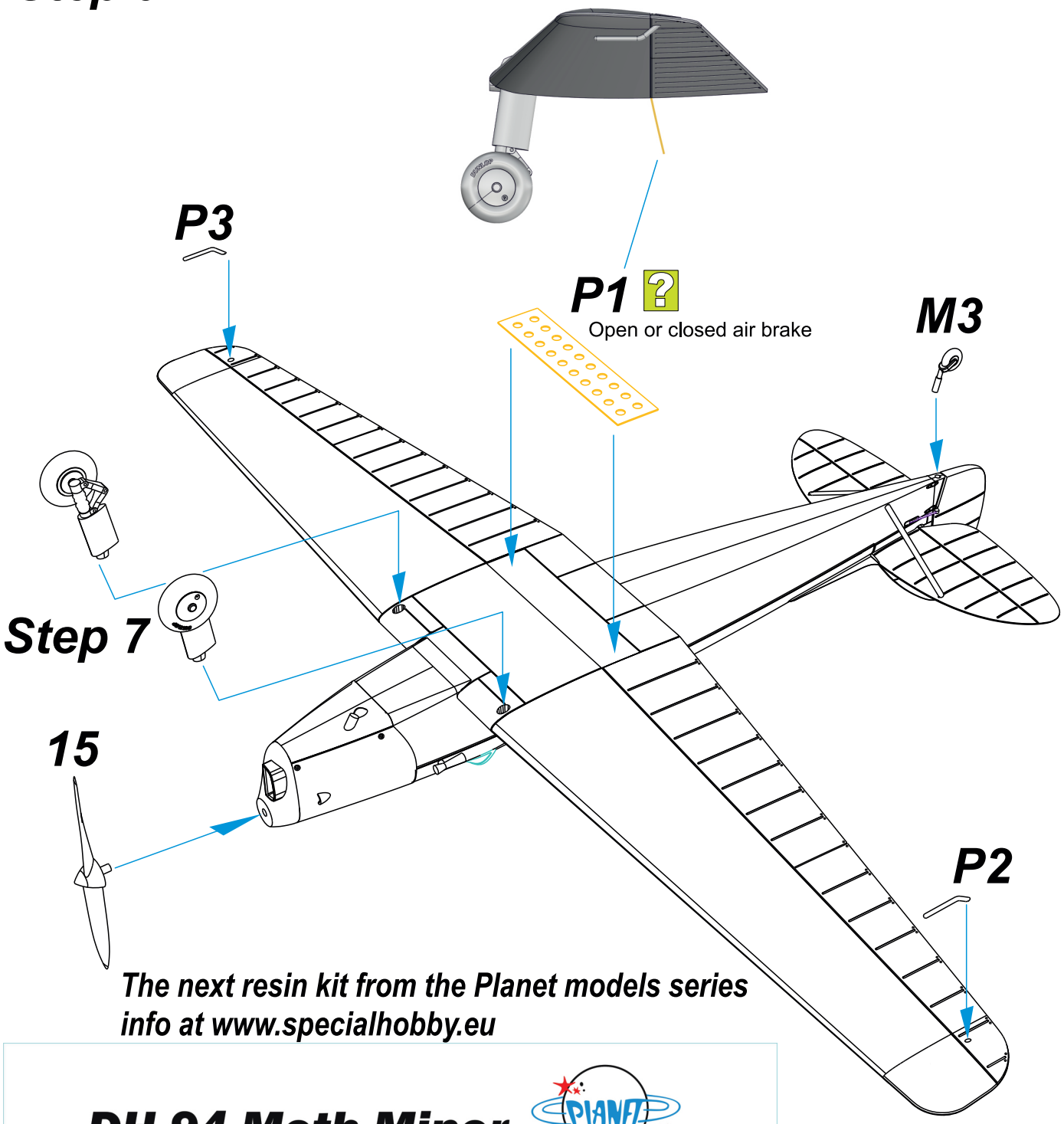


Info view




Step 8
10
13
P1
Step 5
P1
Step 6
17
16
22 (both sides)
1

Step 9



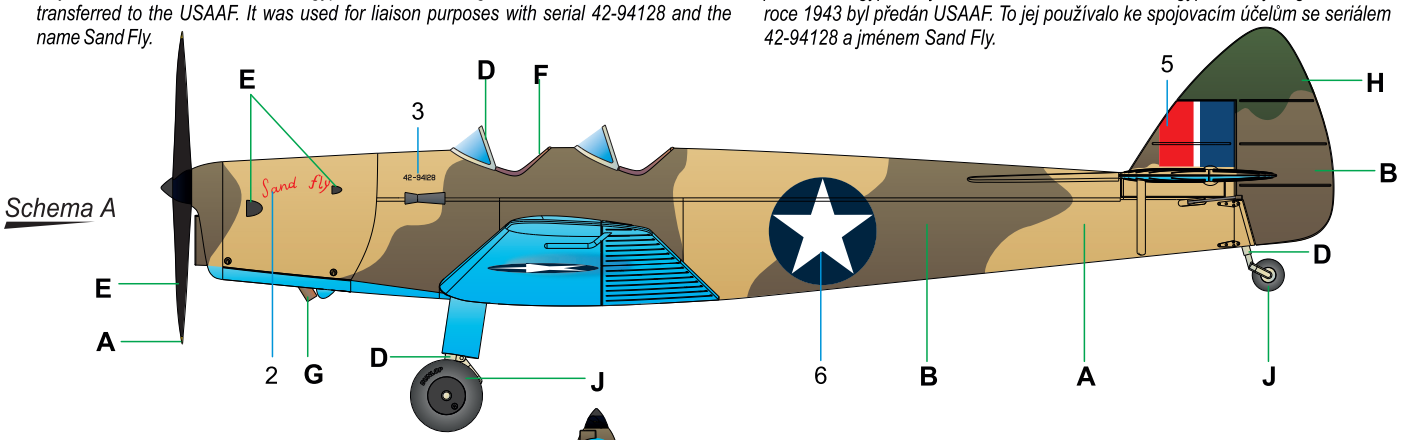
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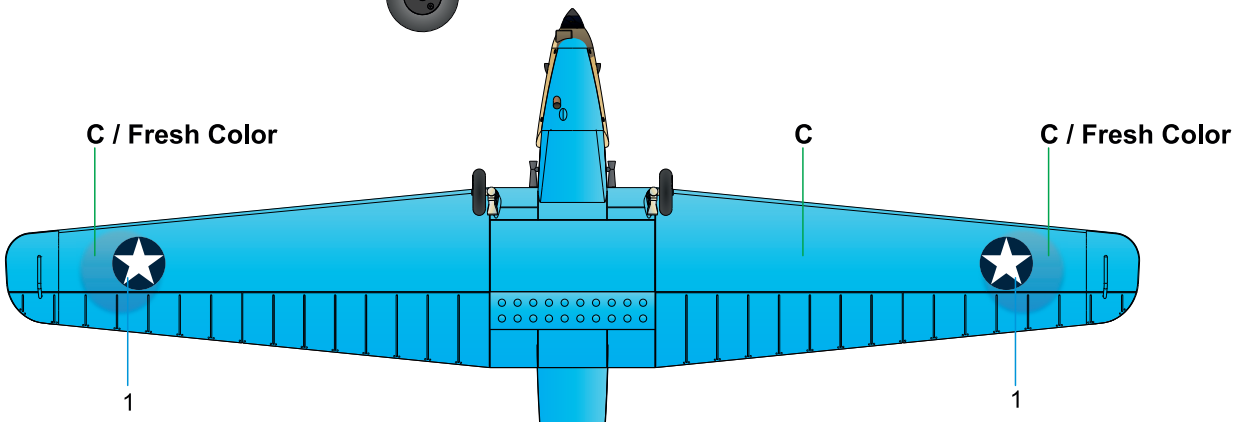


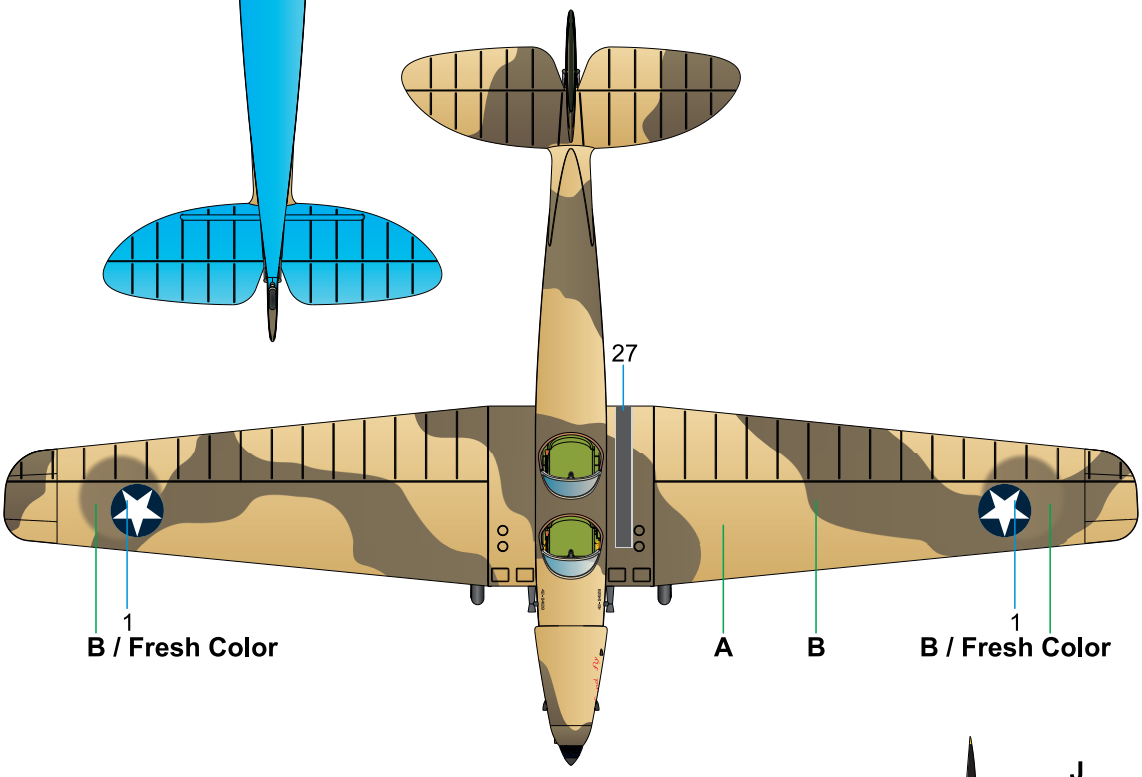
DH.94 Moth Minor 42-94128, c/n 94030, 'Sand Fly', USAAF, Almaza Base, Egypt 1943. *The aircraft was built for WS Shackleton Ltd. as G-AFPJ. In November 1941 it was sold to the Royal Aeronautical Federation of Egypt, where it was registered SU-ACP. In 1943 it was transferred to the USAAF. It was used for liaison purposes with serial 42-94128 and the name Sand Fly.*

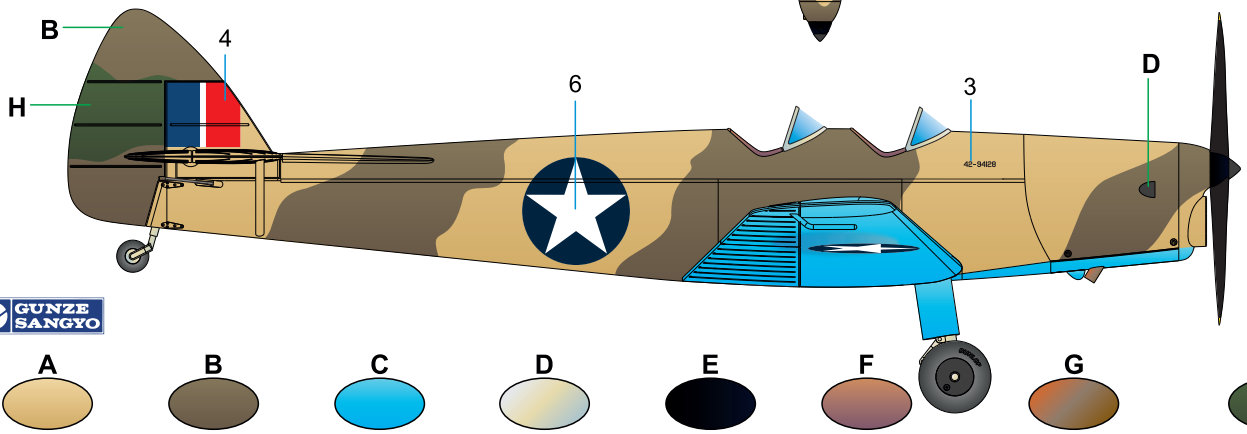
DH.94 Moth Minor 42-94128, c/n 94030, 'Sand Fly', USAAF, základna Almaza, Egypt 1943. *Letoun byl vyroben pro WS Shackleton Ltd jako G-AFPJ. V listopadu 1941 byl prodán do Egypta Royal Aeronautical Federation of Egypt, kde byl registrován SU-ACP. V roce 1943 byl předán USAAF. To jej používalo ke spojovacím účelům se seriálem 42-94128 a jménem Sand Fly.*

Schema A









J
Tire Black

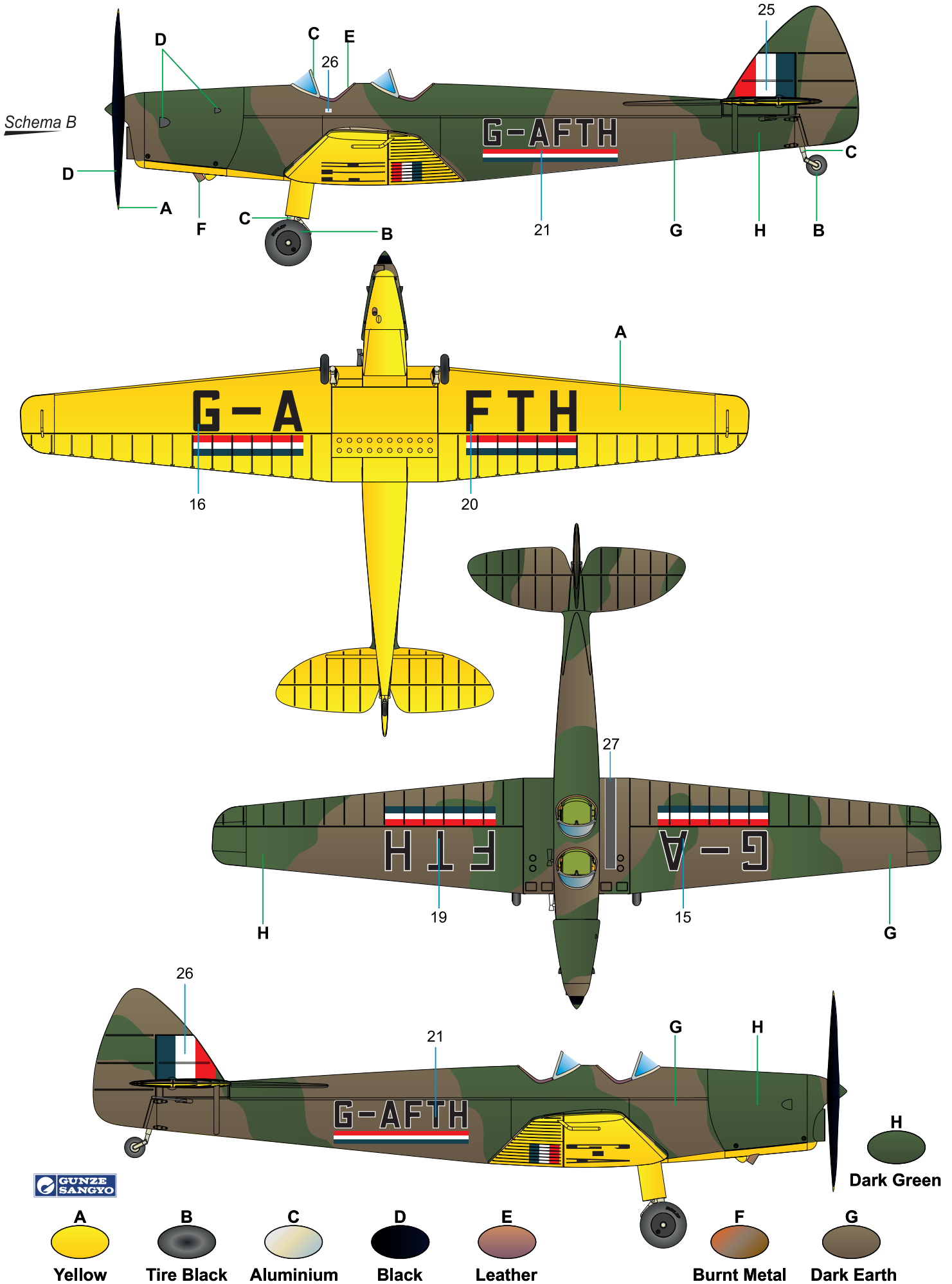
I
Dark Green

GUNZE SANGYO

A	B	C	D	E	F	G	H
Middle Stone	Dark Earth	Azure Blue	Aluminium	Black	Leather	Burnt Metal	Dark Green

DH.94 Moth Minor G-AFTH, c/n 94040, De Havilland factory liaison plane, 1940-42. *As HM585 it was later assigned to the RAF, liaison flight at Woodley. It crashed on landing at St. Merryn airfield, hitting a stack, 30 September 1943.*

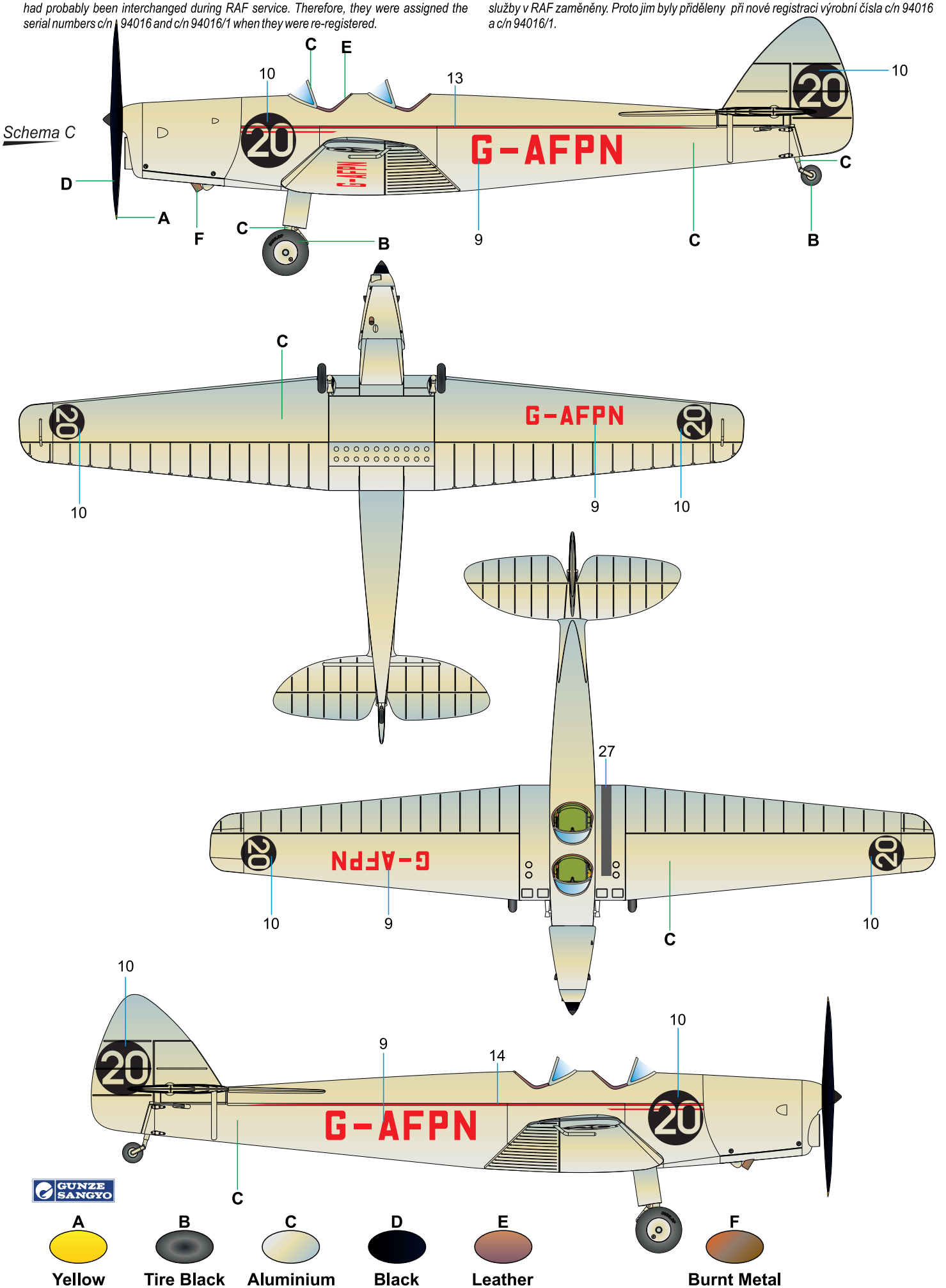
DH.94 Moth Minor G-AFTH, c/n 94040, spojovací letoun továrny De Havilland v letech 1940-42. *Jako HM585 byl později zařazen k RAF, ke spojovací letce ve Woodley. Havaroval při přistání na letišti St. Merryn, nárazem do stohu, 30. září 1943.*



DH.94 Moth Minor G-AFPN, c/n 94044 or 94016, civilian user, Royal Aeronautical Society Garden Party, White Waldham airfield, June 1953. *During an Air Ministry inspection after the end of World War II, it was found that airframes G-AFPN and G-AFPH had probably been interchanged during RAF service. Therefore, they were assigned the serial numbers c/n 94016 and c/n 94016/1 when they were re-registered.*

DH.94 Moth Minor G-AFPN, c/n 94044 nebo 94016, civilní uživatel, Royal Aeronautical Society Garden Party, letiště White Waldham, June 1953. *Při kontrole Air Ministry po konci druhé světové války bylo zjištěno, že draky G-AFPN a G-AFPH byly patrně během služby v RAF zaměněny. Proto jim byly přiděleny při nové registraci výrobní čísla c/n 94016 a c/n 94016/1.*

Schema C



GUNZE SANGYO

A	B	C	D	E	F
Yellow	Tire Black	Aluminium	Black	Leather	Burnt Metal

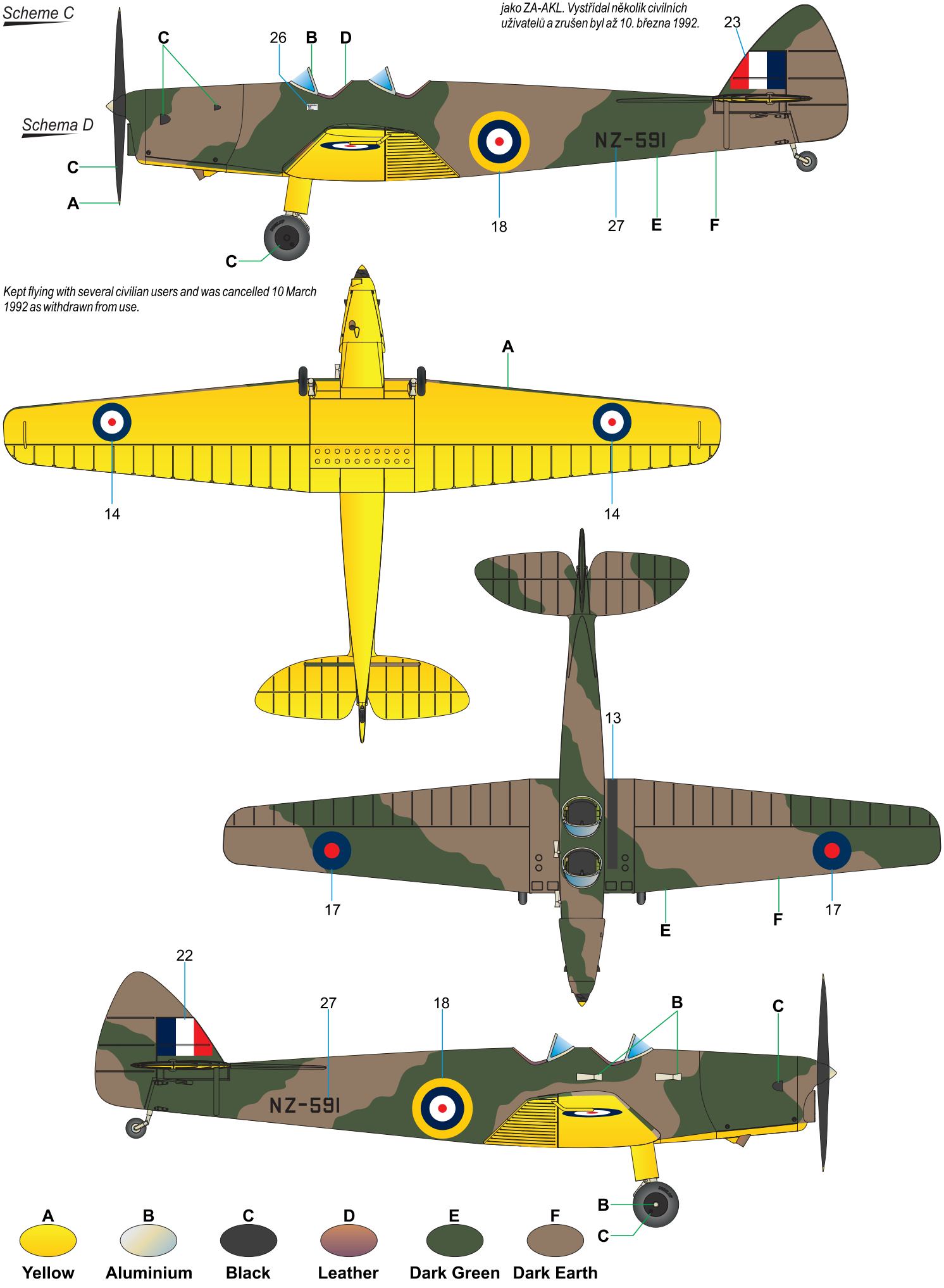
DH.94 Moth Minor NZ591, c/n 94061, No.42 Sqn., Rongotai AF, New Zealand, December 1943. *NZ591 was built in Great Britain in 1939, assembled in Australia and delivered to New Zealand, where it flew with the registration ZK-AHJ. In 1942 it was sold to the RNZAF, where it served until 1946, and then was sold and registered as ZA-AKL.*

Kept flying with several civilian users and was cancelled 10 March 1992 as withdrawn from use.

DH.94 Moth Minor NZ591, c/n 94061, No.42 Sqn. RNZAF, základna Rongotai, Nový Zéland, prosinec 1943. *NZ591 byl vyroben ve Velké Británii v roce 1939, zkompletován v Austrálii a dodán na Nový Zéland, kde létal jako ZK-AHJ. V roce 1942 byl prodán RNZAF, kde sloužil až do roku 1946. Tehdy byl prodán a zegistrován jako ZA-AKL. Vystřídal několik civilních uživatelů a zrušen byl až 10. března 1992.*

Scheme C

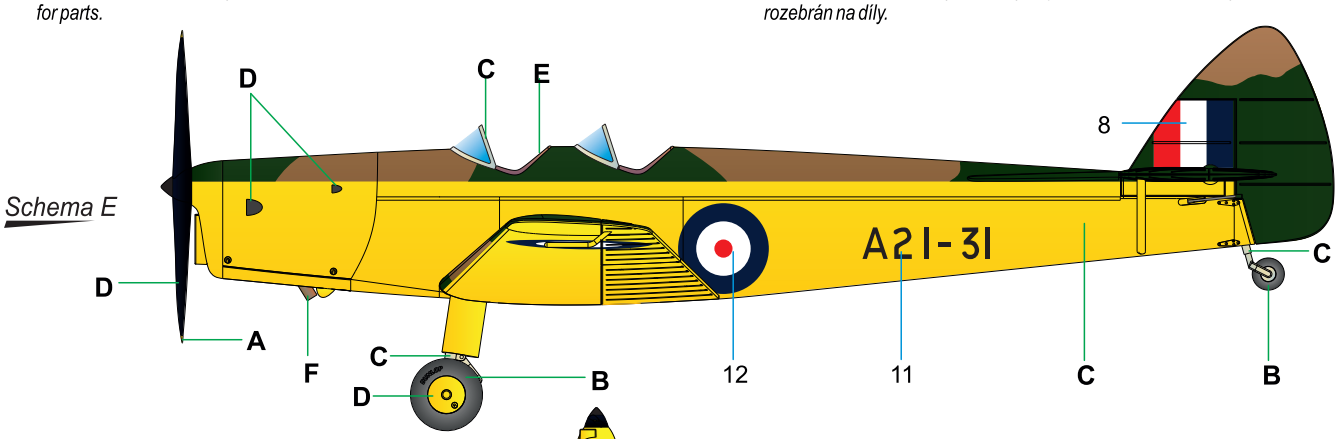
Schema D

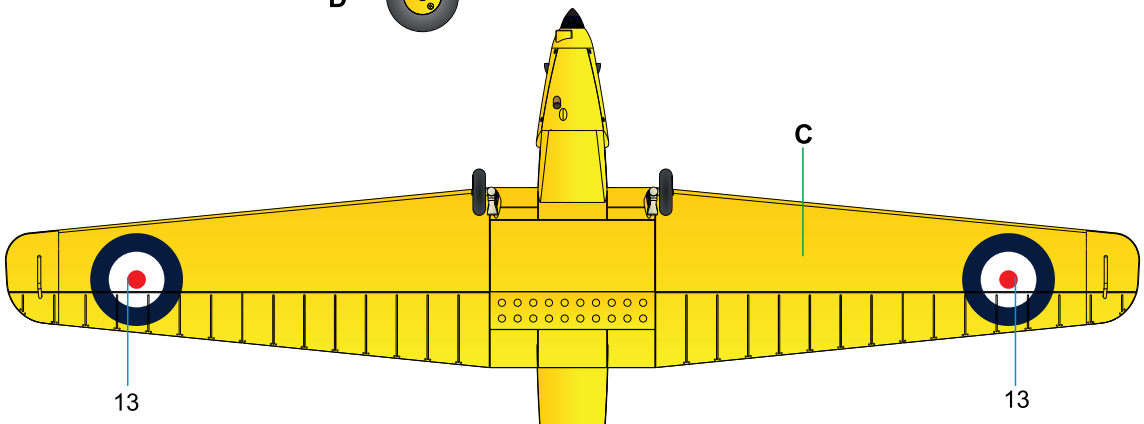


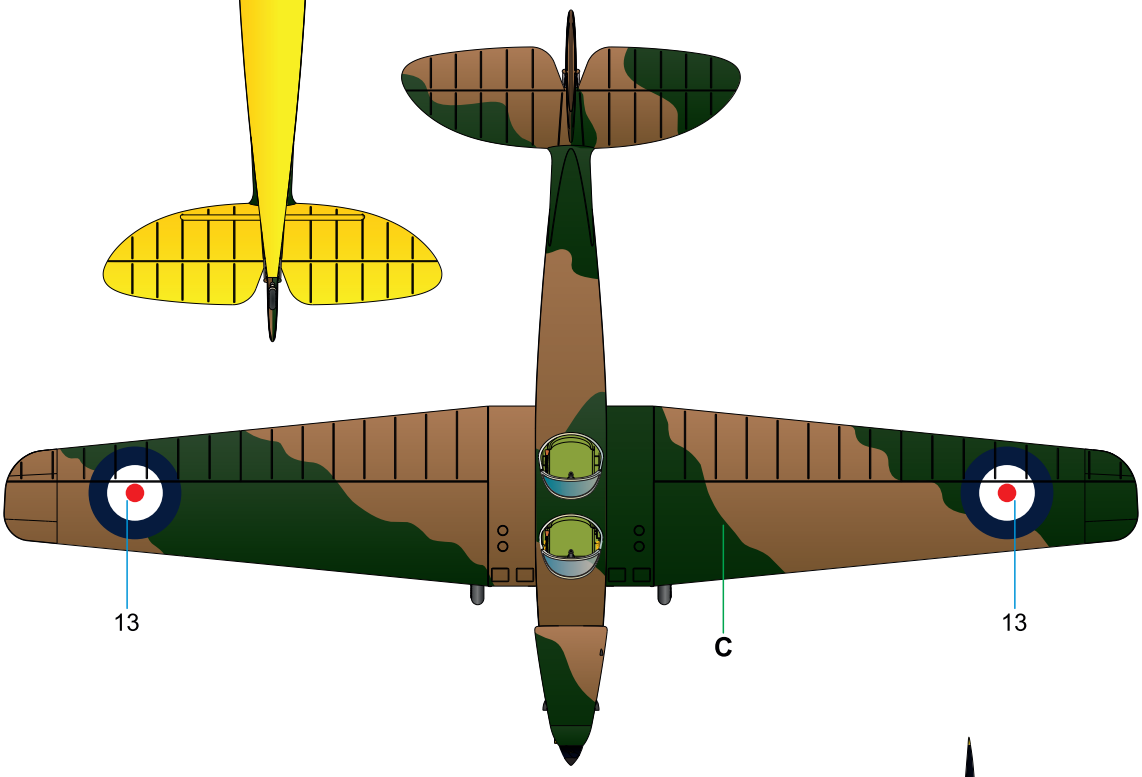
DH.94 Moth Minor , c/n 94096, A21-31, No.3 Communications Flight, RAAF, Mascot Air Base, Australia, 1942. *The aircraft was built in Great Britain and sent to Australia for completion. It was used by various units until mid-1944. In September 1944 it was dismantled for parts.*

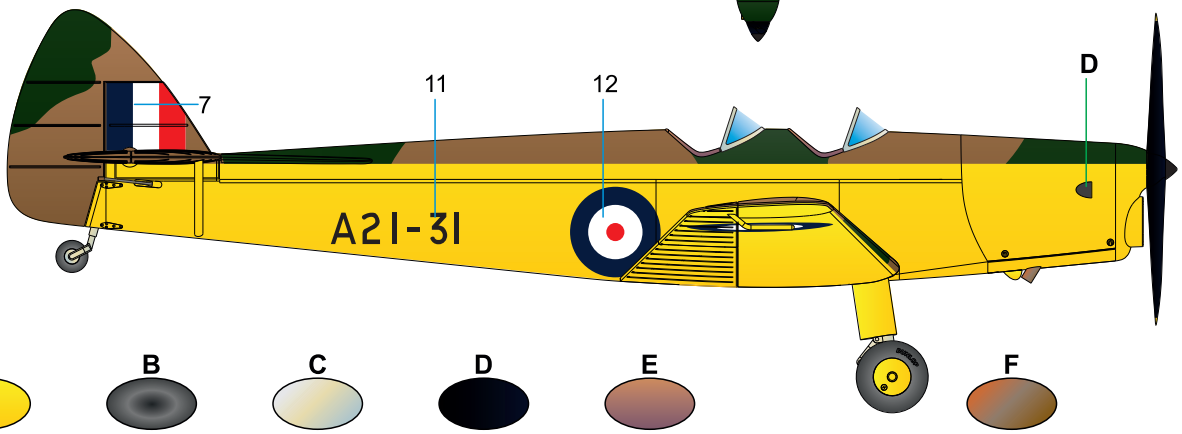
DH.94 Moth Minor , c/n 94096, A21-31, No.3 Communications Flight, RAAF, Mascot Air Base, Australia, 1942. *Letoun byl rozestavěn ve Velké Británii a poslán do Austrálie k dokončení. Používán byl u různých jednotek až do poloviny roku 1944, V září 1944 byl rozebrán na díly.*

Schema E









A	B	C	D	E	F	F
Yellow	Tire Black	Aluminium	Black	Leather	Burnt Metal	Foliage Green

F
Earth Brown

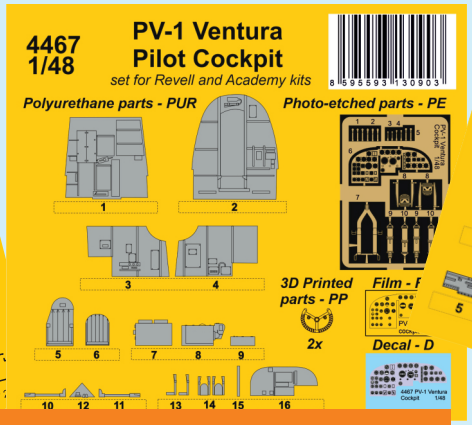
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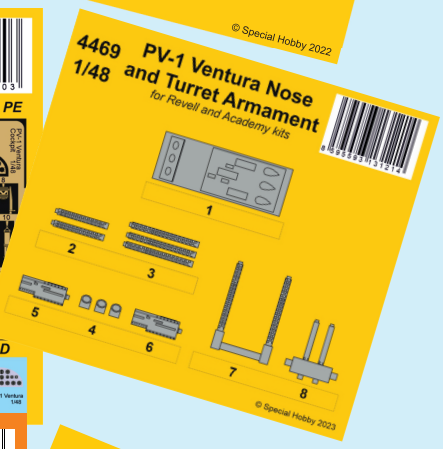








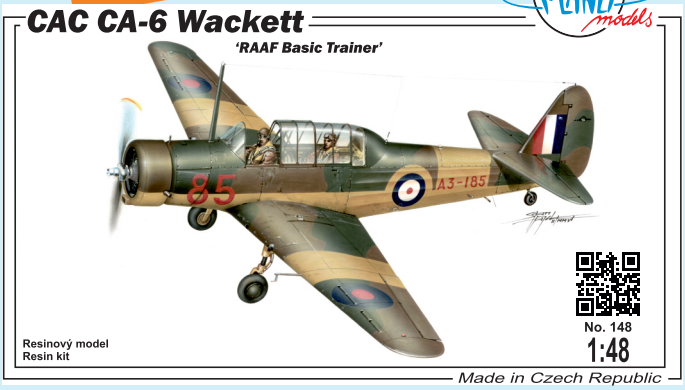


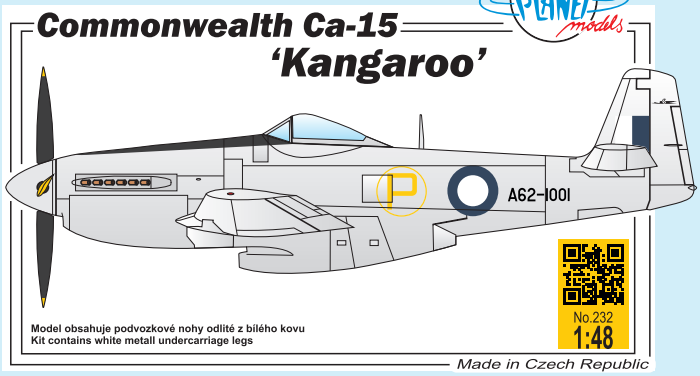












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