



Bristol F.2B Fighter

Die Bristol F.2B war ein zweiseitiges Doppeldecker-Jagdflugzeug und kam im Ersten Weltkrieg ab 1916 über Frankreich zum Einsatz. Die Maschine wurde umgangssprachlich auch Bristol Fighter, Brisfit oder Biff genannt. Obwohl als Zweisitzer konzipiert, konnte die agile F.2B mit den einsitzigen Bristol Scout mithalten. Nach Behebung der anfänglichen Kinderkrankheiten erwies sich die solide Konstruktion als großer Erfolg. Sie blieb bis nach 1930 im Militärdienst und wurde auch als Zivilflugzeug erfolgreich eingesetzt.

Die Type 12 F.2A der Bristol Aeroplane Company flog erstmals am 9. September 1916. Sie basierte auf der Type 9 R.2A des Konstrukteurs Frank Barnwells. Angetrieben wurde die F.2A von einem 190 PS (142 kW) starken Rolls-Royce-Falcon-I-Reihenmotor. Die Serienmaschinen erhielten eine überarbeitete Motorverkleidung und neue Tragflächen mit anderem Profil. Die Panzerung des Pilotensitzes entfiel. Die Maschine besaß ein starr vorwärts feuernes 7,7-mm-Vickers-Maschinengewehr (0,303-Zoll), das den Einbau eines entsprechend ausgeformten Treibstofftanks hinter dem Motor erforderlich machte. Der Beobachter bediente ein drehbares 7,7-mm-Lewis-Maschinengewehr. Bristol lieferte 52 Maschinen dieses Typs aus. Durch einige Verbesserungen entstand die Type 22 F.2B, die am 25. September 1916 erstmals flog. Nach den ersten 150 Maschinen mit Falcon-I- oder II-Motoren ging man zu den 275 PS starken Falcon-III-Triebwerken über. Die F.2B war 16 km/h schneller und brauchte 3 Minuten weniger, um 3000 m Höhe zu erreichen. Bei vielen Maschinen erhielt der Beobachter ein Zwillings-Lewis-MG. Nachdem man im April 1917 bei der Schlacht von Arras mit der Taktik des Formationsfluges kläglich gescheitert war, flogen die Maschinen allein und die Lage besserte sich. Vier von sechs gestarteten Maschinen waren allein bei einem Einsatz von fünf Albatros D.III der Jasta 11, geführt von Manfred von Richthofen, abgeschossen worden. Der Pilot William Leefe Robinson konnte in deutschem Gebiet notlanden und wurde gefangen genommen. Eine fünfte Maschine kehrte schwer beschädigt zurück. Das vorwärts feuern Vickers-MG, die gute Geschwindigkeit und Manövrierfähigkeit der F.2B brachten erste Erfolge bei sinkenden Verlusten. Gar nicht gern starteten die Besatzungen mit einer Bombenlast, um sie auf deutsche Stellungen abzuwerfen. Stattdessen entledigte man sich ihrer bei der ersten sich bietenden Gelegenheit. Im September und Oktober 1917 bestellte das RFC 1600 Maschinen des Typs F.2B, die bis zum Ende des Krieges im Einsatz verblieben. Das Royal Flying Corps hatte 1583 Maschinen im Bestand. Insgesamt wurden rund 5329 Maschinen überwiegend von Bristol gebaut. Eine geringere Zahl kam von den Firmen Standard Motors, Armstrong Whitworth und Cunard Steamship Company. Zusätzlich flogen einige Luftwaffen des Britischen Empires die F.2B, überwiegend im Nahen Osten, in Indien und in China. Dort dienten sie öfters auch als leichter Bomber.

Die F.2B diente außerdem in Neuseeland, in Belgien, Kanada, Irland, Griechenland, Mexiko, Norwegen, Peru, Spanien und Schweden. Die letzten Maschinen der RAF in Indien musterte man 1932 aus. Neuseeland folgte zwei Jahre später. Einige F.2B wurden zu Zivilflugzeugen Bristol Tourer mit geschlossenen Kabinen umgebaut. Ausgerüstet mit Siddeley Puma-Motoren erreichten sie bis zu 206 km/h. Heute existieren noch drei flugfähige von Bristol gebaute F.2B.

Technische Daten:

Länge: 7,87 m; Flügelspannweite: 11,96 m; Flügelfläche: 37,62 m; Höhe: 2,97 m; Triebwerk: ein 12-Zylinder-Reihenmotor Rolls-Royce Falcon, 205 kW (275 PS); Höchstgeschwindigkeit: 198 km/h in 1.525 m Höhe; Dienstgipfelhöhe: 5.485 m; Leergewicht: 975 kg; Fluggewicht: 1.474 kg; Bewaffnung: zwei MG, 108 kg Bomben

Bristol F.2B Fighter

The Bristol F.2B was a two-seat biplane fighter aircraft and during the First World War from 1916 saw service over France. The machine was colloquially known as Bristol Fighter, Brisfit or Biff. Although designed as a two-seater, the agile F.2B could easily compete with the single-seater Bristol Scout. After overcoming initial teething problems, its solid construction proved to be a great success. It remained in military service until after 1930 and has also been used successfully as a civilian aircraft.

The Bristol Aeroplane Company Type 12 F.2A first flew on 9 September 1916. It was based on the Type 9 R.2A by the designer Frank Barnwells. The F.2A was powered by a 190 HP (142 kW) Rolls-Royce Falcon I in-line engine. The production aircraft received a revised engine cowling and a new wing with a different profile. The pilot's seat armour was omitted. The aircraft had a fixed forward-firing 7.7 mm (0.303 inch) Vickers machine gun, which required the fuel tanks behind the engine to be suitably shaped. The observer operated a Lewis 7.7 mm machine gun on a moving mount. Bristol turned out 52 of these aircraft. Further improvements led to the Type 22 F.2B that undertook its maiden flight 25th September 1916. After the first 150 aircraft with the Falcon I or II engines, the following aircraft received the 275-HP Falcon III. The F.2B was 16 km / h (10 mph) faster and needed three minutes less to reach 3000 m (10000 ft). In many of these aircraft, the observer was given a twin Lewis machine gun. After the abysmal failure of formation flight tactics during the Battle of Arras in April 1917, the aircraft patrolled alone and the situation gradually improved. On one mission alone four out of the six aircraft that took off were shot down by five Albatros D.III's of Jasta 11 (Fighter Wing 11) led by Manfred von Richthofen. One pilot William Leefe Robinson, was able to make an emergency landing in German territory and was captured. A fifth aircraft returned heavily damaged. The forward firing Vickers machine gun, a good turn of speed and the good manoeuvrability of the F.2B brought initial successes and a reduction of losses. The crews did not like lifting off with a bomb load to drop on the German positions. Instead, they got rid of them at the earliest opportunity. In the September and October of 1917, the RFC ordered 1600 type F.2B aircraft, which remained in use until the end of the war. The Royal Flying Corps had 1583 aircraft in its armoury. In all Bristol built a total of about 5329 aircraft. A smaller number came from the Standard Motors, Armstrong Whitworth and the Cunard Steamship Company. In addition, some Air Forces within the British Empire flew the F.2B, mainly in the Middle East, India and China. There, they often saw service as a light bomber.

The F.2B also served in New Zealand, Belgium, Canada, Ireland, Greece, Mexico, Norway, Peru, Spain and Sweden. The last of the RAF aircraft in India were retired from service in 1932. New Zealand followed two years later. Some F.2B were converted to the civilian model Bristol Tourer with enclosed cabins. Fitted with Siddeley Puma engines, they achieved up to 206 km / h (128 mph). Today there are three airworthy F.2B built by Bristol.

Technical Data:

Length: 7.87 m (25 ft 10 ins); Wingspan: 11.96 m (39 ft 3 ins); Wing Area: 37.62 m (404 sq ft); Height: 2.97 m (9 ft 9 ins); Engine: One Rolls-Royce Falcon 12-Zylinder In-line engine, 205 kW (275 Bhp); Maximum Speed: 198 km/h (123 mph) at 1525 m (5000 ft); Service Ceiling: 5485 m (18000 ft); Empty Weight: 975 kg (2150 lbs); All-up Weight: 1474 kg (3250 lbs); Armament: Two 108 kg (240 lb) Bombs

Benötigte Farben / Used Colors

Benötigte Farben
Required colours

Peintures nécessaires
Benötigte kleuren

Pinturas necesarias
Tintas necessárias

Colori necessari
Använda färger

Tarvittavat värit
Du trenger følgende farger

Надлежащие краски
Необходимые краски

Potrzebne kolory
Απαιτούμενα χρώματα

Gerekli renkler
Potřebné barvy

Szükséges színek.
Potrebne barve

A

beige, seidenmatt 314
beige, silky-matt
beige, satiné mat
beige, zijdemat
beige, mate seda
beige, fosco sedoso
beige, opaco seta
beige, sidenmatt
beige, silkinhimmeä
beige, silkematt
beige, silkematt
бежвый, шелковисто-матовый
bežový, jedwabisto-matowy
μητέζ, μεταξωτό ματ
bej, ipek mat
bežová, hedvábně matná
bézs, selyemmatt
slonova kost, svila mat

85 %**B**

olivgrün, seidenmatt 361 +
olive green, silky-matt
vert olive, satiné mat
olijfgroen, zijdemat
verde aceituna, mate seda
verde azeituna, fosco sedoso
verde oliva, opaco seta
olivgrön, sidenmatt
olivvihreä, silkinhimmeä
olivgrön, silkematt
olivgrön, silkematt
olivgrön, silkematt
зеленый оливковый, шелк.-матовый
oliwkowy, jedwabisto-matowy
πράσινο ελιάς, μεταξωτό ματ
zeytin yeşili, ipek mat
olivové zelená, hedvábně matná
olivzöld, selyemmatt
oliva zelena, svila mat

15 %

erdfarbe, matt 87
earth brown, matt
couleur terre, mat
aardkleur, mat
tierra colorante, mate
côr de terra, fosco
marrone terra, opaco
jordfärg, matt
maanvärinen, himmeä
jordfärg, mat
jordfarge, matt
землистый, матовый
ziemisty, matowy
χρώμα γης, ματ
toprak rengi, mat
žlutavá, matná
földszínű, matt
barva zemlje, mat

C

anthrazit, matt 9
anthracite grey, matt
anthracite, mat
antraciet, mat
antracita, mate
antracite, fosco
antracite, opaco
antracit, matt
antrasiti, himmeä
koksgrå, mat
antrasit, matt
антрацит, матовый
antracyt, matowy
ανθρακί, ματ
antrasit, mat
antracit, matná
antracit, matt
tanno siva, mat

D

grau, matt 57
grey, matt
gris, mat
grjs, mat
gris, mate
cinzenlo, fosco
grigio, opaco
grå, matt
harmaa, himmeä
grå, mat
grå, matt
серый, матовый
szary, matowy
γκρι, ματ
gri, mat
sedá, matná
szürke, matt
siva, mat

E

rost, matt 83
rust, matt
rouille, mat
roest, mat
orin, mate
ferrugem, fosco
color ruggine, opaco
rost, matt
ruoste, himmeä
rust, mat
rust, matt
ржавчина, матовый
rdzawy, matowy
χρώμα οκουριάς, ματ
pas rengi, mat
rezavá, matná
rozszda, matt
rjava, mat

F

staubgrau, matt 77
dust grey, matt
gris poussière, mat
stofgrjs, mat
ceniciento, mate
cinzenlo de pó, fosco
grigio sabbia, opaco
dammgår, matt
pölynharmaa, himmeä
stovgrå, mat
sløvgrå, matt
серый пыльный, матовый
szary kurz, matowy
χρώμα σκόνης, ματ
toz grisi, mat
prachové šedá, matná
porszürke, matt
prah siva, mat

G

holzbraun, seidenmatt 382
wood brown, silky-matt
brun bois, satiné mat
houtbruin, zijdemat
marón madeira, mate seda
castanho madeira, fosco sedoso
marrone legno, opaco seta
träbrun, sidenmatt
puunruskea, silkinhimmeä
träbrun, silkematt
trebrun, silkematt
древесно-коричнев., шелк.-матовый
drewnobrazowy, jedwabisto-matowy
καφέ ξύλου, μεταξωτό ματ
odun kahverengisi, ipek mat
rezavá, matná
fabarna, selyemmatt
drevo plava, svila mat

80 %**H**

ziegelrot, matt 37 +
reddish brown, matt
rouge tuile, mat
däkanwood, mat
rojo ladrillo, mate
vermelho tijolo, fosco
rosso matone, opaco
tegelröd, matt
tilienpunainen, himmeä
teglröd, mat
tegelröd, matt
красно-красный, матовый
kórkvino, matowy
κόκκινο τούβλο, ματ
tuğla kırmızısı, mat
čihlově červená, matná
téglaőrös, matt
opeka rdeča, mat

20 %

braun, matt 85
brown, matt
brun, mat
bruin, mat
marón, mate
castanho, fosco
marrone, opaco
brun, matt
ruskea, himmeä
brun, mat
brun, matt
коричневый, матовый
brązowy, matowy
καφέ, ματ
kahverengi, mat
hnědá, matná
barna, matt
rjava, mat

I

teerswarz, matt 6
tar black, matt
noir tarte, mat
teerzwart, mat
negro alquitrán, mate
alcatrão, fosco
nero catrame, opaco
asfaltsvart, matt
tevanmusta, himmeä
tjæresort, mat
tjæresort, matt
смолисто-черный, матовый
czarno-spola, matowy
μαύρο πίσοςας, ματ
katran siyah, mat
dehtové černá, matná
kátrányfekete, matt
ter črna, mat

J

Erde dunkel, matt 82
Dark earth, matt
Terre foncée, mat
Donkerzandkleurig, mat
Color tierra oscuro, mate
Terra escura, mate
nero scuro, opaco
Jord mørk, matt
Mullanruskea, matna
Mørk jord, mat
Jord mørk, matt
Темный земляной, матовый
Ciemnoziemny, matowy
Γήινο σκούρο, ματ
Toprak koyu, mat
Földszínű, matt
Zemité tmavá, matná
Prstena temna, brez leska

K

ocker, matt 88
ochre brown, matt
ocre, mat
oker, mat
ocre, mate
ocre, fosco
ockra, opaco
okra (keltamulta), himmeä
okker, mat
oker, matt
охра, матовый
ochra, matowy
ώχρα, ματ
koyu kavuniçi, mat
okrově žlutá, matná
okker, matt
oker, mat

L

aluminium, metallic 99
aluminium, metallic
aluminium, métallique
aluminium, metallic
aluminio, metalizado
aluminio, metalico
otnone, metalico
aluminium, metallic
alumiini, metallikiitto
aluminium, metallak
aluminium, metallic
алюминиевый, металл
aluminium, metaliczny
αλουμινίου, μεταλλικό
aluminium, metalik
hliníková, metaliza
aluminium, metall
aluminium, metalik

M

messing, metallic 92
brass, metallic
laiton, métallique
messing, metallic
latón, metalizado
latão, metalico
otnone, metalico
mässing, metallic
messinki, metallikiitto
messing, metallak
messing, metallic
латунный, металл
mosiądz, metaliczny
ορειόχρυσου, μεταλλικό
pirinc, metalik
mosazná, metaliza
sárgaréz, metall
mesing, metalik

N

kupfer, metallic 93
copper, metallic
cuivre, métallique
koper, metallic
cobre, metalizado
cobre, metalico
rame, metalico
koppar, metallic
kupari, metallikiitto
kobber, metallak
kobber, metallic
медный, металл
miedź, metaliczny
χαλκίνο, μεταλλικό
bakir, metalik
médéná, metaliza
vörösréz, metall
baker, metalik

O

karminrot, matt 36
carmin red, matt
rouge carmin, mat
karmijnrood, mat
carmin, mate
vermelho carmin, fosco
rosso carminio, opaco
karminröd, matt
karmininpunainen, himmeä
karminröd, mat
karminröd, matt
красный кармин, матовый
karminowy, matowy
κόκκινο όείληό, ματ
lál rengi, mat
krbové červená, matná
kárminpiros, matt
šminka rdeča, mat

P

silber, metallic 90
silver, metallic
argent, métallique
zilver, metallic
plata, metalizado
prata, metalico
argento, metalico
silver, metallic
hopea, metallikiitto
solv, metallic
серебристый, металл
srebro, metaliczny
ασπύ, μεταλλικό
gümüş, metalik
stříbrná, metaliza
ezüst, metall
srebrna, metalik



Bemalen
Paint
Peindre
Beschilderen
Pintar
Dipingere
Pintar
Måla
Male
Male
Maalaa
Pomalowaæ
Befesteni
раскрасить
Pomalovat
Boyamak
Poslikati
Χρωματισμα

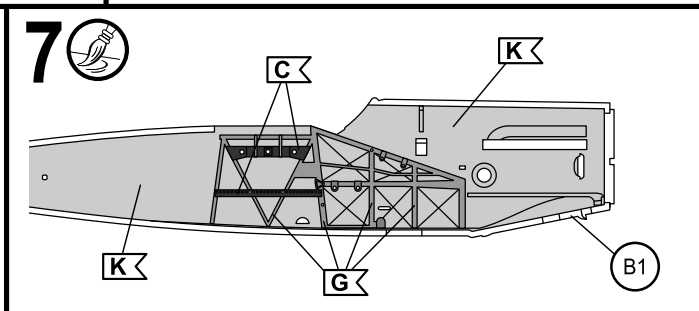
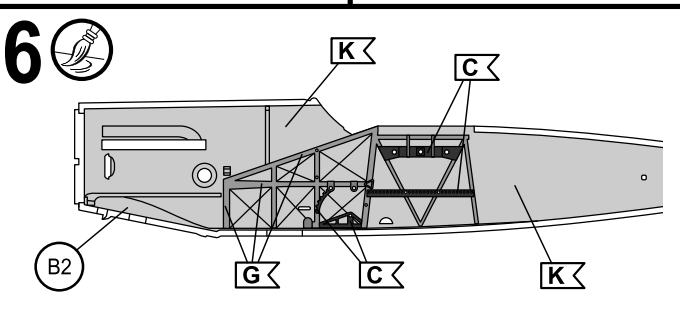
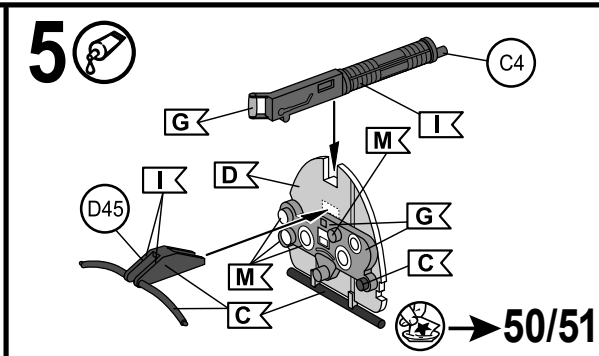
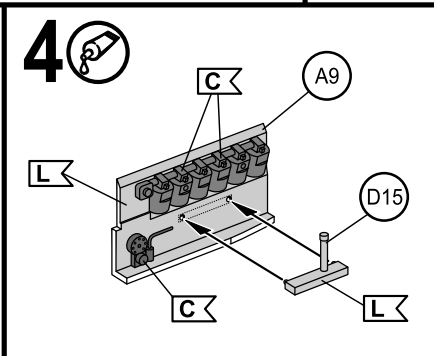
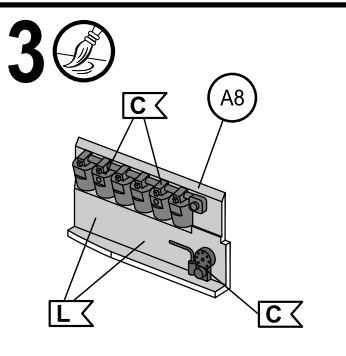
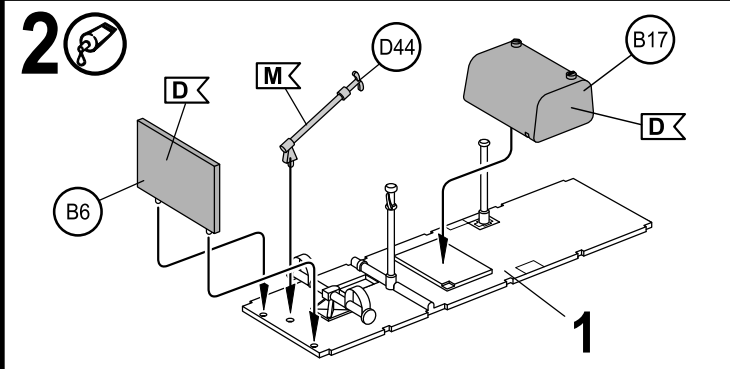
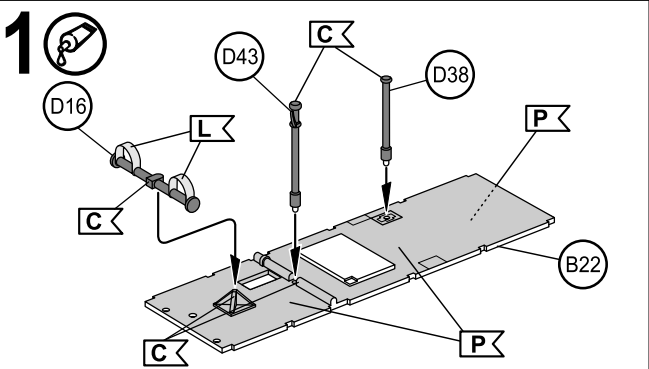
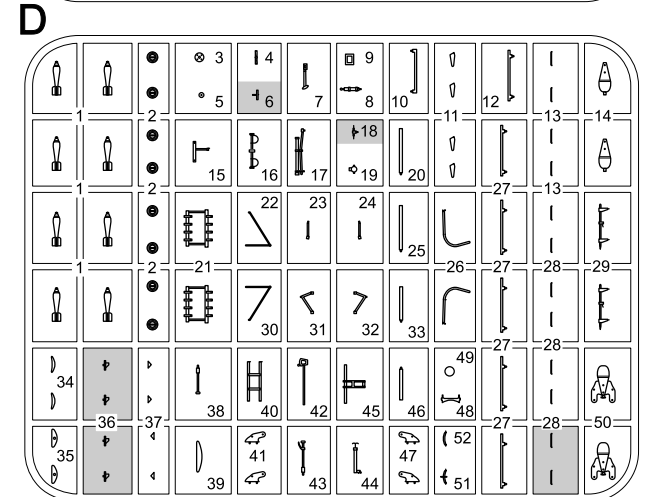
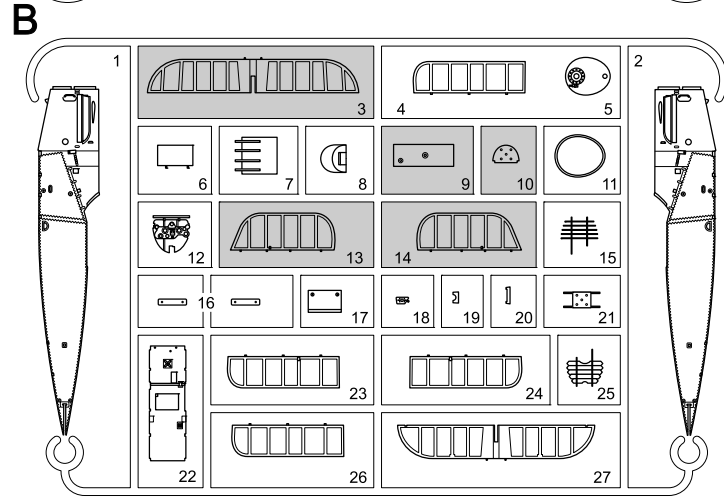
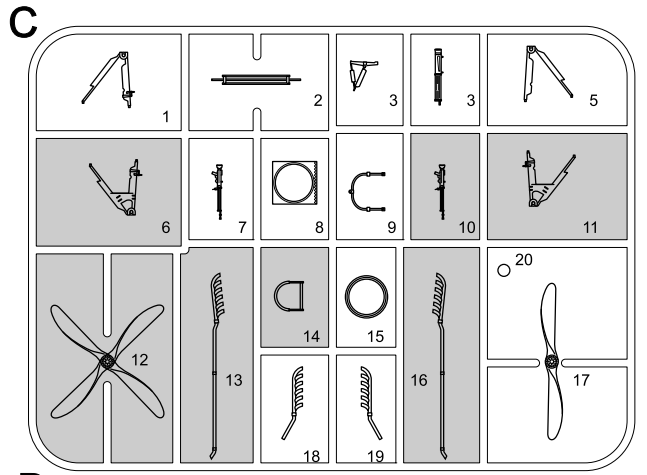
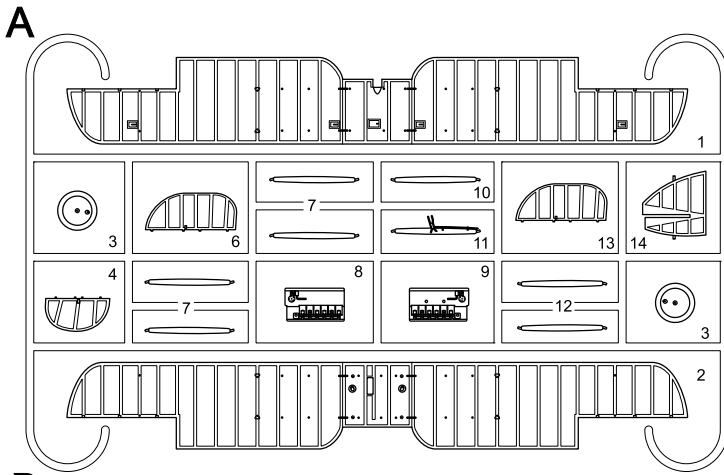


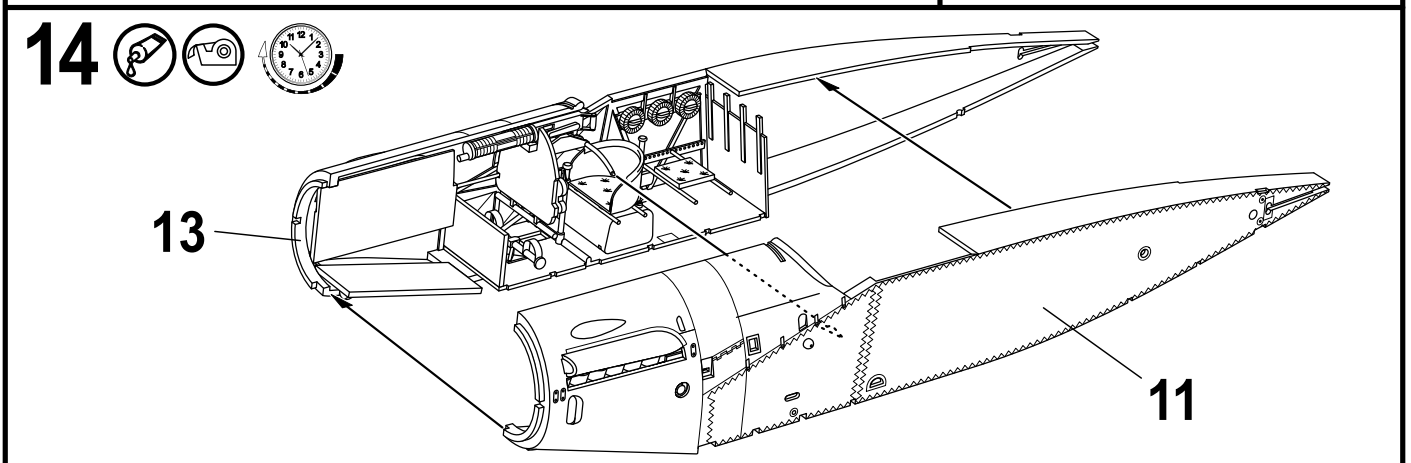
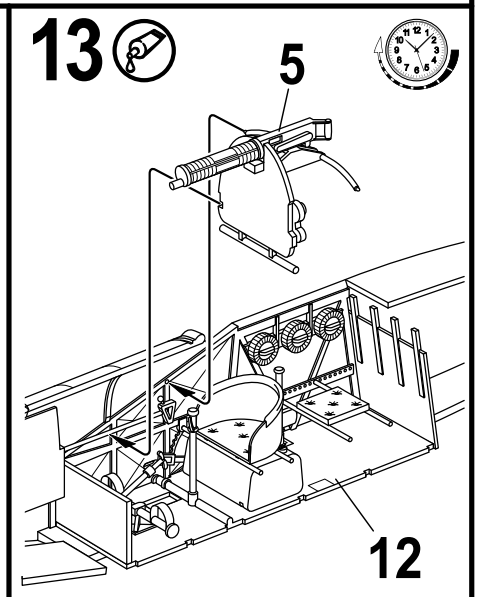
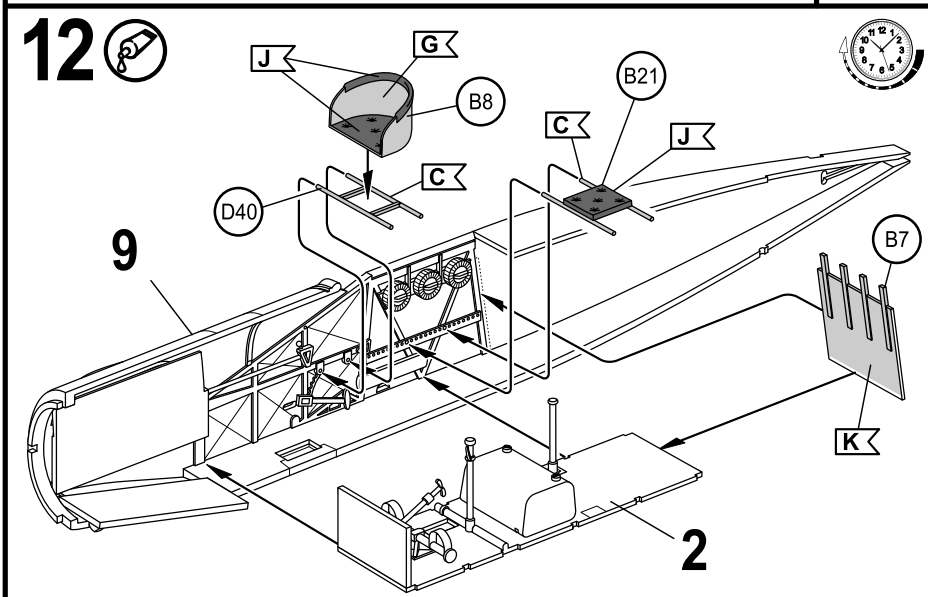
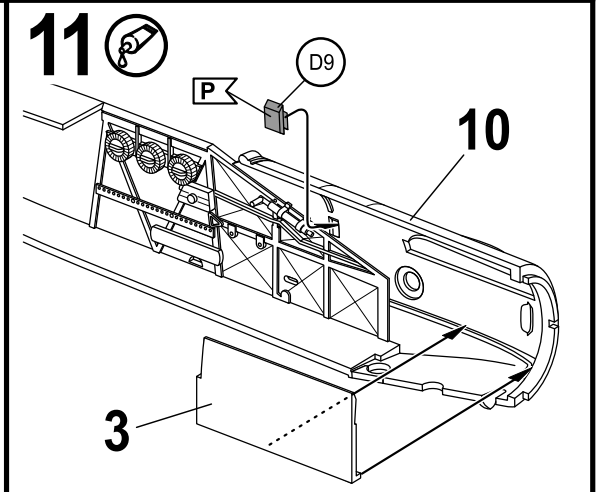
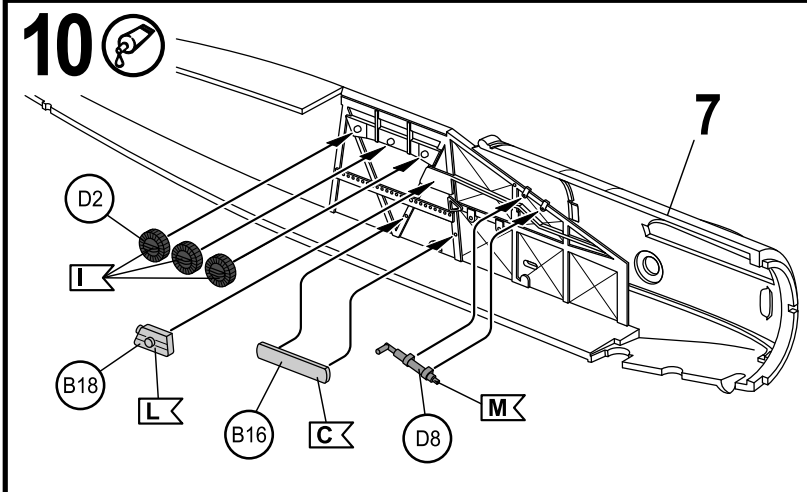
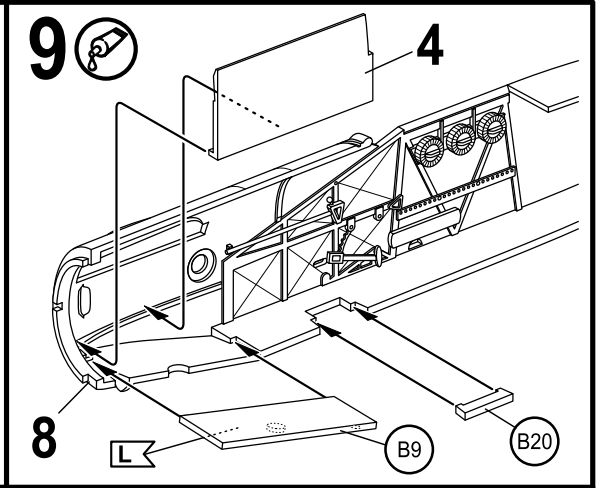
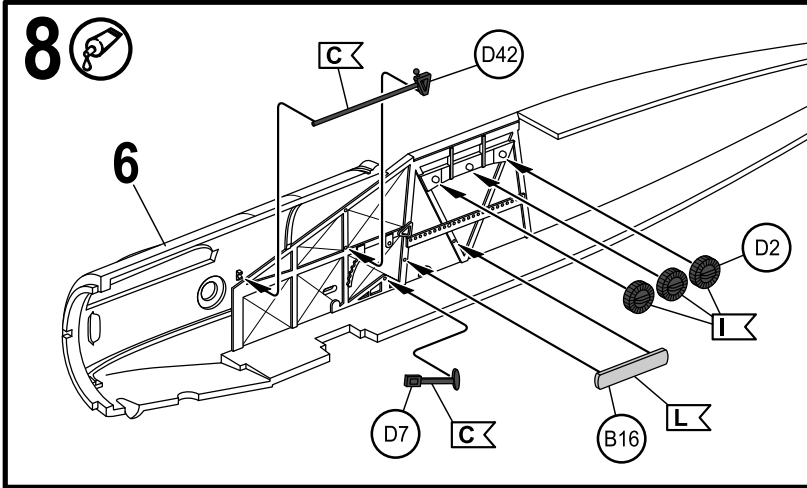
Schwarzen Faden benutzen
Use black thread
Employer le fil noir
Gebruik zwarte draad
Utilizar hilo color negro
Utilizar fio preto
Usare filo nero
Använd svartå trådar
Käytä mustaa lankaa
Benyt en sort
Bruk svart
Использовать черные нитки
Użyć czarnej nici
χρησιμοποιείτε την καφέ μαύρου
Kahverengi siyah iplik kullanın
Použit černé vlákno
barna fekete fonalat kell használni
Uporabljati črni nit

Nicht enthalten
Not included
Non fourni
Behoort niet tot de levering
No incluido
Non compresi
Não incluído
Ikke medsendt
Ingår ej
Ikke inkluderet
Eivát sisáally
Δεν συμπεριλαμβάνεται
He содержится
Nem tartalmazza
Nie zawiera
Ni vsebovano
İçerisinde bulunmamaktadır
Není obsaženo

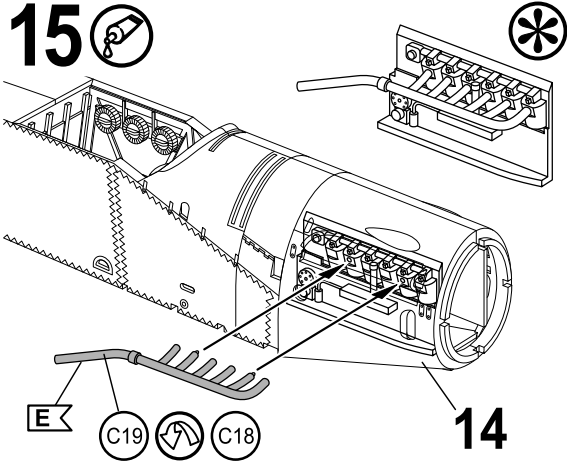


Loch bohren
Make a hole
Faire un trou
Maak een gat
Practicar un taladro
Perfurar
Fare un foro
Borra hål
Poraa reikä
Der bores et hul
Bor hull
Προσερλίττε отверстие
wywiercić otwór
ανοίξετε τρύπα
Delik açın
Vyvrtat díru
lyukat fürni
Narediti lukinjo

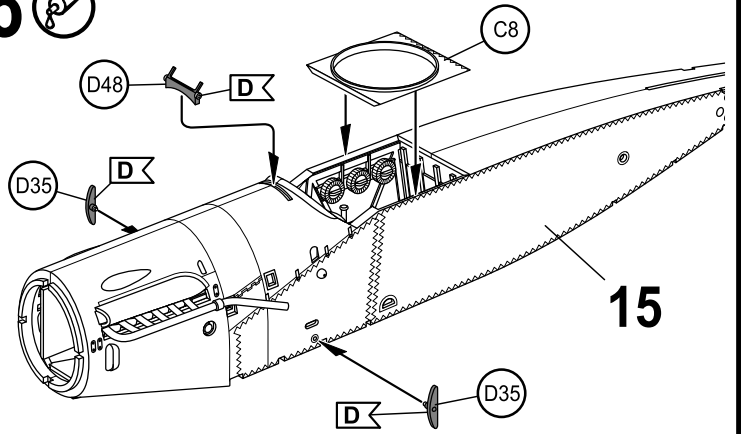




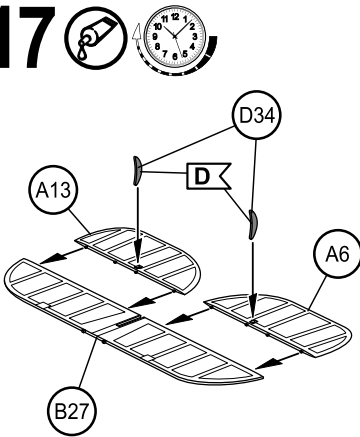
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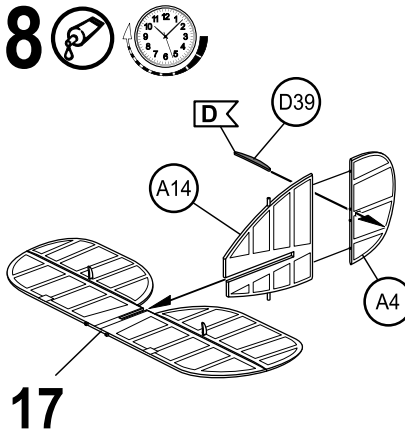
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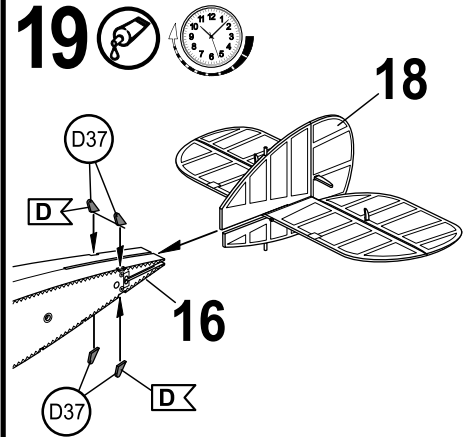
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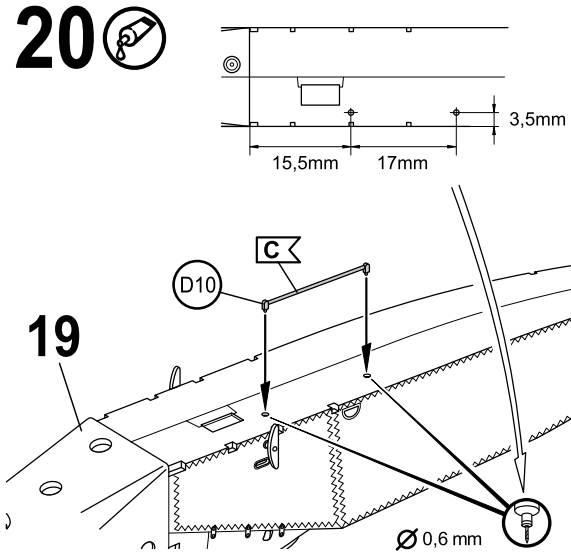
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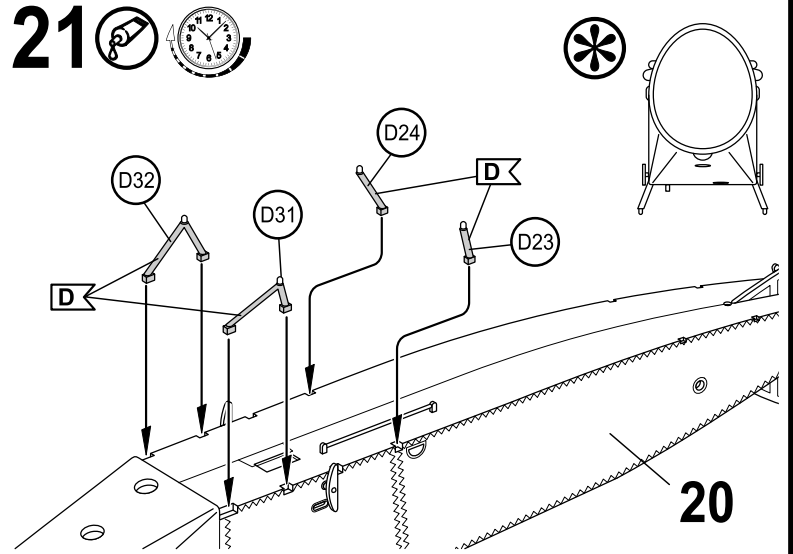
19



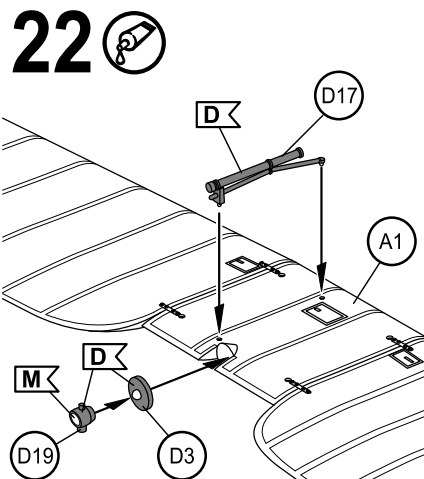
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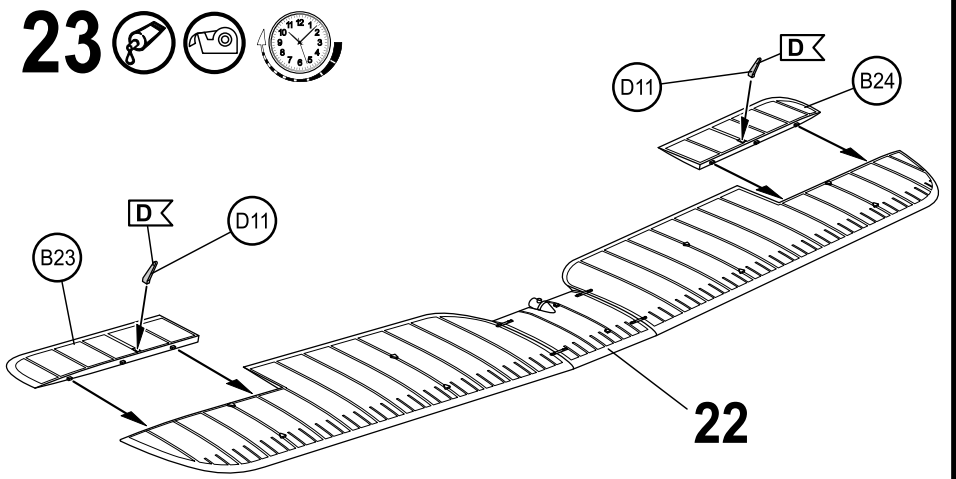
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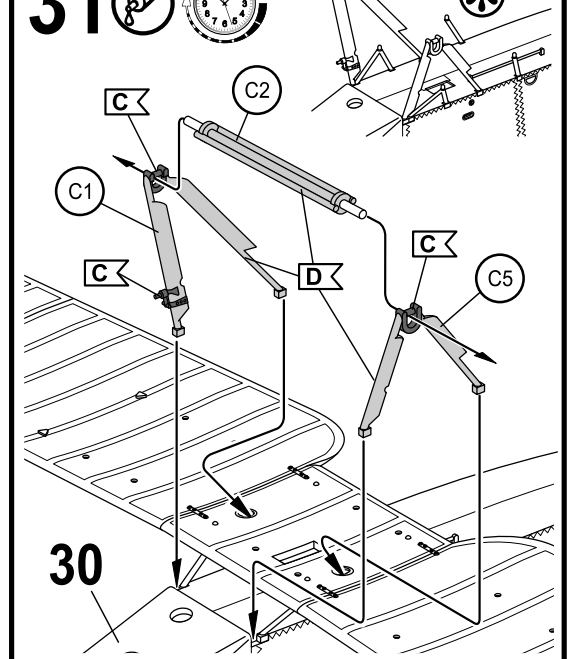
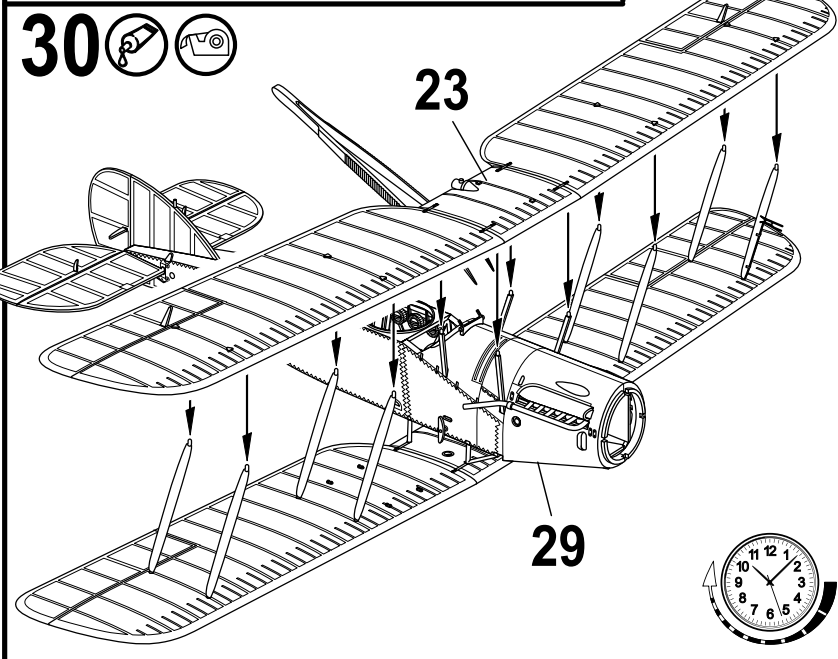
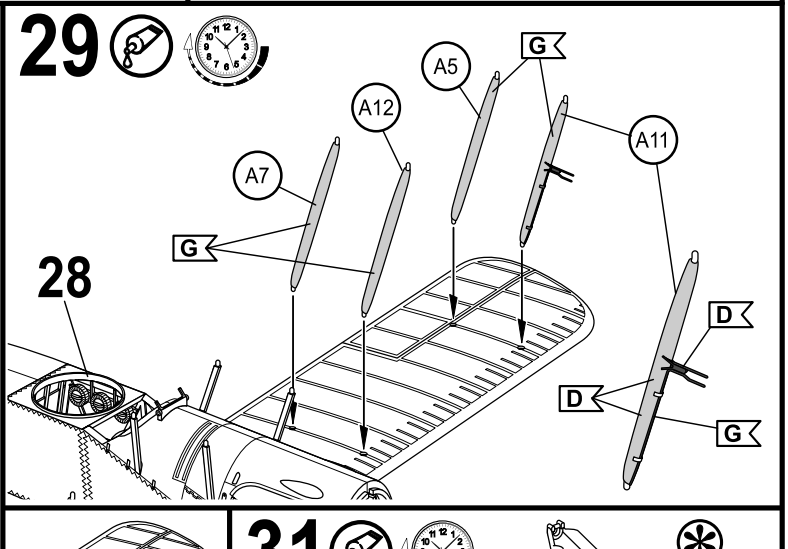
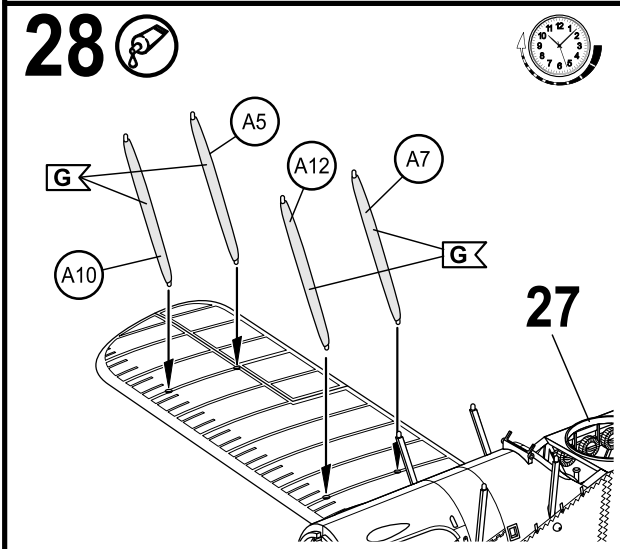
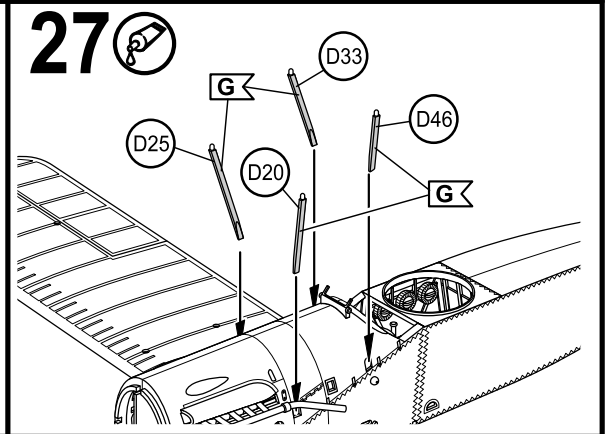
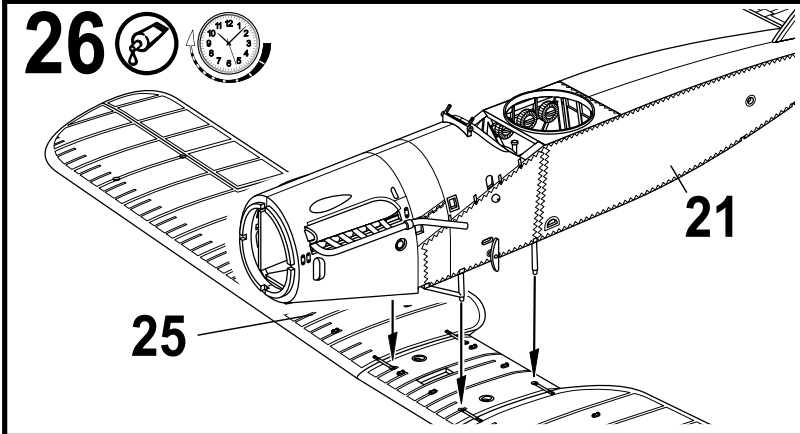
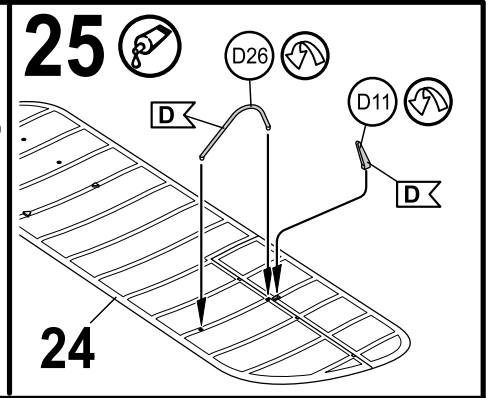
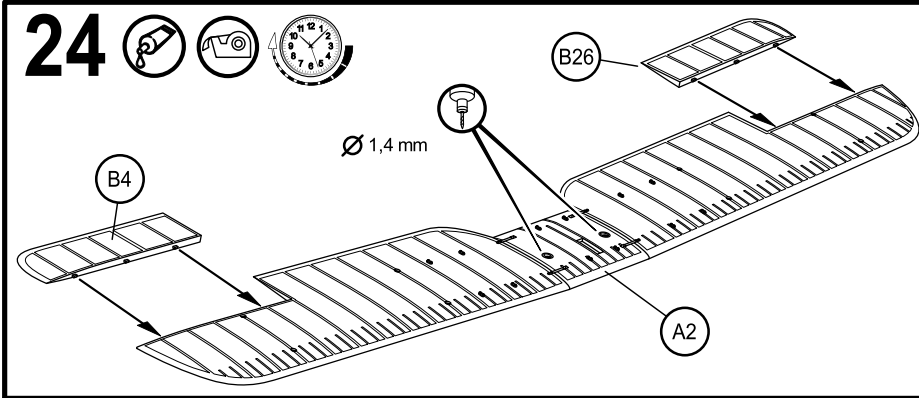


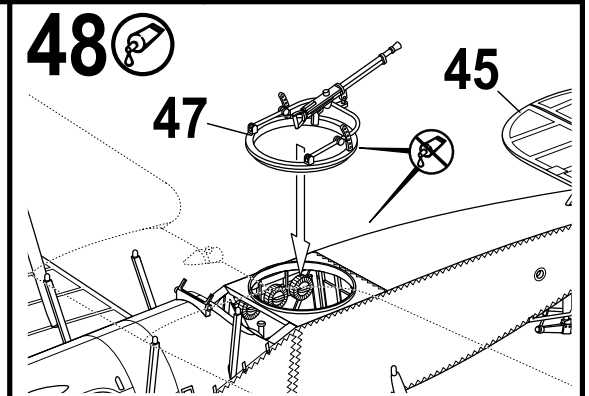
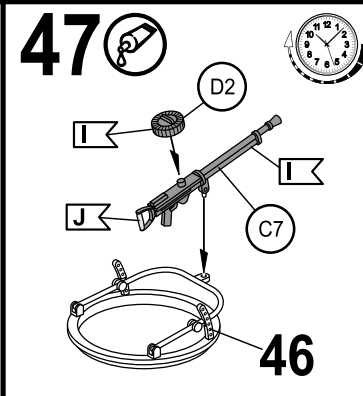
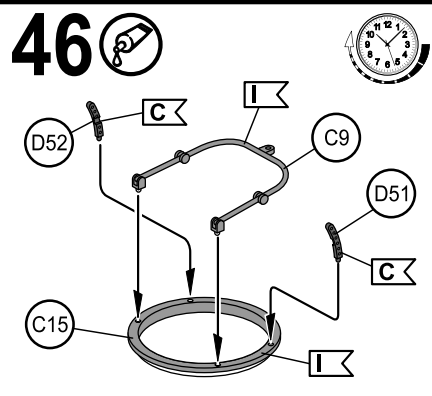
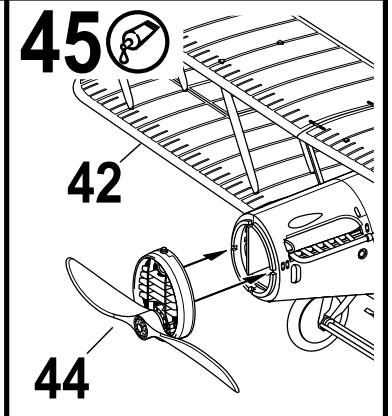
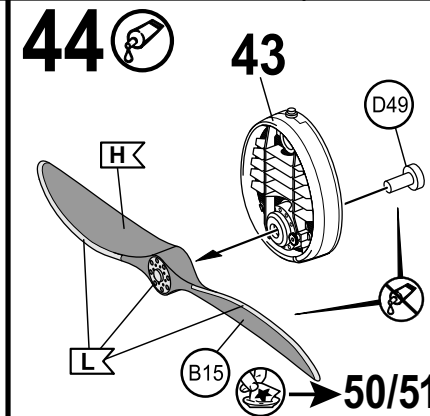
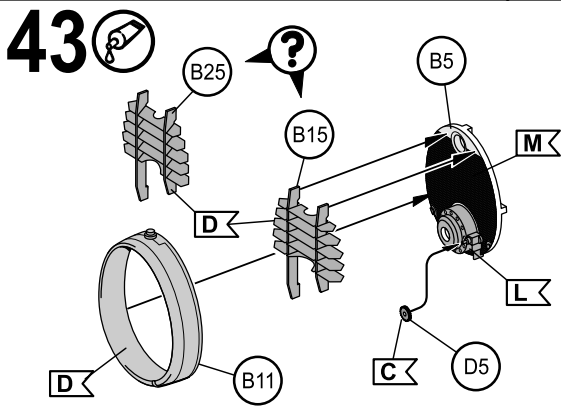
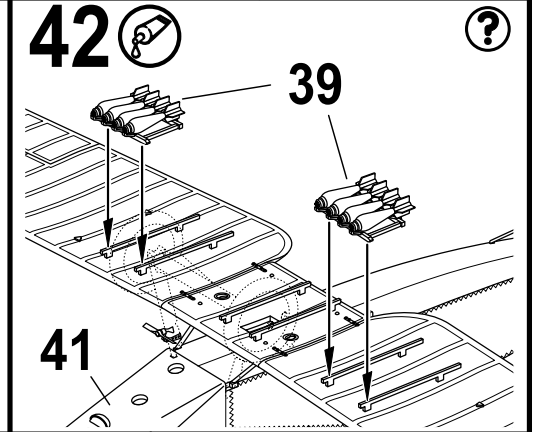
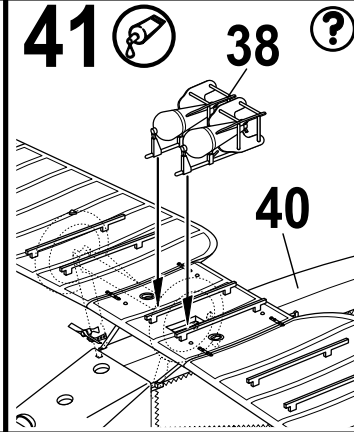
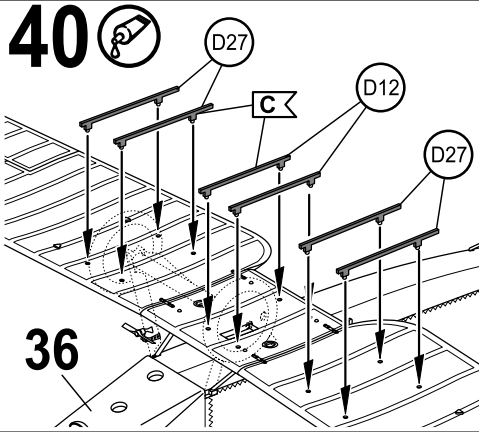
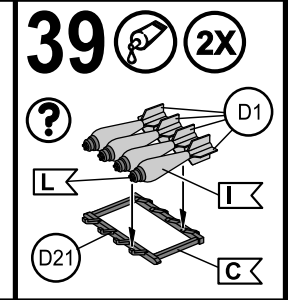
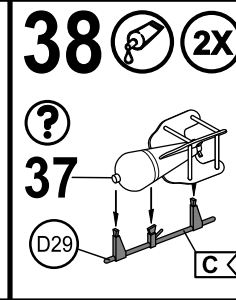
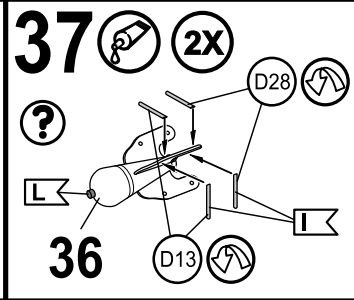
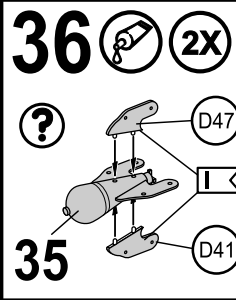
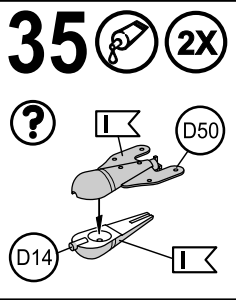
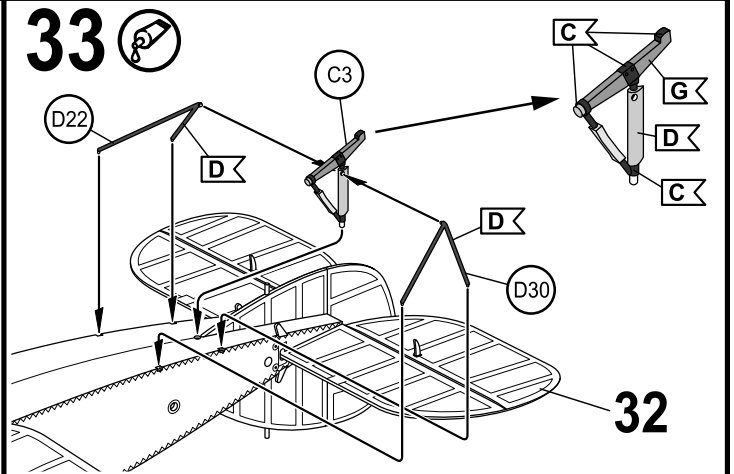
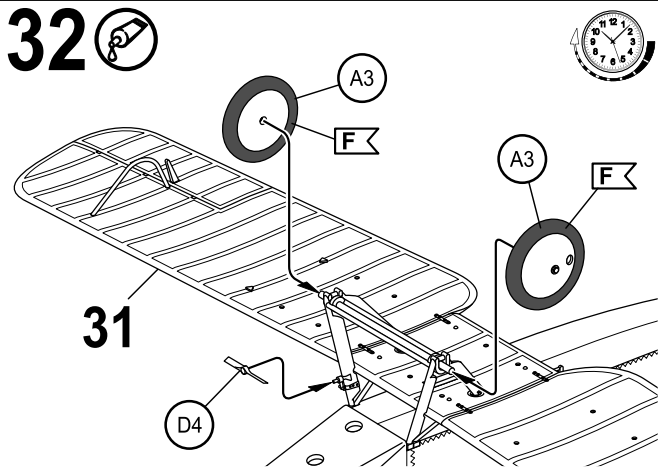
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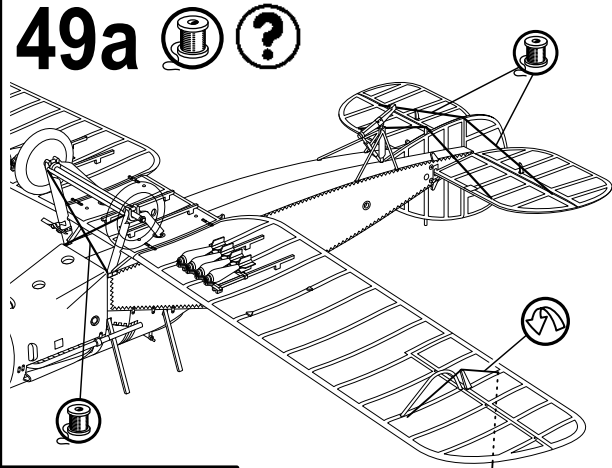
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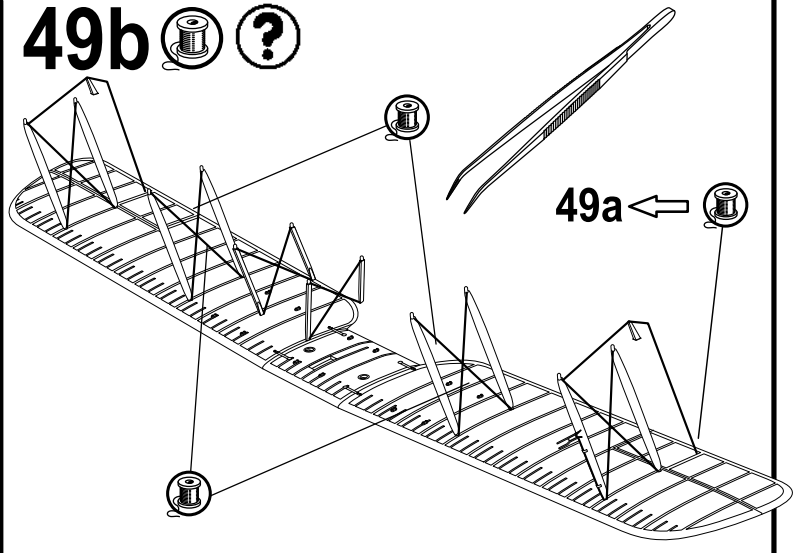




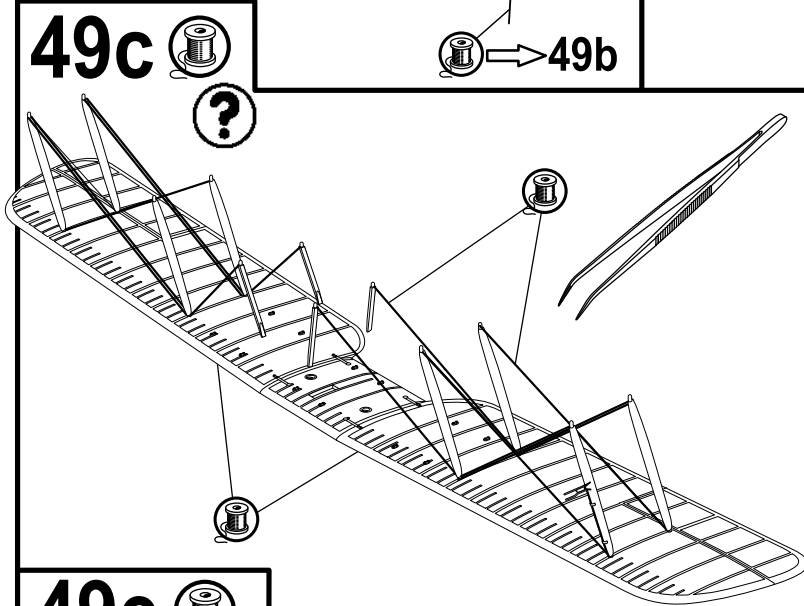
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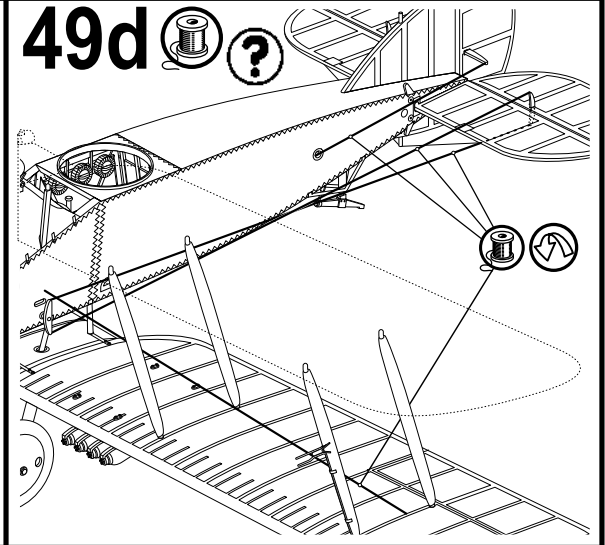
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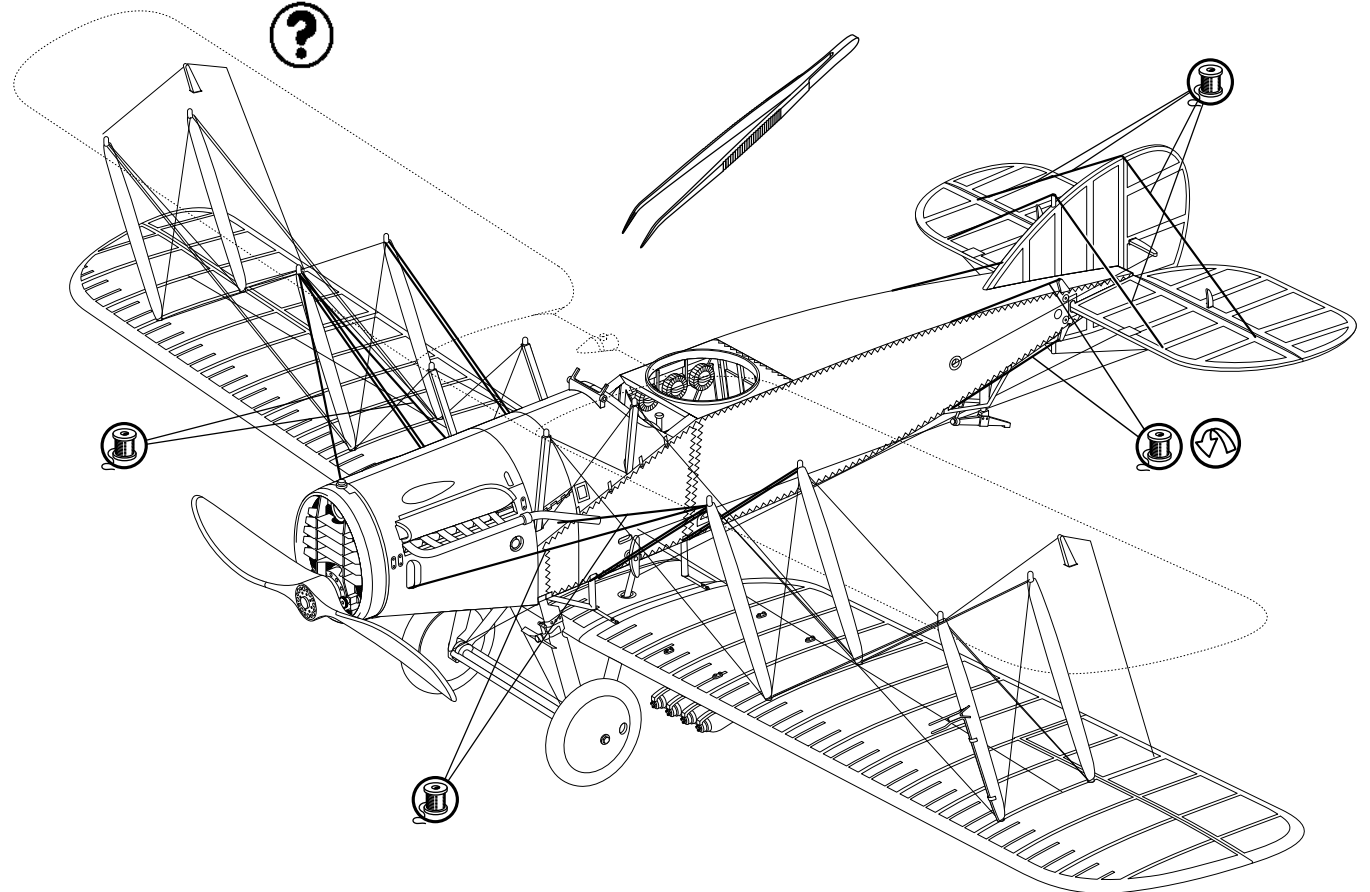
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49d



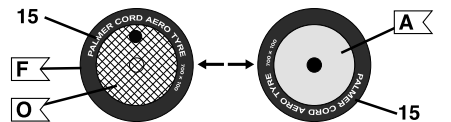
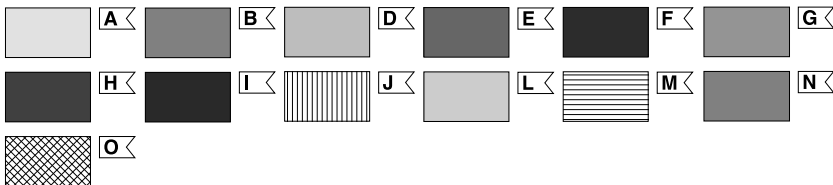
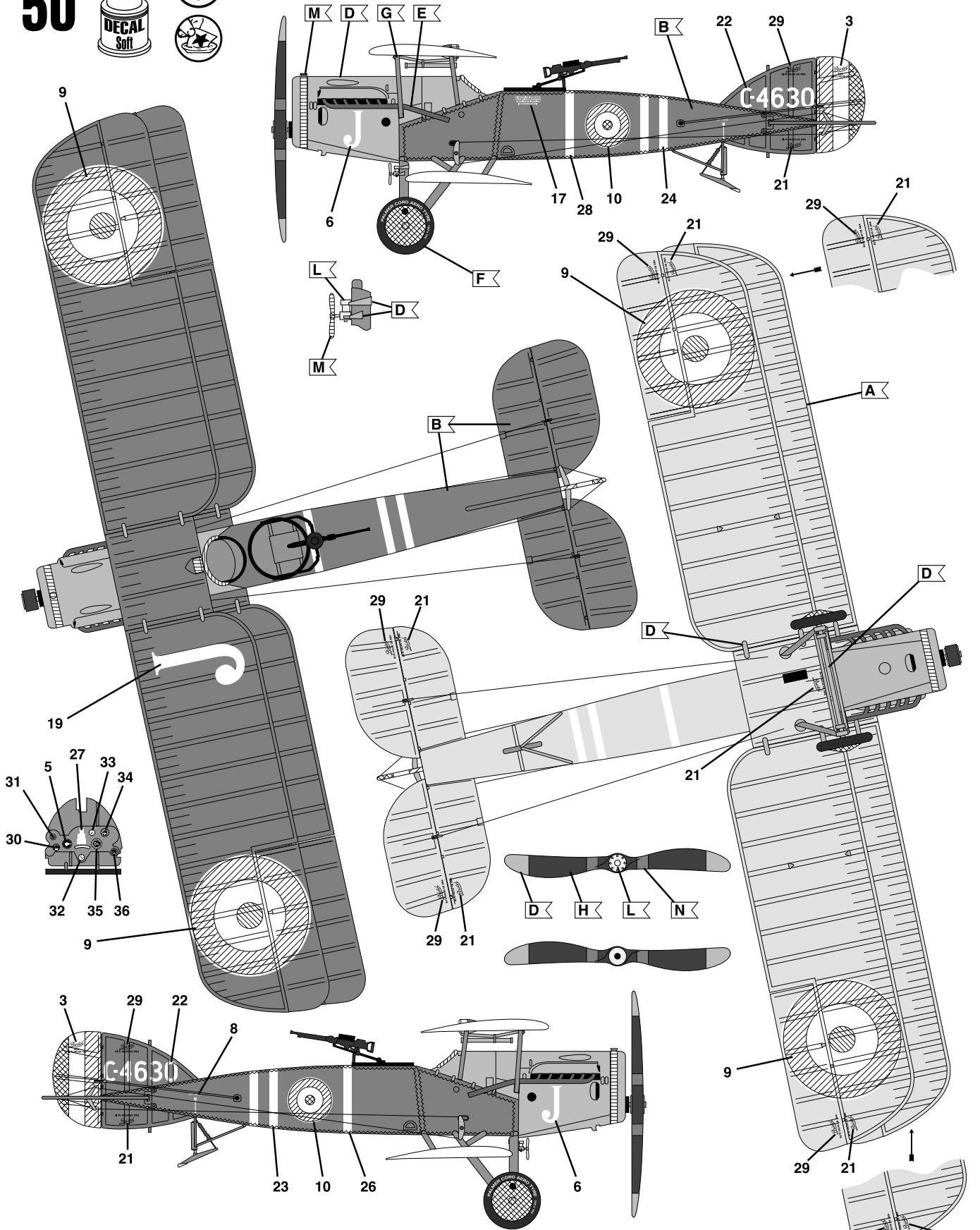
49e



50



Bristol F.2B, C-4630, No.62 Squadron RFC, France, spring 1918



51



Bristol F.2B, B1134, "19", No.35 Squadron RFC, France, February 1918

