

## Canadian Vickers Delta Mk.II RCAF 'On Snow and Water'

### NÁVOD / INSTRUCTIONS

EN

Having left Northrop Aircraft Corp. (Stearman-Northrop) controlled by Boeing, Jack K. Northrop established along with his partner Donald Douglas a new company, called Northrop Corp. The company's premises were based at Inglewood, California. In 1932 Northrop followed his earlier and successful cargo and mail types the Alfa and Gamma and designed a new one, named the Delta. It was a all-metal, single engined low-wing monoplane with fixed undercarriage covered in spats. The type was intended to be used on short domestic routes and was built in several versions, differing by their powerplant and also the shape of the pilot's cockpit canopy. First versions known as the Delta 1A, 1B and 1C featured narrow canopy housing only one pilot. Following versions, the 1D and 1E already had a wider cockpit enabling a crew of two to sit there and they also had a much massive dorsal section of the fuselage. Unfortunately, one of the first Delta 1A machines crashed in Mexico while being delivered to the customer. This accident was also one of the reasons for the US government to ban the usage of single engined types for regular passenger transport. Aircraft already produced were bought by private subjects or used by companies for business trip purposes. One of the Delta 1Ds, with construction number 74, was used by the US Coast Guard and later it was handed over to the US Corps of Engineers and flown in African Ethiopia during the Second World War. Delta 1D c/n42 first saw service with Ellsworth's Antarctica Flight, then was bought by the Australian government and following the outbreak of WW2 it was transferred to the RAAF. Some other Deltas were lucky to see war service even earlier as three of them were acquired by the Spanish government, though two of them fell into the hands of Spanish Nationalist Forces making the Delta the type to fight or be used on both sides of the conflict. In 1936, Canada bought licence rights, partially compensating for Northrop's business failure with the type. The Canadian machines were produced by Vickers company in versions Mk.I to Mk.III. While the Mk.I and Mk.II versions differed from their American predecessors only in details, the Mk.III featured a completely redesigned tail unit. Canadian Deltas saw service in multitude of roles, they were used as photographic machines and for aerial survey, following the outbreak of WW2 they began also flying reconnaissance missions, anti-submarine patrols and were also used for training purposes. Many of them were also fitted with a pair of floats or skis.

Wingspan: 14.63 m, Length: 10.18 m, Max Speed 362 km/h, Ceiling: 6,000 m, Range: 2,655 km.

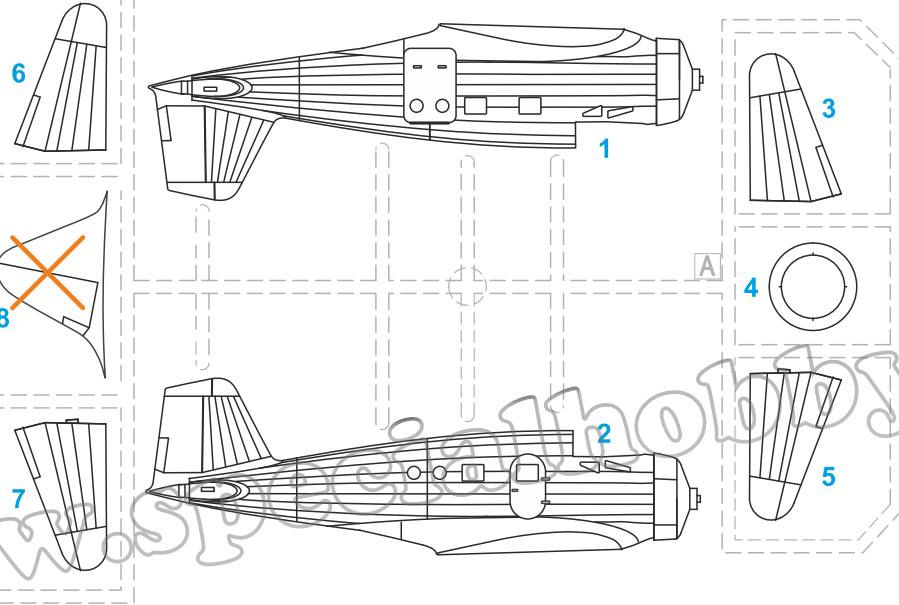
CZ

Jack K. Northrop po odchodu z firmy Northrop Aircraft Corp. (Stearman-Northrop) ovládané Boeingem založil novou firmu Northrop Corp., tentokrát jako součást koncernu Douglas. Firma sídlila v Inglewoodu. Zde J. Northrop pokračoval ve vývoji moderních celokovových letadel. Při vývoji nového dopravního letounu Delta v roce 1932 navázal na své starší poštovní typy Alfa a Gamma. Delta byl celokovový jednomotorový dolnoplošník s pevným kapotovaným podvozkem. Určen byl pro spádové linky hlavních leteckých spojů. Stavěn byl v několika verzích, lišících se použitým motorem a také tvarem pilotní kabiny. První verze Delta 1A, 1B a 1C byly stavěny s úzkým překrytím pilotního prostoru, pod kterým seděl jeden pilot. Další verze 1D a 1E dostaly širší překrytí pilotní kabiny pro dva piloty a mohutnější hřbet trupu. Bohužel jeden z prvních strojů Delta 1A v Mexiku havaroval při předávacím letu. I to vedlo americkou vládu k zákazu používání jednomotorových strojů pro pravidelnou dopravu cestujících. Zákaz způsobil omezení výroby tohoto moderního stroje. Vyrobené kusy zakoupili soukromníci nebo firmy ke služebním účelům, Delta 1D c/n 74 létala u US Coast Guard. Později byl předán US Corps of Engineers a létal během druhé světové války v africké Etiopii. Stroj Delta 1D c/n 42 létal v Ellsworthově Antarktické letce při expedicích do Antarktidy. Později byl zakoupen australskou vládou a po vypuknutí druhé světové války předán RAAF. Jiné Deltly se dostaly do boje dříve. Tři byly zakoupeny španělskou vládou. Dvě ale padly do rukou nacionalistů a tak Deltly létaly na obou stranách španělské občanské války. Northropův obchodní neúspěch s letouny Delta částečně kompenzoval nákup licence kanadskou vládou v roce 1936. Kanadské Deltly byly vyráběny firmou Vickers ve verzích Mk.I až III. Zatím co verze Mk.I a Mk.II se od amerických strojů lišily jen detaily, verze Mk.III dostala ocasní plochy nového tvaru. Kanadské Deltly se používaly jako fotografické, mapovací a po vypuknutí druhé světové války i jako průzkumné, protiponorkové a cvičné. Létaly i s plováky a lyžemi.

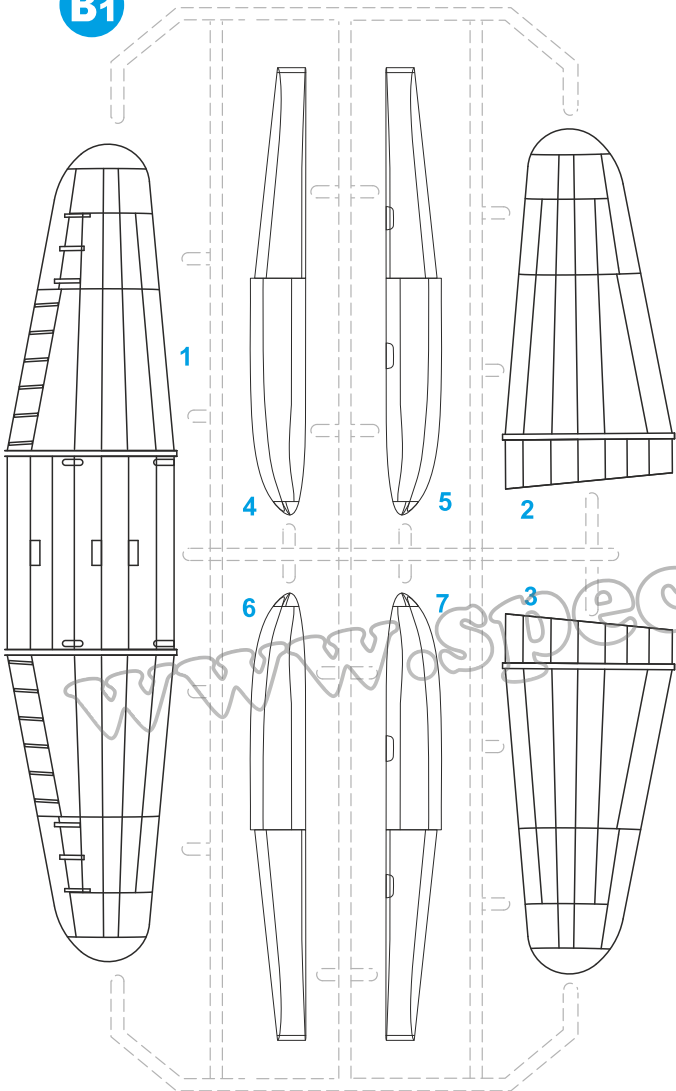
Rozpětí: 14,63 m, délka: 10,18 m, max. rychlost 362 km/h, dostup: 6 000 m, dolet 2 655 km.

PARTS LIST 1/2

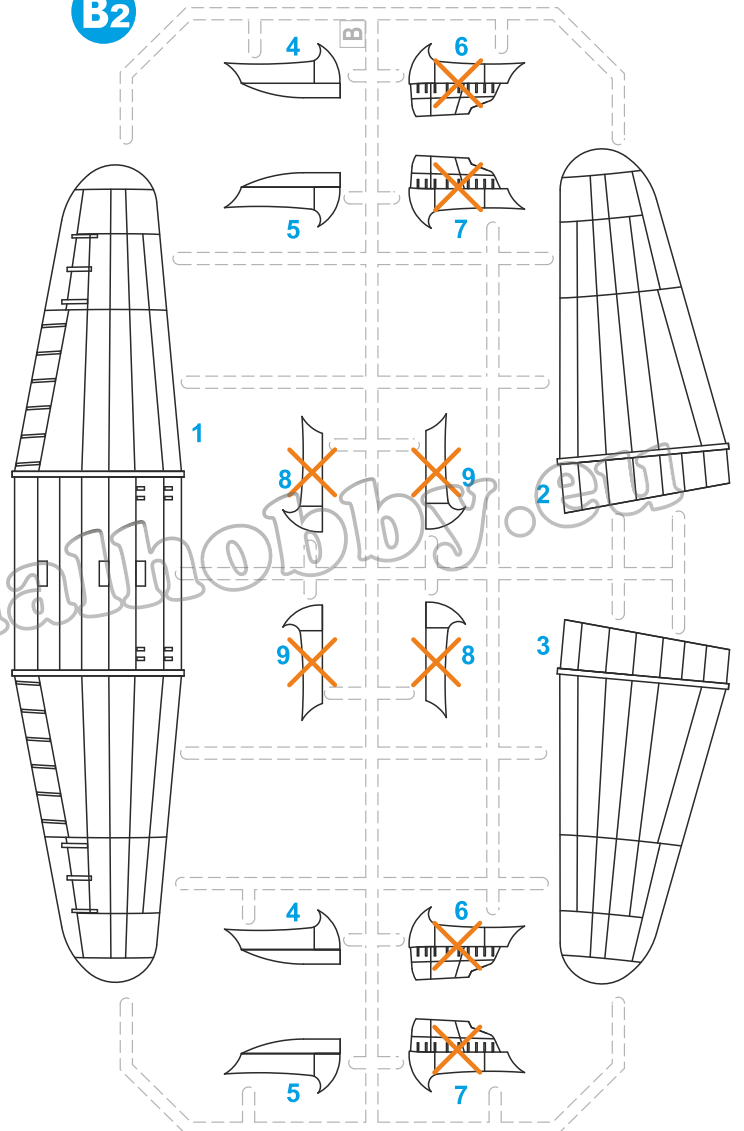
**A**



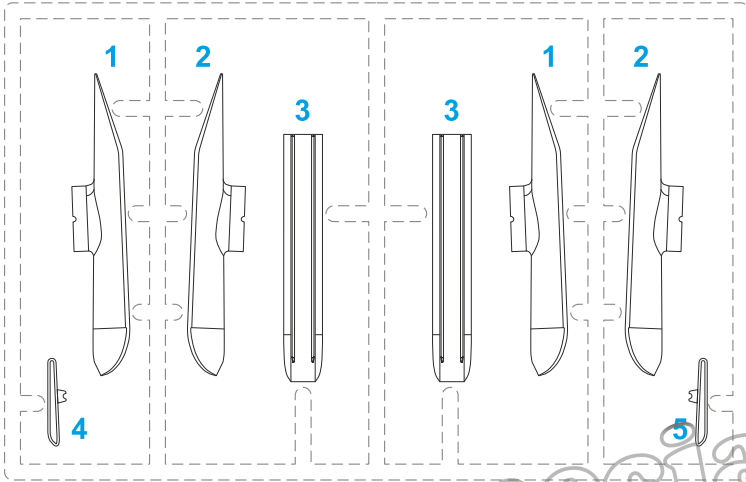
**B1**



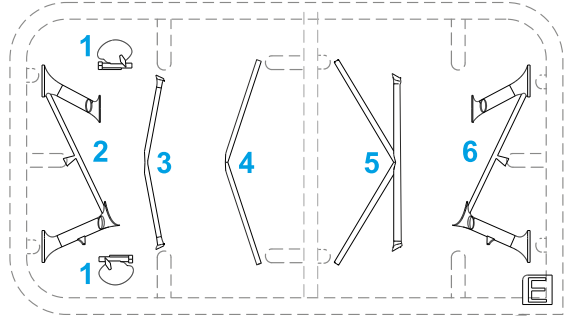
**B2**



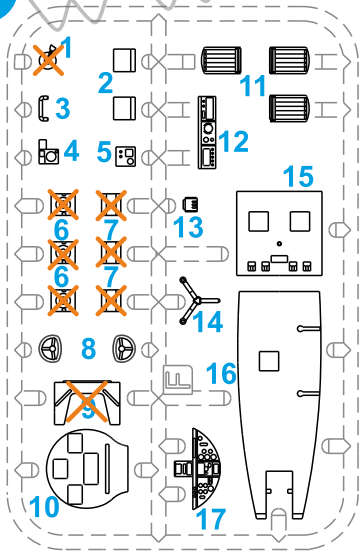
**C**



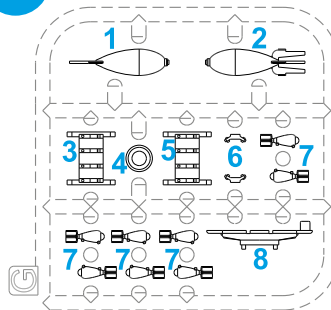
**E**



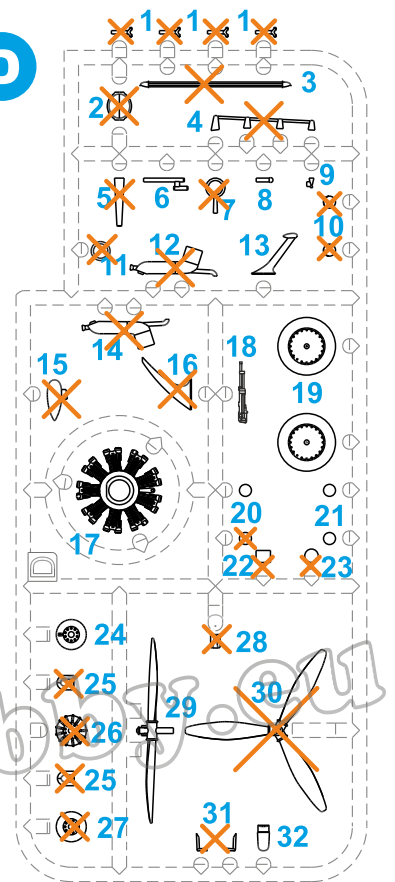
**F**



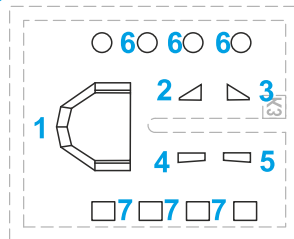
**G**




**D**



**K**



 Tento díl nepoužít.  
Do not use this part

Barvy GUNZE/ GUNZE Colour No.		
<b>A</b>	Flat Black / matná černá	H12/C33
<b>B</b>	Black / černá	H2/C2
<b>C</b>	Aluminium / hliník	H8/C8
<b>D</b>	Leather / hnědočervená	H47/C41
<b>E</b>	Gray / šedá	H325/C325
<b>F</b>	Dark Green / tmavě zelená	H73/C23
<b>G</b>	Burnt Iron / opálený kov	H76/C61
<b>H</b>	Tire Black / barva pneu	H77/C137
<b>I</b>	Clear Red / červená čirá	H90/C47
<b>J</b>	Clear Green / zelená čirá	H94/C138

**SYMBOLS**



MOŽNOST VOLBY  
OPTIONAL  
NACH BELIEBEN  
OPTION



POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO  
INSTANT CYANOACRYLATE GLUE  
ZYANOAKRYLÁTKLEBER  
COLLE CYANOACRYLATE



OHNOUT  
BEND  
BIEGEN  
COURBER



ZHOTOVIT NOVĚ  
SCRATCH BUILD  
FERTIGSTELLEN  
ACHEVER

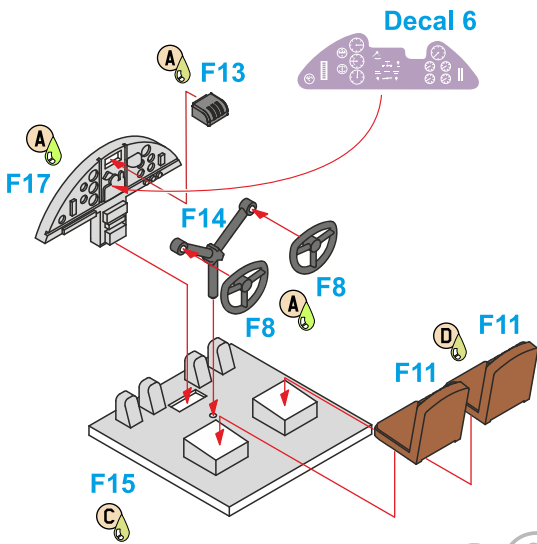


ŘEZAT/VRTAT  
CUT OFF/DRILL  
ENTFERNEN  
COUPER/PERCER

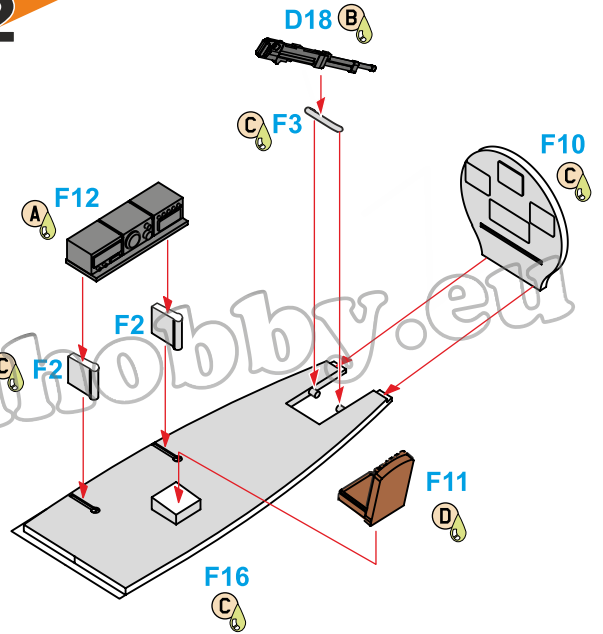


NATRÍT  
COLOUR  
FARBEN  
PEINDRE

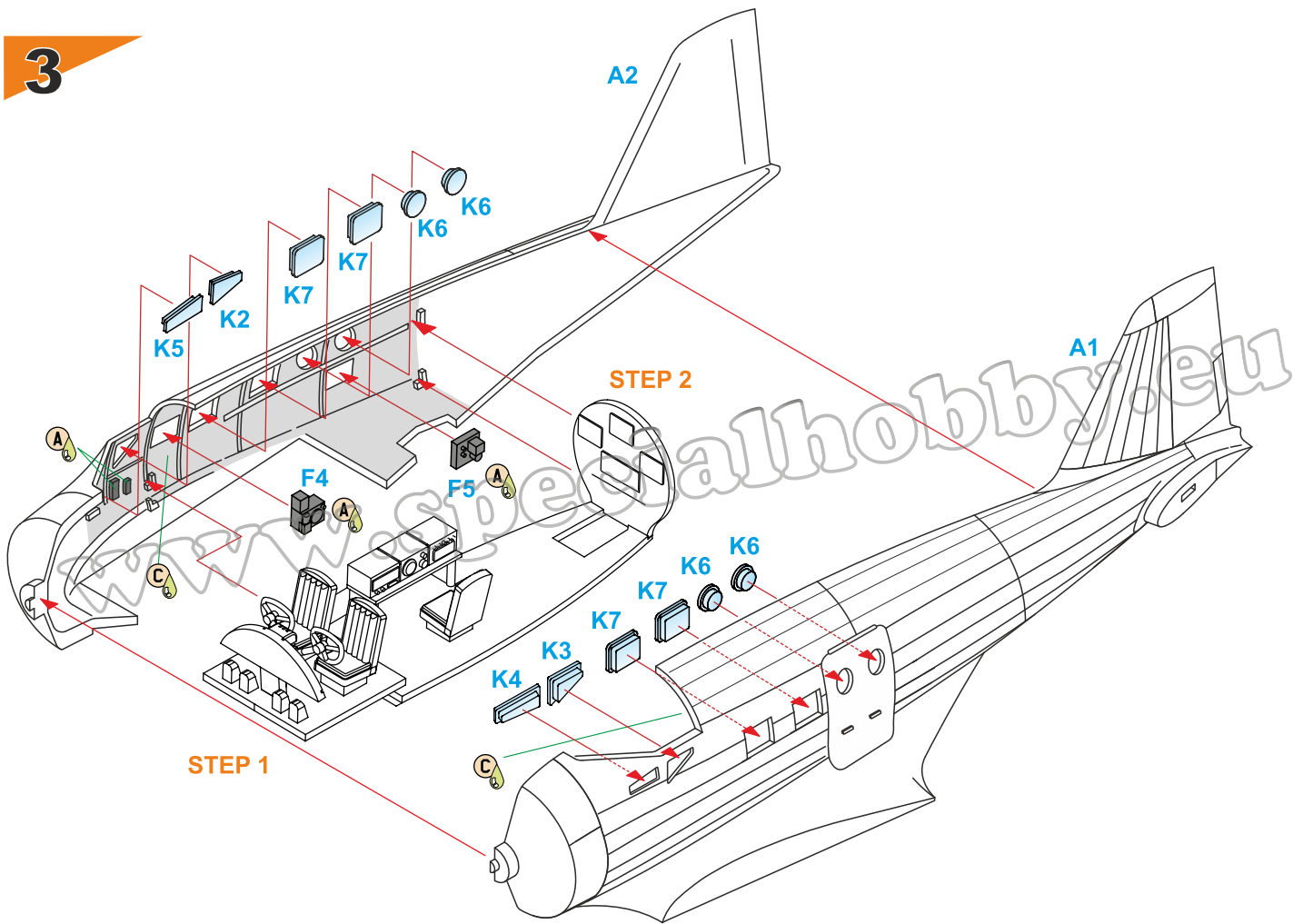
1

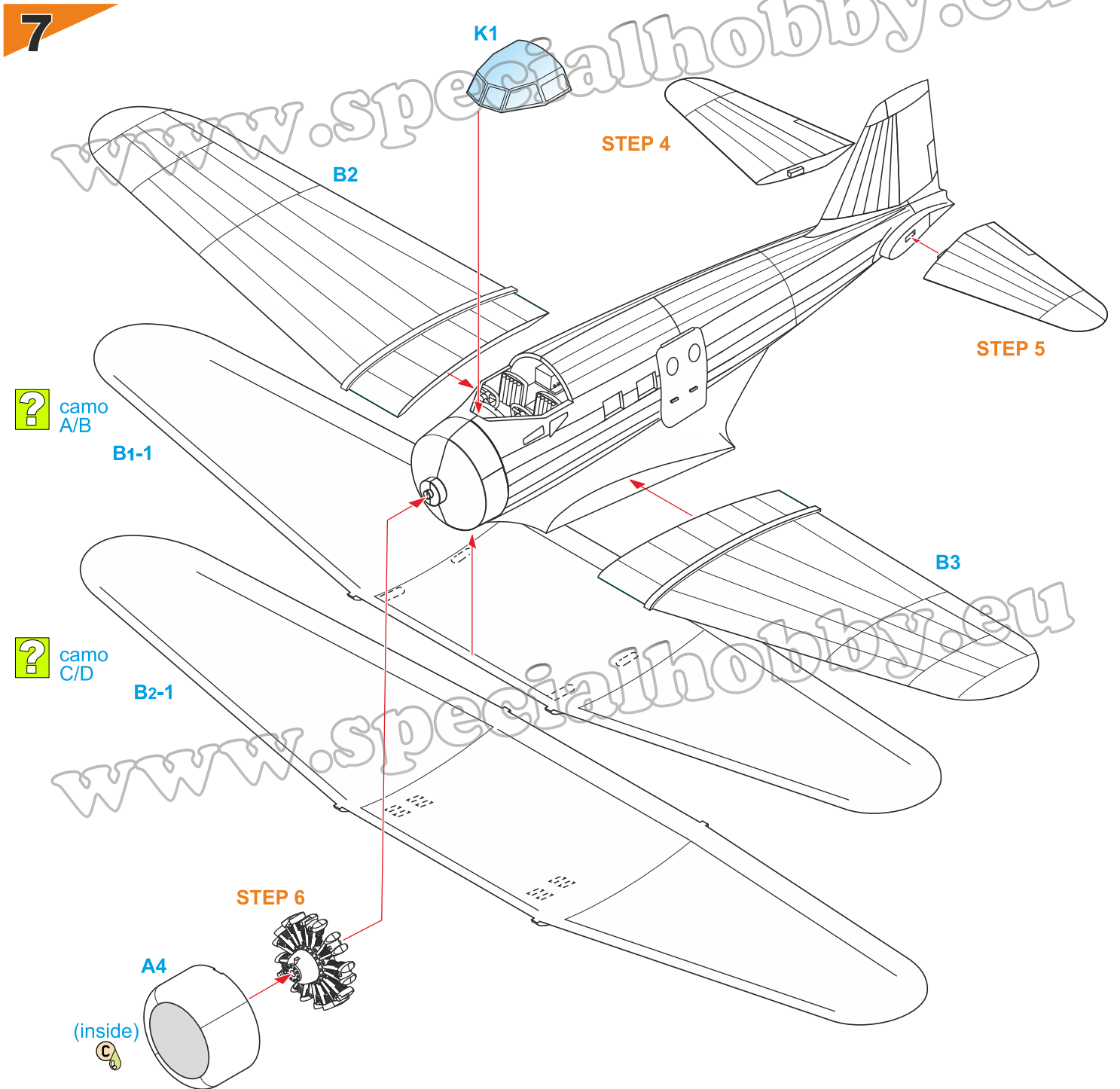
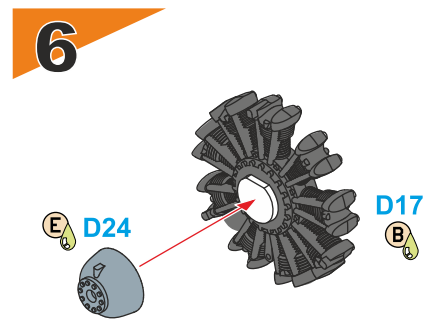
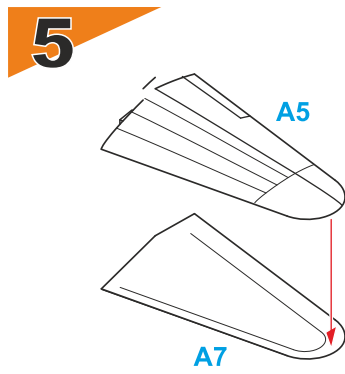
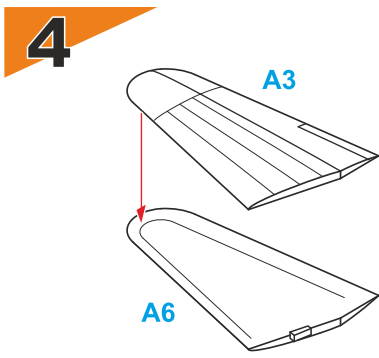


2



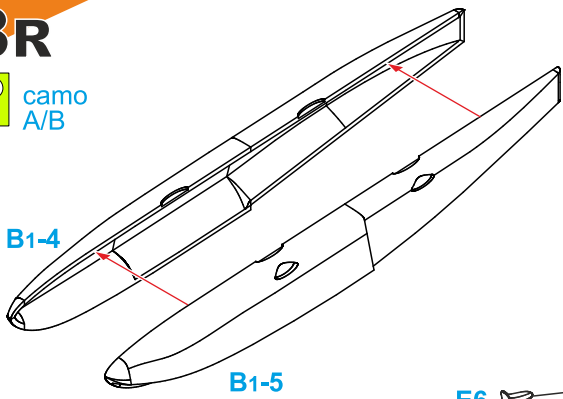
3





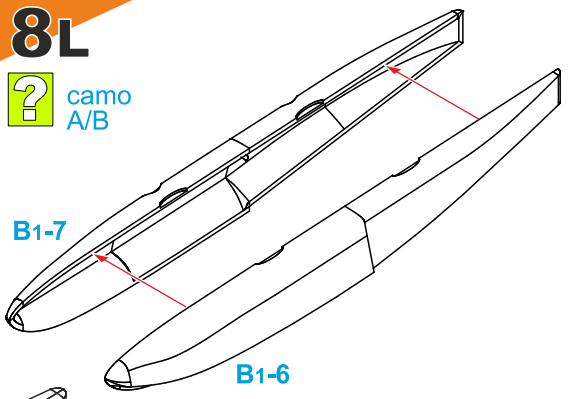
# 8R

? camo A/B



# 8L

? camo A/B

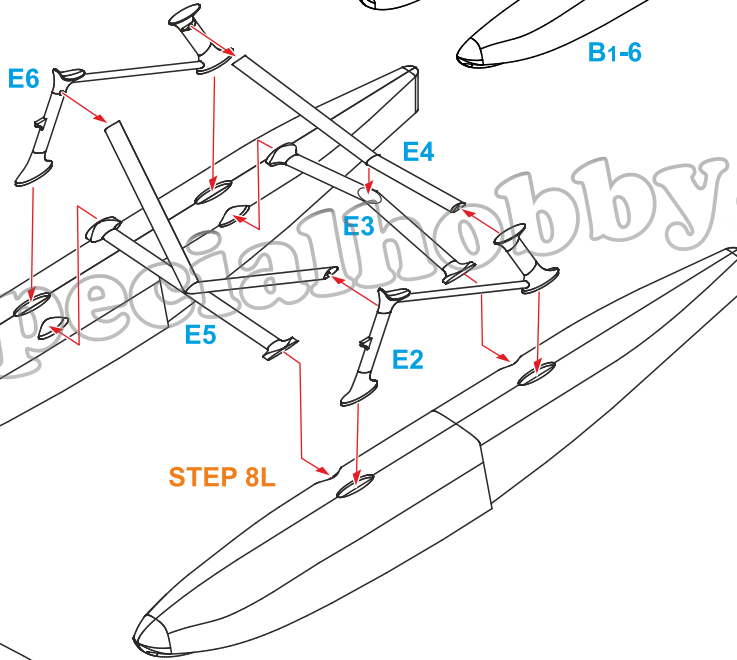


# 9

? camo A/B

STEP 8R

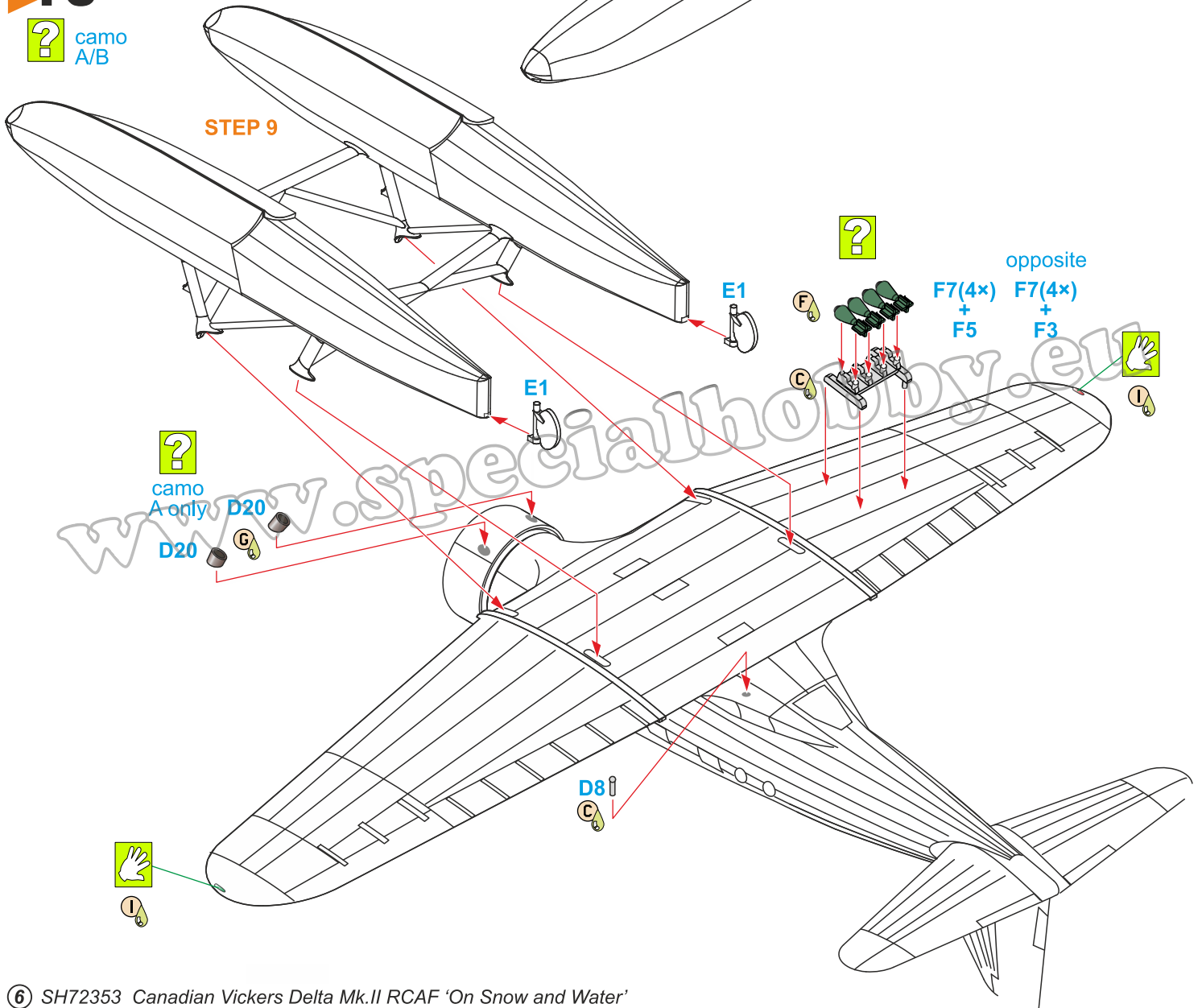
STEP 8L



# 10

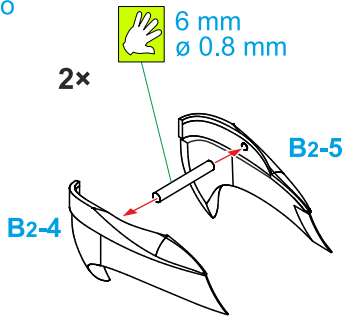
? camo A/B

STEP 9



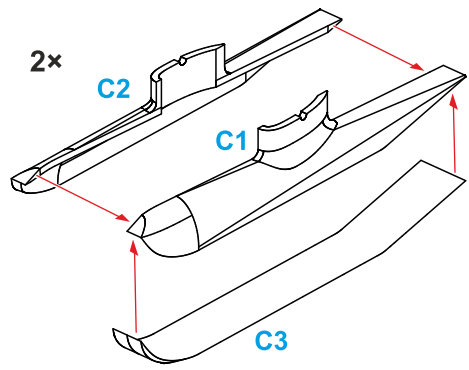
# 11

? camo C/D



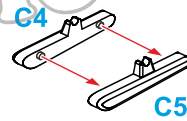
# 12

? camo C/D



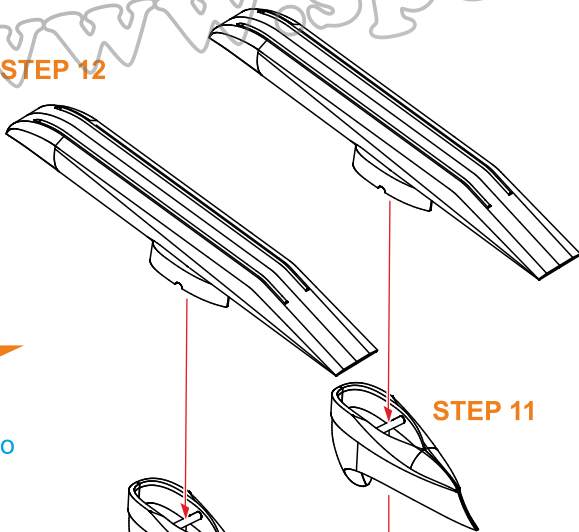
# 13

? camo C/D



STEP 12

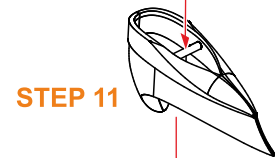
STEP 12



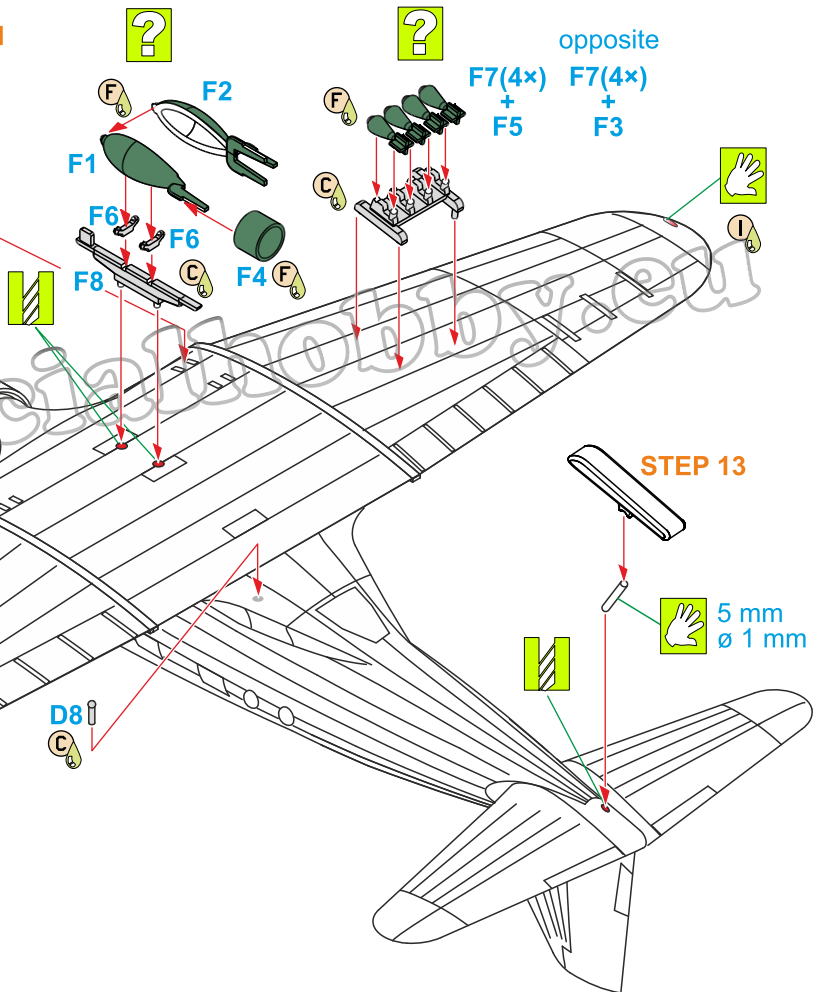
# 14

? camo C/D

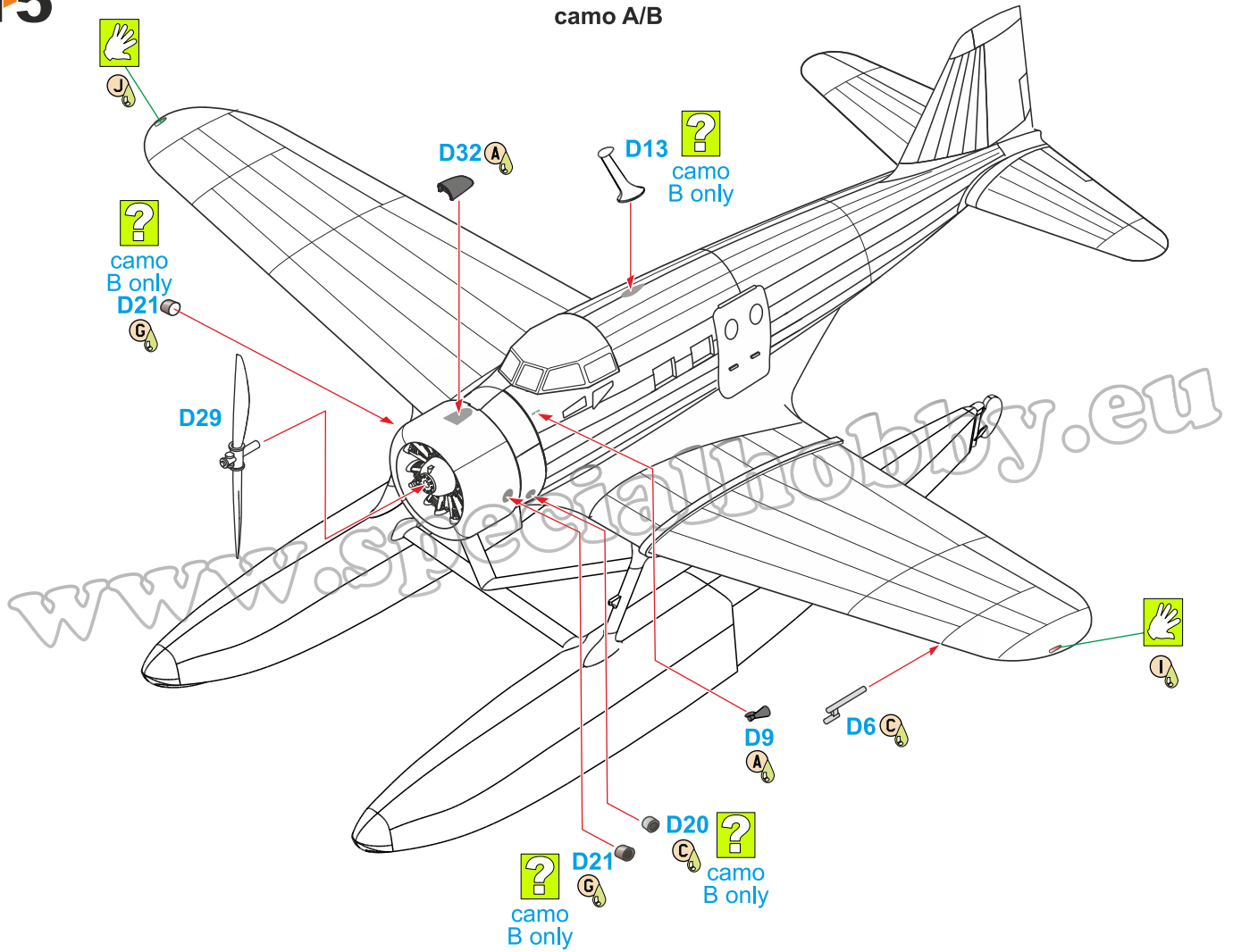
STEP 11



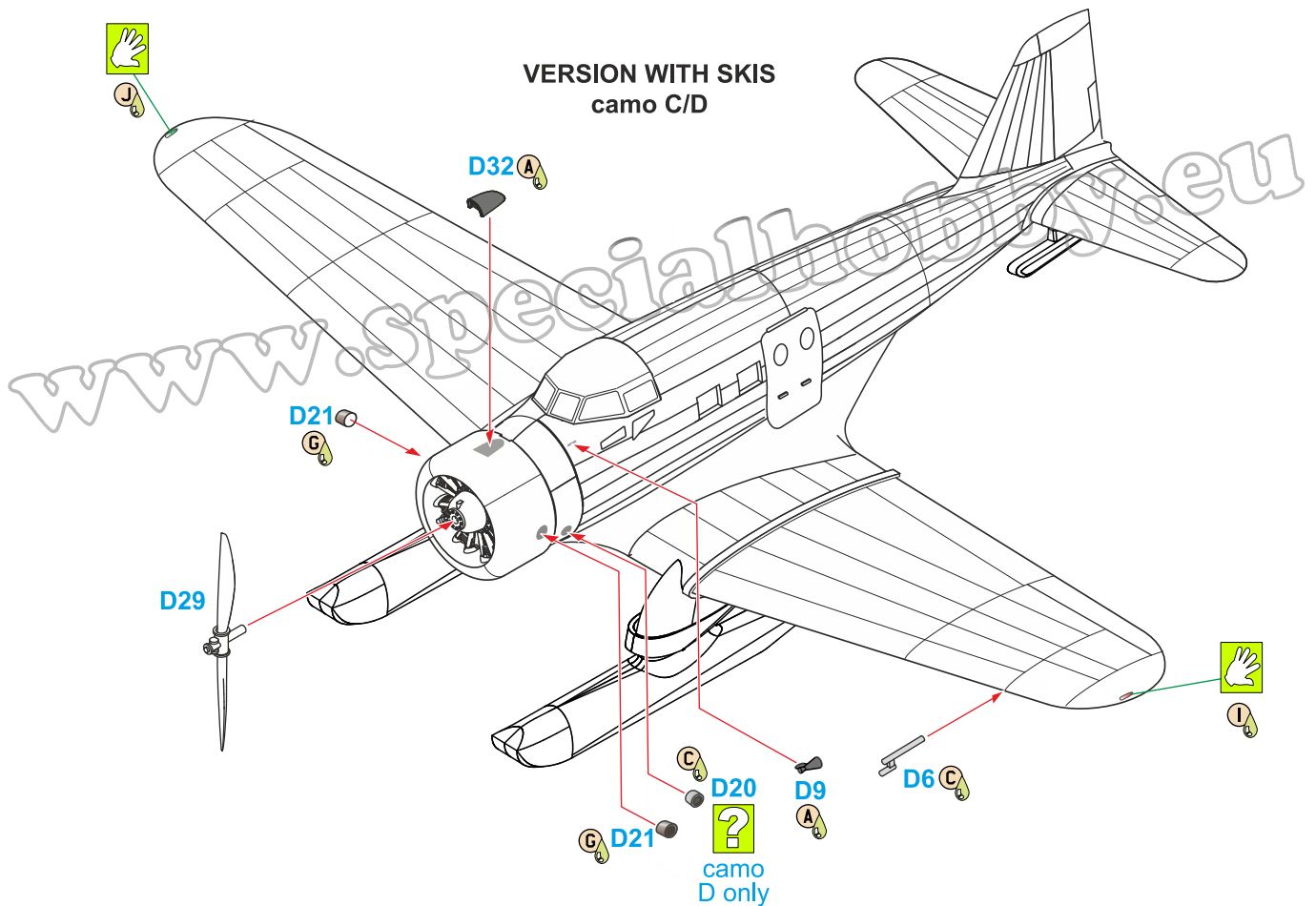
STEP 11



VERSION WITH FLOATS  
camo A/B



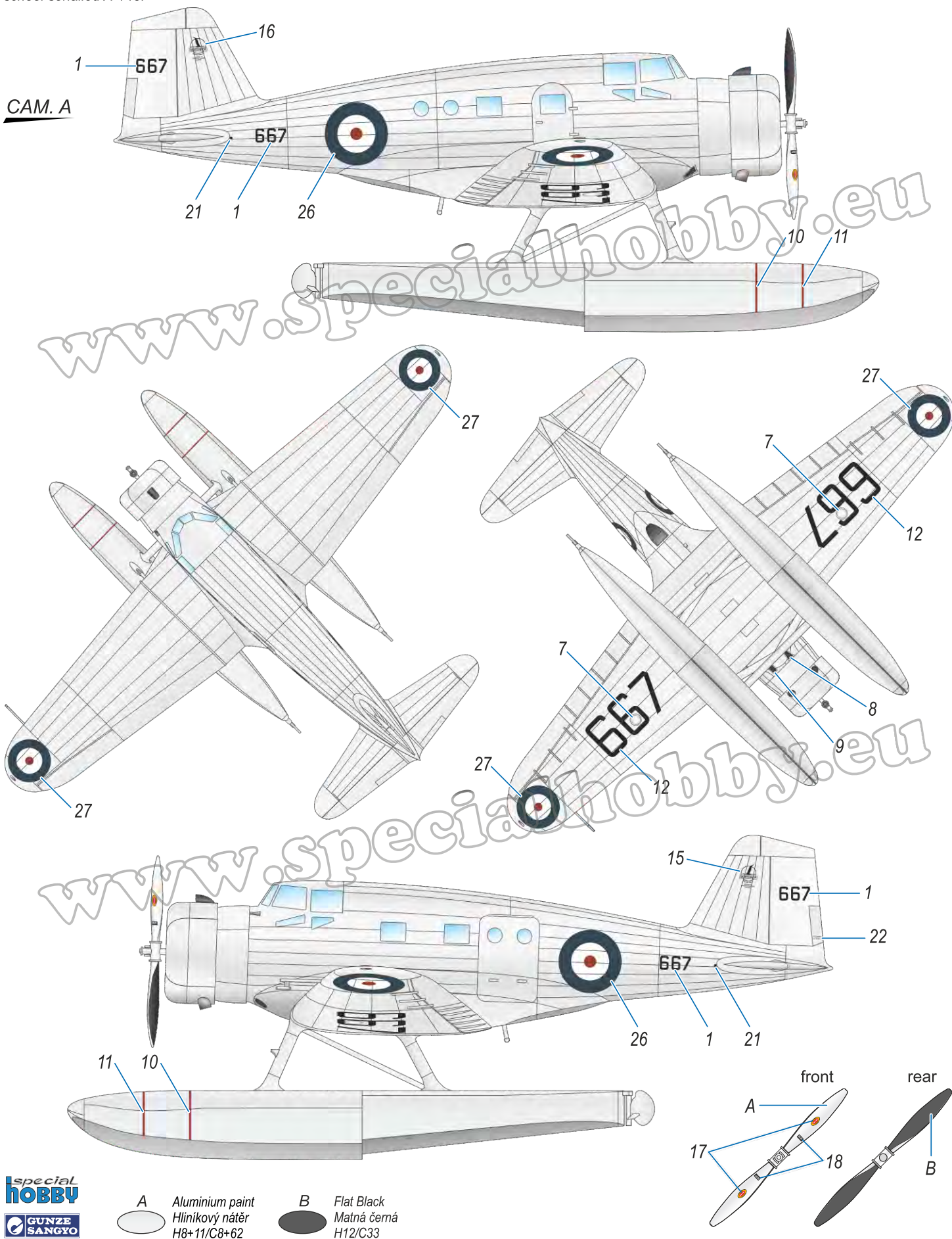
VERSION WITH SKIS  
camo C/D





Canadian Vickers Delta Mk.I/II/III, No.667, the first Delta to be manufactured in Canada. Accepted by the RCAF on 1 September 1936, on floats and transferred to No.6 (GP) detachment, No.8 (GP, later BR) Sqn, Rockcliffe, Ottawa. In the winter of 1937-38, the machine was rebuilt to Mk.II standard and later that year it was also fitted with a redesigned tail fin, thus becoming a Mk.III version aircraft. On 27 April 1941, it was taken on strength of 120 (BR) Sqn at Patricia Bay and finished its career in the ground crew training school serialised A-143.

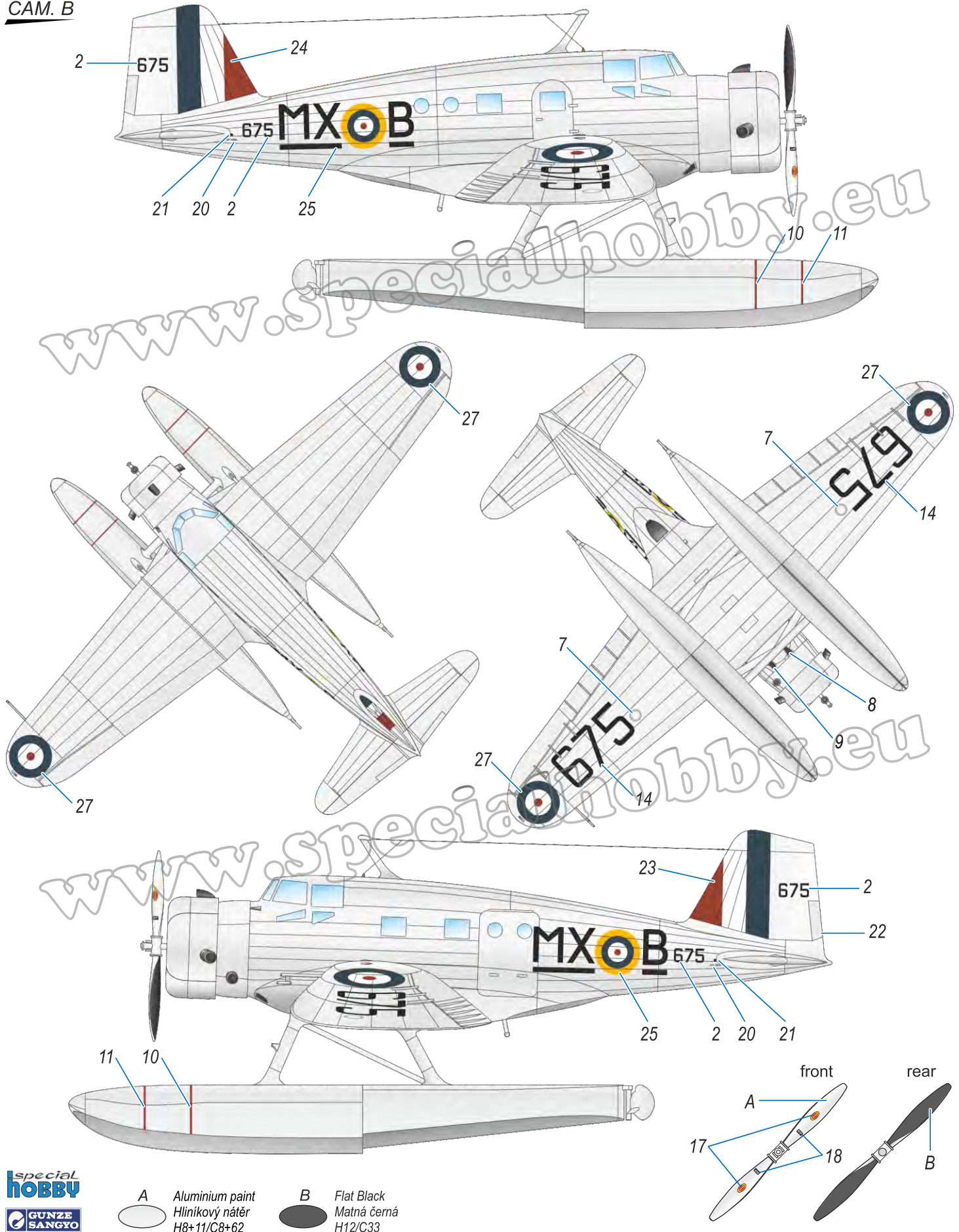
Canadian Vickers Delta Mk.I/II/III, No.667, první Delta vyrobená v Kanadě. Přijata do stavu RCAF 1. září 1936 vybavená plováky a předána No.6 (GP) detachment, No.8 (GP) Sqn v Rockcliffe, Ottawa. V zimě 37-38 přestavěná do standardu verze Mk.II, později v roce 1938 dostala i větší SOP a stala se verzí Mk.III. 27. dubna 1941 byla předána 120 (BR) Sqn v Patricia Bay a kariéru zakončila jako A-143 ve škole pozemního personálu.



Canadian Vickers Delta Mk.II, No.675. Equipped with a pair of floats and with fuselage code MX-B, it was operated by No.120 (BR) Sqn., Western Air Command, RCAF at Sea Island in British Columbia. Took part in the first operational sortie of the squadron. Later on handed over to No.12 (Comm) Sqn based at RCAF Station Rockcliffe.

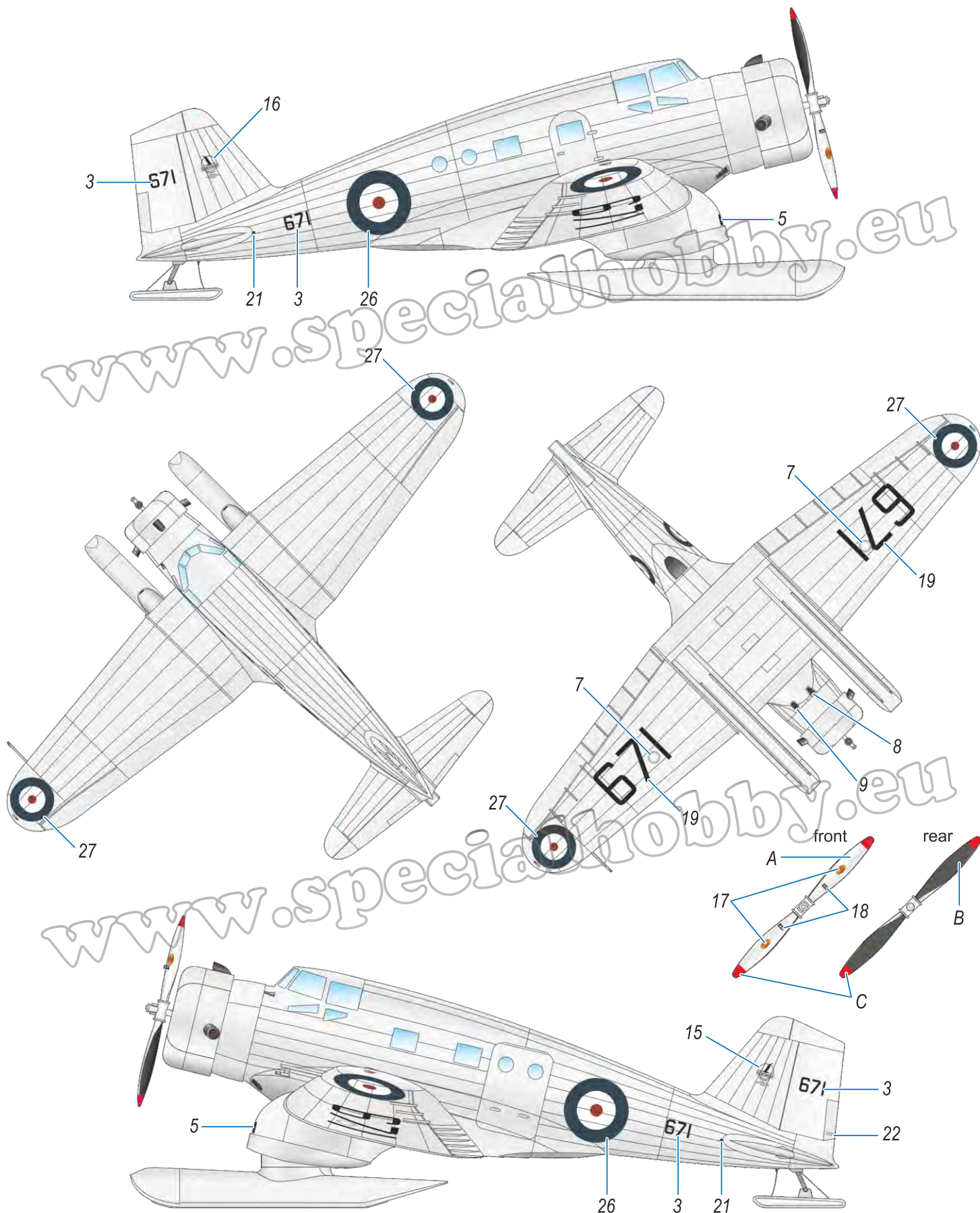
Canadian Vickers Delta Mk.II, No.675. Létala, vybavena plováky, s kódem MX-B ve stavu No.120 (BR) Sqn., Western Air Command, RCAF Sea Island v Britské Kolumbii. Zúčastnila se prvního operačního letu této squadrony. Později byla předána No.12 (Comm) Sqn., RCAF Station Rockcliffe.

**CAM. B**



- |   |   |   |                                      |
|---|---|---|--------------------------------------|
| A | Aluminium paint<br>Hliníkový nátěr<br>H8+11/C8+62 | B | Flat Black<br>Matná černá<br>H12/C33 |
|---|---|---|--------------------------------------|

**CAM. C**

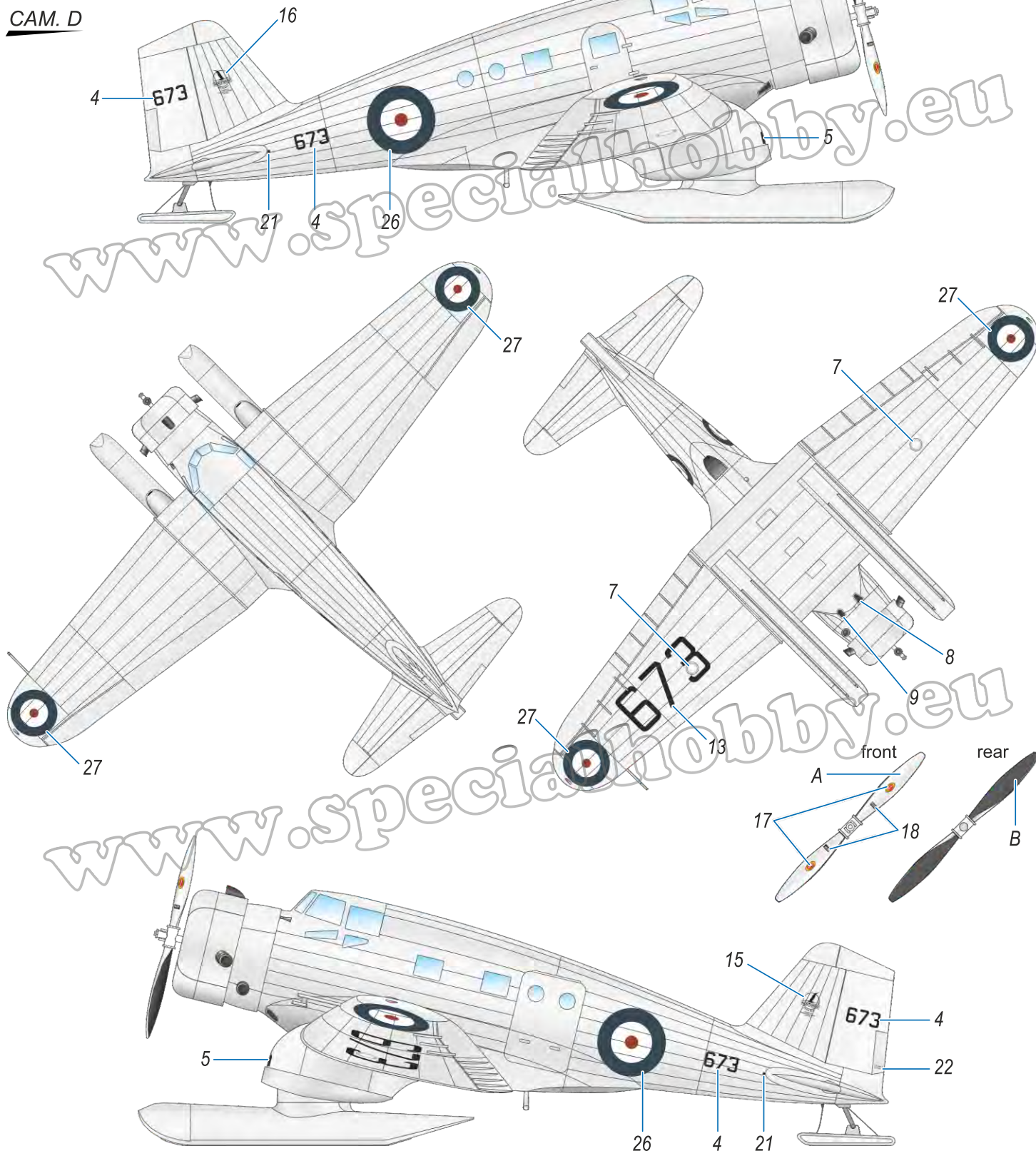


- |   |  |   |
|---|--|---|
| <p><b>A</b> Aluminium paint<br/>Hliníkový nátěr<br/>H8+11/C8+62</p> | <p><b>B</b> Flat Black<br/>Matná černá<br/>H12/C33</p> | <p><b>C</b> Red<br/>Červená<br/>H3/C3</p> |
|---|--|---|

Canadian Vickers Delta Mk.II, No.673 was flown, fitted with skis, by personnel of No.3 (GP) Detachment of No.8 (GP) Sqn. in April 1939. Shortly before the outbreak of WW2, on 24 August 1939 the squadron moved to Sydney in Nova Scotia. During the flight to the new base, Delta No.673 with the crew of W/O James Egerton Doan a Cpl David Alexander Renni suffered an engine failure and had to make a forced landing at Lac Mégantic where the engine trouble was fixed. On 14 September 1939, the crew took off to Sydney, never to arrive there eventually. The wreck of their aircraft, found only in 1958 with not a trace of the crew, is now in the storage of the Canada Aviation and Space Museum in Ottawa. W/O Doan a Cpl Renni became the first of many RCAF casualties of WW2 to die on Canadian soil.

Canadian Vickers Delta Mk.II, No.673, létala, vybavena lyžovým podvozkom, ve stavu No.3 (GP) Detachmentu, No.8 (GP) Sqn., duben 1939. V předvečer vypuknutí druhé světové války, 24. 8. 1939 byla No.8 Sqn. přesunuta do Sydney, Nova Scotia. Při přesunu letadel měla Delta No.673 s osádkou W/O James Egerton Doan a Cpl David Alexander Renni potíže s motorem a musela nouzově přistát. Ty byly odstaněny v Lac Mégantic. Delta No.673 odstartovala 14. září 1939 k letu do Sydney. Nikdy nedoletěla. Vrak letadla, nyní uložený v Canada Aviation and Space Museum, byl nalezen až v roce 1958, beze stop po osádce. W/O Doan a Cpl Renni se stali prvními z mnoha letců RCAF, kteří zahynuli za druhé světové války na území Kanady.

**CAM. D**



- |   |   |   |                                      |
|---|---|---|--------------------------------------|
| A | Aluminium paint<br>Hliníkový nátěr<br>H8+11/C8+62 | B | Flat Black<br>Matná černá<br>H12/C33 |
|---|---|---|--------------------------------------|