



1:72 de Havilland Mosquito B.XVI/B.35/TT.35

A04070 SCALE MODEL CONSTRUCTION KIT | Wingspan: 229mm Fuselage Length: 174mm | Three Decal Schemes Included

EN From 1944, the de Havilland Mosquito B.XVI was delivered to front line squadrons. The B.XVI was a development of the earlier B.IX variant, but a new pressurised cabin had been incorporated so the aircraft could operate at high altitude. Although it was unarmed, the B.XVI could carry a 3,000lb bomb load. Not long after the start of B.XVI production, modifications were incorporated on the production line to allow a 4,000lb 'Cookie' or blockbuster bomb to be carried internally, a weapon which possessed devastating destructive capability. Combining the power of these fearsome weapons with the legendary speed and bombing accuracy associated with Mosquito operations allowed Bomber Command to keep the pressure on the enemy throughout the latter stages of WWII.

By this time, with its first test flight on 12 March 1945, the last bomber version of the Mosquito, B.35, was at an advanced stage of development. Powered by the Merlin 113/114 engine, the war ended before the B.35 entered service. However, it had a long career with the post-war RAF, serving operationally until early 1954. When the RAF's new jet-powered replacement for the Mosquito, the English Electric Canberra was introduced to service in May 1951, the Mosquito B.35 was relegated from frontline operations and many B.35s continued to operate in secondary roles after conversion to target tugs. These conversions were undertaken

by Northamptonshire-based Brooklands Aviation Ltd and called TT.35s. These remained in service with Civilian Anti Aircraft Cooperation Units (CAACU) until the last one was retired in May 1963. The TT.35's target-towing system consisted of a wind-driven ML Type G winch with 6,000ft of non-twisting steel cable towing a fabric target drogue.

Specification

Maximum Speed: 415 mph (668 km/h)

Range: 1,300 miles (2,100 km)

Wingspan: 54ft 2 in (16.51m)

Length: 44 ft 6 in (13.56 m)

Armament: Maximum 4,000 lbs (1,800 kgs) of bombs

FR À partir de 1944, le de Havilland Mosquito B.XVI a été livré aux escadrons de première ligne. Le B.XVI était une évolution de la version précédente B.IX, mais une nouvelle cabine pressurisée avait été intégrée afin que l'avion puisse opérer à haute altitude. Bien que non armé, le B.XVI pouvait transporter 1 360 kg de bombes. Peu de temps après le début de la production du B.XVI, des modifications ont été apportées à la chaîne de production pour permettre l'emport d'une bombe « Cookie » ou « Blockbuster » de 1 800 kg, une arme d'une capacité de destruction dévastatrice. En combinant la puissance de ces redoutables bombes avec la vitesse et la précision légendaires dont faisaient preuve les Mosquito, le Bomber Command a pu maintenir la pression sur l'ennemi pendant toutes les dernières étapes de la Seconde Guerre mondiale.

À cette époque, avec son premier vol d'essai le 12 mars 1945, la dernière version bombardier du Mosquito, le B.35 était à un stade avancé de développement. Propulsé par le moteur Merlin 113/114, le B.35 n'est pas entré en service avant la fin de la guerre. Il a cependant connu une longue carrière au sein de la RAF d'après-guerre, servant dans des missions opérationnelles jusqu'au début de l'année 1954.

Lorsque le nouveau chasseur à réaction de la RAF remplaçant le Mosquito, l'English Electric Canberra, a été mis en service en mai 1951, le Mosquito B.35 a été retiré des opérations de première ligne et de nombreux

B.35 ont continué à opérer dans des rôles secondaires après avoir été transformés en remorqueurs de cibles. Ces conversions ont été effectuées par la société Brooklands Aviation Ltd, basée à Northamptonshire, et appelées TT.35s. Ces versions sont restées en service dans des unités civiles de coopération antiaérienne (CAACU) jusqu'à ce que le dernier TT.35s soit retiré du service en mai 1963. Le système de remorquage de cibles du TT.35 consistait en un treuil ML Type G entraîné par le vent avec 1 830 m de câble en acier non torsadé remorquant une cible tractée en tissu.

Spécification:

Vitesse maximale: 668 km/h

Autonomie: 2100 km

Envergure: 16,51 m

Longueur: 13,56 m

Armement: 1 800 kg de bombes maximum

DE Die de Havilland Mosquito B.XVI wurde ab 1944 an Frontliniengeschwader der RAF geliefert. Ihre Entwicklung basierte auf der früheren Variante B.IX, war jedoch mit dem Einbau einer neuen Druckkabine für den Einsatz in großen Höhen ertüchtigt worden. Obwohl die B.XVI unbewaffnet war, konnte sie eine Bombenlast von nahezu 1360 kg aufnehmen. Bald nachdem die B.XVI in die Produktion gegangen war, wurde die Serienfertigung so umgerüstet, dass sie im Rumpf eine 1800 kg wiegende Luftmine tragen konnten – eine Sprengbombe, die verheerende Schäden anrichtete. Der Einsatz dieser fürchterlichen Waffen in Verbindung mit der legendär gewordenen Geschwindigkeit und Abwurfgenauigkeit der Mosquito setzte das Bomber Command instand, den Gegner in der Endphase des Zweiten Weltkriegs gewaltig unter Druck zu halten.

Zu diesem Zeitpunkt war die letzte Bomberausführung der Mosquito B.35 bereits auf einer hohen Entwicklungsstufe, wobei ihr erster Testflug am 12. März 1945 stattfand. Die mit einem Motor vom Typ Merlin 113/114 angetriebene B.35 konnte erst in den Dienst übernommen werden, als der Krieg schon zu Ende gegangen war. Sie wurde jedoch in der Nachkriegszeit von der RAF jahrelang erfolgreich eingesetzt, bis sie 1954 aus dem operativen Dienst gezogen wurde.

Als im Mai 1951 die neue düsengetriebene English Electric Canberra die Nachfolge für die Mosquito übernahm, wurde die B.35 von Frontlinieneinsätzen abgezogen. Viele B.35-Maschinen wurden jedoch weiterhin zu

sekundären Aufgaben eingesetzt, nachdem sie zu Zielschleppflugzeugen umgerüstet worden waren. Die von der in Northamptonshire beheimateten Firma Brooklands Aviation Ltd umgerüsteten Flugzeuge wurden als TT.35 bezeichnet. Sie wurden dann von den zivilen Flugabwehr-Kooperationseinheiten (Civilian Anti Aircraft Cooperation Units – CAACU) verwendet, bis das letzte Flugzeug im Mai 1963 aus dem Dienst gezogen wurde. Die Schleppausrüstung der TT.35 umfasste eine Seilwinde vom Typ ML G, die an einem 1830 m langen drallfreien Stahlkabel ein Stoff-Zielbanner trug.

Spezifikation:

Höchstgeschwindigkeit: 668 km/h

Reichweite: 2100 km

Spannweite: 16,51 m

Länge: 13,56 m

Bewaffnung: Maximal 1800 kg Bomben

Airfix would like to thank the RAF Museum and Ian Thirkor for their help with the development of this model.

**HORNBY
HOBBIES**

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.

UK
CA CE

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 A partir de 1944, el de Havilland Mosquito B.XVI fue entregado a los escuadrones de primera línea: El B.XVI, un avance de la versión anterior B.IX, incorporaba una nueva cabina presurizada que permitía a la aeronave operar a gran altitud. Aunque carecía de armamento, el B.XVI podía transportar hasta de 1360 kg de bombas. Poco después de comenzar la producción del B.XVI, se introdujeron modificaciones en la línea de montaje para permitir que el avión transportara internamente una bomba de 1800 kg «Cookie» o blockbuster, un arma de devastadora capacidad destructiva. La combinación de la potencia de estas temibles armas con la legendaria velocidad y precisión en el bombardeo asociada con las operaciones del Mosquito permitió al mundo de bombarderos mantener la presión sobre el enemigo durante los últimos estadios de la Segunda Guerra Mundial. En ese momento, con su primer vuelo de prueba el 12 de marzo de 1945, la última versión bombardero del Mosquito, el B.35, se encontraba en una fase avanzada de desarrollo. Equipado con motores Merlin 113/114, la guerra terminó antes de que el B.35 llegara a entrar en servicio. No obstante, tuvo una larga trayectoria en la RAF de posguerra, permaneciendo en servicio operativo hasta principios de 1954. Con la entrada en servicio del English Electric Canberra, el nuevo bombardero a reacción de la RAF, en mayo de 1951, el Mosquito B.35 fue retirado de las unidades de primera línea, aunque muchos ejemplares continuaron en activo en funciones secundarias tras ser convertidos en remolcadores de blancos. Estas conversiones fueron realizadas por Brooklands Aviation Ltd, con sede en Northamptonshire, y se llamaron TT.35. Estos aviones continuaron en servicio con las Unidades Civiles de Cooperación Antiaérea (CAACU) hasta la retirada del último ejemplar en mayo de 1963. El sistema de remolque de blancos del TT.35 incluía un cabrestante ML Tipo G, accionado por el viento, que desplegaba 1830 m de cable de acero antitorción para arrastrar un blanco de tela.

Especificación:

Velocidad máxima: 668 km/h

Autonomía: 2100 km

Envergadura: 16,51 m

Longitud: 13,56 m

Armamento: Hasta 1800 kg de bombas

konverterats till målbgserare. Dessa konverteringar utfördes av Brooklands Aviation Ltd i Northamptonshire och fick namnet TT.35. De blev kvar i tjänst med Civilian Anti Aircraft Cooperation Units (CAACU) och den sista tugs ut drift i maj 1963. Målbgseringssystemet som TT.35 fick bestod av en vinddriven ML-vinsch av typ G med en 1 830 meter lång otvinnad stålkel som drog ett drivankare i tyg.

Spekifikation:

Maximal hastighet: 668 km/h

Räckvidd: 2100 km

Spännvidd: 16,54 m

Längd: 13,56 m

Bestyckning: Max. 1 800 kg bomber

SV Från och med 1944 levererades de Havilland Mosquito B.XVI till divisionerna längs fronten. B.XVI var en utveckling av den tidigare B.IX, men den fick en ny trycksatt kabin som gjorde att flygplanet kunde flygas på hög höjd. B.XVI var oöppnat, men den kunde frakta en bomblast på 1 360 kg. Kort efter att B.XVI började produceras började modifieringar introduceras i produktionslinjen, så att en 1 800 kg tung "Cookie" eller Blockbuster-bomb kunde fraktas inuti flygplanet, en bomb som hade en förödande skadegörelsekapacitet. Genom att kombinera de fruktansvärda vapnets kapacitet med den legendariska hastigheten samt bombningsprecisionen som var förknippad med Mosquitos räder kunde bombflyget hålla fienden stängd under Andra världskrigets senare faser. Den första testflygningen ägde rum den 12 mars 1945 och vid det här laget hade den senaste bombplansversionen av Mosquito, B.35, nått ett långt framskridet utvecklingsstadium. Planet hade en Merlin 113/114-motor, men kriget tog slut innan B.35 togs i tjänst. Den fick dock en lång karriär inom RAF efter kriget och användes en bit in på år 1954. När RAF:s nya jetdrivna ersättare till Mosquito, den engelska Electric Canberra började användas i maj 1951 försvann Mosquito från uppdrag på frontlinjen och många B.35-plan användes fortfarande i sekundära roller efter att ha

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. Raspar 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 färdiga dekalerna genom att klippa ark, doppa i varmt vatten några sekunder och låta 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.

PL Przed przystąpieniem do sklejania przestudiuj uważnie rysunki i przećwicz składanie części. Ostrożnie zeskrob ze sklejanych powierzchni farbę. Wszystkie części są ponumerowane. Drobne części pomaluj przed ich złożeniem. Celem przeniesienia kalkomanii wytnij ją z arkusza, zanurz na kilka sekund w letniej wodzie i zsuń z podłoża na wymaganą miejscę. Używaj w połączeniu ze wzorami na pudełku. W związku z obecnością wielu drobnych, rozbiernych 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 Estudar atentamente os desenhos e experimentar a montagem. Raspar 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.

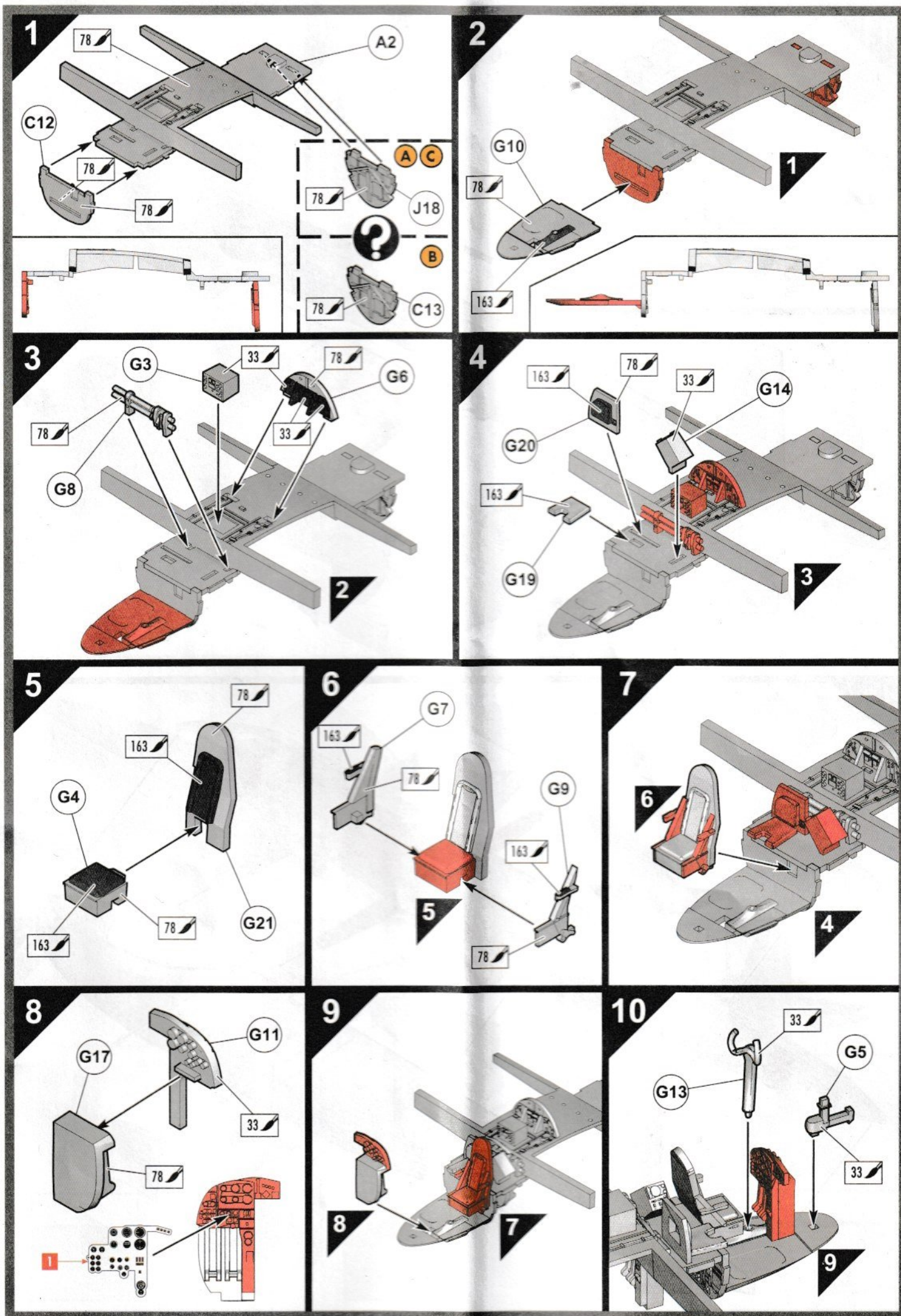
EL Μελετήστε προσεκτικά τα σχέδια και συναρμολογήστε για πρώτη φορά τα κομμάτια χωρίς να τα συγκολλήσετε. Αφαιρέστε επιμελώς την πλαστική βαφή από τις επιφάνειες τις οποίες θα συγκολλήσετε. Όλα τα κομμάτια είναι αριθμημένα. Χρωματίστε τα μικρά κομμάτια πριν από τη συναρμολόγηση. Για να κολλήσετε τις χαλκομανίες, κόψετε κύρω 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. Αδείτε υπόψη σας ταυτόχρονα την εικονογράφηση που κοιτούσε. 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 liimattavilta pinnolta. Kaikki osat on numeroitu. Maalaa pienet osat ennen kokoamista. Siirtokuvien kiinnittämisksi leikkaa ne arkista tarpeen mukaan. Kasta kuiva lämpimään veteen muutaman sekunnin ajaksi, anna takapuolen liukua kovalle osoitettuun kohtaan. Käytetään yhdessä laatikon kuvituksen kanssa. Ei suositella alle kolmivuotiaille lapsille. Paljon irrotettavia pikkusasia.

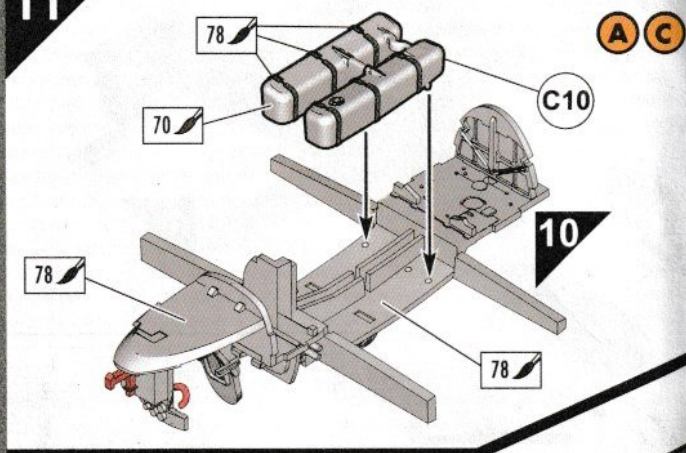
DA Studér tegningerne nøje og forsøg at sætte delene sammen, inden de klæbes sammen. Skrab forsigtigt malingen af de overflader, der skal klæbes sammen. Alle dele er nummererede. Små dele skal males, før de monteres. Overførselsbillederne påføres ved at klippe dem af arket, som påkrævet, dyppe dem i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

ASSEMBLY ICON INSTRUCTIONS

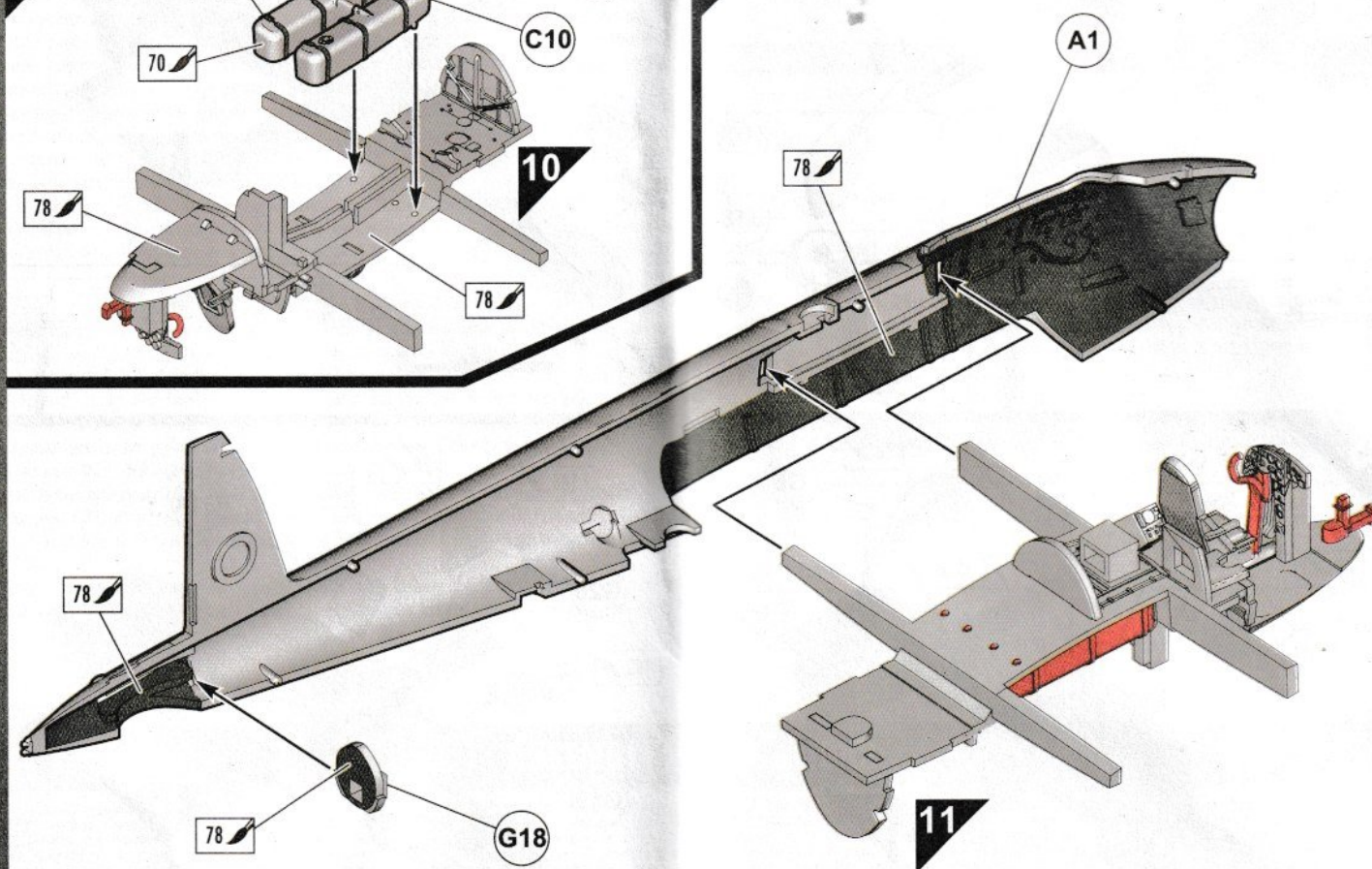
1	Assembly phase Phase de montage Montagephase Fase de montaje Monteringsfasen Fase di montaggio Montagefase Fase de montagem Monteringsfasen Kokoomisvaihe Faza składowania Φάση συναρμολόγησης	A1	Cement Coller Kleben Pegar Limma Incollare Lijmen Colar Kleäbes Limaa Kleić Συγκολλήστε		Do not cement together No pas colle Nicht kleben Niet pegan Limma inte Non incollare Niet lijmen Näo colar Skal ikke klæbes Älä liimaa Nie kleić Μη συγκολλήσετε		Indicates final location Indique l'emplacement final Zeigt Endposition Indica la ubicación definitiva Anger sumonteriäpaits Sede di montaggio finale Geeft uiteindelijke locatie aan ? Indica localizația final Viser endelig placering Osoittaja lopullisen sijainnin Oznacza miejsce docelowe Υποδεικνύει τελική τοποθεσία		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 Pec(a)s alternativ(a)s furnecida(s) Alternativ(e) del(e) medfølger Vaihtoehtoiset osat pakkauskassa Dostępne części zamiennie Παρέχονται εναλλακτικά κομμάτια		Repeat this operation Répéter l'opération Vorgang wiederholen Repètir la operación Upprepa åtgärden Ripetere l'operazione De verrichting herhalen Repètir a operação Manavren gentages Toista toimenpide Powtórzyć operację Επανάλαβε τη διαδικασία		
1	Decals Dcalcomanias Abziehbild Calcomanias Dekaler Decalcomanie Stickers Decalcomania Billedoverføring Siirtokuvat Kalkomania Χαλκομανίες	A1	Crystal part Pièce cristal Kristallteil Pieza de cristal Kristallidel Pezzo cristallo Kristallen onderdeel Peça de cristal Kryształowy Krystalliossa Część kryształowa Κομμάτι κρυστάλλου		Weight Lester Beschweren Lastrar Belasta Applicare un peso Verzwaren Lastrar Påfør vægt Aseta vastapaino Obciążyć balastem Επιθέστε βάρος		Remove by filing Enlever avec une lime Abfeilen Eliminar con lima Ta bort genom att fila Verwijderen door afvlijen Remove limando Fjern ved at file væk Poista villamalla Usunąć przy użyciu pilnika Αφαιρέστε λιμνώντας με λίμα		Drill or pierce Percer Durchbohren Perforar Borra Trapanare o forare Boren of doorboren Furar Gennembor Poraai tai puhkaise Wywiercić lub przedziurawić Τρυπήστε		Cut Découper Schneiden Cortar Skär Tagliare Snijden Cortar Skær Leikkaa Przeziąć Κόψτε		Humbrol paint number No peinture Humbrol Humbrol-Farbnnummer No de pintura Humbrol Humbrol färg nummer No vernice Humbrol Humbrol verfnummer No de pintura Humbrol Humbrol malingnummer Humbrol-maalin numero Nr farby Humbrol Νούμερο χρώματος Humbrol



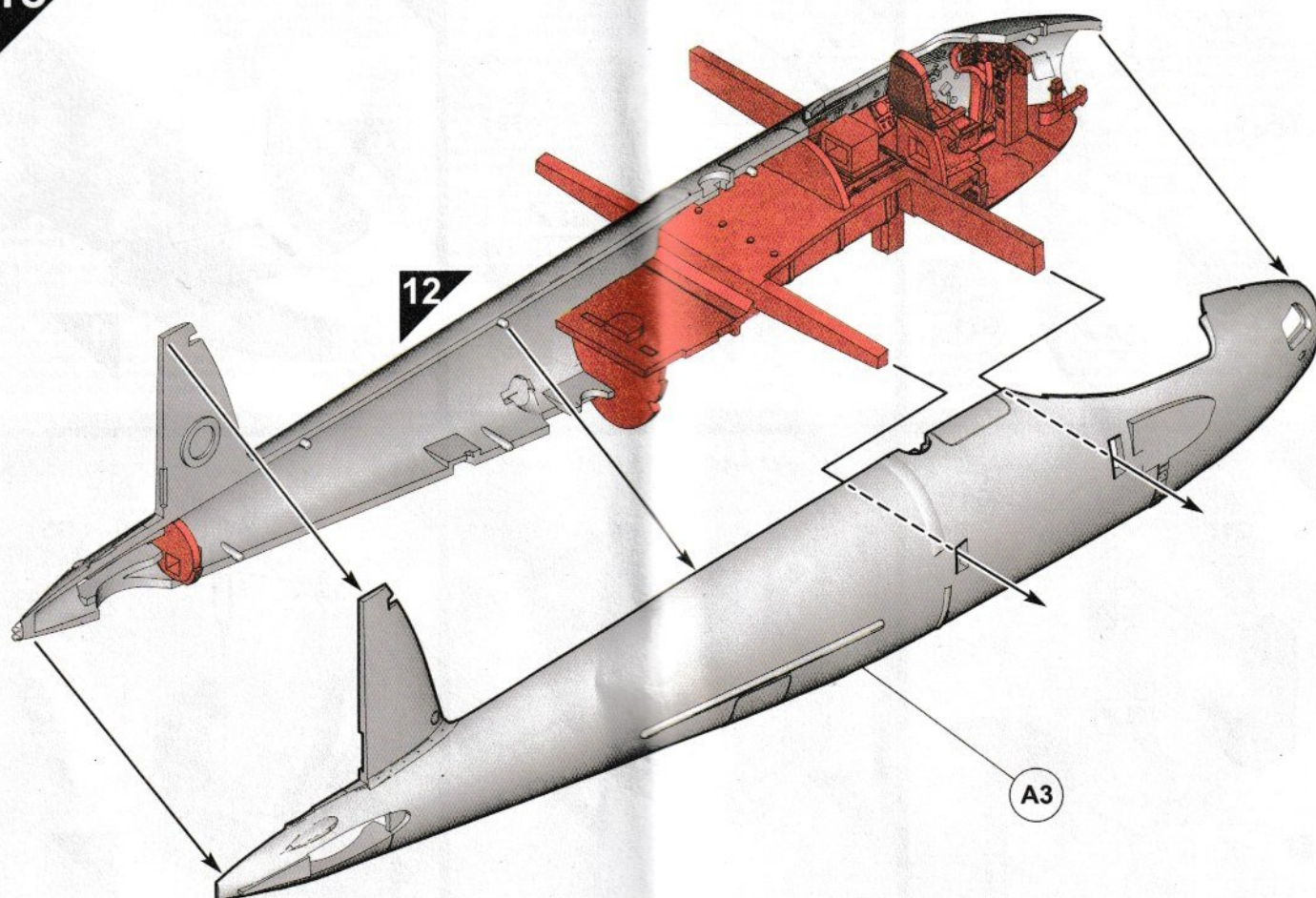
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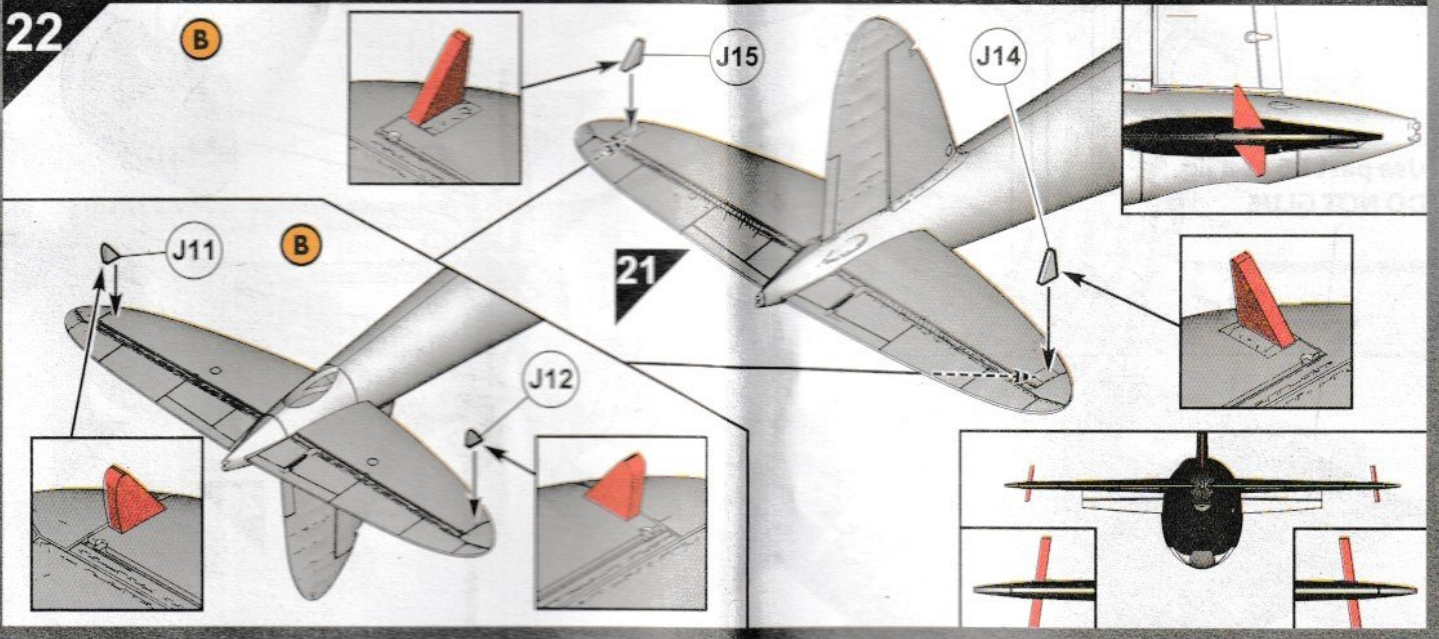
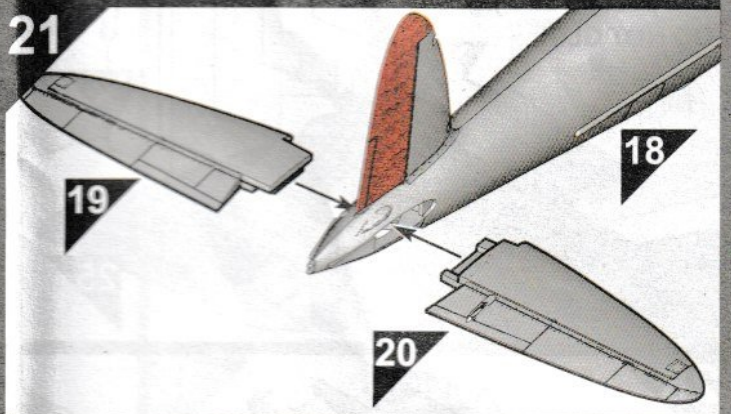
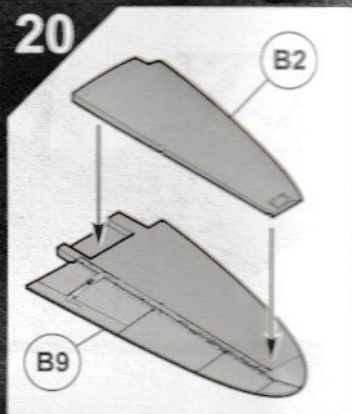
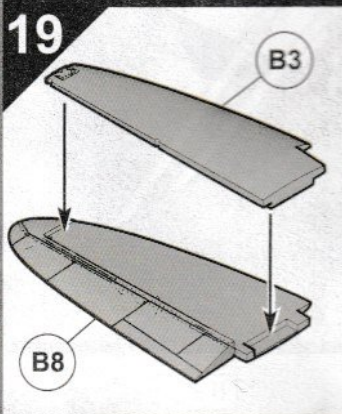
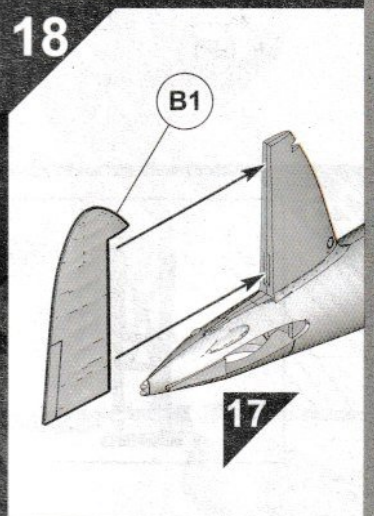
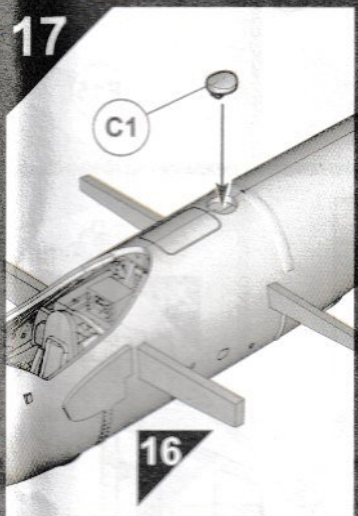
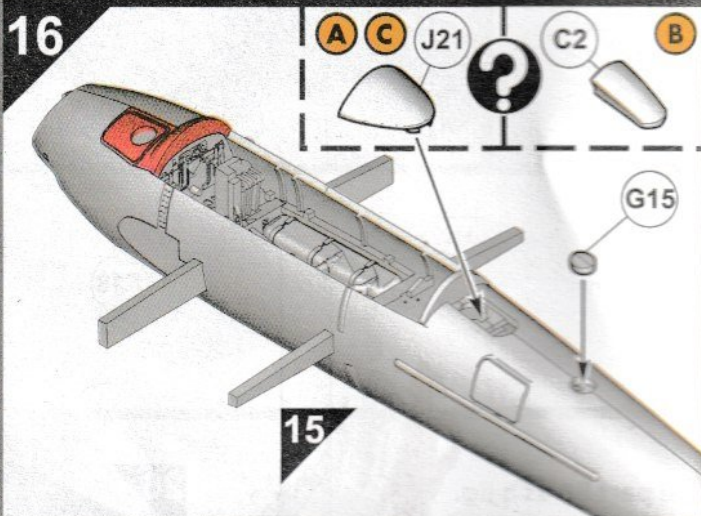
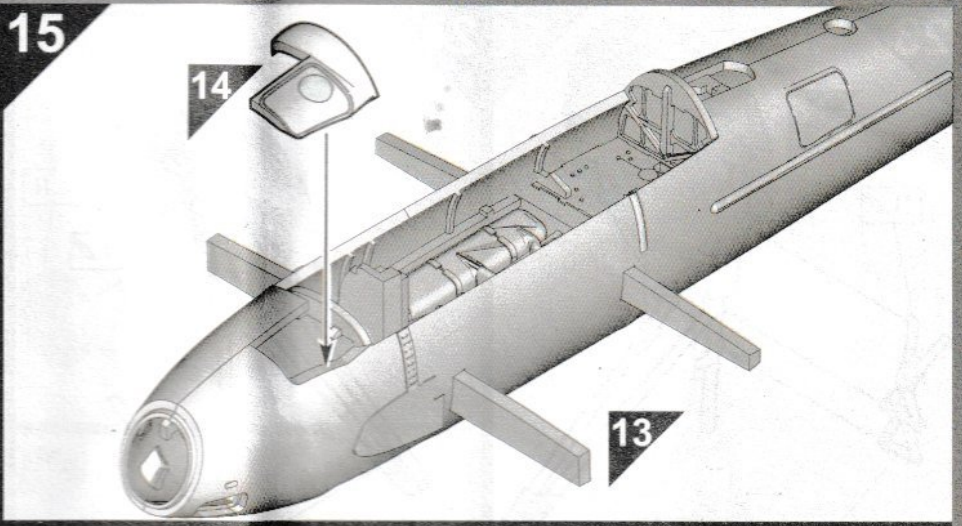
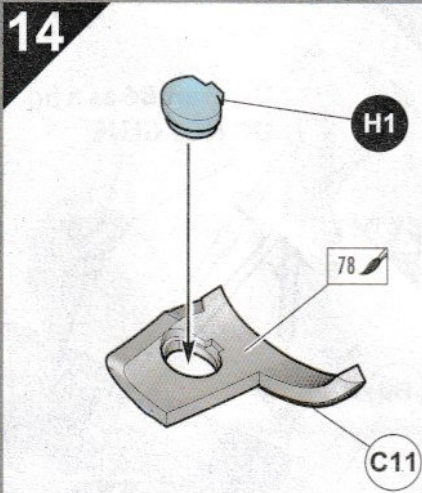


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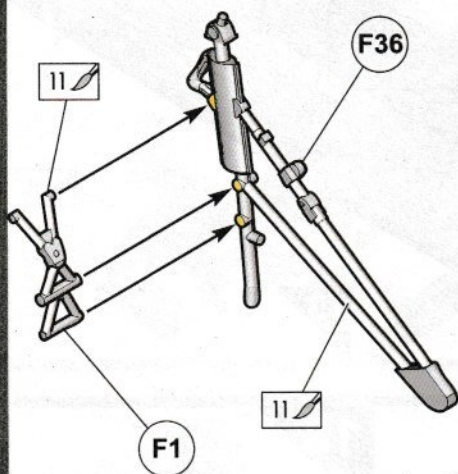


13

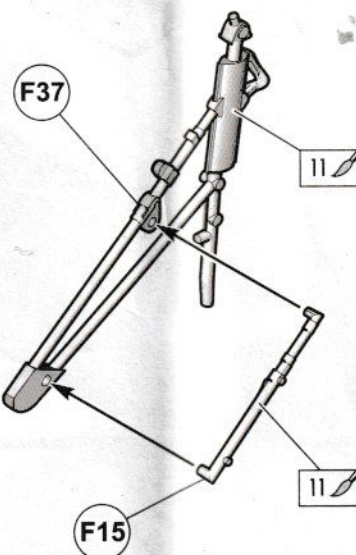




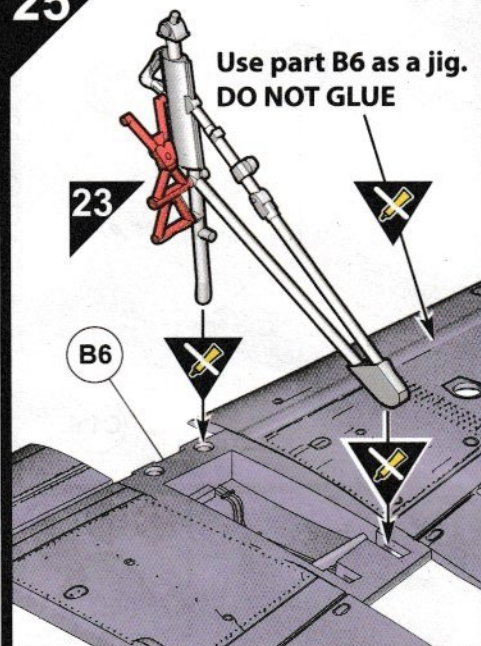
23



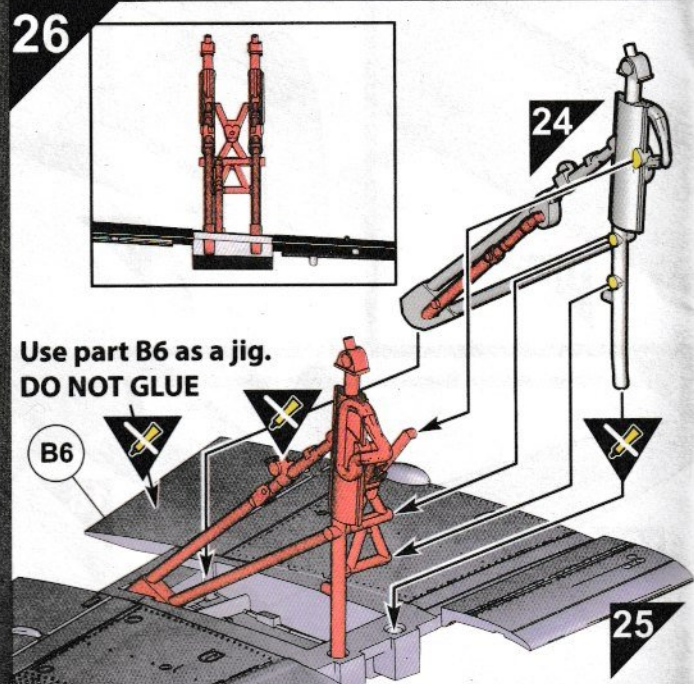
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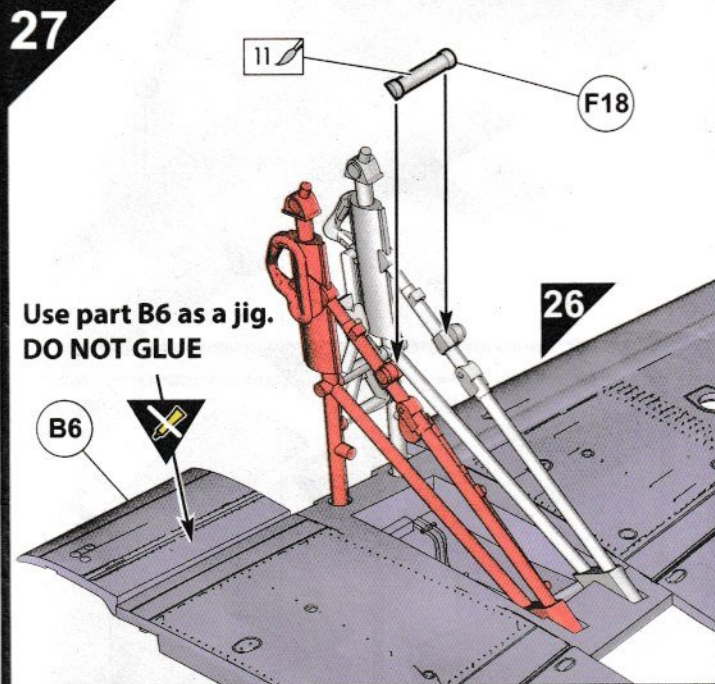
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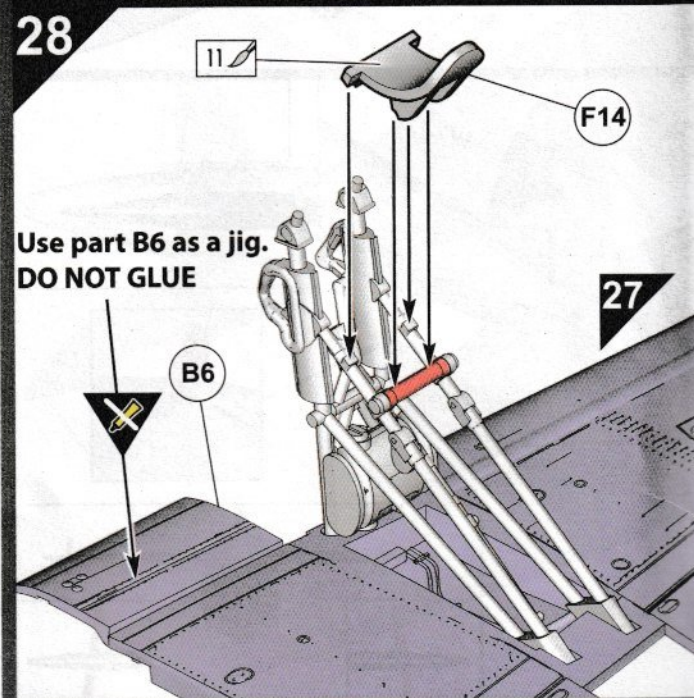
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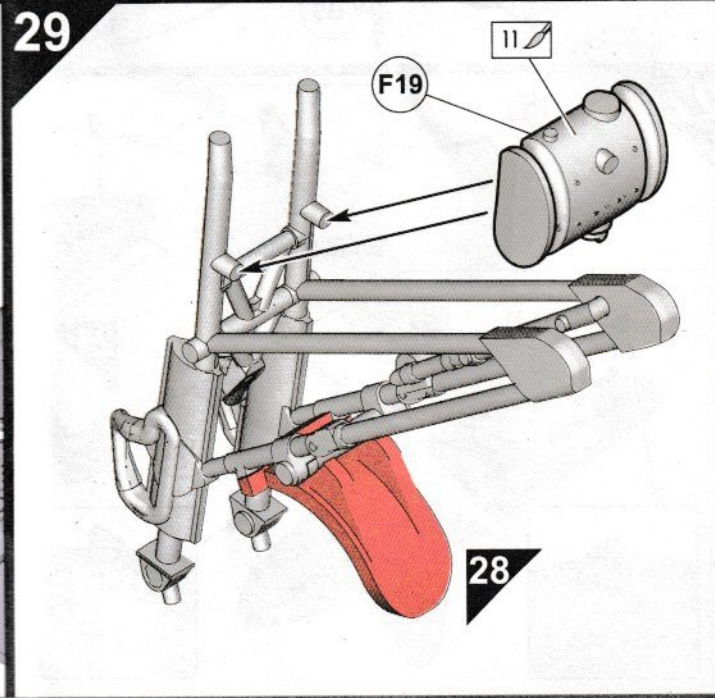
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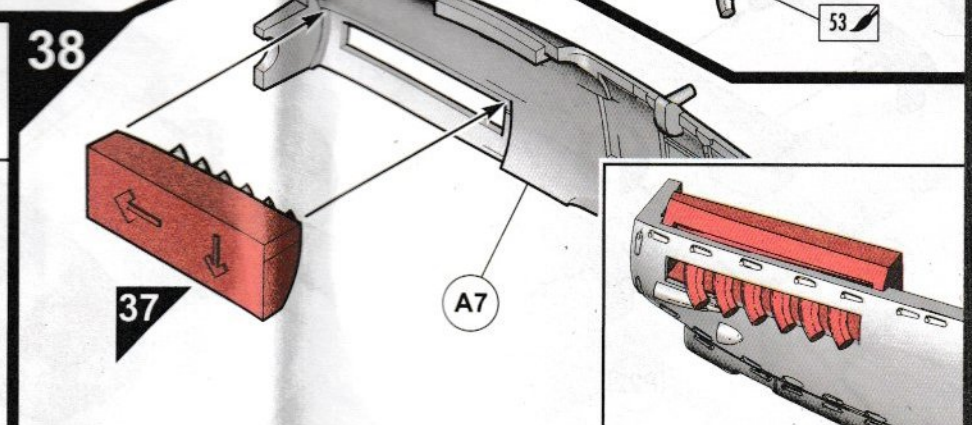
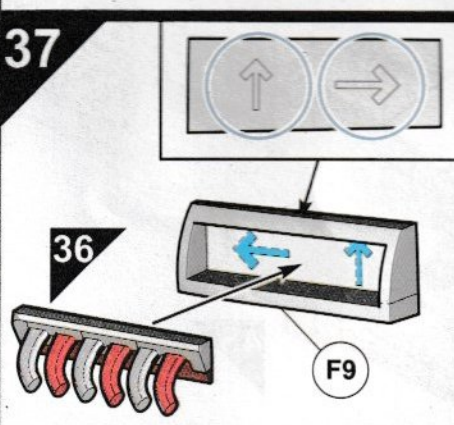
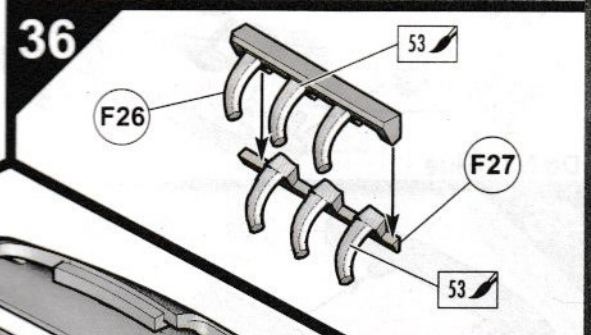
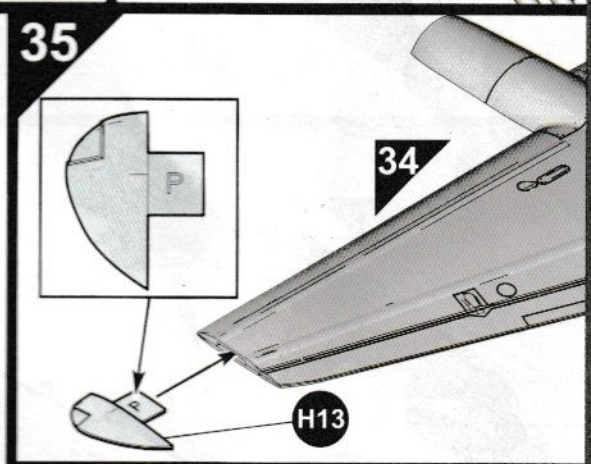
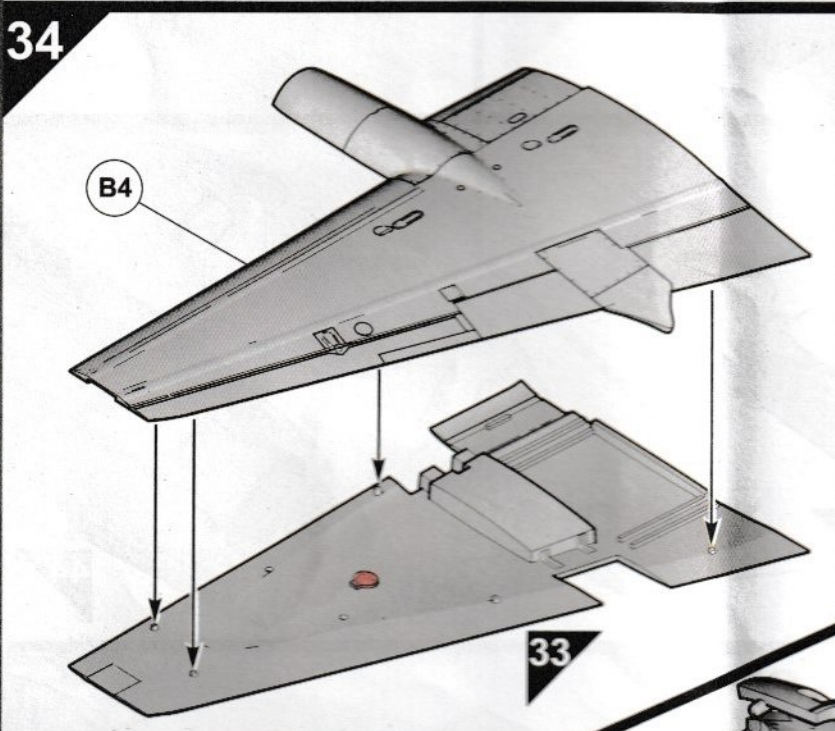
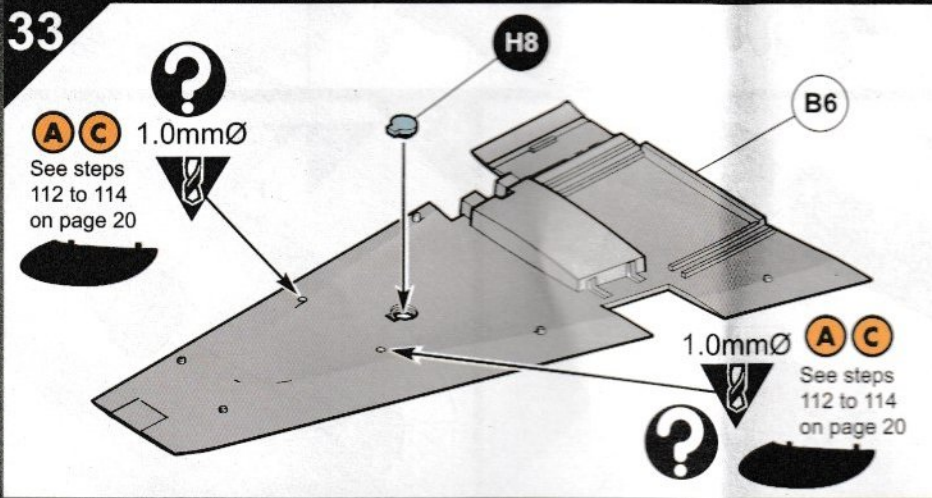
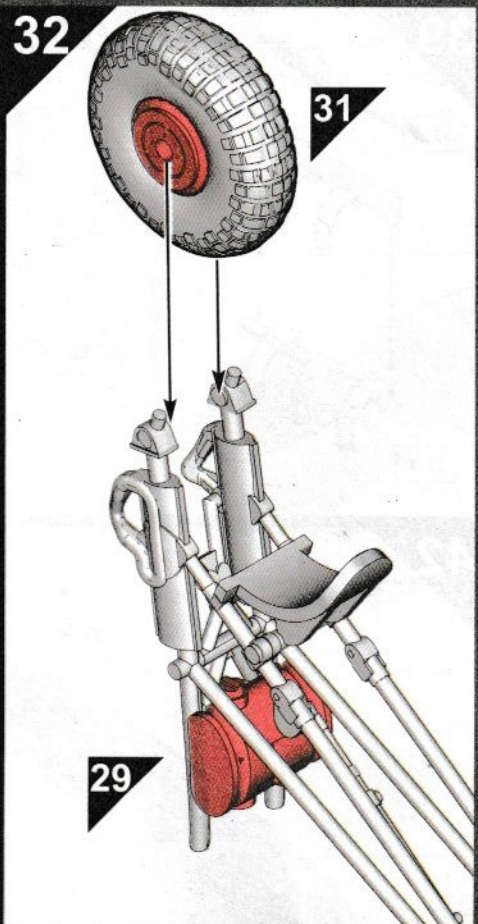
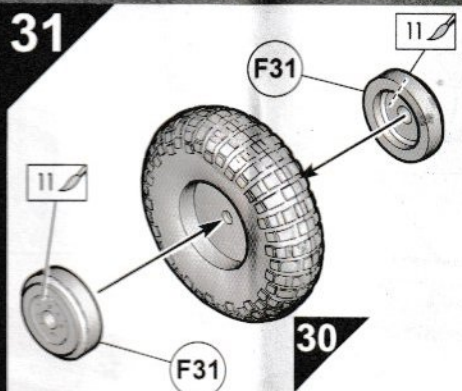
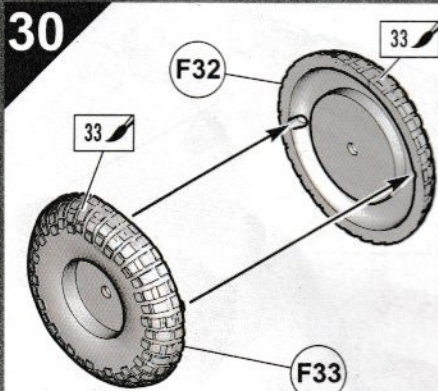


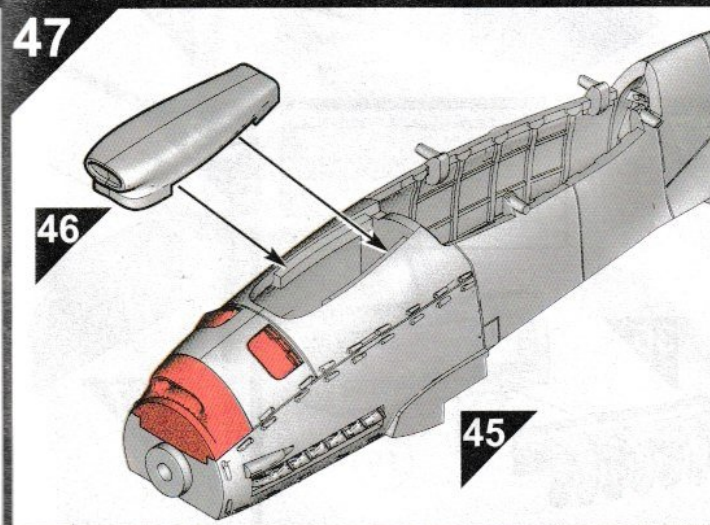
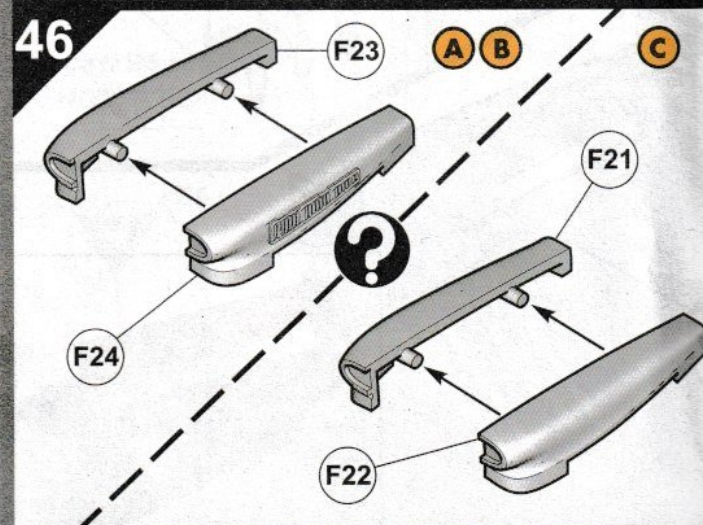
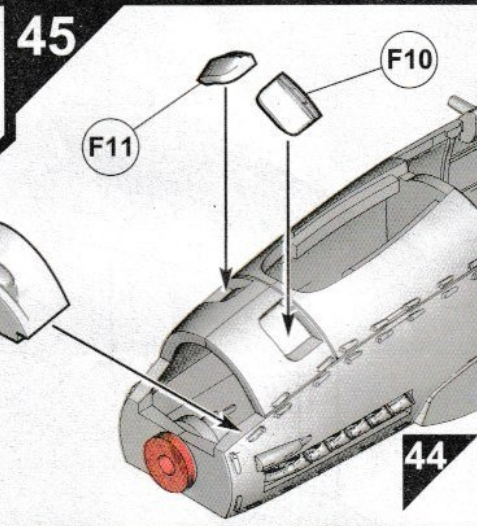
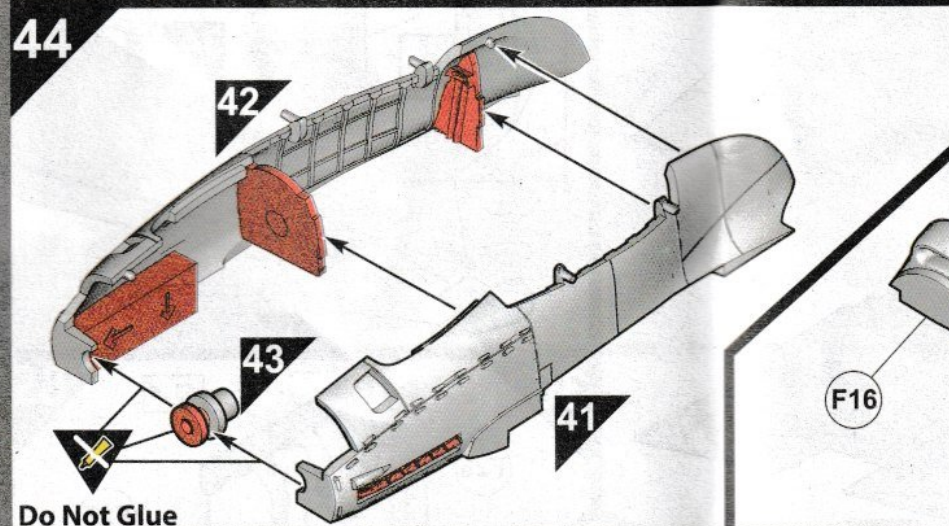
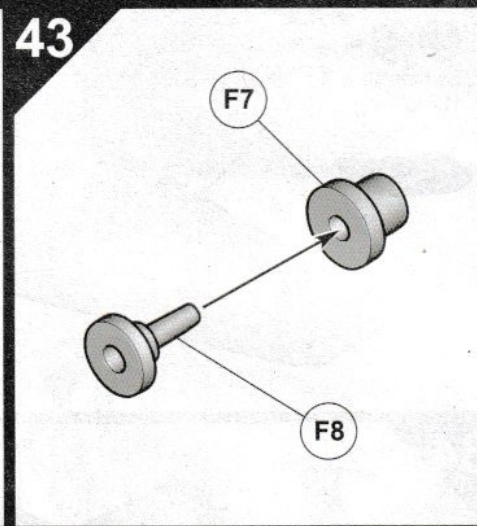
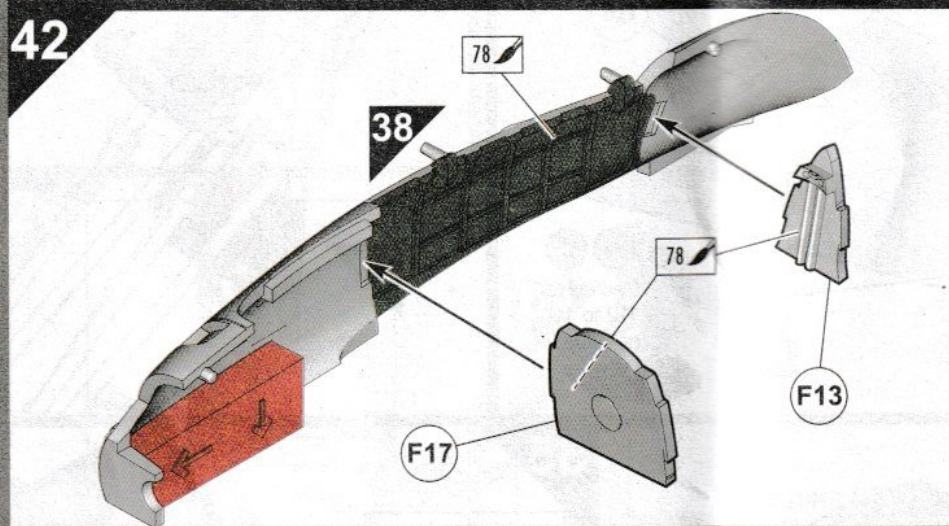
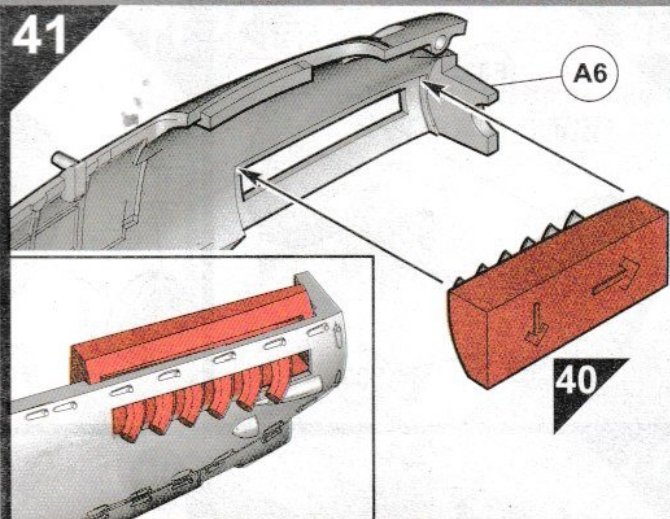
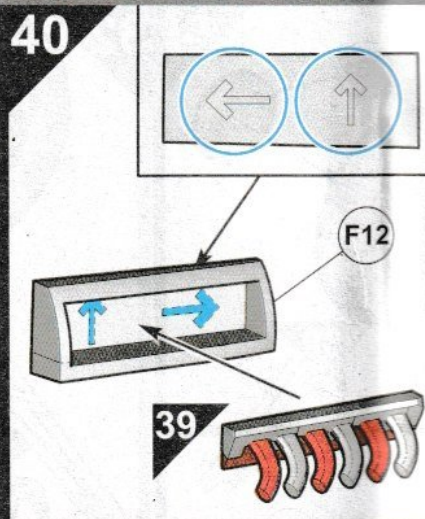
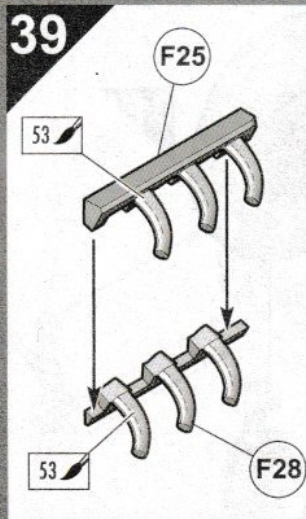
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29



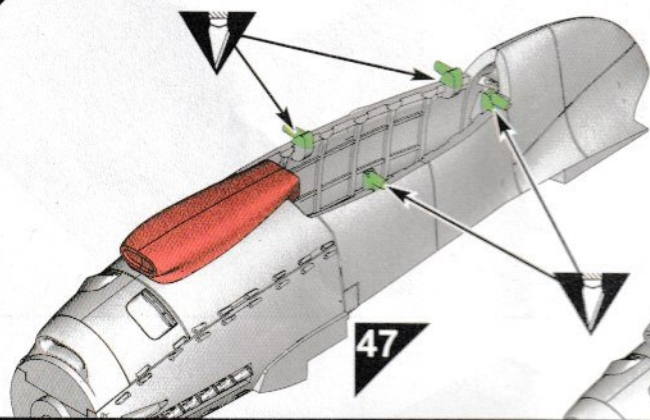




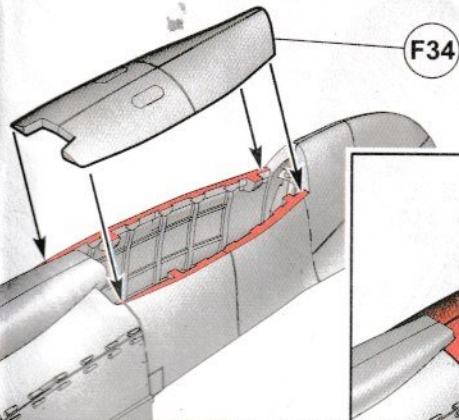
48



When building this model with the undercarriage UP, cut where highlighted in green in this step before assembling part F34 then miss out step 50 below.



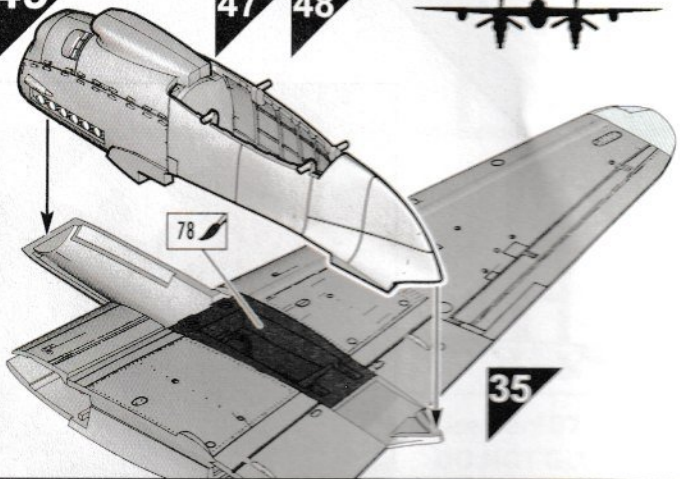
47



F34

49

47 48



78

35

50

Do Not glue part F35, use as a Mask to protect the inside of the nacelle when painting the entire aircraft.

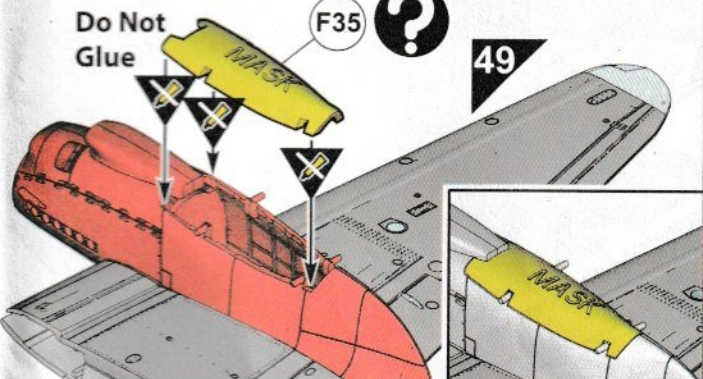


Do Not Glue

F35

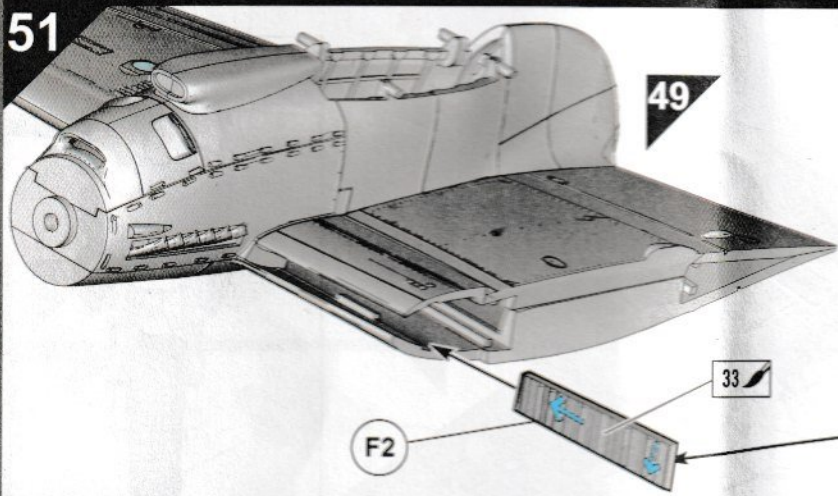


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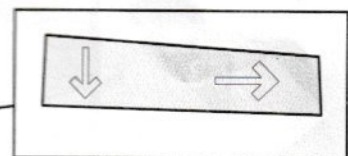
51

49

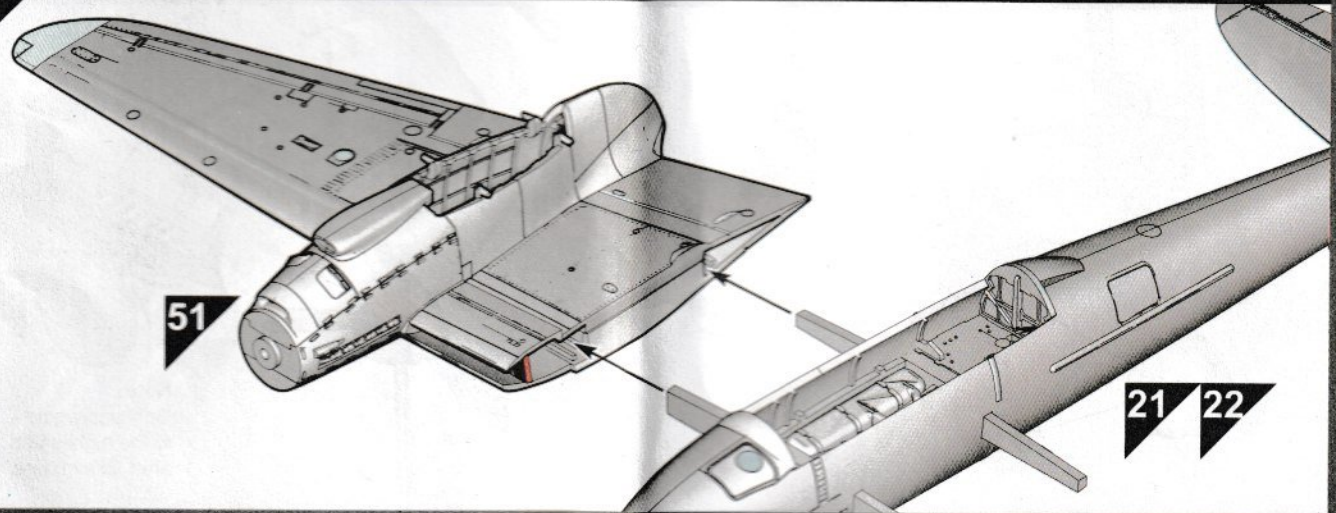


F2

33



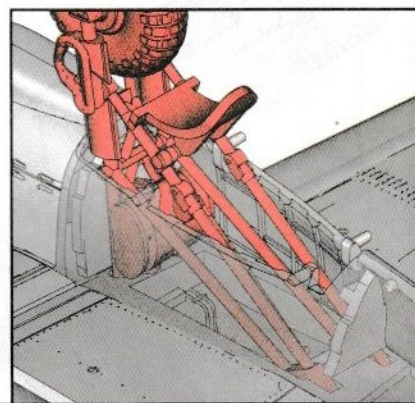
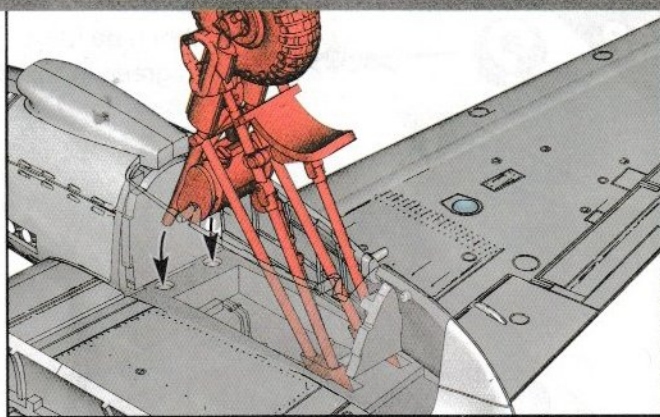
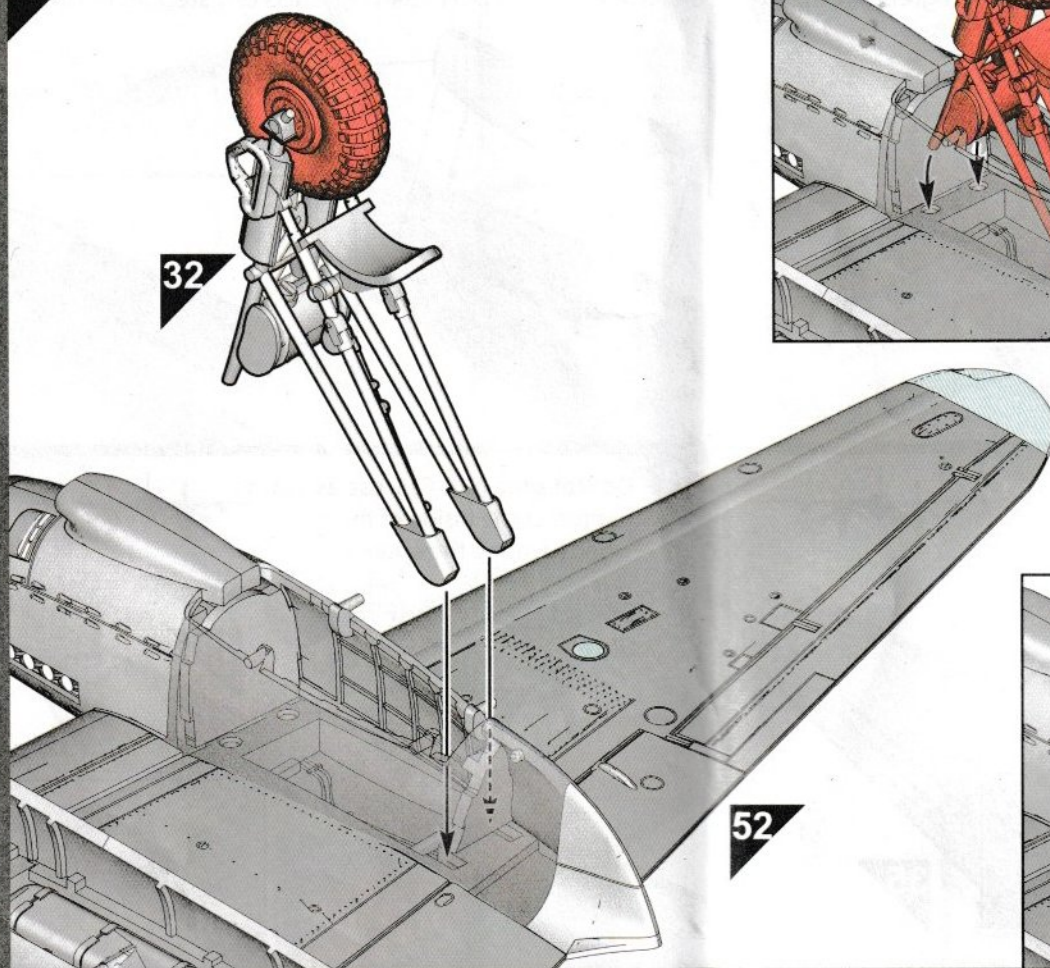
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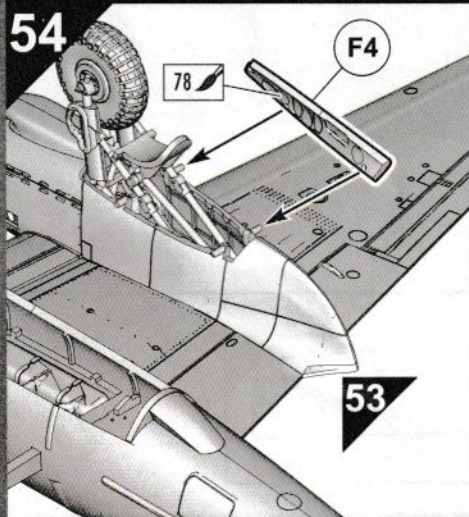
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21 22

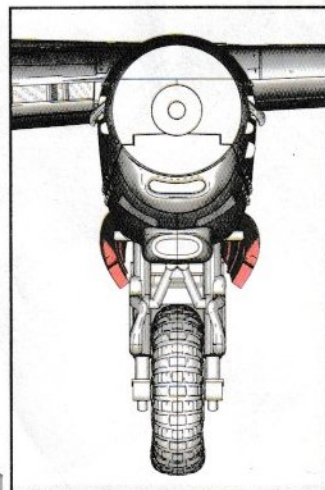
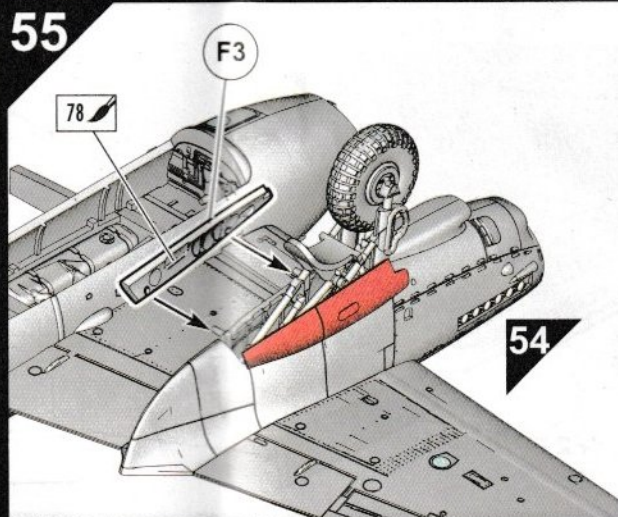
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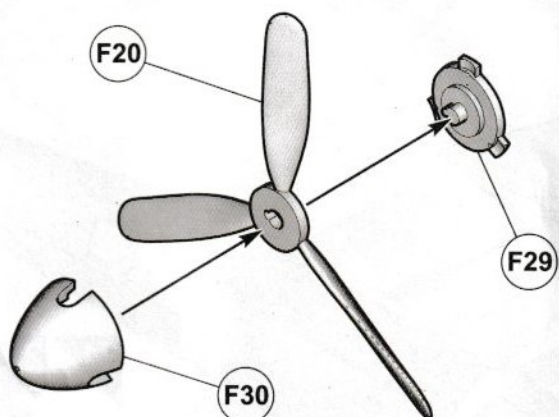
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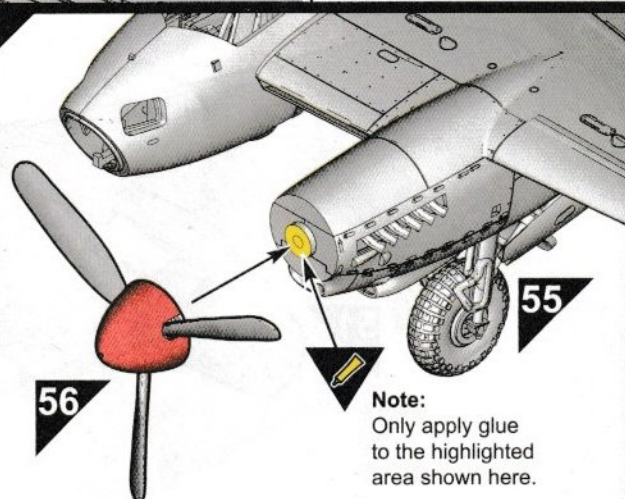
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56

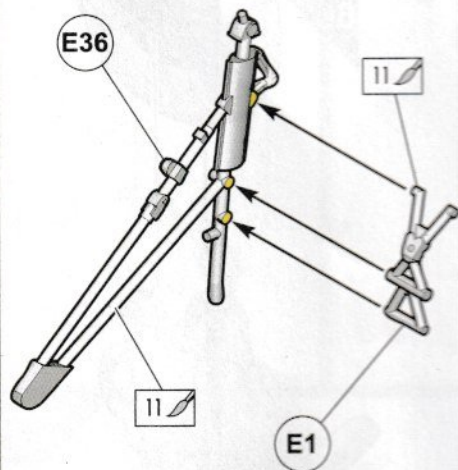


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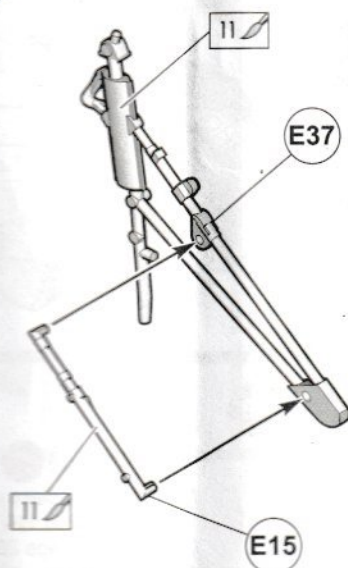


Note:
Only apply glue
to the highlighted
area shown here.

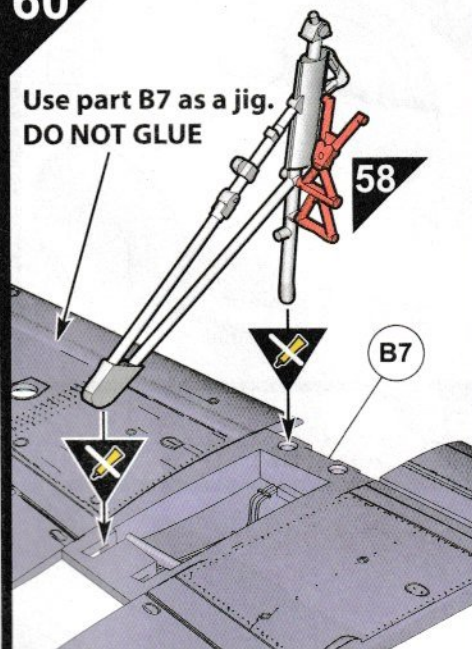
58



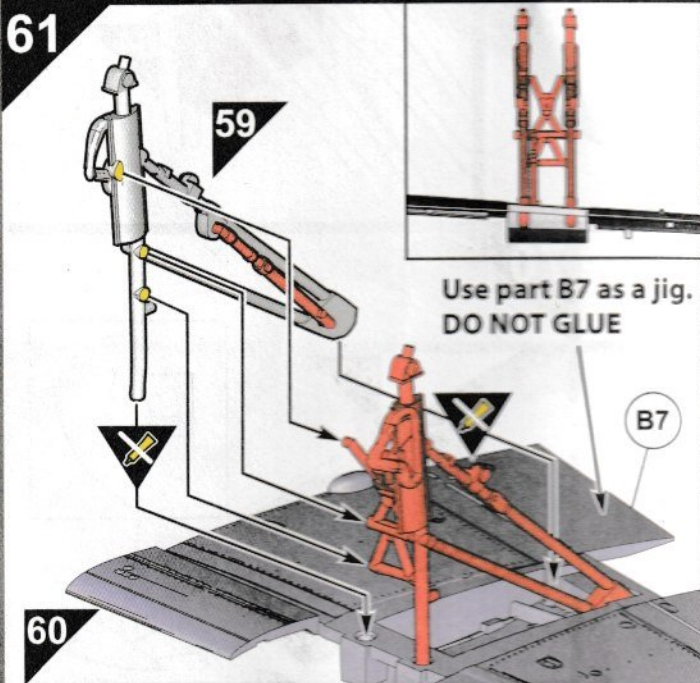
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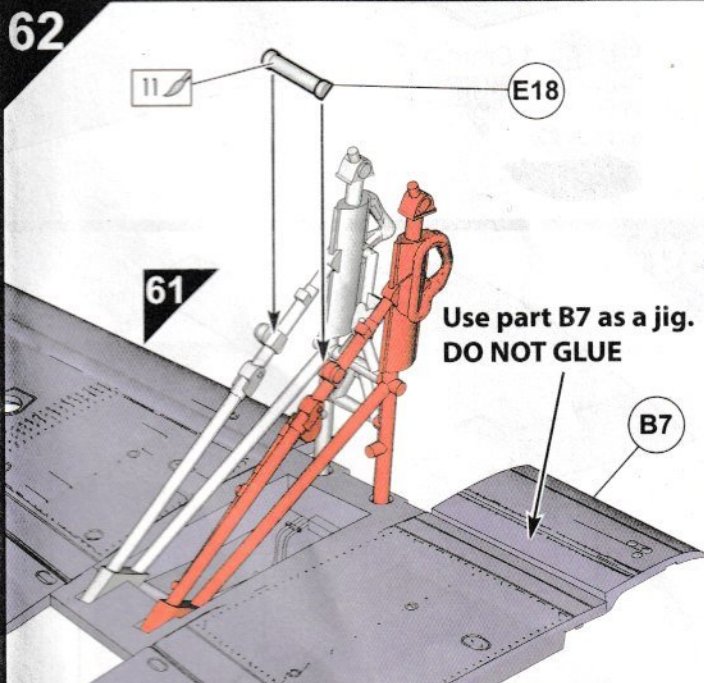
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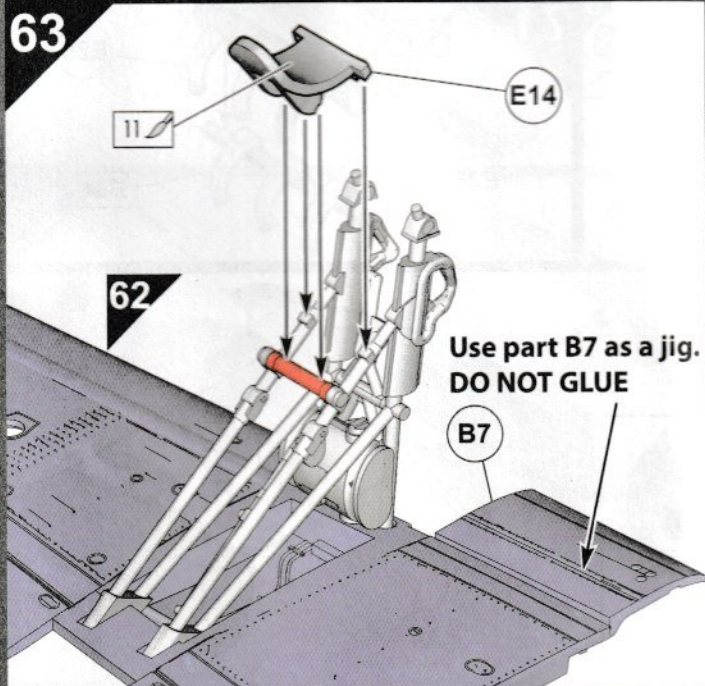
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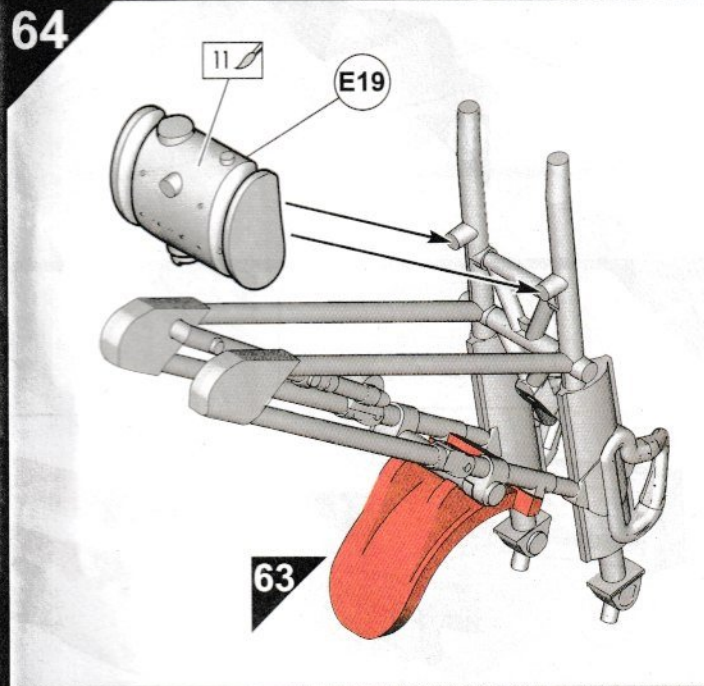
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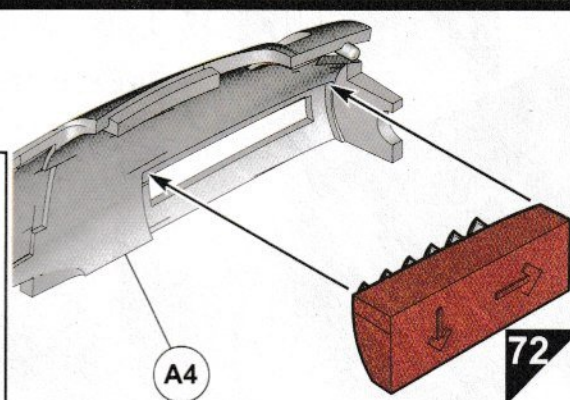
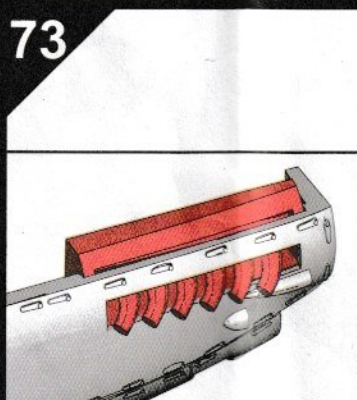
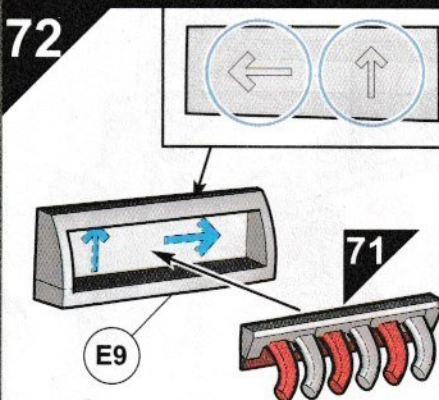
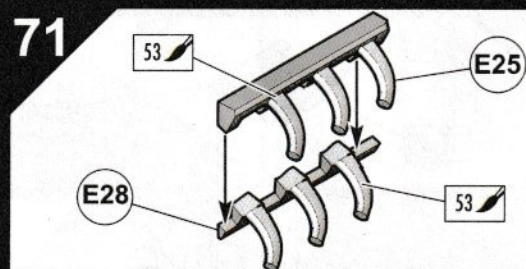
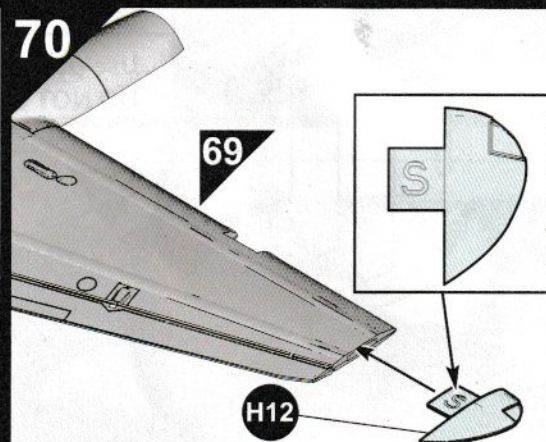
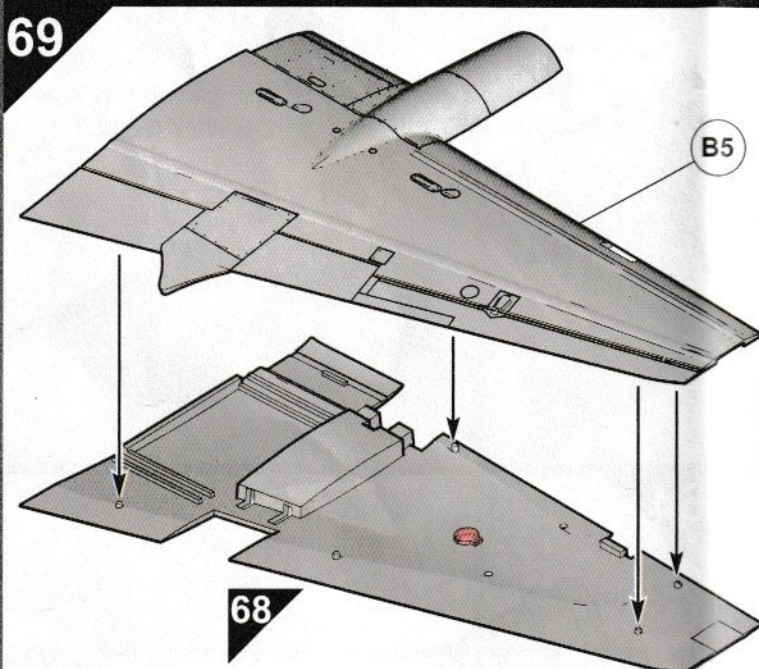
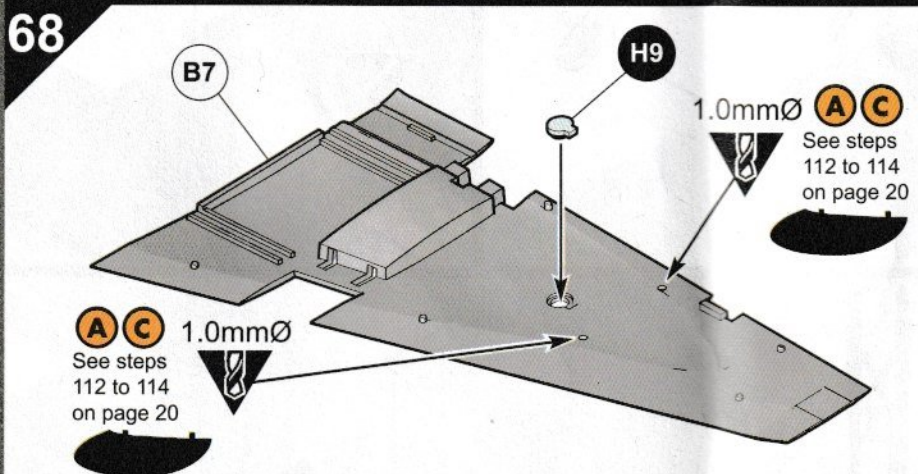
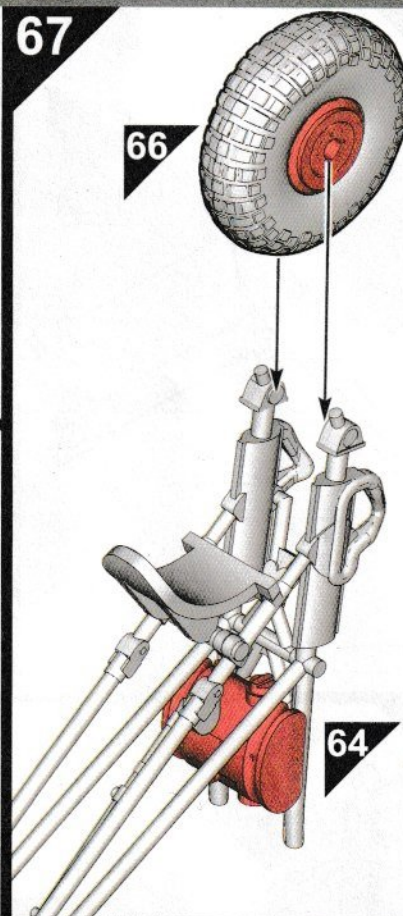
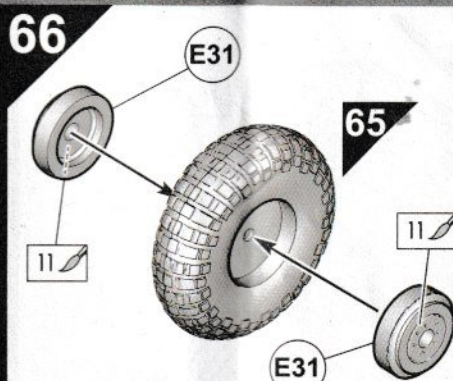
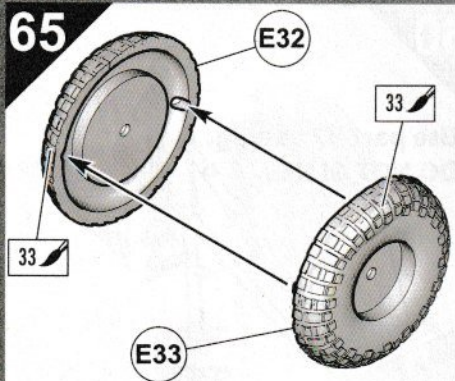


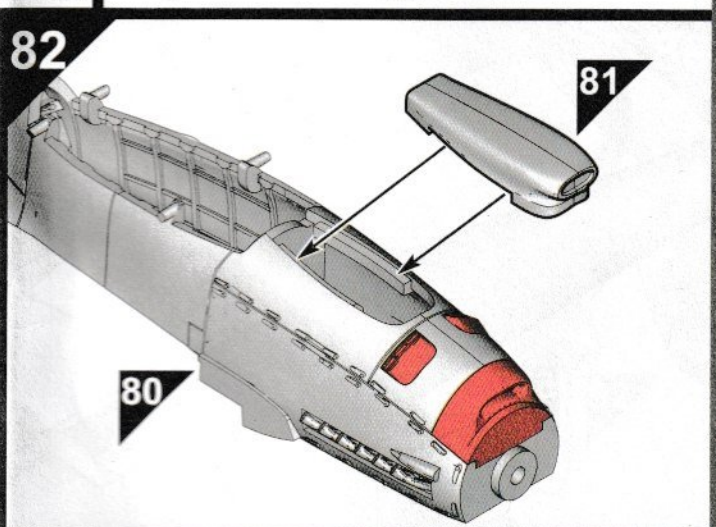
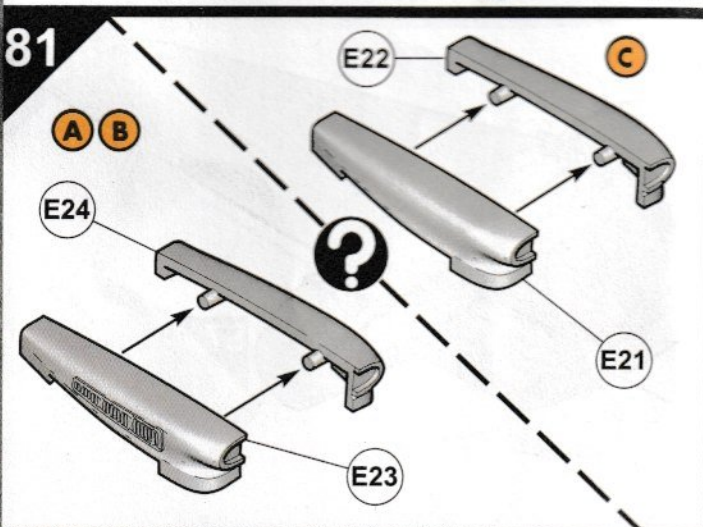
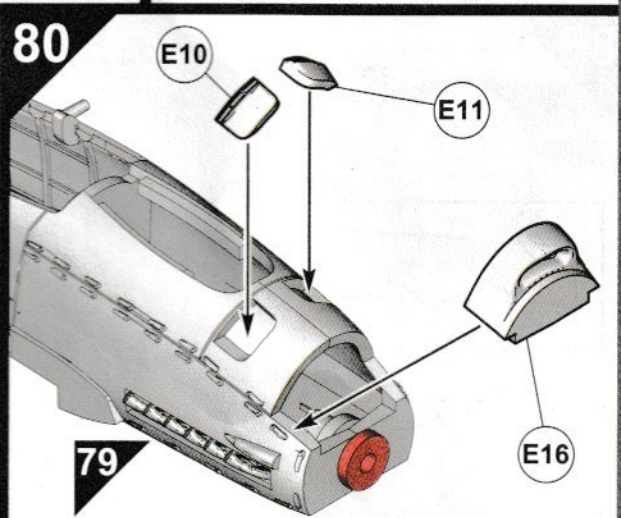
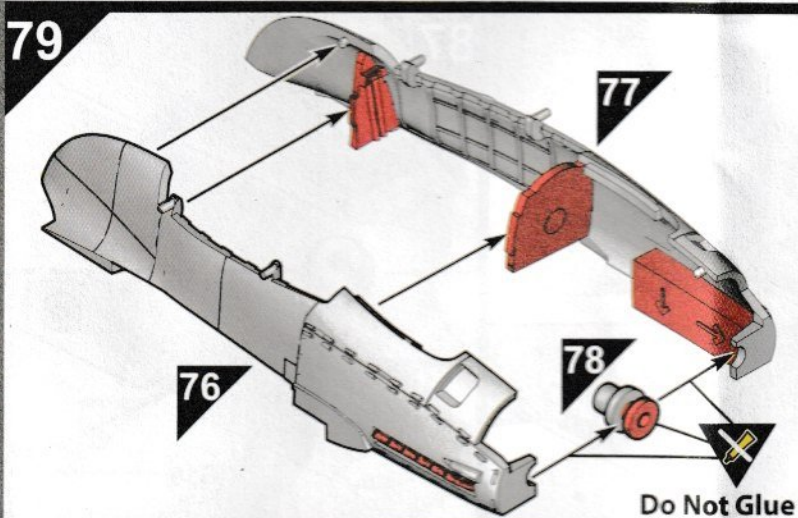
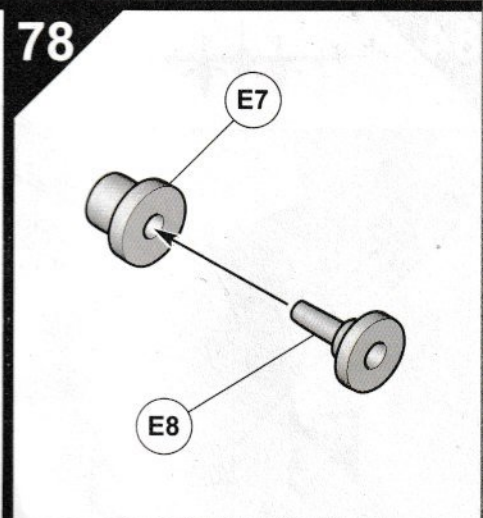
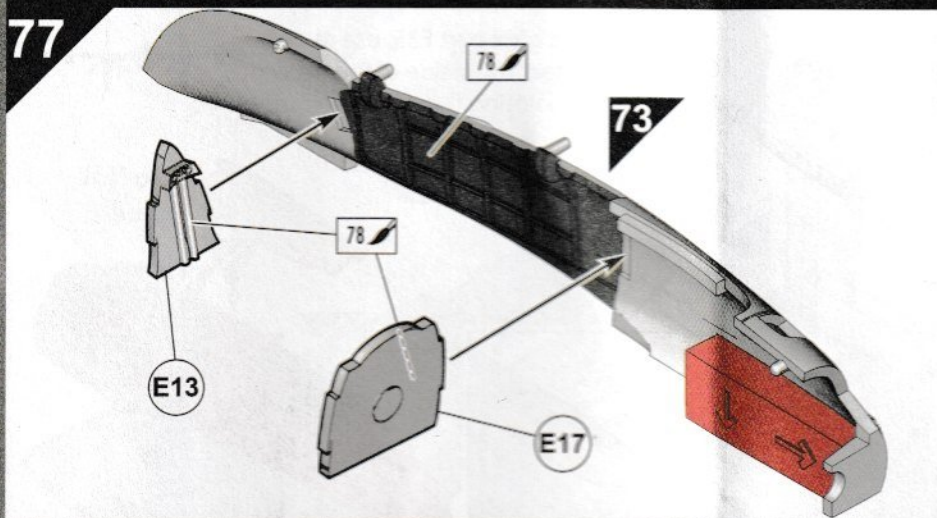
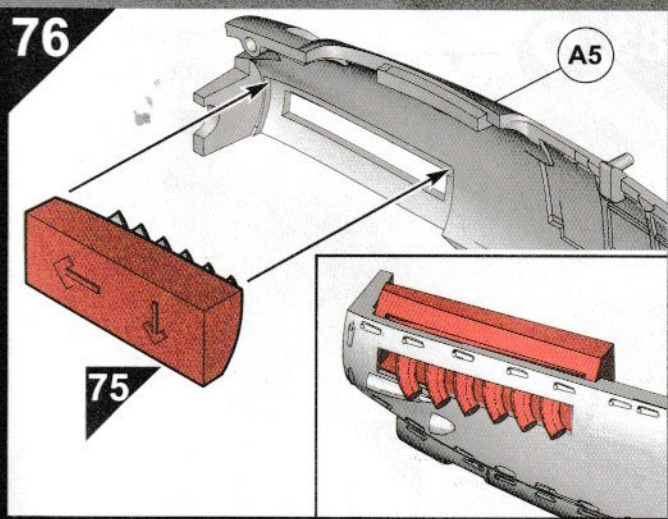
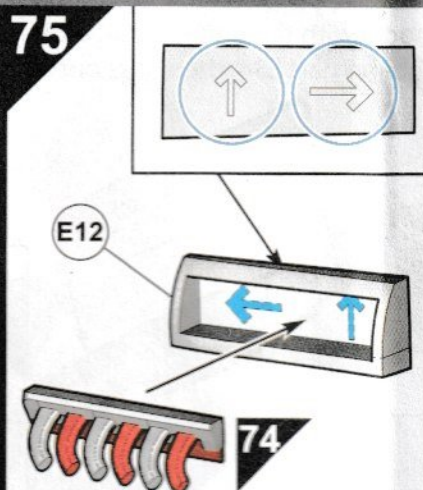
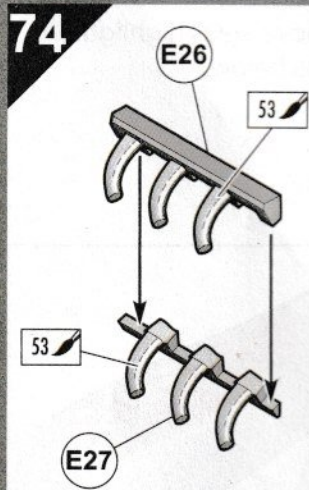
63



64



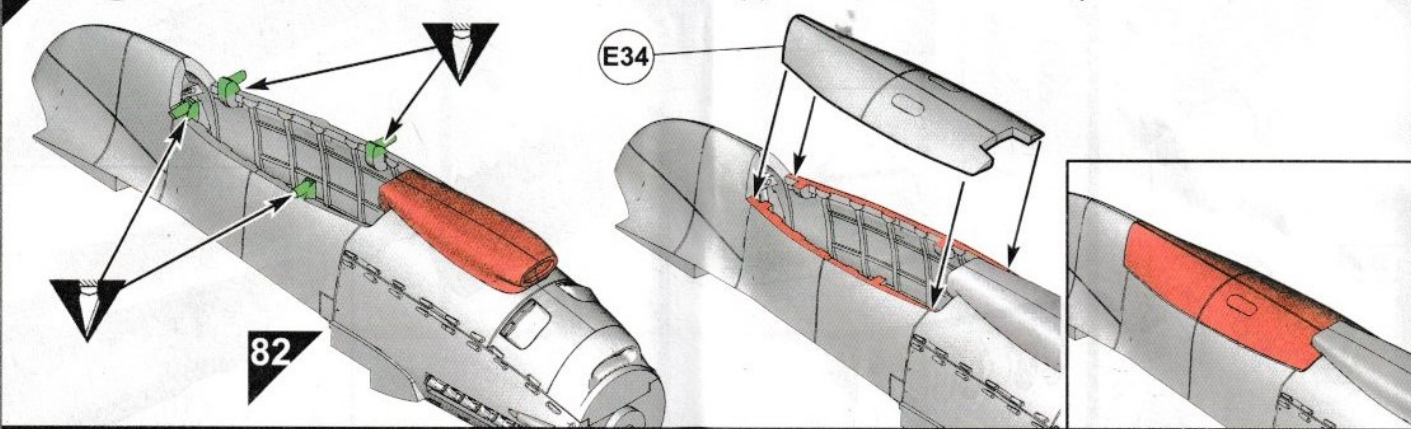




83 ?



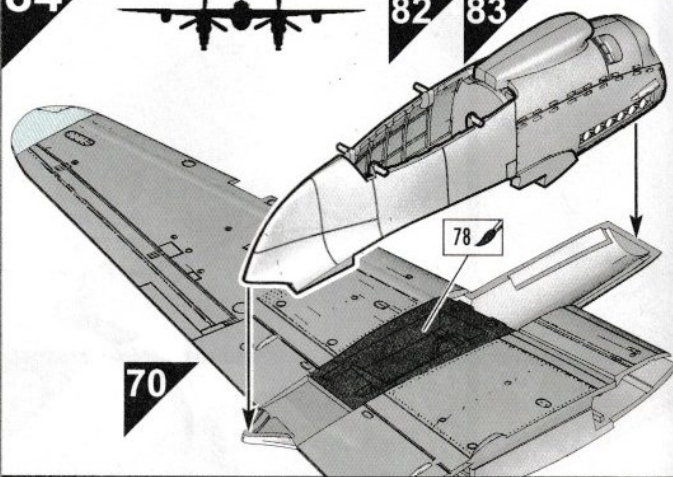
When building this model with the undercarriage UP, remove areas highlighted in green before assembling part E34, then miss out step 85 below.



84

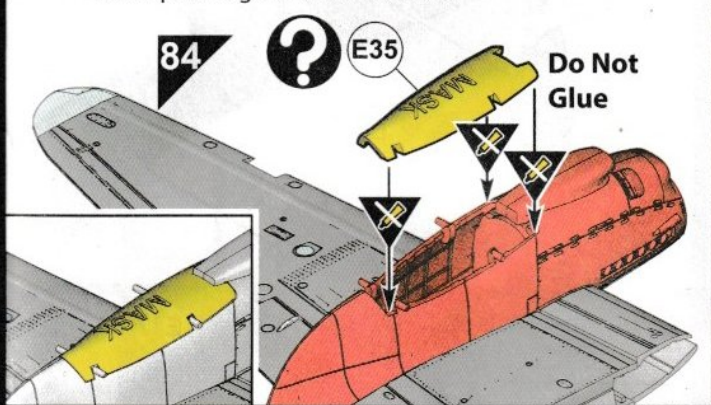


82 83



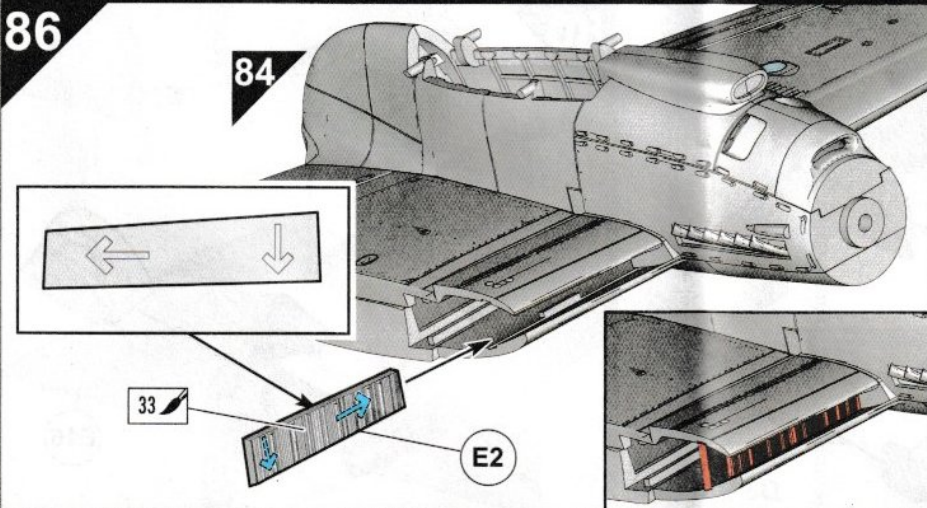
85

Do Not glue part E35, use as a Mask to protect the inside of the nacelle when painting the entire aircraft.

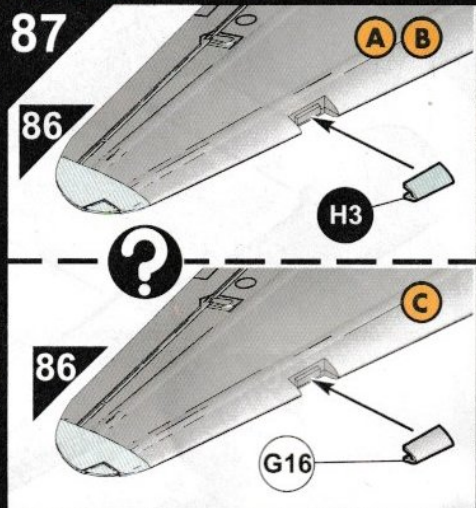


86

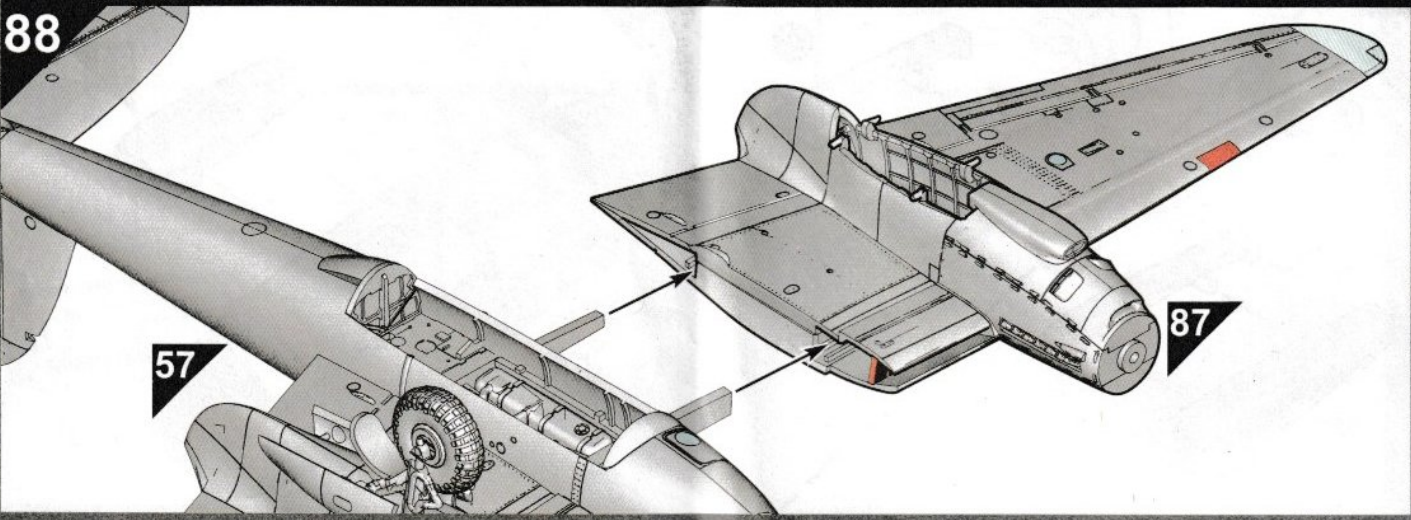
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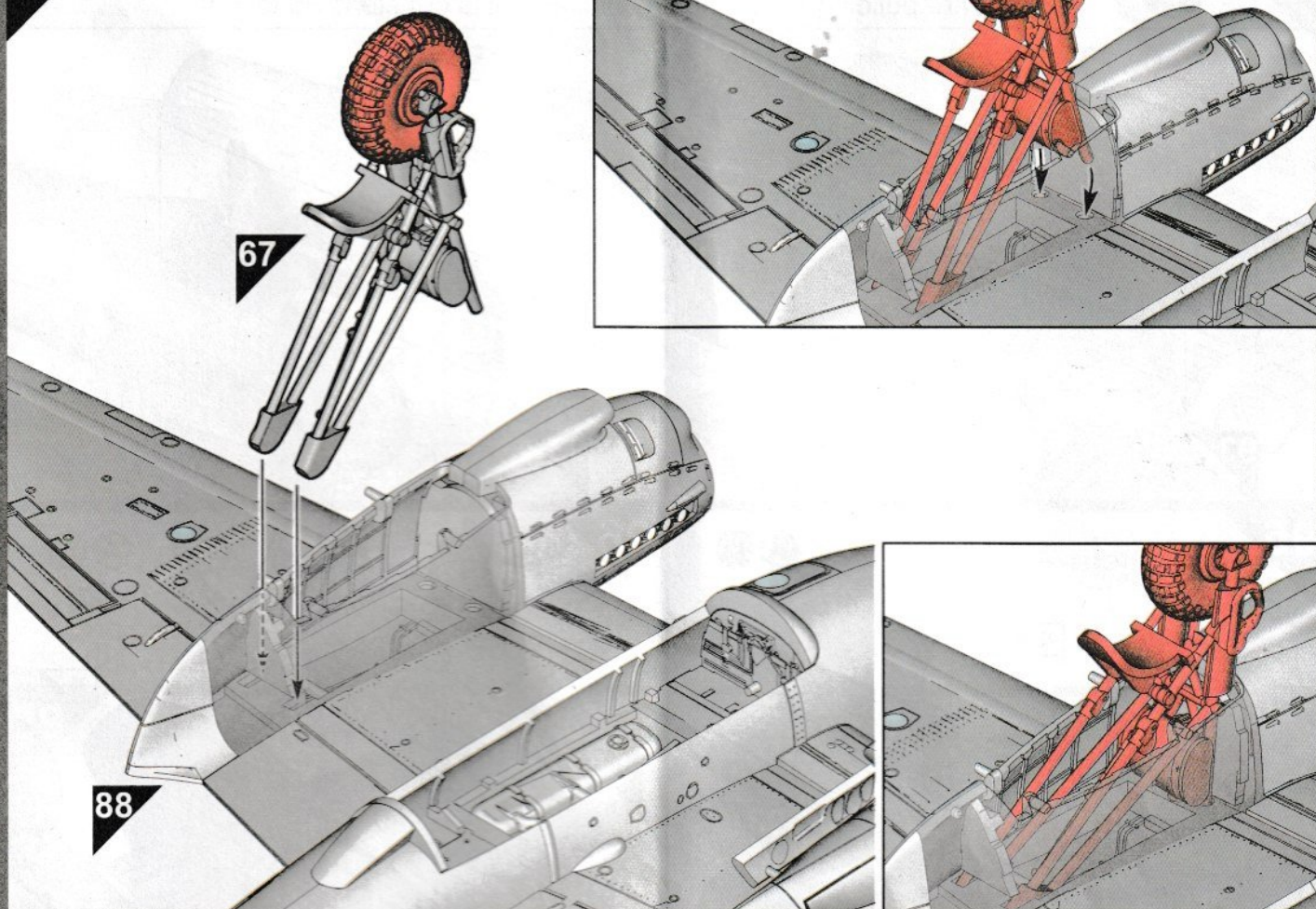
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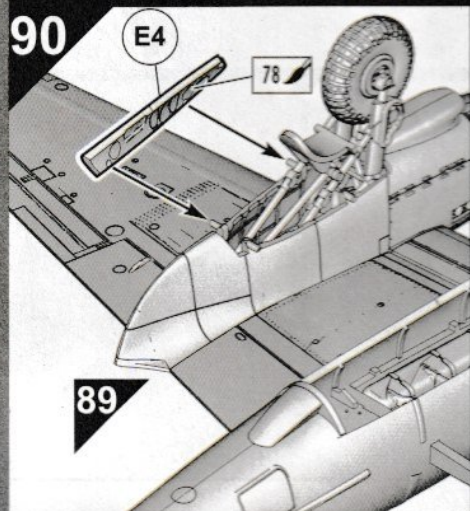
88



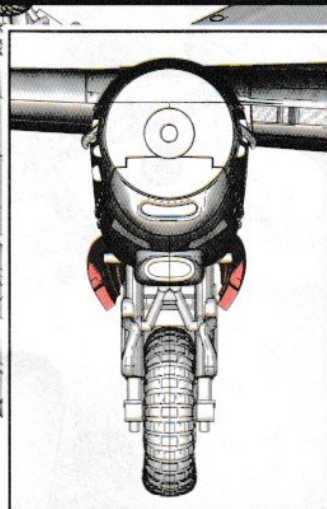
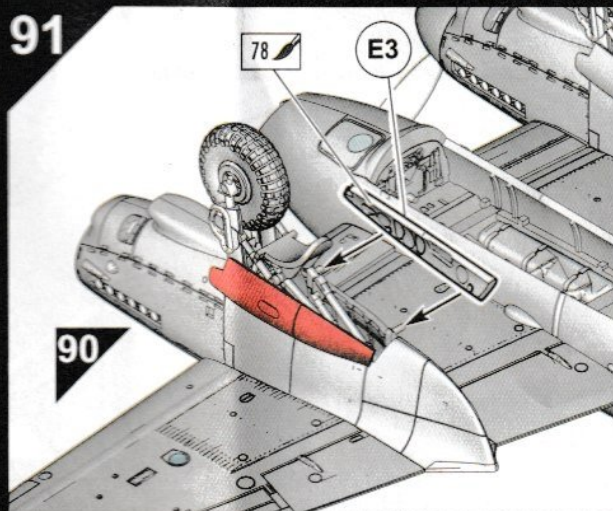
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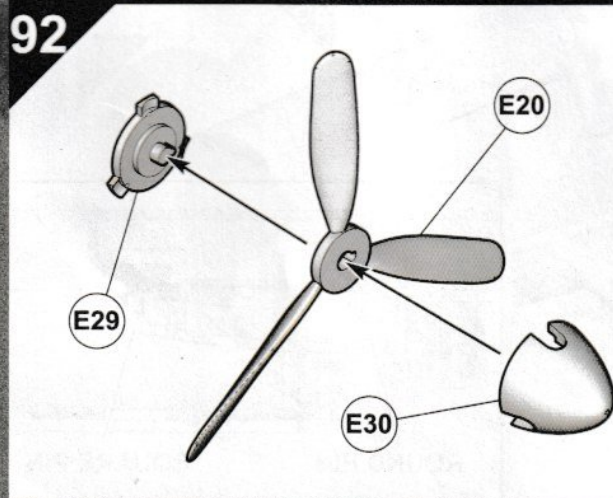
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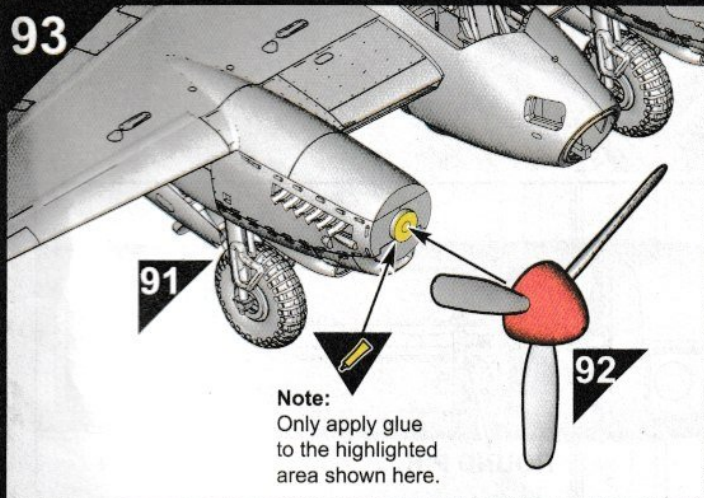
91



92



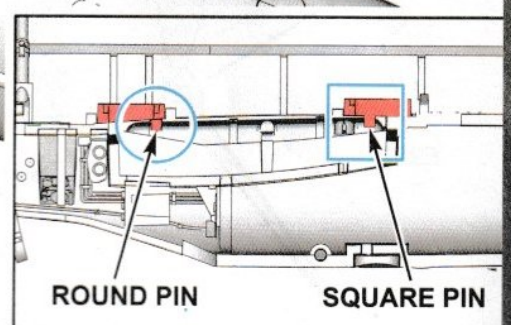
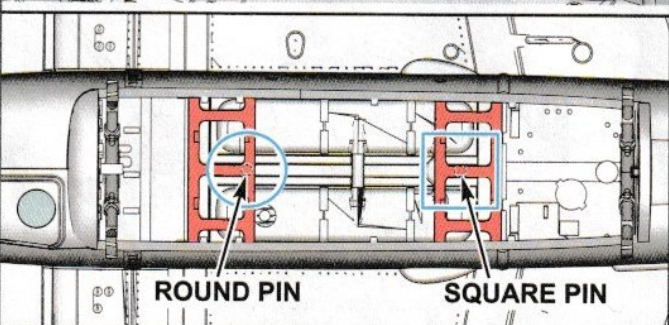
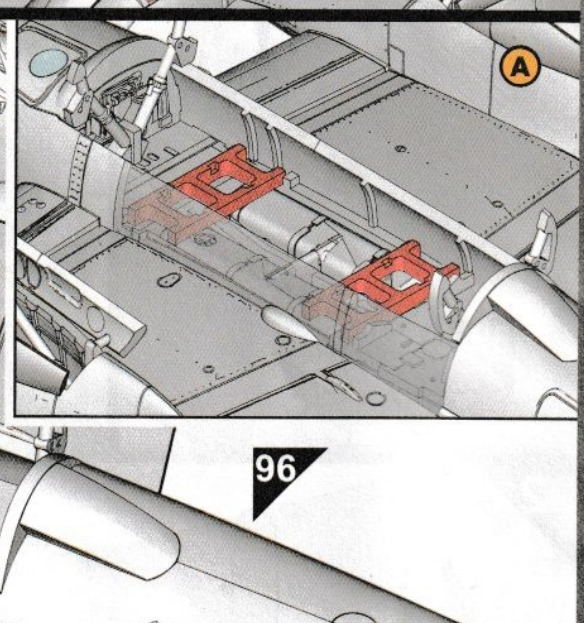
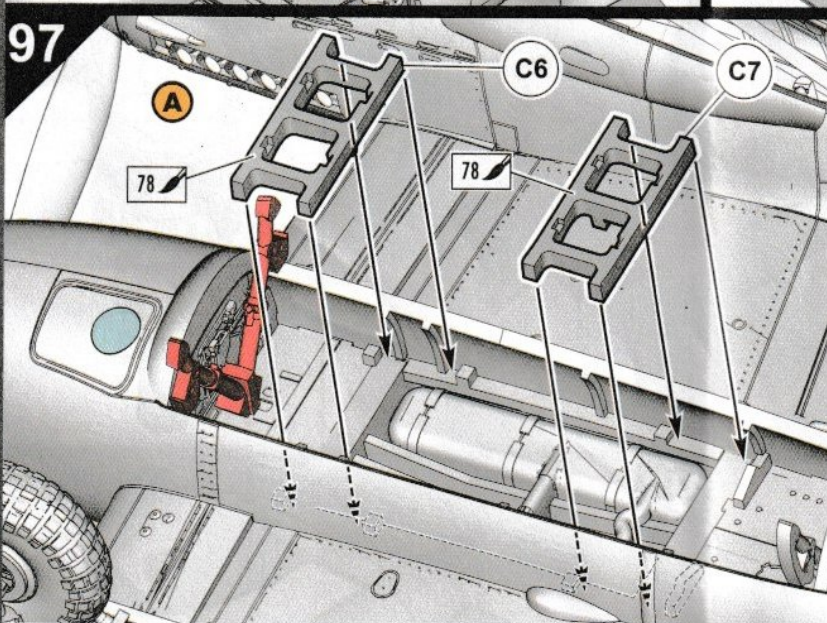
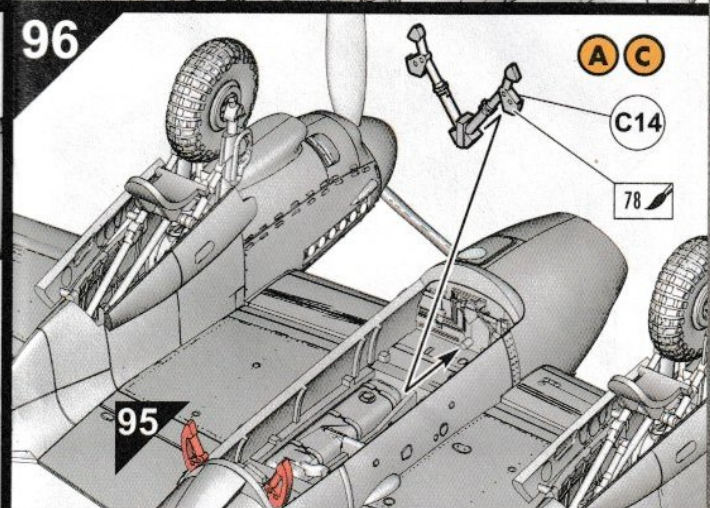
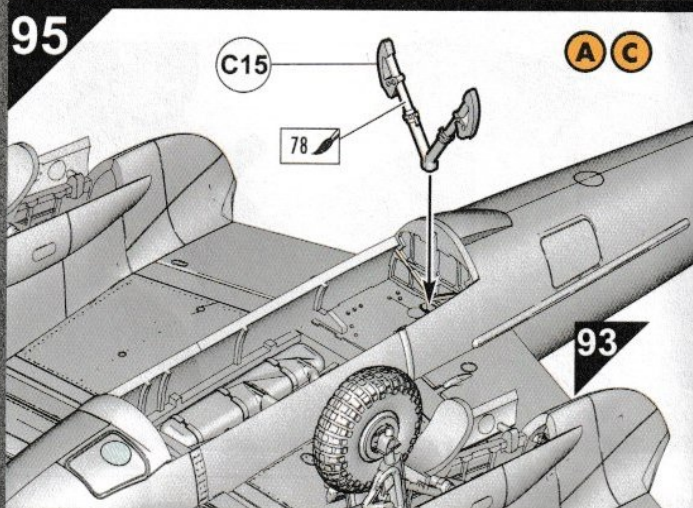
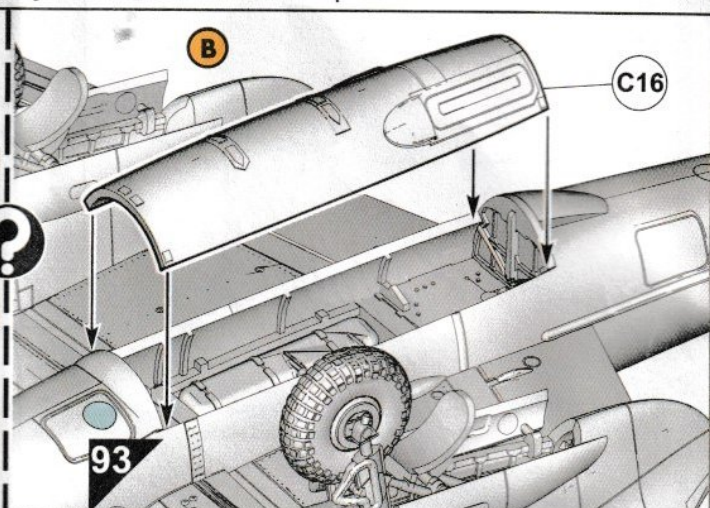
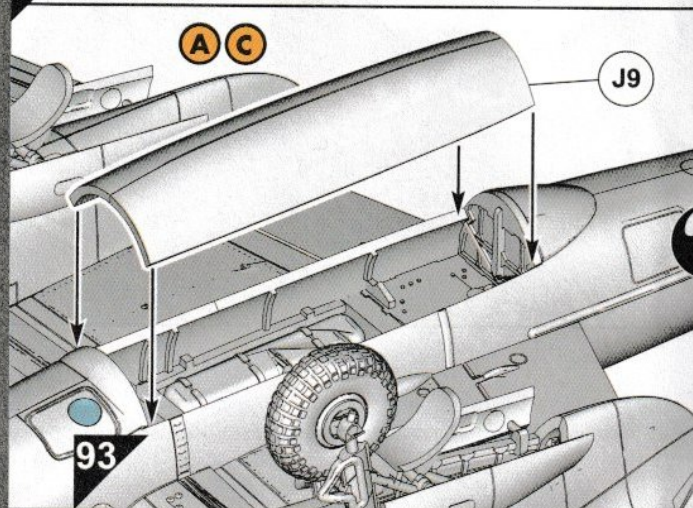
93



94



Note: If you are building the bomb bay open, miss out step 94.
If you are building the bomb bay closed, miss out steps 95 to 104.



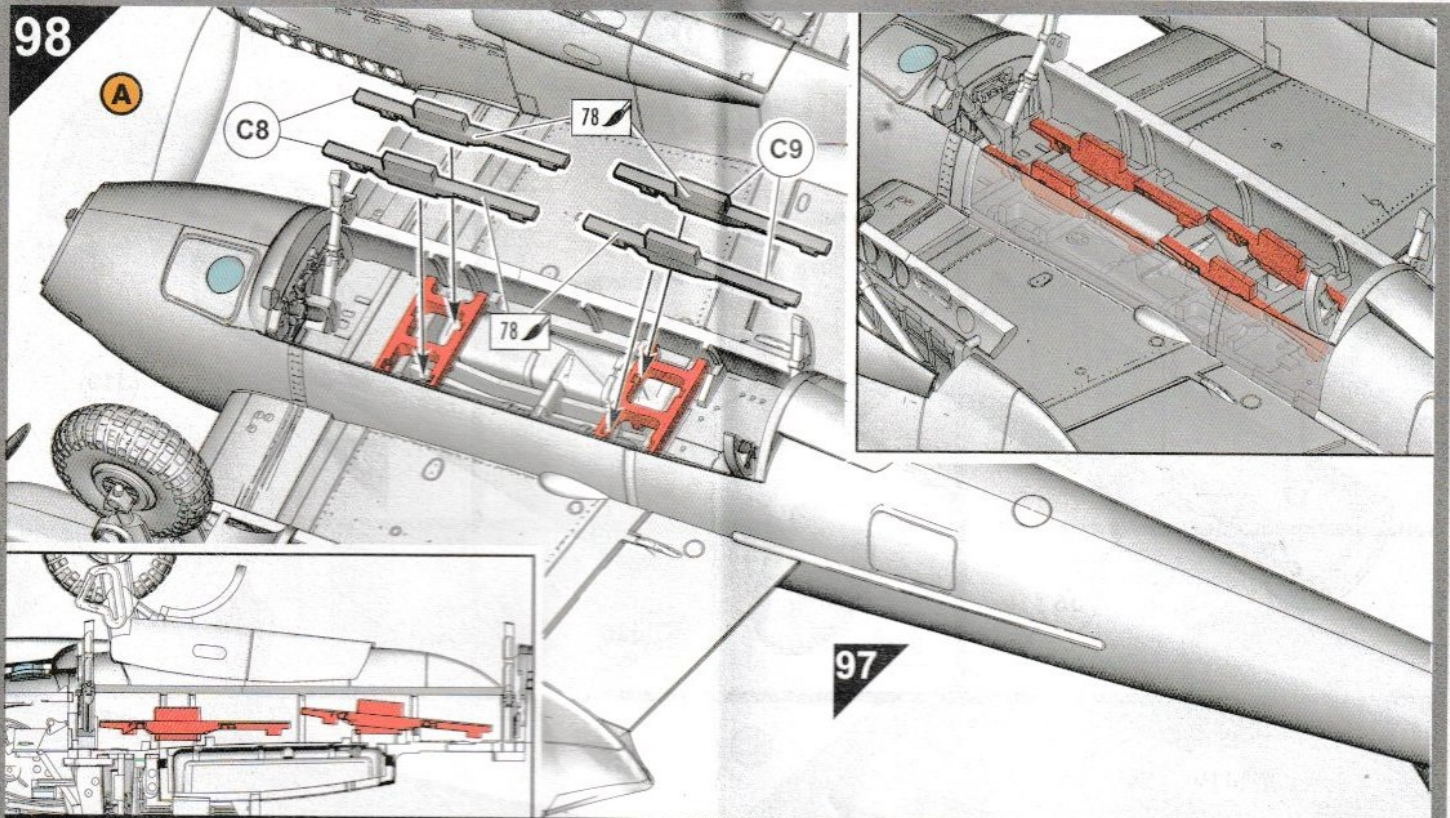
ROUND PIN

SQUARE PIN

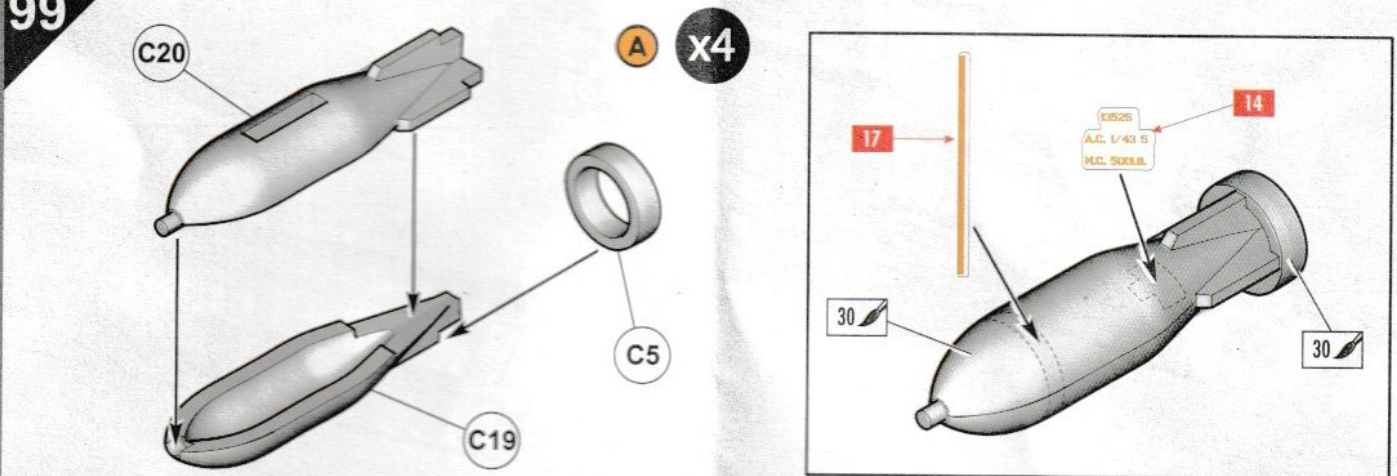
ROUND PIN

SQUARE PIN

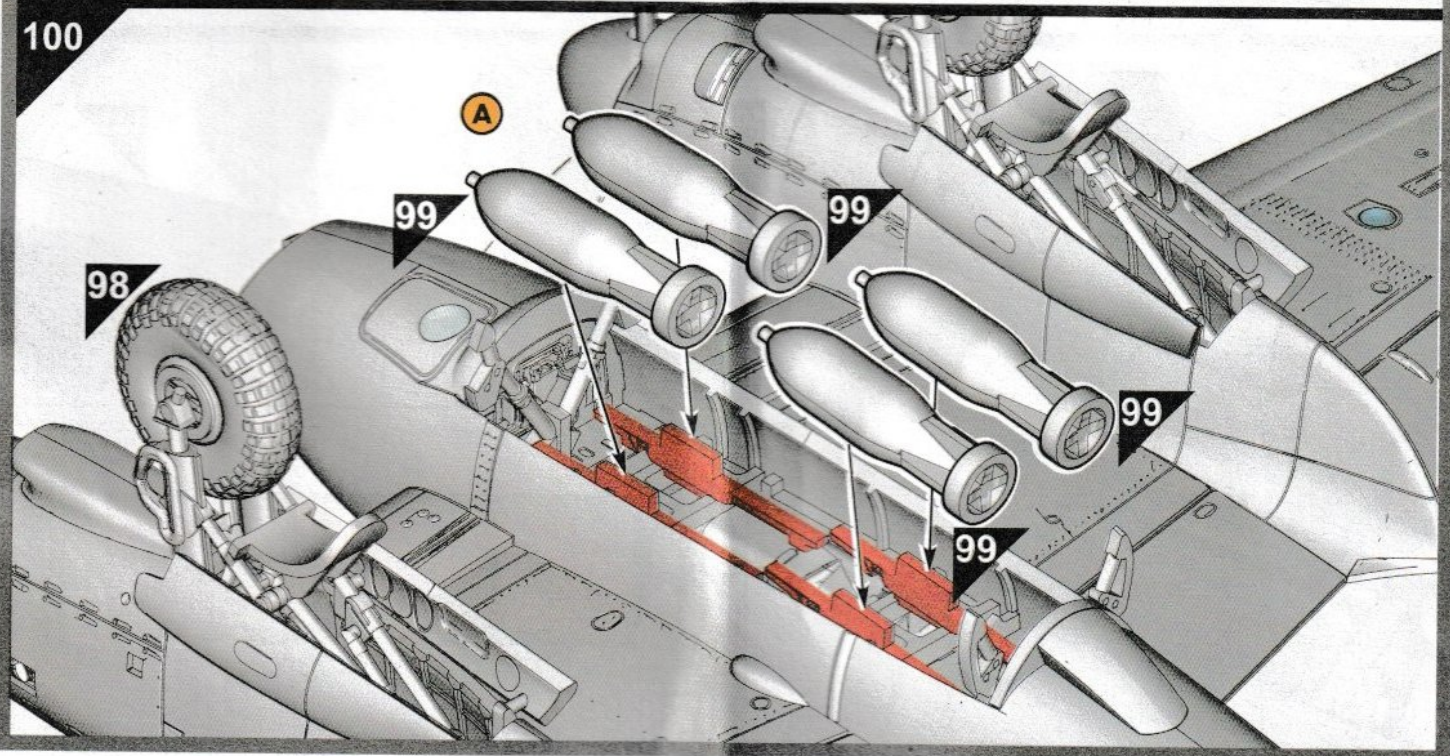
98

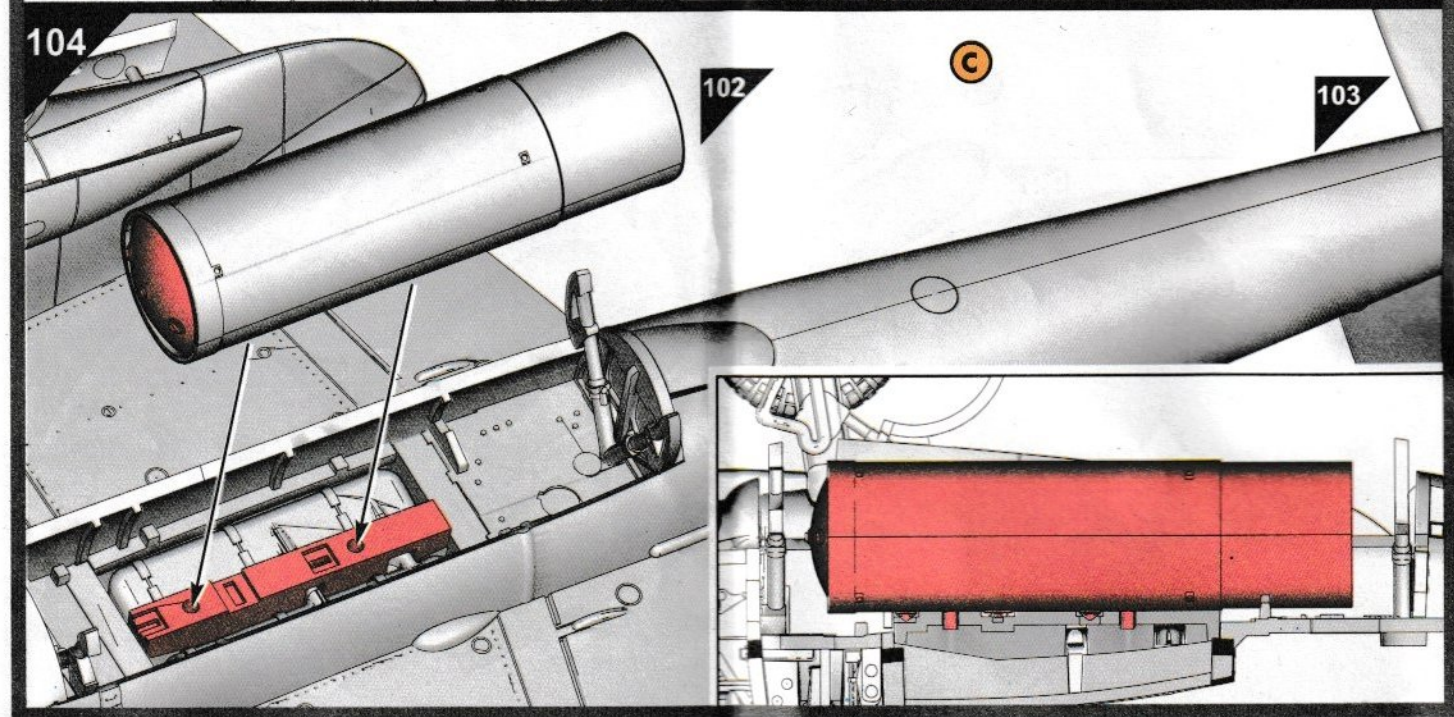
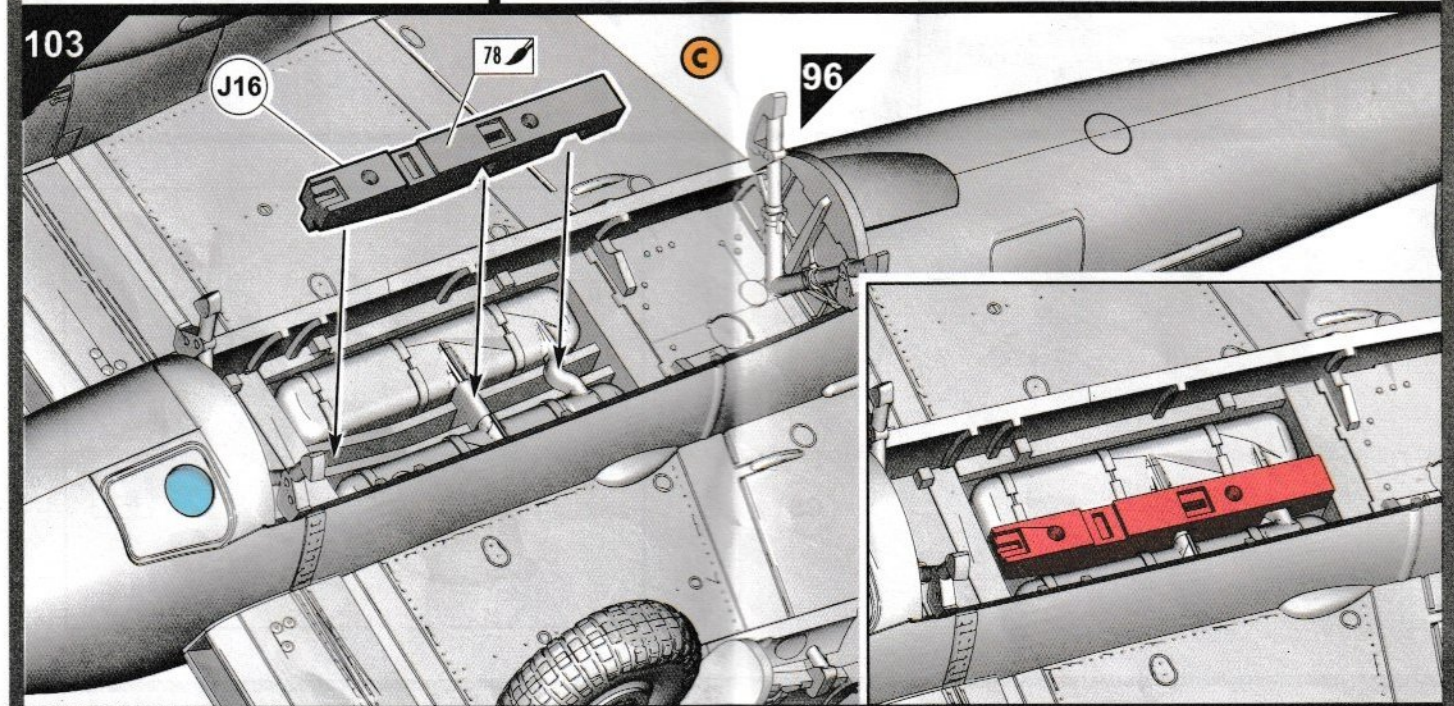
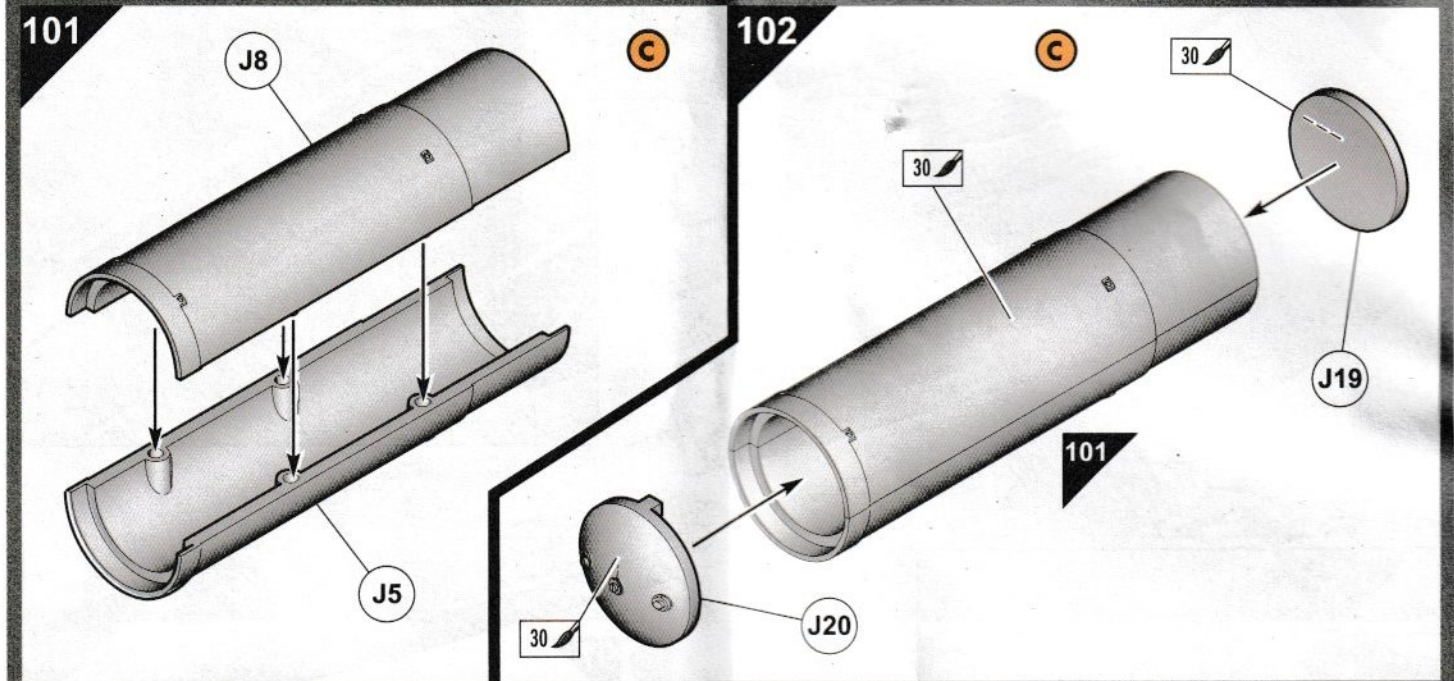


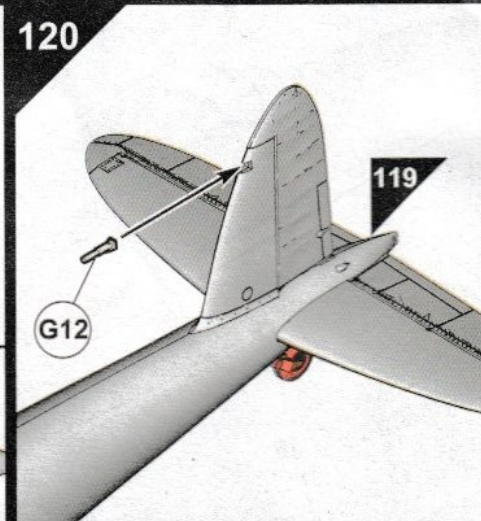
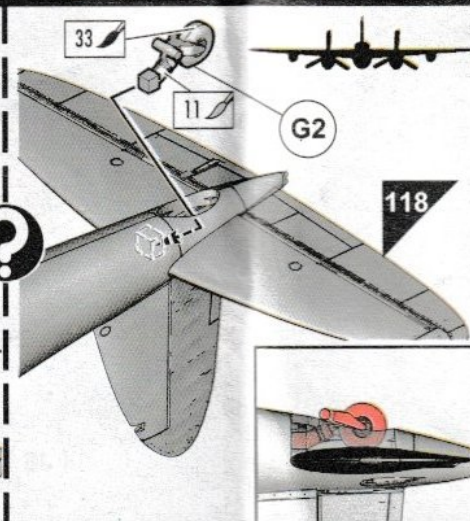
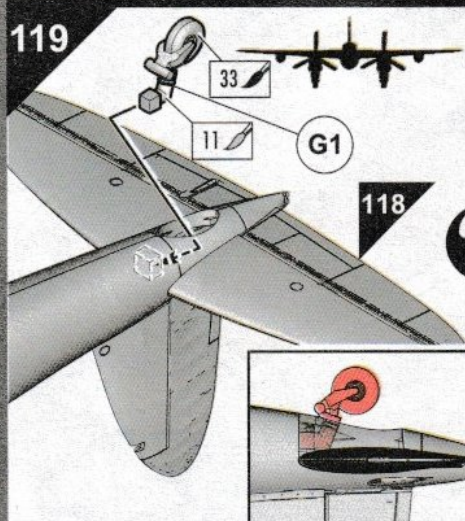
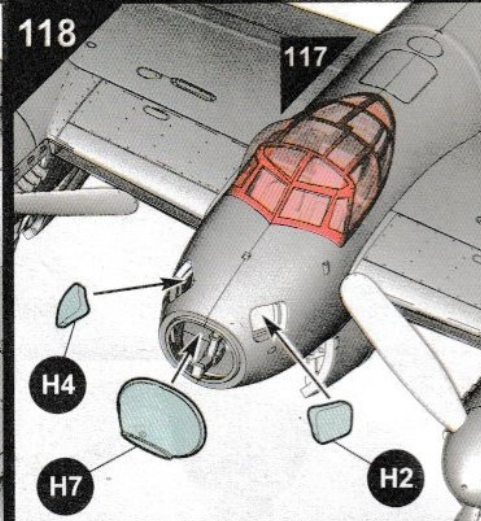
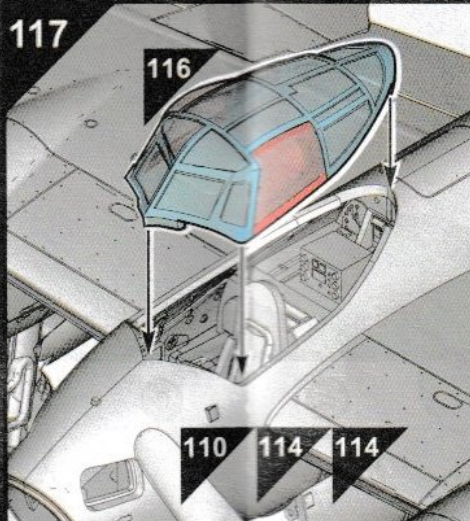
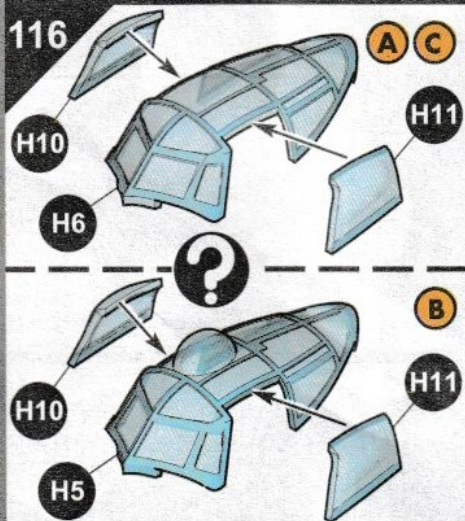
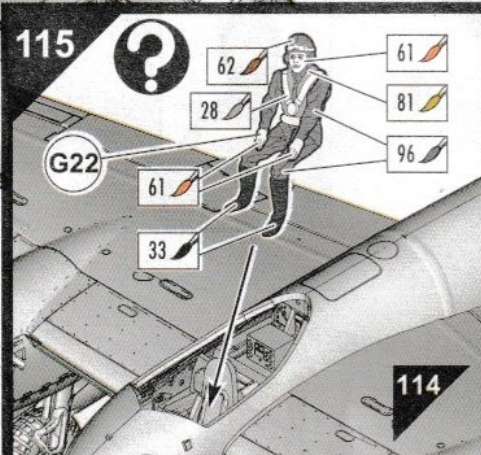
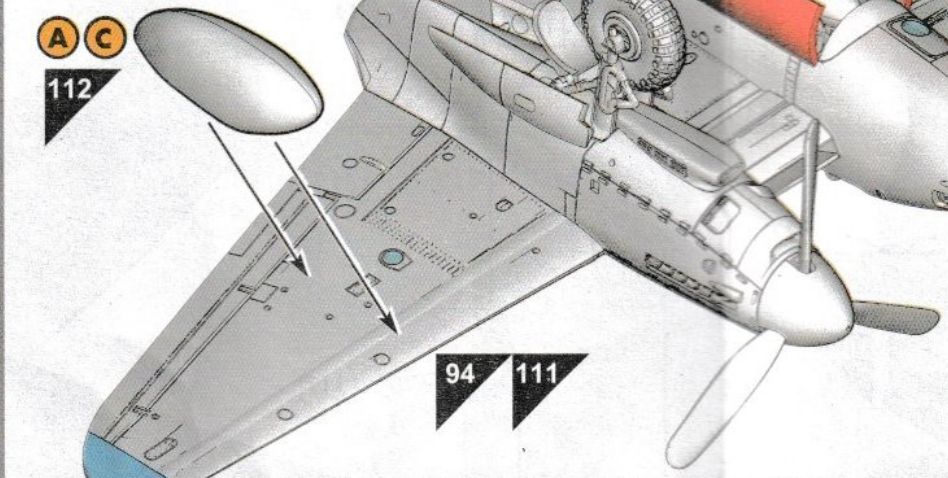
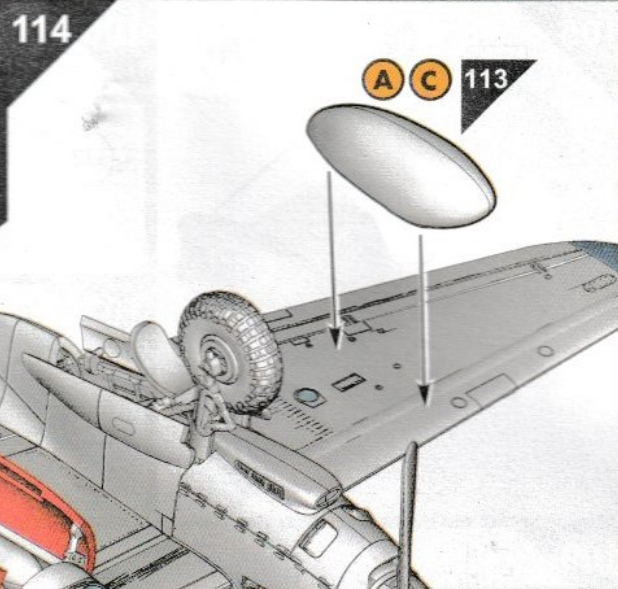
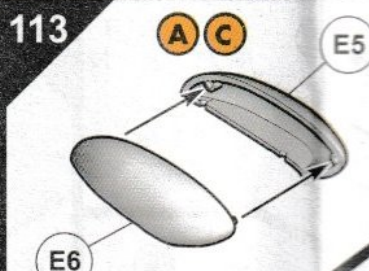
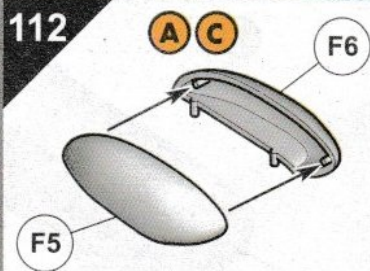
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A de Havilland DH.98 Mosquito B.35

Aircraft flown by S/L Rupert G. W. Oakley DSO, DFC, DFM, No.139 Squadron, Royal Air Force Hemswell, Lincolnshire, England, 1950.



B de Havilland DH.98 Mosquito TT.35 No.3 Civilian Anti-Aircraft Co-Operation Unit (CAACU), Royal Air Force Exeter, Devon, England, 1955.



Note: Spare decals 12 & 16 are provided for modellers who wish to mask and paint their own roundels and fin flashes.

Research notes: TA719 underwent several repaints after leaving service in the 1960s, was given the civil registration G-ASKC and finished as HU898/HT-G for the 1964 film '633 Squadron'. TA719 was then repainted in a night-bomber scheme and was finally repainted close to its original finish in 2004 where there are marked differences to its original finish - this model depicts TA719 in its original service scheme.

- 11 Metallic Silver
- 24 Matt Trainer Yellow
- 33 Matt Black
- 53 Metallic Gun Metal

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No.128 Squadron, Royal Air Force Wyton, Cambridgeshire, England, 1944.

