

MOSQUITO MK IV BOMBER

Revell

H-180-380

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Considered one of the most outstanding aircraft of World War II, the De Havilland Mosquito came very close to being cancelled even before the prototype had been flown. The Mosquito owed its success, and near elimination, to two concepts which were so unique that it was difficult for the British Air Ministry to accept them. The first was the proposal for a bomber capable of flying fast enough that it need not carry defensive weapons; the second was that this bomber would be built of wood!

The wooden bomber concept came into being as a result of the realization that war would sharply curtail the flow of aluminum. The De Havilland Company had built many successful wooden aircraft, notably the DH-88 Comet, which had won the England-Australia air race in 1934. In the age of all-metal, stressed-skin aircraft, it was very unusual even to think about a wooden bomber capable of outperforming the newest fighters. Official interest was shallow, but construction of a prototype was approved.

Any question concerning the Mosquito's capabilities vanished when the prototype was flown on November 25, 1940. The "Wooden Wonder" was ordered into production and the sleek, nimble bomber began a career that was to be a constant irritation to the Germans. The Mosquito proved to be so fast that it could indeed run away from the German fighters. Because of this great speed, a bold plan was drawn up to harass the German leaders. On January 31, 1943, Reichsmarschall Hermann Goering was to speak following a parade in Berlin. As the announcer began to introduce the Reichsmarschall, he was suddenly interrupted by the nearby explosion of bombs. Over the rooftops appeared three Mosquitos of No. 105 Squadron racing across the city. The planned rally became a mass of confusion, and it was more than an hour before Goering began his speech. He was so infuriated by the interruption that he ordered two experienced fighter squadrons withdrawn from Russia and relocated in Berlin to intercept the Mosquitos. Despite this, the wooden bombers roamed freely across the German skies beyond the reach of the Nazi fighters. Eventually the special squadron was dissolved without ever downing one Mosquito!

The Mosquito's wooden surface was finished like a fine piece of furniture. In fact, a large part of the plane was built by furniture makers. The plywood outer skin was covered with fabric and doped to a smooth, jointless surface. As a result, drag was reduced to the very minimum. This

in turn led to the very high performance of the wooden bomber. Even with one engine out, the Mosquito could maneuver nearly as well as with both engines turning.

Production of the Mosquito increased and its combat roles were expanded. It was developed for use as a fighter, photo reconnaissance craft, and ten were even used as airliners by BOAC. Such a remarkable airplane was bound to attract the attention of England's allies. The U.S. Army Air Corps designated their Mosquito aircraft F-8 and used them in photo work. Canada and Australia set up production lines and assembled over one thousand Mosquitos for themselves and the United Kingdom. Over 5,500 Mosquitos were completed by the end of the war.

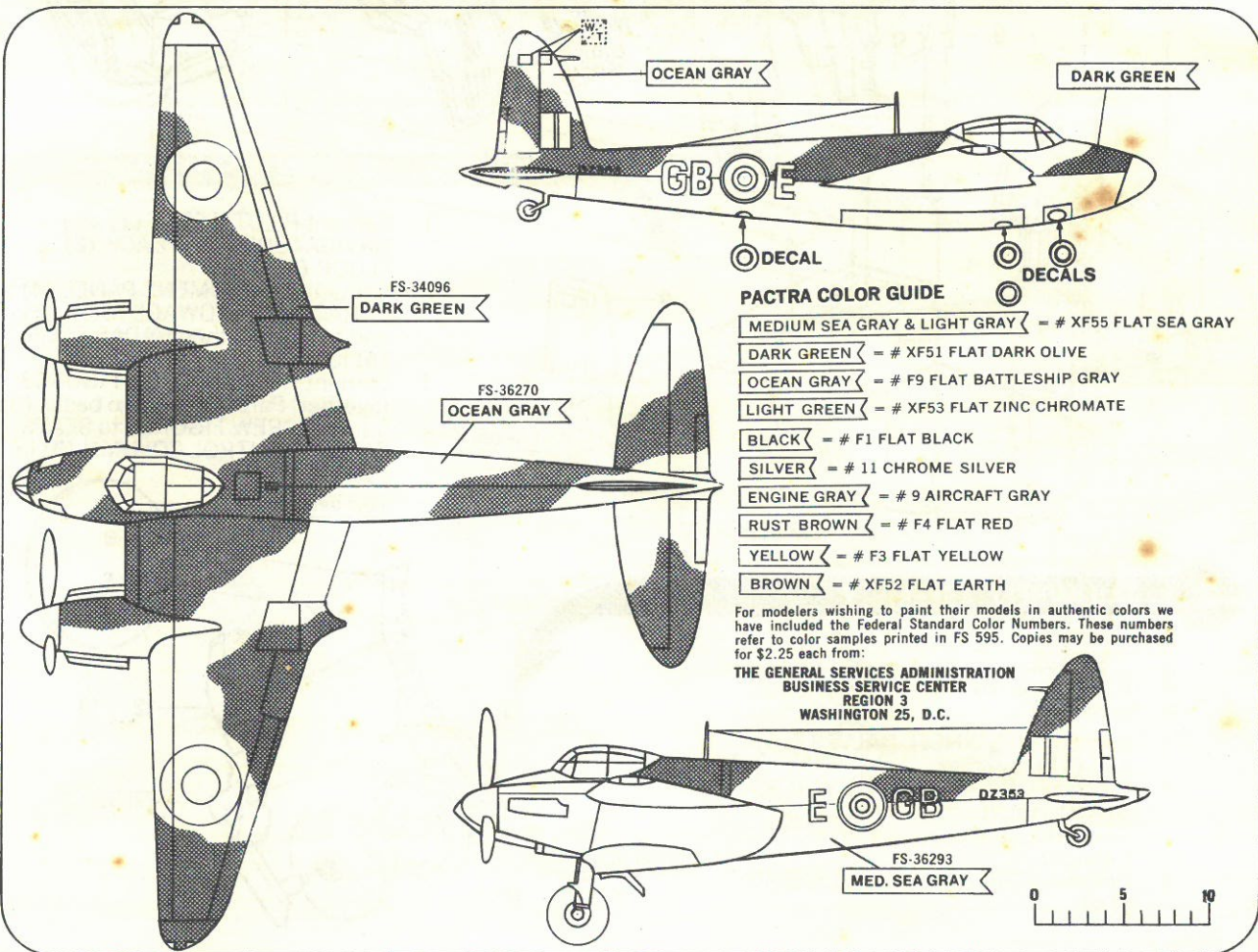
The Mosquito initially carried a bomb load consisting of four 250 lb. general-purpose bombs. Eventually Mosquitos were carrying single 4,000 lb. "Block Buster" bombs, or four times their designed capacity.

De Havilland's wooden warplane stirred the imagination of the world. Even the Germans tried to copy the plane, but they were unable to match its excellent performance until the introduction of their jet bombers.

Revell's model of this classic airplane illustrates the sleek lines of the remarkable wooden bomber. The markings supplied with the model are for an aircraft of No. 105 Squadron, the first group to receive the Mosquito bomber. We are grateful to John W. Caler for his assistance in this project and for the cooperation of the Mosquito Appeal Funds' Museum at Salisbury Hall, London Colney, Hertfordshire, England.

DE HAVILLAND MOSQUITO B.IV SERIES II

- Dimensions:** Wingspan - 54 feet 2 inches
Length - 40 feet 9½ inches
- Power Plant:** Two Rolls Royce Merlin twelve-cylinder, liquid-cooled engines of 1,460 hp. each
- Performance:** Maximum speed - 380 mph
Cruise speed - 265 mph
Service ceiling - 34,000 feet
Maximum range - 2,040 miles
- Armament:** No defensive armament was carried
Bomb load (Mk IV, Series II) - Four 500 lb. bombs



PACTRA COLOR GUIDE

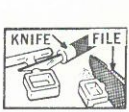
- MEDIUM SEA GRAY & LIGHT GRAY = # XF55 FLAT SEA GRAY
- DARK GREEN = # XF51 FLAT DARK OLIVE
- OCEAN GRAY = # F9 FLAT BATTLESHIP GRAY
- LIGHT GREEN = # XF53 FLAT ZINC CHROMATE
- BLACK = # F1 FLAT BLACK
- SILVER = # 11 CHROME SILVER
- ENGINE GRAY = # 9 AIRCRAFT GRAY
- RUST BROWN = # F4 FLAT RED
- YELLOW = # F3 FLAT YELLOW
- BROWN = # XF52 FLAT EARTH

For modelers wishing to paint their models in authentic colors we have included the Federal Standard Color Numbers. These numbers refer to color samples printed in FS 595. Copies may be purchased for \$2.25 each from:

THE GENERAL SERVICES ADMINISTRATION
BUSINESS SERVICE CENTER
REGION 3
WASHINGTON 25, D.C.



GET YOUR TOOLS READY:



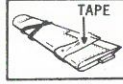
KNIFE
TO DETACH
AND TRIM
PARTS
FILE
TO REMOVE
EXCESS
PLASTIC



TWEEZERS
TO PICK UP
AND HOLD
SMALL
PARTS



CEMENT
USE
TOOTH PICK
PAINT
BRUSH
OR **PIN**
TO
APPLY IT



TAPE AND
CLOTHES
PINS
TO CLAMP
AND HOLD
PARTS
UNTIL THEY
ARE DRY



DO NOT DETACH PARTS
UNTIL YOU ARE READY
TO USE THEM!
PARTS ARE NUMBERED
TO HELP YOU FIND THEM.
LOOK FOR THE NUMBER
ON TAB NEXT TO PART
OR ON PART ITSELF.

FIRST, FIT PARTS TOGETHER and TRIM EXCESS PLASTIC. Use a toothpick, pin or small paint brush to apply cement. APPLY CEMENT SPARINGLY. Too much cement will damage your model.

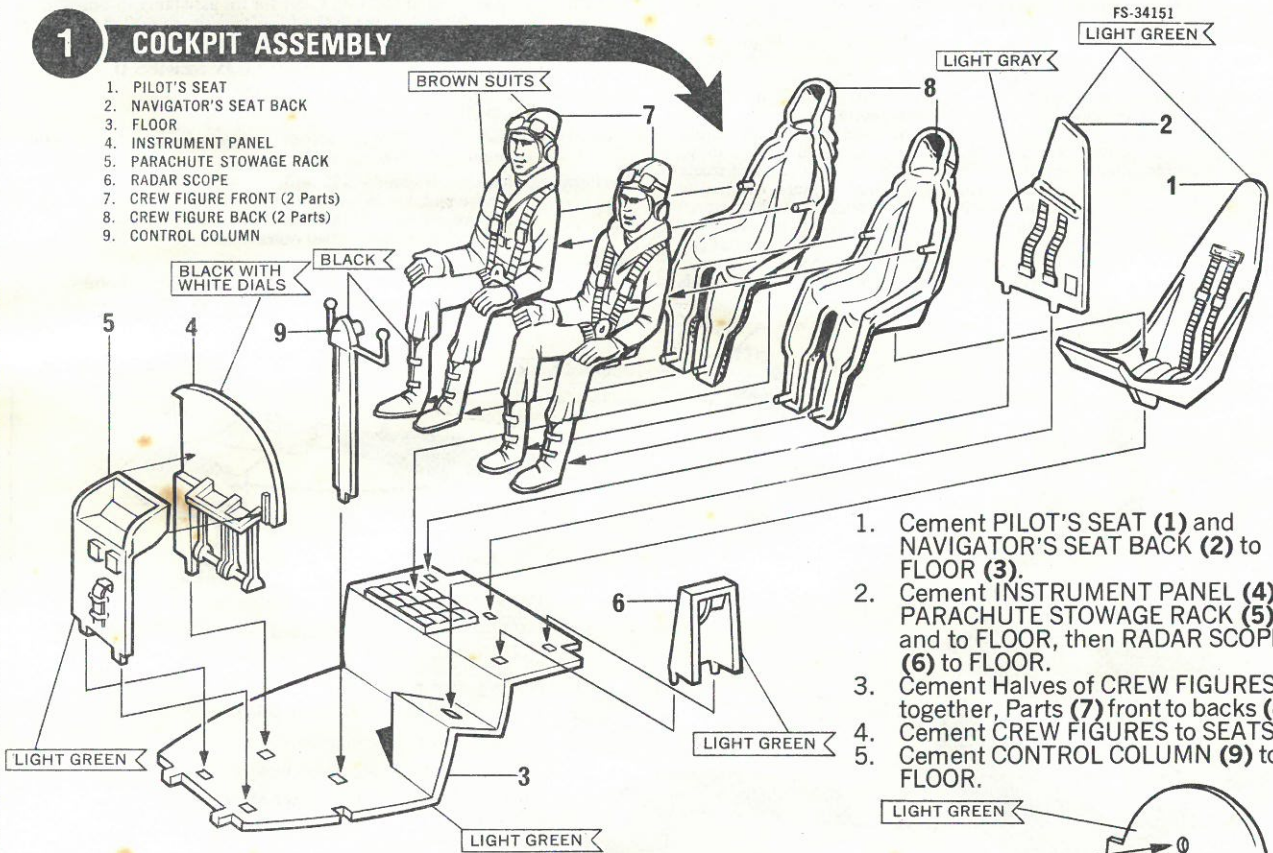
NOTE: In the illustrations some of the details on the parts have been OMITTED FOR CLARITY.

IF YOU WISH TO PAINT YOUR MODEL — See PAINTING FLAGS  for color suggestions.

- Use paints made for plastics only.
- Paint small parts before detaching from runner.
- Start with the lighter colors.
- Scrape off paint where cement is to be applied. Cement will not work on paint.

1 COCKPIT ASSEMBLY

1. PILOT'S SEAT
2. NAVIGATOR'S SEAT BACK
3. FLOOR
4. INSTRUMENT PANEL
5. PARACHUTE STOWAGE RACK
6. RADAR SCOPE
7. CREW FIGURE FRONT (2 Parts)
8. CREW FIGURE BACK (2 Parts)
9. CONTROL COLUMN

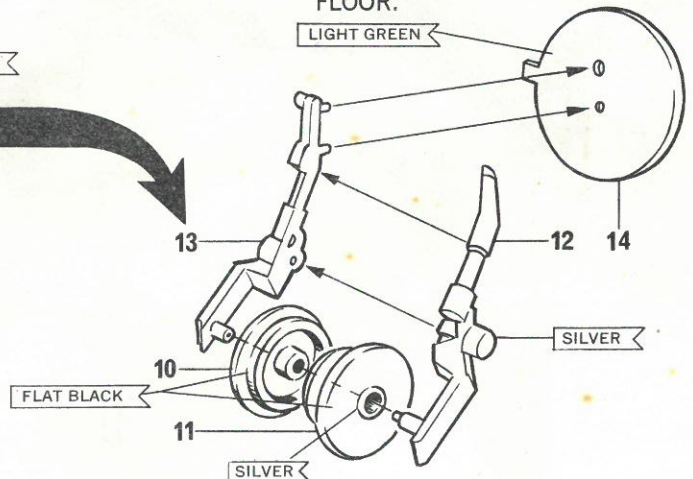


1. Cement PILOT'S SEAT (1) and NAVIGATOR'S SEAT BACK (2) to FLOOR (3).
2. Cement INSTRUMENT PANEL (4) to PARACHUTE STOWAGE RACK (5) and to FLOOR, then RADAR SCOPE (6) to FLOOR.
3. Cement Halves of CREW FIGURES together, Parts (7) front to backs (8).
4. Cement CREW FIGURES to SEATS.
5. Cement CONTROL COLUMN (9) to FLOOR.

2 TAIL WHEEL ASSEMBLY

10. TAIL WHEEL
11. TAIL WHEEL
12. TAIL WHEEL STRUT RIGHT
13. TAIL WHEEL STRUT LEFT
14. TAIL BULKHEAD

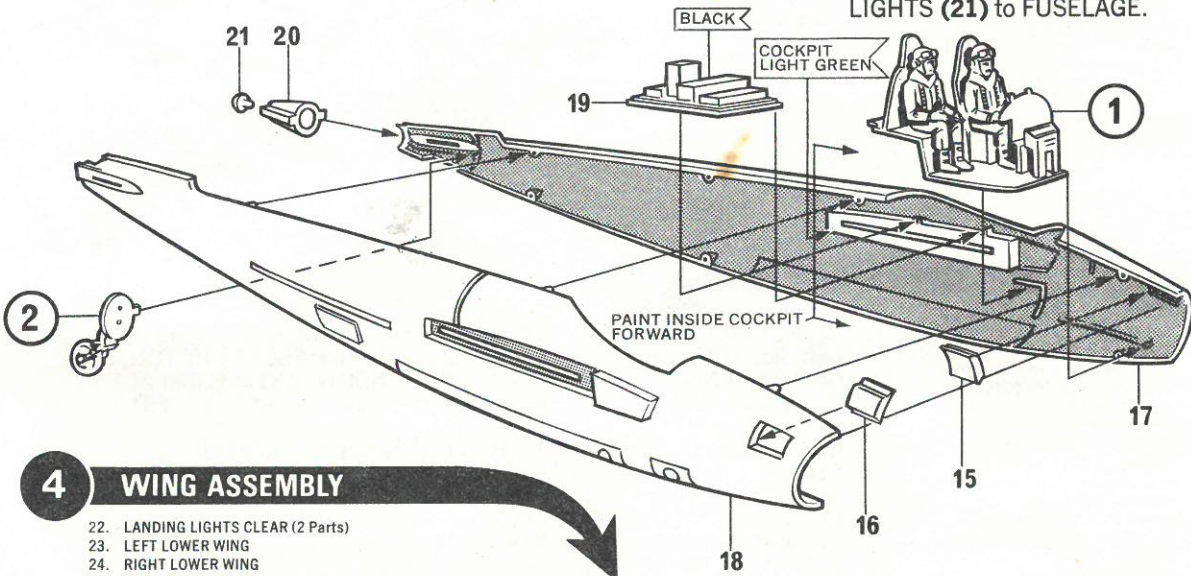
1. Cement TAIL WHEEL HALVES (10) and (11) together.
2. Place STUB AXLES of TAIL WHEEL STRUT HALVES (12) and (13) in TAIL WHEEL and cement STRUT together.
3. Cement STRUT to TAIL BULKHEAD (14).



3 FUSELAGE ASSEMBLY

- | | |
|--------------------------|-----------------|
| 15. WINDOW LEFT (CLEAR) | 19. RADIO SHELF |
| 16. WINDOW RIGHT (CLEAR) | 20. TAIL CONE |
| 17. FUSELAGE LEFT | 21. TAILLIGHTS |
| 18. FUSELAGE RIGHT | |

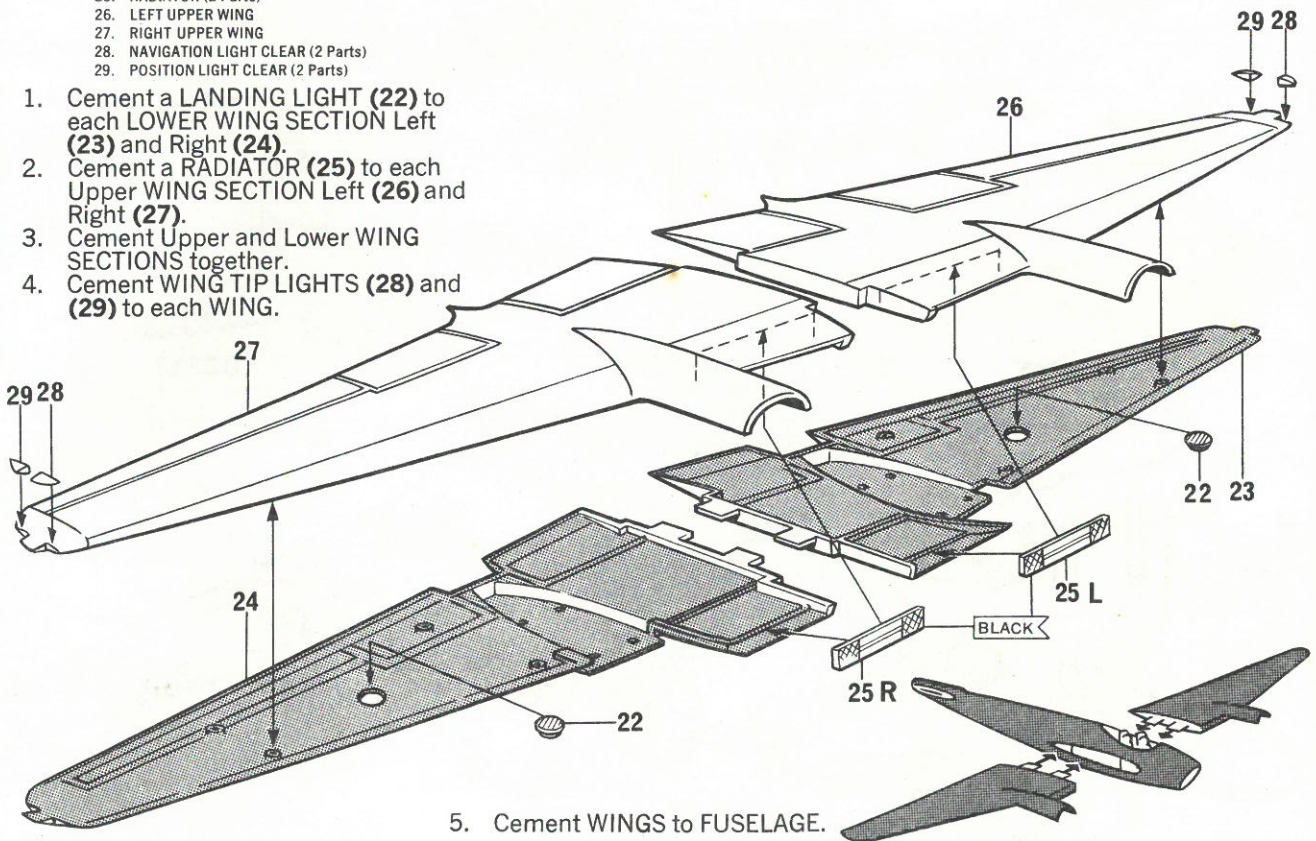
1. Cement WINDOWS (15) and (16) in FUSELAGE SECTIONS (17) and (18).
2. Cement COCKPIT ASSEMBLY, TAIL WHEEL ASSEMBLY and RADIO SHELF (19) to LEFT FUSELAGE.
3. Cement FUSELAGE HALVES together.
4. Cement TAIL CONE (20) and TAIL LIGHTS (21) to FUSELAGE.



4 WING ASSEMBLY

- | |
|--------------------------------------|
| 22. LANDING LIGHTS CLEAR (2 Parts) |
| 23. LEFT LOWER WING |
| 24. RIGHT LOWER WING |
| 25. RADIATOR (2 Parts) |
| 26. LEFT UPPER WING |
| 27. RIGHT UPPER WING |
| 28. NAVIGATION LIGHT CLEAR (2 Parts) |
| 29. POSITION LIGHT CLEAR (2 Parts) |

1. Cement a LANDING LIGHT (22) to each LOWER WING SECTION Left (23) and Right (24).
2. Cement a RADIATOR (25) to each Upper WING SECTION Left (26) and Right (27).
3. Cement Upper and Lower WING SECTIONS together.
4. Cement WING TIP LIGHTS (28) and (29) to each WING.

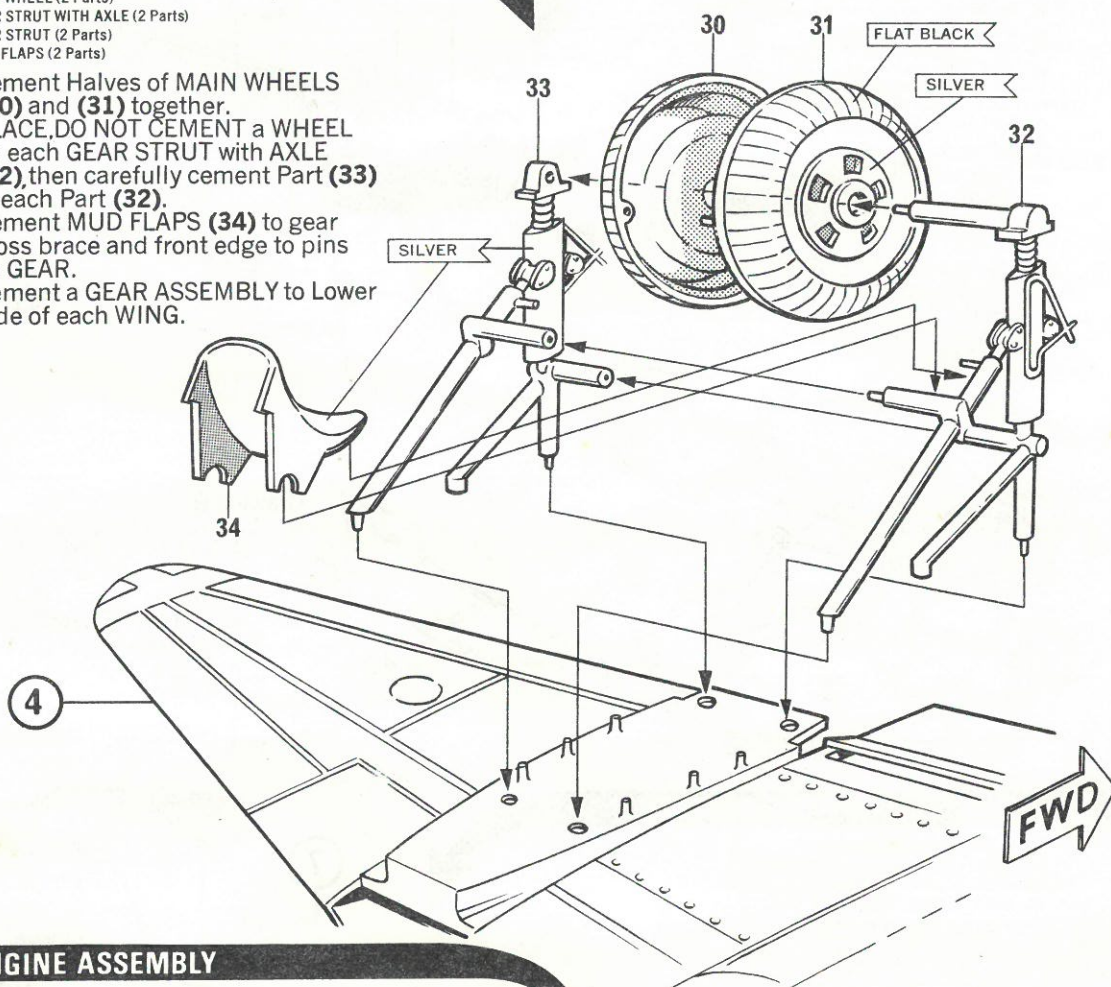


5. Cement WINGS to FUSELAGE.

5 MAIN GEAR ASSEMBLY

- 30. MAIN WHEEL (2 Parts)
- 31. MAIN WHEEL (2 Parts)
- 32. GEAR STRUT WITH AXLE (2 Parts)
- 33. GEAR STRUT (2 Parts)
- 34. MUD FLAPS (2 Parts)

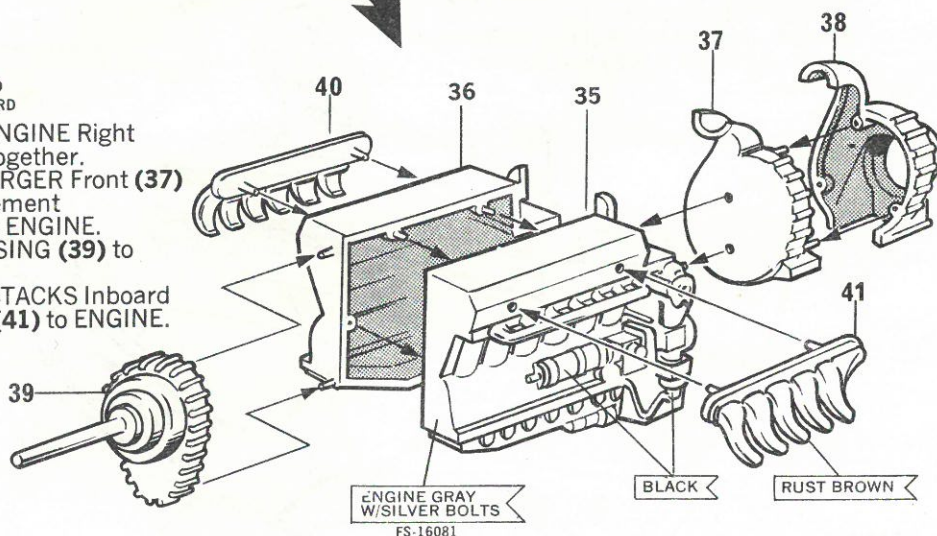
1. Cement Halves of MAIN WHEELS (30) and (31) together.
2. PLACE, DO NOT CEMENT a WHEEL on each GEAR STRUT with AXLE (32), then carefully cement Part (33) to each Part (32).
3. Cement MUD FLAPS (34) to gear cross brace and front edge to pins on GEAR.
4. Cement a GEAR ASSEMBLY to Lower Side of each WING.



6 ENGINE ASSEMBLY

- 35. ENGINE LEFT SIDE
- 36. ENGINE RIGHT SIDE
- 37. SUPERCHARGER FRONT
- 38. SUPERCHARGER REAR
- 39. REDUCTION GEAR HOUSING
- 40. LEFT EXHAUST STACKS INBOARD
- 41. LEFT EXHAUST STACKS OUTBOARD

1. Cement Halves of ENGINE Right (36) and Left (35) together.
2. Cement SUPERCHARGER Front (37) to Rear (38) then cement SUPERCHARGER to ENGINE.
3. Cement GEAR HOUSING (39) to ENGINE.
4. Cement EXHAUST STACKS Inboard (40) and Outboard (41) to ENGINE.

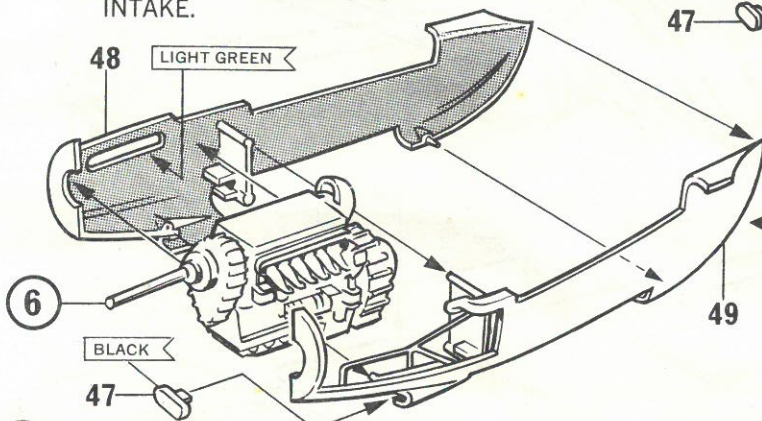
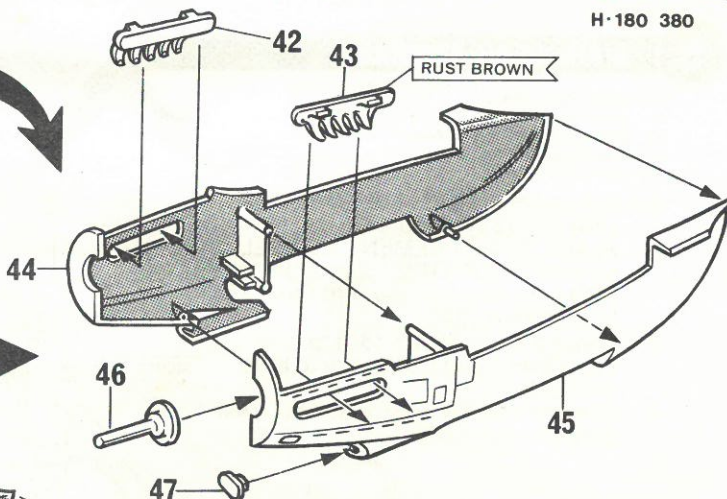


7 NACELLE ASSEMBLY

- 42. RIGHT OUTBOARD EXHAUST STACKS
- 43. RIGHT INBOARD EXHAUST STACKS
- 44. RIGHT NACELLE OUTBOARD
- 45. RIGHT NACELLE INBOARD
- 46. PROPELLER SHAFT
- 47. INTAKE SCREEN (2 Parts)
- 48. LEFT NACELLE INBOARD
- 49. LEFT NACELLE OUTBOARD

Drawing A

1. Cement Right EXHAUST STACKS Outboard (42) and Inboard (43) to Right NACELLE SECTIONS (44) and (45).
2. Cement NACELLE SECTIONS together, then cement a PROPELLER SHAFT (46) to Front of NACELLE and INTAKE SCREEN (47) to AIR INTAKE.



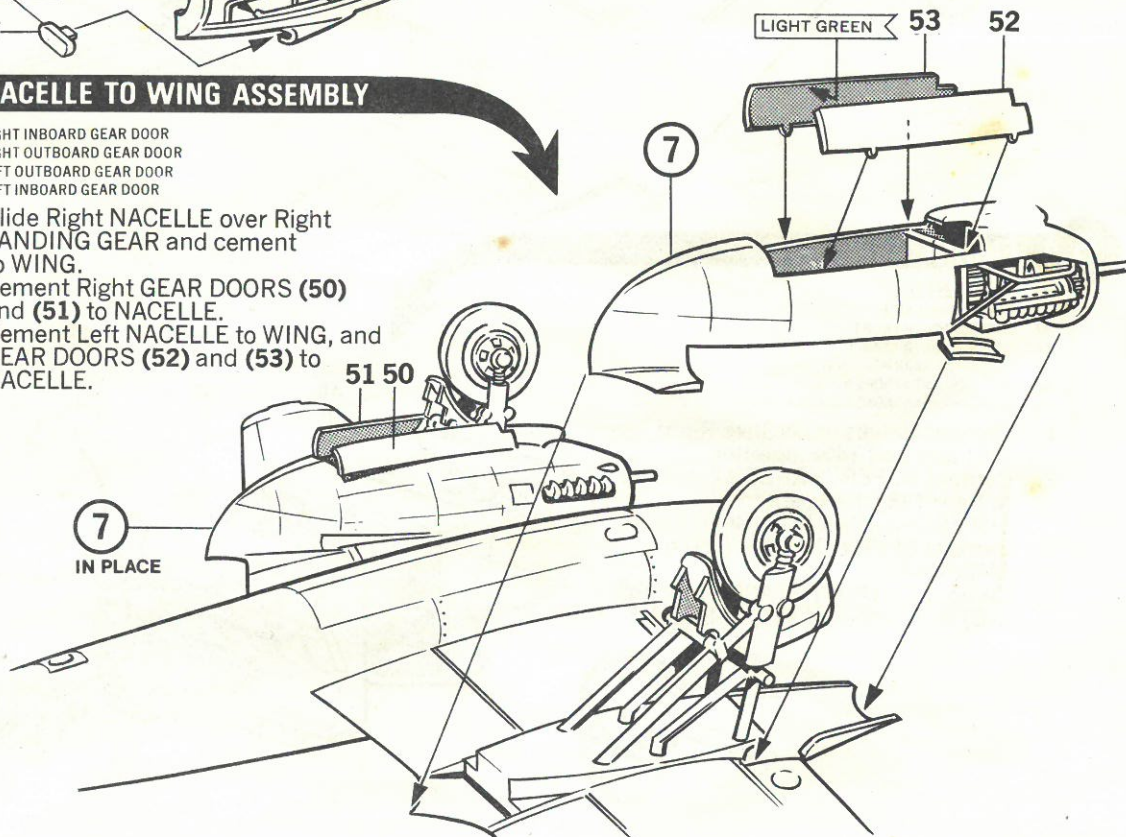
Drawing B

3. Locate ENGINE ASSEMBLY in Left NACELLE Inboard Section (48) and cement in place. Then cement Outboard Section (49) to (48).
4. Cement AIR INTAKE SCREEN (47) to AIR INTAKE.

8 NACELLE TO WING ASSEMBLY

- 50. RIGHT INBOARD GEAR DOOR
- 51. RIGHT OUTBOARD GEAR DOOR
- 52. LEFT OUTBOARD GEAR DOOR
- 53. LEFT INBOARD GEAR DOOR

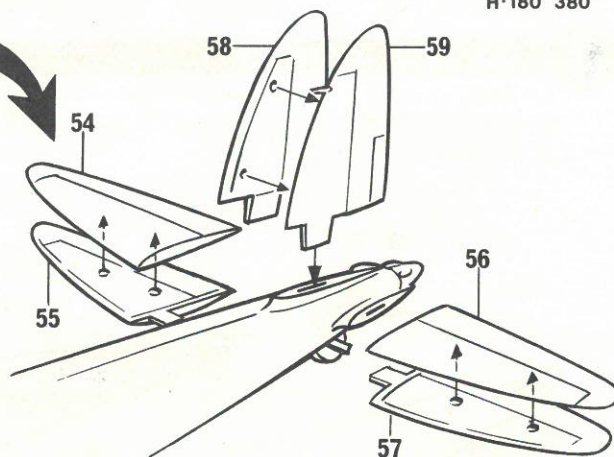
1. Slide Right NACELLE over Right LANDING GEAR and cement to WING.
2. Cement Right GEAR DOORS (50) and (51) to NACELLE.
3. Cement Left NACELLE to WING, and GEAR DOORS (52) and (53) to NACELLE.



9 TAIL ASSEMBLY

- 54. RIGHT STABILIZER TOP
- 55. RIGHT STABILIZER BOTTOM
- 56. LEFT STABILIZER TOP
- 57. LEFT STABILIZER BOTTOM
- 58. RUDDER RIGHT
- 59. RUDDER LEFT

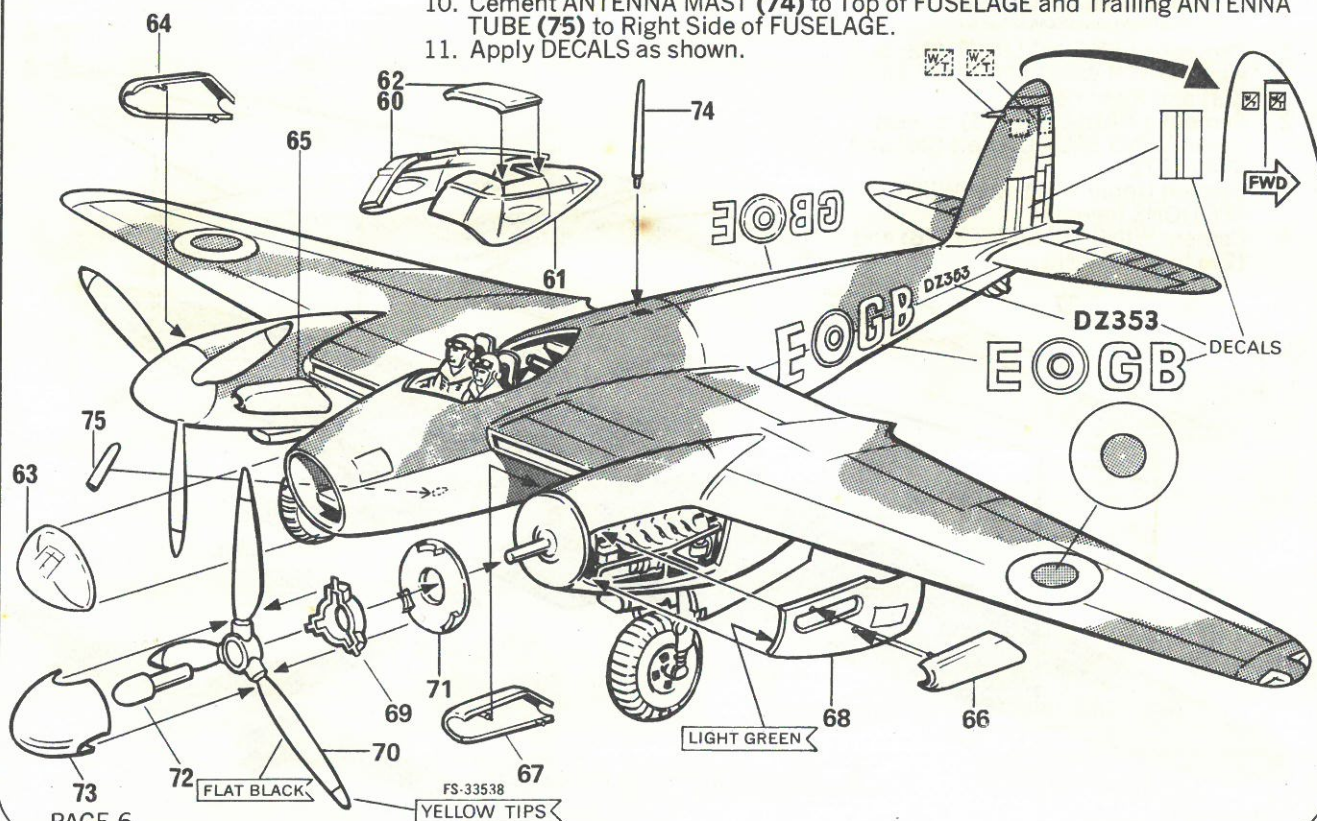
1. Assemble Right and Left STABILIZERS Parts (54) and (55), (56) and (57). Cement STABILIZERS to FUSELAGE.
2. Assemble RUDDER HALVES (58) and (59), Cement to FUSELAGE.



10 FINAL ASSEMBLY

- 60. COCKPIT CANOPY RIGHT CLEAR
- 61. COCKPIT CANOPY LEFT CLEAR
- 62. ESCAPE HATCH CLEAR
- 63. BOMB AIMER'S WINDOW CLEAR
- 64. RIGHT FLAME SHIELD OUTBOARD
- 65. RIGHT FLAME SHIELD INBOARD
- 66. LEFT FLAME SHIELD OUTBOARD
- 67. LEFT FLAME SHIELD INBOARD
- 68. ENGINE ACCESS PANEL
- 69. PROPELLER BACK (2 Parts)
- 70. PROPELLER (2 Parts)
- 71. SPINNER BACK PLATE (2 Parts)
- 72. PROPELLER RETAINER (2 Parts)
- 73. SPINNER (2 Parts)
- 74. ANTENNA MAST
- 75. TRAILING ANTENNA TUBE

1. Carefully assemble COCKPIT CANOPY by cementing Right Side (60) to Left Side (61). When cement has set install TOP ESCAPE HATCH, (62).
2. Cement CANOPY and BOMB AIMER'S WINDOW (63) to FUSELAGE.
3. Cement FLAME SHIELDS, Right Outboard (64) and Inboard (65) to Right NACELLE.
4. Cement Left Inboard FLAME SHIELD (67) to Left NACELLE.
5. Cement Left Outboard FLAME SHIELD (66) to ENGINE ACCESS PANEL (68), PANEL snaps in place and may be removed to display ENGINE.
6. Cement PROPELLER Backs (69) to PROPELLER (70).
7. Cement a SPINNER BACK PLATE (71) to the Back of each PROPELLER.
8. Place a RETAINER (72) in each PROPELLER and press onto each PROPELLER SHAFT.
9. Carefully cement the SPINNERS (73) to each Back PLATE.
10. Cement ANTENNA MAST (74) to Top of FUSELAGE and Trailing ANTENNA TUBE (75) to Right Side of FUSELAGE.
11. Apply DECALS as shown.



H-180

E



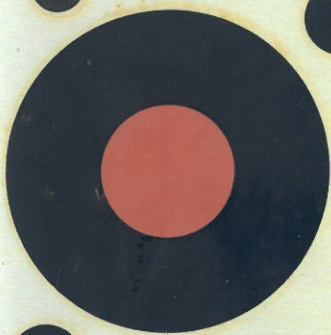
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FUSELAGE

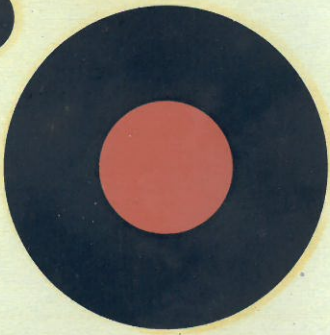
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E



UPPER WING



DZ353

DZ353



FIN

