

"Cut from decal sheet the section required. Place in warm water for 10-15 seconds. Slide from backing sheet directly on to model. Locate accurately and press down with soft cloth, removing excess water at same time."

In case of complaint please complete this section and send to:



Pioneer 2 Models 46 Haworth Road, Crossroads, Keighley, BD22 9DL, UK.

NAME \_\_\_\_\_

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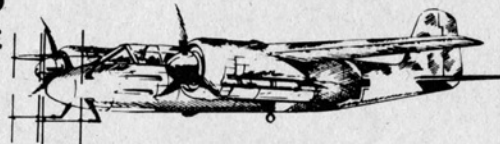
Quoting where purchased \_\_\_\_\_

date purchased \_\_\_\_\_

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**PIONEER 2**  
**MODELS**  
 1 / 72 SCALE

46 HAWORTH ROAD  
 CROSSROADS, KEIGHLEY  
 W. YORKSHIRE BD 22 9 DL  
 ENGLAND



# FW TA-154

SPECIFICATION

Span	52' 5/4" 16.00 mt.	Max Speed	395 mph (636kph)	Engine	Jumo 211N
Length	40' 10" 12.450 mt.		* 20000'(6000m)	Armament	2 MK108
Height	11' 4" 3.400 mt.	Ceiling	33000' (10000m)		2 MG 151
Weight	8.2 tons	Range	850 m (1350km)		

First flown July 1 1943, the FW Ta 154VI (TE + FE) began life as a proposed night fighter to combat the ever increasing bombing raids over Germany by the RAF.

Although initially envisaged as a fast attack bomber, development progressed as a night fighter, using the available Junkers Jumo 211 engines. The director of Focke-Wulf, Kurt-Tank was permitted to use the first two letters of his surname to prefix his designs and thus the-154 was allocated also the name Moskito as a form of recognition of the RAF's DH Mosquito.

After extensive testing with several prototypes, number 4 TE + FH was fitted with the standard armament of 2 20 mm MG151 cannon above and 2 30 mm MK108 cannon below, although this aircraft suffered several unfortunate accidents during testing.

A number of further aircraft was used for evaluations, whilst disputes as to the role of the aircraft when in service dragged on. The Moskito suffered several more accidents during testing and modifications were made to overcome such failures. All the while, the HE 219 was the preferred aircraft to go into full production and a fly-off was arranged between the two. Since the aircraft were so different in most of their flying attitudes, the only conclusion was that the Ta154 was better suited to localised rather than extended range sorties.

Production was envisaged at 250 aircraft per month but only a limited number was built which, including many prototypes did not amount to much over 50 aircraft. The aircraft did see limited service but doubtless the dual effects of poor decisions and enemy action curtailed the career of that could have been a worthy contestant for the RAF's Mosquito.



DO NOT  
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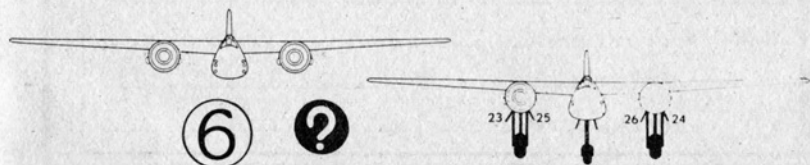
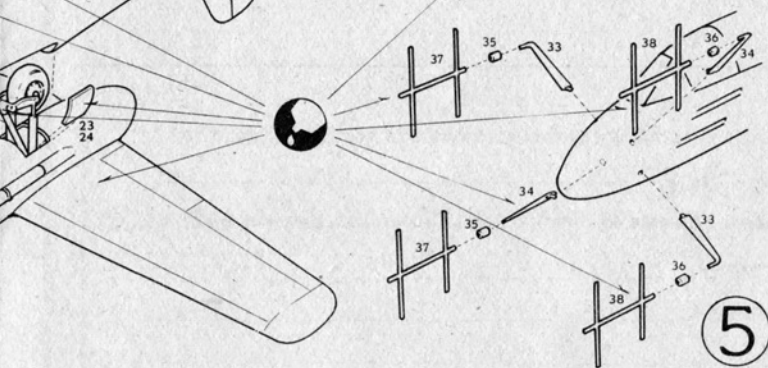
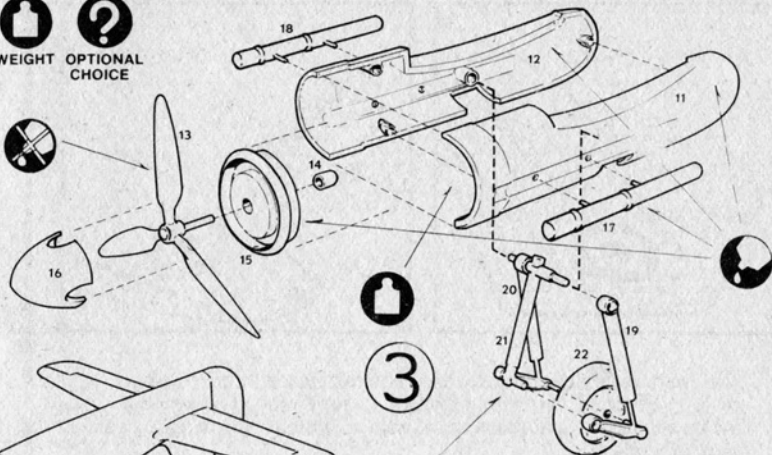
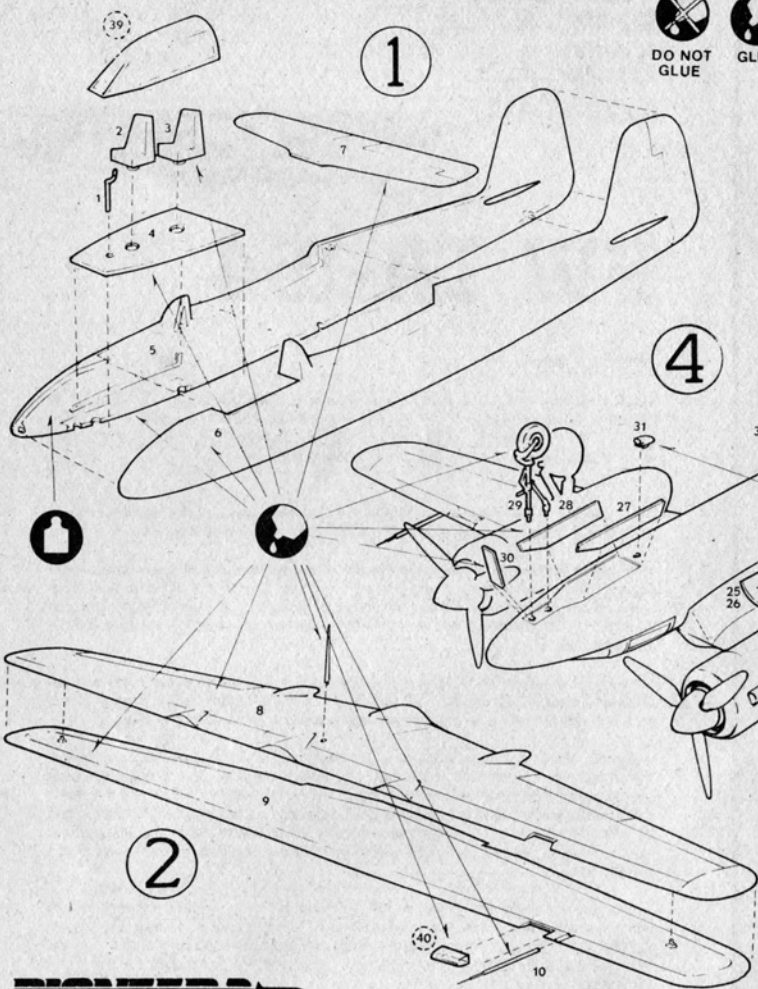
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WEIGHT



OPTIONAL  
CHOICE



**PIONEER 2**

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