

# AIRFIX

CONSTRUCTION KIT

## 1/72 SCALE DOG FIGHT DOUBLES

### BEAUFIGHTER and ME 109

The Bristol Beaufighter started life as an improvisation, being designed to use many parts of the Bristol Beaufort which was already in production.

First flown in 1939, the Beaufighter was in service with the R.A.F. in 1940 as a nightfighter. Later variants were used as long-range day fighters and ground strafers, and by 1943 the T.F.X. was in action with Coastal Command.

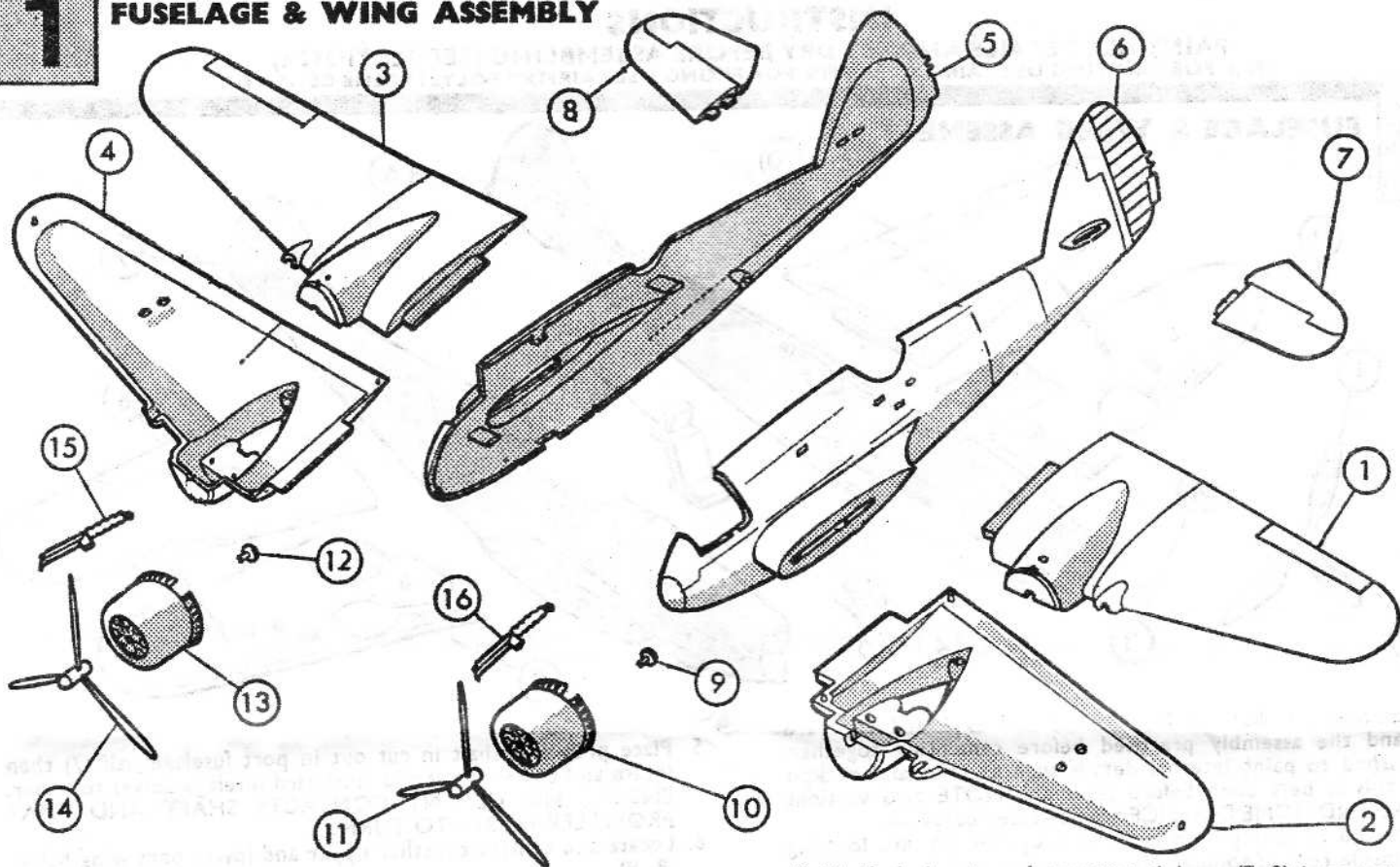
The T.F.X., which was the last variant to be produced in large numbers, combined the virtues of a fighter with the striking power of a torpedo-bomber, and soon rendered the earlier torpedo-bombers obsolete. By the end of the war over 5,000 Beaufighters had been produced and used on almost all fronts.

The T.F.X. was powered by two Bristol Hercules XVII engines, giving a top speed of 320 m.p.h. and a loaded range of 1,400 miles. In addition to the 18 in. torpedo it was armed with four 20 mm. cannon in the nose, one .303 in. machine gun in the dorsal position and either six machine guns or eight rocket projectiles on the wings. Wingspan 57 ft. 10 in. Length 41 ft. 4 in.

### INSTRUCTIONS

**PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)**  
**N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT**

#### 1 FUSELAGE & WING ASSEMBLY



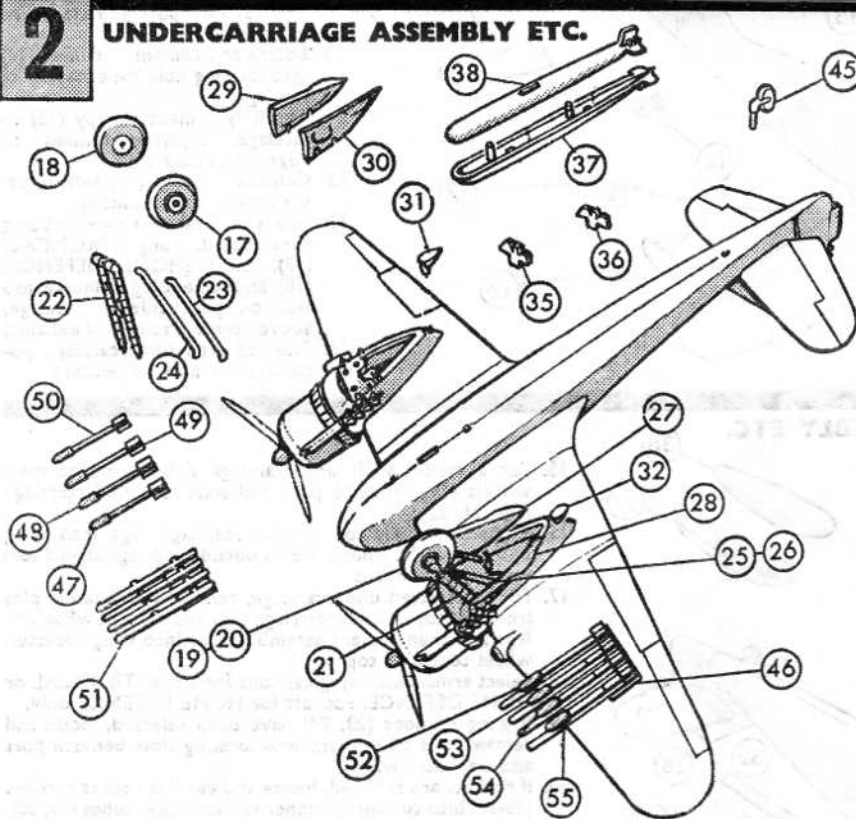
It is recommended that the instructions and exploded view are studied and assembly practised before cementing together. If it is wished to paint internal details such as pilot and cockpit interior, this is best done before assembly.

1. Cement together upper and lower halves of port and starboard wings (1-4).
2. When wings are dry cement into port and starboard fuselage sides (5, 6)

3. Similarly locate and cement tailplanes (7, 8) into rear fuselage, ensuring they are at correct dihedral angle.
4. Cement together two halves of fuselage and set assembly aside to dry.
5. Insert propeller shafts (9 and 12) through back of engine cowlings (10 and 13) and cement into propellers (11 and 14).
6. Locate and cement exhaust pipes (15 and 16) into long slots in engine cowlings, and when dry cement cowlings on to nacelles, ensuring cut out is equally spaced either side of lug.

2

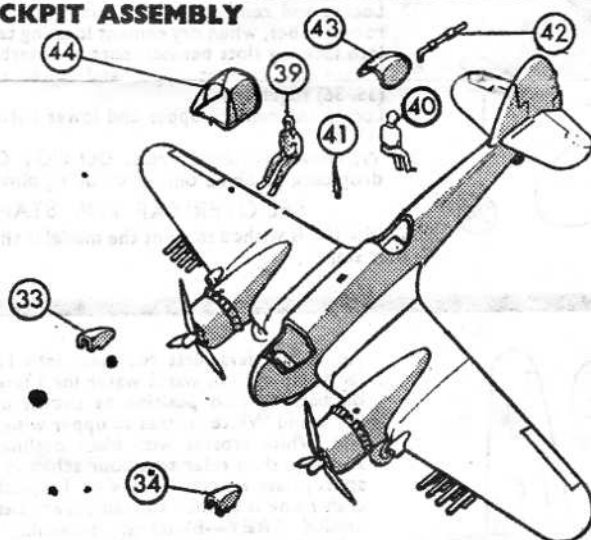
## UNDERCARRIAGE ASSEMBLY ETC.



7. Cement together both pairs of wheel halves (17-20) and when dry press into axles of undercarriage legs (21, 22)
8. Locate and cement undercarriage legs into forward pairs of holes beneath engine nacelles, ensuring that the dimples above the axle face the rear, cement rear struts (23-26) in position between locating dimples in each leg and rear pairs of holes beneath nacelles (27-30)
9. Cement undercarriage doors to locations either side of wheel wells. NOTE: for a model with retracted undercarriage the undercarriage should be omitted, and the doors cemented in the closed position
10. Locate and cement engine outlets (31, 32) into holes in rear of each nacelle.
11. Cement torpedo crutches (35, 36) into locating holes beneath fuselage.
12. Cement together two halves of torpedo (37, 38).
13. Locate and cement tailwheel (45) into hole beneath rear of fuselage. Black and white invasion stripes as box top illustration should be painted at this stage if desired
14. If it is wished to use the torpedo this should now be cemented to torpedo crutches, if rockets are required these should be assembled as follows.
15. Cement rocket rails (46 and 51) to location holes beneath wings.
16. Cement rockets (47-55) on to rocket rails.

3

## COCKPIT ASSEMBLY



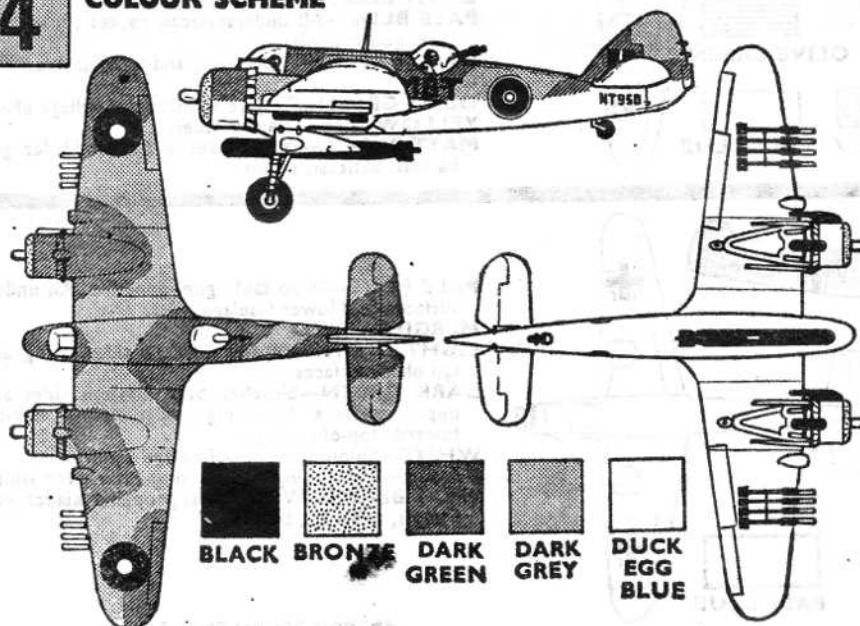
17. Cement engine air intakes (33, 34) to locations above each nacelle.
18. Position crew (39, 40) on seats and cement (after first painting if required).
19. Cement antenna (41) into locating hole behind cockpit.
20. Cement machine gun (42) into slot in rear transparency (43).
21. Cement in position rear transparency and cockpit cover (44), applying cement carefully to edges of canopies.

## STAND ASSEMBLY

22. Press the ends of the two arms into the locating holes in base, lugs on opposite end fitting into slots beneath aircraft, which can then be moved to any position desired. DO NOT CEMENT.
- NOTE:- If it is wished to paint the model it should be done at this stage.

4

## COLOUR SCHEME



23. Apply transfers, first cut the sheet into fourteen separate subjects. Then dip each in warm water for a few minutes, slide off backing into positions as indicated on illustration. The large roundels are applied above the wings, the smaller roundels to the rear fuselage sides. The serial numbers are applied to the fuselage sides beneath the tailplane and the red, white and blue flashes to the fin. The Squadron markings 'MB-T' are applied to the fuselage above either wing. The small letter 'T' is applied to the front of the nose and the aircraft name to the transparent base.
- DUCK EGG BLUE**—All undersurfaces, including rocket rails, propeller spinners.
- DARK GREY**—All upper surfaces, fin, fuselage and nacelle sides, heads of rockets if employed.
- DARK GREEN**—Over grey to camouflage effect.
- BLACK**—Propellers, fronts of engines, tyres, machine gun, exhausts, torpedo or bodies of rockets as required.

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## 1/72 SCALE DOG FIGHT DOUBLES

### ME 109 and BEAUFIGHTER

The Messerschmitt Bf 109 single seat fighter, was the most famous of the designs of Professor Willi Messerschmitt and gained the distinction of being produced in larger numbers than any aircraft in the Second World War.

Conceived to a 1934 specification, the prototype Bf 109 first flew in September, 1935.

Full scale production began in 1937 and in July of the same year the Bf 109 B went into action with the Condor Legion in Spain. When the Second World War broke out Bf 109 development had reached the E; this became the standard Luftwaffe fighter, replacing all previous models. The heavy losses sustained by the Bf 109s in the Battle of Britain, together with the availability of more powerful engines, led to the much improved Bf 109 F, which entered service in 1941.

In 1942 the Bf 109 F was replaced by the Bf 109 G; this version, which was to be built in larger numbers than all the others combined, was in many ways inferior to the earlier aircraft. Better armed and having a slightly more powerful engine, the Bf 109 G "Gustav" was heavier and even more difficult to fly than its predecessors.

The G-6, which was the major production version, appeared in both standard and tropical versions, and under-wing armament could consist of either 20 mm. cannon in gondolas or 21 cm. rocket missiles; provision was also made for carrying a single bomb.

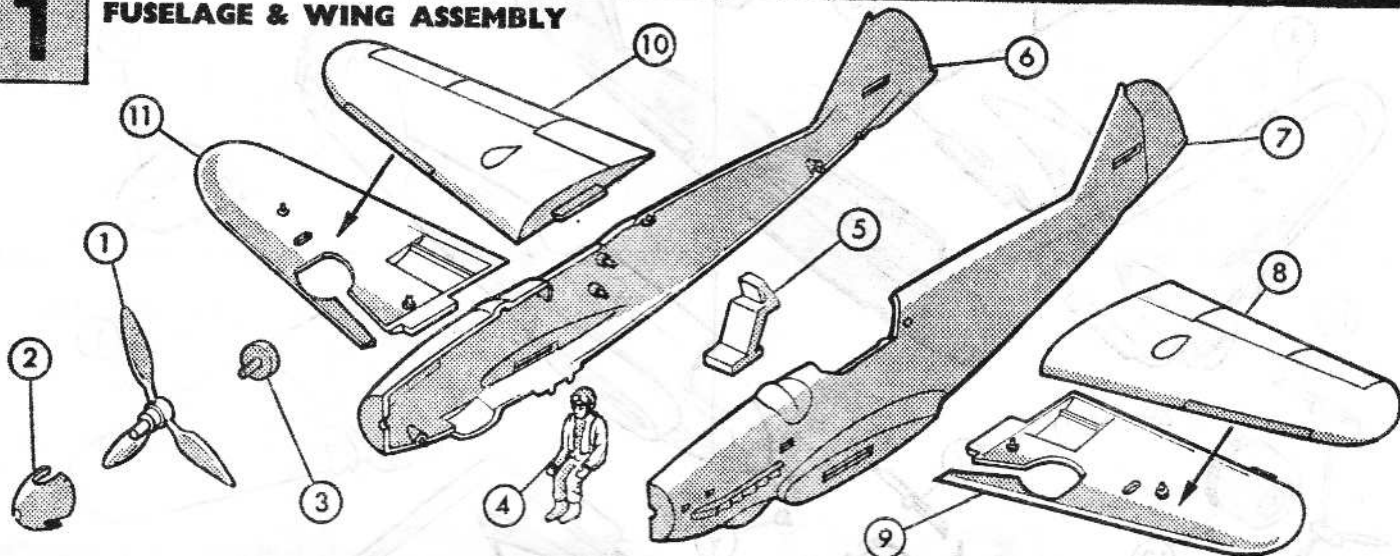
The Bf 109 G was still in production when the war ended and several hundred had been exported; after the war production continued in Czechoslovakia and Spain. The Bf 109 G-6 was powered by a 1,475 h.p. Daimler-Benz engine giving a top speed of 390 m.p.h. and normal range of 450 miles. Armament consisted of one engine mounted 20 mm. cannon, two 13 mm. machine guns and either two 20 mm. cannon or two 21 cm. rocket missiles.

### INSTRUCTIONS

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**N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT**

# 1

#### FUSELAGE & WING ASSEMBLY



It is recommended that the instructions and exploded view are studied and the assembly practised before cementing together. If it is wished to paint internal details such as pilot and cockpit interior, this is best done before assembly. NOTE two versions TROPICAL AND HOME DEFENCE are described below:—

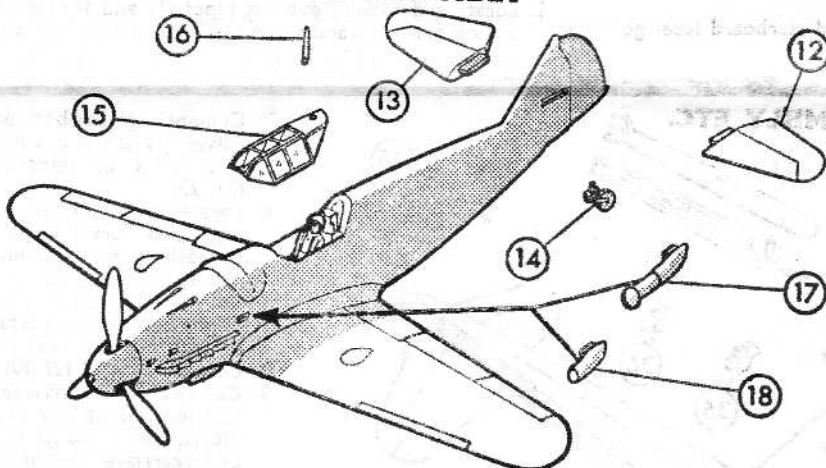
1. Locate and cement pin on front of propeller (1) into locating hole inside rear of spinner (2).
2. Cement propeller shaft (3) into rear of propeller, allow to dry.
3. Cement pilot (4) to seat (5).
4. Cement seat onto locations in starboard fuselage half (6).

5. Place propeller shaft in cut out in port fuselage half (7) then locate and cement port and starboard fuselage halves together. ENSURE NO CEMENT CONTACTS SHAFT AND THAT PROPELLER IS FREE TO TURN.

6. Locate and cement together upper and lower port wing halves (8, 9).
7. Repeat procedure for starboard wing (10, 11).
8. When wings are firmly set, cement tabs on wings into slots in wing roots on fuselage sides.

# 2

#### TAILPLANE & COCKPIT ASSEMBLY



9. Locate and cement tailplanes (12, 13) into port and starboard sides of fin.

10. Locate and cement tailwheel (14) into locating hole beneath rear of fuselage.

11. Carefully cement canopy (15) to fuselage, applying cement to edges of canopy only.

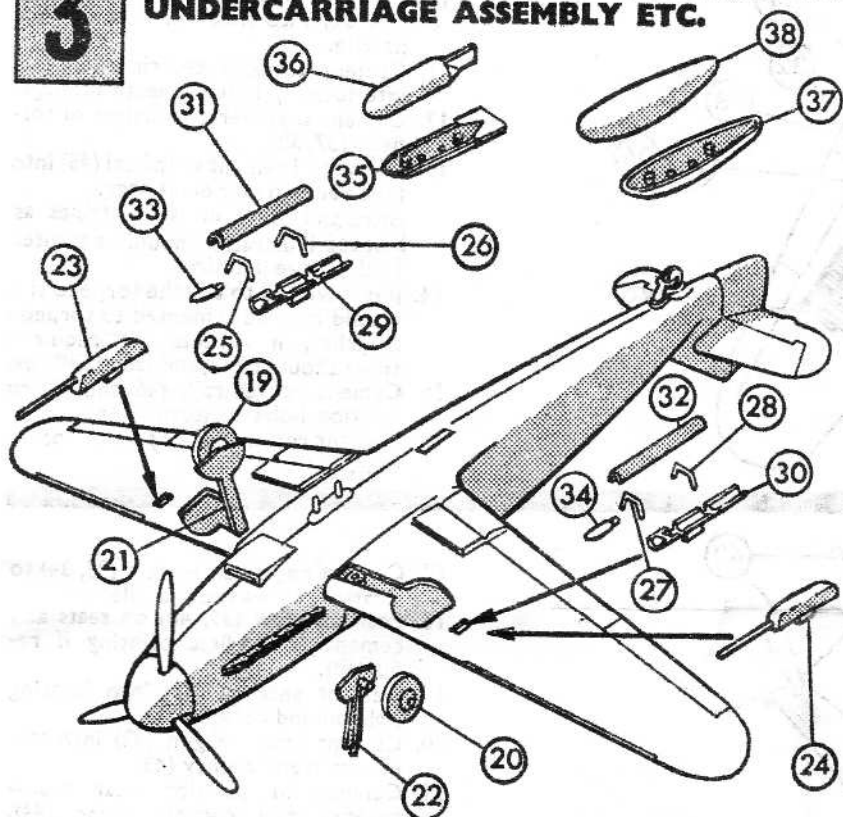
12. Cement antenna (16) into locating hole in top of canopy.

13. Select air intake for version being constructed, long (TROPICAL) (17), short (HOME DEFENCE) (18), and cement lug on intake into slot on port side of fuselage, above nose and to rear of exhaust.

14. The required undercarriage position must now be selected.

# 3

## UNDERCARRIAGE ASSEMBLY ETC.



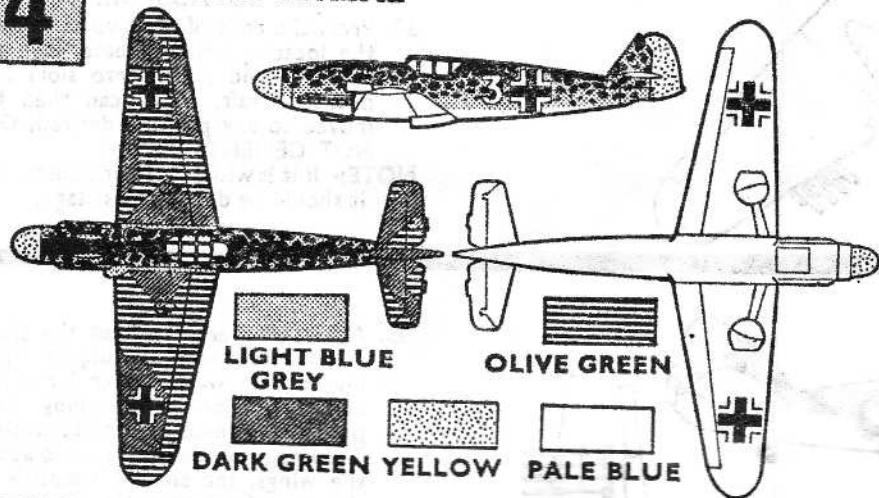
15. For a model with undercarriage down, cement main wheels (19, 20) onto port and starboard undercarriage legs (21, 22).
16. Cement pin on top of undercarriage legs into wing bushes. NOTE wheels are to outside and legs angled forward and outwards
17. For a retracted undercarriage, remove the locating pins from the top of undercarriage legs and cement wheels to legs and then cement assemblies flat into wing recesses, wheel covers to top.
18. Select armament; wing cannons for either TROPICAL or HOME DEFENCE, rockets for HOME DEFENCE only.
19. If wing cannons (23, 24) have been selected, locate and cement tabs on cannons into locating slots beneath port and starboard wings.
20. If rockets are selected, locate and cement rocket carriers (25-28) into cut outs in upper half of rocket tubes (29, 30).
21. Cement lower halves of rocket tubes to upper halves (31, 32).
22. Locate and cement rocket heads (33, 34) into front of rocket tubes, when dry cement locating tab on assemblies into locating slots beneath port and starboard wings.
23. Locate and cement upper and lower halves of bomb (35, 36) together.
24. Locate and cement upper and lower halves of drop tank (37, 38).
25. Whichever required press, DO NOT CEMENT, either drop tank or bomb onto protruding pins below fuselage.

SEE OVERLEAF FOR STAND

NOTE:- If it is wished to paint the model it should be done at this stage.

# 4

## COLOUR SCHEME



Apply transfers, first cut sheet into 11 separate subjects, dip each in warm water for a few minutes, slide off backing into position as shown on illustrations. Black and White crosses to upper wing surfaces. Black and White crosses with black outline to underwing surfaces, then refer to colour schemes for position of appropriate Home Defence or Tropical versions. Aircraft name is applied to transparent base.

**DARK GREY**—Blotches, becoming progressively heavier towards top of fuselage.

**OVER LIGHT BLUE GREY**—Fuselage sides.

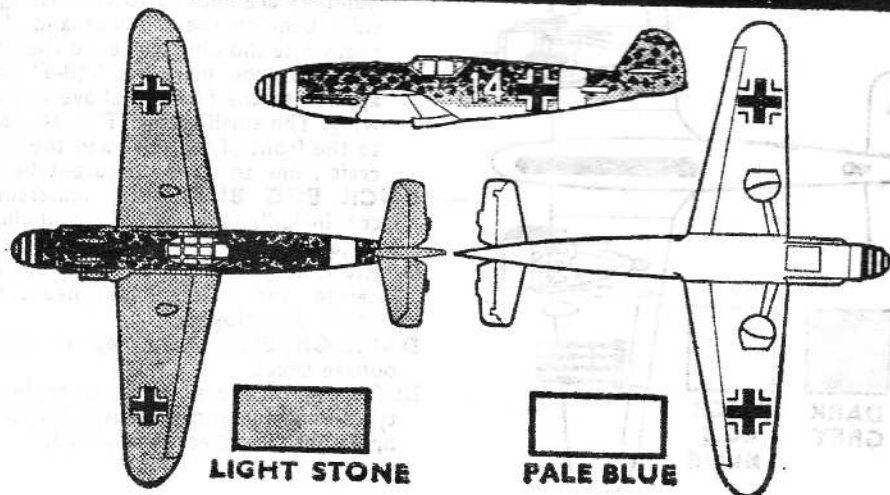
**PALE BLUE**—All undersurfaces, rocket tubes, drop tank, gun gondolas.

**DARK GREEN**—Upper wing and tail plane surfaces.

**OVER OLIVE GREEN**—To give splinter camouflage effect.

**YELLOW**—Spinner and rudder.

**MATT BLACK**—Wheel tyres, propeller blades, gun barrels, exhaust, bomb.



**PALE BLUE**—Drop tank, gun, gondolas. All undersurfaces, and lower fuselage sides.

**MERGING INTO LIGHT STONE**—Upper fuselage sides, wing and tail plane surfaces.

**DARK GREEN**—Blotches over fuselage sides and upper surfaces becoming progressively heavier towards top of fuselage.

**WHITE**—Spinner and rear fuselage band.

**BLACK**—Converging circles on spinner over white.

**MATT BLACK**—Wheel tyres, propeller blades, gun barrels, exhausts, bomb.