



1/72 SCALE MODEL CONSTRUCTION KIT

BRISTOL BEAUFIGHTER T.F.X.

First flown in 1939, the Beaufighter was in service with the R.A.F. in 1940 as a nightfighter 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. 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 ins. 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.

Après son premier vol en 1939, le Beaufighter entra en service à la R.A.F. en 1940 comme chasseur de nuit et en 1943 au Coastal Command. Le TFX avait 2 moteurs Bristol Hercule XVII, une vitesse de 520 Km H. et un rayon d'action de 220 Km—en plus de sa torpille de 18 ins, il était armé de 4 canons de 20 mm dans le nez, une mitrailleuse de 0.303 ins. sur le fuselage et 6 mitrailleuses ou 8 fusées sur les ailes. Envergure 17,60 m—Longueur 12,60 m.

Im Jahre 1939 zum ersten Male in der Luft, befand sich der Beaufighter bereits im Jahre 1940 bei der R.A.F. als Nachtjäger im Einsatz. 1943 befand sich der T.F.X. beim Küstenkommando im Kampfeinsatz. Im T.F.X., der letzten Variante, die in grosser Anzahl hergestellt wurde, vereinten sich die Vorzüge eines Jägers mit der Schlagkraft eines Torpedoflugzeugs. Bei Kriegsende waren 5.000 Beaufighter hergestellt und an allen Fronten eingesetzt. Der T.F.X. hatte zwei Bristol Hercules XVII Motoren mit einer Spitzengeschwindigkeit von 516 km/h und einem Flugbereich von 2253 km bei voller Belastung. Spannweite: 17,60 m; Länge: 12,60 m.

GENERAL INSTRUCTIONS

It is recommended that exploded views are studied and assembly practised before cementing together. Note: small parts are best painted before assembly. Parts should be as drawn and any moulded tabs adhering to parts removed before assembly. All parts are numbered; assemble in sequence.

IF STAND IS TO BE USED CUT AWAY WALL OF PLASTIC FROM STAND SLOT IN FUSELAGE UNDERSIDE.

INSTRUCTIONS GENERALES

Il est recommandé d'étudier avec soin les

dessins et de s'exercer au montage avant de coller les pièces. On peint plus facilement les petites pièces avant de les assembler. Les pièces doivent coïncider avec les dessins et on doit séparer les supports des pièces avant d'assembler celles-ci. Toutes les pièces sont numérotées et doivent être montées en ordre.

DANS LE CAS OU CE MODELE DOIT ETRE MONTÉ SUR UN SOCLE, DÉCOUPEZ L'EMPLACEMENT DANS LE FUSELAGE.

ALLGEMEINE ANLEITUNG

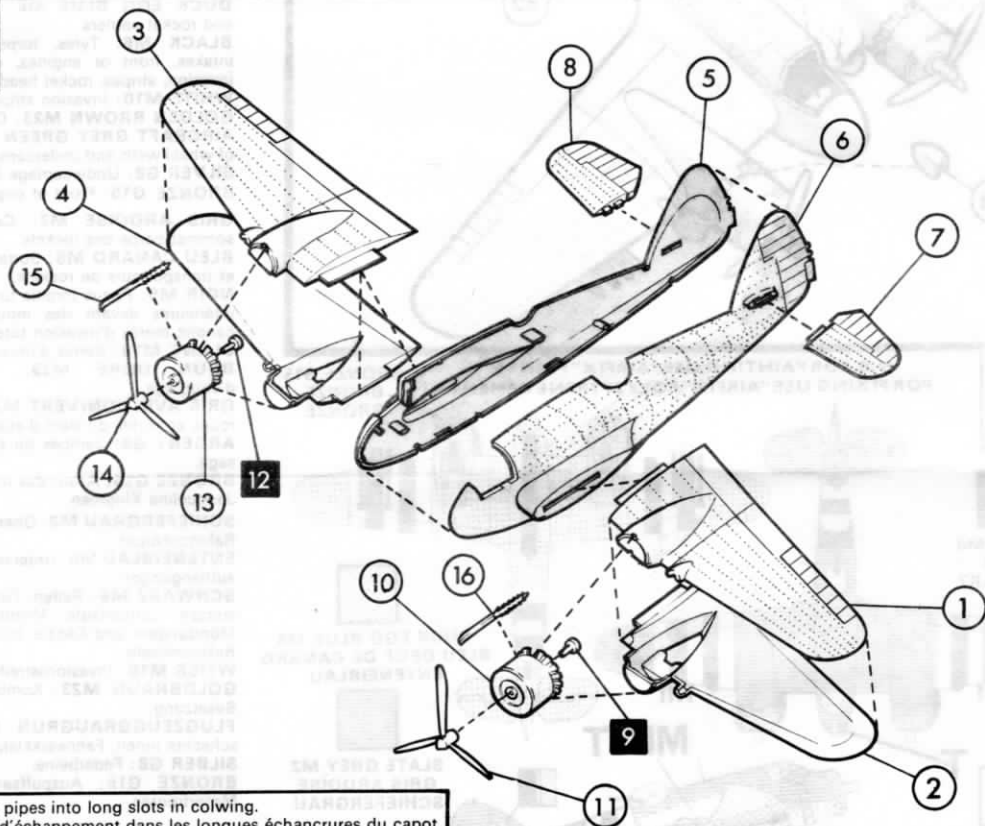
Es wird empfohlen, vor dem Zusammen-

kleben die Detailskizzen genau anzusehen und die Montage zu üben. Bitte beachten Sie, daß die kleineren Teile am besten vor dem Zusammenbau bemalt werden. Die einzelnen Teile entsprechen genau den Abbildungen von den Formen noch evtl. verbliebene Rückstände sind vor dem Montieren abzutrennen. Alle Teile sind nummeriert und müssen in dieser Reihenfolge zusammengebaut werden.

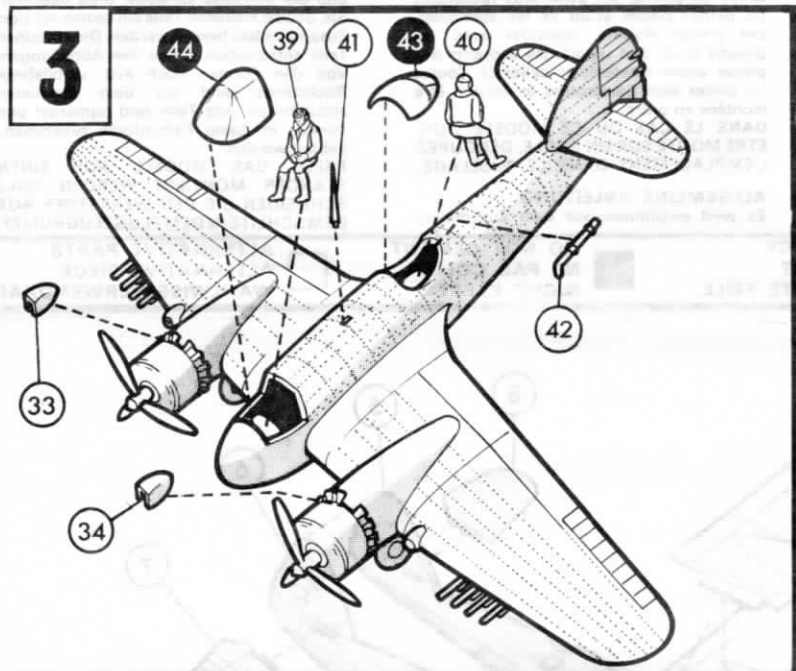
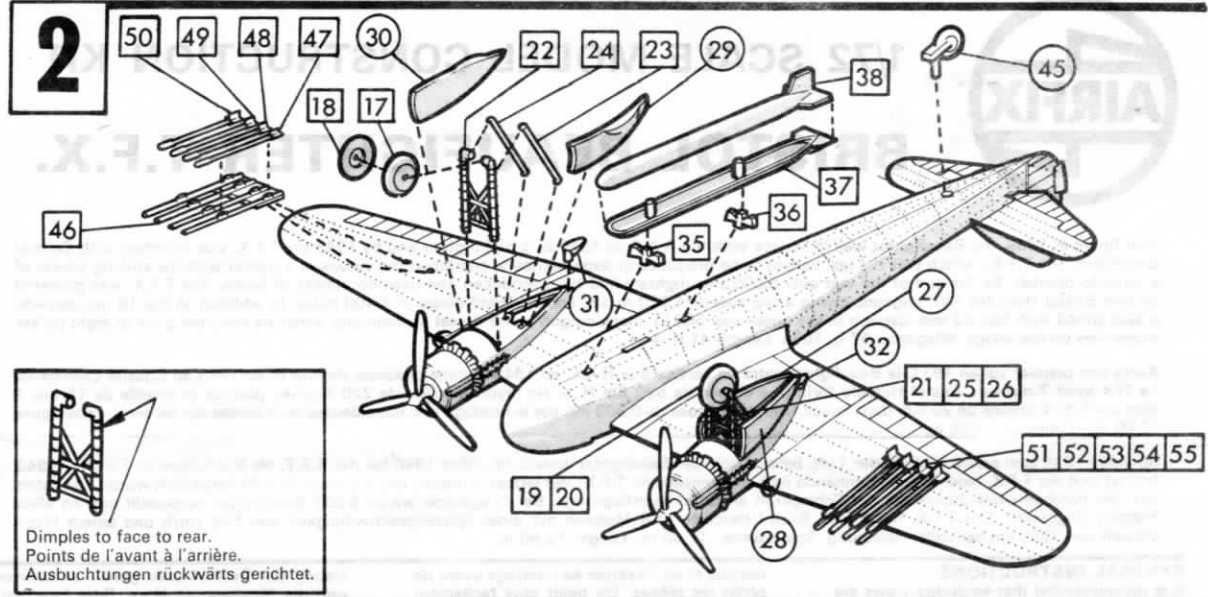
FALLS DAS MODELL AUF EINEN STANDER MONTIERT WERDEN SOLL SCHNEIDEN SIE DEN WERKSTOFF AUS DEM SCHLITZ IN DEM FLUGZEUGRUMPF

CEMENT COLLE KLEBEN	TRANSPARENCY TRANSPARENT TRANSPARENTE TEILE	DO NOT CEMENT NE PAS COLLER NICHT KLEBEN	ALTERNATIVE PARTS ALTERNATIVE PIECE WAHLWISE VERWENDBAR
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1



Exhaust pipes into long slots in cowling.
Tuyaux d'échappement dans les longues échancrures du capot.
Abgasstutzen in Längsschlitz der Motorhaube.



Apply transfers, separate into required subjects dip in warm water for a few minutes, slide off backing into position shown in illustration.

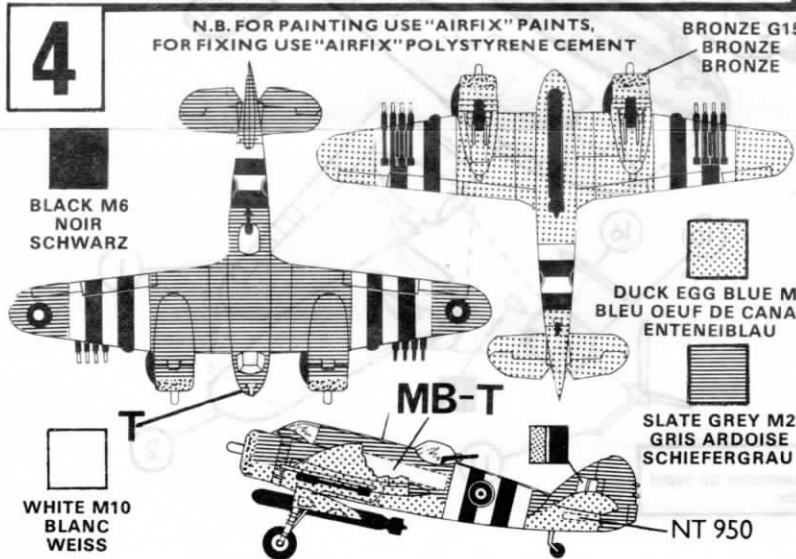
Détacher les emblèmes et appliquer les décalques désirés—trempier les décalques quelques minutes dans de l'eau, attendre qu'elles glissent facilement sur le papier support et les mettre en place.

Vor Anbringen der Schiebbilder Bemalung fertigstellen. Bilder einzeln ausschneiden, einweichen, naß aufschieben, andrücken, glätten, ausrichten und trocknen.

- SLATE GREY M2:** Top surface camouflage, rocket bodies.
- DUCK EGG BLUE M8:** Undersurfaces and rocket carriers.
- BLACK M6:** Tyres, torpedo, exhausts, intakes, front of engines, gun troughs, invasion, stripes, rocket heads.
- WHITE M10:** Invasion stripes.
- GOLDEN BROWN M23:** Crew overalls.
- AIRCRAFT GREY GREEN M20:** Interior of wheel wells and undercarriage doors.
- SILVER G8:** Undercarriage legs.
- BRONZE G15:** Front of engines.

- GRIS ARDOISE M2:** Camouflage du sommet corps des rockets.
- BLEU CANARD M8:** Surfaces inférieures et transporteurs de rockets.
- NOIR M6:** Pneus torpille tuyères tenantes intérieures devant des moteurs étui des canons barrés d'invasion têtes des-rocketts.
- BLANC M10:** Barres d'invasion.
- BRUN DORE M23:** Combinaisons d'équipage.
- GRIS AVIATION/VERT M20:** Pivot des roues et portes du train d'atterrissage.
- ARGENT G8:** Jambes du train d'atterrissage.
- BRONZE G15:** Avant des moteurs.

- Jacqueline Klugman
- SCHIEFERGRAU M2:** Qberseitentarnung, Raketenkörper.
- ENTENEIBLAU M8:** Unterseiten, Raketen-aufhängungen.
- SCHWARZ M6:** Reifen, Torpedo, Abgas-stutzen, Lufterläufe, Motorfronten, MG-Mündungen- und Kanäle, Invasionsstreifen, Raketenköpfe.
- WEISS M10:** Invasionsstreifen.
- GOLDBRAUN M23:** Kombinationen der Besatzung.
- FLUGZEUGGRAUGRUN M20:** Rad-schächte innen, Fahrwerkklappen innen.
- SILBER G8:** Federbeine.
- BRONZE G15:** Auspuffsammlerring an Motorfronten.



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

BLACK M6
NOIR
SCHWARZ

WHITE M10
BLANC
WEISS

BRONZE G15
BRONZE
BRONZE

DUCK EGG BLUE M8
BLEU OEUF DE CANARD
ENTENEIBLAU

SLATE GREY M2
GRIS ARDOISE
SCHIEFERGRAU

MB-T

NT 950



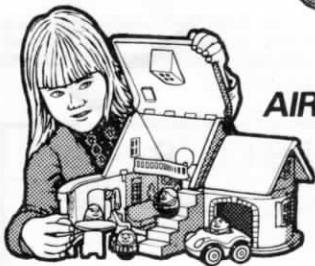
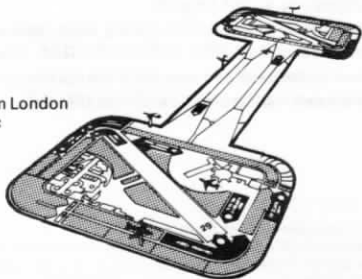
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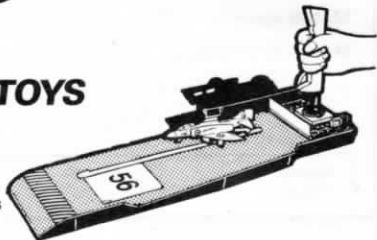
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NAME OF
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DATE



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NT950

BRISTOL BEAUFIGHTER T.F.X.

