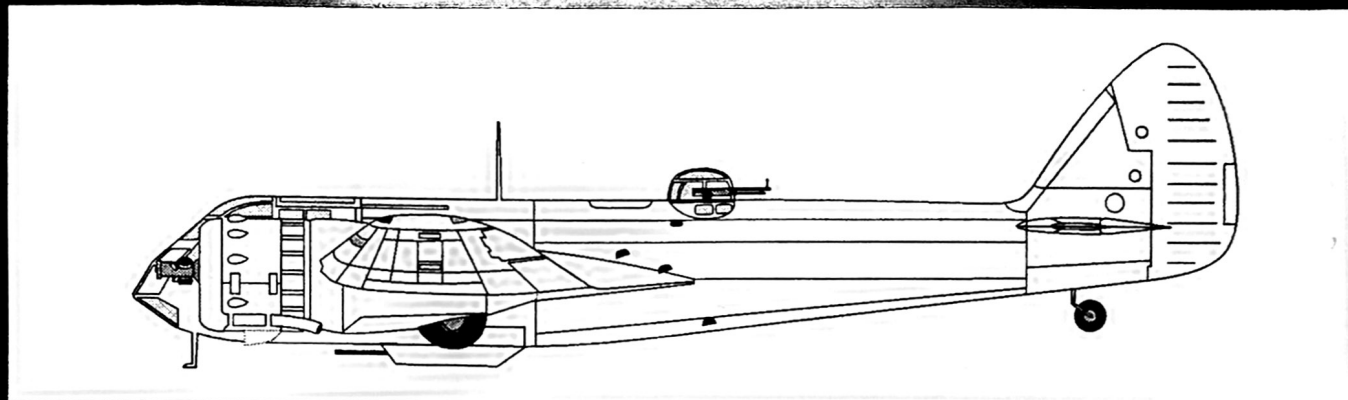




Classic Airframes



Bristol Blenheim Mk.I / IF

The Bristol Blenheim first flew in June 1936; initial deliveries of the Mk I version to RAF squadrons began in mid-March of 1937. The Blenheim immediately aroused much excitement with its high speed and modern appearance and went a long way to create the belief that the RAF had a world class light bomber. No fewer than 28 RAF squadrons were equipped with this type. However by the outbreak of WW II, few Mk Is remained in service with home based bomber squadrons, having been superseded by the Mk IV.

Their usefulness was by no means ended. About 200 were converted to serve as fighters and designated Mk IF with a special gun pack fitted to carry four .303 caliber machine-guns. The type was also used for training with OTUs.

The design of the Blenheim probably peaked with MK IV version, which was also produced in Canada under the name of Bolingbroke. Deliveries of this type commenced in March 1938 and was used by more than 70 squadrons. The Mk IV bore the brunt of the Bomber Command's "Daylight campaign" until replaced by Bostons and Mosquitos in 1942. This version was also used as a night fighter, designated Mk IVF.

The last development of the Blenheim was the Mk V, briefly known as the Bisley. This version however was seriously underpowered and it suffered accordingly when it went into action in the summer of 1942 on the Mediterranean Theater and in the Far East.

The Blenheim created much interest in foreign countries and was used by Canada, Finland, Greece, Portugal, Rumania, South Africa, Yugoslavia, Croatia and the Free French.

Blenheim Mk. 1 Specifications

Powerplant:	Two 840hp Bristol Mercury radial engines	Armament:	One .303 Browning mg in port wing, one .303 Vickers K or Browning .303 mg in turret.
Wing Span:	56' 4"		Bombload 1000 lbs.
Length:	39' 9"		Mk.IF carried four Browning .303s in belly pack
Maximum Speed:	279 mph		

This model kit is intended for *experienced* modelers. The nature of low-pressure molded kits such as this require additional time and effort to clean up and fit the parts, as well as experience with the various media utilized to provide the most accurate effect on the finished model. Use CyA ('super') glue to assemble Resin parts.

Classic Airframes, Inc.
P.O. Box 577580 Chicago, IL 60657-7580 USA

Assembly Instruction Symbols

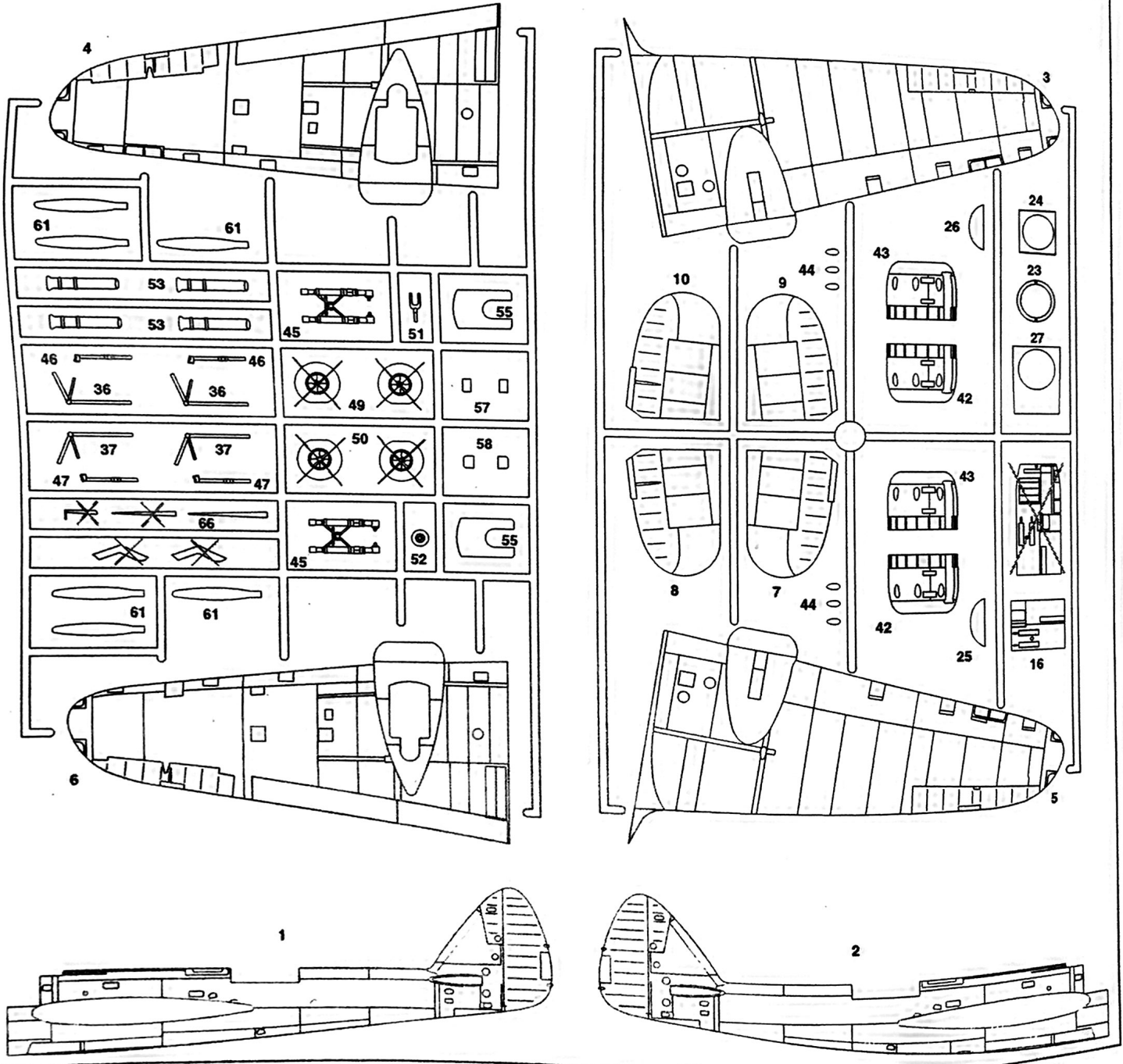


Paint Reference Guide

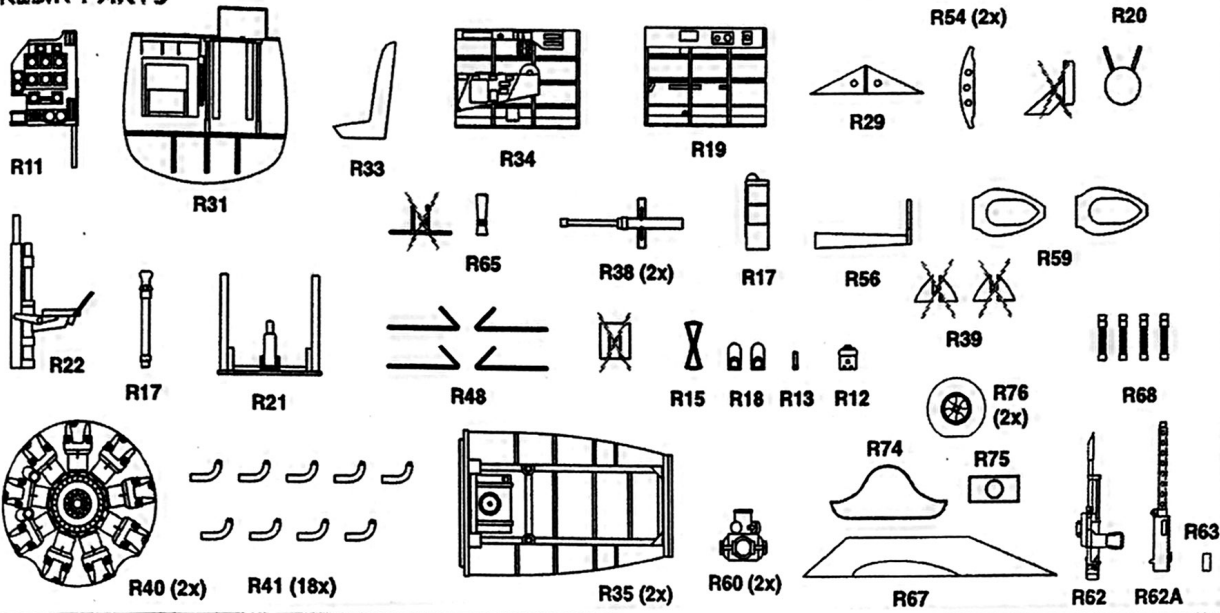
A	Interior Green	FS 34226	C	Aluminum	_____	E	Light Tan (Buff)	FS 33711
B	Night (Black)	FS 37030	D	Rusty Brown	_____	F	Gunmetal	_____

Parts

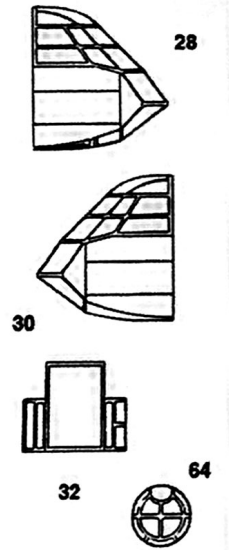
PLASTIC PARTS



RESIN PARTS

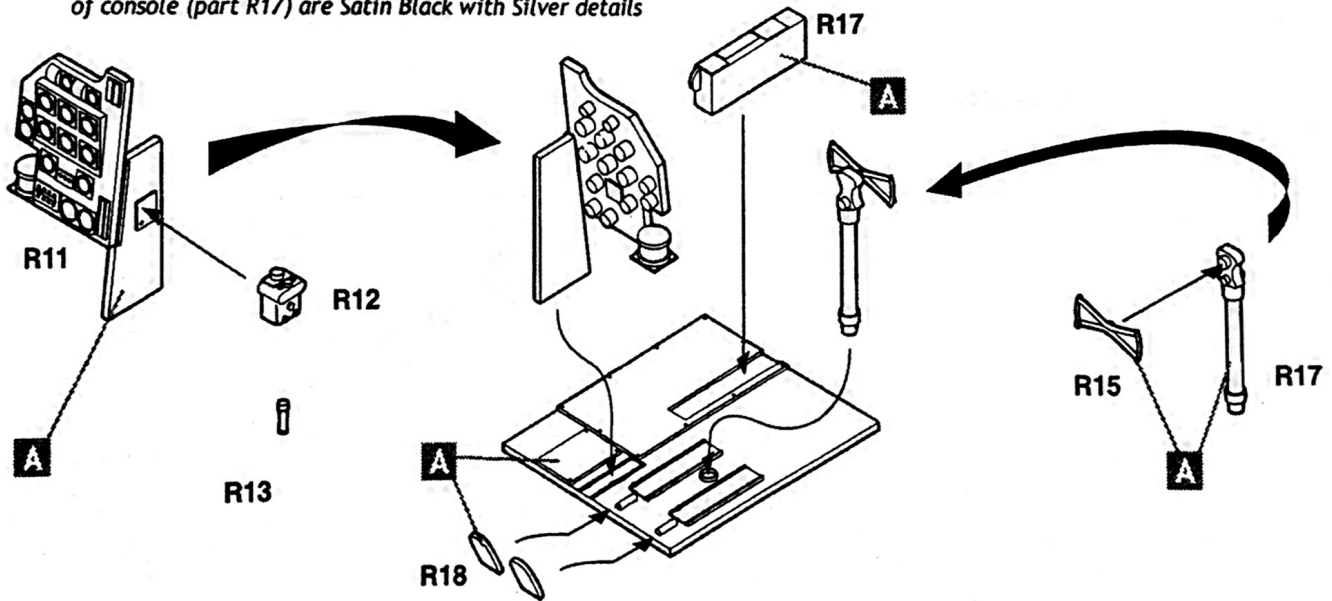


CLEAR PARTS



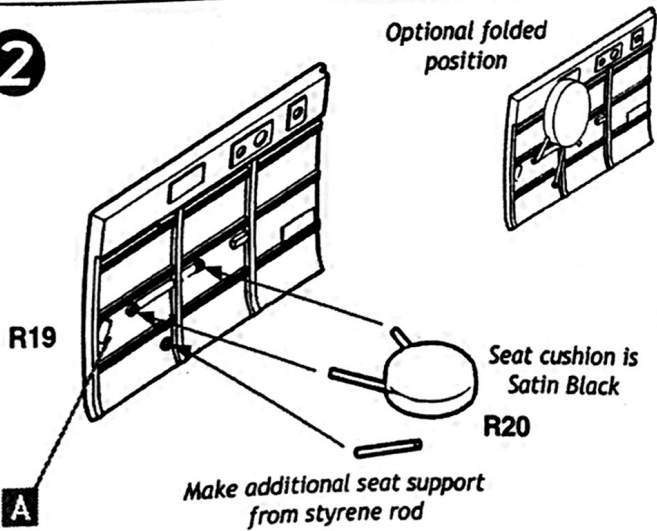
1

Instrument panel (part R11), bombsight (part R12) and top of console (part R17) are Satin Black with Silver details



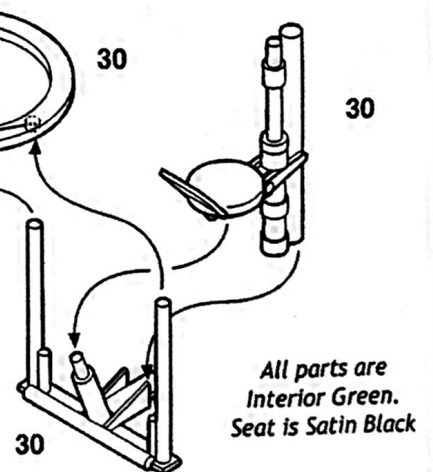
2

Optional folded position



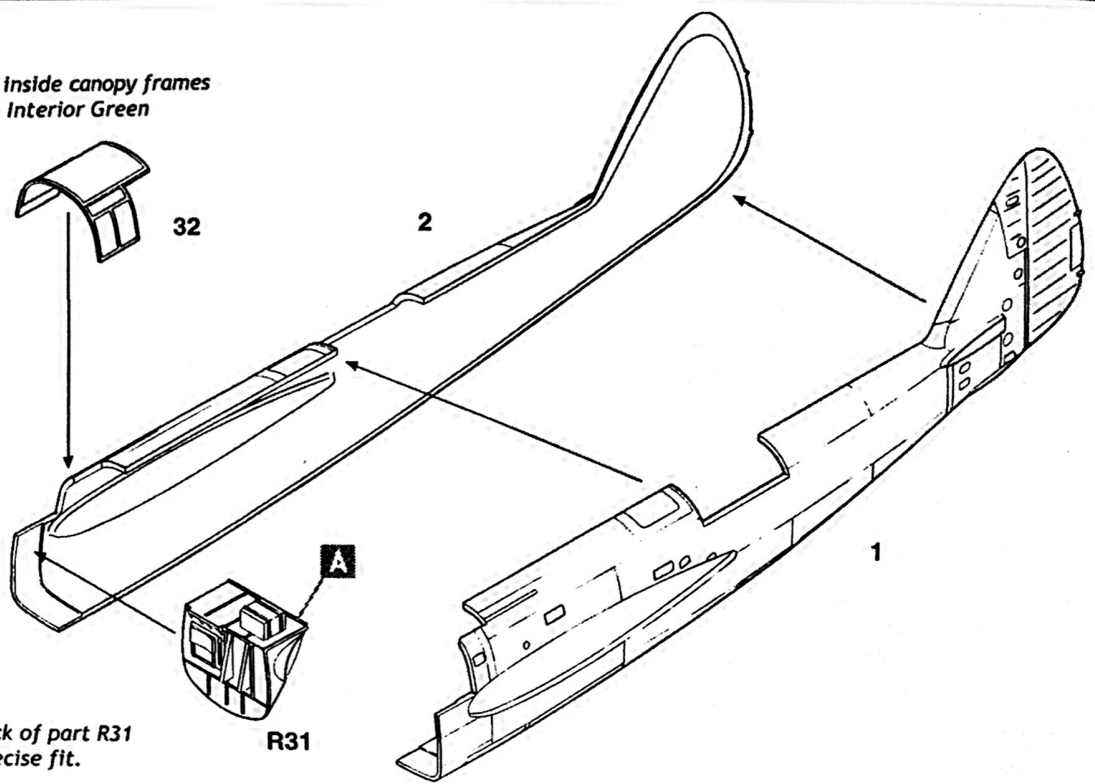
3

Drill 3/64" (1.5mm) holes in positions shown



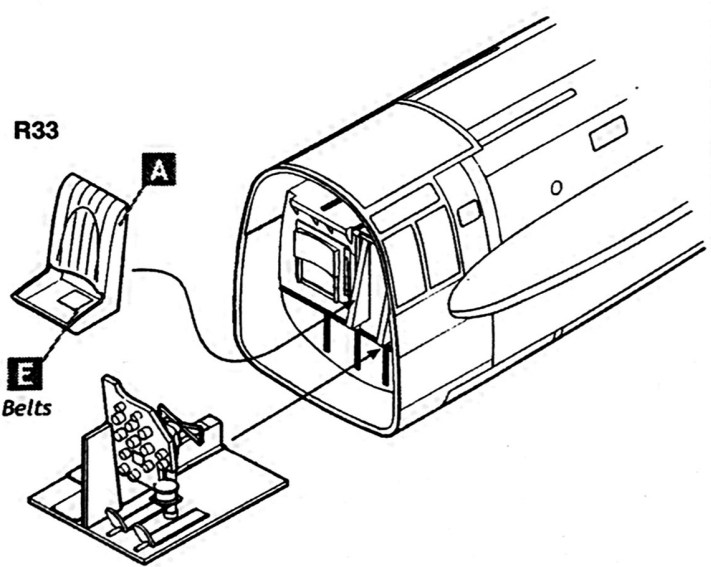
4

Paint inside canopy frames
Interior Green



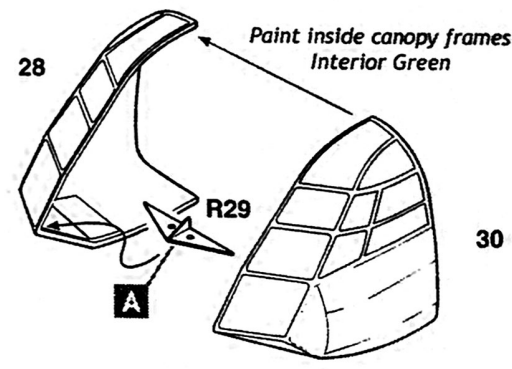
Trim excess resin from back of part R31
as necessary for a precise fit.

5

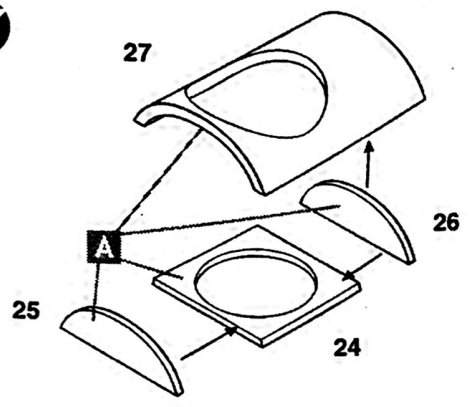


6

Paint inside canopy frames
Interior Green



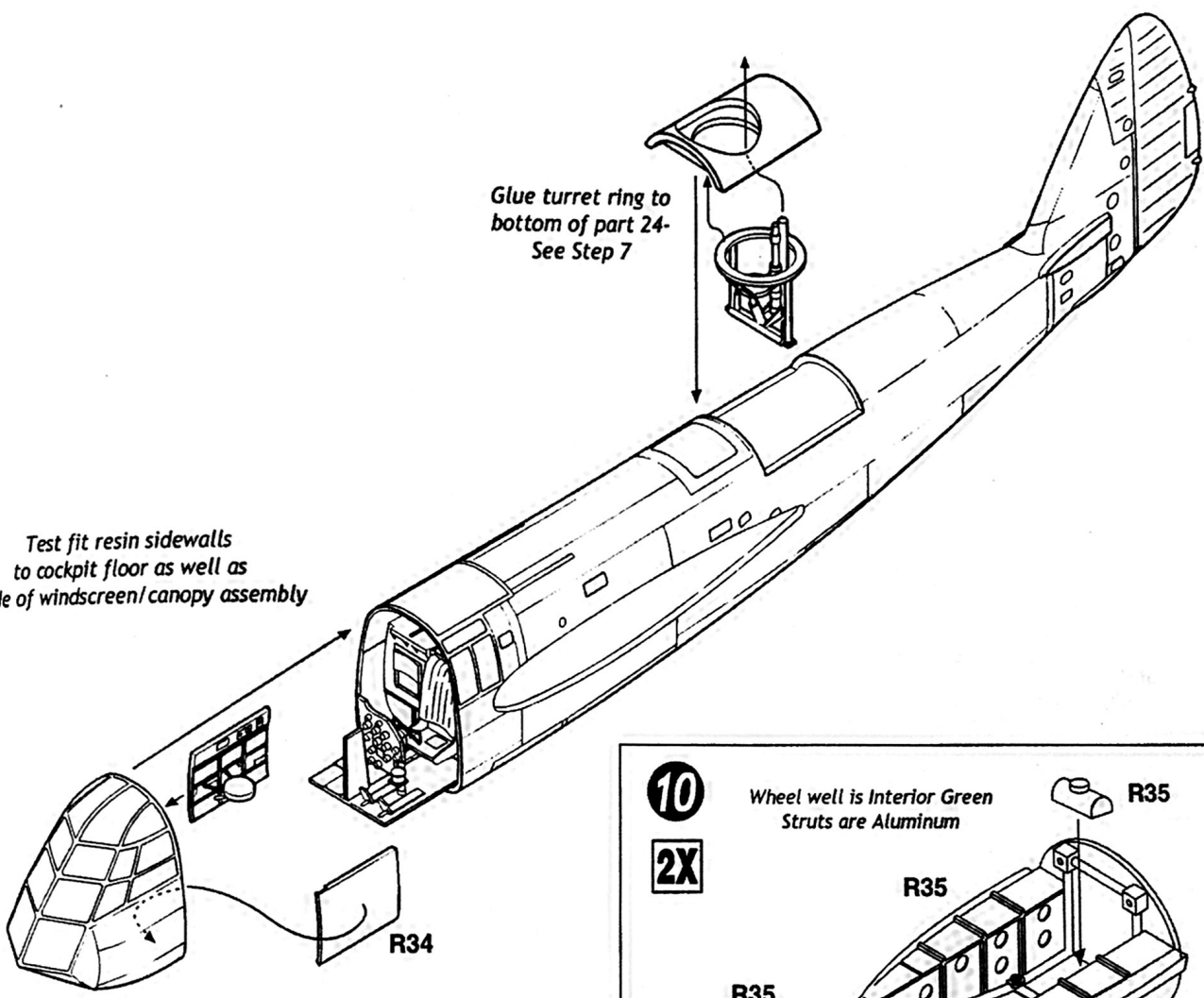
7



8

Test fit resin sidewalls to cockpit floor as well as inside of windscreen/canopy assembly

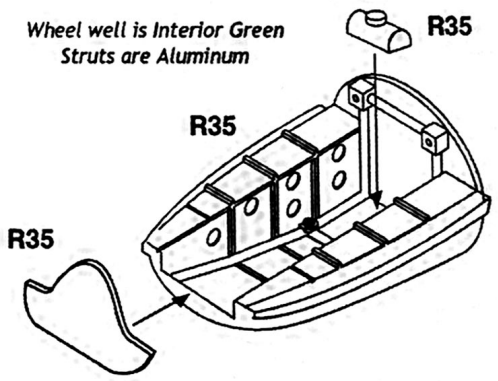
Glue turret ring to bottom of part 24- See Step 7



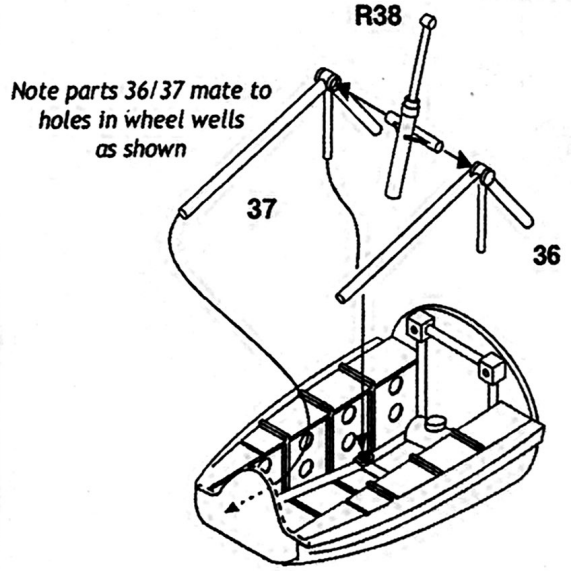
10

Wheel well is Interior Green Struts are Aluminum

2X



Assembly is identical for Left and Right sides



Note parts 36/37 mate to holes in wheel wells as shown

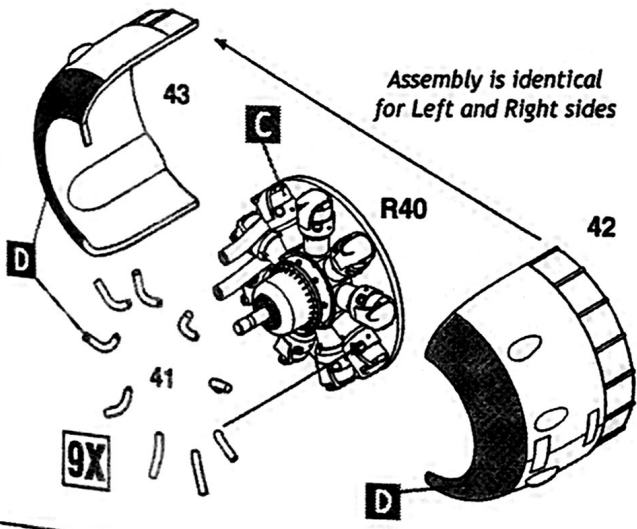
9

NOTE

Blenheims were equipped with an exhaust collector which made up the front of the cowling. The small exhausts (parts R41) should be attached to the cylinders, then adjusted to touch the inside of the front cowling. This may be facilitated by use of a slower setting CyA glue or epoxy.

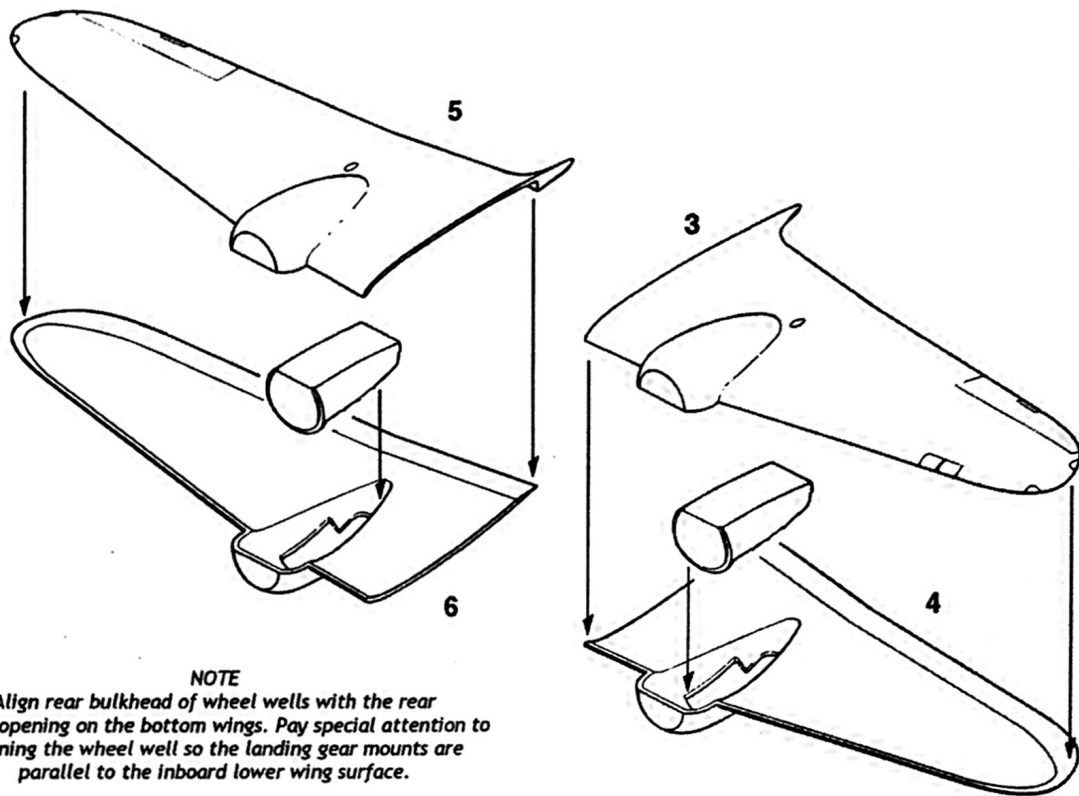
2X

Assembly is identical for Left and Right sides



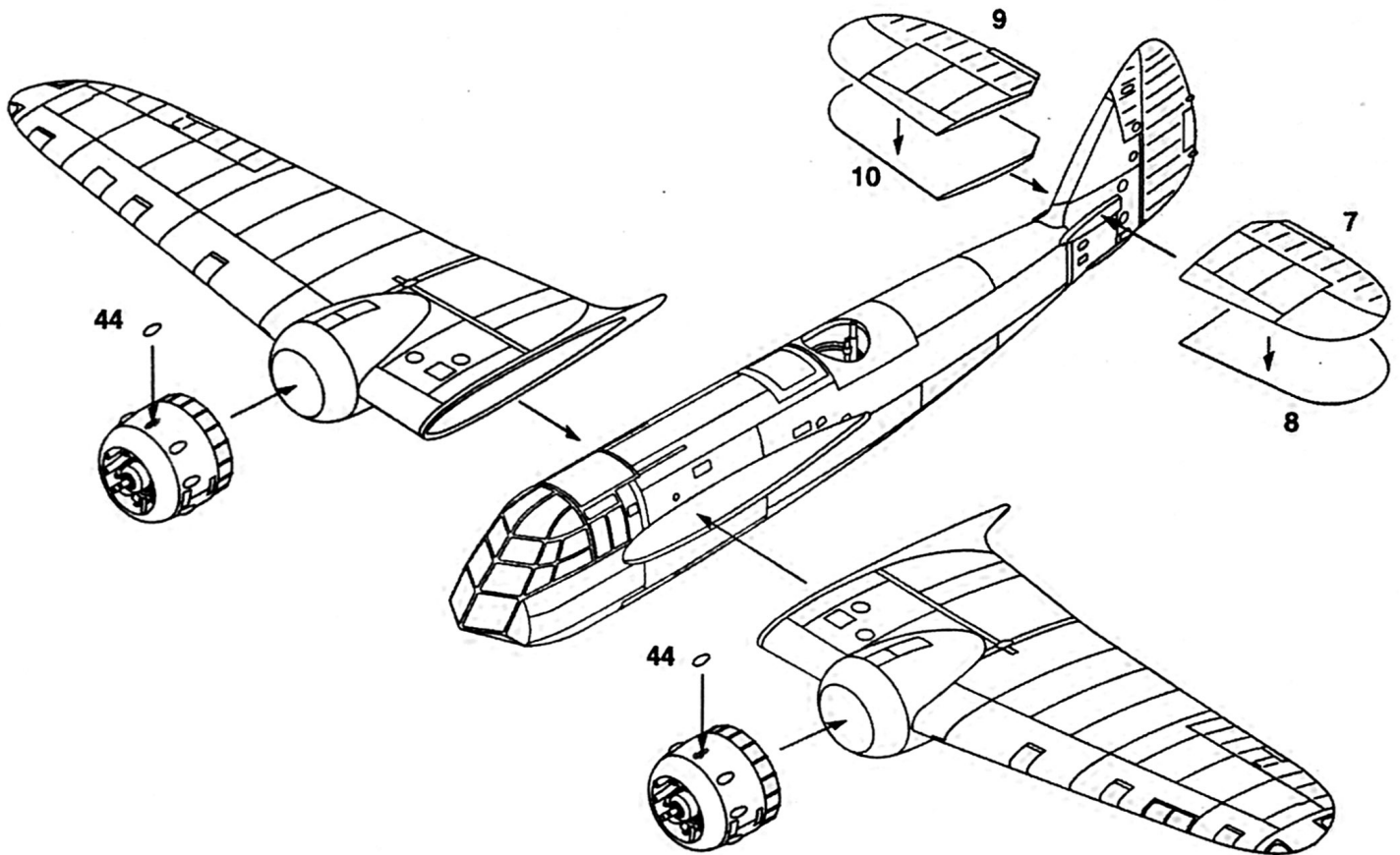
9X

11



NOTE
Align rear bulkhead of wheel wells with the rear of the opening on the bottom wings. Pay special attention to aligning the wheel well so the landing gear mounts are parallel to the inboard lower wing surface.

12



13

R76

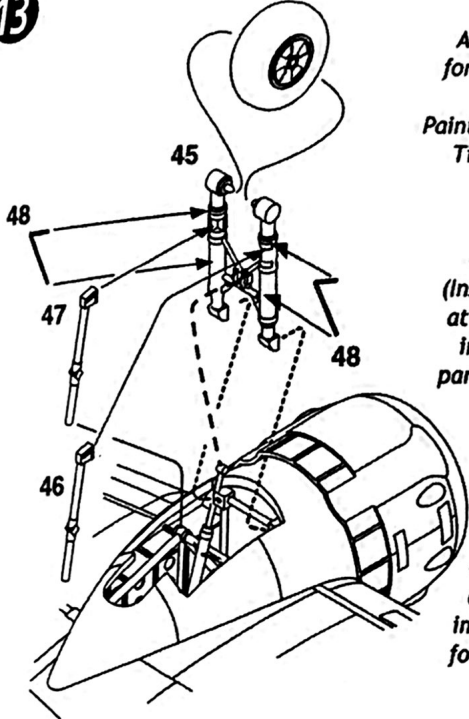
2X

Assembly is identical for Left and Right sides

Paint all parts Aluminum, Tires flat dark Grey

•End of part 38 (Installed in step 10) attaches to bracket in center of 'X' of part 45 (Dashed line)

•Small stubs on ends of parts 45 insert into holes in forward wheel well bulkhead (Dotted line)



14

?

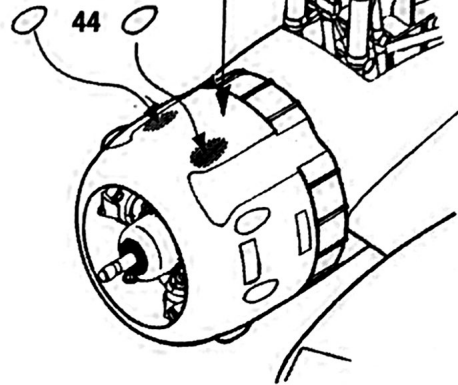
59 Tropical filter, as used on F•PT

Remove resin pour stub

59 WR•E Only

57 (Option)

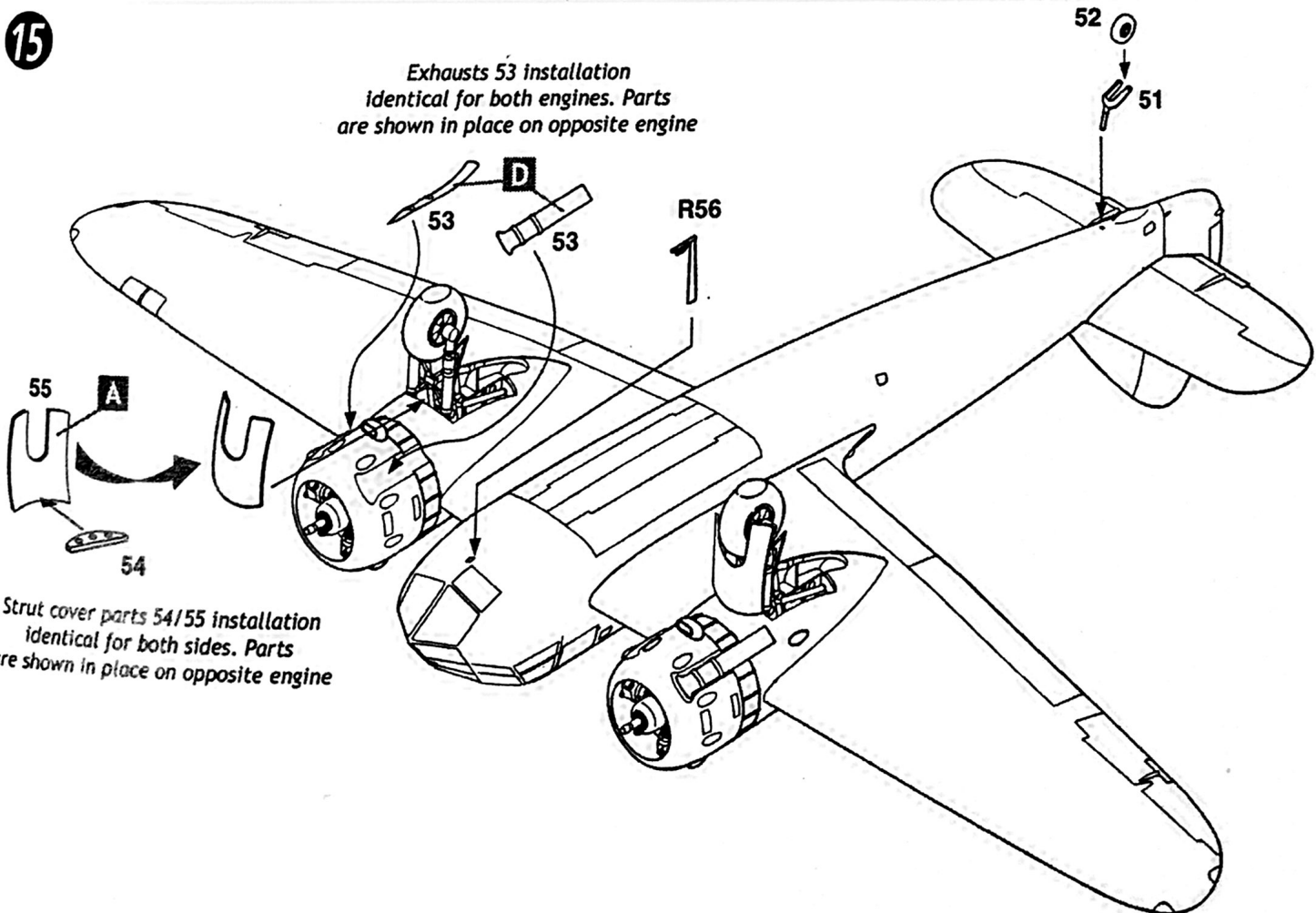
Position bulges 44 on engraved marks. Installation is identical for both engines.



15

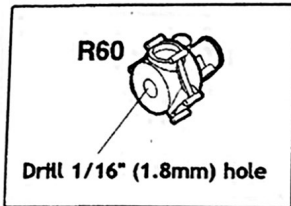
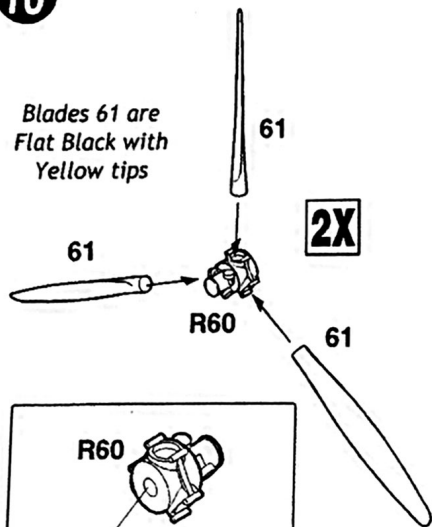
Exhausts 53 installation identical for both engines. Parts are shown in place on opposite engine

Strut cover parts 54/55 installation identical for both sides. Parts are shown in place on opposite engine

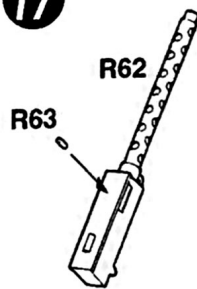


16

Blades 61 are Flat Black with Yellow tips



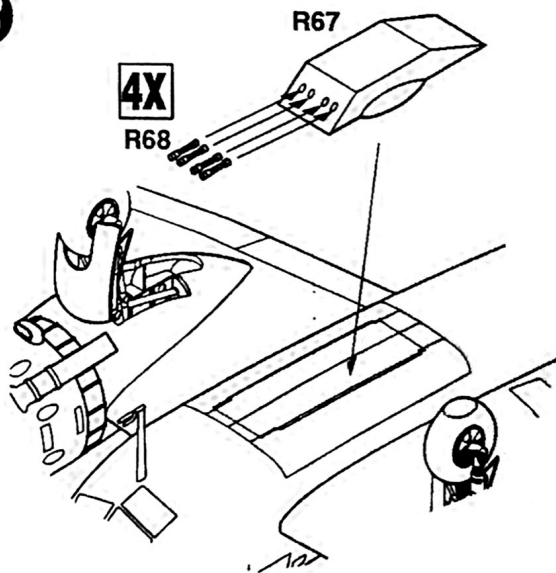
17



Turret mount Browning .303

Most Mk.I Blenheims were equipped with the Vickers K gun; some were field-fitted with the Browning. Check your references for the appropriate choice.

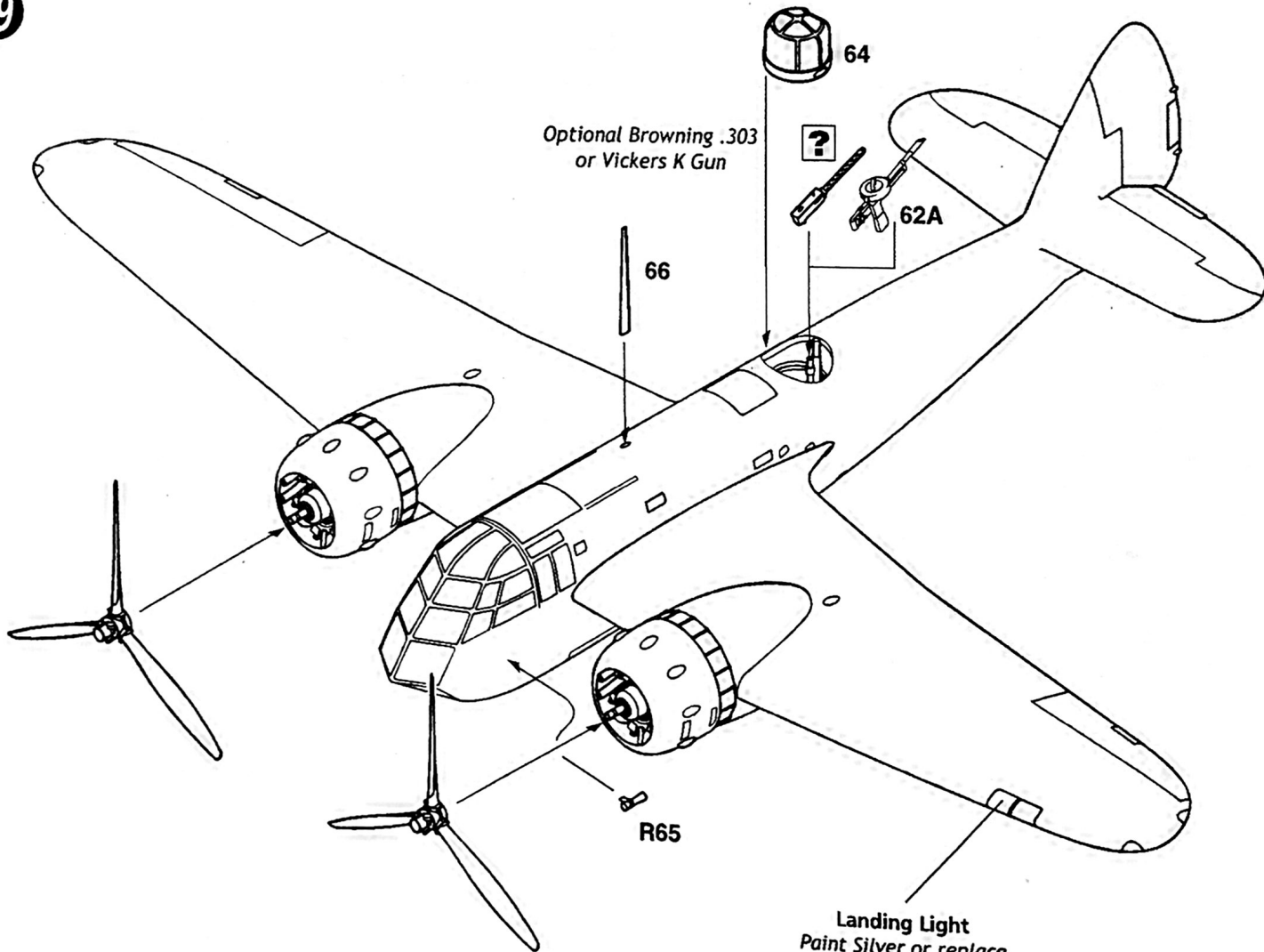
18



Belly gun pack - Mk.IF ONLY

19

Optional Browning .303 or Vickers K Gun



Landing Light
Paint Silver or replace with clear plastic