

# AIRFIX

## CONSTRUCTION KIT

### 1/72 SCALE DOG FIGHT DOUBLES

### MOSQUITO and ME 262

The Mosquito was one of the outstanding aircraft to emerge from the 2nd World War, and was produced in many variants throughout its long career.

A high speed aircraft of wooden construction, the Mosquito owed much to the earlier D.H.88 Comet racer. It first appeared in 1941, and this particular version, the F.B. VI fighter-bomber, was introduced in 1943.

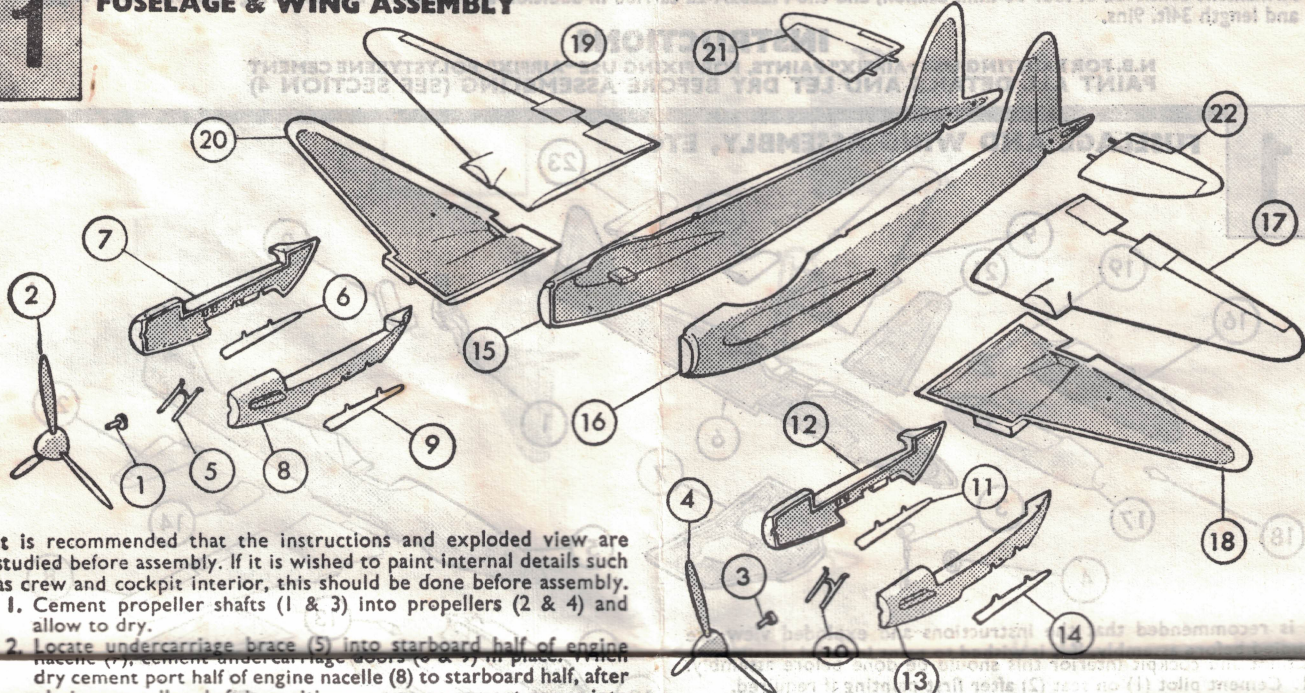
In addition to its fixed armament, the F.B. VI could carry either a 2,000 lb. bomb load or rocket projectiles. The rocket firing version was first used against shipping and later for intruder operations in Europe and the Far East.

The F.B. VI was powered by two 1,620 h.p. Rolls-Royce Merlin engines, giving a top speed of 387 m.p.h. and a range of 1,120 miles. It was armed with four .303 machine guns, four 20 mm. cannon and eight 60 lb. rockets. Wing span 54ft. 2ins. Length 41ft. 2ins.

### INSTRUCTIONS

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

## 1 FUSELAGE & WING ASSEMBLY

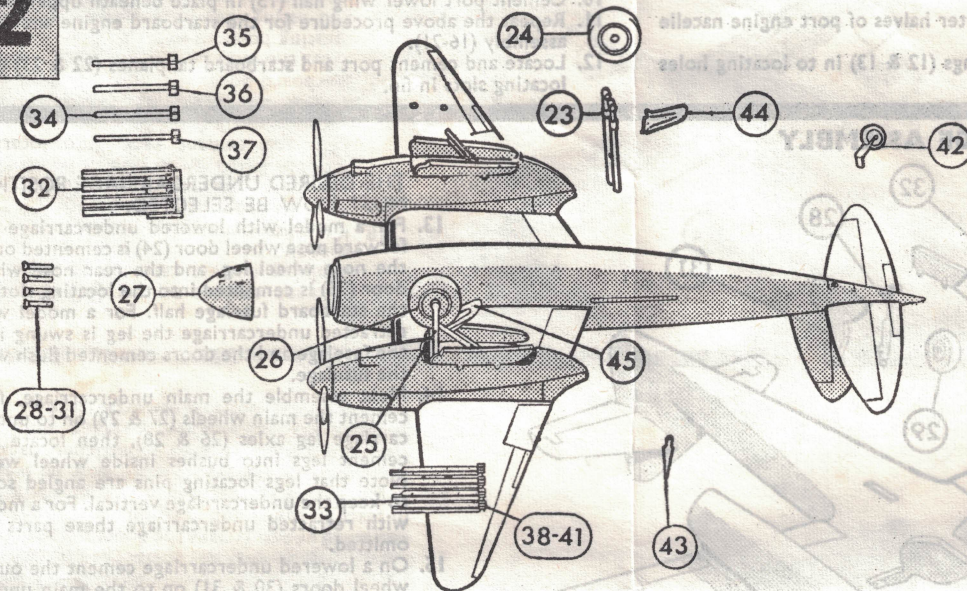


It is recommended that the instructions and exploded view are studied before assembly. If it is wished to paint internal details such as crew and cockpit interior, this should be done before assembly.

1. Cement propeller shafts (1 & 3) into propellers (2 & 4) and allow to dry.
2. Locate undercarriage brace (5) into starboard half of engine nacelle (7), cement undercarriage doors (6 & 7) in place. When dry cement port half of engine nacelle (8) to starboard half, after placing propeller shaft in position: ensure no cement comes into contact with propeller shaft.
3. Repeat the above procedure for the port engine (10-14).
4. Cement starboard half of fuselage (15) to port half (16) and allow to dry.
5. Cement together upper and lower halves of port wing (17, 18).

6. Cement together upper and lower halves of starboard wing (19, 20).
7. When wings are dry, cement into fuselage sides and cement assembled engines to wings.
8. Locate and cement tailplanes (21, 22) to fuselage.

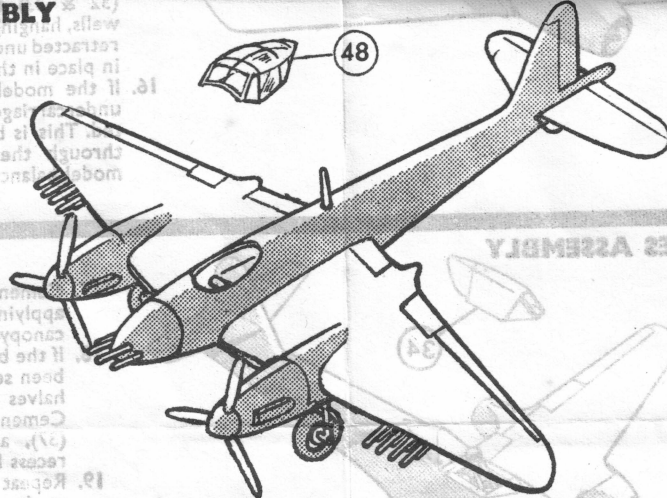
## 2 UNDERCARRIAGE



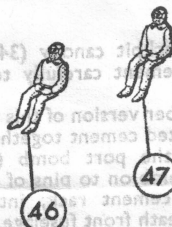
9. Spring wheels (24, 26) into undercarriage legs (23, 25) insert legs into locations in engine nacelles and cement to location and undercarriage braces.
10. Apply cement to nose cap (27) and locate to fuselage front.
11. Locate and cement machine guns (28-31) into nose cap.
12. Cement rocket rails (32 & 33) to locations beneath wings.
13. Cement rockets (34-41) to rocket rails.
14. Locate and cement tail-wheel (42) to fuselage.
15. Locate and cement radio antenna (43) in position.
16. Cement mudguards (44, 45) to rear of undercarriage braces.

3

## COCKPIT ASSEMBLY



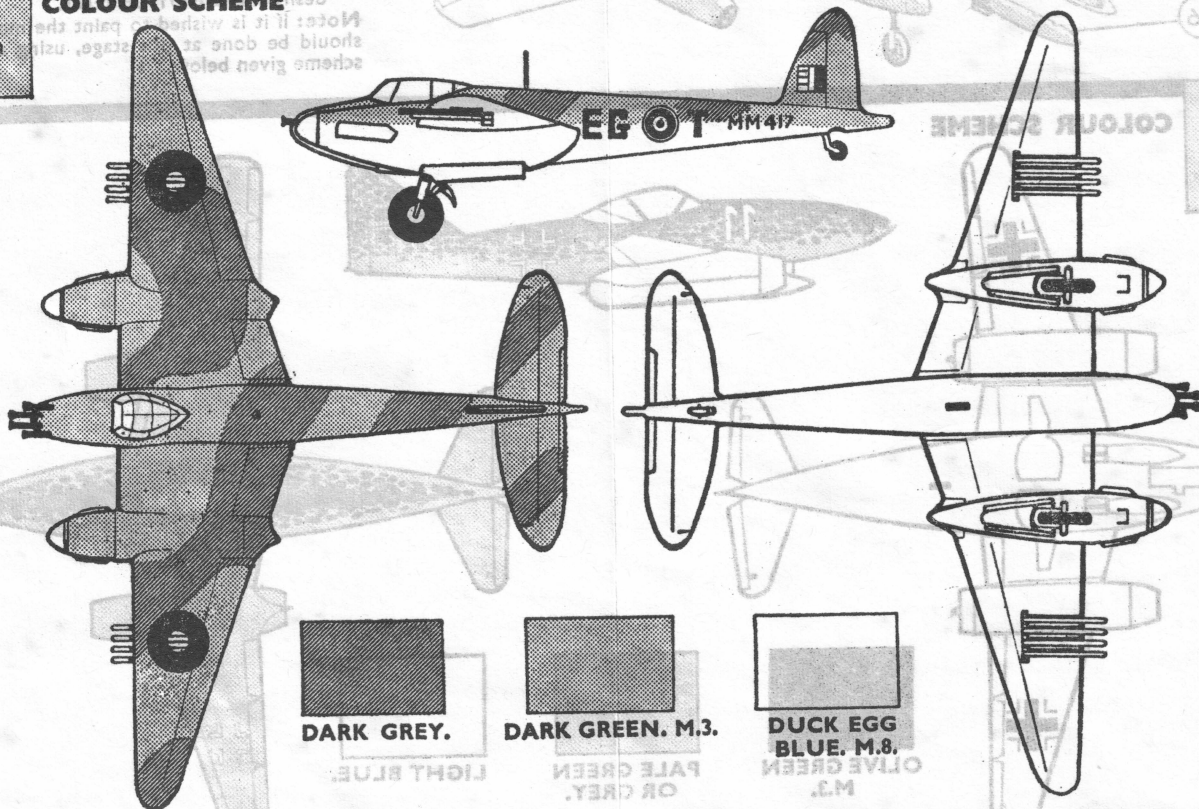
17. Locate and cement crew (46, 47) to supports in cockpit.
18. Cement cockpit canopy transparency (48) to top of fuselage



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

4

## COLOUR SCHEME



DARK GREY.

DARK GREEN. M.3.

DUCK EGG  
BLUE. M.8.

19. Apply transfers, first cut the sheet into nine separate subjects. Then dip each in warm water for a few minutes, slide transfers off backing into position as indicated on illustration. The large roundels are applied above the wings, the smaller roundels and lettering are applied to the fuselage sides. The serial numbers are applied to the rear fuselage and the flashes to the fin. The aircraft name is applied to the transparent base.
20. 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.**  
**DARK GREY.** All upper surfaces, fin and fuselage and nacelle sides, heads of rockets.  
**DARK GREEN. M.3.** Over grey to give camouflage effect, bodies of rockets.  
**DUCK EGG BLUE. M.8.** All under surfaces, propeller spinners.  
**MATT BLACK. M.6.** Propellers, tyres, rocket rails, guns,

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## 1/72 SCALE DOG FIGHT DOUBLES

### ME 262 and MOSQUITO

The first turbojet aircraft to become operational, the ME262 represented the peak of German design in World War II. Had it not been for political apathy it could have greatly affected the whole course of the war.

Design commenced in 1938, and the first 3 airframes were completed in 1941, but difficulties in production of the jet engines delayed the first flight until July 8, 1942. The first tests were generally satisfactory, but little official interest was taken until March 1943, when General Galland demanded mass production of the new fighter.

In April 1944, deliveries commenced of the ME262A-1a fighter, now named the Schwalbe (Swallow). In the summer of the same year Hitler demanded that all the Schwalbes produced were to be modified to bombers, resulting in a delay of four months while the conversion was carried out. The resultant version, the ME262A-2a (Sturmvogel Stormbird) proved generally unsuccessful, the external bombs reducing the speed by up to 120 m.p.h., and bringing it within the interception capabilities of Allied piston engined fighters.

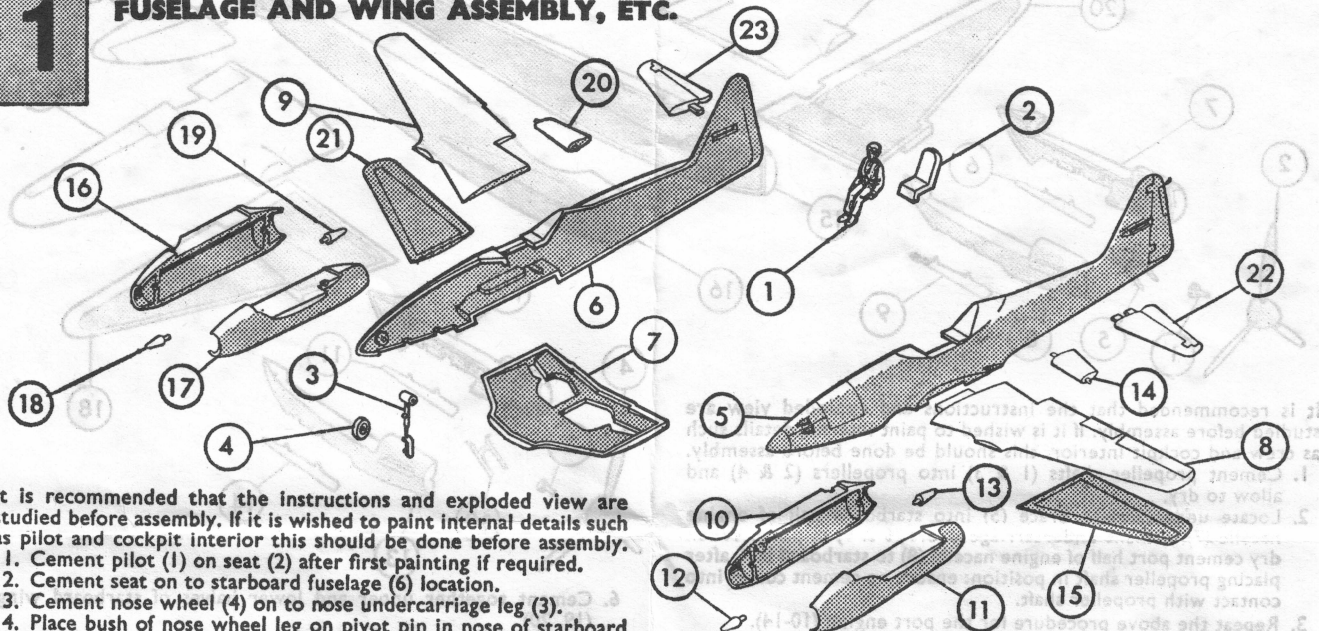
Night fighters and other versions of the ME262 were introduced, but not until the last four months of the war was mass production emphasized, and then it was given priority over all other production. At the end of the war over 1,400 ME262's had been produced, only about 100 of which were ever employed in operations.

The ME262A-1a was powered by two Junkers Jumo turbojets, giving a maximum speed of 540 m.p.h., and a range of up to 625 miles. Armament consisted of four 30 mm. cannon, and the ME262A-2a carried in addition two 1,100 lb. bombs. Wing span was 40ft. 11½ins. and length 34ft. 9ins.

### INSTRUCTIONS

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PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)

#### 1 FUSELAGE AND WING ASSEMBLY, ETC.



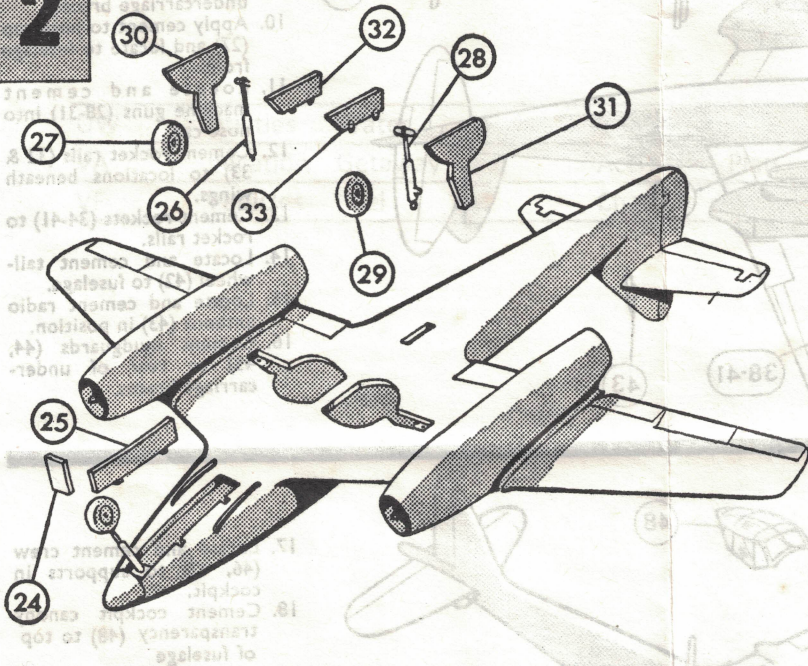
It is recommended that the instructions and exploded view are studied before assembly. If it is wished to paint internal details such as pilot and cockpit interior this should be done before assembly.

1. Cement pilot (1) on seat (2) after first painting if required.
2. Cement seat on to starboard fuselage (6) location.
3. Cement nose wheel (4) on to nose undercarriage leg (3).
4. Place bush of nose wheel leg on pivot pin in nose of starboard fuselage half, and cement port half of fuselage (5) to starboard half; ensure that the undercarriage leg is located between pivot pins and that no cement comes into contact with moving leg.
5. Cement wing centre section (7) in place beneath fuselage.
6. Locate and cement upper wing halves (8 & 9) to centre section and fuselage.
7. Cement together inner and outer halves of port engine nacelle (10 & 11).
8. Locate and cement bullet fairings (12 & 13) in to locating holes in engine bulkheads.

9. Insert inner pin of flap (14) in locating hole in port fuselage wing root, and in recess in port upper wing, cement engine assembly in place beneath upper wing; note that the nacelle carries a locating recess, for the port flap; ensure that no cement comes into contact with the moving flap.
10. Cement port lower wing half (15) in place beneath upper wing.
11. Repeat the above procedure for the starboard engine and wing assembly (16-21).
12. Locate and cement port and starboard tailplanes (22 & 23) into locating slots in fin.

# 2

## UNDERCARRIAGE ASSEMBLY

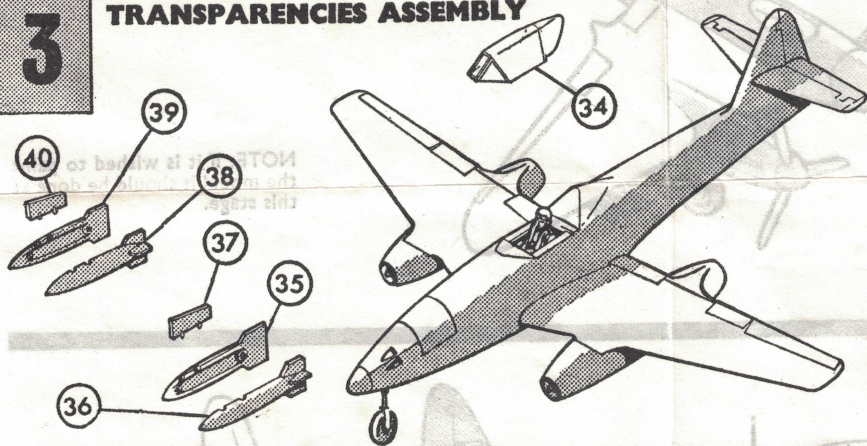


THE DESIRED UNDERCARRIAGE POSITION MUST NOW BE SELECTED.

13. For a model with lowered undercarriage the forward nose wheel door (24) is cemented on to the nose wheel leg, and the rear nose wheel door (25) is cemented into the locating slots in the starboard fuselage half. For a model with retracted undercarriage the leg is swung into the fuselage and the doors cemented flush with the fuselage.
14. Next assemble the main undercarriage, first cement the main wheels (27 & 29) on to undercarriage leg axles (26 & 28), then locate and cement legs into bushes inside wheel wells. Note that legs locating pins are angled so as to keep the undercarriage vertical. For a model with retracted undercarriage these parts are omitted.
15. On a lowered undercarriage cement the outer wheel doors (30 & 31) on to the main undercarriage legs, and the inner wheel doors (32 & 33) to the inside edges of the wheel wells, hanging vertically down. For a model with retracted undercarriage the doors are cemented in place in the closed position.
16. If the model is required to stand upon the undercarriage the nose should now be weighted. This is best done with Plasticine, packing through the nose wheel opening until the model balances upon its undercarriage.

# 3

## TRANSPARENCIES ASSEMBLY



17. Cement cockpit canopy (34) in place, applying cement carefully to edges of canopy.

18. If the bomber version of this aircraft has been selected cement together the two halves of the port bomb (35 & 36). Cement bomb on to pins of bomb rack (37), and cement rack, into locating recess beneath front fuselage.

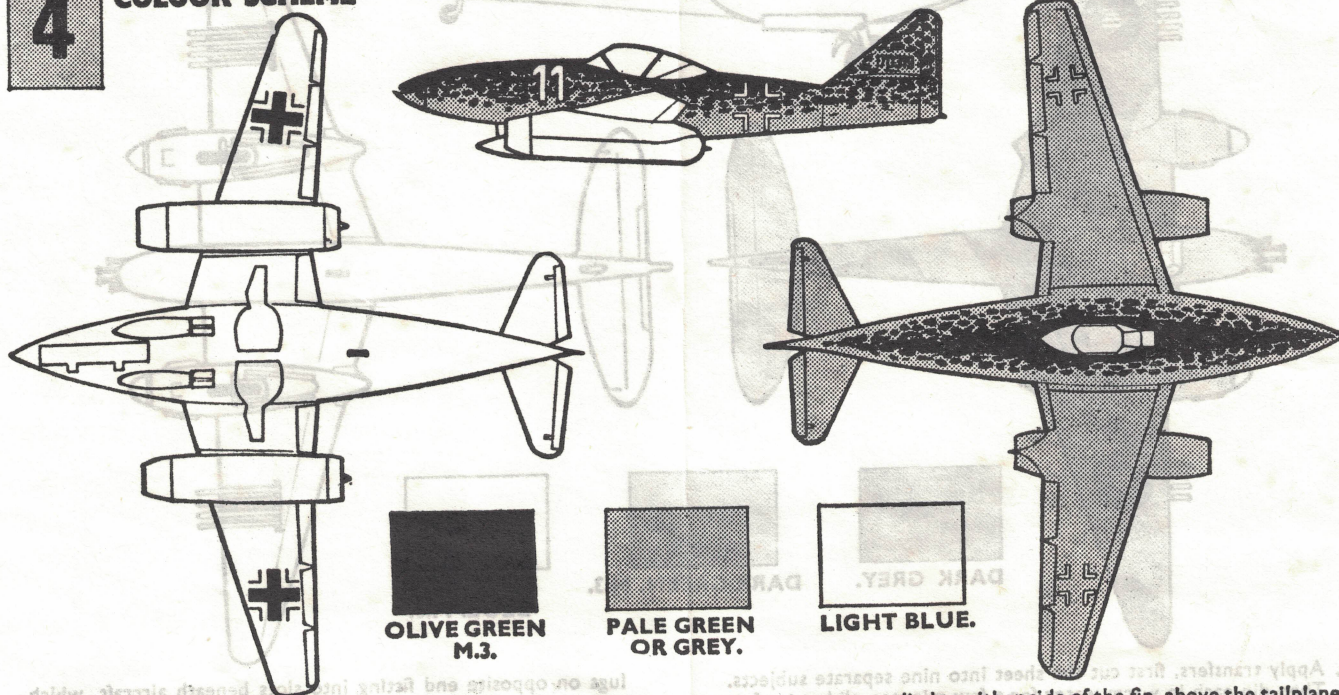
19. Repeat the above procedure for the starboard bomb and rack (38, 39 & 40).

20. 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, using colour scheme given below.

# 4

## COLOUR SCHEME



21. Apply transfers. First cut the sheet into eleven separate subjects. Then dip each in warm water for a few minutes, slide off backing into position as indicated on illustration. The large black and white crosses are applied below the outer wings and the smaller

numbers are applied to either side of the fin, above the tailplane, and the aircraft name is applied to the transparent base. PALE GREEN OR GREY. All upper surfaces. BLACK M.6. Tyres, bombs and interior of engines. LIGHT BLUE. All under surfaces.