



# PD DECALS

1/48 SCALE  
MOSQUITO BOMBERS 48 - 004

## IMPORTANT : PLEASE READ THE DIRECTIONS FIRST

### DIRECTIONS

Study the subject you wish to model closely, and be sure you have properly identified the decals you will require. Please note that these decals are for Series i and Series ii MkIV, and Mk IX Mosquito bombers; each type has its own particular characteristics.

Tweezers and a clean paint brush can be useful tools when applying decals. Decal setting solutions may also be used with this product, but their manufacturers directions must also be observed. Better results can be achieved by applying decals to a clean gloss surface, and using an appropriate clear paint over the top to achieve the required finish.

Some of these decals may produce a milky residue when wet prior to application. This should not produce any problems if our instructions are followed. Any milky residue should dry clear but it is recommended that any residue be cleaned off the model.

It is recommended that these decals be applied one at a time. Cut out the decal you wish to apply, dip into water, and put aside. When the decal slides freely on its backing paper, it is ready for application. The decal should be slid directly onto the model; wetting the area receiving the decal with water or setting solution will assist final positioning of the decal.

### KITS AND PARTS

Monogram - Mosquito Mk II/IV/VI

Koster - cowlings (Mk IX), bulged bomb bay

PD Models - wheels, propellor blades

XtraParts - engine nacelles, flaps

True Details - wheels

### REFERENCES

1) AIRCRAFT IN PROFILE No. 209, DeHavilland Mosquito Mk.IV, Profile Publications Ltd., England, 1971.

2) MOSQUITO SQUADRONS OF THE R.A.F., Chaz Bowyer, Ian Allen Ltd, Surrey, 1984

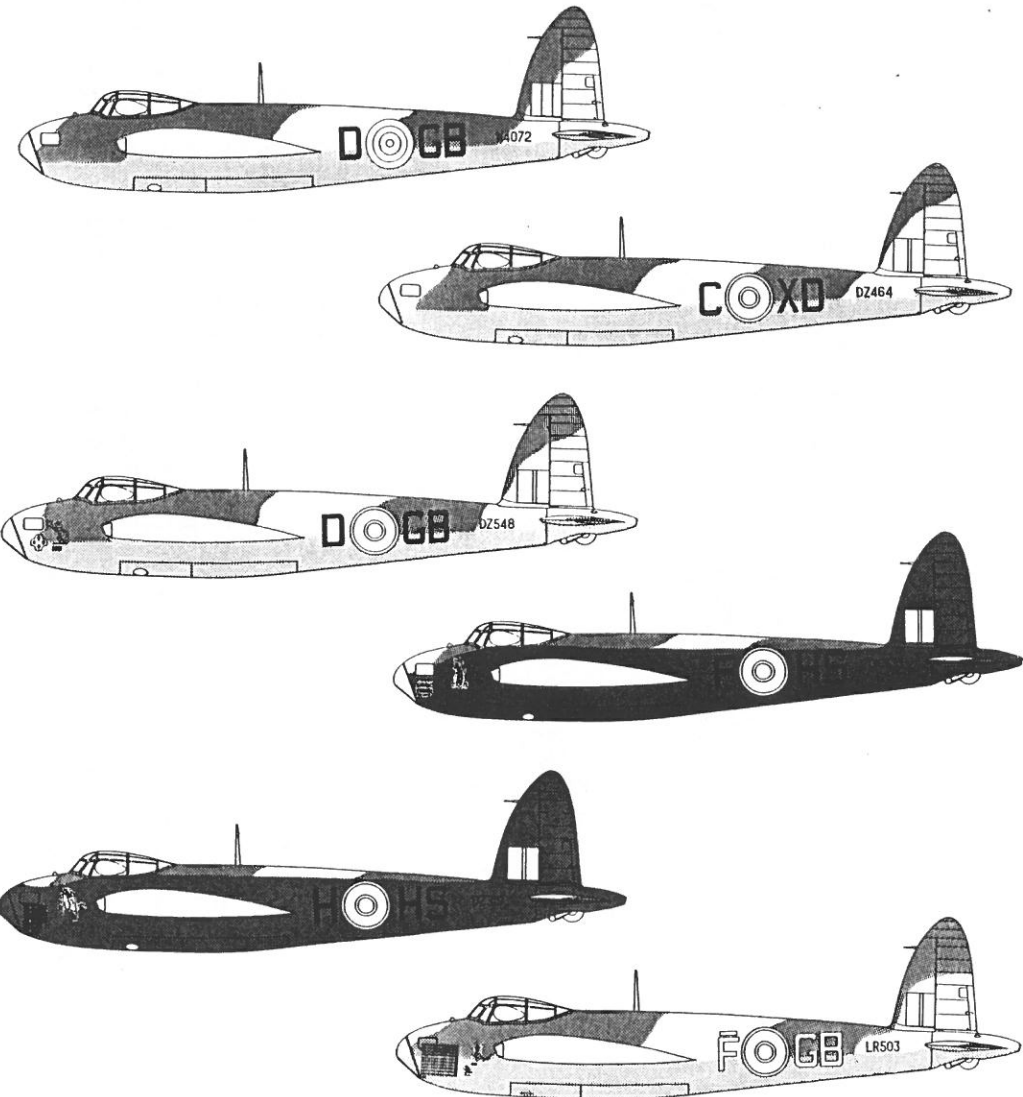
3) MOSQUITO, Classic Aircraft No.7 : Their History and How to Model Them, M.J.F. Bowyer and B. Philpott, Patrick Stephens, Cambridge, 1980

4) MOSQUITO, C.M. Sharp and M.J.F. Bowyer, Faber and Faber Ltd., London, 1967

5) RAF BOMBER UNITS JULY 1942-1945, Osprey Airwar Series No. 19, B. Philpott, Osprey, London, 1978

Note : the above references are referred to by their number in these instructions.

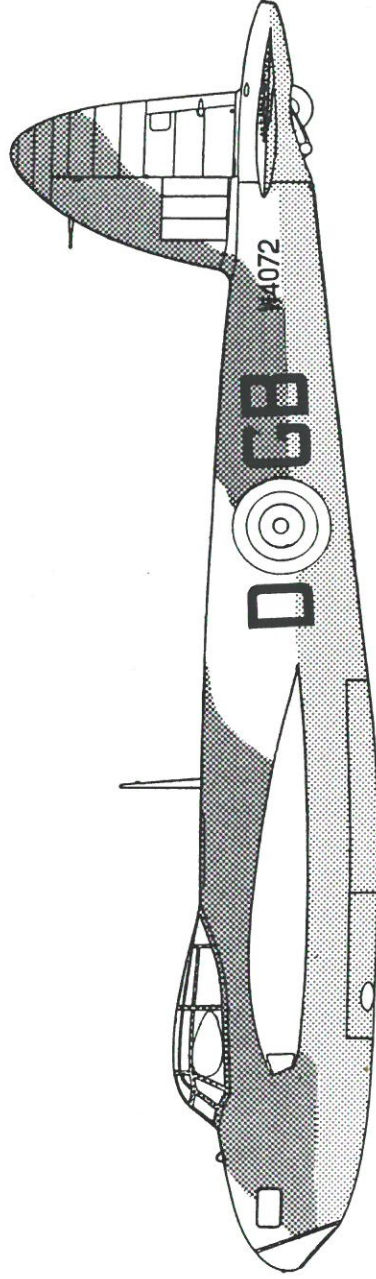
These decals were produced with the kind assistance of Mr. A. Lickley



**A) Mosquito Mk IV Srs. i, W4072, GB-D, 105 Squadron, May 1942**  
W4072 was the last of nine Mk IV Series i Mosquitos. It was used for evaluation purposes in November 1941 before joining 105 Squadron. Flown by S/Ldr Oakeshott, it bombed Cologne only hours after the Thousand Bomber raid on 30/31 May 1942. F/Ltn Bagguley flew it on a low-level raid to Dorum on 25/26 June, losing his flaps during the raid and subsequently overshooting the landing. In late 1942 it transferred to 1655 Mosquito Training Unit, then joined 627 Squadron in 1943 as AZ-Q. It crashed off Essex on 9 January 1944 while returning from a raid on Frankfurt.

**Finished in Dark Green and Dark Earth upper surfaces, with Sky lower surfaces and Black spinners. This aircraft had the early, short nacelles and early type exhausts. There was much oil and exhaust staining on the nacelles.**

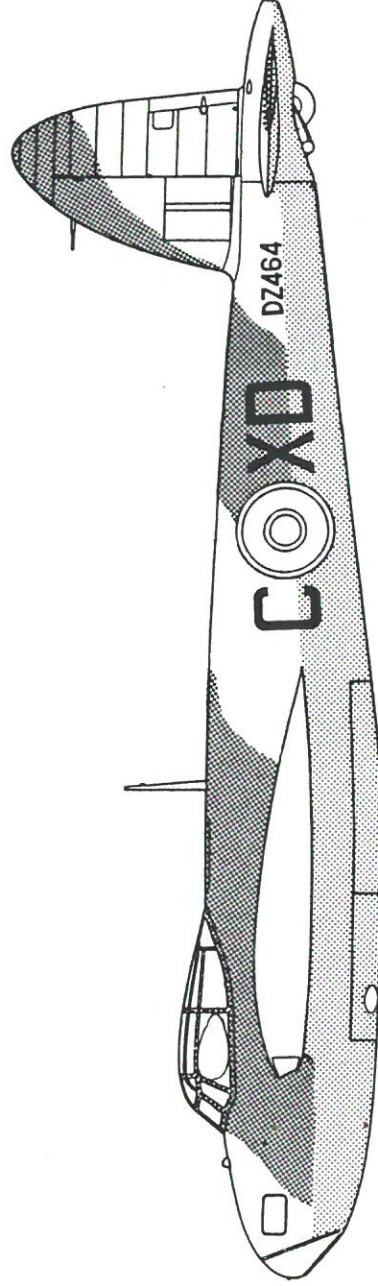
**References : No.1 pp.84, 91; No.3 p.14**



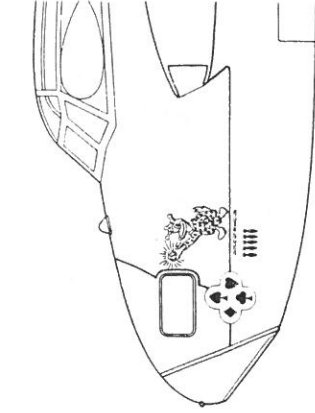
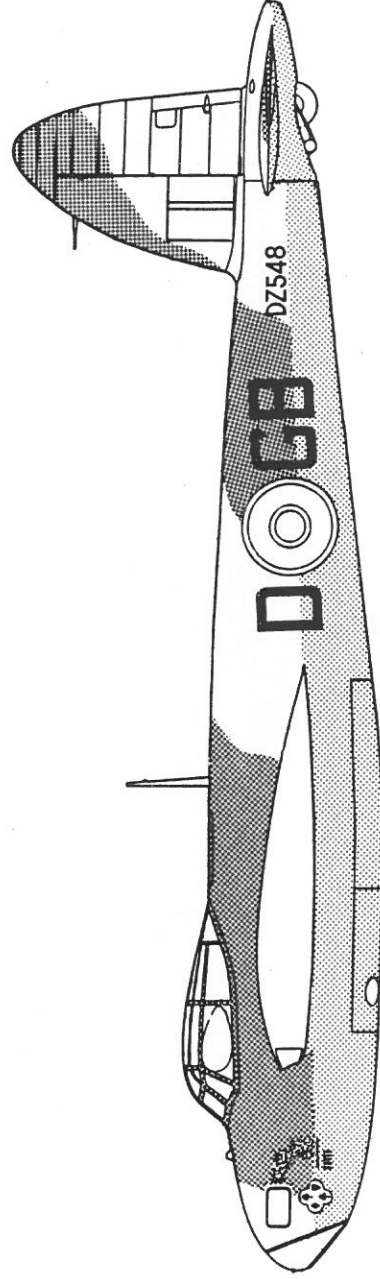
**B) Mosquito Mk IV Srs. ii, DZ464, XD-C, 139 Squadron, June 1942.**  
DZ464 successfully completed 15 daylight raids with 139 Squadron. On 17 February 1943, it suffered minor damage when it collided with a flock of birds on a raid to Tours. It went on to raid engine sheds at Paderborn in Germany on 16 March; on 11 April it attacked Malines and was the only one of four attacking aircraft to escape damage. It was shot down on 21 May 1943 during a raid on the engine sheds at Orleans in France.

**Finished in Dark Green and Ocean Grey upper surfaces with Medium Sea Grey lower surfaces. Spinners were Ocean Grey. This aircraft had unshrouded, exposed exhausts.**

**References : No.1 p. 81**



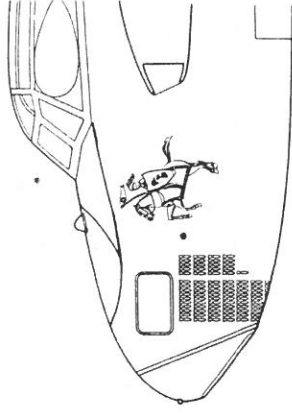
**C) Mosquito Mk IV Srs. II, DZ548, GB-D, 105 Squadron, June 1943.**  
 DZ548 is associated with W/Cdrs Ralston and Woodbridge. It took part in the last dusk raid by 105 Squadron on 27 May 1943, but was diverted from the targeted Zeiss optical works at Jena to bomb trains and railways at Lapstrup. On 5 February, it collided with B-17 97480 of the 337th Bomber Squadron, broke in two and crashed at St. Ives killing its crew.  
**Finished in Ocean Grey and Dark Green upper surfaces with Medium Sea Grey lower surfaces and Ocean Grey spinners.**  
**References : No.1 p.88; No.2 pp.94, 95**



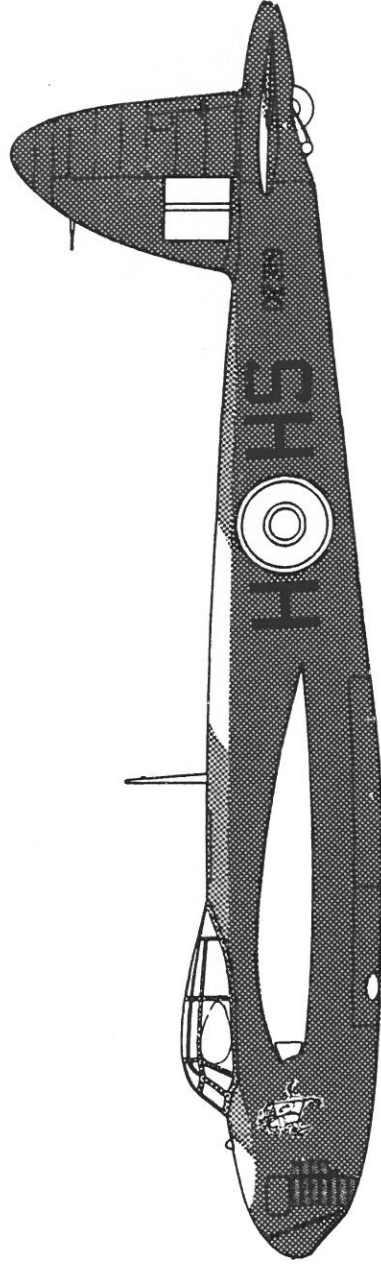
**Decal positions for DZ548**



**D) Positioning of nose letter in bomb aimers panel on HS-H, DZ319.**



**Decal positions for DZ319**  
**Note : Bomb log wraps around and underneath the fuselage.**

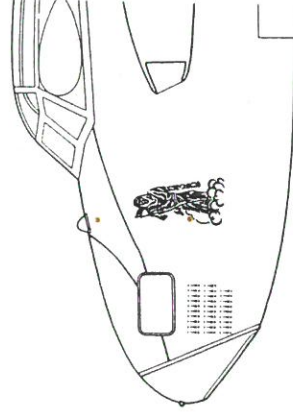
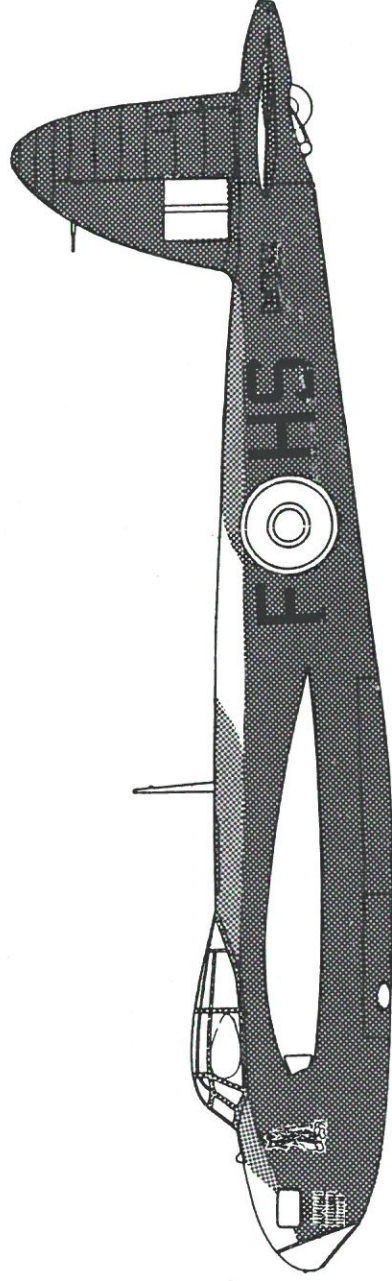


**D) Mosquito Mk IV Srs II, DZ319, HS-H, 109 Squadron, May 1944**  
 This was an Oboe equipped Mosquito and took part in 109 Squadrons first Oboe sortie on 20 December 1942. On the 22 December it bombed Rheinhausen. It marked Cologne for the main bomber force on 2 February, and bombed Essen on 12 March and 1 May 1943. It flew its 100th sortie on 8 May 1944, and was damaged during its 102nd sortie, a raid over Leverkusen, on 10 May 1944. After its repair at Hatfield, it served as a training aircraft, being finally struck off charge on 31 January 1946.  
**This aircraft was finished in Dark Green and Ocean Grey upper surfaces, with Black fuselage sides, lower surfaces and spinners. The nose windows had also been overpainted with Black. There was quite heavy, pale exhaust staining on the nacelles.**  
**References : No.4 pp.304, 305**



**E) Mosquito Mk IV Srs. II, DK333, HS-F, 109 Squadron, 1944**  
 DK333 was an Oboe equipped Mosquito. It raided Dusseldorf on 27 January 1943, and was one of the first to drop ground target indicators. On 28 February it led a successful sortie to the St. Nazaire U-Boat base. It was flown by S/Ldr Blessing of 105 Squadron on a raid to Gelsenkirchen on 9 July 1943, and went on to successfully complete a total of 29 missions.  
**Finished in Ocean Grey and Dark Green upper surfaces with Black fuselage sides, lower surfaces and spinners.**

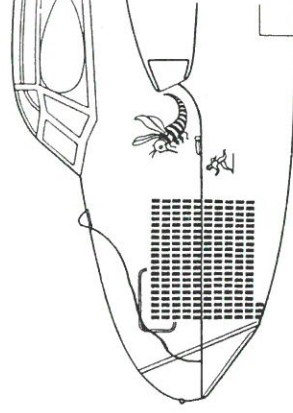
**References : No. 2 pp. 44, 96; No. 5 p. 27**



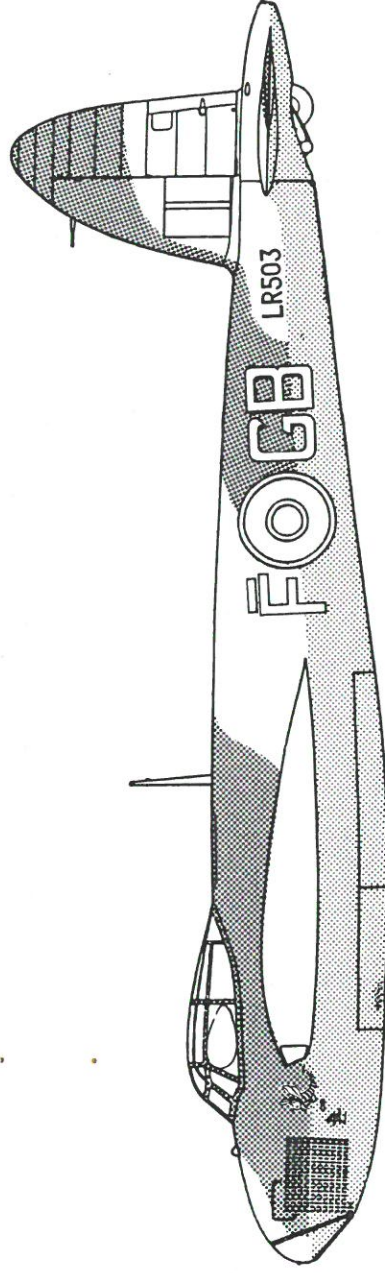
**Decal positions for DK333**



**F) Positioning of nose letter in bomb aimers panel on GB-F, LR503. This panel was painted Black.**



**Decal positions for LR503**



**F) Mosquito Mk IX, LR503, GB-F, 105 Squadron, 1945**

Recognised as one of the most successful of all Mosquitos, LR503 completed 213 sorties. It began its career with 109 Squadron on 28 May 1943 and was transferred to 105 Squadron on 10 March 1944. On 13 January 1945, LR503 took part in the raid to Saarbrücken with F/O Lickley at the controls, but had to divert to Manston with equipment failure. F/O Lickley had better luck on 18 March when he took LR503 to Hanau with F/O Boa and dropped markers to within 25 yards of the aiming point. LR503 was later flown to Canada by F/Ltn Briggs and F/O Baker for a "Victory" tour. This crew were themselves veterans of 107 sorties; sadly, they crashed at Calgary Airport, killing themselves and destroying LR503.

**Finished in Dark Green and Ocean Grey upper surfaces and Medium Sea Grey lower surfaces. Nose windows were painted over, the bomb aimers panel in black. The codes "GB" and "F" need to be carefully cut into their separate subjects as they have been printed on the same carrier film. This aircraft was equipped with long range tanks.**

**References : No. 2 p.100**



GB D GB D W4072  
 W4072

XD C XD C DZ464  
 DZ464

GB D GB D DZ548  
 DZ548

HS F HS F DK333  
 DK333

HS H HS H DZ319  
 DZ319

LR503

LR503

I

