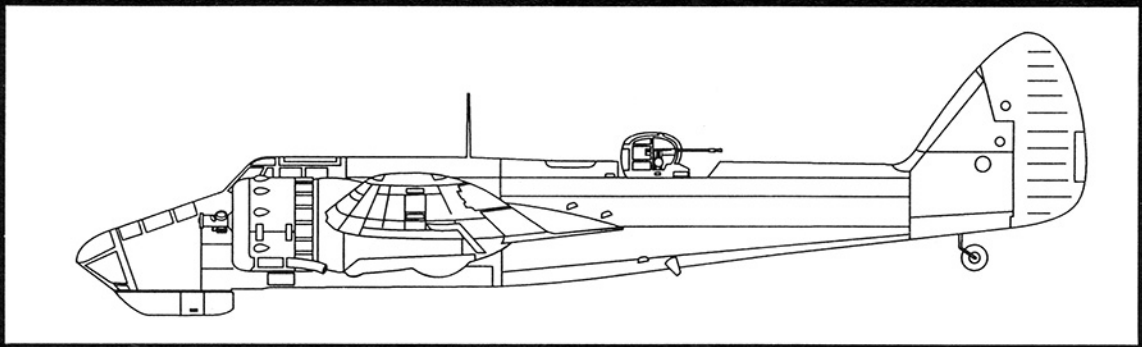
Classic Airframes



Bristol Blenheim Mk.V

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 However by the outbreak of WW II, few Mk Is remained in service with home based bomber squadrons, having been superseded by the Mk IV.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.

Classic Airframes would like to acknowledge contributors to making this kit a reality: Mr. Richard Franks, Mr. Jim Maas, and Mr. George Silhanek.

Thank you all in helping to create the first injection-molded 1/48th kit of the Bristol Blenheim Mk. V.

Blenheim Mk. V Specifications

Powerplant:	Two 950hp Bristol Mercury radial engines	Armament:	Two Browning .303 mgs under nose, two Browning .303 mgs in turret.
Wing Span:	56' 4"		
Length:	43' 11"		Bombload 1000 lbs.
Maximum Speed:	260 mph		

This model kit is intended for experienced modelers. The nature of limited-run 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 (PU) parts.

Classic Airframes • A Division of Bringuier Aviation Products
P.O. Box 577580 Chicago, IL 60657-7580 USA

Assembly Instruction Symbols

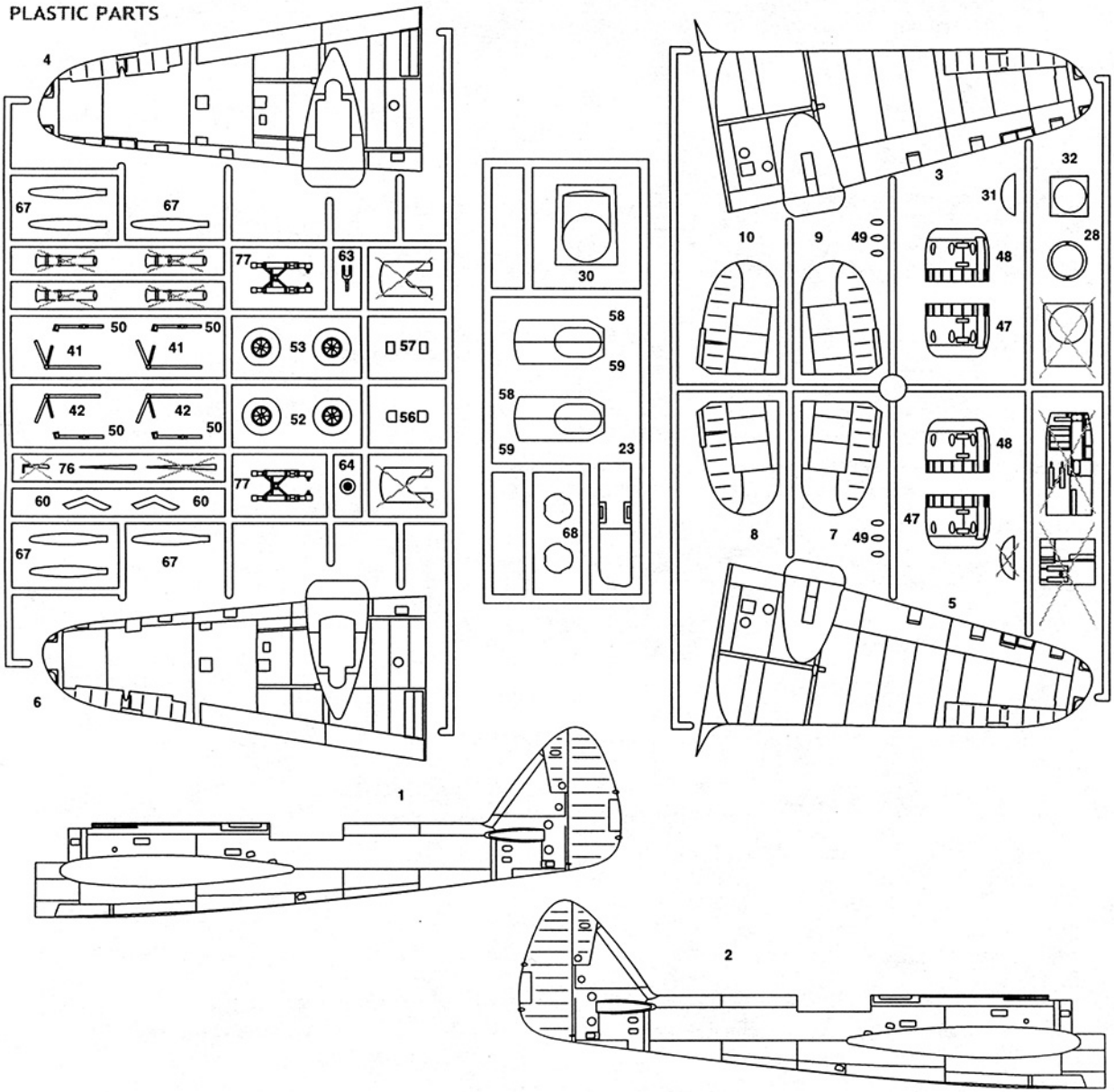
2X		?			
MULTIPLE ASSEMBLIES	BEND	OPTIONAL	DRILL	CUT	SYMMETRICAL ASSEMBLIES

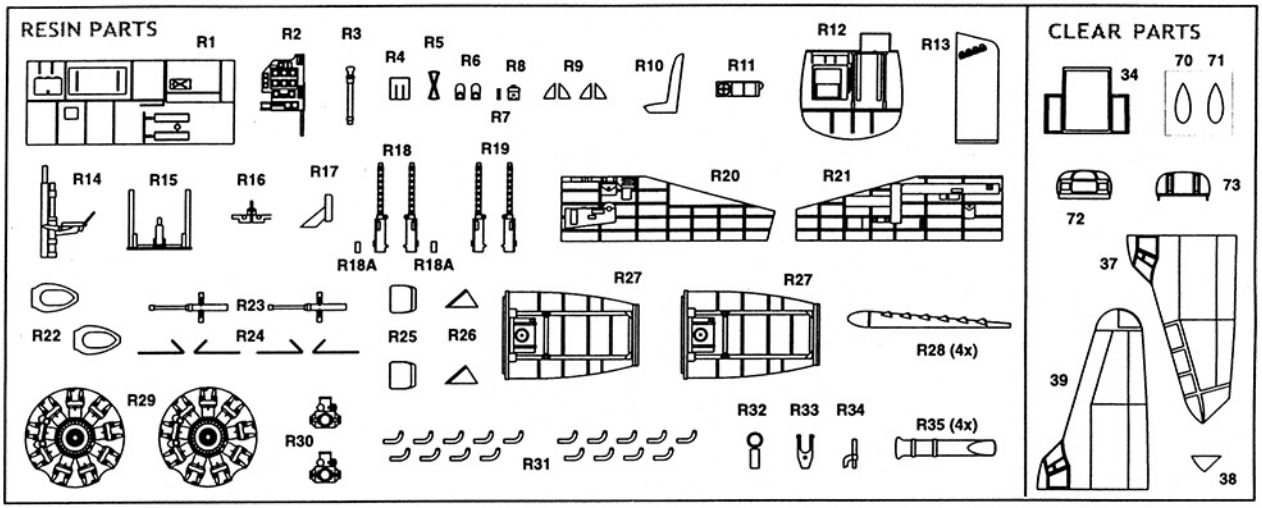
Paint Reference Guide

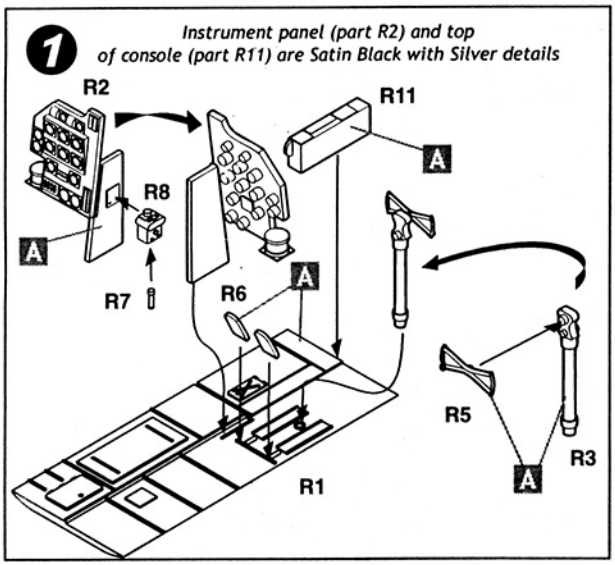
A	Interior Green	FS 34226	C	Aluminum	———	E	Light Tan (Buff)	FS 33711
B	Night (Black)	FS 37030	D	Rusty Brown	———	F	Gunmetal	———

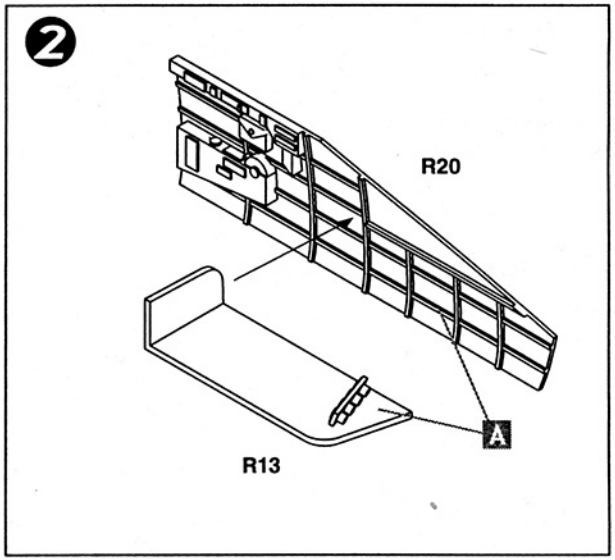
Parts

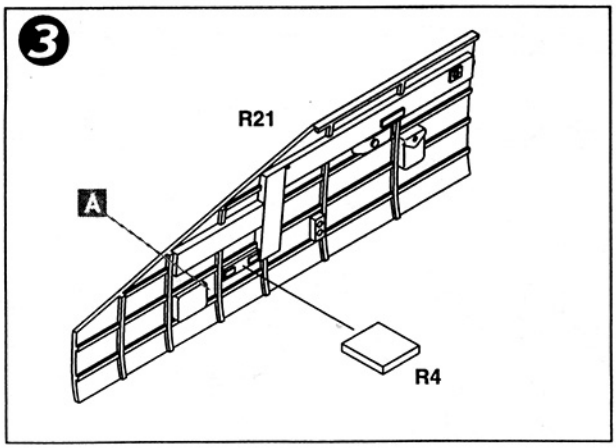
PLASTIC PARTS

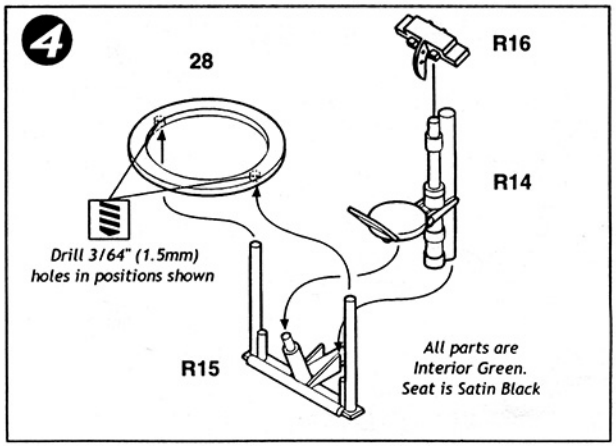


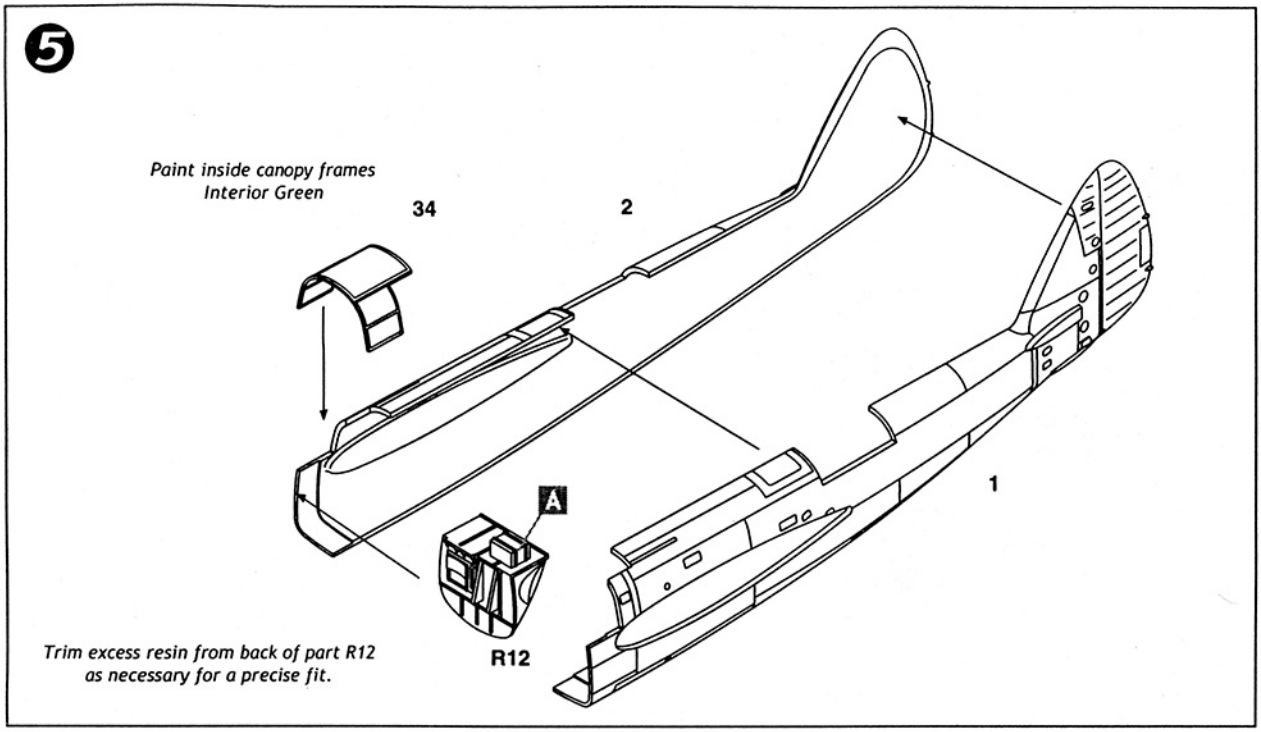

RESIN PARTS
R1
R2
R3
R4
R5
R6
R7
R8
R9
R10
R11
R12
R13
R14
R15
R16
R17
R18
R18A
R18A
R19
R20
R21
R22
R23
R24
R25
R26
R27
R27
R28 (4x)
R29
R30
R31
R32
R33
R34
R35 (4x)
CLEAR PARTS
34
70
71
72
73
37
39
38

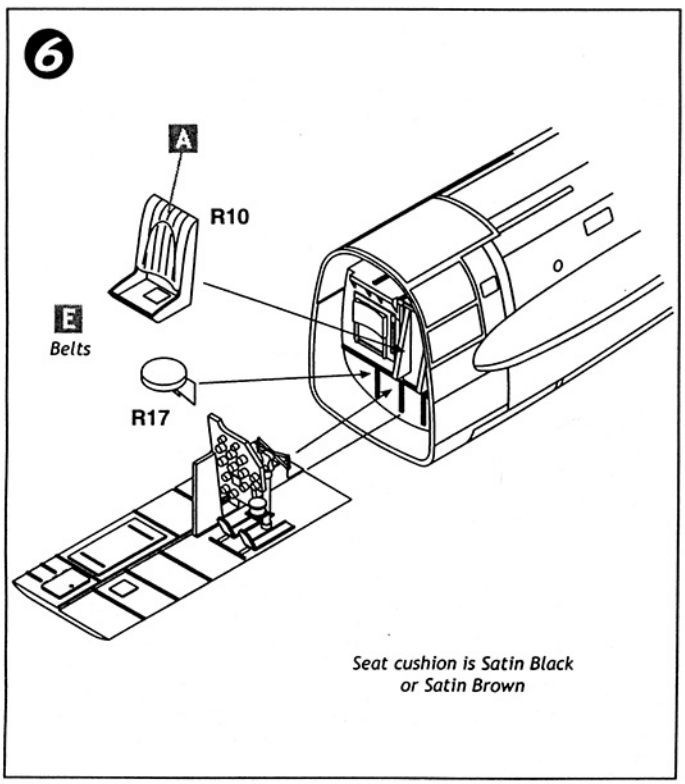

1
Instrument panel (part R2) and top of console (part R11) are Satin Black with Silver details
R2
R11
A
R8
A
R7
R6
A
R5
R3
A
R1

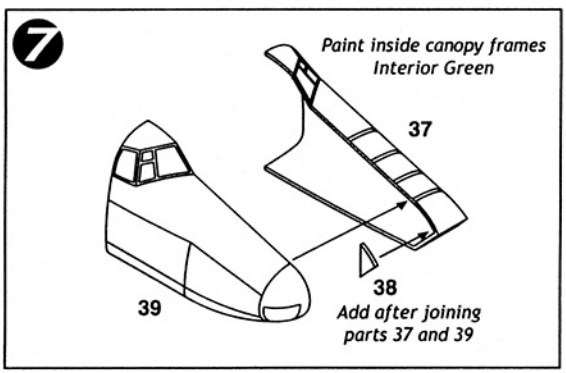

2
R20
A
R13

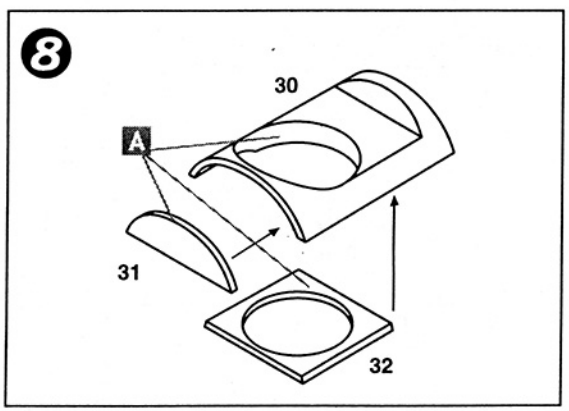

3
R21
A
R4


4
28
R16
R14
Drill 3/64" (1.5mm) holes in positions shown
R15
All parts are Interior Green. Seat is Satin Black

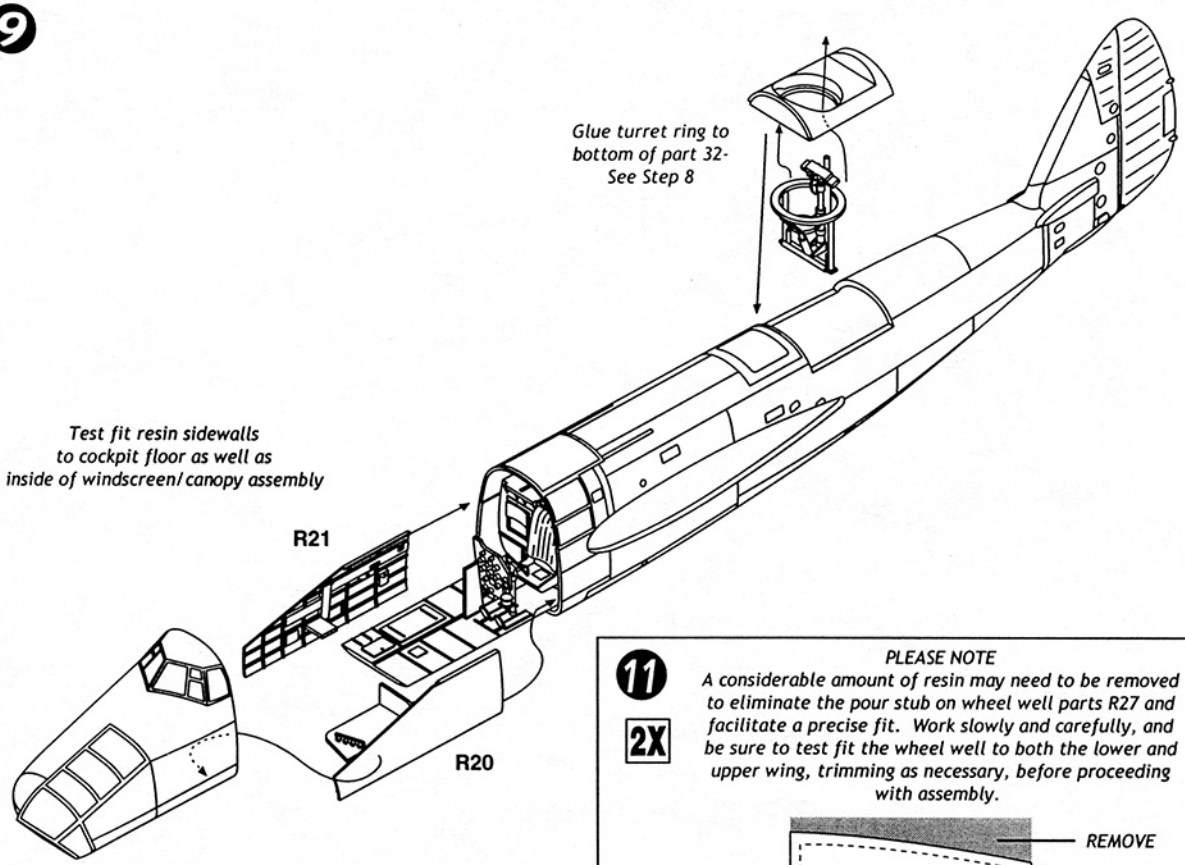

5
Paint inside canopy frames
Interior Green
34
2
A
1
R12
Trim excess resin from back of part R12
as necessary for a precise fit.


6
A
R10
E
Belts
R17
Seat cushion is Satin Black
or Satin Brown


7
Paint inside canopy frames
Interior Green
37
38
39
Add after joining
parts 37 and 39


8
30
A
31
32

9

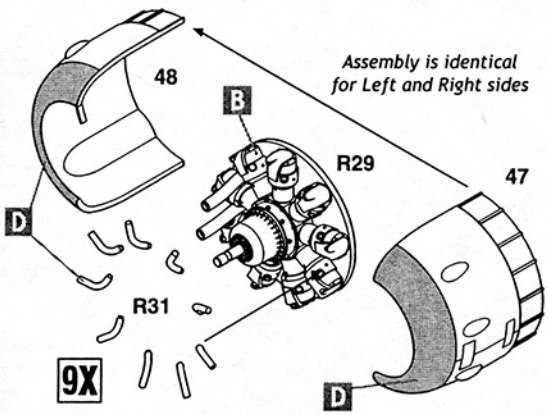


10

2X

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. As an alternative, you may find it easier to substitute lengths of flexible wire or tubing for parts R41.

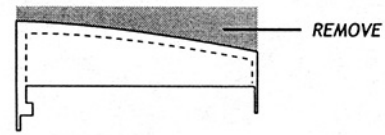


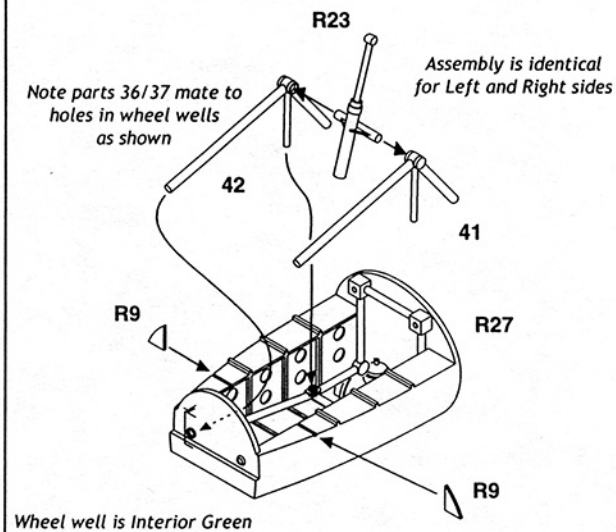
11

2X

PLEASE NOTE

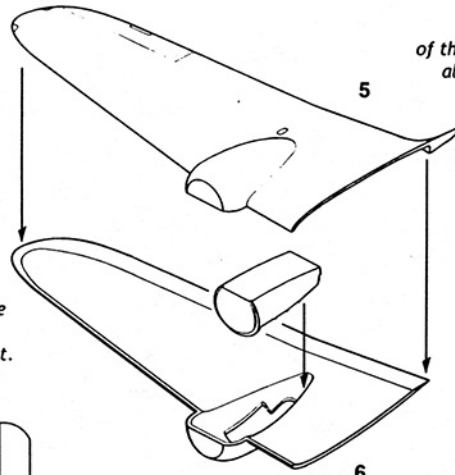
A considerable amount of resin may need to be removed to eliminate the pour stub on wheel well parts R27 and facilitate a precise fit. Work slowly and carefully, and be sure to test fit the wheel well to both the lower and upper wing, trimming as necessary, before proceeding with assembly.

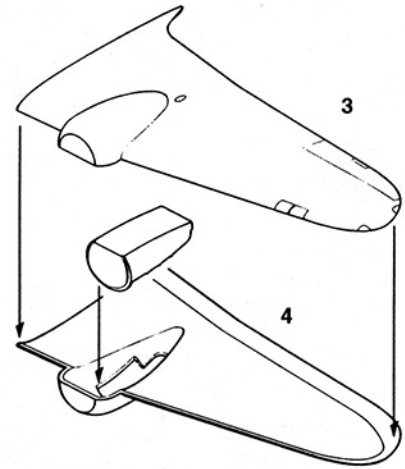




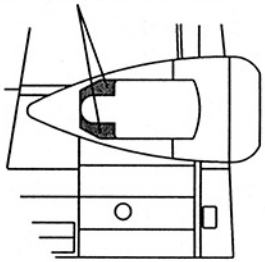
12

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.

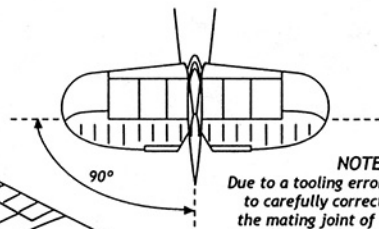




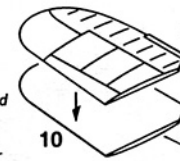
NOTE
Remove shaded areas on nacelle undersides. Use gear doors 58/59 to refer to shape of cutout.

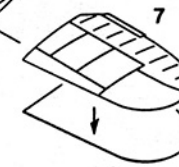


13

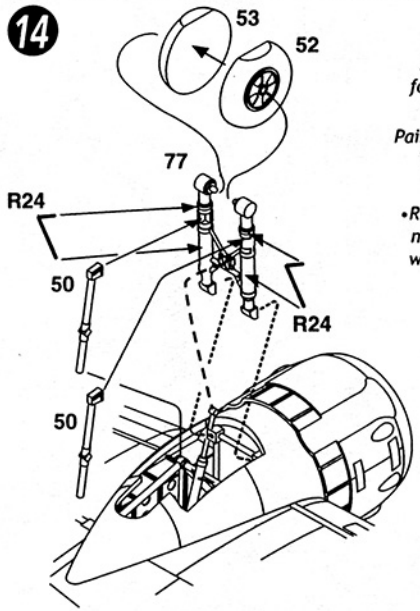


NOTE
Due to a tooling error, you will need to carefully correct the angle of the mating joint of the horizontal stabilizers. Note that the elevator hinge line should be perpendicular to the fuselage centerline.





14



2X

Assembly is identical for Left and Right sides

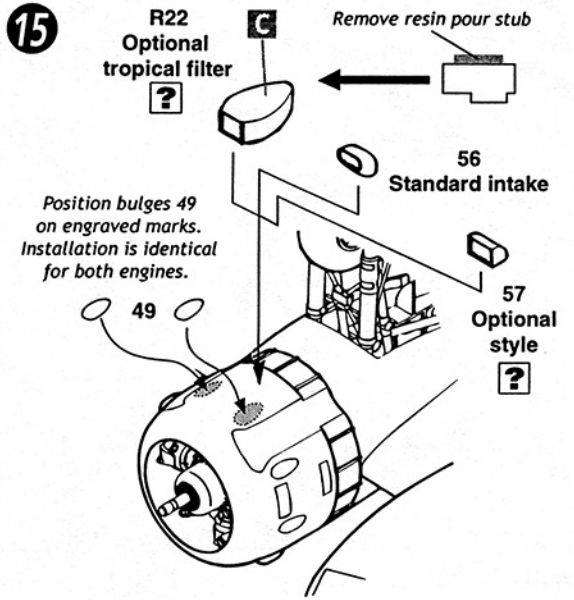
Paint all parts Aluminum, Tires flat dark Grey

•Refer to Step 12 as you may elect to trim the wheel well opening at this time.

•End of part R23 (Installed in step 10) attaches to bracket in center of 'X' of part 77 (Dashed line)

•Small stubs on ends of parts 77 insert into holes in forward wheel well bulkhead (Dotted line)

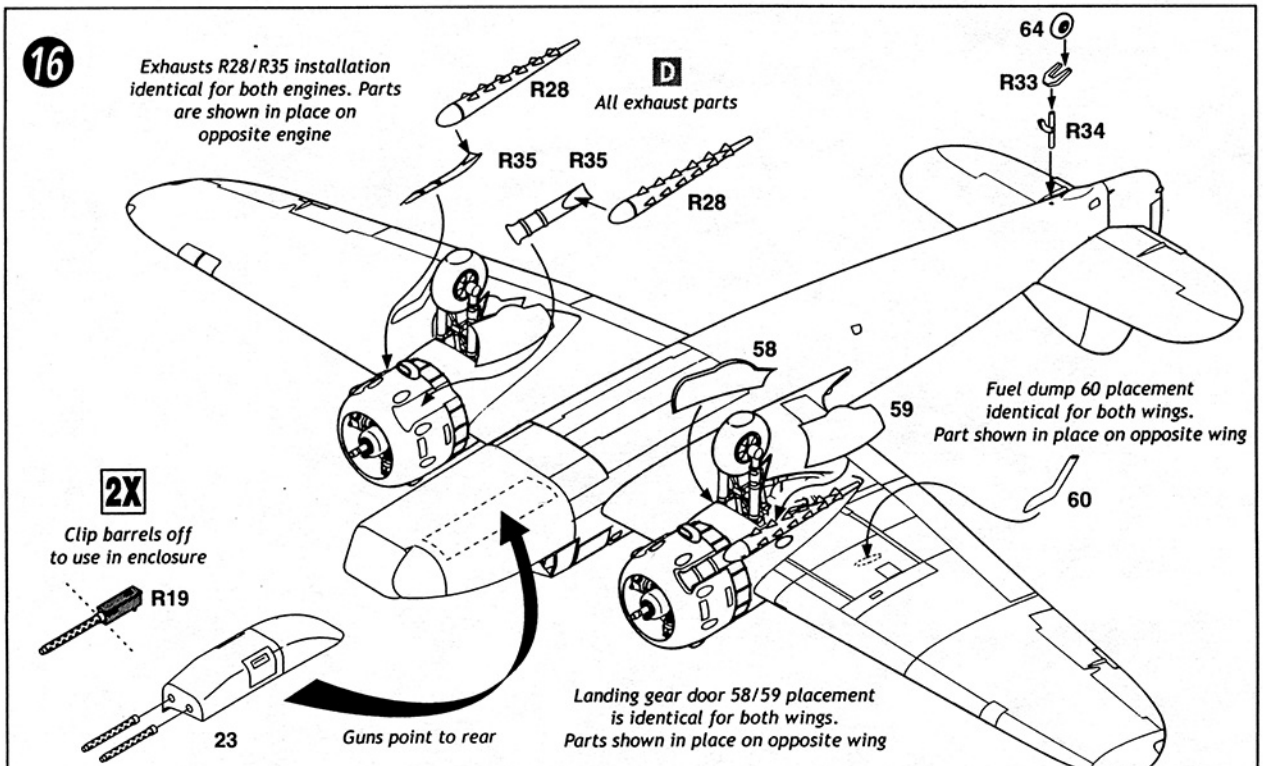
15



Position bulges 49 on engraved marks. Installation is identical for both engines.

16

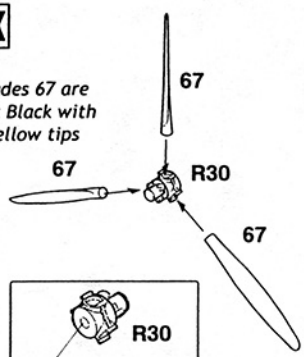
Exhausts R28/R35 installation identical for both engines. Parts are shown in place on opposite engine



Fuel dump 60 placement identical for both wings. Part shown in place on opposite wing

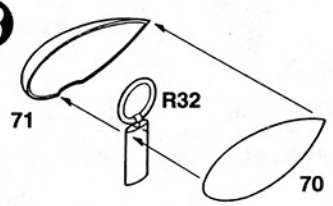
Landing gear door 58/59 placement is identical for both wings. Parts shown in place on opposite wing

17 **2X**

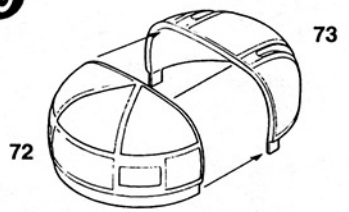


NOTE
Blenheim engines rotated clockwise when viewed from the front - opposite of most contemporary engines. Be sure to orient the propeller blades properly.

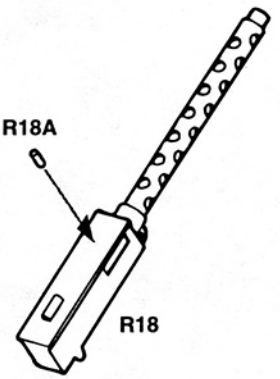
18



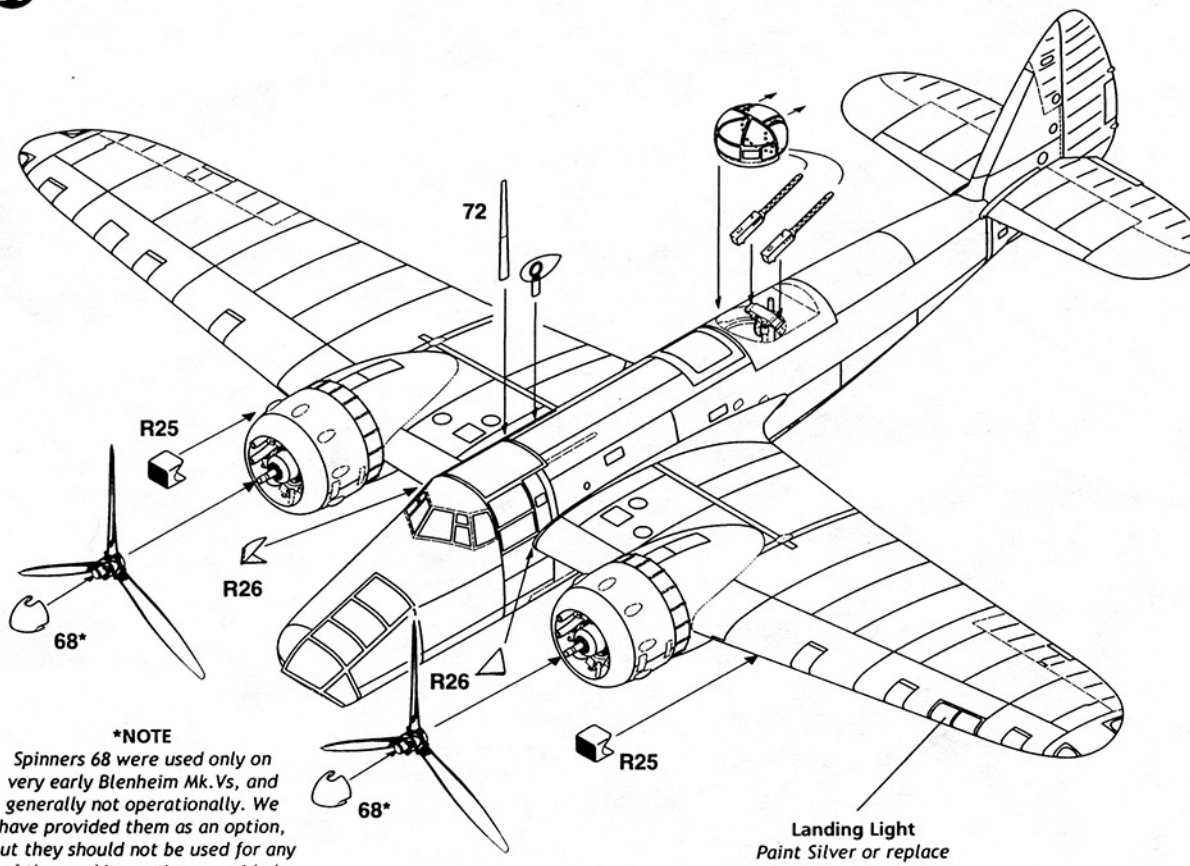
19



20 **2X**



21

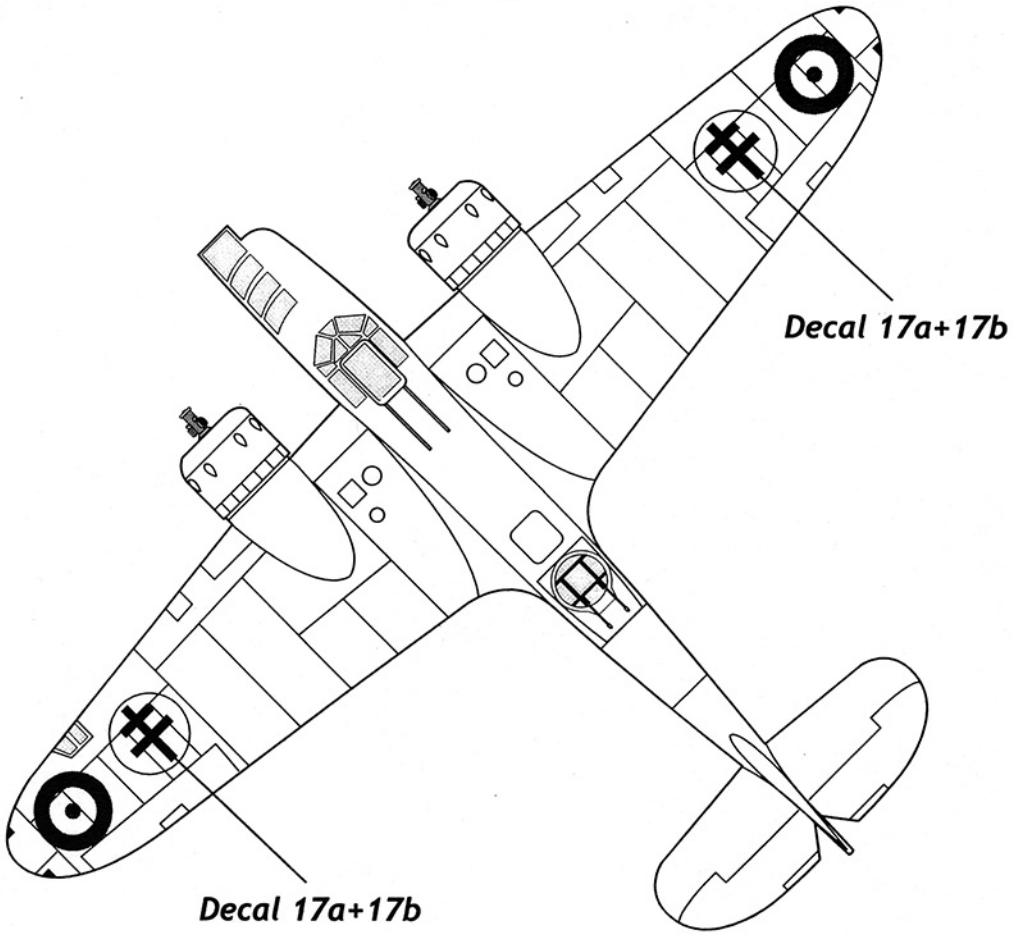


***NOTE**
Spinners 68 were used only on very early Blenheim Mk.Vs, and generally not operationally. We have provided them as an option, but they should not be used for any of the marking options provided.

Landing Light
Paint Silver or replace with clear plastic

Classic Airframes

Bristol Blenheim Mk.V

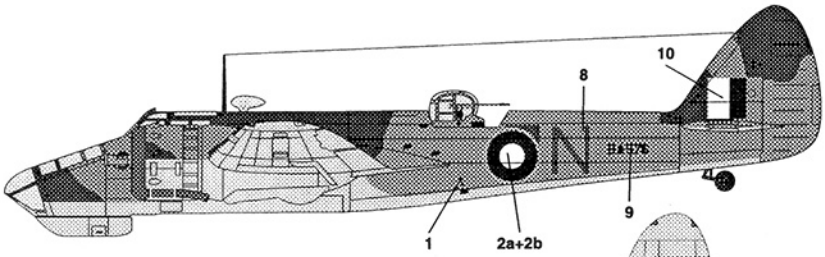


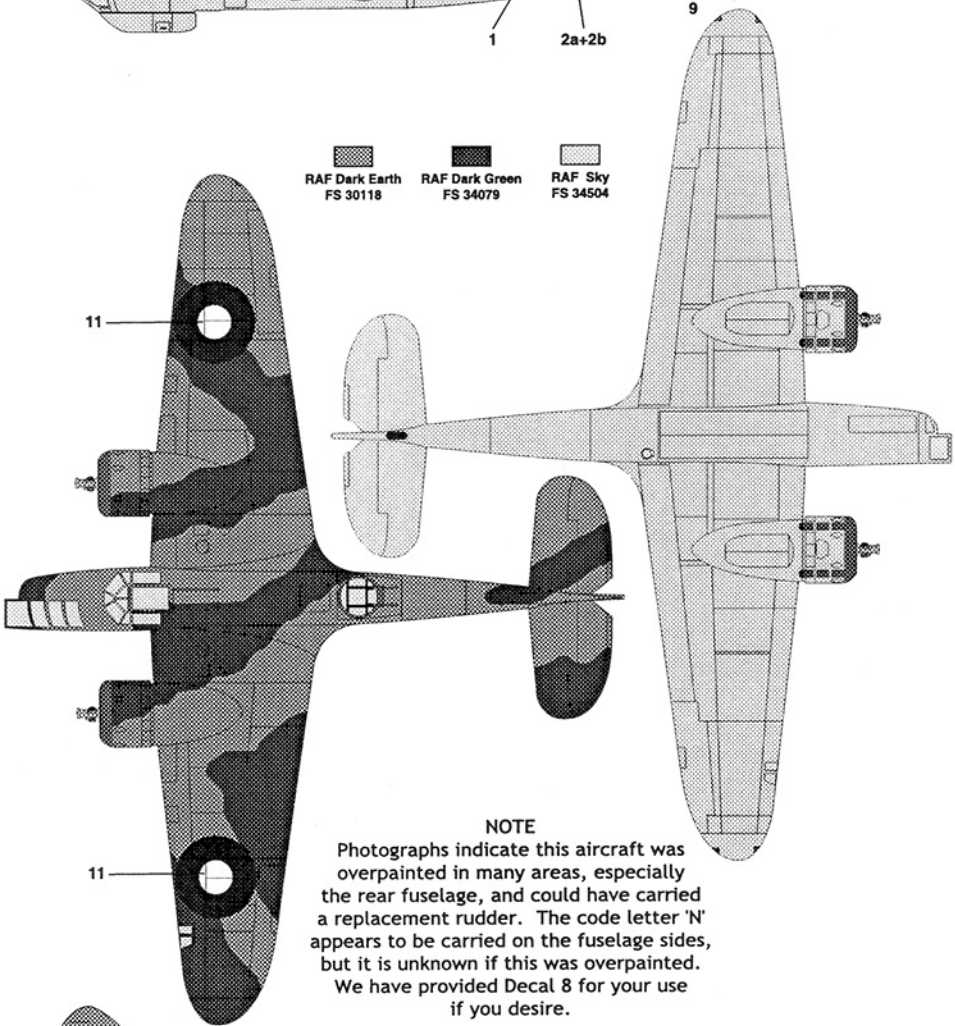
Please Note

Photographic evidence confirms the use of the Cross of Lorraine markings (Decals 17a+17b) on the undersides of the wings of Free French Blenheims. Photographic evidence does not support the use of these markings on the upper wings. However, we have provided them for you if you choose to apply them to your model.

Bristol Blenheim Mk. V *PAINTING & MARKING GUIDE*

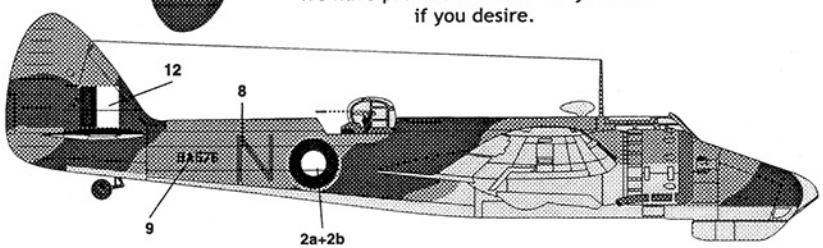
No. 34 Squadron, South East Asia





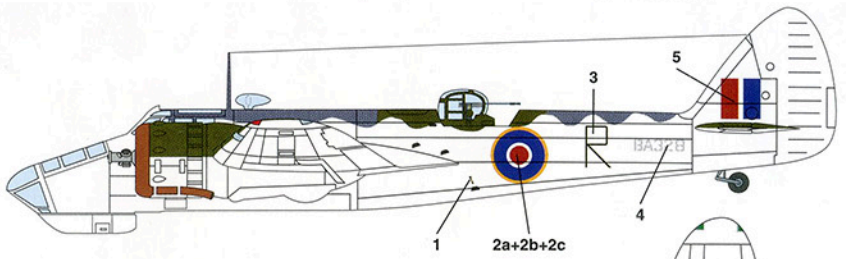
NOTE

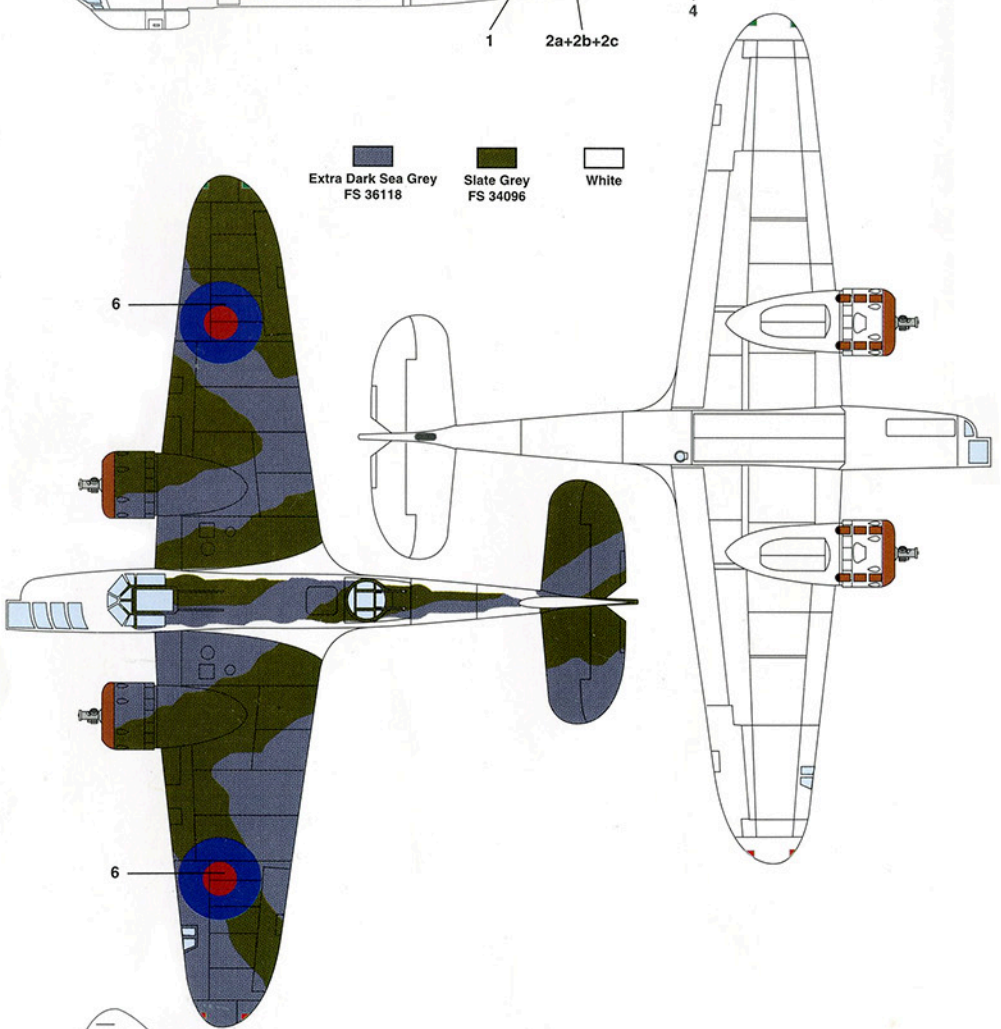
Photographs indicate this aircraft was overpainted in many areas, especially the rear fuselage, and could have carried a replacement rudder. The code letter 'N' appears to be carried on the fuselage sides, but it is unknown if this was overpainted. We have provided Decal 8 for your use if you desire.

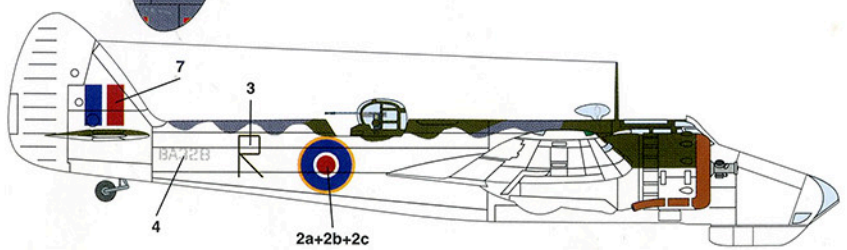


Bristol Blenheim Mk. V *PAINTING & MARKING GUIDE*

No. 13 Squadron, Royal Hellenic Air Force, Aden, 1943

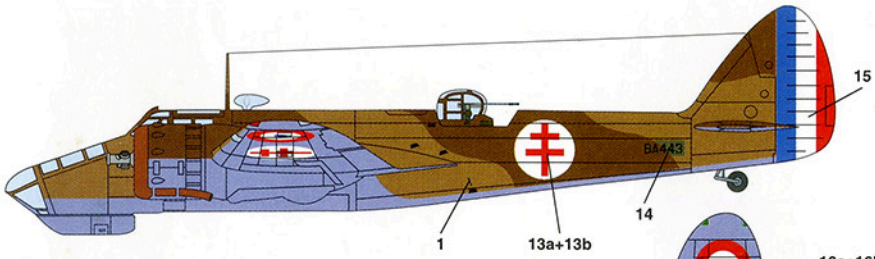


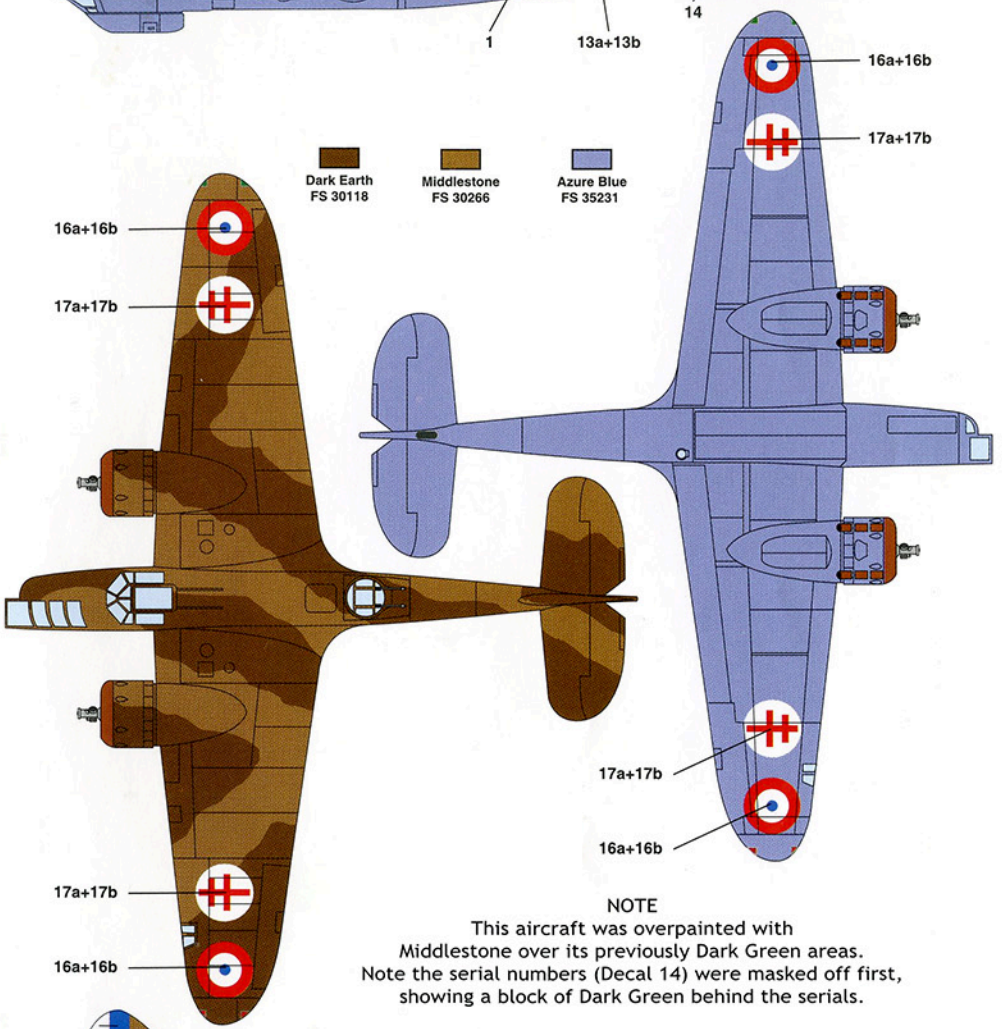




Bristol Blenheim Mk. V *PAINTING & MARKING GUIDE*

Free French Air Force, North Africa, 1942





NOTE
This aircraft was overpainted with
Middlestone over its previously Dark Green areas.
Note the serial numbers (Decal 14) were masked off first,
showing a block of Dark Green behind the serials.