Mosquito FB. VI HR147



The plane was nicknamed the wooden wonder. Built almost entirely from wood the De Havilland Mosquito was not only one of the fastest planes of WWII but also one of the most stealth planes of its time. Originally conceived as an unarmed fast bomber, the Mosquito was adapted to roles including low to medium-altitude daytime tactical bomber, high-altitude night bomber, pathfinder, day or night fighter, fighter-bomber, intruder, maritime strike aircraft, and fast photo-reconnaissance aircraft.

The Mosquito was first flown in November of 1940 with production beginning a year later; the aircraft remained in production till 1950. The main bulk of the 7781 units were built in the UK with Canada and Australia contributed over 1300 units. Removal of front line service began in the late 1950's with many being scrapped, some were sold off to the private sector. One notable private sector operator was Spartan Air Services, operating 10 converted Mosquitos for aerial mapping.

Today very few Mosquitos have survived and up until recently there have been non airworthy. That all changed in 2012 when a New Zealand company restored one to flying condition. To date there is now five airworthy units.

The markings included in this kit are from RCAF 418 Squadron. Air frame HR147 was built as a fighter Bomber MkVI in mid 1944. Flown by W/C Russ Bannock, he would achieve Ace status in this aircraft. By April 1945, Bannock had destroyed 11 enemy aircraft (including 2 on the ground) 4 damaged in the air and 19 V-1's destroyed. Russ Bannock would go on to be chief test pilot for De Havilland Canada.

Mosquito FB. VI Specifications

Crew 44' 6" Lenath Wingspan 54' 2"

Power 2 × Rolls-Royce Merlin 21s or 25s V12's

rated between 1,460hp-1,635hp

Performance Max speed 408mph Armament Under wing hard points

Two 250 or two 500lb GP bombs

Up to eight RP-3 25lb or 60 lb rockets

Two 50 imp gal or Two 100 imp gal drop tanks

Bomb bay

Two 250lb or two 500lb bombs

Four 20 mm Hispano Mk.II cannons Four .303 Browning machine guns

2.298 Numbers built



Building tips:

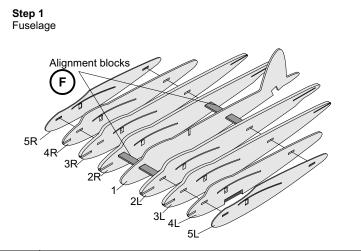
All parts will be a tight fit. If you find a part is too tight give it a bit of a sanding with 220 grit sandpaper. **DO NOT FORCE PARTS.** A hobby knife is suggested to cut the pieces from the part tree but most parts will break free easily. We recommend removing the burnt edge left by the laser with 220 grit sandpaper. This makes it easier for painting also it makes for a better appearance, especially if you are going to leave the model in it's natural wood state. Although the model is designed to be assembled without glue, we do suggest gluing your model together. Note indicated parts that are not to be glued. Any black substance that gets on your hands is non toxic and can be removed with soap and water

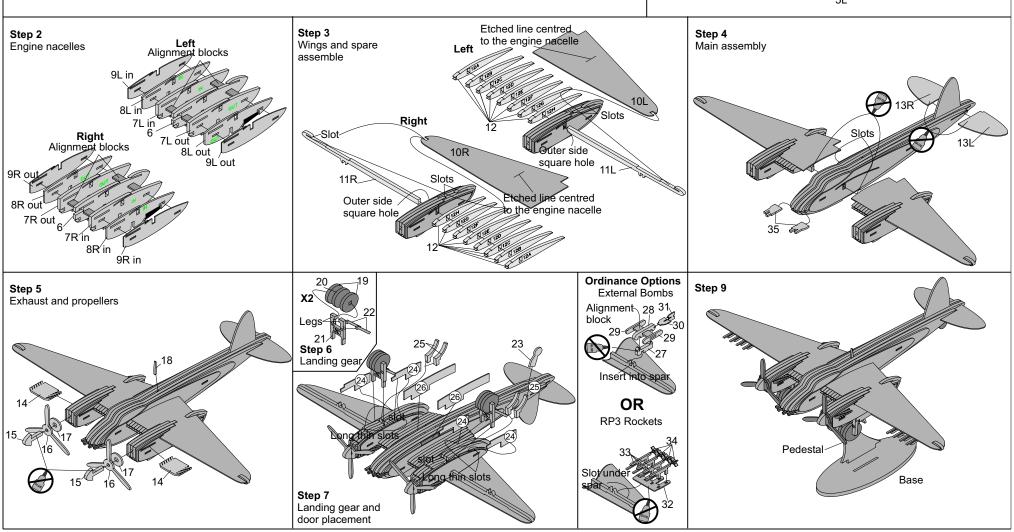
Indicates do not glue part or assembly

F Indicates part is a friction fit in order to hold in place

Recommended Tools:

Hobby Knife, Scissors, White Glue, 220 grit sandpaper





Applying decals

Tools needed to apply decals

Scissors, Utility knife

Make sure your hands are clean before applying decals. Avoid contact with the adhesive as this can cause the decal to loose some of its adhesion. Decals will adhere better to a smooth clean surface so we do recommend painting your model for best results.

Note: Paint fuselage and all flight surfaces before applying decals. See other side of page



Cut out each decal as close to the edge as possible. Only cut out decals as needed.



Remove vinyl covering slots for wings



For the large decals, remove about a 1/4" of the backing and cut off with scisors.



For small decals you may use a utility knife to remove them from the backing and place in position.



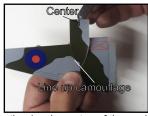
Place the exposed section on the surface making sure that your decal is properly aligned on the part.



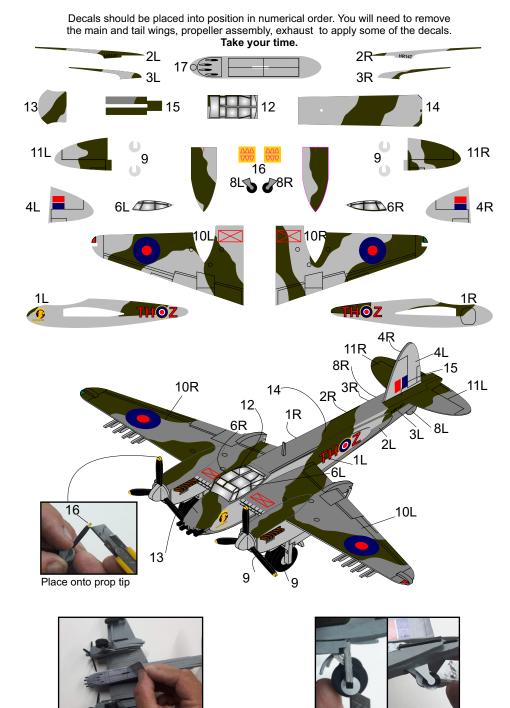
For the wing decals start from the wingtip. Work inward keeping the decal inline with the edge of wing.



Slowly remove the backing by cutting in stages to make sure the decal is staying aligned on the surface.



Center the decal over top of the engine nacelle and line up the edge of camouflage This will make sure the decal is centered.



m of the fuselage. Place landing gear wheel decals into position by using a knife to help position it.

