



DH.98 Mosquito NF.XV

Instructions / Návod



The de Havilland Mosquito was a versatile twin-engine aircraft that was one of the best aircraft of the Second World War. It was not without reason that it was called the 'Wooden Wonder'. However, its development was complicated. The British Air Ministry issued two specifications for the development of bombers before the Second World War, P.13/36 and later B.9/38. These led to the construction of medium or heavy bombers with defensive turrets, such as the Avro Manchester, Lancaster and H.P. Halifax. Geoffrey de Havilland and his company had already been engaged in the construction of highly aerodynamic aircraft, both from wood and metal, before the Second World War. Therefore, he was convinced that an aerodynamically clean type of bomber with two powerful engines would surpass the requirements of these specifications. The Air Ministry did not show interest in this concept for a long time. It was not until late 1939 that the project received support. The Air Ministry issued specifications B.1/40, which called for a very fast unarmed twin-engine bomber and reconnaissance aircraft. They were joined by specifications F.21/40, calling for a fighter variant armed with cannon and machine guns. However, design work was stopped in June 1940, because the Minister of Aircraft Production Beaverbrook ordered the concentration of production on five already produced aircraft types (Spitfire, Hurricane, Wellington, Whitley and Blenheim). The work on the new type was resumed in July 1940 and continued quickly. The first prototype W4052 flew for the first time on 25 November 1940. Its performance was excellent, it was, among other things, about 40 km faster than the Spitfire Mk.II. The aircraft's construction was all-wood, sandwich, the fuselage and wing parts were made by laminating a sandwich of plywood and balsa. The prototype and the first versions were powered by Merlin engines with single-stage compressors. The aircraft, officially named Mosquito, were delivered as fighter and night fighter Mk.II (with or without AI Mk.IV radar), fighter-bomber Mk.VI, bomber B Mk.IV and reconnaissance PR Mk.I and IV. The night fighter variants proved very successful and other versions were gradually delivered. These differed in the types of radars, which were mounted in the nose. The Mosquito NF Mk.XII and NF Mk.XIII had the AI Mk.VIII radar under a 'thimble' cover, other variants NF Mk.XVII and NF Mk.XIX were equipped with a 'Bull nose' nose with the AI Mk.X radar (American SCR-720). The Mosquito was very fast, agile and heavily armed in fighter-bomber and night fighter variants. In order to maintain the performance superiority of the Mosquito, versions powered by Merlin engines with two-stage compressors were developed. The new engines had significantly more power at higher altitudes. The first to receive them was the Mosquito PR Mk.VIII version, produced in a few pieces (Merlin 61). The first night fighter version with Merlins with two-stage compressors was the NF Mk.30 version. Merlins 72, 76 and 113 were gradually installed in this version. The MM686 prototype flew for the first time in March 1944. In June 1944, they were already deployed in combat with No.219 sqn. RAF. Gradually, other RAF squadrons received them, including Commonwealth units and squadrons composed of foreign pilots (e.g. Polish or Czechoslovak). They were also operated by USAAF night fighter units in Italy.

A special high-altitude version of the Mosquito, the NF Mk.XV, was produced in a limited number of five aircraft. It was developed in response to the bombing raids and reconnaissance flights conducted by the special high-altitude Junkers Ju 86P/R. The to be converted first to be converted from a Mosquito B Mk.IV bomber was the prototype MP469. Later, four additional planes—slightly different from MP469—were added, again converted from the B Mk.IV version. This is why they were the only Mosquito fighters with the canopy from the bomber version. The cockpit was pressurized, the wingspan was extended to 19 meters, and high-altitude Merlin 76 series engines drove four-bladed propellers. Lighter landing gear wheels with a smaller diameter were used, and the armament of four machine guns was moved to a pod under the fuselage. The aircraft were first tested by the A&AEE in early 1943 and later handed over for operational testing to No. 85 squadron, where they flew until August 1943. The maximum altitude reached was 13,600 m.

Wingspan: 19 m, length: 13.57 m, max. speed: 663 km/h at 7,060 m, service ceiling: 13,106 m, range: 1,658 km, armament: 4x 7.7 mm machine guns



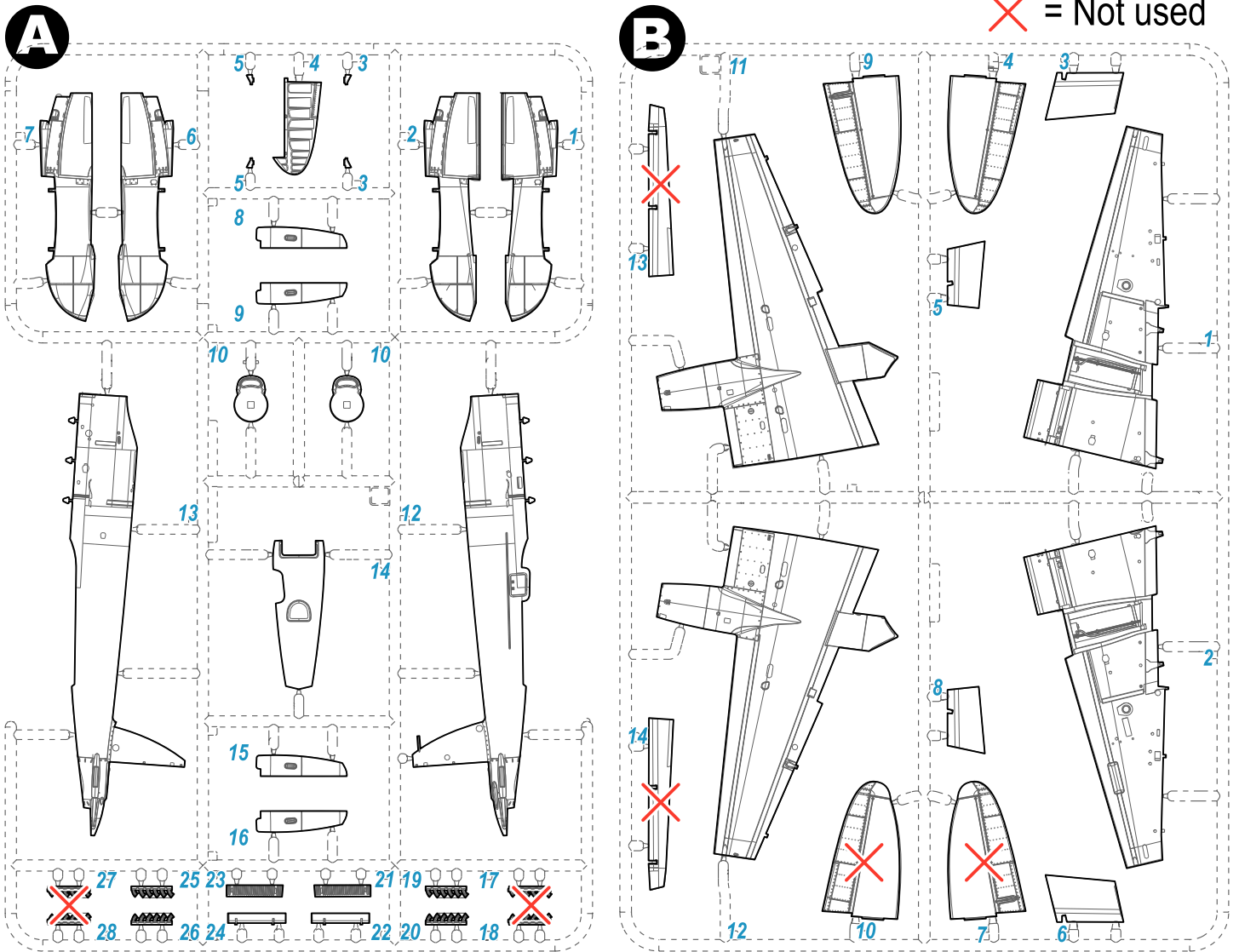
De Havilland Mosquito byl univerzální dvoumotorový letoun, který patřil mezi nejlepší letouny druhé světové války. Ne nadarmo se mu říkalo 'Dřevěný zázrak - Wooden Wonder'. Jeho vznik byl ale komplikovaný. Britské ministerstvo letectví vydalo před druhou světovou válkou dvě specifikace na vývoj bombardérů, P.13/36 a později B.9/38. Ty vedly ke konstrukci středních nebo těžkých bombardérů s obrannými věžemi, jako byly Avro Manchester, Lancaster a H.P. Halifax. Geoffrey de Havilland a jeho firma se již před druhou světovou válkou věnovala konstrukci vysoce aerodynamických letadel, jak ze dřeva, tak z kovu. Proto byl přesvědčen, že aerodynamicky čistý typ bombardéru se dvěma výkonnými motory by požadavky těchto specifikací překonal. Ministerstvo letectví dlouho nejvílo o tuto koncepci zájem. Teprve až v závěru roku 1939 získal projekt podporu. Ministerstvo letectví vydalo specifikace B.1/40, které požadovaly velmi rychlý nevyzbrojený dvoumotorový bombardovací a průzkumný letoun. K nim přibýly i specifikace F.21/40, požadující stíhací variantu, vyzbrojenou kanóny a kulomety. Konstrukční práce byly ale zastaveny v červnu 1940, protože ministr letecké výroby Beaverbrook nařídil soustředění výroby na pět již vyráběných typů letadel (Spitfire, Hurricane, Wellington, Whitley a Blenheim). Obnoveny byly v červenci 1940 a rychle pokračovaly. První prototyp W4052 vzletl poprvé 25. listopadu 1940. Jeho výkony byly vynikající, byl mimo jiné cca o 40 km rychlejší než Spitfire Mk.II. Konstrukce letounu byla celodřevěná, sendvičová, díly trupu i křídla se vyráběly laminováním sendviče z překližky a balsy. Pohon prototypu a prvních verzí zajišťovaly motory Merlin s jednodustupňovými kompresory. Letouny, oficiálně pojmenované Mosquito, byly dodávány jako stíhací a noční stíhací Mk.II (s radiolokátorem AI Mk.IV nebo bez něj), stíhací-bombardovací Mk.VI, bombardovací B Mk.IV a průzkumné PR Mk.I a IV. Noční stíhací varianty se velmi osvědčily a postupně byly dodávány další verze. Ty se lišily typy radaru, které byly montovány do přídě. Mosquita NF Mk.XII a NF Mk.XIII měla radar AI Mk.VIII pod 'náprstkovým' krytem, další varianty NF Mk.XVII a NF Mk.XIX byly vybaveny přídi 'Bull nose's radarem AI Mk.X (americký SCR-720) Mosquita byla velmi rychlá, obratná a ve stíhacích-bombardovacích a nočních stíhacích variantách silně vyzbrojená. Aby si Mosquita udržela výkonnostní převahu, byly vyvinuty verze poháněné motory Merlin s dvoustupňovými kompresory. Nové motory měly podstatně větší výkon ve vyšších výškách. Jako první je dostala verze Mosquito PR Mk.VIII, vyrobená v několika kusech (Merlin 61). První noční stíhací verzi s Merliny s dvoustupňovými kompresory byla verze NF Mk.30. Do této verze byly postupně montovány Merliny 72, 76 a 113. Prototyp MM686 vzletl poprvé v březnu 1944. V červnu 1944 již byly bojově nasazeny u No.219 sqn. RAF. Postupně je dostávaly další squadrony RAF včetně jednotek Commonwealthu a squadron složených ze zahraničních letců (např. polských nebo československých). Vybaveny jimi byly i noční stíhací jednotky USAAF v Itálii.

V omezeném počtu pěti kusů byla vyrobena speciální výšková verze Mosquito NF Mk.XV. Byla odpovědí na bombardovací útoky a průzkumné lety speciálních výškových Junkersů Ju 86P/R. Nejprve byl přestavěn, z bombardovací verze Mosquito B Mk.IV prototyp MP469. Později jej doplnily, od MP469 mímě se lišící, čtyři kusy, opět přestavěné z verze B Mk.IV. Proto měly, jako jediná stíhací Mosquita, překryt kabiny z bombardovací verze. Kabina byla přetlaková, křídlo bylo prodlouženo na rozpětí 19 metrů, výškové motory Merlin řady 76 roztáčely čtyřlísté vrtule. Byly použity lehčí kola podvozku menšího průměru a výzbroj čtyř kulometů byla přesunuta do schránky pod trup. Stroje byly na začátku roku 1943 nejprve testovány u A&AEE, později byly předány k operačním testům u No.85 squadron, kde létaly do srpna 1943. Nejvyšší dosažená výška byla přitom 13600 m.

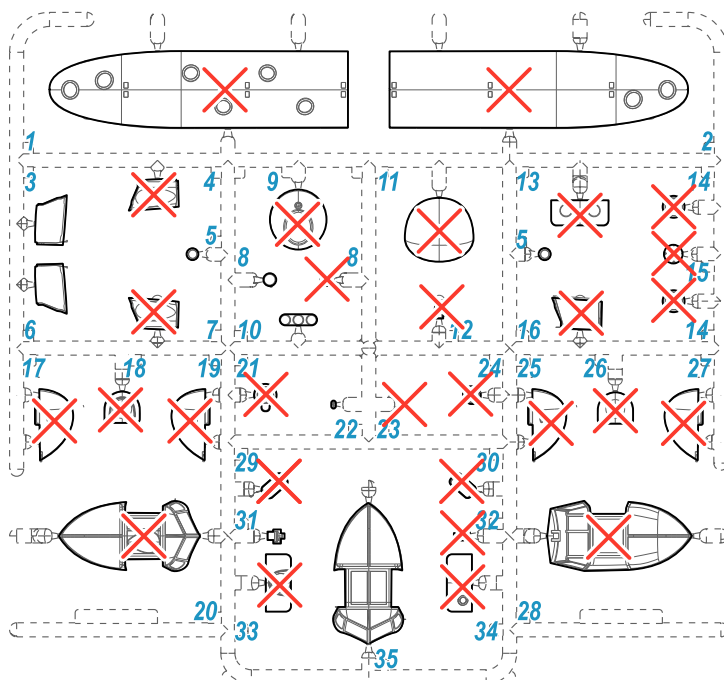
rozpětí: 19 m, délka: 13,57 m, max. rychlost: 663 km/h ve výšce 7060 m, operační dostup: 13106 m, dolet 1658 km, výzbroj 4x kulomet 7,7 mm

Parts List

✗ = Not used



CP - Clear Parts

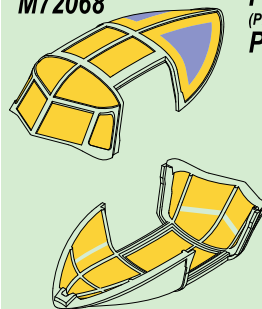


A few Tips and Tricks for easier assembly

For easier assembly of the Mosquito kit we recommended our pre-cut mask M72068 Mosquito NF MK.XV Mask, sold separately. For your Mosquito kit you can also get the excellent resin and 3D-printed sets:

F72378 Mosquito Pilot and Navigator
P72041 Mosquito Dinghy Box
P72042 Mosquito Exhausts
 (PR and Bombers with dougla stage Merlins)
P72032 RAF Accumulator Trolley

M72068



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www.specialhobby.eu



? MOŽNOST VOLBY
 OPTIONAL
 NACH BELIEBEN
 OPTION

POUŽÍŤ KYANOAKRYLÁTOVÉ LEPIDLO
 INSTANT CYANOACRYLATE GLUE
 ZYANOAKRYLATKLEBER
 ADHÉSIF CYANOACRYLAT

SYMBOLS

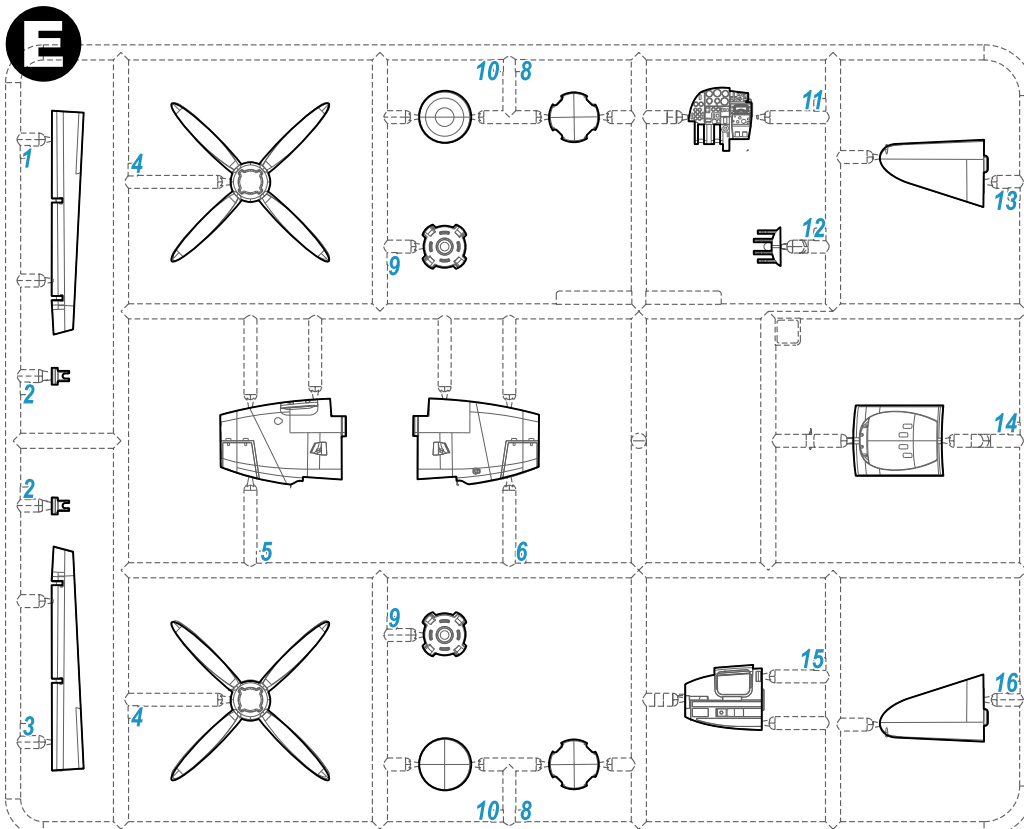
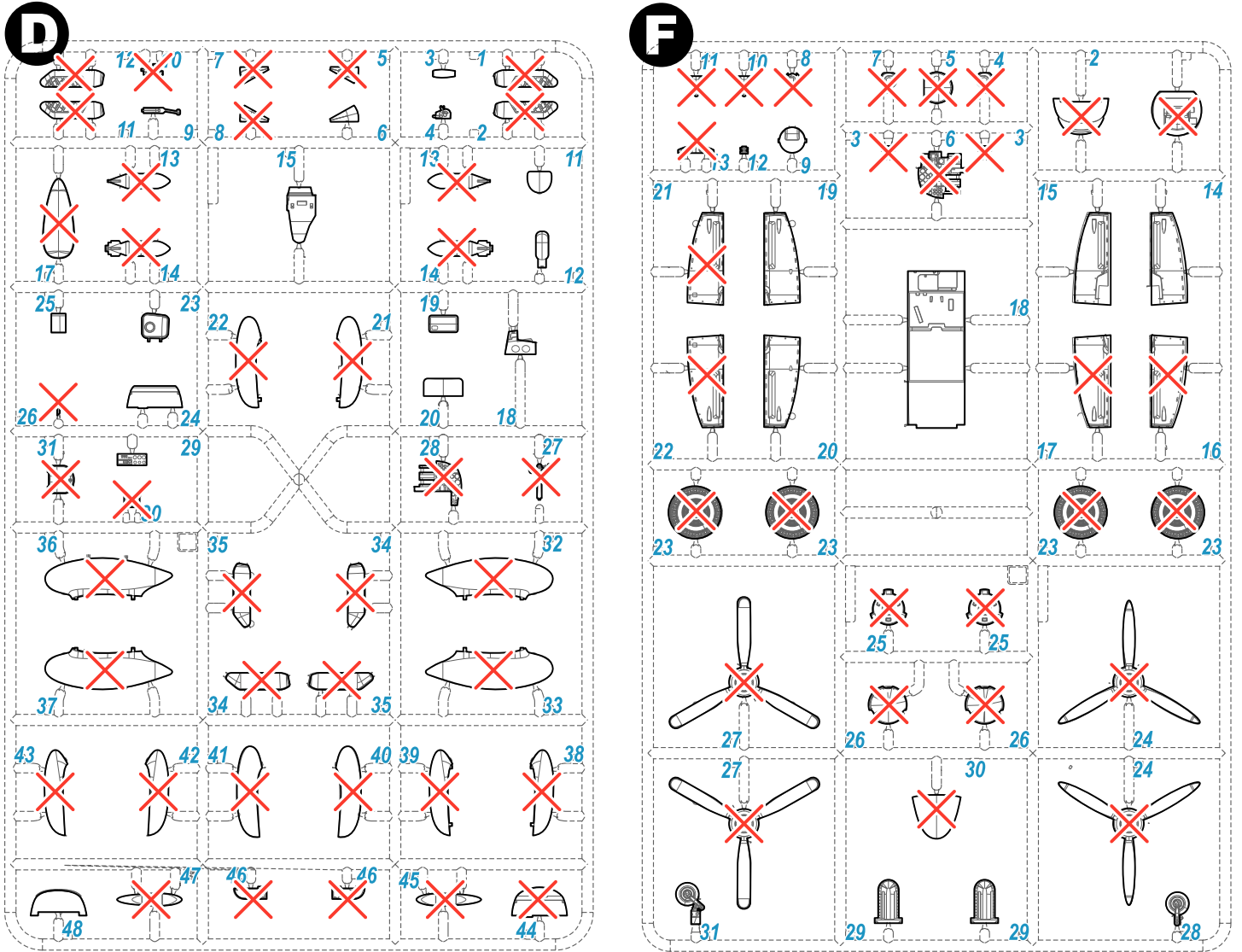
OHNOUT
 BEND
 BIEGEN
 COURBER

ZHOTOVIT NOVÉ
 SCRATCH BUILD
 FERTIGSTELLEN
 ACHEVER

ŘEZAT/VRTAT
 CUT OFF/DRILL
 ENTFERNEN
 DETACHER

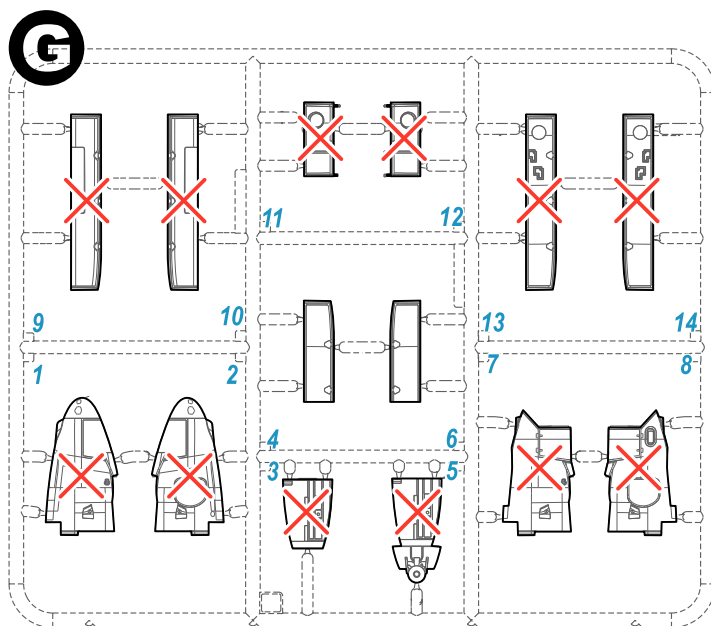
GSI A
 colours code
 NATŘÍT
 COLOUR
 FARBEN
 PEINDRE

Parts List

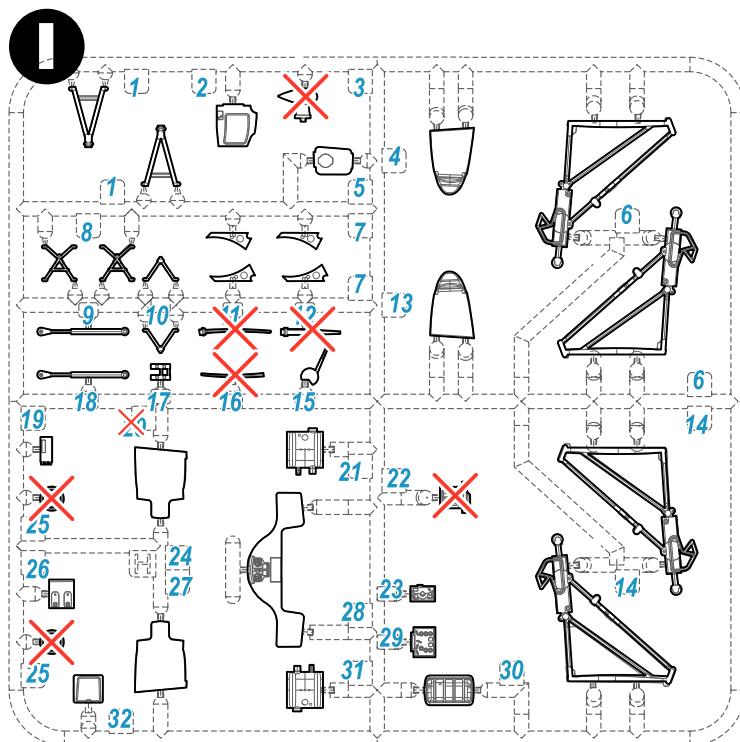
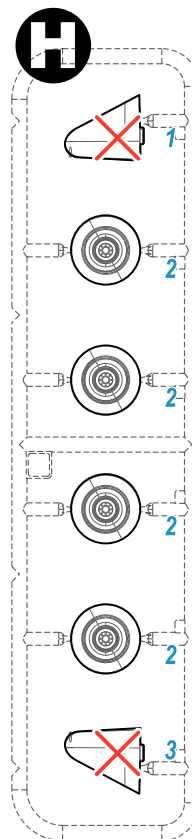


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Parts List



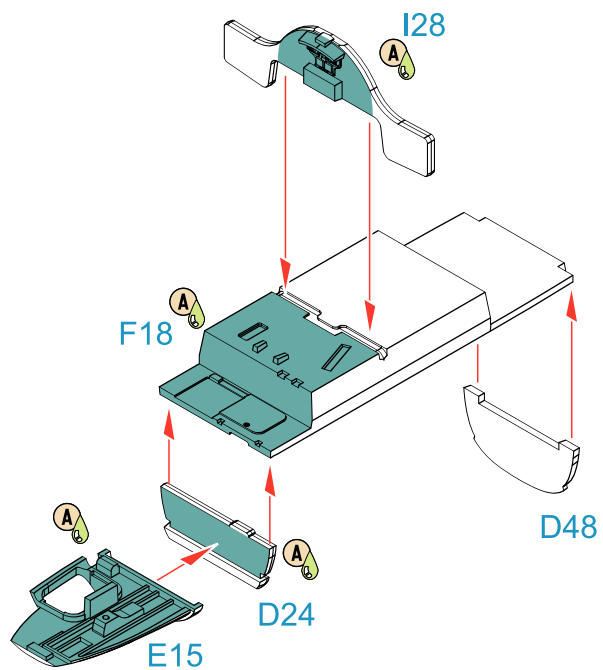
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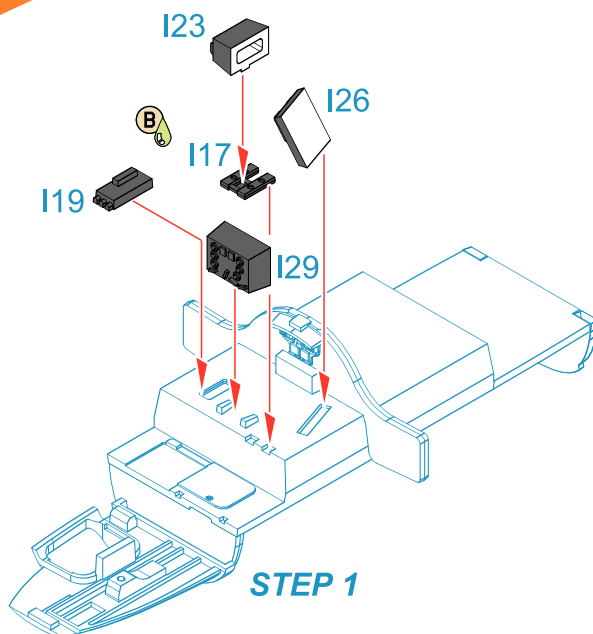
Barvy GUNZE/ GUNZE Colour No.

A	Grey Green / šedozelená	H58/C27
B	Black / černá	H12/C33
C	Tire Black / barva pneu	H77/C137
D	Aluminium / hliník	H8/C8
E	Burnt Iron / opálený kov	H76/C61
F	Dark Iron / tmavý kov	H28/C78
G	Clear Red / čirá červená	H90/C47
H	Clear Green / čirá zelená	H94/C138
I	Leather / kůže	H47/C41
J	Yellow / žlutá	H329/C329
K	Clear Orange / čirá oranžová	H92/C49

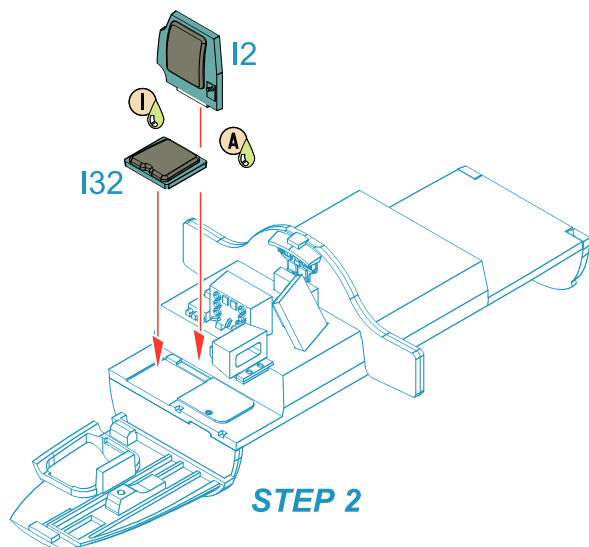
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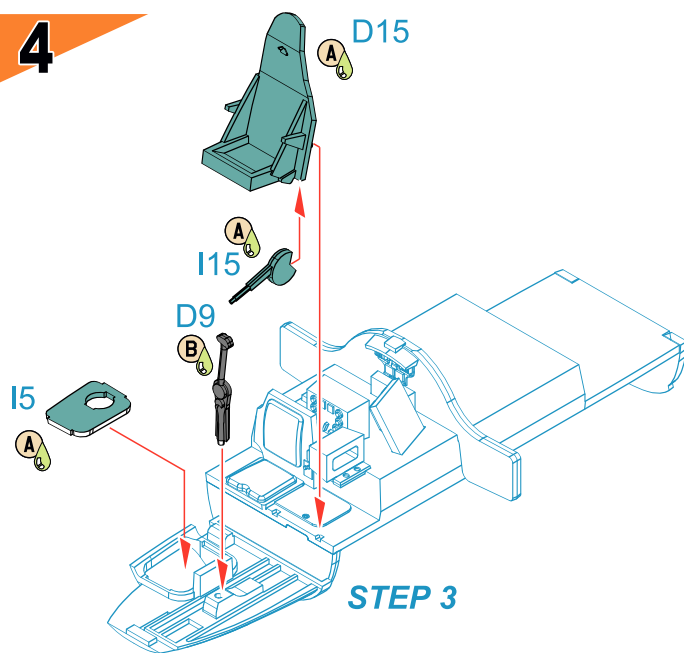
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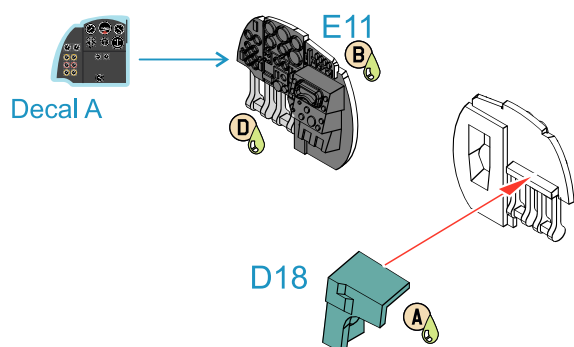
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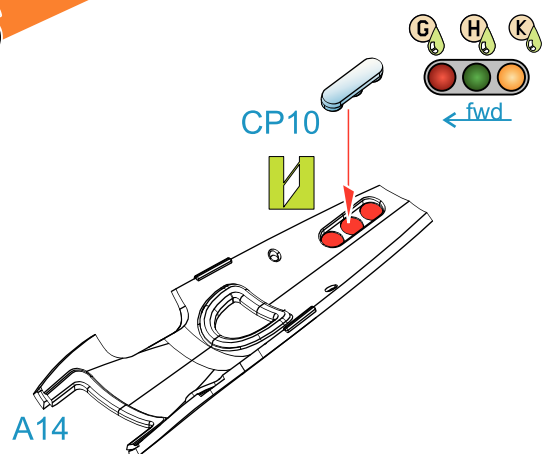
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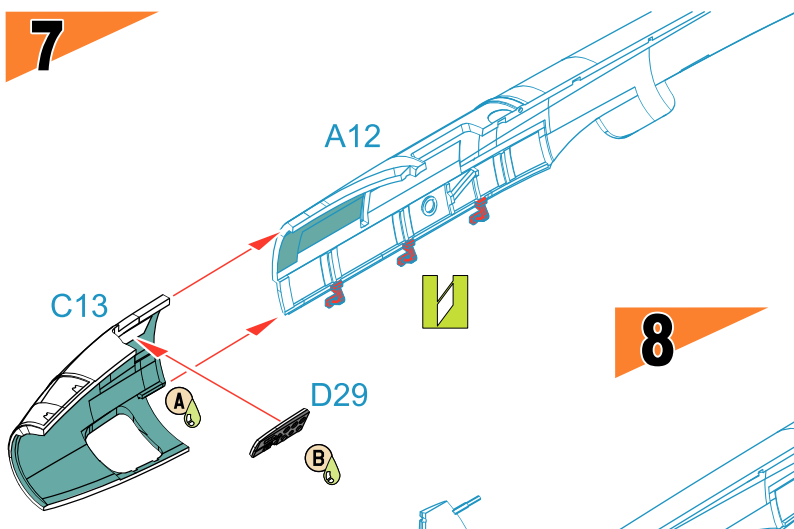
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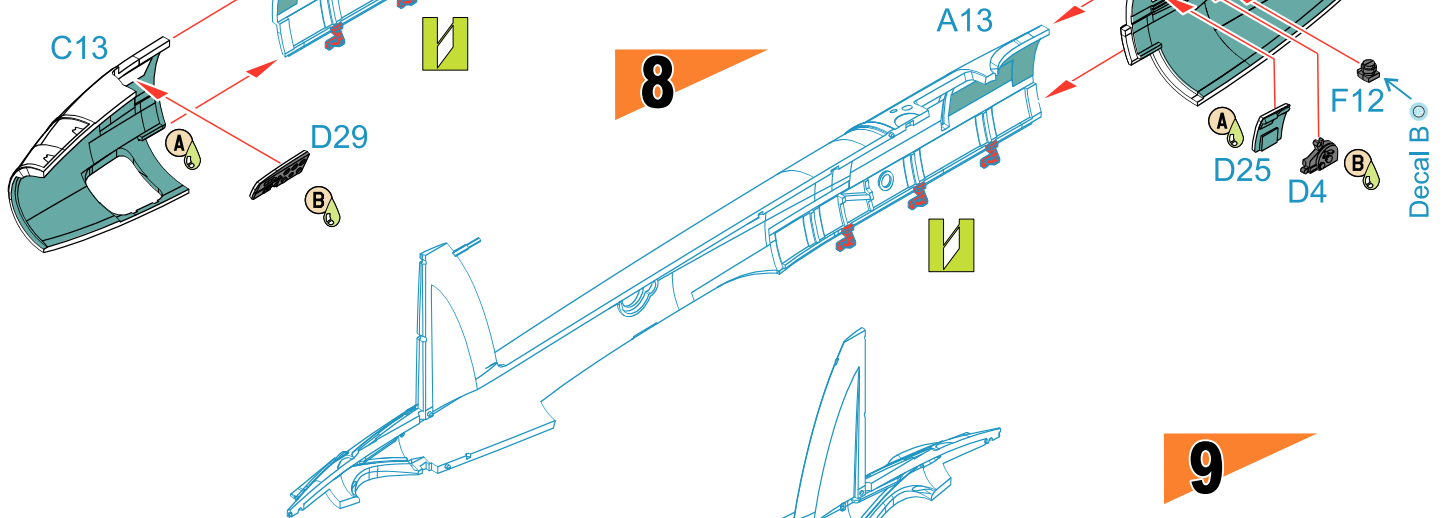
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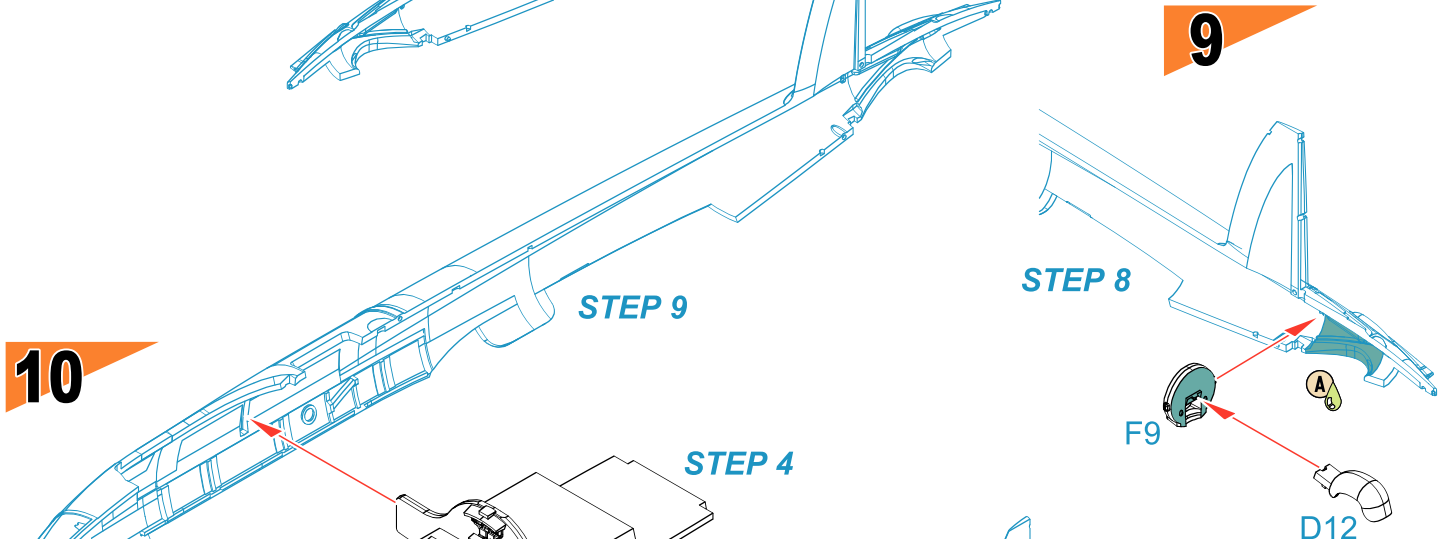
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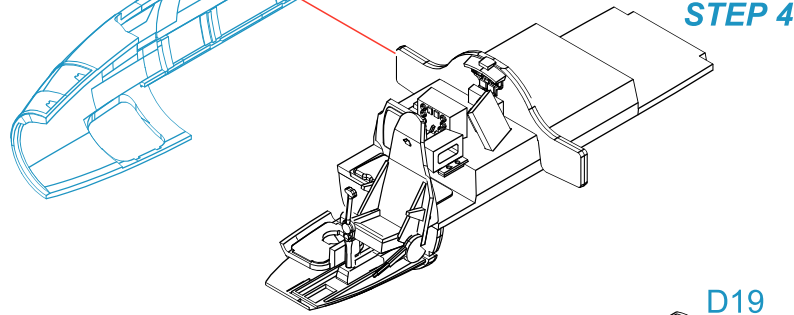
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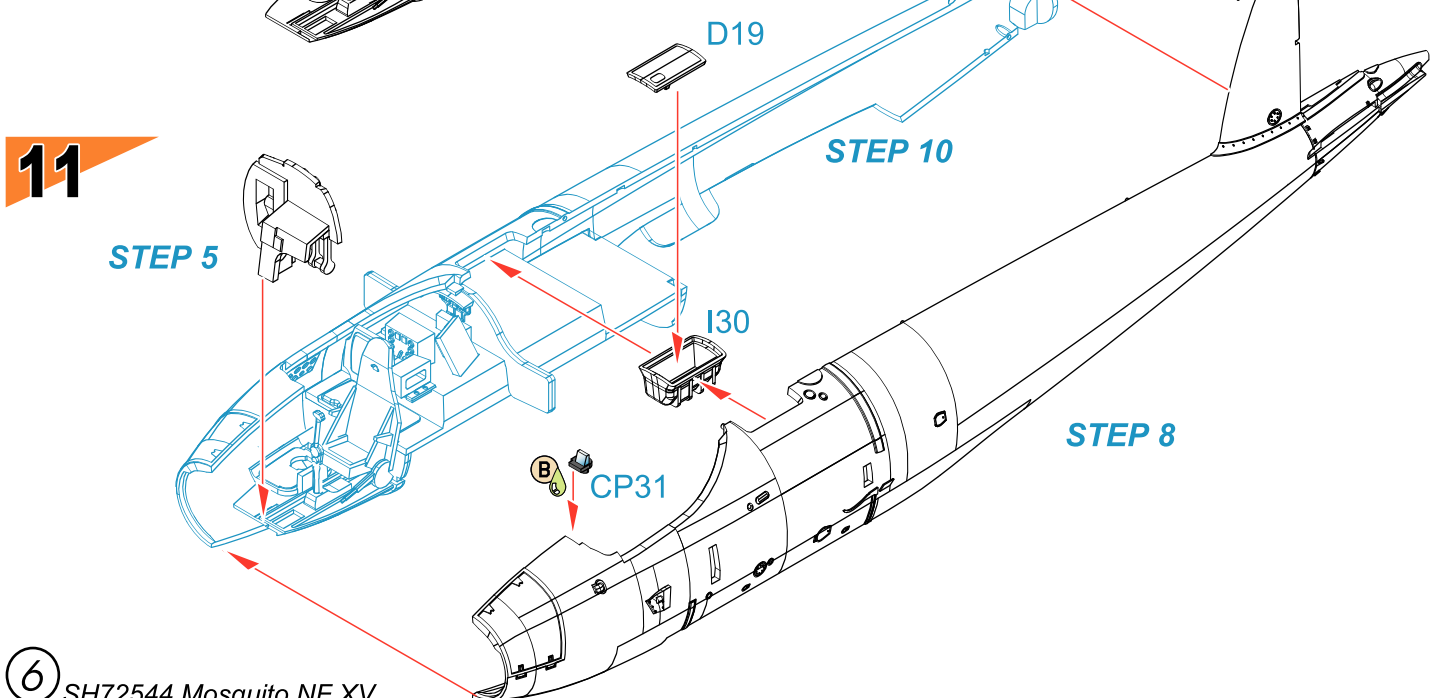
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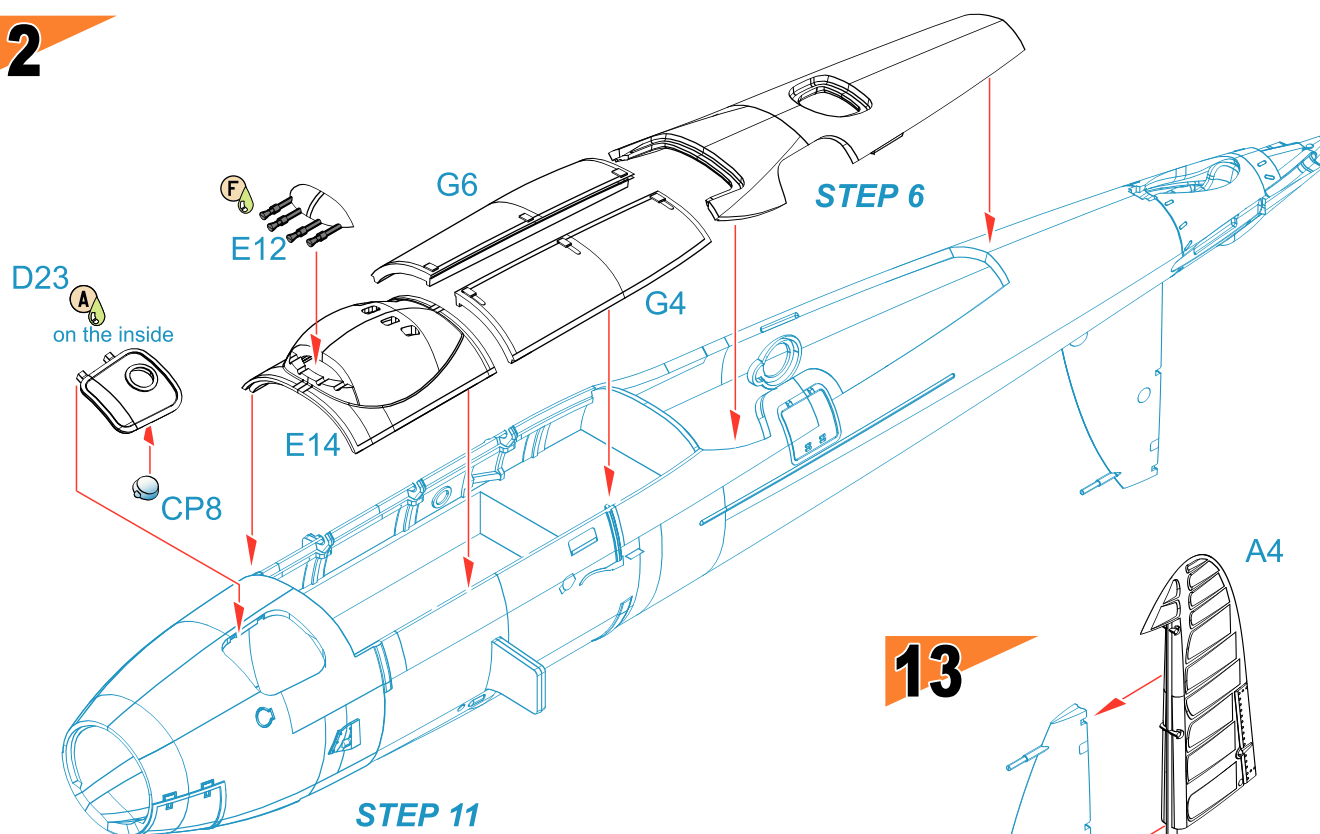
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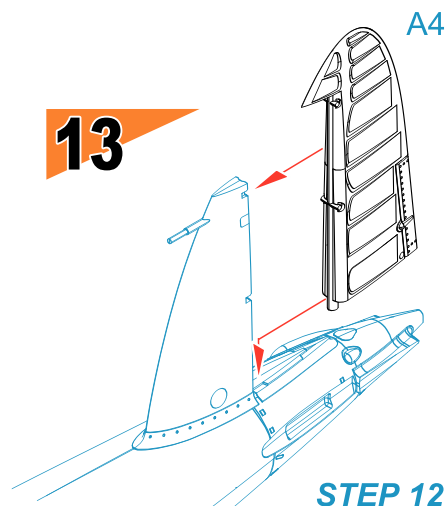
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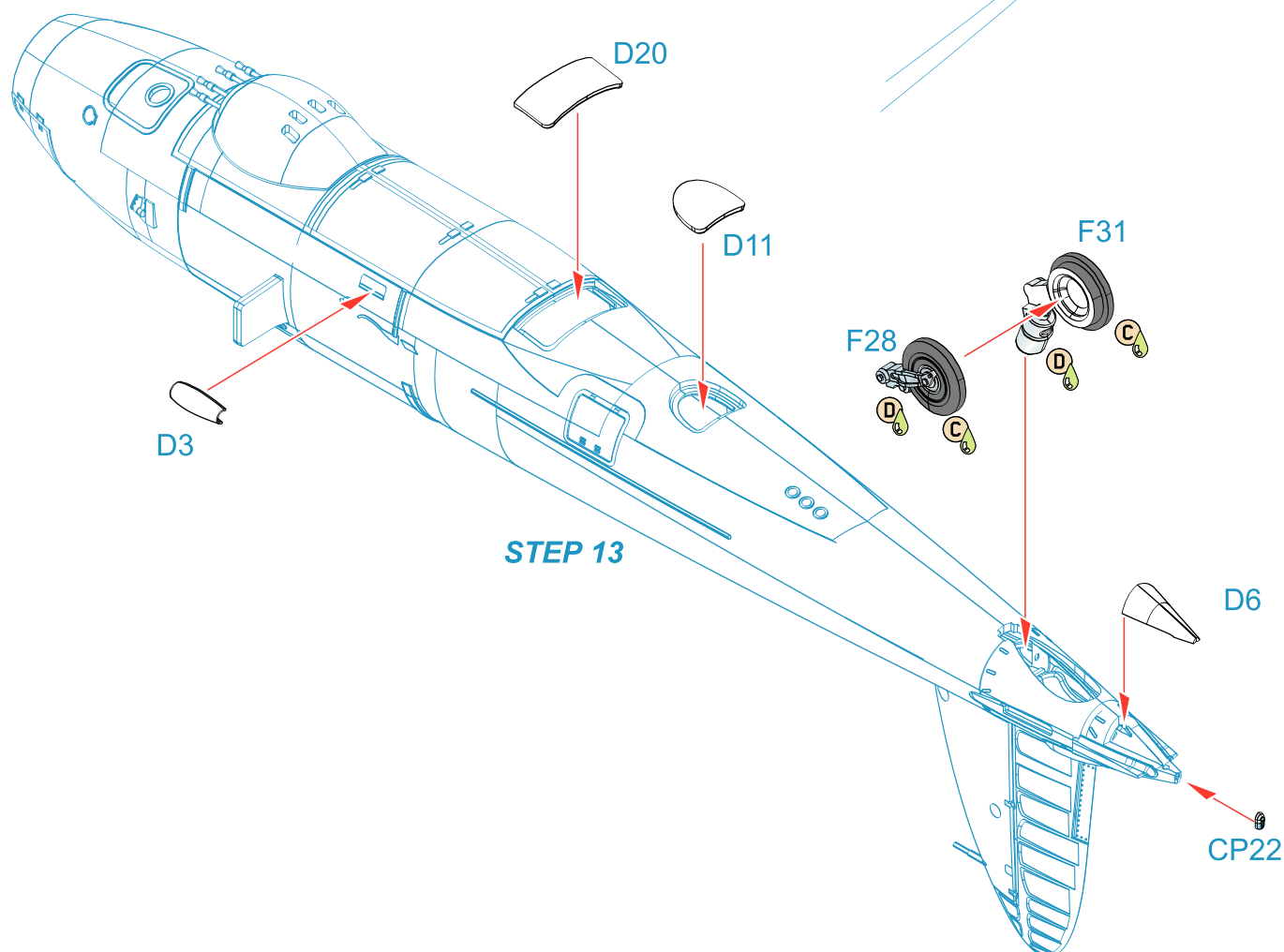
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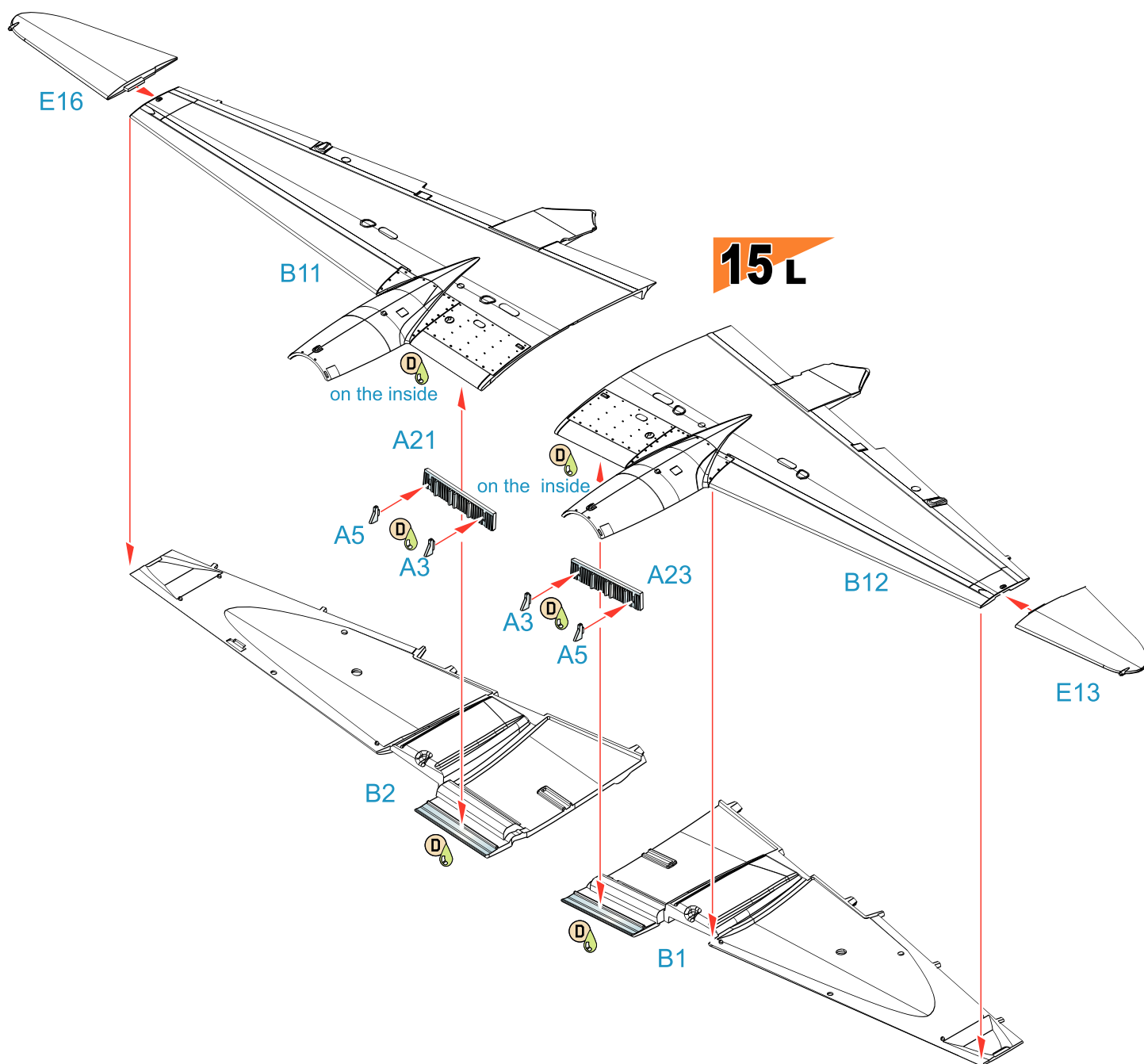
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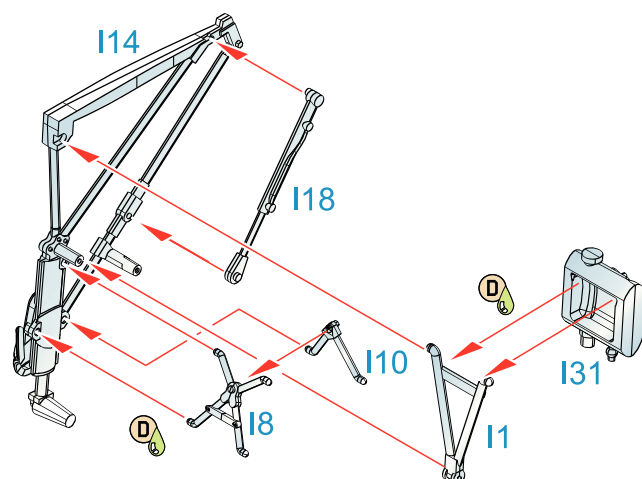
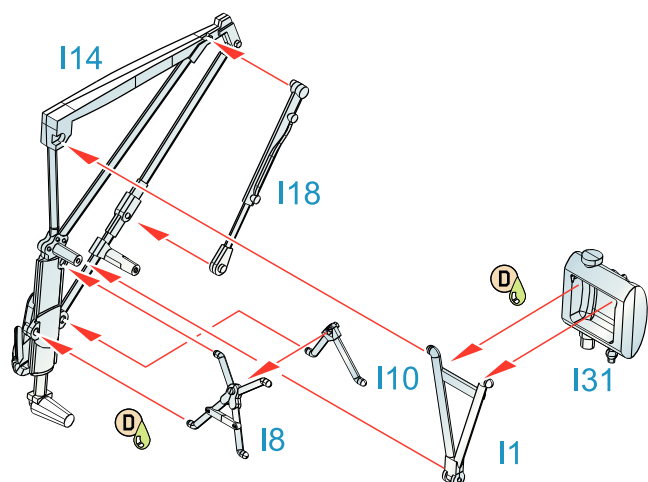


15R

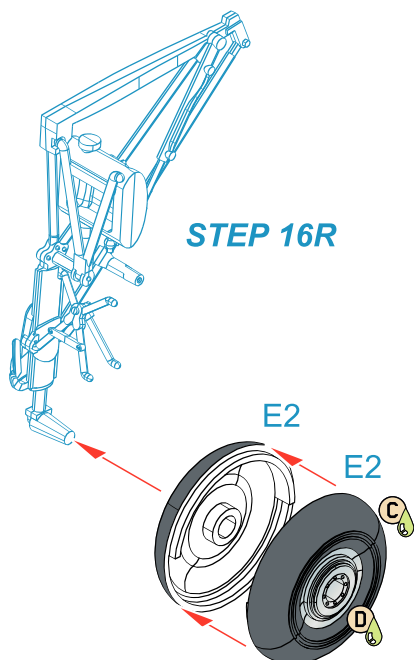


16R

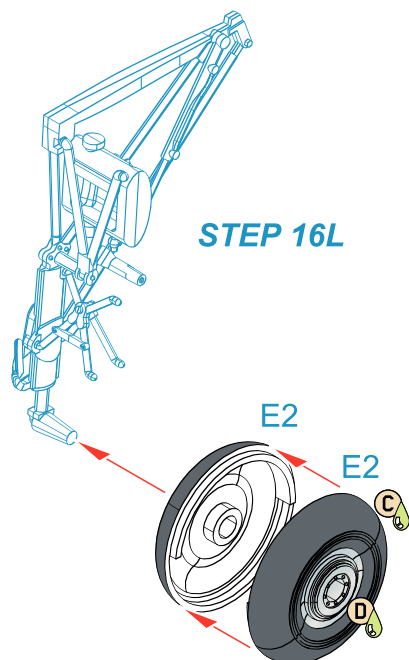
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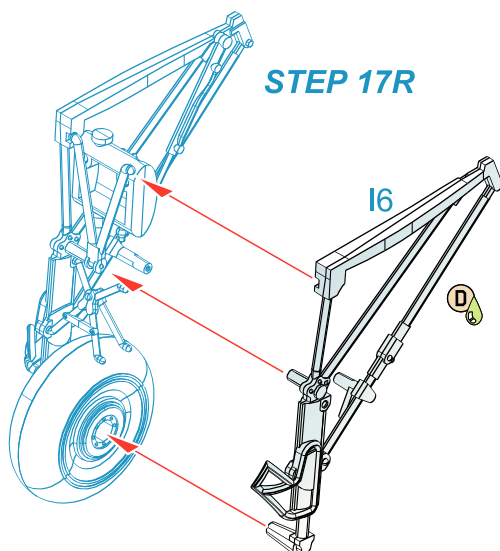
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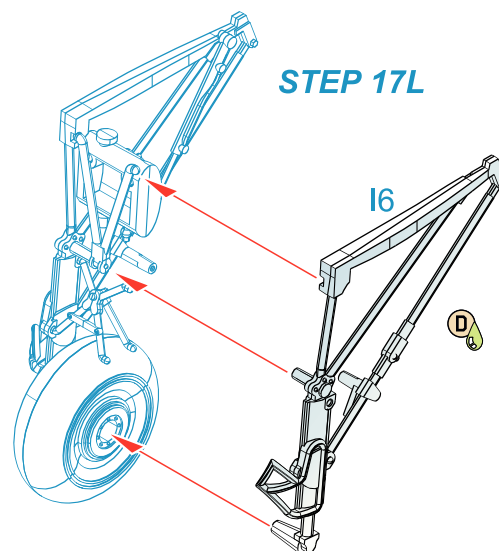
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18 R

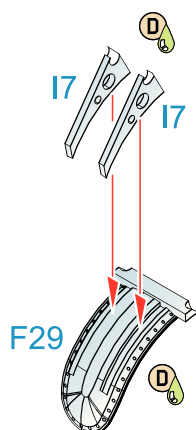


18 L

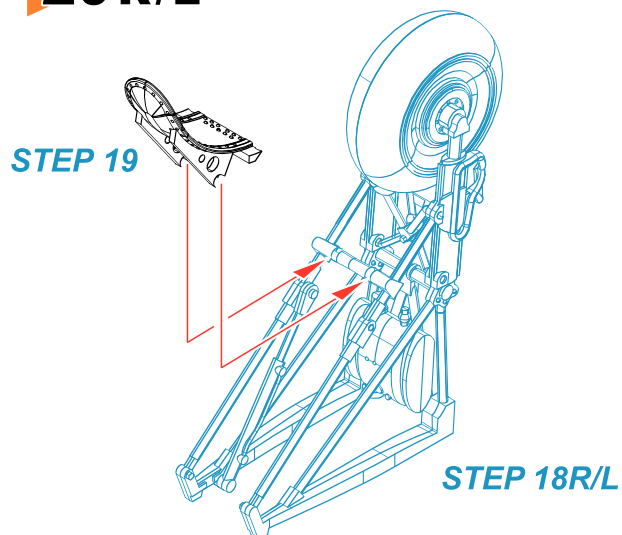


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Make 2



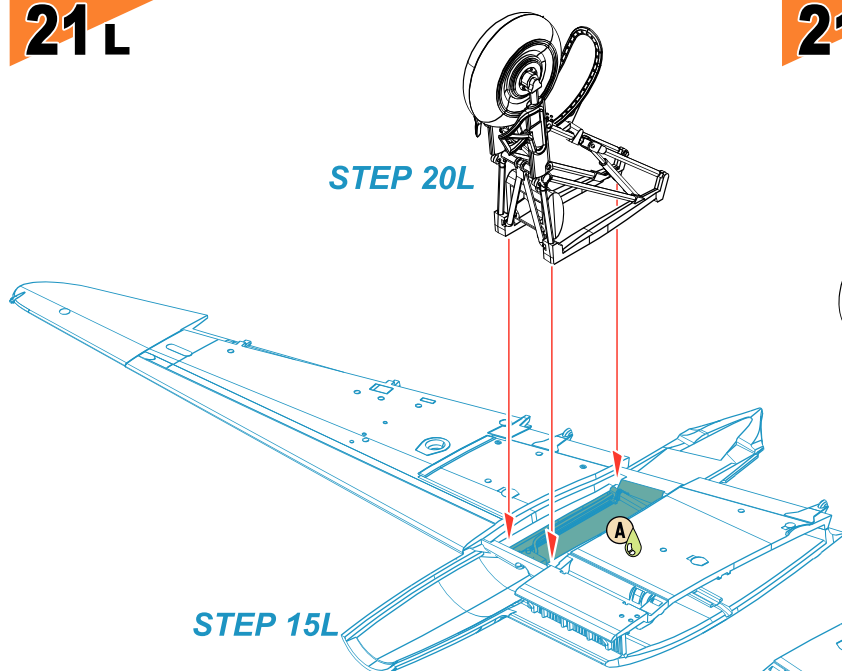
20 R/L



21 L

STEP 20L

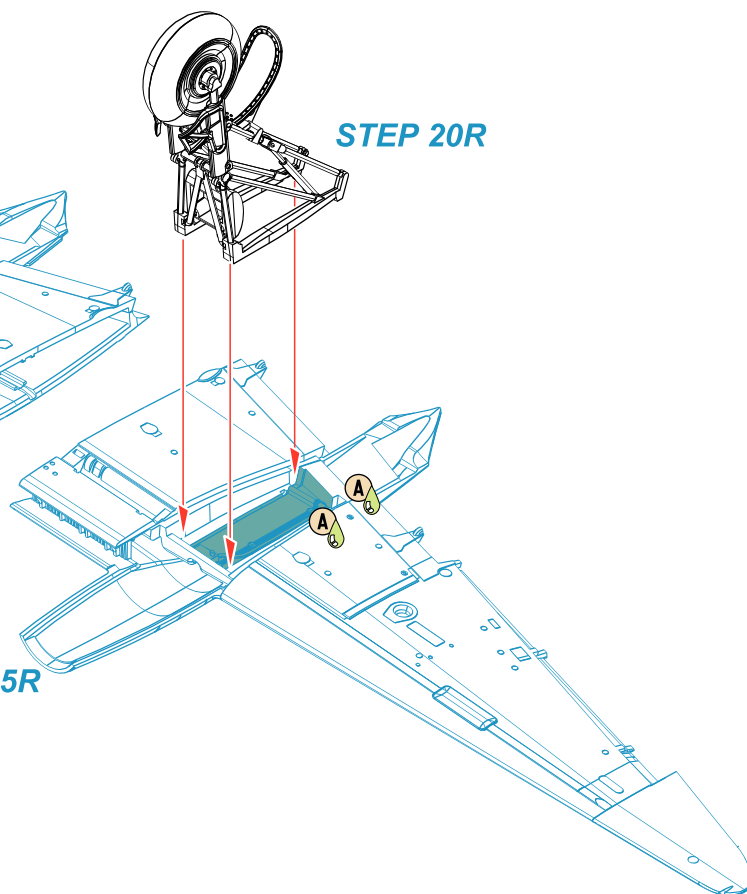
STEP 15L



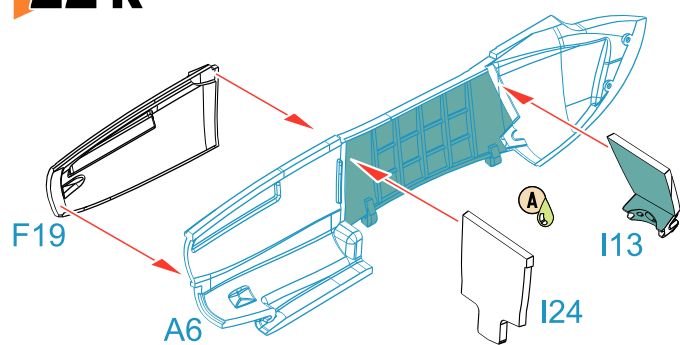
21 R

STEP 20R

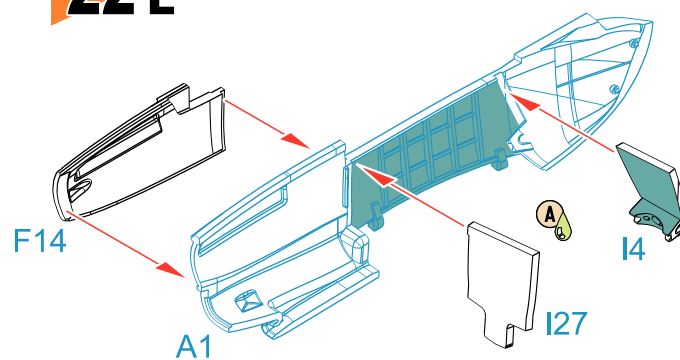
STEP 15R



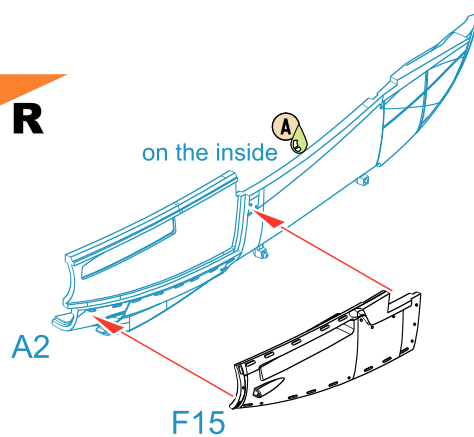
22 R



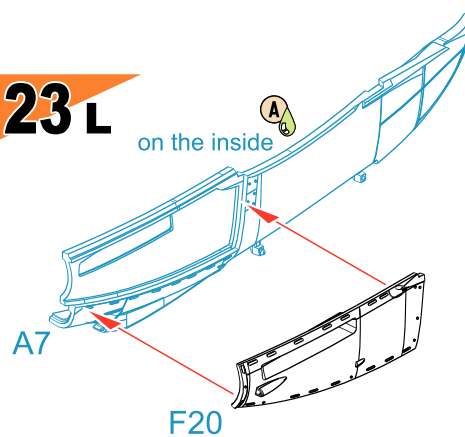
22 L



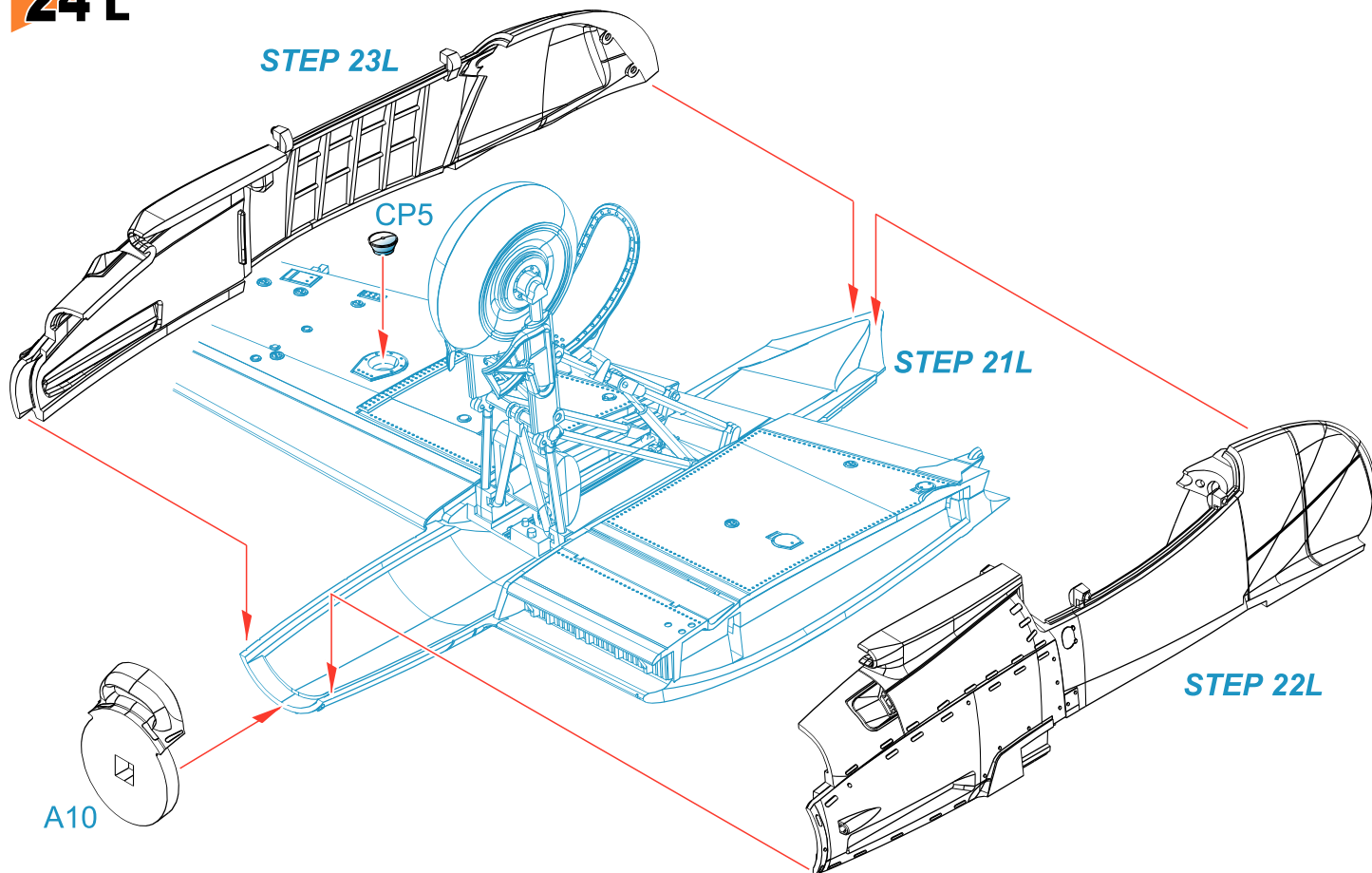
23 R



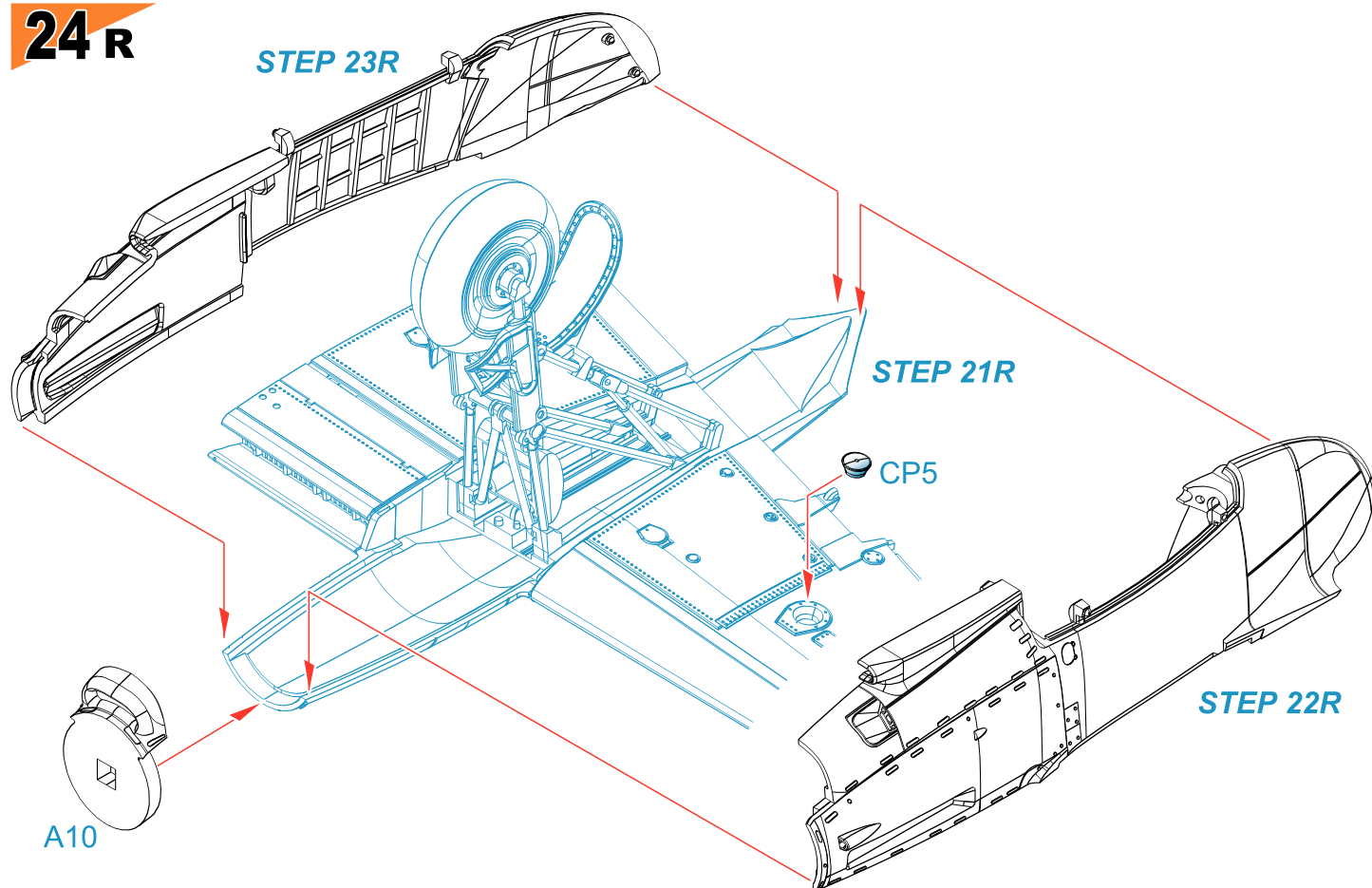
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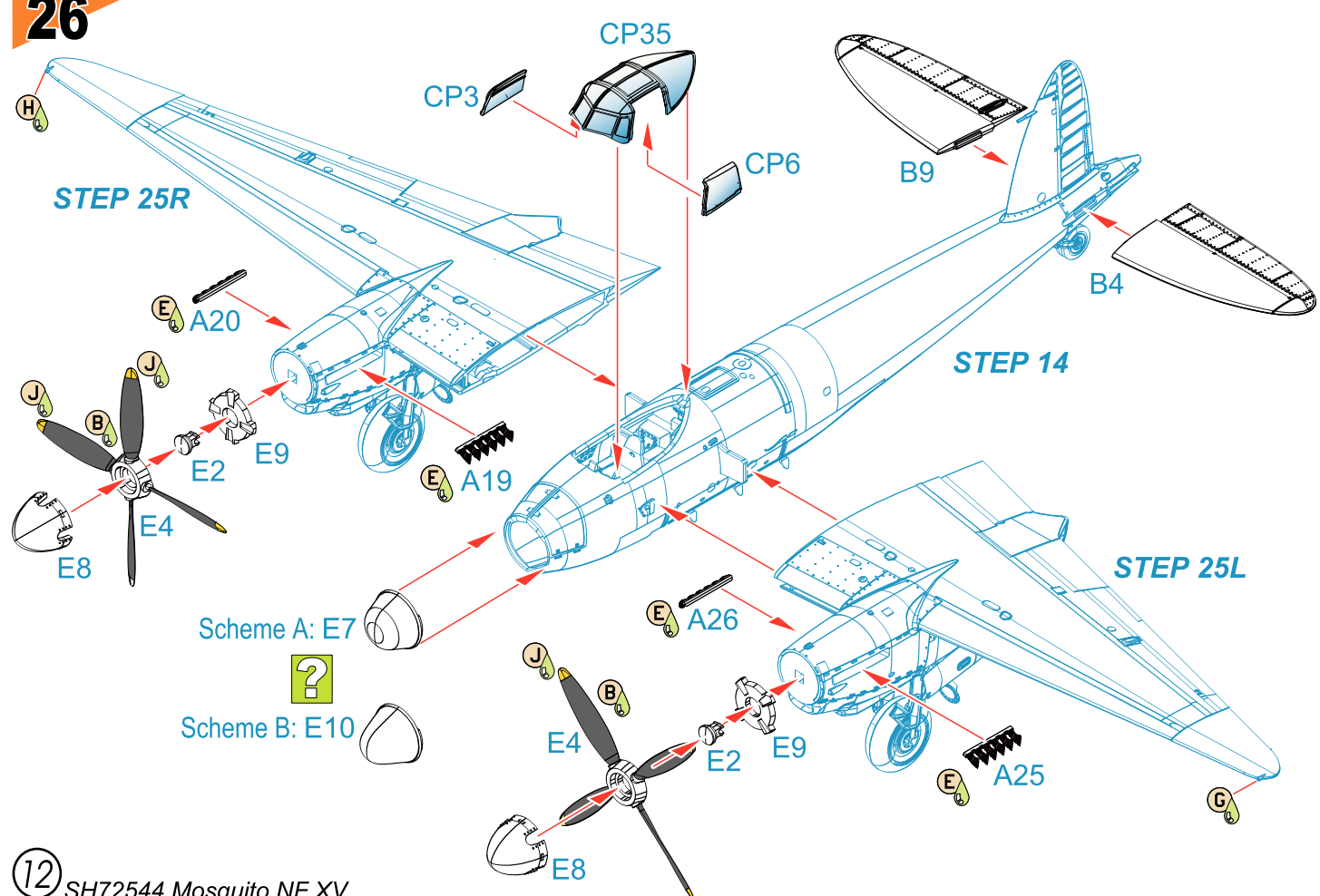
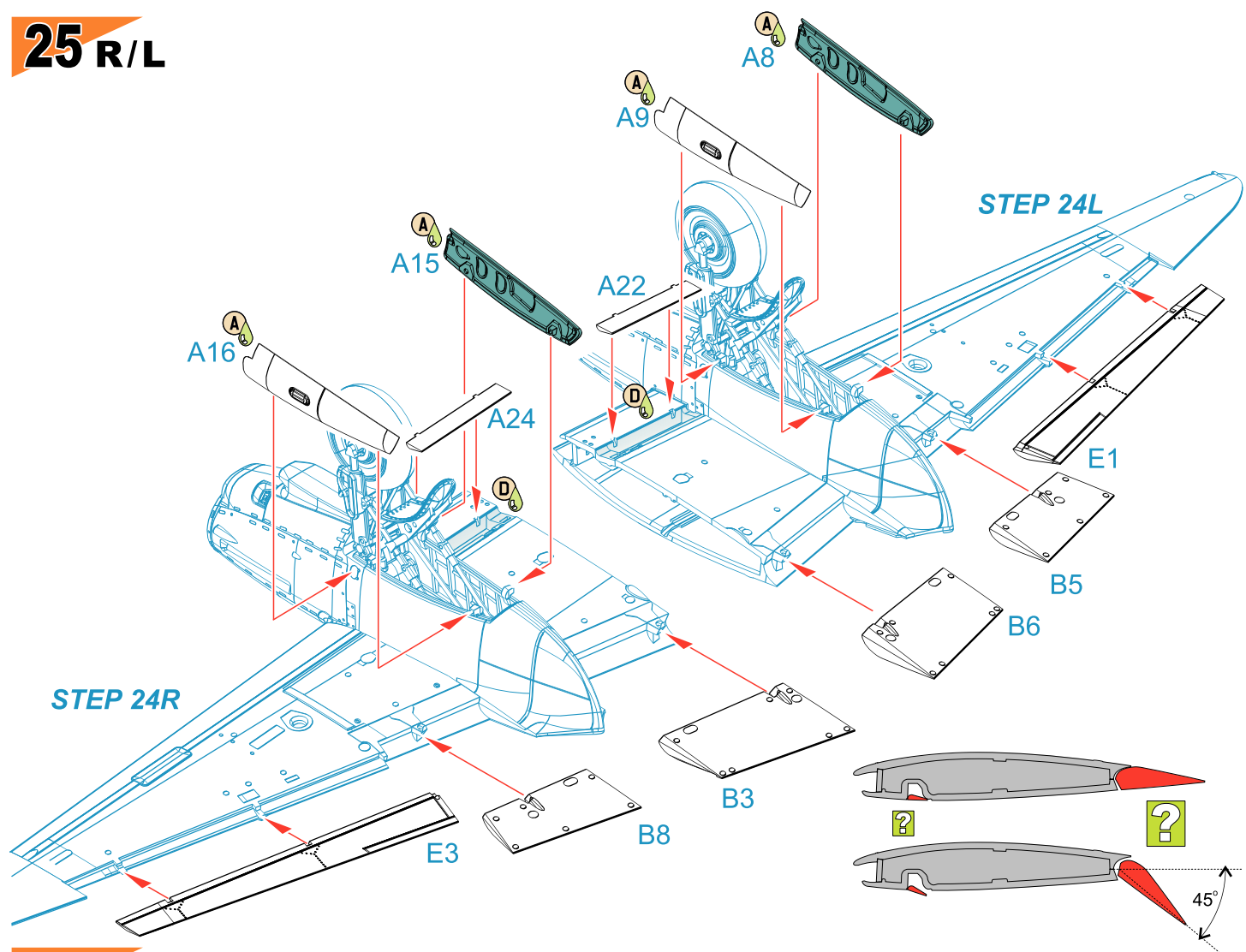


24 L



24 R

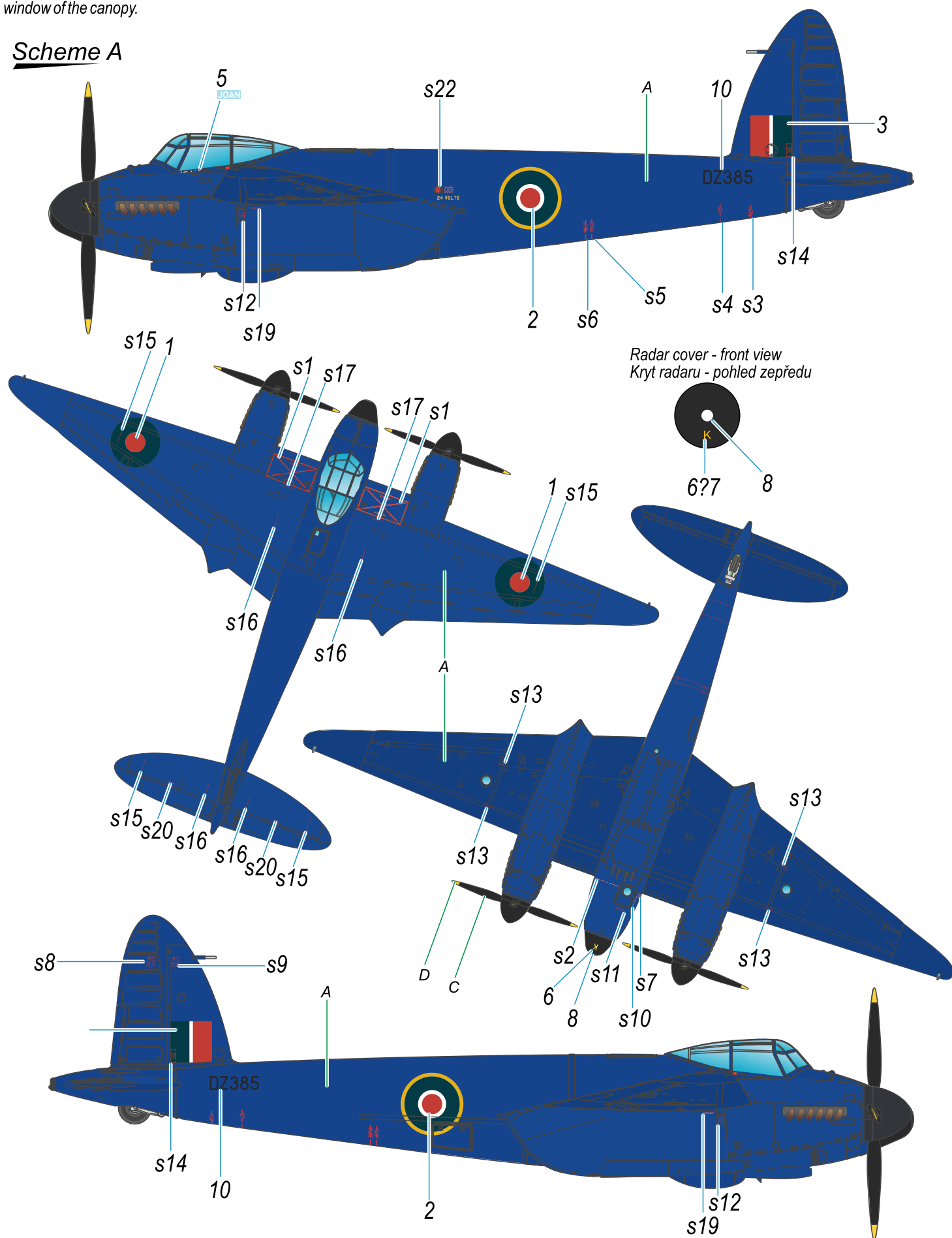




Mosquito NF MK.XV, DZ385/K, 'Joan', C Flight, No.85. Sqn. RAAF, April 1943. The aircraft's code letter was placed only on the lower part of the radar cover. The name Joan was carried by DZ385 under the left side window of the canopy.

Mosquito NF MK.XV, DZ385/K, 'Joan', C Flight, No.85. Sqn. RAAF, duben 1943. Kódové písmeno letounu bylo umístěno pouze na spodní části krytu radaru. Jméno Joan nesl DZ385 pod levým bočním oknem překrytu kabiny.

Scheme A

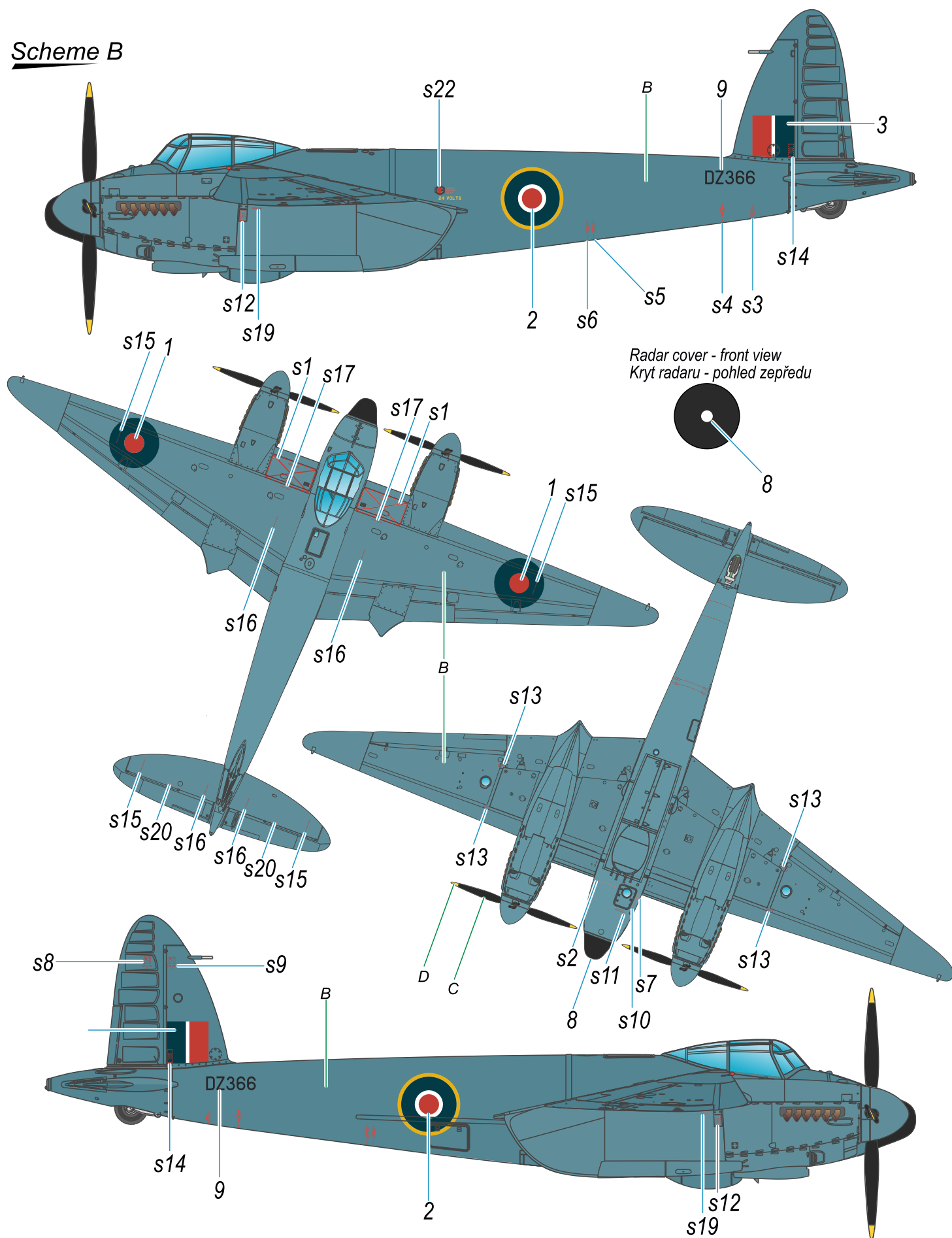


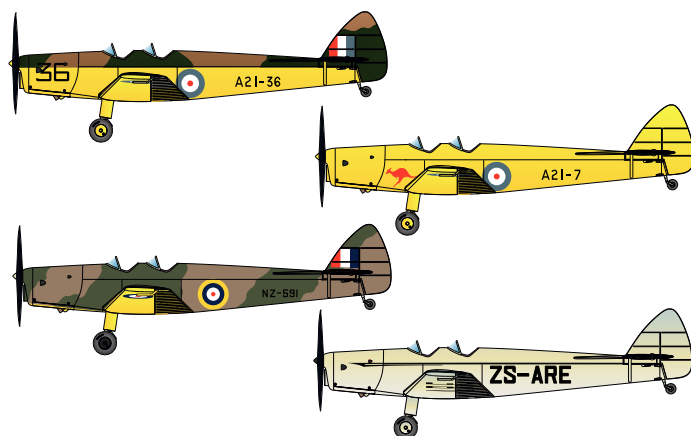
A	Deep SKY	C	Black	D	Yellow
	Barva tmavé oblohy		Černá		Žlutá
	H5/C5		H12/C33		H/C329
	FS25102				

Mosquito NF MK.XV, DZ366, February 1943. DZ366 flew in PRU Blue during tests, later was repainted in Deep Sky.

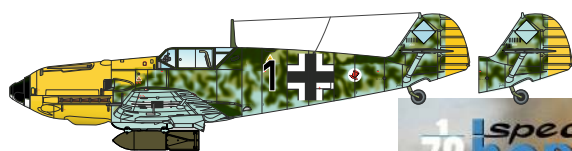
Mosquito NF MK.XV, DZ366, únor 1943. DZ366 během testů létal zbarven barvou PRU Blue, později byl přestříkán barvou Deep Sky.

Scheme B

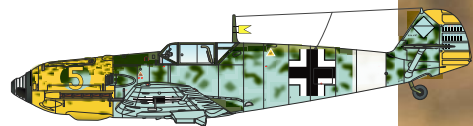
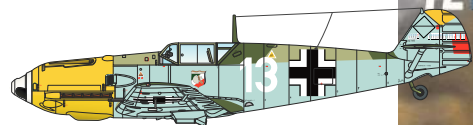




EXCELENT 1/72 BF 109E KITS BY SPECIAL HOBBY



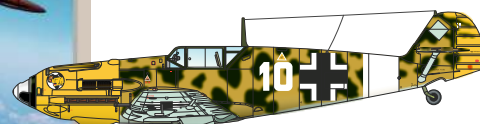
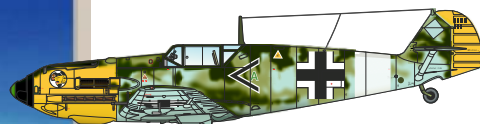
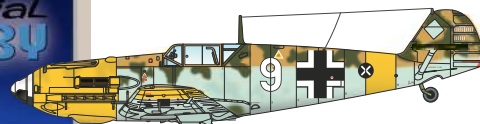
SH72496 KIT CONTAINS 3D PRINTED INSTRUMENT PANEL, BOMB RACK AND BOMB



SH 72496

SH72462

72 special HOBBY



Messerschmitt Bf 109E-7Trop 'Braving Sand and Snow'

RECOMMENDED FOR OUR MESSERSCHMITT BF 109E KITS



7455
Bf 109E
Engine



7457
Bf 109E-3/4/7
Wing Guns



7458
Bf 109E
FuG VII Radio
Equipment



7460
Bf 109E-1/5
Wing
Machine Guns



7461
ESK 2000 B
German WWII
Gun Camera



Q72390
Bf 109E
Exhausts



Q72384
Bf 109E
Wheels



Q72391
Bf 109E
Tailwheel with
Strengthened Leg



Q72389
Bf 109E
Propeller
Spinner



F72369
Bf 109E Ace
A. Galland and
Mechanic

Messerschmitt Bf 109E-4/7 Mask
M72009

Messerschmitt Bf 109E-1/3 Mask
M72010

special MASK

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