

AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

BRISTOL BLENHEIM IV

The Blenheim, the most important R.A.F. medium bomber in the first years of the Second War, was a development of the high speed Bristol Monoplane "Britain First". The Blenheim was ordered "off the drawing board" and the first Mk.I short nosed bomber flew in June 1936. At the time of its introduction the Blenheim was at least 30 m.p.h. faster than the fighters in service and it was immediately placed in mass production.

The Mk.I Blenheim was used by the R.A.F. at home and overseas and was bought by Turkey, Rumania, Yugoslavia and Finland. At the outbreak of war the Blenheim I had been almost completely replaced in the R.A.F. by the long nosed Blenheim Mk.IV which carried out the first offensive operations of the war. The Blenheim served with Bomber Command in France and then England until 1942 and in the Middle East until 1943. A number of Blenheim IV's were fitted with a four gun pack for service as a strike fighter and Fighter Command also used some of these Blenheim IV F's.

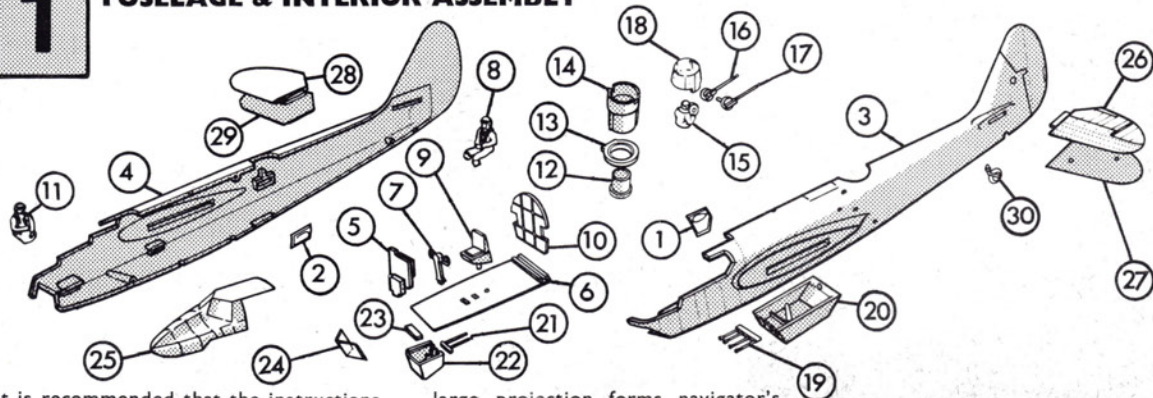
The Mk.IV bomber which can be modelled from this kit is one of those operated by the Free French Lorraine Squadron (later 342 Squadron R.A.F.) The Mk.IV F fighter is an aircraft operated by 235 Squadron.

The Blenheim Mk.IV was powered by two 905 h.p. Bristol Mercury engines giving a maximum speed of 266 m.p.h. and a range of 1,460 miles. Normal bomb capacity was 1,000 lbs. and defensive armament consisted of five .303 machine guns on the bomber version and seven in the fighter. Wing span was 56 ft 4ins and length 42ft 7ins.

INSTRUCTIONS

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 3)
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

1 FUSELAGE & INTERIOR ASSEMBLY



It is recommended that the instructions and exploded views are studied before commencing assembly. Two versions BRITISH fighter or FREE FRENCH bomber can be modelled from this kit. NOTE: some parts are best painted before assembly. IF THE STAND IS TO BE USED, CUT AWAY WALL OF PLASTIC FROM STAND SLOT IN FUSELAGE UNDERSIDE, also, appropriate locating holes for fighter or slot for bomber version, opened in lower fuselage halves.

1. From inside cement side window transparencies (1, 2) into port (3) and starboard (4) fuselage halves.
2. Cement tab on instrument panel (5) into forward slot in cockpit floor (6).
3. Cement control column (7) into central locating hole in cockpit floor.
4. Cement pilot (8) to seat (9) then cement pin beneath seat into rear locating hole in cockpit floor.
5. Cement bulkhead (10) between ribs at rear of cockpit floor, detail on bulkhead forward.
6. Locate and cement cockpit floor assembly between ribs in lower forward starboard fuselage half. NOTE:

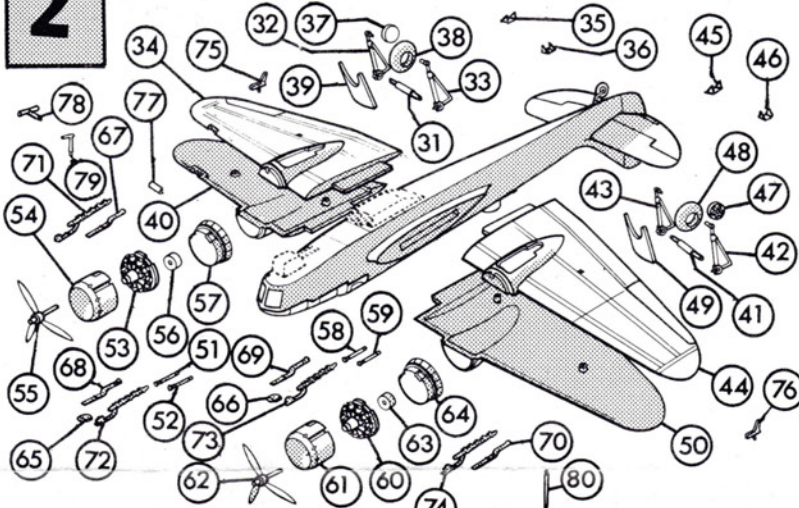
large projection forms navigator's seat.

7. Cement navigator (11) to seat.
8. Insert turret base (12) through bottom of turret plate (13) and carefully cement into bottom of turret body (14). Keep cement clear from turret plate.
9. Cement pin beneath turret gunner (15) into locating hole in turret body. Press pivot pin on starboard gun (16) through gunner's hands, DO NOT CEMENT, then carefully cement port gun (17) onto projecting end of pivot pin.
11. Cement turret top transparency (18) to turret body, gun protruding through opening in transparency.
12. Cement tab on turret plate into box in starboard fuselage half, ensure guns move and turret rotates.
13. Appropriate locating holes for fighter or slot for bomber, whichever version is being modelled, should be opened in lower fuselage halves at this stage, then cement port and starboard fuselage halves together.
14. For fighter version. Cement connecting plate on four guns (19) into

recess formed by rib within gun pack (20), guns protrude through slots in pack, then cement locating pins on pack into locating holes beneath fuselage, guns forward.

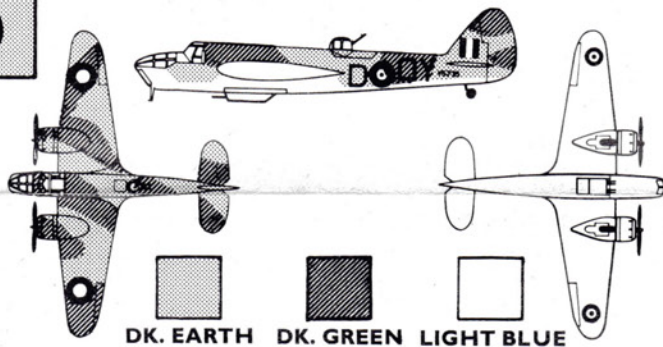
15. For bomber version, place DO NOT CEMENT, pivot on twin guns (21) inside ribs on inner sides of lower nose turret (22), guns protrude through slots in turret.
16. Carefully cement retaining plate (23) to top of ribs, ensure guns are free to move, then cement tab on lower nose turret into slot beneath lower port side of fuselage, guns facing to rear.
17. Carefully cement bomb aimers window transparency (24) to lower front of fuselage, applying cement only to edges of transparency.
18. Similarly cement cockpit canopy (25) to top and front of fuselage.
19. Cement upper and lower port (26, 27) and starboard (28, 29) tailplane halves together then cement tabs on tailplanes into slots at rear of fuselage sides.
20. Locate and cement tailwheel (30) into locating hole beneath rear of fuselage.

2 WING, ENGINE AND UNDERCARRIAGE ASSEMBLY



21. Insert spindles on ends of port undercarriage pivot pin (31) through holes in bushes at top of port outer (32) and inner (33) undercarriage legs and cement in position. When dry drop protruding ends of spindles between ribs inside nacelle in port lower wing half (34), DO NOT CEMENT, then carefully cement pivot retaining plates (35, 36) over ribs, keeping cement from spindles.
22. Cement port main wheel insert (37) into port main wheel (38) then spring wheel between axles on port main wheel legs.
23. Place undercarriage in down position then cement port main wheel door (39) to front of legs.
24. Cement port upper wing half (40) to lower cement tab on completed wing into port fuselage slot.
25. Repeat procedure for starboard side with undercarriage pivot pin (41), outer and inner undercarriage legs (42, 43), lower wing (44), retaining plates (45, 46), wheel insert (47), main wheel (48), main wheel doors (49), upper wing (50) and completed wing into starboard fuselage slot.
26. For a model with raised undercarriage push wheels up into wells.
27. Cement two oil coolers (51, 52) into locating holes in port engine (53) then cement engine into rear of port cowl- ing (54), cut-out in bottom of engine fitting over ribs within cowl- ing.
28. Insert propeller shaft (55) through engine, place retaining bush (56) over end of shaft and secure with a drop of cement, ensure propeller is free to rotate.
29. Cement cowl- ing rear (57) into cowl- ing, cut out fitting over rib within cowl- ing. Cement assembly to front of port nacelle.
30. Repeat procedure for starboard side oil coolers (58, 59), engine (60), cowl- ing (61), propeller (62), retaining bush (63), cowl- ing rear (64) and cement to front of starboard nacelle.
31. Cement tabs on air intakes (65, 66) into central slots beneath port and starboard cowlings.
32. If the fighter version is being model- led cement the short exhausts (67-70) into large slots below port and star- board nacelles.
33. For bomber, repeat procedure but with long exhausts (71-74).
34. Cement locating pins on fuel jettison pipes (75,76) into locating holes beneath port and starboard wings.
35. Carefully cement landing light trans- parency (77) into cut-out in leading edge of port wing.
36. Cement klaxon horn (78) into recess in fuselage side, below port-window.
37. Cement pitot tube (79) into recess below fuselage, port side of nose.
38. Cement aerial (80) into recess on top of starboard side of fuselage.
39. Painting should be completed at this stage.
40. If stand is required, cement together both parts of stand. Cement arm of stand into slot in fuselage.

3



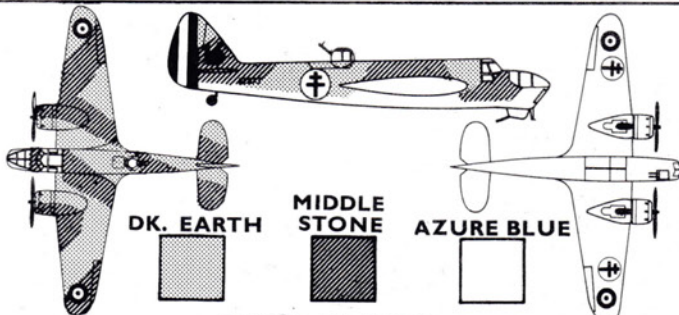
Apply transfers. First cut the sheet into appropriate subjects. Then dip each into warm water for a few minutes, slide transfer off backing into position as indicated on the illustration.

BRITISH VERSION: The large red and blue roundels above the wings, the red, white and blue roundels below the wings, the grey letters D. Q. Y. with red, white, blue and yellow roundel to fuselage sides. The serial numbers Y5735 to rear fuselage sides. The small red, white and blue flashes to either side of fin, red facing forward. The aircraft name to base of stand.

DK. GREEN M3 over DK. EARTH M5 to give camouflage effect over all upper surfaces.

LIGHT BLUE All undersurfaces.

BLACK M6: Wheel tyres, guns, exhausts, engines, propellers.



The roundels with red outer ring, above and below wings. The large red cross of Lorraine on white circle, inboard of roundels below wings. The small red cross of Lorraine to fuselage sides. The serial numbers Z7373 to rear of fuselage sides. The white numbers 14 to either side of fin. The large blue, white and red flashes to either side of rudder. The aircraft name to base of stand.

DK. EARTH M5 over

MIDDLE STONE: to give camouflage effect over all upper surfaces.

AZURE BLUE: All under surfaces.

BLACK M6: Wheel tyres, guns, exhausts, engines, propellers.