

Mosquito decal sets – 1/24 scale current releases and works in progress

Singles & Special Editions drawn from our out-of-production screen-printed Decals & Docs sets, covering F.II and FB.VI variants from 418 (RCAF), 404 (RCAF), and 333 (RNoAF) Squadrons.

ADD24005-1	FB.VI – HJ719, HR147, & NS850 of 418 Sqn, ADGB (Intruders)
ADD24005-2	FB.VI – SZ976 of 418 Sqn, 2 nd Tactical Air Force (2TAF), 1945
ADD24011-1	FB.VI(c) RS838, RS851, & RS856 of 404 Sqn, Coastal Command (rocket armed)
ADD24011-2	FB.VI(c) RS880 & RS882 404 Sqn of 404 Sqn, Coastal Command (rocket armed)
ADD24023-?	<i>The early Intruders of No. 23 Squadron (in development)</i>
ADD24032-?	<i>Banff Strike Wing Mosquitoes (in development)</i>
ADD24033-1	F.II DZ700 & DZ744 of 333 Sqn, Coastal Command (armed recce)
ADD24033-2	FB.VI(c) HP864 & HP904 of 333 Sqn, Coastal Command (armed recce)
ADD24033-3	FB.VI(c) HR116 and HR569 of 333 Sqn, Coastal Command (armed recce)
ADD24033-4	FB.VI(c) HR129 & RF769 of 333 Sqn, Coastal Command (armed recce)

Colours & Codes series

ADD24c105-1*	Mosquito National Markings (typical for 1942-1945). This set.
ADD24c105-2*	Mosquito National Markings (typical for 1945).
ADD24c105-3*	Mosquito National Markings (typical for 2 TAF, 1945).

Airframe Stencil Data Markings series

ADD24s105*	Mosquito Airframe Stencil Data Markings (ASDM - all marks).
------------	---

Singles variations & combination sets sold directly on www.aviaeology.com

ADD24005-1 is given here as a baseline example. This modular availability approach applies generally to most digitally printed **Singles & Special Editions**.

ADD24005-1* – FB.VIs – HJ719 *Moonbeam McSwine*, HR147 *Hairless Joe*, & NS850 *Black Rufe*
Full set: Codes, serials, and personal markings featuring nose art for each of these aircraft, and including the complete National Markings set, ADD24c105-1.

ADD24005-1x* – FB.VIs – HJ719 *Moonbeam McSwine*, HR147 *Hairless Joe*, & NS850 *Black Rufe*
Basic set: Codes, serials, and personal markings as above but excluding the National Markings (typically preferred by model makers who use paint masks or kit decals for the national markings).

ADD24005-1s – FB.VIs – HJ719 *Moonbeam McSwine*, HR147 *Hairless Joe*, & NS850 *Black Rufe*
Full set+: Codes, serials, and personal markings as per the **Full Set** above, including the complete National Markings set, ADD24c105-1 as well as Airframe Stencil Data Markings set, ADD24s105 in the same package.

ADD24005-1xs – FB.VIs – HJ719 *Moonbeam McSwine*, HR147 *Hairless Joe*, & NS850 *Black Rufe*
Basic set+: Codes, serials, and personal markings as per the **Basic Set** above, excluding the complete National Markings set, ADD24c105-1, but including ADD24s105.

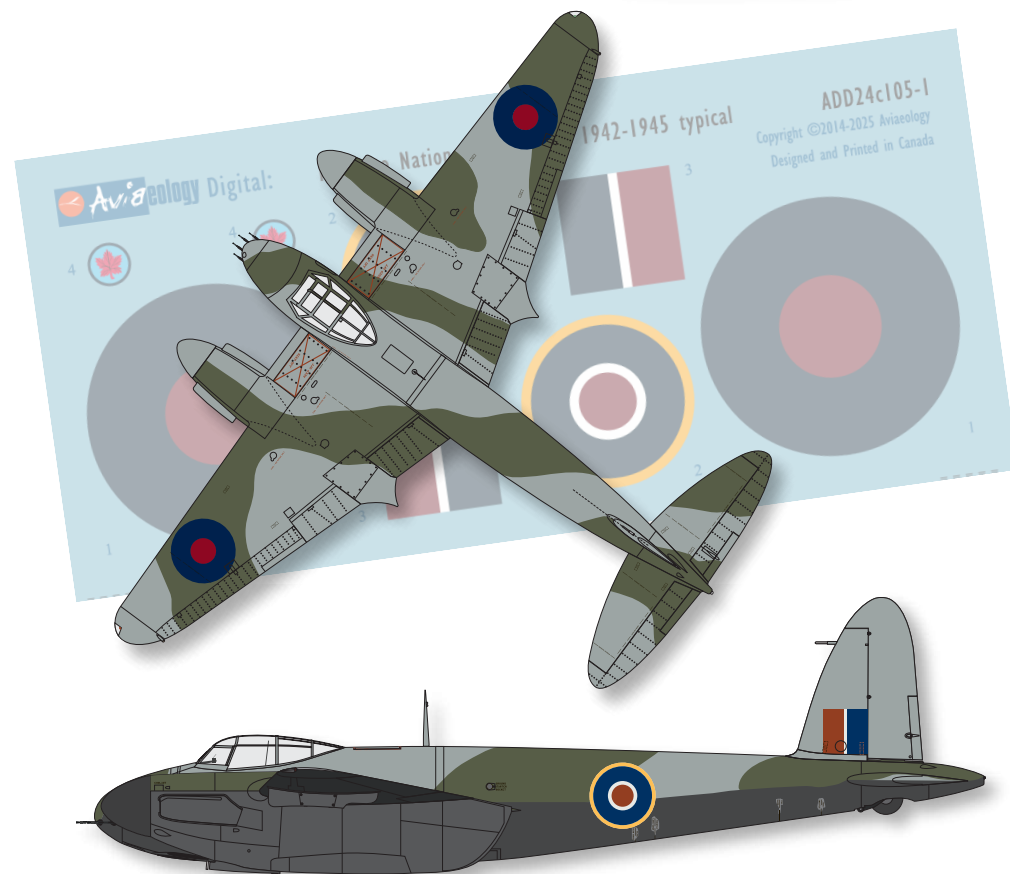
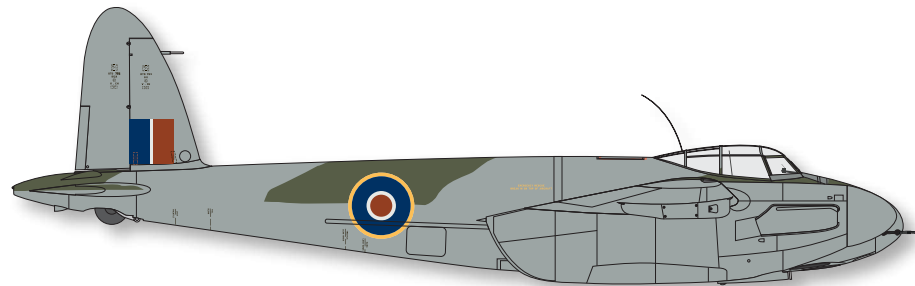
ADD24c105-1s, 2s, or 3s – Mosquito National Markings (any one of these three different sets)
National Markings set+: ADD24s105 ASDM with any one of the Mosquito National Markings sets in the same package.

* These Full and Basic sets, as well as individual Colours & Codes or Airframe Stencil Data Markings sets are also stocked by our retailers and distributors.

Combinations not marked with the * character are sold only on our website, while vendors are free to offer their own combinations.

Bold text indicates that the set has already been released in at least one scale.

Mosquito National Markings (Typical from 1942 to January 1945)



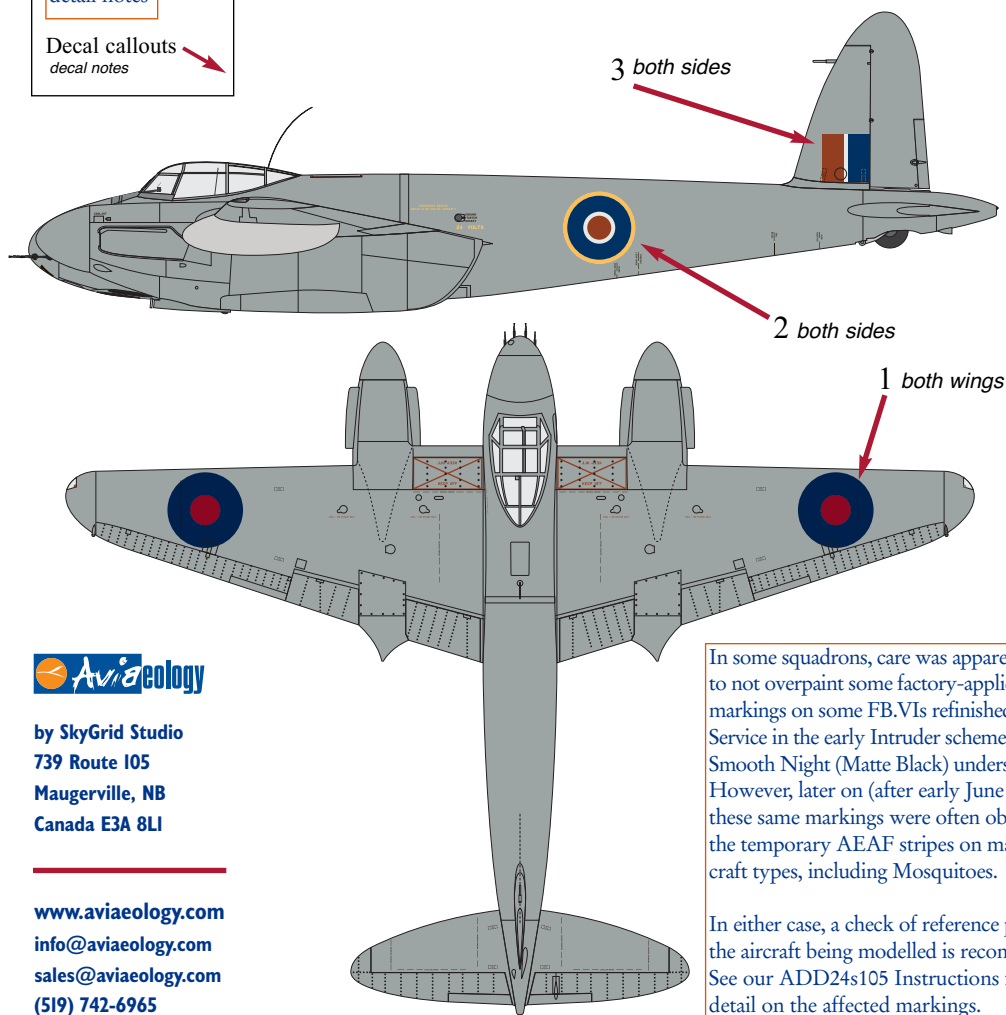
This package provides the standard national markings applied as part of the typical Mosquito Bomber, Fighter Bomber, Night Fighter, and Intruder finish schemes for the 1942-1945 period. This set provides for one 1/24 scale model and includes notes on the variations in finish and markings variations.

Legends

detail notes

Decal callouts
decal notes

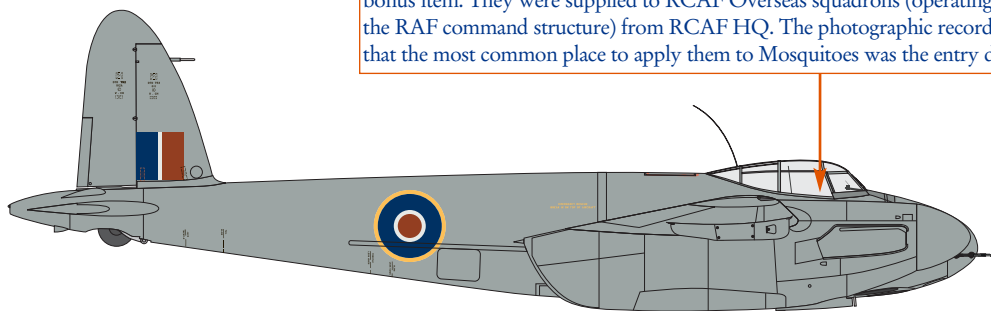
See our ADD24s105 Instructions (enclosed if you've purchased the "+" combo of with this set) for all airframe stencil data markings seen in these illustrations. Standard practice appears to have been to apply these markings over top of the national markings.



In some squadrons, care was apparently taken to not overpaint some factory-applied stencil markings on some FB.VIs refinished by the Service in the early Intruder scheme with Smooth Night (Matte Black) undersides. However, later on (after early June 1944), these same markings were often obscured by the temporary AEAf stripes on many aircraft types, including Mosquitoes.

In either case, a check of reference photos of the aircraft being modelled is recommended. See our ADD24s105 Instructions for more detail on the affected markings.

Decal 4 Not technically an RAF national marking, this decal is included in this set as a bonus item. They were supplied to RCAF Overseas squadrons (operating within the RAF command structure) from RCAF HQ. The photographic record indicates that the most common place to apply them to Mosquitoes was the entry door.



National markings on Mosquitoes, 1942-1945

By the summer of 1942, the national markings on practically all new-build Mosquito variants destined for operations from home airfields in the United Kingdom featured national markings standardized to those depicted in this set. They were:

- 54 inch Type B roundels on the upper wing surfaces, centred 18 feet out from the fuselage centreline, 1 inch ahead of the aileron cutout;
 - 36 inch Type C1 roundels on the fuselage sides, 4.5 feet to the rear of the wing trailing edge root (centred on the upper/lower demarcation line on de Havilland's 30 October 1942 Drawing Z98590 for night fighters) and;
 - 24 x 24 inch Type C fin flashes square to the rear edge of the fin and touching the top edge of the metal "fillet" fairing at the base of the fin.
- There were no roundels on the lower surfaces of the wings.

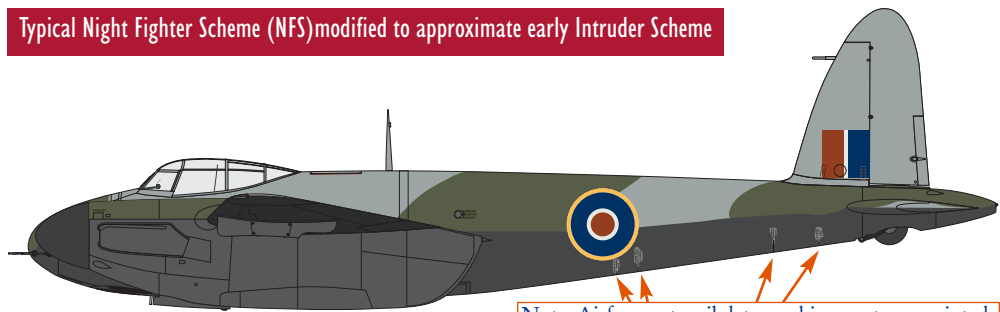
Earlier in the year, when national markings types were in transition from Type A/A1 markings to these new "reduced white" Type C/C1 replacements, there were some observable variations. For example, seemingly random examples of 27 inch tall Type C fin flashes are in evidence on period photographs. Relatively rare (and therefore not represented in this set), these were most probably the result of in-service conversions of the earlier 24x27 Type A flashes on aircraft already finished in the old scheme.

Early on, the bomber, fighter, and dual-control trainer versions all featured different camouflage schemes. Of the three basic mission-dedicated versions, the camouflage schemes on bombers and fighters were further optimized for day and night operations. It should also be noted that, while the camouflage and markings schemes used on photo reconnaissance Mosquitoes were quite different from these other roles, the markings on the upper wings and fins were often similar.

By June of 1943 things became much more simplified with the then-standard FB.VI fighter-bomber airframes leaving the factory in an overall Medium Sea Grey (MSG) with a Dark Green (DG) disruptive pattern on the upper and side surfaces. This was the new Night Fighter Scheme (NFS, as promulgated in the original October 1942 drawing referenced above). Later radar-equipped NFs based on the FB-VI airframe were also finished in NFS and it ultimately became the standard finish for FB.VIs destined for service in day-fighter squadrons as well.

PR aircraft, specialized versions (the HF.XV high altitude interceptors, for example) and certain RAF Overseas service (Southeast Asia) machines notwithstanding, national markings on RAF Mosquitoes remained unchanged through to early 1945, at which point the upper wing roundels were modified to Type C on most aircraft based in the United Kingdom and continental Europe. At around the same time – within the first week or so of January 1945 – Mosquitoes in units under 2nd Tactical Air Force (2 TAF) control featured the new Type C upper wing roundels with a thin yellow ring surrounding the blue.

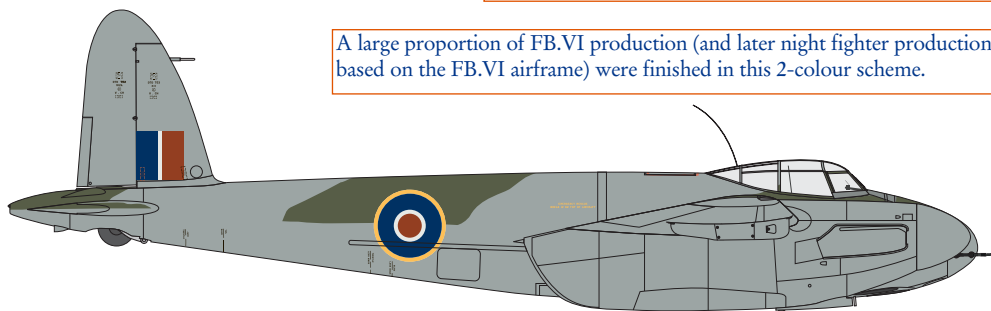
Typical Night Fighter Scheme (NFS) modified to approximate early Intruder Scheme



Note: Airframe stencil data markings not overpainted.

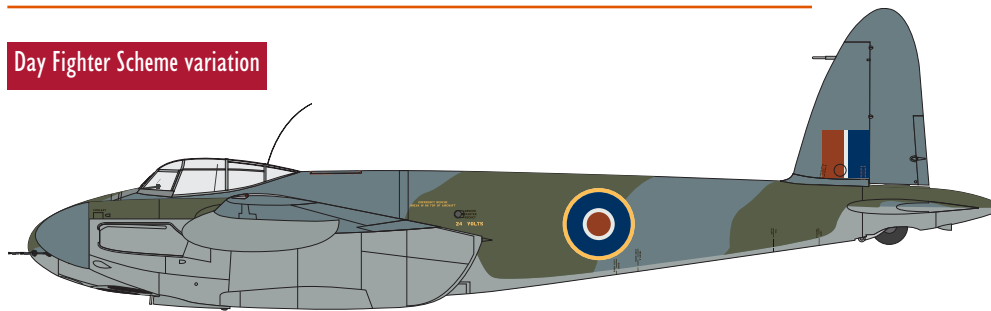
The *specification* Intruder Scheme during the early period of Mosquito *Intruder* operations was to have Ocean Grey in place of the MSG on the upper and side surfaces.

Typical Factory Standard NFS



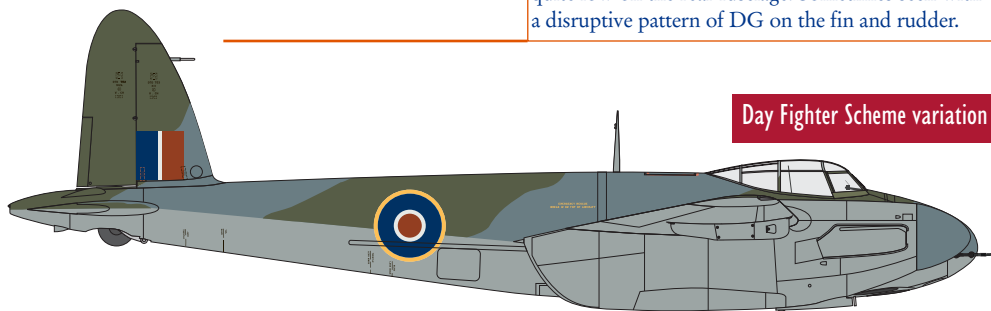
A large proportion of FB.VI production (and later night fighter production based on the FB.VI airframe) were finished in this 2-colour scheme.

Day Fighter Scheme variation



Variation with upper/lower colours demarcation line quite low on the rear fuselage. Sometimes seen with a disruptive pattern of DG on the fin and rudder.

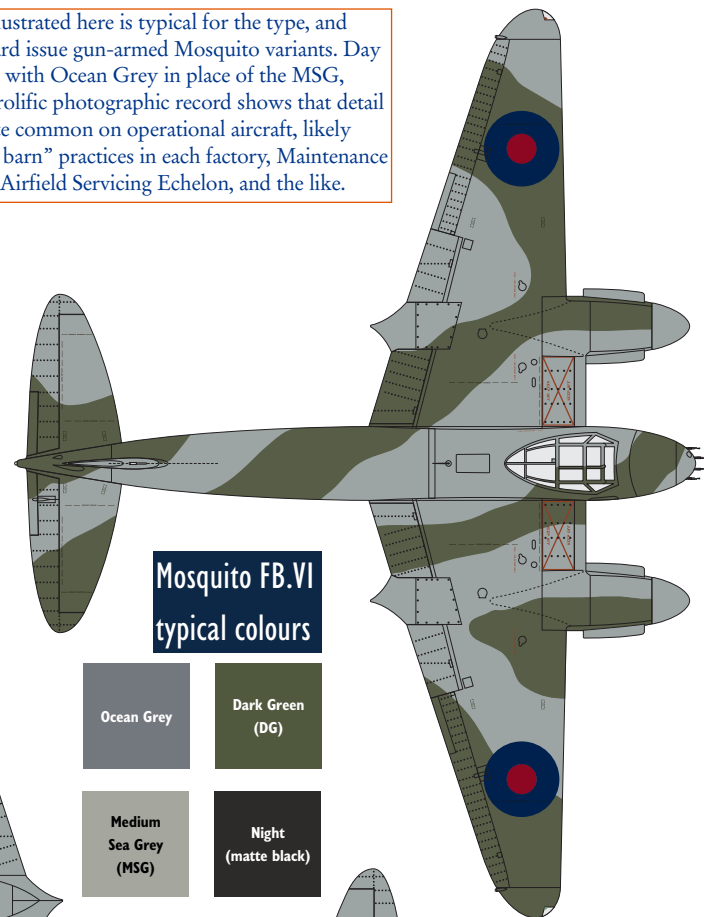
Day Fighter Scheme variation



Variation with high demarcation line, also typical of many T.III dual-control trainers and B.IV bombers.

The NFS disruptive pattern illustrated here is typical for the type, and became standard for all standard issue gun-armed Mosquito variants. Day Fighter and Bomber Schemes, with Ocean Grey in place of the MSG, were similar in pattern. The prolific photographic record shows that detail variations in pattern were quite common on operational aircraft, likely owing to differences in "paint barn" practices in each factory, Maintenance Unit, Aircraft Servicing Unit, Airfield Servicing Echelon, and the like.

Drop tanks (50 gallon type illustrated) were often refinished in camouflage colours, but could also remain in the factory aluminum dope finish. This is especially true for the larger 100 gallon tanks that came into service on later PR variants and, during February-March 1945, in Coastal Command.



Mosquito FB.VI typical colours

Ocean Grey	Dark Green (DG)
Medium Sea Grey (MSG)	Night (matte black)

Photo Reconnaissance Mosquitoes that may have used all or parts of this sets National Markings are not represented in these illustrations.

From April 1944 onwards, many (but certainly not all) Coastal Fighter and Strike Mosquitoes were refinished from the NFS to Coastal Duties Scheme A, comprised of Extra Dark Sea Grey (EDSG) uppers and sides with Sky undersurfaces. There were also examples of Coastal FB.VIs on operations finished in what appears to have been incomplete variations of the scheme with the upper and side surfaces partially refinished (NFS DG "ghosting" through thin coats of EDSG) and under surfaces remaining in MSG. These are illustrated in any of our Decals & Docs and Singles & Specials sets dedicated to Coastal Command Mosquitoes.

Preparation & Application Guidelines

1. Make sure the model surface is glass smooth for best results. The glossier the prepared surface, the better. Before applying decals, it is especially helpful to overcoat flat paint finishes with a gloss coat that hardens completely. The timing to achieve a high quality surface can vary due to factors such as humidity, temperature, or how thoroughly the underlying paint has dried. There are specialty model-hobby products out there, but clear gloss acrylics designed for artwork or some acrylic floor finishes can also give good results.
2. If the model surfaces have gritty or “pebbly” areas remaining after gloss application, buff it out with fine grit (600 or better) wet/dry sandpaper. After thoroughly washing away the sanding residue, let the area dry thoroughly before recoating.
3. Prepare a shallow dish with lukewarm, preferably distilled water. Adding a small droplet of dish soap promotes soaking, which eases decal/paper separation.
4. Cut out the desired individual decal element and place it in the water, design-side UP. Most modelers develop a sixth sense for when the decal will loosen just enough, but 30-60 usually does it. As the backing paper becomes thoroughly soaked, the decal begins to separate from it and the adhesive layer becomes active. Some decal papers, such as that in current use for our digital production, will darken noticeably when fully saturated.
5. As the decal loosens from the backing paper, remove it from the water, handling just the paper while trying to avoid mechanical contact with the design or its clear carrier film edges (for our digital decals, also see the best practice “tips” elsewhere in this package).*
6. Set the model so that the surface receiving the decal is facing upwards, approximately horizontal. Use a brush or pipette to put a droplet of softened water on the area where the decal will be placed. Instead of water, a mild decal solution (such as Micro Set) can also be used. Or if using our digital decals, a stronger solution (such as Solvaset) may be used in place of water or Micro Set to help the decal snuggle down over more prominent details.
7. Bring the soaked decal paper close to this little puddle and slide the decal element off of the paper onto the puddle. A flat paintbrush, second pair of tweezers, or fingertip, may help in coaxing it from the paper.
8. Gently manoeuvre the decal into its final position without pressing it too tightly to the model surface. The idea being that the liquid between the decal and the model serves as a buffer, delaying the activation of the decal’s adhesive until positioned correctly.
9. Once positioned, pad the decal with a flat brush or cotton bud. The goal here is to squeeze out the water puddle from under the decal while keeping it in position. Be aware that the decal adhesive will start to take hold after you begin this step. Working out from the centre is the best practice – especially for larger decals – since it also pushes out air or liquid that may otherwise remain trapped under the decal film when dry.
10. As it dries, the decal adhesive will snuggle the decal down more tightly onto the surface. If you see any trapped voids, puncture them with a hobby knife tip, sewing needle, or similar sharp instrument, and pad as needed. If desired, stronger decal setting/softening solutions such as Micro Sol or Solvaset can also now be applied to tighten the decal more firmly to the surface of the model.
11. After the decals are completely set, any adhesive residue visible near them can be gently wiped away with a dampened cotton bud. If any of the adjacent clear-coat has “fogged” a little during application, such milkiness will often disappear under additional clear coating.
12. Give all decals ample time to really snuggle into the paintwork and then apply 1 or 2 overall gloss coats prior to final finish application or weathering steps.

* If this set is one of our digitally printed series (catalogue number is prefixed with “ADD”), please consult the additional “Tips for using decals printed on continuous carrier film” which describes a simple process to easily minimize the amount of carrier film transferred to the model.

Best practices for our ADD (or any other) digital decals printed in this way.

During application to the model, our digitally printed decals perform easily as well as our screen-printed decals. Both are produced using very thin carrier films on specially-designed waterslide transfer papers featuring state-of-the-art water-activated release agents and latent adhesives. The most noticeable difference is that these digital editions have the colours printed on top of a continuous (coated across the entire paper sheet) clear carrier film where, in screen-printing, the clear is applied only in register with each decal element plus a little around its perimeter. A potential problem inherent in either system is that any part of the carrier film that remains clear after transfer may be subject to “silvering” – a visual artefact wherein room light can make visible any voids trapping liquid or air between the surface finish of the model and the clear carrier film.

As a rule of thumb, the more clear film remaining, the higher the likelihood of silvering. Model finishing techniques have been developed to completely and consistently eliminate silvering. As recommended in our own guidelines, these usually start with the application of a high-gloss clear finish prior to decal application and at least one additional gloss coat prior to any final clear-coat finish (whether flat, satin, or gloss) application or weathering action. The quality of the initial gloss coat is particularly important for consistent success.

If you do encounter silvering on a regular or even random basis, then trimming the decal as close as possible to the actual colour elements will help minimize its visibility. This is especially true of decals printed on a continuous clear carrier film.

One problem that can occur when using this “trim as close as possible” technique is that rough cuts – such as those made with dull scissors or knives used either too firmly or at the wrong angle to the paper – can distort the cut edges of the clear film, which can, in turn, affect finish coat smoothness at these edges.

To help avoid this possibility, begin by first cutting individual decal elements roughly from the sheet with as much as possible of the surrounding clear area intact. Then, on a flat surface using a fresh #11 (or similar pointed-tip blade), score through the carrier film all the way around the decal element, keeping the score line as close to the coloured element as possible. Practice being very gentle with the scoring action, gliding the knife tip along just hard enough to penetrate the clear film while at the same time not pushing too much of a “ridged valley” into the underlying paper. The advantage here is that the force needed to separate the decal element from the surrounding film is minimized.

After the usual soaking step, this “freed” clear film can be removed separately from the paper and discarded, with minimal film remaining to slide onto the model surface.

This method gives more light-handed control in making those detailed closer-to-the-image perimeter cuts, while at the same time resulting in less physical distortion of the delicate edges of the carrier film that will be applied to the model.