

Israeli Air Force

DH Mosquito

T Mk.3, FB Mk.6, PR Mk.16, NF Mk.30 & TR Mk.33



109 Squadron



110 Squadron

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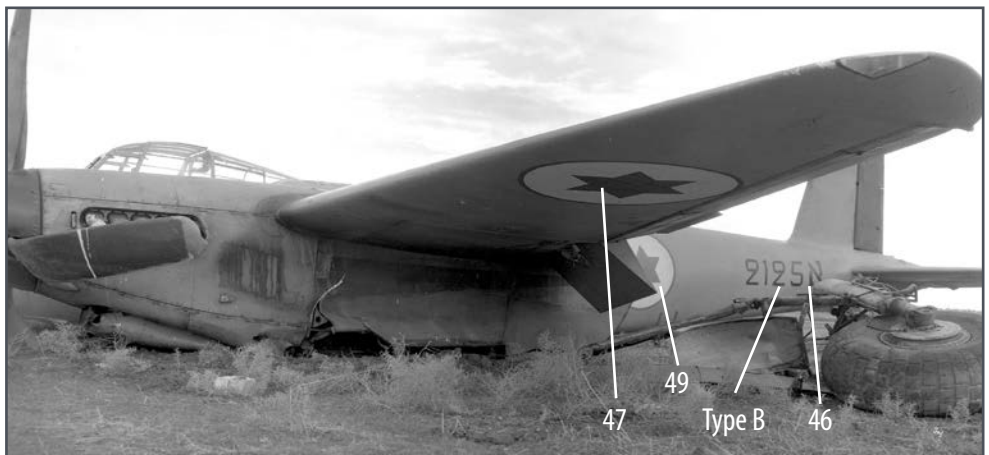
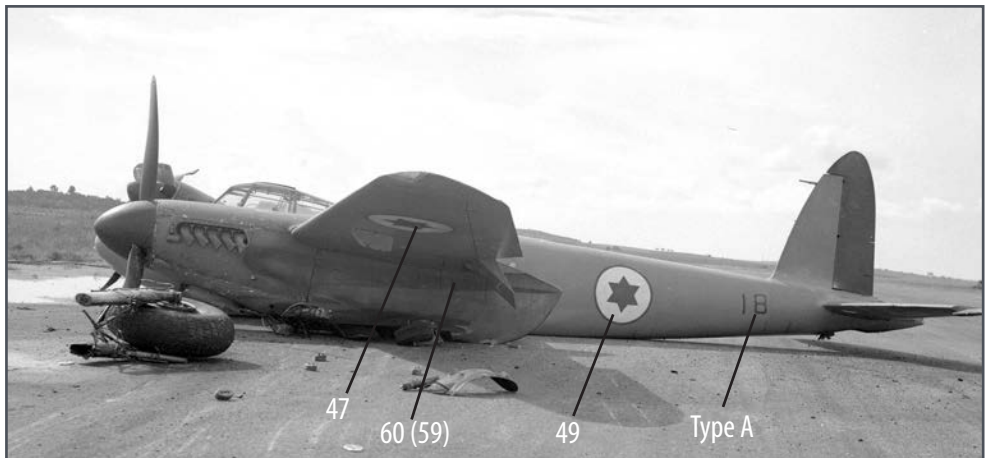
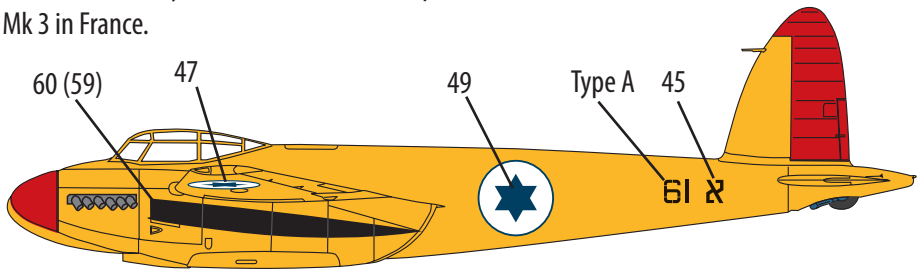
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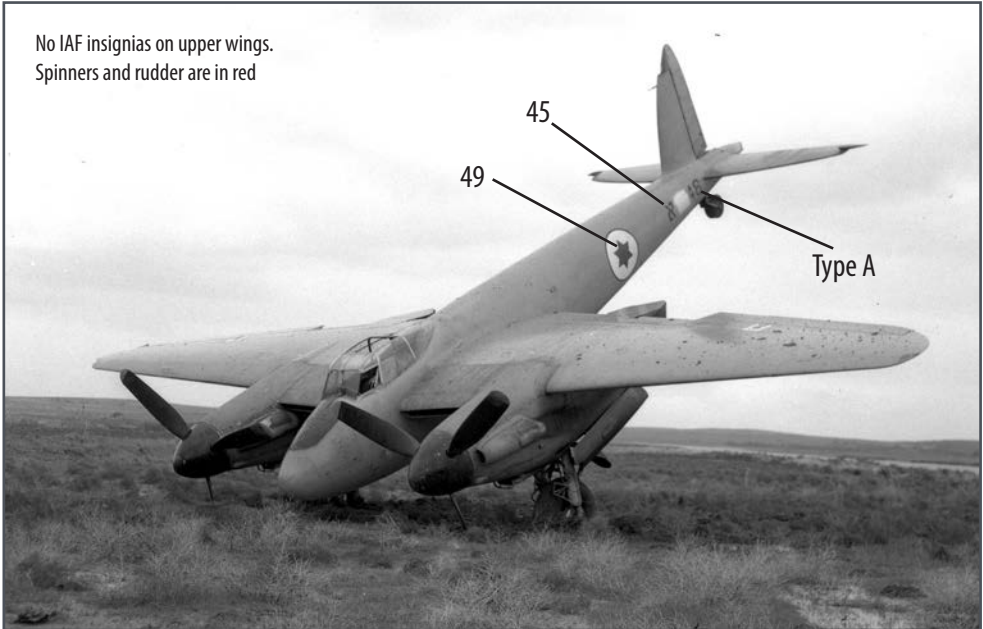
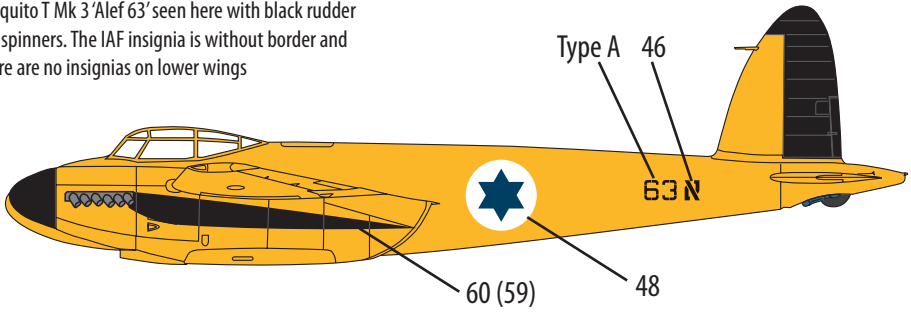
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Mosquito T Mk 3

The Mosquitoes T Mk 3 were designed for training purposes and were painted entirely in Trainer Yellow. The rudders and spinners were painted either red or black. An "Alef," the first letter of the Hebrew alphabet, was added to the aircraft number to signify "E-mun," meaning training in Hebrew. Additionally, four more aircraft were purchased in 1954 as FB Mk 6 and were converted to Mk 3 in France.



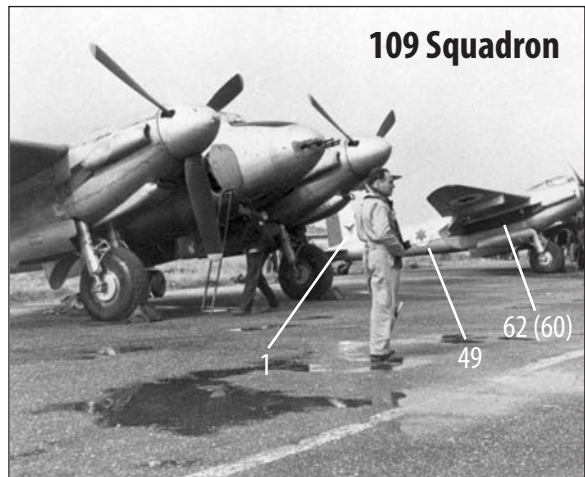
Mosquito T Mk 3 'Alef 63' seen here with black rudder and spinners. The IAF insignia is without border and there are no insignias on lower wings

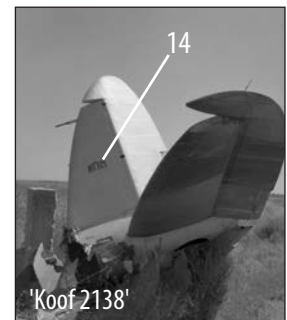
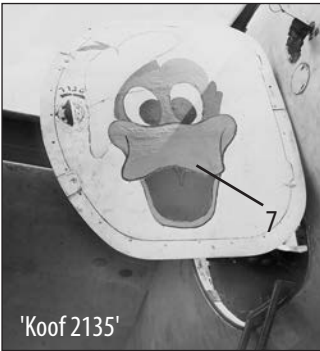
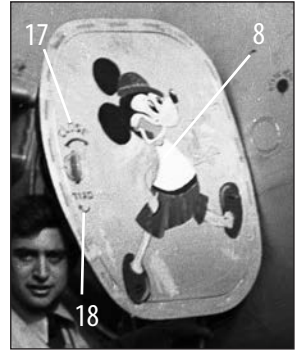
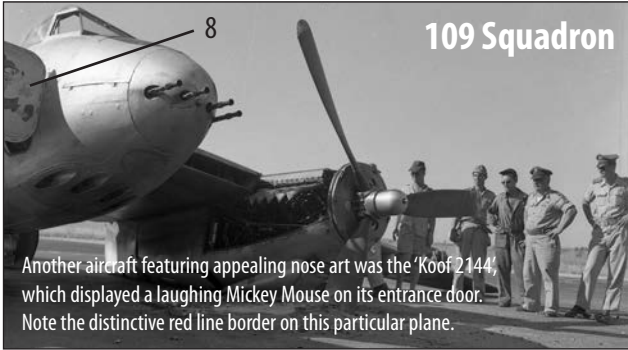


Mosquito FB Mk 6

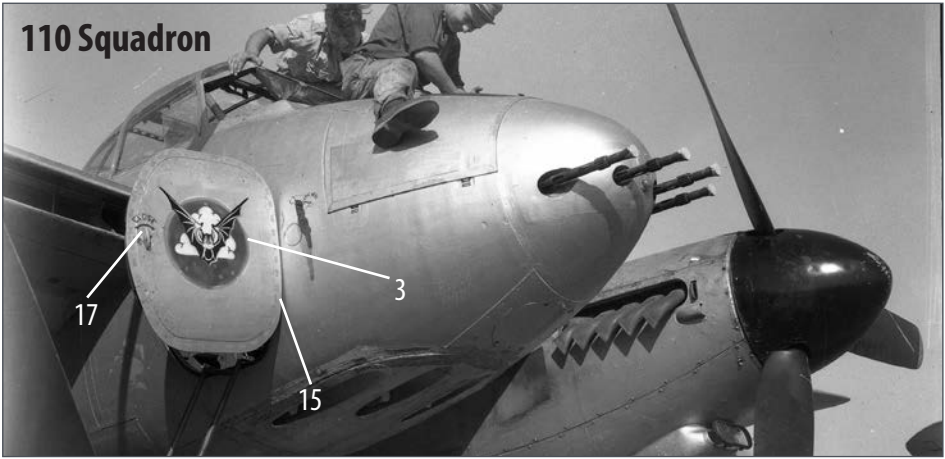
Most of the Mosquito aircraft used by the Israeli Air Force (IAF) were of the FB Mk 6 variant. These planes initially served with the 109 Squadron and later also with the 110 Squadron, both of which were based at Hatzor Air Force Base. The aircraft had a silver dope finish, with the rudder and spinners painted red for the 109 Squadron and black for the 110 Squadron, similar to the T Mk 3 planes.

Several aircraft in the 109 Squadron featured nose art, particularly on the entrance door. The IAF insignias varied among the planes, so it's essential to check your references to determine which type to use. The 110 Squadron badge was applied to the entrance door, while some planes in the 109 Squadron displayed the badge on their vertical fin. The insignia included the squadron number, which was later removed.





110 Squadron



110 Squadron



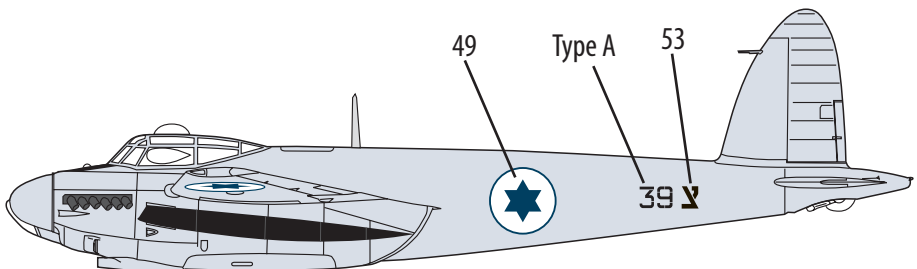
110 Squadron



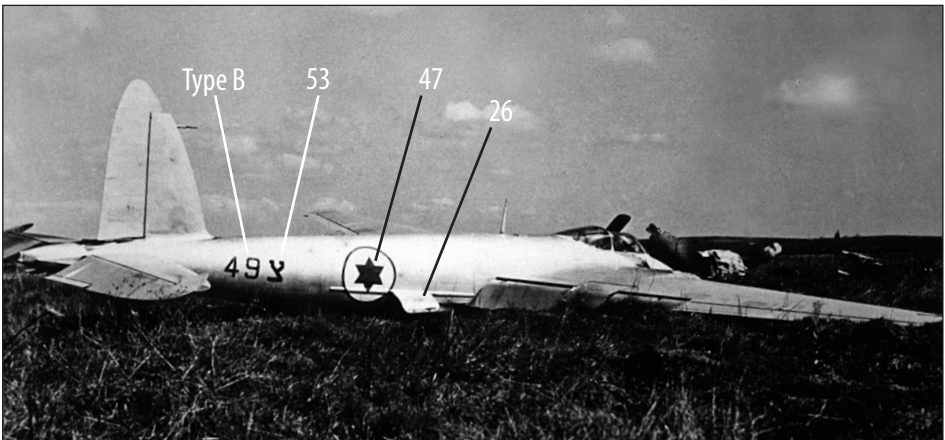
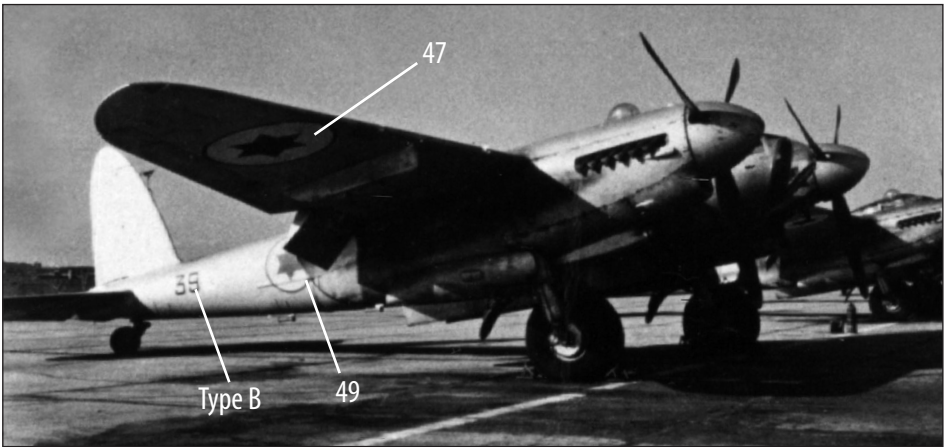
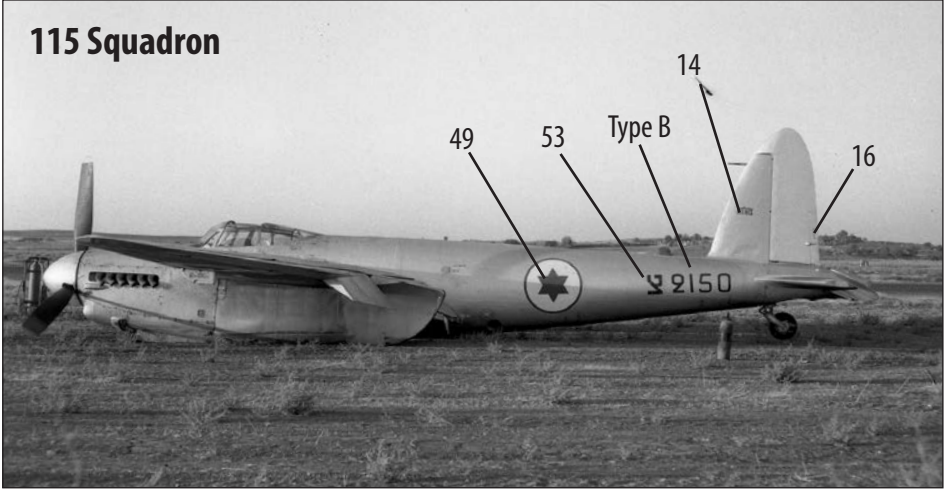
Mosquito PR Mk 16

The PR Mk 16 Mosquitoes initially served with 109 Squadron at Hatzor Air Force Base. They received the initial designation "Tsa-di," derived from the Hebrew words for "photography" (Tsi-lum). In July 1954, a photography unit was established, known as 115 Squadron, which received five PR Mk 16 Mosquitoes from 109 Squadron, including the first aircraft, Tsadi 01. Unfortunately, this aircraft had an accident in January 1957.

In early 1956, three new PR Mk 16 Mosquitoes were introduced into service, assigned the numbers black 90, 91, and 92. These aircraft were painted in a blue, brown, and light grey color scheme.



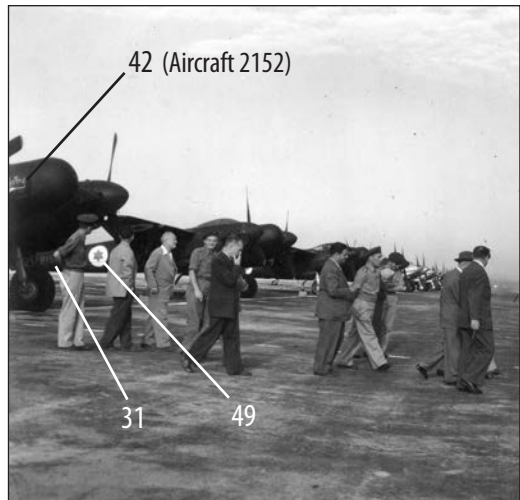
115 Squadron



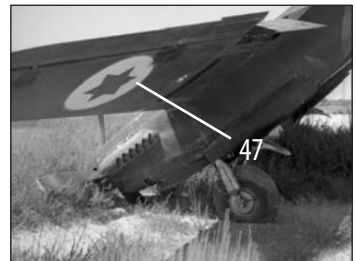
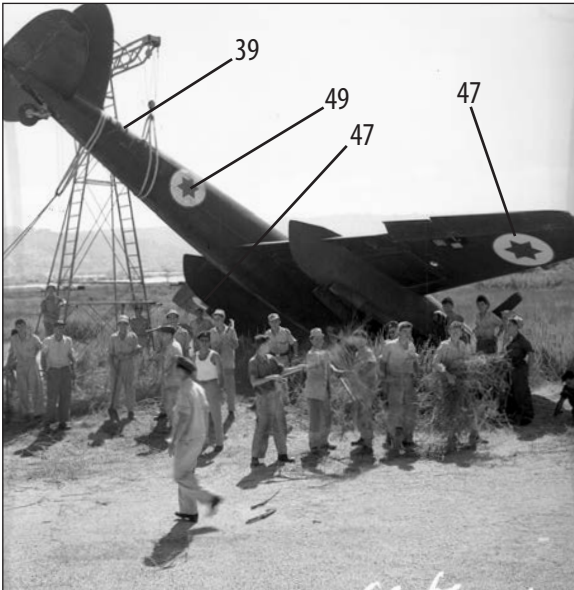
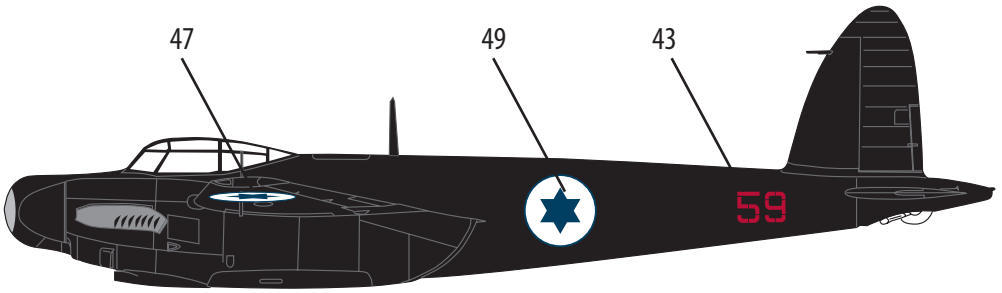
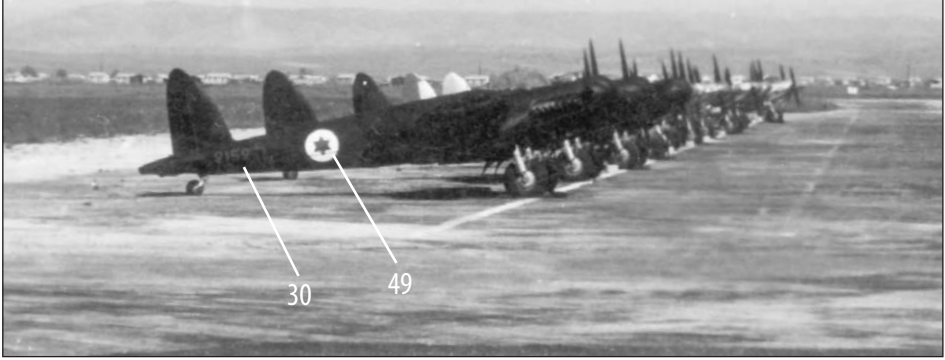
Mosquito NF Mk 30

The Mosquito NF Mk 30 has been seldom photographed, as these planes were often in poor condition and did not fly frequently. They were painted black, with the code letters in red, similar to the RAF's color scheme. The letter "Lamed" was added to the aircraft's number. In Hebrew, "Lamed" represents "Lay-la," which means night.

There were 20 NF Mk 30 Mosquitoes in total. These aircraft were equipped with Merlin 72 and 76 engines, which caused significant overheating issues in the Israeli climate. Some planes had their exhaust covers painted black, while others featured a natural metal finish. Additionally, the radome on some aircraft was left unpainted on the front cover to prevent interference with the radar. The Israeli Air Force (IAF) badge was located in six different positions on these aircraft.



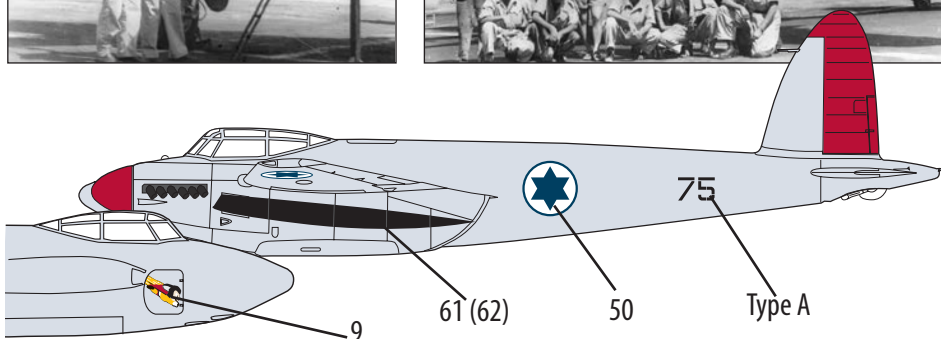
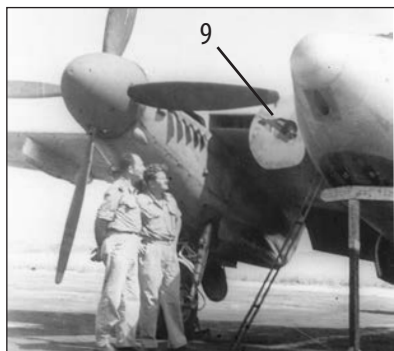
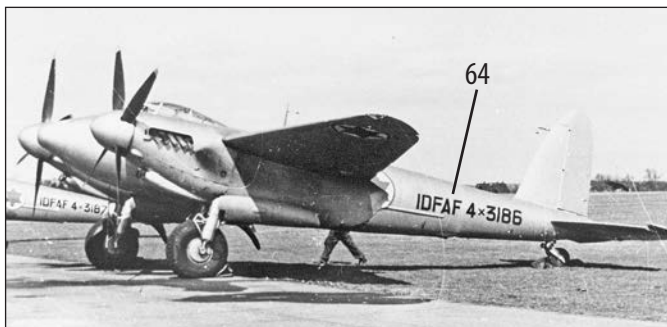
110 Squadron



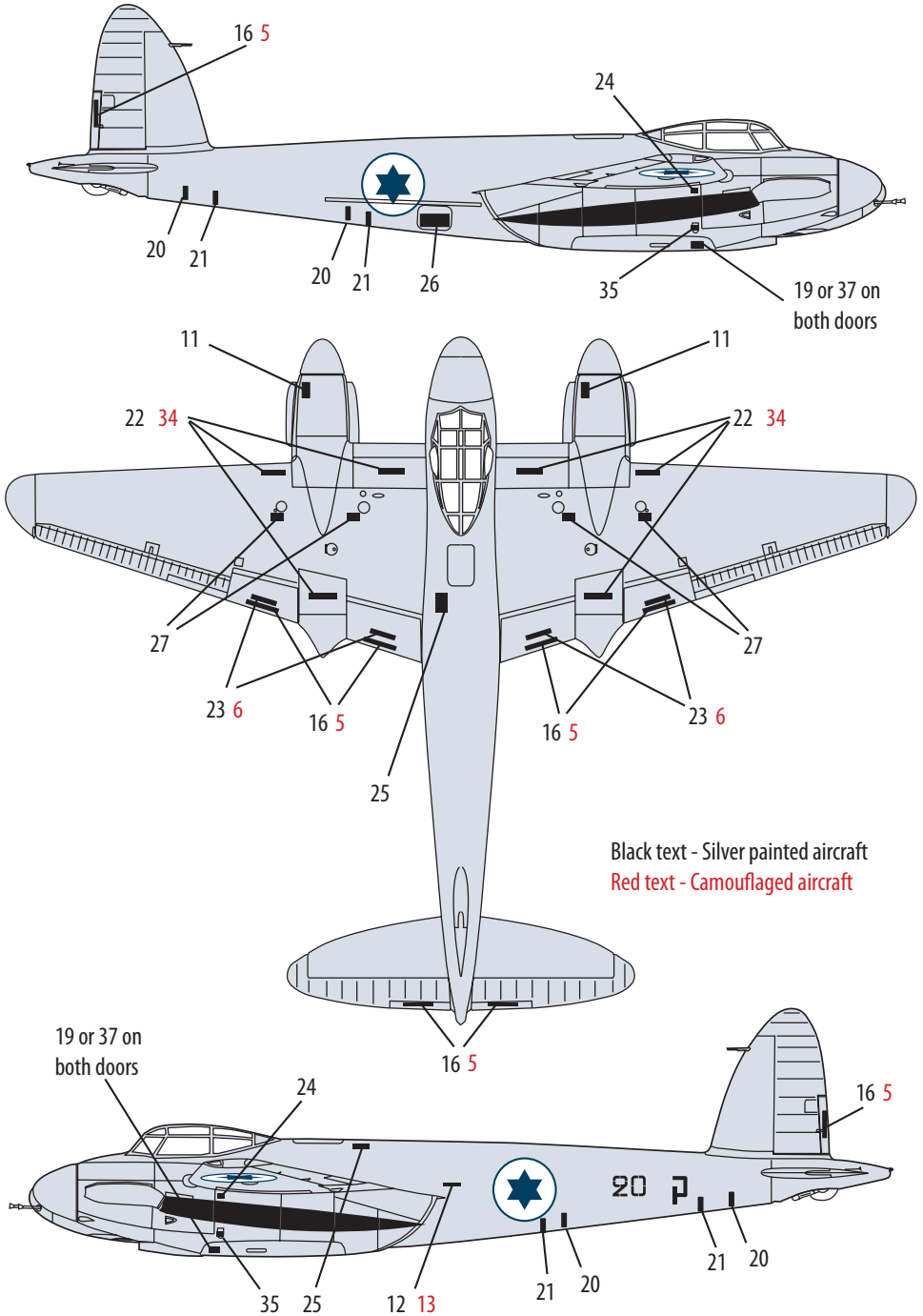
Mosquito TR Mk 33

In 1955, Israel received 14 TR Mk 33 Mosquitoes, which were naval aircraft customized to meet the country's specifications. Some of these planes had their arresting hooks removed, and those with folded wings had their wings fixed in place. At that time, no letters were added to the model numbers.

The TR Mk 33 arrived in Israel in 1955 with a special ferry flight numbering. This set provides markings for aircraft number 86.

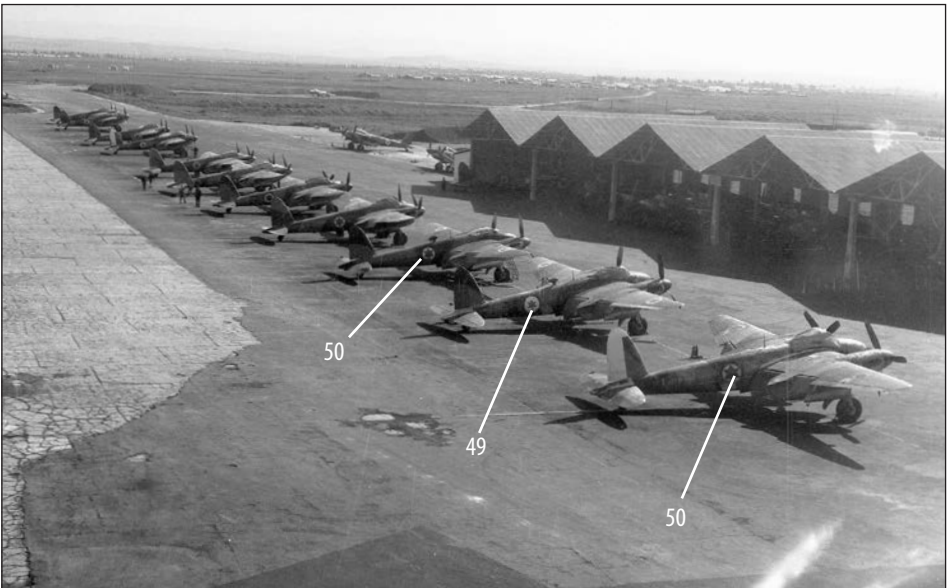
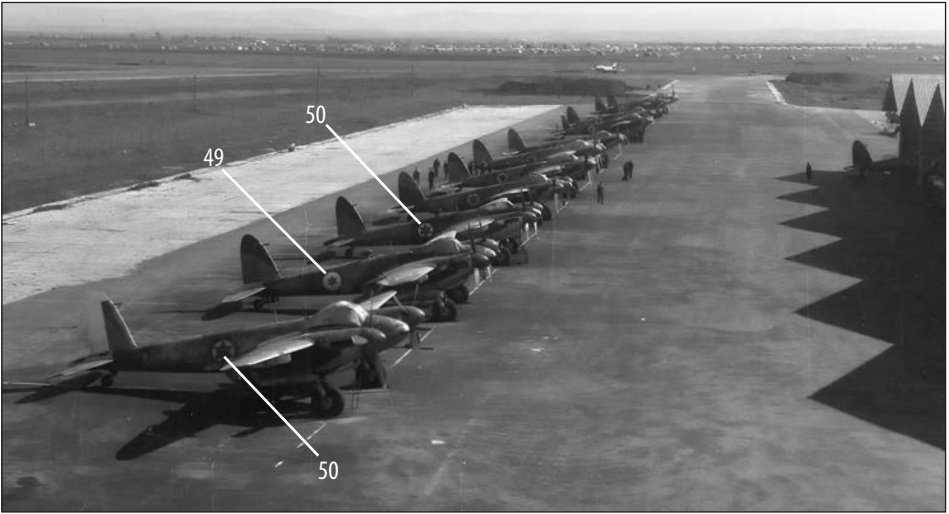


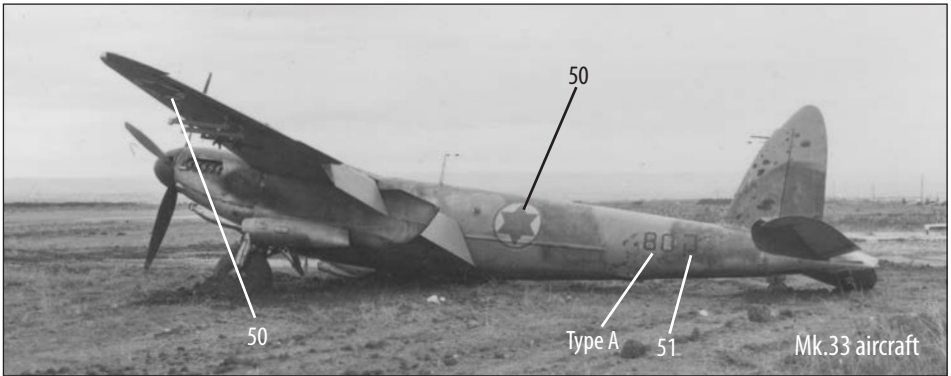
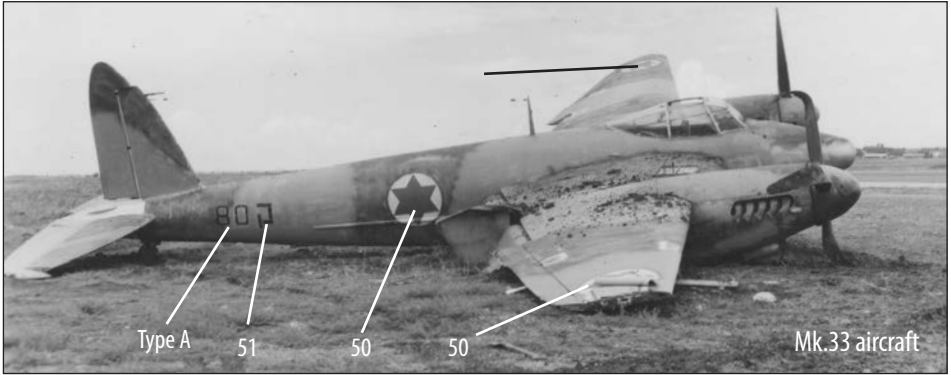
Stencils



Camouflage era

At the end of 1955, the Israeli Air Force (IAF) began painting its Mosquito aircraft in camouflage colors. The specific shade variations used during this period are not well-documented. However, it is likely that smaller propeller-driven aircraft, such as the Spitfire, Mustangs, T-6, and Mosquitoes, were painted with **Extra Dark Sea Grey (BS640)** and **Light Brown (BS320)** on their upper surfaces. The lower surfaces were typically painted **Off-White**, which tended to stain and darken quickly, or they were left in their original silver finish, as seen on many Mosquitoes.







The painting style exhibited in the photos is inconsistent. Some areas were painted with a brush, while others were sprayed. In many instances, the original silver paint is still visible on the underside of the aircraft. The environment and the quality of the paints have influenced how the aircraft colors have faded and weathered over time. Additionally, as shown in the photos, the original aircraft numbers and letters were often preserved and roughly painted around.

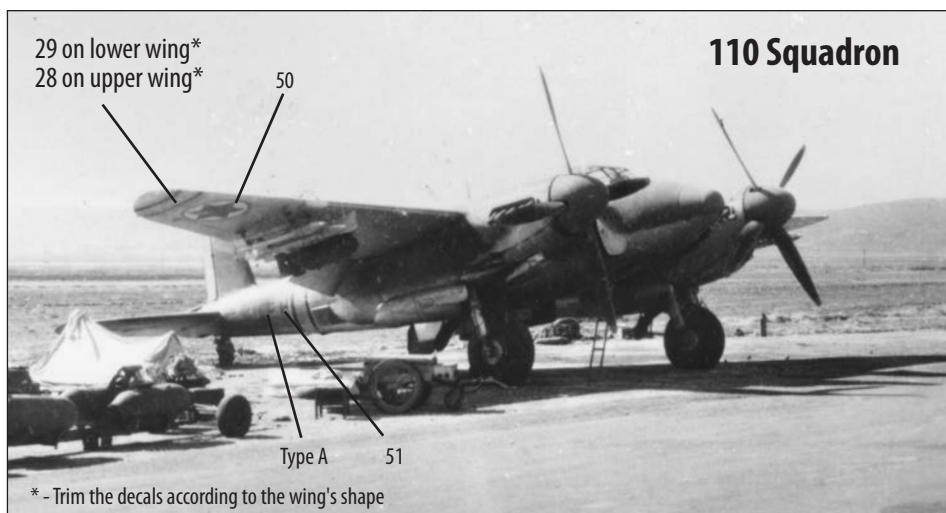


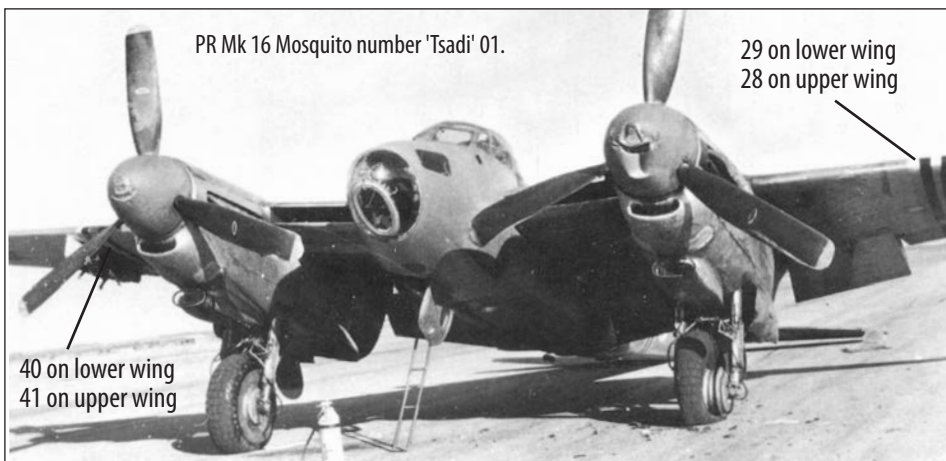
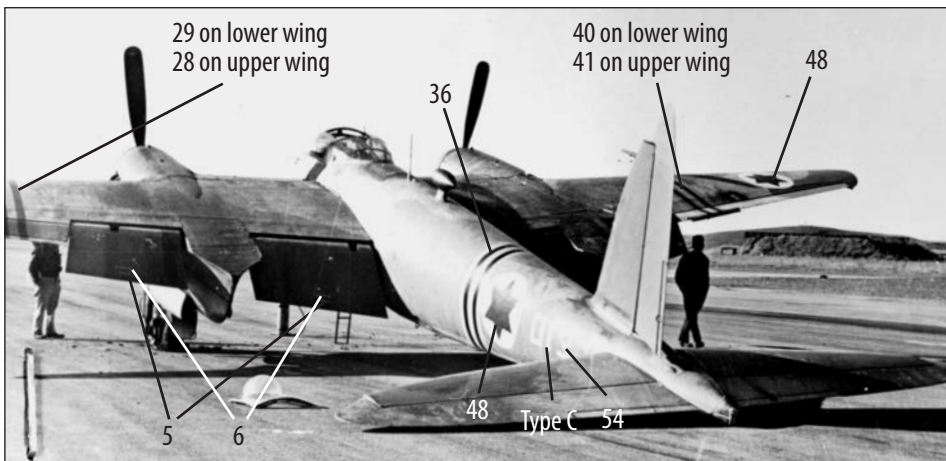
The 1956 Sinai campaign

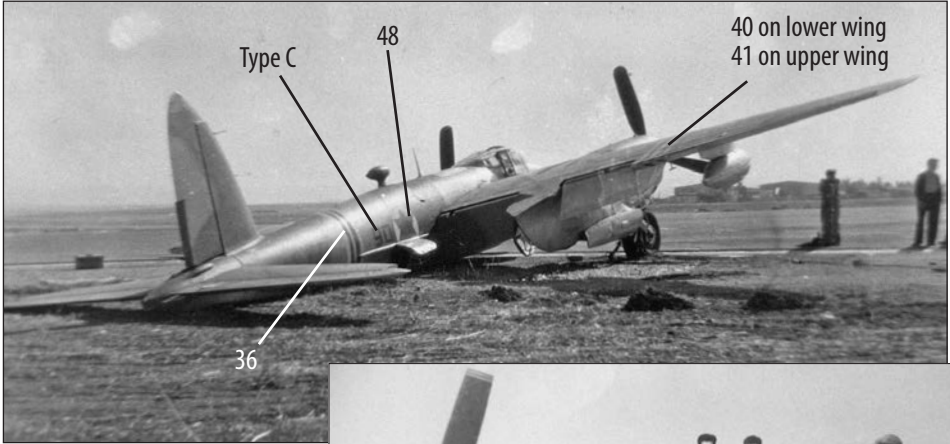
Shortly before the October 1956 Sinai Campaign, yellow and black stripes were painted on all Israeli Air Force (IAF) aircraft, including the Mosquito. However, the application of these markings was inconsistent; in photographs, it is noticeable that the stripes were not always placed in the same location on different aircraft. Additionally, the last three Mk. 16 Mosquitoes received were marked with a white number on their fuselage and on the upper left wing next to the IAF badge, while the number on the lower right wing was painted in black. The Mosquitoes were retired shortly after the war and subsequently put into storage.



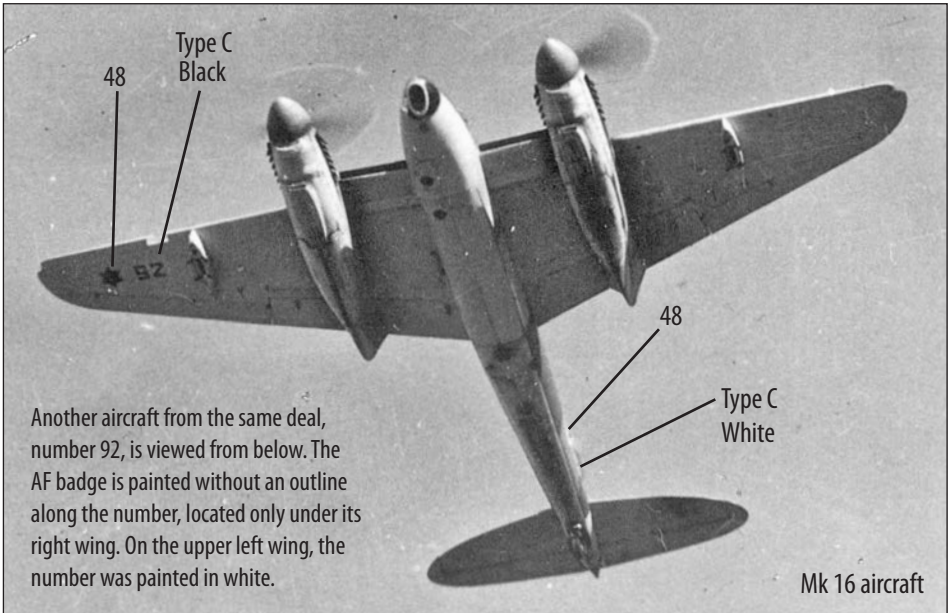
Mk 33 Mosquitoes during the war. Note the different location of the yellow/black stripes on the wings. While we provide a set of yellow and black stripes, painting them directly on the model will yield better results.







Aircraft 90 was one of the last three Mosquito planes to arrive in Israel in 1956. It is shown here after its right landing gear broke during landing on November 22, 1956. As seen in the image, the fuselage is damaged, and the aircraft was subsequently grounded. The markings from the 'Sinai Campaign' are visible on its wings and fuselage.



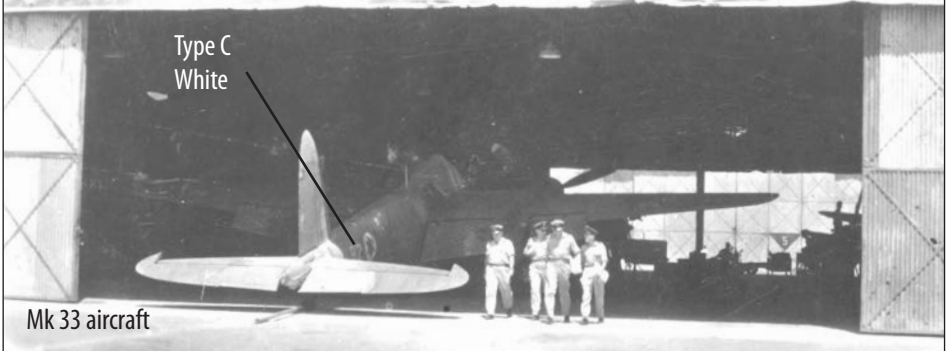
Another aircraft from the same deal, number 92, is viewed from below. The AF badge is painted without an outline along the number, located only under its right wing. On the upper left wing, the number was painted in white.

Mk 16 aircraft

Mk. 6 Mosquito is being armed during the 1956 war. The aircraft's number is partially visible and can be either 67 or 69. If you decide to build one of these, use decals number 55 or 56 (or type C). Note that the yellow and black stripes under the wing were painted over the IAF badge.



Aircraft number 92, displayed at the Israeli Aircraft Industries after being retired from service with the IAF. Note the white number on the fuselage's side.



Mk 33 aircraft

Three Mosquito aircraft are located in the yard of the IAI. On the right is an Mk 33 aircraft, designated 'Kooft 74', featuring white numbering. In the center, you can see an Mk 6 aircraft. Note the 'Sinai Campaign' stripes under both wings, along with the IAF badge that has no outline.

