

Spitfire Mk.IXc late version 8281

BRITISH WWII FIGHTER 1:48 SCALE PLASTIC KIT



ProfiPACK



intro

In September 1941, a hitherto unknown German radial engine fighter appeared in the west European sky. The new airplane was superior to British fighters, most distressingly to the Spitfire Mk.V. The German design was soon recognized as the Focke-Wulf Fw 190 A. The losses suffered by the RAF over western Europe rose rapidly and the crisis was serious enough that the RAF ceased the majority of daytime operations in November, 1941. The next attempt to resume these types of sorties was made in March 1942. Loss rates remained unacceptably high and the RAF was forced to stop ops once again. All this was thanks to the Focke-Wulf Fw 190 A. The first response to the new German weapon was the Spitfire Mk.VIII, but the design changes were so complex that initiating timely production was not possible. In June, 1942, a German pilot landed by mistake on a British airfield delivering a completely intact Fw 190 fighter into RAF hands. Comparative trials between the Focke-Wulf and Spitfire Mk.V began almost immediately. These mock encounters confirmed the situation over the front – the chances of a British fighter surviving an encounter with the Fw 190 were slim. The only British fighter aircraft deemed suitable to oppose them were the Spitfire Mk.VII and VIII powered by the Merlin 61 engine. As mentioned above these were some time away of being ready for series production. But there was another way of getting a powerful fighter quickly - by mating the Merlin 61, with its two-stage supercharger, with the fuselage of the Spitfire Mk.Vc. Two Mk.Vc airframes, AB196 and AB197, were selected for this purpose and were strengthened with modified longerons to accommodate the more powerful and heavier engine. The example was finished on February 26 and the second on March 27, 1942. Flight trials were successful and the order for series production was issued almost immediately. Series production began in June 1942 and the first Mk.IXs found their way to No. 64 Squadron in July. Performance improved significantly in comparison to the Mk.V. A top speed of 409 mph at 28,000 feet was higher by 40mph, and the service ceiling rose from 36,200 to 43,000 feet. The Mk.IX could climb at 4,000 feet per minute. The RAF finally had a fighter aircraft capable of opposing the Fw 190 A. Three main versions of the Mk IX were produced. The F.IX was powered by the Merlin 61 and was the only version on the assembly line in early 1943. The next version was the LF Mk.IX powered by the Merlin 66. This engine was designed to do its best at low altitudes. The third version, manufactured along with the LF, was the high-altitude HF Mk.IX with the Merlin 70. The majority of Mk.IXs manufactured were equipped with the so-called 'C' wing. Four 20mm cannon or two 20mm cannon and four .303 machine guns could be installed in the wings. From 1944, the strengthened 'E' wing was produced. Four .303 machine guns were replaced with two .50 heavy machine guns. Bomb racks for 250lb bombs were fitted under each wing typically. The Mk.IX became the second most numerous version of the Spitfire with a total of 5653 examples being built. The Mk.IX began to replace the Mk.V from June, 1942. Thanks to the new fighter, the RAF was ready to fight against the Luftwaffe over occupied Europe. Spitfire Mk.IXs served with the RAF to the end of war. In the postwar era, foreign air forces flew this version as well. Czechoslovak, Norwegian, Danish, and Canadian air forces operated numbers of Mk.IXs and they were not alone. Spitfires would find themselves in combat again. Czechoslovakia sold its Spitfire Mk.IXs to Israel in 1948 and these aircraft formed the backbone of the newly born Israeli air force in the fight against their Arab neighbours.

úvodem

V září 1941 se na evropské obloze objevil dosud neznámý německý stíhací letoun poháněný hvězdicovým motorem. Nová stíhačka měla nad britskými, zejména Spitfirem Mk.V, zřetelnou převahu. V německé konstrukci byl záhy rozpoznán Focke-Wulf Fw 190 A. Ztráty RAF nad západní Evropou začaly rychle narůstat až to té míry, že britské letectvo muselo v listopadu 1941 zastavit většinu denních operací nad evropským kontinentem. Pokus o spuštění tohoto typu bojových letů byl uskutečněn v březnu 1942. Počty ztrát však byly opět neúnosné, což opět vedlo k jejich zastavení. Vše díky Focke-Wulfům Fw 190 A. Prvním pokusem o odpověď na novou německou zbraň se stal Spitfire Mk.VIII, avšak komplexní přístup ke změnám konstrukce letounu způsobil, že nebylo možné jej dostat do sériové výroby v dostatečně blízkém časovém horizontu. V červnu 1942 přistál jeden z německých pilotů omylem na britském letišti a předal tak do britských rukou nepoškozený Fw 190 A. Srovnávací zkoušky Focke-Wulfu a Spitfire Mk.V začaly téměř neprodleně. Cvičné souboje plně potvrdily situaci na frontě – šance britské stíhačky přestat setkání s Fw 190 bez úhony nebyly vysoké. Jediné britské stíhačky schopné postavit se plnohodnotně německému typu byly Spitfirey Mk.VII a Mk.VIII poháněné motorem Merlin 61. Jak však bylo poznamenáno výše, nedalo se čekat, že v dohledné době dospějí do fáze sériové výroby. Byla zde však ještě jedna cesta, jak získat dostatečně výkonnou stíhačku – zabudovat Merlin 61 s dvoustupňovým kompresorem do základního draku Spitfire Mk.V. Pro tento experiment byly vyčleněny dva draky, AB196 a AB197. Prošli zpevněním, aby mohl být zastavěn výkonnější a těžší motor. První z nich byl dokončen 26. února, druhý pak 27. března 1942. Letové testy proběhly natolik úspěšně, že byla objednána sériová výroba. Ta se plně rozběhla v červnu 1942 a první Mk.IX se u bojové jednotky, No. 64 Squadrony, objevily v červenci. V porovnání s Mk.V se výkony znatelně zvýšily. Maximální rychlost byla v 28.000 stopách vyšší o 40 mph, operační dostup se zvýšil z 36.200 na 43.000 stop. Mk.IX mohl stoupat rychlostí 4000 stop za minutu. RAF tedy konečně dostalo stíhačku, kterou mohlo směle postavit proti Fw 190 A. Vyráběny byly tři hlavní verze Mk.IX. Verze F Mk.IX byla poháněna motorem Merlin 61 a z montážní linky sjížděla až do počátku roku 1943. Na ni navázaly LF Mk.IX poháněná motorem Merlin 66 a určená k operacím v nižších výškách, a HF Mk.IX s motorem Merlin 70 konstruovaným naopak pro výškové lety. Většina Mk.IX byla vyrobena s křídlem typu C. V něm mohla být instalována výzbroj složená ze čtyř kanonů ráže 20 mm nebo ze dvou kanonů ráže 20 mm a čtyř kulometů ráže 0,303 palce. V roce 1944 se objevilo zpevněné křídlo typu E. Čtveřice 0.303 kulometů byla nahrazena dvojicí kulometů ráže 0.50 palce. Pod každou polovinou křídla byly standardně namontovány závěsníky pro 250lb pumy. Verze Mk.IX se stala druhou nejpočetnější verzí Spitfire s 5653 vyrobenými kusy. Mk.IX začaly nahrazovat Mk.V v červnu 1942. Díky nové stíhačce byla RAF opět schopná bojovat proti Luftwaffe nad okupovanou Evropou. Ve své výzbroji si typ ponechala až do konce války. Po ukončení bojů se verze dostala i do výzbroje dalších letectev. Československé, norské, dánské, kanadské a další letectva používala desítky Mk.IX. Spitfirey Mk.IX se však do bojů dostaly i v této době. Československo prodalo své Spitfirey v roce 1948 do Izraele, kde se v bojích s arabskými sousedy staly páteřním typem nově vznikajících izraelských vzdušných sil.



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



OPEN HOLE
VYVRTAT OTVOR



SYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



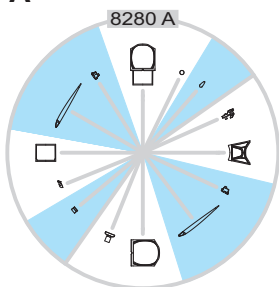
PIÈCES



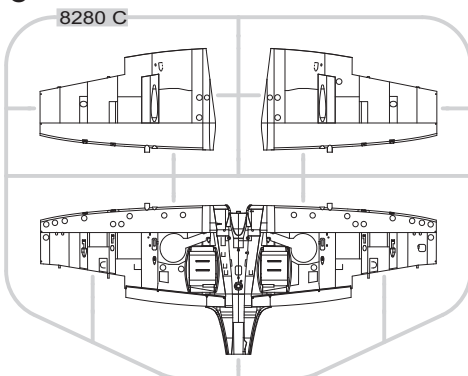
部品

PLASTIC PARTS

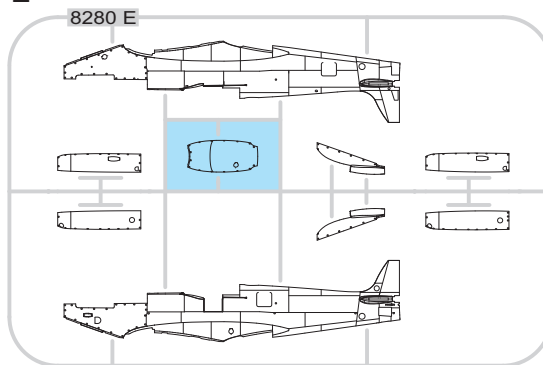
A>



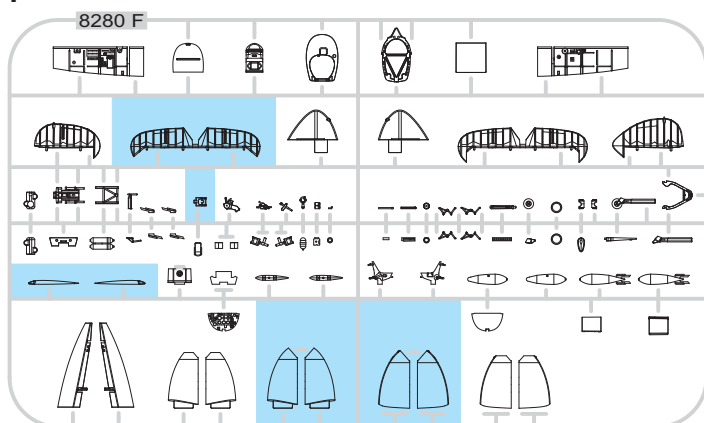
C>



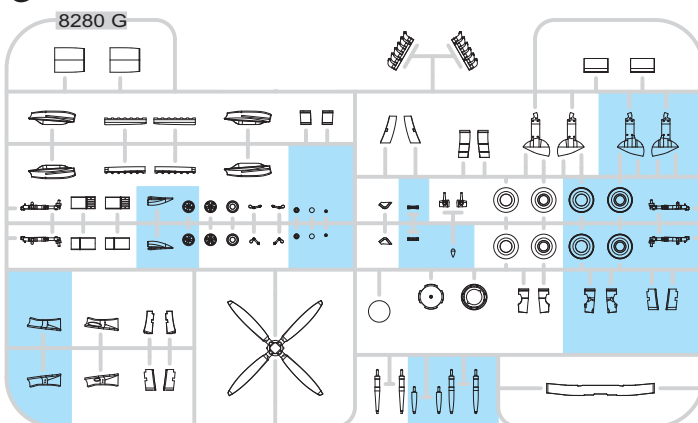
E>



F>

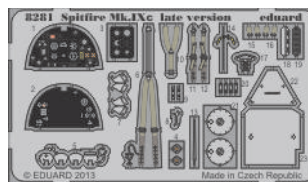


G>



PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



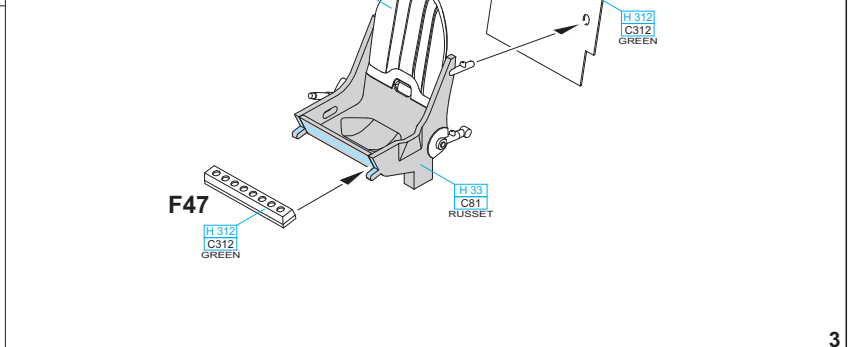
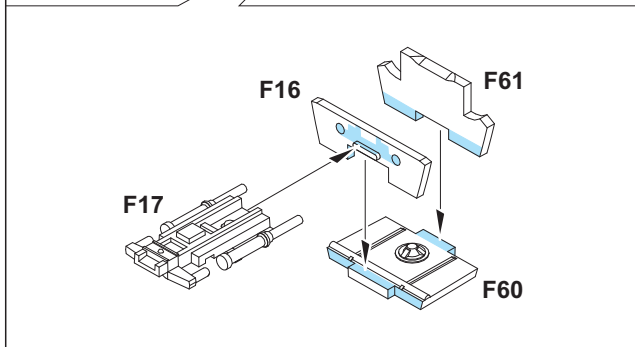
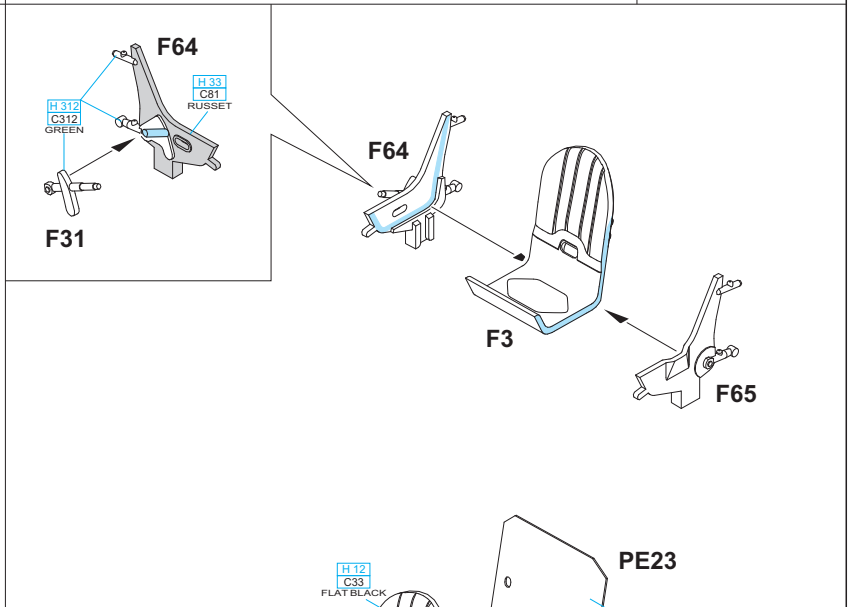
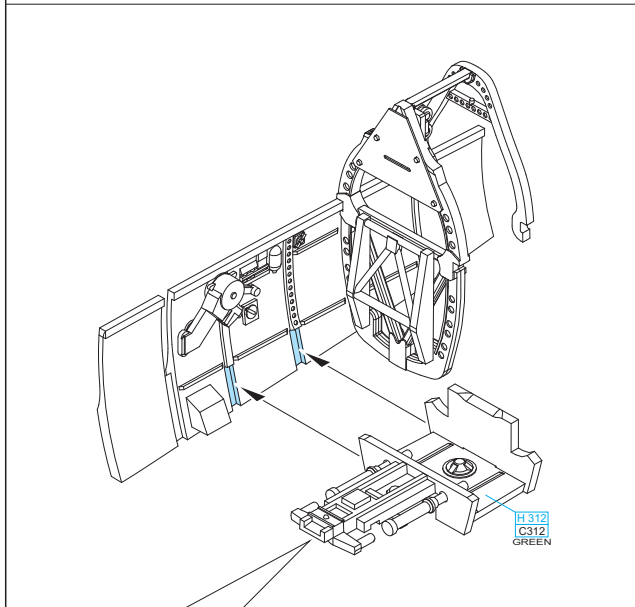
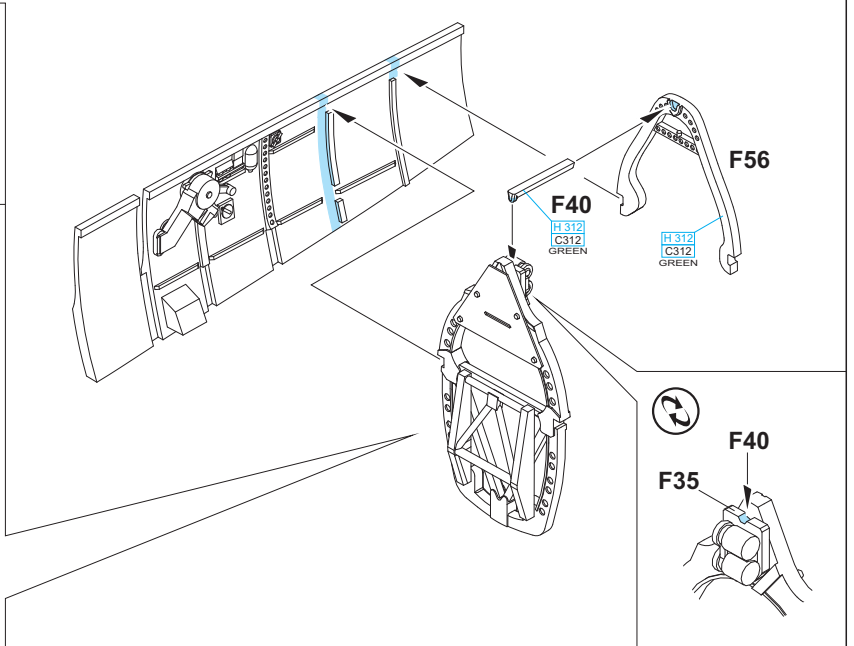
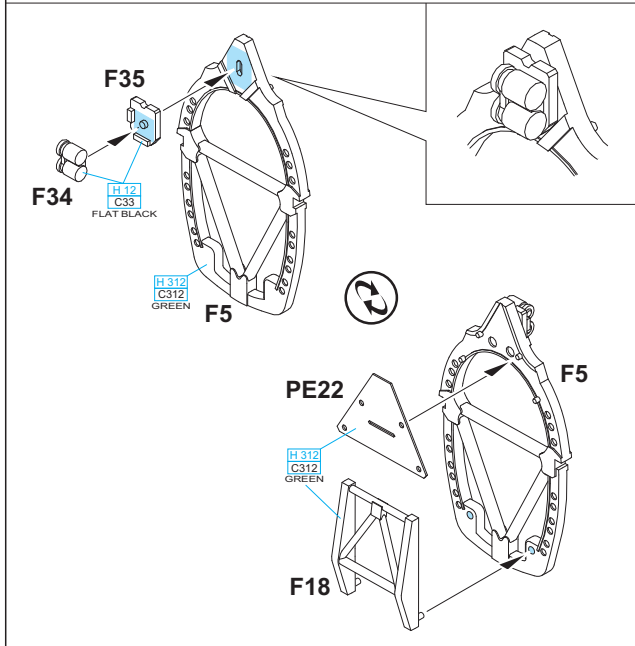
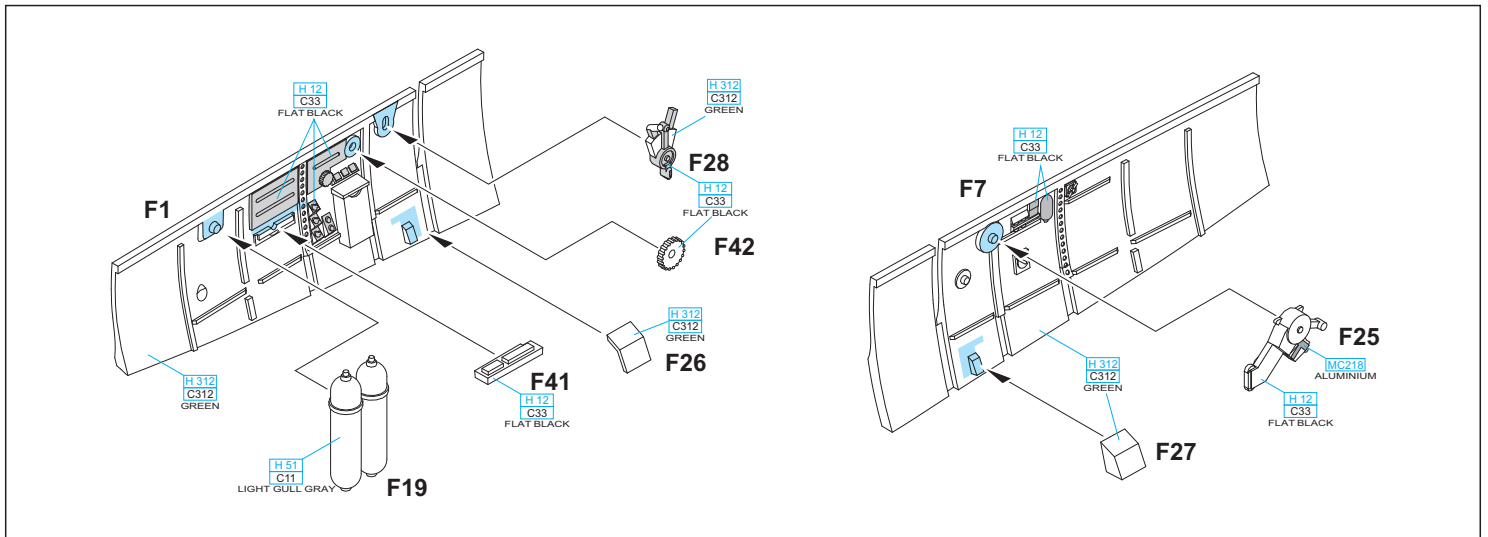
PEINTURE

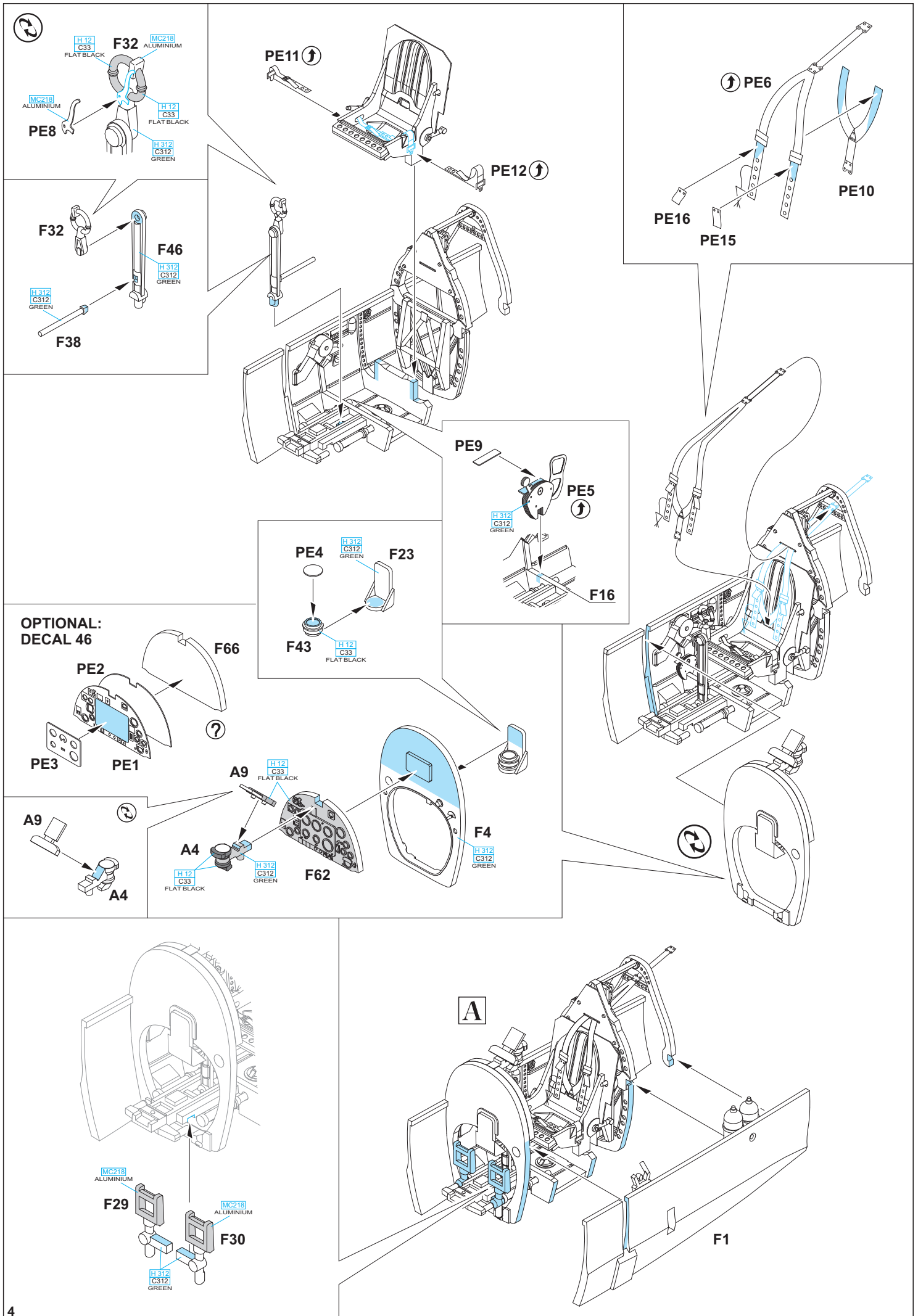


色

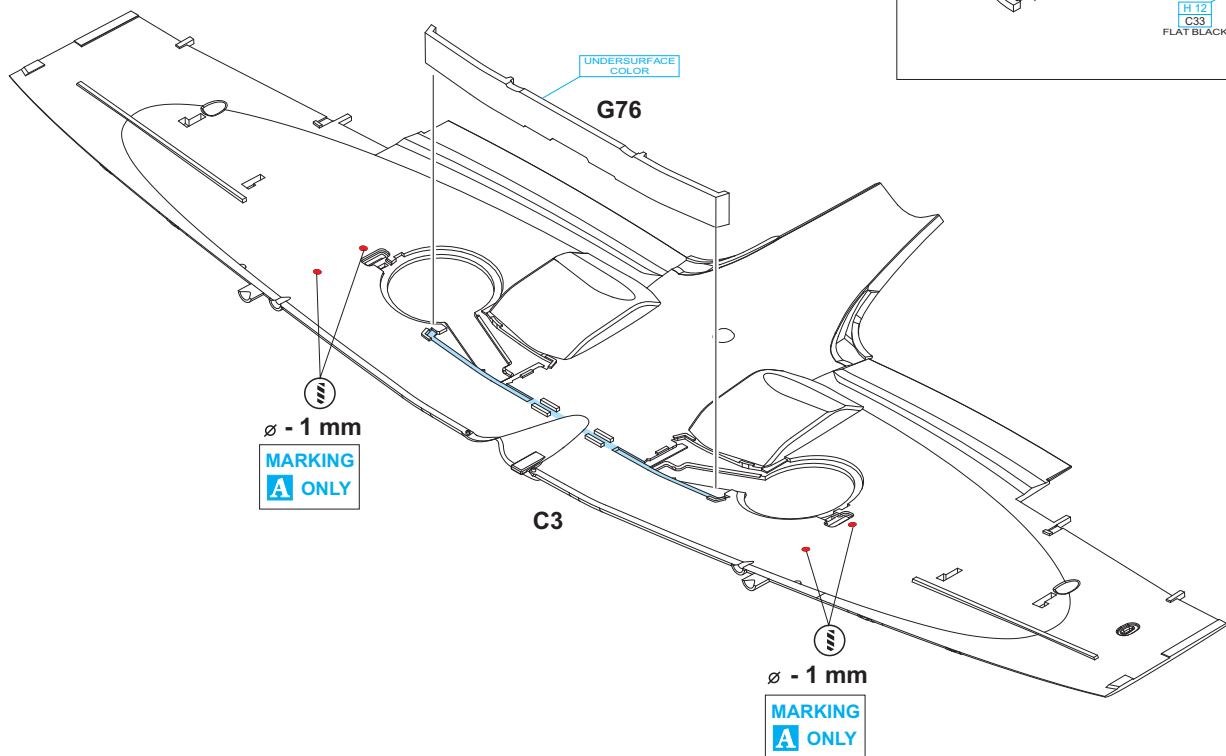
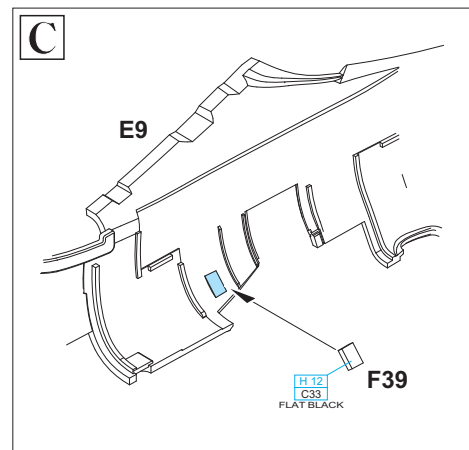
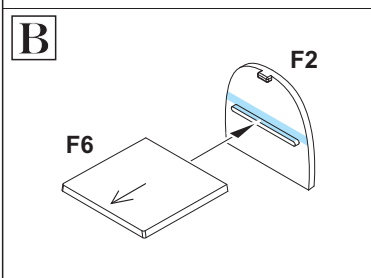
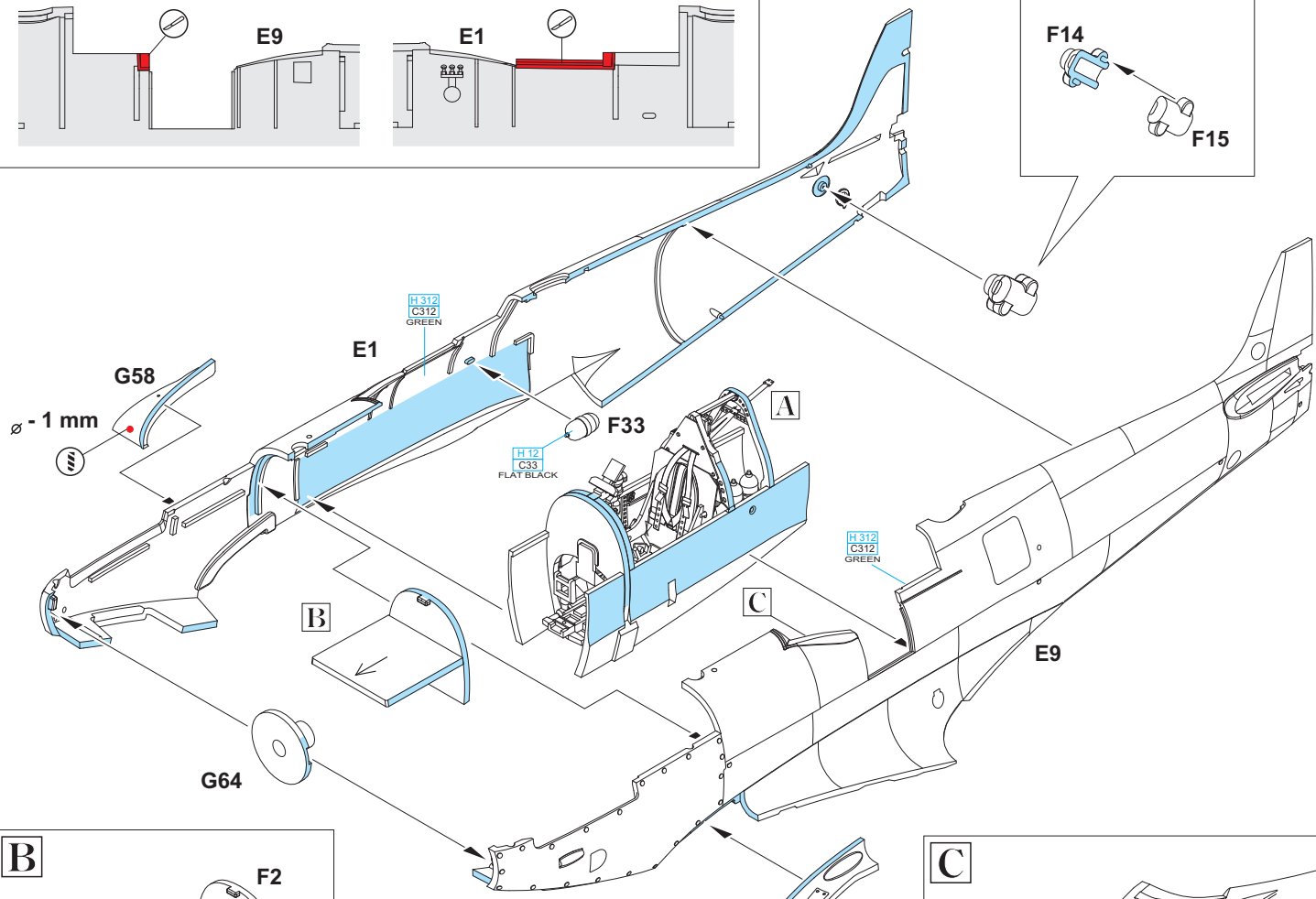
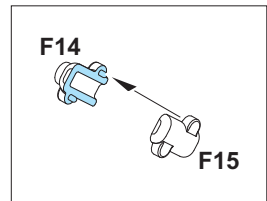
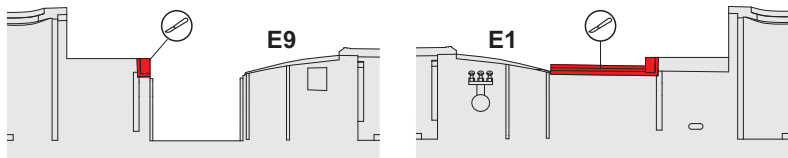
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 4	C4	YELLOW
H 12	C33	FLAT BLACK
H 13	C3	FLAT RED
H 33	C81	RUSSET
H 51	C11	LIGHT GULL GRAY
H 52	C12	OLIVE DRAB
H 74	C26	SKY
H 77	C137	TIRE BLACK
H 312	C312	GREEN

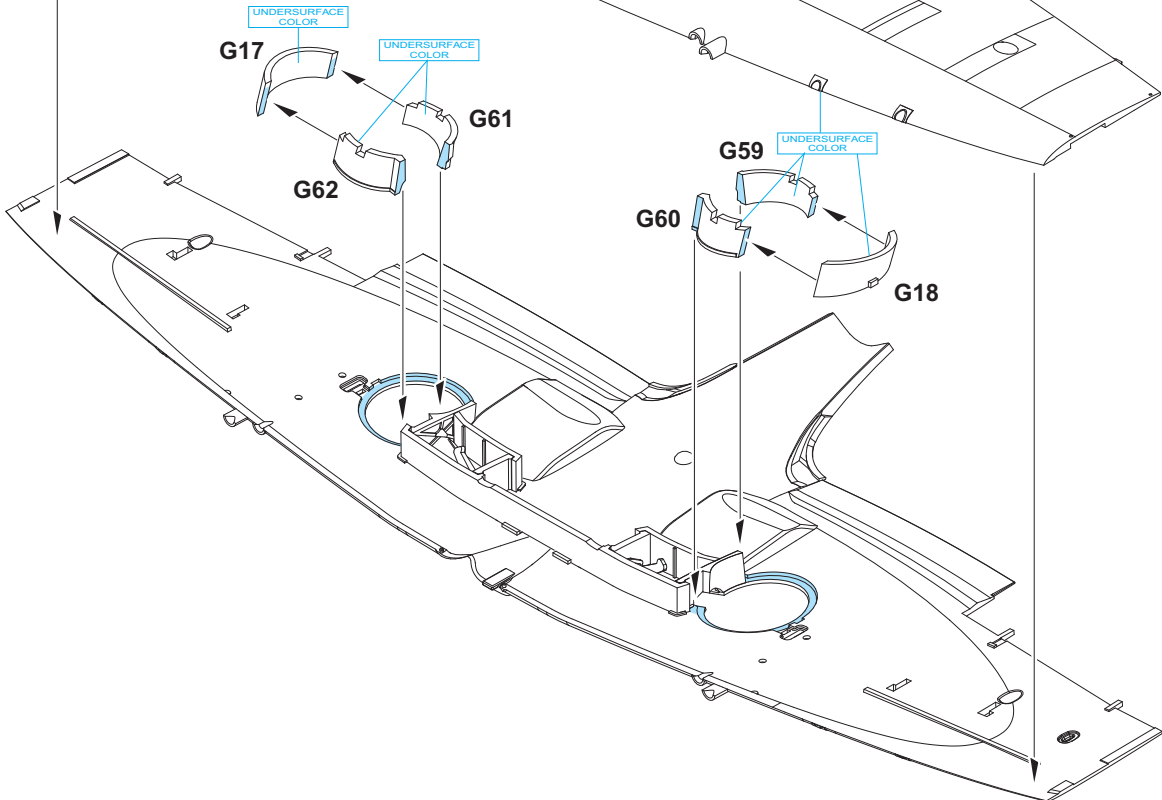
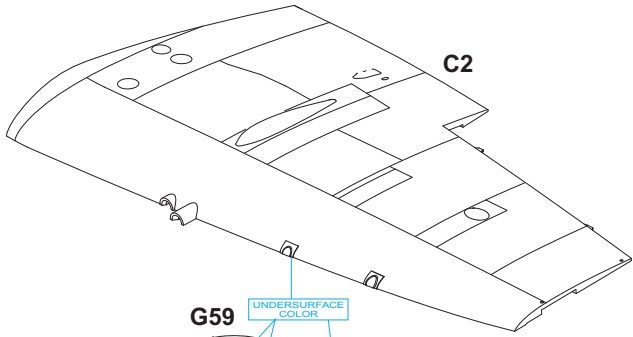
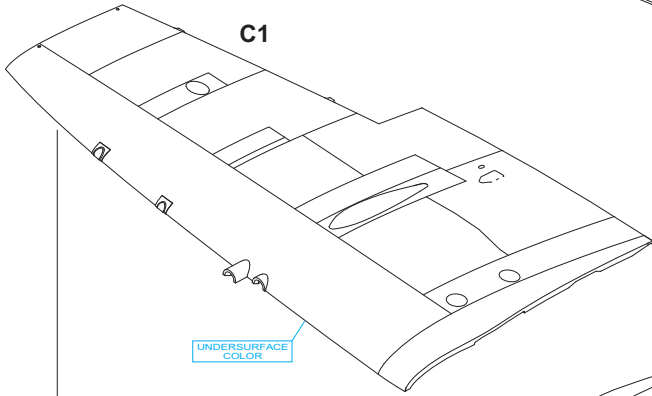
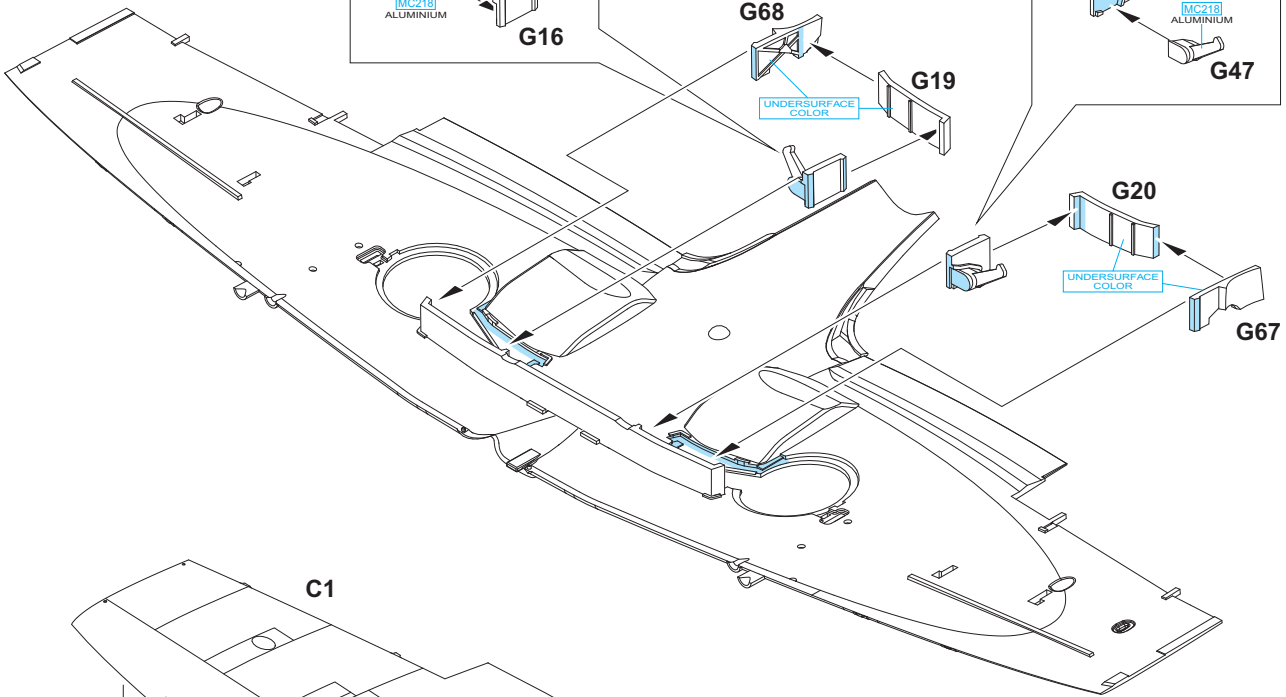
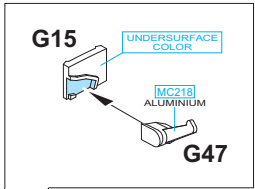
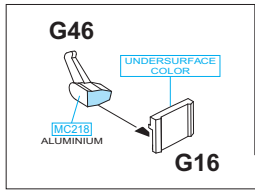
AQUEOUS	Mr.COLOR	
H 316	C316	WHITE
H 330	C330	DARK GREEN
H 331	C331	DARK SEAGRAY
H 332	C332	LIGHT AIRCRAFT GRAY
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM06		CHROME SILVER



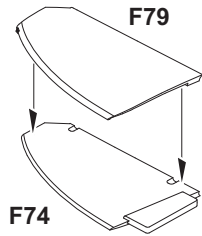
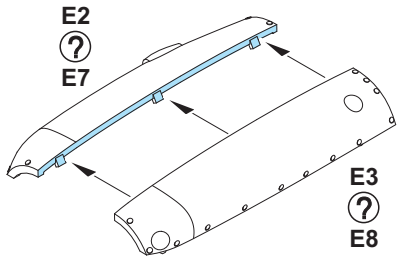


FOR CLOSED CANOPY ONLY

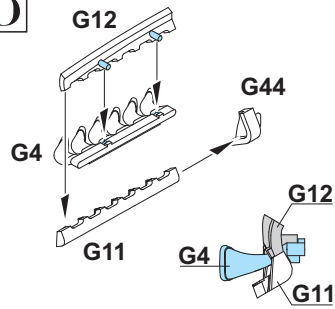




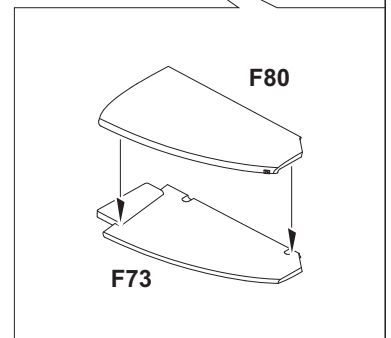
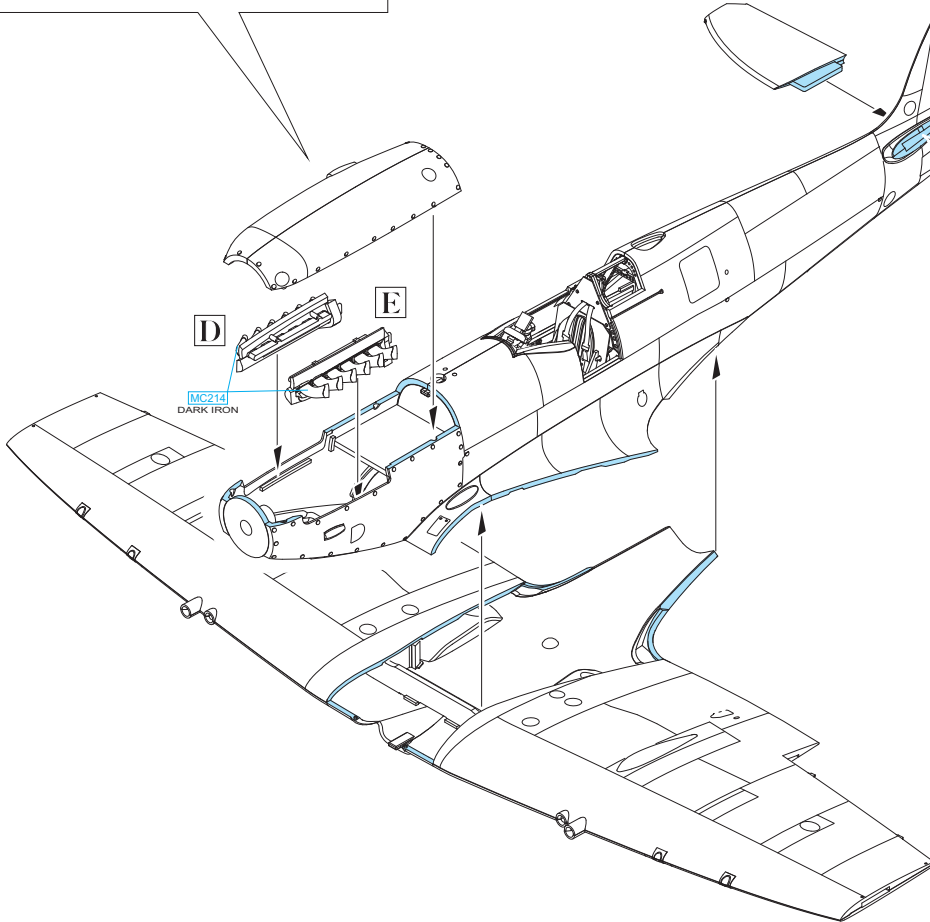
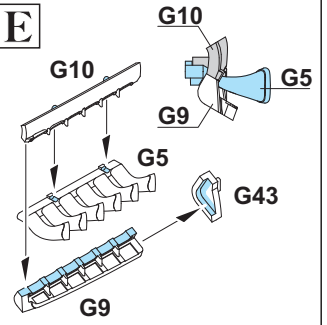
E2, E3 - MARKING **B** ONLY



D

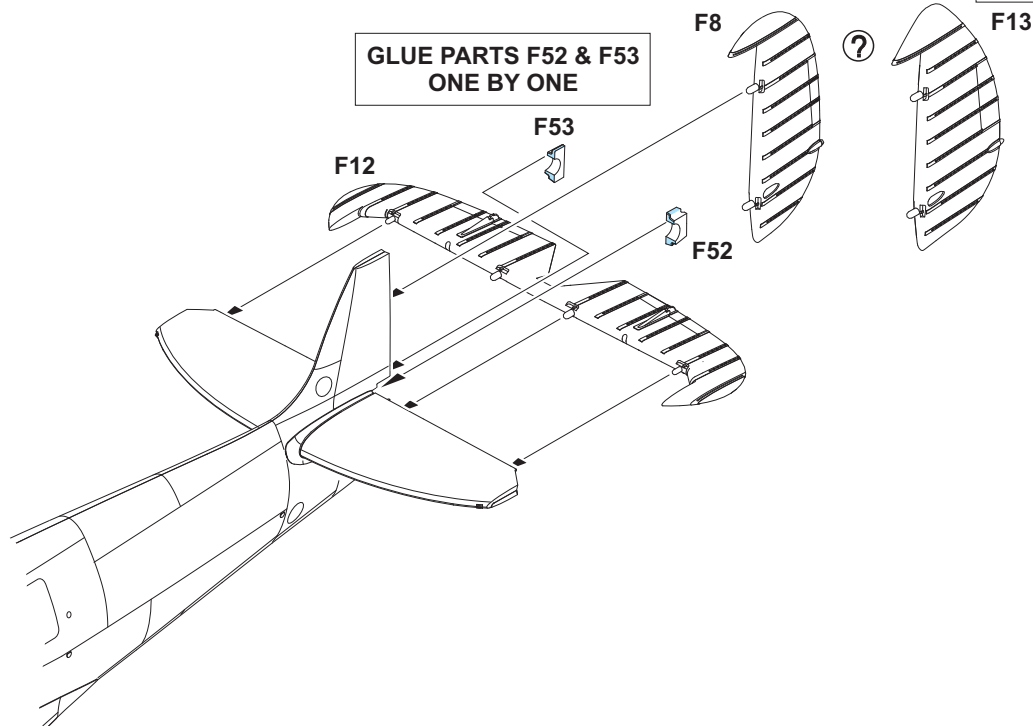


E

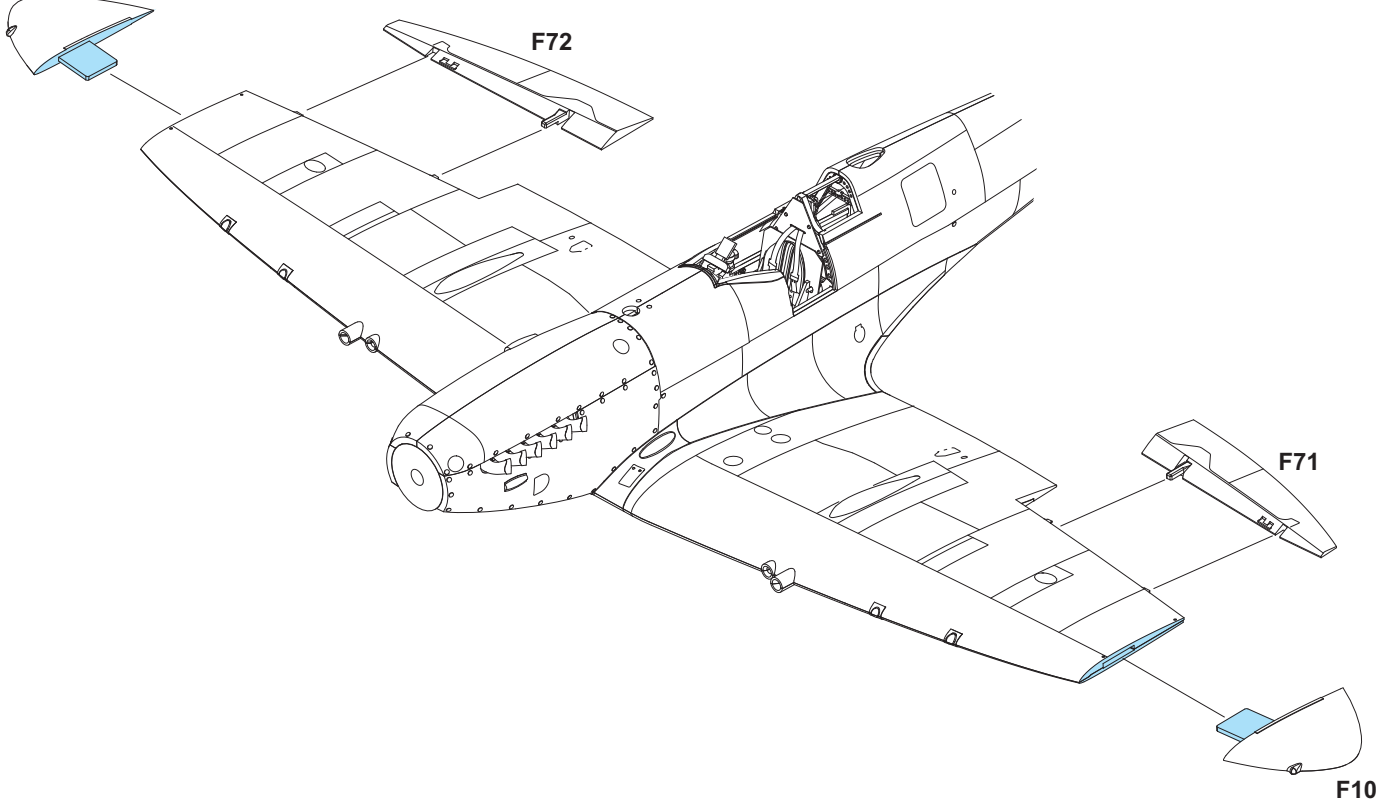


F13 - MARKING **A** ONLY

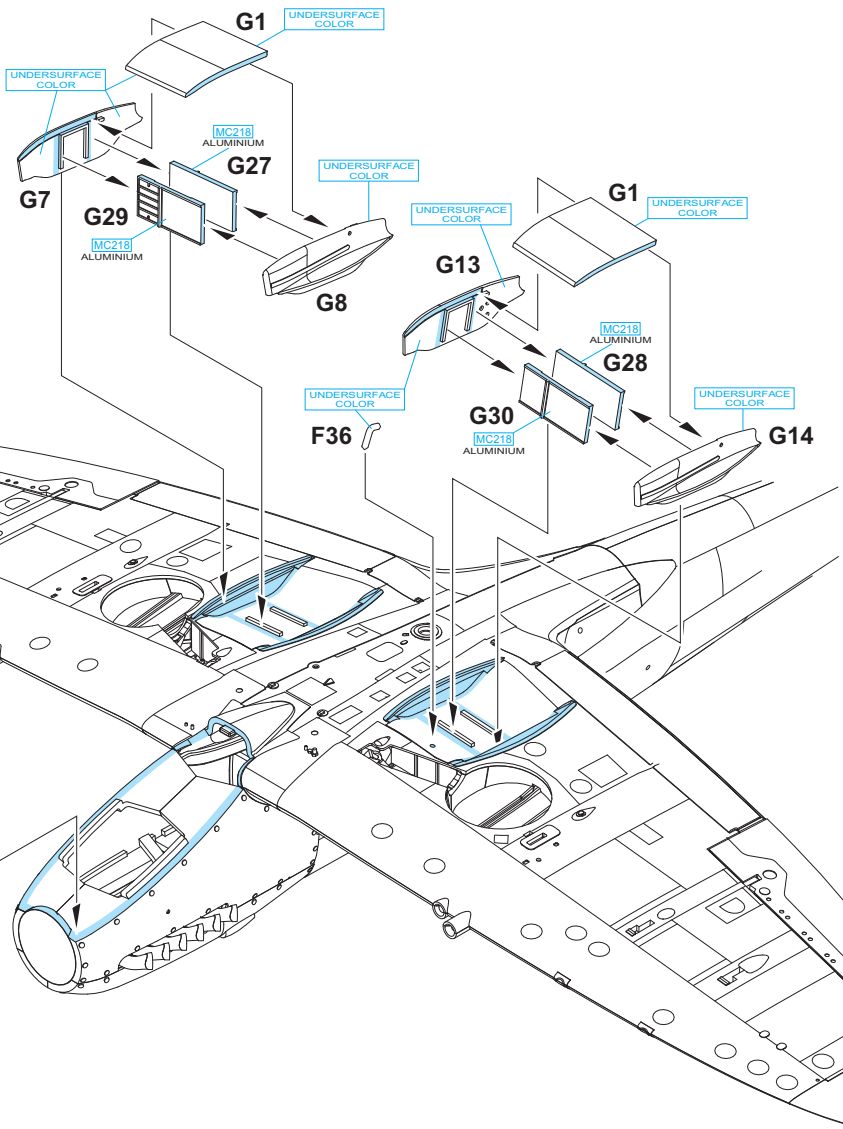
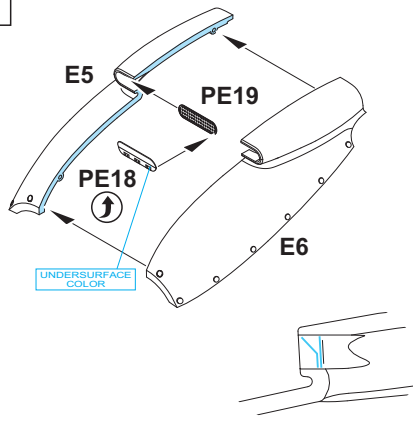
GLUE PARTS F52 & F53 ONE BY ONE

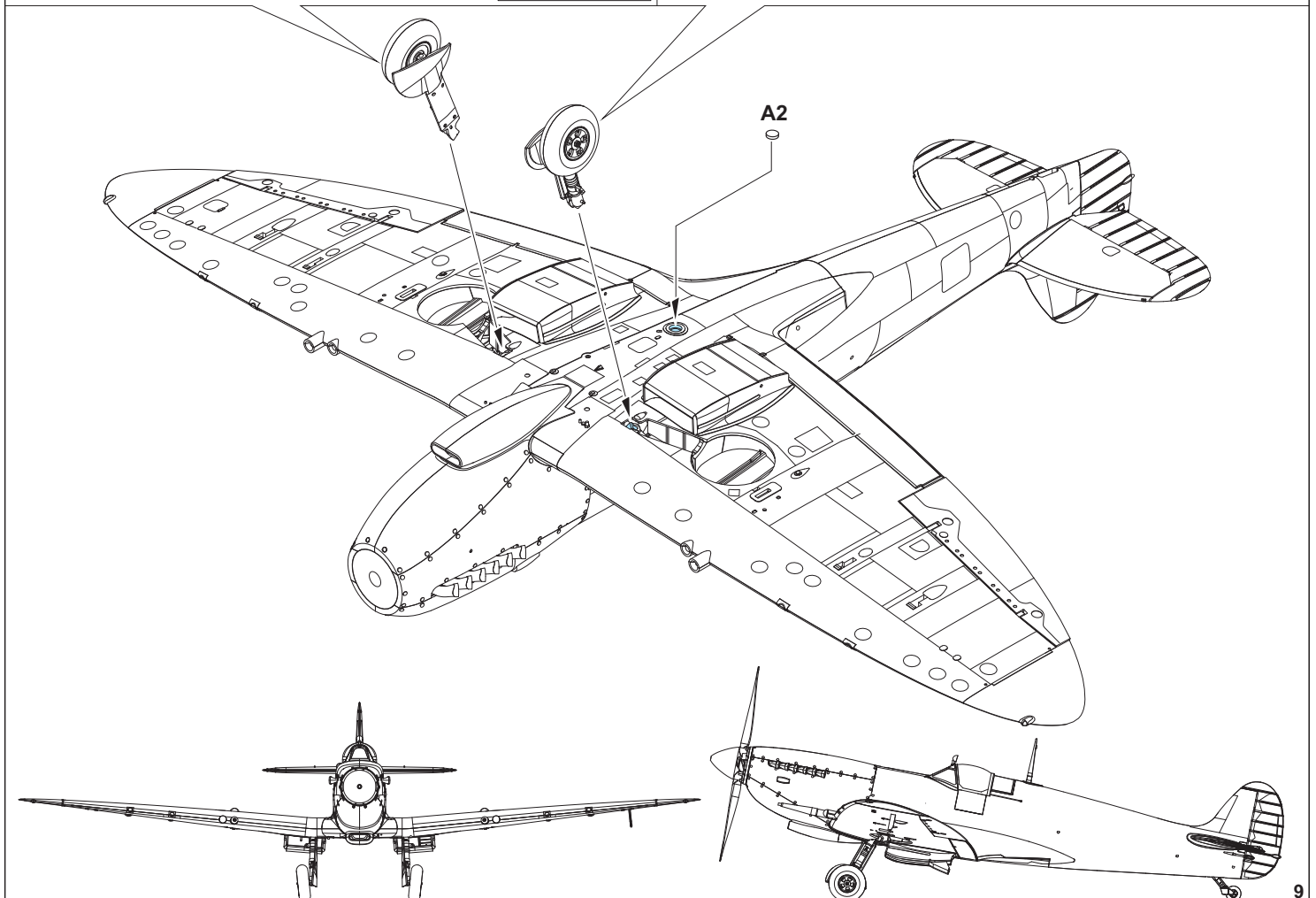
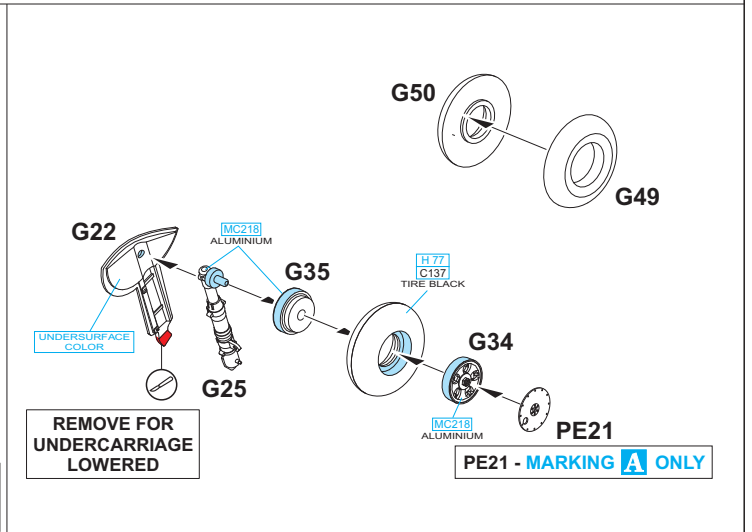
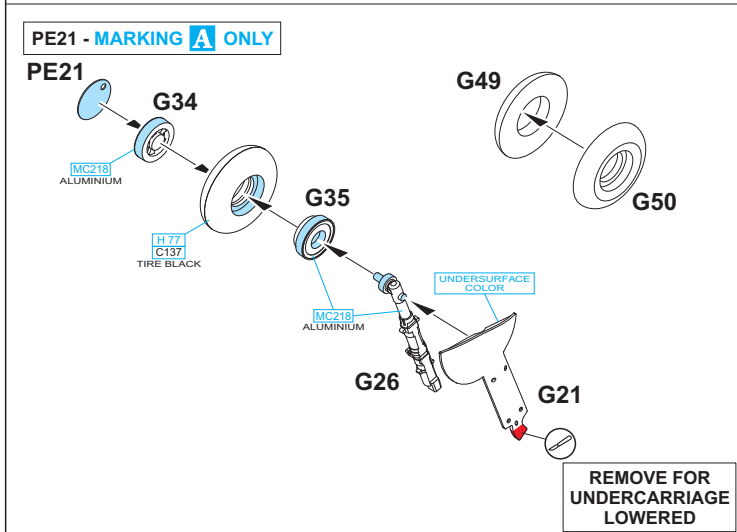
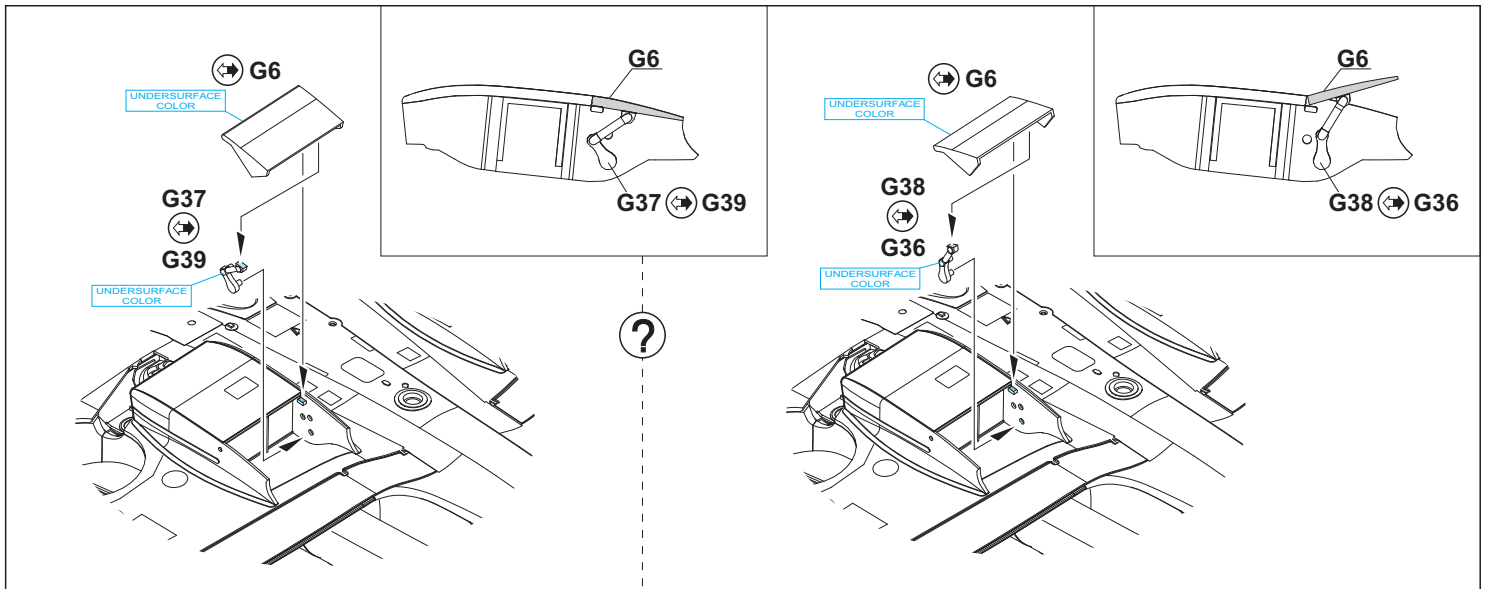


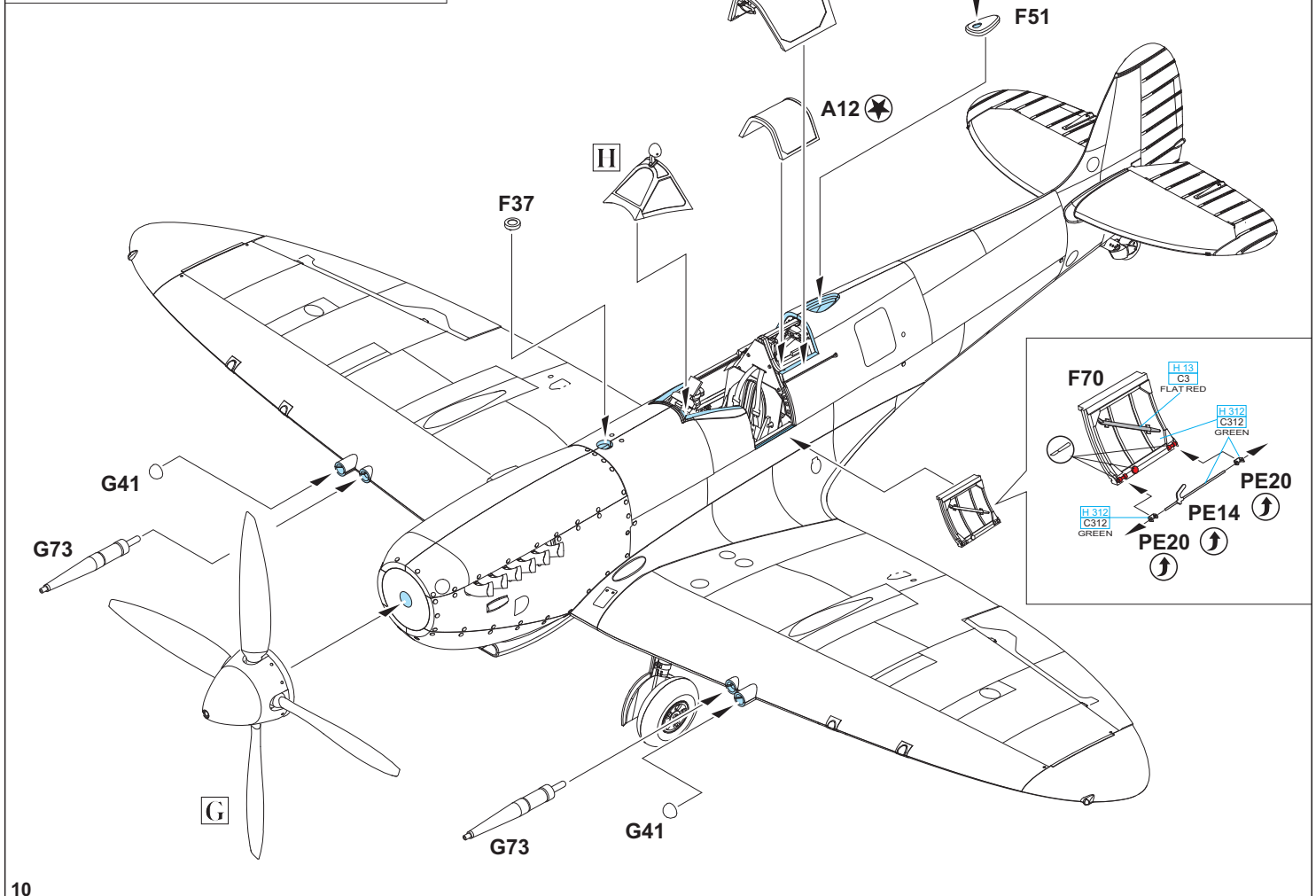
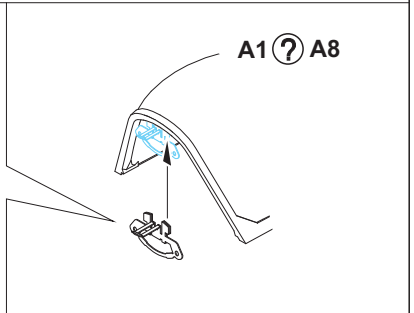
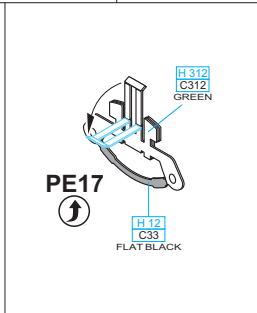
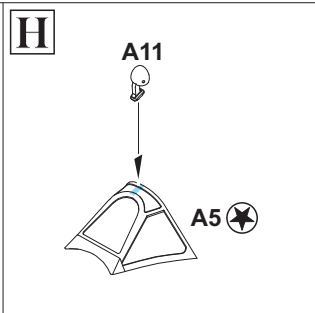
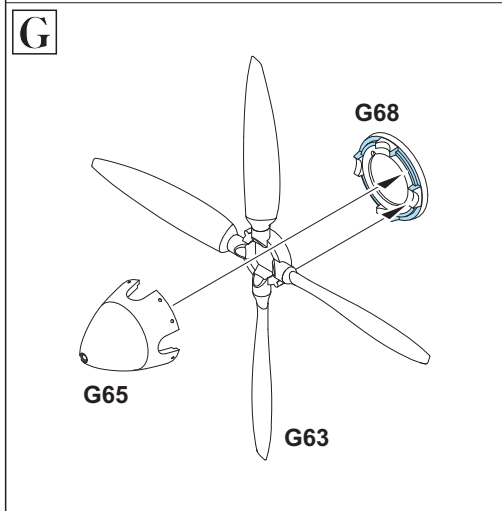
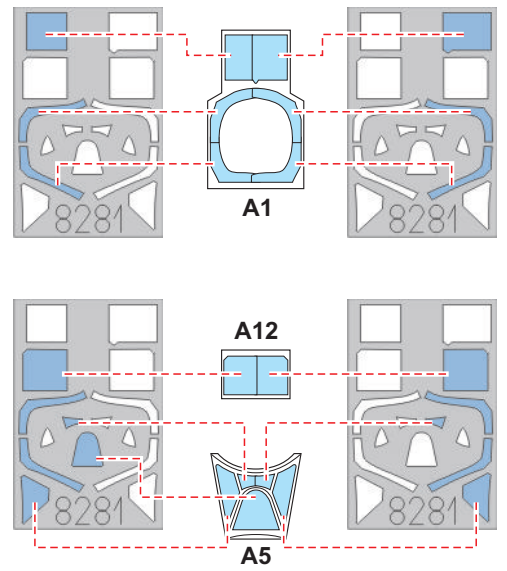
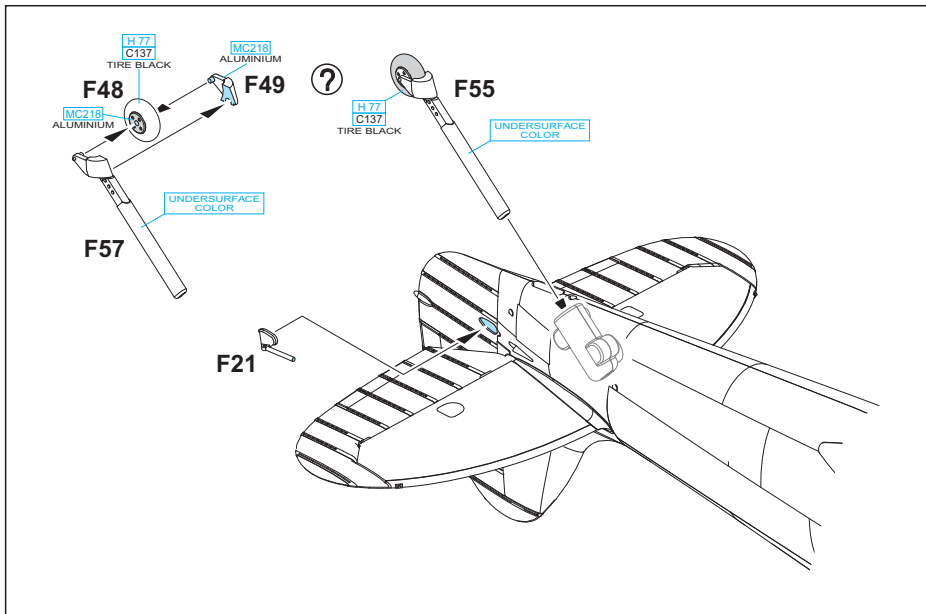
F11

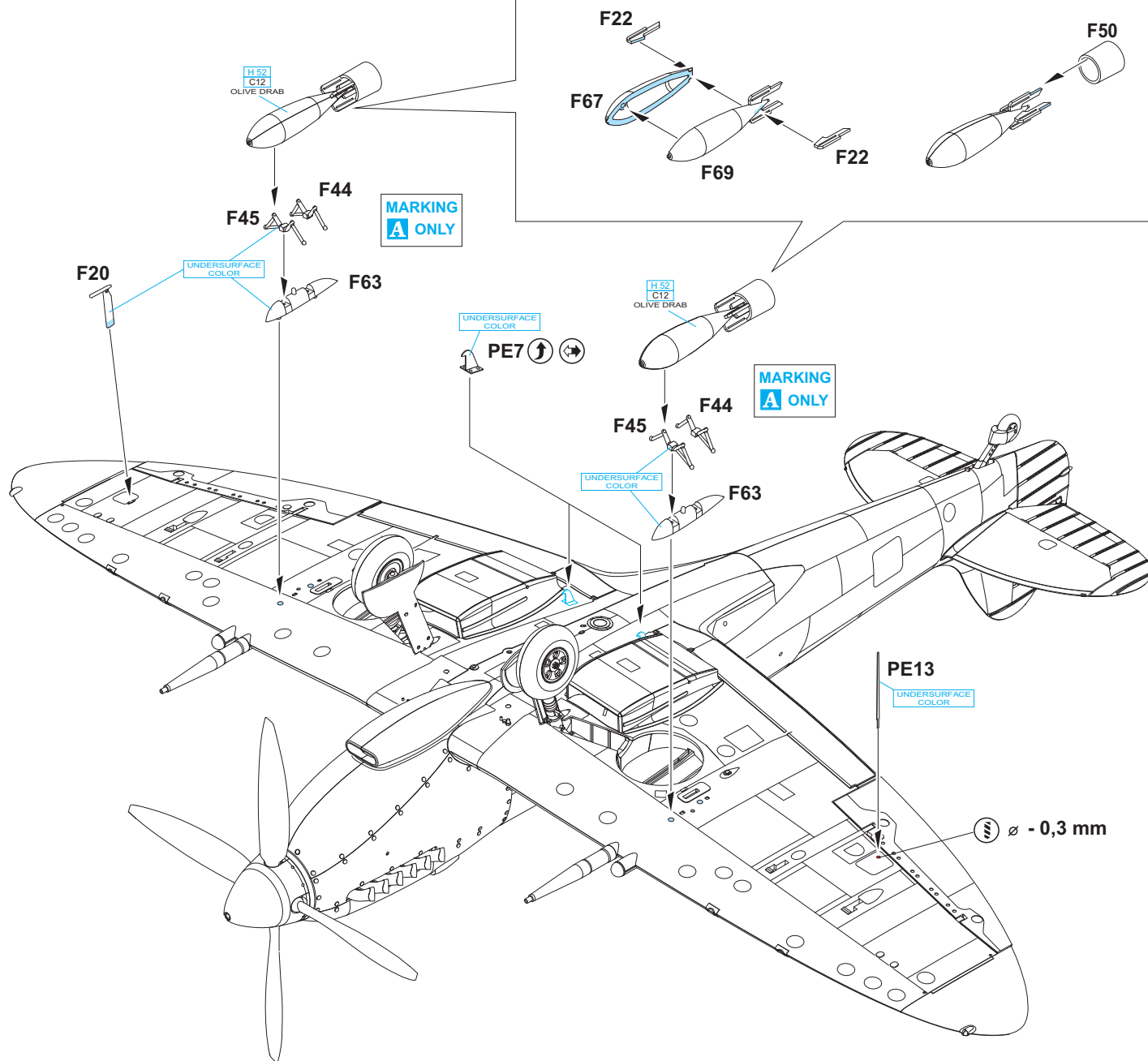
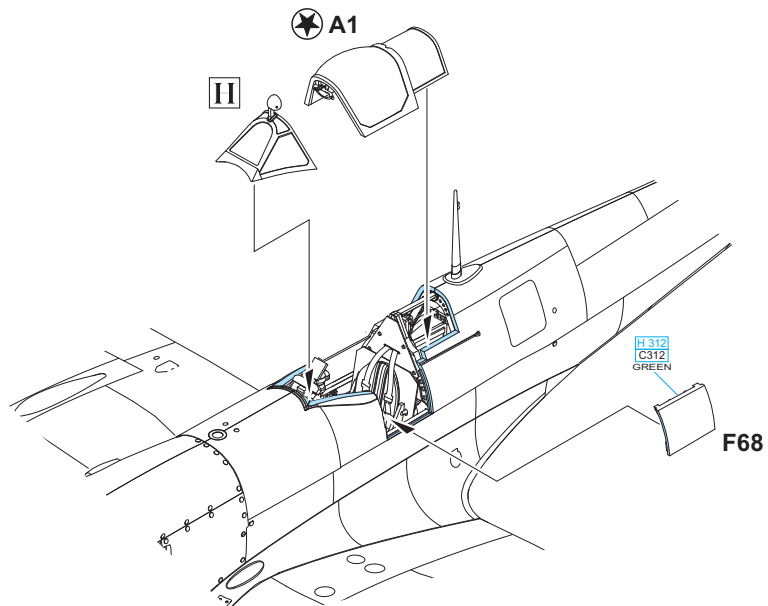


F





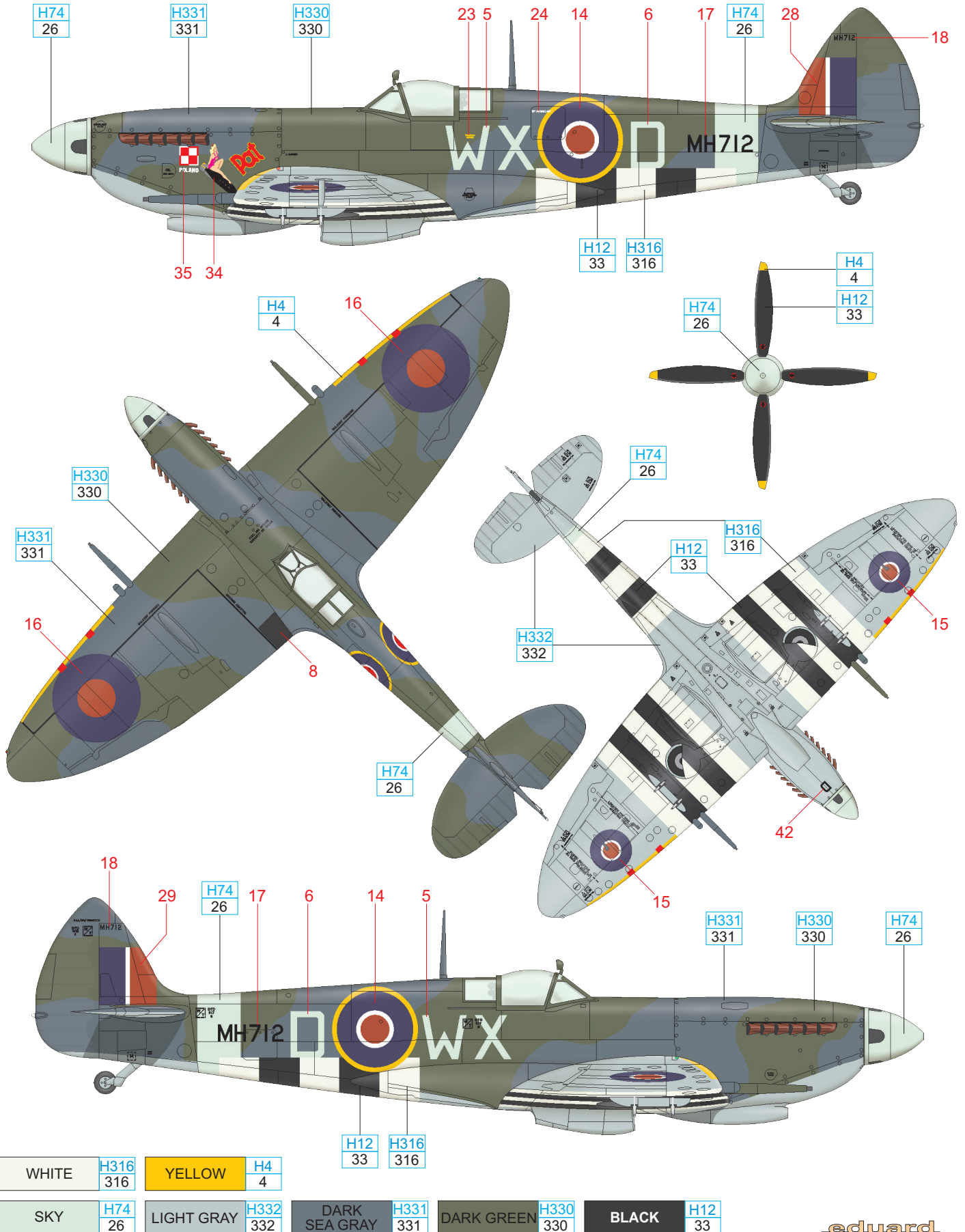




A Spitfire LFMk.IXc, MH712, flown by W/O Henryk Dygala, No. 302 Squadron, Summer / Autumn, 1944

Polish No. 302 Squadron was one of the units that participated in the invasion of Normandy in June, 1944, as can be deduced from the D-Day stripes painted on the lower sides of fuselage and wings. This aircraft was equipped with wing racks for 250lb bombs. The pointed rudder was freshly painted and so accordingly, the colours appeared darker than the rest of the aircraft. Nose art was not particularly common within the RAF, so the girl sitting on the bomb is a nice exception. Note the Polish stencil right of the cockpit door 'Wycierac obuwie' ('wipe your shoes').

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/8281



WHITE	H316 316	YELLOW	H4 4
-------	-------------	--------	---------

SKY	H74 26	LIGHT GRAY	H332 332
-----	-----------	------------	-------------

DARK SEA GRAY	H331 331
---------------	-------------

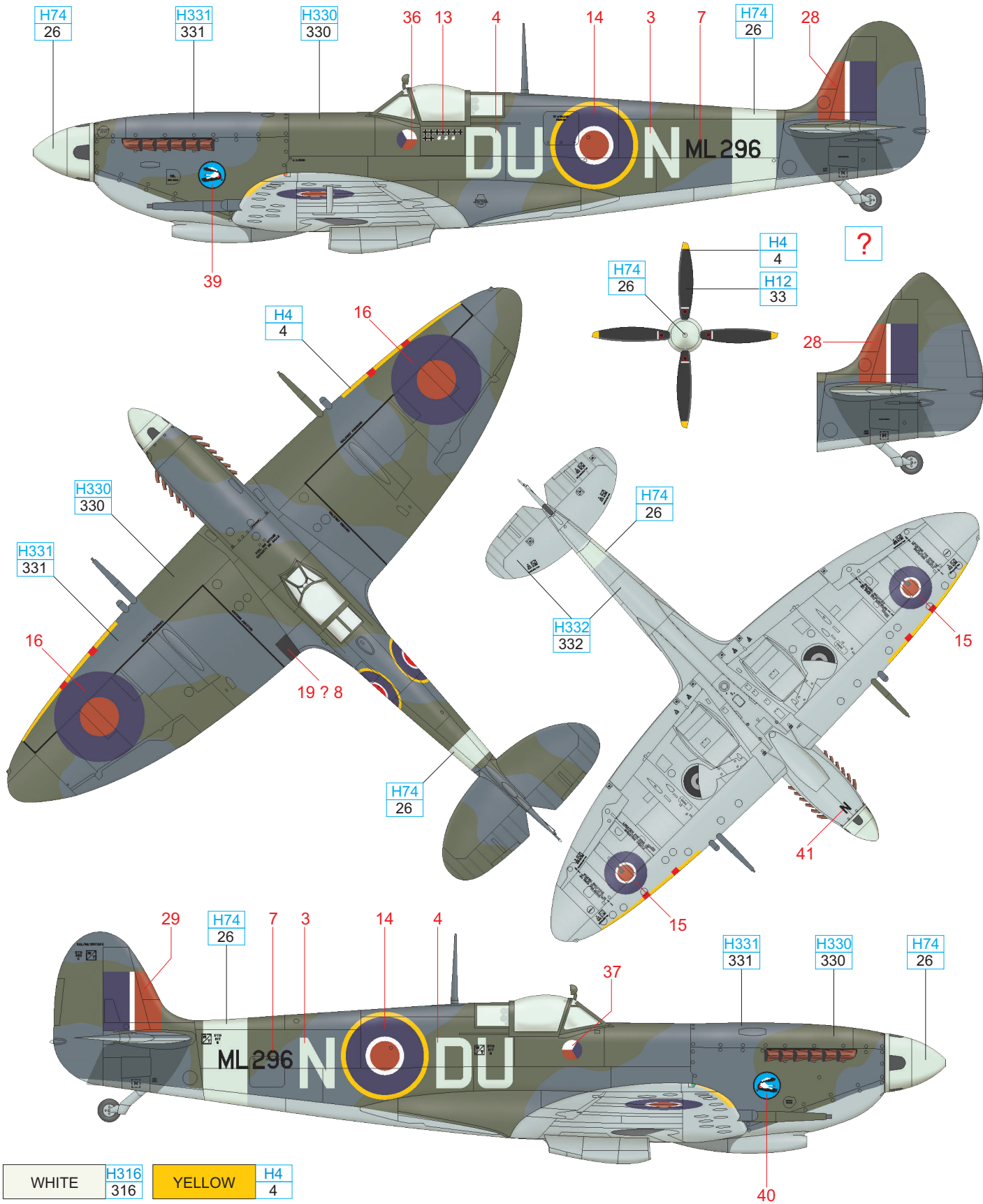
DARK GREEN	H330 330
------------	-------------

BLACK	H12 33
-------	-----------

B Spitfire HFMk.IXc, MJ296, flown by F/Lt Otto Smik, No. 312 Squadron, North Weald AB, Late August, 1944

This Spitfire was flown by the CO of B Flight, No. 312 (Czechoslovak) Squadron, F/Lt Otto Smik. His personal score is depicted on the cockpit door, and Smik was credited with 8 ½ confirmed kills and three V-1s destroyed by this time. Smik flew this aircraft in July and August in strafing missions over occupied Europe till September 3. He was downed by AA fire during an attack on Gilze-Rijen Air Base. He managed to survive and with the help of the Dutch resistance, he returned to Great Britain. Smik, a Slovak Jew born in Georgia, met his fate on November 28, 1944, being killed in an attack on the Zwolle railway station. The camouflage and marking of this Spitfire is typical for No. 312 Squadron. The unit badge is painted on both sides of the engine cowling, and the Czechoslovak national insignia under the canopy. Vintage photos do not show the rudder. MJ296 could have had both the rounded or pointed types.

ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/s/8281

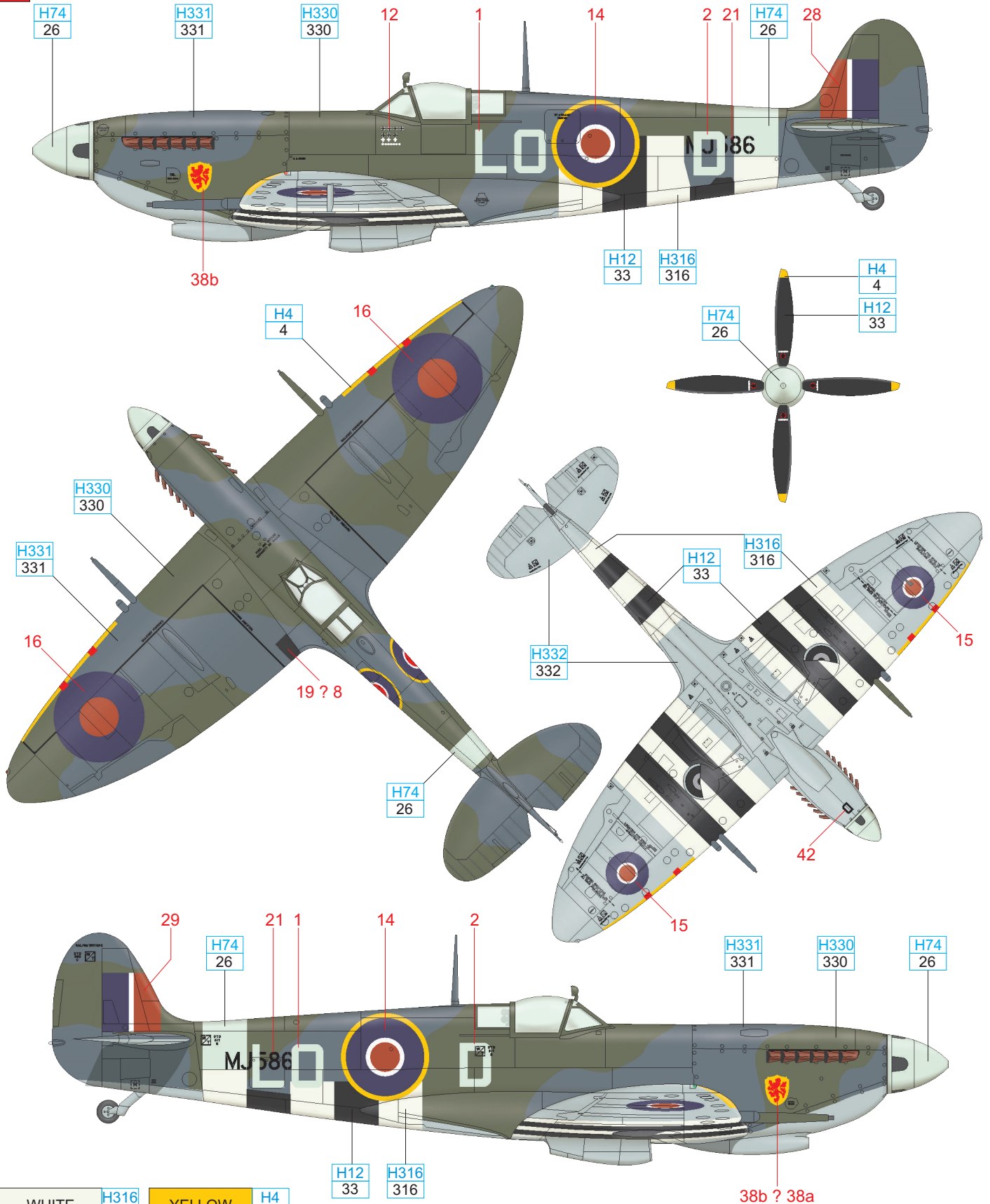


WHITE	H316 316	YELLOW	H4 4
SKY	H74 26	LIGHT GRAY	H332 332
		DARK SEA GRAY	H331 331
		DARK GREEN	H330 330
		BLACK	H12 33

C Spitfire LFMk.IXc, MJ586, flown by Pierre Clostermann, No. 602 Squadron, Longues sur Mer airfield, July 7, 1944

Pierre Clostermann, a French fighter ace, became known worldwide thanks to his book 'The Big Show'. One of the aircraft he flew during his military career was Spitfire MJ586. Clostermann's score is painted on the fuselage below the canopy. It consists of seven confirmed, three probable and seven damaged enemy aircraft. French sources credit Closterman with 20 kills. The total tally for Clostermann have been a topic of debate. Post war French confirmed numbers are inconsistent with those of wartime documentation in British archives, thanks mainly due to different practises between the two air forces. At the end of WWII, Clostermann flew Tempests with No. 3 Squadron RAF. Note the squadron badge on both sides of the engine cowling.

ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/s/8281



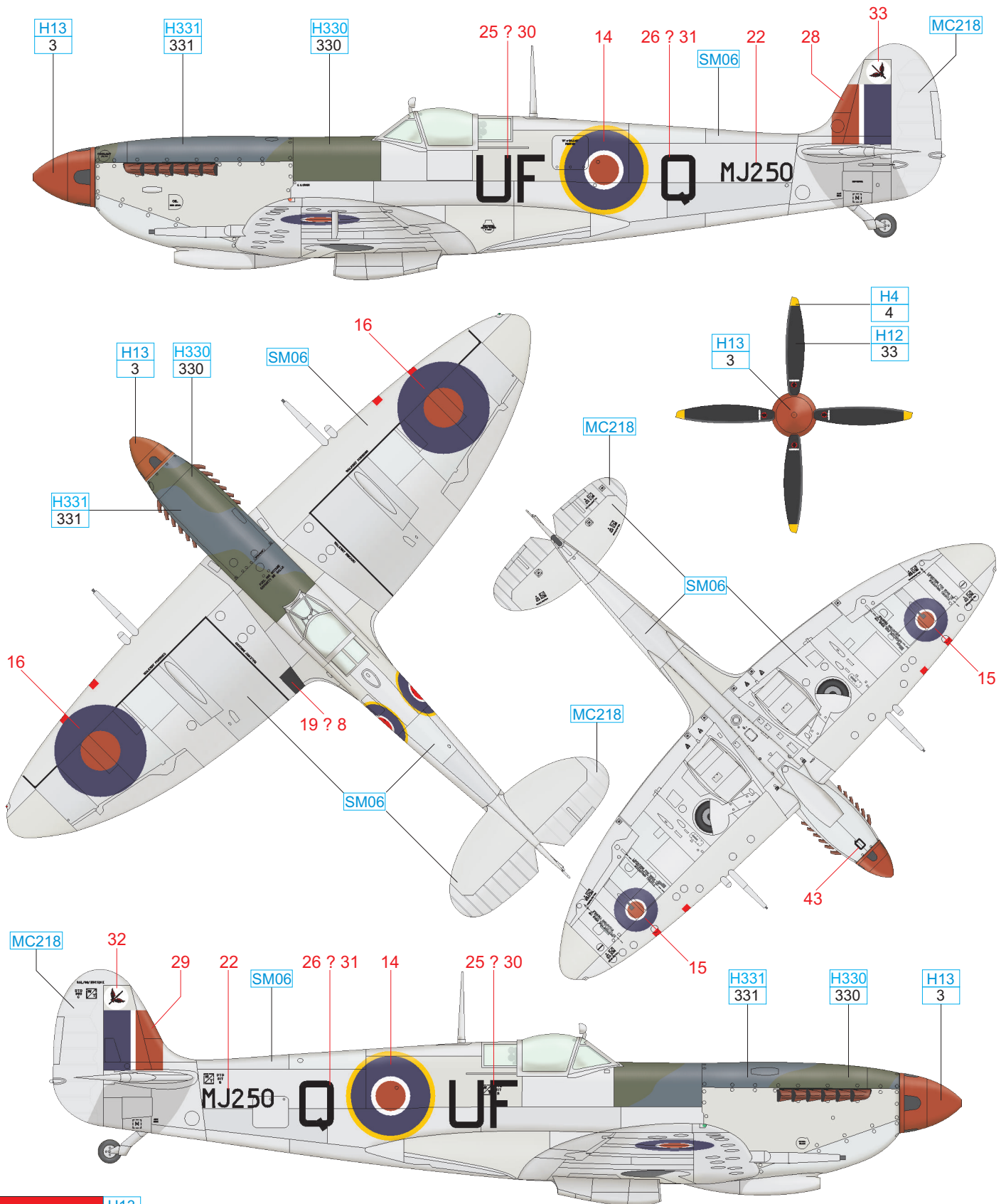
WHITE	H316 316	YELLOW	H4 4
SKY	H74 26	LIGHT GRAY	H332 332
	H12 33	DARK SEA GRAY	H331 331
	H316 316	DARK GREEN	H330 330
		BLACK	H12 33

38b ? 38a

D Spitfire LFMk.IXc, MJ250, No. 601 Squadron, Italy, Summer, 1944

MJ250 was flown by No. 601 "County of London" Squadron from July 1944. The unit was operating from the airfields at Perugia, Loreto and Fano at that time. The aircraft was used primarily for dive-bombing operations. MJ250 survived the war but was then scrapped. MJ250 was regularly flown by F/O Desmond Ibbotson, DFC & Bar. This fighter ace is credited with 11 confirmed and four probable kills with five damaged aircraft. He died on November 19, 1944 at the controls of Spitfire MH614. The camouflage colors were stripped down except for the upper engine and fuel tank cowling. These parts seem to be camouflaged, probably taken from another aircraft. Note the unit badge on the fin tip.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/8281



RED H13
3

CHROME SILVER SM06

ALUMINIUM MC218

DARK SEA GRAY H331
331

DARK GREEN H330
330

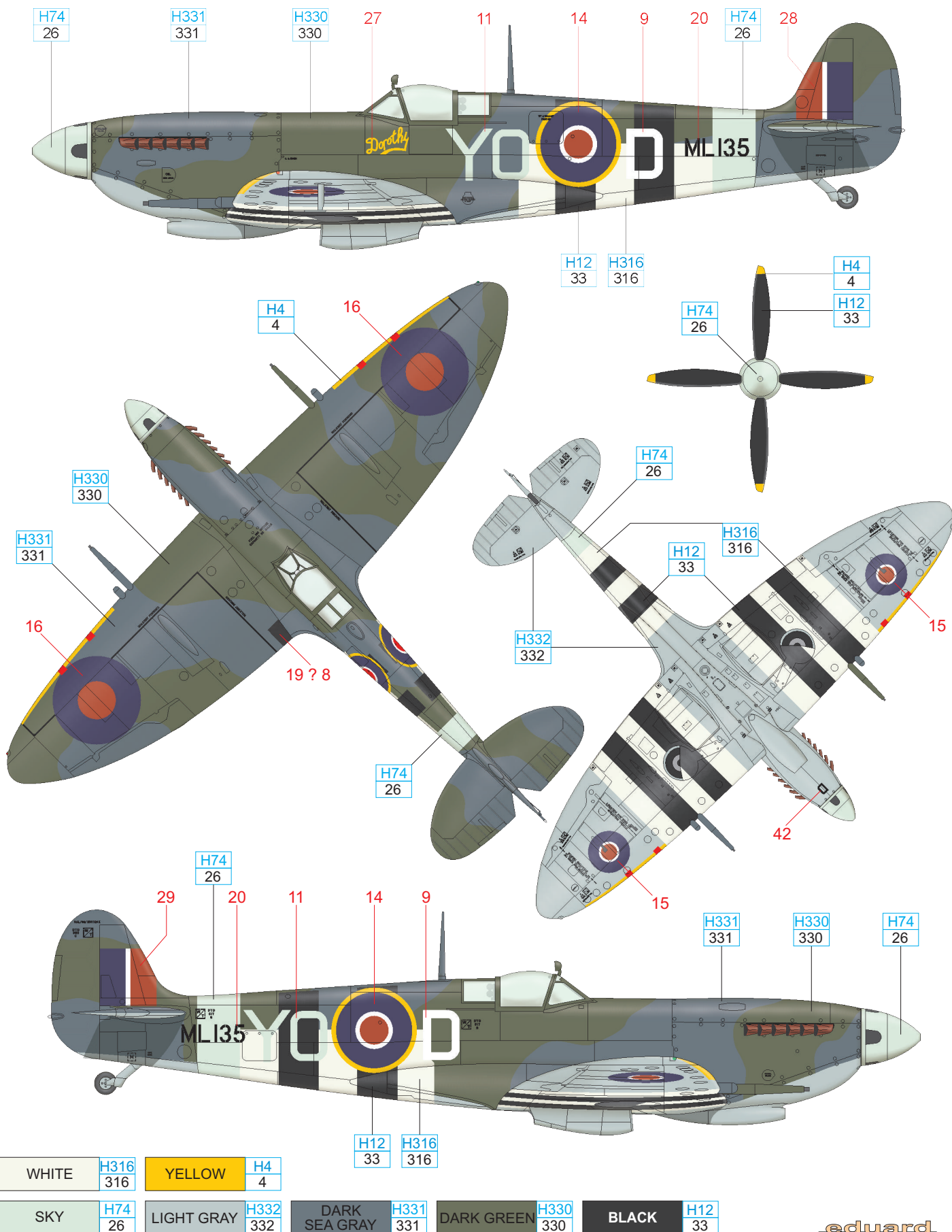
BLACK H12
33

eduard

F Spitfire LFMk.IXc, ML135, flown by Jerry Billing, No. 401 Squadron, France, July 1, 1944

Jerry Billing was shot down at the controls of ML135 on July 1, 1944 and crash landed 7 miles south of Carentan, France. The D-Day stripes were left on the undersides only and the female name 'Dorothy' appeared under the windscreen.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/8281



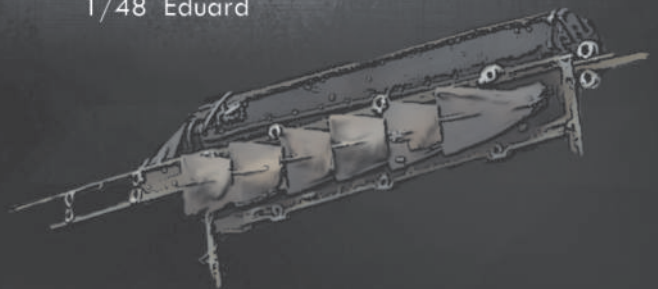
EXTRAS...

eduard
BRASSIN

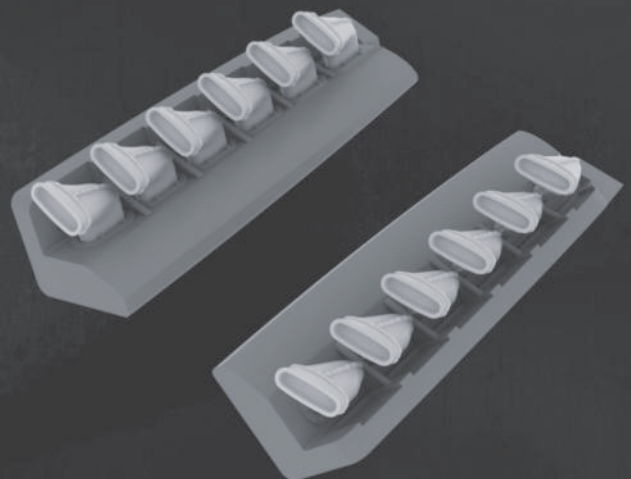


648100
Spitfire Mk.IX cockpit
1/48 Eduard

648099
**Spitfire exhaust
stacks fishtail**
1/48 Eduard

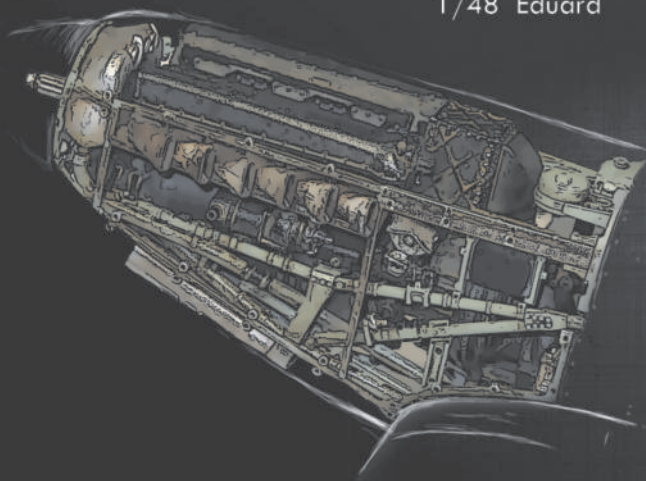


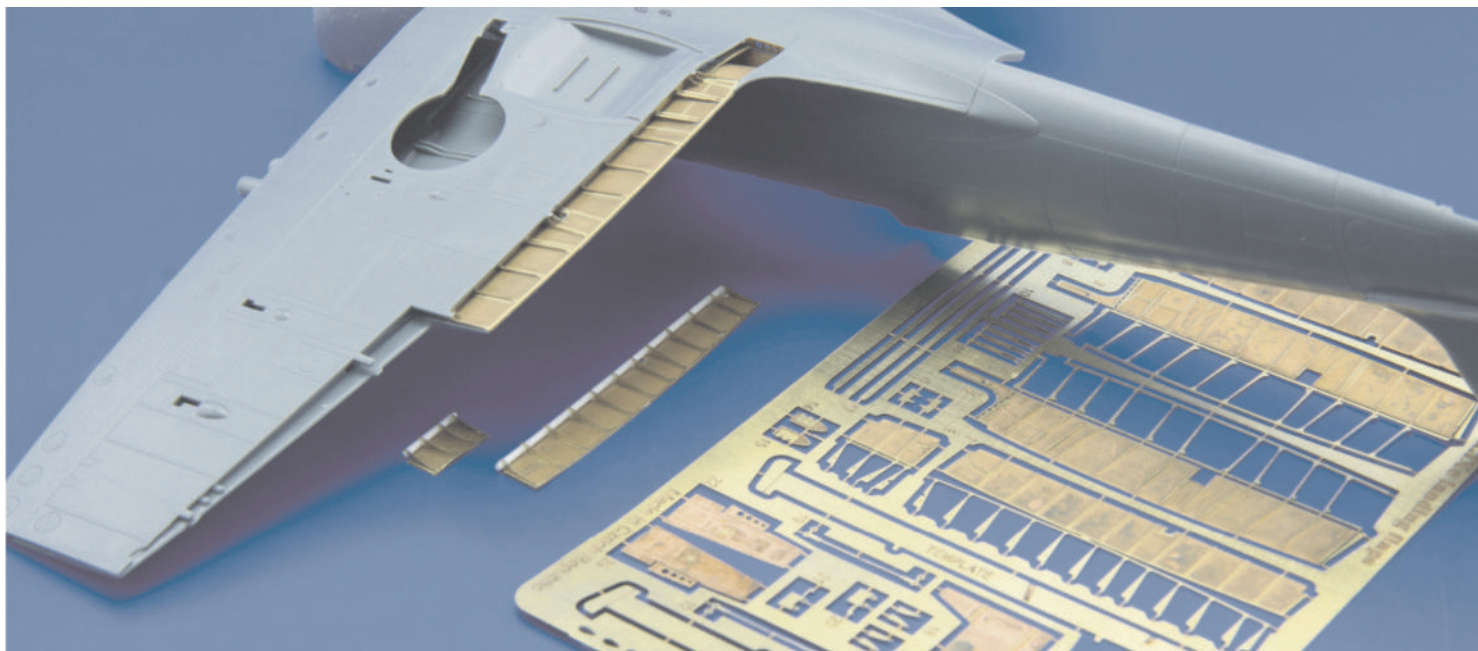
648098
**Spitfire wheels
- 5 spoke**
1/48 Eduard



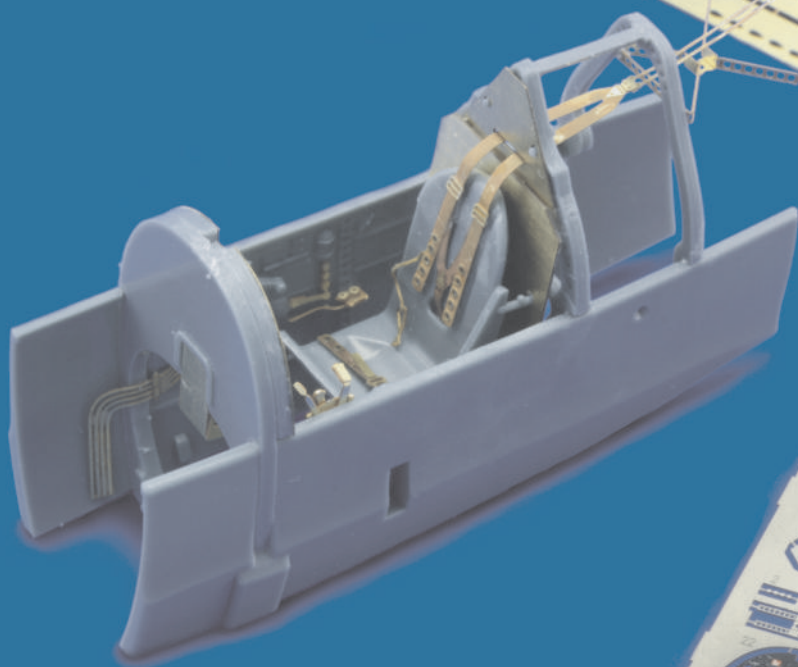
648113
Spitfire Mk.IX gun bay
1/48 Eduard

648112
Spitfire Mk.IX engine
1/48 Eduard



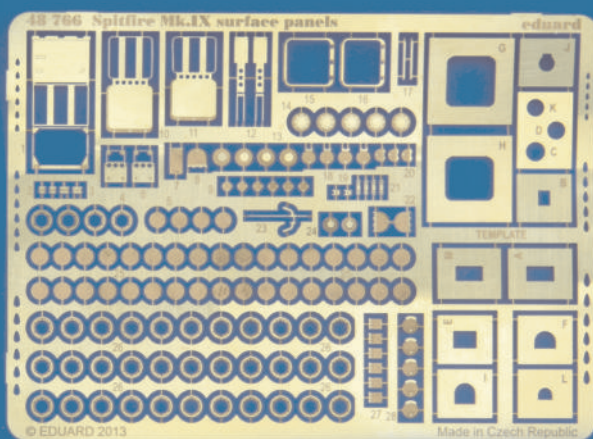
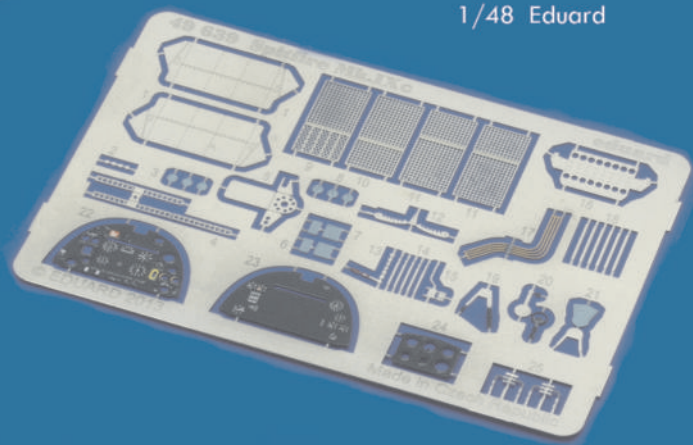


48765
**Spitfire Mk.IXc
 landing flaps**
 1/48 Eduard



48766
**Spitfire Mk.IX
 surface panels**
 1/48 Eduard

49639
Spitfire Mk.IXc
 1/48 Eduard



D48015
Spitfire stencils
 1/48

49062
**Seatbelts RAF
 WWII FABRIC**
 1/48