



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 cannons or two 20mm cannons 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 Spitfiru Mk.V začaly téměř neprodleně. Cvičné souboje plně potvrdily situaci na frontě – šance britské stíhačky přestát 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 Spitfiru Mk.V. Pro tento experiment byly vyčleněny dva draky, AB196 a AB197. Prošly 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 Squadron, objevily v červenci. V porovnání s Mk.V se výkony zřetelně 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 Spitfiru 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.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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 započítím 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. SYMBOLY

* INSTRUKTION SINNBILDEN

* SYMBOLES

* 記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



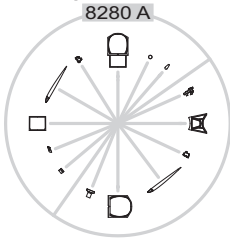
PIÈCES



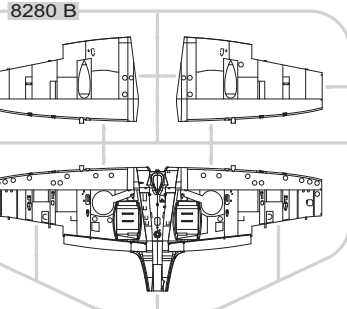
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PLASTIC PARTS

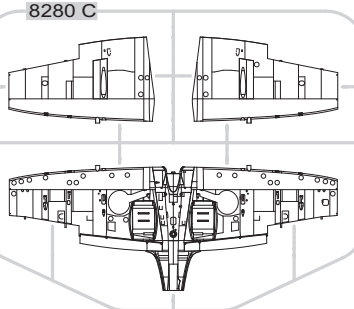
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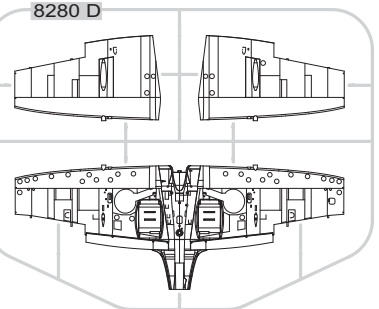
B>



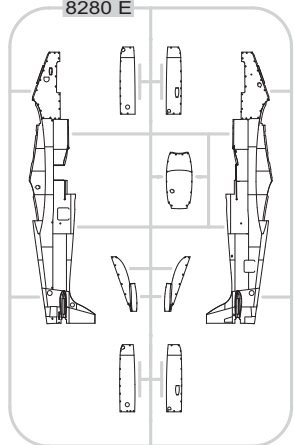
C>



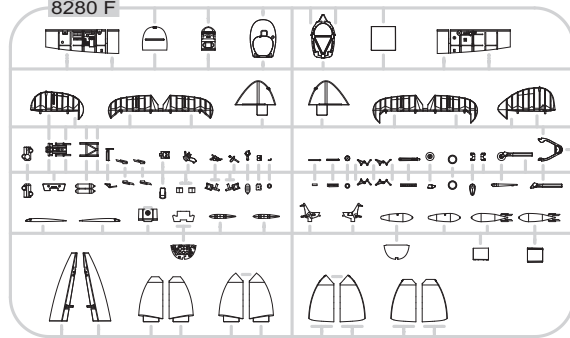
D>



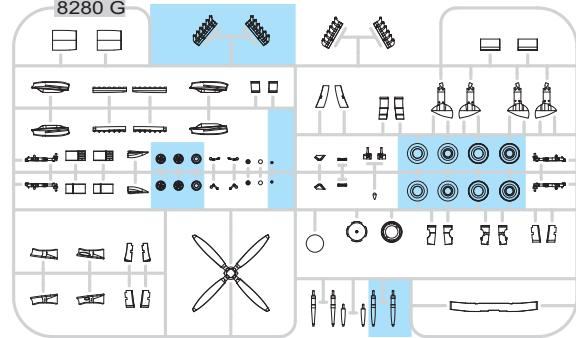
E> 2 pcs.



F> 2 pcs.

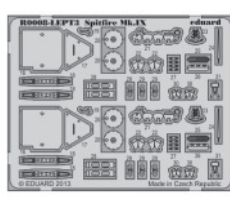
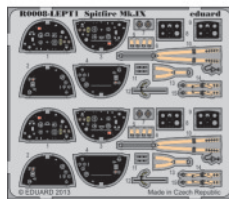


G> 2 pcs.

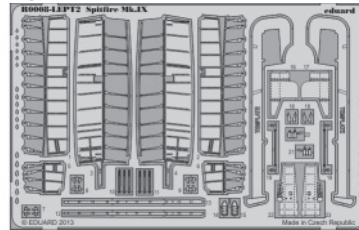
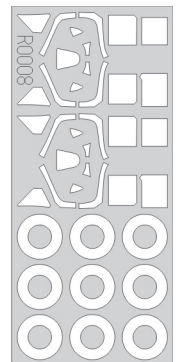


-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

PE - PHOTO ETCHED DETAIL PARTS



2 pcs.

eduard
MASKeduard
BRASSIN

RP - RESIN PARTS

R1



R2



R3



4 pcs.

R40



2 pcs.

R41



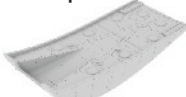
2 pcs.

R42



2 pcs.

R43



2 pcs.

R44



2 pcs.

R45



2 pcs.

COLOURS



BARVY



FARBEN



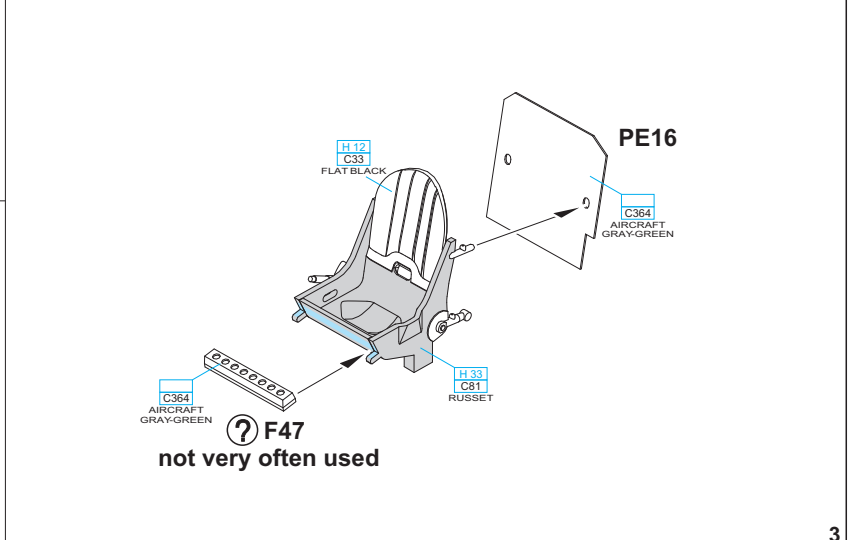
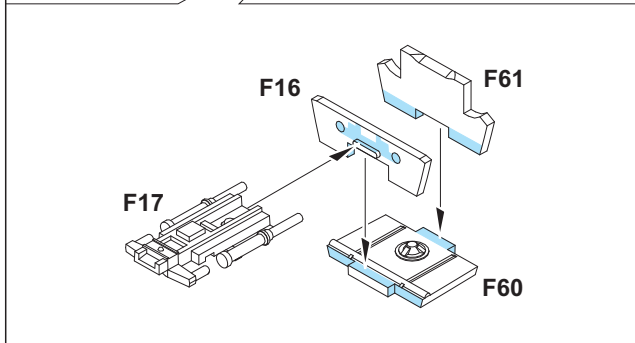
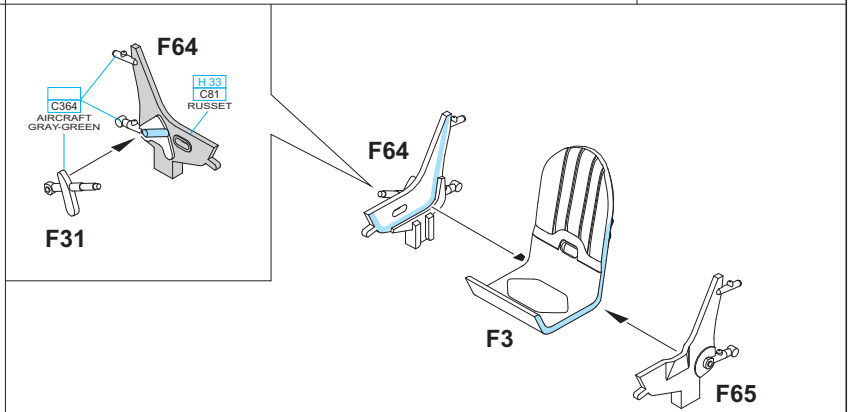
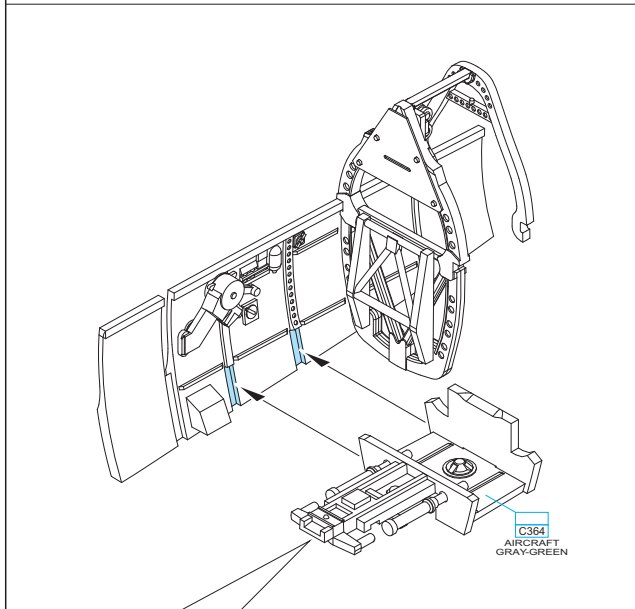
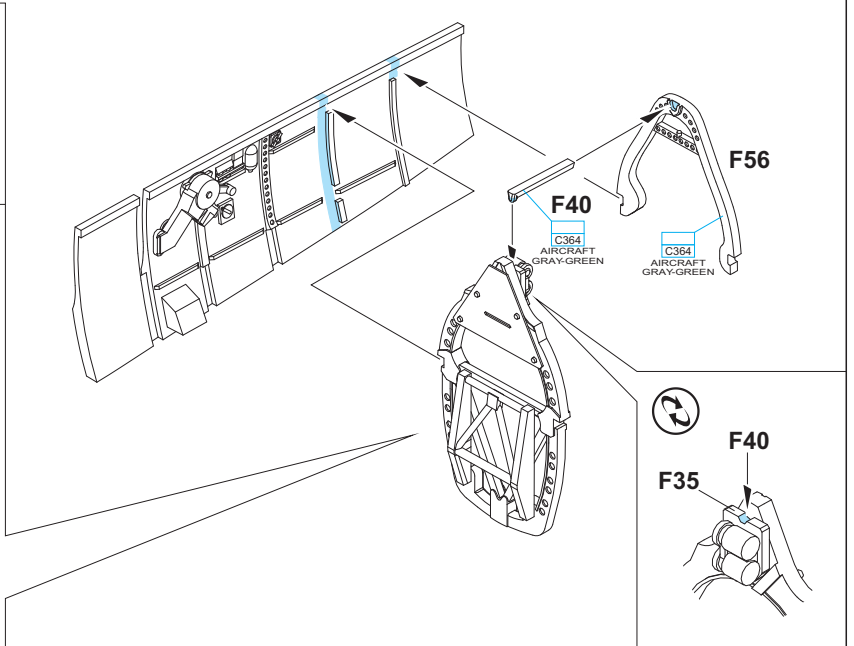
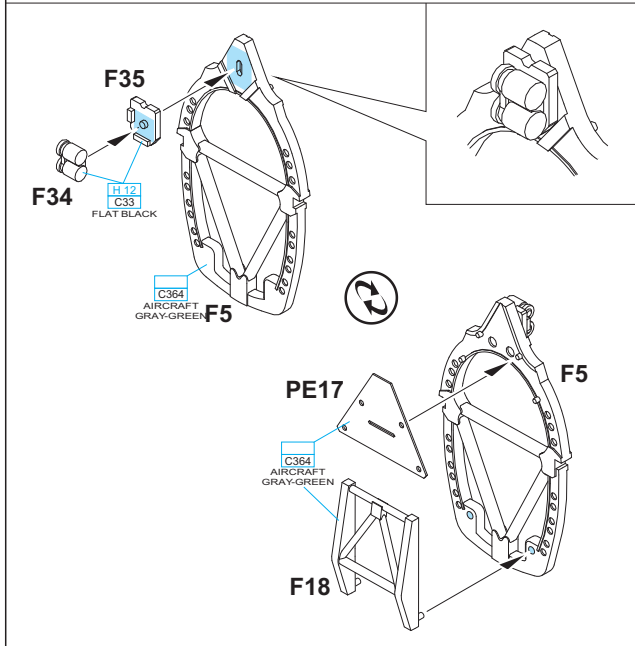
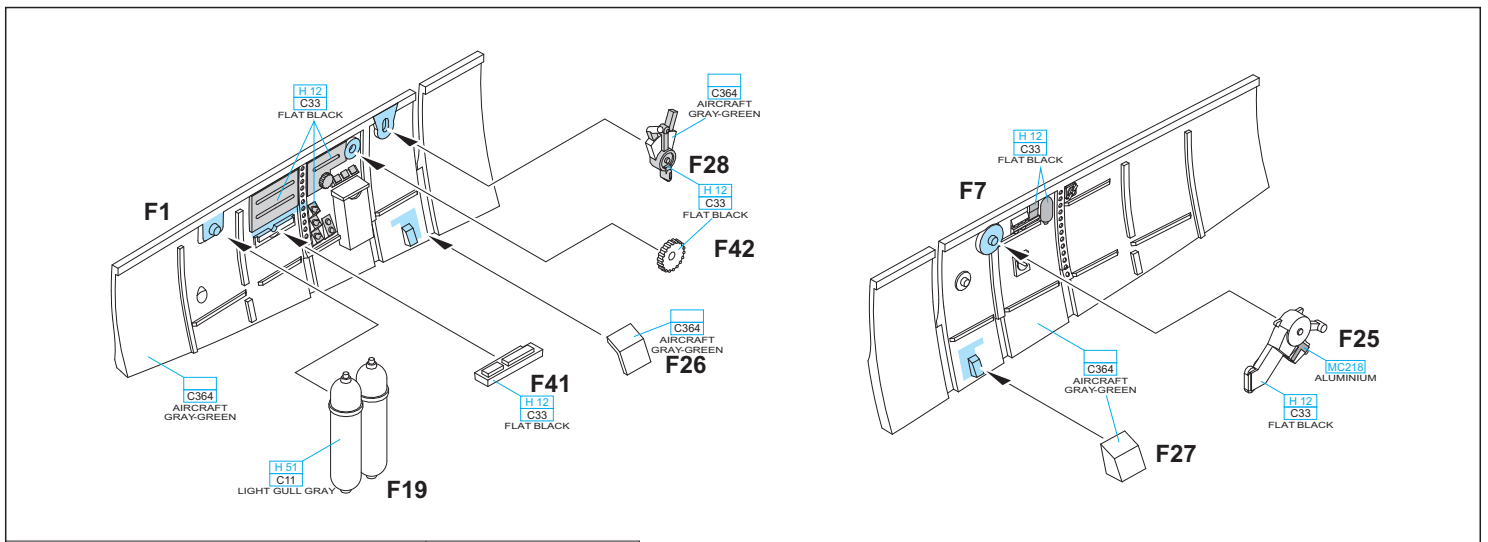
PEINTURE

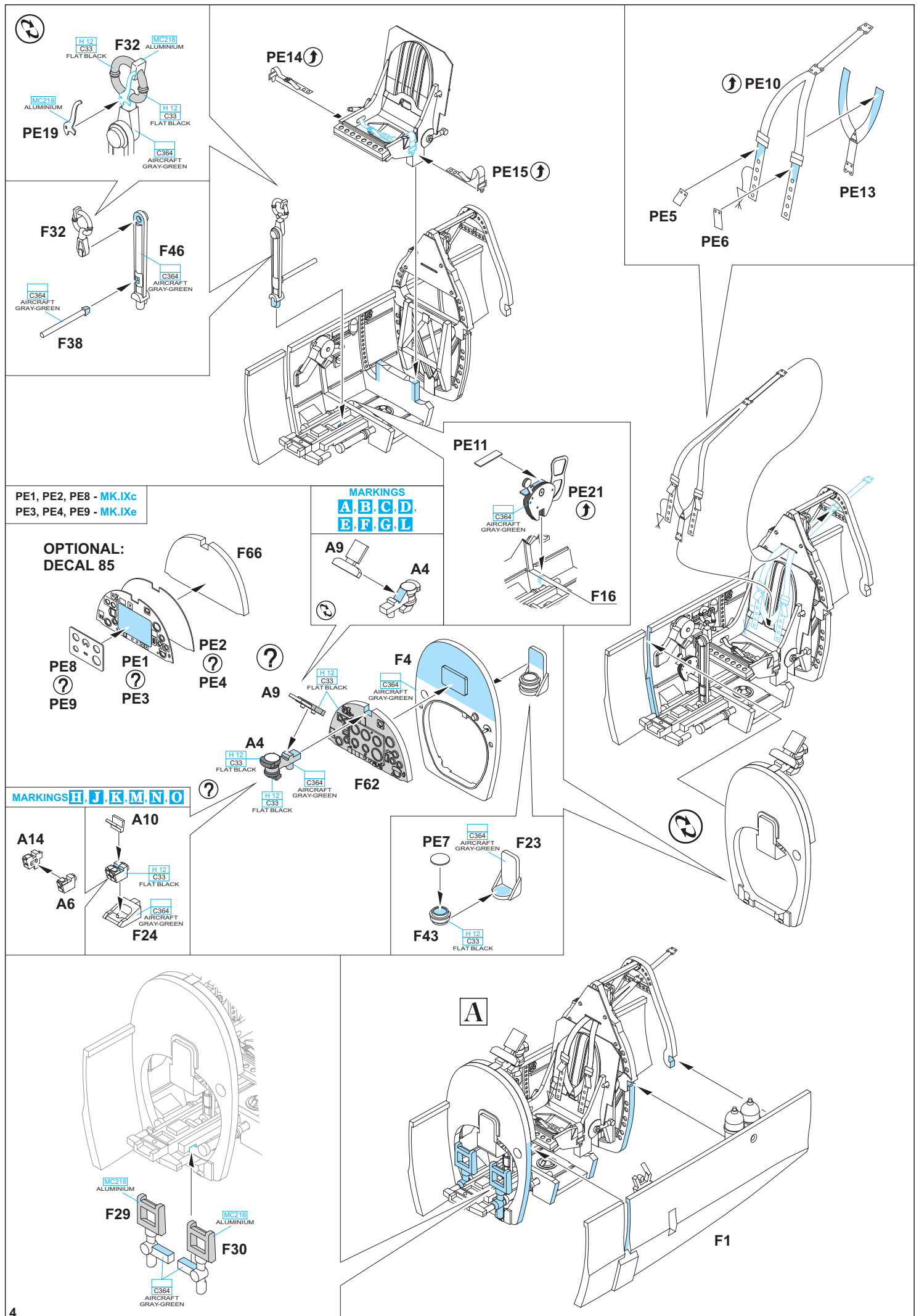


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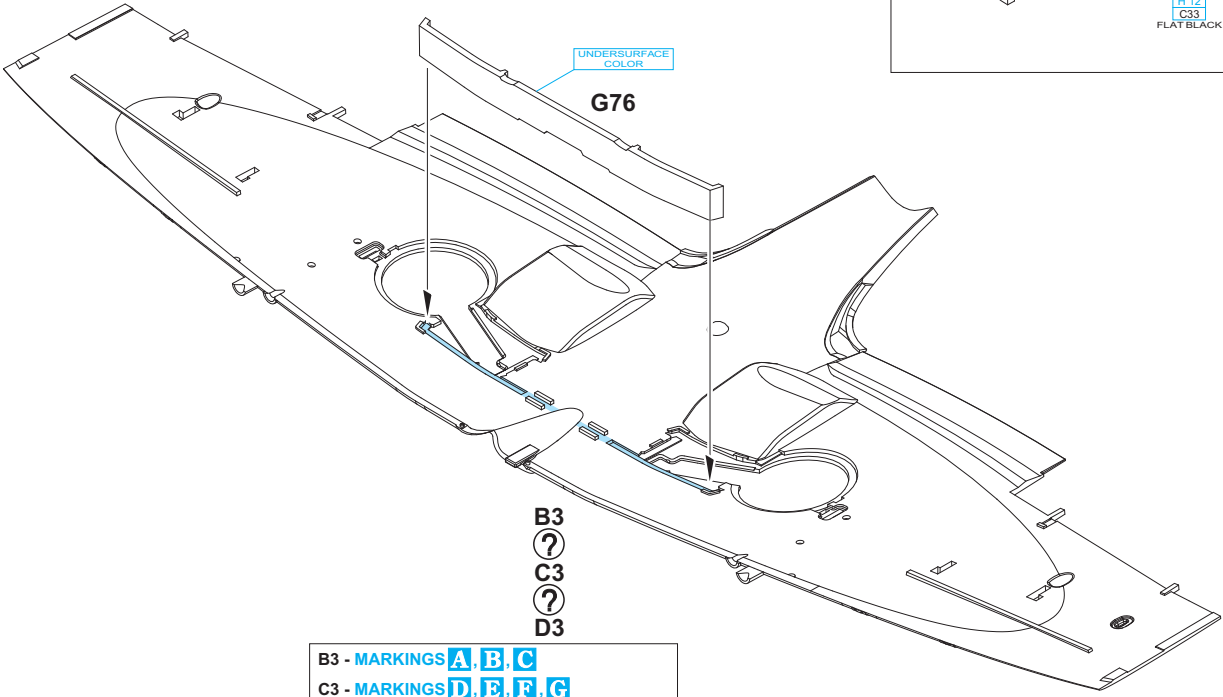
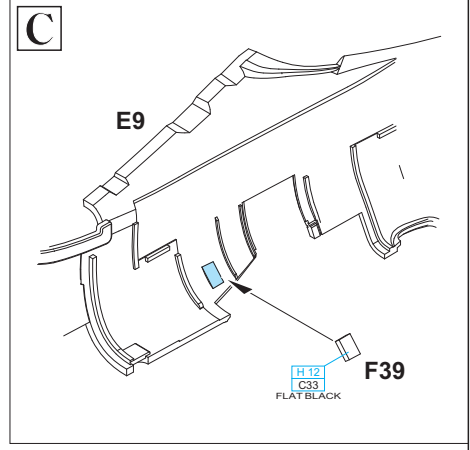
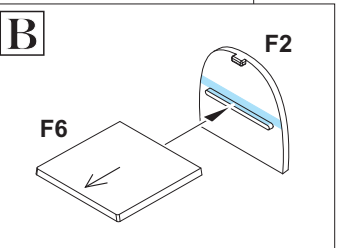
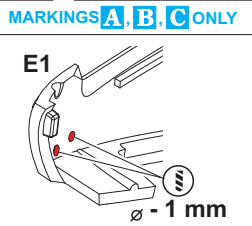
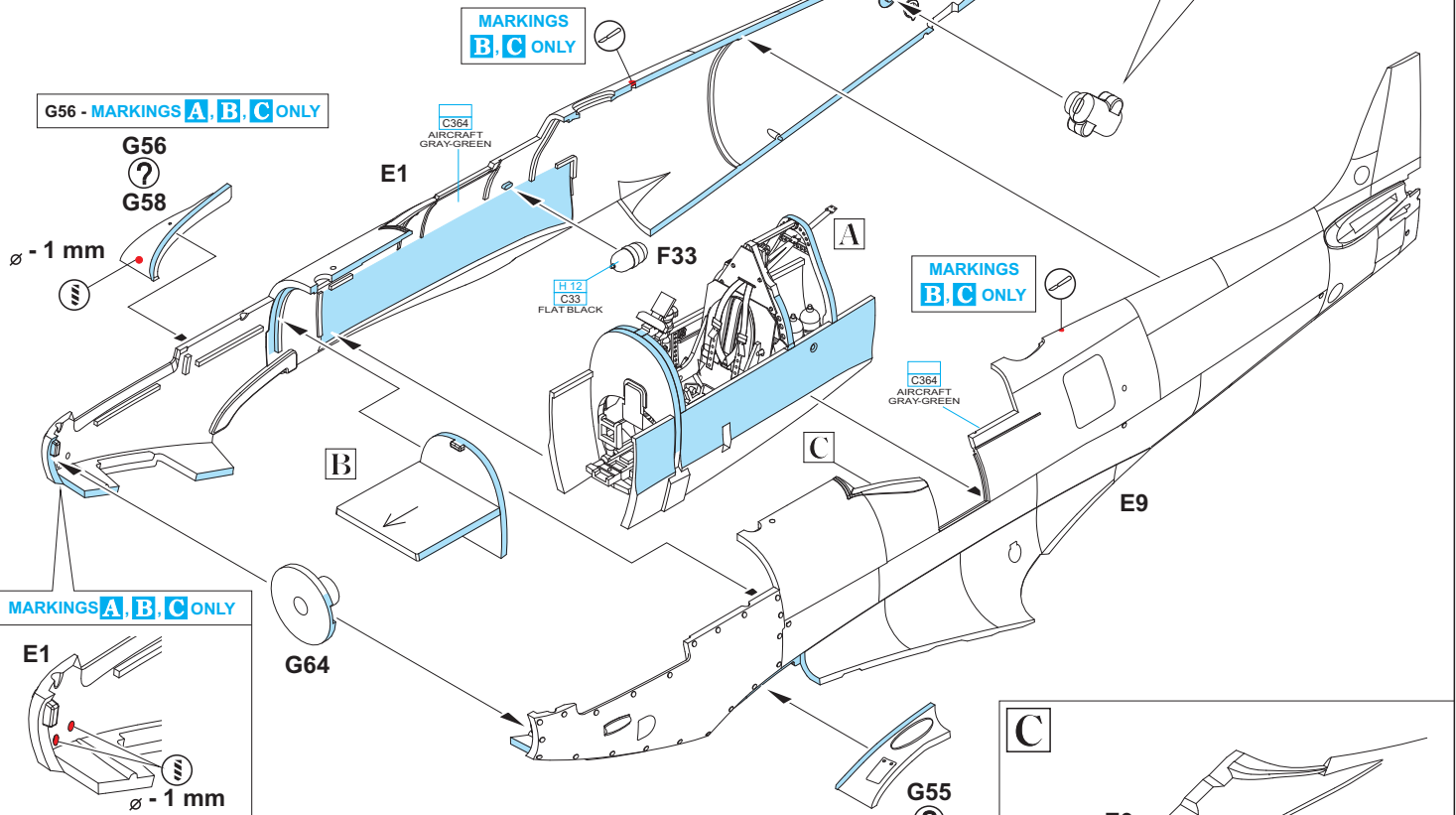
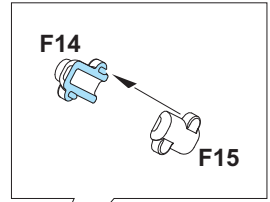
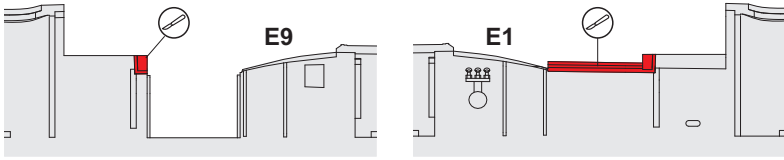
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 4	C4	YELLOW
H 12	C33	FLAT BLACK
H 13	C3	FLAT RED
H 33	C81	RUSSET
H 37	C43	WOOD BROWN
H 51	C11	LIGHT GULL GRAY
H 52	C12	OLIVE DRAB
H 71	C21	MIDDLE STONE
H 72	C369	DARK EARTH
H 77	C137	TIRE BLACK
H 90	C47	CLEAR RED

AQUEOUS	Mr.COLOR	
H 94	C138	CLEAR GREEN
H 94	C138	CLEAR GREEN
H 316	C316	WHITE
	C361	MEDIUM SEA GRAY
	C362	OCEAN GRAY
	C363	DARK GREEN
	C364	AIRCRAFT GRAY-GREEN
	C368	SKY
	C370	AZURE BLUE
Mr.METAL COLOR		
	MC214	DARK IRON
	MC216	ALUMINIUM

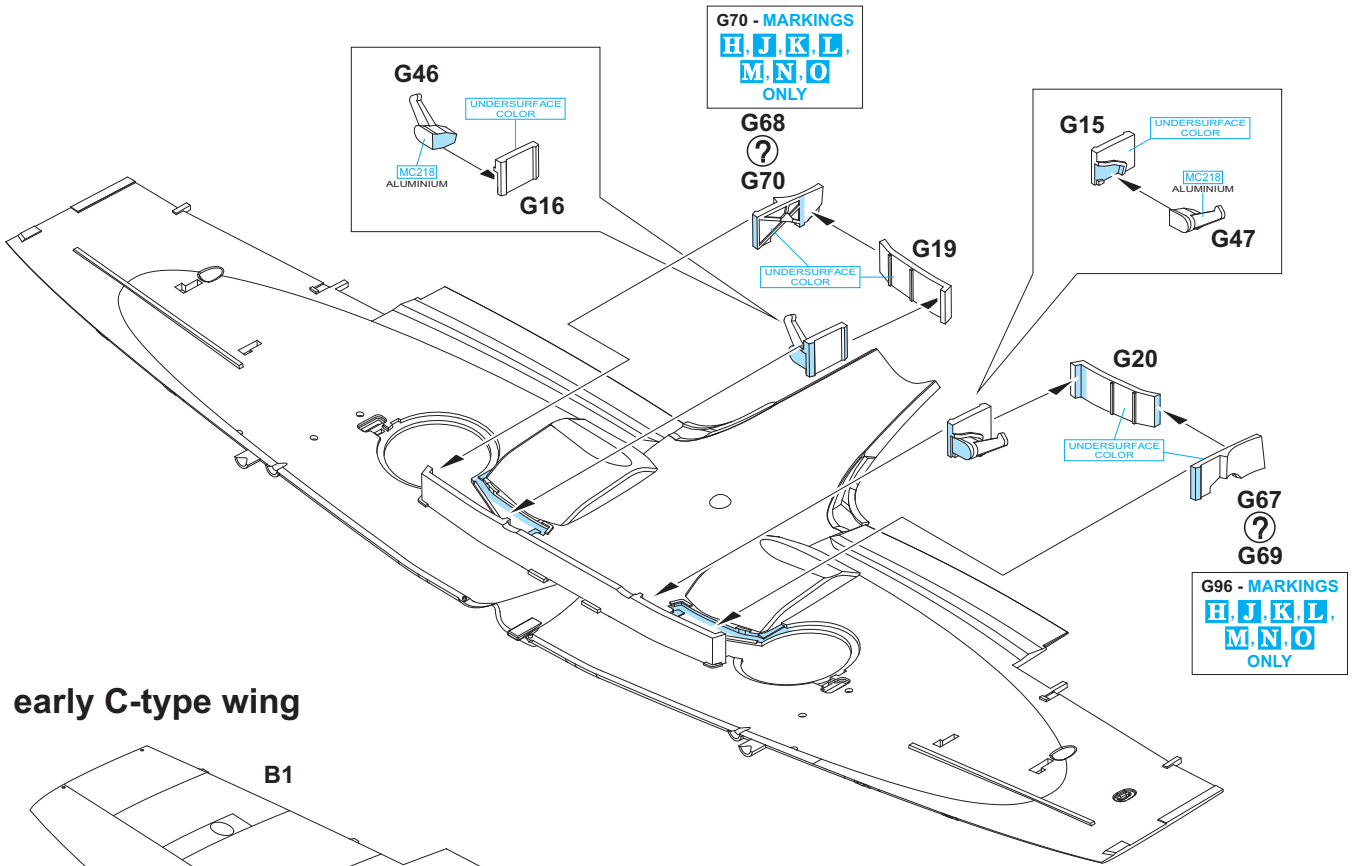




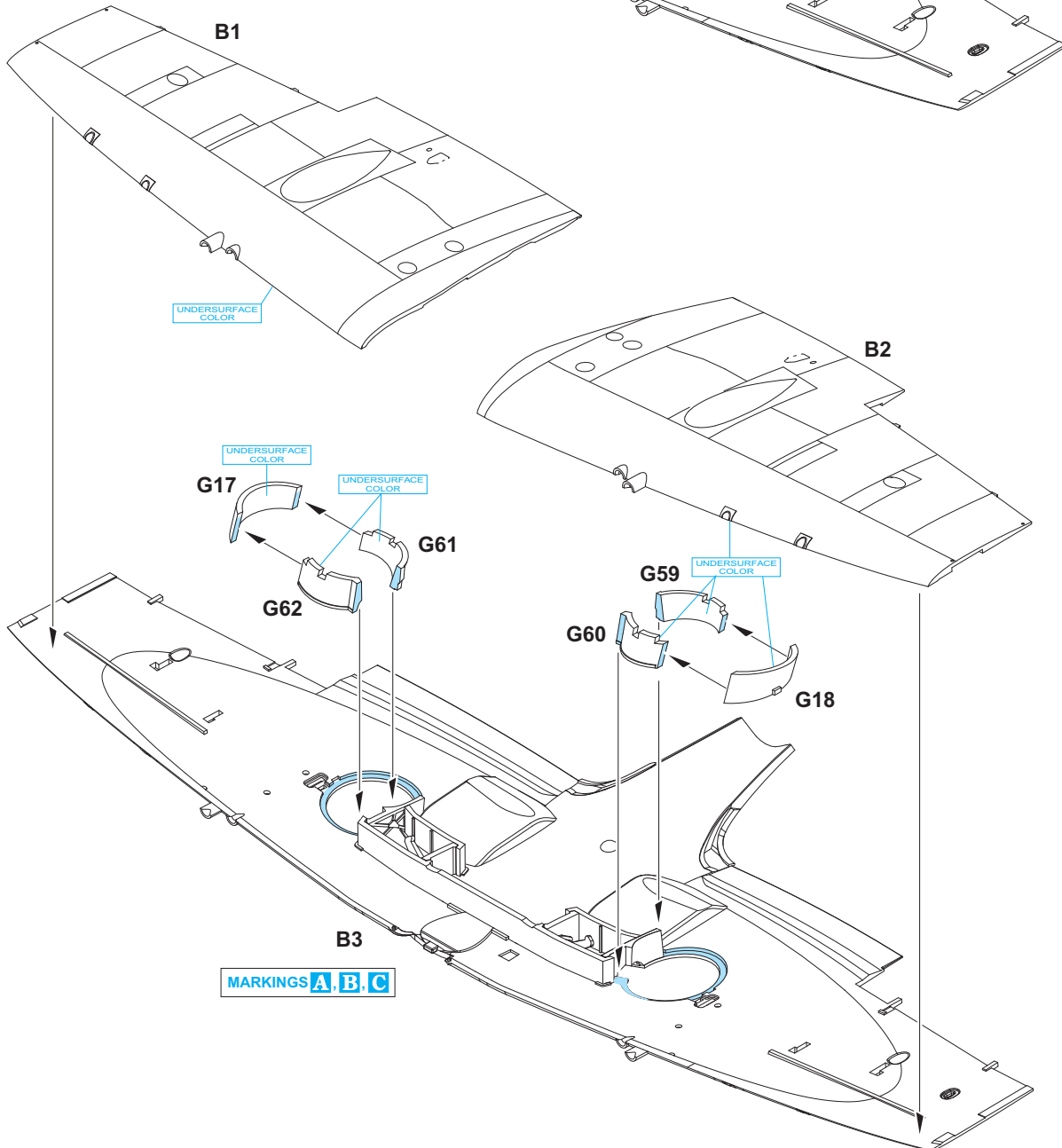
FOR CLOSED CANOPY ONLY



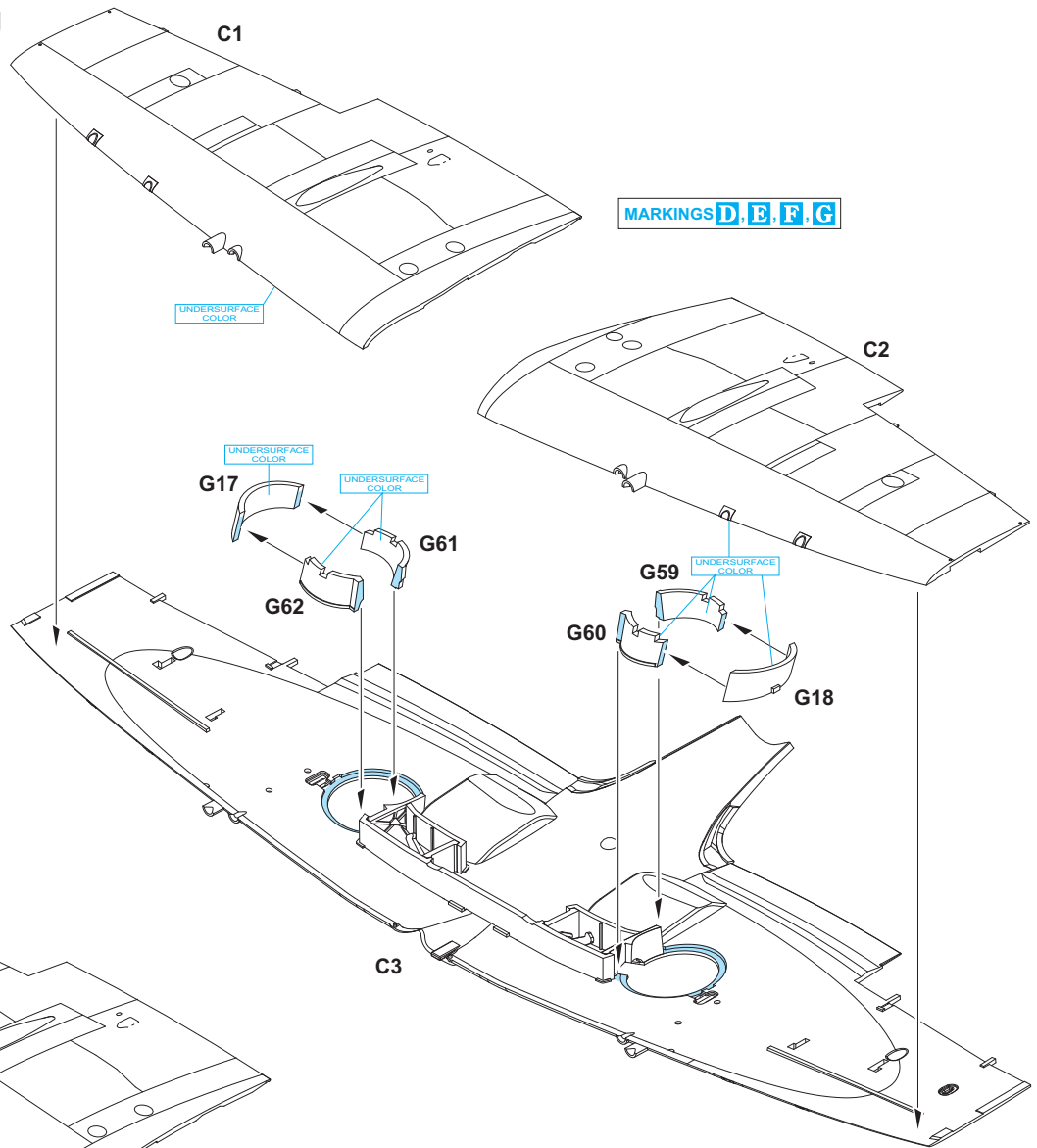
- B3 - MARKINGS A, B, C**
- C3 - MARKINGS D, E, F, G**
- D3 - MARKINGS H, J, K, L, M, N, O**



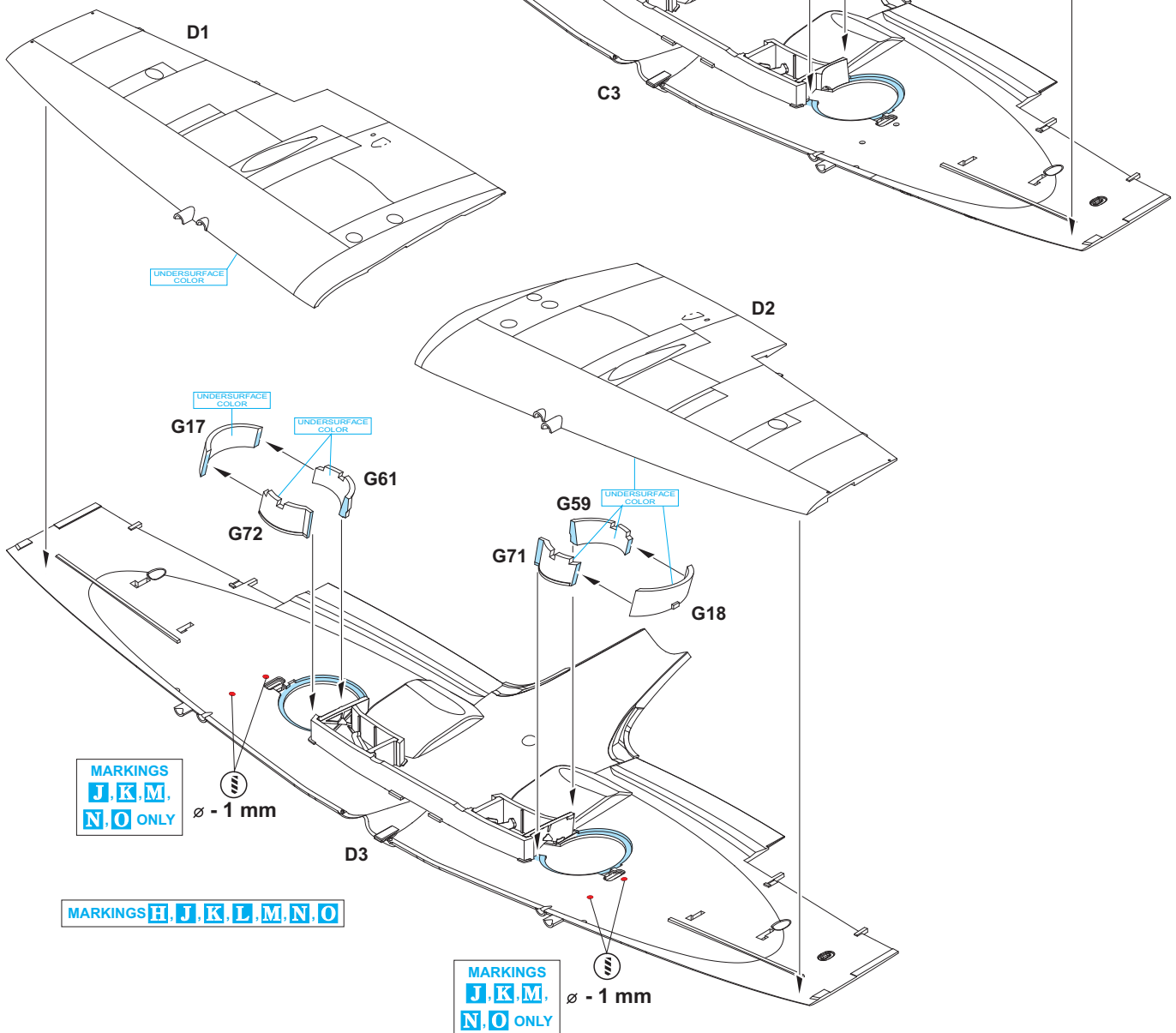
early C-type wing



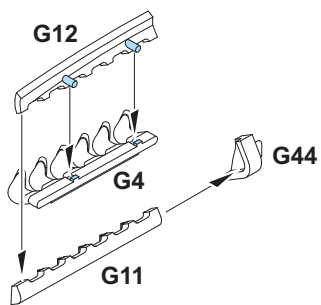
late C-type wing



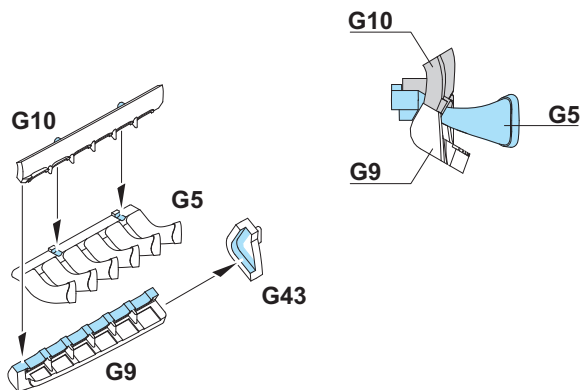
E-type wing



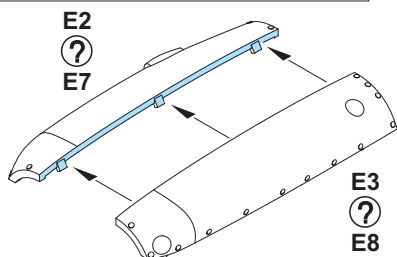
D



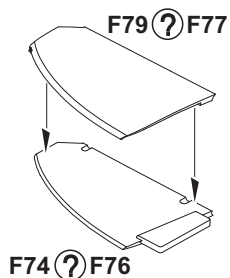
E



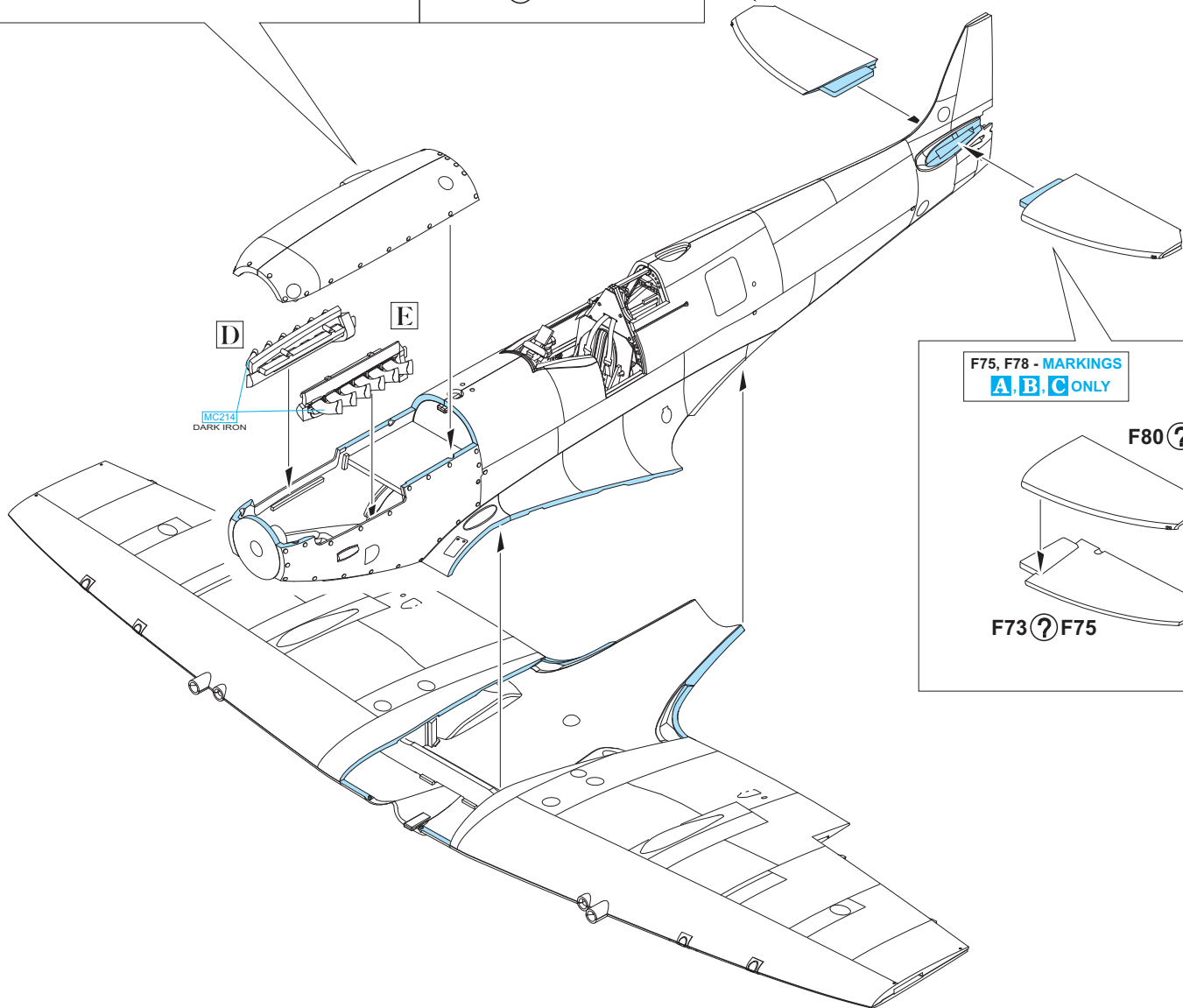
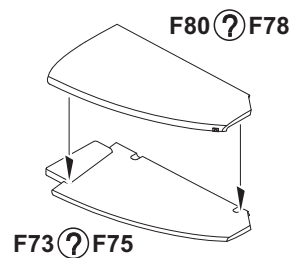
E7, E8 - MARKINGS H, J, L, M ONLY

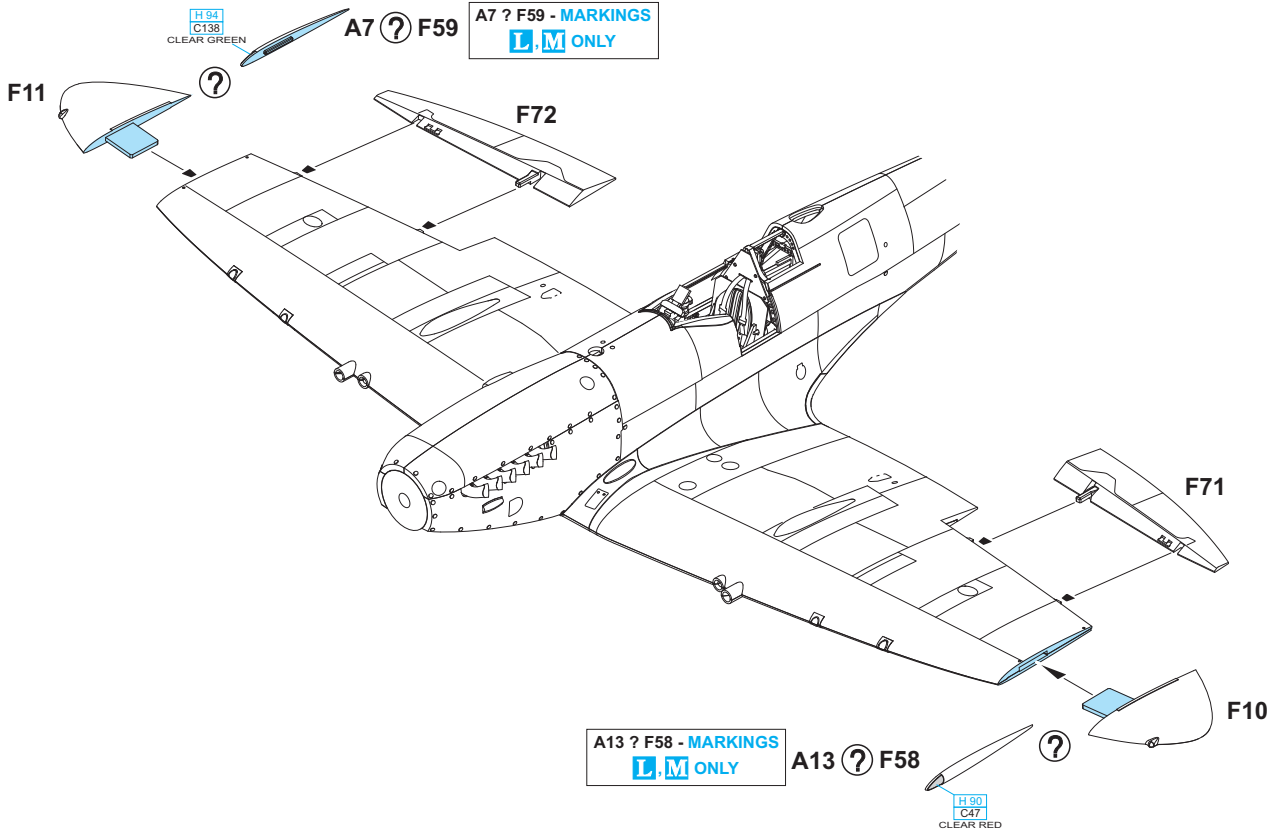


F76, F77 - MARKINGS A, B, C ONLY

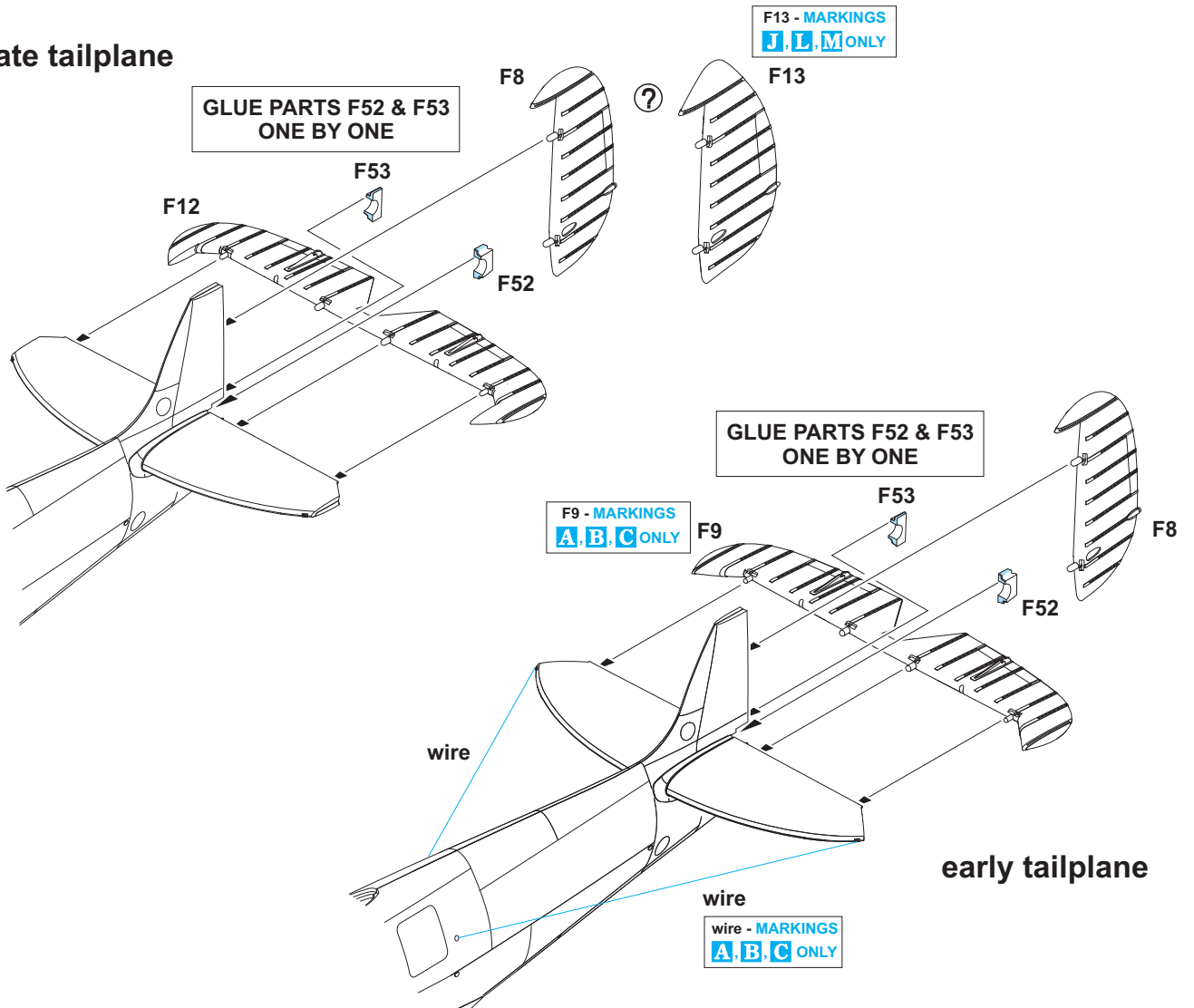


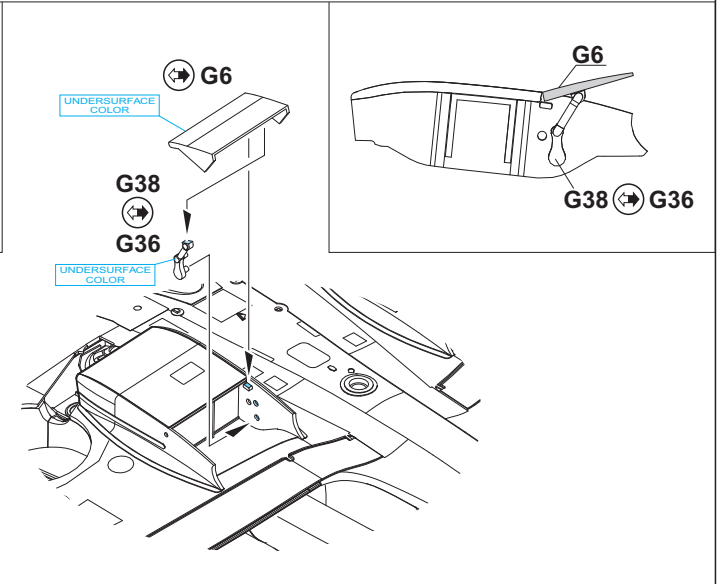
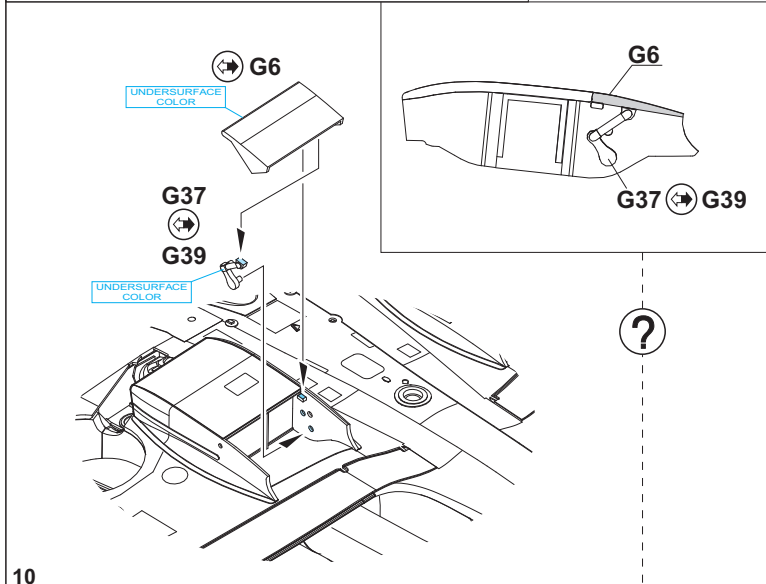
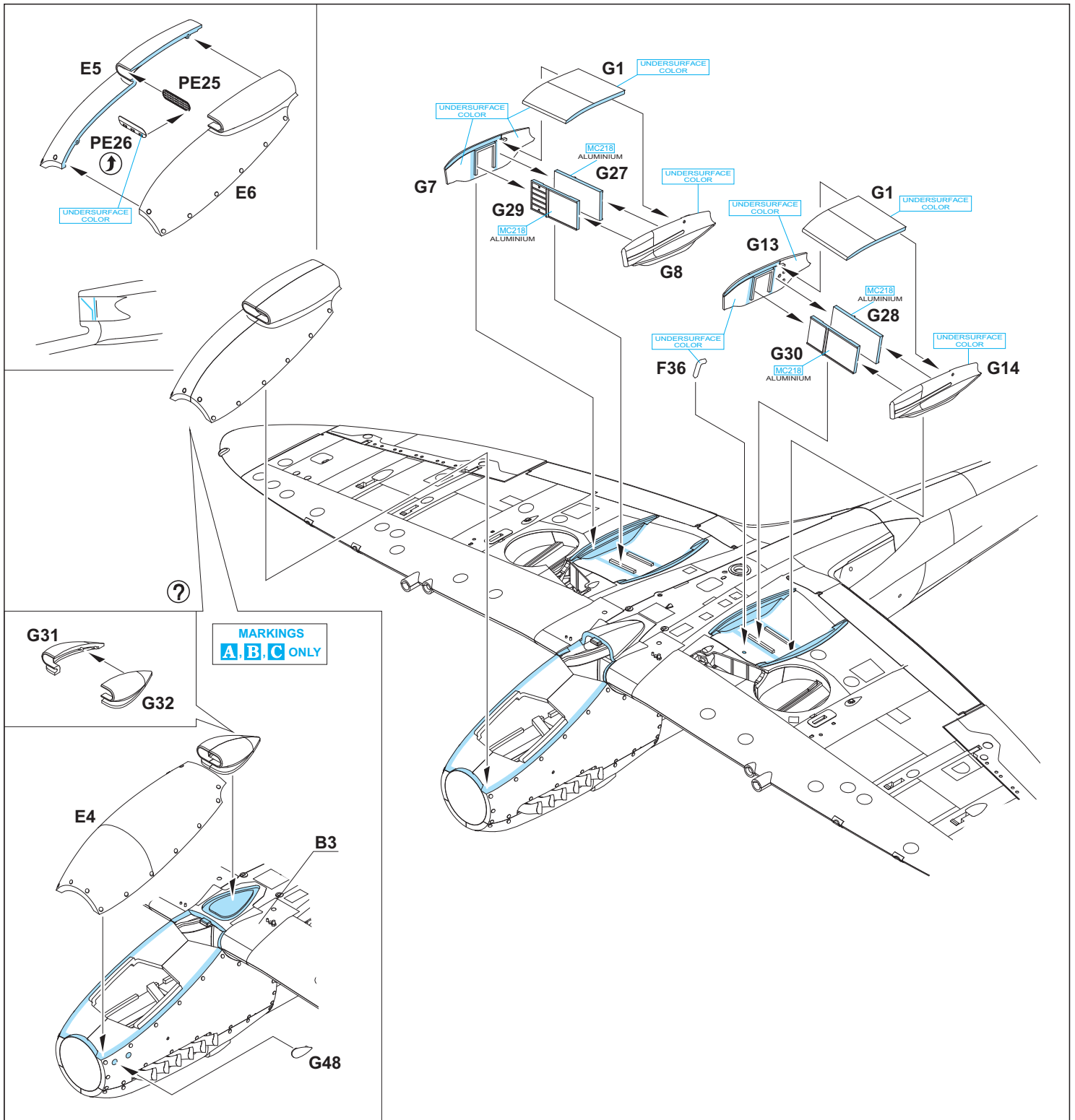
F75, F78 - MARKINGS A, B, C ONLY





late tailplane





PE20 - MARKINGS B, E ONLY

PE20

RP3 ?
RP42 ?
ALUMINIUM MC218
eduard BRASSIN H 77 C137 TIRE BLACK
MC218 ALUMINIUM
RP1 ?
RP40 ?

CORRECT POSITION OF WHEELS

RP3 ?
RP42 ?
ALUMINIUM MC218
eduard BRASSIN H 77 C137 TIRE BLACK
MC218 ALUMINIUM
RP2 ?
RP41 ?

PE29 ?
MC218 ALUMINIUM
PE18 ?
G45 ?
MC218 ALUMINIUM
G54 ?
G26 ?

UNDERSURFACE COLOR

G21 ?
G23 ?

REMOVE FOR UNDERCARRIAGE LOWERED

G22 ?
G24 ?

UNDERSURFACE COLOR

PE18 ?
G45 ?

G53 ?
G25 ?

REMOVE FOR UNDERCARRIAGE LOWERED

PE20 - MARKINGS B, E ONLY

G23, G45?PE18, G54 - MARKINGS H, J, K, L, M, N, O ONLY

G24, G45?PE18, G53 - MARKINGS H, J, K, L, M, N, O ONLY

A2

PE20

F48 ?
MC218 ALUMINIUM
H 77 C137 TIRE BLACK
F49 ?
MC218 ALUMINIUM
UNDERSURFACE COLOR

F55 ?
H 77 C137 TIRE BLACK
UNDERSURFACE COLOR

F57

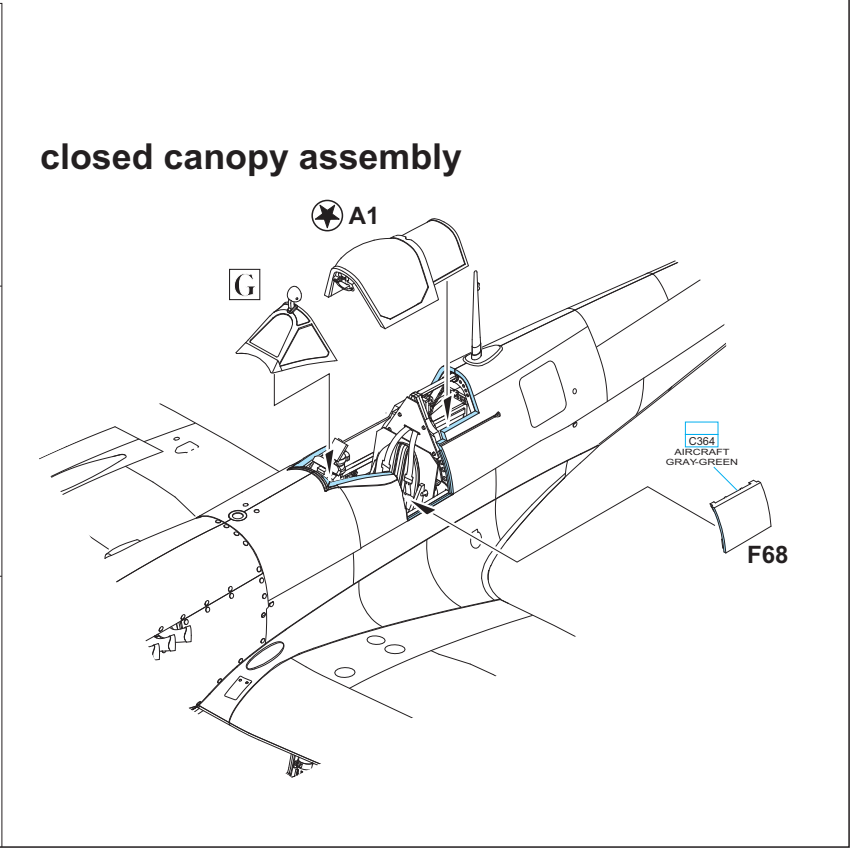
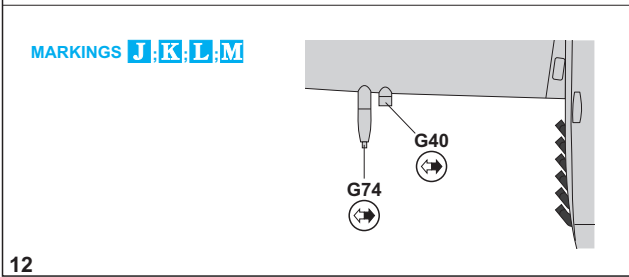
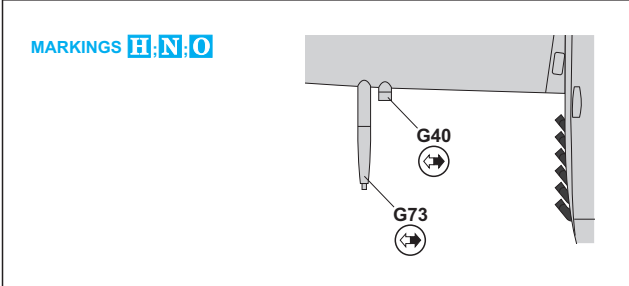
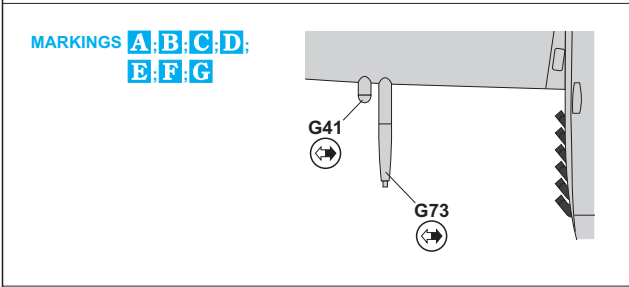
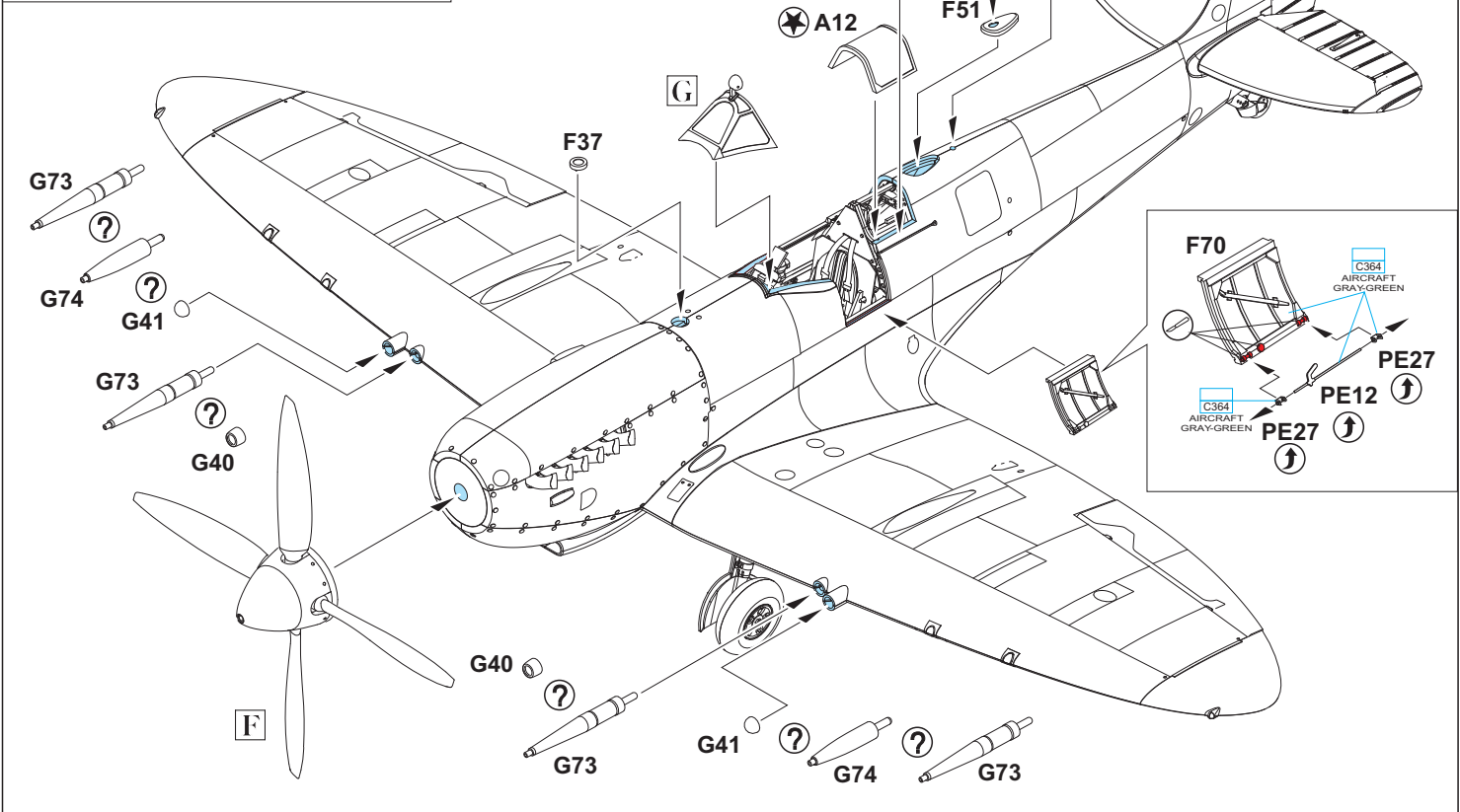
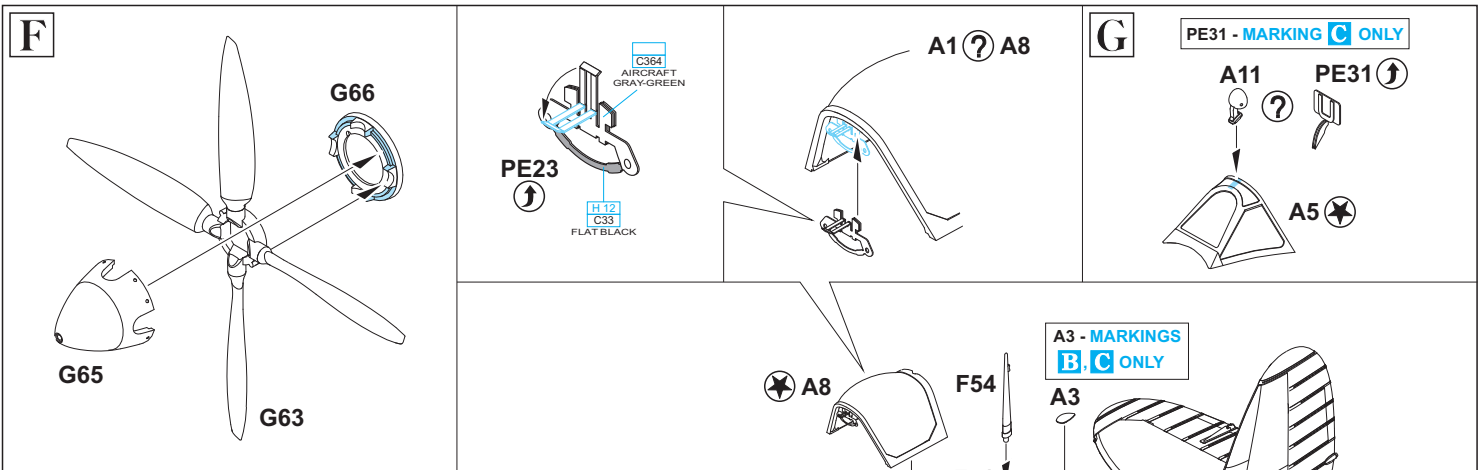
UNDERSURFACE COLOR

F21

R0008 **A1** **R0008**

R0008 **A12** **R0008**

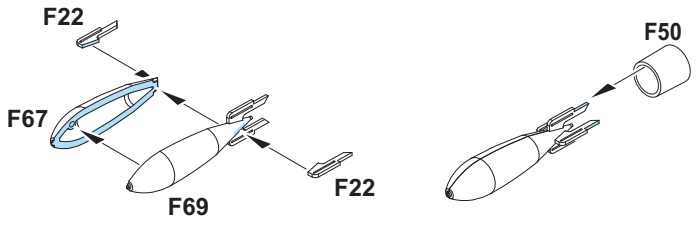
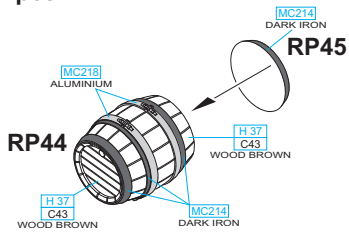
A5



eduard
BRASSIN

2 pcs.

MARKINGS
N, O ONLY



DO NOT USE IF RP43 IS INSTALLED

UNDERSURFACE COLOR

PE22 (↑) (?)
2 pcs.

H52 C12
OLIVE DRAB

F44, F45, F63 -
MARKINGS
H, J, K, L,
M, N, O,
ONLY

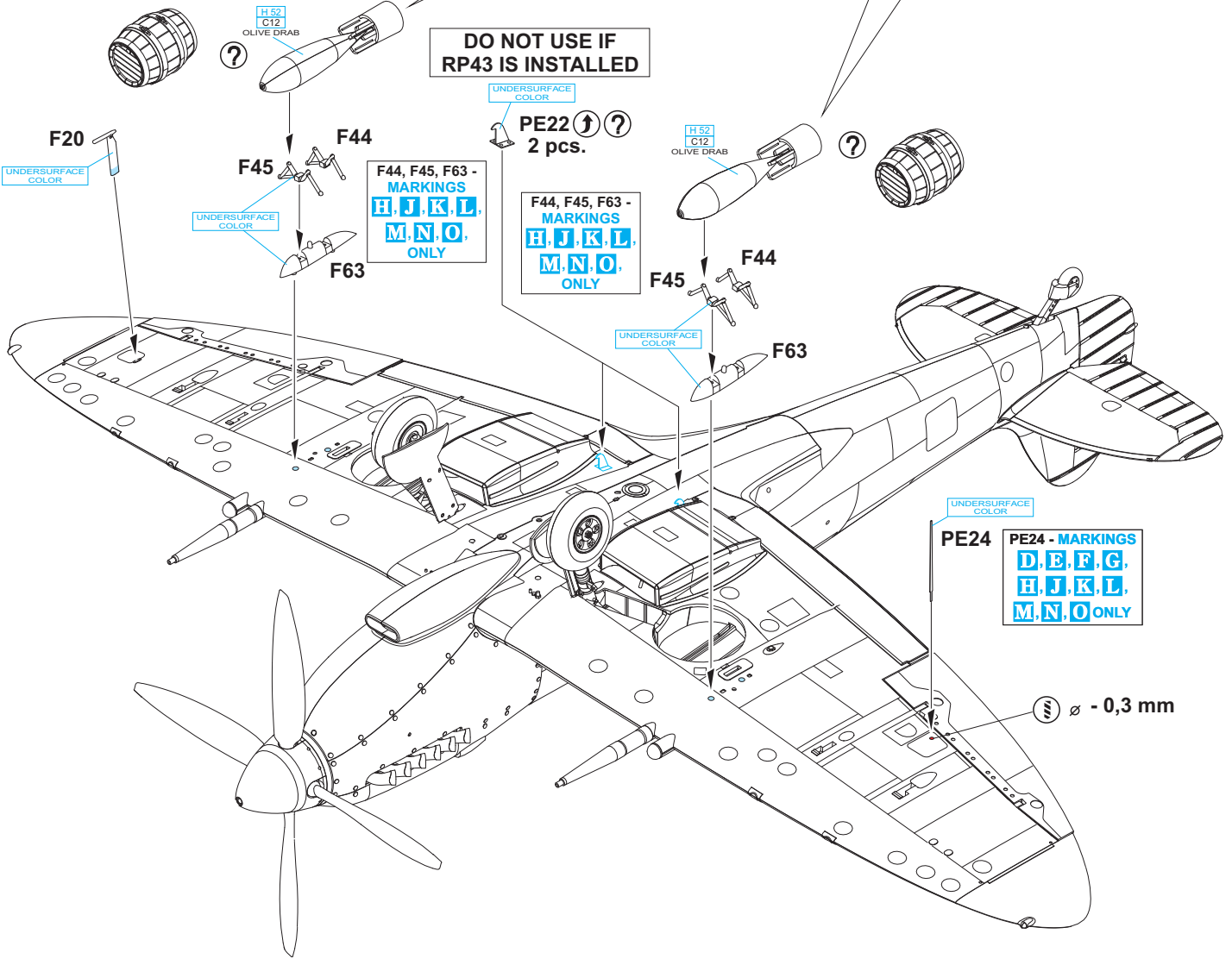
F44, F45, F63 -
MARKINGS
H, J, K, L,
M, N, O,
ONLY

UNDERSURFACE COLOR

UNDERSURFACE COLOR

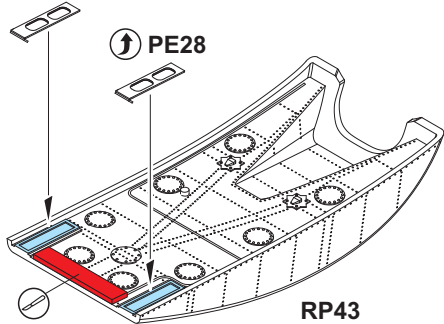
PE24 - MARKINGS
D, E, F, G,
H, J, K, L,
M, N, O ONLY

∅ - 0,3 mm



(↑) PE28

(↑) PE28

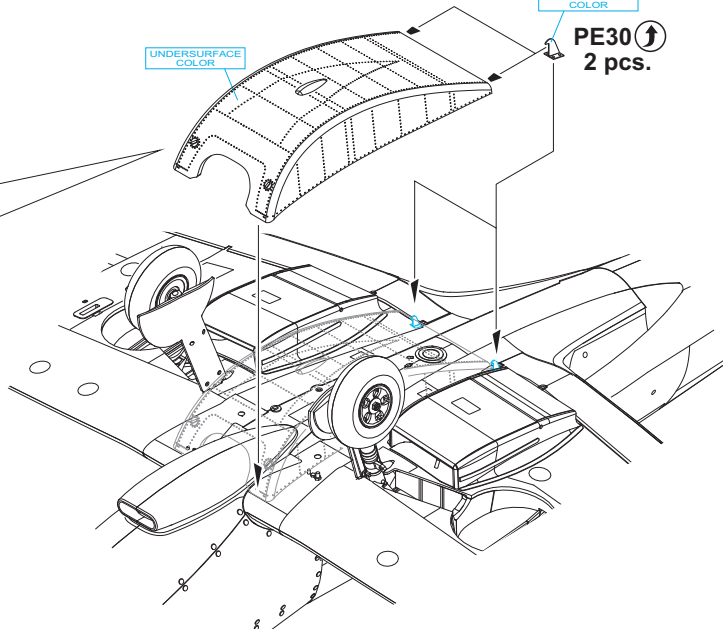


RP43
eduard
BRASSIN

UNDERSURFACE COLOR

UNDERSURFACE COLOR

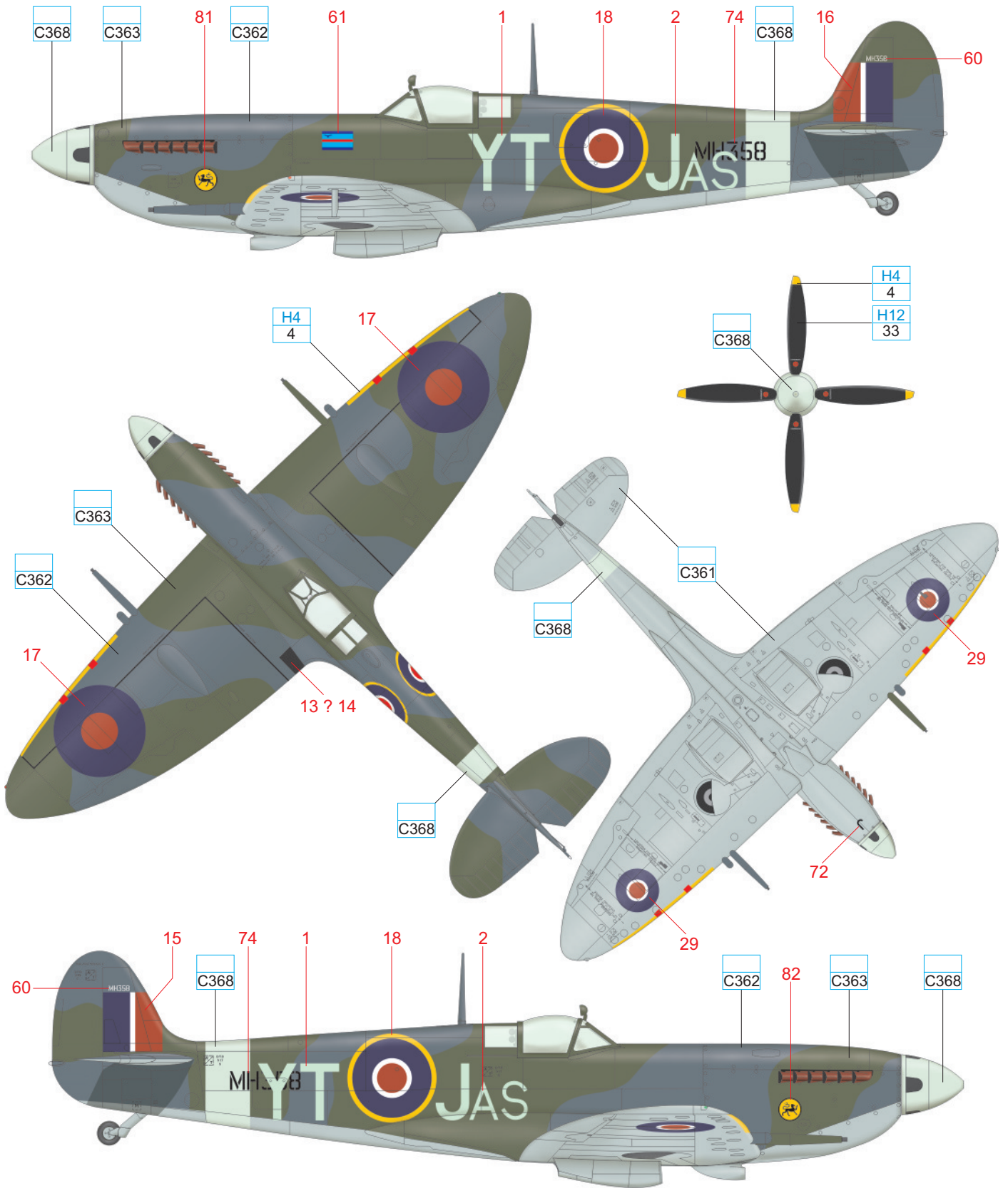
PE30 (↑)
2 pcs.



A F Mk.IXc, MH358, flown by S/L James E. Storrar, CO of No. 65 Squadron, Kingsnorth AB, September, 1943

No. 65 'East India' Squadron turned in their Spitfire Mk.Vs for the new Mk.IXs in August, 1943. Squadron leader James Storrar chose MH358 for his personal aircraft. As well as in the case of his other aircraft he 'upgraded' the individual code to the 'JAS' appearance. Storrar, a successful fighter ace, is credited with 15 confirmed kills, more kills are listed as probable or shared with other pilots. He downed one Bf 109 (August 18, 1943) and one Fw 190 (September 18, 1943) and damaged another Fw 190 at the controls of this Spitfire. The unit badge and a squadron leader's pennant are painted on the nose. The serial number is repeated in white on the vertical stabilizer.

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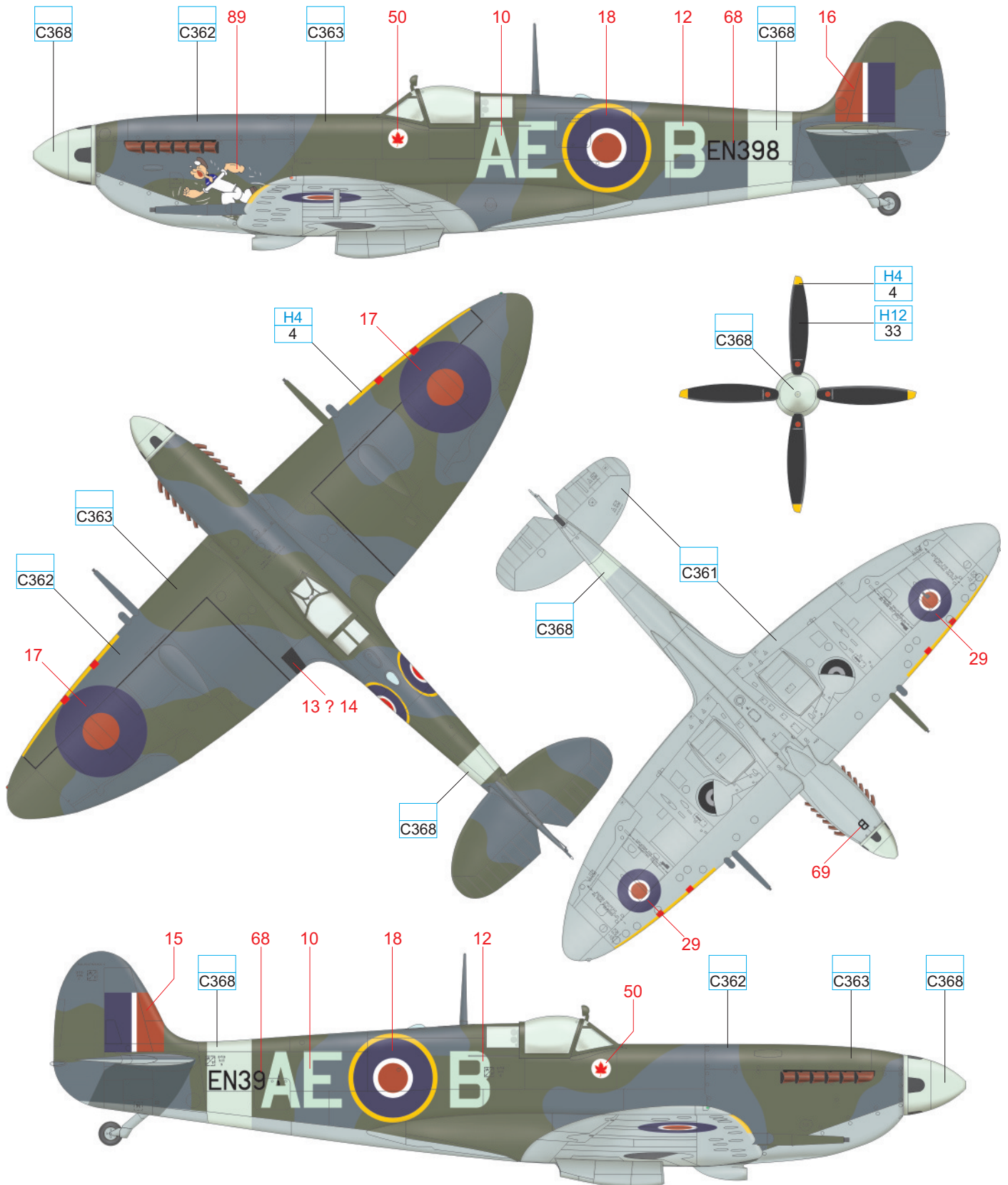


YELLOW	H4 4
SKY	C368
MEDIUM SEA GRAY	C361
OCEAN GRAY	C362
DARK GREEN	C363
BLACK	H12 33

B F Mk. IXc, EN398, flown by F/O Ian Keltie, No. 402 Squadron, Kenley AB, March, 1943

This aircraft was delivered to Canadian No. 402 Squadron in February, 1943 and coded AE I. It was flown by Ian Keltie and early on, the code letters were changed to AE B. The Popeye artwork was painted by ground personnel and cartoon characters appeared on more of the squadron's Spitfires. In mid March, the aircraft was transferred to No. 416 Squadron, also Canadian, and was chosen as the personal aircraft of W/Cdr Johnnie Johnson. He changed the code to JE J and the Popeye artwork was removed. Johnson flew EN398 for the next six months and managed to destroy twelve enemy aircraft individually during this period, with another five kills shared. The maple leaf color is said to have been changed to green by Johnson.

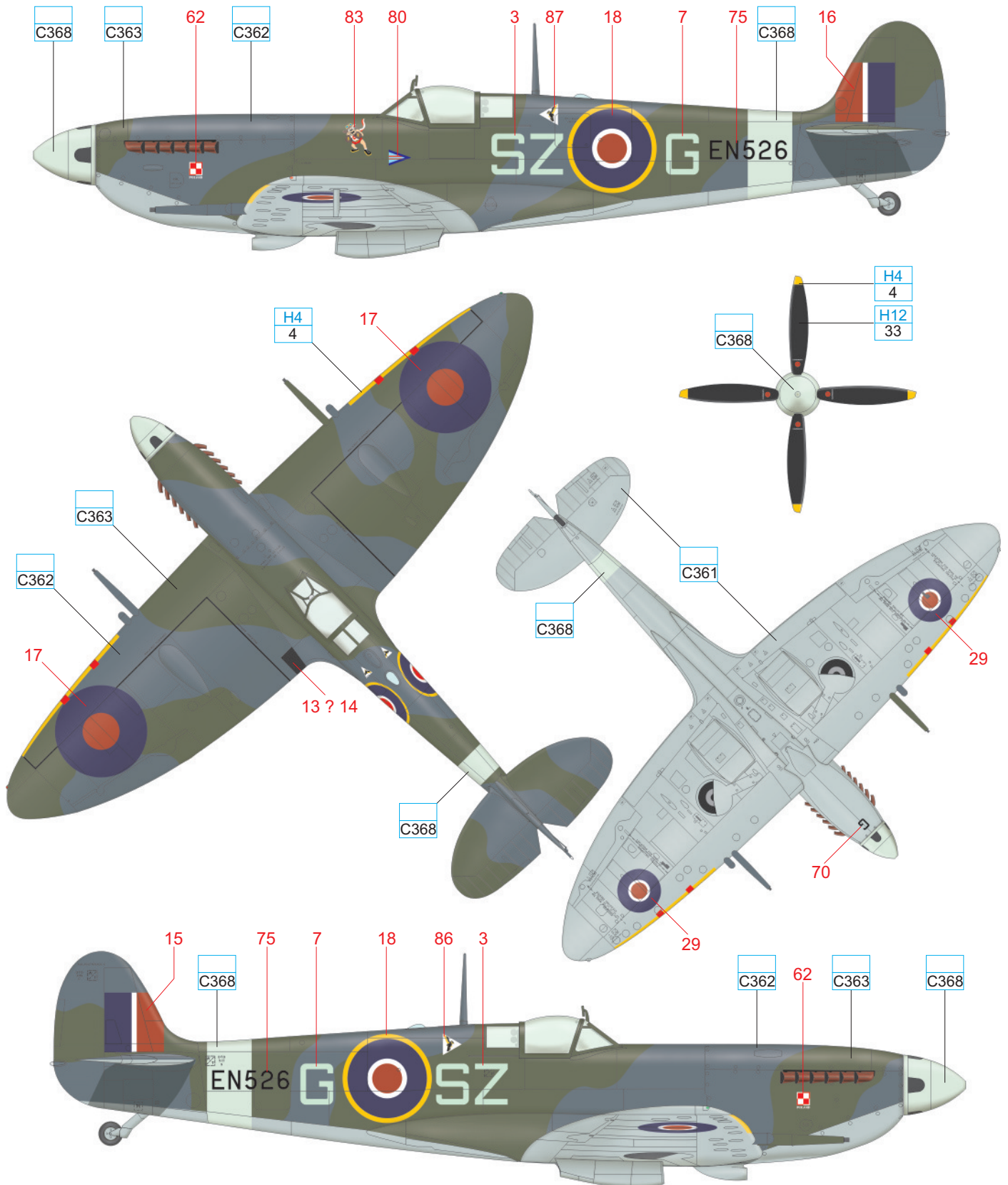
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www.eduard.com/s/R0008



C F Mk.IXc, EN526, flown by W/Cdr A. Gabszewicz, CO of Northolt Wing, Northolt AB, summer, 1943

EN 526 was one of the personal mounts flown by Aleksander Gabszewicz, the CO of 1st Polish Wing. He used this aircraft from June 20 to mid September, 1943. He managed to achieve four of his 91 victories while flying EN526. For the first time, Gabszewicz's personal emblem appeared on a Spitfire – a boxing dog wearing Polish national team colors. Gabszewicz led the Polish No. 316 Squadron previously and the unit badge is painted aft of the canopy. The code letters SZ belonged to this squadron also. The G letter and the pennant symbolized the pilot's surname and commanding officer's aircraft respectively.

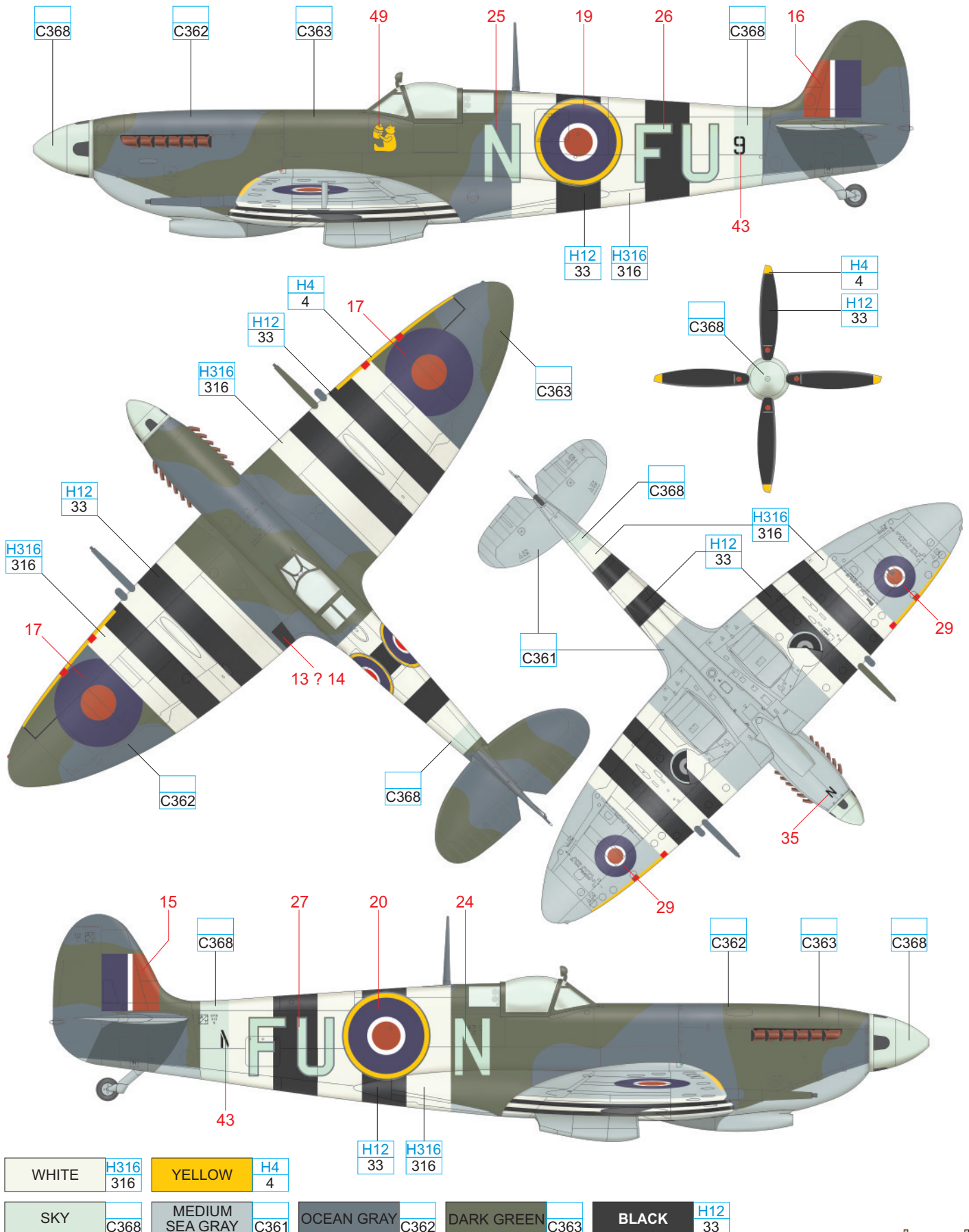
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www.eduard.com/s/R0008



D LF Mk.IXc, MH779, No. 453 Squadron, Ford airfield, June, 1944

As can be deduced from the black & white stripes around the fuselage and wings, this Spitfire hails from June, 1944. The photographer selected it as a subject at Ford airfield, Sussex. This air base was the home of No. 453 Squadron RAAF up to June 25. MH779 remained with the squadron till the end of July when it was re-equipped with the Spitfire Mk.IXe. The invasion stripes were painted in a hurry that affected their appearance. The ground personnel left a thin outline of camouflage colors around the code letters in this case. The wing stripes were not so close to the fuselage and partially hid the wing roundels. The decals covering fuselage roundels and code letters are printed together with the outline in the camouflage colors. Follow the small arrows to ensure the correct position of the decals on your kit.

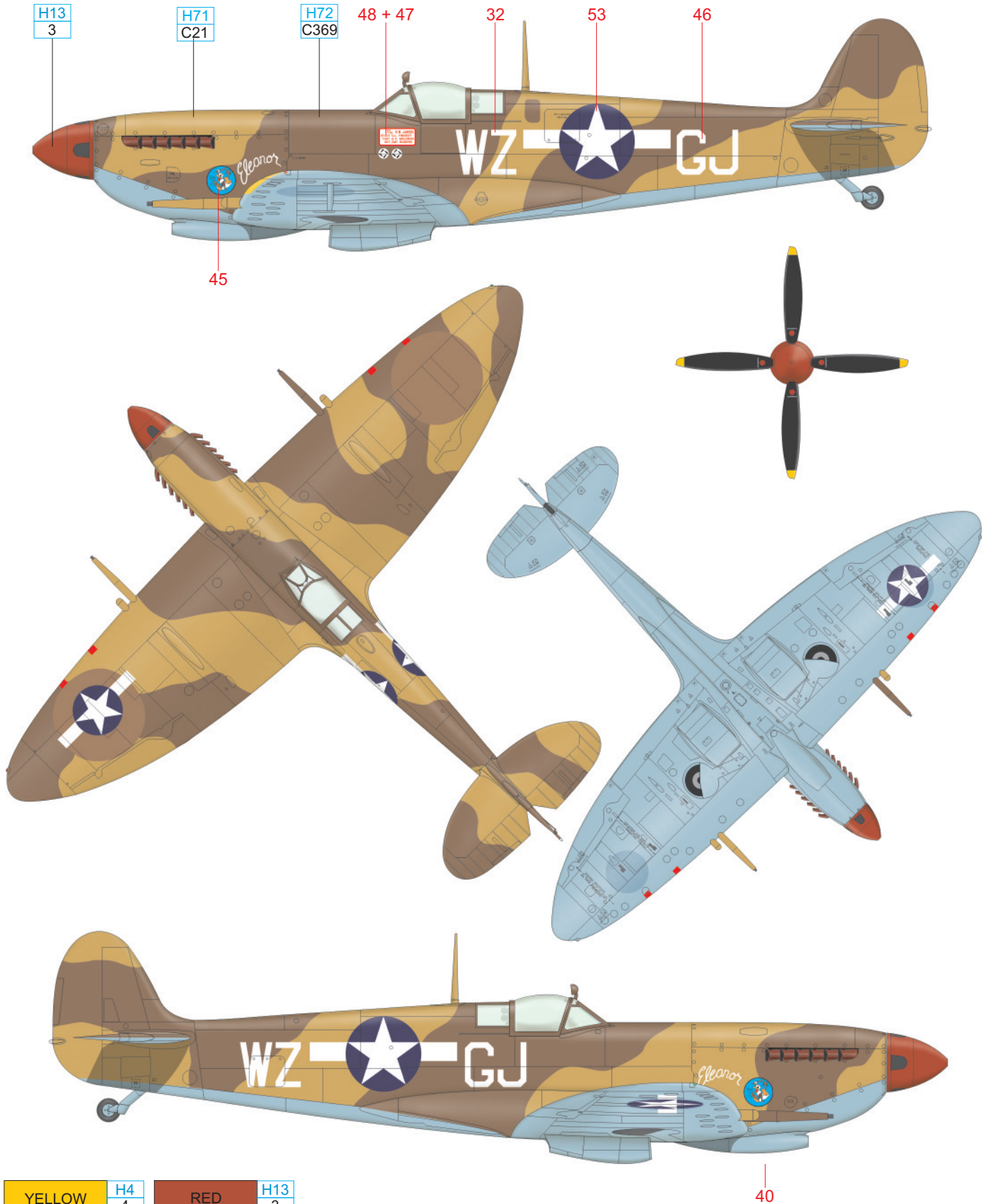
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E LF Mk.IXc, flown by Maj. Garth Jared, CO of 309th FS / 31st FG, USAAF, Pomigliano / Castel Volturno AB, Italy, late 1943/early 1944

Majro Garth Jared served as the CO of 309th Fighter Squadron from November 9, 1943 till his death on April 18, 1944. He lost his life at the controls of a P-51B Mustang near Trieste, Italy. Jared flew this Spitfire as a personal mount in late 1943 and early 1944. The desert camouflage consists of Midstone and Dark Earth on uppersides and Azure Blue on the undersides. British roundels on the wings were overpainted with a fresh camouflage color. Jared, being the squadron leader, had the right to use his initials as the aircraft code. Two swastikas under the canopy symbolize Jared's two confirmed kills (Me 109) achieved on December 7, 1943. The third confirmed kill was an Fw 190 downed on February 16, 1944. Note the unit badge on the nose.

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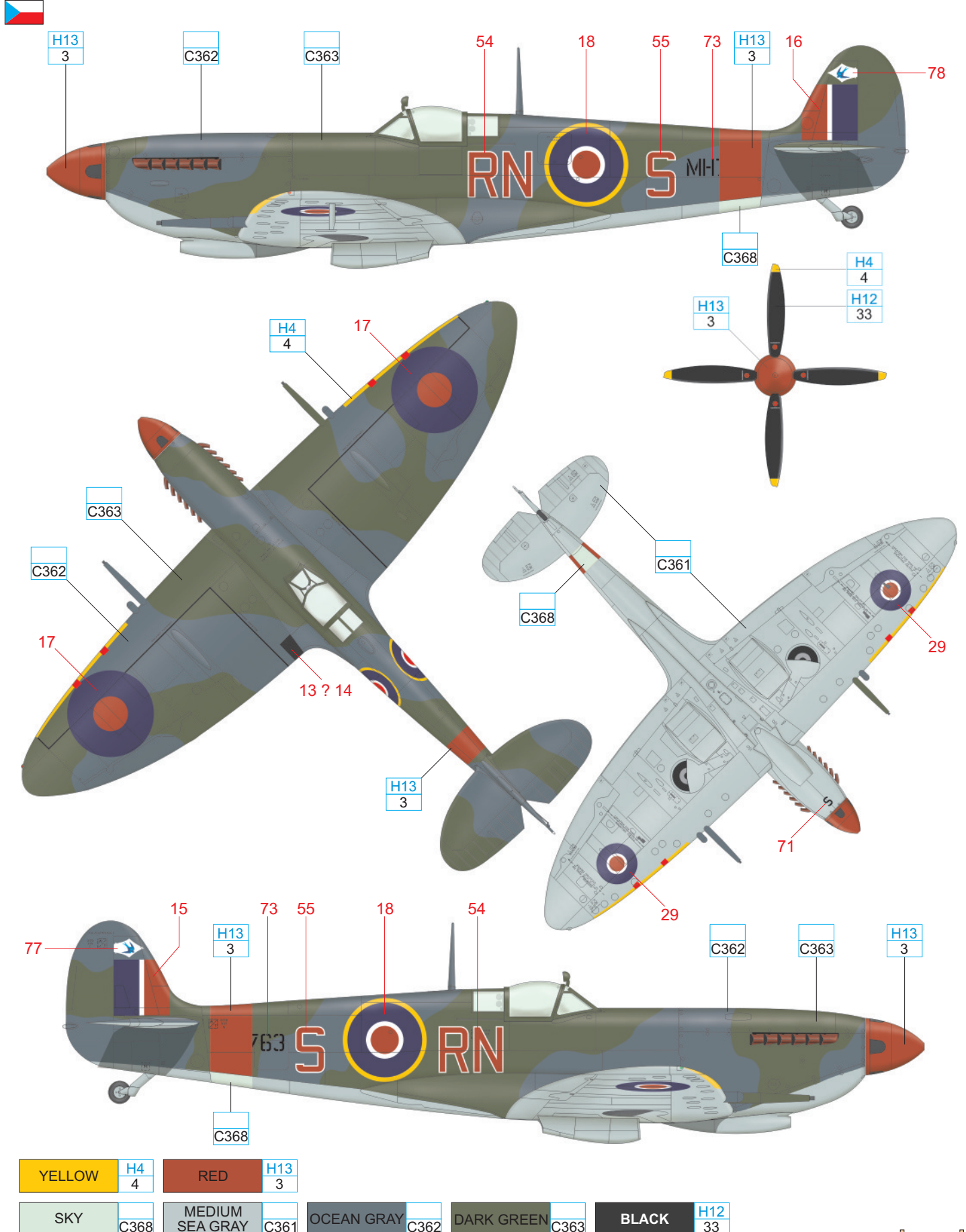
YELLOW	H4 4	RED	H13 3
AZURE BLUE	C370	MIDDLE STONE	H71 C21
		DARK EARTH	H72 C369
		BLACK	H12 33

40

F LF Mk.IXc, MH763, flown by Prince Emanuel Galitzine, No. 72 Squadron RAF, Ramatuelle Airfield, France, autumn, 1944

As can be seen in a period photo, this aircraft landed at Ramatuelle Airfield in southern France. No. 72 Squadron moved to this airfield during Operation Dragoon. MH763 was flown by Prince Emanuel Galitzine, a member of the Russian aristocracy. His family emigrated from Russia to Great Britain and saved their lives from communist murderers. Emanuel Galitzine lived out a very colorful piloting career. He took part in the air defense of Finland against Soviet aggressors. He was accepted by the RAF in 1941 and became famous for his attempt to shoot down a high-flying recce Ju 86R over Southampton on September 12, 1942. He flew a modified Spitfire for this action. Galitzine served with various units and shot down at least one Fw 190. After the war he worked as a pilot for a civil aviation company. Note the red band around the tail. The unit badge is painted on the vertical stabilizer.

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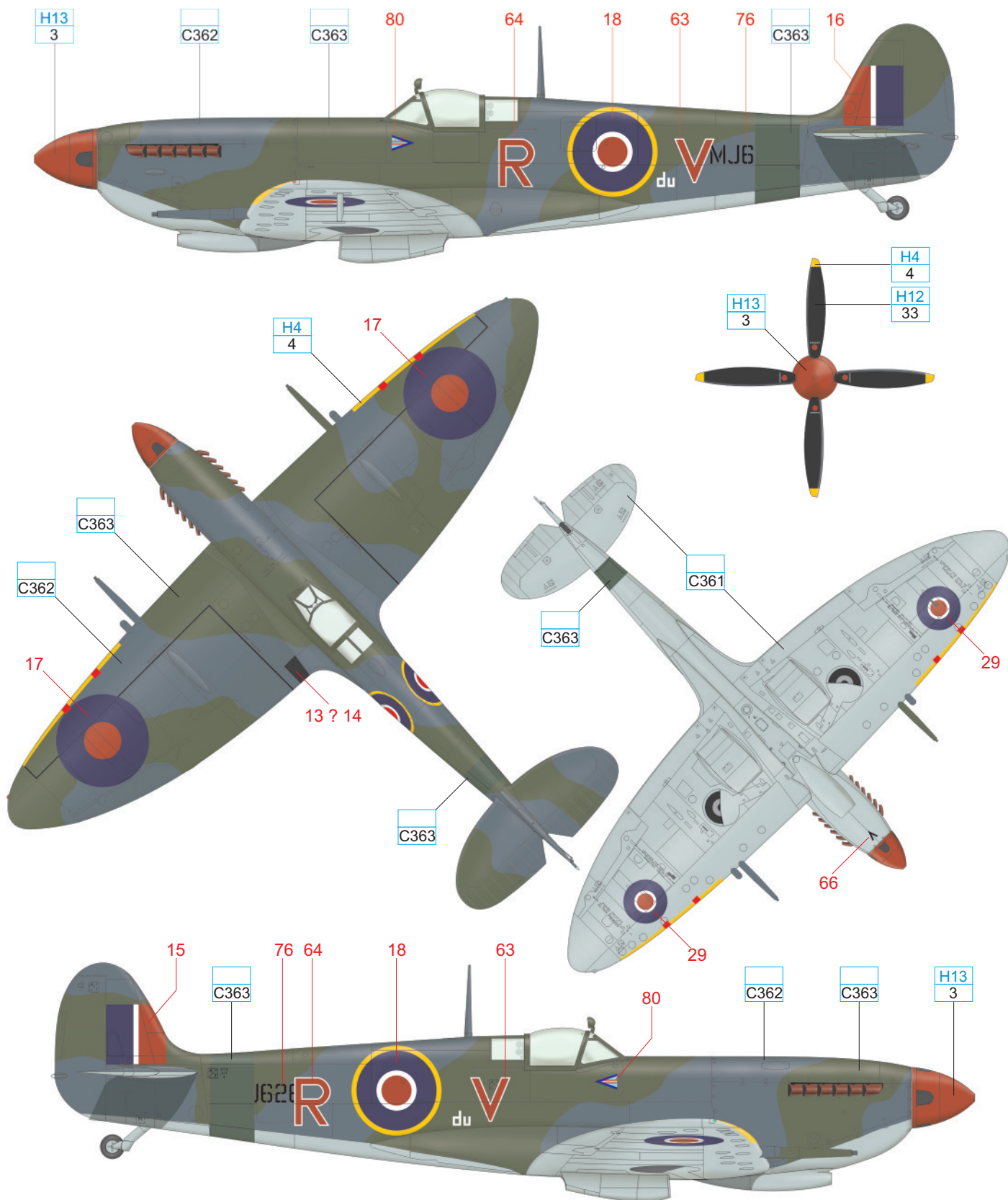


YELLOW	H4 4	RED	H13 3
SKY	C368	MEDIUM SEA GRAY	C361
OCEAN GRAY	C362	DARK GREEN	C363
BLACK	H12 33		

G LF Mk.IXc, MJ628, flown by W/Cdr Daniel le Roy du Vivier, CO of No. 324 Fighter Wing, Italy, May, 1944

W/Cdr Daniel le Roy du Vivier led No. 324 Wing RAF as can be observed from the code letters and pendant painted under the canopy. The Belgian le Roy du Vivier entered combat in May 1940 when Germany invaded the Netherlands. Then he served with the RAF, most of his time spent with No. 43 Squadron. Finally, he took command of this unit. He took part in the Dieppe operation, then moved to North Africa, led No. 239 and No. 324 Wings. He returned to Great Britain in July, 1944. This aircraft was inherited by the next CO of 324 Wing, Barrie Heath. The new CO had the code letters overpainted with new ones – B H. Note the former Sky fuselage band overpainted with fresh coat of dark gray.

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YELLOW	H4 4
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RED	H13 3
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MEDIUM SEA GRAY	C361
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OCEAN GRAY	C362
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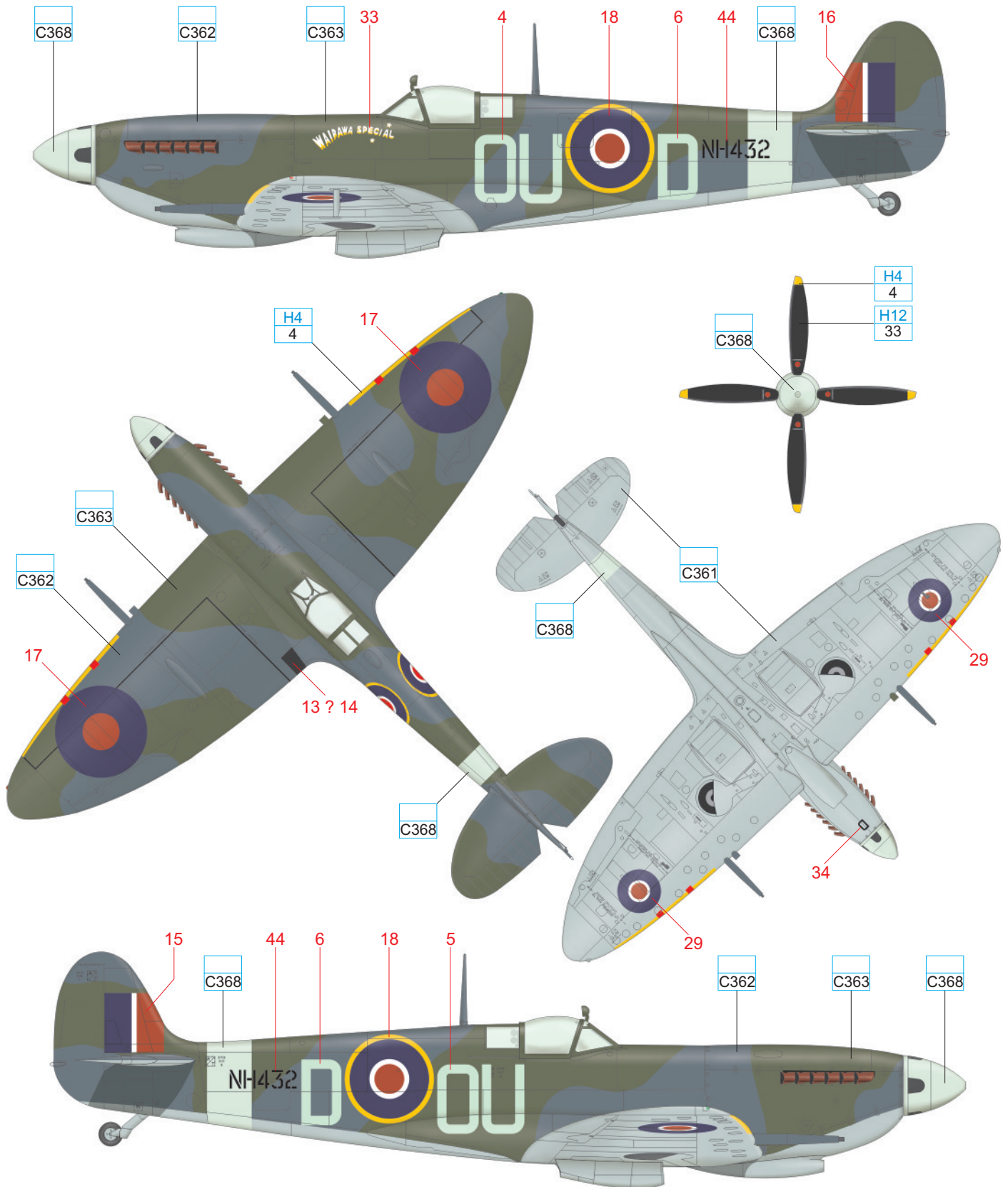
DARK GREEN	C363
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BLACK	H12 33
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H LF Mk.IXe, NH432, flown by F/O Max A. Collet, No. 485 Squadron, Maldegem airfield, Belgium, fall 1944

This aircraft was the personal aircraft of F/O Max Collet, member of No. 485 Squadron RNZAF. He flew it till January 1, 1945. On this day, Maldegem airfield (B.65) was attacked by JG 1 aircraft during Operation Bodenplatte. New Zealanders were grounded by black ice and the unexpected German attack cost a dozen completely destroyed and two heavily damaged Spitfires. NH432 was among those destroyed. Collet named his aircraft after his hometown of Waipawa. He destroyed a mini submarine during his last combat mission flying this Spitfire.

ČESKOU VERZI TEXTU NALEZNETE NA
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YELLOW	H4 4
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SKY	C368
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MEDIUM SEA GRAY	C361
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OCEAN GRAY	C362
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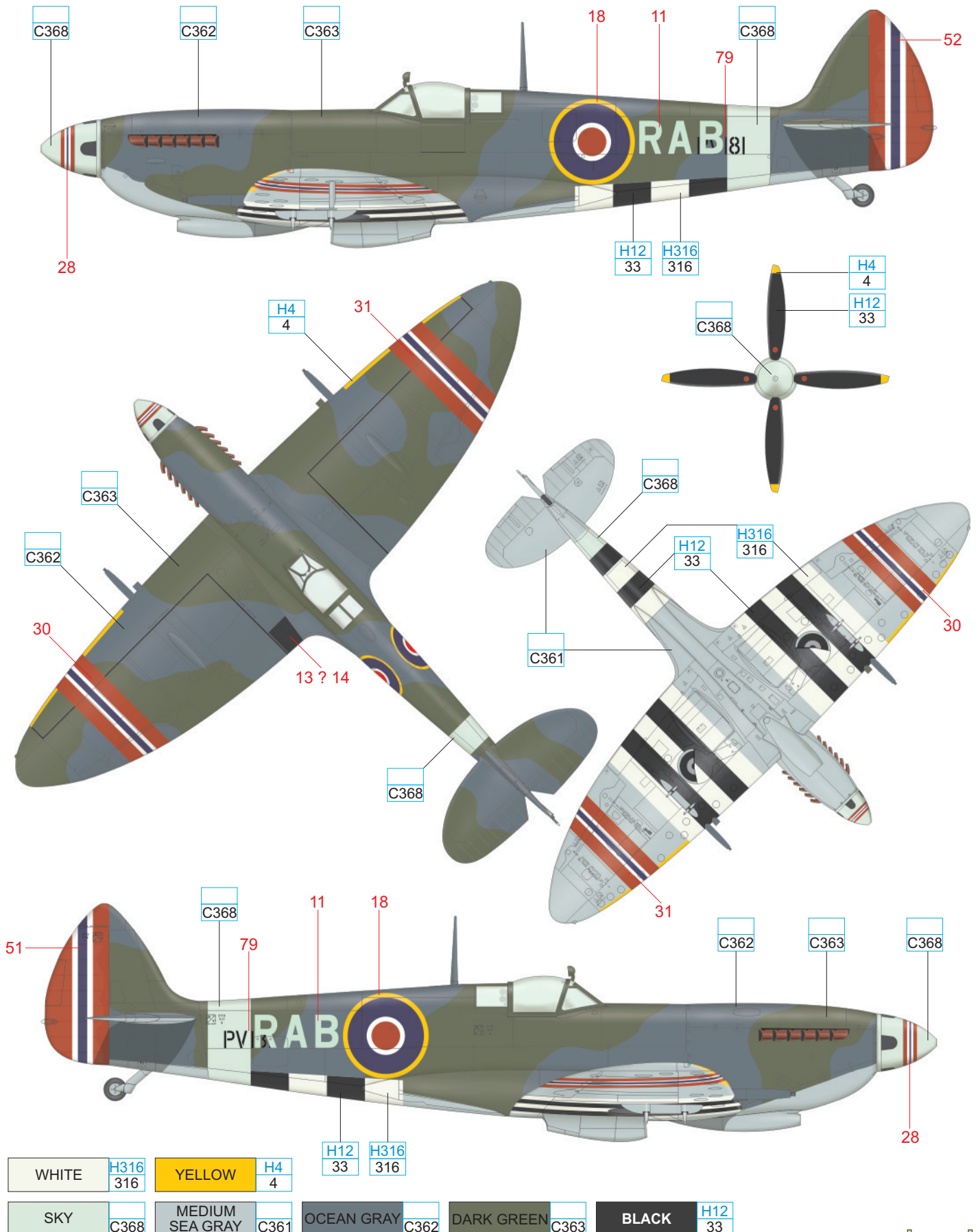
DARK GREEN	C363
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BLACK	H12 33
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J Mk.IXe, PV181, flown by W/Cdr Rolf Arne Berg, CO of No. 132 Wing, Twente AB, the Netherlands, winter 1944 – 1945

This aircraft was flown by the CO of No.132 (Norwegian) Wing W/Cdr Rolf Arne Berg. Berg ordered ground personnel of his unit to paint the pre-war Norwegian national insignia on the wings and rudder in the fall of 1944 and asked RAF Supreme Command for permission to carry this marking. RAF Command deemed the marking as forbidden and Berg was forced to remove it in January 1945. Berg met his fate on February 3, 1945. At the very end of his combat tour he decided to fly one more combat mission. His Spitfire PV181 was hit by AA-fire over Eelde, the Netherlands. Wing damage led to a crash and Berg's death. He scored 53 confirmed and 11 probable kills with 3% damaged.

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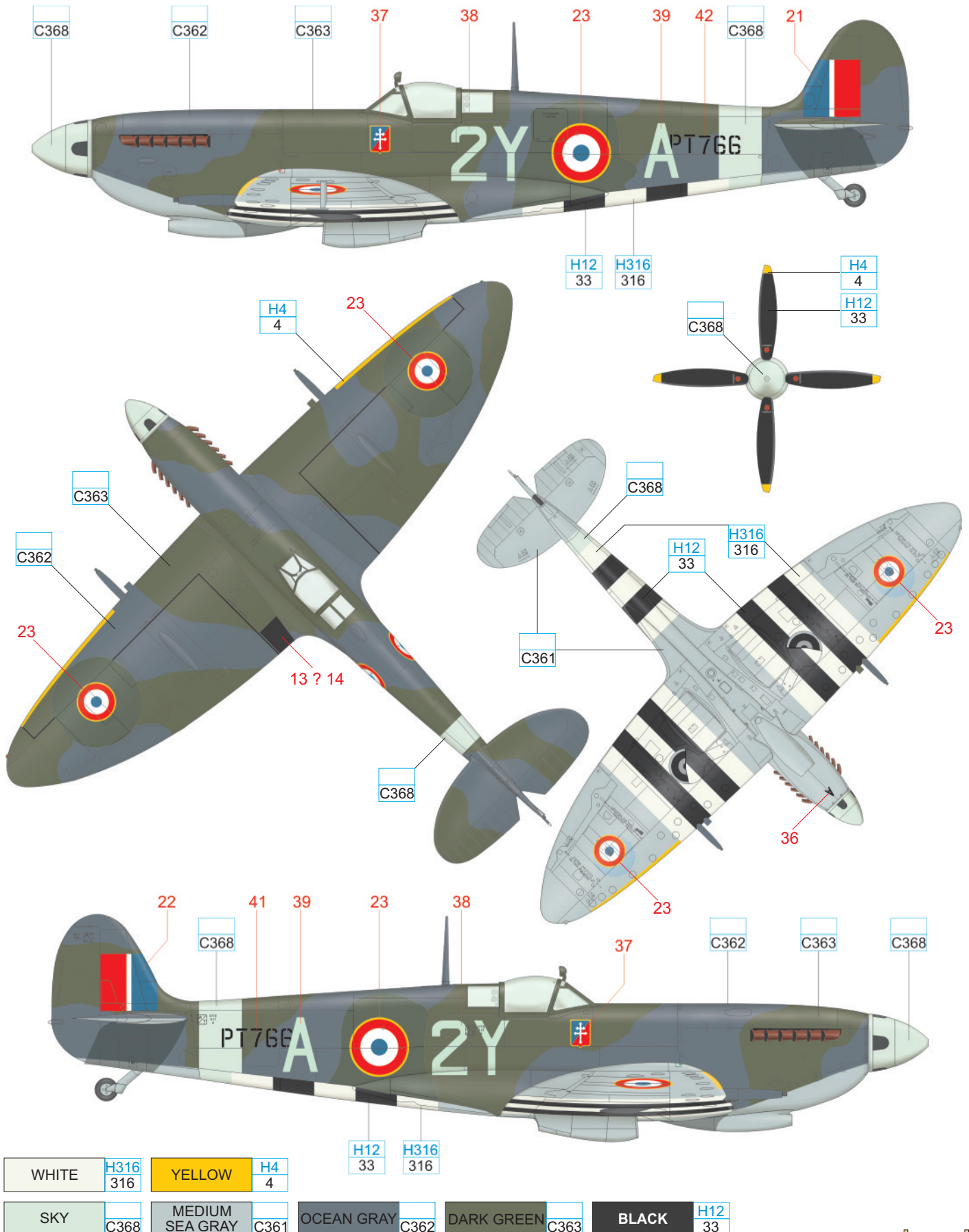


WHITE	H316 316	YELLOW	H4 4	H12 33	H316 316
SKY	C368	MEDIUM SEA GRAY	C361	OCEAN GRAY	C362
		DARK GREEN	C363	BLACK	H12 33

K HF Mk.IXe, PT766, flown by Jean-Marie Accart, CO of No. 345 Squadron, Deanland AB, September, 1944

This aircraft was delivered to No. 345 Squadron brand new on September 1, 1944. At the end of the month, it suffered damage and was sent for repairs. No. 345 Squadron was created from CG 2/2 Berry, the Free-French squadron, in February, 1944 and the unit moved from North Africa to Great Britain. In June 1945, it took part in Operation Overlord, the invasion of Normandy. J-M Accart, known under Nom-de-Guerre 'Bernard', became famous during the campaign in France in 1940. He commanded GC 1/5 and is credited with 12 German aircraft destroyed. He was a member of French Air Force supreme command after WWII. This Spitfire sports French national insignia that replaced the original British roundels.

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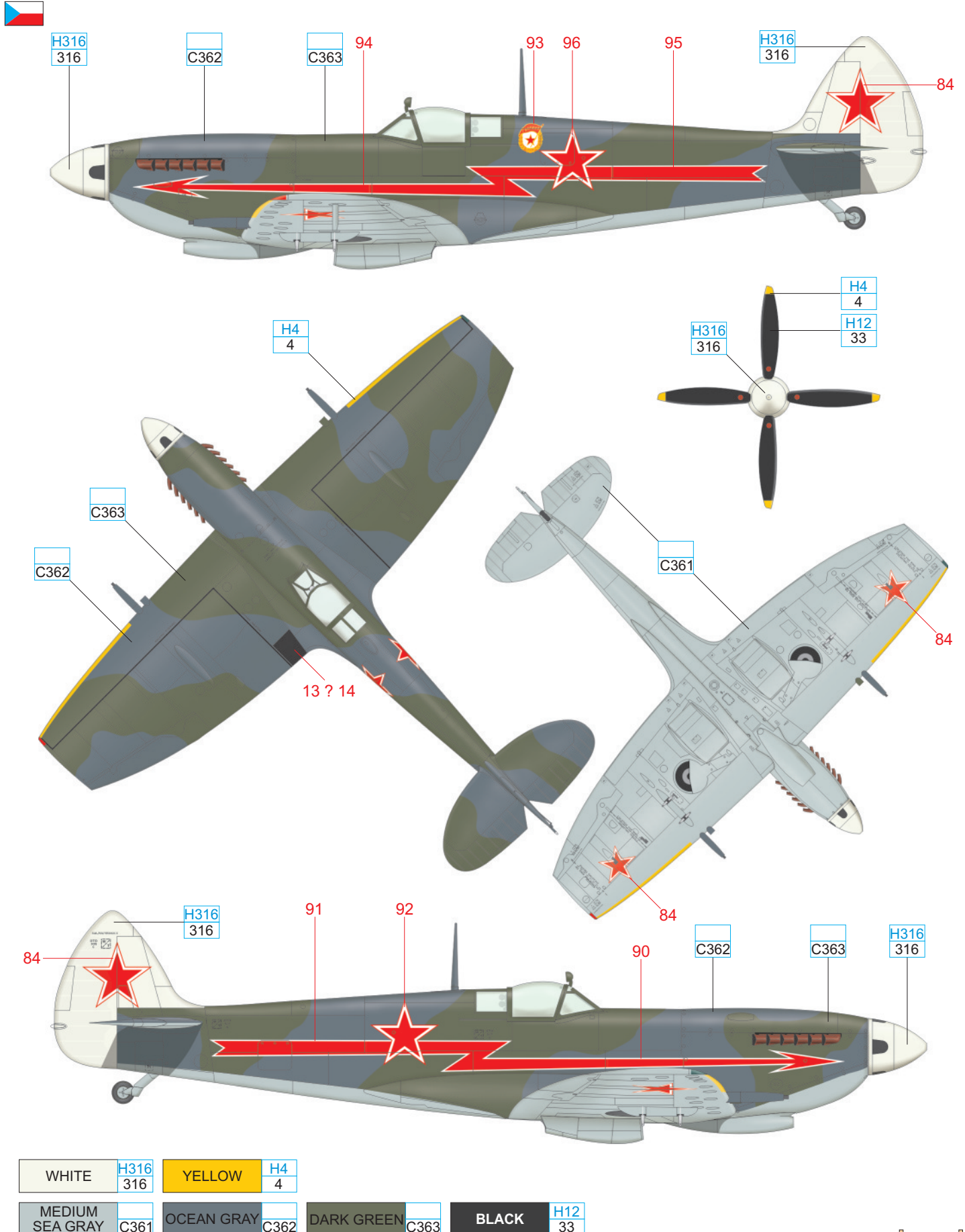


WHITE	H316 316	YELLOW	H4 4	H12 33	H316 316
SKY	C368	MEDIUM SEA GRAY	C361	OCEAN GRAY	C362
				DARK GREEN	C363
				BLACK	H12 33

LF Mk.IXe, flown by Maj. Vasiliy A. Matsyevich, CO of 26th GIAP, Leningrad Area, May, 1945

This Spitfire was one of thousands of aircraft delivered from Great Britain to the Soviet Union during WWII. The Soviet economy nearly collapsed due to the German invasion and the communist government. Local industry was not able to fulfill military needs and help from the Allies was indispensable. In May 1945, the Spitfire served with 26th GIAP. It was probably flown by the unit CO, Maj. Vasiliy A. Matsyevich, Hero of the Soviet Union, as can be deduced from the colorful marking. Matsyevich is credited with five individual and two shared victories. Period photos do not show the aircraft completely and various theories related to the appearance of this Spitfire have surfaced. One of them is depicted on this page. The standard British camouflage is topped off with the red-white lightning bolt, Guards badge and the white tail and spinner.

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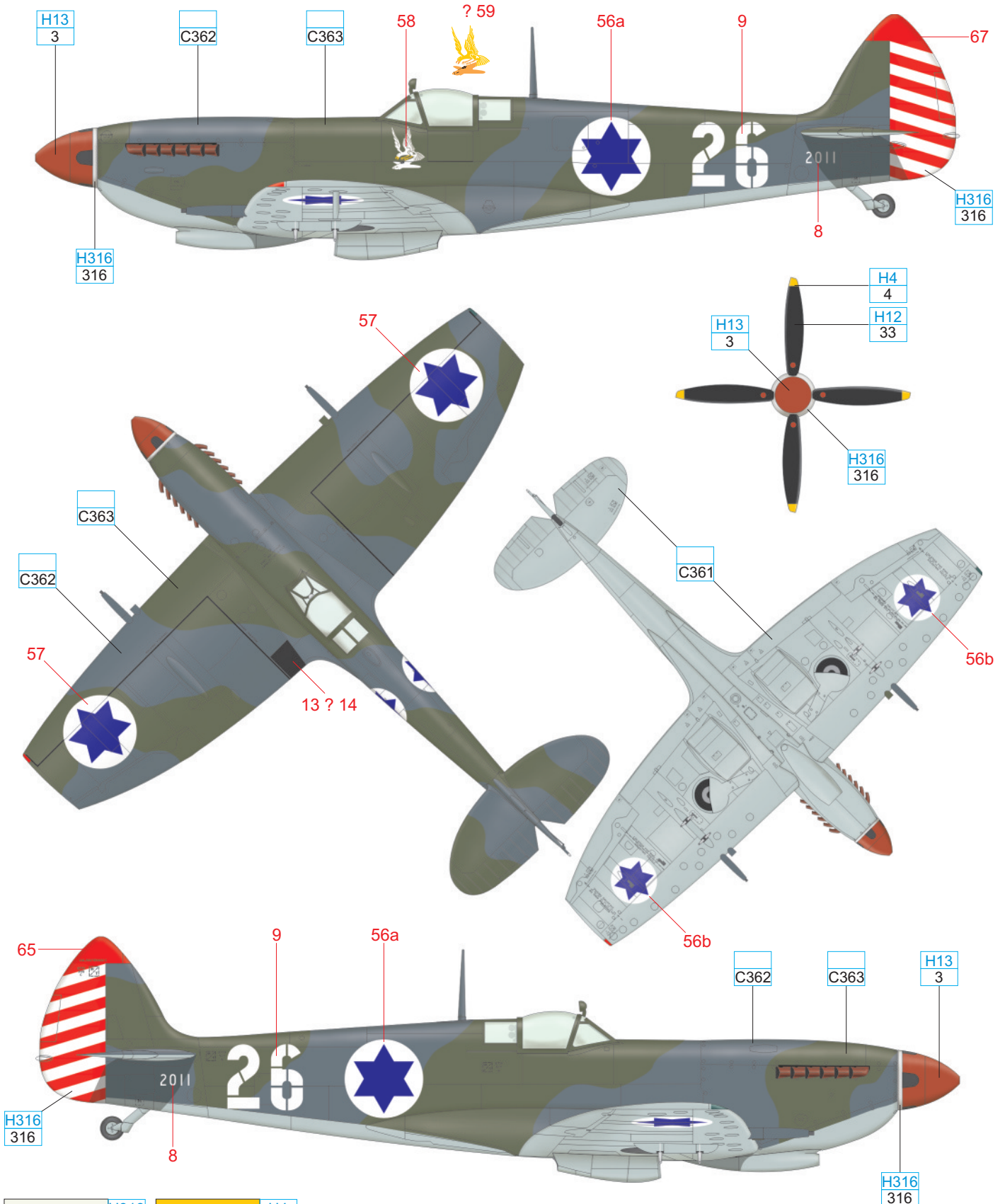


WHITE	H316 316	YELLOW	H4 4
MEDIUM SEA GRAY	C361	OCEAN GRAY	C362
DARK GREEN	C363	BLACK	H12 33

M LF Mk.IXe, SL632, 101st Tayseset, Israeli Air Force, late 1949

SL632 was delivered to Israel in Operation Velveta 2, the long distance flight from Czechoslovakia to Israel in December, 1948 with Dani Shapira at the controls. In its new home the Spitfire was assigned to the 101st Tayseset. The aircraft is often mistakenly depicted in brown and green colours, but in reality the Ocean Gray was not overpainted and the aircraft retained the camouflage scheme as delivered from Czechoslovakia. The bird of prey artwork appeared for the first time in Czechoslovakia, and the silhouette of a Spitfire was added by Israeli personnel. The colors used are questionable. Close examination of b&w photos indicate that a white color may be correct. The decal includes a yellow bird for conservative modelers.

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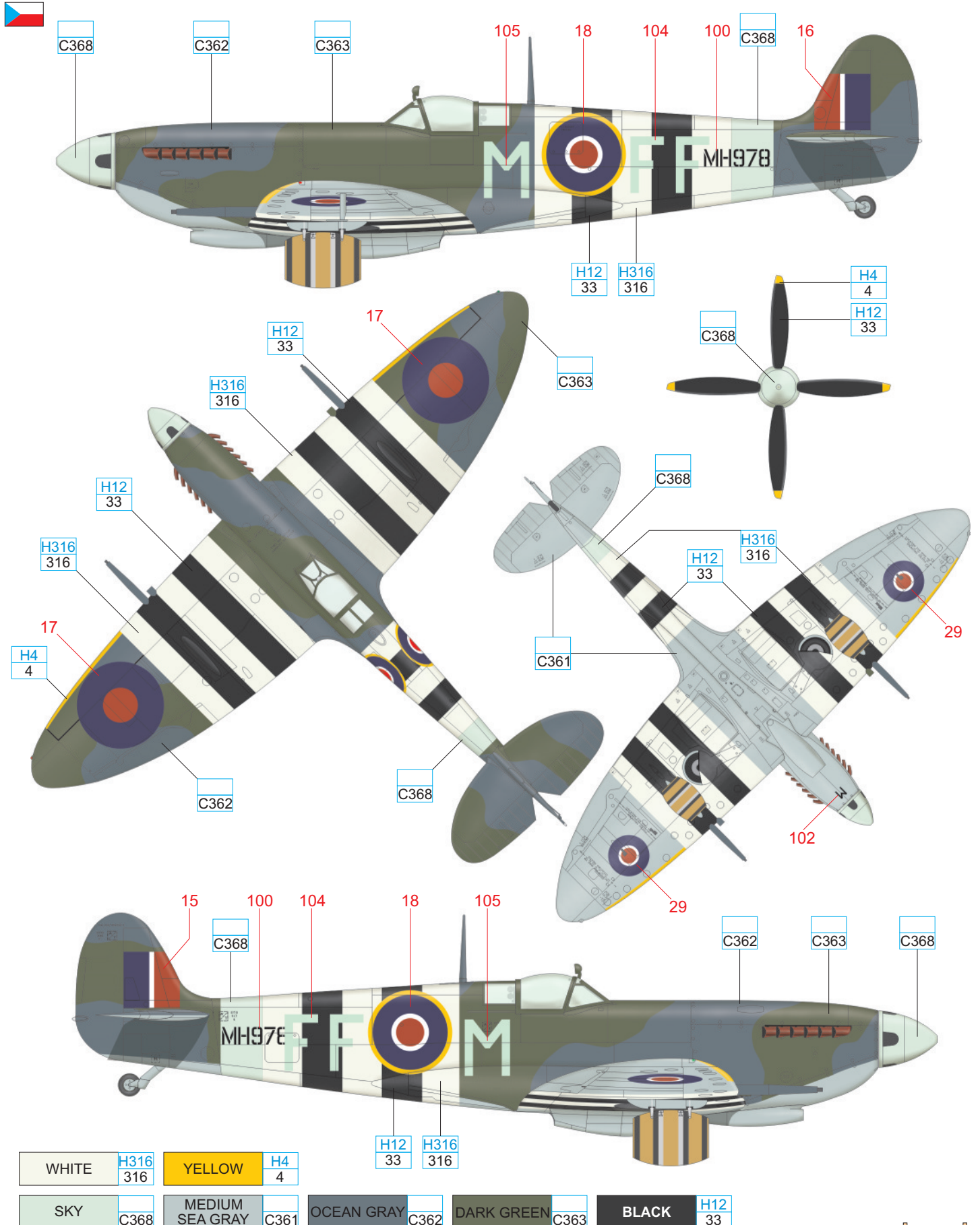


WHITE	H316 316	YELLOW	H4 4
RED	H13 3	MEDIUM SEA GRAY	C361
OCEAN GRAY	C362	DARK GREEN	C363
BLACK	H12 33		

N LF Mk.IXe, MH978, No. 132 Squadron, 1944

Photos of this Spitfire with beer barrels are known to every Spitfire fan. Photos have surfaced, but unfortunately none of them are good enough to provide useful information for a full color reconstruction. About thirty years ago, a reconstruction appeared in a Czechoslovak magazine. It is now clear that this interpretation has no basis in reality. Nevertheless, there are two reasons why we decided to select it for the Royal Class edition. The Spitfire wears the code letters of No. 132 Squadron. This unit was led by S/Ldr Count Franz Ferdinand Colloredo – Mansfeld. His family belonged to an old Czech aristocracy. Colloredo – Mansfeld lost his life flying Spitfire MH978 during a combat mission over occupied France on January 14, 1944. His tally consists of three confirmed, four probable and four damaged enemy aircraft. The second reason is a tribute to Mr. Vaclav Sorel, the author of this reconstruction. Mr. Sorel is one of the plastic kit modeling pioneers in our country.

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www.eduard.com/s/R0008



WHITE	H316 316	YELLOW	H4 4	H12 33	H316 316
SKY	C368	MEDIUM SEA GRAY	C361	OCEAN GRAY	C362
		DARK GREEN	C363	BLACK	H12 33

Mk.IXe, MK329, flown by W/Cdr J. E. Johnson, CO of No. 144 Wing, June, 1944

Another aircraft allegedly related to the beer barrels is MK329. This aircraft was used by Johnnie Johnson, according to his memoirs he flew it twice. Rumor has it that he brought beer to his men in Normandy flying MK329. Spitfire MK329 is a real mystery. It is not listed as produced by any of the factories. Johnson mentioned that it was assembled from wrecked airframes and carried no guns. Johnson only flew it once, never in combat, since it carried no guns, and was a mix-and-match airframe, cobbled together out of spare parts.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/R0008

