

BRITISH WWII FIGHTER 1:48 SCALE PLASTIC KIT



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intro

ProfiPACK



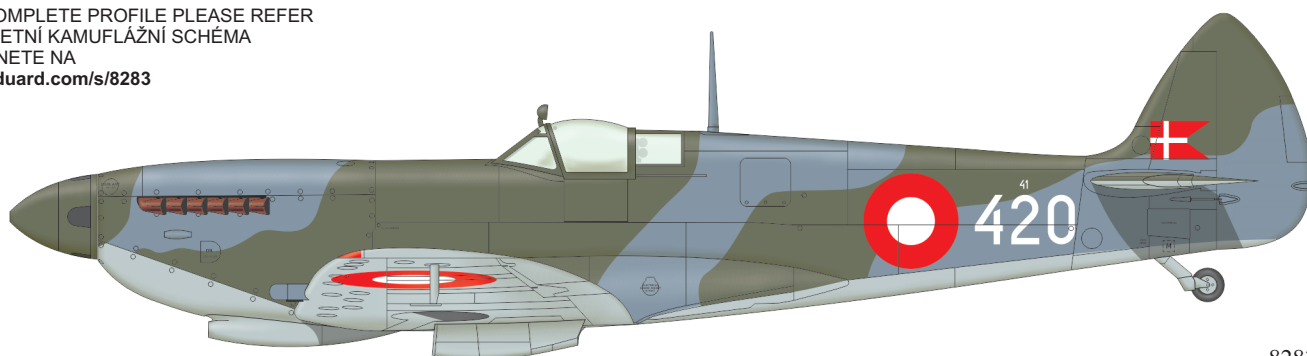
In September 1941, a hitherto unknown German radial engine fighter appeared in the west European sky. The new airplane was superior to British fighters, most distressingly to the Spitfire Mk.V. The German design was soon recognized as the Focke-Wulf Fw 190 A. The losses suffered by the RAF over western 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 nejpčetnější 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.

E Spitfire HF Mk.IXe, RK889, 5. Eskadrille, Danish Royal Air Force, Karup Air Base, Late 40's, Early 50's

FOR COMPLETE PROFILE PLEASE REFER
KOMPLETNÍ KAMUFLÁŽNÍ SCHEMA
NALEZNETE NA
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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. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

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

PARTS



DÍLY



TEILE



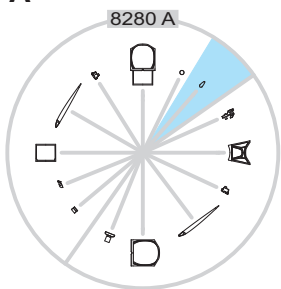
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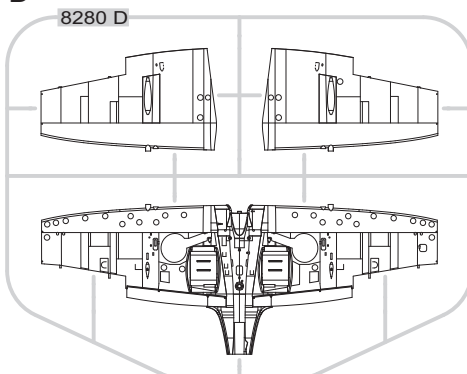
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PLASTIC PARTS

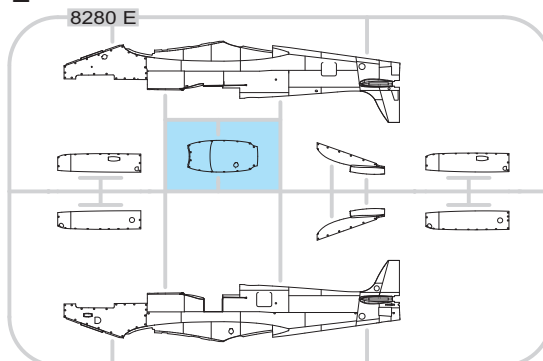
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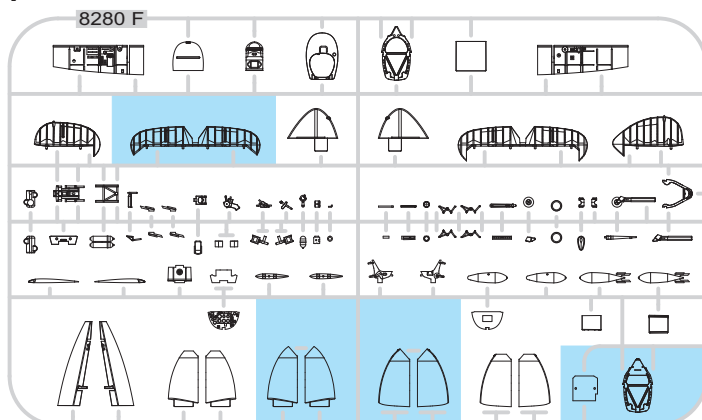
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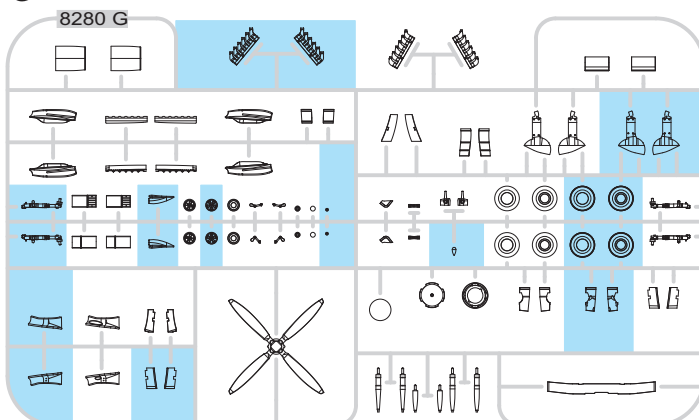
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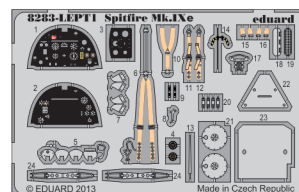
F>



G>



PE - PHOTO ETCHED DETAIL PARTS

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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



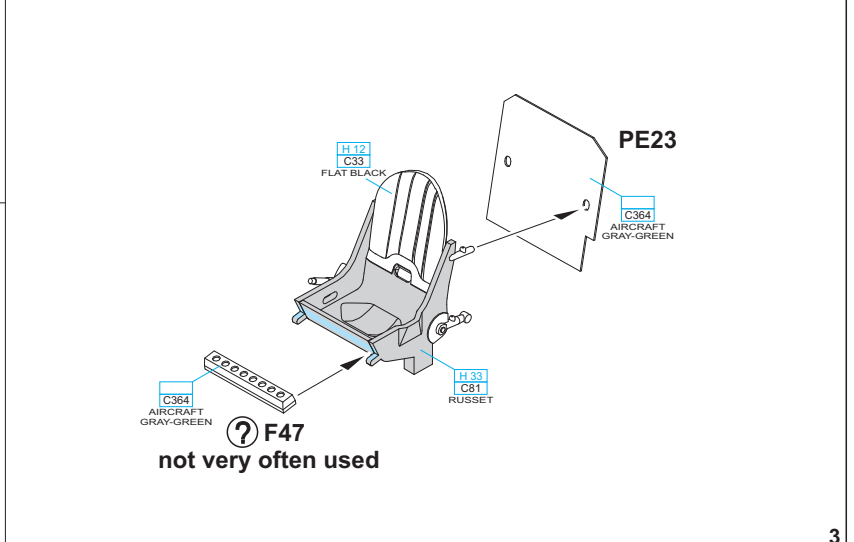
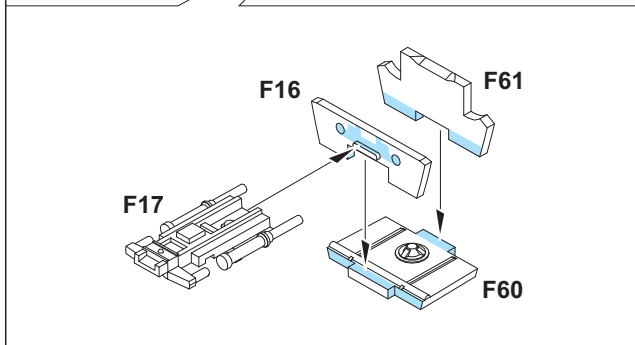
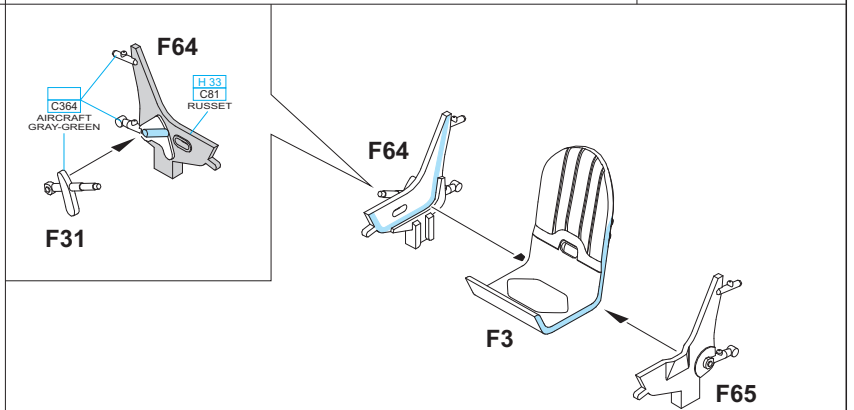
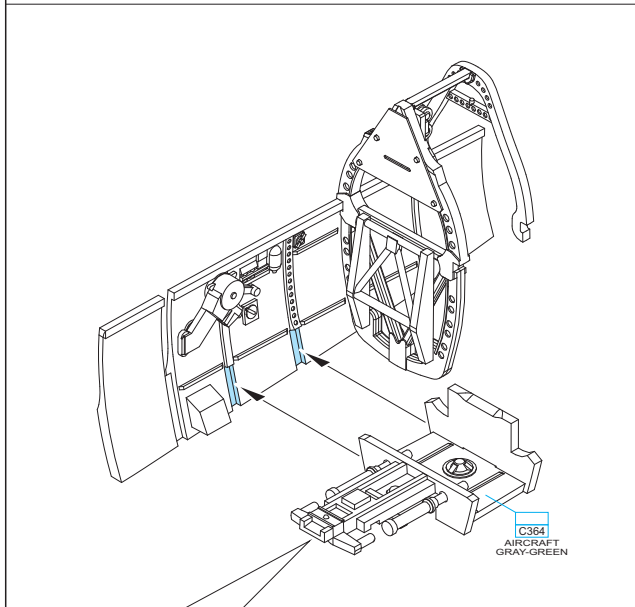
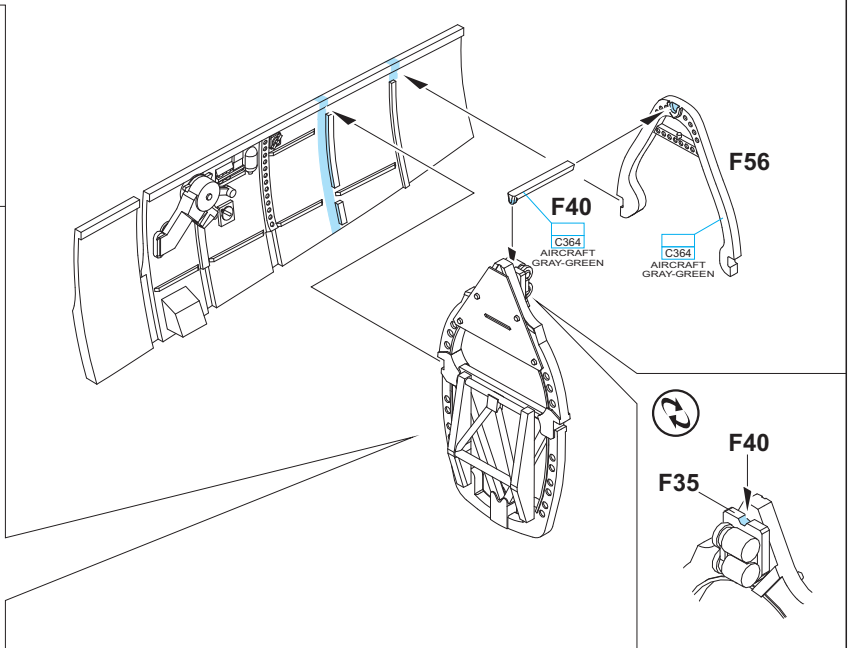
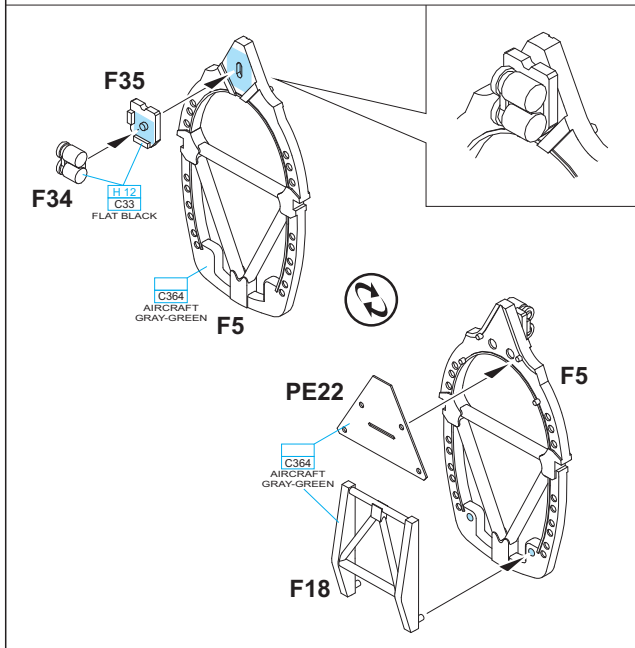
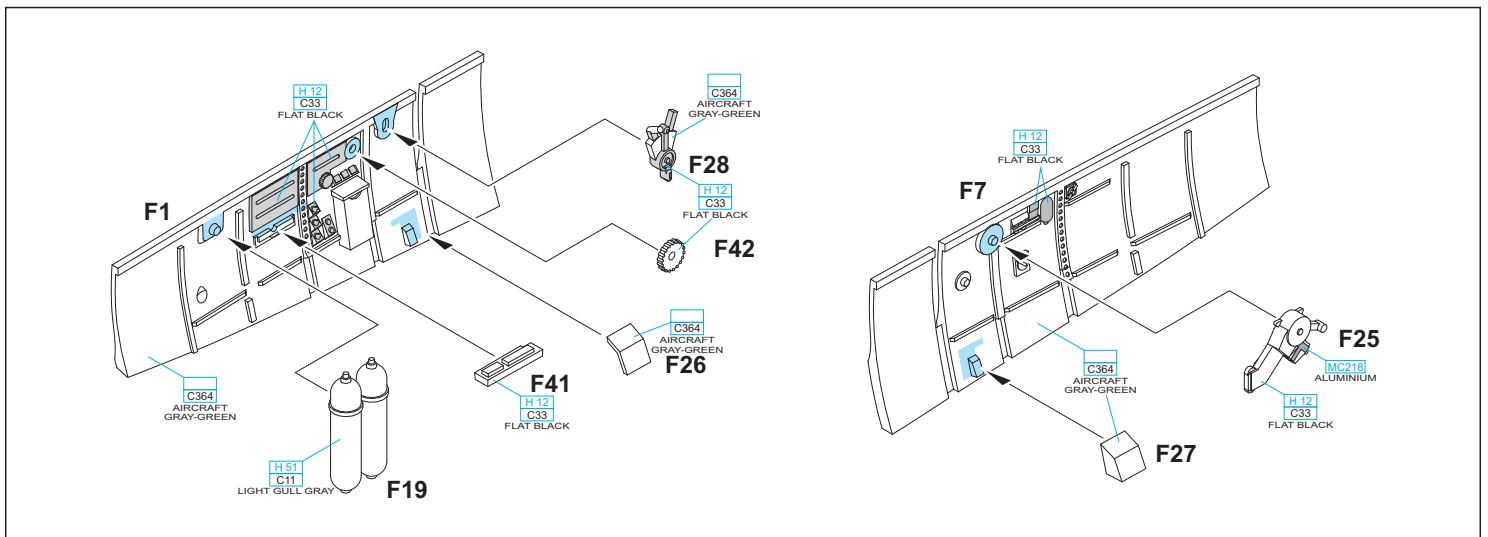
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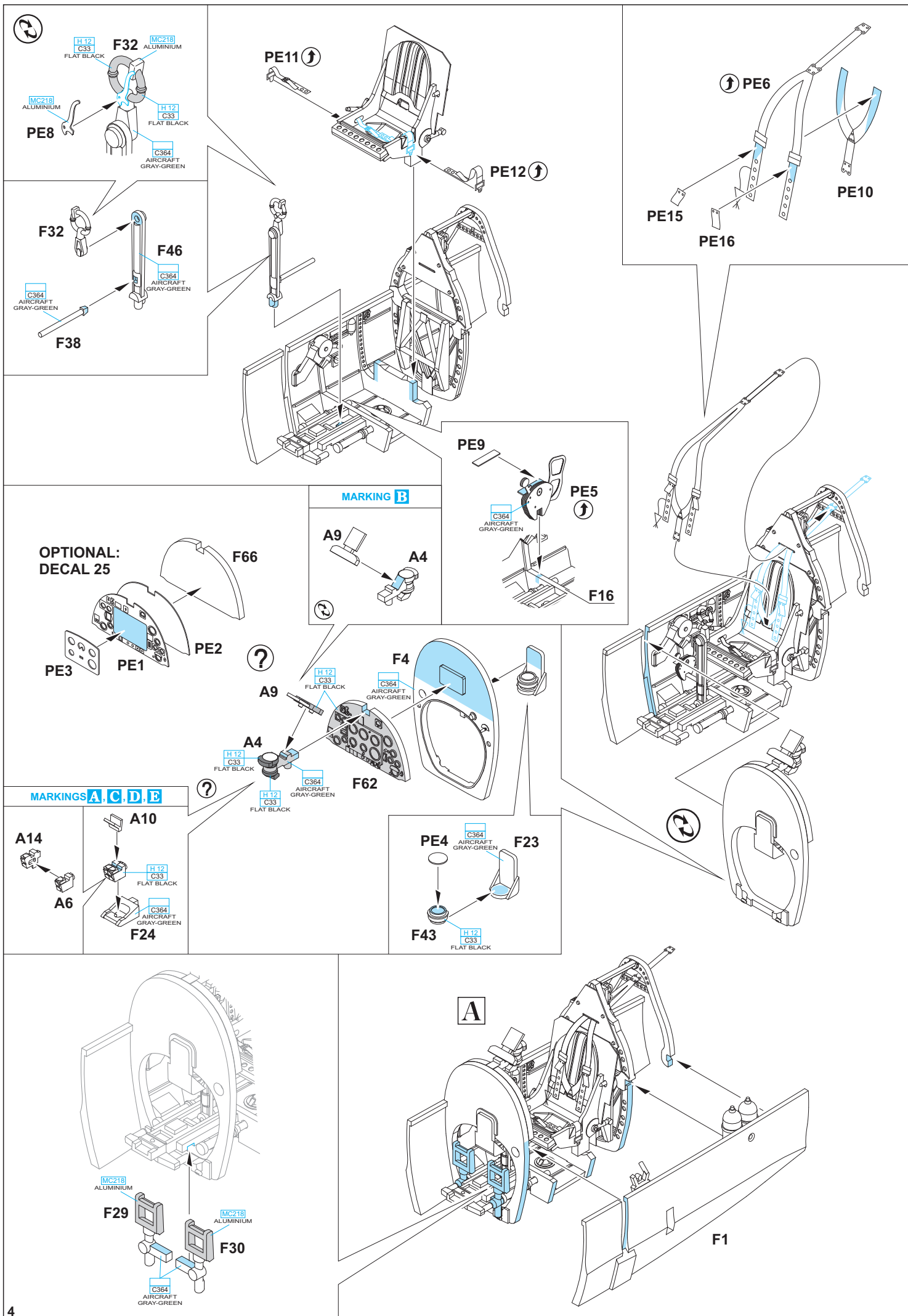


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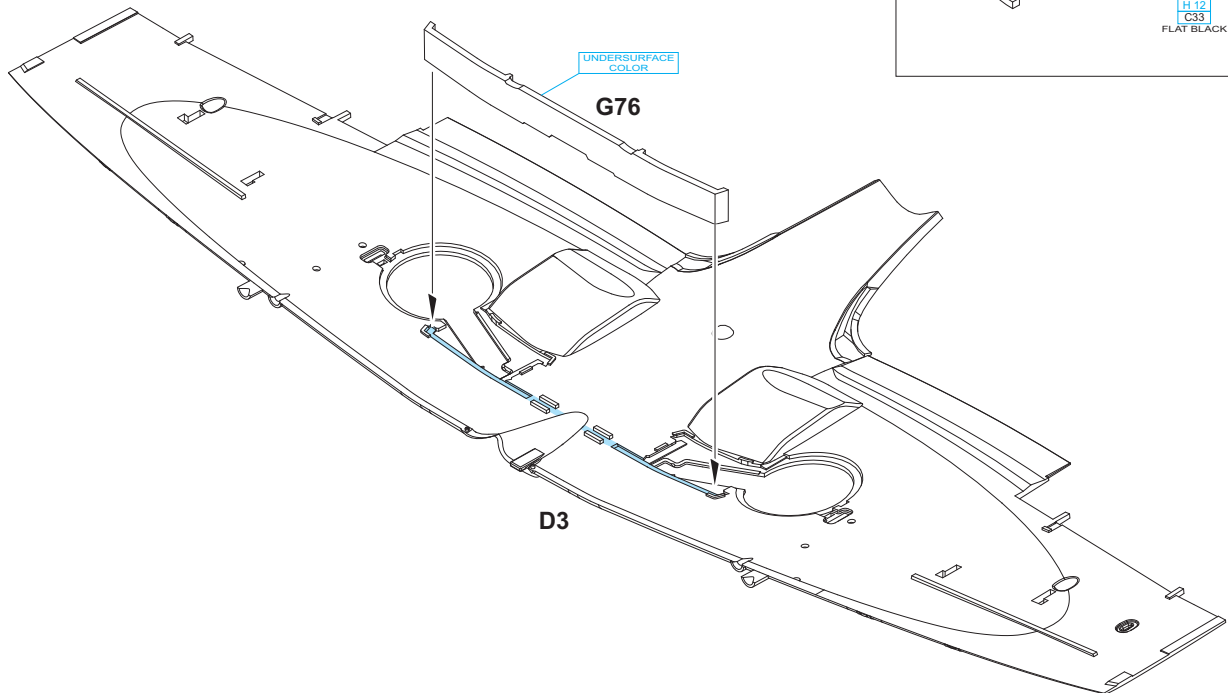
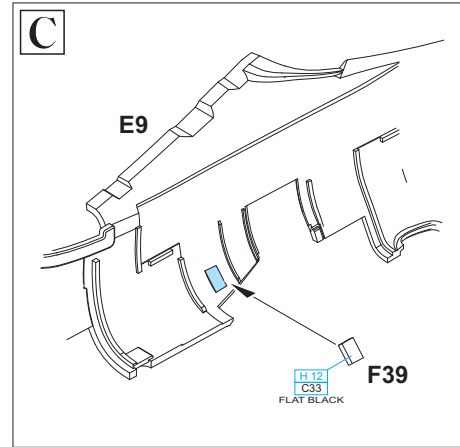
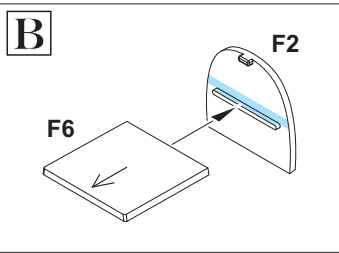
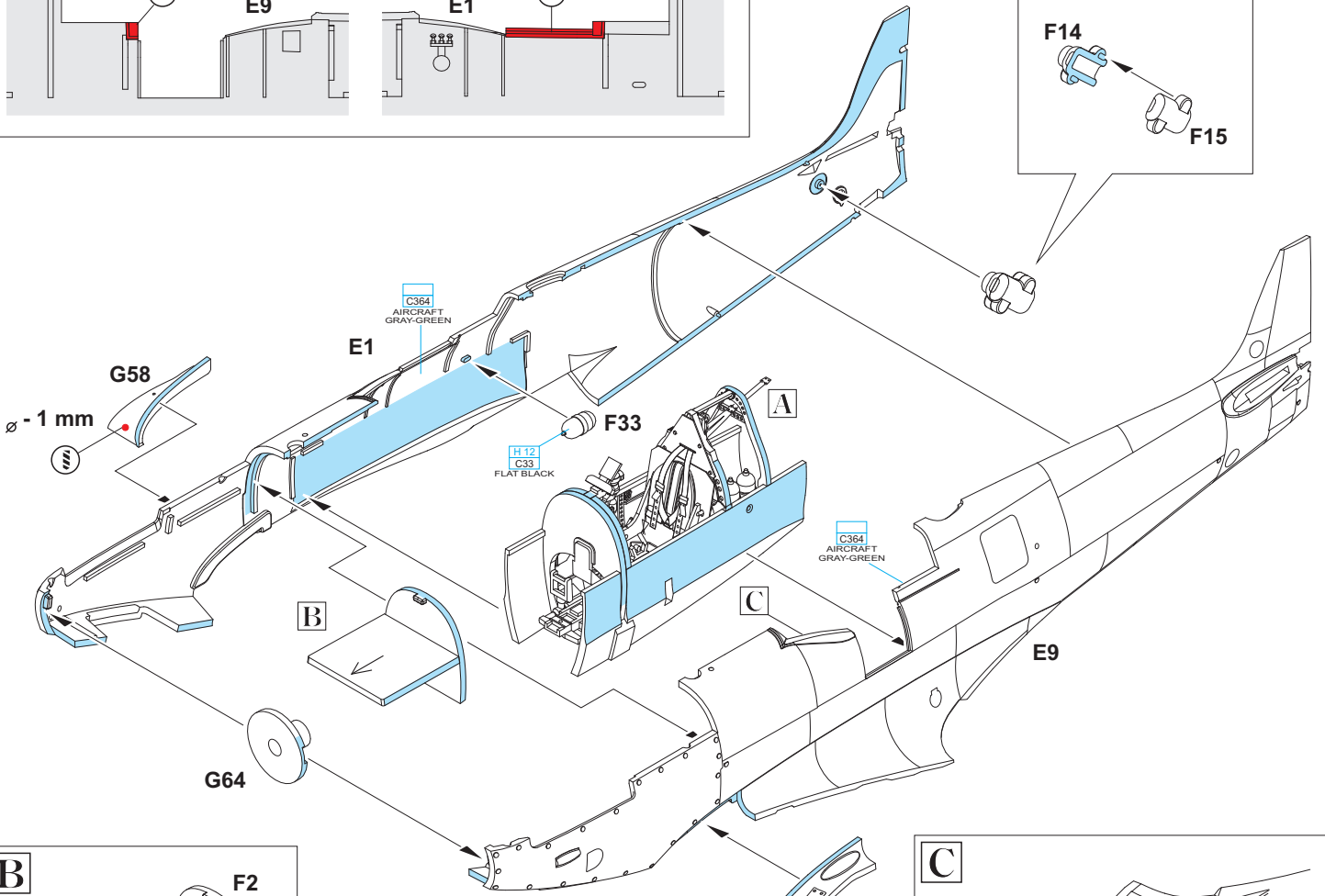
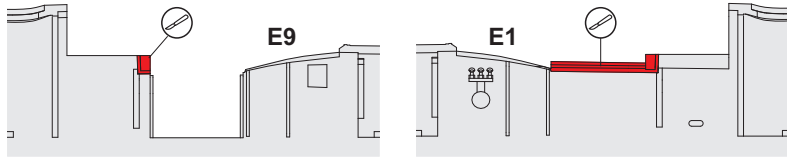
GSI Creos (GUNZE)		
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H 4	C4	YELLOW
H 5	C5	BLUE
H 12	C33	FLAT BLACK
H 13	C3	FLAT RED
H 33	C81	RUSSET
H 51	C11	LIGHT GULL GRAY
H 52	C12	OLIVE DRAB
H 77	C137	TIRE BLACK
H 90	C47	CLEAR RED
H 94	C137	CLEAR GREEN
H 316	C316	WHITE

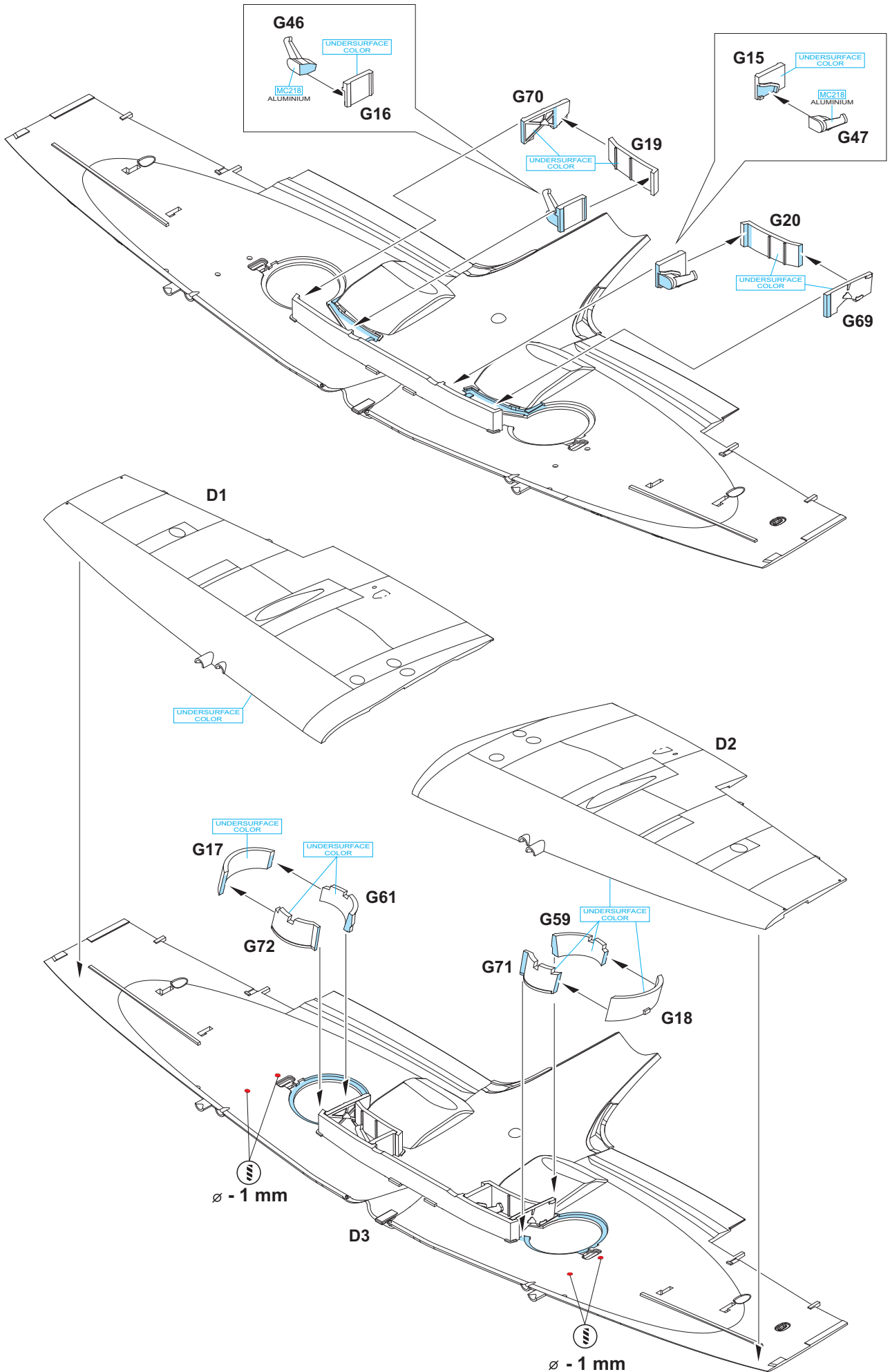
AQUEOUS	Mr.COLOR	
H 327	C327	RED
	C361	MEDIUM SEA GRAY
	C362	OCEAN GRAY
	C363	DARK GREEN
	C364	AIRCRAFT GRAY-GREEN
	C368	SKY
Mr.METAL COLOR		
	MC214	DARK IRON
	MC218	ALUMINIUM
Mr.COLOR SUPER METALLIC		
	SM06	CHROME SILVER



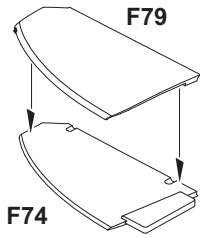
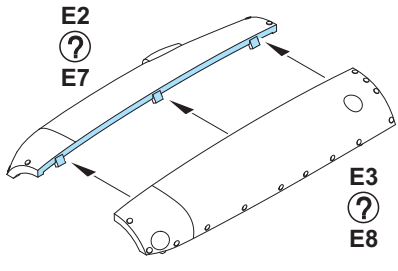


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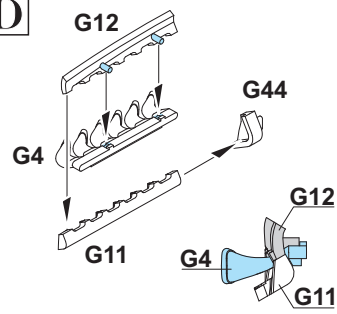




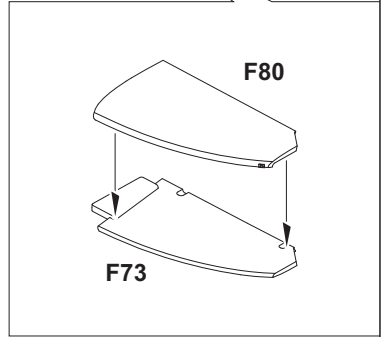
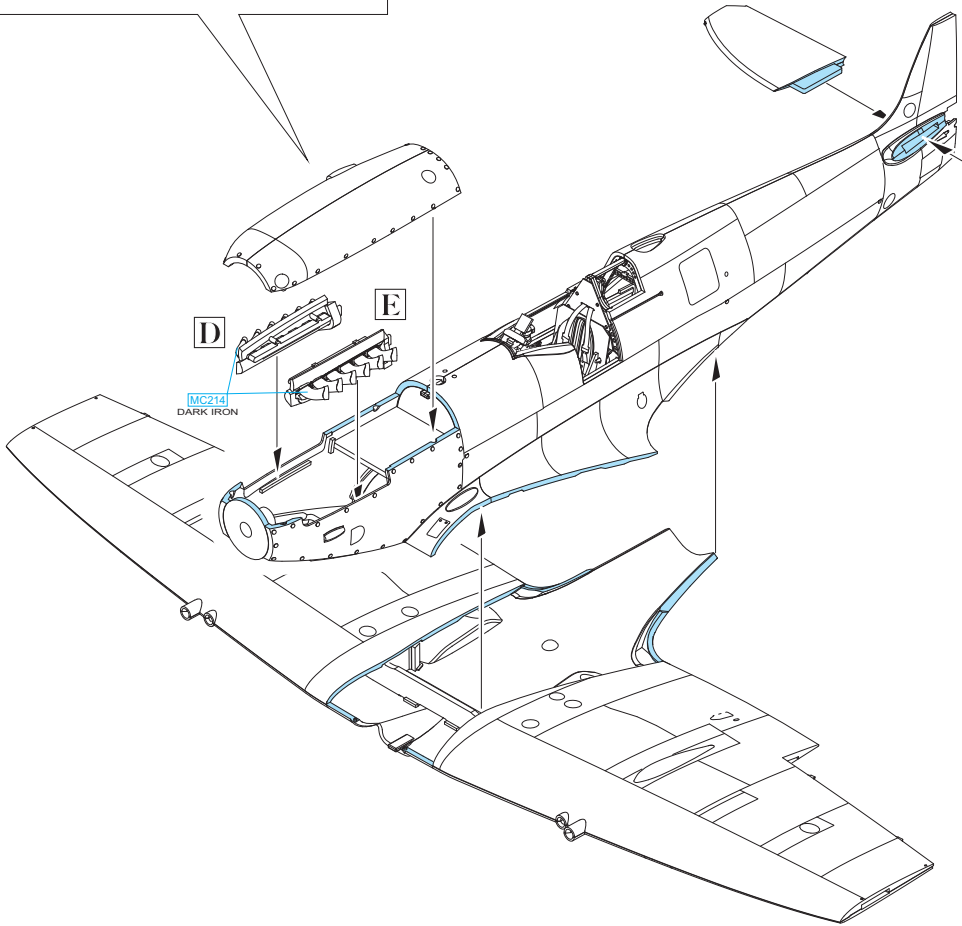
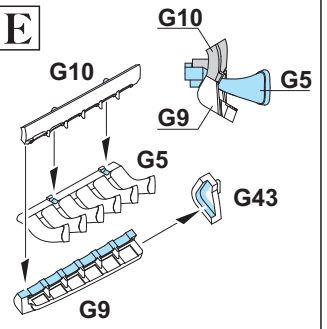
E2, E3 - MARKING **D** ONLY



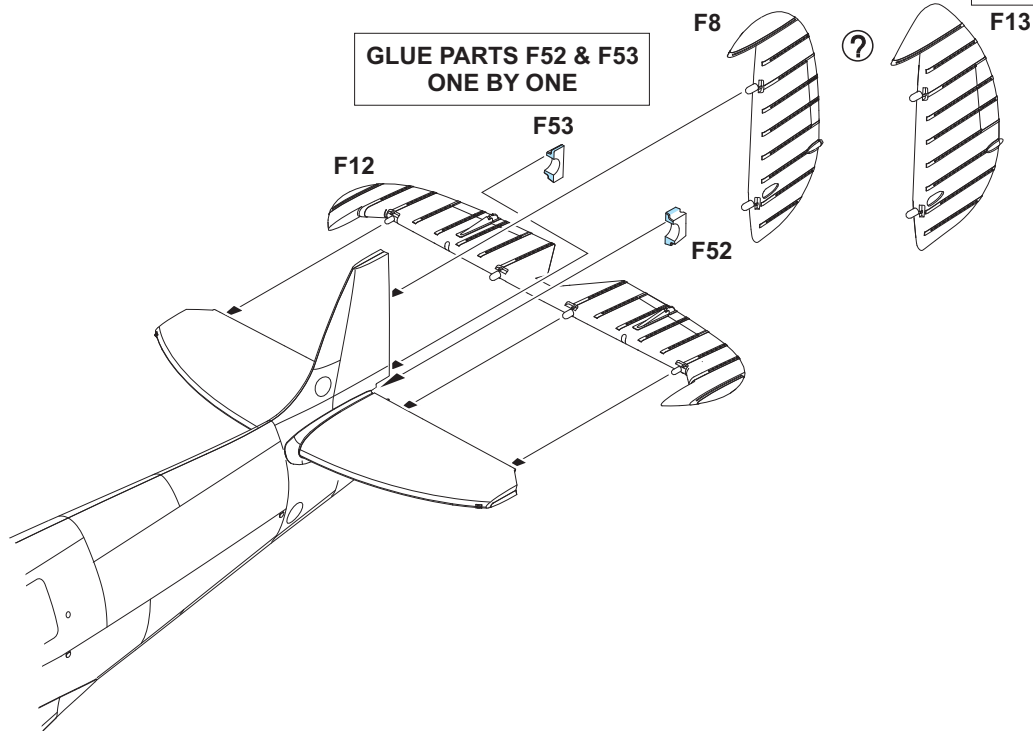
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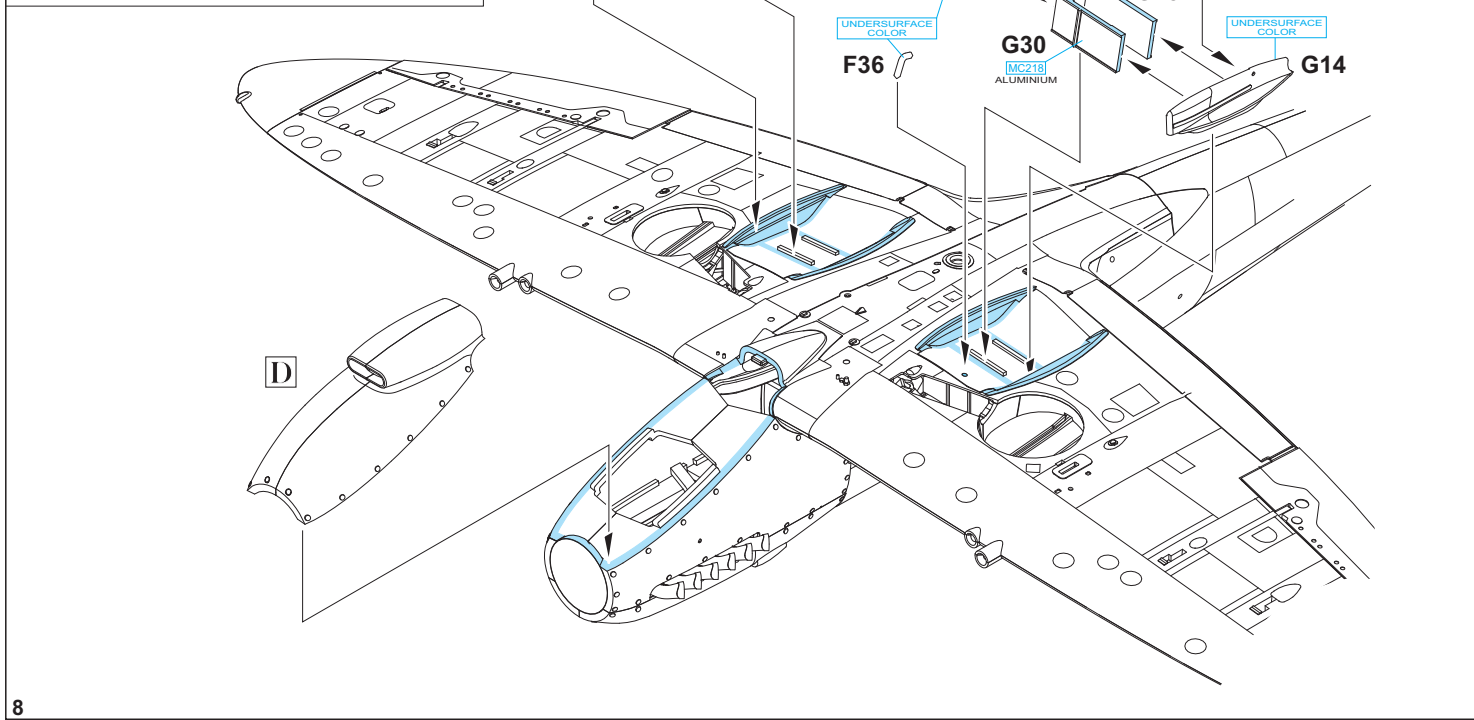
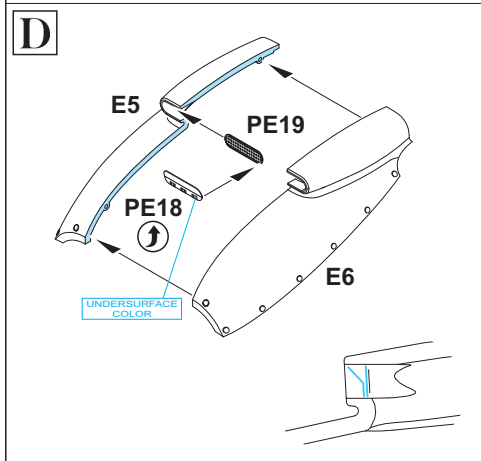
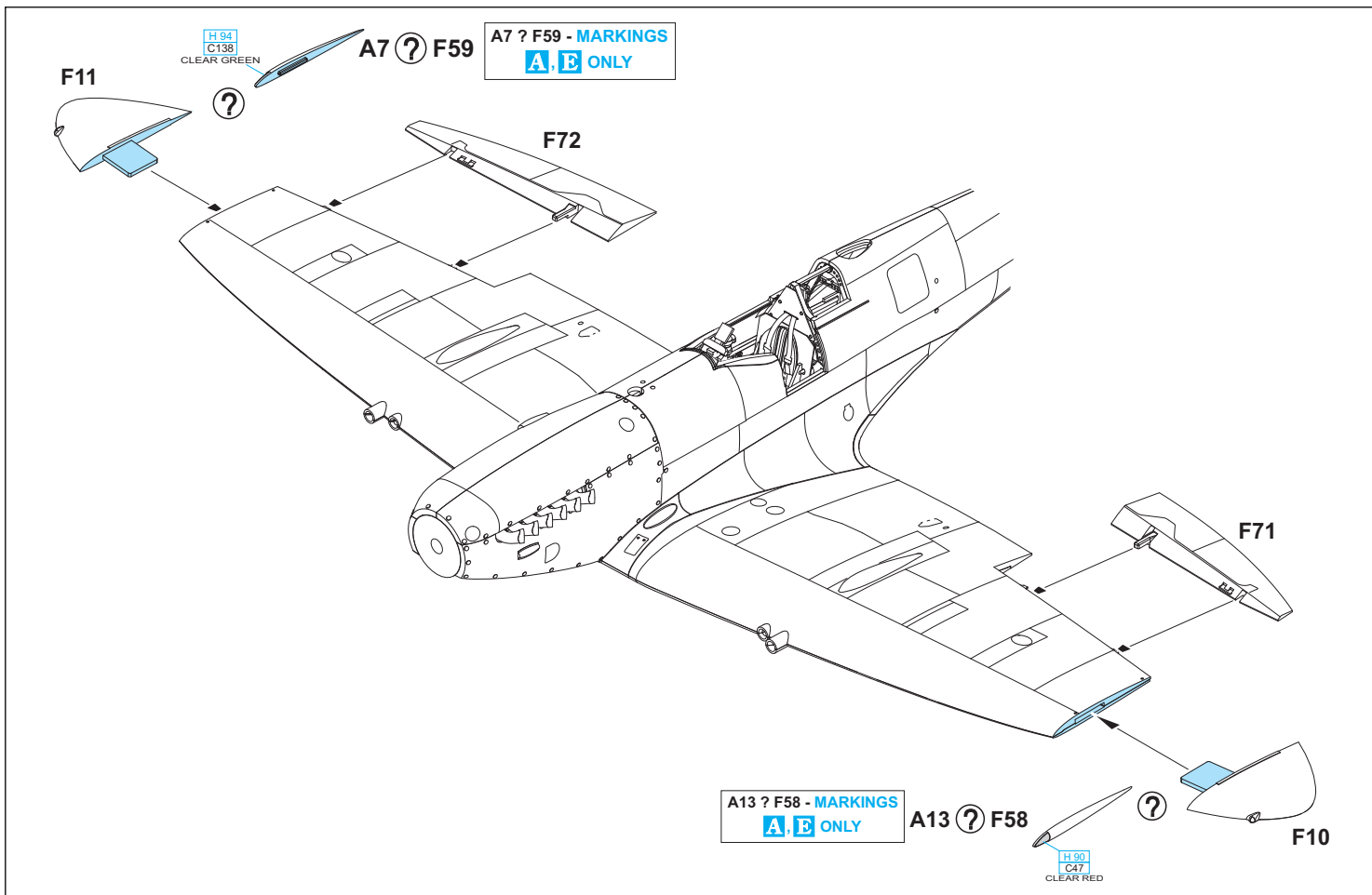
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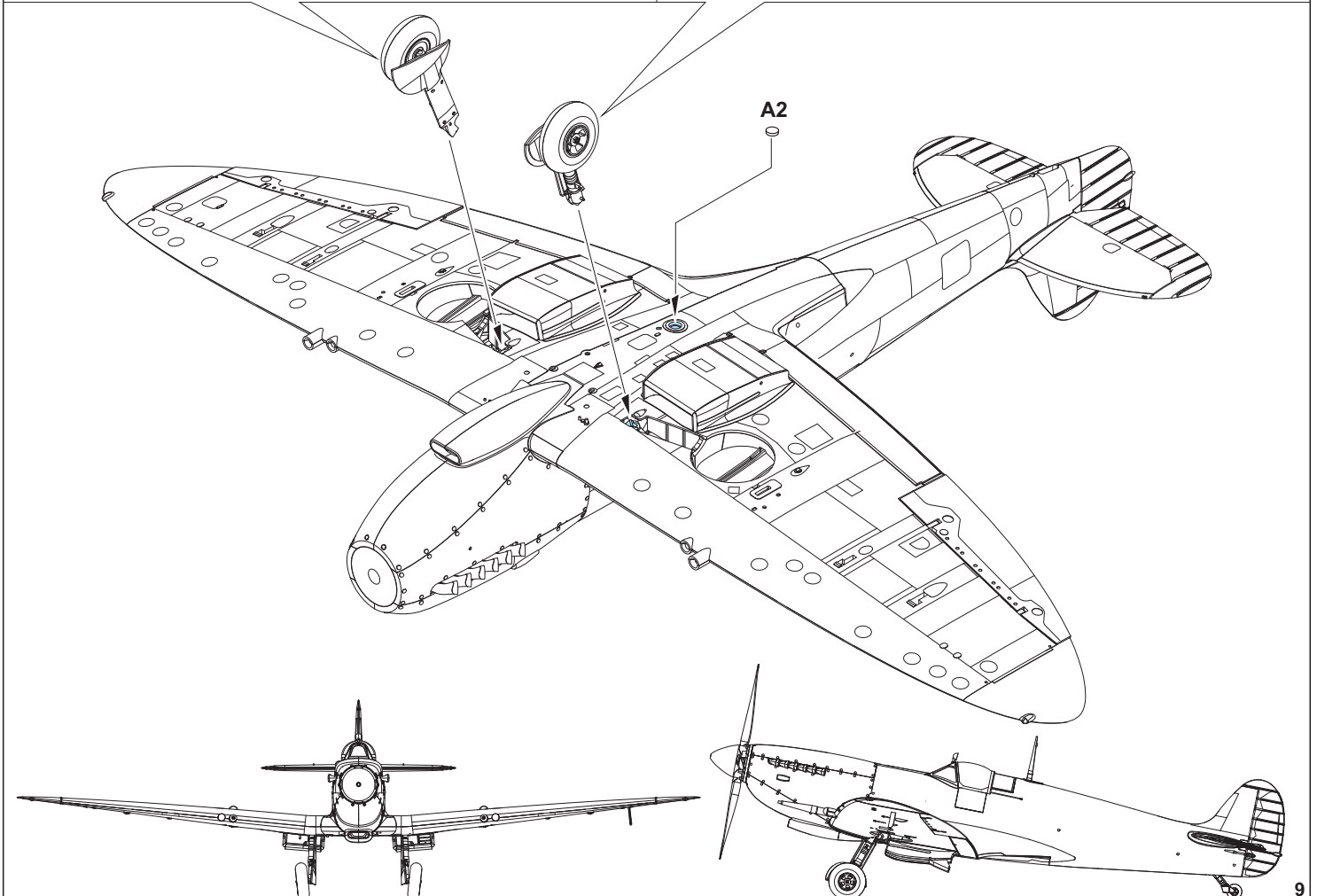
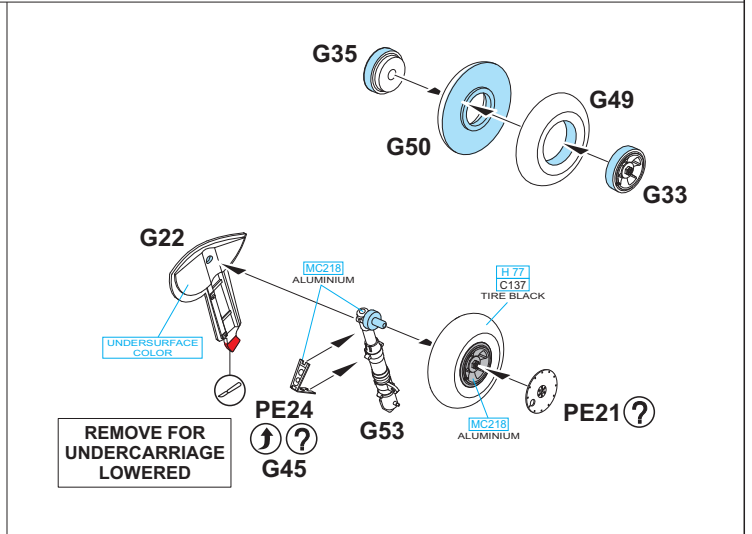
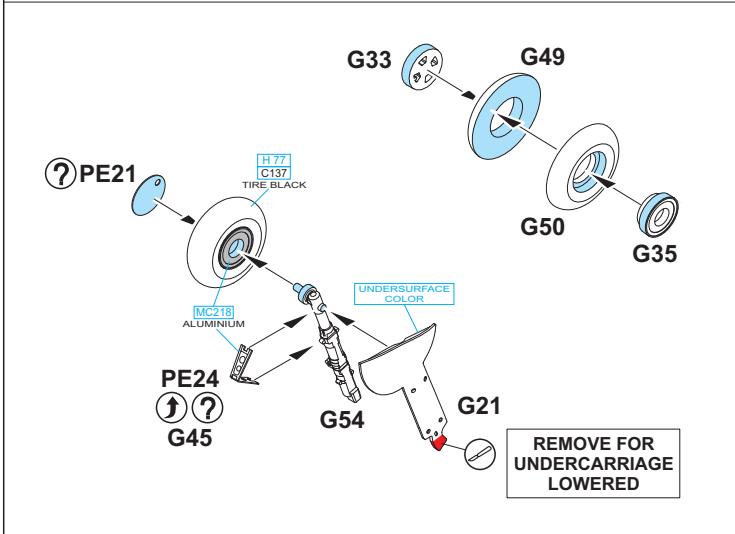
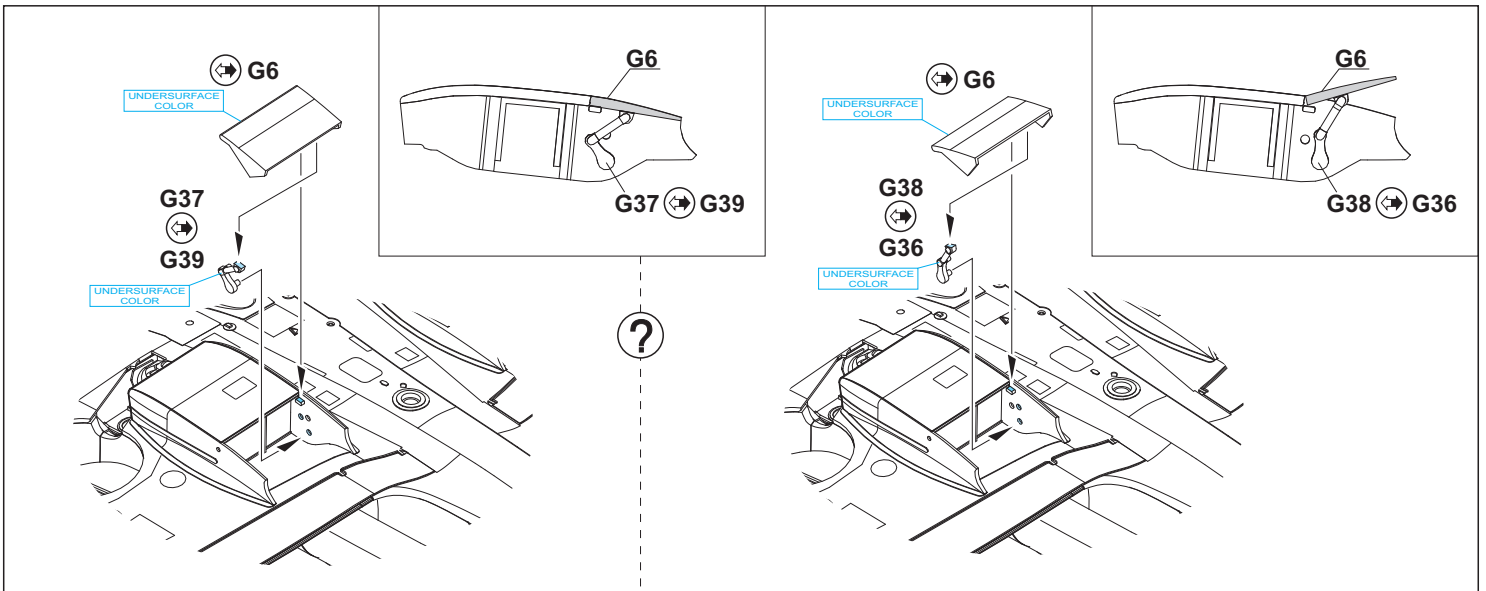


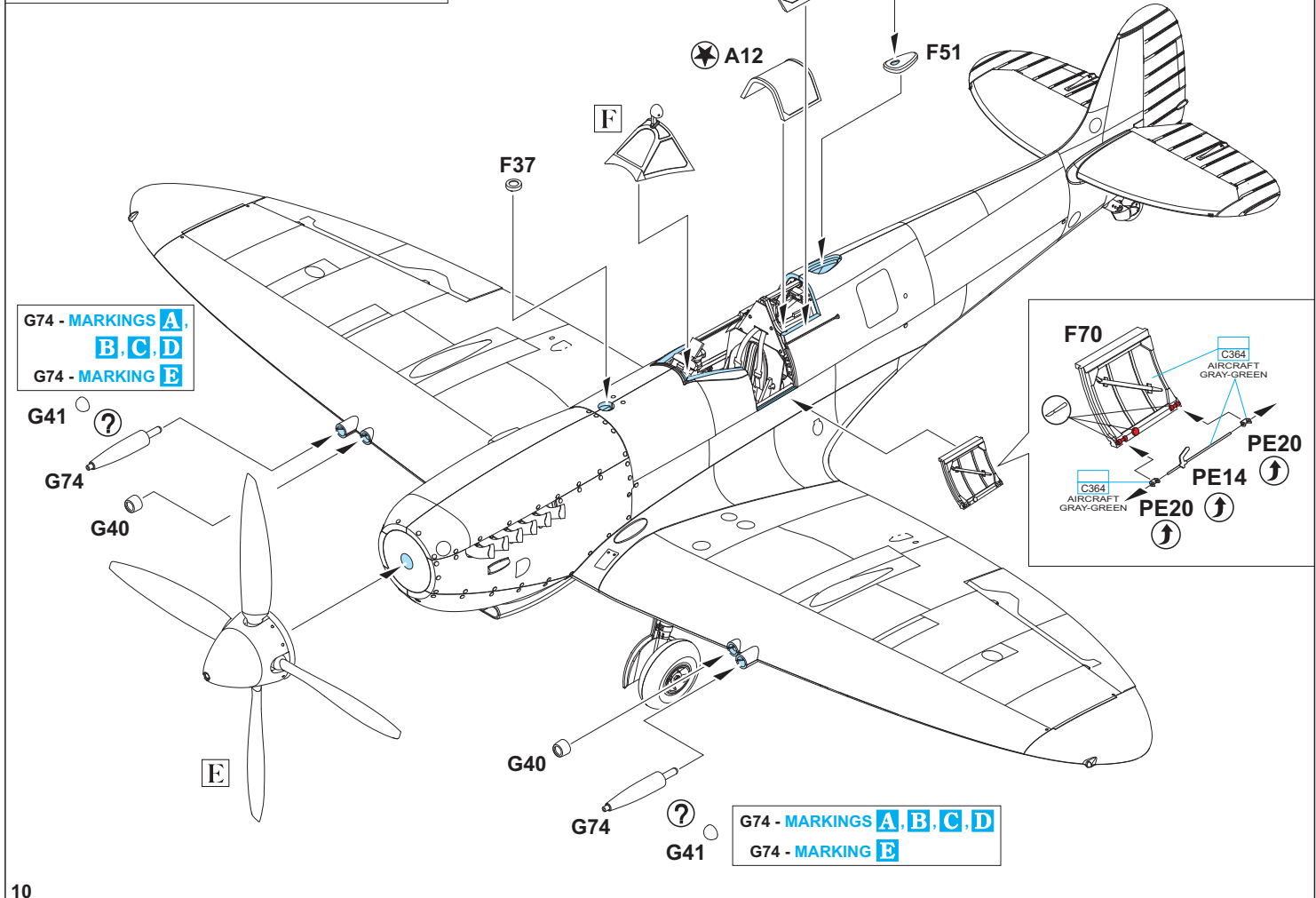
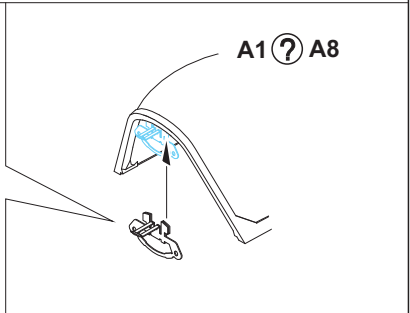
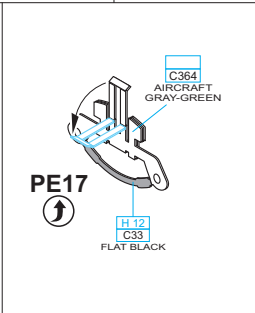
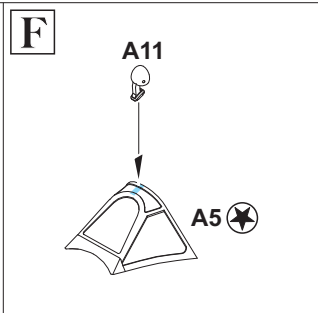
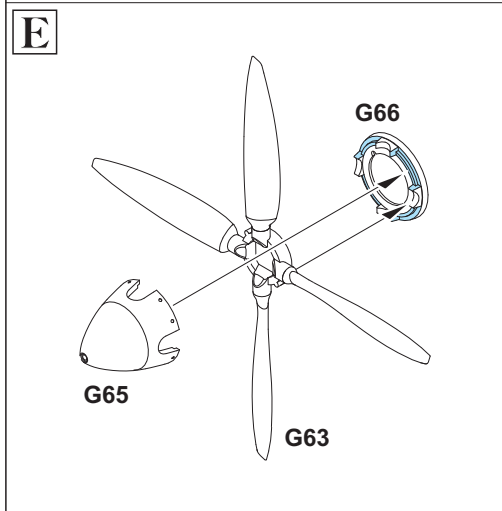
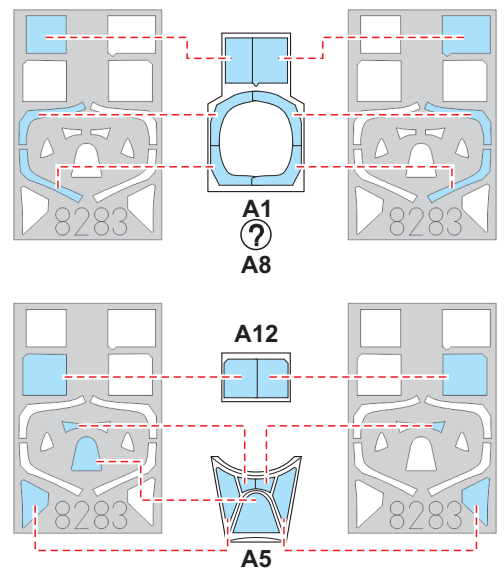
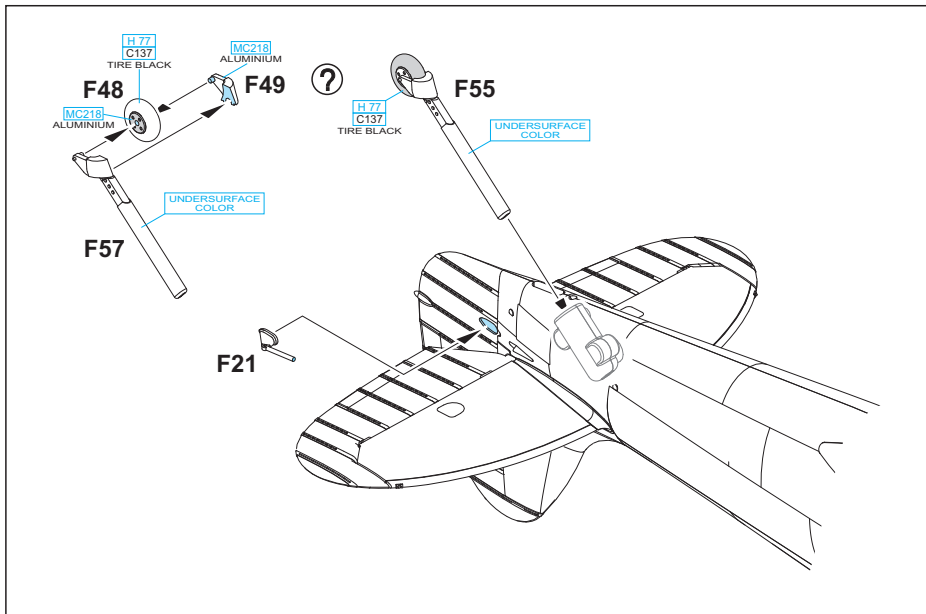
GLUE PARTS F52 & F53 ONE BY ONE

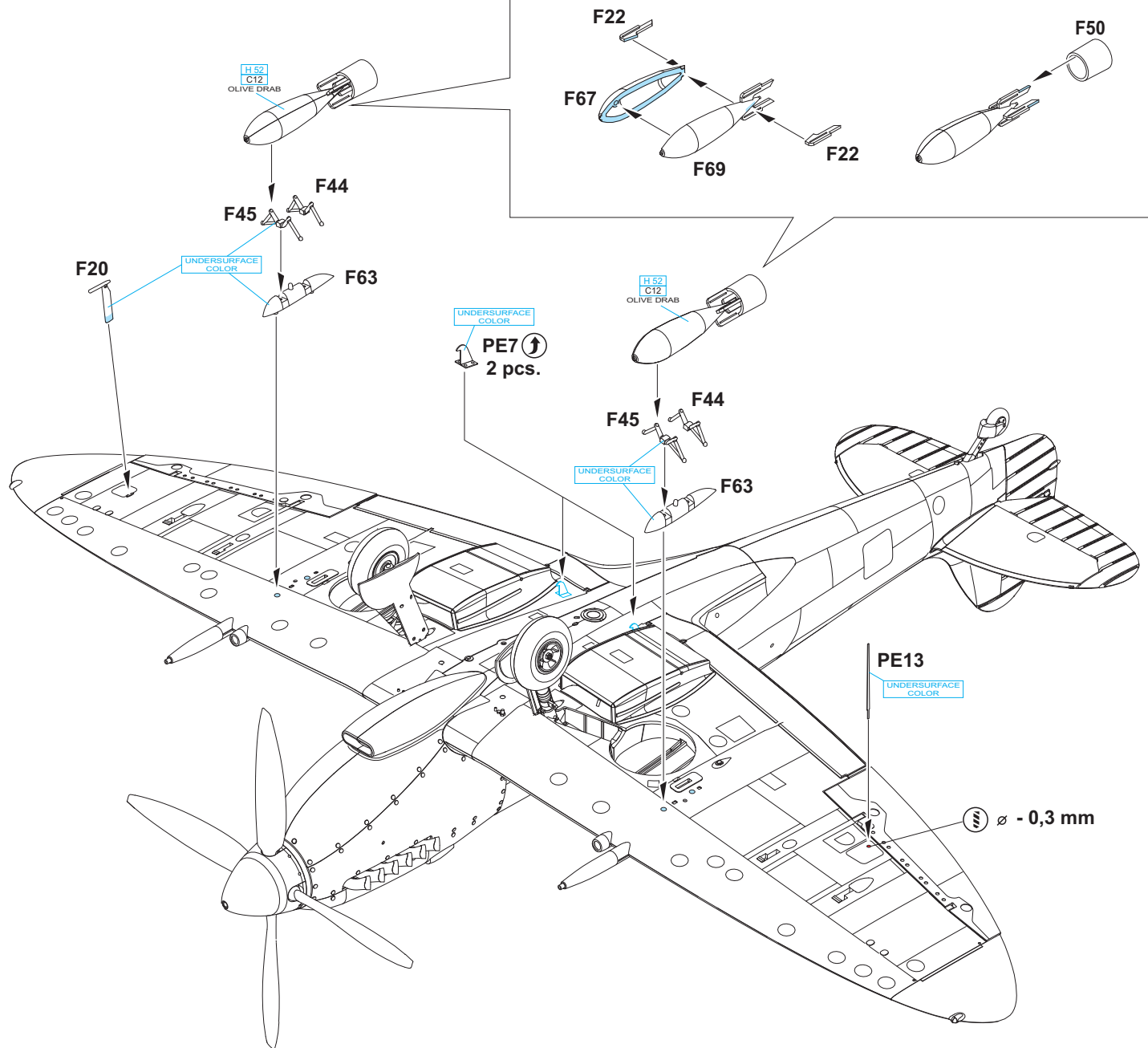
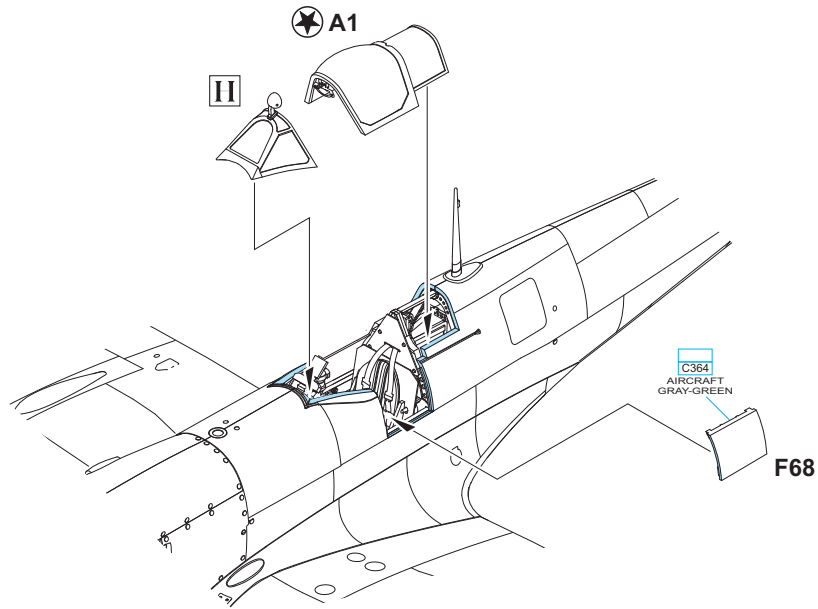


F13 - MARKINGS **A, E** ONLY



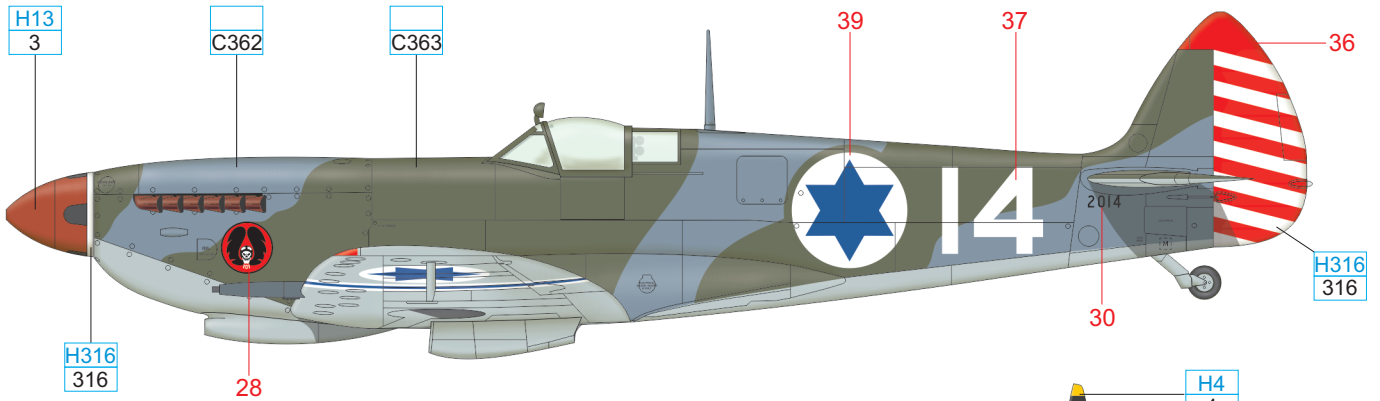




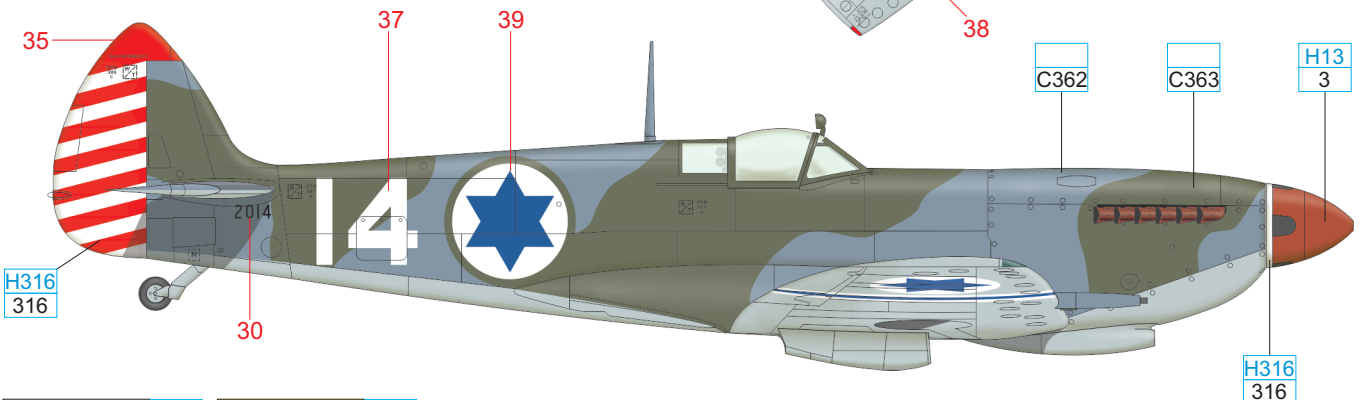
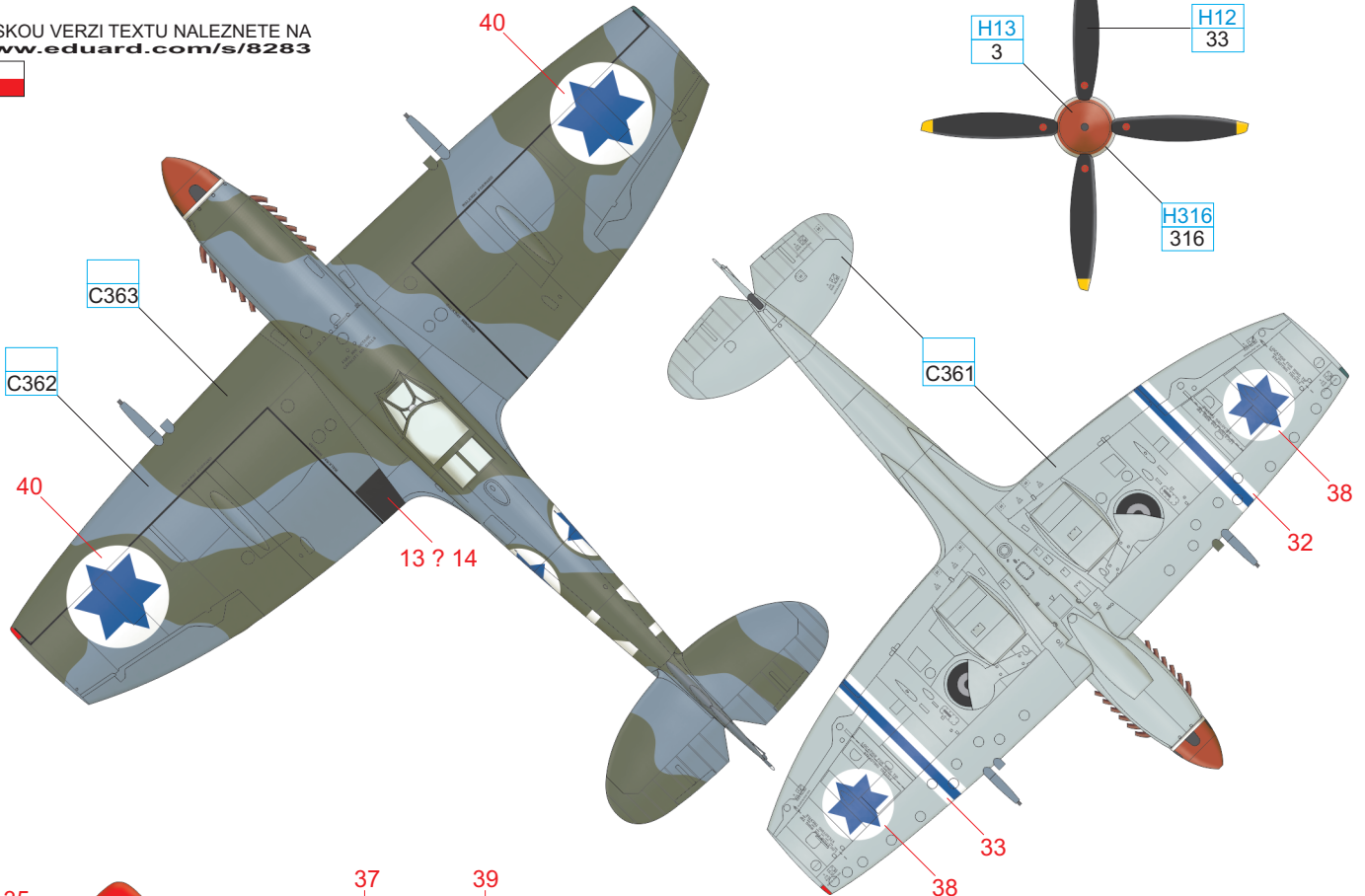


A Spitfire LF Mk.IXe, 101st Tayseset, Hatzor Air Base, January, 1949

This Spitfire found its way to Israel during Operation Velveta I, the long-distance flight of Spitfires from Czechoslovakia to Israel that took place from September 24 to September 27, 1948. This aircraft was coded D-133 in Israel, and the code was changed to 2014 later. On January 5, 1949 this Spitfire crashed on take off. Aron Finkel was flying the aircraft when a tire burst leading to the crash. The pilot escaped unhurt. The original British camouflage colors were still on the aircraft. This Spitfire was one of five that carried the blue-white bands on the wings as a quick identification marking. The 101st Tayseset badge is painted on the nose and note the aircraft ID number 2004 written by hand under the stabilizer.



ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/s/8283

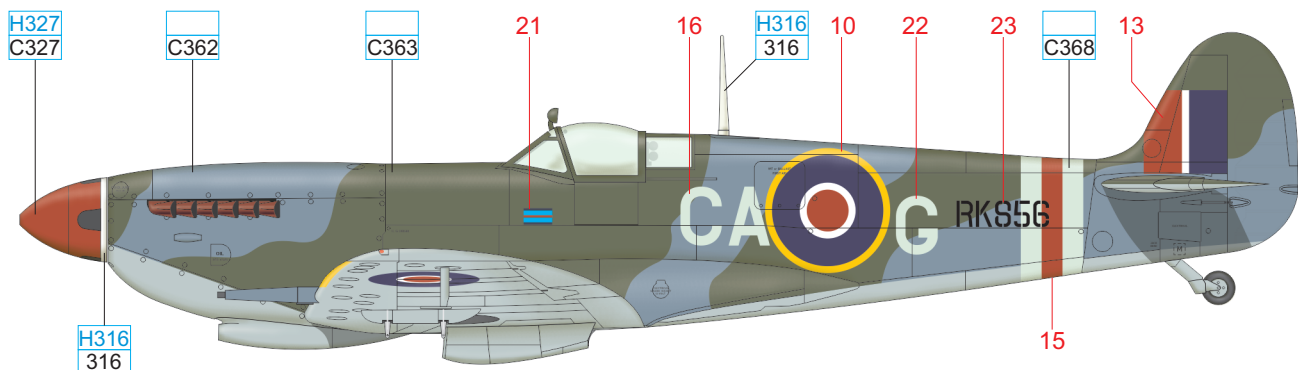


WHITE	H316 316	YELLOW	H4 4
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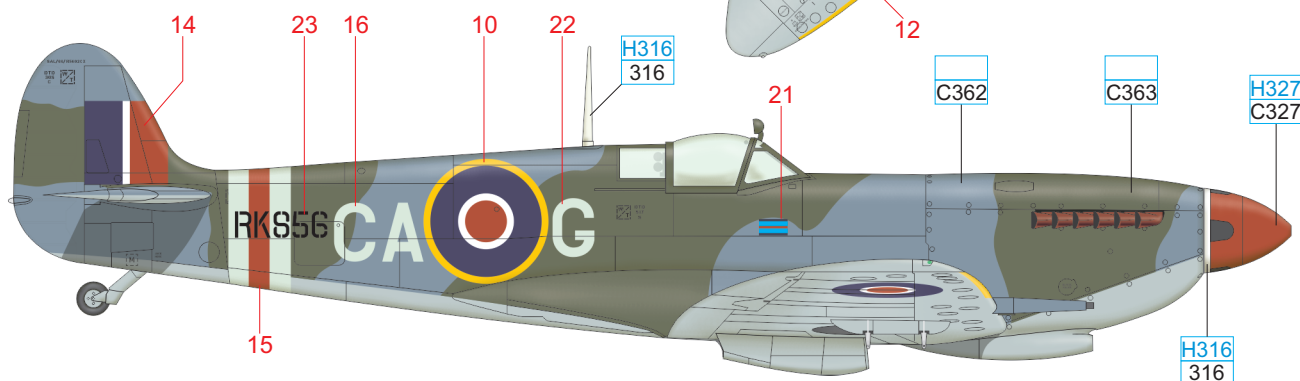
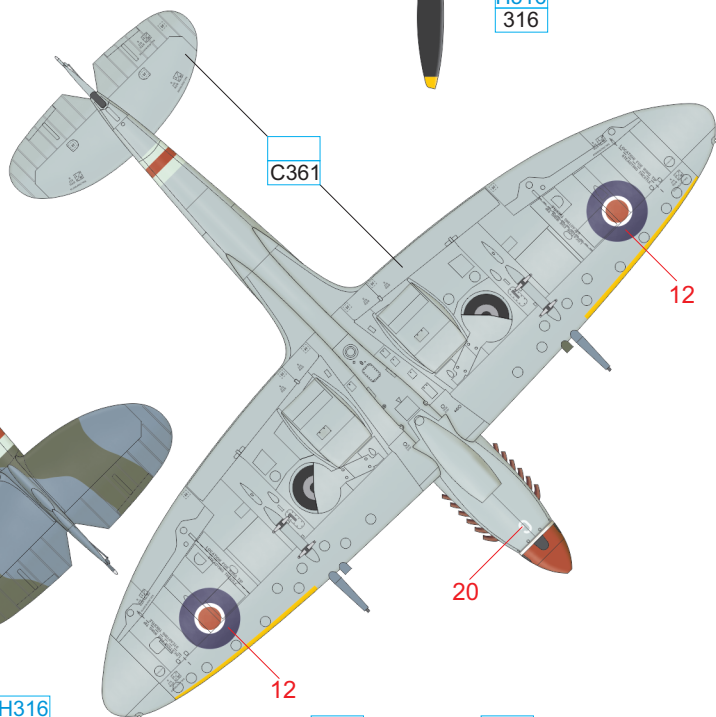
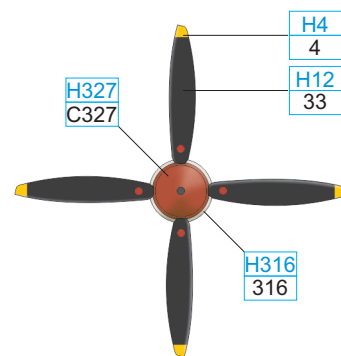
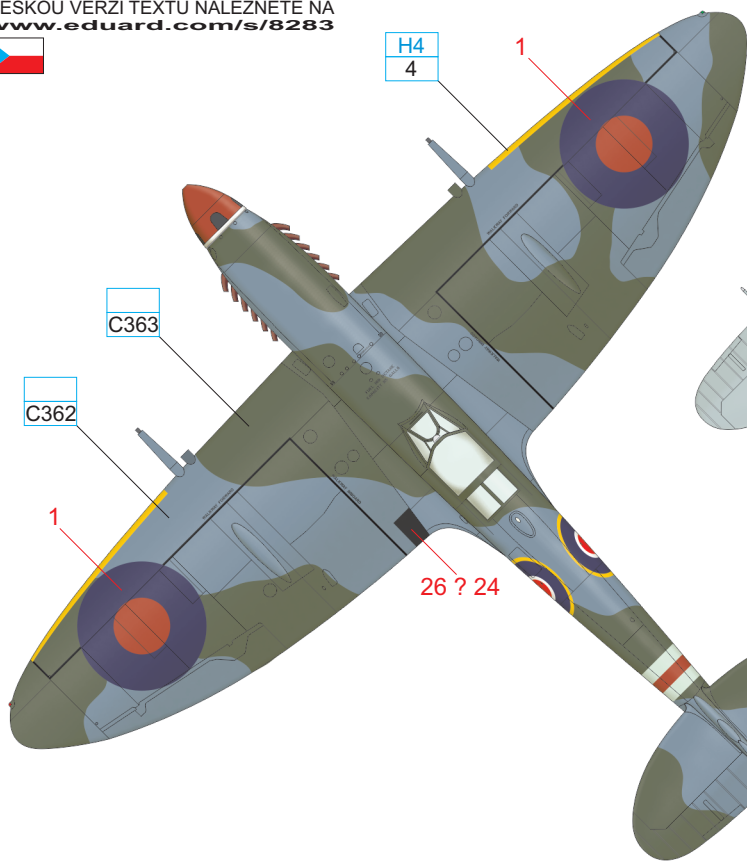
RED	H13 3	MEDIUM SEA GRAY	C361	OCEAN GRAY	C362	DARK GREEN	C363	BLACK	H12 33
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B Spitfire LF Mk.IXe, RK856, Flown by Maj. Cecil Golding, CO of No. 3 Squadron SAAF, Italy, 1945

A very interesting marking – the red tail band - was applied to the Spitfires flown by SAAF No. 3 Squadron during a specific time period in 1945. The personal mount of the squadron CO, Maj. Cecil Golding, wore this band as well. Golding joined combat ops in 1942 and fought as a Curtiss Tomahawk pilot against German forces in Libya. He managed to shoot down two Ju 87 Stukas and one Bf 109F singlehandedly and shared one Ju 87 with another pilot. He also damaged an Italian Fiat Br.20 bomber. Cecil Golding was shot down on June 3, 1943 by a Bf 109F pilot. He is noted as being a victim of Hans Joachim Marseille in some studies. After his return from hospital, he served with other South African squadrons. On December 27, 1944, he was promoted to Major and became the CO of SAAF No. 3 Squadron. His unit was tasked with the support of ground units and flew Spitfires in the fighter-bomber role.



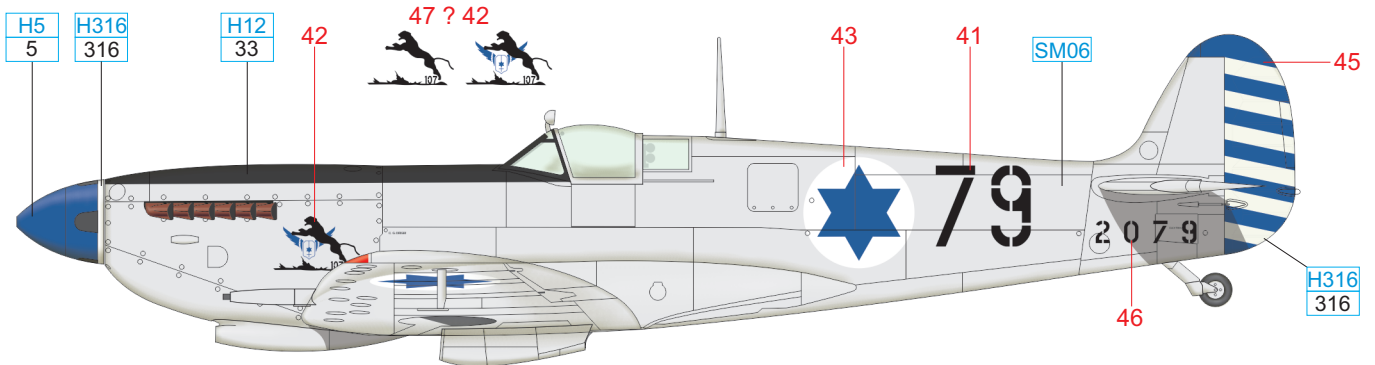
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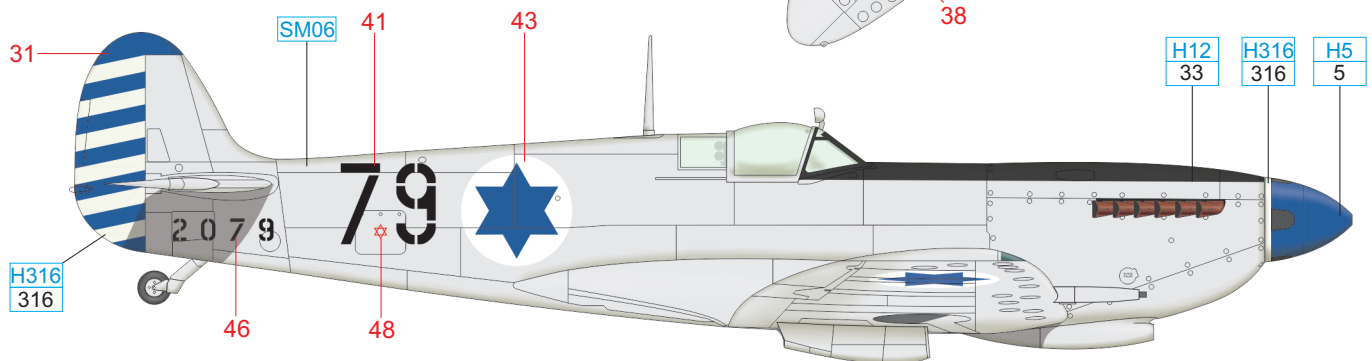
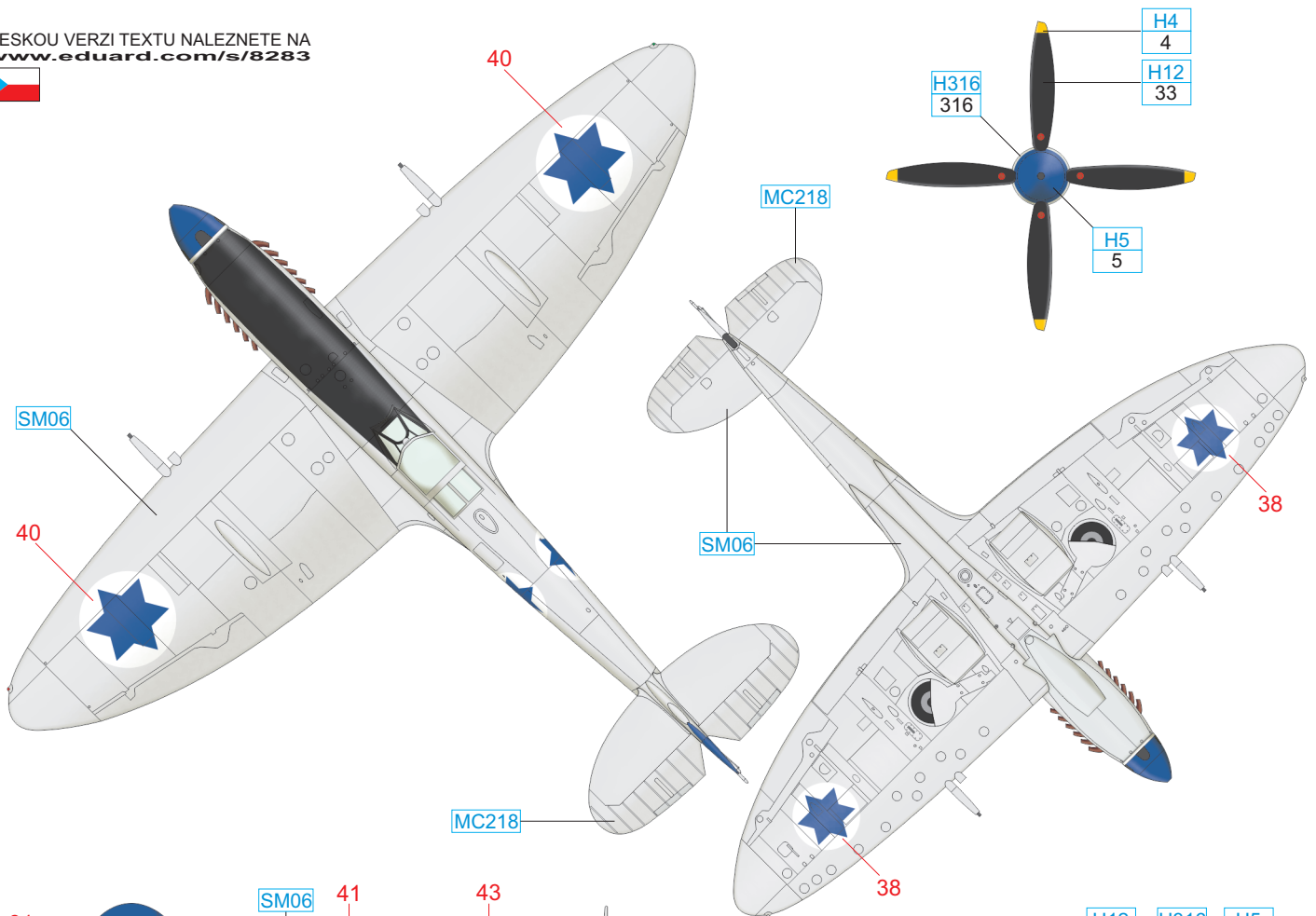
WHITE	H316 316	YELLOW	H4 4	RED	H327 C327
SKY	C368	MEDIUM SEA GRAY	C361	OCEAN GRAY	C362
		DARK GREEN	C363	BLACK	H12 33

C Spitfire Mk.IXe, 107th Tayeset, Ramat David Air Bases, 1954

Along with the aircraft purchased from Czechoslovakia, the Israeli representatives managed to buy Spitfires from the Italian Air Force as well. The Spitfire coded 2079 was one of them. The aircraft with unknown serial number had been flown by the 107th Tayeset (Squadron) and was sold to Burma where it was given the new code UB448. The blue spinner and diagonally striped rudder was a 107th Tayeset marking. The unit badge was usually painted on the port side of the nose and two versions are known – with and without the blue winged symbol. The only known photo of 2079 depicts the aircraft's starboard side only so we added both versions to the decal sheet.



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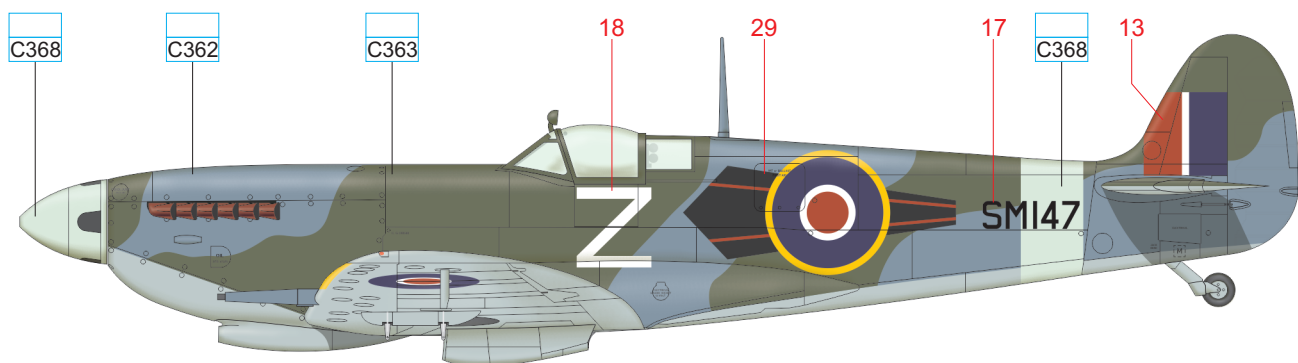


ALUMINIUM	MC218	BLUE	H5 5
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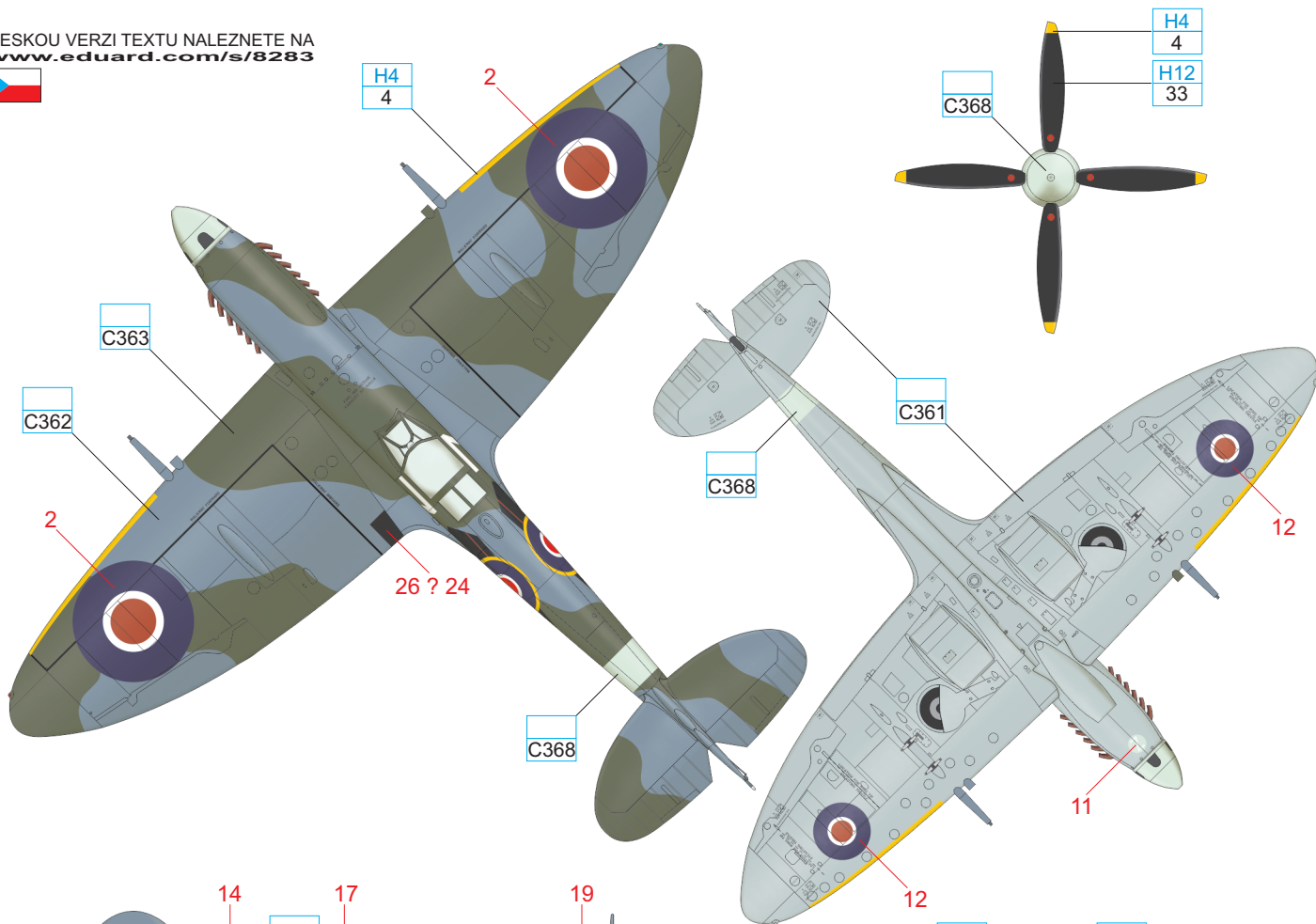
CHROME SILVER	SM06	WHITE	H316 316	YELLOW	H4 4	RED	H13 3	BLACK	H12 33
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D Spitfire LF Mk.IXe, SM147, No. 73 Squadron RAF, Prkos Air Field, Yugoslavia, April / May, 1945

In April 1945, No.73 Squadron moved from Greece, where it helped in the fight against local communists, to Yugoslavia. The Prkos Air Field (now Croatia) became its new home and the squadron used it to support ground forces. The squadron's Spitfires wore an unusual marking – the colored chevron – on the fuselages, more typical for the post-war era. The exact colors of the chevron are not known. A variety of colors were used, as can be seen in b&w photos. In the case of SM147, black and red are thought to have been used. Note the C-type roundels on the upper side of the wings.



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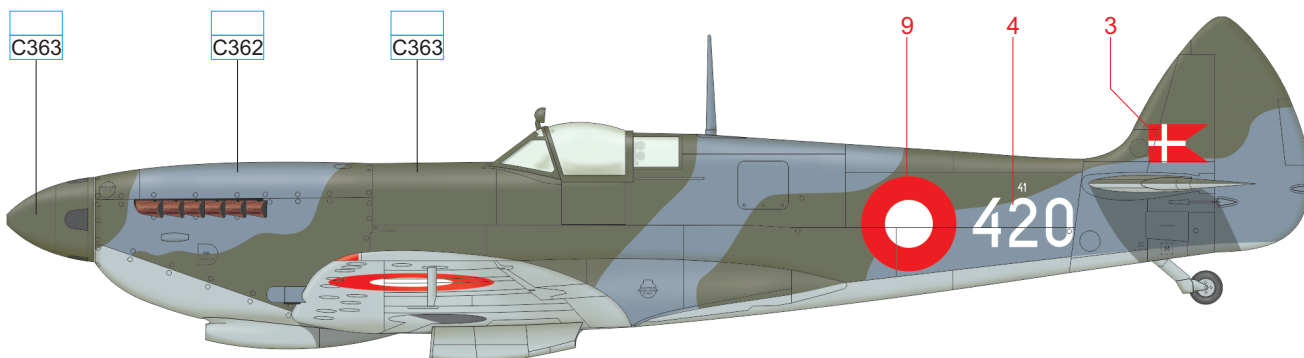


WHITE	H316 316	YELLOW	H4 4
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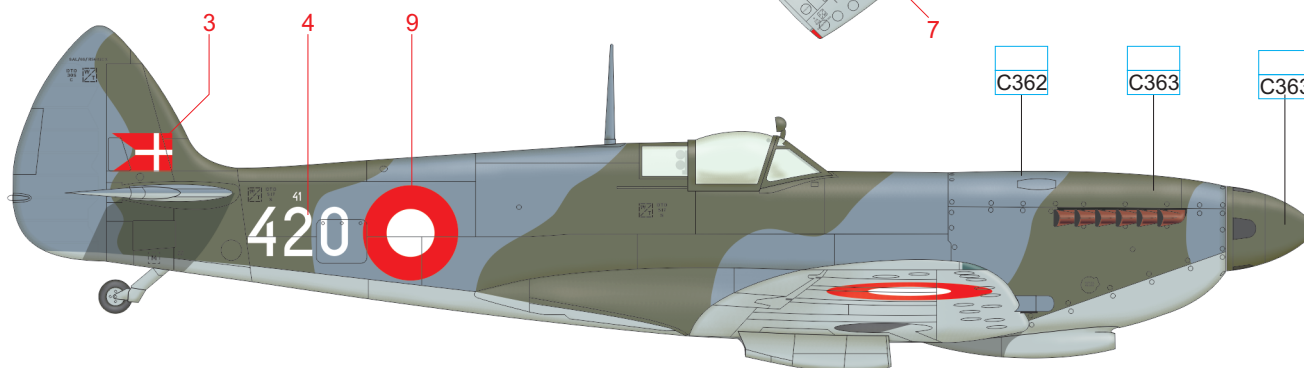
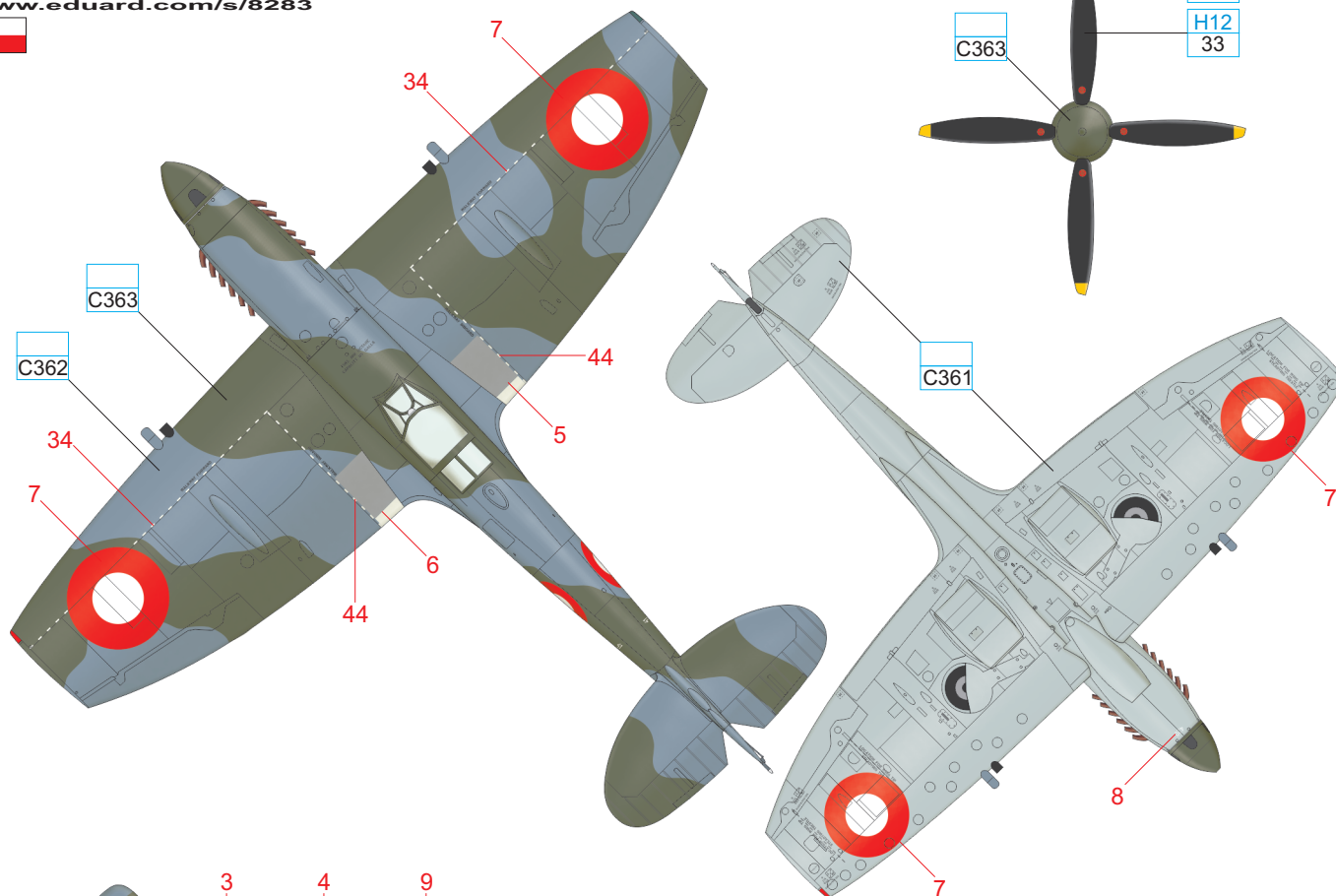
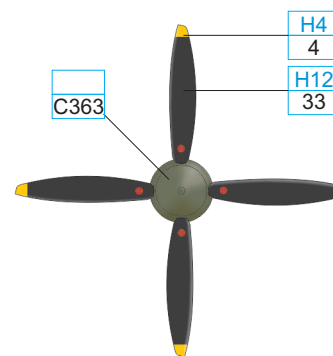
SKY	C368	MEDIUM SEA GRAY	C361	OCEAN GRAY	C362	DARK GREEN	C363	BLACK	H12 33
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E Spitfire HF Mk.IXe, RK889, 5. Eskadrille, Danish Royal Air Force, Karup Air Base, Late 40's, Early 50's

This Spitfire was manufactured at the Castle Bromwich plant. On May 10, 1945 it was delivered to the Czechoslovak No. 313 Squadron RAF. RK889 was flown by S/Ldr. Otmar Kucera. In mid July, Czechoslovak squadrons returned to Prague with their new Spitfires while the older ones, including RK889, were left in the United Kingdom. Ultimately, it was purchased by Denmark and moved to its new home on October 2, 1948. RK889 was given the new code 41-420 and served with the 5th ESK. The former British camouflage scheme had the Danish markings applied to it. When serving with the Czechoslovak No. 313 Squadron, the Spitfire had the pointed rudder and clipped wings. It was written off after a belly landing near Rønne on August 20, 1954. The aircraft belonged to ESK 722 (re-designed 4th ESK) at the time.



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YELLOW	H4
	4

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

Spitfire Mk.IXe

STENCIL VARIANTS

