

# Spitfire Mk.XVI Bubbletop

eduard

BRITISH FIGHTER

1/72 SCALE PLASTIC KIT

ProfiPACK  
edition

#70126



## 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<sup>th</sup> and the second on March 27<sup>th</sup>, 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. The Merlin 266, built under licence by the Packard Motor Company, powered the next version, the Spitfire Mk.XVI. The early production examples were – except for the engine - almost identical to the Mk.IX. Late production blocks had bubble canopies and redesigned rear fuselage.

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 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  
VOLBABEND  
OHNOUTOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽNOTCH  
ZÁREZREMOVE  
ODRÍZNOUTAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARDS MASK  
NABARVIT

PARTS



DÍLY



TEILE



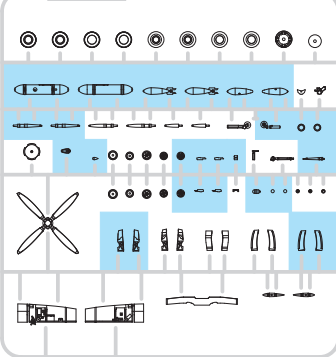
PIÈCES



部品

A&gt;

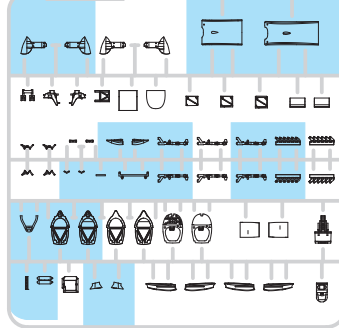
70120 A



B&gt;

PLASTIC PARTS

70120 B



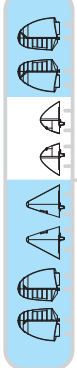
C&gt;

70120 C



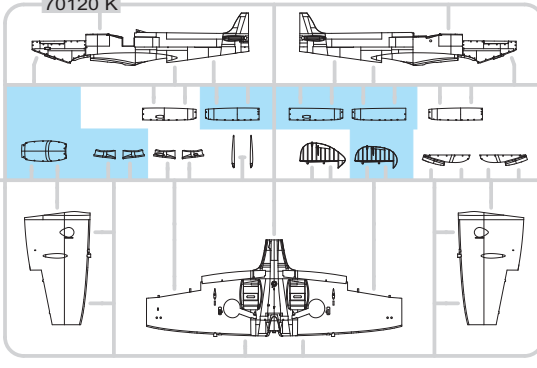
D&gt;

70120 D



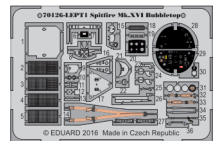
K&gt;

70120 K



E&gt;

70120 E

eduard  
MASKPE - PHOTO ETCHED  
DETAIL PARTS

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



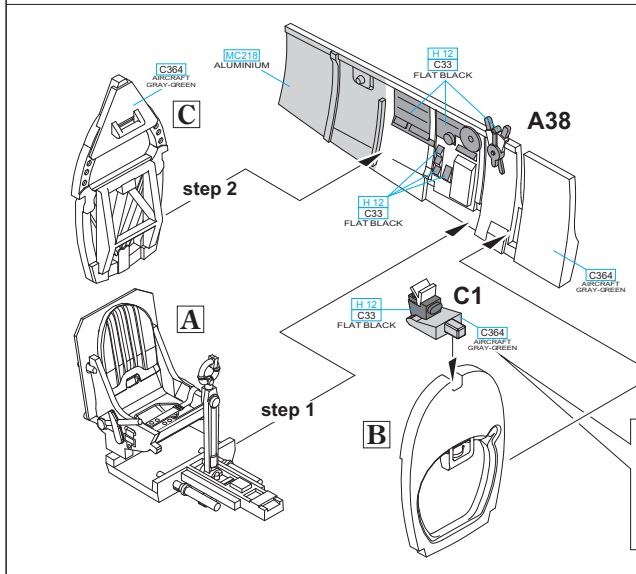
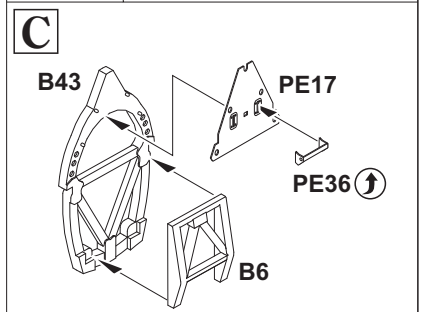
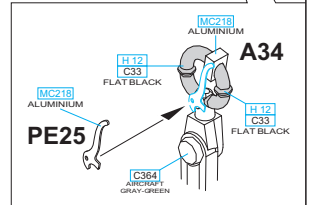
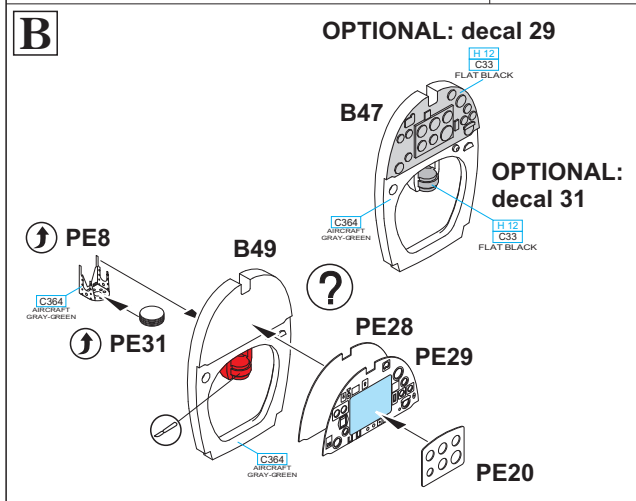
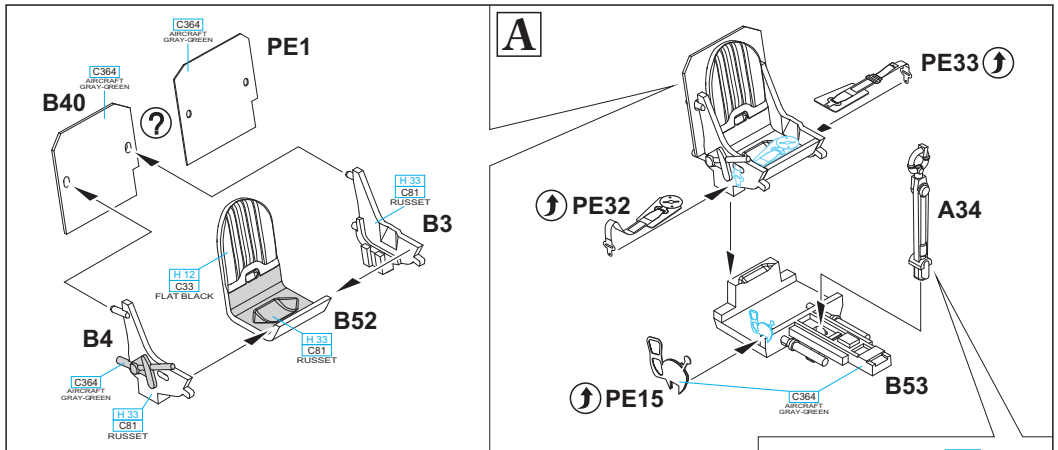
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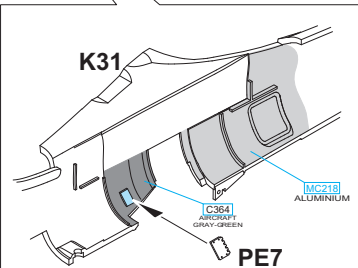
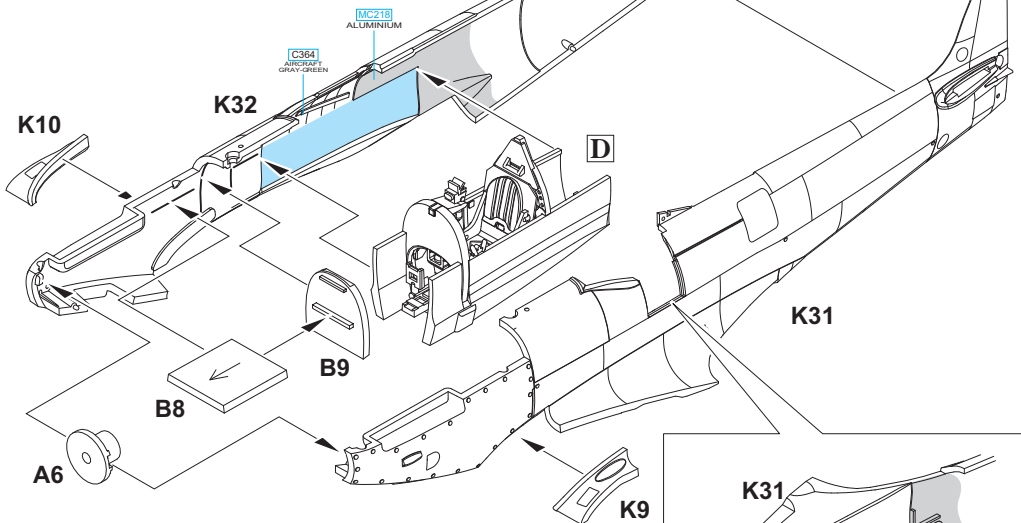
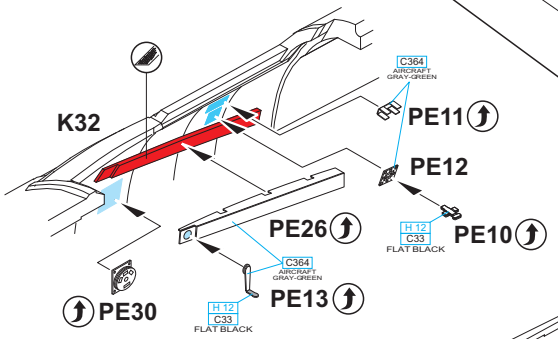
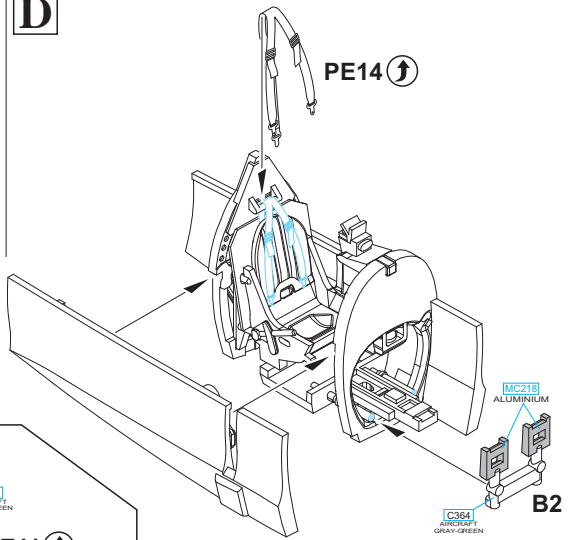
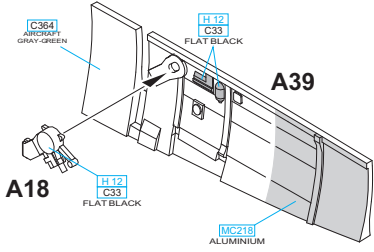


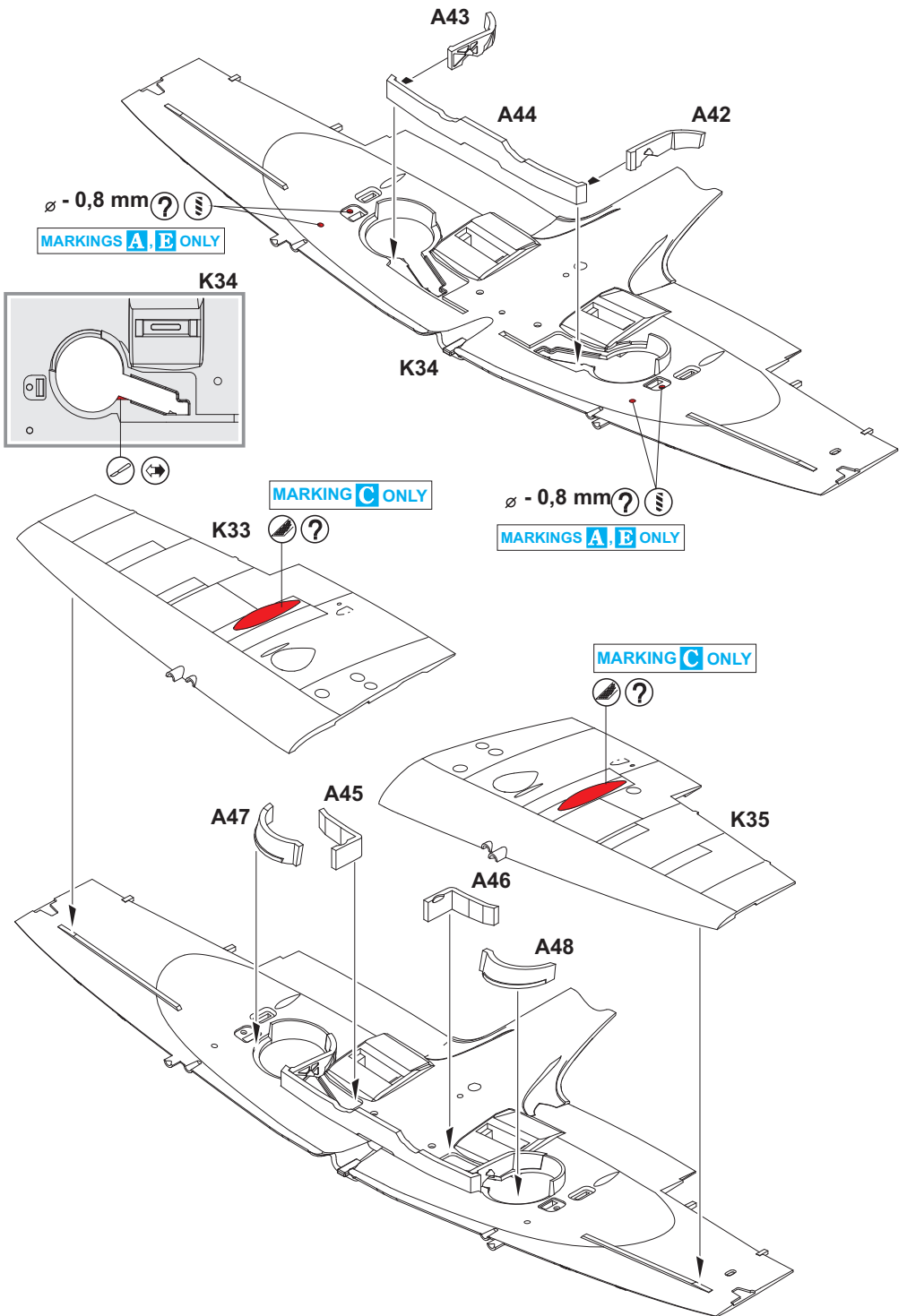
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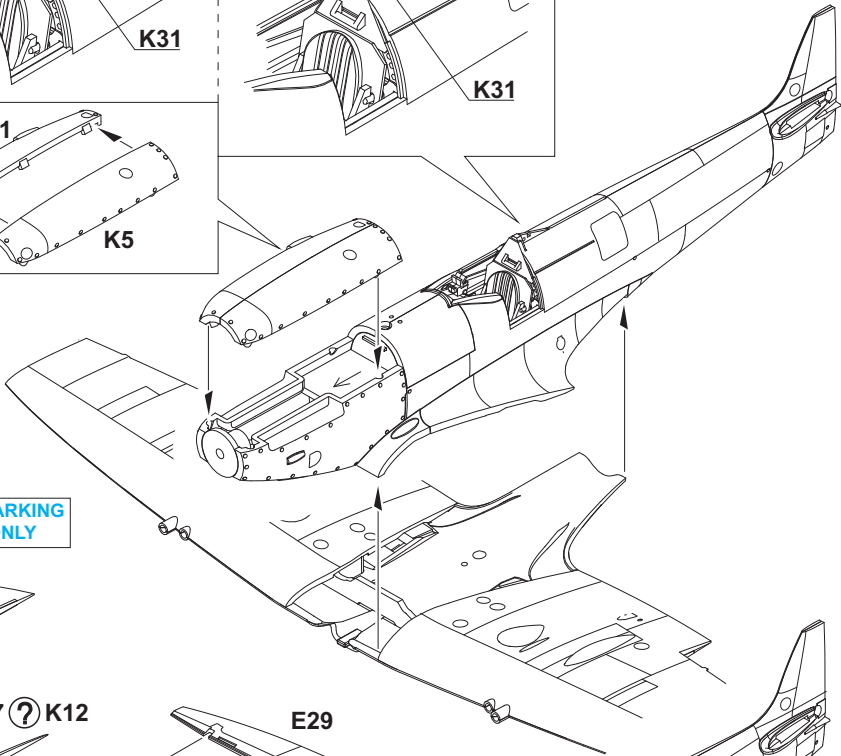
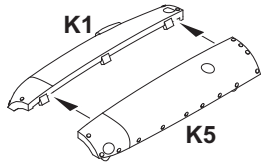
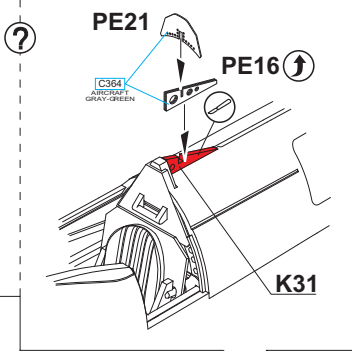
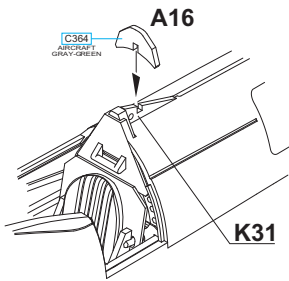
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 1	C1	WHITE
H 3	C3	RED
H 4	C4	YELLOW
H 5	C5	BLUE
H 11	C62	FLAT WHITE
H 12	C33	FLAT BLACK
H 25	C34	SKY BLUE
H 33	C81	RUSSET
H 74	C368	SKY
H 77	C137	TIRE BLACK
H 90	C47	CLEAR RED

AQUEOUS	Mr.COLOR	
H 94	C138	CLEAR GREEN
H 130	C361	DARK GREEN
H 135	C363	MEDIUM SEA GRAY
	C362	OCEAN GRAY
	C364	AIRCRAFT GRAYGREEN
	C370	AZURE BLUE
Mr.METAL COLOR		
	MC016	DARK IRON
	MC018	ALUMINIUM
Mr.COLOR SUPER METALLIC		
	SM011	SUPER FINE SILVER



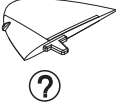
**D**





**D19 - MARKING ONLY**  
 ONLY

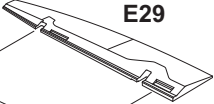
**D19**



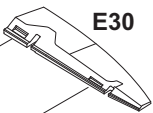
**C7 ? K12**  
 94  
 138  
 CLEAR GREEN



**E29**



**E30**



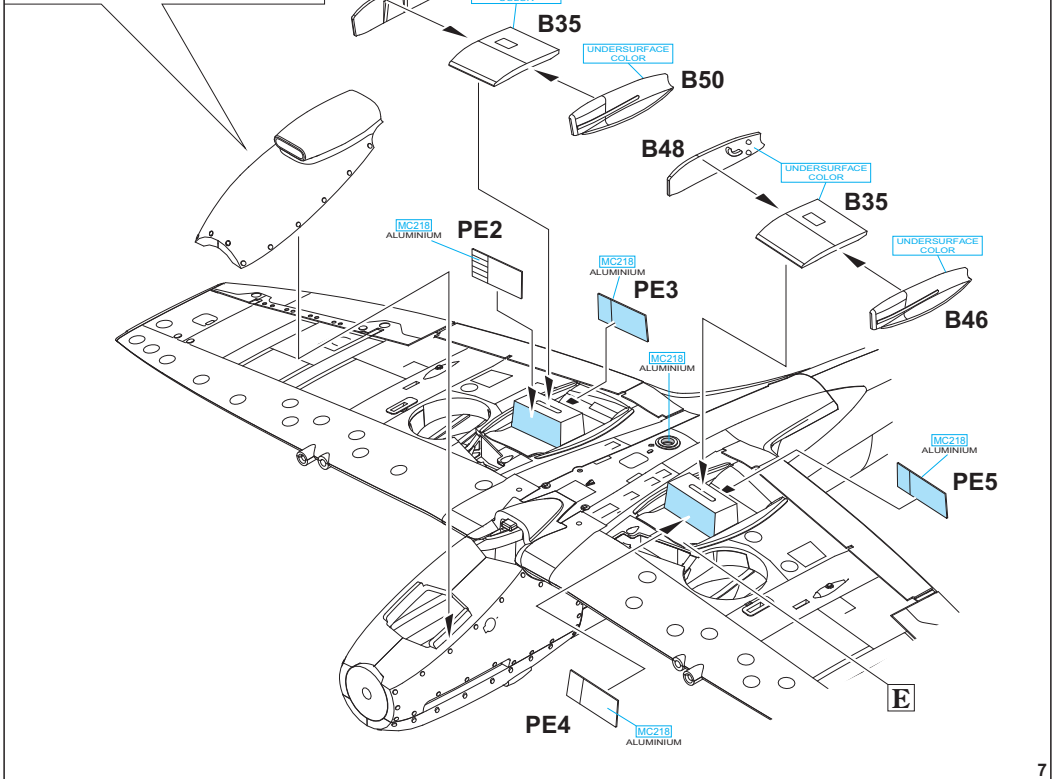
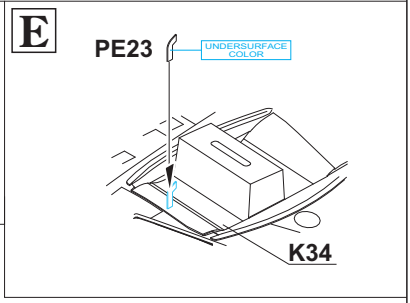
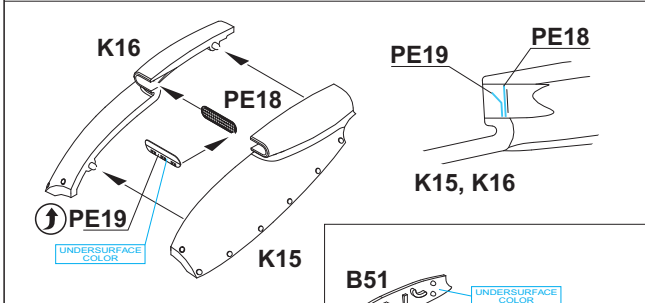
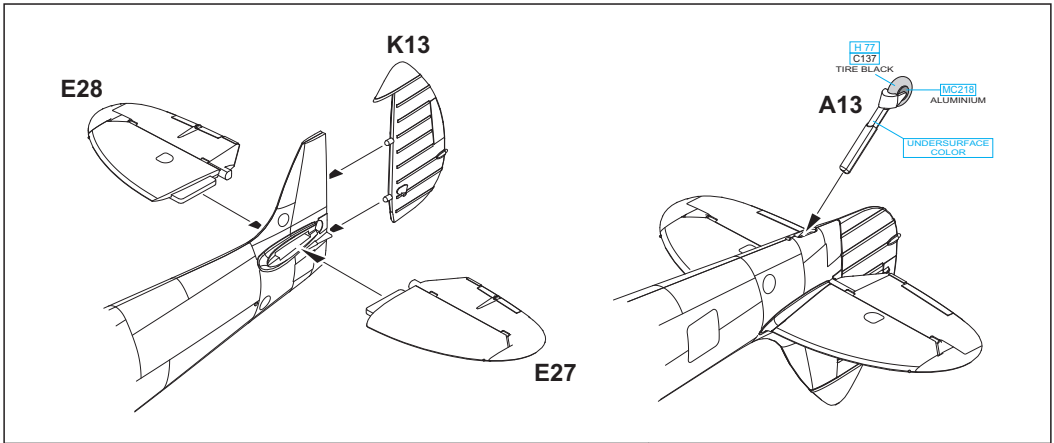
**D20 - MARKING ONLY**  
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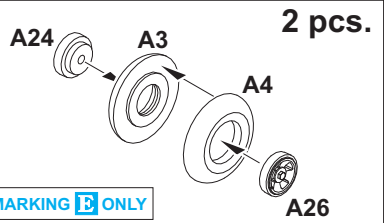
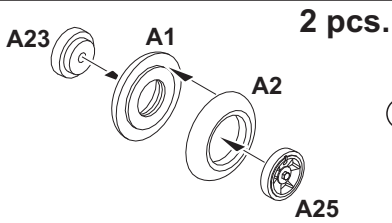


**H 90**  
 47  
 CLEAR RED

**K11 ? C6**

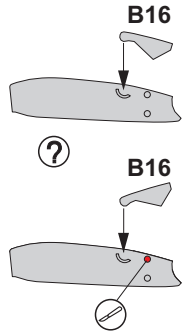
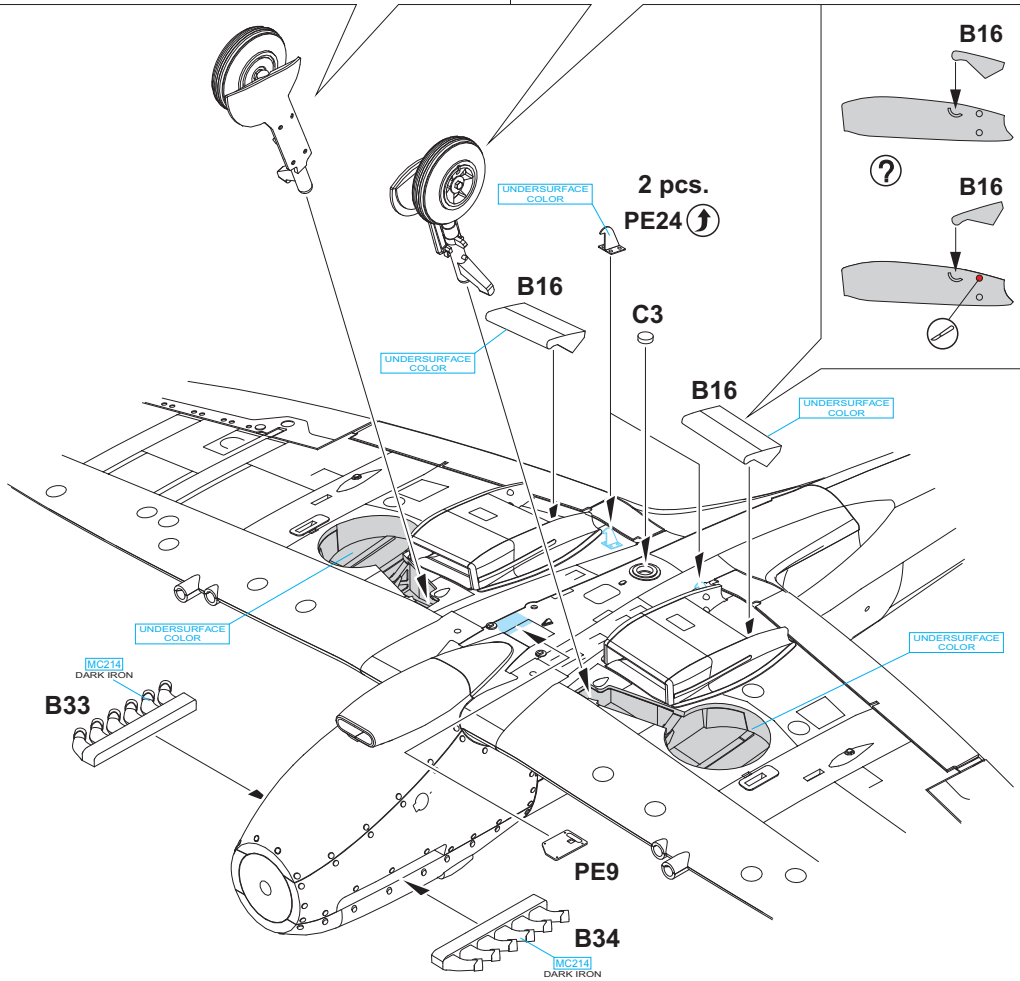
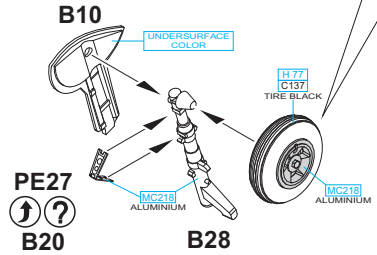
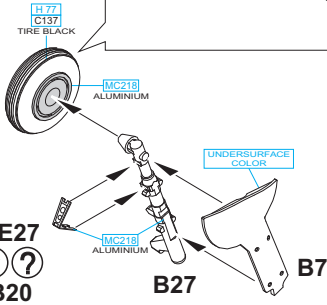




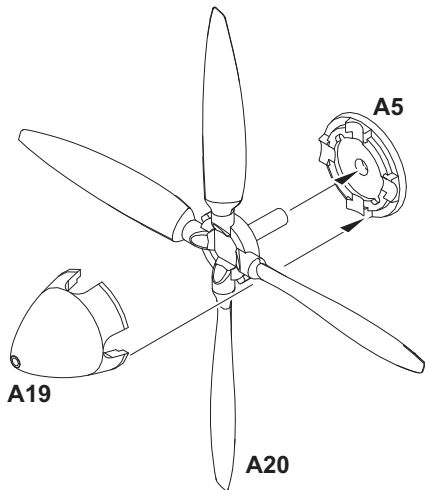
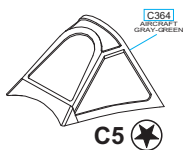
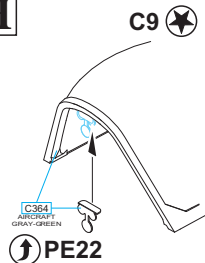
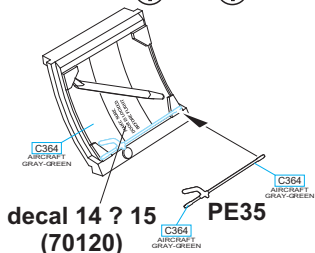
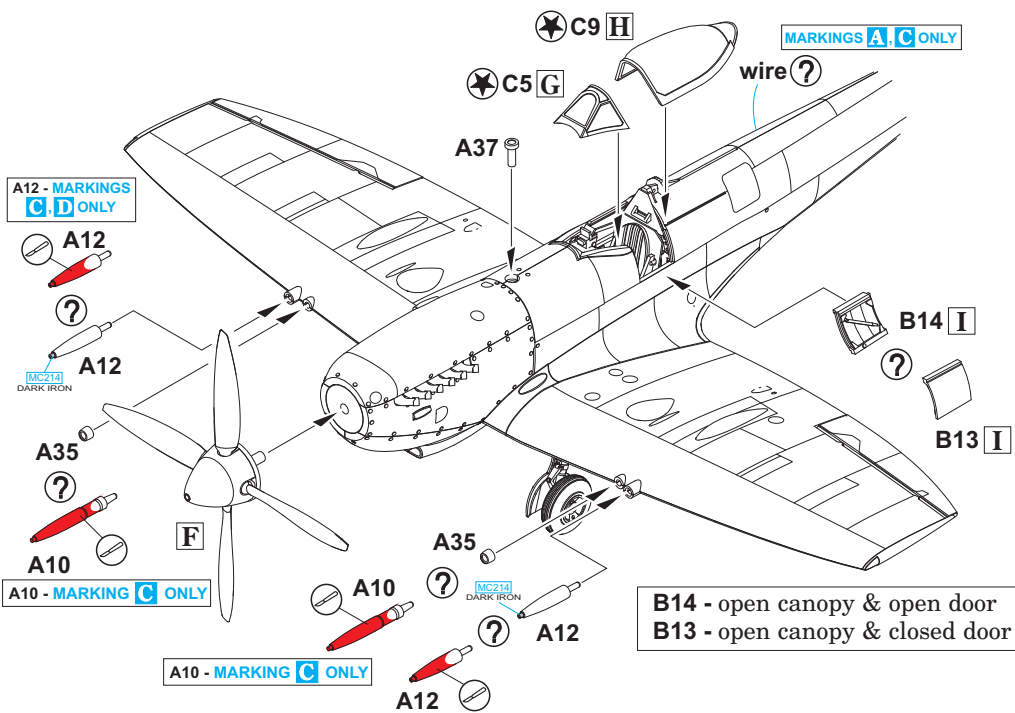


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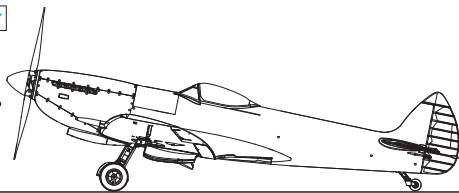
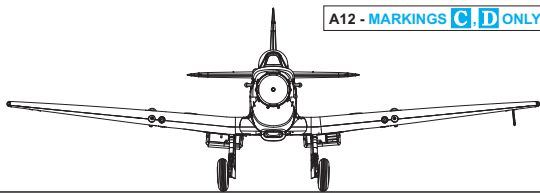
MARKING E ONLY



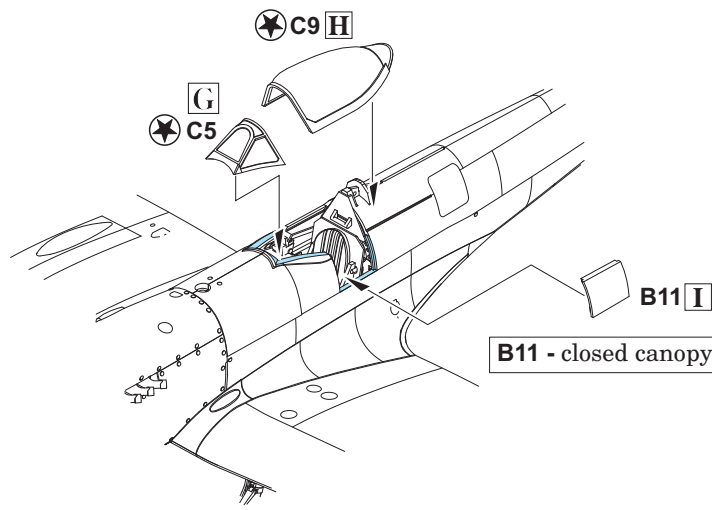


**F****A19****A20****A5****G****C5** ⚙**C364**  
AIRCRAFT  
GRAY-GREEN**H****C9** ⚙⬇ **PE22****C364**  
AIRCRAFT  
GRAY-GREEN**I****B11** ? **B13** ? **B14****decal 14 ? 15**  
(70120)**PE35****C364**  
AIRCRAFT  
GRAY-GREEN**A12 - MARKINGS**  
**C, D ONLY****MARKINGS A, C ONLY****A12****A12**  
**MC214**  
DARK IRON**A35****A10****A10 - MARKING C ONLY****A10 - MARKING C ONLY****A12 - MARKINGS C, D ONLY**⚙ **C9** **H**⚙ **C5** **G**

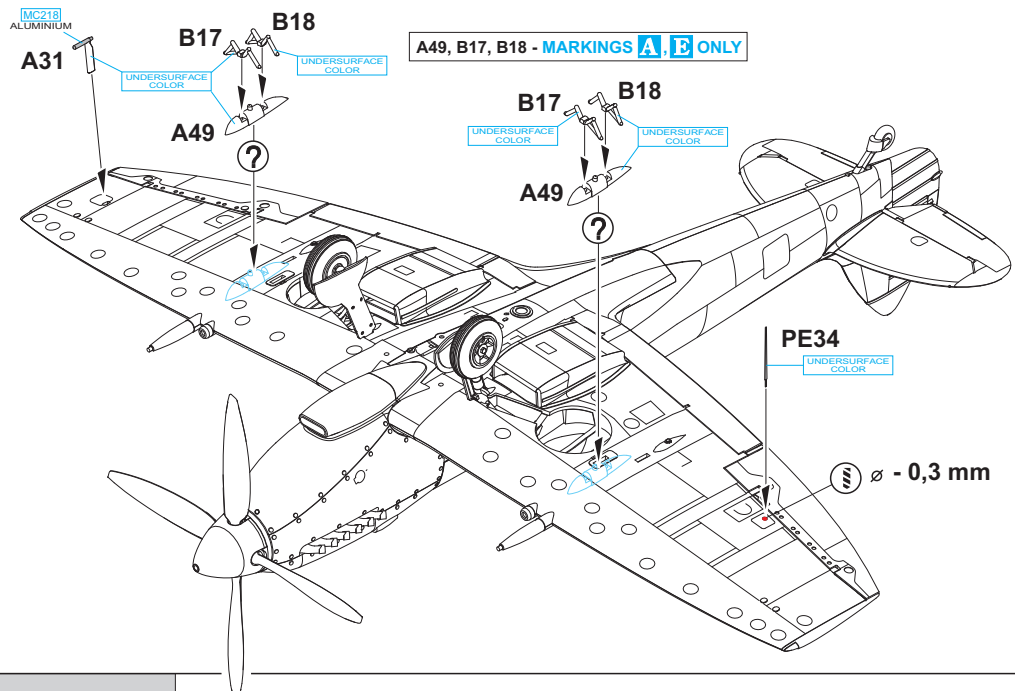
wire ?

**A37****B14** **I****B13** **I****B14** - open canopy & open door  
**B13** - open canopy & closed door

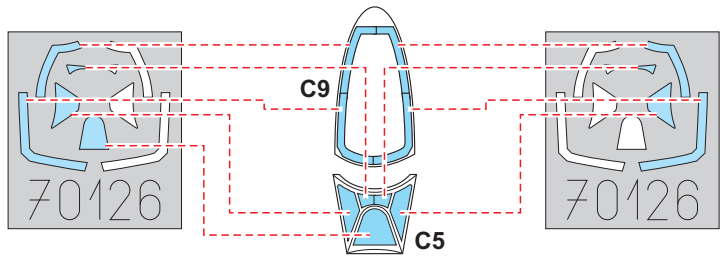
?



**B11 - closed canopy & closed door**

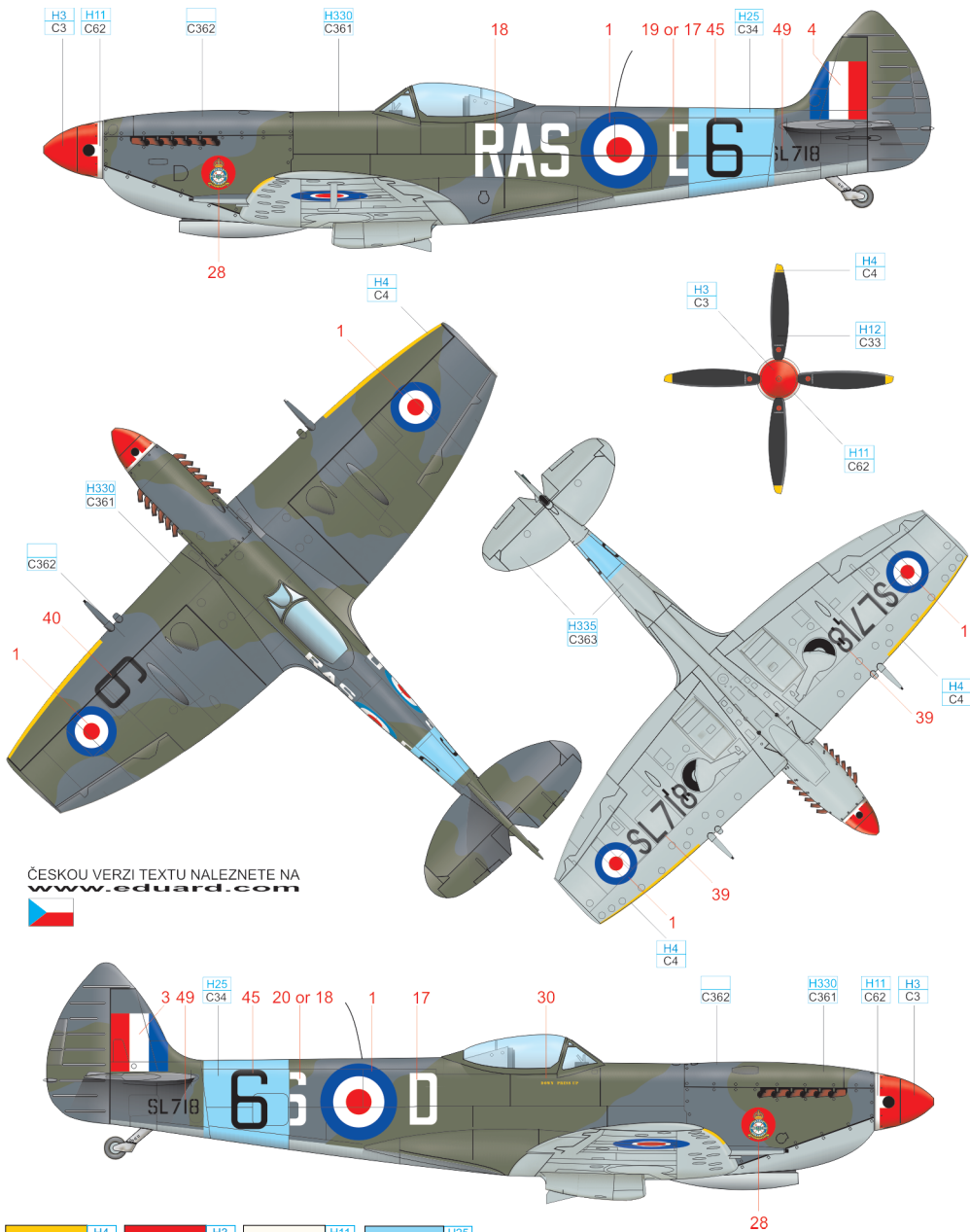


**eduard**  
**MASK**  
**70126**



# A SL718, No. 612 Squadron RAuxAF, Cooper Air Race, Elmdon Air Base, July 1949

One of the aircraft that participated in the 1949 Cooper Air Race was Spitfire Mk. XVI SL718. The small bulge on the wings upper surface was created to accommodate the three-spoke undercarriage wheels. Black and white photos show reversed colors in the fin flash. The color of the fuselage band is not clear but was light blue in all probability.



ČESKOU VERZI TEXTU NALEZNETE NA

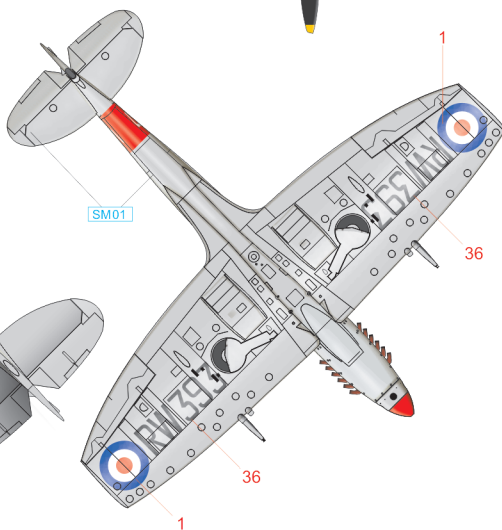
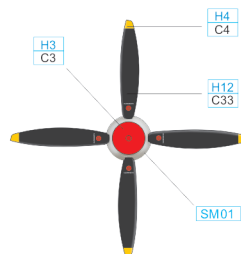
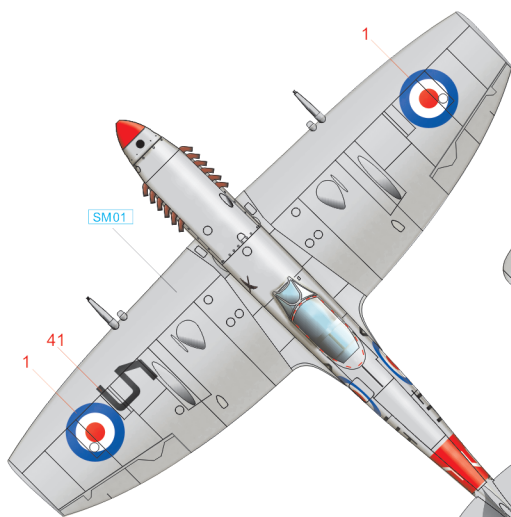
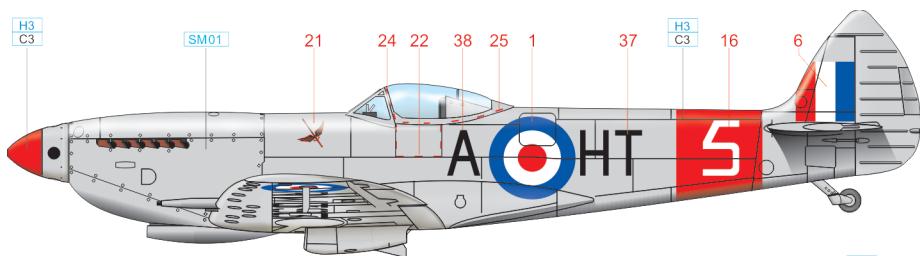
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YELLOW	H4 C4	RED	H3 C3	WHITE	H11 C62	SKY BLUE	H25 C34
MEDIUM SEA GRAY	H335 C363	OCEAN GRAY	C362	DARK GREEN	H330 C361	BLACK	H12 C33

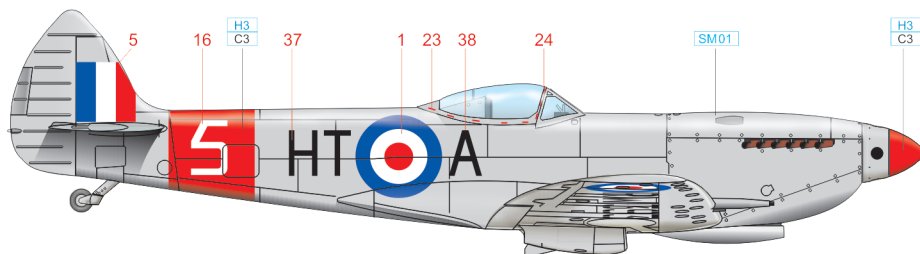
# B RW393, No. 601 Squadron RAuxAF, 1949

This aircraft took part in the Cooper Air Race of 1949. The competition for RAuxAF squadrons was named after W/C Geoffrey Cooper, M.P. The winged sword painted in front of the windscreen is the No. 601 Squadron crest.



ČESKOU VERZI TEXTU NALEZNETE NA

[www.eduard.com](http://www.eduard.com)

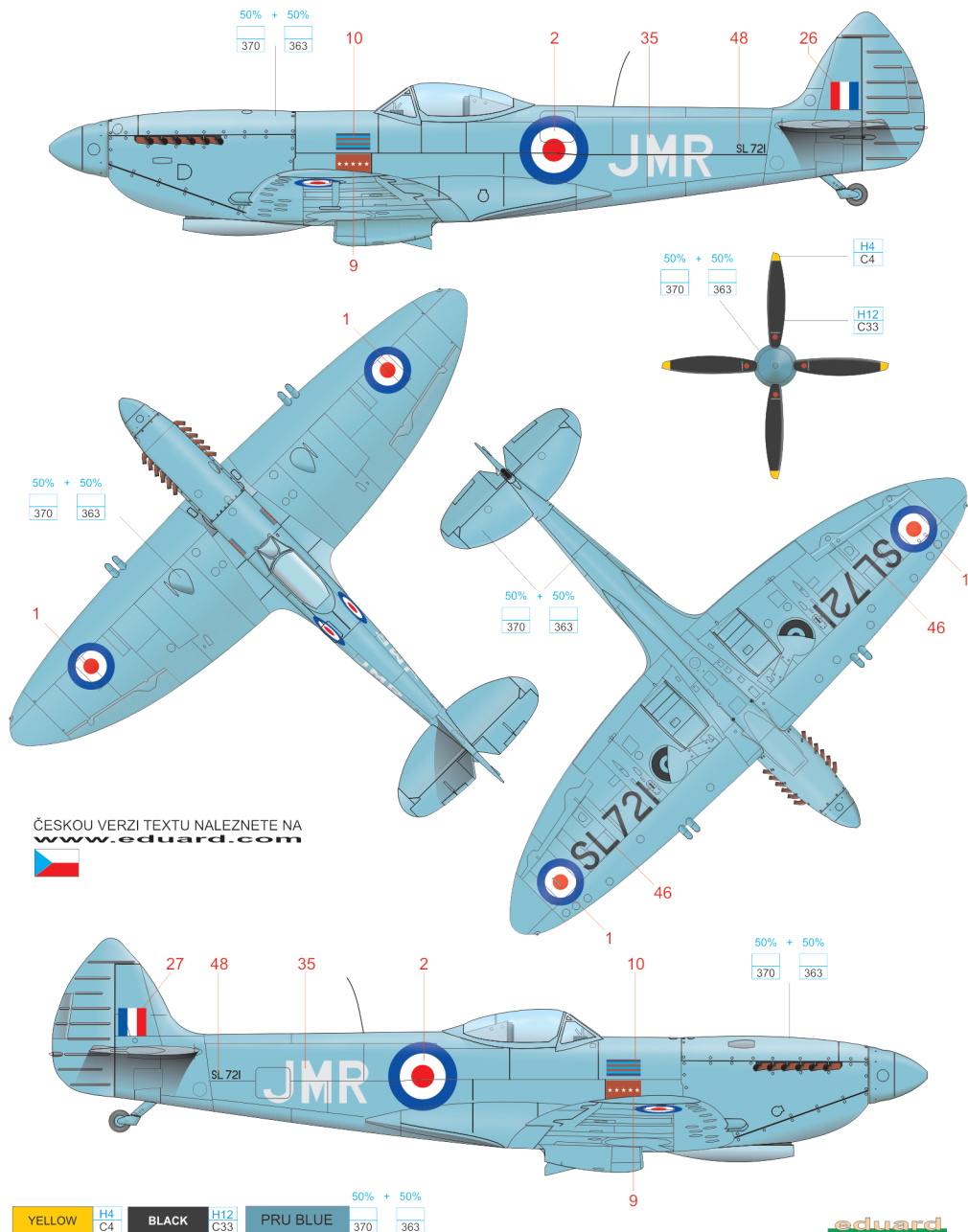


YELLOW	H4 C4	RED	H3 C3
BLACK	H12 C33	SILVER	SM01

**eduard**

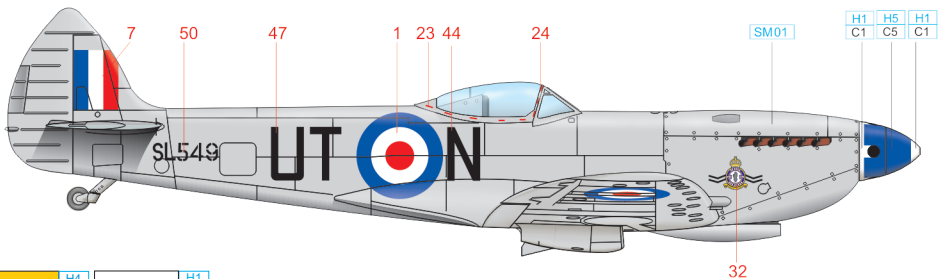
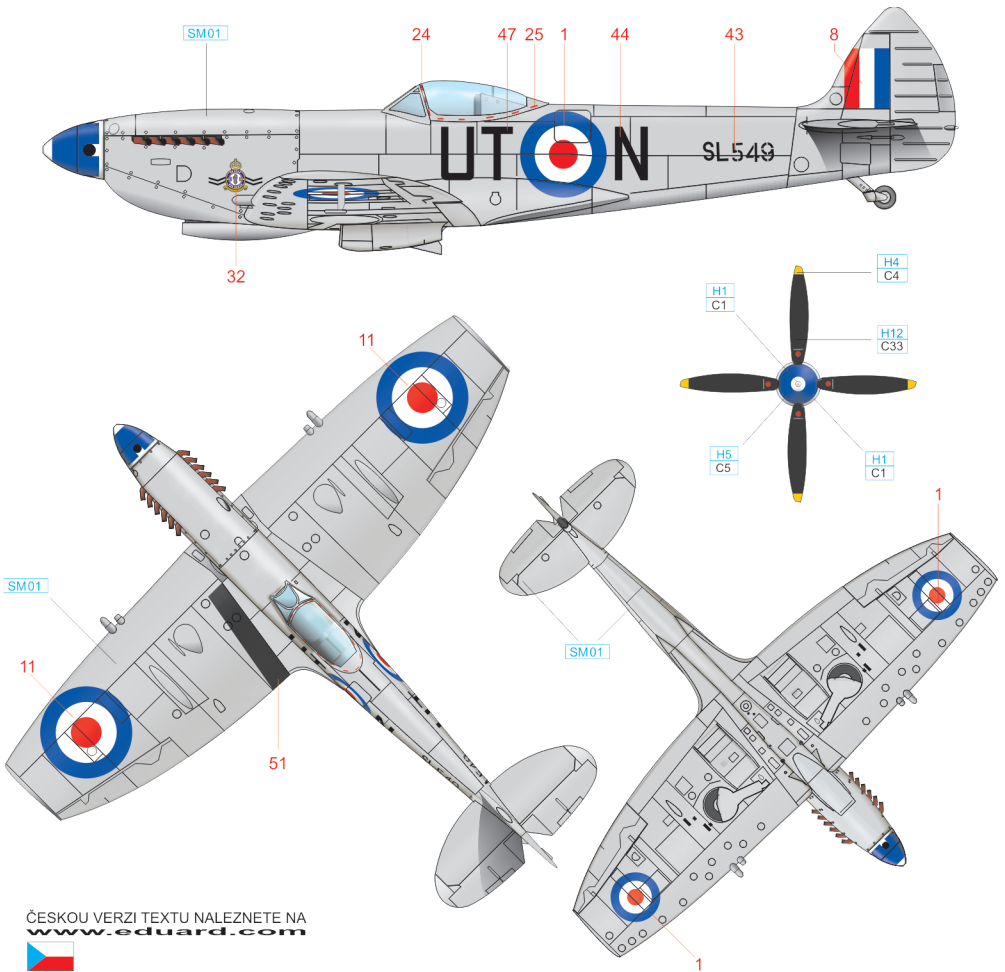
## C SL721, flown by ACM Sir James Robb, September 1951

SL721 was delivered to No. 8 Maintenance Unit on August 27, 1945. It was subsequently flown by the Fighter Command Communication Squadron at Northolt Air Base. In February, 1948, it was operated by Metropolitan Communications Squadron. It served as the personal aircraft of AVM Sir James Robb, a WWI fighter ace with seven kills to his credit. The unusual PRU Blue camouflage on upper and side areas was adorned with the Air Chief Marshall's pennant and five stars. This Spitfire is currently preserved and was flown during the Reno Air Race. One of its pilots was Canadian Jerry Billing.



# D SL549, No. 17 Squadron RAF, Farnborough Air Base, 1950

SL549 was overpainted in Aluminium. The national insignia matched regulations issued in May, 1947. Close examination of photos reveals that the roundels and serial number were not painted on the lower surface of the wings.



YELLOW	H4 C4	WHITE	H1 C1
BLACK	H12 C33	BLUE	H5 C5
		SILVER	SM01

# E TE456, No. 501 squadron RAuxAF, Filton Air Base, 1949

No.501 Squadron shot down 201 enemy aircraft and over 84 V-1 flying bombs over the course of the Second World War. It was disbanded on April 20th, 1945, but was reactivated in May of the following year at Filton in Gloucestershire County. The unit was armed with the Spitfire Mk.XVI, with which it was armed until May 1949. Beginning in November 1948, the squadron began to accept modern Vampire F.1 jets. The aircraft carries the standard RAF camouflage, and the code RAB on the fuselage identified aircraft belonging to No.501 Squadron.

