

Spitfire Mk.Vc

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82158

The Supermarine Spitfire is so iconic, that virtually everyone can recognize it. The service of this elegant fighter spanned remarkable 13 years. It entered the service at the end of biplane era and stayed on frontline duty until the dawn of jet age.

By the early 30s the RAF was looking for replacement of its ageing Hawker Fury biplane fighters. The need of considerably faster aircraft was obvious, as the racing monoplane floatplanes of that time were reaching about twice the speed of the Fury. One of the most successful designers of the racing floatplanes was Reginald J. Mitchell. His Supermarine S.6B raised the world speed record to 407 mph (655 km/h) on September 20, 1931, and British Air Ministry, under influence of such achievement, issued the specification F.7/30 in October 1931. Although it called for modern pursuit aircraft capable of at least 250 mph (400 km/h), seven out of eight entries were biplane designs. The only monoplane proposal was Mitchell's Supermarine 224, but the aircraft with a gull wing, fixed undercarriage and Rolls-Royce Goshawk engine was a disappointment as it lacked speed and rate of climb. Due to that, the Gloster Gladiator biplane was declared a winner.

Early work

The fiasco with Type 224 did not prevent Mitchell from further work. He persuaded the Supermarine company to fund the work on the completely new design Type 300 using the brand new Rolls-Royce PV12 engine, later known as the Merlin. The Air Ministry expressed interest and issued specification F.37/34 on December 28, 1934 to fund a prototype armed with four wing mounted guns. By early April 1935 Mitchell received the detail of specification F10/35, and it was calling for eight guns. The change was made on cost of bomb provision removal and reduction of the fuel tanks volume to sixty-six gallons. The decision caused the so called "short legs" of the Spitfire, meaning a lack of range.

The Supermarine Type 300 made its maiden flight on March 5, 1936, an initial contract to produce 310 Spitfires was signed in June 1936 and the first unit to receive the new fighter was No. 19 Squadron at Duxford in August 1938.

Searching for performance

The Spitfire's development was an ongoing process from very early stage of its service and incorporated many changes. From the early Mk.I and Mk.II the development reached the point, where a more substantial performance step was required.

After trials with the Merlin XX engine, installed in the prototype of the Spitfire Mk.III, Rolls-Royce offered a viable and quick solution in late 1940, the concurrently developed and simpler to manufacture Merlin RM5S engine (later designated Merlin 45). It featured one-stage single-speed compressor optimized for high altitudes. Its output at 17,700 ft (5,400 m) was 1,210 hp (902 kW). The Merlin 45 was the same size as the Merlin III powering the Mk.I Spitfires, and its design allowed the Merlin III to be upgraded to the Merlin 45 by changing the supercharger. This facilitated the simple installation into the freshly built Spitfire Mk.I and Mk.II airframes and the conversion of the existing aircraft as well.

First two converted Spitfires were test-flown at Boscombe Down, where a maximum speed of 593 kph at 20,000 ft (6,100 m) was recorded during the flight tests. The trials also brought out the problems with the De Havilland constant-speed propeller as oil of its control system was freezing at high altitudes. There were troubles with Mk.II oil cooler as well as it was not efficient enough for the more powerful engine. Even though this was considered an interim solution, as the Spitfire Mk.III production was still being planned, the order for new Spitfires was placed, or, better said, the program for converting Spitfires Mk.I and Mk.II into Spitfires Mk.V was ordered.

The CBAF (Castle Bromwich Aircraft Factory) launched the Spitfire Mk.V production in June 1941 while it was fulfilling the contract for 1,000 Mk.IIs, signed on April 12, 1939. Gradually the company received another eight orders to produce Spitfires Mk.V, of which the last one, from May 1942, largely transitioned to the manufacture of modernized Spitfires Mk.IX. Until the end of April 1943, the total production at CBAF reached 3,003 Spitfires Mk.Vb and 1,474 Spitfires Mk.Vc.

Since the summer 1943, the Mk.V production was under way at Westland company located in Yeovil in county of Somerset. Westland manufactured various versions of Spitfire Mk.V until November 1943 and ultimately delivered a total of 140 Mk.Vb and 495 Mk.Vc. Finally, 6464 Spitfires Mk.V of all variants were manufactured.

This kit: Spitfire Mk.Vc

In the middle of March 1941, Spitfire X4922 built in Eastleigh at Spitfire Mk.I assembly line, arrived at Boscombe Down. It already featured Merlin 45 and was test-flown on February 7. During the trials it was fully armed and equipped and reached the maximum speed of 374,7 mph (603 kph). In Eastleigh, in the second half of February, a total of 23 Spitfire Mk.I airframes, mostly version Mk.Ib, received Merlin 45, thus becoming the first Spitfires Mk.Vb armed with four .303 machine guns and two 20mm cannons. This mark was the most produced, while there were only 94 of eight wing .303 machine guns Spitfires Mk.Ia produced. The Mk.Vc got reinforced wing which was capable of accommodating four 20mm cannons, but most of these aircraft had the same armament as the Mk.Vb.

During the two and half years of Spitfire Mk.V production, the airframe was gradually developed. Already at the beginning of the production thicker armor in comparison to Mk.I and Mk.II was introduced. Apart of the early Mk.Vbs, which were equipped with smaller U-shaped oil cooler from Mk.I, the Mk.Vc was produced with the bigger circle-shaped one to avoid the risk of engine overheating due to the insufficient cooling. The circular intake oil cooler was than retroactively installed on the first batch of Spitfires Mk.V, which were converted from Mk.Is and Mk.IIs, and became one of the main features distinguishing Spitfires Mk.V.

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
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

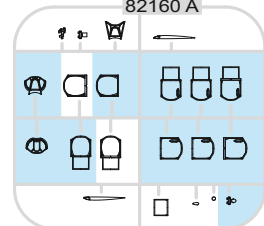


PIÈCES

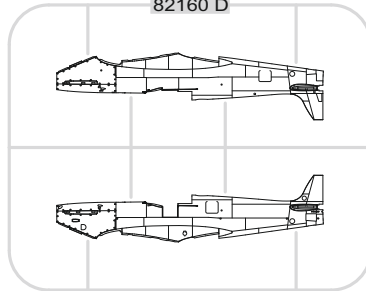


部品

A>

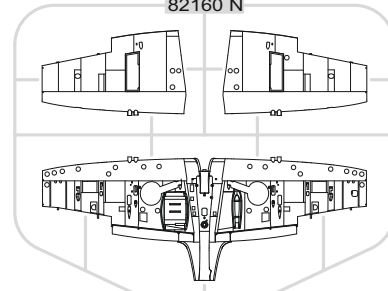


D>

PLASTIC PARTS
82160 D

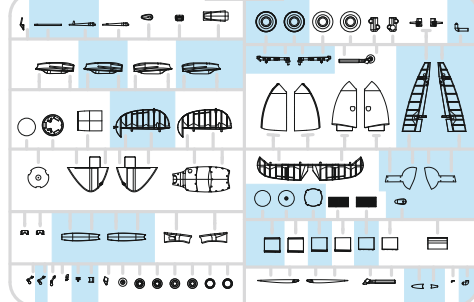
N>

82160 N



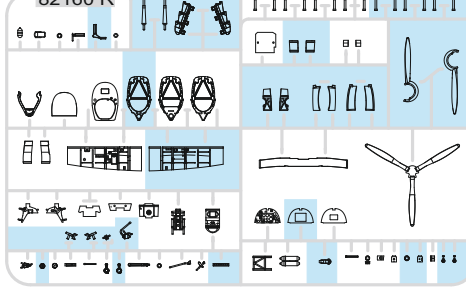
P>

82160 P



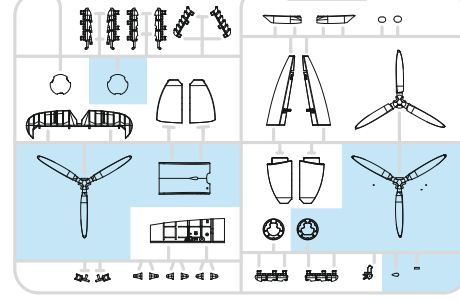
R>

82160 R



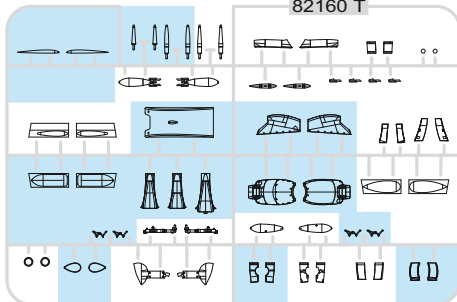
S>

82160 S

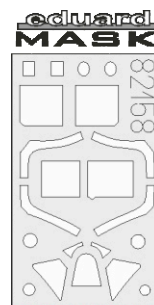
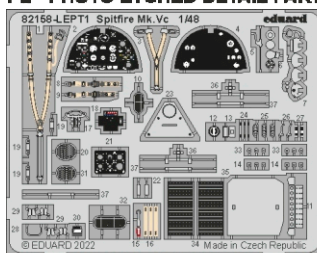


T>

82160 T



PE - 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



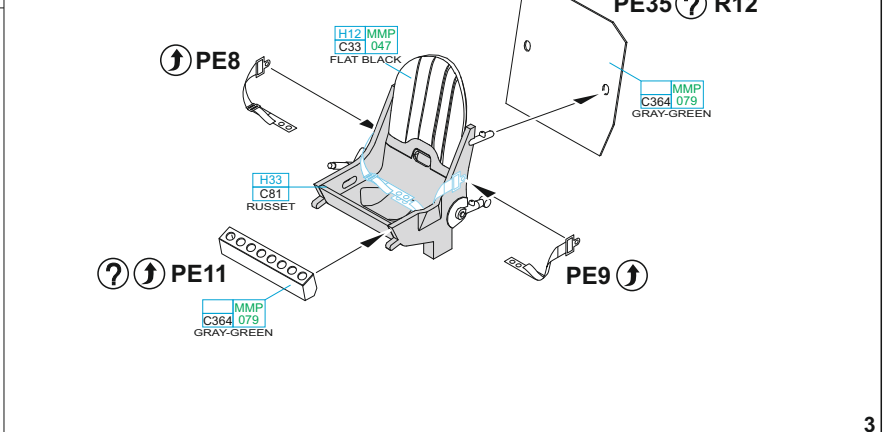
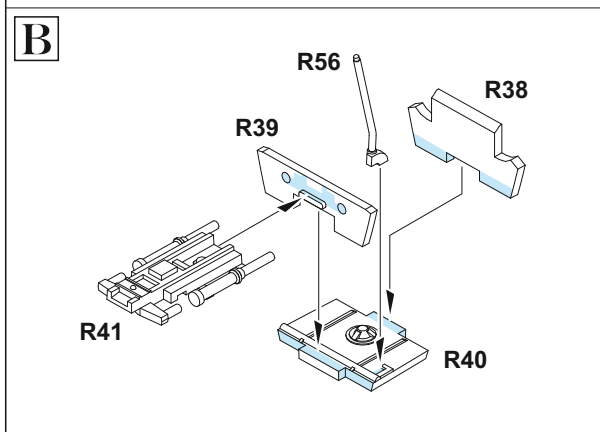
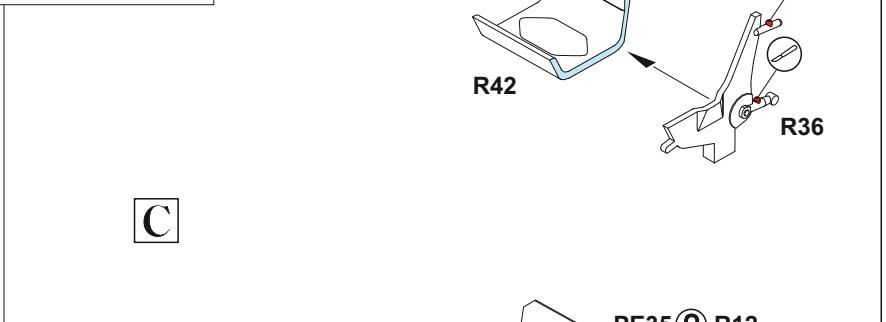
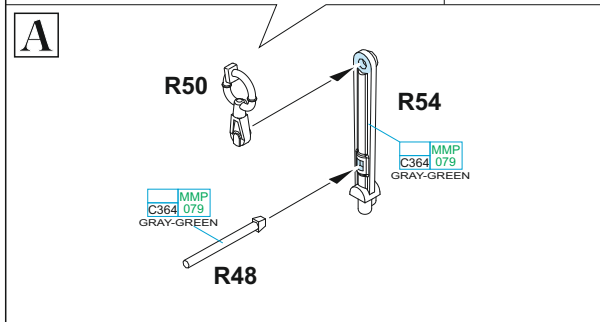
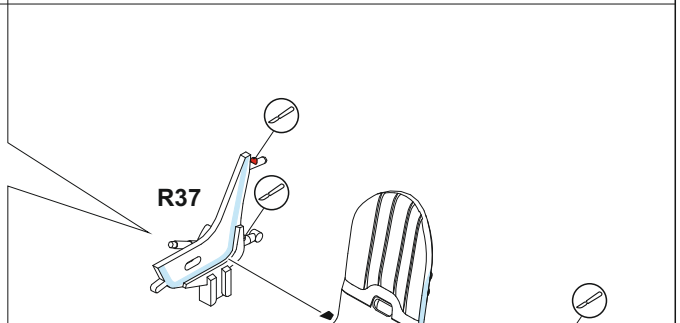
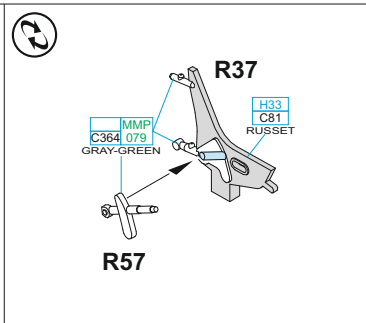
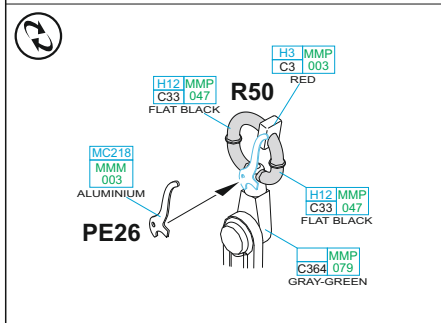
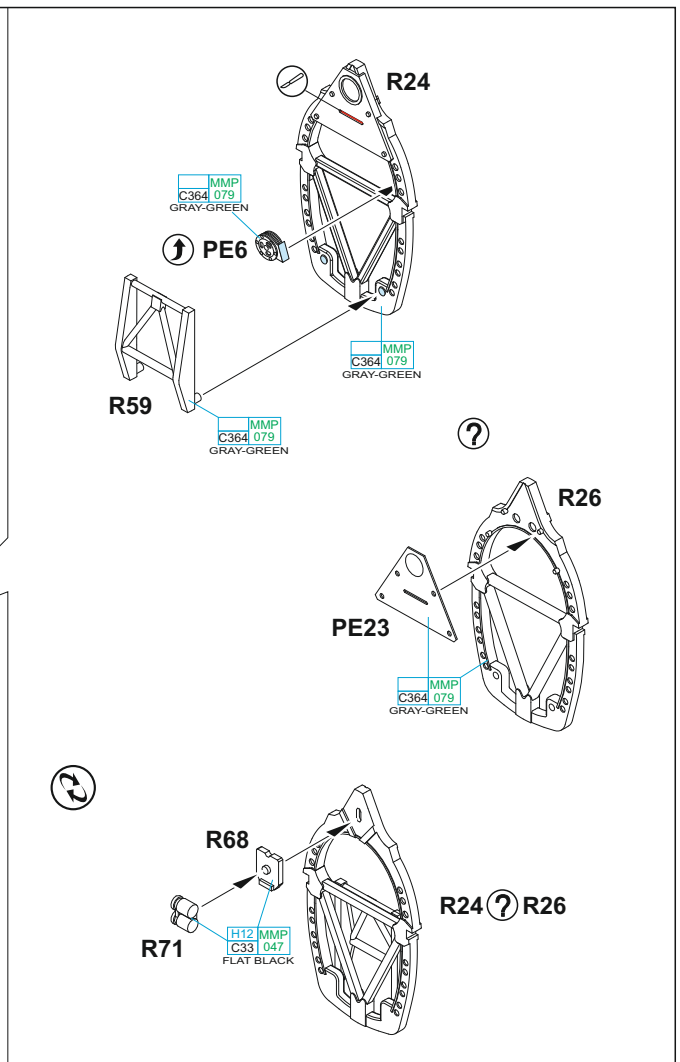
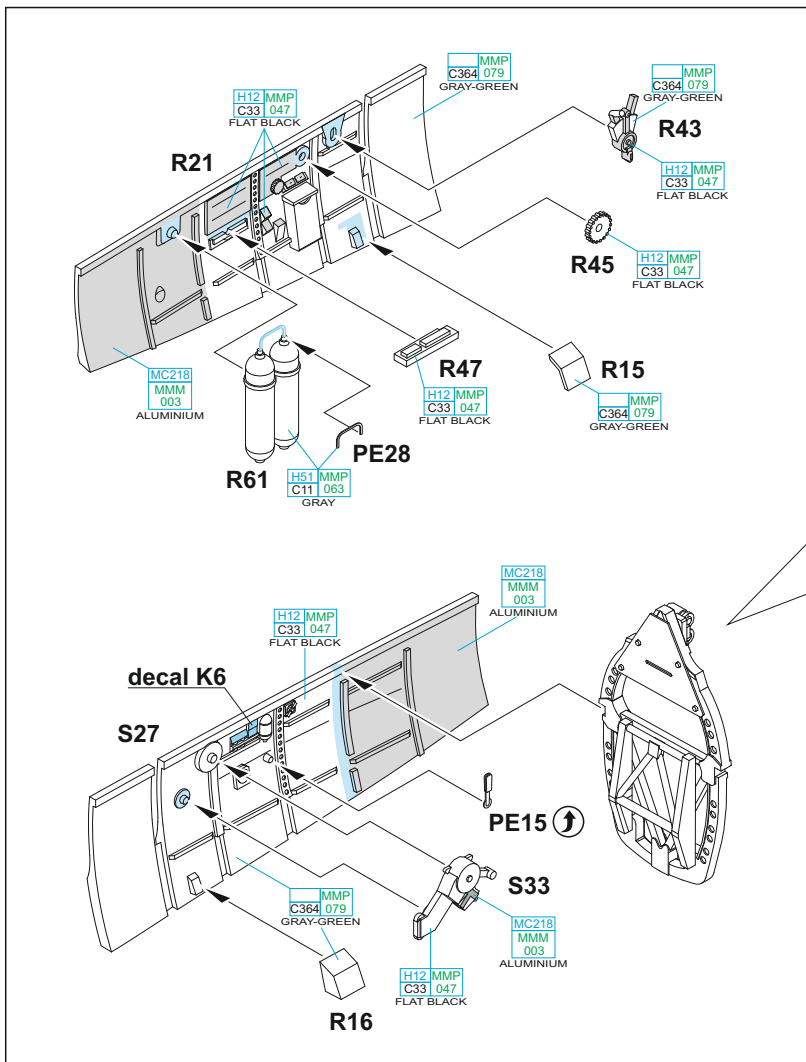
PEINTURE



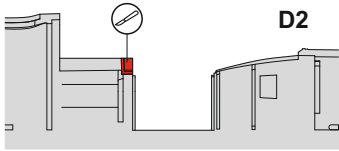
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H3	C3	MMP-003	RED
H4	C4	MMP-007	YELLOW
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H32	C40		FIELD GRAY
H33	C81		RUSSET
H51	C11	MMP-063	LIGHT GULL GRAY
H52	C12	MMP-091	OLIVE DRAB
H71	C21	MMP-076	MIDDLE STONE
H72	C369	MMP-078	DARK EARTH
H74	C26		DUCK EGG GREEN
H77	C137	MMP-040	TIRE BLACK
H78	C38		OLIVE GREEN
H84	C42		MAHOGANY

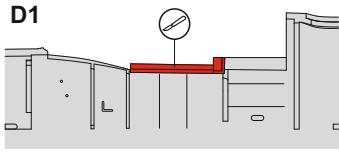
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H90	C47		CLEAR RED
H94	C138	MMP-004	CLEAR GREEN
H328	C328		BLUE
H330	C361	MMP-077	DARK GREEN
H333	C333	MMP-045	EXTRA DARK SEAGRAY
H335	C363	MMP-094	MEDIUM SEAGRAY
	C362	MMP-093	OCEAN GRAY
	C364	MMP-079	AIRCRAFT GRAY-GREEN
	C367	MMP-061	BLUE GRAY
	C370	MMP-092	AZURE BLUE
Mr.METAL COLOR		METALLICS	
	MC214	MMM-001	DARK IRON
	MC218	MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER



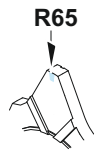
FOR CLOSED CANOPY ONLY



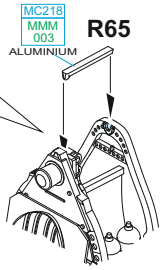
D2



D1

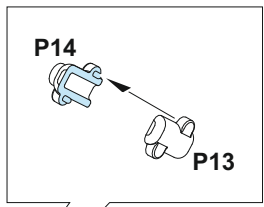


R65



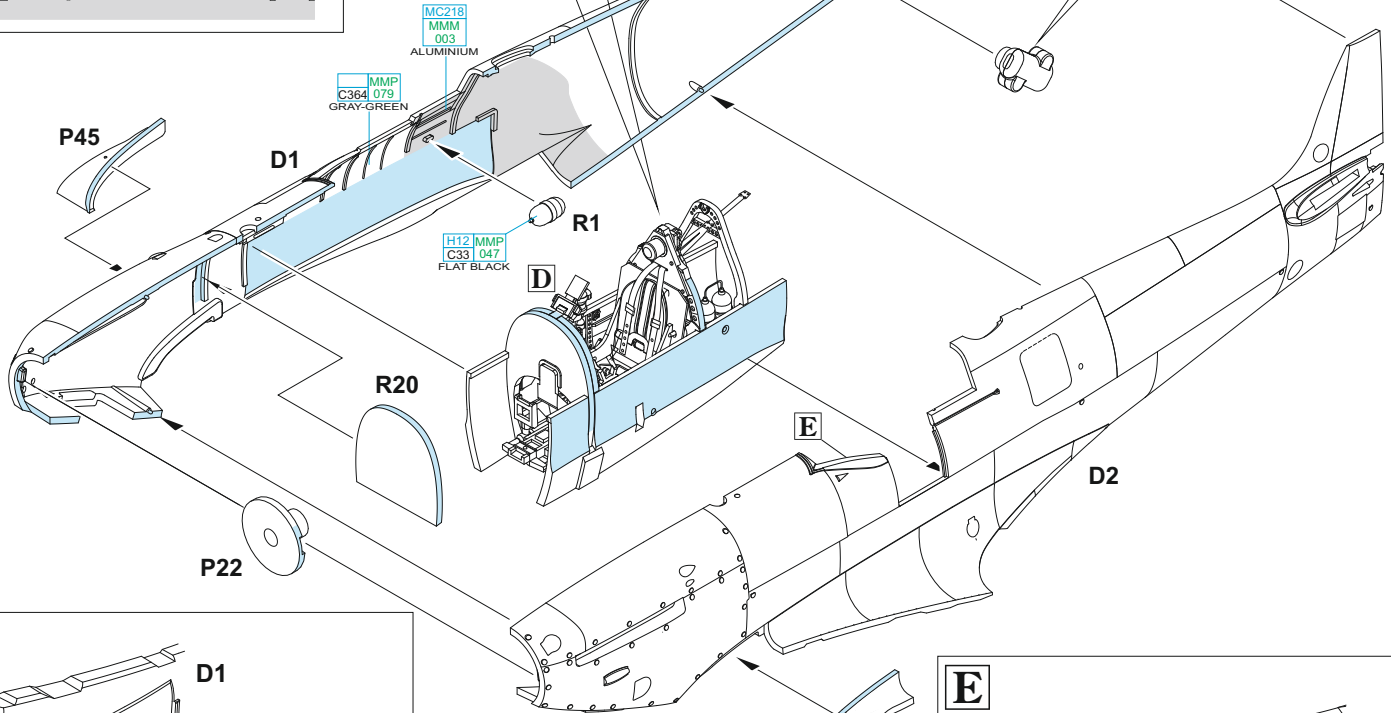
R65

MC218
MMM
003
ALUMINIUM



P14

P13



P45

D1

R1

R20

P22

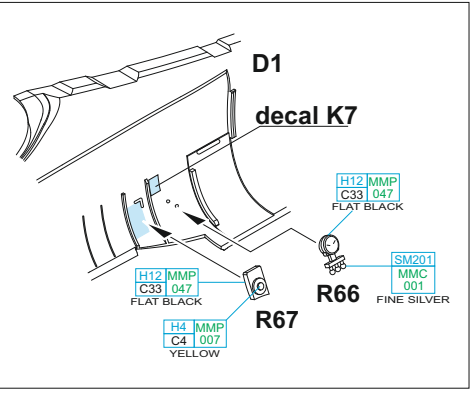
D2

E

MMP
C364 079
GRAY-GREEN

MC218
MMM
003
ALUMINIUM

H12 MMP
C33 047
FLAT BLACK



D1

decal K7

R66

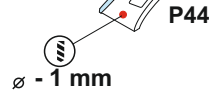
SM201
MMC
001
FINE SILVER

R67

H4 MMP
C4 007
YELLOW

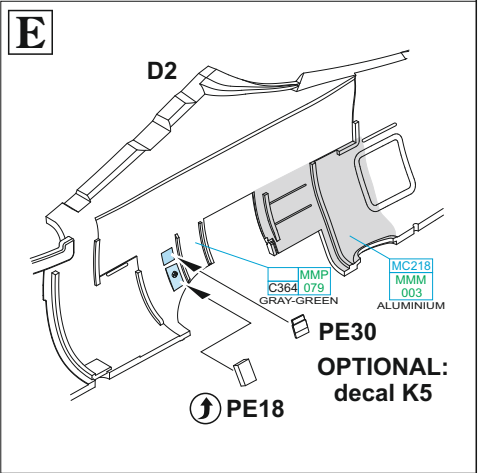
H12 MMP
C33 047
FLAT BLACK

H12 MMP
C33 047
FLAT BLACK



P44

∅ - 1 mm



E

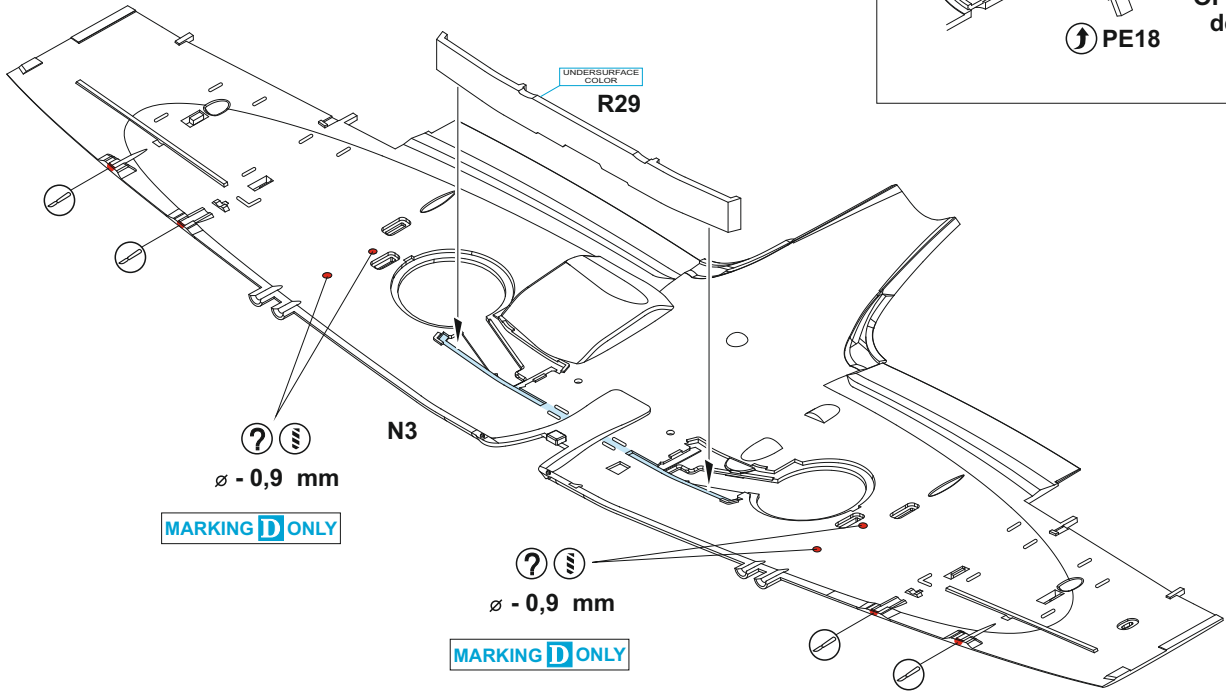
D2

OPTIONAL:
decal K5

PE18

MC218
MMM
003
ALUMINIUM

MMP
C364 079
GRAY-GREEN



UNDERSURFACE
COLOR

R29

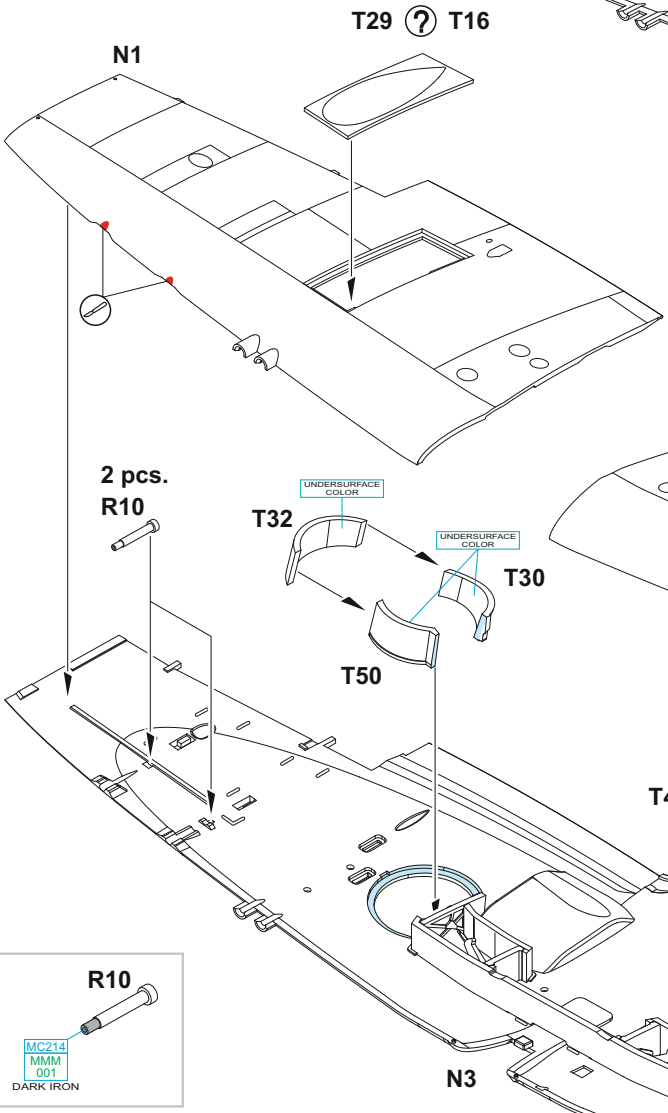
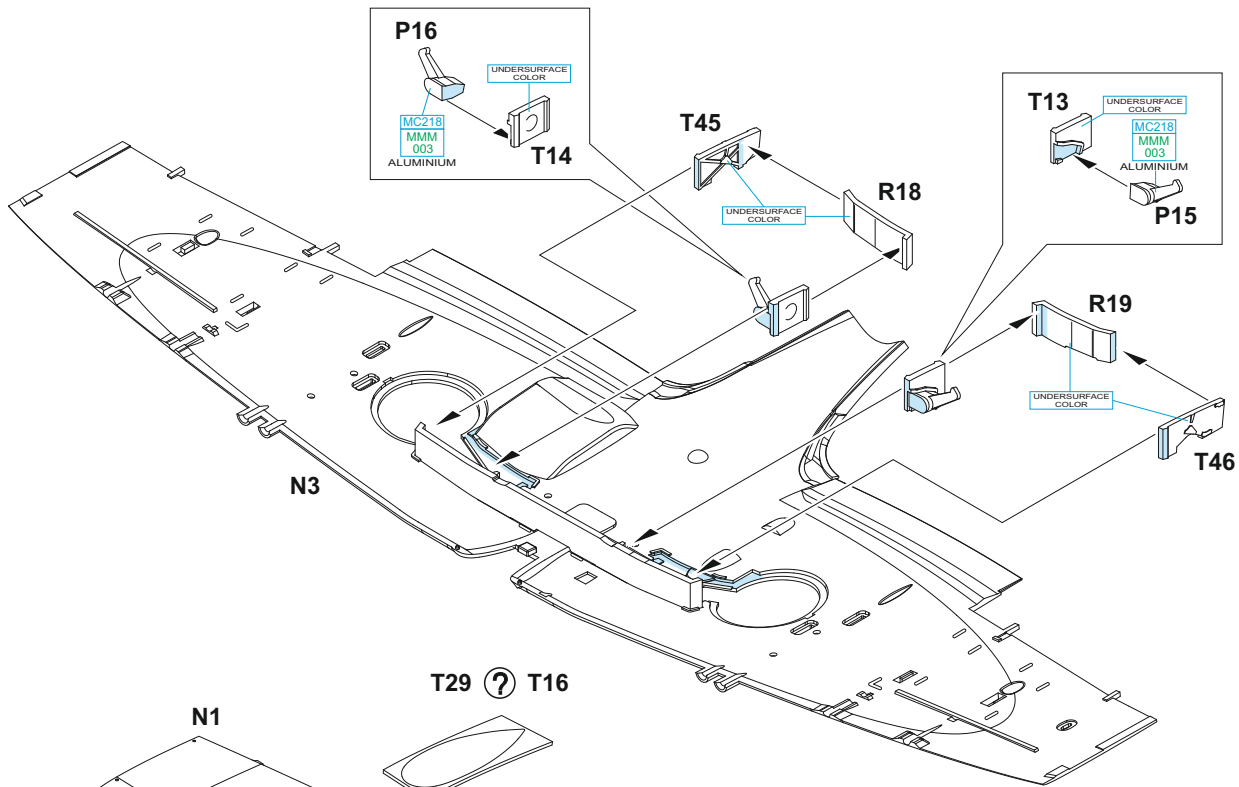
N3

∅ - 0,9 mm

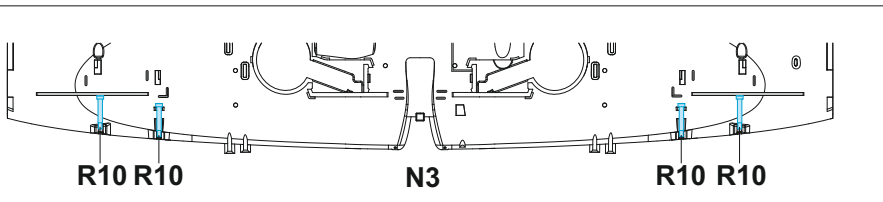
MARKING D ONLY

∅ - 0,9 mm

MARKING D ONLY

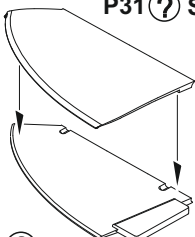


T16, T18 - MARKING **D**
 T29, T31 - MARKINGS **A, B, C, E, F**



S15, S19 - MARKING **E** ONLY

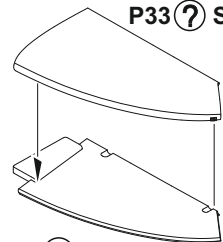
P31 (?) S15



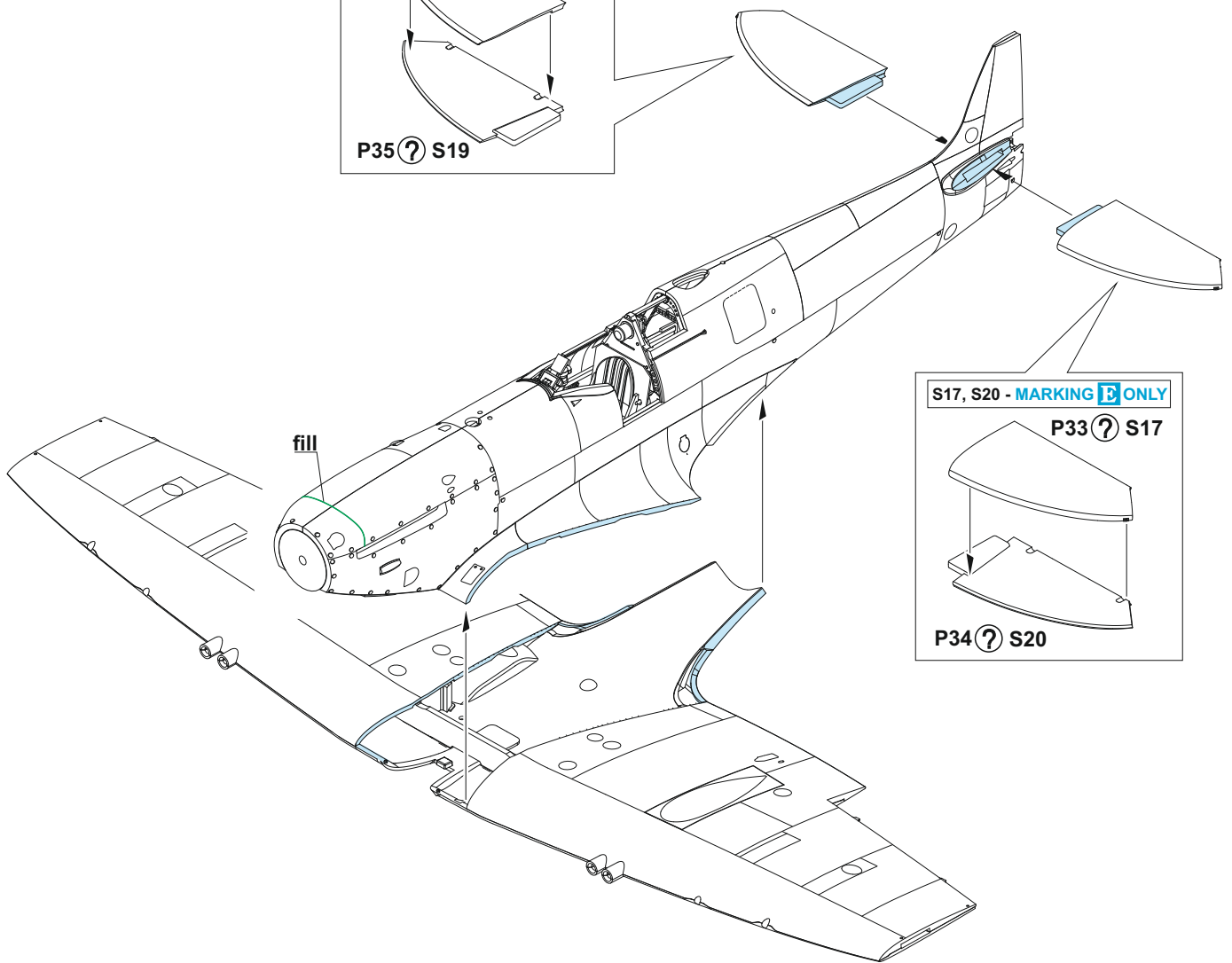
P35 (?) S19

S17, S20 - MARKING **E** ONLY

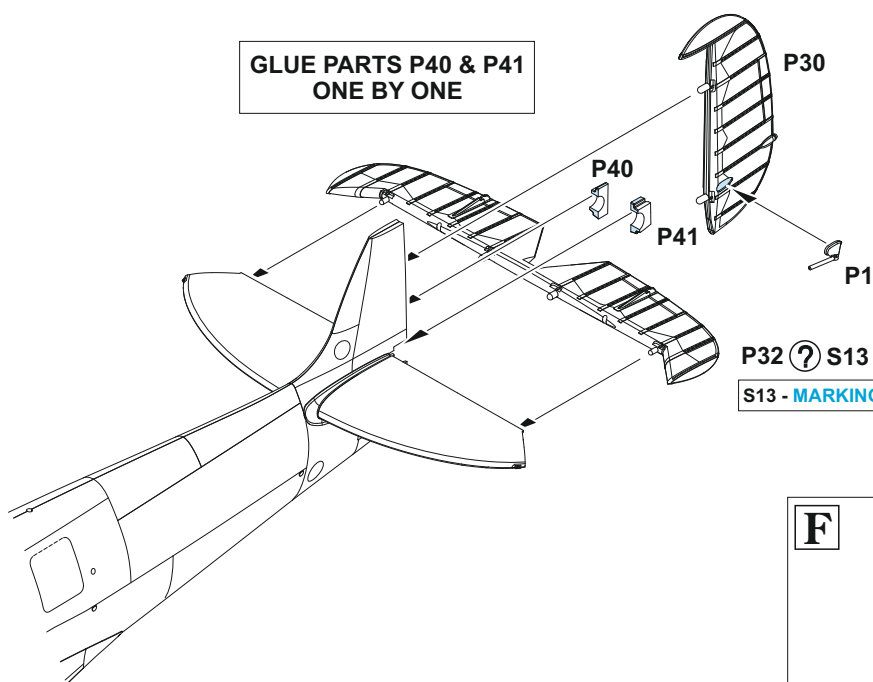
P33 (?) S17



P34 (?) S20



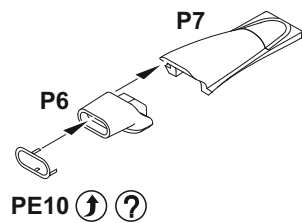
GLUE PARTS P40 & P41
ONE BY ONE



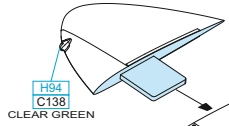
P32 (?) S13

S13 - MARKING **E** ONLY

F



P25



S21



P70 ? A17

A17, P70 - MARKINGS C, E

G S9, S10 - MARKING A
T9, T11 - MARKINGS B, C, D, E, F

T11 ? S10 PE31
S11 MC218 MMM 003 ALUMINIUM
S12
MC218 MMM 003 ALUMINIUM PE20
T9 ? S9

S18

P28

H90 C47 CLEAR RED



A4 ? P69

H90 C47 CLEAR RED

A4, P69 - MARKINGS C, E

UNDERSURFACE COLOR

UNDERSURFACE COLOR

P26

MC218 MMM 003 ALUMINIUM

PE34

P18

G

P54

UNDERSURFACE COLOR

P52

MC218 MMM 003 ALUMINIUM

PE34

P20

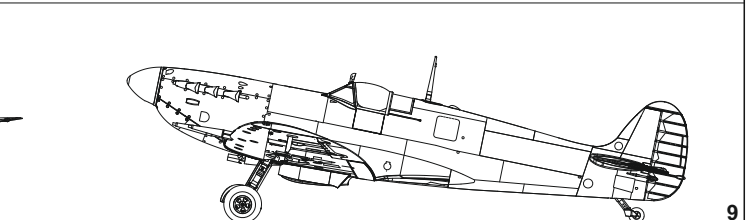
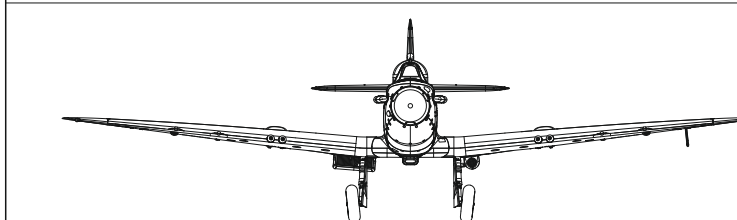
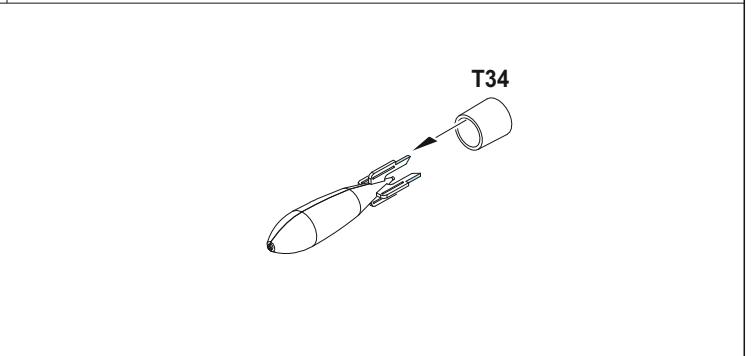
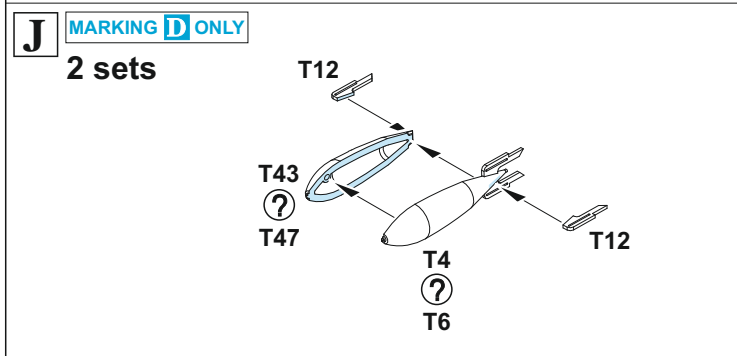
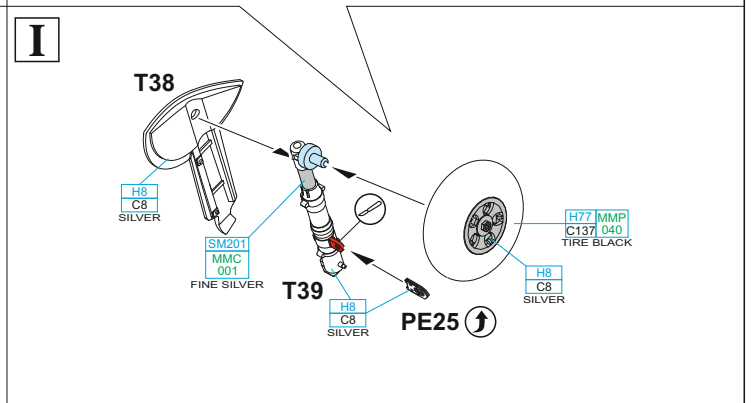
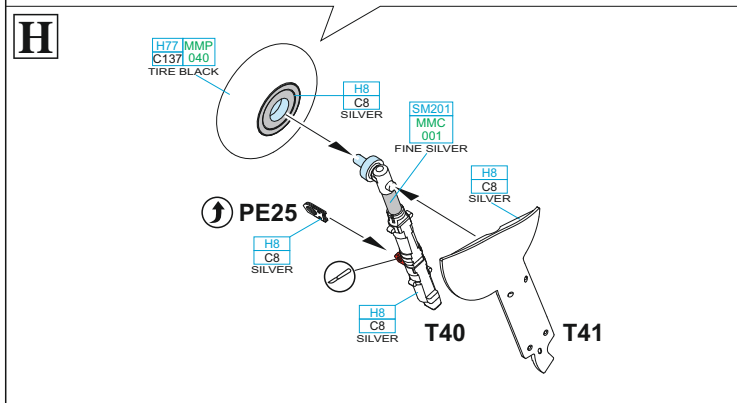
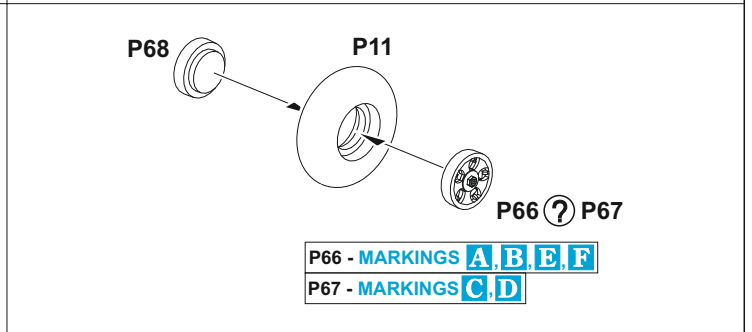
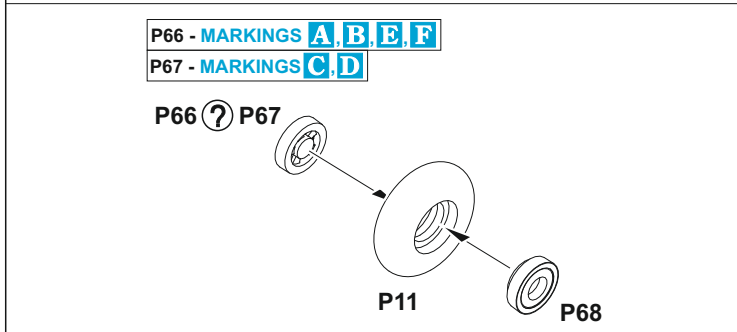
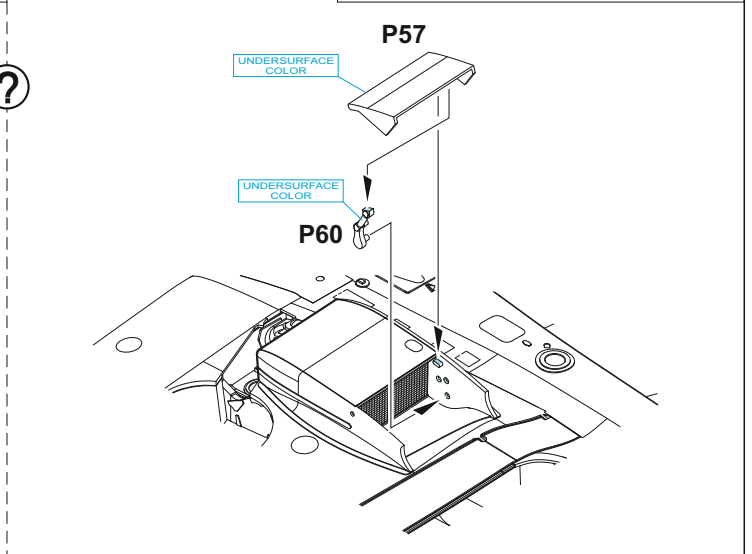
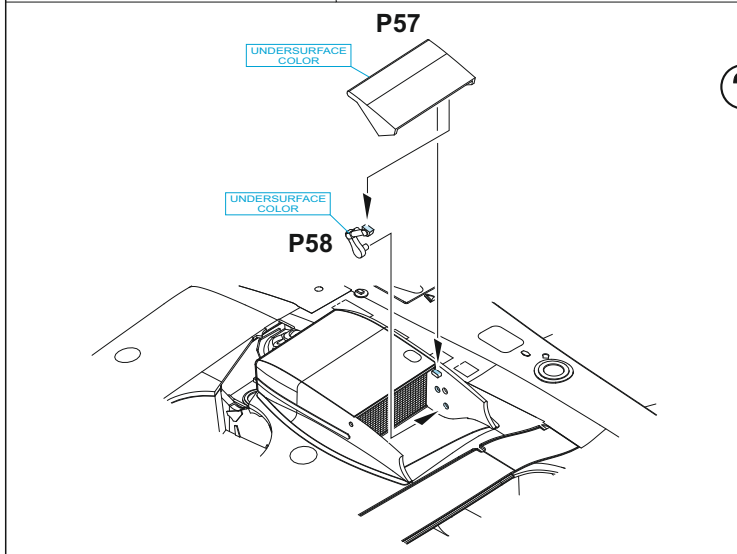
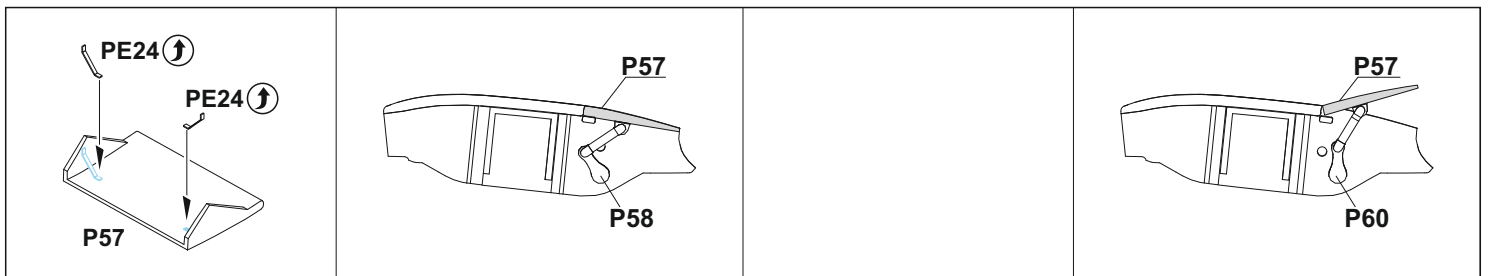
P74

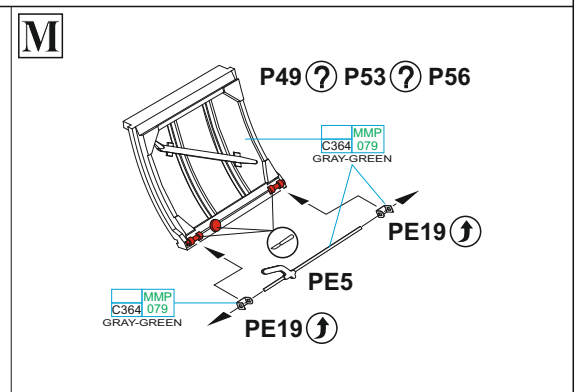
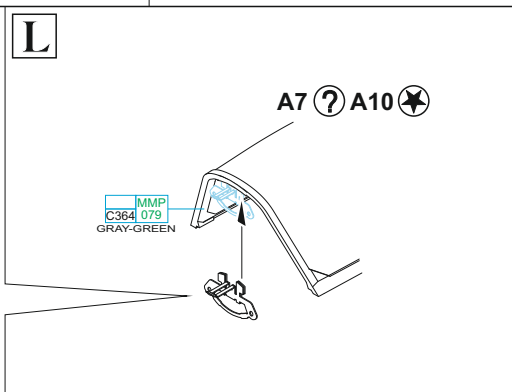
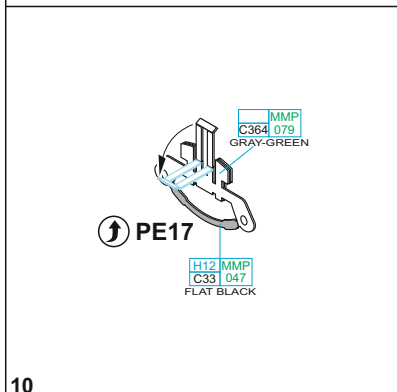
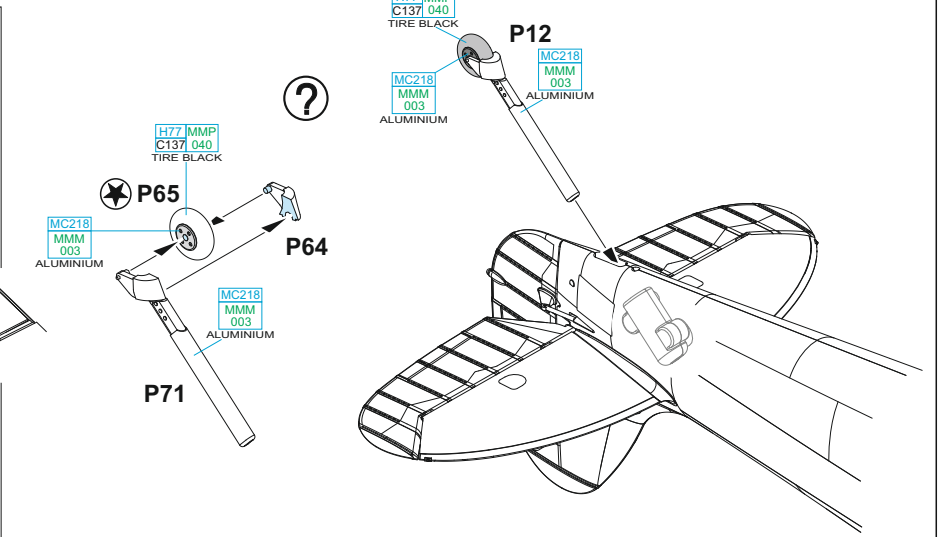
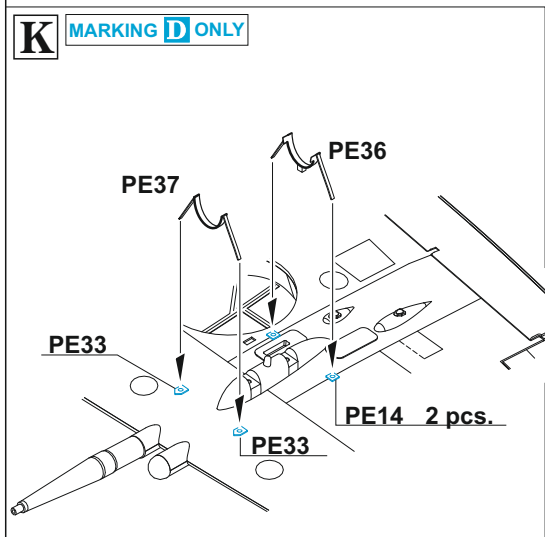
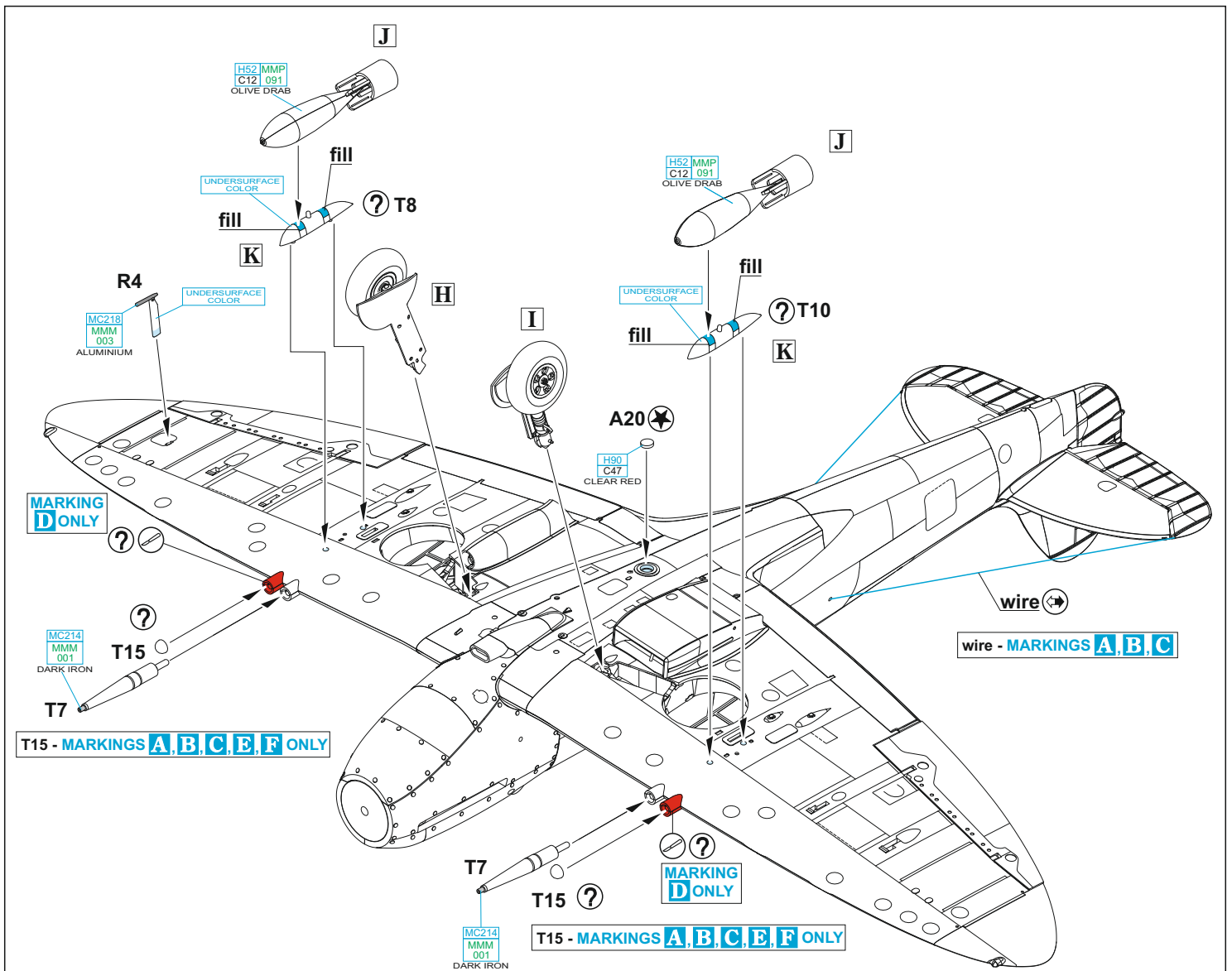
F




UNDERSURFACE COLOR

P29





UNDERSURFACE COLOR
















PE13   

N P61 - MARKINGS **C, E**
PE13, 29 - MARKINGS **A, B, F**









   

P     



P23, P24, R34 - MARKINGS **A, B**
S1, S22, S29 - MARKINGS **C, D, E, F**

O      





MARKING A




       

MARKINGS B, F





 

MARKINGS D, E



starboard side    






port side   




MARKING C



A7    



OPEN CANOPY

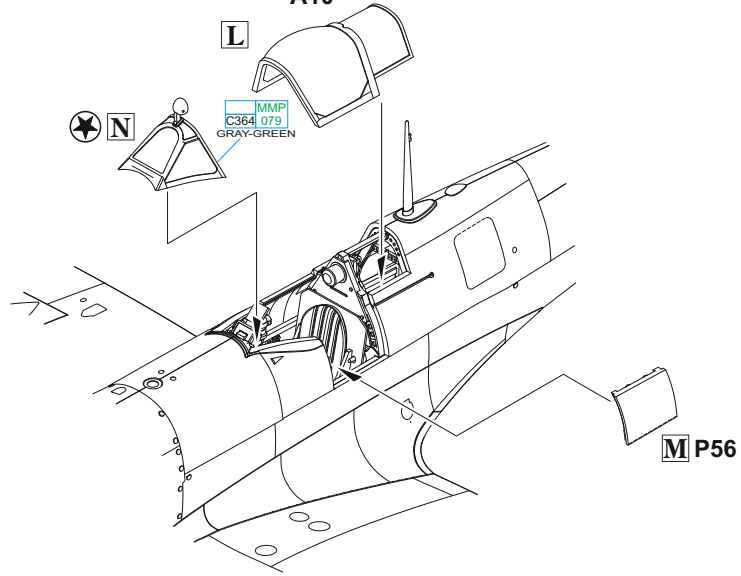
 

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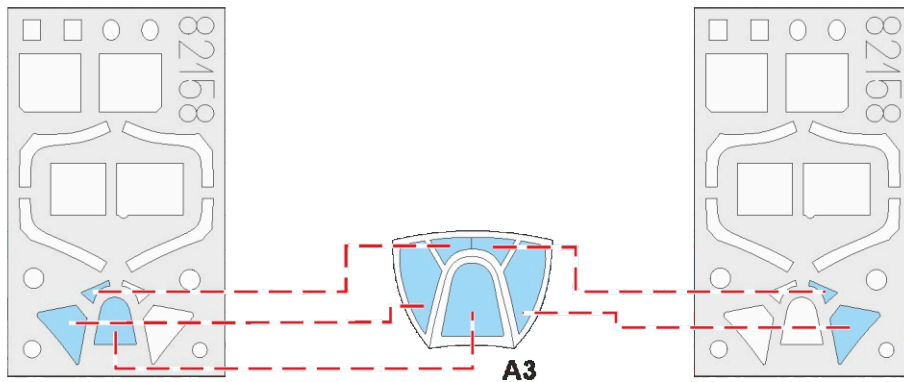
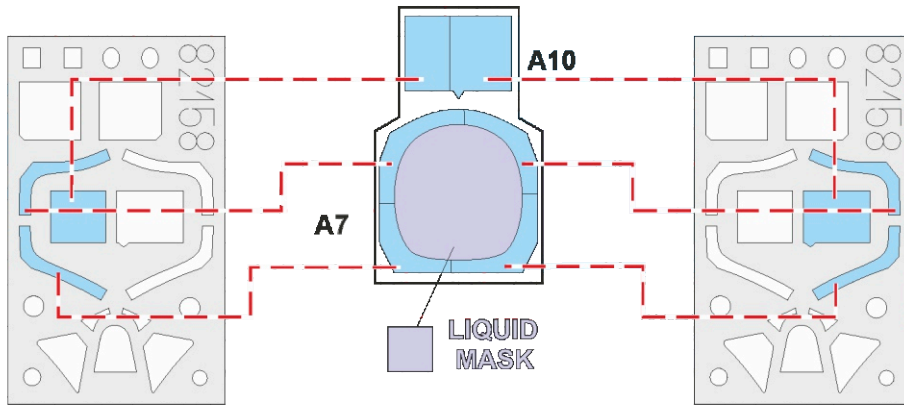
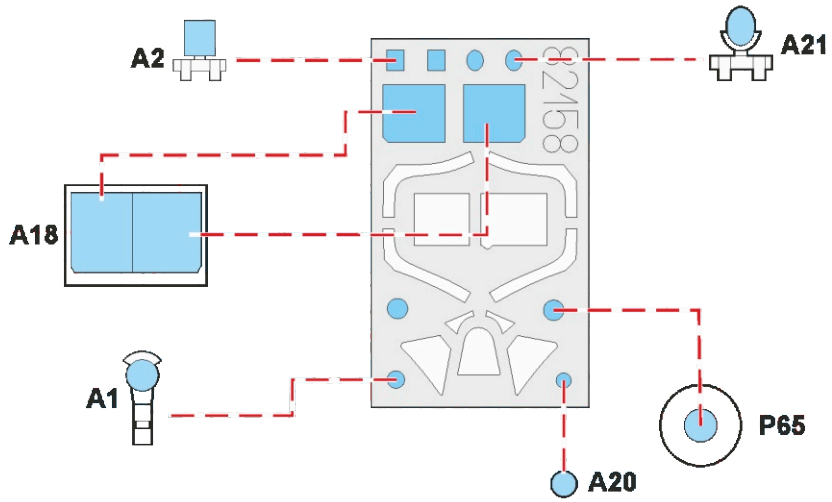


CLOSED CANOPY

A10

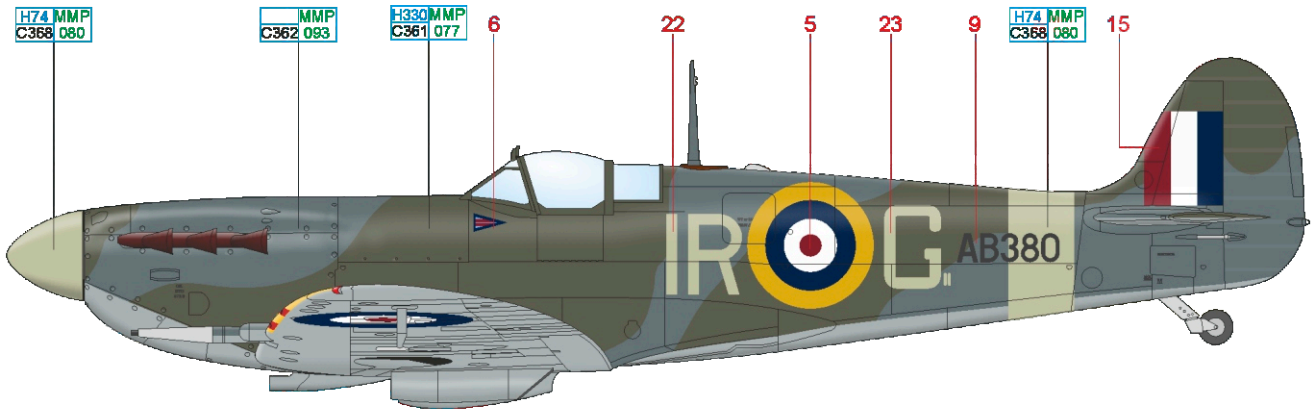


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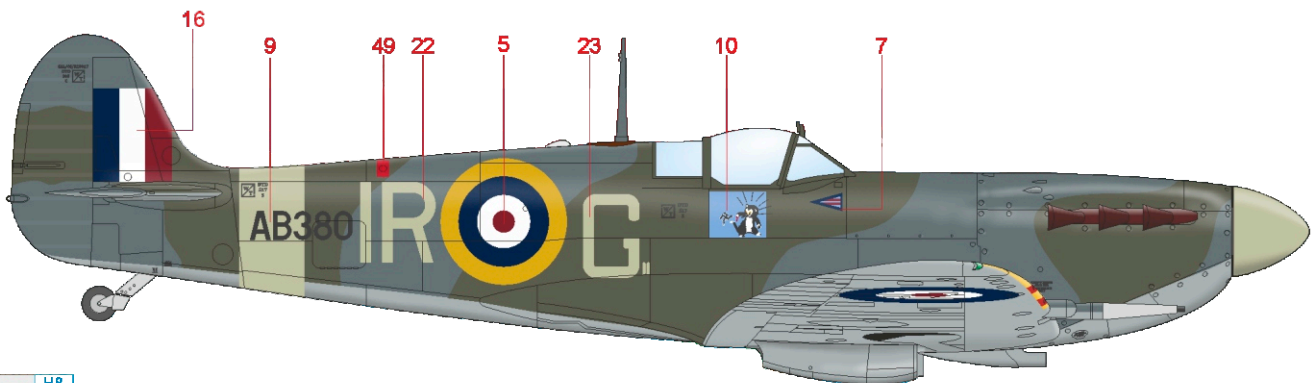
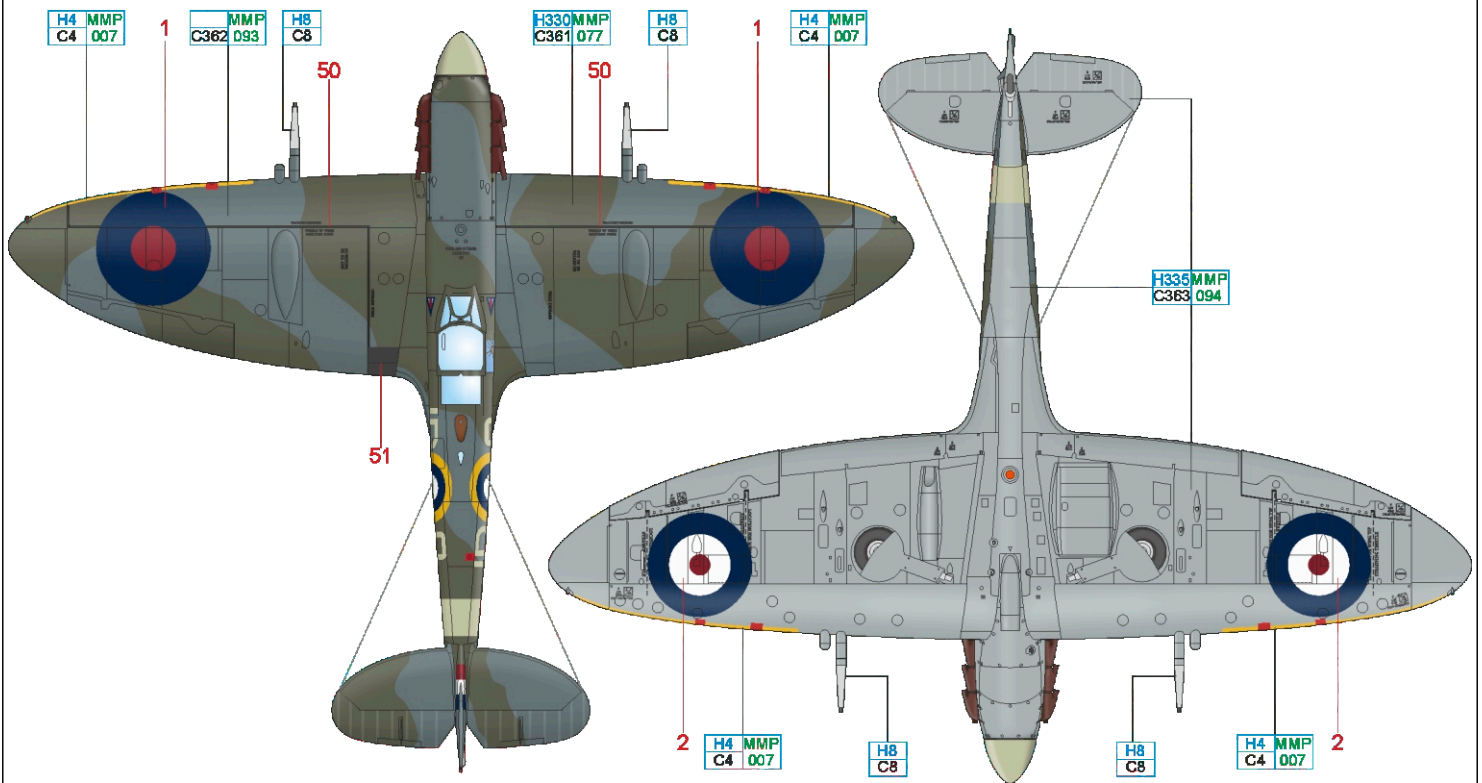


A1 AB380, W/Cdr Ian R. Glead, CO of Ibsley Wing, RAF Ibsley, Surrey, Great Britain, April – July 1942

In November 1941, Ian "Widge" Glead was named commander of Ibsley Wing, a unit made up of three Spitfire squadrons. Specifically, these were No. 66, 118 and 501 Squadrons, RAF. He held this position until July 1942, when he was placed in the function of Wing Commander Tactics. All the aircraft that Glead flew had a marking of the black cat 'Figaro' under the cockpit on the right side of the plane. This character hails from the Pinocchio stories. It was no different with two other Spitfires that he flew as Ibsley Wing Commander (Mk.Vb AA742 and Mk.Vc AB380). Both carried Glead's initials IR-G as their codes, rendered in Sky. He was shot down on April 16, 1943, as No. 244 Wing Commander, over North Africa during a patrol flight near Cap Bon. He was likely the victim of Lt. Ernst-Wilhelm Reinert, an ace with JG 77. Over the course of his career, Glead shot down sixteen aircraft, seven probables and four were damaged.



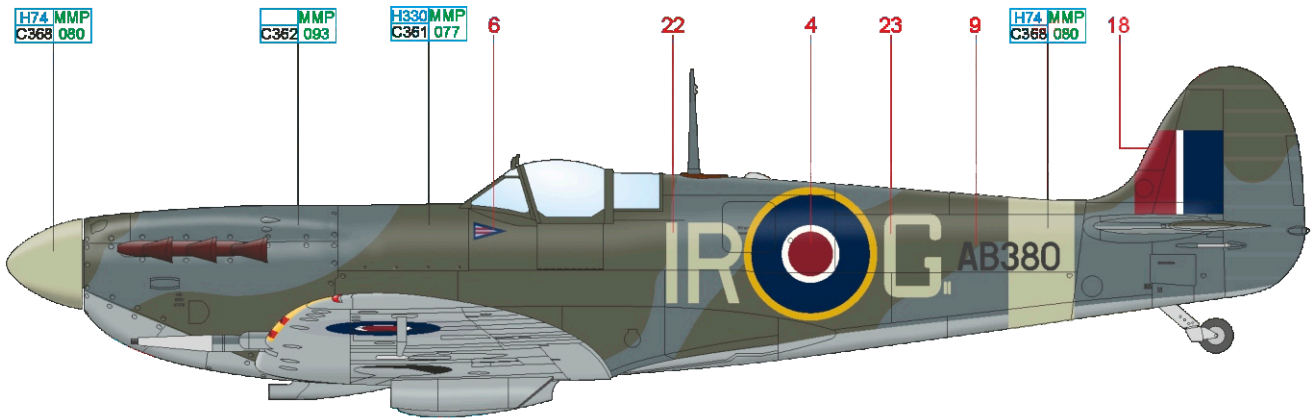
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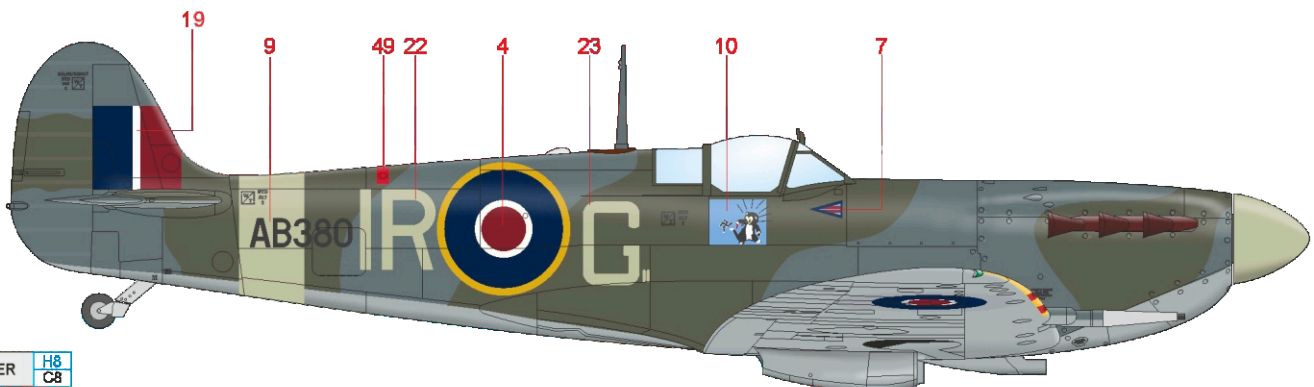
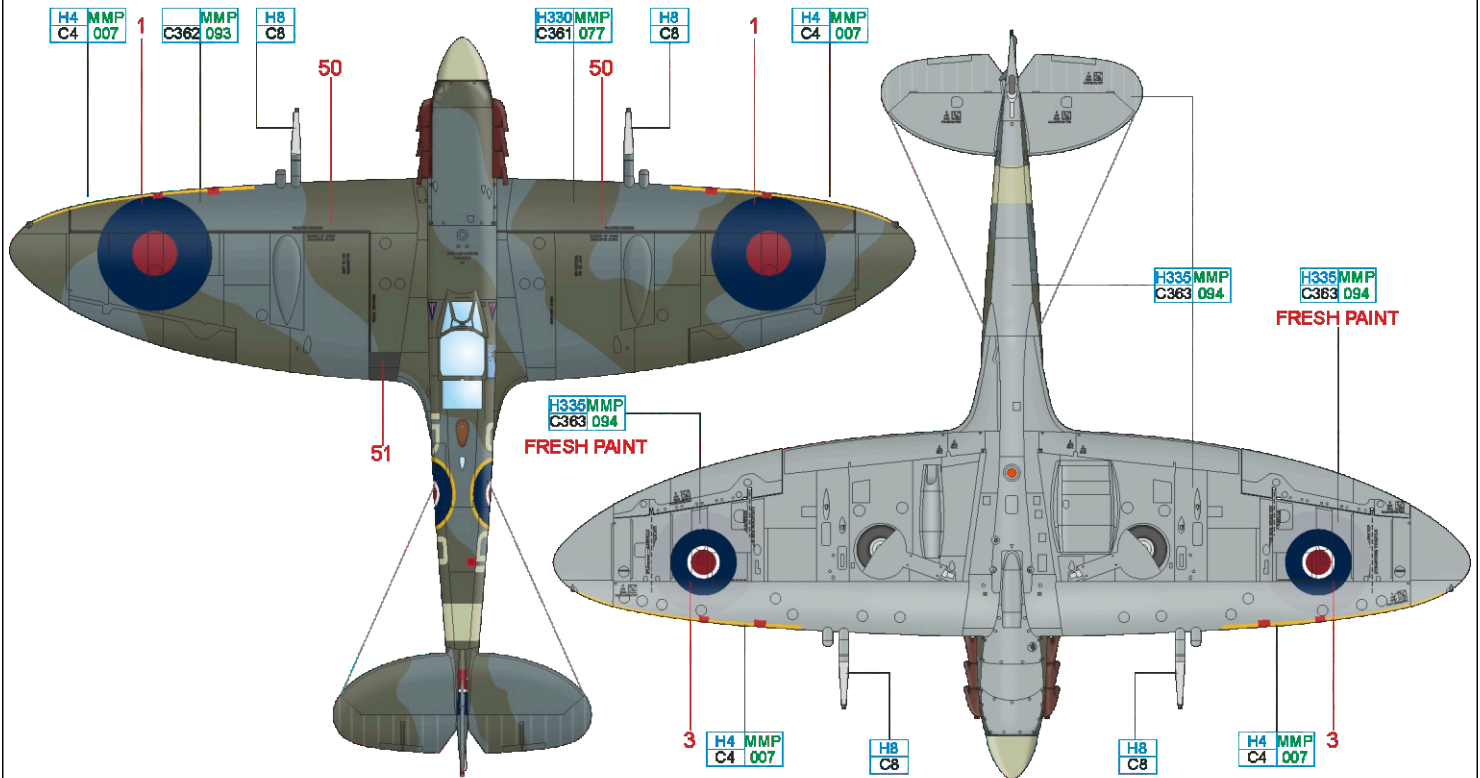
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YELLOW	H4 MMP C4 007
SKY	H74 MMP C368 080
DARK GREEN	H330 MMP C361 077
OCEAN GRAY	MMP C362 093
MEDIUM SEA GRAY	H335 MMP C363 094

A2 AB380, W/Cdr Ian R. Gleed, CO of Ibsley Wing, RAF Ibsley, Surrey, Great Britain, April – July 1942

In November 1941, Ian "Widge" Gleed was named commander of Ibsley Wing, a unit made up of three Spitfire squadrons. Specifically, these were No. 66, 118 and 501 Squadrons, RAF. He held this position until July 1942, when he was placed in the function of Wing Commander Tactics. All the aircraft that Gleed flew had a marking of the black cat 'Figaro' under the cockpit on the right side of the plane. This character hails from the Pinocchio stories. It was no different with two other Spitfires that he flew as Ibsley Wing Commander (Mk.Vb AA742 and Mk.Vc AB380). Both carried Gleed's initials IR-G as their codes, rendered in Sky. He was shot down on April 16, 1943, as No. 244 Wing Commander, over North Africa during a patrol flight near Cap Bon. He was likely the victim of Lt. Ernst-Wilhelm Reinert, an ace with JG 77. Over the course of his career, Gleed shot down sixteen aircraft, seven probables and four were damaged.



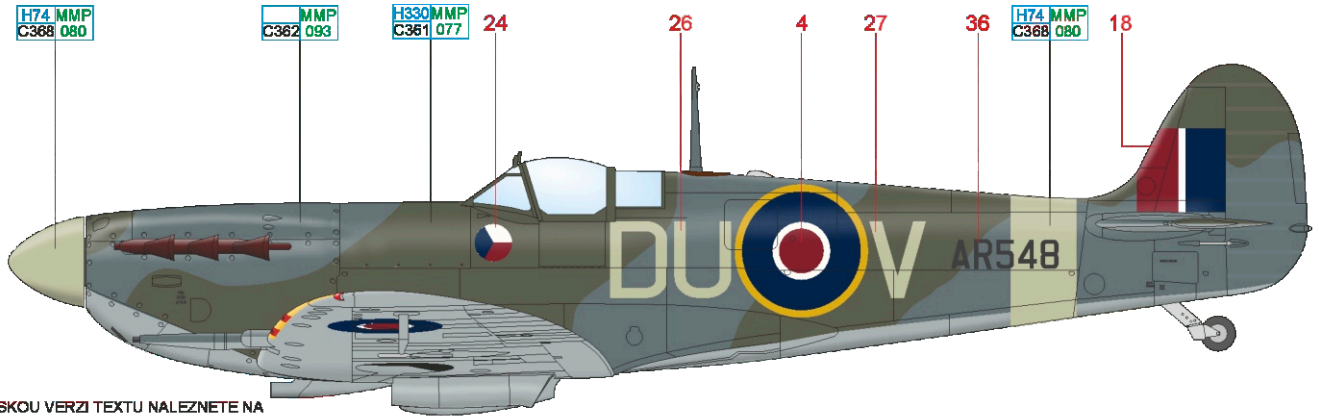
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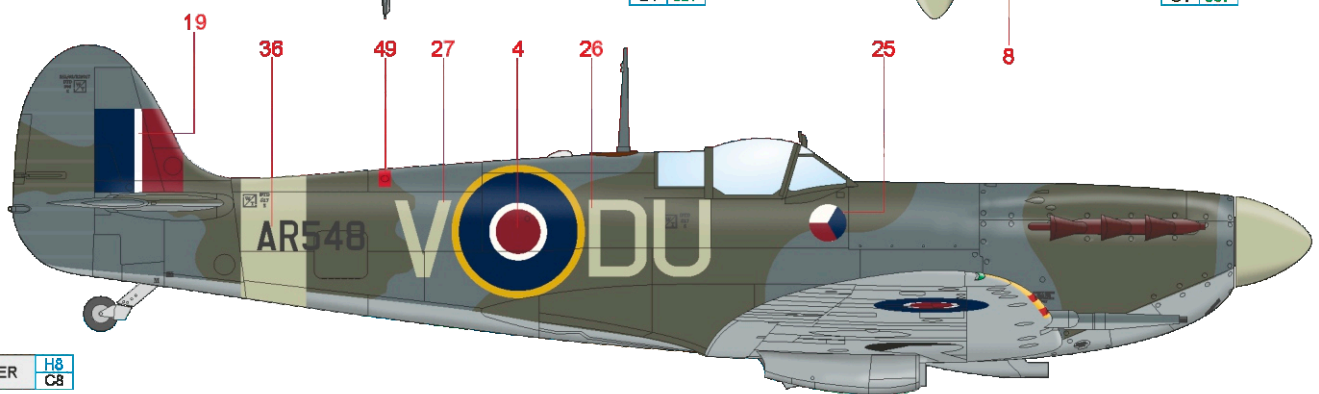
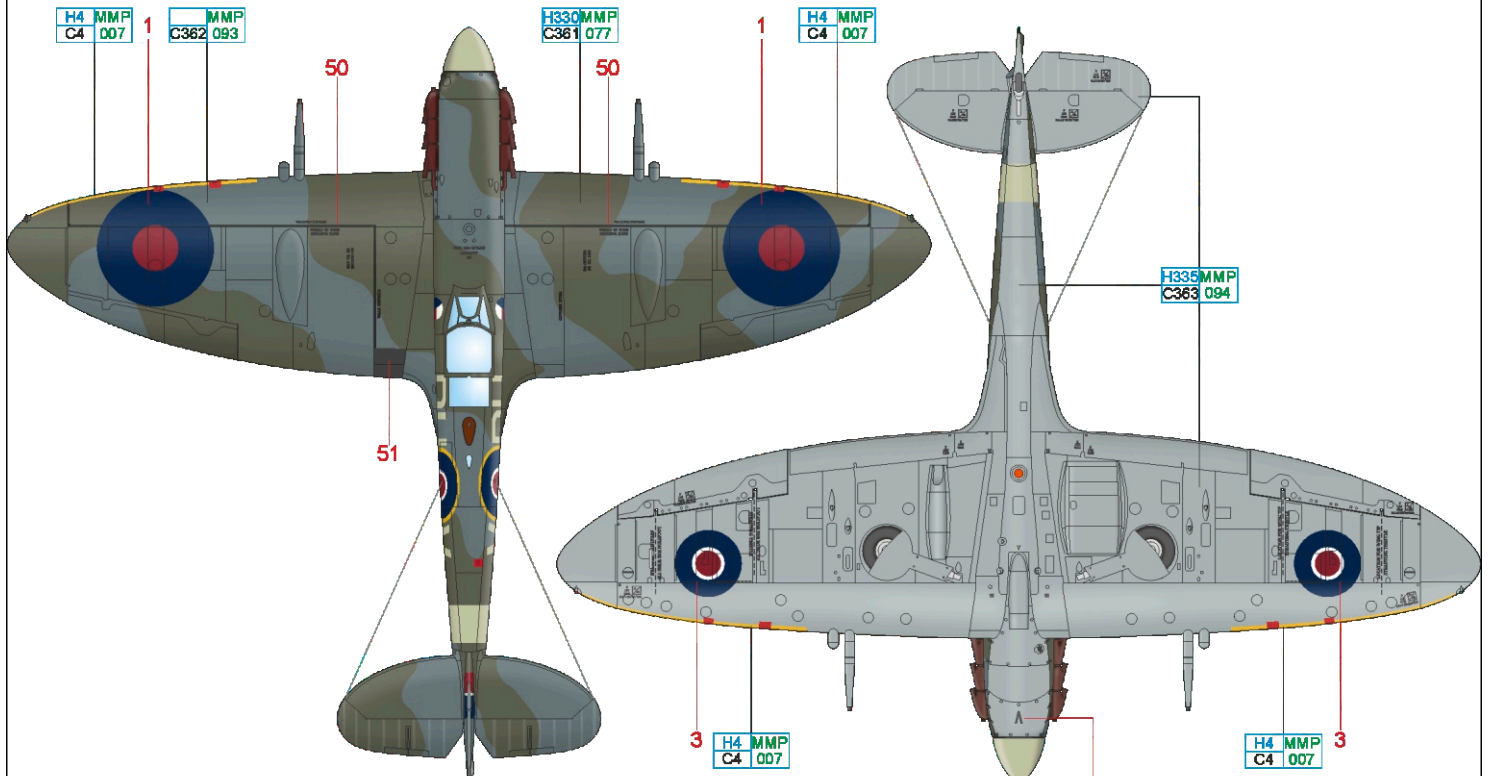
SILVER	H8 C8
YELLOW	H4 MMP C4 007
SKY	H74 MMP C368 080
DARK GREEN	H330 MMP C361 077
OCEAN GRAY	MMP C362 093
MEDIUM SEA GRAY	H335 MMP C363 094

B AR548, F/Sgt Miroslav A. Liškutín, No. 312 (Czechoslovak) Squadron, RAF Churchstanton, Somerset, Great Britain, December 1942 – January 1943

Miroslav Antonín Liškutín was born August 23, 1919, near Brno. He learned to fly in the Aero Club Brno, and was accepted for pilot training in a recruitment drive for 1,000 pilots in 1937. In July 1938, he joined the Air Regiment 2 in Olomouc as a student pilot, but his road to full fighter squadron membership was interrupted by the arrival of Hitler's Wehrmacht. He escaped from his occupied homeland via Poland, Sweden and Great Britain to France, where he joined the Foreign Legion, and was sent to Africa for a six-month training period. After the fall of France, he made his way to Great Britain, where he would complete his pilot training, and from August 1941, he flew with No. 145 Squadron RAF. He was later reassigned to No. 312 (Czechoslovak) Squadron RAF and in May 1945, to No. 313 (Czechoslovak) Squadron. He took part in the protection of naval convoys and bomber escort missions over France, Belgium, the Netherlands and Germany. He flew a total of 465 operational hours and 131 sorties over enemy territory, making him one of the busiest fighter pilots of World War Two. In aerial combat, according to either official records or his personal memoirs, he destroyed two aircraft and two V-1 rockets. He also was credited with a probable kill, and three he damaged. After 1948, he returned to Great Britain to become a Flight Instructor and a Commissioner for Pilot Evaluation. He passed away on February 19, 2018. Flying Spitfire AR548, which he did regularly at the end of 1942 and beginning of 1943, he shot down an Fw 190 on November 7, 1942. On January 6, 1943, he crashed during landing in inclement weather at Harrowbeer. Incredibly, he emerged from the wreckage unscathed.

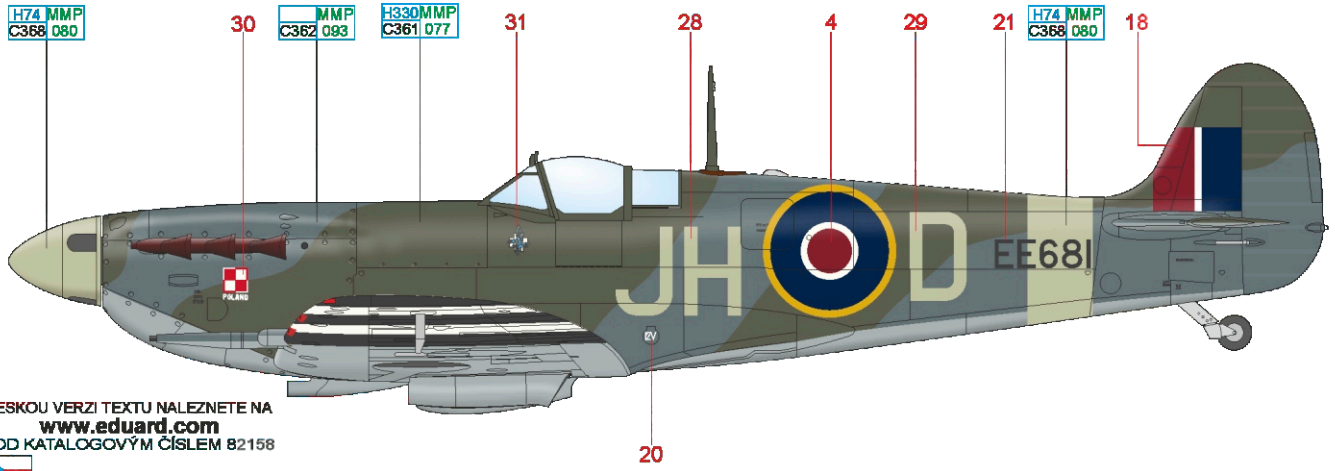


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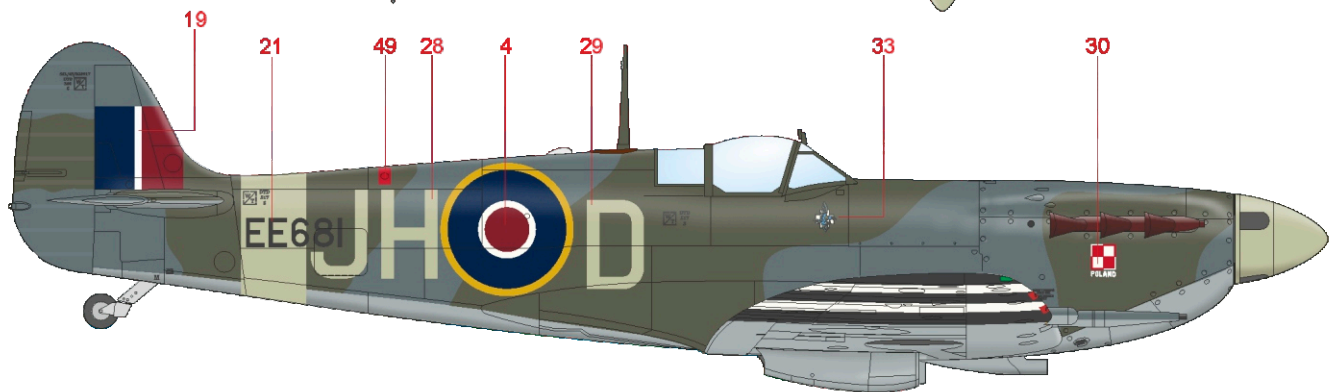
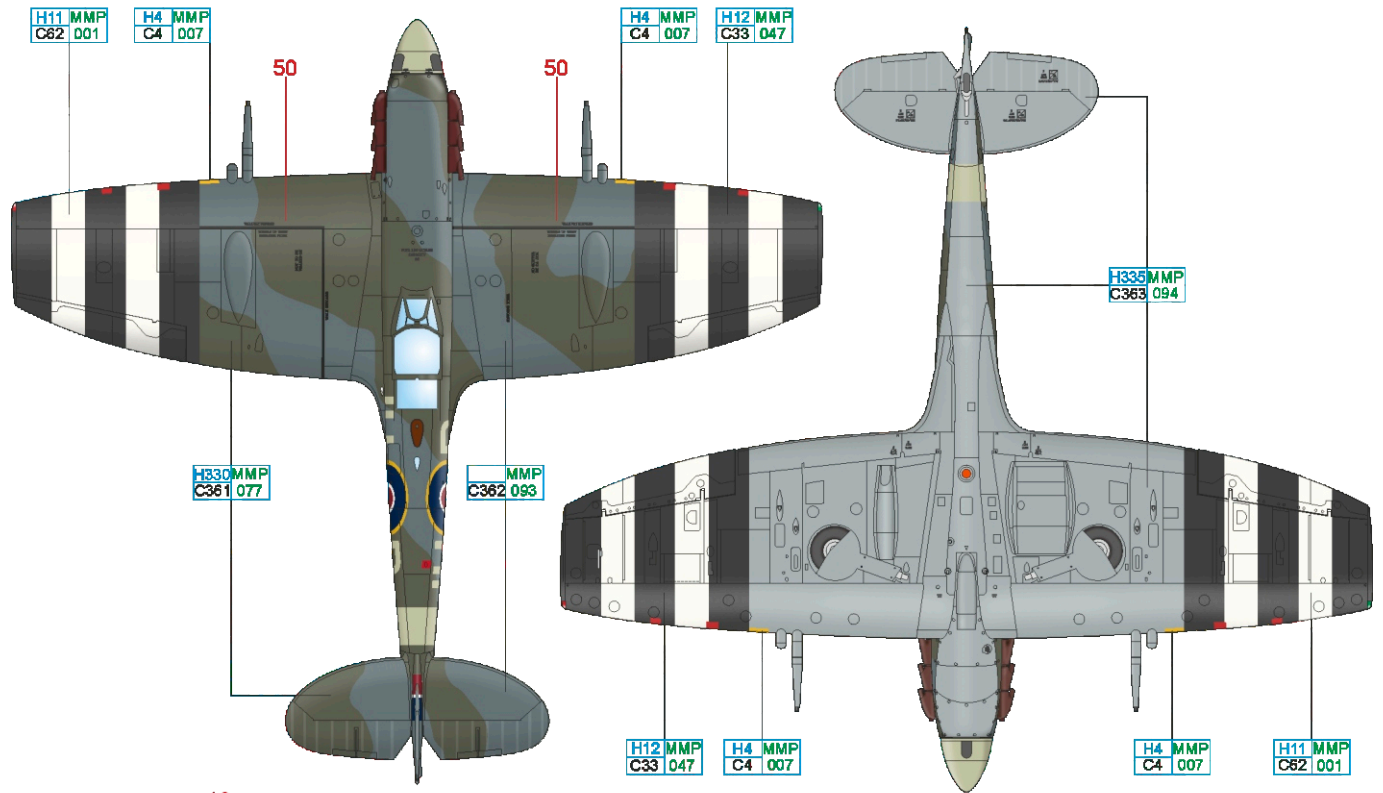


SILVER	H8 C8
YELLOW	H4 MMP C4 007
SKY	H74 MMP C368 080
DARK GREEN	H330 MMP C361 077
OCEAN GRAY	MMP C362 093
MEDIUM SEA GRAY	H335 MMP C363 094

No. 317 "City of Wilno" (Polish) Squadron was formed on February 22, 1941, and achieved combat readiness two months later. As with most Fighter Command elements, the unit's duties switched between offensive missions from bases in the south and defensive duties from the north. In June 1943, the unit was incorporated into No. 2 TAF (Tactical Air Force) and moved to RAF Heston. During its preparations leading up to the invasion of Normandy, the unit conducted attacks in support of the landings. One of these was the deception named Operation Starkey, which saw the first use of black and white invasion stripes at the ends of the wings. After the invasion in June 1944, No. 317 (Polish) Squadron flew missions in support of the invading ground forces and moved onto the continent in August. From October 1944, the unit operated from Belgium from the bases of B-70 Deurne, B-61 Sint-Denijs-Westrem, B-60 Grimbergen and B-82 Grave. From April 1945, it flew from the German based B-101 Nordhorn, B-113 Varrelbusch and B-111 Ahlhorn, where it was a part of the Occupation Force until disbandment on December 18, 1946. During its three month service with No. 317 (Polish) Squadron, pilots flying Spitfire EE681 shot down two aircraft. The first was by P/O Zbygniew Makowski who downed an Fw 190 on July 14, 1943 and the second was by F/O J. Zbrożek who's victim was a Bf 109 on September 8, 1943.



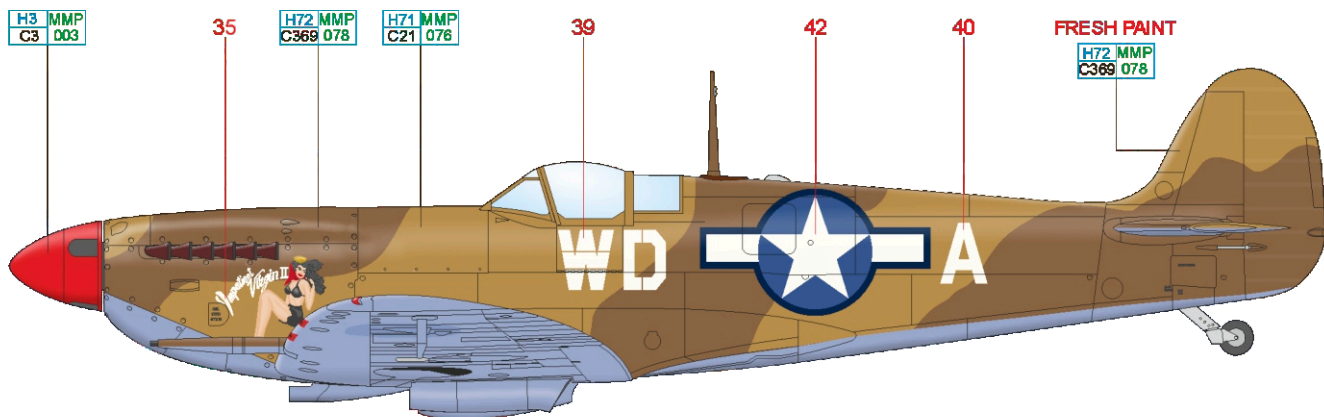
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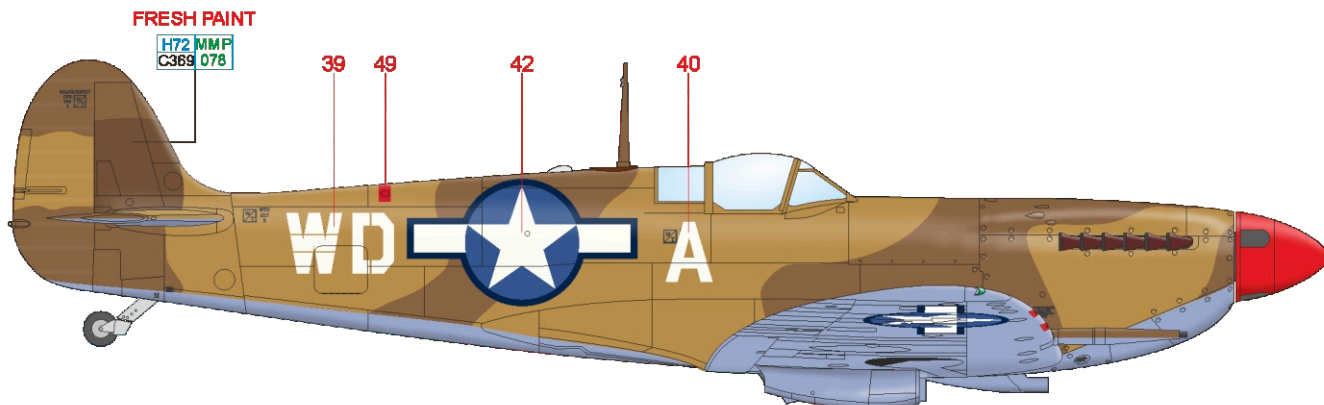
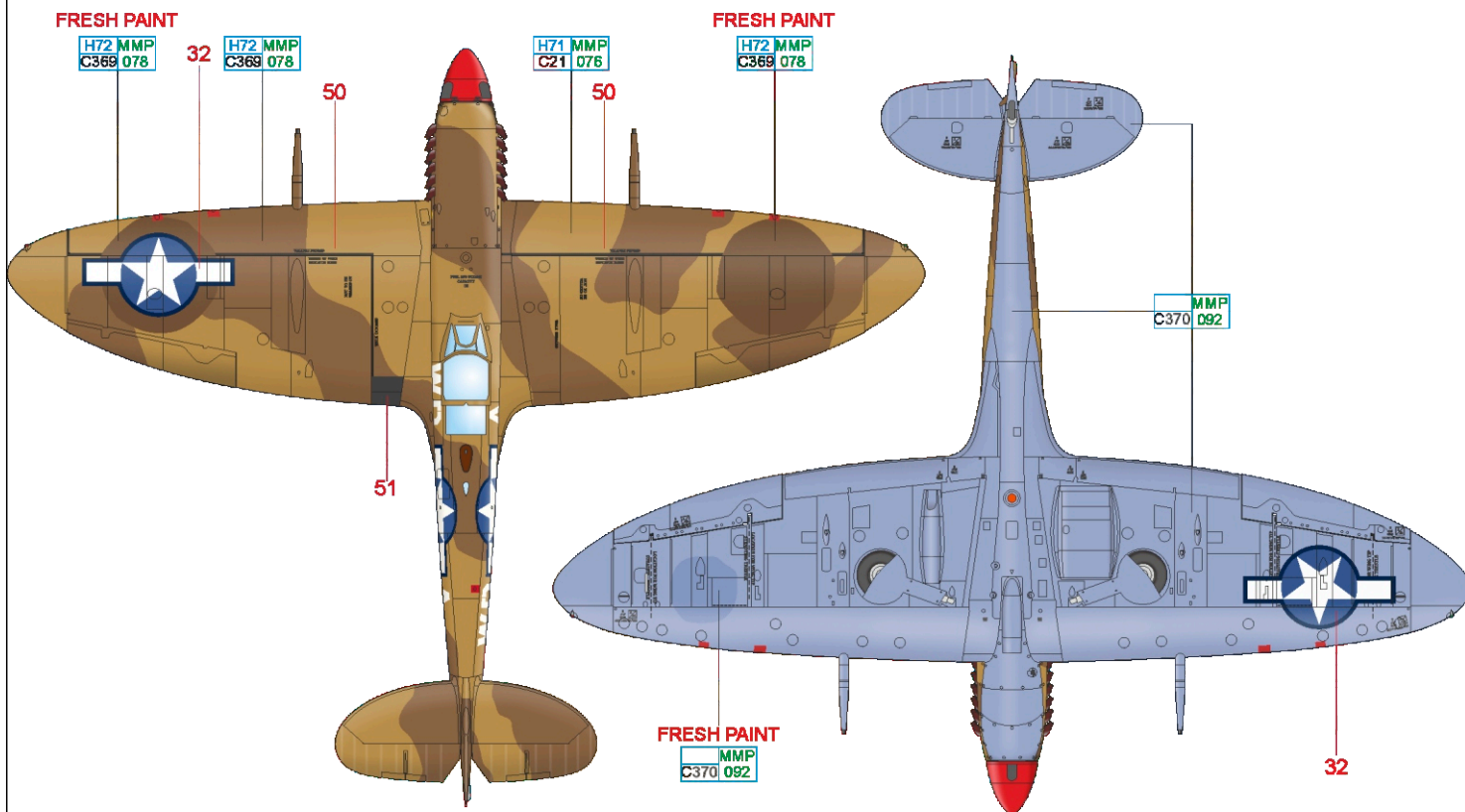
WHITE	H11 MMP C62 001	YELLOW	H4 MMP C4 007	SKY	H74 MMP C368 080	DARK GREEN	H330 MMP C361 077	OCEAN GRAY	MMP C362 093	MEDIUM SEA GRAY	H335 MMP C363 094	BLACK	H12 MMP C33 047
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D F/O James H. Montgomery, 4th FS, 52nd FG, 12th AF, Corsica, January – February 1944

F/O James Henry Montgomery was one of many American pilots flying the Spitfire, fighting in the Mediterranean within the ranks of the 12th AF. On August 6, 1943, he was shot down over the Mediterranean Sea near Palermo by a German Messerschmitt and spent an entire day in a life raft. He staved off hunger by catching fish and gutting them with his knife. The news of his experience reached the mainstream media back in the States, earning him the nickname "Robinson Crusoe of the Sky". He didn't have the same luck the second time around, when, on February 9, 1944, near the port city of Nice, his group of four Spitfires was ambushed by a section of Fw 190s. Two of the 190's got Montgomery's Spitfire in their sights, which took direct hits and burst into flames. He did not survive. F/O Montgomery flew Spitfires named "The Impatient Virgin" and "Impatient Virgin II", each of which carried nose art of a scantily clad young lady.



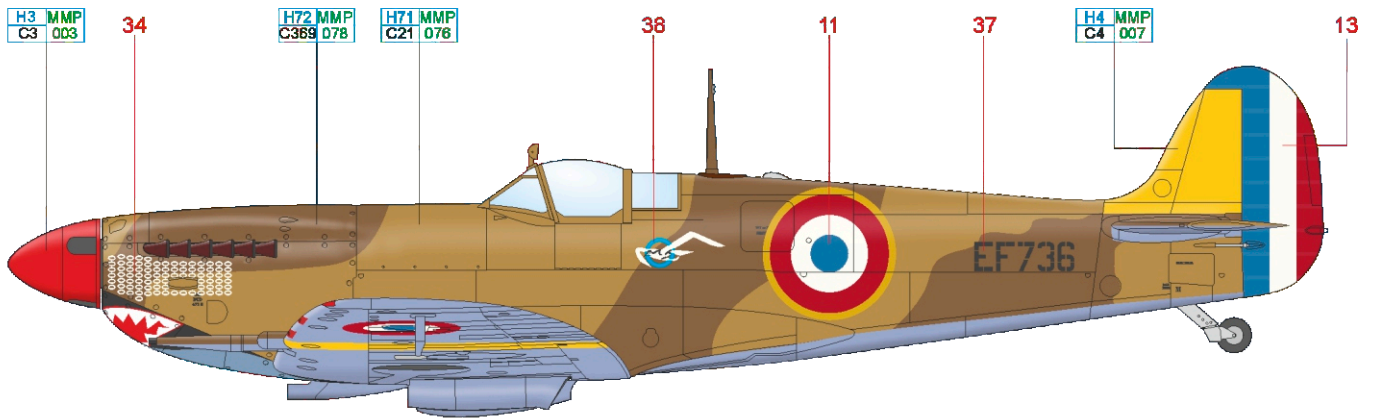
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AZURE BLUE	MMP C370 092	MIDDLE STONE	H71 MMP C21 076	DARK EARTH	H72 MMP C369 078	RED	H3 MMP C3 003
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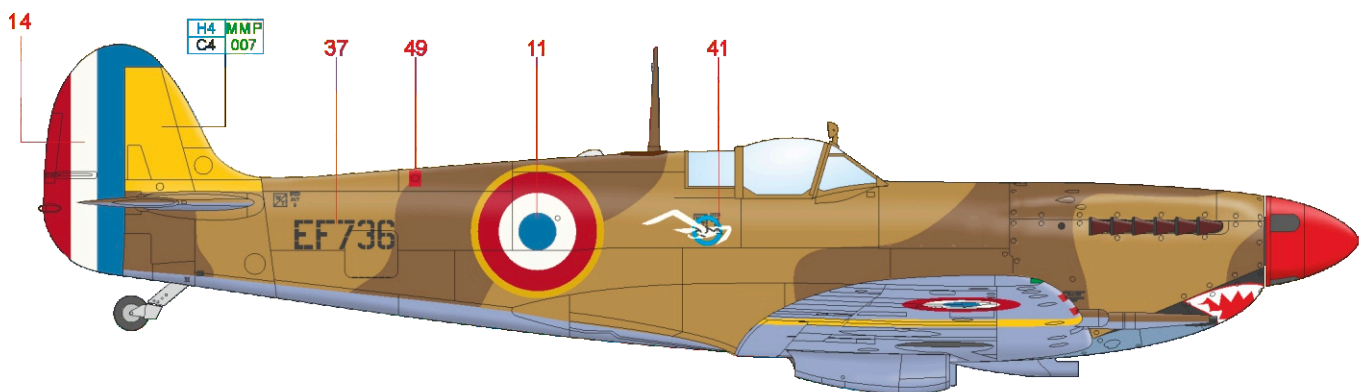
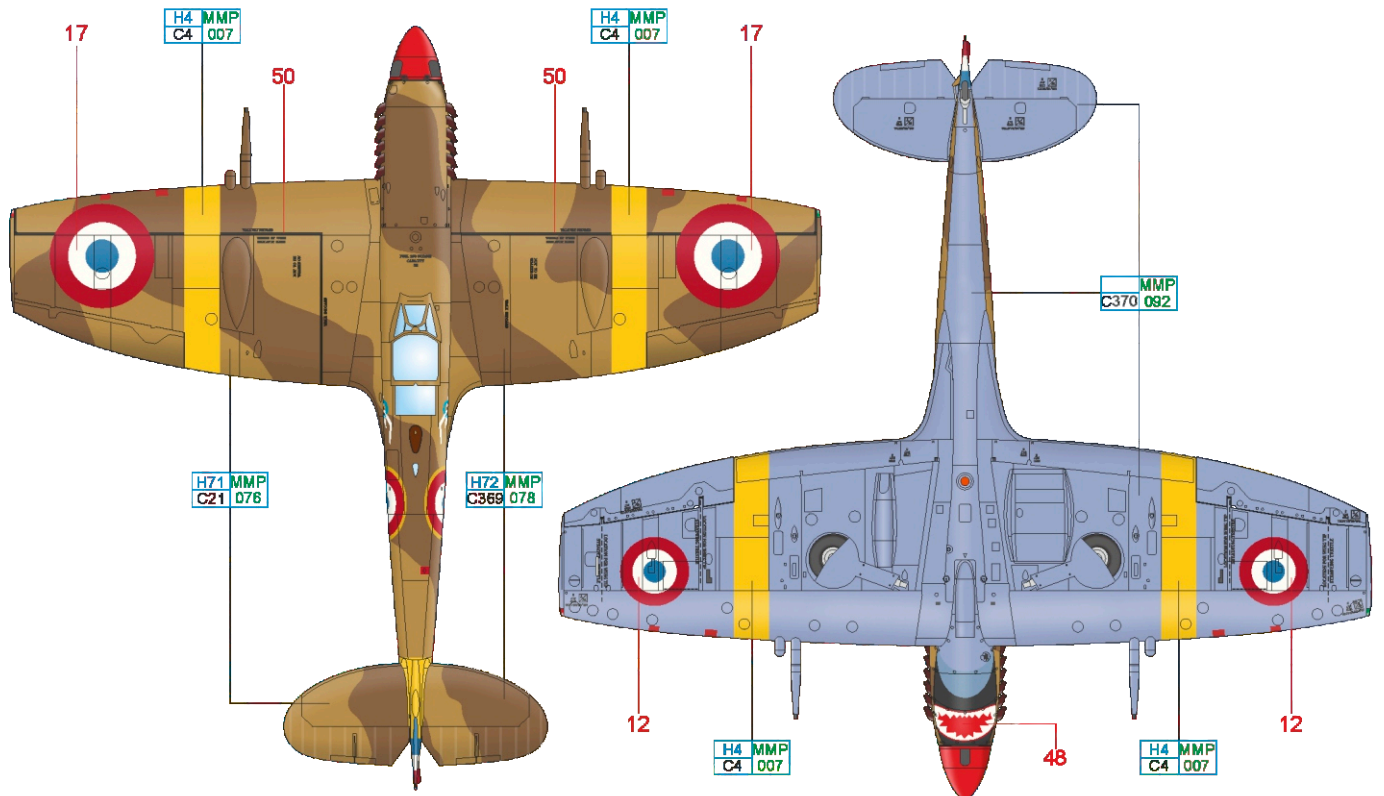
E EF736, GR II/33 "Savoie", Dijon, France, September 1944

Spitfire Mk.Vc EF736 served with Groupe de Reconnaissance II/33 "Savoie", one of the first Free French units to take delivery of the Spitfire. The aircraft carried a desert camouflage scheme with yellow identifiers in the form of wing bands and tail surfaces. The attractive look of the airplane was compounded by the shark mouth, which was a personal marking, while the seagull behind the cockpit was a unit marking.



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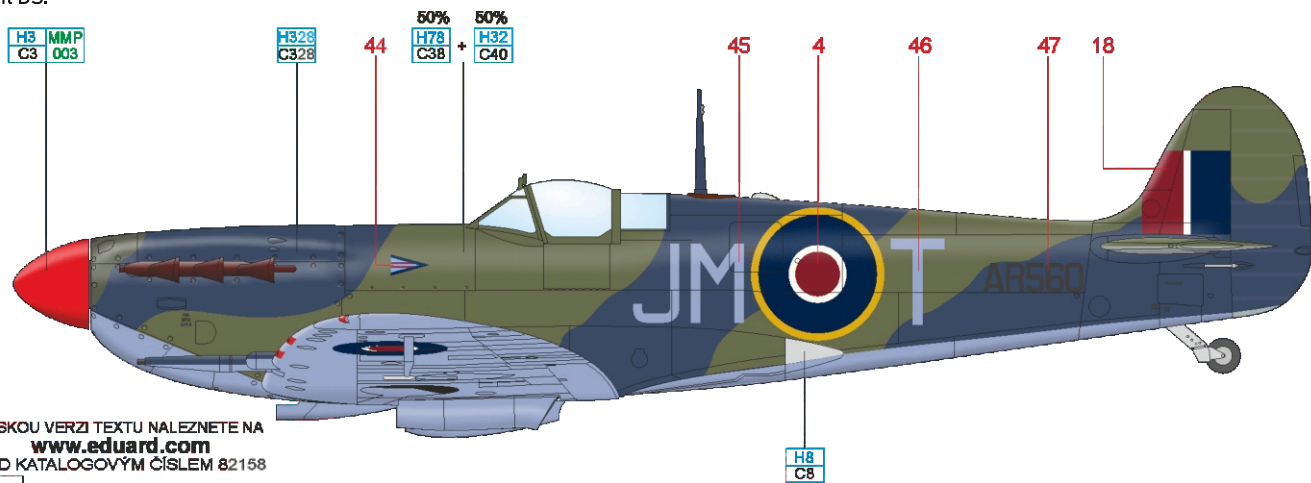
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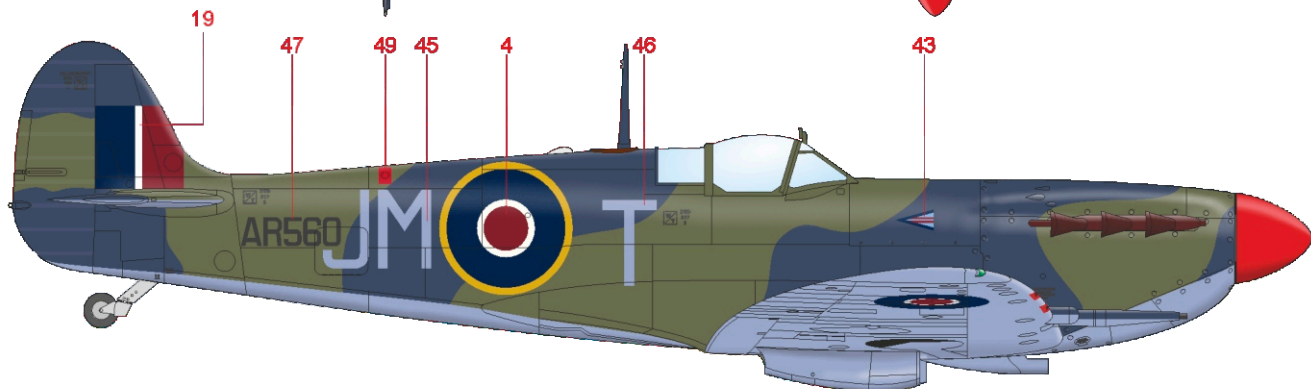
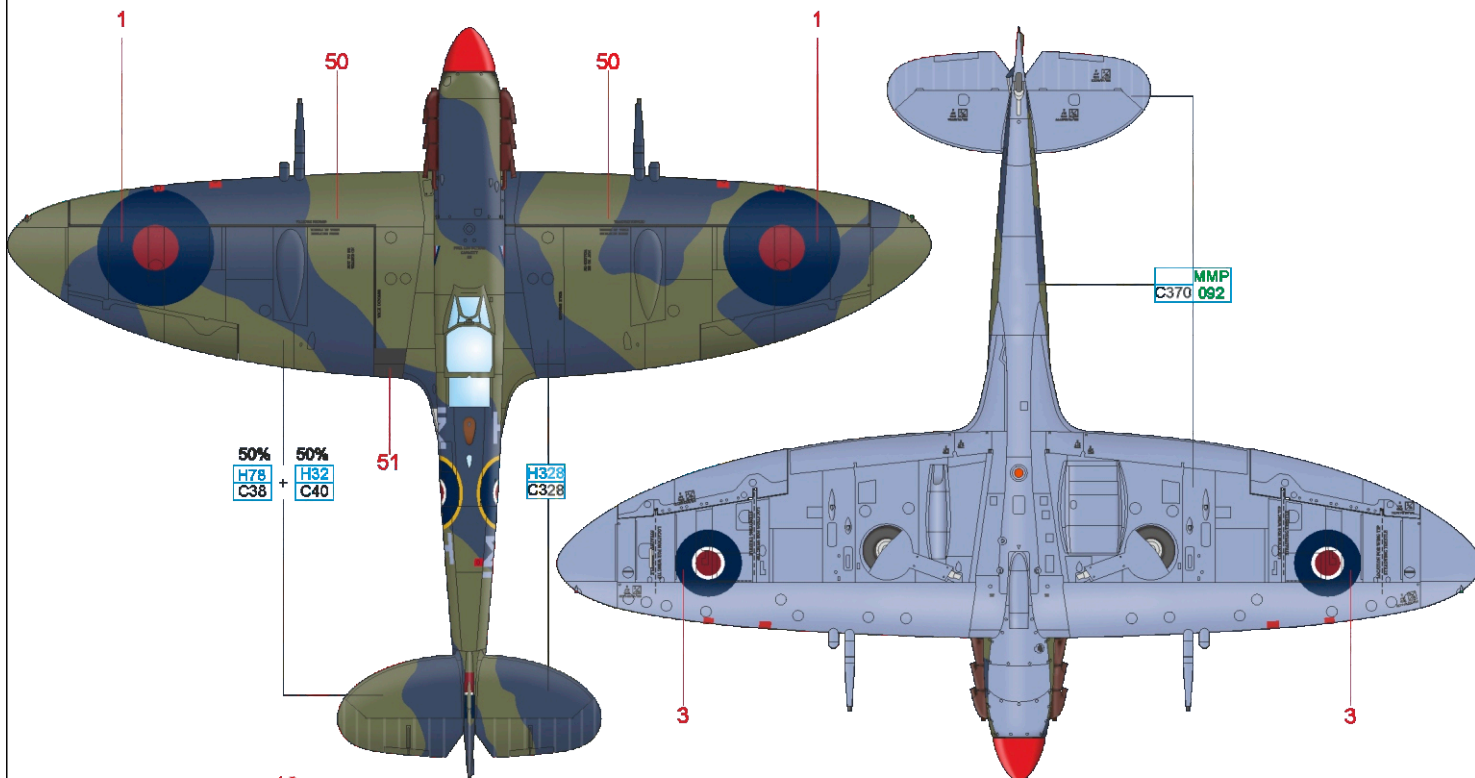
YELLOW	H4 MMP C4 007	AZURE BLUE	MMP C370 092	MIDDLE STONE	H71 MMP C21 076	DARK EARTH	H72 MMP C369 078	RED	H3 MMP C3 003
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F AR560, W/Cdr John M. Thompson, Luqa Wing, Malta, January – May 1943

John Marlow Thompson commanded No. 111 Squadron at the beginning of the war, and during the Battles of France and Britain, he claimed six confirmed kills and two shared. There were another three kills that went unconfirmed. In the spring of 1942, he was promoted to Wing Commander and on his own request, he was transferred to Malta, where between August 1942 and June 1943, he commanded all Malta based Wings (Takali Wing, Hal Far Wing and Luqa Wing). He added a further two confirmed kills to his credit. In June he was sent to Malta Headquarters as the commander of the Training Wing. From March to February of 1944, he commanded the base Hal Far. Later, he led No. 338 Wing in Algeria, a part of which was made up of three squadrons of French Spitfires. Over the course of his career, Thompson shot down eight aircraft (plus three unconfirmed), two more were probables, and he damaged another seven. Spitfire AR560 was a rare example of a Malta Mk.V lacking the tropical filter. It was flown from Gibraltar to Malta on November 1, 1942. The aircraft carried the new Maltese camouflage scheme consisting of Deep Sky and Dark Slate Grey, used from mid-June 1942, on the upper surfaces. The lower surfaces remained in Azure Blue. The aircraft was first flown by several pilots from various squadrons and from January 1943, it served as the personal aircraft of Luqa Wing Commander John M. Thompson. As allowed by order, Thompson used his position to use his initials, JM-T, as his fuselage code. This was applied in Azure Blue. In June, AR560 was handed down to the new commander of Luqa Wing, W/Cdr W. W. G. Duncan-Smith, who recoded the Spit DS.



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SILVER	H8 C8	AZURE BLUE	MMP C370 092	FIELD GRAY	H32 C40	OLIVE GREEN	H78 C38	BLUE	H32 C328	RED	H3 C3	MMP 003
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