

BRITISH WWII FIGHTER 1:48 SCALE PLASTIC KIT



eduard

intro

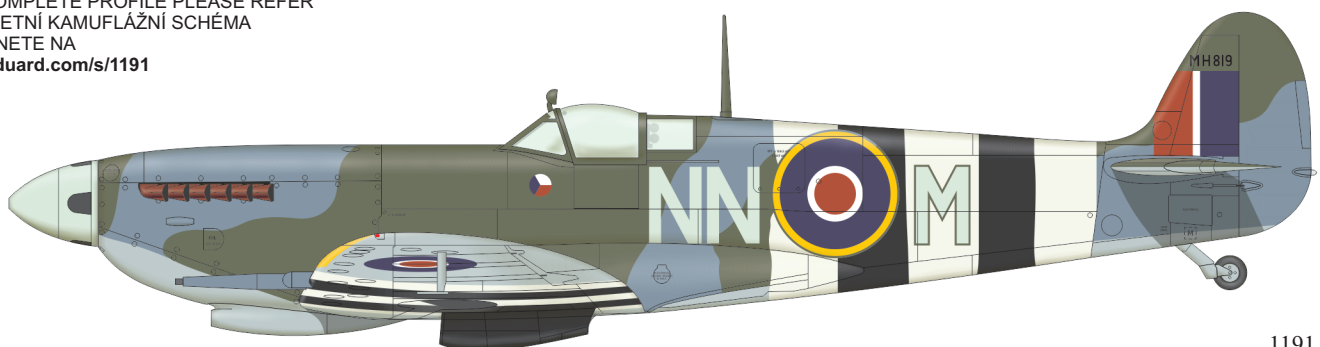
In September 1941, a hitherto unknown German radial engine fighter appeared in the west European sky. The new airplane was superior to British fighters, most distressingly to the Spitfire Mk.V. The German design was soon recognized as the Focke-Wulf Fw 190 A. The losses suffered by the RAF over western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

úvodem

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

E Spitfire Mk.IXc, MH819, No. 310 Squadron, Appledram Air Base, Mid June, 1944

FOR COMPLETE PROFILE PLEASE REFER
KOMPLETNÍ KAMUFLAŽNÍ SCHEMA
NALEZNETE NA
www.eduard.com/s/1191





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
VOLBA



BEND
OHNOU



OPEN HOLE
VYVRTAT OTVOR



SYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

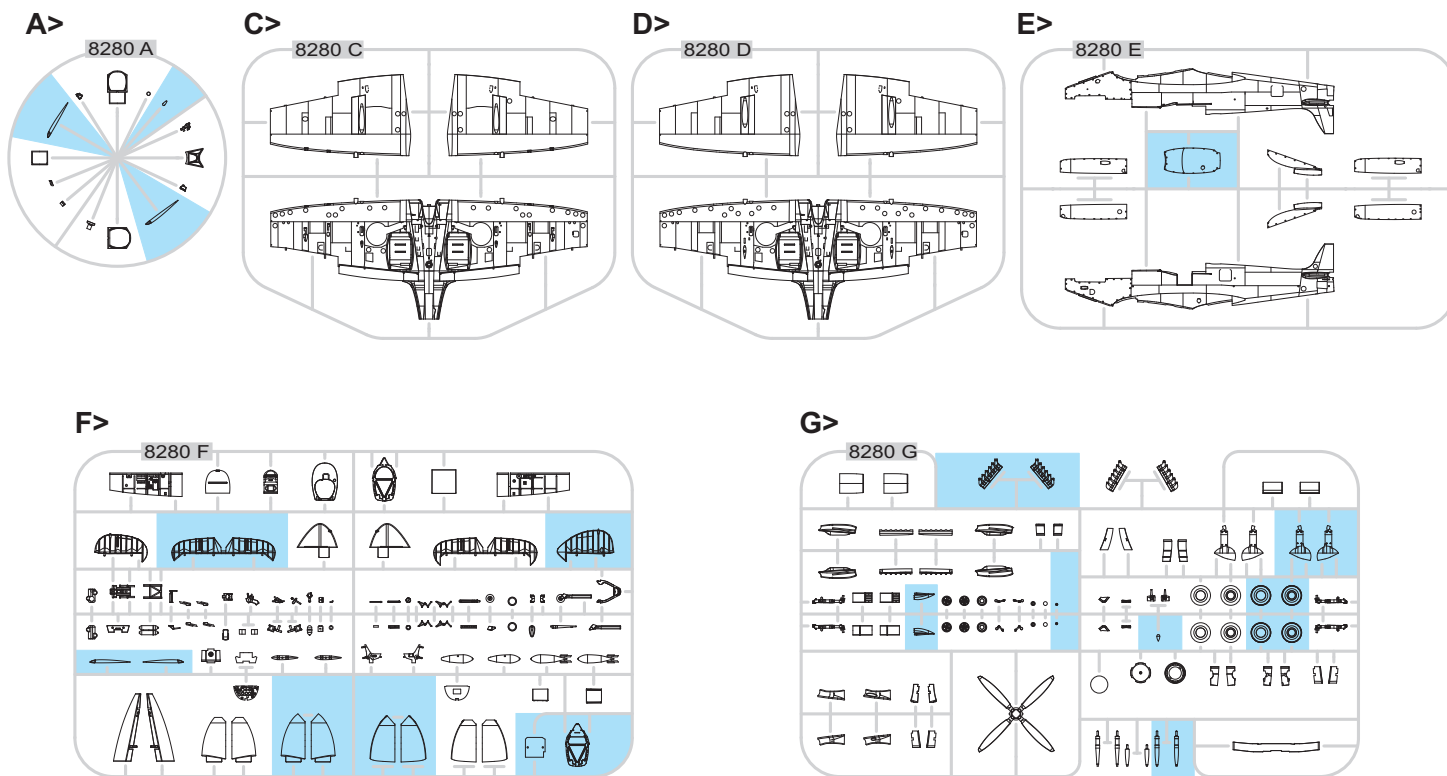


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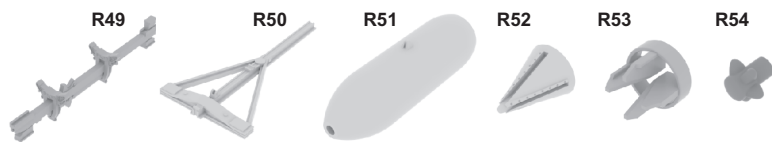


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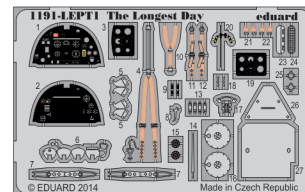
PLASTIC PARTS



RP - RESIN PARTS



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



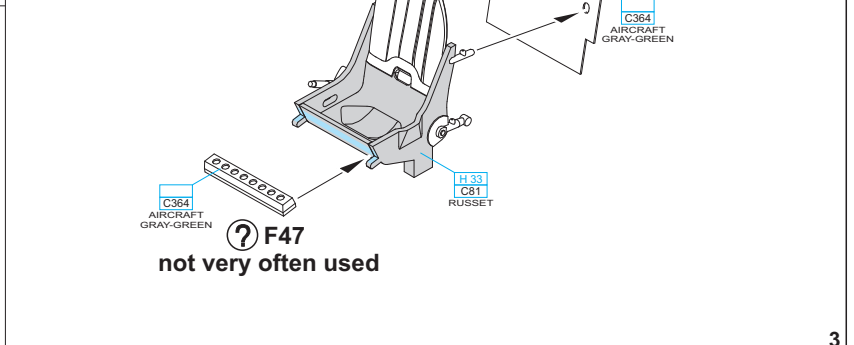
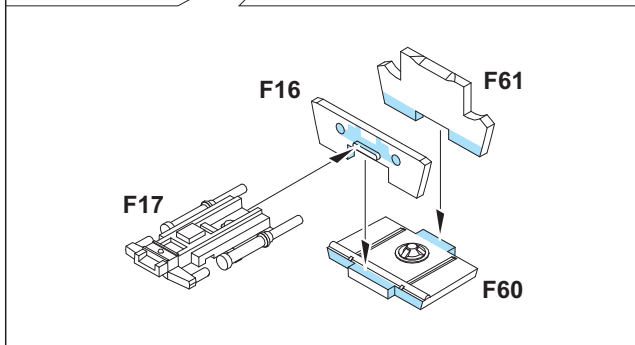
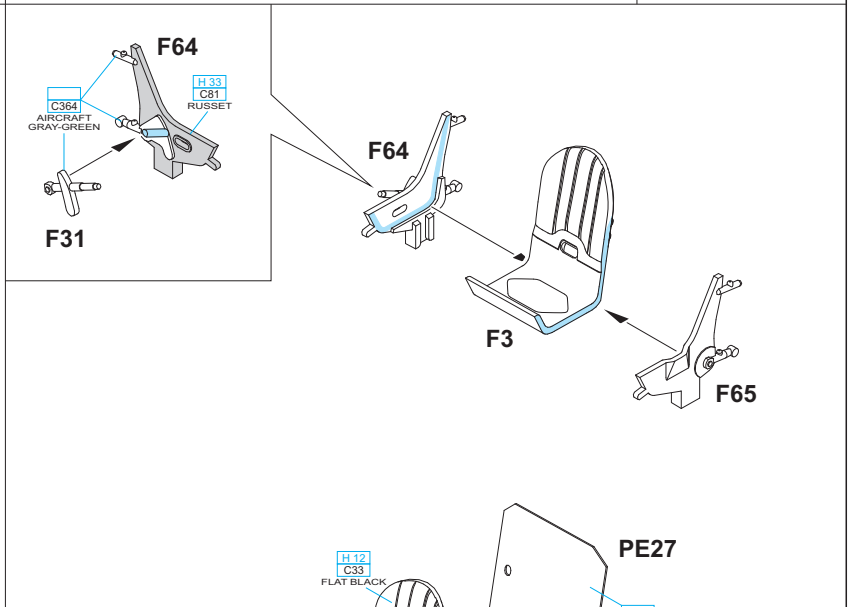
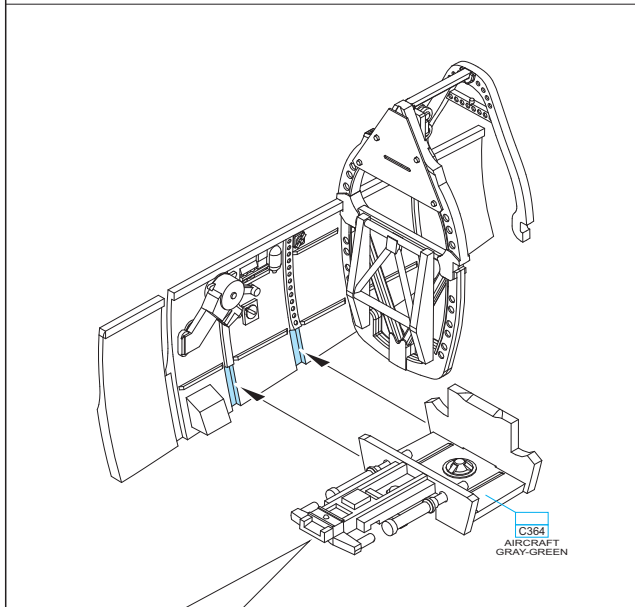
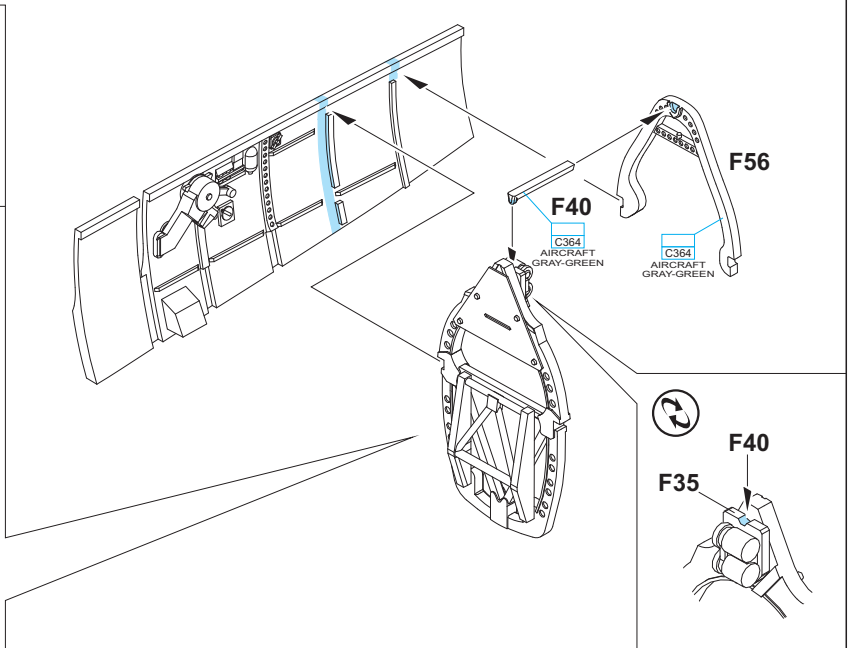
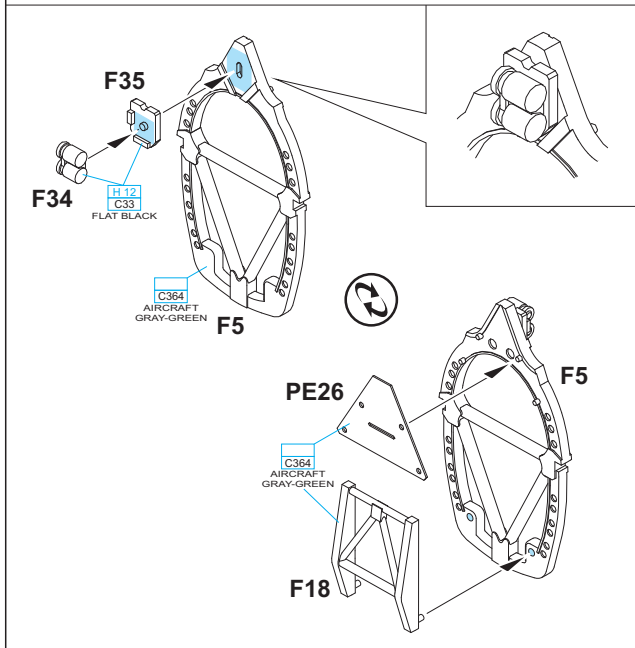
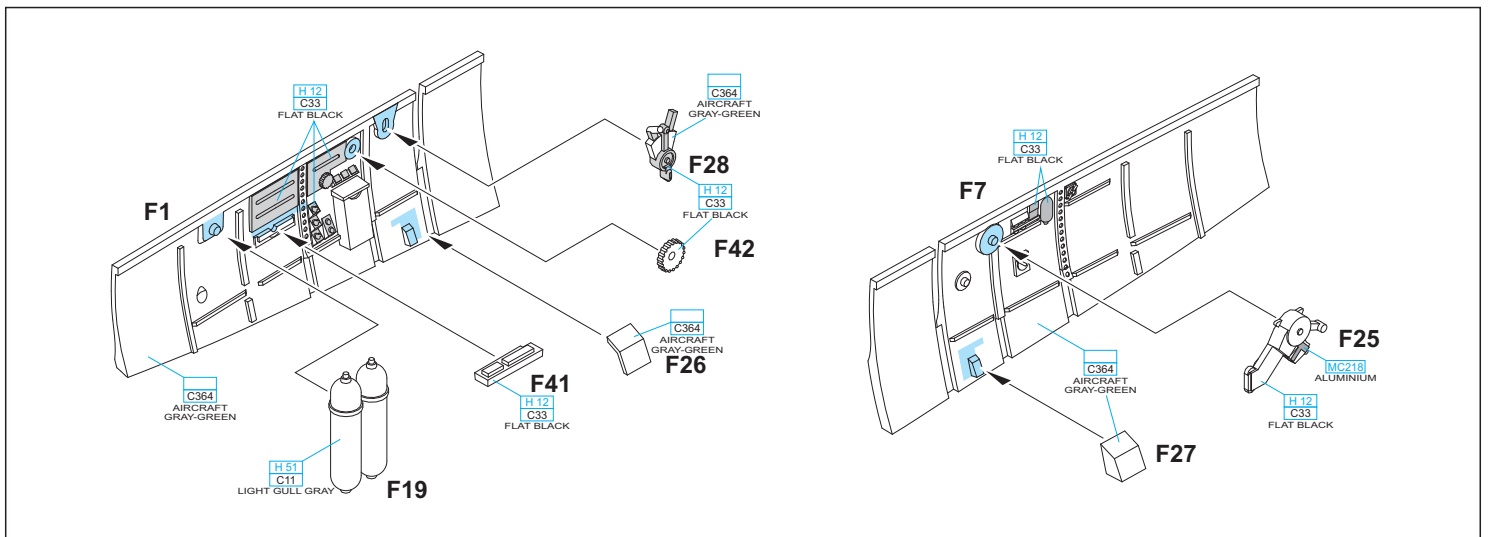
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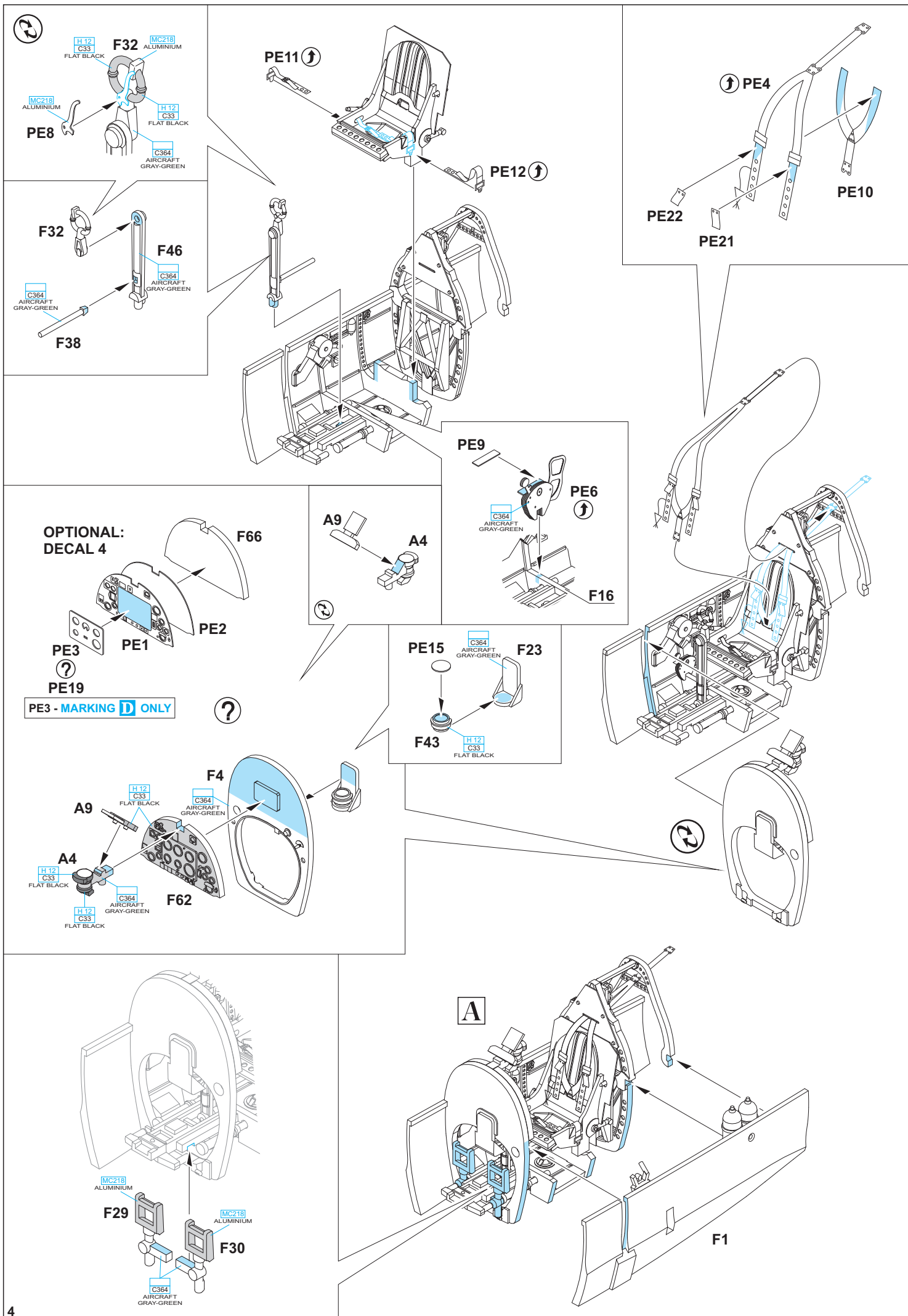


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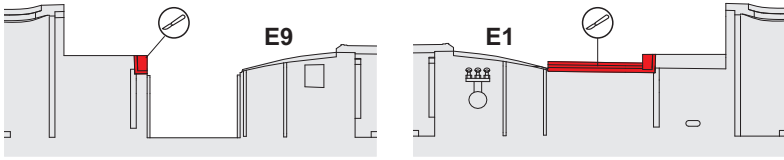
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 4	C4	YELLOW
H 12	C33	FLAT BLACK
H 33	C81	RUSSET
H 51	C11	LIGHT GULL GRAY
H 52	C12	OLIVE DRAB
H 77	C137	TIRE BLACK
H 90	C47	CLEAR RED
H 94	C138	CLEAR GREEN
H 318	C318	WHITE

AQUEOUS	Mr.COLOR	
H 326	C326	BLUE
H 328	C328	BLUE
	C361	MEDIUM SEA GRAY
	C362	OCEAN GRAY
	C363	DARK GREEN
	C364	AIRCRAFT GRAY-GREEN
	C368	SKY
Mr.METAL COLOR		
	MC214	DARK IRON
	MC218	ALUMINIUM

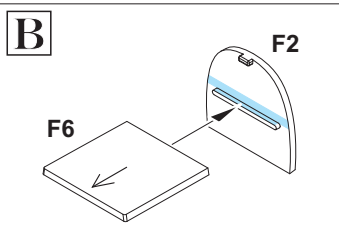
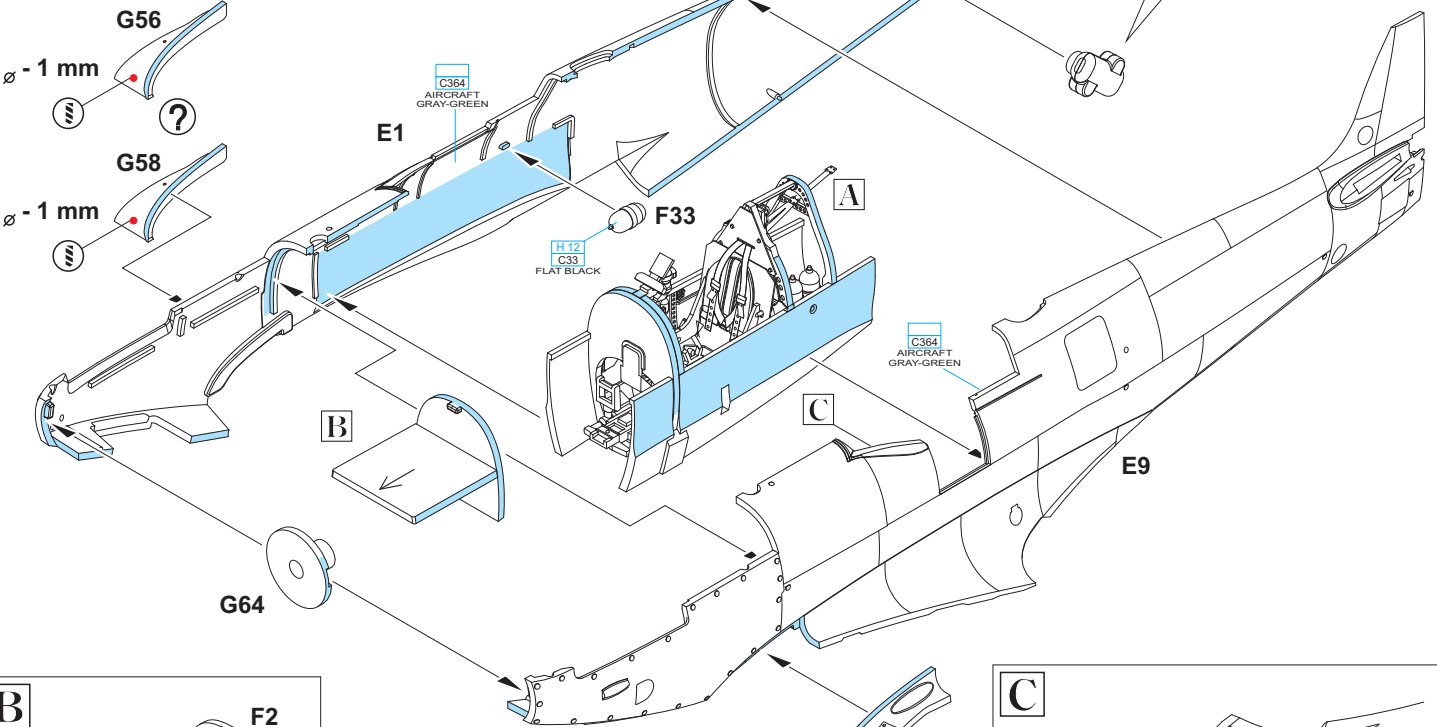




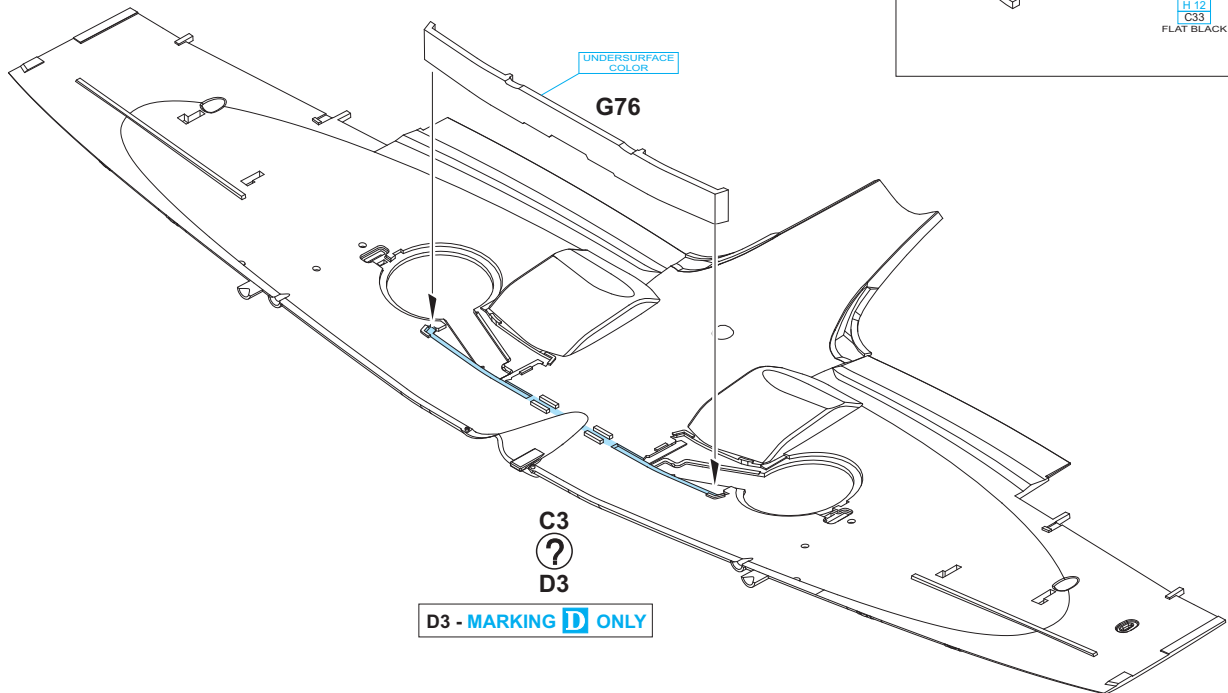
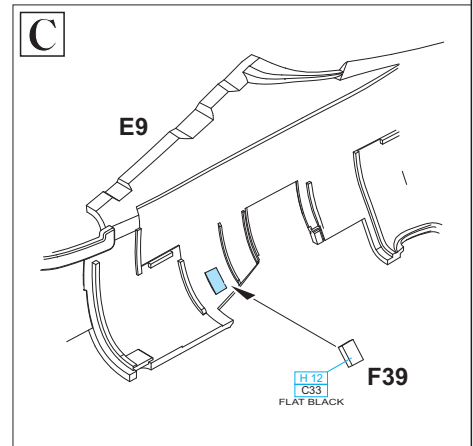
FOR CLOSED CANOPY ONLY



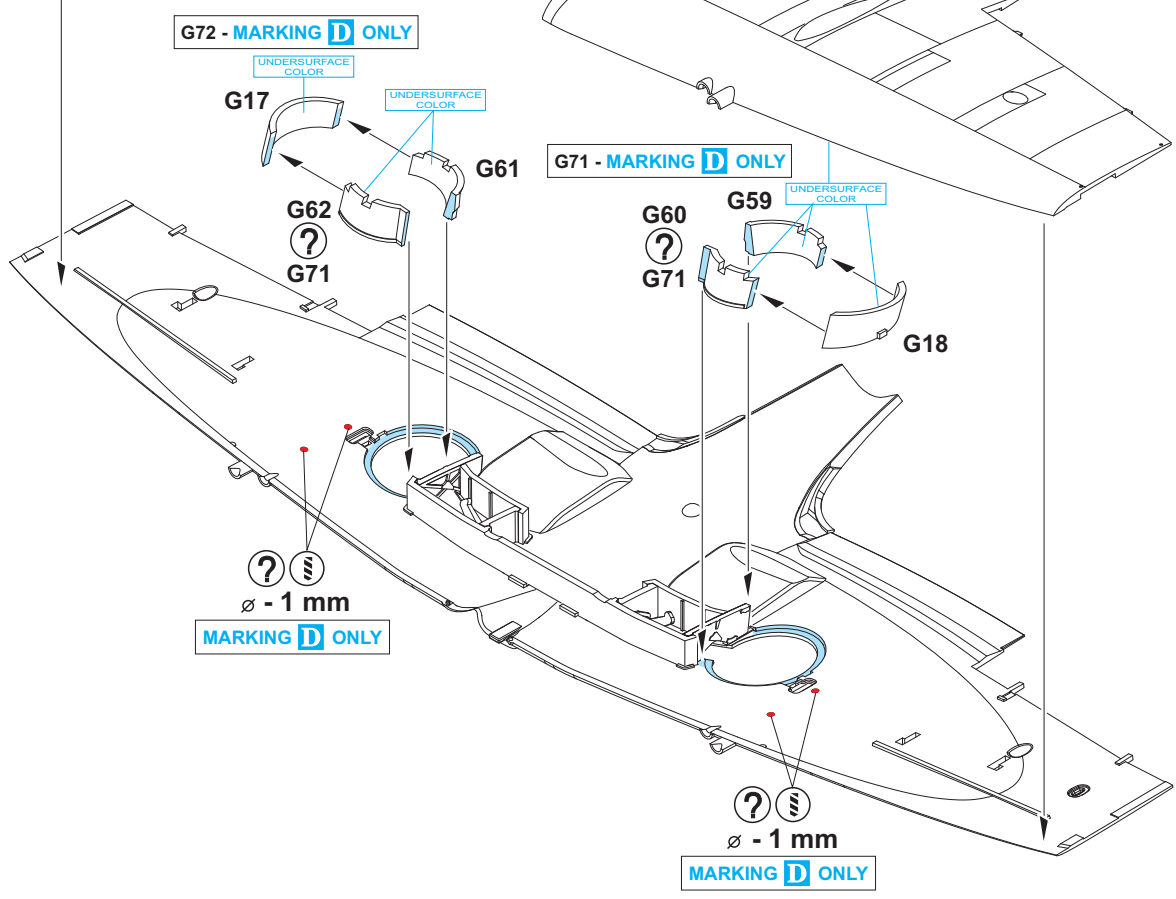
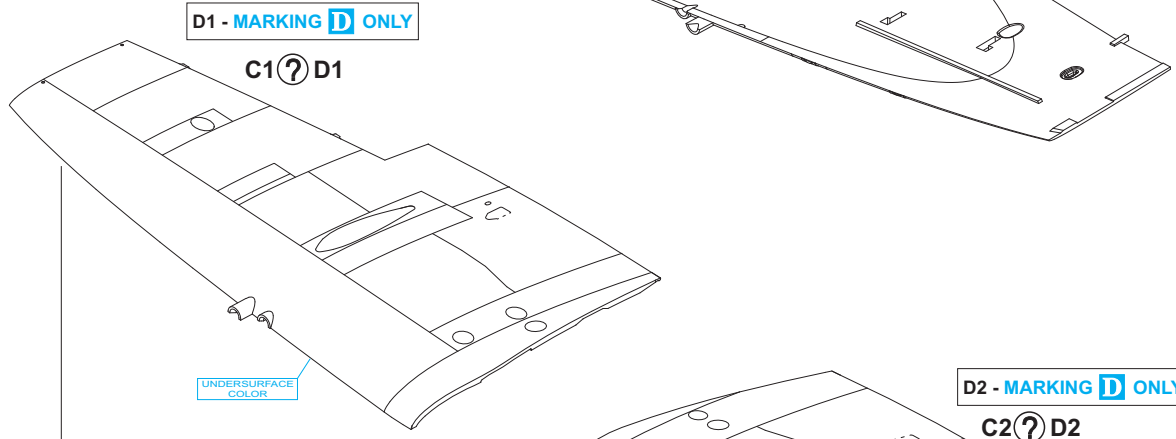
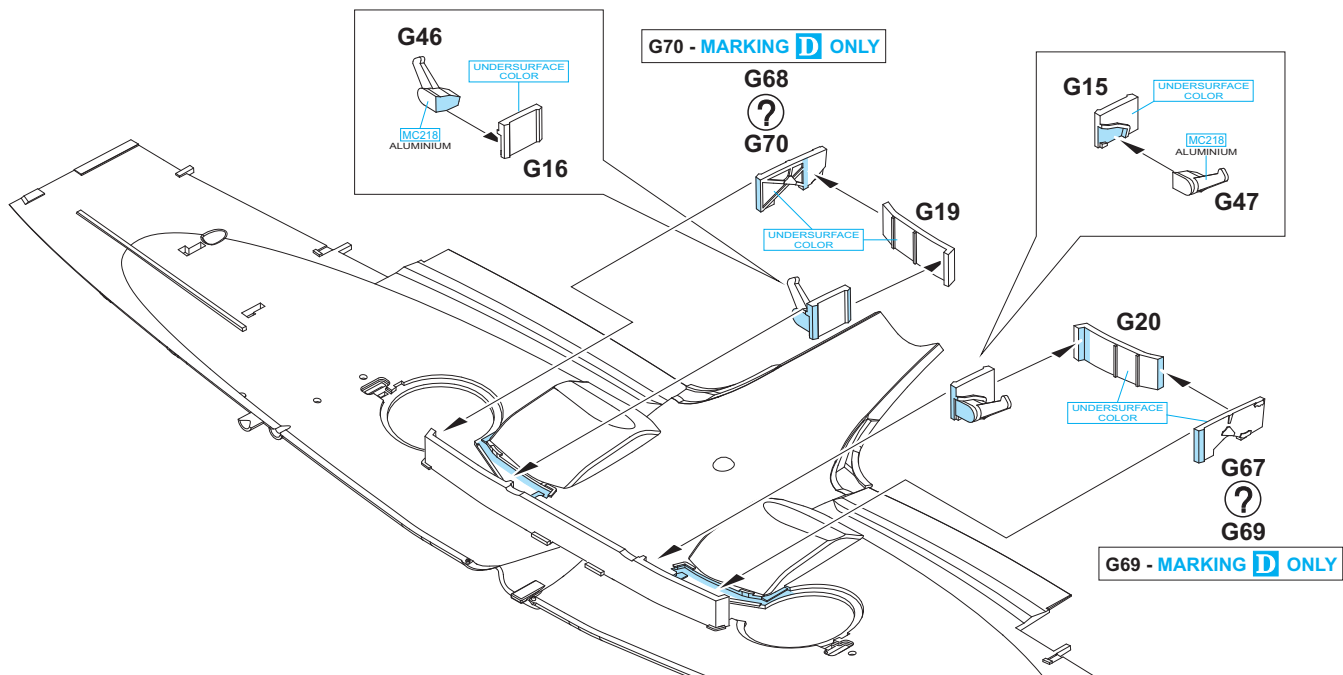
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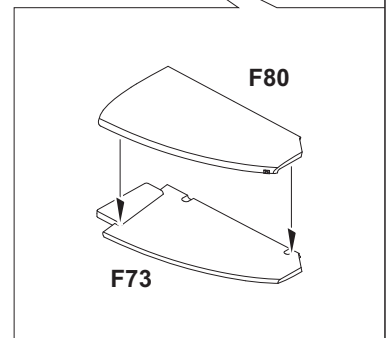
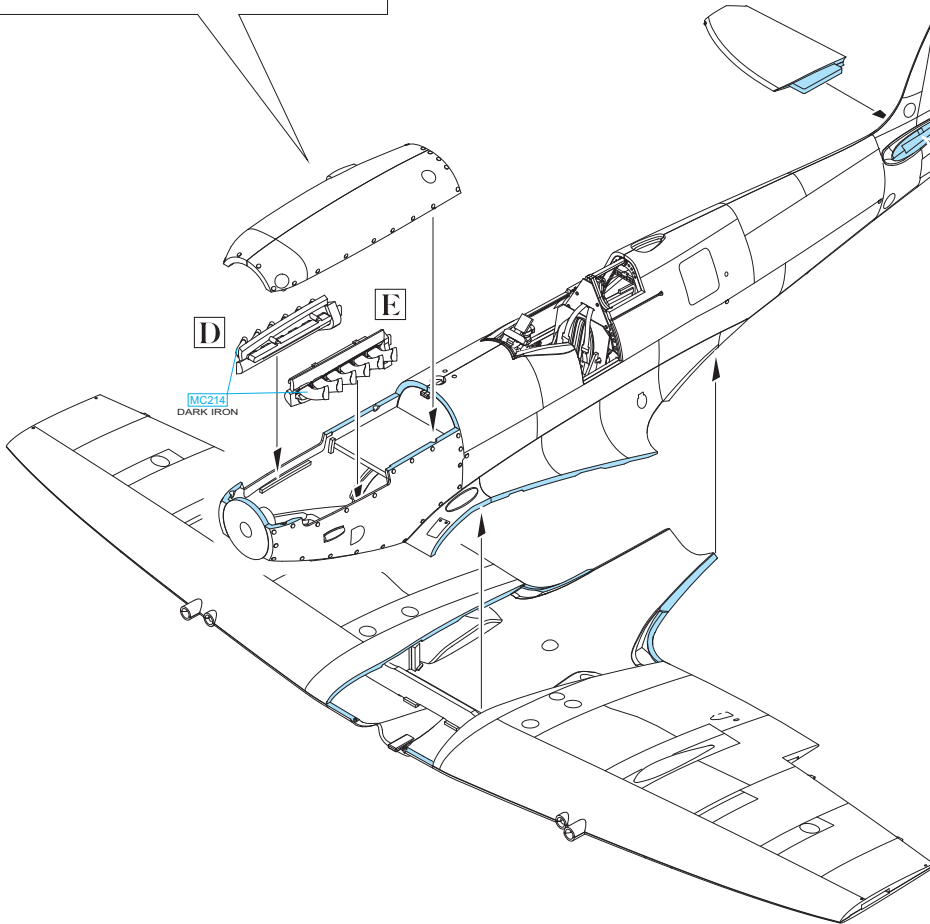
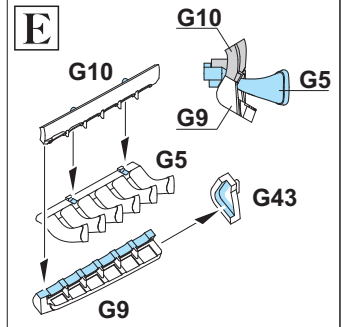
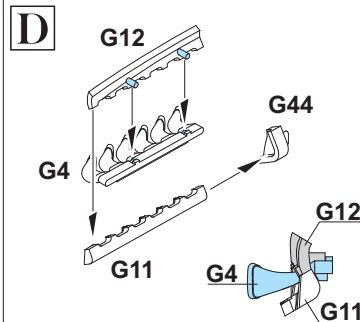
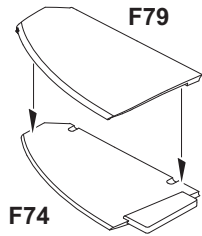
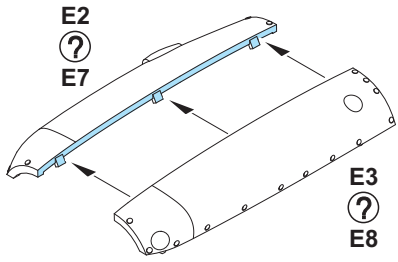
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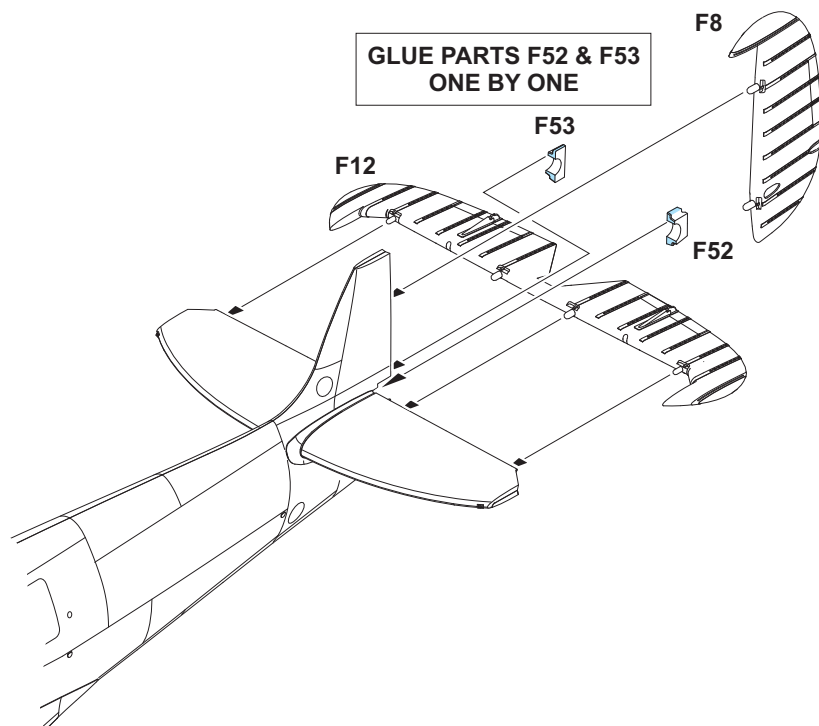
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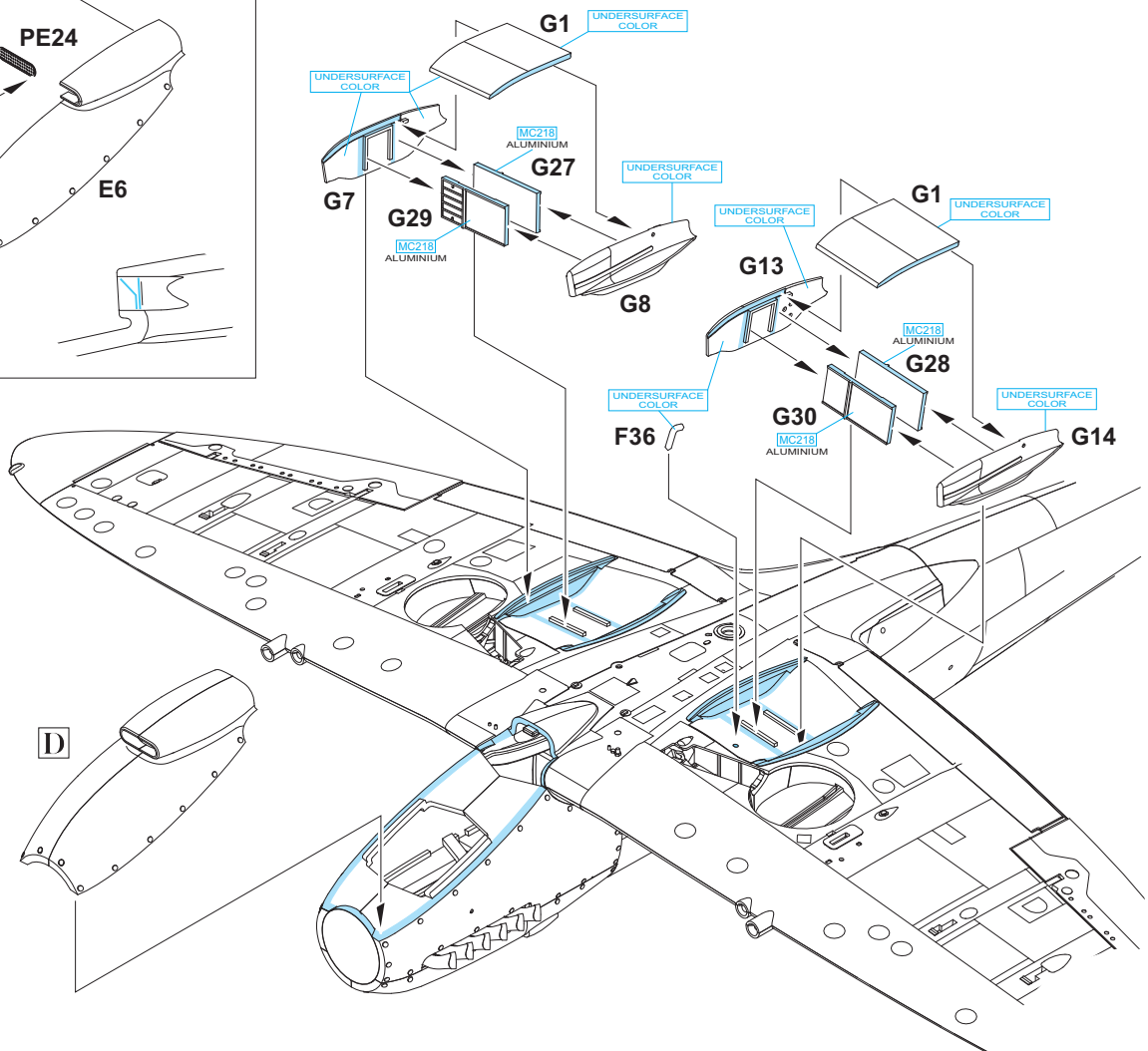
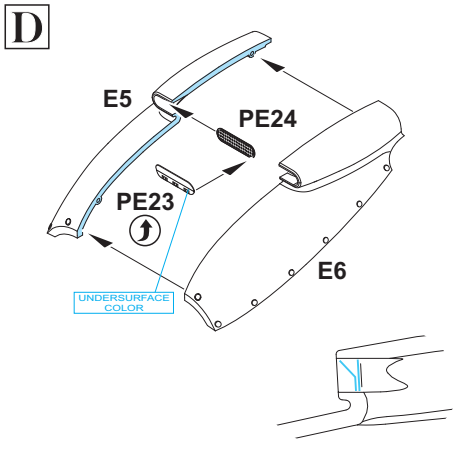
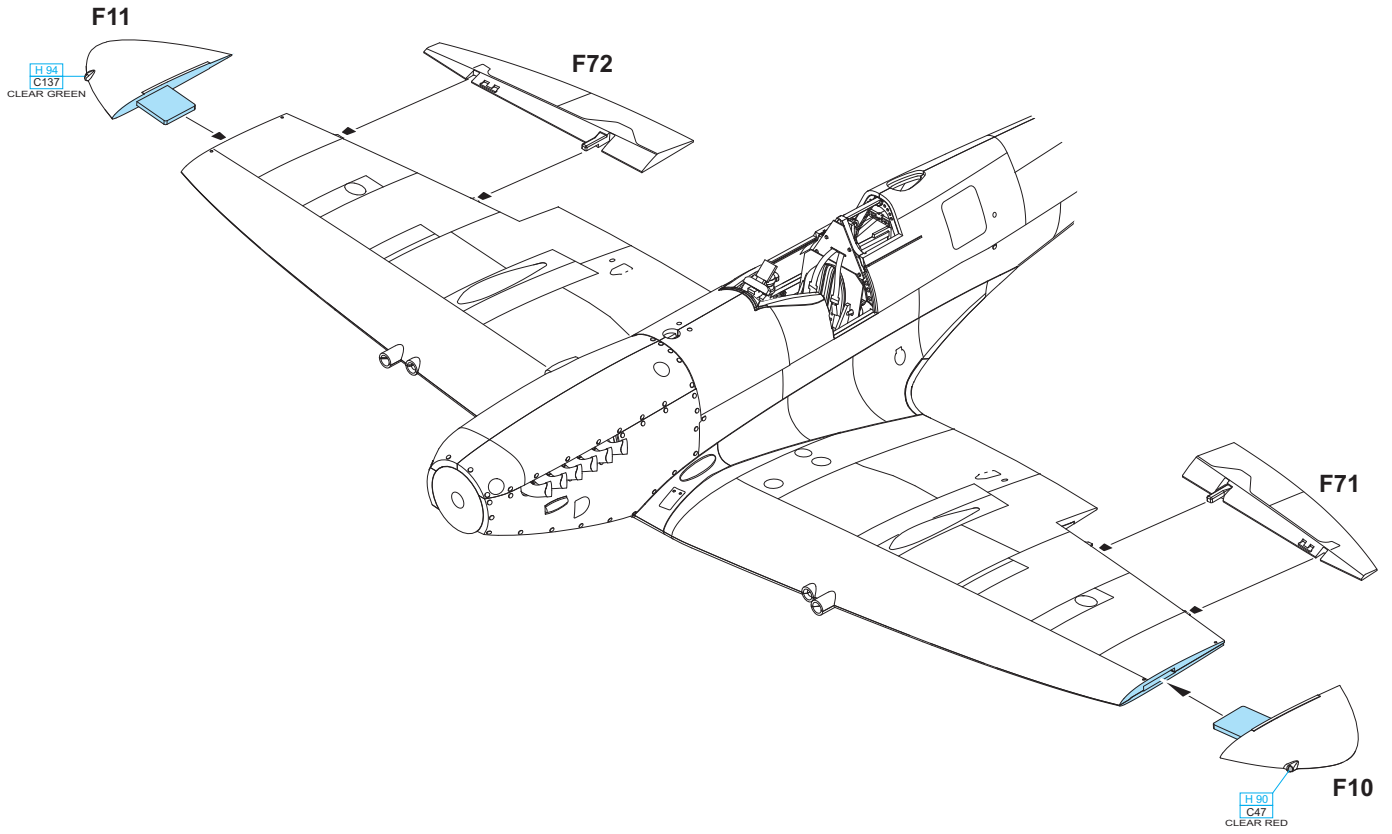


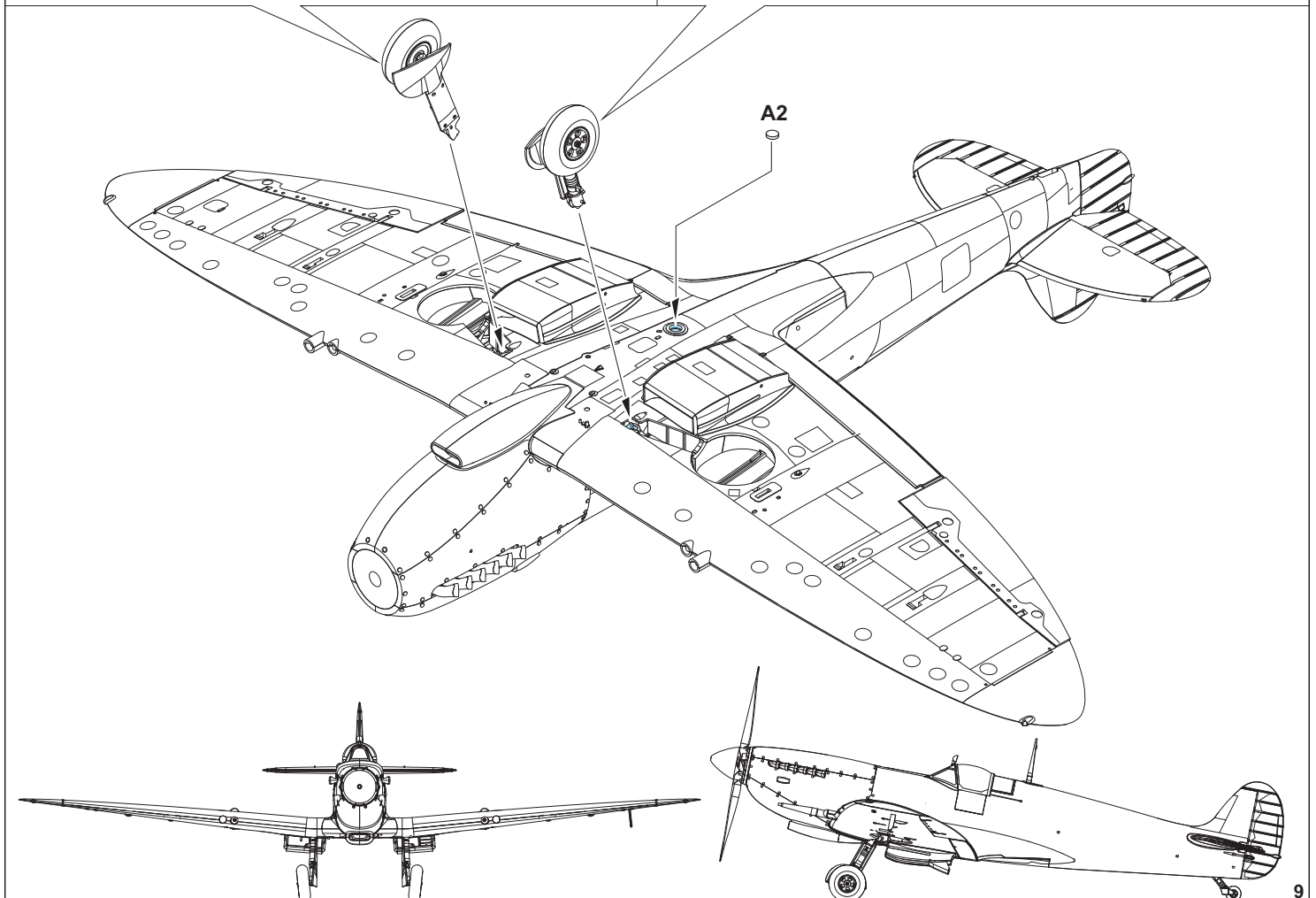
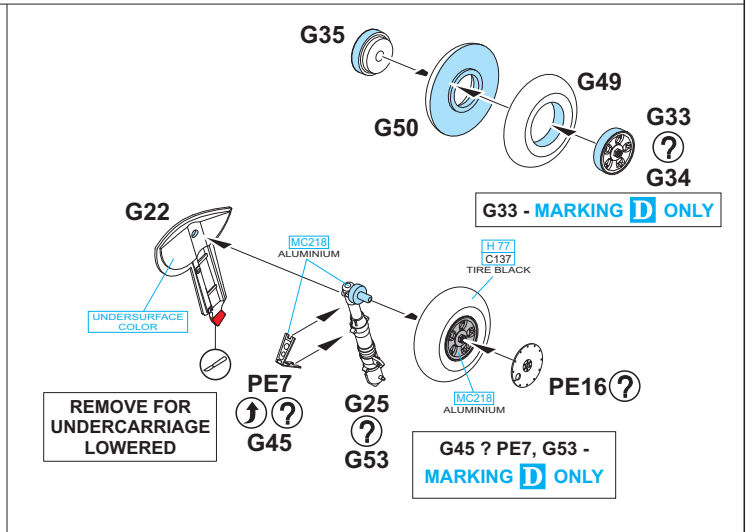
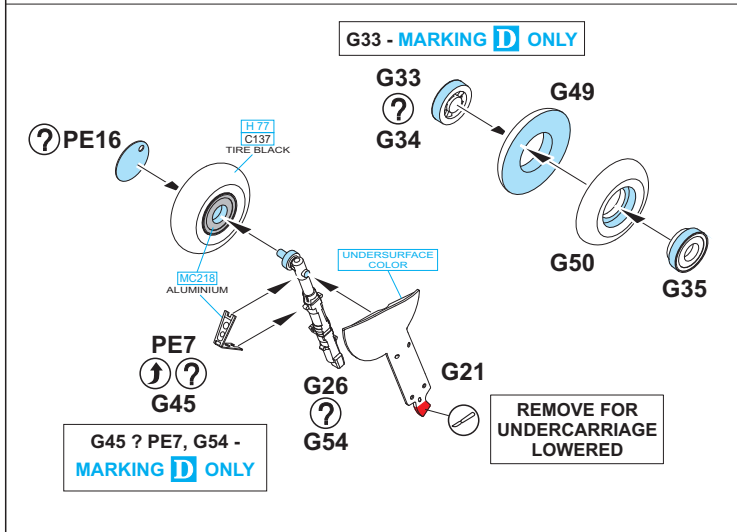
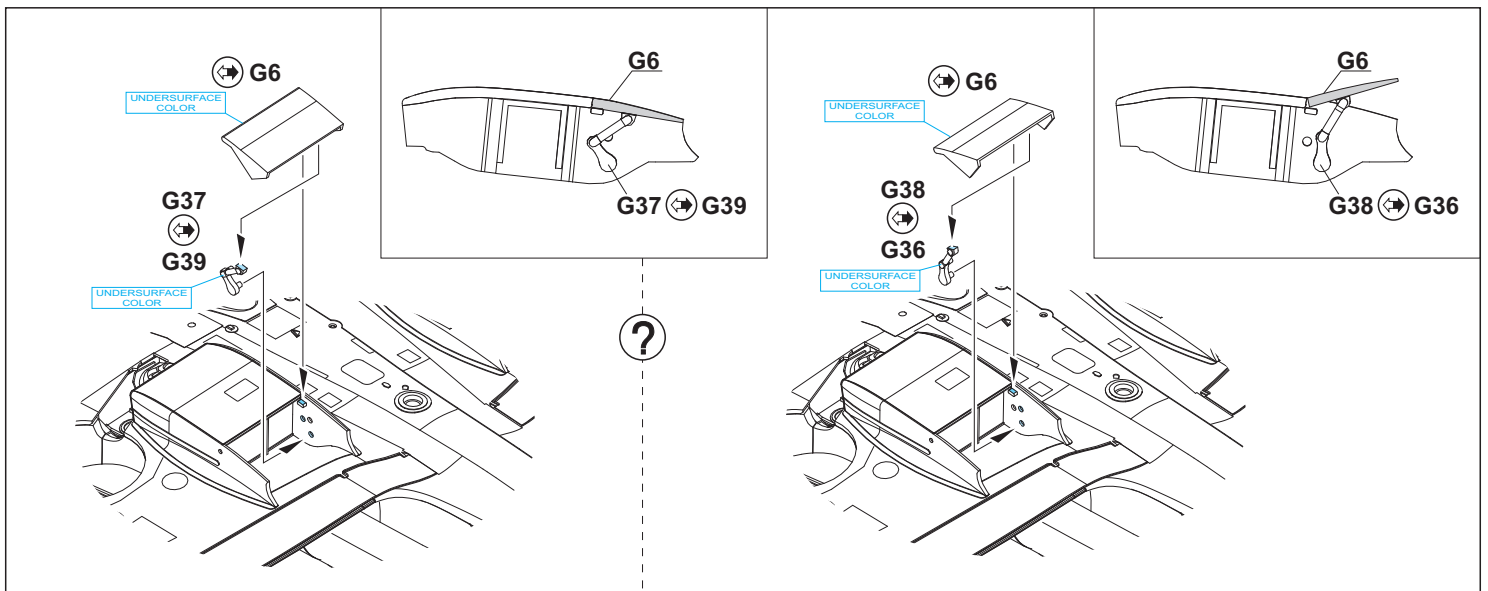
E2, E3 - MARKING **D** ONLY

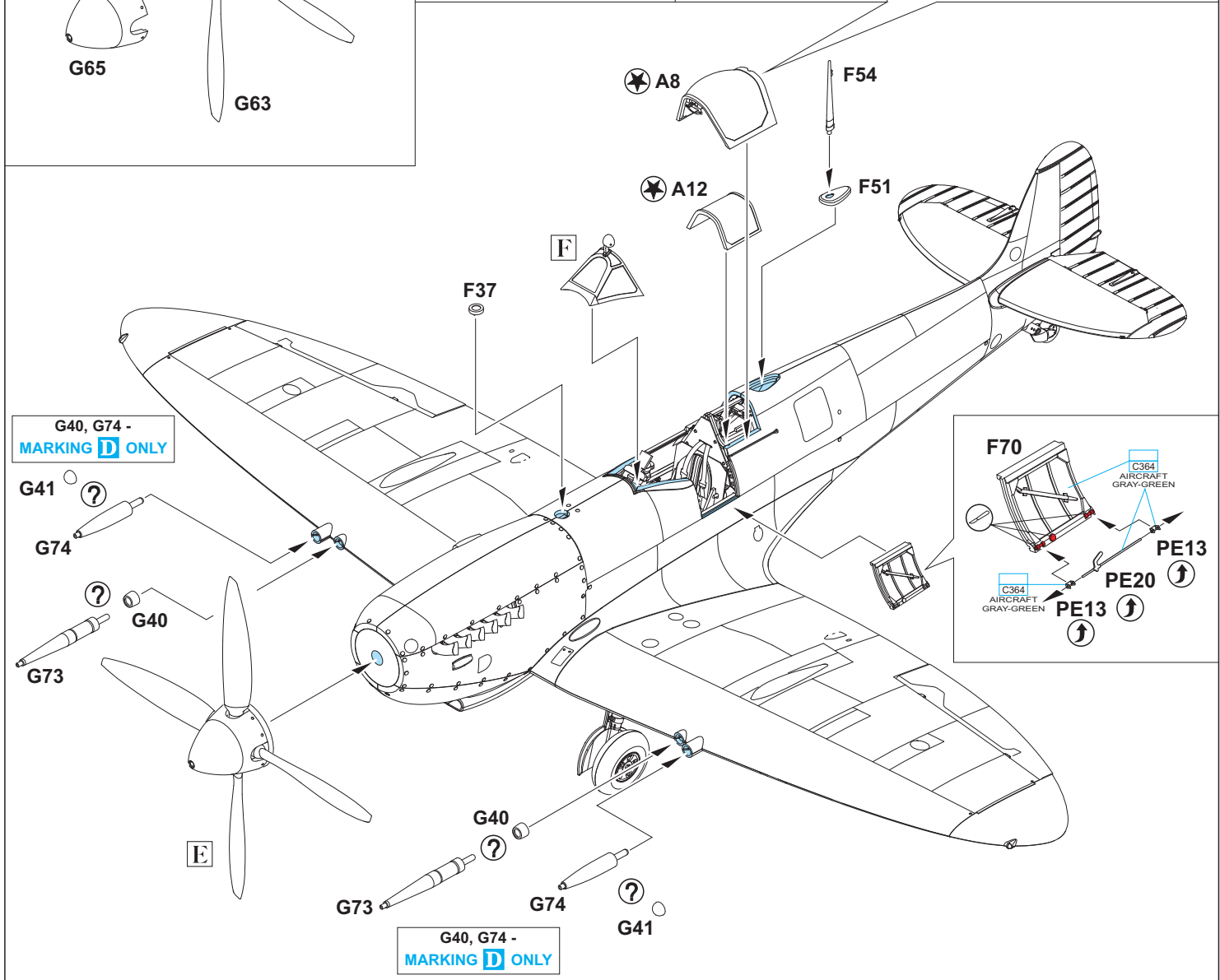
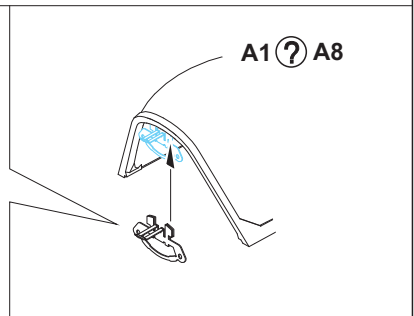
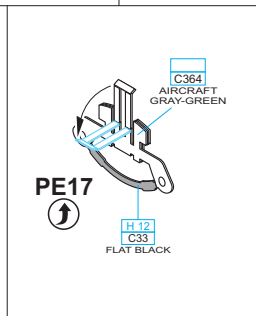
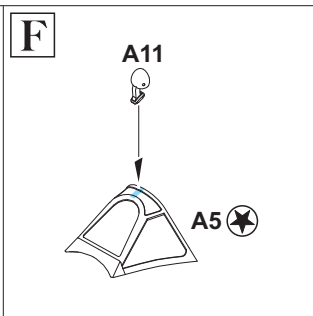
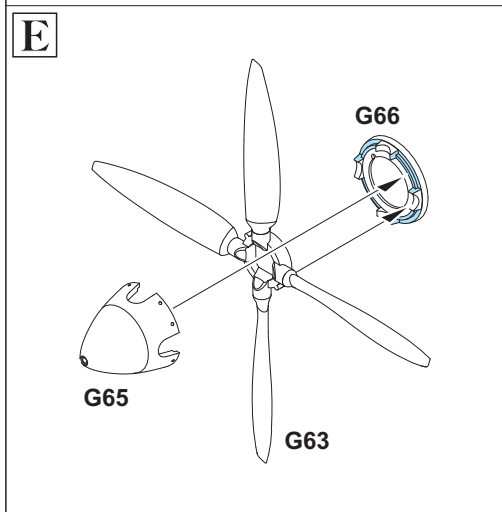
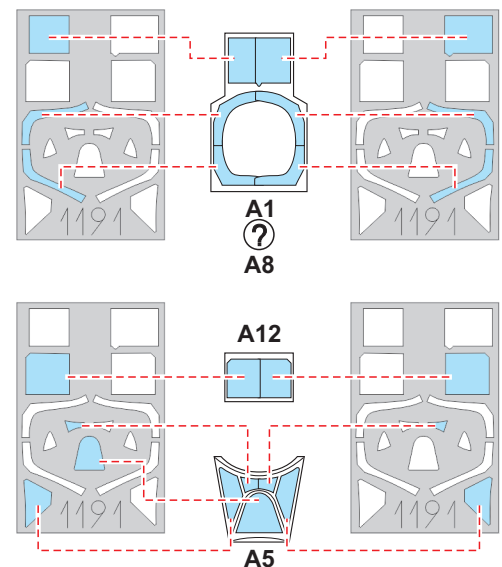
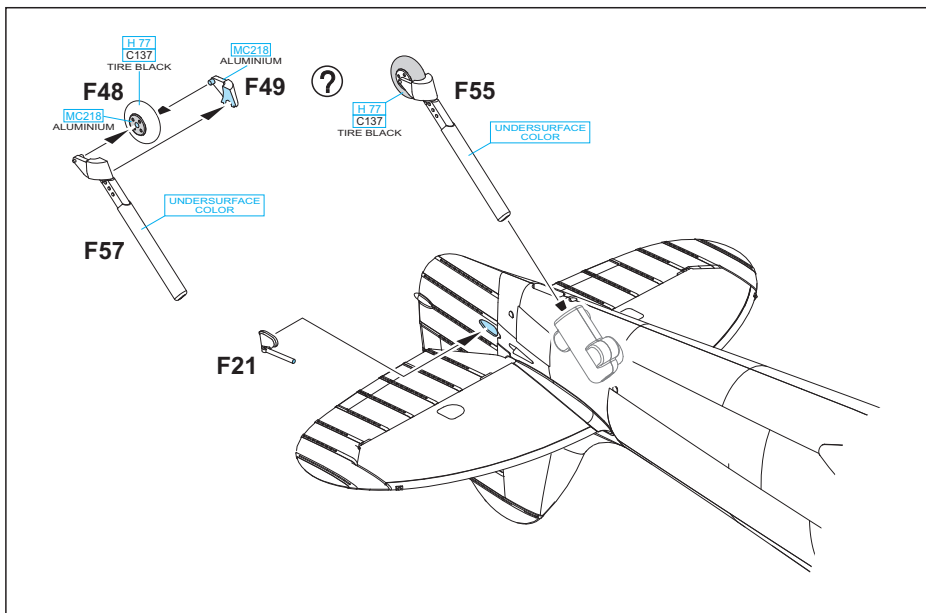


**GLUE PARTS F52 & F53
ONE BY ONE**

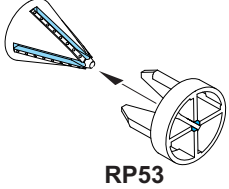






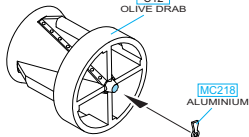


RP52



RP53

H 52
C12
OLIVE DRAB



PE18

MC218
ALUMINIUM

eduard
BRASSIN

RP50

MC218
ALUMINIUM

RP49

RP51

H 52
C12
OLIVE DRAB

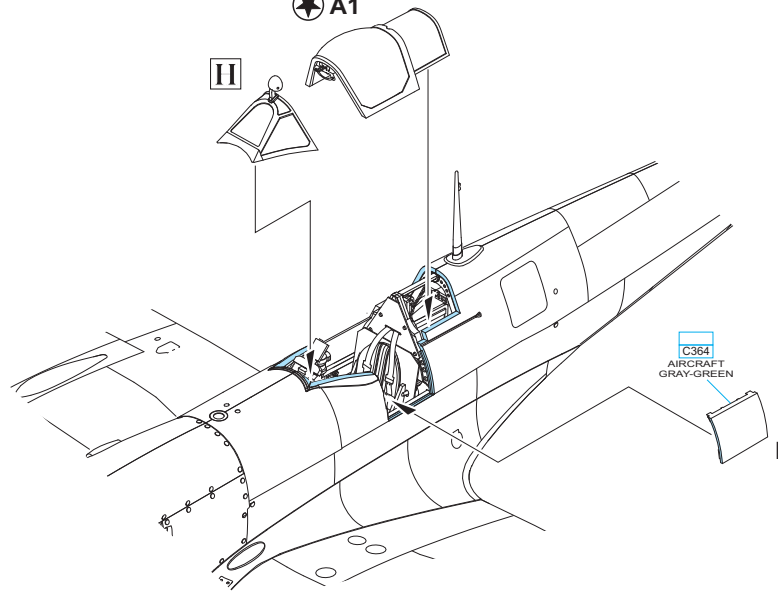
MC218
ALUMINIUM

PE25

RP54

A1

II



C364
AIRCRAFT
GRAY-GREEN

F68

2 pcs.

F22

F67

F69

F22

F50

MARKING D ONLY

H 52
C12
OLIVE DRAB

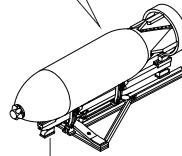
F44

F45

F63

F20

UNDERSURFACE
COLOR



PE5
2 pcs.

MARKING D ONLY

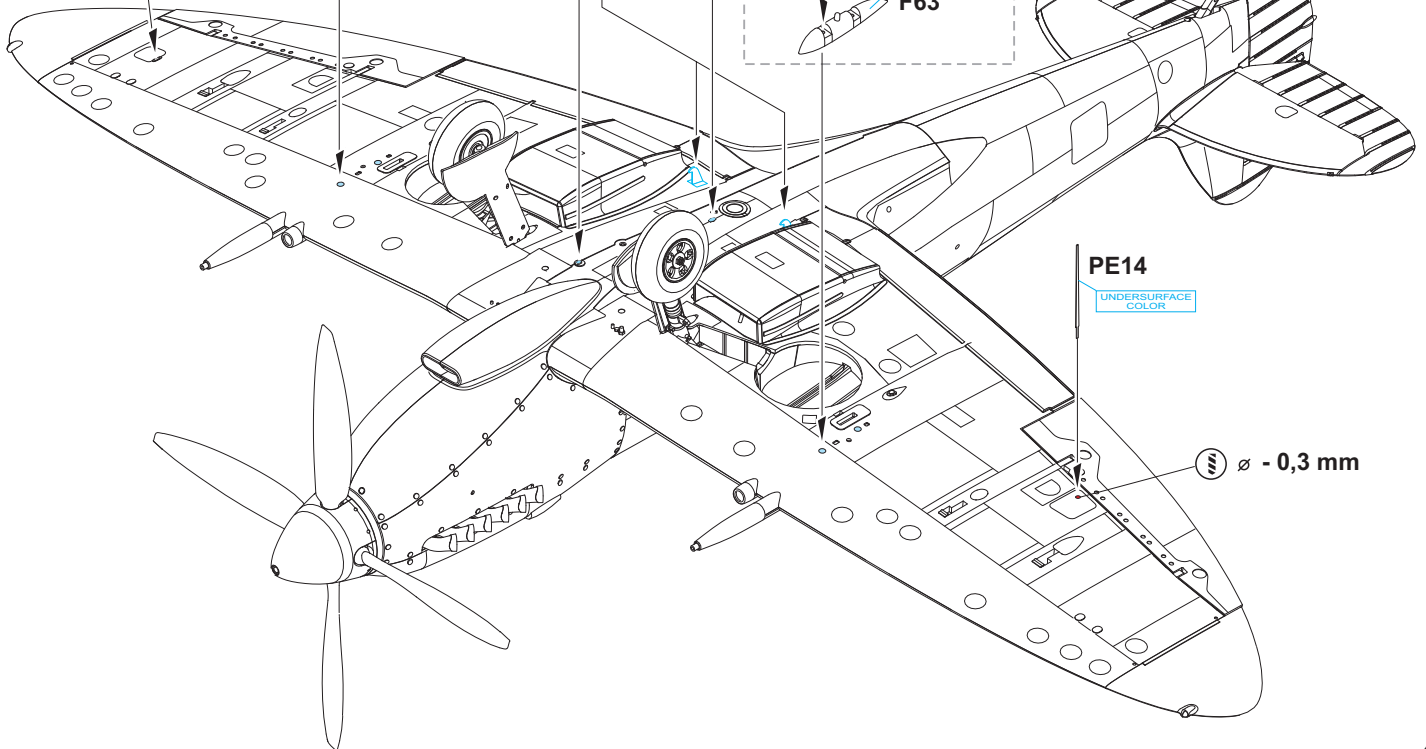
H 52
C12
OLIVE DRAB

F45

F44

F63

UNDERSURFACE
COLOR



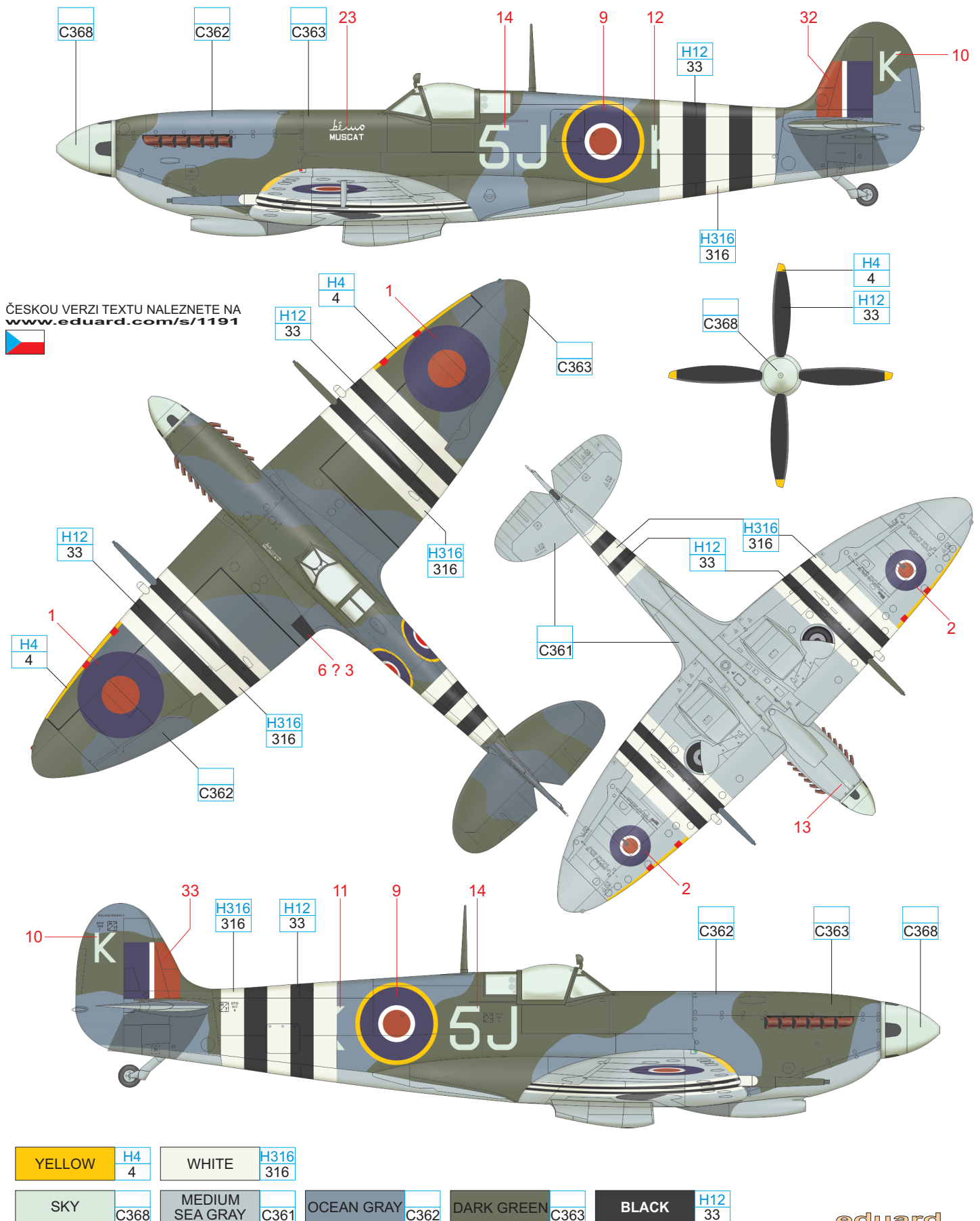
PE14

UNDERSURFACE
COLOR

∅ - 0,3 mm

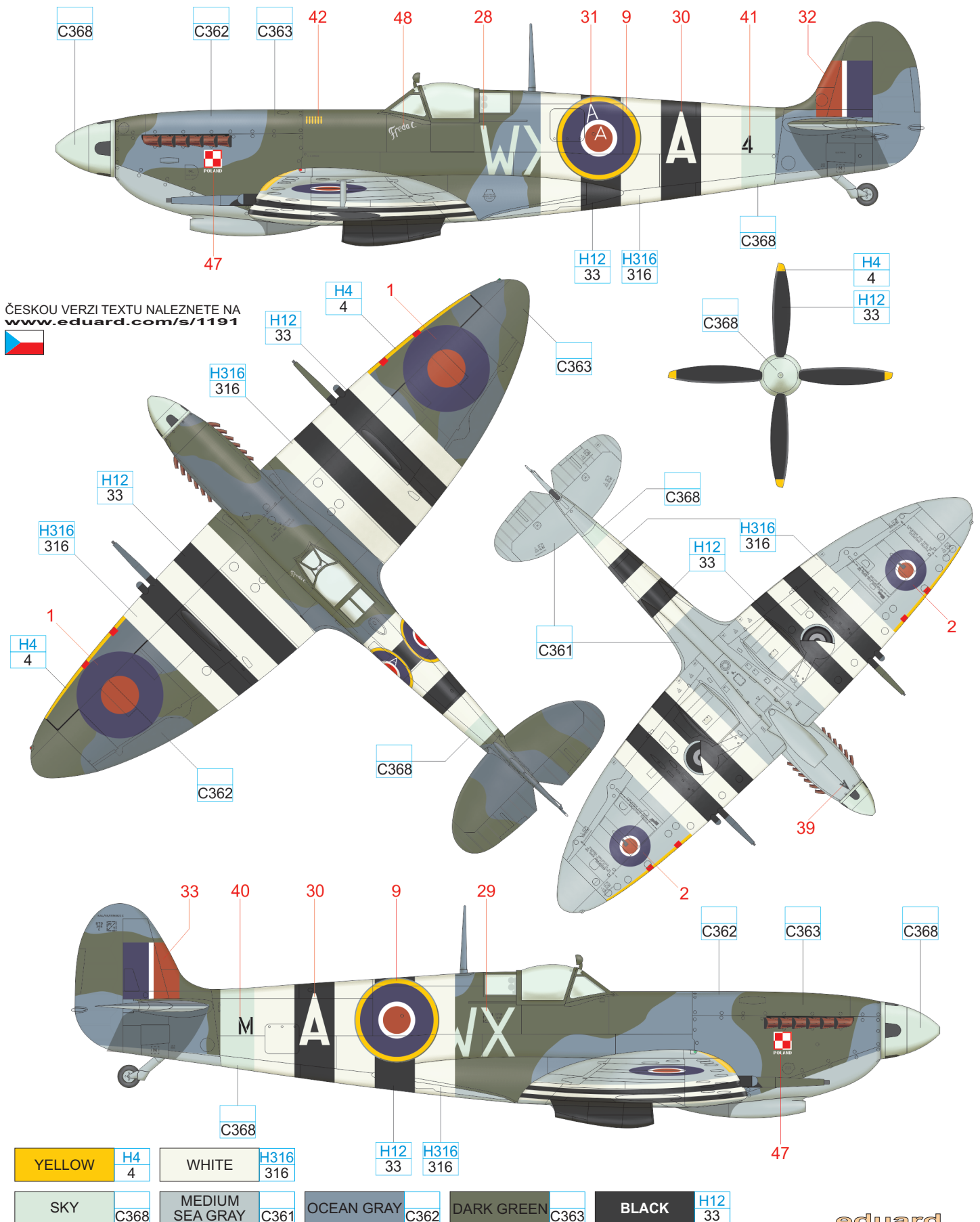
A Spitfire Mk.IXc, ML214, No. 126 Squadron RAF, Harrowbeer Air Base, June 6, 1944

This Spitfire was delivered to No. 126 Squadron in the middle of May, 1944. During the Normandy landings, the black & white quick identification stripes were painted on the wings and fuselage. Official documents required 18in wide stripes but this aircraft, as well as others flown by No. 10 Group ADGB, wore narrower 9in stripes. The name of the Muscat town in English and Arabic identified this aircraft as having been presented by the Persian Gulf Spitfire Fund. In July, 1944 Ioannis 'Johny' Plagis, a fighter ace with 16 confirmed kills to his credit, was appointed CO of No. 126 Squadron. He added his personal marking with the name of his sister Kay on the fuselage left side. At this time, ML214 wore the ID bands on the lower side of the wings and fuselage only. On October 12, 1944, this Spitfire was damaged and Plagis transitioned on to Spitfire NH295, coded 5J E, as a personal mount. He flew NH295 till the squadron was reequipped with Mustangs.



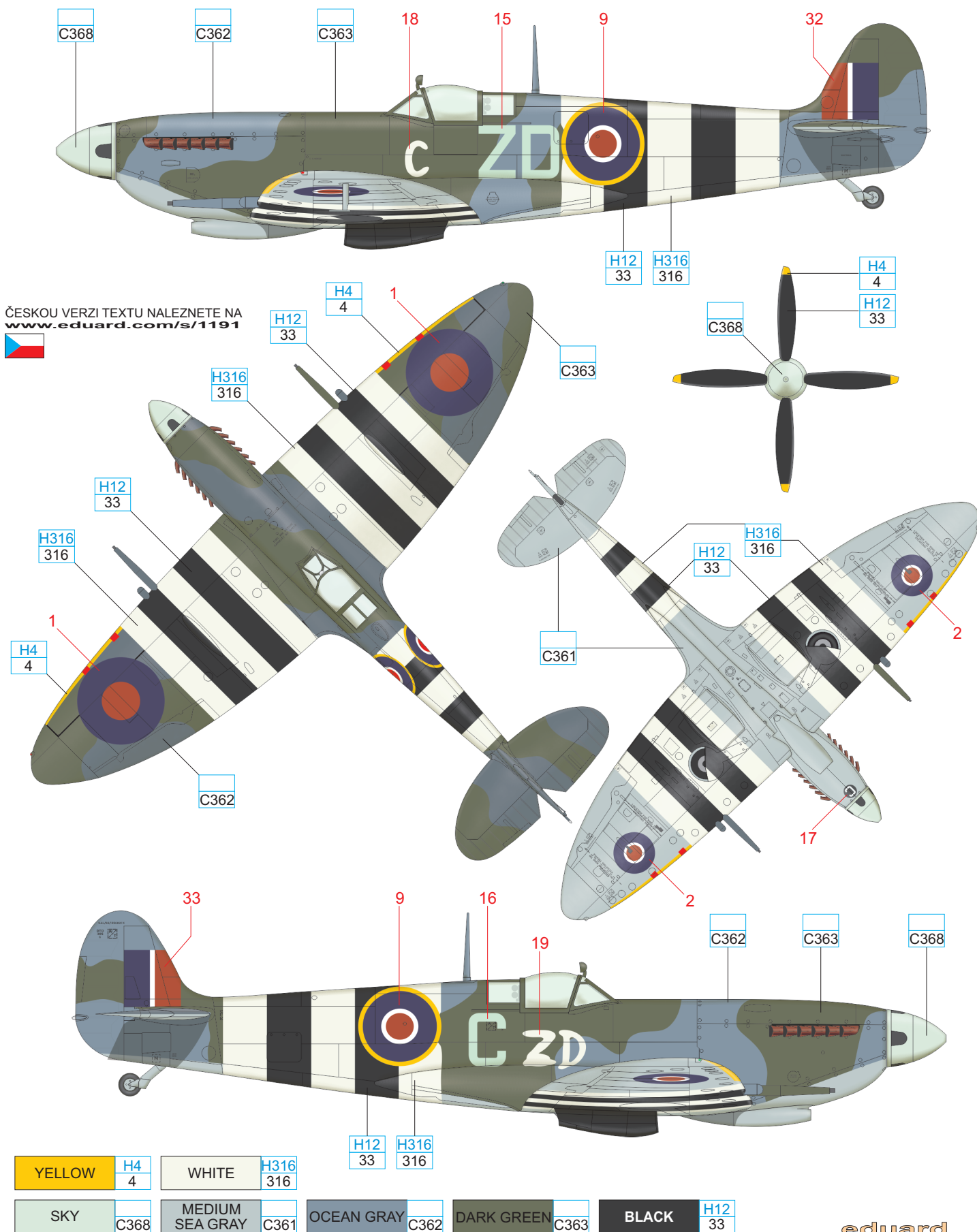
B Spitfire Mk.IXc, MK924, Flown by F/Sgt Michal Murayda, No. 302 Squadron, Chailey, June, 1944

Michal Murayda was a US volunteer, and his parents were Polish. He became a member of Polish No. 302 Squadron and took part in 'Operation Overlord'. MK924 was his personal aircraft during the Normandy landings. The code letter A was painted in white on one of the black ID bands. Ground personnel chalked this letter on to the fuselage roundel apparently for identification purposes.



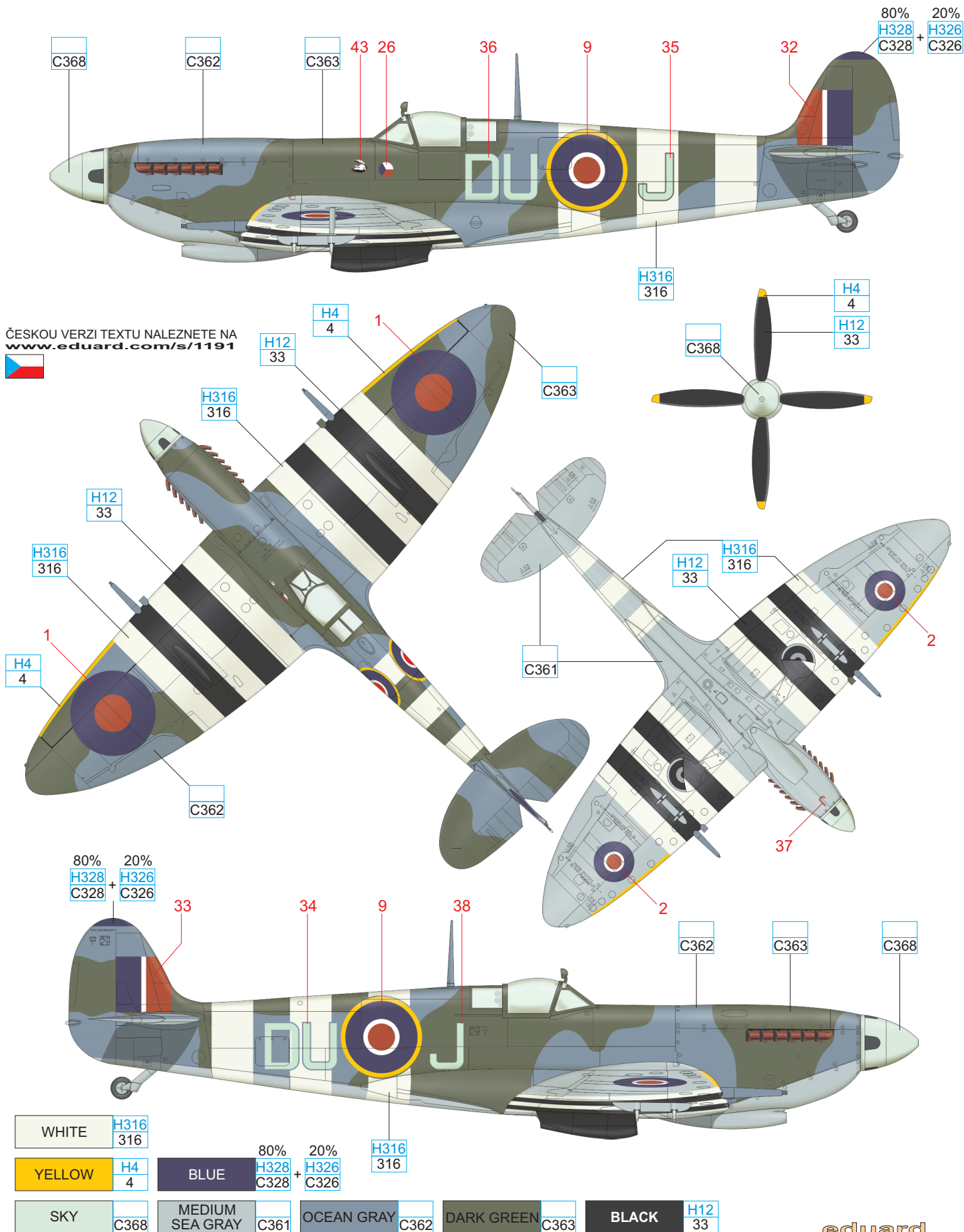
C Spitfire Mk.IXc, MK892, Flown by F/Lt. C. H. Lazenby, No. 222 Squadron RAF, Normandy, June 10, 1944

This aircraft was bellied in by C. H. Lazenby, a member of No. 222 Squadron RAF. Lazenby's Spitfire suffered engine failure on June 10, 1944, and he made an emergency landing on one of the Normandy beaches and was taken PoW. The code letters on the fuselage were partially overpainted by Operation Overlord ID stripes. The quality of the black & white stripes show how quickly the bands had to be applied. The code letters hidden under the bands were brushed on below the canopy.



D Spitfire LF Mk.IXe, PL124, No. 312 Squadron RAF, June, 1944

Czechoslovak pilots flew the Spitfire Mk.IXe for the first time during the Normandy landings. Czechoslovak RAF squadrons were re-armed with low-altitude Merlin 66 Spitfires because these had underwing bomb racks and were more suitable for operations over the Normandy beachhead. The first unit to get the new Spitfires within No. 134 Wing was No. 312 squadron, which received the aircraft on June 11, 1944. The E-type wing Spitfires served with the wing till July 3, 1944 when the F and HF.IXc machines arrived and the LF Mk.IXe were passed on to other units. According to documents, this particular aircraft was transferred to No. 74 squadron on June 21, 1944. Photos of PL124 show that the quick identification black & white bands were not fully painted on the fuselage. The black stripes are missing. Note the dark, probably blue, rudder tip.



E Spitfire Mk.IXc, MH819, No. 310 Squadron, Appledram Air Base, Mid June, 1944

At the beginning of 'Operation Overlord', the three code letters NN M were painted on Spitfire MJ906. Unfortunately, on June 7, 1944, F/Sgt. Frantisek Moravec, a member of Czechoslovak No. 310 Squadron, destroyed this aircraft during an emergency landing at Appledram Air Base and died in the process. The code NN M was inherited by Spitfire MH819. The black & white bands were, as well as on many other aircraft, applied by brush. The serial number was hidden under the stripes, so ground crew painted it on the fin using small black characters and numbers.

