

The Longest Day

eduard

BRITISH WWII FIGHTER

1/72 SCALE PLASTIC KIT

DUAL COMBO! #2125



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 20 mm cannons or two 20 mm cannons and four .303 machine guns could be installed in the wings. From 1944 the strengthened 'E' wing was produced. Four .303 machine guns were replaced with two .50 heavy machine guns. Bomb racks for 250 lb 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 přestát setkání s Fw 190 bez úhony nebyly vysoké. Jediné britské stíhačky schopné postavit se plnohodnotně německému typu byly Spitfire 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 zastaven 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, 64. Squadrony, objevily v červenci. V porovnání s Mk.V se výkony zřetelně zvýšily. Maximální rychlost byla v 28.000 stopách vyšší o 40 mph, operační dostup se zvýšil z 36.200 na 43.000 stop. Mk.IX mohl stoupat rychlostí 4000 stop za minutu. RAF tedy konečně dostalo stíhačku, kterou mohlo směle postavit proti Fw 190 A. Vyráběny byly tři hlavní verze Mk.IX. Verze F Mk.IX byla poháněna motorem Merlin 61 a z montážní linky sjížděla až do počátku roku 1943. Na ni navázaly LF Mk.IX poháněná motorem Merlin 66 a určená k operacím v nižších výškách, a HF Mk.IX s motorem Merlin 70 konstruovaným naopak pro výškové lety. Většina Mk.IX byla vyrobena s křídlem typu C. V něm mohla být instalována výzbroj složená ze čtyř kanonů ráže 20 mm nebo ze dvou kanonů ráže 20 mm a čtyř kulometů ráže 0,303 palce. V roce 1944 se objevilo zpevněné křídlo typu E. Čtveřice 0,303 kulometů byla nahrazena dvojicí kulometů ráže 0,50 palce. Pod každou polovinou křídla byly standardně namontovány závěsníky pro 250lb pumy. Verze Mk.IX se stala druhou nejpočetnější verzí 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. Spitfire Mk.IX se však do bojů dostaly i v této době. Československo prodalo své Spitfire v roce 1948 do Izraele, kde se v bojích s arabskými sousedy staly páteřním typem nově vznikajících izraelských vzdušných sil.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

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

PARTS



DÍLY



TEILE



PIÈCES

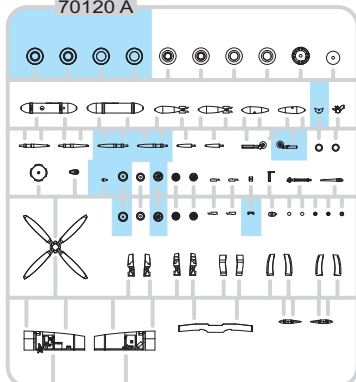


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PLASTIC PARTS

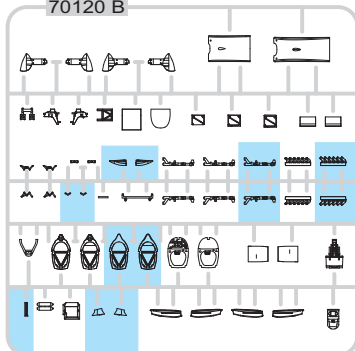
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70120 A



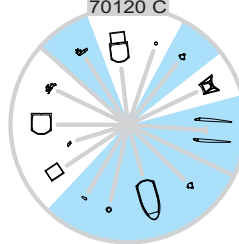
B> 2 pcs.

70120 B



C> 2 pcs.

70120 C



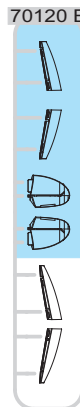
D> 2 pcs.

70120 D



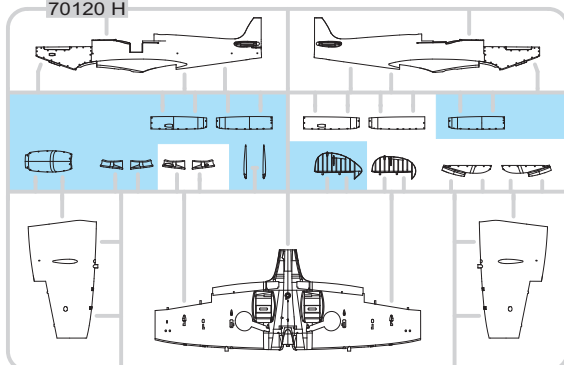
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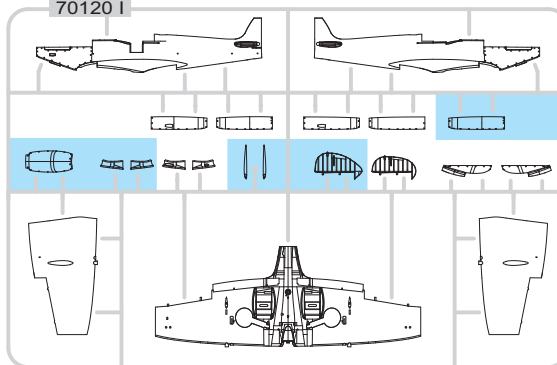
H>

70120 H

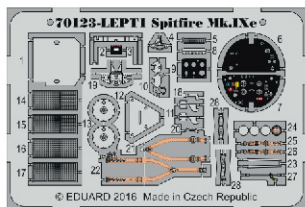
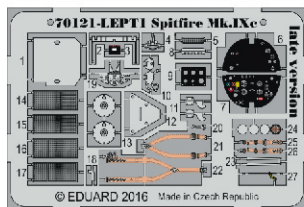


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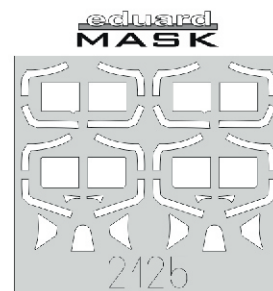
70120 I



PE - PHOTO ETCHED DETAIL PARTS



eduard BRASSIN RP - RESIN PARTS

R43
2 pcs.R44
2 pcs.

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

COLOURS



BARVY



FARBEN



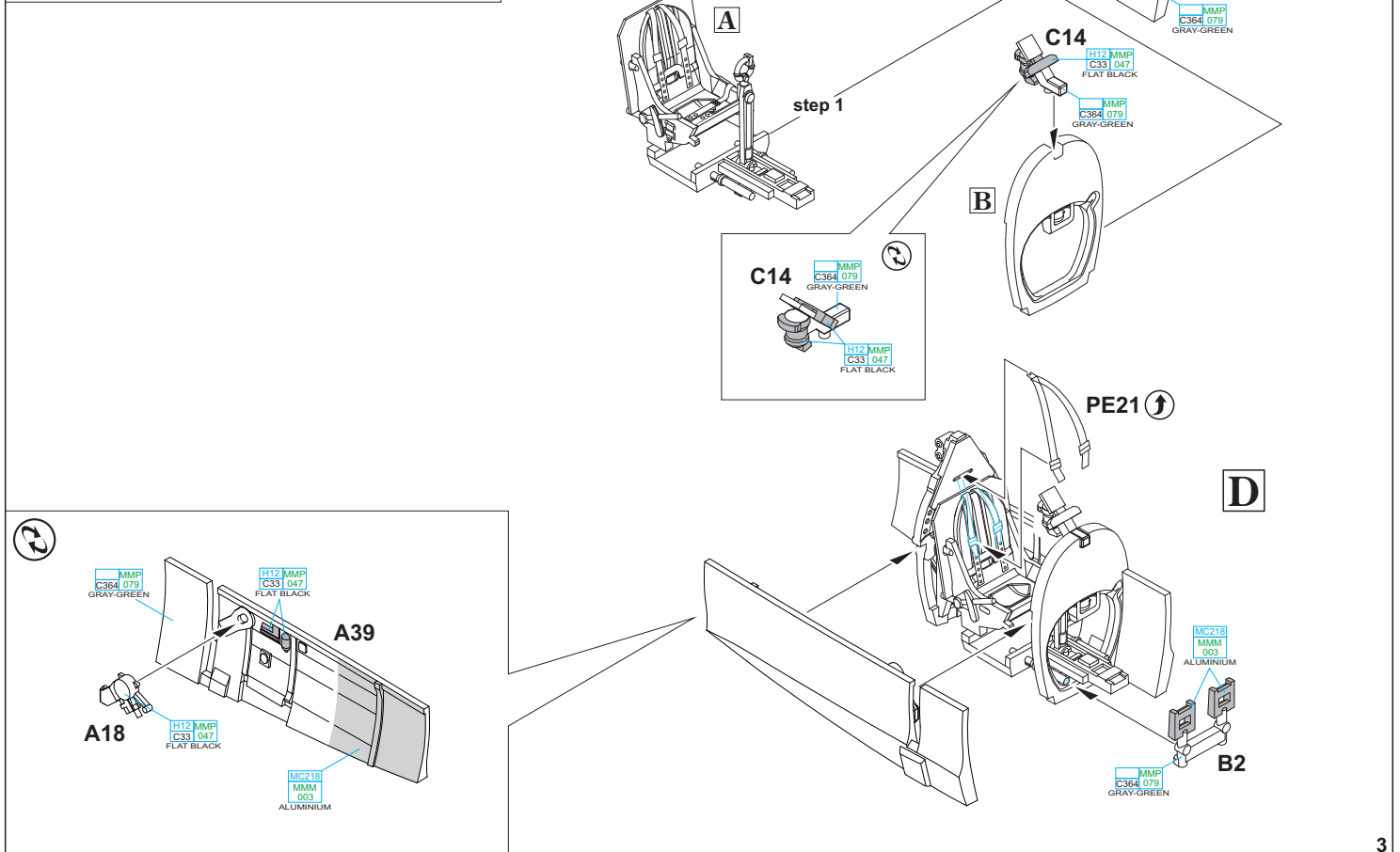
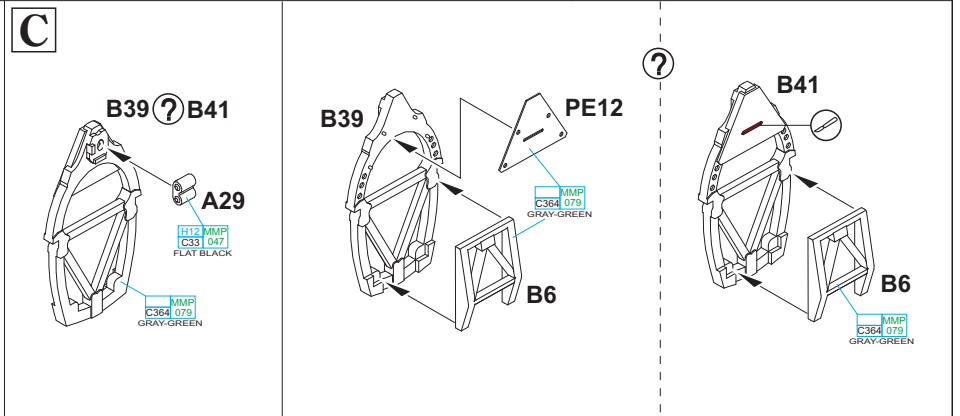
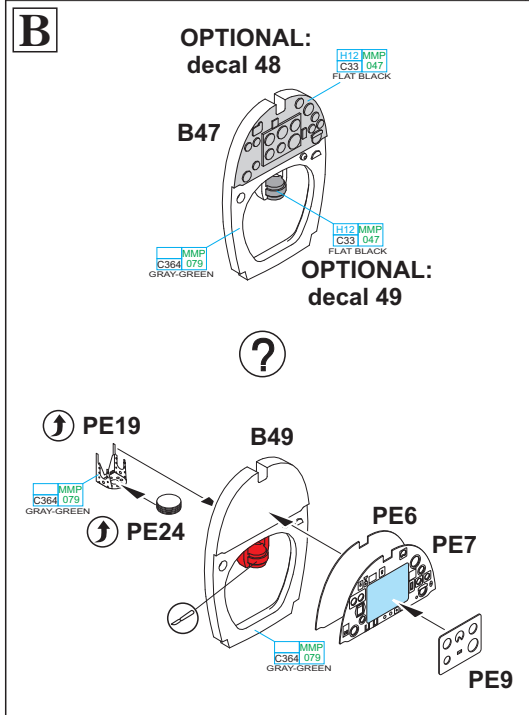
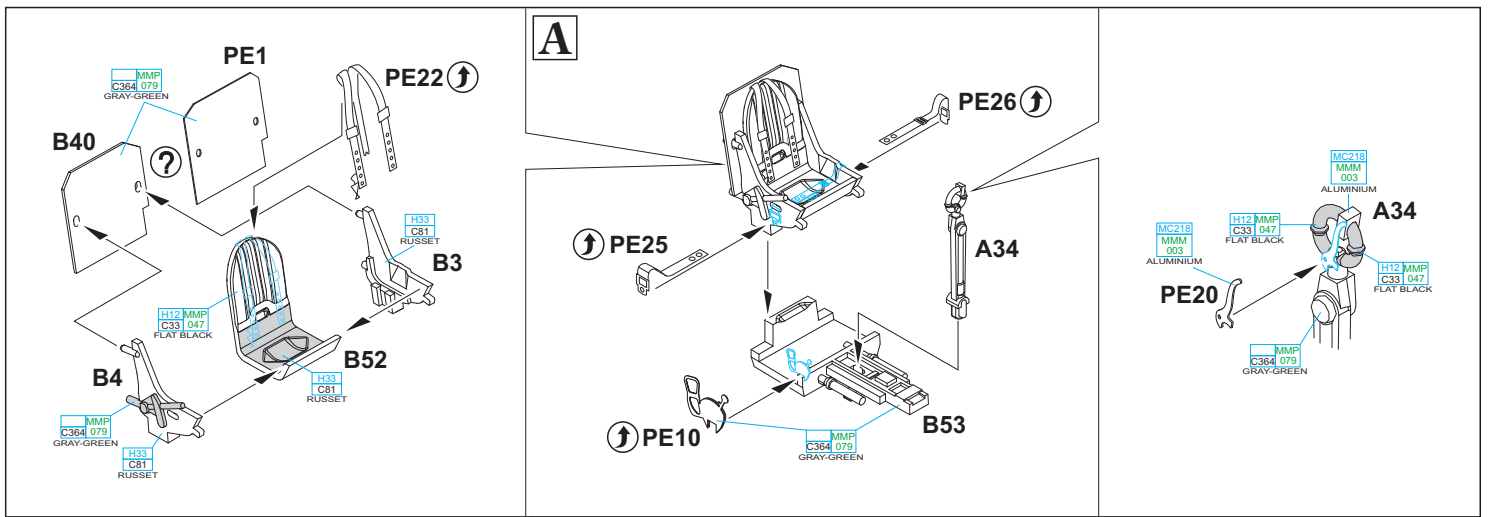
PEINTURE



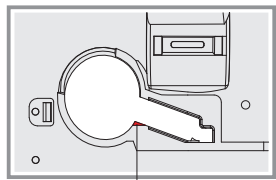
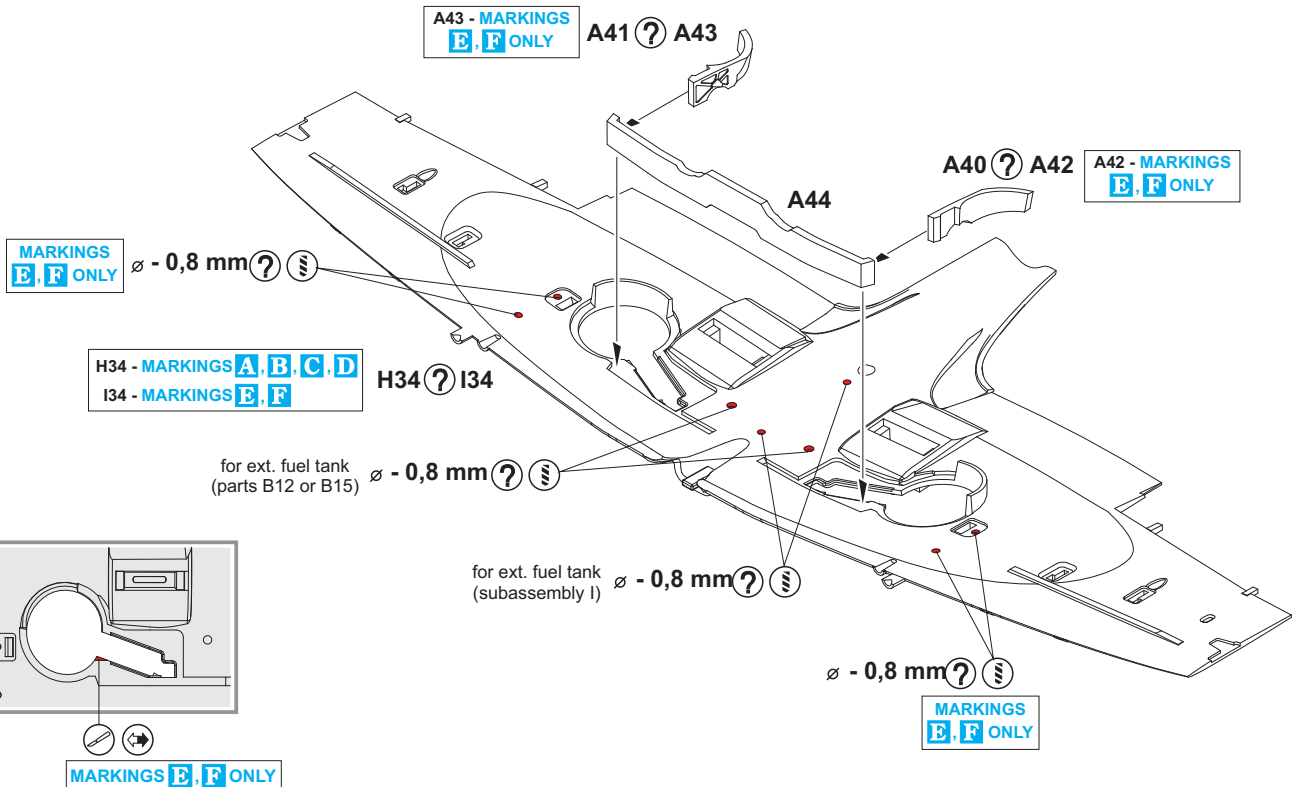
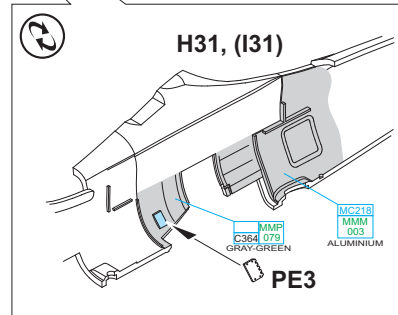
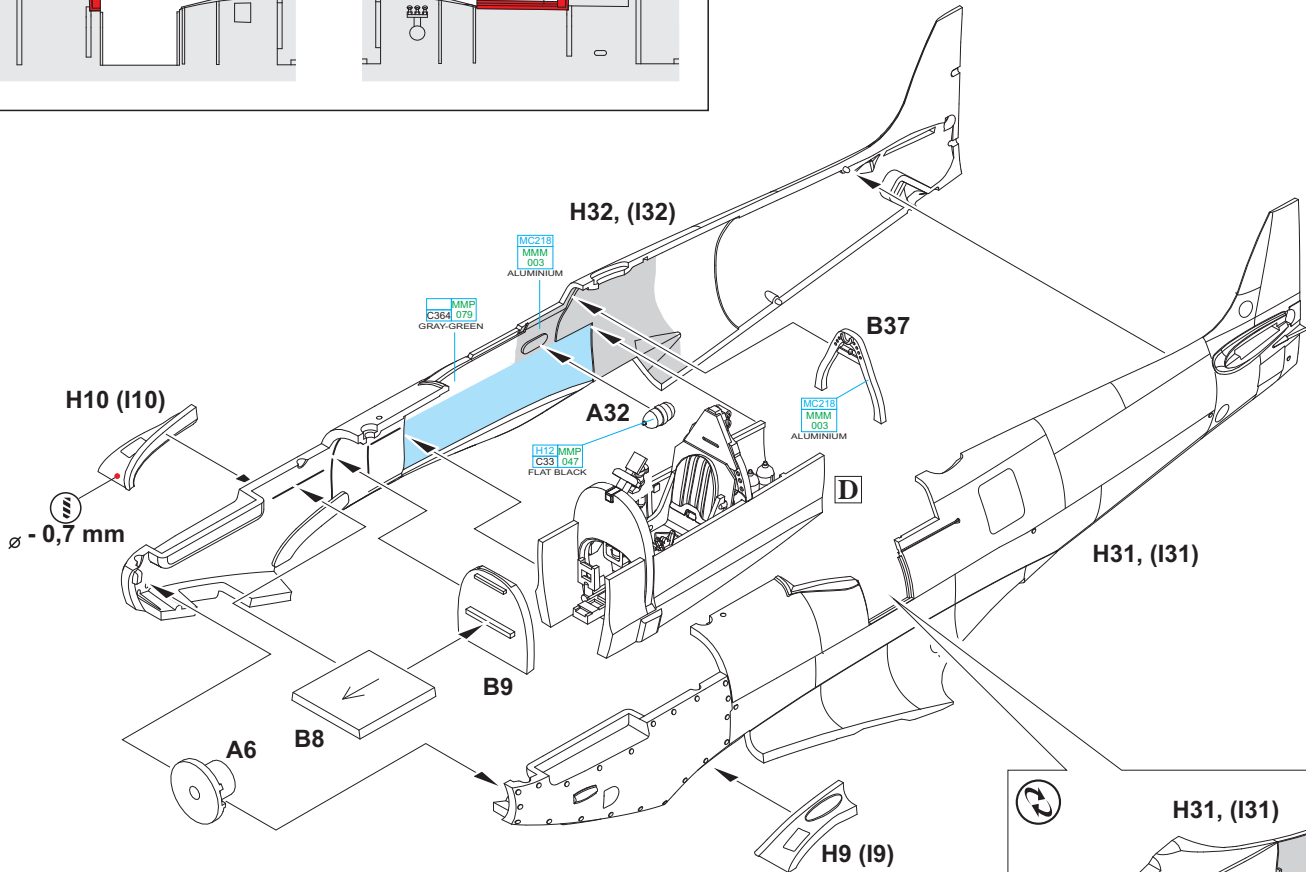
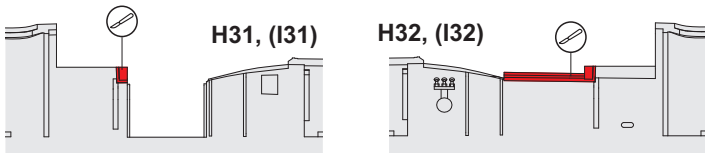
色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
[H4]	[C4]	[MMP-007]	YELLOW
[H11]	[C62]	[MMP-001]	FLAT WHITE
[H12]	[C33]	[MMP-047]	FLAT BLACK
[H33]	[C81]		RUSSET
[H37]	[C43]		WOOD BROWN
[H51]	[C11]	[MMP-063]	LIGHT GULL GRAY
[H52]	[C12]	[MMP-091]	OLIVE DRAB
[H74]	[C368]	[MMP-080]	SKY
[H77]	[C137]	[MMP-040]	TIRE BLACK

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
[H90]	[C47]		CLEAR RED
[H94]	[C138]		CLEAR GREEN
[H330]	[C361]	[MMP-077]	DARK GREEN
[H335]	[C363]	[MMP-094]	MEDIUM SEA GRAY
	[C362]	[MMP-093]	OCEAN GRAY
	[C364]	[MMP-079]	AIRCRAFT GRAY-GREEN
Mr.METAL COLOR		METALLICS	
[MC214]		[MMM-001]	DARK IRON
[MC218]		[MMM-003]	ALUMINIUM



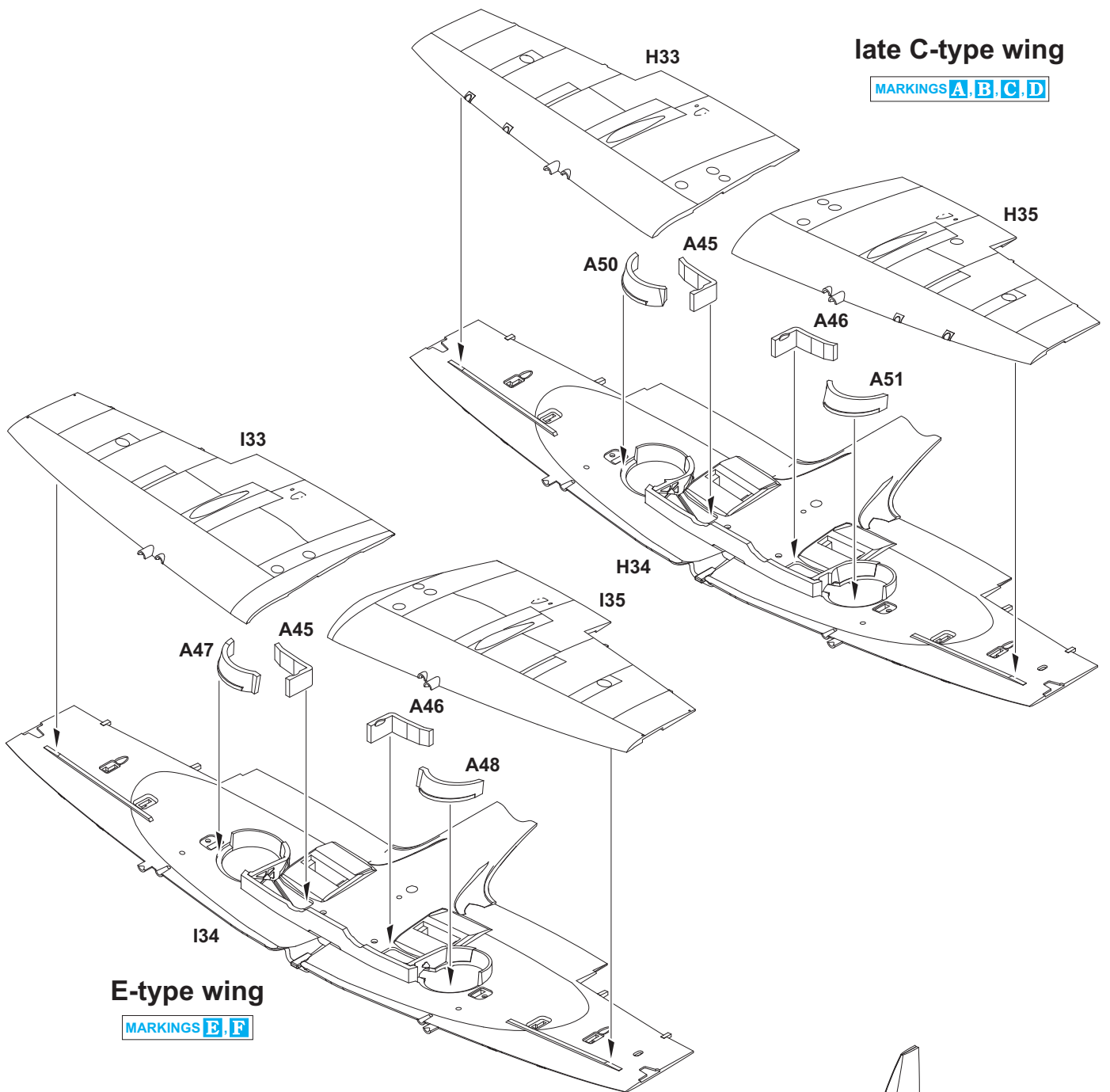
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MARKINGS E, F ONLY

late C-type wing

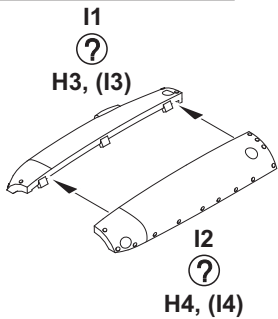
MARKINGS **A**, **B**, **C**, **D**



E-type wing

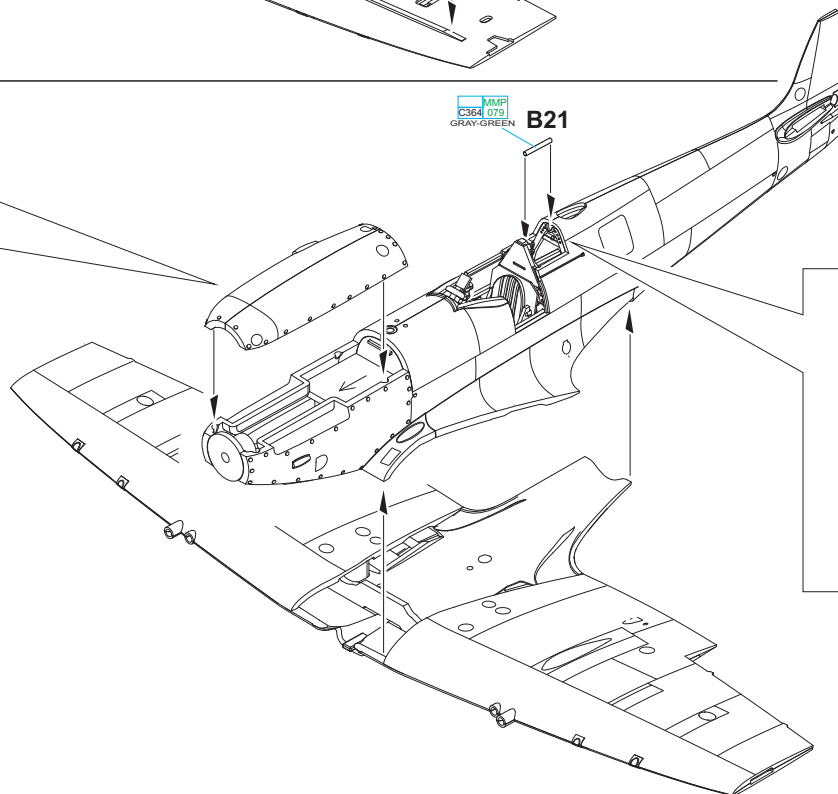
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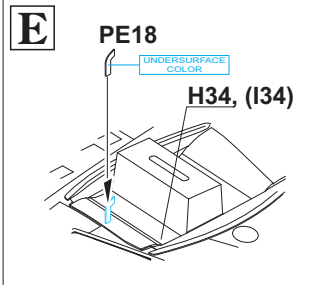
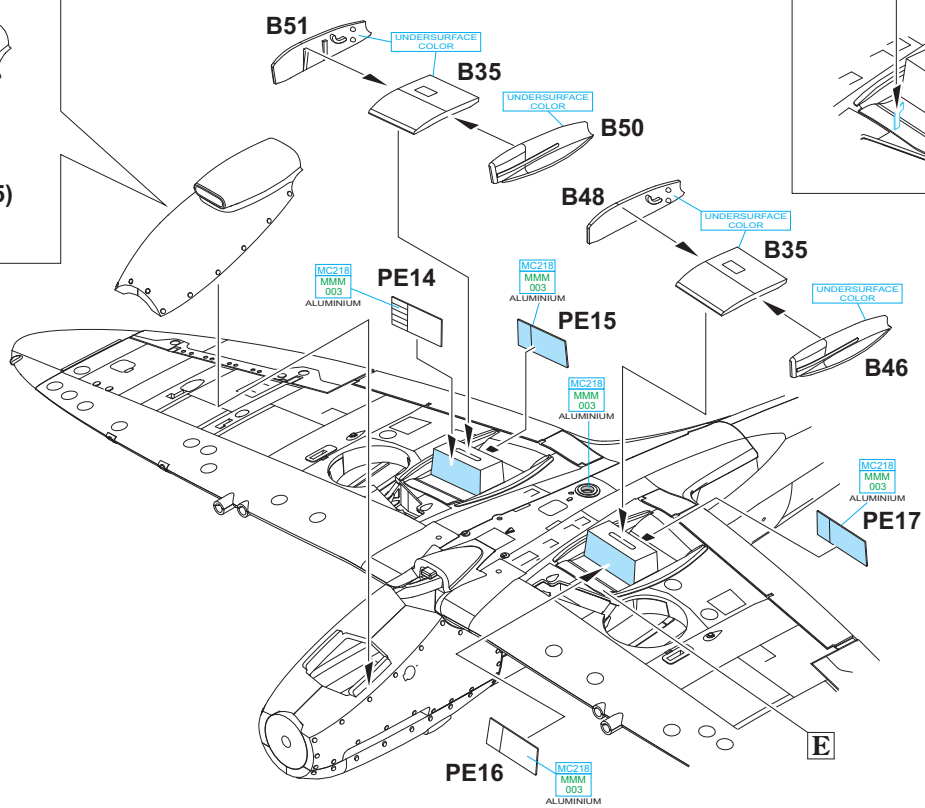
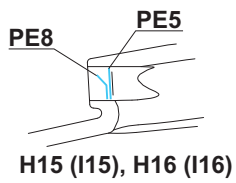
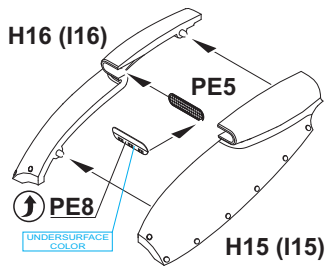
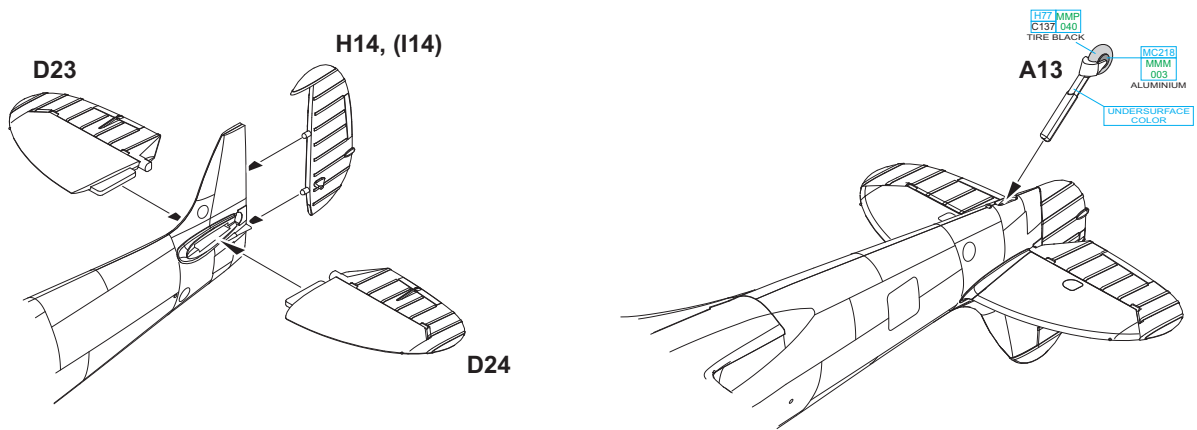
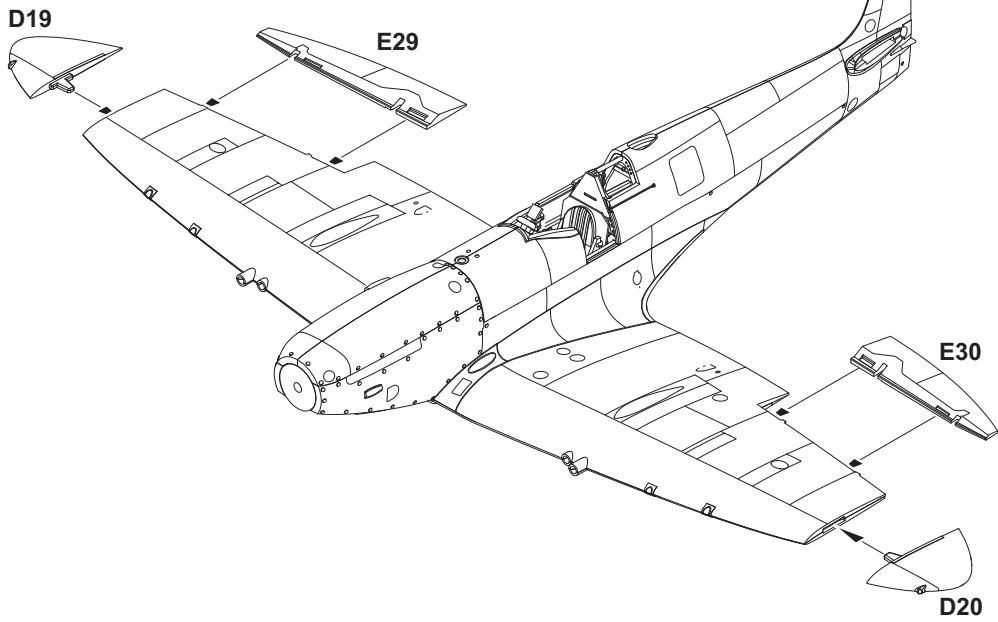
I1, I2 - MARKING **E** ONLY

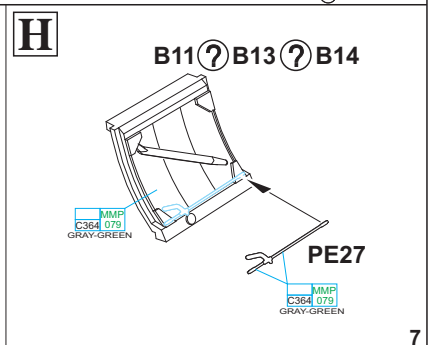
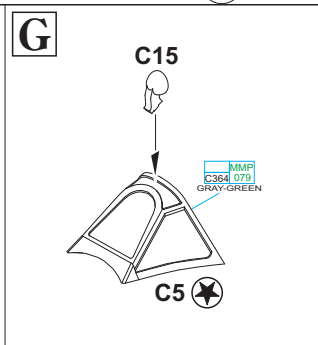
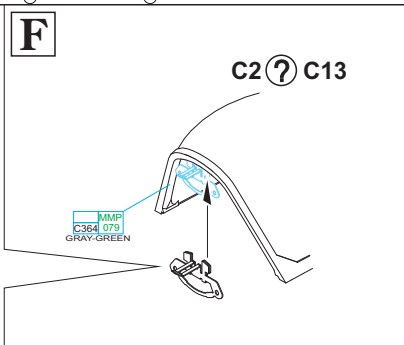
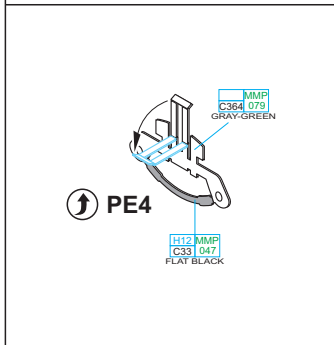
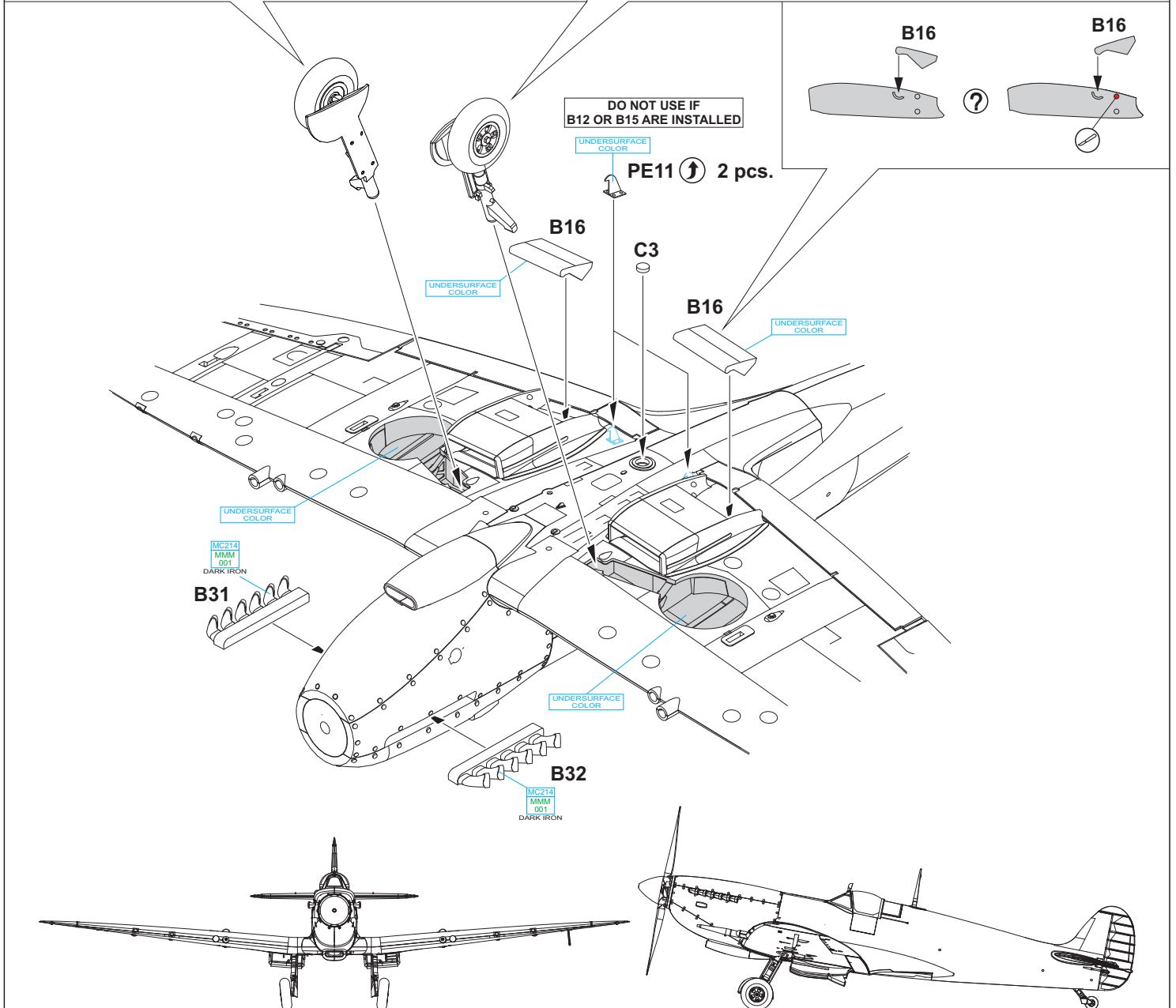
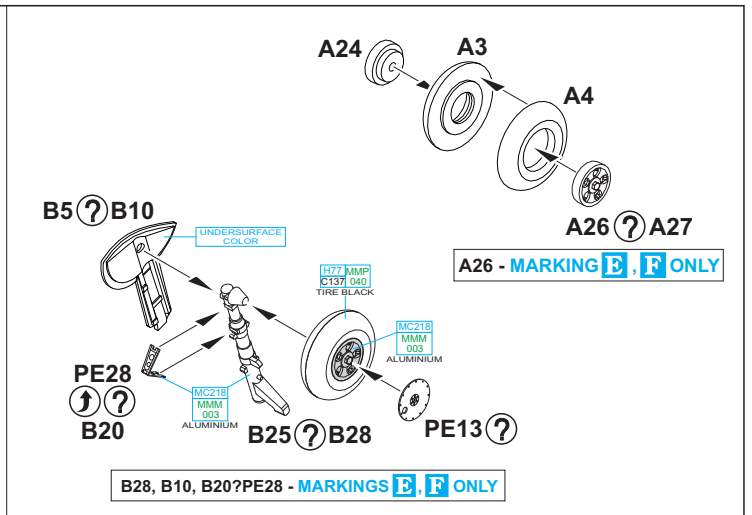
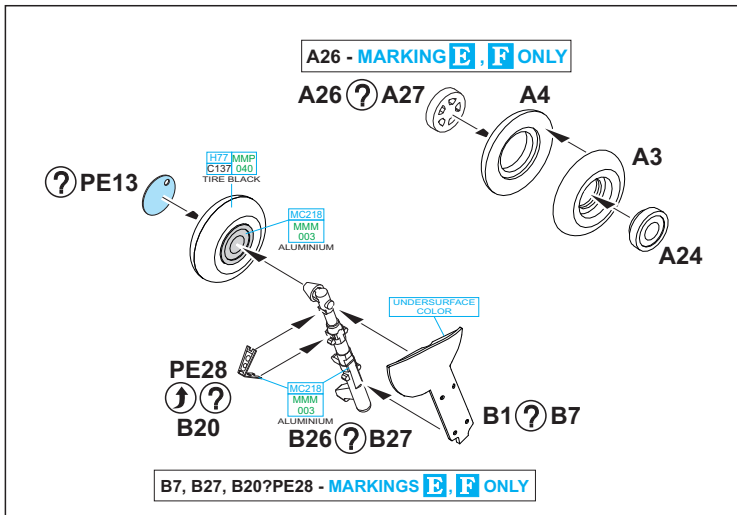


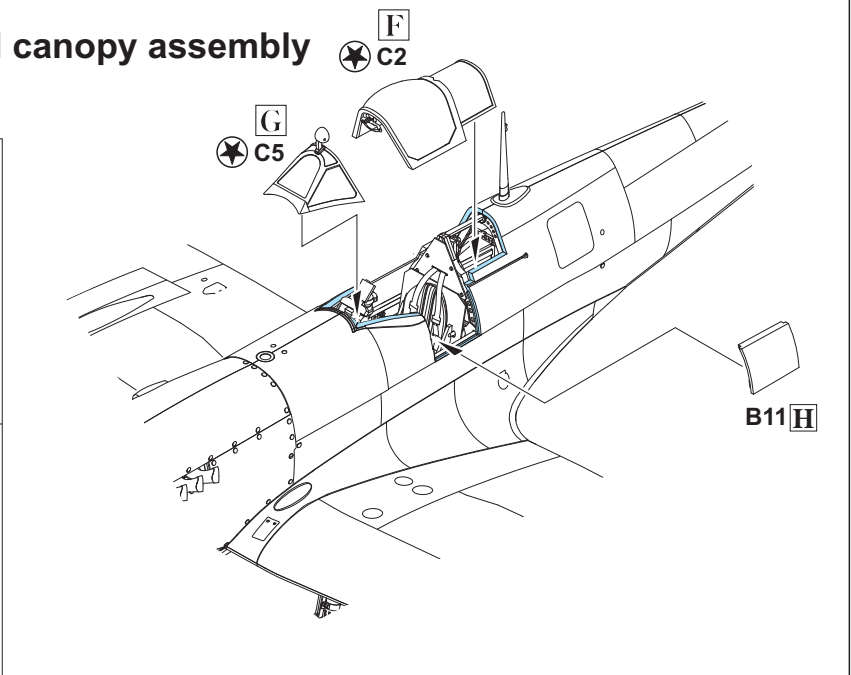
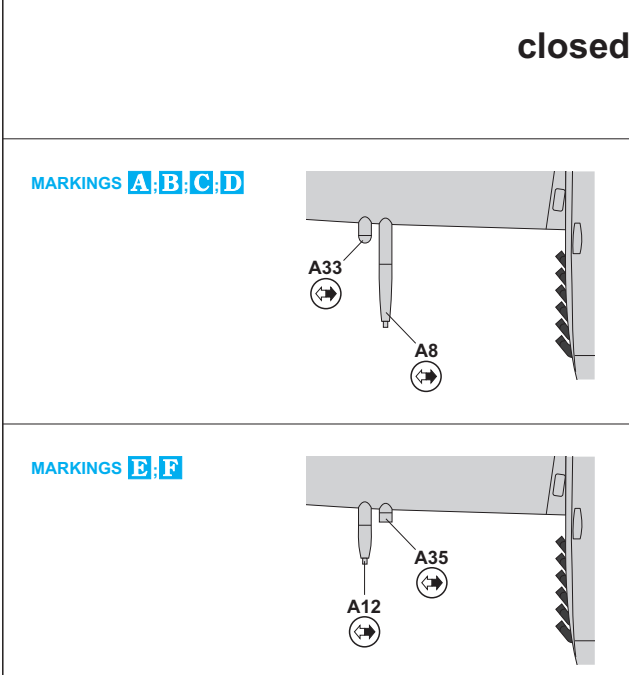
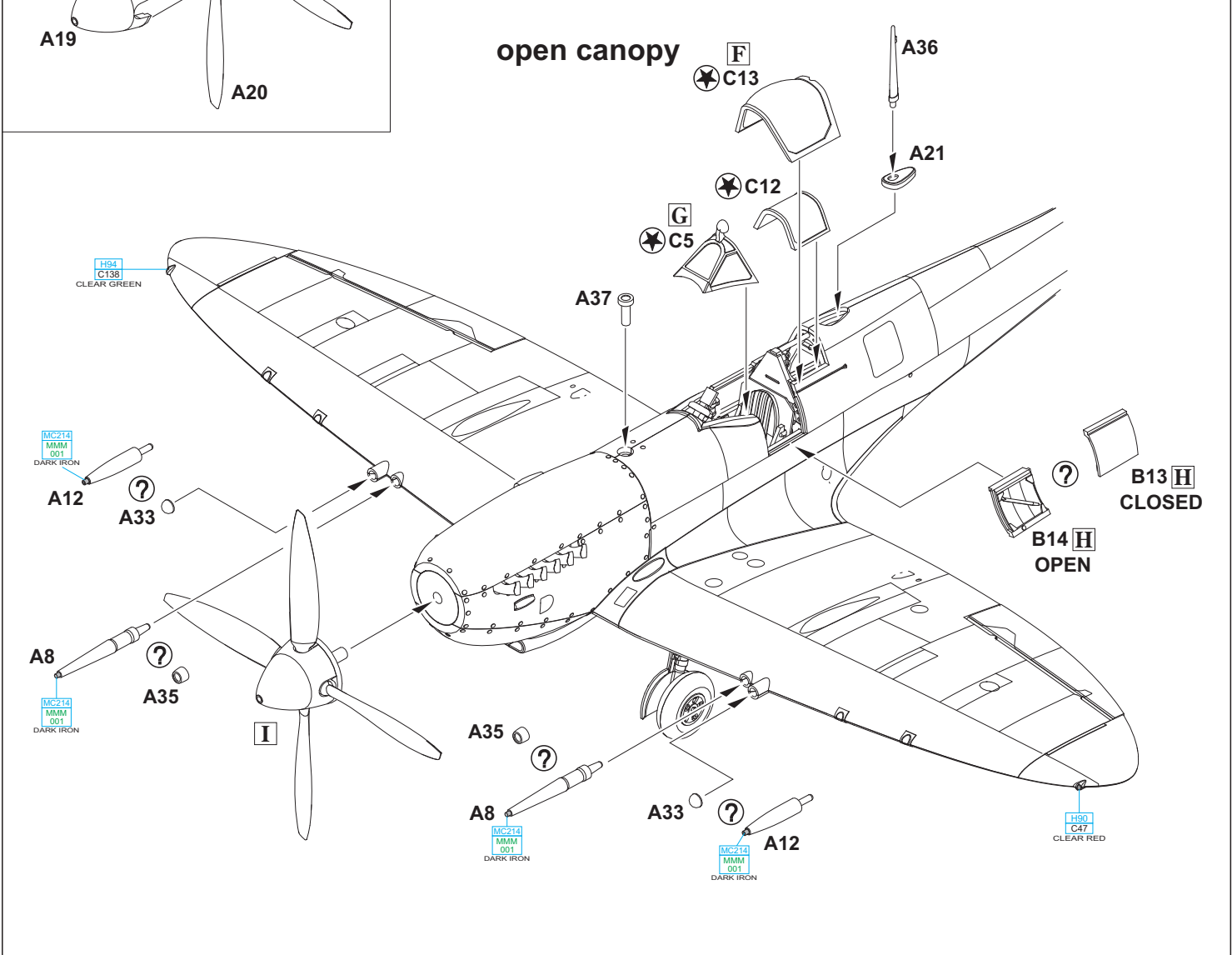
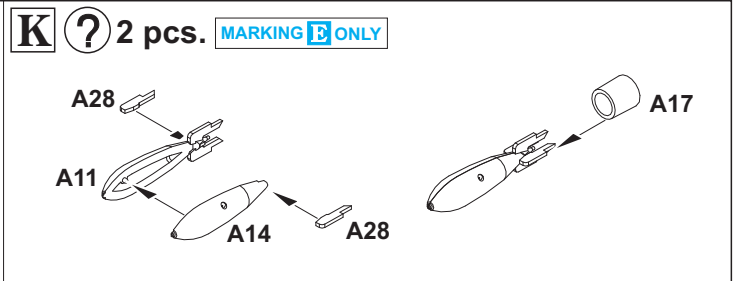
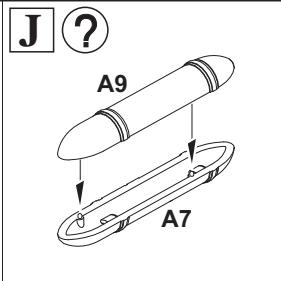
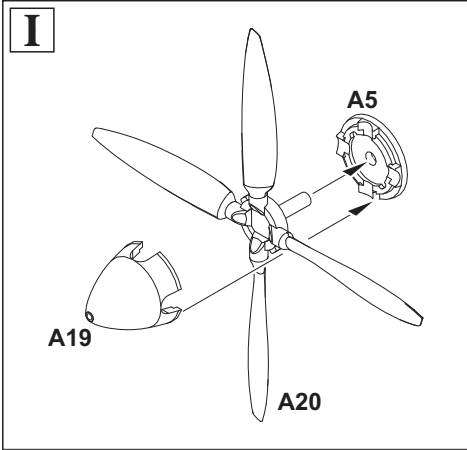
MMF
C354 079
GRAY-GREEN

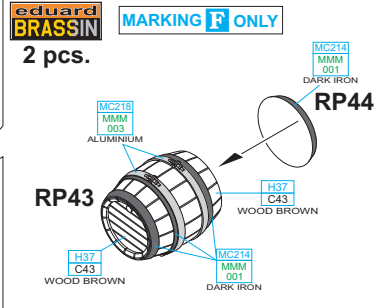
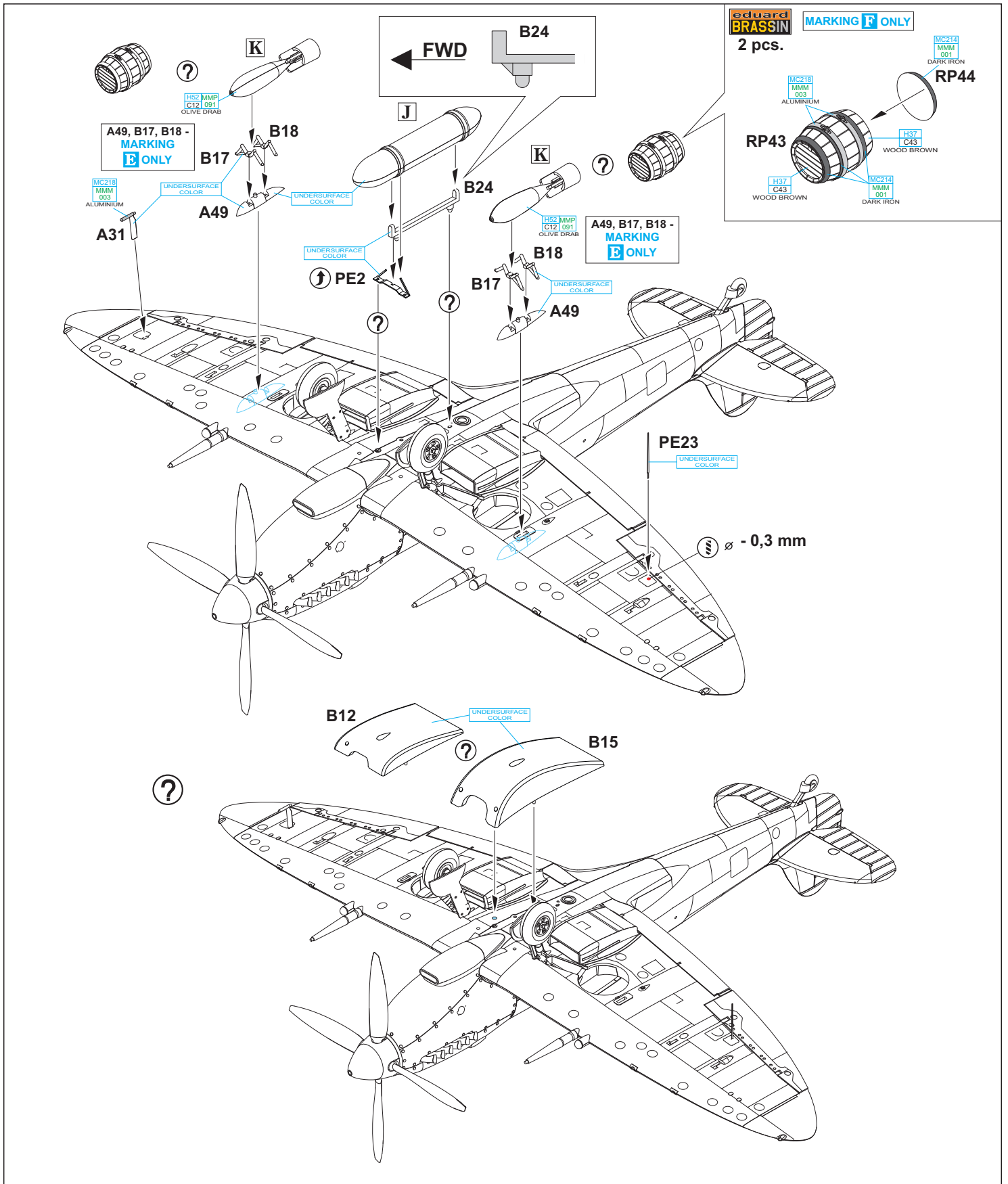
B21







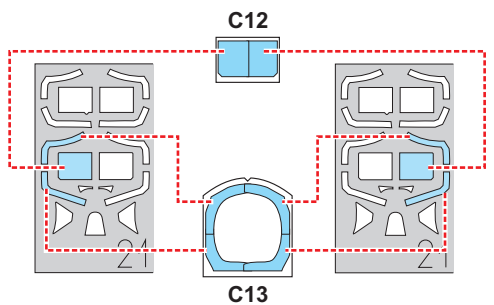




A49, B17, B18 - MARKING E ONLY

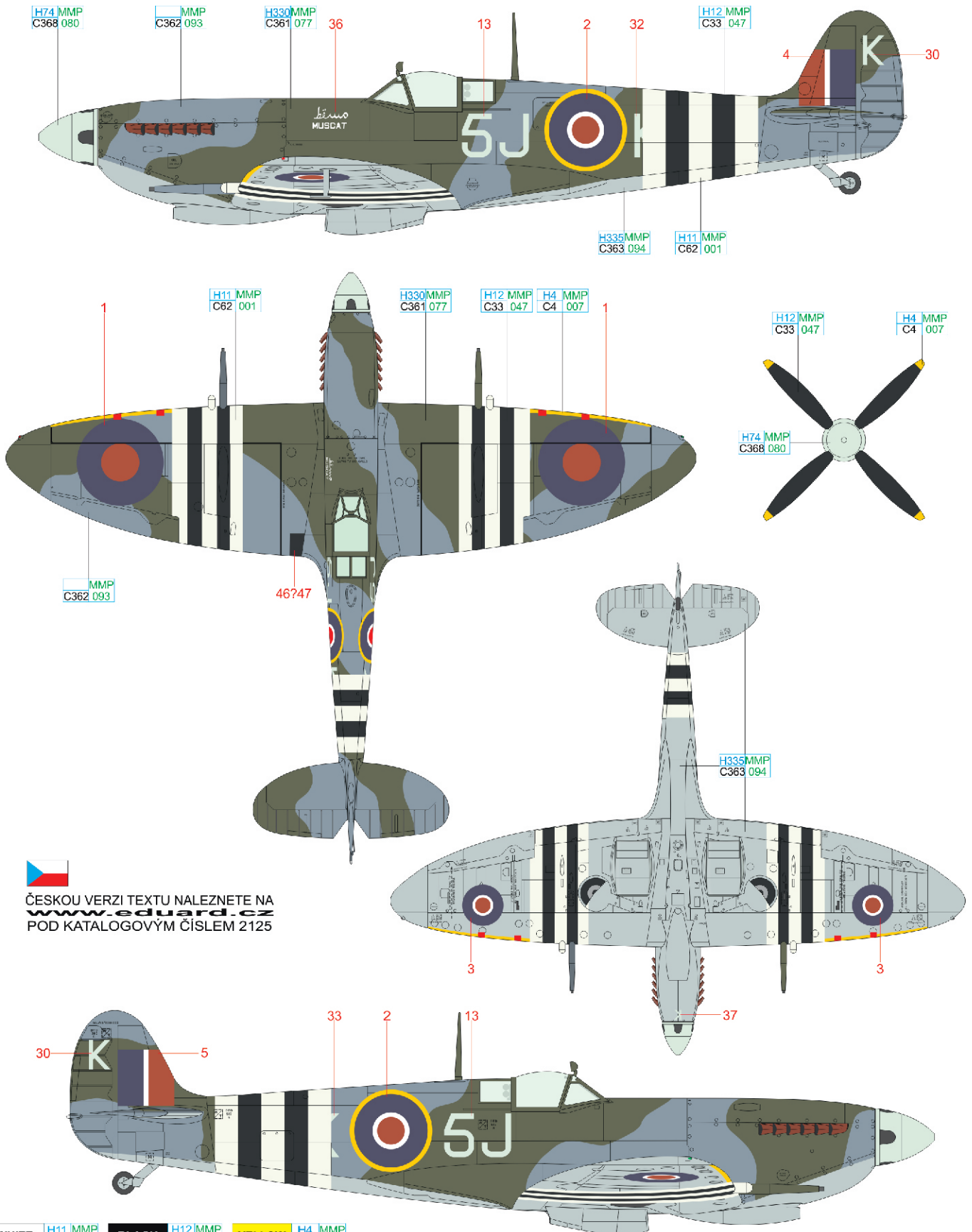
A49, B17, B18 - MARKING E ONLY

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A Spitfire Mk.IXc, ML214, No. 126 Squadron RAF, Harrowbeer Air Base, June 6th, 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 'Johnny' 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 12th, 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.

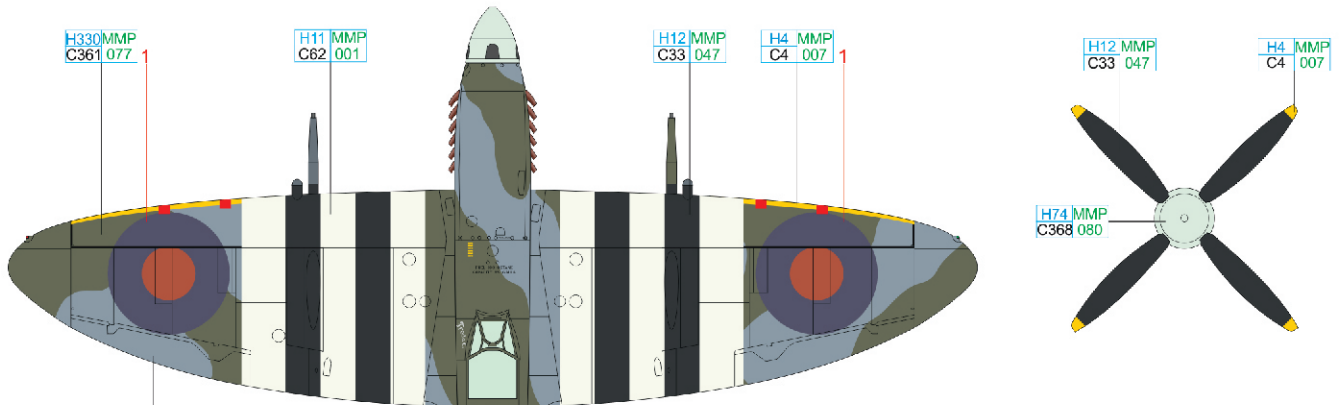
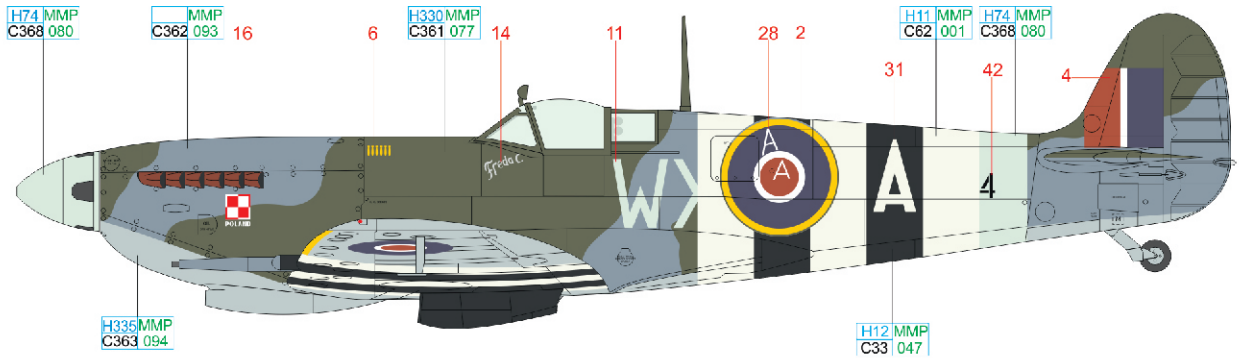


ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.cz
 POD KATALOGOVÝM ČÍSLEM 2125

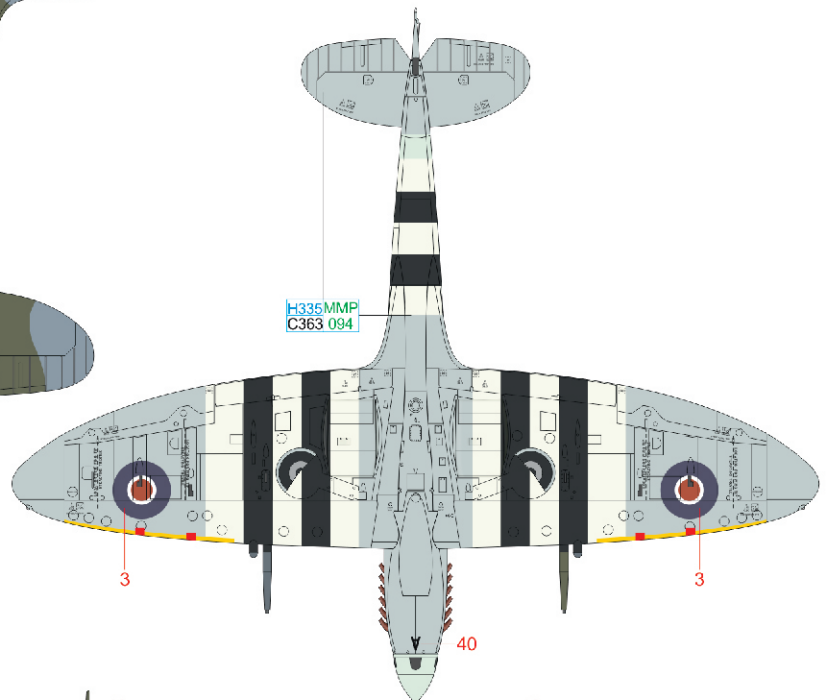
WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047	YELLOW	H4 MMP C4 007
MEDIUM SEA GRAY	H335 MMP C363 094	DARK GREEN	H330 MMP C361 077	OCEAN GRAY	MMP C362 093
		SKY	H74 MMP C368 080		

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

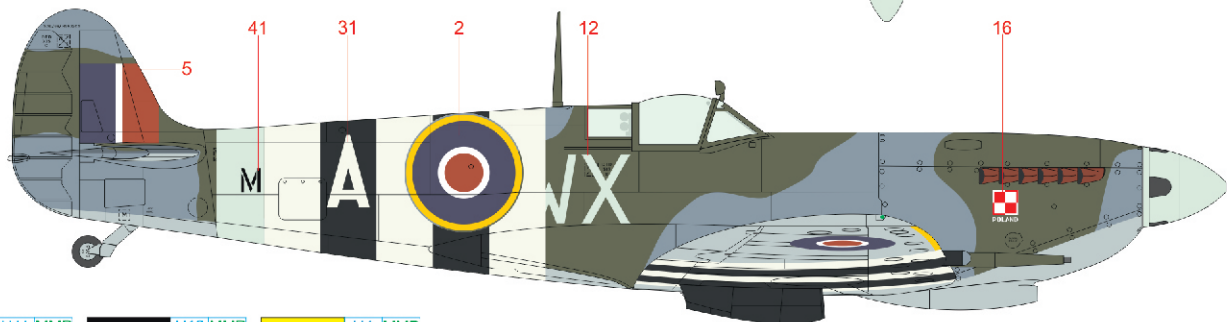
Michal Murayda was a US volunteer, and his parents were Polish. He became a member of Polish No. 302 Squadron and took part in 'Operation Overlord'. MK924 was his personal aircraft during the Normandy landings. The code letter A was painted in white on one of the black ID bands. Ground personnel chalked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



MMP C362 093



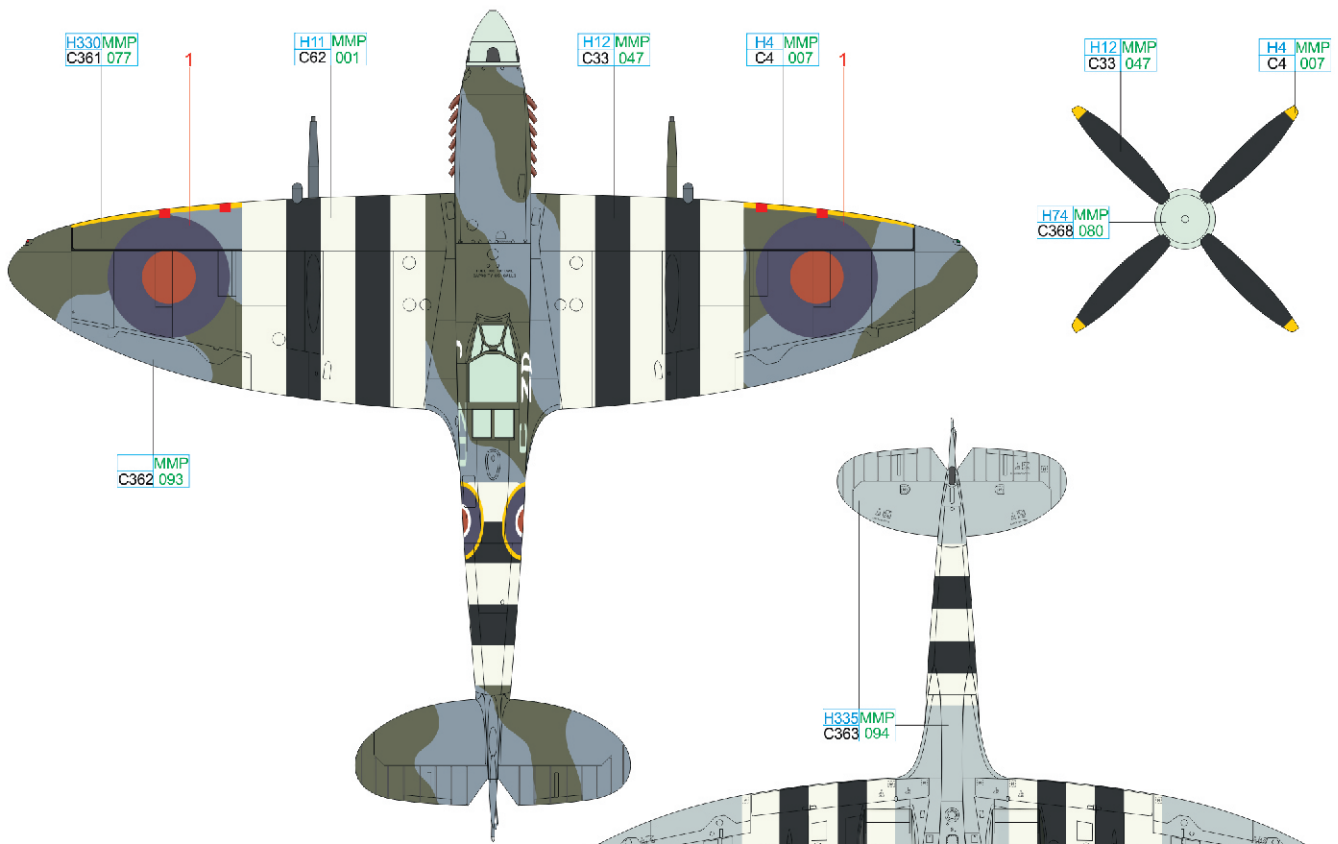
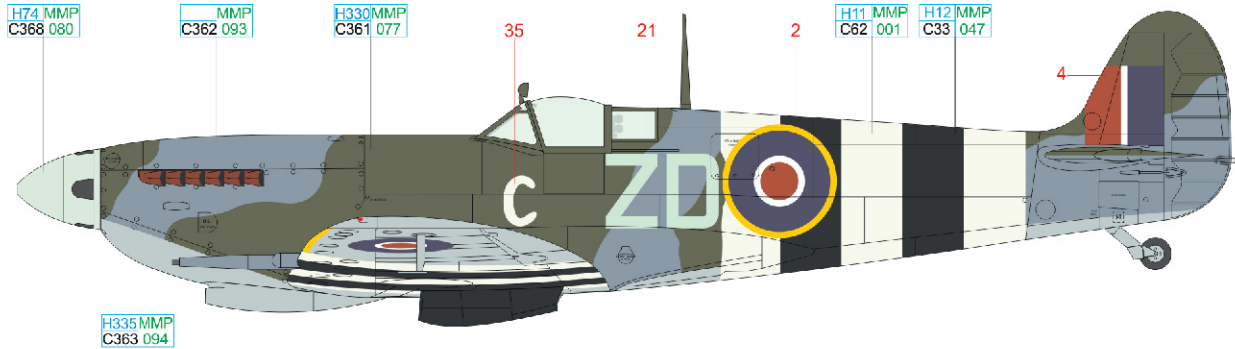
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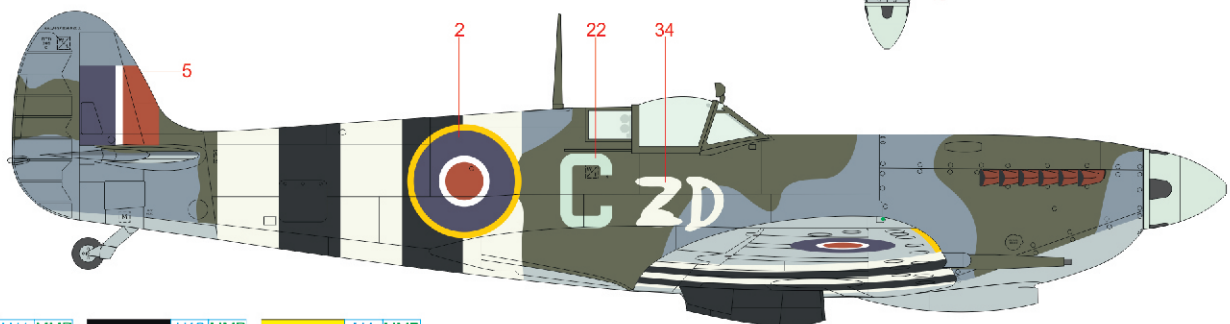
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		SKY	H74 MMP C368 080		

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



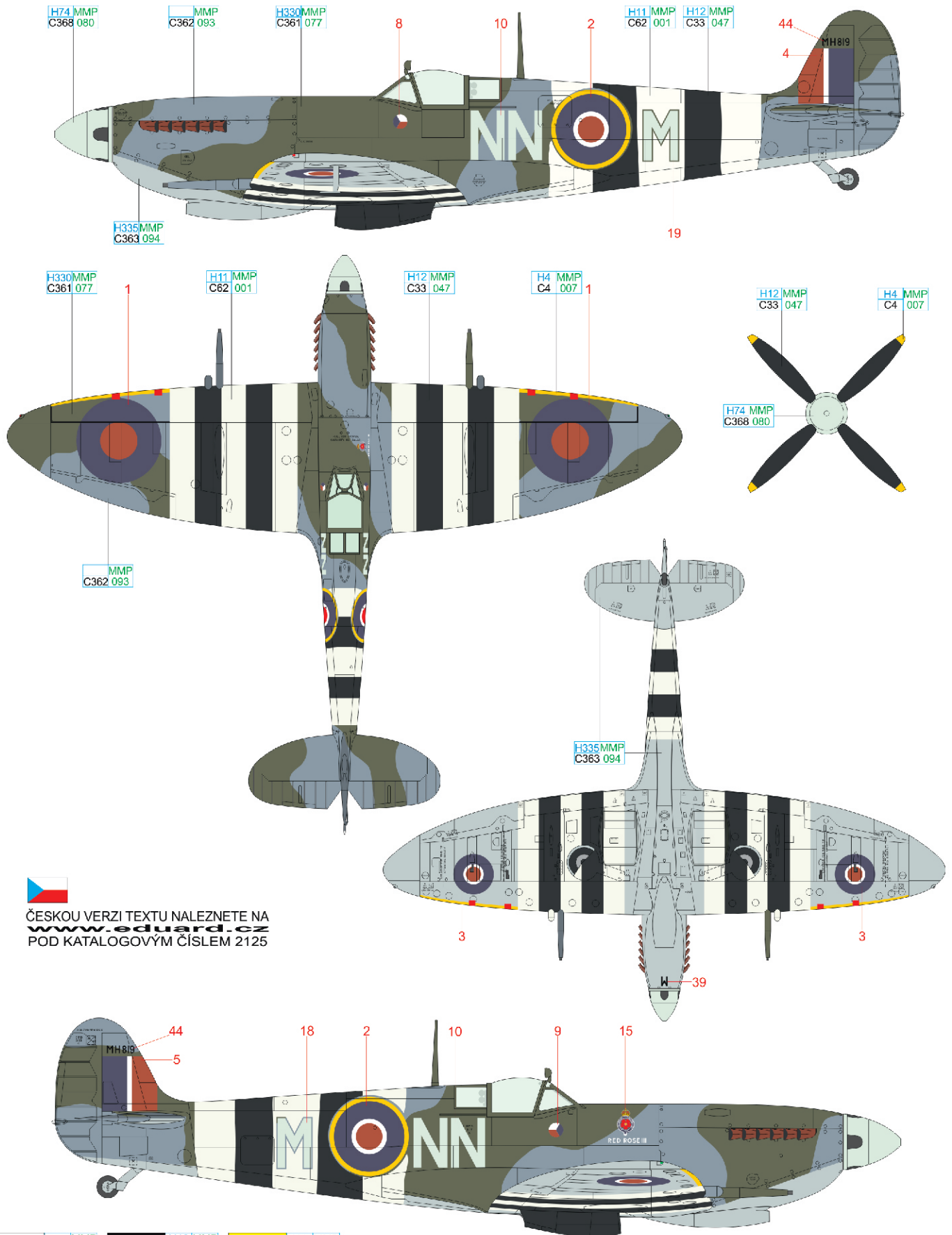
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MEDIUM SEA GRAY	H335MMP C363 094	DARK GREEN	H330MMP C361 077	OCEAN GRAY	MMP C362 093
		SKY	H74 MMP C368 080		

D 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 7th, 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.

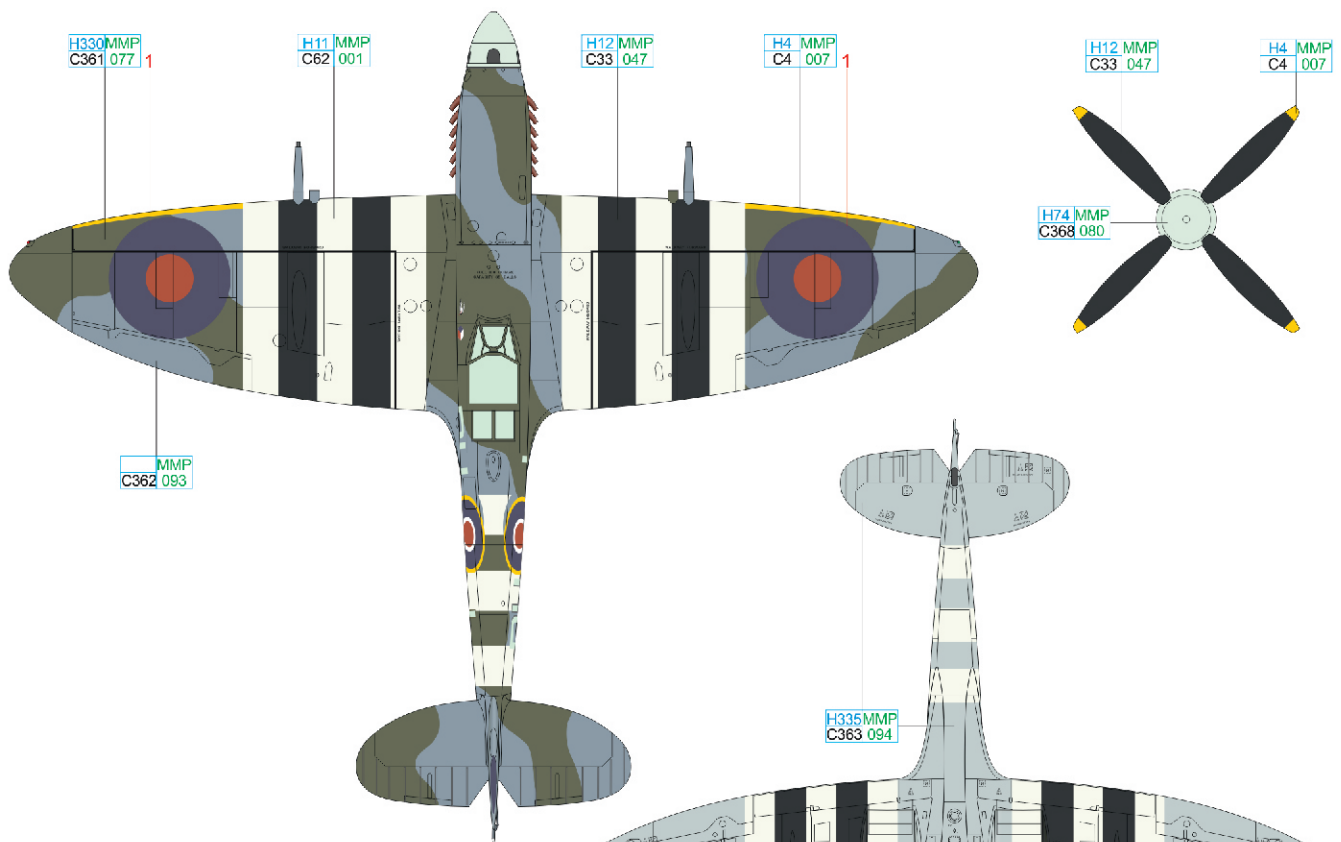
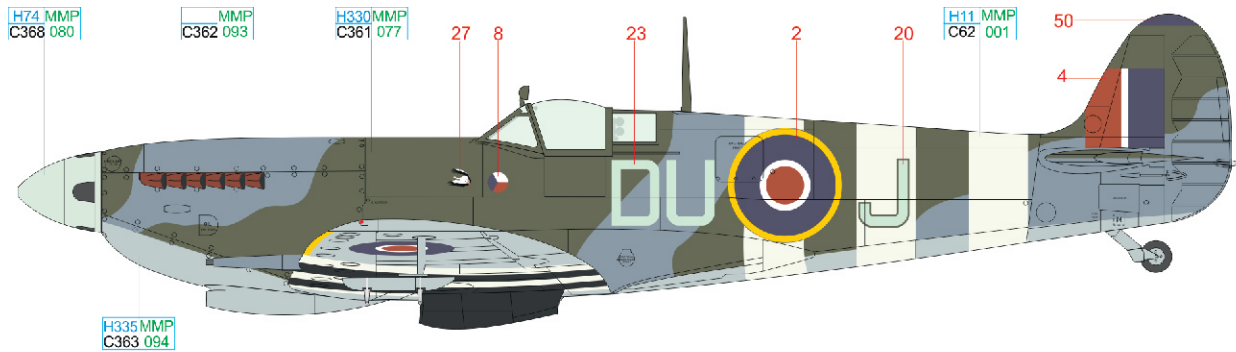


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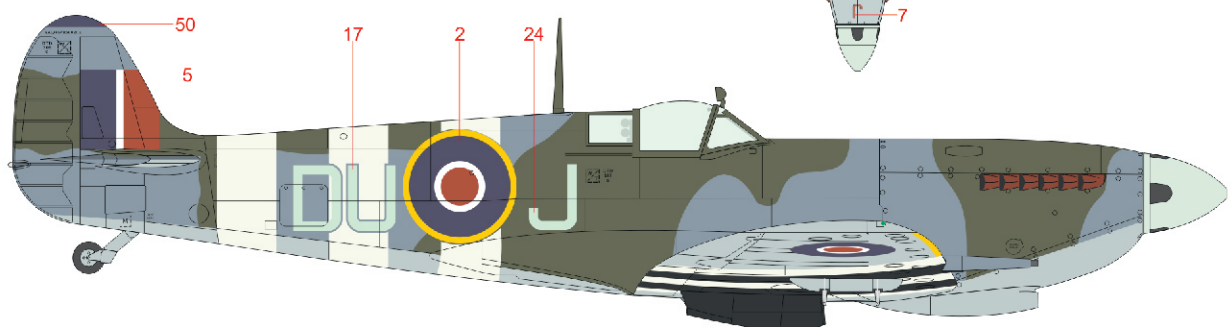
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		SKY	H74 MMP C368 080		

E 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 11th, 1944. The E-type wing Spitfires served with the wing till July 3rd, 1944 when the F and HF.IXc machines arrived and the LF Mk.IXe were passed on to other units. 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.



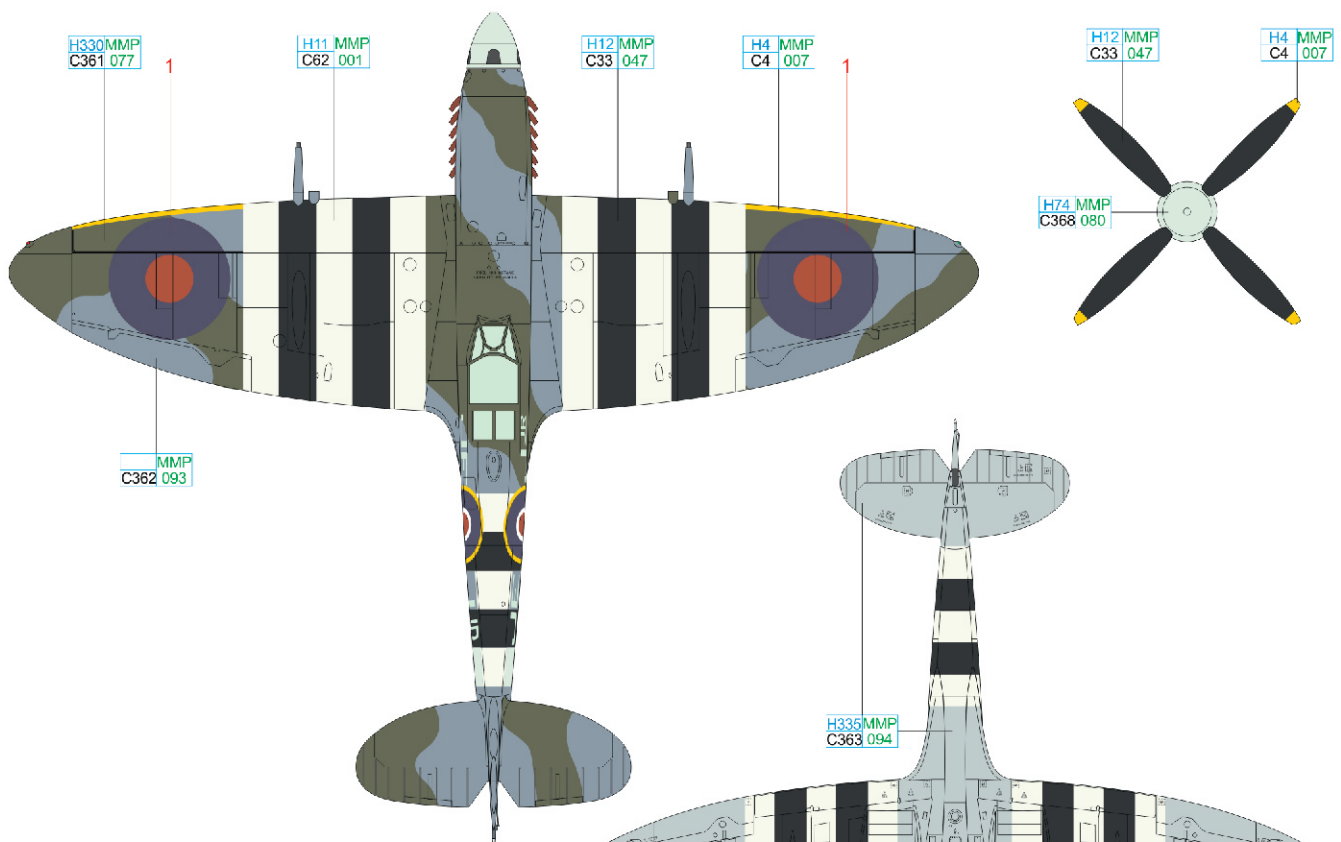
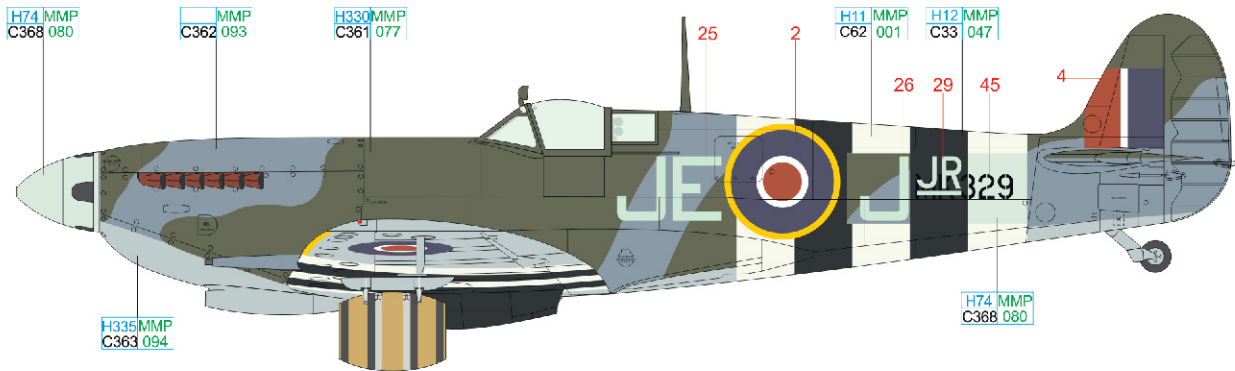
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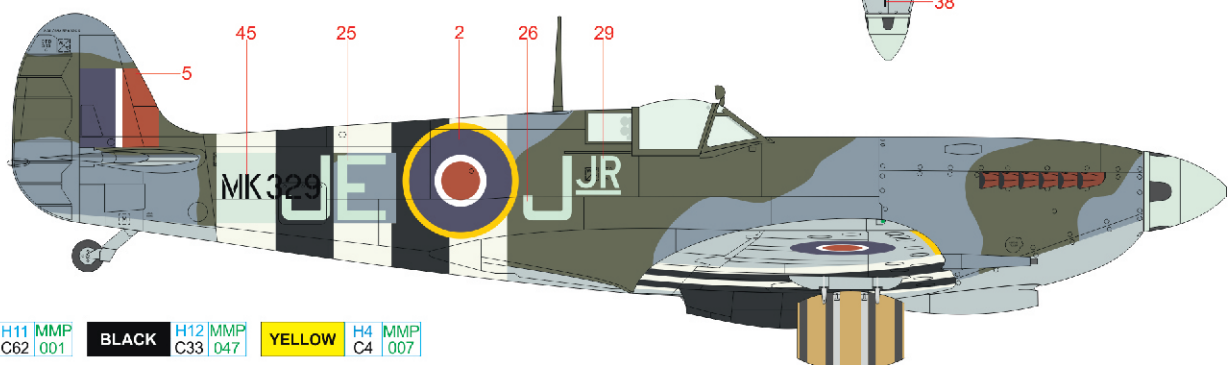
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		SKY	H74 MMP C368 080		

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

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



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

