

Spitfire Mk.XVI

eduard

BRITISH WWII FIGHTER

1/72 SCALE PLASTIC KIT

DUAL COMBO! #2117



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 190A. 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 190A. 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. 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.

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 190A. 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 190A. 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 Spitfiru 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 Spitfiry 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 Spitfiru Mk.V. Pro tento experiment byly vyčleněny dva draky, AB196 a AB197. Prošly 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 vyškové 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 Spitfiru 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. Spitfiry Mk.IX se však do bojů dostaly i v této době. Československo prodalo své Spitfiry v roce 1948 do Izraele, kde se v bojích s arabskými sousedy staly páteřním typem nově vznikajících izraelských vzdušných sil. Na verzi Mk.IX navázala verze Mk.XVI. První vyrobené kusy se od Mk.IX lišily zejména použitým motorem, kdy letoun poháněl Packard Merlin 266, což byl v licenci vyráběný Merlin 66. Pozdější produkce také dostala snížený hřbet trupu a přepracovaný překryt kokpitu.

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
OHNOUOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



PIÈCES

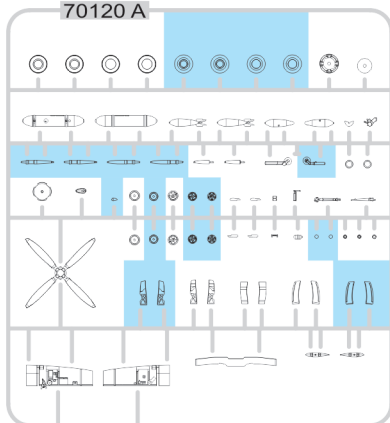


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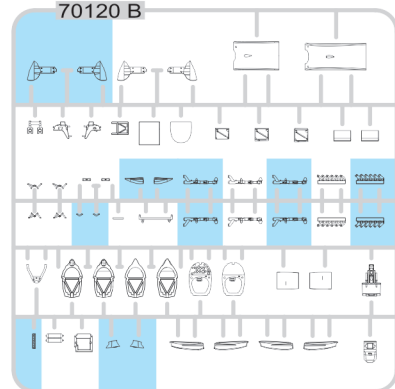
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70120 A



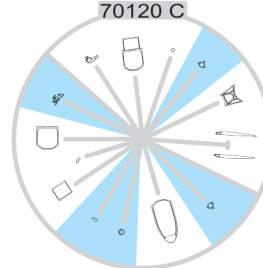
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C> 2 pcs.

70120 C



D> 2 pcs.

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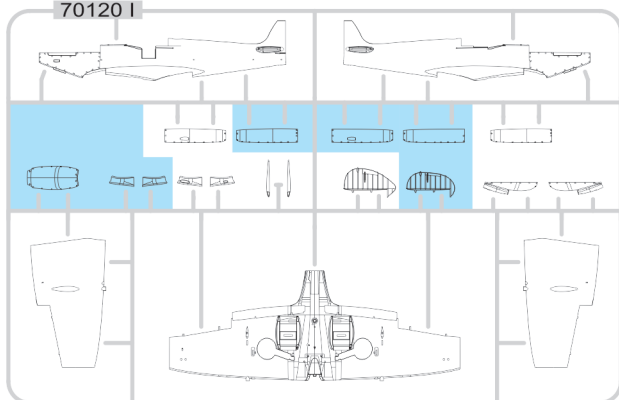
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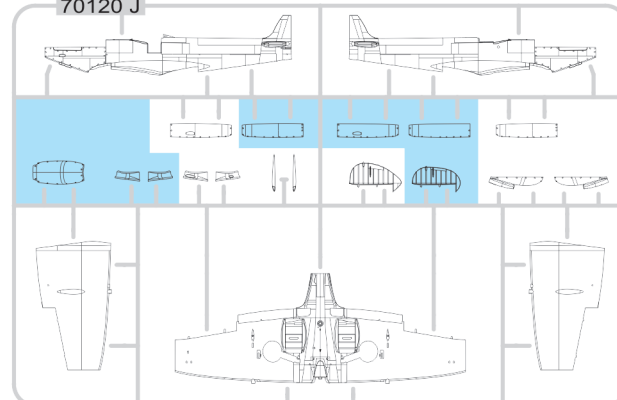
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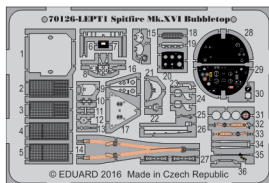
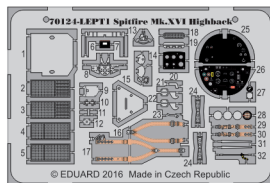
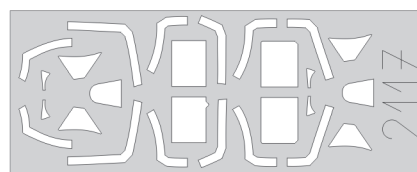
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-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

PE - PHOTO ETCHED DETAIL PARTS

eduard
MASK

COLOURS



BARVY



FARBEN



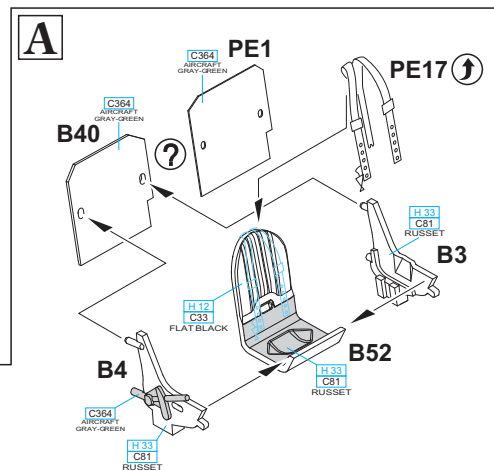
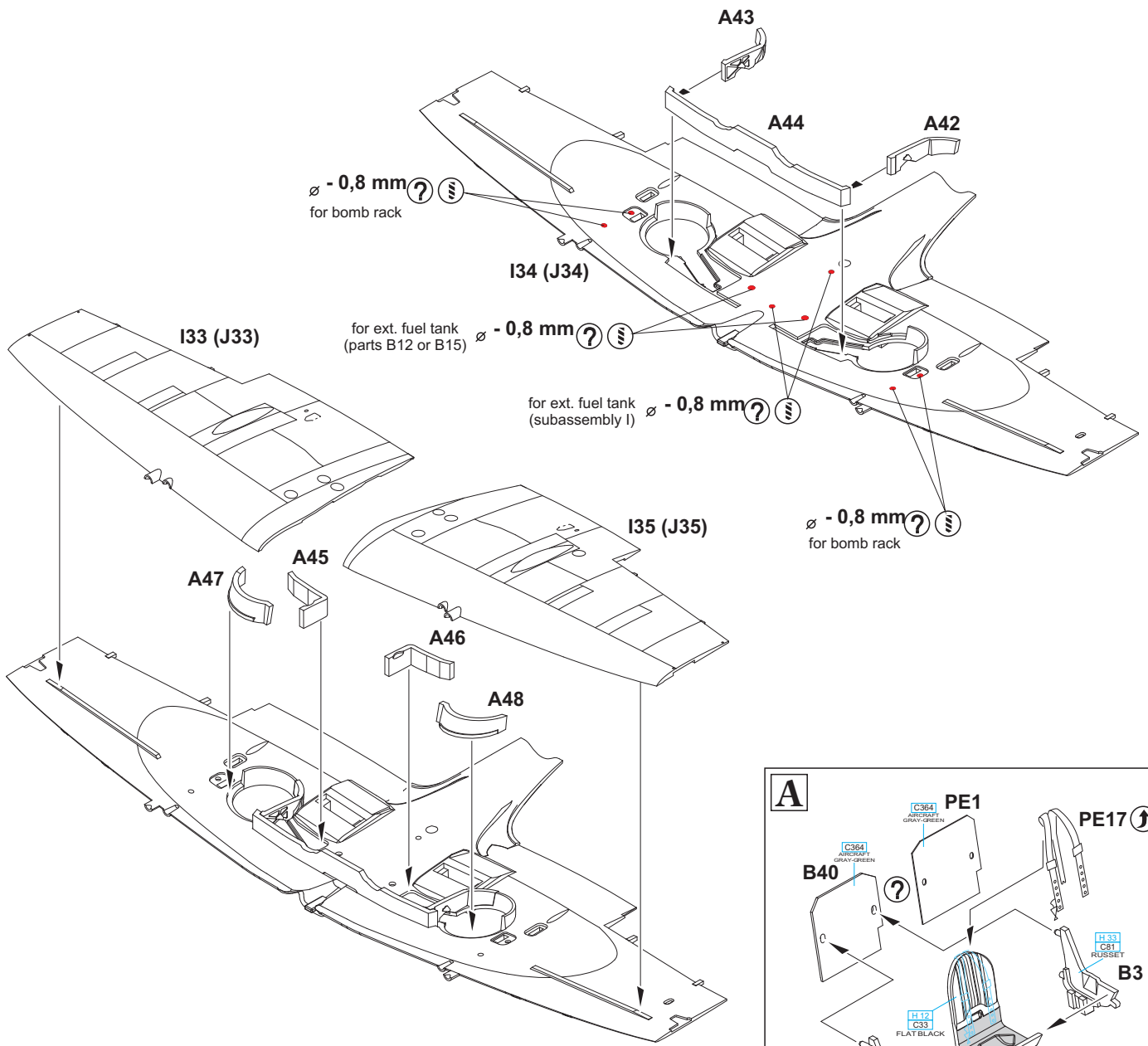
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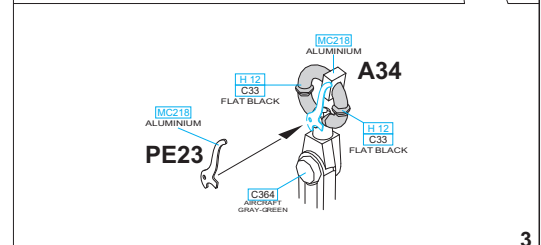
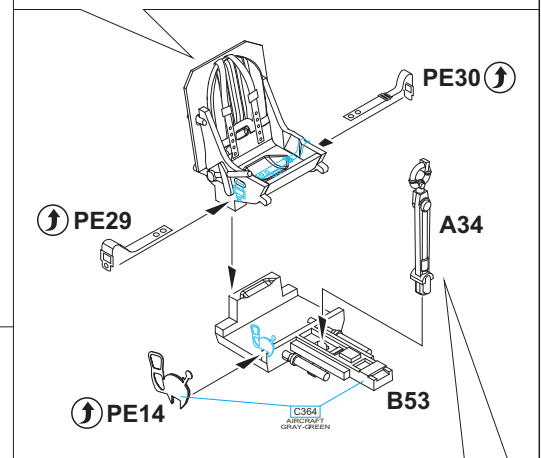
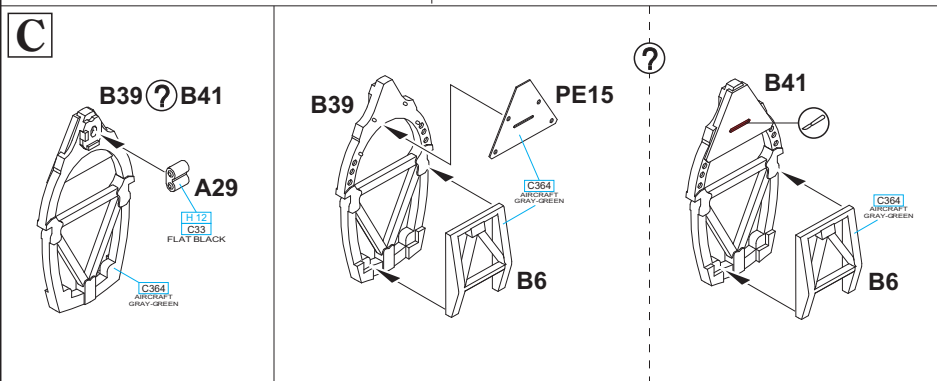
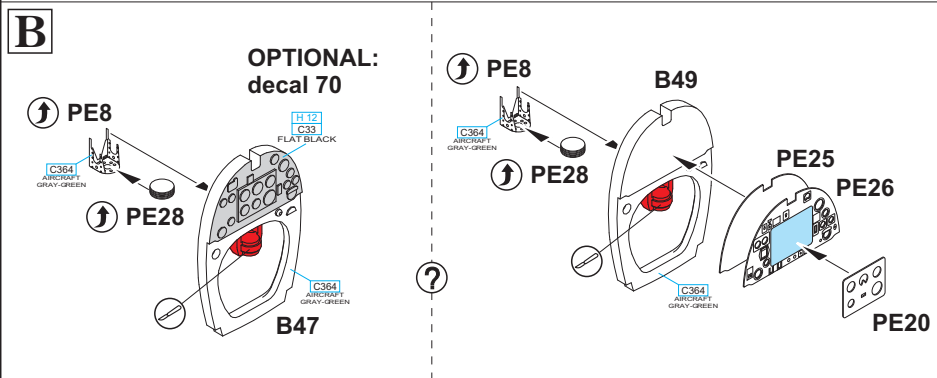
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 3	C3	FLAT RED
H 4	C4	YELLOW
H 11	C62	FLAT WHITE
H 12	C33	FLAT BLACK
H 33	C81	RUSSET
H 51	C11	LIGHT GULL GRAY
H 52	C12	OLIVE DRAB
H 77	C137	TIRE BLACK
H 90	C47	CLEAR RED

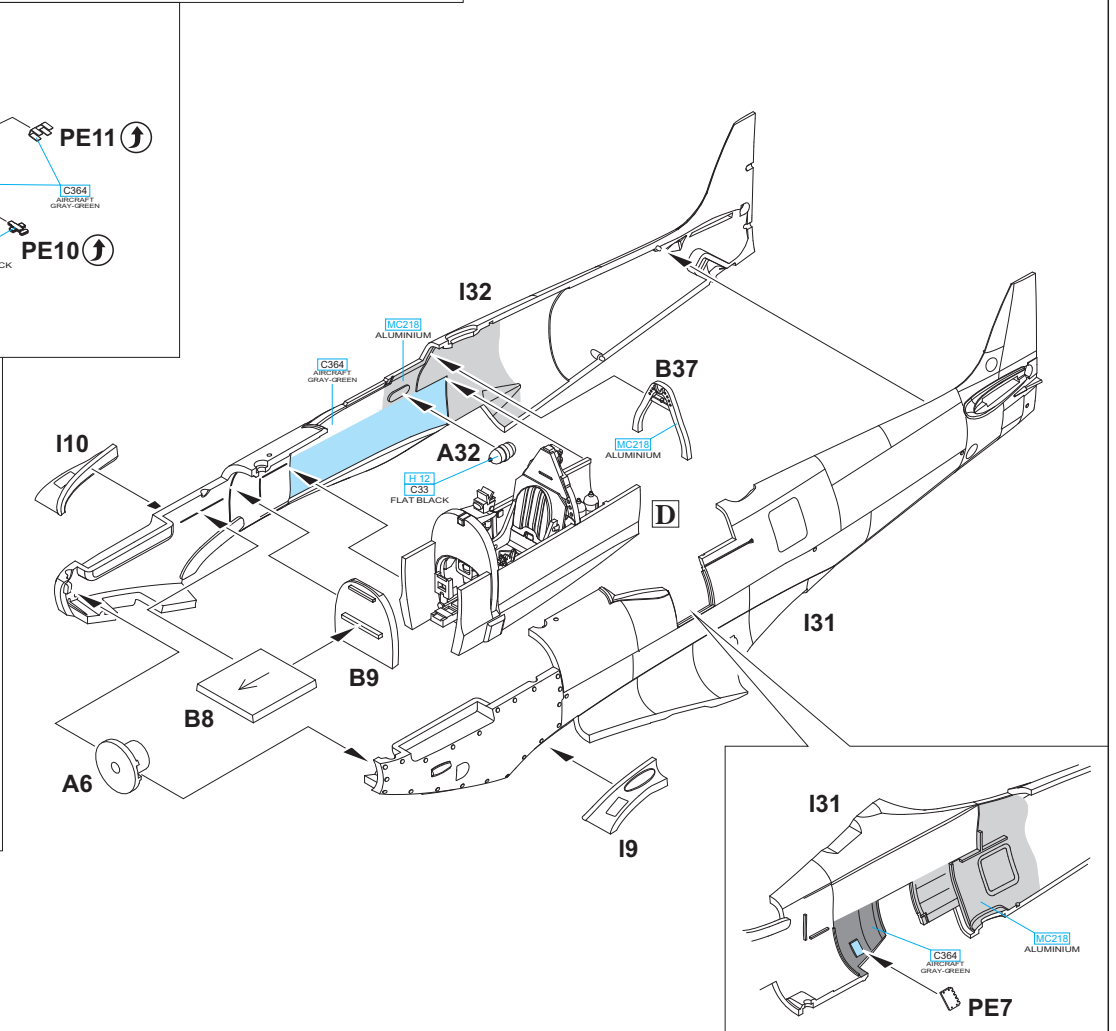
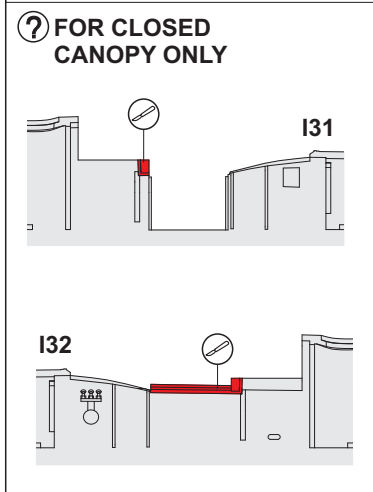
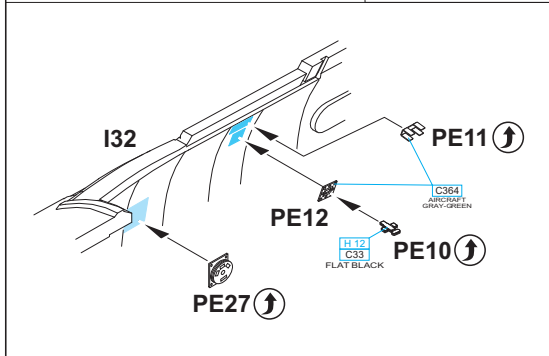
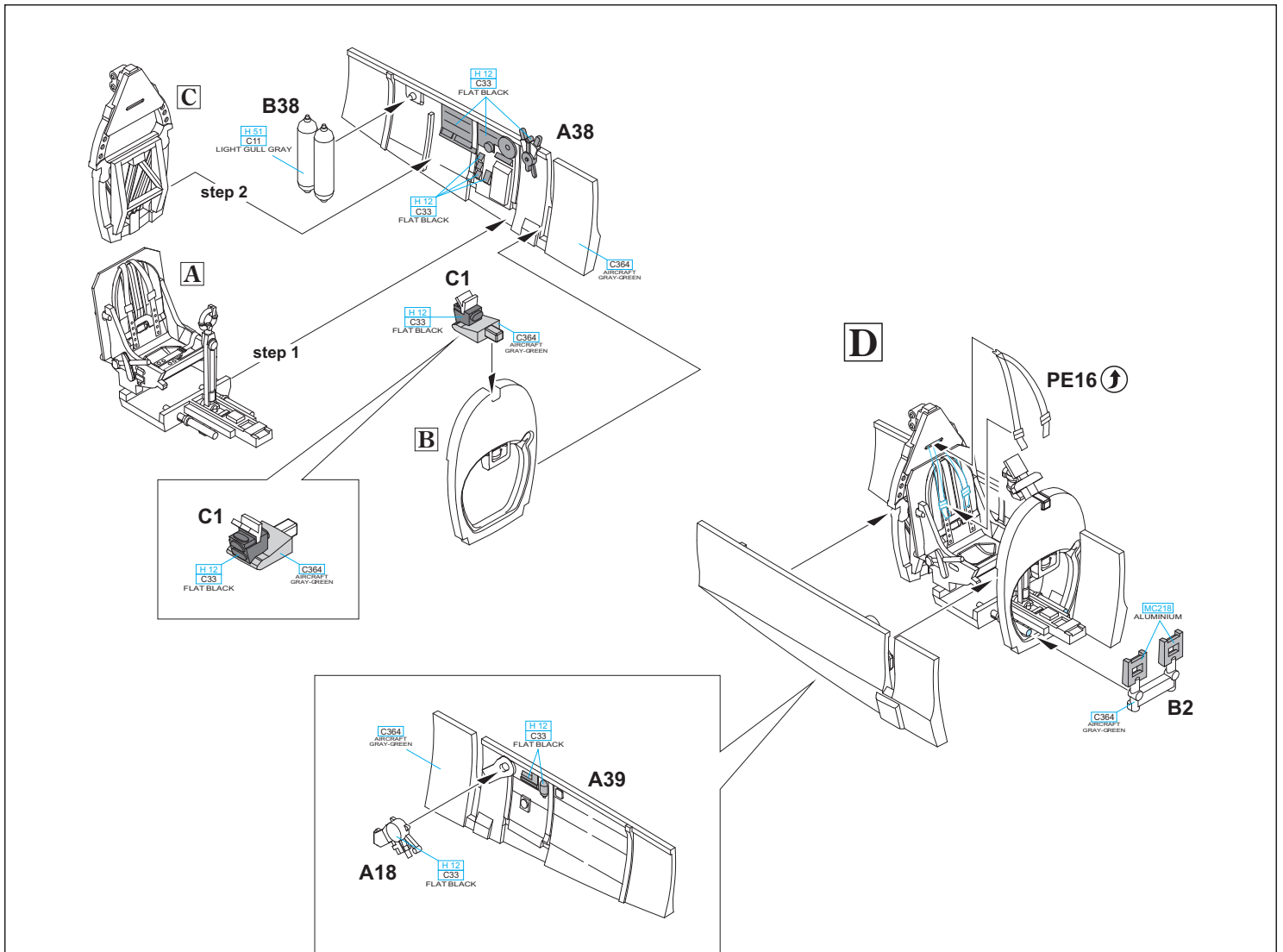
AQUEOUS	Mr.COLOR	
H 94	C138	CLEAR GREEN
	C361	DARK GREEN
	C362	OCEAN GRAY
	C363	MEDIUM SEA GRAY
	C364	AIRCRAFT GRAY-GREEN
	C368	SKY
	C370	AZURE BLUE
Mr.METAL COLOR		
	MC214	DARK IRON
	MC218	ALUMINIUM



HIGHBACK

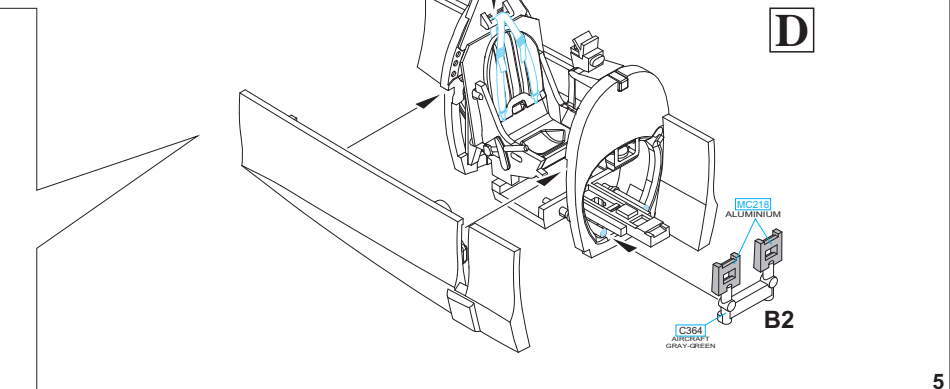
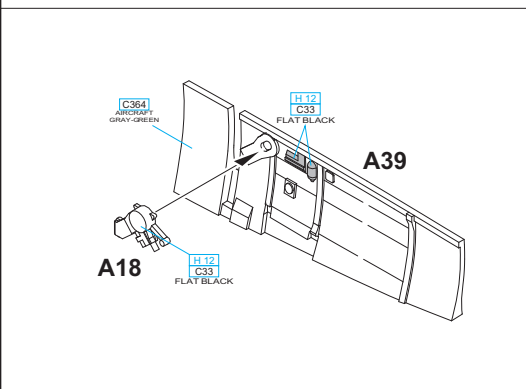
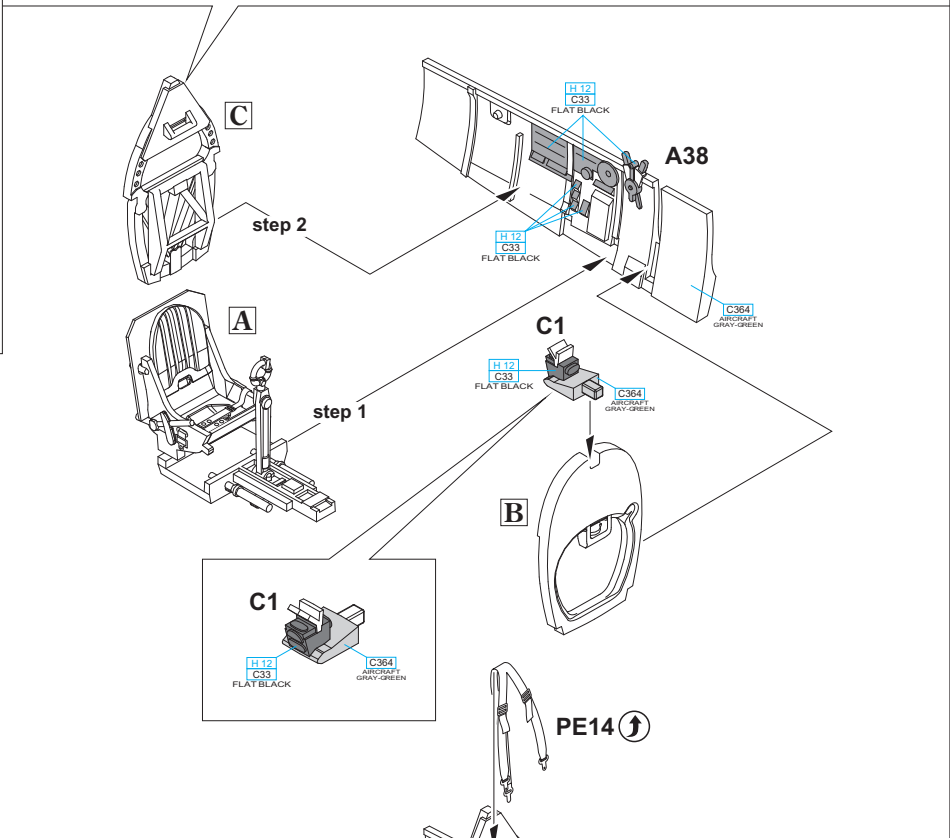
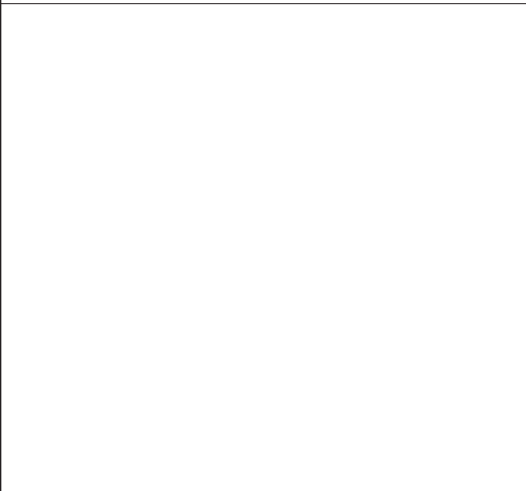
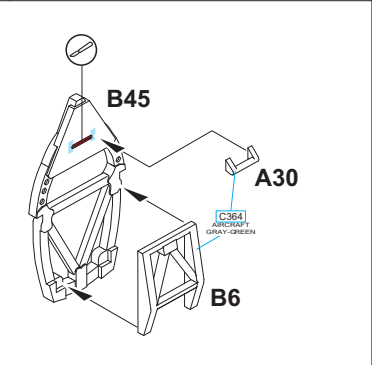
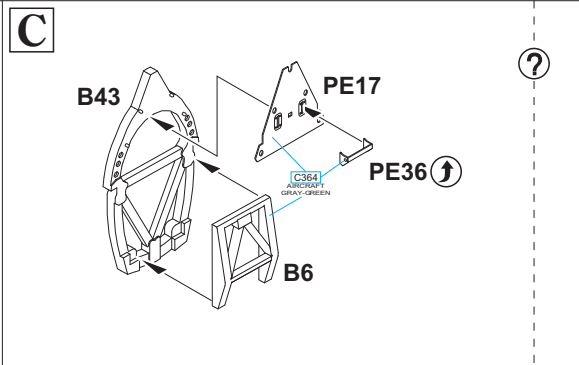
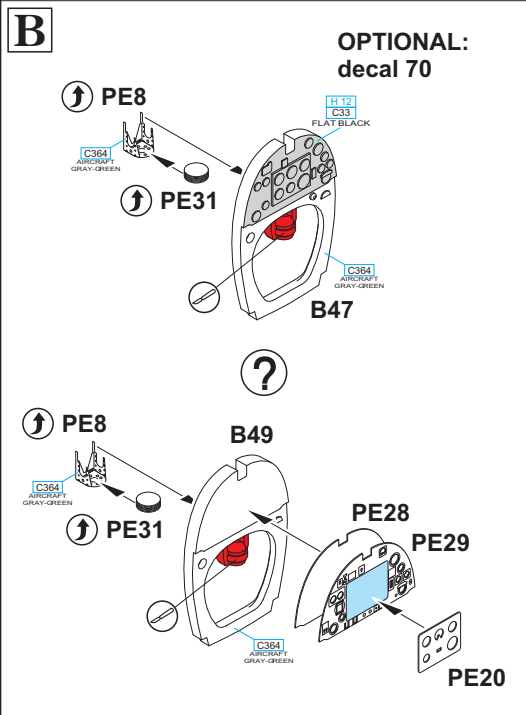
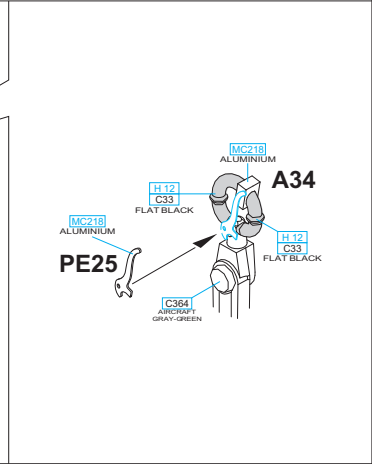
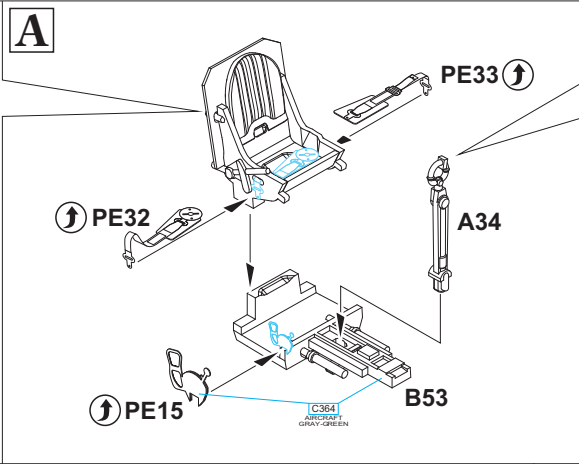
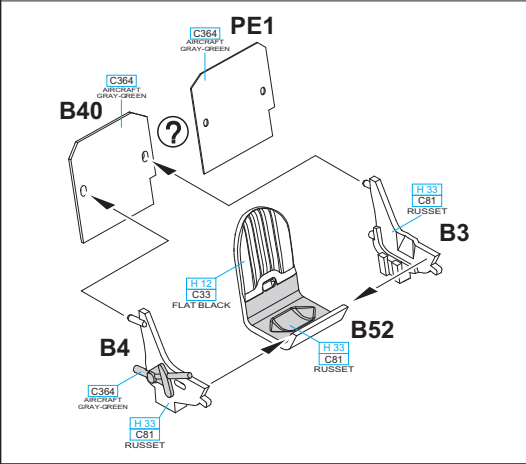
MARKINGS F, G, H





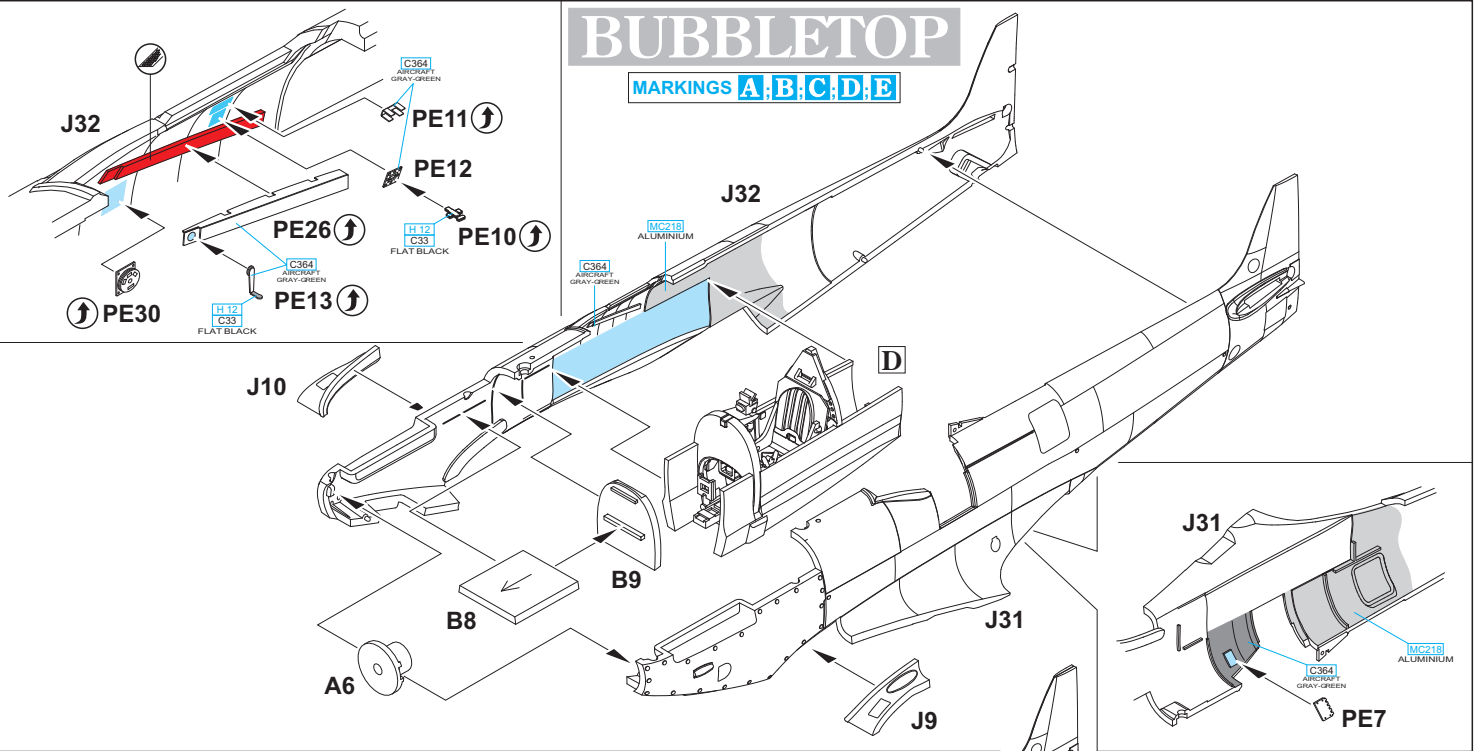
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MARKINGS **A**, **B**, **C**, **D**, **E**



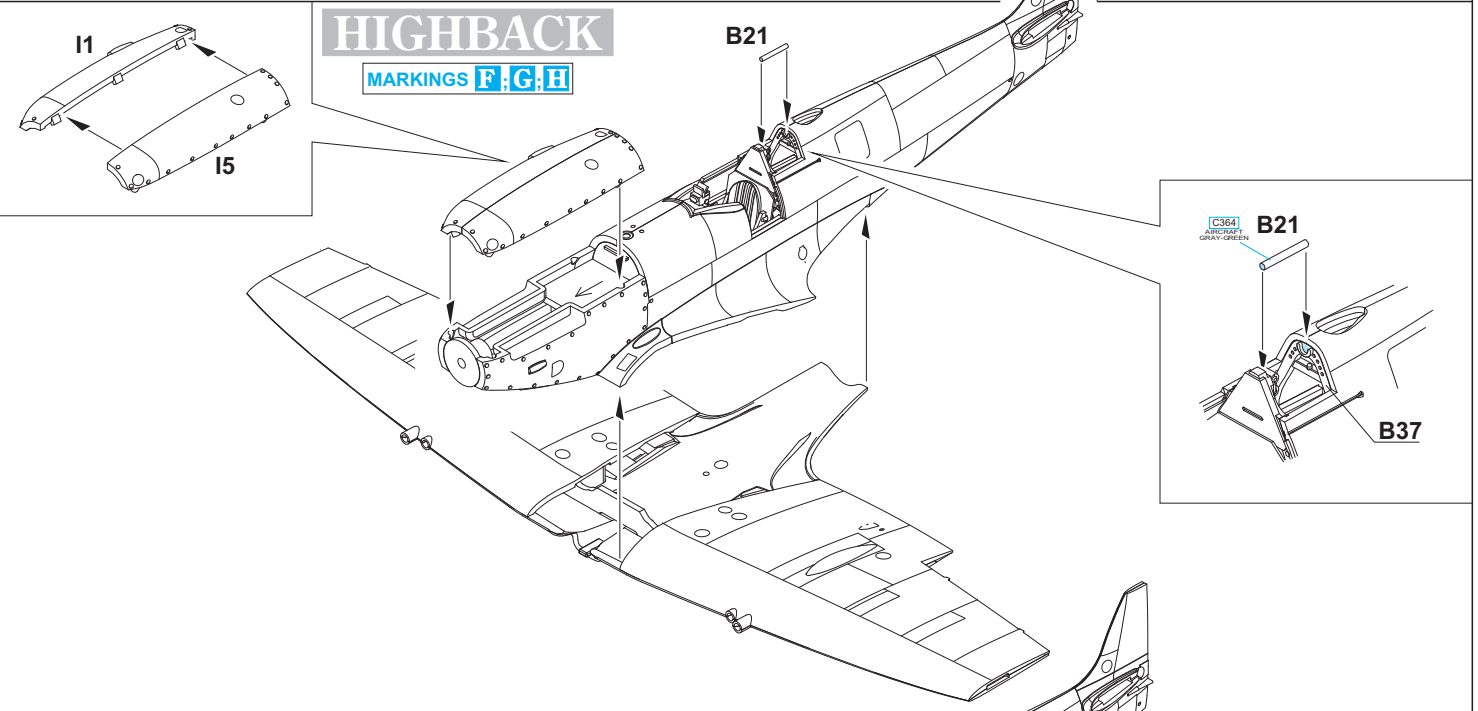
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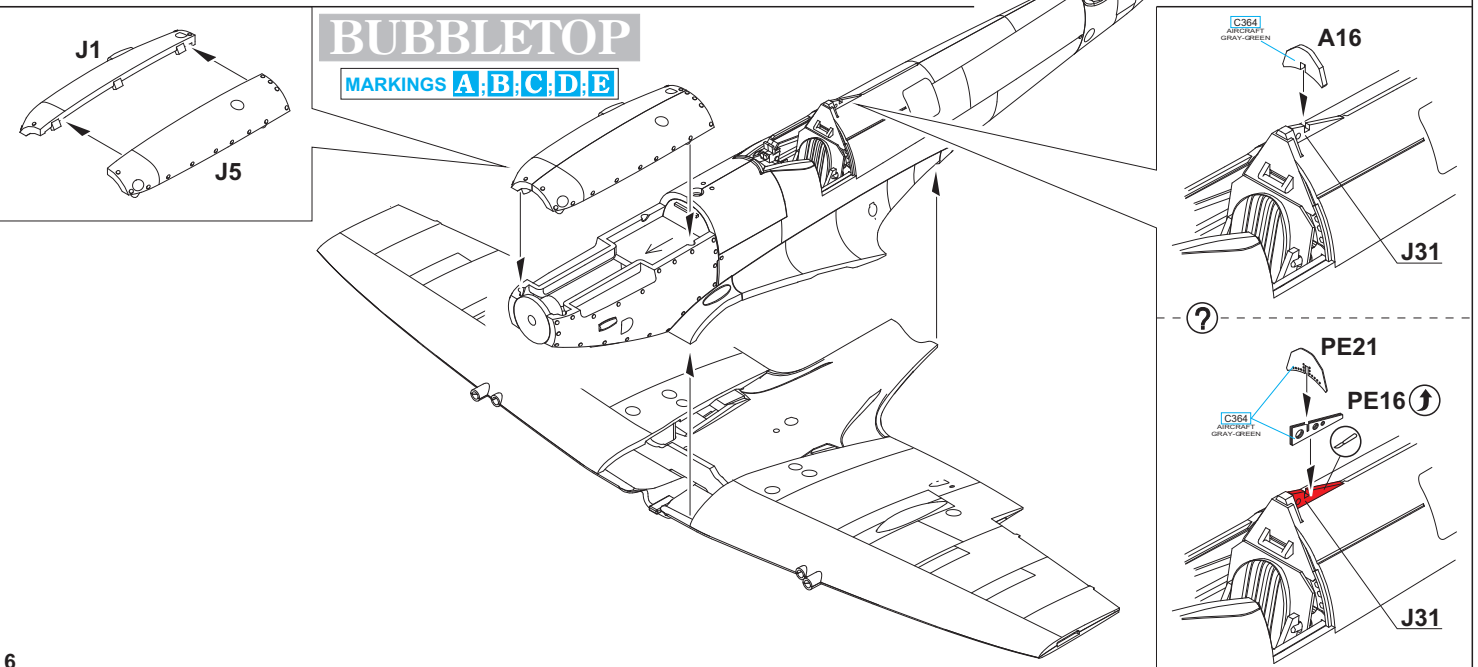
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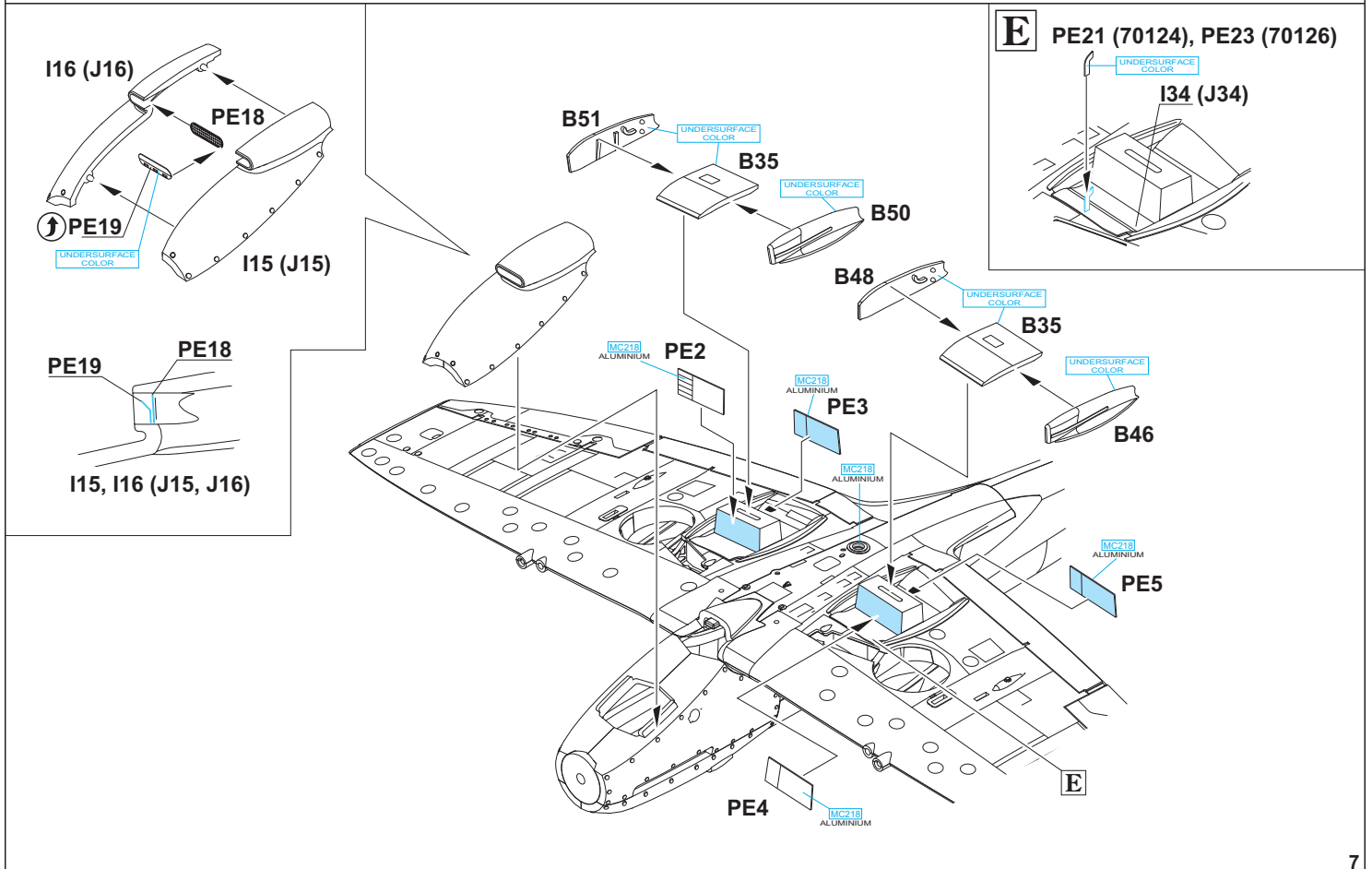
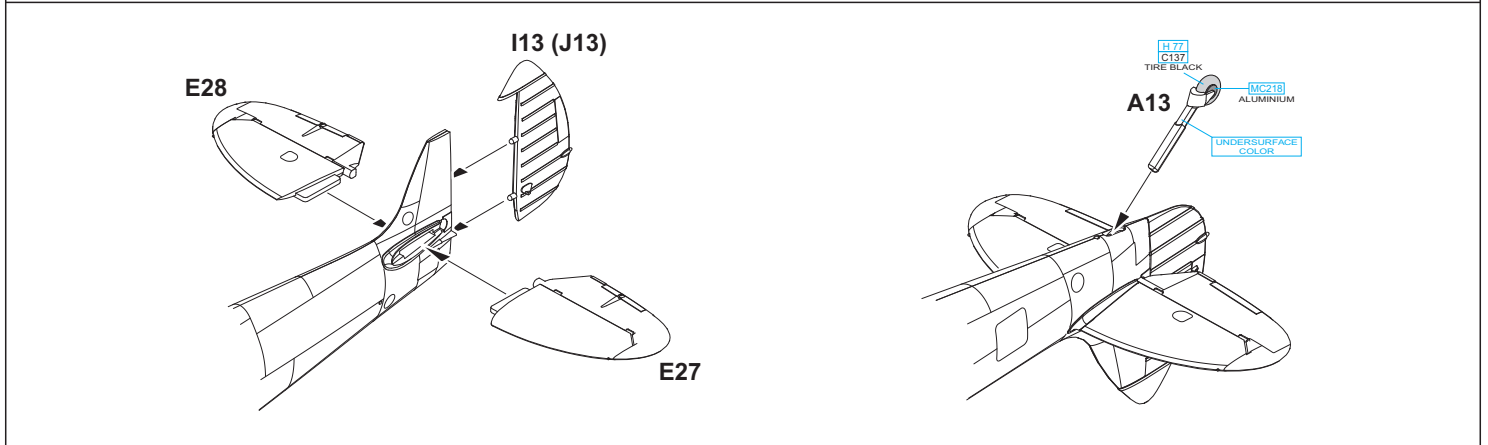
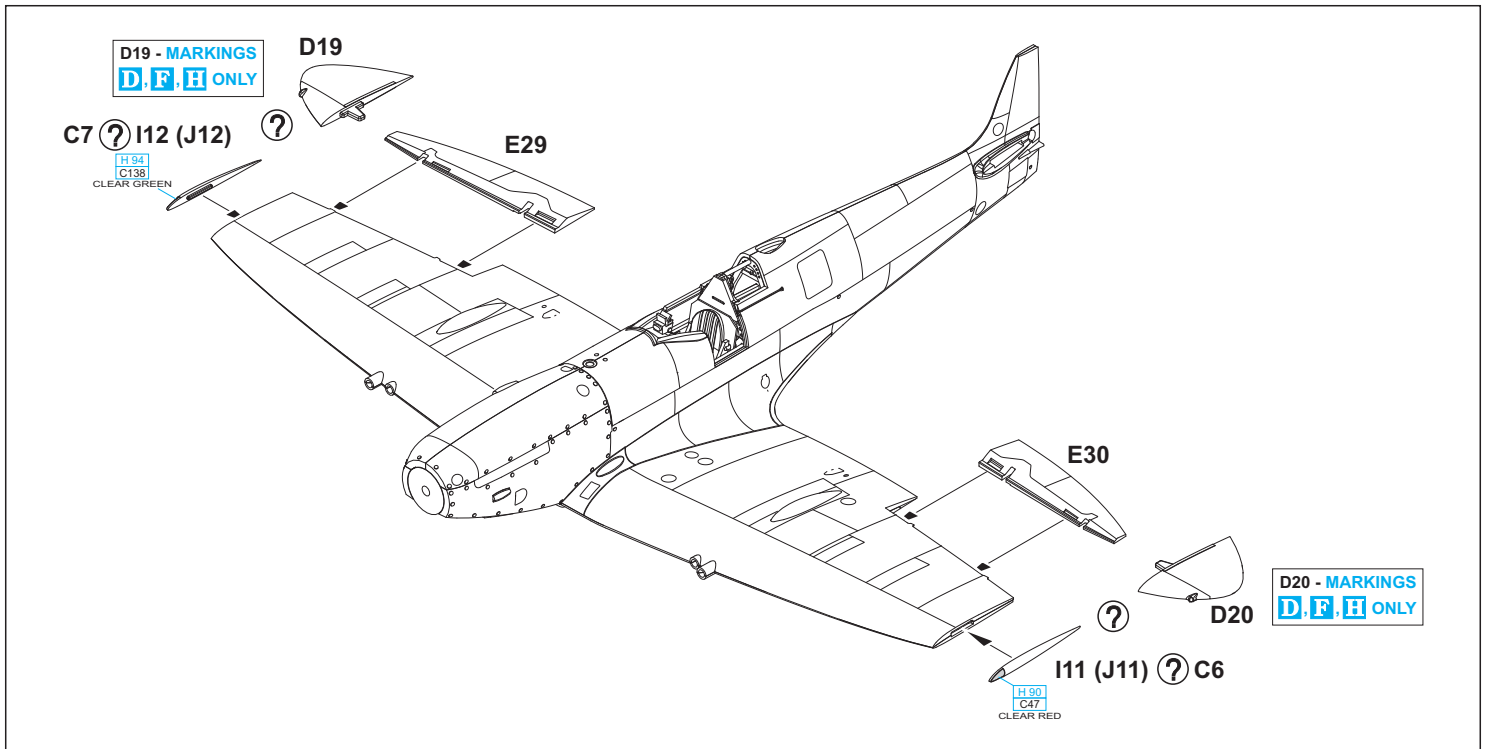
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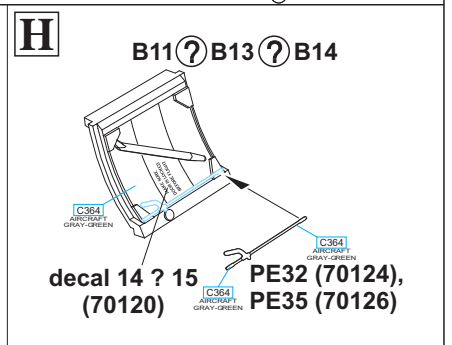
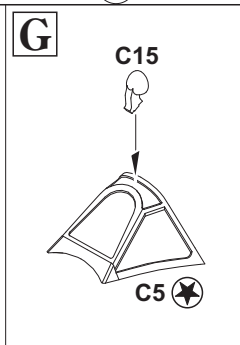
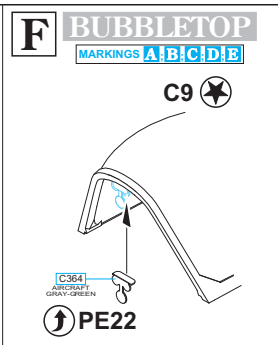
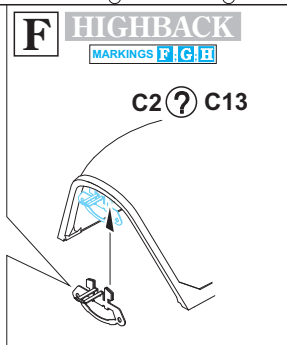
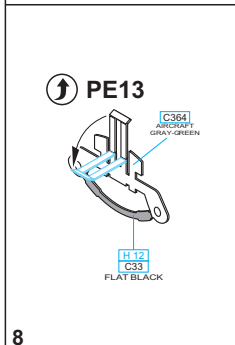
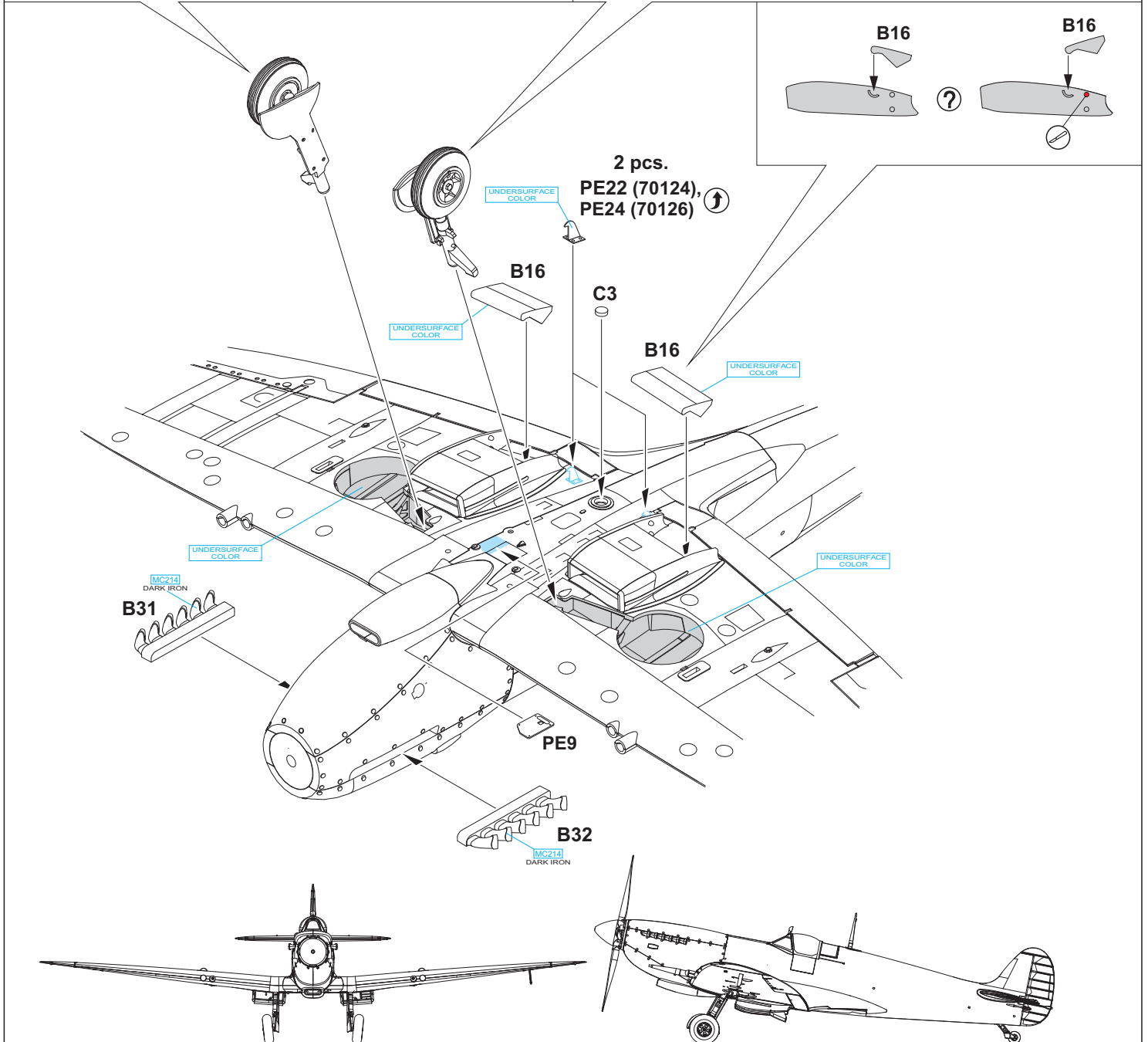
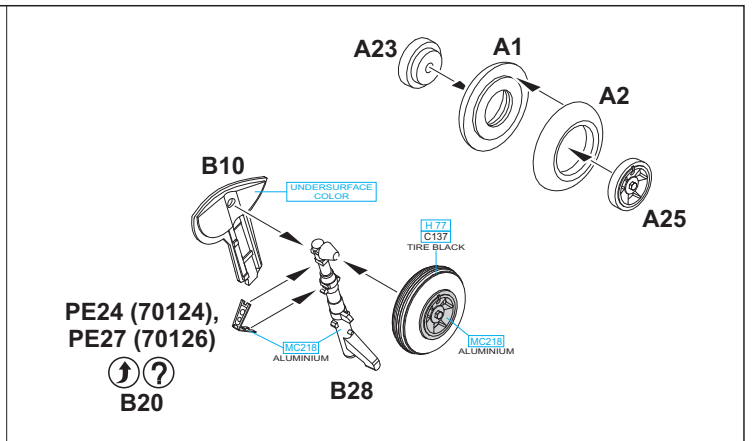
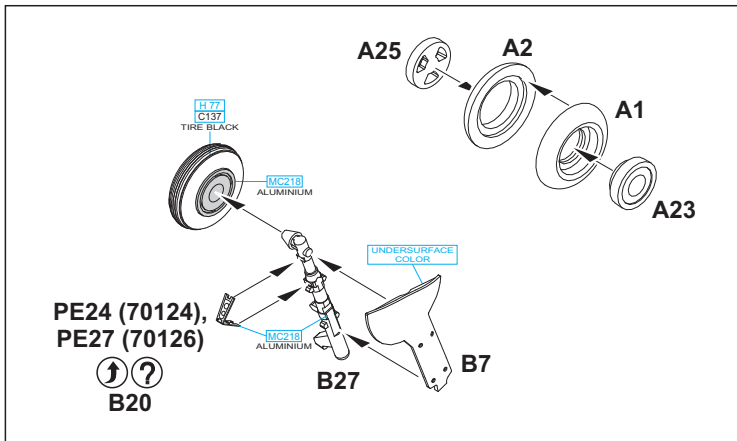


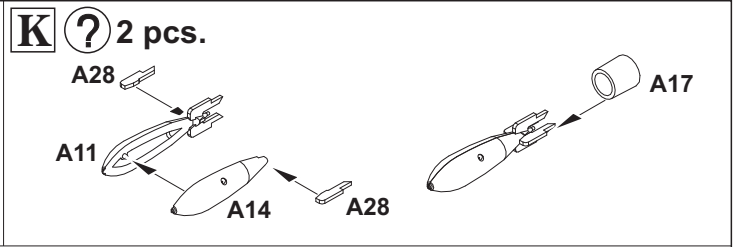
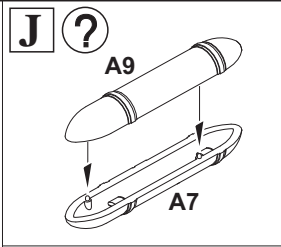
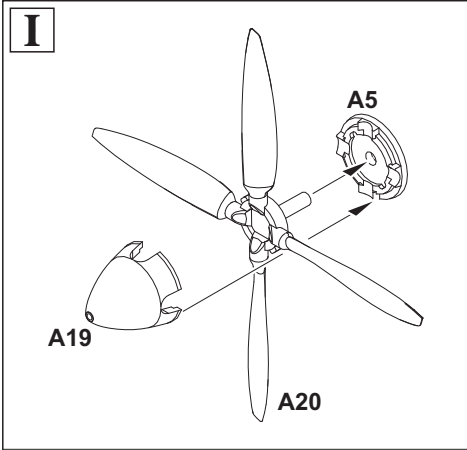
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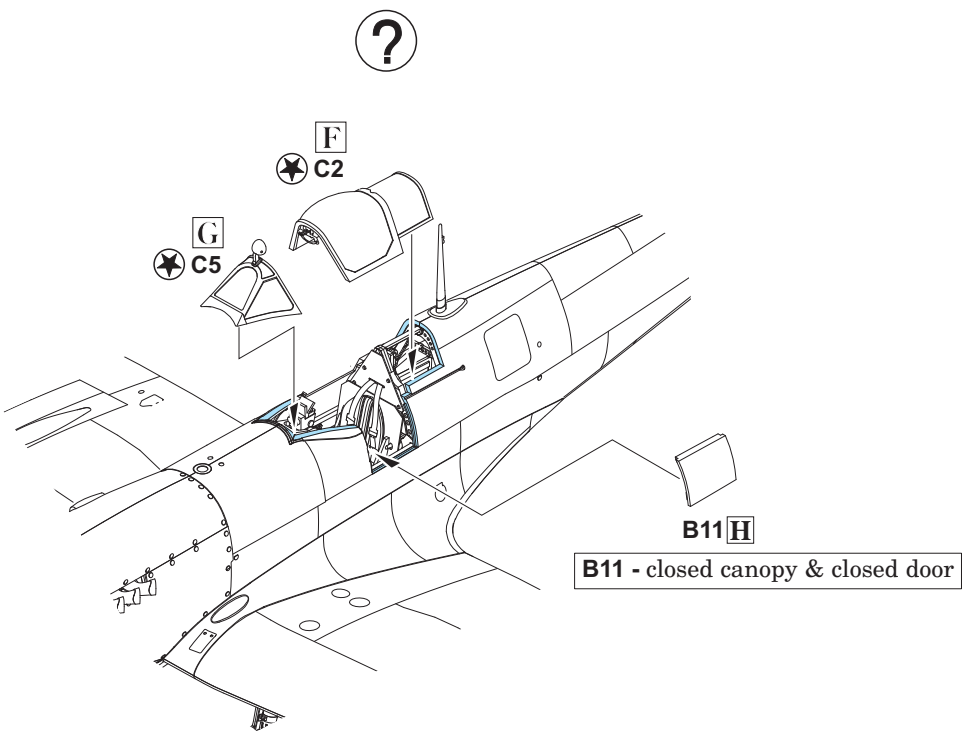
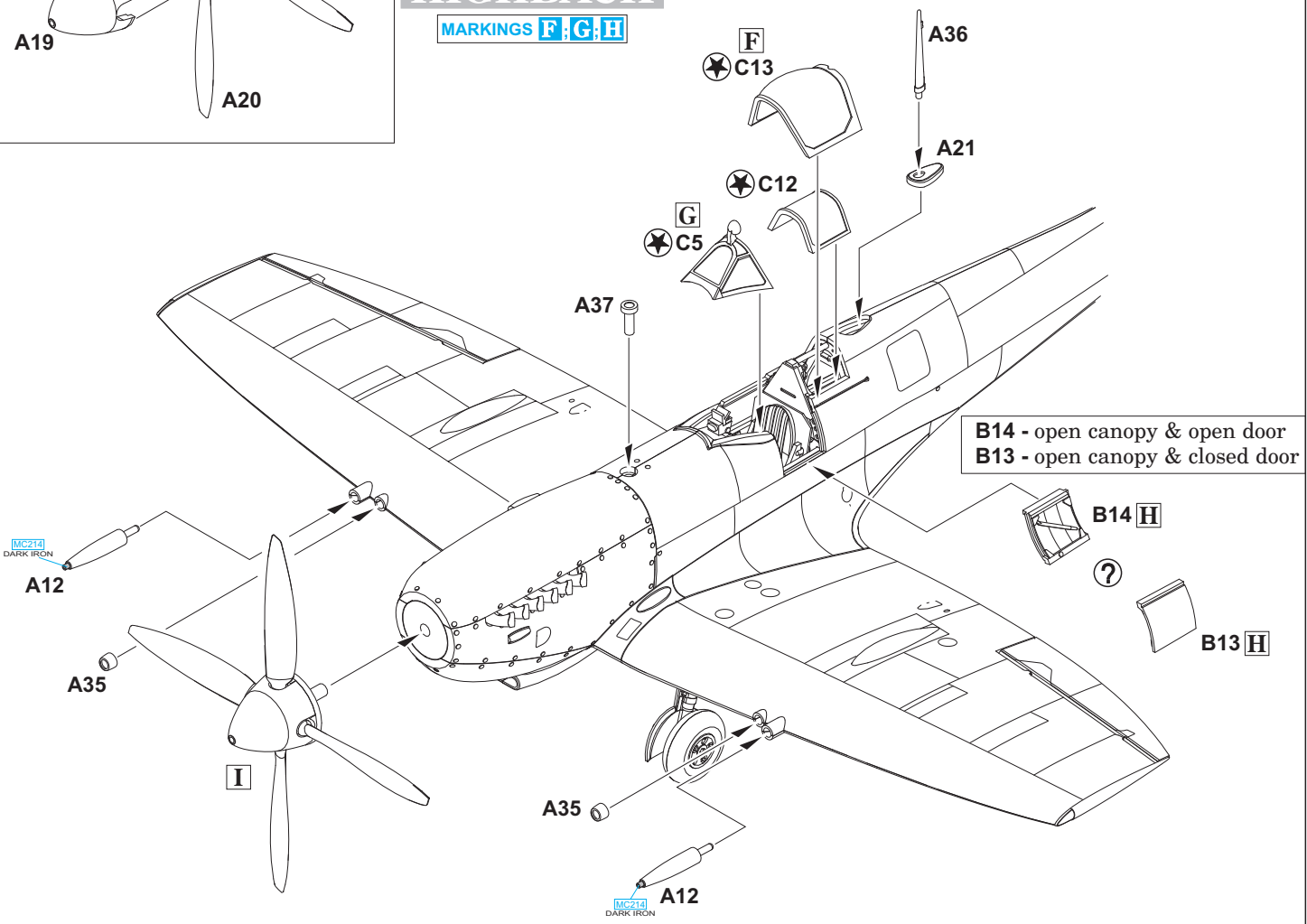






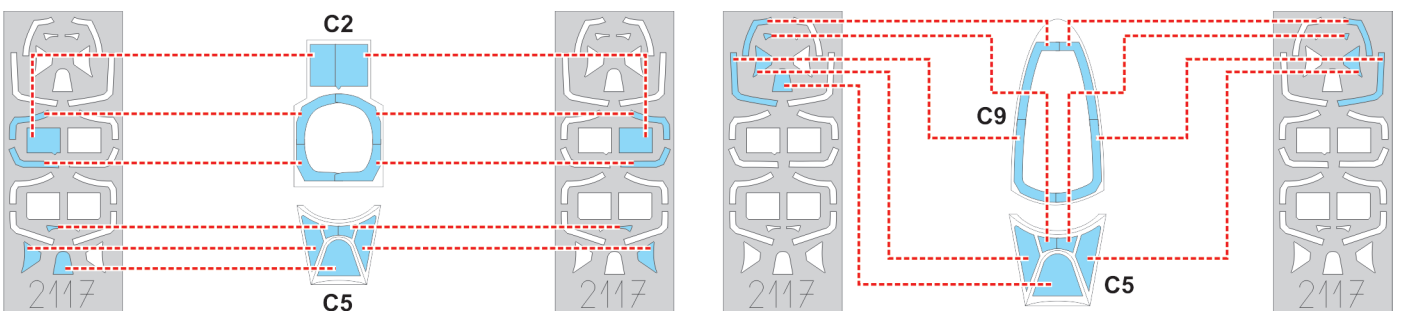
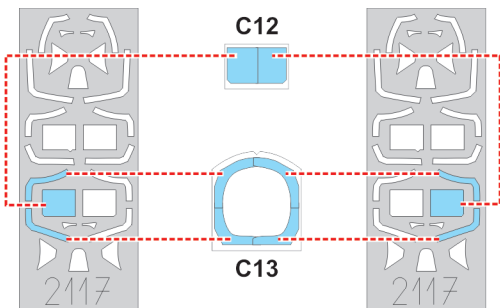
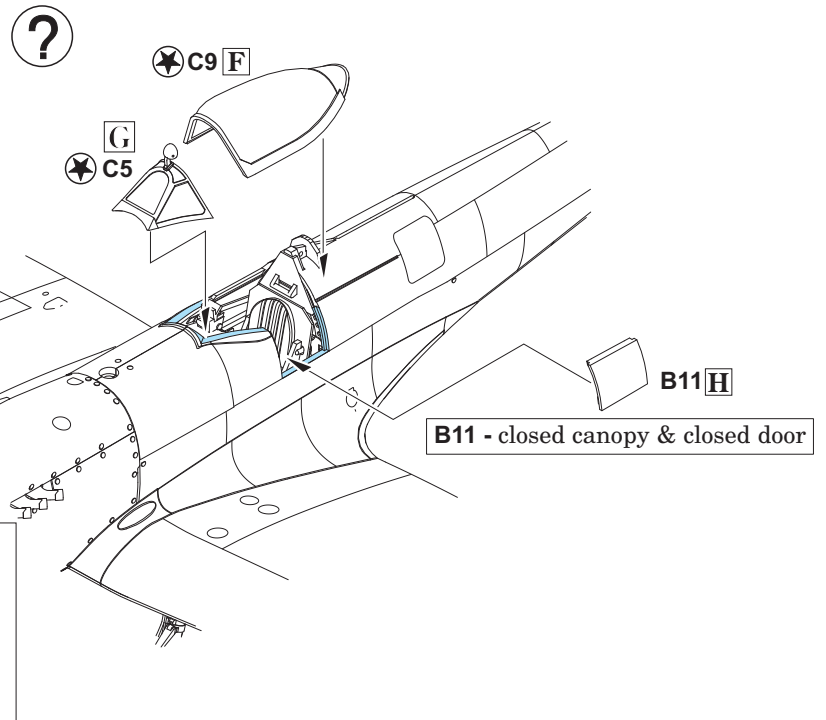
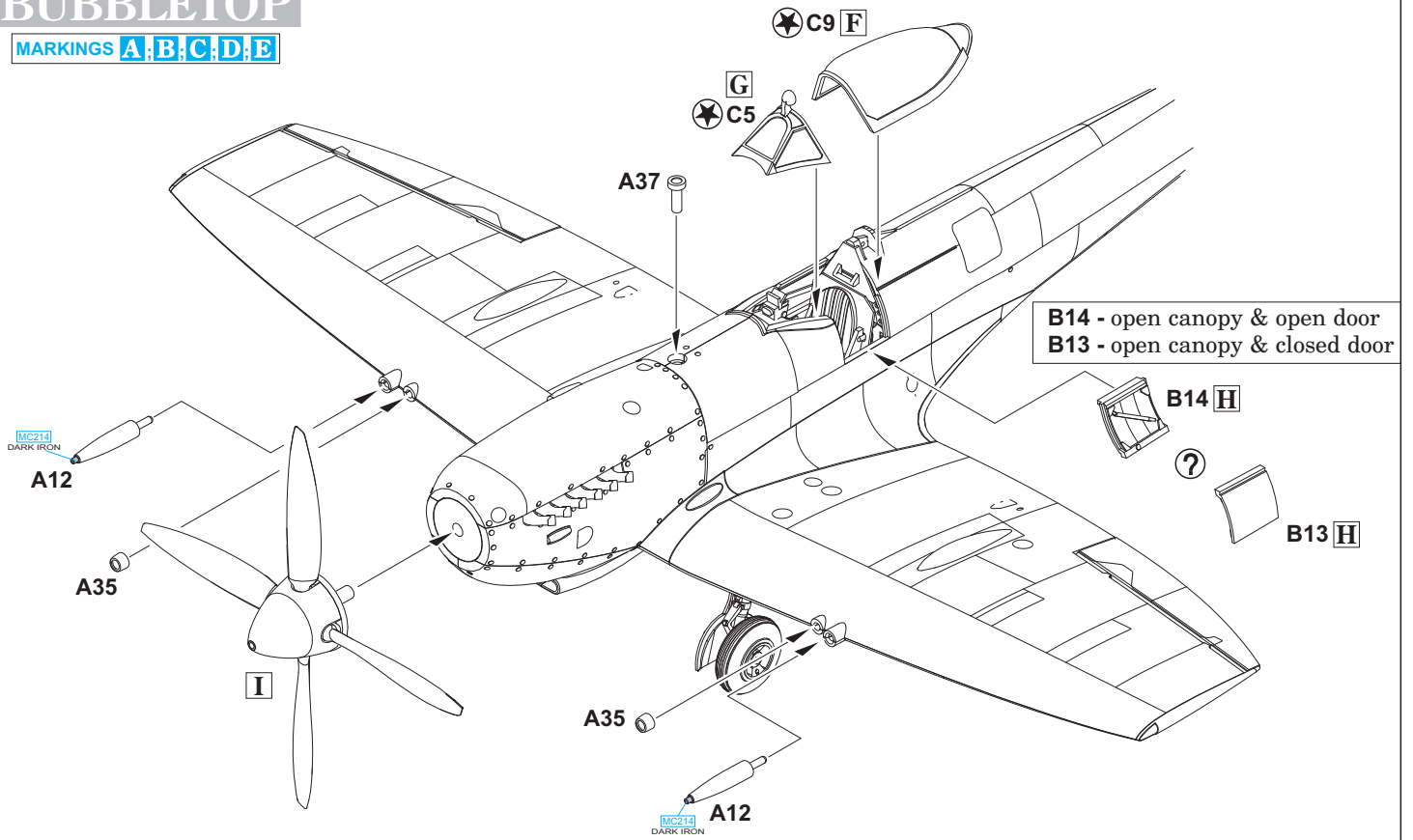


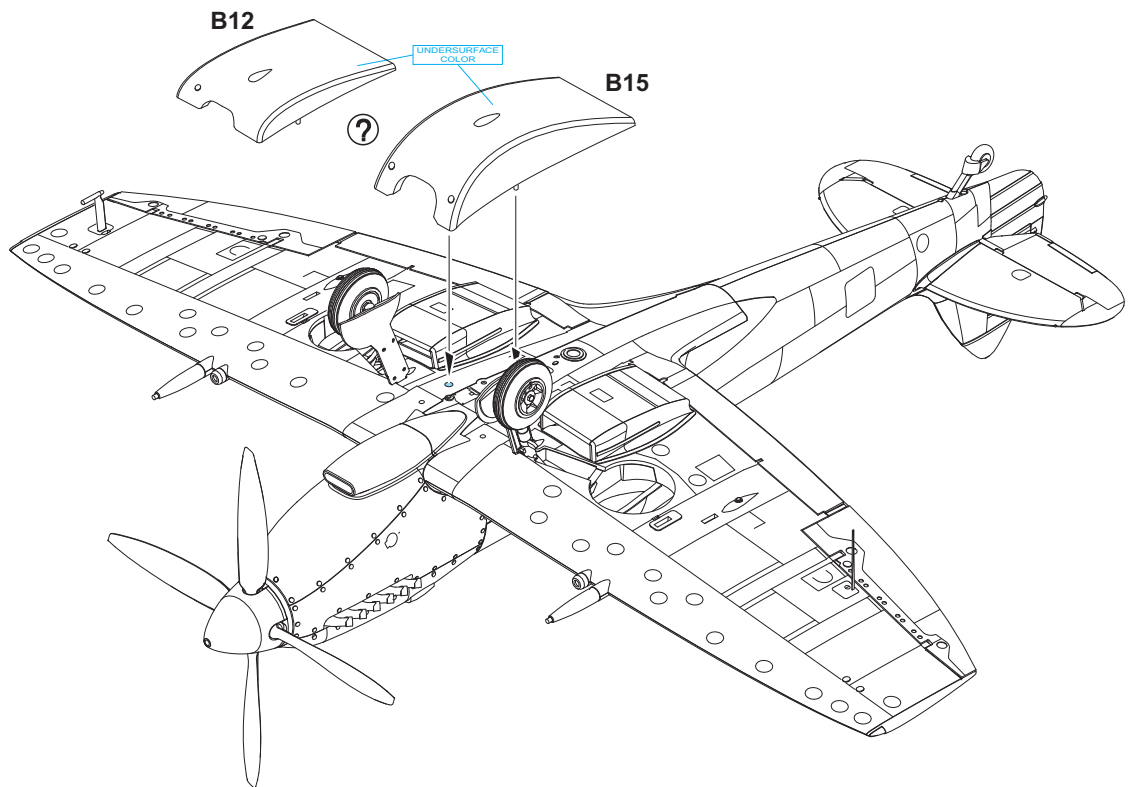
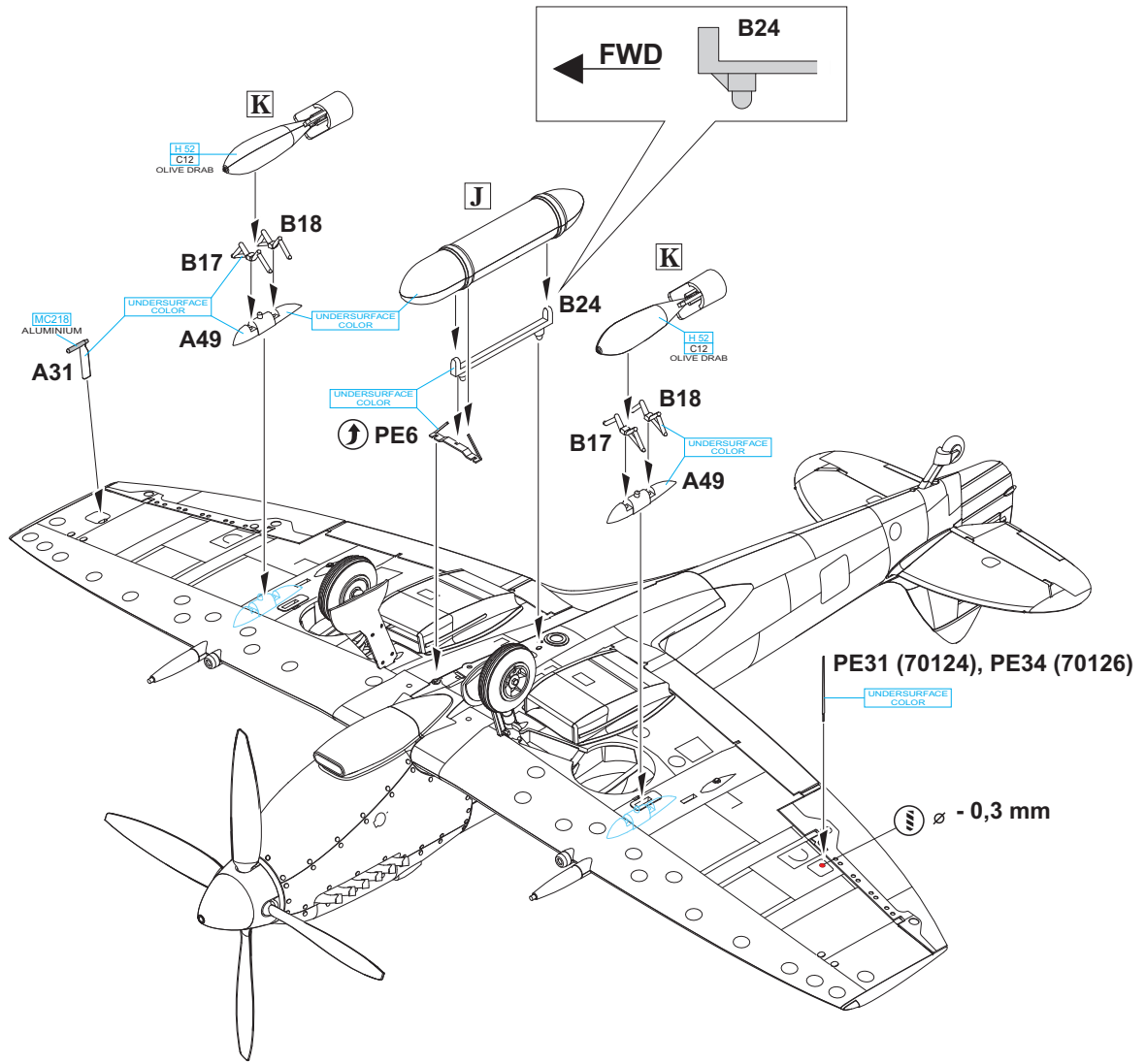
HIGHBACK
MARKINGS **F;G;H**



BUBBLETOP

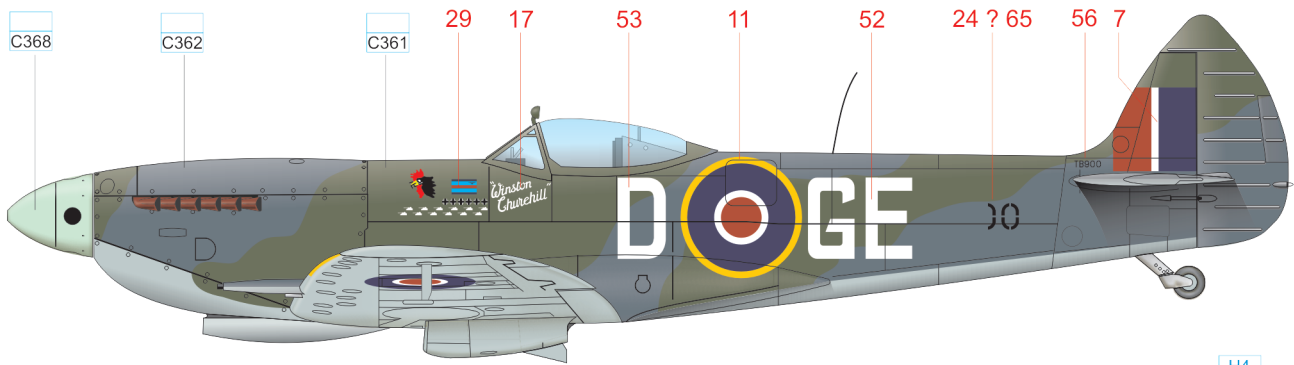
MARKINGS **A**, **B**, **C**, **D**, **E**



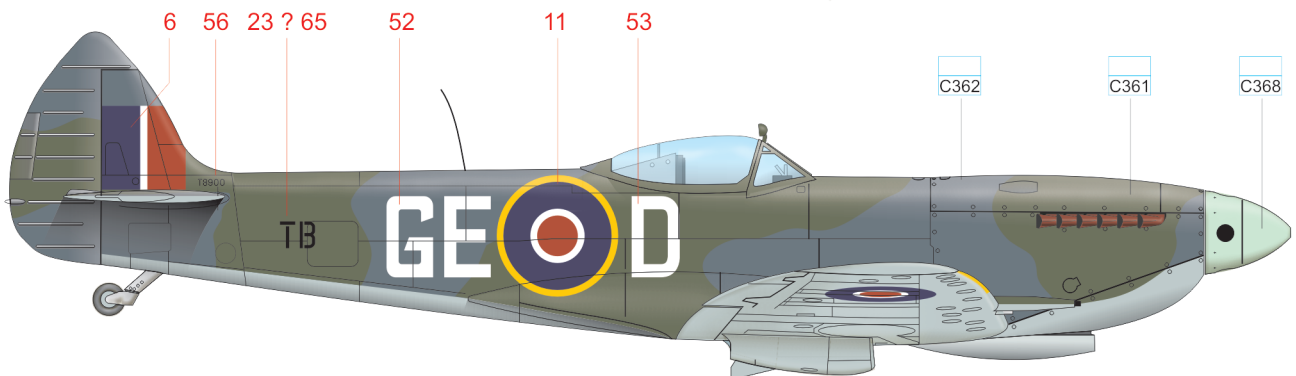
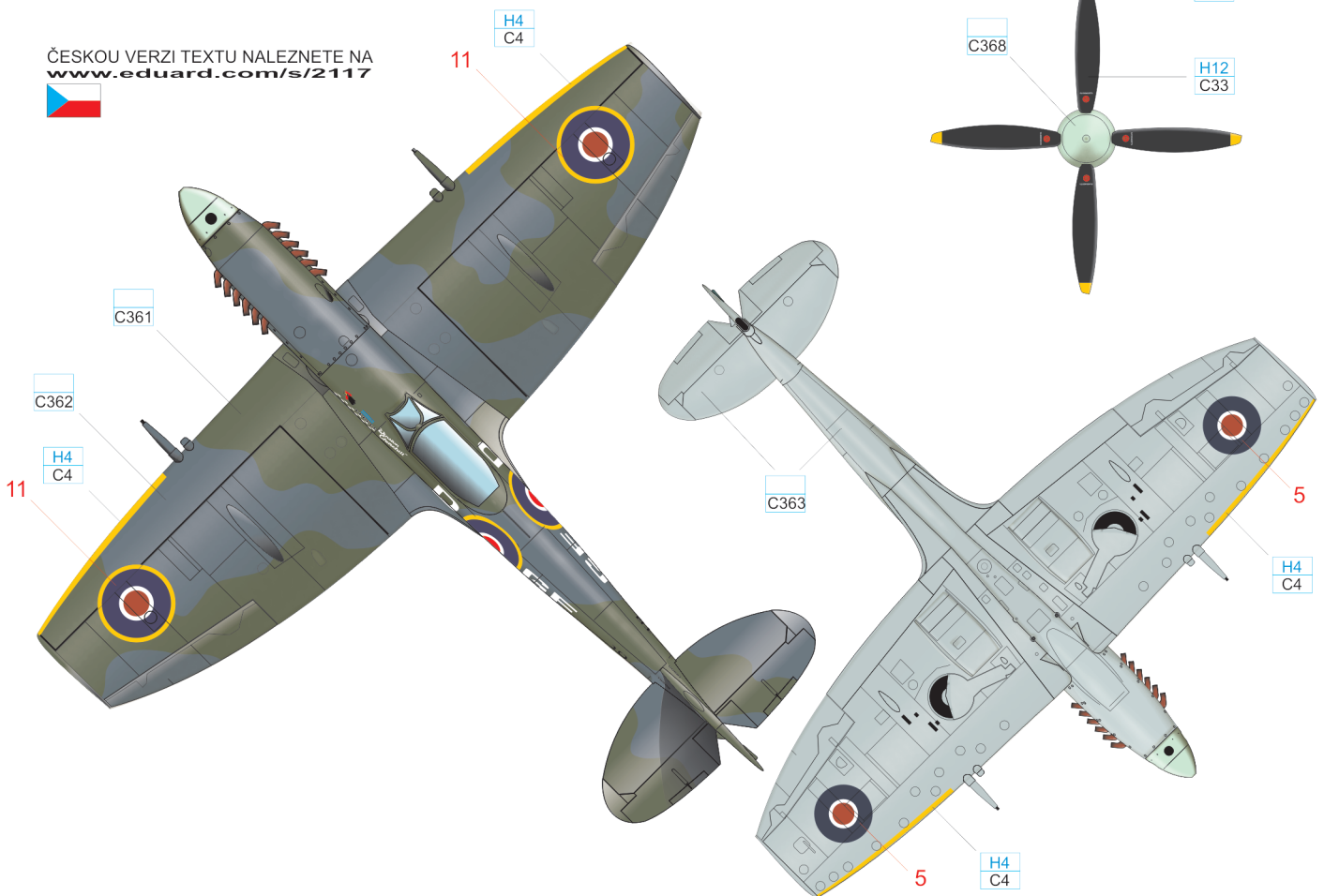


A TB900, No. 349 Squadron, Wunstorf, Germany, summer 1945

TB900 was built by Vickers Armstrong at Castle Bromwich and given the name Winston Churchill in honour of the Prime Minister. It was used operationally by No. 127 Squadron from April 15, 1945. It subsequently was taken on strength by No. 349 Squadron on April 26, 1945. It became the personal mount of S/Ldr. Raymond Lallemand, the CO of No. 349 Squadron. TB900 was stripped of its paint to become one of two overall silver painted "presentation" aircraft of the squadron in May, 1946 but crashed shortly after the repaint.



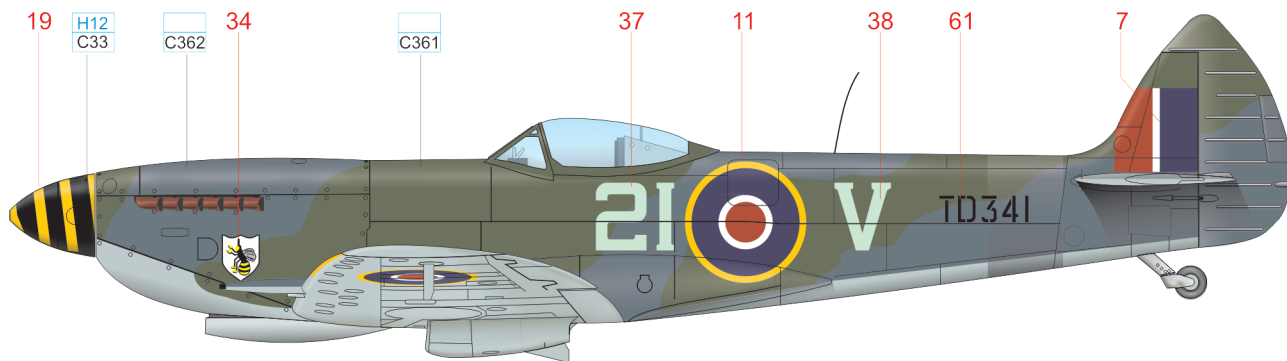
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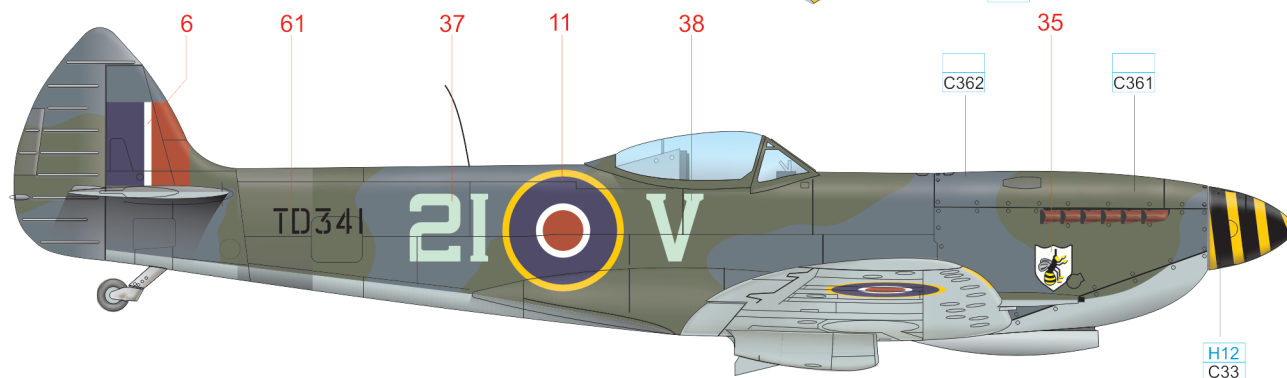
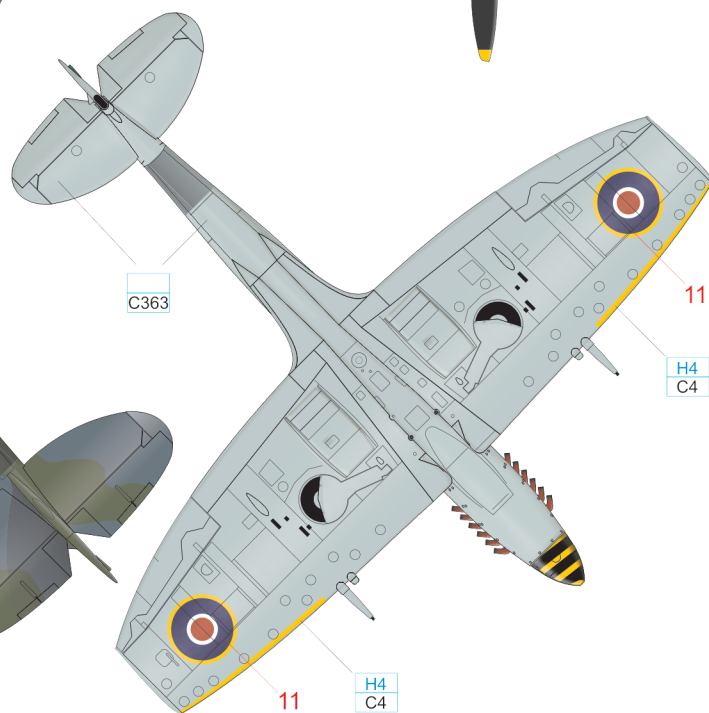
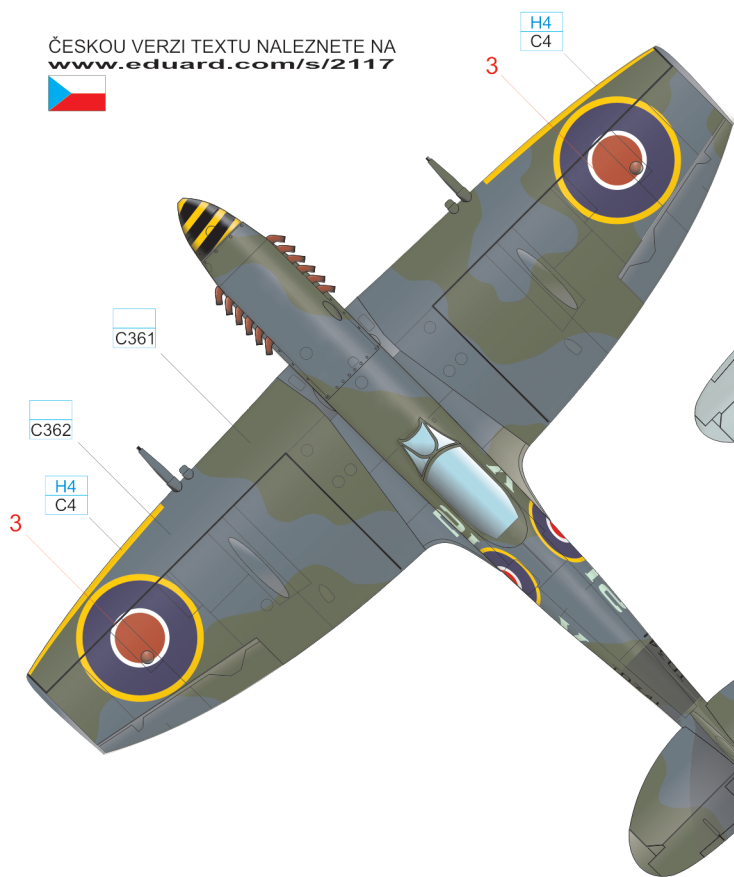
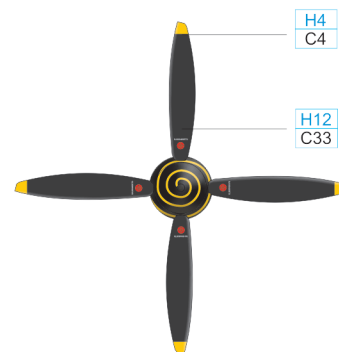
YELLOW	H4 C4	SKY	C368	MEDIUM SEA GRAY	C363	OCEAN GRAY	C362	DARK GREEN	C361	BLACK	H12 C33
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B TD341, No. 443 Squadron, Uetersen airfield, Germany, August 1945

No. 443 Squadron RCAF had a Hornet painted in the unit crest along with the motto 'Our Sting is Death'. The colors on the spinner thus corresponded with the name of the unit. The squadron flew Spitfire Mk.XVIs and stayed in Uetersen until its disbandment on May 15, 1946. The Sky band on the tail was overpainted with camouflage colors.



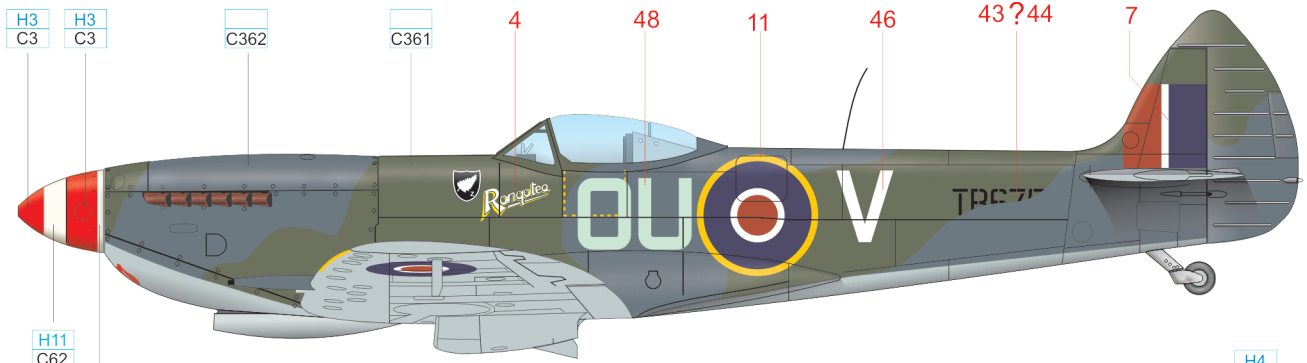
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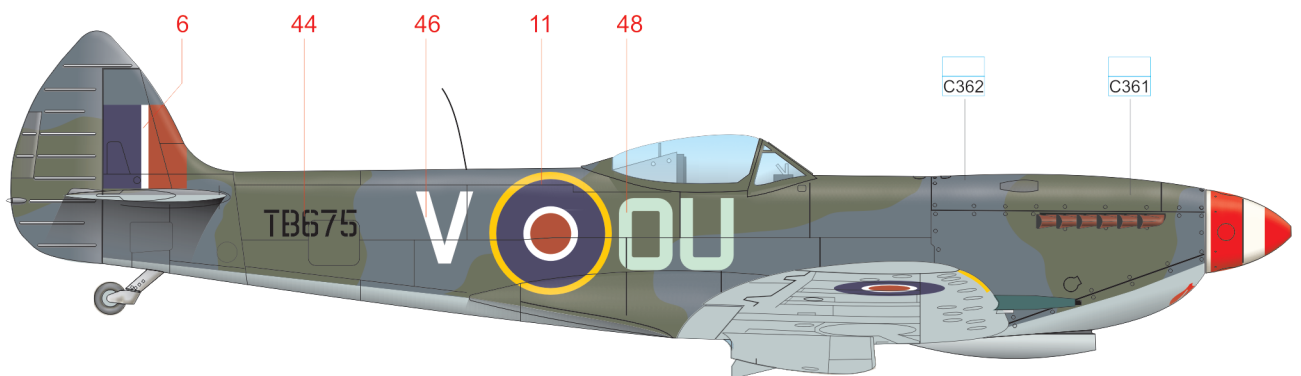
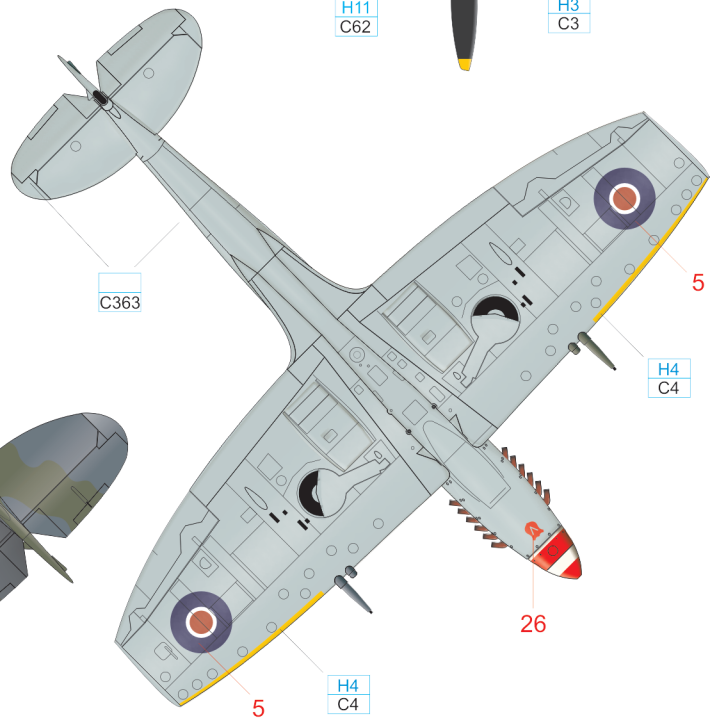
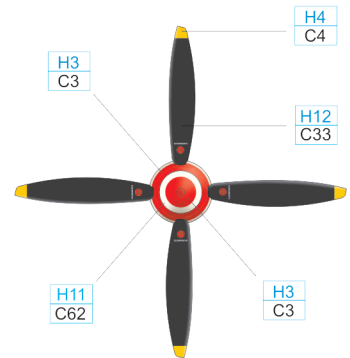
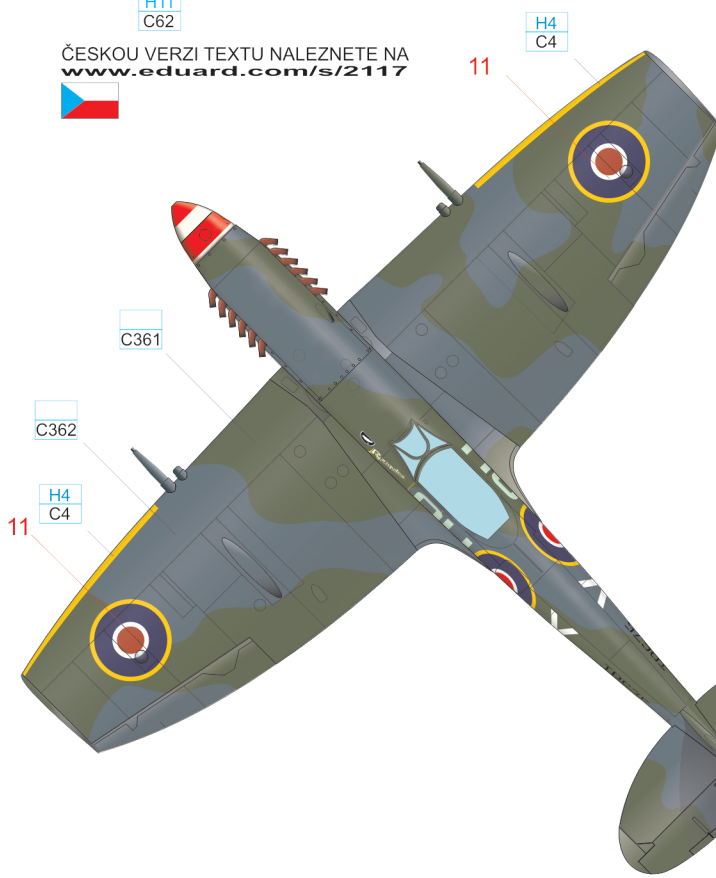
YELLOW	H4 C4	MEDIUM SEA GRAY	C363	OCEAN GRAY	C362	DARK GREEN	C361	BLACK	H12 C33
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C TB675, No. 485 Squadron (RNZAF), W/O M. Lind, Fassberg, Germany, summer 1945

No. 485 Squadron was the first New Zealand squadron formed from graduates of the British Commonwealth Air Training Plan during World War II and was established on March 1, 1941 at RAF Driffield in Yorkshire. In the whole time of the World War II was equipped with various version of Spitfire and was officially disbanded on August 26, 1945 in Germany. Rongotea was a home town of W/O Murray Lind and the silver fern shield was a copy of a tin „Silver Fern“ tobacco, which was popular with New Zealand pilots.



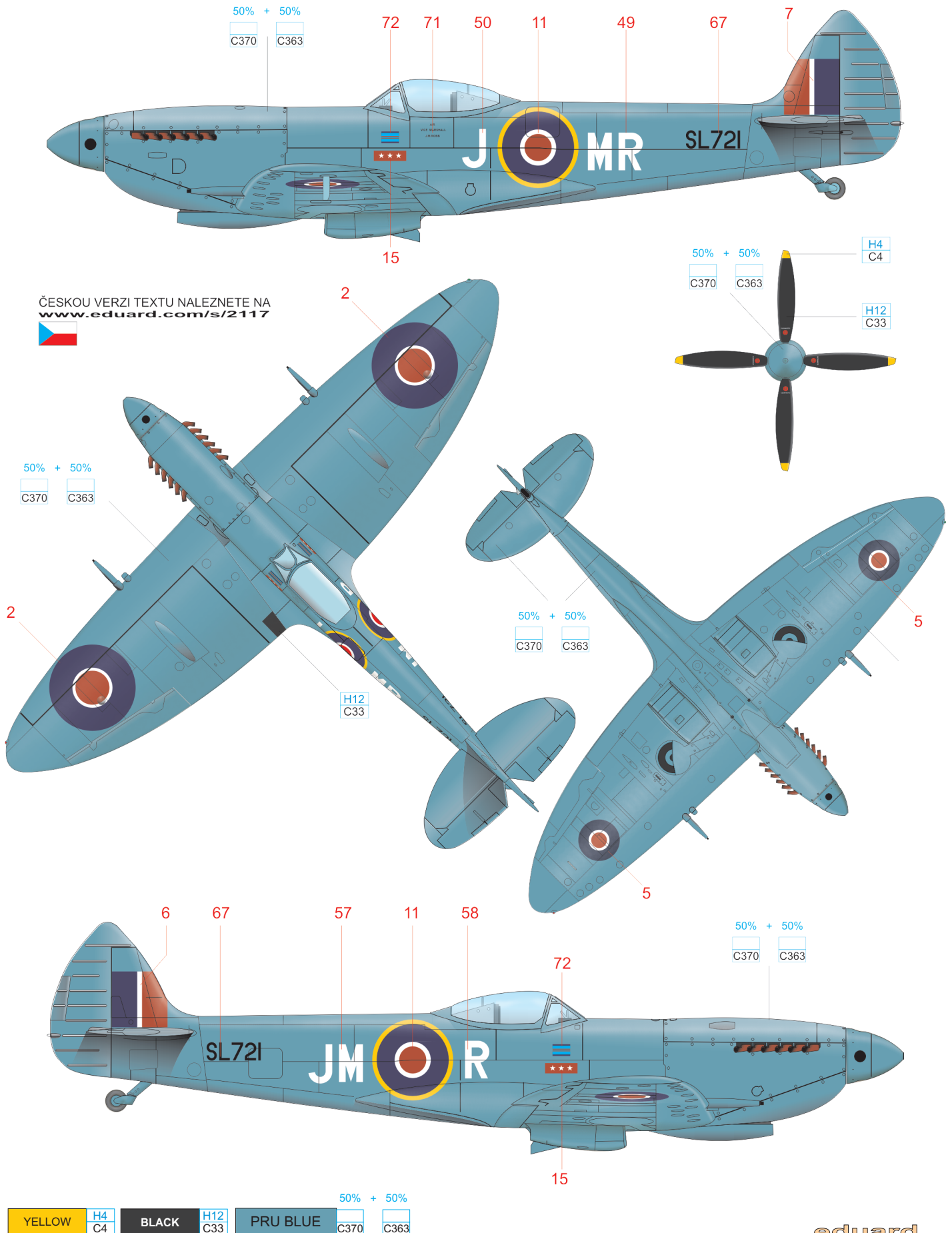
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YELLOW	H4 C4	RED	H3 C3	WHITE	H11 C62
MEDIUM SEA GRAY	C363	OCEAN GRAY	C362	DARK GREEN	C361
		BLACK	H12 C33		

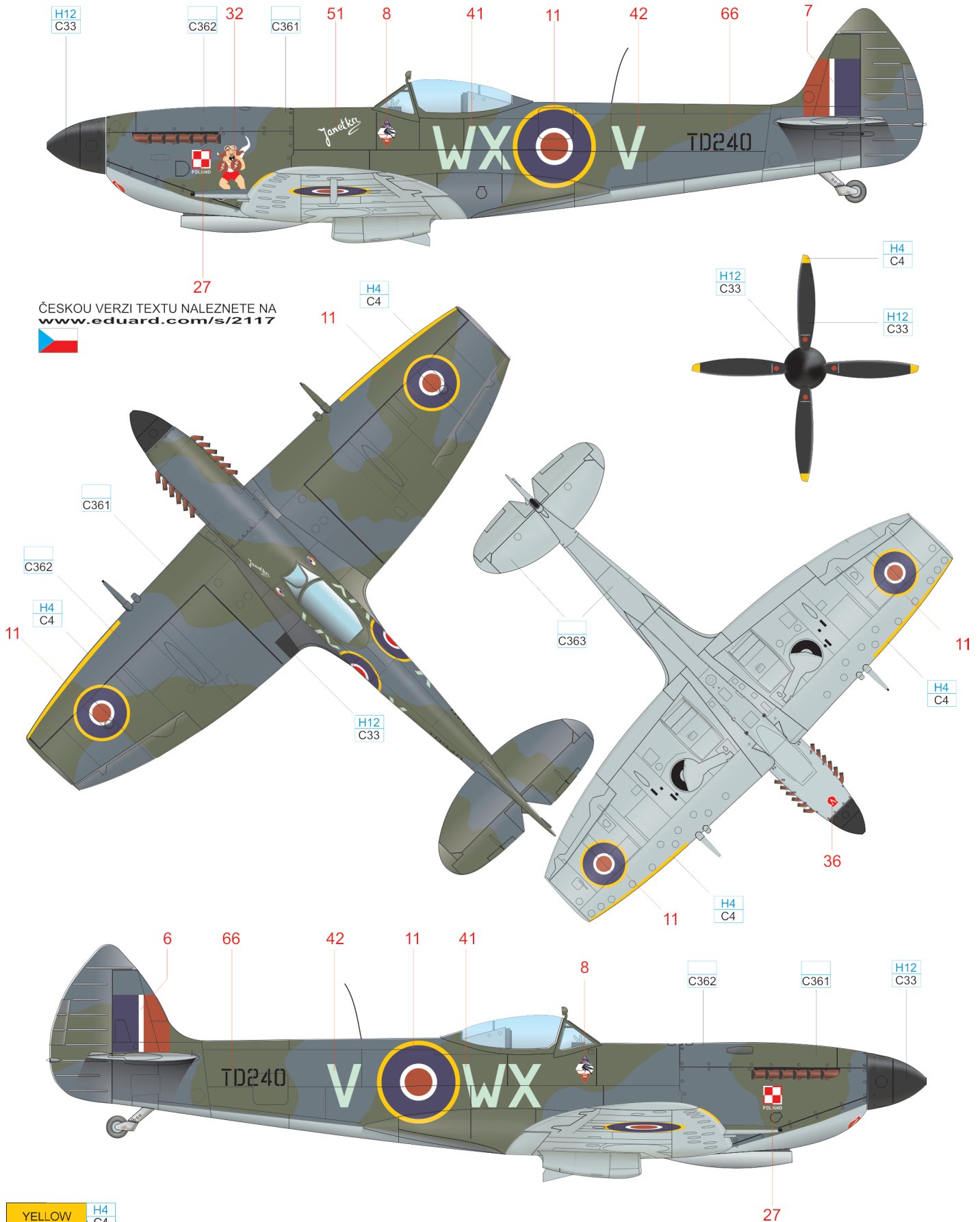
D SL721, Flown by AVM Sir James Robb, 1948

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 was adorned with the Air Vice Marshall's pennant and three stars. This Spitfire is currently preserved and was flown during the Reno Air Race. One of its pilots was Canadian Jerry Billing.



E TD240, Flown by S/Ldr. Boleslaw Kaczmarek, CO of No. 302 Squadron, Varrelsbuch Air Field, Germany, summer 1945

This aircraft was formerly flown by G/C Gabszewicz, the CO of No. 131 Wing. The boxing dog was his personal artwork. In the middle of June, 1945, the aircraft was inherited by S/Ldr. Boleslaw Kaczmarek, the CO of No. 302 Squadron and Gabszewicz's personal emblem was retained on the aircraft, with the female name Janetka being added. Note the squadron badge below the windscreen.



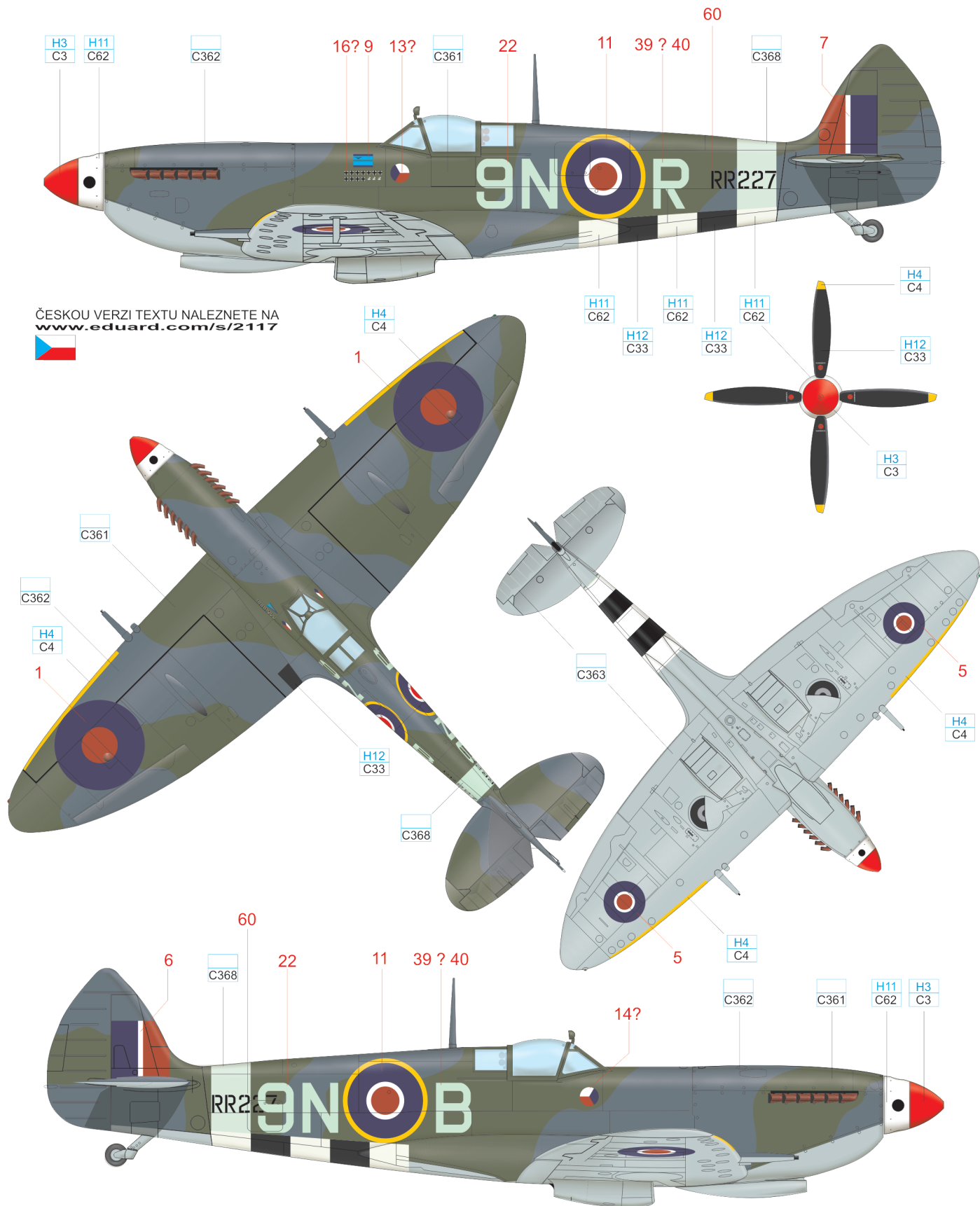
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YELLOW	H4 C4
MEDIUM SEA GRAY	C363
OCEAN GRAY	C362
DARK GREEN	C361
BLACK	H12 C33

F RR227, Flown by S/Ldr. Otto Smik, CO of No. 127 Squadron, Grimbergen Airfield, Belgium, November 1944

Otto Smik was given command of No. 127 Squadron on November 13, 1944 and became the last of three Czechoslovak pilots who commanded British squadrons in WWII. He was killed by AA fire during an attack on a railway station in Zwolle, Belgium on November 28, 1945. He was credited with eleven kills and three V-1s destroyed at the time of his death. He flew Spitfire RR227 on that fateful flight (old theories stated RR229). The appearance of this aircraft is not photographically documented but research conducted by Czech historians suggests that the fuselage code was 9N*B (or R) and the squadron leader's pennant was painted below the windscreen. Smik used to paint his score on his aircraft and the presence of the Czechoslovak roundel can't be excluded as well. The red-white spinner appeared on the aircraft of one of No. 127 squadron leaders in October, 1944.



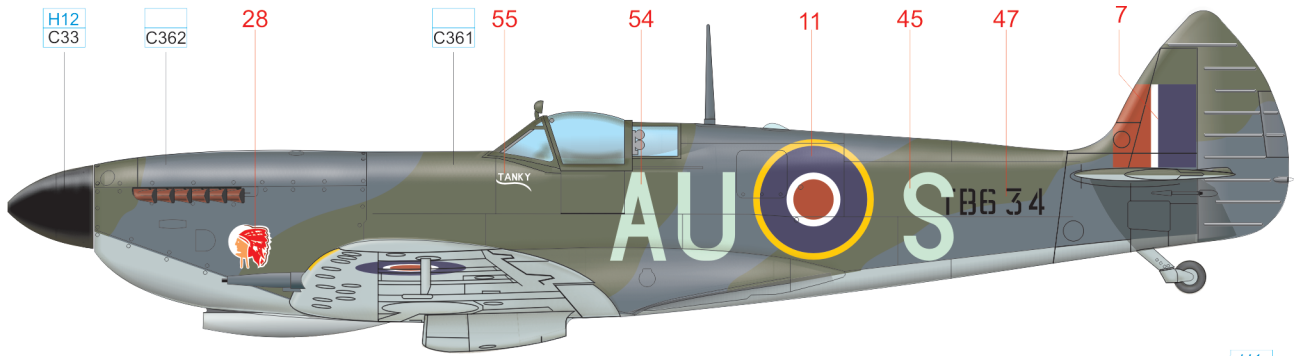
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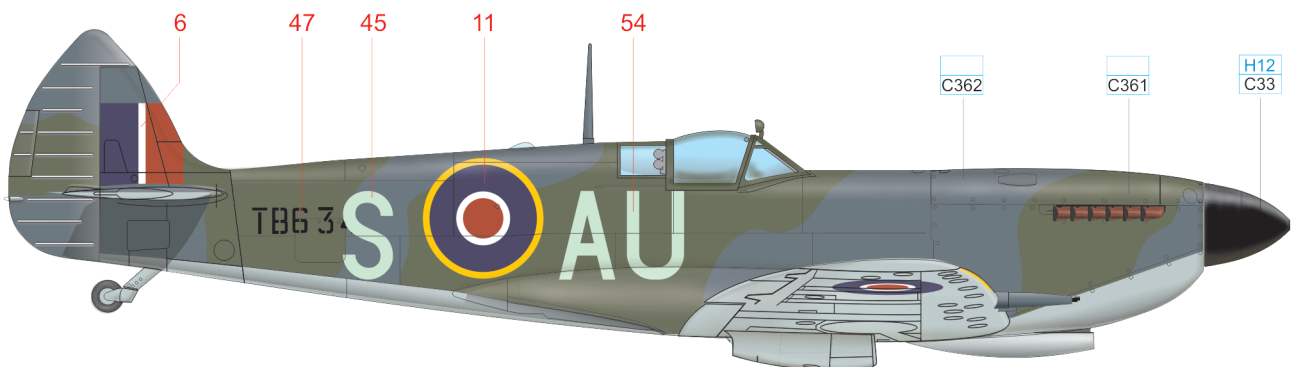
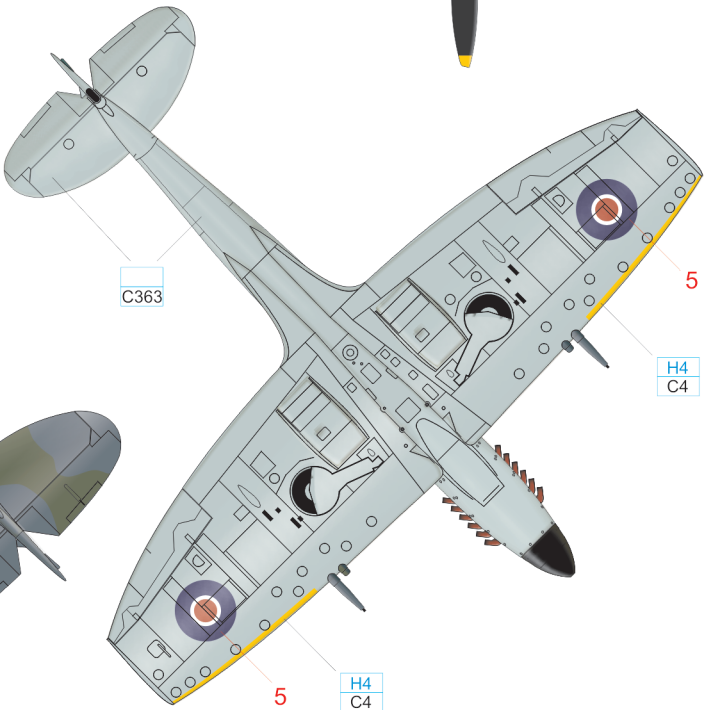
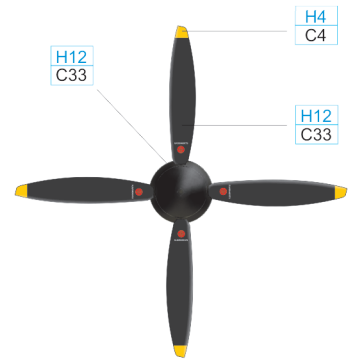
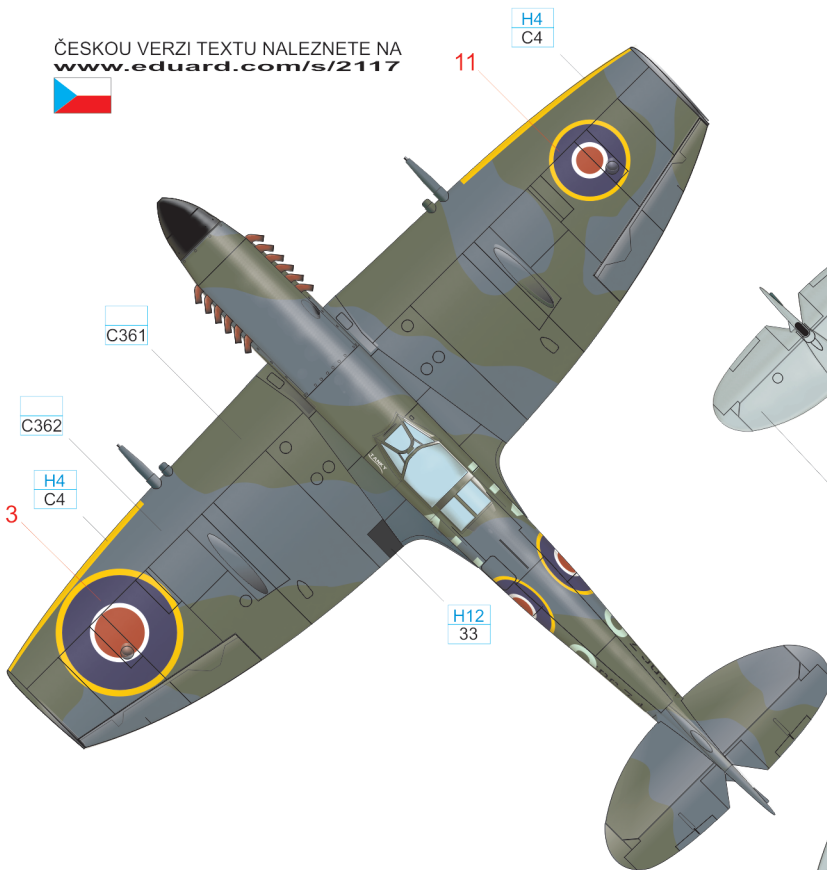
YELLOW	H4 C4	RED	H3 C3	WHITE	H11 C62
SKY	C368	MEDIUM SEA GRAY	C363	OCEAN GRAY	C362
		DARK GREEN	C361	BLACK	H12 C33

G TB634, No. 421 Squadron (RCAF), P/O A. F. McIntosh, B.90 Airfield Petit Brogel, Belgium, March 1945

No. 421 Squadron was the last RCAF fighter squadron to be formed in the United Kingdom during World War II. Was formed at RAF Digby in April 1942 and received Spitfire Mk.V. In preparation to the D-Day was assigned to the 2nd TAF and on June 16, 1944 was along with other squadrons of the 127th Wing the first to be moved to Normandy. During December 1944 the squadron received Spitfire Mk.XVIs. Squadron badge was the Indian head and below the windscreen is a nickname of P/O Mc Intosh, „Tanky“. It was not usual to see fighter plane with different upperwing roundels, in this case on the port wing large and on starboard wing a small underwing size roundel.



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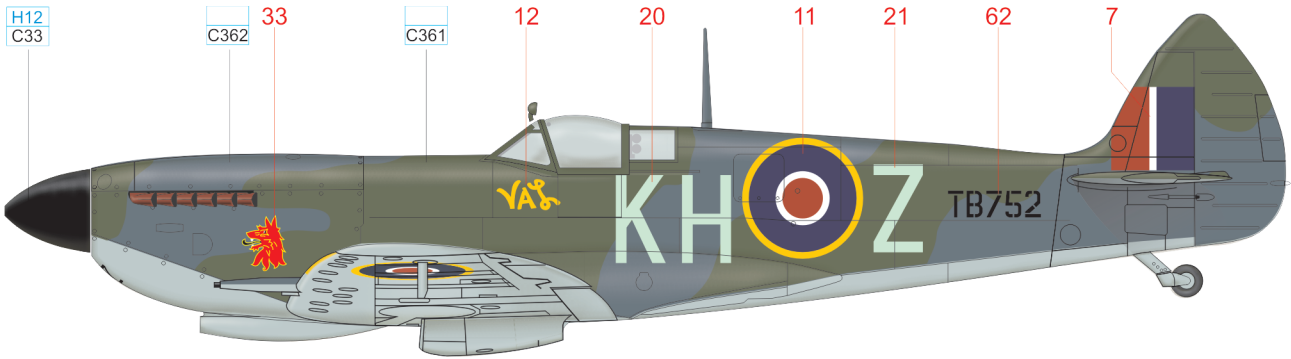


YELLOW H4 C4

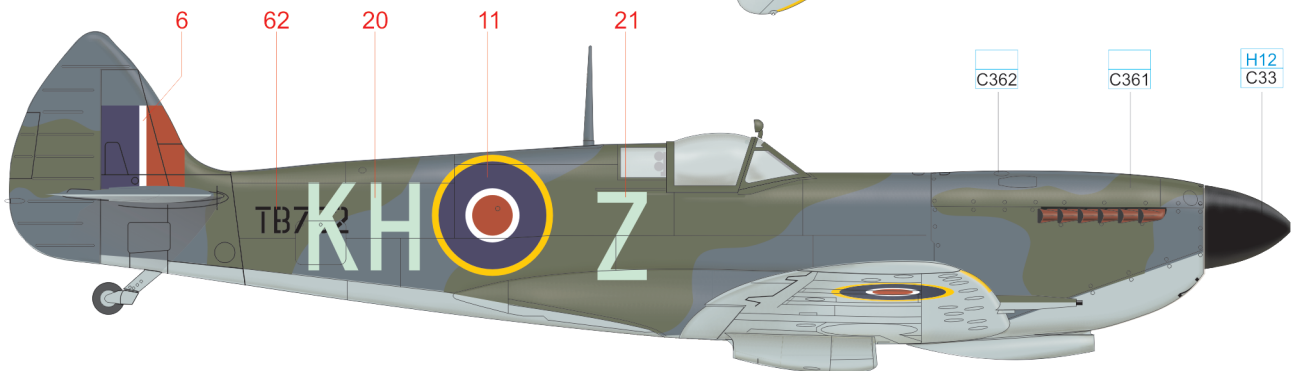
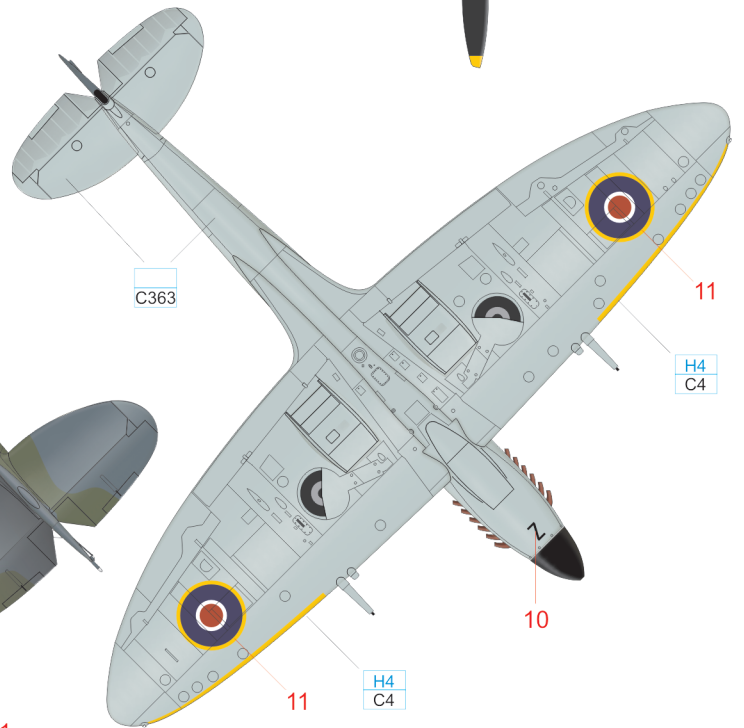
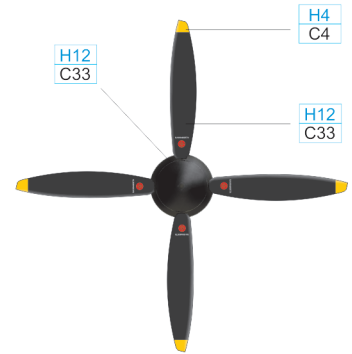
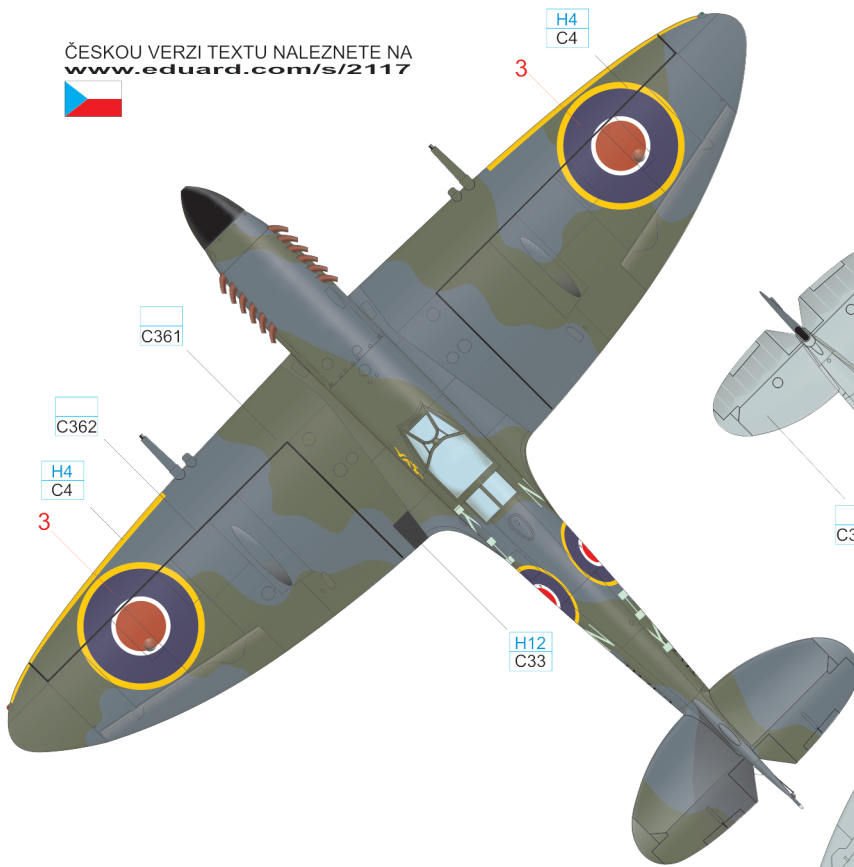
MEDIUM SEA GRAY C363 OCEAN GRAY C362 DARK GREEN C361 BLACK H12 C33

H TB752, Flown by S/Ldr. Henry Zary, CO of No. 403 Squadron, Belgium, April 1945

Henry Zary joined the RCAF in 1941 and served in Africa and Europe. He ended the war as Commanding Officer of No. 403 Squadron. Zary achieved five kills, the last of them on April 21, 1945 in the cockpit of this Spitfire.



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YELLOW	H4 C4
MEDIUM SEA GRAY	C363
OCEAN GRAY	C362
DARK GREEN	C361
BLACK	H12 C33

Spitfire Mk.XVI

STENCILING POSITIONS

