

Spitfire F Mk.IX

eduard

1/72 Scale Plastic Model Kit

ProfiPACK
edition



item No. 70122

The Supermarine Spitfire is so iconic, that virtually everyone can recognize it. The service of this elegant fighter spanned remarkable thirteen years. It entered into service at the end of biplane era and remained on frontline duty until the 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 reached about twice the speed of the Fury. One of the most successful designers of racing floatplanes was Reginald J. Mitchell. His Supermarine S.6B raised the world speed record to 407 mph (655 km/h) on 20 September 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 airplanes capable of at least 250 mph (400 km/h), seven out of eight entries were biplanes. The only monoplane proposal was Mitchell's Supermarine 224, but a gull wing design with fixed undercarriage and Rolls-Royce Goshawk engine was a disappointment. After that the RAF chose the Gloster Gladiator biplane as the 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 28 December 1934 to fund a prototype armed with four wing mounted guns. But by early April 1935 Mitchell received the detail of specification F10/35, calling for eight guns. The change was made on cost of bomb provision removal and reduction of the capacity of the fuel tanks to sixty-six gallons. The decision caused the so called "short legs" of the Spitfire, meaning a lack of range and endurance.

The Type 300 made its maiden flight on 5 March 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.

Catching the progress

The Spitfire's development was an ongoing process and incorporated many changes. From the early Mk.I and Mk.II the development reached the point where a more substantial step was required. The Mk.V was a result, but it was in fact a Mk.I powered by the more powerful Merlin 45 series engine. The Mk.V entered service from early 1941, helping the RAF to counteract the Bf 109's development. But in September 1941, a hitherto unknown German radial engine fighter emerged and started to rule the European skies. The new Fw 190 was superior to British fighters, even to the Spitfire Mk.V. The losses suffered by the RAF over western Europe rose rapidly and the crisis was serious enough that the RAF ceased most daytime operations during November 1941. The next attempt to resume this type of sorties was made in March 1942. But losses remained unacceptably high, and the RAF was forced to stop offensive operations once again. All this was due to the supremacy of the Focke-Wulf Fw 190A. The first RAF response to the new situation 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 190A fighter into RAF

hands. Comparative trials between the Focke-Wulf and Spitfire Mk.V began almost immediately and confirmed the situation over the front – the chance of a Spitfire Mk.V to survive an encounter with the Fw 190s was rather poor. The only British fighter aircraft deemed suitable to oppose the German opponent were the Spitfires Mk.VII and Mk. VIII powered by the Merlin 61 engine. But as these marks required some time to get into production, another way of getting a powerful fighter as quickly as possible was sought for. And it was found in mating the two-stage supercharger Merlin 61 with the fuselage of the Spitfire Mk.Vc.

Saviour

Two Mk.Vc airframes, AB196 and AB197, were selected for the conversion and their fuselage was further strengthened with modified longerons to accommodate the more powerful and heavier engine. The first example was finished on February 26 and the second on March 27, 1942. 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. The top speed of 409 mph (658 km/h) at 28,000 feet (8530 m) was higher by 40 mph (64,4 km/h), and the service ceiling rose from 36,200 ft (11,033 m) to 43,000 ft (13,106 m).

With the Mk.IX the RAF finally got a fighter capable to oppose the Fw 190A. Three main variants of the Mk.IX were produced. The F Mk.IX was powered by the Merlin 61 and was the only version on the assembly line in early 1943. The next was the LF Mk.IX powered by the Merlin 66. This engine was designed to do its best at low-to-medium altitude. 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-type wing. Four 20mm cannon or two 20mm cannon and four .303 in machine guns could be installed in the wings. From 1944, E-type wing was produced with four outer .303 in machine guns replaced with two .50 in heavy machine guns installed in the inner bays. Bomb racks for 250lb bombs were fitted under each wing.

The Mk.IX became the second most numerous mark of the Spitfire with a total of 5653 examples 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.

The Kit: Spitfire F Mk.IX

The F Mk.IX was the first of all the Mk.IX Spitfires, as the very first examples were in fact rebuilt Mk.Vs. These early aircraft retained many features of the predecessor, including the large blisters over the cannon bays. These were intended to accommodate two 20mm cannons each and some aircraft flew with this rather heavy armament. But most of them had the outer cannon bays empty with aerodynamical cover of the opening in the leading edge. There were also some examples with that opening completely removed.

ATTENTION



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注意



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



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

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

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽNOTCH
ZÁŘEZREMOVE
ODŘÍZNOUTAPPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARDS MASK
NABARVIT

PARTS



DÍLY



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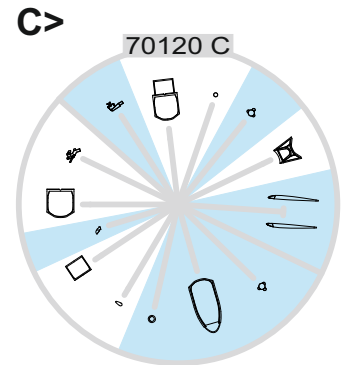
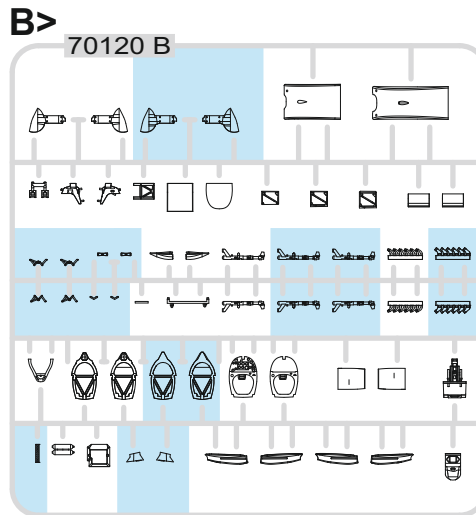
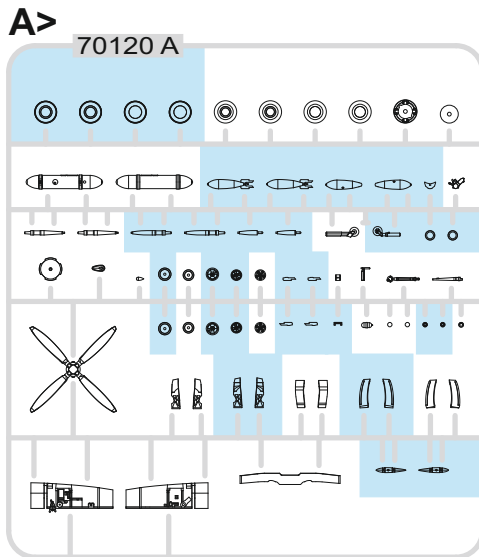


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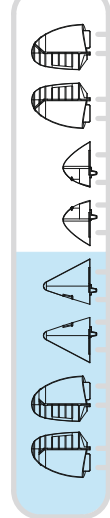


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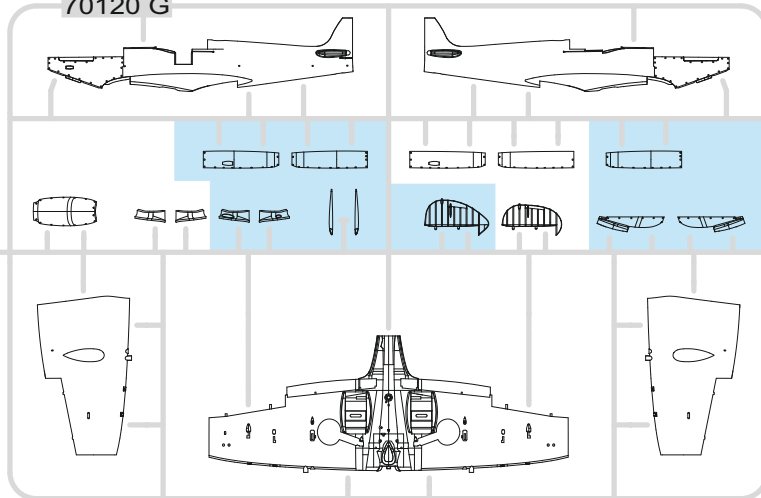
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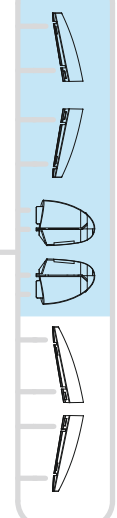
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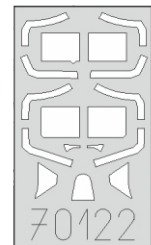
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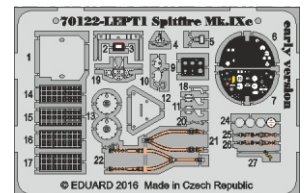
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MASK



PE - PHOTO ETCHED
DETAIL PARTS



-Parts not for use. -Teile werden nicht verwendet. -Pièces a ne pas utiliser. -Tyto díly nepoužívejte při stavbě. -

使用しない部品

COLOURS



BARVY



FARBEN



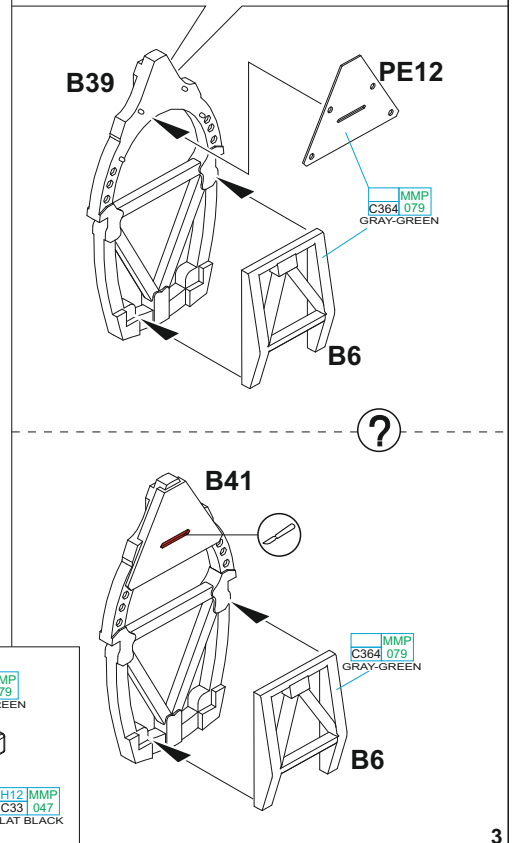
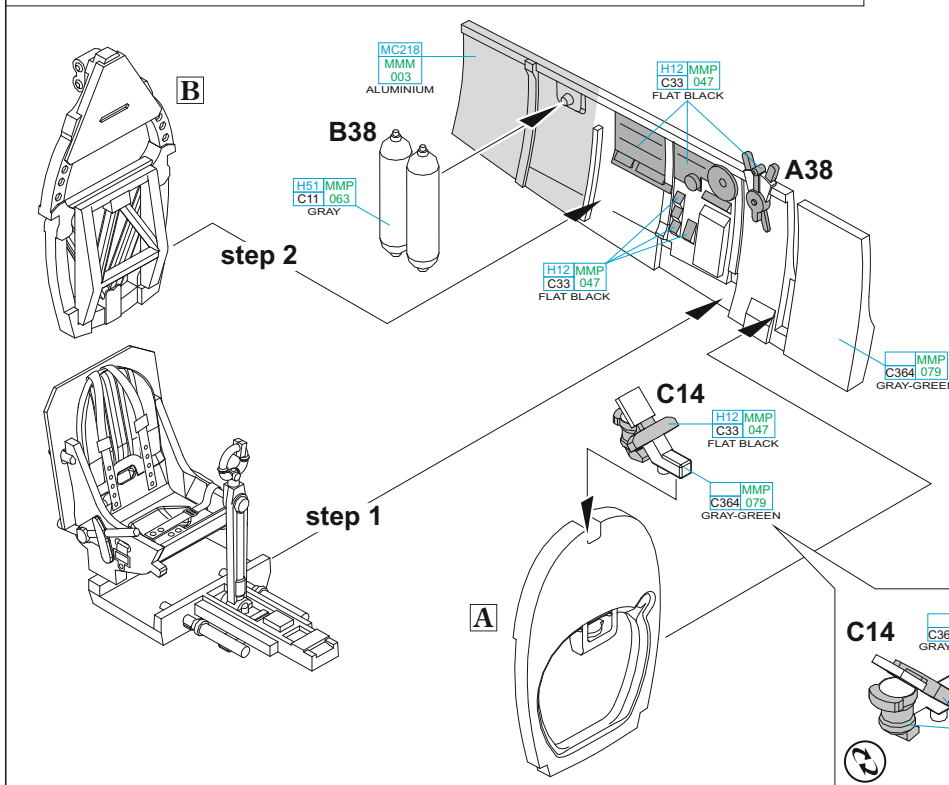
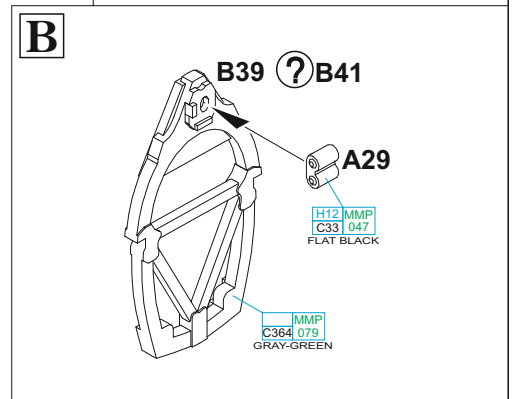
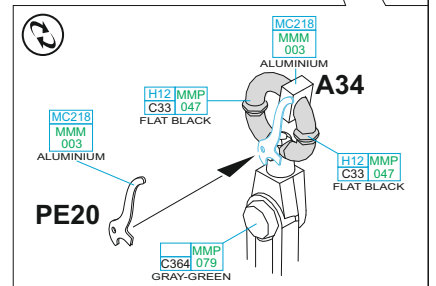
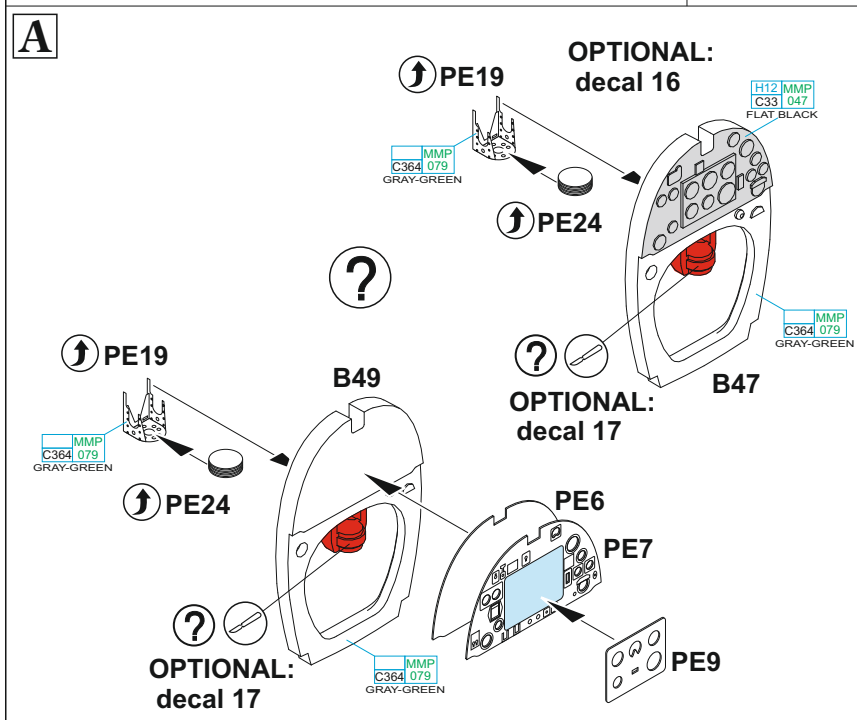
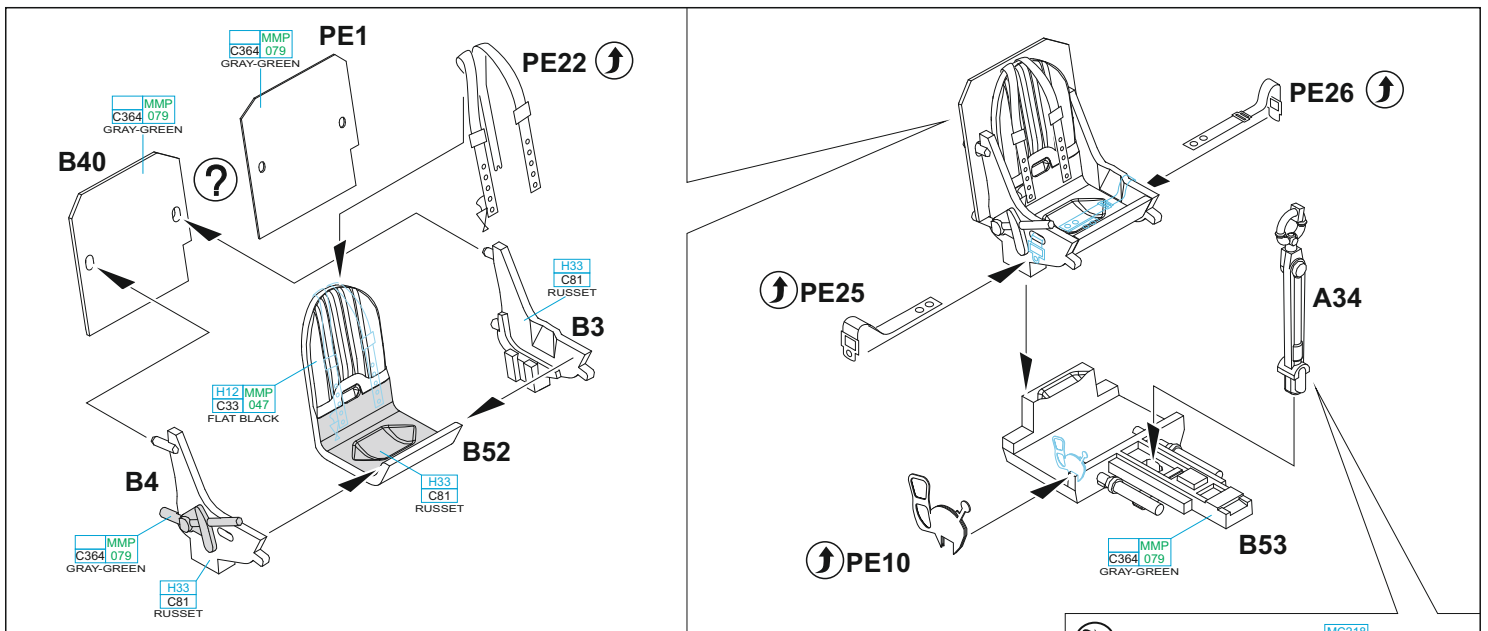
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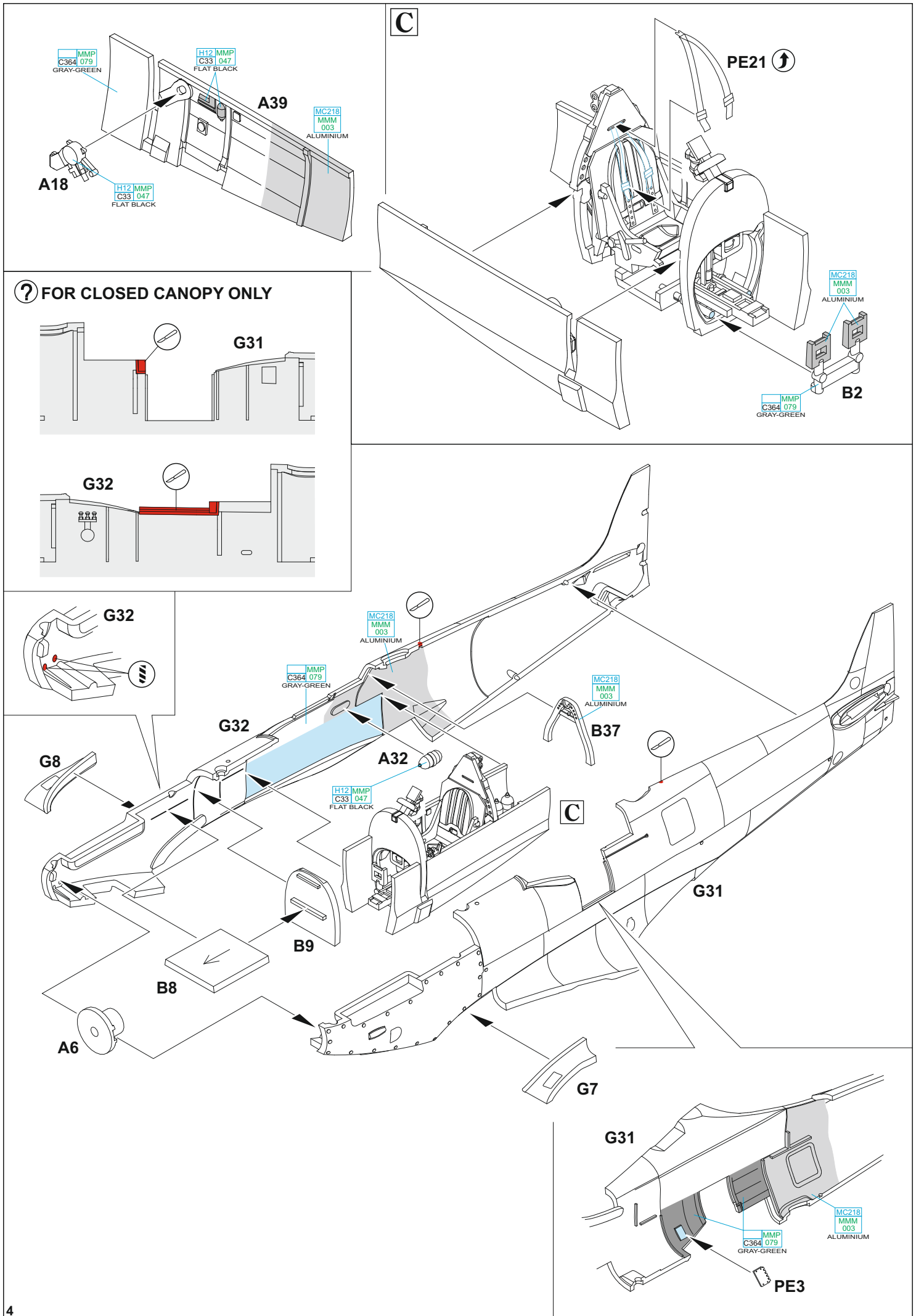


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GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H3	C3	MMP-003	RED
H4	C4	MMP-007	YELLOW
H12	C33	MMP-047	FLAT BLACK
H33	C81		RUSSET
H51	C11	MMP-063	LIGHT GULL GRAY
H71	C21	MMP-076	MIDDLE STONE
H72	C369	MMP-078	DARK EARTH
H74	C368	MMP-080	SKY
H77	C137	MMP-040	TIRE BLACK
H330	C361	MMP-077	DARK GREEN

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
	C362	MMP-093	OCEAN GRAY
H335	C363	MMP-094	MEDIUM SEAGRAY
	C364	MMP-079	AIRCRAFT GRAY-GREEN
	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





C

PE21 ↗

MMP
C364 079
GRAY-GREEN

H12 MMP
C331 047
FLAT BLACK

A39

MC218
MMM 003
ALUMINIUM

A18

H12 MMP
C331 047
FLAT BLACK

? FOR CLOSED CANOPY ONLY

G31

G32

G32

G32

MC218
MMM 003
ALUMINIUM

MMP
C364 079
GRAY-GREEN

MC218
MMM 003
ALUMINIUM

B37

G8

A32

H12 MMP
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FLAT BLACK

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G31

B9

B8

A6

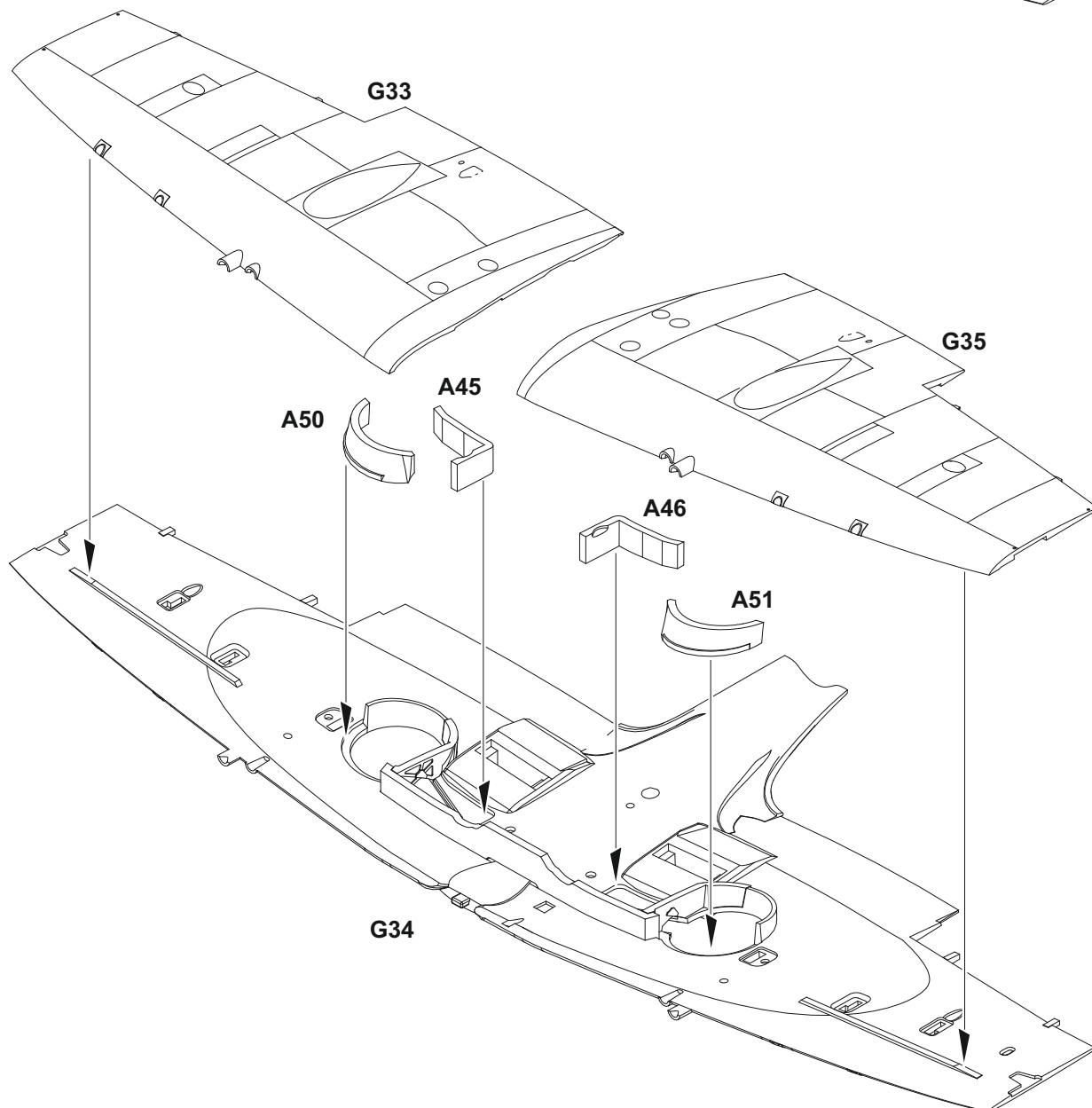
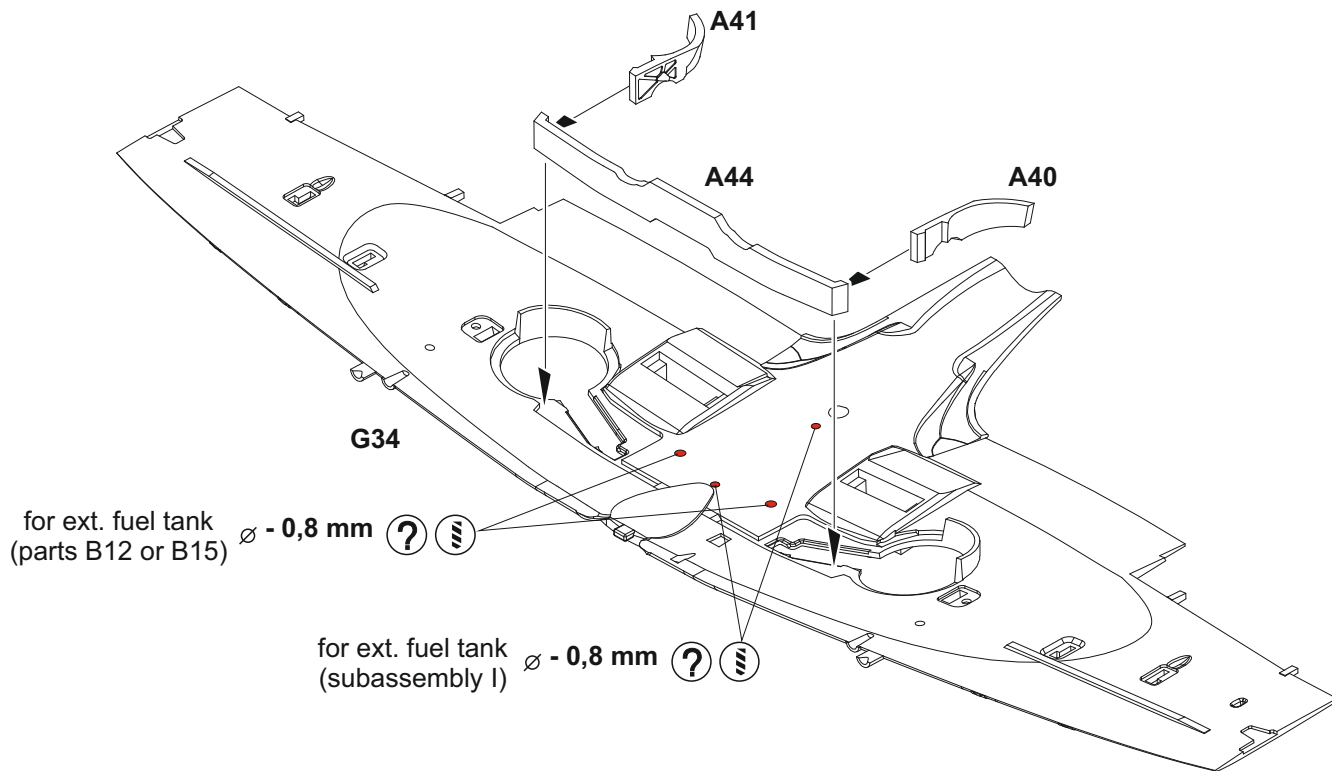
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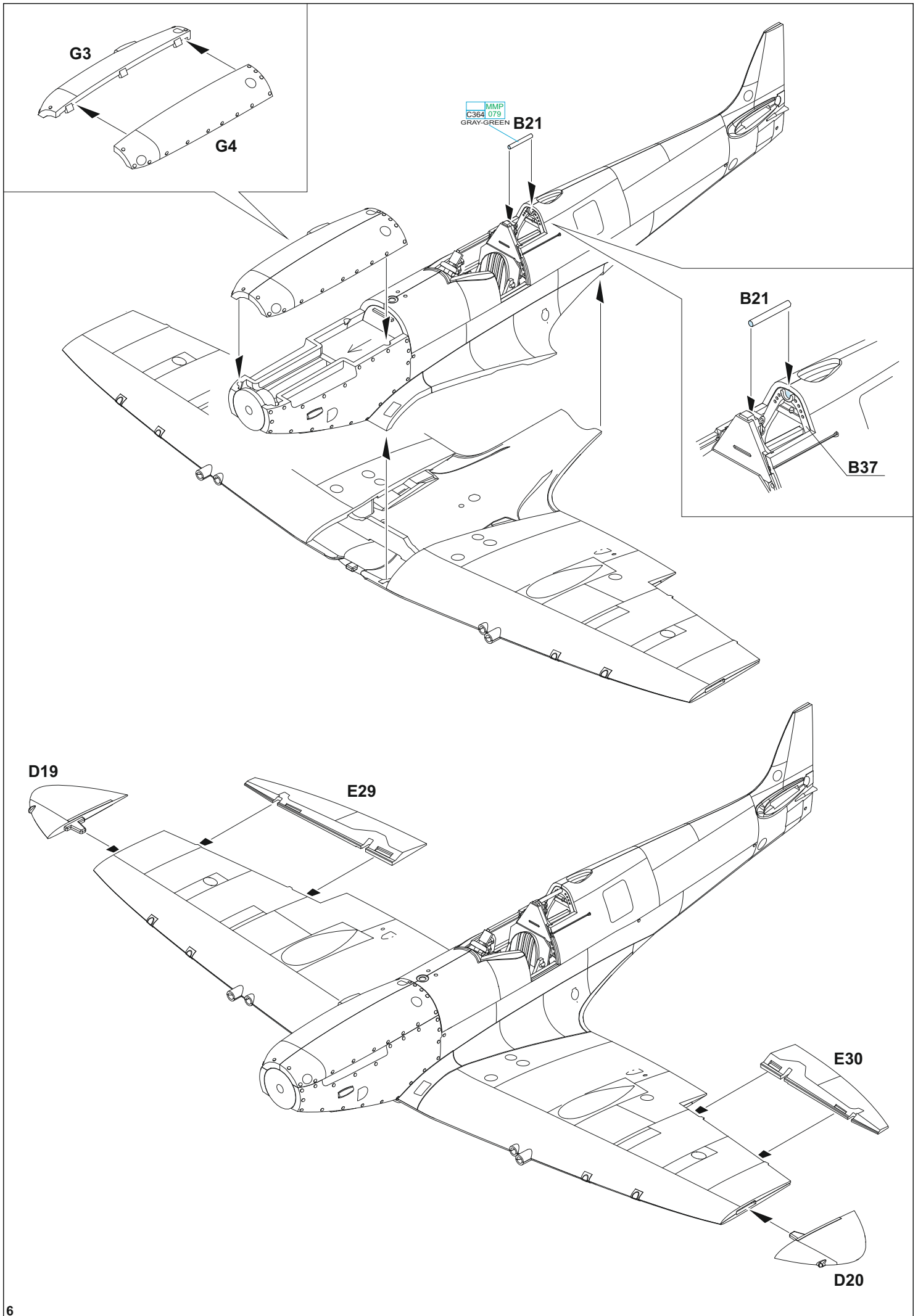
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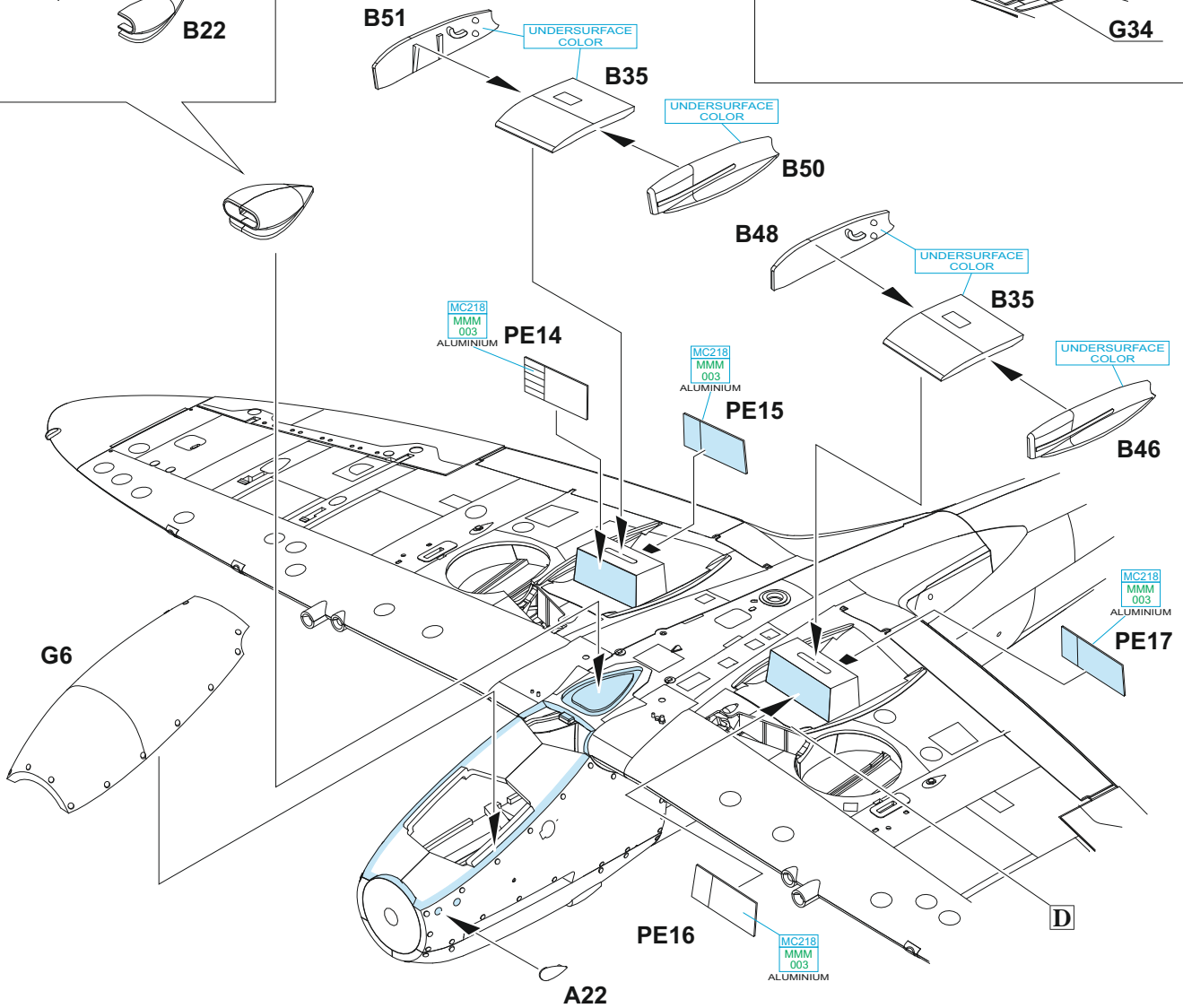
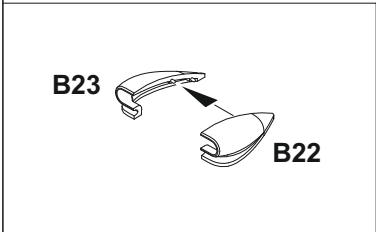
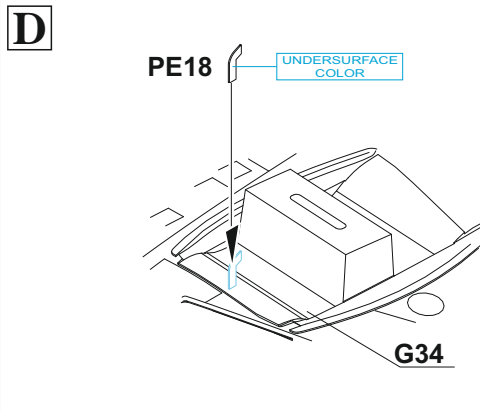
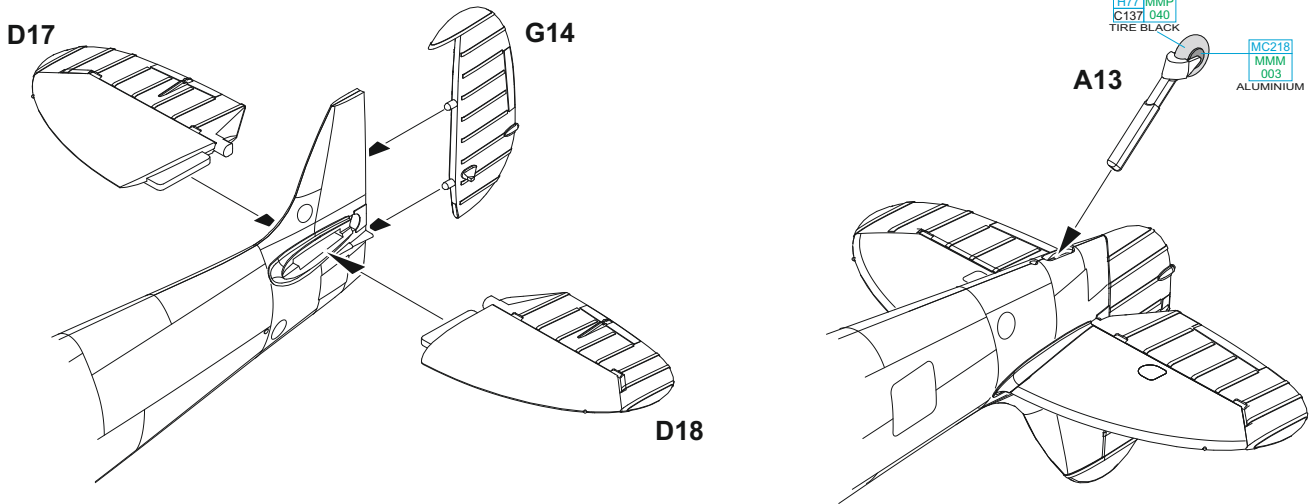
MMP
C364 079
GRAY-GREEN

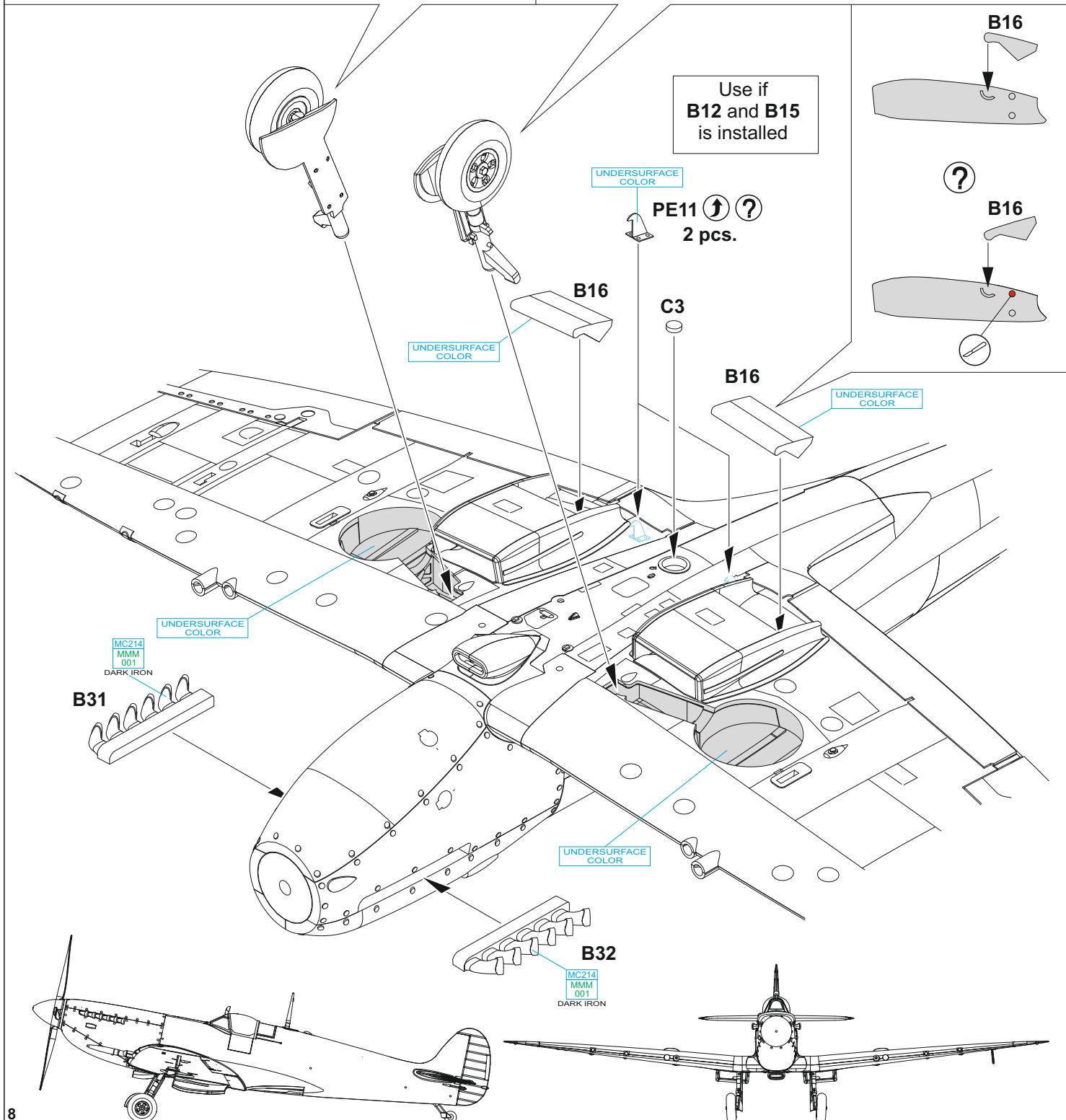
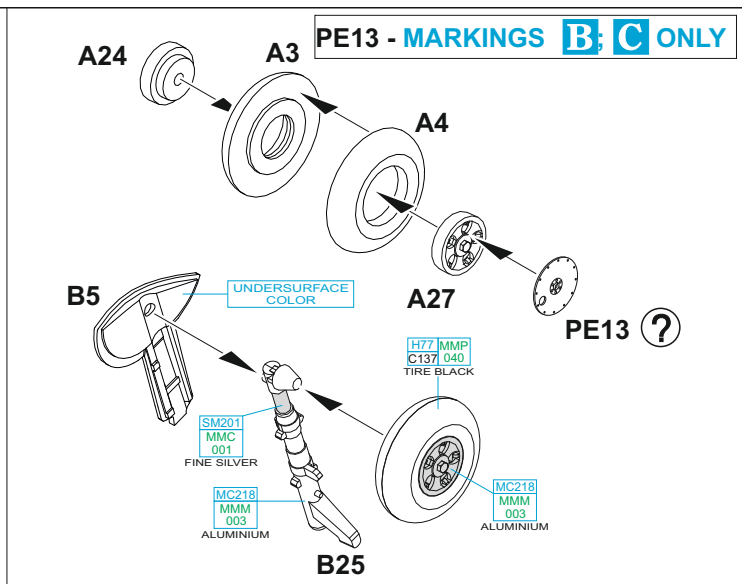
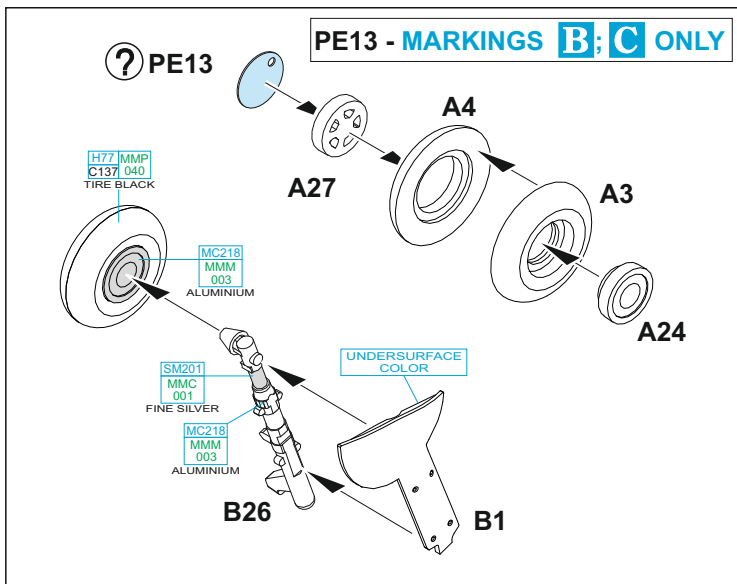
MC218
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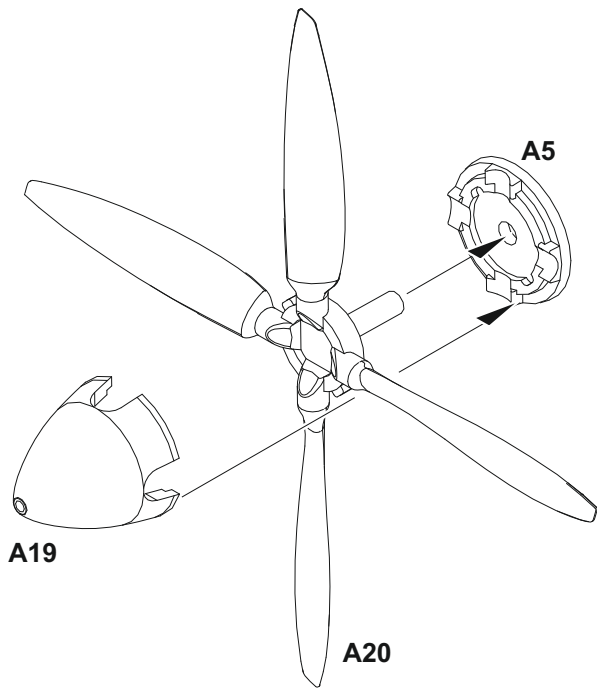
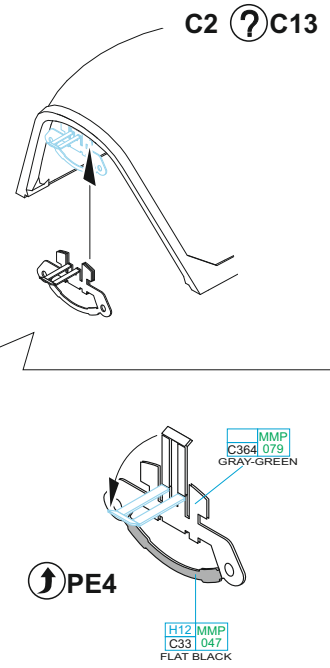
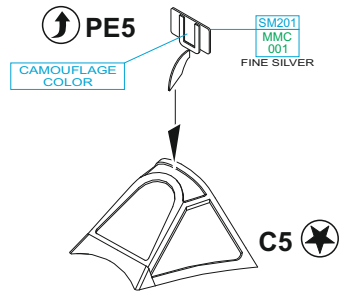
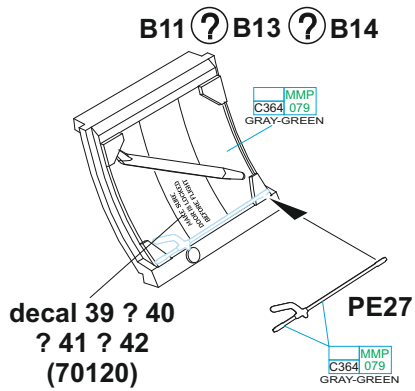
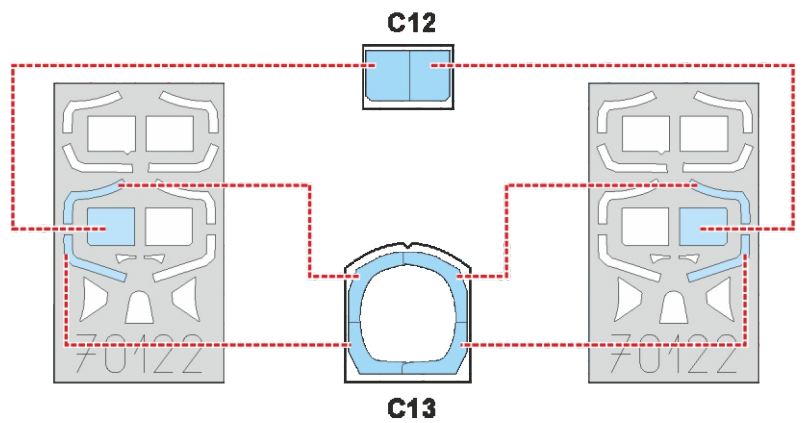
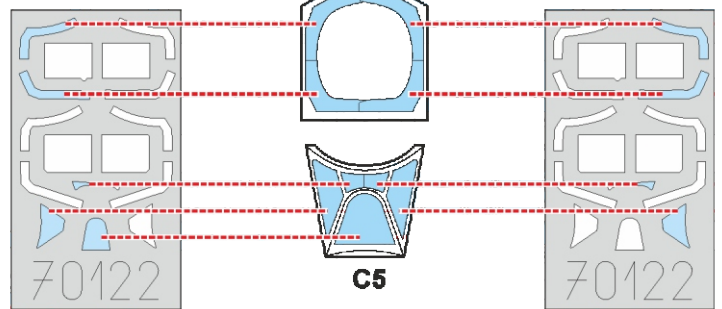
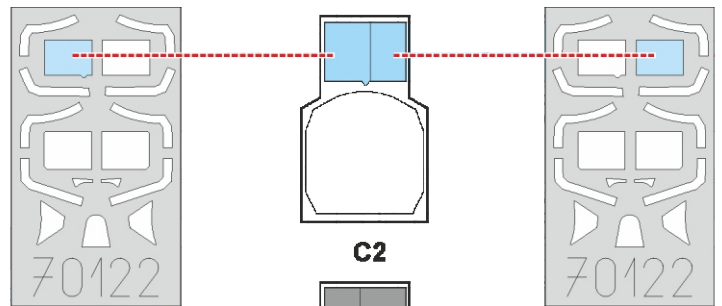
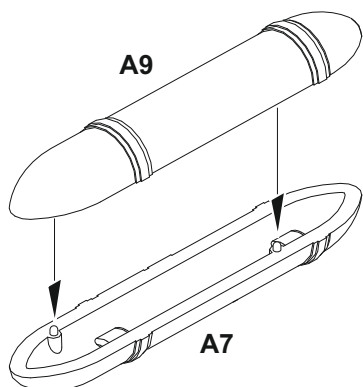
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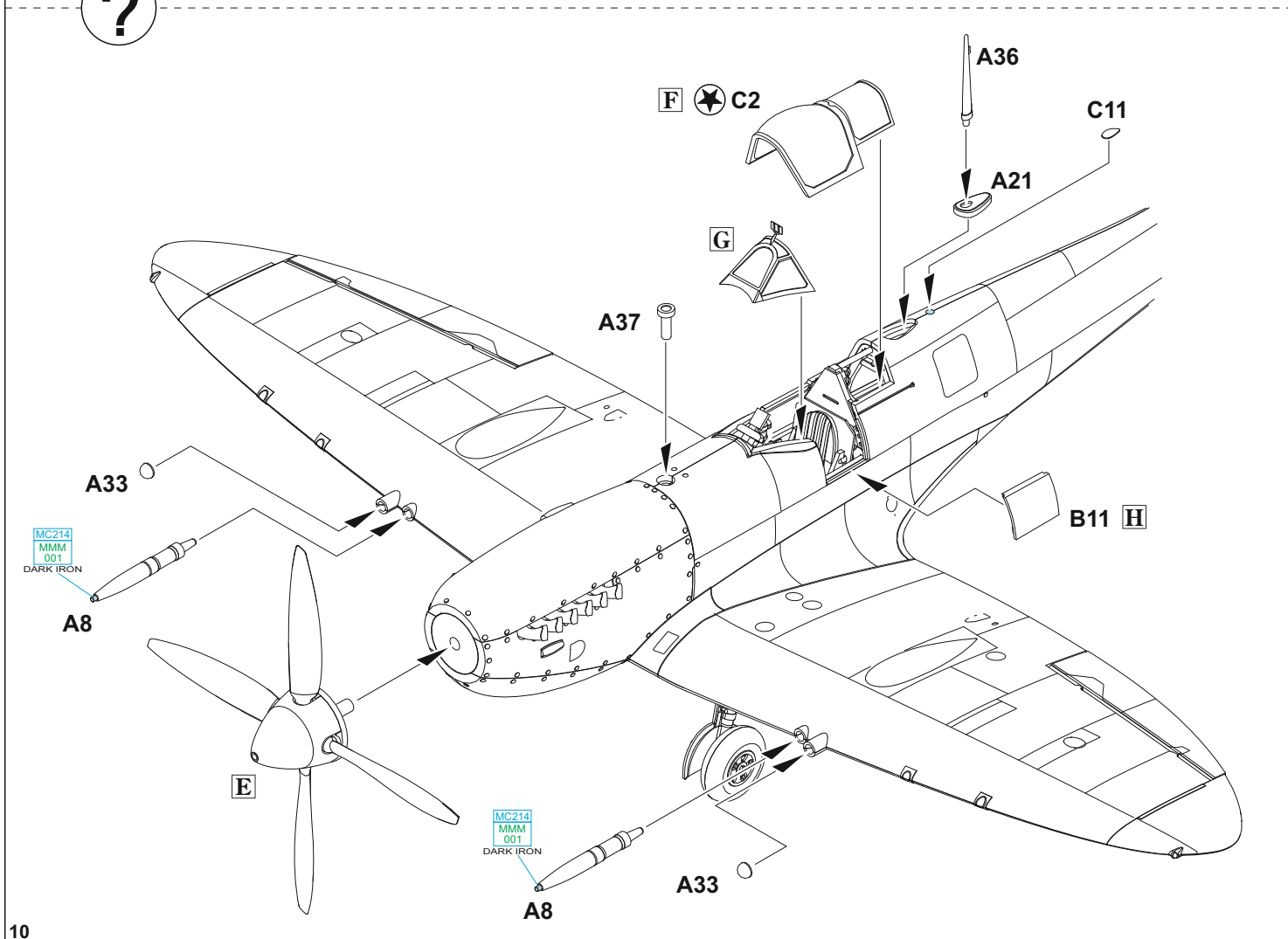
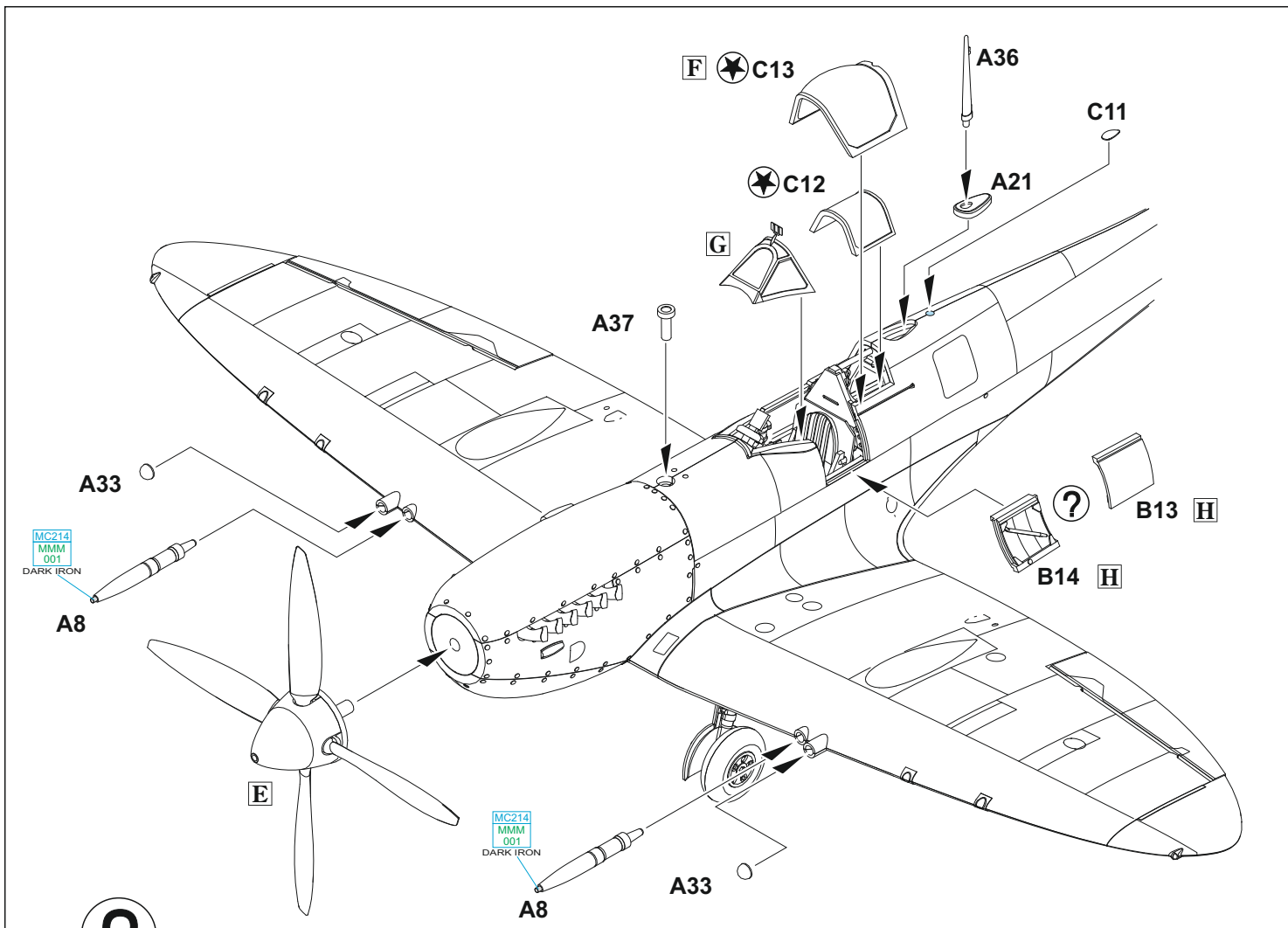


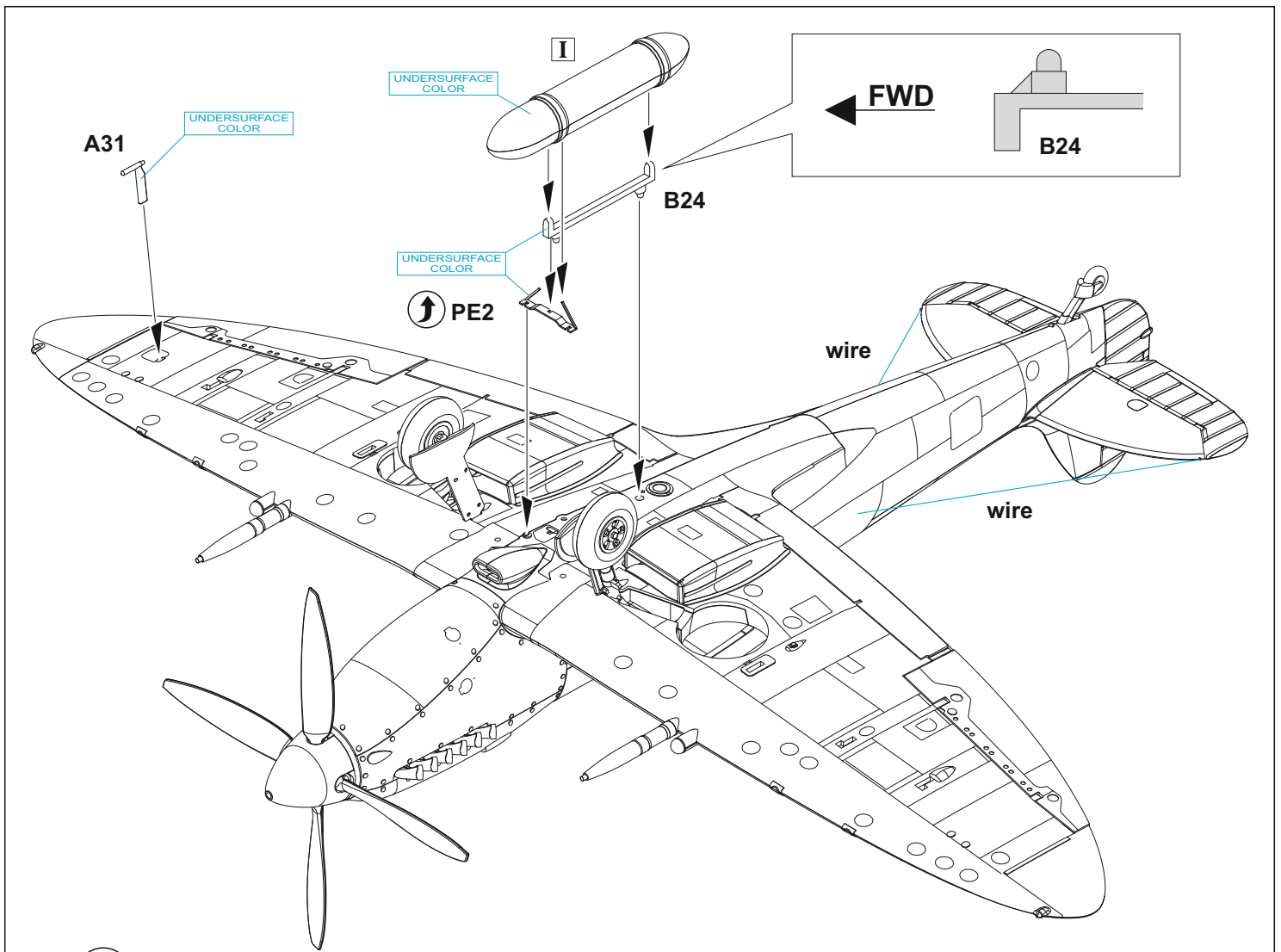




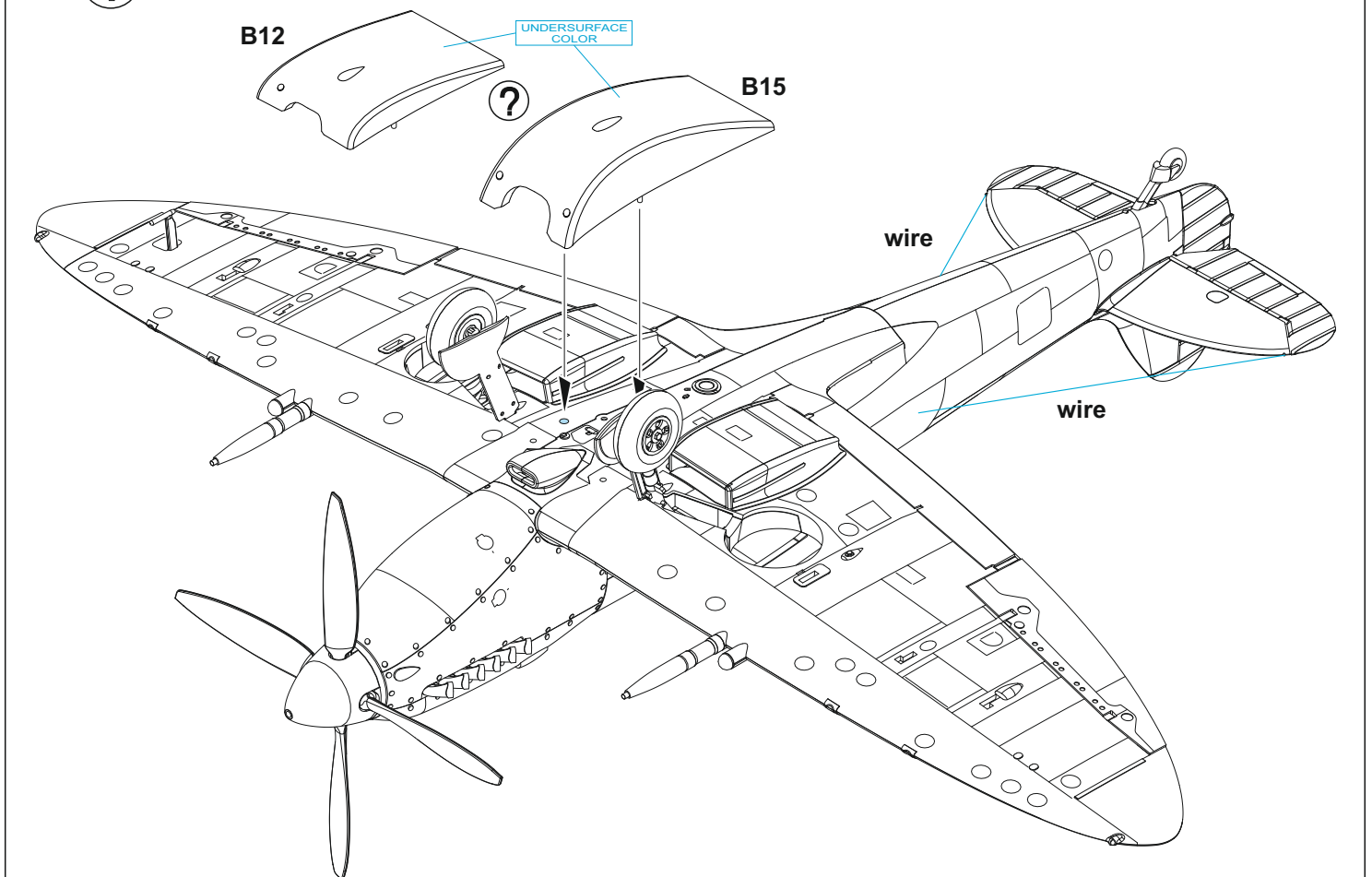


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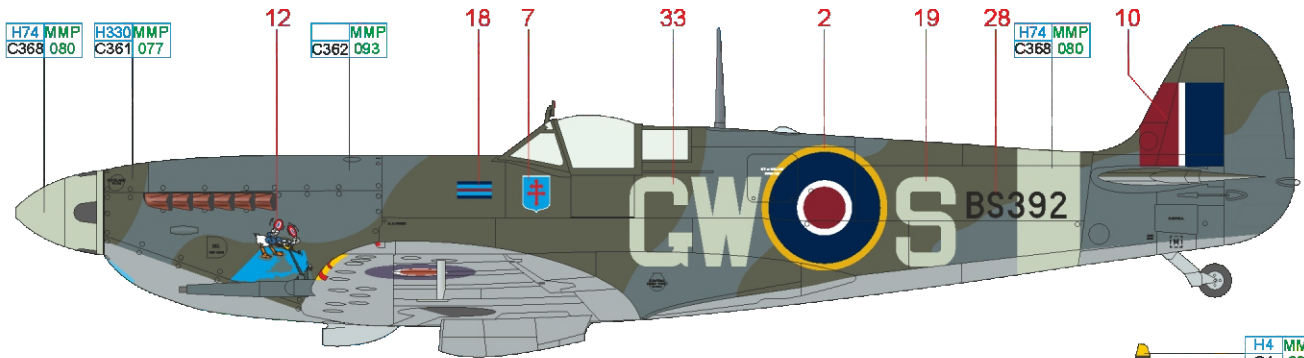


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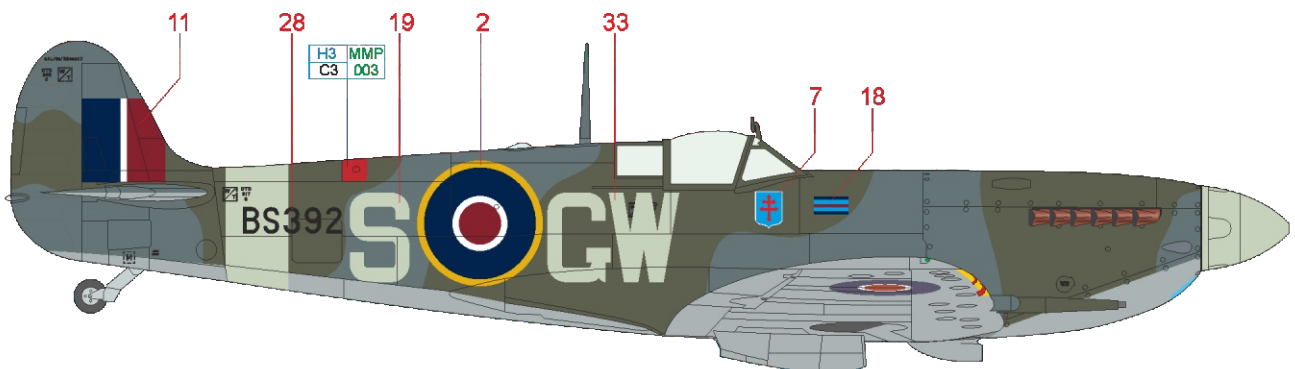
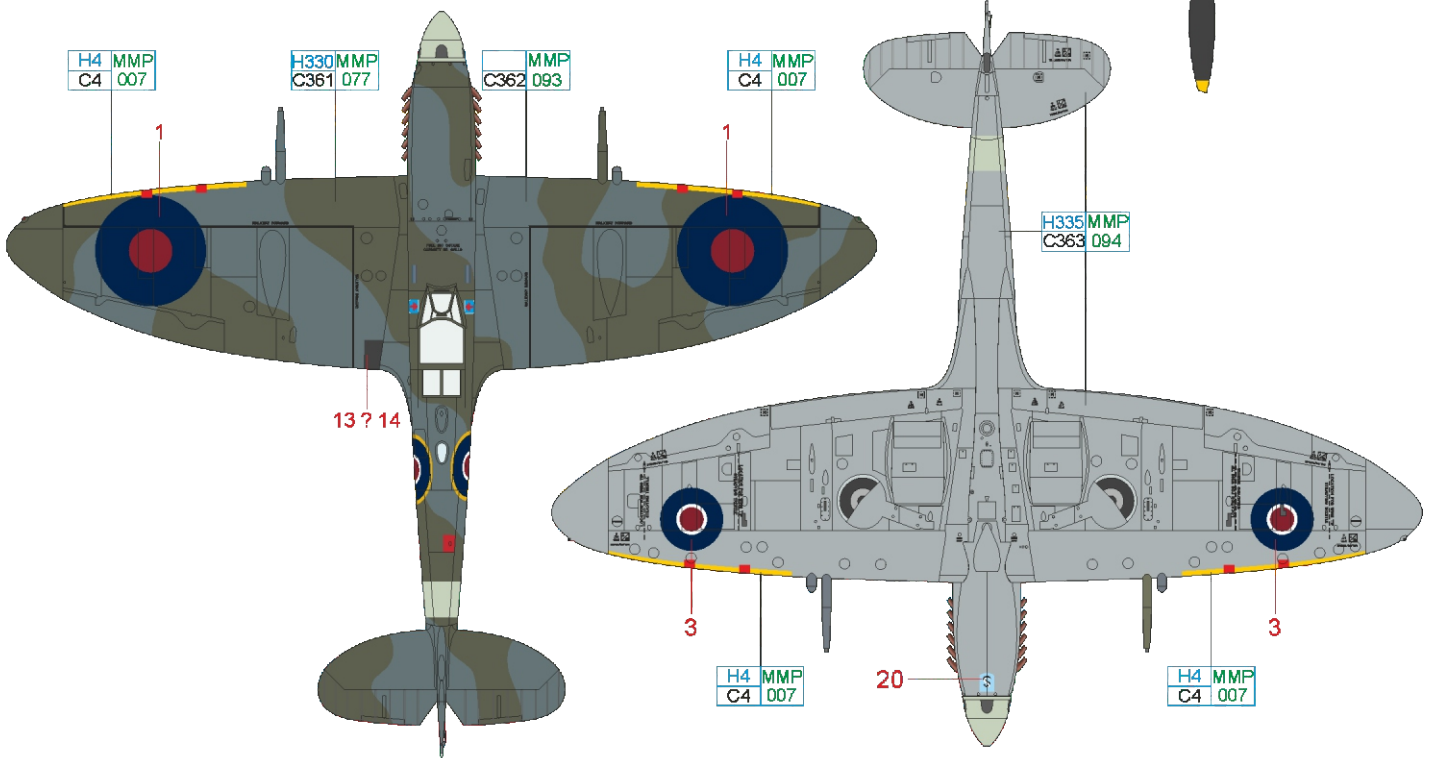
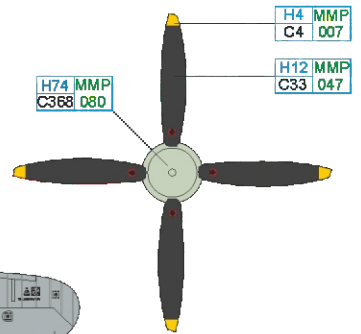


A BS392, S/Ldr. Bernard Dup erier, CO of No. 340 Squadron, RAF Biggin Hill, United Kingdom, autumn 1942

Bernard Dup erier, the CO of No. 340 Sqdn., instructed ground personnel to paint the Donald Duck artwork on several of his aircraft. Besides this Spitfire, the artwork was applied to his Douglas DB-7 and Spitfire Mk.Vb, BM324. The CO's aircraft is marked with a pennant brushed on the fuselage and the Lorraine Cross was used by Free French squadrons. Dup erier, an ace credited with seven victories, took command of No. 340 Sqdn. on April 10, 1942. That day, previous CO Phillipe de Scitivaux, was downed and captured by the enemy. Dup erier flew this Spitfire only rarely in the period from October 25 to November 7, 1942. Later on he became the CO of No. 341 Sqdn., and after the war was active in politics and supported General de Gaulle. Spitfire BS392 was used by various units, its fate being sealed on September 9, 1944. A member of No. 310 Sqdn., Sgt. Vojt ch  krek - Baudoin overran the runway during a landing maneuver and BS392 had to be written off.



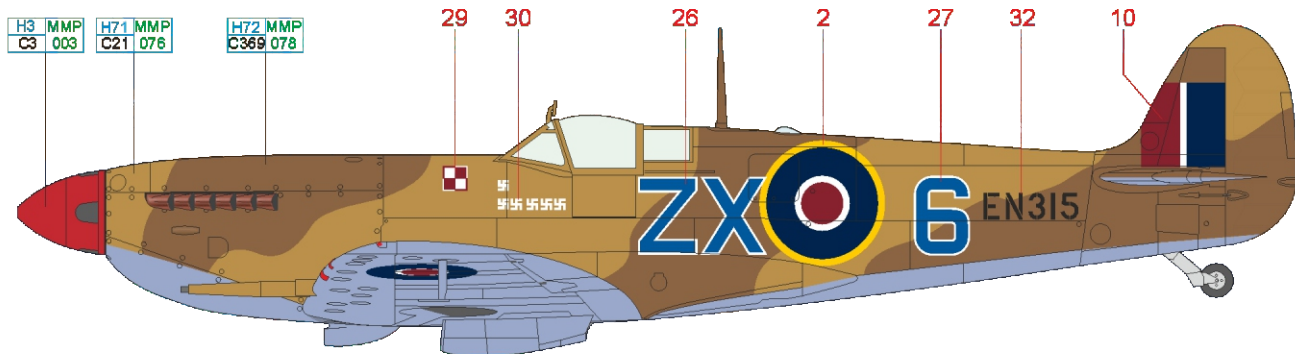
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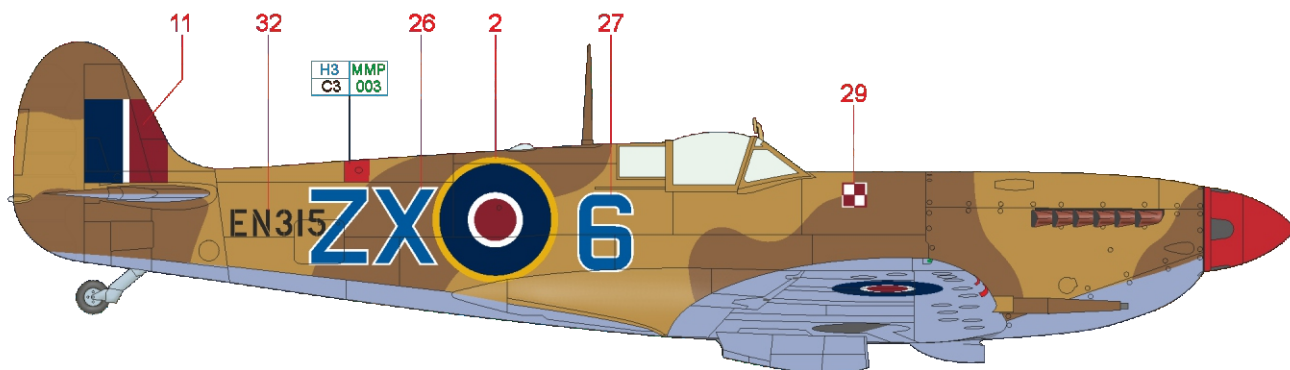
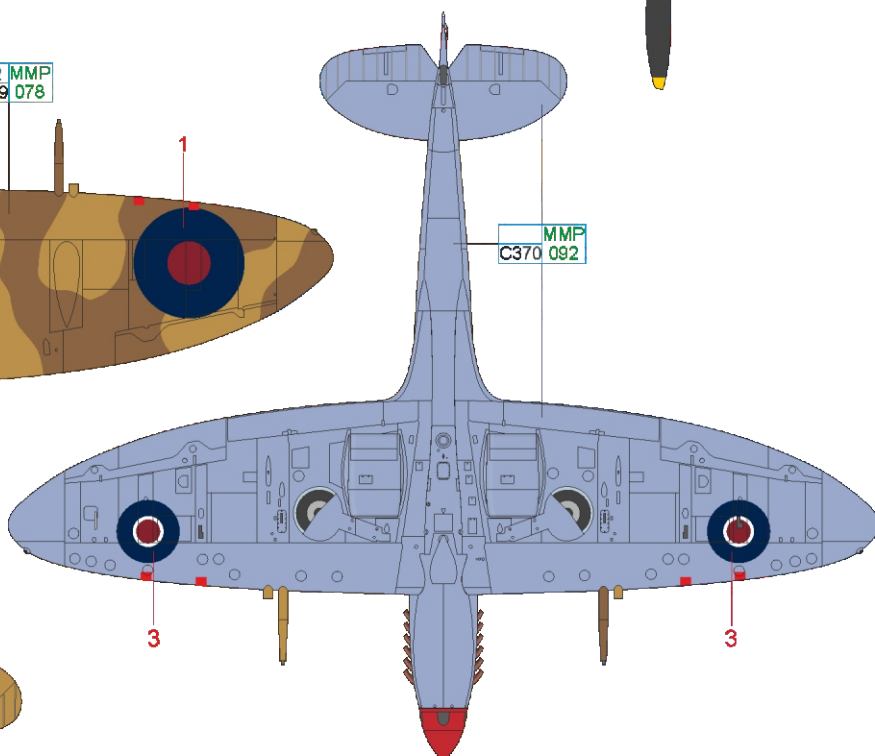
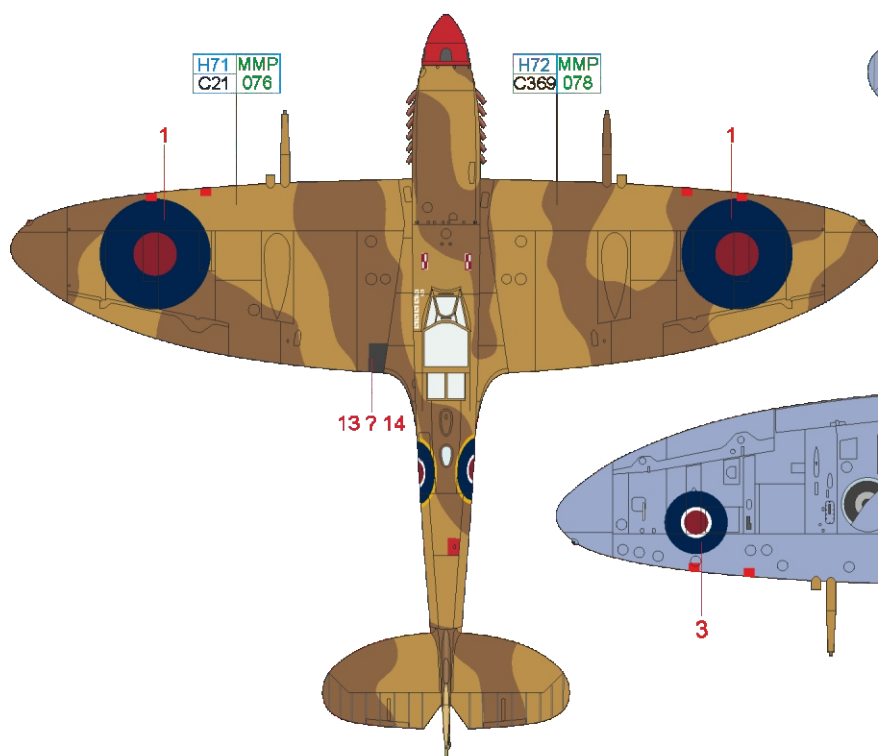
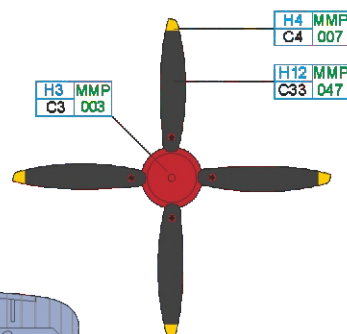
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SKY	H74 MMP C368 080	MEDIUM SEA GRAY	H335 MMP C363 094	OCEAN GRAY	MMP C362 093
		DARK GREEN	H330 MMP C361 077		

B EN315, S/Ldr. Stanisław Skalski, Polish Combat Team, Northern Africa, spring 1943

This aircraft was one of ten Spitfires flown by Polish pilots in the north African sky. The independent unit was called the Polish Combat Team. Stanisław Skalski, the famous fighter pilot with eighteen kills to his credit, acted as Squadron Leader for the Team. He was one of the pilots who flew this Spitfire. Six swastikas on the fuselage probably symbolize the victories achieved by various pilots while flying the aircraft. The desert camouflage scheme consists of Mid Stone and Dark Earth uppersides and Azure Blue undersides.

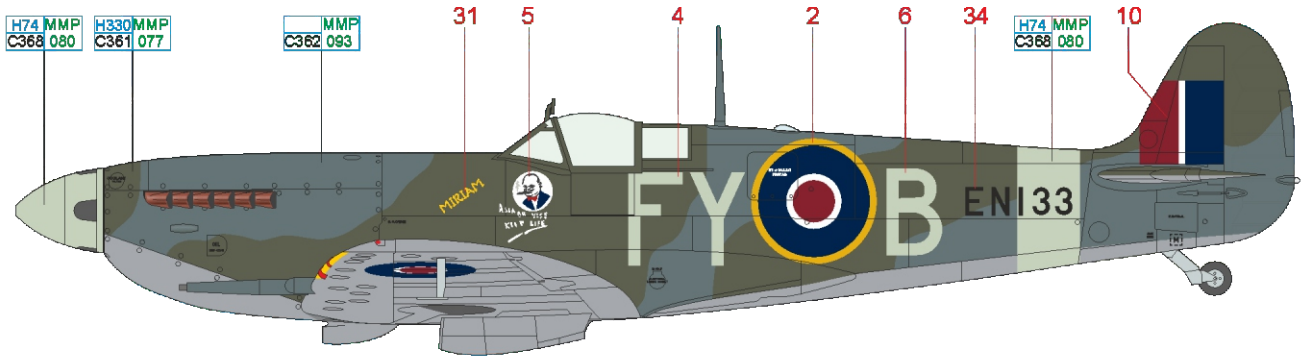


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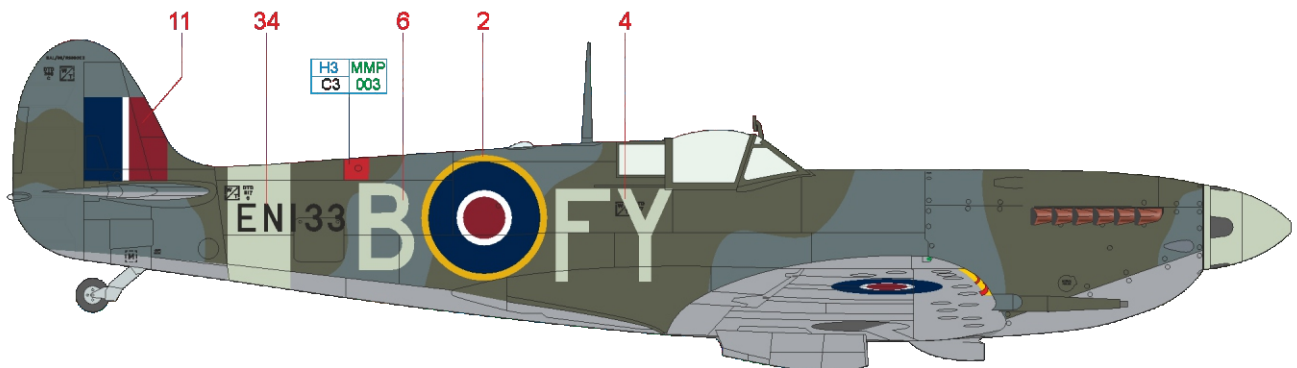
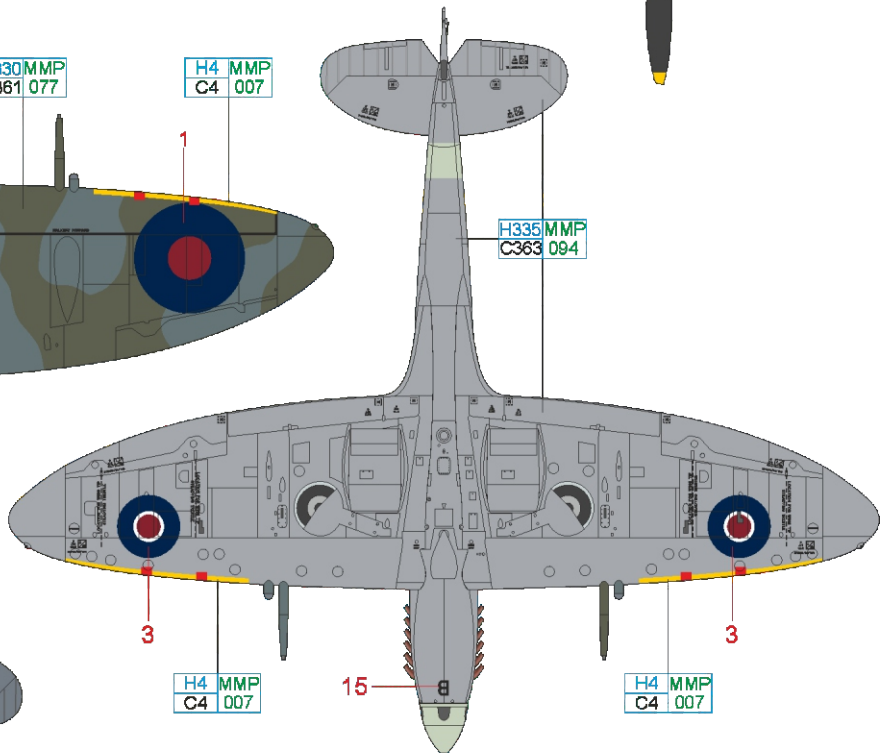
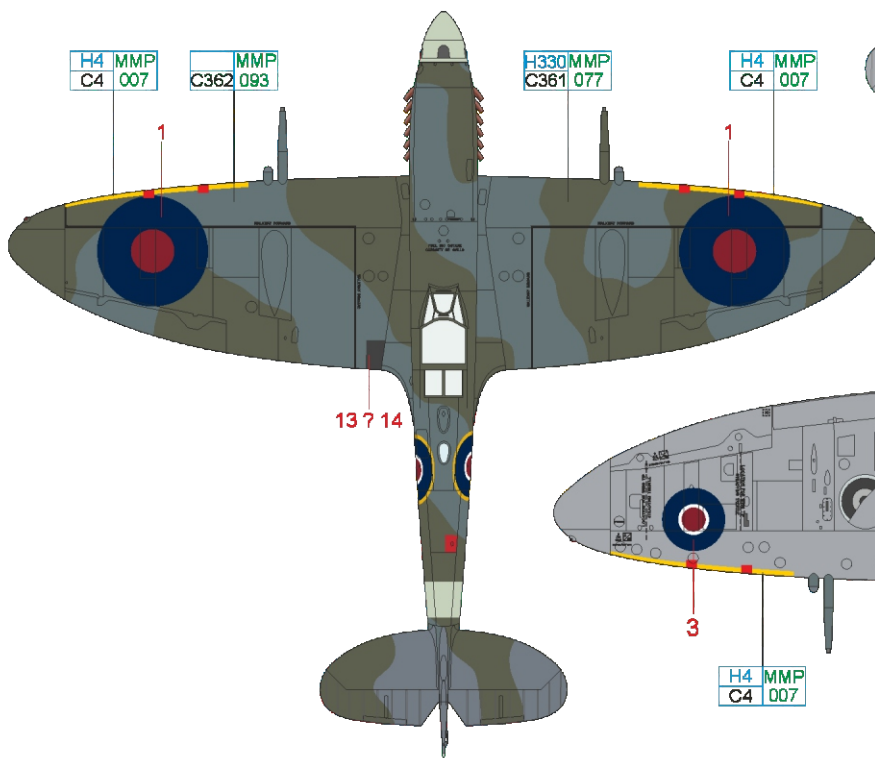
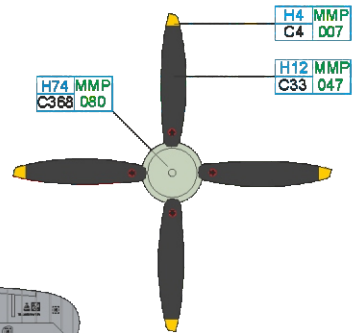


RED	H3 MMP C3 003	YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047
AZURE BLUE	MMP C370 092	MIDDLE STONE	H71 MMP C21 076	DARK EARTH	H72 MMP C369 078

This Spitfire flew for the first time on November 16, 1942 and its first and only known affiliation is with No. 611 Squadron RAF. Among squadron members who were entrusted with this aircraft was Franz Ferdinand Colloredo Mansfeld, a member of Austrian nobility and a US citizen (three confirmed kills and four probables). EN133 was destroyed on March 14, 1943 during an attack on Abbeville airfield in France (Operation Ramrod 188), when Spitfires clashed with Fw 190s from JG 26. The pilot of EN133 – W/Cdr. James H. Slater, the CO of No. 453 Sqdn RAAF – was killed in action.



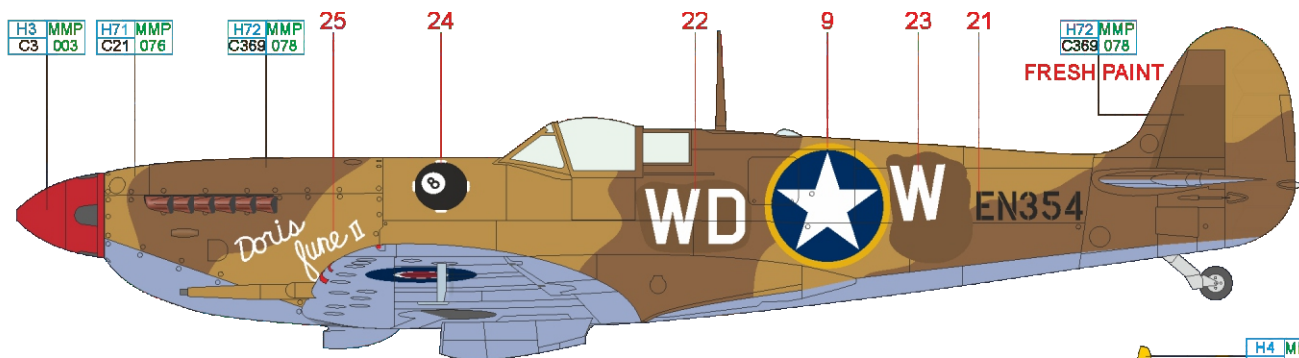
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RED	H3 MMP C3 003	YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047
SKY	H74 MMP C368 080	MEDIUM SEA GRAY	H335 MMP C363 094	OCEAN GRAY	MMP C362 093
		DARK GREEN	H330 MMP C361 077		

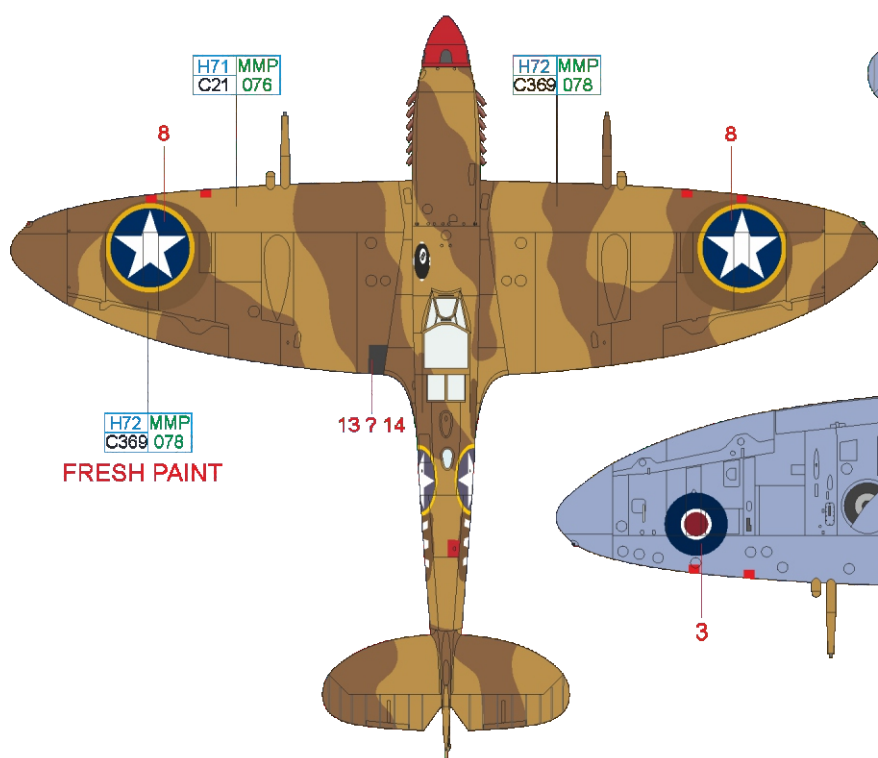
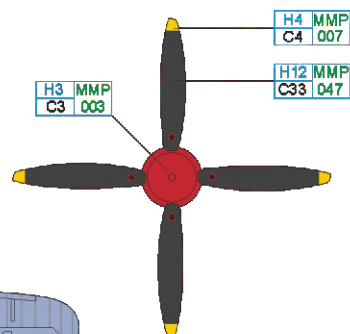
D EN354, Lt. Leonard V. Helton, 52nd FG, 4th FS, La Sebala Airfield, Tunisia, June 1943

The US Army Air Force was one of the Spitfire Mk.IX operators in the Mediterranean Theatre of Operations. The 52nd Fighter Group flew Spitfires till March/April 1944 when it was re-equipped with the P-51 Mustang. The Group came to northern Africa as a part of the invading Allied forces during Operation Torch that was launched on November 8, 1942. The British camouflage is topped up with US national insignia. At least one British roundel was left on the left wing underside. The former markings were overpainted with fresh colors that seem to be darker than the rest of the camouflage. The new code letters were added then. The yellow outline of the national insignia was applied during Operation Torch to distinguish US aircraft and frequently seen in the Mediterranean during the following months.

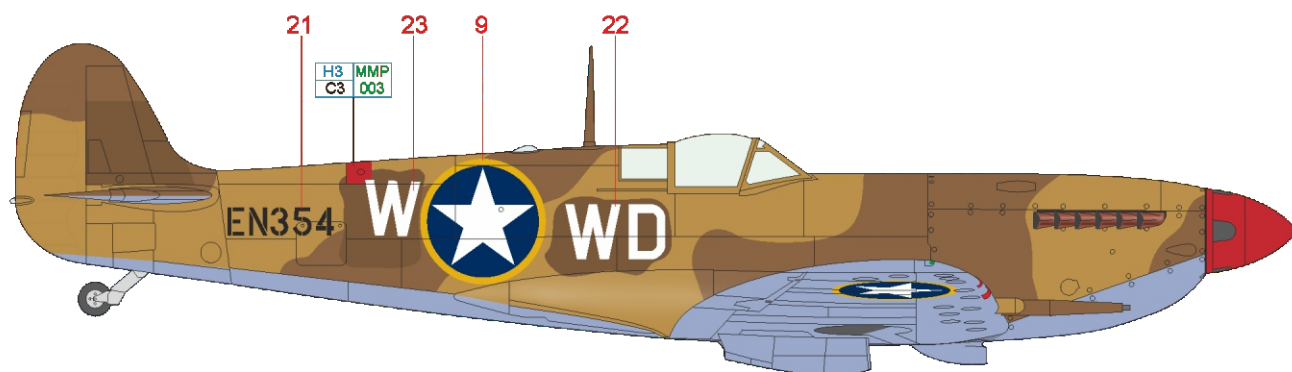
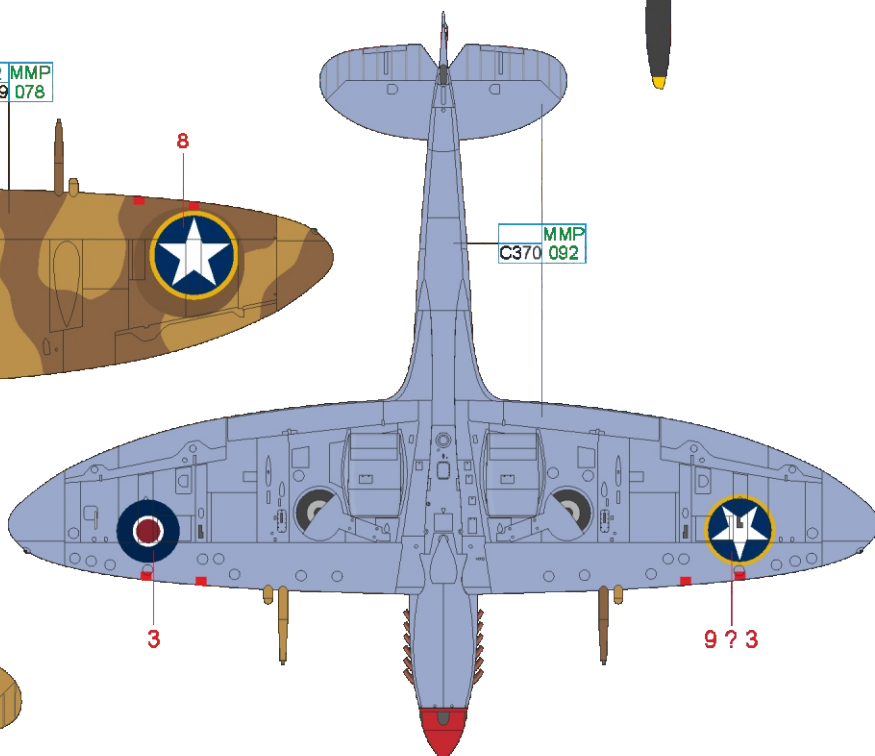


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RED	H3 MMP C3 003	YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047
AZURE BLUE	MMP C370 092	MIDDLE STONE	H71 MMP C21 076	DARK EARTH	H72 MMP C369 078

Spitfire F Mk.IX

STENCILING POSITIONS

