

Spitfire HF Mk.VIII

eduard

1/48 Scale Plastic Model Kit



item No. 8287

ProfiPACK
edition

The Supermarine Spitfire is so iconic, that virtually everyone can recognize it. The life of this elegant fighter spanned remarkable 13 years. It entered into service at the end of biplane era and remained on frontline duty use 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 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 September 20, 1931 and British Air Ministry, under influence of such achievement, issued the specification F.7/30 in October 1931. Although it called for modern pursuit airplane 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 the design with a gull wing, fixed undercarriage and Rolls-Royce Goshawk engine was a disappointment because of the lack of speed and poor rate of climb. After that the RAF chose the Gloster Gladiator biplane as the winner.

Second attempt

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 brand new Rolls-Royce PV12 engine, later known as the Merlin. The Air Ministry expressed interest and issued specification F.37/34 on December 28, 1934 to fund a prototype armed with four wing mounted guns, but by April 1935 Mitchell received the detail of specification F10/35, calling for eight guns. The change was made on cost of bomb provision and reduction of the capacity of the fuel tanks to 66 gal. The decision caused the so called "short legs" of the Spitfire, meaning a lack of range and endurance. The Supermarine Type 300 made its maiden flight on March 5, 1936, an initial contract to produce 310 Spitfires was signed in June 1936.

Catching the progress

The Spitfire's development was an ongoing process from very early stage of its service and incorporated many changes. From the early Mk. I and Mk. II the development reached the point where a more substantial 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, most distressingly 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 RAF response to the new situation was to be the Spitfire Mk.VIII, but the design changes were so complex that initiating timely production was not possible, so another way of getting a powerful fighter

as quickly as possible was sought for. The solution was found in mating the two-stage supercharger Merlin 61 with the Spitfire Mk.Vc. The fuselage was strengthened to accommodate the more powerful and heavier engine. Flight trials were successful and the series production commenced almost immediately in June 1942. The first Mk.IXs found their way to the No. 64 Squadron in July. Performance improved significantly and the Mk.IX became the main production Spitfire variant instead of the Mk.VIII.

High altitude threat

After the Mk.V, the development line of Spitfire was driven by the fear of high-altitude Luftwaffe bombers. Due to it the Air Ministry asked for the high-level Spitfire variant with pressurized cockpit. The Rolls-Royce Merlin 47 engine was used and drove a four-bladed Rotol propeller of 10 ft 9 in (3.27 m) diameter designed to provide increased thrust at high altitudes. The wing was modified with new pointed wingtips which extended the wingspan to 40 ft 2 in (12.2 m) for better high-altitude performance. As the threat of this bombing did not materialize, only 100 of the Mk.VIs were built and only two squadrons (Nos. 124 and 616) were fully equipped with them.

The next step, Mk.VII, was another development with pressurized cabin of slightly different design (further improved on later production examples by "Lobelle" design) and powered by Merlin 64 (F Mk.VII) or 71 (HF Mk.VII) engine with two-stage, two-speed supercharger. Pointed wingtips were fitted on C type wing, but many Mk.VIIs were later reverted to the normal, rounded wingtip.

This kit: Spitfire HF Mk.VIII

The Spitfire Mk.VIII was basically Mk.VII with the pressurized cockpit deleted. As it became clear the "stopgap" Mk.IX would be adequate for fighting the new Fw 190s, the production of Mk.VIII was shifted to the Castle Bromwich factory only.

The Mk.VIII differed little from the Mk.VII, the main difference was reshaped fin and pointed rudder. Some early production examples had extended wingtips, but as they had no value for Mk.VIII and reduced the aileron response and the rate of roll, most of Mk.VIIIs were fitted with the standard wing. There were three sub-variants for low altitude (LF Mk.VIII), medium altitude (F Mk.VIII) and high altitude (HF Mk.VIII) which differed in engine used, as they were powered by the Merlin 66, Merlin 63 and Merlin 70 respectively.

The two main fuel tanks had volume increased by 11 gal for a total of 96 gal. With the volume of wing tanks, it allowed the range of 660 mi (1,060 km). Provision was also made to allow the Mk.VIII to carry a single drop tank of the volumes of 30, 90 or 170 gal. With 90gal drop tank the range extended to 1,180 mi (1,900 km) and with the 170gal one even 1,500 mi (2,400 km). Thanks to the longer range the Mk.VIII better suited to the operations in the Far East. A maximum external bomb load of 1,000 lb (460 kg) with one 500 lb under the fuselage rack and two 250 lb (110 kg) bombs under each wing.

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. SYMBOLY

* INSTRUKTION SINNBILDEN

* SYMBOLES

* 記号の説明

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

PARTS



DÍLY



TEILE



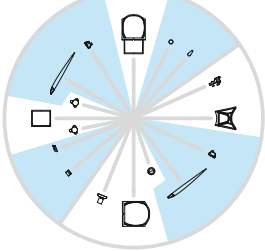
PIÈCES



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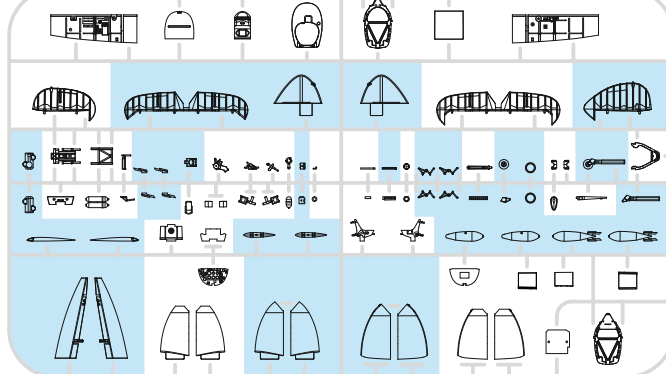
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8280 A



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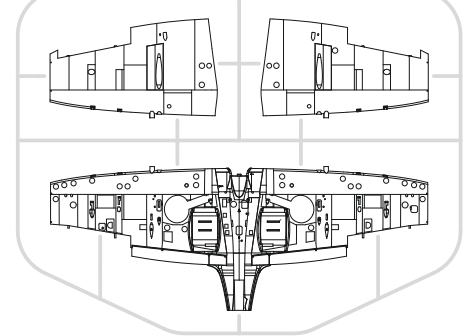
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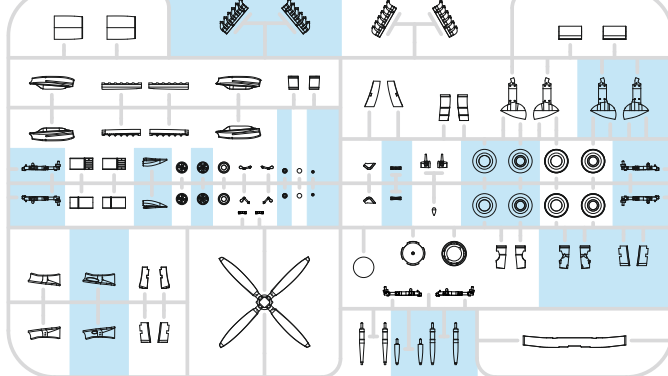
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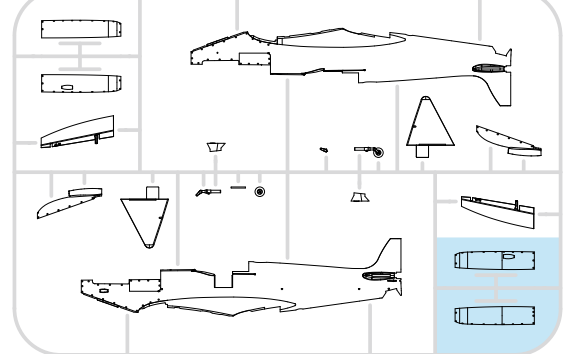
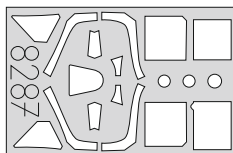
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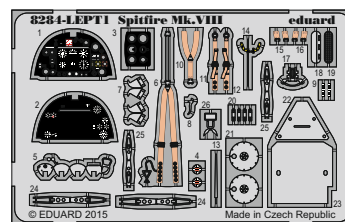


I>

8280 I

eduard
MASK

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



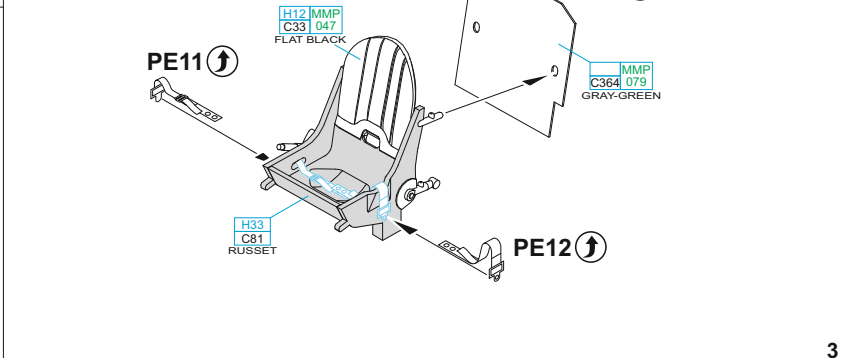
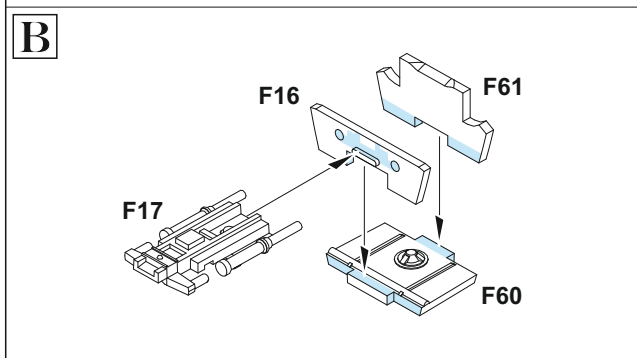
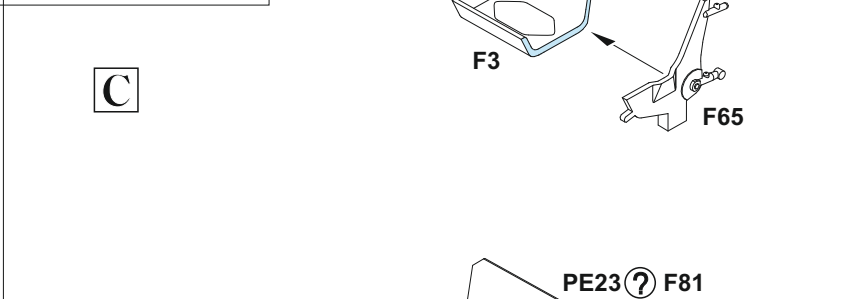
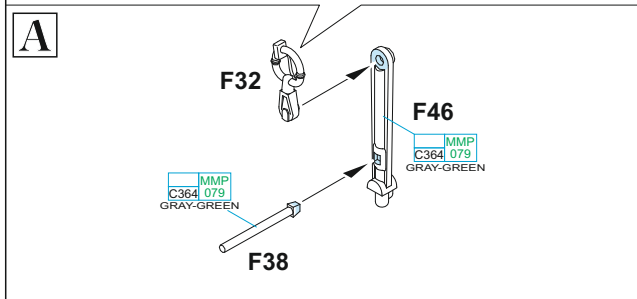
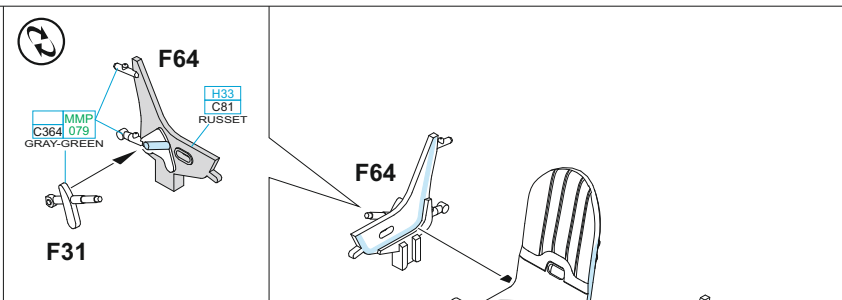
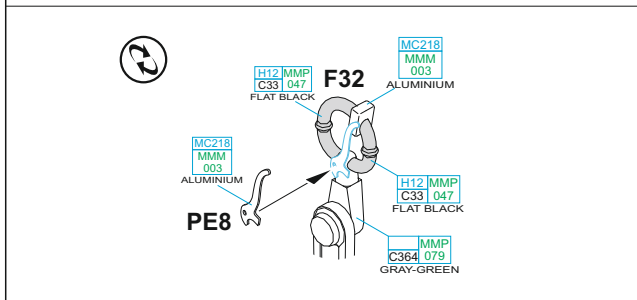
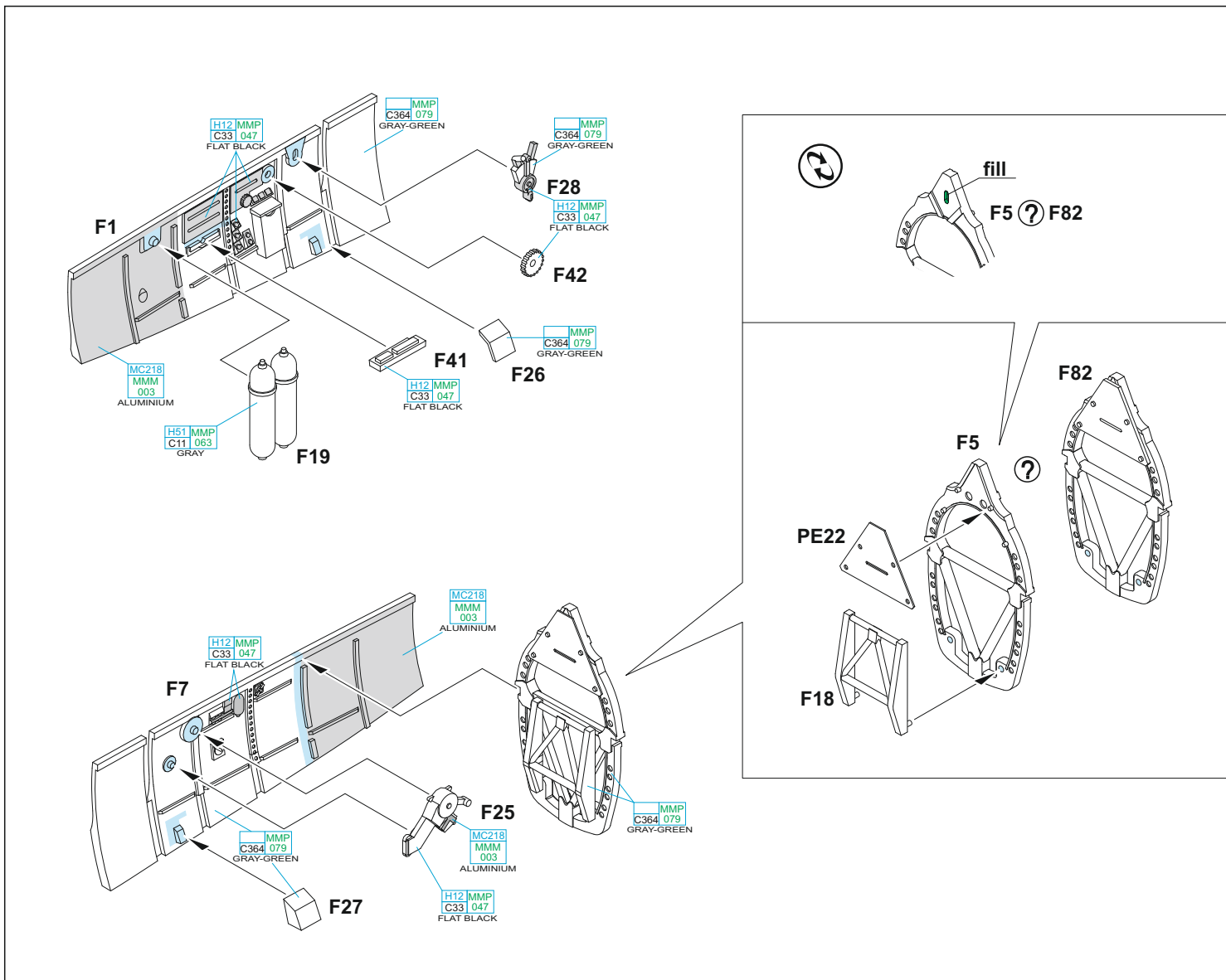
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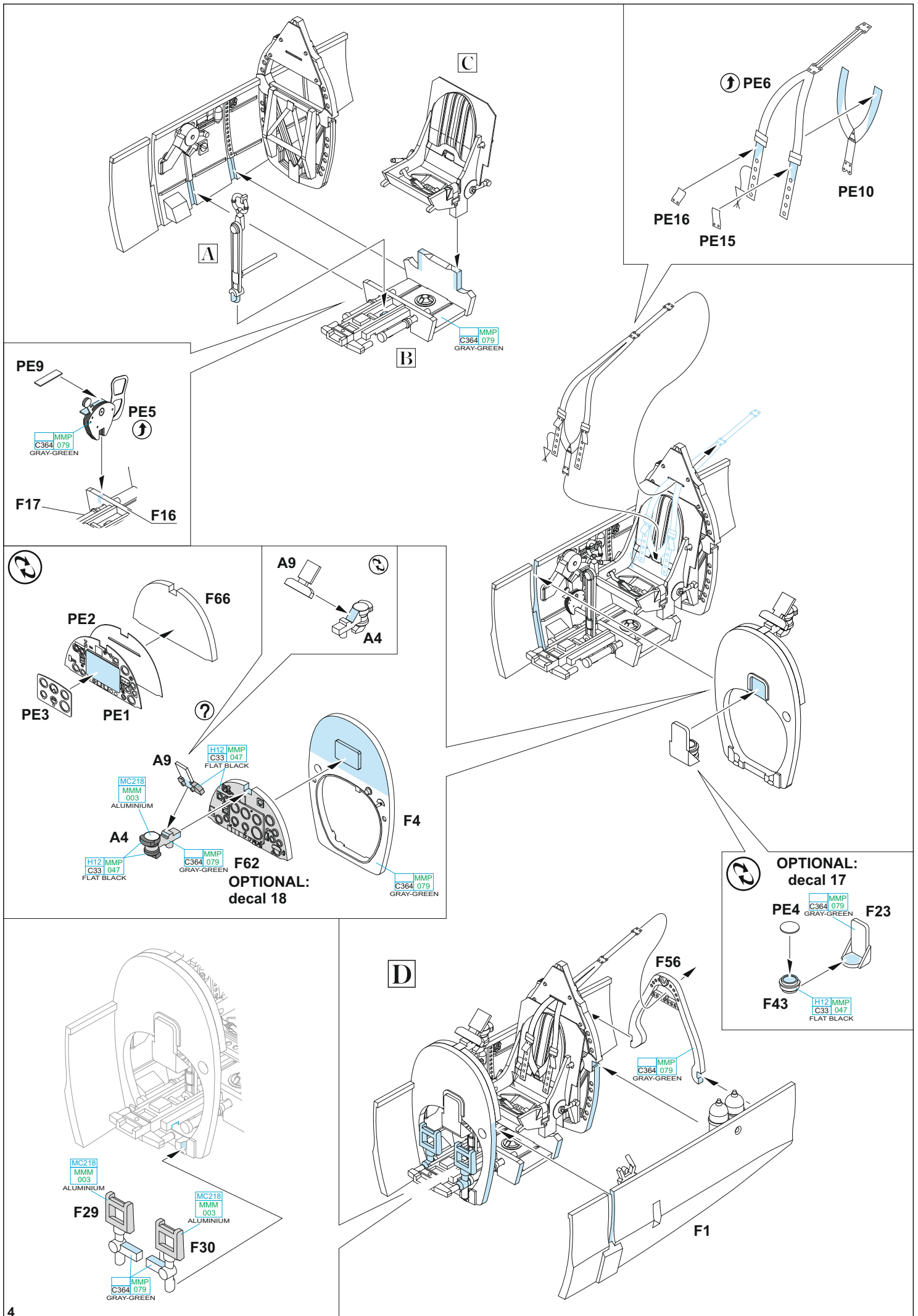


色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H4	C4	MMP-007	YELLOW
H12	C33	MMP-047	FLAT BLACK
H13	C3	MMP-003	FLAT RED
H33	C81		RUSSET
H51	C11	MMP-063	LIGHT GULL GRAY
H71	C21	MMP-076	MIDDLE STONE
H72	C369	MMP-078	DARK EARTH
H77	C137	MMP-040	MIDDLE STONE
H84	C42		MAHOGANY
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H327	C327	MMP-101	RED

GSI Creos (GUNZE)		MISSION MODELS	
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H329	C329	MMP-041	YELLOW
H330	C361	MMP-077	DARK GREEN
H335	C363	MMP-094	MEDIUM SEAGREY
	C362	MMP-093	OCEAN GREY
	C364	MMP-079	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





MMP
C364 079
GRAY-GREEN

MMP
C364 079
GRAY-GREEN

H12 MMP
C33 047
FLAT BLACK

MC218
MMM
003
ALUMINIUM

H12 MMP
C33 047
FLAT BLACK

MMP
C364 079
GRAY-GREEN

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GRAY-GREEN

MMP
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GRAY-GREEN

H12 MMP
C33 047
FLAT BLACK

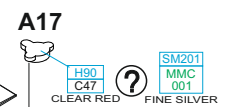
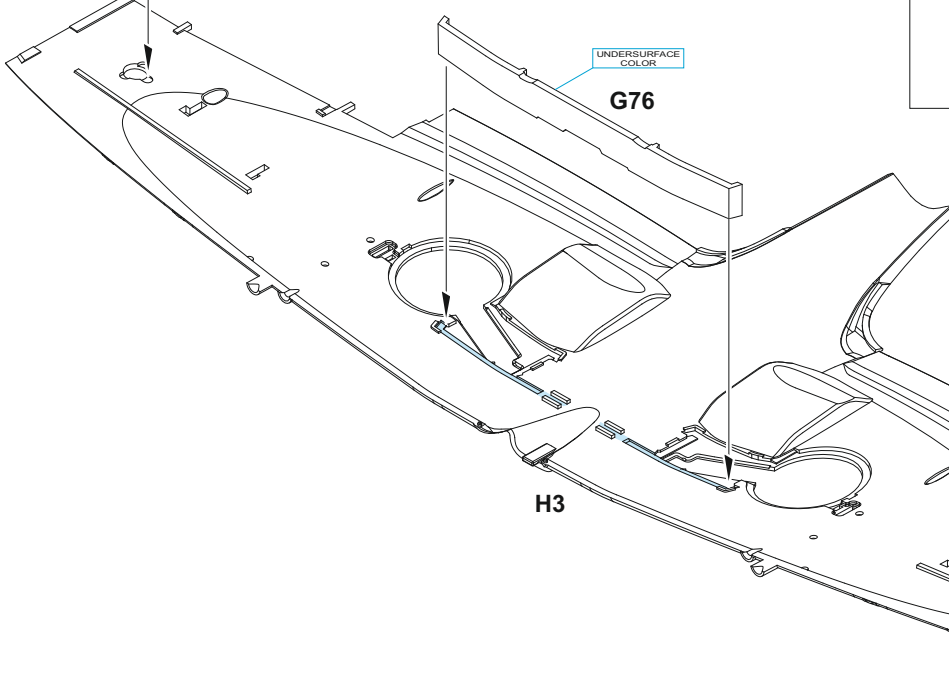
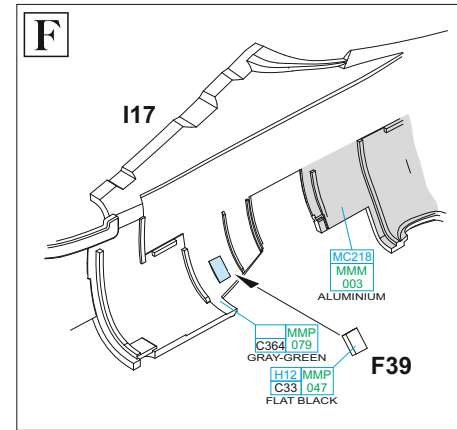
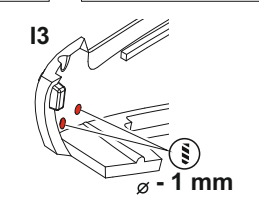
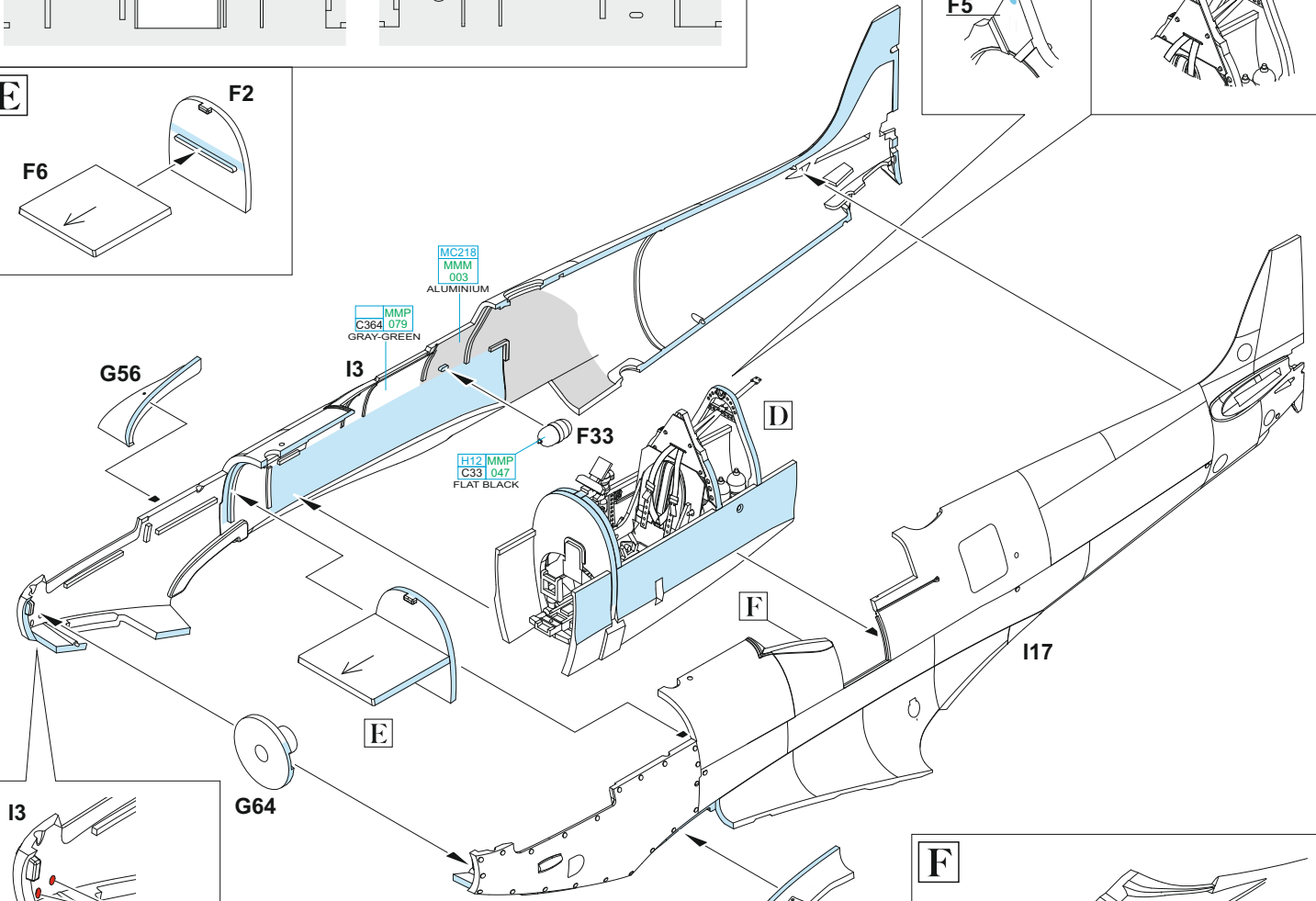
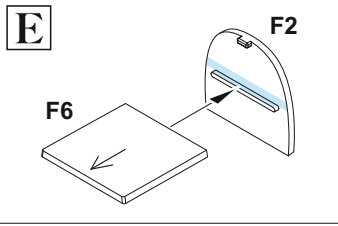
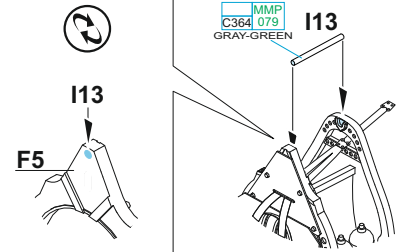
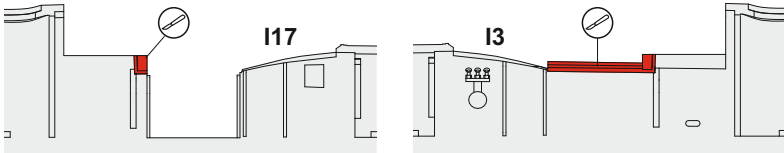
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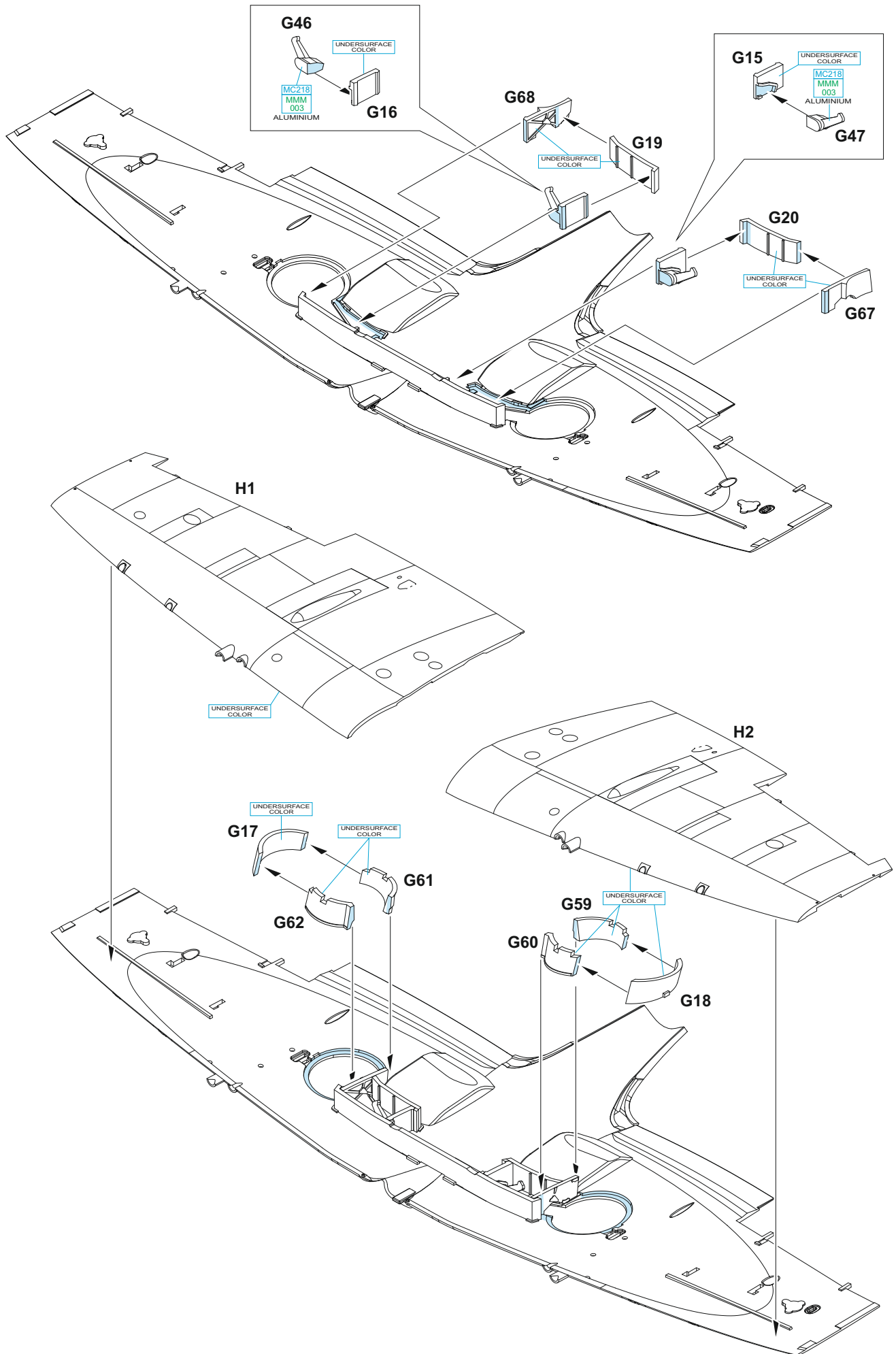
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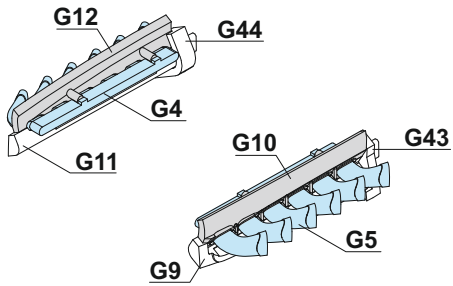
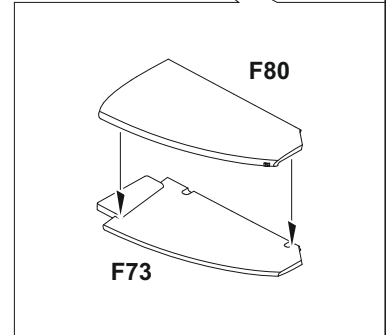
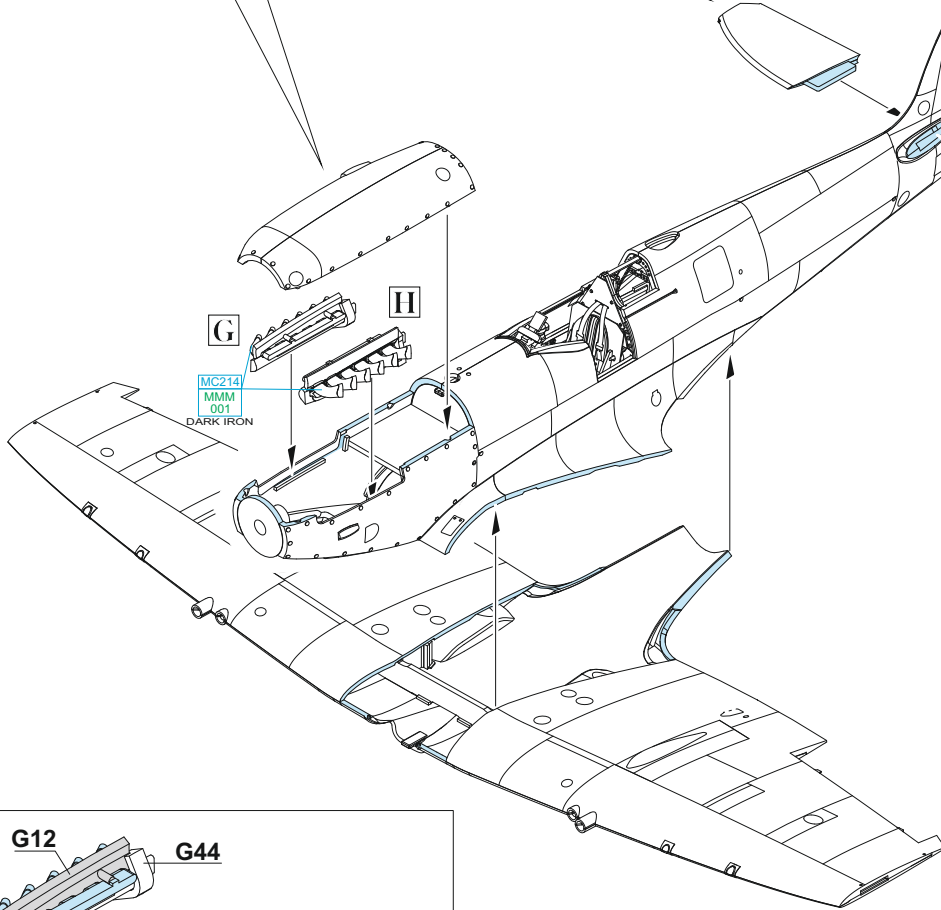
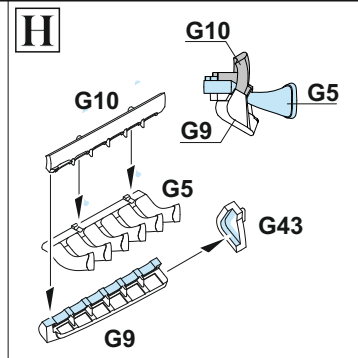
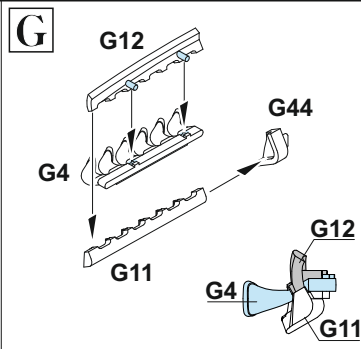
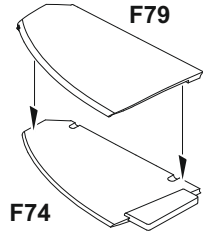
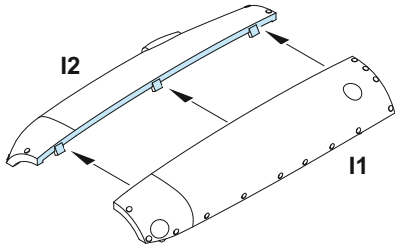
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MMP
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GRAY-GREEN

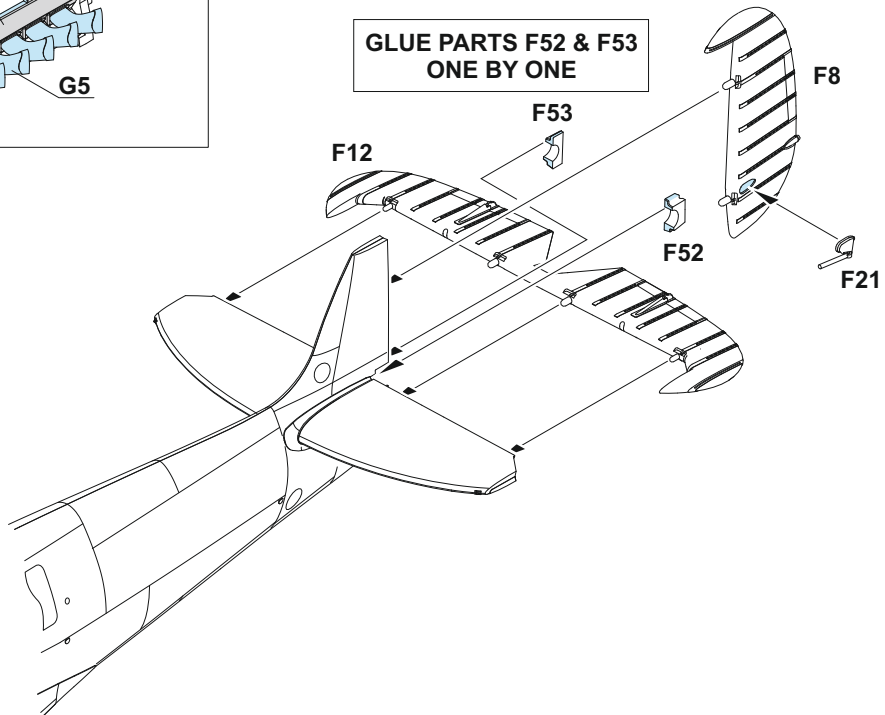
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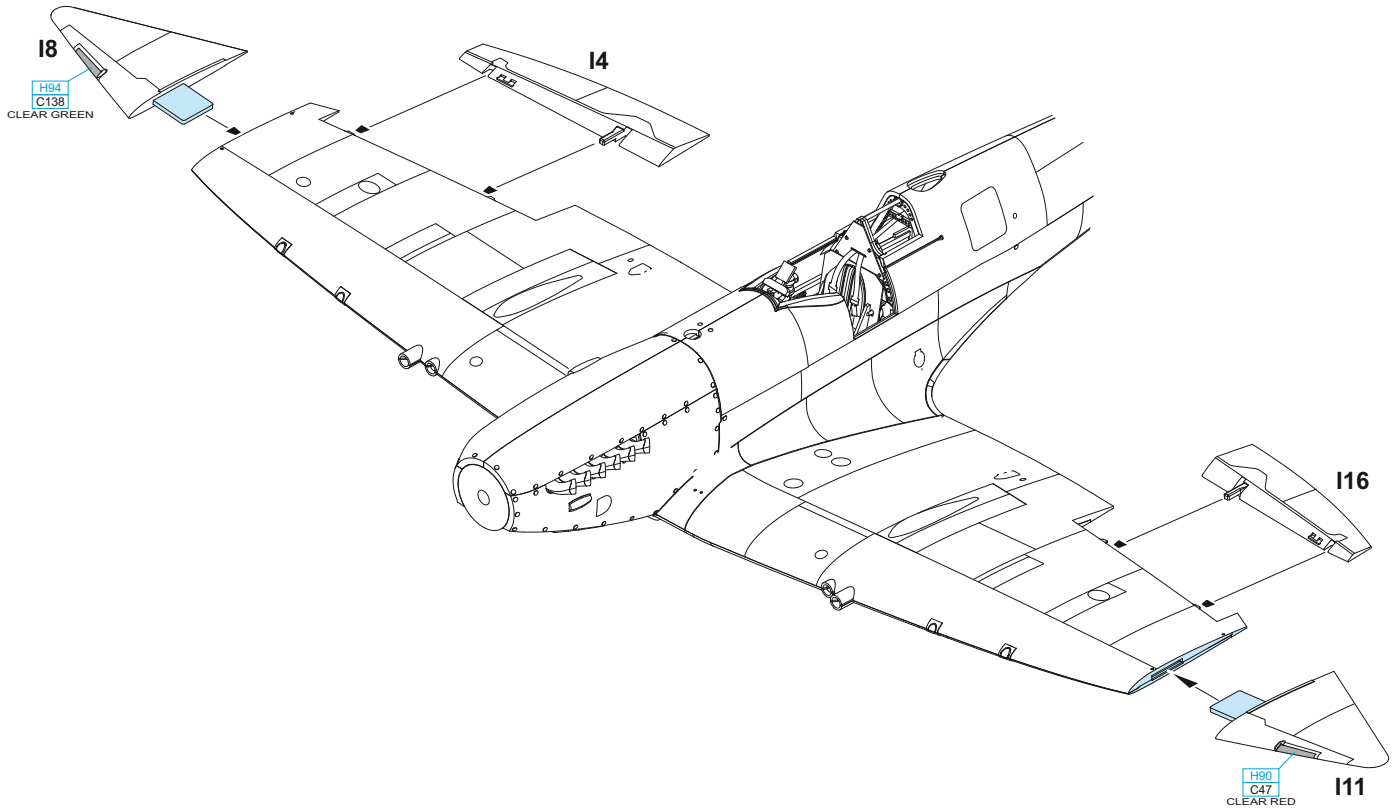




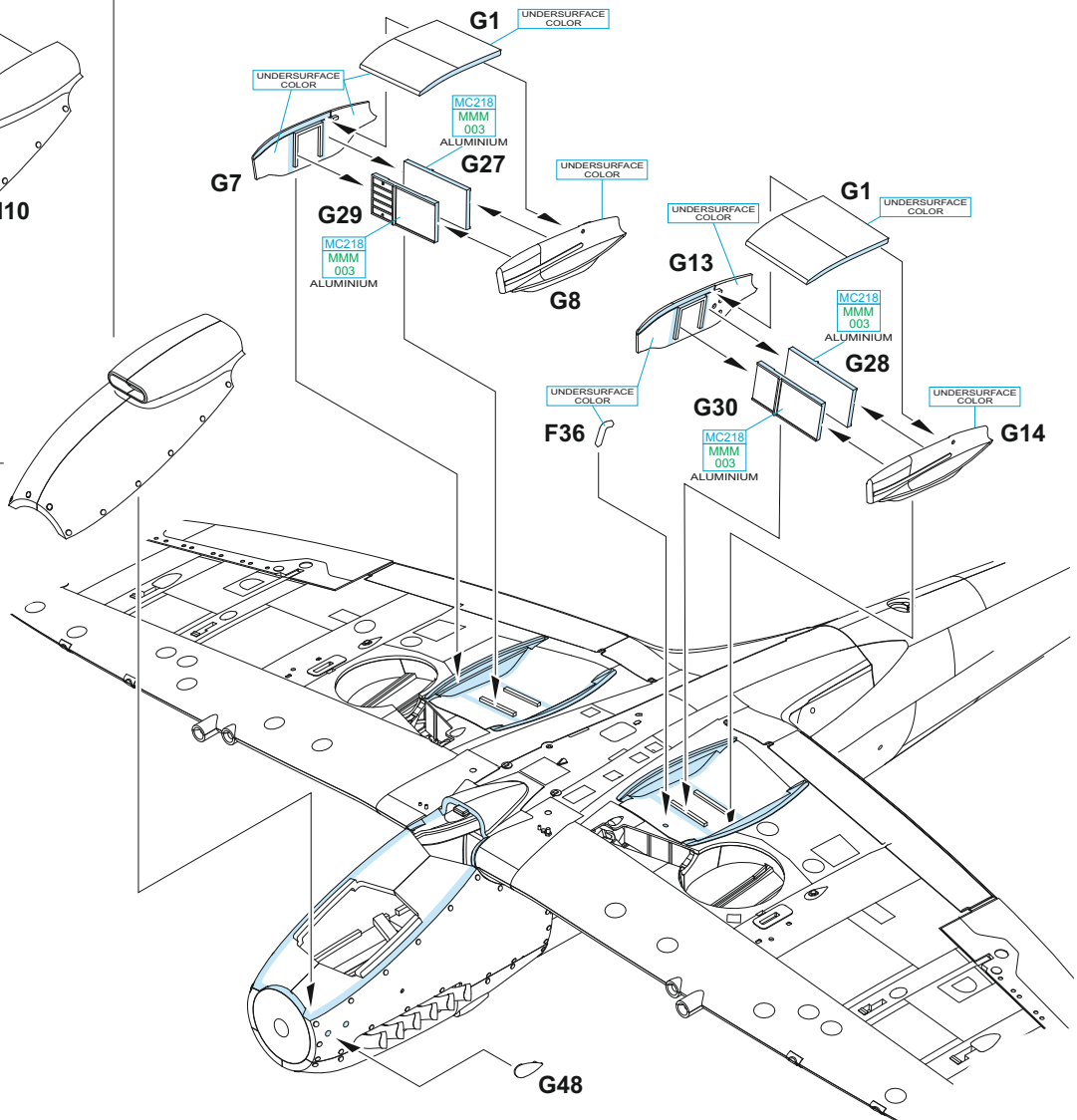
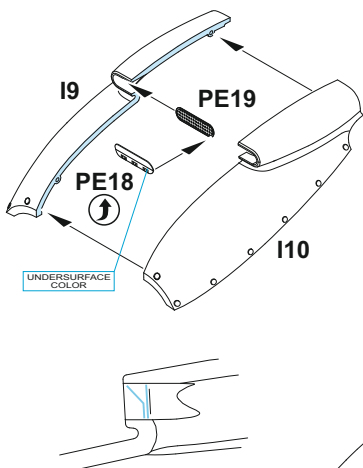


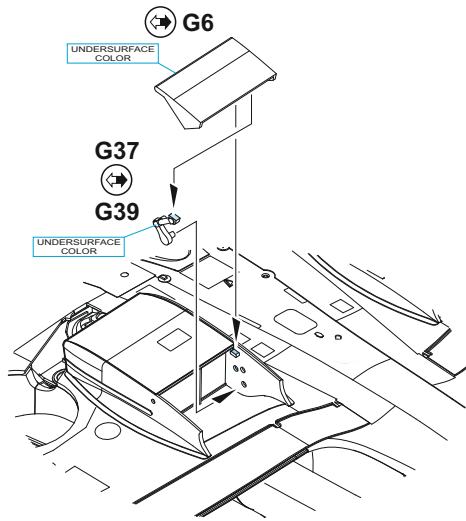
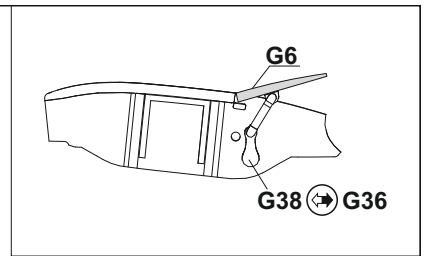
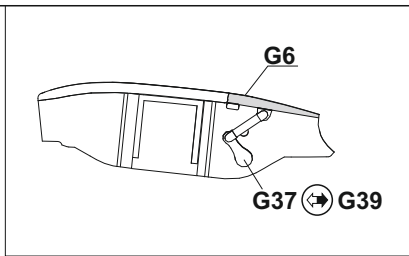
GLUE PARTS F52 & F53
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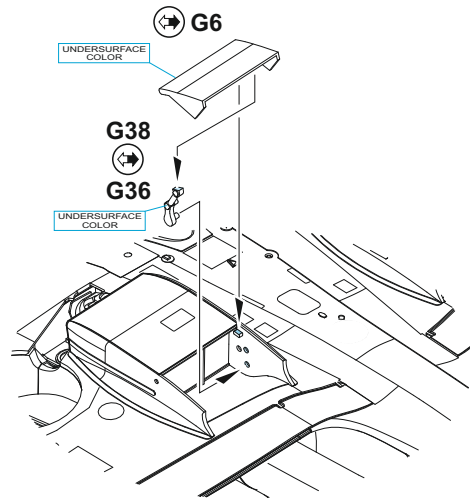


PE18, PE19 - MARKINGS **A, B, C, D** ONLY

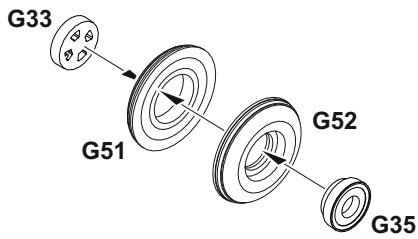




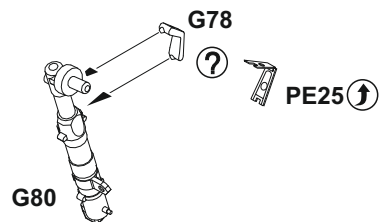
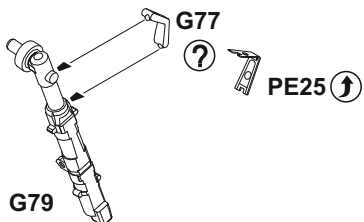
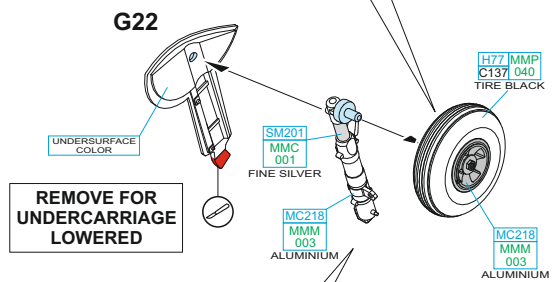
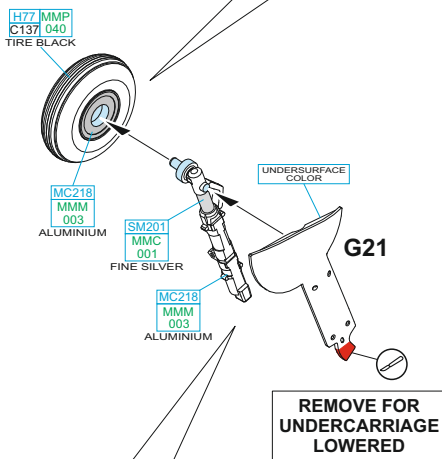
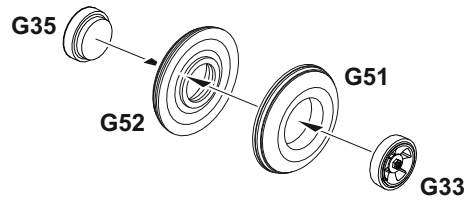
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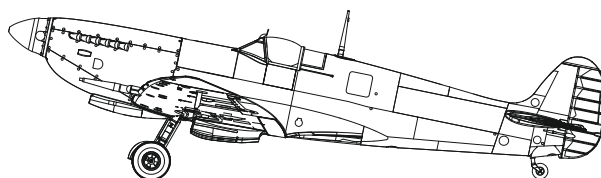
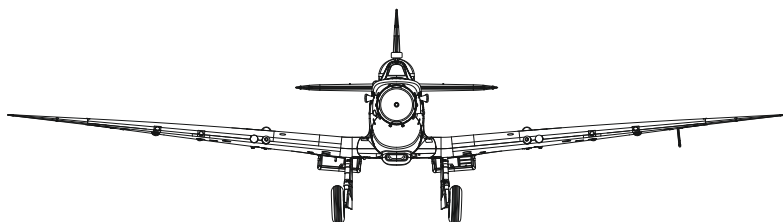
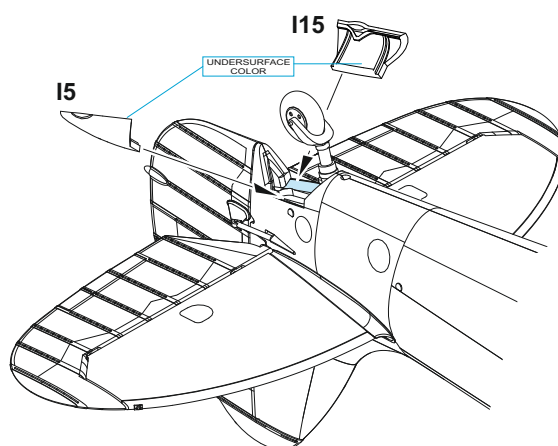
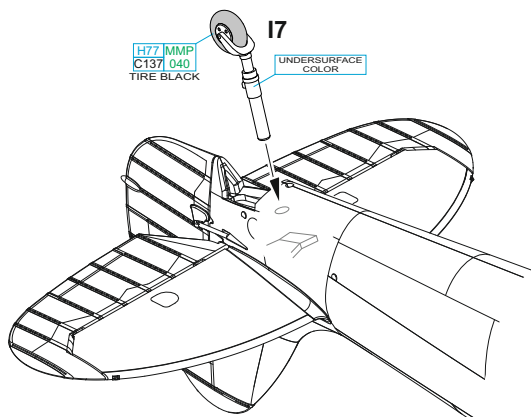
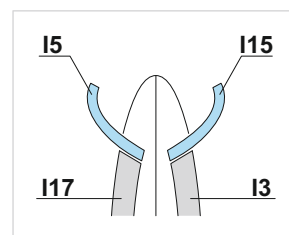
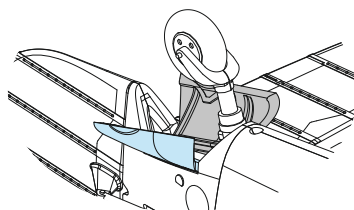
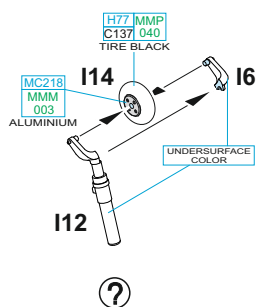
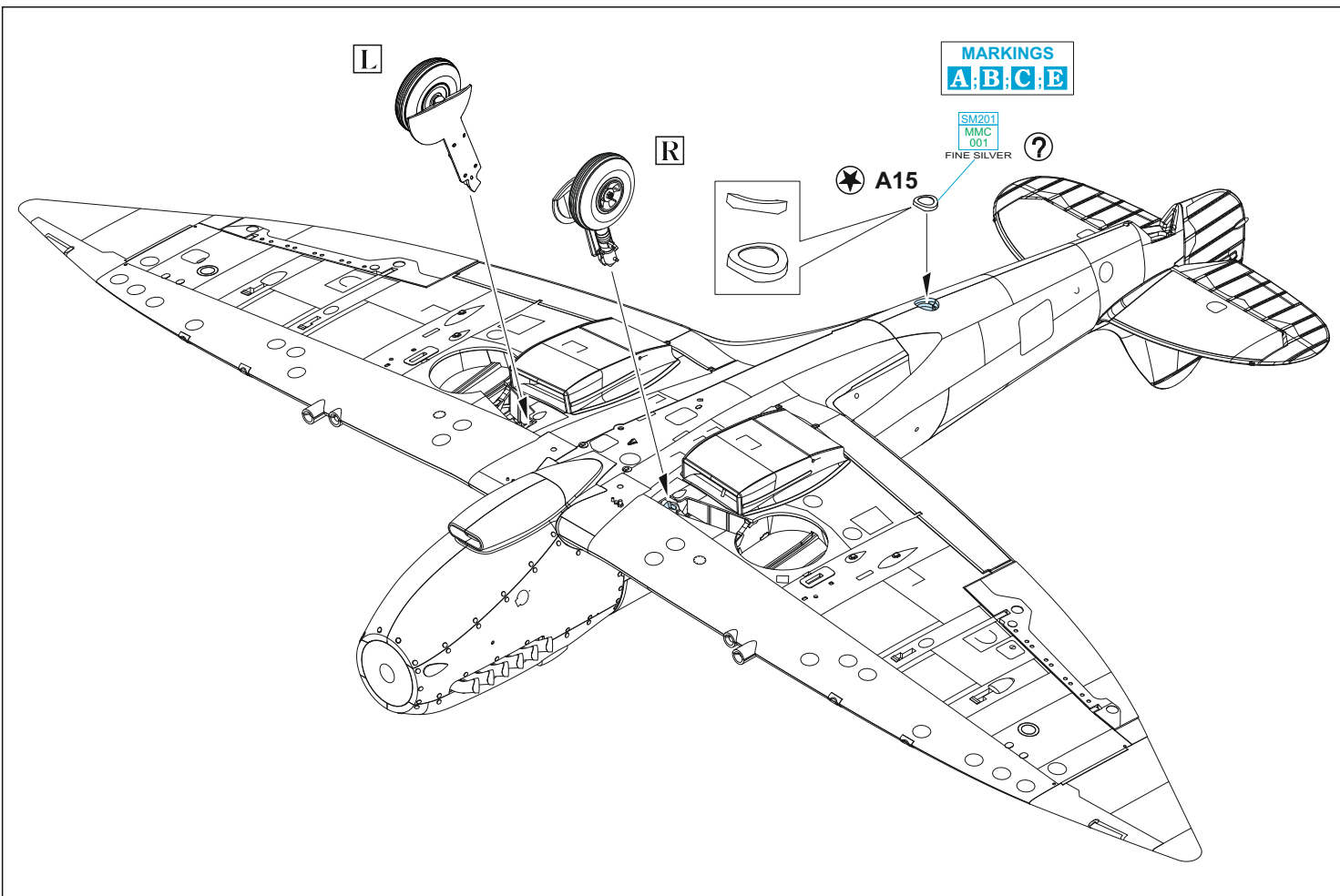


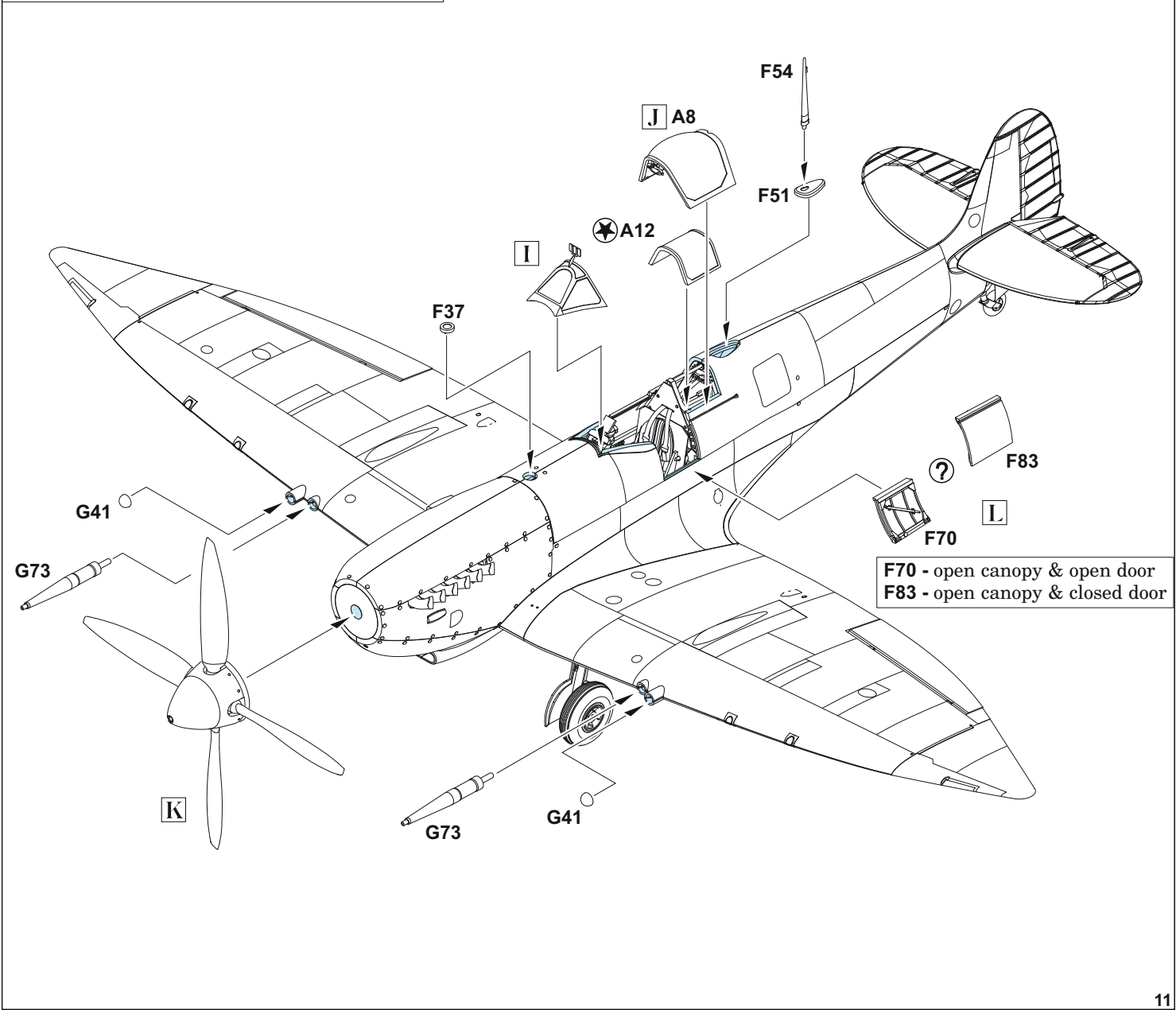
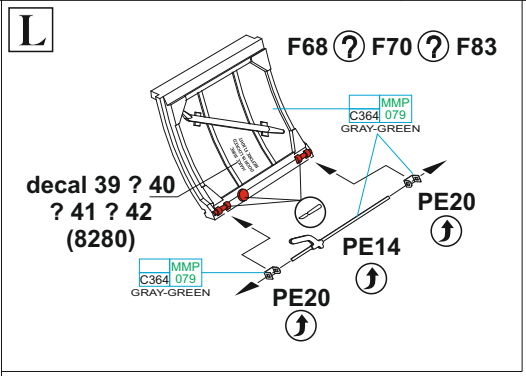
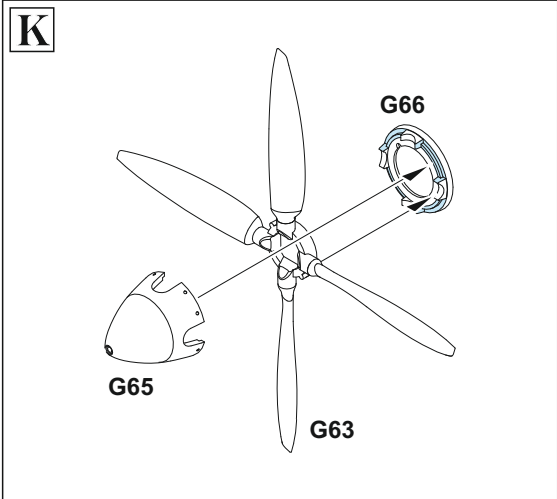
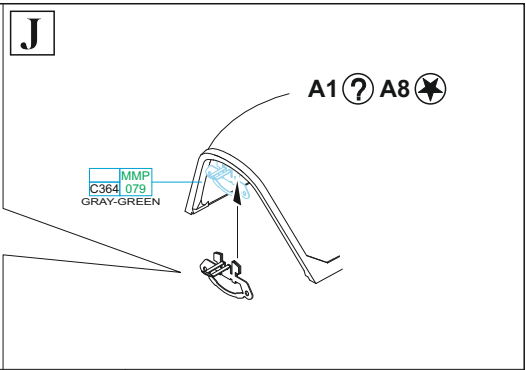
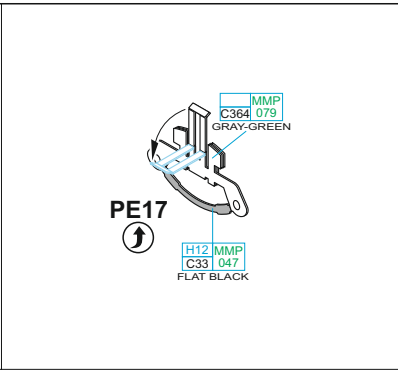
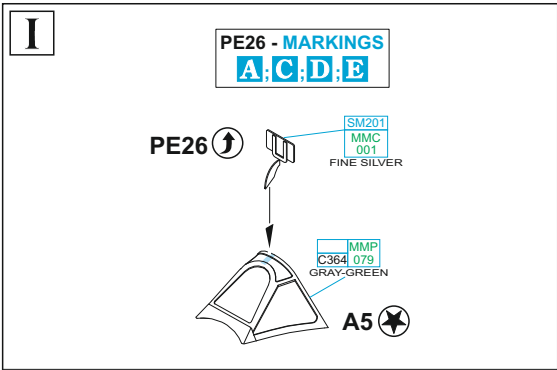
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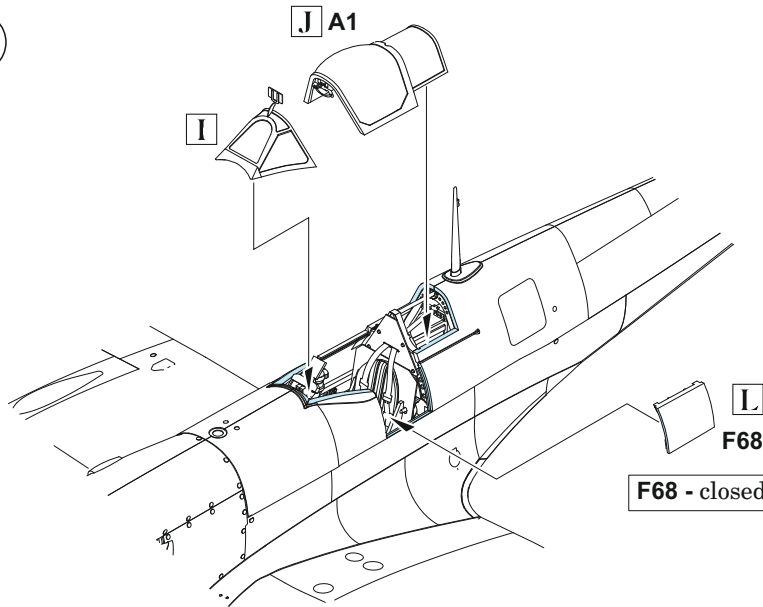
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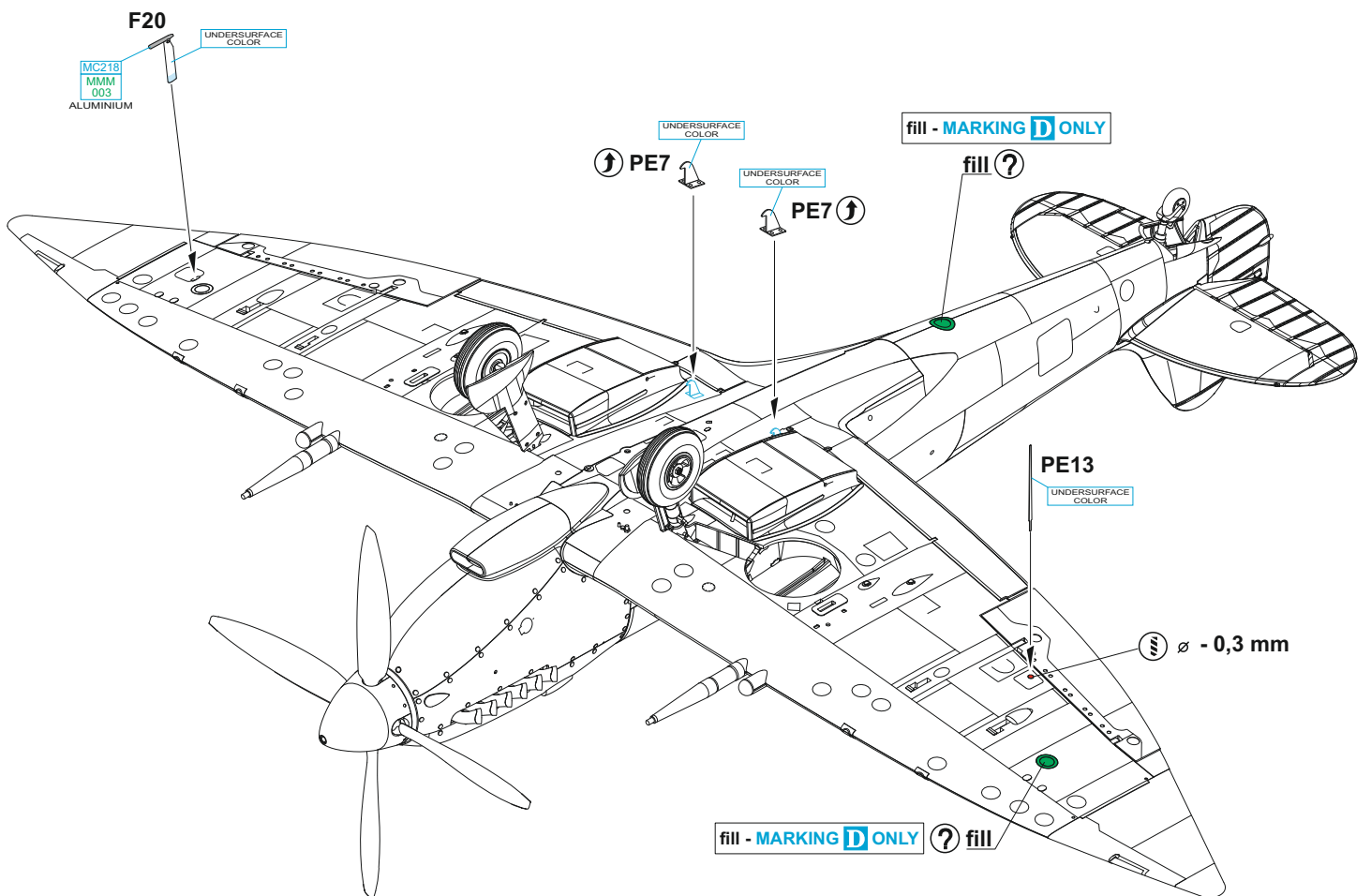


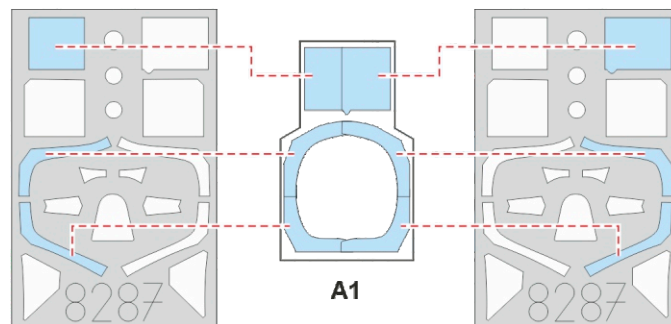
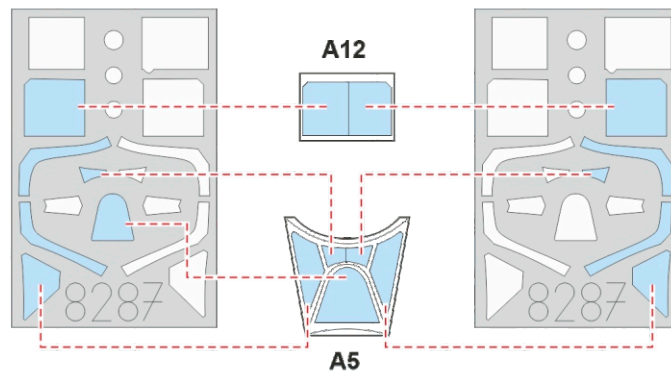
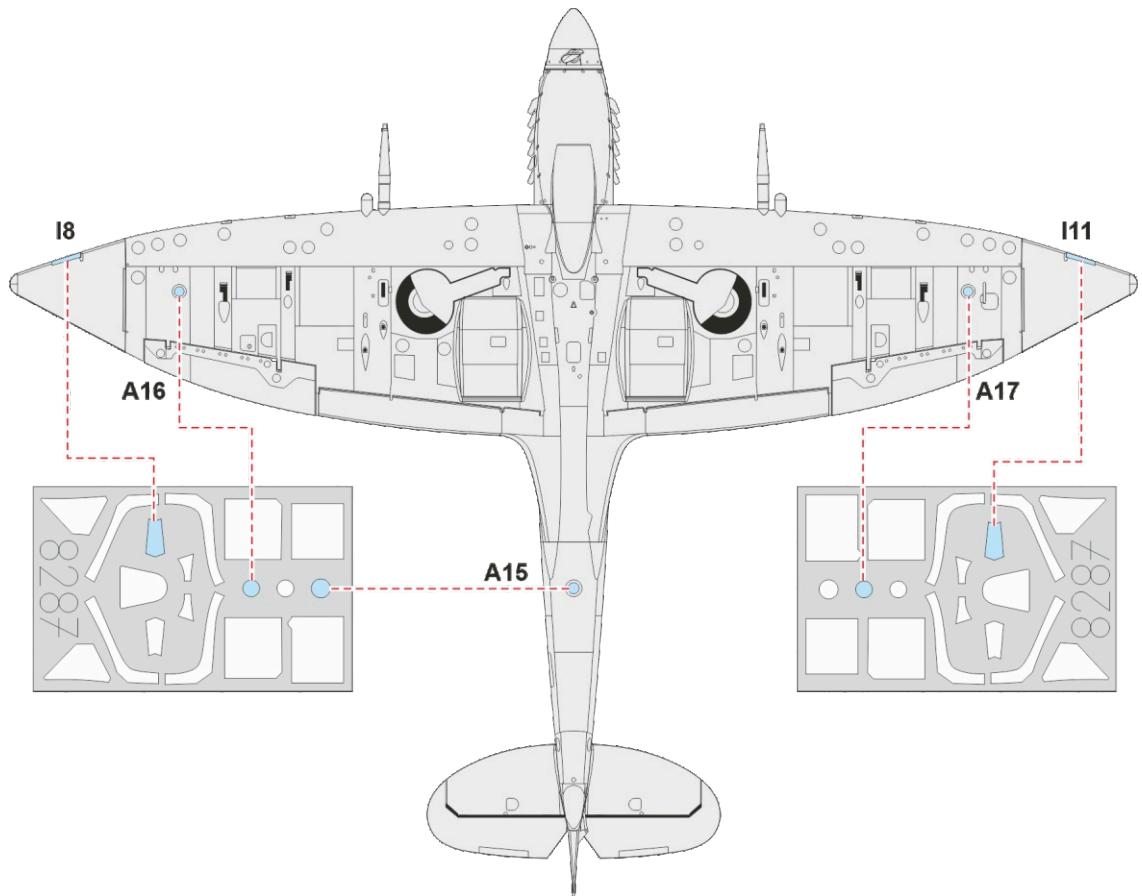


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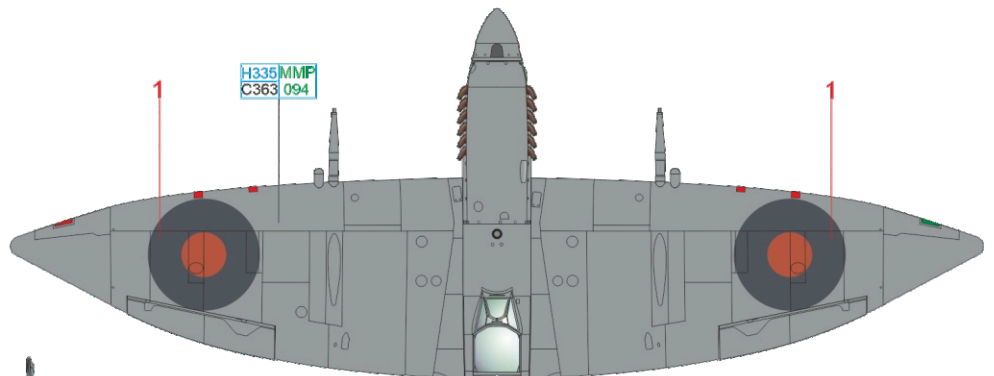
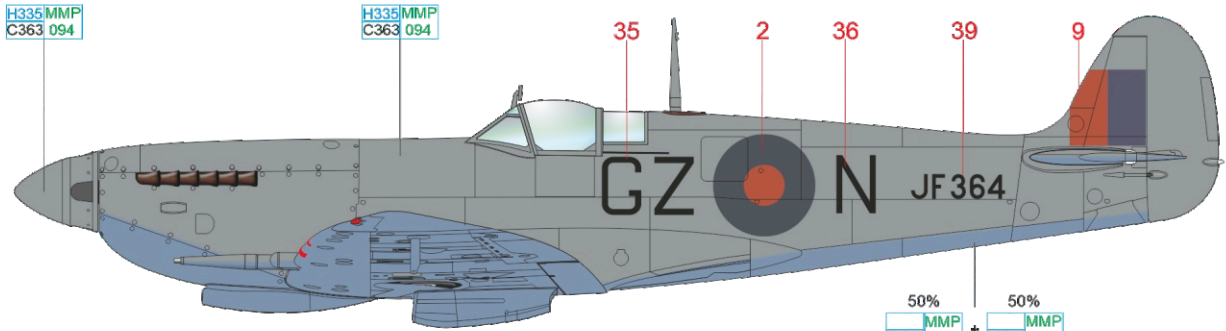
F68 - closed canopy & closed door



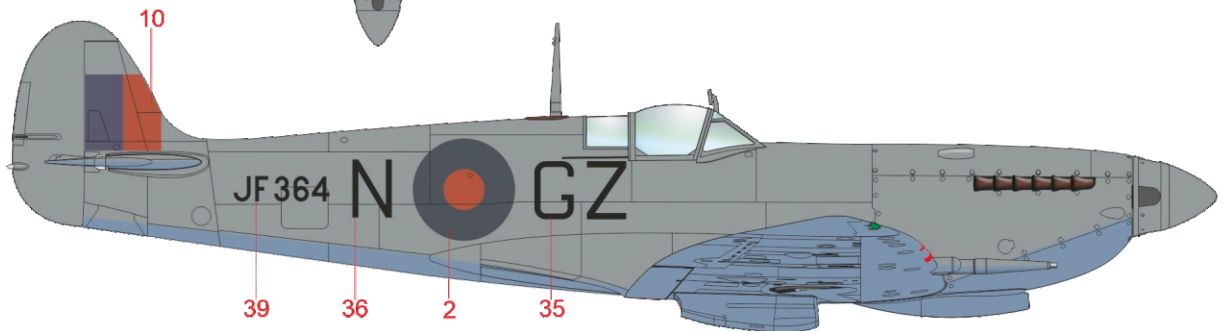
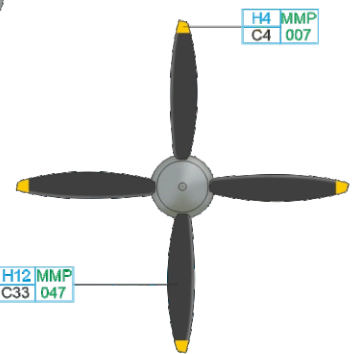
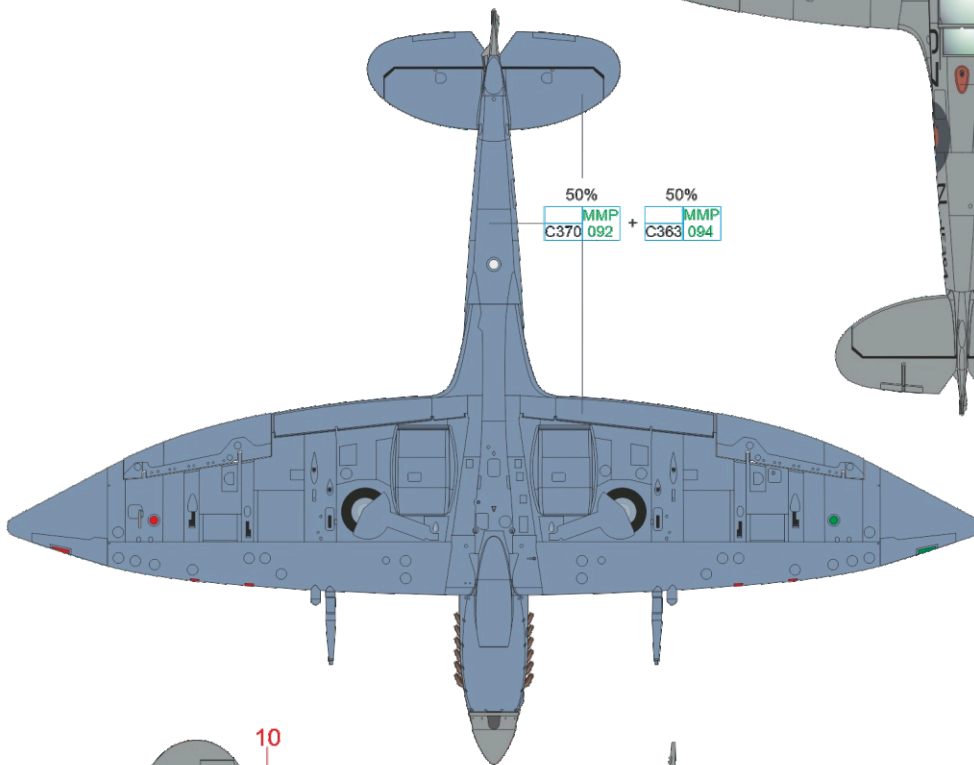


A JF364, No. 32 Squadron, Foggia, Italy, early 1944

The high altitude fighter camouflage scheme adorned this Spitfire as well. In accordance with regulations, red-blue cockades were painted on the fuselage and upper sides of the wings. No national insignia was applied on the bottom of the wings. A photo of this aircraft shows that the GZ code letters did not adhere to regulations on the right side of the fuselage. The aircraft was equipped with extended wingtips.



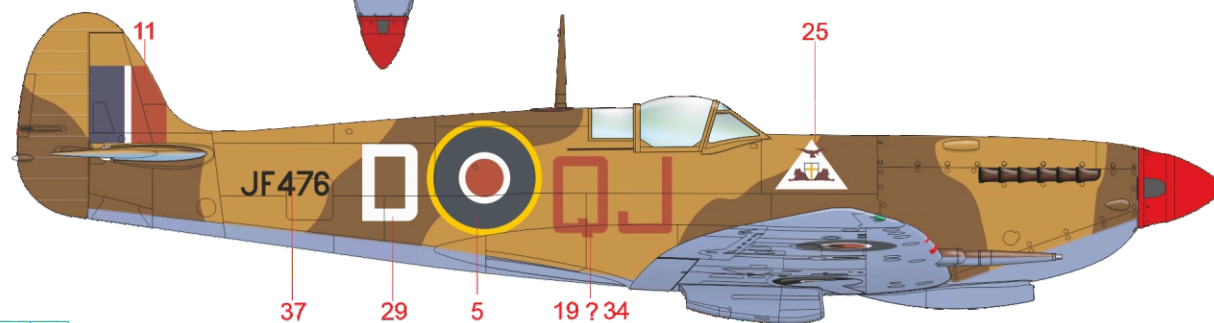
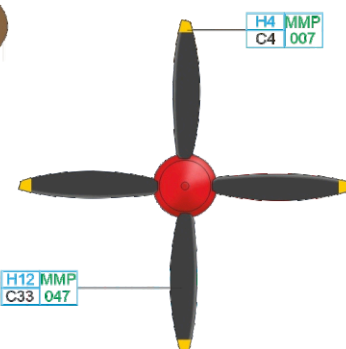
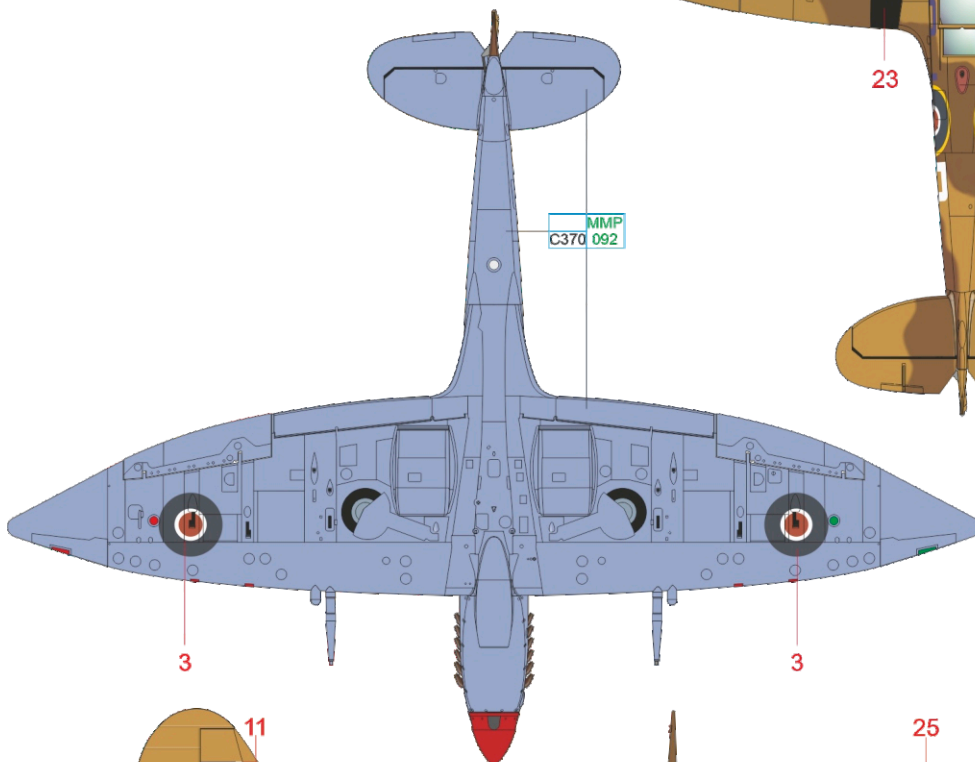
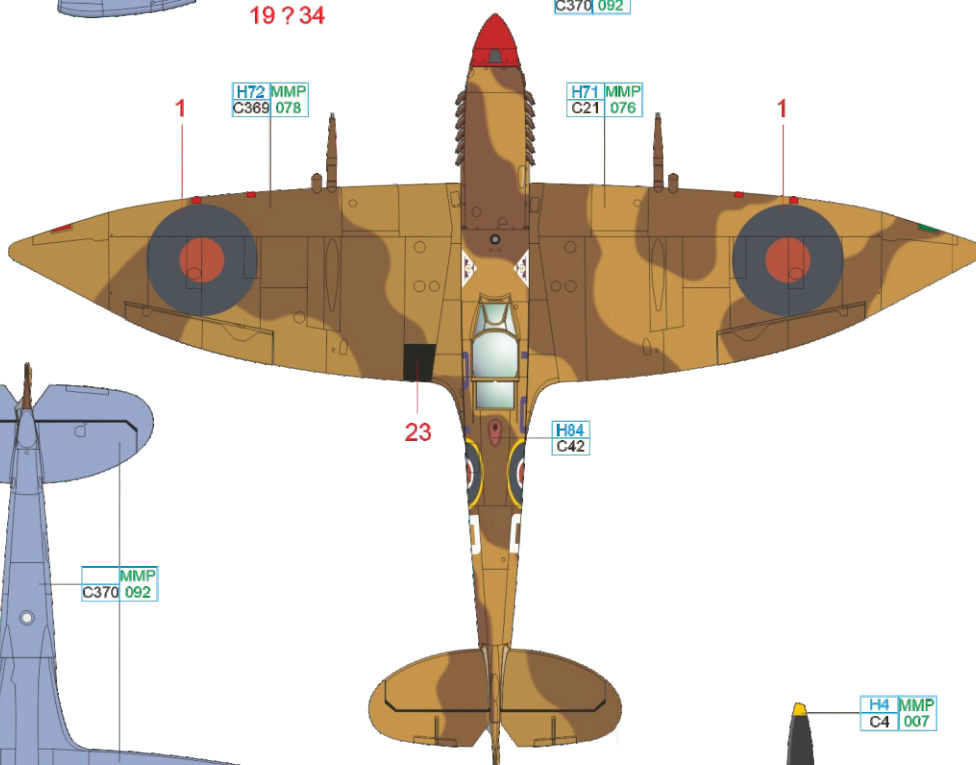
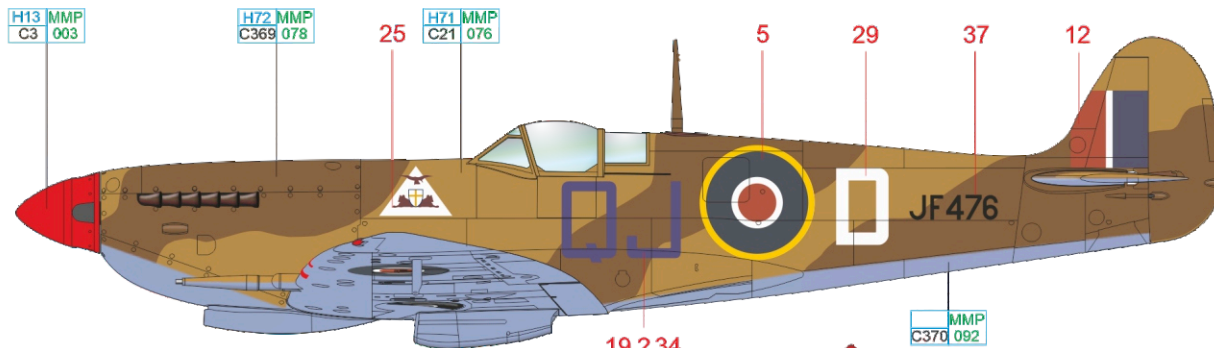
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MEDIUM SEA GRAY H335 MMP C363 094 AZURE BLUE MMP C370 092 MAHOGANY H84 C42 YELLOW H4 MMP C4 007 BLACK H12 MMP C33 047

B JF476, No. 92 Squadron, Triolo, Sicily, November 1943

Originally No. 92 Fighter Squadron fighting in WWI was cancelled in August 1919. On October 10, 1939 a squadron bearing the same number was established. It was first equipped with Bristol Blenheims. Right at the beginning of year 1940 it got Spitfires, which were fighting above Dunkerque and also fought in the Battle of Britain. In February 1942 the squadron was sent to Africa where it served against German and Italian armed forces. After the fights in Africa terminated, the squadron fought above Malta and Sicily, later the squadron served above Italy. The squadron was disbanded on December 30, 1946, in Austrian Zeltweg. During WWII it reached the highest number of shot downs of the enemy aircraft among the RAF Wings, 317 victories over the enemy aircraft. No. 92 Squadron aircraft had a Desert Scheme Camouflage. This consisted of Dark Earth and Middle Stone colours on the top surfaces, the undersides were painted in Azure Blue colour. The colour of the letters of coding of the squadron could not be clearly determined, various sources state blue and red. Both sides of the fuselage bore Desert Air Force sign.



YELLOW H4 MMP C4 007

DARK EARTH H72 MMP C369 078

MIDDLE STONE H71 MMP C21 076

AZURE BLUE MMP C370 092

MAHOGANY H84 C42

BLACK H12 MMP C33 047

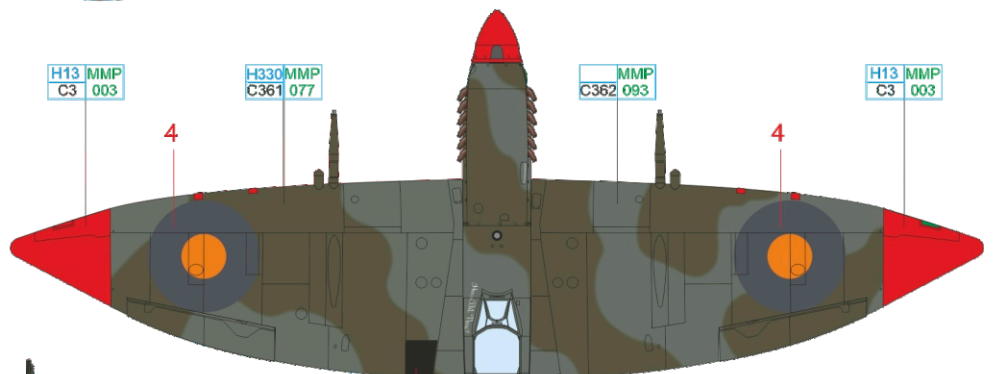
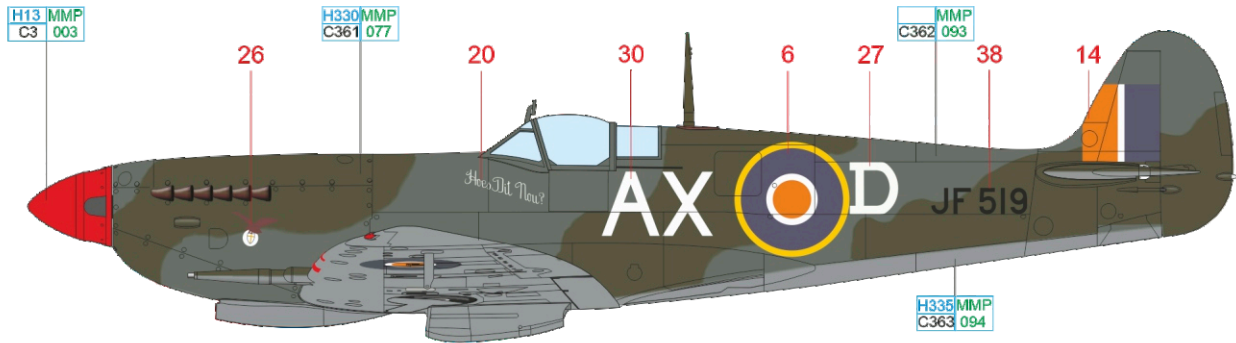
RED H13 MMP C3 003

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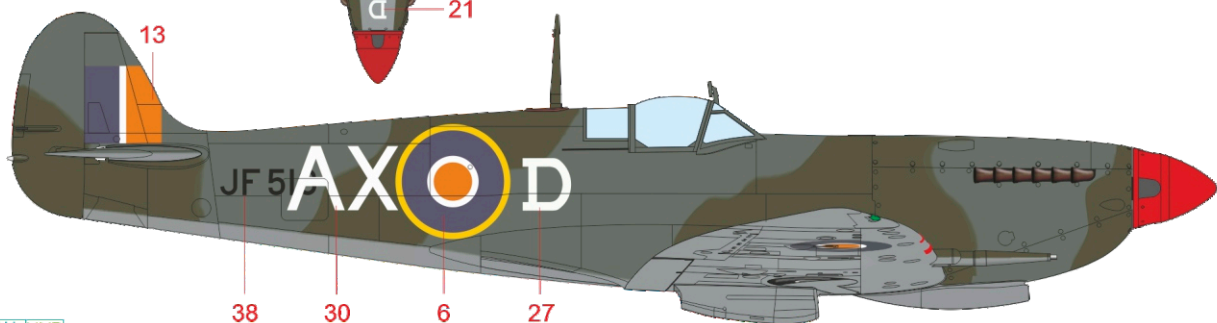
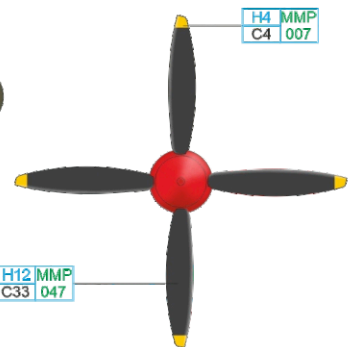
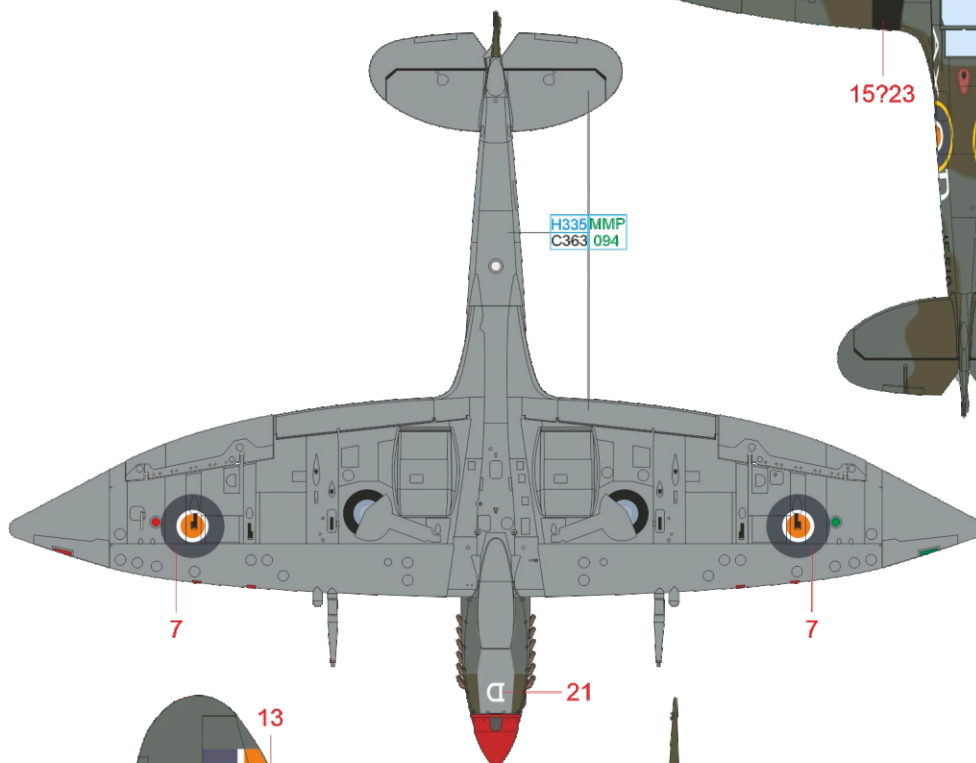
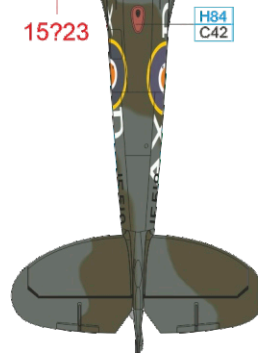


C JF519, No. 1 Squadron SAAF, Trigno, Italy, June 1944

No. 1 Squadron SAAF was established in February 1940 by renaming of the No. 6 Squadron SAAF armed with Hawker Hurricane and Fury aircraft. In the mid of the year 1940 the pilots of this unit joined the fights above North Africa. At the turn of 1942 and 1943 the squadron received Spitfires and flew them in the fights under the African sun. These fights were followed by the use of these aircraft above Malta and Sicily. The wartime presence of the squadron finished in Italy. After WWII, the squadron remained active, first with Spitfires, Vampire, Sabre and Impala and then, in April 1975, the squadron was rearmed with French Mirage F.1. The squadron was disbanded on November 25, 1997, at the Hoedspruit Base. The Mk.VIII Spitfires used by No. 1 Squadron SAAF above Italy had a Day Fighter Camouflage Scheme. The upper surfaces were painted in Ocean Grey and Dark Green; the undersides with Medium Sea Grey colour. The wing tips of Spitfires of this squadron were painted red.



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YELLOW H4 MMP C4 007

MEDIUM SEA GRAY H335 MMP C363 094

OCEAN GRAY MMP C362 093

DARK GREEN H330 MMP C361 077

MAHOGANY H84 C42

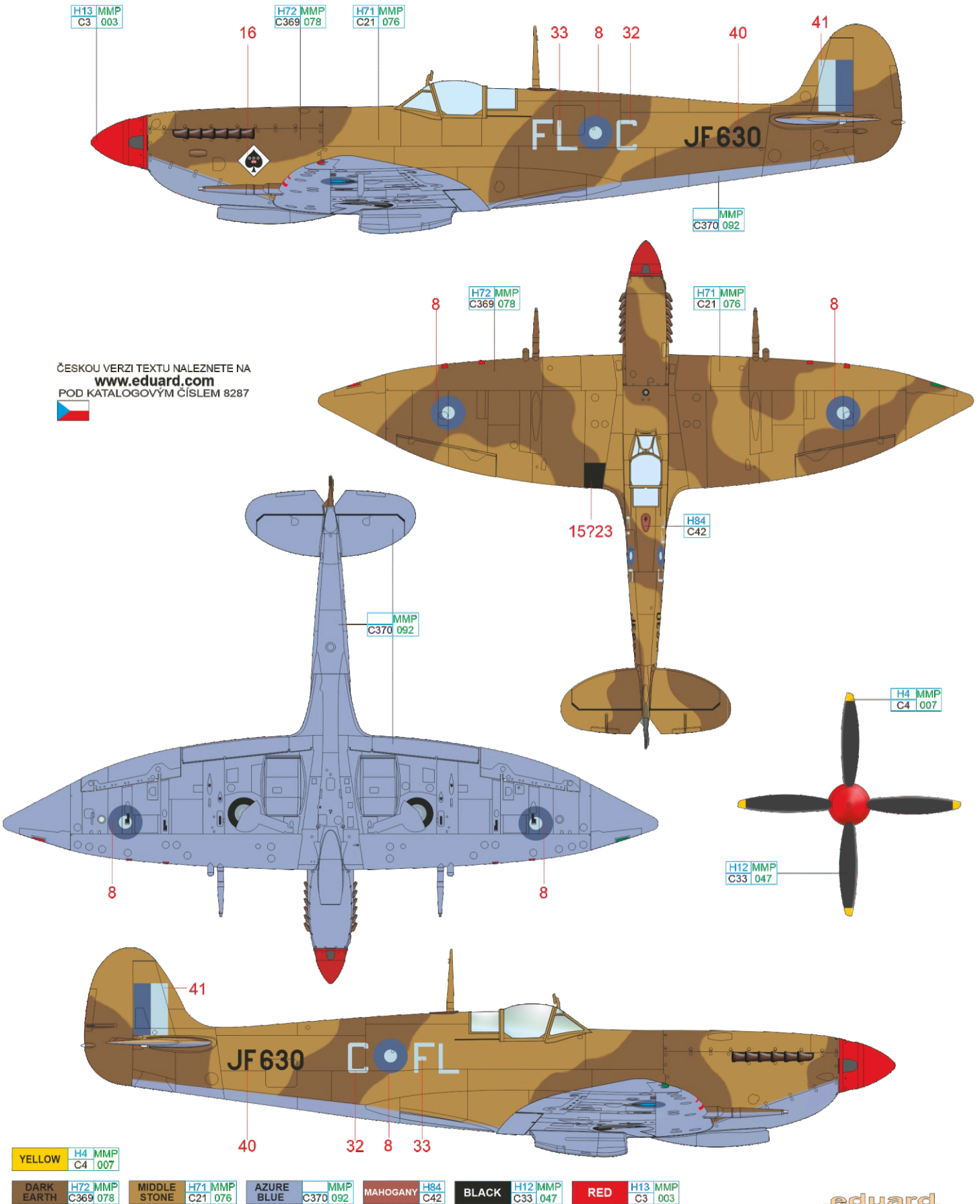
BLACK H12 MMP C33 047

RED H13 MMP C3 003

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D JF630, F/O L. Cronin, No. 81 Squadron, Palel, India, March 1944

According to the interview with Larry Cronin the squadron A/C retained their desert colours. The pilot maintains that his aircraft still had its extended wingtips when he gained his victories. In November 1943, No. 81 Squadron RAF, withdrew from Sicily to Egypt where they re-equipped with Spitfire Mk.VIII aircraft. Cronin recalls that all these aircraft were in the JF serial range and had extended wingtips and standard rudders. Photos of aircraft in this serial batch showing this configuration support his comments. Most sources state that the aircraft were re-camoouflaged in Dark Earth, Dark Green and Sea Grey Medium when they arrived in India. The comments in those sources appear to be based on an order issued by RAF Headquarters, New Delhi. The date of the order is April, 1944, some three months after No. 81 Squadron's arrival in the theatre, and a month after the only known photos of Cronin's aircraft were taken.



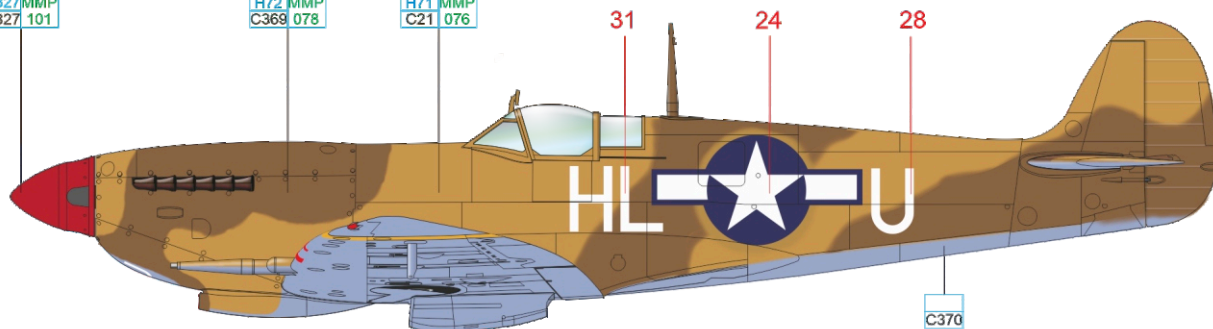
E 308th Fighter Squadron, 31st Fighter Group, Castel Volturno, Italy, 1944

308th Fighter Squadron was armed with P-39s and P-40s. The performance of these fighters was not enough to keep up with German opponents, which led to a relatively quick rearmament to Spitfires Mk.V. The Spitfires were used by 31st Fighter Group in a two-month heavy fights above northern France. Later the group was transferred to Gibraltar to use the base for take offs for Algeria as part of the disembarkation of the Allies in North Africa (Operation Torch). What followed were the fights against the forces of the Axis in North Africa. In May 1943 the 308th Fighter Squadron received Spitfires Mk.VIII, which were than used in the fights above Sicily and Italy. In March 1944, the Spitfires were replaced by P-51 Mustangs, which were used by 308th Fighter Squadron pilots till the end of war.

H327MMP
C327 101

H72 MMP
C369 078

H71 MMP
C21 076

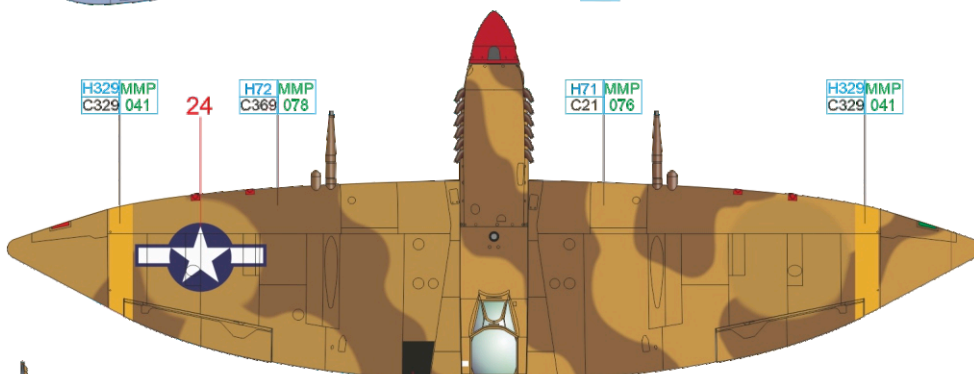


H329MMP
C329 041

H72 MMP
C369 078

H71 MMP
C21 076

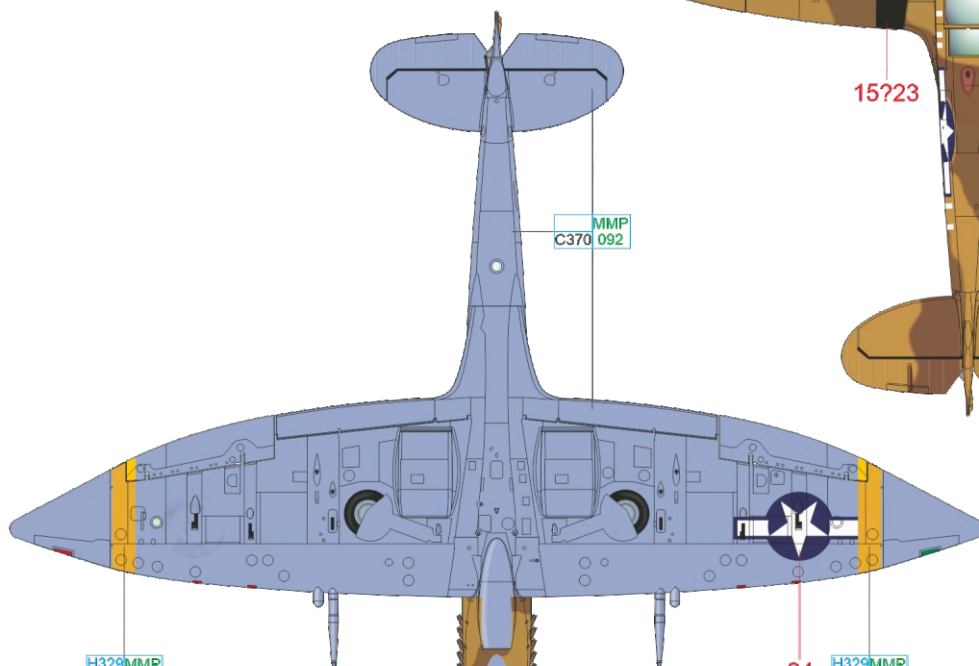
H329MMP
C329 041



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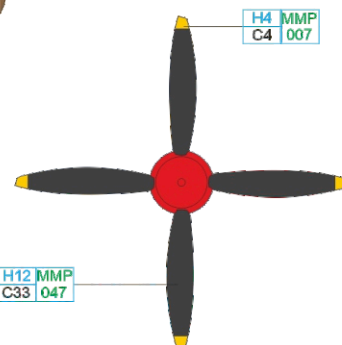


MMP
C370 092



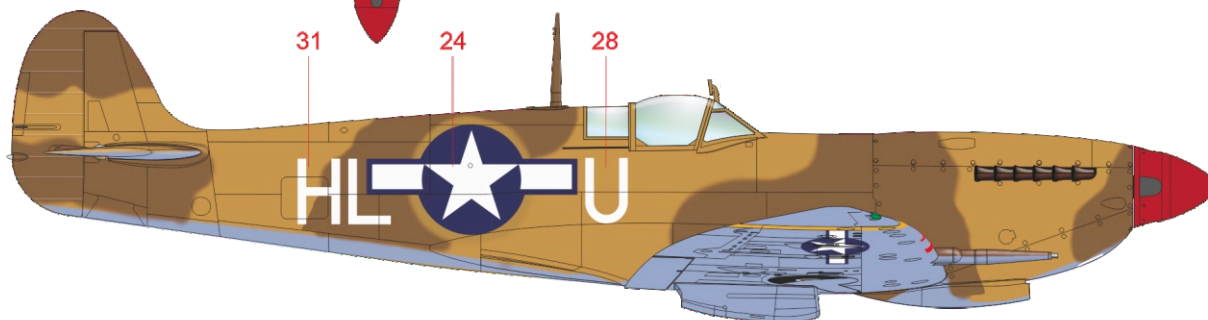
H4 MMP
C4 007

H12 MMP
C33 047



H329MMP
C329 041

H329MMP
C329 041



YELLOW H4 MMP
C4 007

DARK EARTH H72 MMP
C369 078

MIDDLE STONE H71 MMP
C21 076

AZURE BLUE MMP
C370 092

MAHOGANY H84
C42

YELLOW H329MMP
C329 041

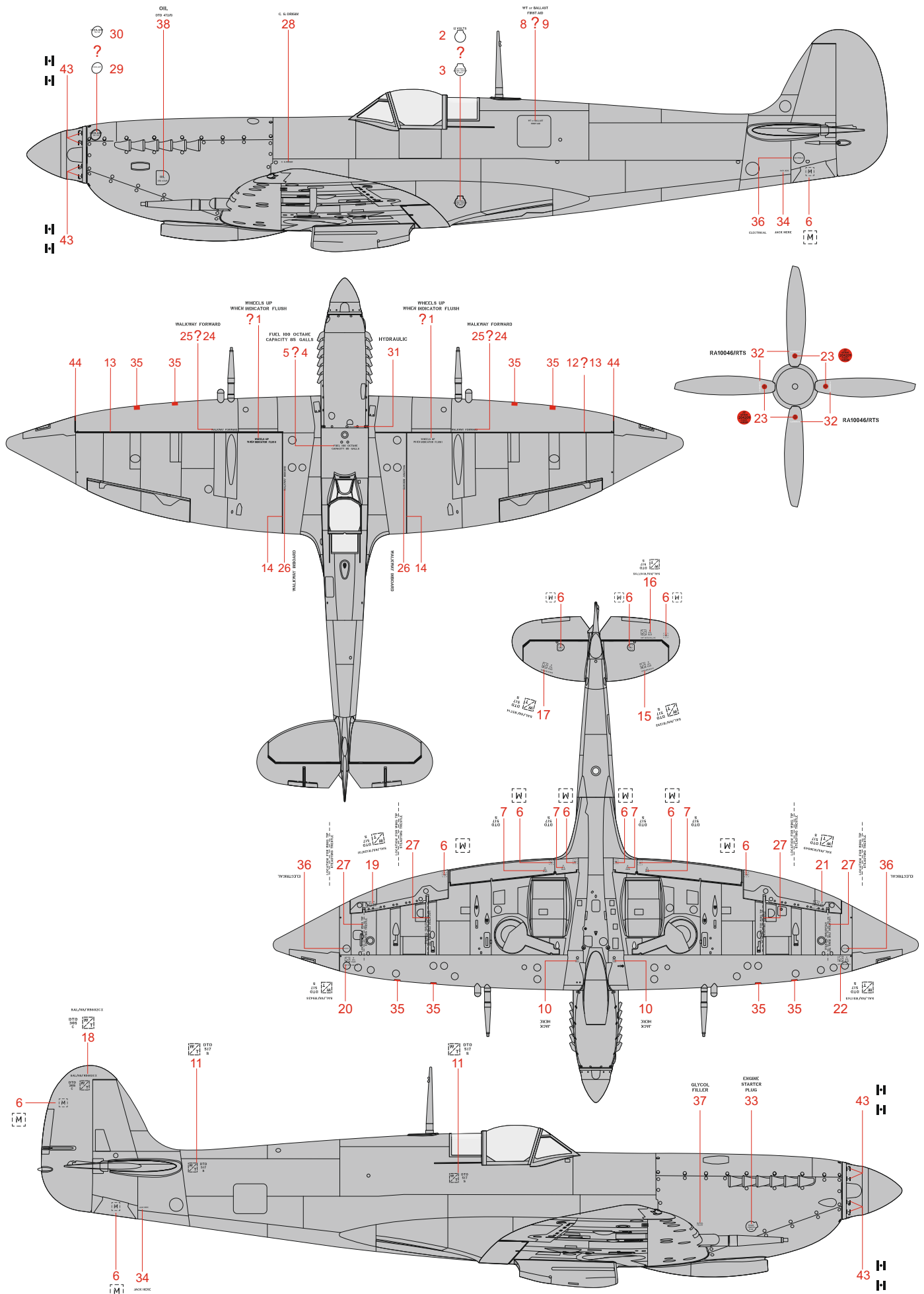
BLACK H12 MMP
C33 047

RED H327MMP
C327 101

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Spitfire HF Mk.VIII

STENCILING POSITIONS



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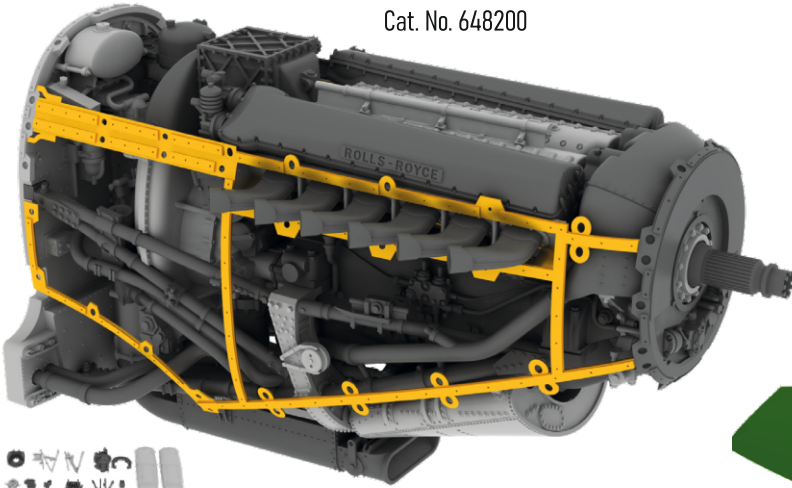
Spitfire HF Mk.VIII 1/48

- 49708 Spitfire Mk.VIII (PE-Set)
- 644017 Spitfire Mk.VIII LööK (Brassin)
- 648099 Spitfire exhaust stacks fishtail (Brassin)
- 648115 Spitfire wheels - 4 spoke (Brassin)
- 648118 Spitfire wheels - 4 spoke w/pattern (Brassin)
- 648120 Spitfire - radio compartment (Brassin)
- 648199 Spitfire Mk.VIII cockpit (Brassin)
- 648200 Spitfire Mk.VIII engine (Brassin)
- 648201 Spitfire Mk.VIII gun bays (Brassin)
- 648338 Spitfire Mk.VIII top cowl (Brassin)
- 648380 Spitfire Mk.VIII / IX cockpit door (Brassin)
- 648589 Spitfire Mk.I undercarriage legs BRONZE (Brassin)
- 3DL48039 Spifire Mk.VIII SPACE (3D Decal Set)
- D48048 Spitfire Mk.VIII over Europe (Decal Set)
- D48049 Spitfire Mk.VIII over Pacific (Decal Set)

Cat. No. 644017



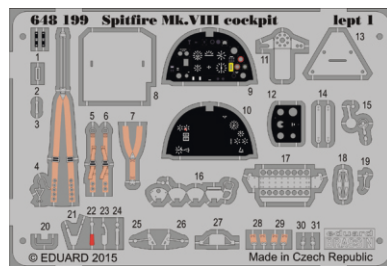
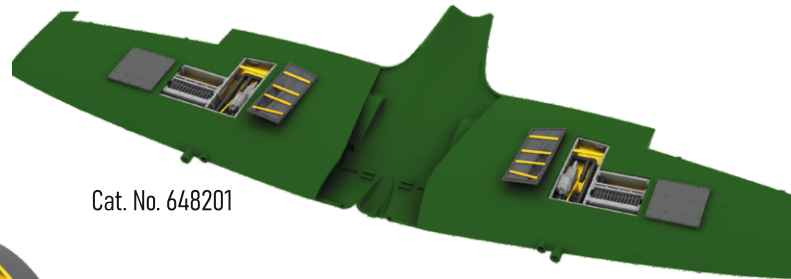
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