

Spitfire Mk.IXc late

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1/72 Scale Plastic Model Kit

WEEKEND
edition



item # 7473

The Supermarine Spitfire is so iconic, that virtually everyone can recognize it. The service of this elegant fighter spanned remarkable 13 years. It entered the 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 the 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 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.

Early work

The fiasco with Type 224 did not prevent Mitchell from further work. He persuaded the Supermarine company to fund the work on 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 28 December 1934 to fund the 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 Supermarine Type 300 made its maiden flight on 5 March 1936, 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 development of Spitfire was ongoing process from very early stage of its service and incorporated many changes. From the early Mk. I and Mk. II the development was reaching 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 the service from early 1941, helping the RAF to countermeasure development of the Bf 109. 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 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. 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 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. 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. 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.

This kit: Spitfire M.IXc late

The Mk.IXc design developed during the production in several areas. As the "universal" C-type wing was intended to accommodate up to four 20mm cannons, the large blisters allowing such as installation were retained. But the four cannons armament proved quite heavy for Spitfire, so the blisters were narrowed in late series, as the two cannons were mounted in the inner position of the double cannon bays. The Merlin 61 engine was replaced by the Merlin 63 unit early in 1943, giving the Mk.IXc some additional power.



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. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE



PIÈCES

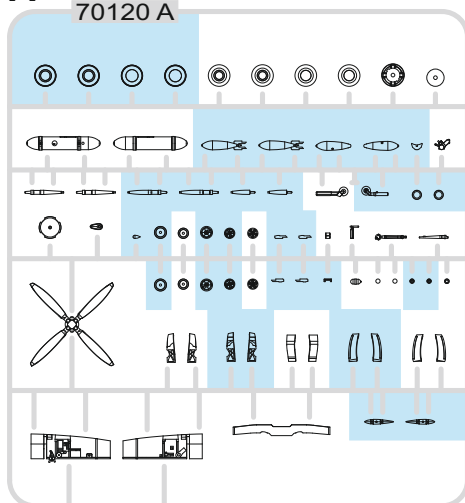


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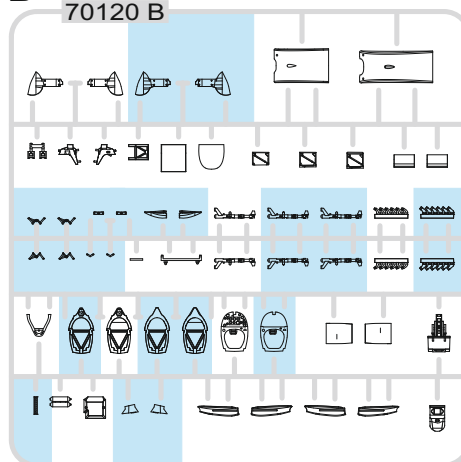
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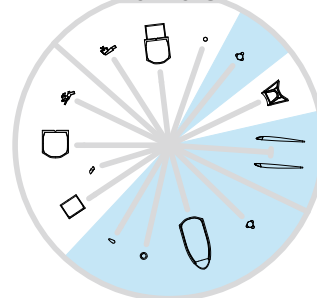
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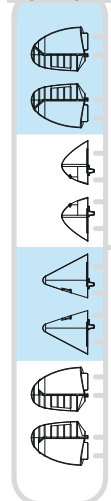
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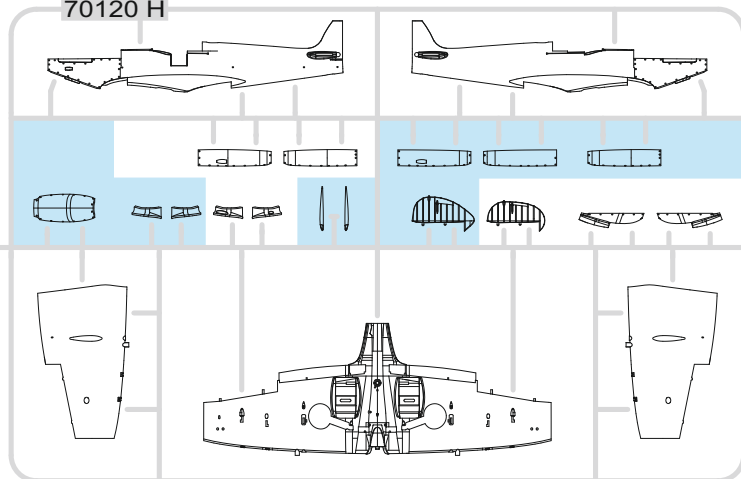
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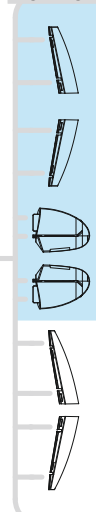
H>

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E>

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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

COLOURS



BARVY



FARBEN



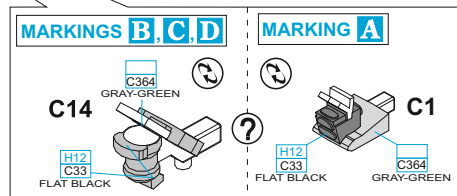
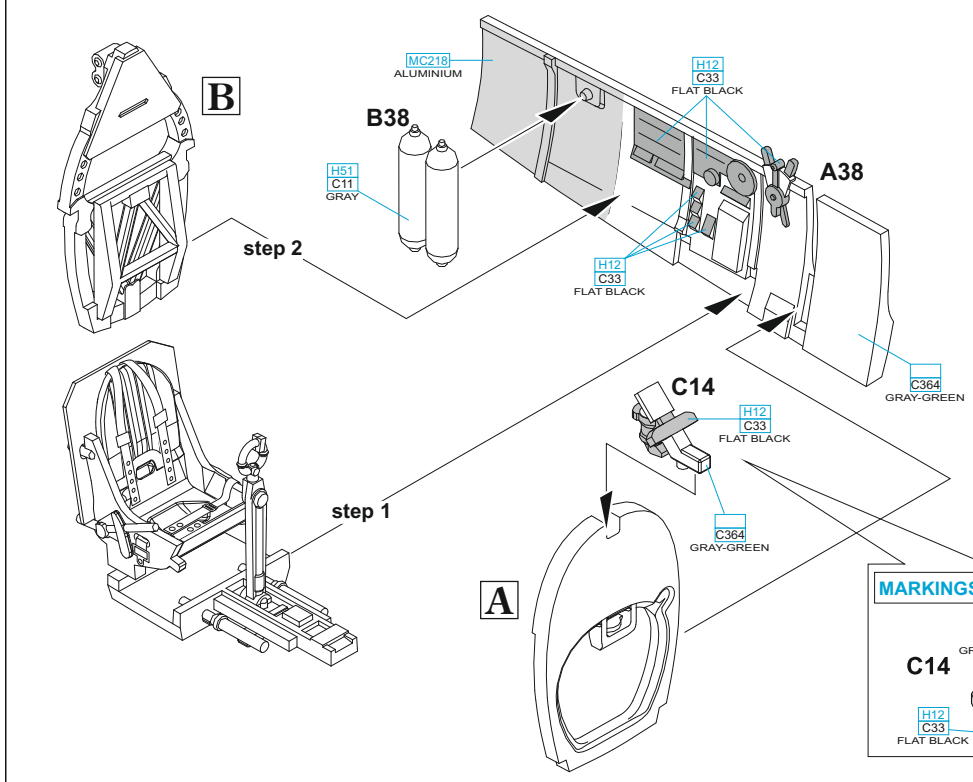
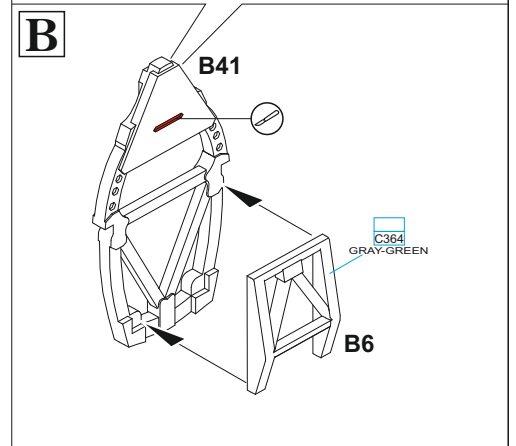
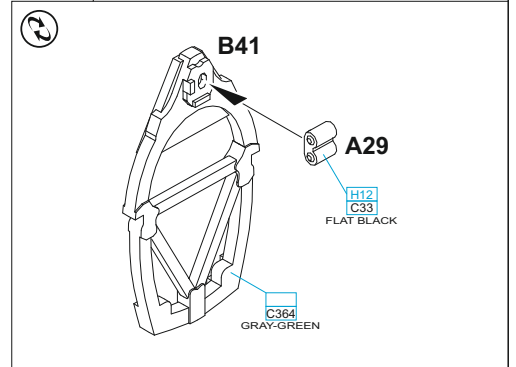
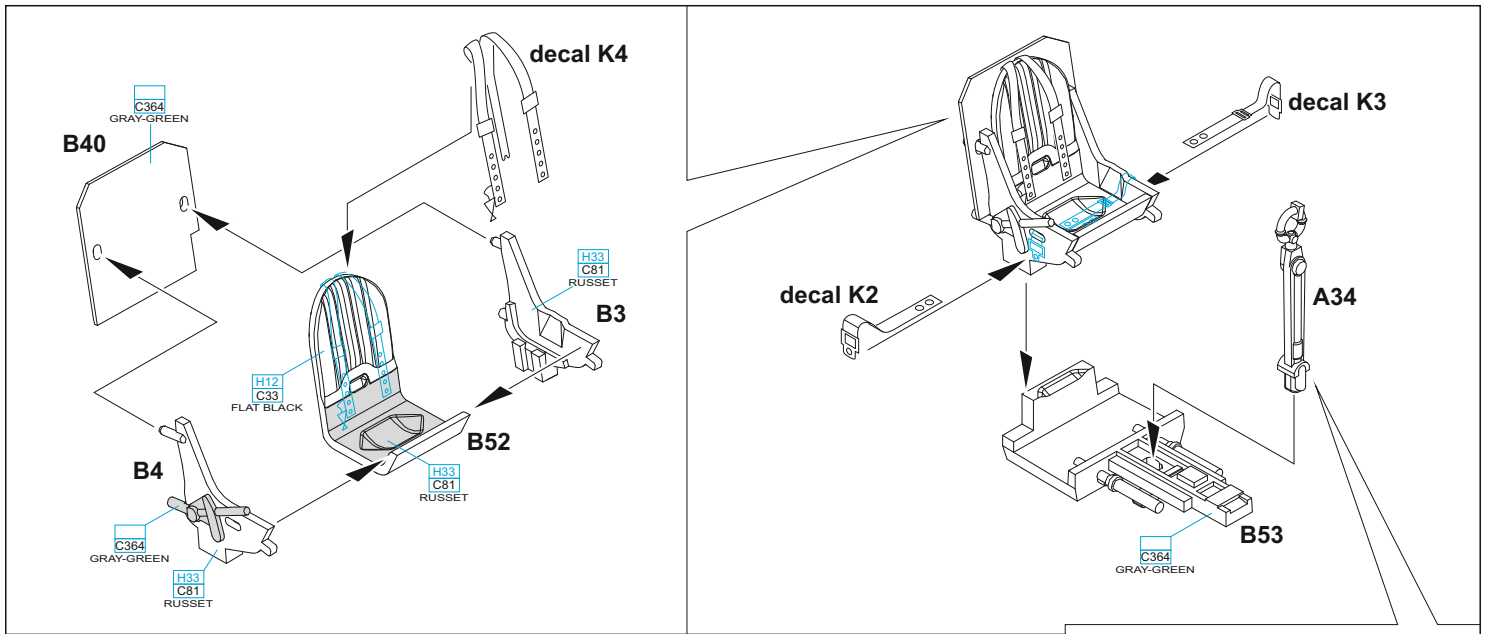
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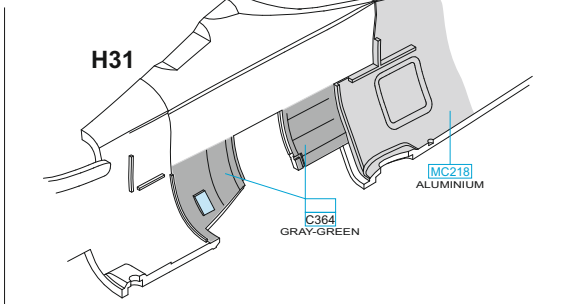
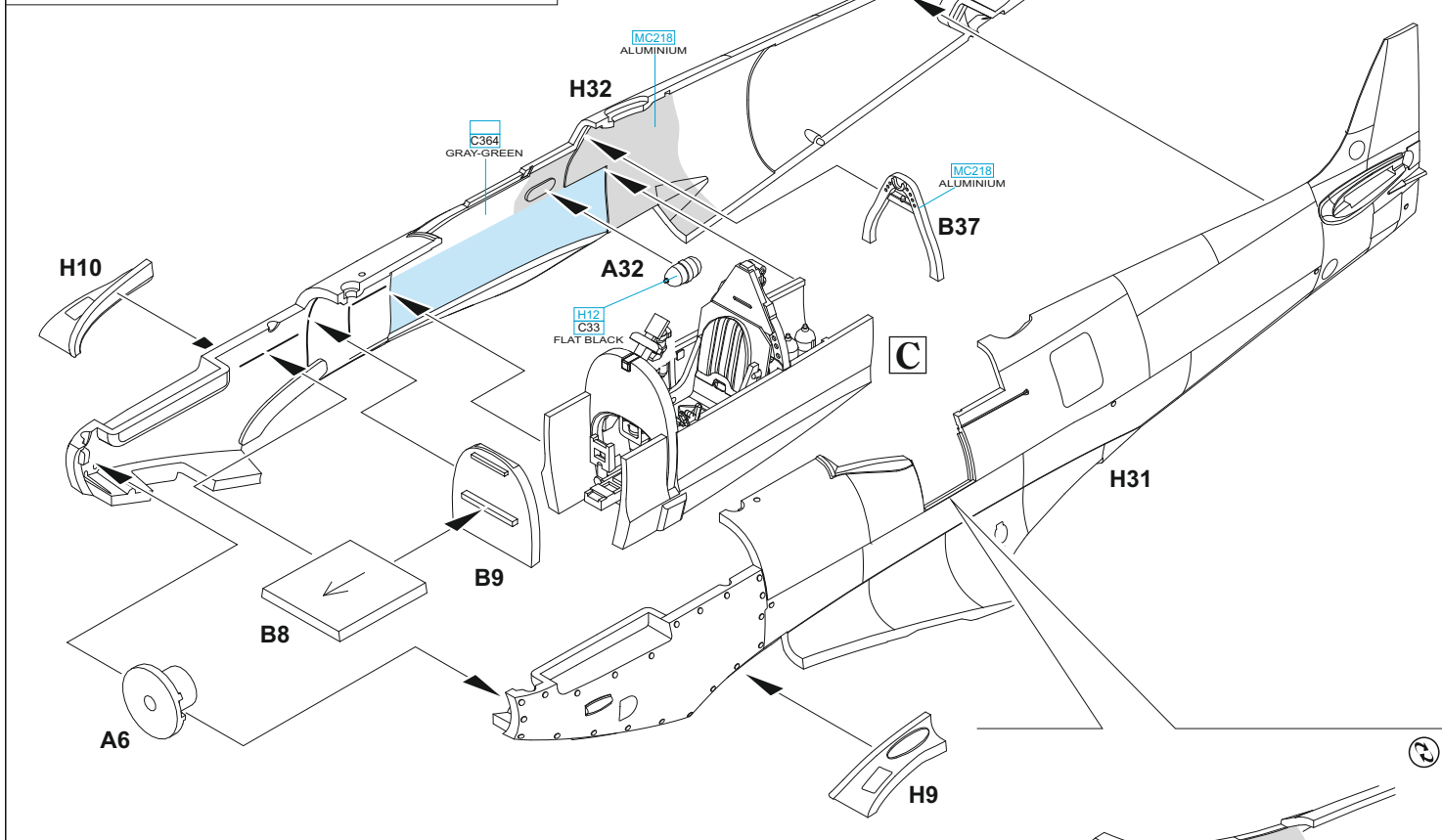
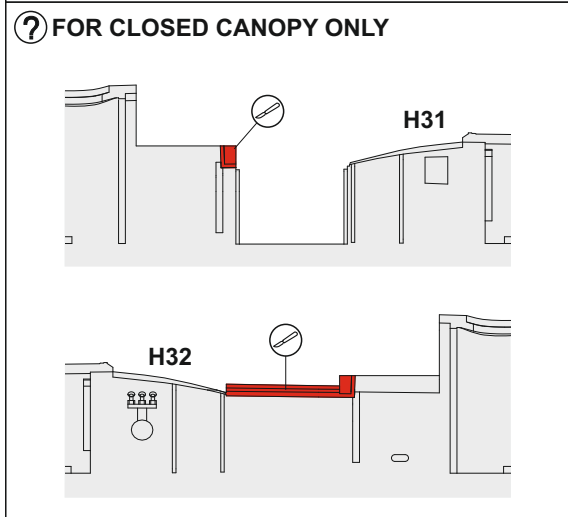
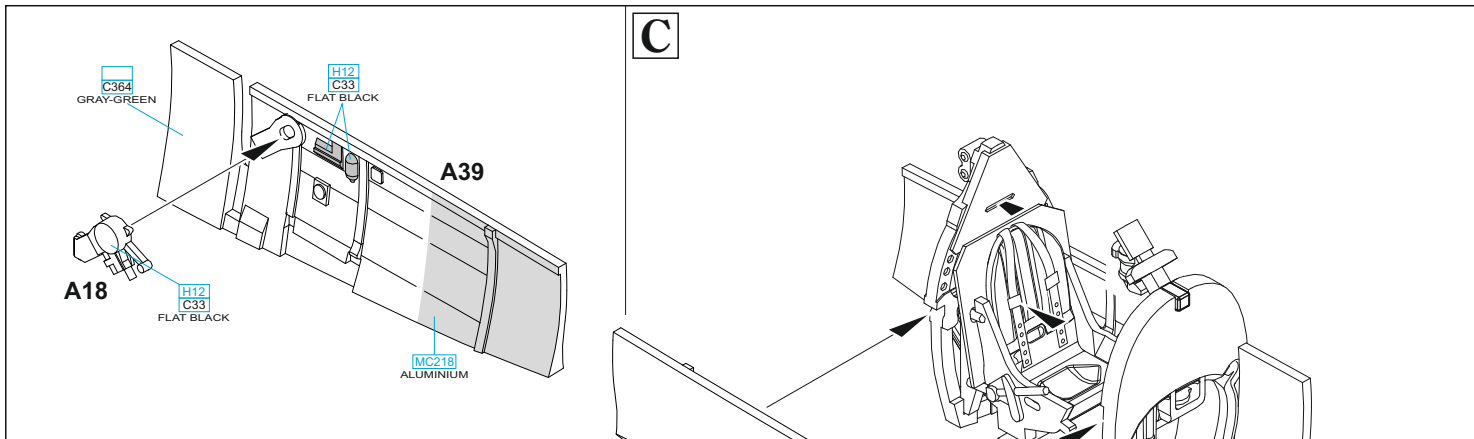


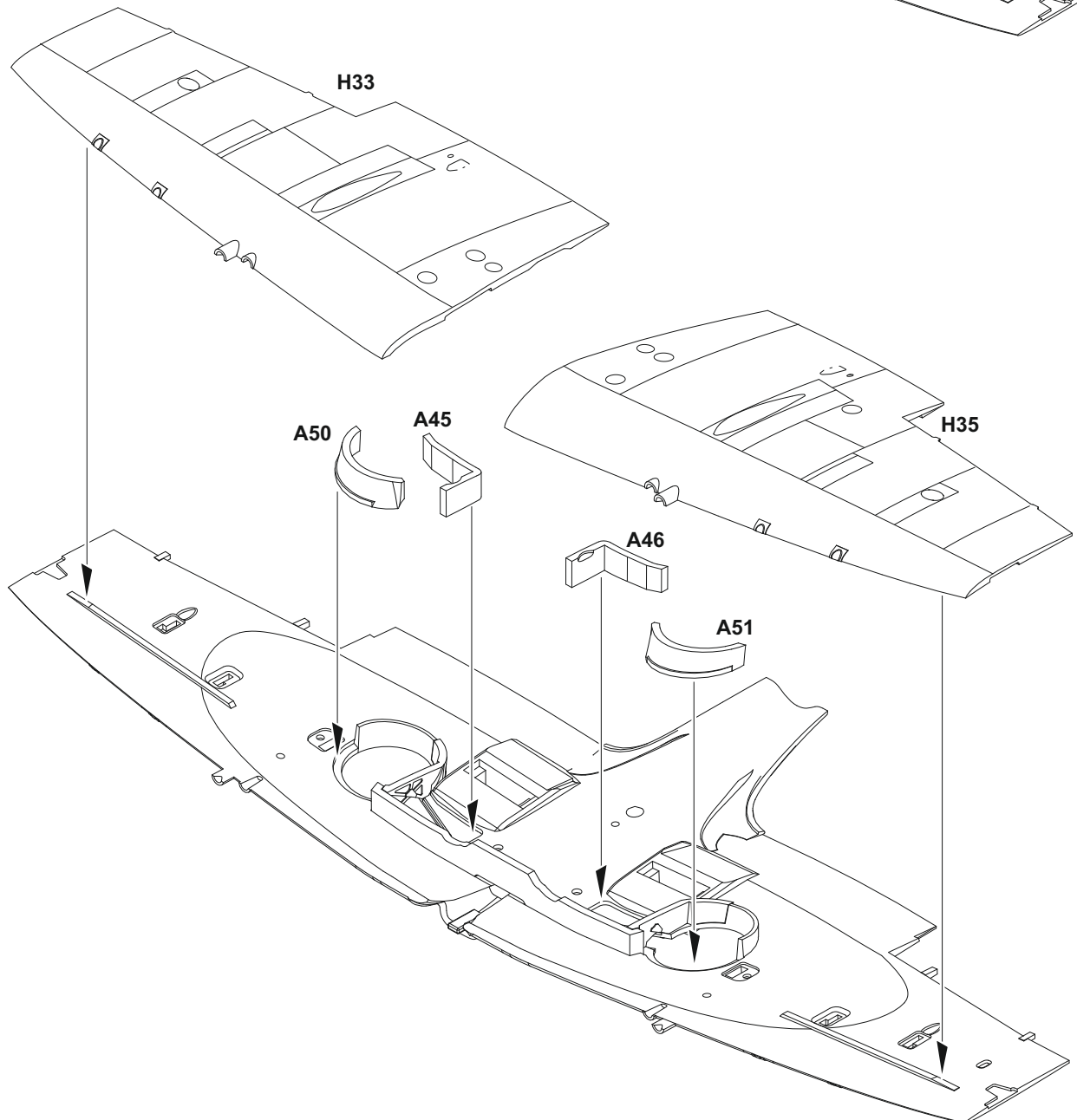
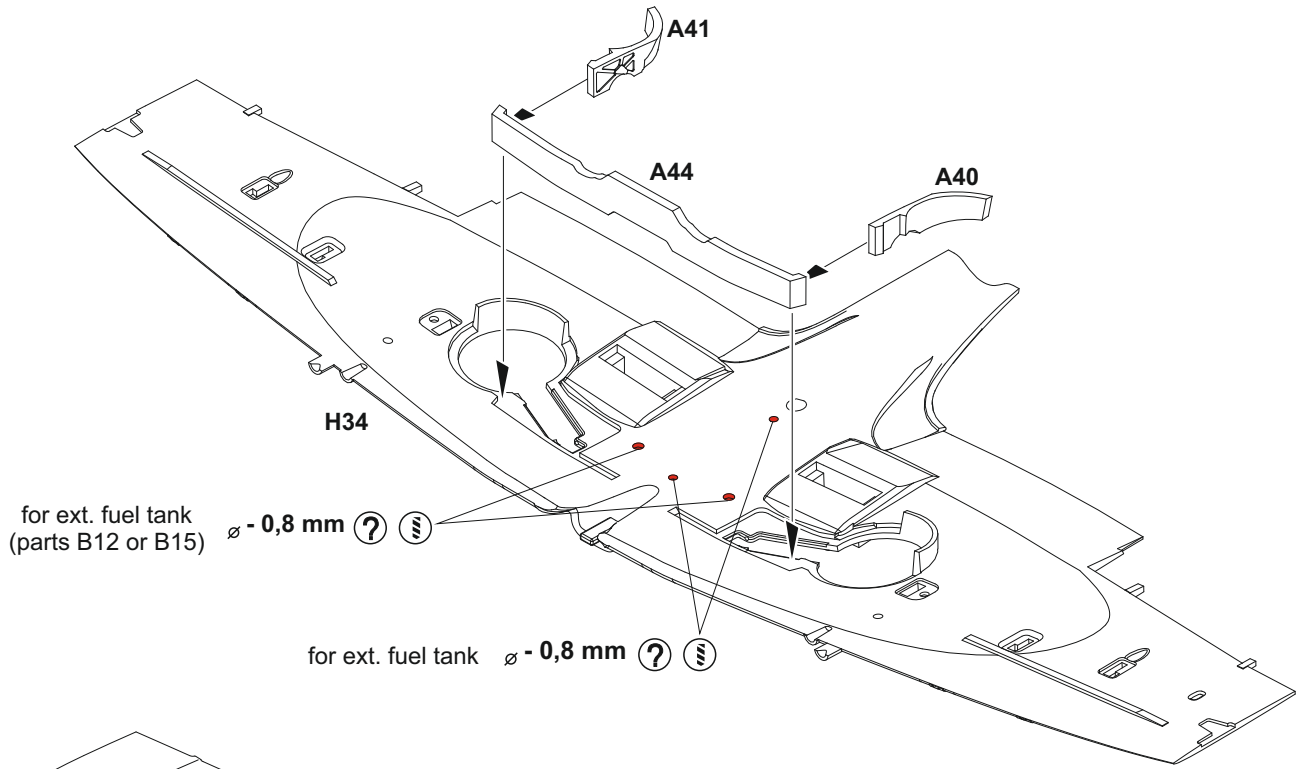
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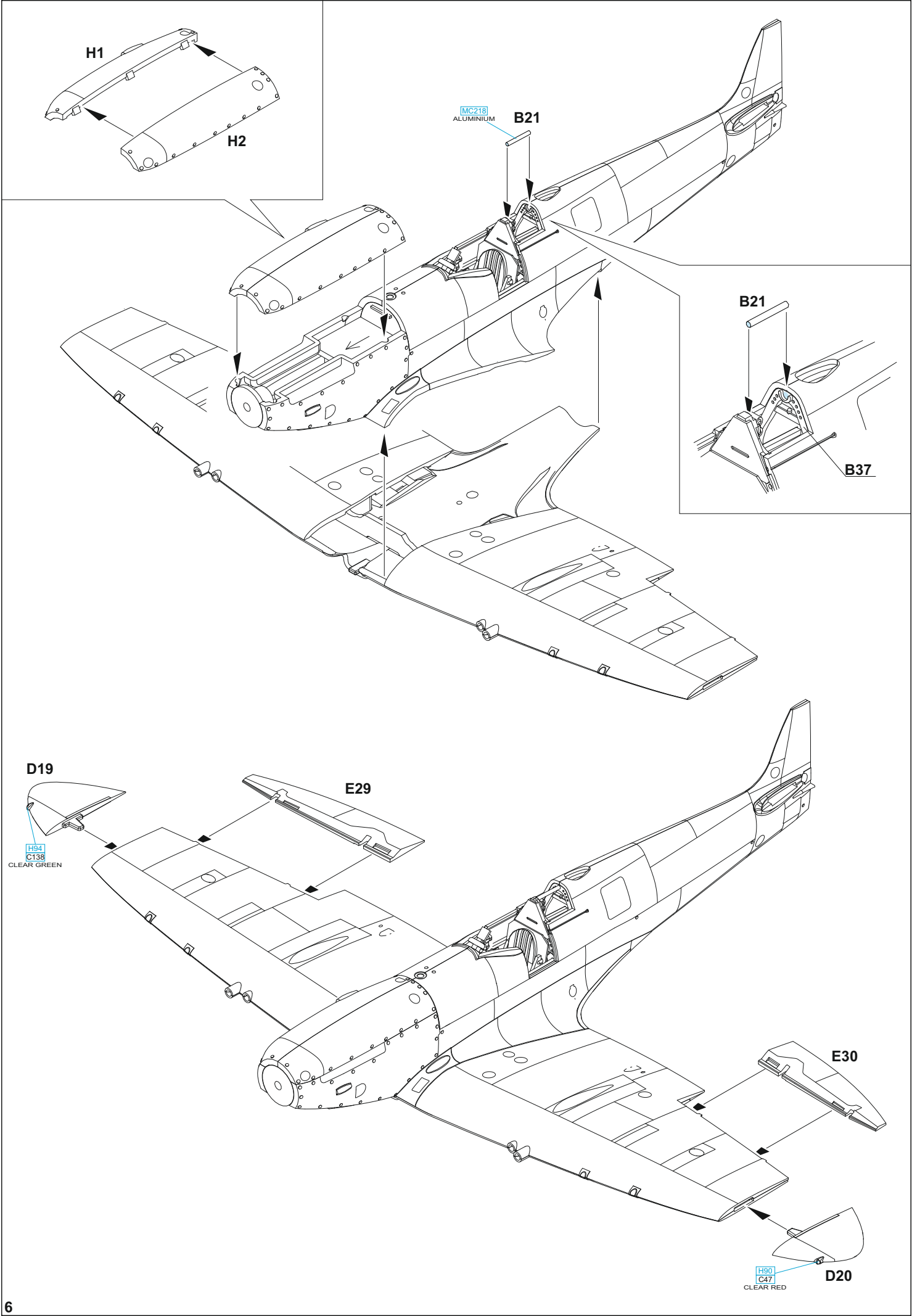
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H4	C4	YELLOW
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H33	C81	RUSSET
H51	C11	LIGHT GULL GRAY
H74	C368	SKY
H77	C137	TIRE BLACK
H85	C45	SAIL COLOR
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H330	C361	DARK GREEN
H335	C363	MEDIUM SEAGRAY
	C362	OCEAN GRAY
	C364	AIRCRAFT GRAY-GREEN
Mr.METAL COLOR		
	MC214	DARK IRON
	MC218	ALUMINIUM
Mr.COLOR SUPER METALLIC		
	SM201	SUPER FINE SILVER









H1

H2

MC218
ALUMINIUM

B21

B21

B37

D19

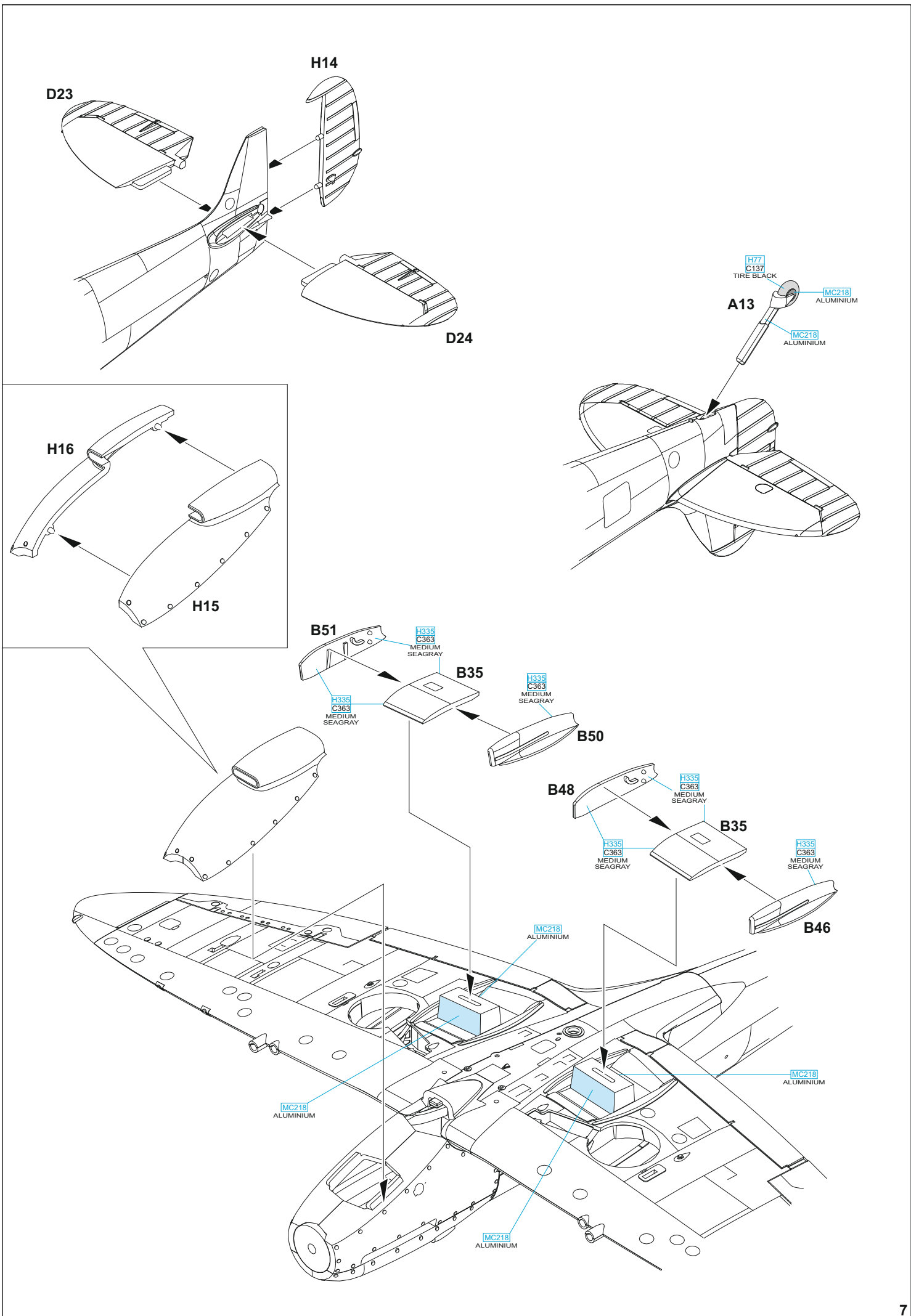
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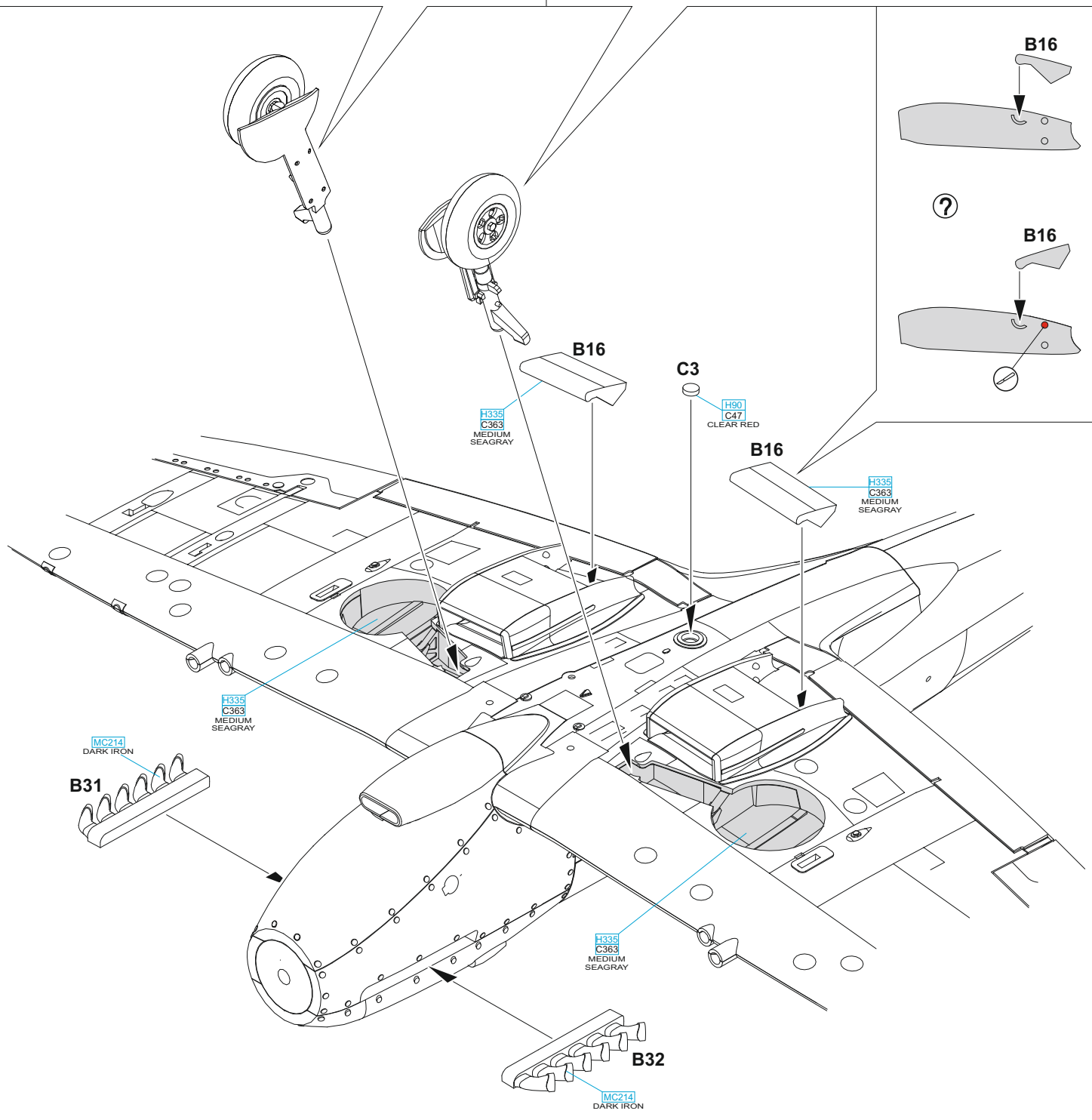
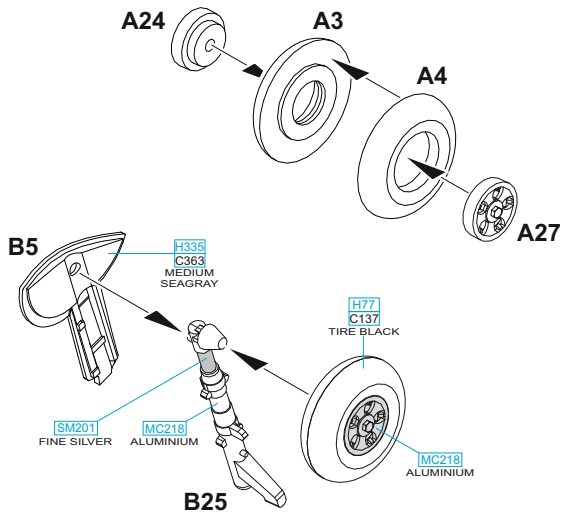
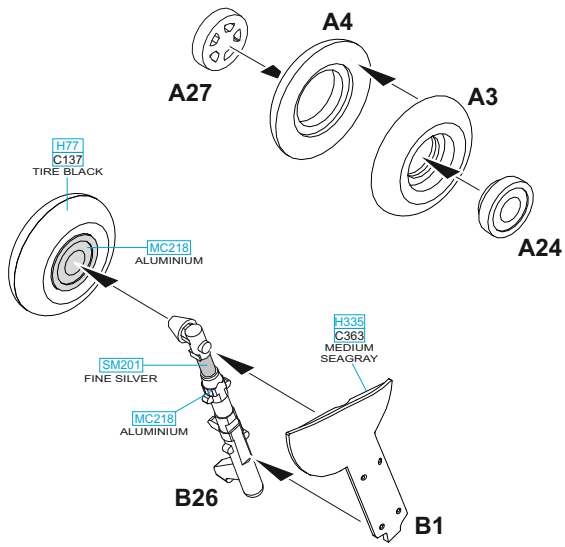
H94
C138
CLEAR GREEN

E30

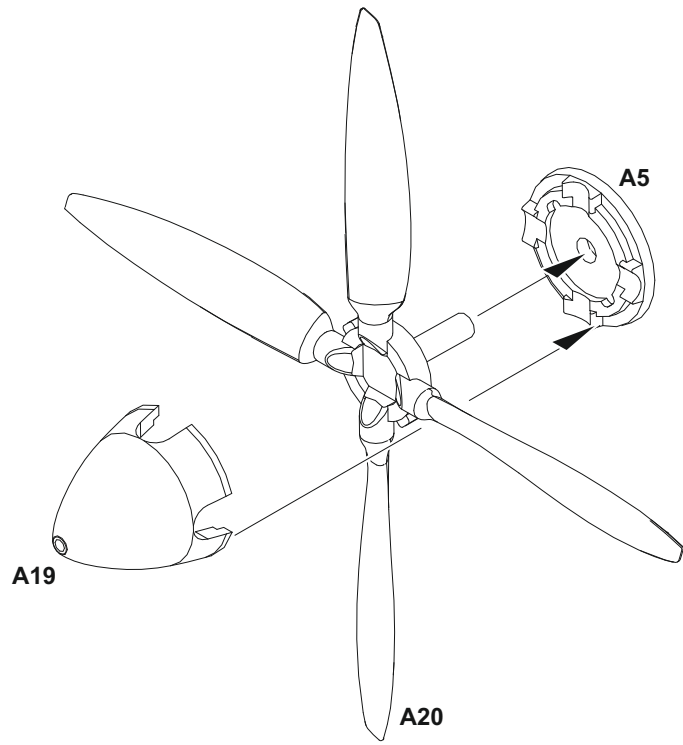
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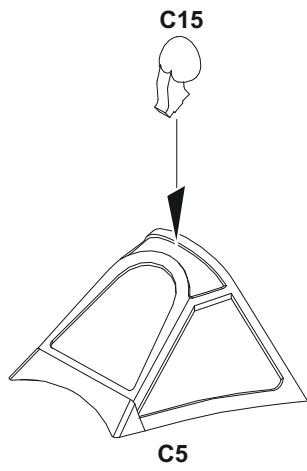




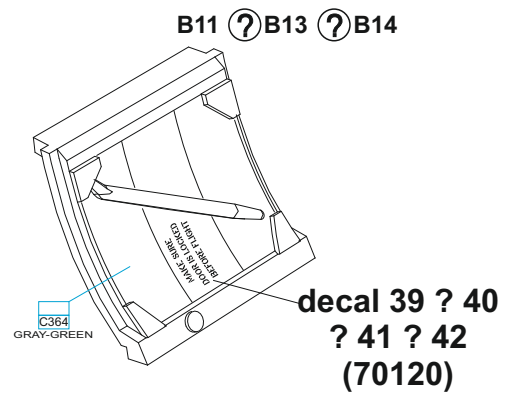
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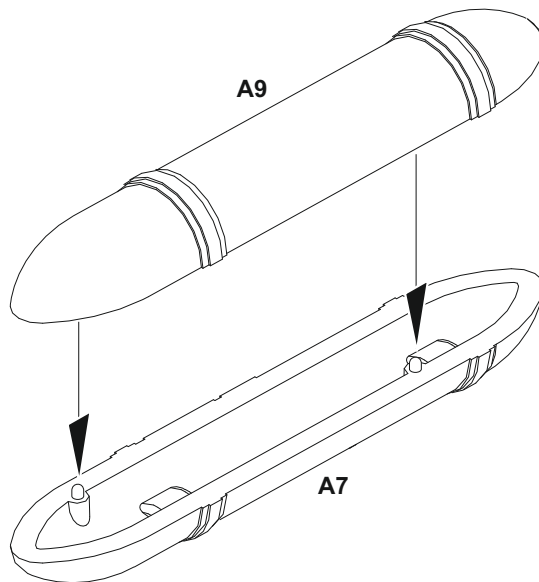
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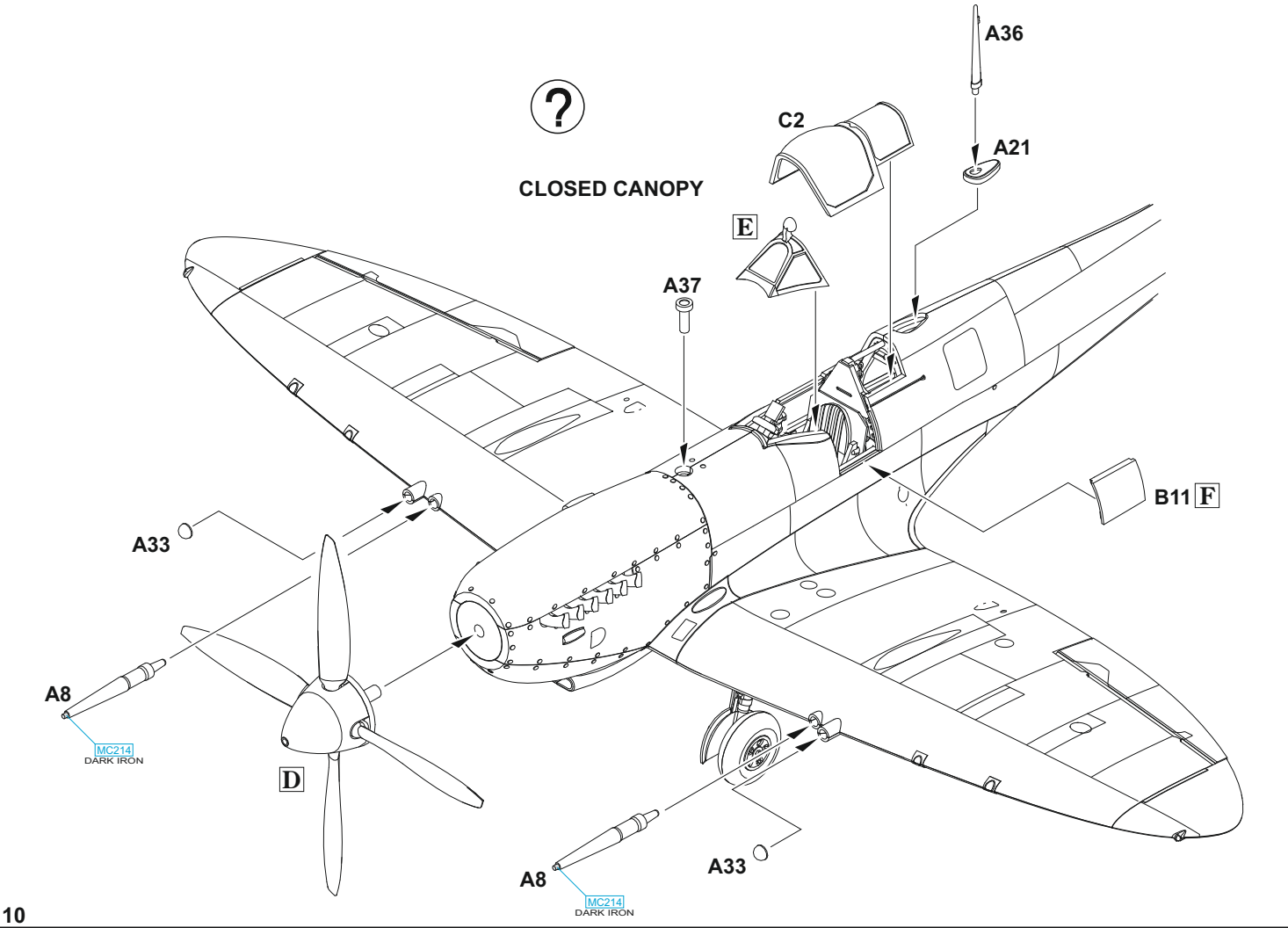
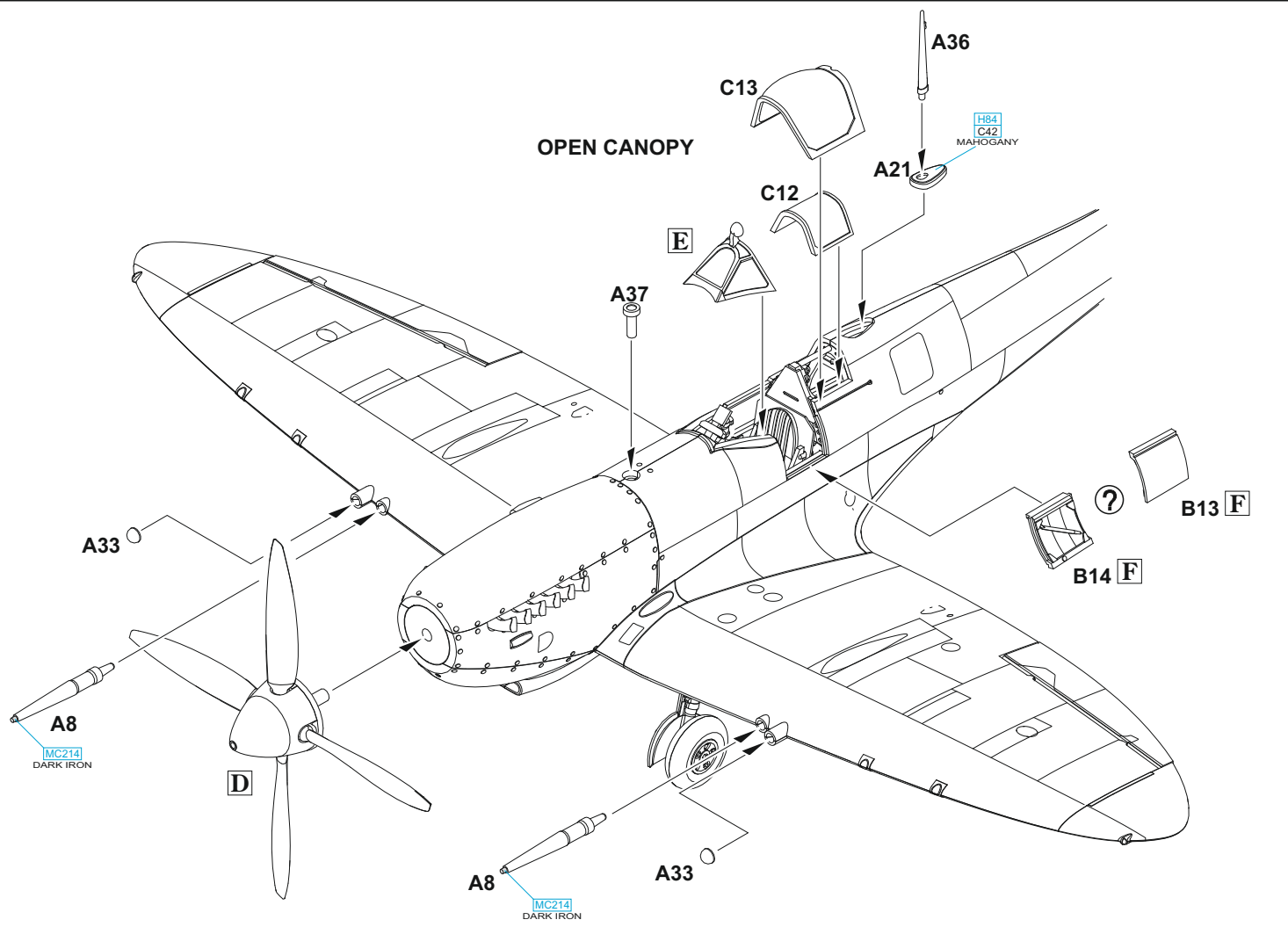


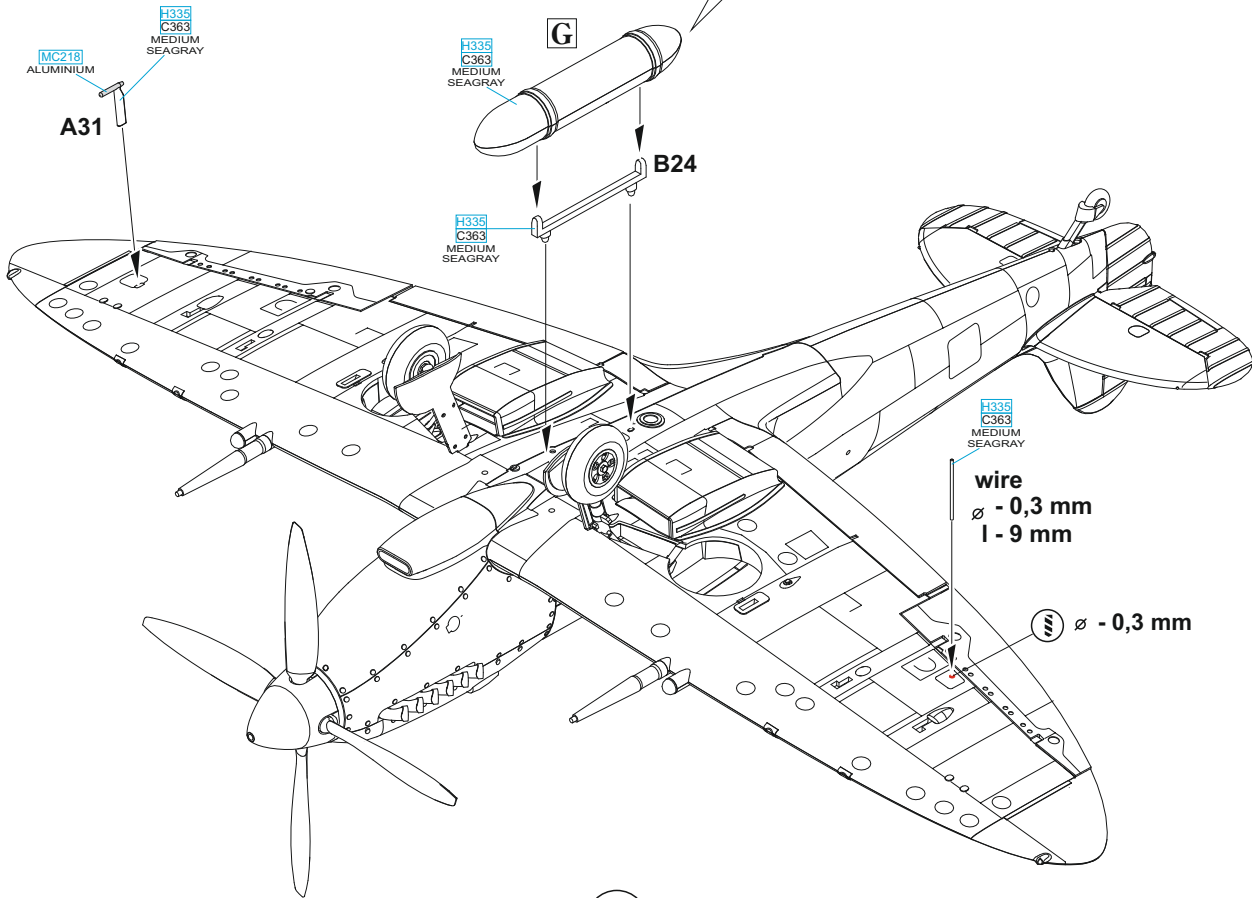
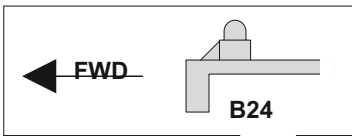
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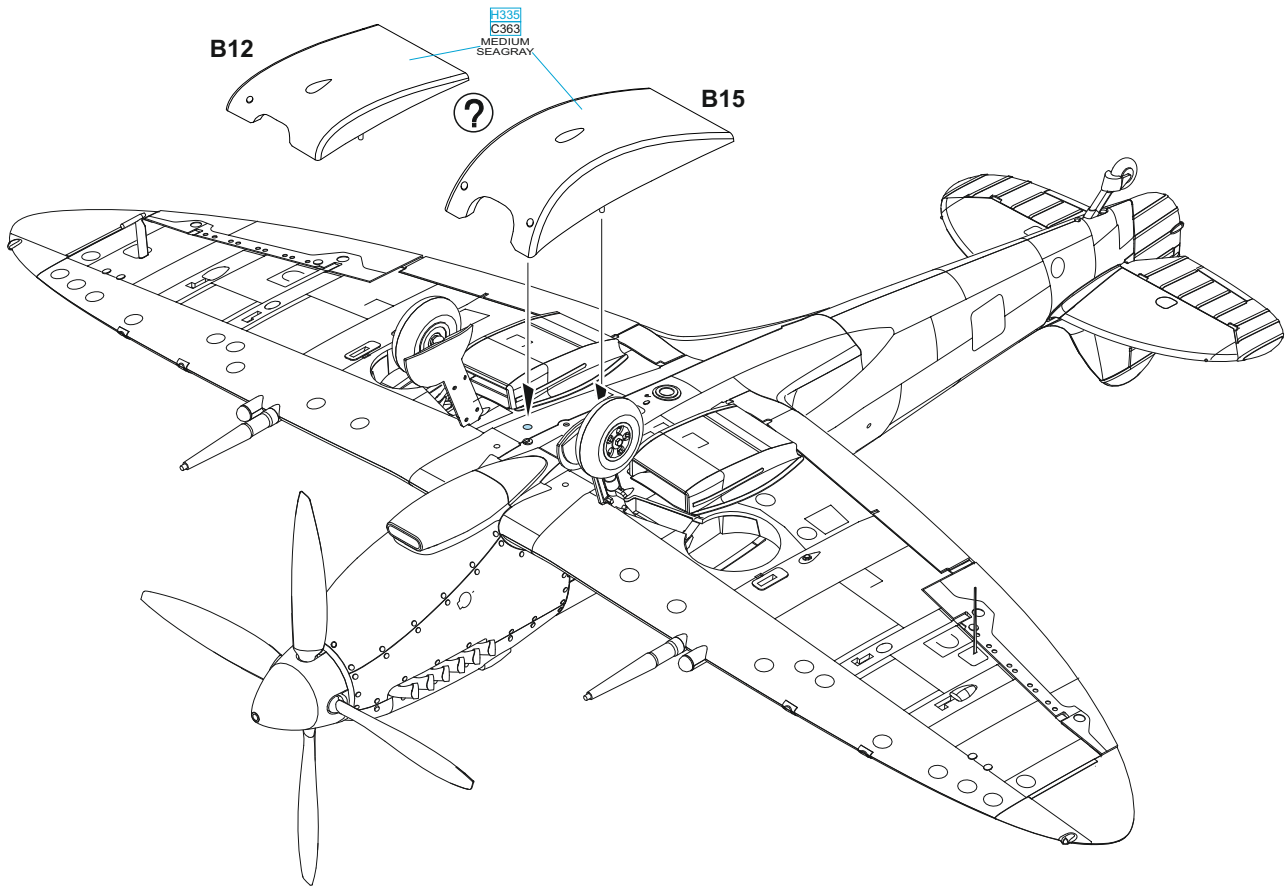
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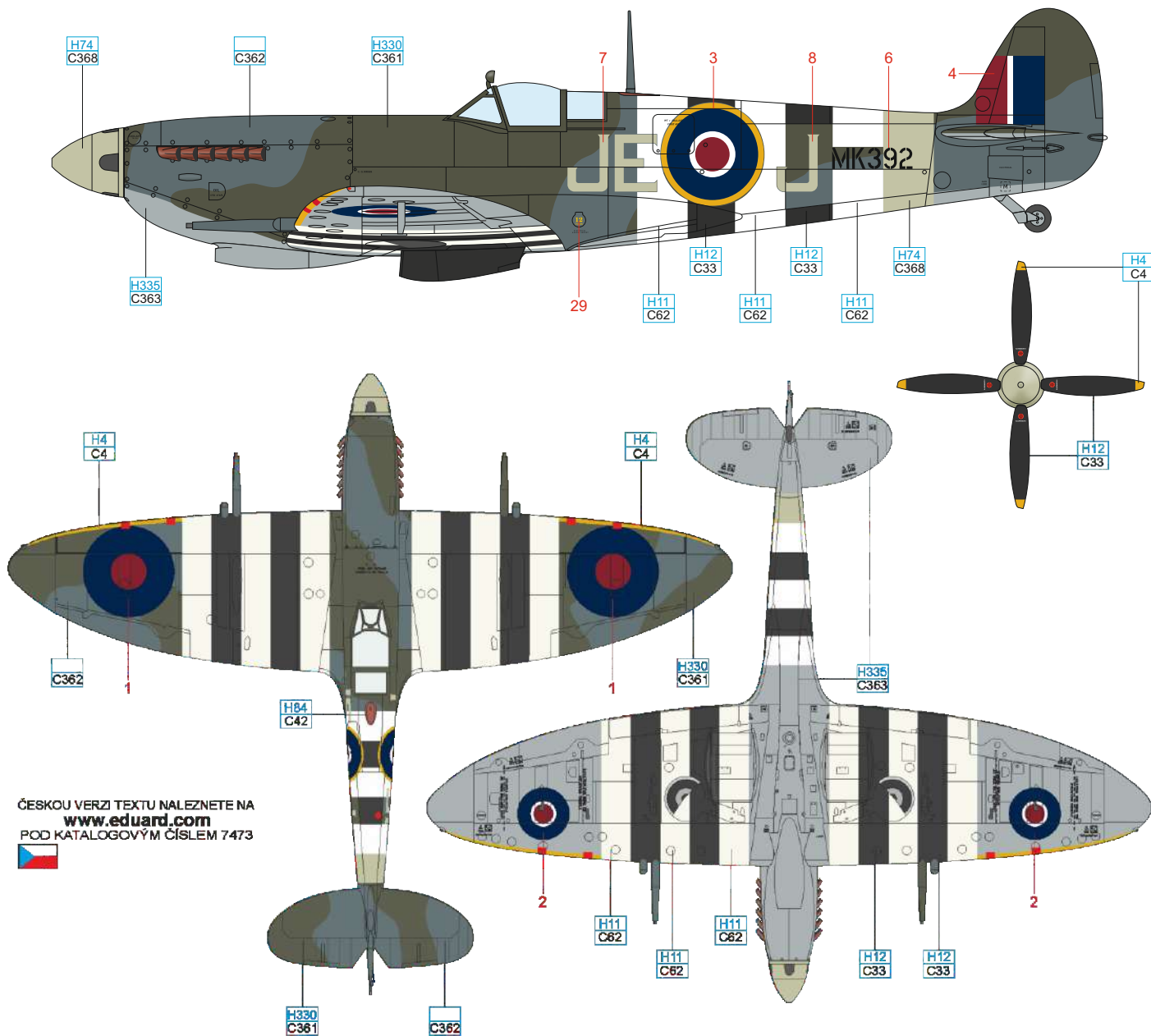


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B MK392, W/Cdr James E. Johnson, No. 144 Wing, RAF Ford, Great Britain / B.3 Sainte-Croix-sur-Mer, France, June 1944

When W/Cdr "Johnnie" Johnson returned to combat operations in March 1944, he assumed command of the newly formed Canadian Spitfire No. 144 (RCAF Wing (Nos. 441, 442 and 443 Squadron) operating as part of No. 83 Group, 2TAF (Second Tactical Air Force). Its new personal Spitfire was the MK392, sporting the stylized personal codes JE-J. During the intense air battles of Normandy, No. 144 Wing was one of the best fighter Wings in the 2TAF and became the first Allied unit to have a permanent base in Europe (from June 12; forward airfield B.3 Sainte-Croix-sur-Mer). However, as part of a unit reorganization, No. 144 Wing was disbanded in mid-July and Johnson assumed command of No. 127 (RCAF) Wing. With his Spitfire MK392, he increased his number of kills by a further 12 aircraft, including four Bf 109s and eight Fw 190s, five of which he shot down during the June landings. During the Second World War, James Edgar "Johnnie" Johnson DSO & Two Bars, DFC & Bar made over 700 operational combat sorties and attacked enemy aircraft on 57 occasions. He achieved 41 aerial victories, 34 solo and seven shared, three more shared probable, 10 damaged, three shared damaged and one destroyed on the ground. This score made him the most successful Allied fighter ace against the German Luftwaffe on the Western Front.



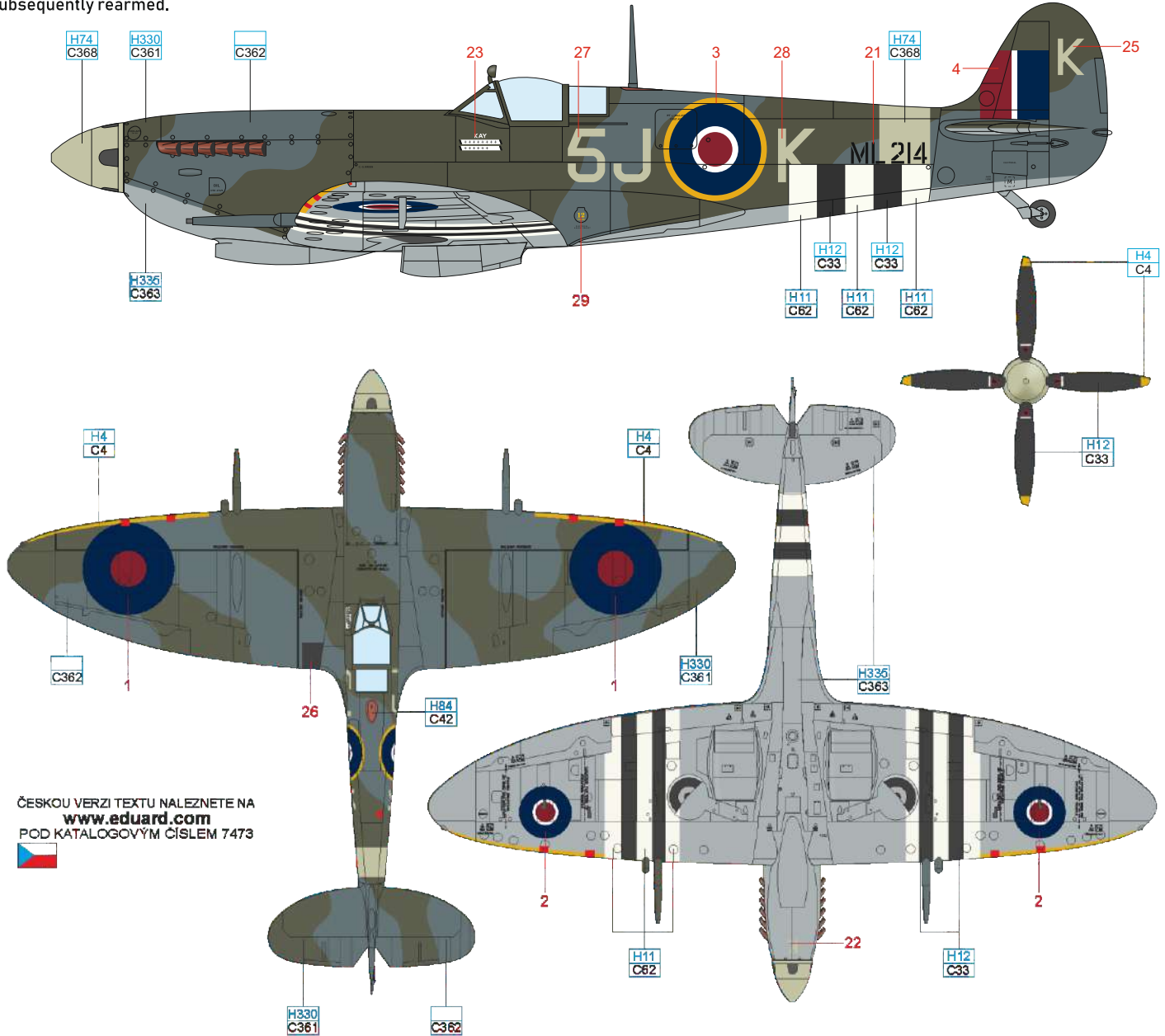
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 POD KATALOGOVÝM ČÍSLEM 7473



WHITE	H11 C62	YELLOW	H4 C4	MAHOGANY	H84 C42	BLACK	H12 C33
OCEAN GRAY	C362	DARK GREEN	H330 C361	MEDIUM SEA GRAY	H335 C363	SKY	H74 C368

D ML214, S/Ldr John A. Plagis, No. 126 Squadron, RAF Harrowbeer, Great Britain, June–July 1944

John Agorastos "Johnny" Plagis was the most successful Greek pilot of the Second World War. His greatest successes came during the defense of the island of Malta in 1942, where he was one of the first Spitfire pilots to take off from HMS Eagle on March 6, 1942. In June he became Squadron Leader of No. 185 Squadron and scored 12 kills during the fighting over Malta. After returning to Britain and recovering, he became Squadron Leader of No. 64 Squadron in April 1943. In mid-June 1944 he took command of No. 126 Squadron and during the invasion days of July and August he scored his last three confirmed kills. His personal Spitfire Mk.IXc ML214 5J-K, which he flew with No. 126 Squadron, bore, like his previous Spitfires, his sister Kay's name under the front plate, the symbols of kills and the narrow invasion stripes intended for high-altitude fighter aircraft. No. 126 Squadron was formed in Malta in June 1941 by renumbering No. 46 Squadron. The squadron operated in Malta during the Axis offensives of late 1941 and 1942. In 1943 it continued to support the invasion of Sicily and for the rest of the year performed defensive duties with the Coastal Air Force. In April 1944 came the move to the UK where the unit, fully rearmed with Spitfires Mk.IXc, joined the ADGB, where it gradually became part of the wings from Culmhead, Harrowbeer and Bradwell Bay. In December, No. 126 Squadron moved to Bentwaters, where it became part of the Wing of long-range Mustangs, to which the unit was subsequently rearmed.



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WHITE	H11 C62	YELLOW	H4 C4	MAHOGANY	H84 C42	BLACK	H12 C33
OCEAN GRAY	C362	DARK GREEN	H330 C361	MEDIUM SEA GRAY	H335 C363	SKY	H74 C368

Spitfire Mk.IXc

STENCILING POSITIONS

