

# Spitfire Mk.Vb early

eduard

1/72 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 70205

**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 were reaching 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 September 20, 1931, and British Air Ministry, under influence of such remarkable achievement, issued the specification F.7/30 in October 1931. Although it was calling for modern pursuit airplane capable of at least 250 mph (400 km/h), seven out of eight entries were biplane designs. The only monoplane proposal was Mitchell's Supermarine 224, but the aircraft with a gull wing, fixed undercarriage and Rolls-Royce Goshawk engine was a disappointment. Due to that, the Gloster Gladiator biplane was declared a 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 December 28, 1934, to fund a prototype armed with four wing mounted guns. By early April 1935 Mitchell received the detail of specification F10/35, and it was calling for eight guns. The change was made on cost of bomb provision removal and reduction of the fuel tanks volume 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 March 5, 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.

## Searching for performance

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 performance step was required.

After trials with the Merlin XX engine, installed in the prototype of the Spitfire Mk.III, Rolls-Royce offered a viable and quick solution in late 1940, the concurrently developed and simpler to manufacture Merlin RM5S engine (later designated Merlin 45). It featured one-stage single-speed compressor optimized for high altitudes. Its output at 17,700 ft (5,400 m) was 1,210 hp (902 kW).

The Merlin 45 was the same size as the Merlin III powering the Mk.I Spitfires, and its design allowed the Merlin III to be upgraded to the Merlin 45 by changing the supercharger. This facilitated the simple installation into the freshly built Spitfire Mk.I and Mk.II airframes and the conversion of the already manufactured aircraft as well.

First two converted Spitfires were test-flown at Boscombe Down, where a maximum speed of 593 kph at 20,000 ft (6,100 m) was recorded during the flight tests. The trials also brought out the problems with the De Havilland constant-speed propeller as oil of its control system was freezing at high altitudes. There were troubles with Mk.II oil cooler as well as it was not efficient enough for the more powerful engine. Even though this was considered an interim solution, as the Spitfire Mk.III production was still being planned, the order for new Spitfires was placed, or, better said, the program for converting Spitfires Mk.I and Mk.II into Spitfires Mk.V was ordered. Finally, 6464 Spitfires Mk.V of all variants were manufactured.

## This kit: Spitfire Mk.Vb early

In the middle of March 1941, Spitfire X4922 built in Eastleigh at Spitfire Mk.I assembly line, arrived at Boscombe Down. It already featured Merlin 45 and was test-flown on February 7. During the trials it was fully armed and equipped and reached the maximum speed of 374,7 mph (603 kph). In Eastleigh, in the second half of February, a total of 23 Spitfire Mk.I airframes, mostly version Mk.Ib, received Merlin 45, thus becoming the first Spitfires Mk.Vb armed with four .303 machine guns and two 20mm cannons. This mark was the most produced, while there were only 94 of eight wing .303 machine guns Spitfires Mk.Ia produced. The Mk.Vc had usually the same armament as the Mk.Vb although with possibility to be armed with four 20mm cannons.

Besides the engine, the equipment of these aircraft corresponded to Spitfire Mk.I standard including the smaller oil cooler with U-shaped intake which was the cause of higher oil temperature of the first Spitfires Mk.V and posed a certain risk of engine overheating.

During the two and half years of Spitfire Mk.V production, the airframe was gradually developed. Already at the beginning of manufacture they featured thicker armor in comparison to Mk.I and Mk.II. The oil cooler was soon replaced with a larger one featuring a circular intake which was retroactively installed on the first batch of Spitfires Mk.V, converted from Mk.I and Mk.II, and became one of the features distinguishing Spitfires Mk.V.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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



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

INSTRUCTION SIGNS



INSTR. SYMBOLY



INSTRUKTION SINNBILDEN



SYMBOLES

記号の説明

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

**PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON [www.eduard.com](http://www.eduard.com)**

PARTS



DÍLY



TEILE



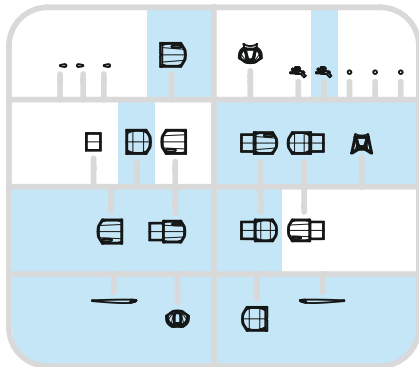
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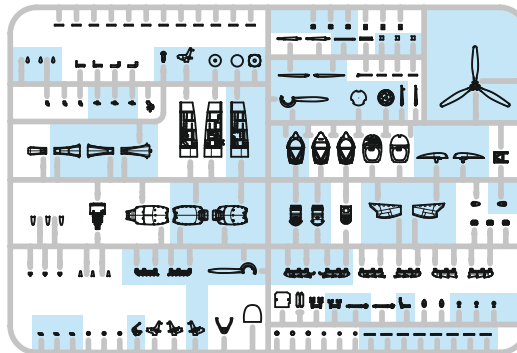
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## PLASTIC PARTS

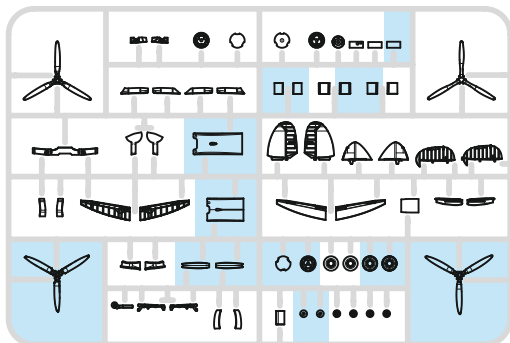
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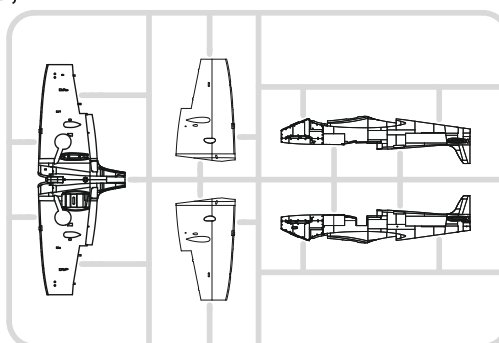
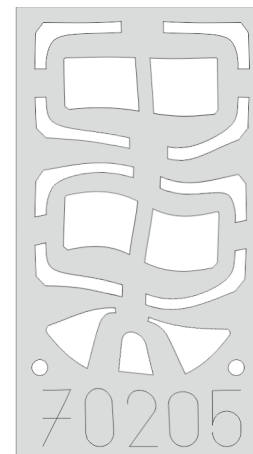
M&gt;



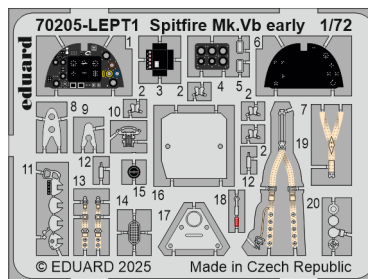
N&gt;



C,G,K&gt;

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



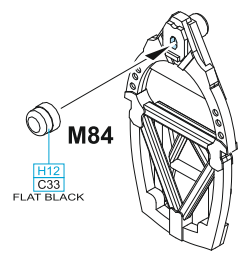
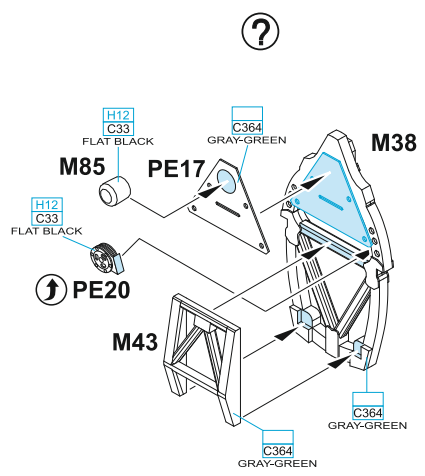
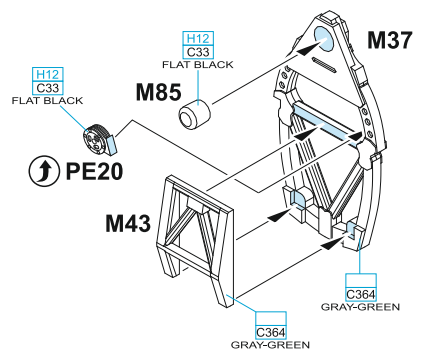
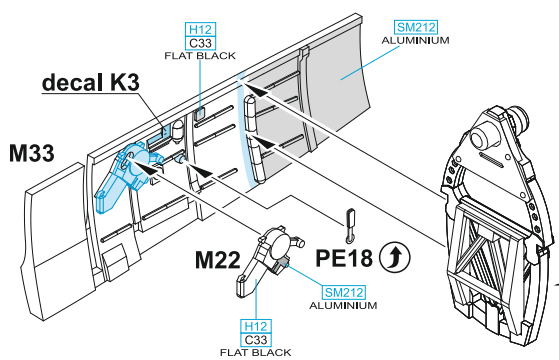
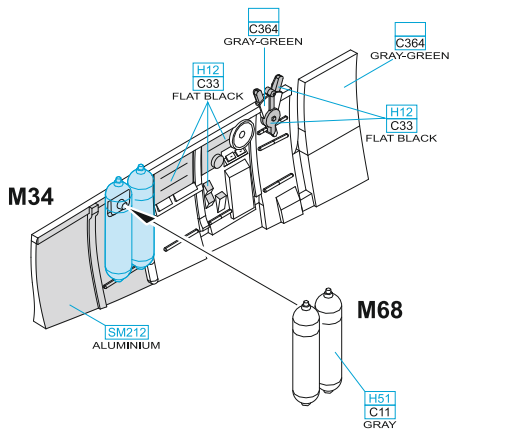
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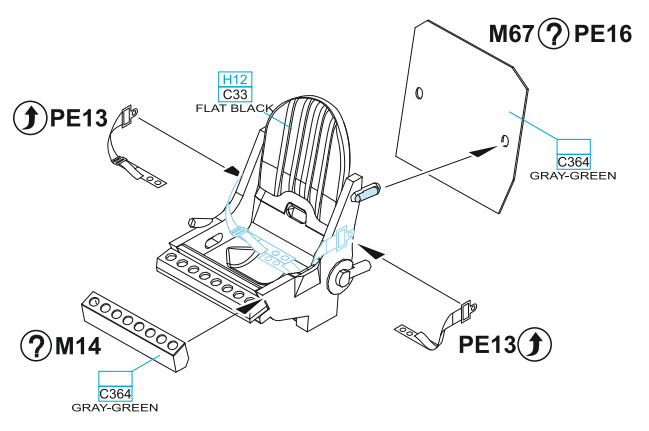
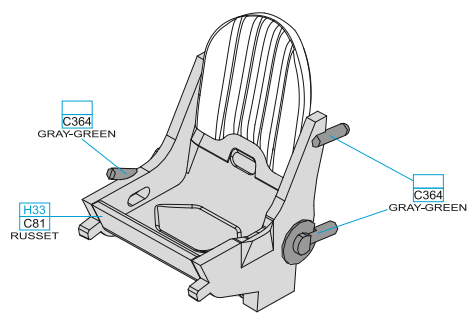
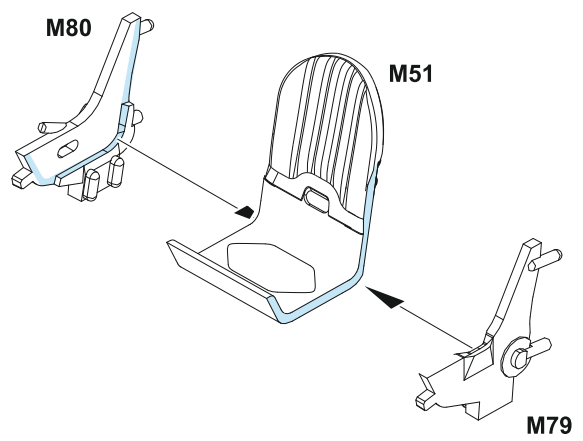
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H3	C3	RED
H4	C4	YELLOW
H12	C33	FLAT BLACK
H33	C81	RUSSET
H51	C11	LIGHT GULL GRAY
H72	C369	DARK EARTH
H74	C368	SKY
H76	C61	BURNT IRON
H77	C137	TIRE BLACK
H84	C42	MAHOGANY

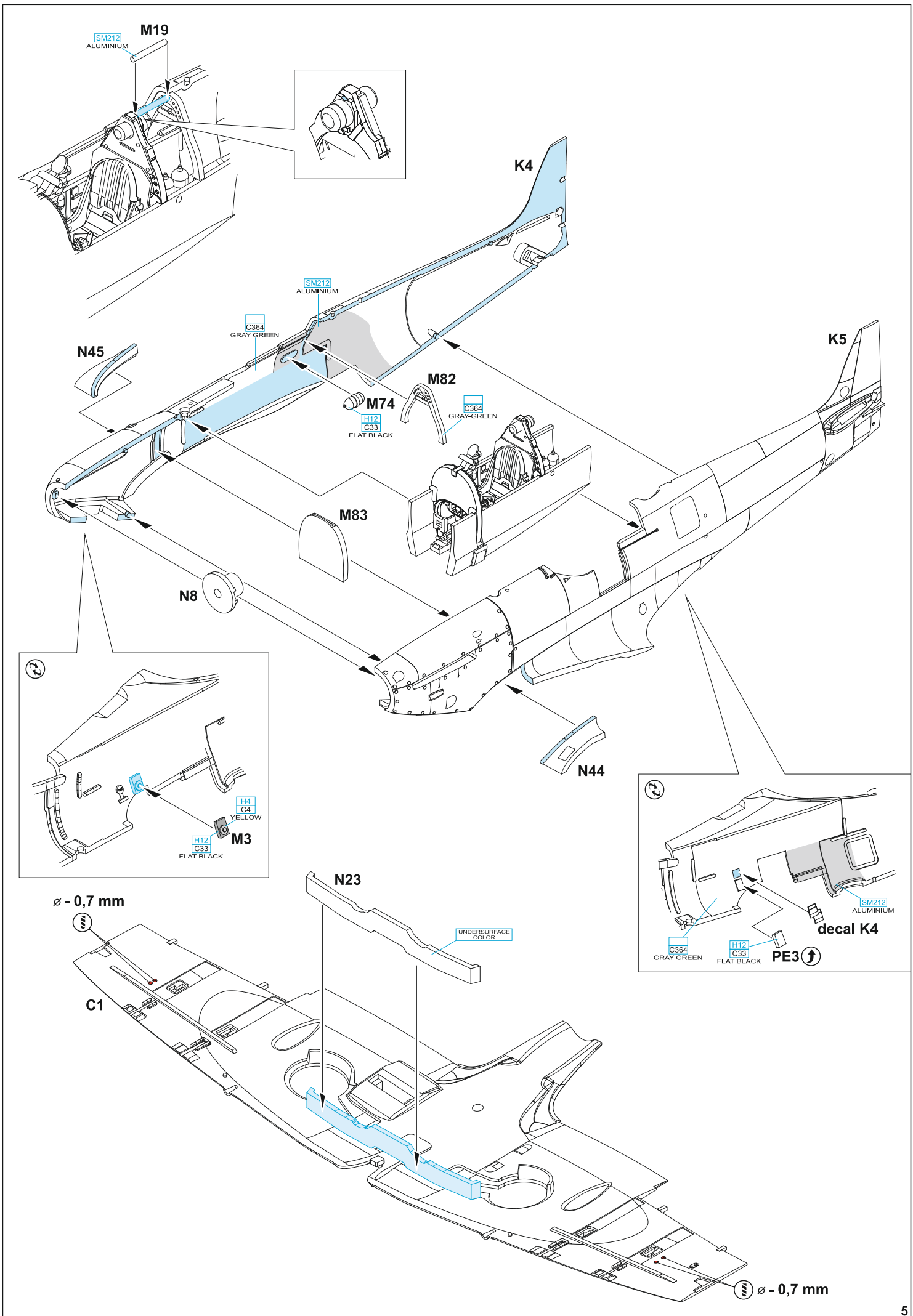
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H330	C361	DARK GREEN
H333	C333	EXTRA DARK SEAGRAY
H335	C363	MEDIUM SEAGRAY
H417	C117	RLM76 LIGHT BLUE
	C364	AIRCRAFT GRAY-GREEN
Mr.COLOR SUPER METALLIC		
	SM201	SUPER FINE SILVER
	SM212	ALUMINIUM



**A**







M19  
SM212  
ALUMINIUM

K4

N45

SM212  
ALUMINIUM

C364  
GRAY-GREEN

M82

M74  
H12  
C33  
FLAT BLACK

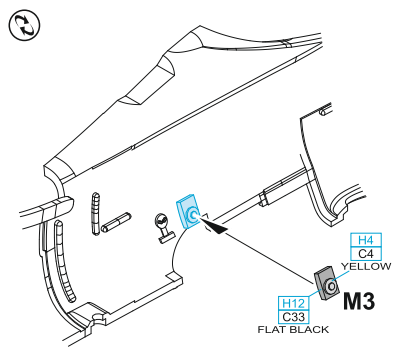
C364  
GRAY-GREEN

K5

M83

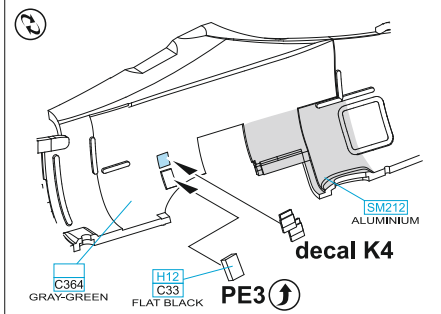
N8

N44



M3  
H12  
C33  
FLAT BLACK

H4  
C4  
YELLOW



decal K4

PE3

C364  
GRAY-GREEN

H12  
C33  
FLAT BLACK

SM212  
ALUMINIUM

∅ - 0,7 mm

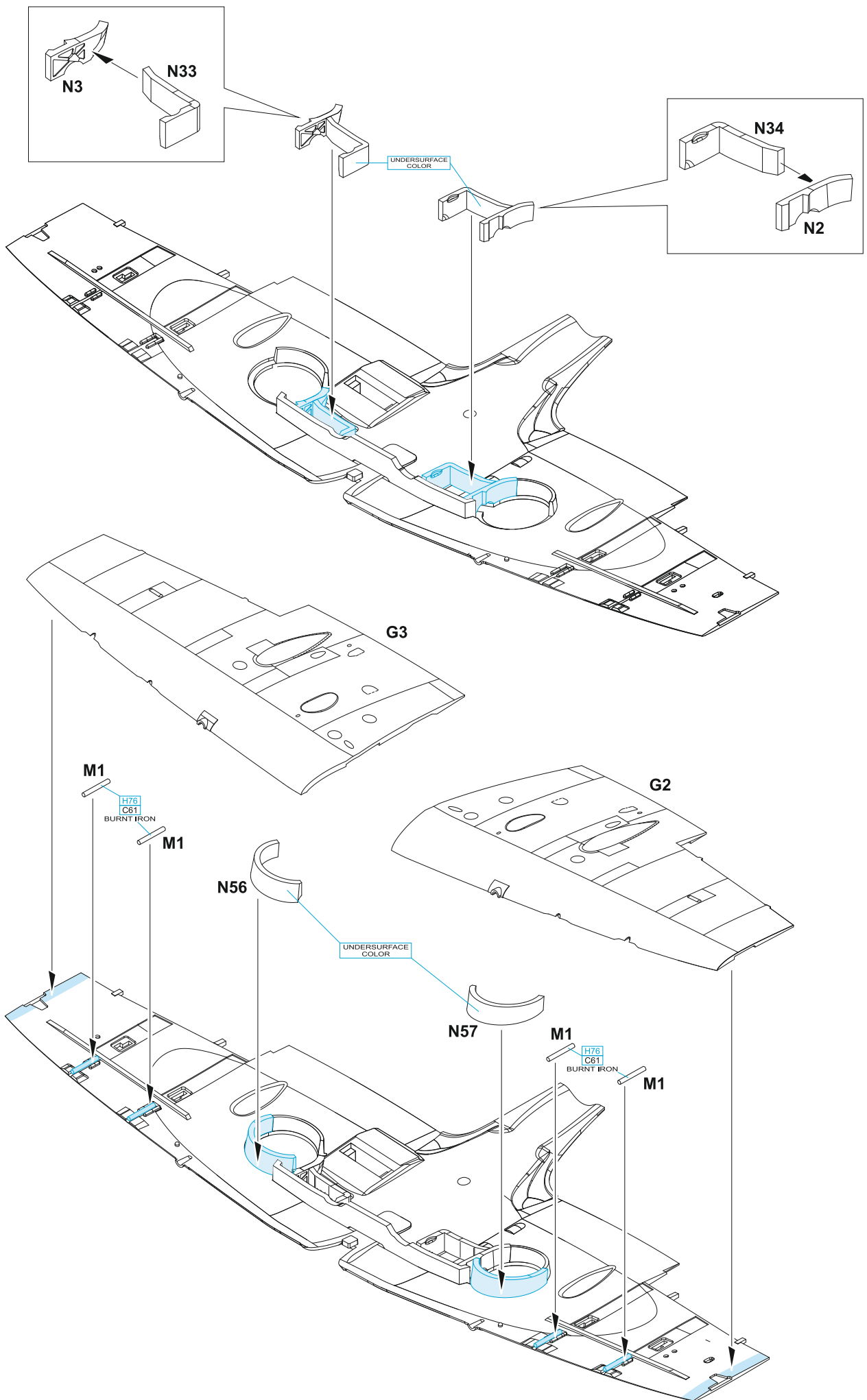
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C1

UNDERSURFACE  
COLOR

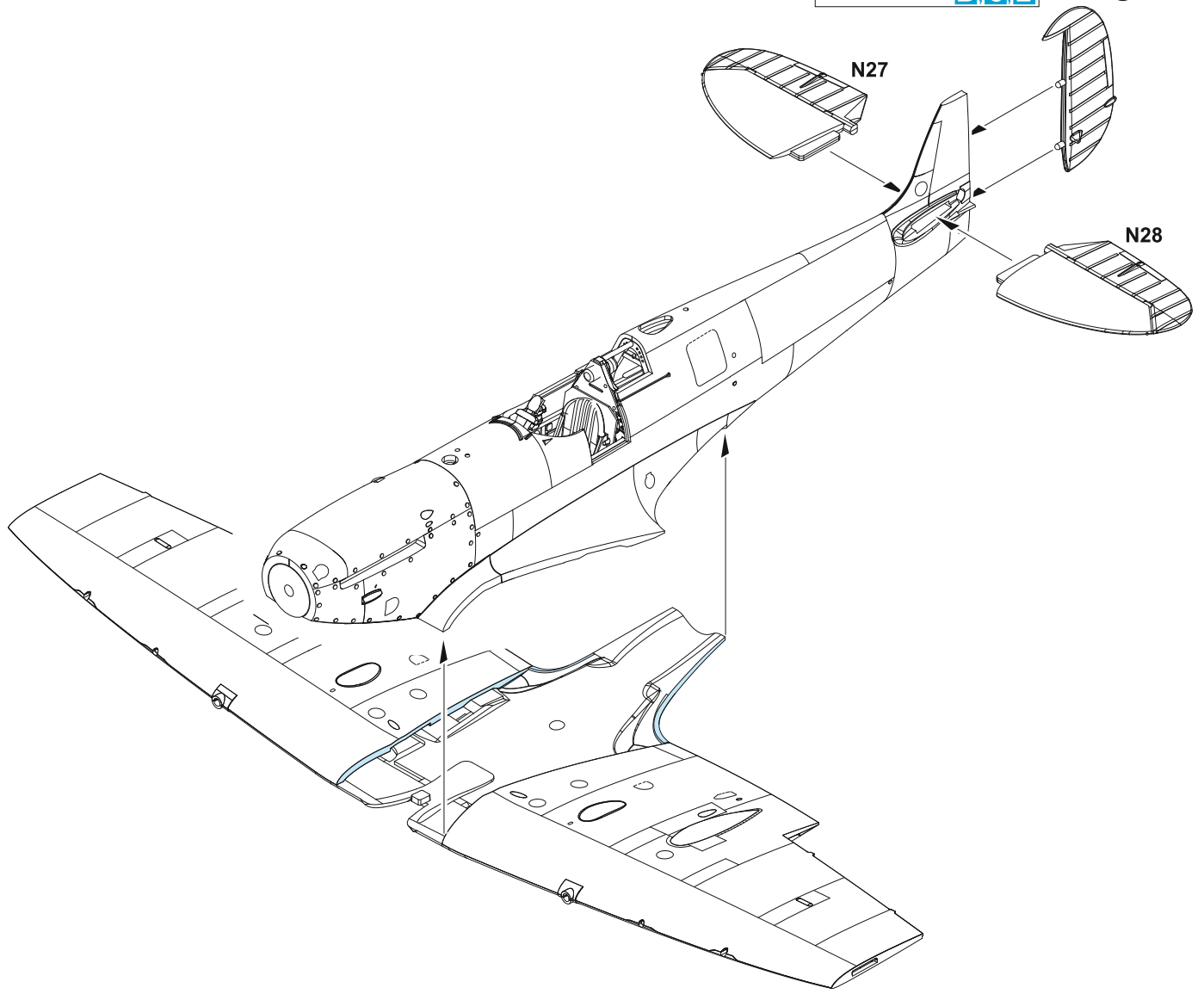
N23

∅ - 0,7 mm



N32 - MARKINGS **A, D, F**  
N31 - MARKINGS **B, C, E**

N31 ? N32

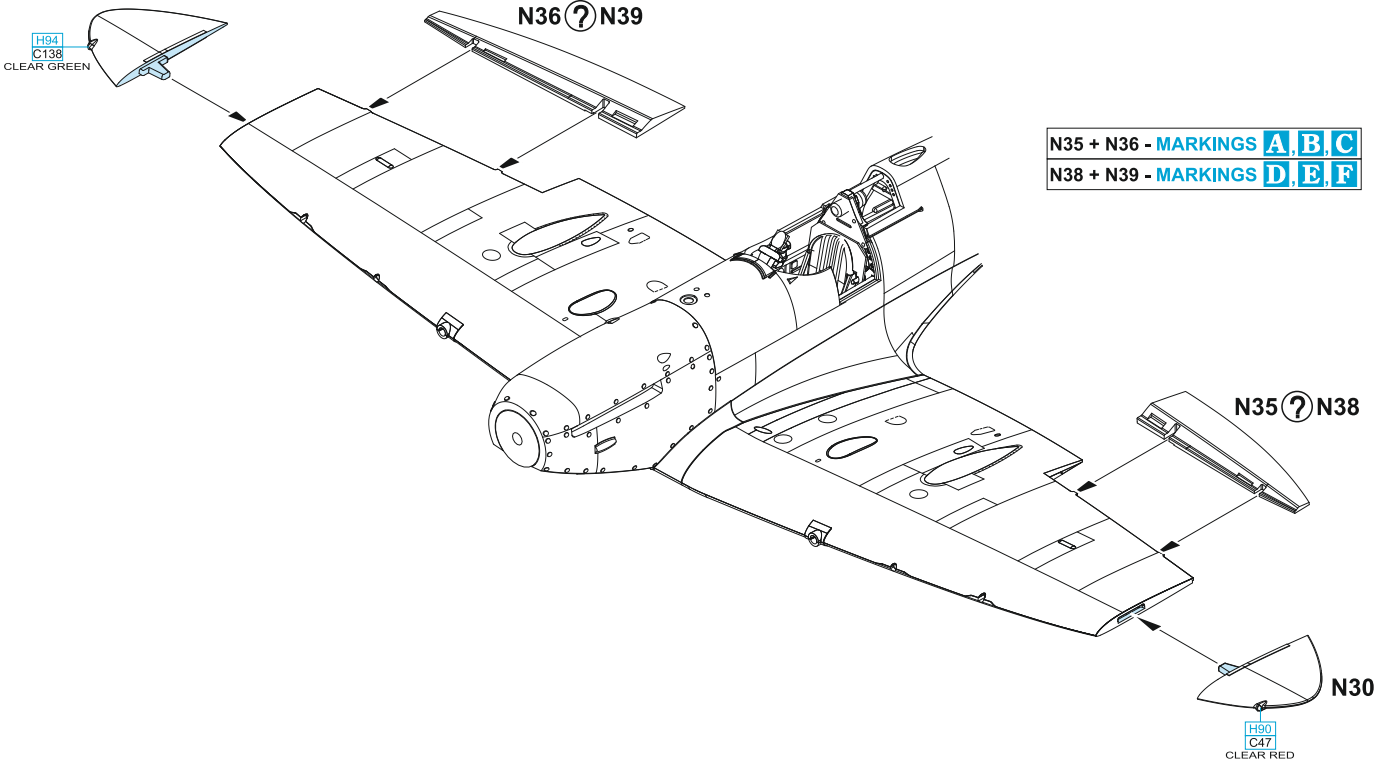


N29

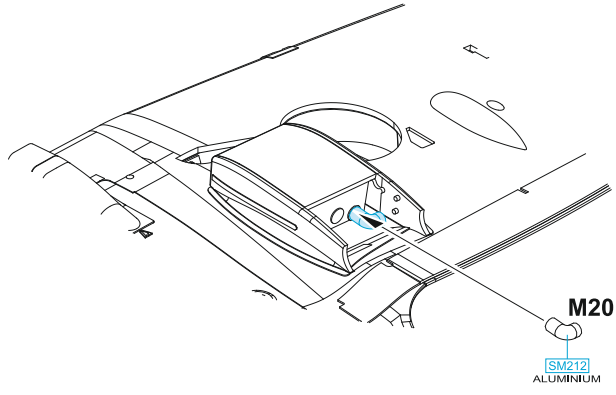
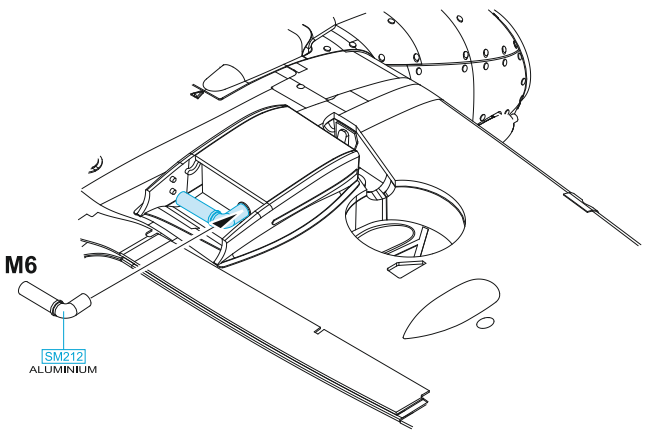
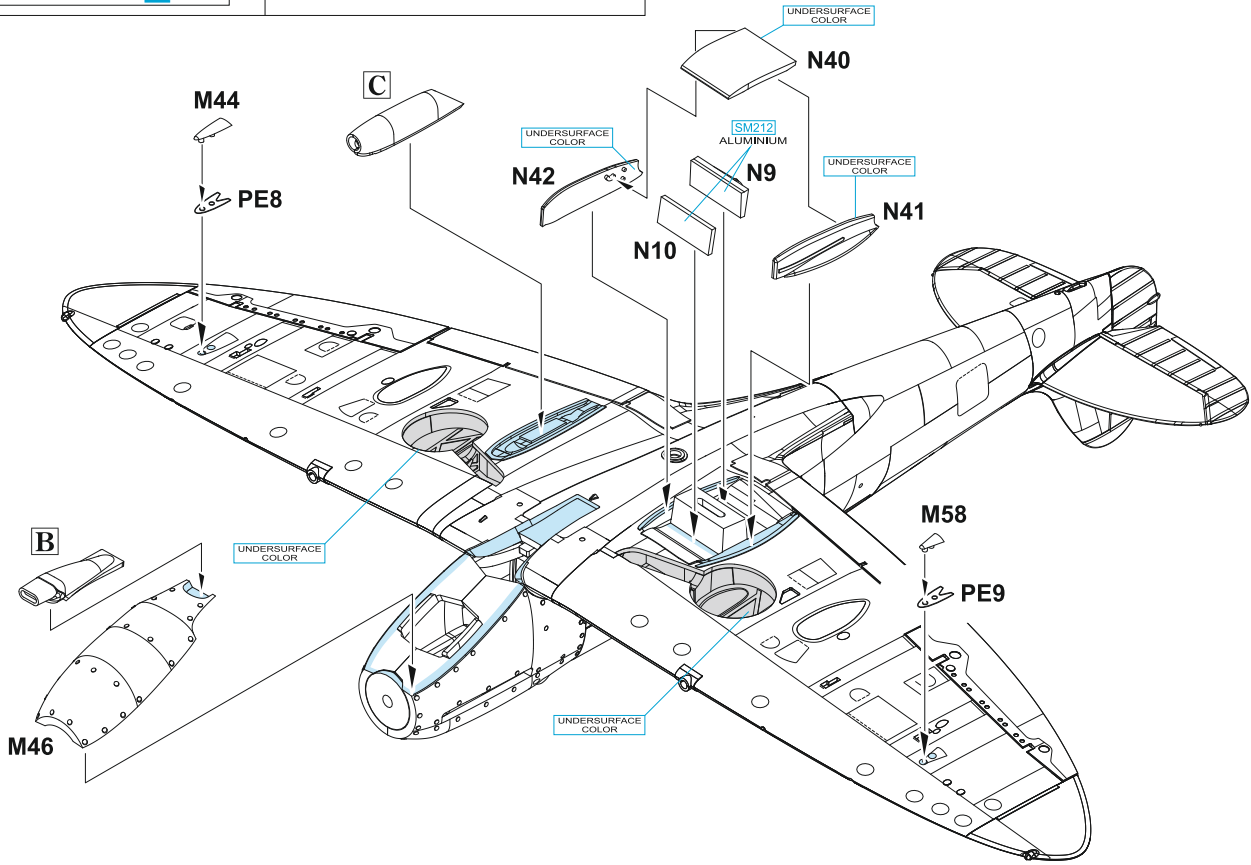
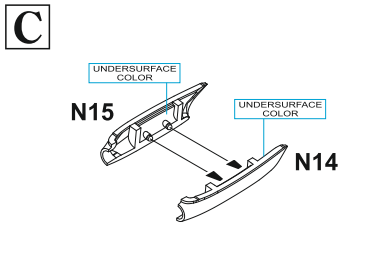
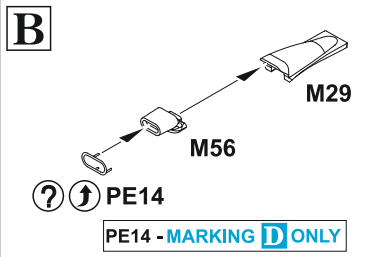
H94  
C138  
CLEAR GREEN

N36 ? N39

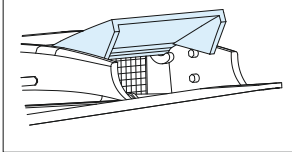
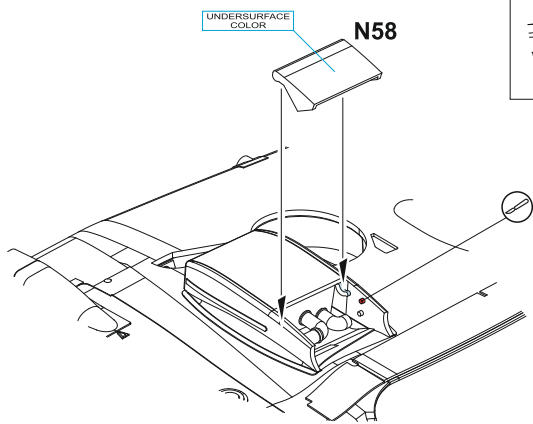
N35 + N36 - MARKINGS **A, B, C**  
N38 + N39 - MARKINGS **D, E, F**



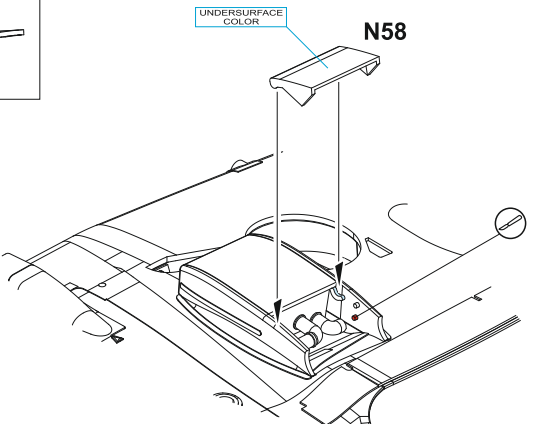
H90  
C47  
CLEAR RED

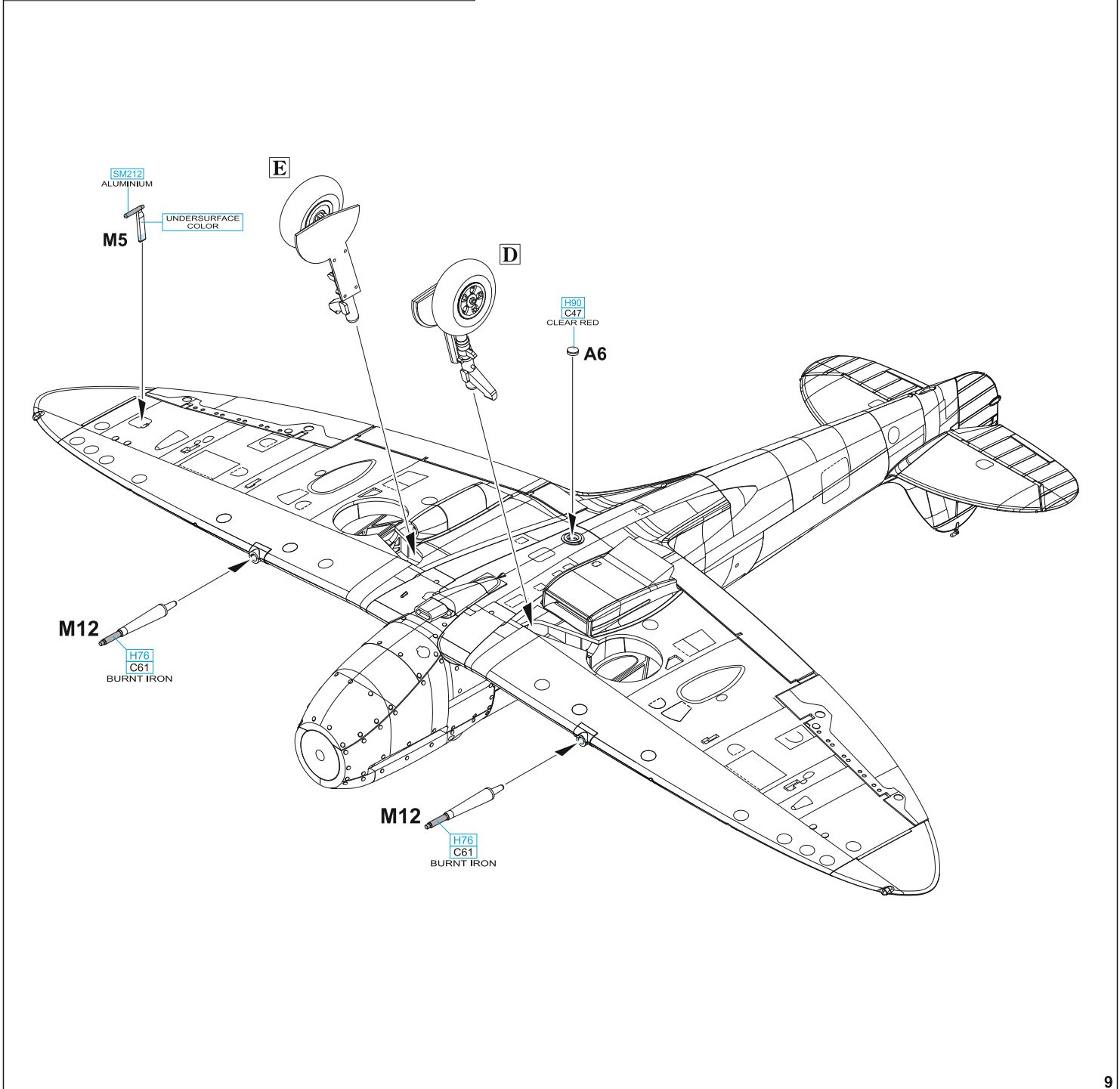
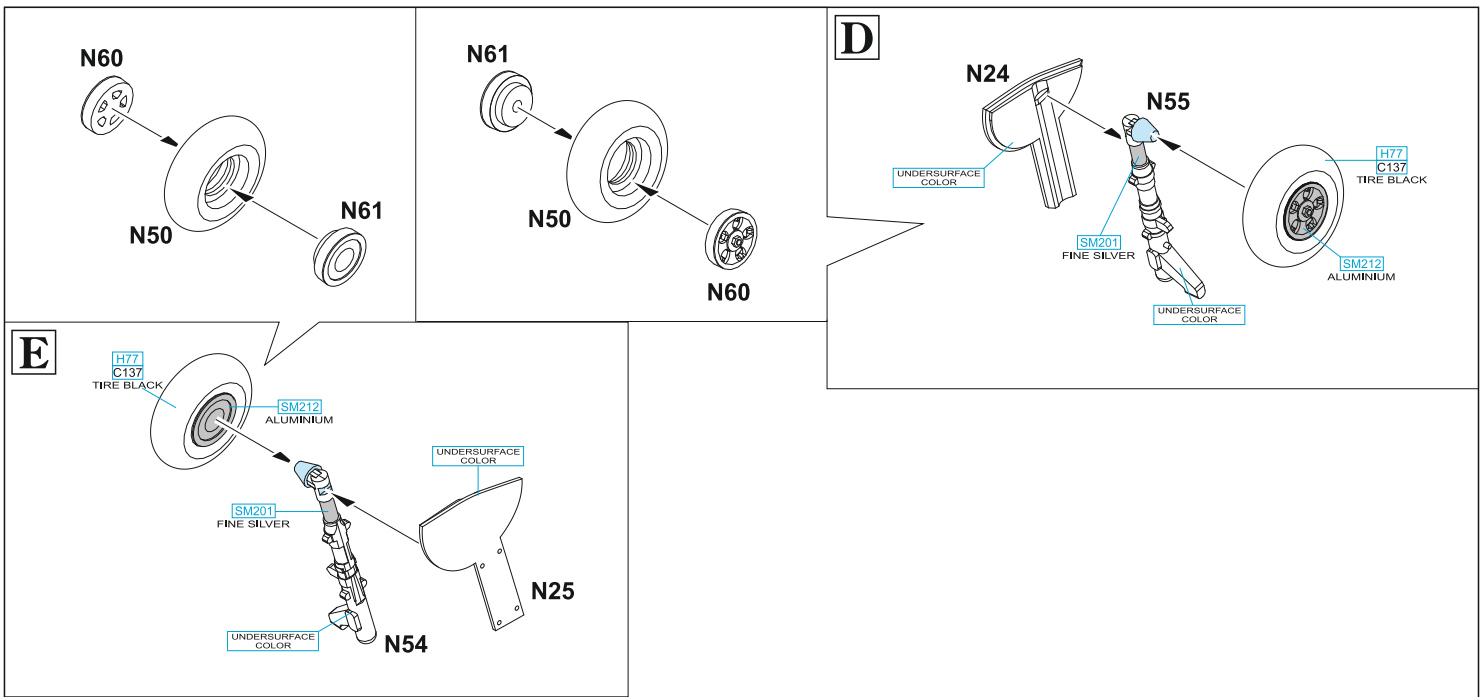


**CLOSED**



**OPEN**



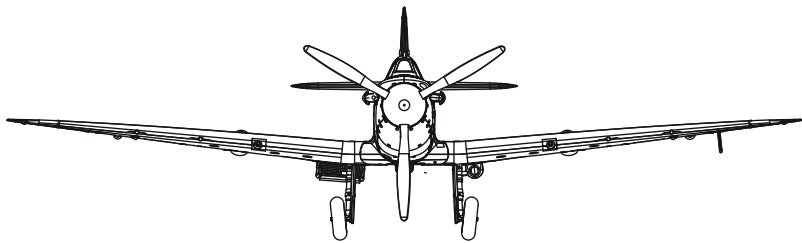
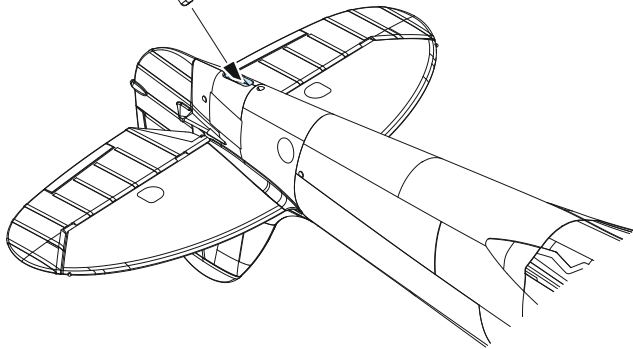


H77  
C137  
TIRE BLACK

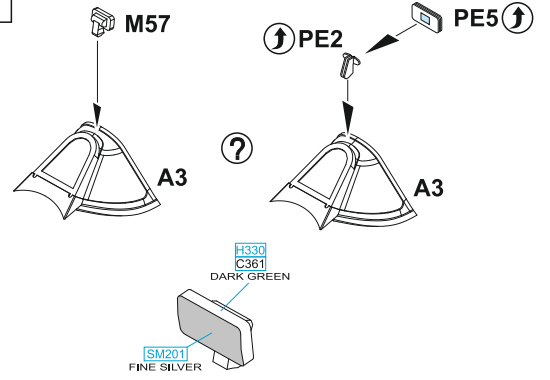
N53

SM212  
ALUMINIUM

SM212  
ALUMINIUM

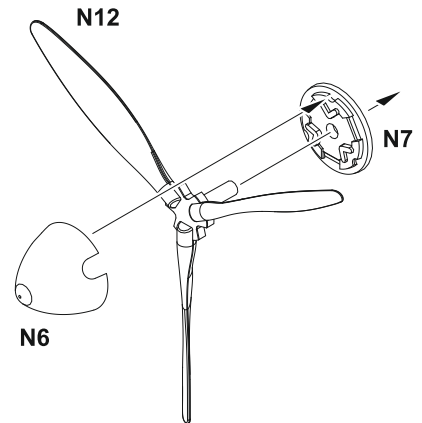


**F**

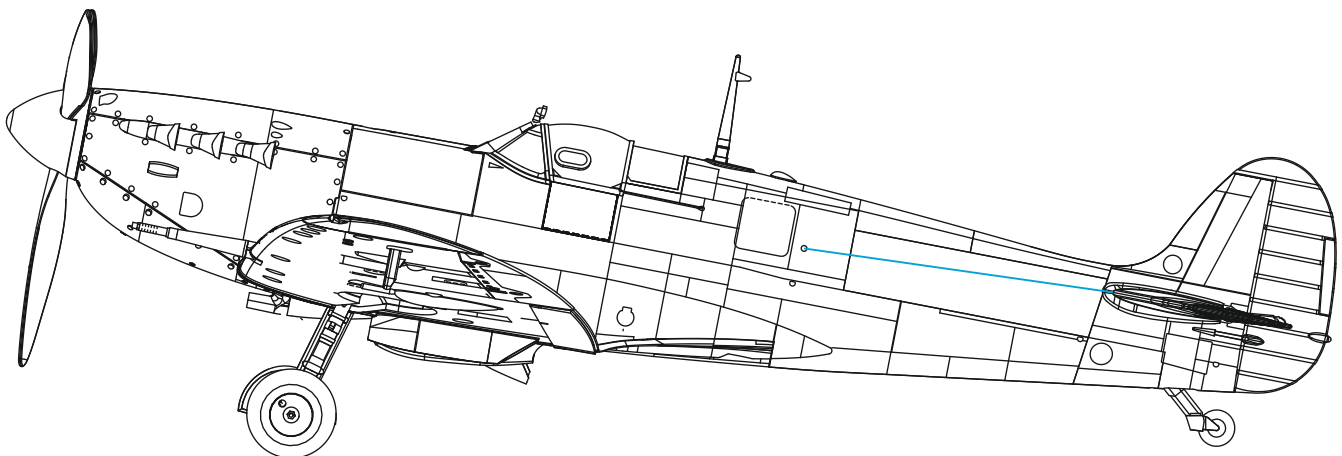
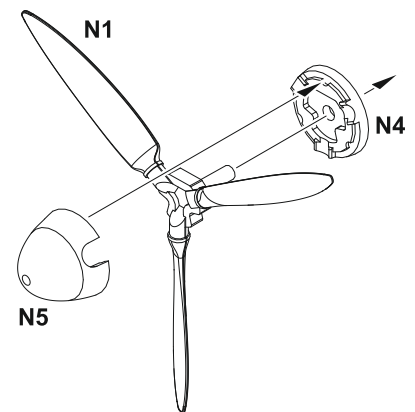


**G**

MARKINGS B, C, E, F

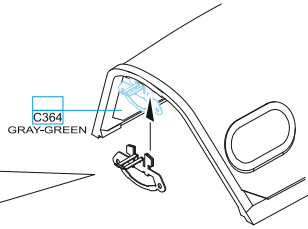
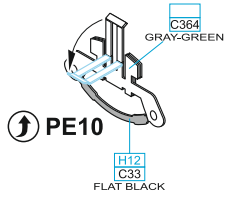


MARKINGS A, D



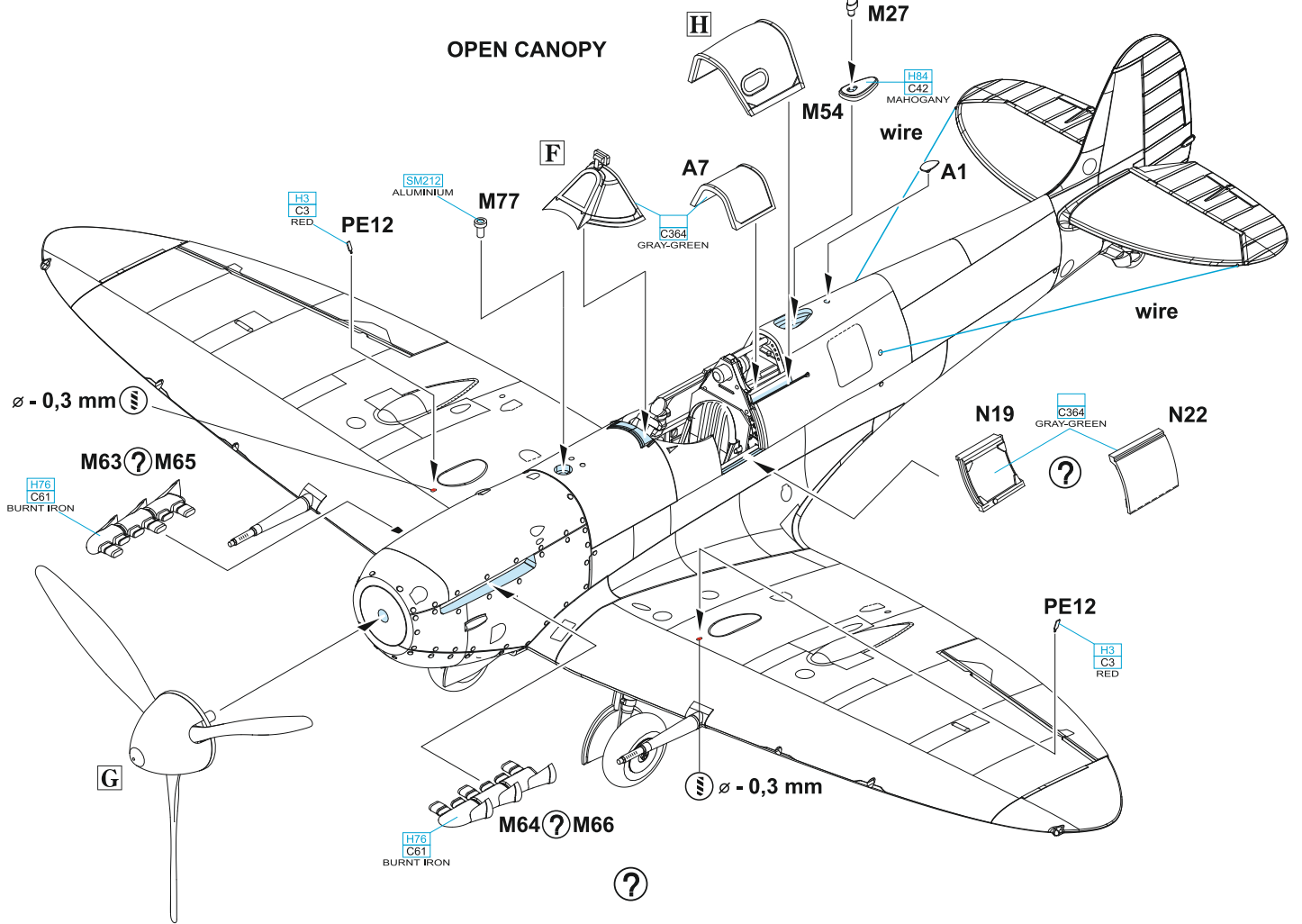
**H**

**A10 - OPEN CANOPY**  
**A15 - CLOSED CANOPY**



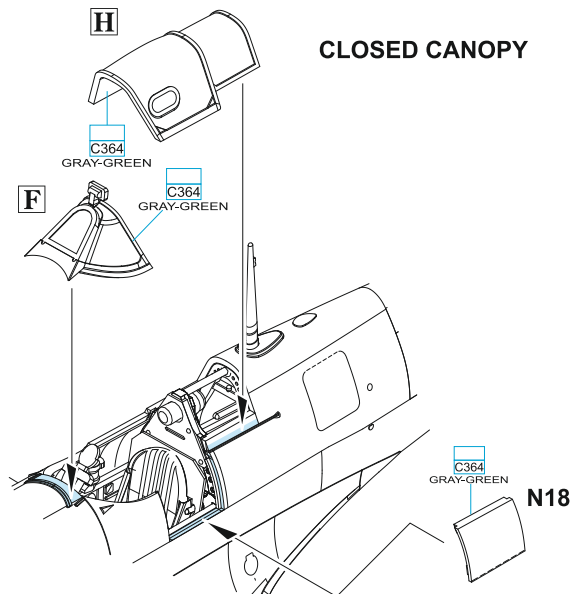
**A10 ? A15**

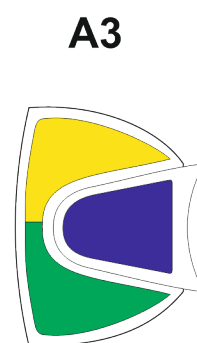
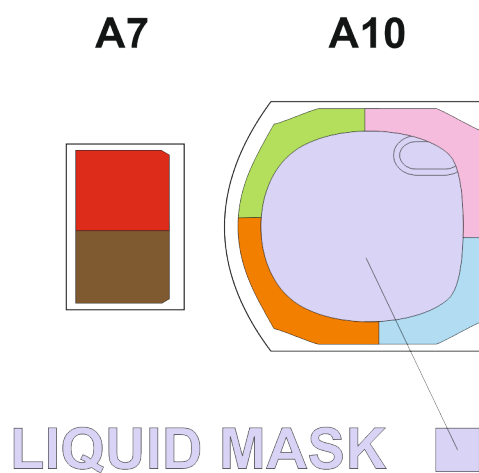
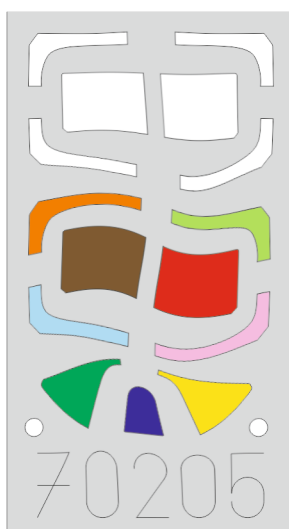
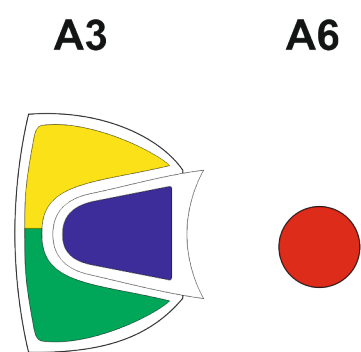
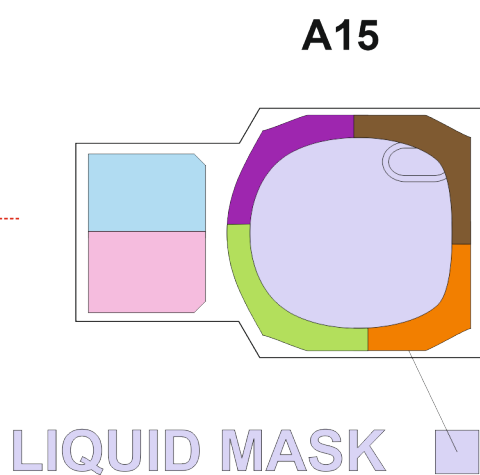
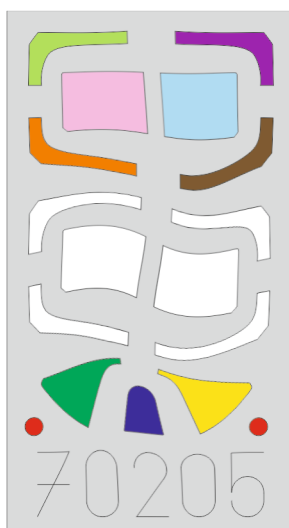
**OPEN CANOPY**



**M65, M66 - MARKINGS A, E**  
**M63, M64 - MARKINGS B, C, D, F**

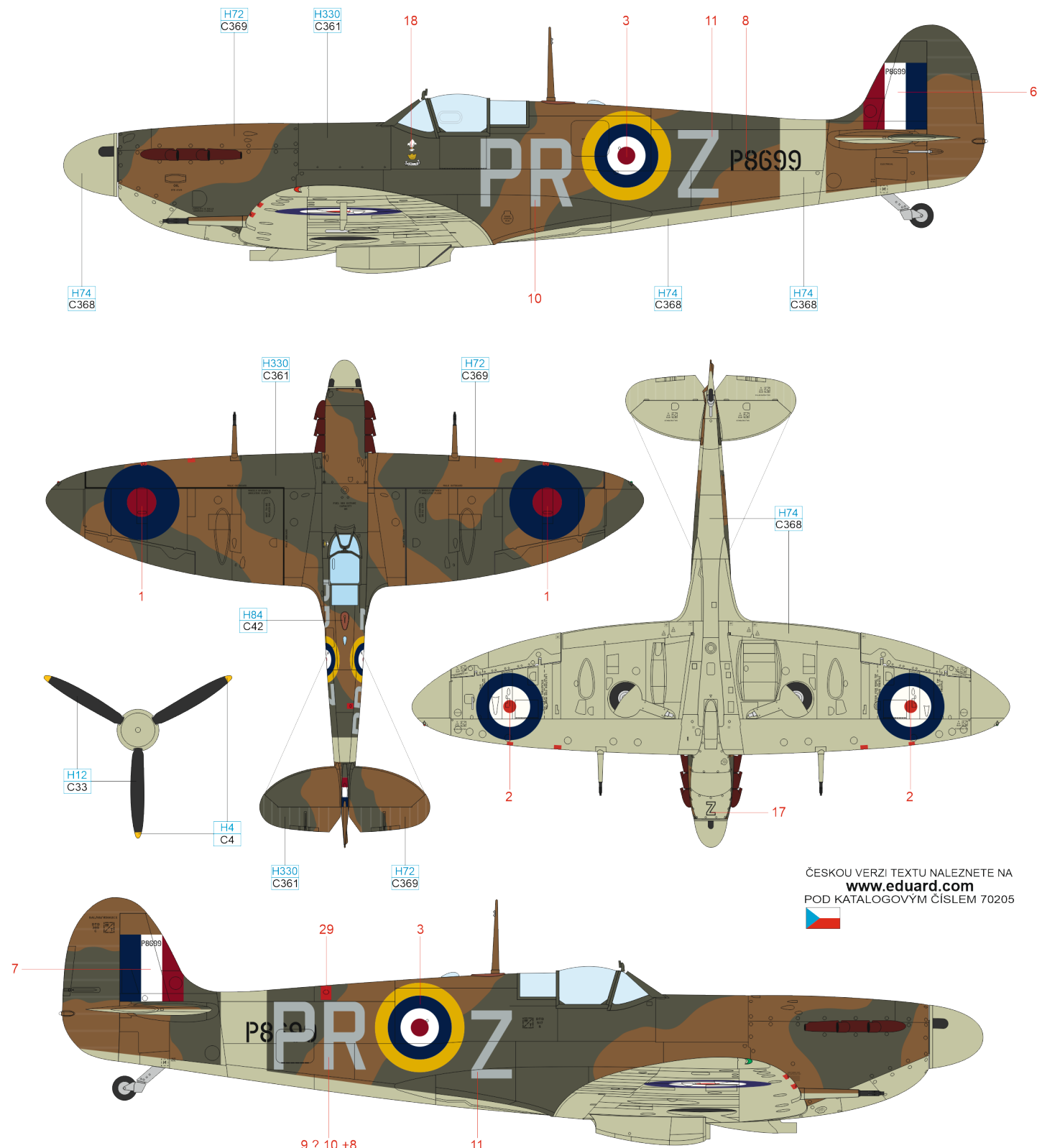
**CLOSED CANOPY**





# A P8699, F/Lt John Bisdee, No. 609 Squadron, RAF Biggin Hill, United Kingdom, July

John Bisdee was born in Weston-super-Mare, Somerset. After the outbreak of World War II, he was called up for service in the RAF. After completing his training, he was assigned to No. 609 Squadron, with which he participated in the Battle of Britain and achieved several aerial victories. In 1942, he was transferred to Malta as commander of No. 601 Squadron. After moving to North Africa, he took part in the Western Desert campaign. In 1943, he was appointed military governor of Lampedusa. He spent most of the rest of his wartime service in training and as commander of No. 323 Wing in Italy. In June 1945, he received the Order of the British Empire. During the war, he achieved ten aerial victories, two of which were shared, plus four probable victories, and he also damaged four enemy aircraft. Like all of Bisdee's previous Spitfires, P8699 had his personal emblem, a lily flower with a crown, under the windshield. In August 1941, P8699 was taken over by S/Ldr George "Kemp" Gilroy, who scored four of his 24 kills with it.



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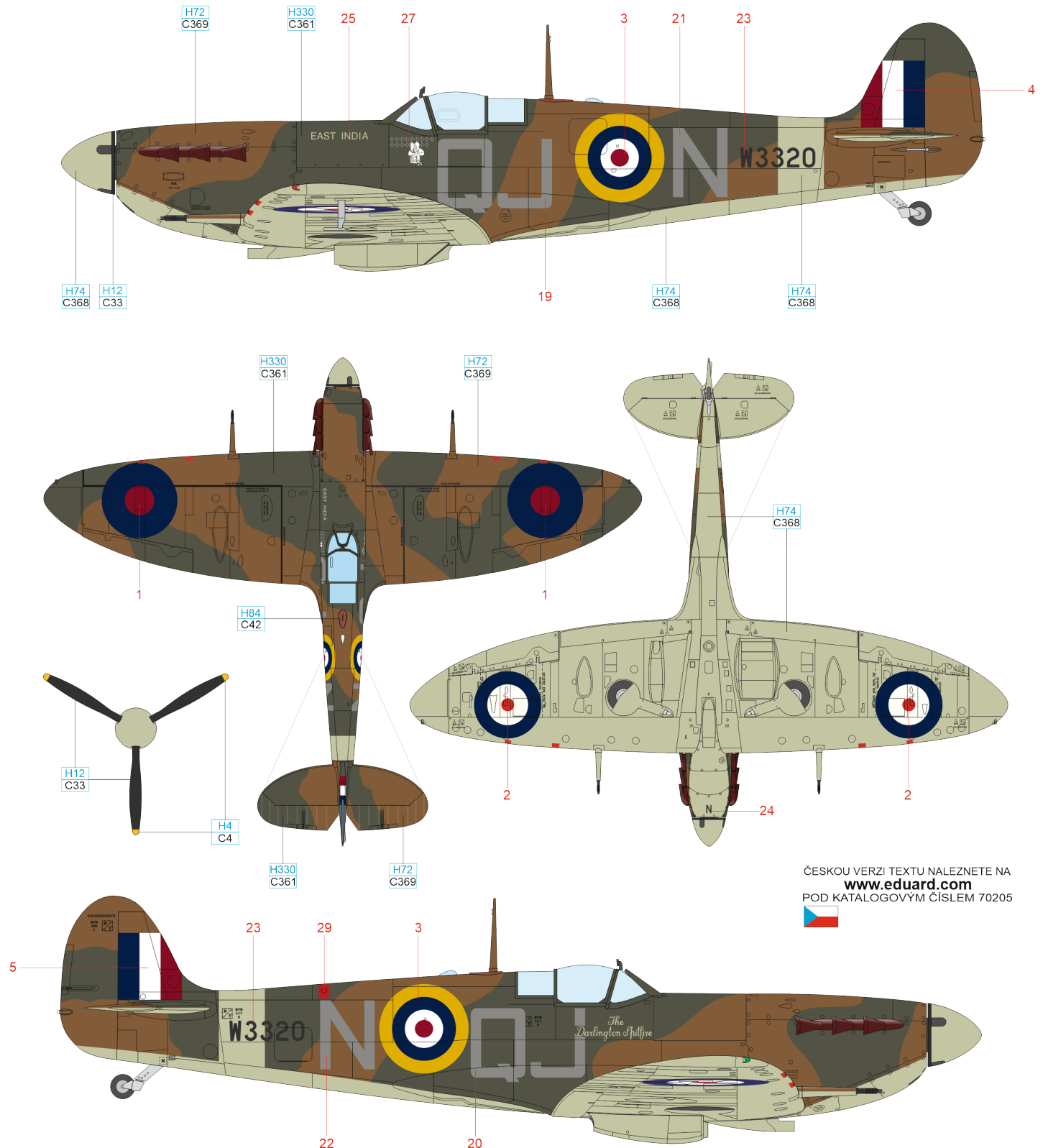


FLAT BLACK	H12 C33	MAHOGANY	H84 C42	YELLOW	H4 C4
SKY	H74 C368	DARK GREEN	H330 C361	DARK EARTH	H72 C369



# C W3320, P/O Donald E. Kingaby, No. 92 Squadron, RAF Biggin Hill, United Kingdom, July–August 1941

Donald Ernest "Don" Kingaby was one of the most successful RAF fighter pilots flying Spitfires. He achieved his first successes during the Battle of Britain in the ranks of No. 266 and No. 92 Squadrons, and by the end of 1940 he had eight kills to his credit. Further successes quickly followed, and by the summer of 1941 he had already scored 14 aerial victories. Spitfire W3320, named *The Darlington Spitfire*, was his last personal Spitfire with No. 92 Squadron. He flew it from July 20, 1941, to October 16, 1941, and completed 33 operational flights in its cockpit, during which he shot down three Bf 109Fs with certainty, another three with probability, and damaged one. He returned to operational flying in March 1942 with No. 111 Squadron and subsequently as squadron commander with No. 64 Squadron. In the fall of 1942, he took command of No. 122 Squadron. During the Normandy invasion, he served at Fighter Command headquarters and ended the war as commander of the Advanced Gunnery School in Catfoss. He achieved a total of 23 aerial victories. The citizens of Darlington in County Durham in northeast England contributed £5,082 towards the purchase of Spitfire Mk.Vb W3320, thus known as *The Darlington Spitfire*. After August 15, 1941, the W3320 had the fields of Dark Earth repainted with a Mixed Grey on the upper surfaces and Medium Sea Grey on the lower surfaces.



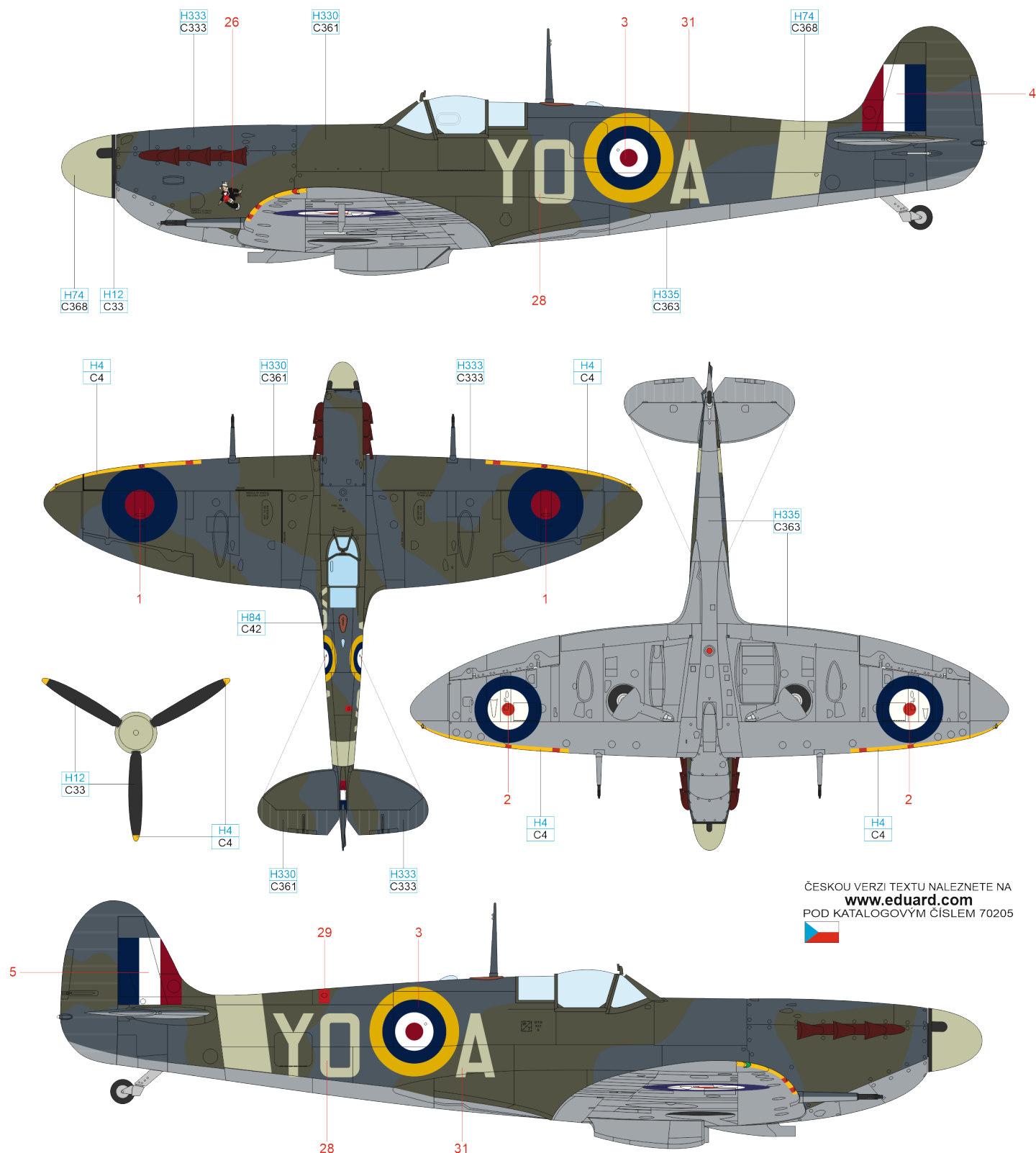
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FLAT BLACK	H12 C33	MAHOGANY	H84 C42	YELLOW	H4 C4
SKY	H74 C368	DARK GREEN	H330 C361	DARK EARTH	H72 C369

# D P8783, Sgt Donald R. Morrison, No. 401 Squadron RCAF, Biggin Hill, United Kingdom, November 1941 - February 1942

Donald Morrison was born on June 2, 1921, in Toronto, Ontario and joined the RCAF in October 1940. In July 1941, he completed his training and left for Great Britain. He was assigned to No. 122 Squadron and two months later to No. 401 Squadron RCAF, where he quickly began to make a name for himself. By the end of February 1942, he had achieved three confirmed kills. On August 19, 1942, he was shot down during a dogfight with an Fw 190, bailed out of his damaged aircraft, and parachuted into the English Channel, from where he was rescued. During the rescue operation, he operated machine guns on the boat and fired at attacking enemy aircraft. On November 8, he was shot down again, captured and seriously wounded by shrapnel. German doctors were forced to amputate his leg. Due to his disability, he was repatriated back to Great Britain and returned to Canada in November. In May 1944, Morrison became an instructor with No. 20 EFTS. He left the RCAF on March 14, 1945. In 1947, he returned to Great Britain and joined the RAF, where he served until 1951. He later worked for Trans Canadian Airways. In total, he had seven confirmed kills during his wartime career, including three shared kills, four probable kills, and five damaged aircraft. Sgt Don Morrison had the character Jiggs, created by cartoonist George McManus, drawn on every aircraft he regularly flew with No. 401 Squadron. The first Spitfire on which this character was drawn was Spitfire P8783.



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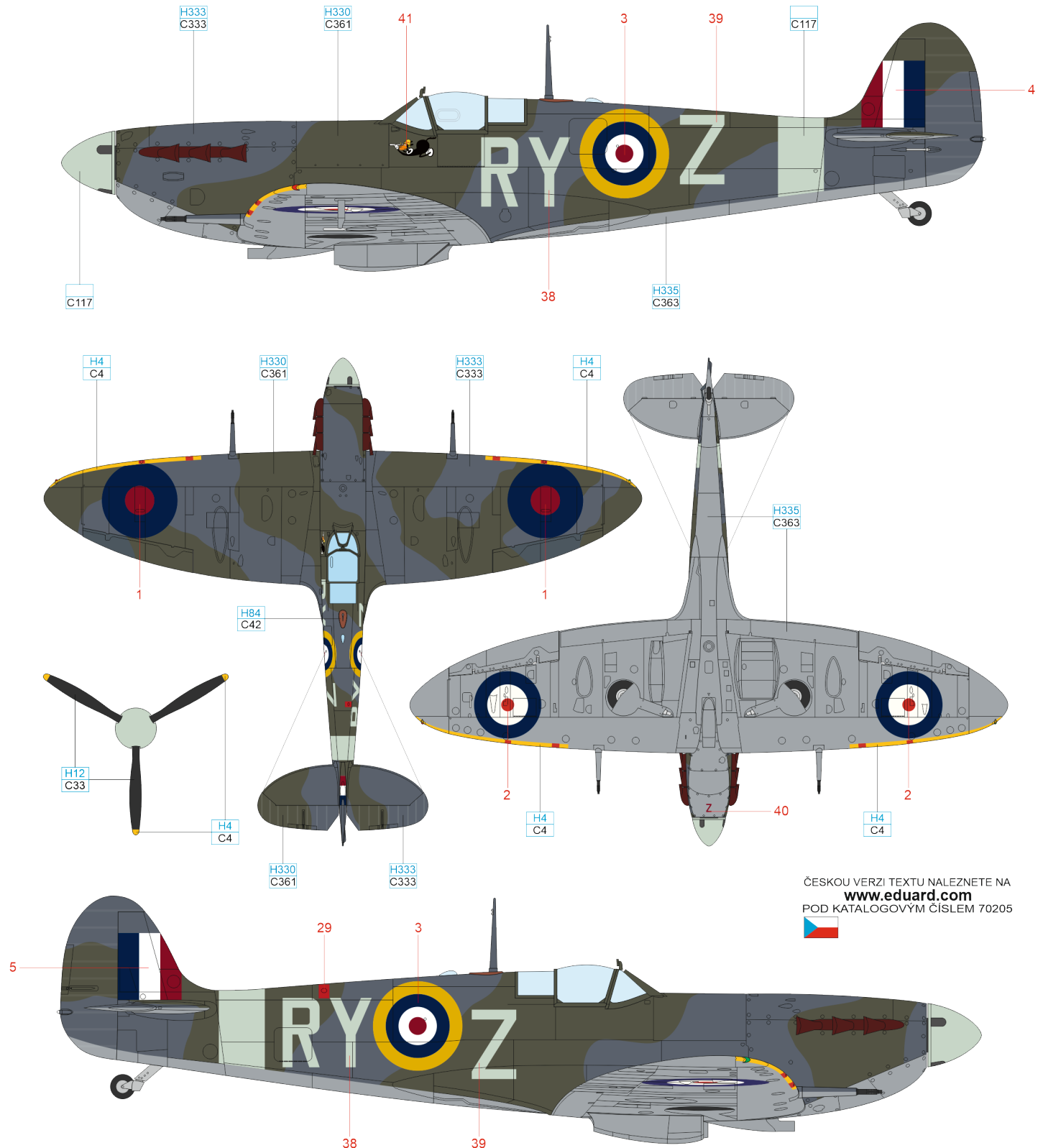


FLAT BLACK	H12 C33	MAHOGANY	H84 C42	YELLOW	H4 C4
SKY	H74 C368	DARK GREEN	H330 C361	EXTR. DARK SEAGRAY	H333 C333
				MEDIUM SEAGRAY	H335 C363



# F P8537, Sgt Jaroslav Hlouček, No. 313 Squadron, RAF Hornchurch, United Kingdom, November 1941 - March 1942

Spitfire Mk.Vb P8537 served operationally with No. 313 Squadron from November 2, 1941, to March 28, 1942. The most frequent pilots in its cockpit were Sgt J. Hlouček, F/L K. Vykoukal and F/S K. Foglar. The figure of Horace the Horse was painted on this Spitfire by Sgt Karel Pavlík, a Pilsen native, letter painter and author of all drawings on Spitfires of No. 313 Squadron. The figure was a bit of mystery for many years, as only half of the drawing was known from photographs. It was until two uncut photographs emerged from the archive of mechanic F/O Karl Beinhauer and helped to solve the appearance of the other half. Spitfire P8537 had been repainted in the new camouflage shades in effect from August 16, 1941. Surviving photographs document the complete change of the Spitfire's camouflage. A very light shade of Mixed Grey was used in place of the original Dark Earth, and a Sky Blue band was repainted with a new shade of Medium Sea Grey on the lower surfaces. The code letters RY-Z were in the Sky Blue shade, as were the spinner and band in front of the tail.



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FLAT BLACK	H12 C33	MAHOGANY	H84 C42	YELLOW	H4 C4
SKY BLUE	C117	DARK GREEN	H330 C361	EXTR. DARK SEAGRAY	H333 C333
				MEDIUM SEAGRAY	H335 C363

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# Spitfire Mk.Vb early

# STENCILING POSITIONS

