Spitfire Mk.Vb mid

eduard

1/72 Scale Plastic Model Kit



item No. 70206

ProfiPACK edition

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 Mitchel'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 mid

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 this prototype 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. The Mk.Vc had usually the same armament as the Mk.Vb although with built-in 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.

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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 započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobre 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

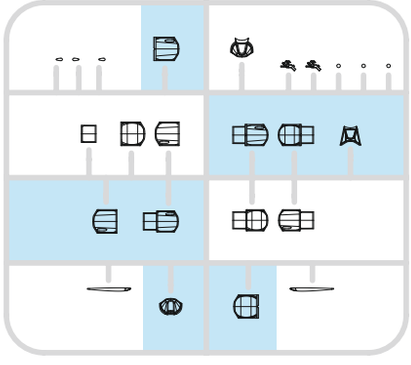
OPTIONAL VOLBA | BEND OHNOUT | SAND BROUSIT | OPEN HOLE VYVRTAT OTVOR | SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ | REMOVE ODŘÍZNOUT | REVERSE SIDE OTOČIT | APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

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

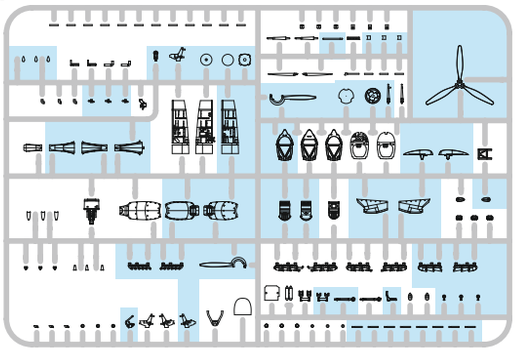
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

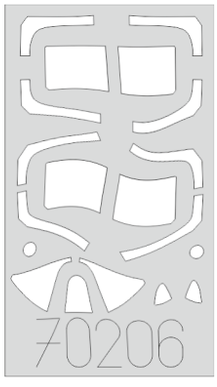
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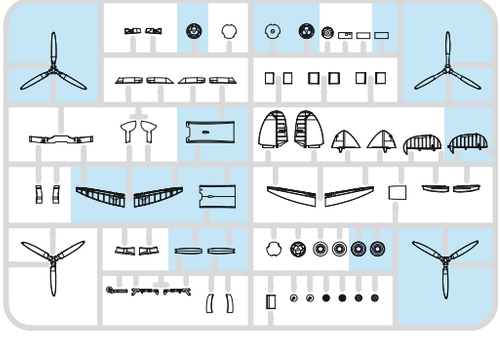
M>



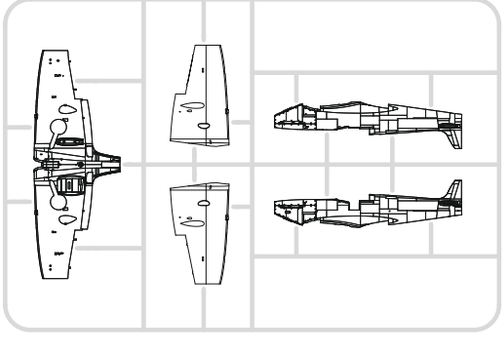
eduard MASK



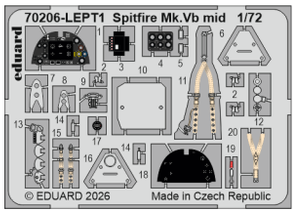
N>



E,G,K>



PE - PHOTO ETCHED DETAIL PARTS

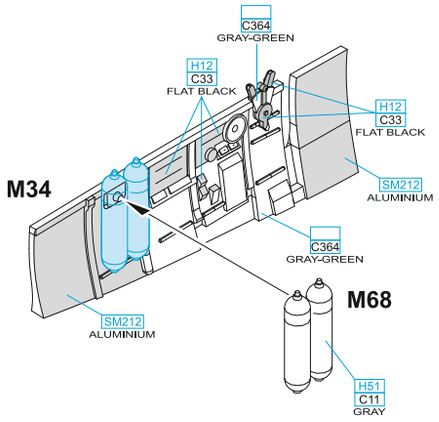


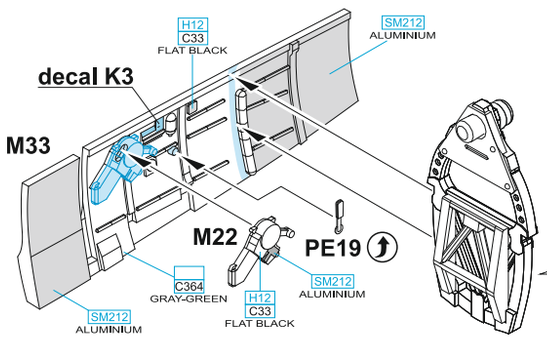
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

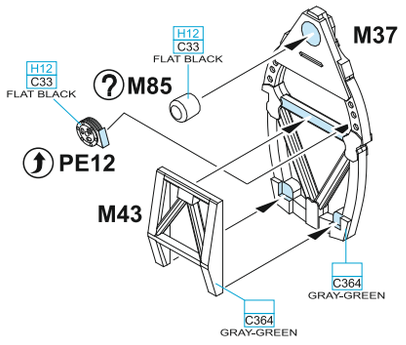
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H3	C3	RED
H4	C4	YELLOW
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H33	C81	RUSSET
H51	C11	LIGHT GULL GRAY
H74	C368	SKY
H76	C61	BURNT IRON
H77	C137	TIRE BLACK
H84	C42	MAHOGANY
H90	C47	CLEAR RED

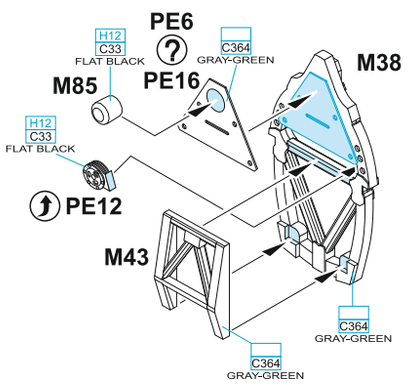
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H94	C138	CLEAR GREEN
H330	C361	DARK GREEN
H333	C333	EXTRA DARK SEAGRAY
H335	C363	MEDIUM SEAGRAY
	C362	OCEAN GRAY
	C364	AIRCRAFT GRAY-GREEN
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER
SM212		ALUMINIUM





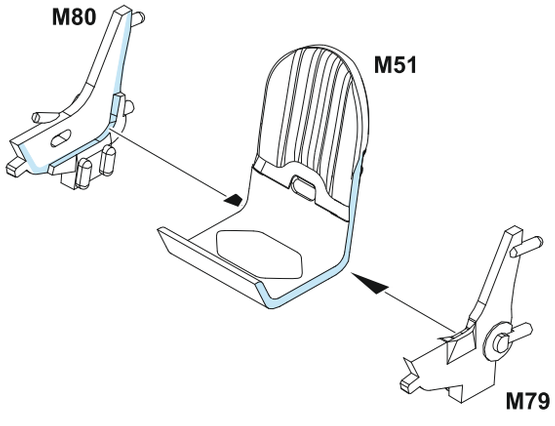
M85 - MARKINGS A, B, C, D, G ONLY

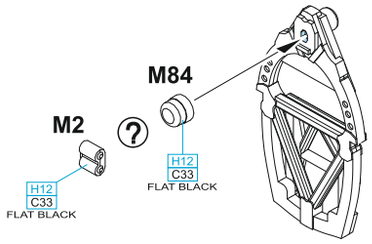




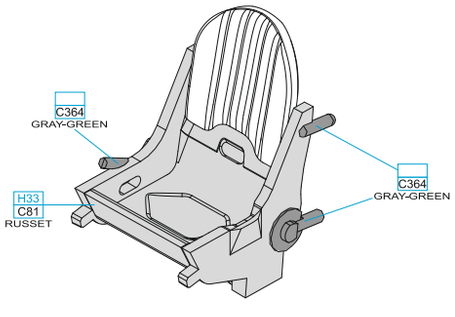
PE6, M85 - MARKINGS A, B, C, D, G
PE16 - MARKINGS E, F

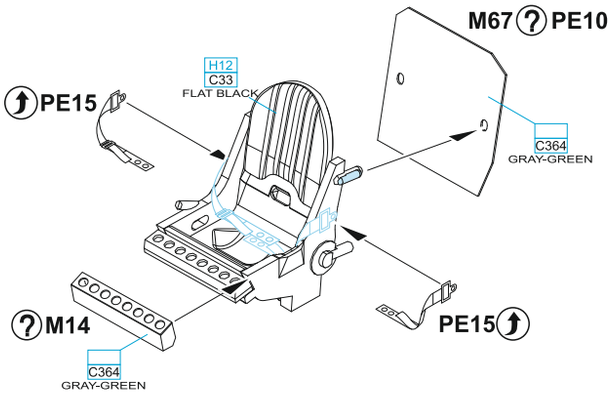
A

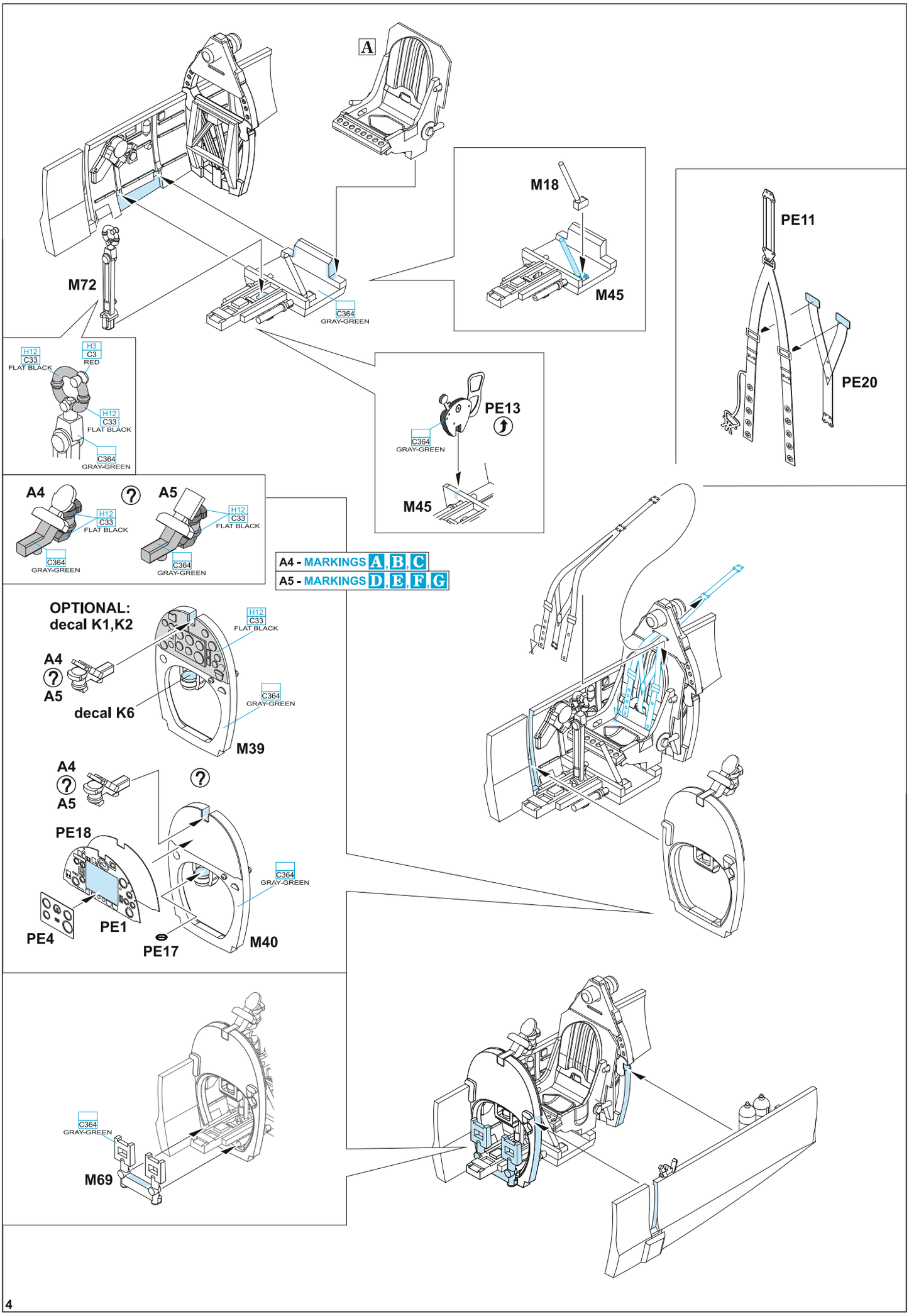


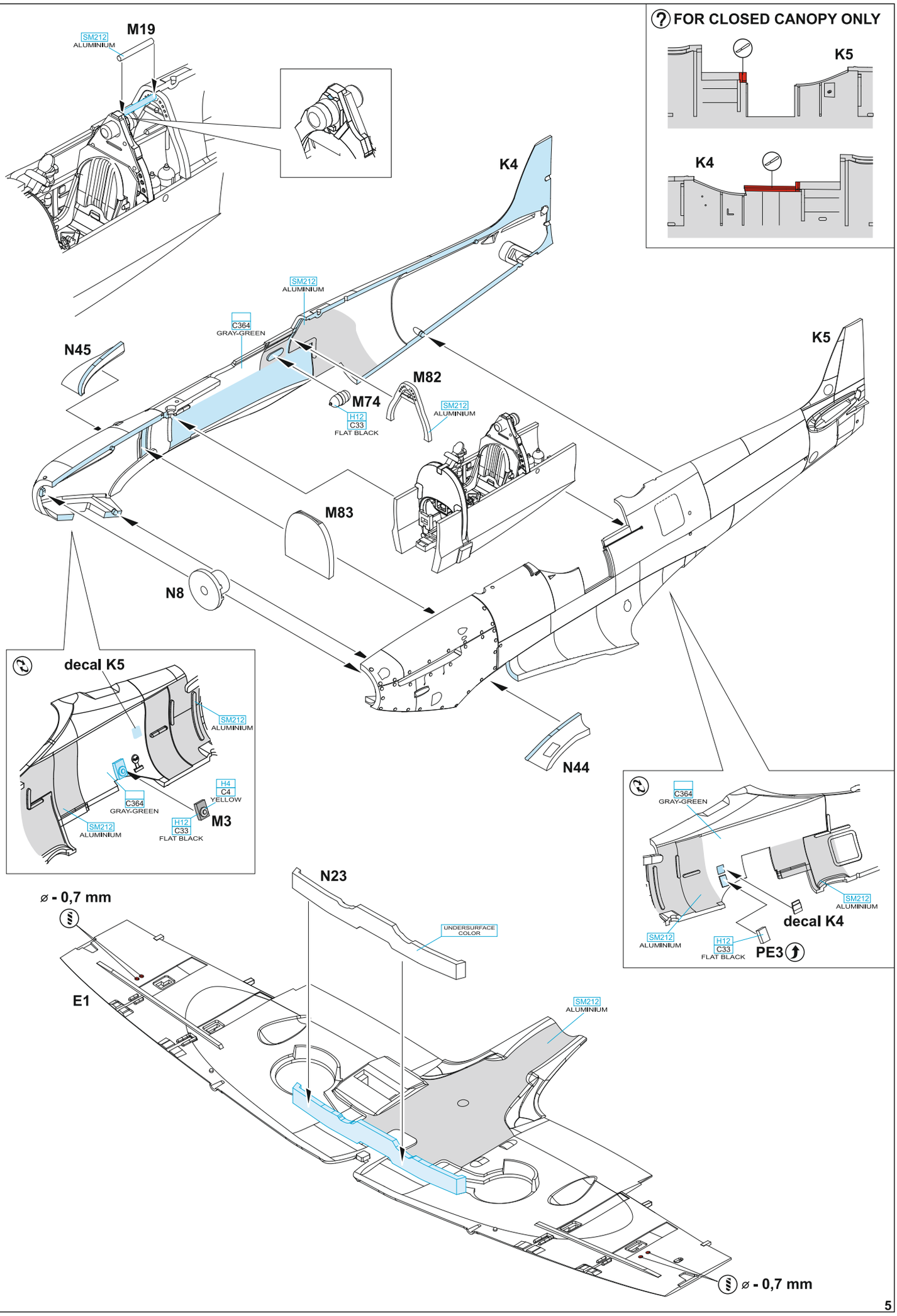


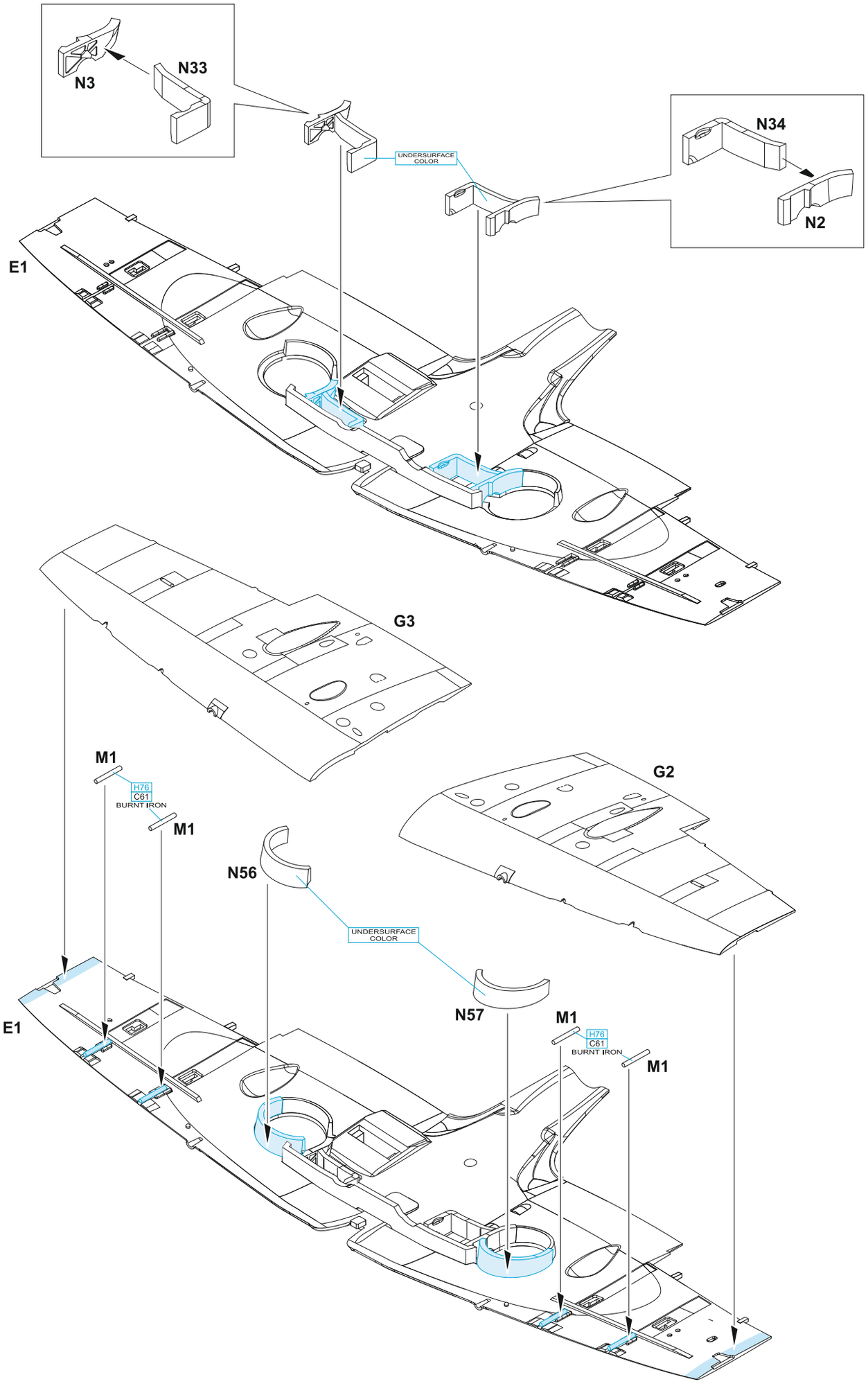
M2 - MARKINGS A, D, E, F, G
M84 - MARKINGS B, C

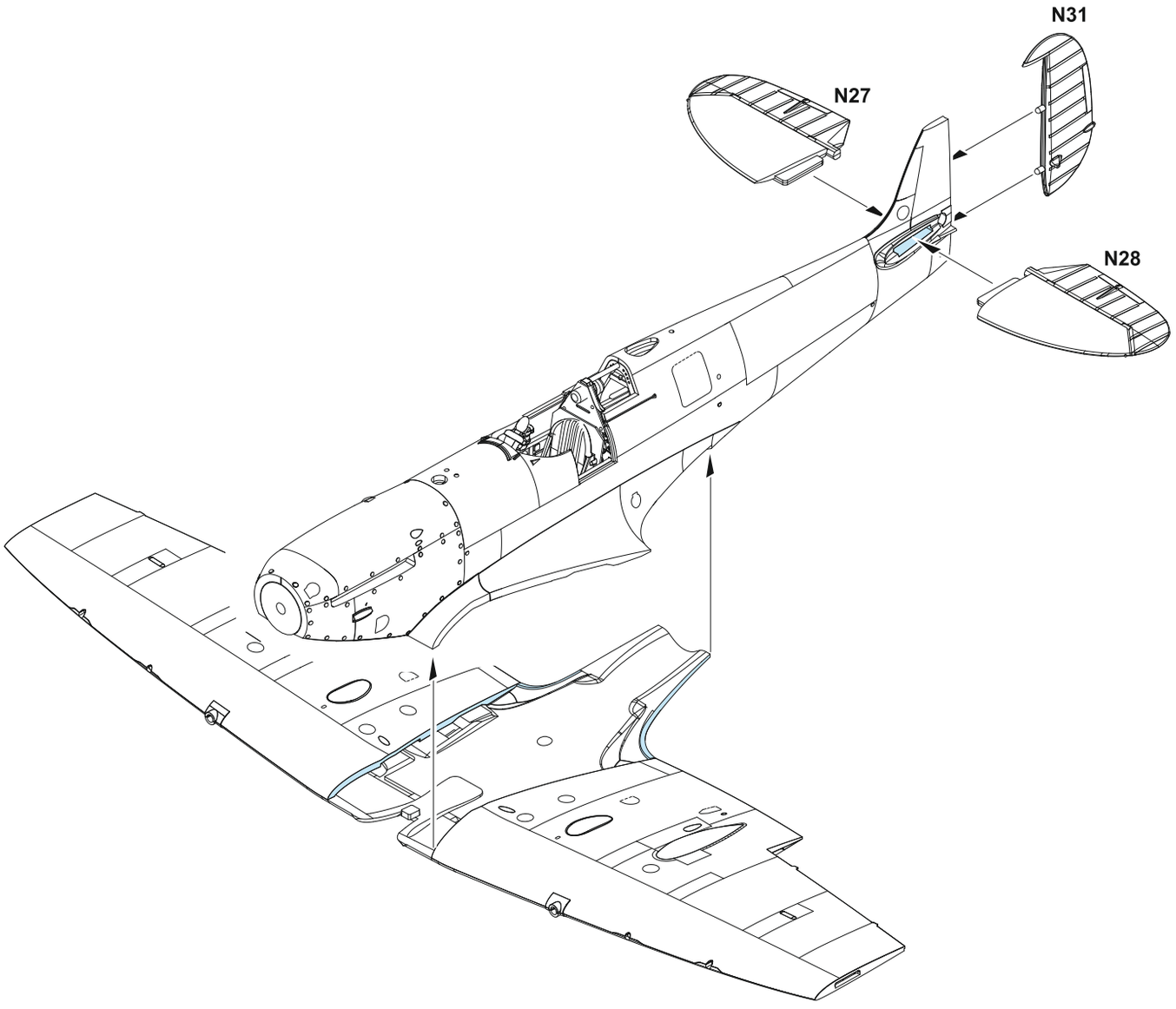


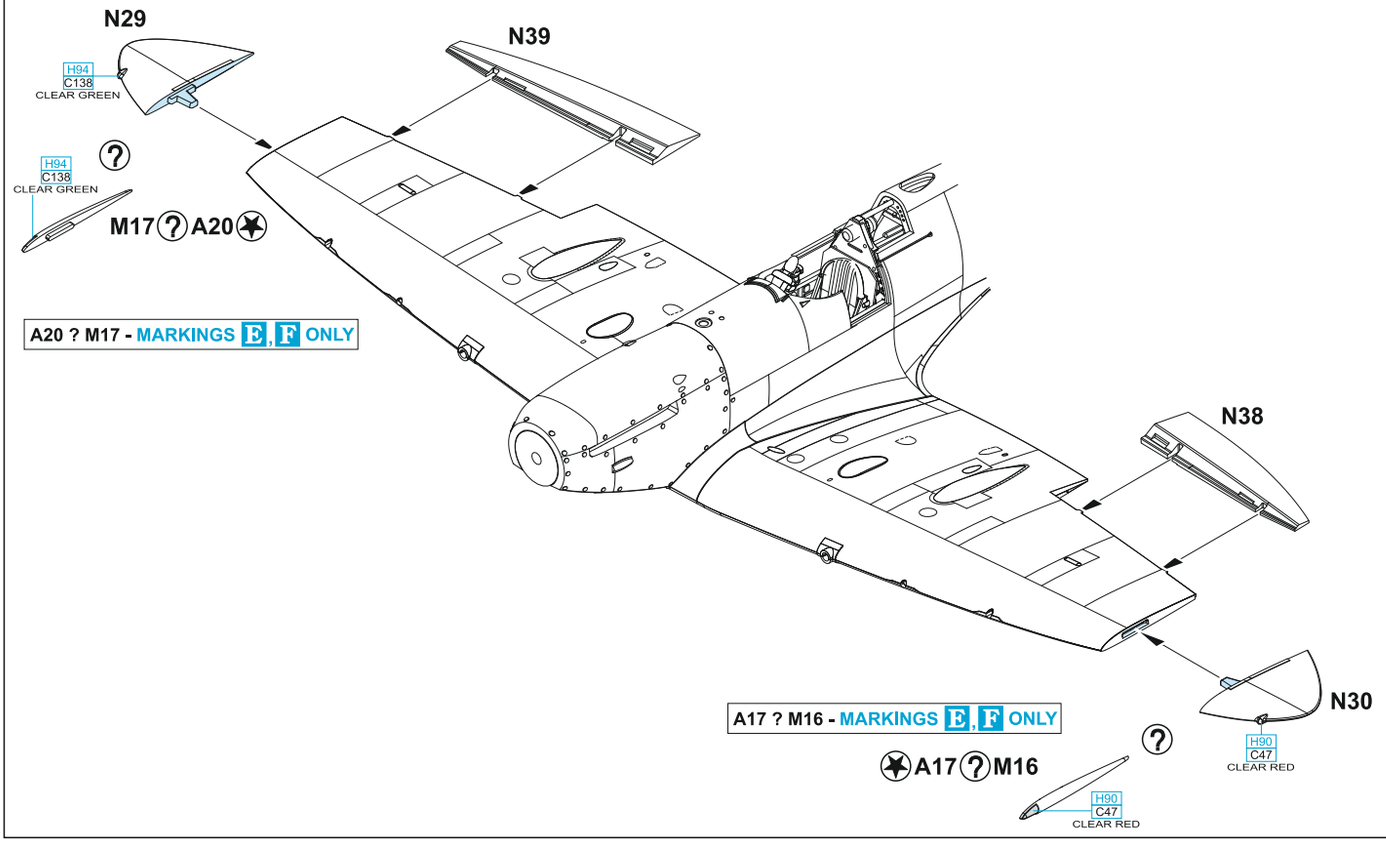


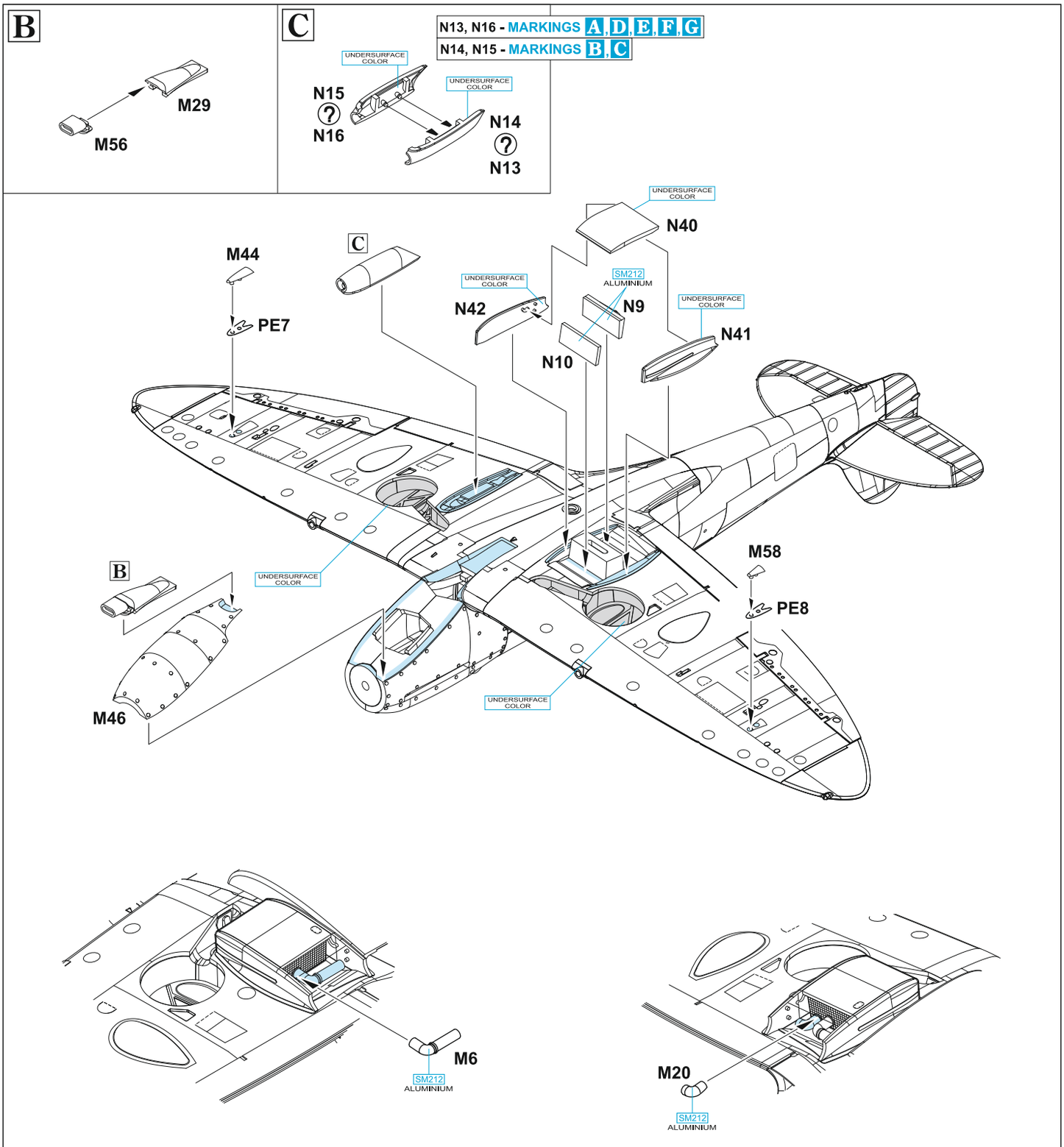

A
M72
M18
M45
C364
GRAY-GREEN
PE11
PE20
H12
C33
FLAT BLACK
H3
C3
RED
PE13
A4
A5
A4 - MARKINGS A, B, C
A5 - MARKINGS D, E, F, G
OPTIONAL:
decal K1,K2
decal K6
M39
PE18
PE1
PE4
PE17
M40
M69

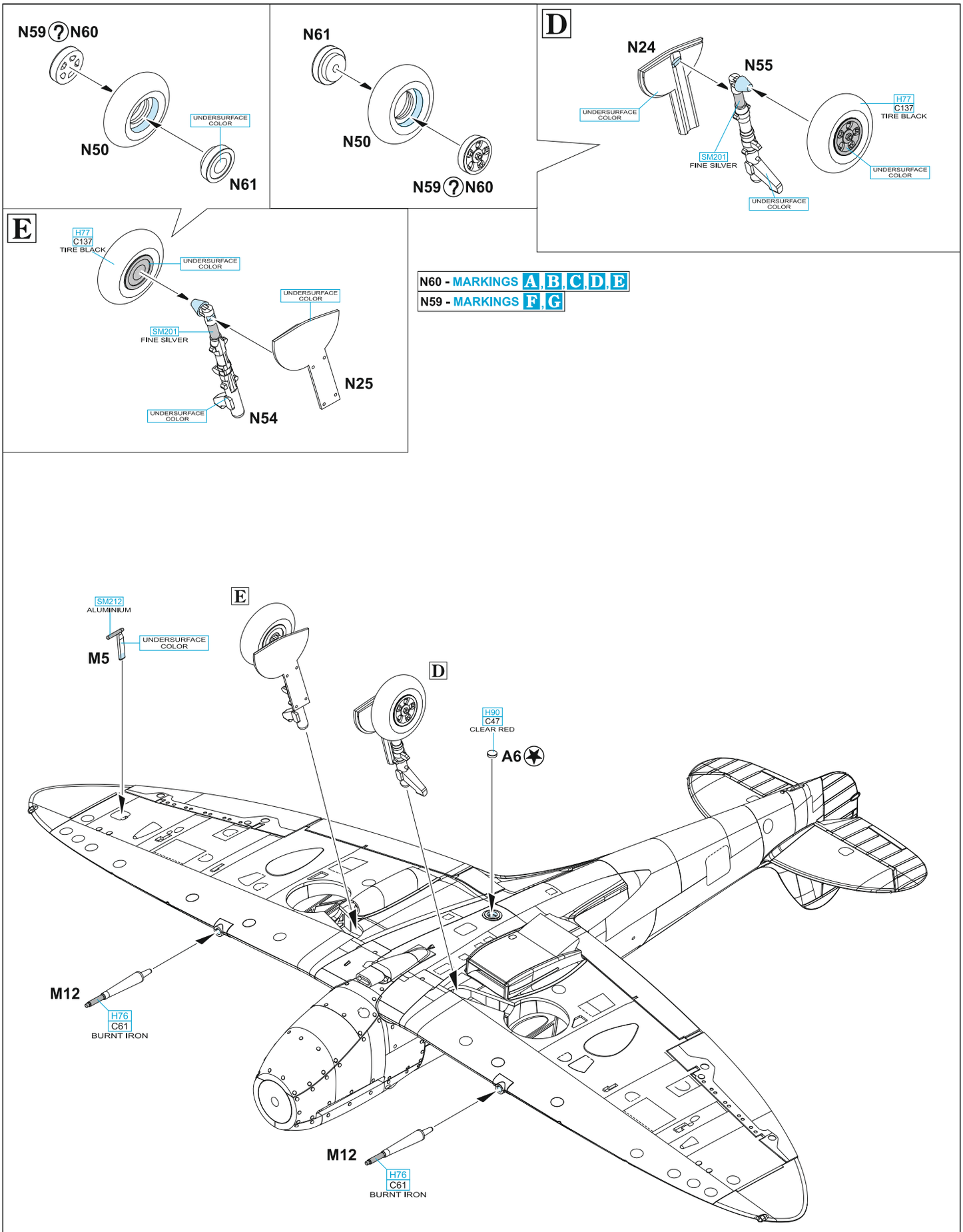

M19
SM212
ALUMINIUM
K4
SM212
ALUMINIUM
C364
GRAY-GREEN
N45
M82
M74
H12
C33
FLAT BLACK
SM212
ALUMINIUM
K5
M83
N8
N44
FOR CLOSED CANOPY ONLY
K5
K4
decal K5
SM212
ALUMINIUM
C364
GRAY-GREEN
H4
C4
YELLOW
M3
H12
C33
FLAT BLACK
SM212
ALUMINIUM
C364
GRAY-GREEN
SM212
ALUMINIUM
decal K4
SM212
ALUMINIUM
H12
C33
FLAT BLACK
PE3
N23
⌀ - 0,7 mm
UNDERSURFACE
COLOR
E1
SM212
ALUMINIUM
⌀ - 0,7 mm


N3
N33
N34
N2
UNDERSURFACE COLOR
E1
G3
M1
H76
C61
BURNT IRON
M1
G2
N56
UNDERSURFACE COLOR
N57
E1
M1
H76
C61
BURNT IRON
M1

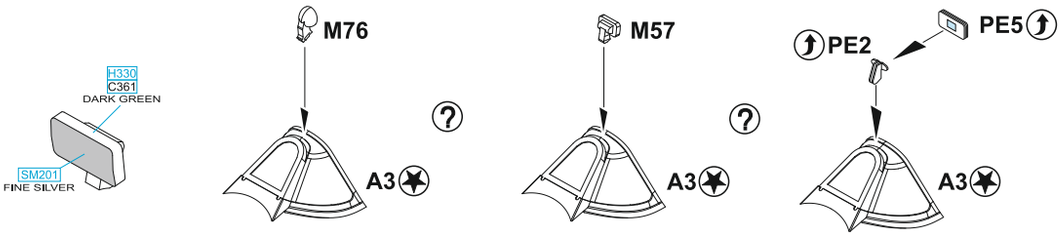

N31
N27
N28


N29
N39
H94
C138
CLEAR GREEN
H94
C138
CLEAR GREEN
M17 ? A20
A20 ? M17 - MARKINGS E, F ONLY
N38
N30
A17 ? M16 - MARKINGS E, F ONLY
A17 ? M16
H90
C47
CLEAR RED
H90
C47
CLEAR RED

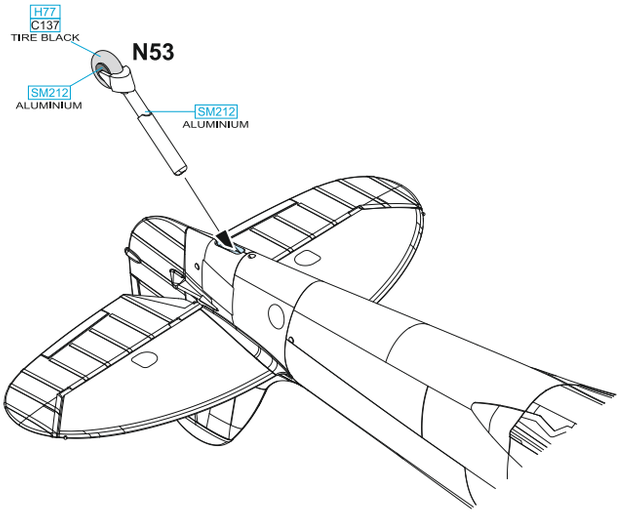

B
M29
M56
C
N13, N16 - MARKINGS A, D, E, F, G
N14, N15 - MARKINGS B, C
UNDERSURFACE COLOR
N15
N16
UNDERSURFACE COLOR
N14
N13
UNDERSURFACE COLOR
N40
C
M44
PE7
UNDERSURFACE COLOR
N42
SM212 ALUMINIUM
N9
N10
UNDERSURFACE COLOR
N41
M58
PE8
B
M46
UNDERSURFACE COLOR
UNDERSURFACE COLOR
M6
SM212 ALUMINIUM
M20
SM212 ALUMINIUM
CLOSED
UNDERSURFACE COLOR
N58
OPEN
UNDERSURFACE COLOR
N58


N59 ? N60
N50
UNDERSURFACE COLOR
N61
N61
N50
N59 ? N60
D
N24
N55
UNDERSURFACE COLOR
H77
C137
TIRE BLACK
SM201
FINE SILVER
UNDERSURFACE COLOR
UNDERSURFACE COLOR
E
H77
C137
TIRE BLACK
UNDERSURFACE COLOR
UNDERSURFACE COLOR
SM201
FINE SILVER
N25
UNDERSURFACE COLOR
N54
N60 - MARKINGS A, B, C, D, E
N59 - MARKINGS F, G
SM212
ALUMINIUM
UNDERSURFACE COLOR
M5
E
D
H90
C47
CLEAR RED
A6
M12
H76
C61
BURNT IRON
M12
H76
C61
BURNT IRON

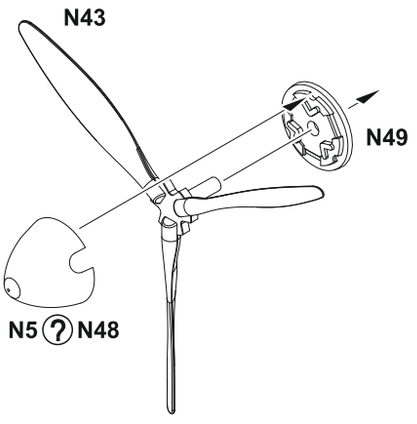
F



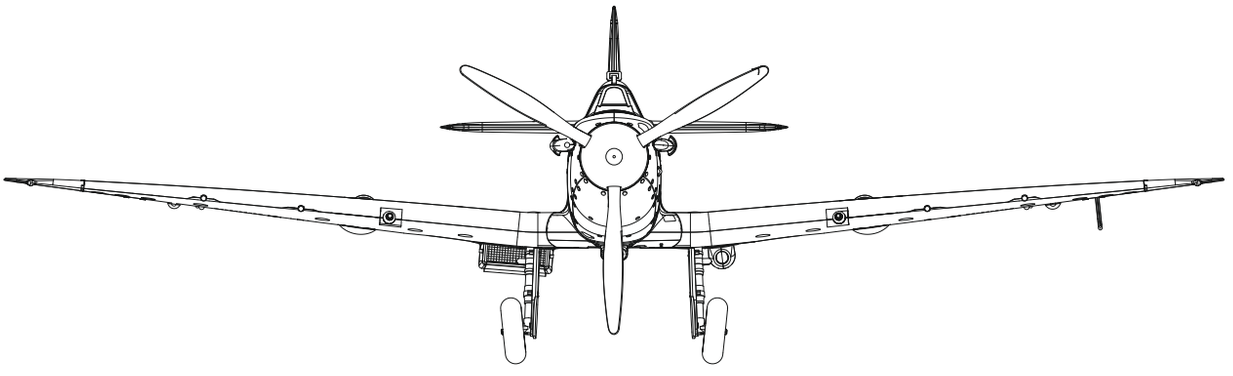
M57 ? PE2, PE5 - MARKINGS A, B, C, D, G
M76 - MARKINGS E, F

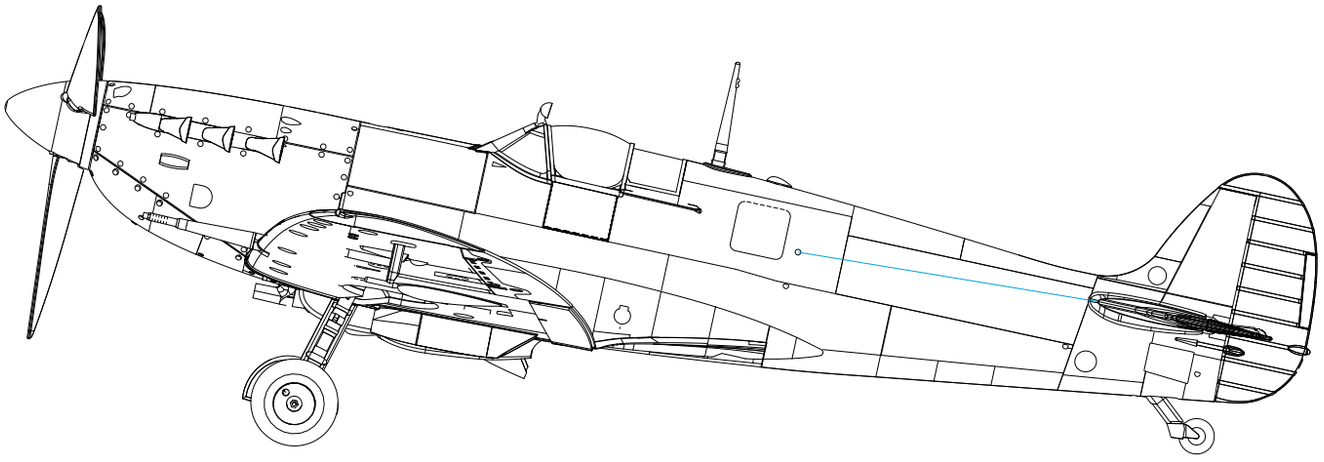


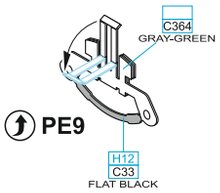
G



N43, N48, N49 - MARKINGS A, C, D, E, F, G
N5, N43, N49 - MARKING B

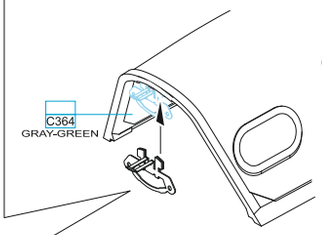






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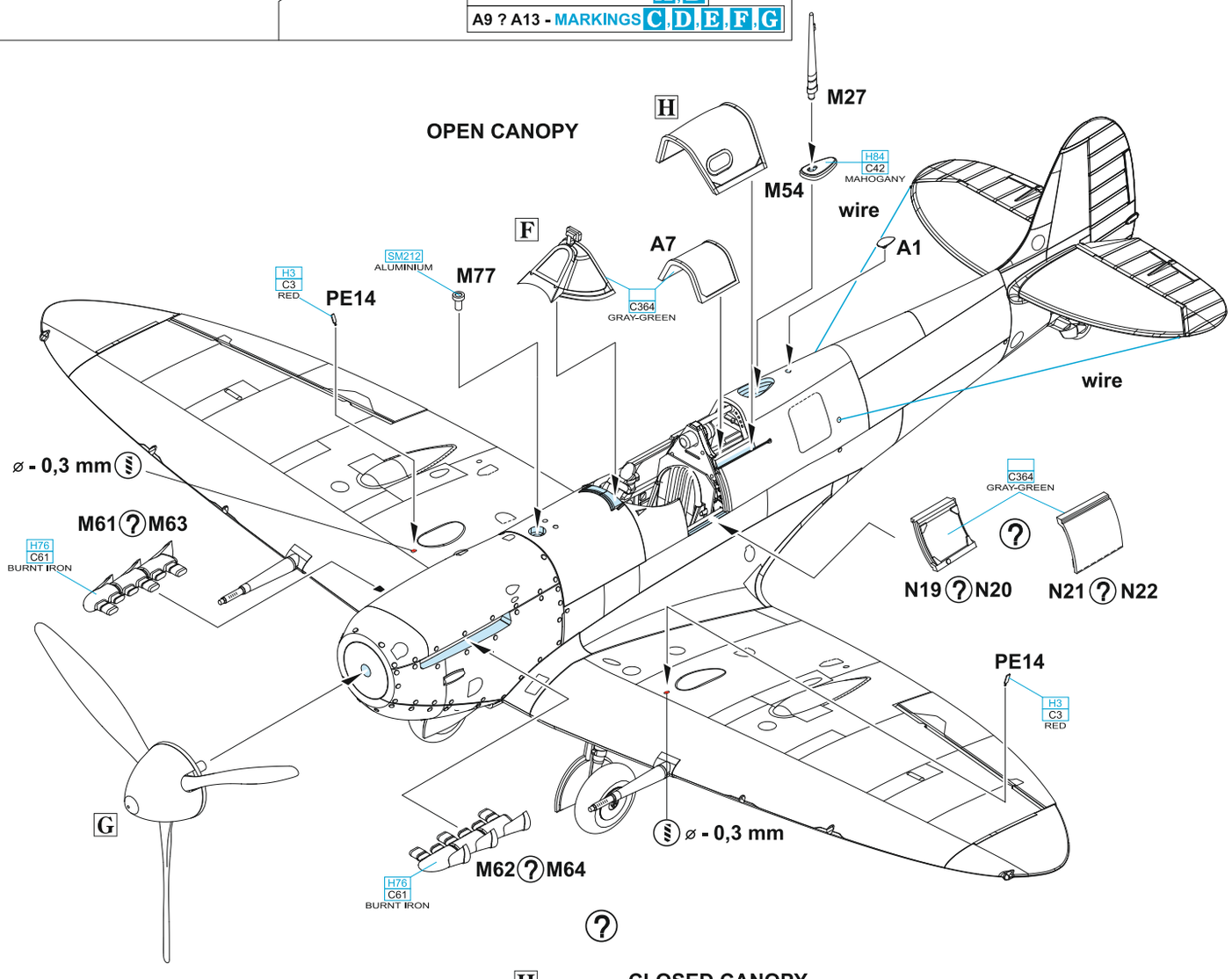
A13, A15 - CLOSED CANOPY
A9, A10 - OPEN CANOPY



A10 ? A15
A9 ? A13

A10 ? A15 - MARKINGS A, B
A9 ? A13 - MARKINGS C, D, E, F, G

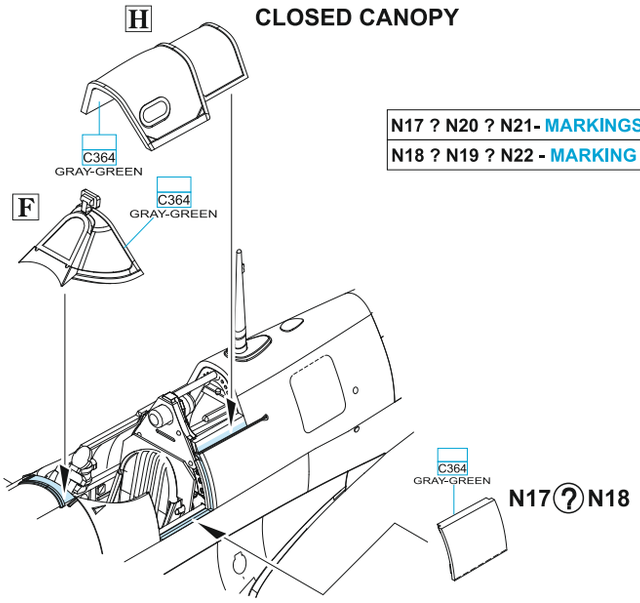
OPEN CANOPY



?

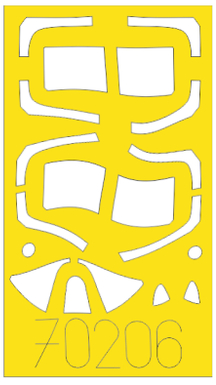
M63, M64 - MARKINGS A, B, C, D, F, G
M61, M62 - MARKING E

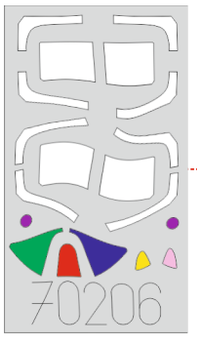
CLOSED CANOPY



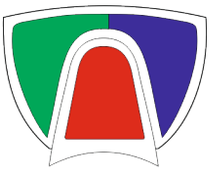
N17 ? N20 ? N21 - MARKINGS A, B, C, E, F, G
N18 ? N19 ? N22 - MARKING D

eduard
MASK
70206





A3



A20

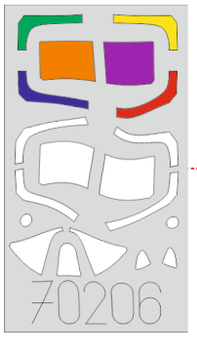


A17

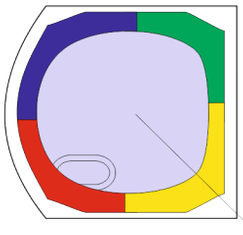


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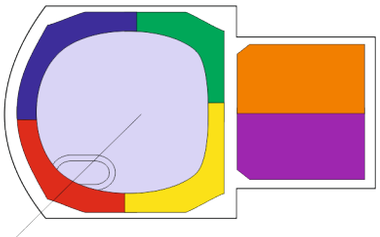




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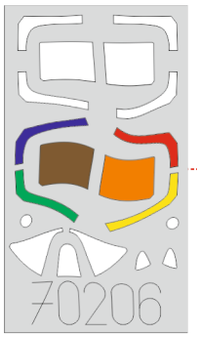


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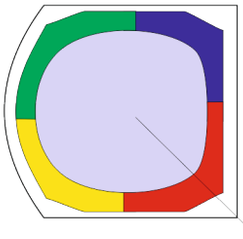




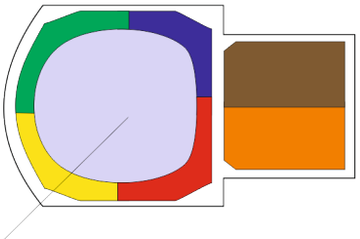
LIQUID MASK



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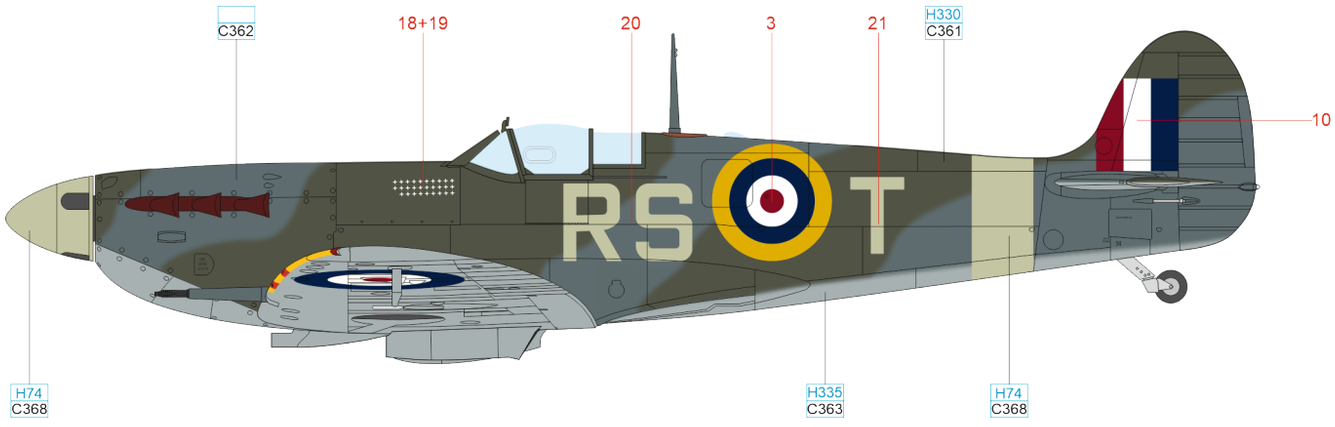


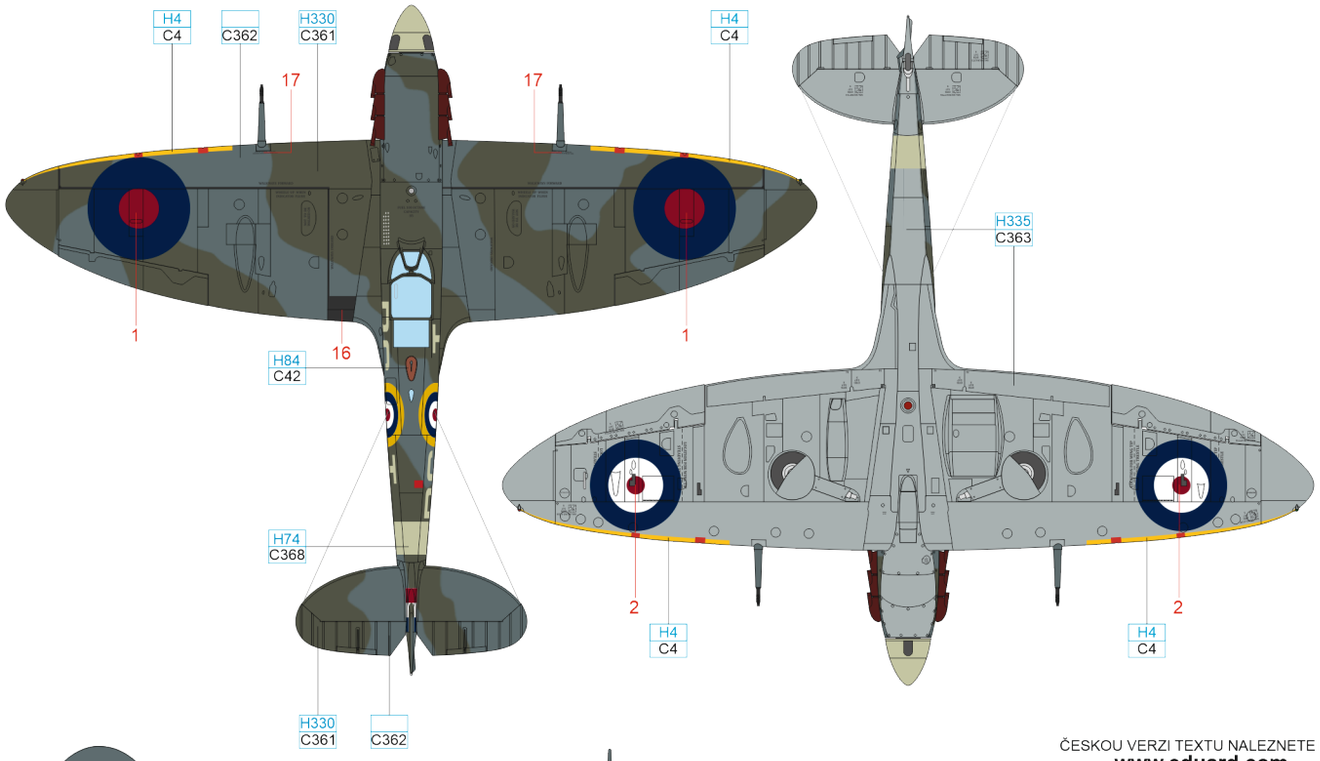


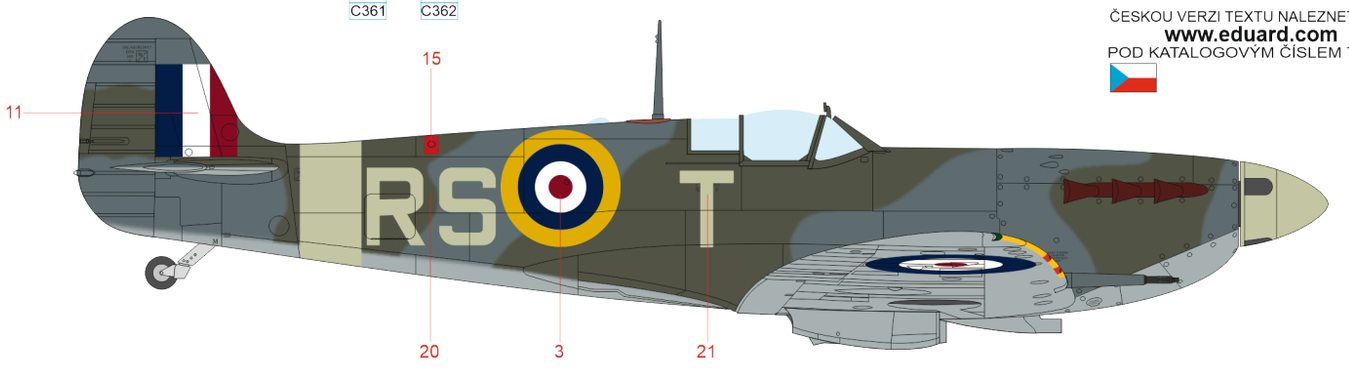
LIQUID MASK

A BL336, W/Cdr Robert S. Tuck, CO of Biggin Hill Wing, RAF Biggin Hill, the United Kingdom, December 1941 - January 1942

W/Cdr Robert Stanford "Bob" Tuck is one of the most successful RAF fighter pilots with 29 confirmed kills. He achieved the first ones with No. 92 Squadron over Dunkirk. By September 11, 1940, when he was appointed commander of No. 257 Squadron, he already had 14 kills to his credit. It is believed that one of his victims was the future Luftwaffe ace Hans-Joachim Marseille, who was shot down on September 23, 1940. In early December 1941, Tuck was appointed commander of an elite wing at Biggin Hill. However, on January 28, 1942, his Spitfire BL336 RS-T was hit by flak and Tuck had to make an emergency landing at Boulogne sur Mer, where he was subsequently captured. At Stalag Luft III in Sagan, he participated in preparations for the Great Escape, but just before it was carried out, he was transferred to the Belaria subcamp. On February 1, 1945, he escaped during the evacuation of the camp and joined the Russians. He left the RAF in the 1950s and devoted himself to farming. While filming the movie The Battle of Britain, he befriended Adolf Galland, whose son he was godfather to. He died at the age of 70 on May 5, 1987.





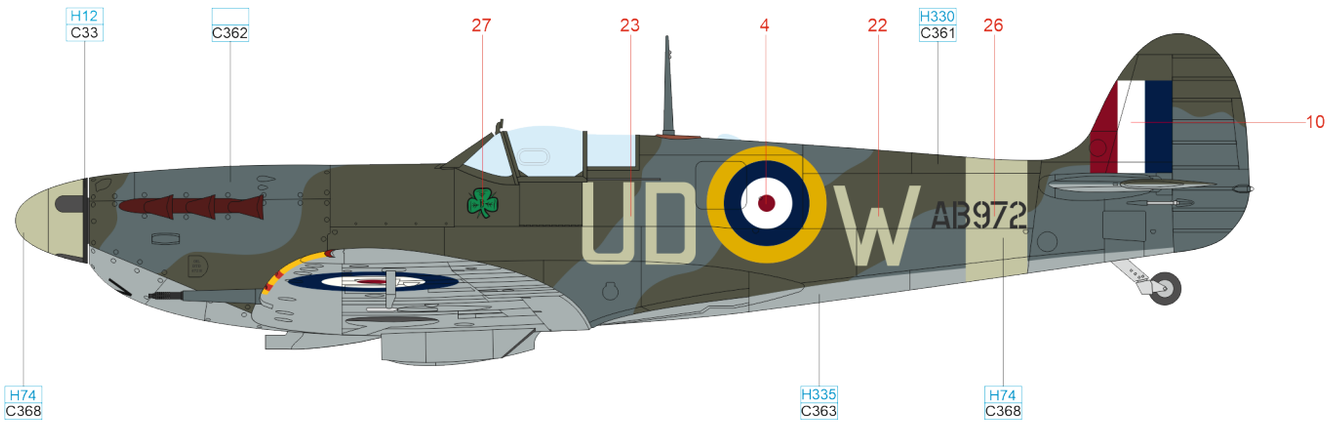


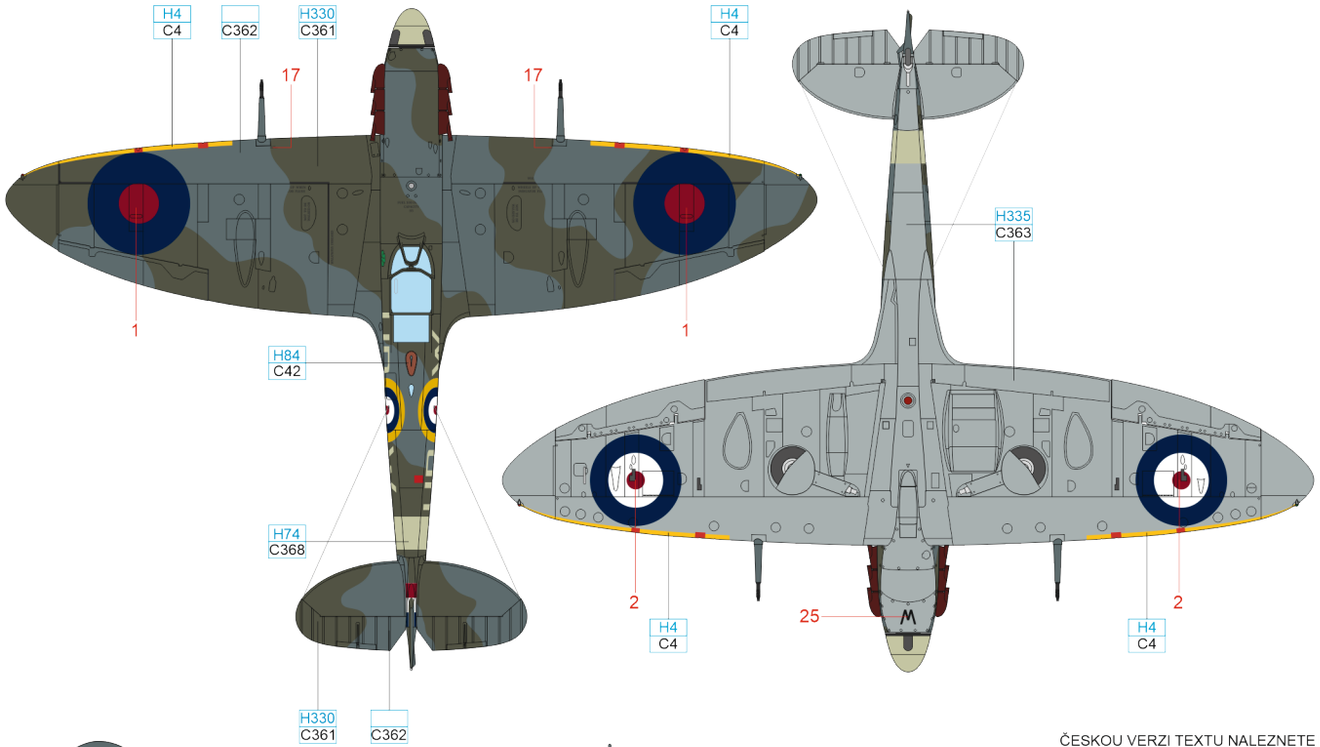
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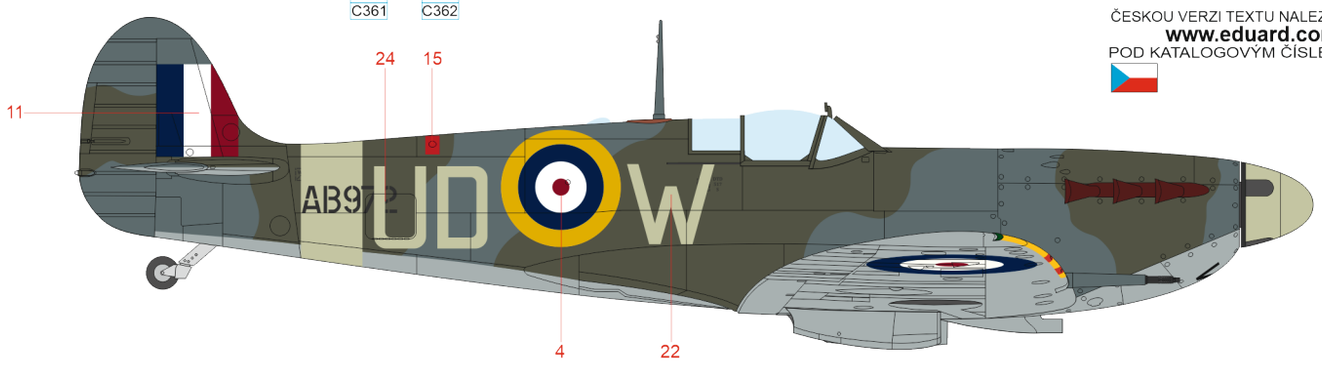
YELLOW	H4 C4	MAHOGANY	H84 C42				
SKY	H74 C368	DARK GREEN	H330 C361	OCEAN GRAY	C362	MEDIUM SEAGRAY	H335 C363

B AB972, F/Lt Brendan E. F. Finucane, No. 452 Squadron, RAF Kenley, the United Kingdom, October 1941

The last Spitfire that Brendan "Paddy" Finucane flew in combat with No. 452 Squadron was AB972. Between October 1 and 13, 1941, "Paddy" flew eight combat missions with it and scored four confirmed victories and two enemy aircraft damaged. After Finucane unfortunately broke his heel bone on October 13, 1941, he spent several weeks in a hospital. Upon his recovery, he was appointed commander of No. 602 Squadron at RAF Redhill on January 20, 1942. The Spitfire AB972 was manufactured in September 1941 and painted in the Temperate Land Scheme. Following an order to change the camouflage scheme for RAF fighter aircraft, AD233 was subsequently repainted in the new Mixed Grey shade (a mixture of Medium Sea Grey and Night Black in a 7:1 ratio) over the original Dark Earth areas, while the undersides were repainted in the new Medium Sea Grey shade. A personal emblem—a green Irish shamrock with black details, accompanied by the initials BF—was applied in the standard position below the windshield left panel. During his wartime career, Finucane achieved 32 aerial victories, making him the third most successful Spitfire pilot of World War II.





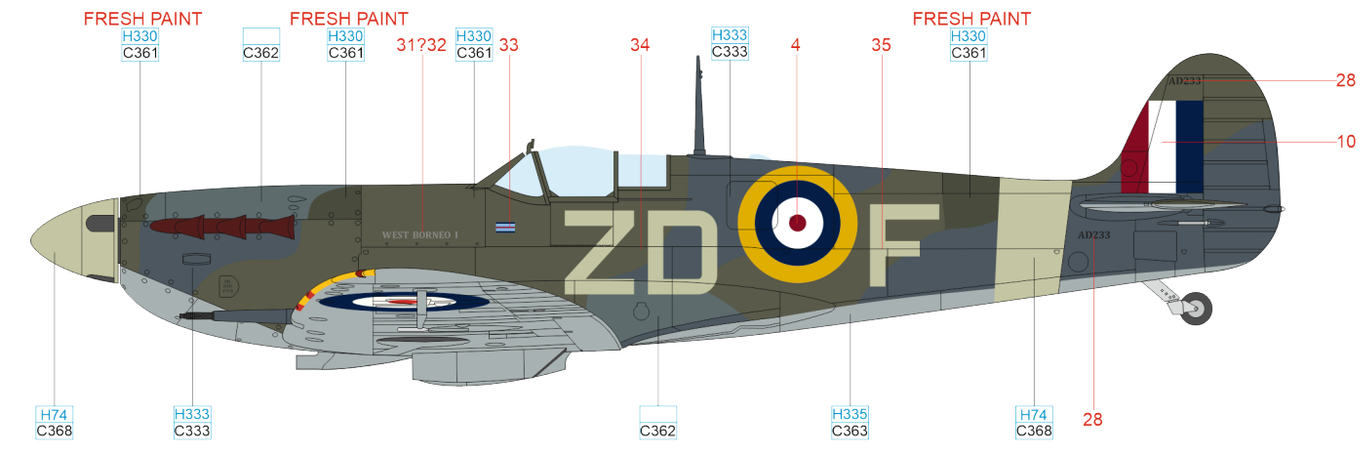


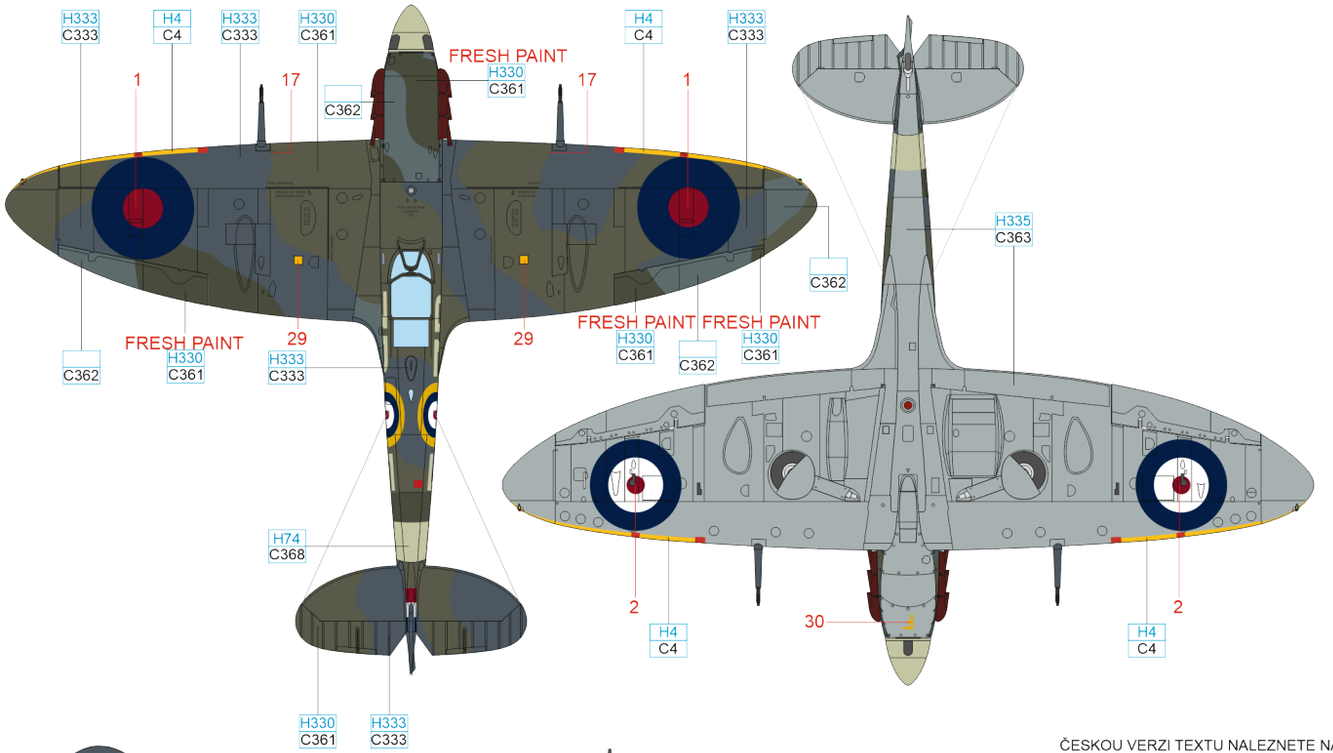
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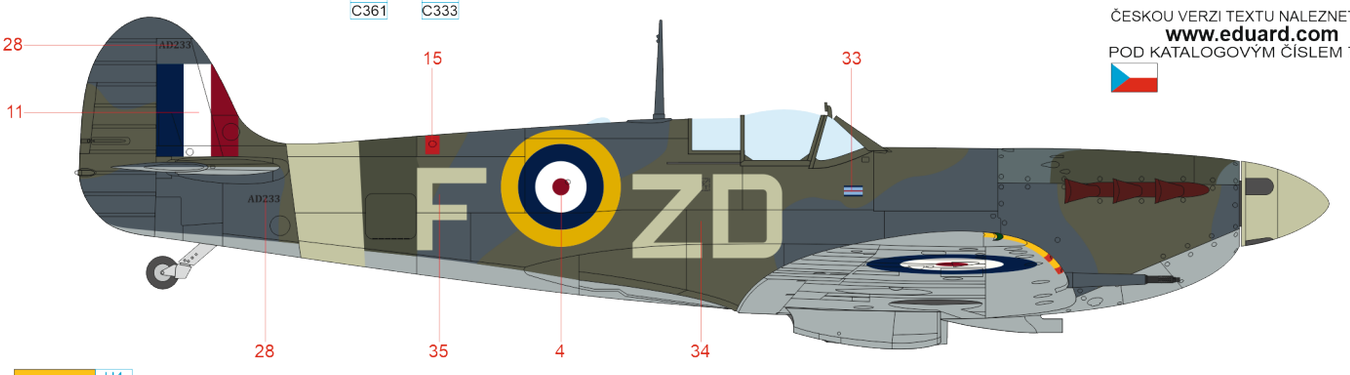
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C AD233, S/Ldr Richard M. Milne, No. 222 Squadron, RAF North Weald, the United Kingdom, January-May 1942

S/Ldr Richard Maxwell "Dickie" Milne took over Spitfire AD233, bearing the dedication "West Borneo I," from his predecessor, S/Ldr Manfred Czernin, one of the RAF's top fighter aces of the Battle of Britain. Dickie Milne flew AD233 in operational service from January to May 1942, and although he did not score any of his 15 aerial victories in it, his Spitfire became famous thanks to a series of preserved color photographs documenting the paint schemes of Spitfires from the turn of 1941–1942. Spitfire AD233 was manufactured in September 1941 and painted in shades of the Temperate Land Scheme. Following a change in the RAF fighter aircraft camouflage scheme, AD233 was repainted in the areas originally painted Dark Earth with a very dark bluish shade of Mixed Grey, while the undersides were painted Medium Sea Grey. Spitfire AD233 had several distinctive features. The upper engine cowling, both ailerons, the left fuselage-wing transition section, and the right wing tip were replaced with parts from another Spitfire on which a lighter shade of Mixed Grey (or possibly the factory shade Ocean Grey) had been applied. This, along with the asymmetrically placed cockades on the upper surface of the wings, the heavily worn paint on the upper surface of the left wing, and numerous signs of camouflage being repainted, give this Spitfire a unique appearance. On May 22, S/Ldr Milne handed over command of No. 222 Squadron to S/Ldr Jerzy Jankiewicz, the first Polish pilot to lead a British squadron. However, he was killed in the waters of the English Channel on May 25 during his second combat flight in AD233.





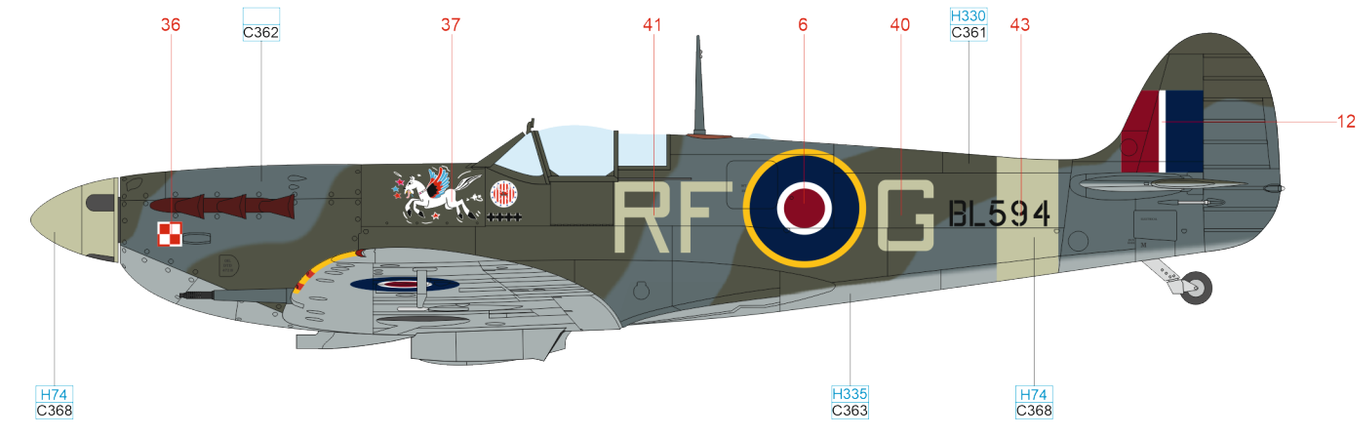


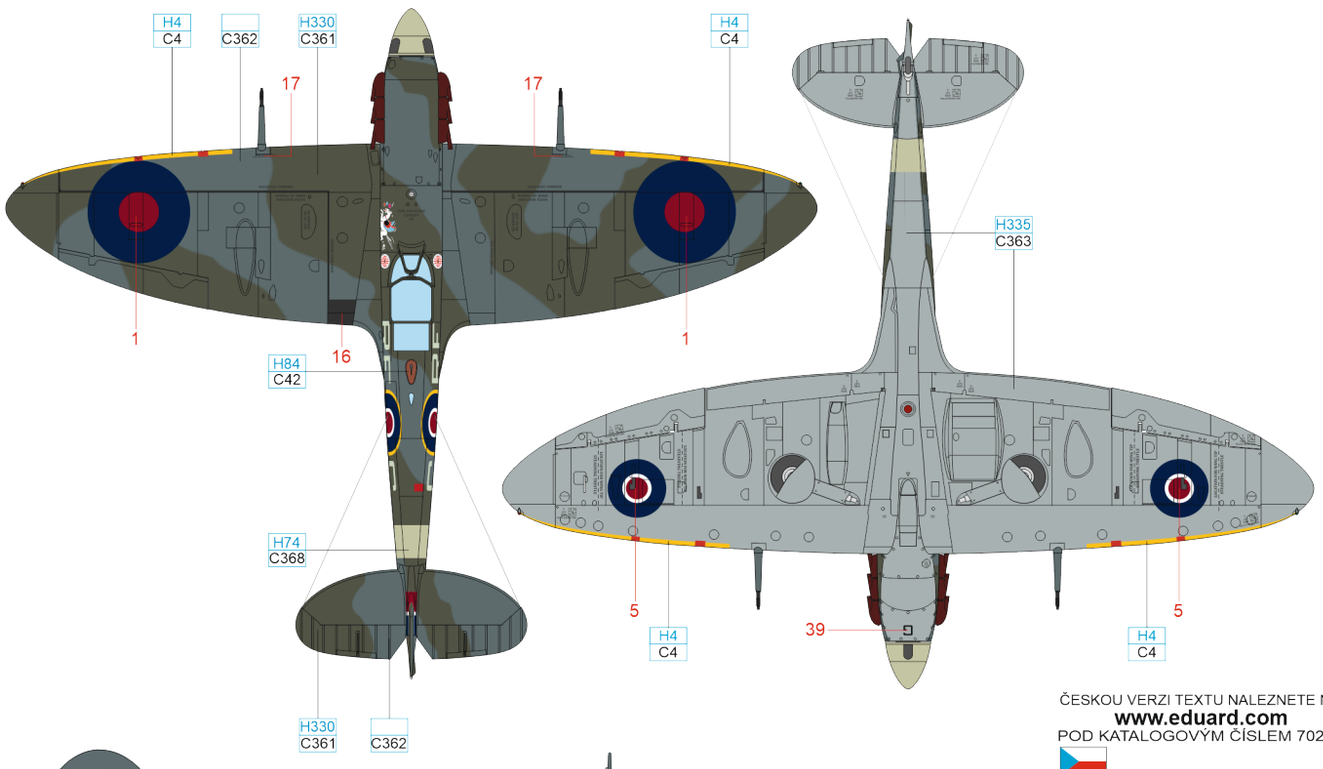
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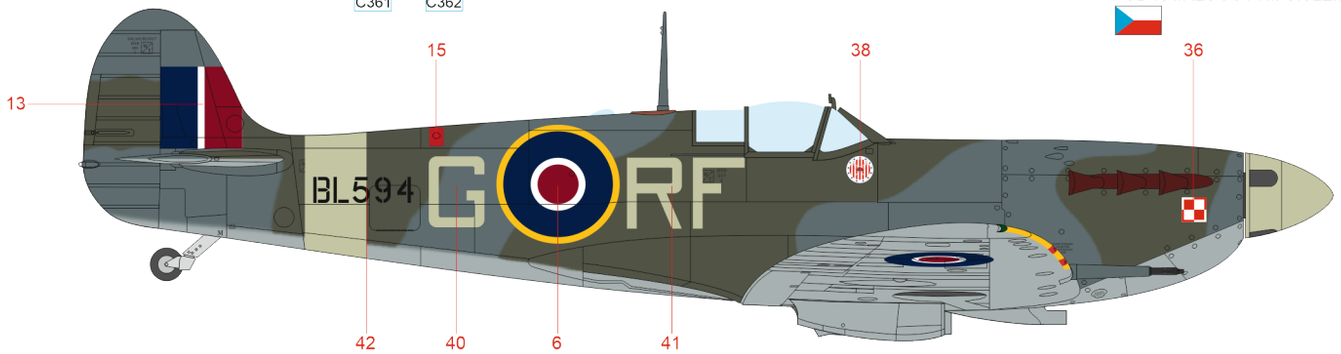
D BL594, F/O Eugeniusz Horbaczewski, No. 303. Squadron, RAF Kirton-in-Lindsey, the United Kingdom, June 1942

BL594 was delivered to No. 242 Squadron in April 1942, but was damaged in an accident in May, subsequently repaired and delivered to No. 303 (Polish) Squadron, which was operating from Kirton-in-Lindsey airfield at the time. Here it was given the code RF-G and became the personal aircraft of F/O Horbaczewski, who had his current score of four confirmed kills and a personal emblem of a somewhat wild-looking Pegasus painted on the fuselage. In early February 1943, No. 303 Squadron moved to Heston, but BL594 remained at Kirton-in-Lindsey airfield and became the personal aircraft of the commander of No. 2 Polish Wing, W/Cdr Alexander Gabszewicz, with the new code G-WX.





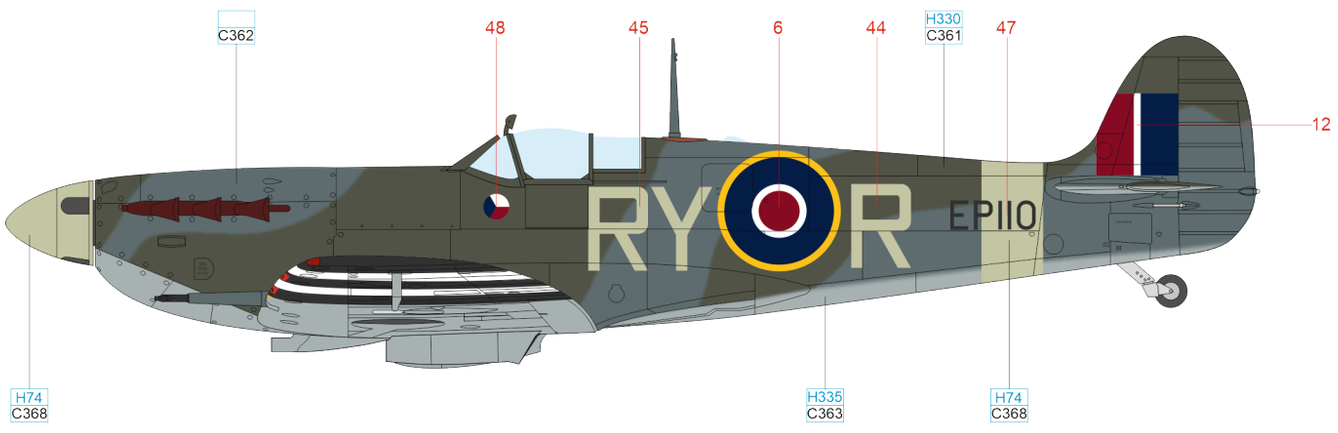
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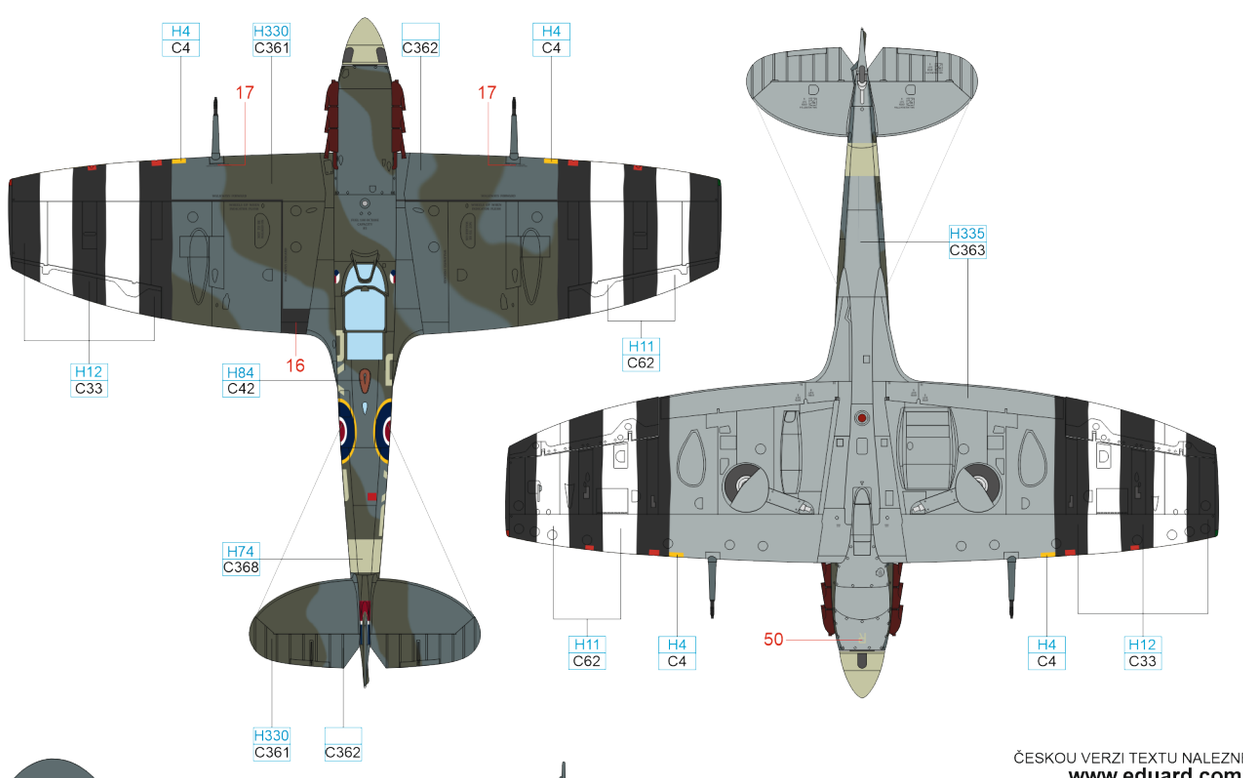


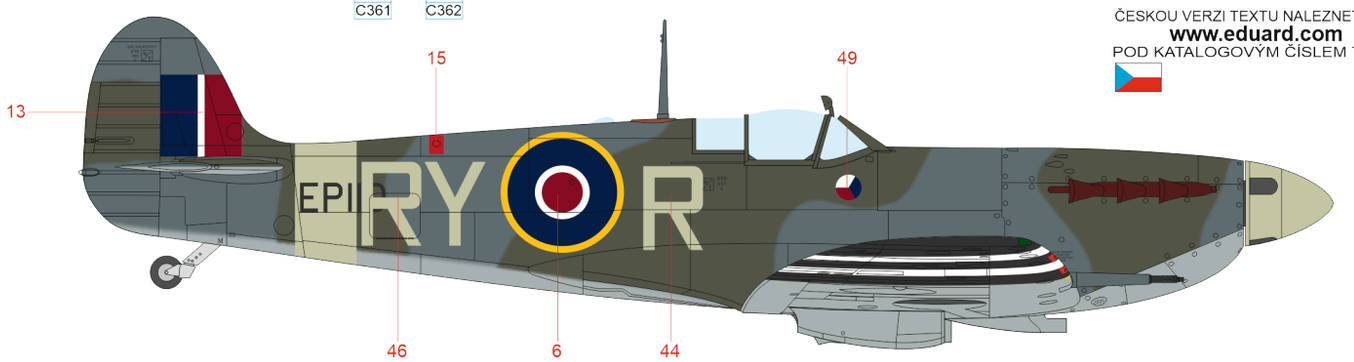
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SKY	H74 C368	DARK GREEN	H330 C361	OCEAN GRAY	C362	MEDIUM SEAGRAY	H335 C363

E EP110, F/Lt Otmar Kučera, No. 313 Squadron, RAF Hawkinge, Kent, the United Kingdom, August-September 1943

The Spitfire LF Mk.Vb EP110 flown by B Flight Commander of No. 313 Squadron RAF, Otmar Kučera, DFC, sported the code RY-R and is pictured here as it looked during Operation Starkey on September 9, 1943. During this operation, black and white invasion stripes were used for the first time to distinguish own and foreign aircraft. They were painted on aircraft that were to take part in low-altitude operations that day. But these stripes looked different from the well-known "invasion" ones of the later Normandy landings. No. 313 Squadron moved to Hawkinge Airfield, which was under the command of No. 11 Group, Fighter Air Command, in mid-August 1943 after a recuperation stay and patrolling in the north over the Orkneys. The squadron thus became involved in operational flights of the deceptive Operation Starkey as part of the Hawkinge Wing. During these operations, the unit scored one air combat victory thanks to its commander S/Ldr. Jaroslav Himr.





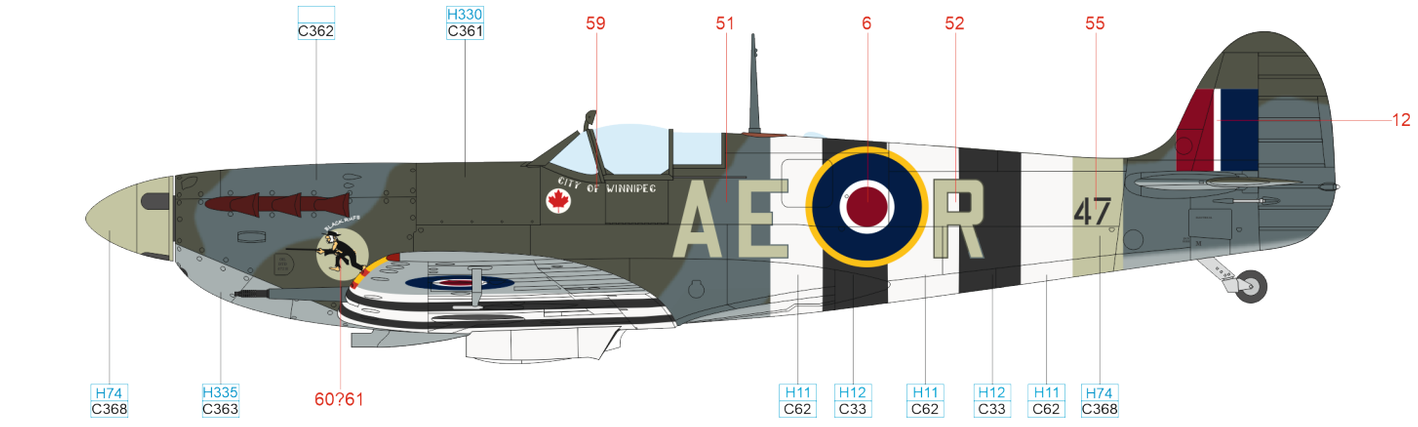


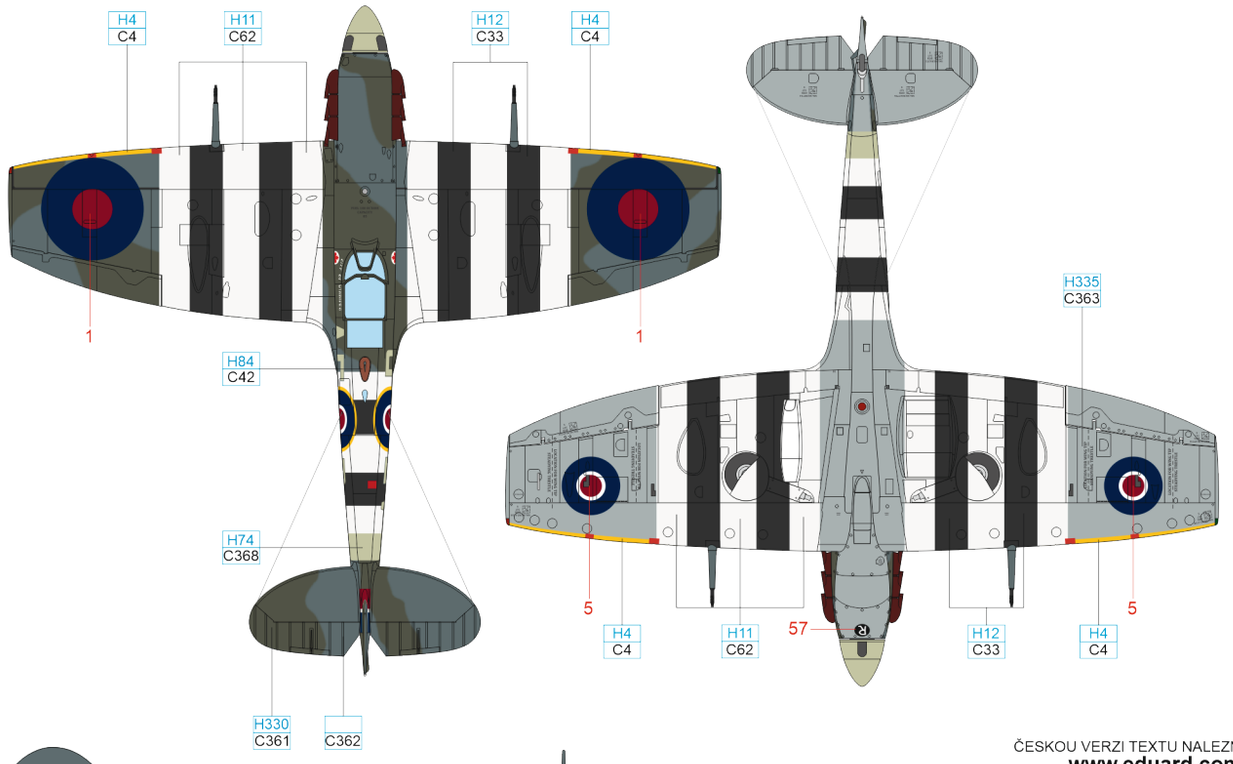
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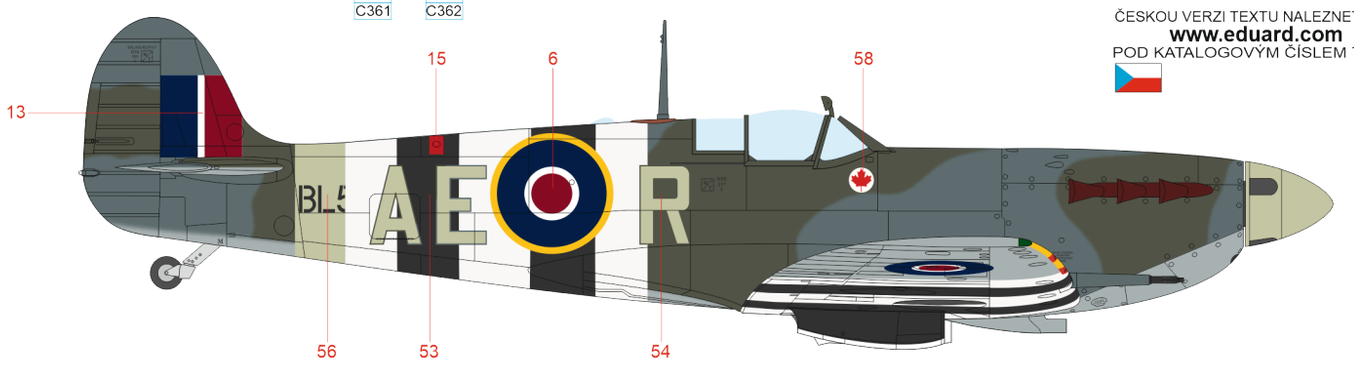
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F BL547, F/O Rick R. Richards, No. 402 Squadron, RAF Horne, the United Kingdom, June 1944

On D-Day, No. 402 Squadron had a mixture of older Mk.Vb and Mk.Vc Spitfires in its armament and was led by the famous ace S/Ldr G. W. Northcott. The squadron was part of No. 142 Wing, which, under the command of another well-known Canadian ace, W/Cdr John Milne Checketts, operated as part of the air defense of Great Britain, albeit under 2 TAF operational control in the role of fighter-bombers. No. 402 Squadron was re-equipped with Spitfires Mk.IX in July, but their time with the unit was brief. Early August 1944 saw a move to Hawkinge, where the Squadron was rearmed with the new Spitfires Mk.XIV with which they immediately engaged in combat against V-1 flying bombs. In late September 1944 the squadron was transferred to 2 TAF in Belgium and joined No. 125 Wing. In December it then joined No. 126 Wing RCAF, where it flew alongside Mk.IX Spitfires. The end of the war found the unit on German soil at Wunstorf with a total score of 49.5 enemy shot down. One of the Spitfires Mk.Vb operating with No. 402 Squadron during D-Day was serial number BL547 which sported the fuselage codes AE-R. It was most often flown by F/O Rick Richards who had a drawing of Black Rufe, a character from the comic strip Li'l Abner, painted on the nose of his Spitfire. Under the cockpit, it bore the standard markings of most No. 402 Squadron Spitfires, a red Canadian leaf in a white crest with the City of Winnipeg in white lettering.





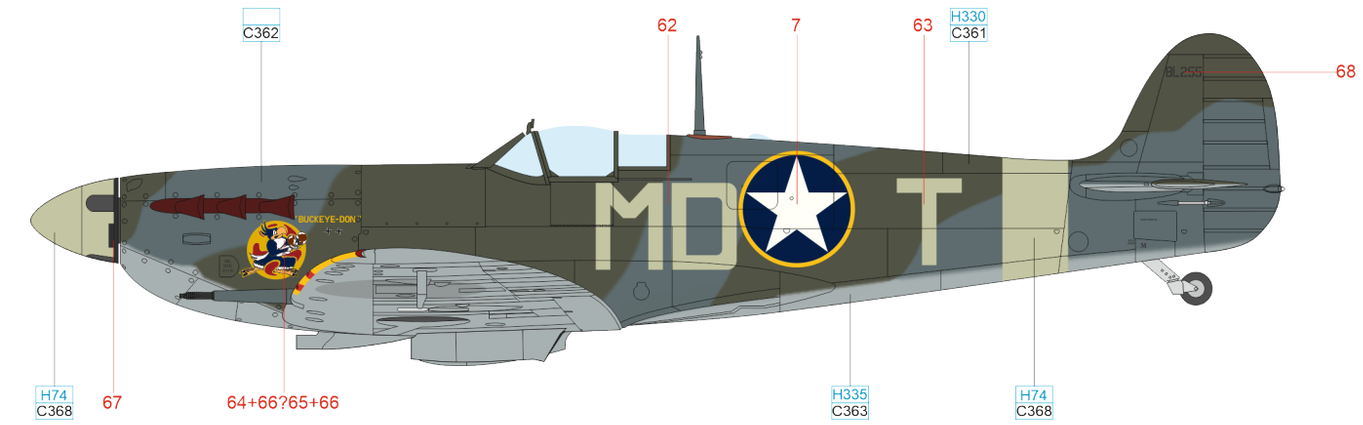


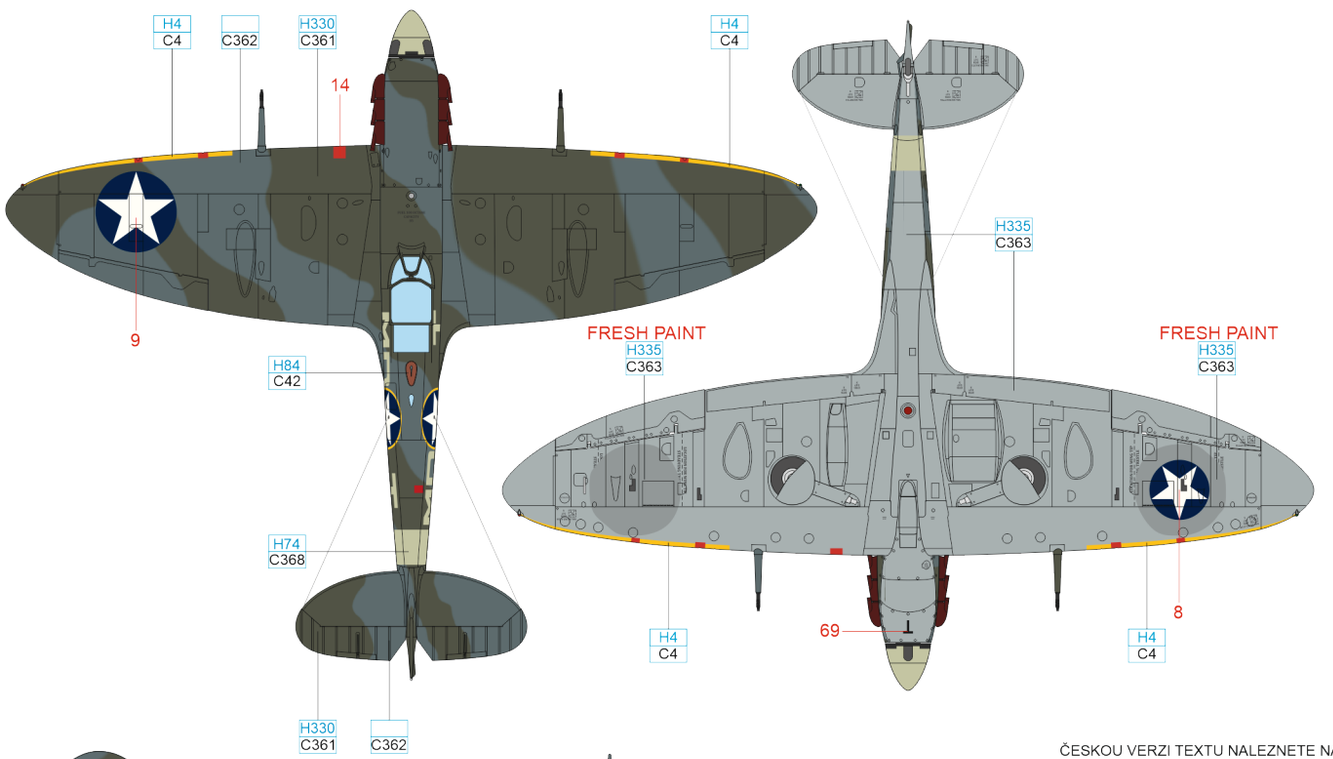
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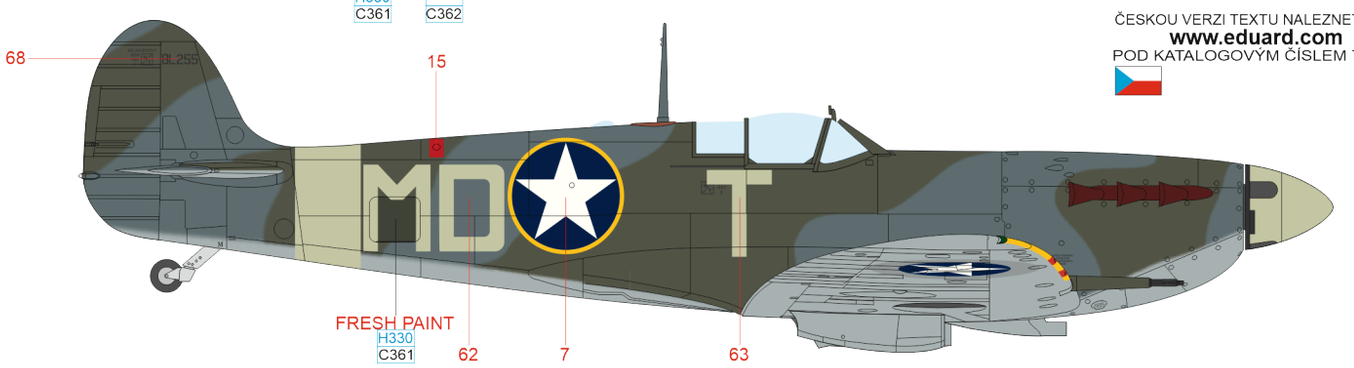
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SKY H74 C368	DARK GREEN H330 C361	OCEAN GRAY C362	MEDIUM SEAGRAY H335 C363	BLACK H12 C33	FLAT WHITE H11 C62				

G BL255, Lt. Don S. Gentile, 336th FS, 4th FG, 8th AF, Debden, the United Kingdom, November 1942

No. 133 (Eagle) Squadron formed in July 1941 at RAF airbase Coltishall, was in 1942 the first American squadron re-equipped with Spitfires Mk.IX. However, the unit lost its twelve "Nines" in only three days before Eagle squadron was transferred under the USAAF command, during the B-17 escort over Morlaix. After its inclusion into 8th AF USAAF on September 29, 1942, it continued flying the good old Spitfires Mk.Vb as it was transformed from No. 133 (Eagle) Squadron RAF into 336th FS, 4th FG. The BL255 Spitfire, nicknamed Buckeye Don, was the personal aircraft of Don Gentile, the future most successful fighter pilot of the 8th AF with 19 kills, 3 damaged and 6 destroyed on the ground enemy aircraft. He was credited with two more kills during Operation Jubilee combats over Dieppe on August 19, 1942, while he was still serving with RAF. The same nose art as on BL255 was later sported on the famous P-51B Shangri La and it was also incorporated into 334th FS insignia.

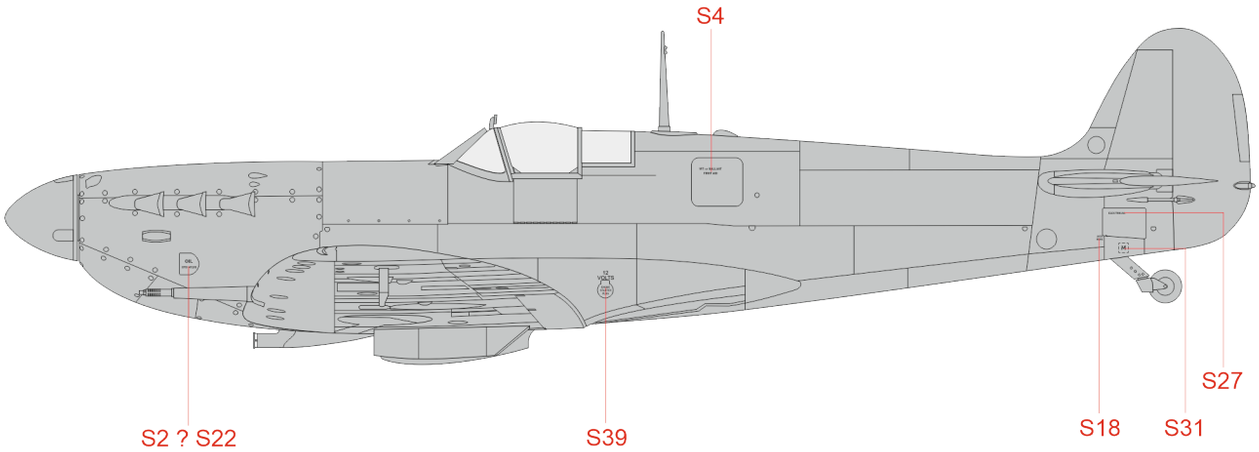




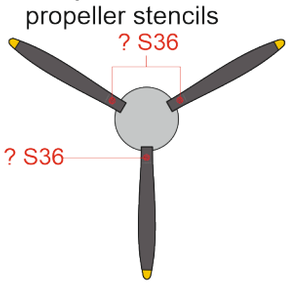


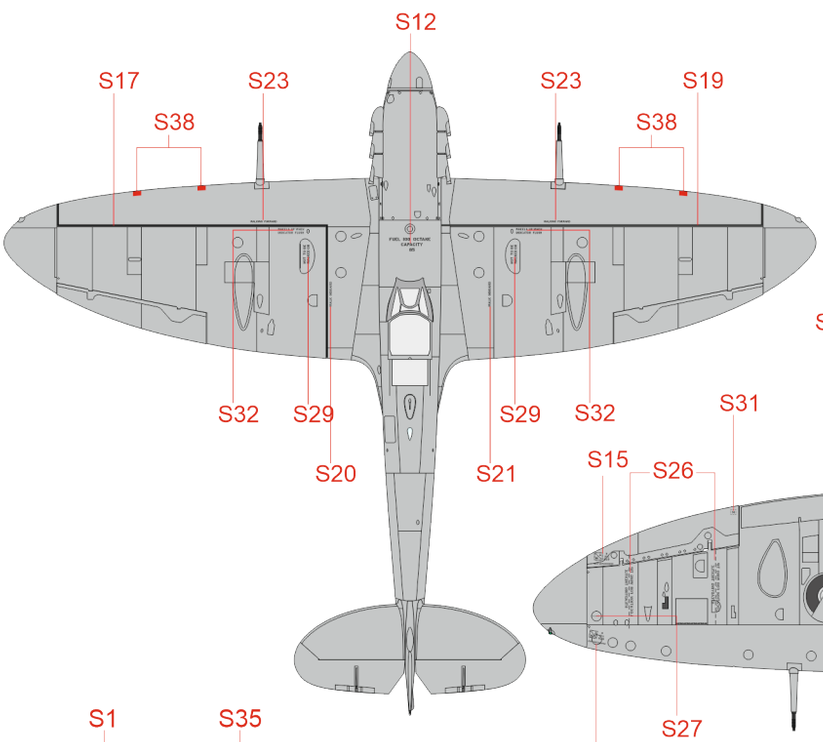
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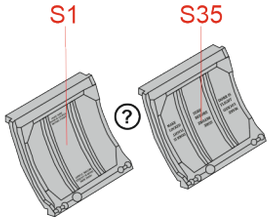
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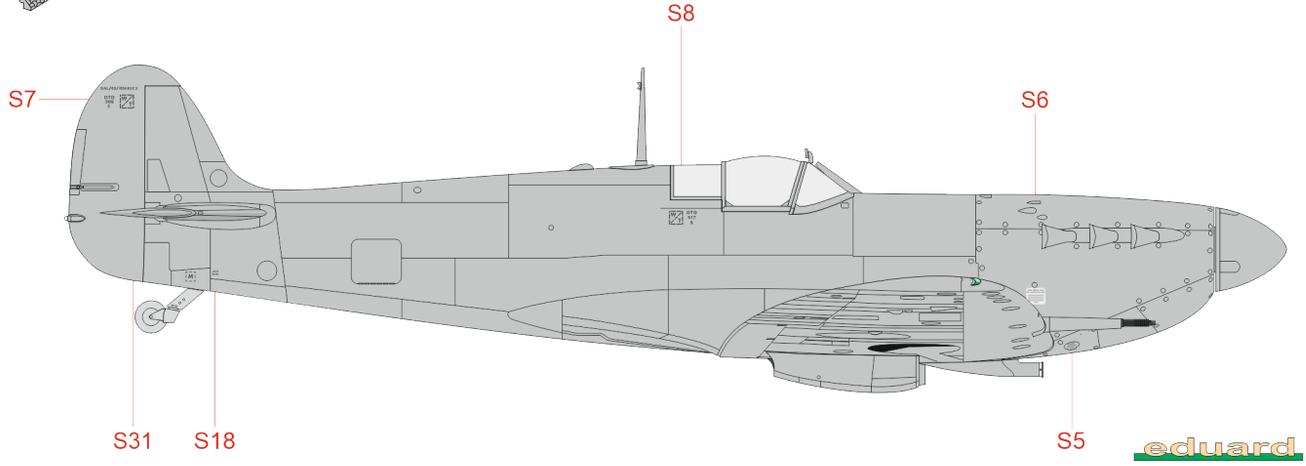


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