

Supermarine Spitfire PR Type C - Heston Special 1940-1941



Cat. No. 72583
Scale 1/72



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Research: IBG Crew

Supermarine Spitfire

The Supermarine Spitfire is without doubt one of the most iconic and recognisable aircraft of the Second World War. While its story spans the entirety of the conflict—from the earliest days to the final victory—it was the early variants powered by the Rolls-Royce Merlin engine with a single-stage supercharger that laid the foundations of the modern Royal Air Force, both technologically and symbolically.

The Spitfire's origins trace back to the 1930s, when Great Britain, recognizing the growing threat posed by Nazi Germany's expanding air force, began modernizing its own aerial capabilities. Reginald Mitchell's design, influenced by his experience with high-speed Schneider Trophy racing aircraft, proved to be a masterpiece: aerodynamically clean, structurally modern, and exceptionally agile. The Spitfire quickly became the RAF's premier fighter, embodying the new spirit of a reformed and ready air force.

Early operational variants, such as the Mk I and Mk II, armed with eight Browning machine guns, played a central role in the Battle of Britain, giving the RAF the means to resist and ultimately repel the Luftwaffe's aerial assault. Later models, like the Mk V, introduced heavier armament and improved performance, while retaining the Spitfire's hallmark manoeuvrability and flying pleasure.

Among the lesser-known but crucial developments were the high-altitude versions, such as the Spitfire Mk VI, which featured extended wingtips, a pressurized cockpit, and specialized equipment for high-altitude interception missions. Designed to counter enemy reconnaissance and bomber aircraft operating at extreme altitudes, these variants pushed the Merlin engine to its limits. In parallel, Photo Reconnaissance (PR) versions were developed, optimized for long-range missions with additional fuel tanks, stripped-down equipment, and high-altitude capability. These unarmed but swift aircraft flew deep over enemy territory, capturing vital intelligence with unmatched precision.

Spitfires powered by early single-stage supercharged Merlins saw combat on every front of the war: from the white cliffs of southern England, across the deserts of North Africa, over the besieged skies of Malta, and into the jungles of the Far East. Their adaptability and reliability made them indispensable across vastly different environments and theatres of war.

Although the single-stage Merlin engine defined the early war years, it was by no means the end of the Spitfire's evolution. Later models were fitted with two-stage supercharged Merlins, dramatically improving high-altitude performance, and eventually with the even more powerful Griffon engine, extending the aircraft's relevance and capability to the very end of the war—and even beyond.

The reconnaissance variants of the Spitfire, including the PR.C, played a crucial yet often underappreciated role during the war. The PR version was created by adapting standard fighter models—stripping away armament to reduce weight and increase range, installing specialized high-resolution cameras, and adding additional fuel tanks. These modifications allowed the Spitfire PR to operate at high altitudes and deep behind enemy lines, carrying out missions that were indispensable for Allied strategic planning.

Early operational use of the PR.C involved daring reconnaissance flights over the Channel ports of Calais, Boulogne, and Dunkirk, gathering vital intelligence on German fortification efforts and preparations for Operation "Seelöwe". The PR.C also played a critical role in photographing Atlantic coastal bases, such as Lorient and Brest, where U-Boat pens were located—providing essential information for subsequent RAF bombing campaigns. On the North African front, PR.C Spitfires operated from bases in Egypt and Libya, documenting Axis troop movements across the desert in preparation for major battles such as El Alamein.

Thanks to their excellent high-altitude performance and speed, PR.C aircraft were rarely intercepted, and their pilots—flying alone, without fighter escort—belonged to an elite cadre within the RAF. Their silent work, carried out far from the headlines of great battles, had a direct and vital impact on the success of Allied operations.



Element assembled in previous step
Element złożony we wcześniejszym etapie



Version to choose
Wersja do wyboru



Make your own
Wykonaj samodzielnie



Paint colour
Kolor farby



Element after assembly in current step
Element po złożeniu w aktualnym etapie



Sub-assembly in step
Kolejne kroki w etapie



Cut/sand off
Odetnij/zeszlifuj



Decal
Kalkomania

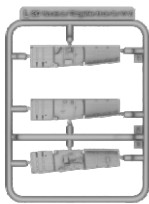
Please read instructions before assembly. Follow the sequence of assembly presented in instructions. Glue and paint not included.
Przed montażem przeczytać instrukcję. Przestrzegać kolejności montażu podanego w instrukcji. Klej i farby nie wchodzą w skład zestawu.

IBG Models
ul. Benedykta Hertza 2
04-603 Warszawa
Poland

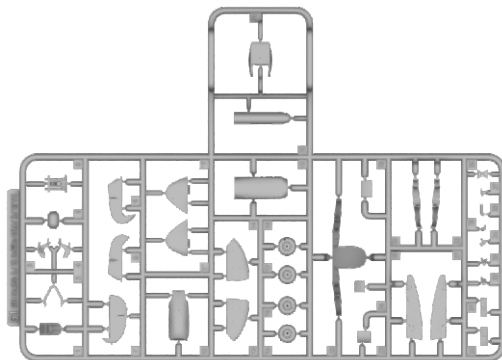
tel +48 22 8159150
ibgsc@ibg.com.pl
www.ibg.com.pl
www.ibgmodels.com

Elements of the kit
Elementy modelu

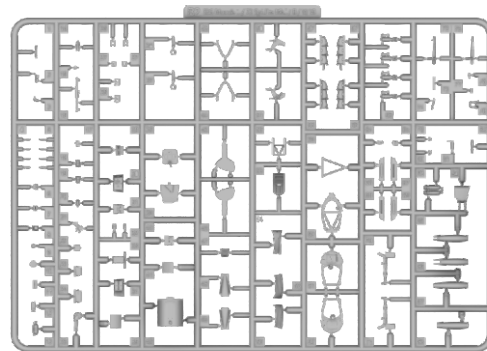
Frame L / Ramka L



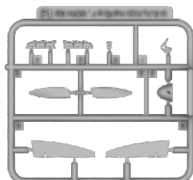
Frame B1 / Ramka B1



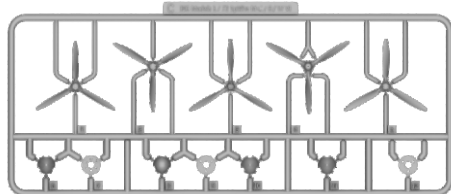
Frame B2 / Ramka B2



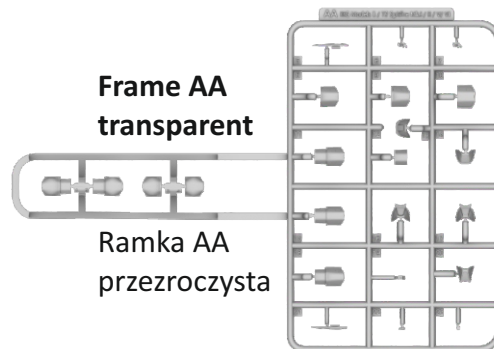
Frame F1 / Ramka F1



Frame C / Ramka C

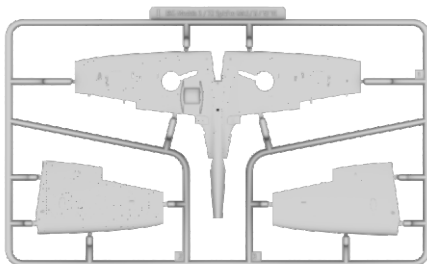


Frame AA transparent

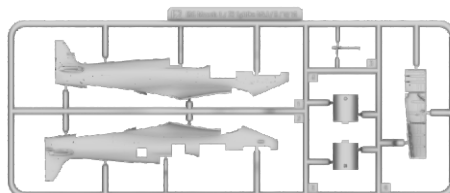


Ramka AA
przezroczysta

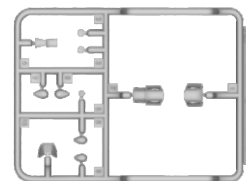
Frame I / Ramka I



Frame F2 / Ramka F2



Frame AB transparent
Ramka AB przezroczysta



Decals / Kalkomanie

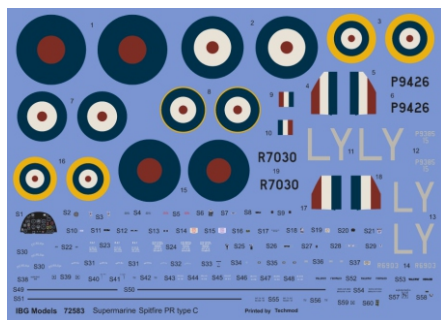


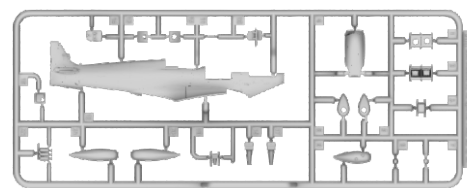
Photo-etched parts
Elementy fototrawione



3D parts / Części 3D



Frame H1 / Ramka H1



Color table
Tabela kolorów

		Hataka	Vallejo	Mr Hobby	AKInteractive
Night	A	HTK_100	71.057	H012	AK11895
White	B	HTK_101	71.001	H021	AK11002
Aluminium	C	HTK_078	71.062	SM208	AK481
Red	D	HTK_103	71.003	H023	AK11213
Blue	E	HTK_102	70.736	H093	AK11178
Yellow	F	HTK_010	70.915	H004	AK11045
Green	G	HTK_327	70.936	H094	AK11216
Rust	H	HTK_132	71.130	H047	AK11103
Gunmetal	I	HTK_106	71.072	H018	AK11212
Brass	J	HTK_109	70.801	C219	AK11194

		Hataka	Vallejo	Mr Hobby	AKInteractive
Tyre black	K	HTK_125	71.315	C135	AK11027
Black Leather	L	HTK_100	71.057	H012	AK11026
Seatbelt Grey-Brown	M	HTK_074	71.075	H321	AK11009
Interior Grey Green	N	HTK_025	71.305	C364	AK11847
Grey	O	HTK_033	71.051	H053	AK11862
PRU Blue	P	HTK_042	70.943	C366	AK11852
Dark Green	T	HTK_016	71.324	C261	AK11840
Dark Earth	U	HTK_009	71.323	C369	AK11841
Sky	W	HTK_026	71.302	C368	AK11844
Medium Sea Grey	Y	HTK_034	71.307	C363	AK11843

Interior painting

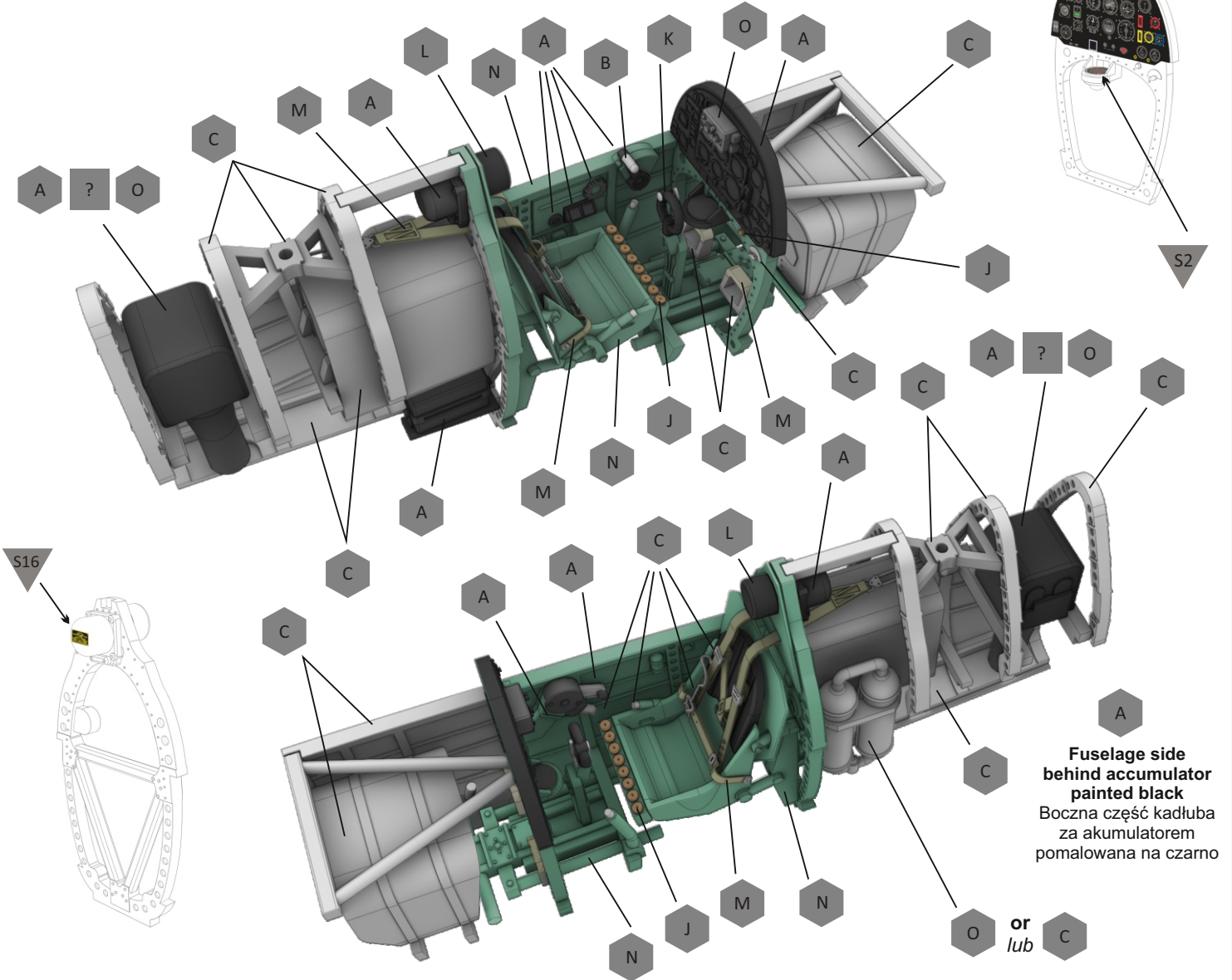
Malowanie wnętrza

Interior painting, unless otherwise noted:

Interior green - cockpit from instrument panel to the frame behind the seat
Natural metal - all other areas

Malowanie wnętrza, o ile nie zaznaczono inaczej:

Interior Green - kokpit między tablicą przyrządów a wręgą za fotelem
Naturalny metal - wszystkie pozostałe powierzchnie

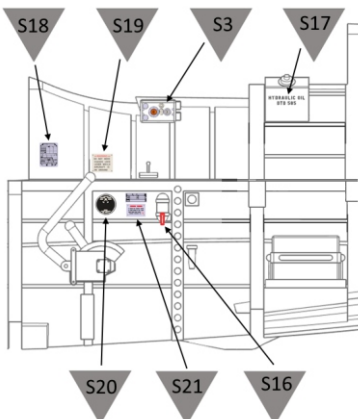


Fuselage side behind accumulator painted black
Boczna część kadłuba za akumulatorem pomalowana na czarno

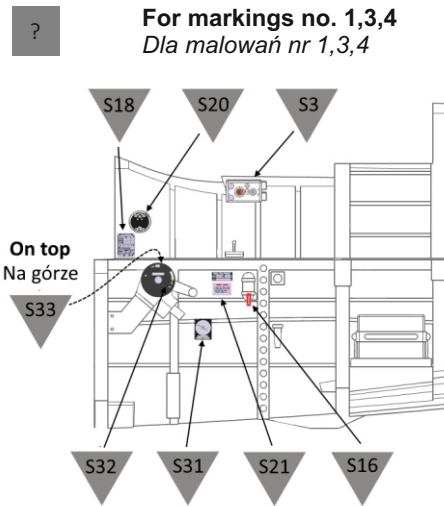
Interior decals

Kalkomanie wnętrza

For marking no. 2
Dla malowania nr 2

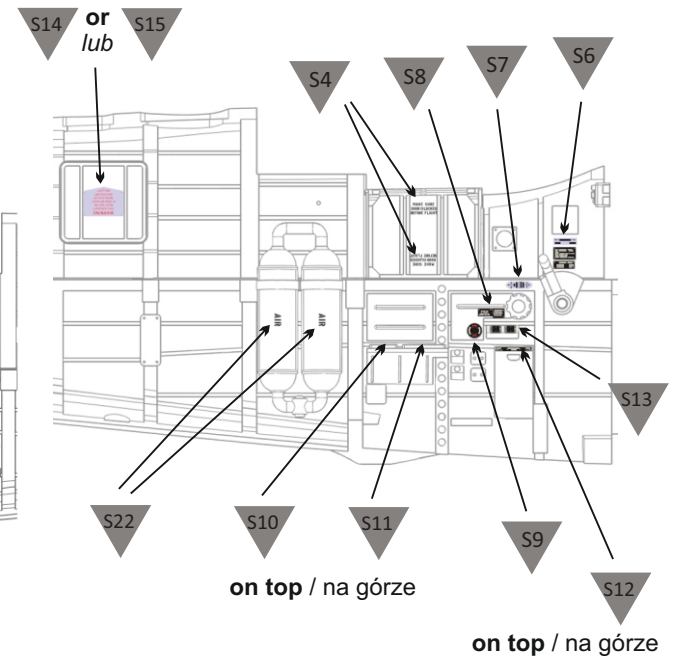


For markings no. 1,3,4
Dla malowań nr 1,3,4



On top
Na górze

alternative version
wersja alternatywna



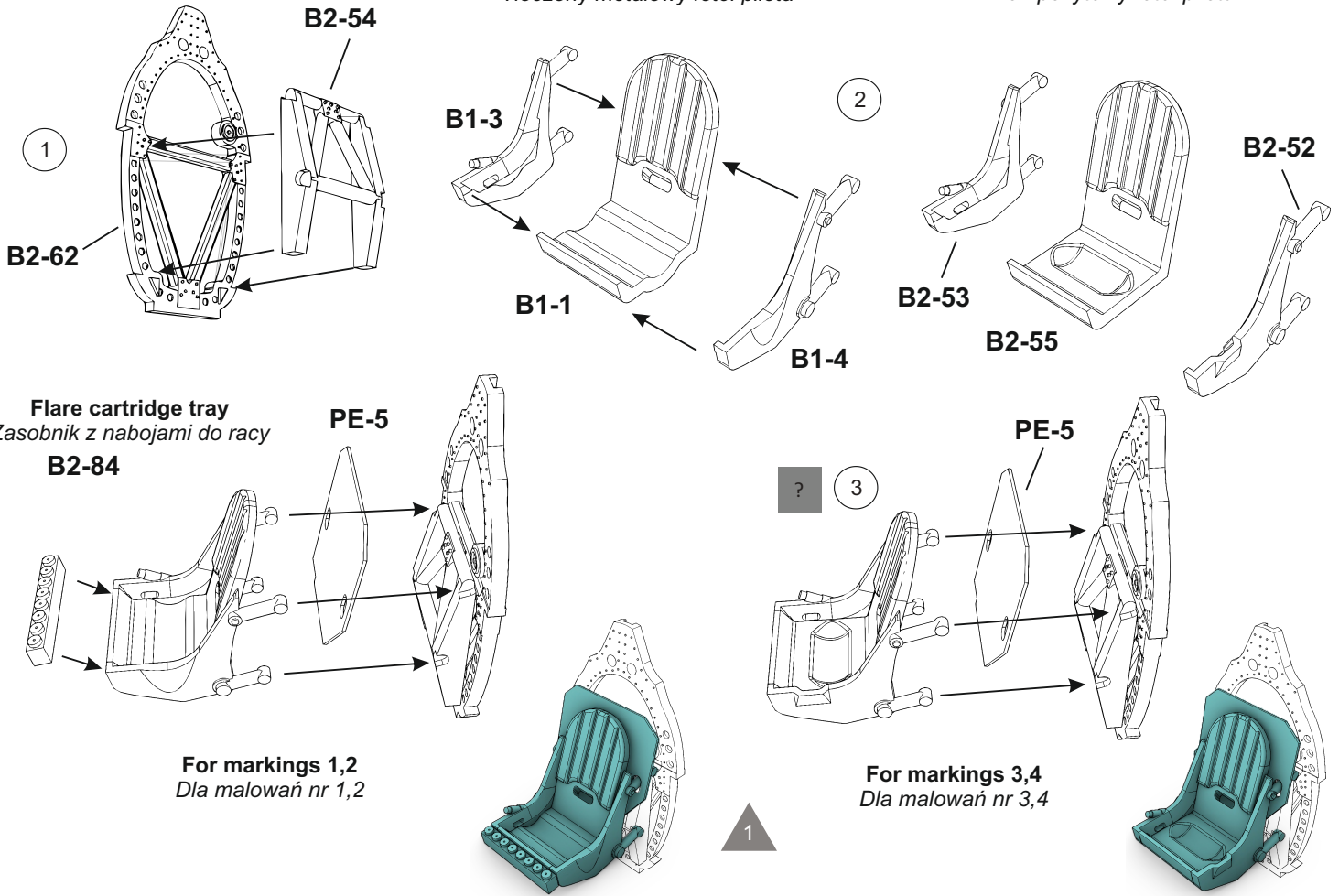
on top / na górze

on top / na górze

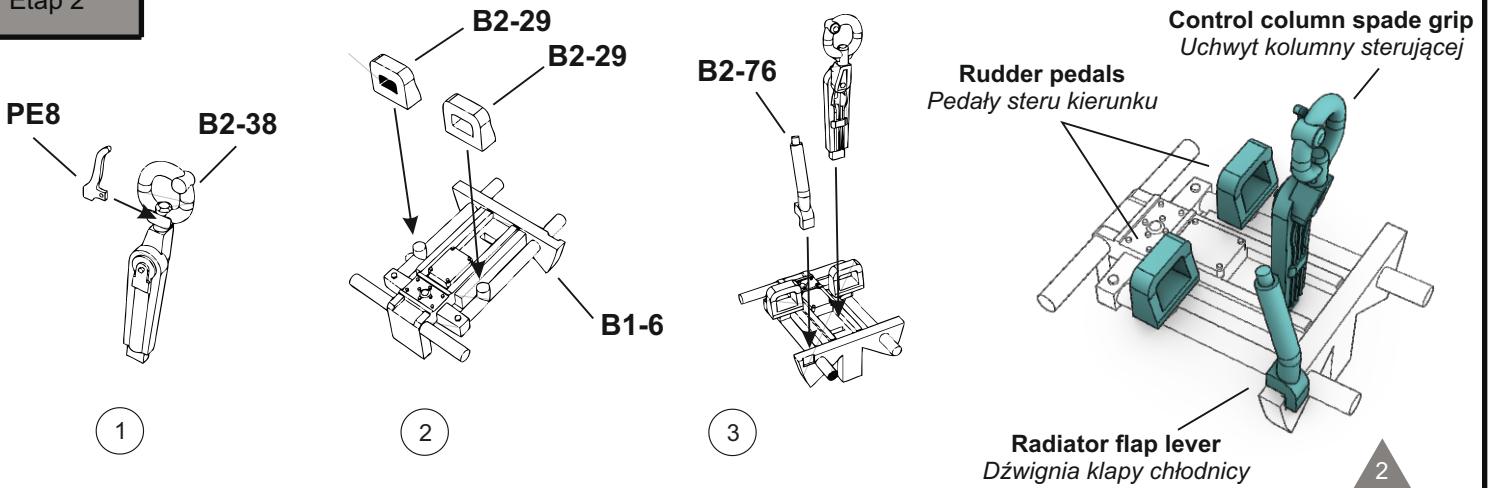
Step 1
Etap 4

For markings 1,2
Dla malowań nr 1,2
Pressed metal pilot seat
Tłoczony metalowy fotel pilota

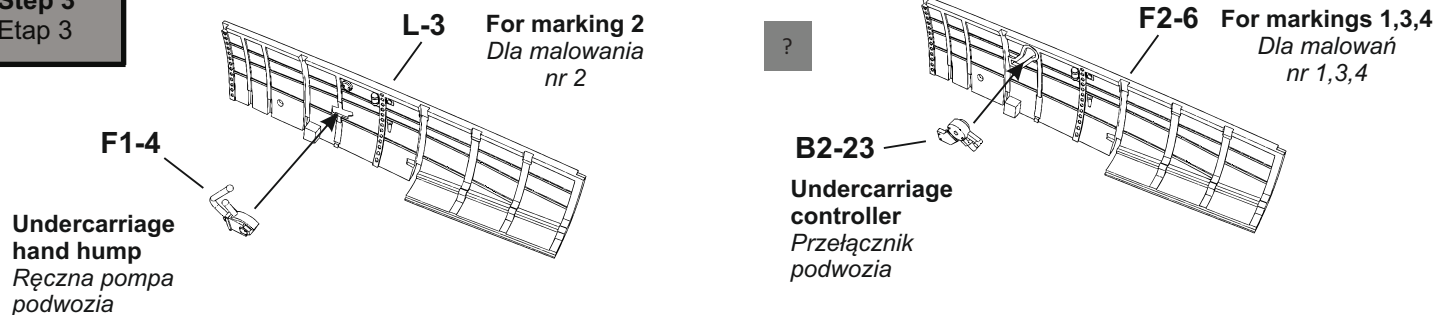
For markings 3,4
Dla malowań nr 3,4
Plastic pilot seat
Kompozytowy fotel pilota



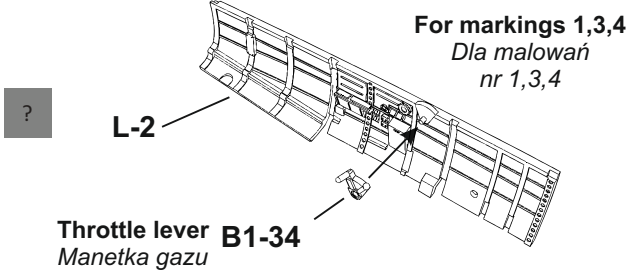
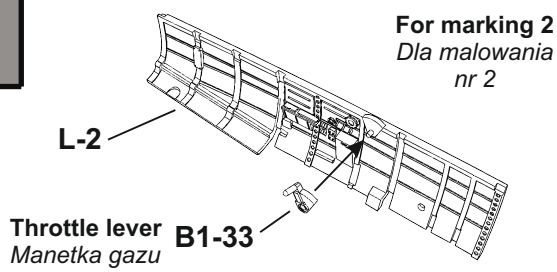
Step 2
Etap 2



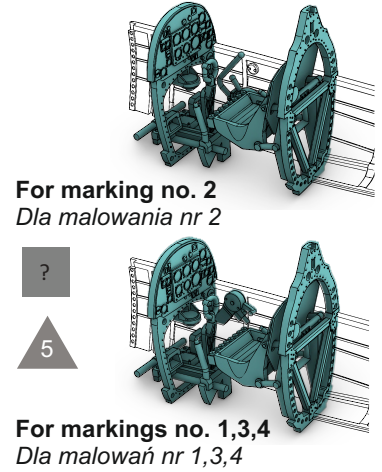
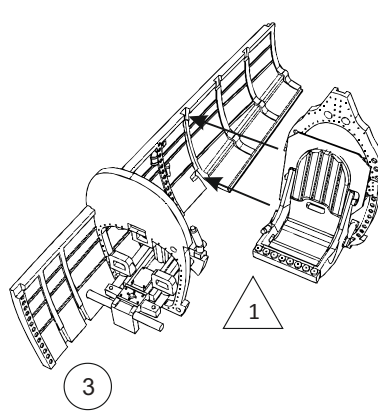
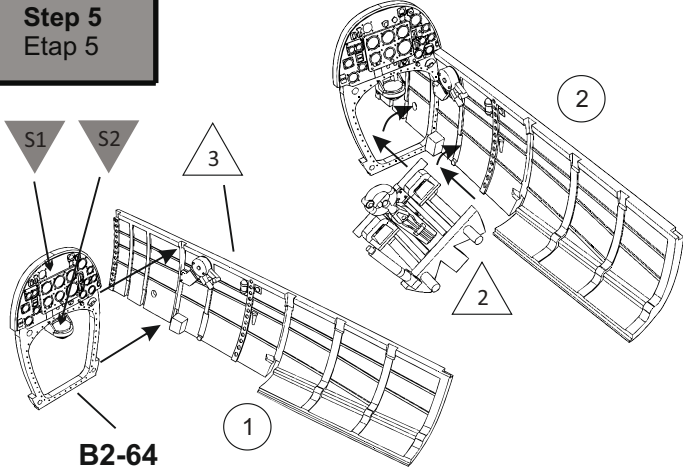
Step 3
Etap 3



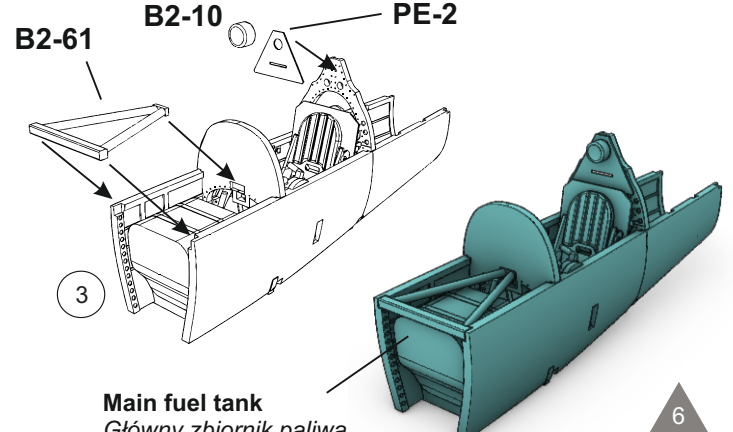
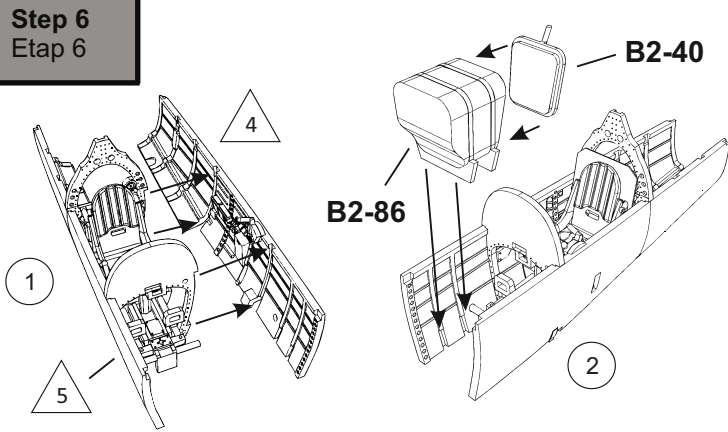
Step 4
Etap 4



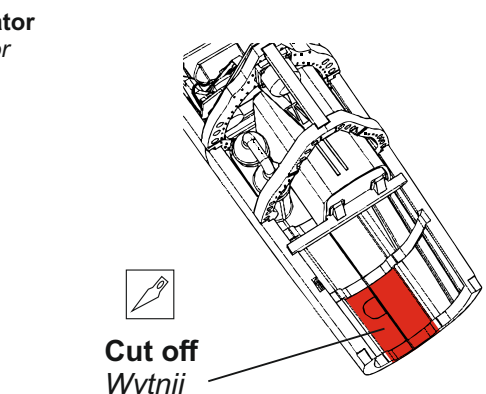
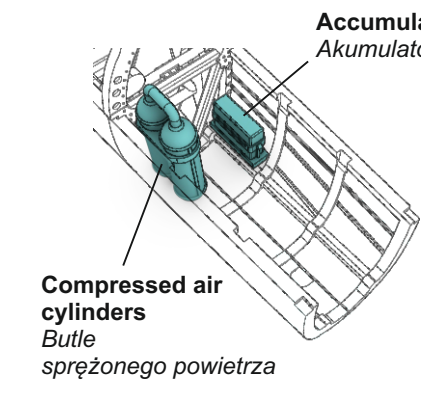
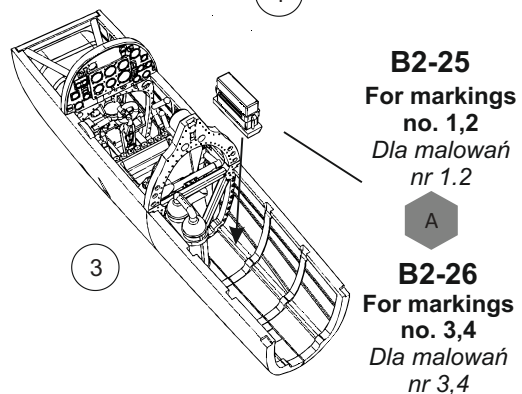
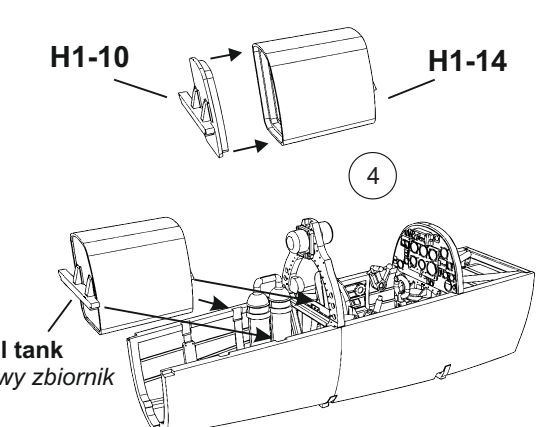
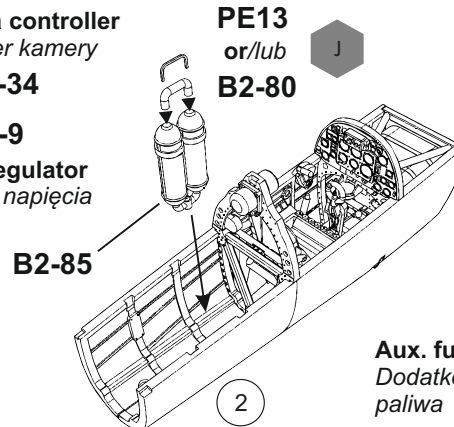
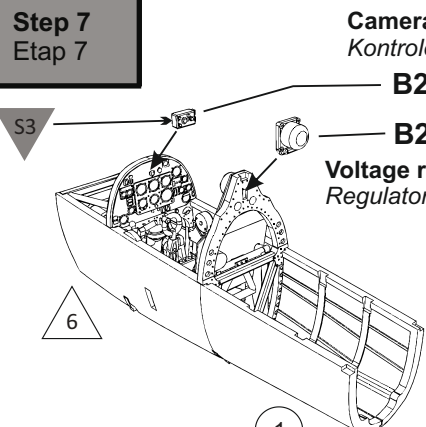
Step 5
Etap 5



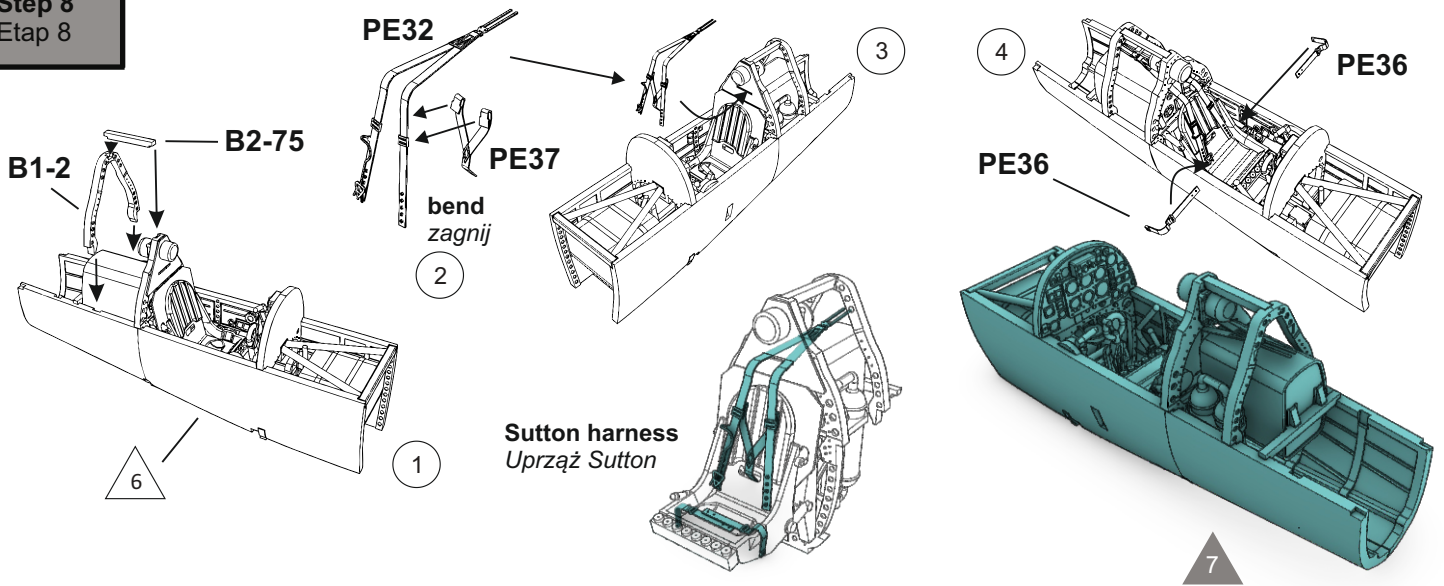
Step 6
Etap 6



Step 7
Etap 7

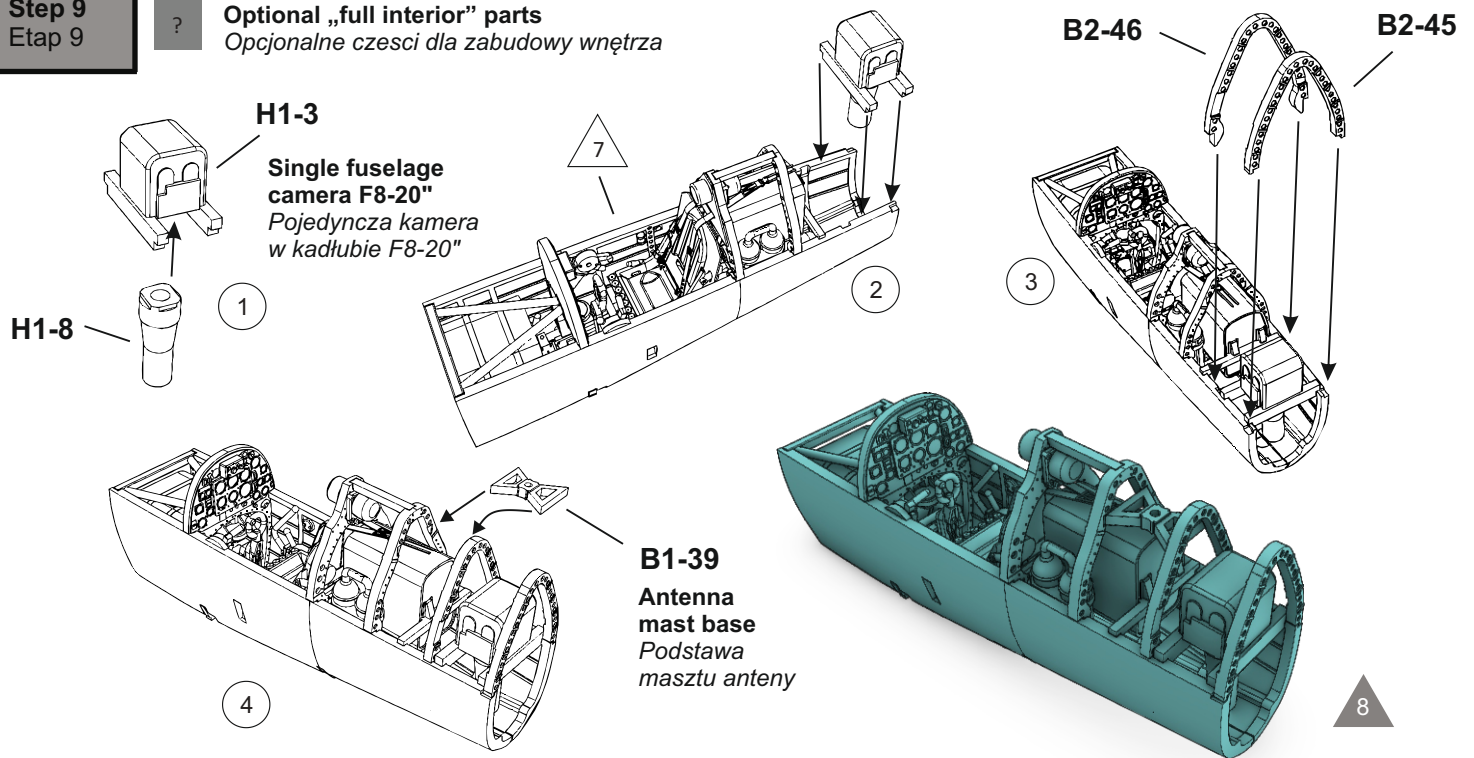


Step 8
Etap 8



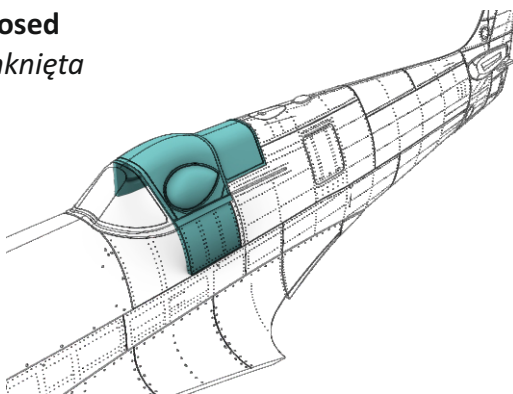
Step 9
Etap 9

? **Optional „full interior” parts**
Opcjonalne części dla zabudowy wnętrza

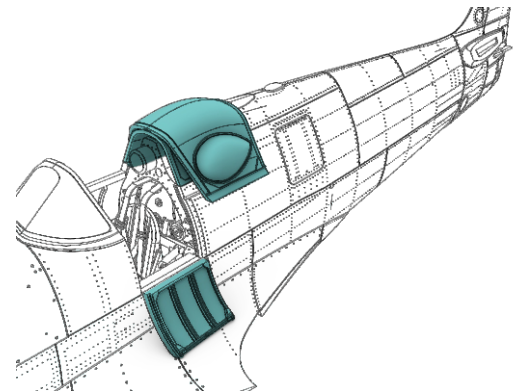


Preliminary Step - canopy - choose your path
Krok wstępny - osłona kabiny - wybierz swoją ścieżkę

Closed
Zamknięta



Open
Otwarta



It requires initial preparation - see step 11 and 12.
Wymaga wstępnego przygotowania - patrz krok 11 oraz 12.

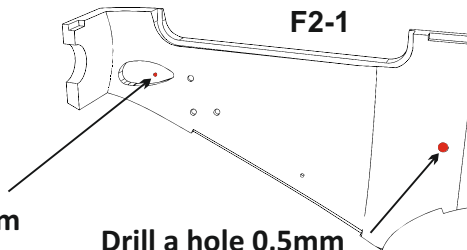
The fuselage is prepared for an open cockpit already
(skip steps 11 and 12 and go to step 13).
Kadłub jest już przygotowany do otwartej kabiny
(pomiń kroki 11 oraz 12 i przejdź do kroku 13).

Step 10
Etap 10

All steps
Wszystkie kroki

Drill a hole 0,2mm
Wywierć otwór 0,2mm

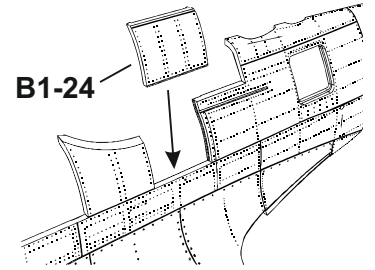
Drill a hole 0,5mm
Wywierć otwór 0,5mm



Step 11
Etap 11

Canopy closed
Kabina zamknięta

F2-2

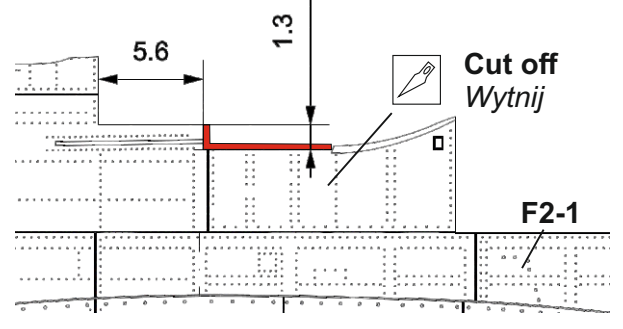
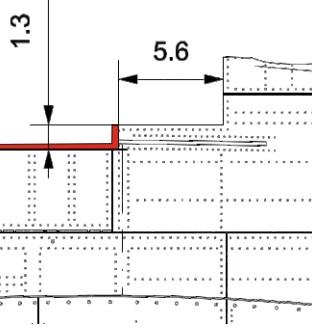


Step 12
Etap 12

Only for closed canopy
Tylko dla zamkniętej kabiny



Cut off
Wytnij

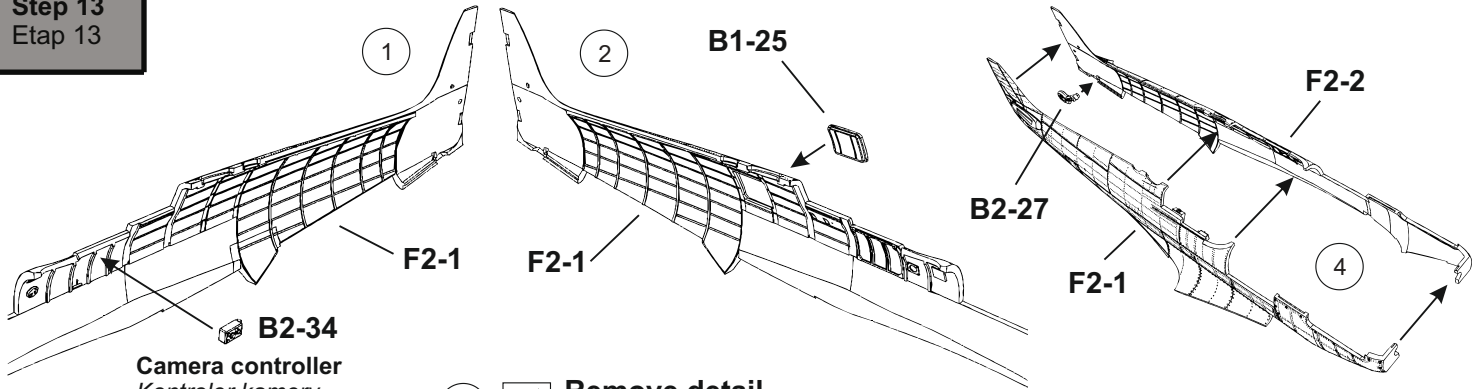


Cut off
Wytnij

F2-2

F2-1

Step 13
Etap 13

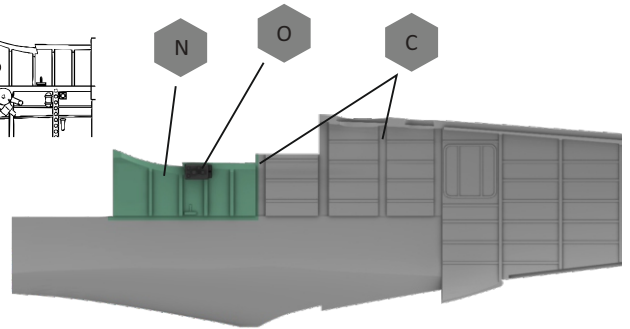
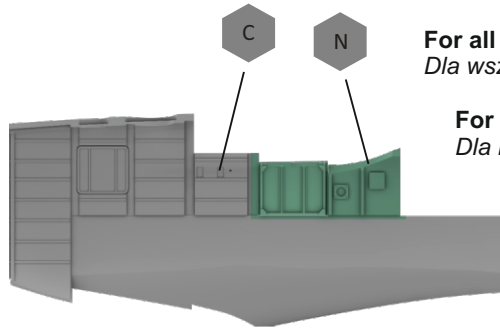


Camera controller
Kontroler kamery

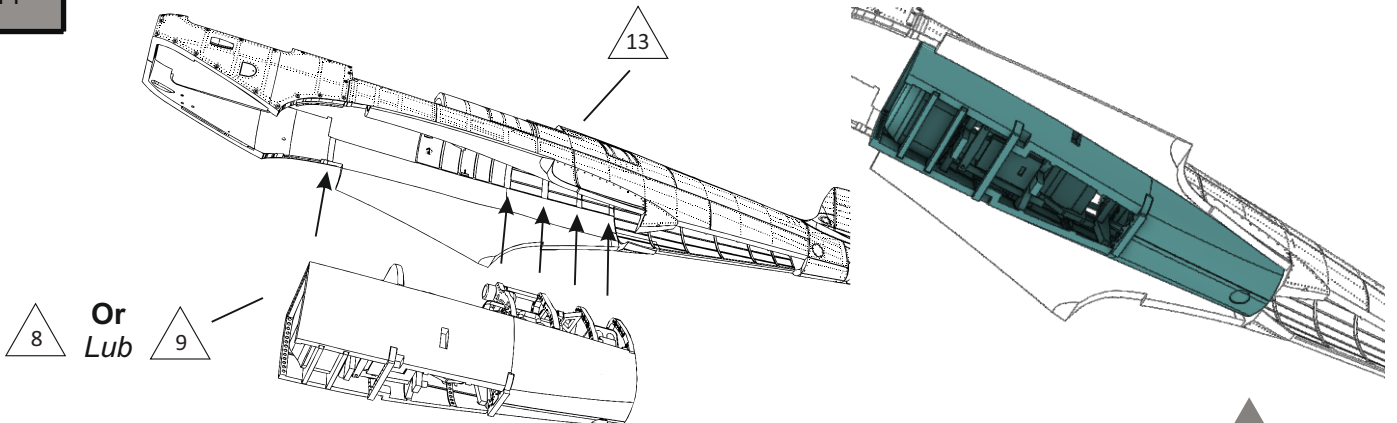
Remove detail
Usuń detal

For all markings
Dla wszystkich malowań

For marking no. 2
Dla malowania nr 2

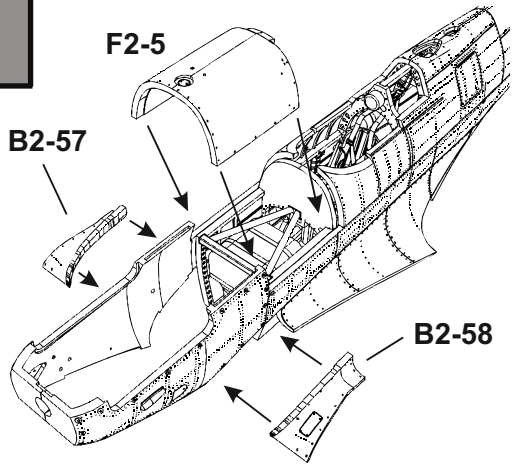


Step 14
Etap 14



Or
Lub

Step 15
Etap 15

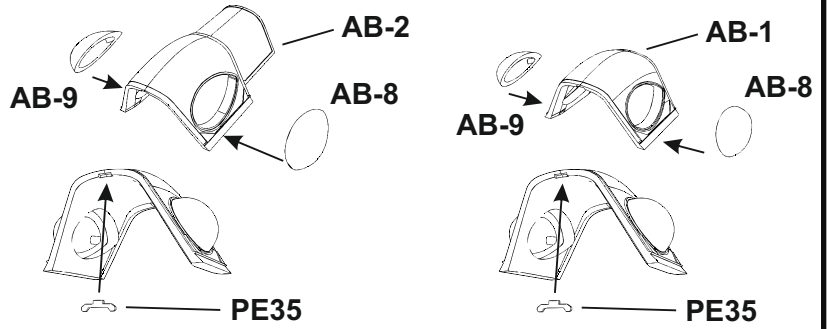


Step 16
Etap 16

Closed canopy
Kabina zamknięta



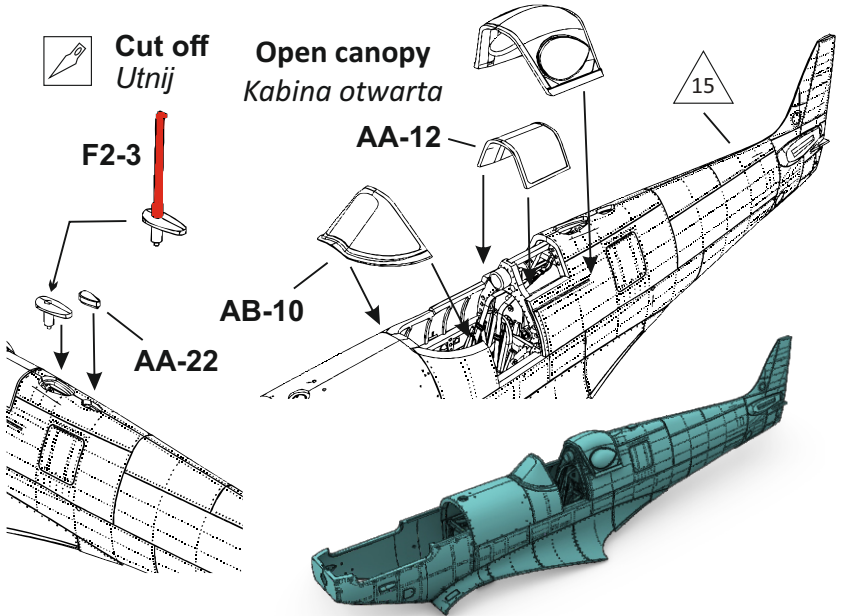
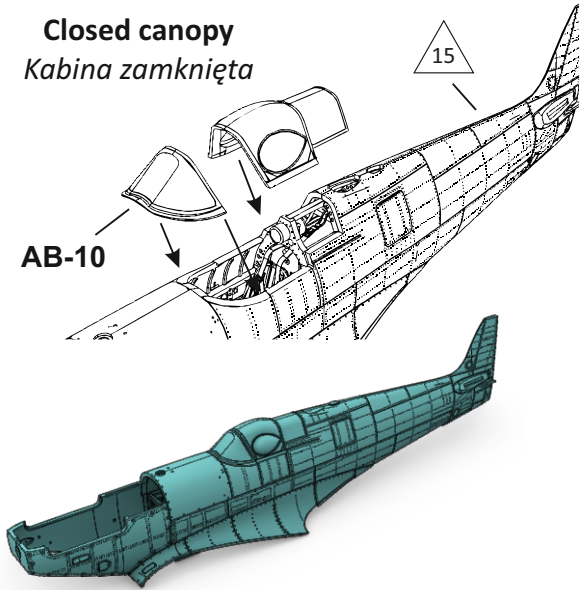
Open canopy
Kabina otwarta



Closed canopy
Kabina zamknięta

Cut off
Utnij

Open canopy
Kabina otwarta

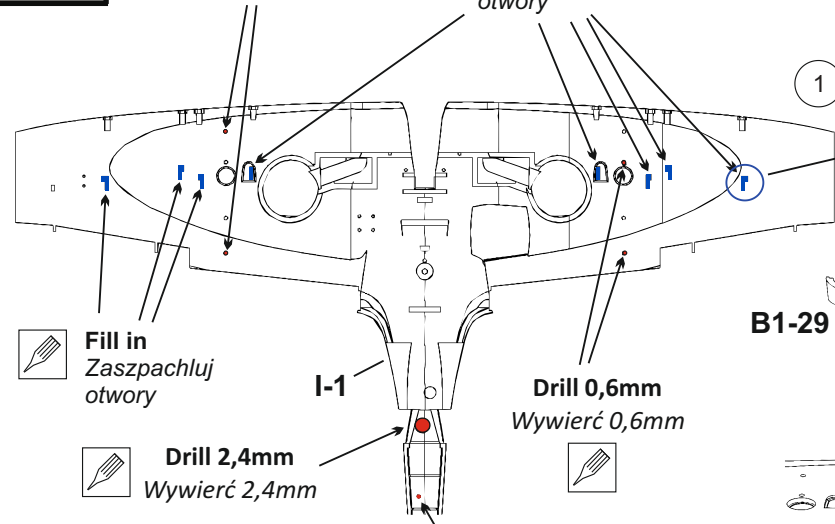


Step 17
Etap 17

Drill 0,6mm
Wywierć 0,6mm



Fill in
Zaszpachluj
otwory



Fill in
Zaszpachluj
otwory

Drill 2,4mm
Wywierć 2,4mm



Drill 0,6mm
Wywierć 0,6mm

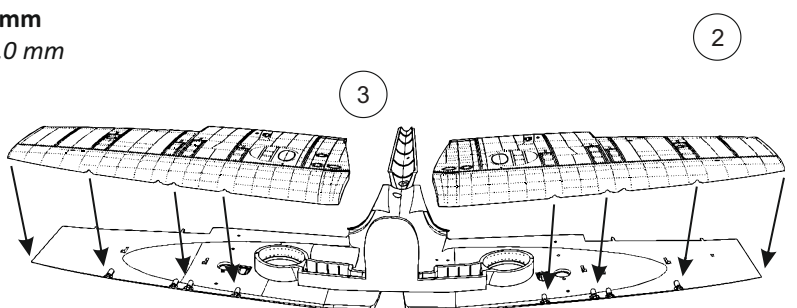
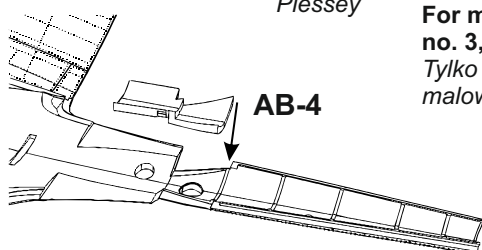
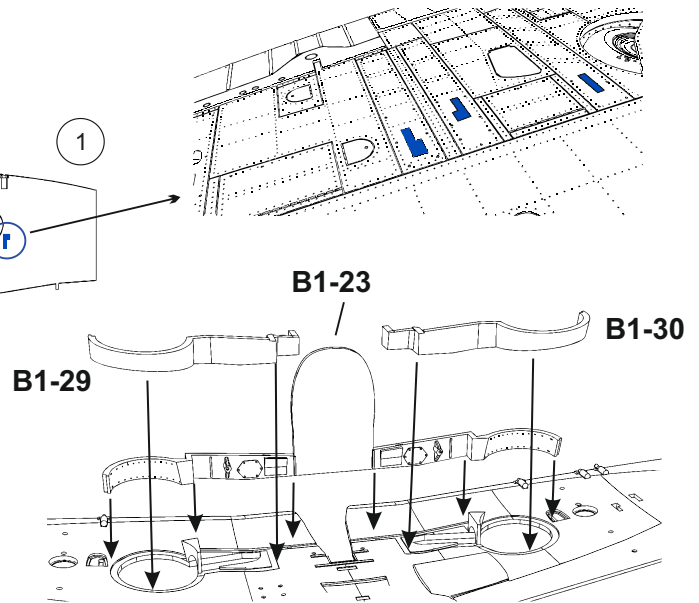


Plessey signal device
/Urządzenie sygnałowe
Plessey

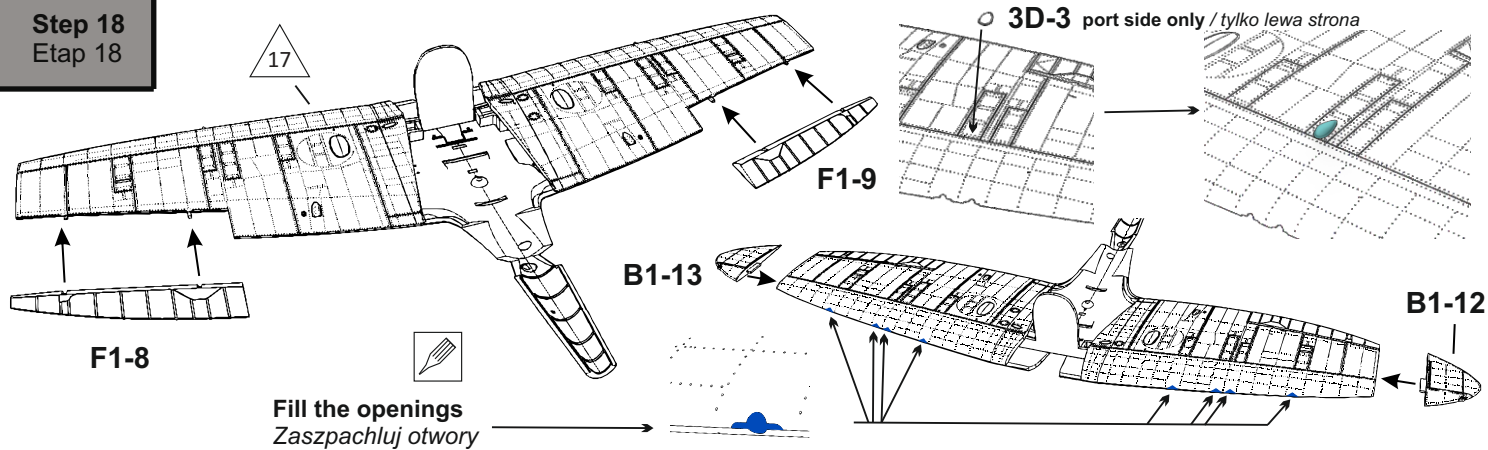


Drill 1,0 mm
Wywierć 1,0 mm

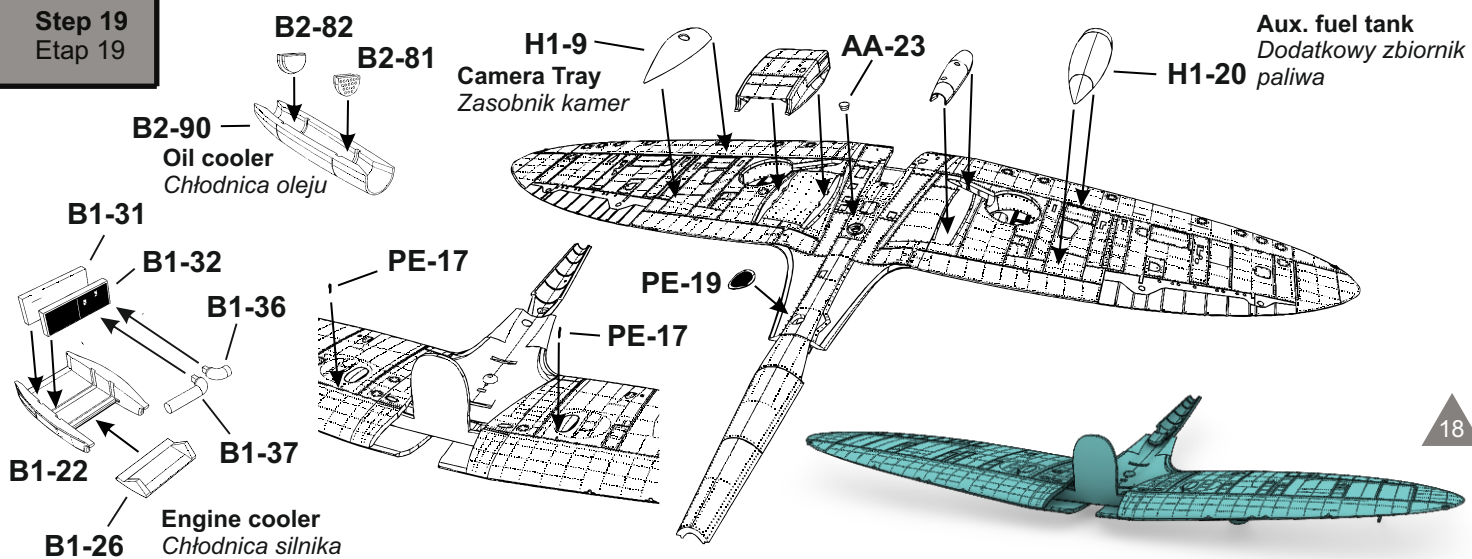
For markings
no. 3,4 only
Tylko dla
malowań nr 3,4



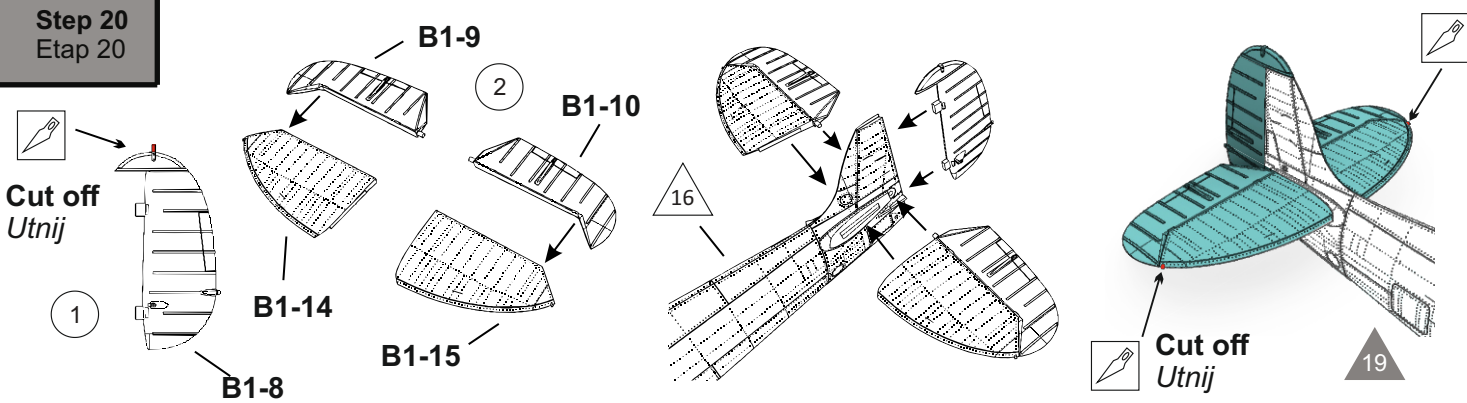
Step 18
Etap 18



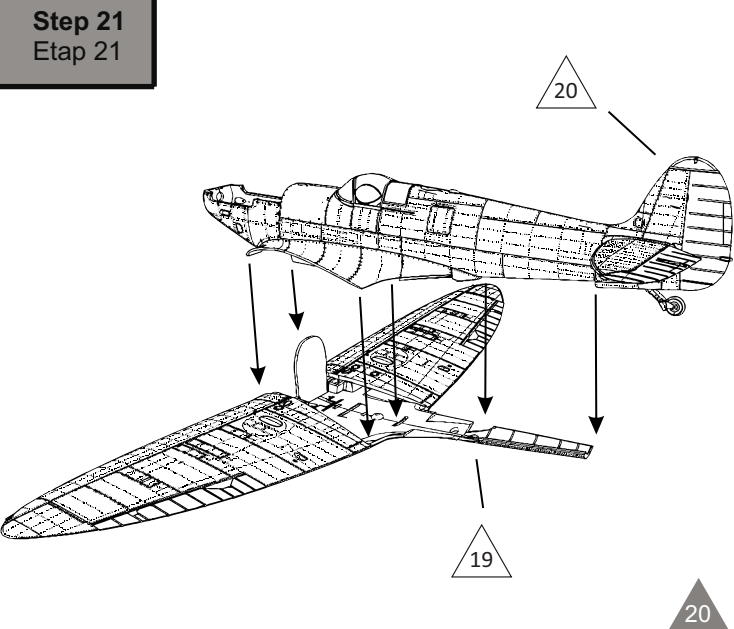
Step 19
Etap 19



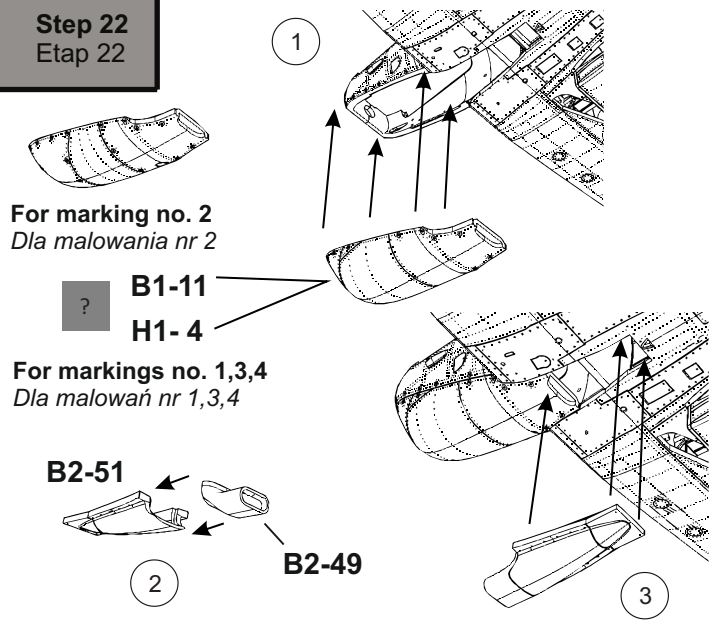
Step 20
Etap 20



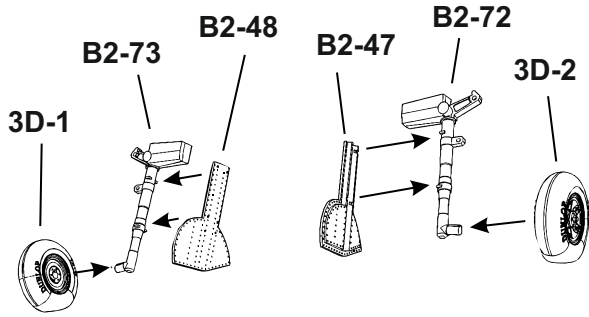
Step 21
Etap 21



Step 22
Etap 22

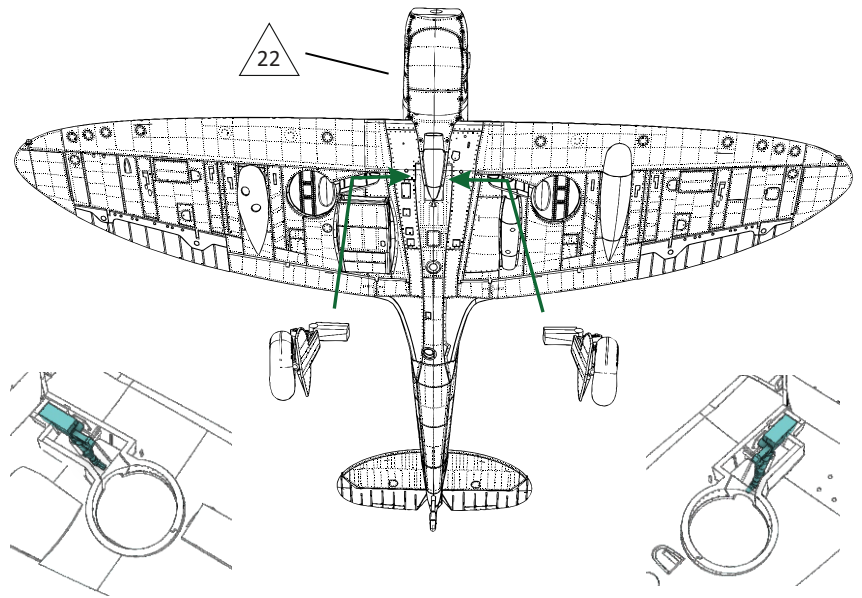


Step 23
Etap 23

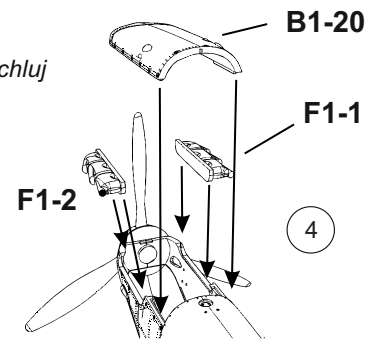
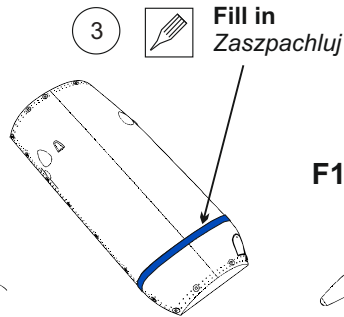
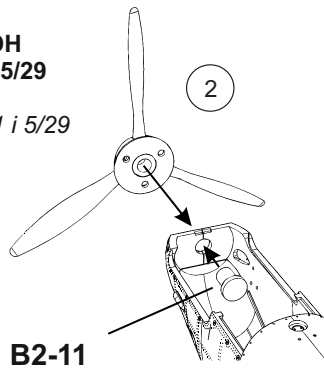
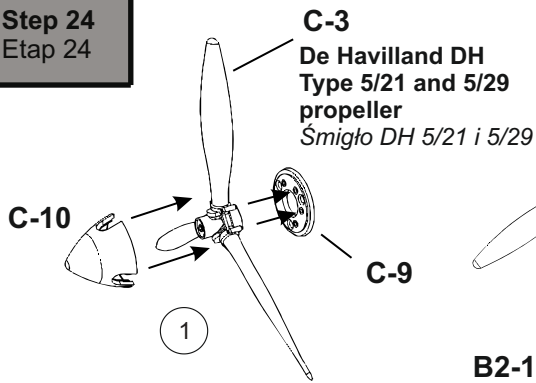


Undercarriage assembly is also possible after camouflage painting

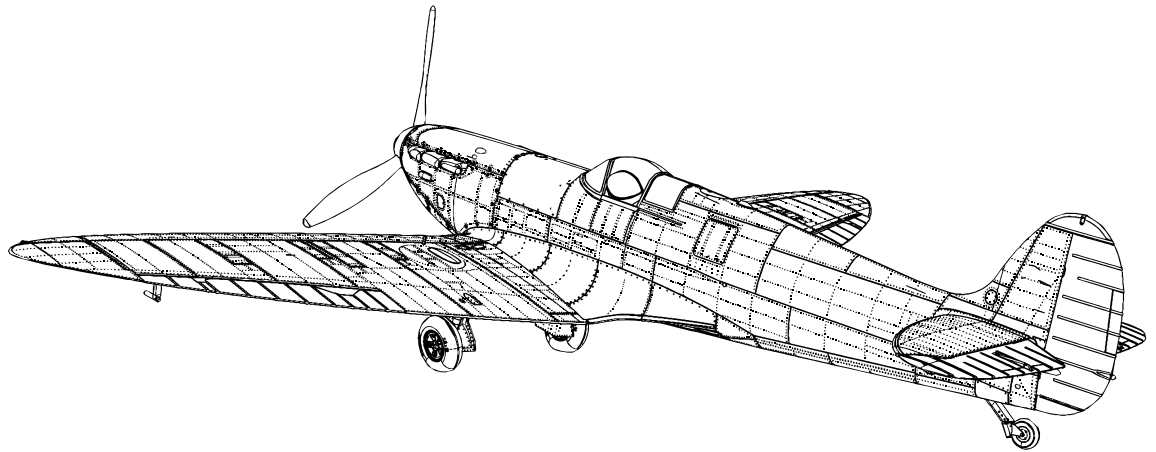
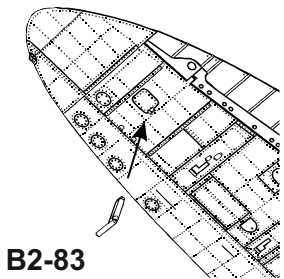
Instalacja podwozia jest możliwa również po pomalowaniu kamuflażu



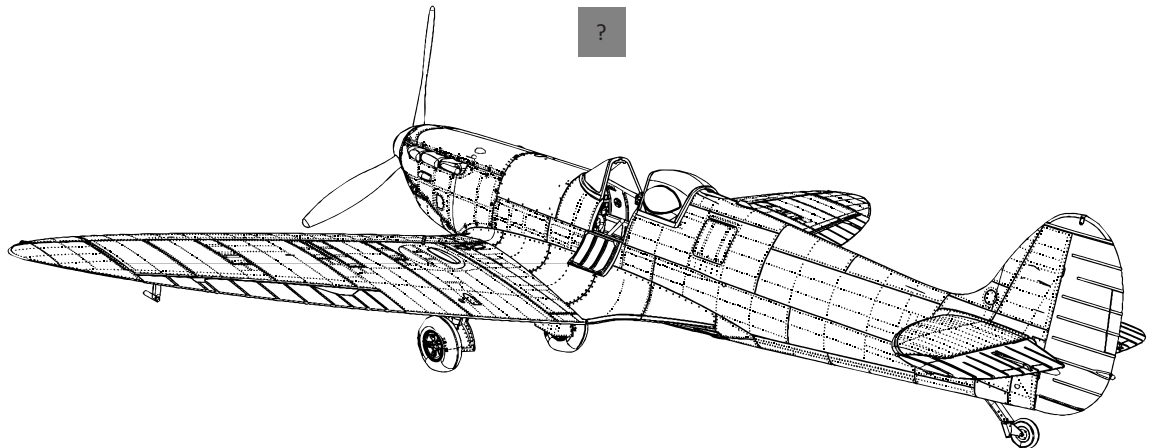
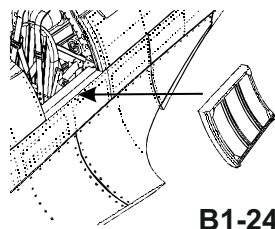
Step 24
Etap 24



Step 25
Etap 25



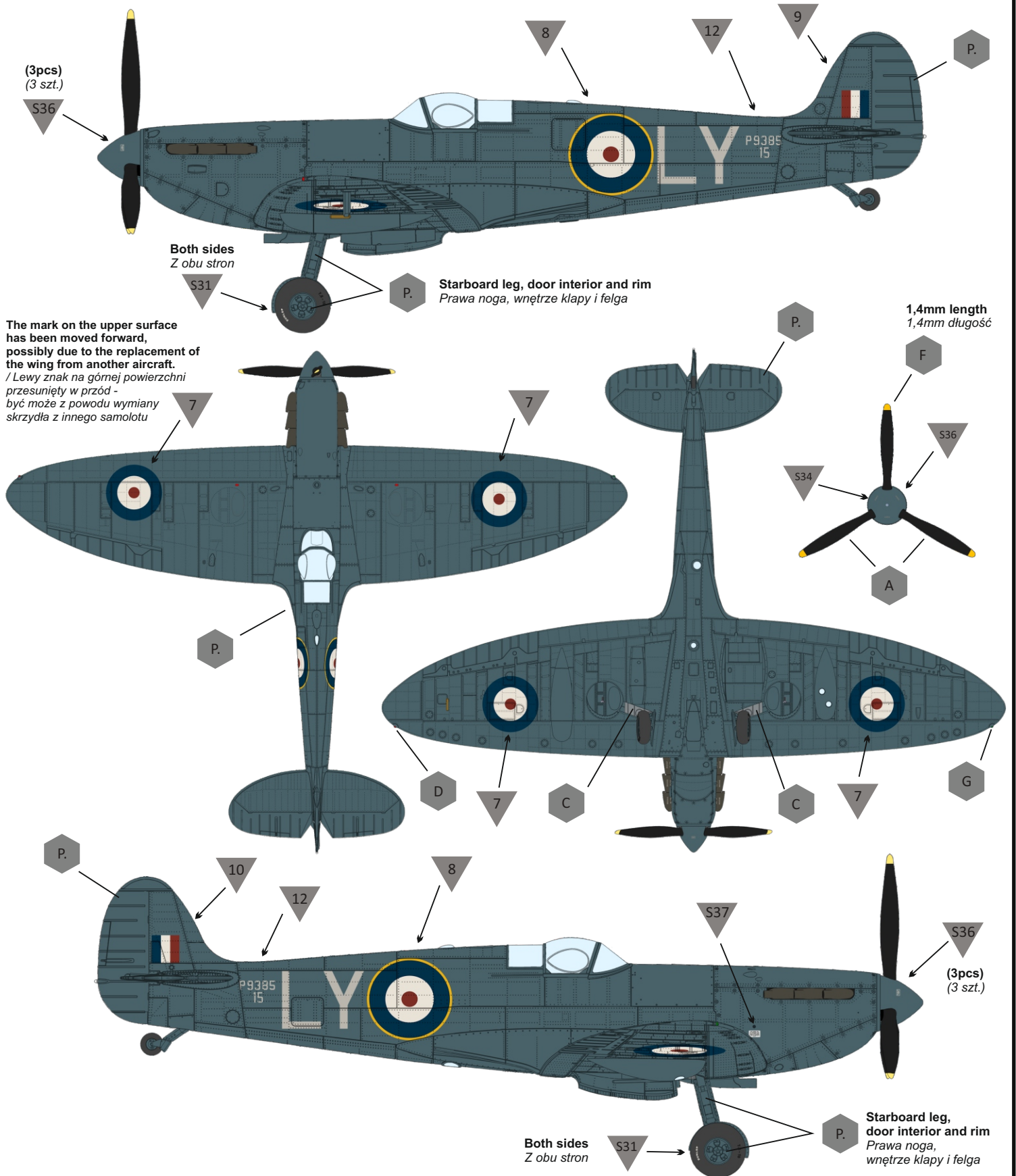
For open canopy
Dla otwartej kabiny



Spitfire PR Type C, P9385 of No. 1 PRU, Heston, June 1940

The P9385/15 was an early PR.C type, equipped with a standard oil tank under the nose. The aircraft made history on 13 June 1940, when PIO George Christie of No. 212 Squadron made an extraordinary 'shoot-down' of a Fiat BR.20 bomber, forcing it to land in the Mediterranean Sea with an unarmed aircraft. This was the first victory of the future ace, who later shot down the Bf 109 currently on display at the Battle of Britain Museum in Hendon. In June 1940, this Spitfire was also flown in 212 Squadron by Canadian John Kent, who later became an important figure in the history of Polish aviation. In November 1940, the aircraft was used in operations in Cherbourg and Caen by F/O R. Dyrkała - the same pilot who was involved in the accident with aircraft painting option no. 1.

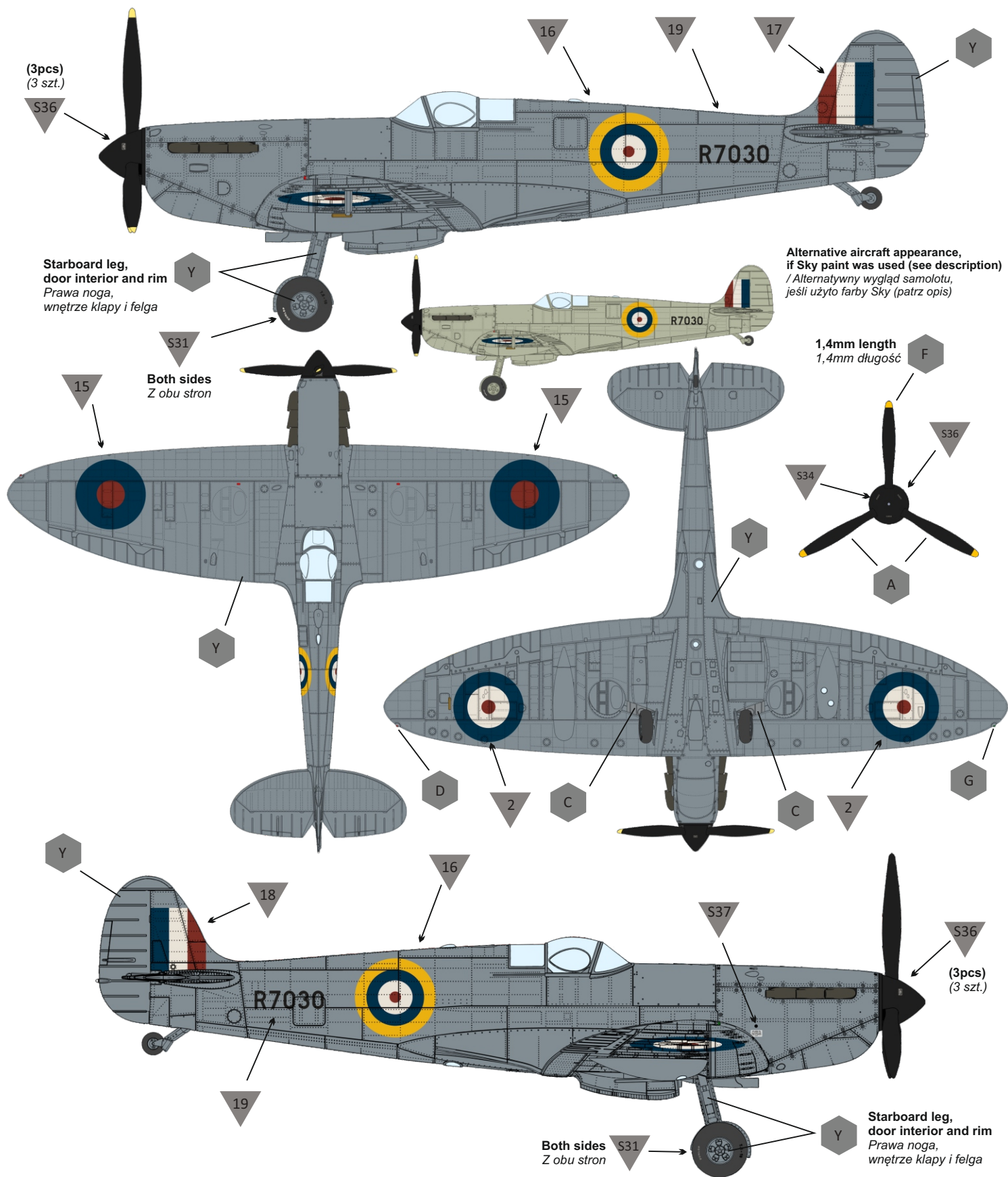
P9385/15 był wczesnym typem PR.C, wyposażonym w standardowy zbiornik oleju pod nosem. Samolot przeszedł do historii 13 czerwca 1940 r., kiedy PIO George Christie z 212. eskadry dokonał niezwykłego "zestrzelenia" bombowca Fiat BR.20, zmuszając go do wodowania na Morzu Śródziemnym nieuzbrojoną maszyną. Było to pierwsze zwycięstwo przyszłego asa, który później zestrzelił Bf 109 obecnie wystawiony w Muzeum Bitwy o Anglię w Hendon. W czerwcu 1940 r. ten Spitfire był również pilotowany w 212. eskadrze przez Kanadyjczyka Johna Kenta, który później stał się ważną postacią w historii polskiego lotnictwa. W listopadzie 1940 roku samolot był używany w operacjach w Cherbourgu i Caen przez F/O R. Dyrkałę - tego samego, który uczestniczył w wypadku samolotem z malowania nr 1.



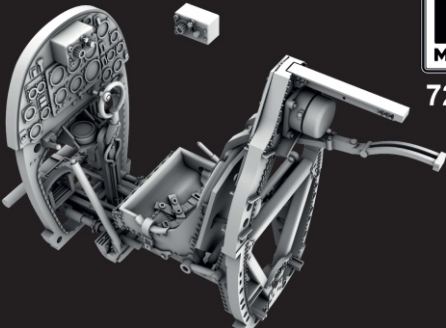
Spitfire PR Type C, probably R7030, RAE Farnborough, October 1941

Spitfire PR Type C, whose serial number is not certain, but is most likely R7030. In the photograph taken at Farnborough, the aircraft bears the full markings of a fighter aircraft and is painted in a relatively light, uniform colour. It is impossible to guess the shade from black and white photographs, we can only assume that it was a colour being tested at the time for flights at higher altitudes. One of the possible shades is Medium Sea Grey, which worked well due to its distinct blue tint and was later adopted as the standard for high-altitude Spitfire fighters. Another likely option is Sky - we leave it up to the modeller to decide which colour to choose. The small silhouette on the board shows the appearance of the aircraft in Sky.

Spitfire PR typ C, którego numer fabryczny nie jest stuprocentowo pewny, jednak z dużym prawdopodobieństwem jest to R7030. Na zdjęciu wykonanym w Farnborough samolot nosi pełne oznakowanie samolotów myśliwskich i jest malowany stosunkowo jasnym kolorem. Z czarno-białych zdjęć nie sposób zgadnąć odcienia, jedynie możemy przypuszczać że był to kolor w tym czasie testowany do lotów na wyższych pułapach. Jednym z możliwych odcieni jest Medium Sea Grey, dobrze sprawdzający się ze względu na wyraźny niebieski odcień i przyjęty później jako standard dla wysokościowych myśliwców Spitfire. Inną opcją, która jest również prawdopodobna, jest kolor Sky - pozostawiamy do decyzji modelarza jaki kolor wybrać. Mała sylwetka na planszy pokazuje wygląd samolotu w odcieniu Sky.



ALSO AVAILABLE FROM IBG MODELS



IBG MODELS
72U080 - 1:72

Spitfire PR cockpit structure insert
for IBG Models Spitfire PR - up-armoured (post April 1940)



IBG MODELS
72U085 - 1:72

Spitfire Mk.I-Mk.V exhaust (standard)
with installation bracket
3d Printed set for IBG Models Spitfires Mk.I-Mk.V and PR A/B/C/E

- Pitot Tube (2 variants)
- Aerial Mast
- Carburetor Air Intake
- Gun Camera
- Gun Heating Outlets
- Oil Cooler
- Radiator Mesh & Flap
- Anti-spin Parachute Cover & Tail Guard
- Radio Hatch Cover
- Cockpit Doors
- Mirrors

IBG MODELS
72U083 - 1:72

Supermarine Spitfire Mk.I Early (K and L) Series
Exterior Detail 3d Printed Set

Supermarine Spitfire
Mk.I - Mk.V
Painting masks

IBG MODELS
1/72 - 72M011

for all IBG Models Spitfire Mk.I - Mk.V and PR kits



Recommended Hataka sets for IBG Spitfire Kits



Lacquer-based

Acrylics

Brush Application

ALSO AVAILABLE FROM IBG MODELS



I.A.R. 81C - Great Air Battles of 1944

1:72
72570



Supermarine Spitfire Mk. I Early - Beginning of the Saga

1:72
72580



Gotha Go 244B-1 German Transport Aircraft

1:72
72577



Focke-Wulf Fw 190D-9 Mimetal (Broad Tail)

1:72
72537

SOON AVAILABLE FROM IBG MODELS



Supermarine Spitfire Mk. I - Battle of Britain

1:72
72581



Supermarine Spitfire Mk Vb (Trop.) over North Africa 1942-43

1:72
72592

Supermarine Type 300

Spitfire Prototype K5054 first flight

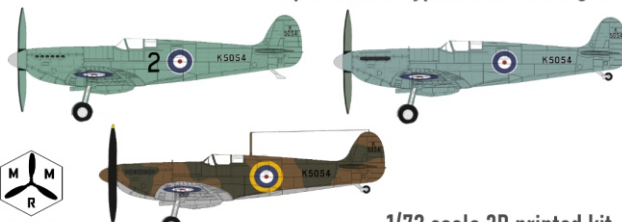


A720001

1/72 scale 3D printed kit

Supermarine Type 300

Spitfire Prototype K5054 test flights



A720002

1/72 scale 3D printed kit