

Spitfire Mk. I early

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82152

The Supermarine Spitfire is so iconic aircraft, that virtually everyone can recognize it. The service of this elegant fighter spanned remarkable 13 years with RAF. It entered the service at the end of biplane era and remained in the frontline use until the jet age.

By the early 30s the Royal Air Force (RAF) was looking for replacement of its ageing biplane fighters. The need of considerably faster aircraft was obvious, as the racing monoplane floatplanes fighting for famous Schneider Trophy were able to reach about twice the speed of RAF fighters. One of the most successful designers of the racing floatplanes was Reginald J. Mitchell. His best creation, the 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 as achievement, issued the specification F.7/30 in October 1931. It called for modern pursuit airplane capable of at least 250 mph (400 km/h) of maximum speed. Quite contrary to the demand, seven out of eight entries were biplanes again. The only monoplane proposal was the Mitchell's Supermarine 224, but the design with a gull wing, fixed undercarriage and Rolls-Royce Goshawk engine was a disappointment in many areas. The Gloster Gladiator biplane was declared the winner and RAF had to wait for its monoplane fighters a little bit longer...

From disillusion to success

The fiasco with the Type 224 did not prevent Mitchell from further work. Instead of developing the 224 he persuaded the Supermarine company to fund the completely new design of Type 300, using brand new Rolls-Royce PV12 engine, later known as the Merlin. The Air Ministry expressed interest and issued specification F.37/34 on December 28, 1934 to fund the prototype armed with four guns. By early April 1935 Mitchell received the detail of specification F10/35, calling for eight guns instead. The change was possible, but only on cost of bomb provision removal and reduction of the overall capacity of the fuel tanks. This decision caused the so-called 'short legs' of the Spitfire, meaning a lack of range and endurance.

The Type 300 performed its maiden flight on March 5, 1936. The K5054 prototype took off from the Eastleigh Aerodrome with chief test pilot Captain Joseph 'Mutt' Summers at controls. After some eight minutes the pilot was so impressed, he reportedly said: 'Do not change a thing!'. In July 1936, the prototype completed its initial trials at Martlesham Heath successfully and during December it conducted further trials now with its full weaponry of eight 0.303in (7.7mm) Browning machine guns installed. During March 1937, the problem with the armament emerged, as the guns were freezing at high altitudes. It took until October 1938 to introduce effective system of gun-heating, using the hot air from enlarged starboard underwing radiator. The modification was incorporated from 60th produced Mk.I and retrofitted to the earlier airplanes.

To the service

Initial contract for 310 Spitfires was signed in June 1936 and the first unit to receive the new fighters (during August 1938) was No. 19 Squadron at Duxford. At the time the Great Britain entered the war with Germany (September 3, 1939), the RAF had already taken delivery of 306 Spitfires serving with eleven squadrons and by the beginning of May 1940 a

further eight squadrons were added. Unfortunately, Reginald Mitchell did not live to see the Spitfire serving with the RAF units, as he died on June 11, 1937 at the age of 42. The burden of the Spitfire development was on Joe Smith afterwards. It is fair to say the production of Spitfire was far from smooth, especially due to the complex design of its elliptical wing, so several subcontractors were to help to fulfil the orders. The first dogfight between Messerschmitt Bf 109s and Spitfire Mk.Is took place near Calais on May 23, 1939, but the first aerial victory (not counting two downed Hurricanes of No. 151 Squadron in infamous Barking Creek incident) had to wait until October 16, 1939, when nine Junkers Ju 88s attacked Royal Navy warships in the Firth of Forth. Two of them were shot down by pilots from Nos. 602 and 603 Squadrons. Half a year later the German forces launched their offensive in the West Europe and the Spitfires started to fire their guns in anger much more frequently, with the glory time coming, when famous Battle of Britain broke out in July 1940. Although the pursuit burden of the Battle was mainly on more numerous Hurricanes, the Spitfire became an icon during the Battle.

Constant development

The development of Spitfire was ongoing process from early stage of its service. A very important issue was the armour of the vitally important parts of the aircraft, as the early production Spitfires had simply none. As a first measure the laminated glass was added to the windscreen. After that, the upper fuel tank received 3mm thick cover of light alloy, while lower one was protected by the Linatex sandwich (rubber and canvas). More to it, the steel plate was fitted behind the seat to protect pilot. Off course, the armouring added to the weight. The first production Spitfire Mk.Is were 5,819 lb (2639 kg), reaching top speed of 362 mph (583 km/h). In the summer of 1940, the weight of fully modified Mk.Is rose to the 6150 lb (2789 kg) and the maximum speed decreased to 350 mph (563 km/h). Despite this decrease of the performance the later aircraft were better because more complex fighters than the early ones.

The kit: Spitfire Mk.I early series

The early Spitfires were herald of great times of this design. Still in the stage of maturation, it lacked some of its typical shape with two-blade wooden Weybridge propeller and flat canopy. But this changed quite rapidly, as starting from 78th serial aircraft the Spitfire received three-bladed two-pitch metal De Havilland 5/20 propeller (retrofitted also to the earlier aircraft as well). The move increased the maximum speed, raised the ceiling, and shortened the take-off run. Starting from the early 1939 the Spitfires also received new semi-bubble canopy improving the pilot's view. The first production Spitfire Mk.Is were not equipped with the to-be-solved guns heating, so they lacked the corresponding underwing vents. These early aircraft had also older style 'bi-fingered' pitot tube and windscreen without armor plating or rearview mirror. All these variations are included in the kit.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



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



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

INSTRUCTION SIGNS * INSTR. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



PIÈCES

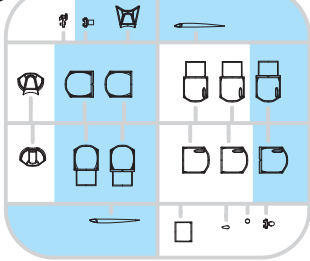


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PLASTIC PARTS

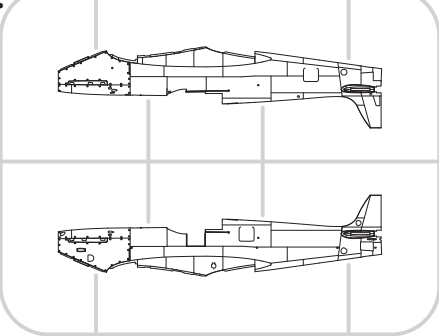
A>

82160 A



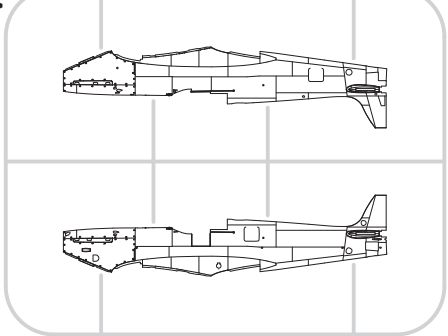
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82160 B



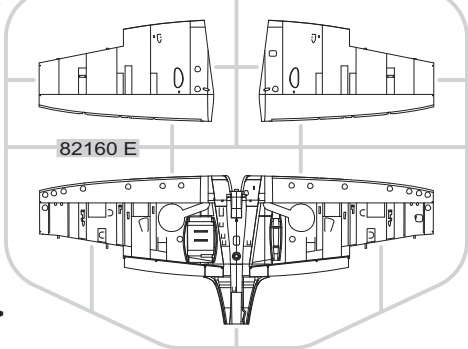
C>

82160 C



J>

82160 J

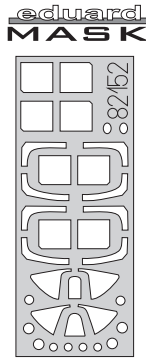
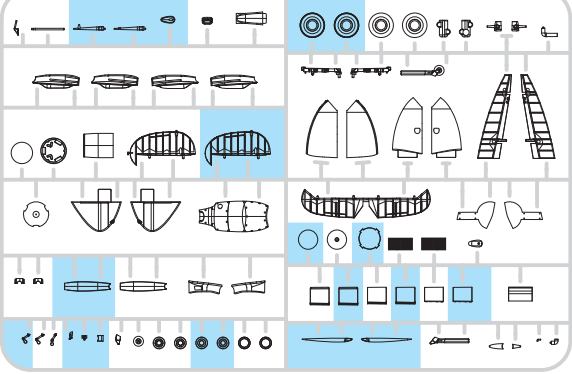


82160 E

E>

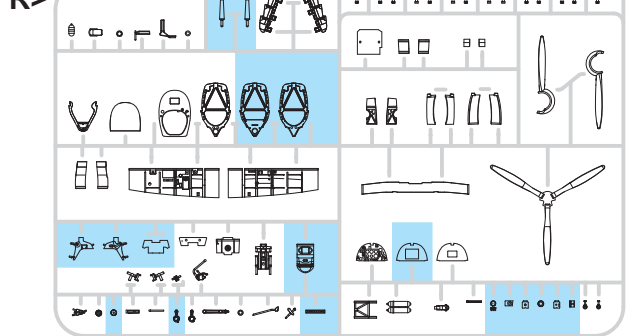
P>

82160 P



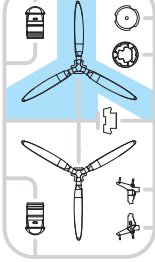
R>

82160 R

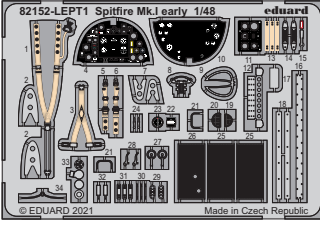


U>

82160 U



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



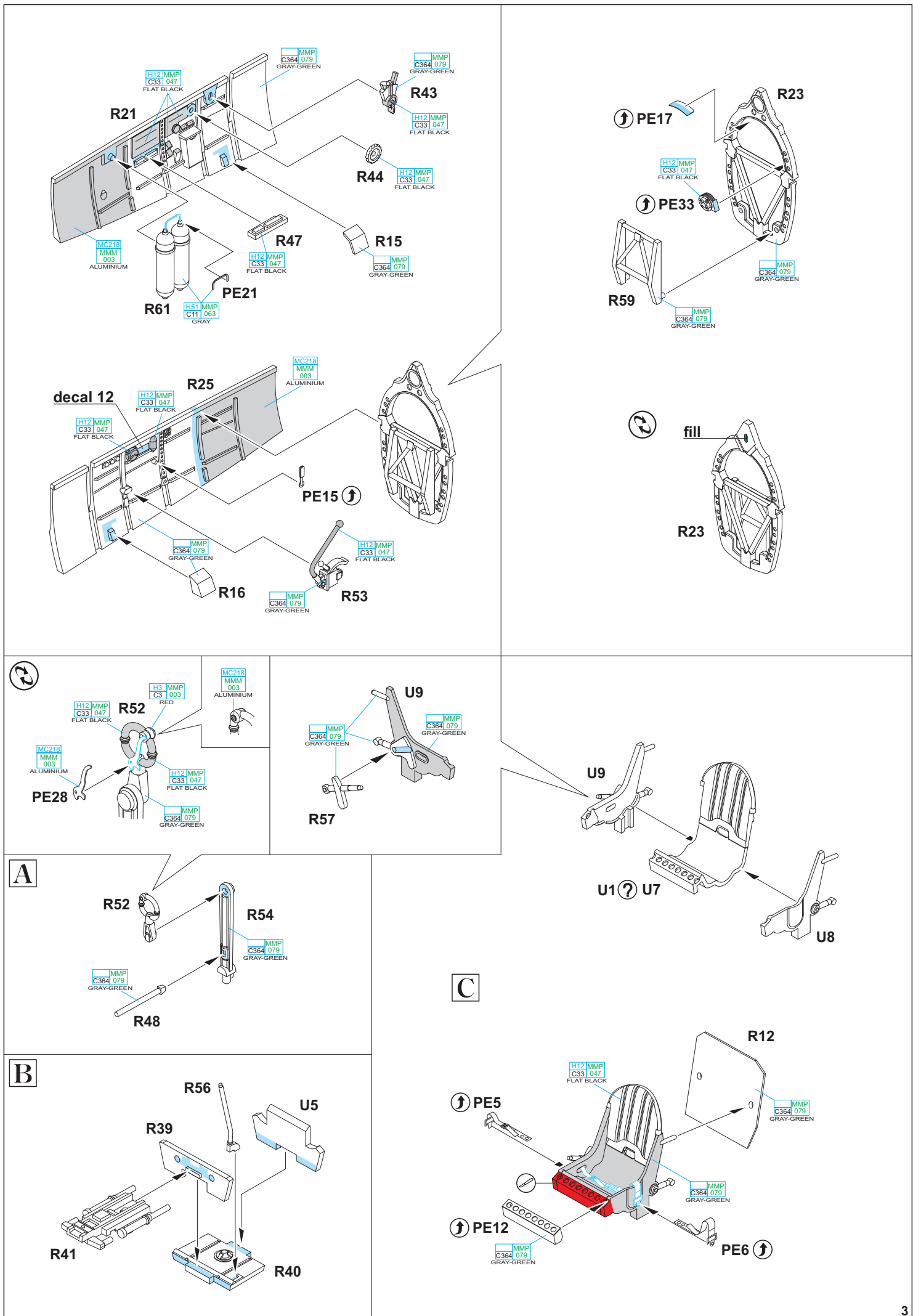
PEINTURE

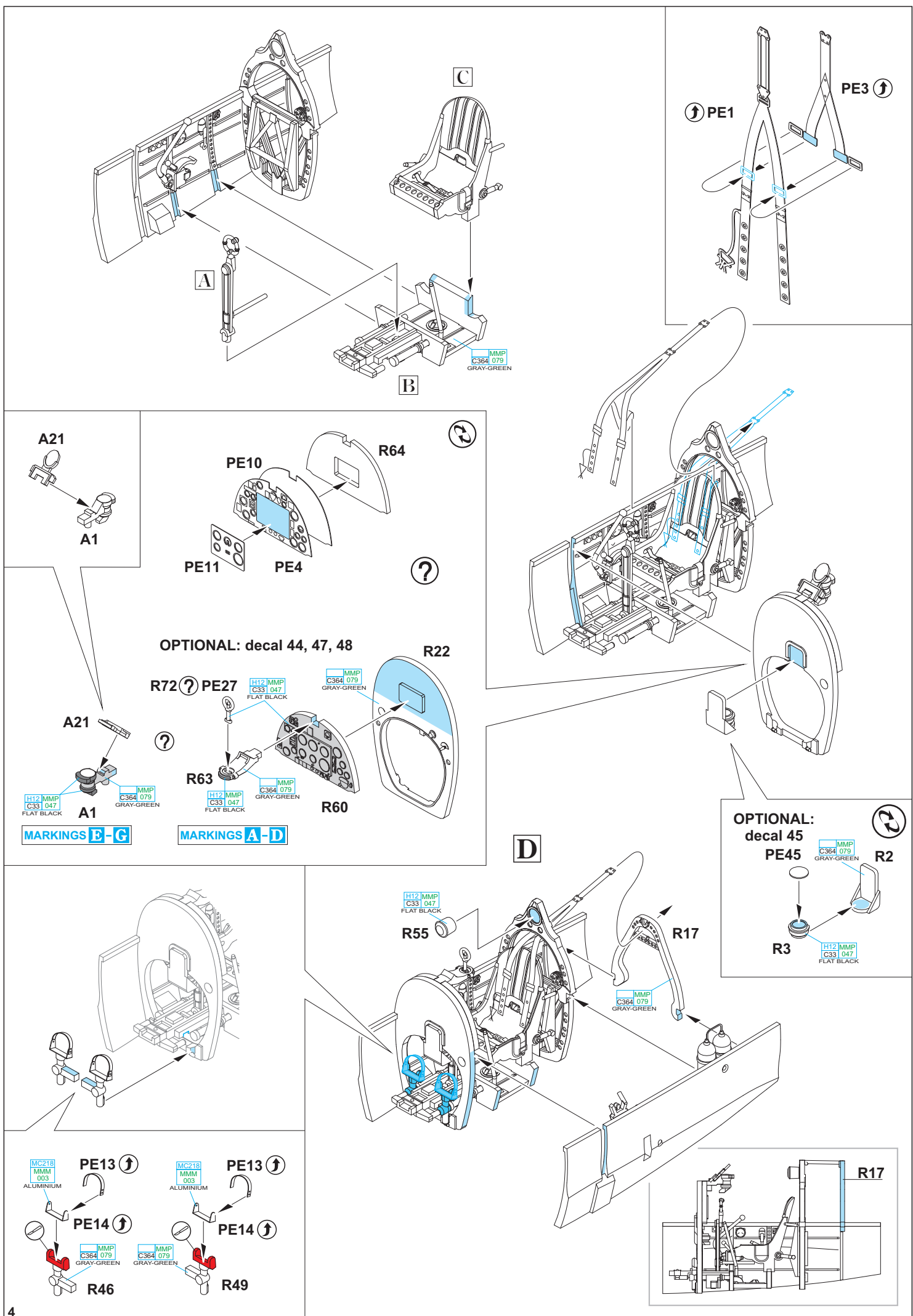


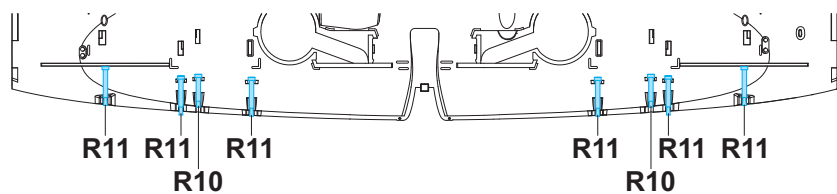
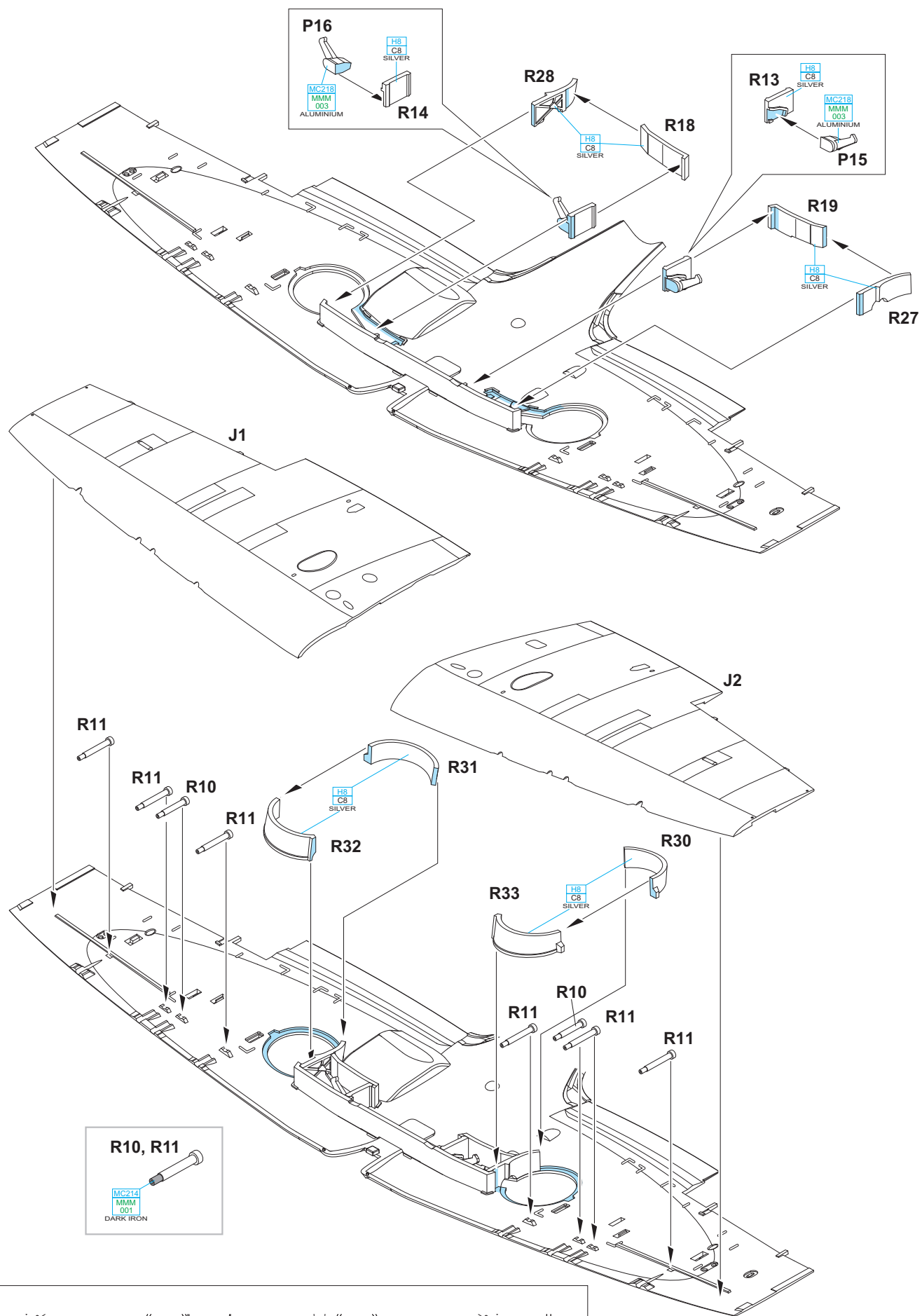
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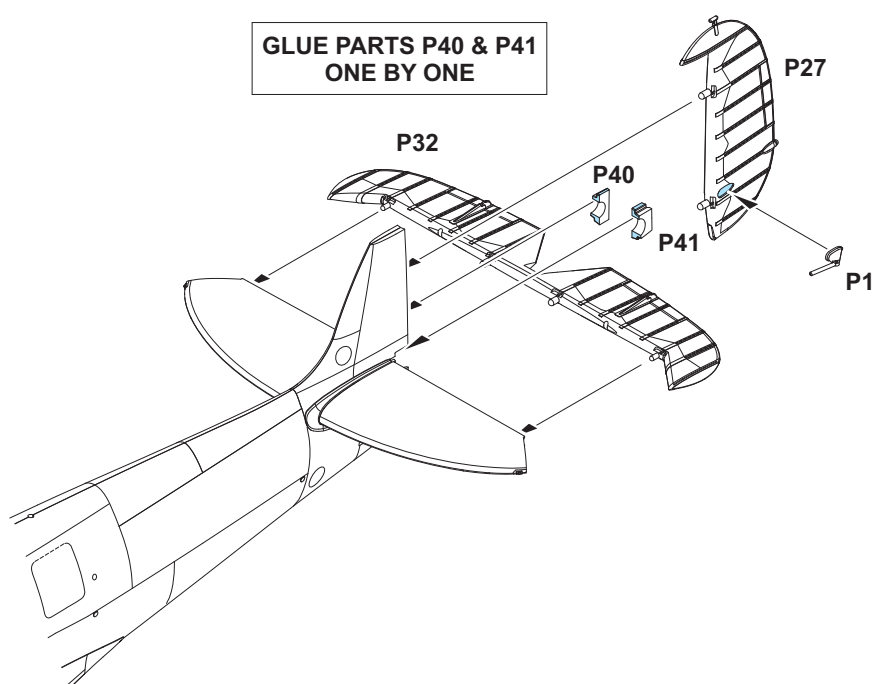
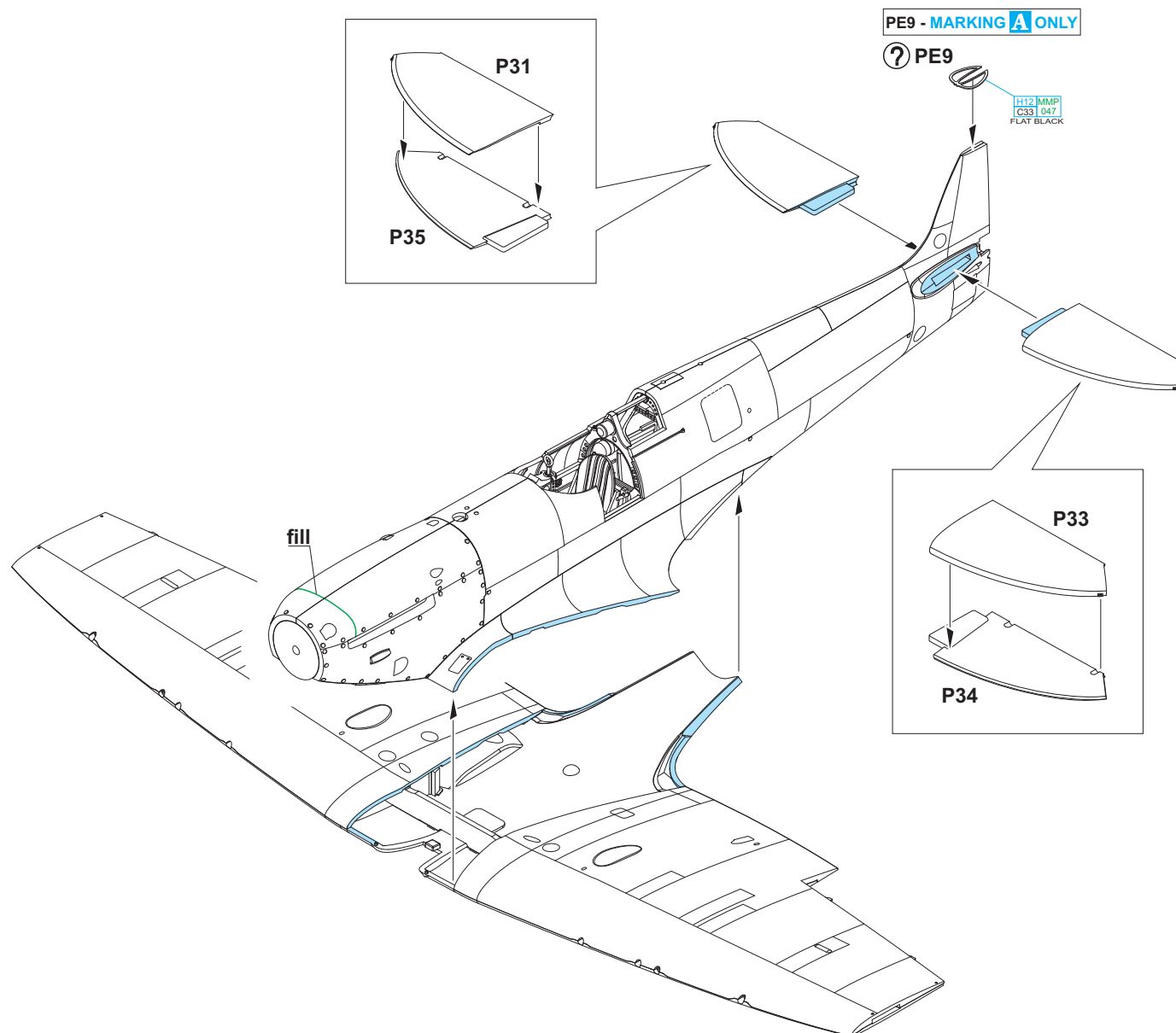
GSI Creos (GUNZE)		MISSION MODELS
AQUEOUS	Mr.COLOR	PAINTS
H3	C3	[MMP-003] RED
H4	C4	[MMP-007] YELLOW
H8	C8	SILVER
H11	C62	[MMP-001] FLAT WHITE
H12	C33	[MMP-047] FLAT BLACK
H72	C369	[MMP-078] DARK EARTH
H77	C137	[MMP-040] TIRE BLACK

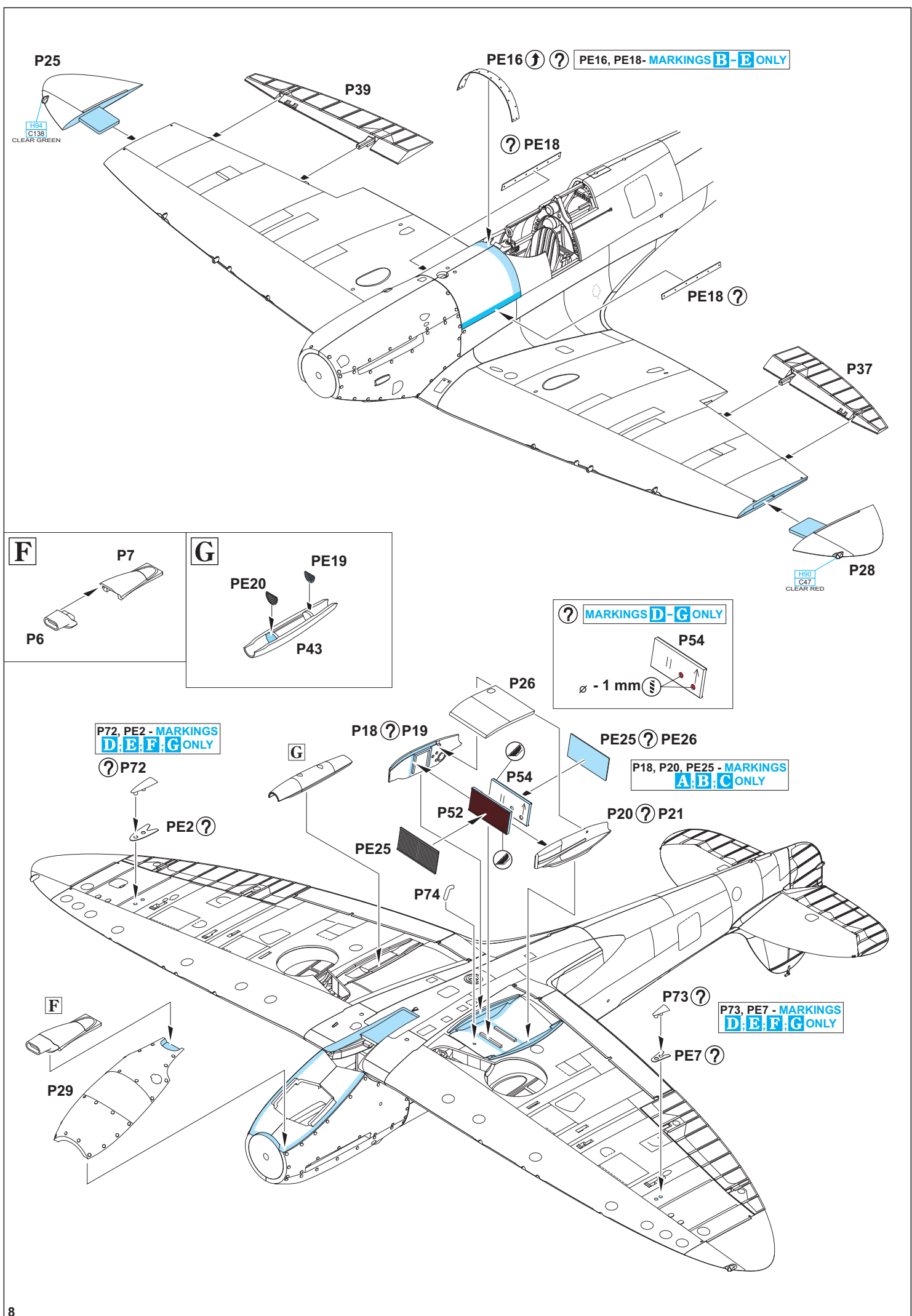
GSI Creos (GUNZE)		MISSION MODELS
AQUEOUS	Mr.COLOR	PAINTS
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H330	C361	[MMP-077] DARK GREEN
	C364	[MMP-079] AIRCRAFT GRAY-GREEN
Mr.METAL COLOR		METALLICS
[MC214]		[MMM-001] DARK IRON
[MC218]		[MMM-003] ALUMINIUM



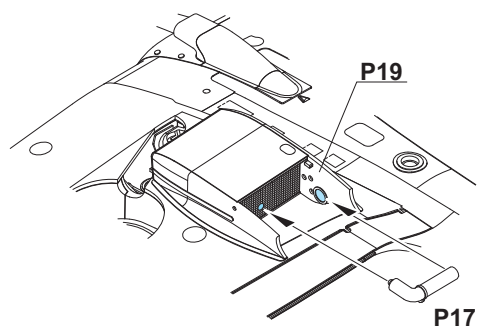
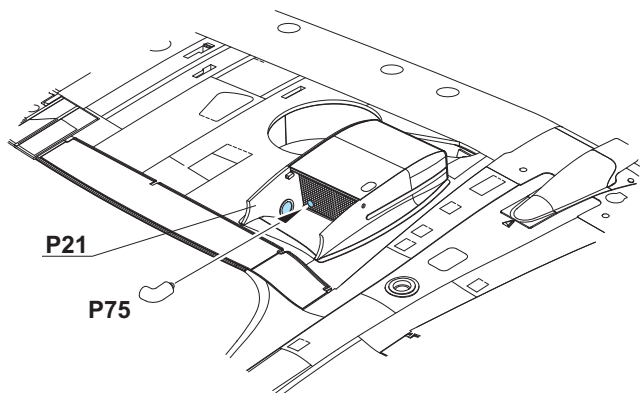




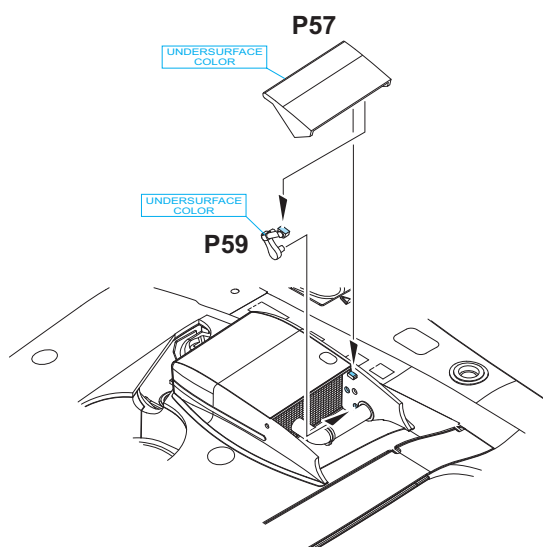
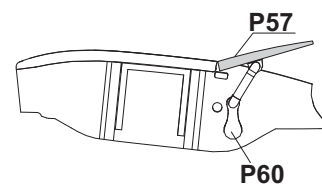
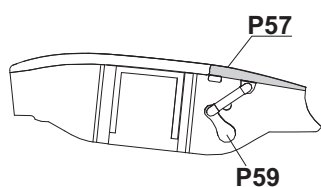
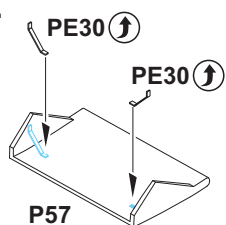




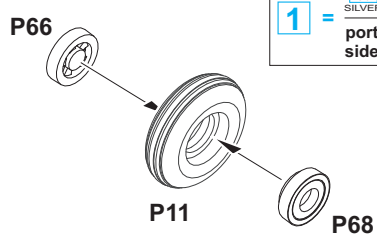
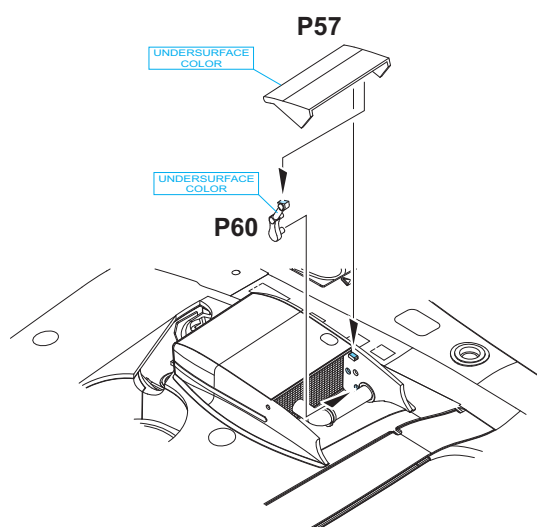
MARKINGS **D;E;F;G** ONLY



2 pcs.

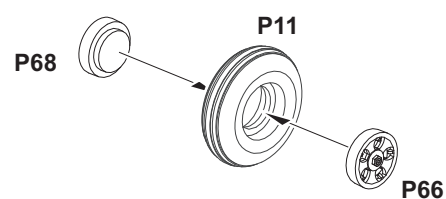


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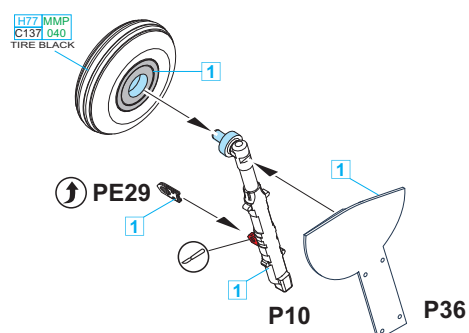


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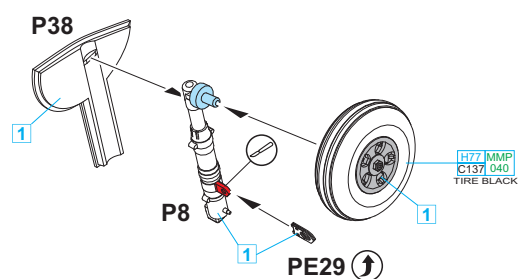
H8 CB SILVER	- MARKINGS A;B;C;D	H12 MMP C33 047 FLAT BLACK	starboard	H11 MMP C62 001 FLAT WHITE	- MARKING E;F;G
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H

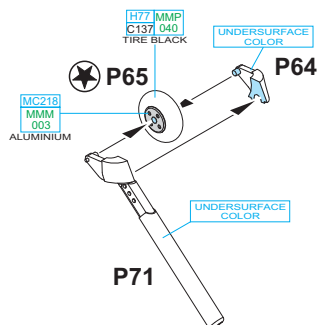
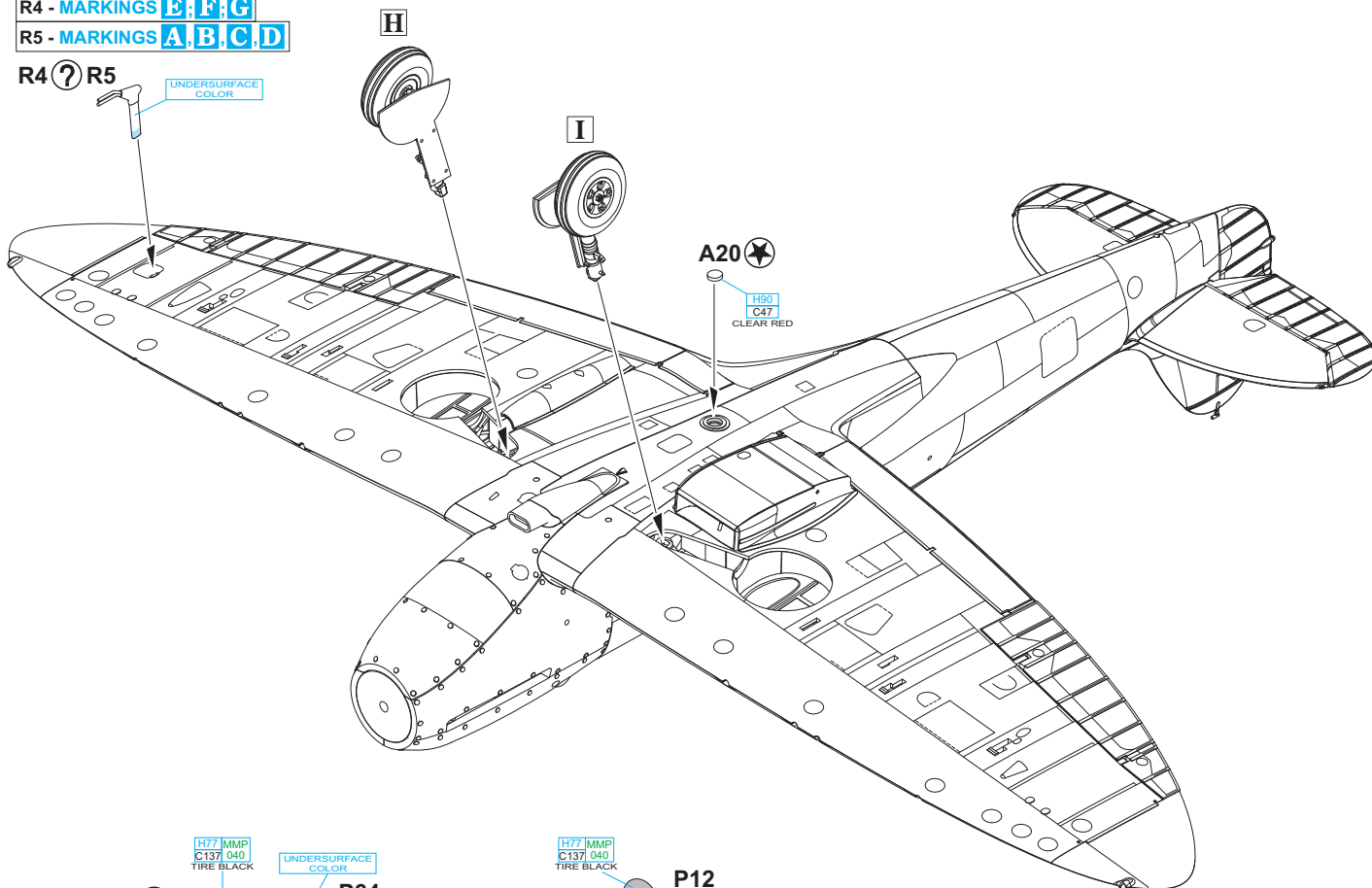


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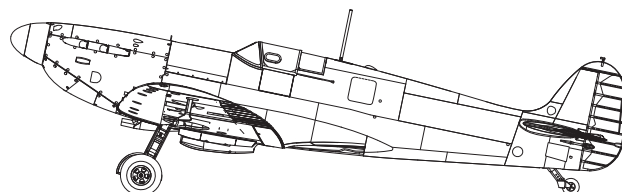
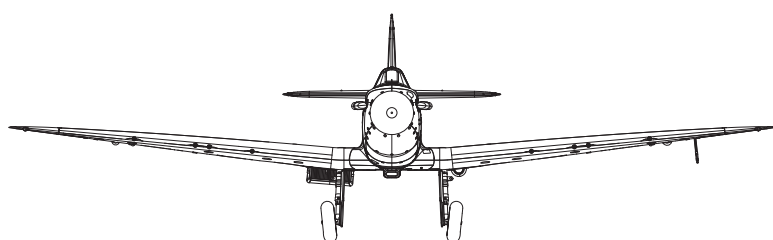
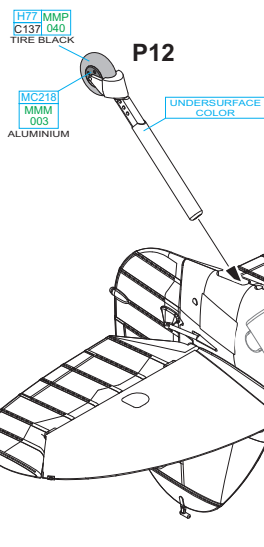


R4 - MARKINGS **E,F,G**
R5 - MARKINGS **A,B,C,D**

R4 ? R5

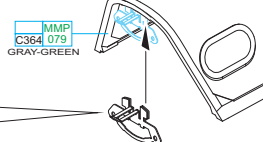
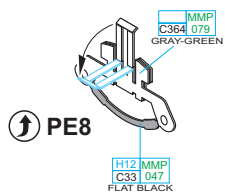


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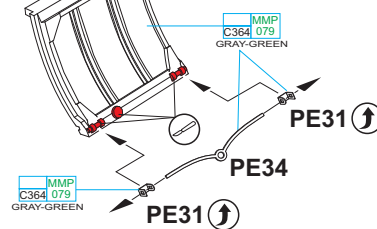
J

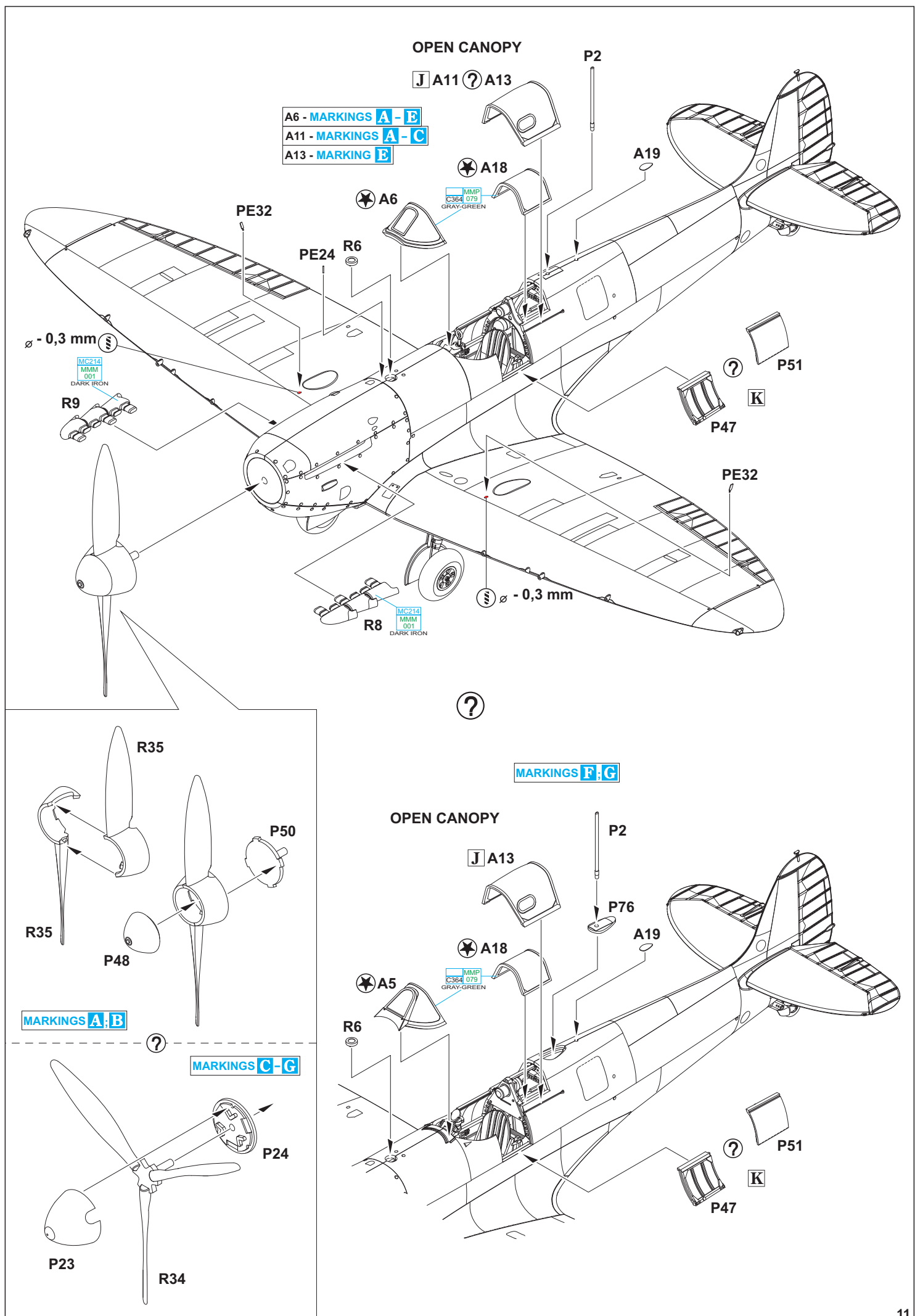
A11 ? A12 ? A13 ? A14 (star symbol)



K

P47 ? P51 ? P55





CLOSED CANOPY

A12 - MARKINGS **A-D**
A14 - MARKINGS **E-G**

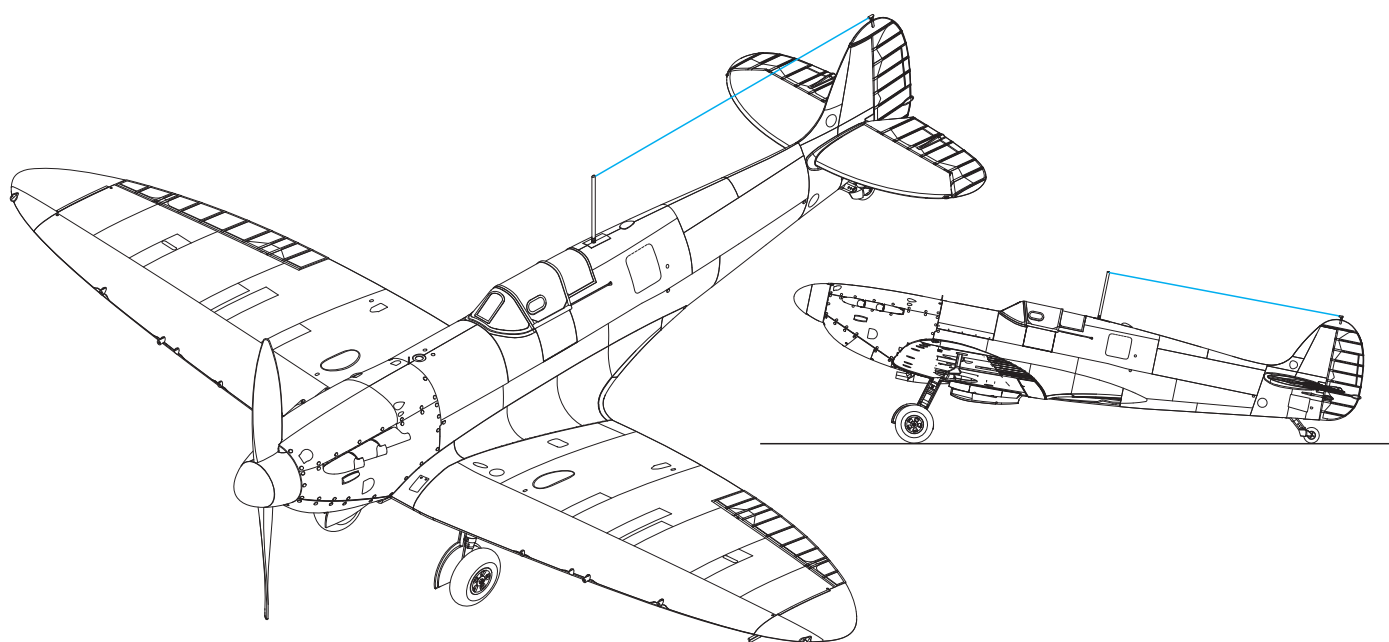
J A12 ? A14

A5 - MARKINGS **F-G**
A6 - MARKINGS **A-E**

A5 ? A6

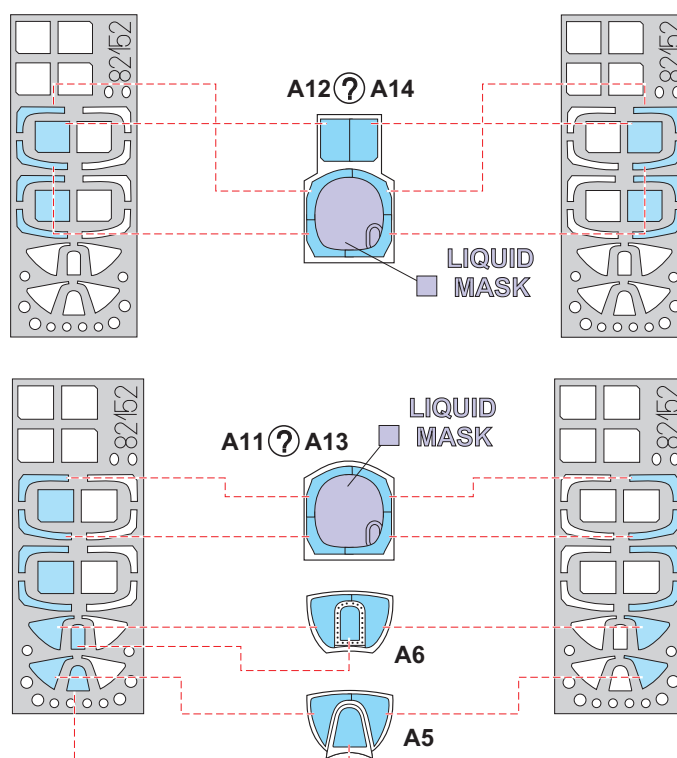
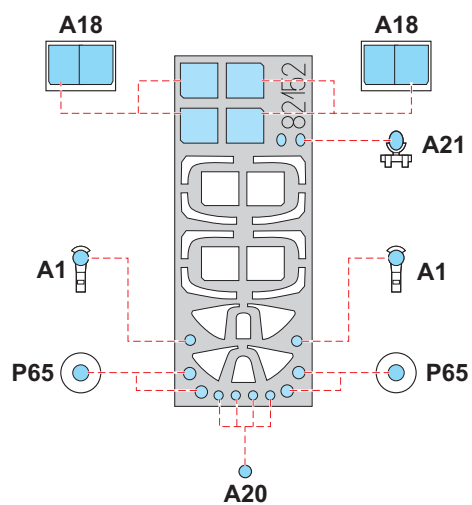
MMP
C364 079
GRAY-GREEN

K P55



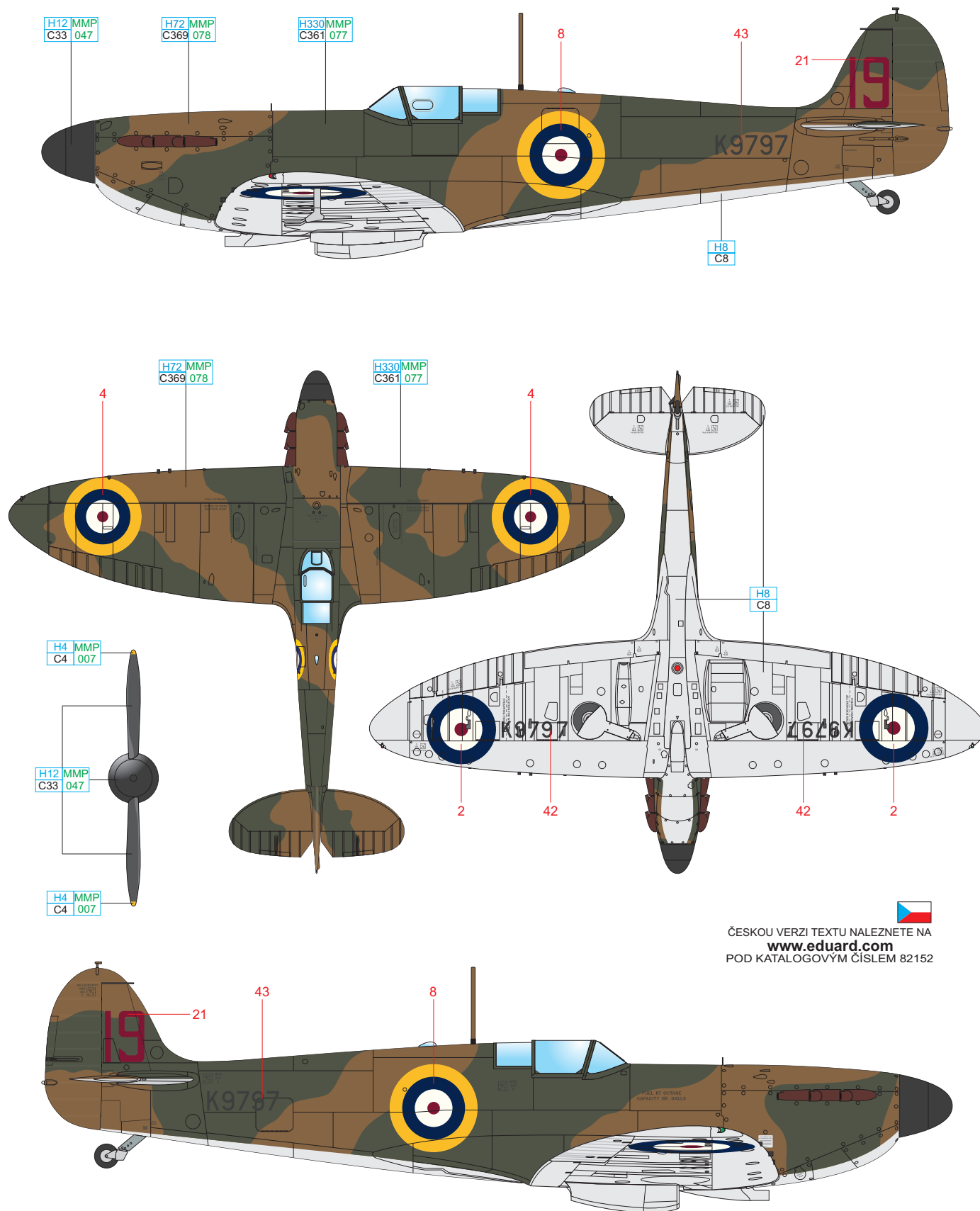
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A K9797, flown by Sgt. George Unwin, No. 19 Squadron, RAF Duxford, Cambridgeshire, United Kingdom, October 1938

The aircraft is equipped with a double-bladed propeller, a flat canopy, an older type of pitot tube and a protection against parachute catching, installed on the tail. K9797 was the 11th production Spitfire and in October 1938 it was delivered to No. 19 Squadron, RAF Duxford. K9797 flew a total of 88 hours 55 minutes. It was written off after the accident on March 9th, 1939. While acting as a target aircraft during gun practice, the engine stopped, and the pilot deliberately crashed to avoid the children's playground. The pilot was the future Wing Commander George Cecil Unwin DSO, DFM & Bar (1913-2006). During Operation Dynamo, he shot down three aircraft (Hs 126, Bf 110 and He 111). The Battle of Britain allowed him to raise the total by another eleven kills.



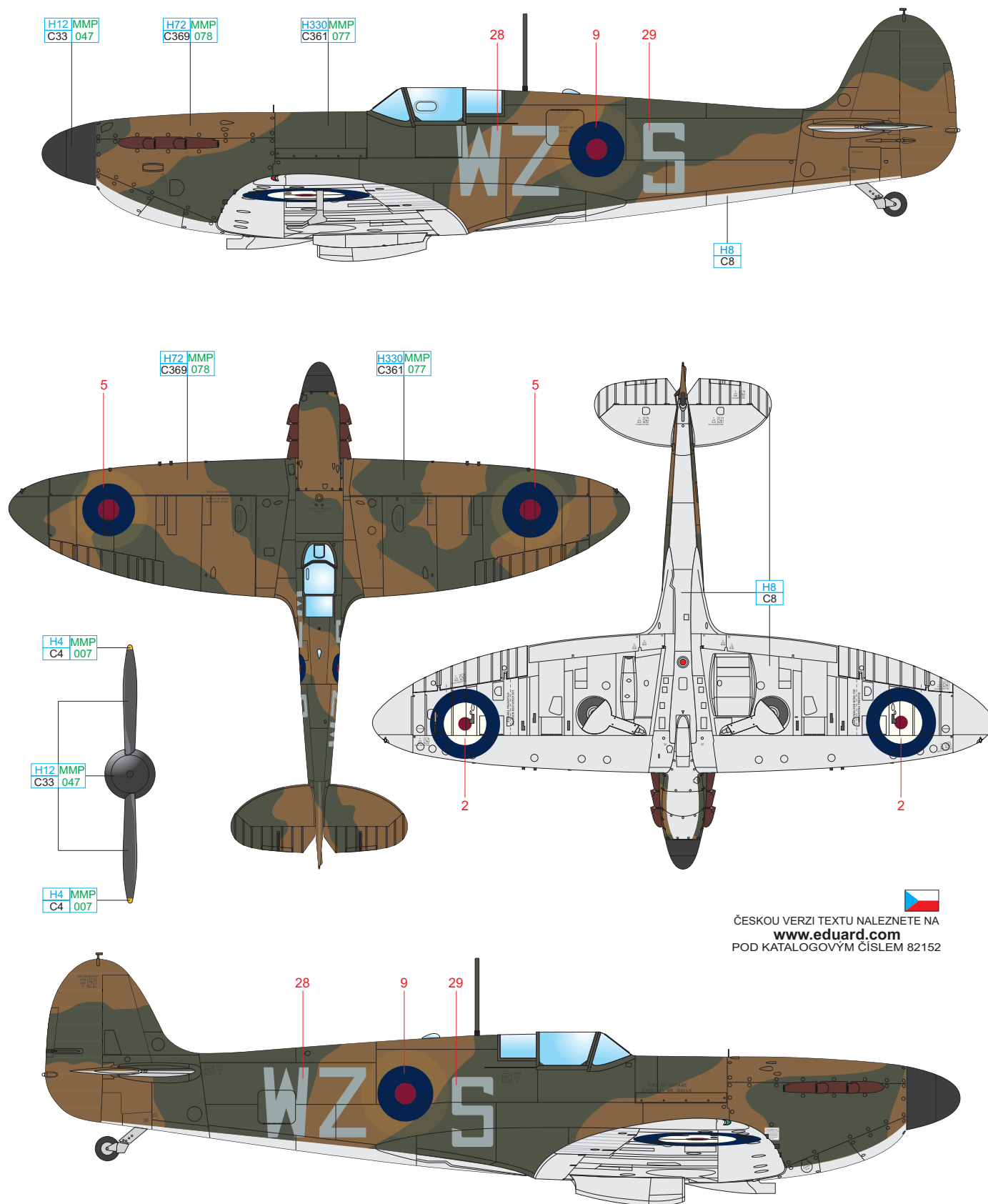
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 POD KATALOGOVÝM ČÍSLEM 82152

YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047
DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077
		SILVER	H8 C8

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B No. 19 Squadron, RAF Duxford, Cambridgeshire, United Kingdom, early 1939

This aircraft is equipped with a double-bladed propeller, a flat canopy and an older type of pitot tube. The No. 19 squadron was founded in early 1915 and during second half of the Great War it flew with Spad airplanes and Sopwith Dolphins. One of unit aces from this period was the future Air Chief Marshal Sir James Donald Innes Hardman, GBE, KCB, DFC (1899-1982), who, after the World War II, became Chief of the Air Staff (CAS) of the RAAF. In 1938 No. 19 Squadron became the first RAF unit to fly Spitfires. During 1939 the fuselage code of the unit changed to "QV". In 1944 unit exchanged Spitfires for Mustangs. The last type, the unit flew was the BAe Hawk. In November 2011 after almost a hundred years of continuous service, the Squadron was disbanded. Among the aces who flew Spitfires with No. 19 Squadron were Douglas Bader (23 victories), F.W. Higginson (15 victories) or Gordon Sinclair (10 victories). Czechoslovak pilot František Doležal was also a member of this squadron during the second half of the Battle of Britain. During September 1940 he achieved two confirmed victories and two probables.



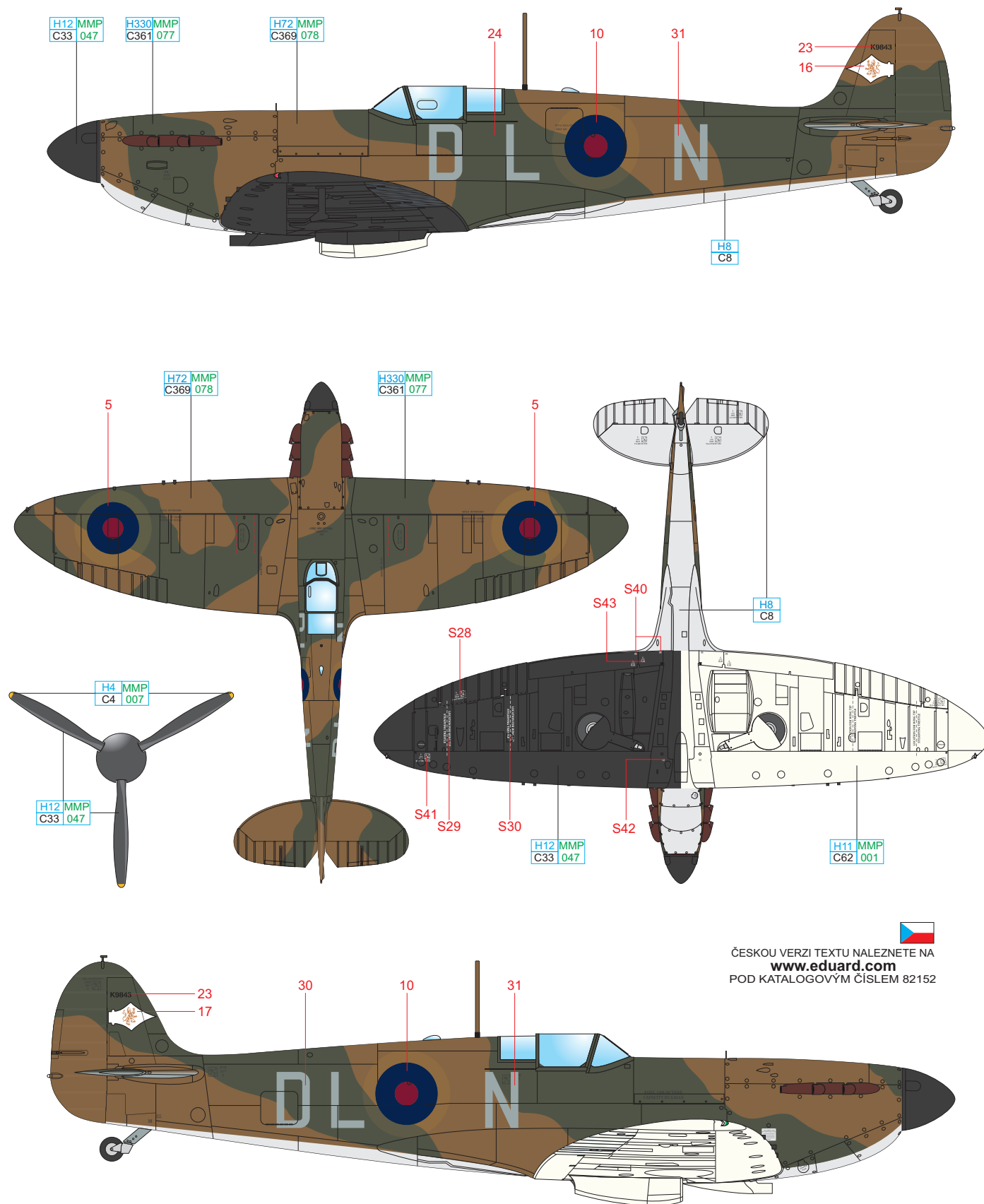
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YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047
DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077
		SILVER	H8 C8

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C K9843, No. 54 Squadron, Hornchurch, Essex, United Kingdom, early 1940

The aircraft is equipped with a three-bladed propeller, a flat canopy and an older type of pitot tube. In January 1939 it was taken over by No. 41 Squadron at RAF Catterick. On February 4th, 1939, this Spitfire was slightly damaged by Sgt. Reginald Thomas Llewellyn during landing. The same pilot caused a more serious accident with the same aircraft on November 30th, 1939. Llewellyn won 13.5 air victories during 1940, but on August 15th, 1940 he was shot down by a Messerschmitt Bf 110 and suffered serious injuries. After repair, the Spitfire K9843 was assigned to No. 54 Squadron in February 1940. The emblem of this squadron was painted on the tail of the aircraft. At the end of the Dynamo operation, No. 54 Squadron became one of three units with Spitfires, in whose ranks a pilot became an ace. It was the legendary P/O Alan Christopher Deere from New Zealand, who had six victories at the end of May 1940.

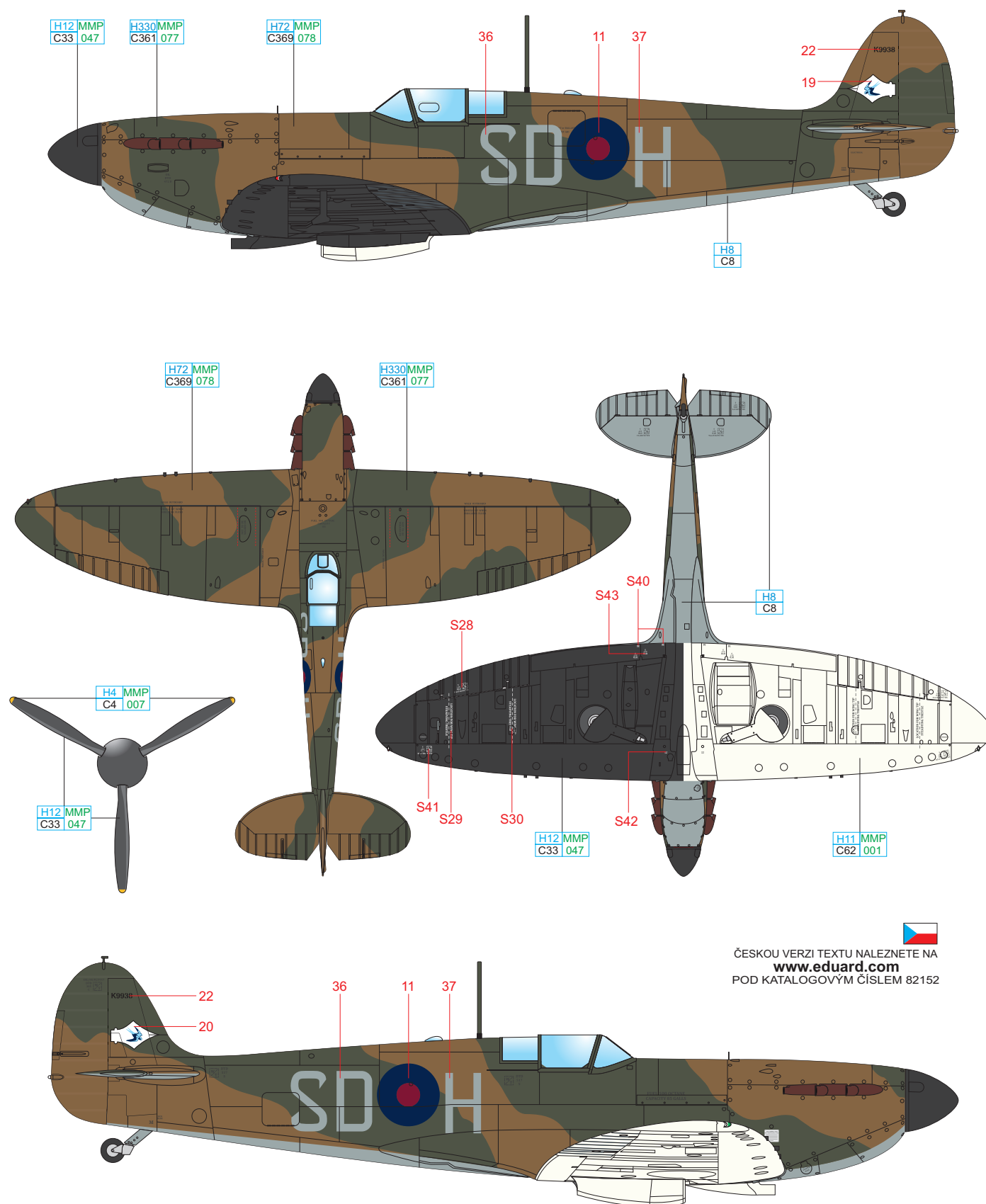



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YELLOW	H4 C4	MMP 007	BLACK	H12 C33	MMP 047	WHITE	H11 C62	MMP 001
DARK EARTH	H72 C369	MMP 078	DARK GREEN	H330 C361	MMP 077	SILVER	H8 C8	

D K9938, No. 72 Squadron, Church Fenton, North Yorkshire, United Kingdom, April 1939

The aircraft is equipped with a three-bladed propeller, a flat canopy and an older type of pitot tube. In April 1939, it was taken over by No. 72 Squadron and was given the designation "SD-H", later changing to "ZP-W". The emblem of this squadron is displayed on the tail. The aircraft was lost in combat on September 2nd, 1940. The unit intercepted formation of Dorniers, escorted by Messerschmitt Bf 110s over the Isle of Thanet. During the fight No. 72 Sqn. shot down four Bf 110s of ZG 2 and ZG 26, but also K9938 piloted by Sgt. Norman Robert Norfolk was shot down. The pilot bailed out and parachuted at Herne Bay. Norfolk served with the unit at least since October 1939 and during the Battle of Britain scored four victories, for which he received the DFC. He later served as an instructor at the No. 25 (Polish) Elementary Flying Training School at RAF Westwood and stayed serving with flight schools even after the war.



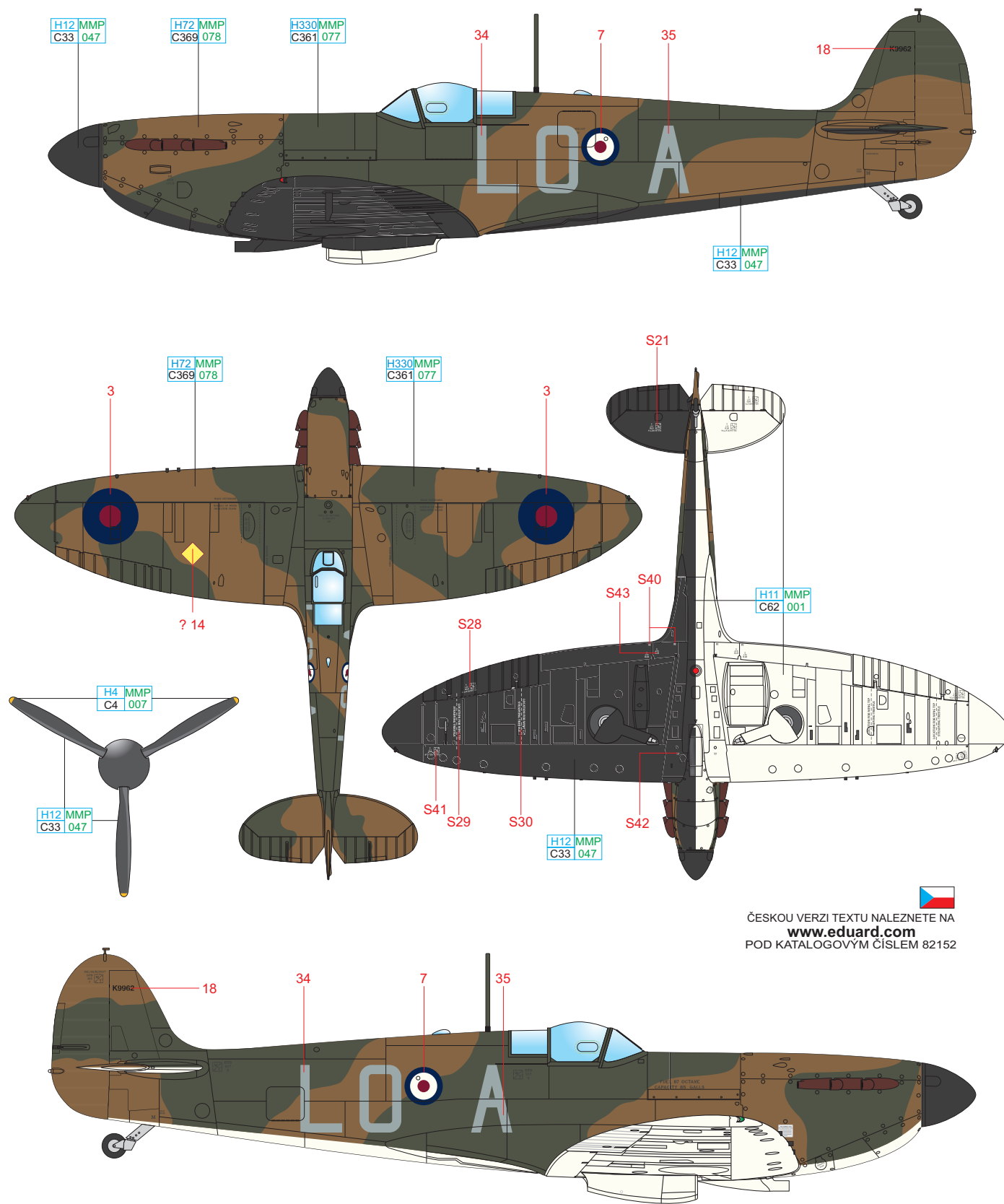
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YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001
DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077	SILVER	H8 C8

eduard

E K9962, flown by S/Ldr. Andrew Farquhar, CO of No. 602 Squadron, RAF Abbotsinch, Renfrewshire, United Kingdom, May 1939

The aircraft is equipped with a three-bladed propeller, a blown canopy, a stripe on the fuel tank and a newer type of pitot tube. No. 602 (City of Glasgow) Squadron took over this plane in May 1939. It was flown by S/Ldr. Andrew Farquhar on February 22nd, 1940 when he shot down a Heinkel He 111 from 1.(F)/Aufkl. Gr. Ob. d. L. in cooperation with another pilot. He 111 landed at Lumsdaine, East Coldingham and the crew of Lt. Grote tried to set it on fire. Farquhar tried to land next to the Germans to prevent them from destroying the plane but flipped his Spitfire on landing. The German crew rescued him from the wreckage and then they all together carried injured gunner away from the burning Heinkel. Upon arrival of the Home Guard, everyone, including Farquhar, was arrested. During the war, he reached the rank of Wing Commander, achieved 6 victories and was awarded the DFC. Spitfire K9962 was shot down on September 4th, 1940 by a Bf 109 and its pilot Sgt J.W. Ramshaw died.



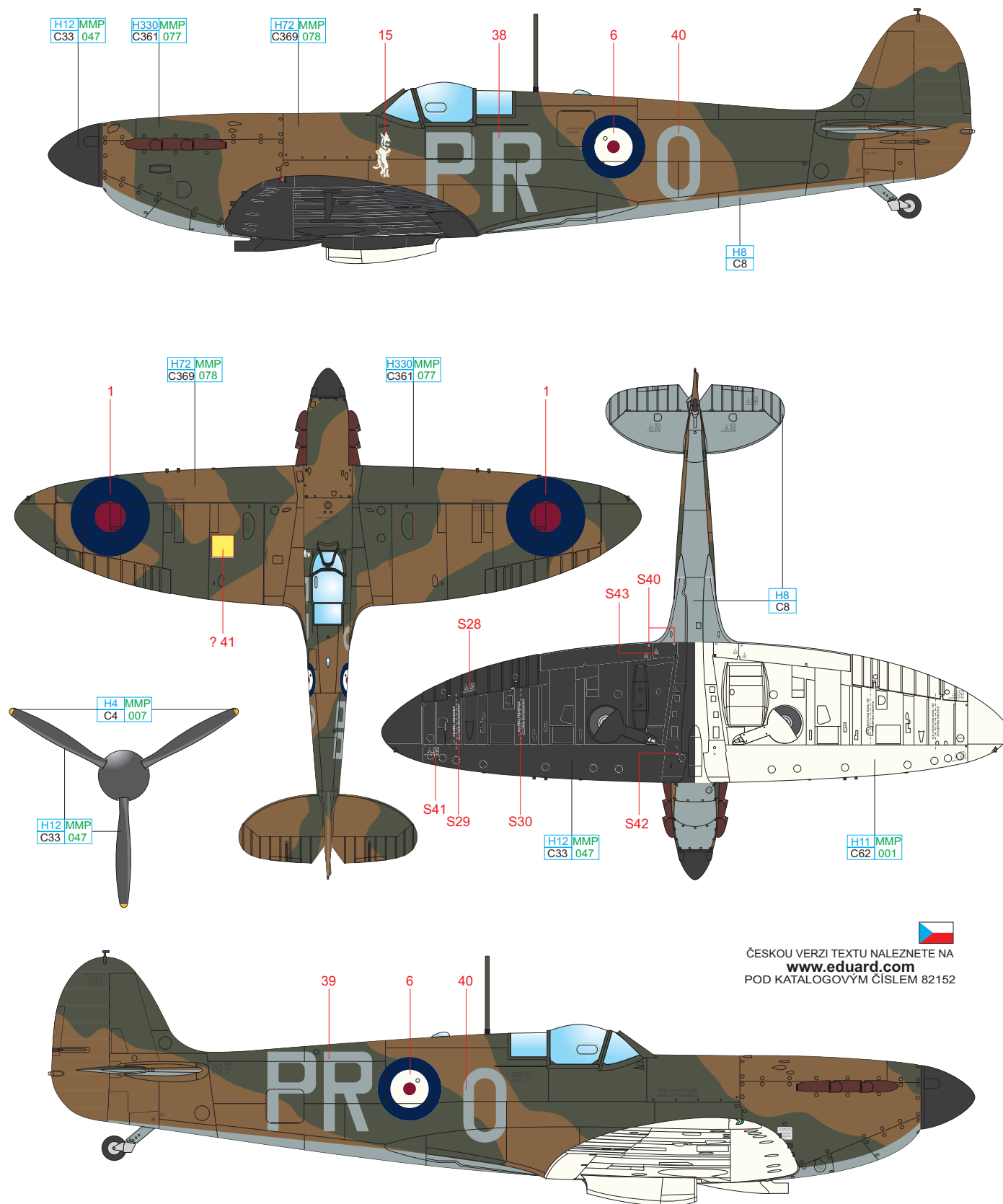
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 POD KATALOGOVÝM ČÍSLEM 82152

YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047
DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077
		WHITE	H11 MMP C62 001

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F No. 609 Squadron, Drem, East Lothian, United Kingdom, March 1940

The aircraft is equipped with a three-bladed propeller, a blown canopy, a stripe on the fuel tank and additional armor on the windshield. On the left side under the canopy is a drawing of a comic book character named Pip. It came from British strip cartoon Pip, Squeak and Wilfred, which was published between 1919 and 1956. Their names were often used in the British Armed Forces, even in official designations. No. 609 (West Riding) Squadron was established as part of the Royal Auxiliary Air Force in 1936 and its first aircraft type was Hawker Hart. The unit received Spitfires in August 1939 and served in the defense of northern England. Squadron moved south to take part in Operation Dynamo and lost one third of the pilots in combat during three days of the operation. It became the first RAF unit to achieve 100 air victories. In the Battle of Britain, its most successful pilots were FI/Lt. Frank Howell (8 victories) and FI/Lt. John Dundas (9 victories).



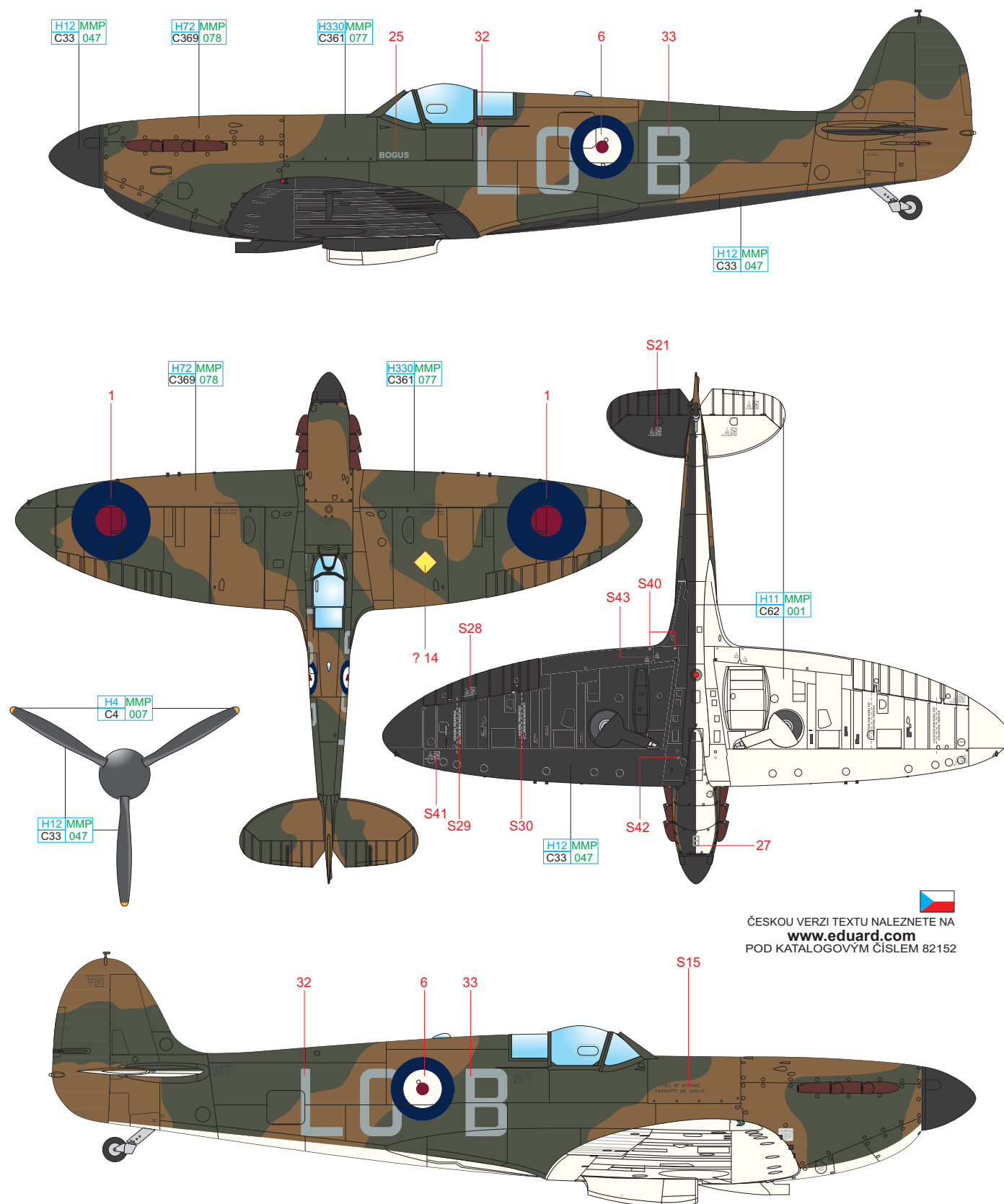
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YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001
DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077	SILVER	H8 C8

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G No. 602 Squadron, Drem, East Lothian, United Kingdom, April 1940

The aircraft is equipped with a three-bladed propeller, a blown canopy, and the windshield with additional armor. Under the canopy is the inscription **BOGUS**, the meaning of which is not yet known. No. 602 (City of Glasgow) Squadron was established as part of the Royal Auxiliary Air Force in 1925 and its first aircraft were the Airco DH.9. The unit received Spitfires in May 1939 and served in the defense of Scotland until August 1940. Among successful pilots during 1940 were S/Ldr. Alexander "Sandy" Johnston (7 victories), Sgt. Basil Whall (7 victories), P/O Osgood Hanbury (10 victories) or Sgt. Cyril Babbage (7 victories). On October 16th, 1939, the unit took part in the shooting down of the first German aircraft over British territory during the air raid of I./KG 30 on Scapa Flow. On October 28th, the squadron shot down the first German aircraft over the British soil, He 111 over Firth of Forth. F/O "Archie" McKellar (18 victories) took part in both combats.



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YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047
DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077
		WHITE	H11 MMP C62 001

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Spitfire Mk.I early

STENCILING POSITIONS

