

Spitfire Mk.Vb mid

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82157

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 Joseph Mitchell. His Supermarine S.6B set the new world speed record at 407 mph (655 km/h) on September 20, 1931, and British Air Ministry, obviously under influence of it, issued the specification F.7/30 in October 1931. Although it called for modern aircraft capable of at least 250 mph (400 km/h), seven out of eight entries were biplanes. The only monoplane was Mitchell's Supermarine 224, but the aircraft with a gull wing, fixed undercarriage and R&R 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 66 gallons. The decision caused the so called "short legs" of the Spitfire, meaning a lack of range.

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 existing 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 it was not efficient 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.

The CBAF (Castle Bromwich Aircraft Factory) launched the Spitfire Mk.V production in June 1941 while it was fulfilling the contract for 1,000 Mk.IIs, signed on April 12, 1939. Gradually the company received another eight orders to produce Spitfires Mk.V, of which the last one, from May 1942, largely transitioned to the manufacture of modernized Spitfires Mk.IX. Until the end of April 1943, the total production at CBAF reached 3,003 Spitfires Mk.Vb and 1,474 Spitfires Mk.Vc.

Since the summer 1943, the Mk.V production was under way at Westland company located in Yeovil in county of Somerset. Westland manufactured various versions of Spitfire Mk.V until November 1943 and ultimately delivered a total of 140 Mk.Vb and 495 Mk.Vc. 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.

ATTENTION

UPOZORNĚNÍ

ACHTUNG

ATTENTION

注意



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



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

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

- 
 OPTIONAL
VOLBA
- 
 BEND
OHNOU
- 
 SAND
BROUSIT
- 
 OPEN HOLE
VYVRTAT OTVOR
- 
 SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
- 
 REMOVE
ODRÍZNOUT
- 
 REVERSE SIDE
OTOČIT
- 
 APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS

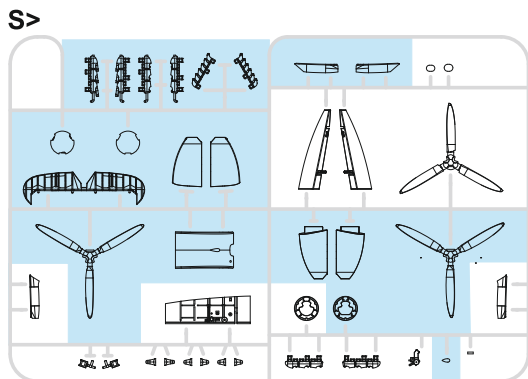
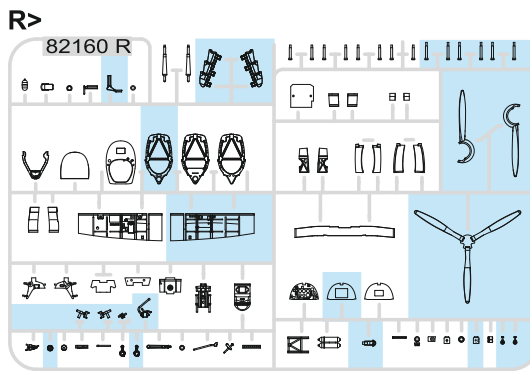
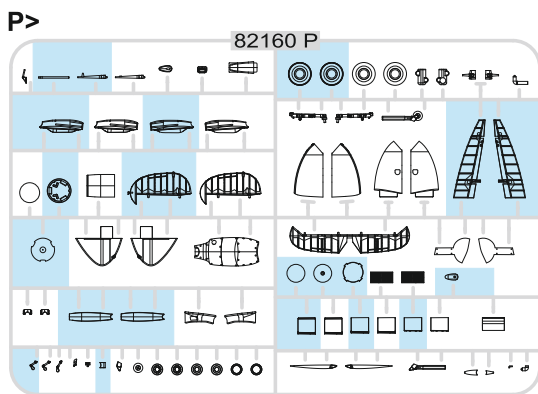
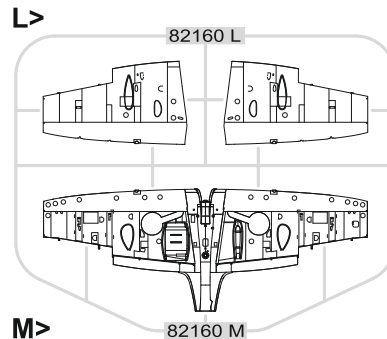
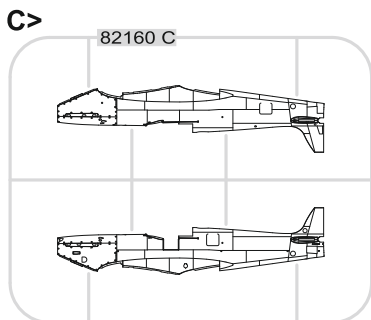
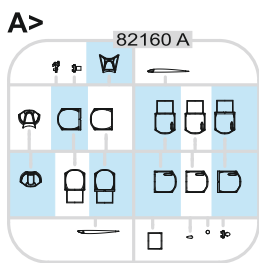
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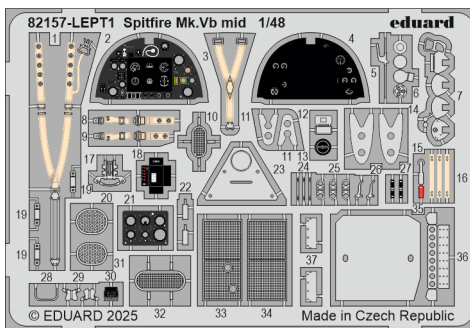
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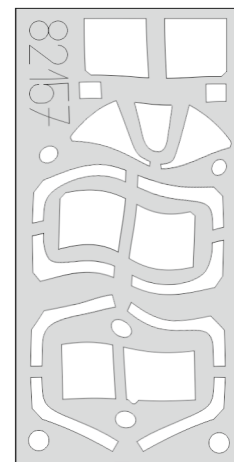
PLASTIC PARTS



PE - PHOTO ETCHED DETAIL PARTS



eduard
MASK



-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

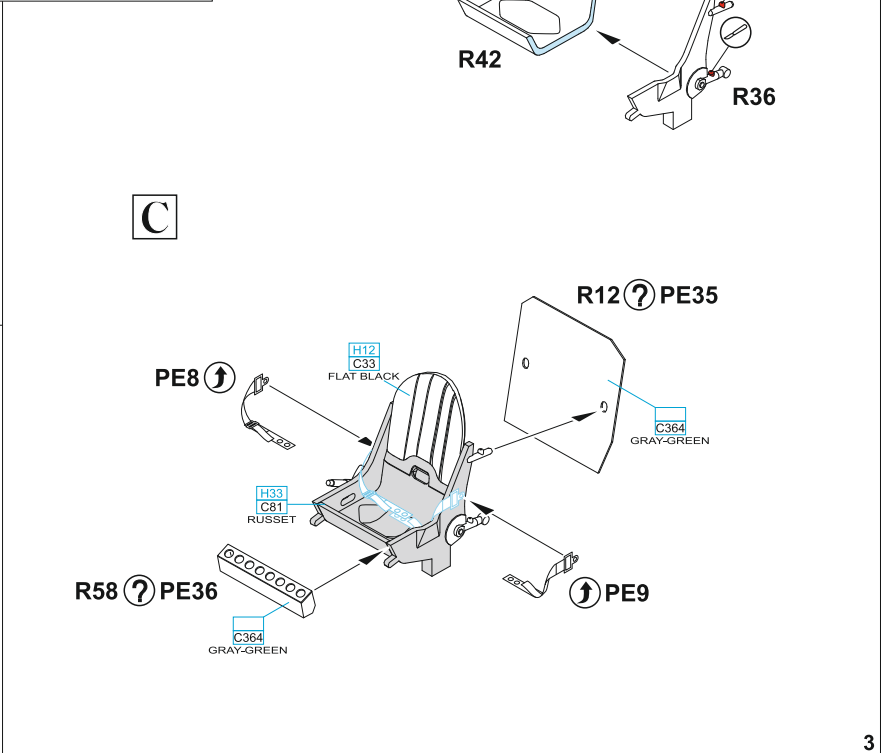
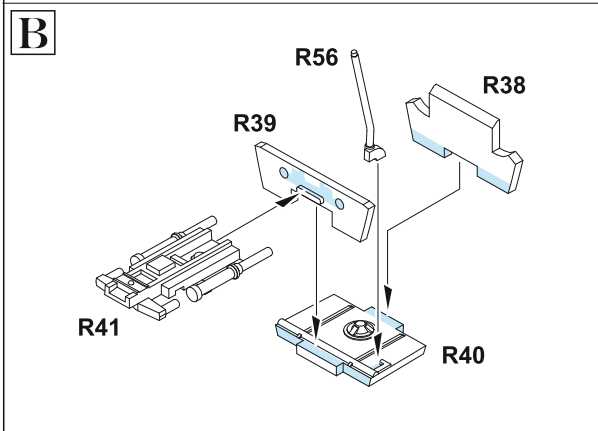
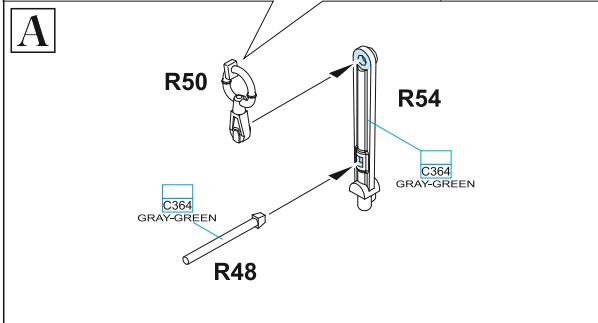
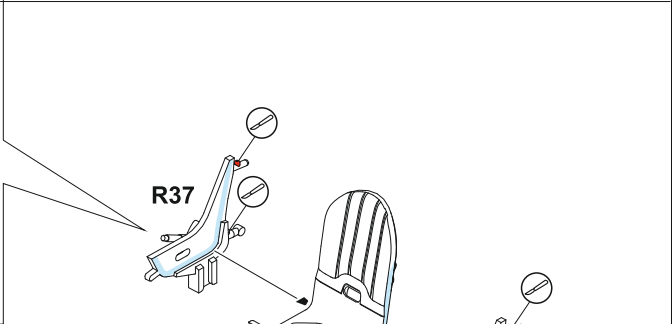
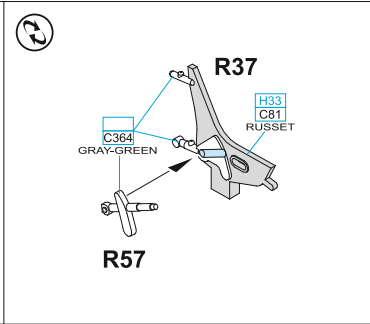
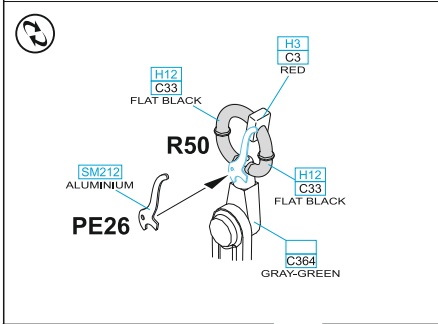
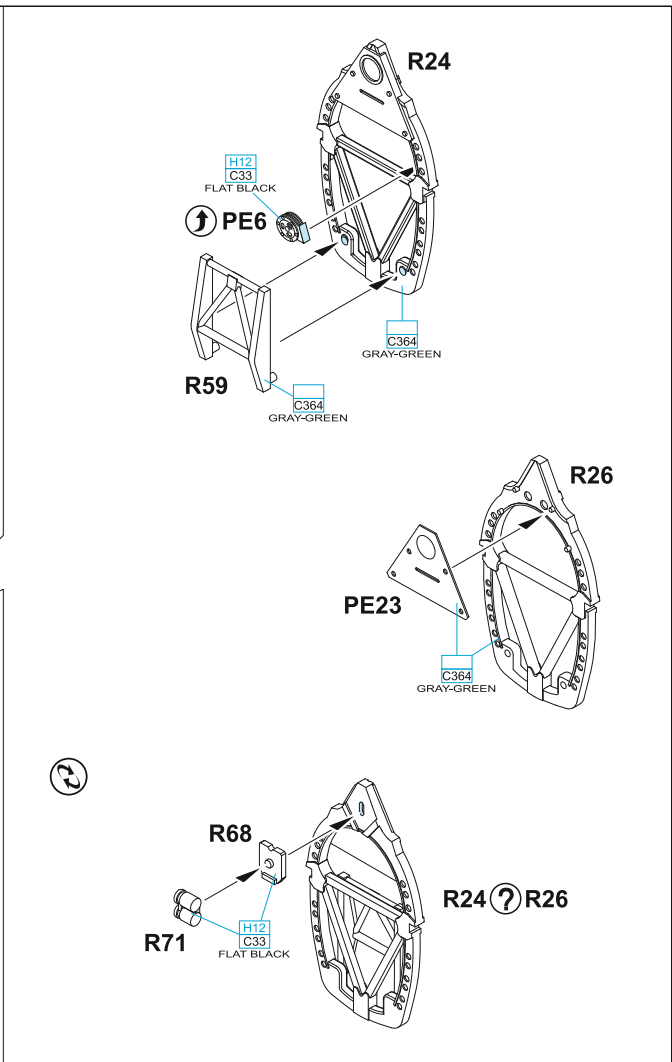
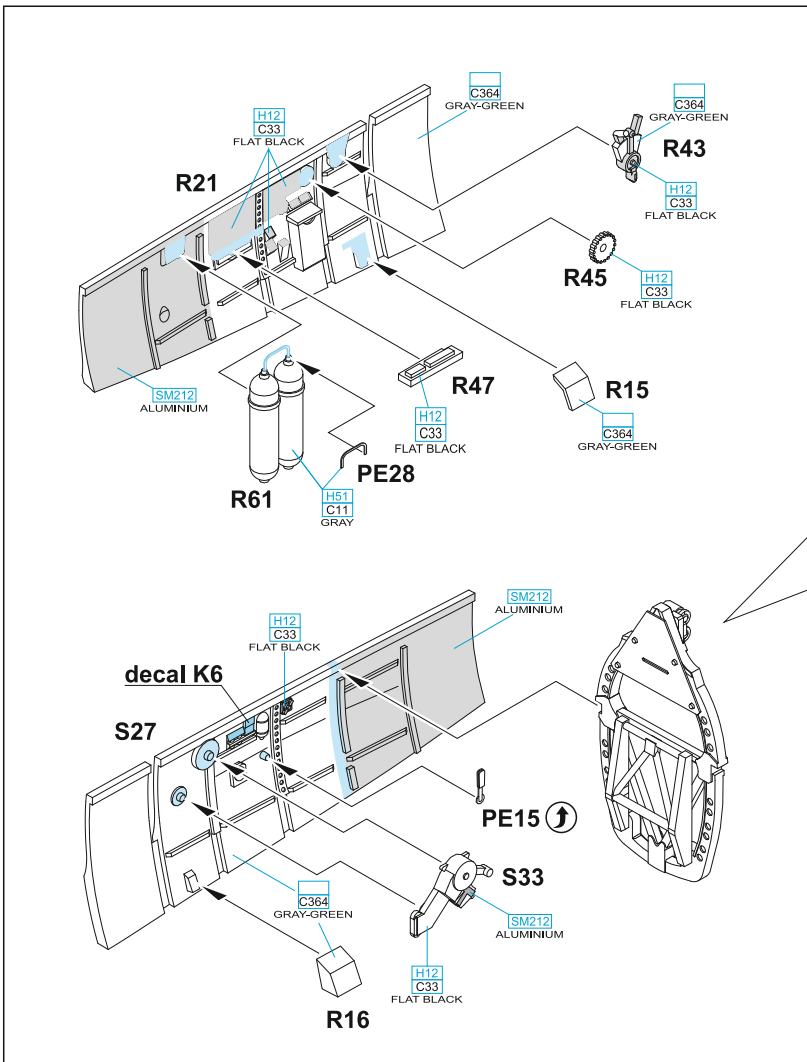
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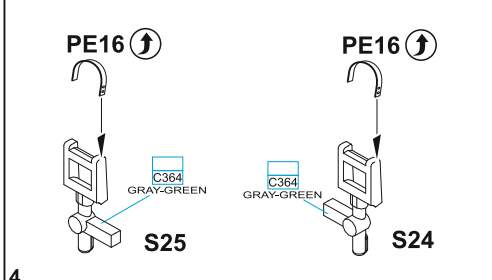
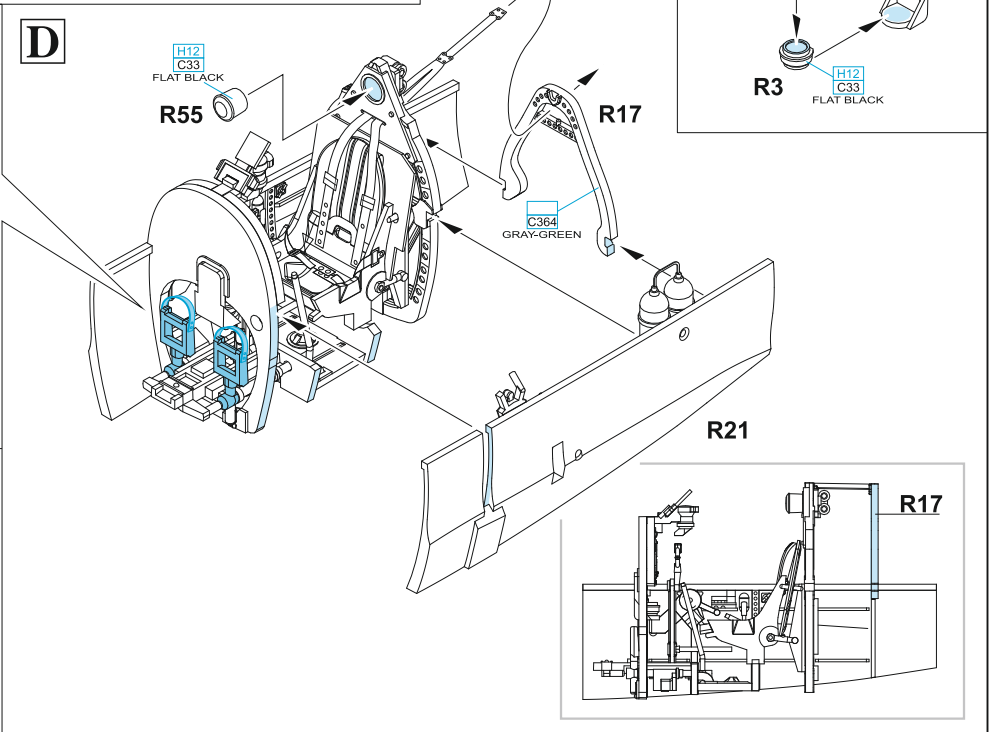
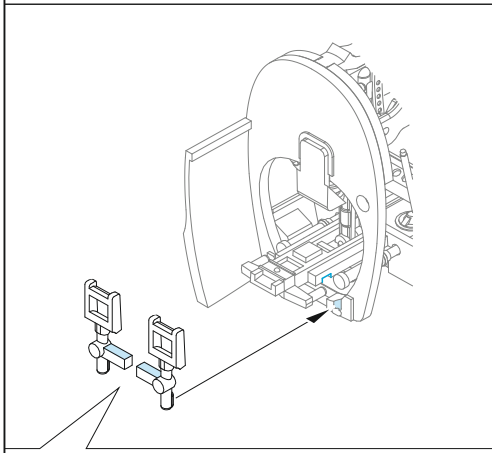
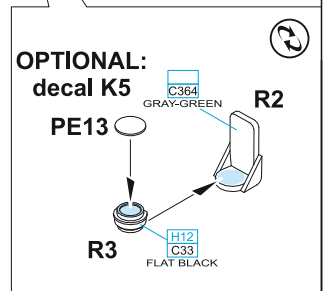
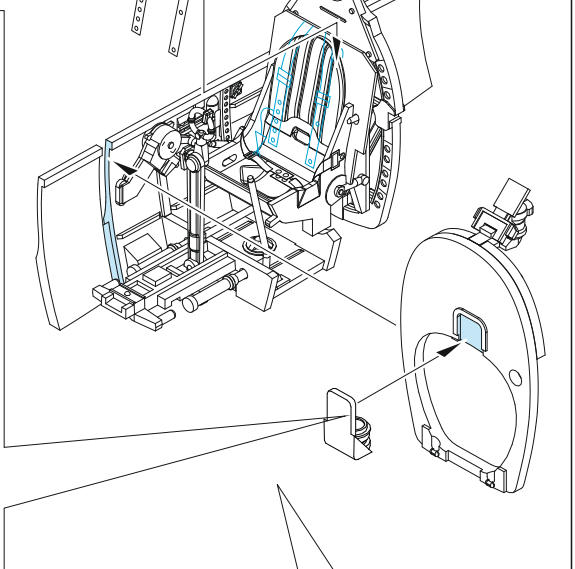
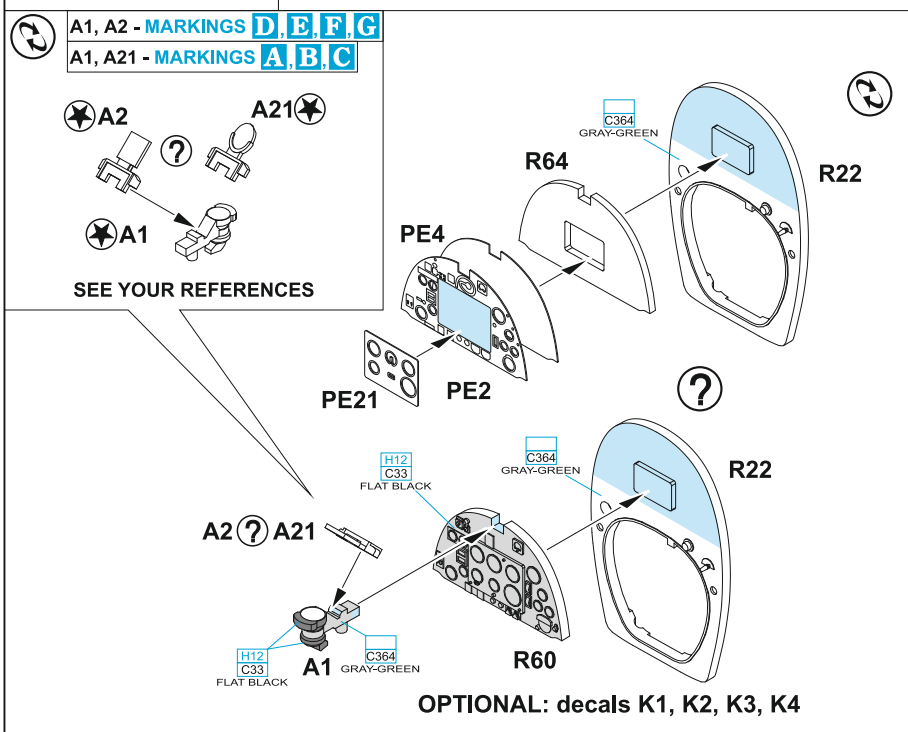
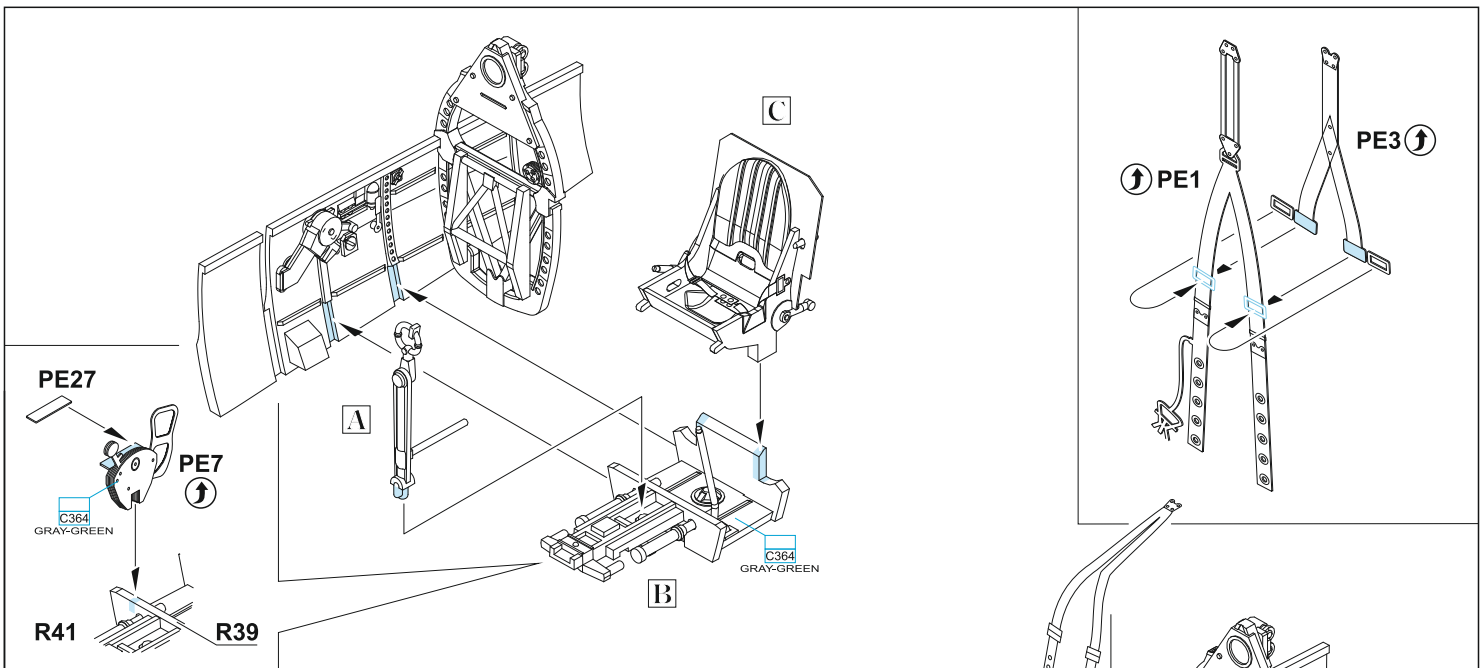
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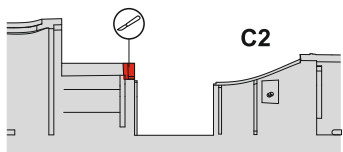
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|-------------------|----------|-----------------|
| AQUEOUS | Mr.COLOR | |
| H3 | C3 | RED |
| H4 | C4 | YELLOW |
| H8 | C8 | SILVER |
| H11 | C62 | FLAT WHITE |
| H12 | C33 | FLAT BLACK |
| H32 | C40 | FIELD GRAY |
| H33 | C81 | RUSSET |
| H51 | C11 | LIGHT GULL GRAY |
| H74 | C368 | SKY |
| H76 | C61 | BURNT IRON |
| H77 | C137 | TIRE BLACK |
| H78 | C38 | OLIVE GREEN |

| GSI Creos (GUNZE) | | |
|-------------------------|----------|---------------------|
| AQUEOUS | Mr.COLOR | |
| H84 | C42 | MAHOGANY |
| H90 | C47 | CLEAR RED |
| 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 |

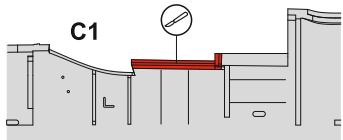




FOR CLOSED CANOPY ONLY

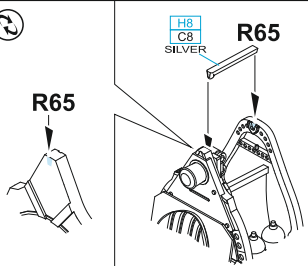


C2



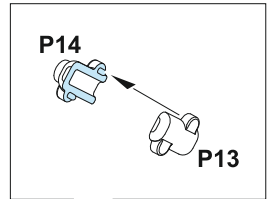
C1

?



H8 C8 SILVER R65

R65



P14

P13

P45

C1

SM212 ALUMINIUM
C364 GRAY-GREEN

H12 C33 FLAT BLACK

R1

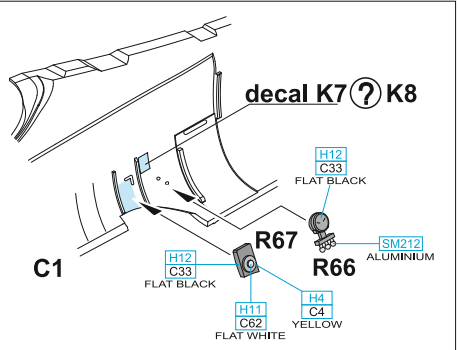
D

R20

E

C2

P22



decal K7 ? K8

H12 C33 FLAT BLACK

H12 C33 FLAT BLACK

H11 C62 FLAT WHITE

H4 C4 YELLOW

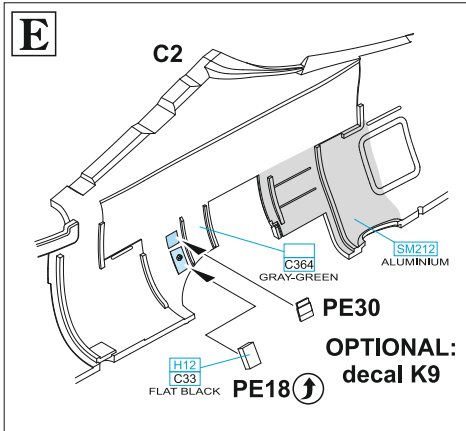
R67

R66

SM212 ALUMINIUM

C1

? $\varnothing - 1 \text{ mm}$



E

C2

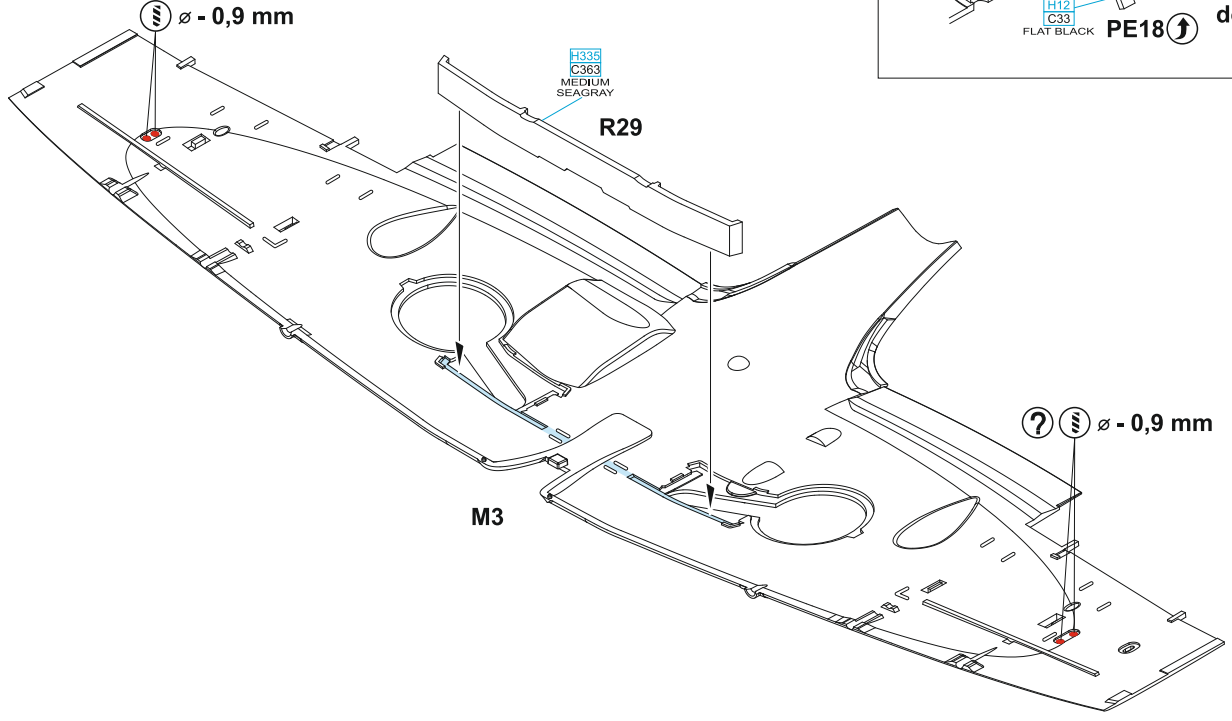
PE30
OPTIONAL:
decal K9

H12 C33 FLAT BLACK

PE18

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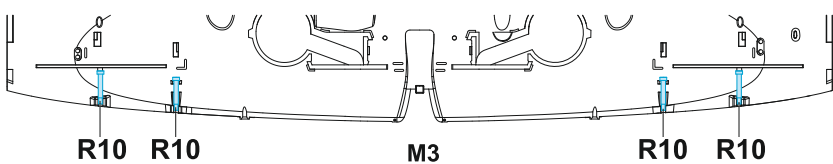
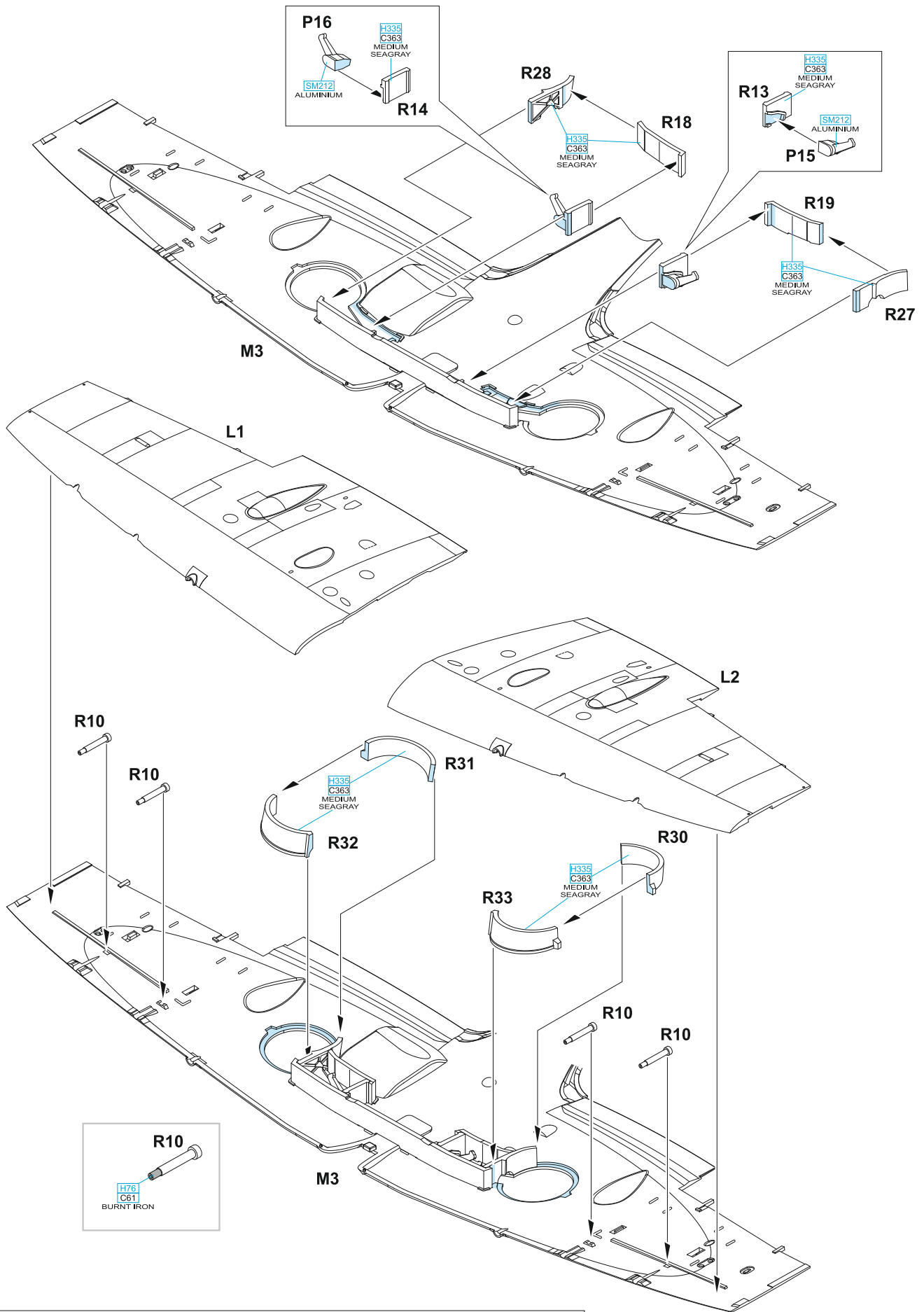


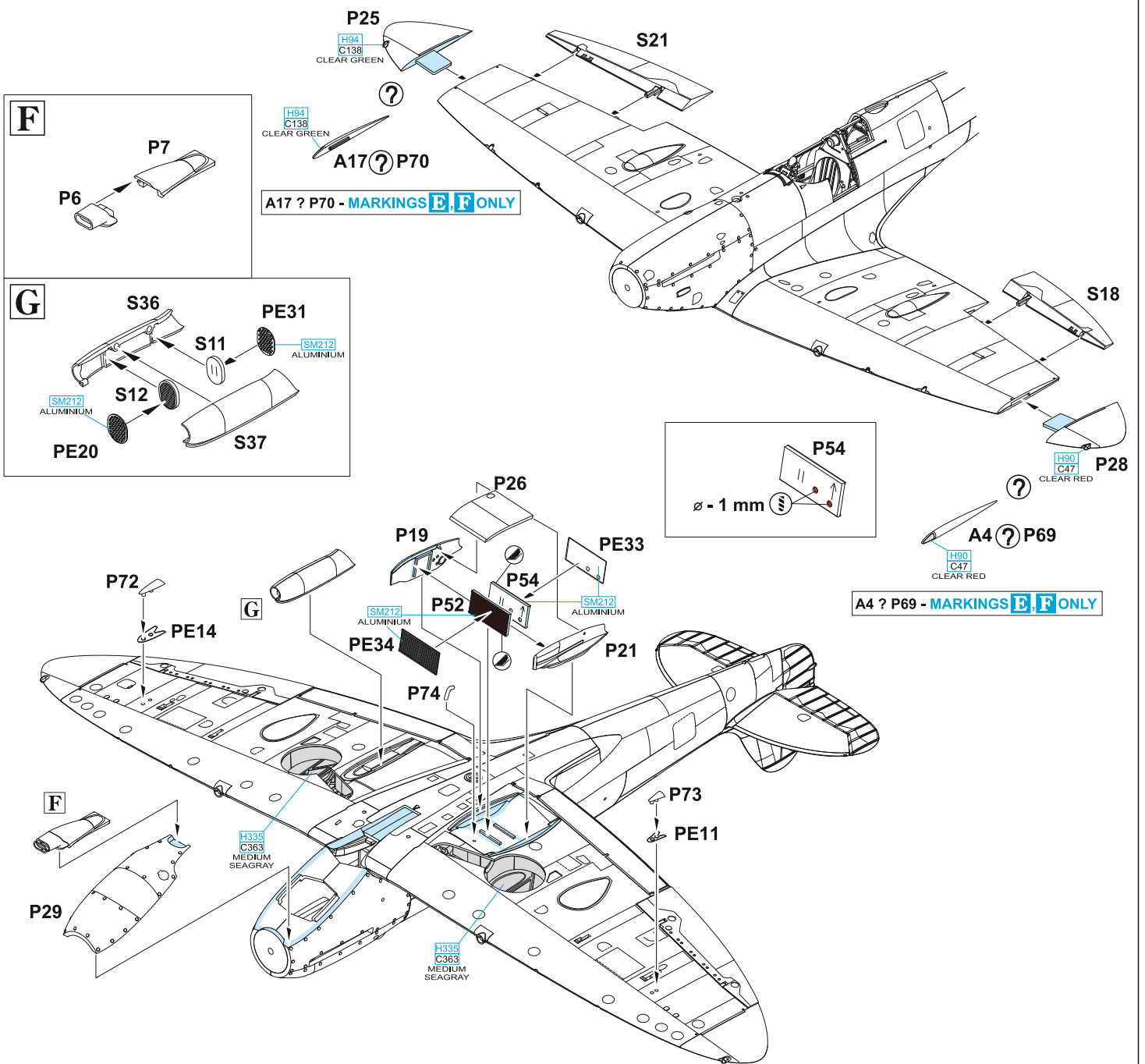
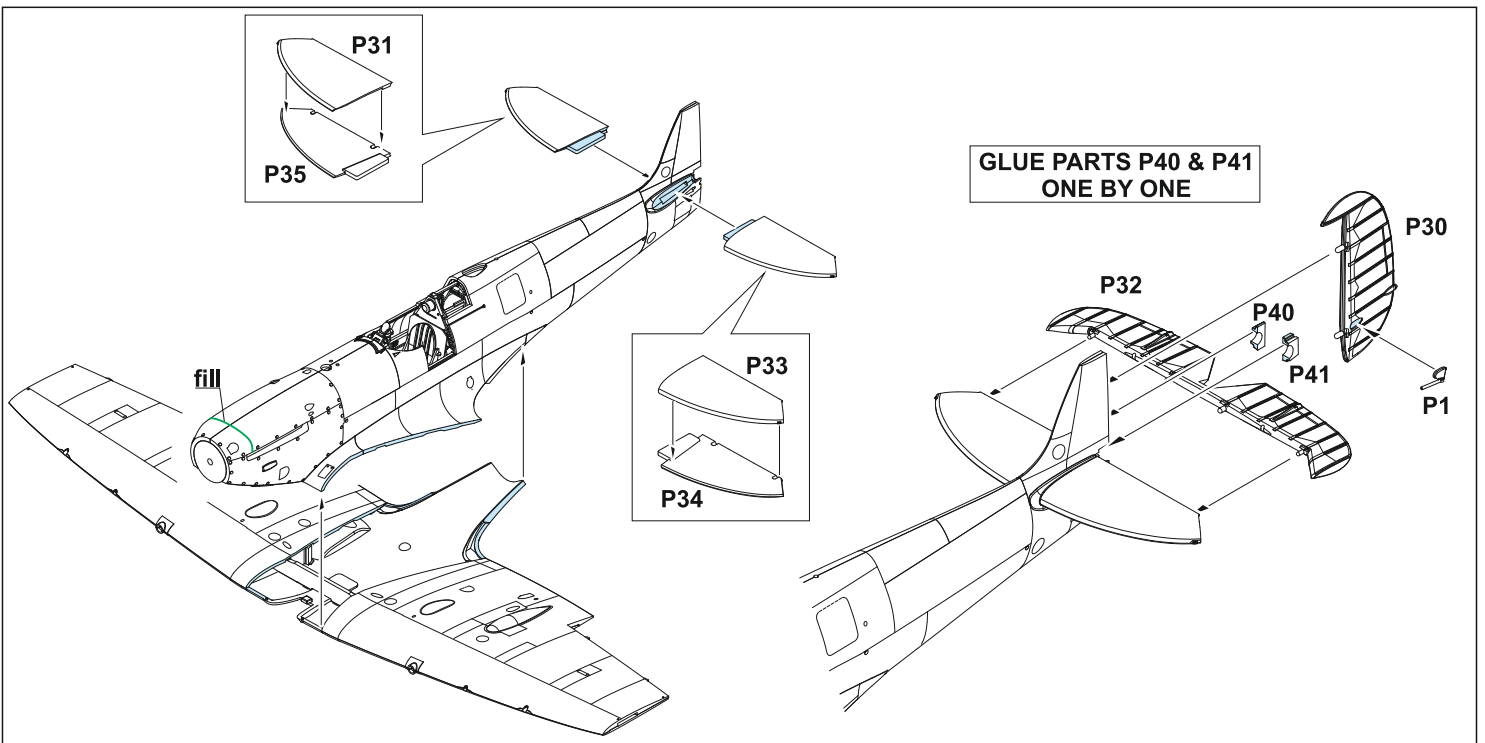
H335 C363 MEDIUM SEAGRAY

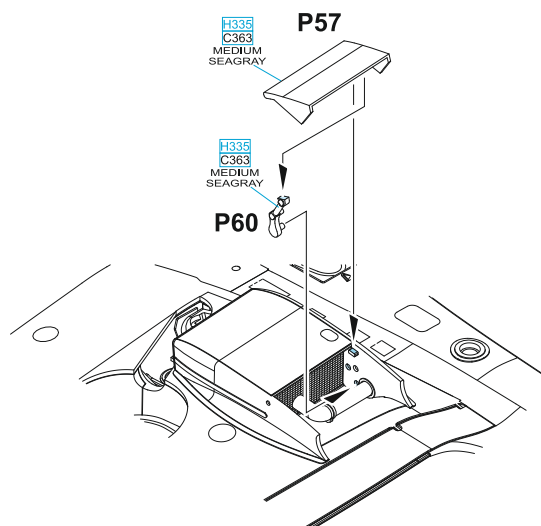
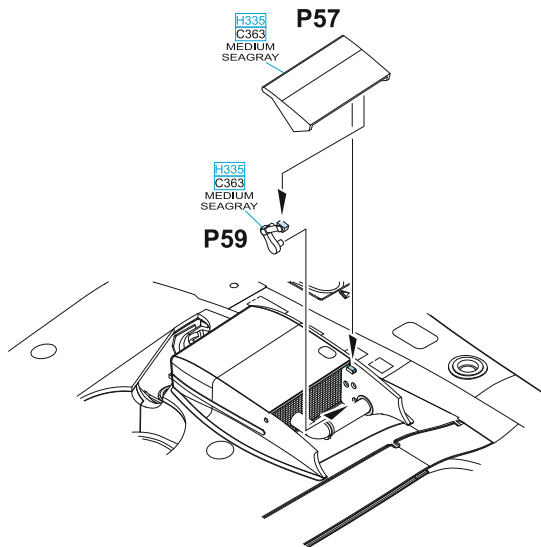
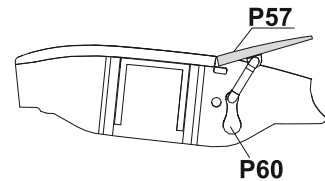
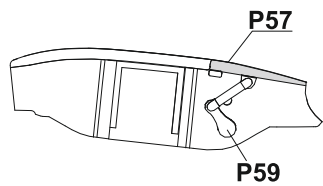
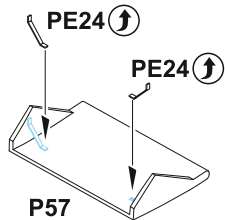
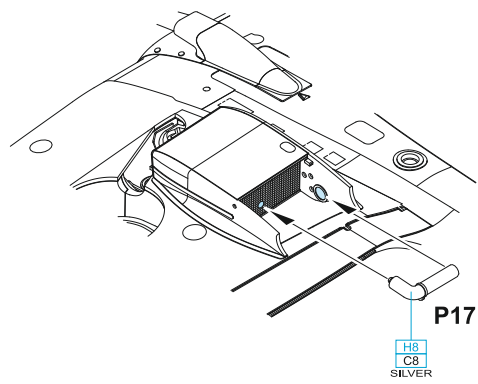
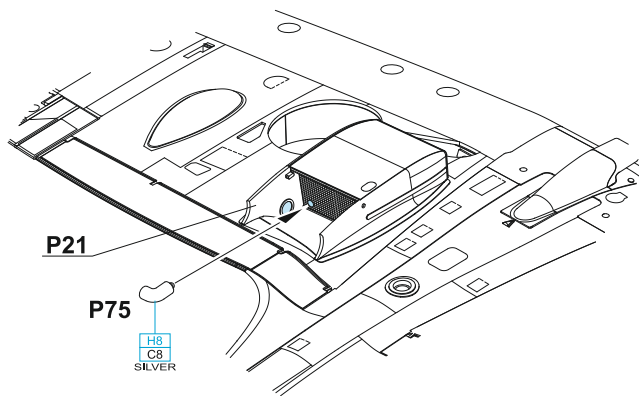
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M3

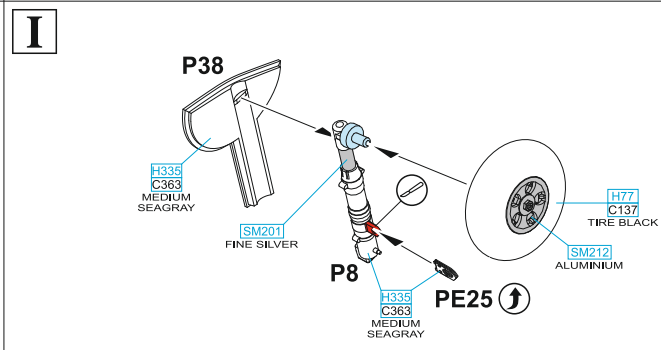
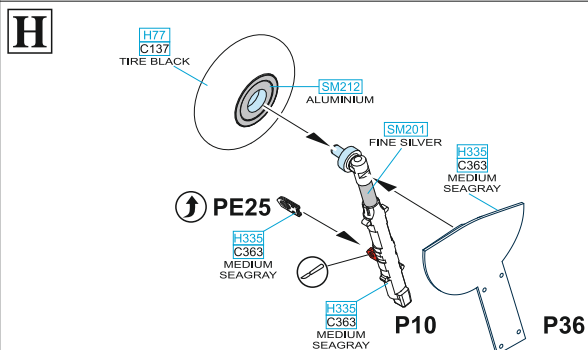
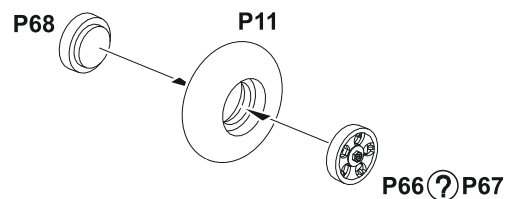
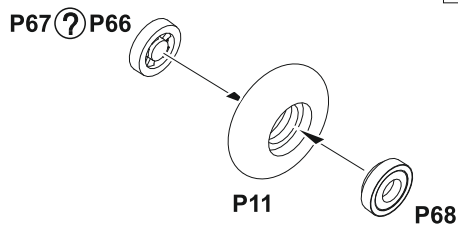
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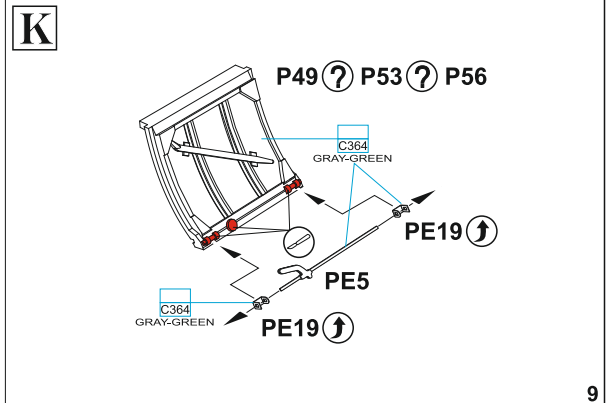
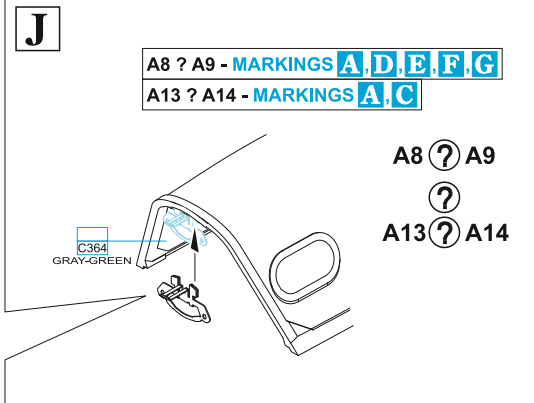
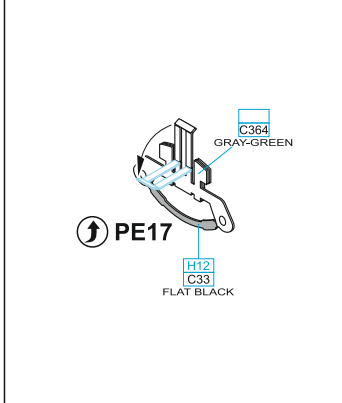
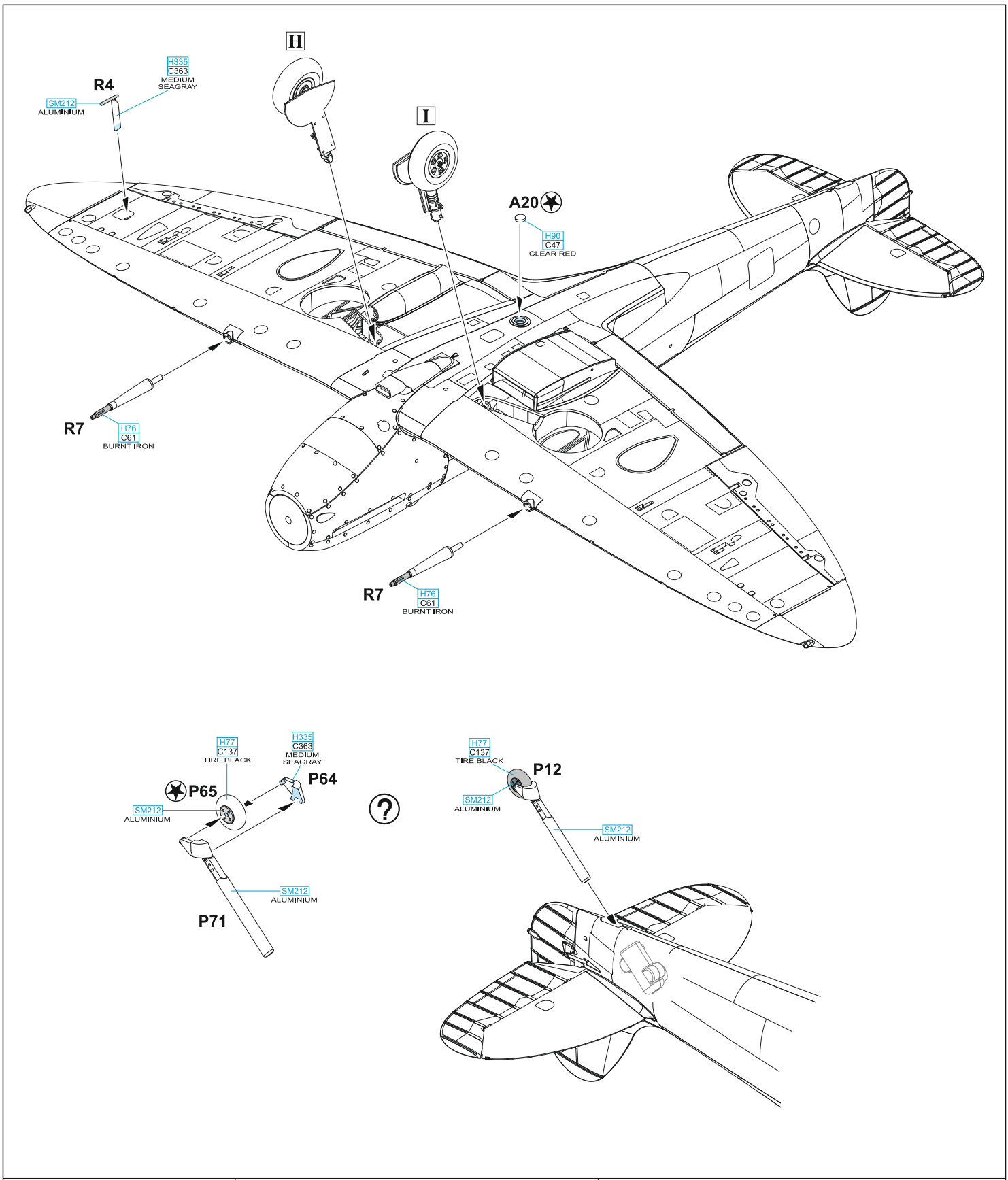


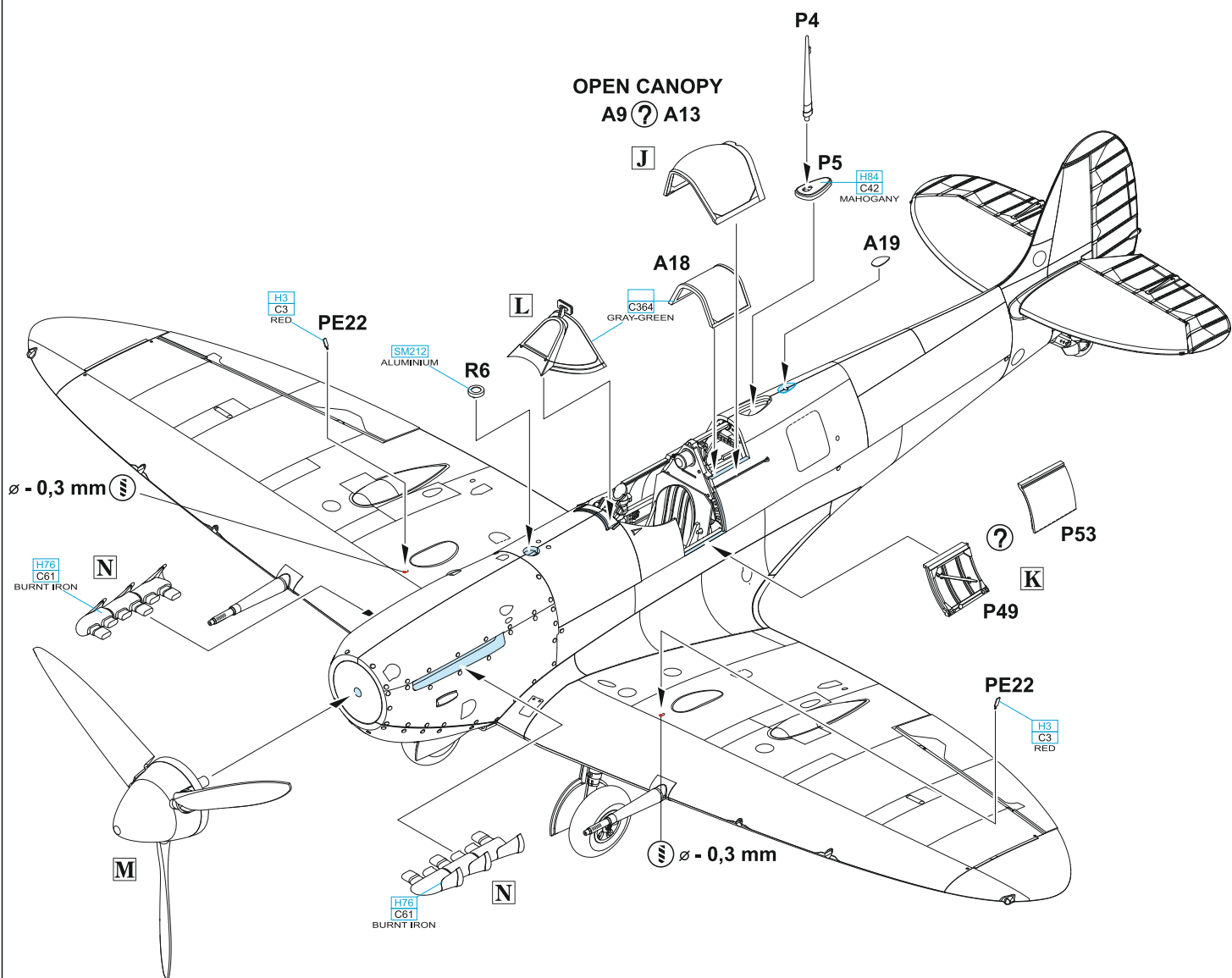
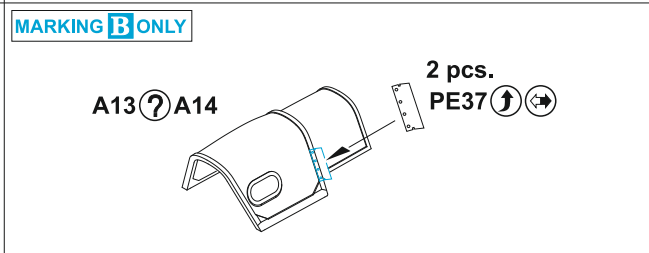
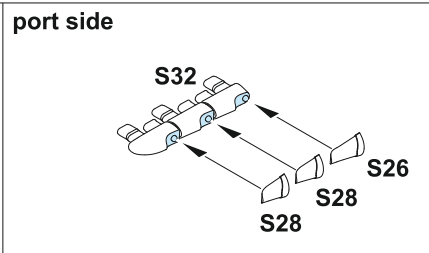
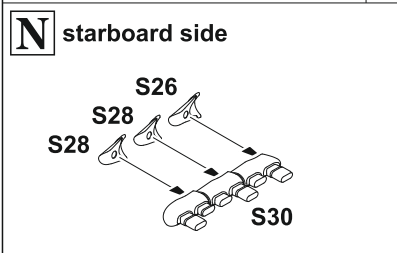
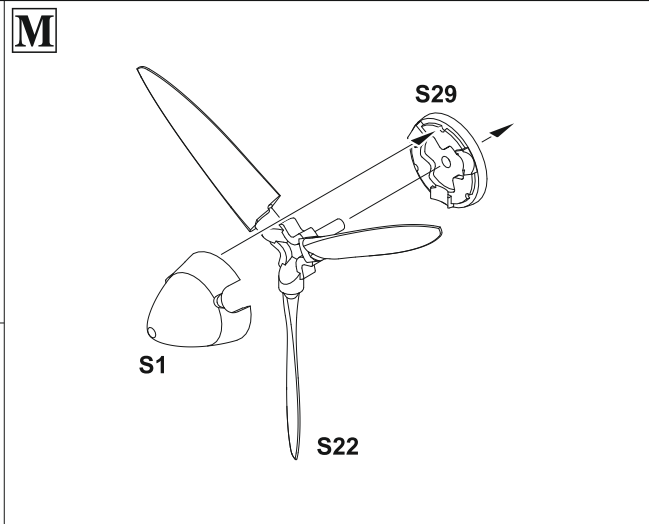
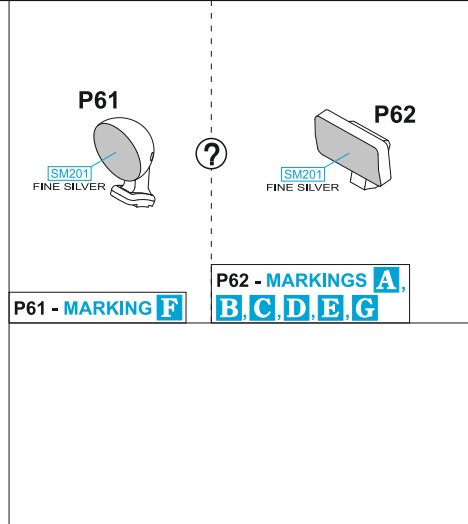
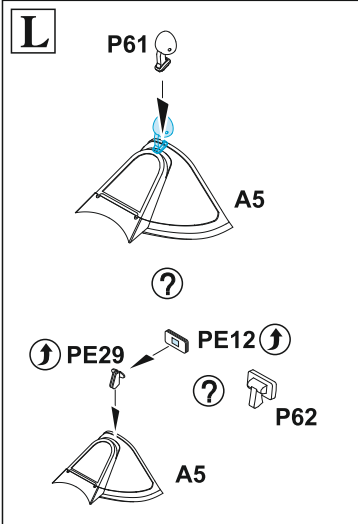




P66 - MARKINGS **A, D, E**
 P67 - MARKINGS **B, C, F, G**

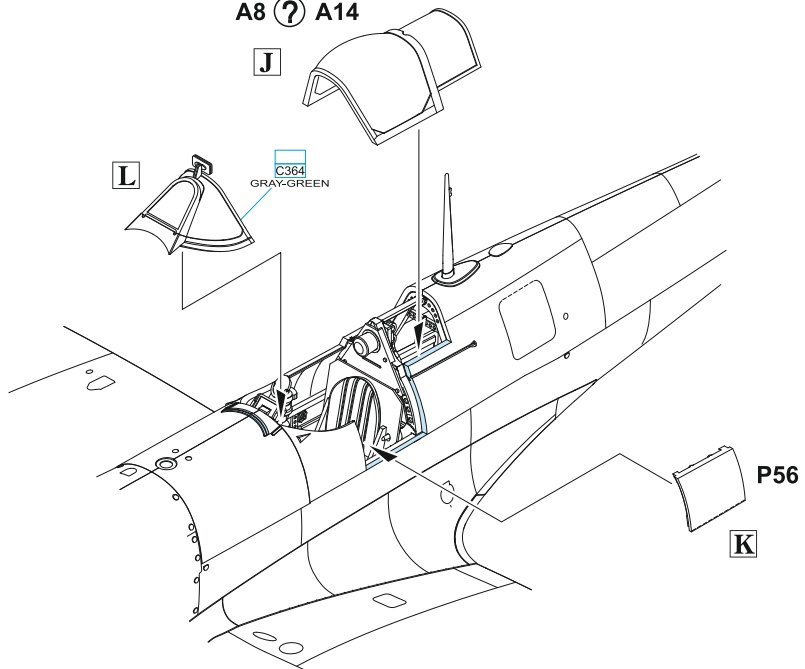




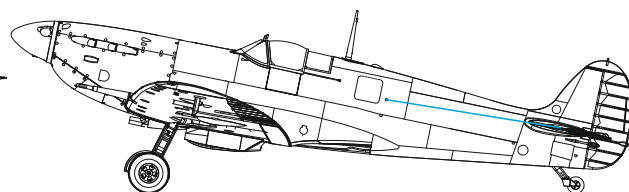
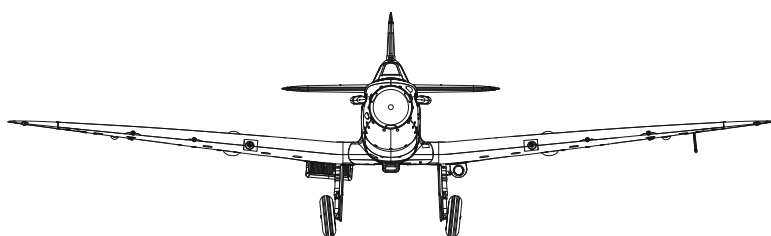
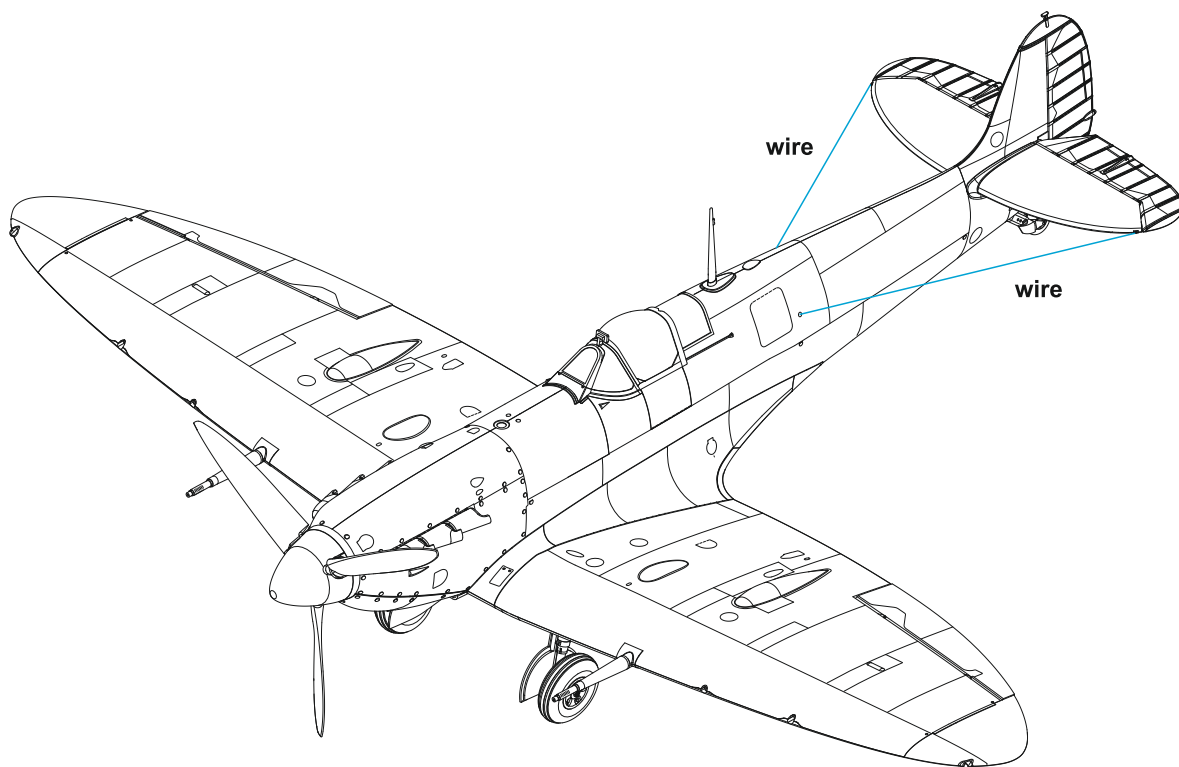


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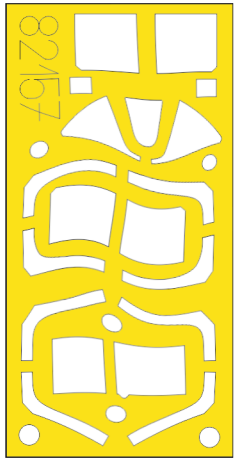
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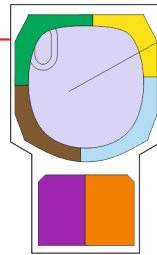
MARKINGS **B, C, E** ONLY



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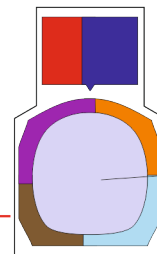
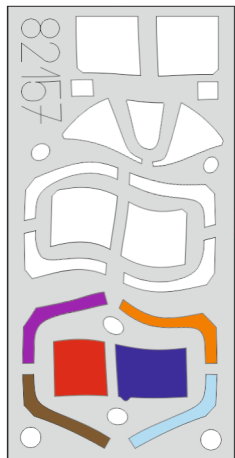
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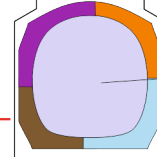
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LIQUID MASK

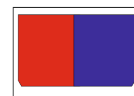
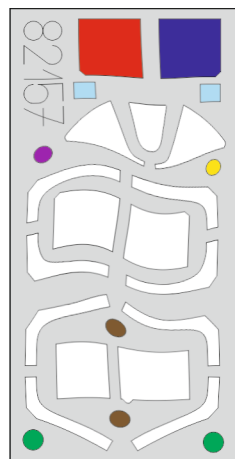


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LIQUID MASK



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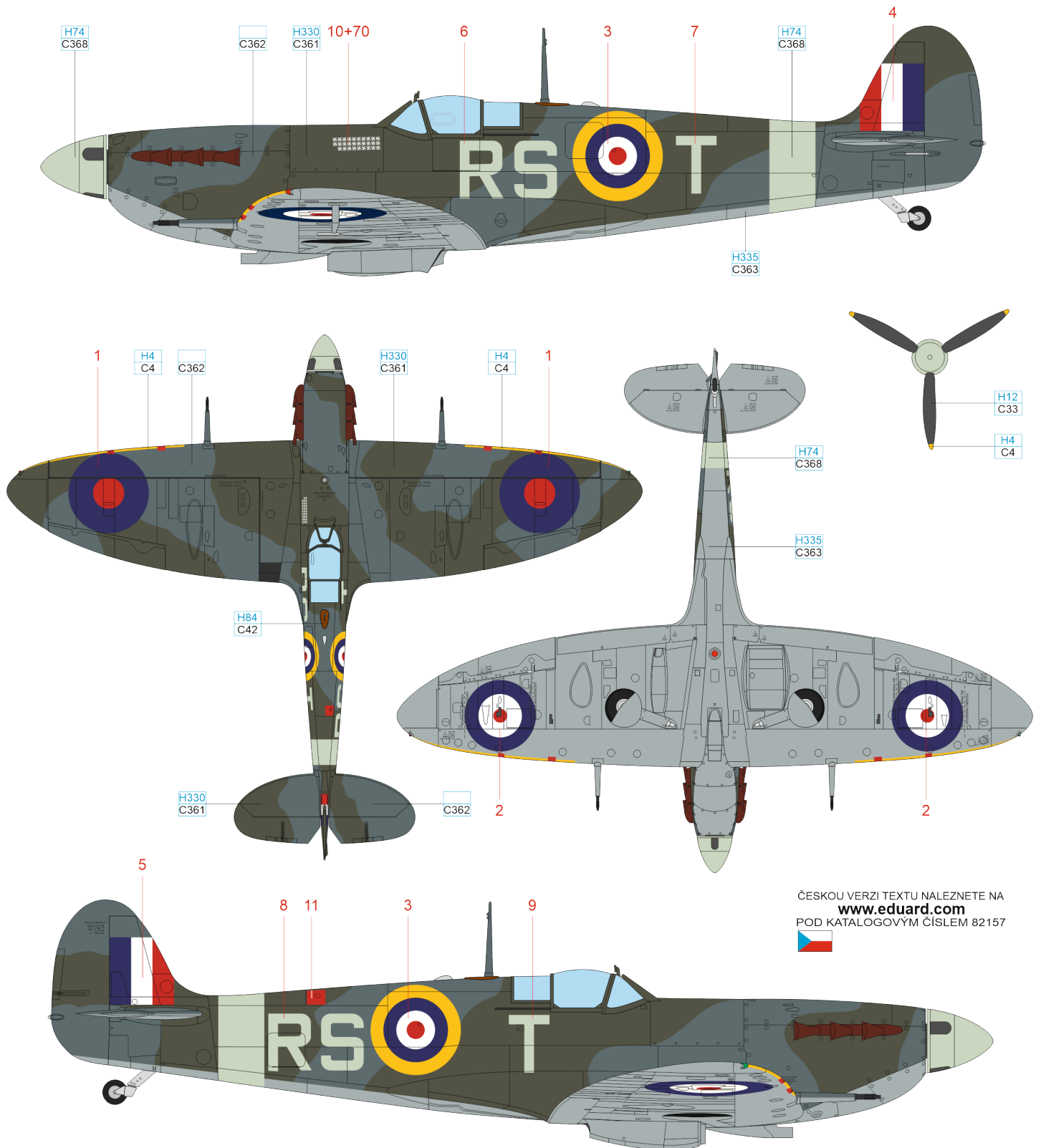
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A BL336, W/Cdr Robert S. Tuck, CO of Biggin Hill Wing, RAF Biggin Hill, United Kingdom, December 1941 - January 1942

W/Cdr Robert Stanford "Bob" Tuck, with 29 confirmed kills, is one of the most successful RAF fighter pilots. He achieved his first kills 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, on September 23, 1940, was the future Luftwaffe ace Hans-Joachim Marseille. 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.



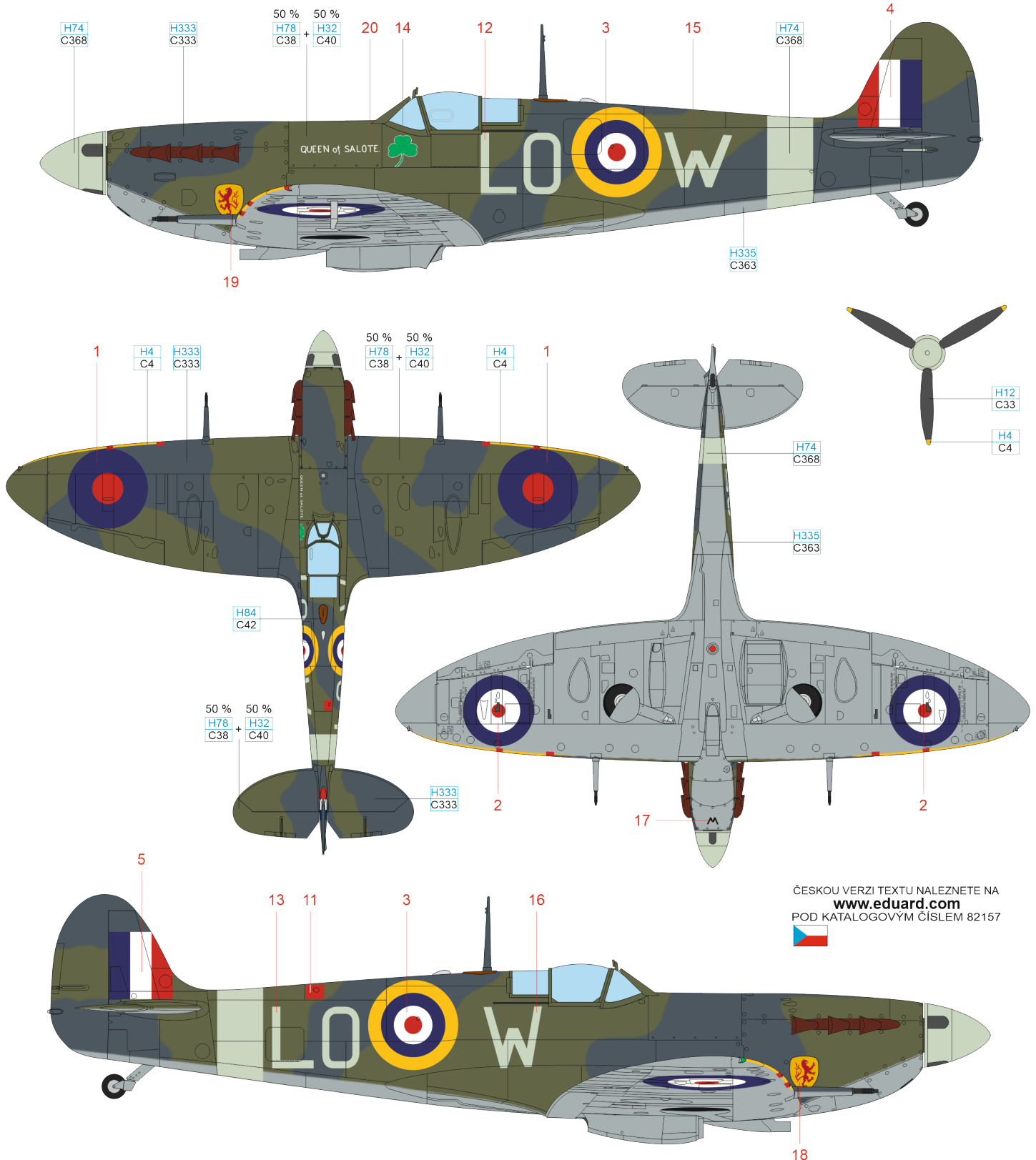
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B BM124, S/Ldr Brendan E. F. Finucane, CO of No. 602 Squadron, RAF Kenley, United Kingdom, April 1942

Spitfire s/n BM124 was a presentation aircraft donated to Britain by Queen Salote of Tonga and assigned to S/Ldr Brendan Finucane. It was delivered on March 14, 1942, and Finucane was flying with it continuously until June 18, 1942, when he hit the ground with the tip of the wing while landing at Redhill. The aircraft was severely damaged, and although it was returned to the unit after extensive repairs, Finucane did not fly it again. He scored his last victories in its cockpit. Finucane's BM124, like his previous Spitfires, was repainted on the upper surfaces in Dark Slate Grey / Extra Dark Sea Grey naval shades. Under the front badge, he had his personal Shamrock emblem and the fuselage letter W painted on. For propaganda purposes, the inscription QUEEN of SALOTE was painted on the fuel tank cover in May. As it later turned out, the inscription was not written correctly, and the Air Ministry submitted an amendment requesting that the photographs taken be changed from QUEEN of SALOTE to QUEEN SALOTE. The word "of" was thus roughly scraped off the negatives. Out of respect for the origins and traditions of No. 602 Squadron, Finucane had the squadron's emblem, a red Scottish lion rampant in a yellow shield, placed on the engine cowlings of the No. 602 Squadron Spitfires. During his wartime career, Finucane achieved 32 aerial victories, becoming the third most successful Spitfire pilot during World War II.



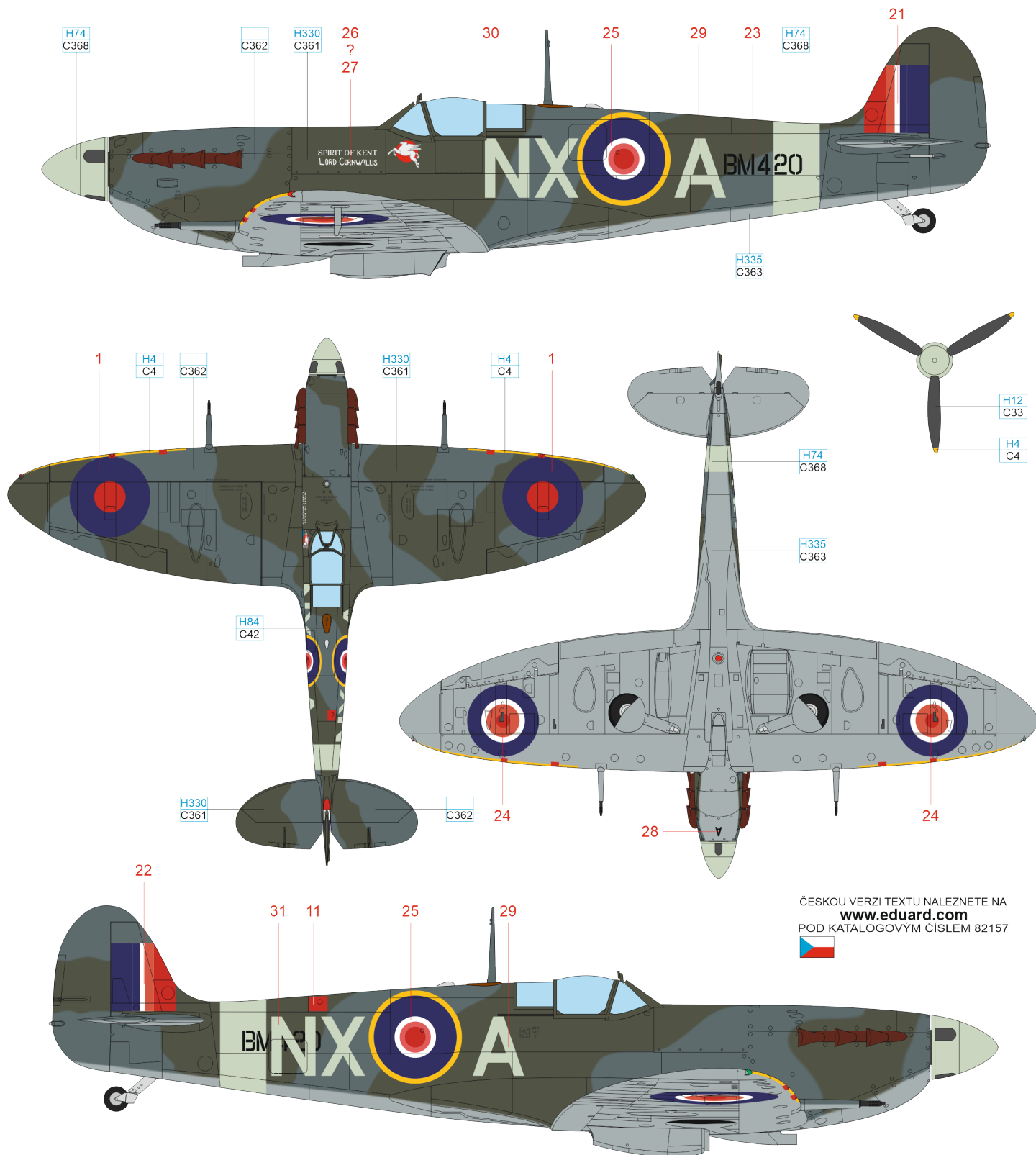
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C BL299, S/Ldr Michael G. F. Pedley, CO of No. 131 Squadron, RAF Lianbedr, United Kingdom, January - April 1942

Michael Pedley joined the RAF in 1935 and served with No. 2 (Army) Squadron until 1939, when he became an instructor. In November 1941, he took command of No. 131 Squadron. During Operation Jubilee (the Dieppe landing), he scored two aerial victories. In September, he was awarded the DFC and promoted to commander of No. 323 Wing, with which he took part in Operation Torch in Northwest Africa. During the war years, he scored five aerial victories and in 1956 was appointed an Officer of the Order of the British Empire (OBE) for his work in directing and commanding offensive air operations against terrorists in Malaya. He retired in 1957. An interesting feature of the Spitfire BM420, which S/Ldr Pedley flew with No. 131 Squadron, is the non-standard size of the lower wing insignia and the fresh application of the type C insignia, under which the original type A insignia shines through. The inscription Spirit of Kent refers to the county of Kent in Great Britain, which paid for the entire Spitfire squadron. Lord Cornwallis was largely responsible for the collection of funds from the residents of Kent. He appealed to the people of Kent, and after a meeting of the War Emergency Committee, the Kent County Spitfire Fund was established. The residents of Kent and the surrounding towns soon began competing among themselves to see who could raise the most money, and by November 1942, they had managed to raise more than £100,000, which was enough for an entire squadron of Spitfires.



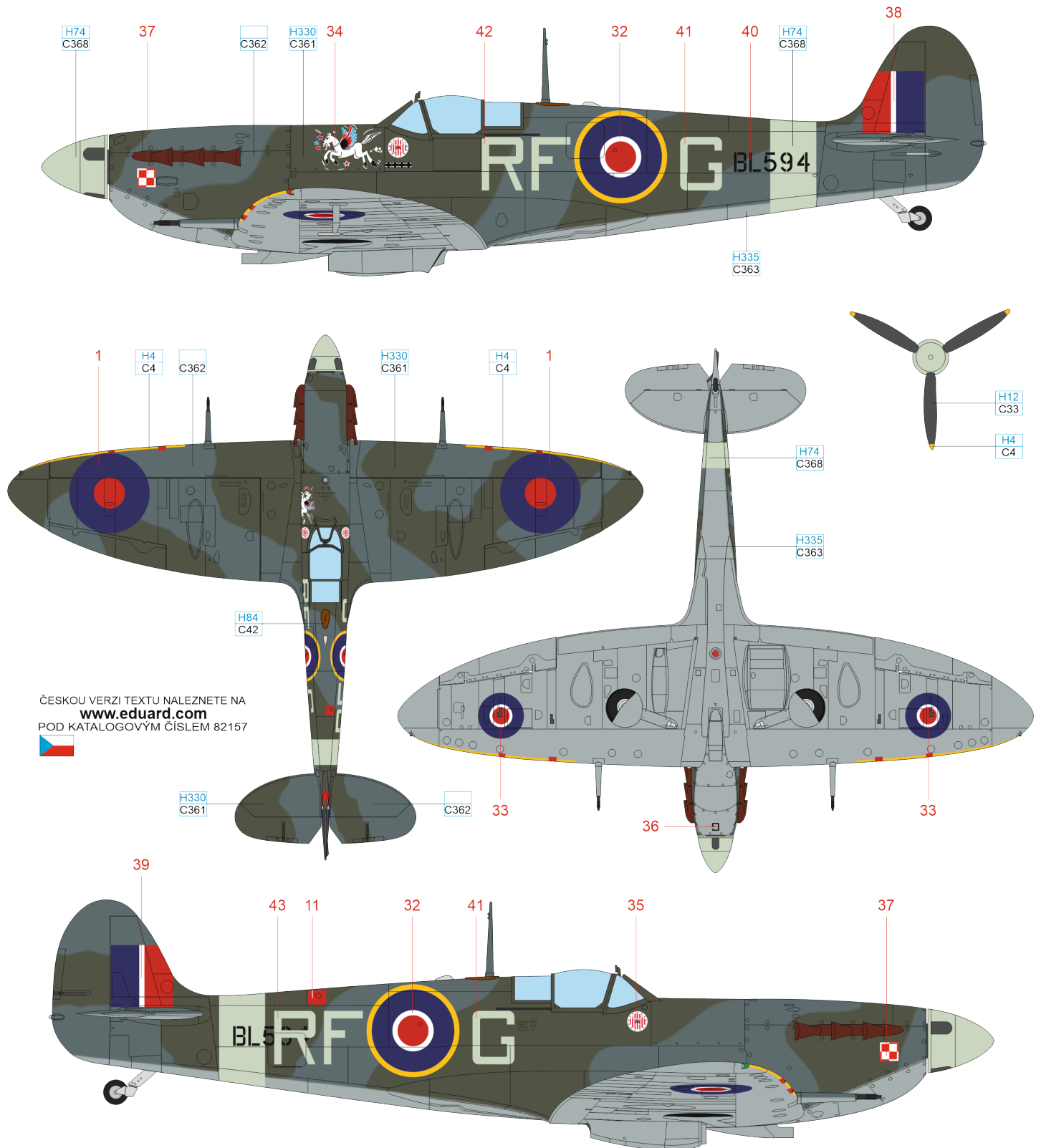
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D BL594, F/O Eugeniusz Horbaczewski, No. 303. Squadron, RAF Kirton-in-Lindsey, United Kingdom, June 1942

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.



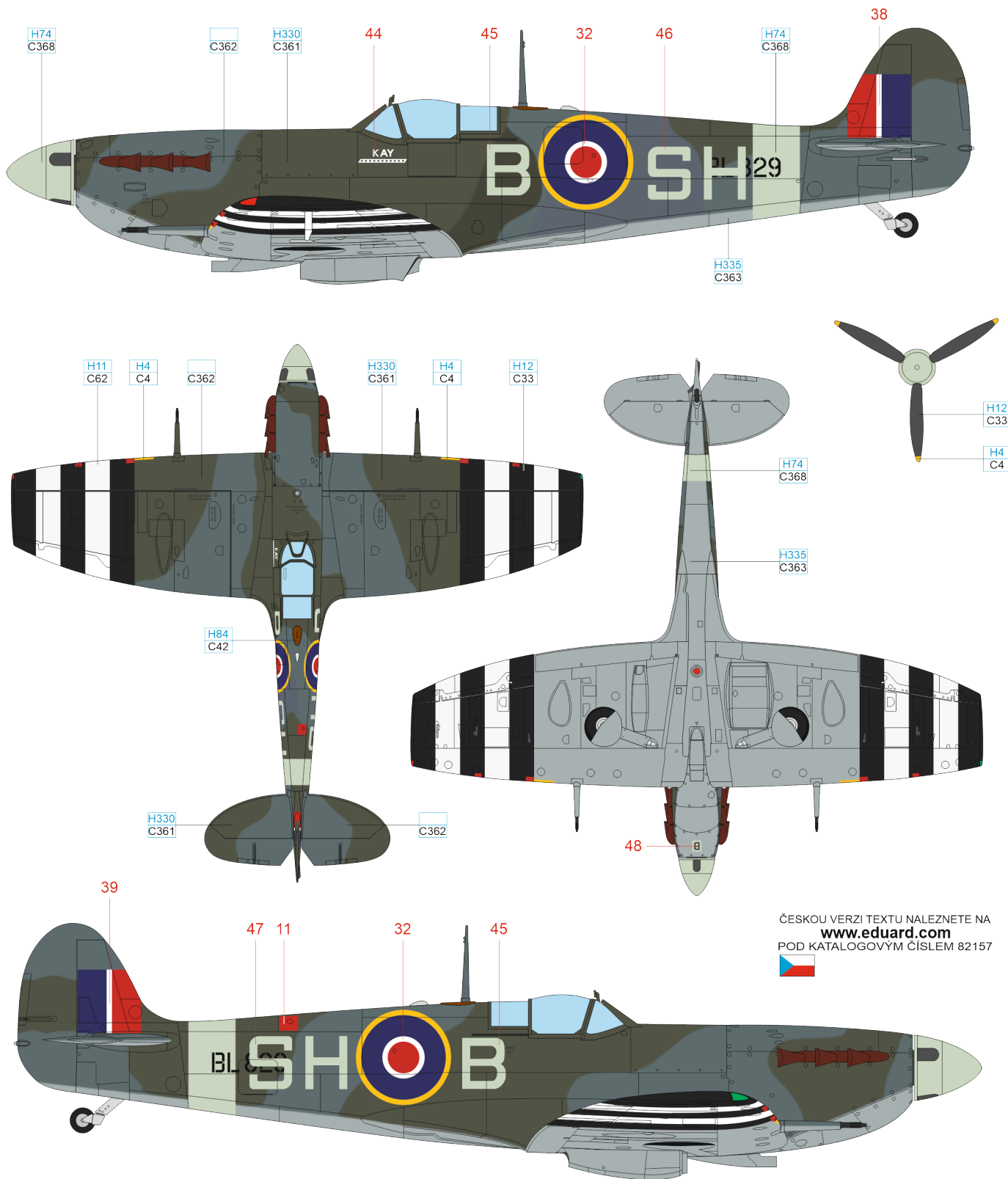
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E BL829, F/Lt John Plagis, No. 64 Squadron, RAF Coltishall, United Kingdom, March-September 1943

John Plagis was born on March 10, 1919, in Hartley, Southern Rhodesia. After the outbreak of war, he applied to join the Rhodesian Air Force but was rejected because he was officially a Greek citizen. He therefore joined the RAF in 1940. At the end of June, he first joined No. 65 Squadron, then transferred to No. 266 Squadron. At the end of January 1942, he was transferred to the Middle East, and on March 7, he became one of the first pilots to fly Spitfires to Malta from HMS Eagle during Operation Spotter. He initially flew with No. 249 Squadron, shooting down nine aircraft between March and May, two of which were shared. He was then transferred to No. 185 Squadron as commander of A Flight and shot down three more enemies by the end of June. In early July, he returned to Great Britain and was transferred to No. 53 OTU. He returned to operational duty in April 1943 with No. 64 Squadron, with which he participated in Operation Starkey in September and scored two more kills by the end of the year. In July 1944, he took command of No. 126 Squadron and scored three more kills during the Normandy landings. In December, the unit re-equipped with Mustangs and Plagis was promoted to Wing Commander. After the war, he commanded No. 234 Squadron and No. 266 Squadron flying Meteor Mk.III aircraft. He left the RAF in May 1948 and returned to Rhodesia. During the war, he shot down 15 aircraft solo and two in cooperation with others, becoming the most successful Greek pilot of the war.

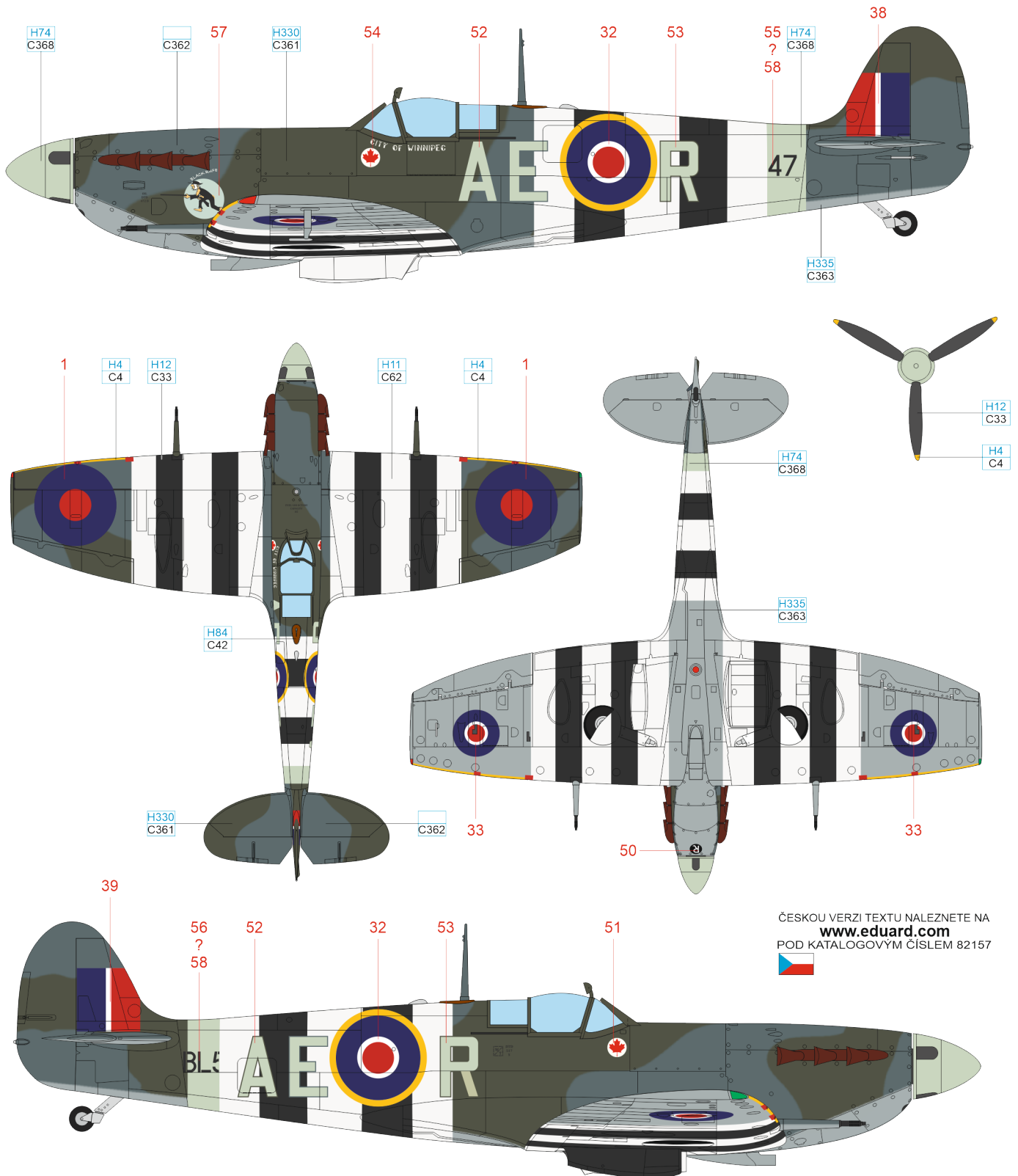


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F BL547, F/O Rick R. Richards, No. 402 Squadron, RAF Horne, Great Britain, June 1944

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.



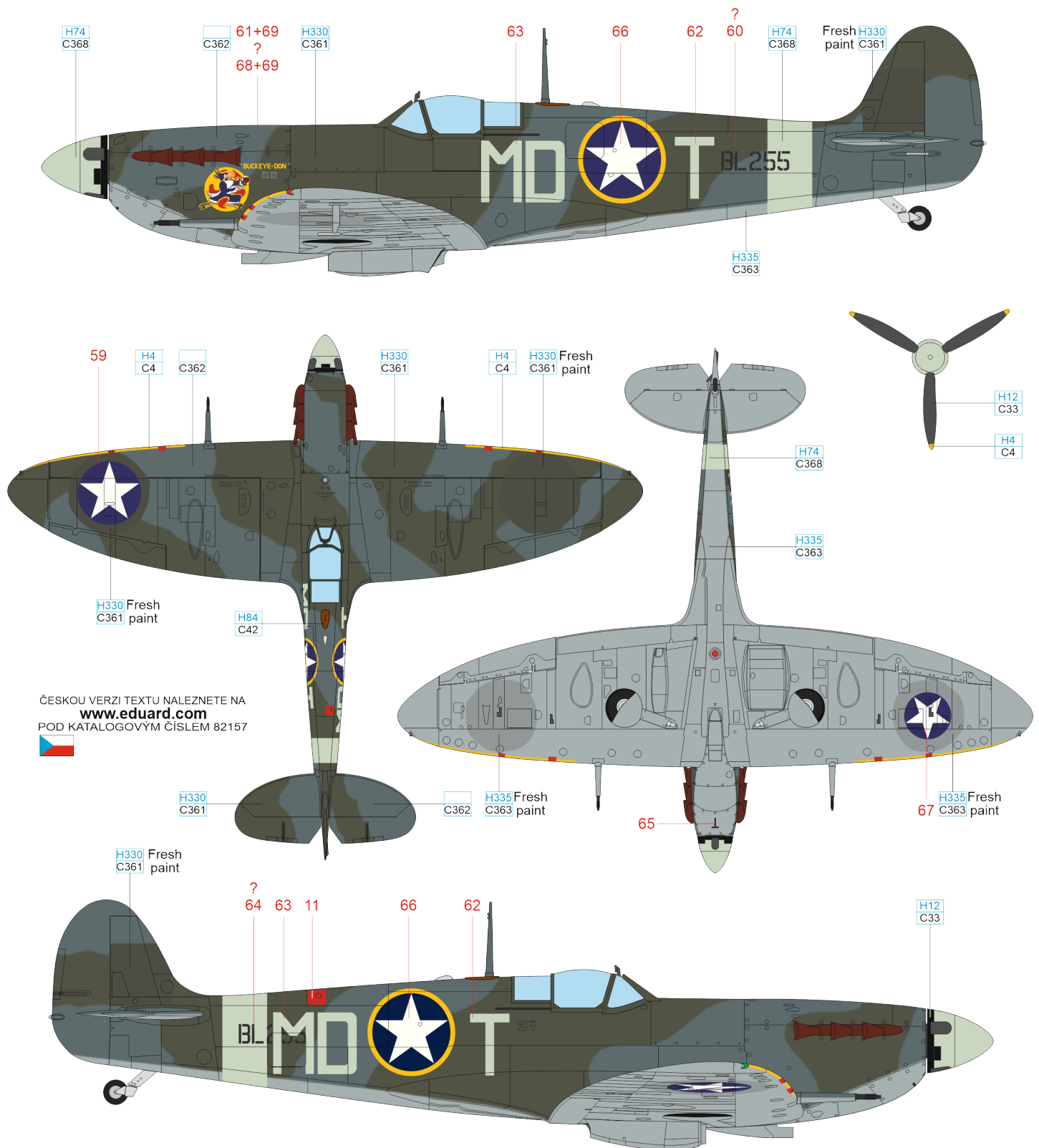
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G BL255, Lt. Don S. Gentile, 336th FS, 4th FG, 8th AF, Debden, United Kingdom, November 1942

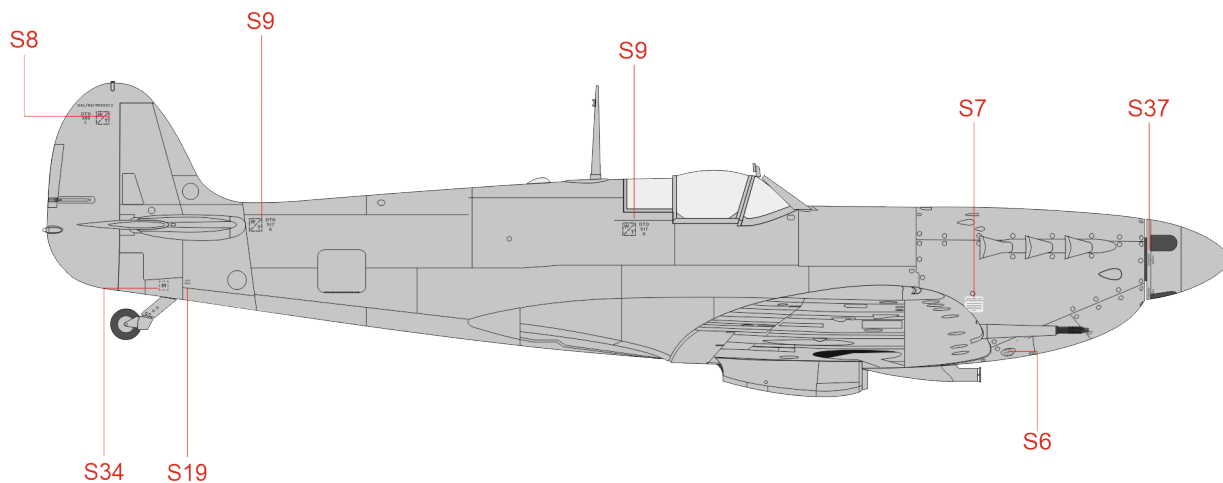
No. 133 (Eagle) Squadron formed in July 1941 at RAF airbase Coltishall, was in 1942 the first American squadron re-equipped with Spitfires Mk.IX. However, the unit lost its twelve "Nines" in only three days before Eagle squadron was transferred under the USAAF command, during the B-17 escort over Morlaix. 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 the combat 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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see you references for propeller stencils

