

Spitfire F Mk.IX

eduard

1/48 Scale Plastic Model Kit

WEEKEND
edition



item # 84175

The Spitfire is so iconic aircraft, that virtually everyone can recognize it. The service of this elegant fighter spanned 13 years with RAF and even more with foreign air forces. It started the service at the end of biplane era and stayed in the frontline use 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 reached 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 20 September 1931 and British Air Ministry, under influence of such achievement, issued the specification F.7/30 in October 1931. Although it called for modern pursuit airplane capable of at least 250 mph (400 km/h), seven out of eight entries were biplanes. The only monoplane proposal was Mitchell's Supermarine 224, but the design with a gull wing, fixed undercarriage and Rolls-Royce Goshawk engine was a disappointment because of the lack of speed and poor rate of climb. After that the RAF chose the Gloster Gladiator biplane as the 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 completely new design 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 28 December 1934 to fund the prototype armed with four wing mounted guns. But by early April 1935 Mitchell received the detail of specification F10/35, calling for eight guns. The change was made on cost of bomb provision removal and reduction of the capacity of the fuel tanks 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 5 March 1936, initial contract to produce 310 Spitfires was signed in June 1936 and the first unit to receive the new fighter was No. 19 Sqn. at Duxford in August 1938.

Catching the progress

The development of Spitfire was ongoing process from very early stage of its service and incorporated many changes. From the early Mk. I and Mk. II the development was reaching the point, where a more substantial step was required. The Mk.V was a result, but it was in fact a Mk.I powered by the more powerful Merlin 45 series engine. The Mk.V entered the service from early 1941, helping the RAF to countermeasure development of the Bf 109. But in September 1941, a hitherto unknown German radial engine fighter emerged and started to rule the European skies. The new Fw 190 was superior to British fighters, most distressingly to the Spitfire Mk.V. The losses suffered by the RAF over western Europe rose rapidly and the crisis was serious enough that the RAF ceased most daytime operations during November 1941. The next attempt to resume this type of sorties was made in March 1942. But losses remained unacceptably high, and the RAF was forced to stop offensive operations once again. All this was due to the supremacy of the Focke-Wulf Fw 190A.

The first RAF response to the new situation was the Spitfire Mk.VIII, but the design changes were so complex that initiating timely production was not possible. In June 1942, a German pilot landed on a British airfield by mistake delivering a completely intact Fw 190A fighter into RAF hands. Comparative trials between the Focke-Wulf and Spitfire Mk.V began almost immediately and verified the situation over the front – the chance of a Spitfire Mk.V to survive an encounter with the Fw 190s was rather poor. The only British fighter aircraft deemed suitable to oppose the German fighter were the Spitfires Mk.VII and Mk.VIII powered by the Merlin 61 engine. But these marks required some time to get into production, so another way of getting a powerful fighter as quickly as possible was sought. And it was found in mating the two-stage supercharger Merlin 61 with the fuselage of the Spitfire Mk.Vc.

The Saviour

Flight trials of two modified Mk.Vs were successful and the order for series production was issued immediately. Series production began in June 1942 and the first Mk.IXs found their way to No. 64 Squadron in July. Performance improved significantly in comparison to the Mk.V. The top speed of 409 mph (658 km/h) at 28,000 feet (8530 m) was higher by 40 mph (64 km/h), and the service ceiling rose from 36,200 ft (11,033 m) to 43,000 ft (13,106 m). The Mk.IX began to replace the Mk.V from June 1942. Thanks to the new fighter, the RAF was ready to fight against the Luftwaffe over occupied Europe.

Three main variants of the Mk.IX were produced. The F Mk.IX was powered by the Merlin 61 and was the only version on the assembly line in early 1943. The next was the LF Mk.IX powered by the Merlin 66. This engine was designed to do its best at low-to-medium altitude. The third version, manufactured along with the LF, was the high-altitude HF Mk.IX with the Merlin 70.

The majority of Mk.IXs manufactured were equipped with the so-called C-type wing. Four 20mm cannon or two 20mm cannon and four .303 in machine guns could be installed in the wings. From 1944, the strengthened E-type wing was produced. Four outer .303 machine guns were replaced with two .50 in heavy machine guns installed in the inner bays. Bomb racks for 250lb bombs were fitted under each wing.

The Kit: Mk.IXc late production

The F Mk.IX version was first of all the Mk.IX Spitfires, as the very first examples were in fact rebuilt Mk.Vs. These early aircraft retained many features of the predecessor, including the large blisters over the cannon bays. These were intended to accommodate two 20mm cannons each and some of the aircraft really flew with this rather heavy armament of four cannons, but most of them had the outer cannon bays empty with aerodynamical cover of the opening in the leading edge. There were also some examples with that opening completely removed.

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

PARTS



DÍLY



TEILE



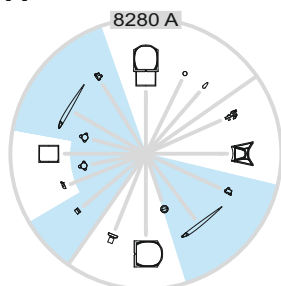
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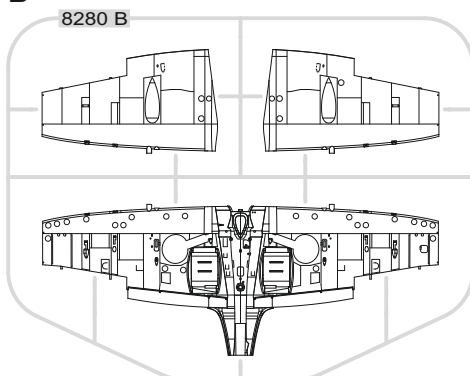
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PLASTIC PARTS

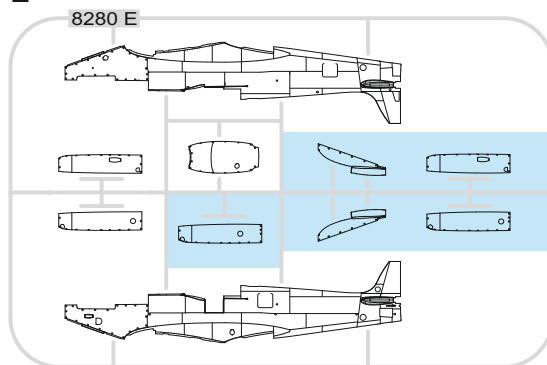
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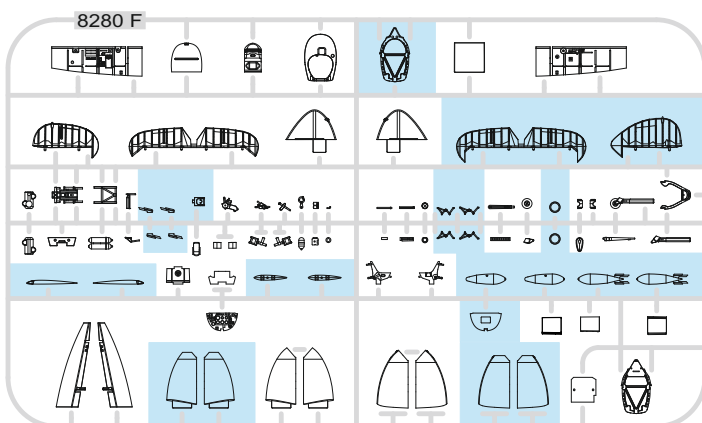
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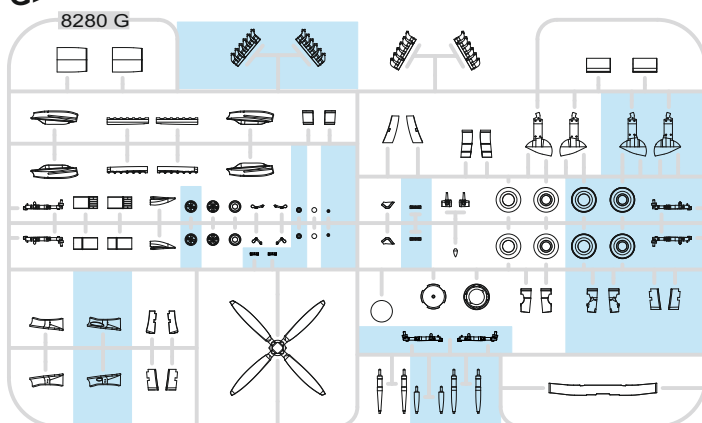
E>



F>



G>



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

COLOURS



BARVY



FARBEN



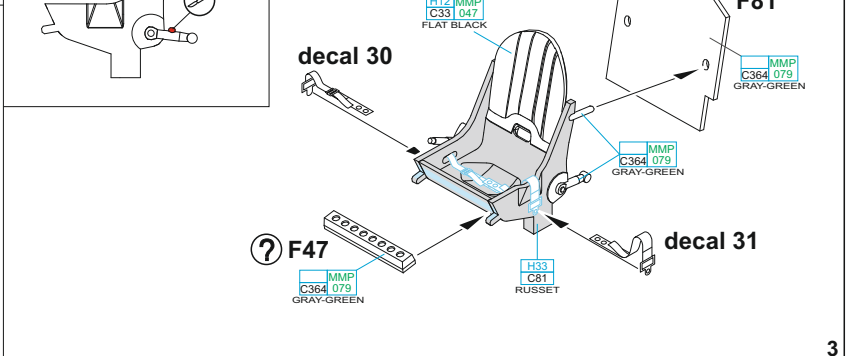
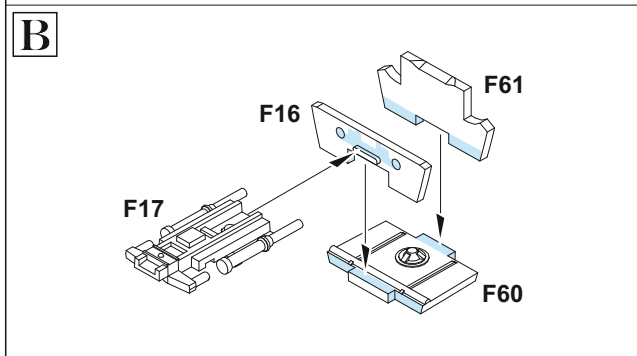
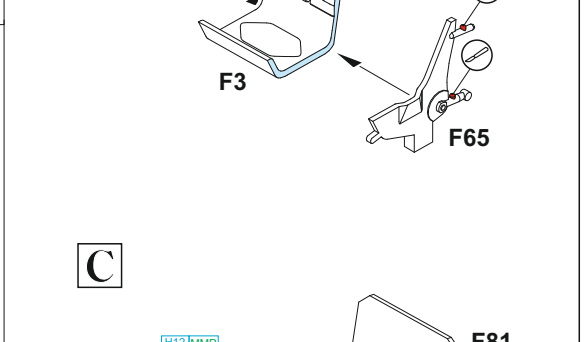
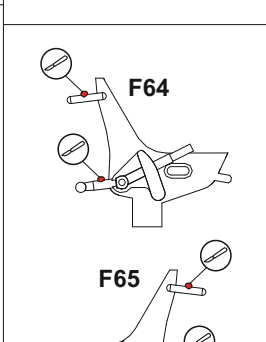
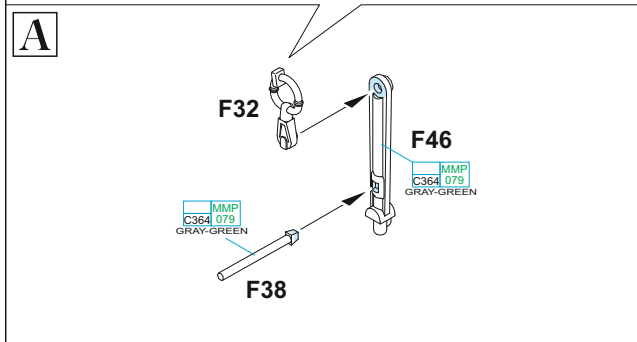
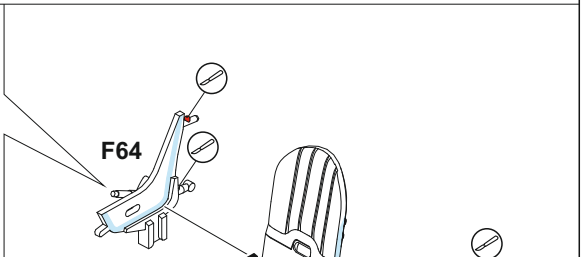
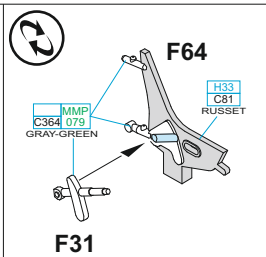
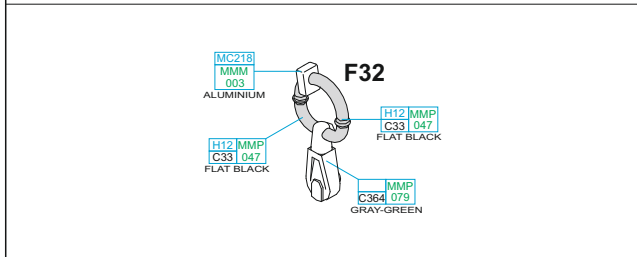
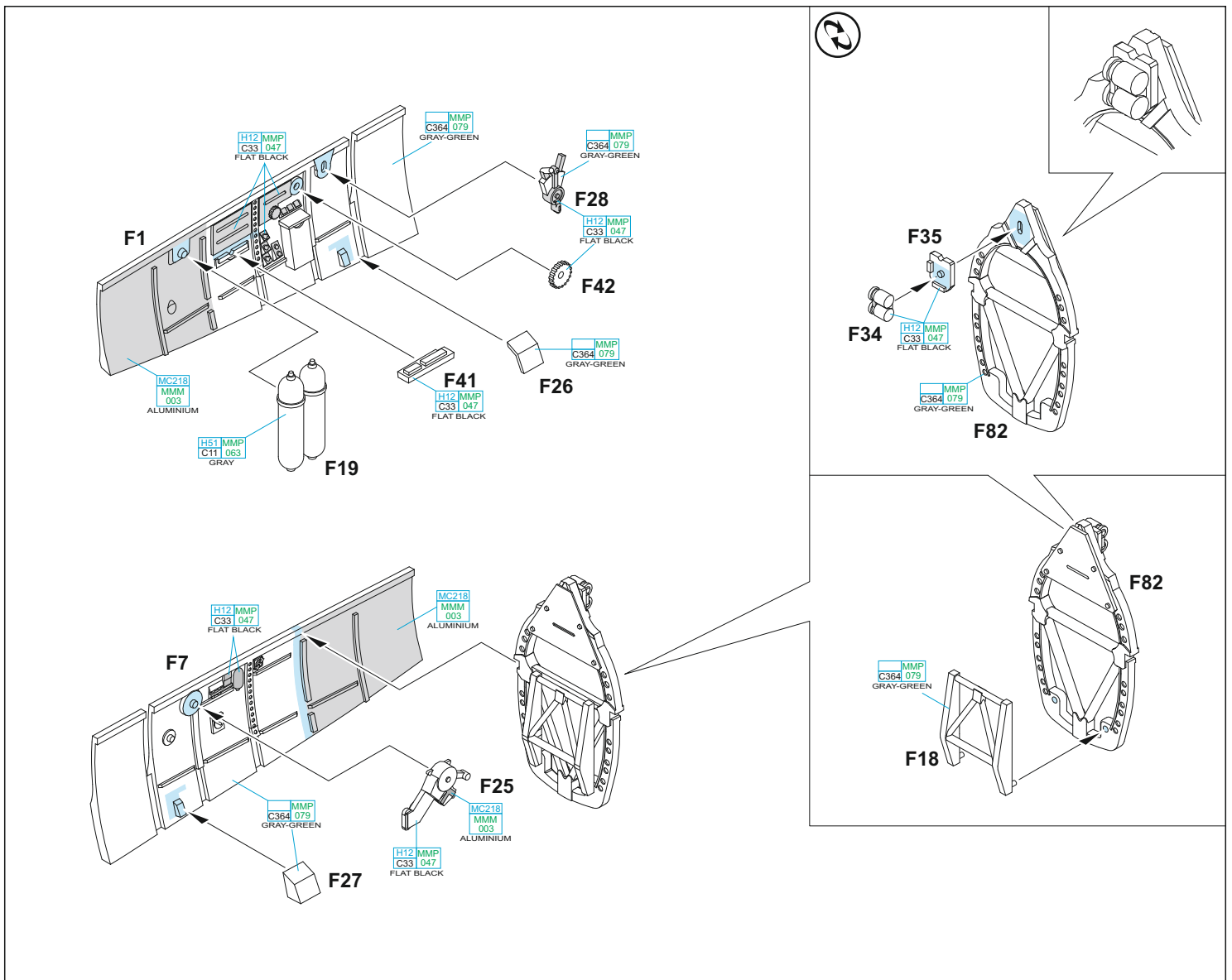
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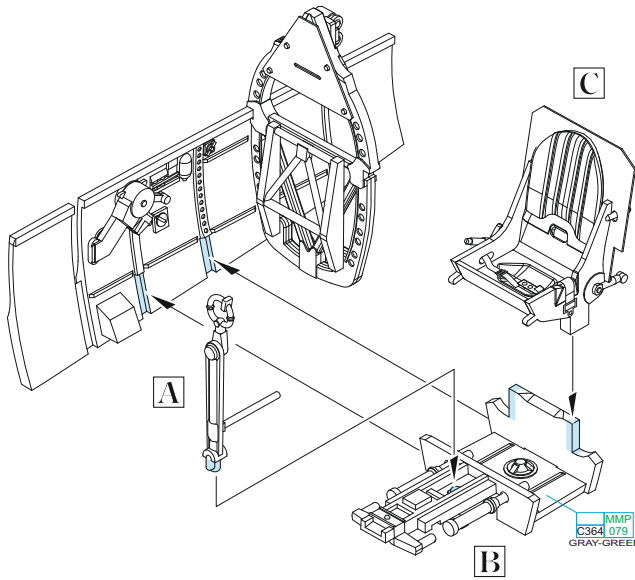


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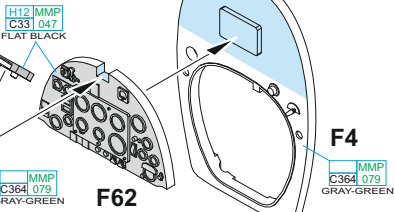
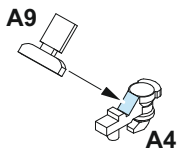
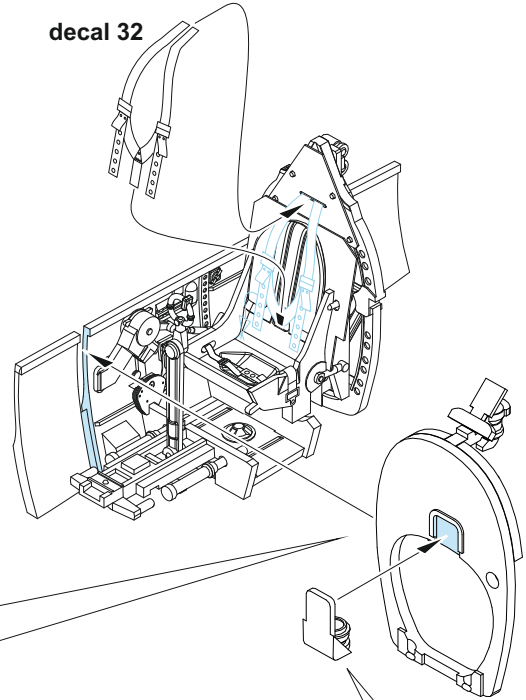
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AQUEOUS	Mr.COLOR	PAINTS	
H4	C4	MMP-007	YELLOW
H8	C8		SILVER
H12	C33	MMP-047	FLAT BLACK
H13	C3	MMP-003	RED
H33	C81		RUSSET
H51	C11	MMP-063	LIGHT GULL GRAY
H71	C21	MMP-076	MIDDLE STONE
H72	C369	MMP-078	DARK EARTH
H74	C368	MMP-080	SKY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H328	C328		BLUE
H330	C361	MMP-077	DARK GREEN
H335	C363	MMP-094	MEDIUM SEAGRAY
	C362	MMP-093	OCEAN GRAY
	C364	MMP-079	AIRCRAFT GRAY-GREEN
	C370	MMP-092	AZURE BLUE
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM201		MMC-001	SUPER FINE SILVER

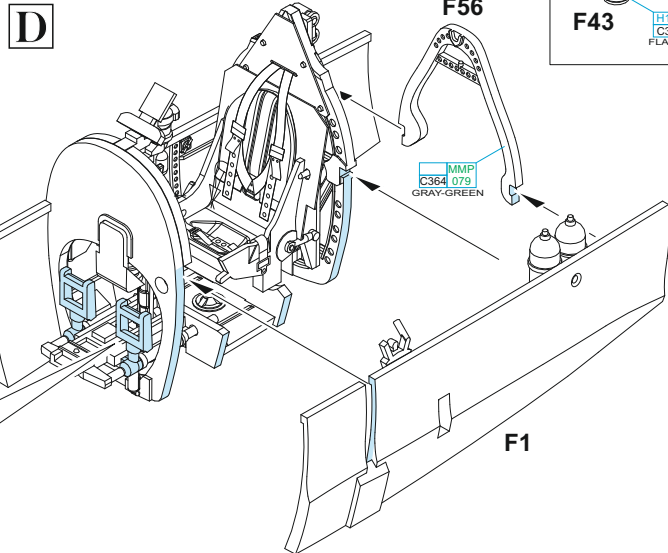
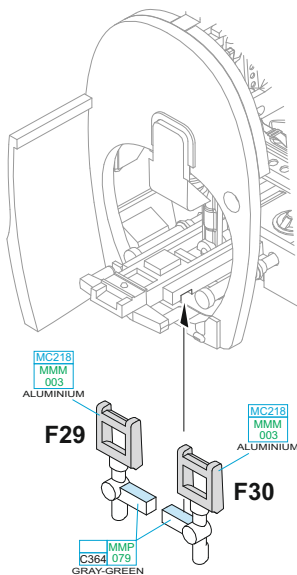
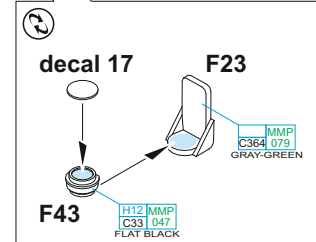




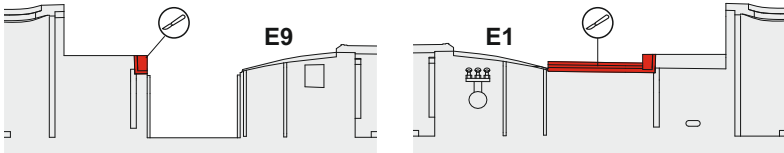
decal 32



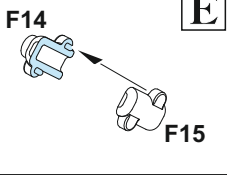
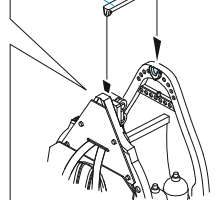
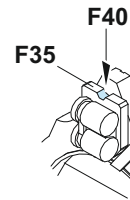
OPTIONAL: decal 15



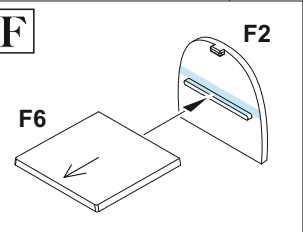
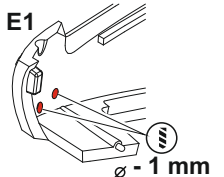
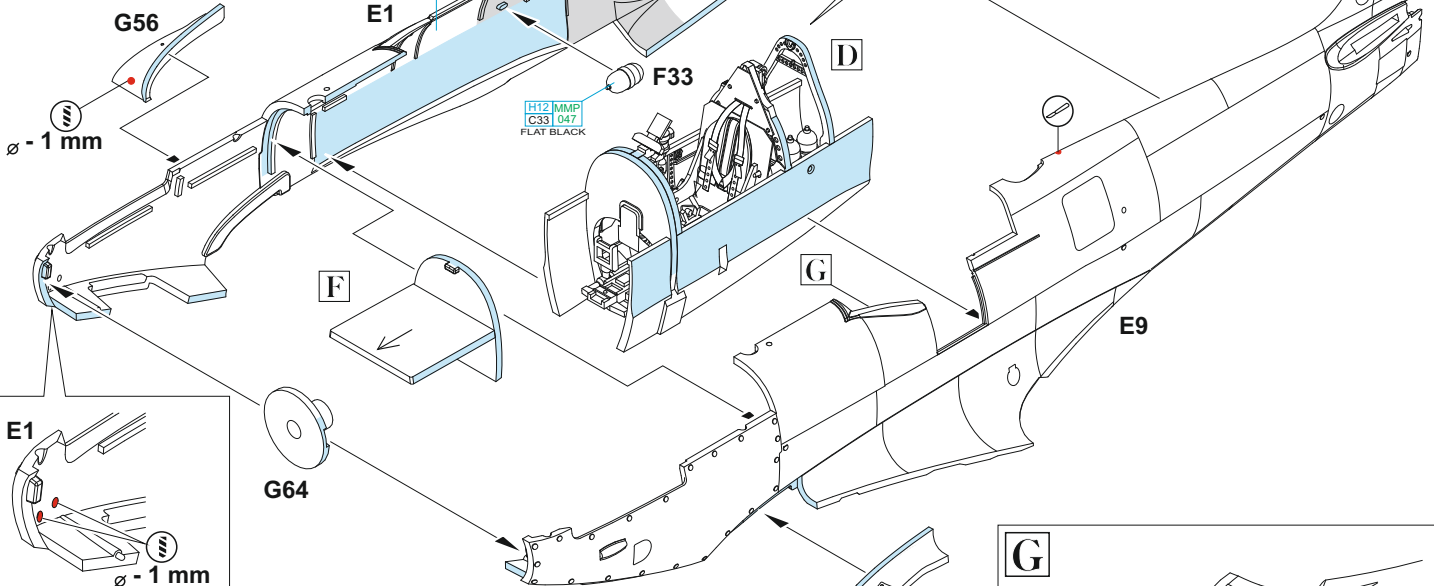
FOR CLOSED CANOPY ONLY



MMP C364 079 GRAY-GREEN

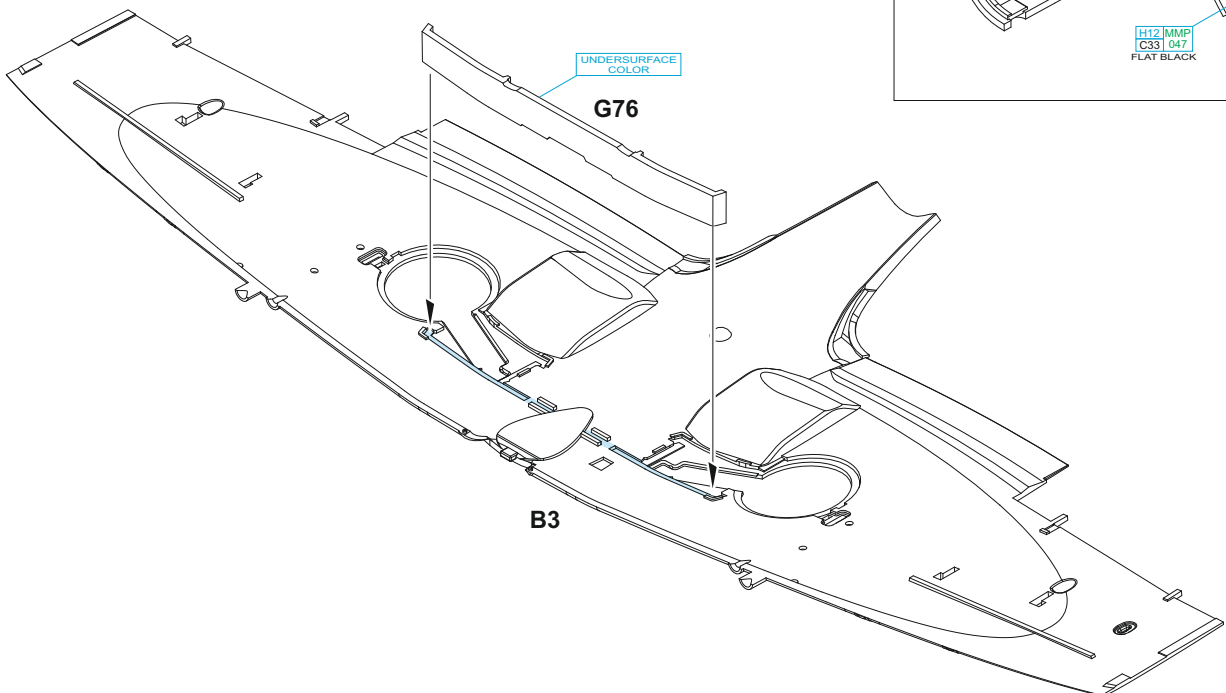
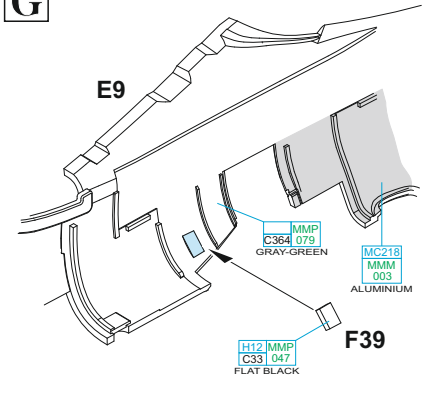


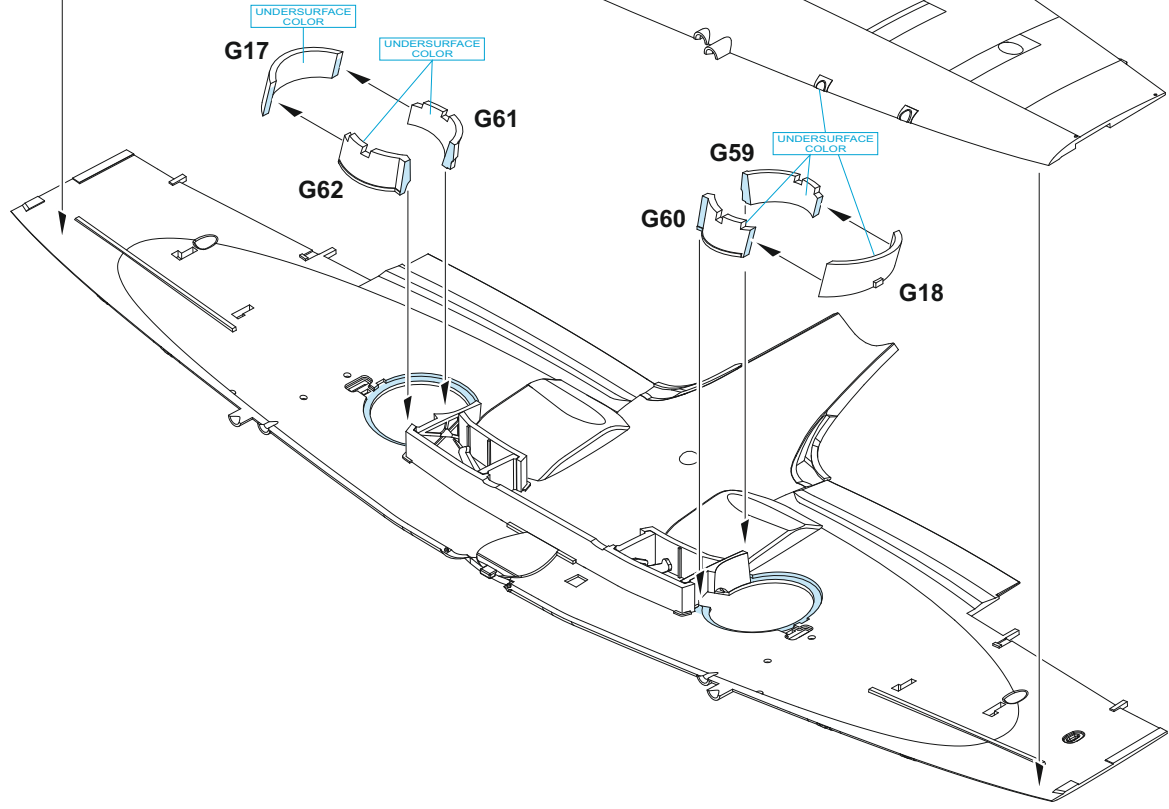
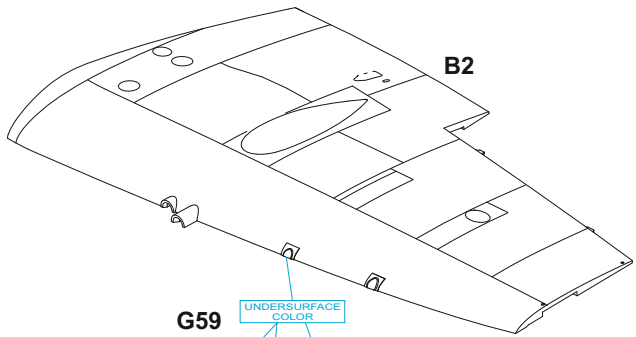
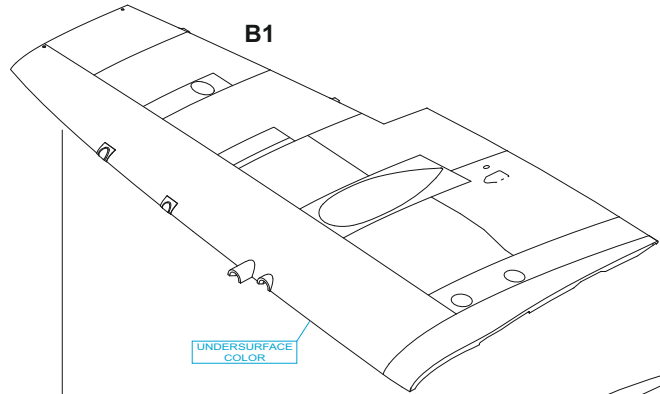
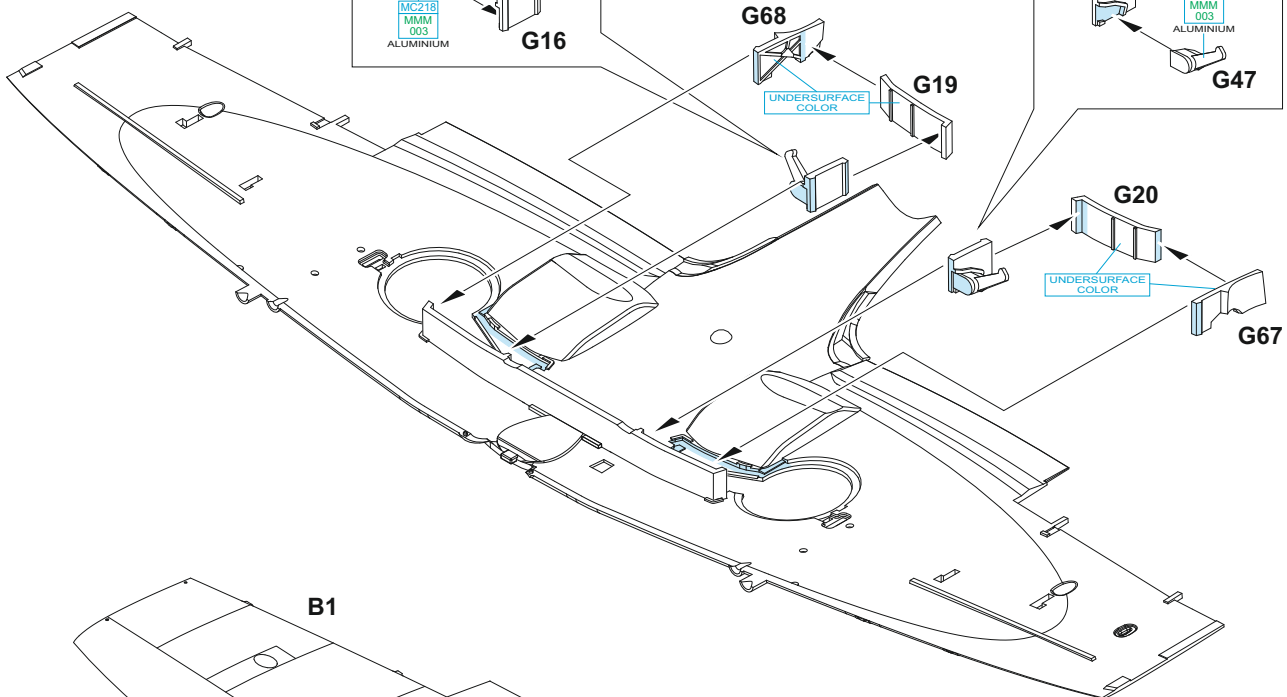
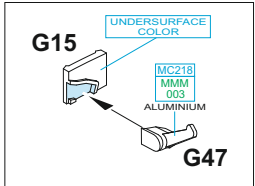
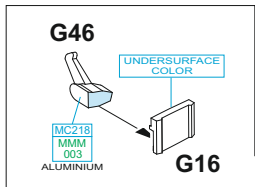
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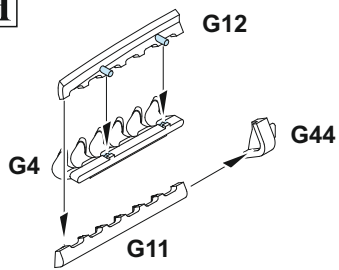
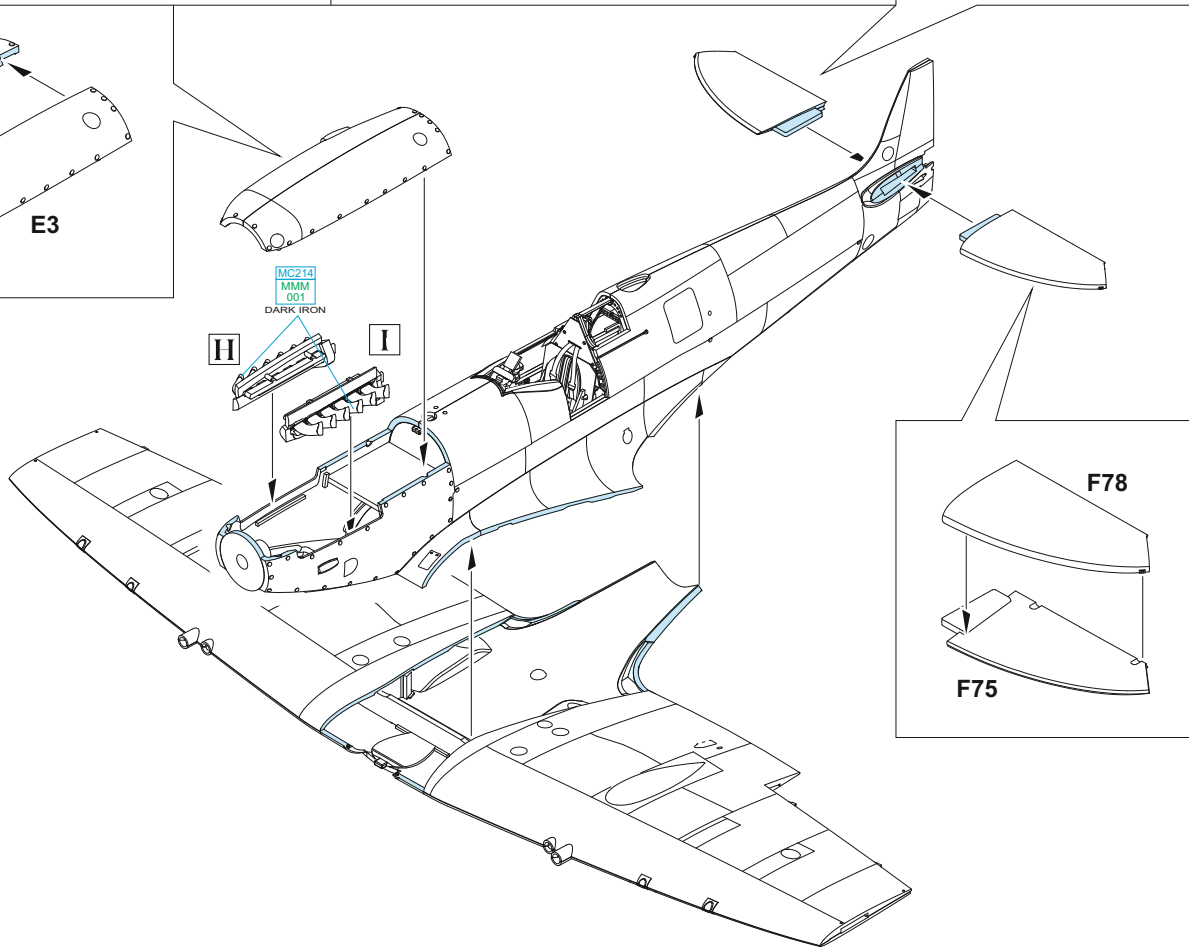
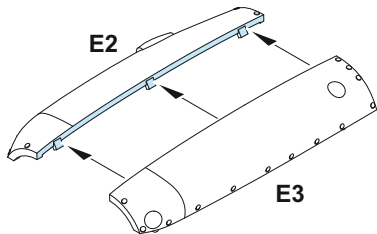
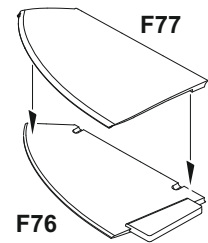
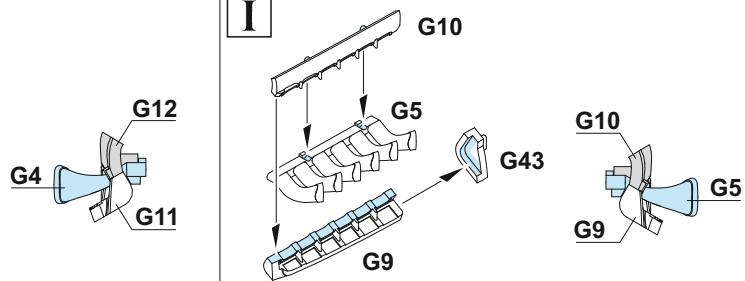


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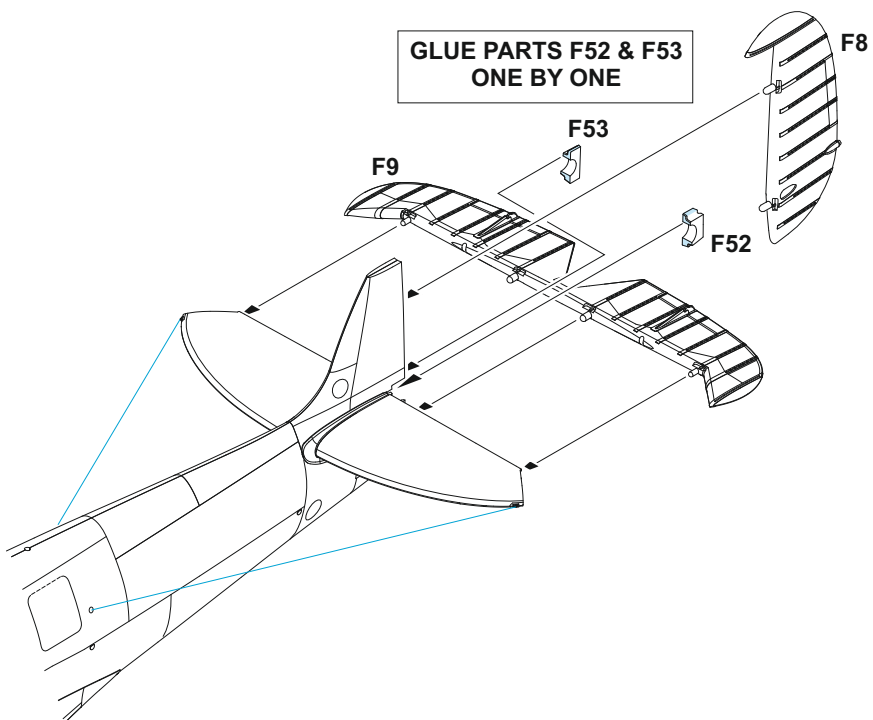


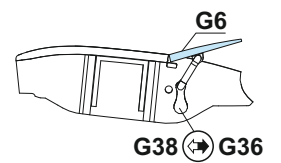
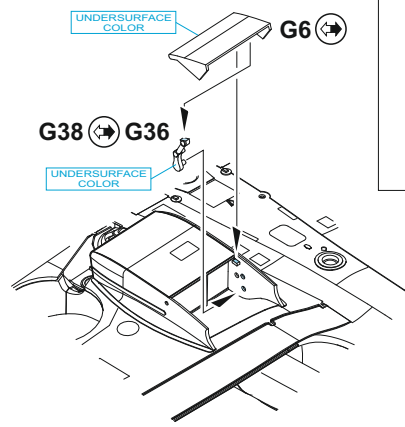
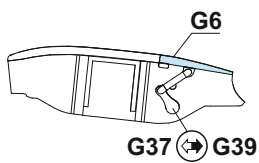
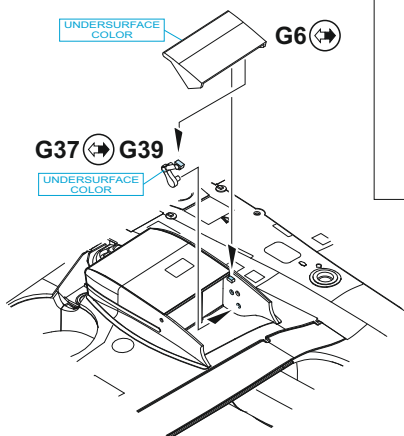
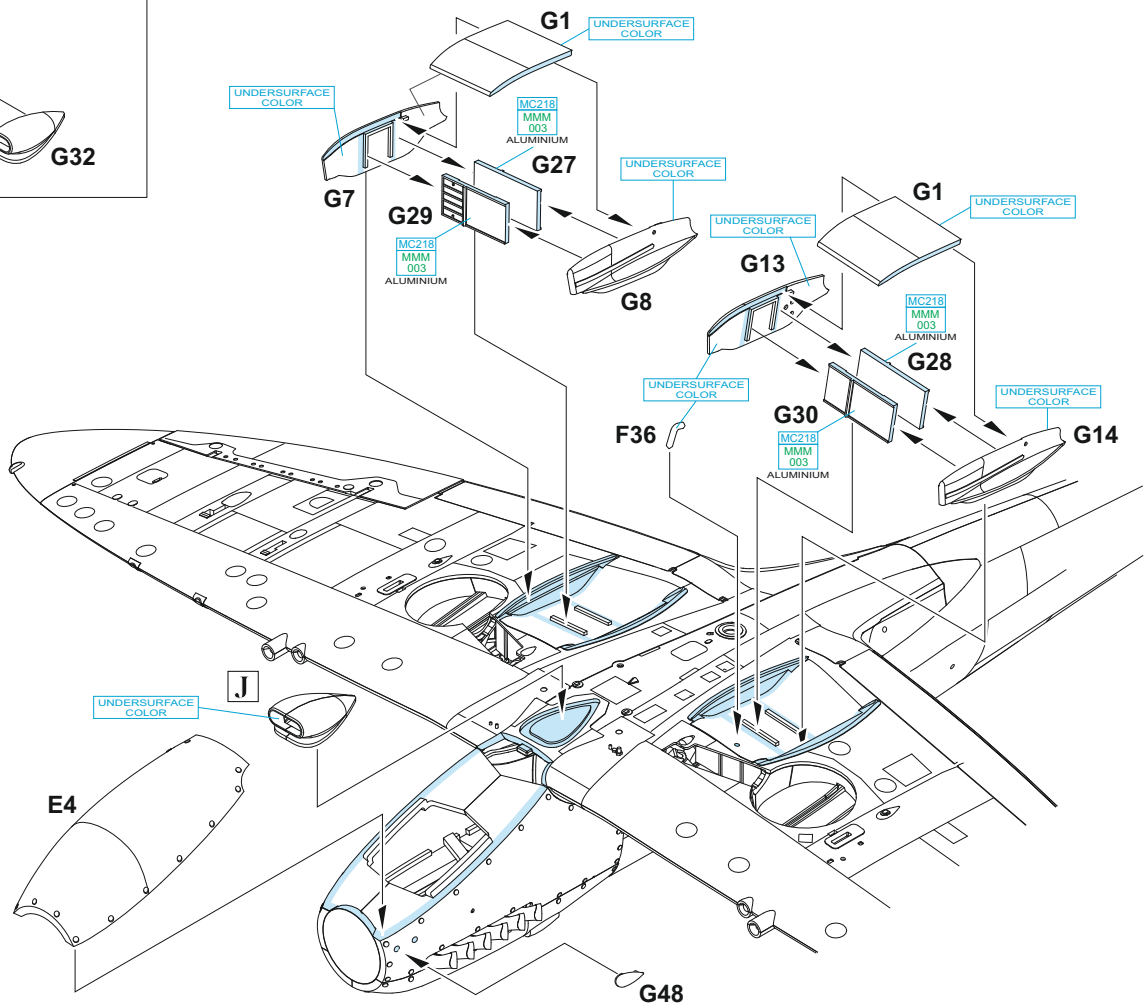
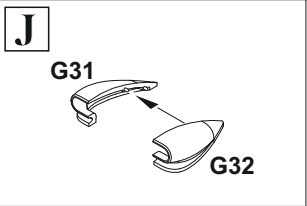
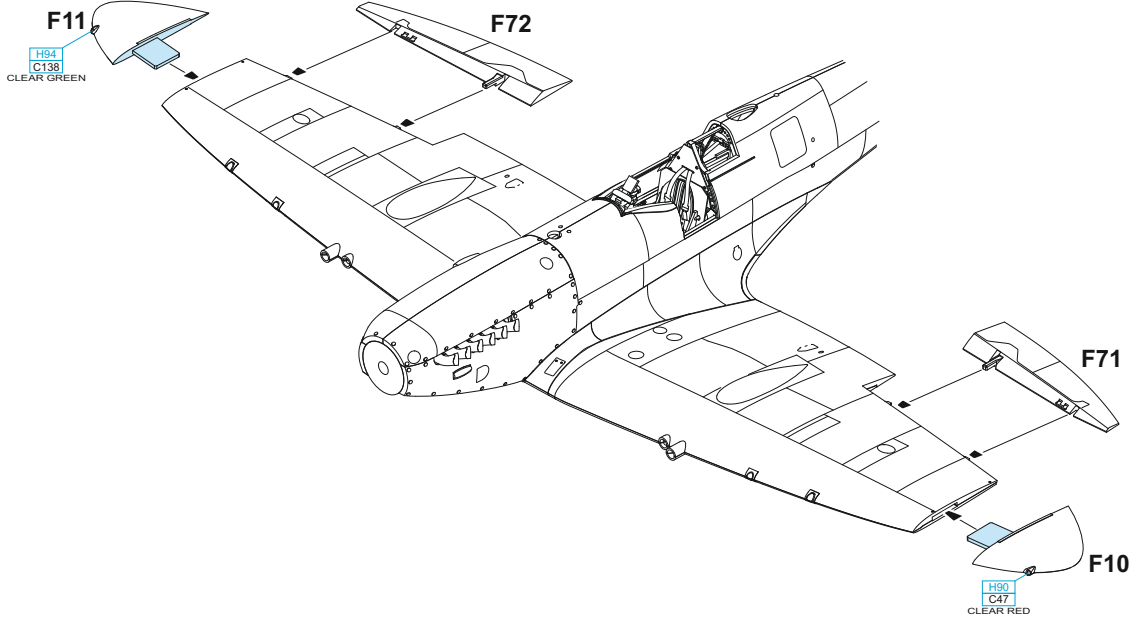
H**I**

MC214
MMM
001
DARK IRON

H**I****F78****F75**

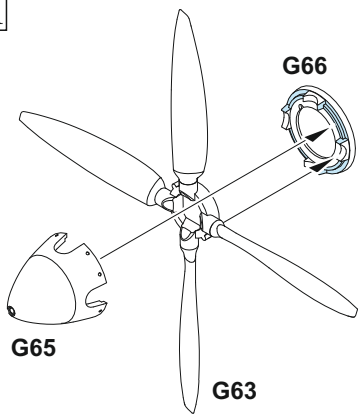
**GLUE PARTS F52 & F53
ONE BY ONE**





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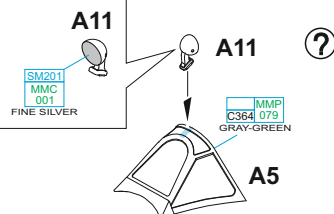
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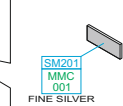
A11 - MARKINGS A; C; D

MARKING B

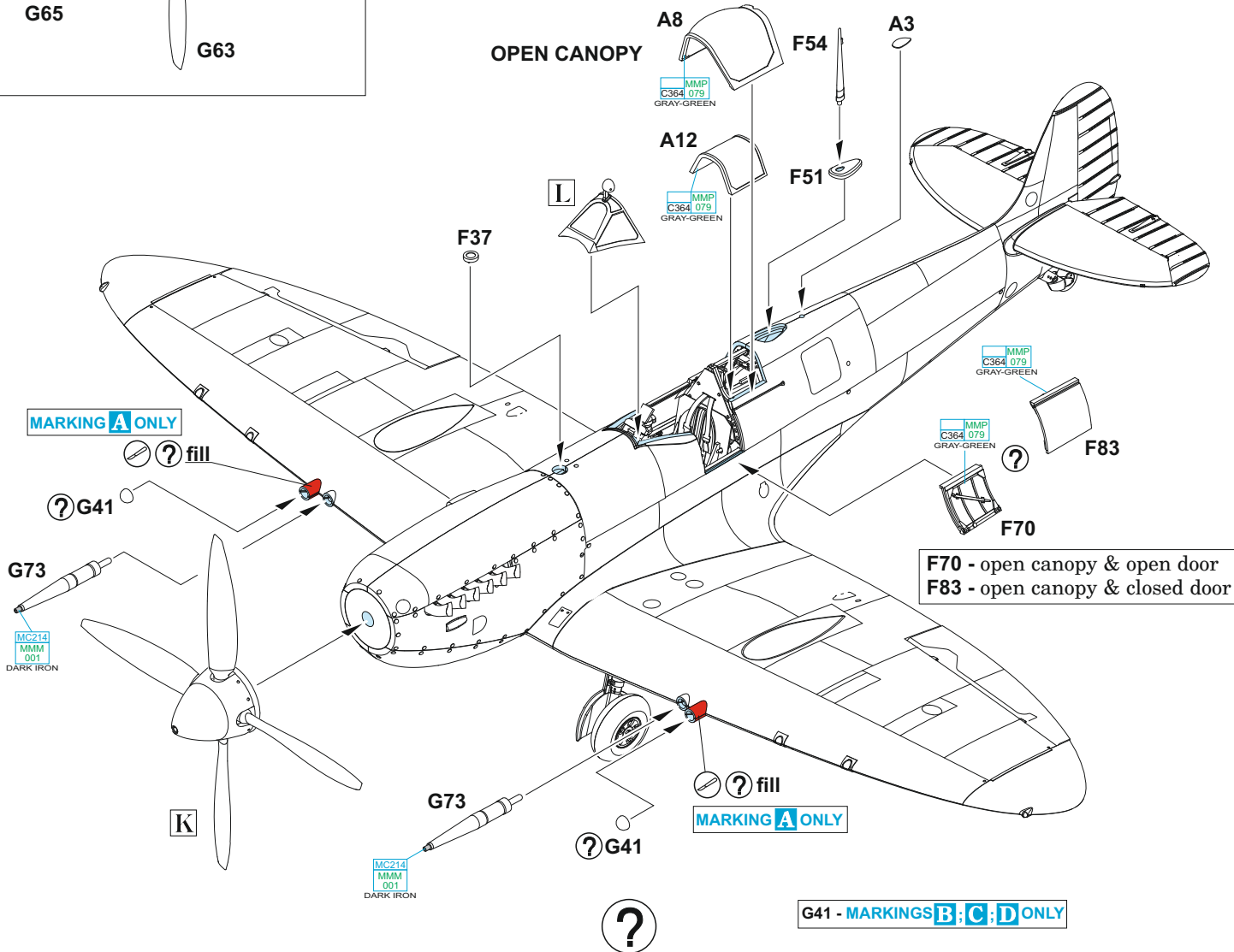


2,5 x 1,5 mm plastic sheet

wire \varnothing - 0,5 mm



OPEN CANOPY



MARKING A ONLY

fill

G41

G73

MC214
MMM
001
DARK IRON

K

G73

MC214
MMM
001
DARK IRON

G41

fill

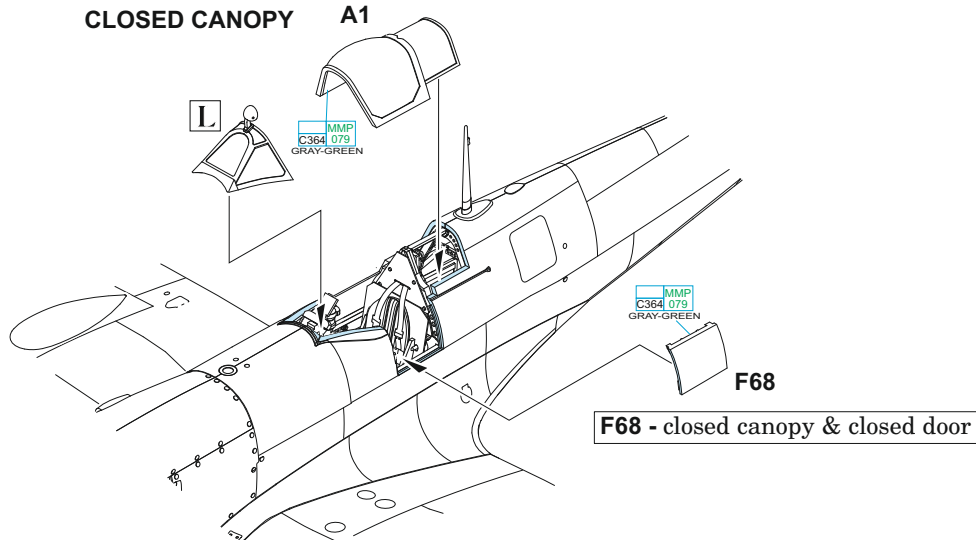
MARKING A ONLY

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G41 - MARKINGS B; C; D ONLY

F70 - open canopy & open door
F83 - open canopy & closed door

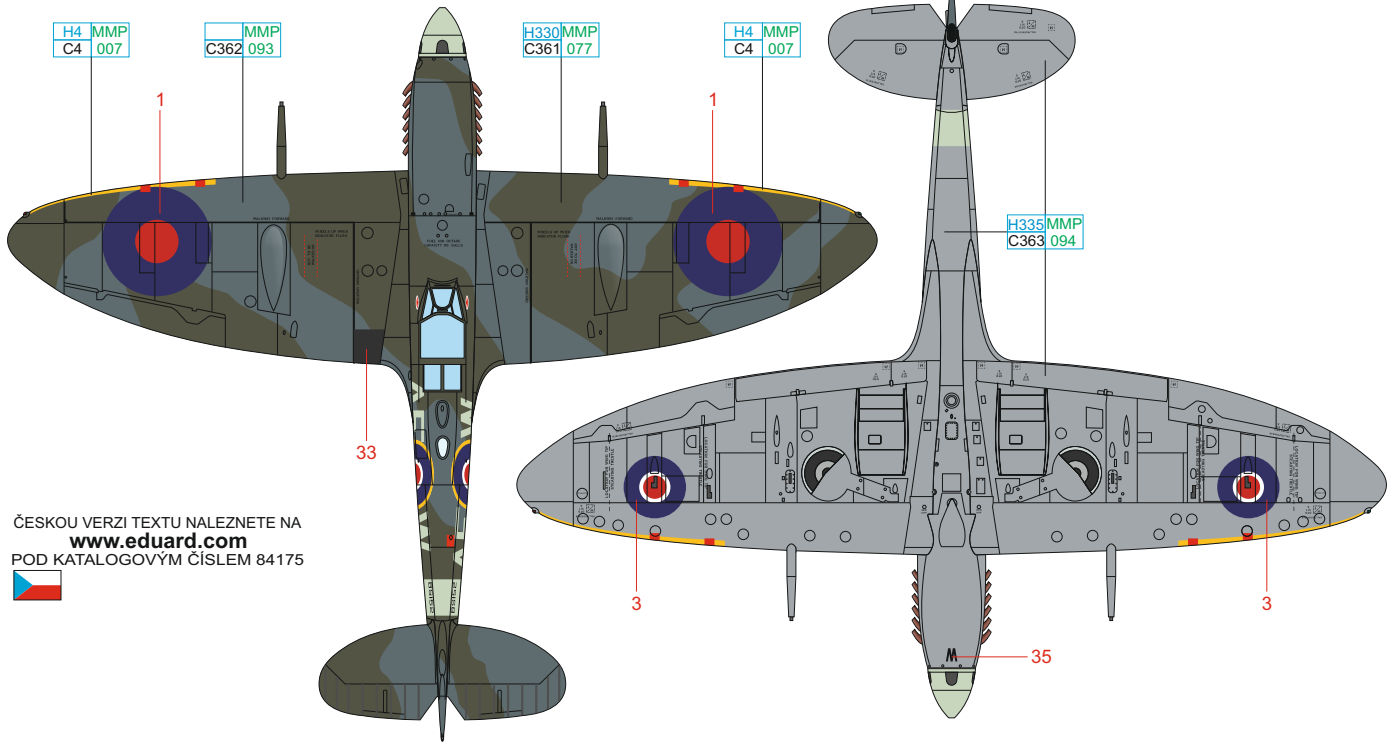
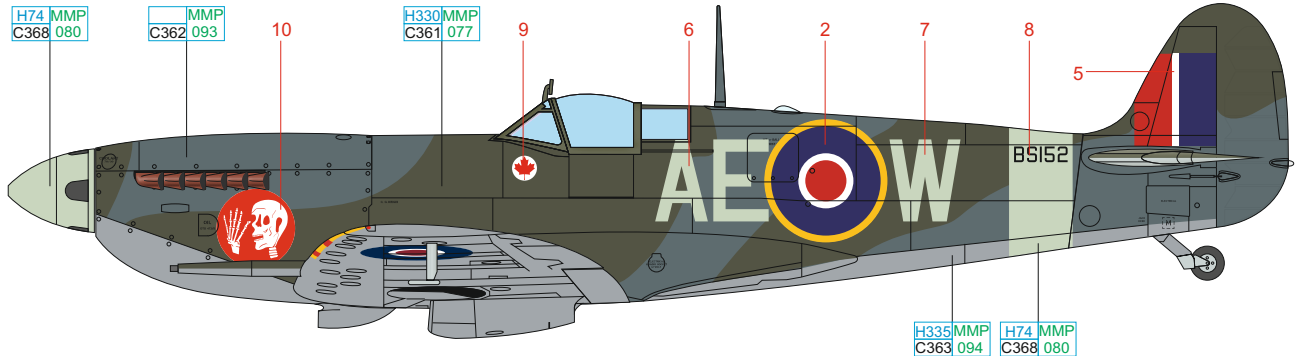
CLOSED CANOPY



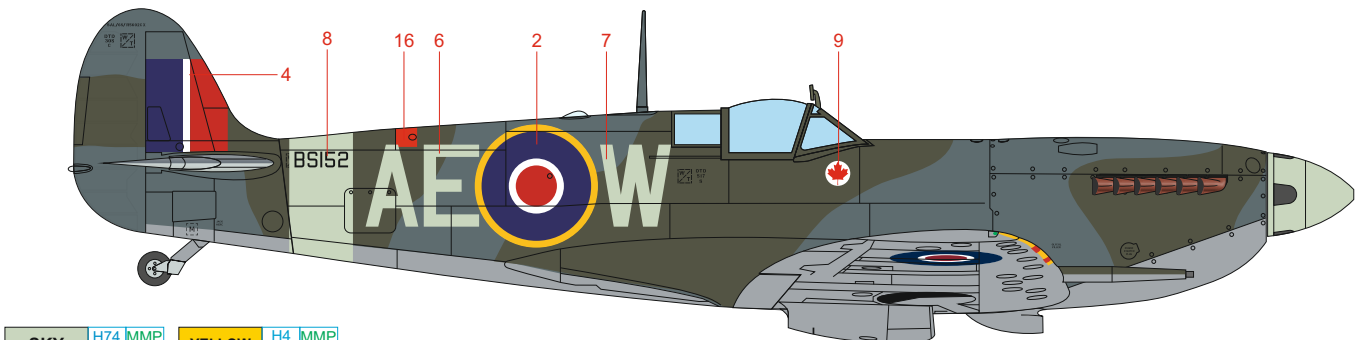
F68 - closed canopy & closed door

A BS152, F/O Lorne M. Cameron, No. 402 Squadron RCAF, RAF Kenley, Surrey, United Kingdom, February 1943

Lorne Maxwell Cameron enlisted in the RCAF in January 1941 and after completion of training, he was dispatched to the UK in September 1941. Prior to joining No. 402 Sqn in January 1942, he attended No. 53 OTU for combat training. On February 27, the day of his 21st birthday, Cameron scored his first victory, shooting down a Fw 190A-4 of JG 26. He flew this BS152 Spitfire in that sortie and added one damaged on March 13. After being injured on July 22, he spent some time in convalescence, returning to the unit in September 1943. After a period with No. 53 OTU, where he served as an instructor, he returned to action with No. 401 Sqn and took over the unit commander responsibilities. Cameron and his "boys" were tasked with numerous anti-ground sorties and the leader really showed the others the way, as he was credited with some 75 vehicles and five rail locomotives destroyed. He also added five more aerial victories plus one damage of enemy aircraft. He was shot down by Flak over France on July 3, 1944. He was able to hide himself for two months before being captured but managed to escape and returned back to the UK in September 1944. At the end of the war, he left RCAF and served with Auxiliary Air Force No. 402 „City of Winnipeg“ Squadron, where he was promoted to the Wing Commander rank. His Spitfire BS152 was decorated with nose art of skull in red circle and also sported rather unusual deletion of the outer cannon provision cover.



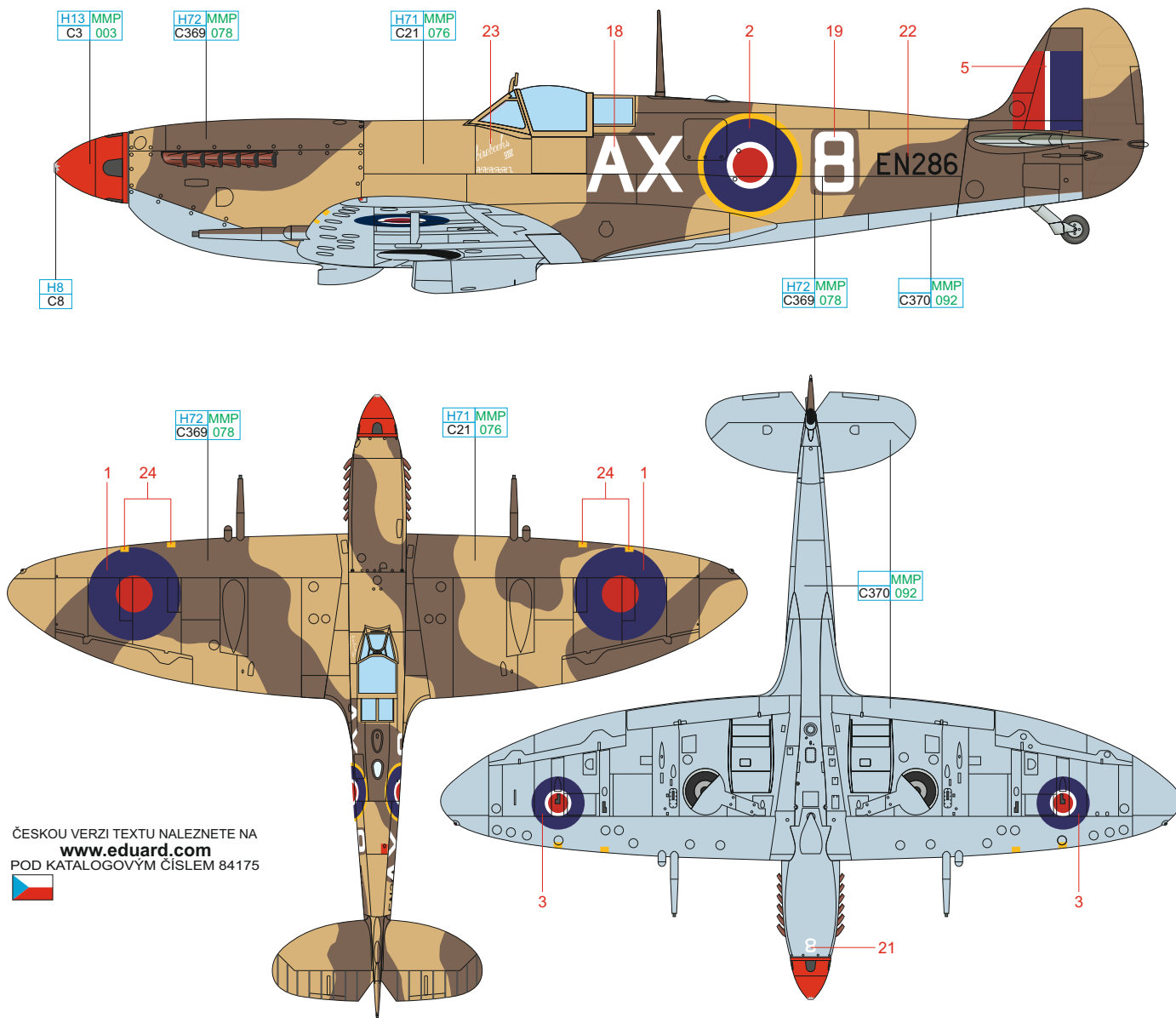
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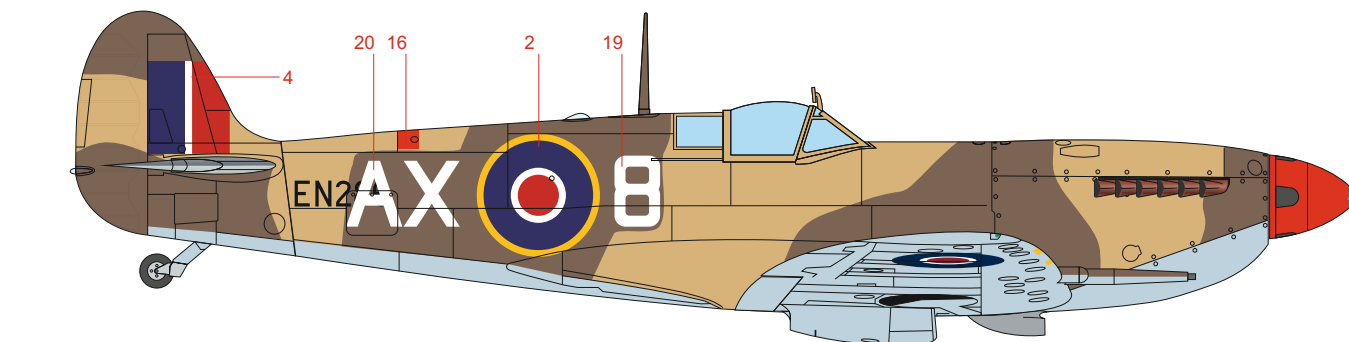
SKY	H74 MMP C368 080	YELLOW	H4 MMP C4 007
MEDIUM SEA GRAY	H335 MMP C363 094	OCEAN GRAY	MMP C362 093
		DARK GREEN	H330 MMP C361 077

B EN286, F/Lt Eric Robinson, No. 1 SAAF Squadron, Pachino, Sicily, July 1943

The pilot with the full name McClellan Eric Sutton Robinson, usually called „Robbie“, was born in Johannesburg on February 26, 1919. He achieved ace status by shooting down five enemy aircraft plus one probable and one damaged. His first operational unit was No. 1 SAAF Sqn with Hurricanes, which he joined in August 1942 and stayed there for one year. He achieved his first combat success on November 2, 1942, when he shared one Ju 87 and after switching to Spitfire Mk.V he added five victories between January and April 1943. After that, Robinson was unlucky for first time, as he was shot down by friendly USAAF P-38 and had to bail out over the Mediterranean Sea on July 14, 1943. He was lucky to be rescued by Greek destroyer. Robinson was awarded DFC at the end of his combat tour in September 1943 and sent to the UK to become instructor at No. 11 OTU. There he was unlucky for second time on November 14, 1944, as he collided with one of the trainees when flying Kittyhawk and crashed to his death. His Spitfire EN286 was one of the aircraft which were taken over from Polish Fighting Team. The original codes were overpainted by Dark Earth color and then new ones of No. 1 Sqn painted. The inscription Cirecooks is the combination of his given name being spelt backwards and the surname of his fiancée. The number III indicates it was his third aircraft of this name. Robinson did not achieve any aerial victory flying it.



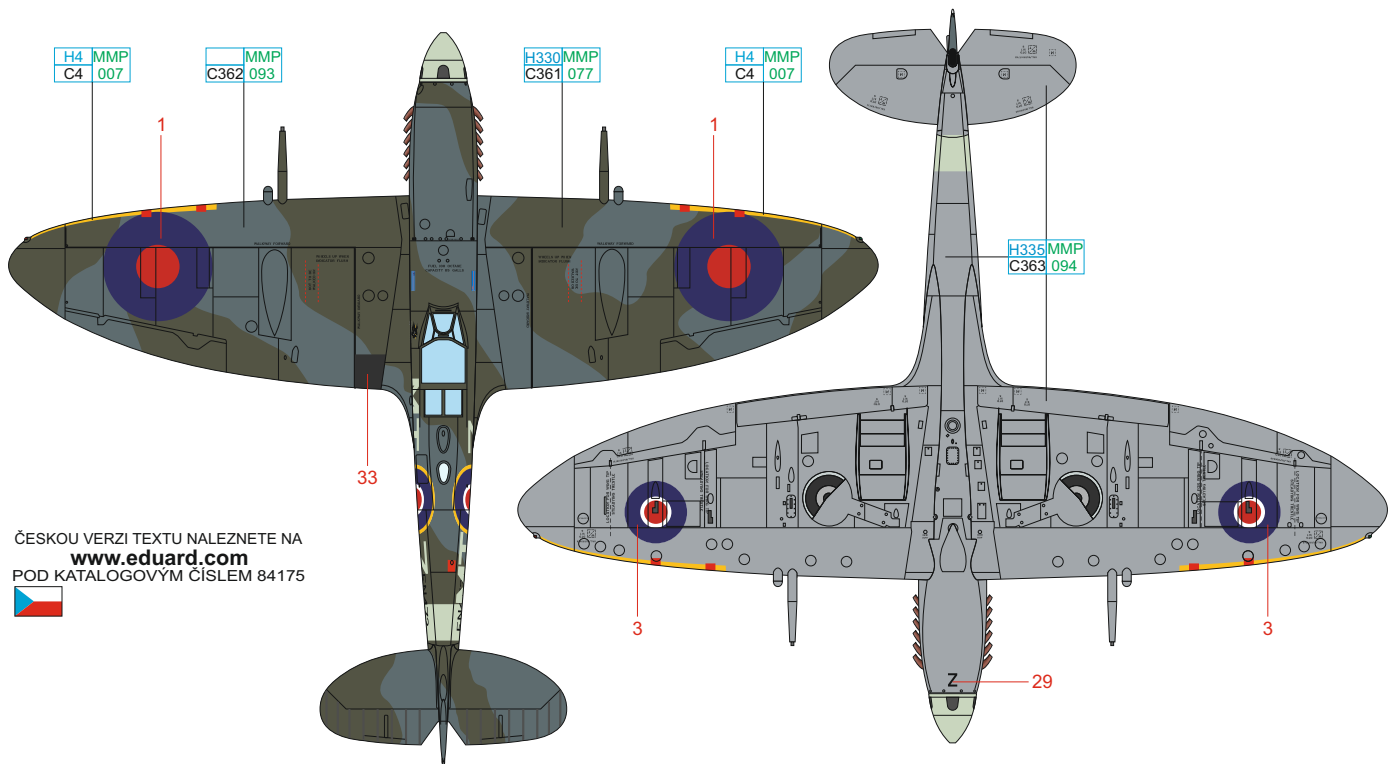
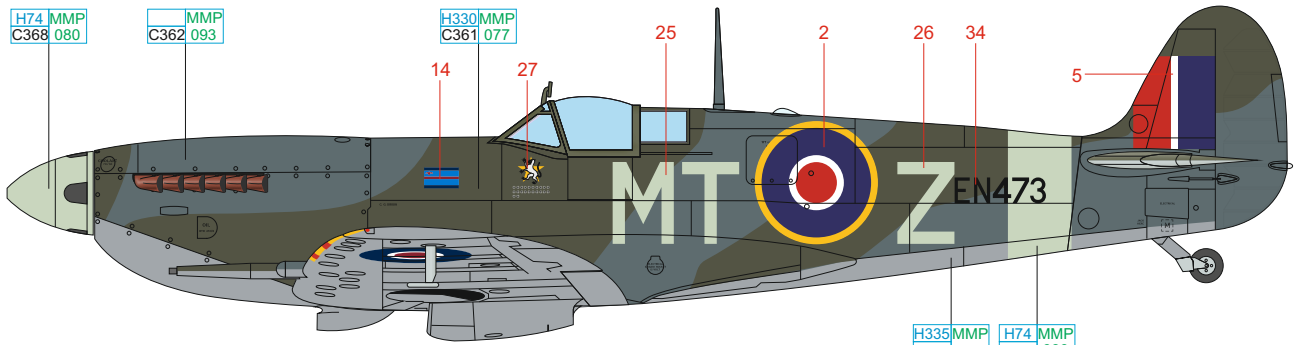
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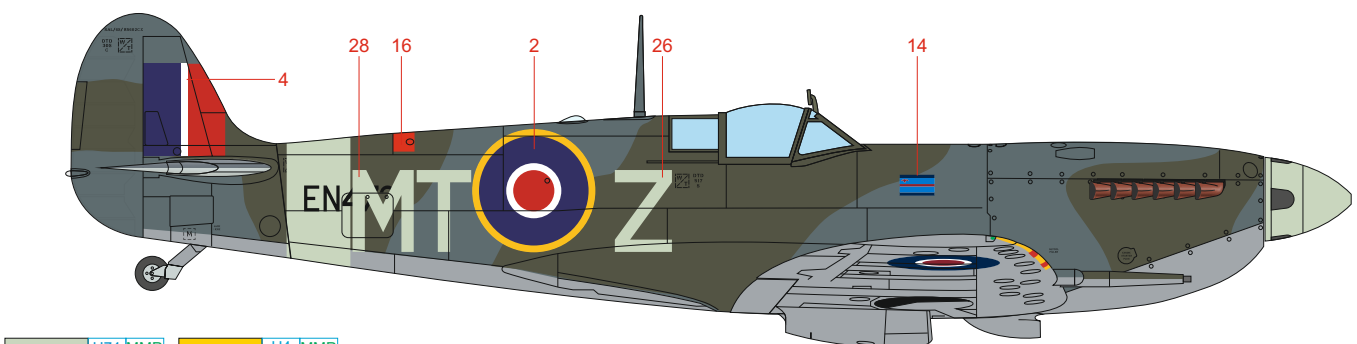
RED	H13 MMP C3 003	SILVER	H8 C8
DARK EARTH	H72 MMP C369 078	MIDDLE STONE	H71 MMP C21 076
		AZURE BLUE	MMP C370 092

C EN473, S/Ldr Donald E. Kingaby, No. 122 Squadron, RAF Hornchurch, United Kingdom, April 1943

Donald „Don“ Ernest Kingaby was one of the top British aces of WWII, as he scored 21 aerial victories plus six probable, two shared and 11 damaged. He was born on January 7, 1920, as a son of a vicar and joined RAFVR (Royal Air Force Volunteer Reserve) in April 1939. After being called in, he underwent training with No. 5 OTU and joined No. 266 Sqn as a sergeant. He moved to No. 92 Sqn in September, where he gained himself nickname "The 190 Specialist" for his success with fighting German fighters. He was awarded DFM on December 6, 1940 and was the only man to achieve two Bars to this medal. He was posted to No. 58 OTU in November 1941 and started his second tour with No. 111 Sqn in March 1942. After a short spell with No. 64 Sqn, he was finally posted to No. 122 Sqn becoming commanding officer of the unit in November and Wing Leader of the Hornchurch Wing in May 1943. After that Kingaby became staff member of the Fighter Command HQ but managed to fly several sorties during the invasion to Normandy. He spent the rest of the war as an instructor at the AGS at Catfoss, post war he commanded No. 72 Sqn from February 1949 until April 1952. „Don“ Kingaby retired in September 1958 after service at the Air Ministry and moved to USA, where he passed away on December 31, 1990. His EN473 Spitfire was the aircraft used when he achieved his last solo victory on March 8, 1943. The aircraft was decorated with squadron's emblem, the white leopard on the yellow five-pointed star. Due to some reason, there are 22 kill marks on his Spitfire, one more than officially recorded.



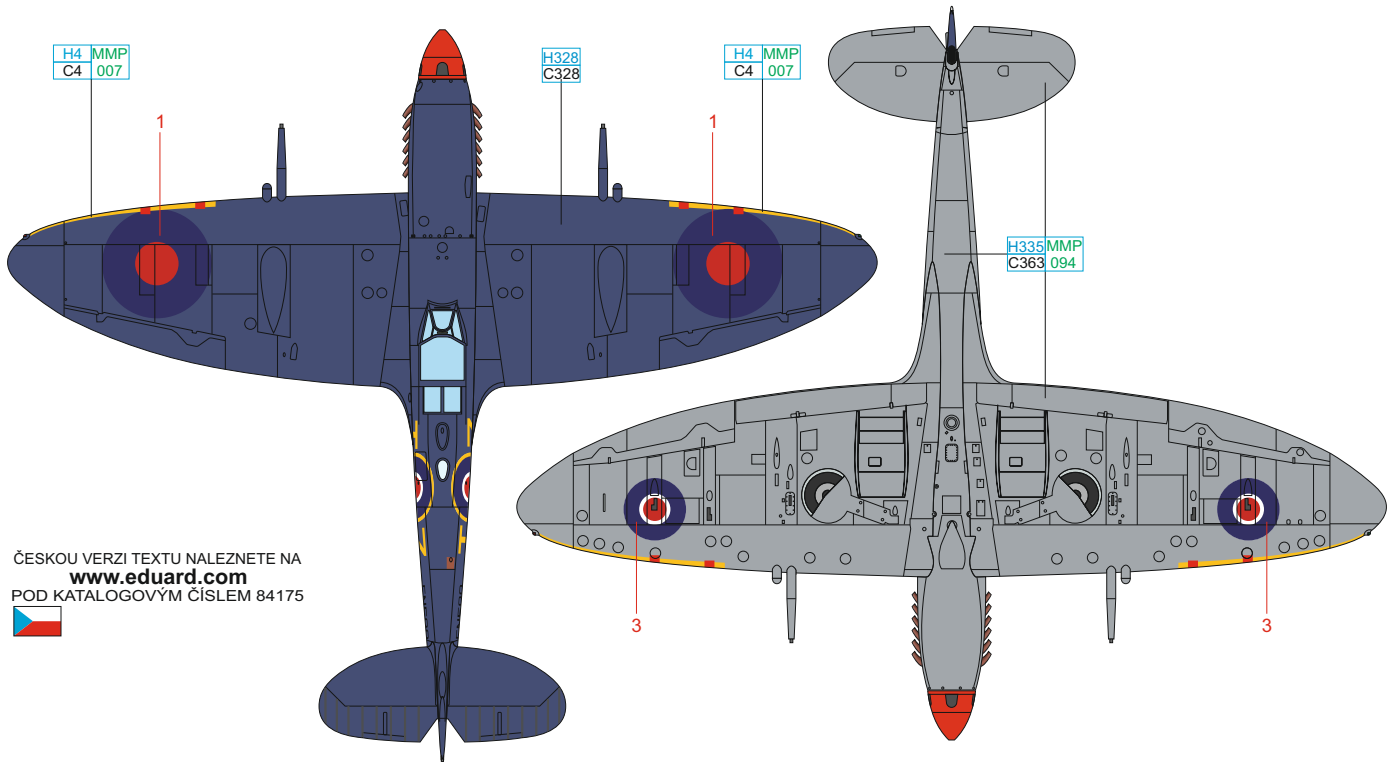
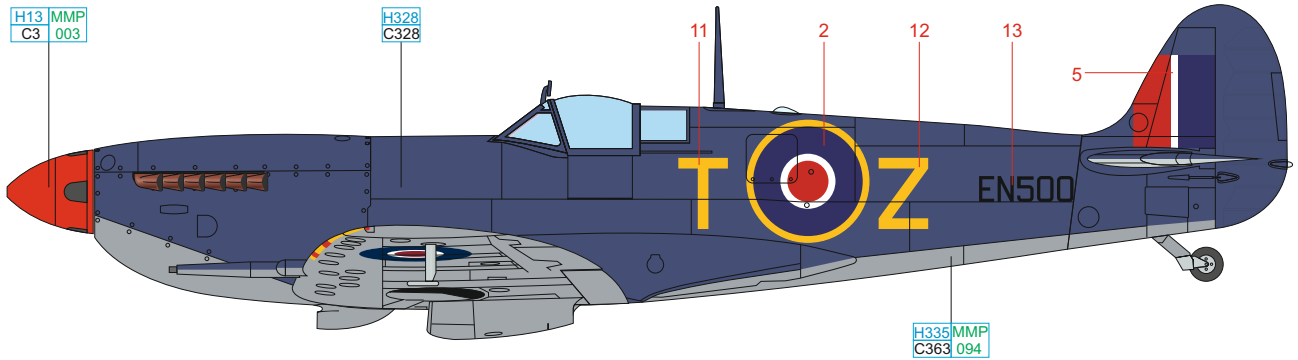
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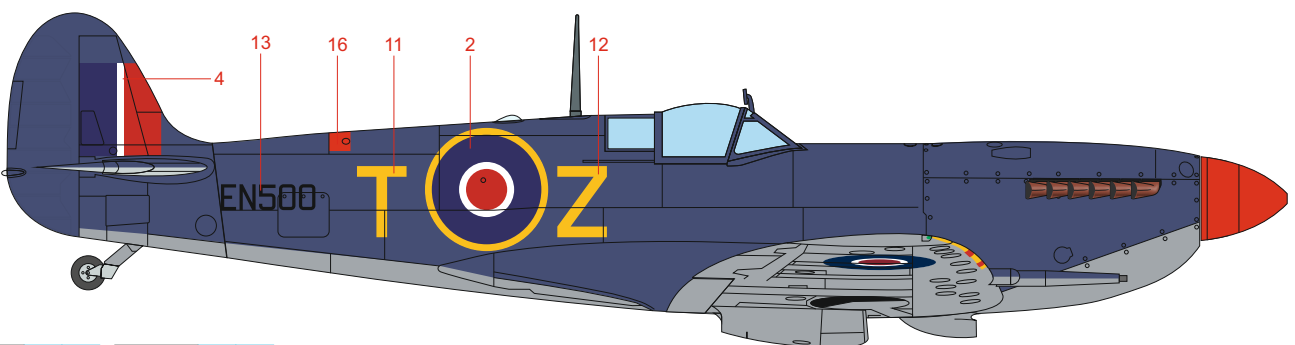
SKY	H74 MMP C368 080	YELLOW	H4 MMP C4 007
MEDIUM SEA GRAY	H335 MMP C363 094	OCEAN GRAY	MMP C362 093
		DARK GREEN	H330 MMP C361 077

D EN500, F/O Irving F. Kennedy, No. 249 Squadron, Qrendi, Malta, July 1943

Irving Farmer Kennedy, an ace with 10 aerial victories complemented with five shared and one probable, was born in Cumberland, Ontario on February 4, 1922. He joined RCAF in October 1940 and on completion of training he was posted to the UK as a sergeant in August 1941. After training with No. 55 OTU he became member of No. 263 Sqn flying with Whirlwinds. On June 14 he was posted to No. 421 Sqn but left for Malta on October 22, 1942. He joined No. 249 Squadron there on December 15, 1942. His first victim was Ju 52/3m shot down on February 7, 1943. He continued with shooting down Ju 88s and Ju 52/3ms. His first victory over enemy fighter came on June 10, 1943, when he shot down Bf 109G and shared one Mc.202. He was posted to the No. 111 Sqn on July 30, 1943, based in Sicily. "Hap" Kennedy's first operating tour ended in January 1944, second started on June 15, 1944, when he was posted to No. 401 Sqn. He became commanding officer there on July 3 and achieving his last two victories, as he was shot down by Flak near Dreux on July 28. He bailed out, escaped, and reached Allied lines on August 24 but he did not return to combat. Instead, he went back to Canada, where he joined No. 124 Sqn RCAF. He was discharged in February 1945 to resume his education. He graduated in medicine and practiced for 37 years. He remembered his experiences in the autobiography "Black Crosses off my Wingtip". "Hap" Kennedy passed away on January 6, 2011. His Spitfire EN500 was one of those finished in Dark Mediterranean Blue and Medium Sea Grey colors which better suited the fighting over the sea.



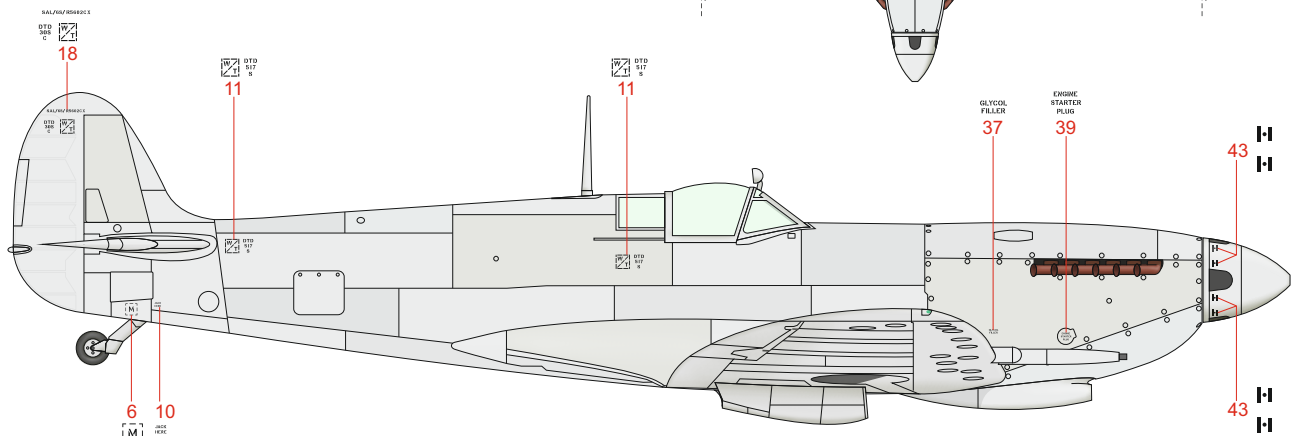
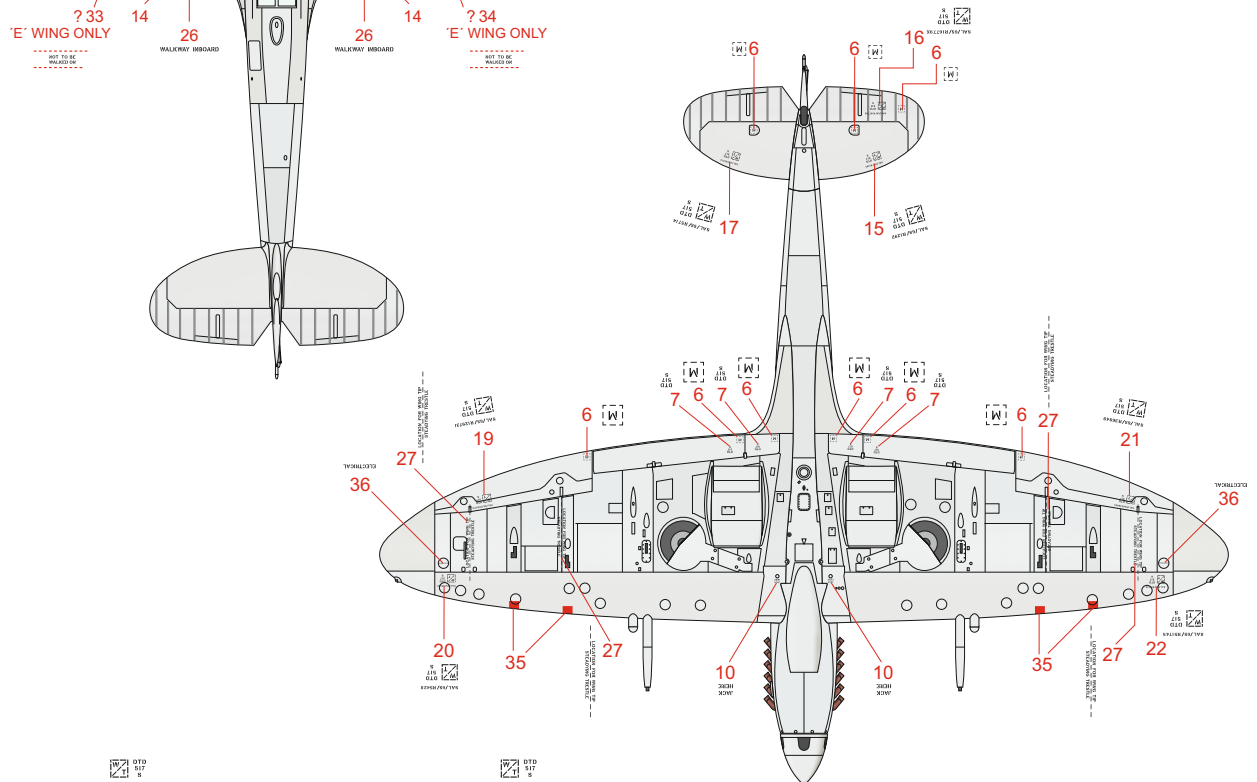
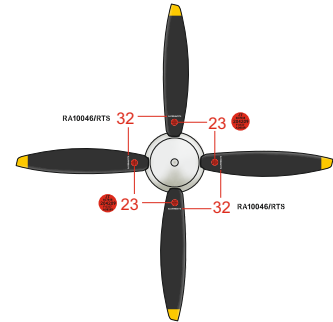
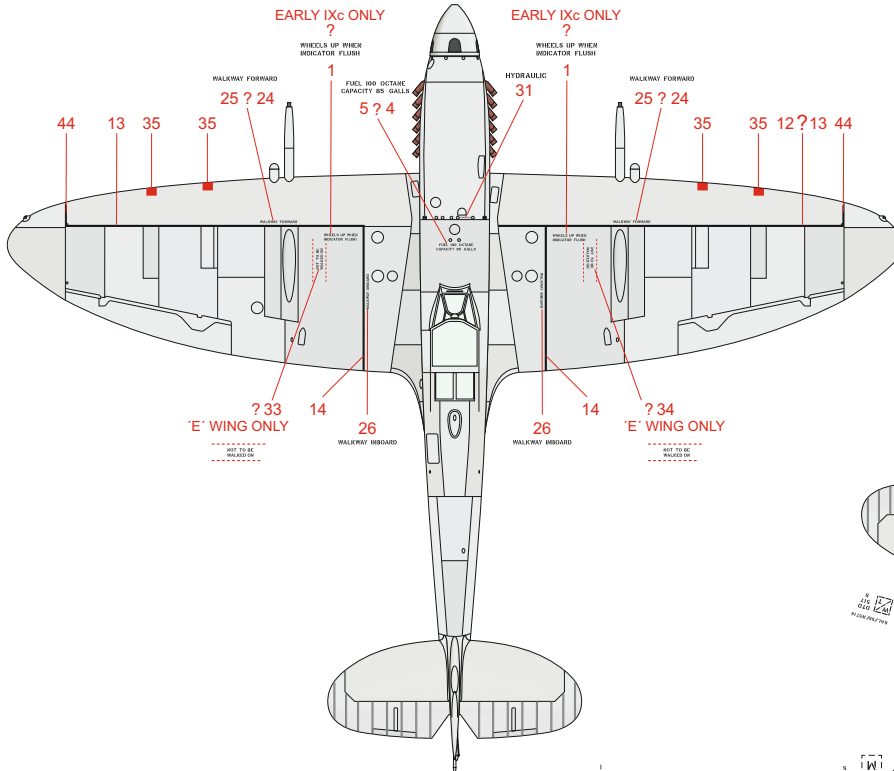
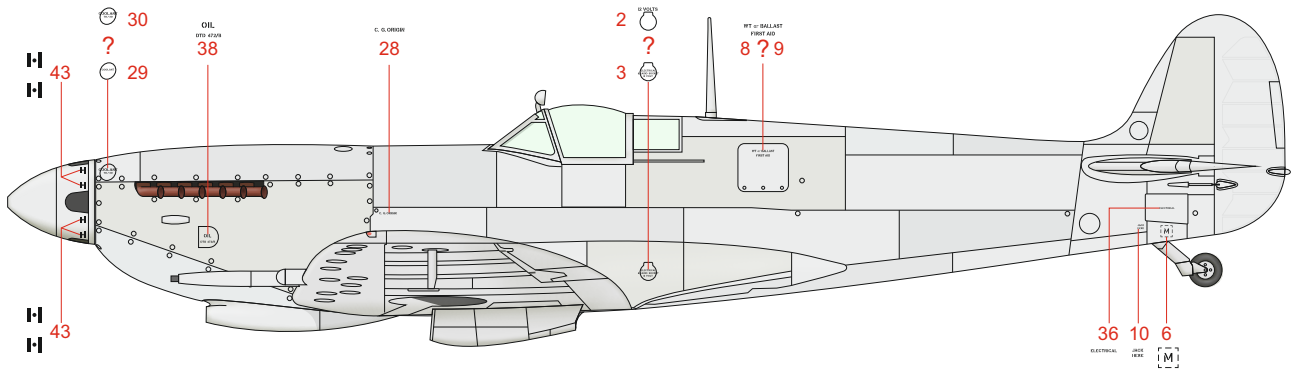
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RED	H13 MMP C3 003	YELLOW	H4 MMP C4 007
BLUE	H328 C328	MEDIUM SEA GRAY	H335 MMP C363 094

Spitfire F Mk.IXc

STENCILING POSITIONS



Eduard goodies for

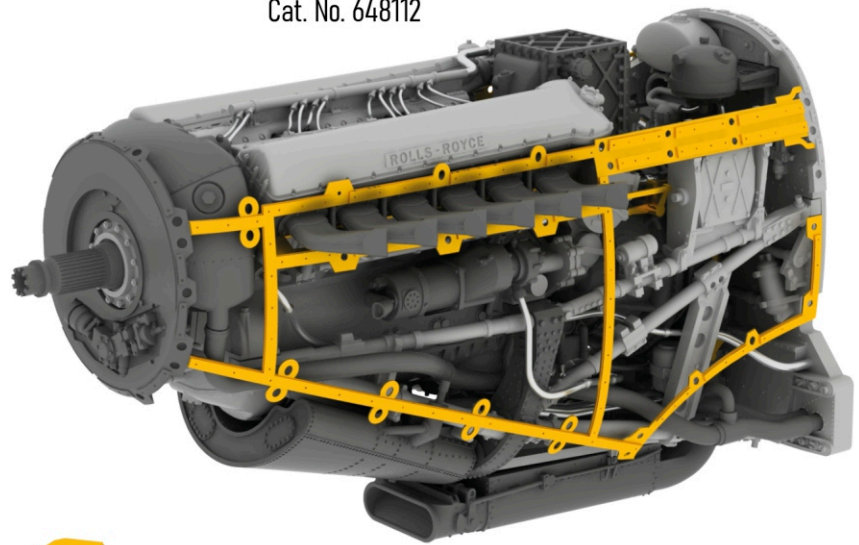
Spitfire F Mk.IX 1/48

- 48765 Spitfire Mk.IXc landing flaps (PE-Set)
- 48766 Spitfire Mk.IX surface panels (PE-Set)
- 49660 Spitfire Mk.IXc early version (PE-Set)
- FE840 Spitfire Mk.IX seatbelts STEEL (PE-Set)
- FE1210 Spitfire F Mk.IXc Weekend (PE-Set)
- 644007 Spitfire Mk.IX early LööK (Brassin)
- 648098 Spitfire wheels - 5 spoke (Brassin)
- 648099 Spitfire exhaust stacks fishtail (Brassin)
- 648100 Spitfire Mk.IX cockpit (Brassin)
- 648109 Spitfire 500lb bomb set (Brassin)
- 648112 Spitfire Mk.IX engine (Brassin)
- 648113 Spitfire Mk.IX gun bay (Brassin)
- 648119 Spitfire wheels - 5 spoke, smooth tire (Brassin)
- 648120 Spitfire - radio compartment (Brassin)
- 648124 Spitfire undercarriage legs BRONZE (Brassin)
- 648305 Spitfire Mk.IX top cowl early (Brassin)
- EX413 Spitfire Mk.IXc Weekend (Mask)

Cat. No. 644007



Cat. No. 648112



Cat. No. 648124



Cat. No. 648100

