

Spitfire Mk.IIa

eduard

1/48 Scale Plastic Model Kit

WEEKEND
edition



item # 84206

The Supermarine Spitfire is so iconic [airplane not needed], that virtually everyone can recognize it. The service of this elegant fighter spanned remarkable 13 years. It entered into service at the end of biplane era and remained on 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 reached about twice the speed of the Fury. One of the most successful designers of 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 airplanes 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.

From disillusion to success

The fiasco with Type 224 did not prevent Mitchell from further work. He had already numerous changes in mind, but later 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 December 28, 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 lack of range and endurance of the Spitfire.

The Supermarine Type 300 made its maiden flight on March 5, 1936. The K5054 prototype took off from the Eastleigh Aerodrome with chief test pilot Captain Joseph "Mutt" Summers on controls. After only some eight minutes of the flight the pilot was so impressed, he reportedly said: "Do not change a thing!".

Initial contract to produce 310 Spitfires was signed in June 1936 and the first unit receiving the new fighters was No. 19 Squadron at Duxford during August 1938. 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. By the beginning of May 1940, a further eight squadrons received Spitfires. 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.

The first dogfight between Messerschmitt Bf 109s and Spitfire Mk.IIs took place near Calais on May 23, 1939, but the first aerial victory over an enemy for Spitfire 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. The German forces launched their offensive in the West Europe half a year later and the Spitfires started to fire their guns in anger much more frequently.

Propellers and engines

The development of Spitfire was ongoing process from very early stage of its service. One of the first major upgrades was change from ineffective two blade fixed-pitch wooden propeller to three-bladed two-pitch metal one starting from 78th production aircraft (and retrofitted to the earlier ones). The move increased the maximum speed, raised the ceiling, and shortened the take-off run. Starting from May 1939 the Spitfire Mk.IIs changed the power unit, switching from Rolls-Royce Merlin II to Merlin III with the same power 1030 hp (768 kW) but with reliability improvements, allowing the installation of constant speed wide-bladed Rotol propeller. That not only gave the Spitfire, now marked Mk.Ia, substantial improvement in rate of climb, but also made it easier to control.

Arming and armouring the Spitfire

The early production Spitfires had no armour protection. 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) and more to it, the steel plate was fitted behind the seat to protect pilot. All that armour added weight, but despite the loss of some speed as a result the later aircraft were better fighters than the early ones.

The armament consisted of eight 0.303 in (7,7 mm) Browning guns. It was believed to be the best arrangement during mid-30s, but the early war experience proved it inadequate against multi engine bombers with self-sealing fuel tanks. The RAF tried to change for heavier weapons, choosing the French 20mm Hispano-Suiza Type 404 cannons, but the wing installation in Spitfire proved to be troublesome. A small batch of Mk.IIs entered the service with No. 19 Squadron as the Mk.Ib in June 1940, but the cannons proved unreliable. The problems were solved at the end of 1940, paving the way for heavier armament of the later marks.

The kit: Spitfire Mk.IIa

The Mk. II was another substantial improvement in the Spitfire development thanks to the more powerful Merlin XII engine rated at 1150 hp (857 kW). The engine also used 100 octanes fuel instead of 87 octanes. Meantime Spitfires Mk.I of Nos. 54 and 66 Squadron were fitted with the new propeller Rotol RX 5/1 during early 1940, recognizable clearly by the bigger and more rounded spinner. It became standard with Spitfire Mk. II (some received the Rotol RX 5/3 ones with wooden blades instead). The Mk.II was also fitted with pyrotechnical starter Coffman. To fit it under the engine cowling, a small bulge had to be added to the right-side engine cowling. The Spitfire Mk.II retained the armament of the Mk.I, while Mk.IIb had the same weaponry as the Mk.Ib, i.e. four cannons Hispano-Suiza of the 20mm calibre. There were 921 Spitfires of Mk.II variant produced, all manufactured at Castle Bromwich factory.

ATTENTION



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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.

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SYMETRICKÁ MONTÁŽREMOVE
ODRÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
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NABARVIT**PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com**

PARTS



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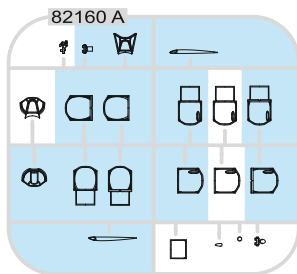
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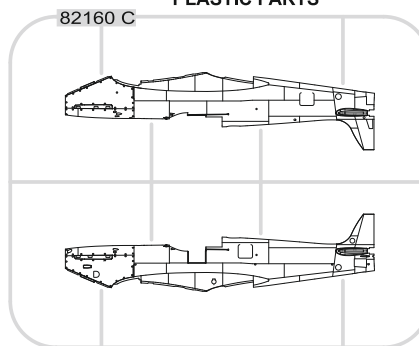
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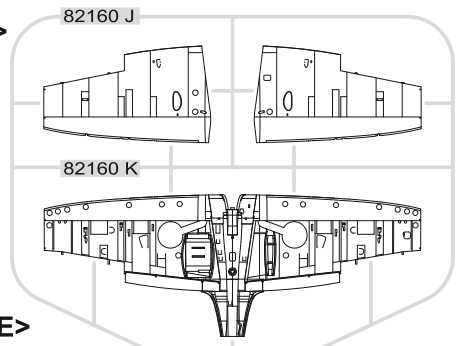
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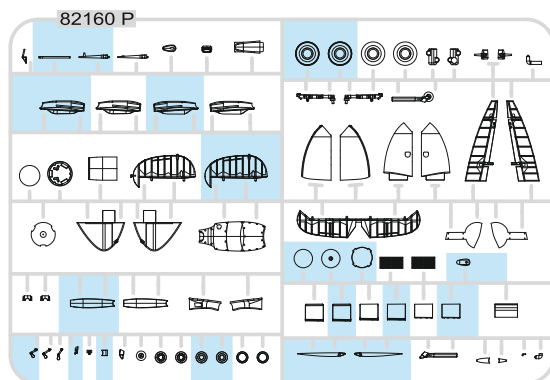


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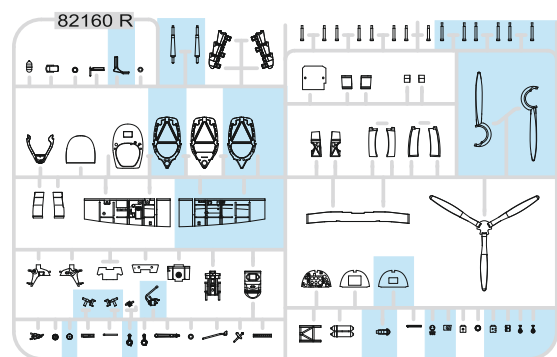


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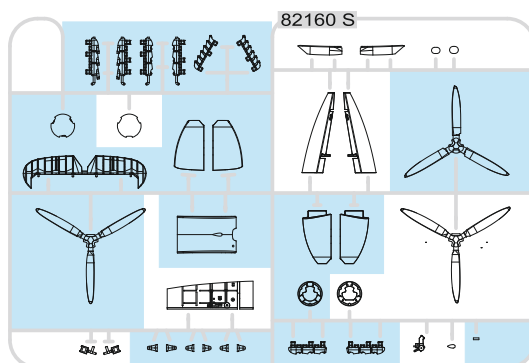
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-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



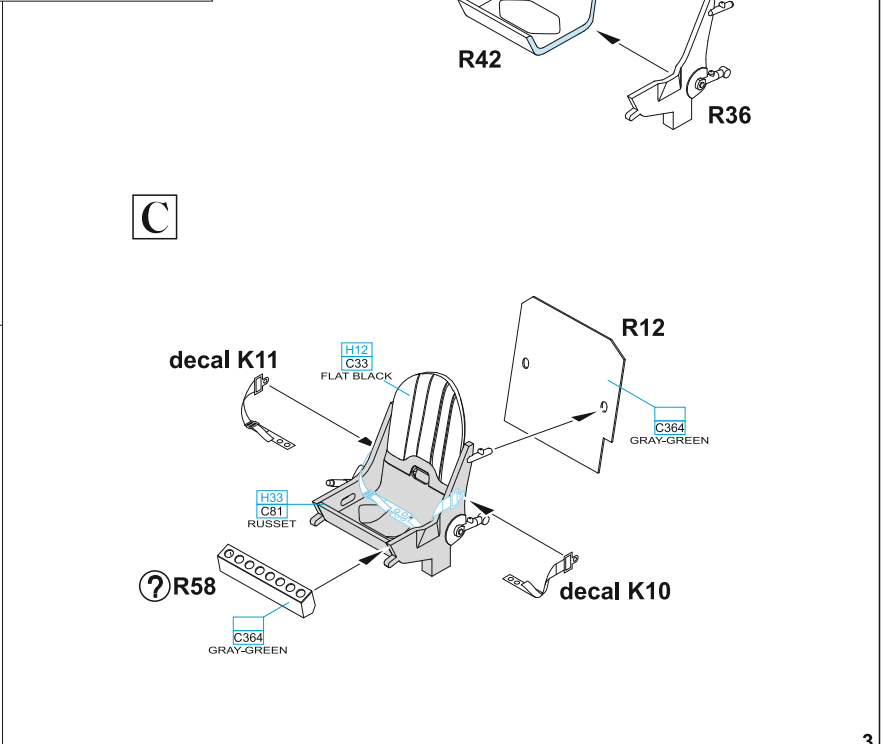
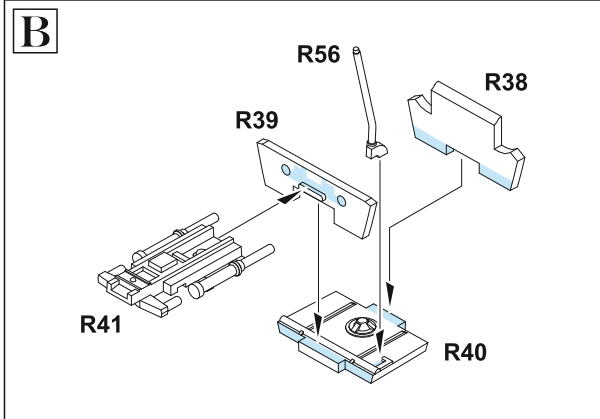
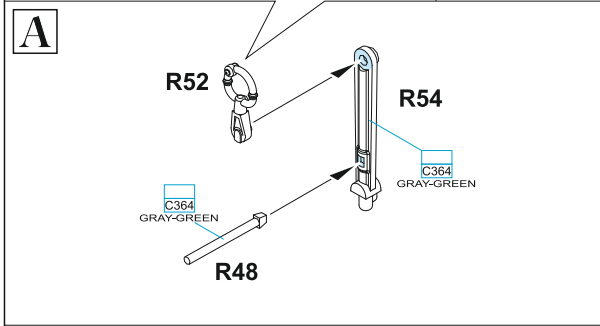
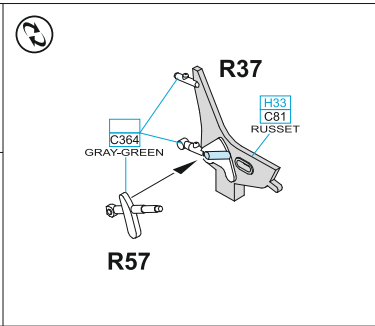
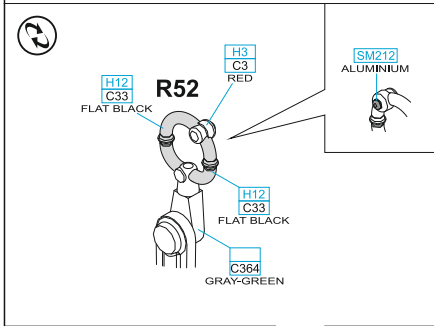
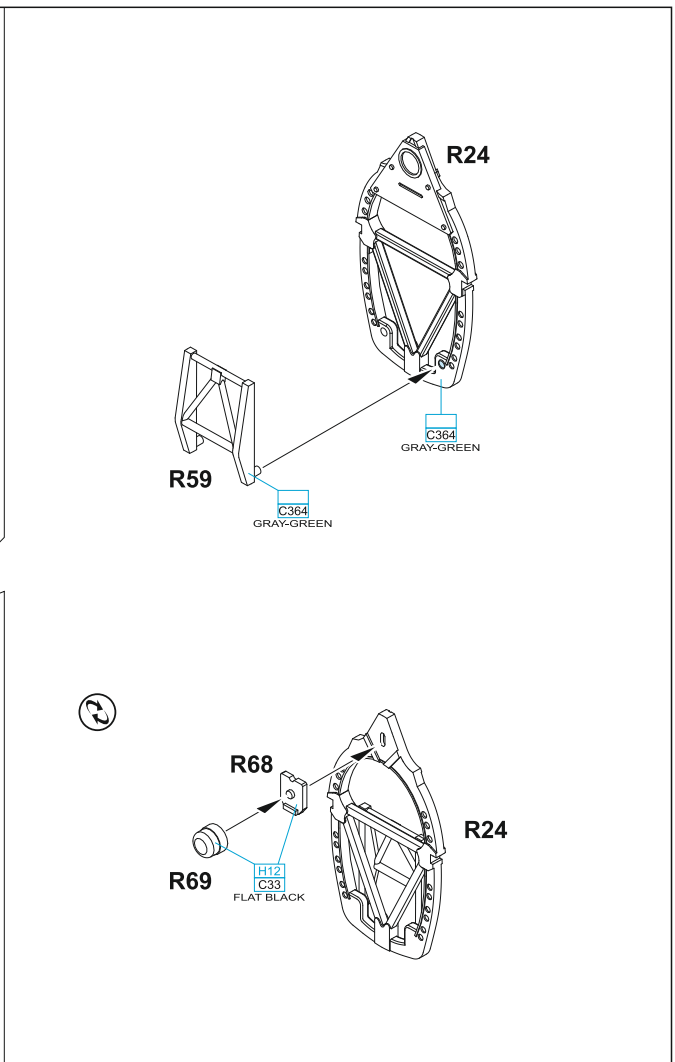
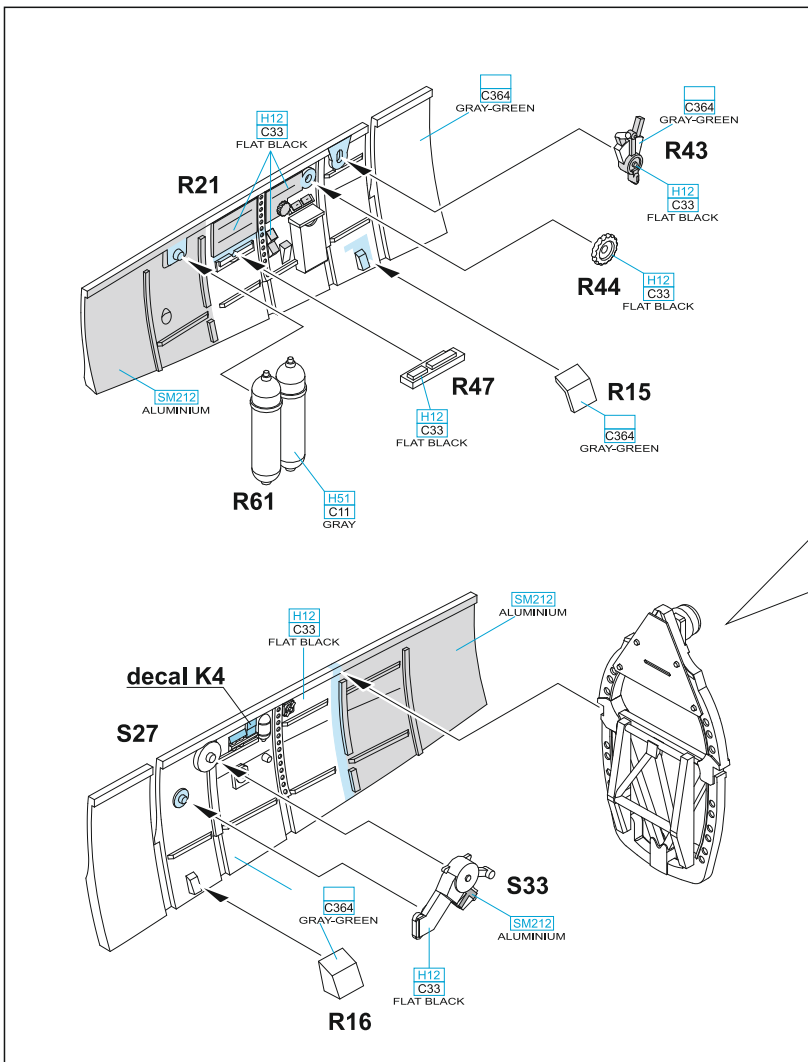
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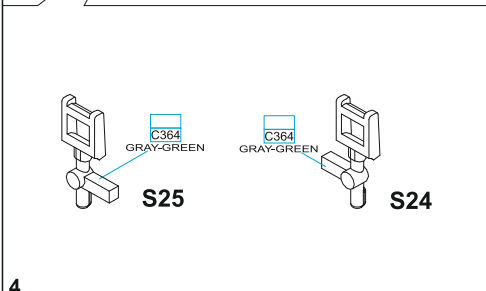
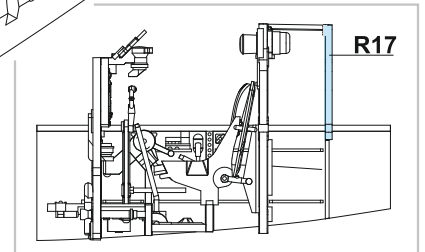
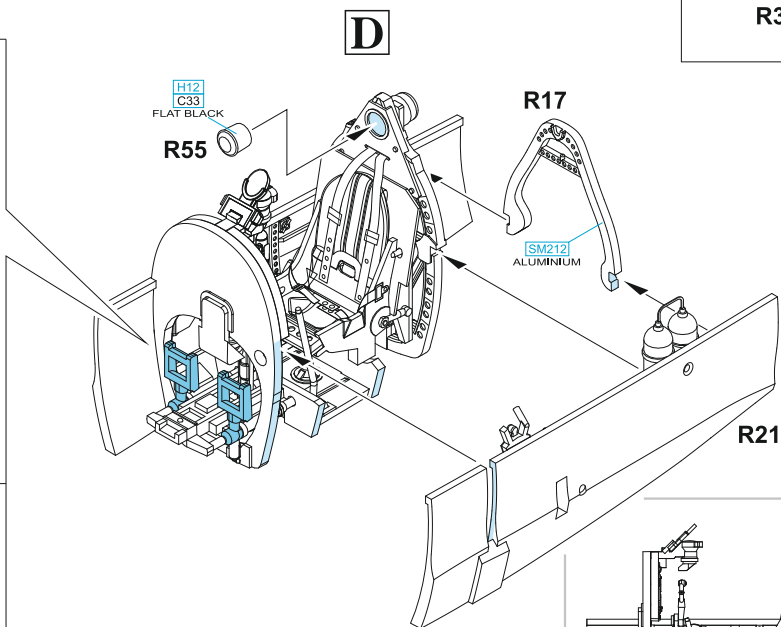
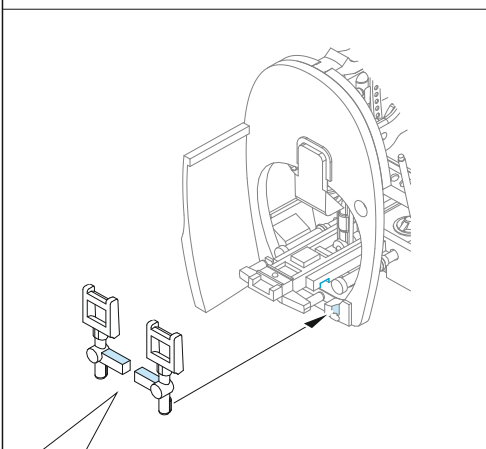
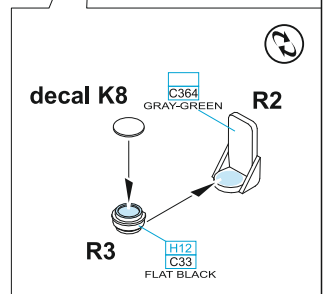
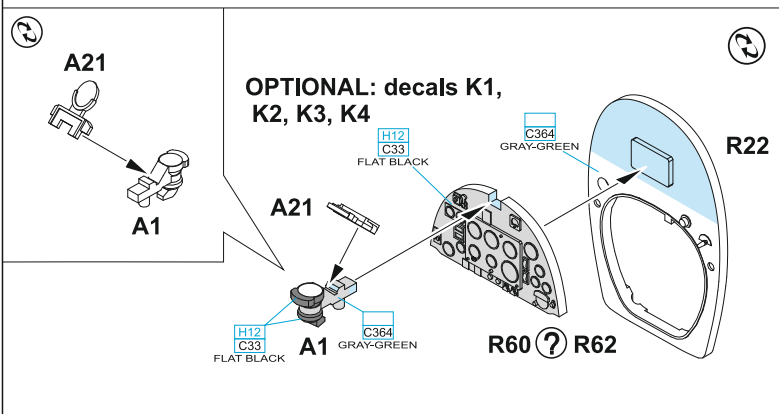
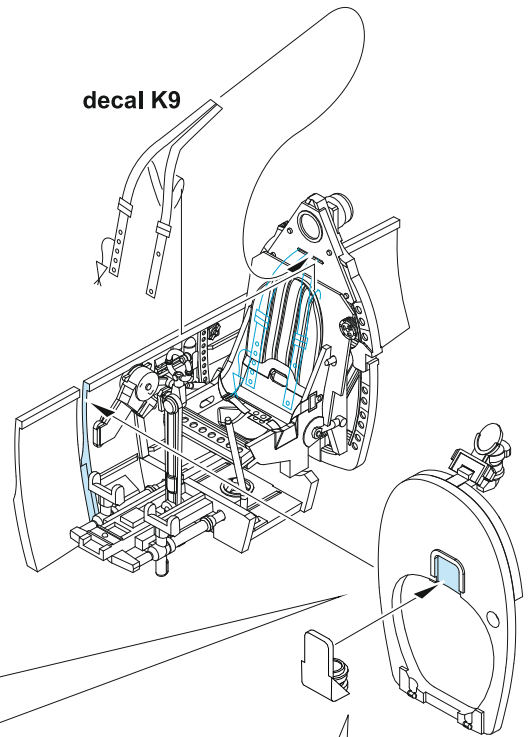
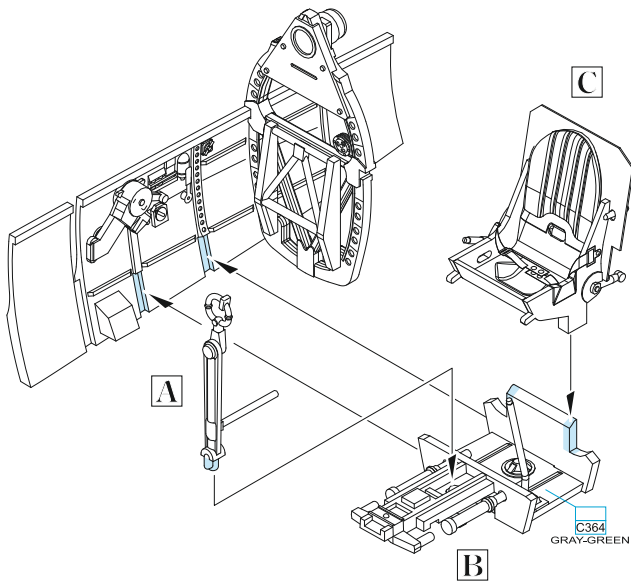


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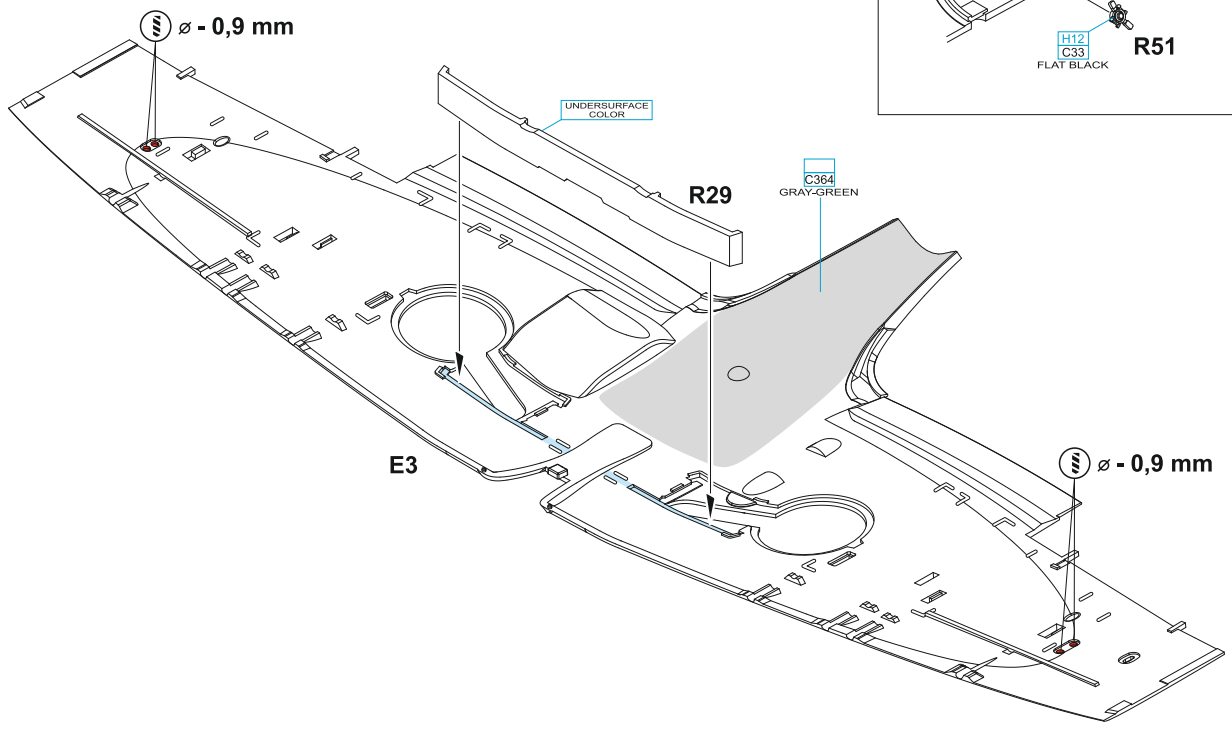
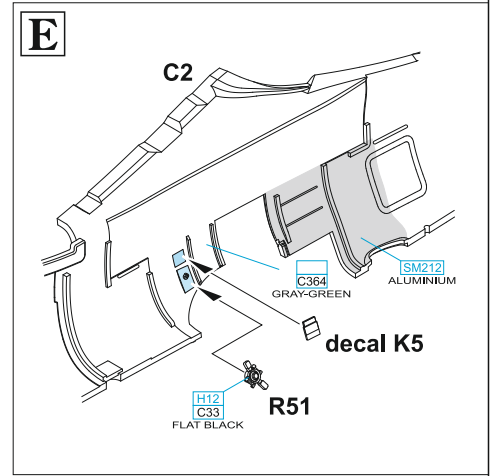
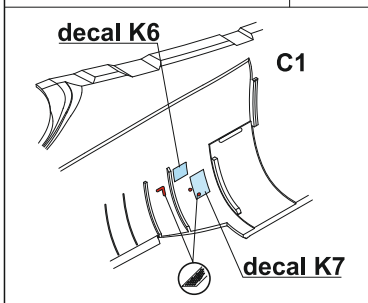
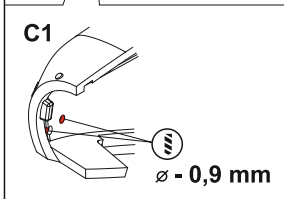
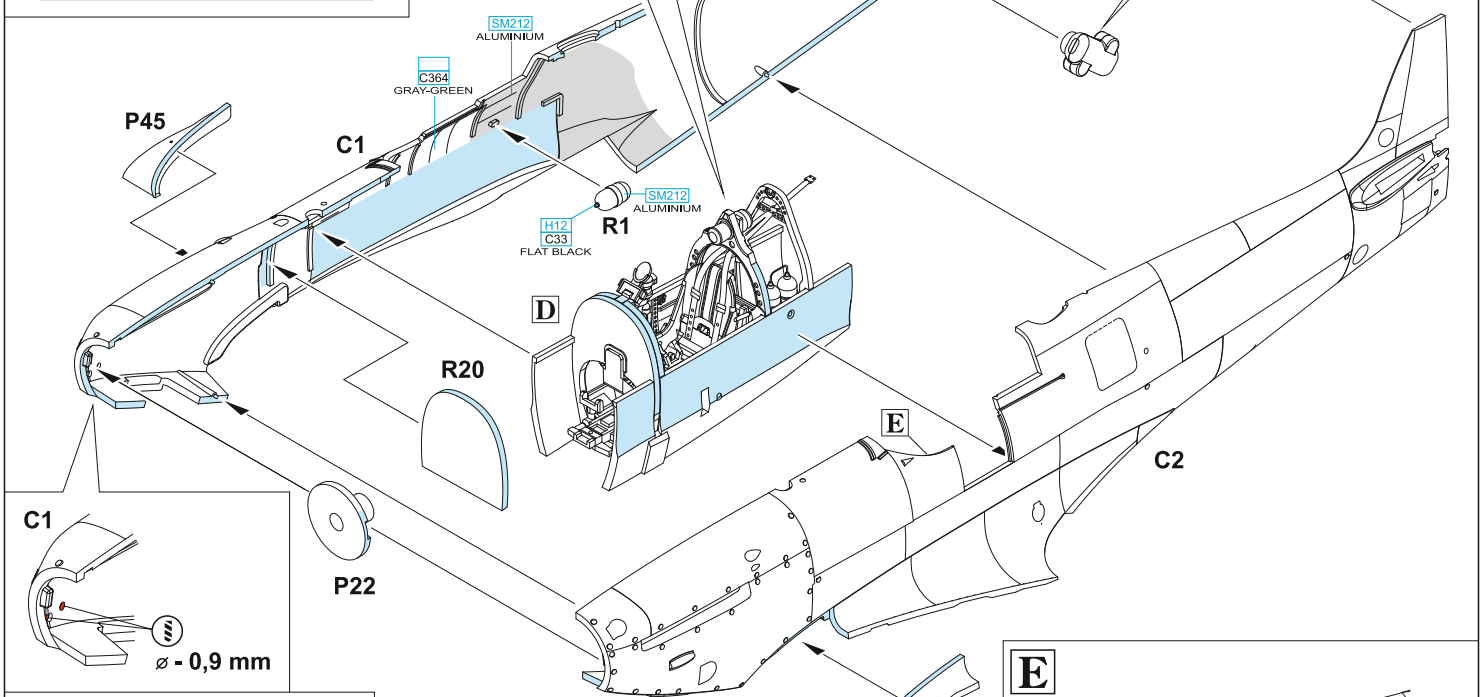
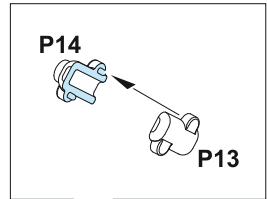
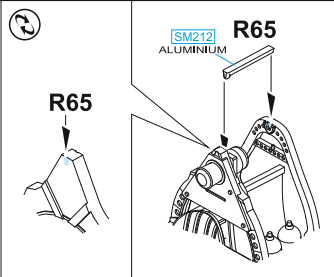
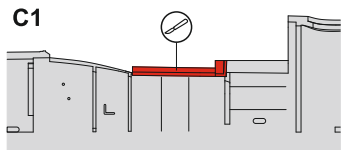
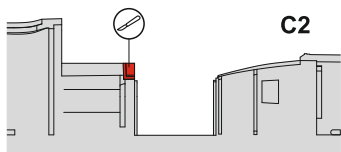
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|-------------------|----------|-----------------|
| AQUEOUS | Mr.COLOR | |
| H3 | C3 | RED |
| H4 | C4 | YELLOW |
| H8 | C8 | SILVER |
| H12 | C33 | FLAT BLACK |
| H33 | C81 | RUSSET |
| H51 | C11 | LIGHT GULL GRAY |
| H72 | C369 | DARK EARTH |
| H74 | C368 | SKY |
| H76 | C61 | BURNT IRON |
| H77 | C137 | TIRE BLACK |

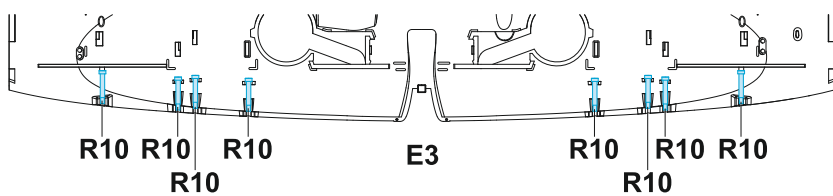
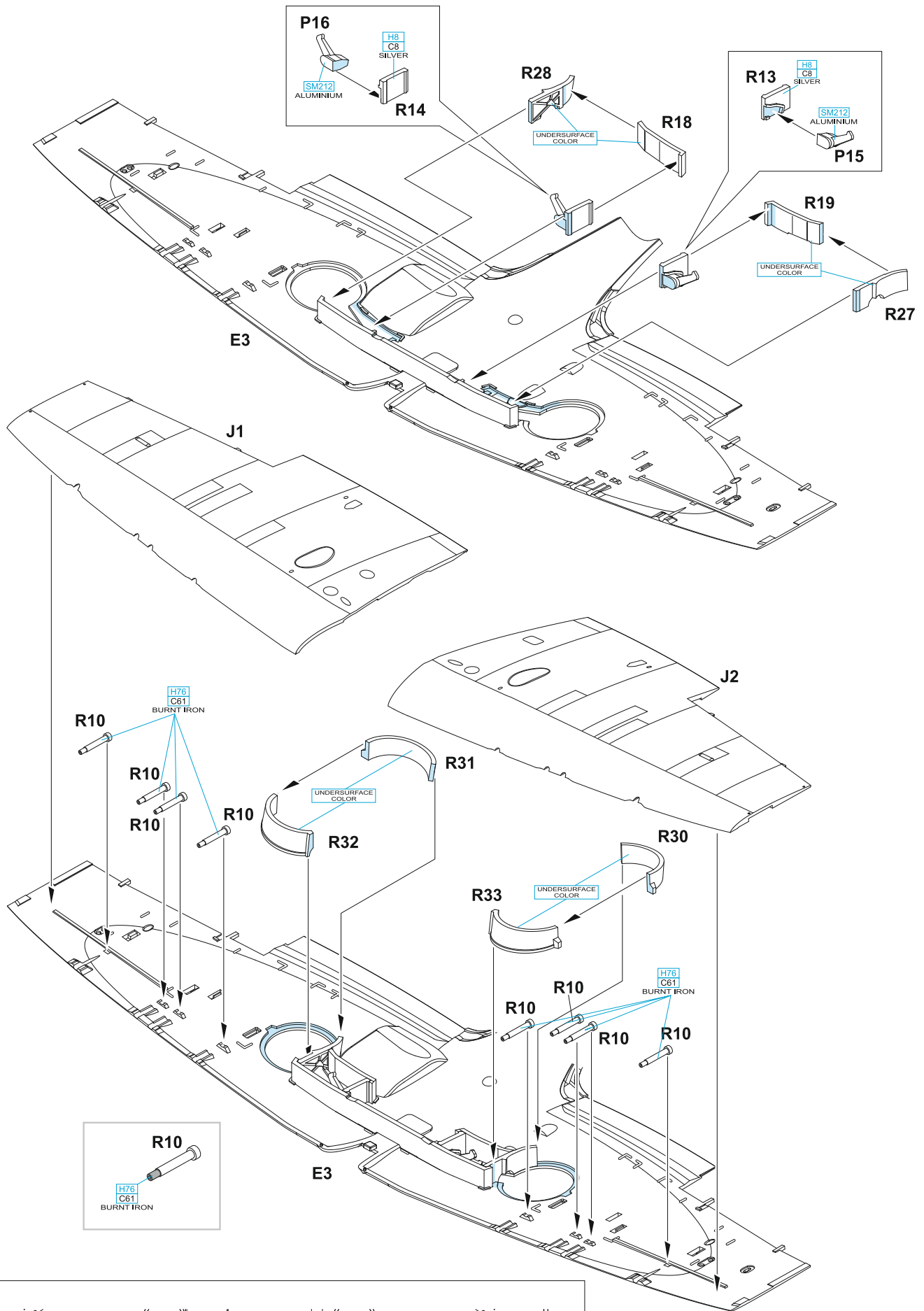
| GSI Creos (GUNZE) | | |
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| AQUEOUS | Mr.COLOR | |
| H84 | C42 | MAHOGANY |
| H90 | C47 | CLEAR RED |
| H94 | C138 | CLEAR GREEN |
| H330 | C361 | DARK GREEN |
| H333 | C333 | EXTRA DARK SEAGRAY |
| H335 | C363 | MEDIUM SEAGRAY |
| | C364 | AIRCRAFT GRAY-GREEN |
| Mr.COLOR SUPER METALLIC | | |
| | SM212 | ALUMINIUM |

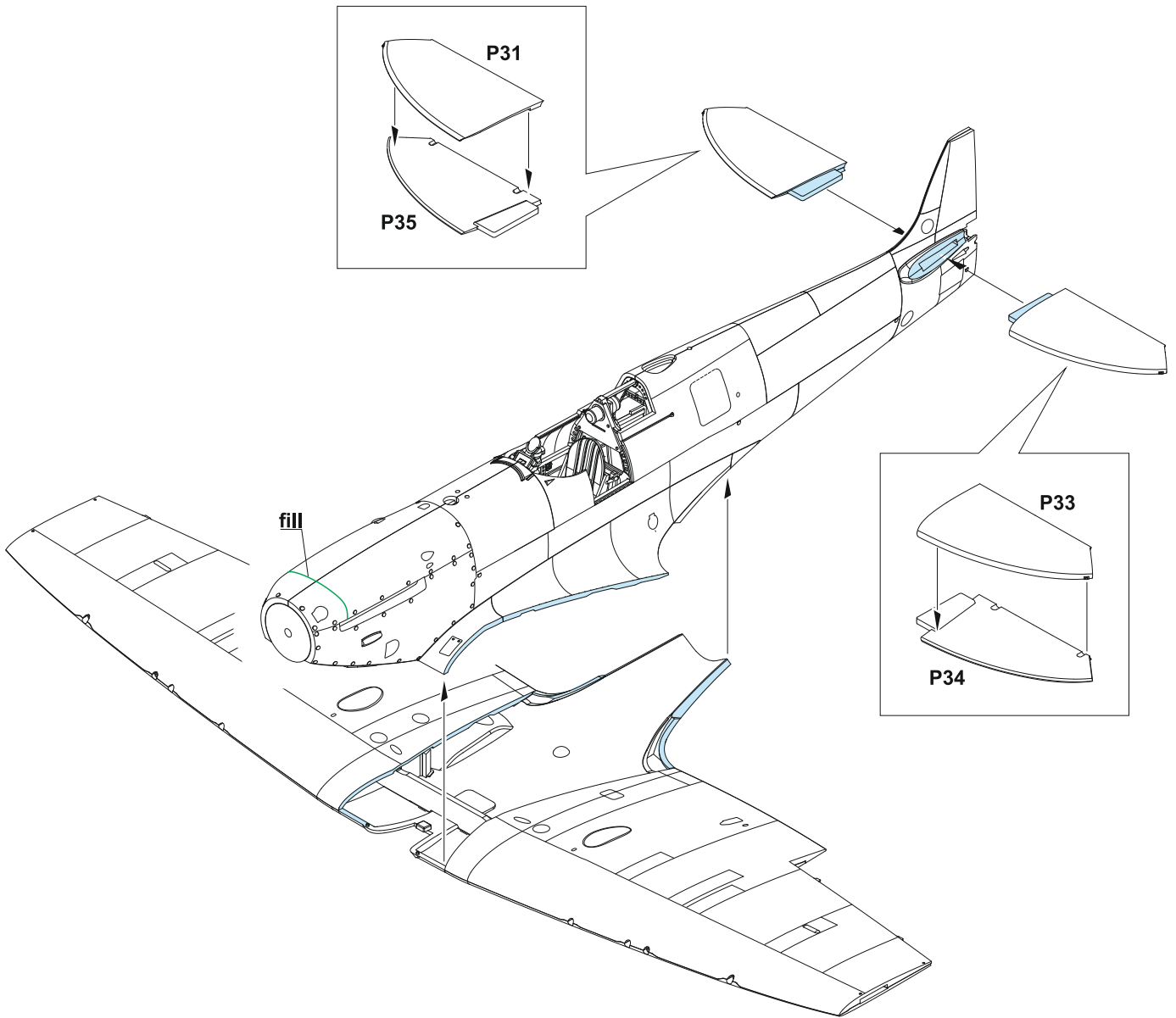




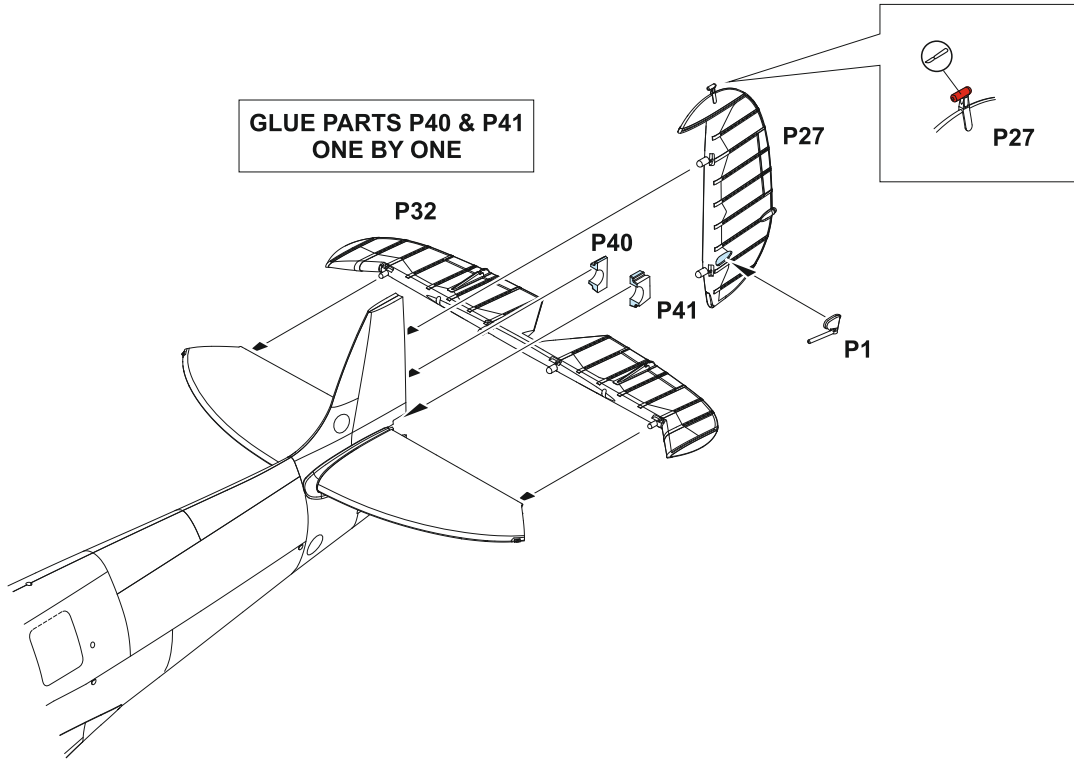
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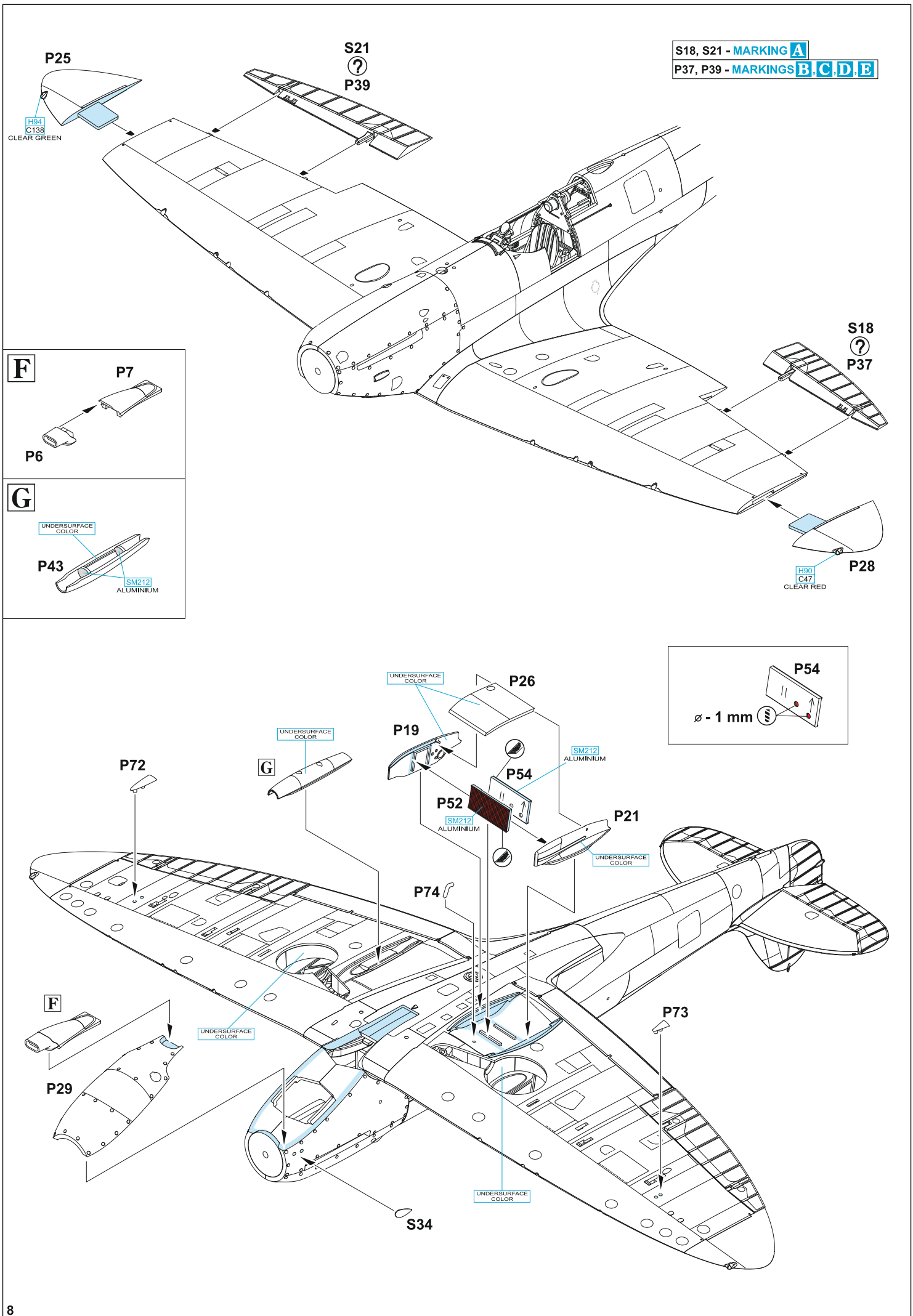




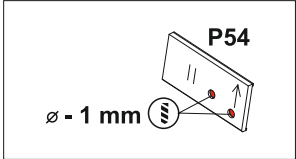
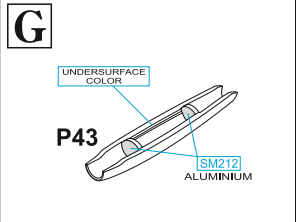
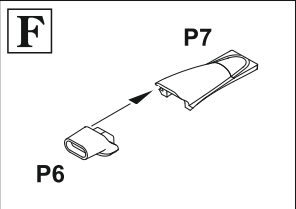


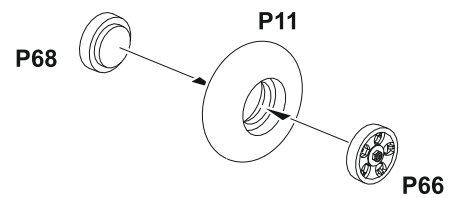
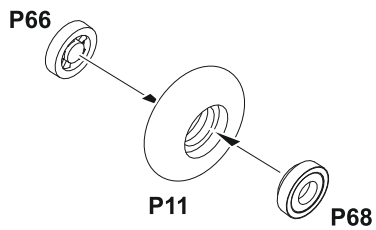
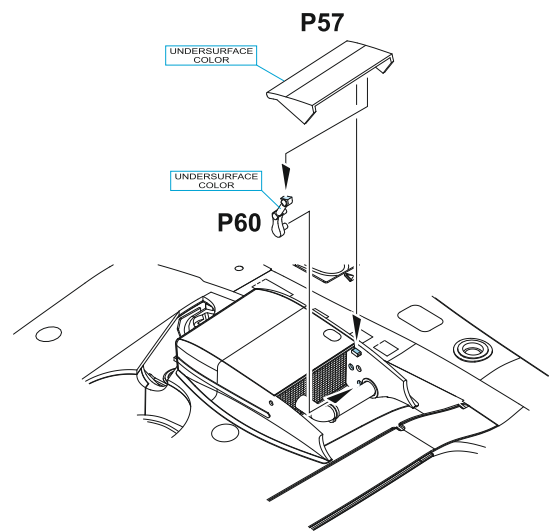
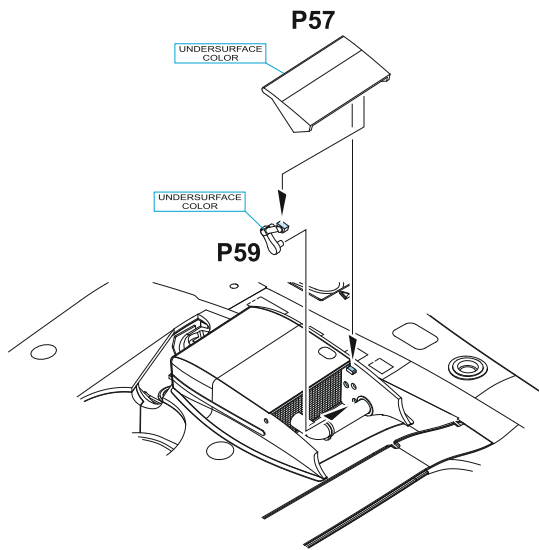
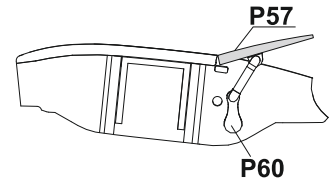
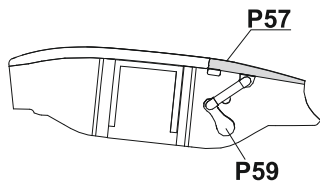
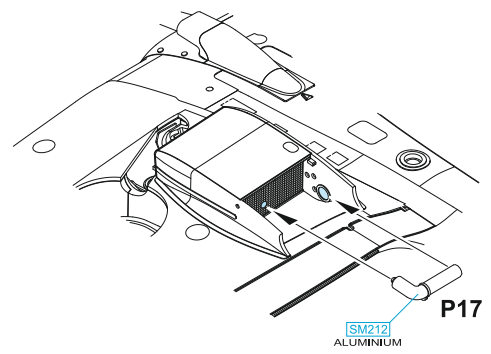
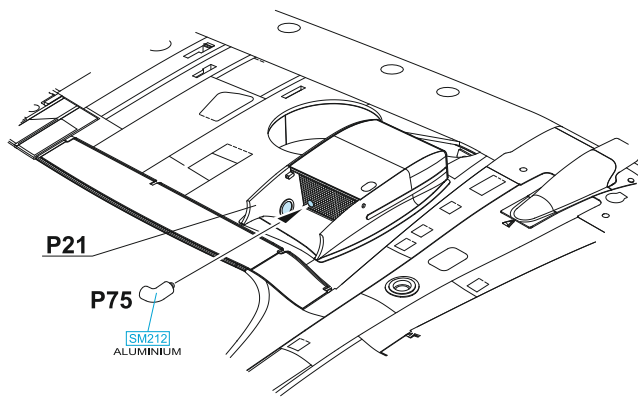
**GLUE PARTS P40 & P41
ONE BY ONE**



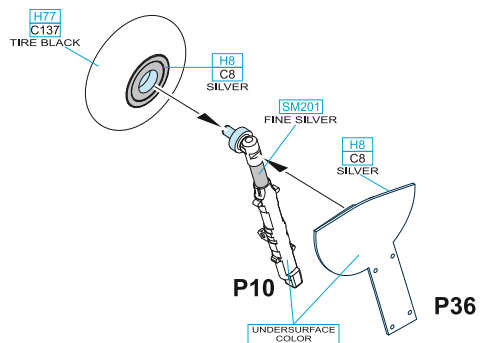


S18, S21 - MARKING **A**
 P37, P39 - MARKINGS **B, C, D, E**

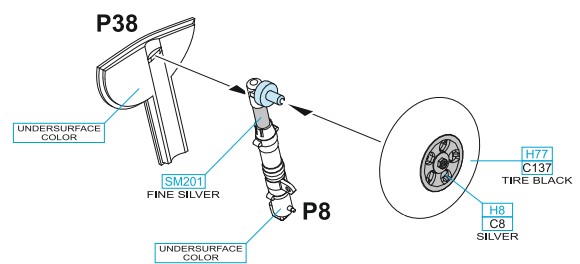


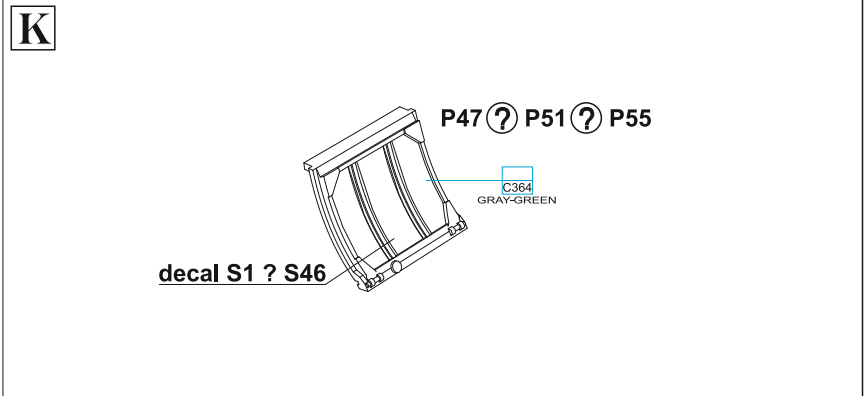
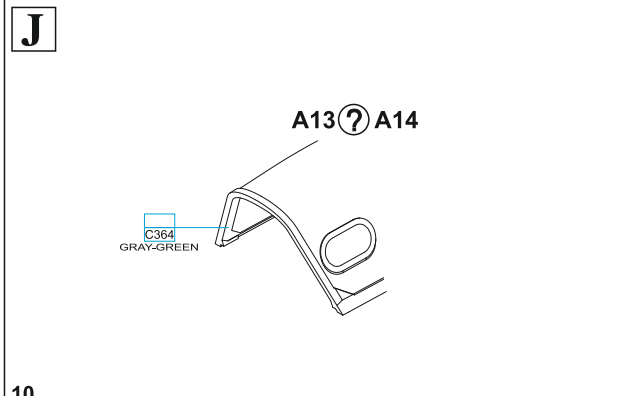
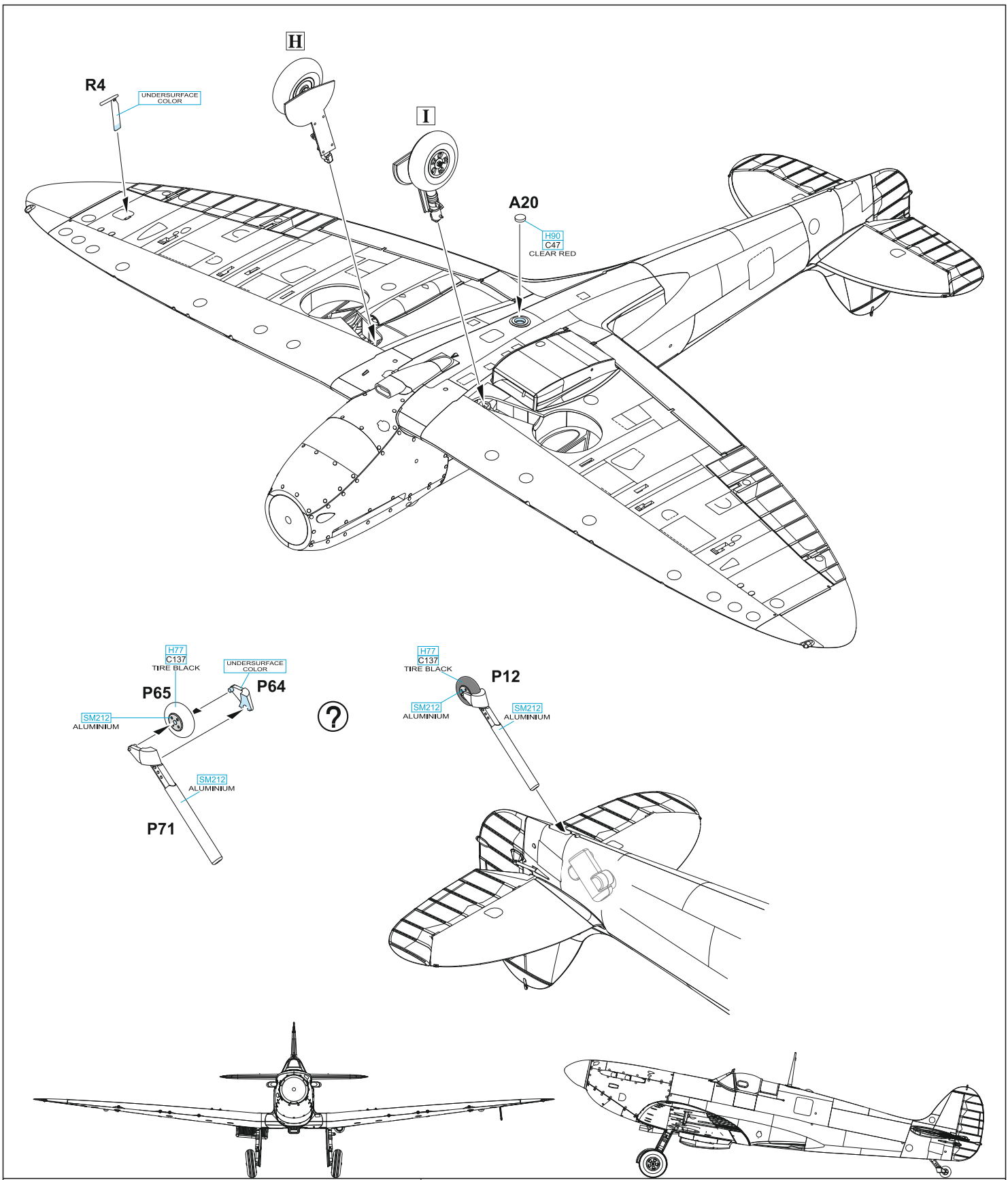


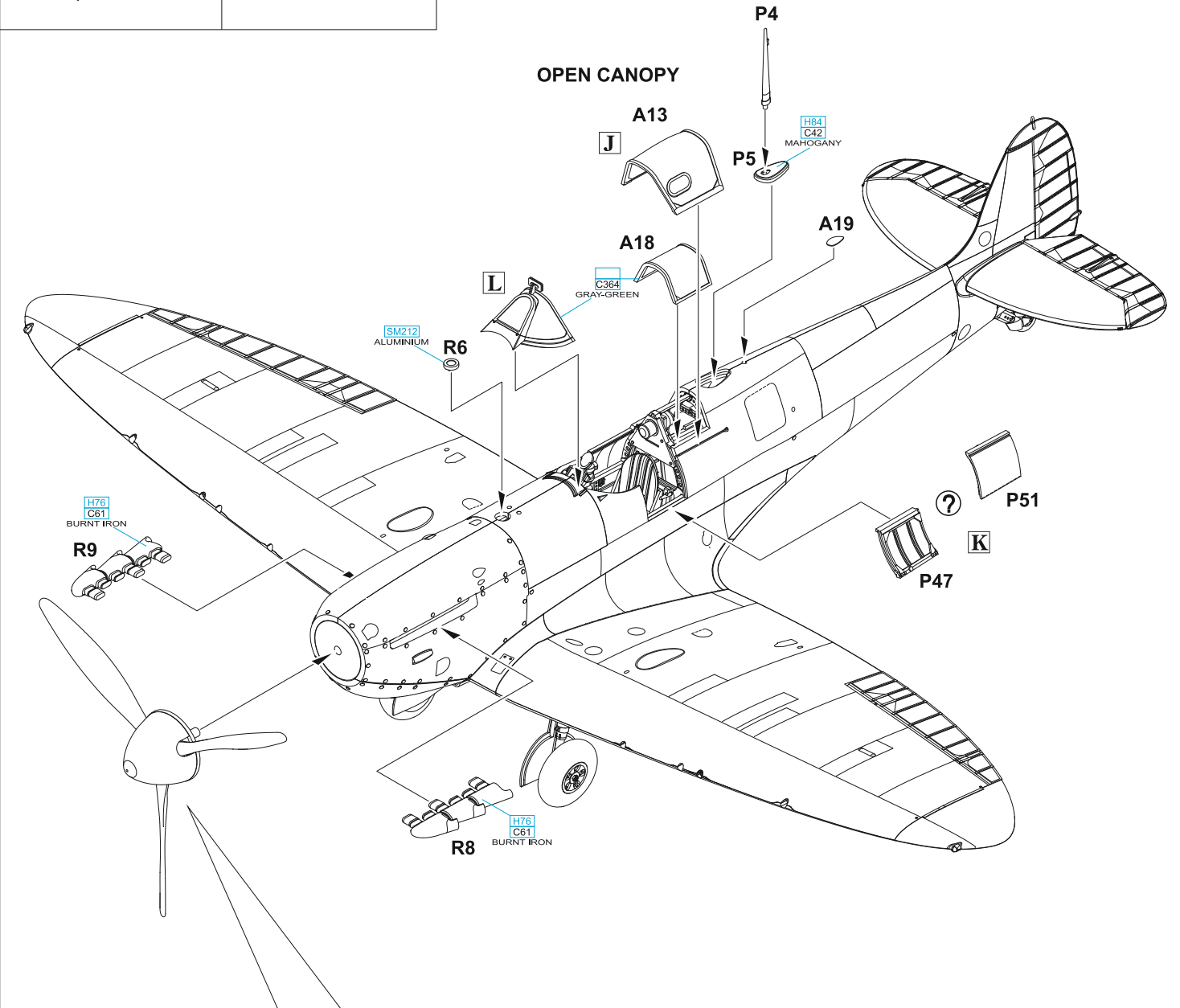
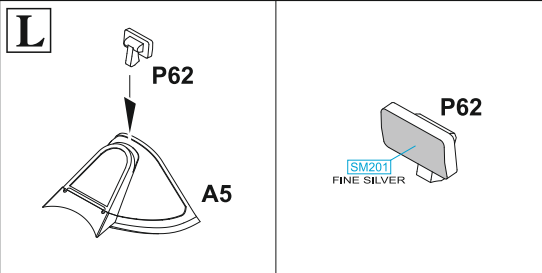
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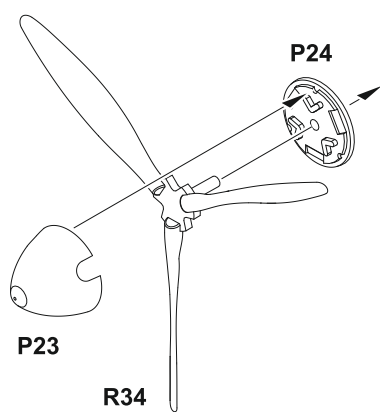




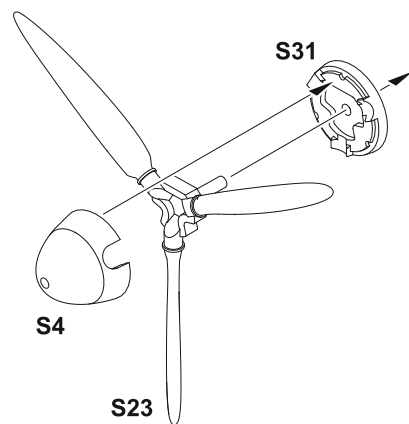


MARKINGS **A**:**B**

MARKINGS **C**:**D**:**E**

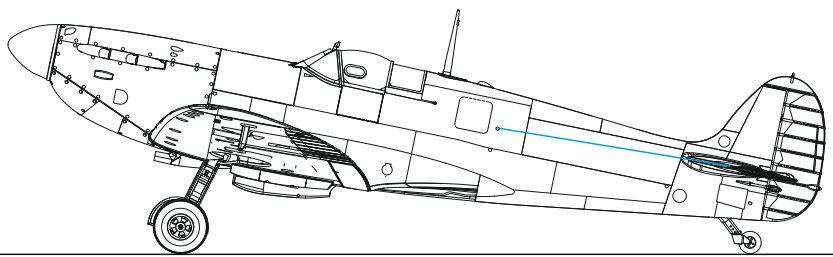
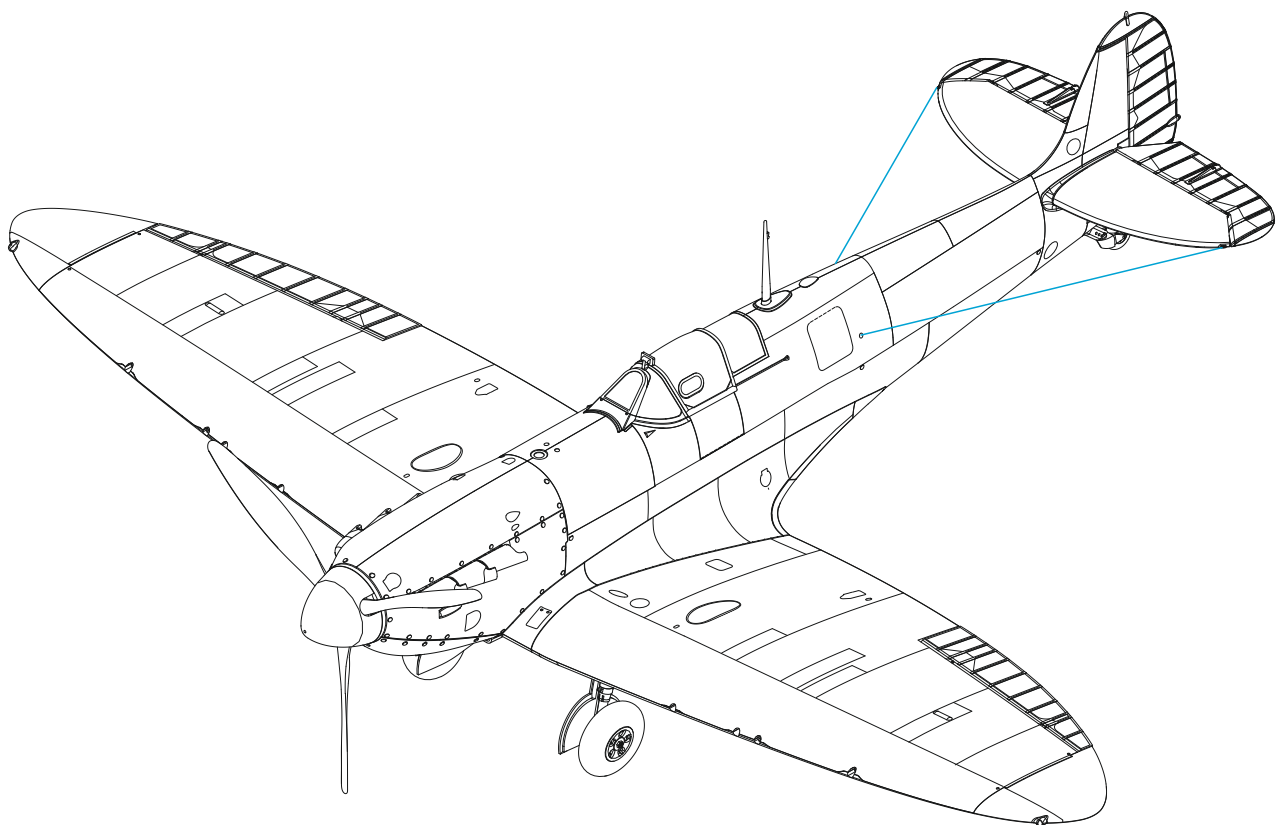
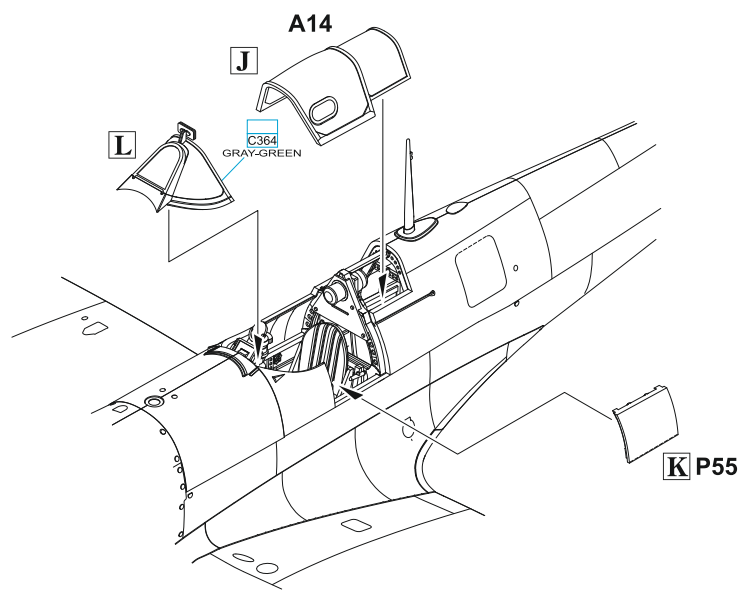


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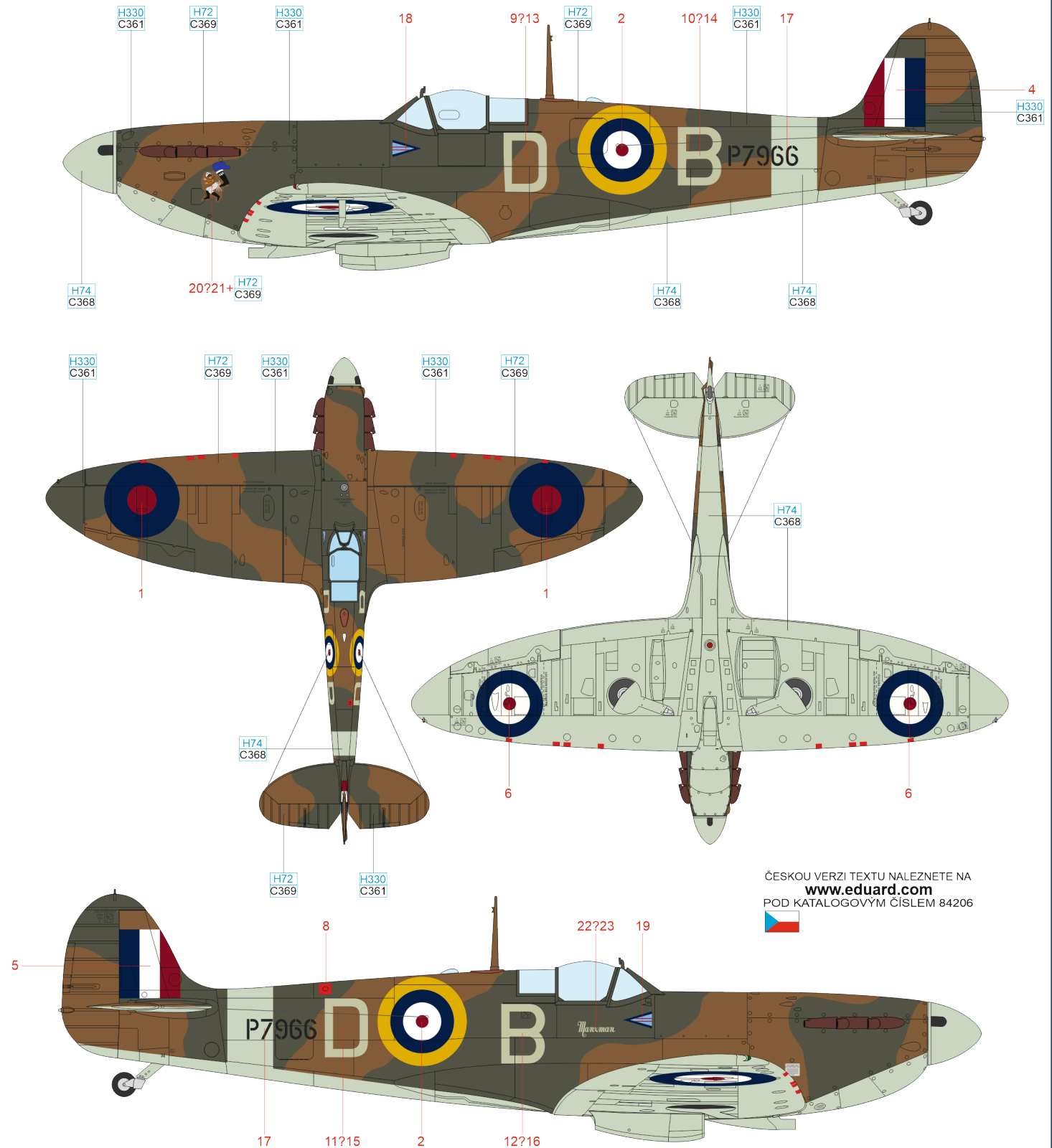
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CLOSED CANOPY



A P7966, W/Cdr Douglas R. S. Bader, CO of Tangmere Wing, RAF Tangmere, United Kingdom, March - July 1941

The Spitfire Mk.IIa serial number P7966 with the Manxman donation inscription was the first Spitfire to bear Bader's initials as a fuselage code. Bader took advantage of this privilege when he was appointed commander of the Tangmere Wing in March 1941 using the initials D-B on the fuselage, plus the Wing Commander's pennant under the windshield. His personal call sign was Dogsboddy. After No. 145 Squadron commanded by Bader's friend, S/Ldr Stan Turner, joined the Tangmere Wing in May 1941, a cartoon of Hitler kicked by a boot was painted on the left side of the engine cowling on both commanders' personal Spitfires as a reminder of the emblem used by the Hurricanes of No. 242 Squadron, in which Bader and Turner had flown during the Battle of Britain. Bader's Spitfire had metal ailerons and carried the A camouflage pattern, but with a non-standard layout of camouflage fields behind the fuselage cockpit. The rudder and both elevator surfaces used in the assembly of the aircraft were most likely from another Spitfire which carried the B camouflage pattern. Bader shot down 10 aircraft with P7966, probably shot down four others and damaged seven. On September 9, 1941, during a dogfight with German fighters over Saint Omer, he was accidentally shot down by his wingman. He lost one of his prosthetics while bailing out of his Spitfire Mk.Va W3819, he was then captured and spent most of the rest of the war at Colditz Castle, where he was liberated in April 1945. In all, Douglas Bader achieved 24 kills during his career, four of which were shared, seven probable and 11 enemy aircraft damaged.



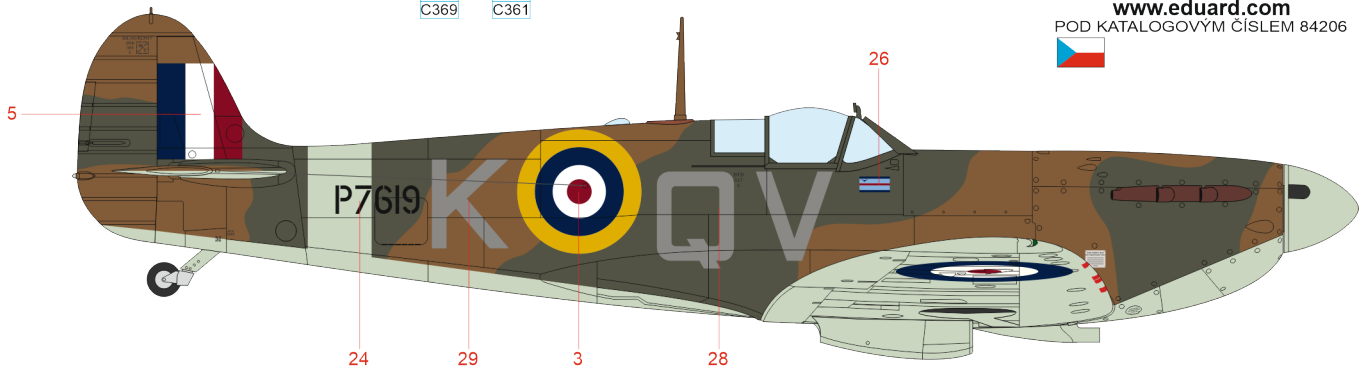
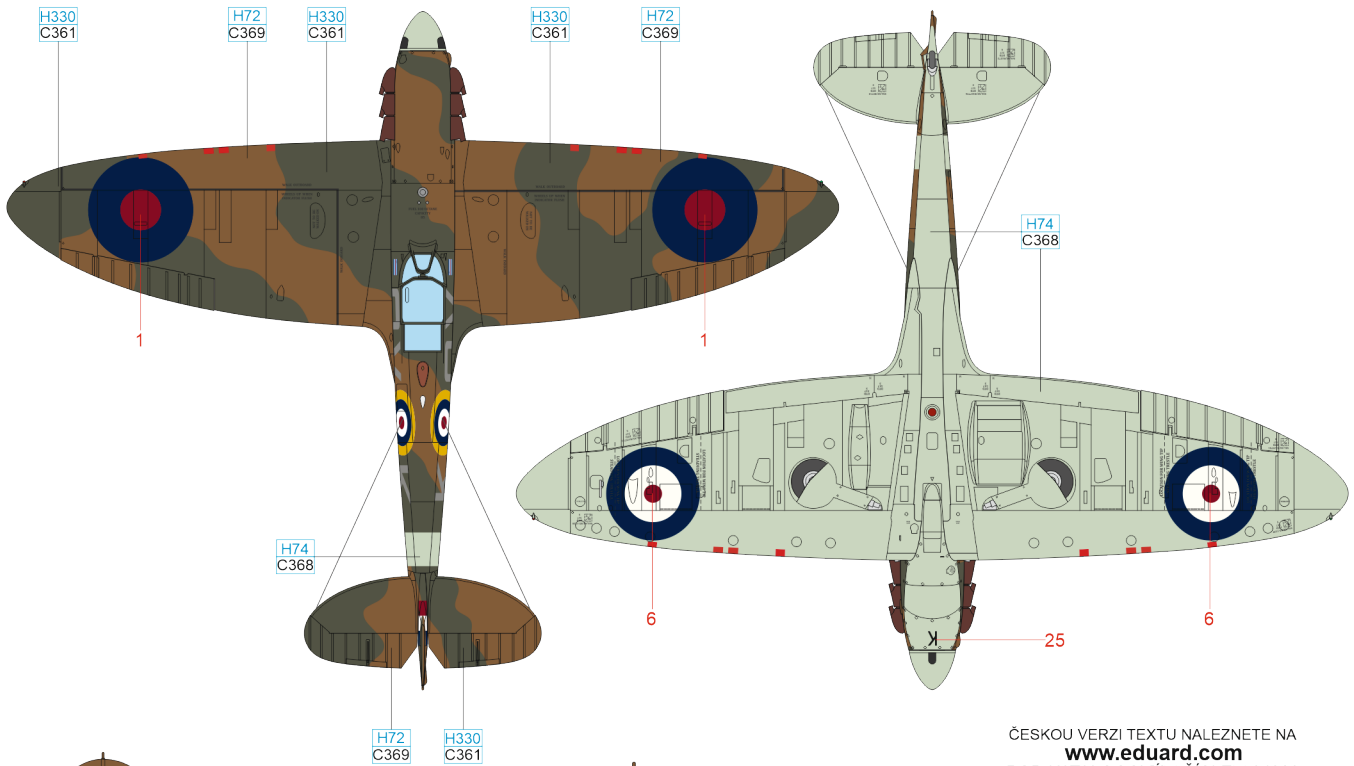
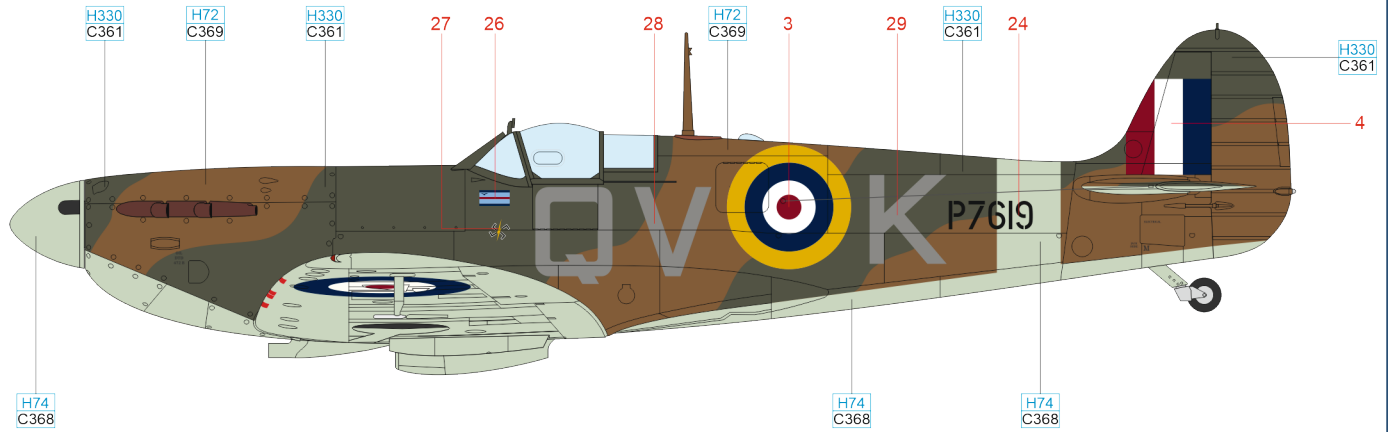
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SKY H74 C368 DARK GREEN H330 C361 DARK EARTH H72 C369

B P7619, S/Ldr Brian J. E. Lane, CO of No. 19 Squadron, RAF Duxford/RAF Fowlmere, United Kingdom, January-June 1941

Brian John Edward Lane DFC was a fighter ace and respected commander of No. 19 Squadron. He was born on June 18, 1917, and joined the RAF in 1936. After completing his training, he was posted to No. 66 Squadron in January 1937 then No. 213 Squadron in June. Shortly after the outbreak of war he became a Flying Officer with No. 19 Squadron. In July 1940, he was awarded the DFC for his successes over Dunkirk and officially became Squadron Commander on September 5 of the same year. The Spitfires that Brian Lane regularly flew had his personal emblem under the cockpit - a swastika pierced by a yellow lightning bolt. Spitfire P7619, which S/Ldr Brian Lane flew throughout the first half of 1941, had the emblem of the swastika and lightning bolt depicted under the commander's pennant. For a time, his Spitfire carried a non-standard rear-view mirror system with additional mirrors on either side of the windscreen frame, but as the effectiveness of such a set-up was doubtful, it was soon removed. In June 1941 Lane was assigned to No. 12 Group Headquarters and in November was sent on a tour of duty in the Middle East. In June 1942 he returned to the UK and took command of No. 61 OTU. On December 9, 1942, he took command of No. 167 Squadron. Four days after his arrival he led three other Spitfires over the Dutch coast and was last seen in pursuit of two Fw 190s. He was most likely shot down over the North Sea. During his wartime career he scored seven confirmed kills, two unconfirmed, one probable and damaged one enemy aircraft.



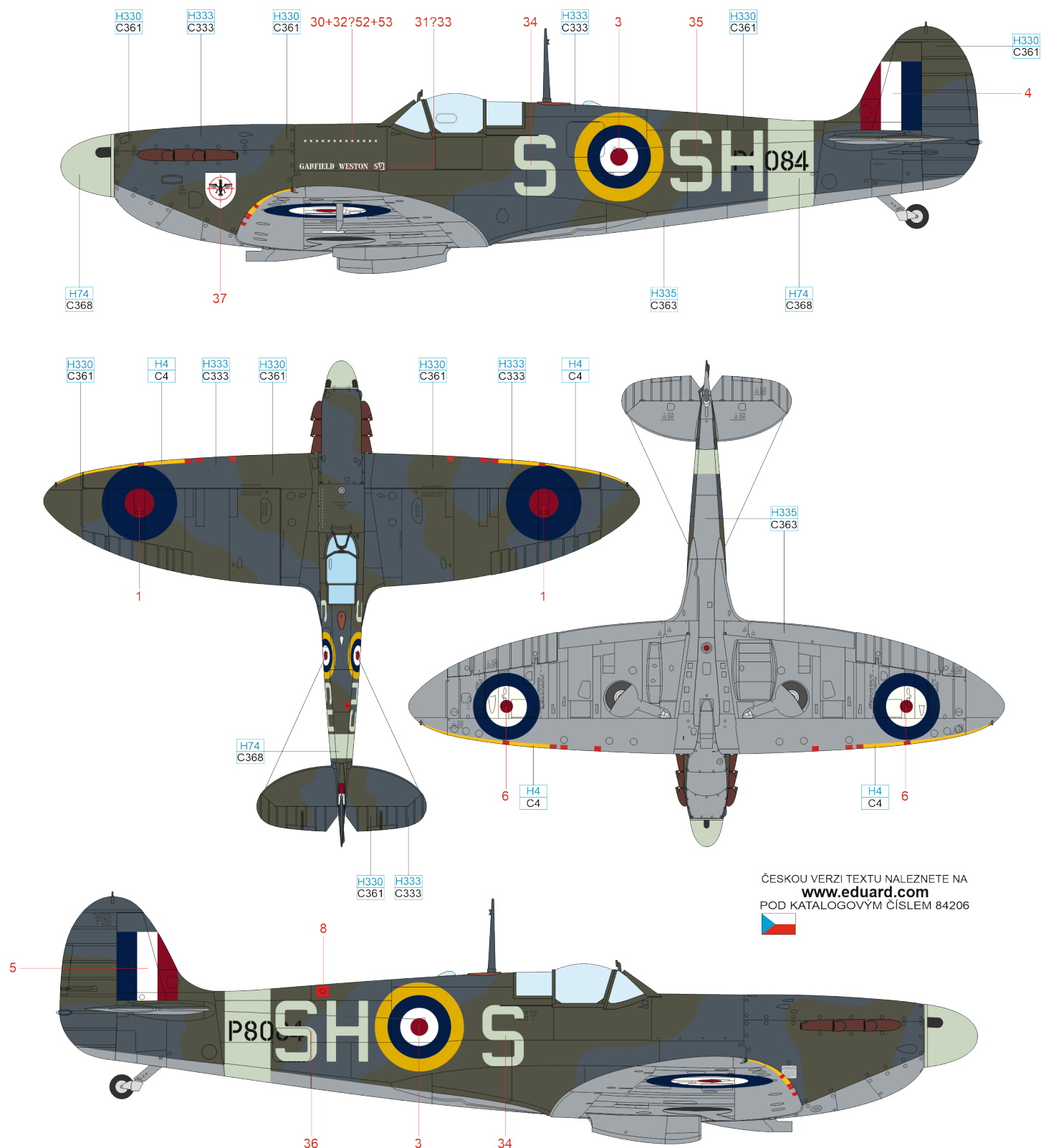
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C P8084, F/Lt James J. O'Meara, No. 64 Squadron, RAF Drem, United Kingdom, September - October 1941

This Spitfire Mk.IIa from No. 64 Squadron carried the then new Day Fighter Scheme camouflage, introduced by Air Ministry order of August 19, 1941. After this date, RAF Fighter Command's day fighters were painted Dark Green and Ocean Grey (Mixed Grey) on the upper surfaces and Medium Sea Grey on the lower surfaces. The code letters were in Sky, and the fuselage band and spinner were also the same color. The aircraft sported the donation inscription GARFIELD WESTON SVI on both sides of the tank cover. The thirteen kill symbols belonged to F/Lt James O'Meara, who began his combat career in the ranks of No. 64 Squadron over Dunkirk in May 1940, then served with other units from late August 1940 before rejoining No. 64 Squadron in April 1941. In October he was released from combat operations and transferred to No. 1491 Squadron, which was towing targets in Tain, Scotland. He later commanded a Wing of high altitude fighter Spitfires of the Mk.VII version. His total wartime score was 11 confirmed kills plus two in cooperation, one unconfirmed and four probable kills. To this he added 11 damaged aircraft alone and one in co-operation.



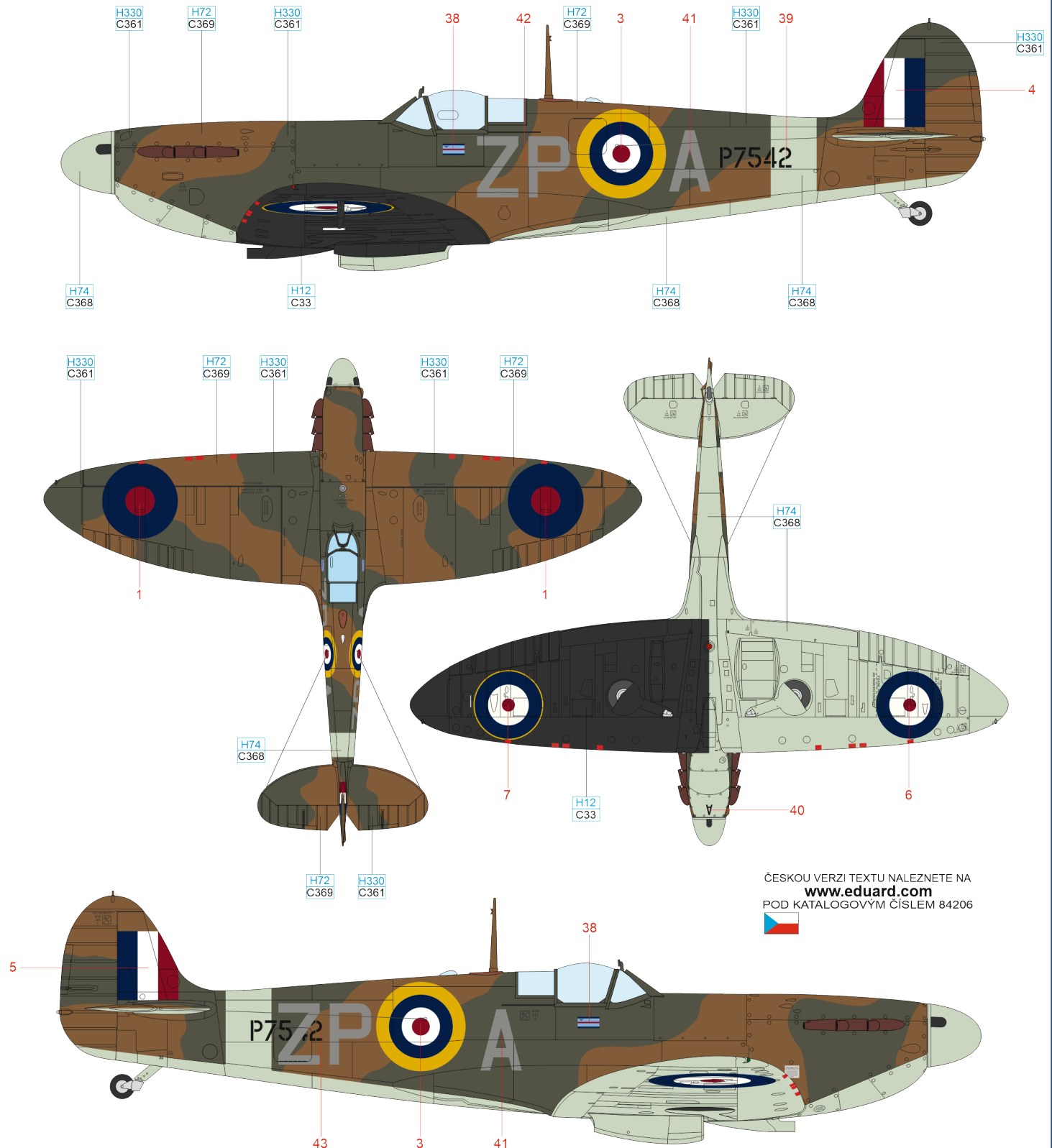
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| SKY | H74 C368 | DARK GREEN | H330 C361 | EXTR. DARK SEAGRAY | H333 C333 | YELLOW | H4 C4 |
| MEDIUM SEAGRAY | H335 C363 | | | | | | |

D P7542, S/Ldr Adolph G. Malan, CO of No. 74 Squadron, RAF Biggin Hill, United Kingdom, December 1940–March 1941

No. 74 Squadron was among the first Fighter Command units rearmed in September 1940 with the new Mk.II Spitfires. Under the command of Adolph "Sailor" Malan, it became one of the most successful RAF squadrons ever in the Battle of Britain. Malan himself was an elite fighter ace and, with eight kills, one of the most successful pilots flying the Mk.II version. His second Mk.IIa Spitfire was s/n P7542, which bore the standard Temperate Land Scheme livery with the lower surfaces in Sky, except for the left wing which was black underneath. It was a quick identification item used by the RAF from December 1940 to March 1941. At the end of March 1941, Malan took command of the newly established Biggin Hill Wing and received the new Spitfire Mk.Vb. During the war he scored 34 kills, seven of which were shared, three probable, plus 16 enemy aircraft damaged.



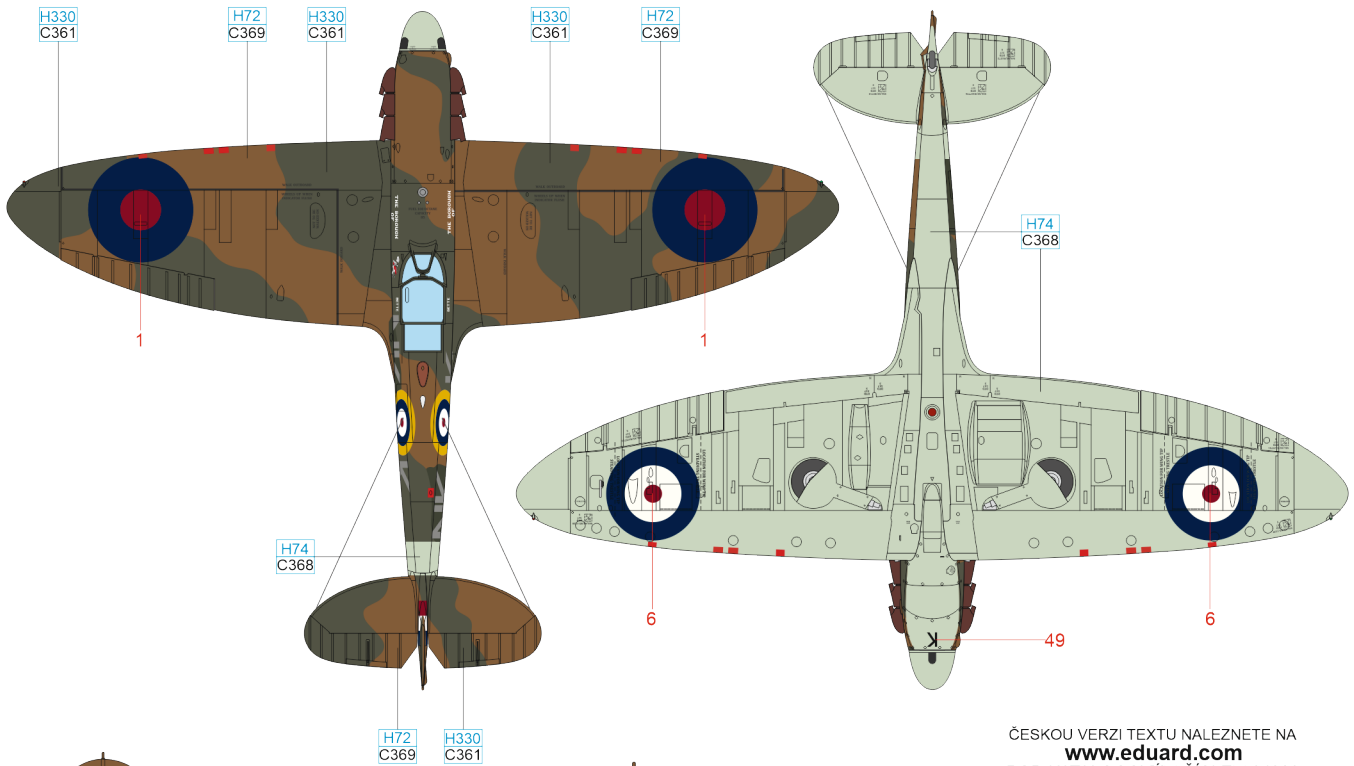
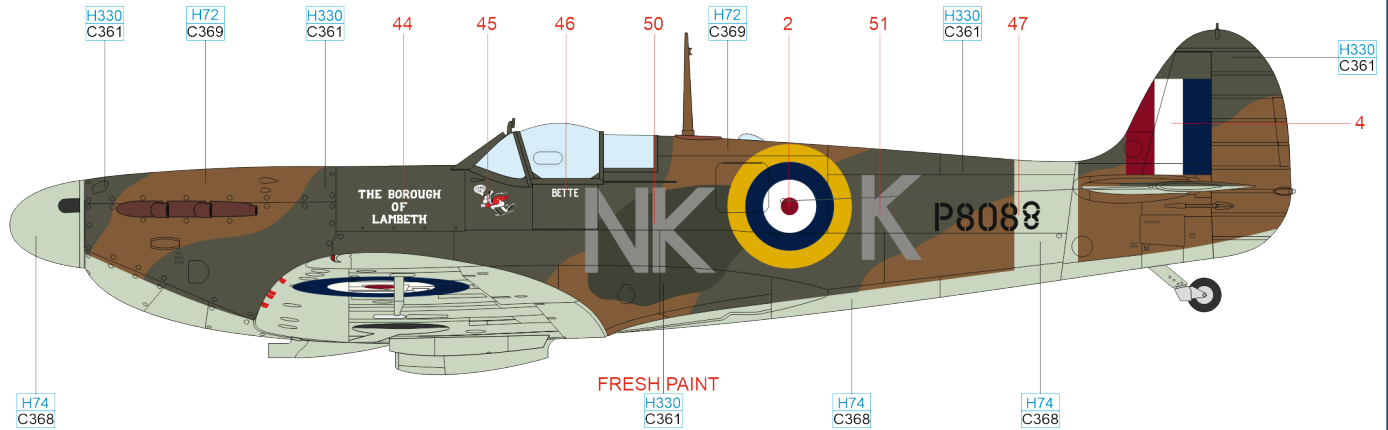
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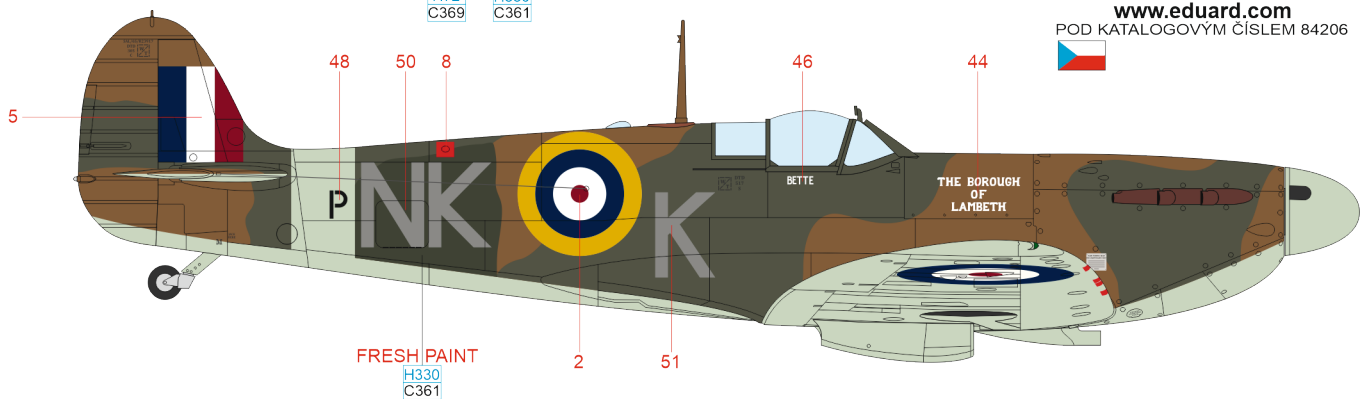
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| FLAT BLACK | H12 | C33 | DARK GREEN | H330 | C361 | DARK EARTH | H72 | C369 |
| SKY | H74 | C368 | | | | | | |

E P8088, P/O Alec S. C. Lumsden, No. 118 Squadron, RAF Ibsley, United Kingdom, April - August 1941

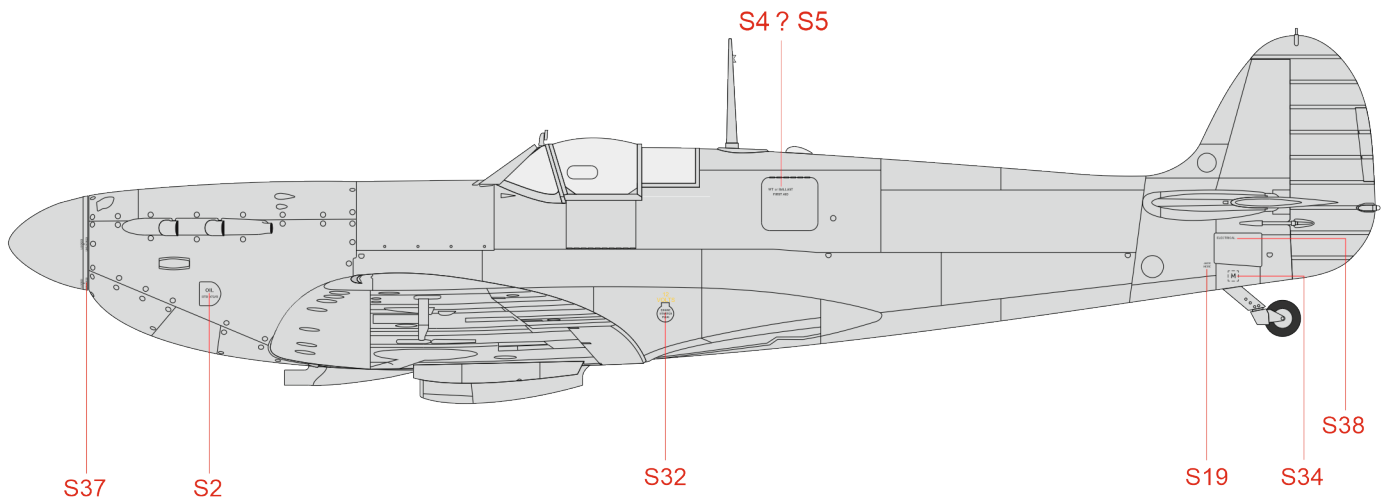
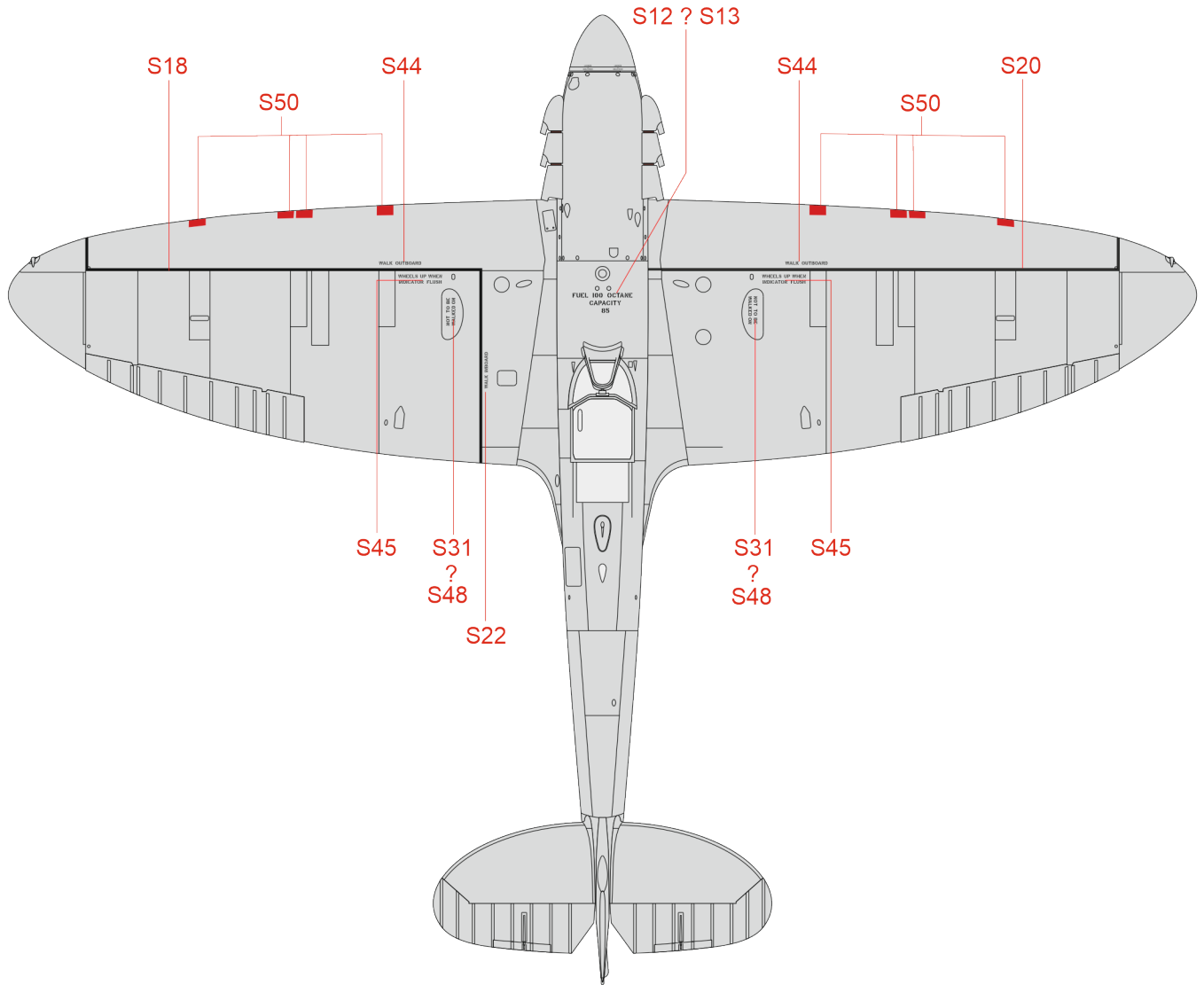
This Spitfire was donated in January 1941 by the Borough of Lambeth Spitfire Fund and saw operational service with Nos. 66, 118, 152 and 19 Squadron where it was damaged during a night landing. After repairs it served with No. 61 OTU. The fate of P8088 was fulfilled on September 16, 1944, when it crashed with its pilot, F/Sgt John Barry, during a training flight. In 1944/45 and 1978, parts of P8088 were recovered by the Cosford salvage team and stored. The depicted image of Spitfire P8088 shows it during its four-month service with No. 118 Squadron, where it received the codename NK-K and became P/O Alec Lumsden's personal Spitfire. Lumsden had a drawing of a character painted on his new Spitfire under the front plate, which was Capt. Reilly-Ffoull from the wartime cartoon series Just Jake. The word BETTE, which was his girlfriend's nickname, was also painted on both sides of the cockpit overlay. Alec Lumsden was born in 1921 and educated at Malvern College. After the outbreak of the Second World War, he volunteered for the RAF Reserve as a pilot in training. His wartime career varied. During 12 months in 1941/42, he flew combat missions from bases in England, North Africa and Malta, and also took part in two Atlantic convoys as a Sea Hurricane pilot. He spent the rest of the war flying with maintenance and operational training units. After the war he held various positions, all of which were in one way or another connected with aviation. A distinguished aviation historian, he wrote countless articles and several books on a variety of subjects.



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