

Spitfire Mk.IXe

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition

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



item No. 8288

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: Spitfire Mk.IXe

The Mk.IX design developed during production in several areas. As the "universal" C-type wing was intended to accommodate up to four 20mm cannons, the large blisters allowing such as installation were retained. But the four cannons armament proved quite heavy for Spitfire, so the blisters were narrowed in late series, as the two cannons were mounted in the inner position of the double cannon bays. The Merlin 61 engine was replaced by the Merlin 63 unit early in 1943, giving the Mk.IXc some additional power. From 1944, the strengthened E-type wing was produced. Four .303 machine guns were replaced with two .50 heavy machine guns placed in the inner bays, while the outer bays were occupied by 20 mm cannons and the wingtip bays of .303 machine guns were eliminated.



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

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INSTR. SYMBOL

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INSTRUKTION SINNBILDEN

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SYMBLES

*

記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODRŽHNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS

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DÍLY

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TEILE

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PIÈCES

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部品

A>

8280 A

D>

8280 D

E>

8280 E

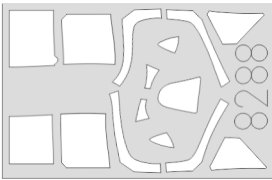
F>

8280 F

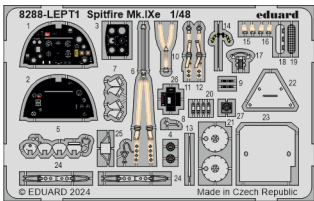
G>

8280 G

eduard
MASK



PE - PHOTO ETCHED DETAIL PARTS



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

COLOURS

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BARVY

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FARBEN

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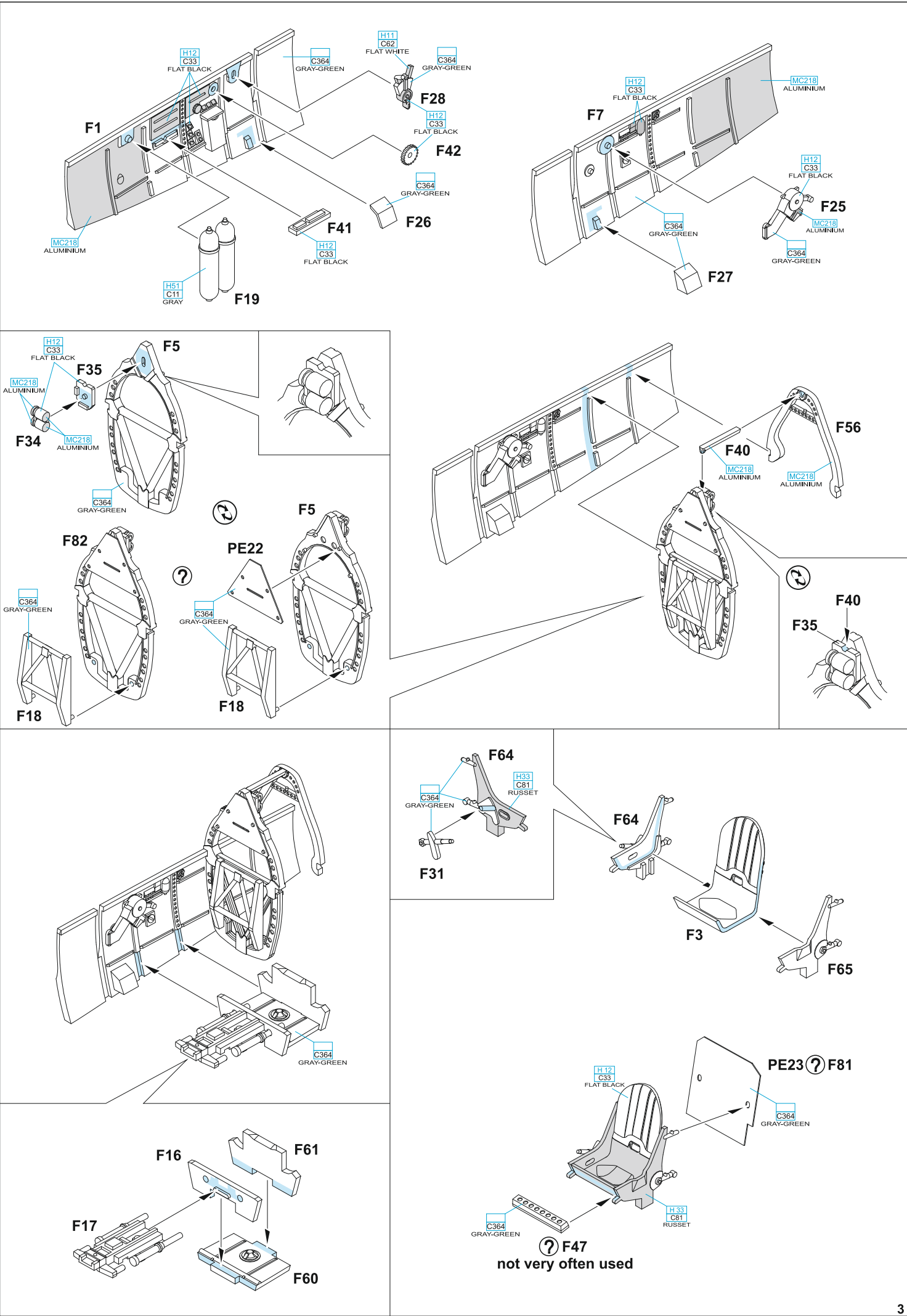
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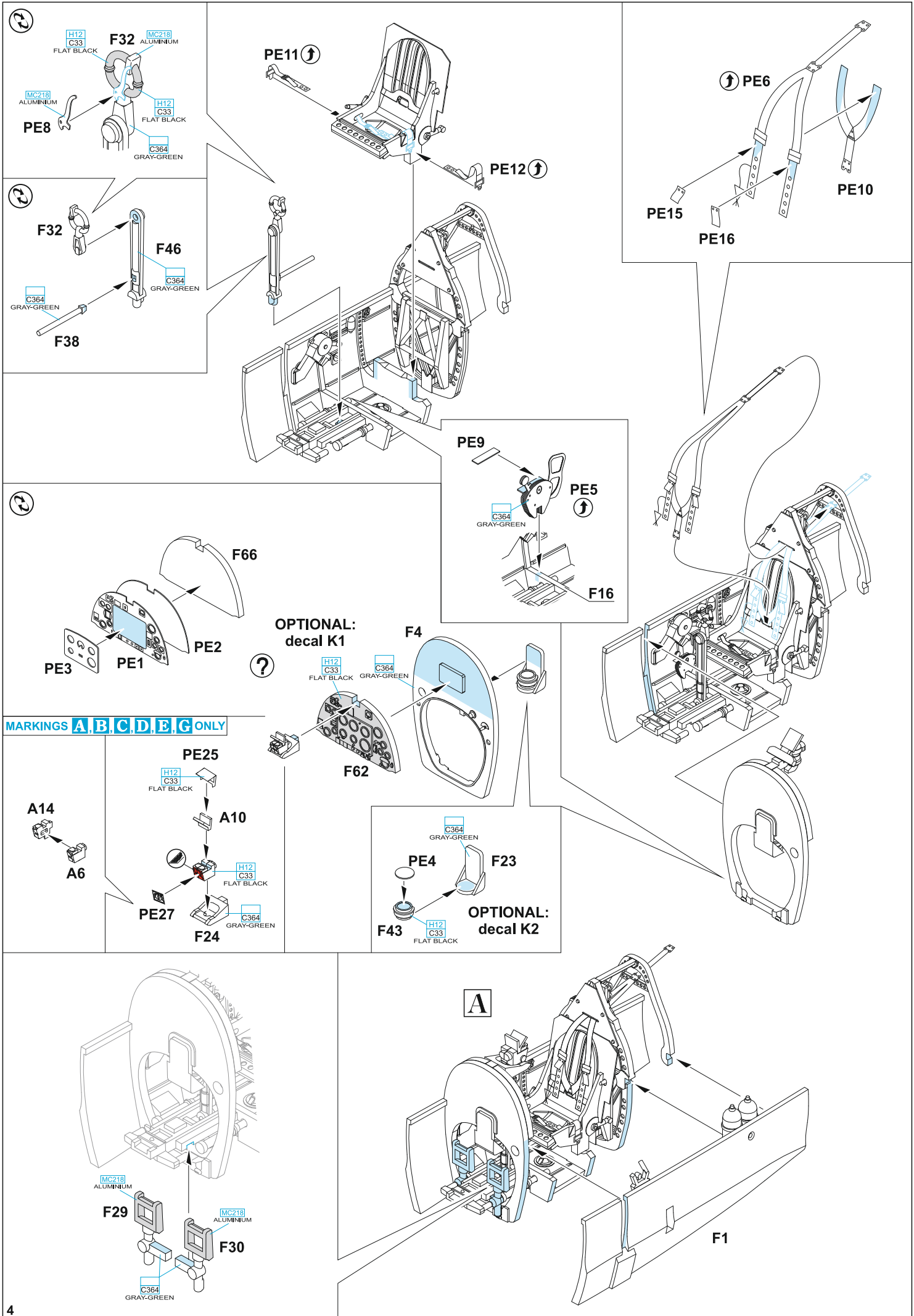
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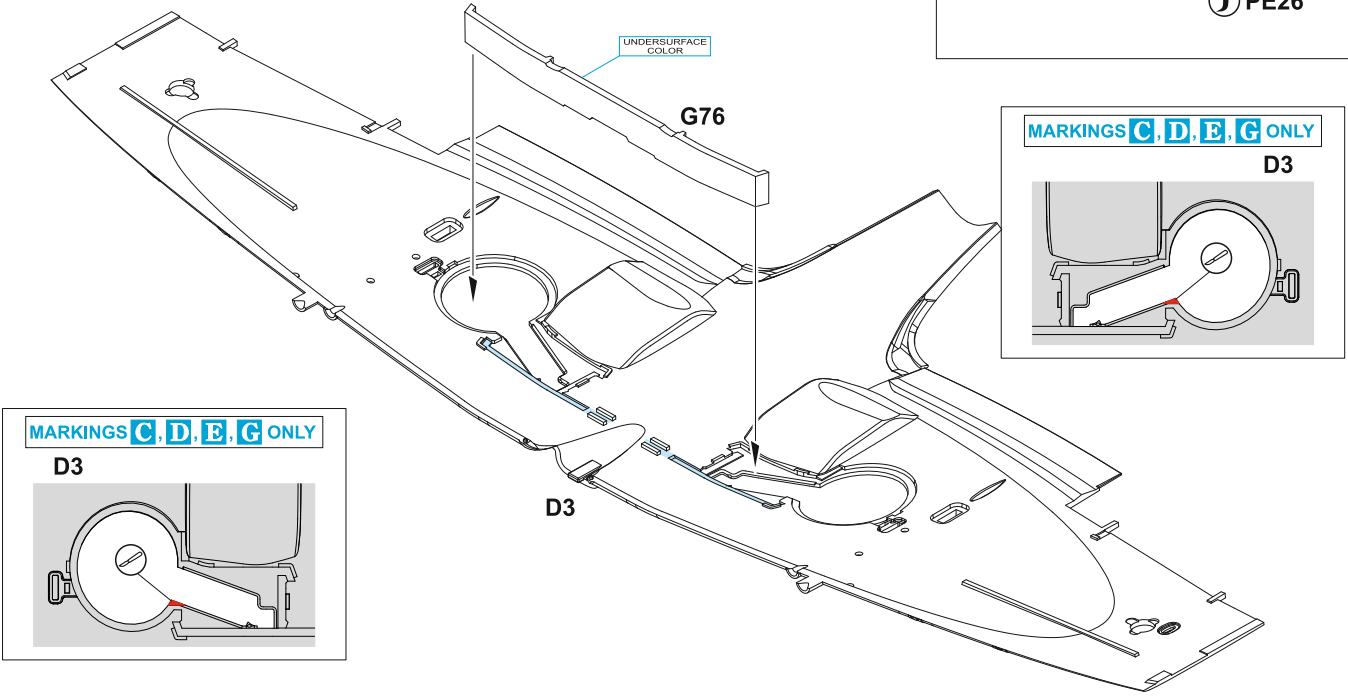
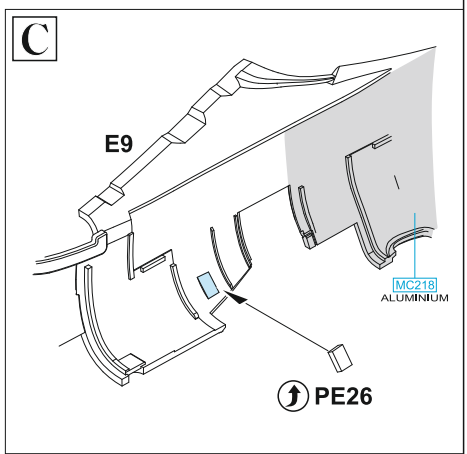
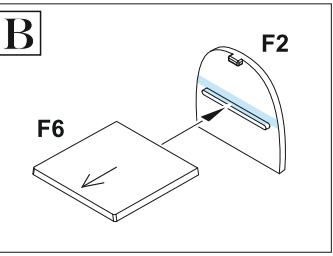
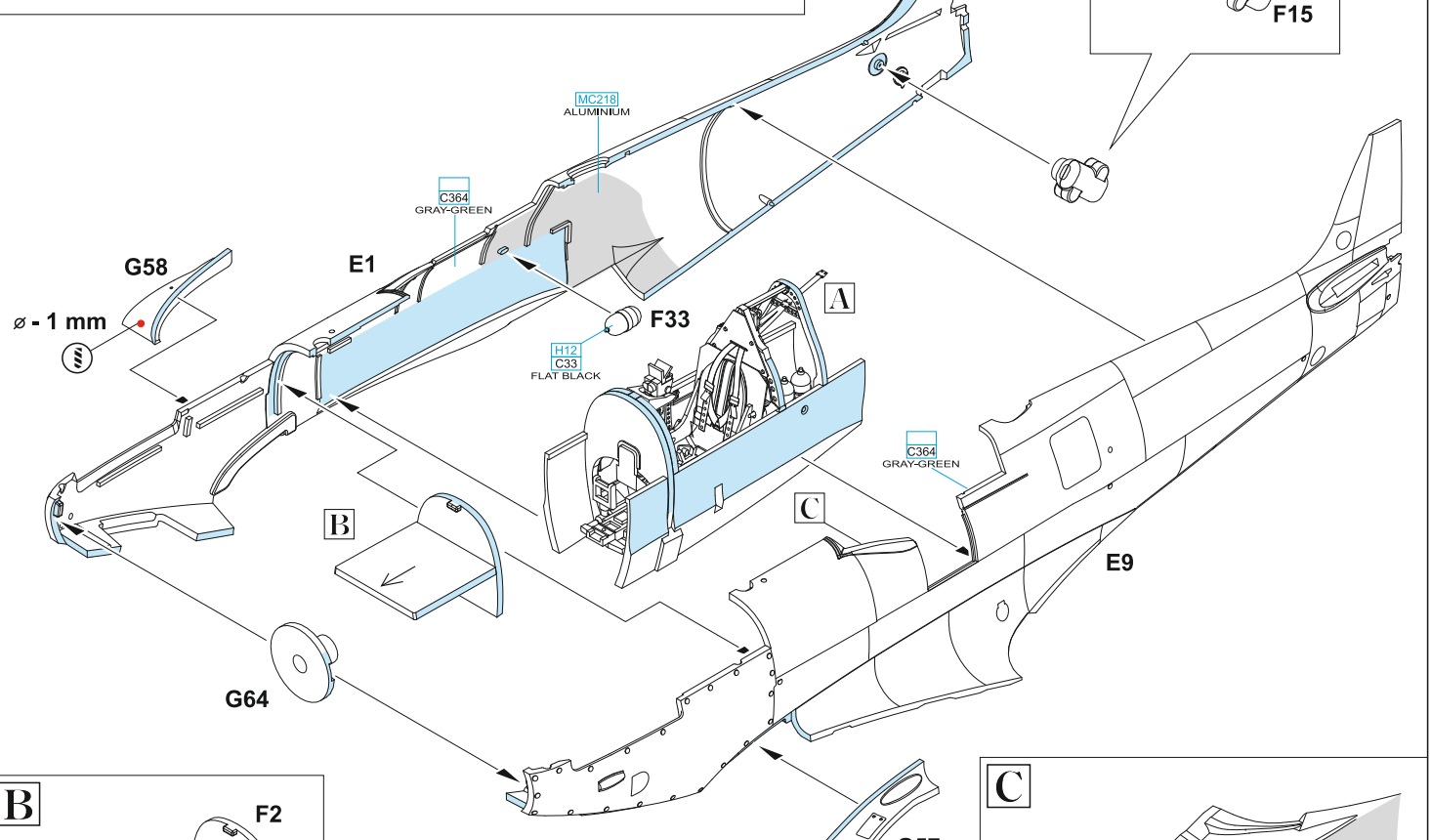
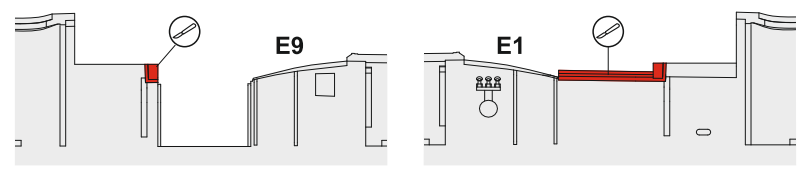
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H4	C4	YELLOW
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H13	C3	FLAT RED
H33	C81	RUSSET
H51	C11	LIGHT GULL GRAY
H52	C12	OLIVE DRAB
H74	C368	SKY
H77	C137	TIRE BLACK
H84	C42	MAHOGANY
H90	C47	CLEAR RED
H94	C137	CLEAR GREEN

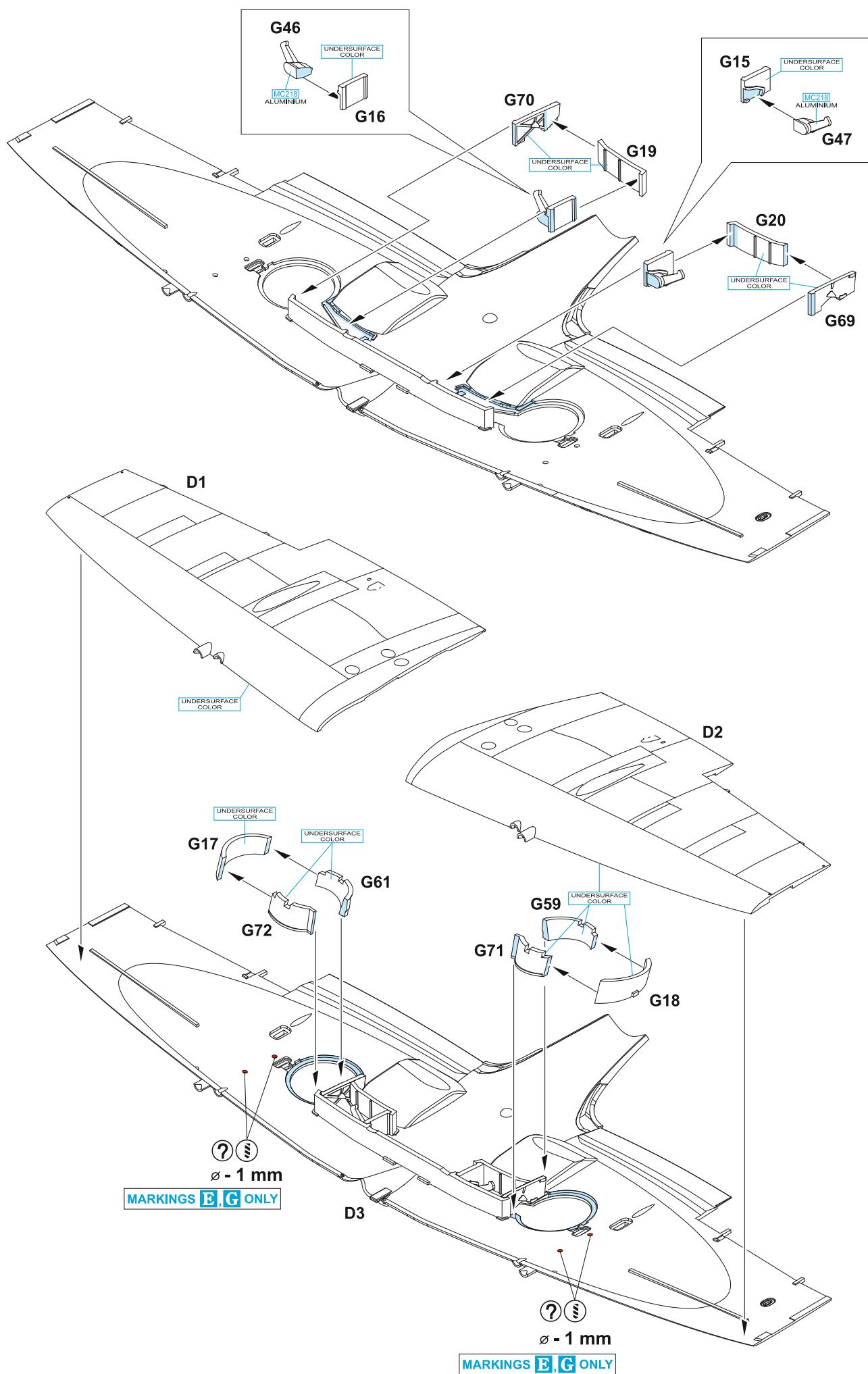
AQUEOUS	Mr.COLOR	
H316	C316	WHITE
H326	C326	BLUE
H327	C327	RED
H330	C361	MEDIUM SEA GRAY
H335	C362	OCEAN GRAY
	C363	DARK GREEN
	C364	AIRCRAFT GRAY-GREEN
Mr.METAL COLOR		
MC214		DARK IRON
MC216		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER 2

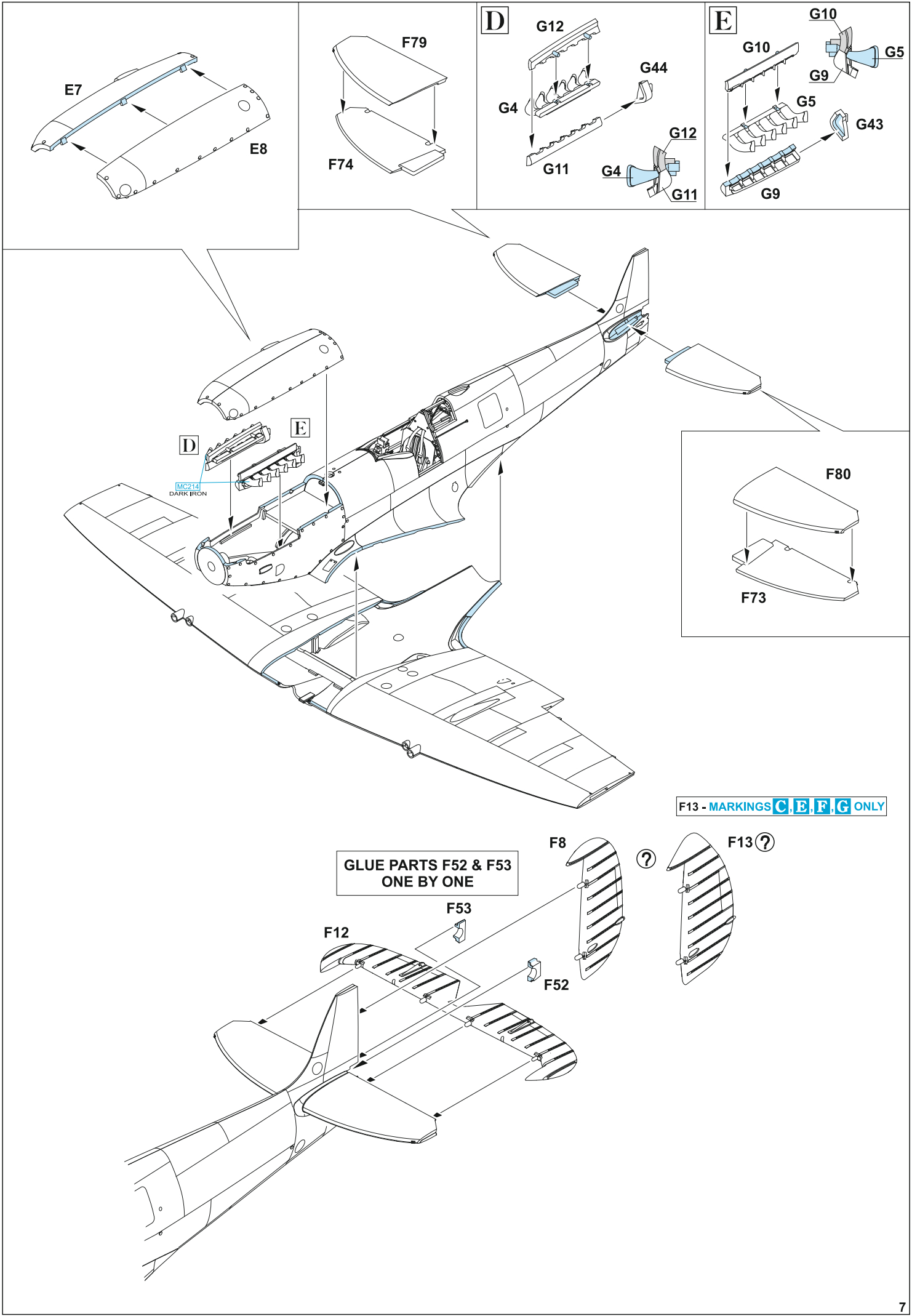


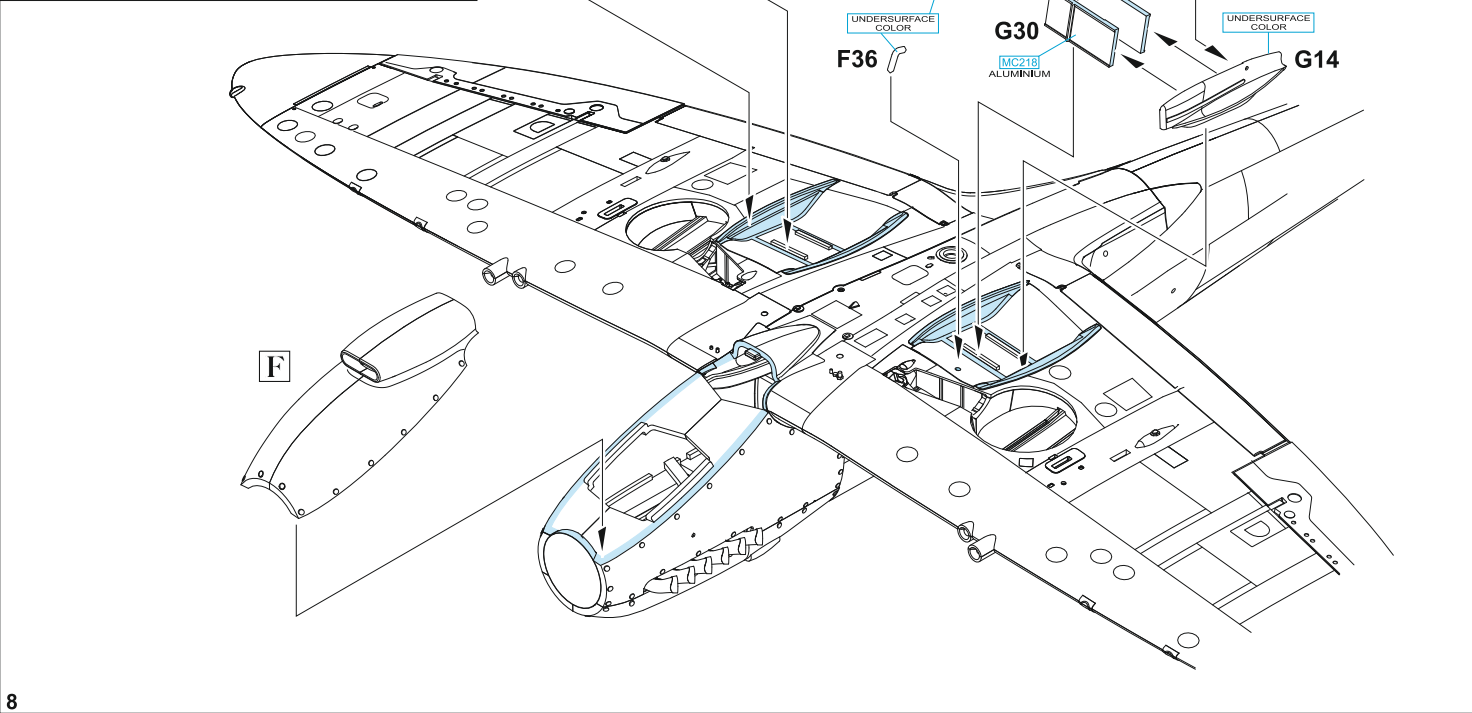
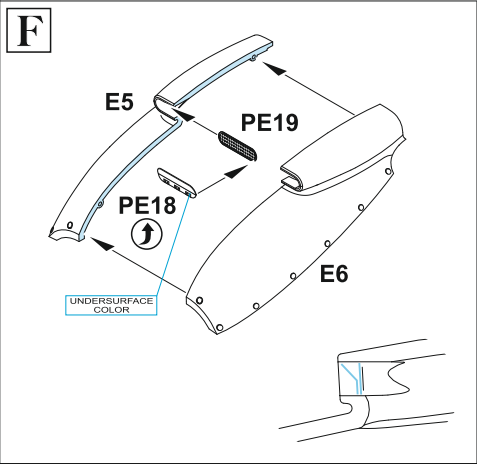
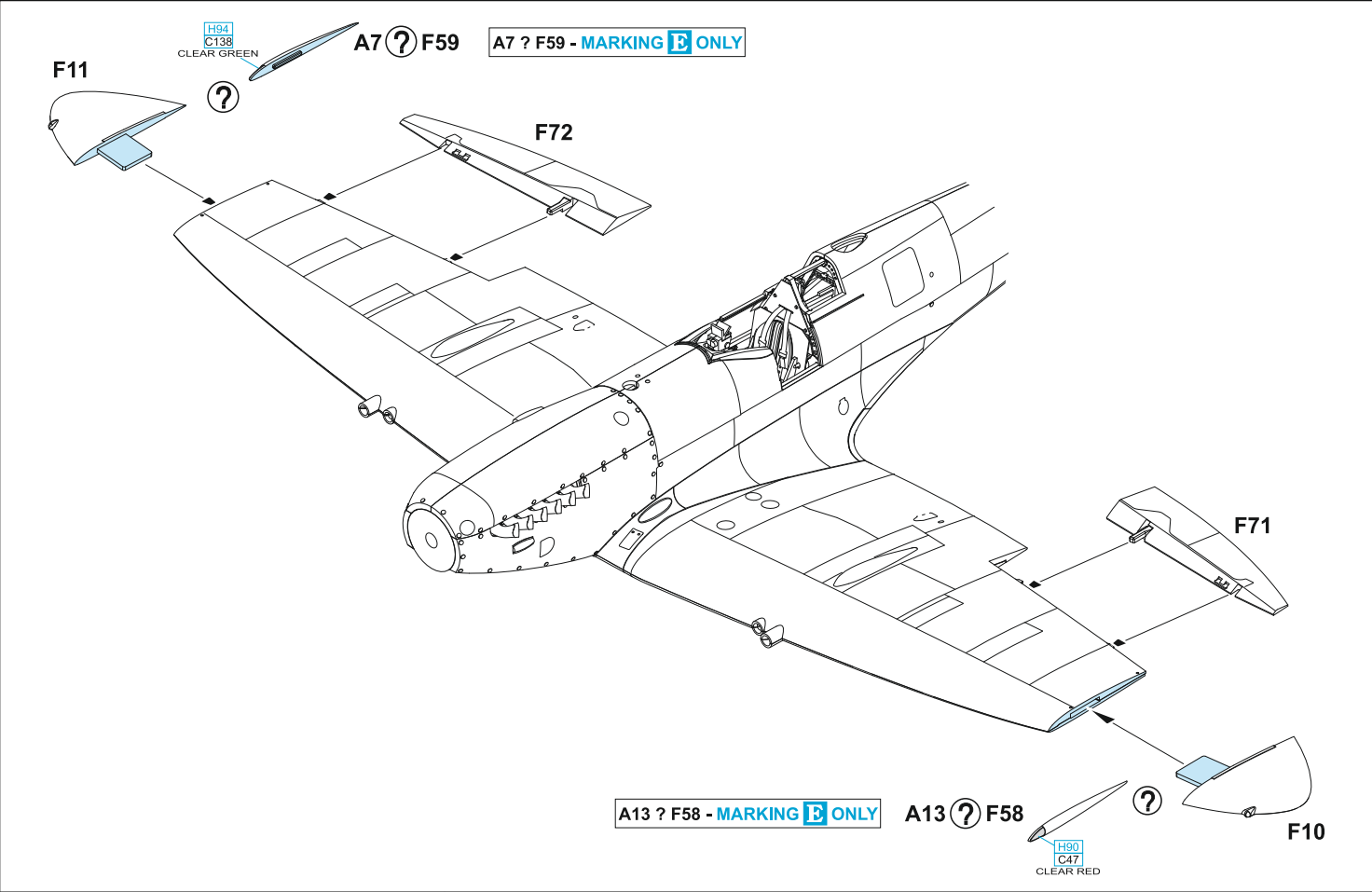


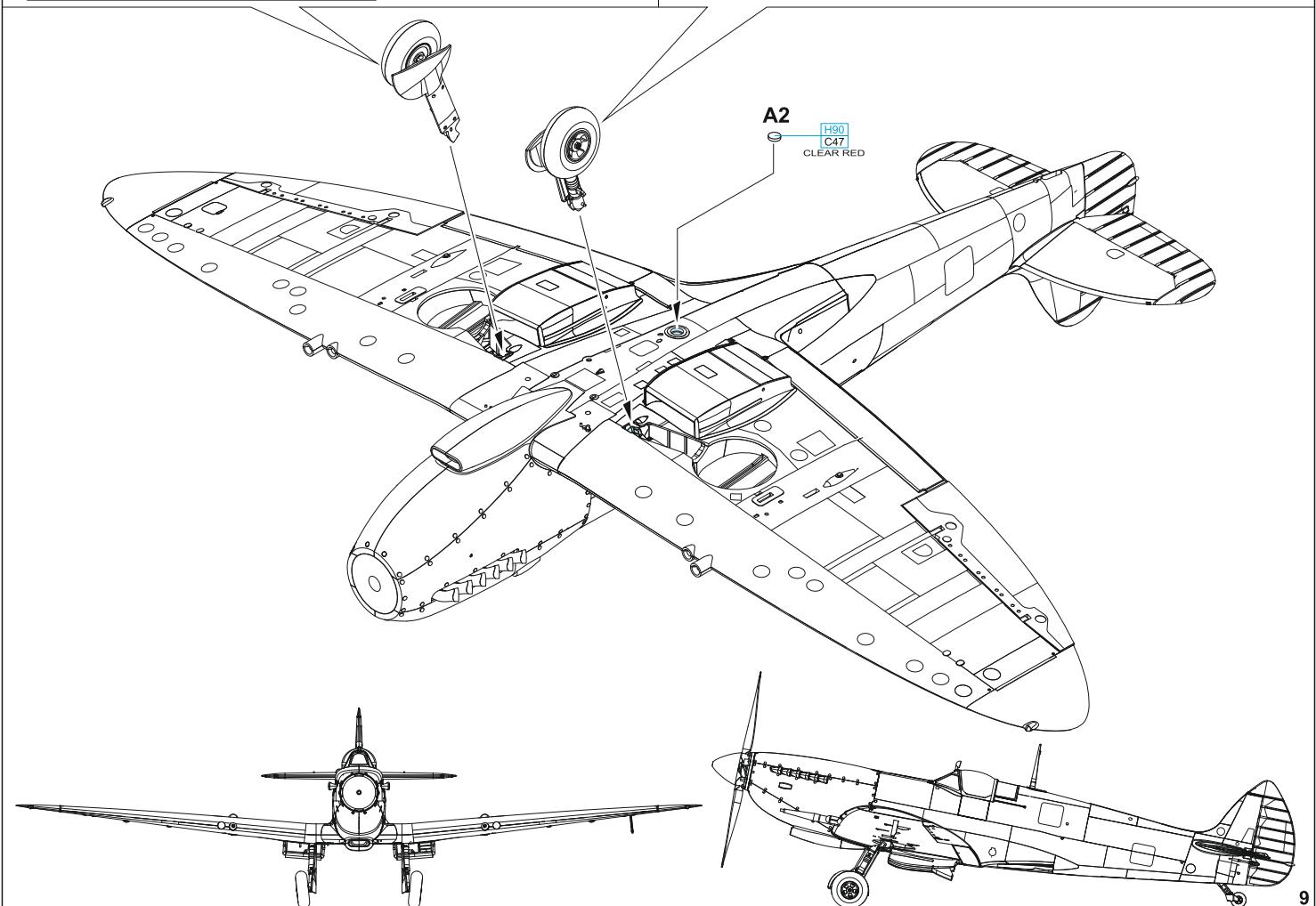
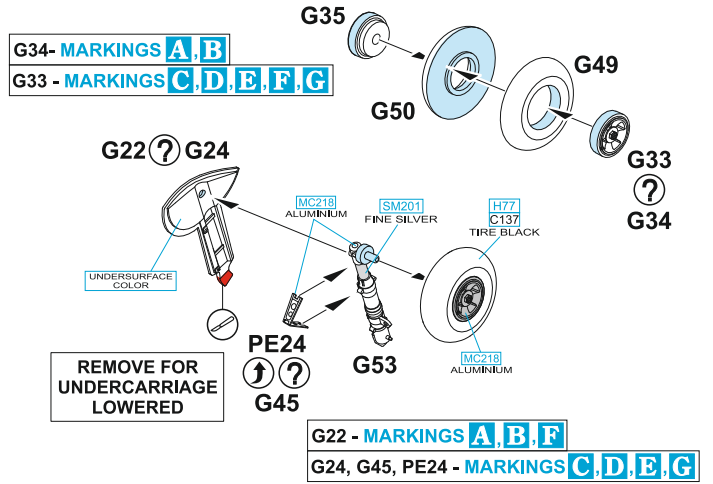
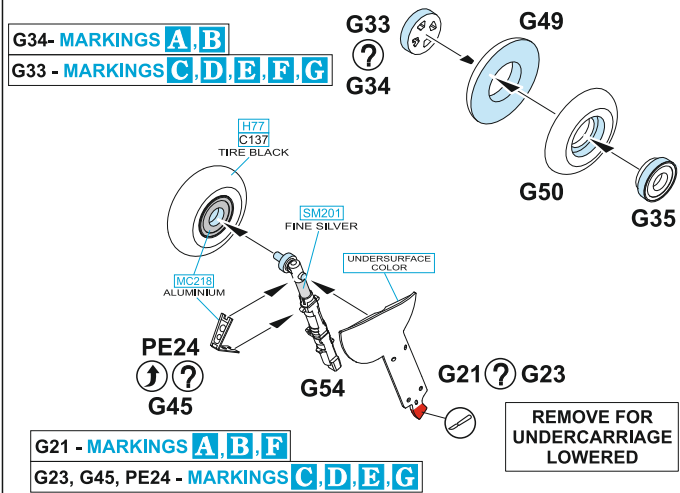
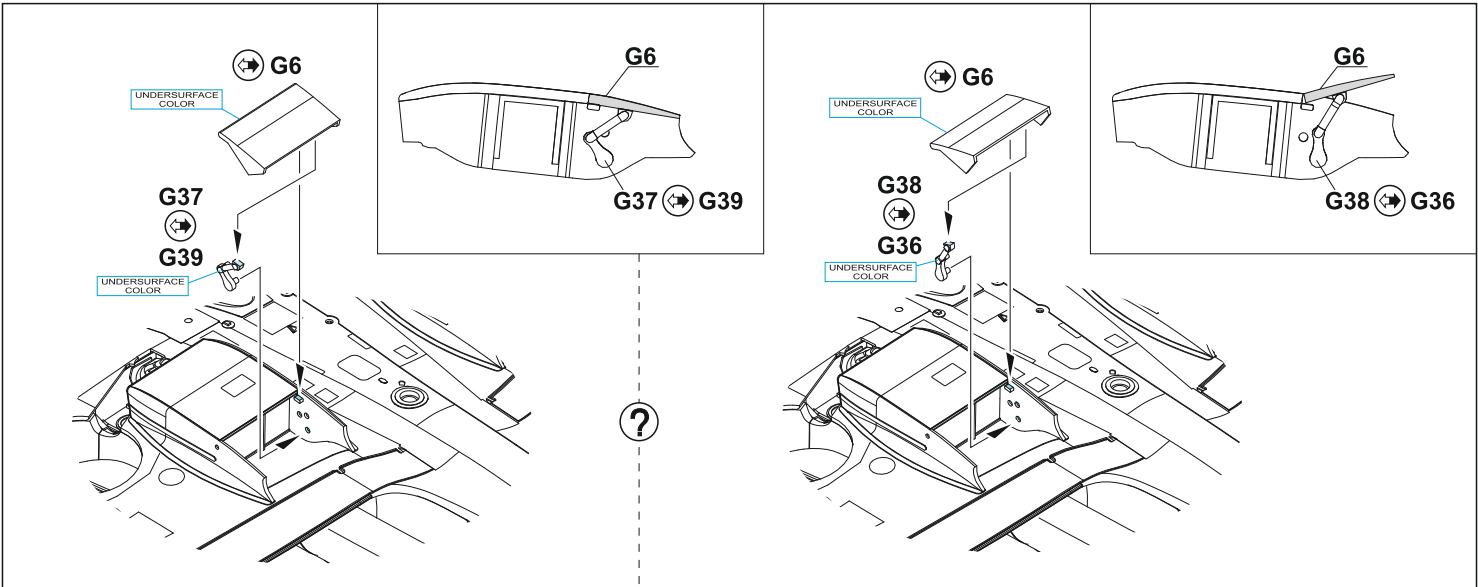
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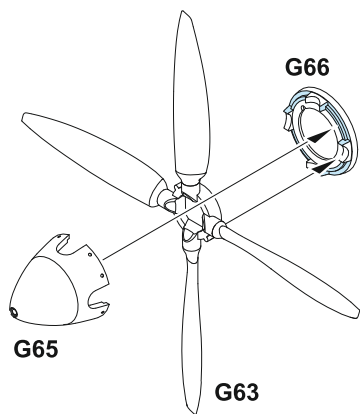




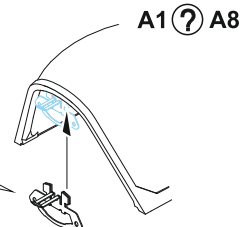
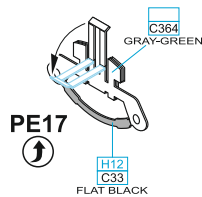
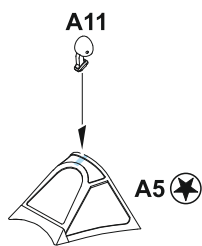




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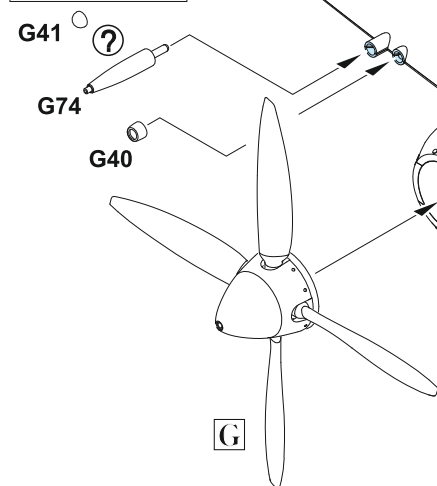


H



G74 - MARKINGS A, B, C, D, E, G

G41 - MARKING F

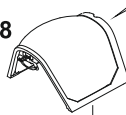


F37



A8

A12



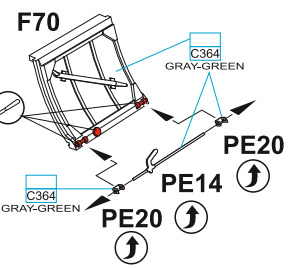
F54

H84
C42
MAHOGANY

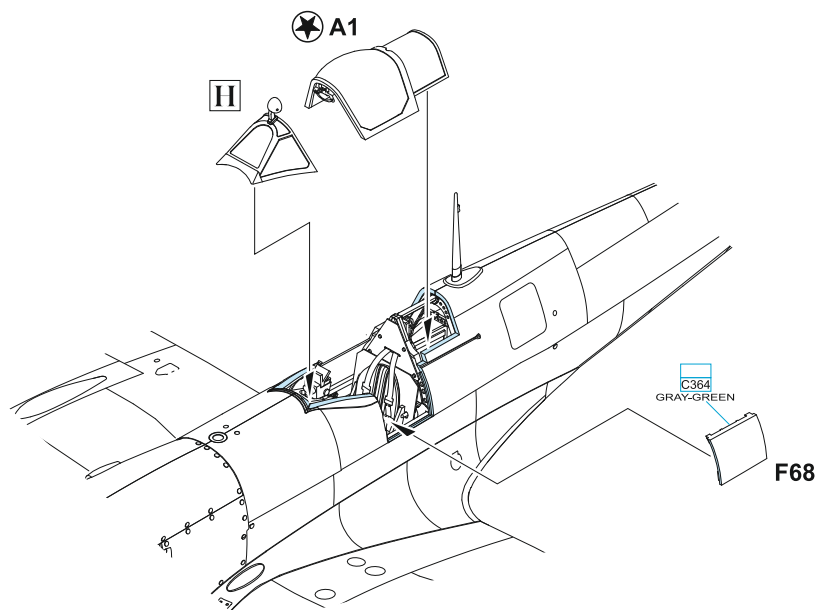
F51

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

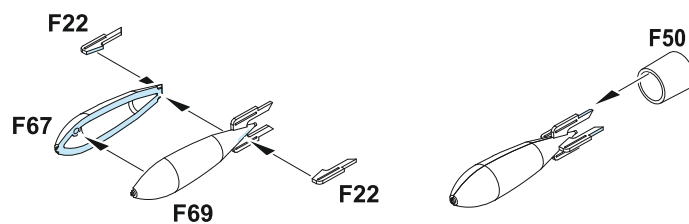
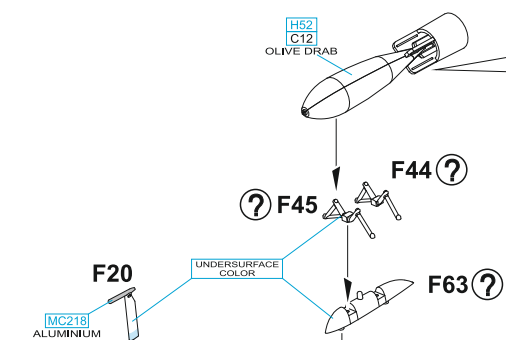
F83



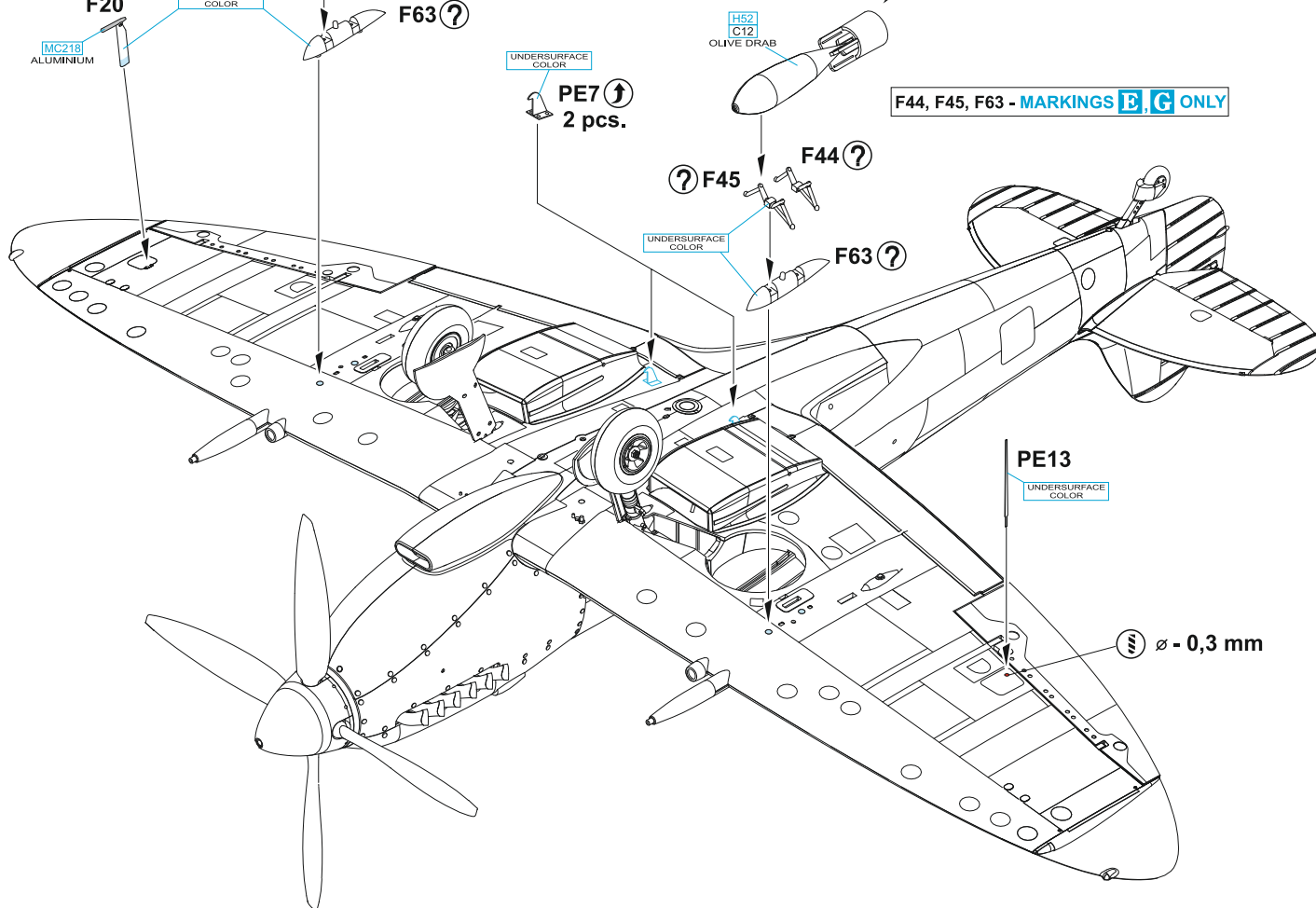
G74 - MARKINGS A, B, C, D, E, G
G41 - MARKING F

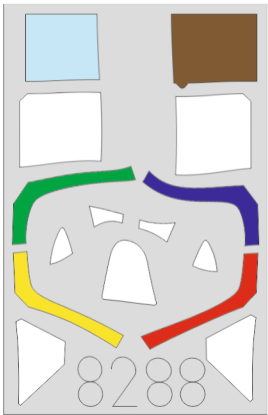
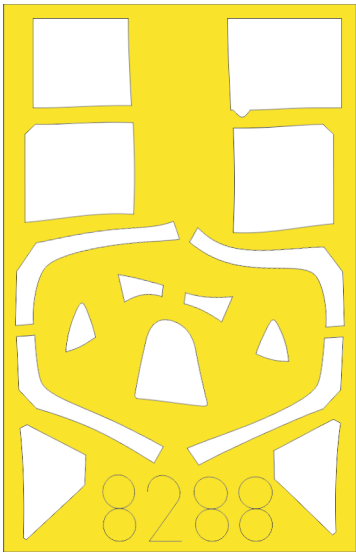


F44, F45, F63 - MARKINGS **E, G** ONLY

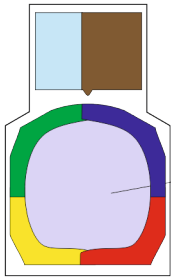


F44, F45, F63 - MARKINGS **E, G** ONLY

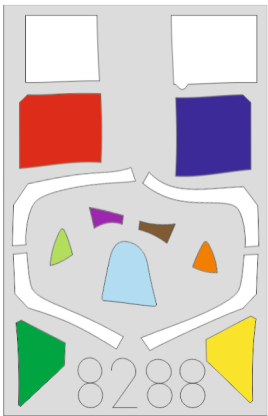




A1 ? A8



LIQUID MASK

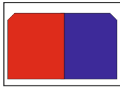
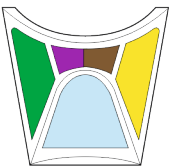


A5

A12

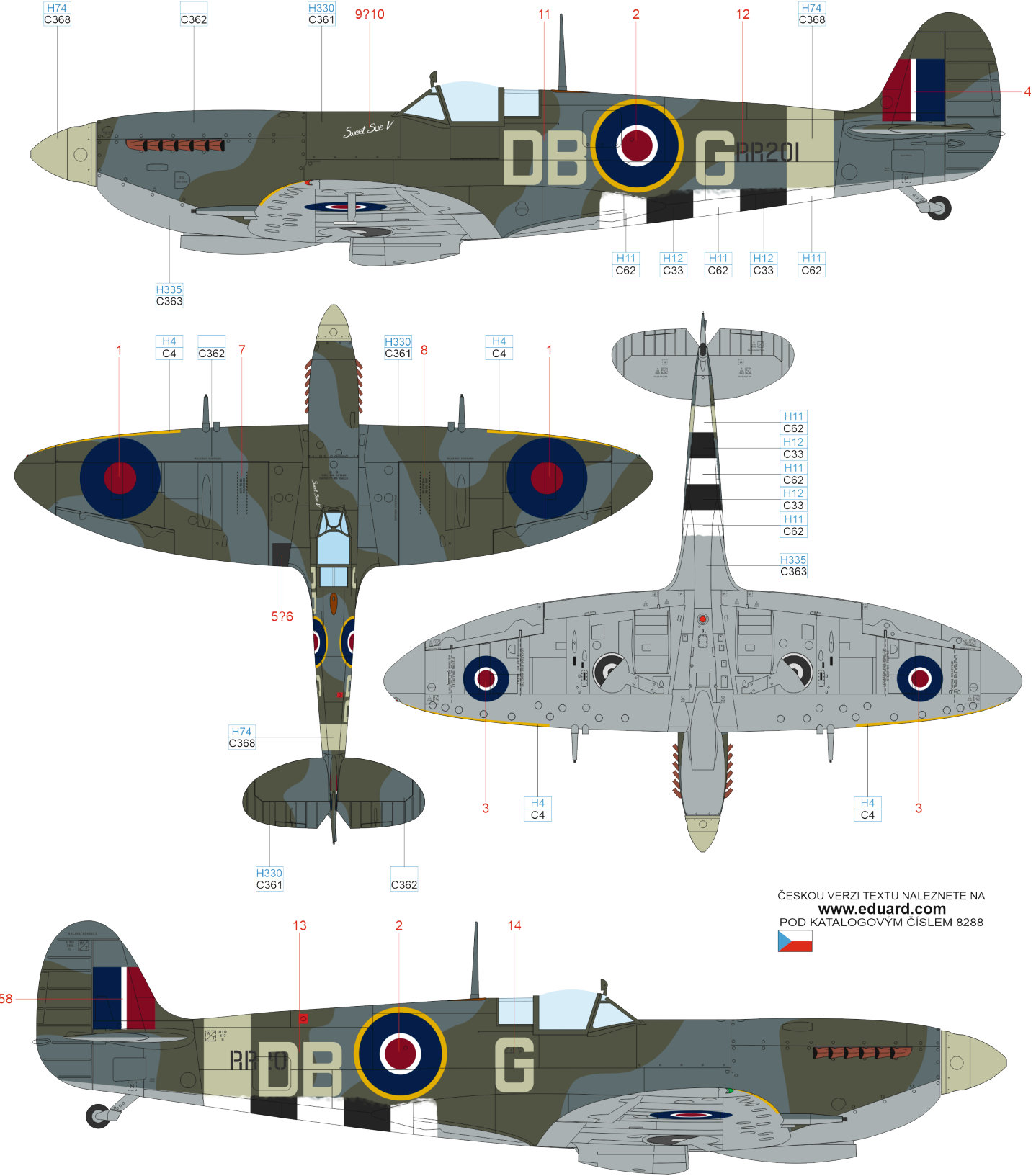
A13
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F58

A7
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F59



A RR201, F/Lt Richard J. Audet, F/Lt John J. Boyle, No. 411 Squadron, ALG B.88 Heesh, The Netherlands, December 1944

Spitfire serial number RR201 is probably the most famous Spitfire of the IXe version. Although it was F/Lt Jack Boyle's personal Spitfire, the greatest successes with the RR201 were achieved by another Canadian pilot and friend of Boyle, F/Lt Richard Joseph "Dick" Audet. The latter flew a total of 15 operational sorties between December 29, 1944, and February 3, 1945, achieving seven of his eleven confirmed kills with Spitfire RR201 DB-G. The aircraft was decorated with the inscription Sweet Sue V on the left side of the fuselage tank. F/Lt Audet achieved his greatest success with it on December 29, 1944, when he shot down three Fw 109D-9s and two Bf 109Gs (post-war research leans towards five Fw 190D-9s being shot down) during a dogfight, thus becoming the only Spitfire pilot to achieve ace status in a single sortie. He achieved another valuable success on January 23, 1945, when he shot down a Me 262 jet with RR201 and destroyed another during the bombing of Rheine airfield (post-war research confirms the Arado Ar 234). Unfortunately, Audet did not see the end of the war, as his Spitfire MK950 DB-A was hit and crashed on March 3, 1945, during an attack on an armed train. Although the original No. 411 Squadron report stated that Audet died in his aircraft, post-war research confirmed that he had made an emergency landing with his Spitfire and was captured. After interrogation, he was to be taken to a POW camp, but there Audet's trail ends. It is likely that he was murdered or died trying to escape. His body was never found.



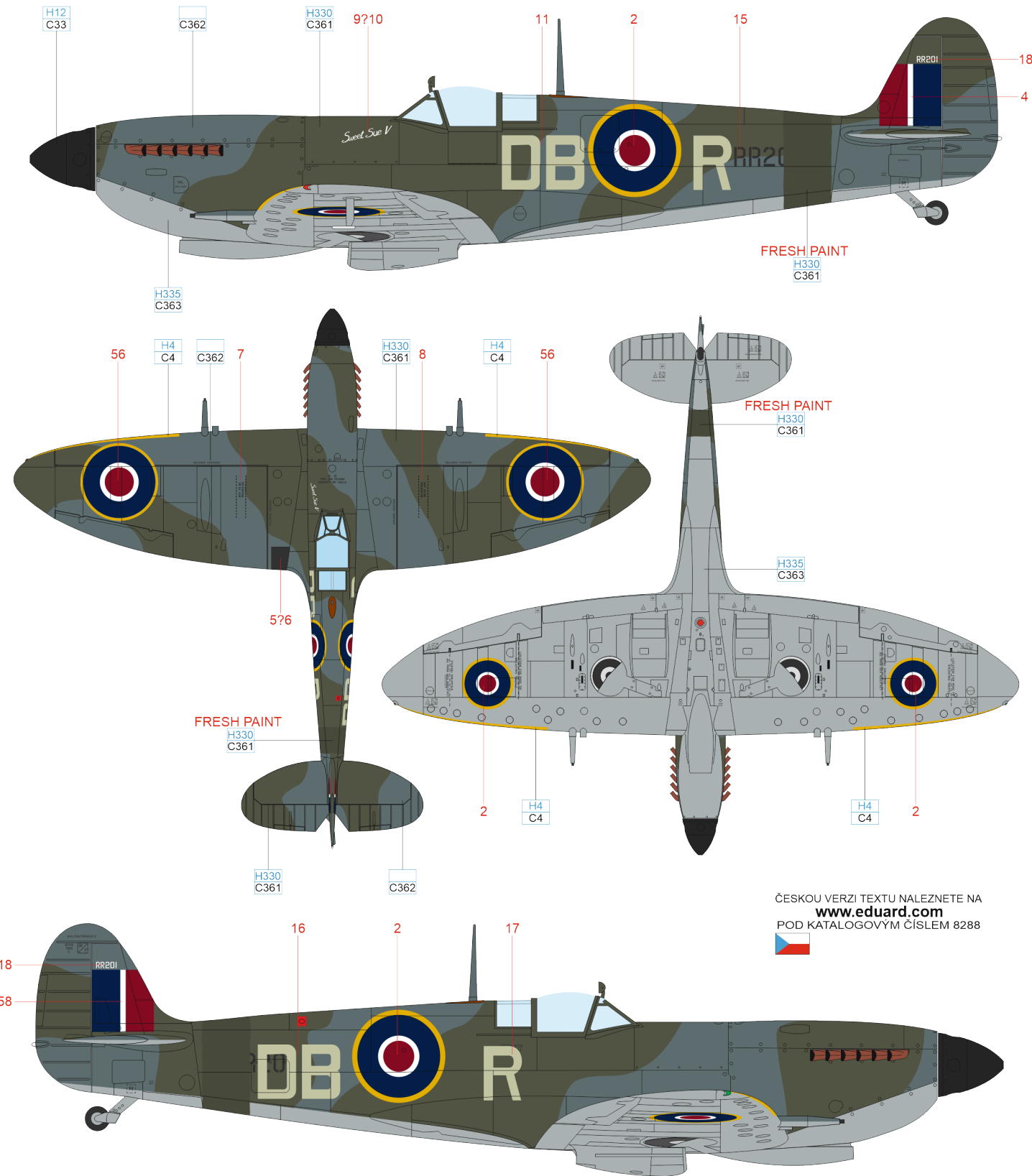
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FLAT WHITE	H11 C62	FLAT BLACK	H12 C33
SKY	H74 C368	MEDIUM SEA GRAY	H335 C363
OCEAN GRAY	C362	DARK GREEN	H330 C361
YELLOW	H4 C4		

B RR201, F/Lt John J. Boyle, No. 411 Squadron, ALG B.88 Heesh, The Netherlands, February-April 1945

The RR201 first appeared in the records of No. 411 Squadron on December 26, 1944, and subsequently became the personal aircraft of F/Lt John Joseph "Jack" Boyle, who had a white "Sweet Sue V" painted on the left side of the tank cover in honor of his young daughter. Spitfire RR201 first flew with the codes DB-G and after Jack Boyle took command of No. 411 Squadron B Flight in January 1945, his Sweet Sue V was transferred to B Flight as well and recoded DB-R code. However, this did not occur until early February 1945, when the RR201 DB-G (newly coded DB-R by B Flight) was exchanged for the MK950 DB-R (newly coded DB-A by A Flight). F/Lt Boyle flew the RR201 until April 4, 1945, when his operational tour ended. He flew 36 operational sorties in the cockpit of the RR201 and destroyed two Bf 109s in strafing of enemy airfields, as well as 10 locomotives and 42 military vehicles. In total, Boyle achieved six confirmed kills during his wartime career and became, among other things, the first Allied Spitfire pilot to shoot down a Me 262 jet (December 25, 1944) as an individual victory. Boyle's Spitfire RR201 shown here sported the elements of the fast identification valid after January 3, 1945, for the 2TAF, type C1 roundels, a black spinner and a shaded Sky band in front of the tail. The serial number RR201 was painted in reduced form in white above the vertical stabilizer cockade. It was flown until February 3 with the code letter G. Starting from February 6 onwards it sported the code letter R.



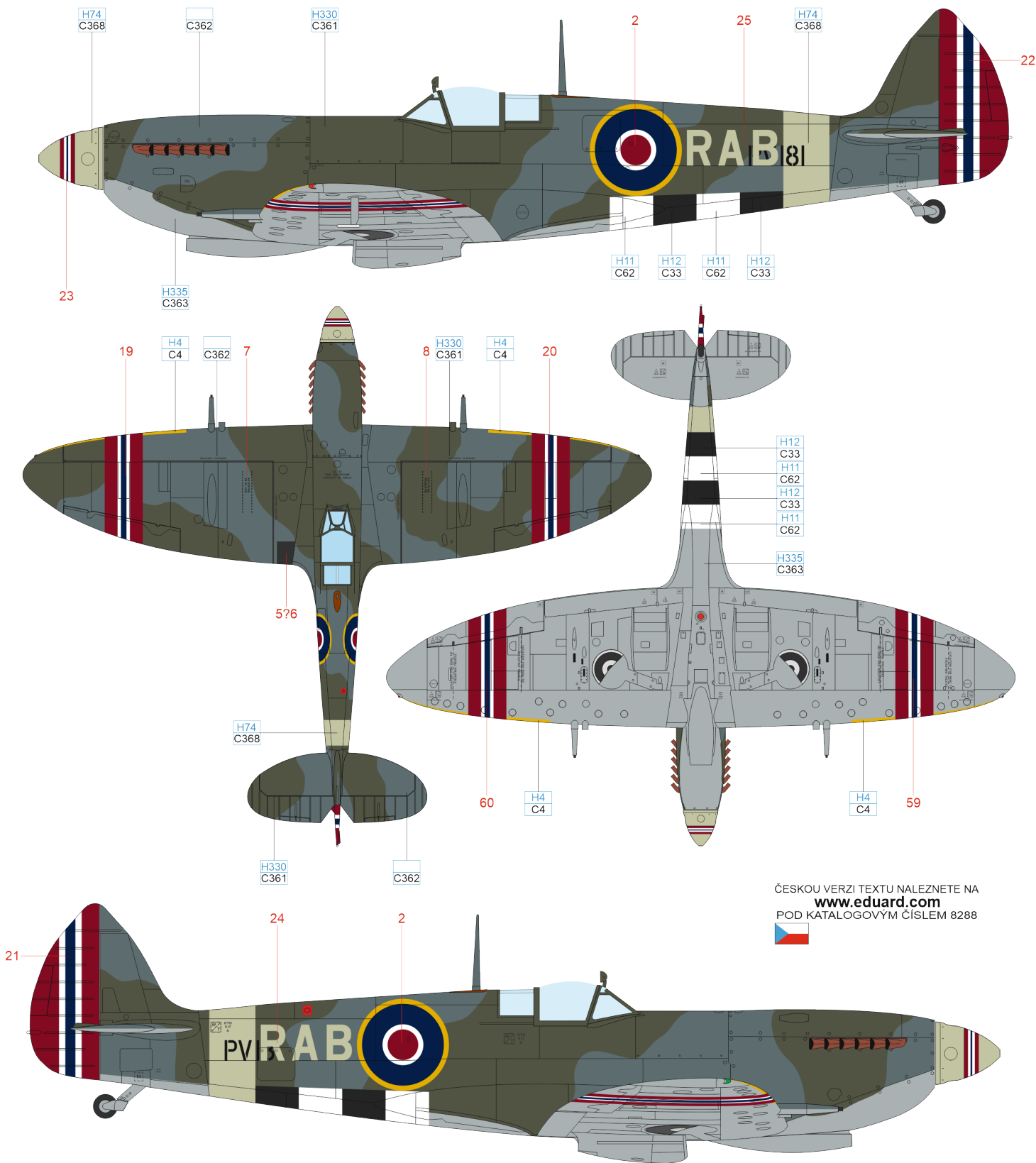
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FLAT BLACK	H12	MEDIUM	H335	OCEAN GRAY	C362	DARK GREEN	H330	YELLOW	H4
C33	SEA GRAY	C363	C361	C4					

C PV181, W/Cdr Rolf A. Berg, No. 132 Wing, ALG B.79 Woendstrecht, The Netherlands, winter 1944

This aircraft was used as a personal aircraft by the commander of No. 132 (Norwegian) Wing, W/Cdr Rolf Arne Berg. He had the pre-war Norwegian insignia painted on it during the autumn of 1944, and at the same time requested approval from RAF officials to use them. However, he found no sympathy and had to remove the marking in January 1945. Berg's fate was sealed on February 3, 1945. He was at the very end of his operational tour but decided to undertake one more combat flight. However, he took a direct hit to the wing from anti-aircraft artillery over the Dutch Eelde and crashed fatally with PV 181. His score thus stopped on six confirmed kills, two probable kills and five enemy aircraft damaged.



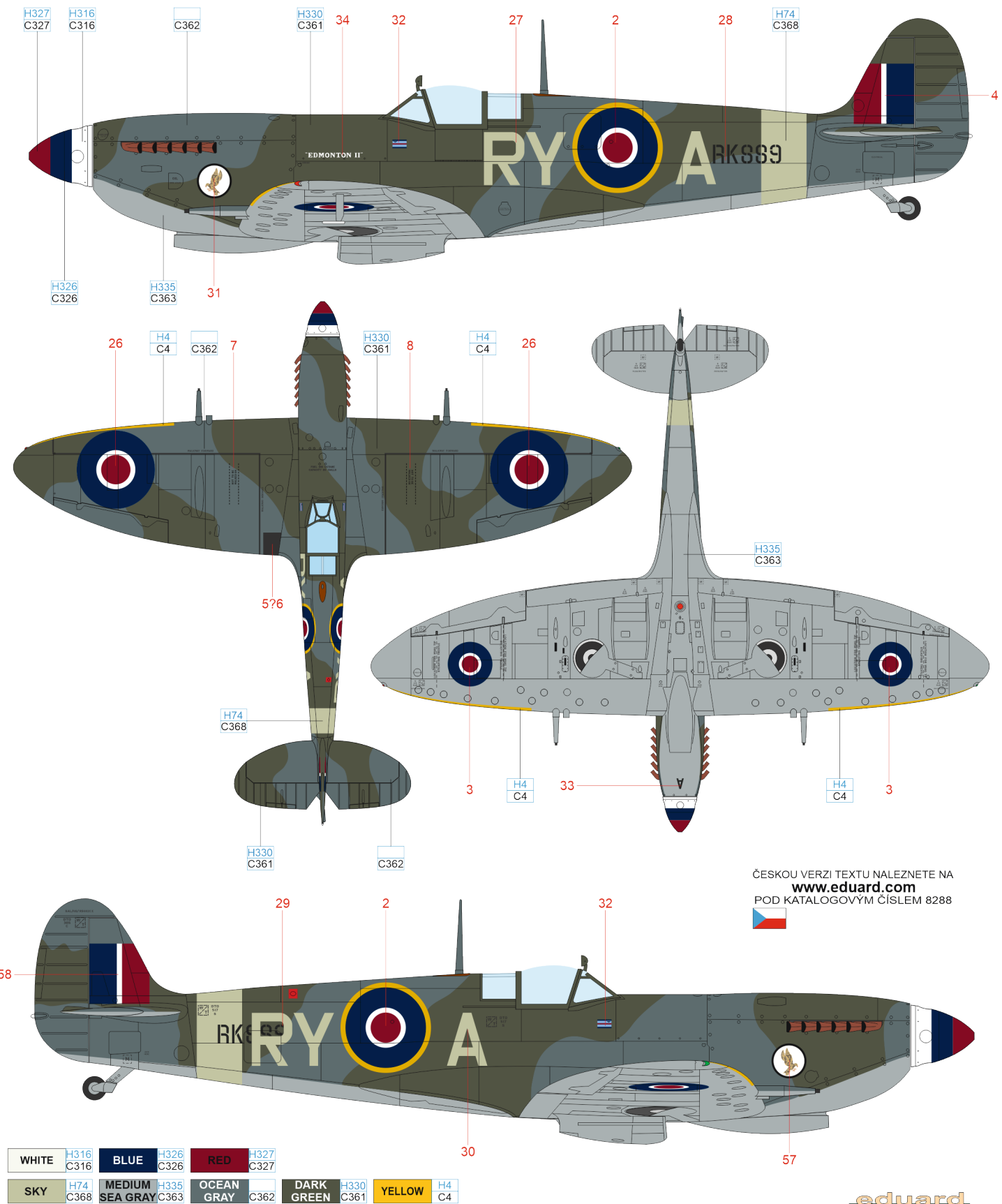
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FLAT WHITE	H11 C62	FLAT BLACK	H12 C33
SKY	H74 C368	MEDIUM SEA GRAY	H335 C363
		OCEAN GRAY	C362
		DARK GREEN	H330 C361
		YELLOW	H4 C4

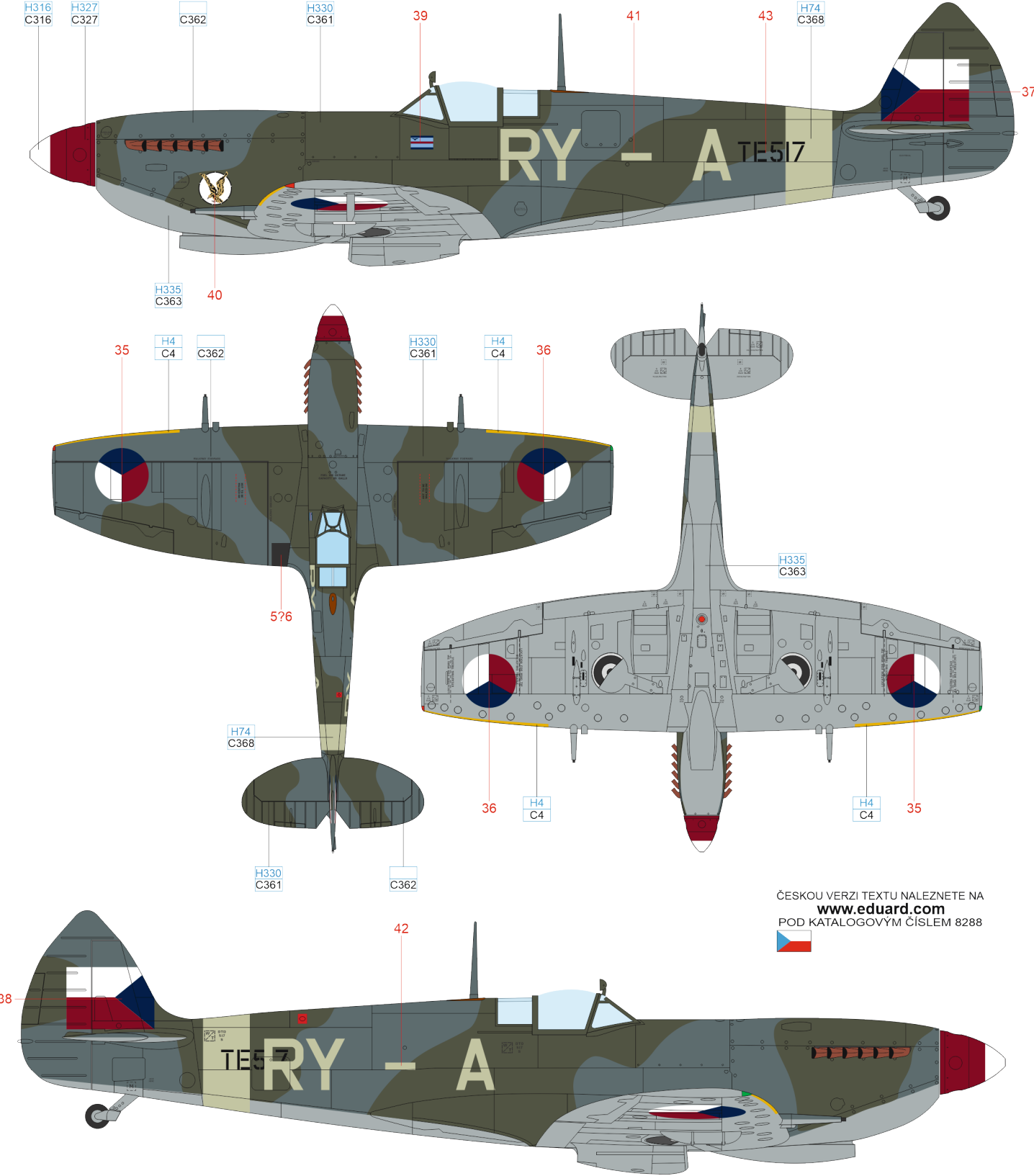
D RK889, S/Ldr Otmar Kučera, No. 313 Squadron, RAF Manston, Kent, Great Britain, May-July 1945

The HF Mk.IX high altitude Spitfires with the Merlin 70 were also produced with an E wing with standard wingtips. An example of this variant is the RK889 (RY-A) of Commander No. 313 (Czechoslovak) Squadron S/Ldr Otmar Kučera DFC. The aircraft, manufactured at the Vickers-Supermarine plant in Castle Bromwich, was taken over by the RAF on October 6, 1944, moving to No. 45 MU in Kinloss, Scotland. It waited for its first allocation until May 10 the following year. At that time it replaced the existing Kučera's Spitfire HF Mk.IXc ML148 at Manston, which bore the same codename. The RK889 was donated aircraft named "Edmonton II" and was the last one purchased from fund-raising and assigned to the Czechoslovak Air Force. With the new Spitfire, S/Ldr Kučera took part in air combat training with Americans flying P-51D Mustangs on May 23, 1945, at the 8th USAAF base in Debden, together with other Czechoslovak fighters. The livery depicts Kučera's codename "A" with the commander's pennant under the cockpit from July 1945, when round emblems with a hawk appeared on the engine cowlings and the spinner was decorated with the Czechoslovak national colors.



E TE517, S/Ldr O. Kučera, No. 313 Squadron, RAF Manston, Kent, Great Britain, August 1945

During his service in the Royal Air Force, Otmar Kučera had flown almost 540 operational hours, which included 130 flights over enemy territory. He achieved seven confirmed kills during his wartime career. After five years of fighting he left Britain with a new Spitfire LF Mk.IXe with Czechoslovakian insignia. This was TE517 (RY-A), which he flew back to his homeland at the head of No. 313 Squadron from August 7 to 13, 1945. The Spitfire TE517 was built by the Castle Bromwich factory and fitted with a Merlin 66 engine. After completing test flights, TE517 was flown by F/Sgt Karel Stryk to RAF Manston on July 21, 1945 and taken over by No. 313 (Czechoslovak) Squadron on July 25, 1945. The standard RAF cockades were repainted with Czechoslovak Air Force insignias in the early days of August 1945. However, the original RAF codes were retained. Unlike the other Spitfires of No. 313 Squadron, which had their spinner painted red, Kučera's machine was distinguished by white paint on the tip of the spinner and the Squadron Commander's pennant under the cockpit. Spitfire TE517 has survived to the present day after service in the post-war Czechoslovak Air Force and subsequently the Israeli Air Force. On April 7, 2023, it took to the air again after several years of restoration at Biggin Hill Heritage Hangar.



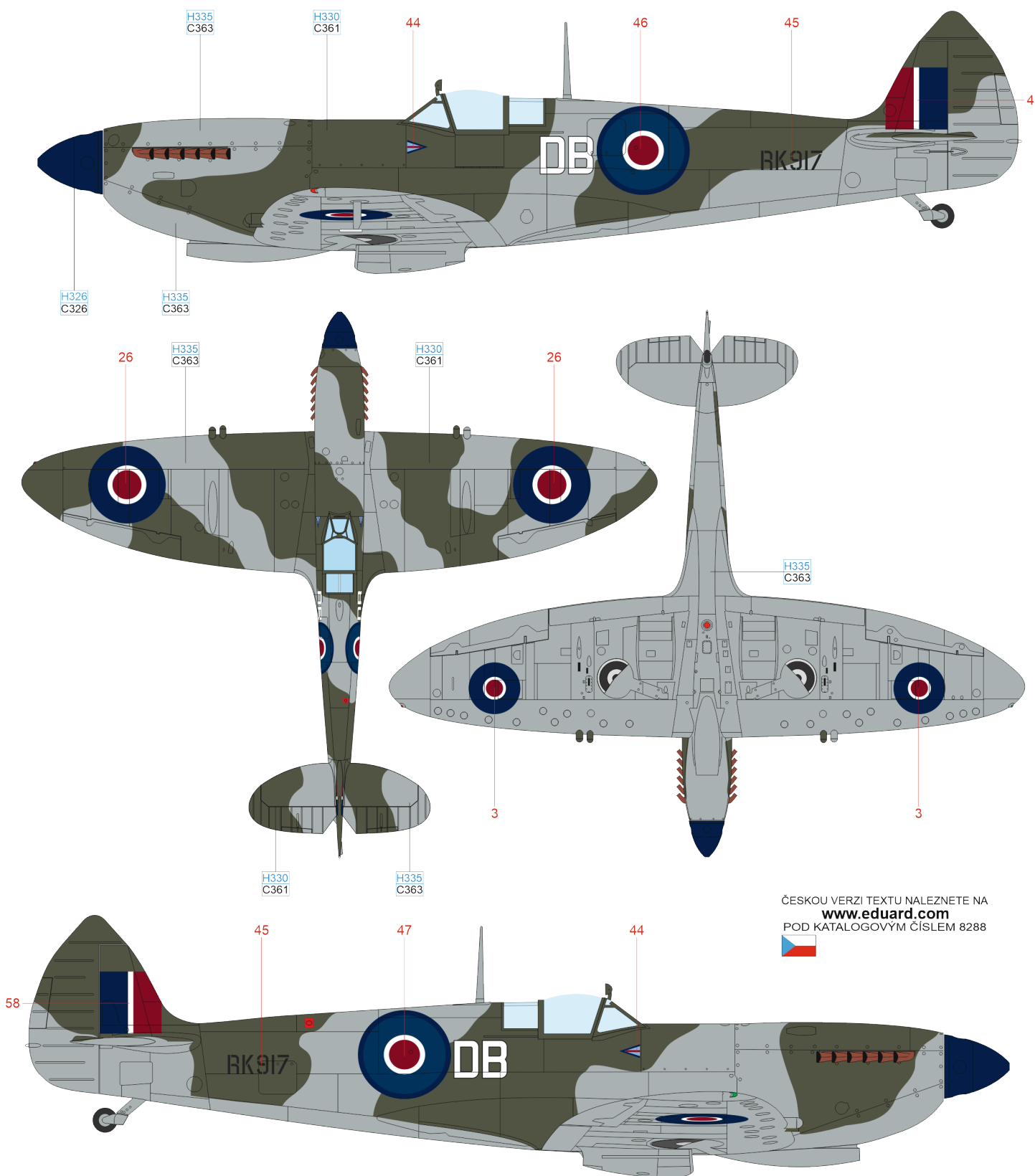
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WHITE	H316 C316	RED	H327 C327
SKY	H74 C368	MEDIUM SEA GRAY	H335 C363
	OCEAN GRAY	C362	DARK GREEN
	H330 C361	YELLOW	H4 C4

F RK917, G/Cpt Douglas Bader, RAF North Weald, Great Britain, September 1945

On April 15, 1945, the famous Douglas Bader was freed by American troops from captivity at Colditz Castle. Upon his return to England and after a short leave of absence, he returned to duty and was appointed Commanding Officer of the Fighter Leader's School at Tangmere Air Base. Shortly afterwards he was promoted to the rank of Group Captain and became Sector Commander of North Weald No. 11 Group RAF. On September 15, 1945, an air show was held in London to mark the fifth anniversary of the Battle of Britain, with a total of 300 aircraft taking part. The parade was opened by a group of 12 Spitfires piloted by heroes of the 1940s. The leadership of this group was entrusted to legless ace Douglas Bader, who flew his personal Spitfire RK917, which he used from 1945-1946, in this ceremonial parade. Bader's Spitfire HF Mk.IXe RK917 had its armament removed and bore the standard night fighter livery of Medium Sea Grey, with camouflage fields of Dark Green applied to the upper and side surfaces. The identification markings were without yellow outline, the fuselage cockades and spinner were in shade of Roundel Blue. On July 21, 1946, G/Cpt Bader resigned of his own accord and accepted an offer to head the Shell Corporation's aviation department. For the next twenty years he flew regularly and personally piloted the company aircraft. He died on September 5, 1982, at the age of 72.



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MEDIUM H335 DARK H330 BLUE H326
 SEA GRAY C363 GREEN C361

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An exception among the Spitfires delivered by Czechoslovakia to Israel was the TE515 which was unpainted and had a distinctive red lightning bolt on both sides of the fuselage. TE515 was flown to Czechoslovakia with the fuselage designation DU-W. In the ranks of LP 5, it bore the designation MP-11. At the turn of May and June 1946 it was modified to the form with red lightning bolt and was the command aircraft of plukovník (Colonel) Jaroslav Hladô, who was the head of the Air Division 2. In December 1948, this Spitfire became a part of the research squadron at Letňany in Prague under the designation V-20, retaining its colors. However, it was not used for research tasks but for training flights of local test pilots. The aircraft retained its livery even after it was sold to Israel, where it arrived with the last land and sea delivery in 1950. In its "silver" form, it served for three years with the 105 Training Squadron at Ramat David serialled 2058 with the tactical number 58. It then underwent a revision and paint job at Bedek and in February 1955 was delivered by air, already as UB439, to Rangoon, Burma, as part of Operation Orez B from February 15 to 22, 1955.

