

# Spitfire Mk.Vb early

eduard

1/48 Scale Plastic Model Kit

**WEEKEND**  
edition



item # 84198

**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 J. Mitchell. His Supermarine S.6B raised the world speed record to 407 mph (655 km/h) on September 20, 1931, and British Air Ministry, under influence of such remarkable achievement, issued the specification F.7/30 in October 1931. Although it was calling for modern pursuit airplane capable of at least 250 mph (400 km/h), seven out of eight entries were biplane designs. The only monoplane proposal was Mitchell's Supermarine 224, but the aircraft with a gull wing, fixed undercarriage and Rolls-Royce 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 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 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 already manufactured 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 well as it was not efficient enough 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. Finally, 6464 Spitfires Mk.V of all variants were manufactured.

## This kit: Spitfire Mk.Vb early

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 it 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, while there were only 94 of eight wing .303 machine guns Spitfires Mk.Ia produced. The Mk.Vc had usually the same armament as the Mk.Vb although with 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 započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS \* INSTR. 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  
NABARVITPLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON [www.eduard.com](http://www.eduard.com)

PARTS



DÍLY



TEILE

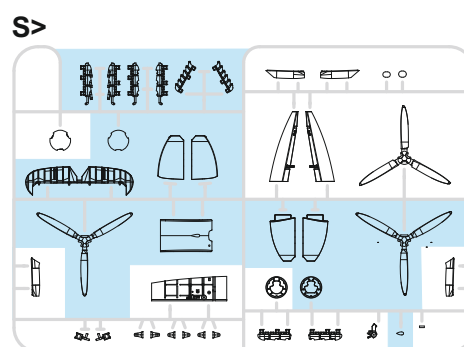
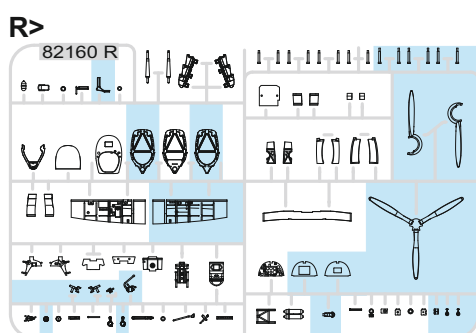
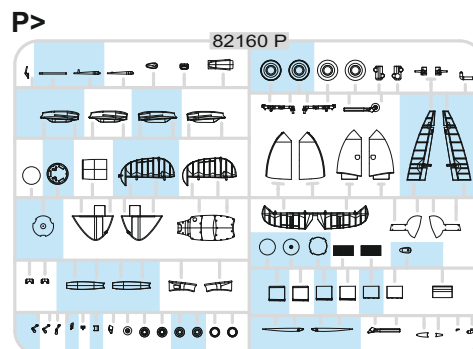
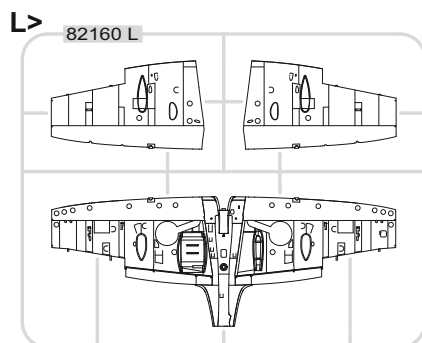
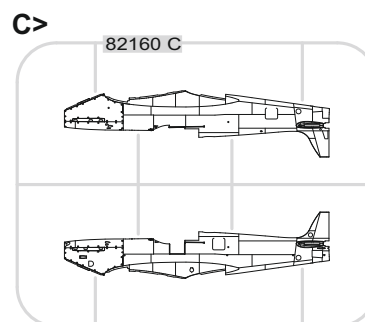
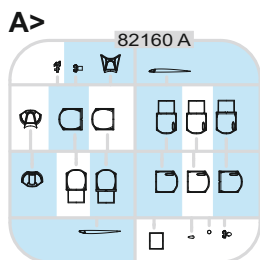


PIÈCES



部品

## PLASTIC PARTS



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

COLOURS



BARVY



FARBEN



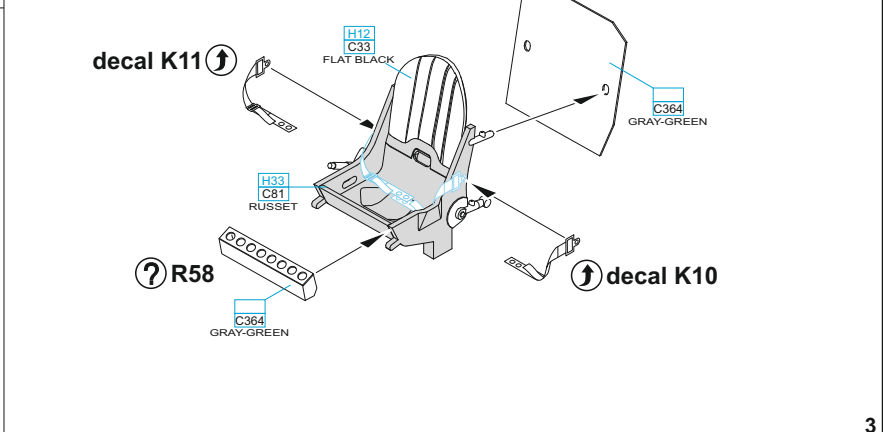
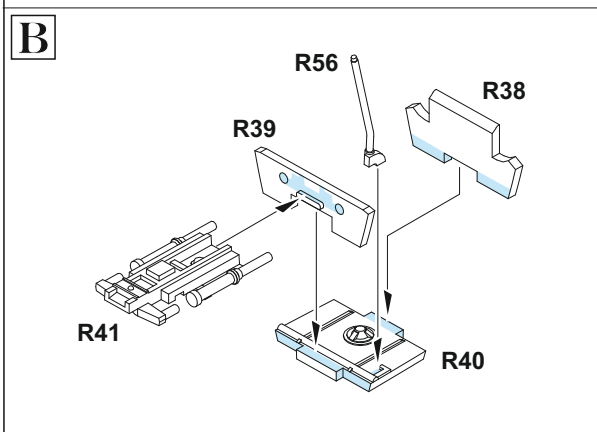
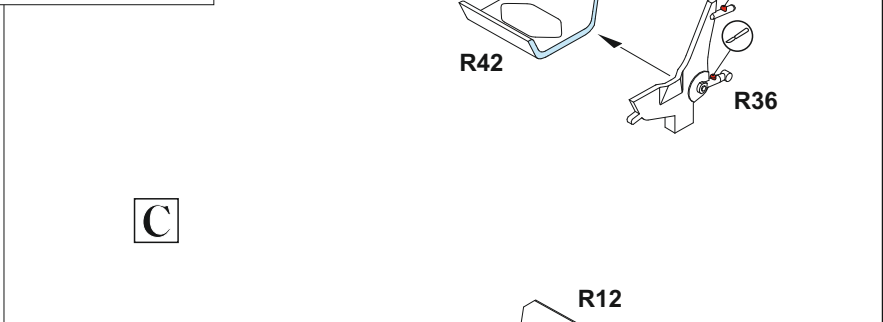
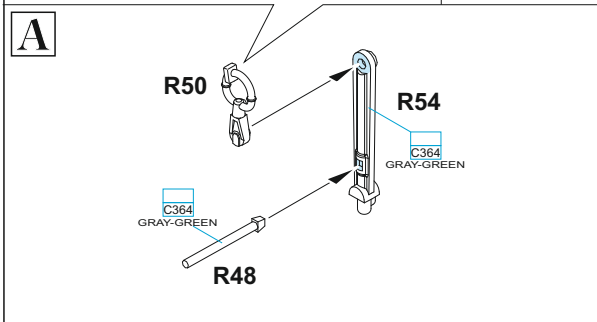
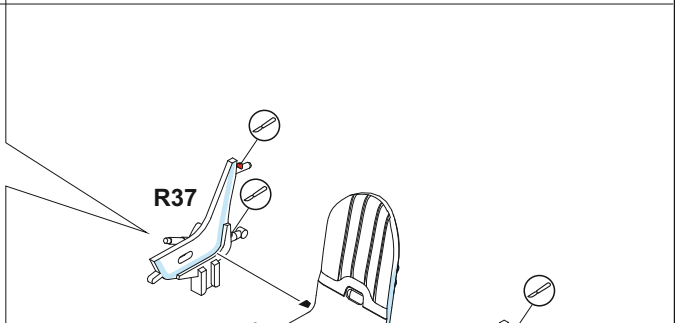
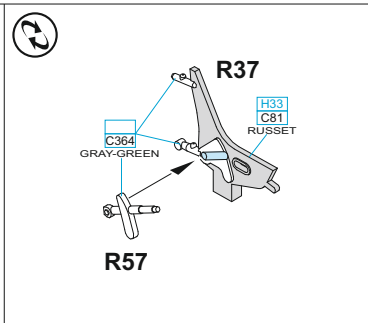
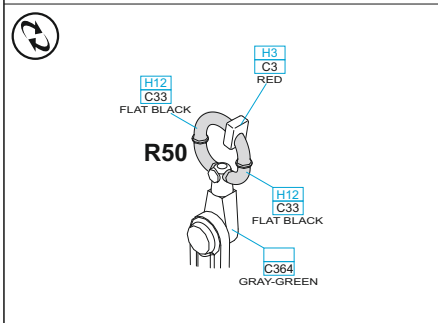
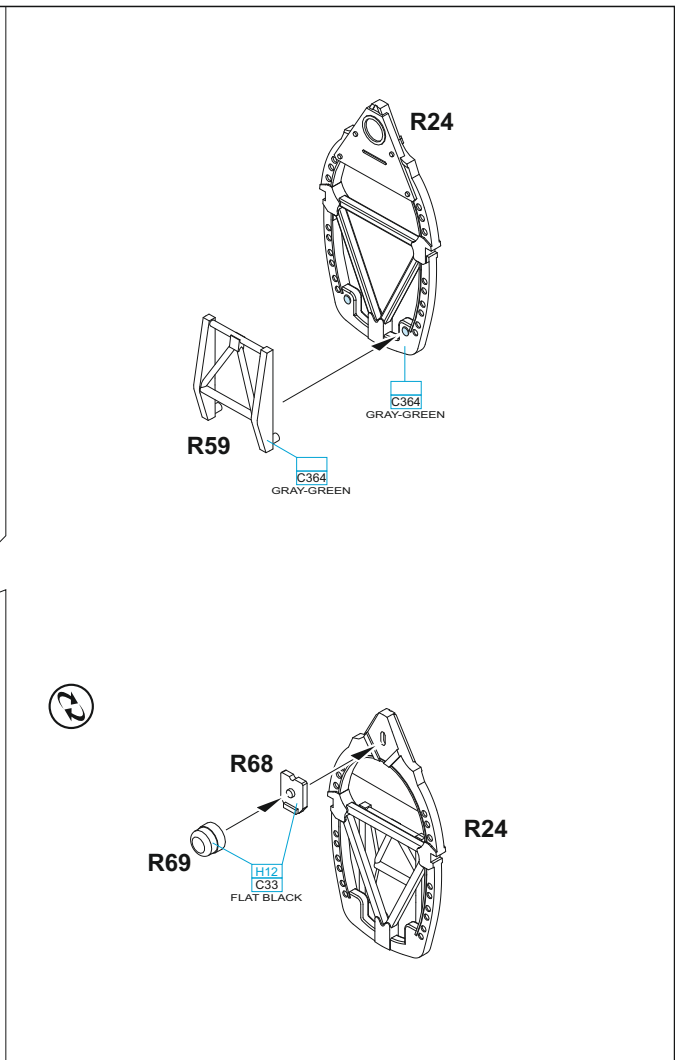
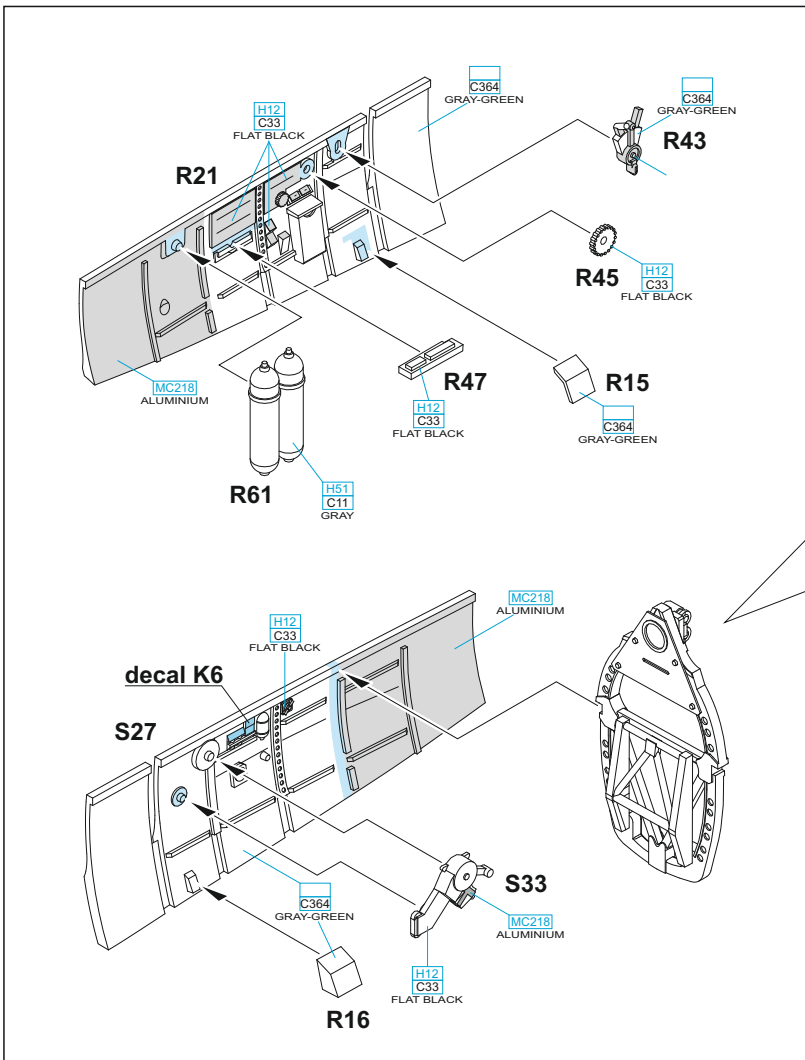
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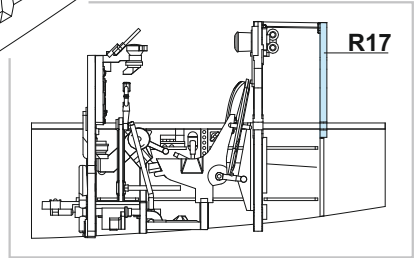
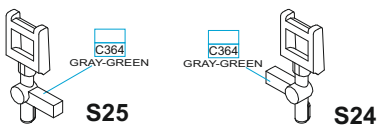
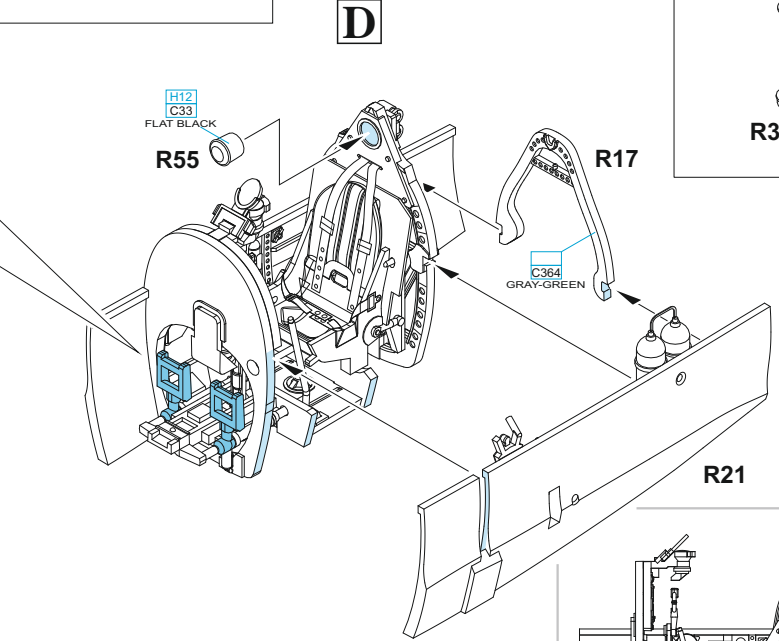
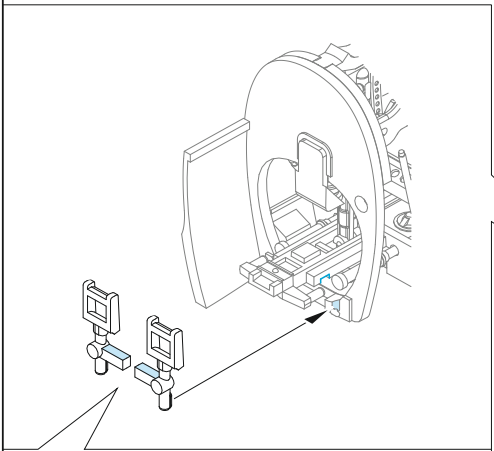
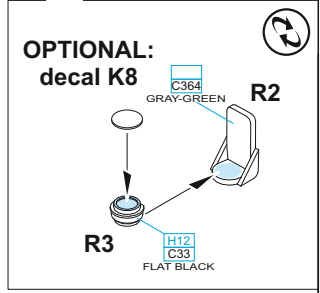
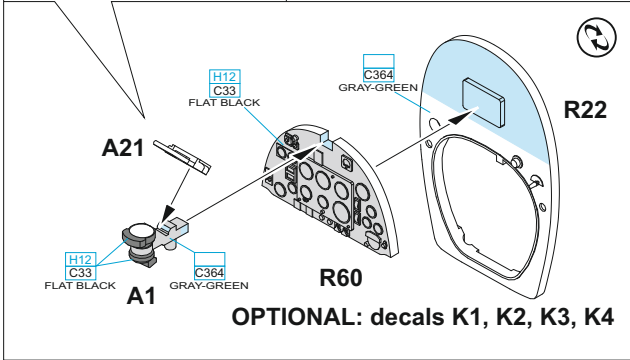
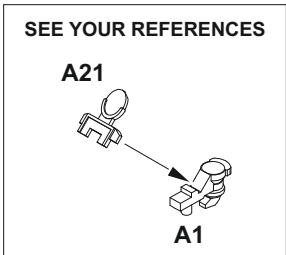
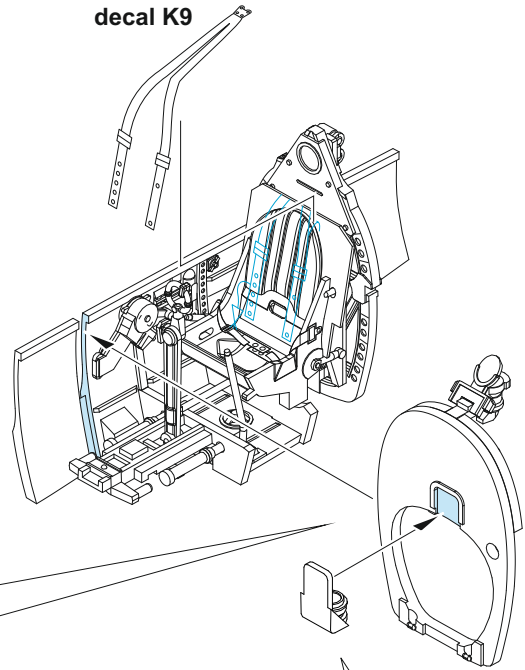
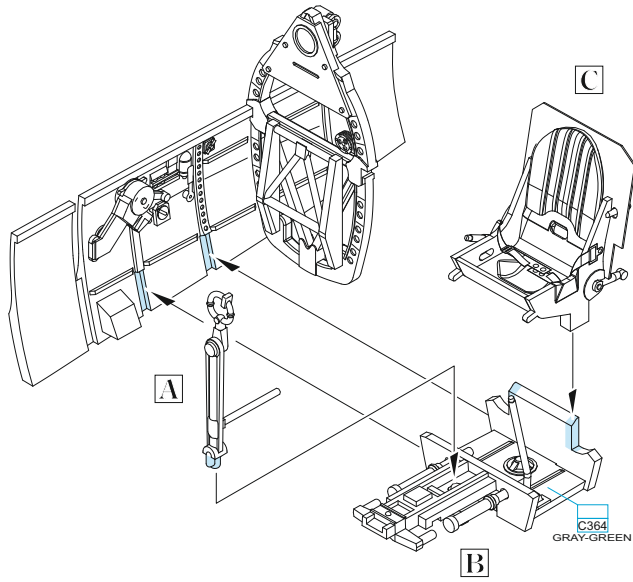


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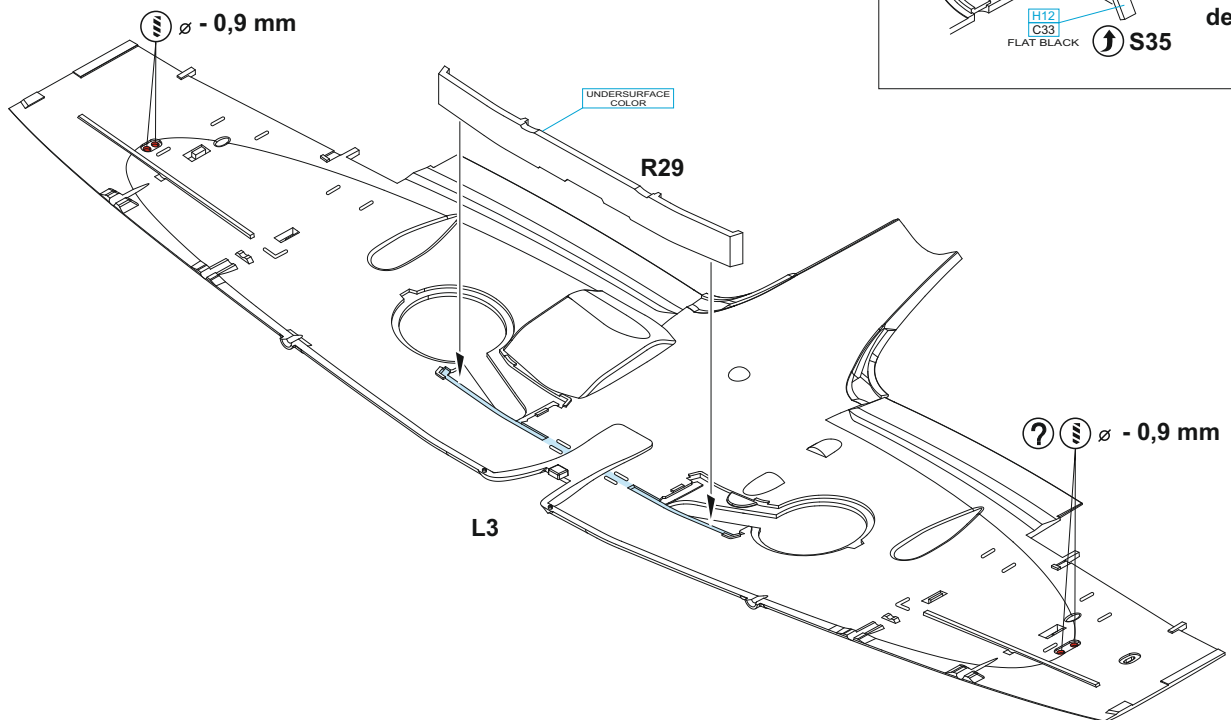
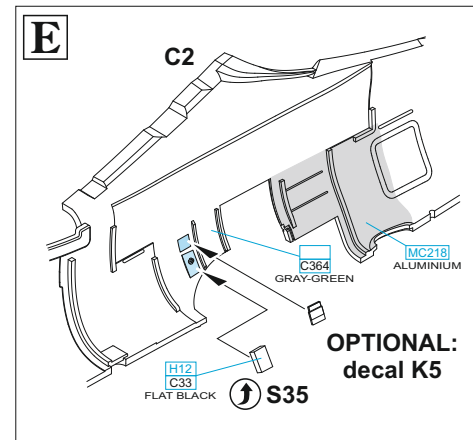
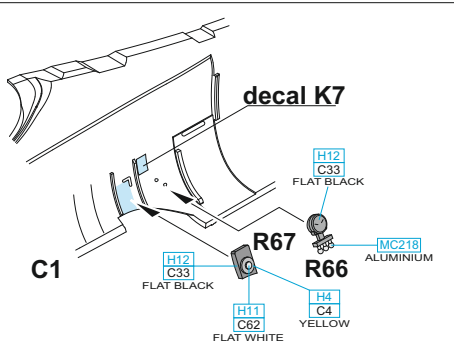
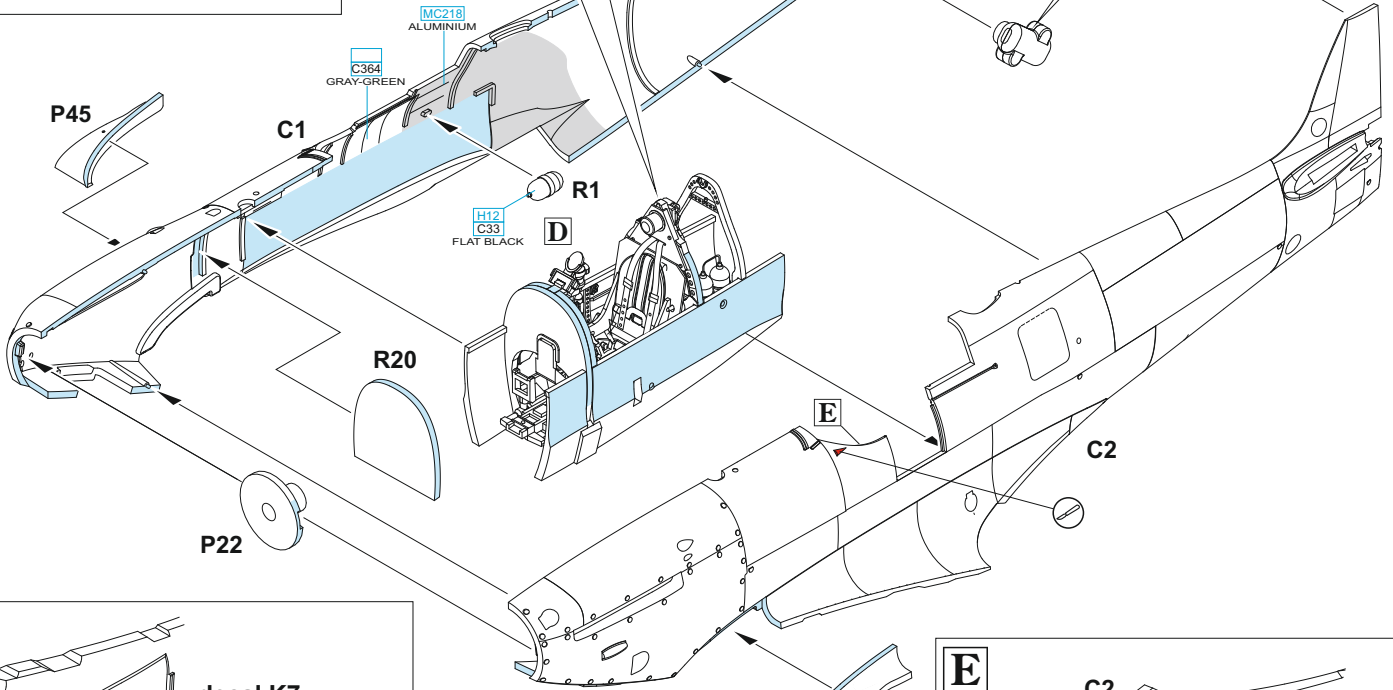
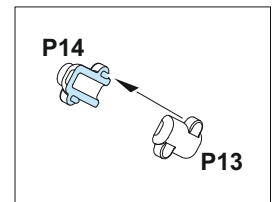
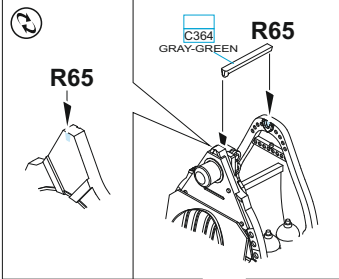
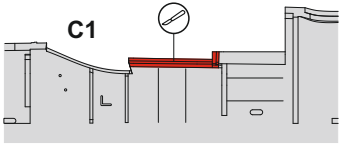
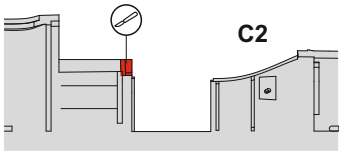
| GSI Creos (GUNZE) |          |                 |
|-------------------|----------|-----------------|
| AQUEOUS           | Mr.COLOR |                 |
| H2                | C2       | BLACK           |
| H3                | C3       | RED             |
| H4                | C4       | YELLOW          |
| H11               | C62      | FLAT WHITE      |
| H12               | C33      | FLAT BLACK      |
| H33               | C81      | RUSSET          |
| H47               | C41      | RED BROWN       |
| H51               | C11      | LIGHT GULL GRAY |
| H74               | C368     | SKY             |
| H77               | C137     | TIRE BLACK      |
| H84               | C42      | MAHOGANY        |
| H90               | C47      | CLEAR RED       |

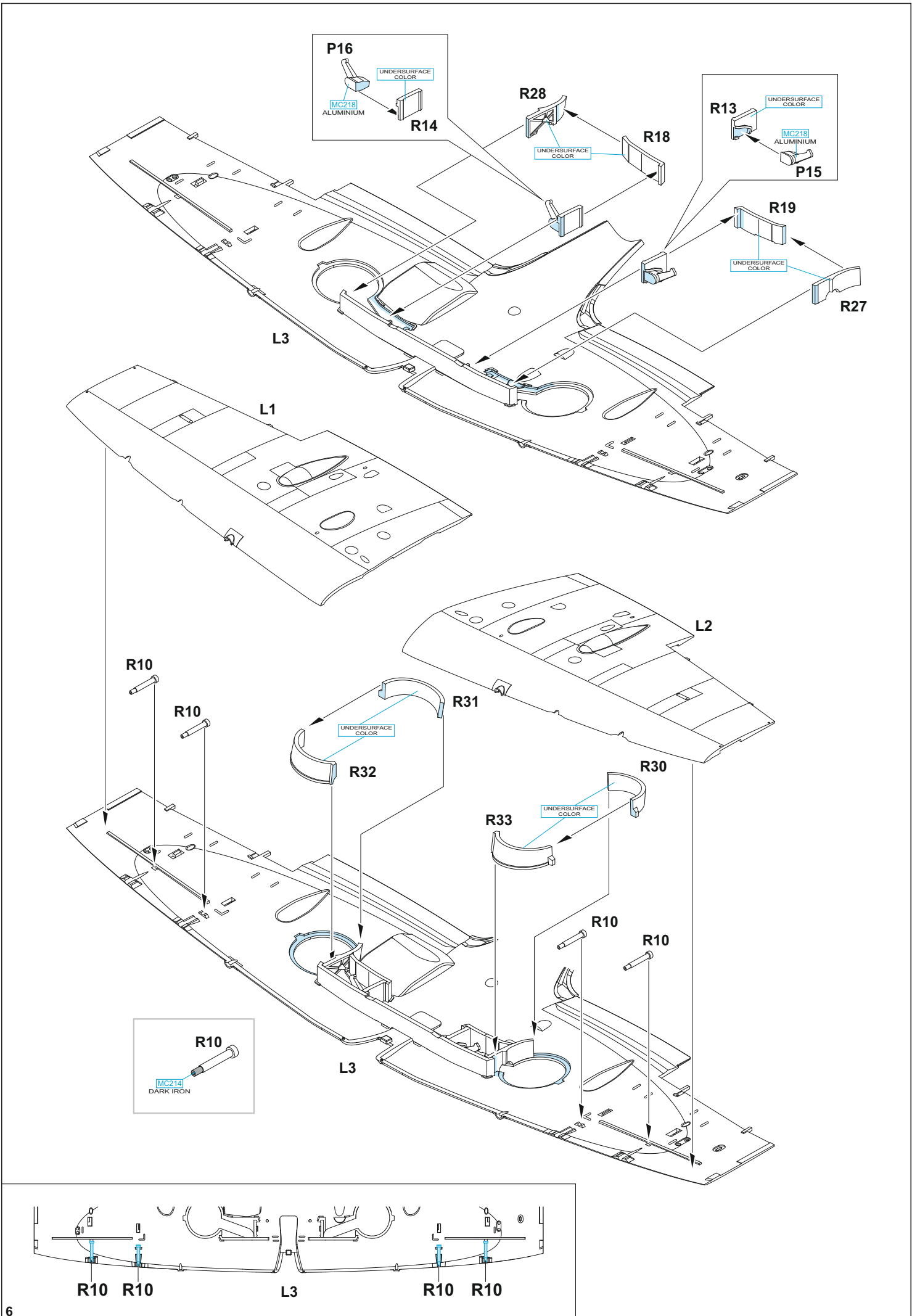
| GSI Creos (GUNZE)       |          |                     |
|-------------------------|----------|---------------------|
| AQUEOUS                 | Mr.COLOR |                     |
| H94                     | C138     | CLEAR GREEN         |
| H330                    | C361     | DARK GREEN          |
| H335                    | C363     | MEDIUM SEAGRAY      |
| H417                    | C117     | RLM76 LIGHT BLUE    |
|                         | C362     | OCEAN GRAY          |
|                         | C364     | AIRCRAFT GRAY-GREEN |
| Mr.METAL COLOR          |          |                     |
|                         | MC214    | DARK IRON           |
|                         | MC218    | ALUMINIUM           |
| Mr.COLOR SUPER METALLIC |          |                     |
|                         | SM201    | SUPER FINE SILVER   |



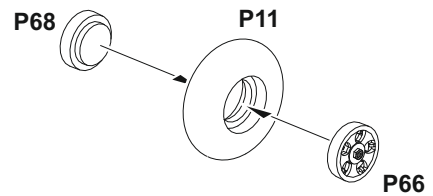
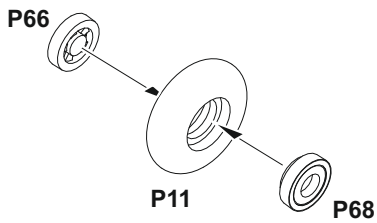
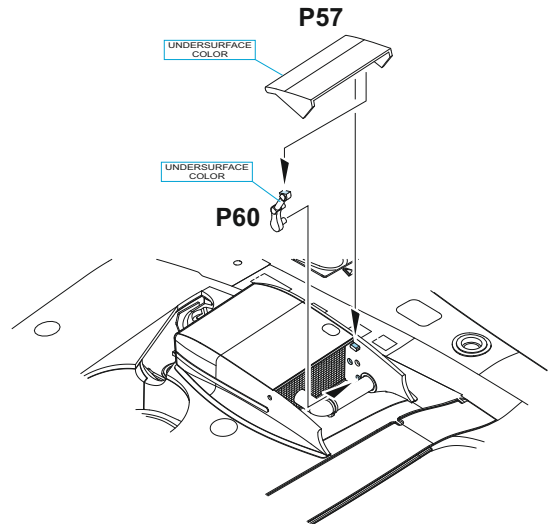
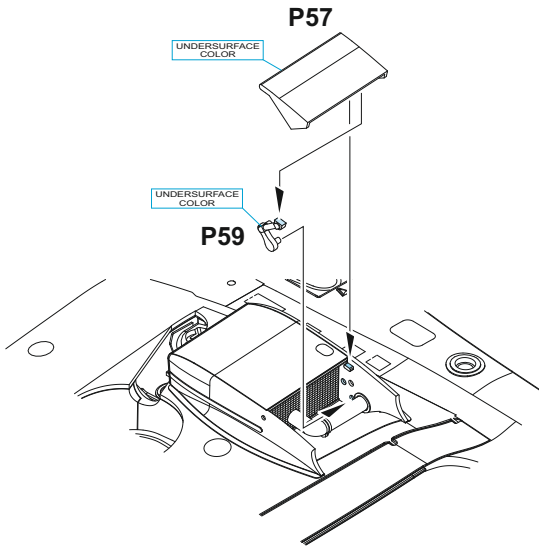
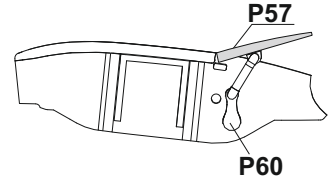
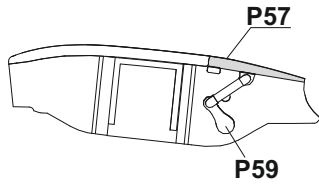
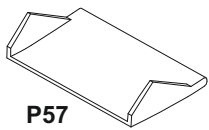
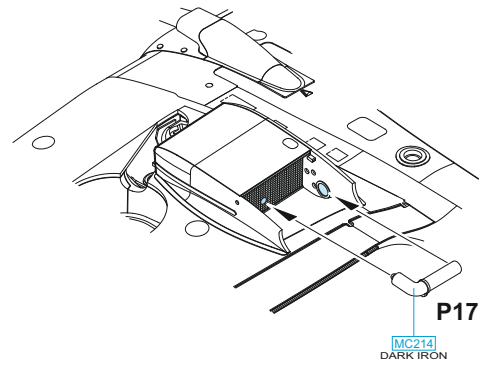
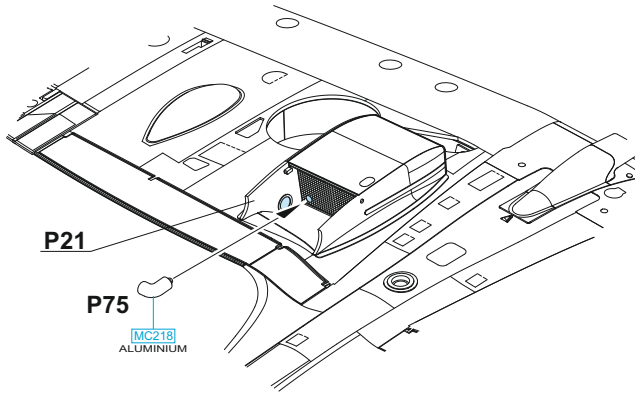


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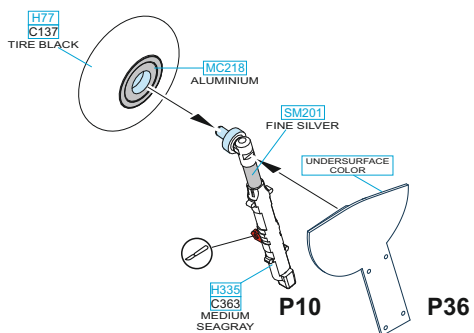




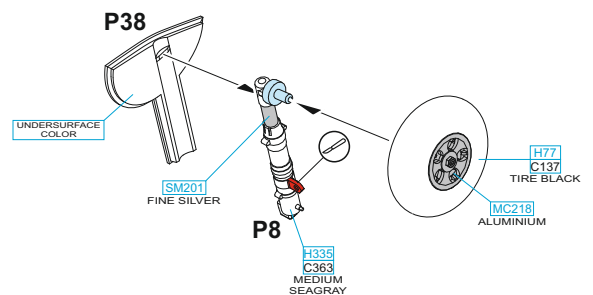




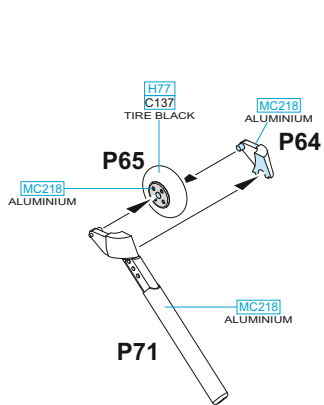
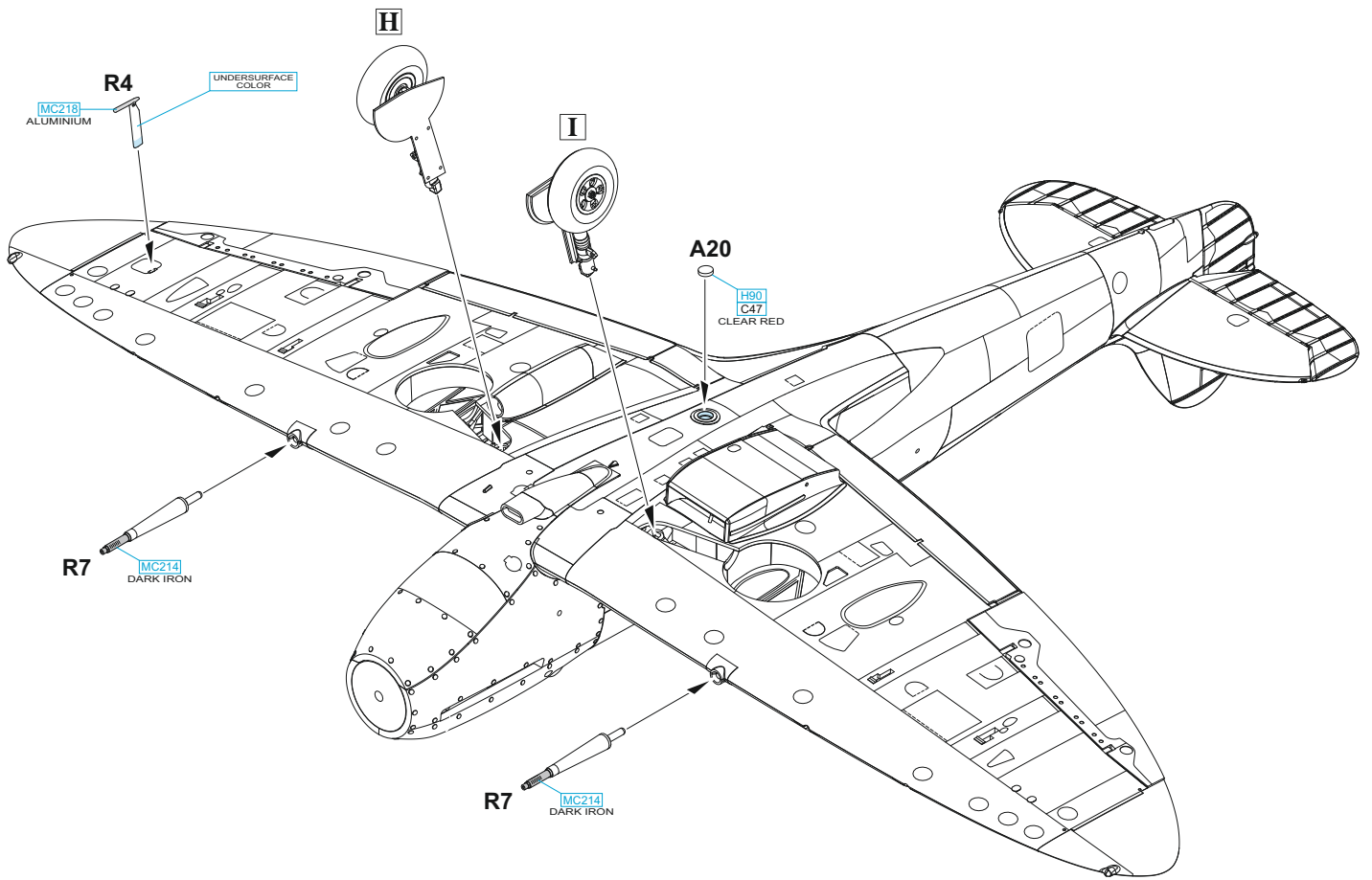
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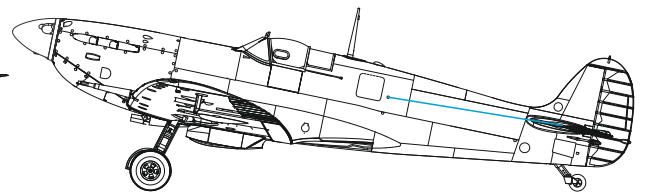
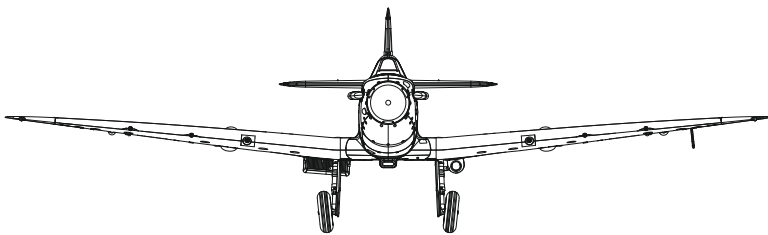
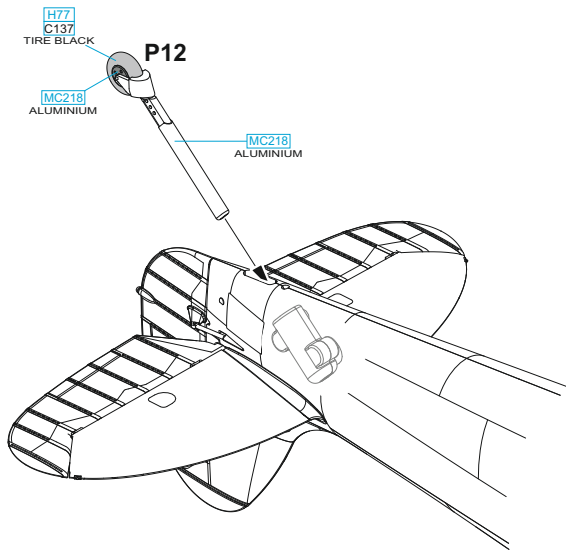
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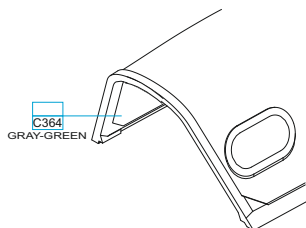




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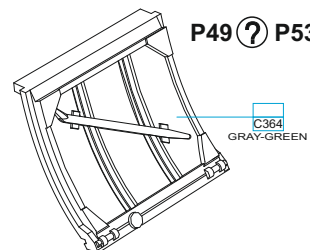
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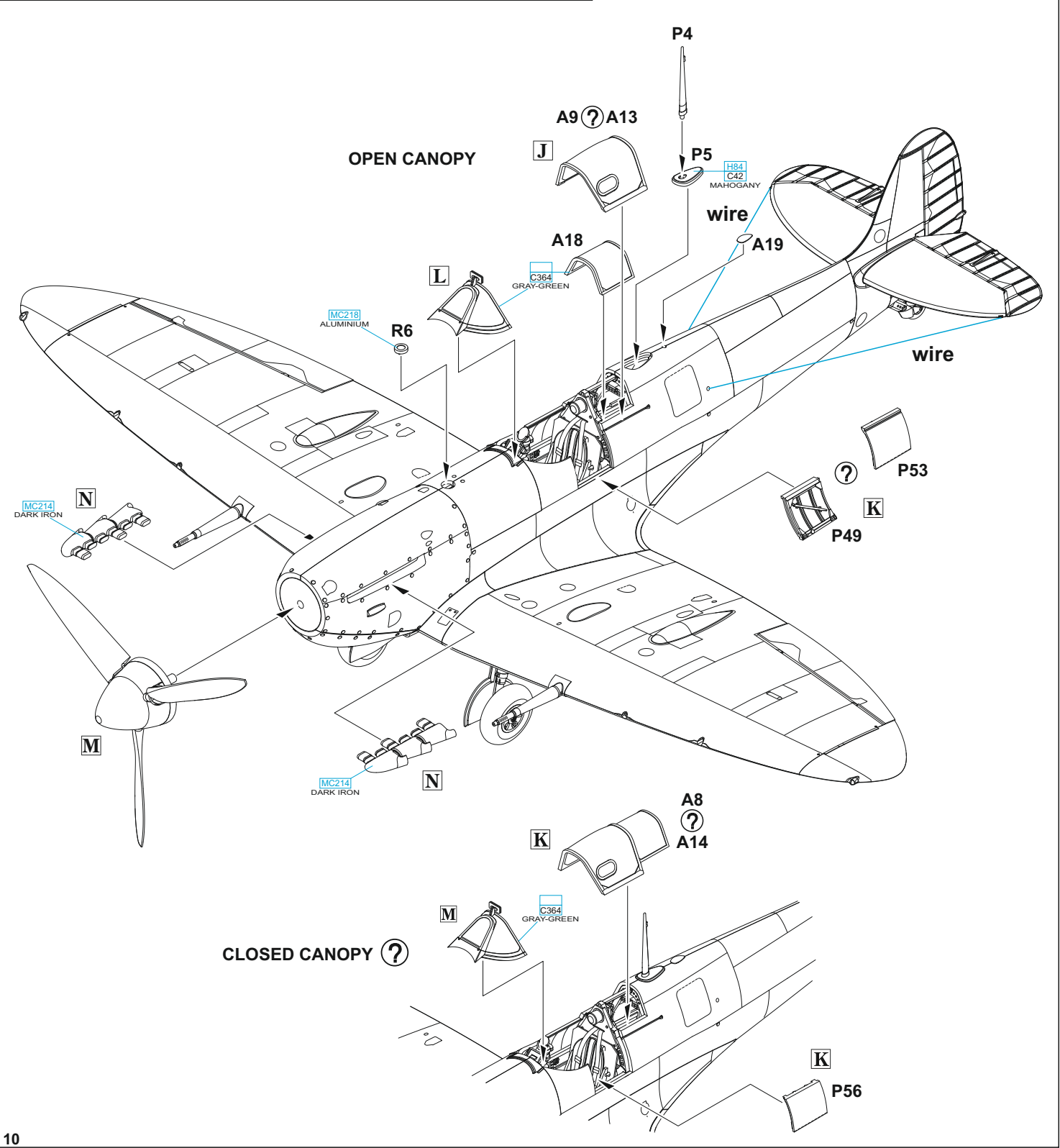
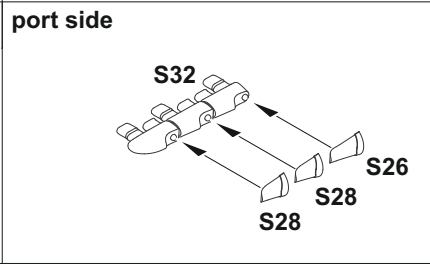
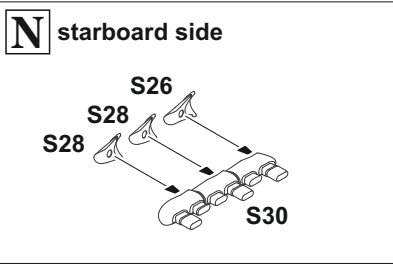
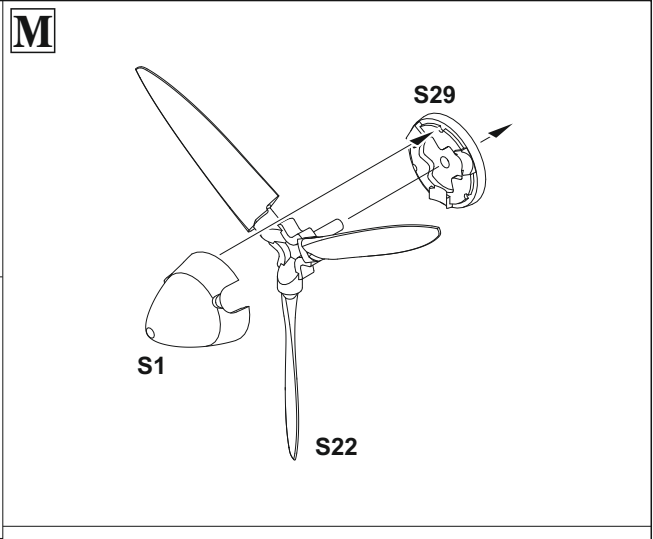
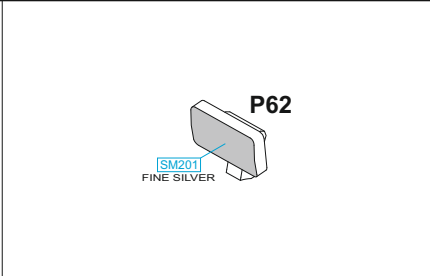
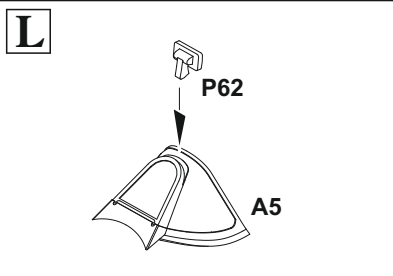
A8 ? A9  
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A13 ? A14

A8 ? A9 - MARKING A  
A13 ? A14 - MARKINGS B

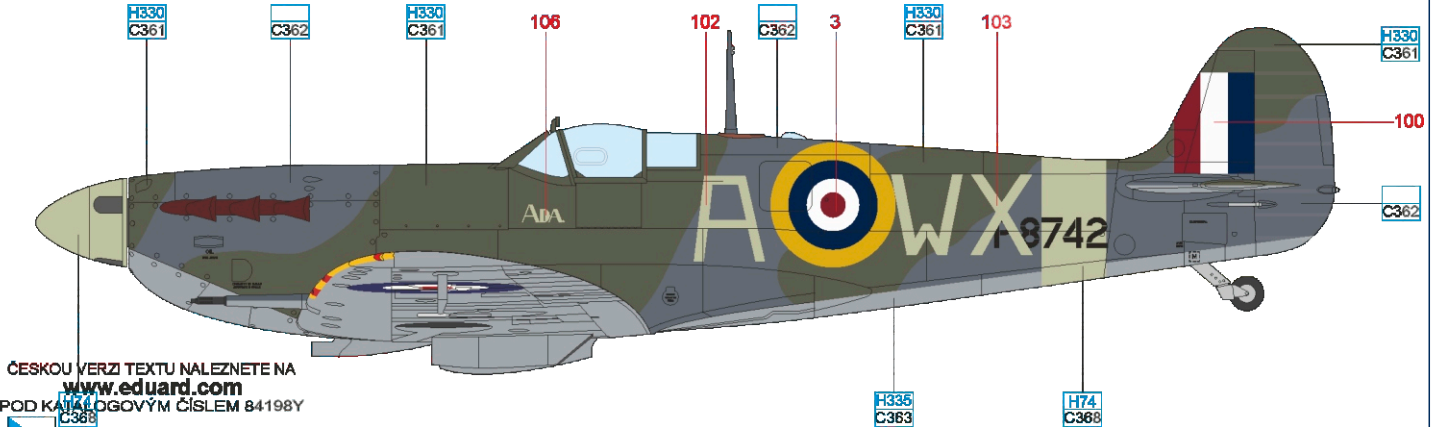
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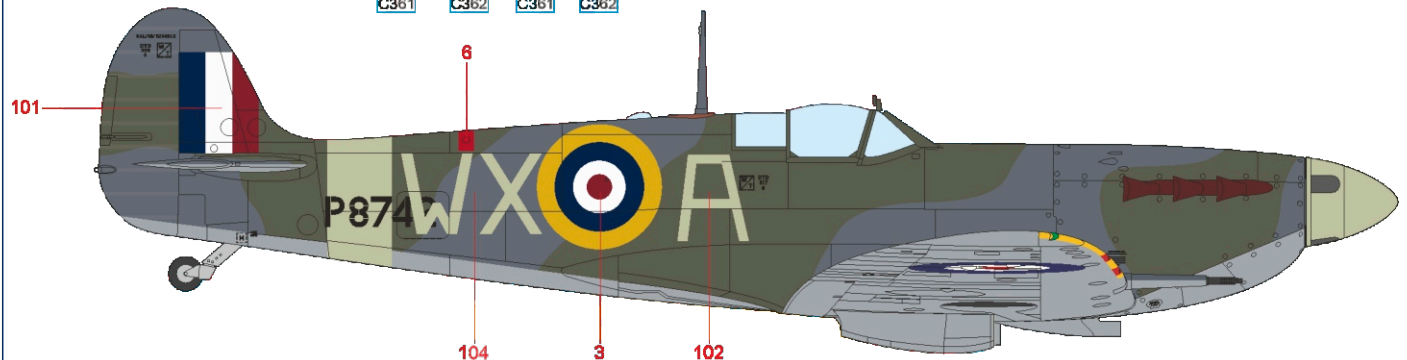
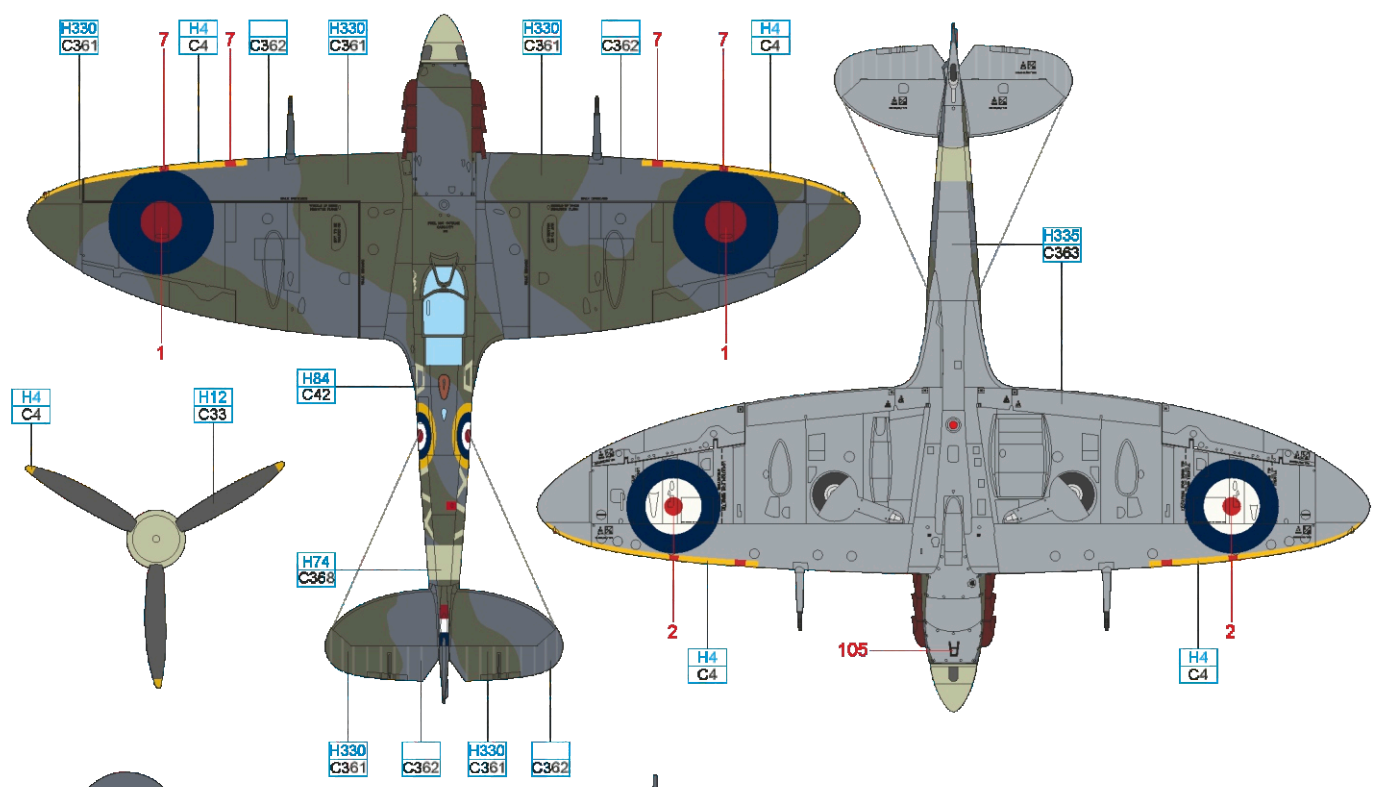
P49 ? P53 ? P56



This aircraft was one of ten Spitfires flown by Polish pilots in the north African sky. The independent unit was called the Polish Combat Team. Stanislaw Skalski, the famous fighter pilot with eighteen kills to his credit, acted as Squadron Leader for the Team. He was one of the pilots who flew this Spitfire. Six swastikas on the fuselage probably symbolize the victories achieved by various pilots while flying the aircraft. The desert camouflage scheme consists of Mid Stone and Dark Earth uppersides and Azure Blue undersides.

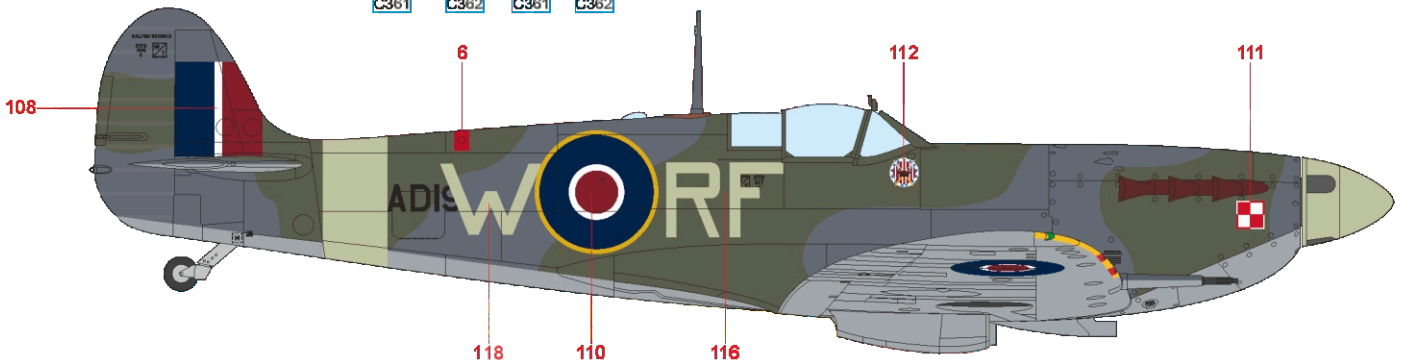
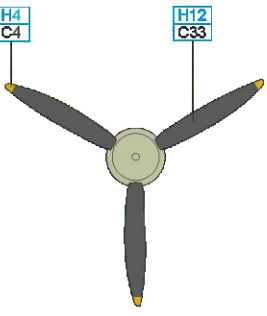
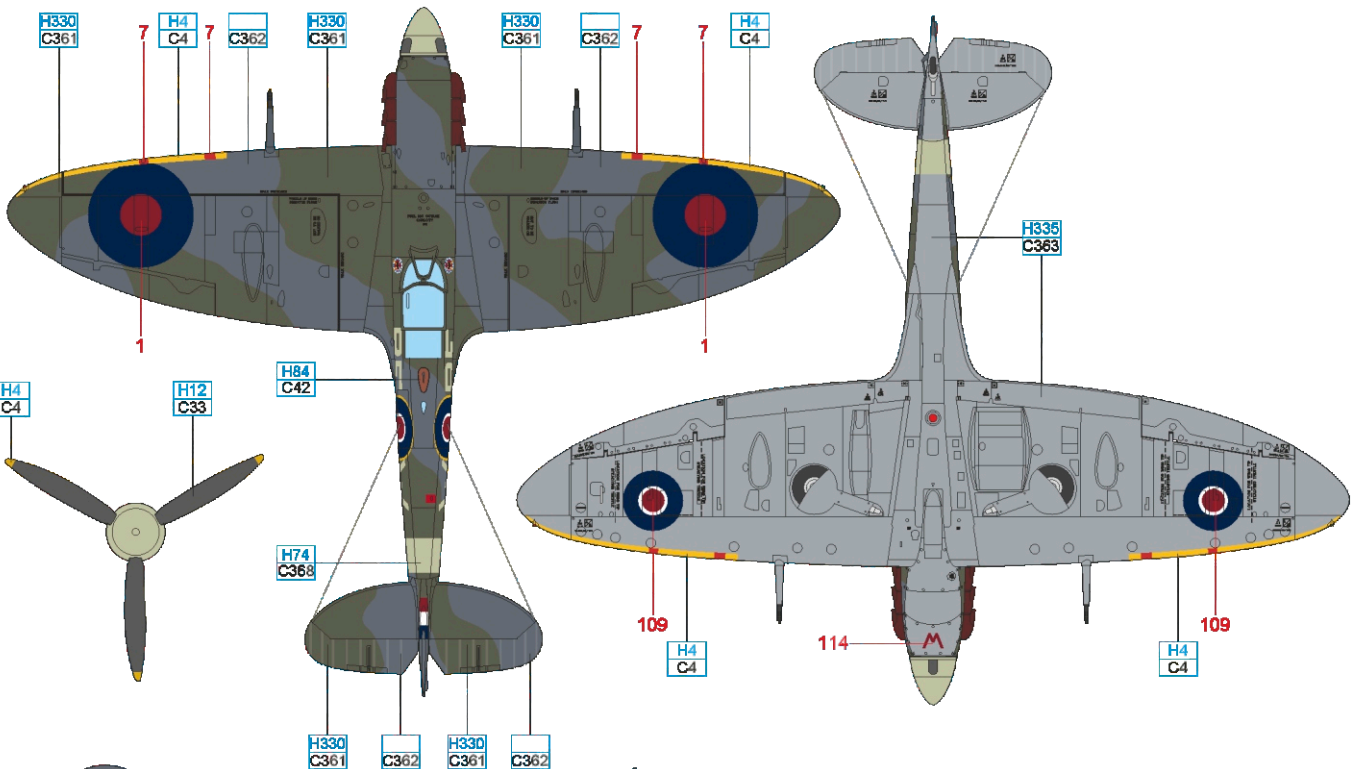
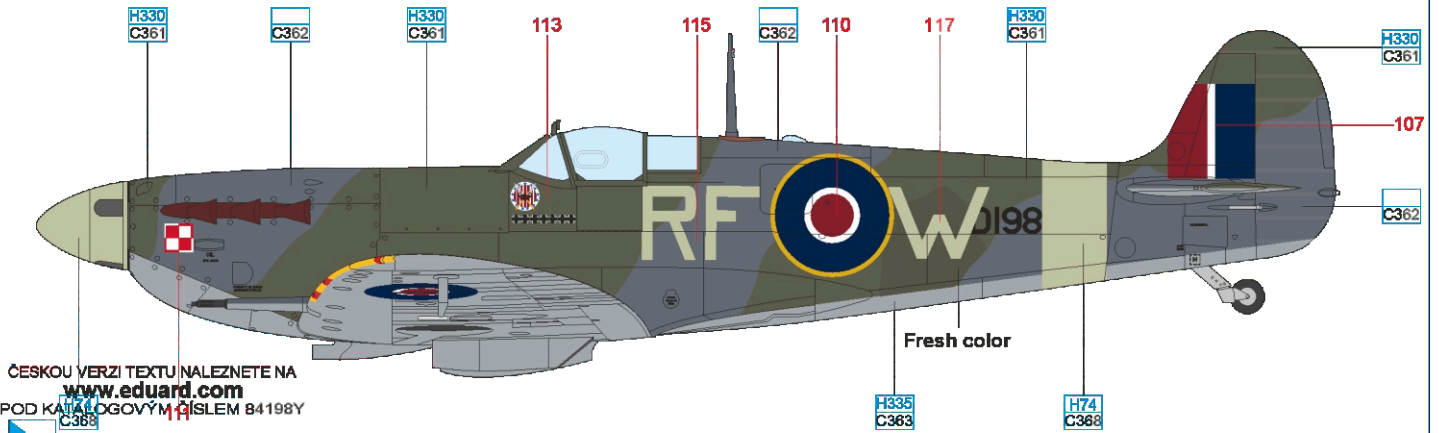


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|          |             |                |              |
|----------|-------------|----------------|--------------|
| MAHOGANY | H84<br>C42  | YELLOW         | H4<br>C4     |
| SKY      | H74<br>C368 | DARK GREEN     | H330<br>C361 |
|          |             | OCEAN GRAY     | C362         |
|          |             | MEDIUM SEAGRAY | H335<br>C363 |
|          |             | FLAT BLACK     | H12<br>C33   |

This aircraft was one of ten Spitfires flown by Polish pilots in the north African sky. The independent unit was called the Polish Combat Team. Stanislaw Skalski, the famous fighter pilot with eighteen kills to his credit, acted as Squadron Leader for the Team. He was one of the pilots who flew this Spitfire. Six swastikas on the fuselage probably symbolize the victories achieved by various pilots while flying the aircraft. The desert camouflage scheme consists of Mid Stone and Dark Earth uppersides and Azure Blue undersides.



|            |             |                |              |
|------------|-------------|----------------|--------------|
| MAHOGANY   | H84<br>C42  | YELLOW         | H4<br>C4     |
| SKY        | H74<br>C368 | DARK GREEN     | H330<br>C361 |
| OCEAN GRAY | C362        | MEDIUM SEAGRAY | H335<br>C363 |
|            |             | FLAT BLACK     | H12<br>C33   |