

# Spitfire Mk.IXc

eduard

1/48 Scale Plastic Model Kit

**WEEKEND**  
edition



item # 84183

The Supermarine Spitfire is so iconic, that virtually everyone can recognize it. The service of this elegant fighter spanned remarkable thirteen years. It entered into 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 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 a gull wing design with fixed undercarriage and Rolls-Royce Goshawk engine was a disappointment. 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 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 28 December 1934 to fund a 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 Type 300 made its maiden flight on 5 March 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.

## Catching the progress

The Spitfire's development was an ongoing process and incorporated many changes. From the early Mk.I and Mk.II the development reached 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 service from early 1941, helping the RAF to counteract the Bf 109's development. 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, even 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 by mistake on a British airfield delivering a completely intact Fw 190A fighter into RAF hands.

Comparative trials between the Focke-Wulf and Spitfire Mk.V began almost immediately and confirmed 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 opponent were the Spitfires Mk.VII and Mk. VIII powered by the Merlin 61 engine. But as these marks required some time to get into production, another way of getting a powerful fighter as quickly as possible was sought for. And it was found in mating the two-stage supercharger Merlin 61 with the fuselage of the Spitfire Mk.Vc.

## Saviour

Two Mk.Vc airframes, AB196 and AB197, were selected for the conversion and their fuselage was strengthened with modified longerons to accommodate the more powerful and heavier engine. The first example was finished on February 26 and the second on March 27, 1942. Trials were successful and the order for series production was issued almost 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 (64.4 km/h), and the service ceiling rose from 36,200 ft (11,033 m) to 43,000 ft (13,106 m).

With the Mk.IX the RAF finally got a fighter capable to oppose the Fw 190A. 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, E-type wing was produced with four outer .303 in machine guns replaced with two .50 in heavy machine guns installed in the inner bays. Bomb racks for 250lb bombs were fitted under each wing.

The Mk.IX became the second most numerous mark of the Spitfire with a total of 5653 examples built. 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.

## The Kit: Mk.IXc

The Mk.IXc design developed during the 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 single cannon was usually mounted in the inner position of each cannon bay. The Merlin 61 engine was replaced by the Merlin 63 early in 1943, giving the Mk.IXc some additional power.

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

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BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE



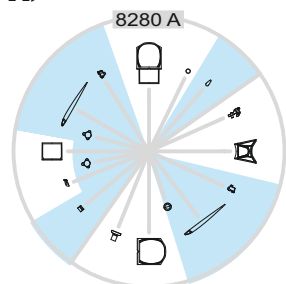
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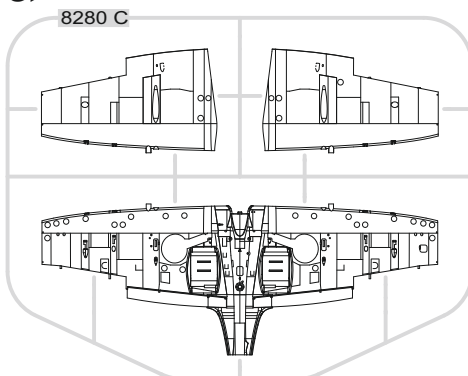
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## PLASTIC PARTS

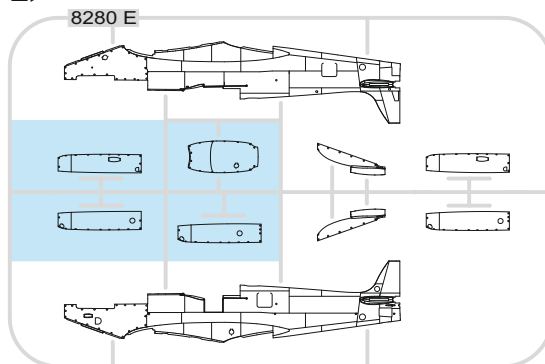
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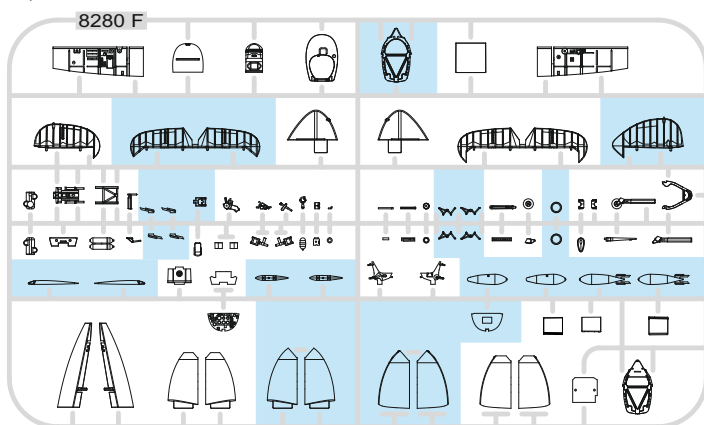
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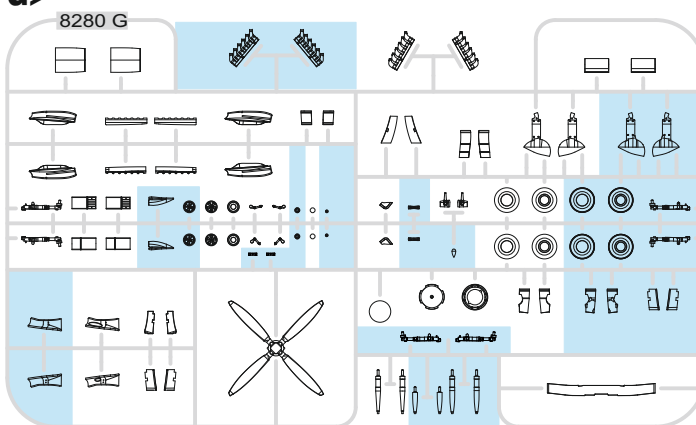
E&gt;



F&gt;



G&gt;



-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



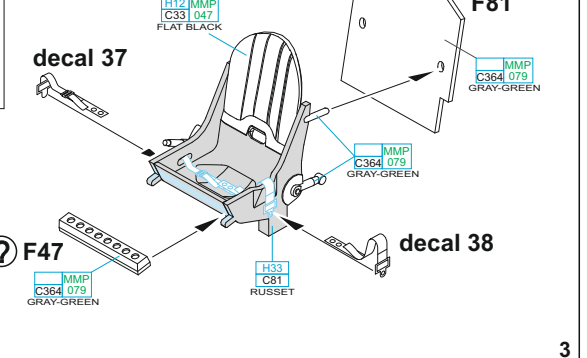
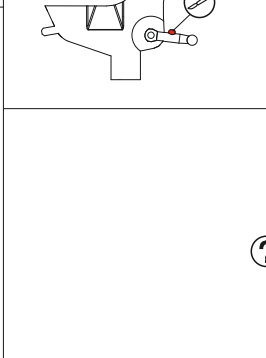
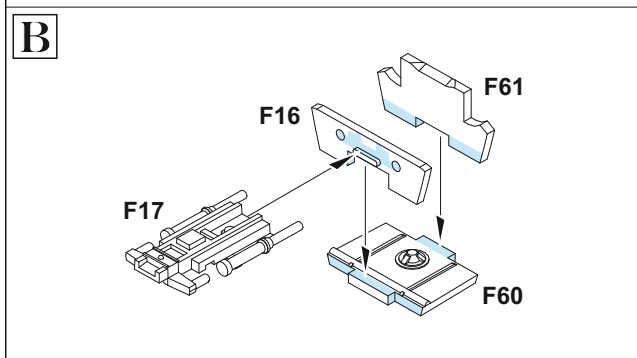
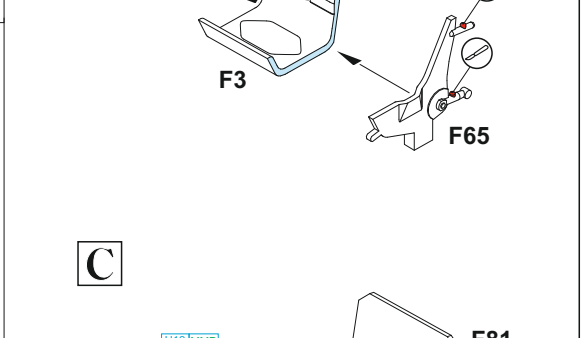
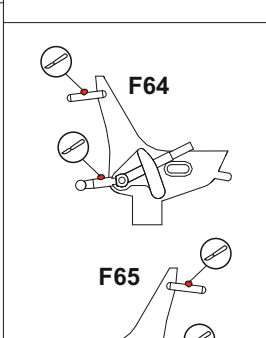
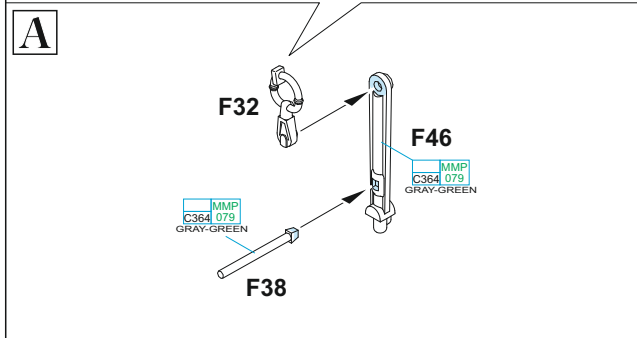
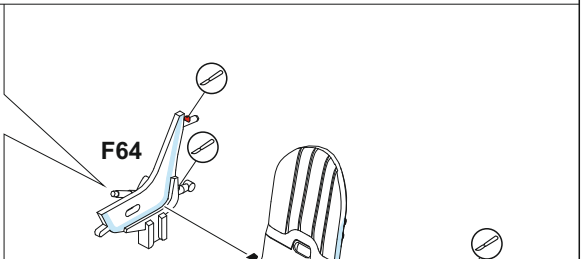
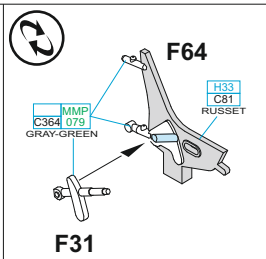
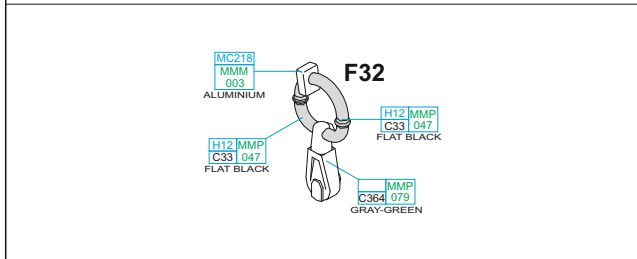
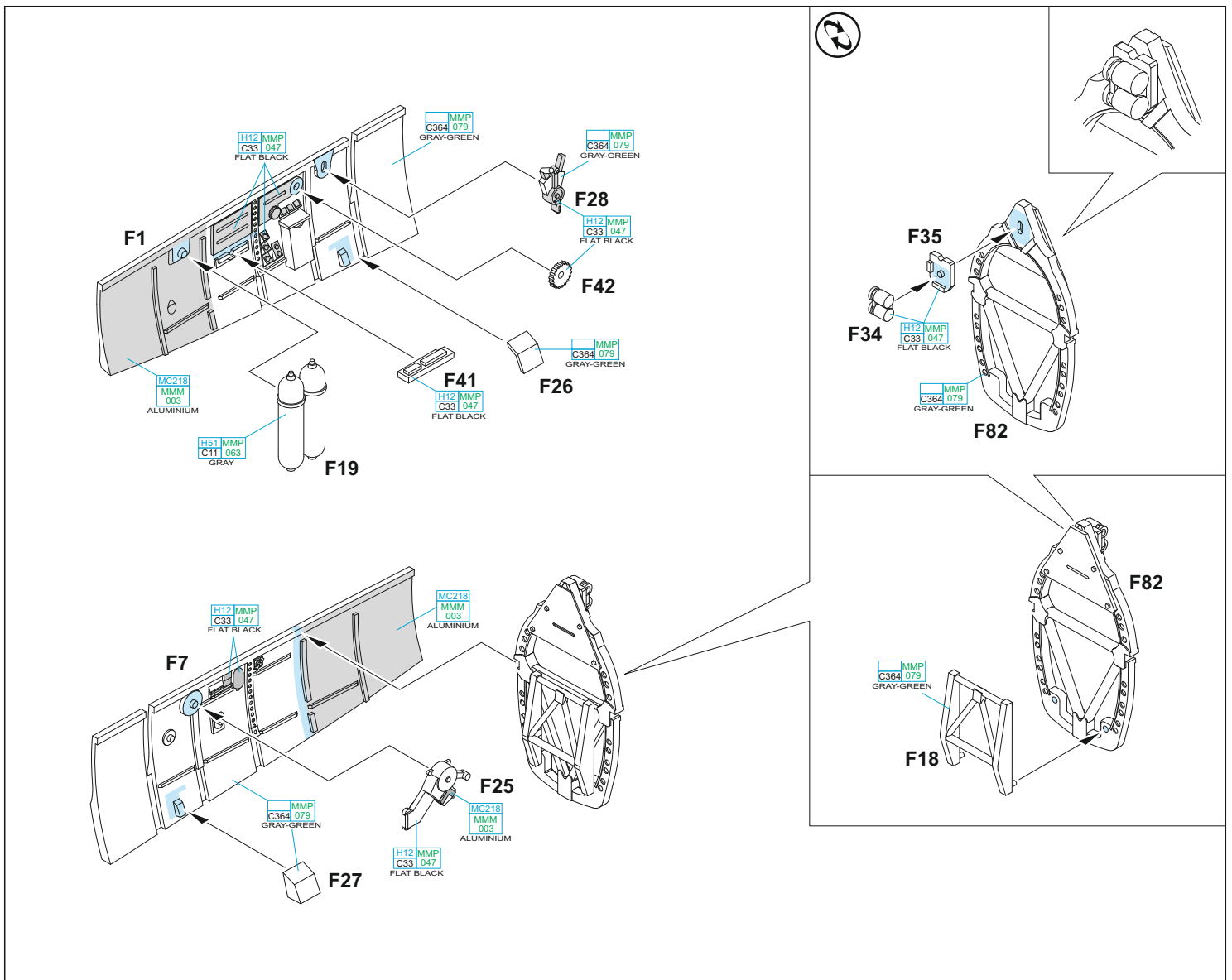
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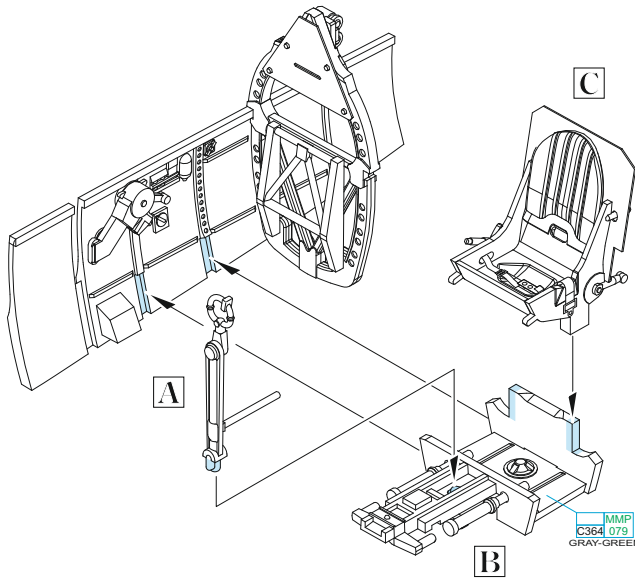


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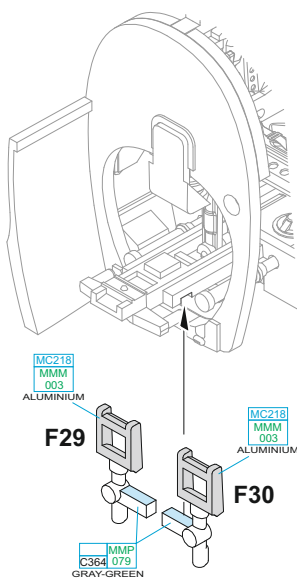
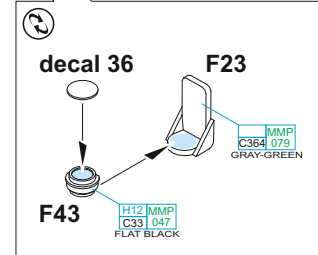
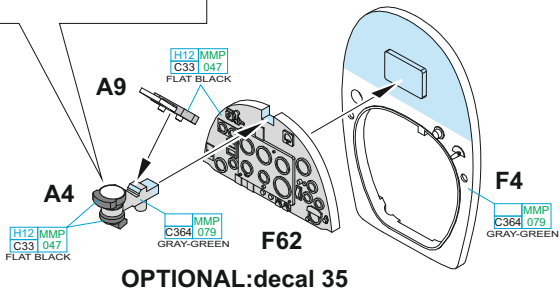
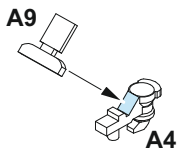
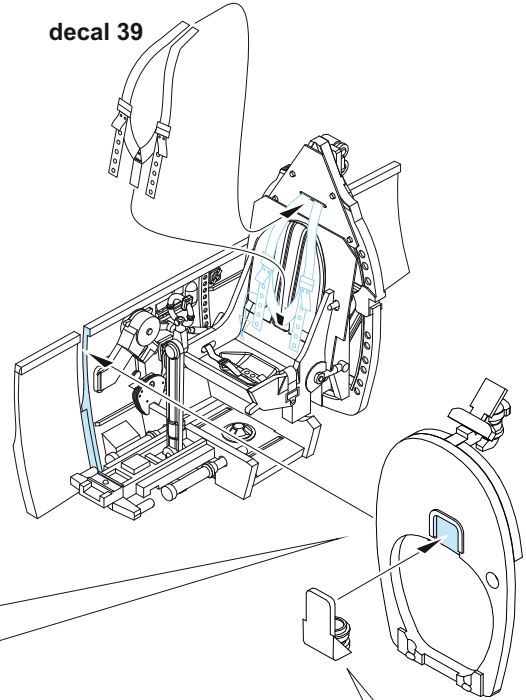
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<a href="#">H3</a>	<a href="#">C3</a>	<a href="#">MMP-003</a>	RED
<a href="#">H4</a>	<a href="#">C4</a>	<a href="#">MMP-007</a>	YELLOW
<a href="#">H11</a>	<a href="#">C62</a>	<a href="#">MMP-001</a>	FLAT WHITE
<a href="#">H12</a>	<a href="#">C33</a>	<a href="#">MMP-047</a>	FLAT BLACK
<a href="#">H33</a>	<a href="#">C81</a>		RUSSET
<a href="#">H51</a>	<a href="#">C11</a>	<a href="#">MMP-063</a>	LIGHT GULL GRAY
<a href="#">H74</a>	<a href="#">C368</a>	<a href="#">MMP-080</a>	SKY
<a href="#">H77</a>	<a href="#">C137</a>	<a href="#">MMP-040</a>	TIRE BLACK
<a href="#">H84</a>	<a href="#">C42</a>		MAHOGANY
<a href="#">H90</a>	<a href="#">C47</a>		CLEAR RED
<a href="#">H94</a>	<a href="#">C138</a>		CLEAR GREEN

GSI Creos (GUNZE)		MISSION MODELS	
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<a href="#">H327</a>	<a href="#">C327</a>	<a href="#">MMP-101</a>	RED
<a href="#">H330</a>	<a href="#">C361</a>	<a href="#">MMP-077</a>	DARK GREEN
<a href="#">H335</a>	<a href="#">C363</a>	<a href="#">MMP-094</a>	MEDIUM SEAGRAY
	<a href="#">C362</a>	<a href="#">MMP-093</a>	OCEAN GRAY
	<a href="#">C364</a>	<a href="#">MMP-079</a>	AIRCRAFT GRAY-GREEN
Mr.METAL COLOR		METALLICS	
<a href="#">MC214</a>		<a href="#">MMM-001</a>	DARK IRON
<a href="#">MC218</a>		<a href="#">MMM-003</a>	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
<a href="#">SM201</a>		<a href="#">MMC-001</a>	SUPER FINE SILVER

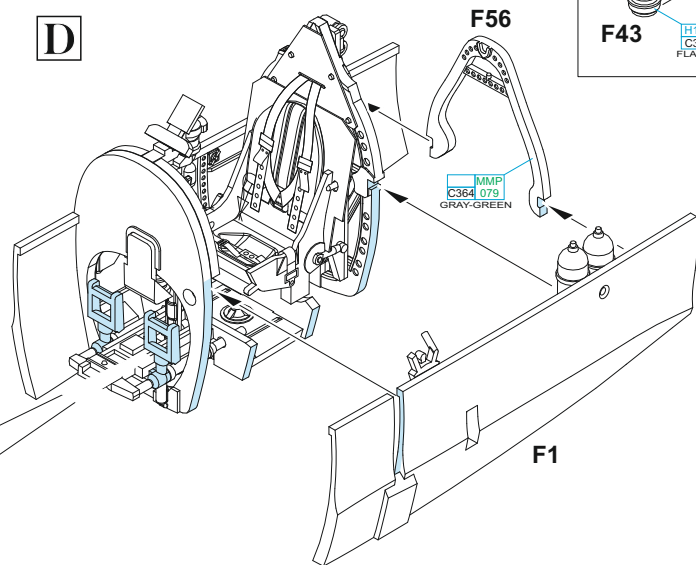




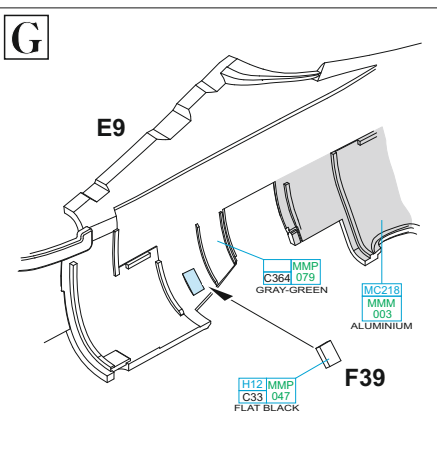
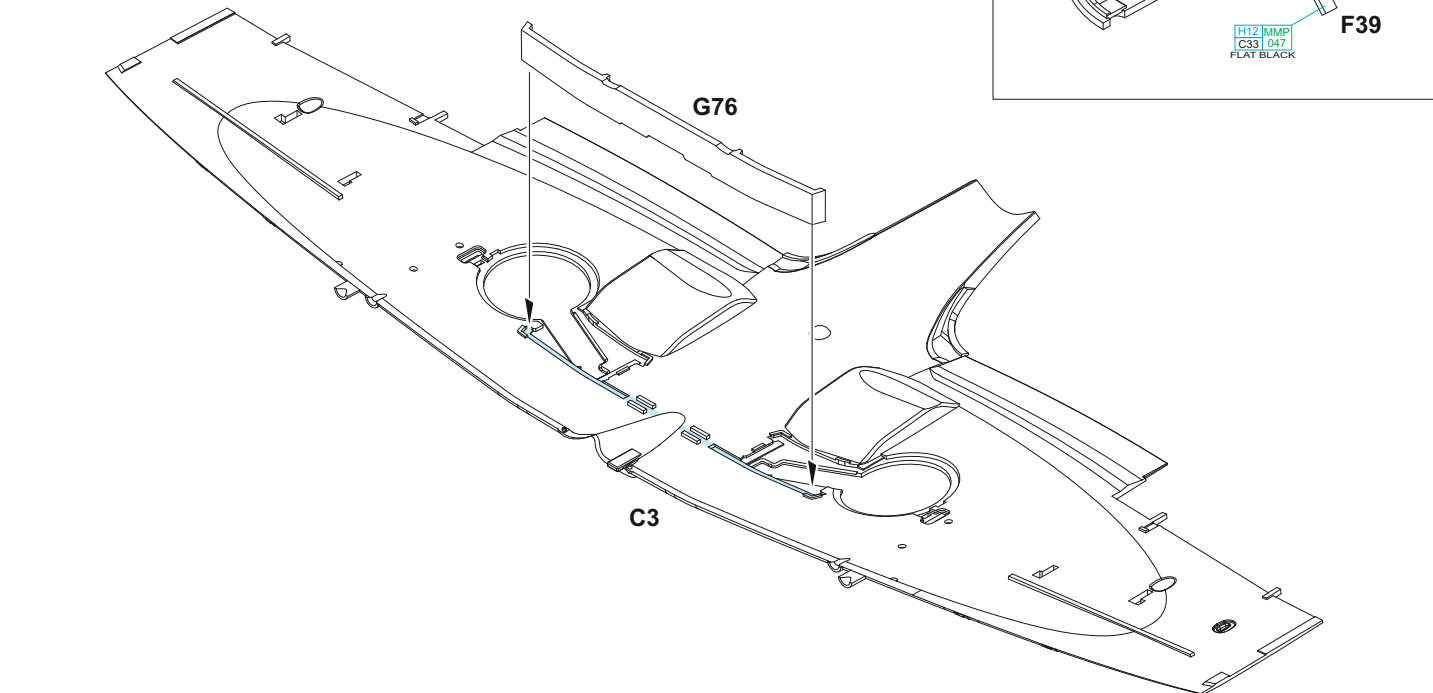
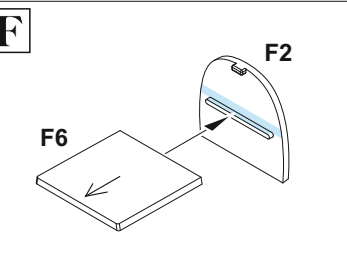
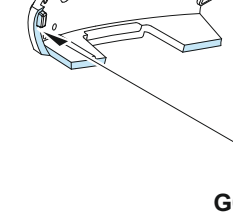
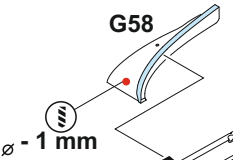
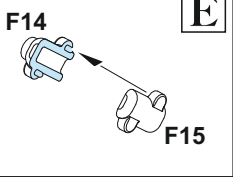
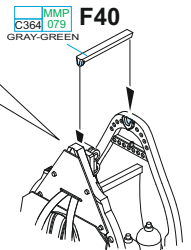
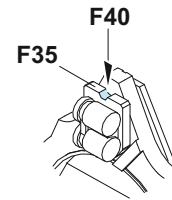
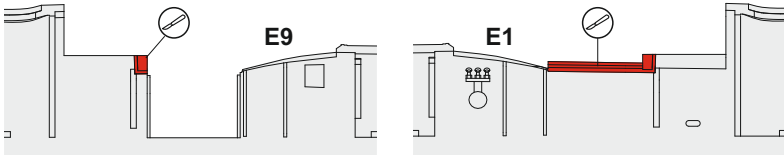
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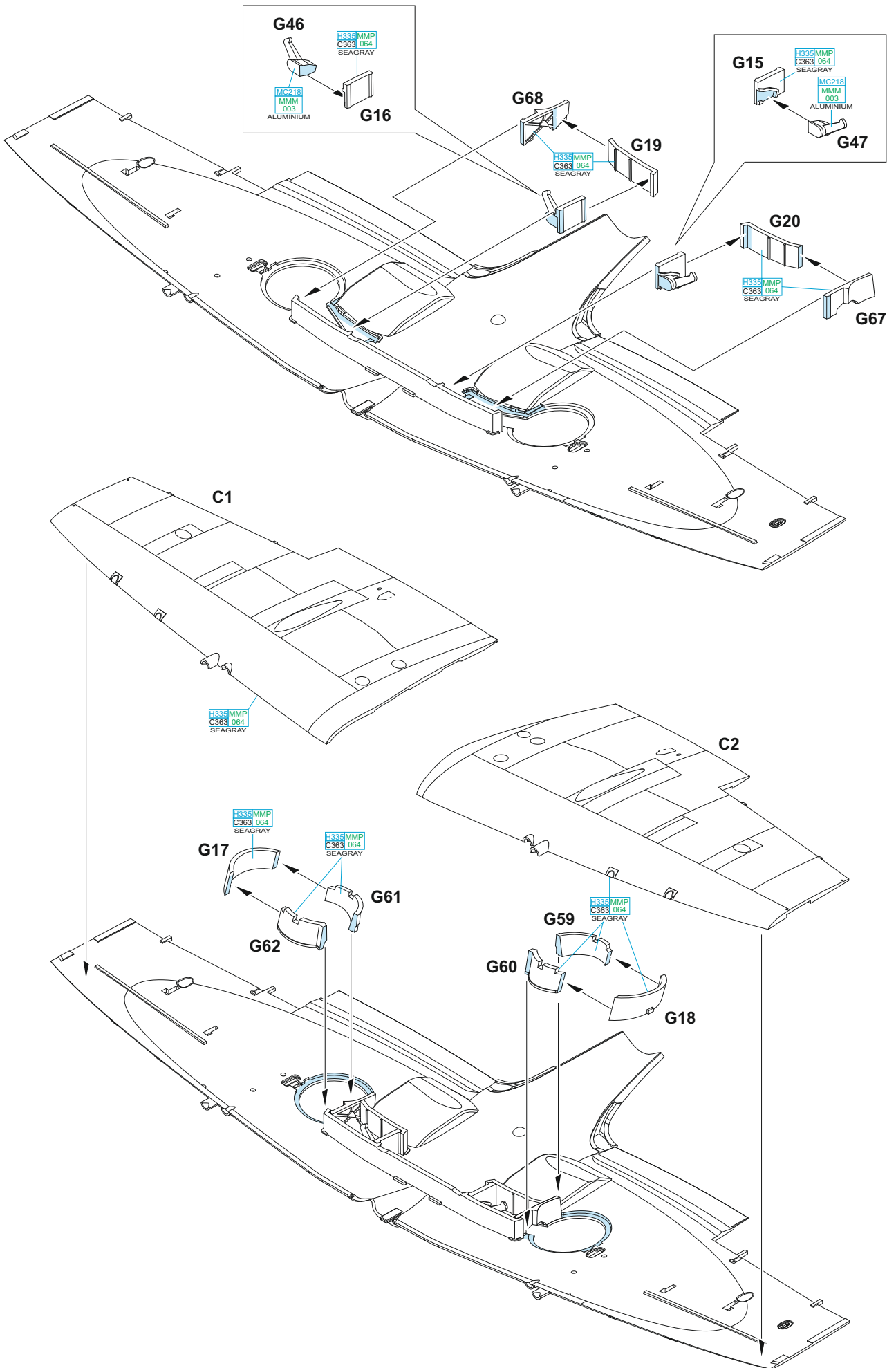


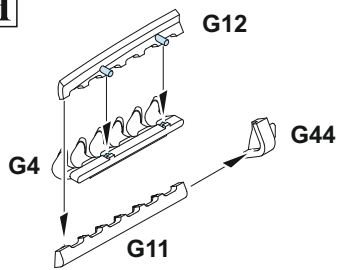
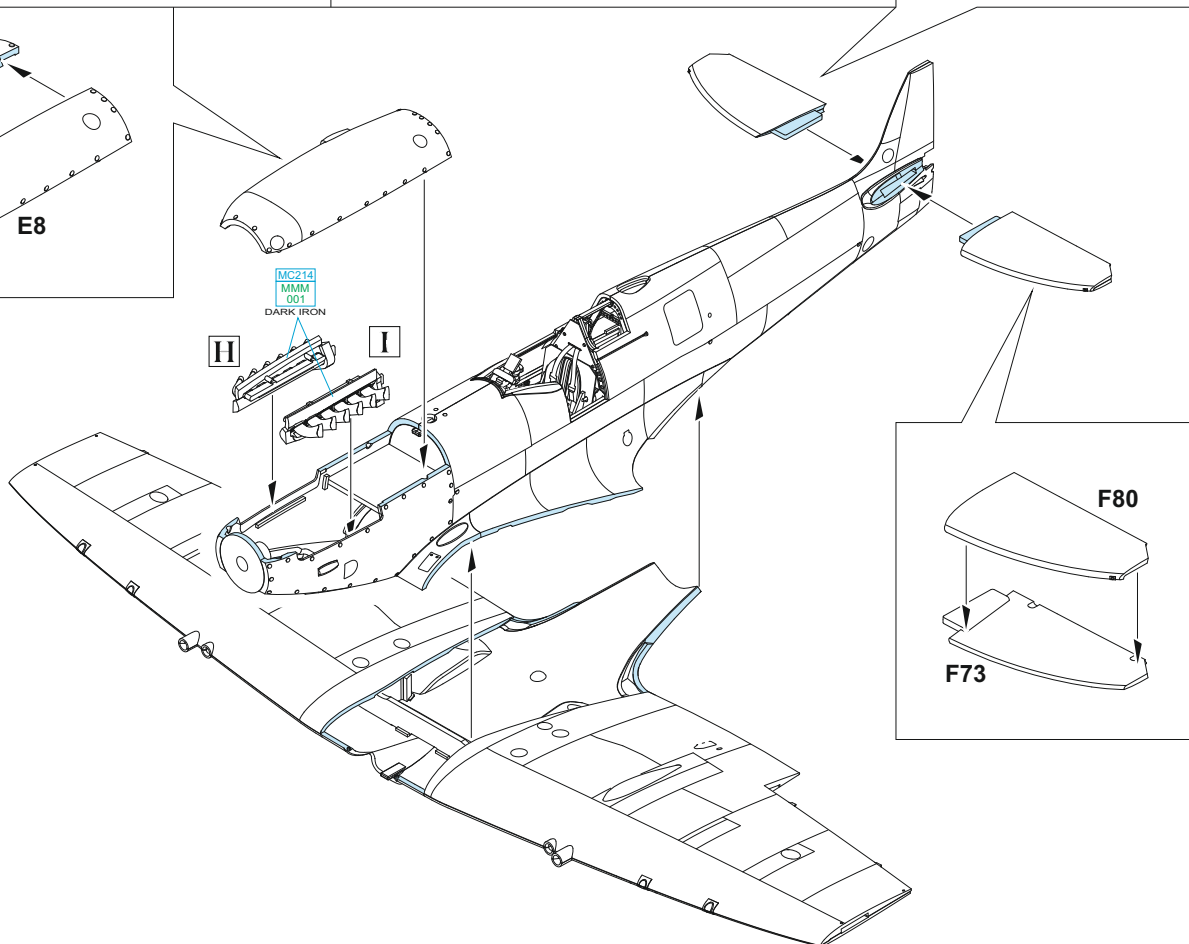
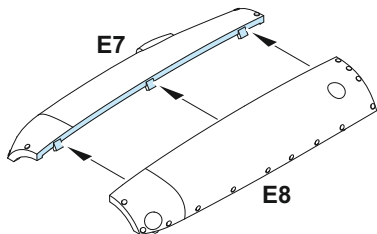
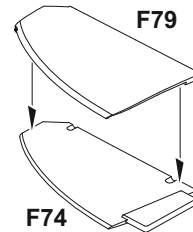
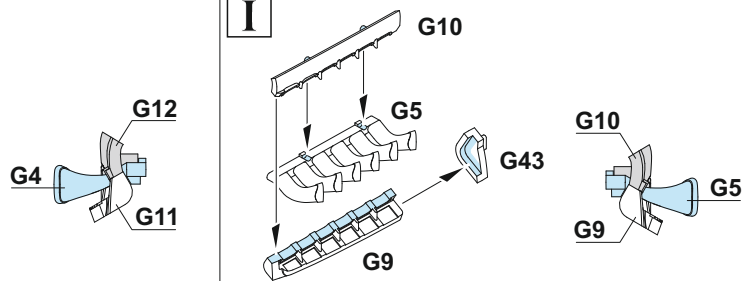
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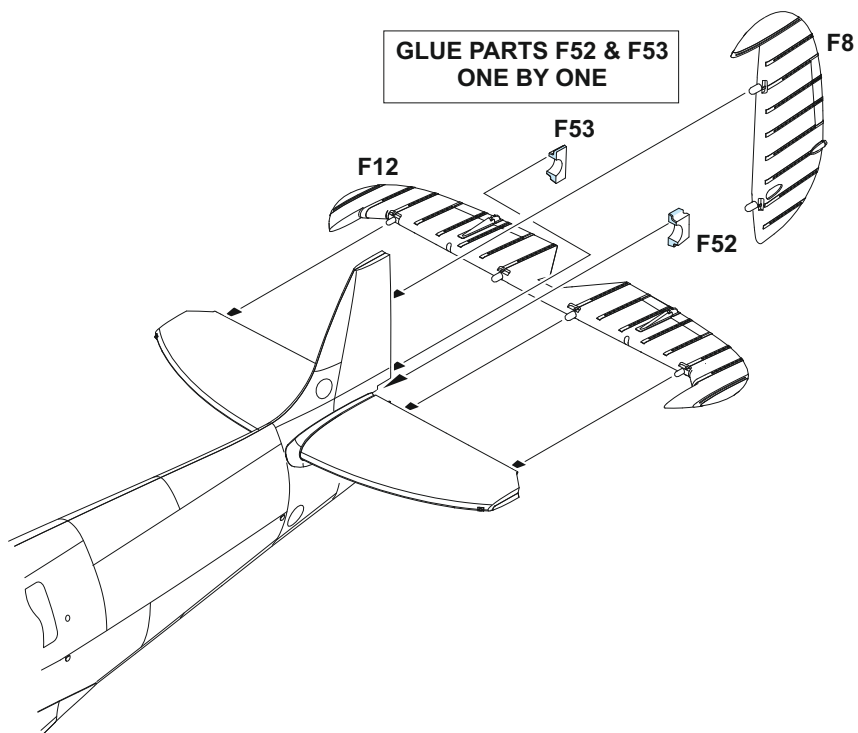
FOR CLOSED CANOPY ONLY

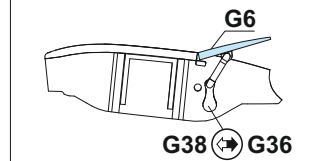
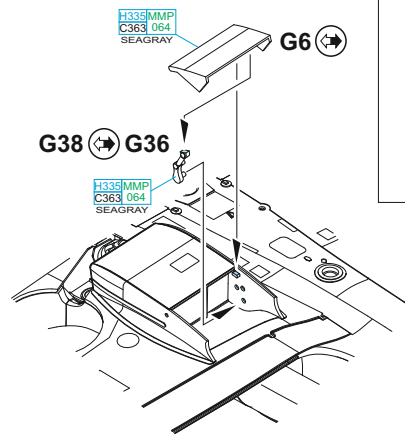
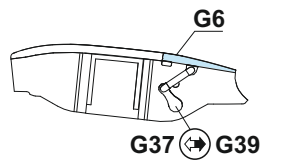
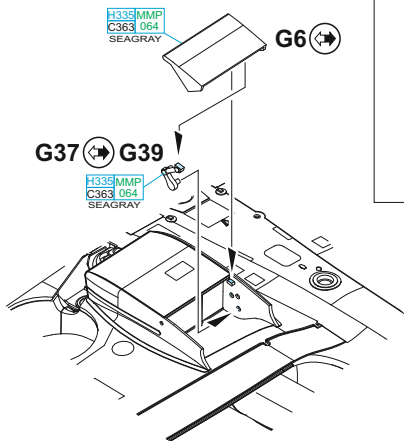
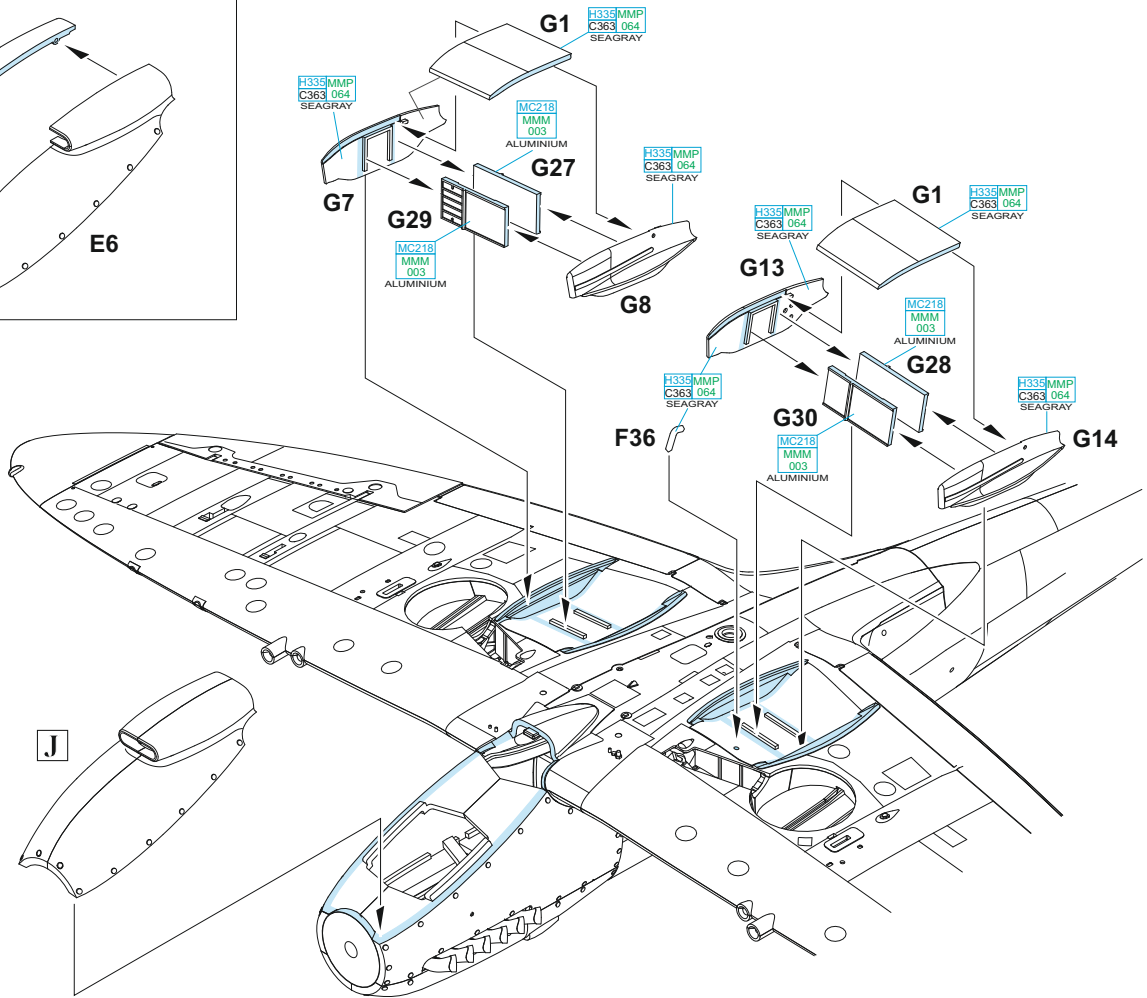
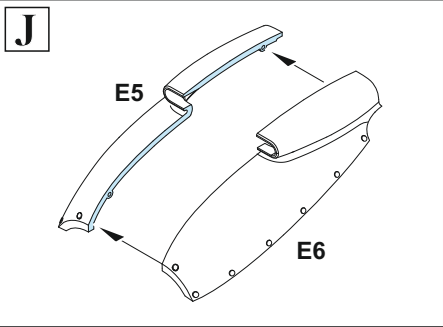
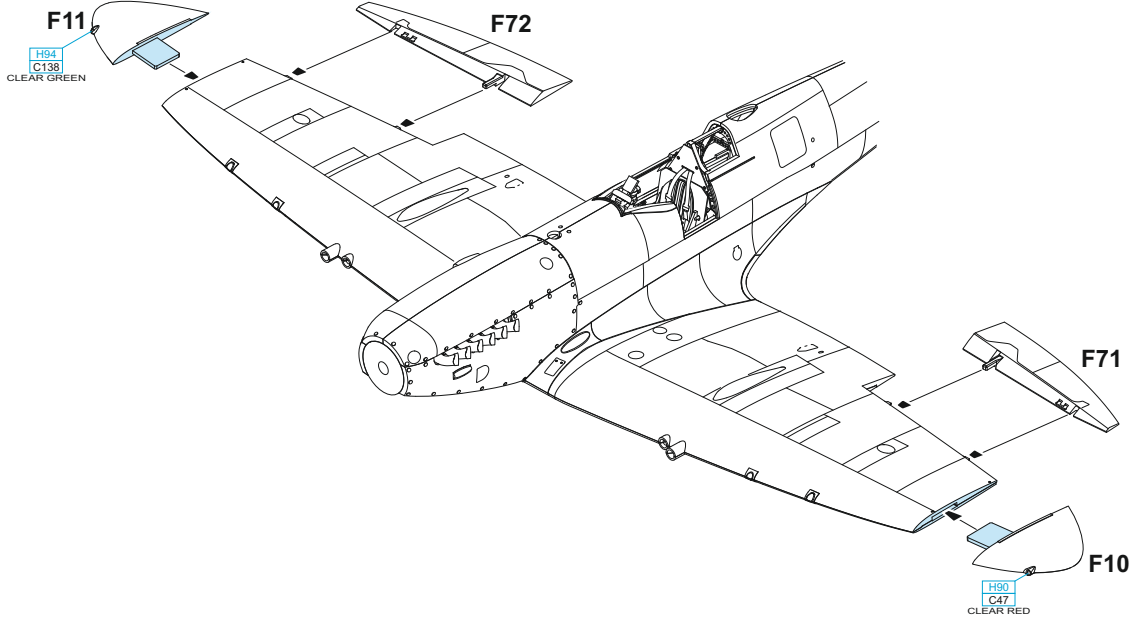




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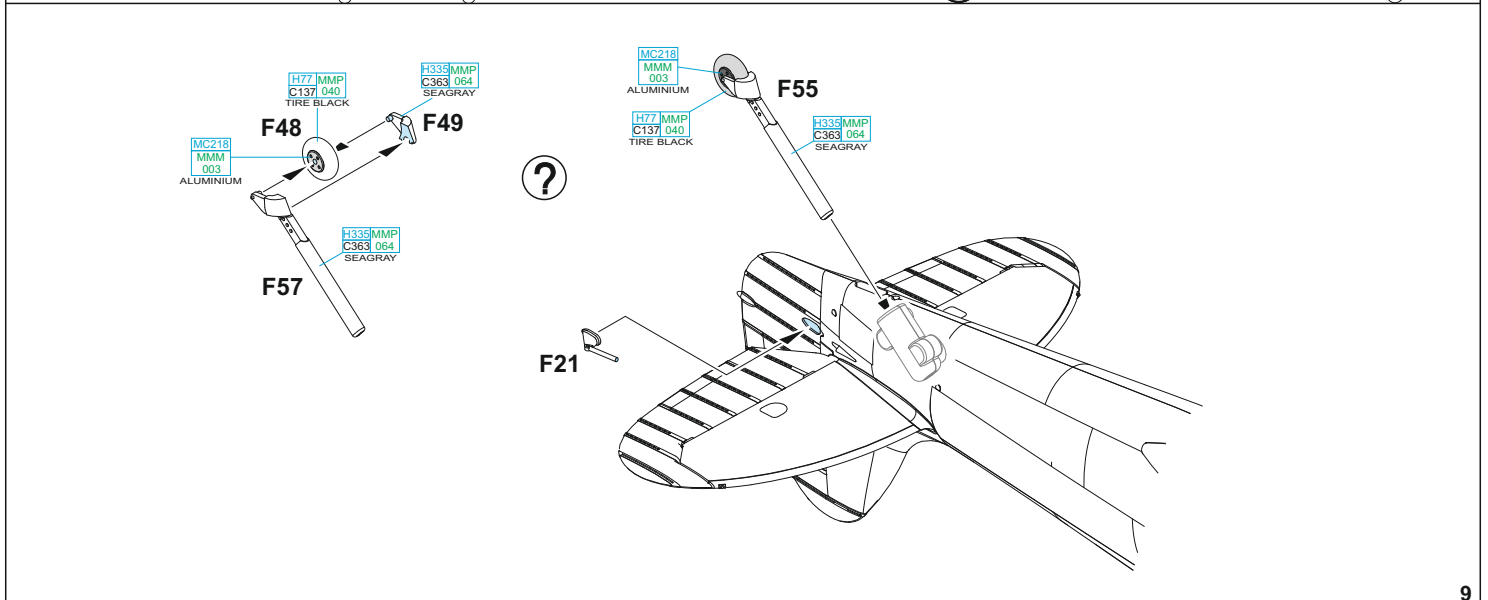
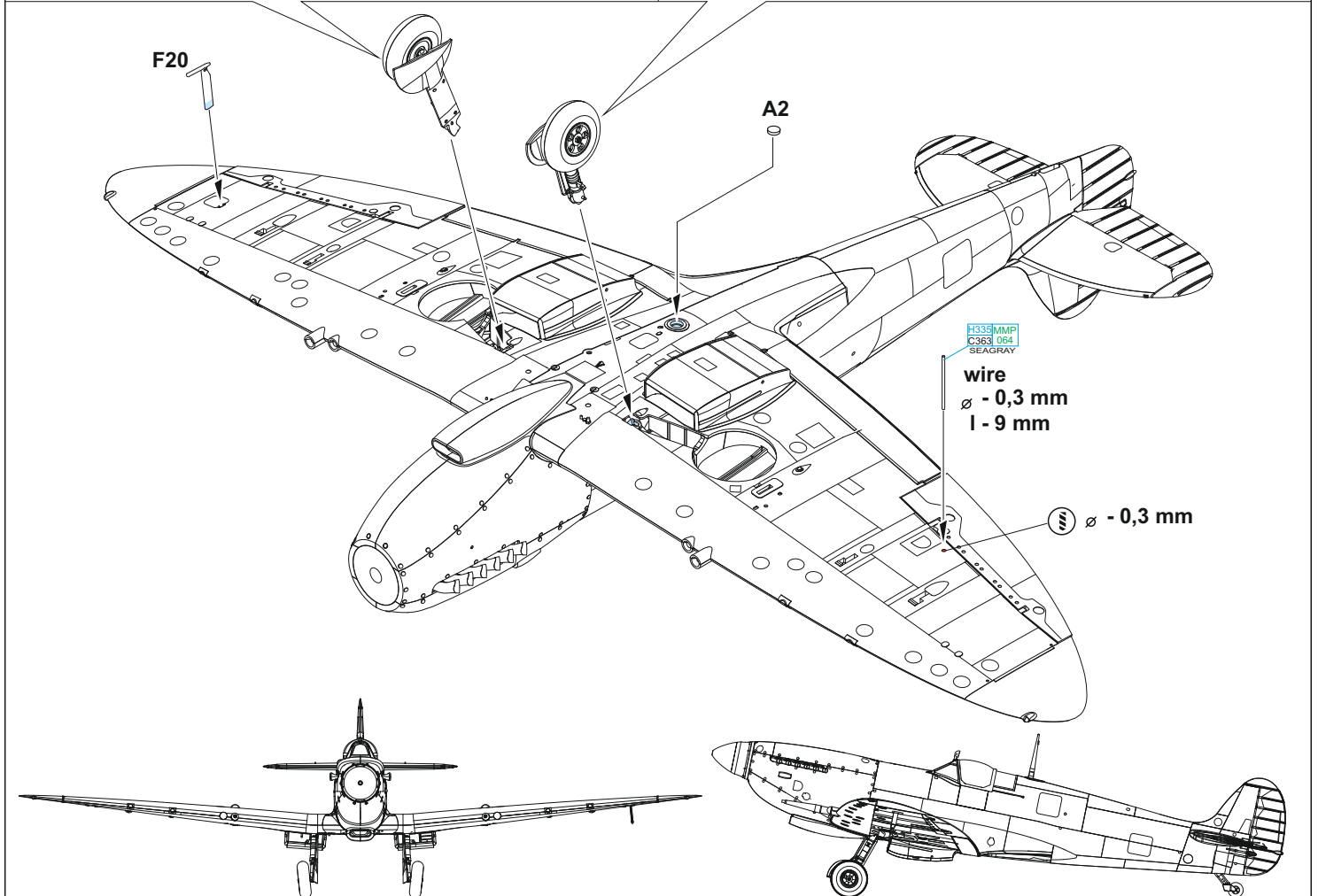
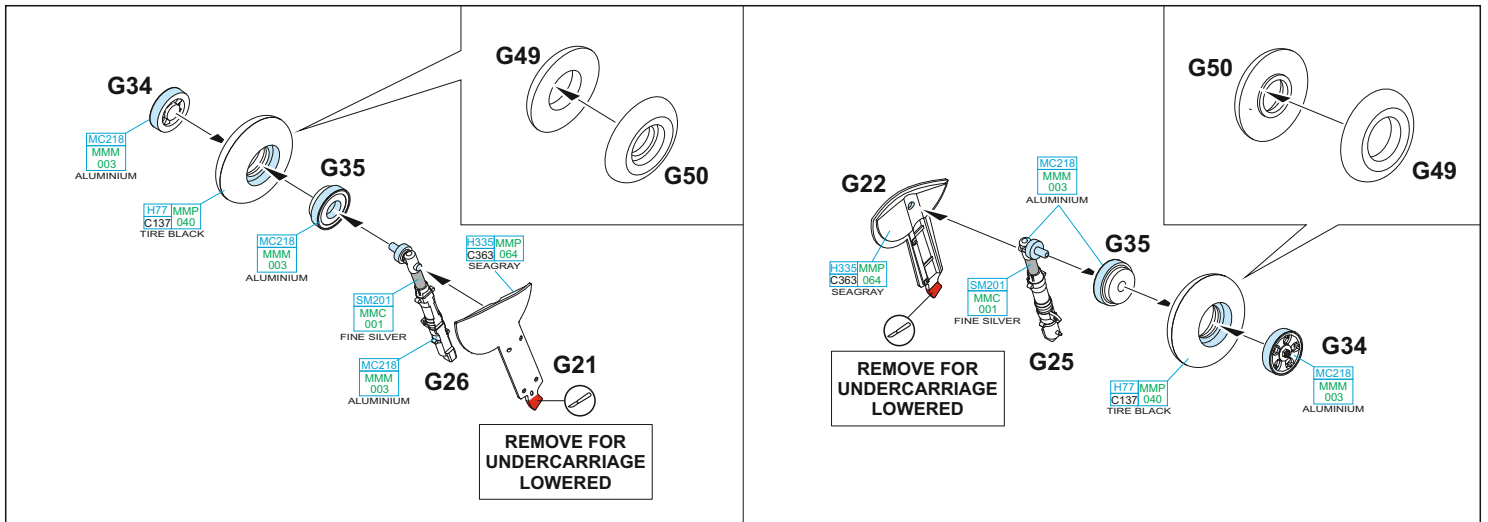
**GLUE PARTS F52 & F53  
ONE BY ONE**



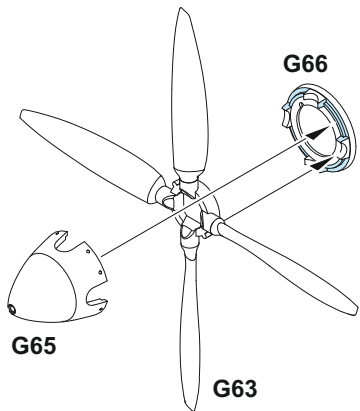


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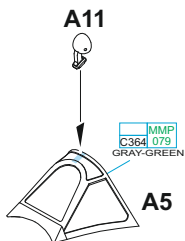




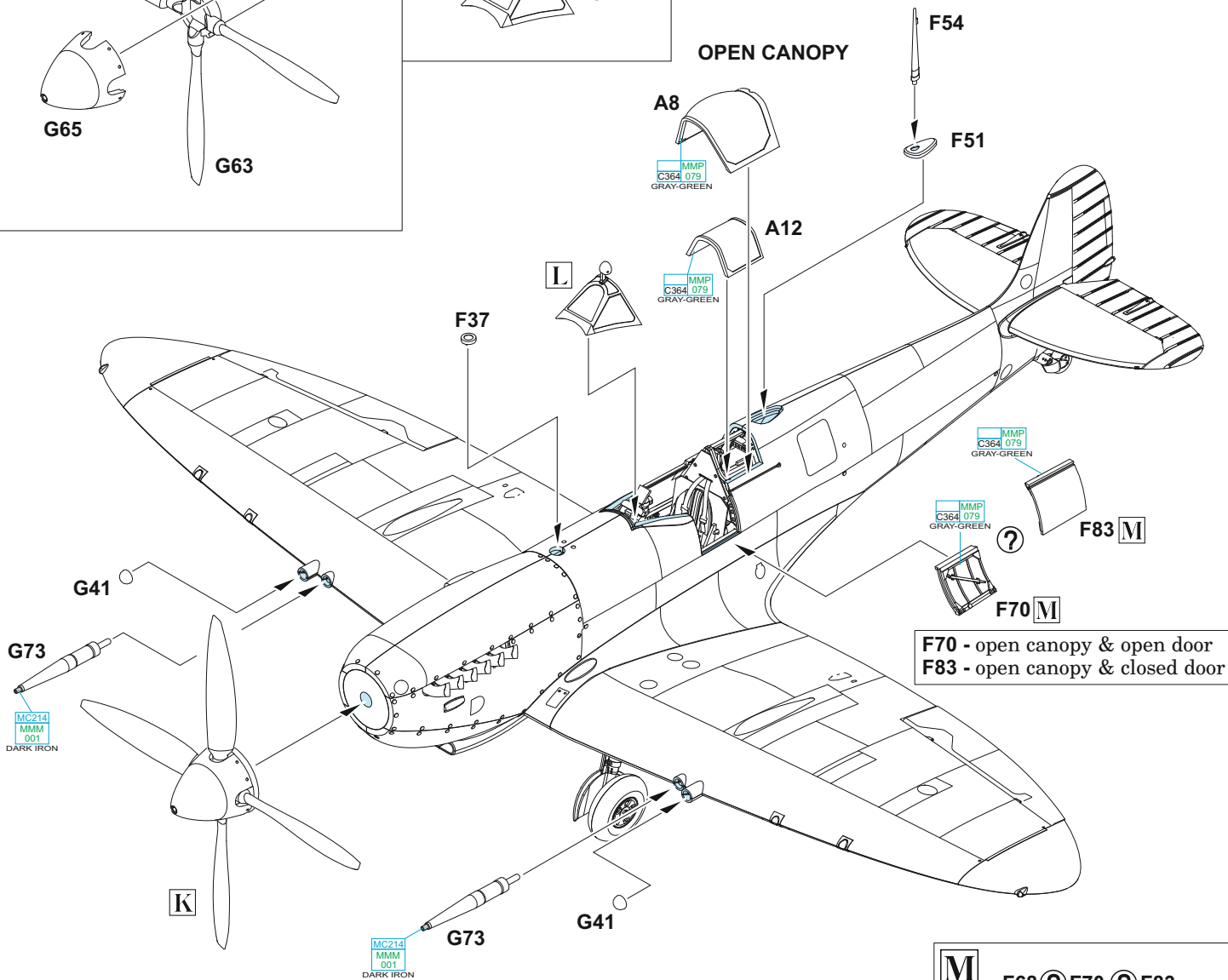
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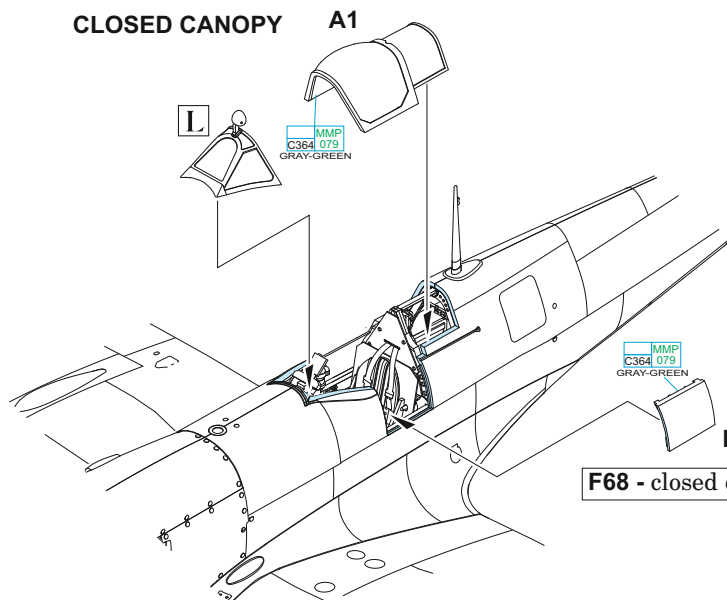


**OPEN CANOPY**



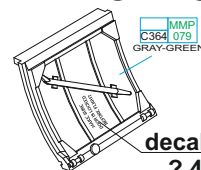
F70 - open canopy & open door  
 F83 - open canopy & closed door

**CLOSED CANOPY**



F68 - closed canopy & closed door

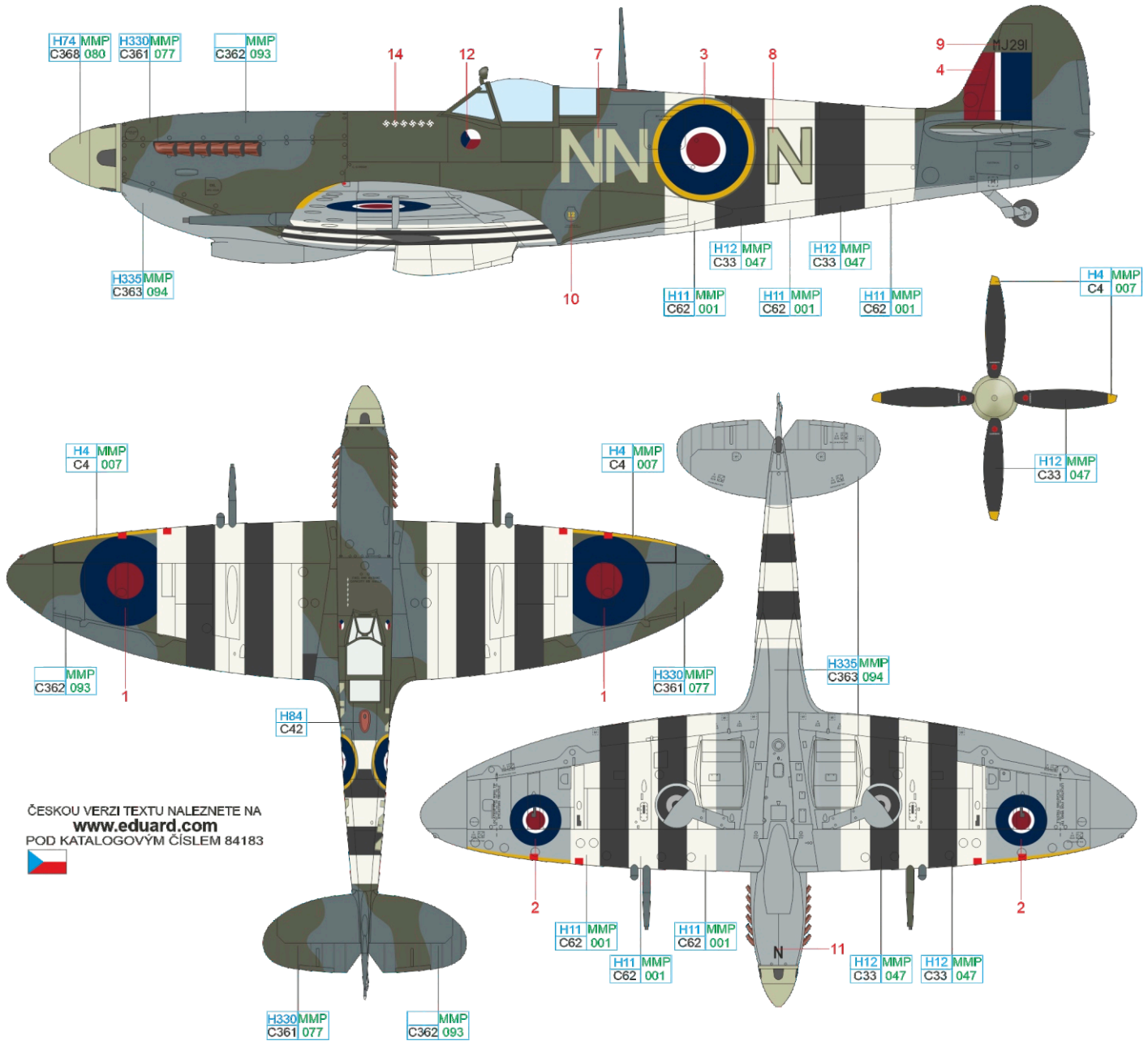
**M** F68 ? F70 ? F83



decals 39 ? 40  
 ? 41 ? 42  
 (8280)

# A MJ291, F/O Otto Smik, No. 310 (Czechoslovak) Squadron, RAF Appledram, West Sussex, United Kingdom, June 1944

After returning from operational rest to No. 310 (Czechoslovak) Squadron, F/O Otto Smik chose the MJ291 (coded NN-N) as his personal Spitfire aircraft. Starting from early April he flew many combat sorties with her and, shortly before the invasion, he also participated in attack missions to V-1 missile bases (Operation Noball). He also flew her in the depicted form during the first days of the Normandy landings. The aircraft sported quick identification black and white stripes on the fuselage and both wing halves. Smik had also six white swastikas painted on the fuel tank cover to indicate the number of kills achieved as of June 7, 1944. During the invasion days, three more swastikas were added by June 17 as Smik shot down an Fw 190 on June 8 and added another one on June 17. More to it, he also scored in cooperation with P/O Vindiš and so he added another shared victory. These successes made Smik not only the most successful pilot of No. 134 (Czechoslovak) Wing during the Normandy landings, but also the most successful Czechoslovak pilot flying Spitfires with a total of nine kills and two shared.

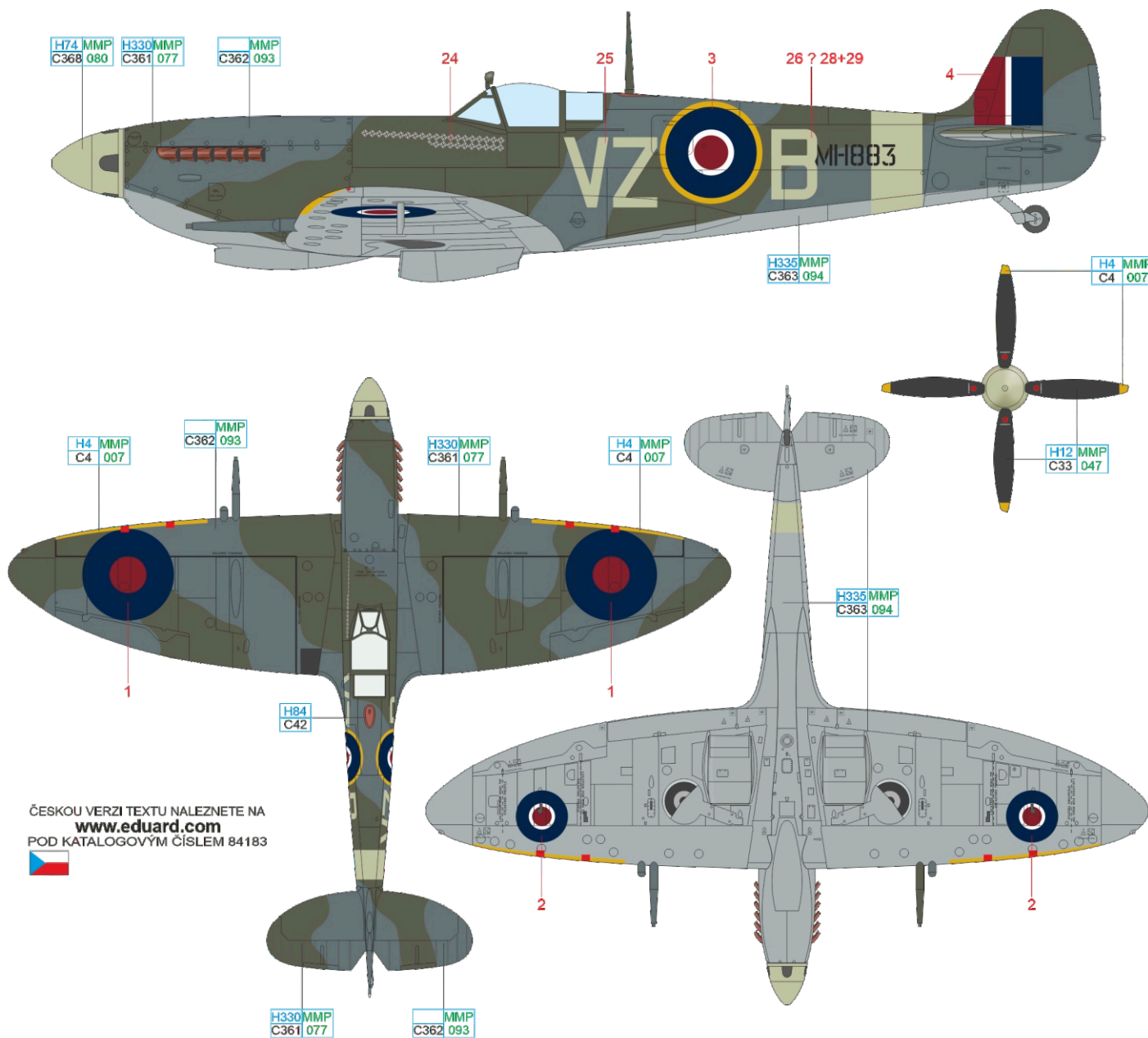


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MAHOGANY	H84 C42	YELLOW	H4 MMP C4 007
OCEAN GRAY	MMP C362 093	DARK GREEN	H330MMP C361 077
MEDIUM SEA GRAY	H335MMP C363 094	SKY	H74 MMP C368 080
WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047

# B MH883, F/Lt George F. Beurling, No. 412 Squadron RCAF, RAF Biggin Hill, United Kingdom, December 1943 – April 1944

George Frederick Beurling, a brilliant pilot and shooter but also a naturally enigmatic Canadian, achieved incredible success during the fierce fighting over Malta in 1942, scoring 28 confirmed kills in only six months. In early November 1943, he returned to combat action with No. 127 (RCAF) Wing. He flew with No. 403 Squadron RCAF initially, then with No. 412 Squadron RCAF. There he used the MH883 aircraft as his personal Spitfire. Flying it he shot down an Fw 190A-5 of Heinz Wyrich of 5. Staffel JG 26 during a flight on December 30, 1943. It was Beurling's 32<sup>nd</sup> and final victory. Like his previous Spitfires he had flown regularly, this one also sported an impressive list of victories on the left side of the fuselage under the cockpit. And Beurling had painstakingly painted them himself. In early April he returned to Canada after a disagreement with his superior commander. Interestingly, although nine of his Maltese casualties were Italian aircraft, all of his painted kills are marked with the German swastika.



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MAHOAGANY H84 C42

OCEAN GRAY MMP C362 093

DARK GREEN H330 MMP C361 077

MEDIUM SEA GRAY H335 MMP C363 094

SKY H74 MMP C368 080

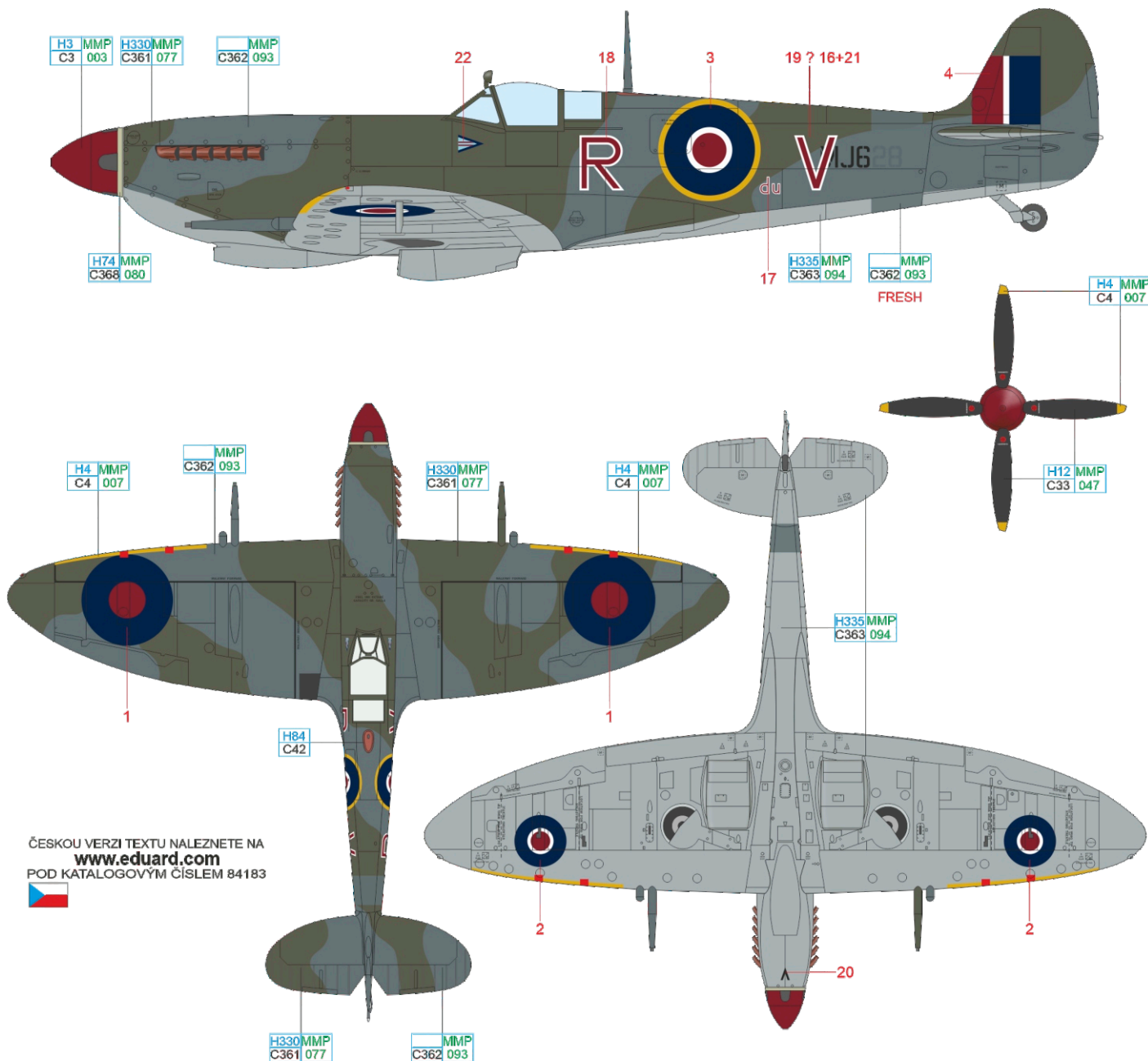
BLACK H12 MMP C33 047

YELLOW H4 MMP C4 007

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# C MJ628, W/Cdr Daniel A. R. G. le Roy du Vivier, CO of No. 324 Wing, Italy, May 1944

One of the privileges of Wing Commanders in the RAF was the possibility to use their initials as the code on their personal aircraft. The commander of No. 324 Wing, W/Cdr Daniel Albert Raymond Georges le Roy du Vivier, took advantage of this opportunity, as evidenced not only by the aircraft's code made of letters R du V, but also by the Wing Commander pennant under the cockpit. Belgian le Roy du Vivier had already joined the fighting when Germany invaded the Netherlands in May 1940. After leaving for the UK, he spent most of his time in the ranks of No. 43 Squadron, which he eventually commanded. He took part in the attempted landing at Dieppe and later moved to North Africa, commanding first No. 239 Wing and then No. 324 Wing. He returned to the UK in July 1944. This aircraft was inherited from him by the new Wing Commander, Barrie Heath, and changed its code to the B H letters.

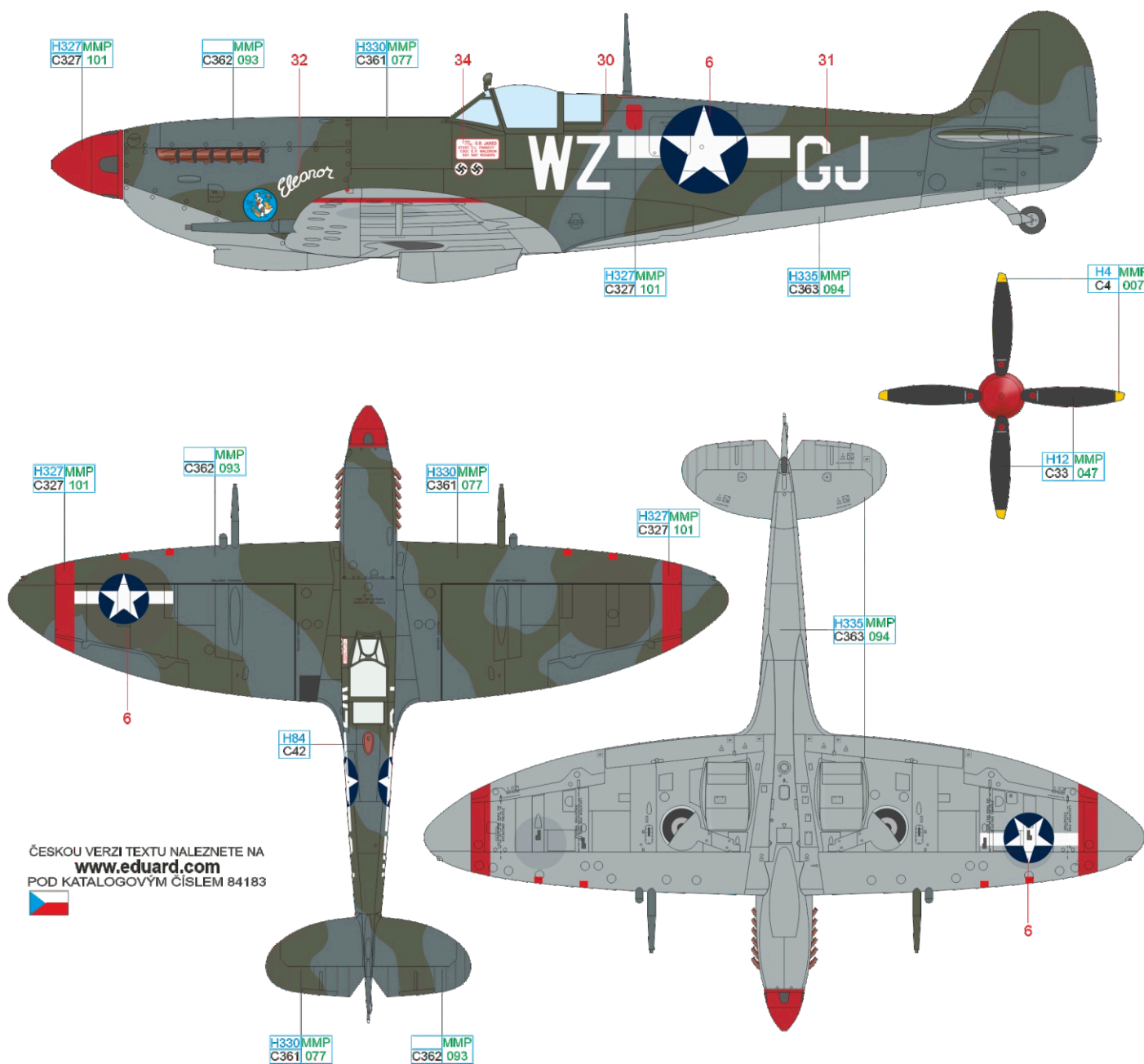


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SKY	H74 MMP C368 080	MAHOGANY	H84 C42
OCEAN GRAY	MMP C362 093	DARK GREEN	H330 MMP C361 077
		MEDIUM SEA GRAY	H335 MMP C363 094
		RED	H3 MMP C3 003
		BLACK	H12 MMP C33 047
		YELLOW	H4 MMP C4 007

# D Maj. Garth B. Jared, CO of 309<sup>th</sup> FS, 31<sup>st</sup> FG, 12<sup>th</sup> AF, Pomigliano/Castel Volturno base, Italy, 1943/1944

Major Garth B. Jared assumed command of the 309<sup>th</sup> Fighter Squadron on November 9, 1943 and remained at that post until his death on April 18, 1944. He was killed in the cockpit of a P-51B Mustang near Trieste. Jared's Spitfire is shown here in the form as it was during late 1943 and early 1944 period. The camouflage paint was made up of the standard colors of the Day Fighter Scheme, i.e., Dark Green, Ocean Grey and Medium Sea Grey. The original British insignia on the wing were painted over with a fresh shade of camouflage paint. Jared used his right to place his initials on the fuselage as a code. A pair of swastikas under the cockpit suggest that the aircraft as depicted here was flown between December 7, 1943, when Jared scored his first two confirmed kills (Bf 109), and February 16, 1944, when he scored his third confirmed kill (Fw 190). The nose of the aircraft sported the unit emblem.



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MAHOGANY H84  
 C42

OCEAN GRAY MMP  
 C362 093

DARK GREEN H330MMP  
 C361 077

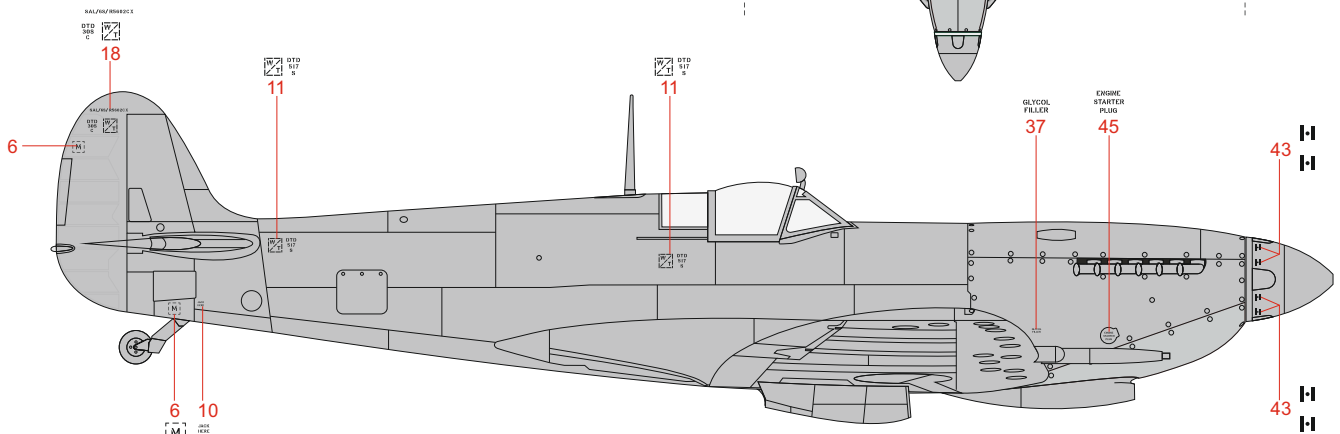
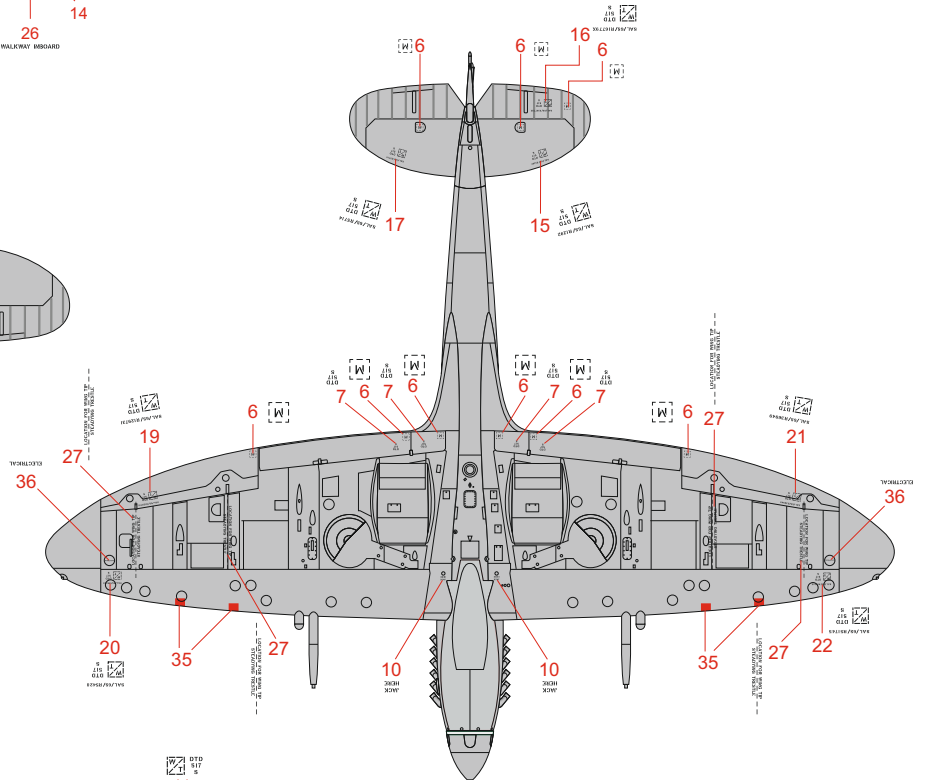
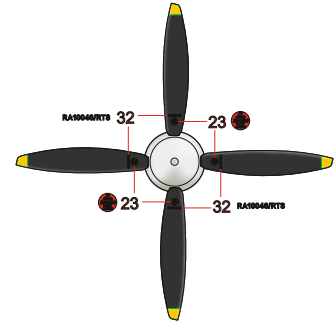
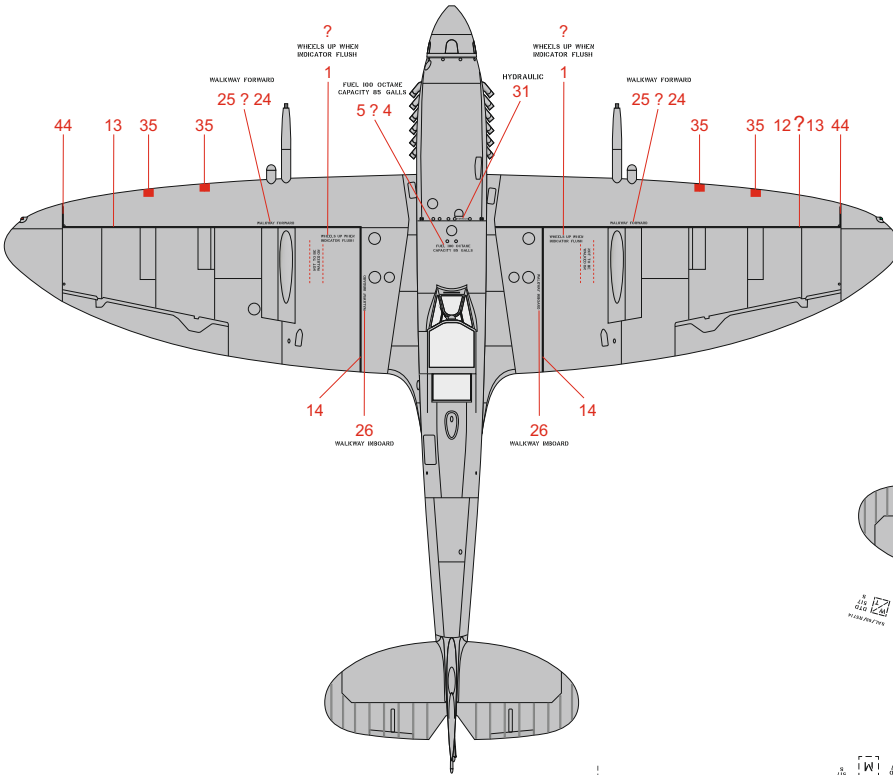
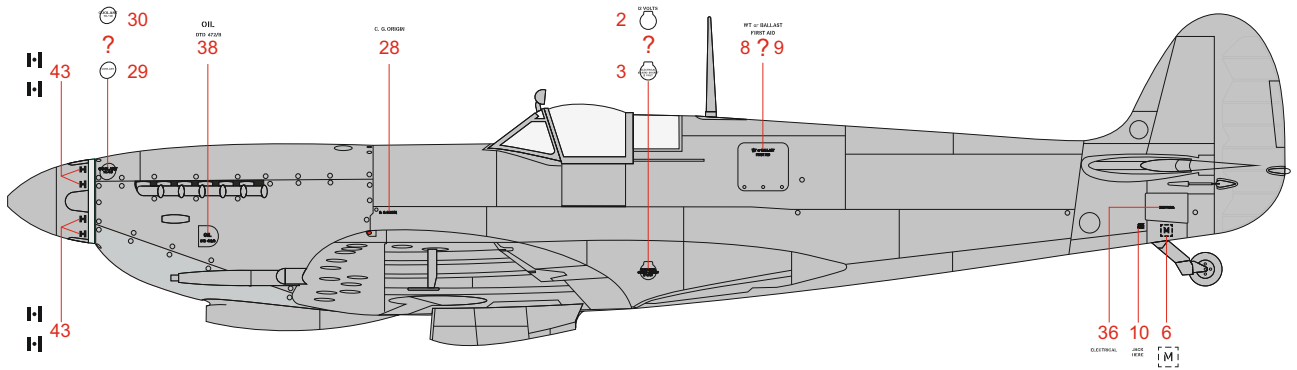
MEDIUM SEA GRAY H335MMP  
 C363 094

RED H327MMP  
 C327 101

BLACK H12 MMP  
 C33 047

YELLOW H4 MMP  
 C4 007

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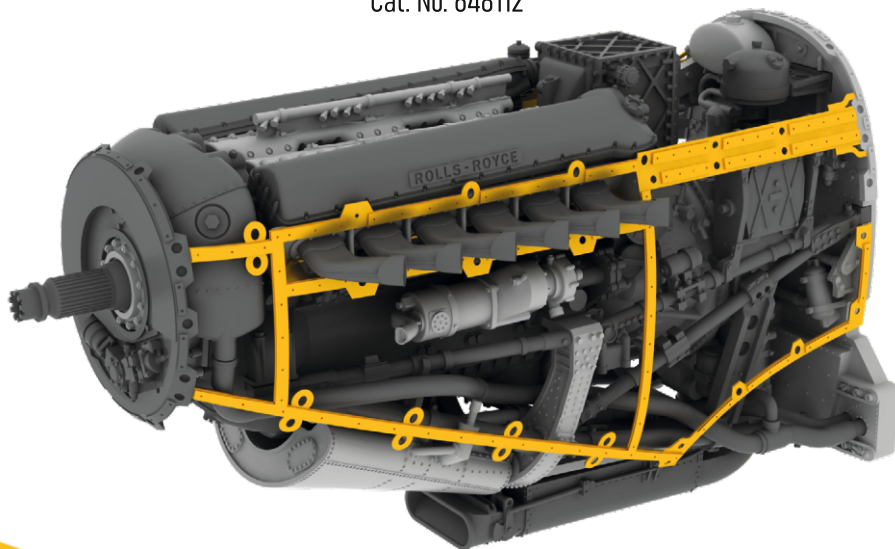
# Spitfire Mk.IXc 1/48

- 48765 Spitfire Mk.IXc landing flaps (PE-Set)
- 48766 Spitfire Mk.IX surface panels (PE-Set)
- 49639 Spitfire Mk.IXc (PE-Set)
- FE840 Spitfire Mk.IX seatbelts STEEL (PE-Set)
- 644008 Spitfire Mk.IX late LööK (Brassin)
- 648099 Spitfire exhaust stacks fishtail (Brassin)
- 648100 Spitfire Mk.IX cockpit (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)
- 648306 Spitfire Mk.IX top cowl late (Brassin)

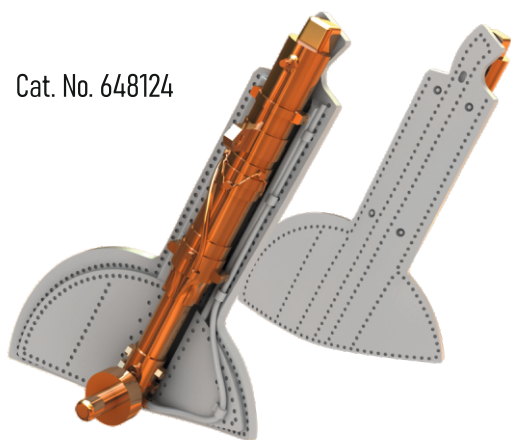
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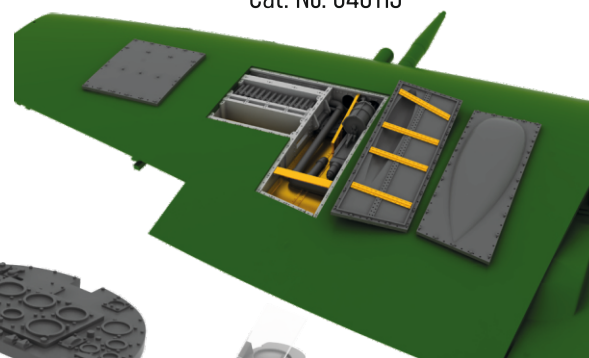
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Cat. No. 648124



Cat. No. 648113



Cat. No. 648100

