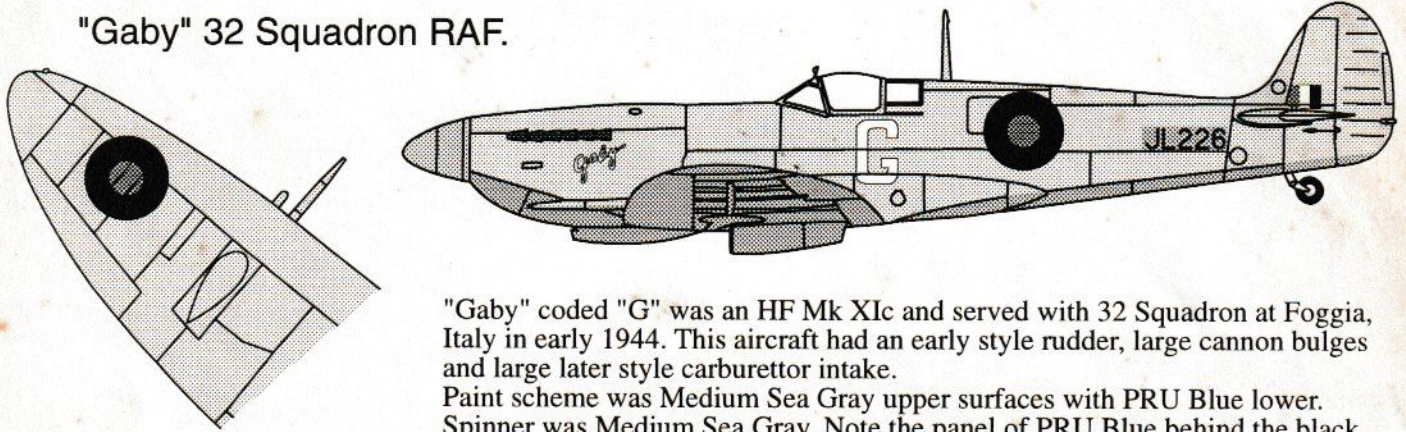


Ventura

1/72nd Scale
Kit No V0207

British, Danish & Norwegian Spitfire Mk IX's

"Gaby" 32 Squadron RAF.



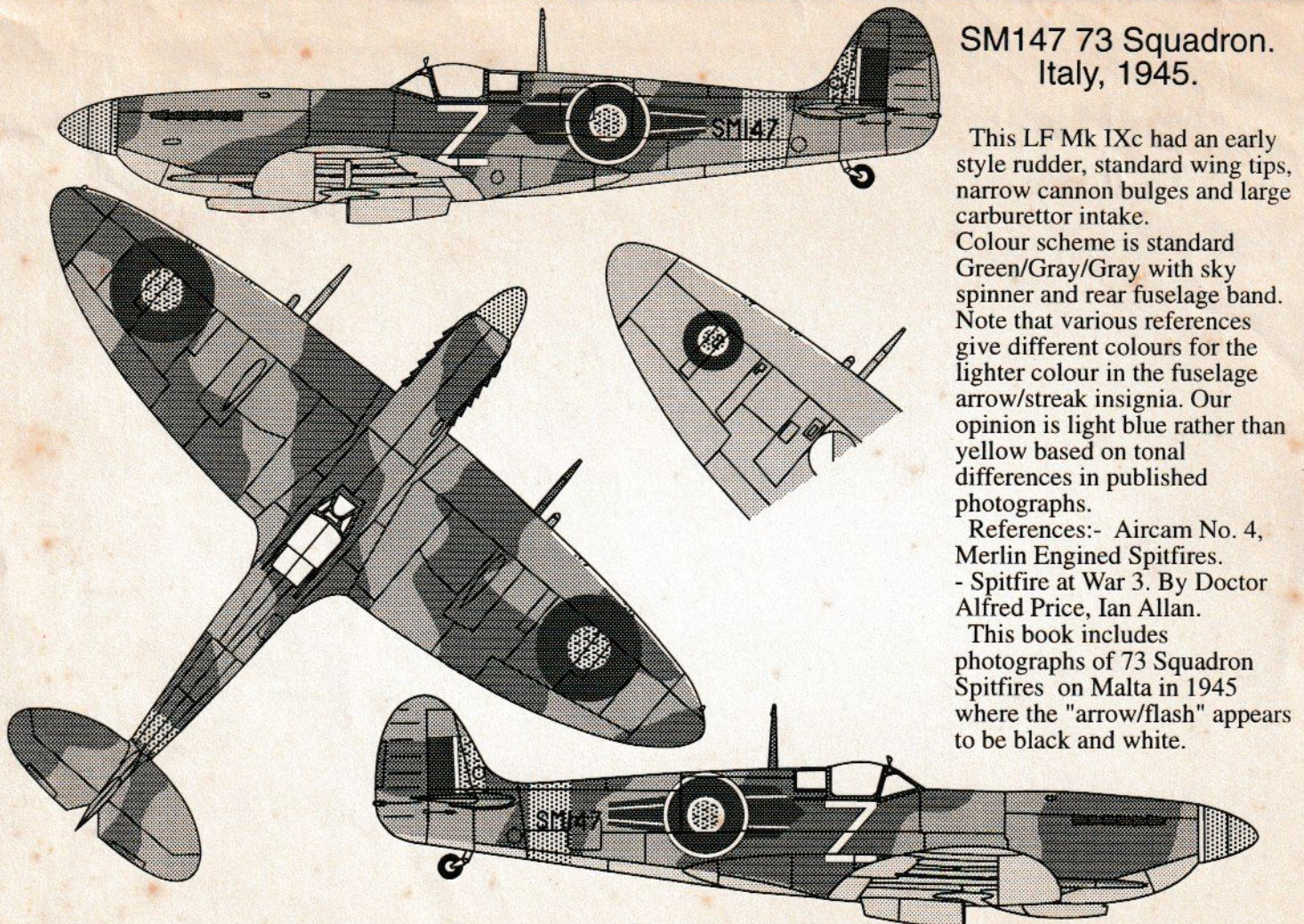
"Gaby" coded "G" was an HF Mk XIc and served with 32 Squadron at Foggia, Italy in early 1944. This aircraft had an early style rudder, large cannon bulges and large later style carburettor intake.

Paint scheme was Medium Sea Gray upper surfaces with PRU Blue lower. Spinner was Medium Sea Gray. Note the panel of PRU Blue behind the black JL226 serial.

Note also that the kit decal does not include the B type roundels required for the upper wings (40") and fuselage sides (30"). No national markings were carried on underwing surfaces.

Reference:- Supermarine Spitfire "Special Wide Colour" issue, by Model Art. Japanese text.

SM147 73 Squadron.
Italy, 1945.



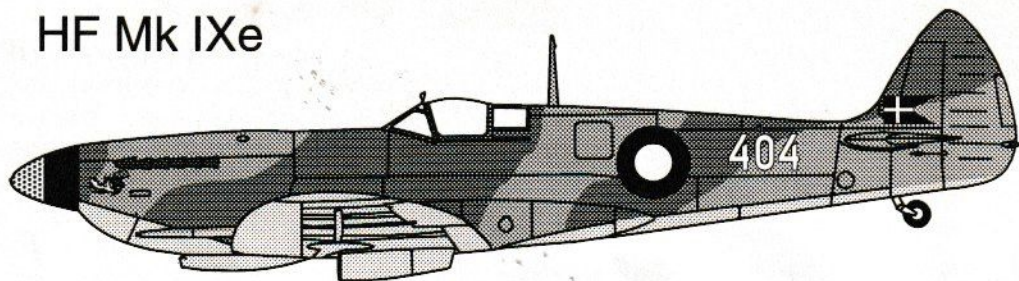
This LF Mk IXc had an early style rudder, standard wing tips, narrow cannon bulges and large carburettor intake.

Colour scheme is standard Green/Gray/Gray with sky spinner and rear fuselage band. Note that various references give different colours for the lighter colour in the fuselage arrow/streak insignia. Our opinion is light blue rather than yellow based on tonal differences in published photographs.

References:- Aircam No. 4, Merlin Engined Spitfires.
- Spitfire at War 3. By Doctor Alfred Price, Ian Allan.

This book includes photographs of 73 Squadron Spitfires on Malta in 1945 where the "arrow/flash" appears to be black and white.

Danish Spitfire HF Mk IXe

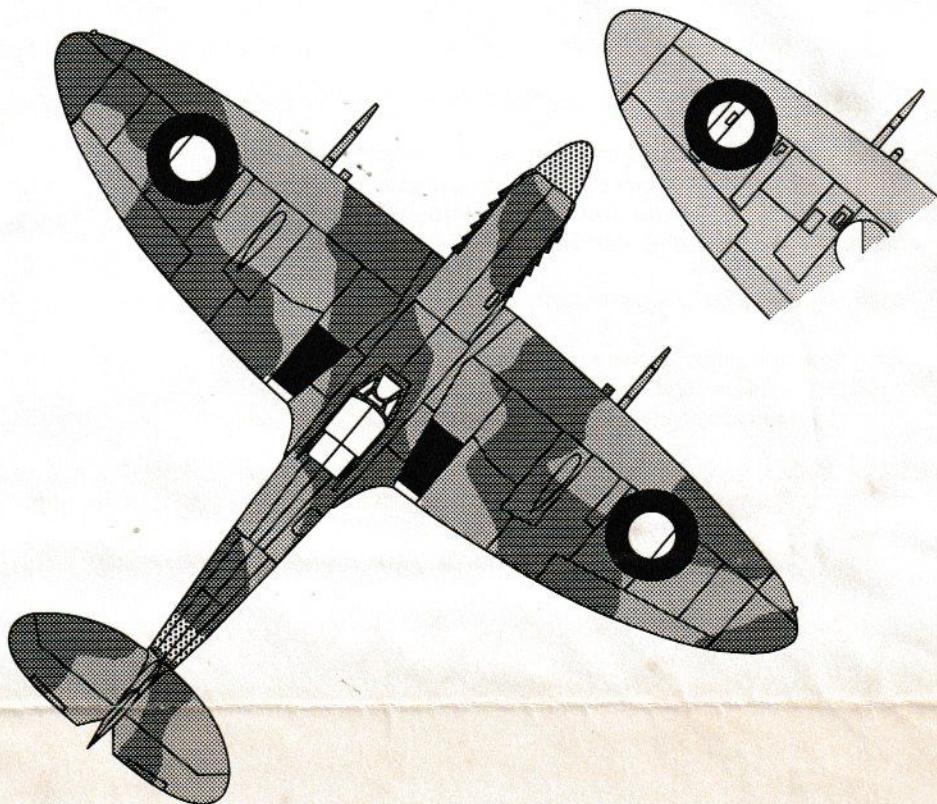


Spitfire 41-404 (Ex RAF Serial Mk681) served with 4 Squadron, Royal Danish Air Force in 1949. (Or more correctly "Army and Navy Unified Air Command" pending the formation of the RDAF in 1950). "41" was the type designation given to Fighter type Merlin engine Spitfires by the Danes, hence this aircraft's number 41-404.

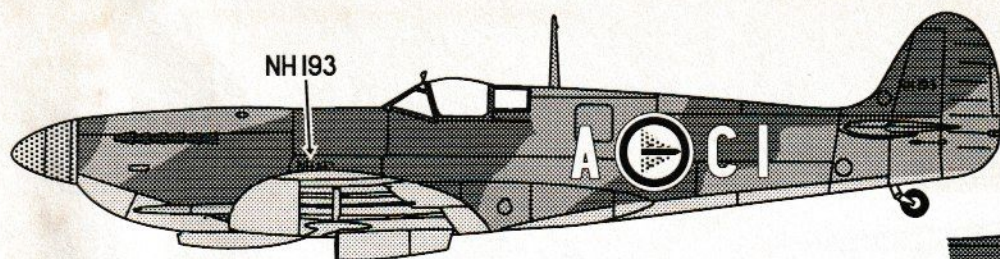
It had a tall rudder, large carburettor intake and "e" wing by using the narrow cannon bulges included with this kit by using the upper wing parts from Ventura's Mk XIV or Mk XVIII Spitfire kits.

Camouflage colours are standard British Dark Green/Ocean Gray/Medium Sea Grey. Spinner is black with yellow forward section. Note the decal sheet includes two "big bad wolf" badges. One is a spare with the badge only appearing on the port nose.

Reference Material provided by Mk K.O. Buhl on K. Jensen.

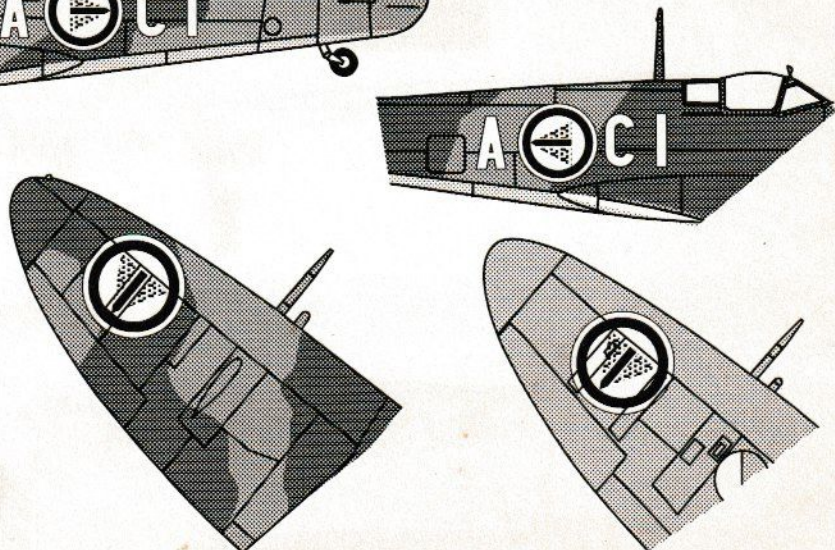


Norwegian Spitfire F Mk IXe.



This aircraft A*CI served with 332 Squadron Royal Norwegian Air Force based at Gordermoen near Oslo in 1948. Like the Danish machine above, A*CI requires an "e" wing modification. It had an early rounded rudder and large carburettor intake.

Camouflage was the standard RAF day fighter scheme. Spinner was Red. Note that the serial NH193 appeared in four locations, on the fin and forward fuselage.

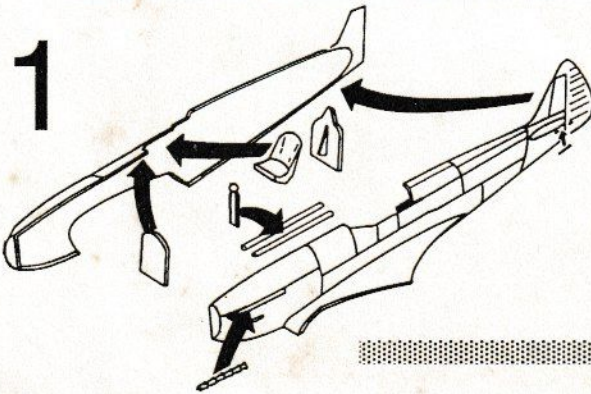


ASSEMBLY GUIDE

Read this before you begin assembly.

- Wash all parts in soapy water to remove mould release agent.
- Saw parts from their sprues and clean up with a modelling knife. We strongly recommend the modeller use a knife rather than a file to trim away excess sprue endings.
- Some small parts (e.g. radio aerials) must be provided from the spares box.
- Two canopies are provided in case of accidents during assembly.
- Use epoxy glue whenever joining plastic to white metal.
- The key to success with this and all VENTURA kits is careful parts preparation before cementing, rather than using quantities of filler afterwards!

Note: This kit contains a minimum of white metal parts due to possible American legislation which will outlaw lead in toys in that country.



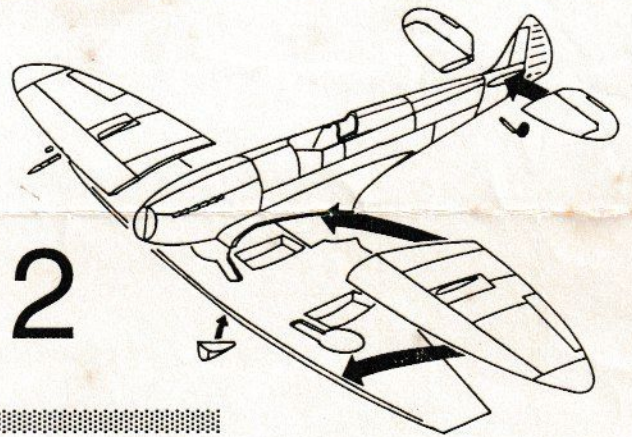
- Add extra detail as required to cockpit, e.g.. Side consuls. Resin parts produced by Cooper Details of the USA are recommended for superdetail enthusiasts.
- Add cockpit bulkhead from plastic card using the templates below.
- Thin down cockpit walls until the bulkhead and instrument panel fits snugly.
- Add thin plastic rods to simulate rudder actuating bars.
- If your chosen subject uses the early style rudder, cut off the tall style moulded to the port fuselage at this stage.

- If your subject uses the later style narrow cannon bay bulges, cut out the entire cannon bay cover and change it at this stage. Before assembling the wings.

- Detail the interior of the radiators using plastic card and the fine mesh provided.

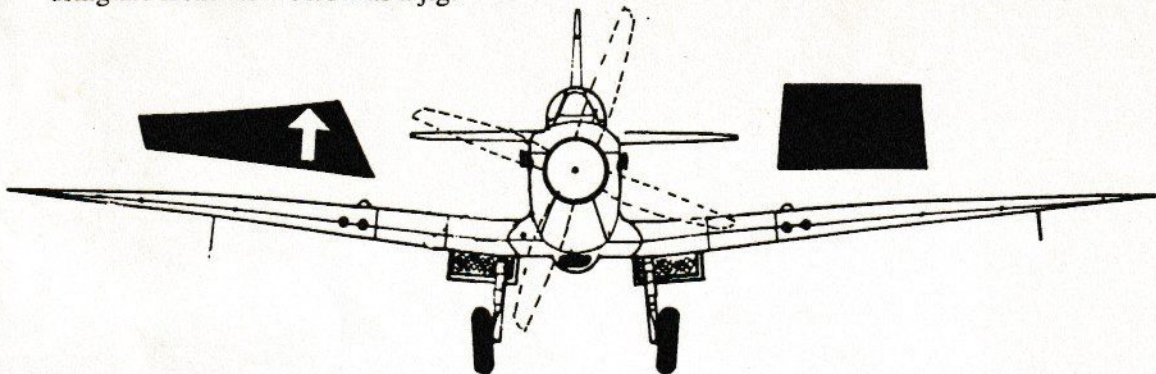
- Carefully trim away excess plastic and cement the wing underside to the fuselage then trim the underside's tips and trailing edges to achieve a perfect fit with the upper surfaces.

- Referring to the painting guide for your subject. Either add the rear section to the later style of carburettor intake as shown in the diagram to the right or cut away the forward section of the intake and replace with the short early style also included with the kit.



3

- Assemble the two part spinner, then, fill with modelling epoxy and press in the propeller blades using the front view below as a jig.



Spitfire Decals Also Available

V7258

American Spitfire's Mk V
and PR IV, Russian PR IV

