

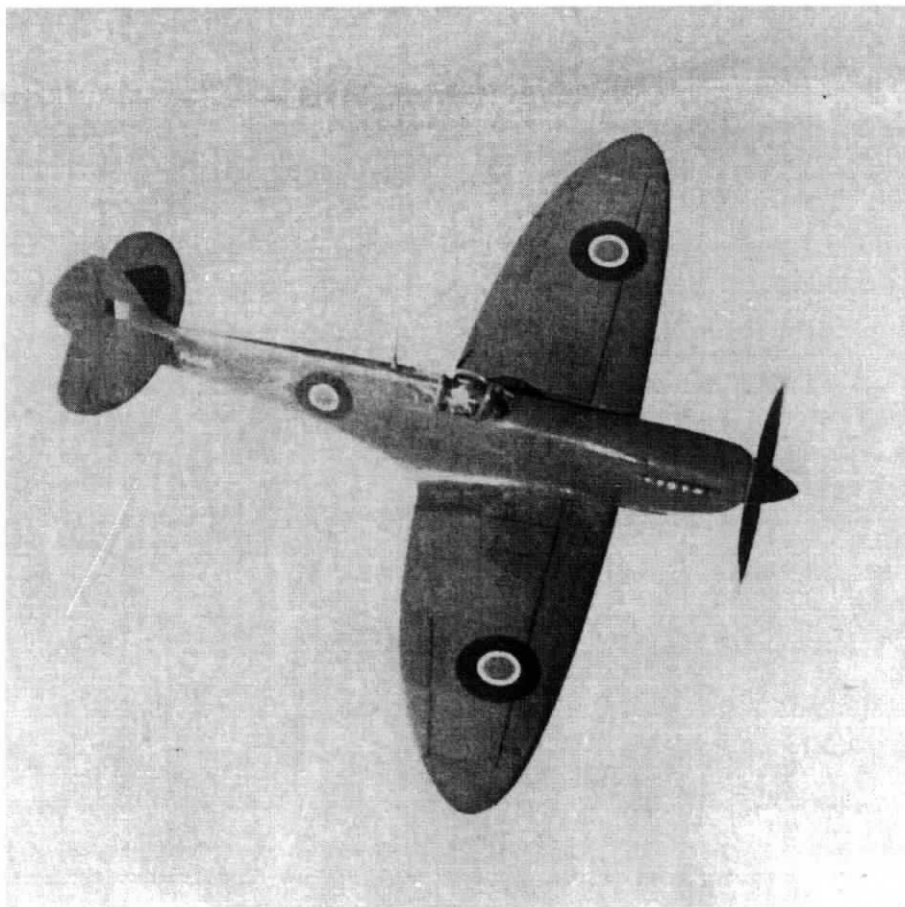
SUPERMARINE SPITFIRE PR Mk XI

Ventura KIT V0209

**Spitfire PR Mk XI
Limited Edition... 300**
*American, Danish &
Norwegian markings.*

This twelve page instruction booklet includes photographs provided by Mr R.C. Buchanan (RNZAF Retired), Mr Bill Coffman, Mr James Crow and Mr Fred Spring, plus maintenance manual drawings from Mr Richard Hourigan. We thank them for their generosity.

1/72 SCALE

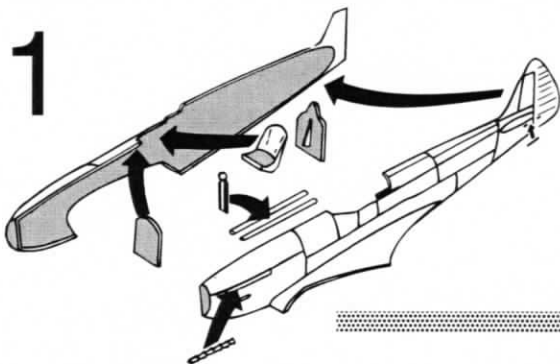


*Above and top, PR Mk XI PL885 "Z" operated by
336 PR Wing, Italy. 1945*

ASSEMBLY GUIDE

Read this before you begin assembly.

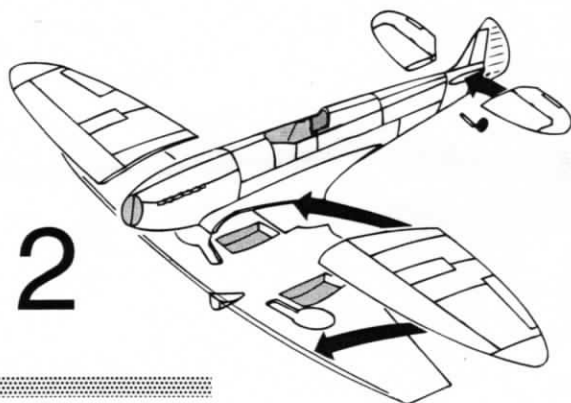
- Wash all parts in soapy water to remove mould release agent.
- Saw parts from their sprues and clean up with a modelling knife. We strongly recommend the modeller use a knife rather than a file to trim away excess sprue endings.
- Some small parts (e.g. radio aerials, pitot tube) must be provided from 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!



- 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.

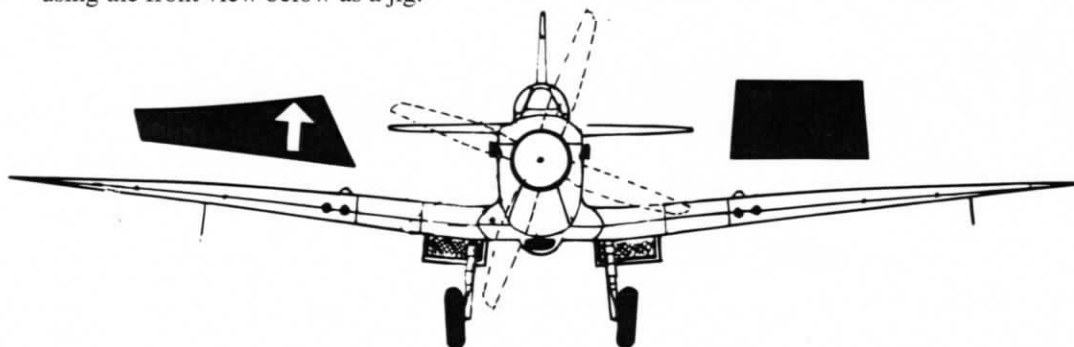


- Detail the interior of the radiators using plastic card and the fine mesh provided.
- Carefully trim away excess plastic and cement the wing underside to the fuselage **then** trim the underside's tips and trailing edges to achieve a perfect fit with the upper surfaces.
- Two sets of wheels are included with the kit, PL883 uses the spoked wheels and PA944 the plain disk ones.



3

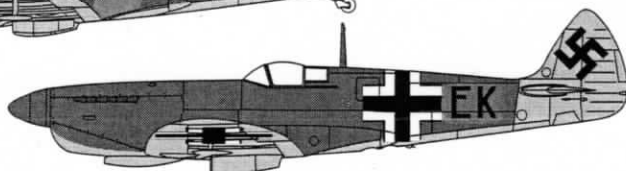
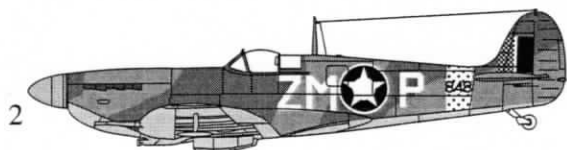
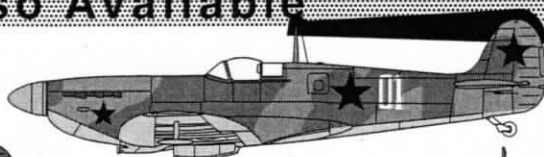
- Assemble the two part spinner, then, fill with modelling epoxy and press in the propeller blades using the front view below as a jig.



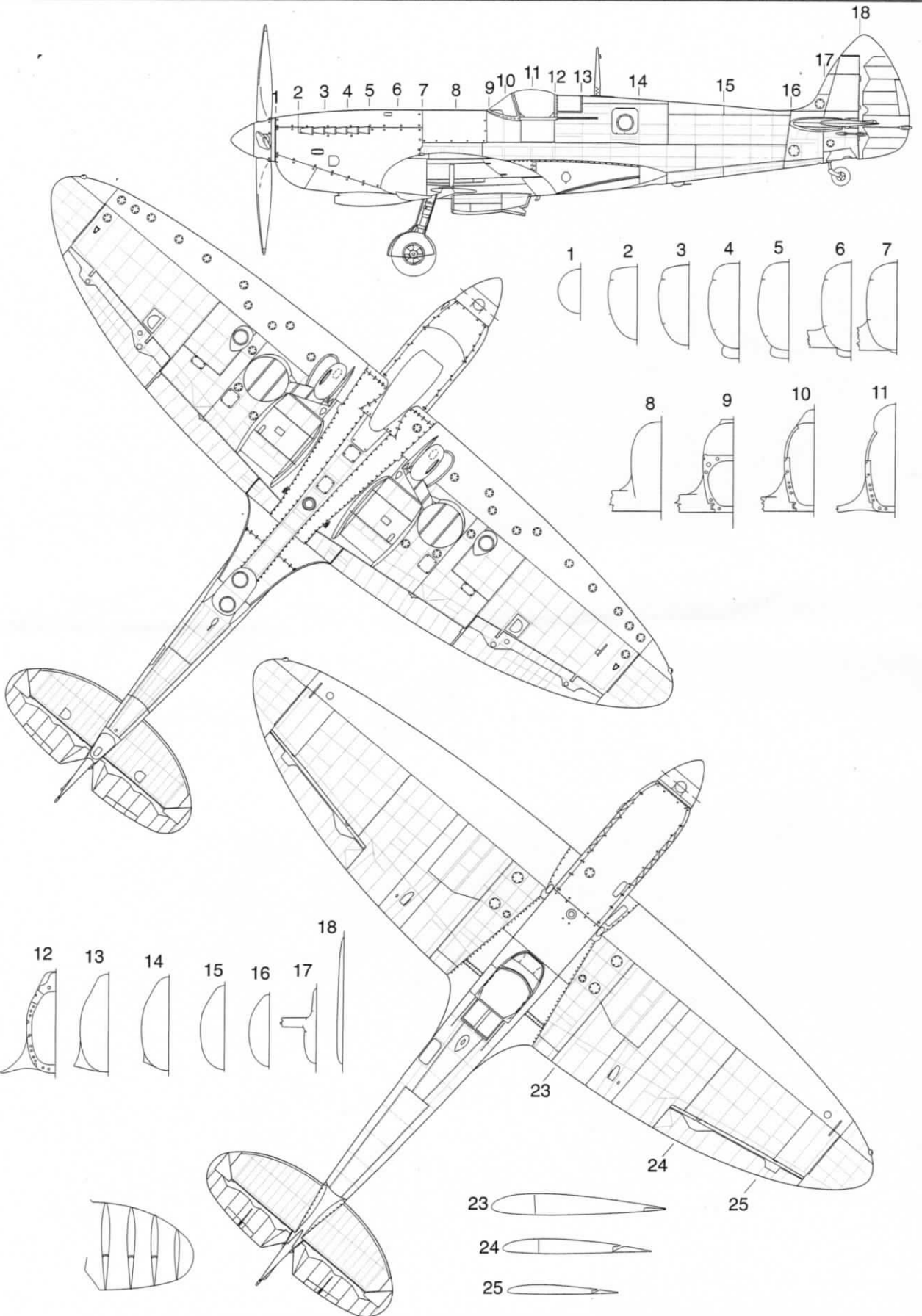
Spitfire Decals Also Available

V7258

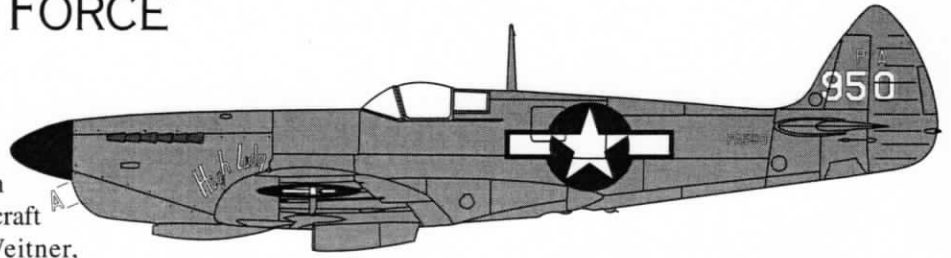
American Spitfire's Mk V
and PR IV, Russian PR IV



SCALE DRAWINGS



EIGHTH AIR FORCE

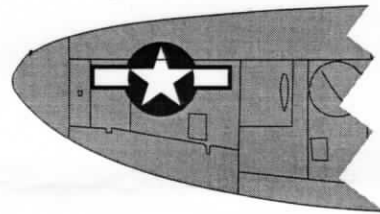
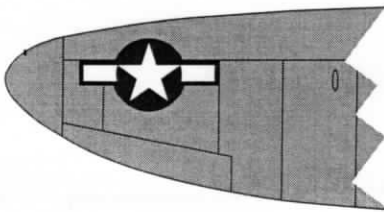


This American decal option depicts *High Lady* the aircraft flown by Major Walt Weitner, Commanding Officer of the 14th P.S., 7th P.G. Major Weitner flew *High Lady* over Berlin on 6 March 1944 following the 8th A.F.'s first large scale daylight raid on Berlin.

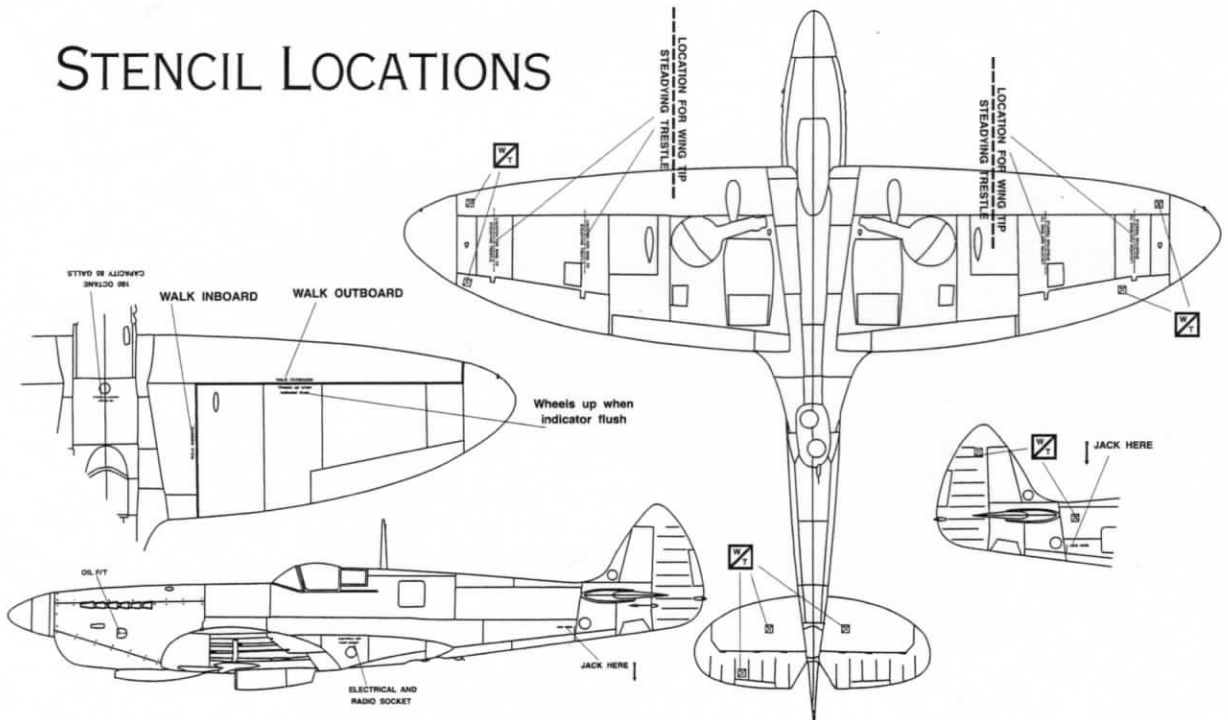
At the time of this mission *High Lady* was camouflaged in RAF PRU Blue overall with a black spinner. Some sources suggest that 14th P.S. spinners were American Insignia Blue at that time. However, recently published colour photos indicate black. We have no confirmed serial number for *High Lady* and PA950 is provided as

a probable one only. The soon to be published "Eyes of the Eighth" by Patricia Funnell Keen. CAVU Publishers will no doubt shed more light on the subject! All other aspects of *High Lady's* paint work were standard RAF for the period, Interior Green with black instruments, black propeller blades with yellow tips and bare metal five-spoke wheel hubs (these are available from the Airfix Mk I kit).

Reference... *Spitfire at War:2* By Alfred Price. Ian Allen.



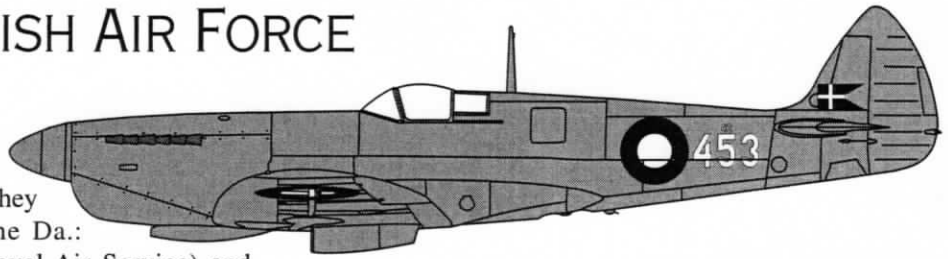
STENCIL LOCATIONS



ROYAL DANISH AIR FORCE

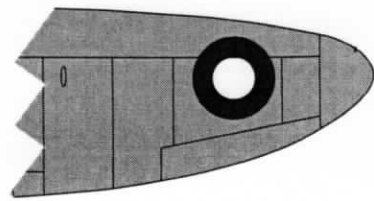
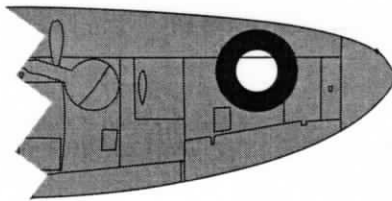
Denmark purchased three Spitfire PR XIs in 1947. They were all delivered to the Da.:

Marines Flyvevæsen (Naval Air Service) and initially carried their original RAF serials in black along with Danish roundels, which were painted directly over the RAF roundels to the same sizes, plus fin flags. Later the PR XI's were incorporated into Denmark's national numbering system with Spitfire Mk IX's being type 41 and PR XI's type 42. Roundels and flags were moved to new locations and sizes revised as per our kit decal option. The new style serials were in white. These



changes took place at about the time Denmark amalgamated it's Army and Navy air branches to become the Royal Danish Air Force in 1950.

References... Photos provided by Kenneth Øhlenschläger Buhl, Lt. Cdr. (RDN), B.A. show 42-453 in PRU Blue overall including spinner. The aircraft appears newly painted and the propeller blades were black with yellow tips.



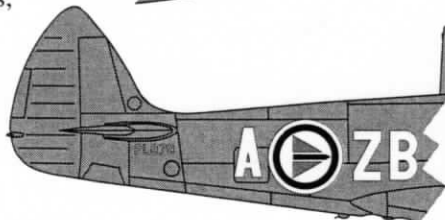
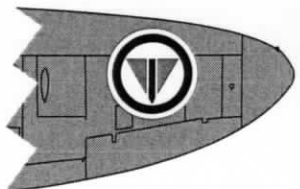
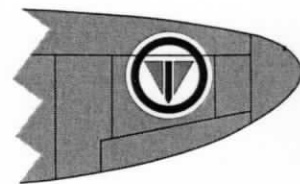
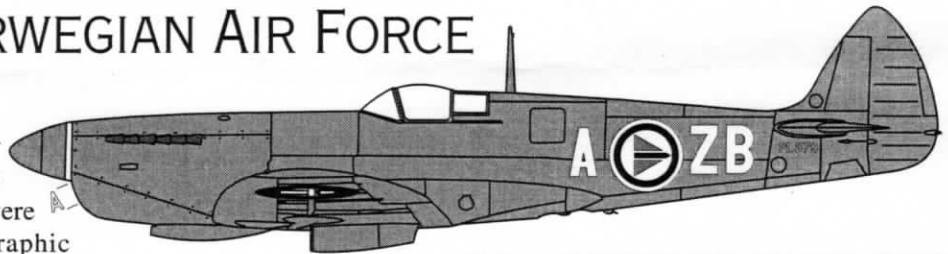
ROYAL NORWEGIAN AIR FORCE

The Royal Norwegian Air Force also operated three Spitfire PR XI's. They were flown by No 1 Photographic Reconnaissance Wing from 1949 to 1954.

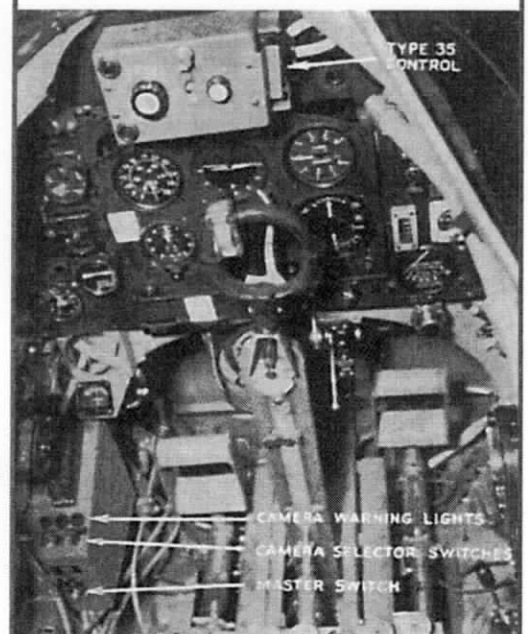
The camouflage scheme was again overall PRU Blue including the spinner which had a white backing plate.

Our various reference sources claim several different code letter combinations for the three machines! However the only one we have photographic evidence to support is A*ZB and our drawings represent this machine. Two other set of codes, as reported by other authors, are provided.

We would welcome correspondence on this subject.

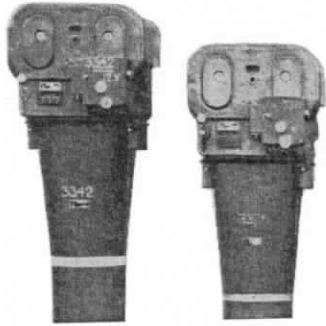


Spitfire Mk XI instrument panel

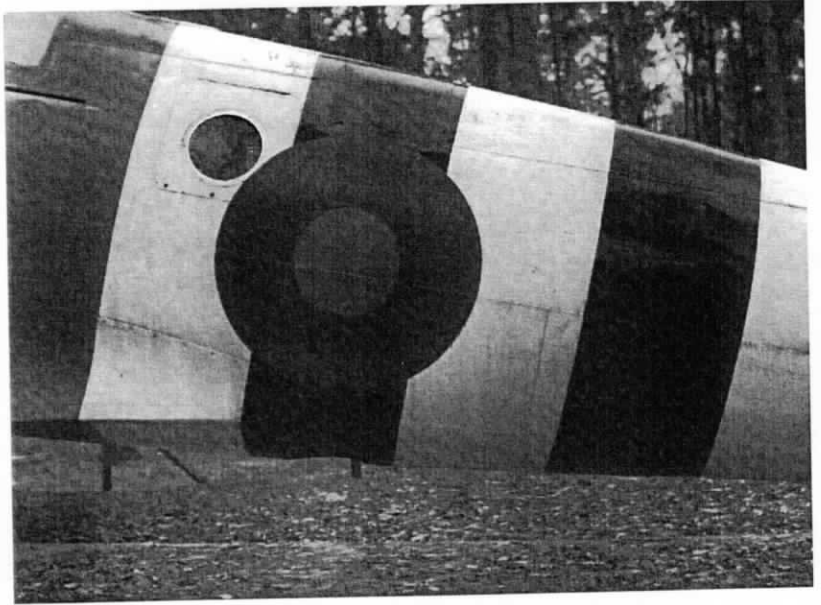


FUSELAGE CAMERAS

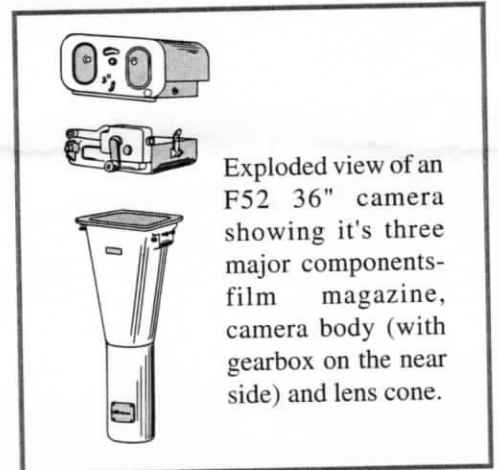
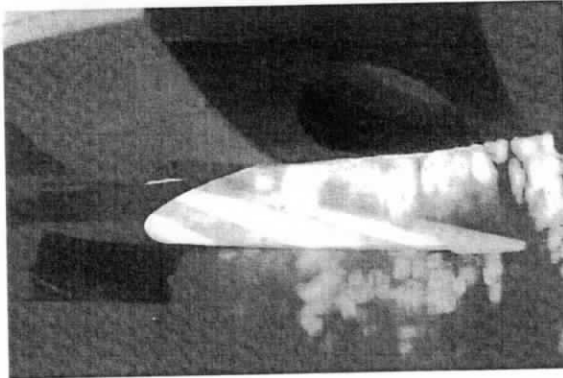
PR Mk XI's carried up to three fuselage cameras, one 10" or 14" oblique and two 14"-36" ventral.



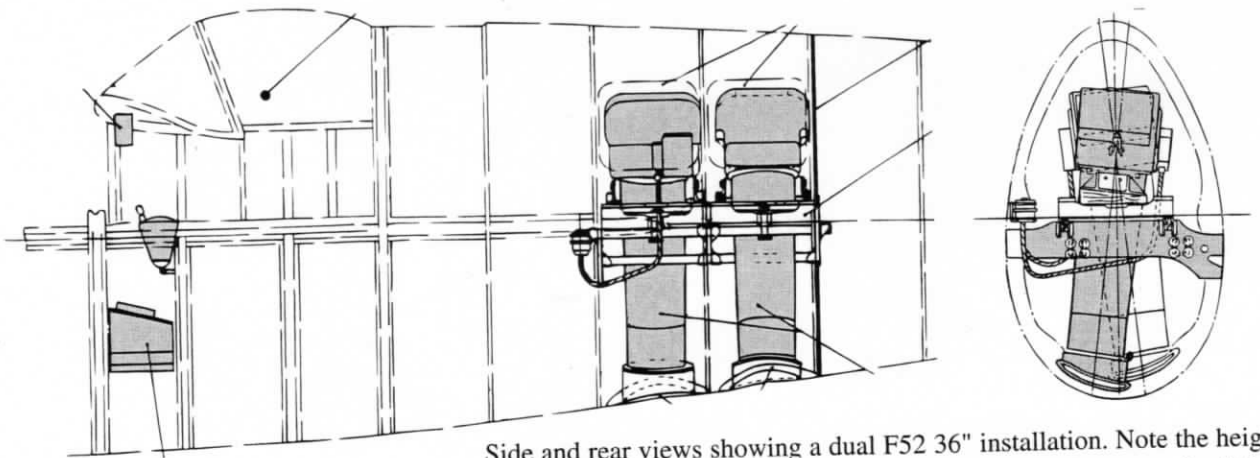
F52 20" and 36" cameras.



Visible in the photos above right and below are the ventral camera ports. Belly panelling surrounding these ports improved over the production life of the PR XI. Later production aircraft had a strengthening plate surrounding the camera ports which became standard on PR XIX's.



Exploded view of an F52 36" camera showing its three major components—film magazine, camera body (with gearbox on the near side) and lens cone.

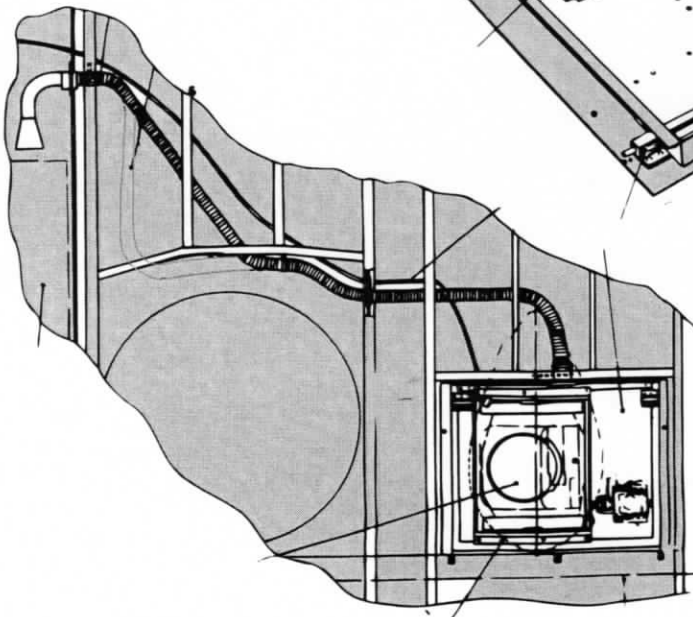
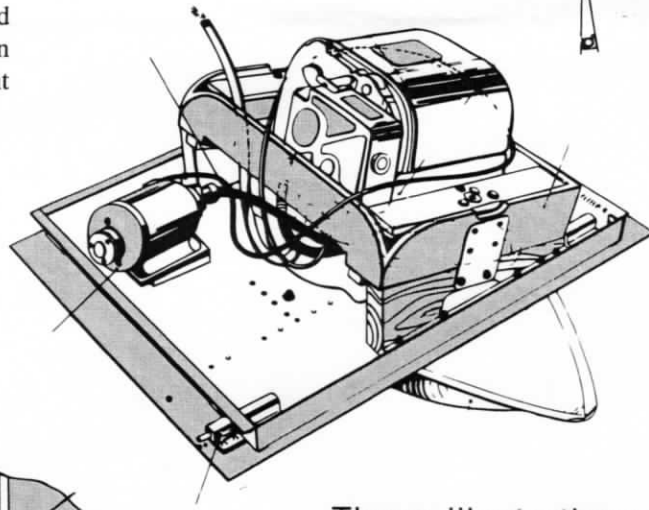
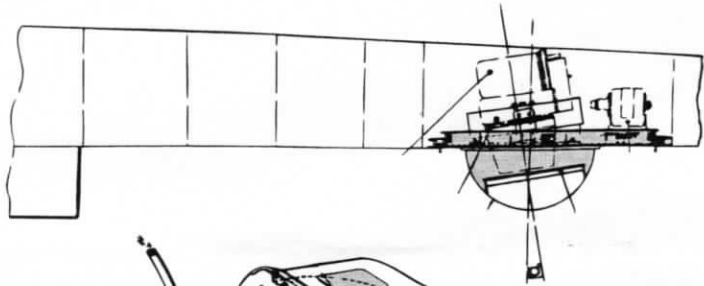


Side and rear views showing a dual F52 36" installation. Note the height these bulky cameras reach inside the fuselage. The only access for fitting cameras was through the radio hatch!

WING CAMERAS



Twin in-wing cameras were fitted to some PR XI's. Each was mounted at a slightly different angle to produce overlapping stereo pictures that could be viewed by reconnaissance interpreters as a three-dimensional image. As with fuselage cameras they were a cramped installation in the Spitfires thin wing. An improved forward-looking arrangement was developed for the PR XIX.



These illustrations show the camera's electric motor with flexible drive cable heating ducts and mounting platform. The cameras stereo angle" was set simply using shaped wooden wedges!

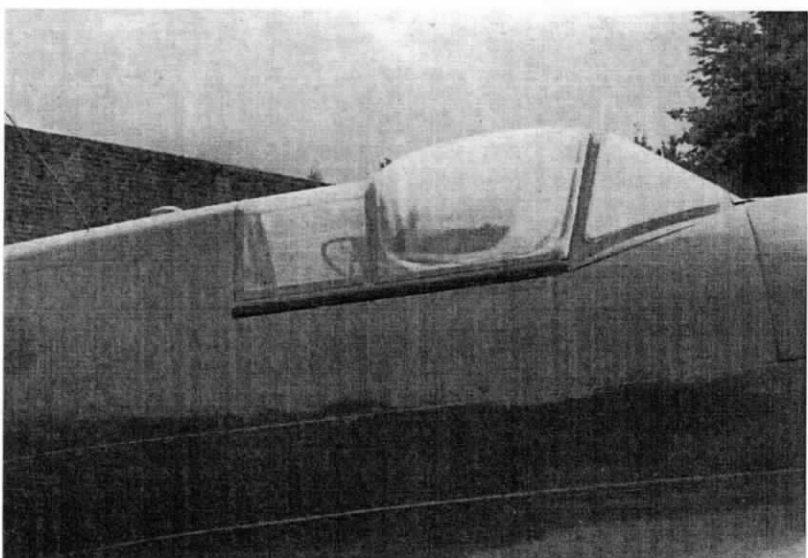
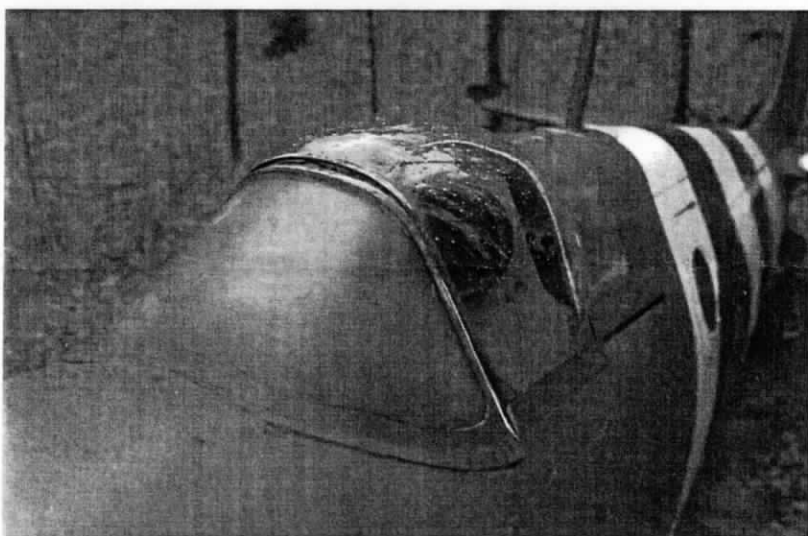
CANOPY SHAPE



The top three photos illustrate the PR XI's canopy and the lower one a PR XIX, for comparison.

Note that the lightweight curved wind screen, blown canopy and rear window used on both types are not identical. All three items varied throughout the Mk XI's production life! Later Mk XI's had canopy side blisters to aid rear and downward vision. Being pressurised, the MK XIX has the "lobella" canopy with its heavy external rails. Note also the Mk XIX's full depth rear window. This made its appearance on pressurised types such as the F MK VII, PR Mk X and later production PR Mk XIX's.

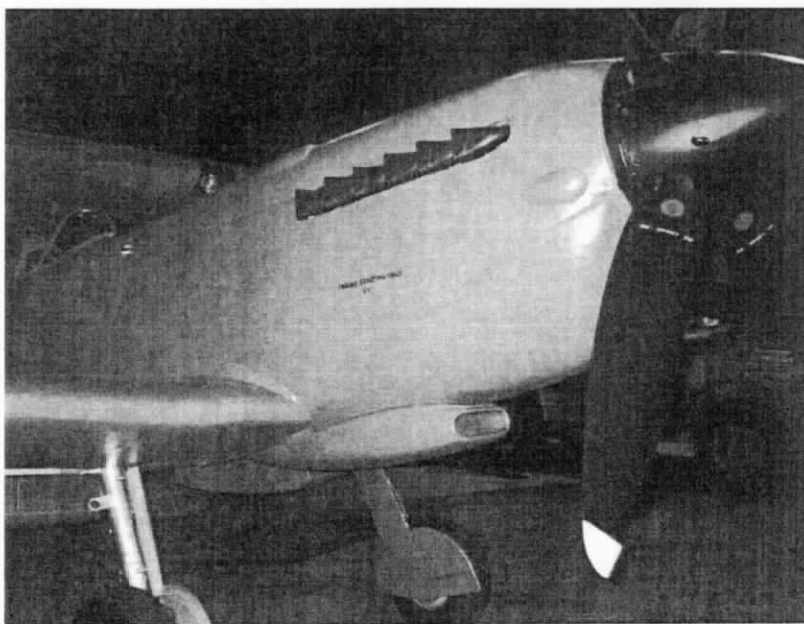
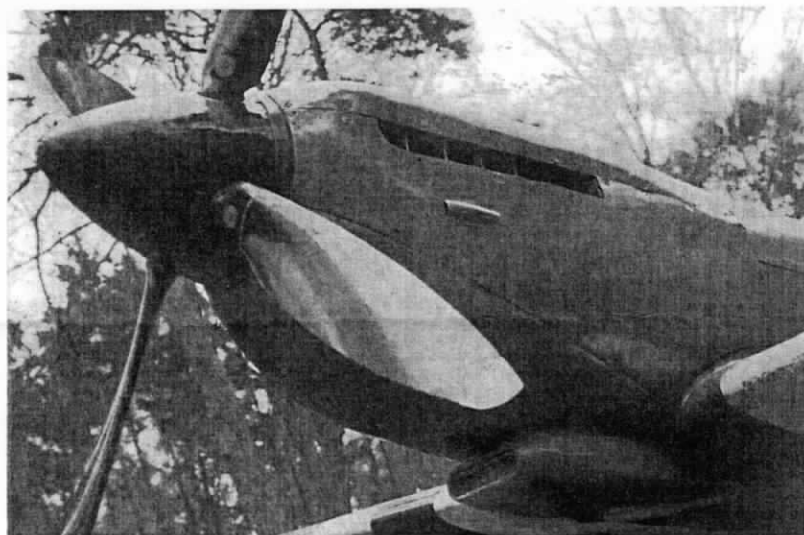
NB This particular PR XI had no exhaust stubs fitted at the time our photos were taken.



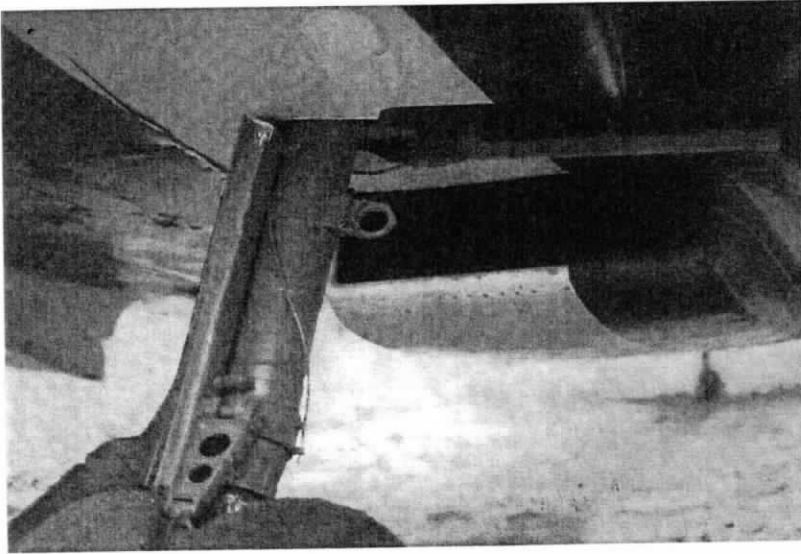
NOSE CONTOURS



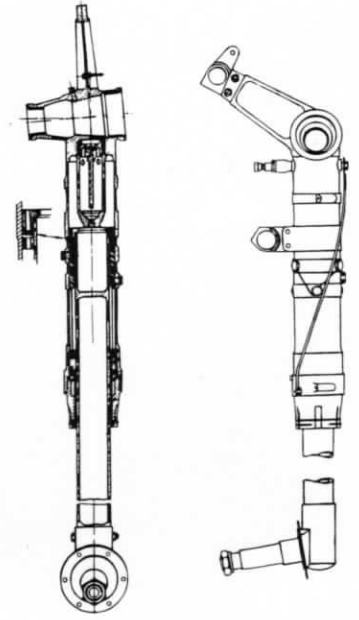
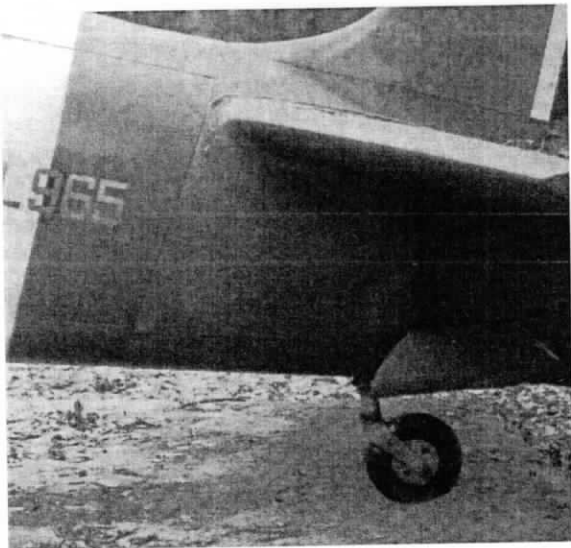
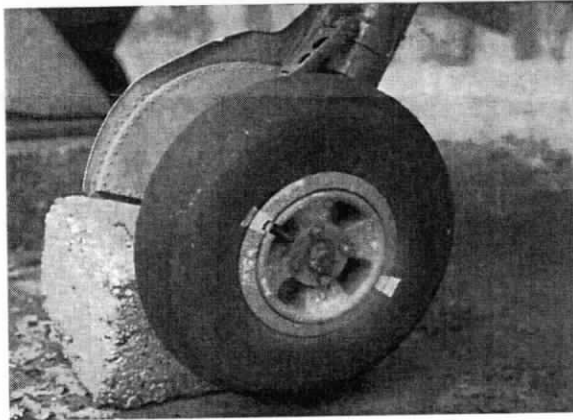
No matter how many plans and photos of Spitfires are published the various Mk. exact nose contours remain controversial. The Spitfire's nose is a complex shape which is dictated by what the cowling needs to cover and the desire for maximum streamlining. These pictures illustrate the broad almost flat forward nose, top and side panels tucking in toward the centre line where they meet adjacent to the engine exhaust stubs and the PR XI's deeper, but not wider, chin. Another point to note is the poor joins between panels. Modellers take note!



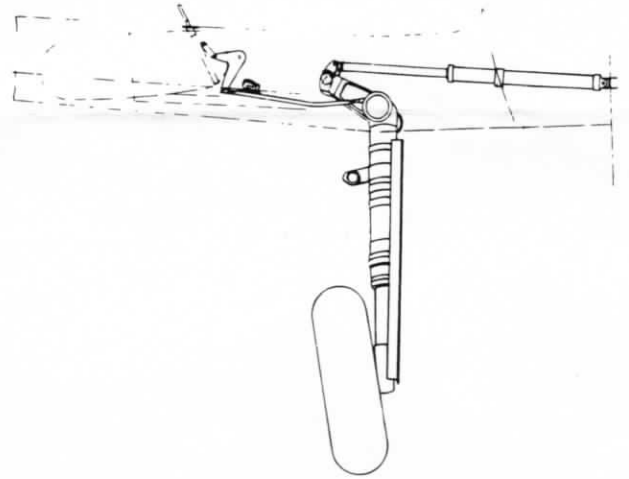
UNDERCARRIAGE



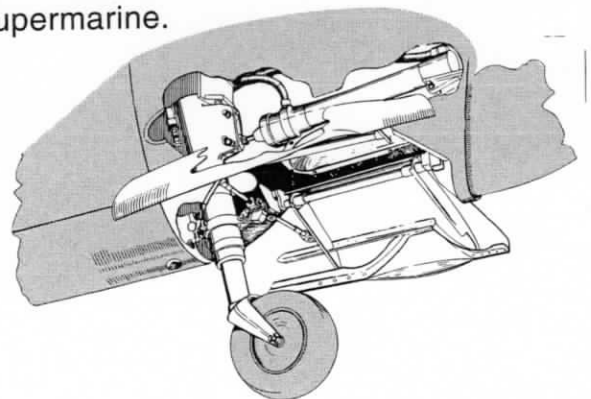
PR XI's were fitted with two designs of main undercarriage. Above and below two photos depict the later design incorporating scissor links to stabilise the oleo shock struts. This improved on the internally splined style seen in the middle photo of page 11 which tended to bind when worn.



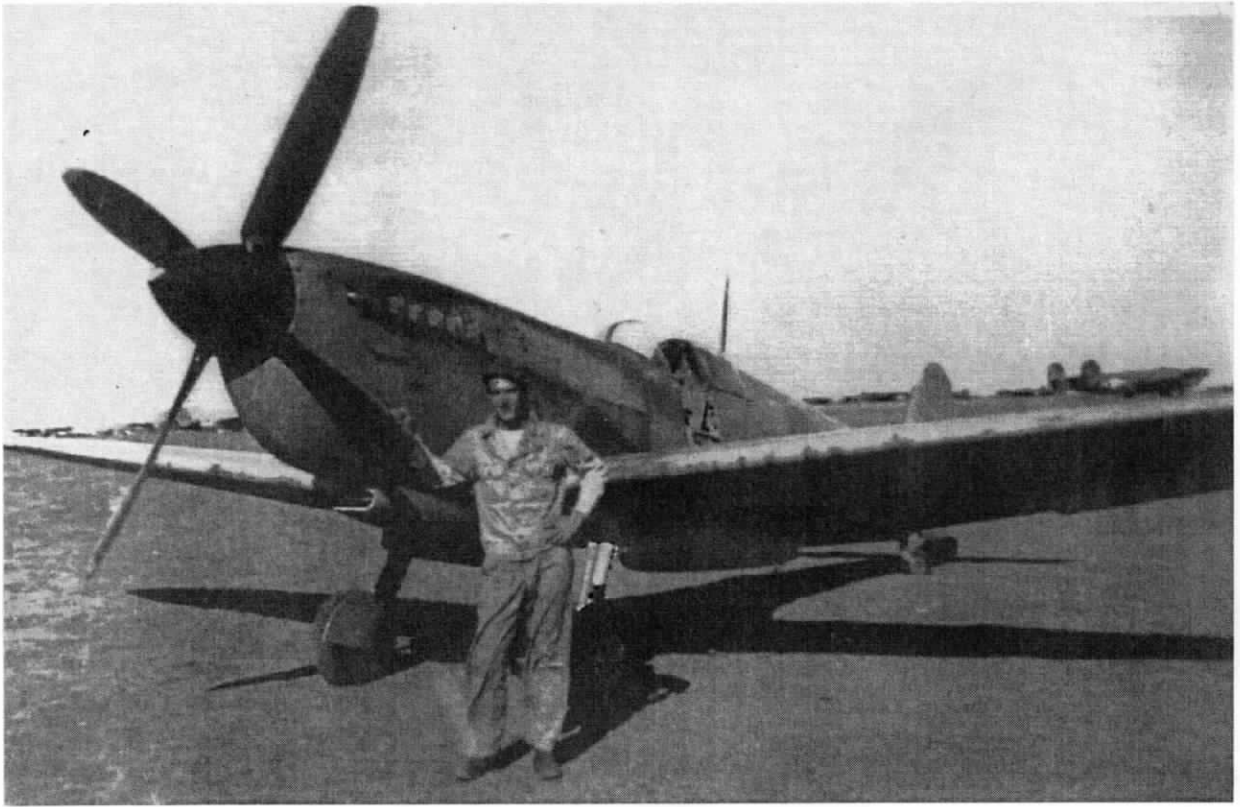
Three diagrams of the early style undercarriage.



Retracting tail wheel as fitted to all but the first few PR XI's which had been offset from Mk IX production on the line by Supermarine.

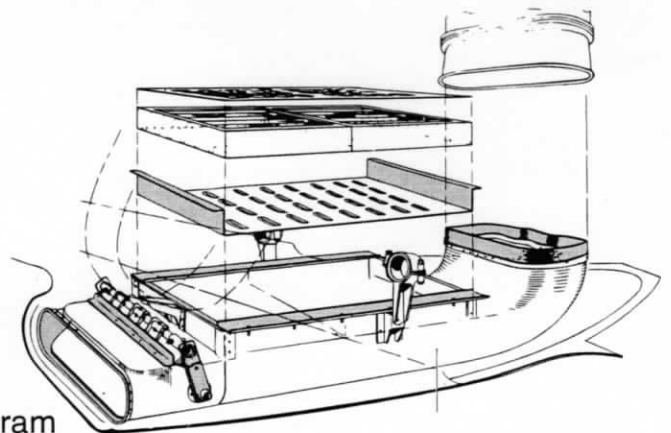


CARBURETTOR INTAKE



All PR Mk XI's were fitted with a universal type carburettor intake developed for the F Mk VIII. A cable operated flap directed air up through a dust filter for ground running, or directly back to the carburettor when airborne. In the above photo this flap can just be seen partly lowered and below, fully raised, in the airborne position.

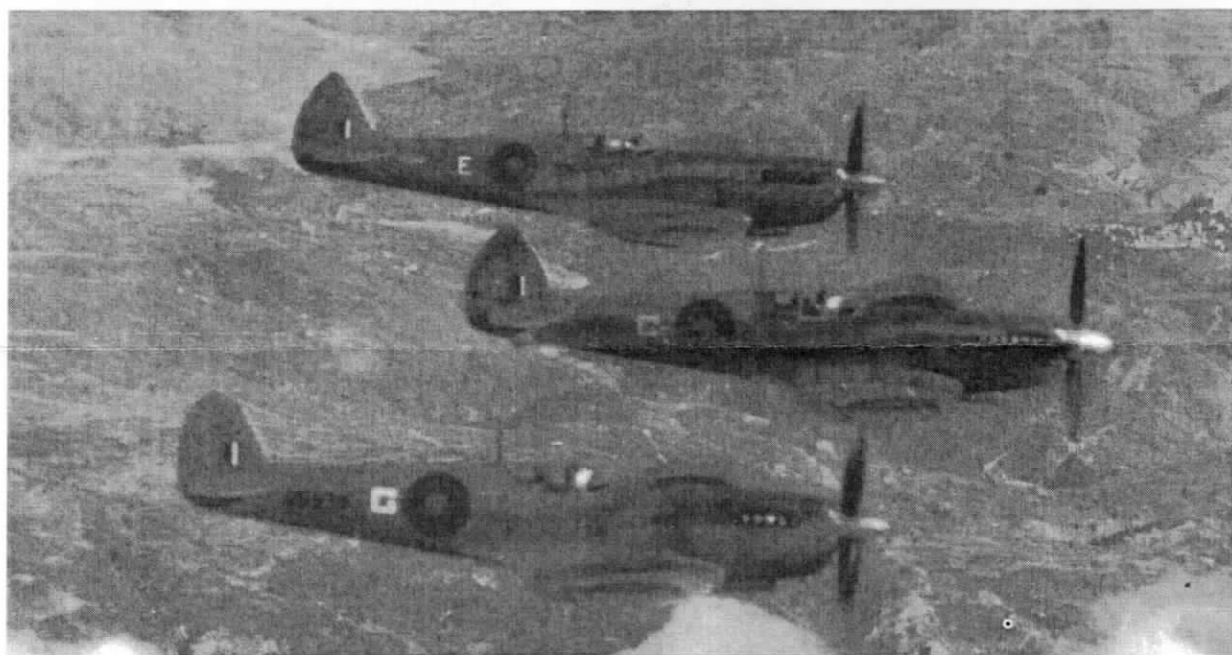
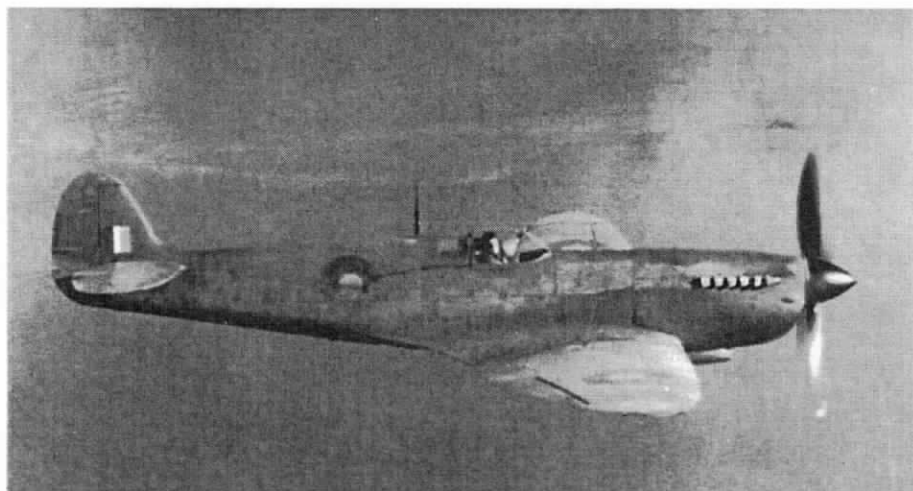
At right the intakes side profile is well captured together with the Mk XI's deeper nose.



Carburettor intake diagram

CAMOUFLAGE WEATHERING

Note the extreme weathering and staining of this machine's paint work. The light grey exhaust stains indicate an engine tuned lean for maximum range.



Three PR XI's serving with 682 Squadron over southern Italy late in the war. Aircraft "G" is MB938. Again note the extreme weathering and staining of all these aircraft.

Underside of Danish PR Mk XI 42*453, previously PM134.

Note the prominent wing fuel tank pump fairings.





B A Z
B A Z



P 212
P 212



A Z A
A Z A

453 453



Z B A
Z B A



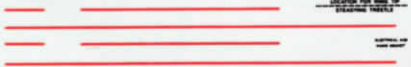
A B C D

High Lady



P 1
950
P 1
950

WALK OUTBOARD WALK INBOARD Whistle up when indicator light Whistle up when indicator light



LOCATION FOR HOSE OF SLINGING TRISTLE LOCATION FOR HOSE OF SLINGING TRISTLE LOCATION FOR HOSE OF SLINGING TRISTLE



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