

# Spitfire HF Mk.VIII

eduard

BRITISH WWII FIGHTER

1/48 SCALE PLASTIC KIT

ProfiPACK  
edition

#8287



## INTRO

In September 1941, a hitherto unknown German radial engine fighter appeared in the west European sky. The new airplane was superior to British fighters, most distressingly to the Spitfire Mk.V. The German design was soon recognized as the Focke-Wulf Fw 190A. The losses suffered by the RAF over western Europe rose rapidly and the crisis was serious enough that the RAF ceased the majority of daytime operations in November 1941. The next attempt to resume these types of sorties was made in March 1942. Loss rates remained unacceptably high and the RAF was forced to stop ops once again. All this was thanks to the Focke-Wulf Fw 190A. The first response to the new German weapon 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 190 fighter into RAF hands. Comparative trials between the Focke-Wulf and Spitfire Mk.V began almost immediately. These mock encounters confirmed the situation over the front – the chances of a British fighter surviving an encounter with the Fw 190 were slim. The only British fighter aircraft deemed suitable to oppose them were the Spitfire Mk. VII and VIII powered by the Merlin 61 engine. As mentioned above these were some time away of being ready for series production. But there was another way of getting a powerful fighter quickly - by mating the Merlin 61, with its two-stage supercharger, with the fuselage of the Spitfire Mk.Vc. Two Mk.Vc airframes, AB196 and AB197, were selected for this purpose and were strengthened with modified longerons to accommodate the more powerful and heavier engine. The example was finished on February 26<sup>th</sup> and the second on March 27<sup>th</sup>, 1942. Flight 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. A top speed of 409 mph at 28,000 feet was higher by 40mph, and the service ceiling rose from 36,200 to 43,000 feet. The Mk.IX could climb at 4,000 feet per minute. The RAF finally had a fighter aircraft capable of opposing the Fw 190A. Three main versions of the Mk.IX were produced. The F.IX was powered by the Merlin 61 and was the only version on the assembly line in early 1943. The next version was the LF Mk.IX powered by the Merlin 66. This engine was designed to do its best at low altitudes. 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' wing. Four 20 mm cannon or two 20 mm cannon and four .303 machine guns could be installed in the wings. From 1944, the strengthened 'E' wing was produced. Four .303 machine guns were replaced with two .50 heavy machine guns. Bomb racks for 250lb bombs were fitted under each wing typically. The Mk.IX became the second most numerous version of the Spitfire with a total of 5653 examples being 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. Spitfire Mk.IXs served with the RAF to the end of war. In the postwar era, foreign air forces flew this version as well. Czechoslovak, Norwegian, Danish, and Canadian air forces operated numbers of Mk.IXs and they were not alone. Spitfires would find themselves in combat again. Czechoslovakia sold its Spitfire Mk.IXs to Israel in 1948 and these aircraft formed the backbone of the newly born Israeli air force in the fight against their Arab neighbours.

## ÚVODEM

V září 1941 se na evropské obloze objevil dosud neznámý německý stíhací letoun poháněný hvězdicovým motorem. Nová stíhačka měla nad britskými, zejména Spitfirem Mk.V, zřetelnou převahu. V německé konstrukci byl záhy rozpoznán Focke-Wulf Fw 190A. Ztráty RAF nad západní Evropou začaly rychle narůstat až to té míry, že britské letectvo muselo v listopadu 1941 zastavit většinu denních operací nad evropským kontinentem. Pokus o spuštění tohoto typu bojových letů byl uskutečněn v březnu 1942. Počty ztrát však byly opět neúnosné, což opět vedlo k jejich zastavení. Vše díky Focke-Wulfům Fw 190A. Prvním pokusem o odpověď na novou německou zbraň se stal Spitfire Mk.VIII, avšak komplexní přístup ke změnám konstrukce letounu způsobil, že nebylo možné jej dostat do sériové výroby v dostatečně blízkém časovém horizontu. V červnu 1942 přistál jeden z německých pilotů omylem na britském letišti a předal tak do britských rukou nepoškozený Fw 190A. Srovnávací zkoušky Focke-Wulfu a Spitfiru Mk.V začaly téměř neprodleně. Cvičné souboje plně potvrdily situaci na frontě – šance britské stíhačky přestát setkání s Fw 190 bez úhony nebyly vysoké. Jediné britské stíhačky schopné postavit se plnohodnotně německému typu byly Spitfiry Mk.VII a Mk.VIII poháněné motorem Merlin 61. Jak však bylo poznamenáno výše, nedalo se čekat, že v dohledné době dospějí do fáze sériové výroby. Byla zde však ještě jedna cesta, jak získat dostatečně výkonnou stíhačku – zabudovat Merlin 61 s dvoustupňovým kompresorem do základního draku Spitfiru Mk.V. Pro tento experiment byly vyčleněny dva draky, AB196 a AB197. Prošli zpevněním, aby mohl být zastavěn výkonnější a těžší motor. První z nich byl dokončen 26. února, druhý pak 27. března 1942. Letové testy proběhly natolik úspěšně, že byla objednána sériová výroba. Ta se plně rozběhla v červnu 1942 a první Mk.IX se u bojové jednotky 64. squadrony, objevily v červenci. V porovnání s Mk.V se výkony znatelně zvýšily. Maximální rychlost byla v 28.000 stopách vyšší o 40 mph, operační dostup se zvýšil z 36.200 na 43.000 stop. Mk.IX mohl stoupat rychlostí 4.000 stop za minutu. RAF tedy konečně dostalo stíhačku, kterou mohlo směle postavit proti Fw 190A. Vyráběny byly tři hlavní verze Mk.IX. Verze F Mk.IX byla poháněna motorem Merlin 61 a z montážní linky sjížděla až do počátku roku 1943. Na ni navázaly LF Mk.IX poháněná motorem Merlin 66 a určená k operacím v nižších výškách, a HF Mk.IX s motorem Merlin 70 konstruovaným naopak pro výškové lety. Většina Mk.IX byla vyrobena s křídlem typu C. V něm mohla být instalována výzbroj složená ze čtyř kanonů ráže 20 mm nebo ze dvou kanonů ráže 20 mm a čtyř kulometů ráže 0,303 palce. V roce 1944 se objevilo zpevněné křídlo typu E. Čtveřice 0,303 kulometů byla nahrazena dvojicí kulometů ráže 0,50 palce. Pod každou polovinou křídla byly standardně namontovány závěsníky pro 250 lb pumy. Verze Mk.IX se stala druhou nejpočetnější verzí Spitfiru s 5653 vyrobenými kusy. Mk.IX začaly nahrazovat Mk.V v červnu 1942. Díky nové stíhačce byla RAF opět schopná bojovat proti Luftwaffe nad okupovanou Evropou. Ve své výzbroji si typ ponechala až do konce války. Po ukončení bojů se verze dostala i do výzbroje dalších letectev. Československé, norské, dánské, kanadské a další letectva používala desítky Mk.IX. Spitfiry Mk.IX se však do bojů dostaly i v této době. Československo prodalo své Spitfiry v roce 1948 do Izraele, kde se v bojích s arabskými sousedy staly páteřním typem nově vznikajících izraelských vzdušných sil.

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 lepidla 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. SYMBOL \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTOPEN HOLE  
VYVRTAT OTVORSYMMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽÍT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

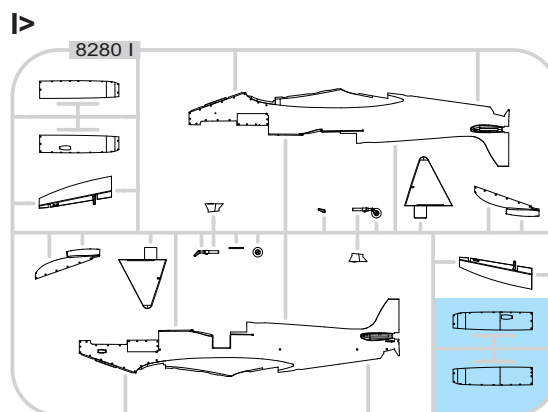
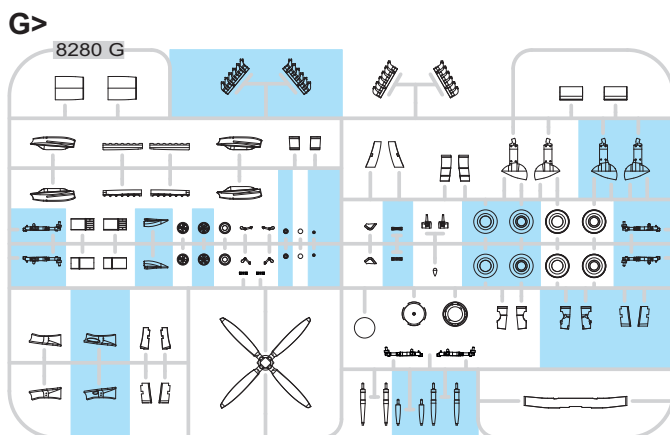
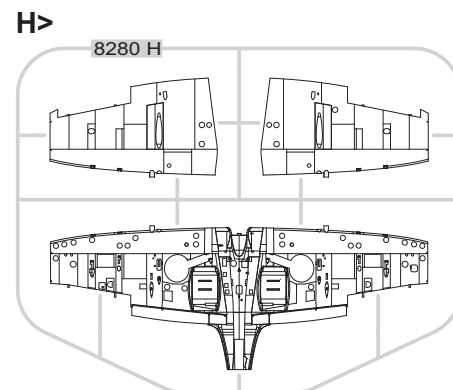
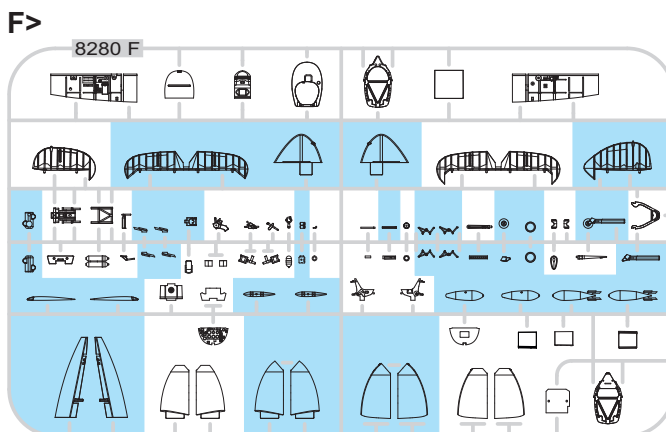
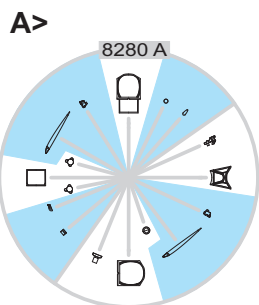


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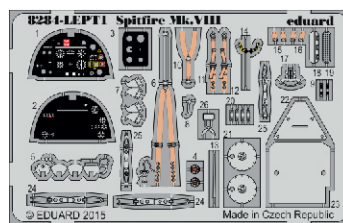


部品

## PLASTIC PARTS

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



BARVY



FARBEN



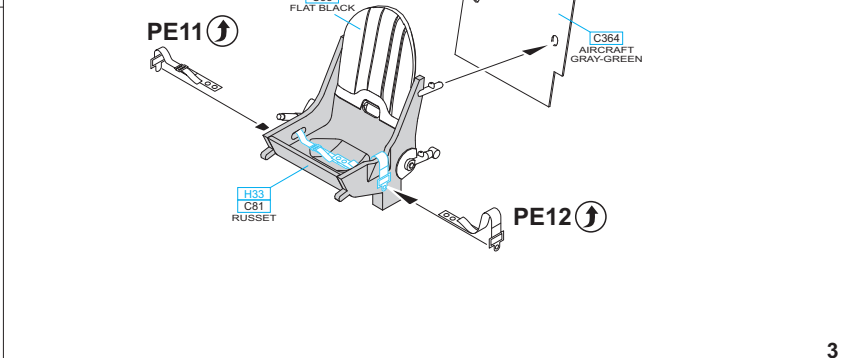
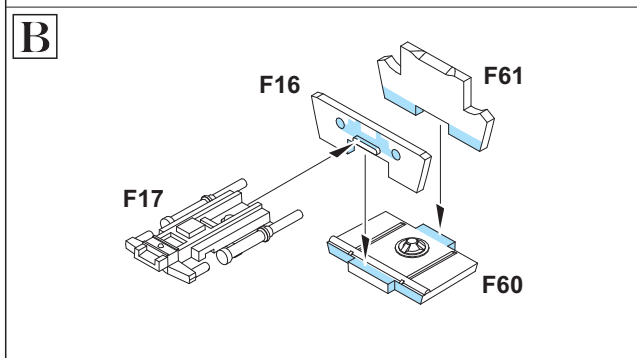
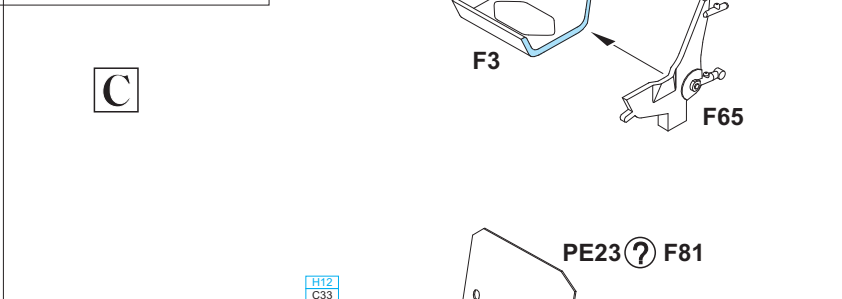
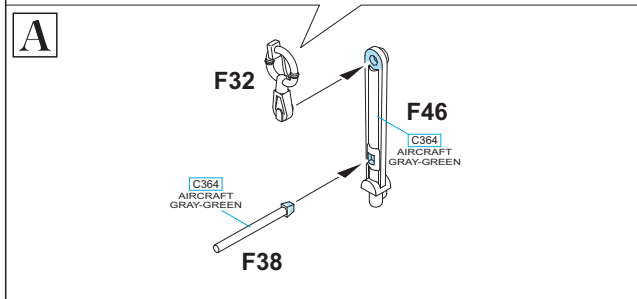
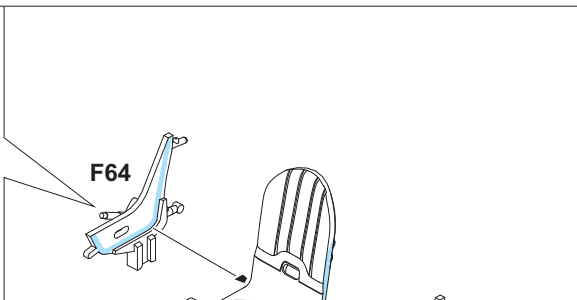
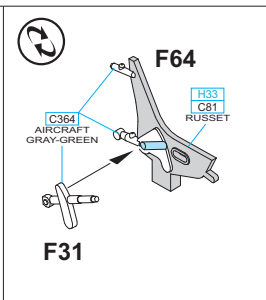
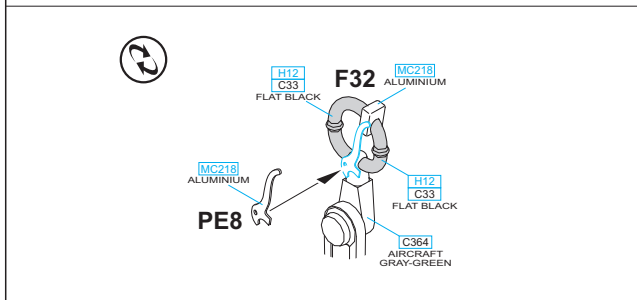
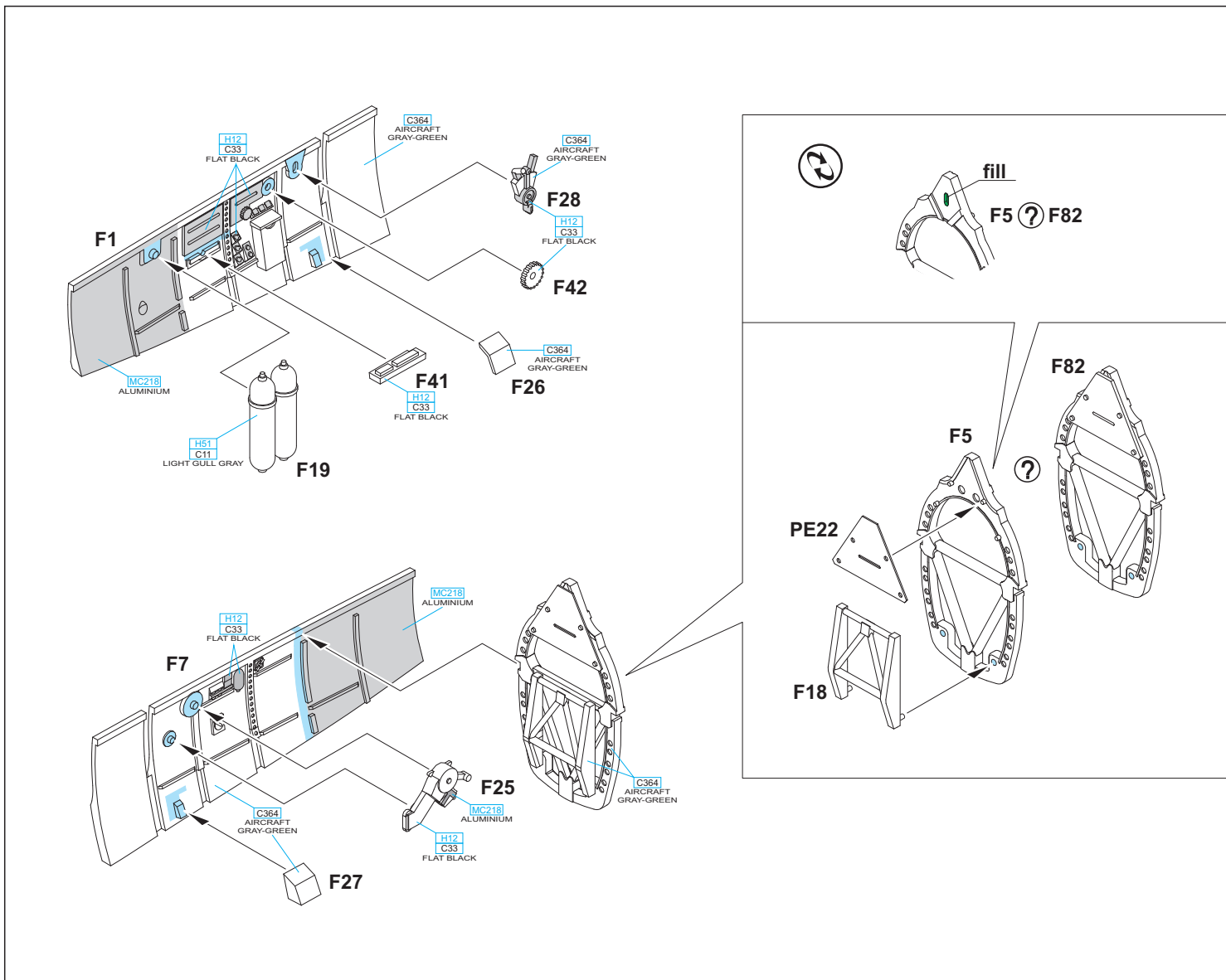
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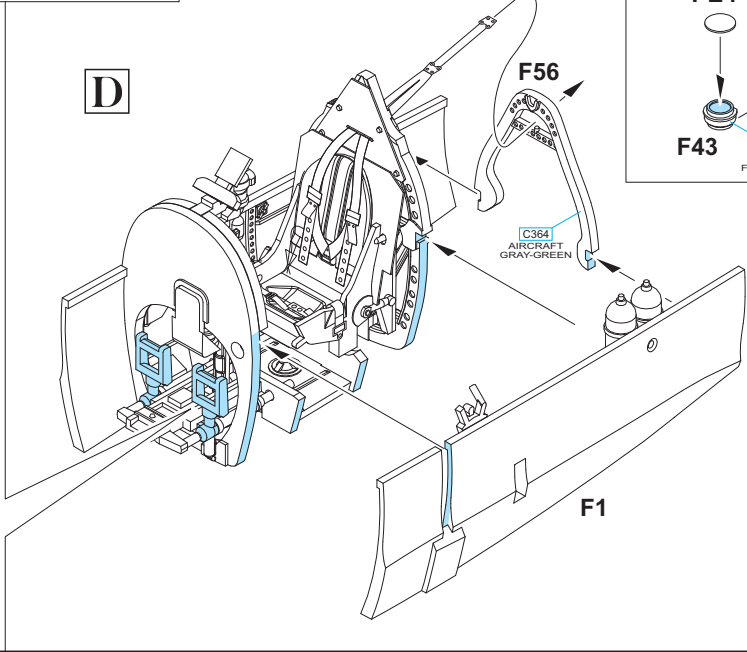
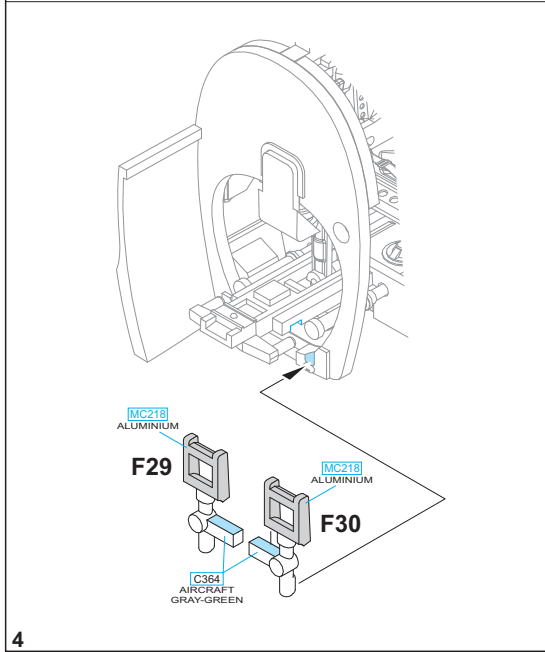
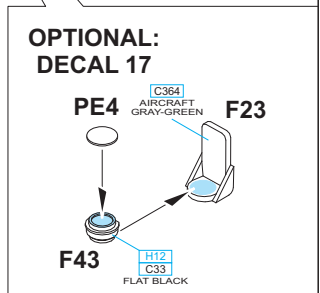
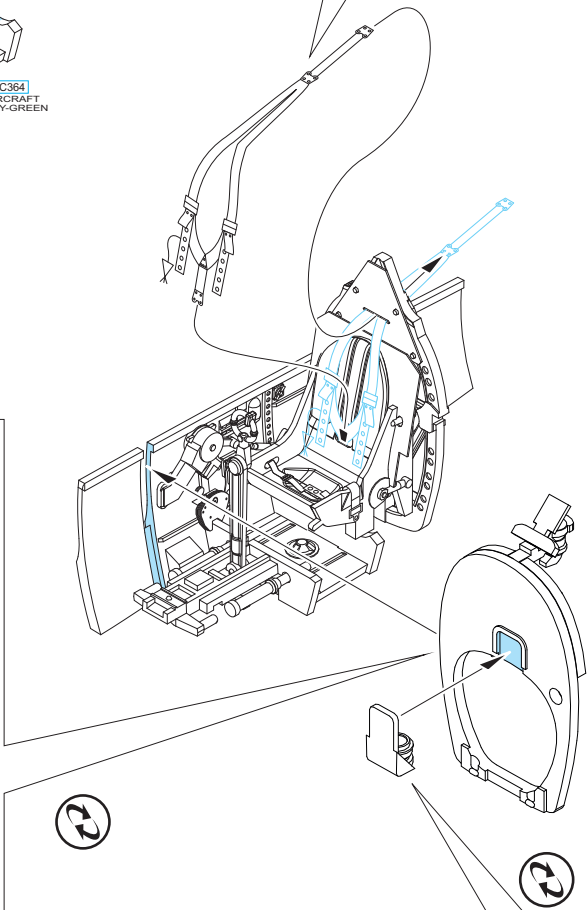
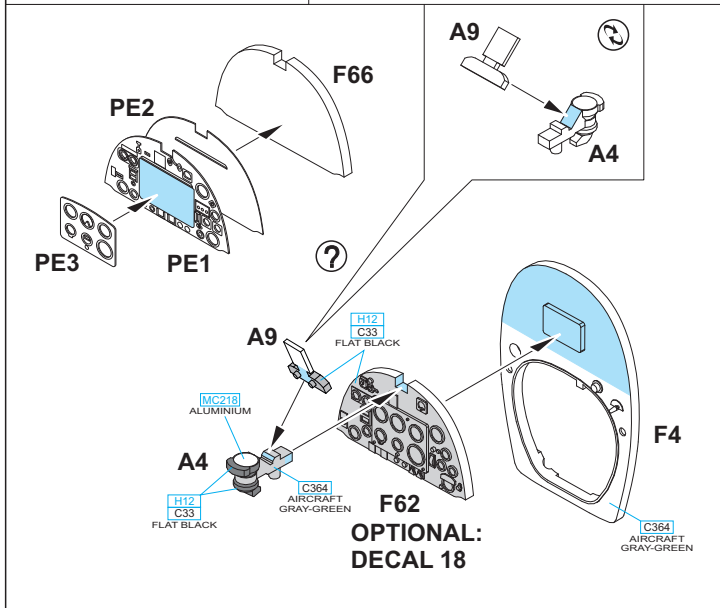
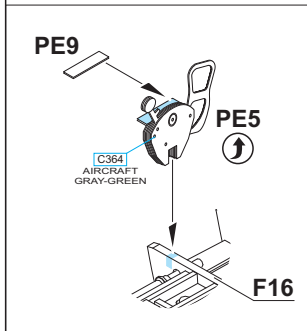
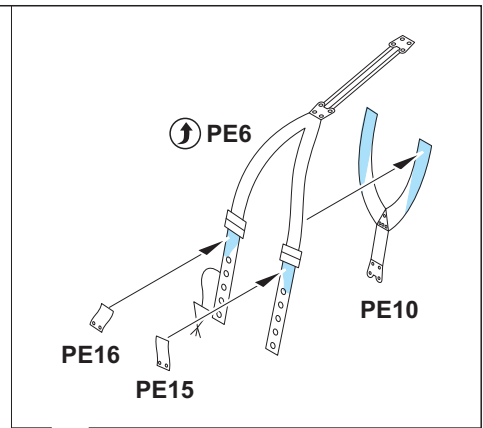
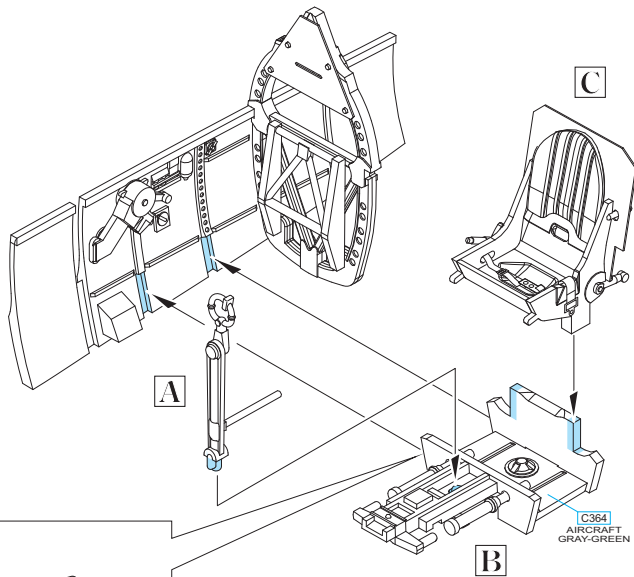


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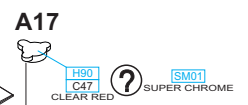
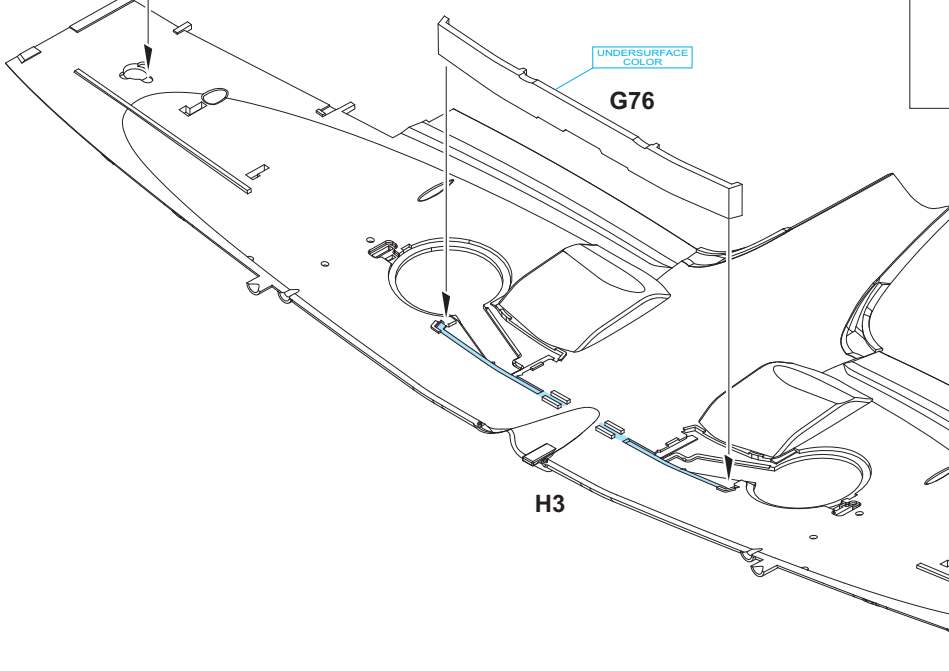
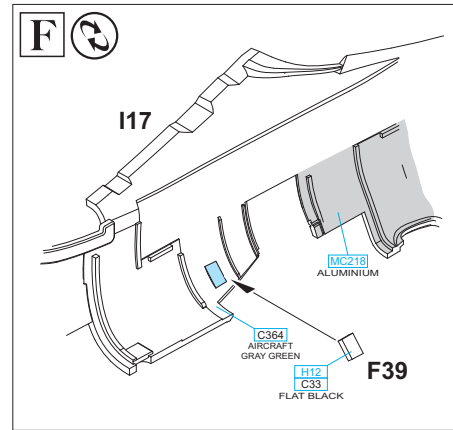
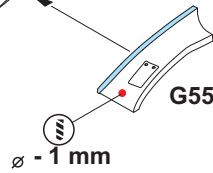
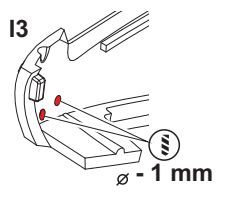
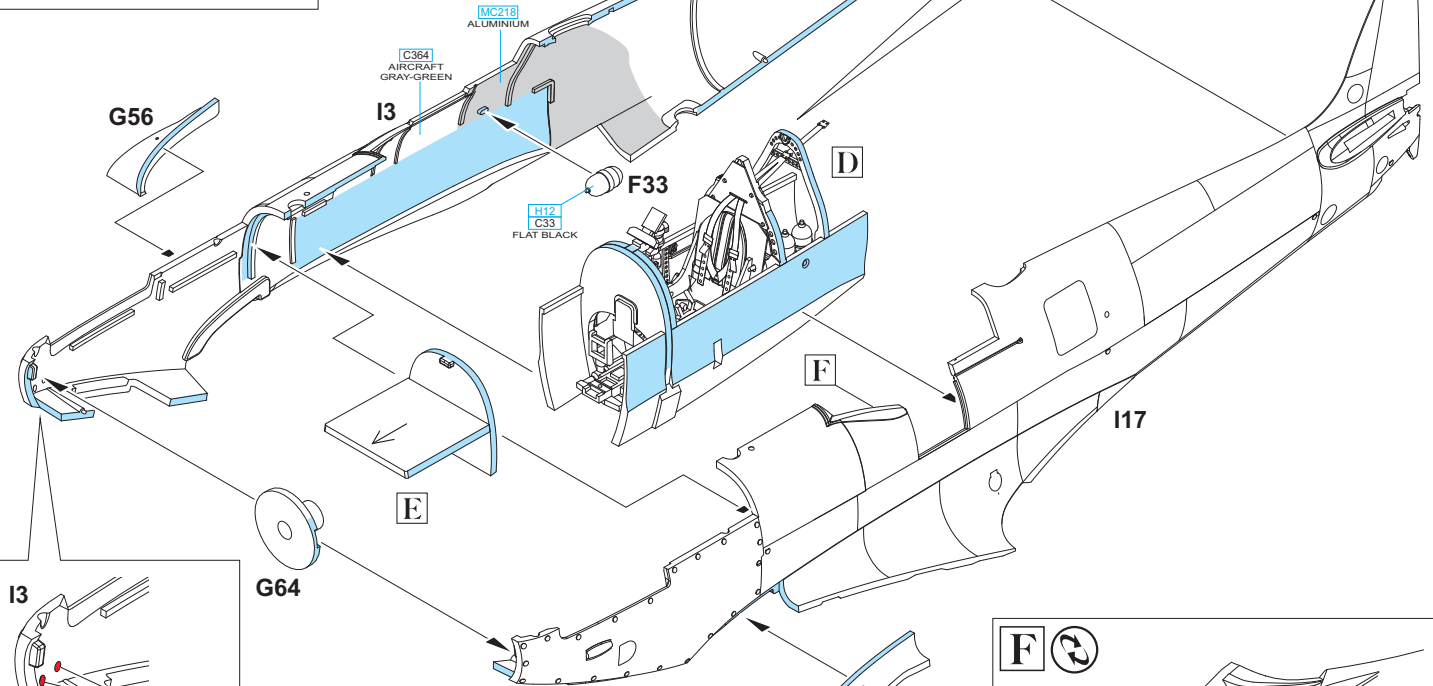
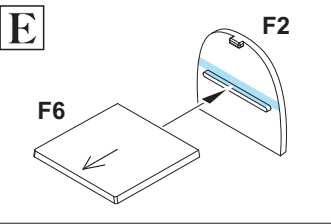
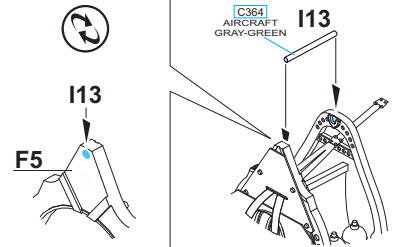
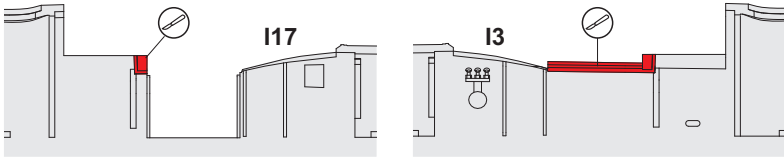
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H4	C4	YELLOW
H12	C33	FLAT BLACK
H13	C3	FLAT RED
H33	C81	RUSSET
H51	C11	LIGHT GULL GRAY
H71	C21	MIDDLE STONE
H72	C369	DARK EARTH
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN

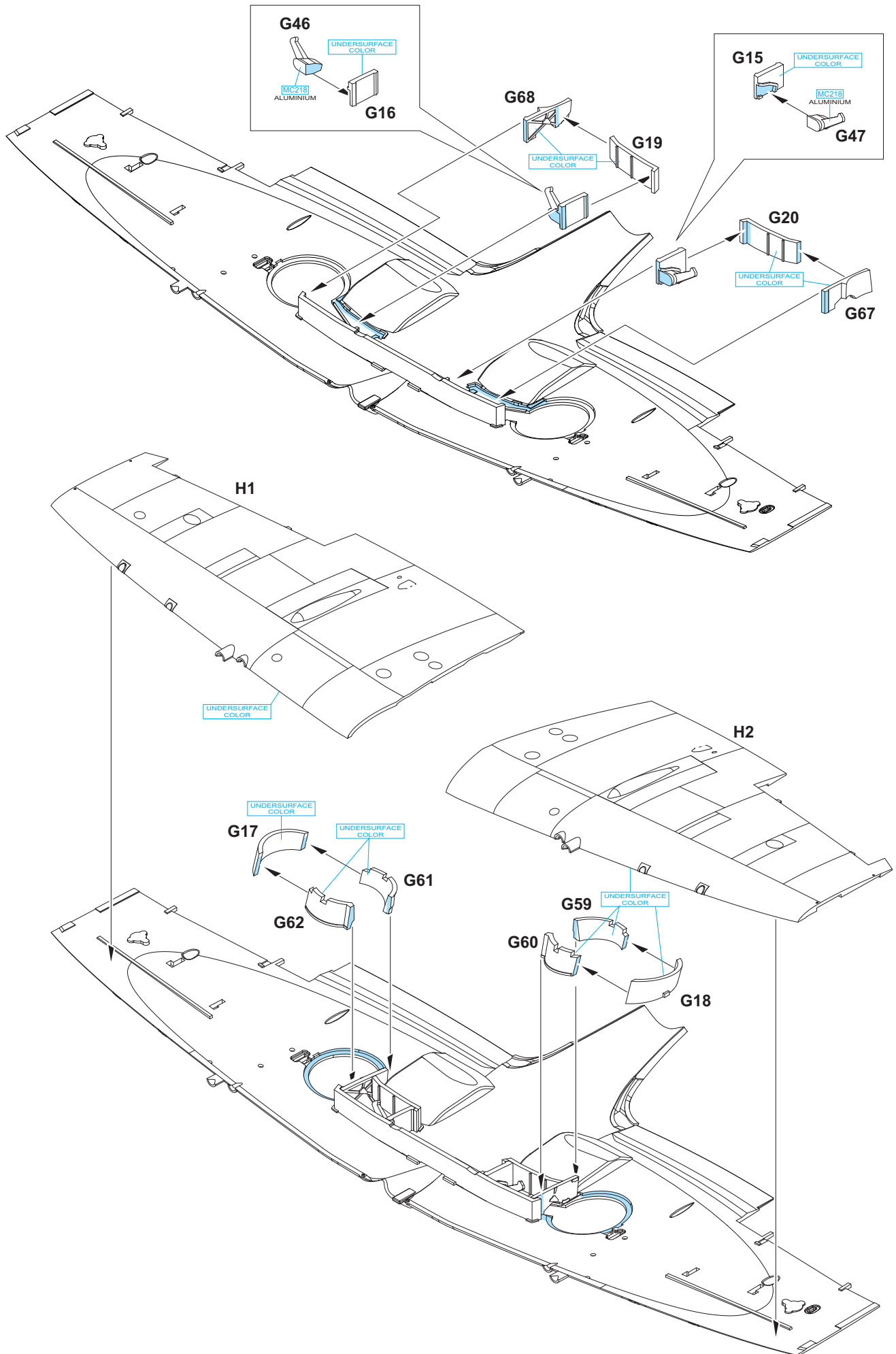
AQUEOUS	Mr.COLOR	
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H335	C363	MEDIUM SEA GRAY
	C362	OCEAN GRAY
	C364	AIRCRAFT GRAY-GREEN
	C370	AZURE BLUE
Mr.METAL COLOR		
	MC214	DARK IRON
	MC218	ALUMINIUM
Mr.COLOR SUPER METALLIC		
	SM01	SUPER CHROME

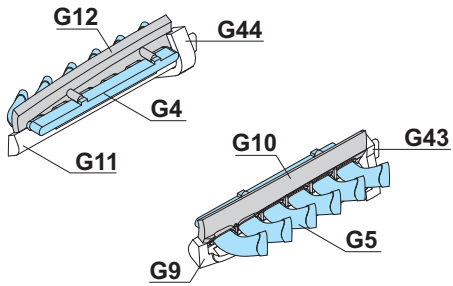
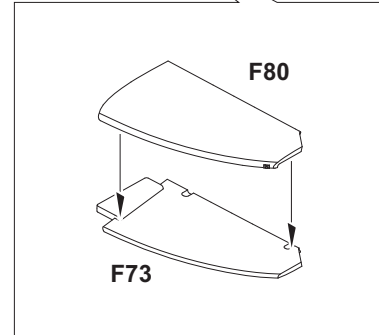
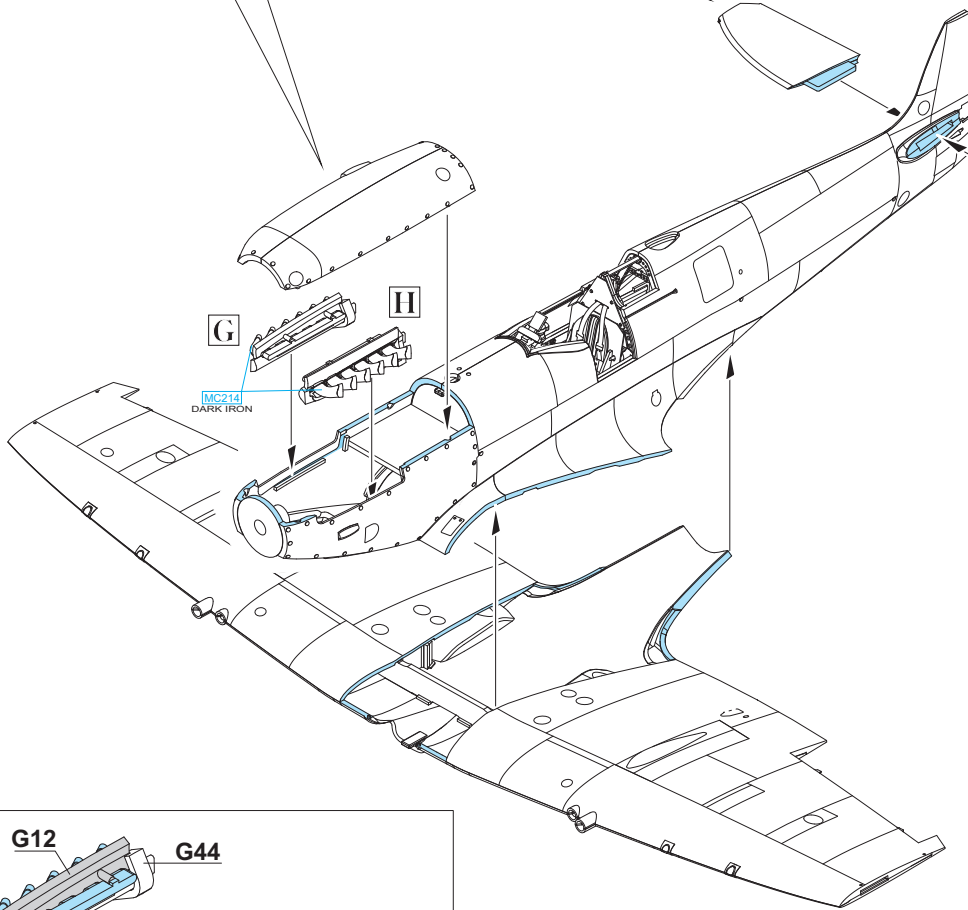
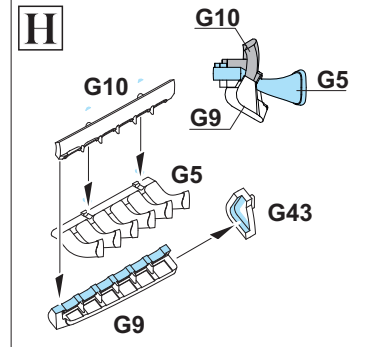
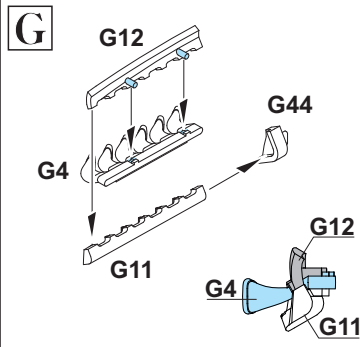
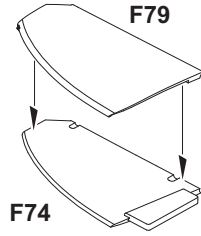
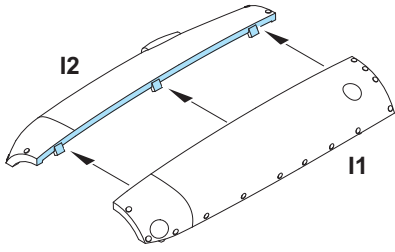




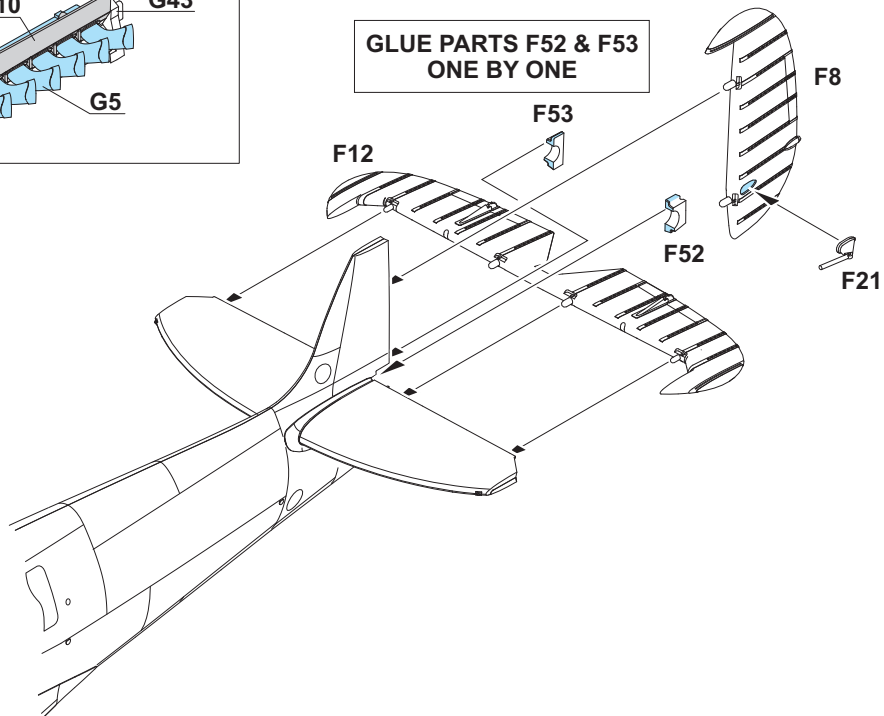
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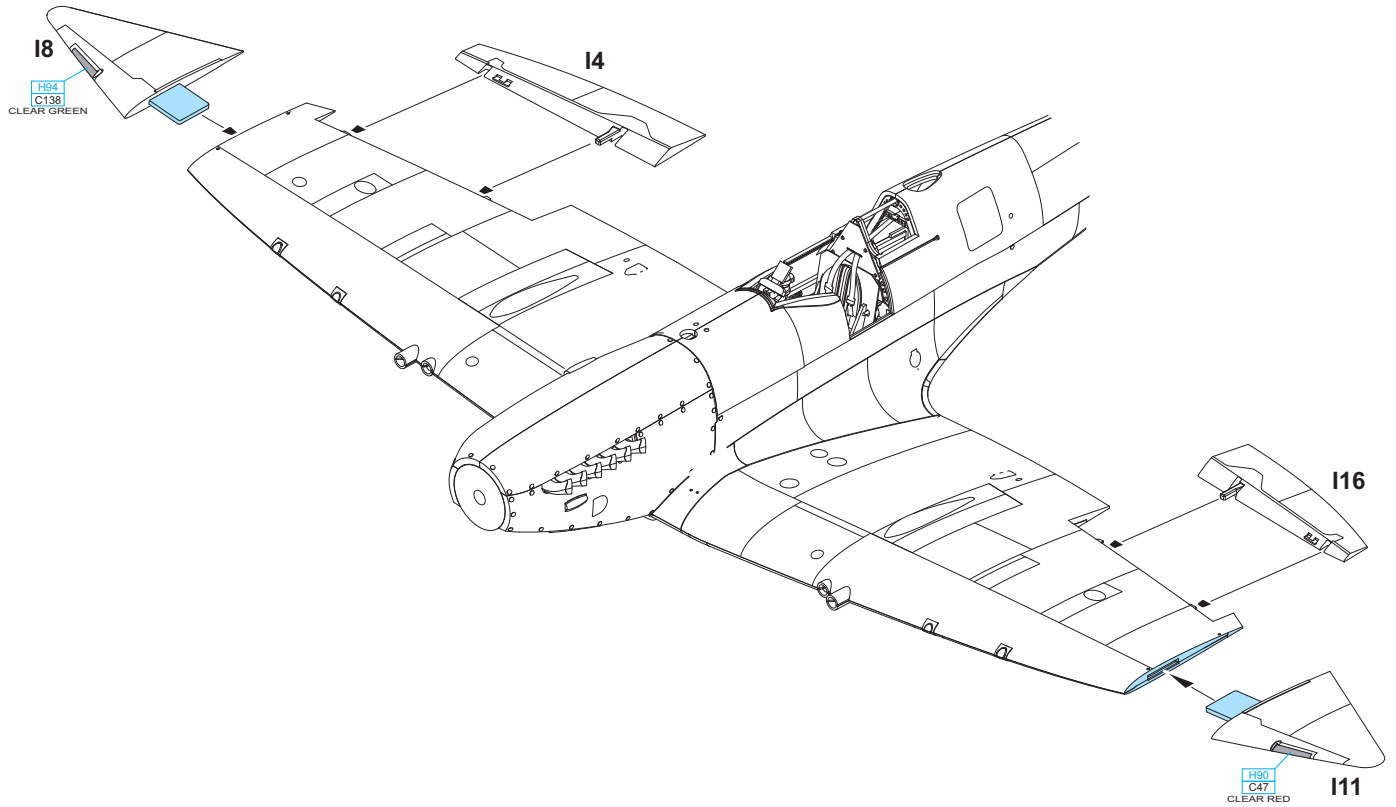




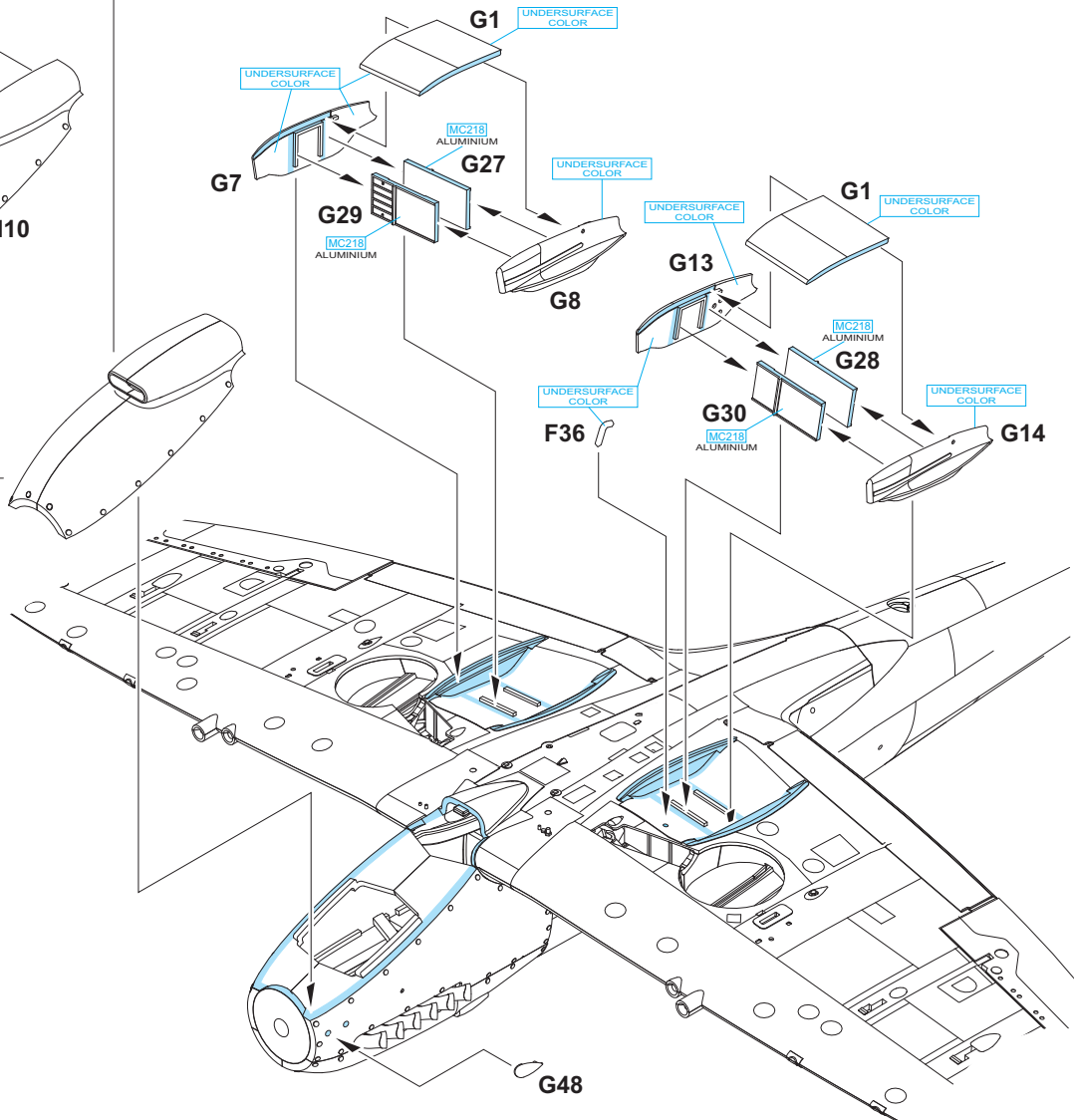
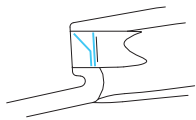
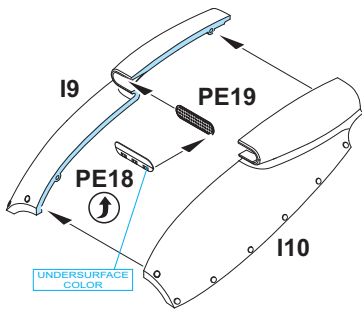


**GLUE PARTS F52 & F53  
ONE BY ONE**

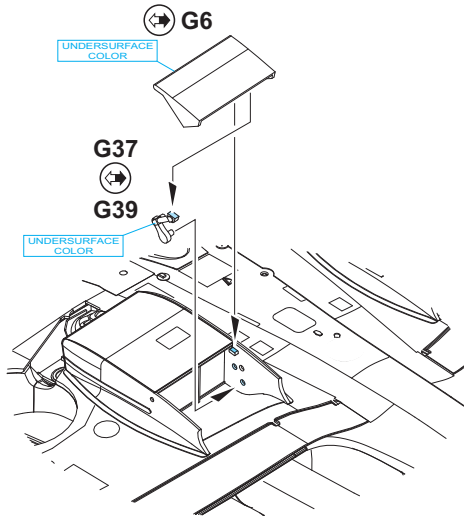
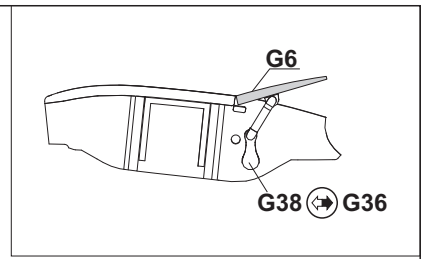
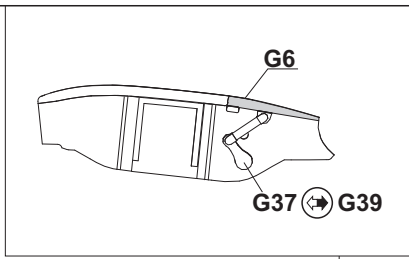




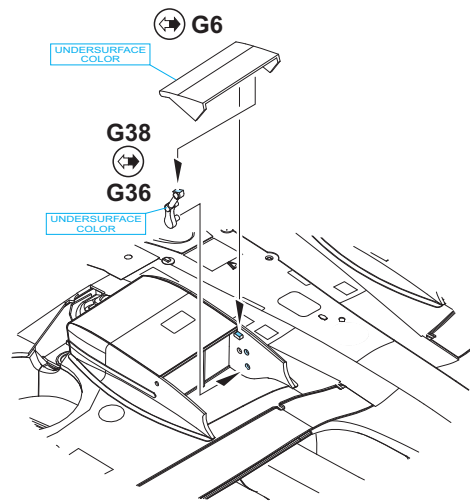
PE18, PE19 - MARKINGS **A, B, C, D** ONLY



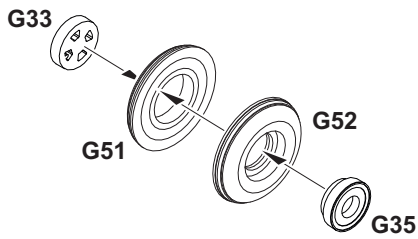




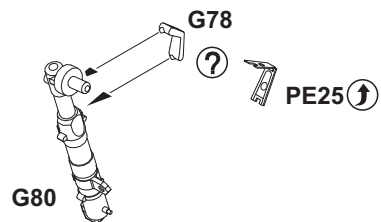
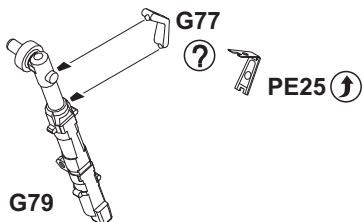
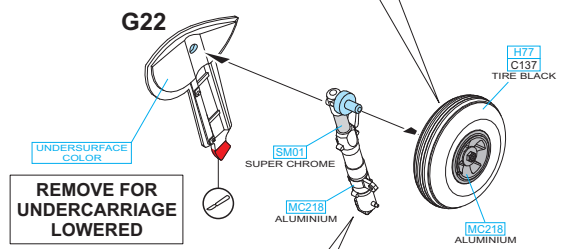
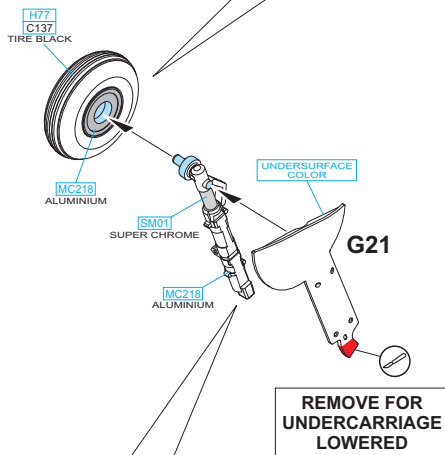
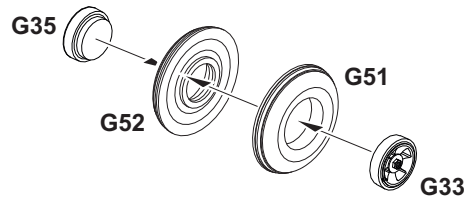
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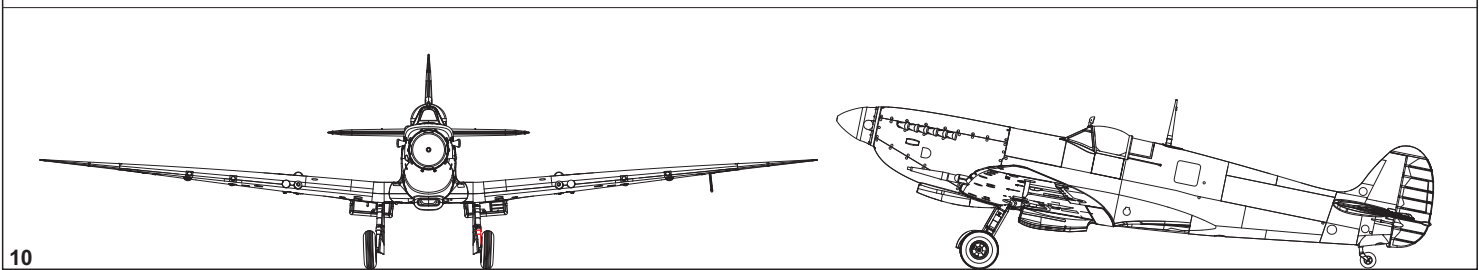
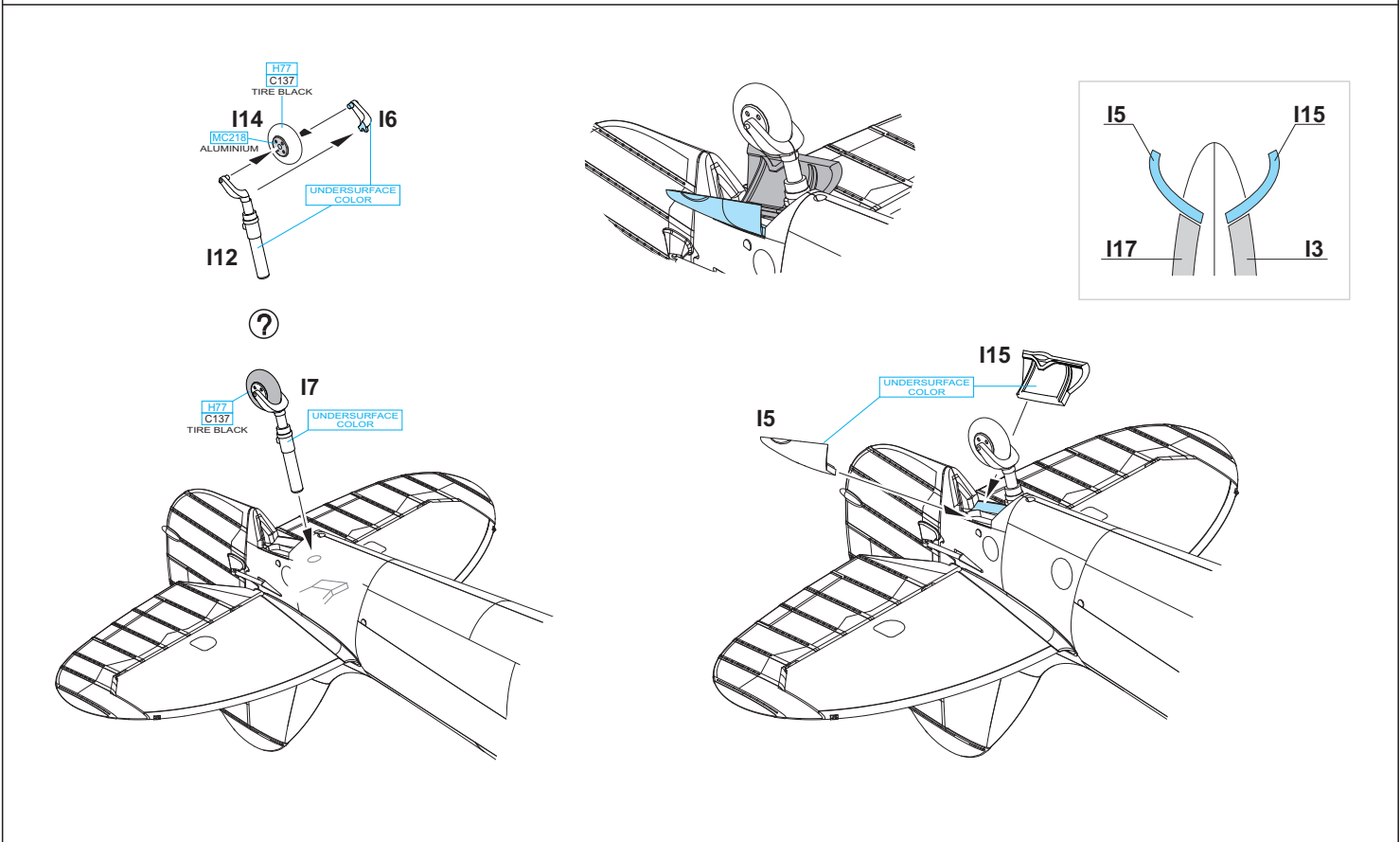
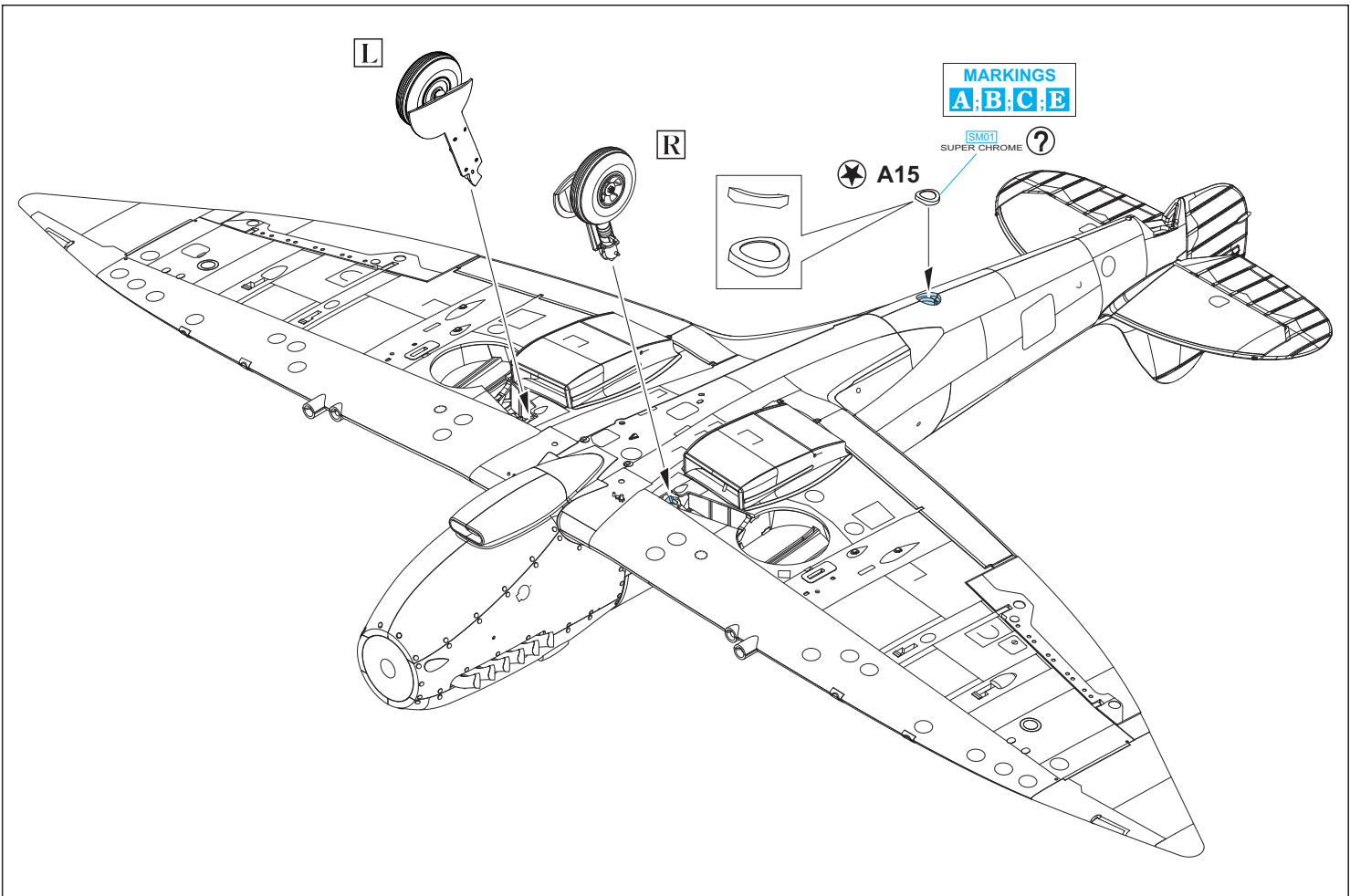


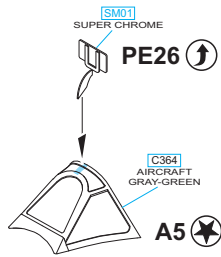
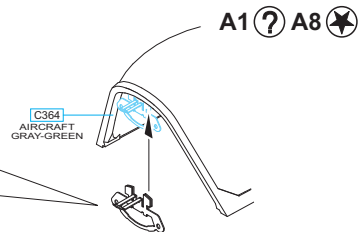
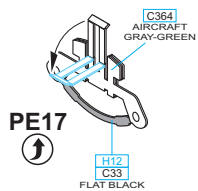
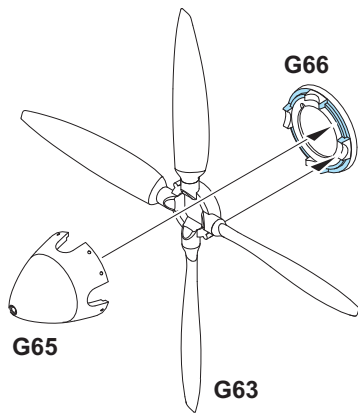
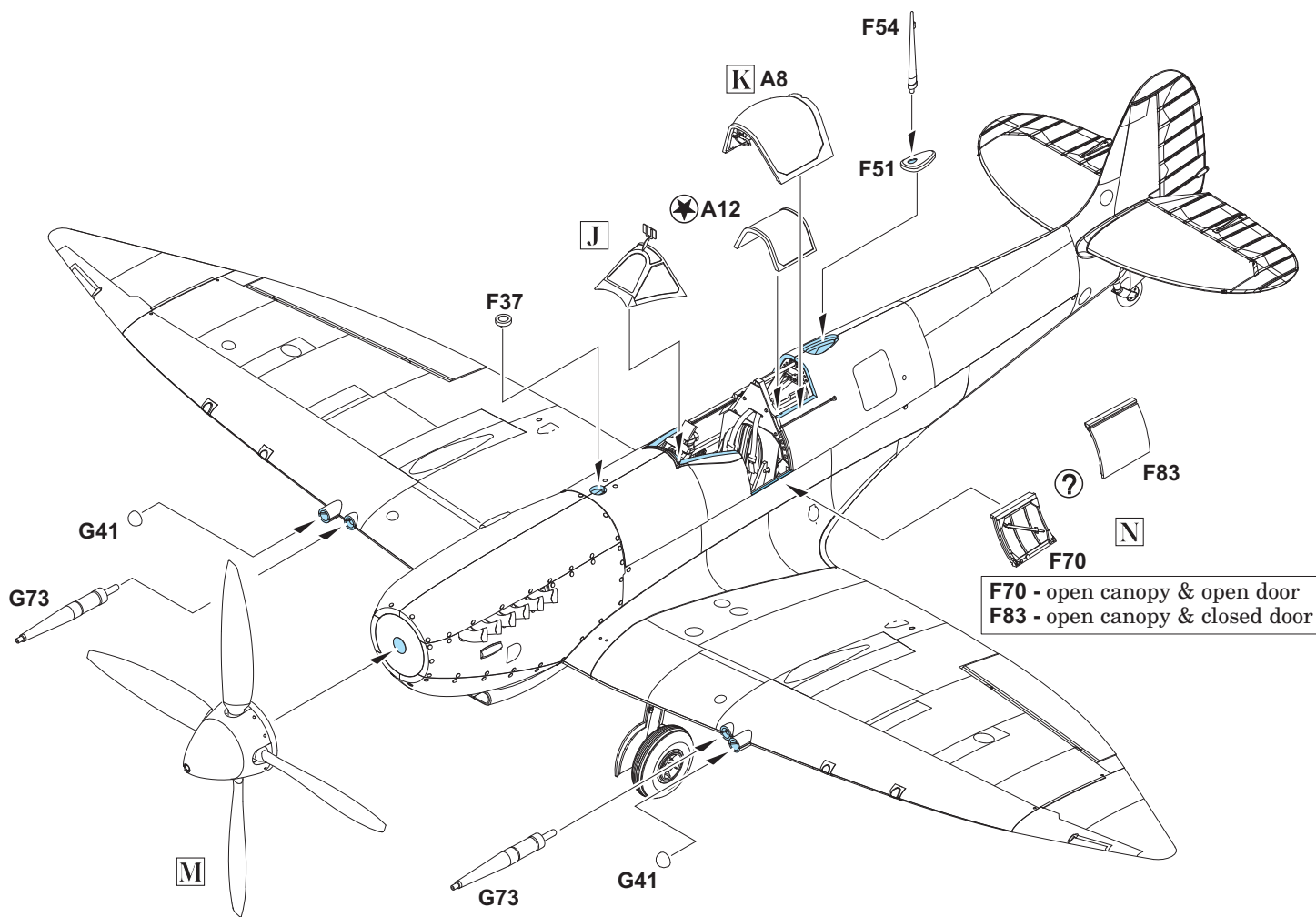
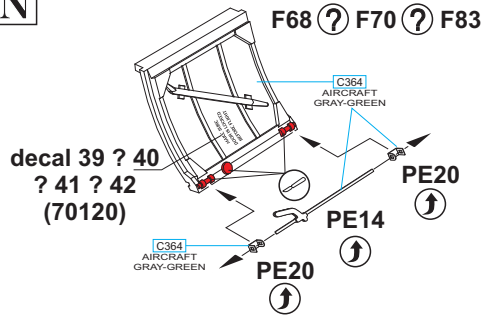
**L**



**R**

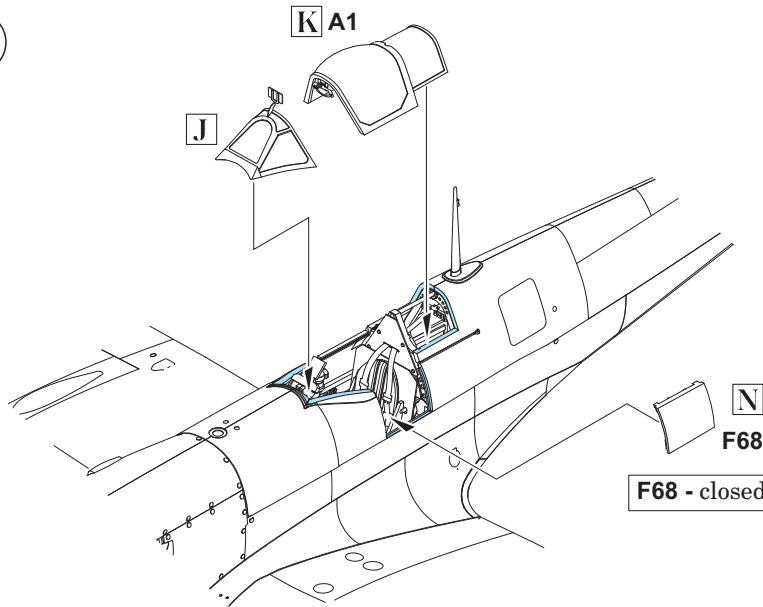




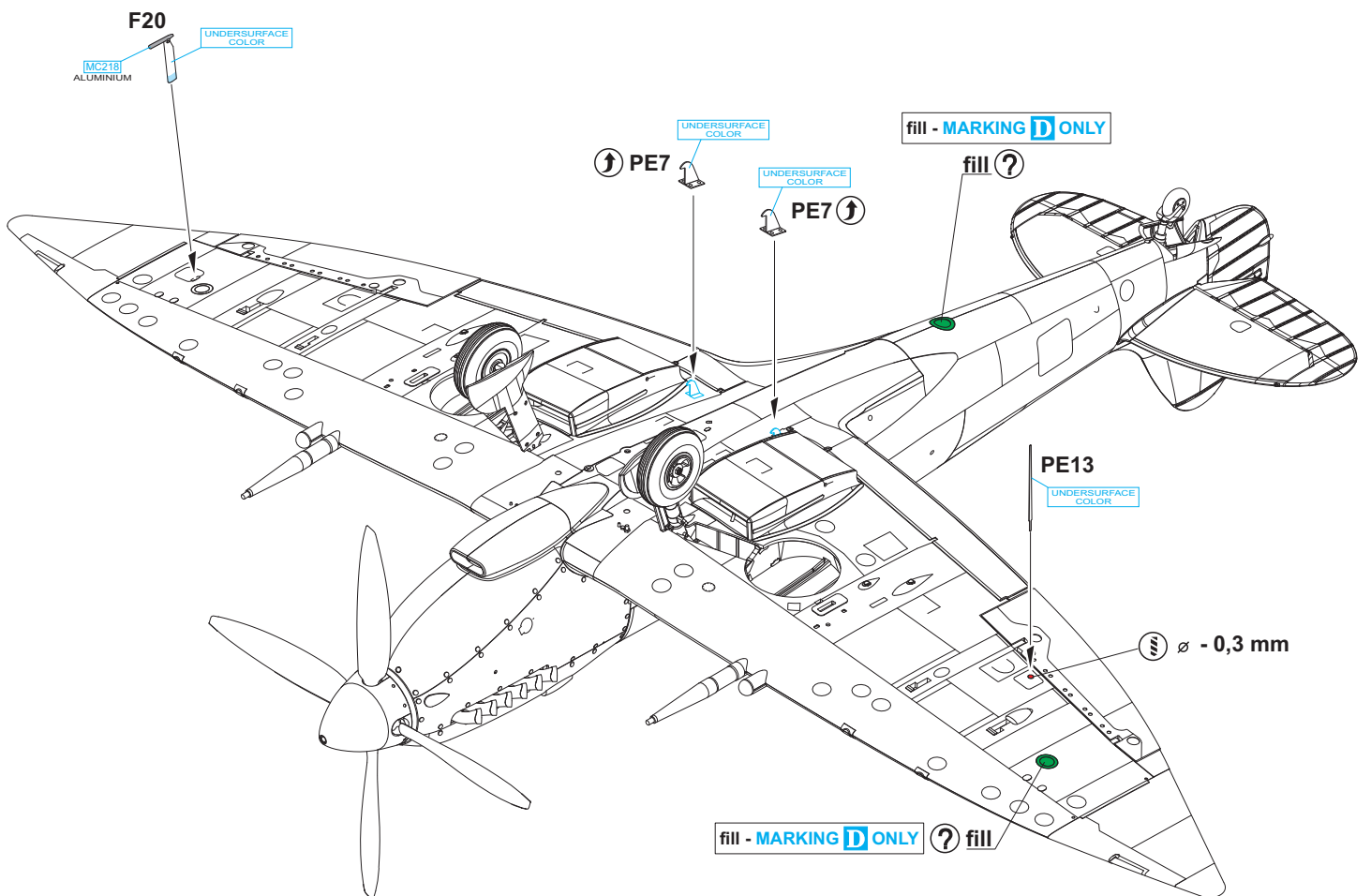
**J****PE26 - MARKINGS**  
**A;C;D;E****K****M****N**

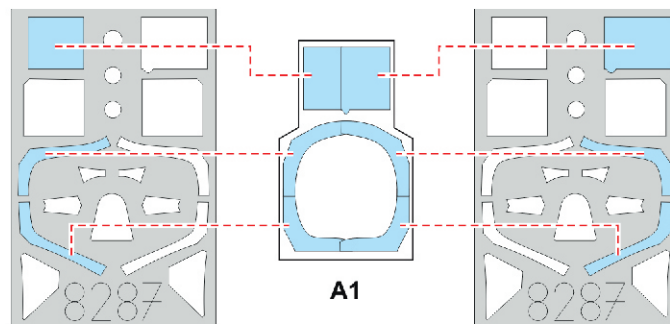
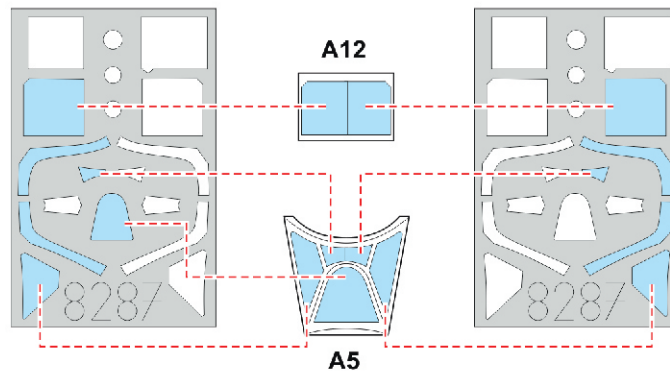
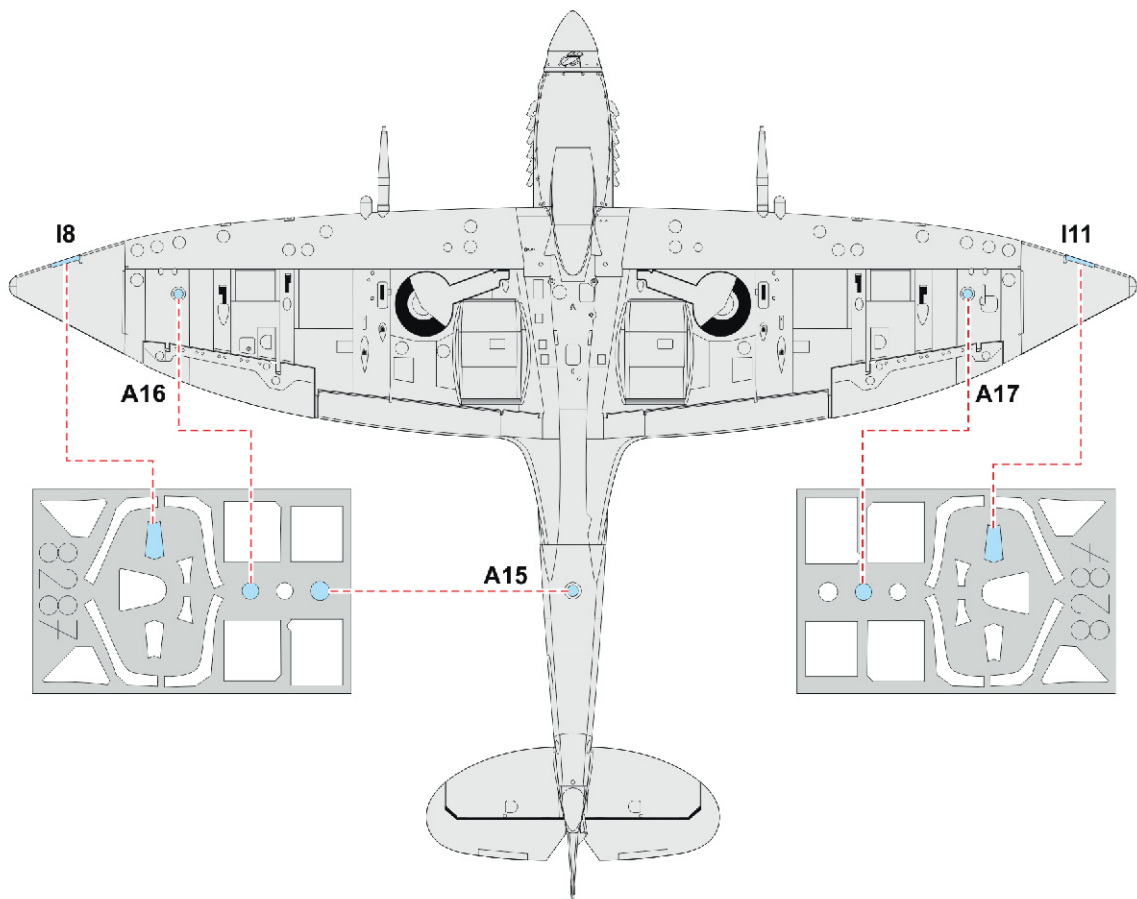
**F70** - open canopy & open door  
**F83** - open canopy & closed door

?



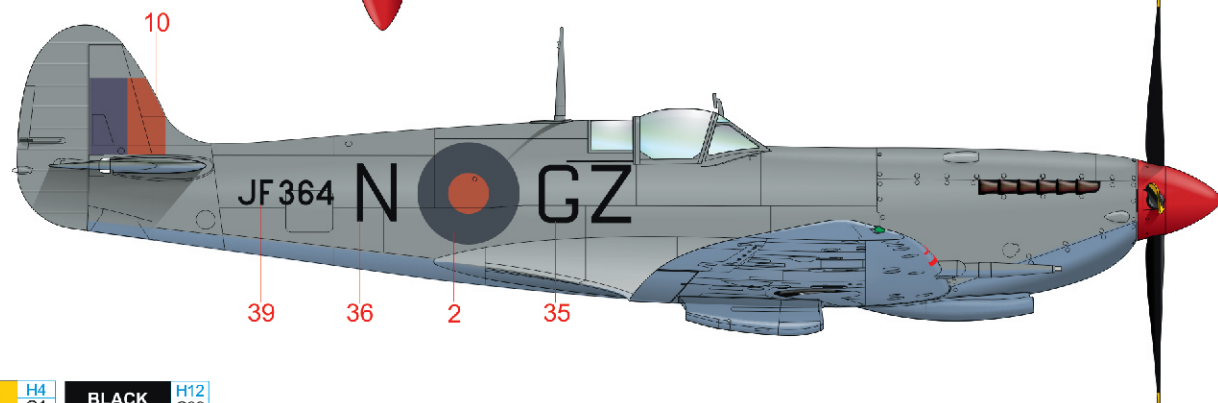
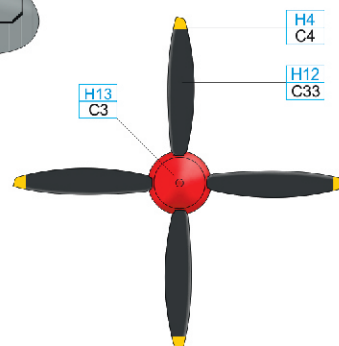
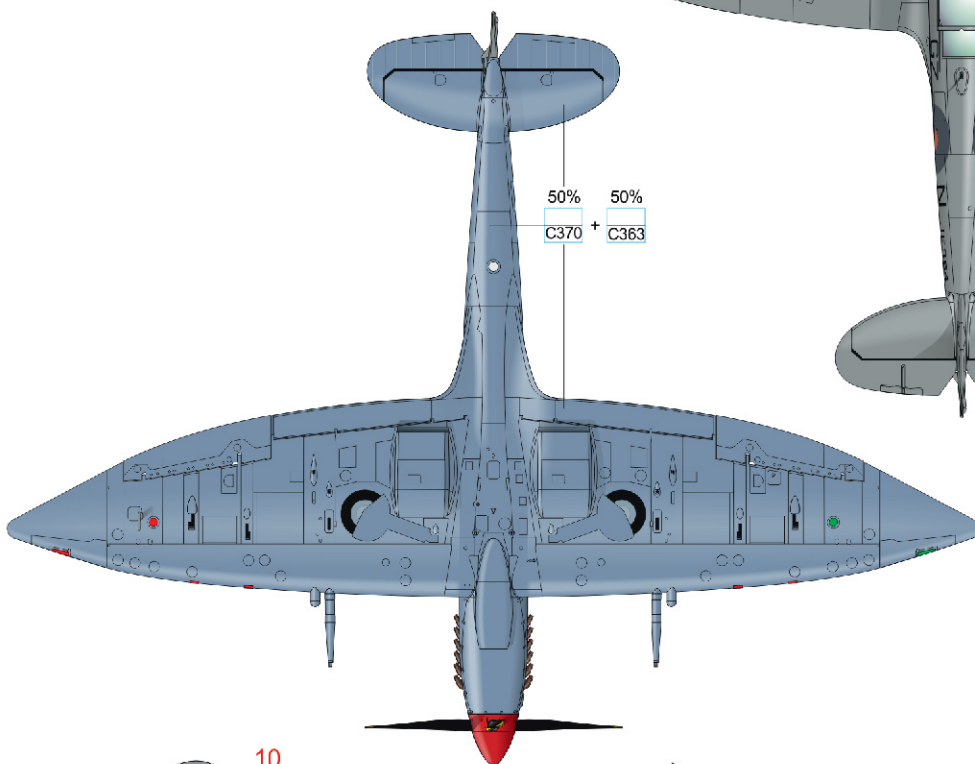
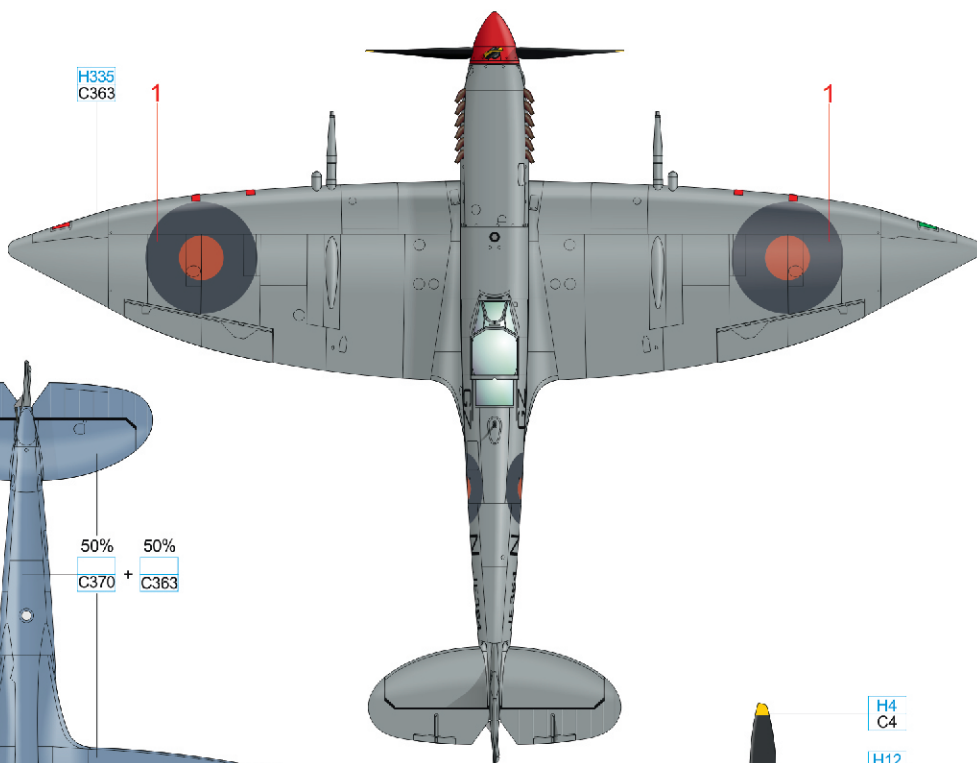
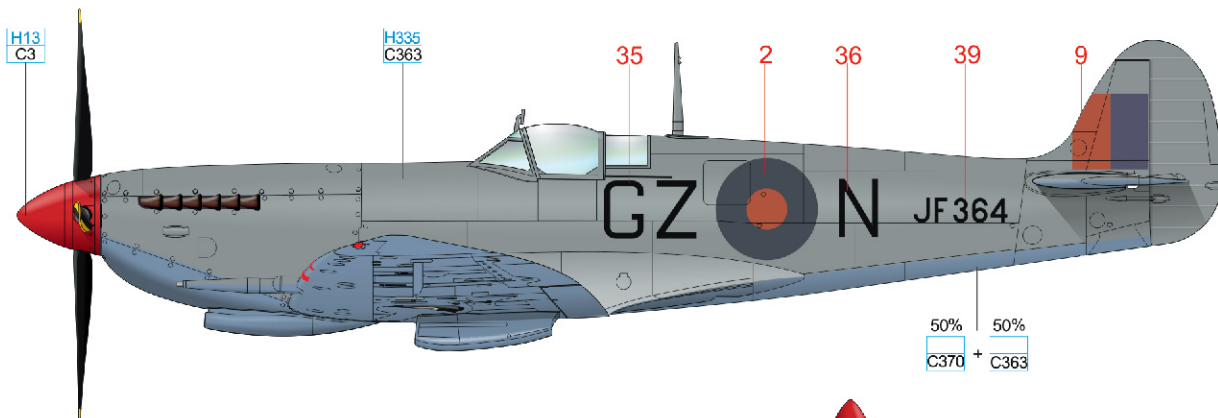
F68 - closed canopy & closed door





# A JF364, No. 32 Squadron, Foggia, Italy, early 1944

The high altitude fighter camouflage scheme adorned this Spitfire as well. In accordance with regulations, red-blue cockades were painted on the fuselage and upper sides of the wings. No national insignia was applied on the bottom of the wings. A photo of this aircraft shows that the GZ code letters did not adhere to regulations on the right side of the fuselage. The aircraft was equipped with extended wingtips.



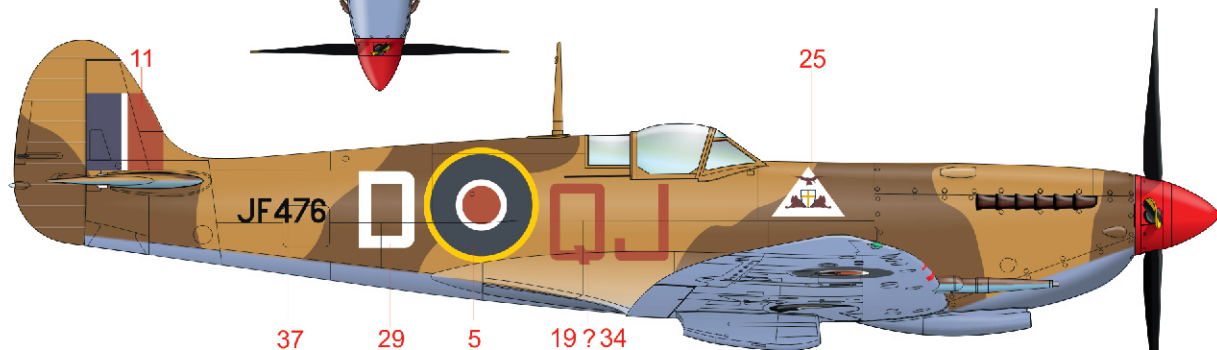
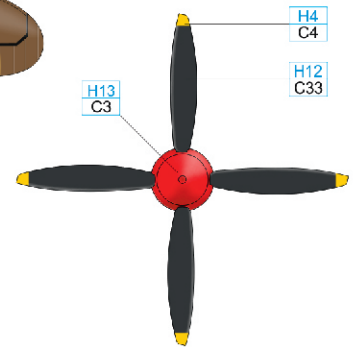
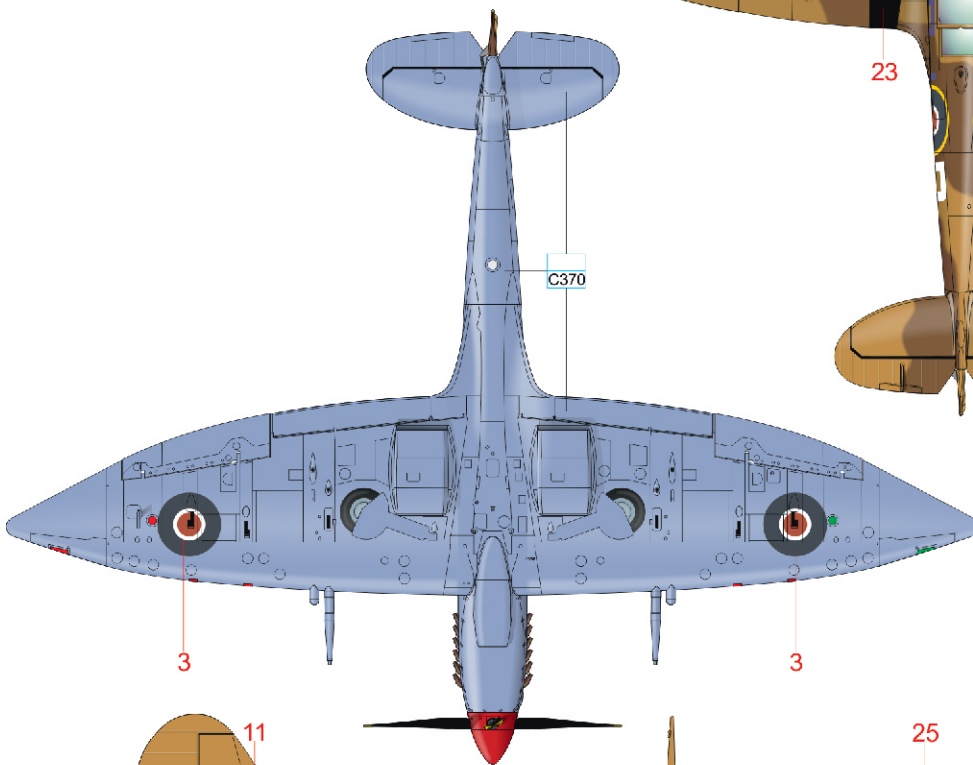
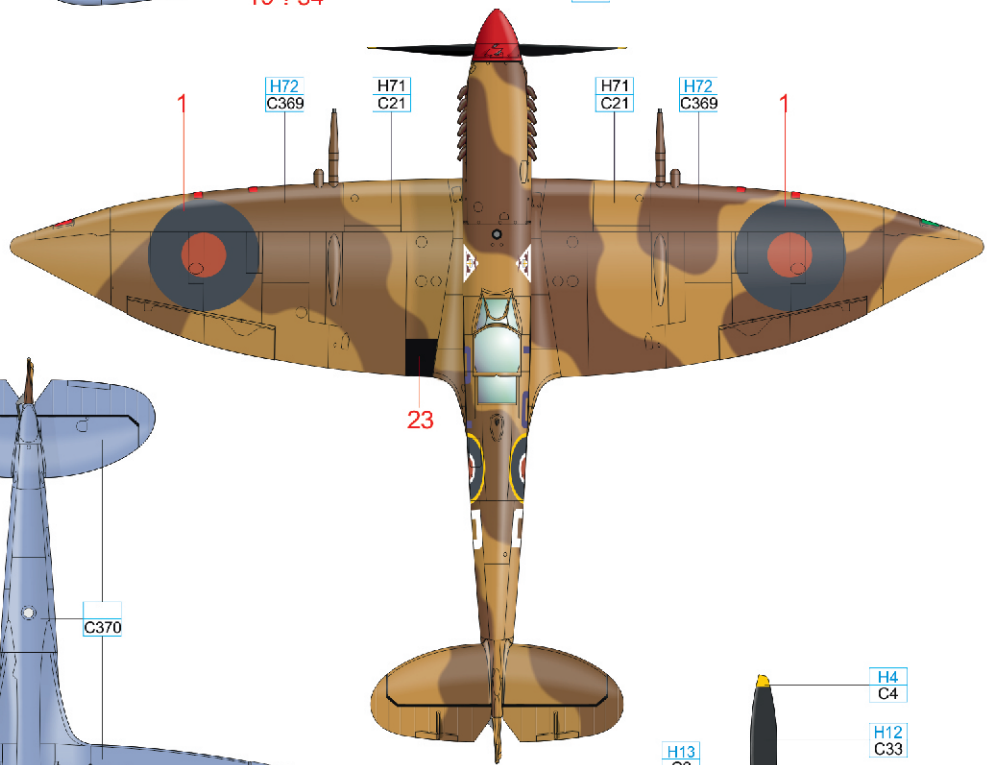
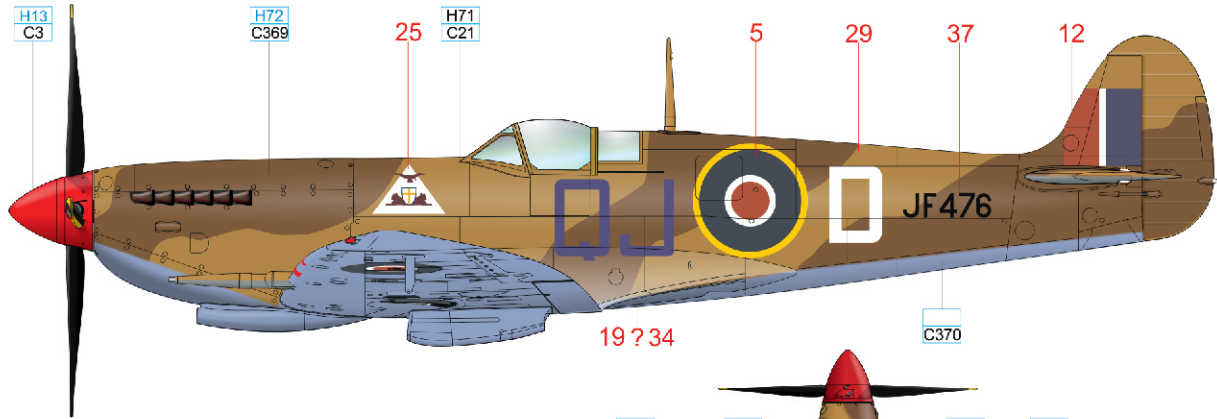
YELLOW	H4 C4	BLACK	H12 C33	50%	50%
RED	H13 C3	MEDIUM SEA GRAY	H335 C363	PRU BLUE	C370 + C363

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# B JF476, No. 92 Squadron, Triolo, Sicily, November 1943

Originally No. 92 Fighter Squadron fighting in WWI was cancelled in August 1919. On October 10th, 1939 a squadron bearing the same number was established. It was first equipped with Bristol Blenheims. Right at the beginning of year 1940 it got Spitfires, which were fighting above Dunkerque and also fought in the Battle of Britain. In February 1942 the squadron was sent to Africa where it served against German and Italian armed forces. After the fights in Africa terminated, the squadron fought above Malta and Sicily, later the squadron served above Italy. The squadron was disbanded on December 30th, 1946 in Austrian Zeltweg. During WWII it reached the highest number of shot downs of the enemy aircraft among the RAF Wings, 317 victories over the enemy aircraft. No. 92 Squadron aircraft had a Desert Scheme Camouflage. This consisted of Dark Earth and Middle Stone colours on the top surfaces, the undersides were painted in Azure Blue colour. The colour of the letters of coding of the squadron could not be clearly determined, various sources state blue and red. Both sides of the fuselage bore Desert Air Force sign.



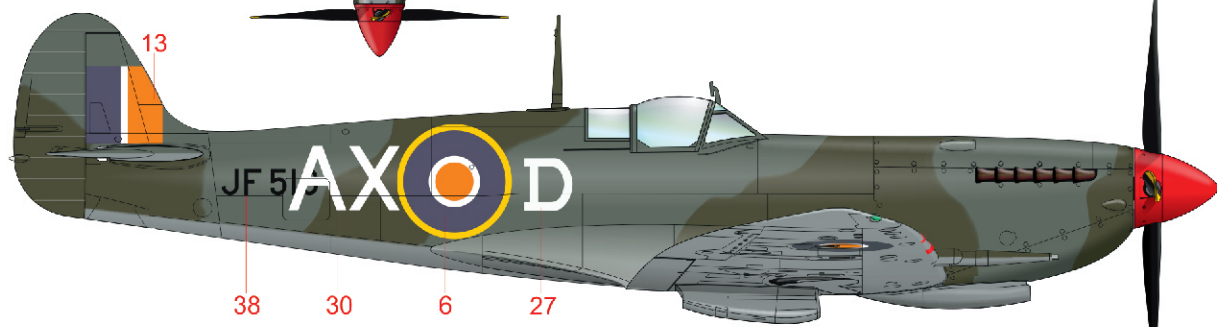
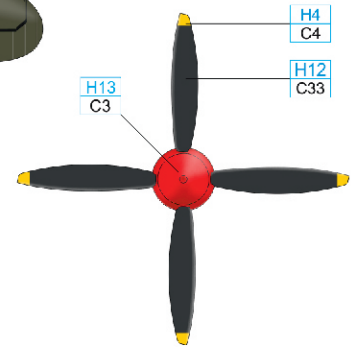
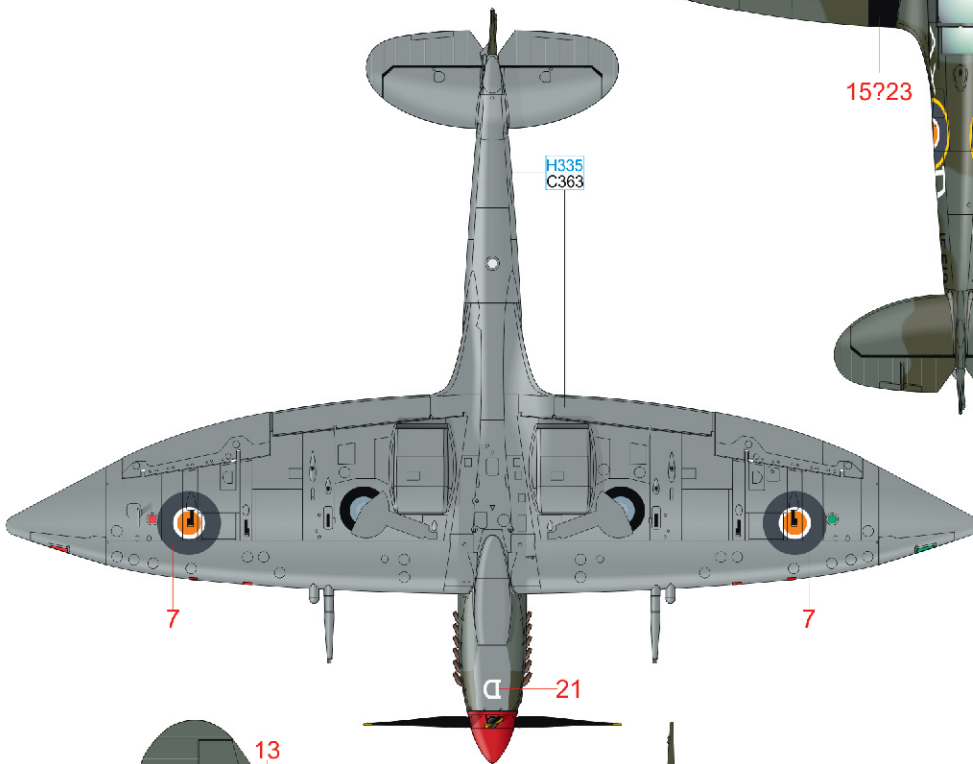
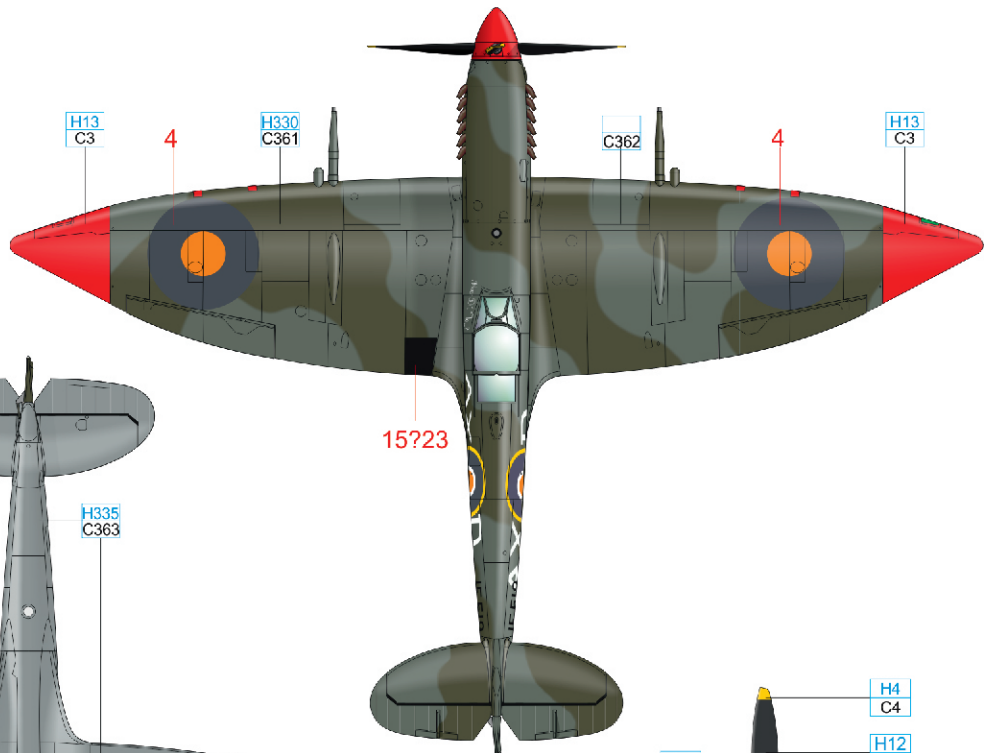
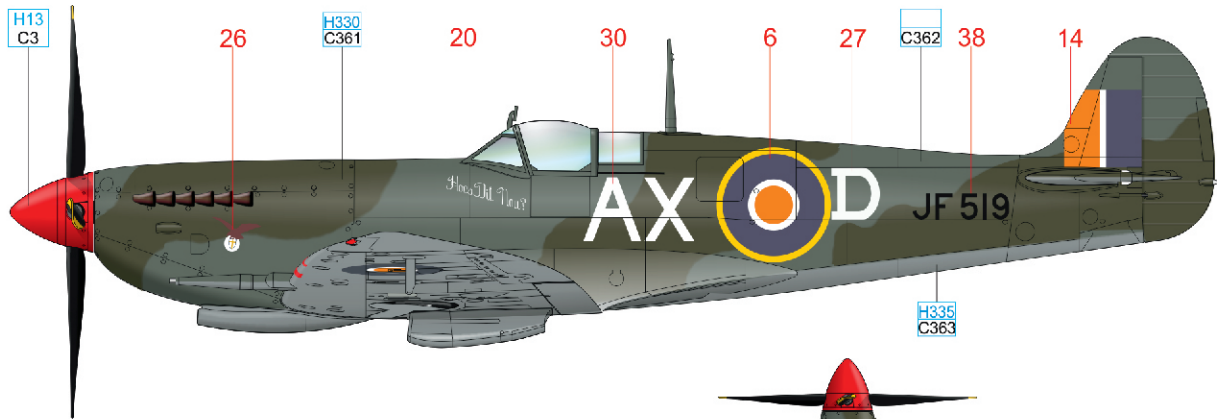
RED	H13 C3	YELLOW	H4 C4
AZURE	C370	MIDDLE STONE	H71 C21
DARK EARTH	H72 C369	BLACK	H12 C33

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# C JF519, No. 1 Squadron SAAF, Trigno, Italy, February 1944

No. 1 Squadron SAAF was established in February 1940 by renaming of the No. 6 Squadron SAAF armed with Hawker Hurricane and Fury aircraft. In the mid of the year 1940 the pilots of this unit joined the fights above North Africa. At the turn of 1942 and 1943 the squadron received Spitfires and flew them in the fights under the African sun. These fights were followed by the use of these aircraft above Malta and Sicily. The wartime presence of the squadron finished in Italy. After WWII, the squadron remained active, first with Spitfires, Vampire, Sabre and Impala and then, in April 1975, the squadron was rearmed with French Mirage F.1. The squadron was disbanded on November 25th, 1997 at the Hoedspruit Base. The Mk.VIII Spitfires used by No. 1 Squadron SAAF above Italy had a Day Fighter Camouflage Scheme. The upper surfaces were painted in Ocean Grey and Dark Green; the undersides with Medium Sea Gray colour. The wing tips of Spitfires of this squadron were painted red.



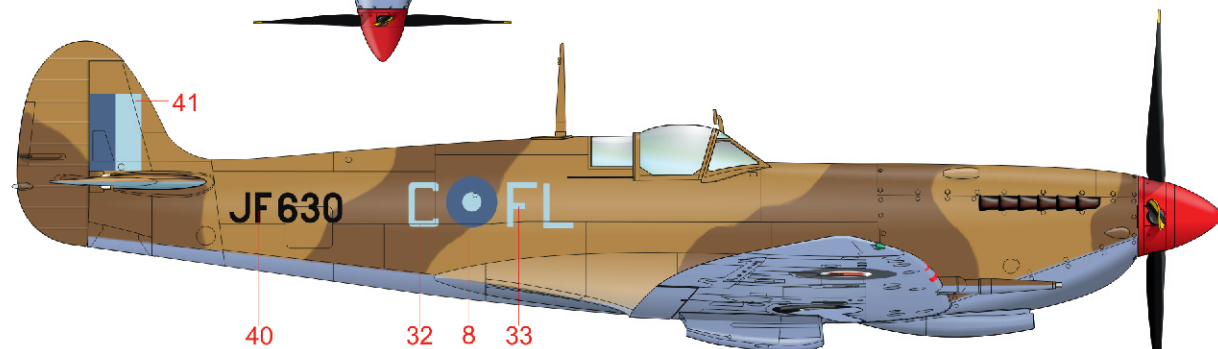
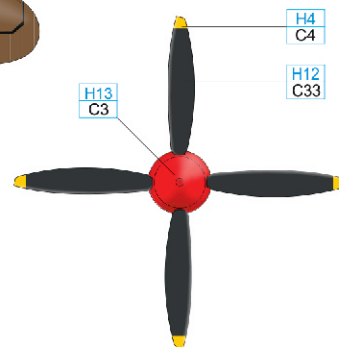
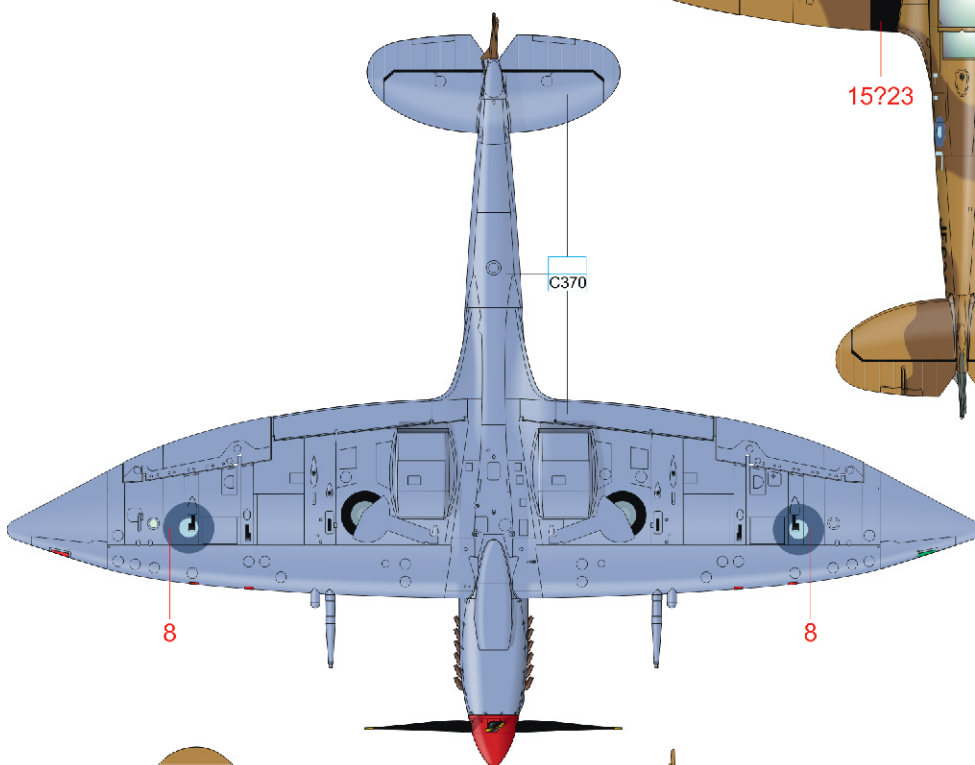
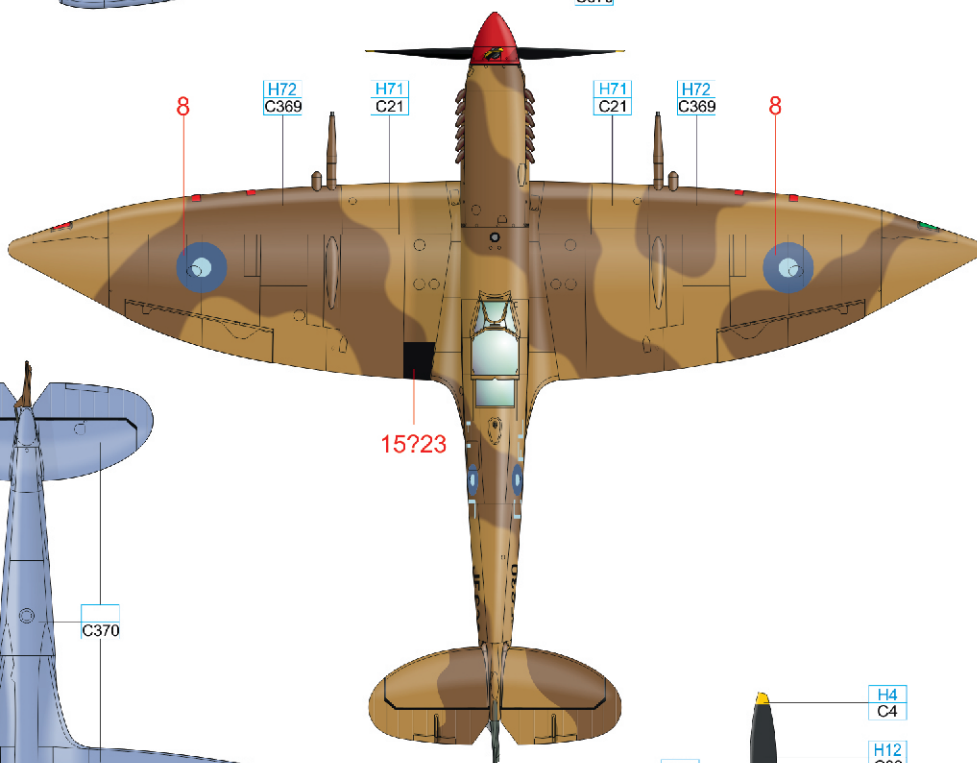
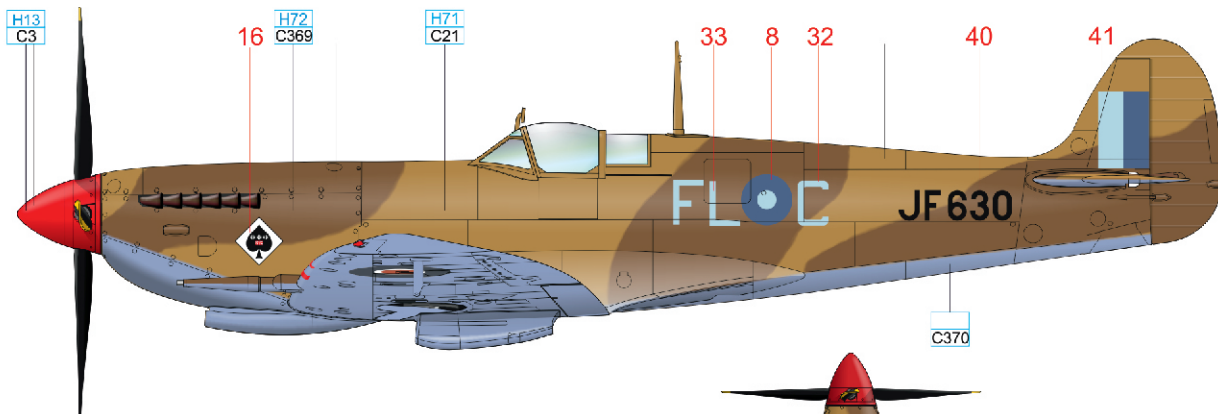
YELLOW	H4 C4	BLACK	H12 C33	RED	H13 C3
MEDIUM SEA GRAY	H335 C363	OCEAN GRAY	C362	DARK GREEN	H330 C361

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# D JF630, flown by F/O L. Cronin, No. 81 Squadron, Palel, India, March 1944

According to the interview with Larry Cronin the squadron A/C retained their desert colours. The pilot maintains that his aircraft still had its extended wingtips when he gained his victories. In November 1943, No. 81 Squadron, RAF, withdrew from Sicily to Egypt where they re-equipped with Spitfire Mk.VIII aircraft. Cronin recalls that all these aircraft were in the JF serial range and had extended wingtips and standard rudders. Photos of aircraft in this serial batch showing this configuration support his comments. Most sources state that the aircraft were re-camouflaged in Dark Earth, Dark Green and Sea Grey Medium when they arrived in India. The comments in those sources appear to be based on an order issued by RAF Headquarters, New Delhi. The date of the order is April 4th, 1944, some three months after No.81 Squadron's arrival in the theatre, and a month after the only known photos of Cronin's aircraft were taken.



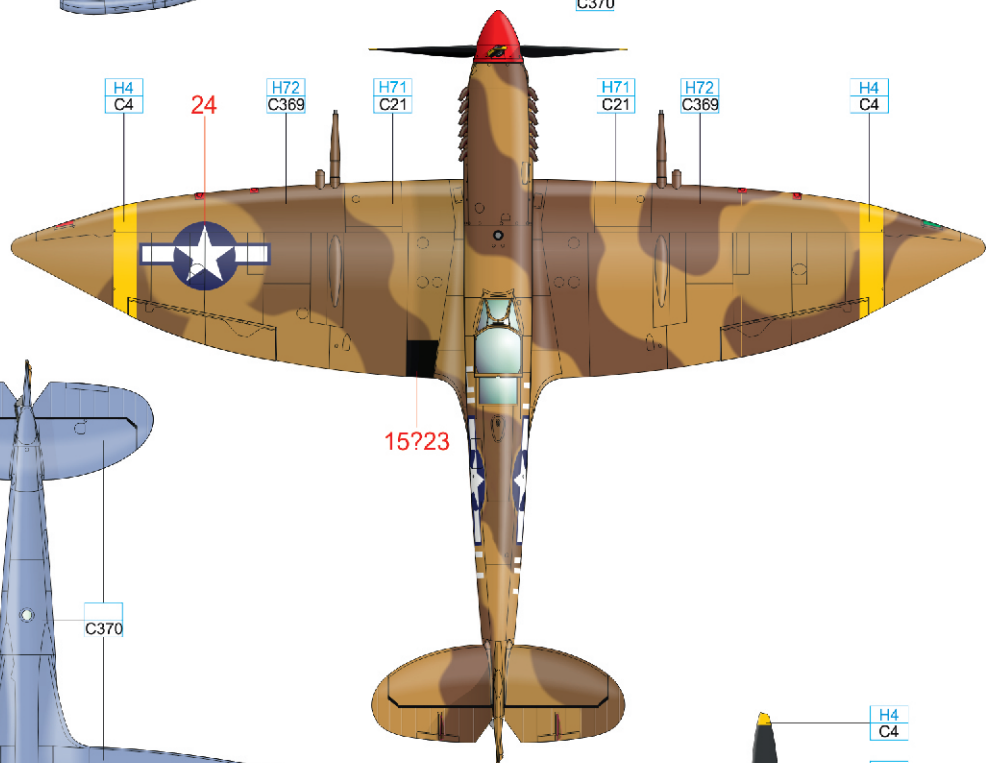
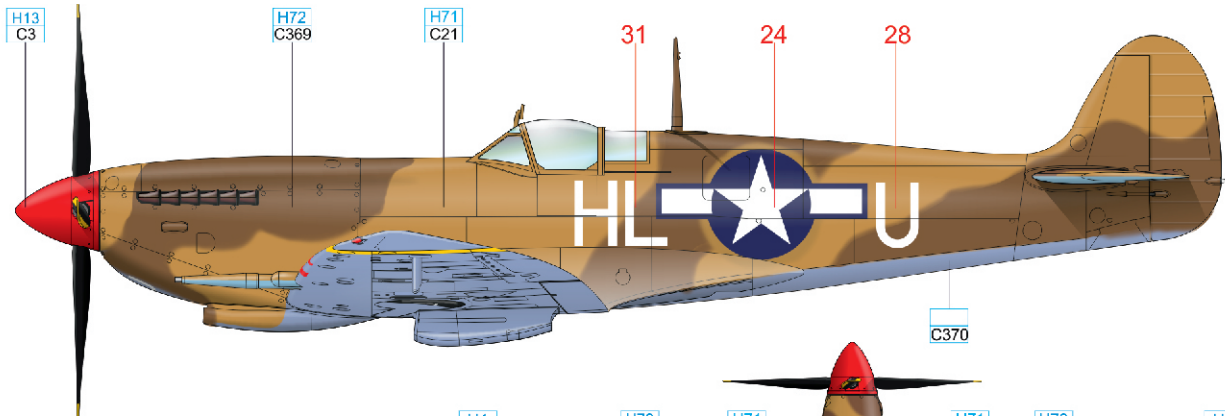
RED	H13 C3	YELLOW	H4 C4
AZURE	C370	MIDDLE STONE	H71 C21
		DARK EARTH	H72 C369
		BLACK	H12 C33

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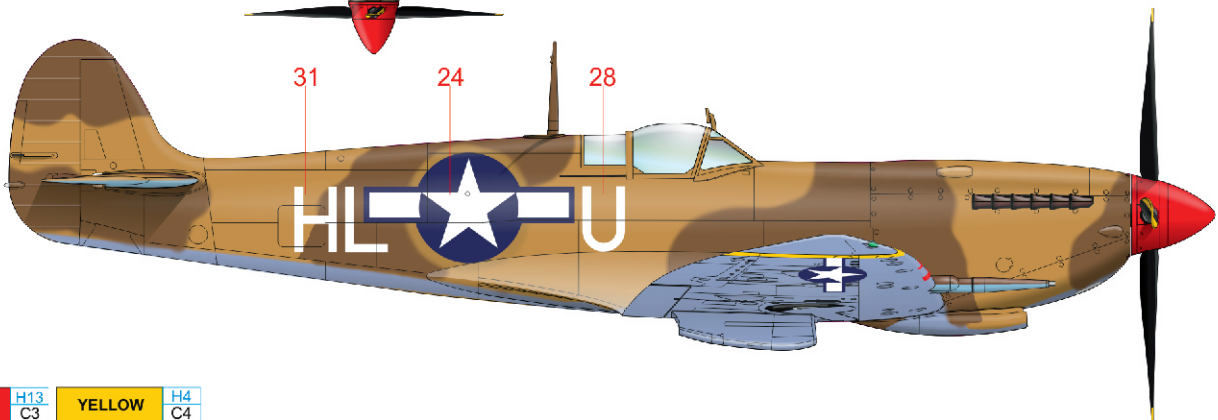
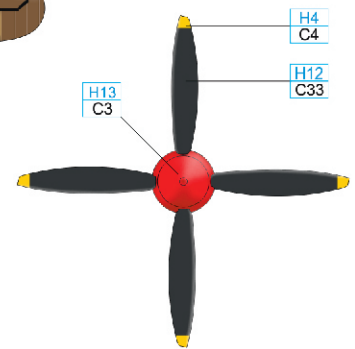
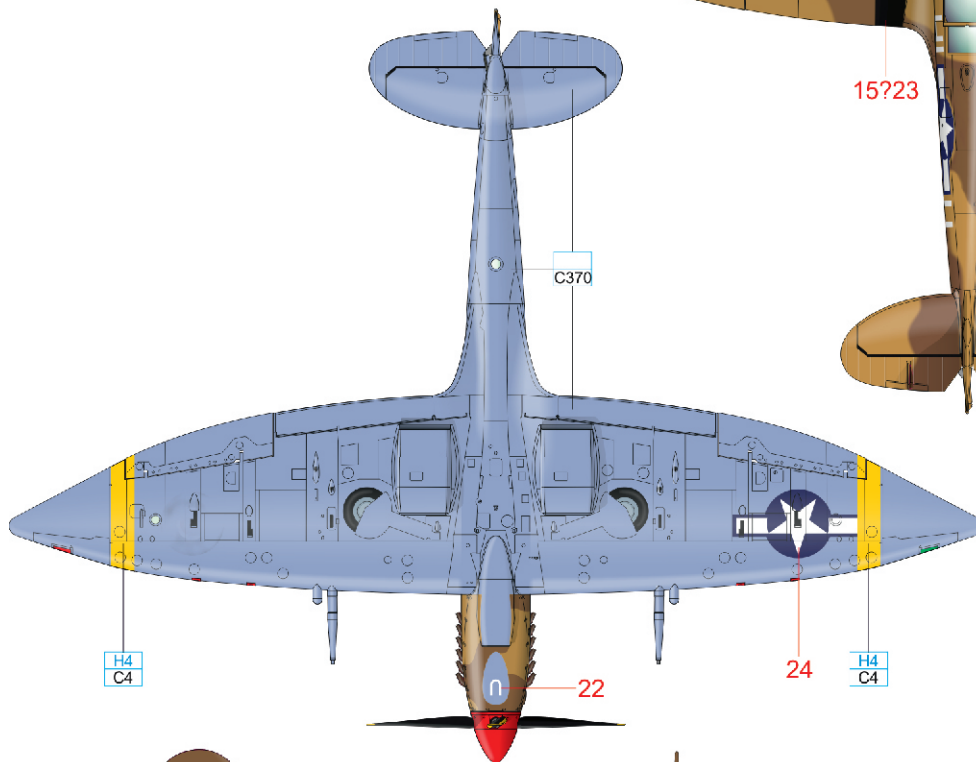


# E 308th Fighter Squadron, 31st Fighter Group, Castel Volturno, Italy, 1944

308th Fighter Squadron was armed with P-39s and P-40s. The performance of these fighters was not enough to keep up with German opponents, which led to a relatively quick rearmament to Spitfires Mk.V. The Spitfires were used by 31st Fighter Group in a two-month heavy fights above northern France. Later the group was transferred to Gibraltar to use the base for take offs for Algeria as part of the disembarkation of the Allies in North Africa (Operation Torch). What followed were the fights against the forces of the Axis in North Africa. In May 1943 the 308th Fighter Squadron received Spitfires Mk.VIII, which were than used in the fights above Sicily and Italy. In March 1944, the Spitfires were replaced by P-51 Mustangs, which were used by 308th Fighter Squadron pilots till the end of war.



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RED	H13 C3	YELLOW	H4 C4
AZURE	C370	MIDDLE STONE	H71 C21
		DARK EARTH	H72 C369
		BLACK	H12 C33



# Spitfire Mk.VIII

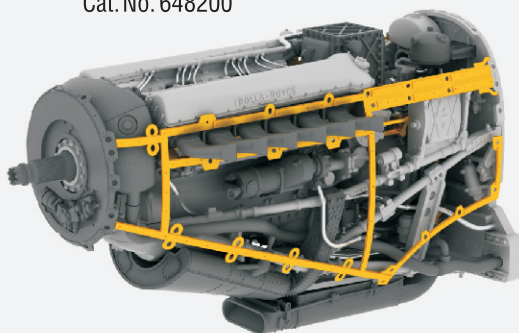
## 1/48 goodies

**eduard**

Brassin and photo-etched accessories



**Spitfire Mk.VIII engine**  
Cat. No. 648200



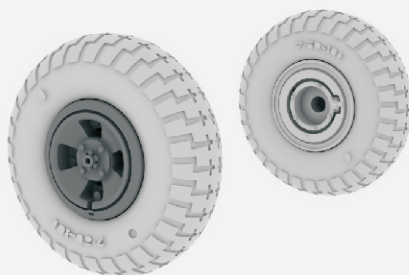
**Spitfire Mk.VIII cockpit**  
Cat. No. 648199



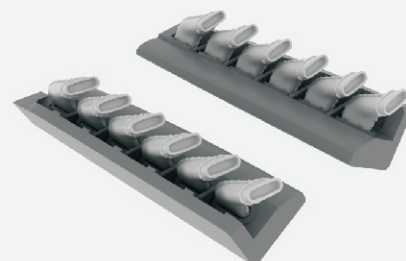
**Spitfire wheels - 4 spoke**  
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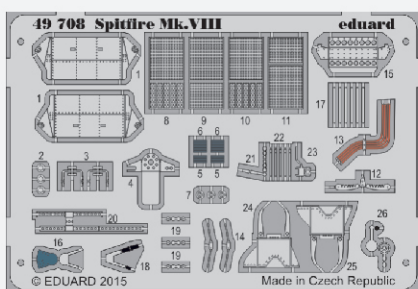
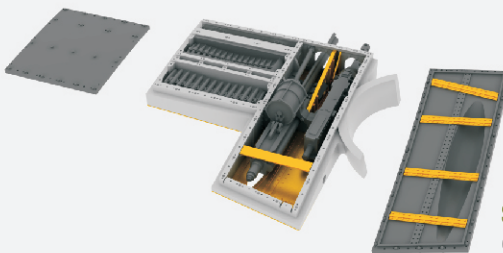
**Spitfire wheels - 4 spoke w/pattern**  
Cat. No. 648118



**Spitfire exhaust stacks fishtail**  
Cat. No. 648099



**Spitfire Mk.VIII gun bays**  
Cat. No. 648201



### PHOTO-ETCHED SETS

Landing flaps, surface panels and exterior

