

Spitfire Mk.Ia

eduard

1/48 Scale Plastic Model Kit

WEEKEND
edition



item # 84179

The Spitfire is so iconic aircraft, that virtually everyone can recognize it. The service of this elegant fighter spanned 13 years with RAF and even more with foreign air forces. It started the service at the end of biplane era and stayed in the frontline use 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 achievement, issued the specification F.7/30 in October 1931. Although it called for pursuit airplane 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 the gull wing design with fixed undercarriage and Rolls-Royce Goshawk engine was a disappointment, so the RAF chose the Gloster Gladiator biplane as the winner.

From disillusion to success

The fiasco with Type 224 did not prevent Mitchell from further work. He had already numerous changes in mind, but later persuaded the Supermarine company to fund the work on completely new design Type 300 using 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 the 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 lack of range and endurance of the Spitfire.

The Supermarine Type 300 made its maiden flight on March 5, 1936. The K5054 prototype took off from the Eastleigh Aerodrome with chief test pilot Captain Joseph "Mutt" Summers on controls. After only some eight minutes of the flight the pilot was so impressed, he reportedly said: "Do not change a thing!"

Initial contract to produce 310 Spitfires was signed in June 1936 and the first unit receiving the new fighters was No. 19 Squadron at Duxford during August 1938. At the time the Great Britain entered the war with Germany (September 3, 1939), the RAF had already taken delivery of 306 Spitfires serving with eleven squadrons. By the beginning of May 1940, a further eight squadrons received Spitfires. Unfortunately, Reginald Mitchell did not live to see the Spitfire serving with the RAF units, as he died on June 11, 1937, at the age of 42. The burden of the Spitfire development was on Joe Smith afterwards.

The first dogfight between Messerschmitt Bf 109s and Spitfire Mk.Is took place near Calais on May 23, 1939, but the first aerial victory over an enemy for Spitfire had to wait until October 16, 1939, when nine Junkers Ju 88s attacked Royal Navy warships in the Firth of Forth. Two of them were shot down.

Propellers and engines

The development of Spitfire was ongoing process from very early stage. One of the first major upgrades was change from ineffective two blade fixed-pitch wooden propeller to three-bladed two-pitch metal one starting from 78th production aircraft (and retrofitted to the earlier ones). The move increased the maximum speed, raised the ceiling, and shortened the take-off run.

Starting from May 1939 the Spitfire Mk.Is changed the power unit, switching from Rolls-Royce Merlin II to Merlin III. The new engine developed the same power of 1030 hp (768 kW) but also offered reliability improvements which allowed the installation of constant speed wide-bladed Rotol propeller. This not only gave the Spitfire, now marked Mk.Ia, substantial improvement in rate of climb, but also made it easier to control.

Arming and armoring the Spitfire

The early production Spitfires had no armor protection. As a first measure the laminated glass was added to the windscreen. After that, the upper fuel tank received cover of light alloy, while lower one was protected by the Linatex sandwich (rubber and canvas) and more to it, the steel plate was fitted behind the pilot's seat. All that armor added weight, but despite the loss of some speed the later production aircraft were better fighters than the early ones.

The armament consisted of eight 0.303 in (7,7 mm) Browning guns. It was believed to be the best arrangement during mid-30s, but the early war experience proved it inadequate against multi engine bombers with self-sealing fuel tanks. The RAF tried to change for heavier weapons, choosing the French 20mm Hispano-Suiza Type 404 cannons, but the wing installation in Spitfire proved to be troublesome. A small batch of Mk.Is entered the service with No. 19 Squadron as the Mk.Ib in June 1940, but the cannons proved unreliable. The problems were solved at the end of 1940, paving the way for heavier armament of the later marks.

The kit: Spitfire Mk.Ia

The Spitfire Mk.Ia was first major improvement of the original design. The aircraft sported the semi-bubble canopy, already in use from 1939 to improve pilot's visibility. To add more to it, rear-view mirror was installed on the frame of the windshield. The Mk.Ia was powered by Merlin III engine which was mated with new propeller De Havilland 5/39a. Another change was the new VHF radio TR.1133, which replaced older type TR.9D. The new radio had different antennae as it did not use the wire antenna between the antenna mast and the vertical fin. Some Mk.Ia Spitfires kept the mass of older type anyway. The armament kept the layout of eight of 0,303in (7,7mm) wing-mounted Browning machine guns (wing A).

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

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

PARTS



DÍLY



TEILE

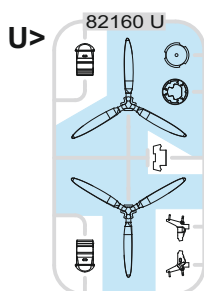
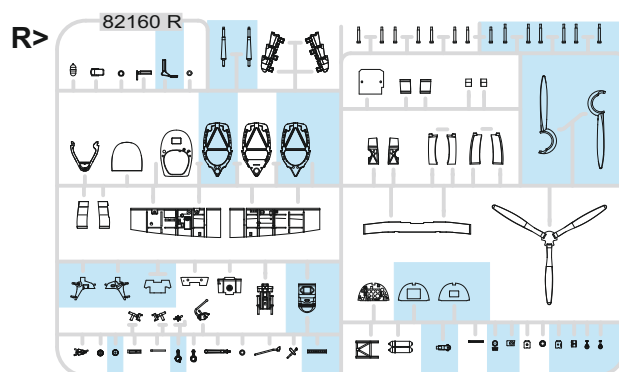
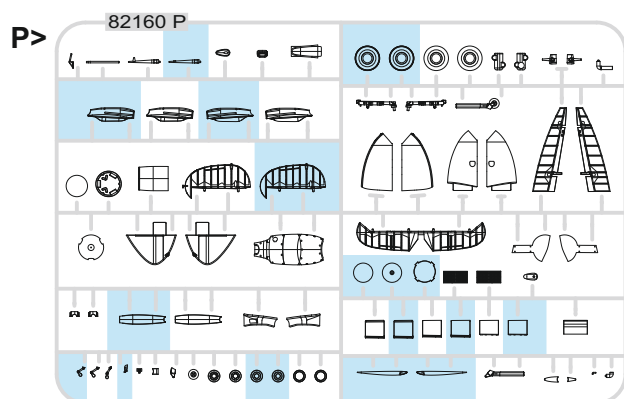
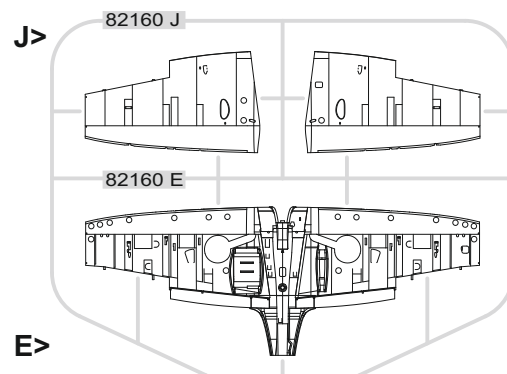
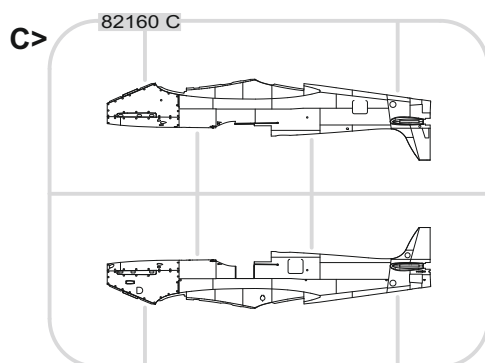
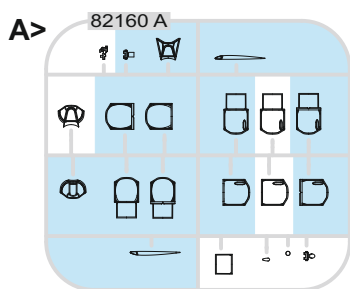


PIÈCES



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



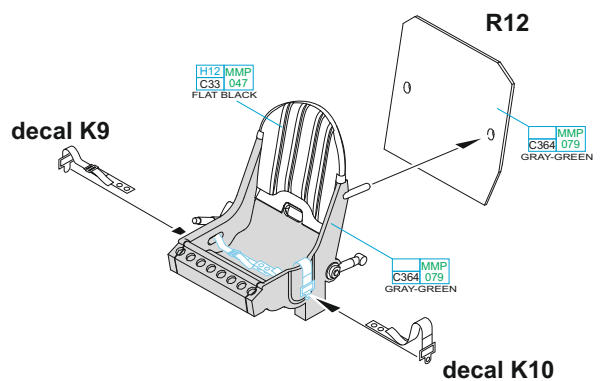
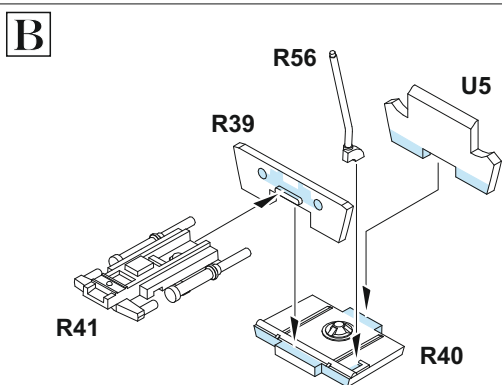
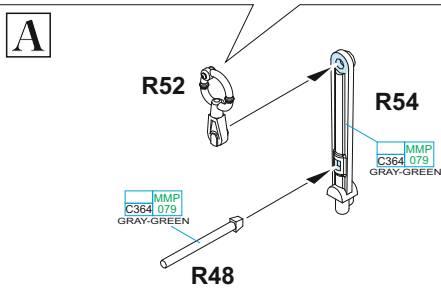
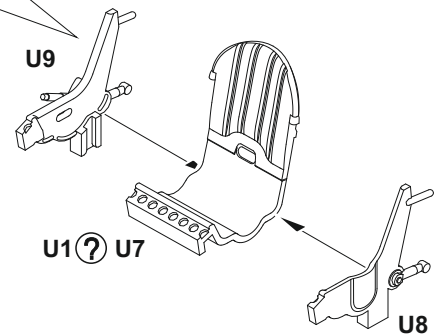
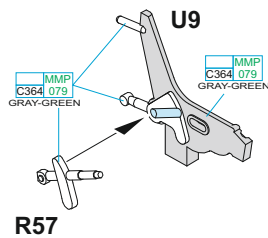
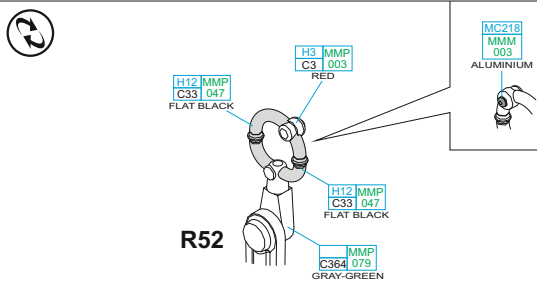
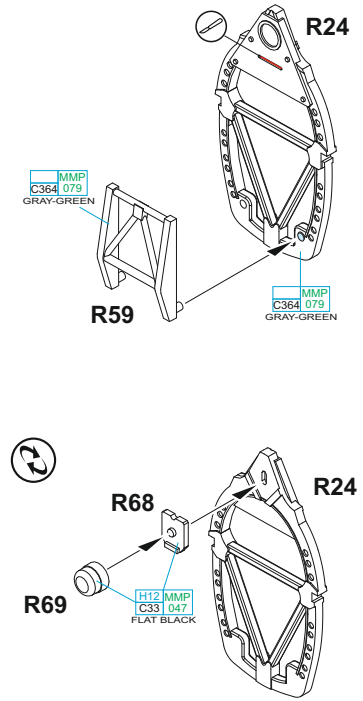
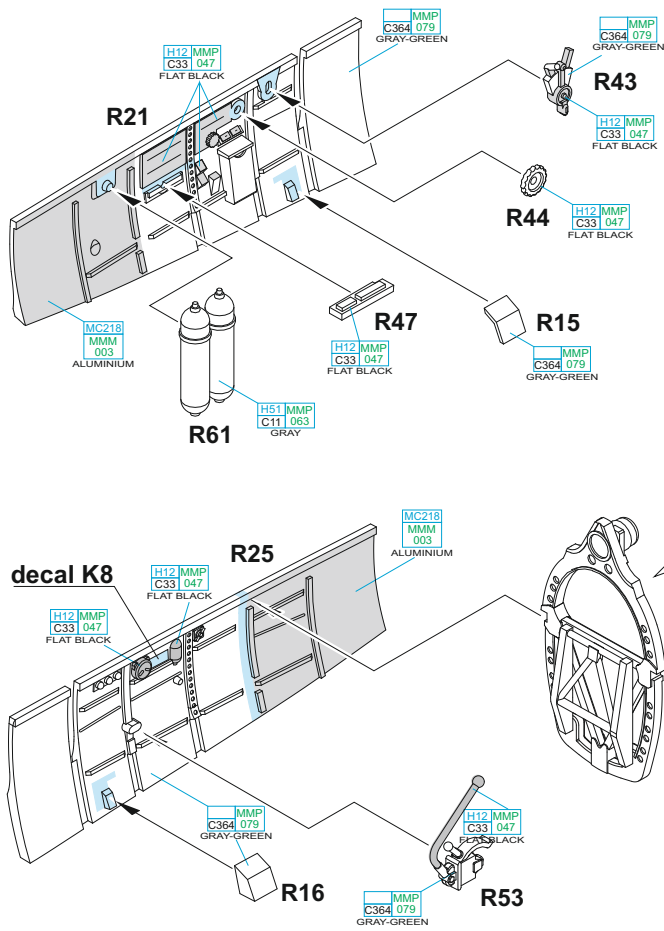
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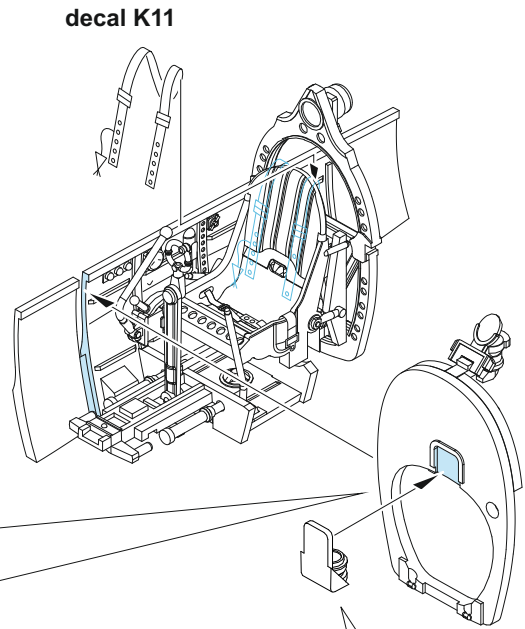
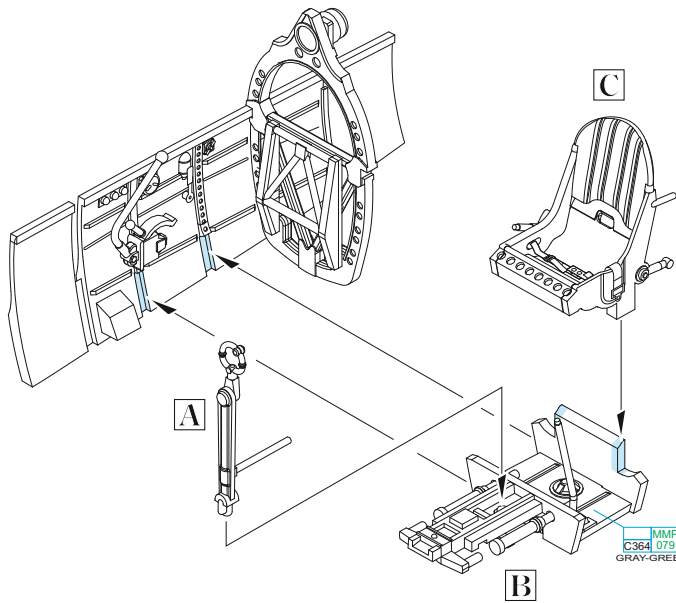


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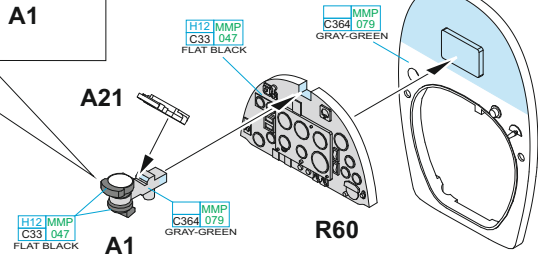
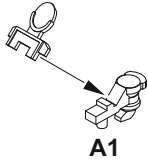
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AQUEOUS	Mr.COLOR	PAINTS	
H3	C3	MMP-003	RED
H4	C4	MMP-007	YELLOW
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H51	C11	MMP-063	LIGHT GULL GRAY
H72	C369	MMP-078	DARK EARTH
H74	C368	MMP-080	SKY
H77	C137	MMP-040	TIRE BLACK

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H330	C361	MMP-077	DARK GREEN
H417	C117	MMP-051	LIGHT BLUE
Mr.METAL COLOR		METALLICS	
	MC214	MMM-001	DARK IRON
	MC218	MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER

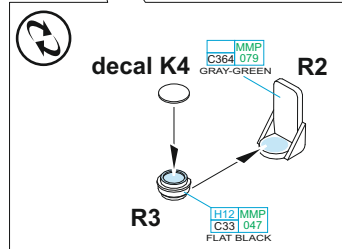




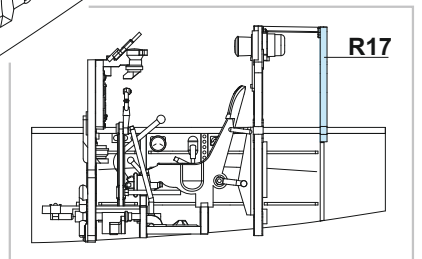
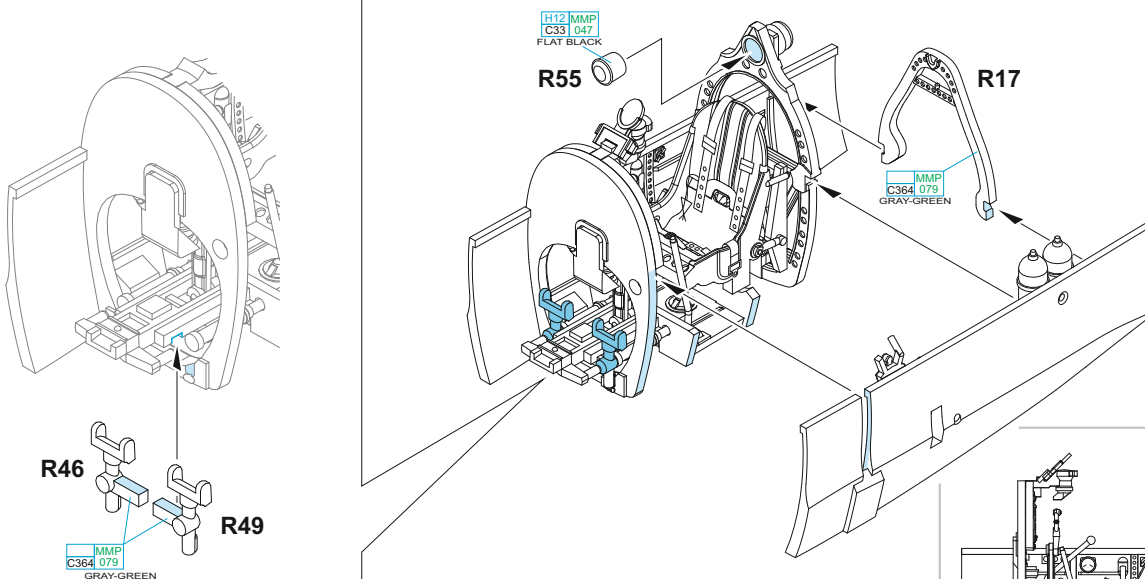
A21



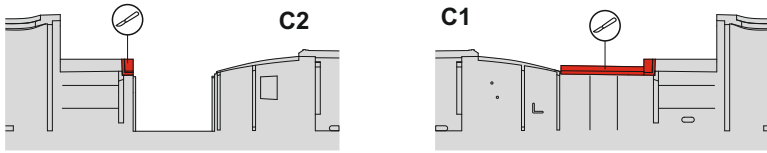
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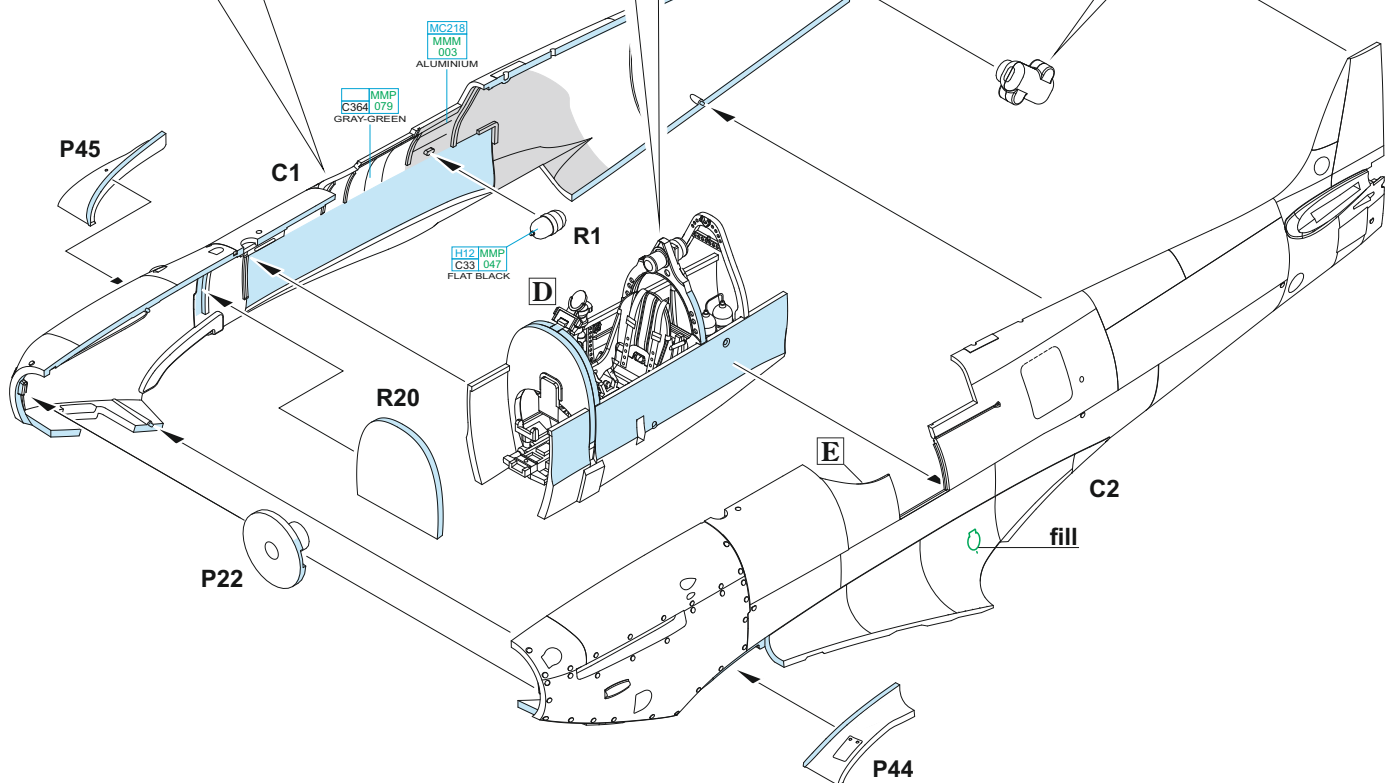
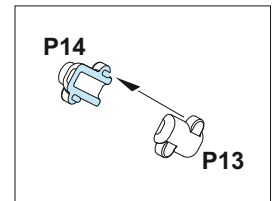
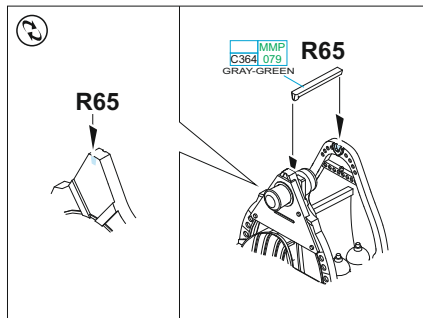
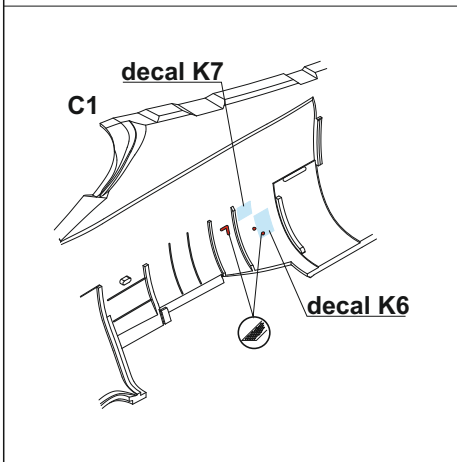
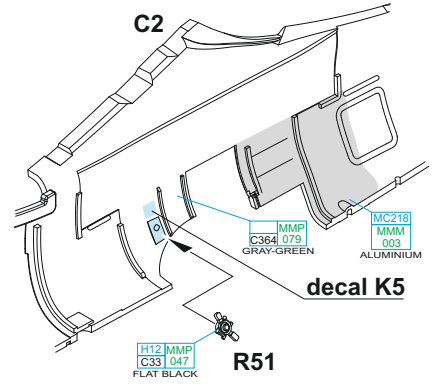
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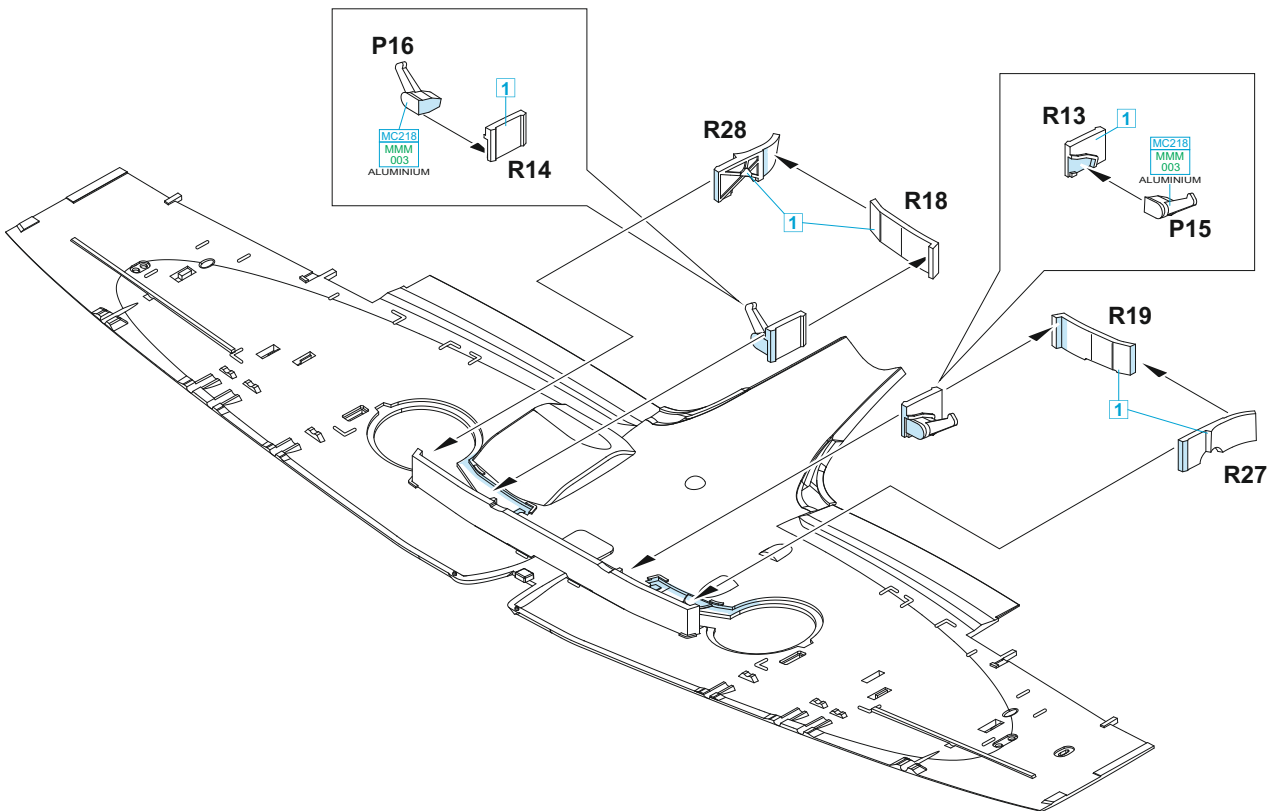
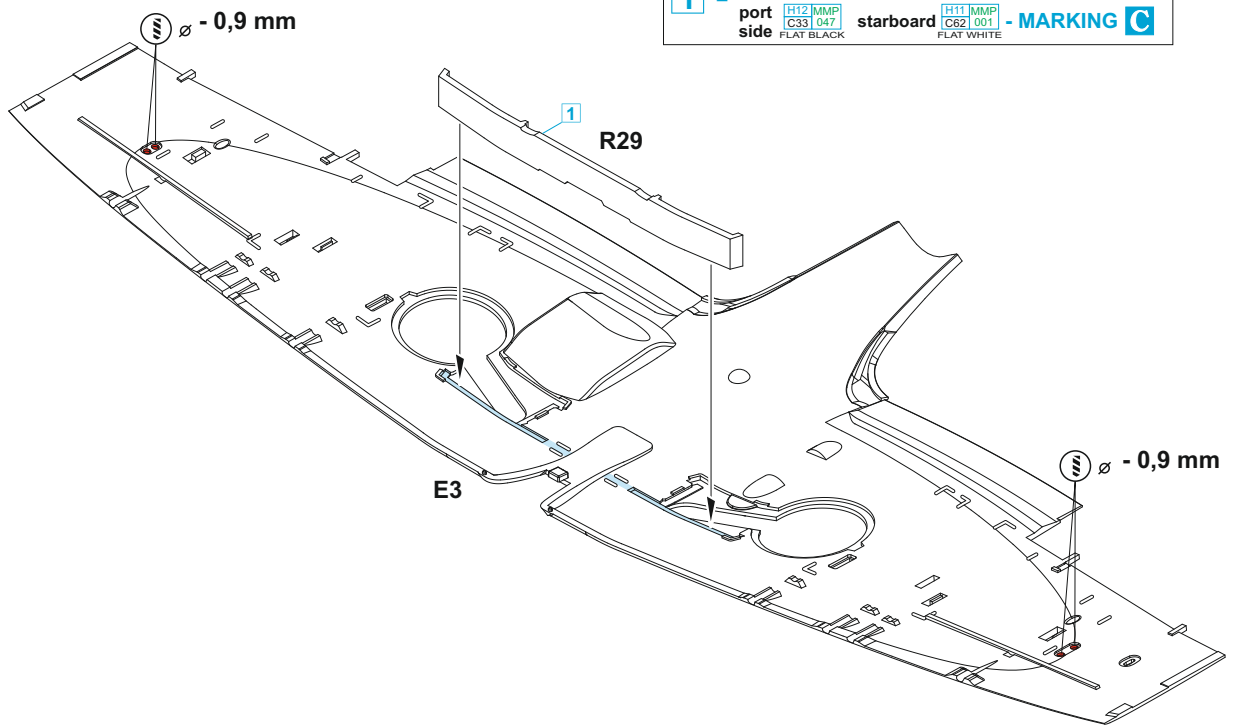
? FOR CLOSED CANOPY ONLY

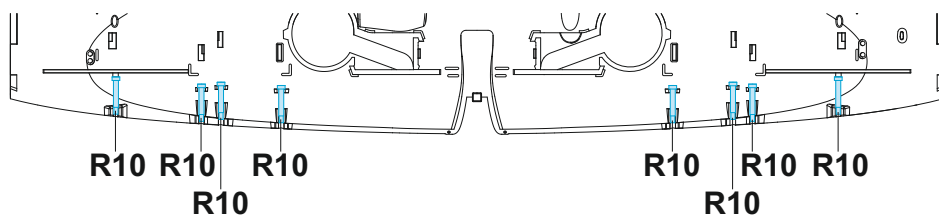
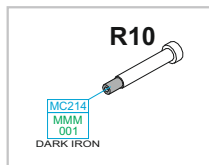
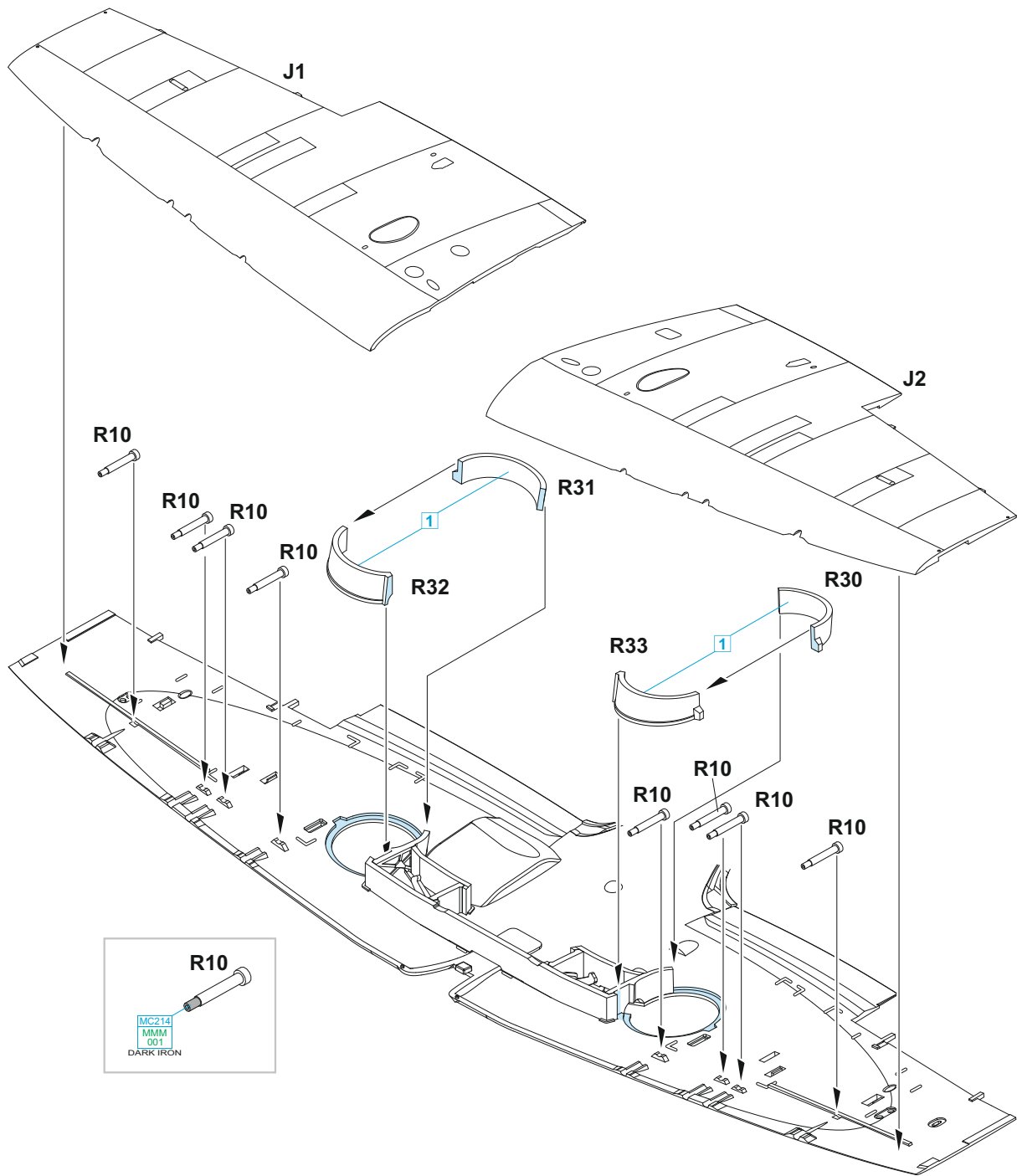


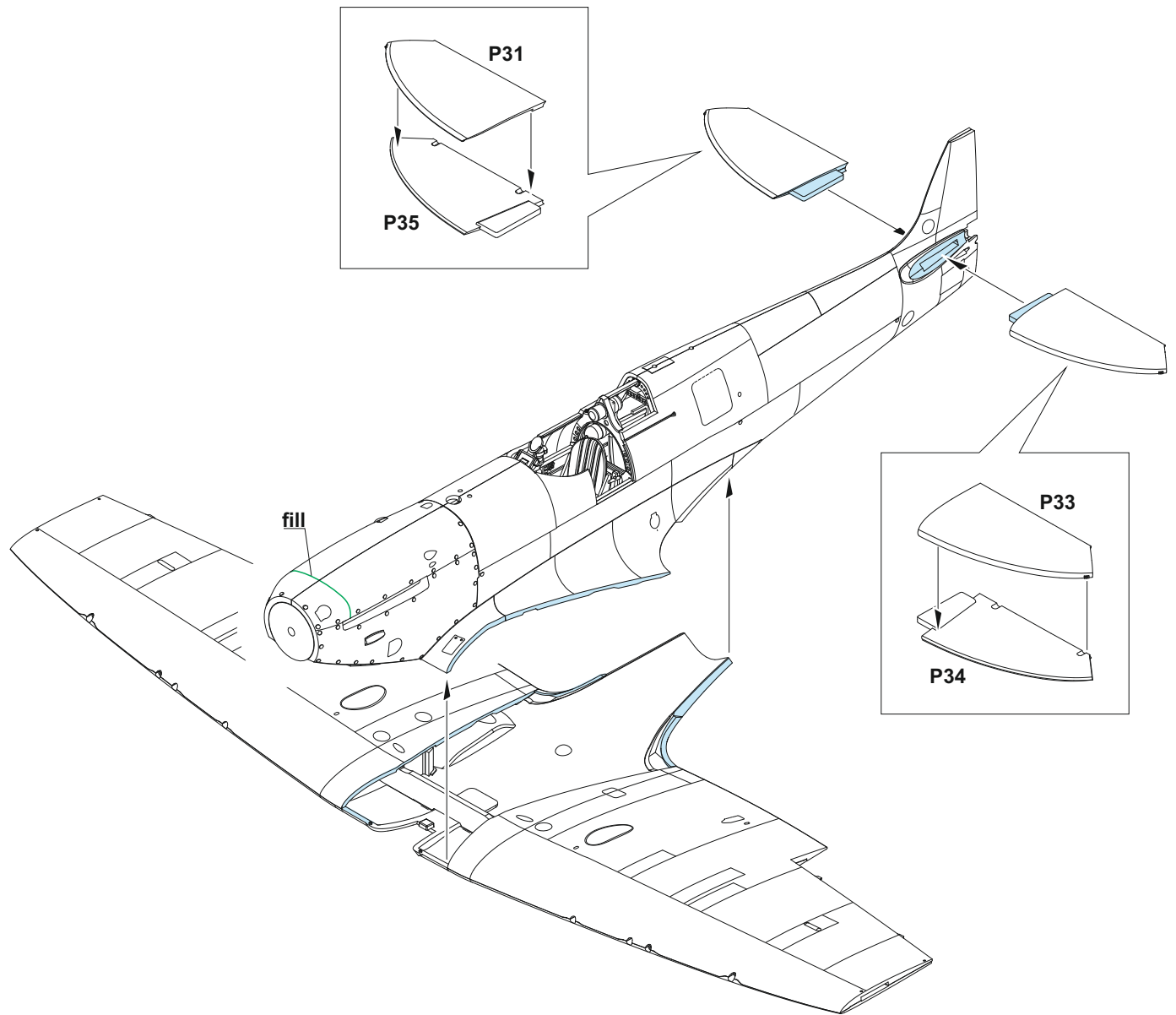
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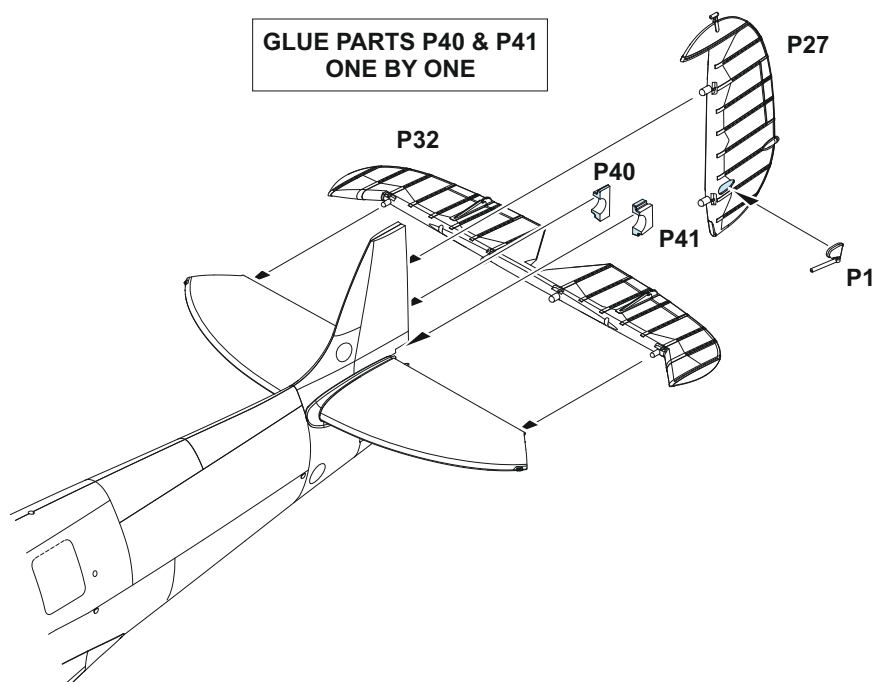
1 =	H8 C8 SILVER	- MARKINGS A;B;D	H11 MMP C62 001	- MARKING C
	port side H12 MMP C33 047 FLAT BLACK	starboard	starboard H11 MMP C62 001 FLAT WHITE	

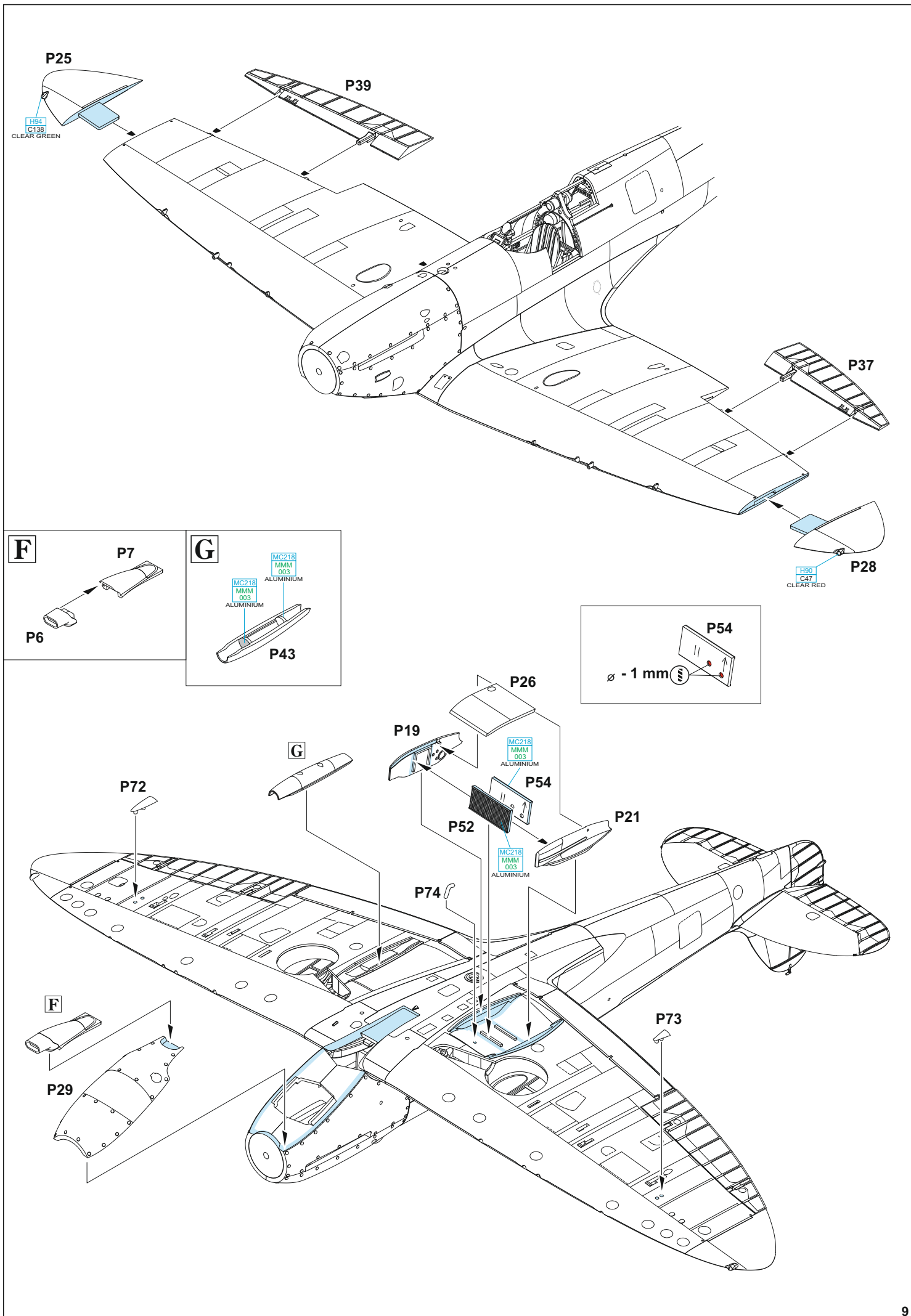


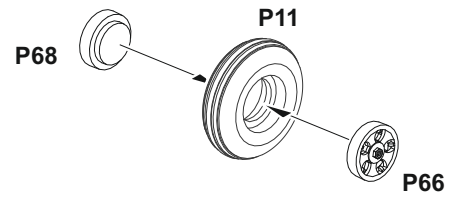
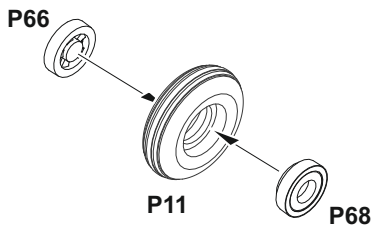
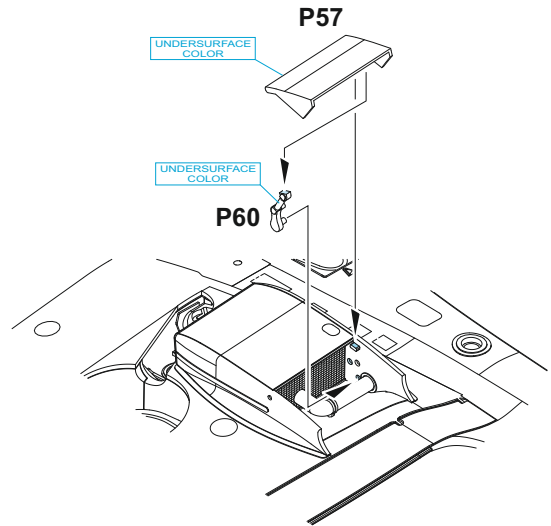
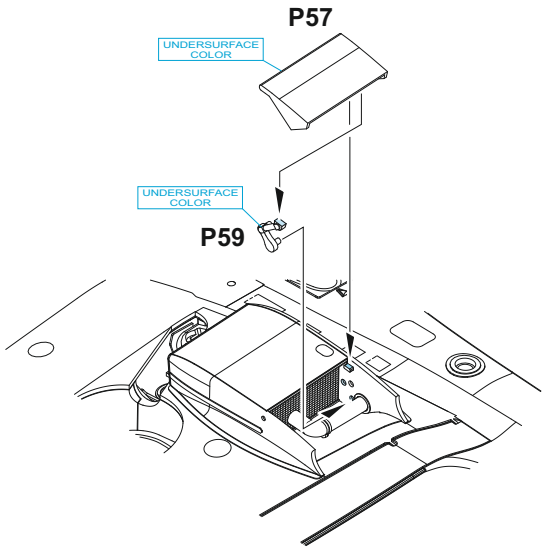
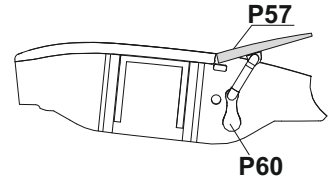
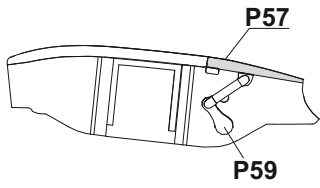
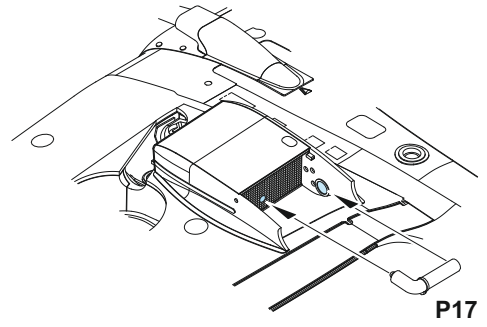
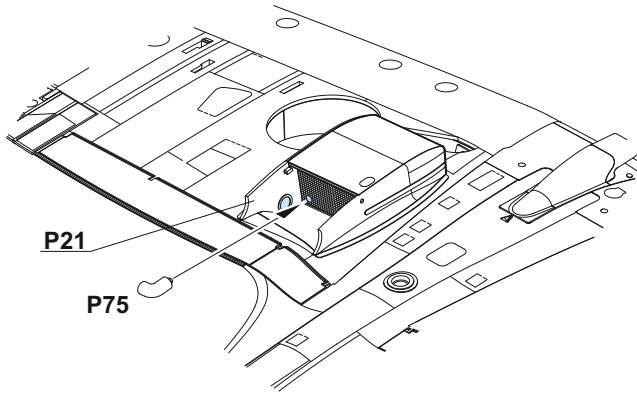




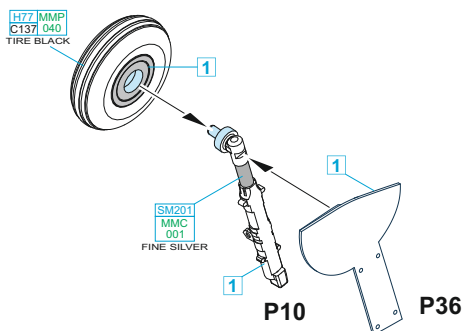
**GLUE PARTS P40 & P41
ONE BY ONE**



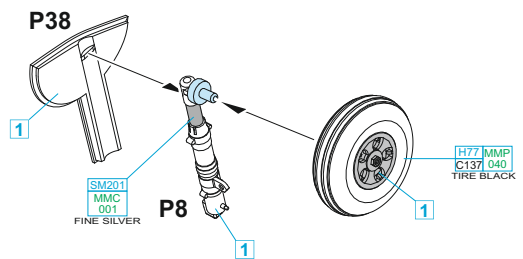


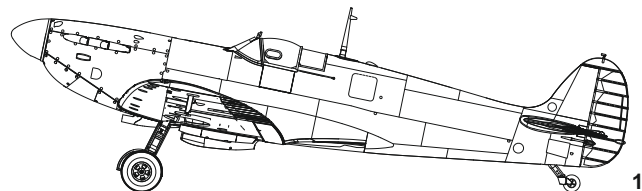
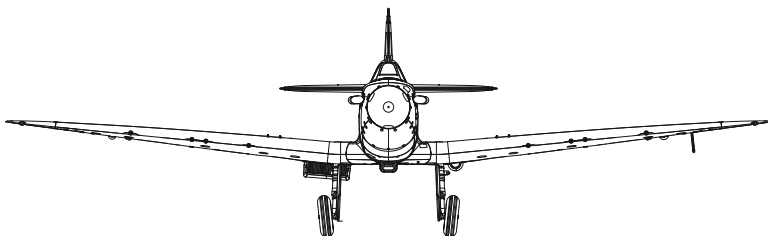
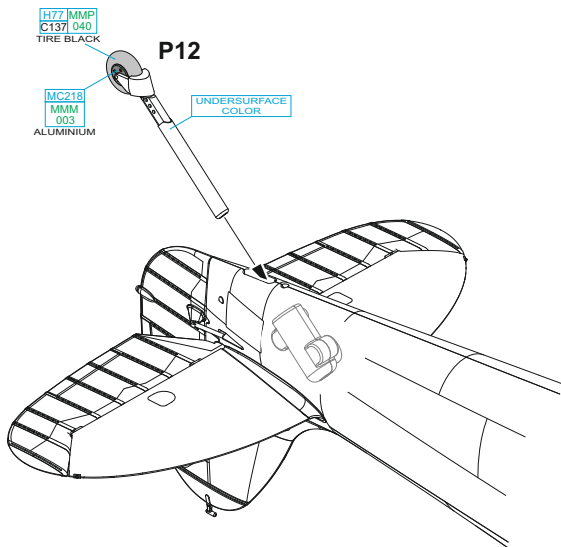
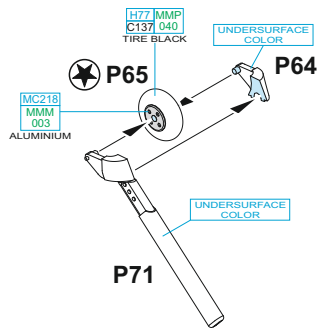
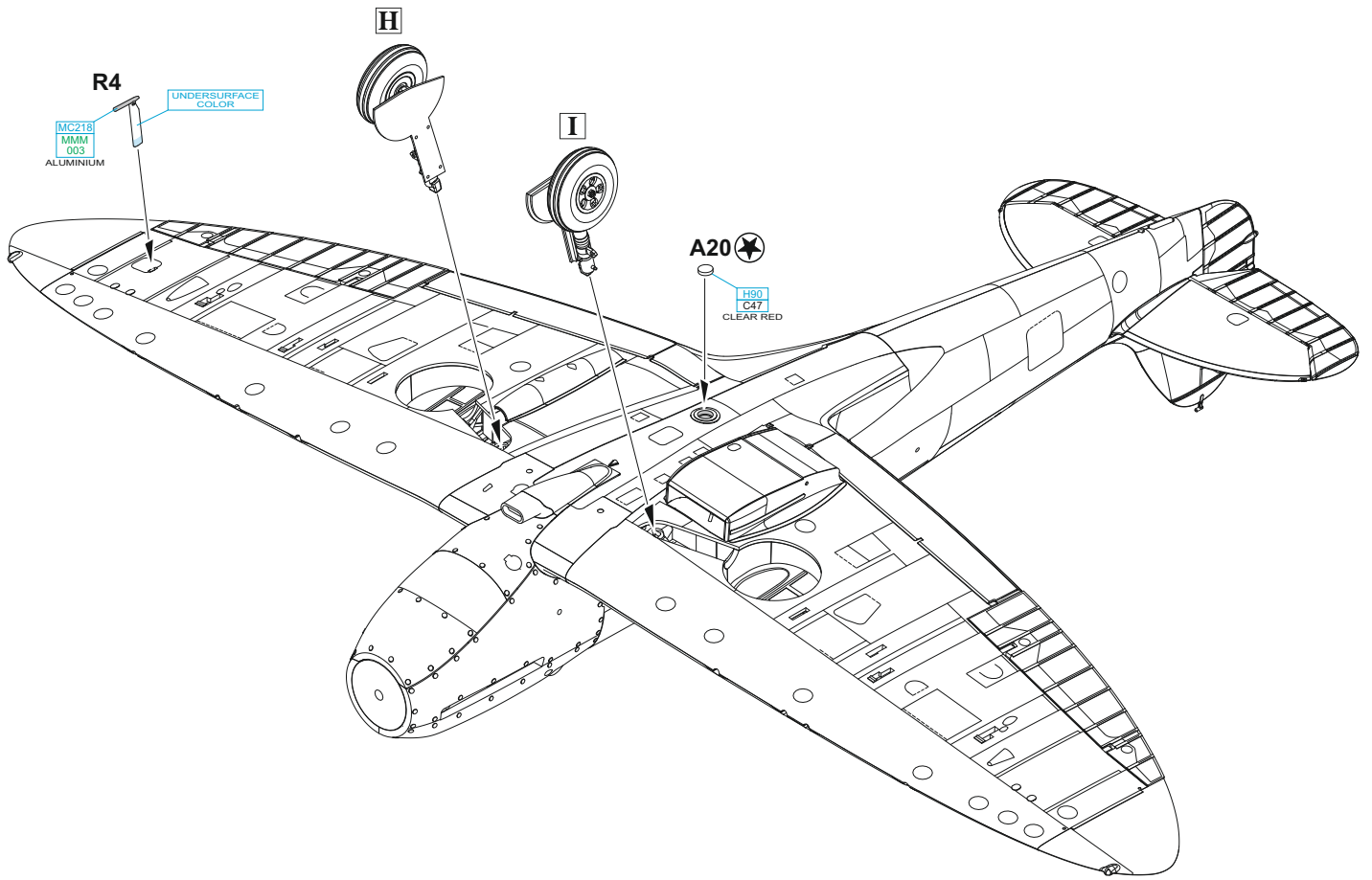


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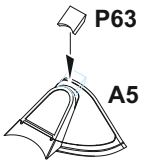


J MARKINGS **A, C**



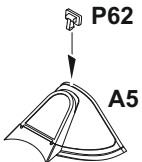
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MARKING **B**

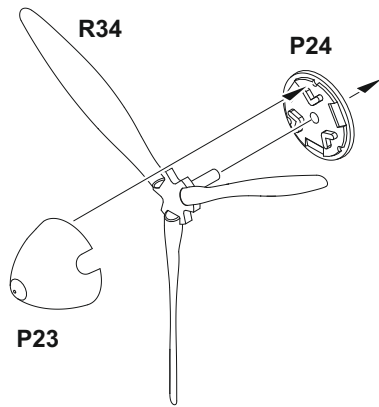


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MARKING **D**

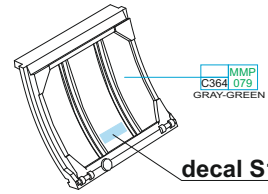


K



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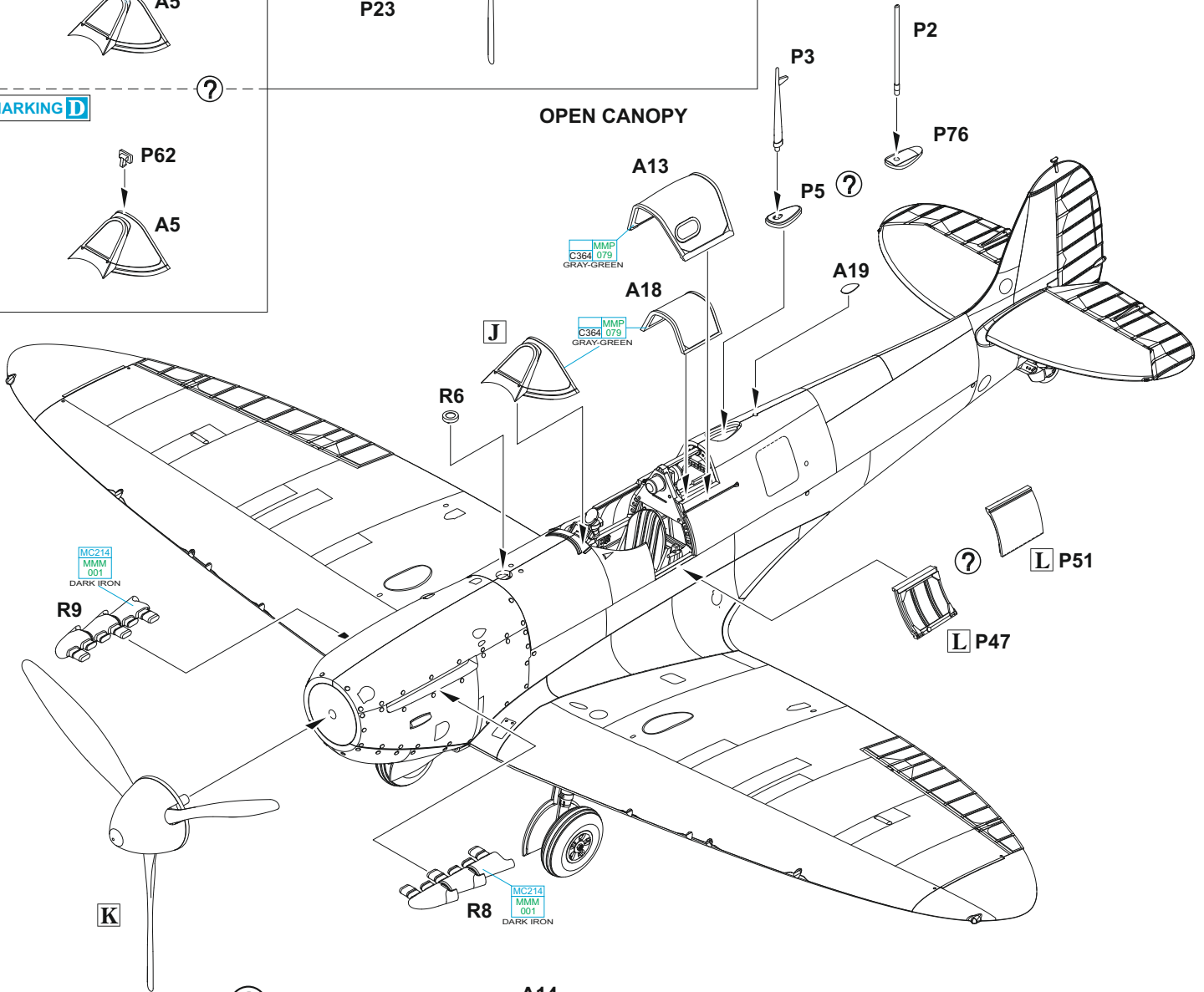
P47 ? P51 ? P55



decal S1 ? S46

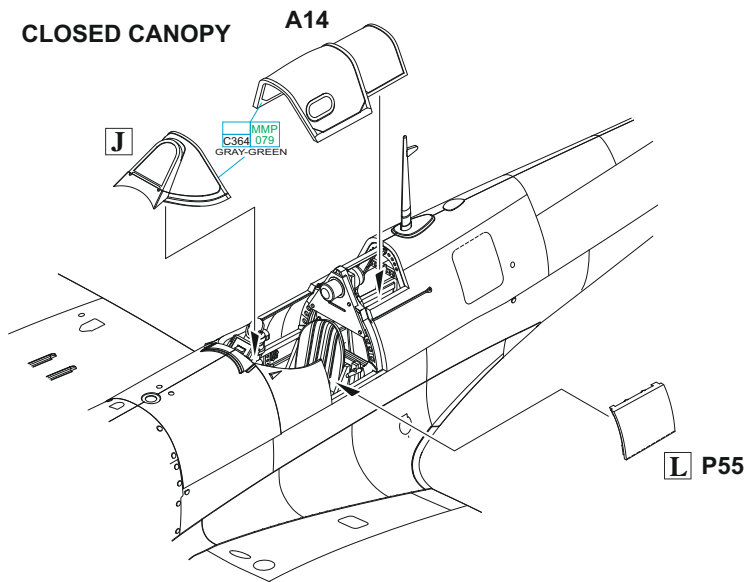
P2, P76 - MARKING **B** ONLY

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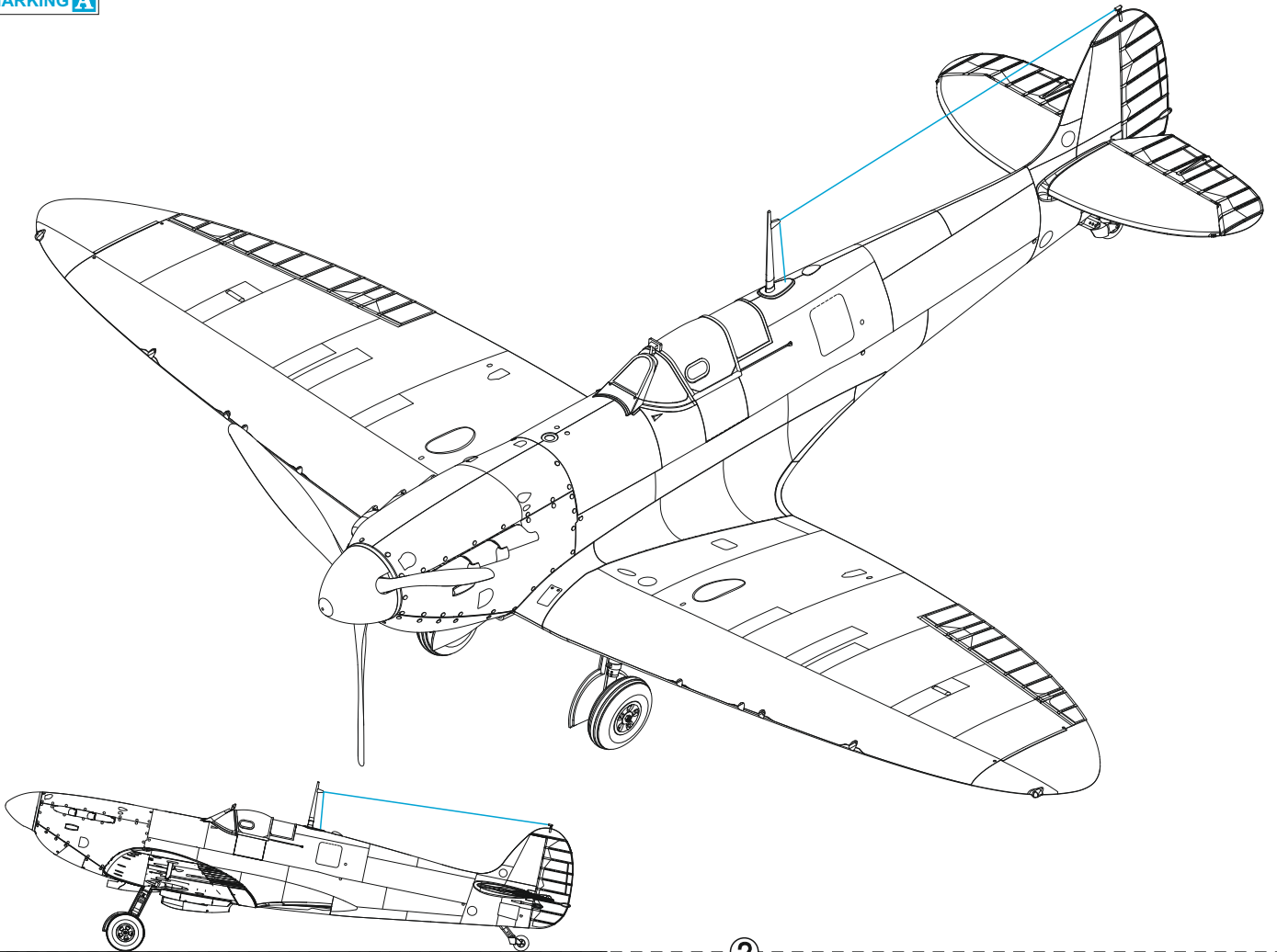


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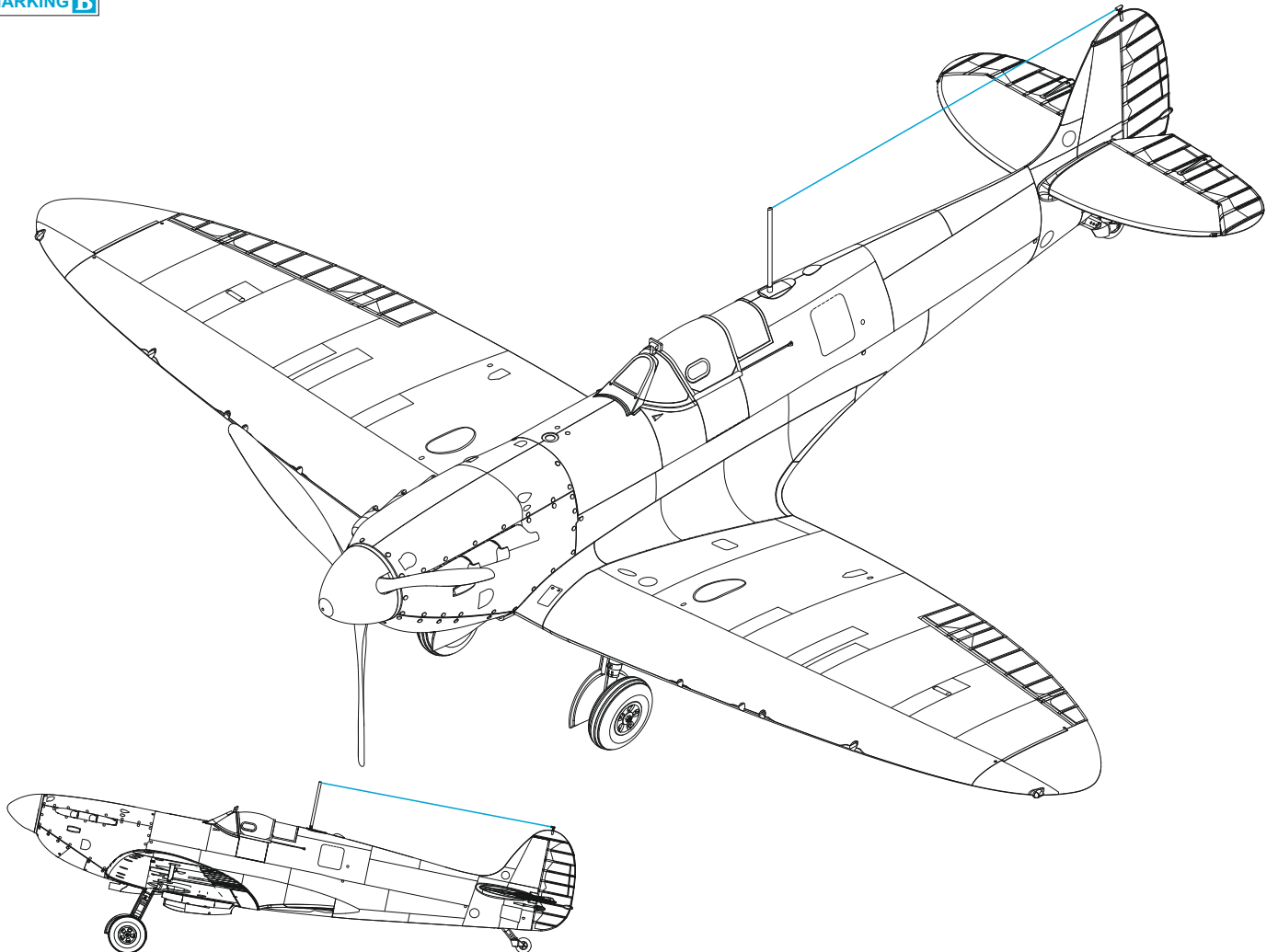
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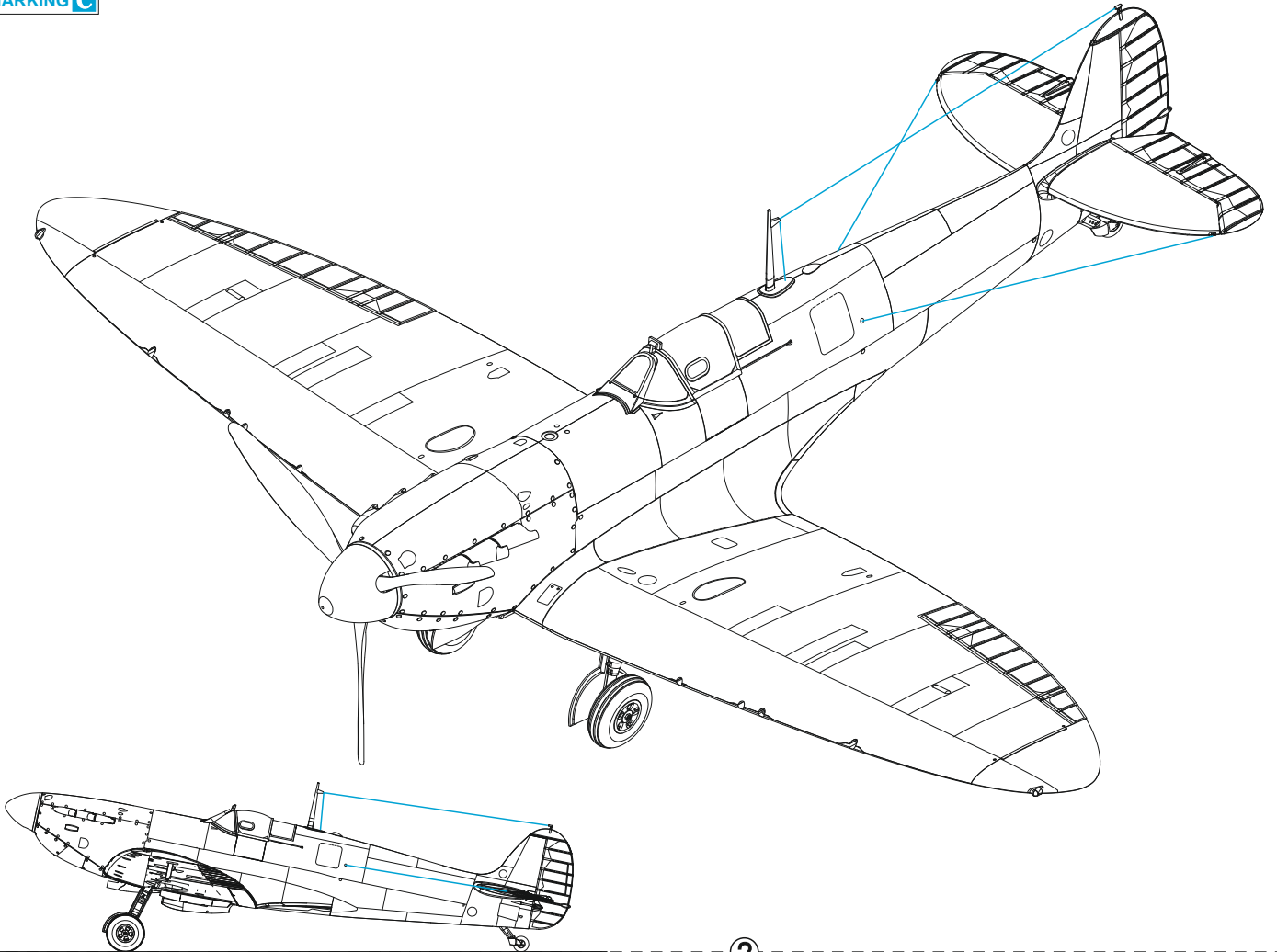
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MARKING B

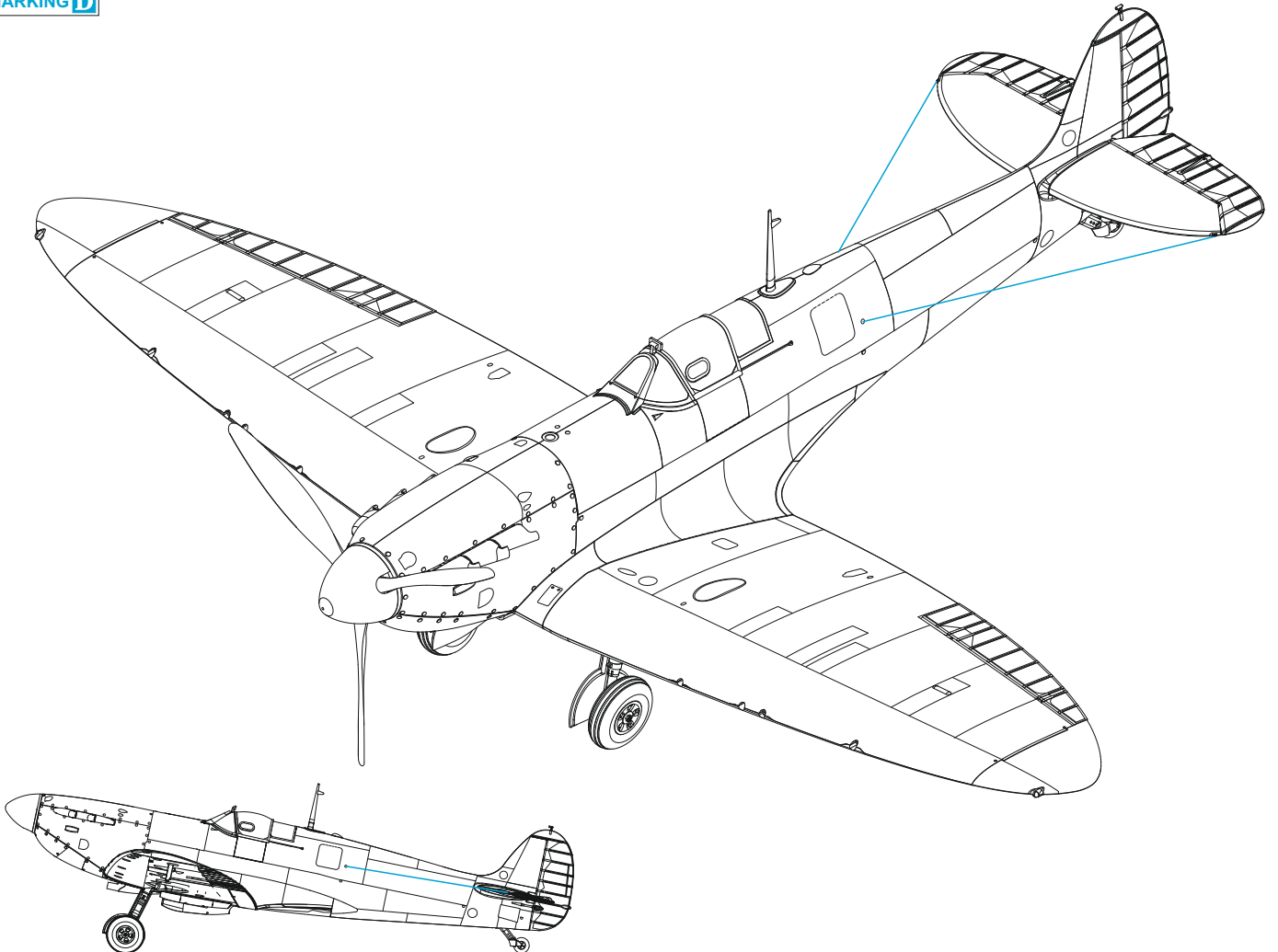


MARKING C



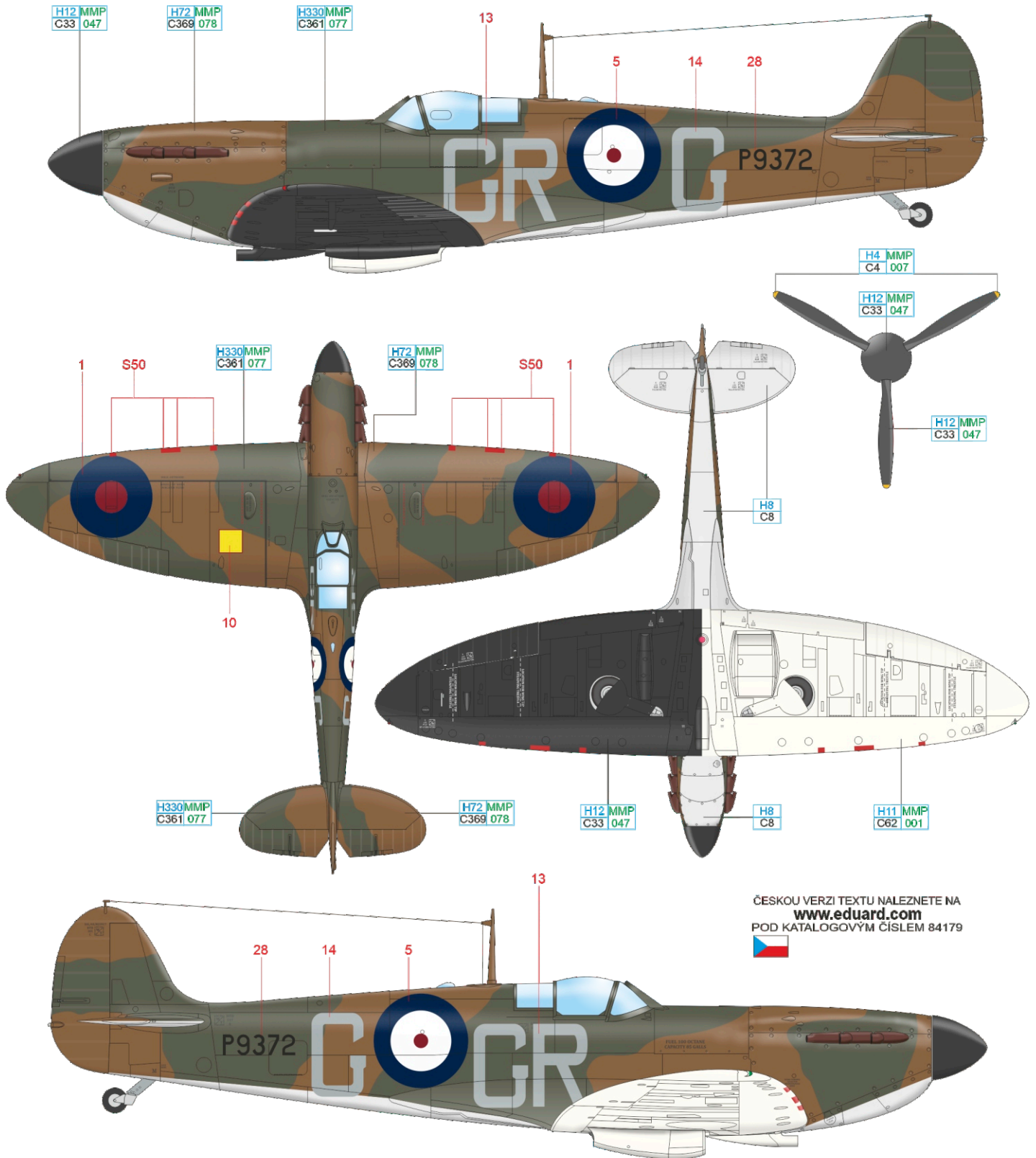
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MARKING D



A P9372, P/O Antony C. Bartley, No. 92 Squadron, RAF Croydon, Great Britain, March – April 1940

Spitfire P9372 served with No. 92 Sqn from March 1940, when the unit changed their Blenheims Mk.II to Spitfires. Along with it, it took part in the evacuation from Dunkirk, when it was flown by Antony Charles Bartley, among other airmen. A native of Dhaka in what was then British India, he joined the RAF in 1939 and after training he was posted to No. 92 Sqn, with which he took part not only in covering the evacuation of the British Expeditionary Force but also in the Battle of Britain. In March 1941 he was transferred to No. 74 Sqn for two months, where he had been training new pilots. He later flew as a test pilot with Supermarine and from August 1942 commanded No. 111 Sqn during its deployment to North Africa. He subsequently served as a staff member of No. 83 Group and from October 1944 he took post at RAF Transport Command in the Far East. At the end of the war his score was 12 + 1 destroyed, 5 probables and 8 damaged aircraft. After the war he held various positions in the British film and television industry and died on April 18, 2001. Spitfire P9372 served with No. 92 Sqn until September 9, 1940 when it was shot down near East Guildford. P/O W. C. Watlings, although injured, managed to rescue himself on parachute. The wreckage of the Spitfire was excavated from the crash site and displayed at Tonbridge Battle of Britain Museum. The parts were then acquired by noted Spitfireologist Peter R. Monk of Biggin Hill Heritage Hangar Ltd. There they have been on display on the hangar wall since 2016. On August 5, 2019, the project to restore P9372 to airworthy condition commenced and it was subsequently officially registered under the G-CLIH matriculation.



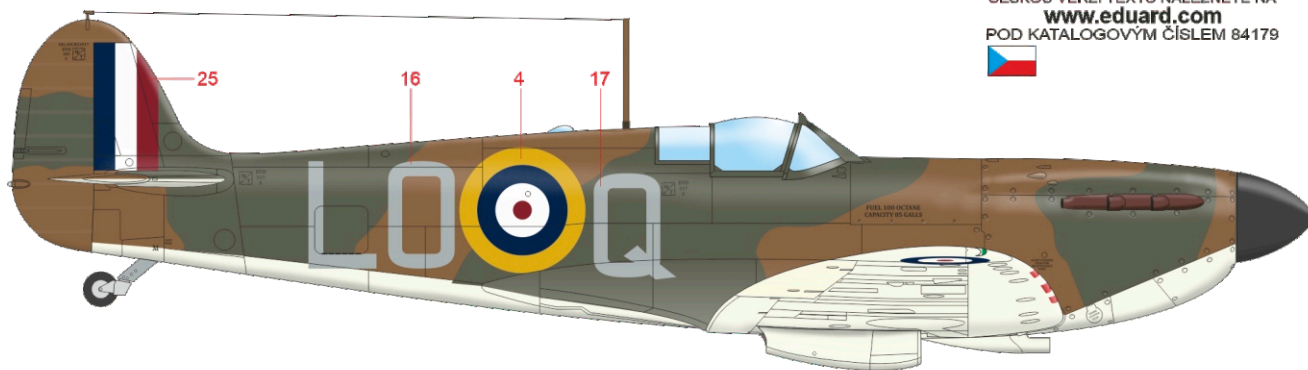
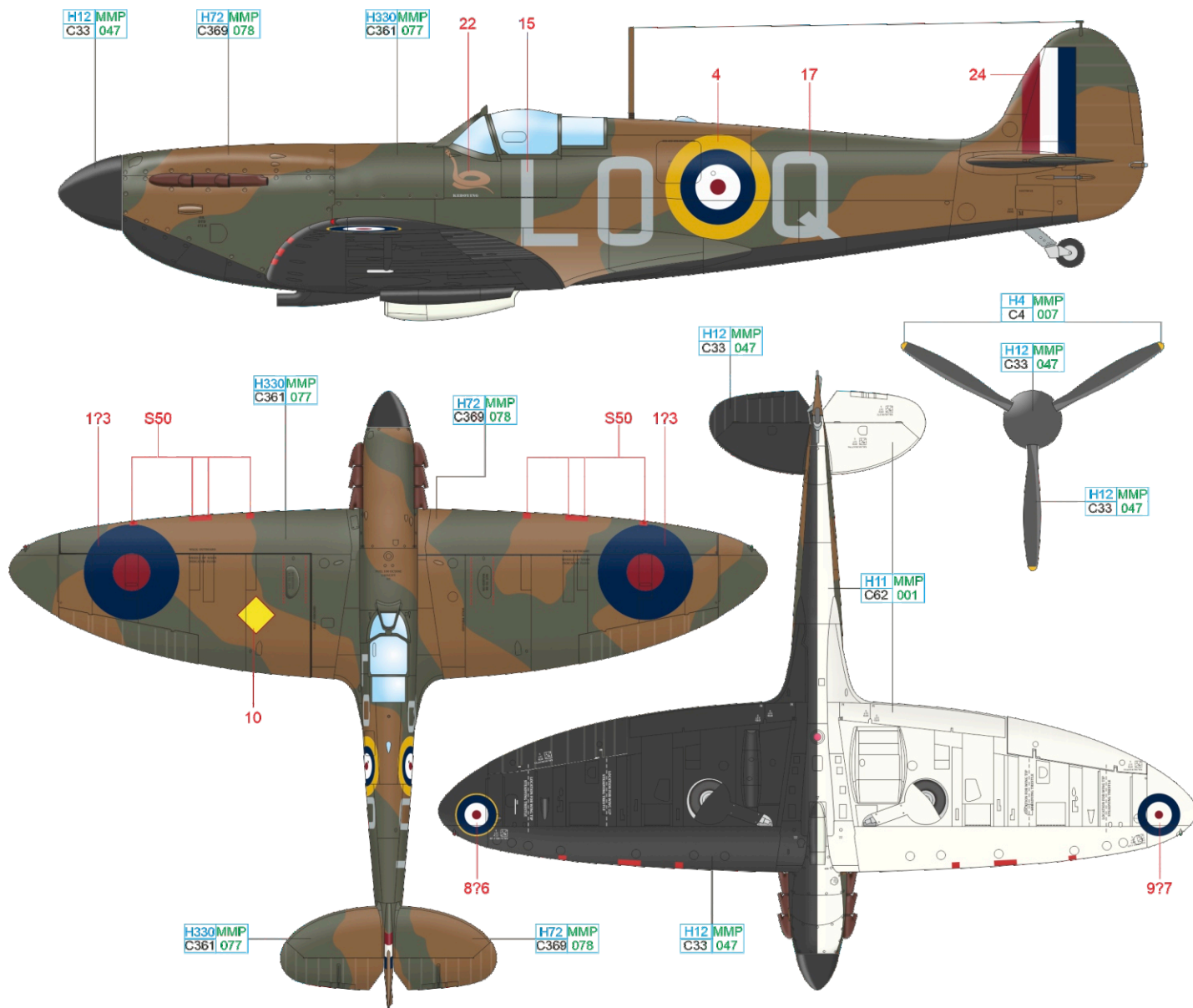
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| DARK EARTH | H72 MMP C369 078 | DARK GREEN | H330 MMP C361 077 | BLACK | H12 MMP C33 047 | WHITE | H11 MMP C62 001 | YELLOW | H4 MMP C4 007 | SILVER | H8 C8 |
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B L1004, F/Lt Alexander V. R. Johnstone, No. 602 Squadron, RAF Drem, East Lothian, Great Britain, May 1940

Alexander Vallance Riddell Johnstone, better known as "Sandy" Johnstone, achieved his first combat successes in the cockpit of L1004 in late June and early July, when he shot down a He 111, a Ju 88 in cooperation and also damaged a Do 17. On July 12, he took command of No. 602 Sqn and increased his score by a further seven kills. In September 1941 he took command of No. 263 Wing in Beirut and in April 1942 became sector commander in Haifa, Palestine. As early as September 1942, however, he moved to Malta, where he became commander of Luqa airfield. In January 1943 he returned to operational flying as commander of Krendi Wing with Spitfire Mk.Vc. He commanded the Wing until the end of March 1943, then returned to Britain where he held various command posts until the end of the war. He ended the war with nine kills (7 + 2), 1 probable and 7 enemy aircraft damaged. Tests of the 1,645 hp Merlin 32 engine were carried out on Spitfire Mk.I L1004 in late 1942. The tests were successful and the decision was made to install this powerplant in the existing Seafire Mk.IIC aircraft. The colour profile shows the appearance of the aircraft in the second half of May 1940, when the undersurfaces of the RAF fighters were painted black and white. A tricolour was added to the tail and cockades of type A1 were painted on the fuselage sides. From June 6, 1940 it was ordered that the undersurfaces of RAF fighters would be camouflaged with Sky paint.



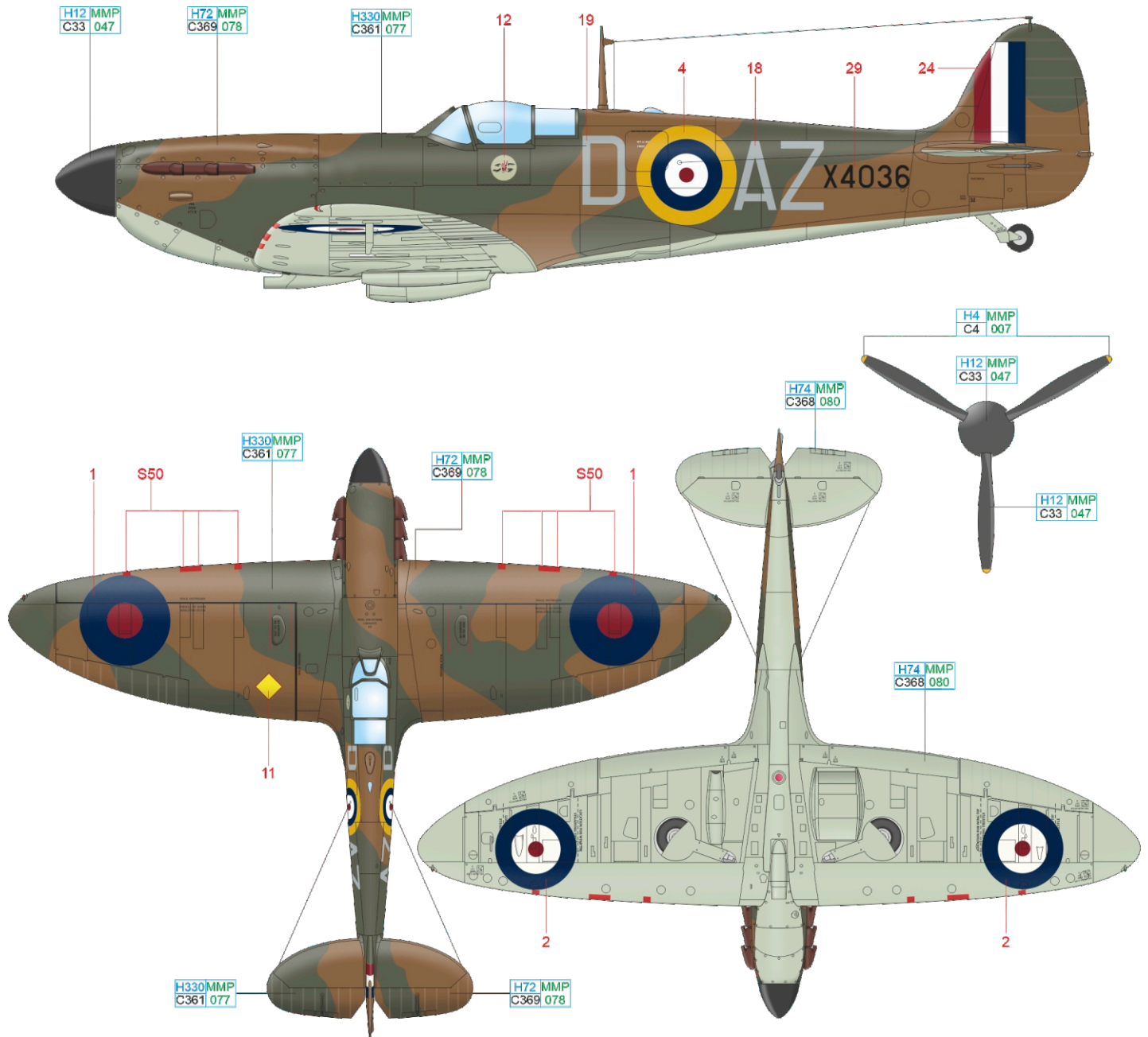
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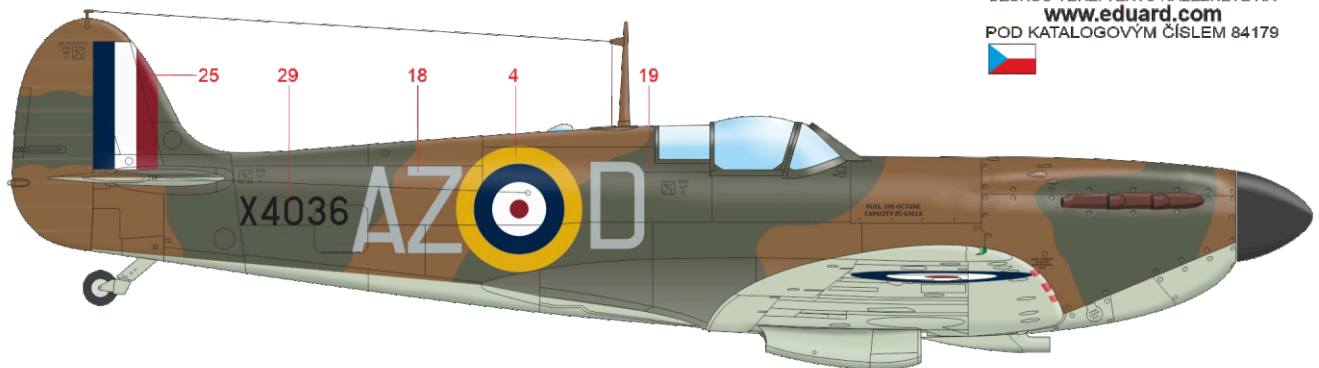


C X4036, P/O Robert F. T. Doe, No. 234 Squadron, RAF Middle Wallop, Hampshire, Great Britain, August 1940

Robert Francis Thomas Doe, a native of Reigate, Surrey, joined the RAF at the age of fresh 18 in March 1938. Training was followed by service with No. 234 Sqn from November 1939, with which he flew until almost the end of the Battle of Britain. On August 27, 1940 he was transferred to No. 238 Sqn, with which he flew as Flight Leader in Hurricanes. On his return from rest, when he was training new pilots with No. 57 OTU, further activity followed, this time in faraway Burma with No. 613 Sqn. However, he flew with this unit for only two months, until December 1943, when he was commissioned to form No. 10 Sqn of the Indian Air Force. There he also served to the end of World War II. In September 1946, Robert Doe returned to the UK and held staff posts in the RAF until his retirement in April 1966, retiring with the rank of W/Cdr. He died on February 21, 2010.



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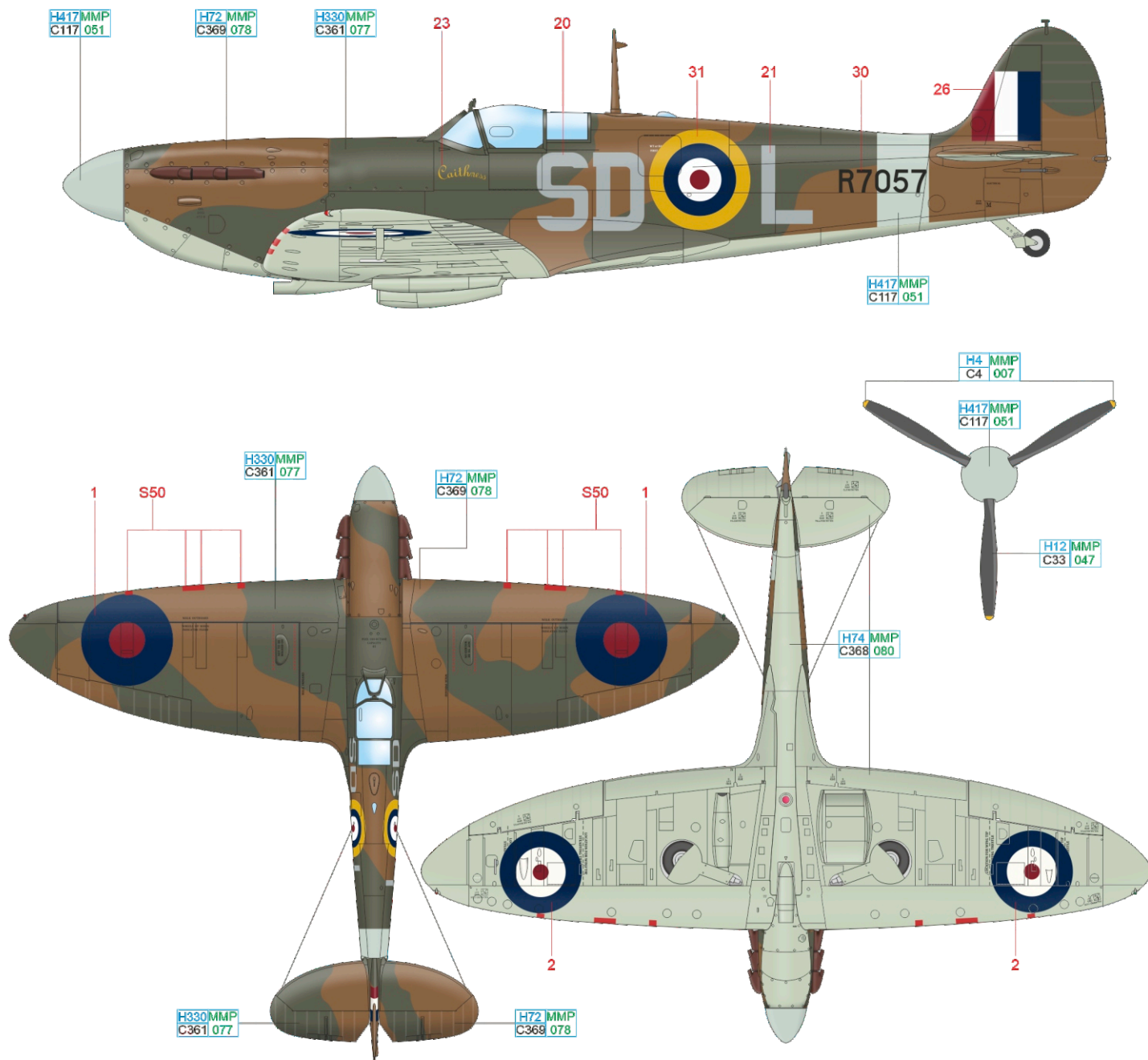


DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077	BLACK	H12 MMP C33 047	SKY	H74 MMP C368 080	YELLOW	H4 MMP C4 007
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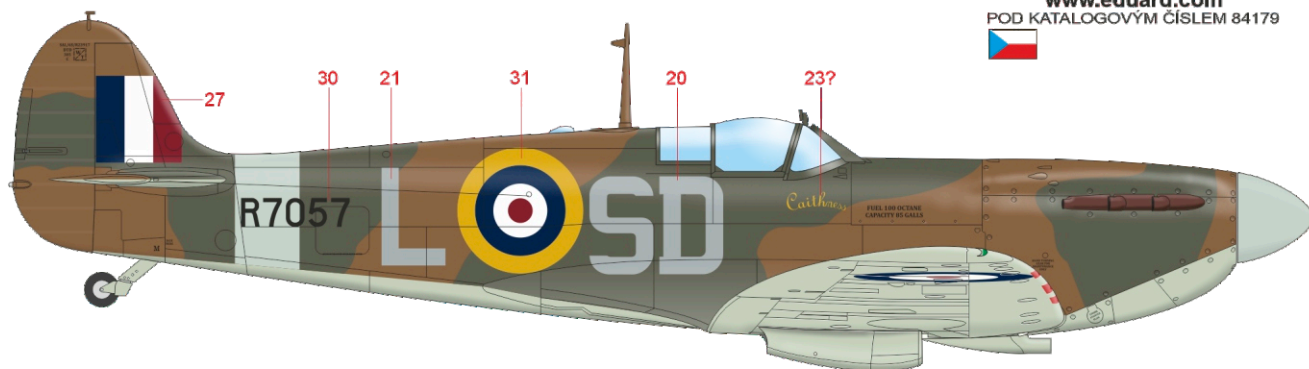
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D R7057, P/O James H. Lacey, No. 501 Squadron, RAF Colerne, Wiltshire, Great Britain, May 1941

After the rearmament of No. 501 Sqn from Hurricanes to Spitfires in May 1941, Spitfire R7057, bearing the donation inscription "Caitheans" (drawn on both sides probably in yellow) became the personal aircraft of "Ginger" Lacey, one of the RAF's most successful pilots with 28 kills to his credit. Czech pilot Sgt. Antonín Dvořák also flew several operational flights in its cockpit. From July this Spitfire served with No. 53 OTU RAF in Llandow. On August 12, 1941, R7057 and its pilot Colin Day were lost in an air crash near Glynneath.

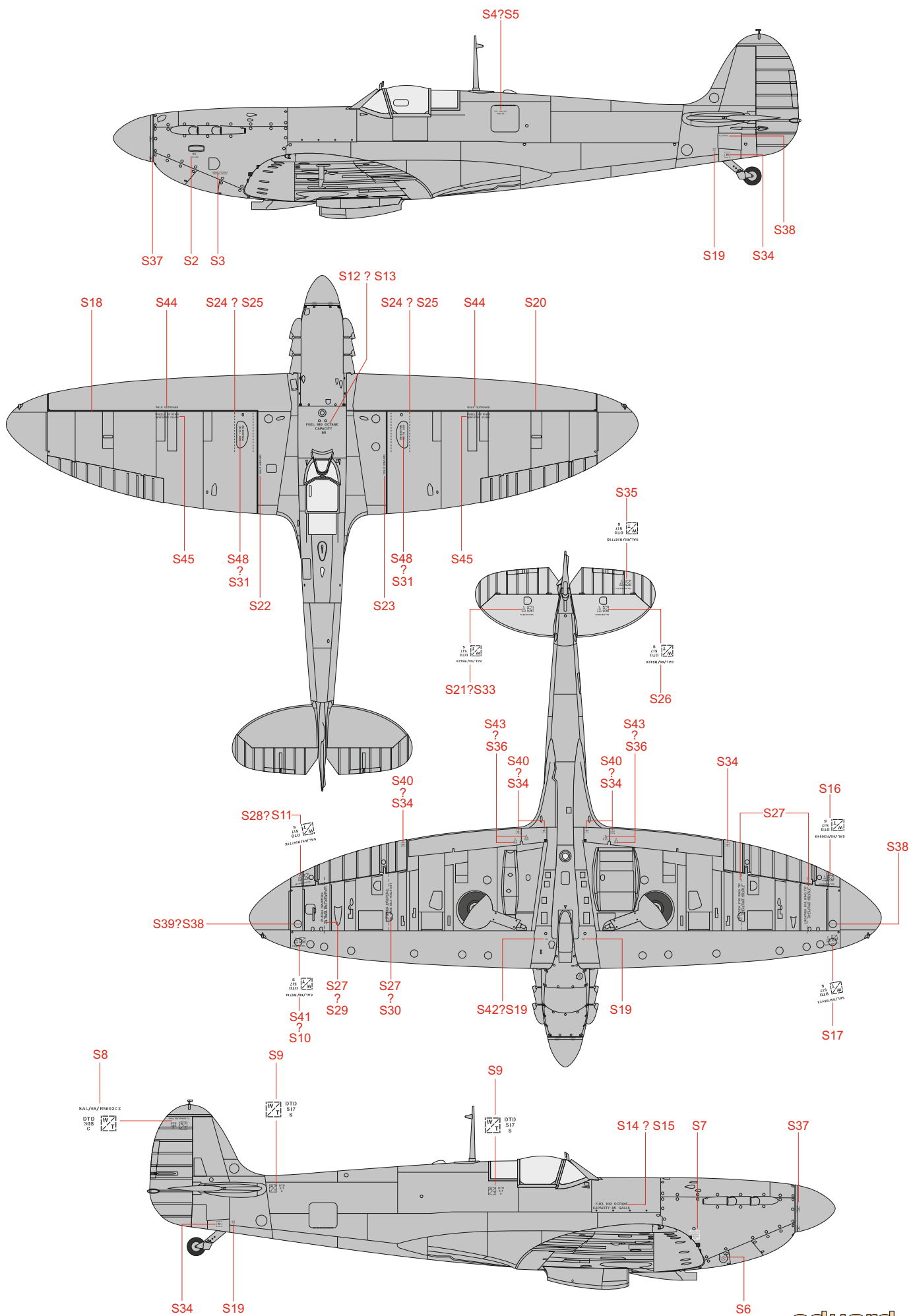


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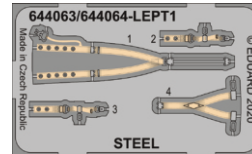


DARK EARTH H72 MMP C369 078 DARK GREEN H330MMP C361 077 BLACK H12 MMP C33 047 YELLOW H4 MMP C4 007 SKY H74 MMP C368 080 BLUE GREEN H417MMP C117 051

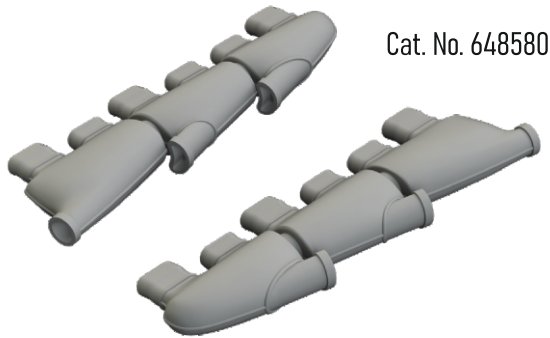
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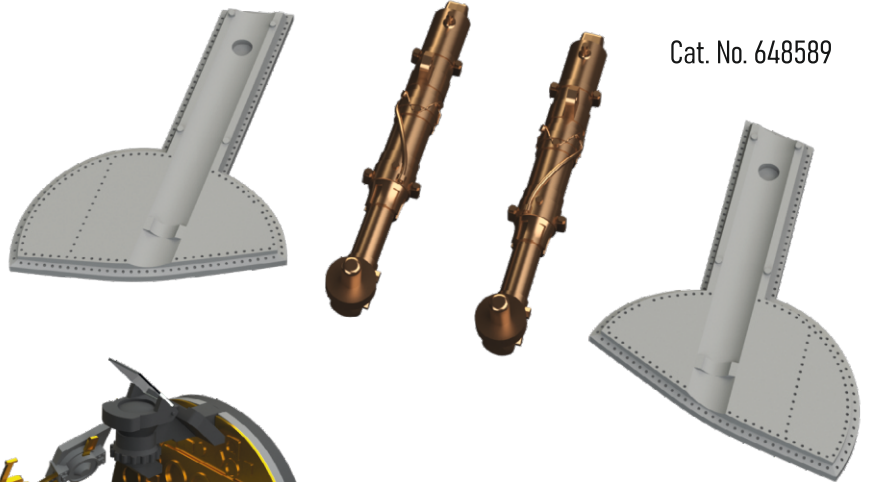
- 481026 Spitfire Mk.I landing flaps (PE-Set)
- FE1112 Spitfire Mk.I seatbelts STEEL (PE-Set)
- 644064 Spitfire Mk.I late LööK (Brassin)
- 644067 Spitfire Mk.I late LööKplus (Brassin)
- 648578 Spitfire Mk.I cockpit (Brassin)
- 648579 Spitfire Mk.I wheels (Brassin)
- 648580 Spitfire Mk.I exhaust stacks (Brassin)
- 648581 Spitfire Mk.I gun bays (Brassin)
- 648582 Spitfire Mk.I engine (Brassin)
- 648589 Spitfire Mk.I undercarriage legs BRONZE (Brassin)
- SIN64868 Spitfire Mk.I ESSENTIAL (Brassin)
- SIN64870 Spitfire Mk.I ADVANCED (Brassin)
- 3DL48006 Spitfire Mk.I late SPACE (3D Decal Set)
- D48053 Spitfire Mk.I national insignia (Decal Set)
- D48064 Spitfire Mk.I stencils (Decal Set)
- EX709 Spitfire Mk.I TFace (Mask)
- EX713 Spitfire Mk.I (Mask)



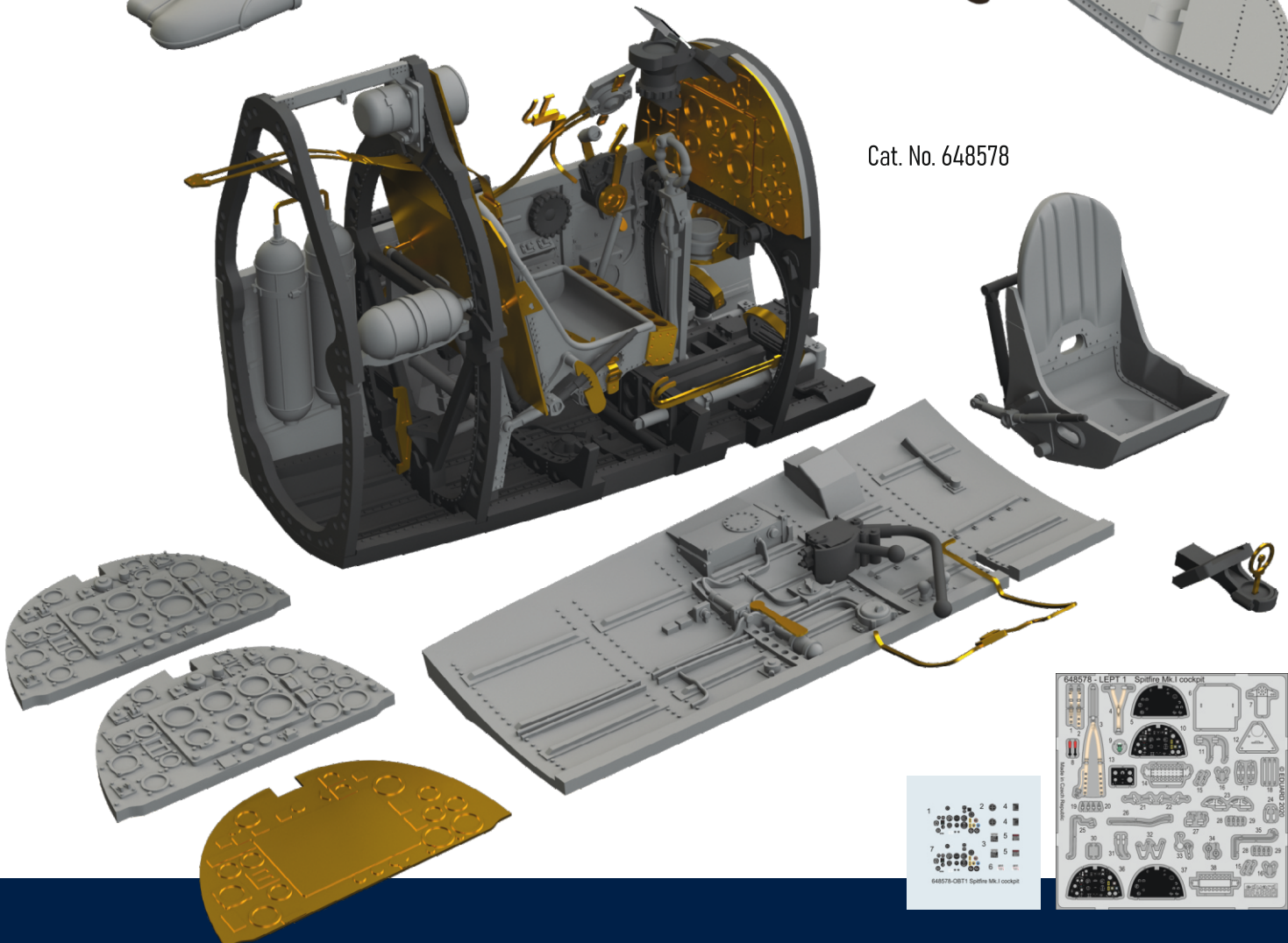
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Cat. No. 648589



Cat. No. 648578

