

SUPERMARINE

Spitfire

Mk IX

Monogram

the NAME FOR *Quality*
HOBBY KITS



PLASTIKIT PA79

SCALE: 1/4" = 1'

1/48 SIZE



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Monogram Models, Inc. Morton Grove, Illinois

Great Britain's Famous Fighter of World War II

No one really needs an introduction to the Spitfire. Foremost of Great Britain's World War II aircraft, it was originally accepted by the Air Ministry in 1935, as the first official fighter plane to be equipped with an enclosed cockpit, a retractable landing gear and a battery of eight machine guns. Eventually, after a ten year period of production a total of 20,351, comprised of 40 major variations, were built.

The Spitfire's great fame can be traced from a proud ancestry of Schneider Trophy seaplanes (hence the name Supermarine), through its historic exploits during the Battle of Britain, and outstanding service in both British and American squadrons on major fighting fronts of the world. Members of the famed Eagle Squadrons raised the Spitfire's popularity to an envious height, symbolizing the respect and admiration of freedom-loving flyers of many nations.

To distinguish various types of Spitfires, the R.A.F. allotted mark numbers, generally in chronological sequence. They ranged from Mark I thru Mark 24. Your Monogram Supermarine Spitfire kit authentically reproduces an early Mark (LF) IX, a low altitude fighter powered by a 1580 h.p. Rolls-Royce Merlin 66 engine, giving it a maximum speed of 408 mph at 25,000 feet. Its wingspan was 36 ft. 10 in. and armament consisted of two 20 mm cannon and four .303 in. machine guns. Range was increased by use of a 50 gal. torpedo-type drop tank.

BEFORE YOU BEGIN ASSEMBLY . . .

Study the exploded drawing, assembly photos and instructions to become familiar with all parts of the model. Your Monogram Spitfire MkIX has retractable landing gear, therefore it is important that assembly instructions are carefully followed and cement is applied only where indicated. Movable parts must not be cemented.

Each "tree" of plastic parts is molded with identifying numbers, appearing on the parts or on tabs next to the corresponding parts. In the assembly instructions, identifying numbers are preceded by the letter G or S, to indicate whether the part can be found on the GRAY or SILVER parts tree. This method makes it easy for you to locate parts during model assembly.

Do not detach parts from the trees until you are ready to use them. After cutting or breaking off the required part, trim away any excess bits of plastic. Use a small sharp knife, such as an X-acto knife, available at your hobby counter. Check the fit of each part before cementing it in place.

Keep in mind, the importance of not rushing the assembly of your model and avoid the use of excessive amounts of cement. All plastic cements contain solvents which dissolve plastic in order to form a solid weld between the cemented parts. Too much cement can soften and distort the plastic, spoiling your model's appearance. When applying cement to small or confined areas, use cement on the tip of a toothpick instead of the tube nozzle to better regulate the amount of cement being applied.

If you plan to paint your model, refer to the instructions, "Finishing the Spitfire", for helpful hints on painting.

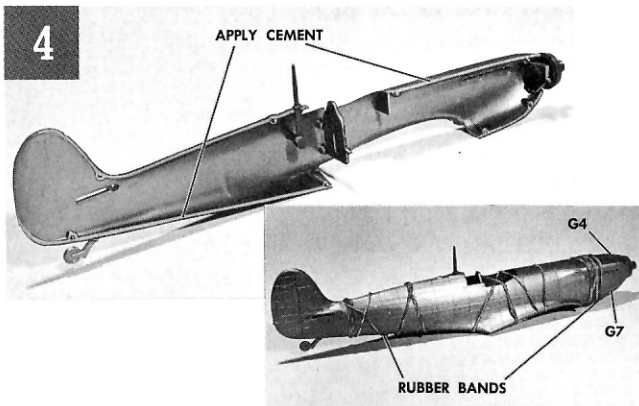
Plastikit Cement DRIES FAST - CLEAR



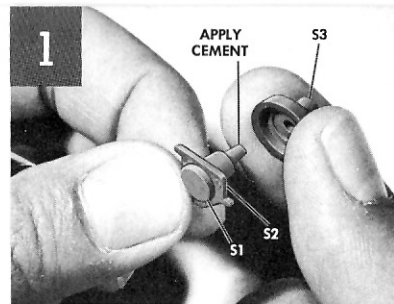
Recommended for use with Monogram Plastikits. It is specially prepared for cementing all models and toys molded in styrene plastic.

Only 10¢

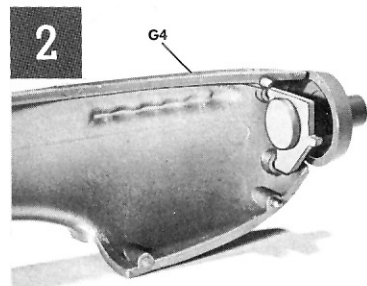
4 Apply cement to edges of left fuselage half and fasten it to **G7** right fuselage half. Make sure pins on armor plate and propeller bearing plate line up with holes in right fuselage half. Wrap rubber bands around fuselage for a tight joint as shown in photo inset.



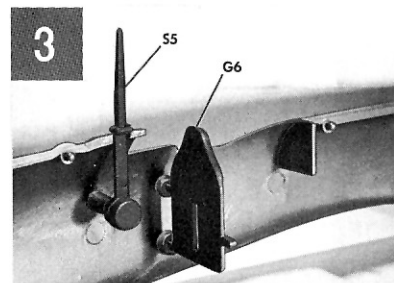
1 Insert (do not cement) **S1** propeller shaft through hole in **S2** bearing plate. Next, apply a small drop of cement to end of propeller shaft and attach **S3** spinner backplate onto shaft.



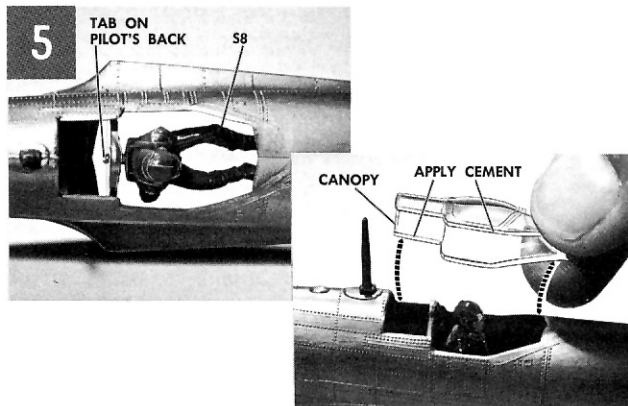
2 Cement two pins on assembled bearing unit into two holes inside **G4** left fuselage half, as shown in photo.



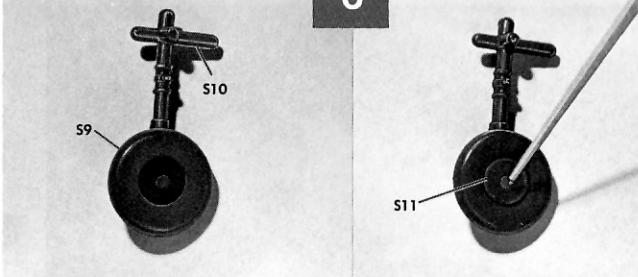
3 Cement bottom of **S5** antenna mast over end of long pin inside left fuselage half, as shown in photo. Attach **G6** armor plate by cementing two pins on armor plate into holes inside left fuselage half.



5 Apply cement to slot in armor plate and attach **S8** pilot by fitting tab on pilot's back into slot in armor plate. Next, apply cement to bottom edges of clear canopy and install over cockpit, as shown in right photo.

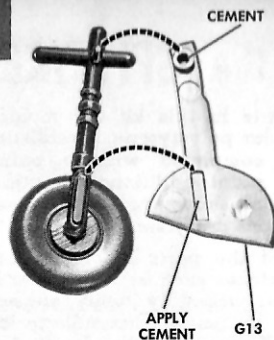


6



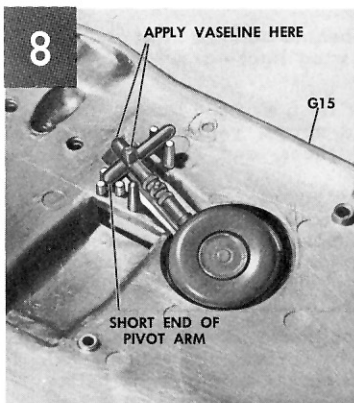
6 Slip one **S9** wheel over axle of **S10** right landing gear strut. Slip an **S11** wheel retainer over axle end and with tip of toothpick, apply cement very sparingly to axle end and retainer. Do not get any cement on wheel.

7



7 Apply cement to right landing gear strut at points indicated in photo and attach **G13** right strut cover to strut as shown. Now assemble left landing gear using parts **S9**, **S12**, **S11** and **G14** by repeating the procedures described in steps 6 and 7. Continue assembly (before cement dries) through step 9 when strut covers are adjusted flush with wing bottom.

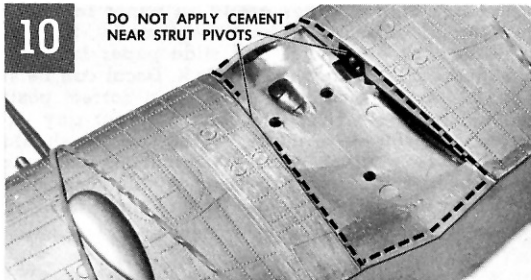
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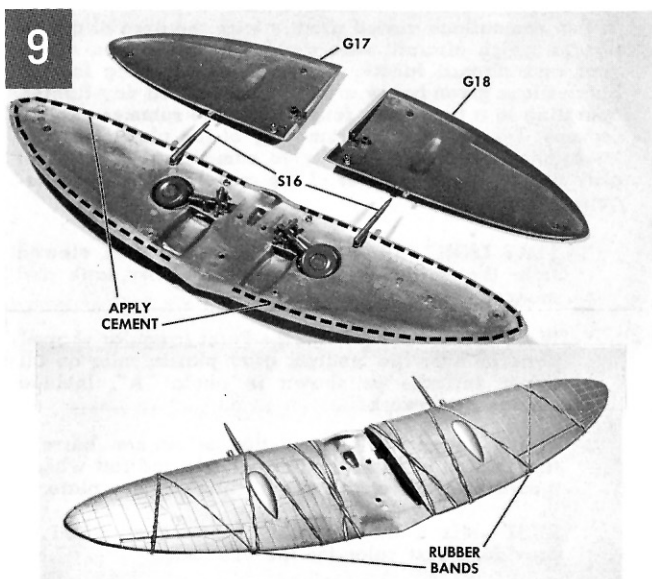
8 IMPORTANT! Apply a tiny amount of vaseline to two knobs on the end of each landing strut as indicated in photo. Next, place (do not cement) both strut units into position inside **G15** wing bottom **exactly** as shown in photo. Pivot arm on end of strut fits between five small posts with the shorter end of pivot arm fitting inside the three rear posts. Make certain pivot arms remain in place while performing next assembly step.

10

DO NOT APPLY CEMENT NEAR STRUT PIVOTS



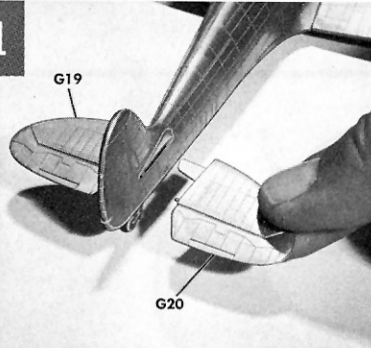
9



9 Break off small round tabs from nozzle end of **S16** cannon. Cement the two cannon into holes in bottom wing panel as shown. Next, apply cement carefully along edges of wing bottom as indicated by dotted lines and attach top wing panels **G17** and **G18**. Make sure landing struts remain in place when attaching top wing panels. Wrap rubber bands around wings to hold them together tightly (especially at center section of wings where landing strut pivots are located). Adjust strut covers so they are flush with undersurface of wing. Remove rubber bands after cement has set. **DO NOT OPERATE LANDING GEARS UNTIL CEMENT HAS DRIED OVERNIGHT.**

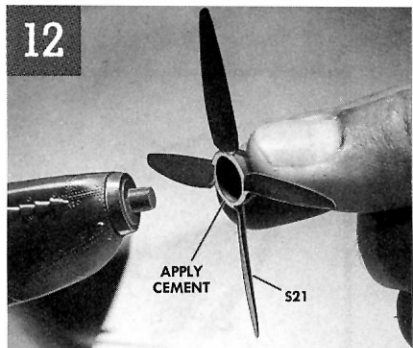
10 Apply cement to inside edges of wing tops as indicated by dotted lines, making sure no cement is applied near strut pivots. Fit fuselage down onto center of wing and hold parts together until cement sets.

11



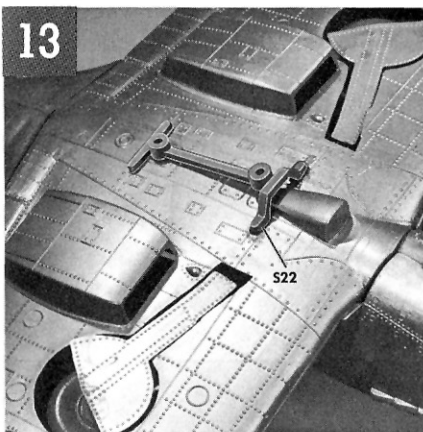
11 Apply cement along inside edge of **G19** left stabilizer and insert tab and small pin into slot and hole in fuselage tail section. Cement **G20** right stabilizer into place in the same manner.

12

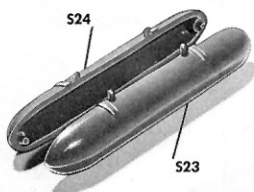


12 Apply cement sparingly around rear edge of spinner of **S21** propeller and attach to face of spinner backplate, as shown. Make sure propeller spinner is centered and surfaces are flush with backplate.

13



13 Apply cement to three holes in center section of wing underside and fit three pins on **S22** belly tank mount into the holes. Next, cement **S23** left belly tank half to **S24** right half making sure the two pins on each tank half are aligned.

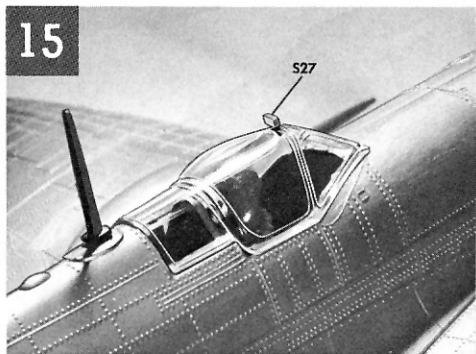


14



14 Apply cement to two holes in bottom of mount and attach belly tank. Then cement **G25** airscoop in place as shown. Next, break off two round tabs from ends of **S26** pitot tube and fit ribbed end of tube into hole in left wing underside, as shown in photo.

15

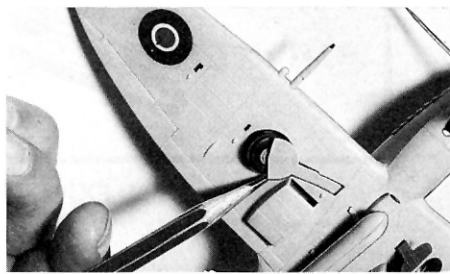


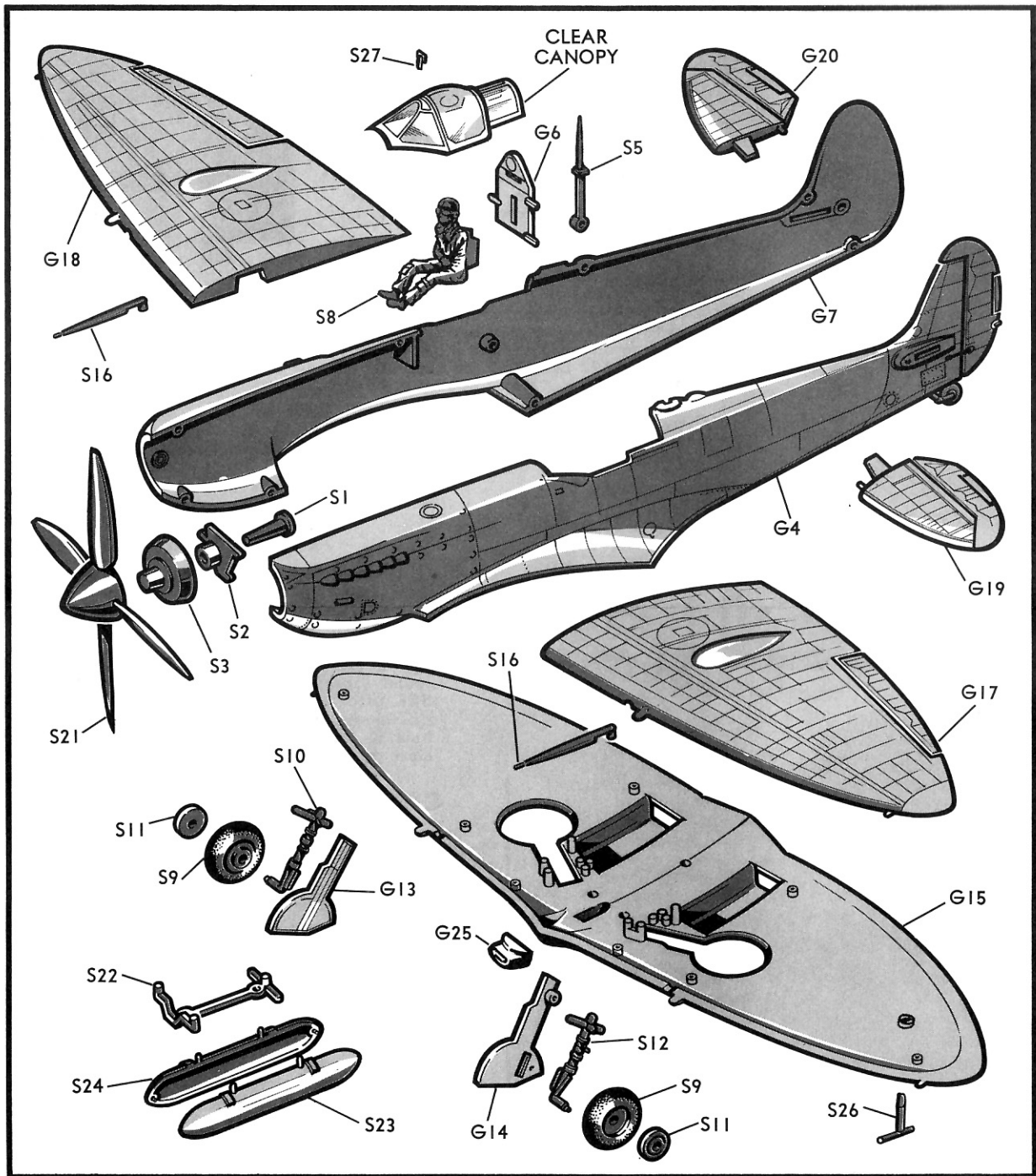
15 Complete assembly of your Spitfire by installing **S27** rear view mirror. It is best to handle the tiny mirror with a pair of tweezers. Carefully cement base of mirror into small hole in top of canopy windshield, with flat face of mirror facing toward the rear, as shown in photo.

OPERATING THE LANDING GEAR

Your Spitfire Mk IX model features an easily operated landing gear. To extend landing gear, hook a finger nail or pencil point under the strut cover, as shown in left photo, and swing gear down and toward fuselage to locked position.

To retract gear into "up" position merely push outward on strut cover. The gear will pivot away from fuselage and upward into wing as shown in right photo. Either the wheels down or the retracted position are held securely by a friction-lock at the top of strut, in the wing.





EXPLODED DRAWING OF THE SPITFIRE Mk IX

FINISHING the SPITFIRE

PAINTING. The plastic parts in this kit are molded in medium gray, silver, and clear polystyrene. A realistic and attractive model can be completed without painting. However, if you wish to paint additional details and camouflage your Spitfire as shown in photos A and C and on box cover, suggestions are given below.

It is best to paint most of the parts before cementing them. The large outside surfaces such as wings and fuselage may be painted after assembly. Only **enamel** or **paint for plastics** should be used. Camouflage colors should have a flat finish. A small pointed brush is best for painting small parts. Larger areas are best covered with a soft brush about 1/4 in. wide. Allow time for paint to dry thoroughly before handling parts. Scrape paint away from areas which will be cemented because cement will not hold to paint.

British camouflage varied greatly with the area of operation to which aircraft were assigned. The season of the year and aircraft function were also controlling factors. Suggestions given below are for a land-based day-fighter, operating in a temperate zone during the summer-autumn seasons. The original medium gray of the plastic in your kit applies itself conveniently to camouflage patches of gray on the upper surfaces of the model and does not require painting.

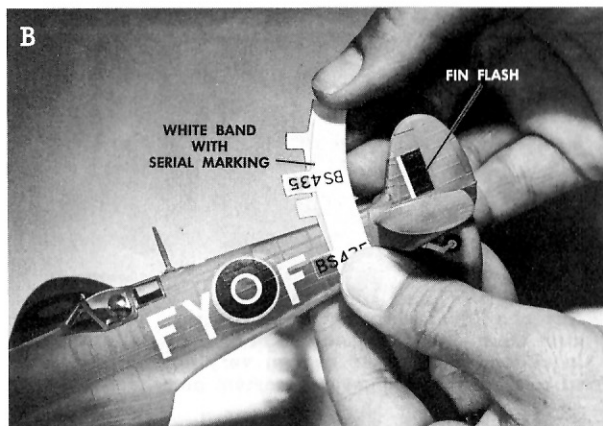
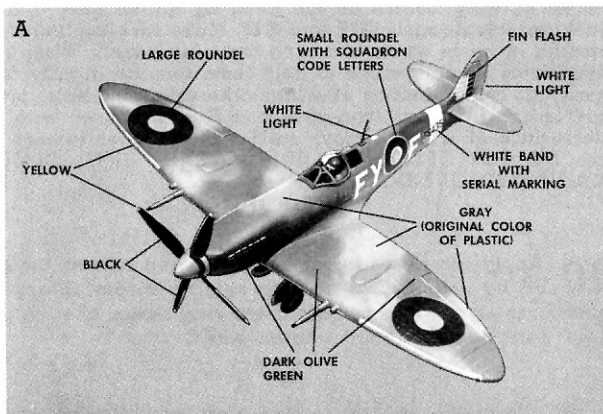
FLAT LIGHT GRAY—All undersurfaces as viewed from the bottom, including entire belly tank and mount, and propeller spinner.

FLAT DARK OLIVE GREEN—Paint irregular shaped patterns over the medium gray plastic color on all upper surfaces as shown in photo "A". Include canopy framework.

BLACK—Propeller blades, tips of cannon barrels, tire portion of main landing wheels and tail wheel, mouth of small airscoop and pilot's armor plate.

RUST—Mix a tiny amount of brown with red to provide a rust color for the exhausts.

YELLOW—Propeller blade tips, outboard half of leading edges of wing. (Apply a metallic gold to leading edges of prop blades as shown in photo. Use silver paint on flat face of rear view mirror).

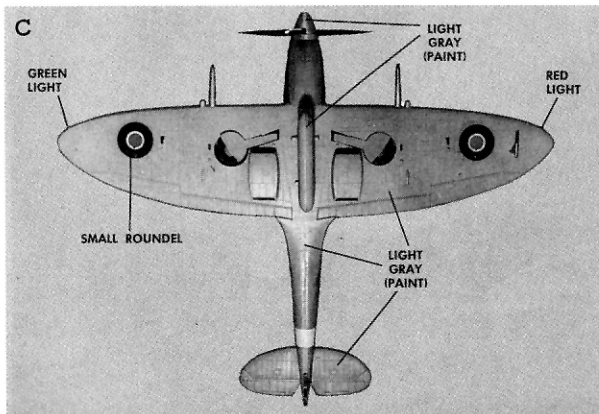


LIGHTS—Small dome behind antenna mast and tail light are white; right wing light—green, left wing light—red.

PILOT—Tan flying suit, flesh face and hands, brown helmet, parachute and straps, yellow life jacket, black earphones and shoes, and silver goggles.

APPLYING DECALS. When applying decals, refer to the photos for exact location of each decal marking. Your decal sheet contains a pair of large roundel insignia, a pair of small roundels, and a pair of roundels with squadron code letters. A white band with serial markings and a pair of tri-color fin flashes are also included.

To match the flat finish of painted surfaces you can remove the gloss from decals by rubbing the entire decal sheet carefully with an ordinary pencil eraser, before cutting subjects out. Then proceed with one subject at a time. For a neat job, cut closely around outlines with scissors or small sharp knife. Dip decal into water for a few moments until it slides easily on paper backing and place decal in correct location on the model. Hold decal in position with one finger and slide paper backing out from underneath, as shown in photo B. Decal can be shifted slightly on the model. When it is in correct position, press out trapped air bubbles and blot out any excess water with a soft rag. Before drying, decals should be pressed firmly against surface contours, such as rivet lines and blisters on wing bottom. Avoid accidental removal of decal film by keeping fingers clean and dry.





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