

Spitfire Mk.VIII

eduard

1/48 Scale Plastic Model Kit



item # 84154

WEEKEND
edition

The Supermarine Spitfire is so iconic, that virtually everyone can recognize it. The service of this elegant fighter spanned remarkable 13 years. It entered into service at the end of biplane era and remained on frontline duty 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 reached about twice the speed of the Fury. One of the most successful designers of 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 modern pursuit airplanes 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 design with a gull wing, fixed undercarriage and Rolls-Royce Goshawk engine was a disappointment because of the lack of speed and poor rate of climb. After that the RAF chose the Gloster Gladiator biplane as the winner.

The early work

The fiasco with Type 224 did not prevent Mitchell from further work. He persuaded the Supermarine company to fund the work on the completely new design Type 300 using the 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 a 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 the so called "short legs" of the Spitfire, meaning a lack of range and endurance.

The Supermarine Type 300 made its maiden flight on March 5, 1936, an initial contract to produce 310 Spitfires was signed in June 1936 and the first unit to receive the new fighter was No. 19 Squadron at Duxford in August 1938.

Catching the progress

The Spitfire's development was an ongoing process from very early stage of its service and incorporated many changes. With the Mk. II the design was reaching the point, where a more substantial step was required. The Mk.V was a result, but it was in fact the Mk.I powered by the more powerful Merlin 45 series engine. The Mk.V entered the service from early 1941, helping the RAF to countermeasure development of the Bf 109. But in September 1941, a hitherto unknown German radial engine fighter emerged and started to rule the European skies. The new Fw 190 was superior to British fighters, most distressingly to the Spitfire Mk.V. The losses suffered by the RAF over western Europe rose rapidly and the crisis was so serious that RAF ceased most daytime operations during November 1941. The next attempt to resume this kind of sorties was made in March 1942, but losses remained unacceptably high, and the RAF was forced to stop offensive operations once again. All this was due to the supremacy of the Focke-Wulf Fw 190A.

In June 1942, a German pilot landed by mistake on a British airfield delivering a completely intact Fw 190A fighter into RAF hands. Comparative trials between the Focke-Wulf and Spitfire Mk.V began almost immediately and confirmed the situation over the front – the chance of a Spitfire Mk.V to survive an encounter with the Fw 190s was rather poor. The only British fighter aircraft deemed suitable to oppose

the German opponent were the Spitfires Mk.VII and Mk. VIII powered by the Merlin 61 engine. But as these marks required some time to get into production, another way of getting a powerful fighter as quickly as possible was sought for. It was found in mating the two-stage supercharged Merlin 61 with the fuselage of the Spitfire Mk.Vc. Two Mk.Vc airframes, AB196 and AB197, were selected for the conversion. Their fuselage was strengthened to accommodate the heavier engine and the first example was finished on February 26 with the second one prepared on March 27, 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 and the Mk.IX became the main production Spitfire variant instead of the Mk.VIII.

The vain fears

After the Mk.V, the development of Spitfire was driven by the fear of high-altitude Luftwaffe bombers and the Air Ministry called for the Spitfire variant with pressurized cockpit. The engine was a Rolls-Royce Merlin 47 driving a four-bladed Rotol propeller of 10 ft 9 in (3.27 m) diameter designed to provide increased thrust at high altitudes. The wing was modified by new pointed wingtips extending the wingspan to 40 ft 2 in (12.2 m) for better high-altitude performance. As the threat of high-altitude bombing did not materialize, only 100 of the Mk.VIs were built and only two squadrons (Nos. 124 and 616) were fully equipped with them.

The next step, Mk.VII was another development with pressurized cabin of slightly different design (further improved on later production examples by "Lobelle" design) and powered by Merlin 64 (F Mk.VII) or 71 (HF Mk.VII) engine with two-stage, two-speed supercharger.

Pointed wingtips were fitted again, increasing the wingspan of C wing. Many Mk.VIIs were later reverted to the normal, rounded wingtip.

This kit: Mk.VIII

The Spitfire Mk.VIII was basically Mk.VII without the pressurized cockpit. As it became clear the "stopgap" Mk.IX would be adequate for fighting the new Fw 190s, the production of Mk.VIII was shifted to the Castle Bromwich factory only.

The Mk.VIII differed a little from the Mk.VII. The main difference was reshaped fin and pointed rudder. Some early production examples had extended wingtips, but as they had no value for Mk.VIII and reduced the aileron response as well as the rate of roll, most of Mk.VIIIs were fitted with the standard wing. There were three sub-variants for low altitude (LF Mk.VIII), medium altitude (F Mk.VIII) and high altitude (HF Mk.VIII) which differed in engine used, as they were powered by the Merlin 66, Merlin 63 and Merlin 70 respectively.

The two main fuel tanks had the volume increased by 11 gal for a total of 96 gal. With the volume of wing tanks, it allowed the range of 660 mi (1,060 km). Provision was also made to allow the Mk.VIII to carry a single drop tank of the volumes of 30, 90 or 170 gal. With 90 gal drop tank the range extended to 1,180 mi (1,900 km) and with the 170 gal one even 1,500 mi (2,400 km). Thanks to the longer range the Mk.VIII better suited to the operations in the Far East. A maximum external bomb load of 1,000 lb (460 kg) consisted of one 500 lb bomb under the fuselage rack and two 250 lb (110 kg) bombs under each wing.

ATTENTION



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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



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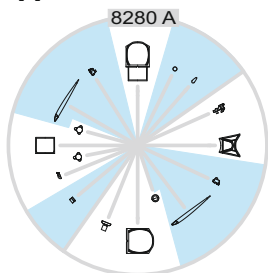
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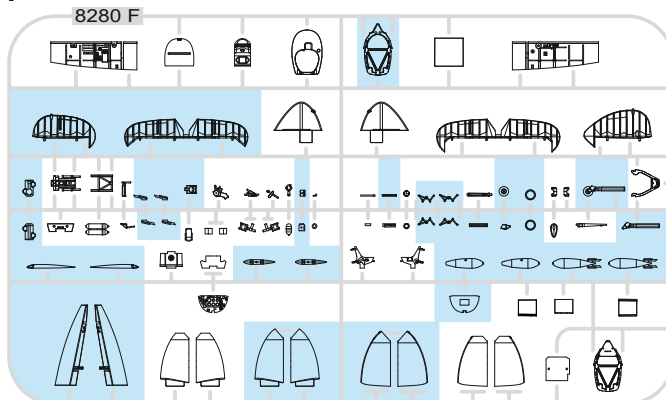
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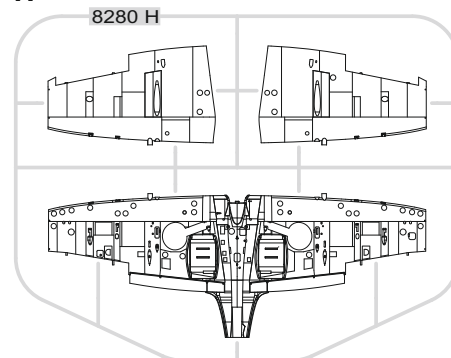
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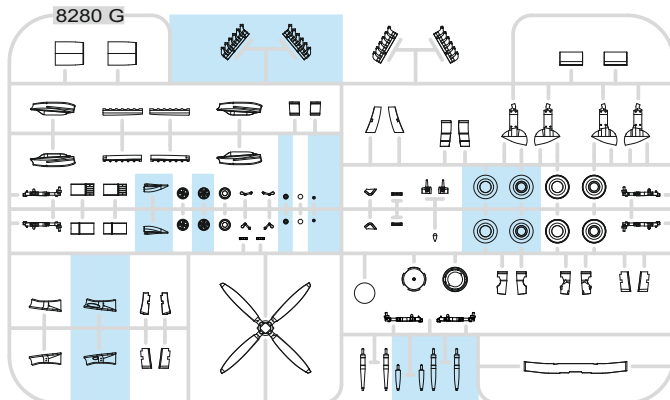
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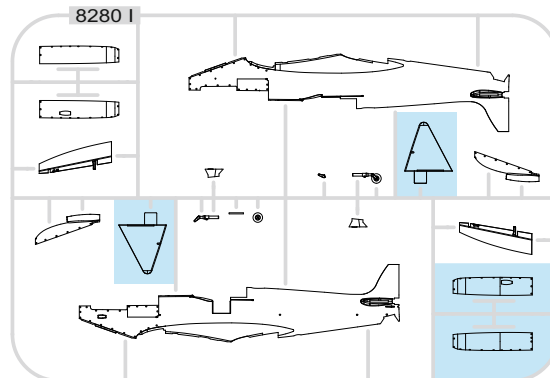
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-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



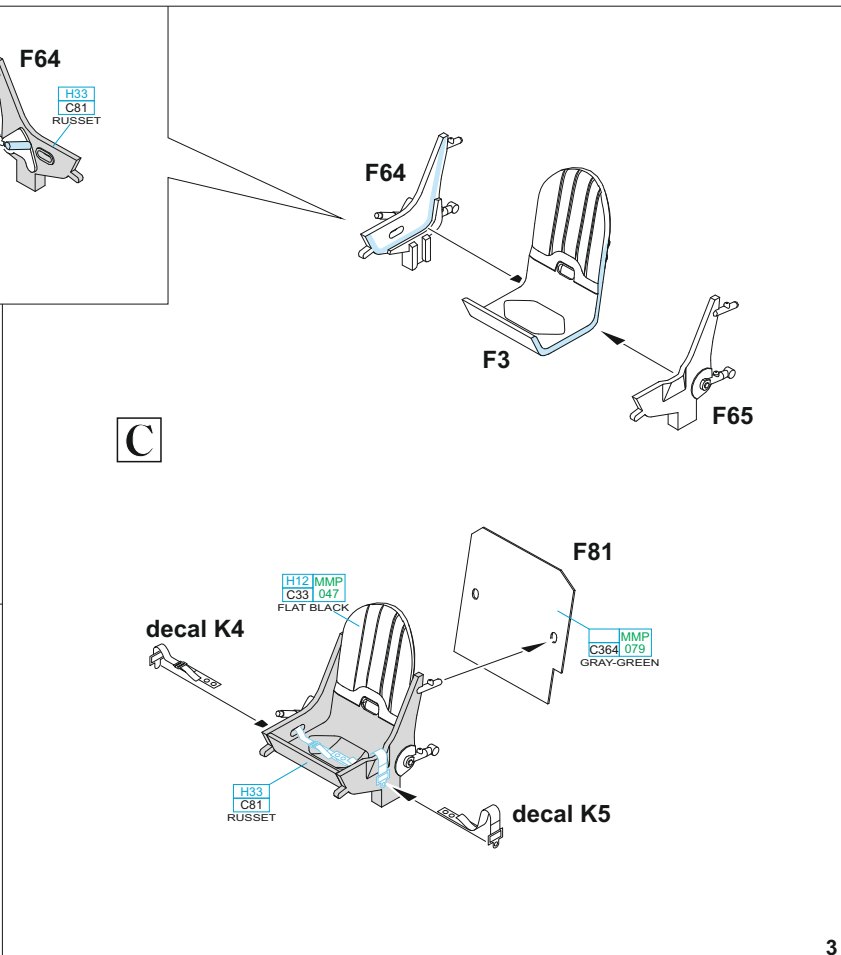
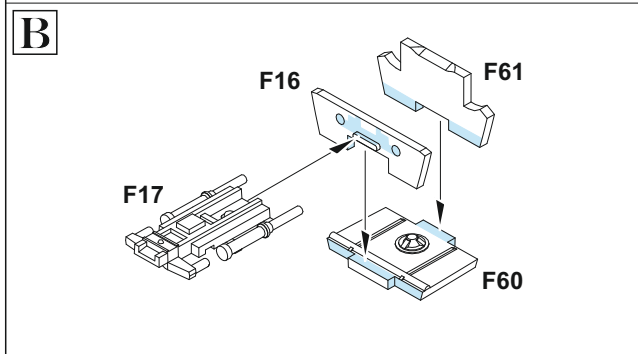
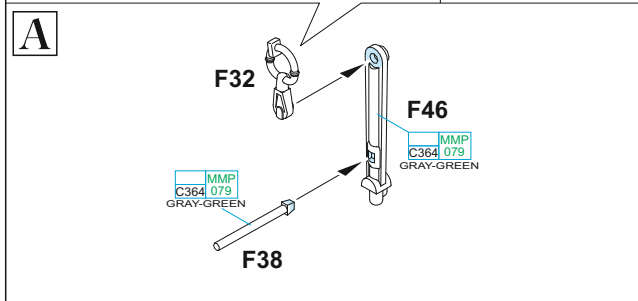
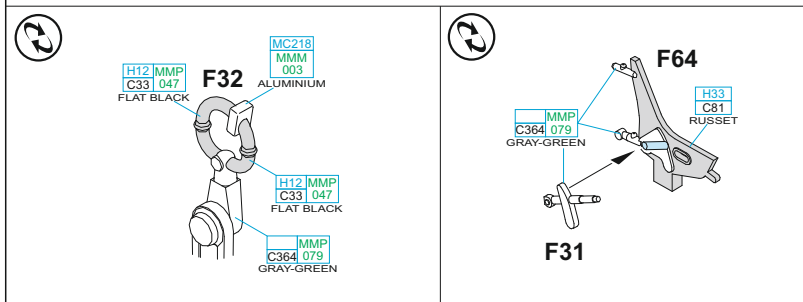
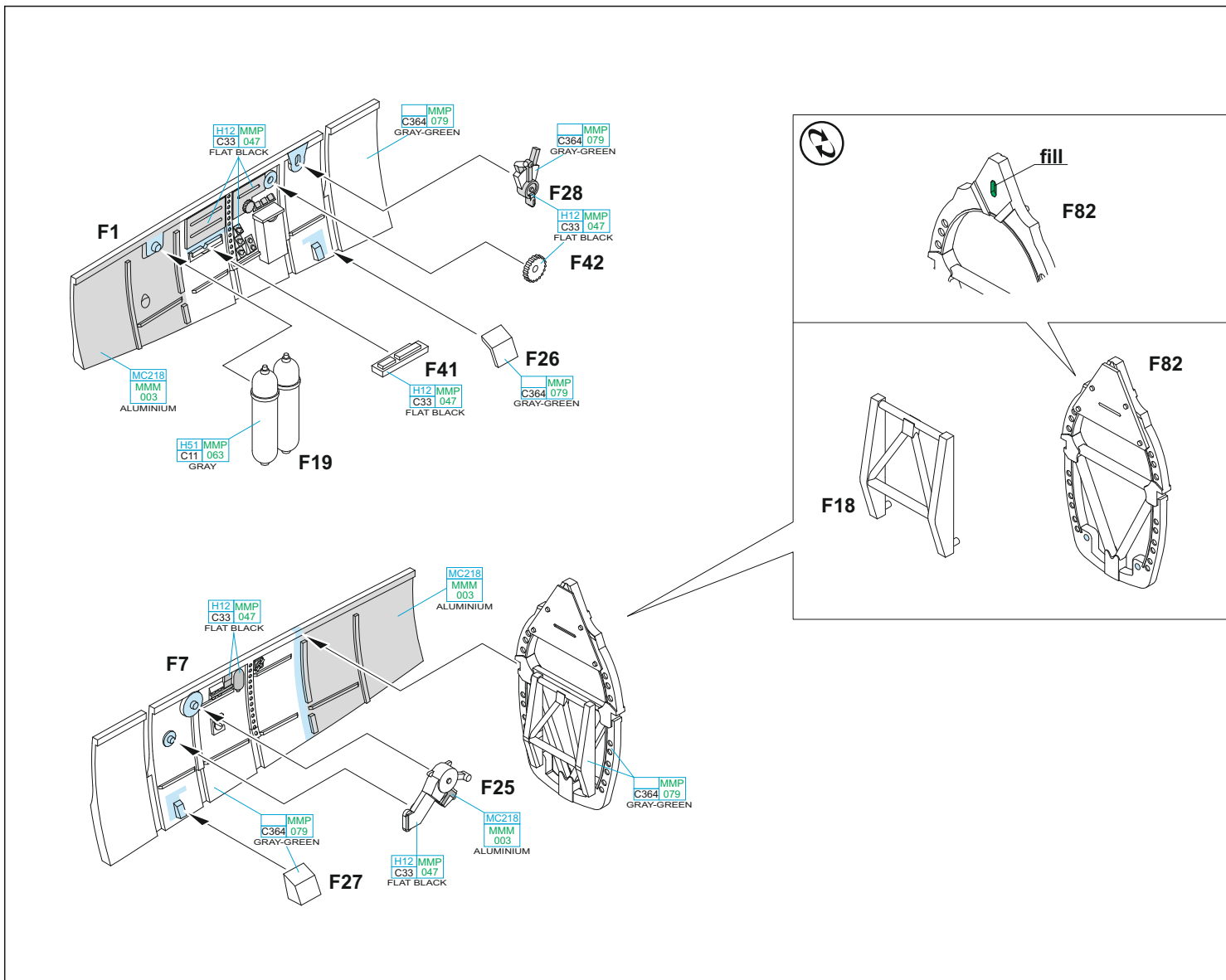
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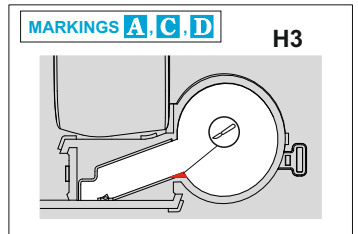
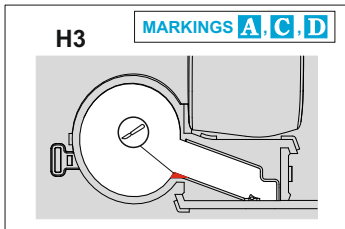
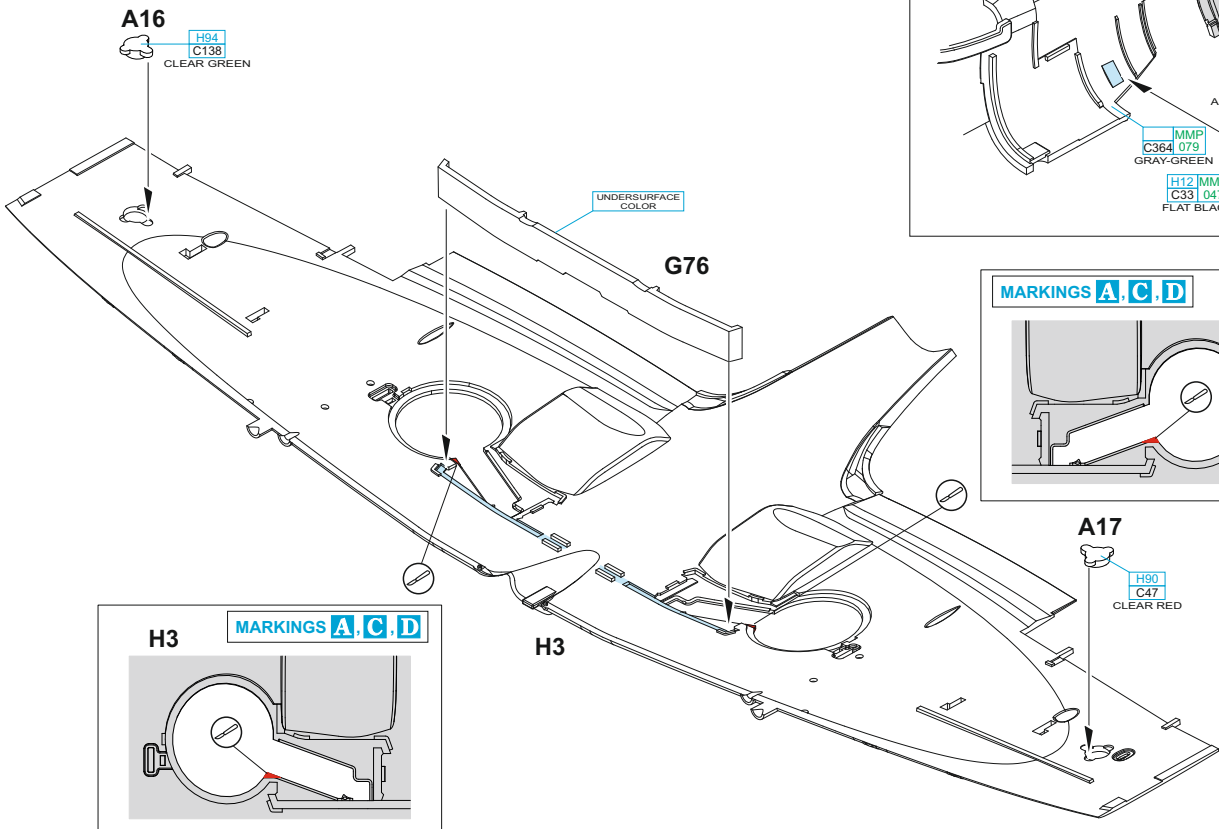
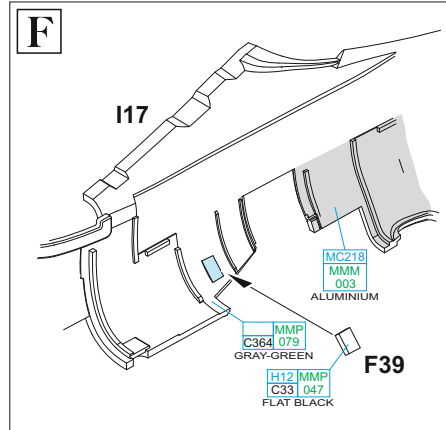
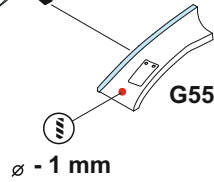
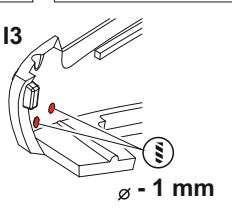
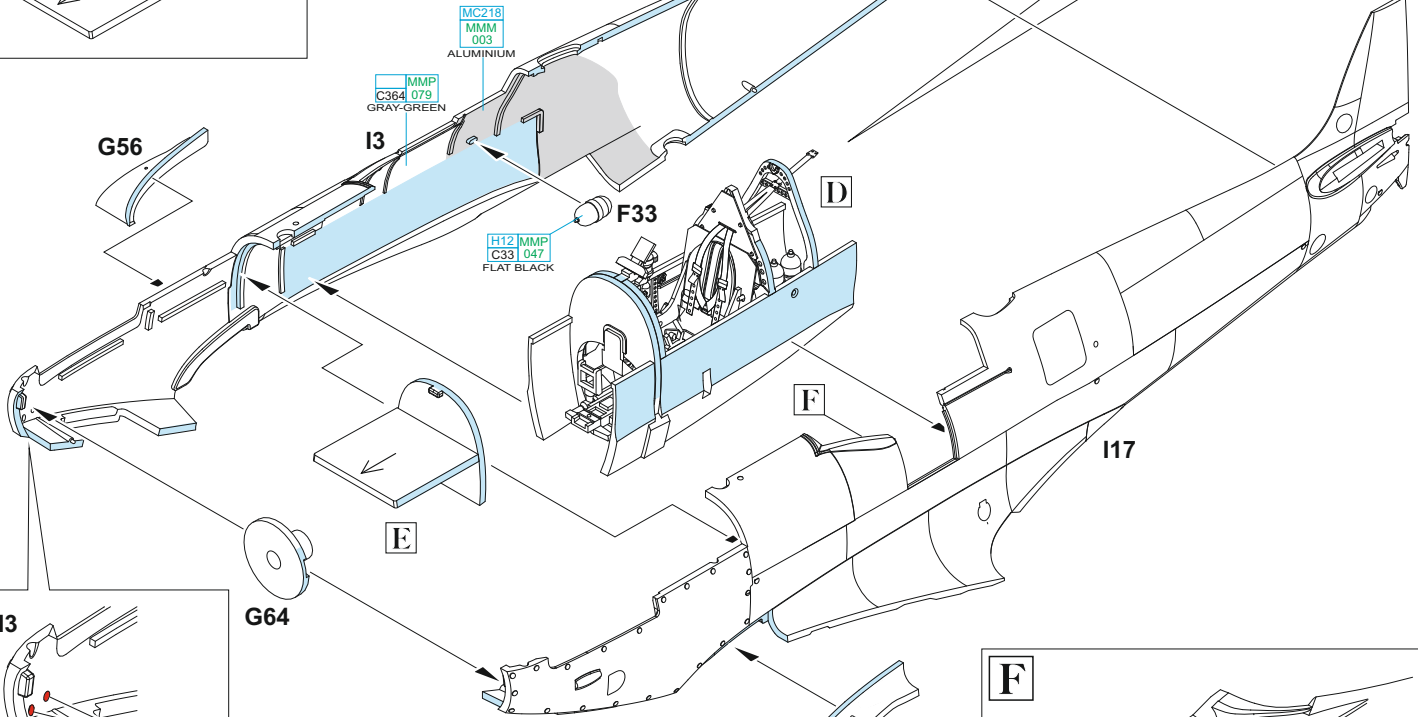
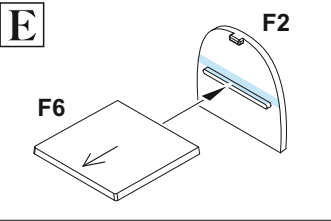
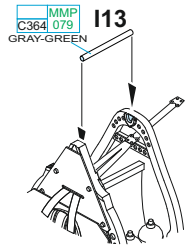
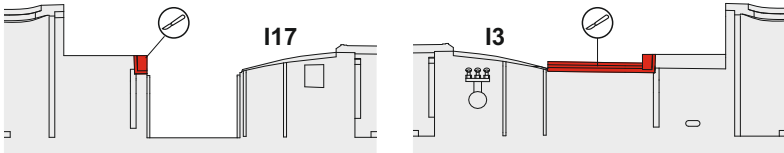
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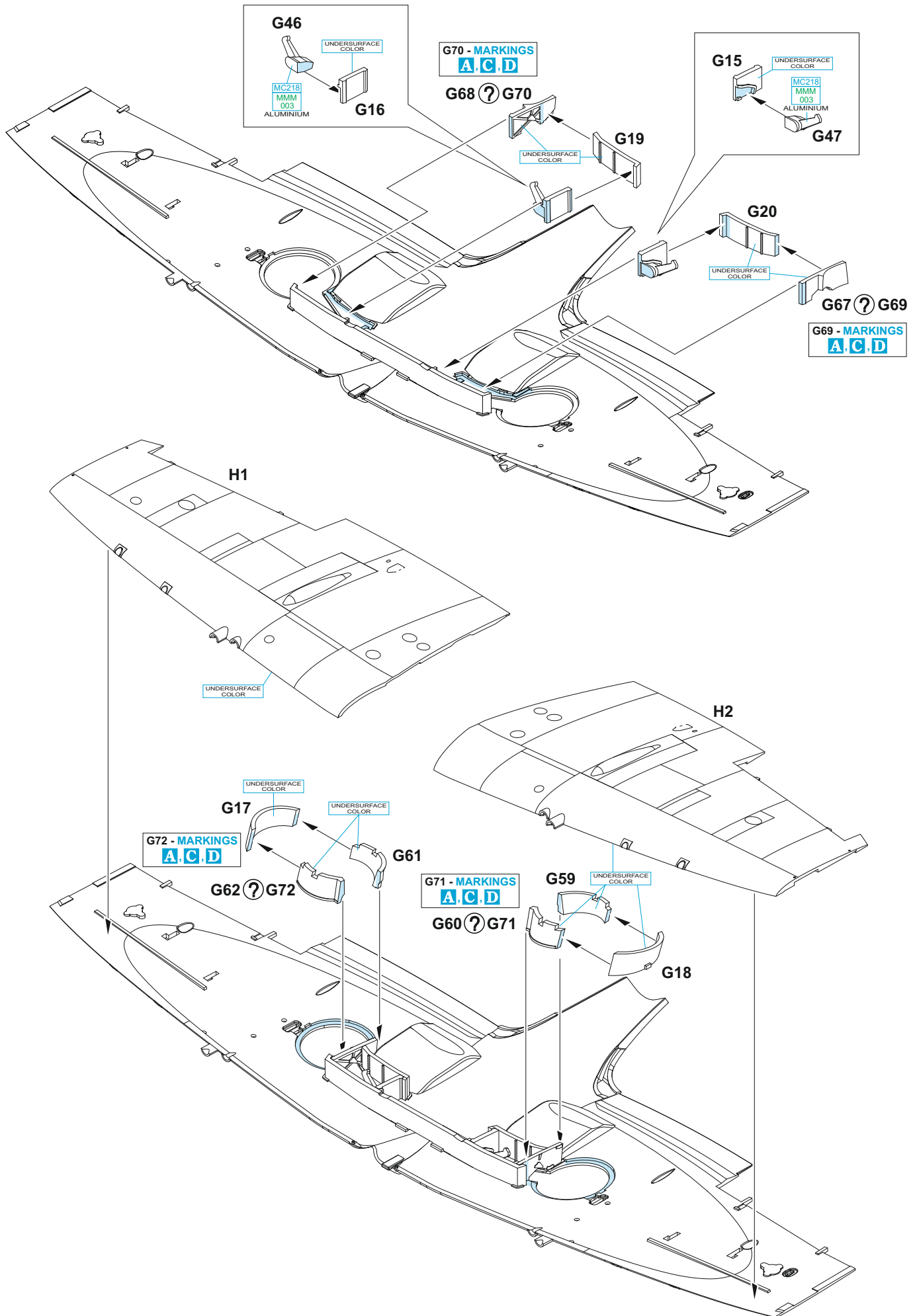
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AQUEOUS	Mr.COLOR	PAINTS	
H4	C4	MMP-007	YELLOW
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H13	C3	MMP-003	FLAT RED
H33	C81		RUSSET
H51	C11	MMP-063	LIGHT GULL GRAY
H71	C21	MMP-076	MIDDLE STONE
H72	C369	MMP-078	DARK EARTH
H74	C368	MMP-080	SKY
H77	C137	MMP-040	TIRE BLACK
H84	C42		MAHOGANY
H90	C47		CLEAR RED
H92	C49		CLEAR ORANGE
H94	C138		CLEAR GREEN

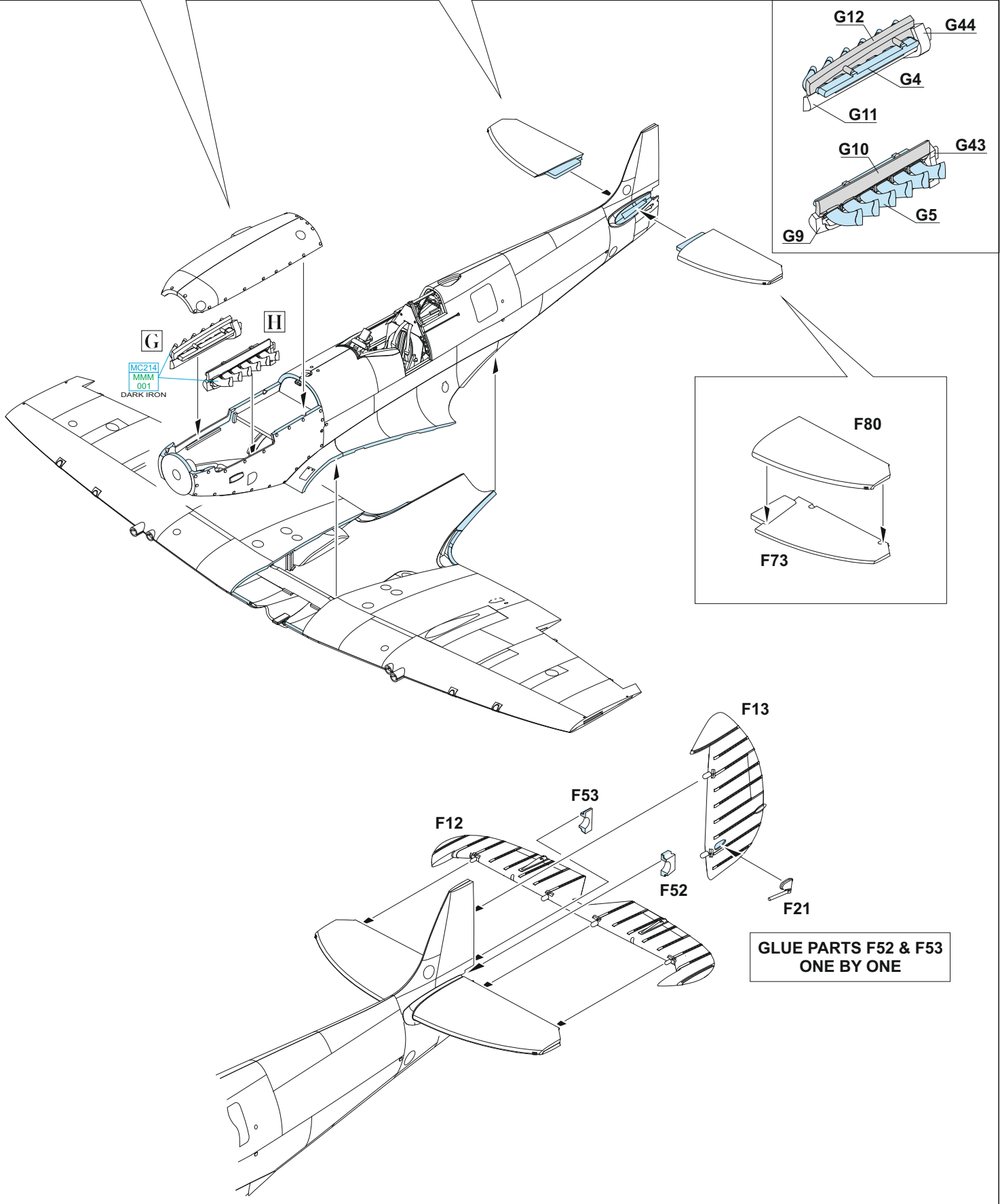
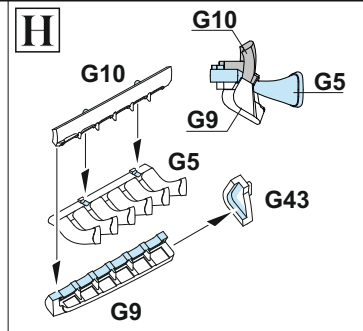
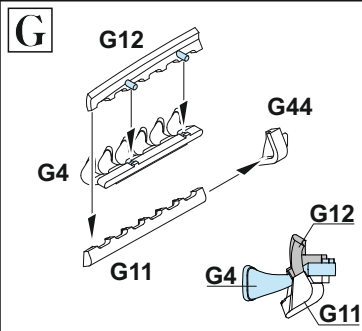
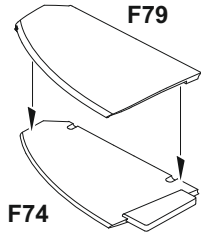
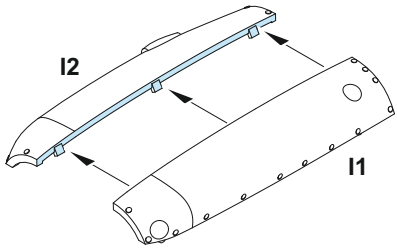
GSI Creos (GUNZE)			MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS		
H302	C302			GREEN
H330	C361	MMP-077		DARK GREEN
H333	C333	MMP-045		EXTRA DARK SEAGRAY
H335	C363	MMP-094		MEDIUM SEAGRAY
H417	C117	MMP-051		LIGHT BLUE
	C362	MMP-093		OCEAN GRAY
	C364	MMP-079		AIRCRAFT GRAY-GREEN
	C370	MMP-092		AZURE BLUE
Mr.METAL COLOR		METALLICS		
	MC214	MMM-001		DARK IRON
	MC218	MMM-003		ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS		
	SM201	MMC-001		SUPER FINE SILVER 2



⑦ FOR CLOSED CANOPY ONLY

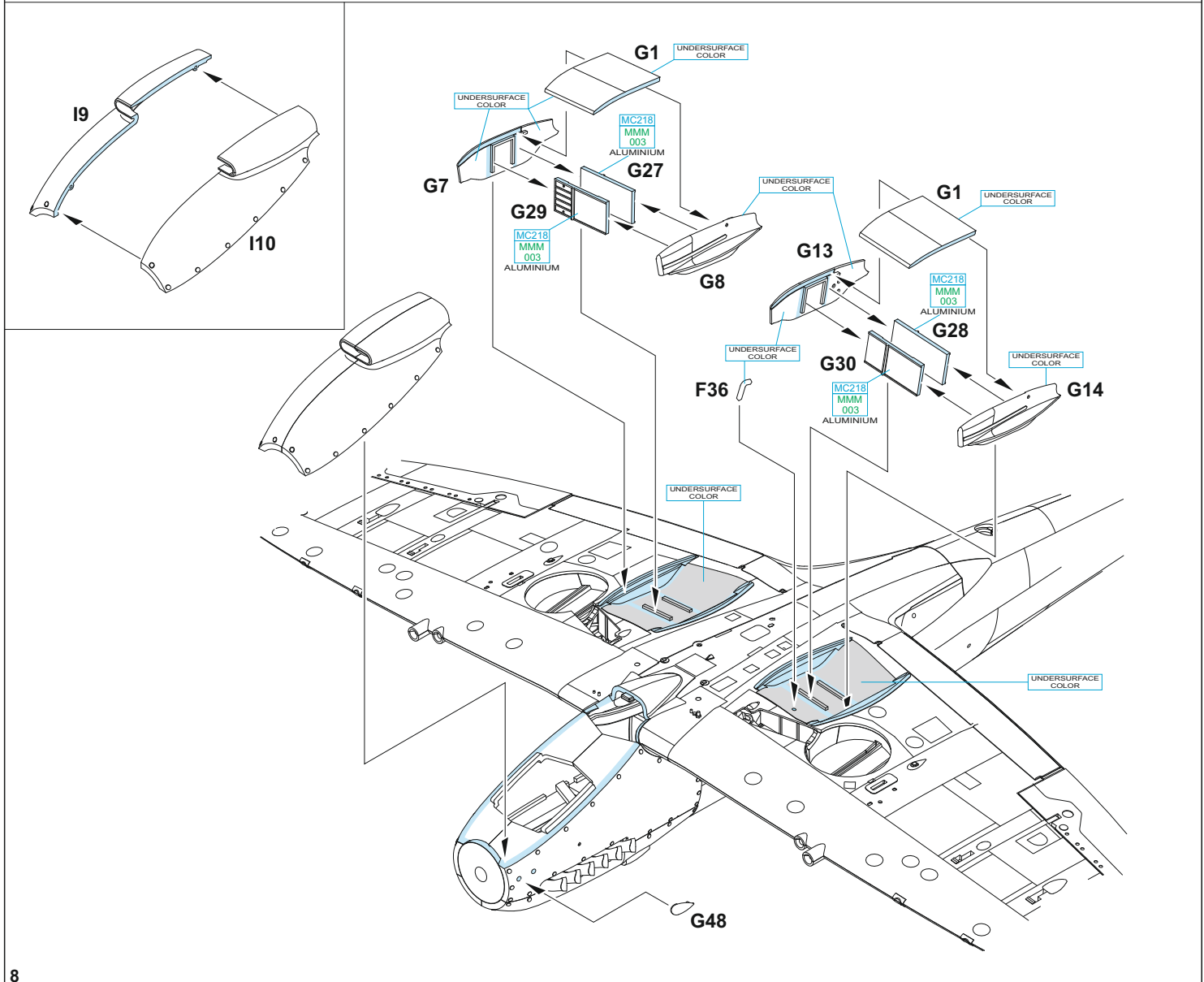
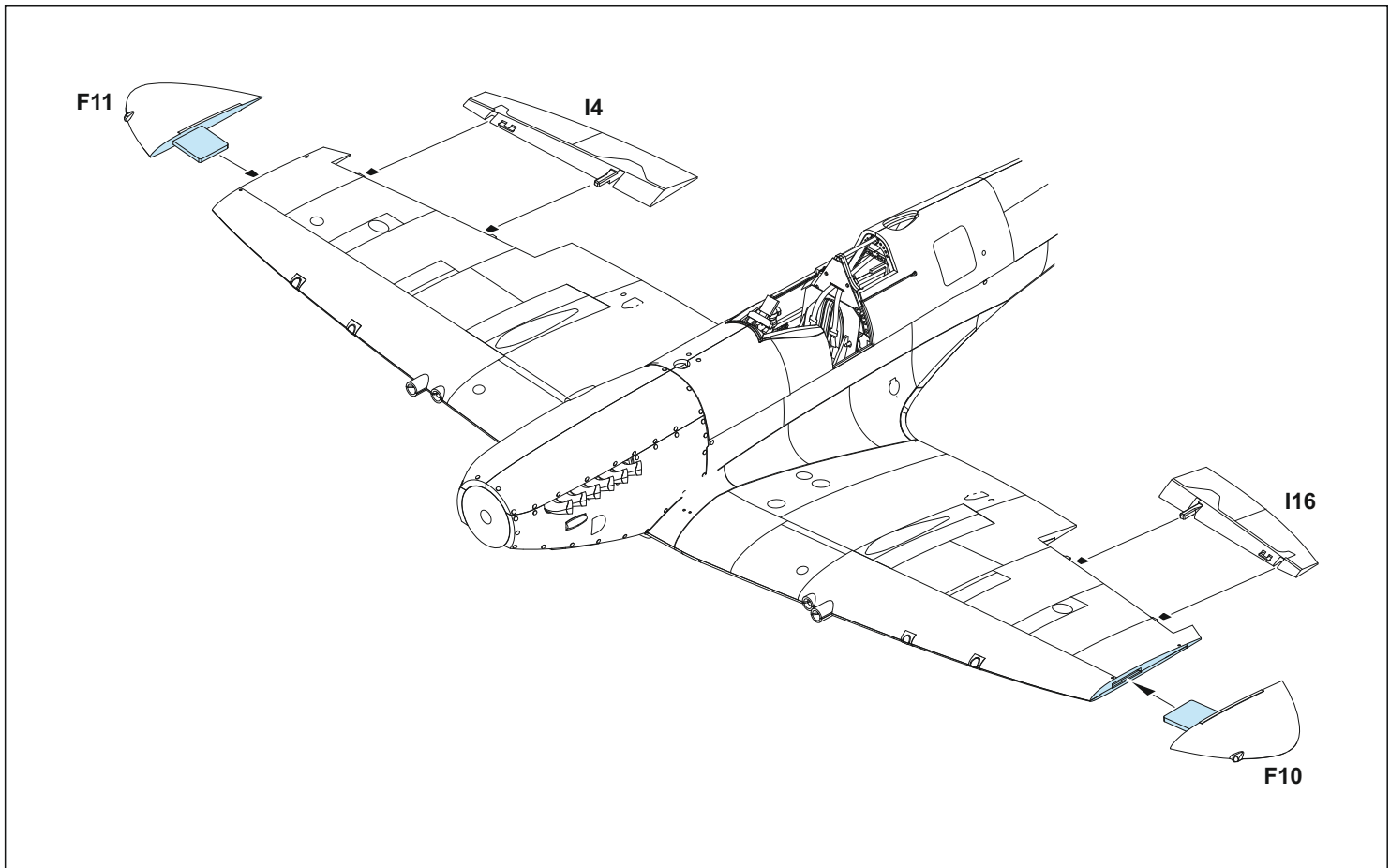


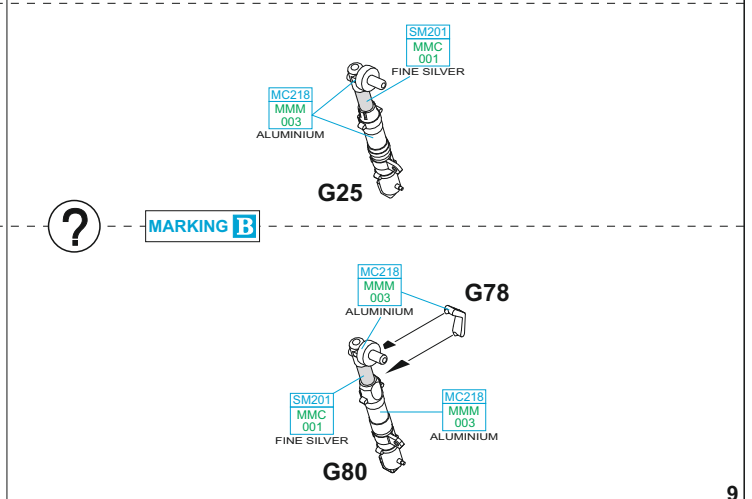
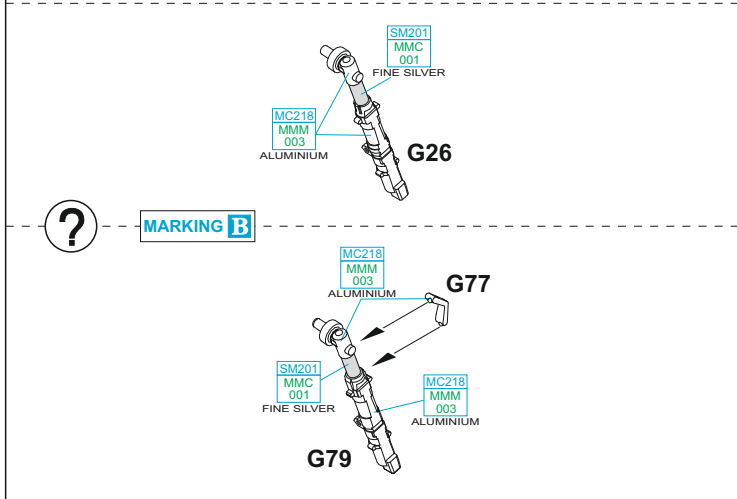
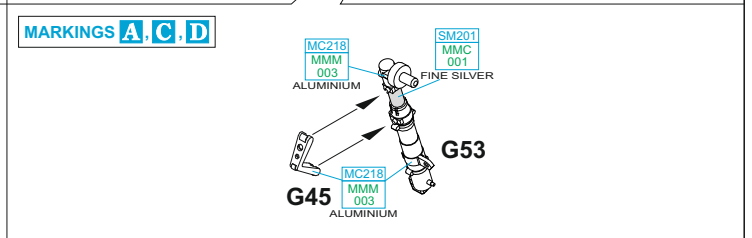
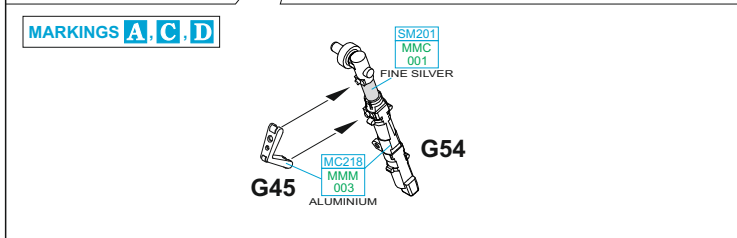
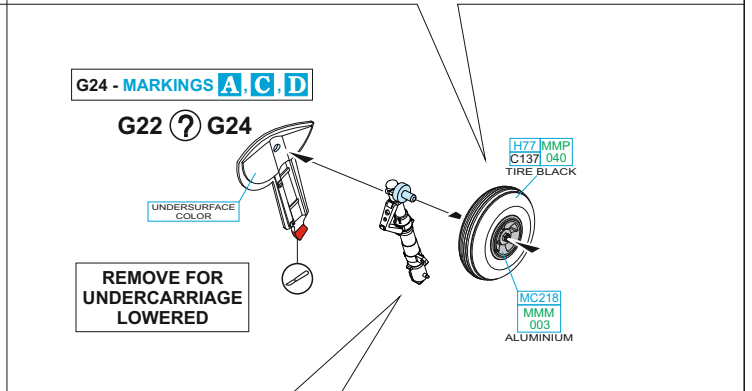
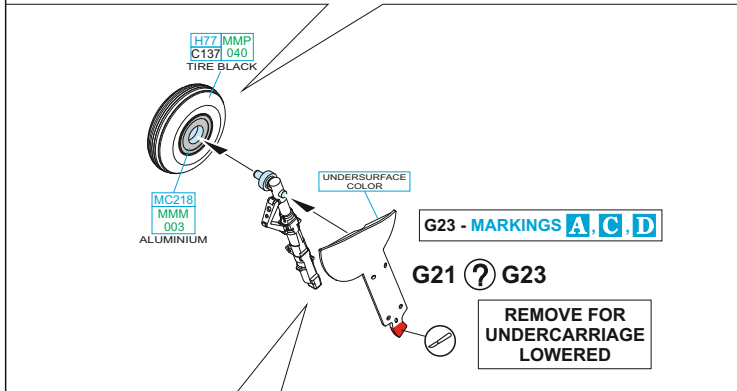
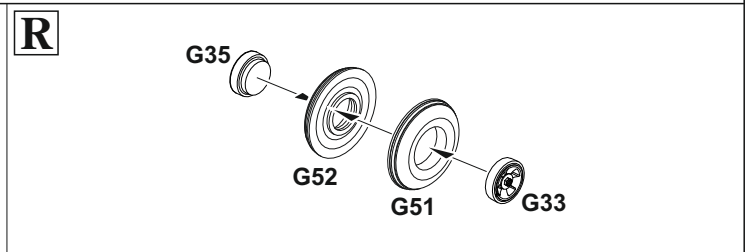
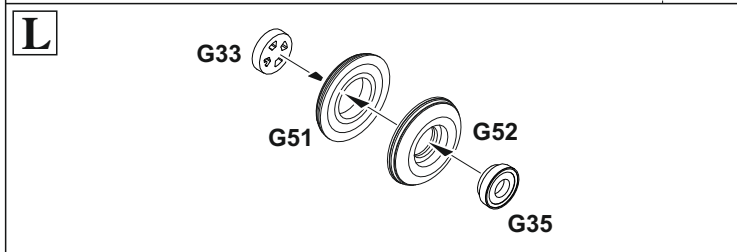
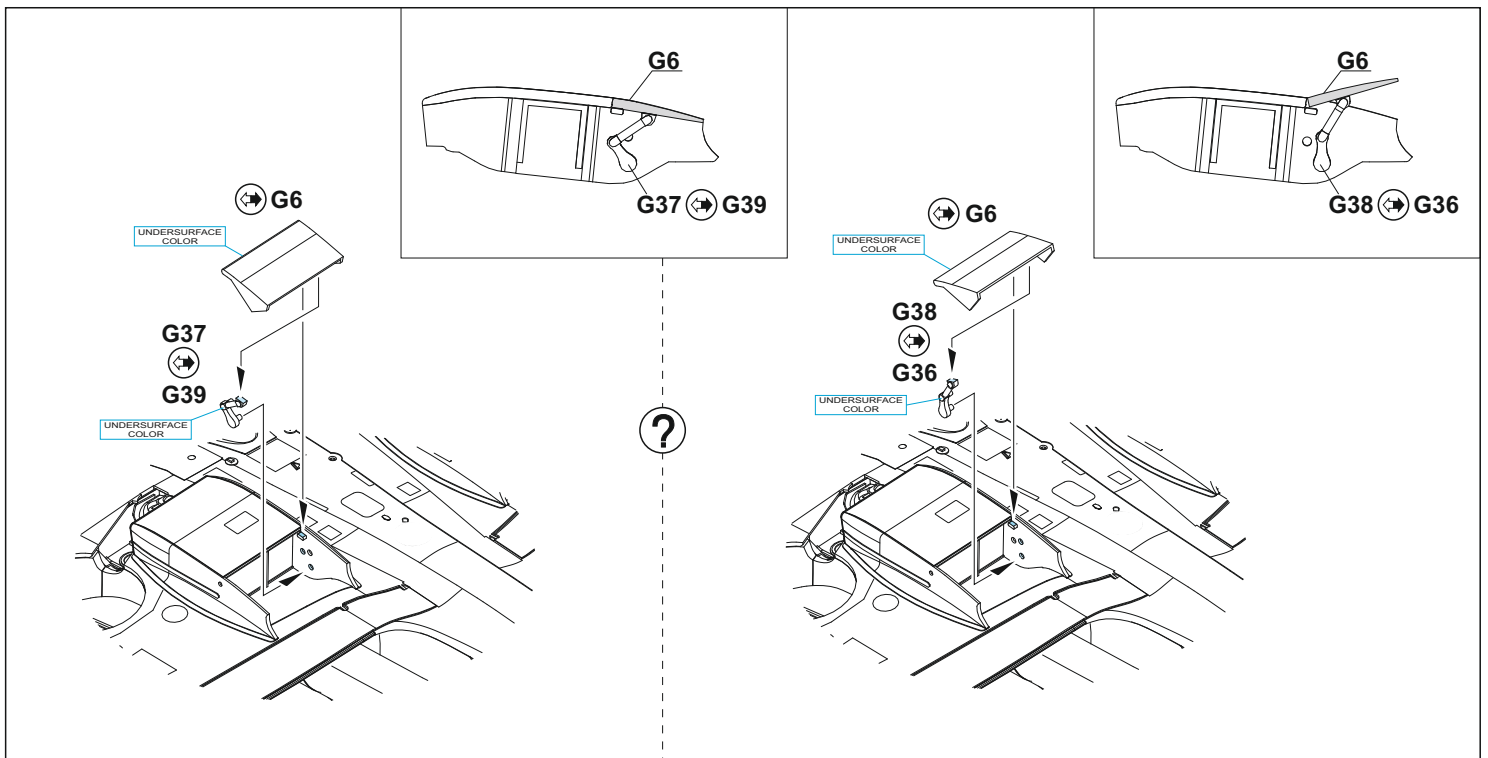


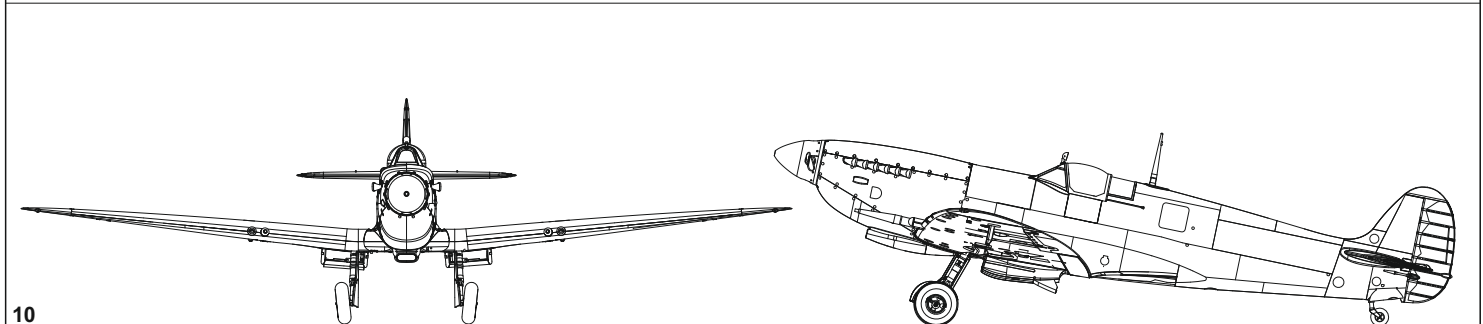
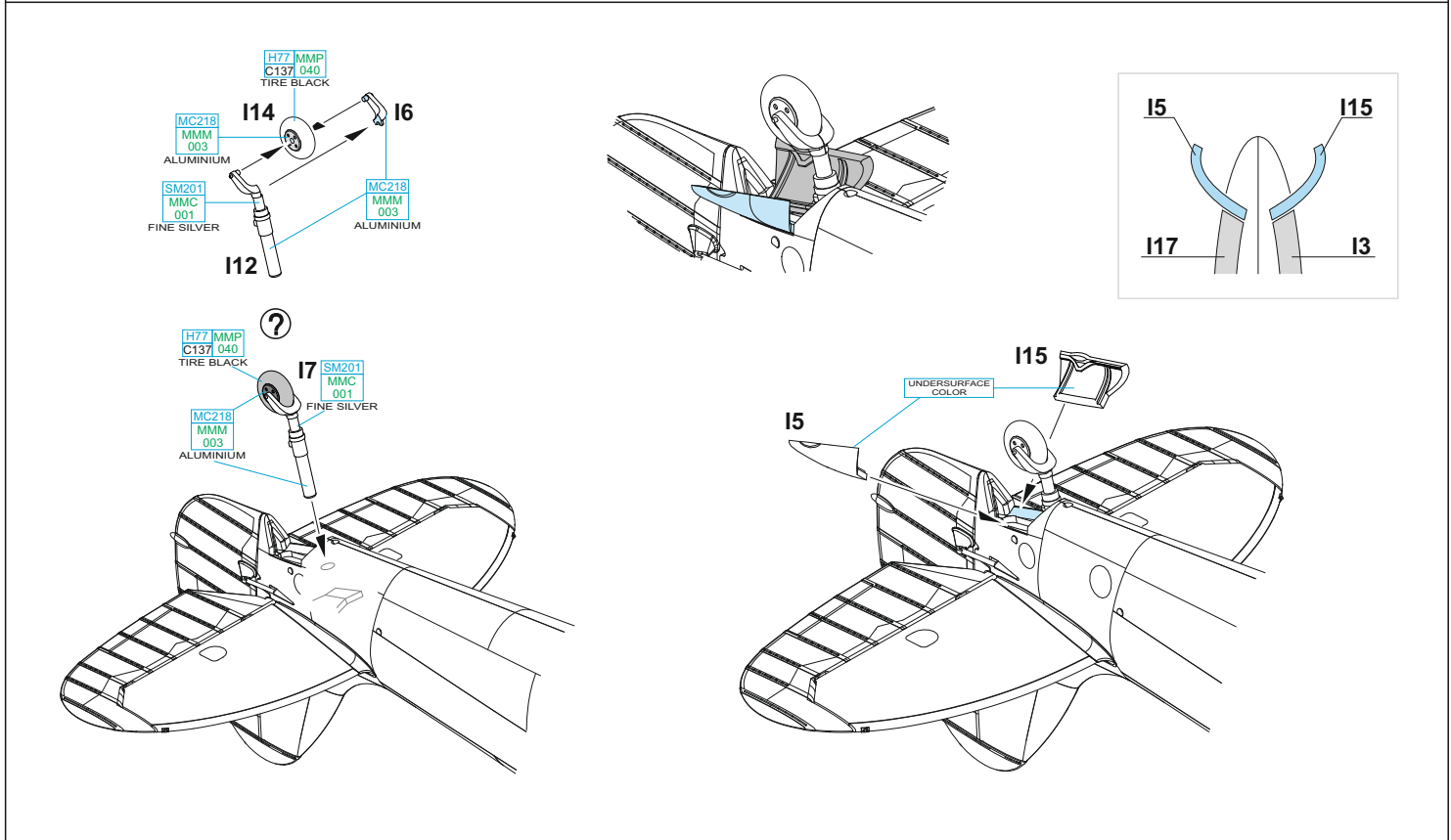
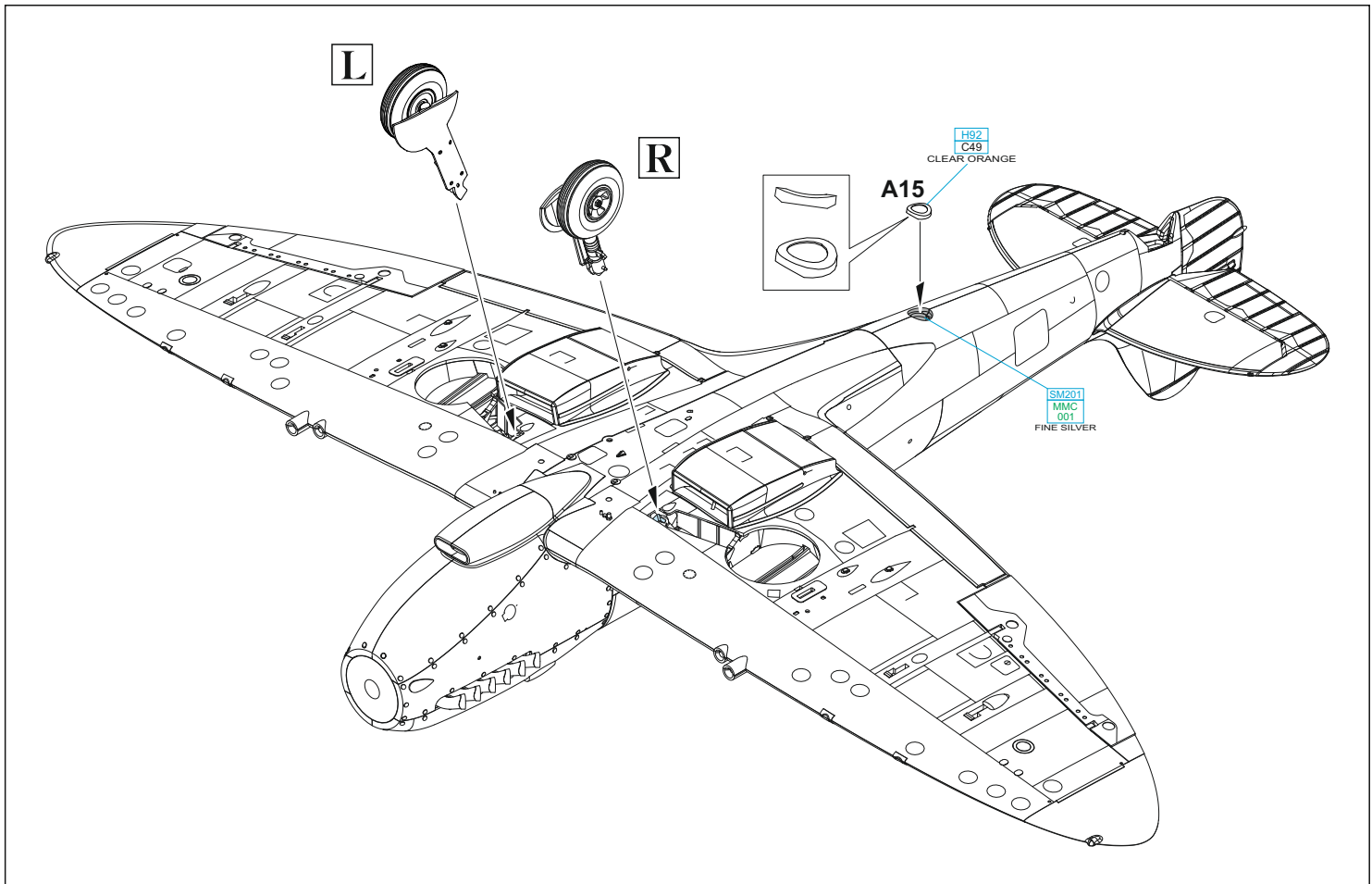


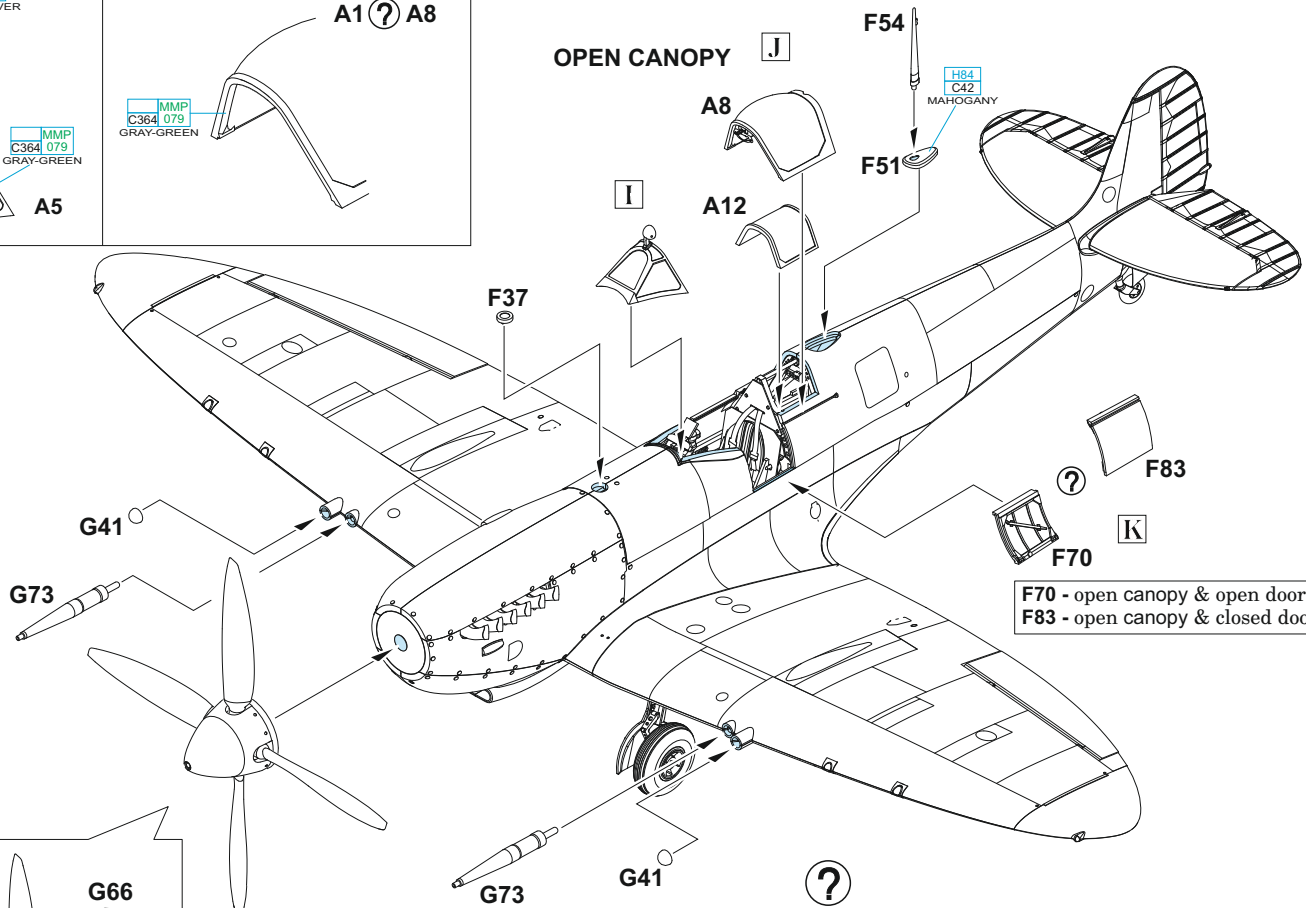
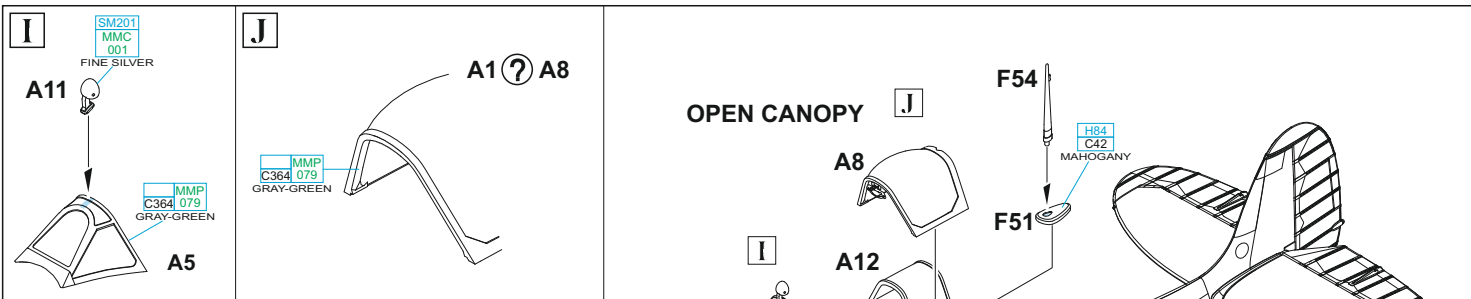
MC214
MMM
001
DARK IRON

GLUE PARTS F52 & F53
ONE BY ONE

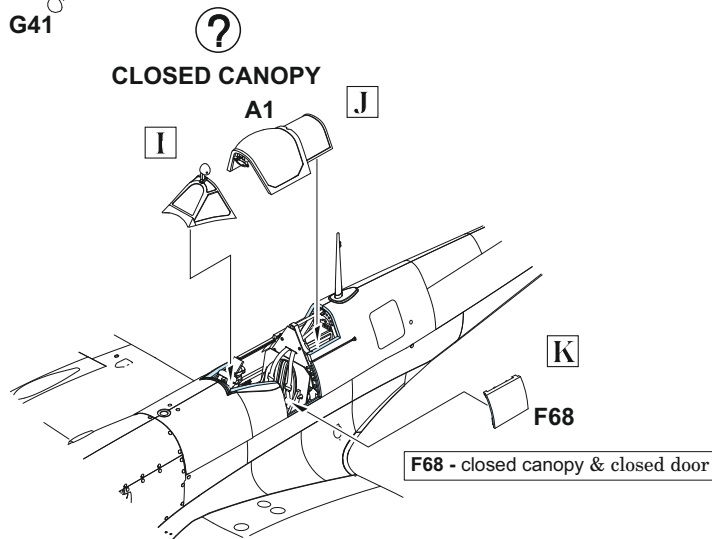
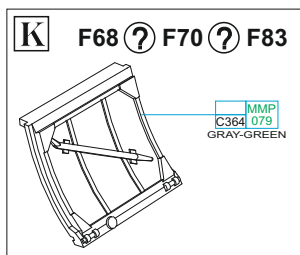
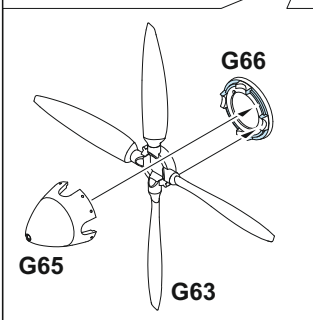




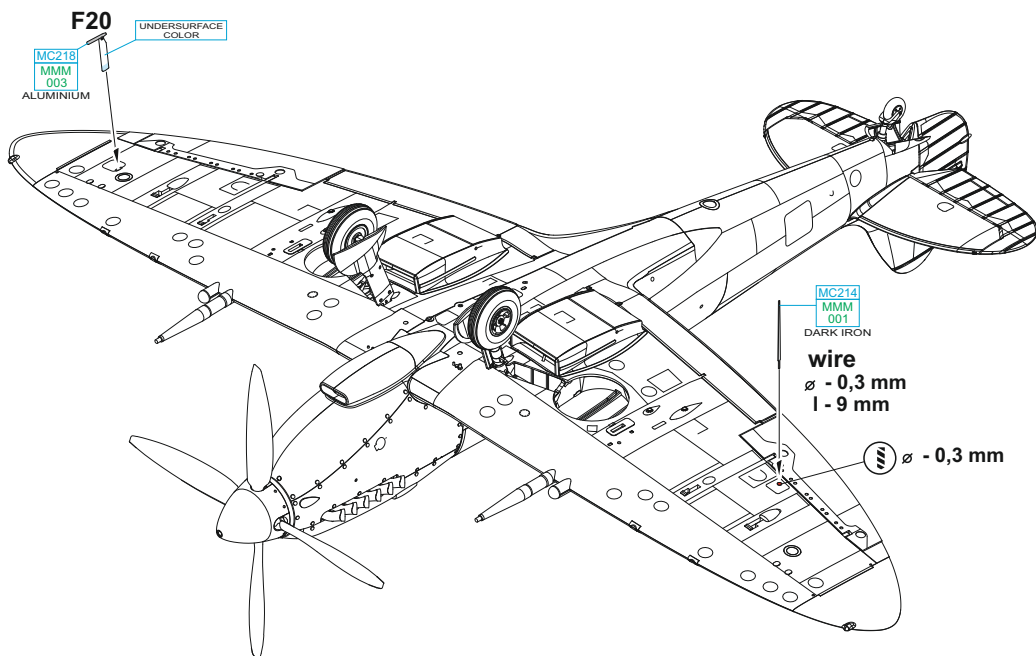




F70 - open canopy & open door
F83 - open canopy & closed door

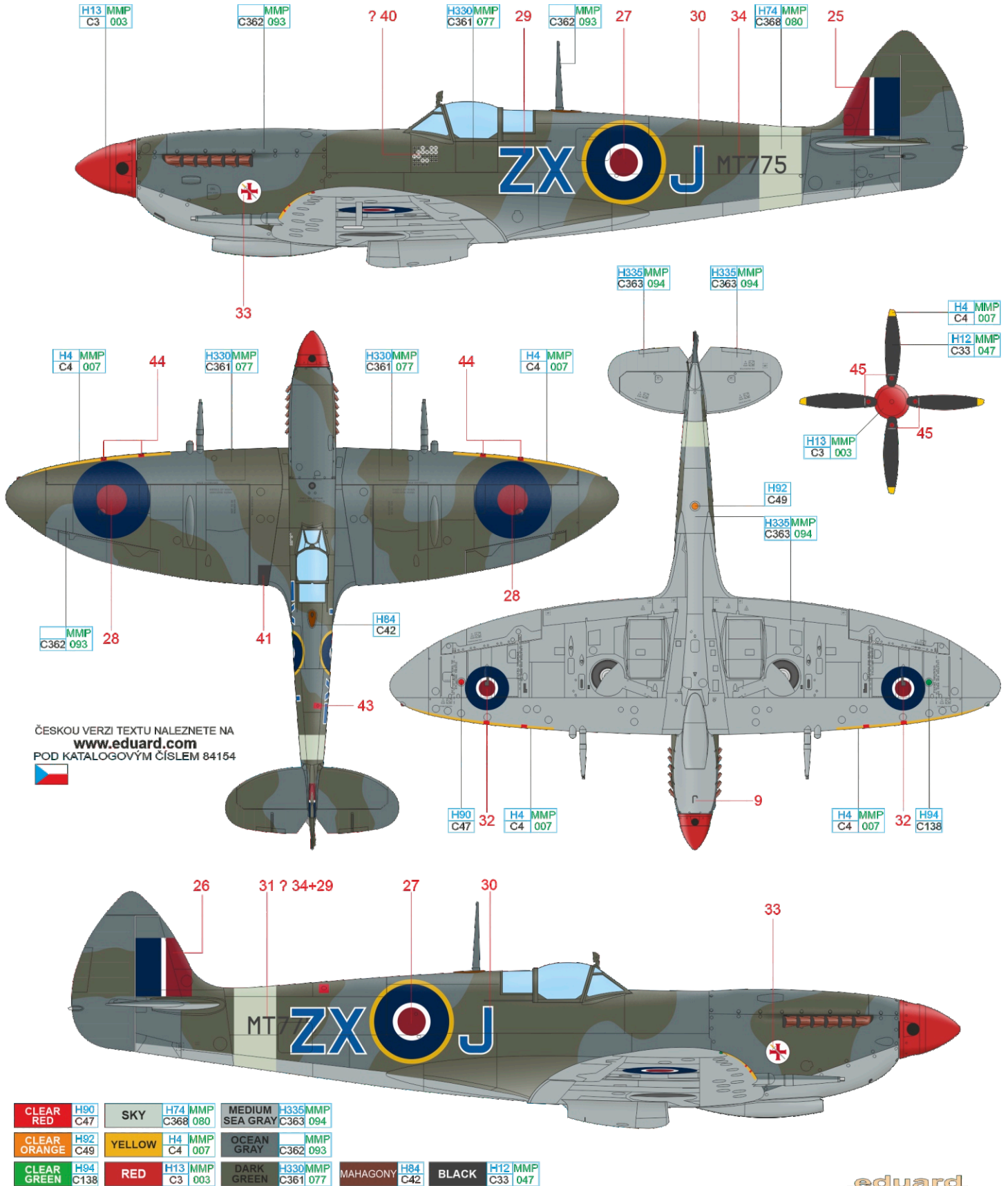


F68 - closed canopy & closed door



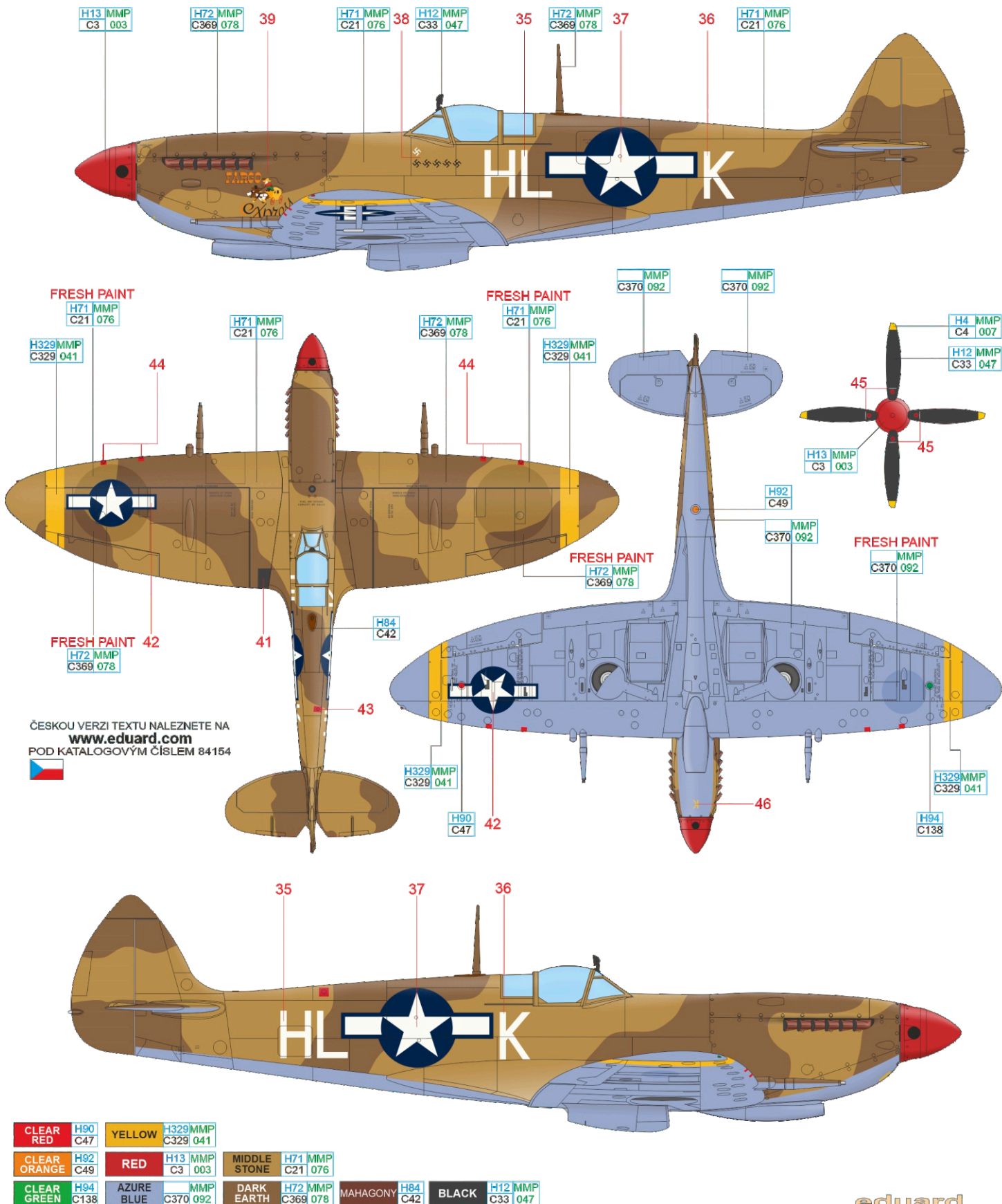
A MT775, S/Ldr Neville F. Duke, No. 145 Squadron, Loreto, Italy, July–September 1944

Neville Frederik Duke, native of Turnbridge in Kent, joined RAF in June 1940 when he was eighteen years old. After he completed his pilot training in February 1941, he was assigned to No. 92 Squadron where he scored his first two kills. Frequently he flew as a wingman to famous "Sailor" Malan, commander of the Biggin Hill's Wing. In October 1941 Duke was dispatched to North Afrika to No. 122 Squadron flying Tomahawks and Kittyhawks where he scored another four kills. He started his second tour of duty again with No. 92 Squadron which was transferred to the African continent and received "tropical" Spitfires Mk.Vb. In the course of several months Duke score further fourteen victories. In March 1944 he assumed command of No. 145 Squadron equipped with Spitfires Mk.VIII and till the end of September he was credited with another six victories. In the role of No. 145 Squadron commander Duke flew three personal Spitfires Mk.VIII. Their serial numbers were JG241, JG953 and MT775. All those three Spitfires carried ZX-J codes painted in Deep Sky outlined in white. His last Spitfire s/n MT775 carried No. 145 Squadron insignia on both sides of the engine cowl. Unfortunately photograph of the starboard side has not known yet but most likely, same as on his previous Spitfires, the victory markings were painted on the port side under the windshield. Neville Duke finished the conflict with 28 kills and became the most successful MTO pilot. After his return to Europe he continued flying as a chief test pilot for the Hawker company.



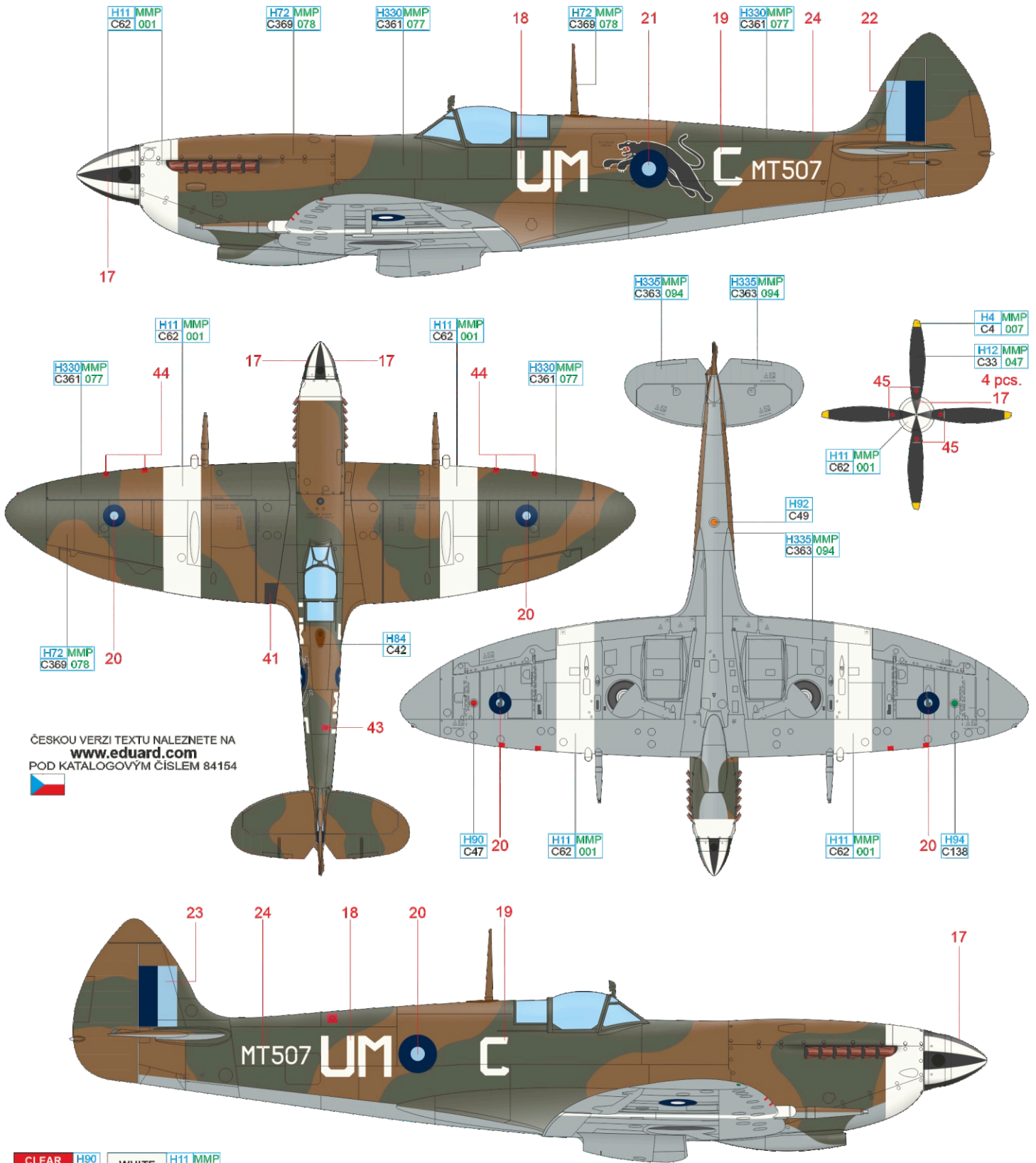
B 1Lt. Leland P. Molland, 308th FS, 31st FG, Castel Volturno, Italy, December 1943–February 1944

Leland Phillips "Tommy" Molland was born on May 7, 1919 in Chaffie, North Dakota. He completed his pilot training at Moore Field in Texas and on July 5, 1943 was attached to 31st FG. He achieved his first success as a fighter pilot on January 16, 1944, when he managed to shoot down one Bf 109 in cooperation. Another two kills quickly followed. On February 22, 1944 he became an ace having shot down two Bf 109. At the same time he became one of the most successful Spitfire Mk.VIII pilots. When in the end of March 1944 the 31st FG converted to P-51 Mustangs he continued flying combat missions and shot down another six enemy aircraft. After the war Molland remained in the Air Force service and was promoted to Lt. Colonel. But on May 16, 1951 he tragically lost his life in Korea. Flying T-33 under the marginal weather conditions he struck terrain returning from the meteorological reconnaissance over the enemy territory.



C MT507, F/O Len A. Smith, No. 152 Squadron, Sinthe, Burma, March 1945

In 1943 Len Smith served as a sergeant with No. 152 Squadron operating over Tunisia, Sicily and Southern Italy. He scored four kills for which he was awarded DFM. Before his squadron's transfer to Burmese front in November he was promoted to Flying Officer. In the end of 1944 he was credited with a confirmed kill of Ki-43 and became an ace. His kill was one of only three Japanese aircraft destroyed credited to No. 152 Squadron during the fighting in the Burmese theater. In the spring of 1945 Smith completed his tour of duty with this unit and returned to the Great Britain. Sadly, shortly afterwards he was killed in a flying accident. His Spitfire, which he flew in the beginning of 1945, sported the fuselage nose painted white contrary to the regulations on SEAC aircraft white quick recognition markings. The propeller spinner was decorated with black chevrons painted at the propeller blades' bases. The unit insignia, leaping black panther, was painted on the fuselage port side.



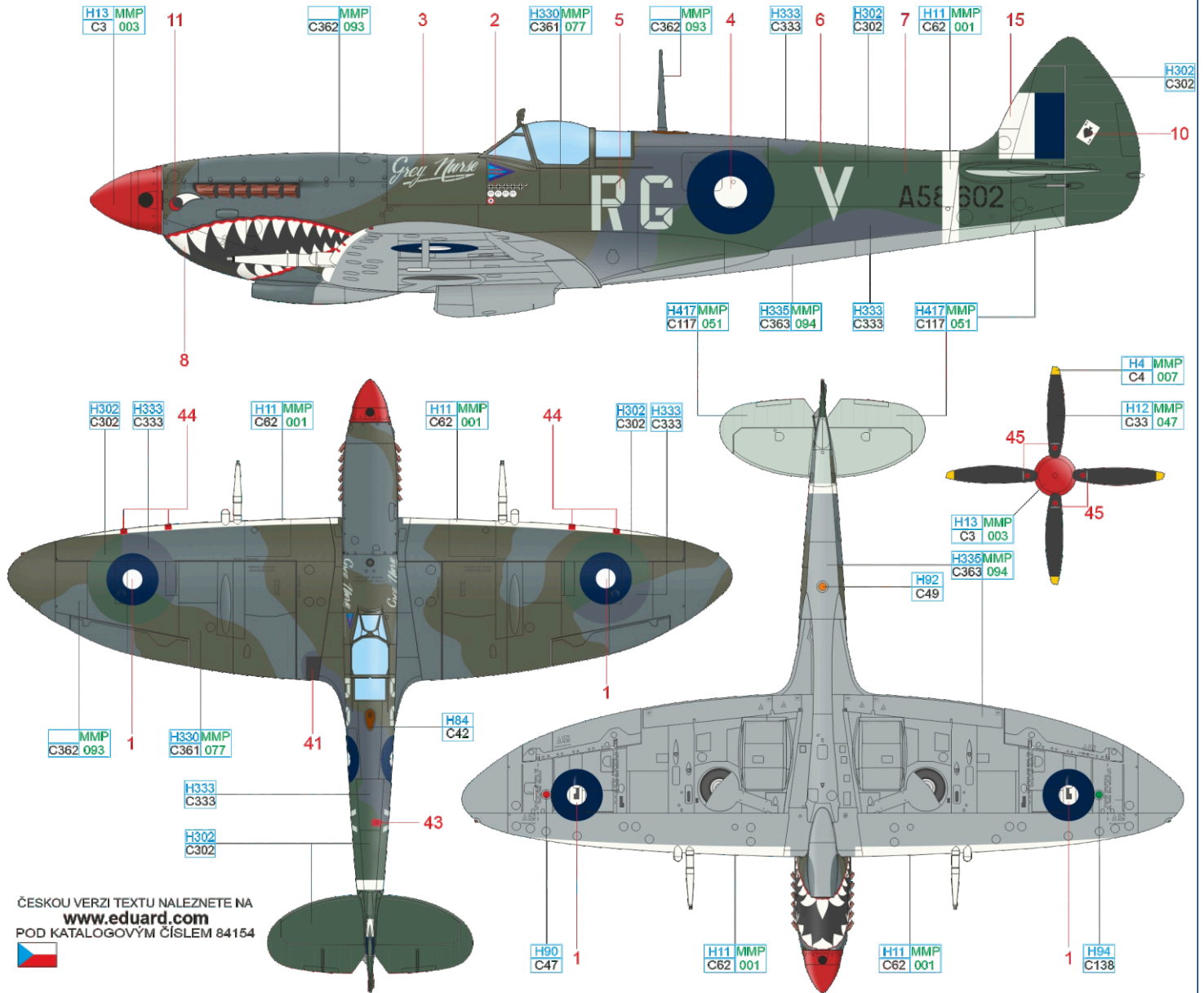
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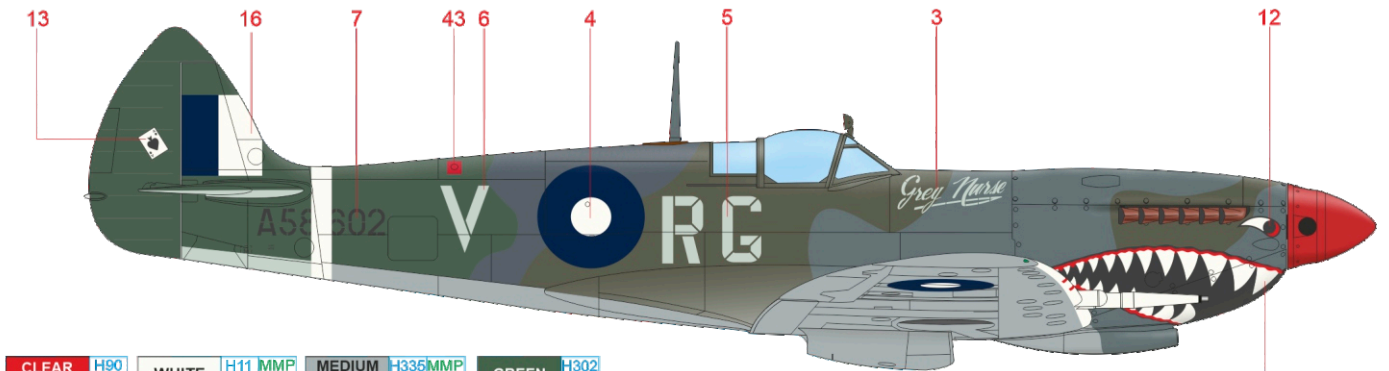
CLEAR RED H90 C47	WHITE H11 MMP C62 001	CLEAR ORANGE H92 C49	YELLOW H4 MMP C4 007	DARK EARTH H72 MMP C369 078
CLEAR GREEN H94 C138	MEDIUM SEA GRAY H335 MMP C363 094	DARK GREEN H330 MMP C361 077	MAHAGONY H84 C42	BLACK H12 MMP C33 047

D A58-602, W/Cdr Robert H. M. Gibbes, No. 80 Wing, Sattler airfield, Australia, December 1944–April 1945

Bobby Gibbes, nicknamed "A Walking Barrel" by his fellow pilots due to his short body complexion, was one of the most renowned Australian pilots and achieved one unusual success by shooting down aircraft of three different Axis nations i.e. German, Italy Vichy France. He scored 12 victories in total. Gibbes' Spitfire Mk.VIII A58-602 retained the factory camouflage, the Australian national insignia were complemented by RG-V codes and Grey Nurse inscription. Both were painted in Sky Blue. It was a very light blue color used by RAAF. Its application on the code letters was introduced in January 1943. Originally white tail surfaces were overpainted with Foliage Green on the top and sides, the undersides were painted Sky Blue. Ace of Spades on Gibbes aircraft's rudder was painted upside down. Kill markings, depicting Gibbes' victories scored in MTO flying with No. 3 Squadron RAAF, were painted below the canopy. The quick recognition markings – white wing leading edge – appeared on the Australian Spitfires for the first time in the middle of 1943 and No. 80 Fighter Wing adopted the practice. During its service Gibbes' Spitfire carried two different shark mouths. Later version, with wide mouth is portrayed in this profile.



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CLEAR RED H90 C47	WHITE H11 MMP C62 001	MEDIUM SEA GRAY H335MMP C363 094	GREEN H302 C302
CLEAR ORANGE H92 C49	LIGHT BLUE H417MMP C117 051	OCEAN GRAY MMP C362 093	EXTR. DARK SEA GRAY H333 C333
CLEAR GREEN H94 C138	YELLOW H4 MMP C4 007	DARK GREEN H330MMP C361 077	MAHAGONY H84 C42
		RED H13 MMP C3 003	BLACK H12 MMP C33 047

Spitfire Mk.VIII

STENCILING POSITIONS

