



# 1:24 Supermarine Spitfire Mk.IXc

A17001 SCALE MODEL CONSTRUCTION KIT | Wingspan: 469mm Fuselage Length: 397mm | Five Decal Schemes Included

**EN** In the world of aviation, is there any aircraft which can even come close to matching the iconic status the Supermarine Spitfire enjoys, a legacy which is as strong today as it was during the wartime years? A modern monoplane fighter aircraft which made its first flight from Eastleigh Aerodrome on 5th March 1936, the Spitfire would earn its legendary reputation during the Battle of Britain, when the pilots of the Royal Air Force stood defiantly against the overwhelming might of the all-conquering Luftwaffe, an aviation beacon of hope for a nation and its people during their darkest hour. Elegant and graceful to look at, the Spitfire's appearance masked the fact that this was a deadly fighting aeroplane and one which was adaptable enough to undergo almost constant development throughout the wartime years, allowing later marks of the fighter to post speeds which were almost 100 mph faster than the first machines to enter service.

The Spitfire Mk.IX variant was arguably the most important mark of Spitfire in the entire production run and because of that, it is somewhat surprising to learn that it was actually something of a stop-gap development. The arrival of the Luftwaffe's new Focke Wulf 190 fighter over the Western Front in August 1941 saw RAF Spitfire Mk.Vs operating over the Channel falling victim to the 'Butcher Bird' in ever increasing numbers and something had to be done. A major Spitfire upgrade was in progress, but the Mk.VIII was still some way off, as manufacturing facilities prepared their tooling jigs for the new aircraft, but there was a temporary solution. One of the major features of the new Spitfire was its use of a powerful new version of the Rolls Royce Merlin engine and it was proposed that fitting this new engine to a Spitfire Mk.V airframe would give the fighter a welcome performance boost.

**FR** Dans le monde de l'aviation, existe-t-il un avion qui puisse se rapprocher du statut emblématique dont jouit le Supermarine Spitfire, un héritage toujours aussi fort aujourd'hui que pendant les années de guerre ? Avion de combat monoplane moderne qui a effectué son premier vol à partir de l'aérodrome d'Eastleigh le 5 mars 1936, le Spitfire a acquis sa réputation légendaire au cours de la bataille d'Angleterre, lorsque les pilotes de la Royal Air Force ont défilé la puissance écrasante de la Luftwaffe et ainsi offert une lueur d'espoir à une nation et à son peuple au cours des heures les plus sombres de son histoire. Élégante et gracieuse, la silhouette du Spitfire masquait le fait qu'il s'agissait d'un avion de combat mortel, suffisamment adaptable pour subir une évolution presque constante tout au long des années de guerre, permettant aux versions ultérieures de ce chasseur d'afficher des vitesses supérieures de près de 160 km/h à celles des premiers appareils entrés en service.

La version Mk.IX a sans doute constitué le modèle de Spitfire le plus important de toute la série de production. C'est pourquoi il est quelque peu surprenant d'apprendre qu'il s'agissait en fait d'une évolution provisoire. Avec l'arrivée du nouveau chasseur Focke Wulf 190 de la Luftwaffe sur le front occidental en août 1941, les Spitfire Mk.V de la RAF opérant au-dessus de la Manche étaient de plus en plus nombreux à être victimes de « l'oiseau boucher » et il fallait faire quelque chose. Une mise à niveau majeure du Spitfire était en cours, mais le Mk.VIII était encore loin, car les usines de fabrication préparaient leurs gabarits d'outillage pour le nouvel avion. Toutefois il y existait une solution temporaire. L'une des principales caractéristiques du nouveau Spitfire était l'utilisation d'une nouvelle version plus puissante du moteur Rolls Royce Merlin. L'idée était que l'installation de ce nouveau moteur sur une cellule de Spitfire Mk.V procurerait au chasseur une augmentation de performance bienvenue.

The first 100 Spitfire Mk.IX fighters were actually Mk.Vc airframes adapted to take the new Merlin 61 two stage, two speed supercharged engine, with this combination producing a thoroughbred fighting aeroplane, one which was more than capable of challenging the FW190 and the latest 'F' variant of the Messerschmitt Bf 109. In fact, the new Spitfire was considered so successful that this would become the second most heavily produced variant in the entire production run and if including the aircraft powered by the licence built Packard Merlin 266 (Spitfire Mk.XVI) even eclipsed the Mk.V in production numbers. With further powerplant refinement taking place throughout the production life of this variant, the first Mk.IX Spitfires started to join RAF Squadrons from July 1942, with this famous mark of Spitfire going on to see service past D-Day and into the post war era. The last major Merlin engine powered variant of the Spitfire, this 'emergency stop-gap fighter' actually became something of an aviation classic.

## Specification

Maximum Speed: 404mph (650km/h) at 21,00ft (6,400m)

Range: 248 miles (400 km)

Wingspan: 36 ft 10 in (11.23m)

Length: 31 ft 1.0 in (9.47 m)

Armament: 2 x 20mm Hispano Cannons. 4 x .303in (7.7mm) Browning Machine Guns

Les 100 premiers Spitfire Mk.IX étaient en fait des cellules Mk.Vc adaptées pour recevoir le nouveau moteur Merlin 61 doté d'une suralimentation à deux étages et deux vitesses. Résultat : un avion de combat pur-sang, plus que capable de défier le FW190 et la toute dernière version « F » du Messerschmitt Bf 109. En fait, le nouveau Spitfire fut considéré comme un tel succès qu'il devint la deuxième version la plus produite de cet appareil. De plus, si l'on inclut le modèle motorisé par le Merlin 266 de Packard construit sous licence (Spitfire Mk.XVI), il éclipse même le Mk.V en nombre d'unités produites. La perfectionnement du moteur s'étant poursuivi tout au long de la production de cette version, les premiers Spitfire Mk.IX ont commencé à rejoindre les escadrons de la RAF en juillet 1942, et cette célèbre version de Spitfire a continué à servir après le Jour J et pendant l'après-guerre. Dernière version majeure du Spitfire équipée d'un moteur Merlin, ce « chasseur de secours provisoire » est devenu un classique de l'aviation.

## Spécification

Vitesse maximale: 650 km/h à 6 400 m

Rayon d'action : 400 km

Envergure: 11,23 m

Longueur: 9,47 m

Armement: 2 canons Hispano de 20 mm 4 mitrailleuses Browning de 7,7 mm

Airfix would like to thank the teams at the Aircraft Restoration Company and Biggin Hill Heritage Hangar for their help in the development of this model.

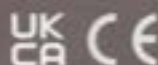


### FOR BEST RESULTS:

Surfaces to be painted should be clean – before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir paints thoroughly before use.

### PLEASE NOTE:

Some parts in the kit may not be required to build the model specified.



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**DE** Zumindest in der Welt der Luftfahrt von Großbritannien gibt es sicherlich kein anderes Flugzeug, das dem legendären Ruf der Supermarine Spitfire nachkommt, seit dieser im Zweiten Weltkrieg begründet wurde. Das als Tiefdecker ausgelegte Jagdflugzeug absolvierte am 5. März 1936 seinen Erstflug vom Eastleigh Aerodrome, unweit Southampton an der Südküste von England gelegen. Ihren legendär gewordenen Ruf erwarb die Spitfire in der Luftschlacht um England, als Piloten der Royal Air Force verbissen gegen die damals als unüberwindlich betrachtete deutsche Luftwaffe kämpften. Ihre formvollendete Eleganz verborg ihre Funktion, dass nämlich die Spitfire ein todbringendes Kampfflugzeug war. Ihre Konstruktion war so flexibel, dass sie im gesamten Kriegsverlauf ständige Weiterentwicklung gestattete. So konnte beispielsweise ihre Höchstgeschwindigkeit von der ersten bis zur zuletzt gebauten Version um knapp über 150 km/h gesteigert werden.

Die Spitfire Mk.IX war sicherlich die wichtigste Variante ihrer Fertigungsreihe. Dabei mag überraschen, dass es sich dabei eigentlich um eine Übergangsentwicklung handelte. Als nämlich im August 1941 die Luftwaffe mit ihrem neuen Jäger Focke Wulf 190 an der Westfront auftrug, unterlagen immer mehr Spitfires der Variante Mk.V ihrem als „Würger“ bezeichneten Gegner – es musste also etwas unternommen werden. Zu diesem Zeitpunkt war eine bedeutende Verbesserung der Spitfire im Gange. Bis zur Herstellung der Mk.VIII war aber noch einiges zu erledigen, vor allem die Vorbereitung der Werkzeugmaschinen in den Produktionsstätten. Eine Übergangslösung war aber eine praktisch machbare Möglichkeit. Eine entscheidende Verbesserung der Spitfire bot der Einsatz einer leistungstarken neuen Version des Rolls Royce Merlin-Motors. Daher wurde vorgeschlagen, mit dem Einbau dieses neuen Triebwerks im Flugwerk der Spitfire Mk.V die Leistung des Jägers zu steigern.

**ES** ¿Hay en el mundo de la aviación una aeronave equiparable al emblemático Supermarine Spitfire y a su legado, tan extraordinario en la actualidad como durante los años de guerra? El Spitfire, un monoplano de caza que realizó su primer vuelo desde el aeródromo de Eastleigh el 5 de marzo de 1936, alcanzó una legendaria reputación durante la batalla de Inglaterra, en la que los pilotos de la Royal Air Force ofrecieron una decidida resistencia ante el aplastante poderío de la Luftwaffe y constituyeron una luz de esperanza para una nación y sus gentes en su momento más oscuro. Elegante y de líneas estilizadas, la apariencia del Spitfire ocultaba el hecho de que se trataba de un mortífero aparato de guerra y con una capacidad de adaptación casi constante a lo largo de toda la guerra, lo que permitió a los modelos posteriores registrar velocidades superiores en casi 150 km/h a las de las primeras aeronaves en servicio.

La variante Spitfire Mk.IX fue, posiblemente, la más importante del Spitfire en todo su período en producción, por lo que resulta sorprendente saber que se trataba de un desarrollo provisional. La llegada del nuevo caza Focke Wulf 190 de la Luftwaffe en el frente occidental durante agosto de 1941 supuso que los Spitfire Mk.V de la RAF que operaban en el canal de la Mancha fueran víctimas del "Píjoro canicoto" en cifras cada vez más elevadas y resultó indispensable hacer algo al respecto. Se estaba llevando a cabo una importante mejora del Spitfire, pero el Mk. VIII aún tardaría un tiempo en estar disponible hasta que las plantas de producción adecuasen sus herramientas para el nuevo modelo; afortunadamente, se encontró una solución temporal. Una de las principales características del nuevo Spitfire fue el uso de una nueva versión de elevado potencia del motor Rolls Royce Merlin, y se consideró que la instalación de este nuevo motor en el fuselaje de un Spitfire Mk.V proporcionaría al aparato el necesario incremento del rendimiento.

**SV** Finns det i flygvärlden något flygplan som ers kan komma i närheten av den ikonstatus som Supermarine Spitfire har? Ett av som är lika starkt idag som det var under andra världskriget. Spitfire var ett modernt attackflygplan med enkla vingar som flög för första gången vid Eastleigh Aerodrome den 5 mars 1936, och fick sitt legendariska anseende under Slaget om Storbritannien där piloterna i det brittiska flygvapnet modigt stod emot det numerärt överlägsna Luftwaffe och blev en hoppets ledstjärna för en nation under dess mörkaste timme. Med eleganta och graciösa linjer dölde Spitfires utseende faktumet att det var ett dödligt attackflygplan som var så anpassningsbart att det genomgick nästan konstant utveckling under hela krigsåren, vilket gjorde att de senare modellerna nådde hastigheter på över 150 km/h snabbare än de första flygplanen som togs i drift.

Variationen Spitfire Mk.IX anses ofta som den viktigaste versionen av Spitfire i hela produktionen, och på grund av detta är det ganska förvånande att den faktiskt togs fram som en tillfällig lösning. När Luftwaffes nya attackflygplan Focke Wulf 190 kom till västfronten i augusti 1941 föll fler och fler av RAF:s Spitfire Mk.V offer för denna effektiva krigsmaskin, och något behövde göras. En större uppgradering av Spitfire var på väg, men Mk.VIII var fortfarande inte redo då fabriken behövde ändra sina maskin- och verktygsinställningar för det nya flygplanet, så en tillfällig lösning hittades. En av de första förbättringarna i det nya Spitfire-flygplanet skulle vara att en kraftfull ny version av Rolls Royce Merlin-motor användes, och det föreslogs att denna motor istället monterades i en Spitfire Mk.V-flygplanskropp för en välkommen prestandaförbättring.

Die ersten hundert Spitfire Mk.IX Jäger bestanden tatsächlich aus Flugwerken der Mk.V, die zur Aufnahme des neuen, mit einem zweistufigen Zweigang-Lader vorverdrichteten Merlin 61-Motors entsprechend angepasst worden waren. Mit dieser Kombination gelang der Bau eines perfekten Jagdflugzeugs, das im Kampf mit der FW190 wie auch der neuesten Variante „F“ der Messerschmitt Bf 109 mehr als erfolgreiche Gegenwehr bieten konnte. Diese neue Spitfire wurde als so erfolgreich angesehen, dass sie die am zweithäufigsten produzierte Variante ihres Typs wurde. Zählt man die unter Lizenz gebaute Packard Merlin 266 (Spitfire Mk.XVI) hinzu, so wird damit sogar die Herstellungszahl der Mk.V übertroffen. Mit weitergeführten technischen Verbesserungen des Triebwerks im Herstellungsablauf dieser Variante erhielten Geschwader der RAF ihre ersten Mk.IX Spitfires ab Juli 1942. Diese so bekannt gewordene Ausführung der Spitfire wurde sogar nach der als „D-Day“ bekannt gewordenen alliierten Landung in der Normandie gegen Ende des Zweiten Weltkriegs wie auch in der Nachkriegszeit erfolgreich eingesetzt. Als letzte bedeutende mit einem Merlin Motor ausgestattete Variante der Spitfire wurde dieser als Notmangel konzipierte Jagdflugzeug schließlich zu einem echten Luftfahrklassiker.

#### Spezifikation:

Höchstgeschwindigkeit: 650 km/h auf 6400 m Flughöhe

Reichweite: 400 km

Spannweite: 11,23 m

Länge: 9,47 m

Bewaffnung: zwei 20 mm Hispano-Kanonen vier 7,7 mm Browning-MGs

Los primeros 100 cazas Spitfire Mk.IX eran en realidad fuselajes del Mk.V adaptados para incorporar el nuevo motor Merlin 61 sobrealimentado de dos etapas y dos velocidades, y esta combinación dio lugar a un caza puro sangre, más que capaz de hacer frente a los FW190 y a la última variante "F" del Messerschmitt Bf 109. De hecho, el nuevo Spitfire se consideró tan acertado que se convertiría en la segunda variante de mayor producción en toda su historia y, si incluimos los aparatos con motor Packard Merlin 266 construidos bajo licencia (Spitfire Mk.XVI), incluso eclipsó al Mk.V en cifras de producción. Con nuevas mejoras en el motor durante la vida en producción de esta variante, los primeros Spitfire Mk.IX llegaron a los escuadrones de la RAF en julio de 1942, y este famoso modelo se mantendría en servicio después del Día D e incluso en la postguerra. La principal variante del Spitfire con motor Merlin, en un principio una solución de emergencia, terminó por convertirse en todo un clásico de la aviación.

#### Especificación:

Velocidad máxima: 650 km/h a 6400 m

Autonomía: 400 km

Envergadura: 11,23 m

Longitud: 9,47 m

Armamento: 2 cañones Hispano de 20 mm 4 ametralladoras Browning de 7,7 mm

De första 100 Spitfire Mk.IX var egentligen Mk.V-flygplanskroppar som hade anpassats till den nya Merlin 61-motorn – en otroligt kraftig tvåstegsmotor med två hastigheter – och denna kombination skapade ett utredflygplan som utan problem kunde utmana både FW190 och den senaste F-varianten av Messerschmitt Bf 109. Den nya Spitfire-versionen ansågs faktiskt så lyckad att den blev den näst mest producerade varianten i hela produktionen av Spitfire-flygplan, och om vi inkluderar de flygplan som drivs med de licensbyggda Packard Merlin 266-motorerna (Spitfire Mk.XVI) så överglänsade den även Mk.V i produktionsantal. Flea förbättringar av motorn utfördes under variantens produktionsliv, och de första Spitfire Mk.IX togs med i RAF:s skvadroner från juli 1942. Den här berömda varianten av Spitfire var därmed i tjänst långt innan Dagen D och fortsatte användas ända in i efterkrigsåren. Det var den sista Spitfire-varianten som drivs av en Merlin-motor, men den här "nödlösningen" blev faktiskt något av en flyghistorisk klassiker!

#### Spezifikation:

Maximal hastighet: 650 km/h vid 6 400 m

Räckvidd: 400 km

Spännvidd: 11,23 m

Längd: 9,47 m

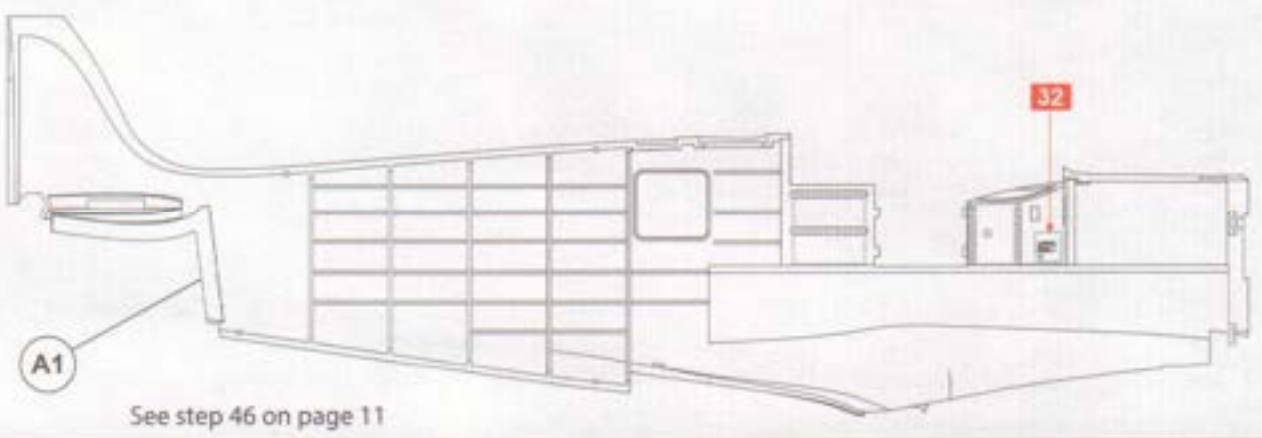
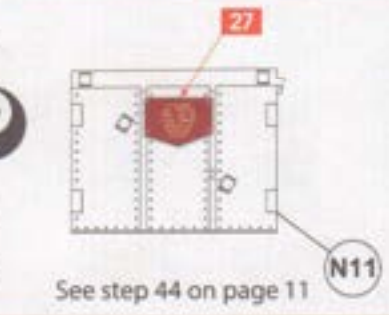
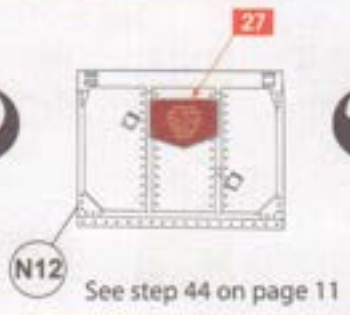
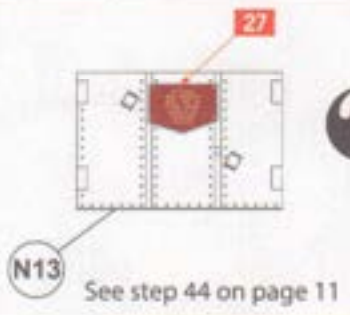
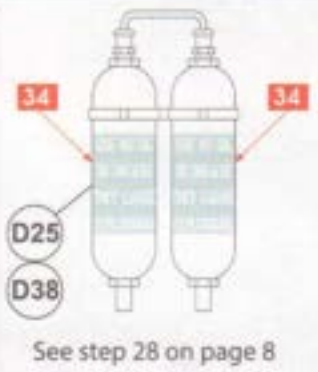
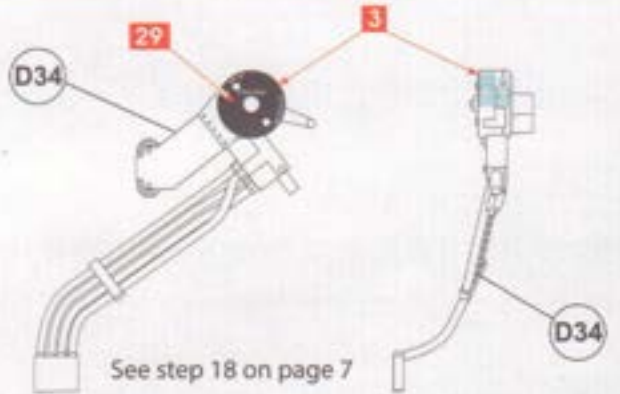
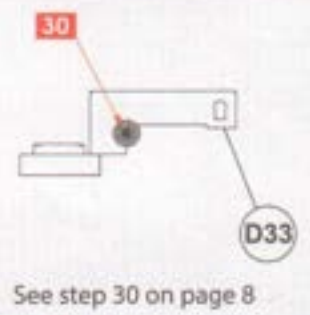
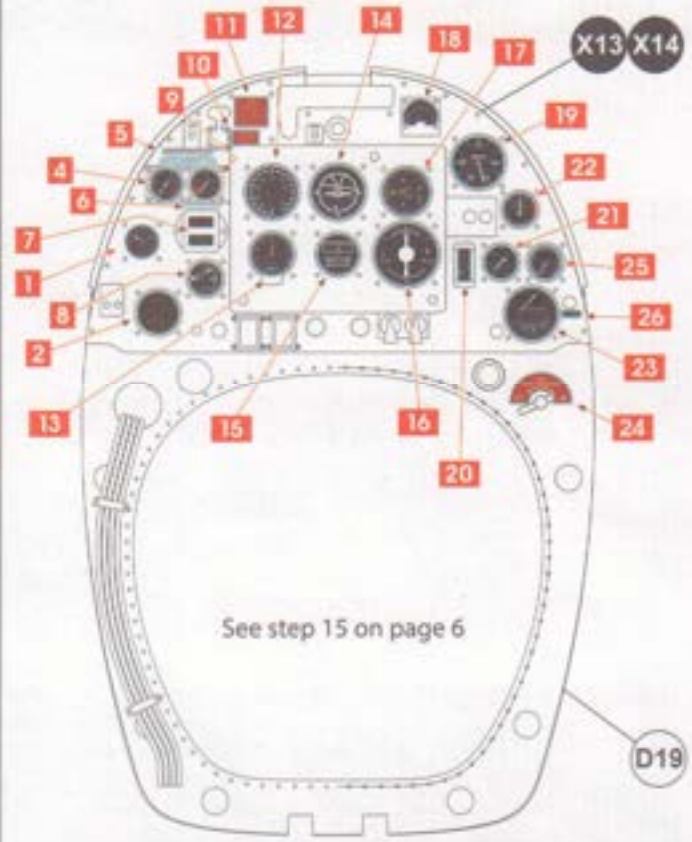
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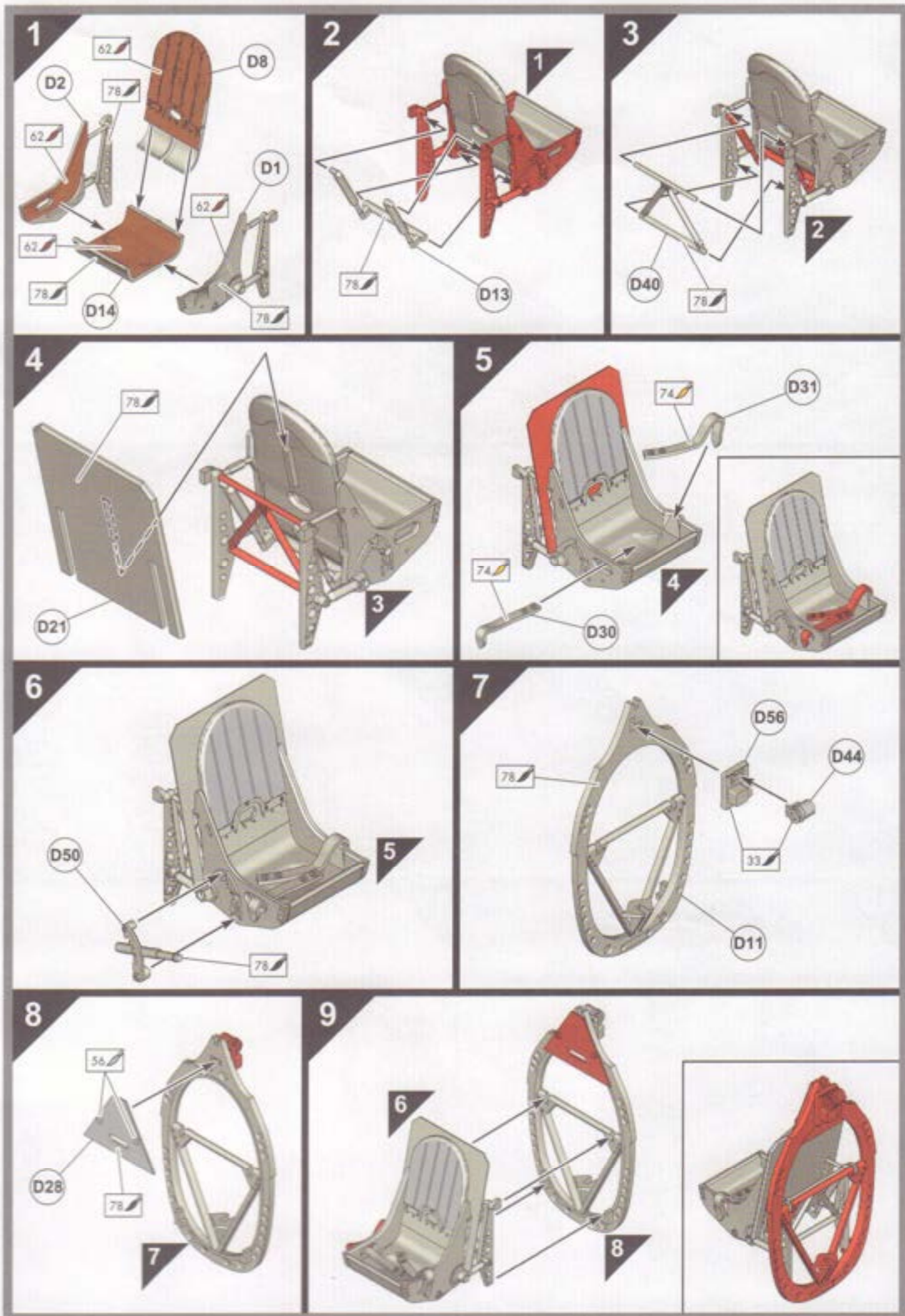




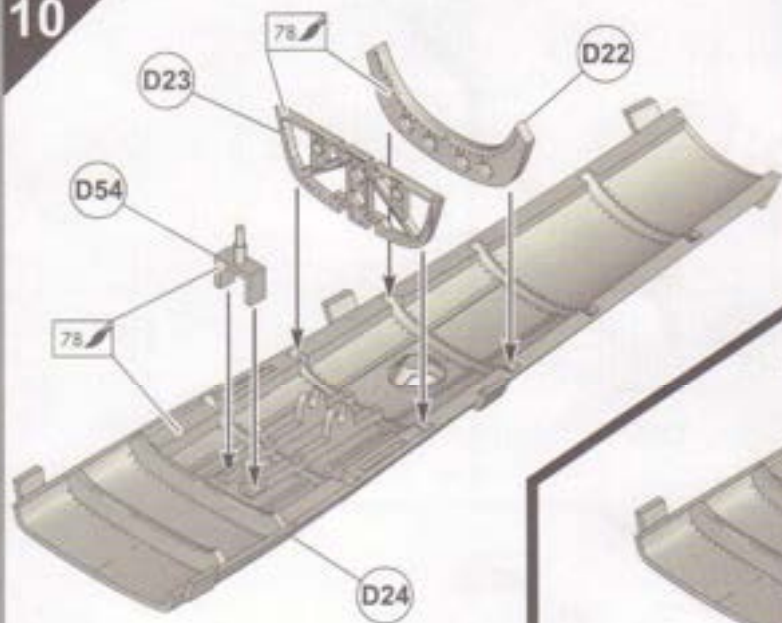
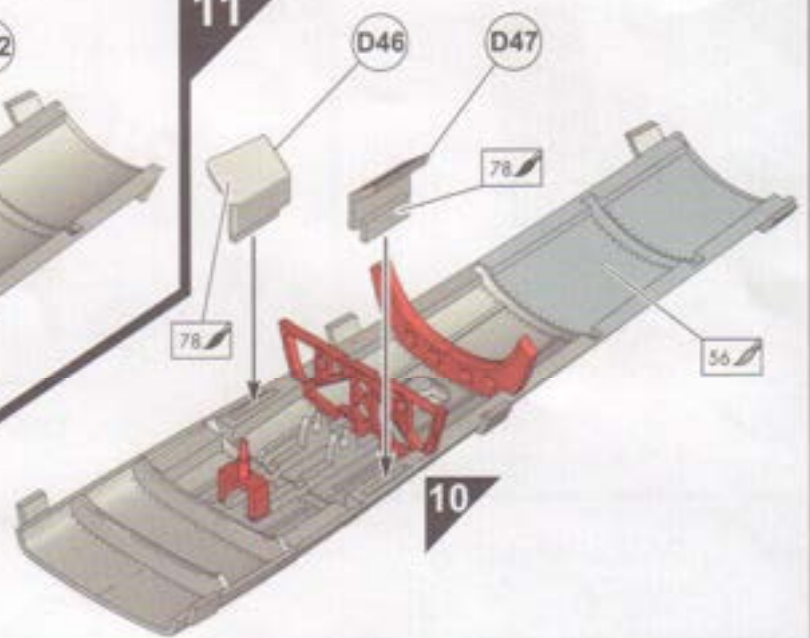
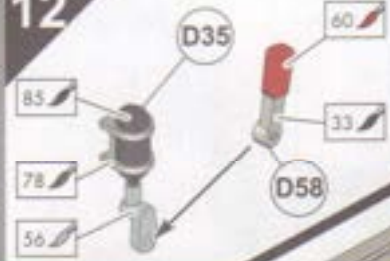
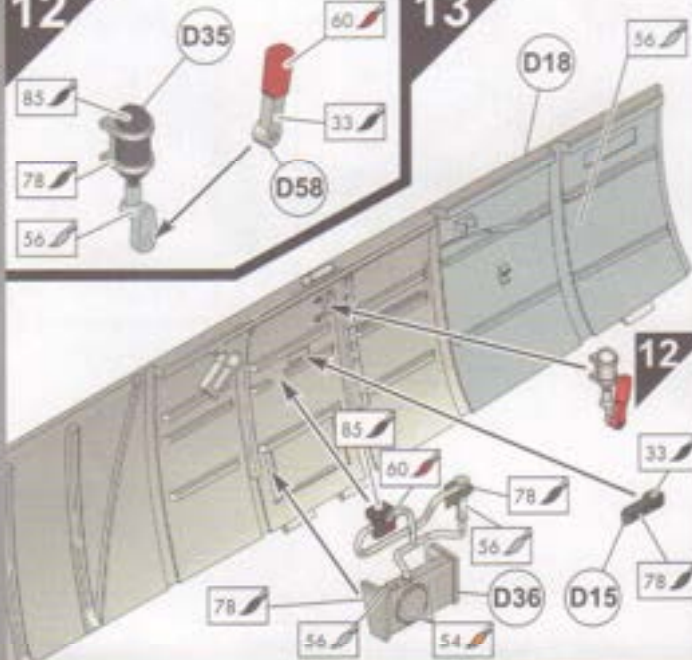
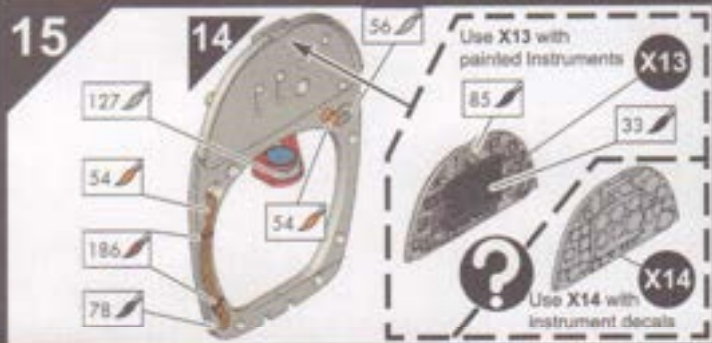
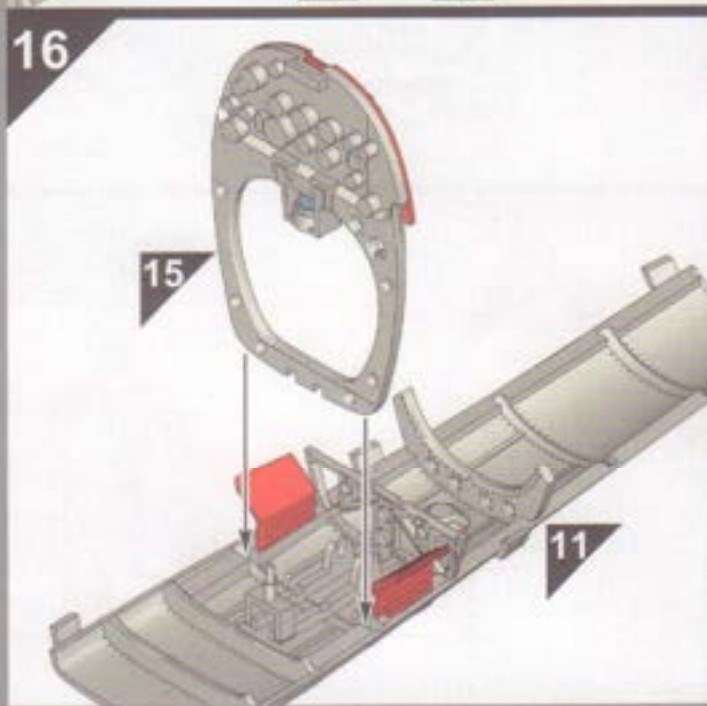
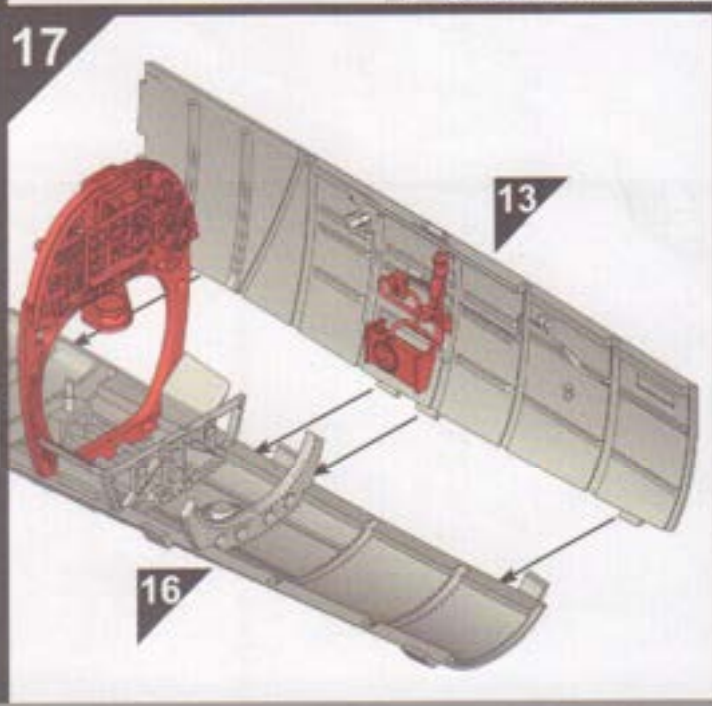


# Position of cockpit decals



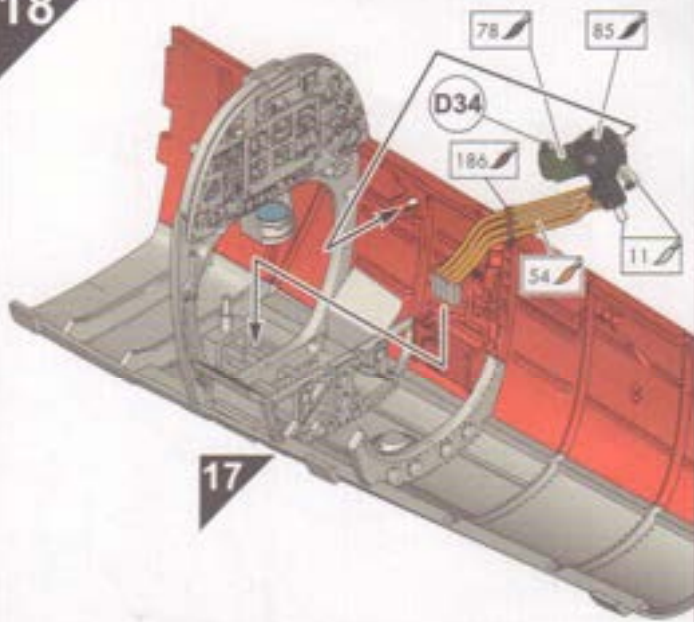




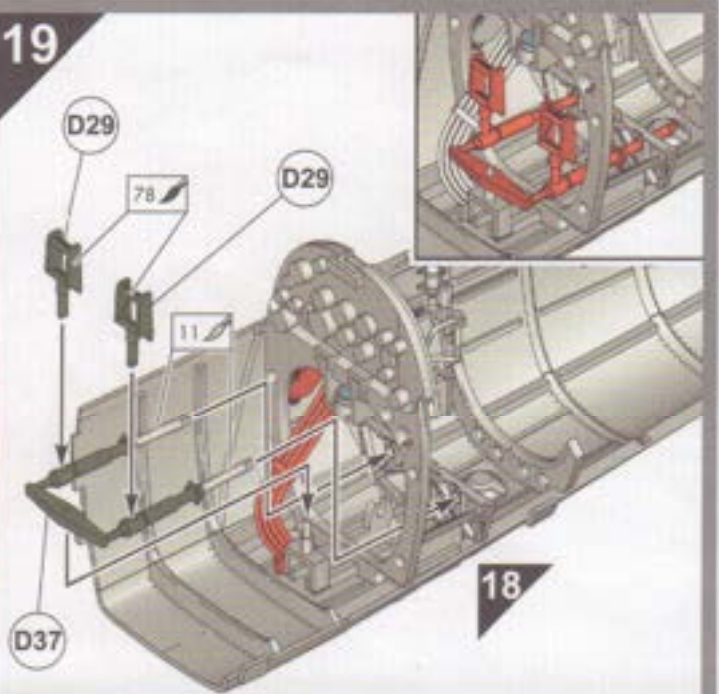
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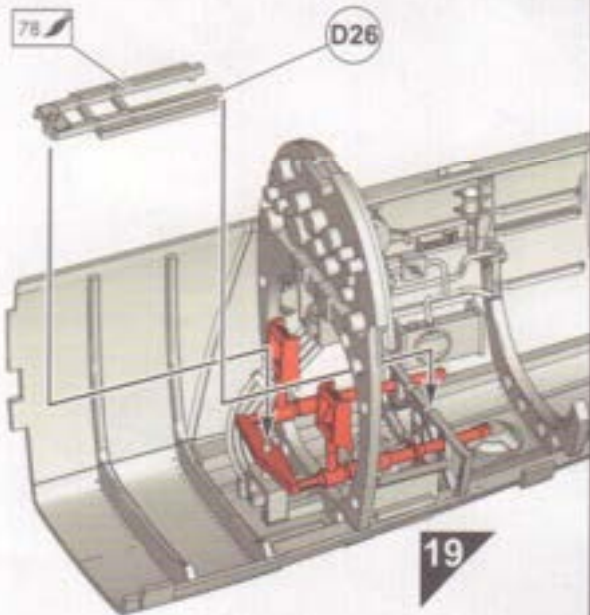
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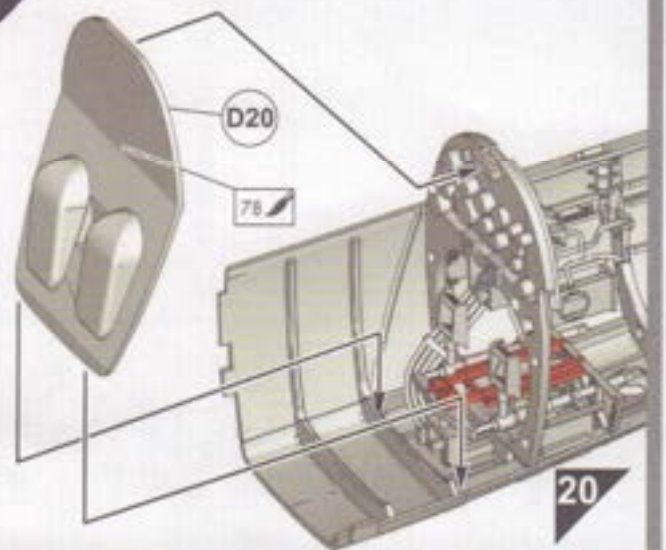
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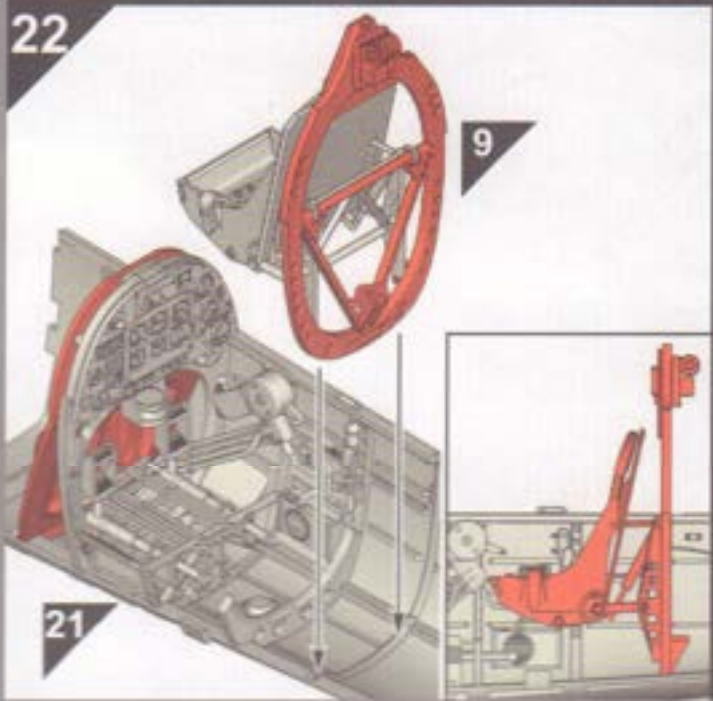
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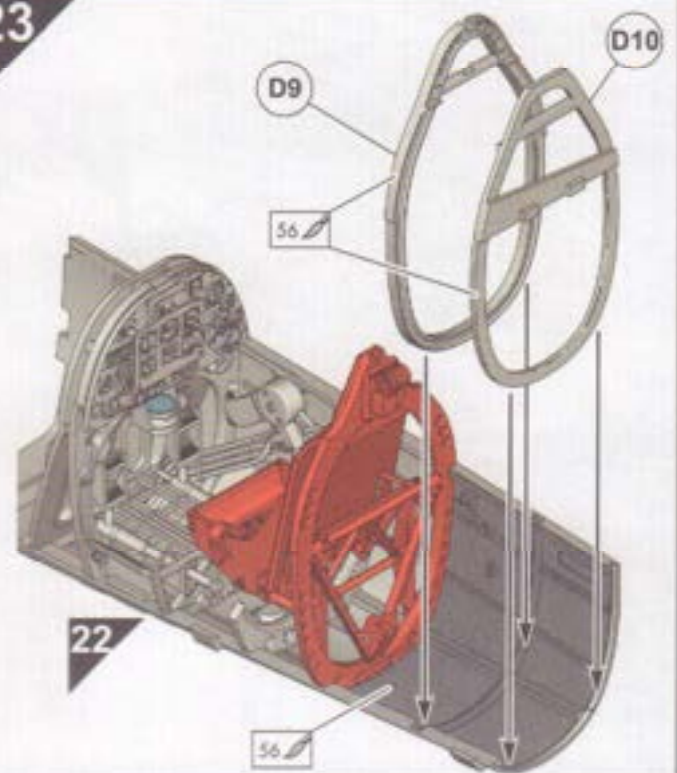
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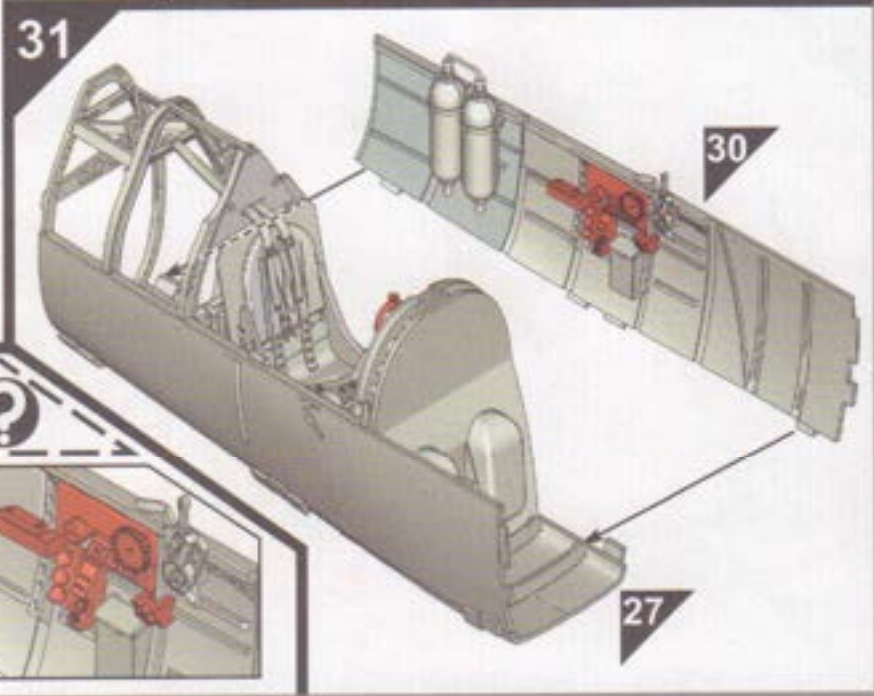
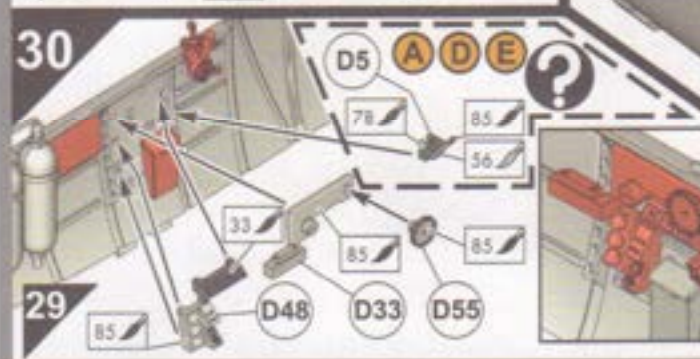
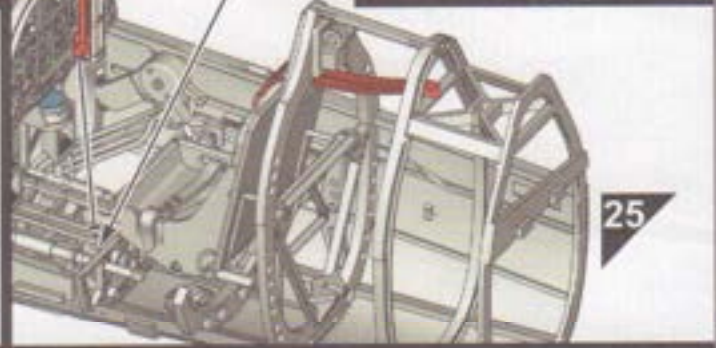
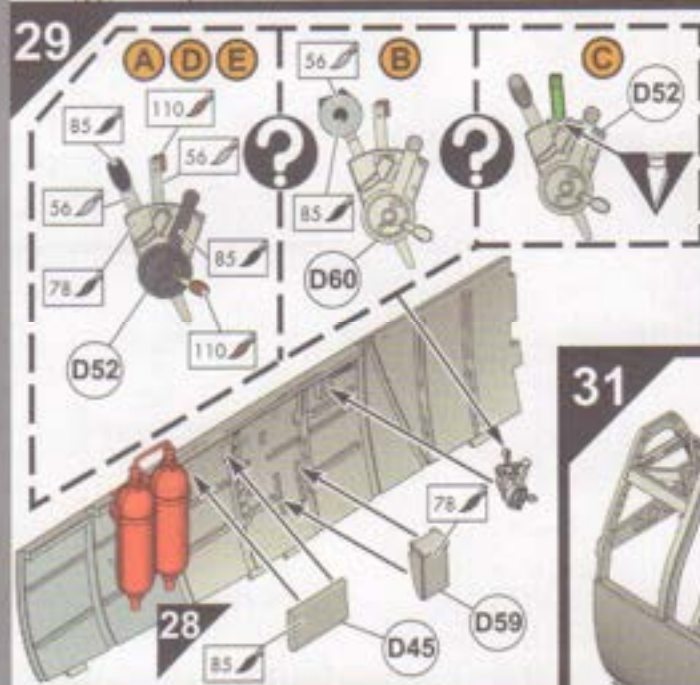
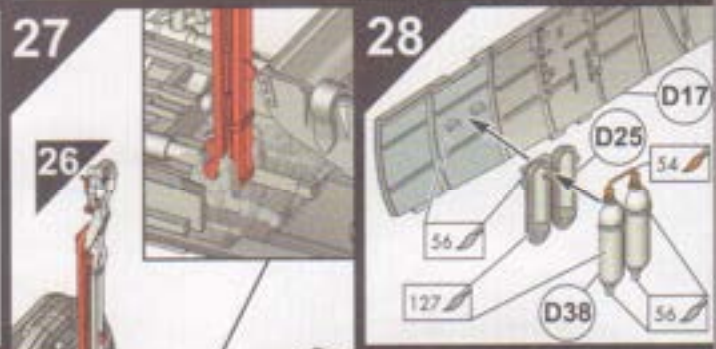
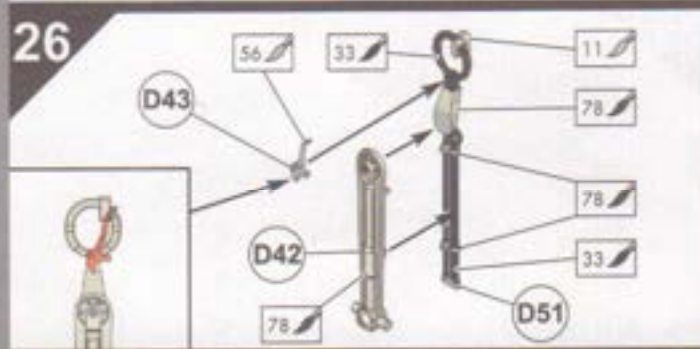
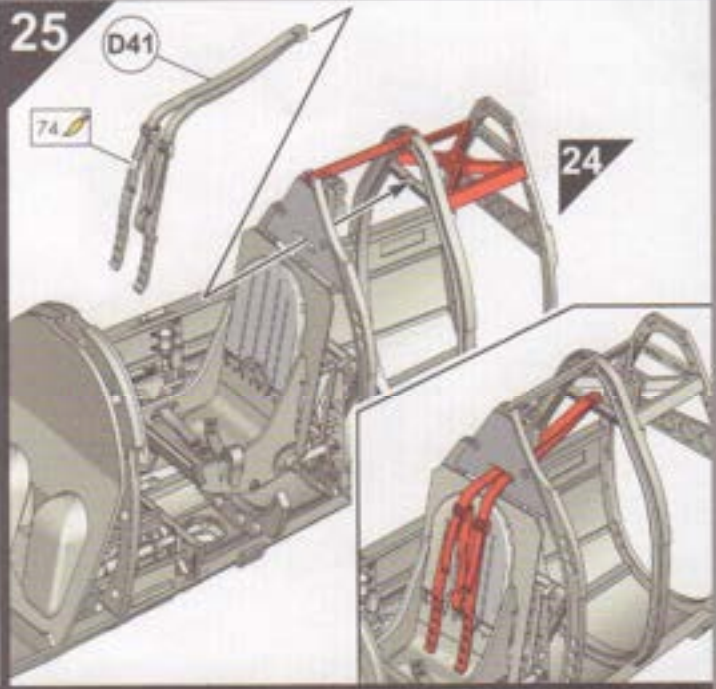
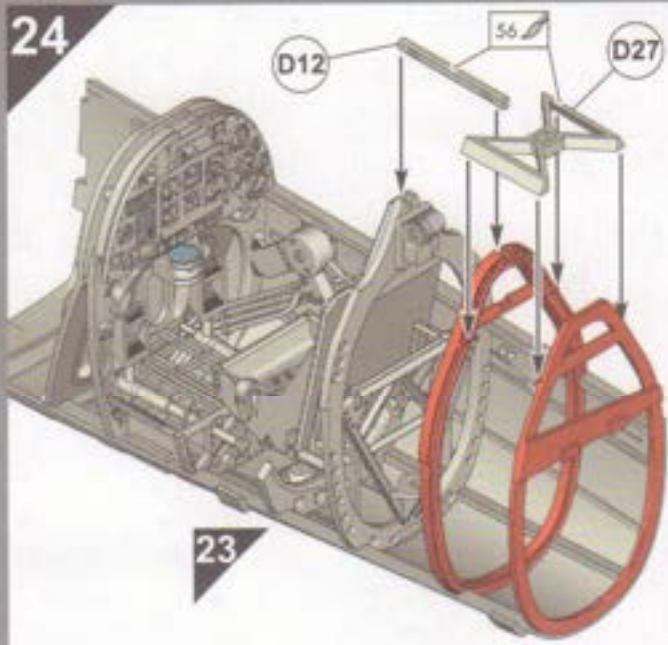
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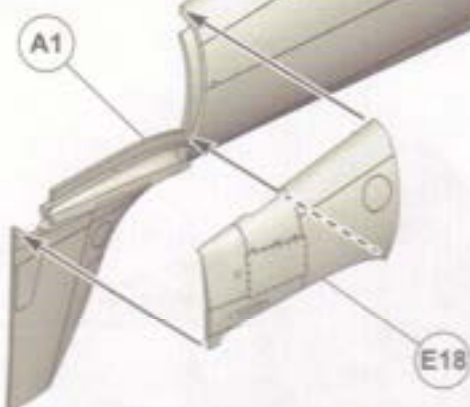




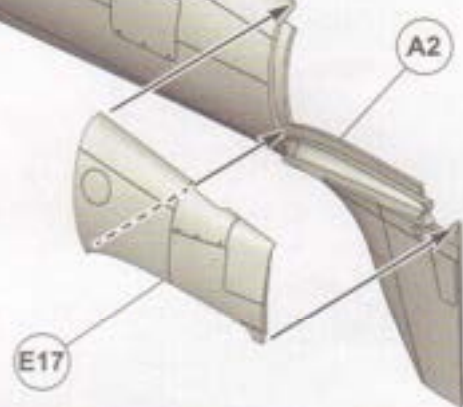




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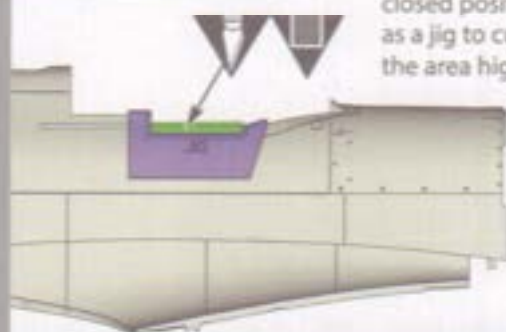


Refer to step 44  
on page 11



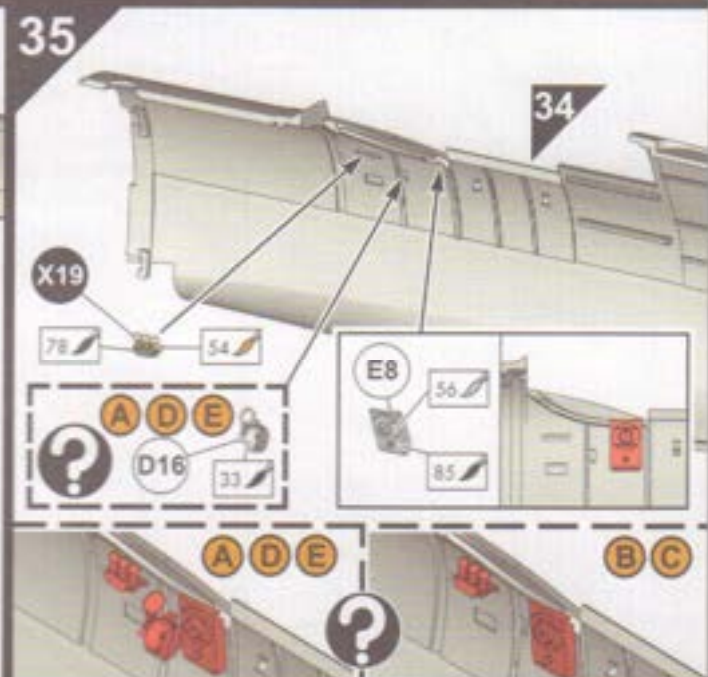
N4

**Note:** When building this  
model with the canopy in the  
closed position, use part N4  
as a jig to cut and file away  
the area highlighted in green.

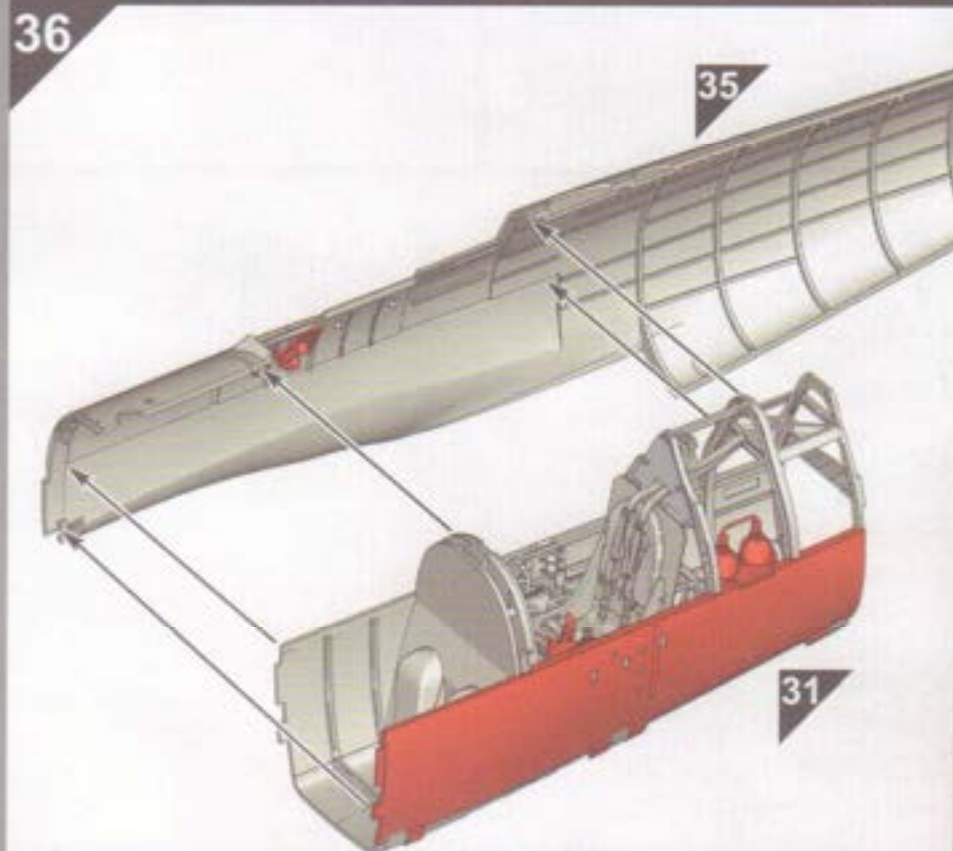


Do not glue  
N4 to the  
model

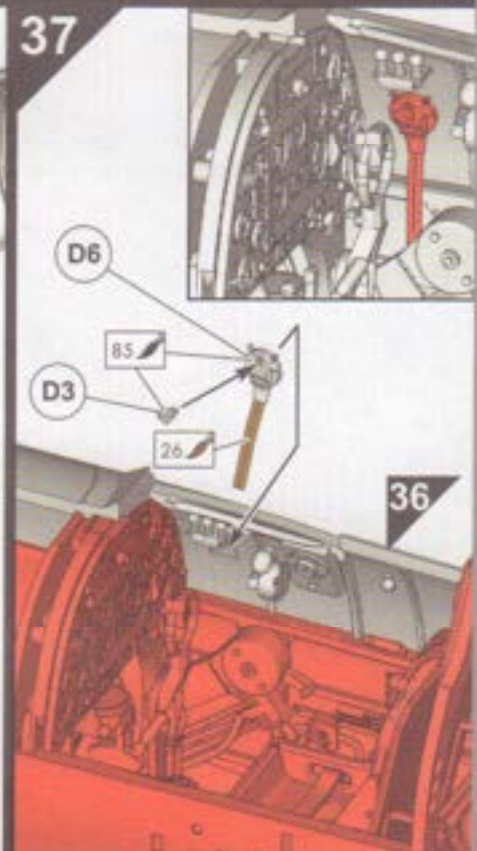
35



36

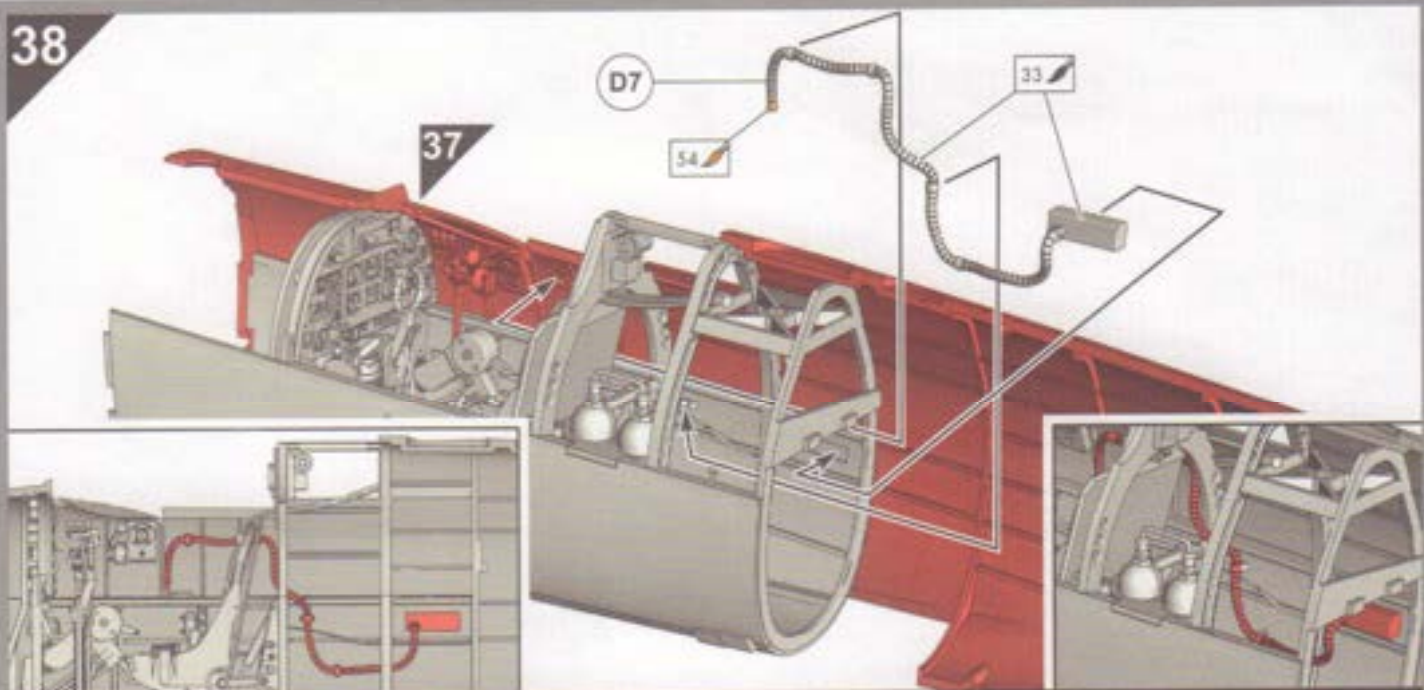


37

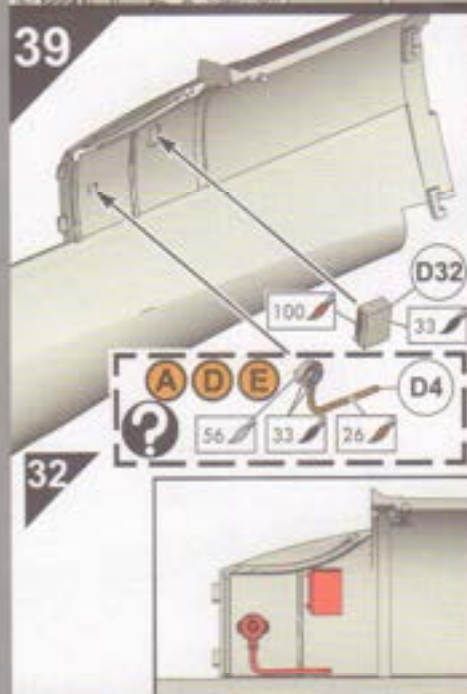




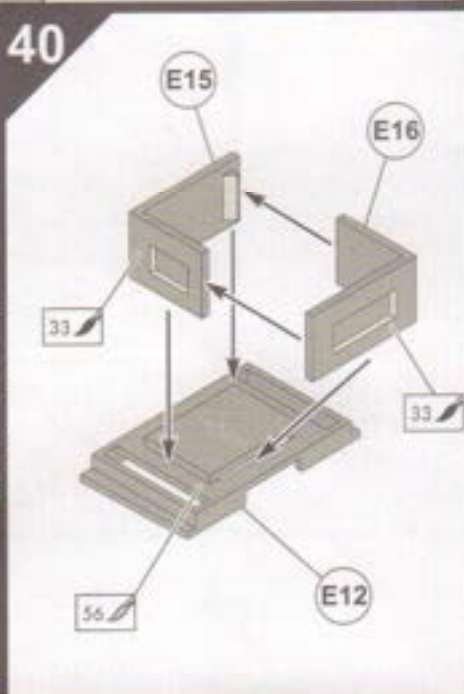
38



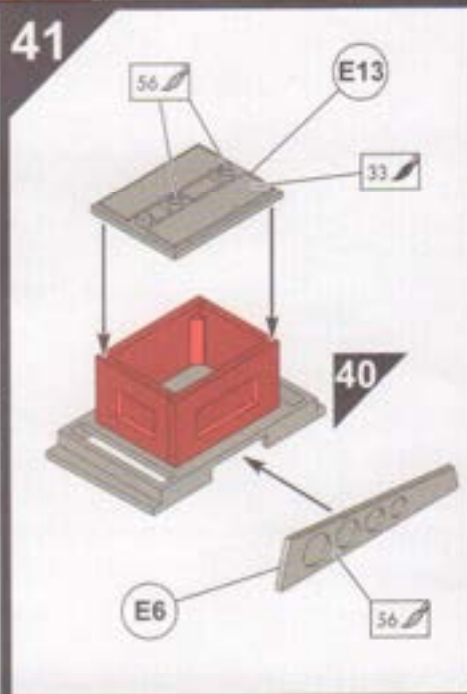
39



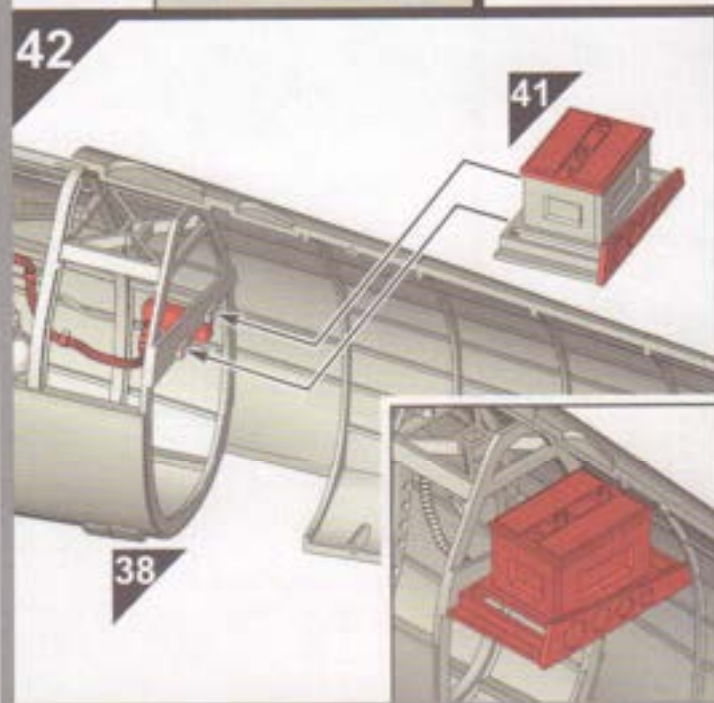
40



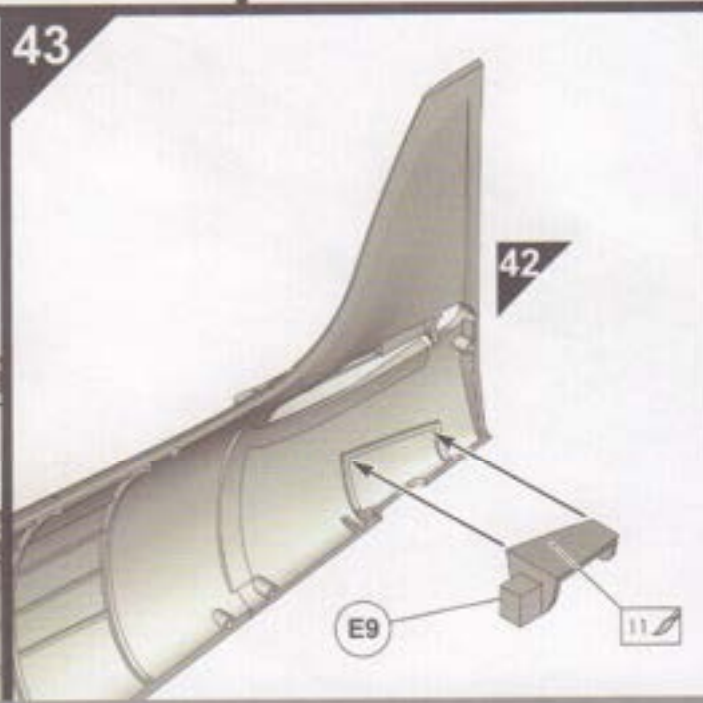
41



42

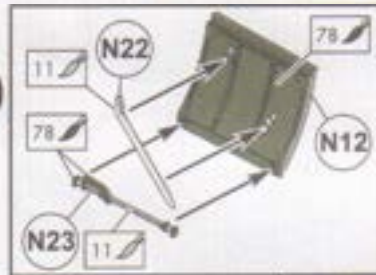
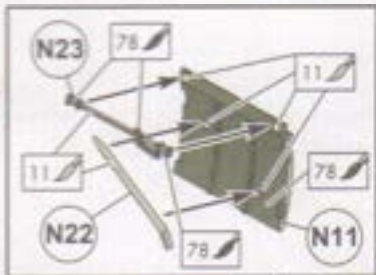
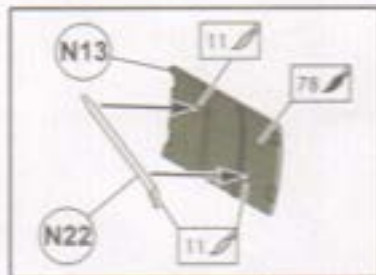
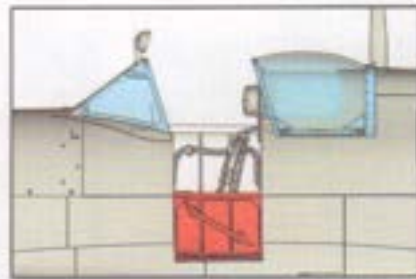
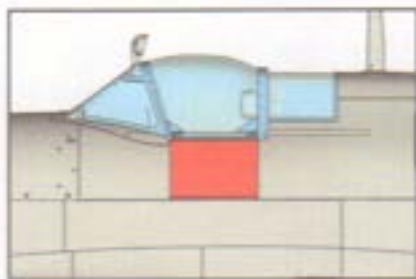


43





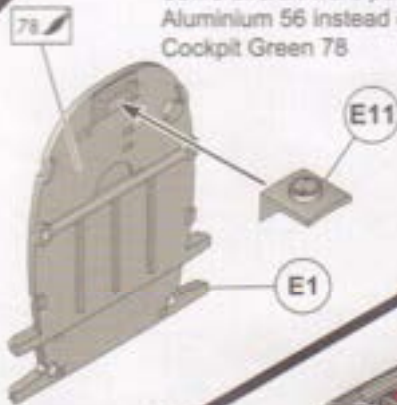
**44** **?** **Note:** There are 3 build options for the door shown in this step. When building this model with the door in the open position, fit the door assembly towards the end of the build in step 238 on page 43.



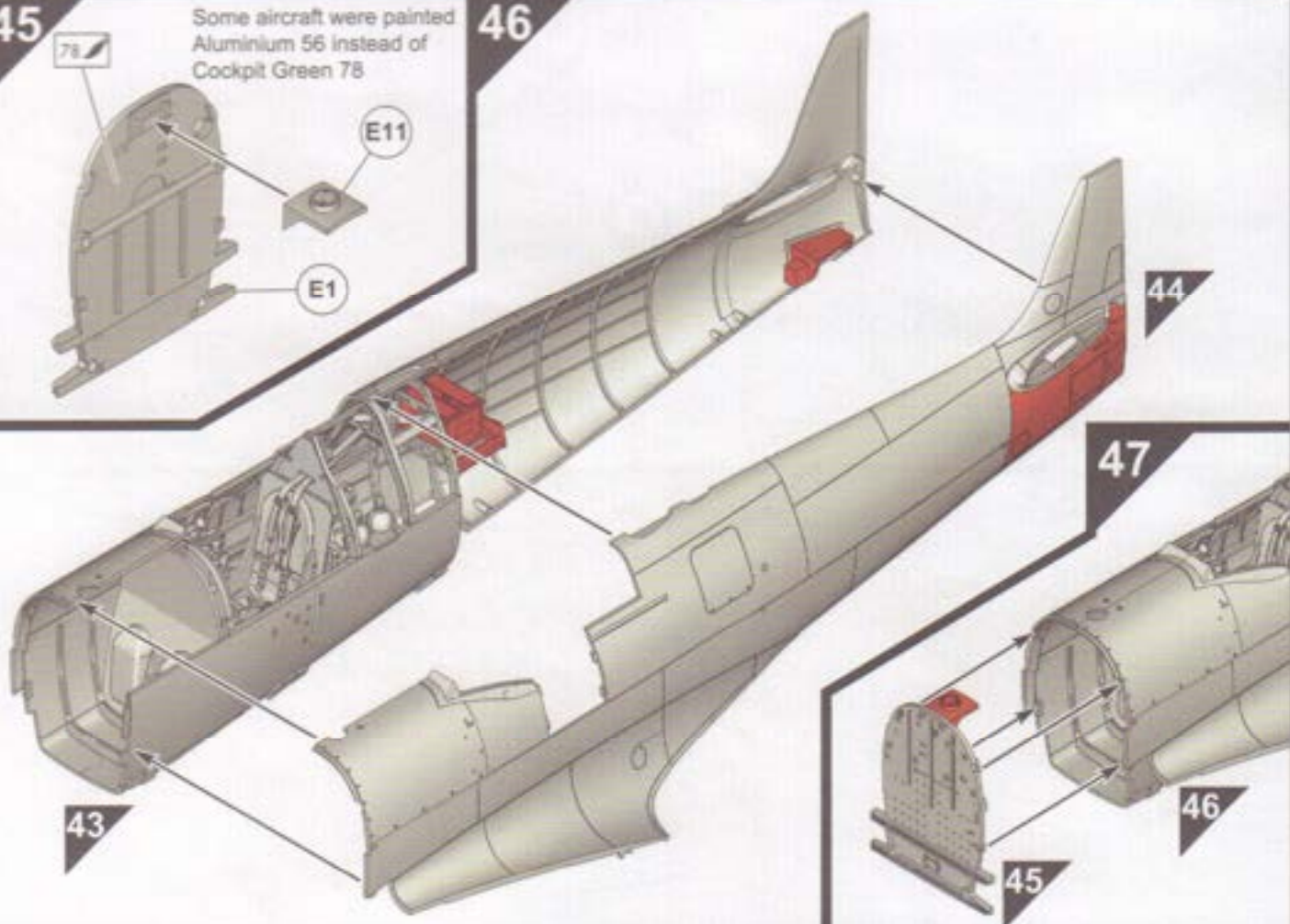
**Note:** Fit the open door option towards the end of the build in step 238 on page 43.



**45** Some aircraft were painted Aluminium 56 instead of Cockpit Green 78



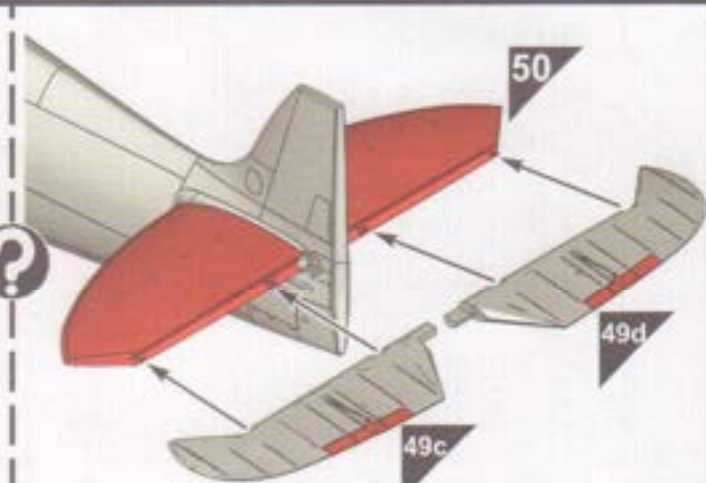
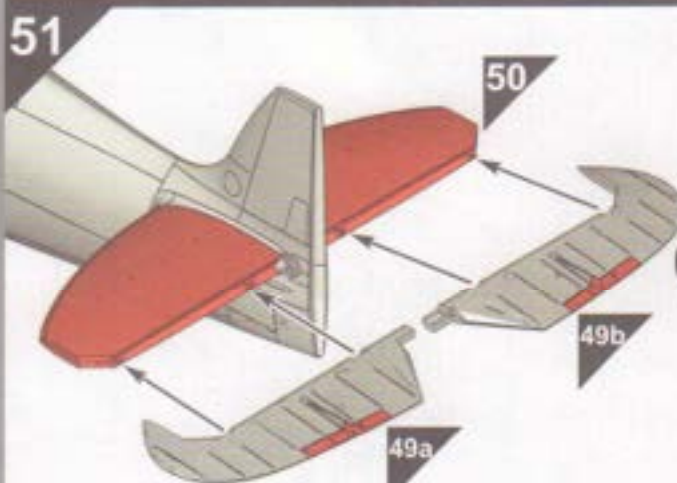
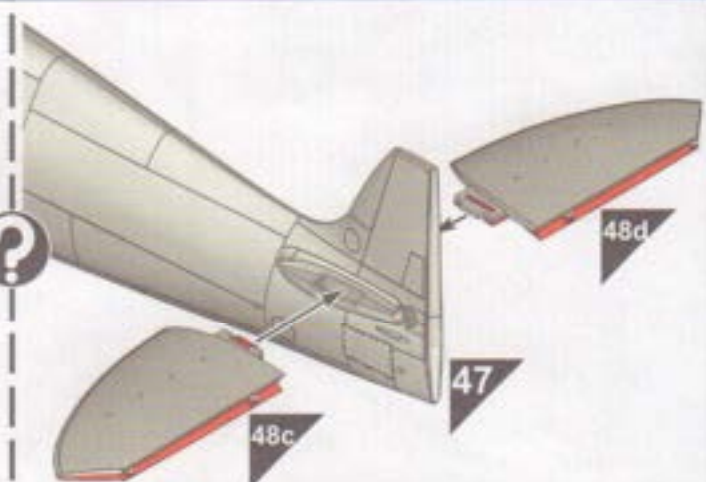
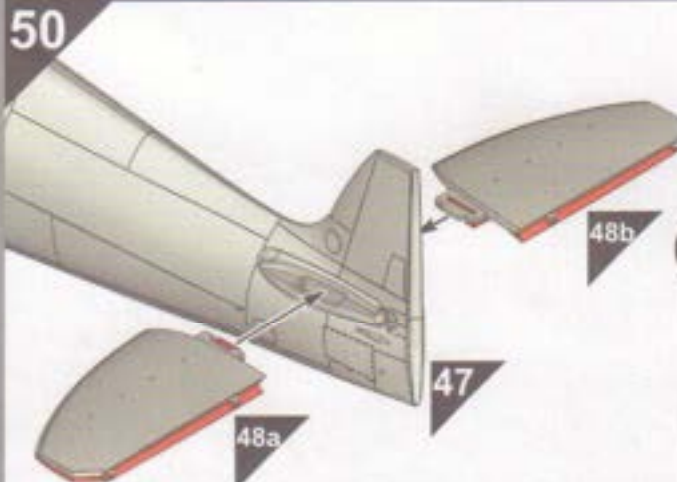
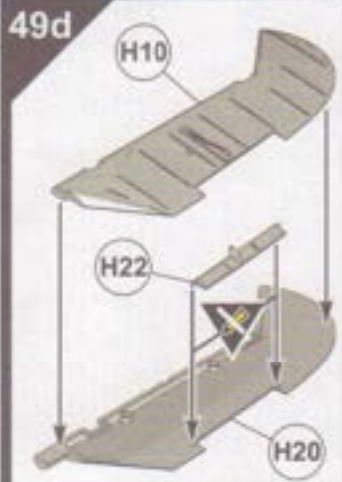
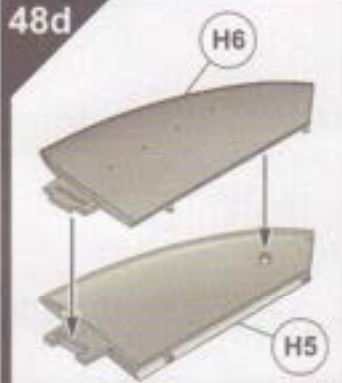
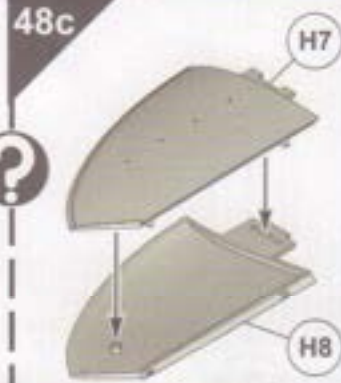
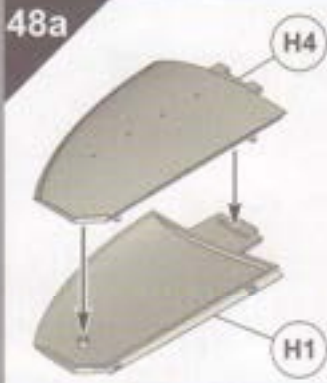
**46**



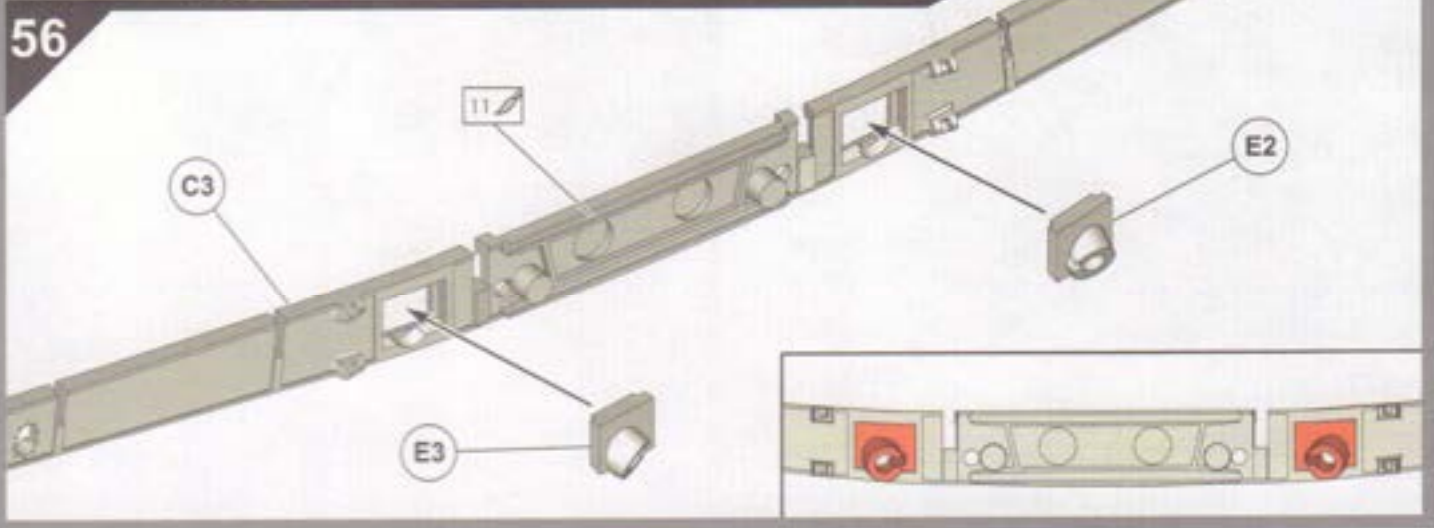
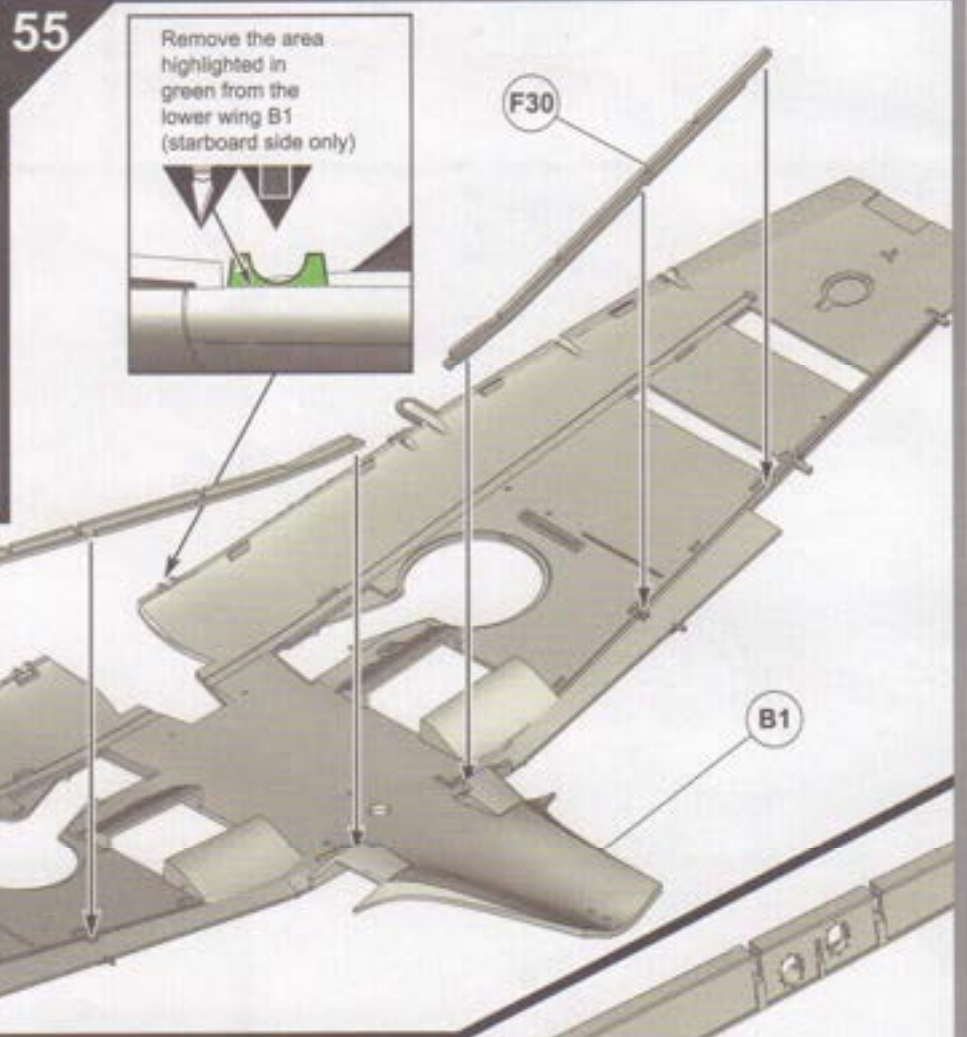
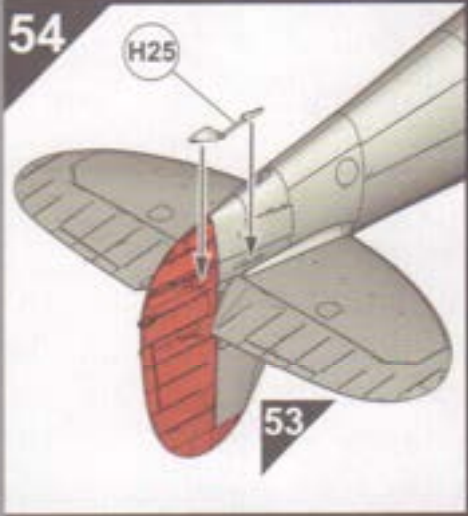
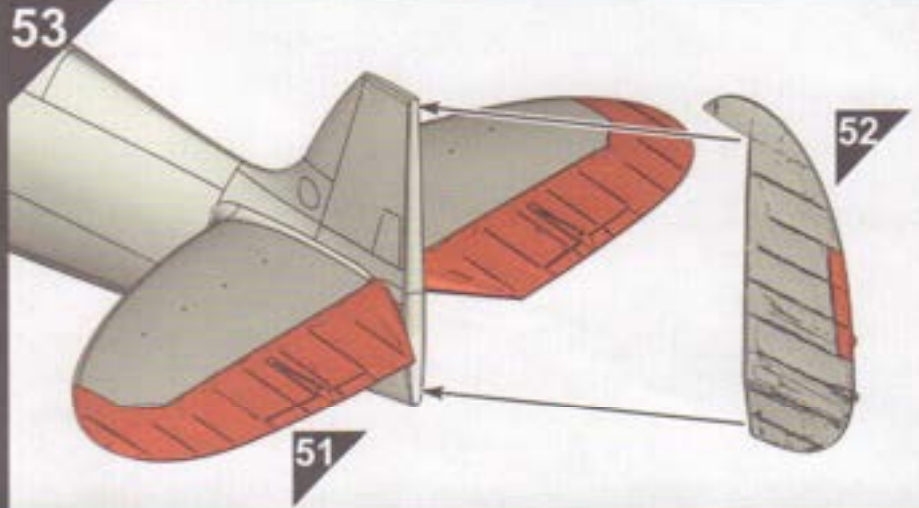
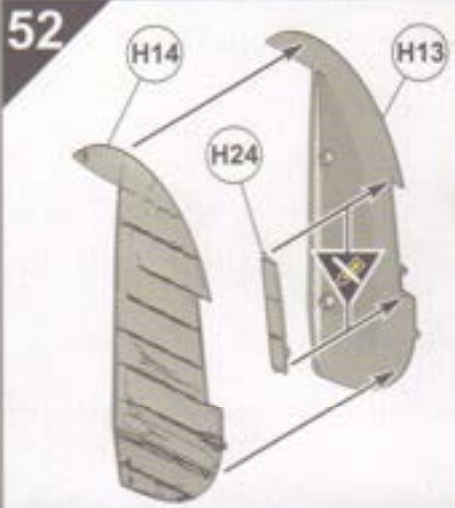


A D E

B C





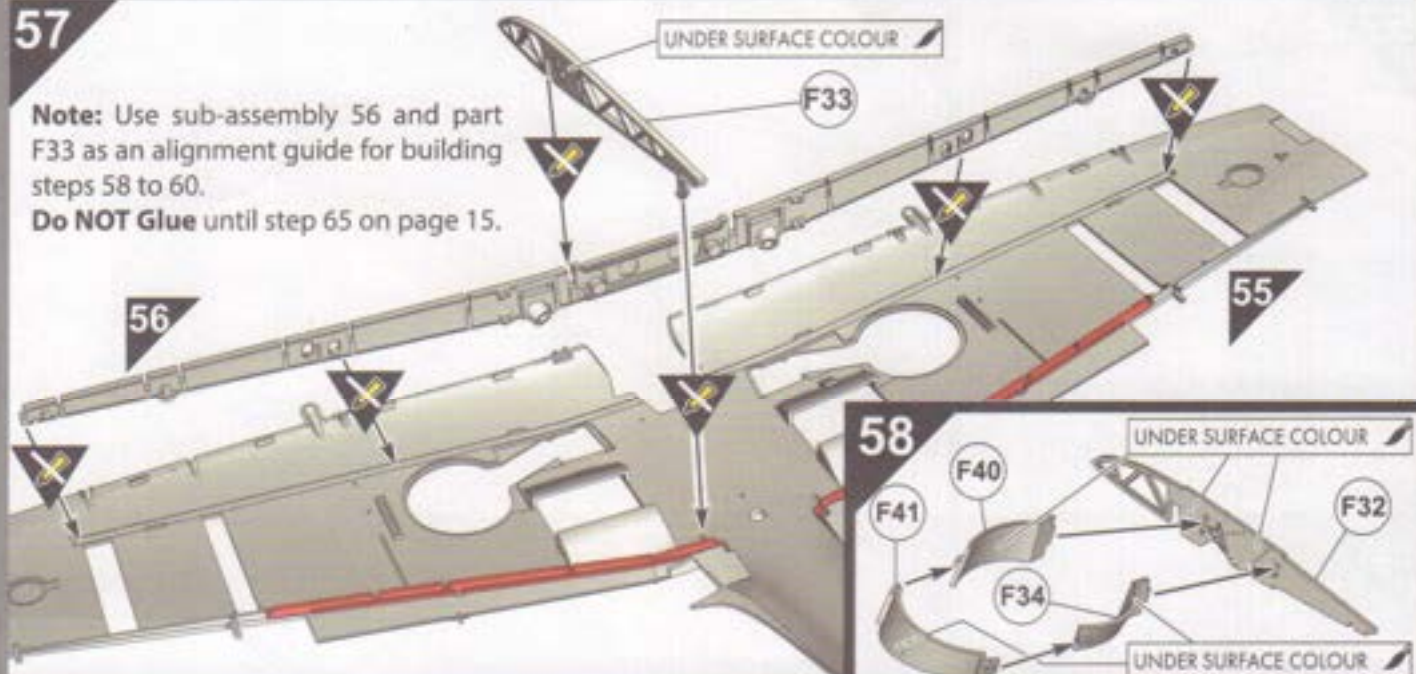




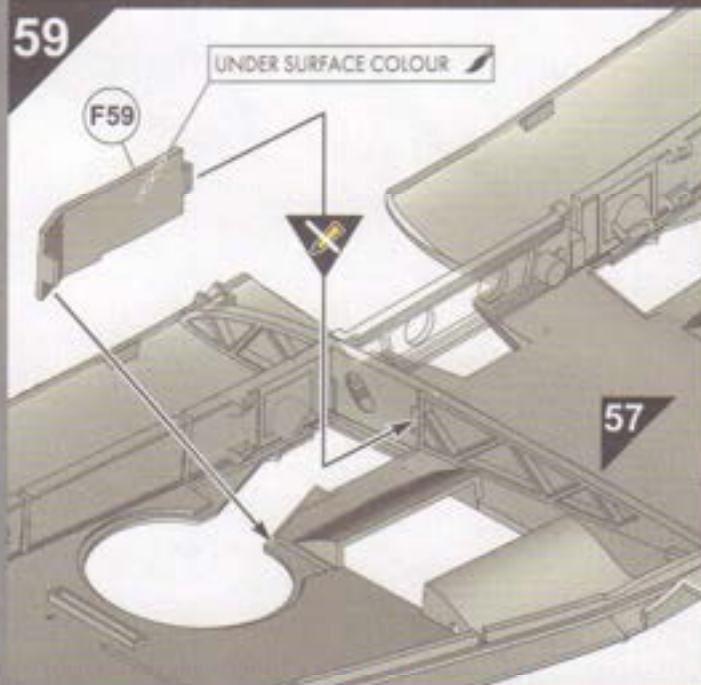
57

**Note:** Use sub-assembly 56 and part F33 as an alignment guide for building steps 58 to 60.

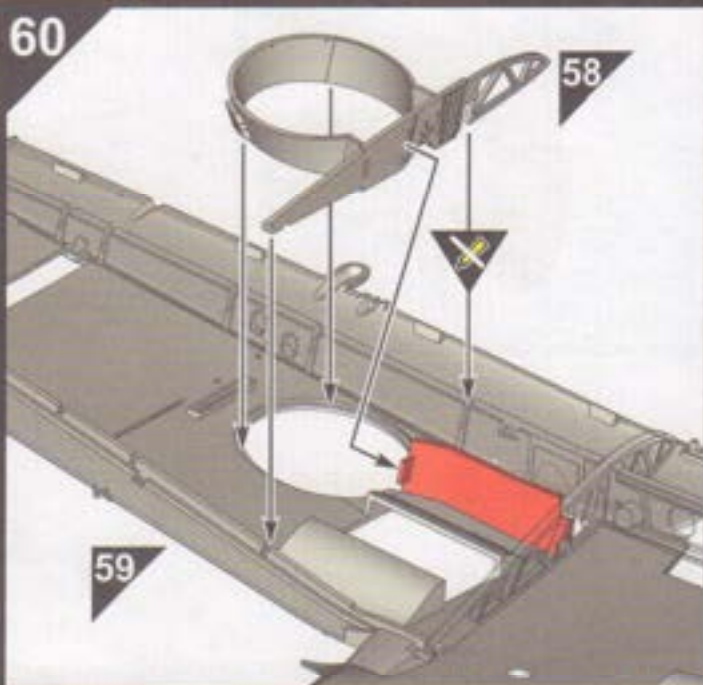
**Do NOT Glue** until step 65 on page 15.



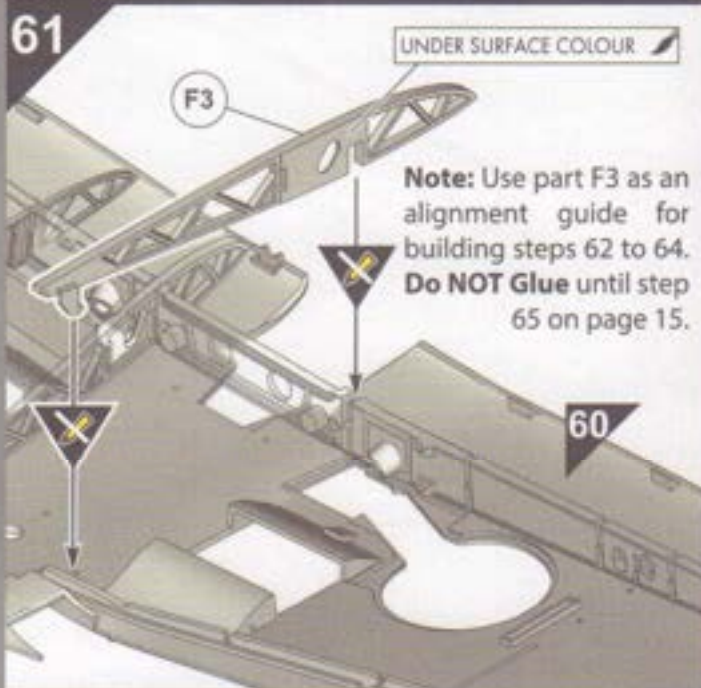
59



60



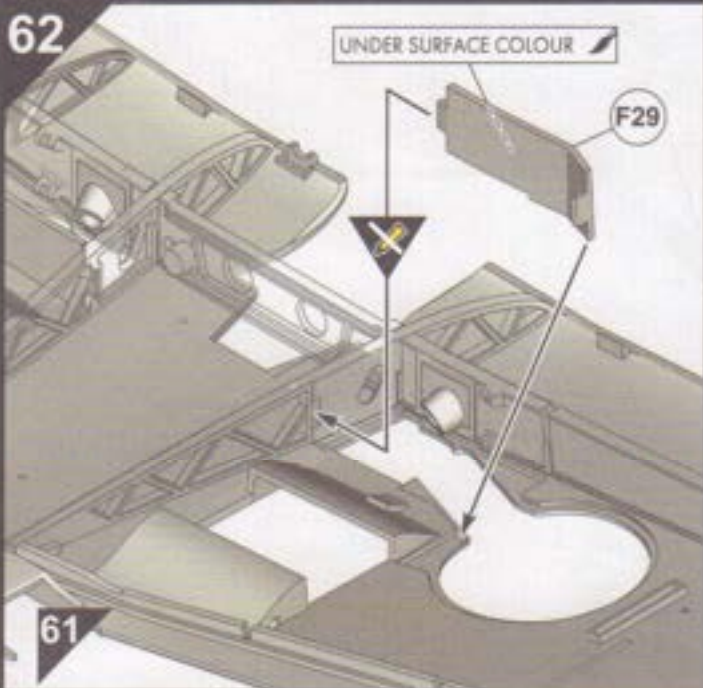
61



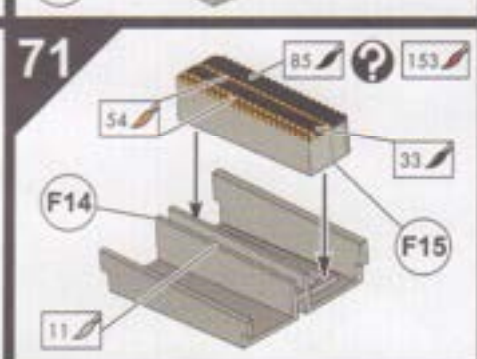
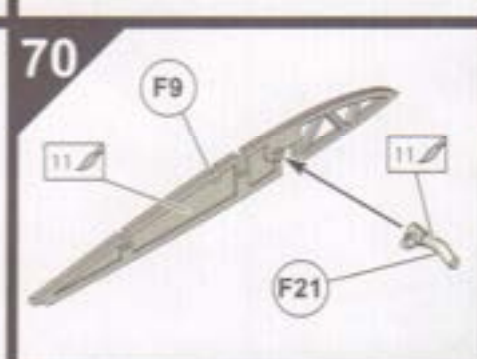
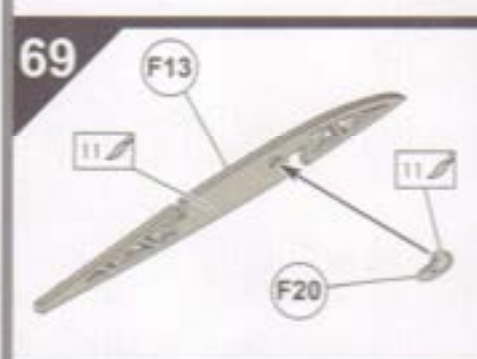
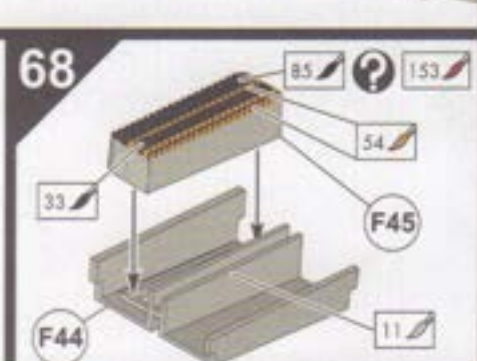
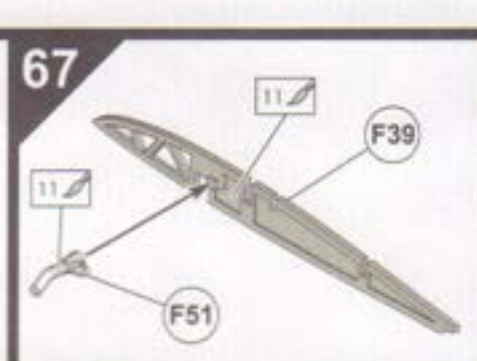
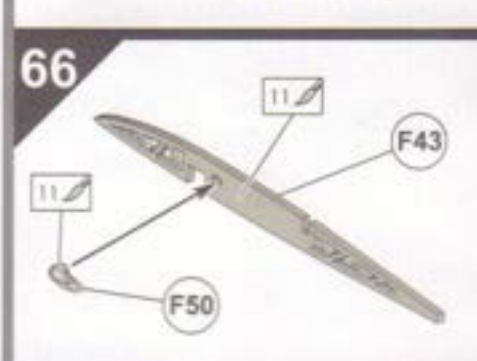
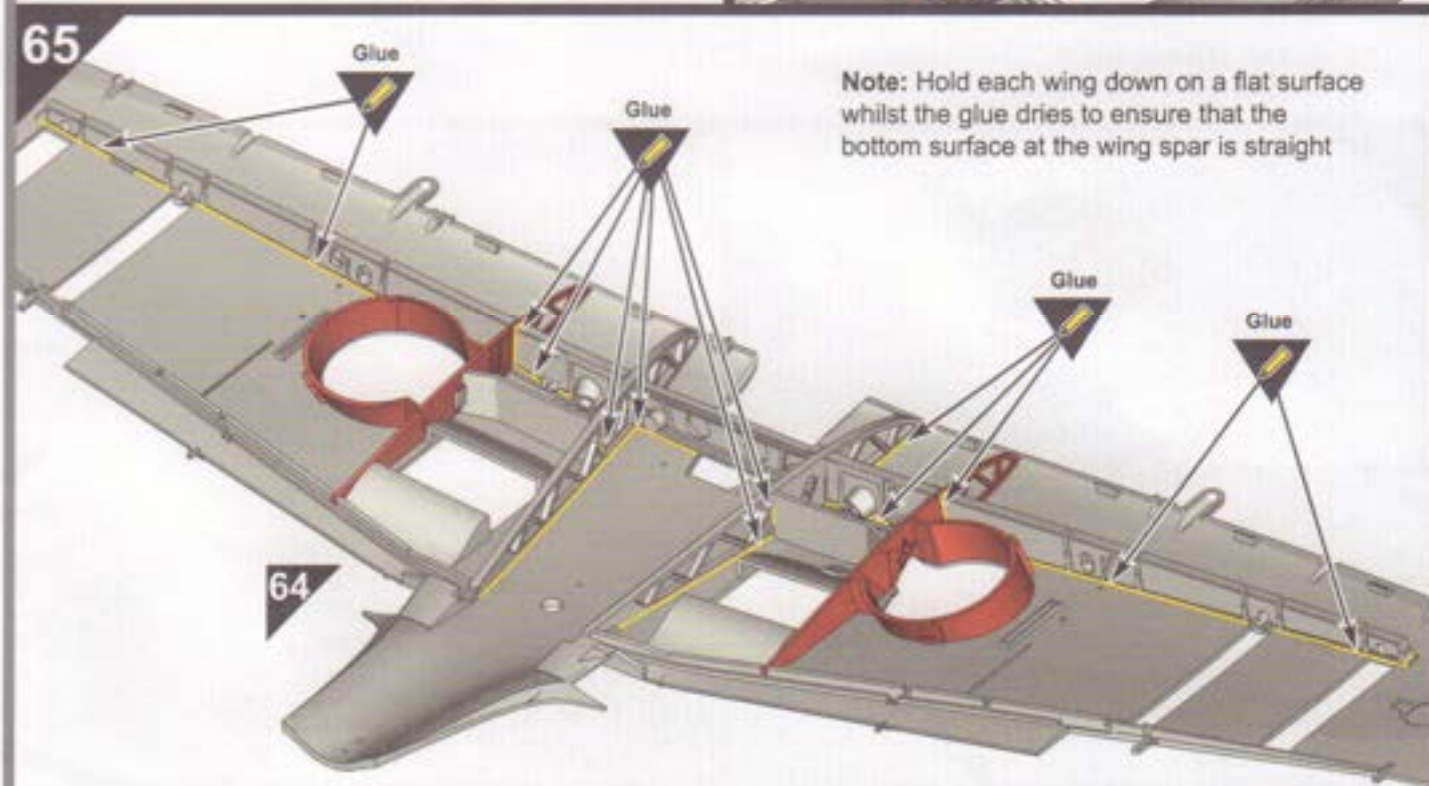
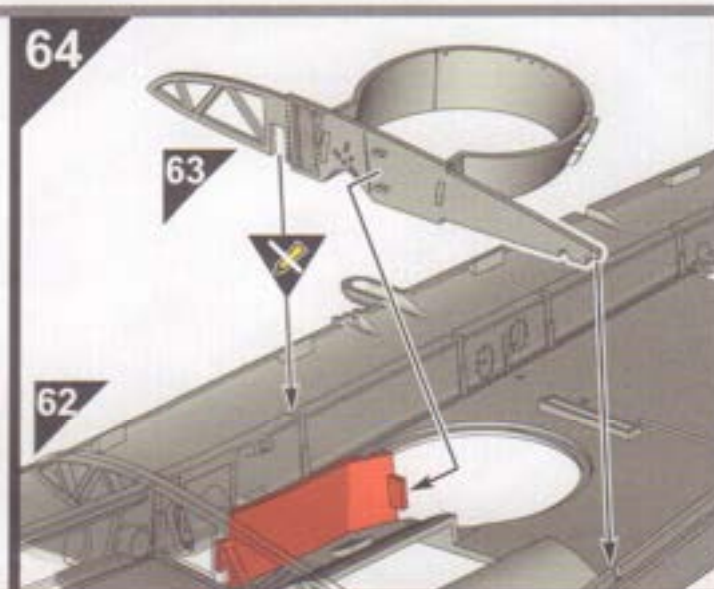
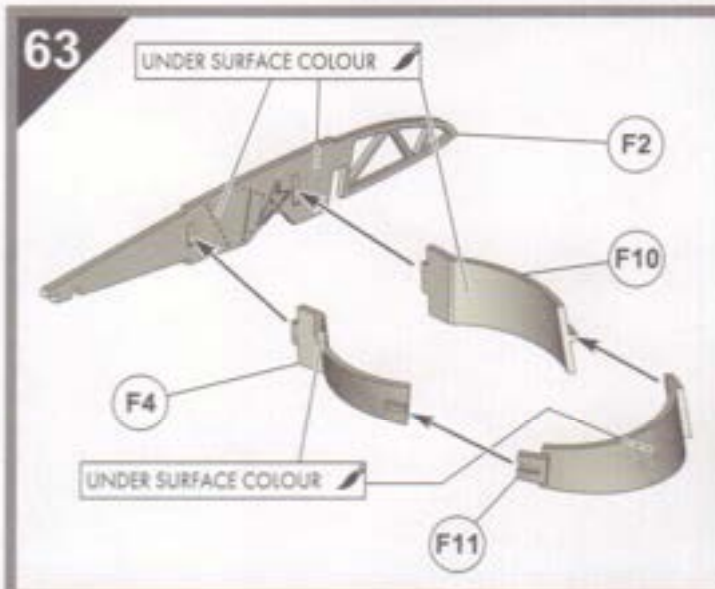
**Note:** Use part F3 as an alignment guide for building steps 62 to 64.

**Do NOT Glue** until step 65 on page 15.

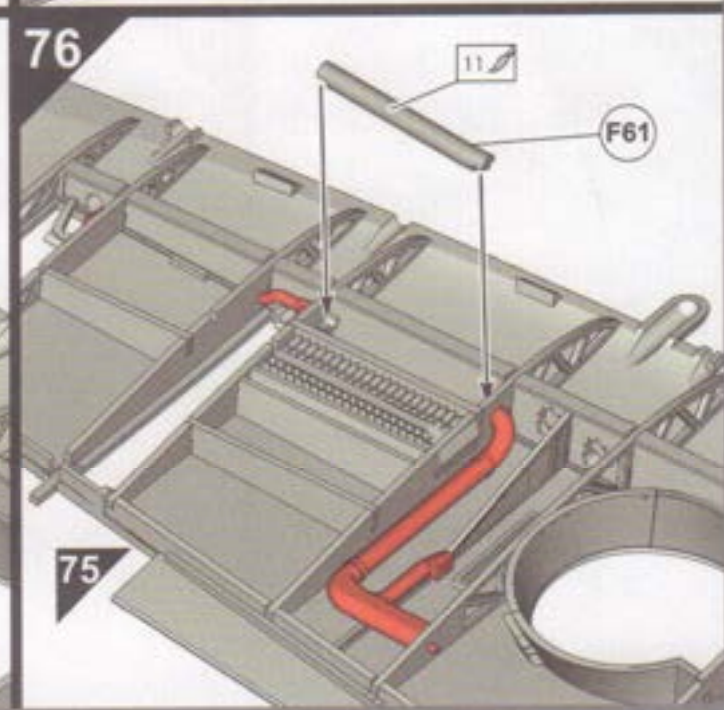
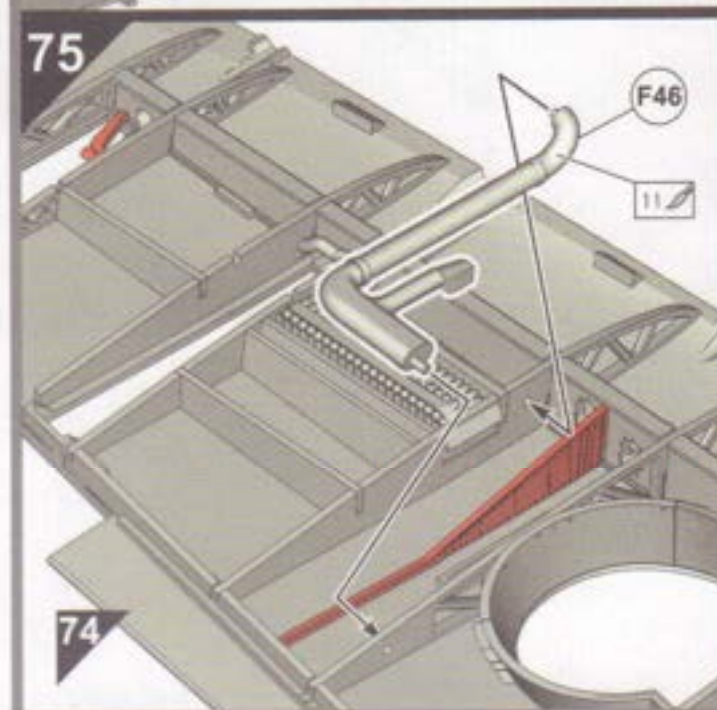
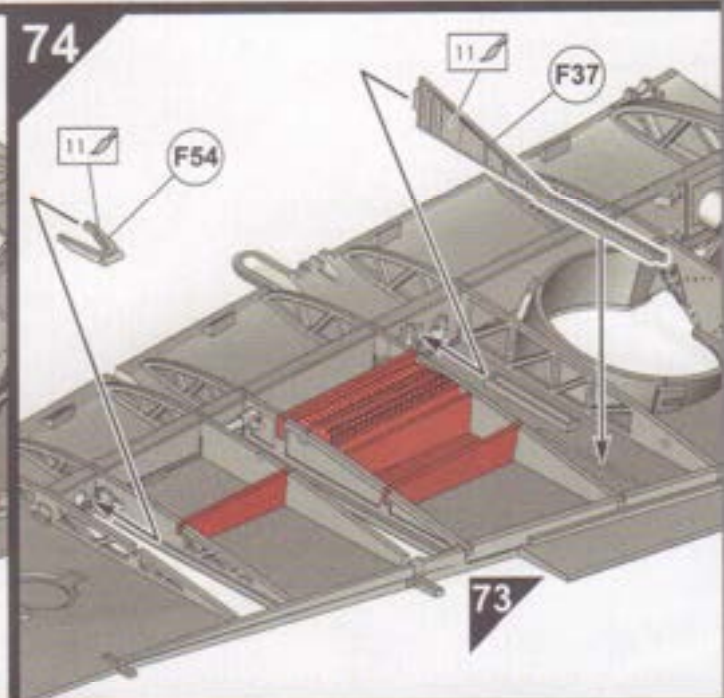
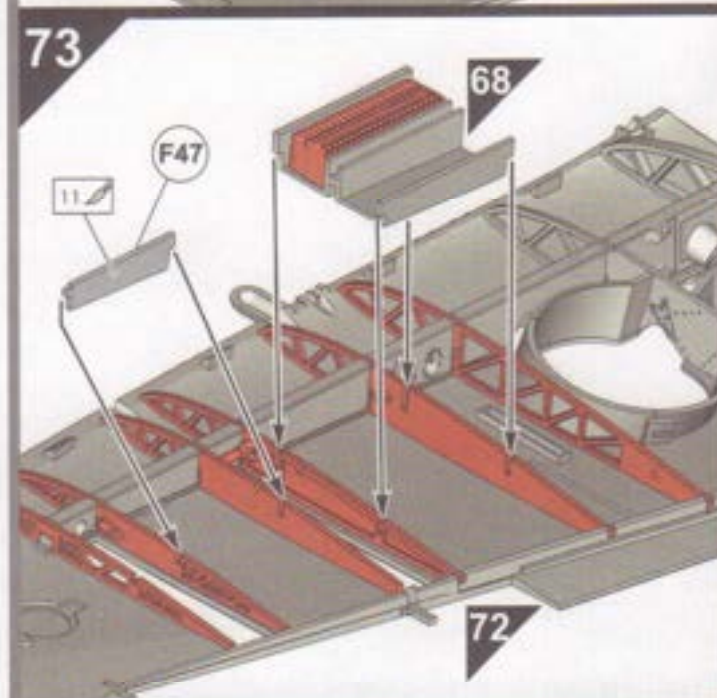
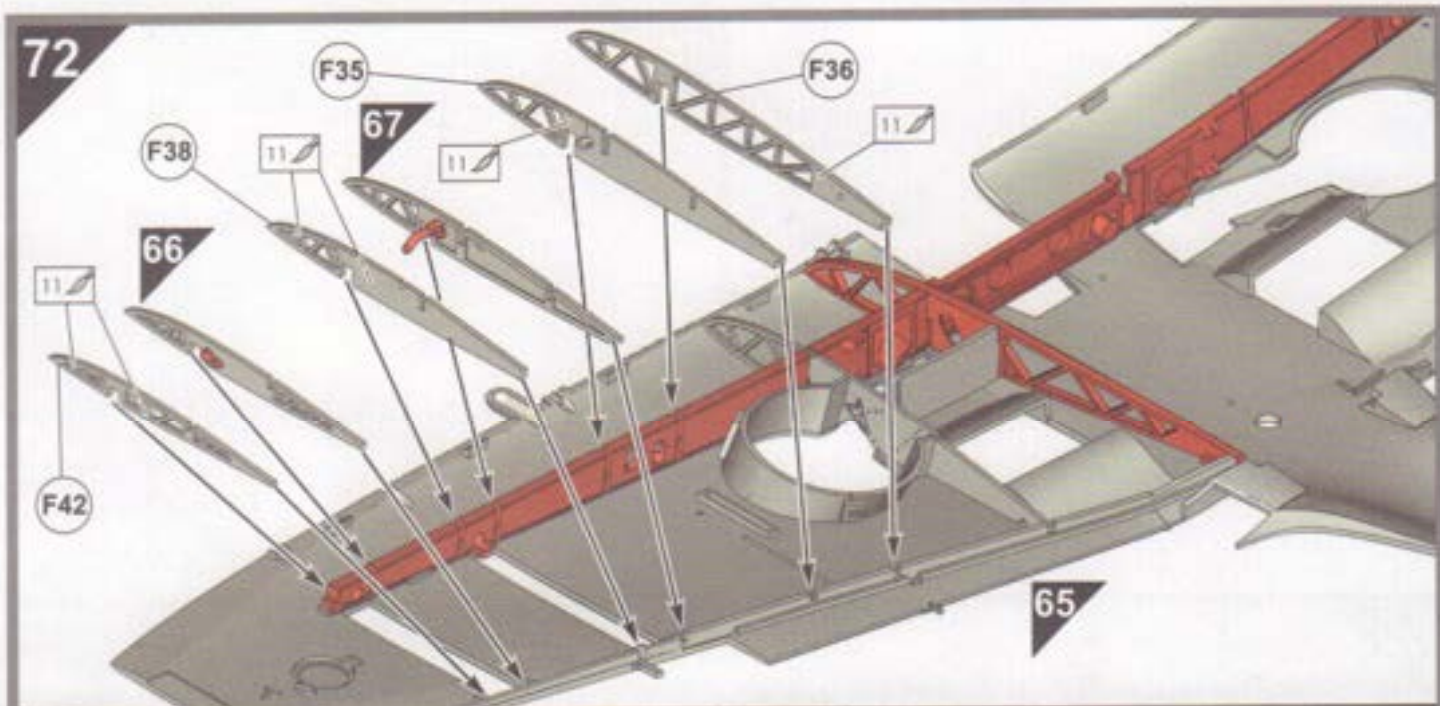
62



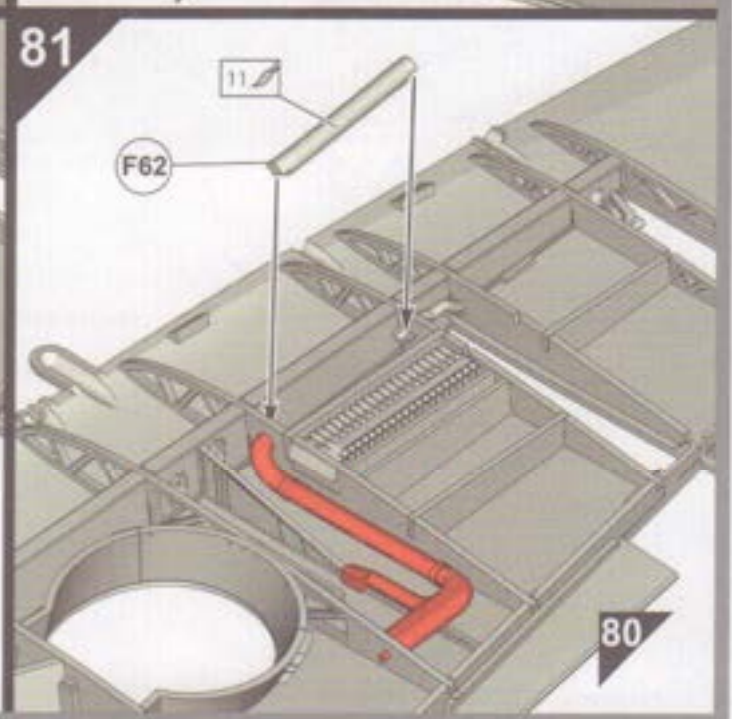
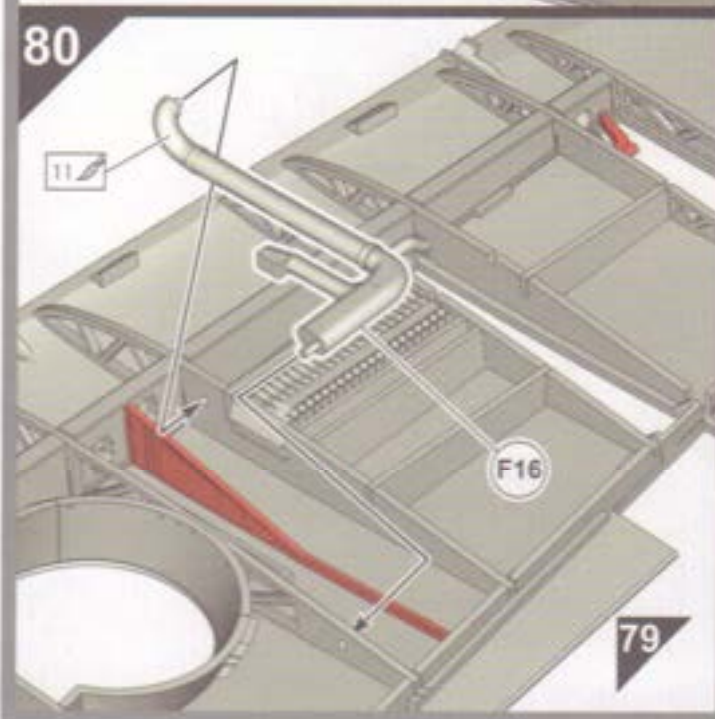
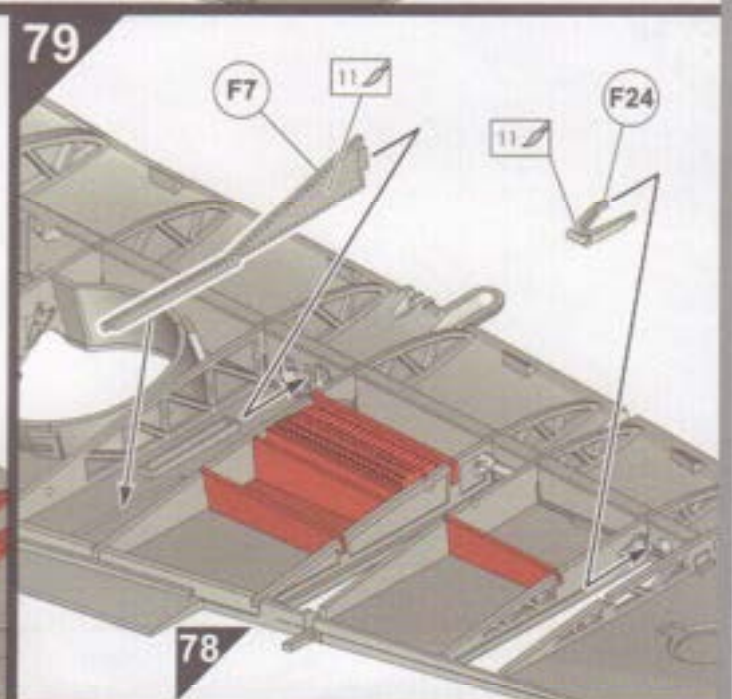
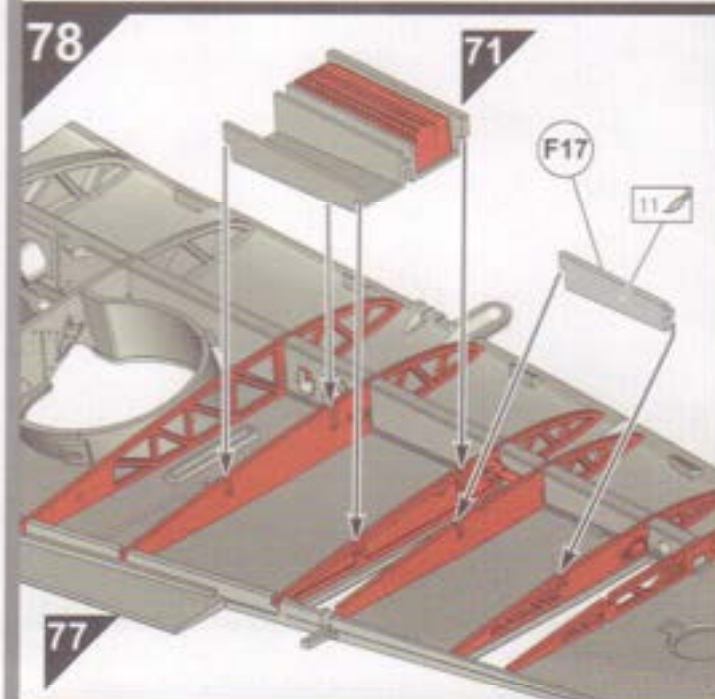
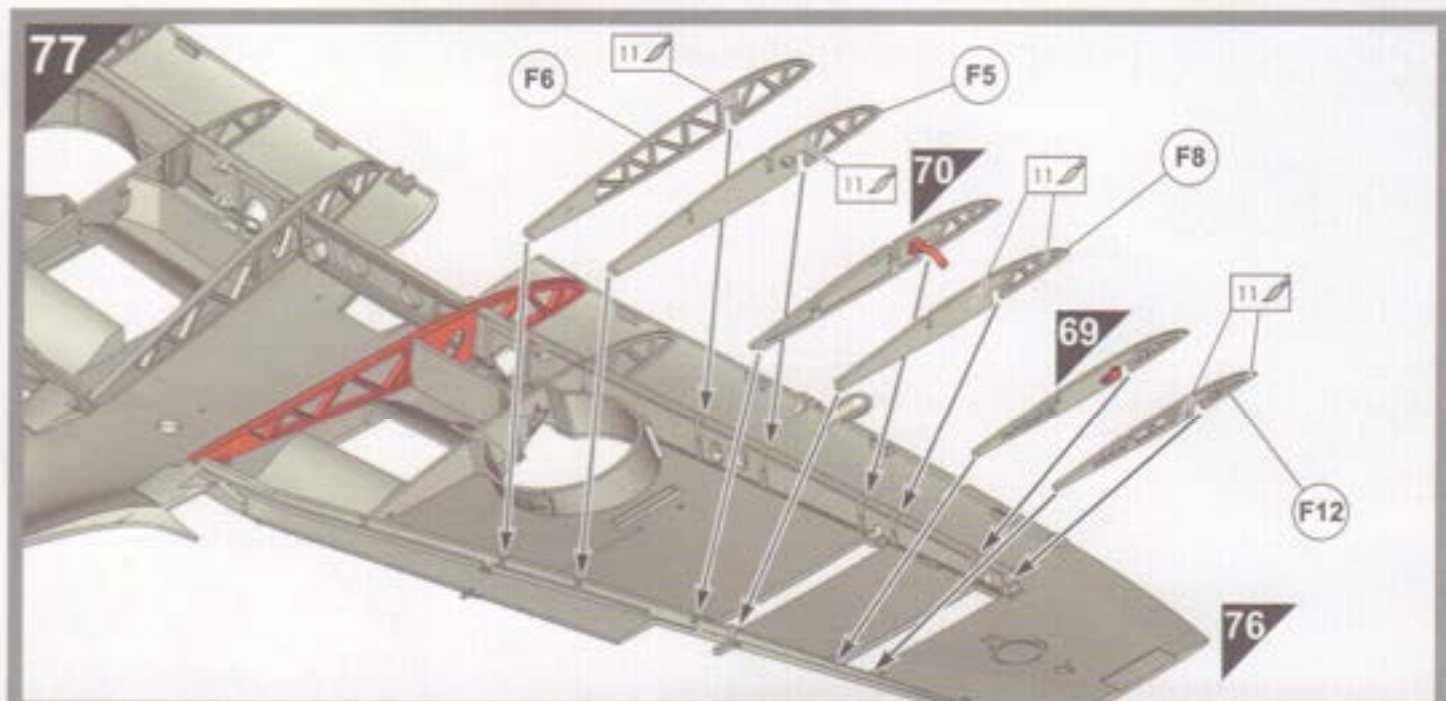




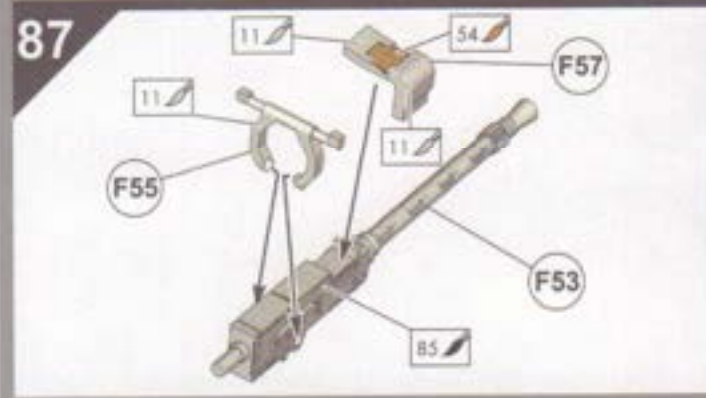
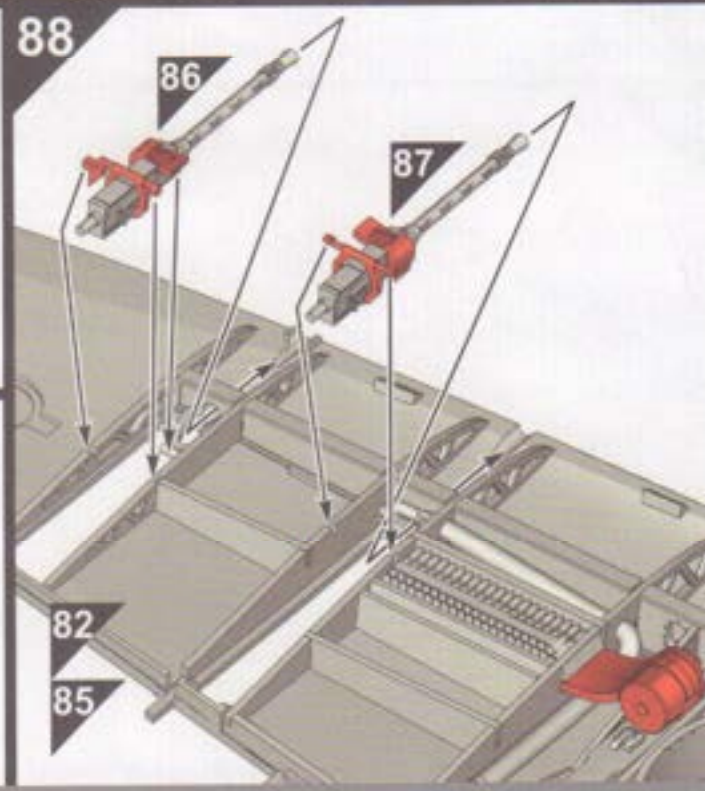
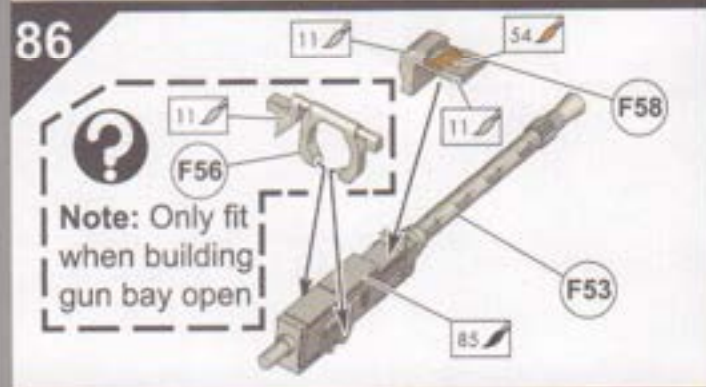
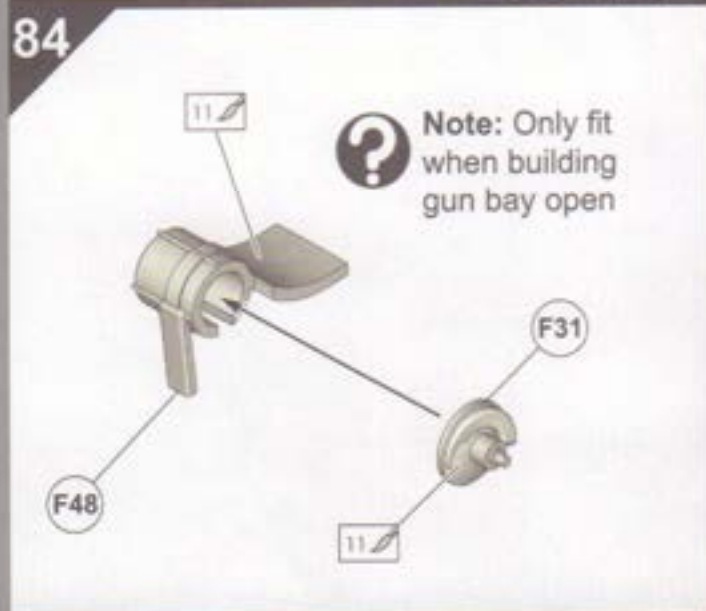
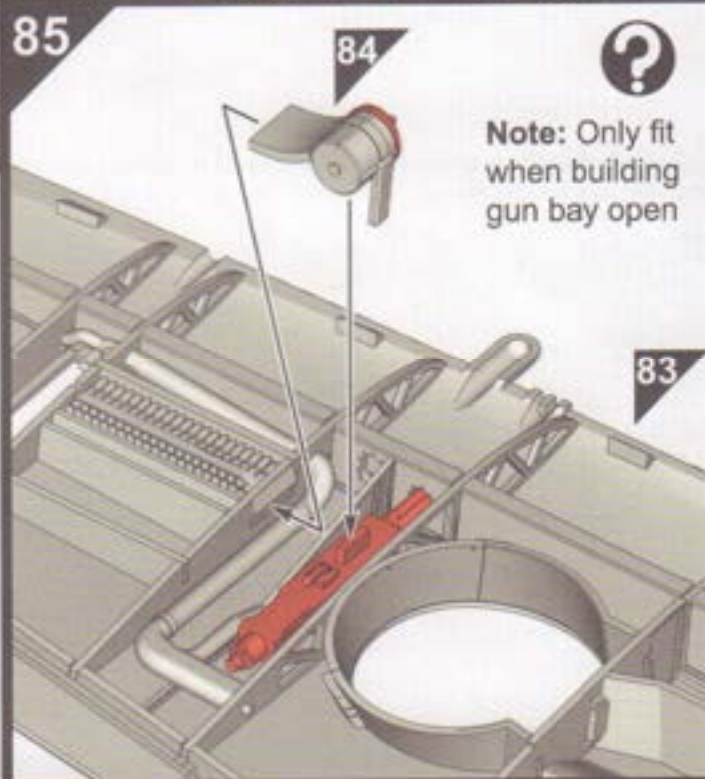
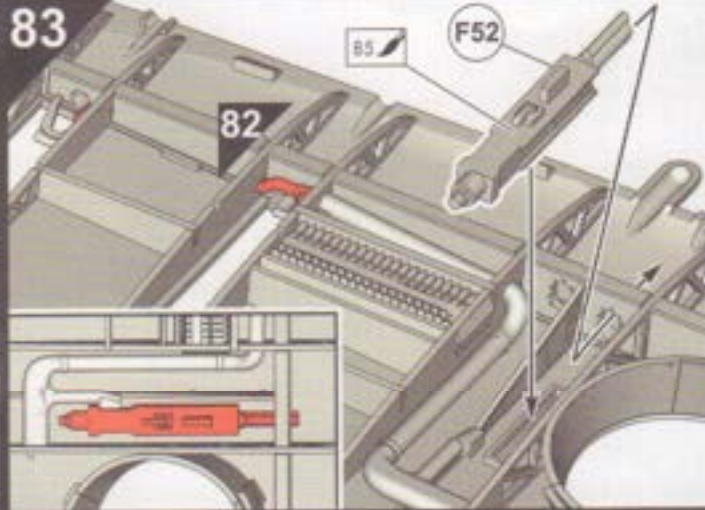
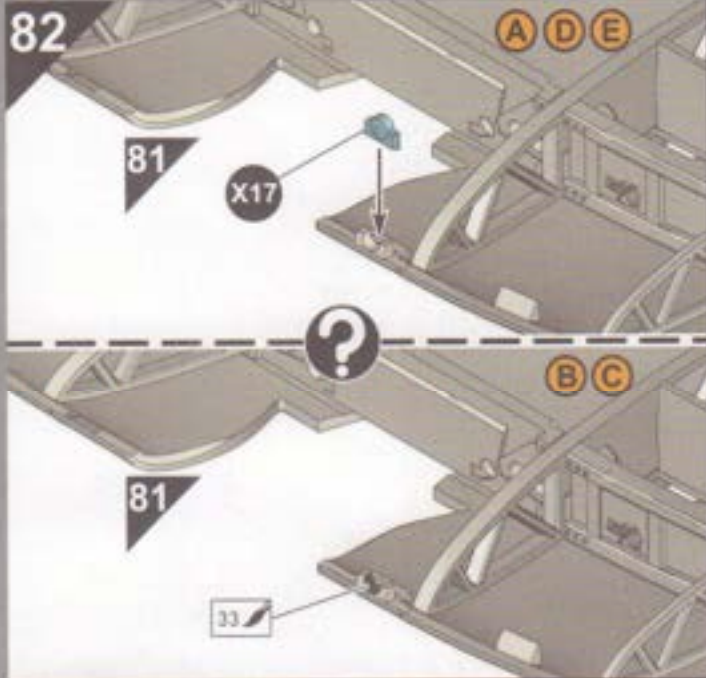






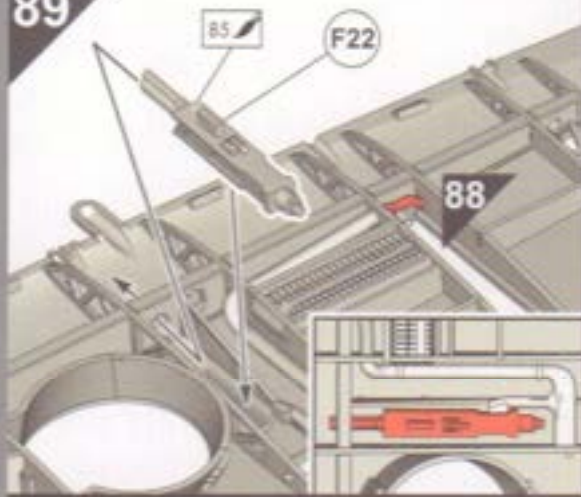




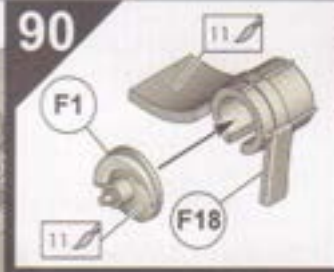




89



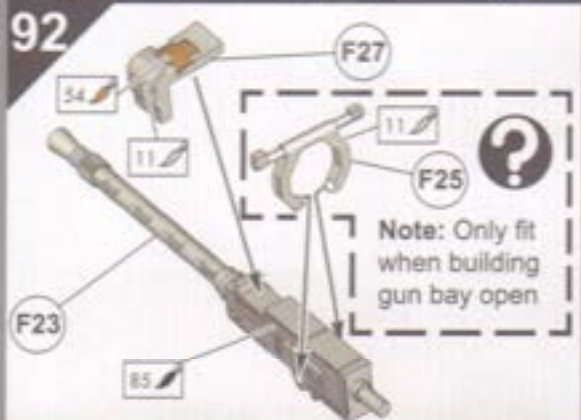
90



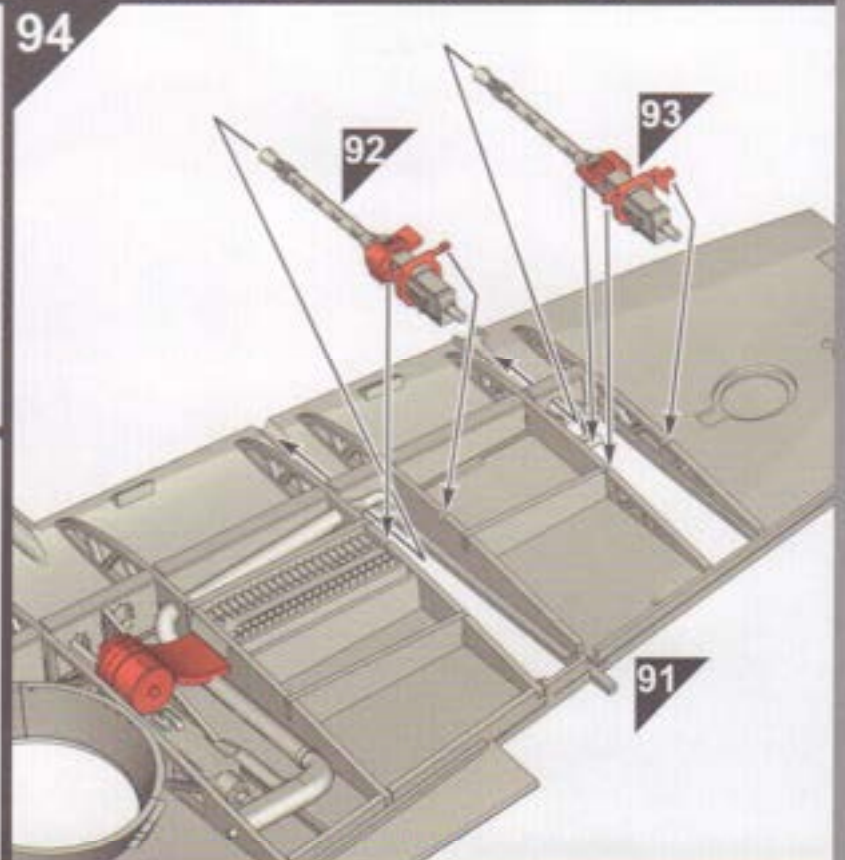
91



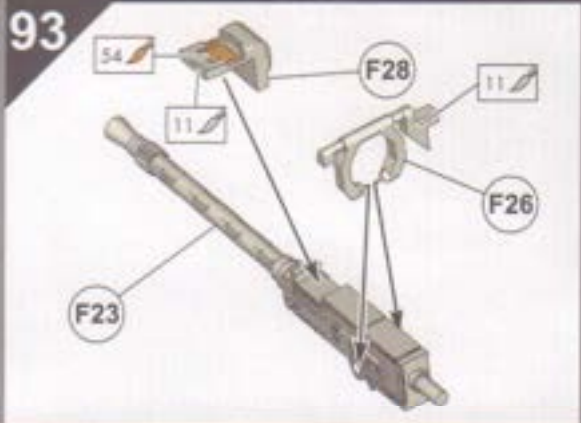
92



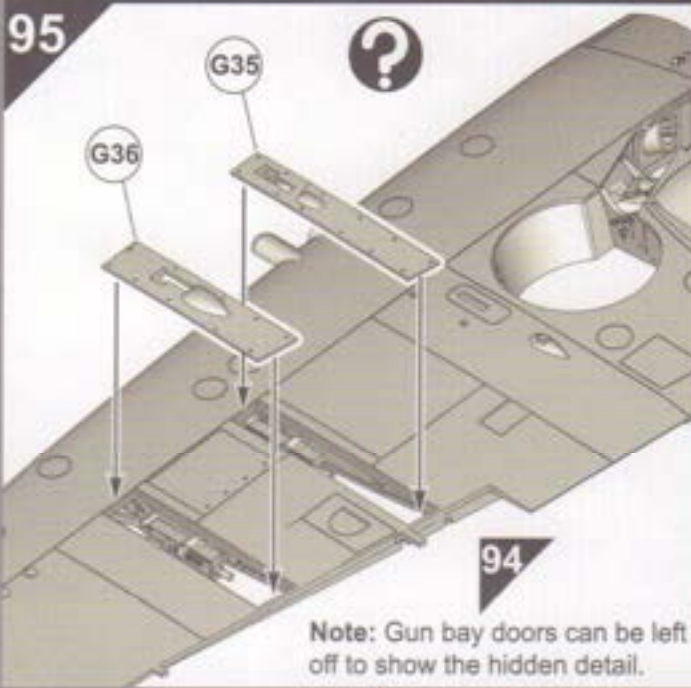
94



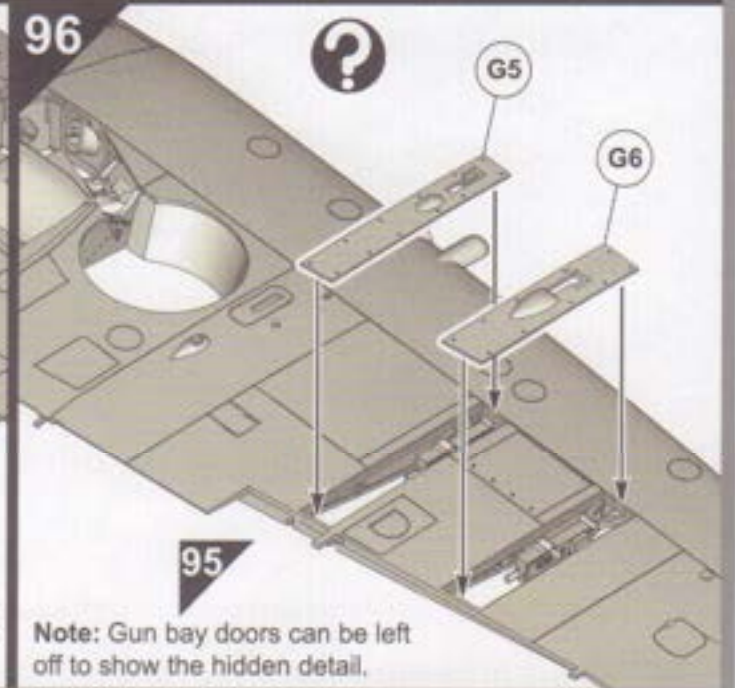
93



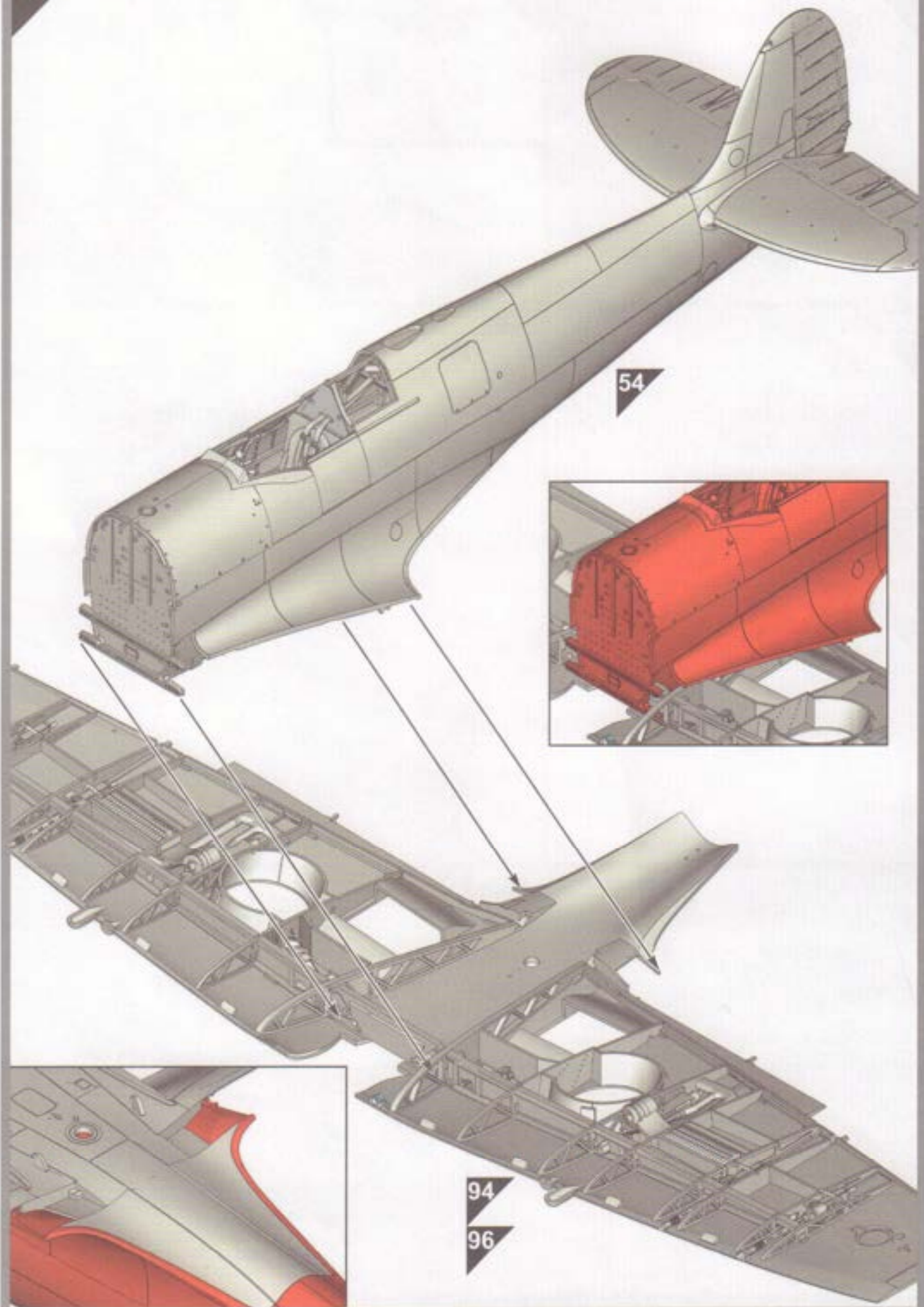
95



96

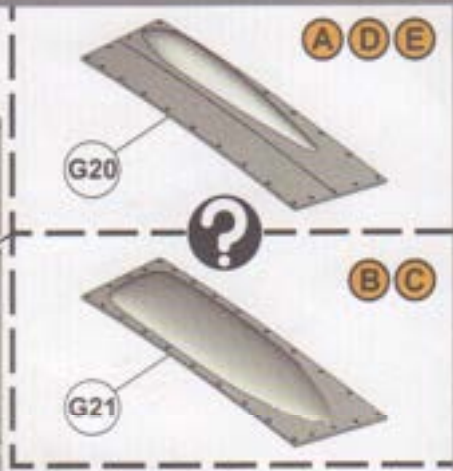
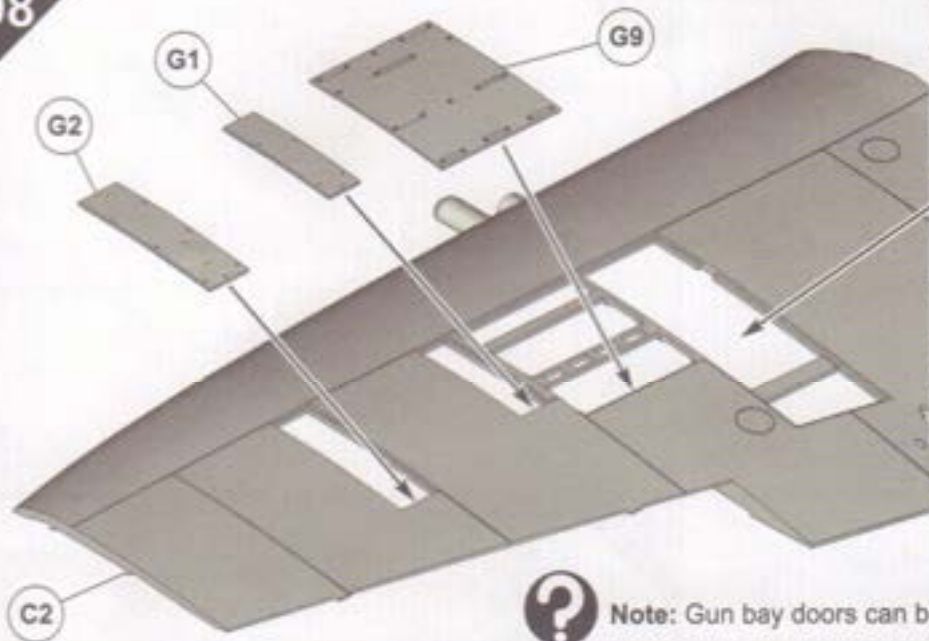






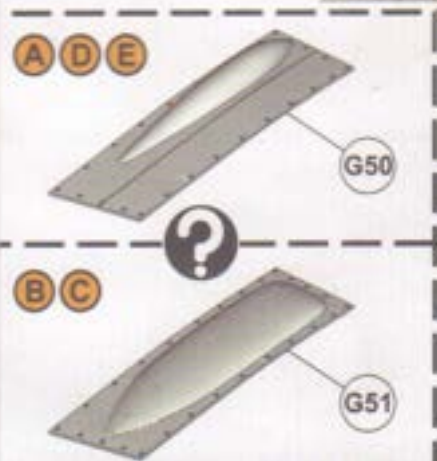
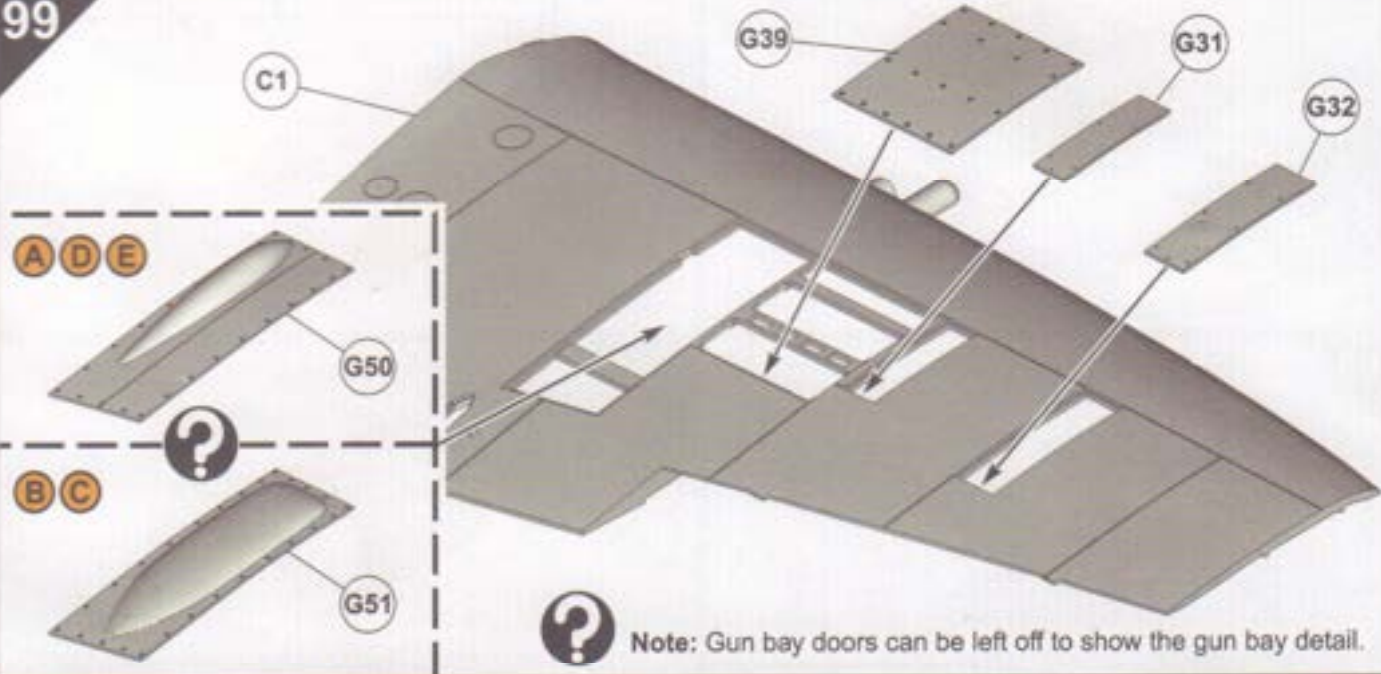


98



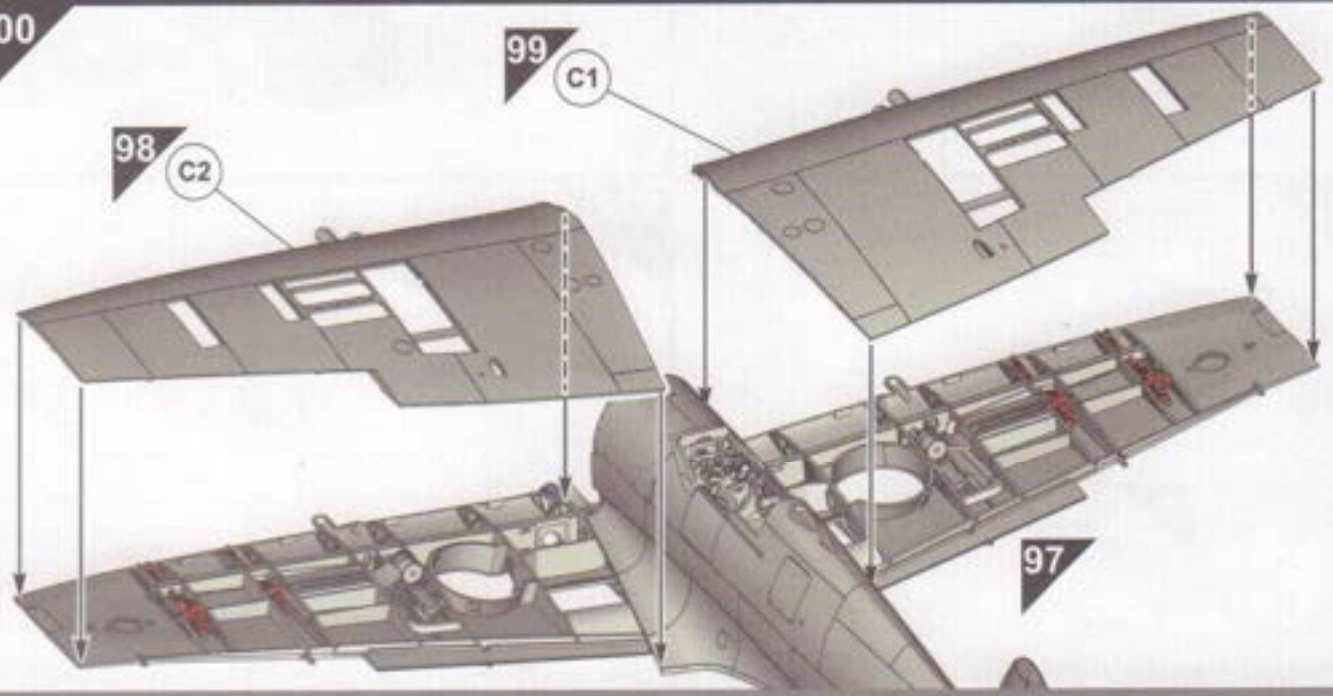
Note: Gun bay doors can be left off to show the gun bay detail.

99



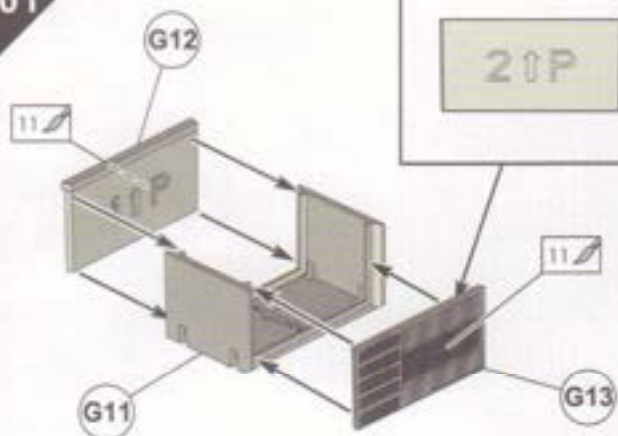
Note: Gun bay doors can be left off to show the gun bay detail.

100

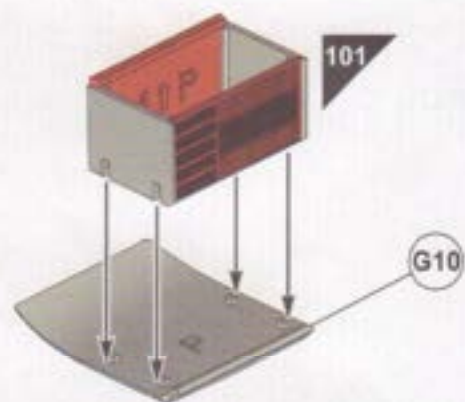




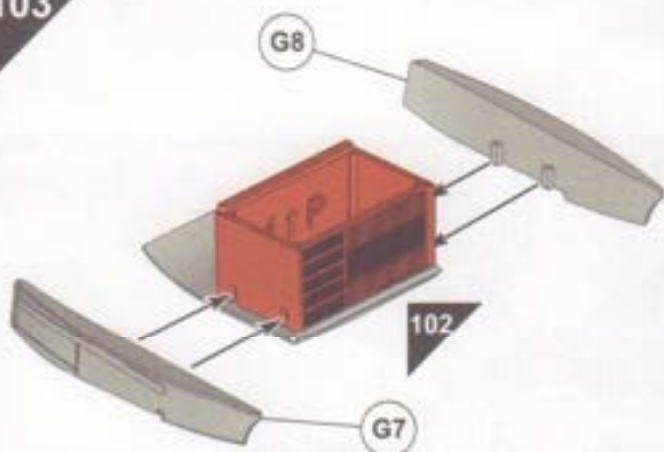
101



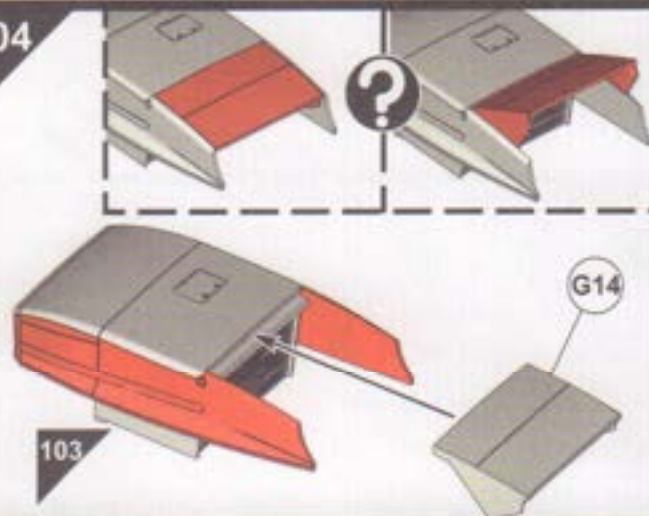
102



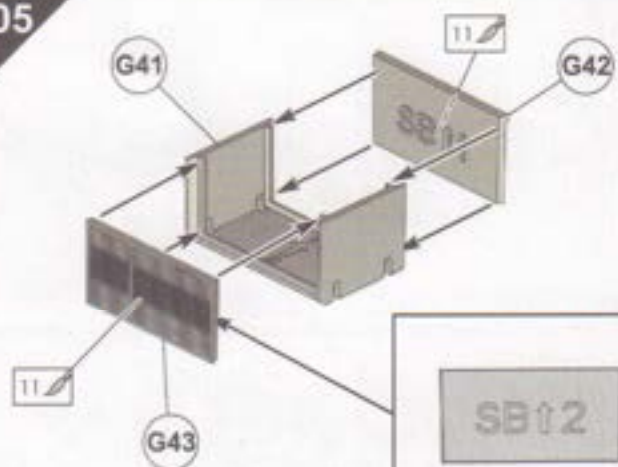
103



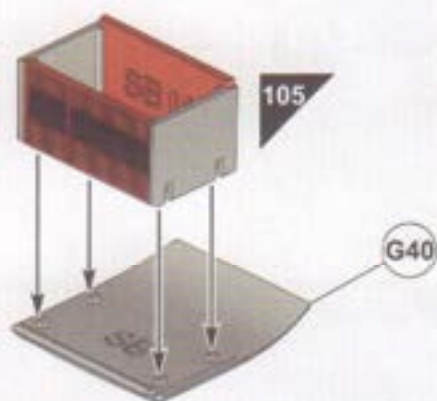
104



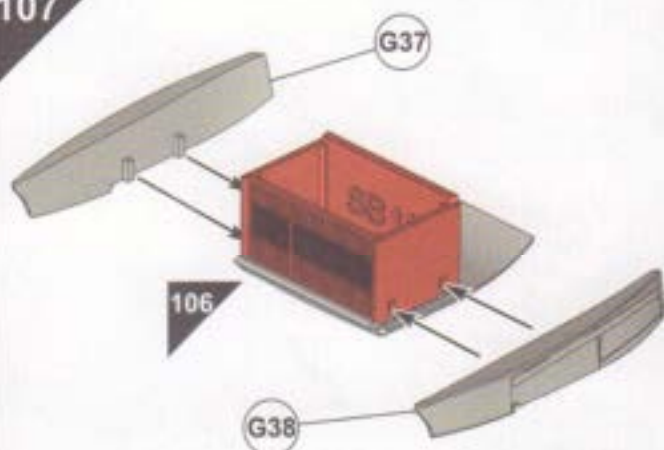
105



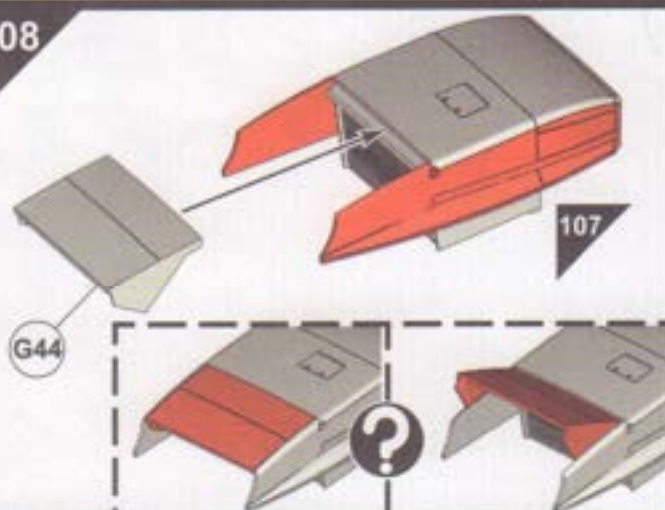
106



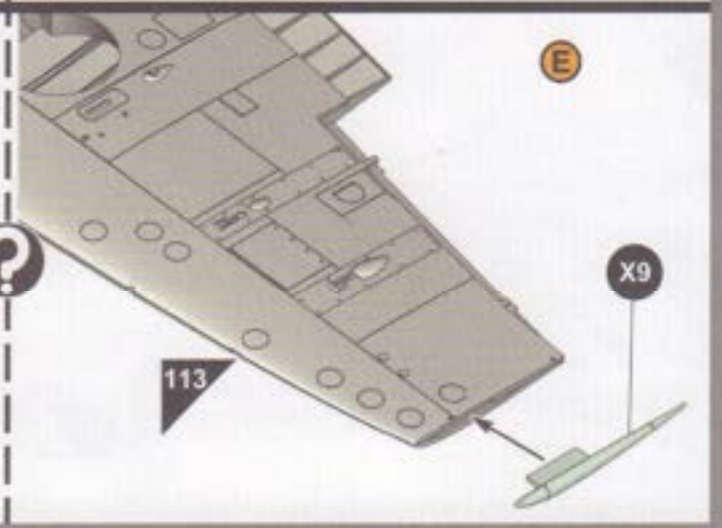
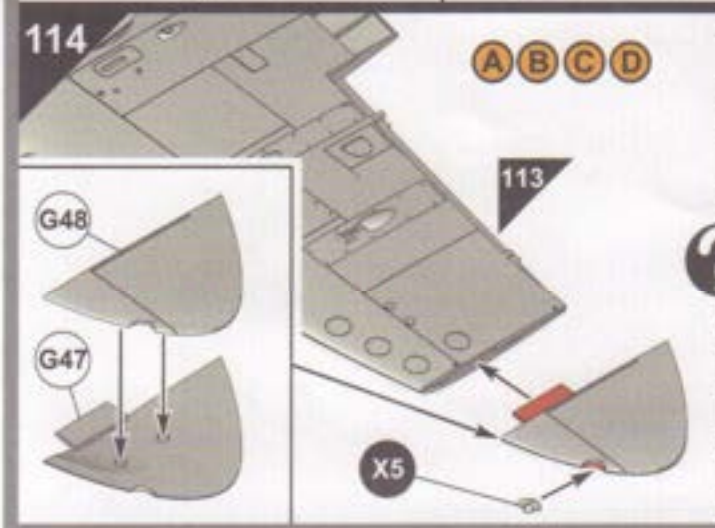
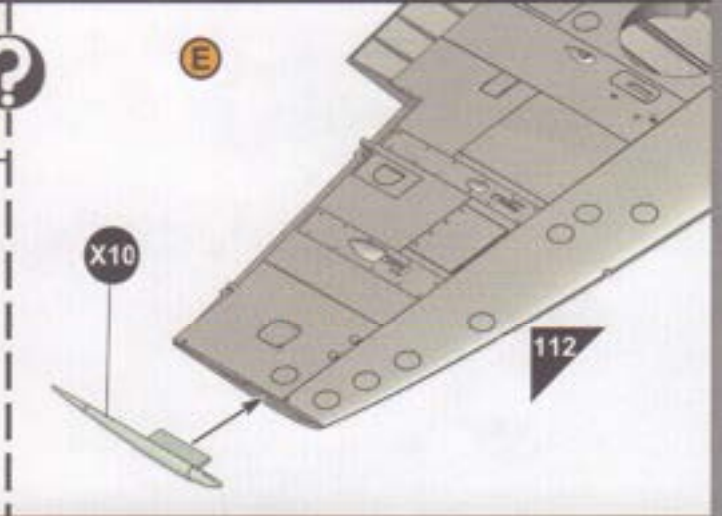
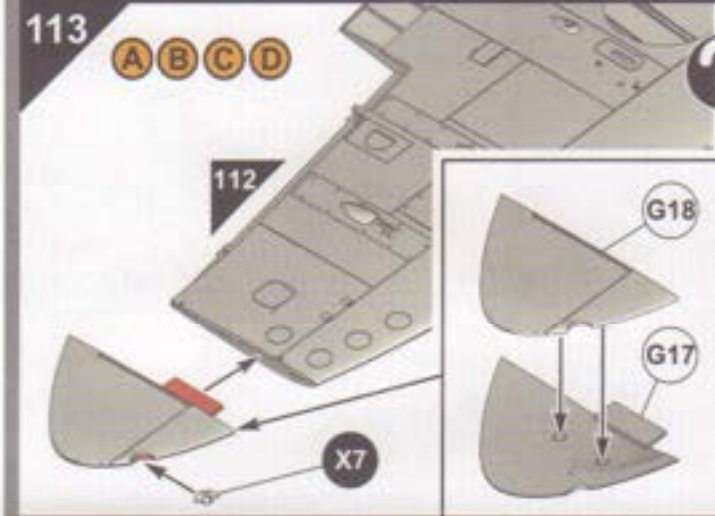
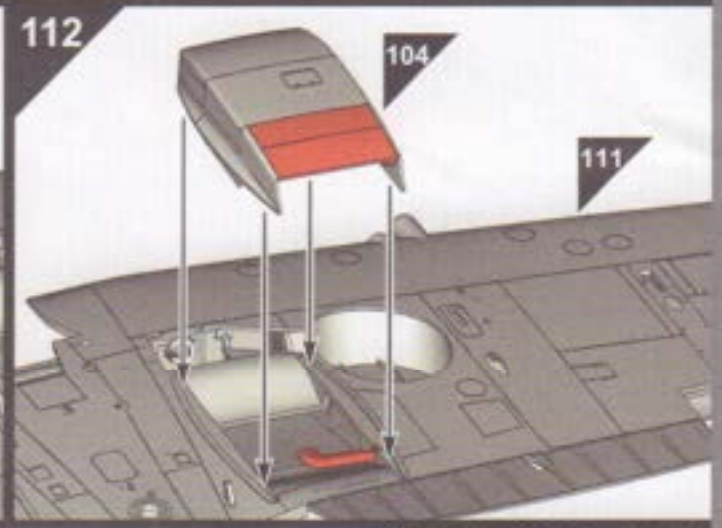
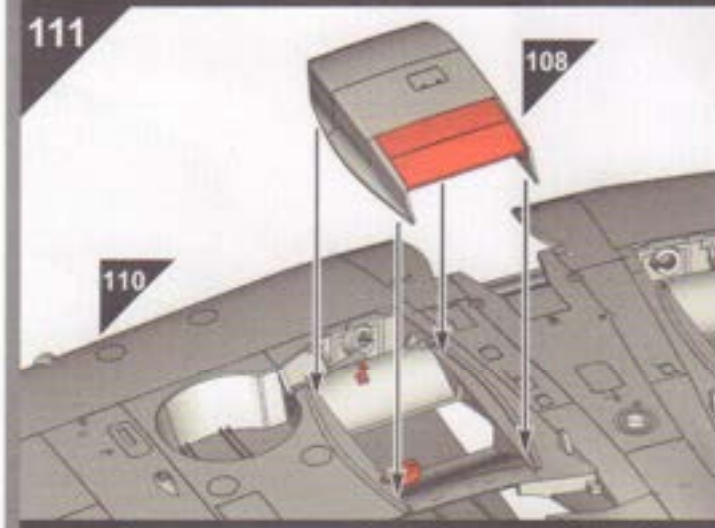
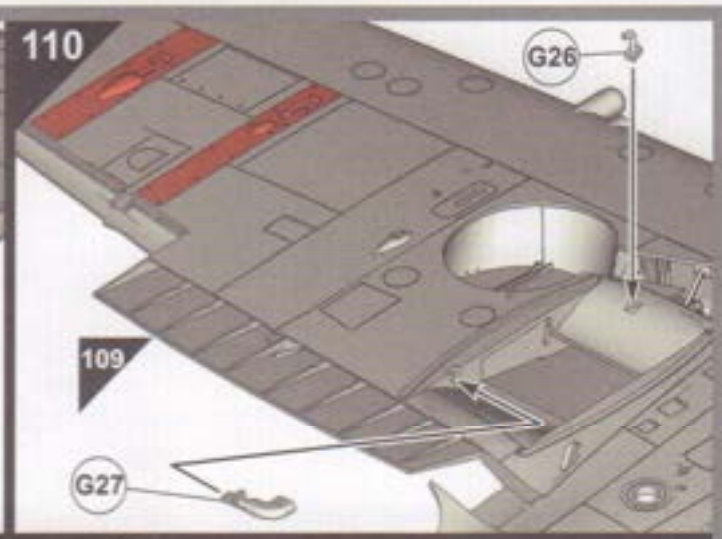
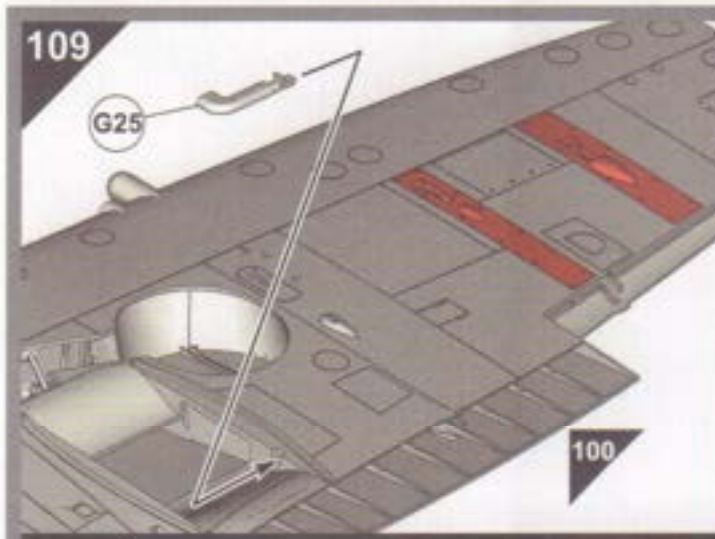
107



108





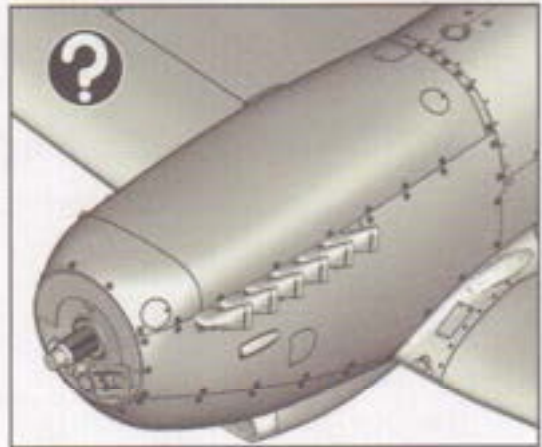




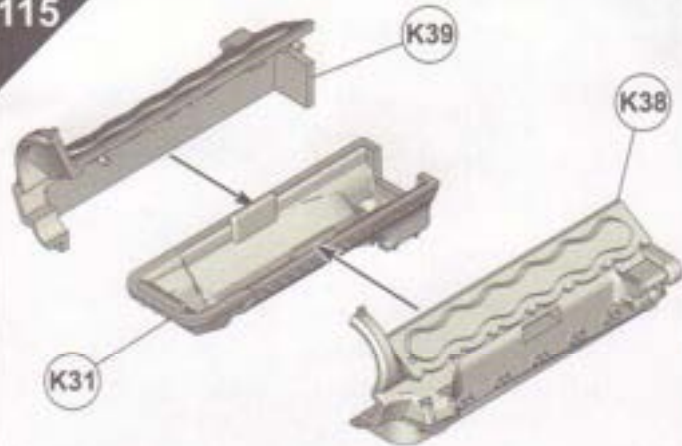


**Note:** When building this model with all the cowling covers attached, there is no need to build the whole engine. Follow steps 115 to 135 on pages 24 to 26 and miss out steps 136 to 198 on pages 27 to 36. Then carry on from step 199 on page 36.

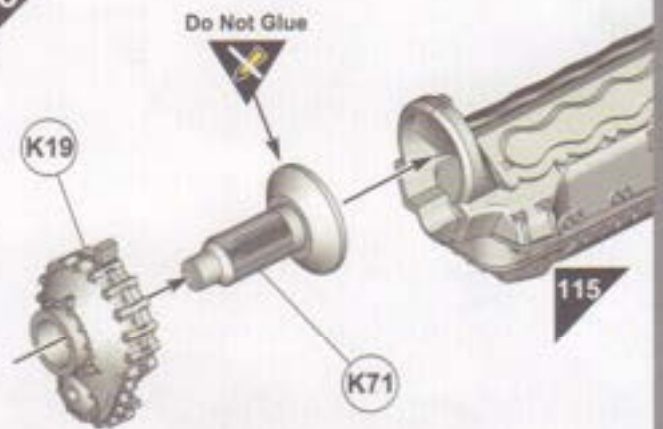
When building this model showing the engine detail and options of fitting engine cowlings, miss out steps 115 to 135 on pages 24 to 26 and carry on from step 136 on page 27.



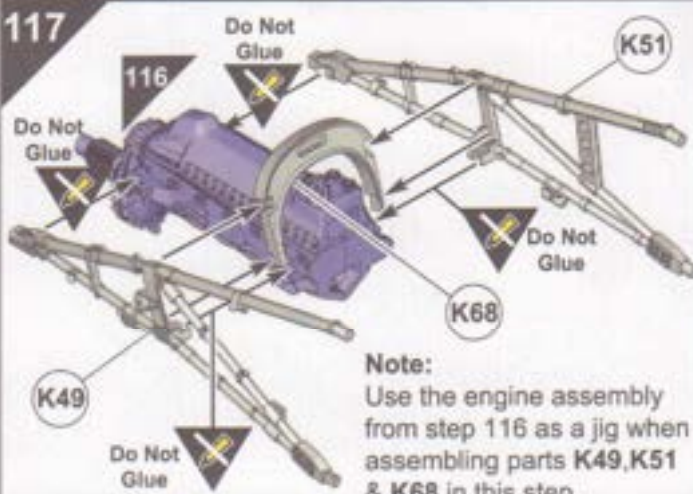
115



116

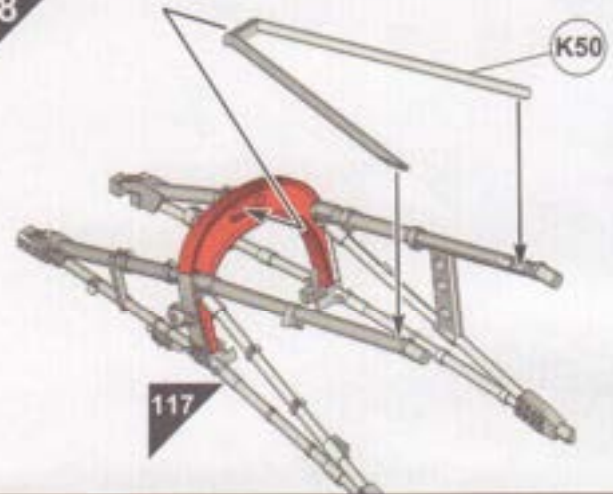


117

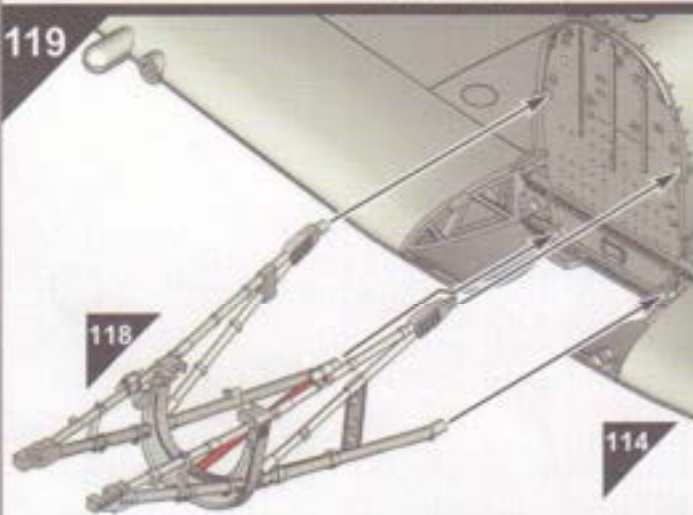


**Note:**  
Use the engine assembly from step 116 as a jig when assembling parts K49, K51 & K68 in this step.

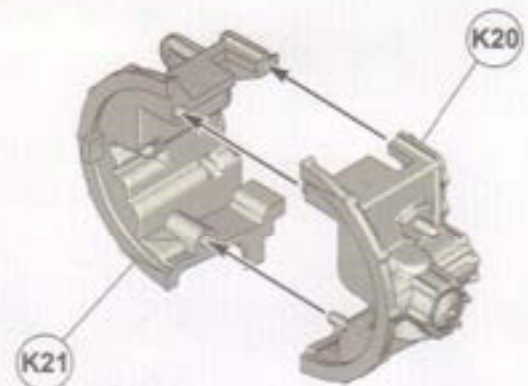
118



119

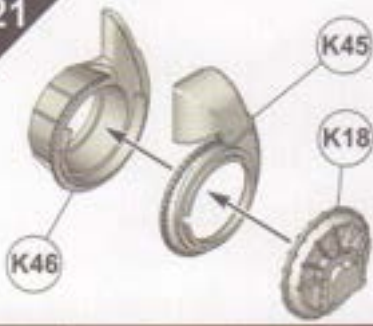


120



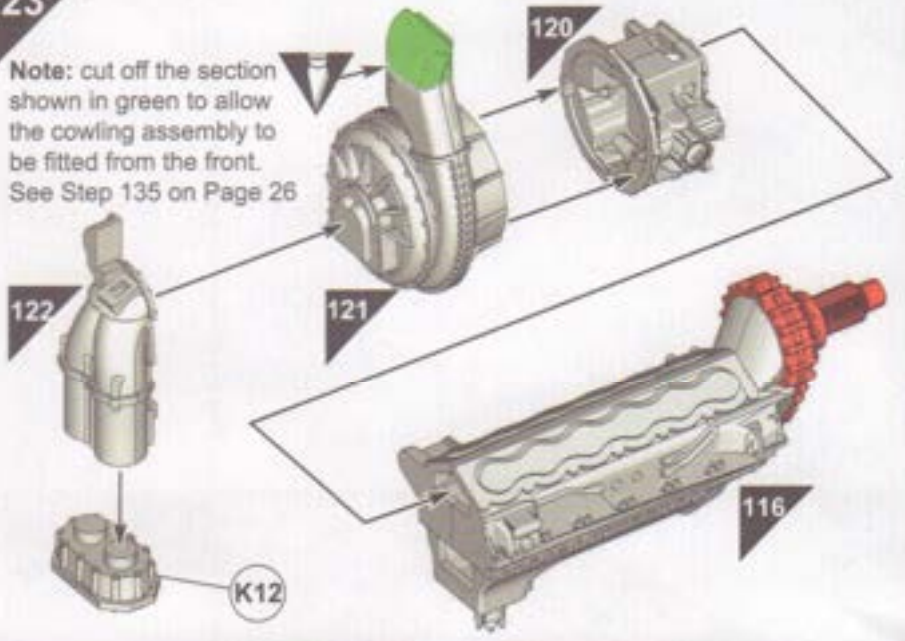


121

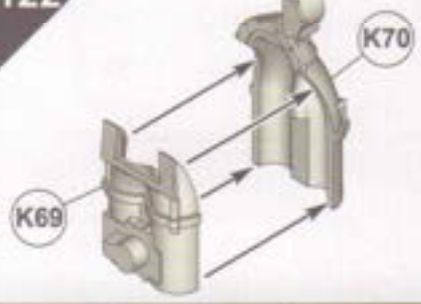


123

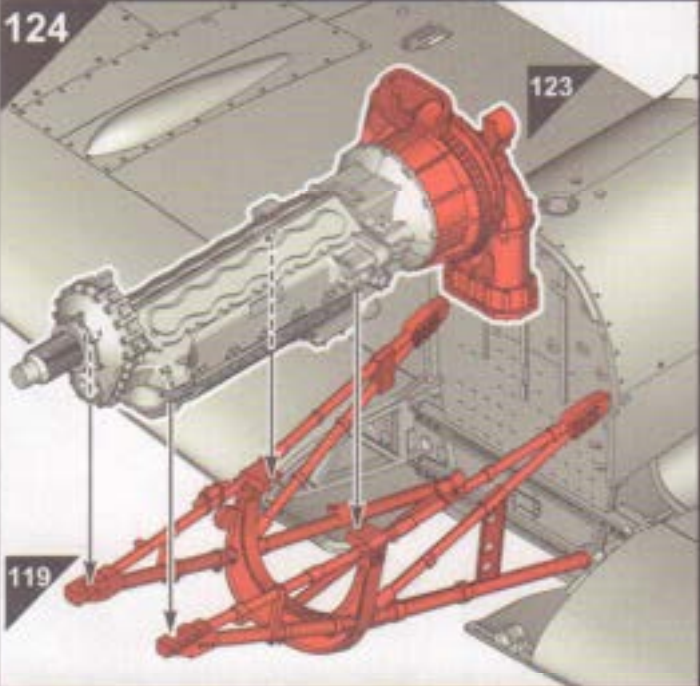
Note: cut off the section shown in green to allow the cowling assembly to be fitted from the front. See Step 135 on Page 26



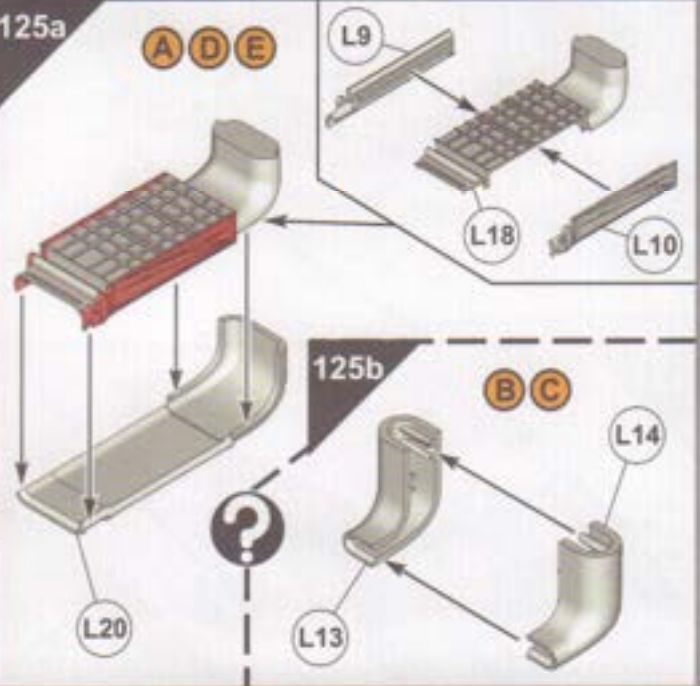
122



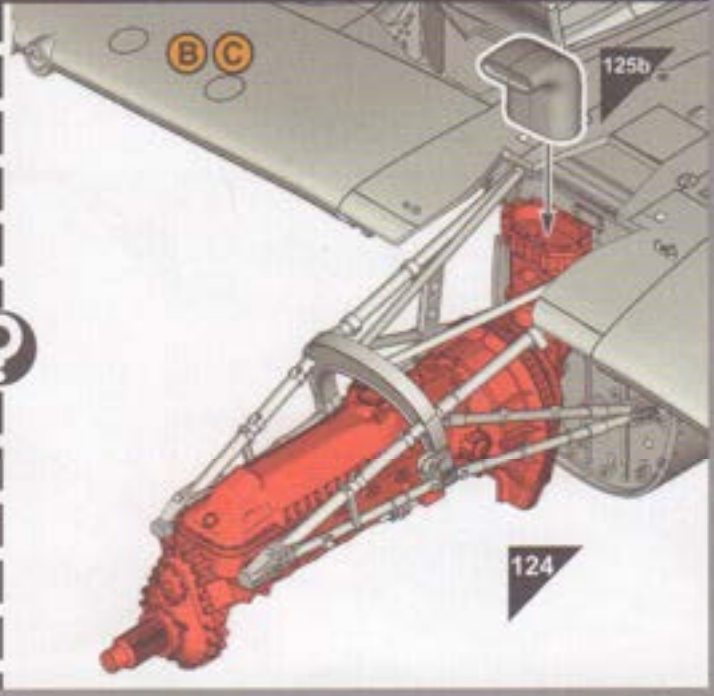
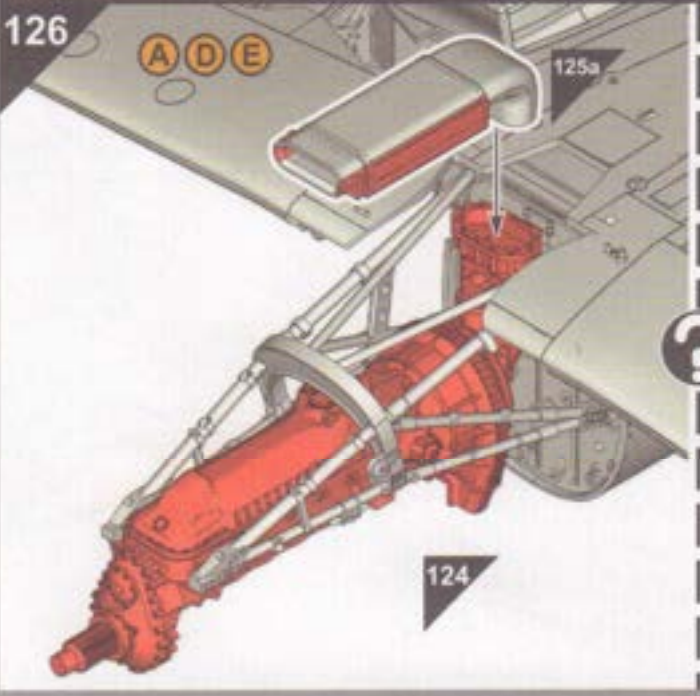
124



125a

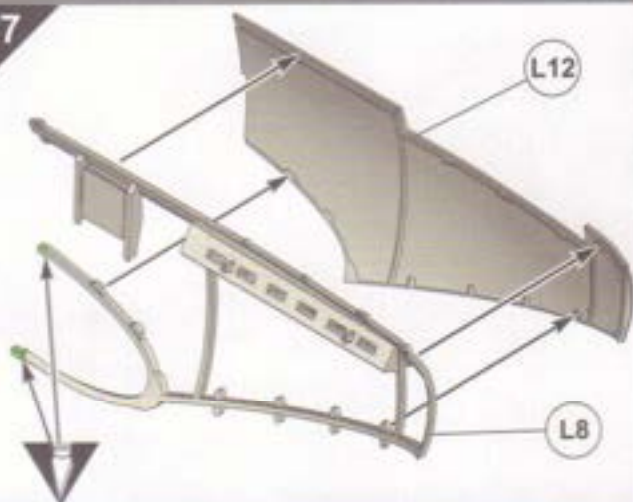


126

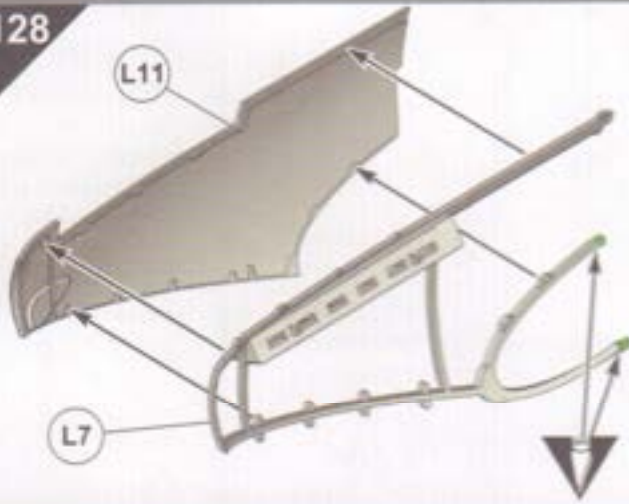




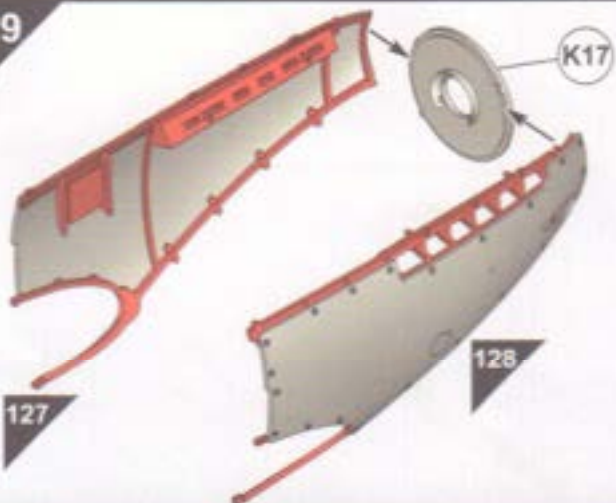
127



128



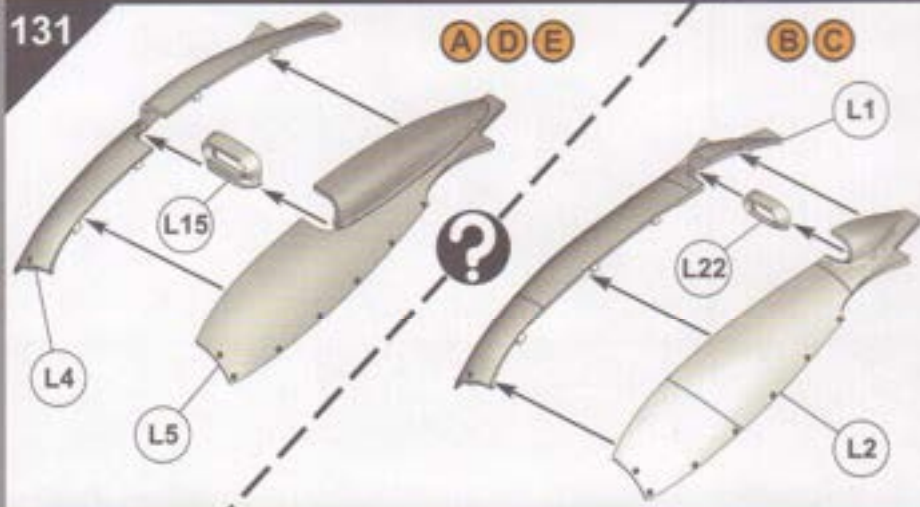
129



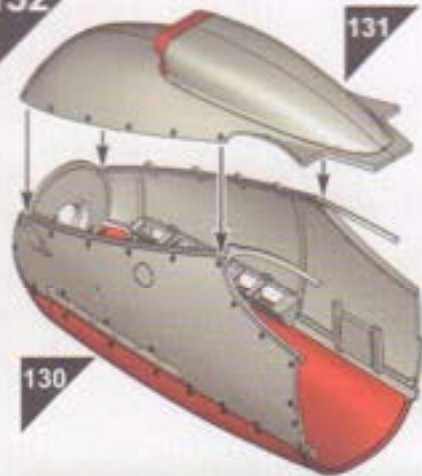
130



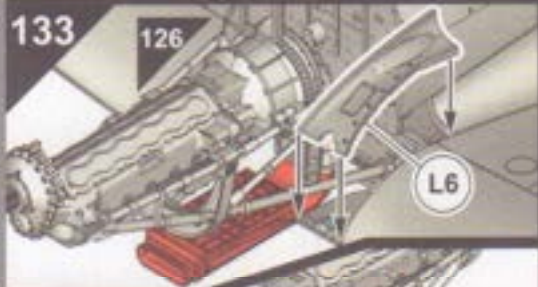
131



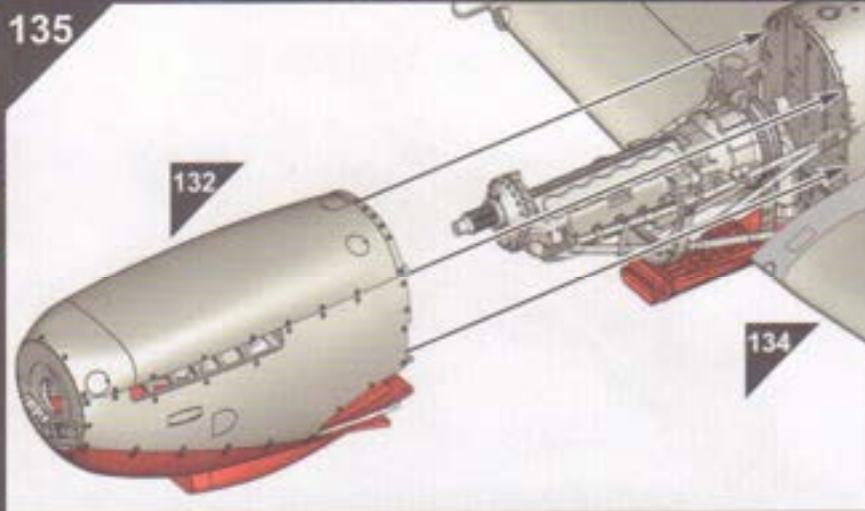
132



133



135

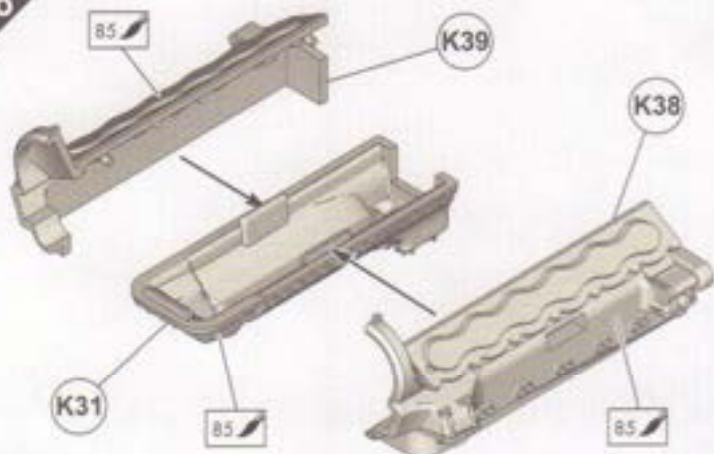


134

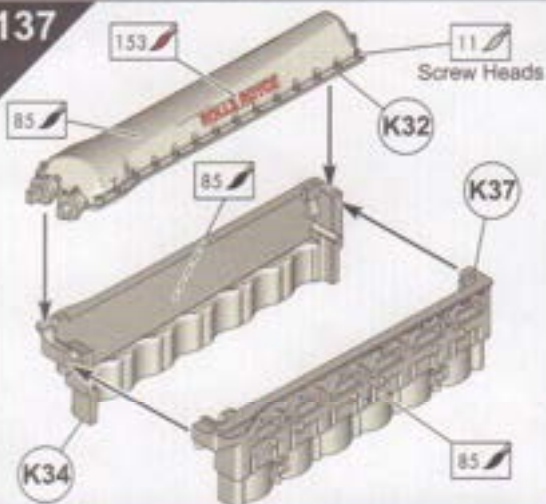




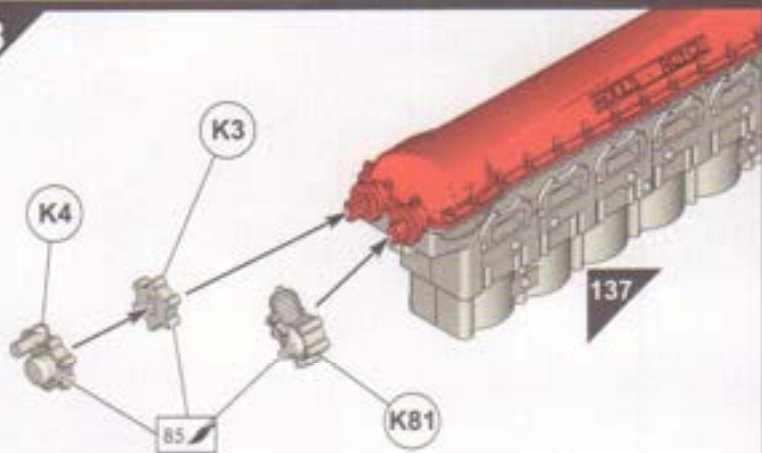
136



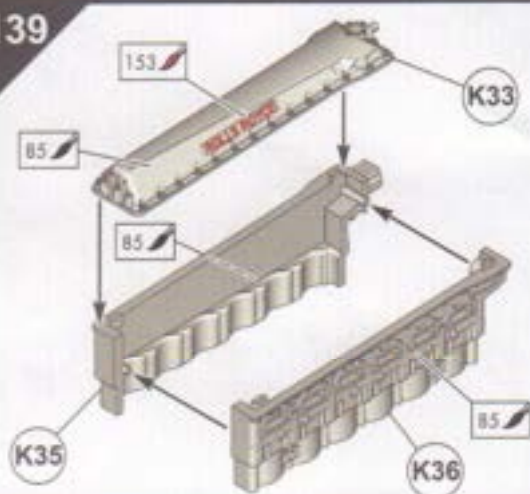
137



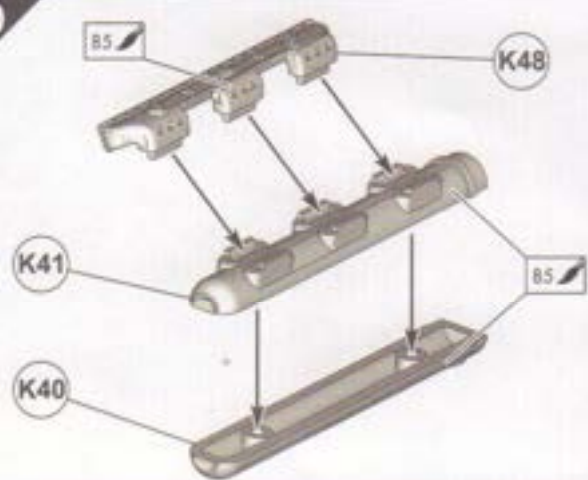
138



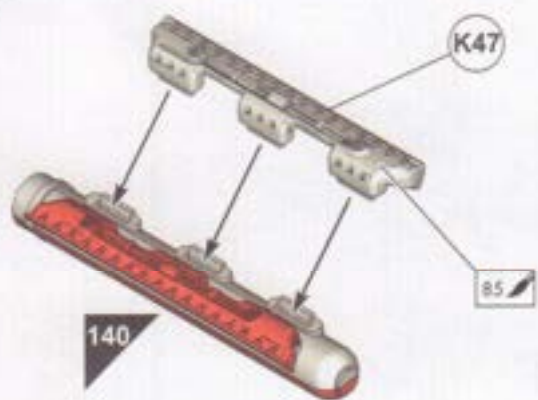
139



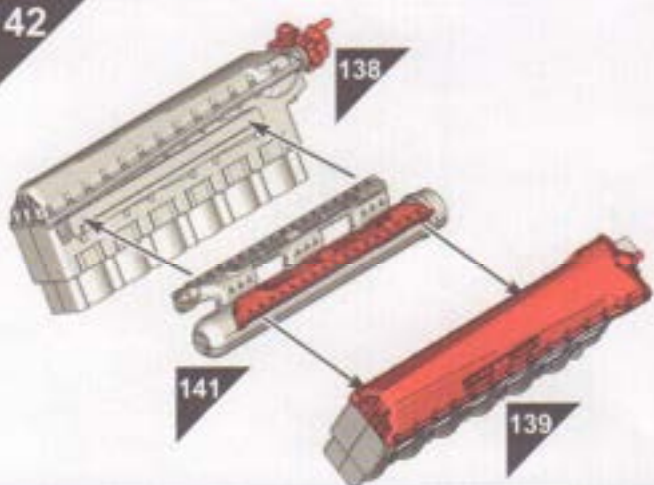
140



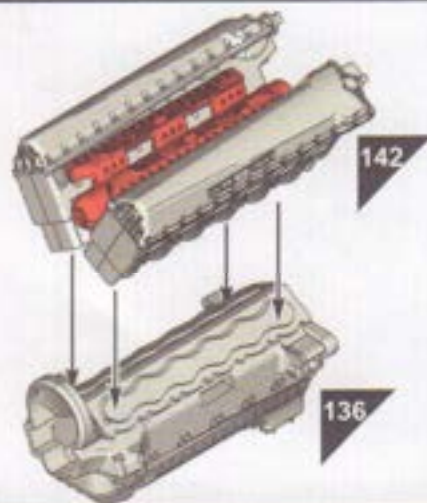
141



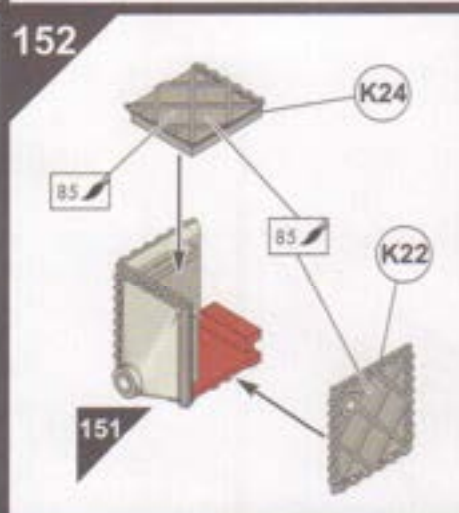
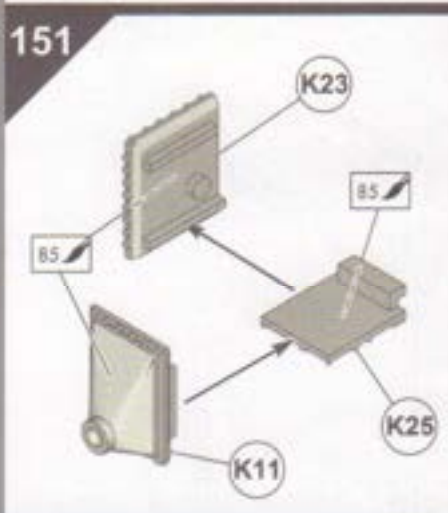
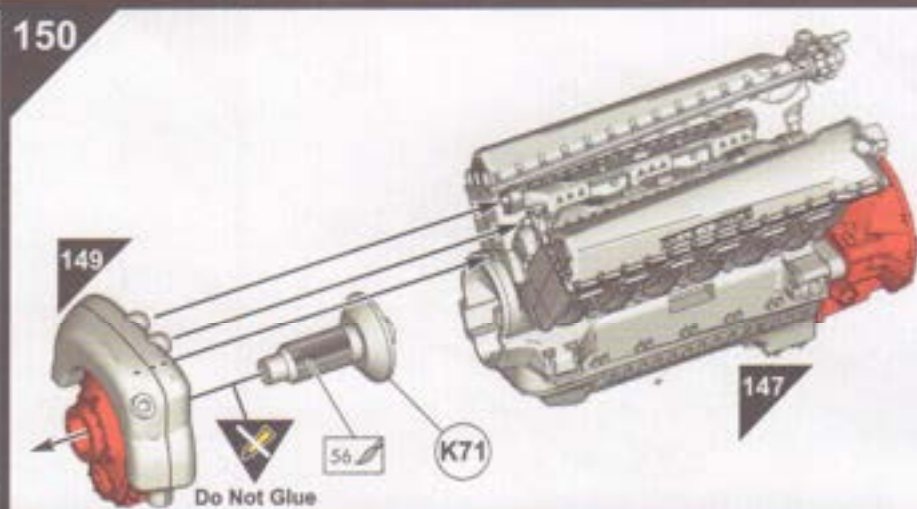
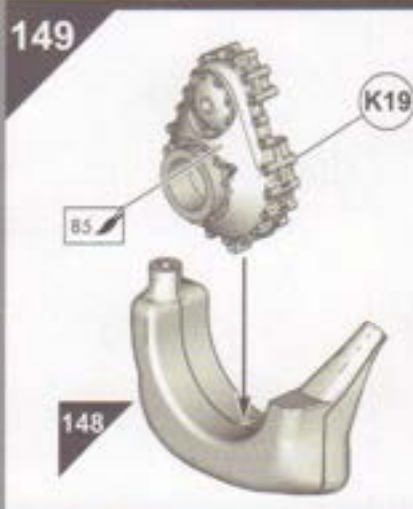
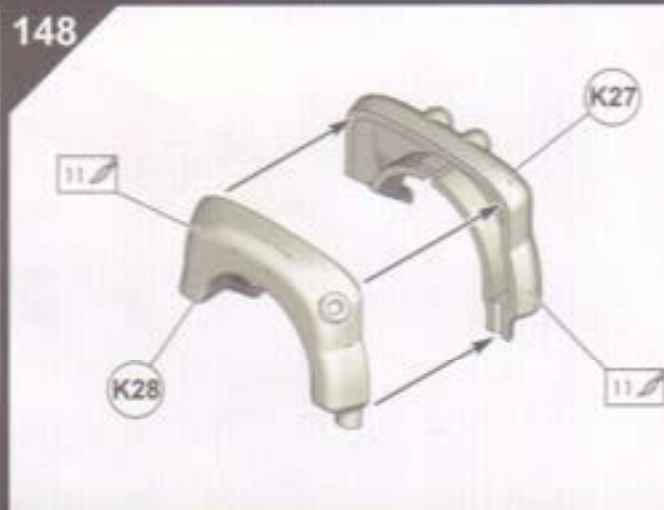
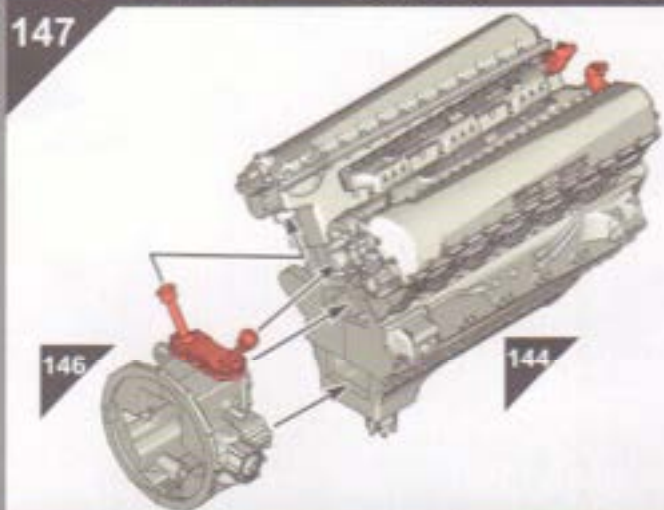
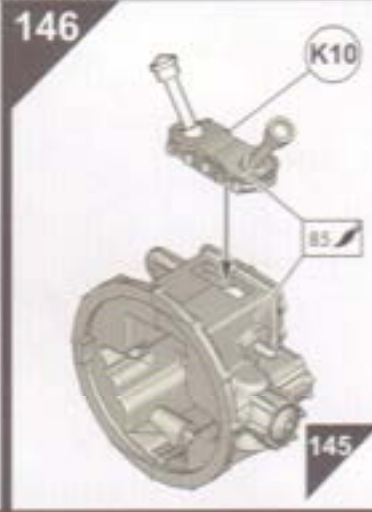
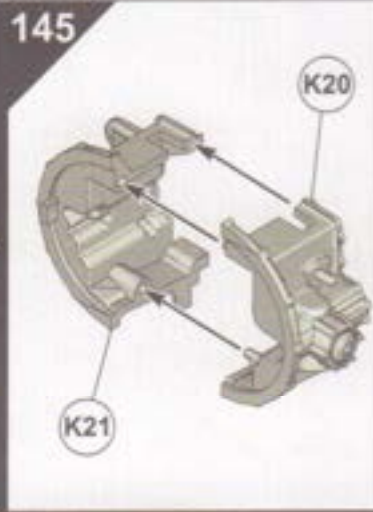
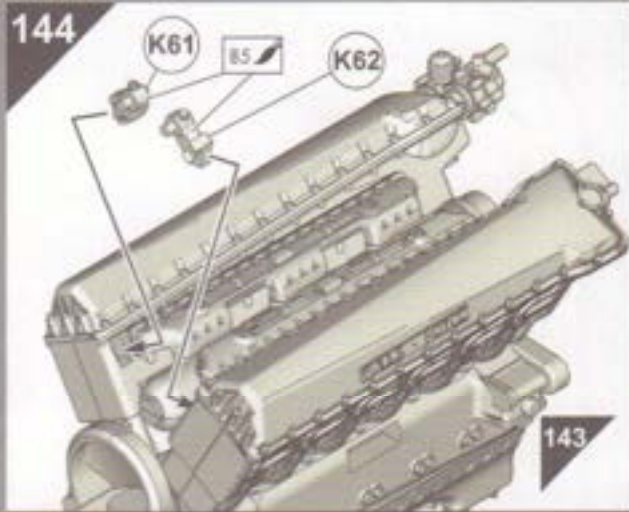
142



143

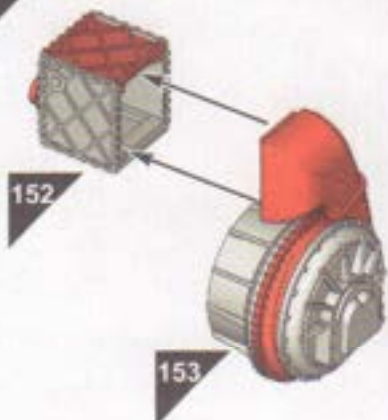




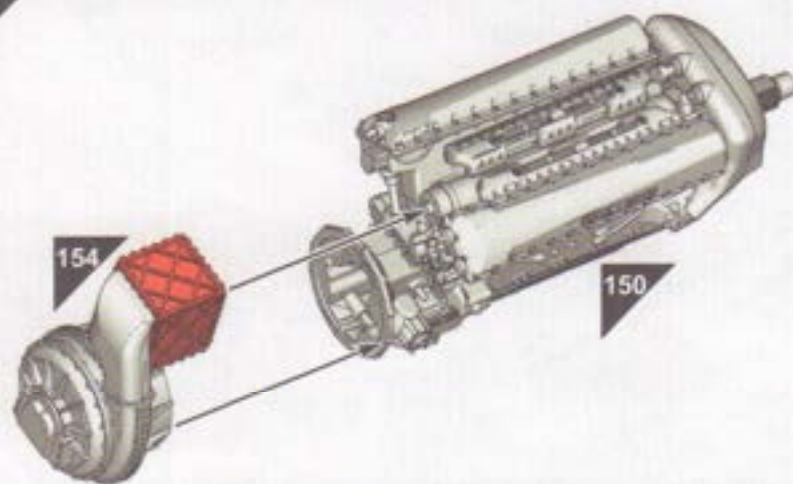




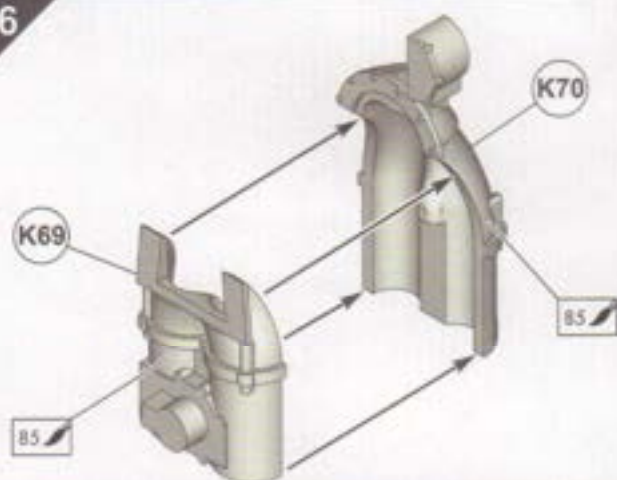
154



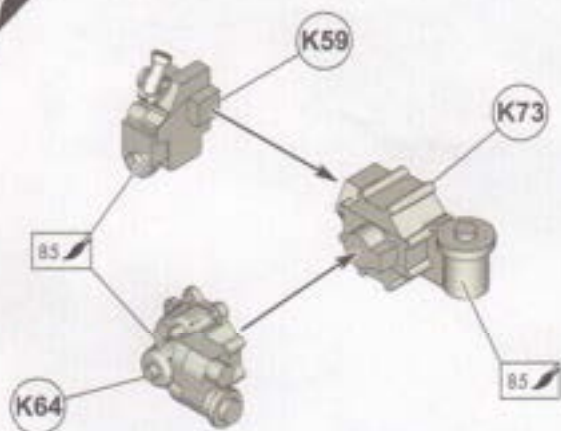
155



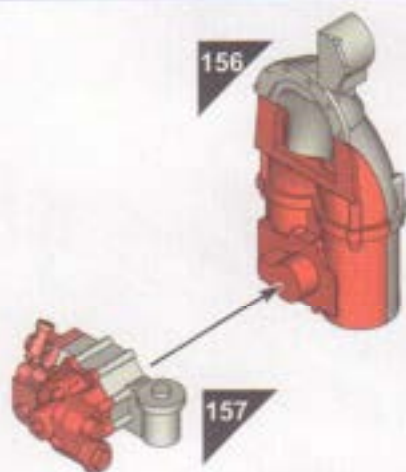
156



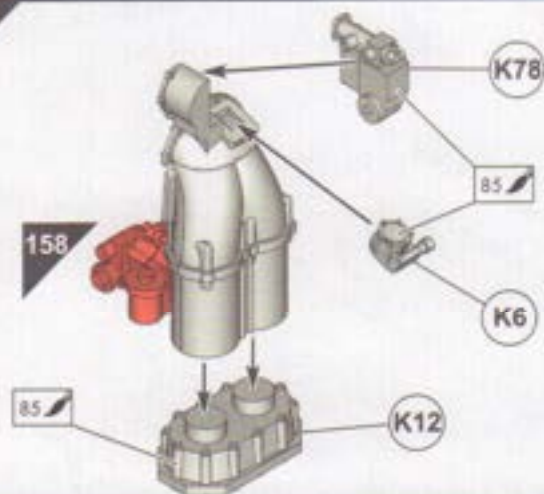
157



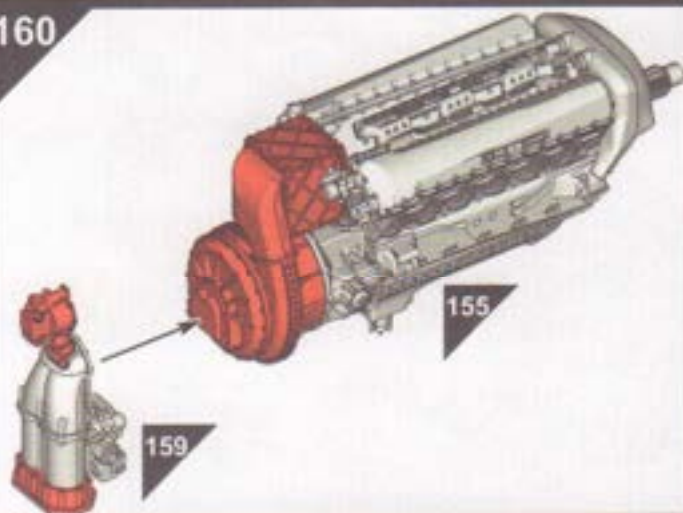
158



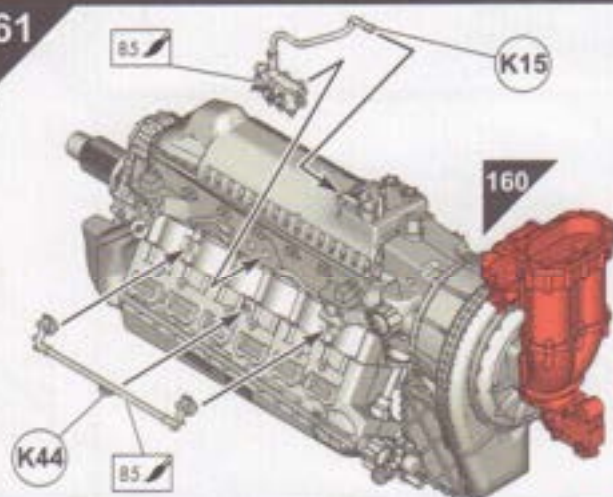
159



160

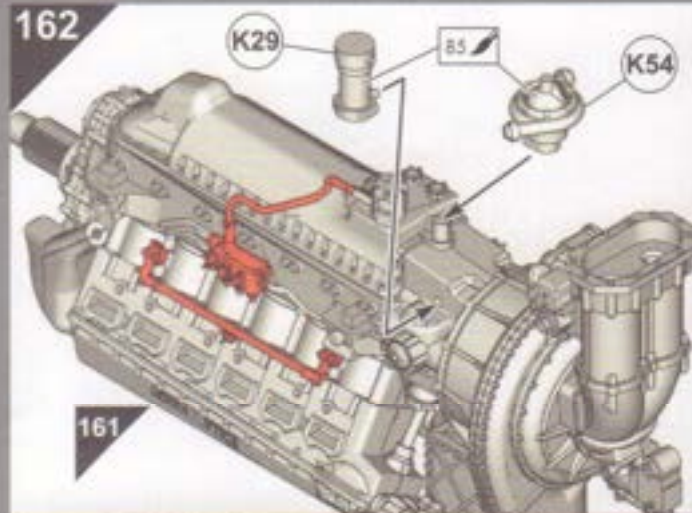


161

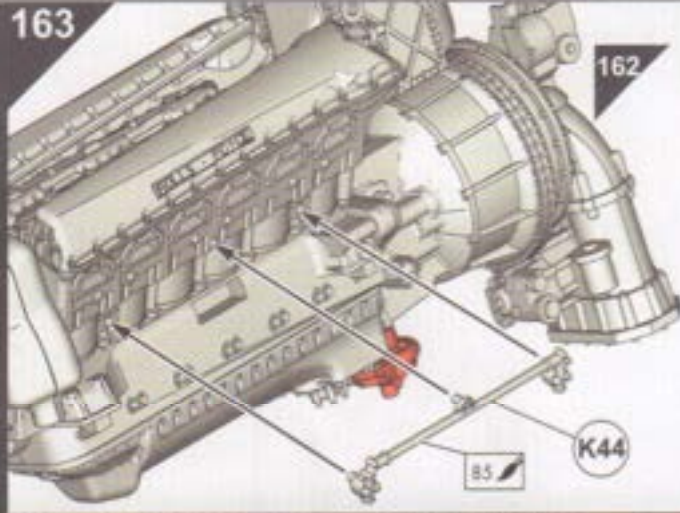




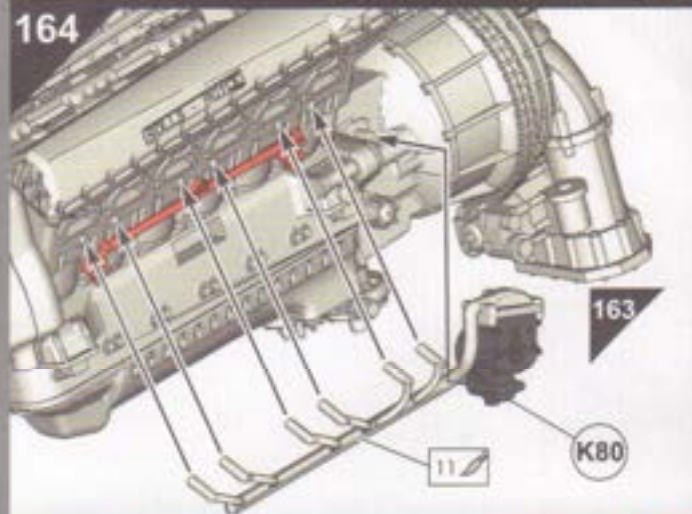
162



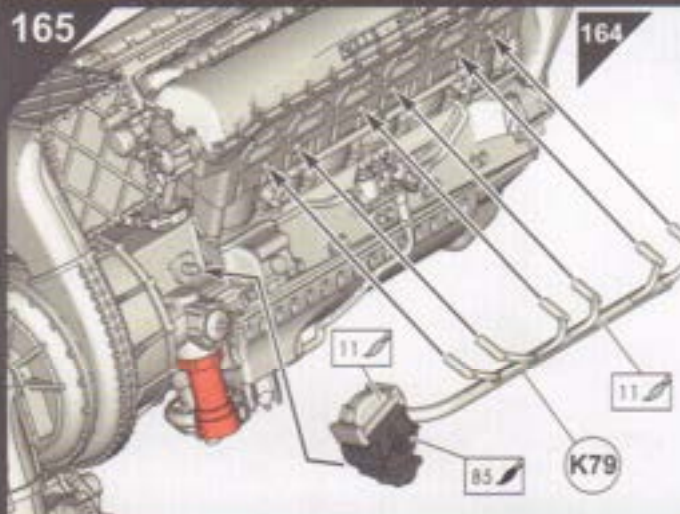
163



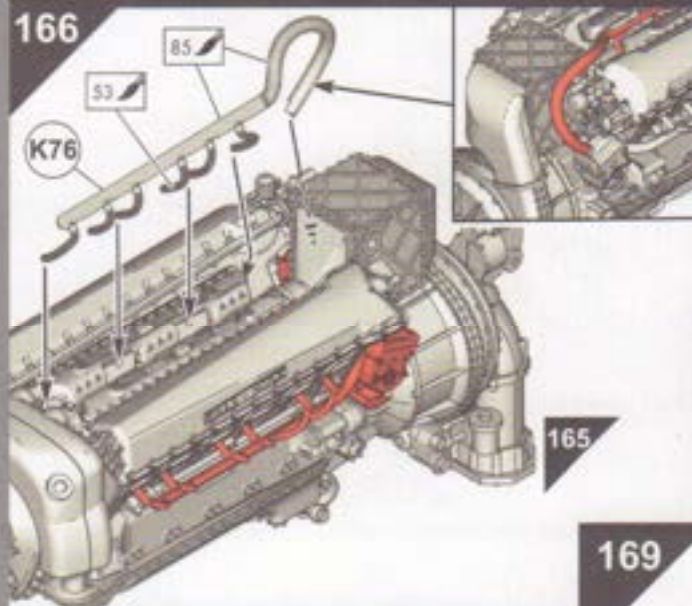
164



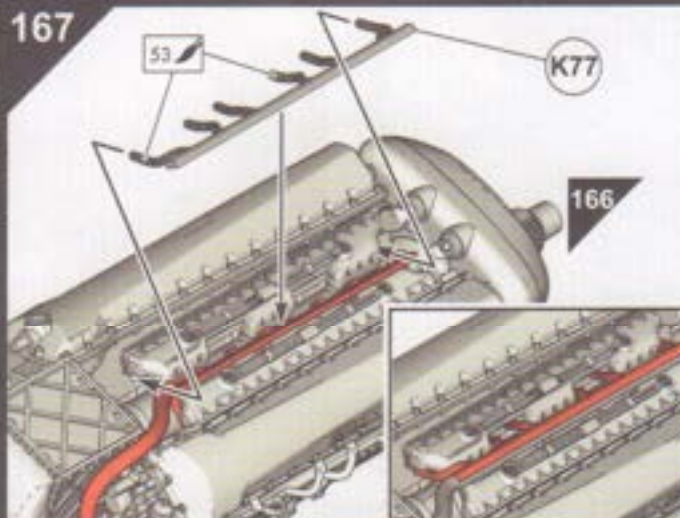
165



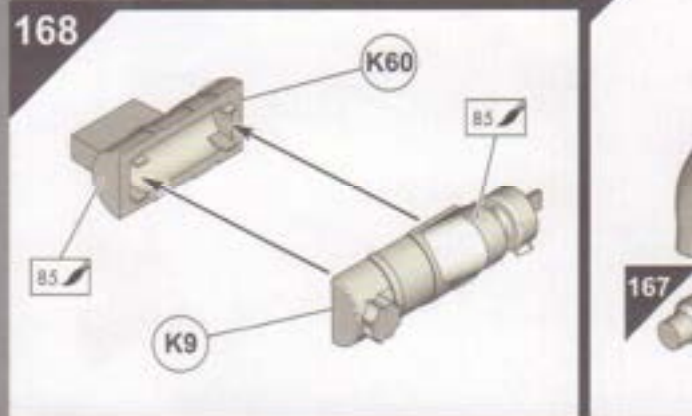
166



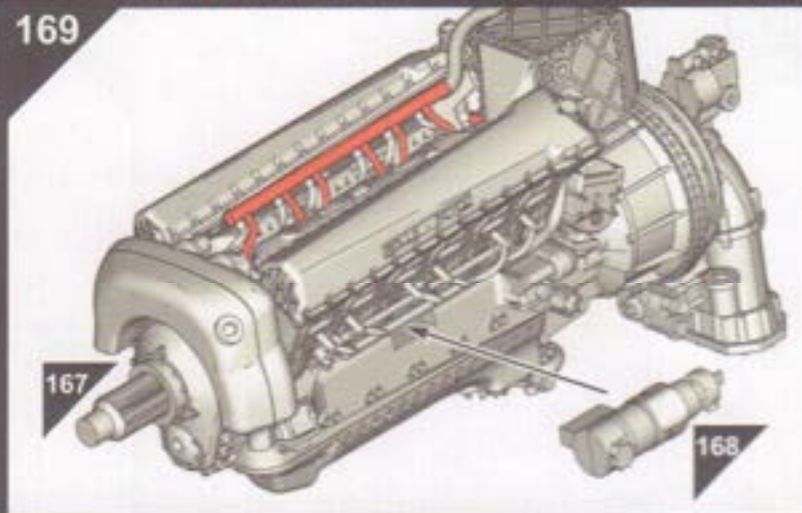
167



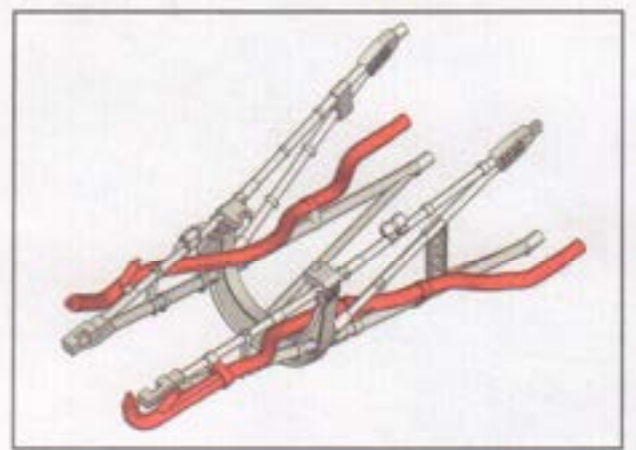
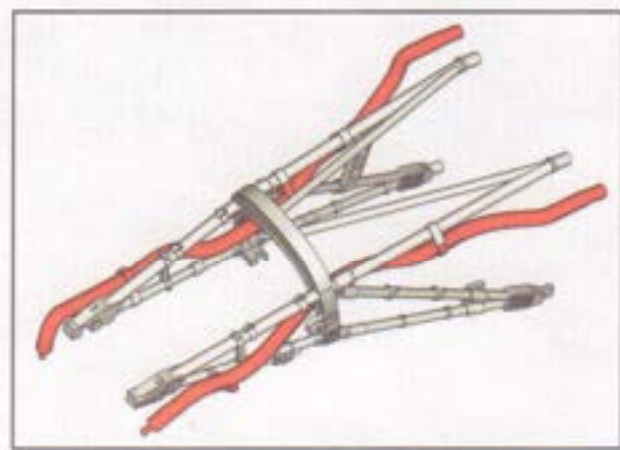
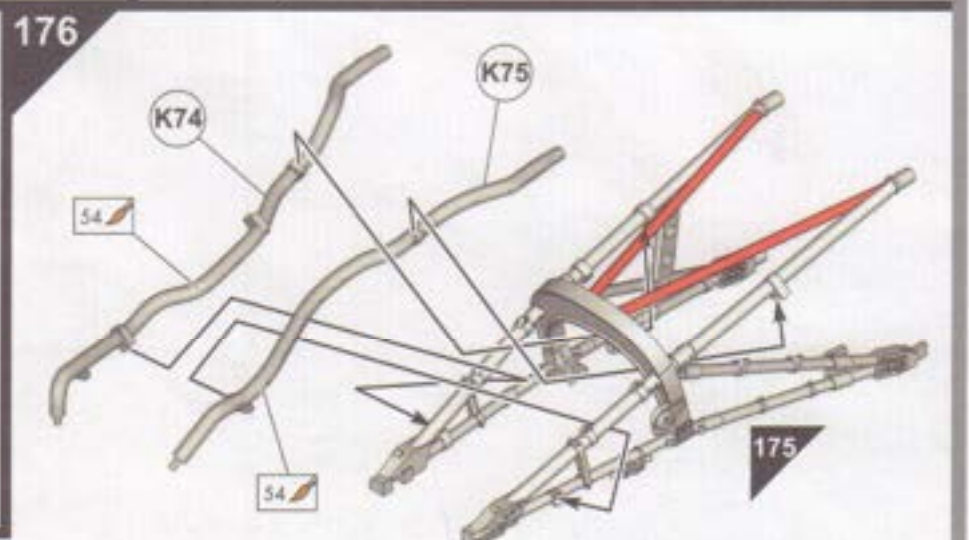
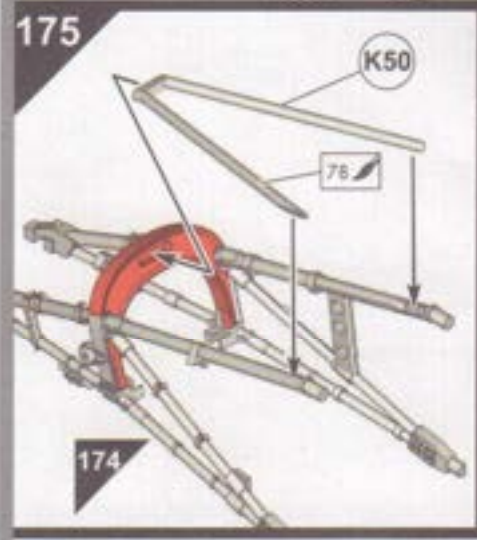
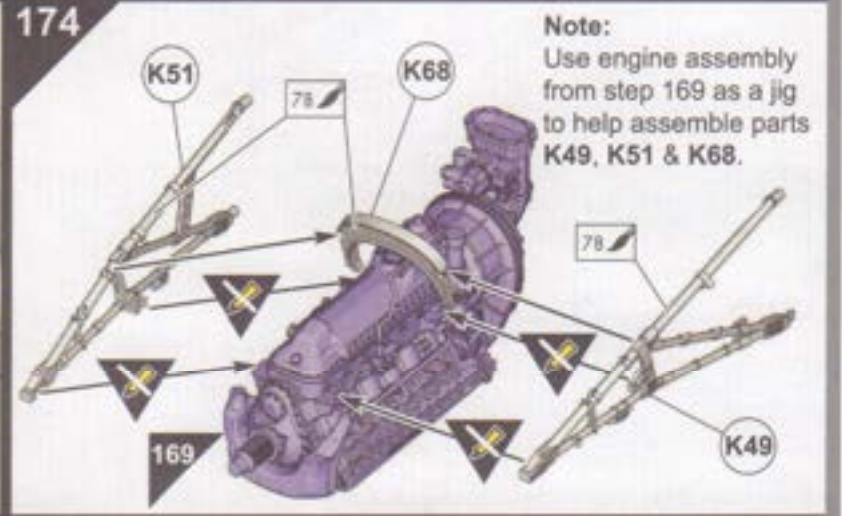
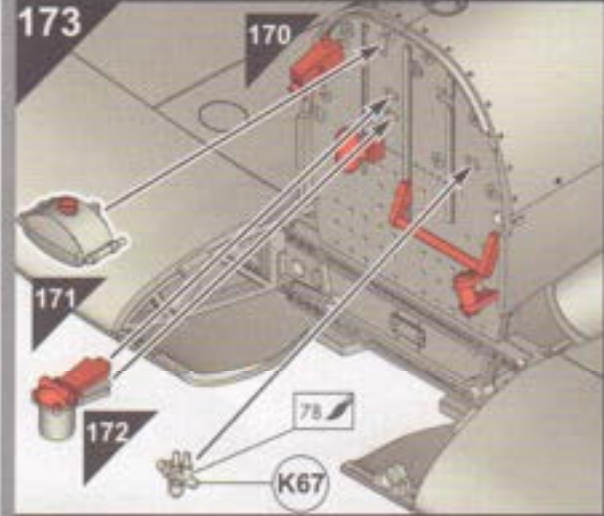
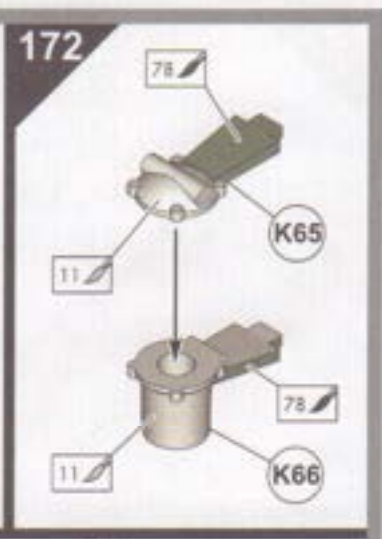
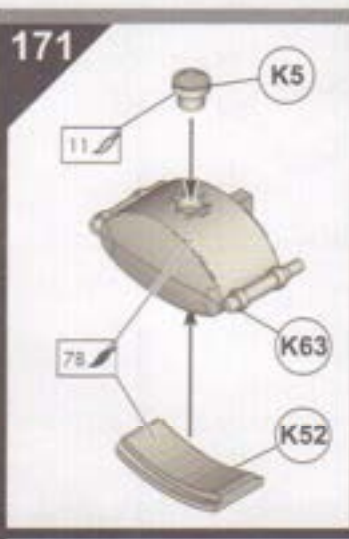
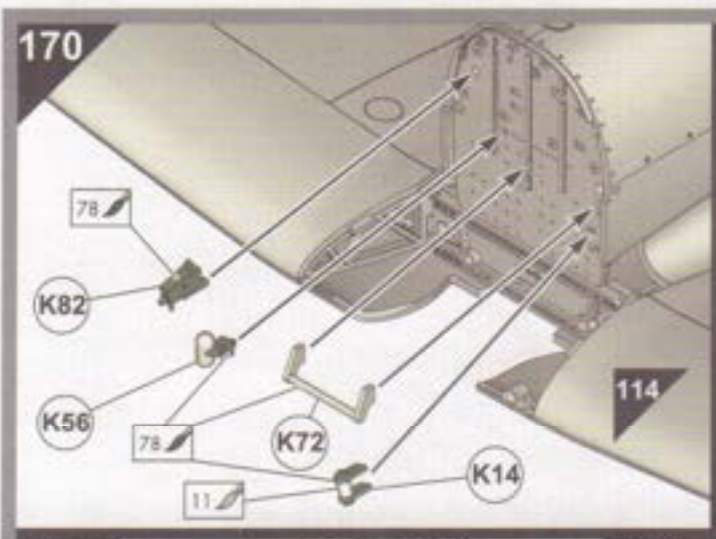
168



169

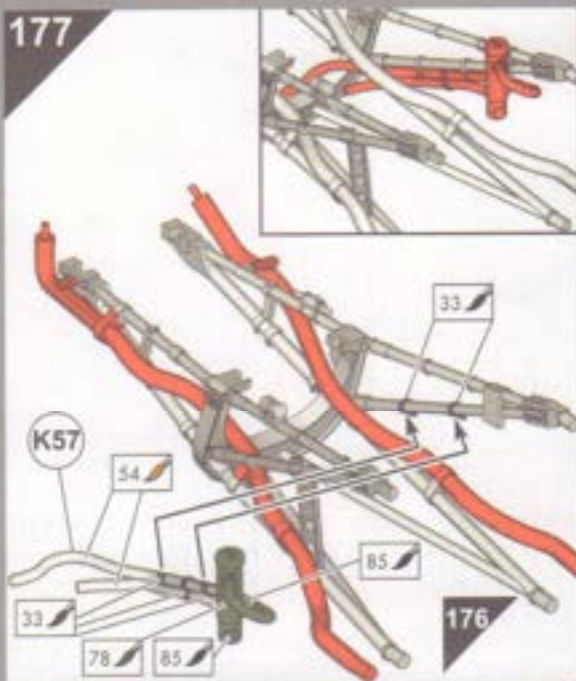




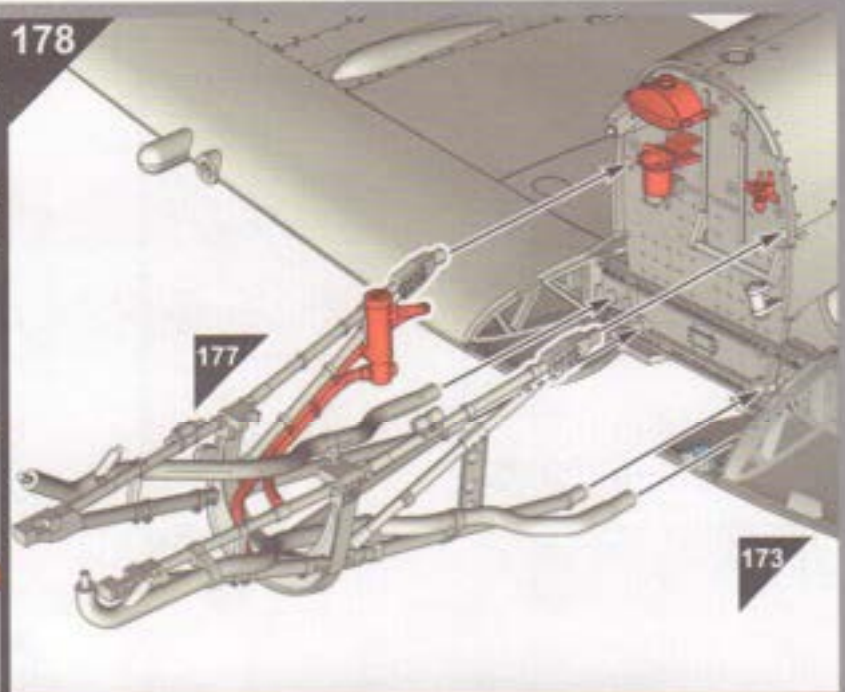




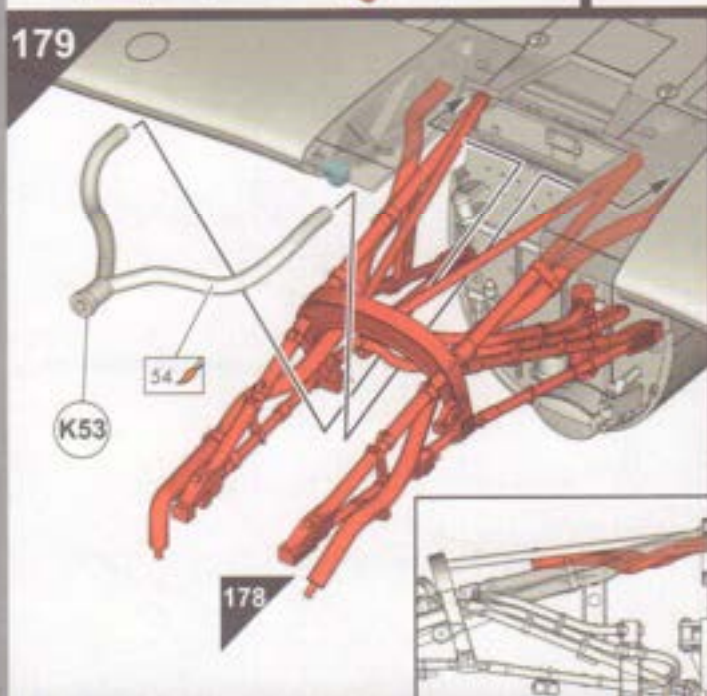
177



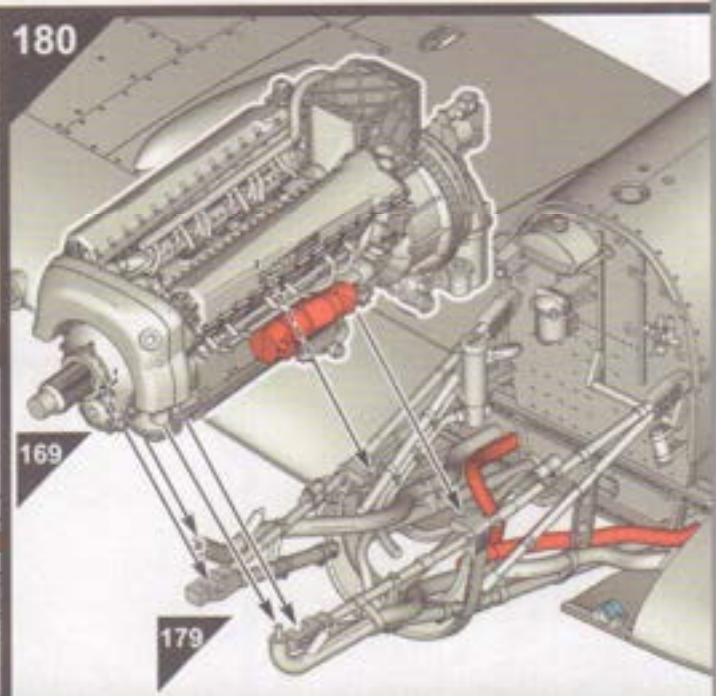
178



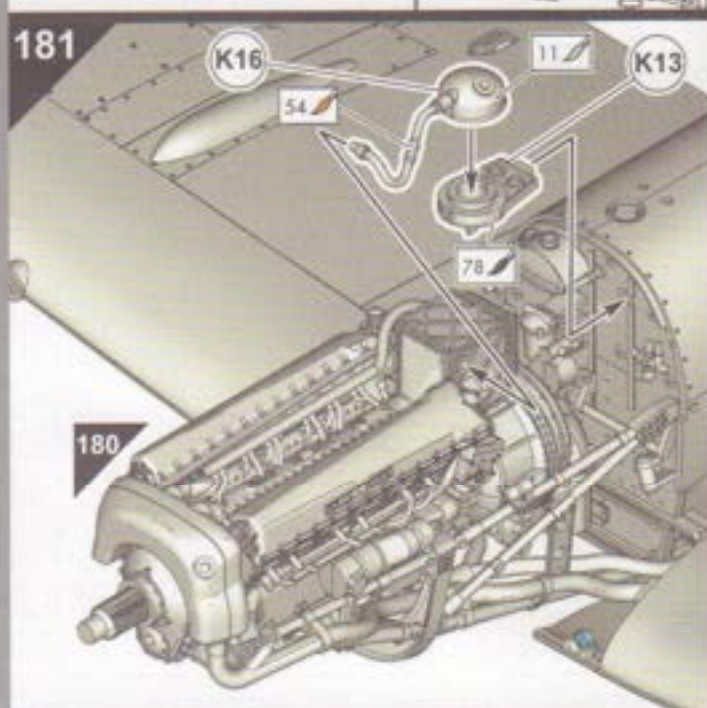
179



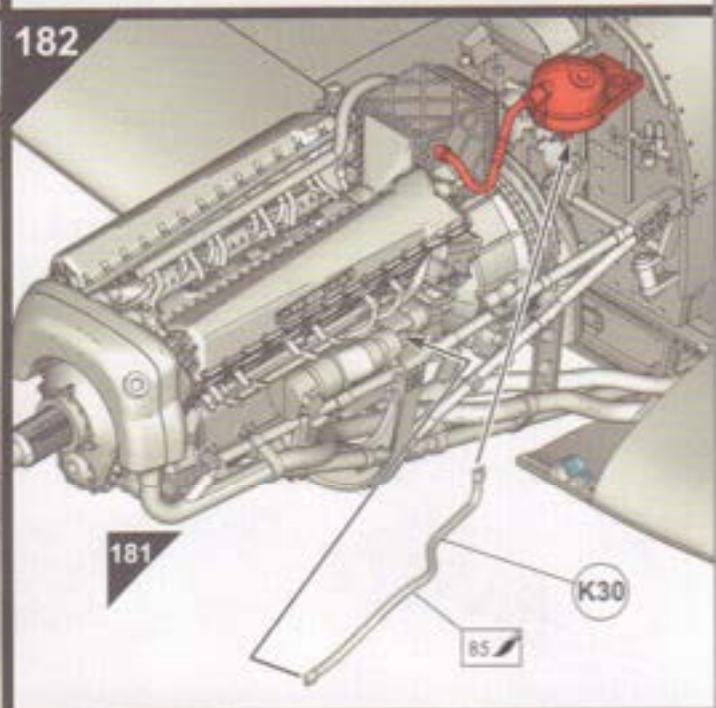
180



181

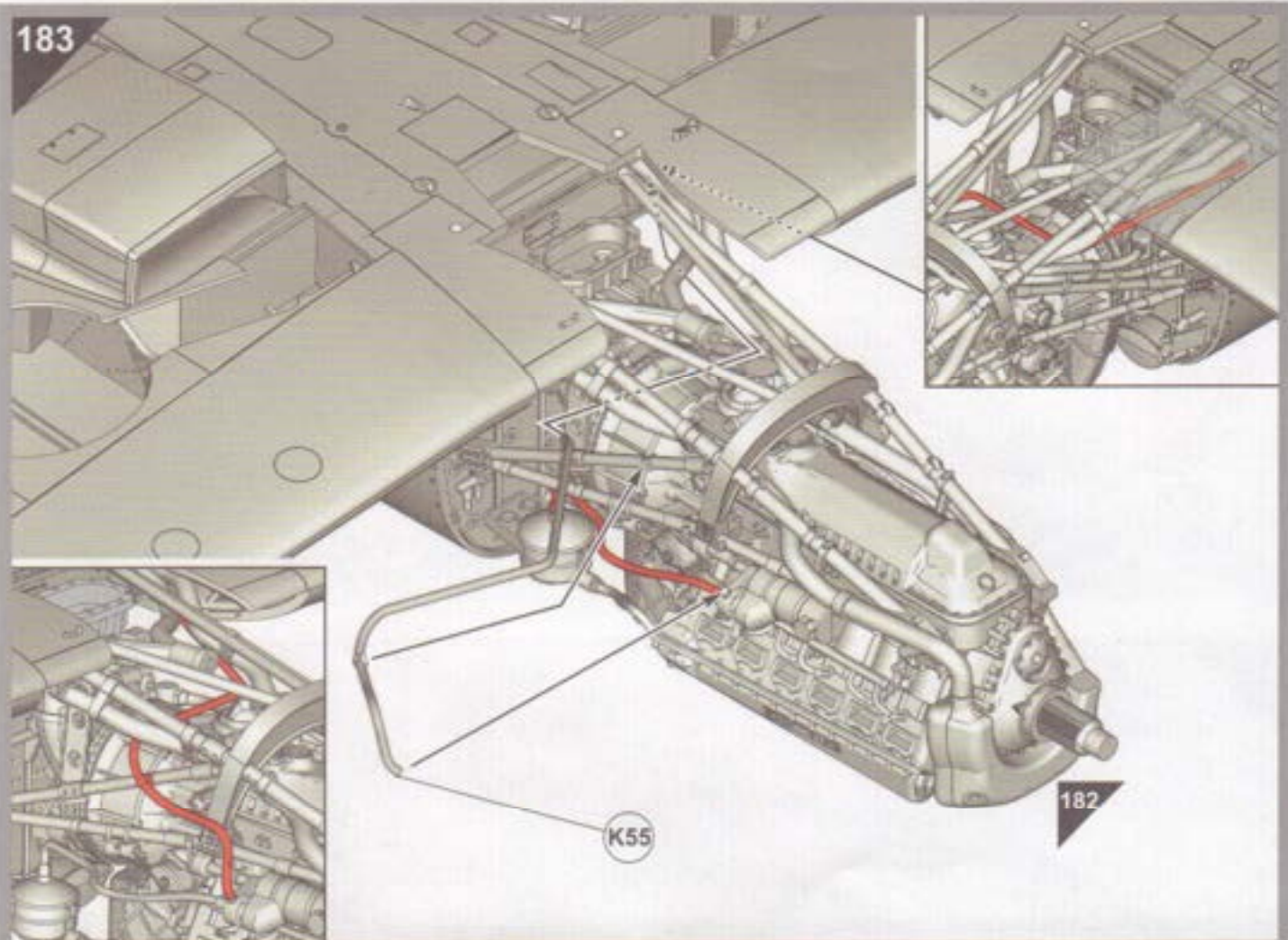


182





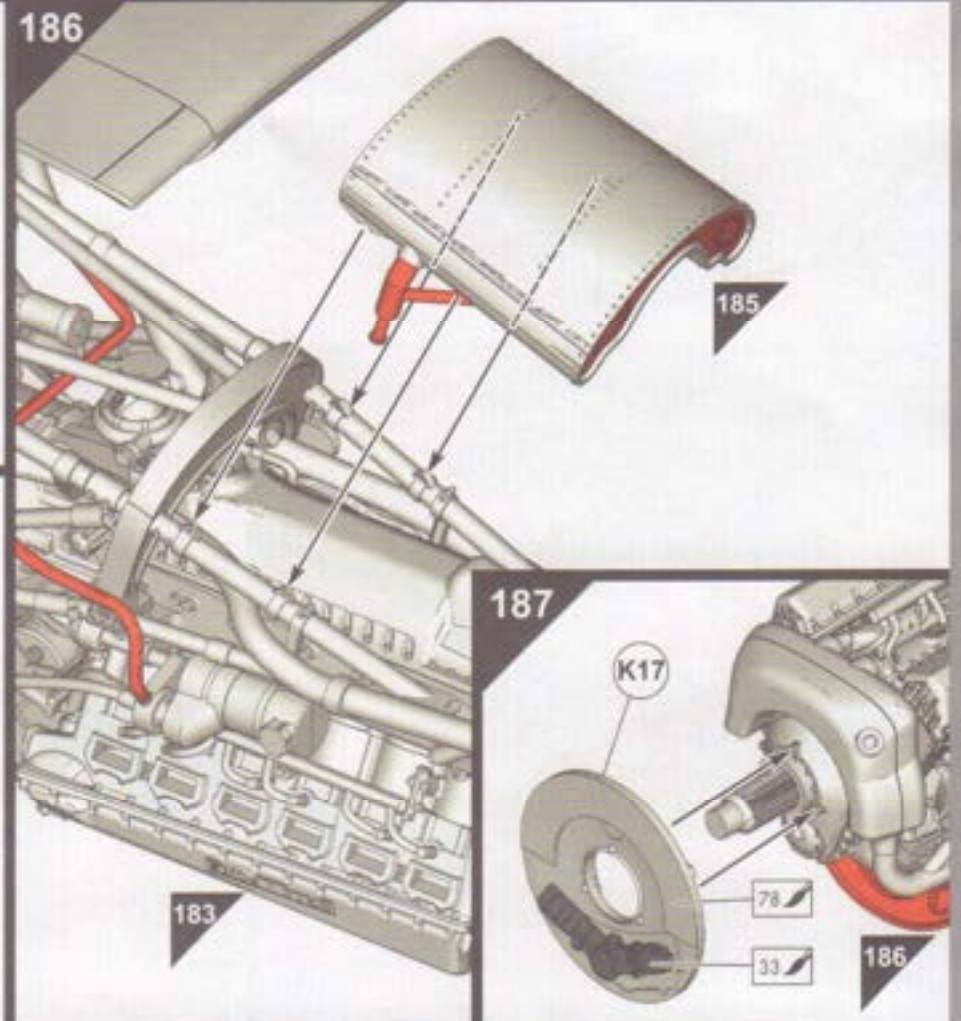
183



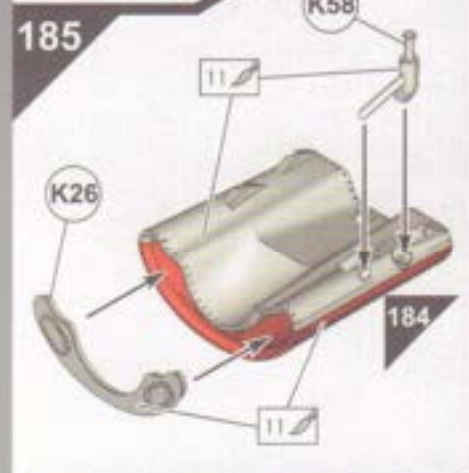
184



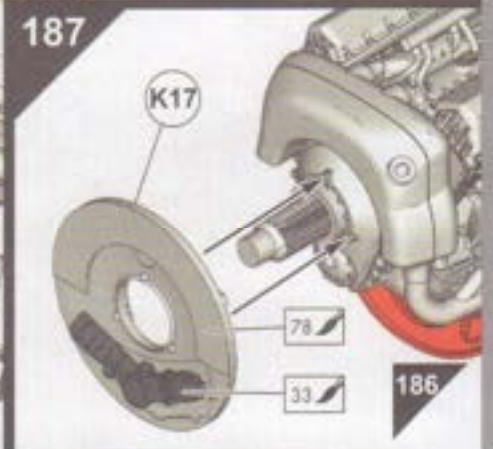
186



185

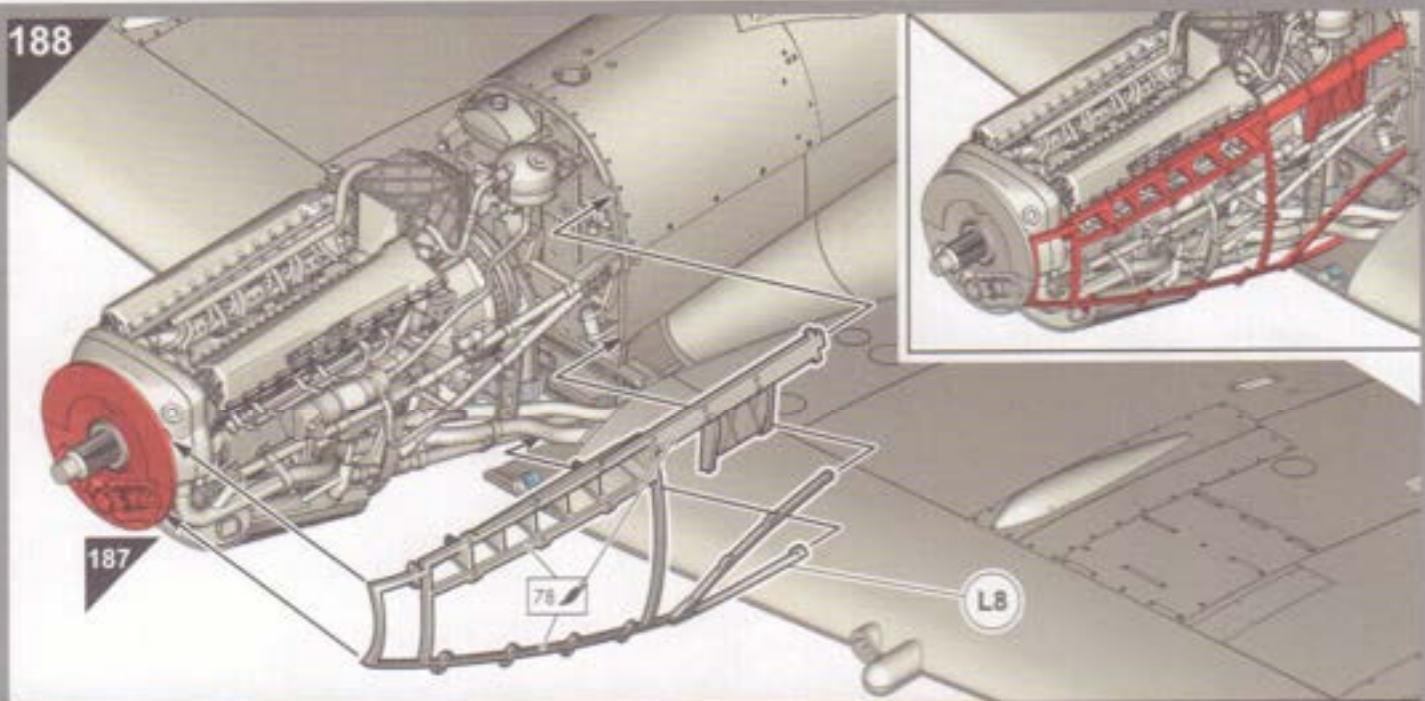


187

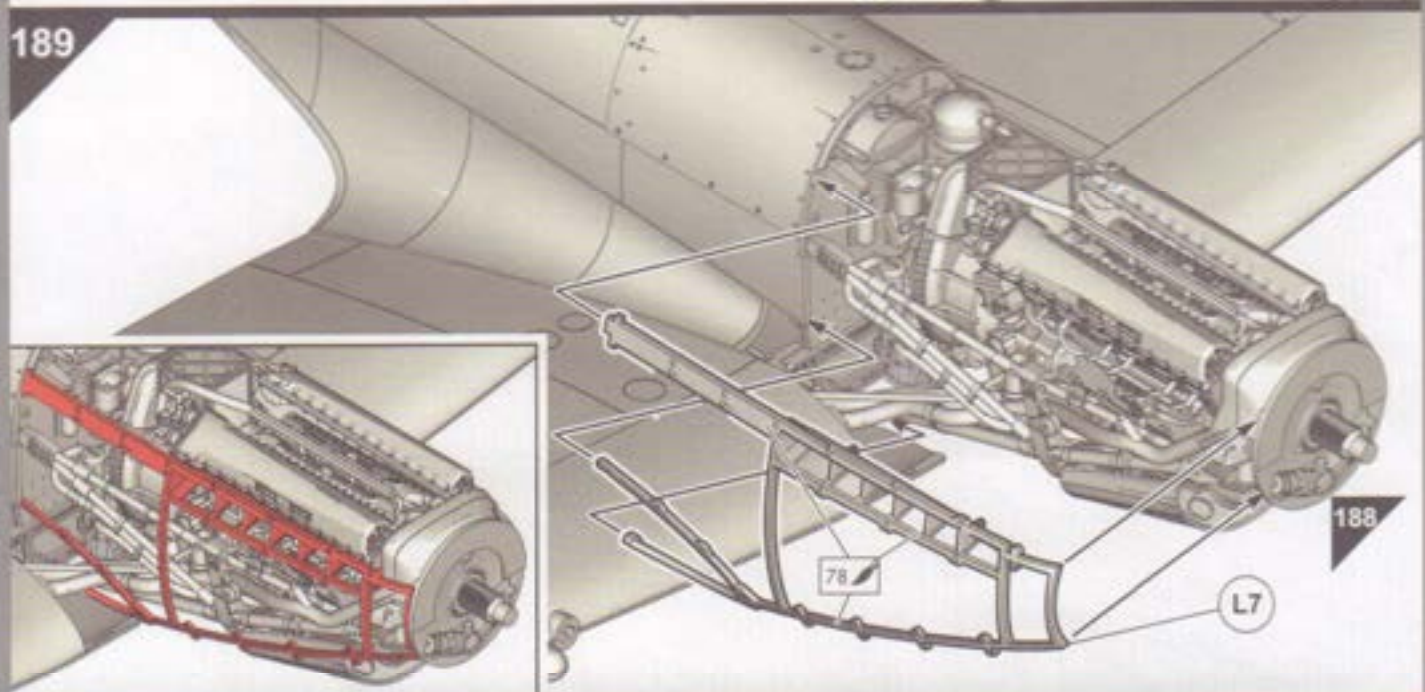




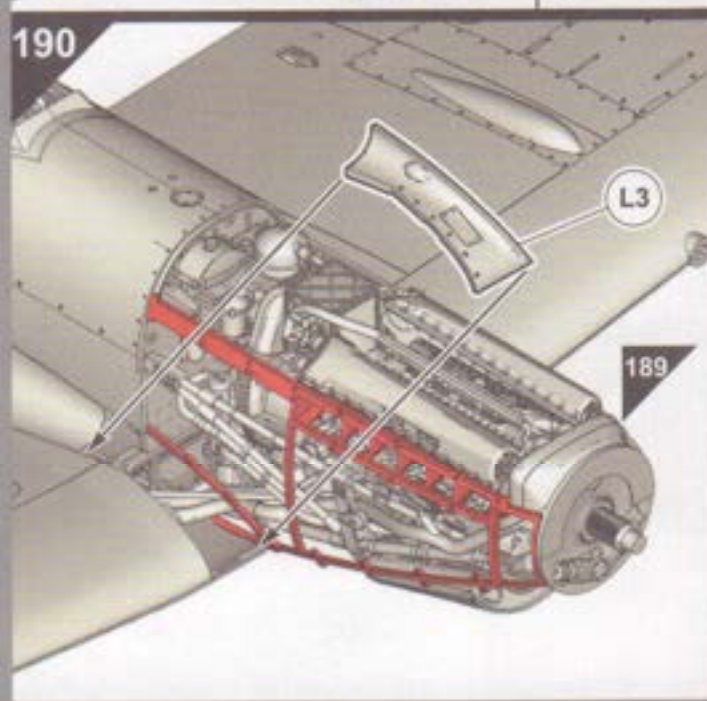
188



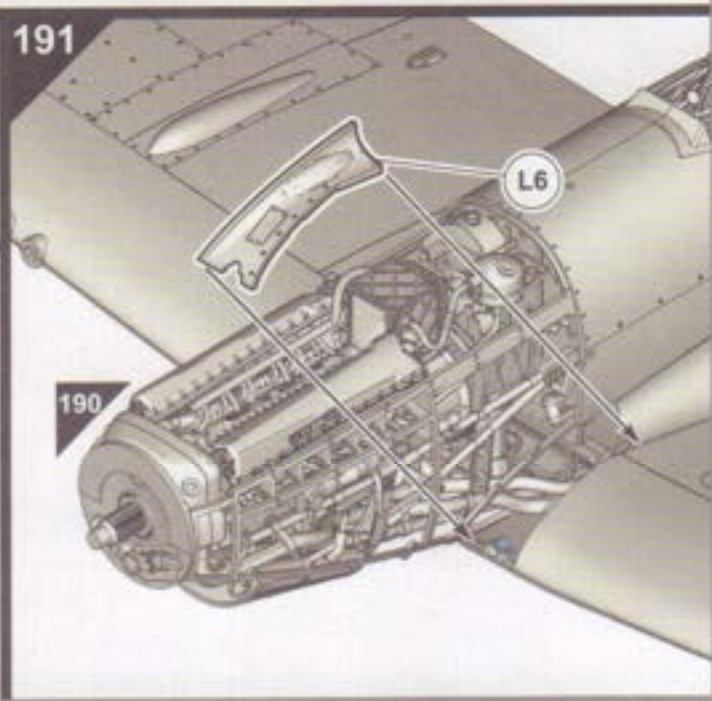
189



190



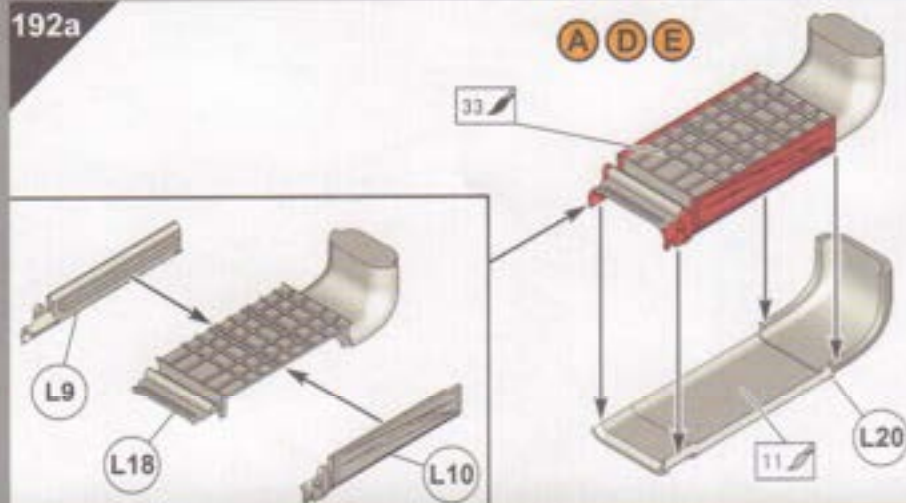
191





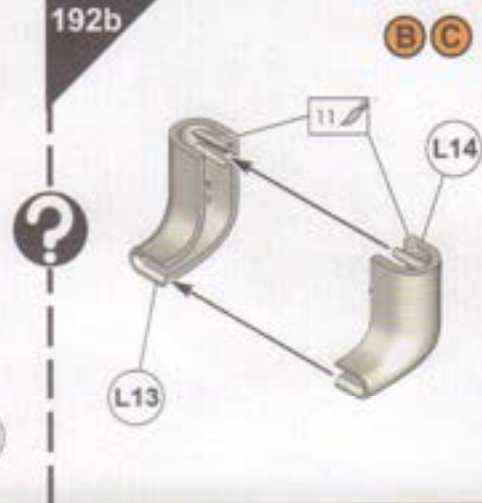
192a

A D E



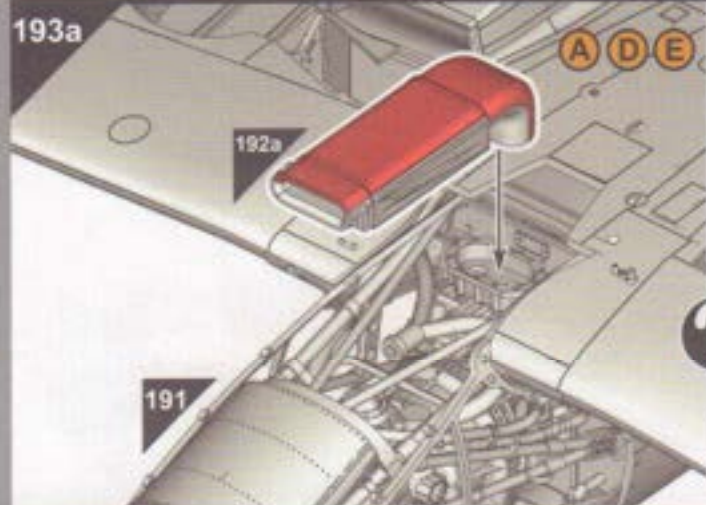
192b

B C



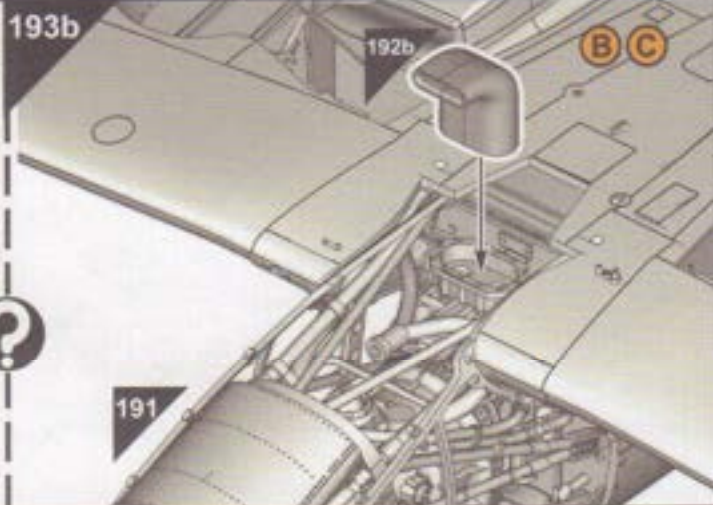
193a

A D E



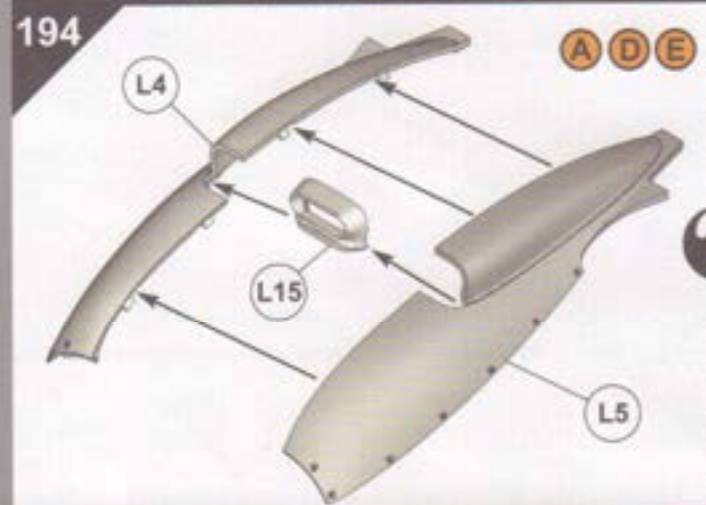
193b

B C

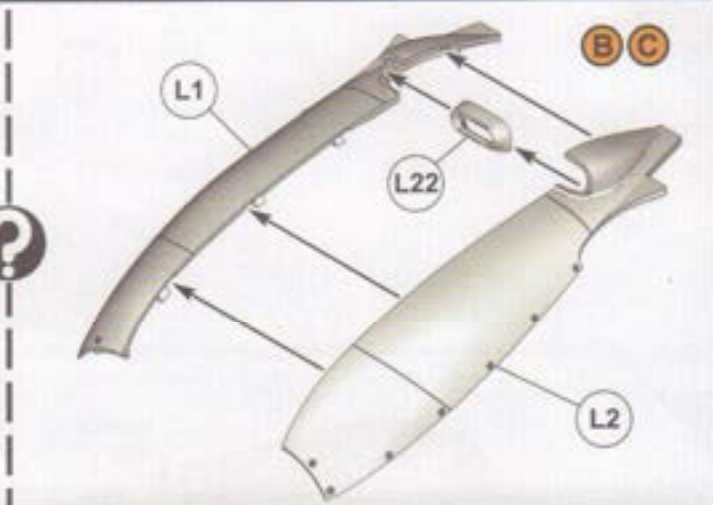


194

A D E

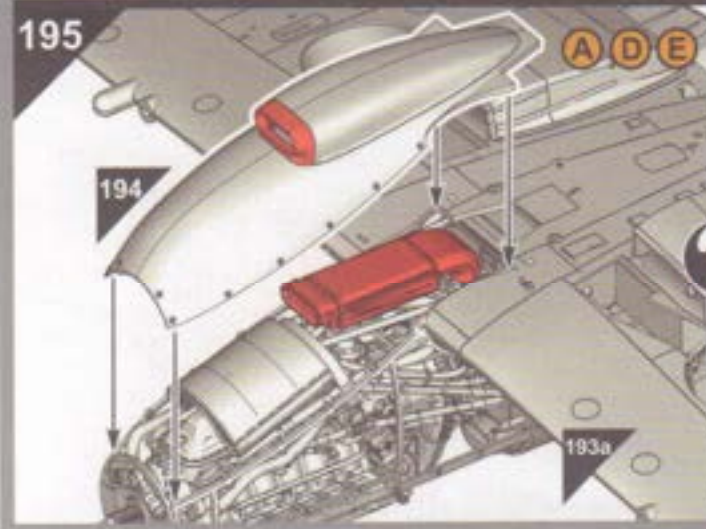


B C

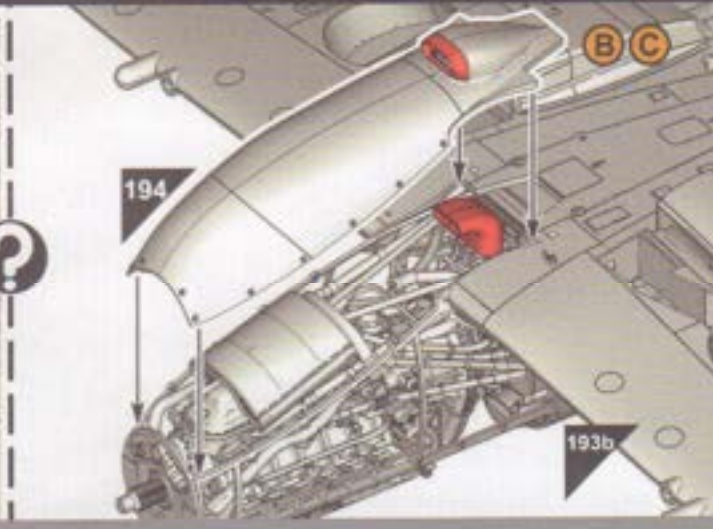


195

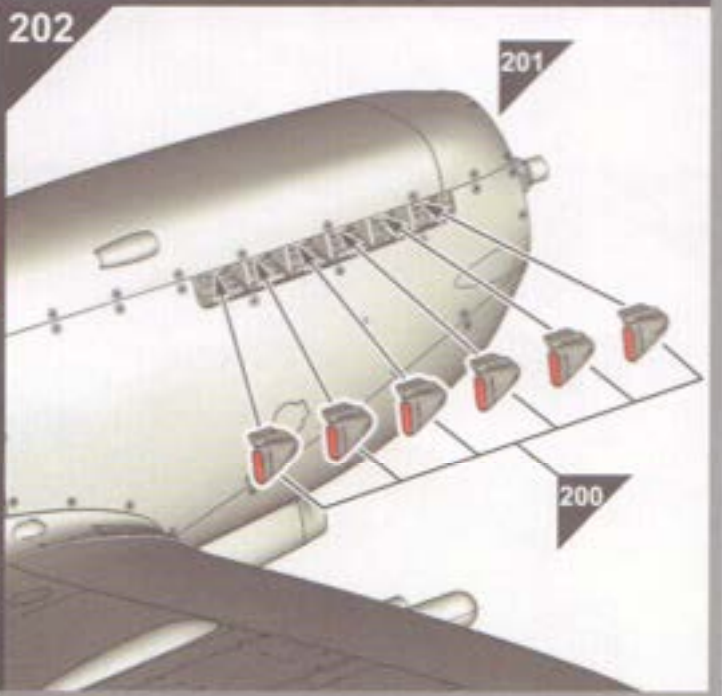
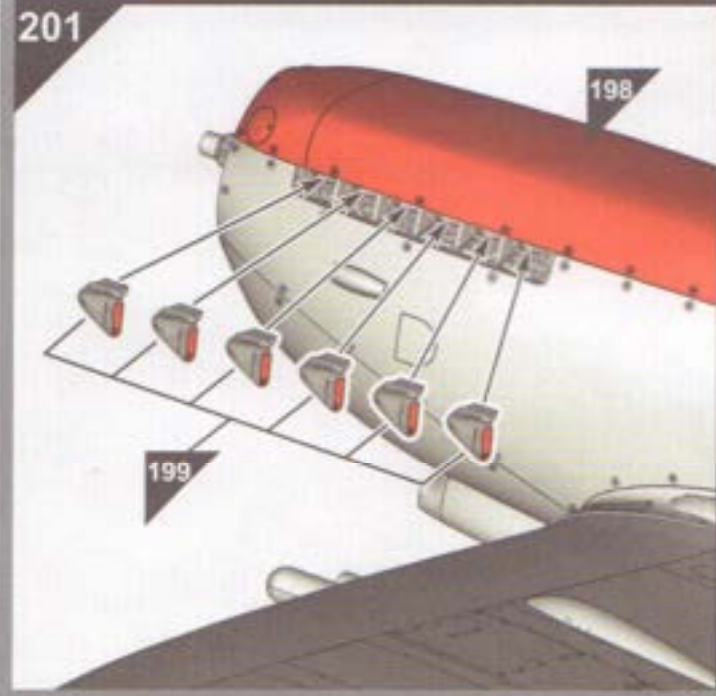
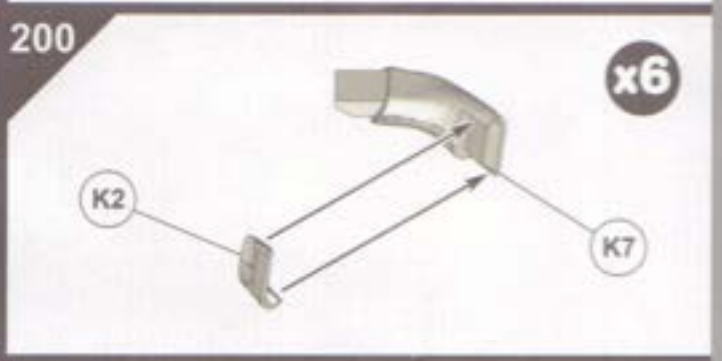
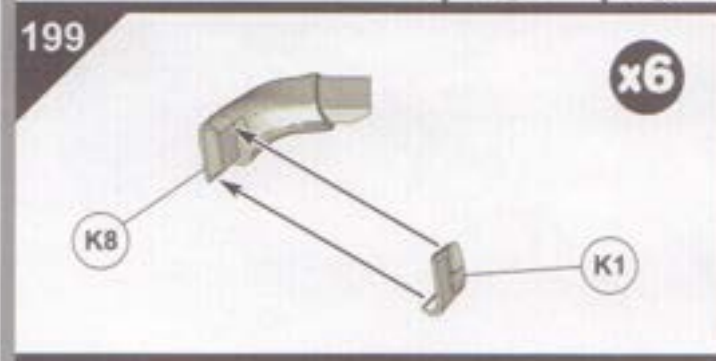
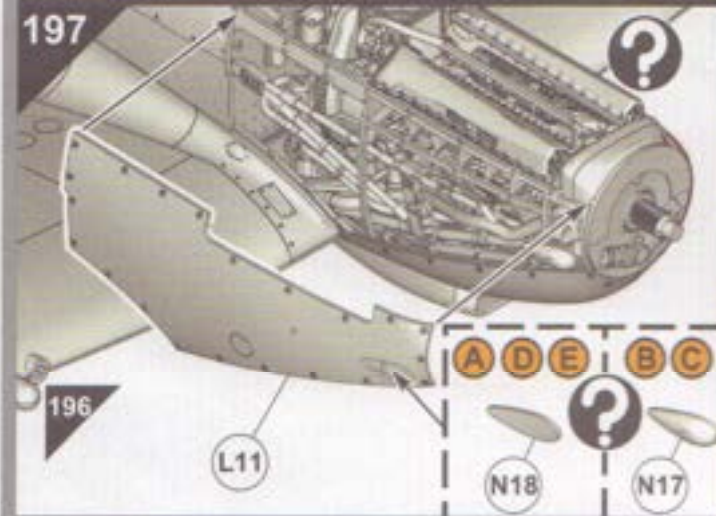
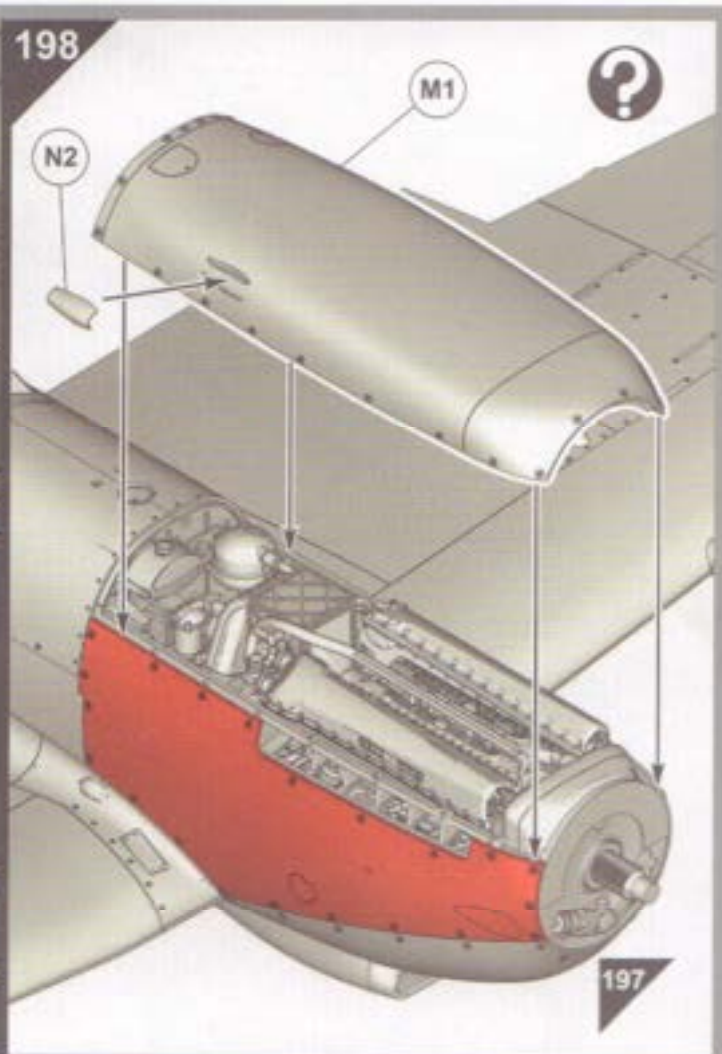
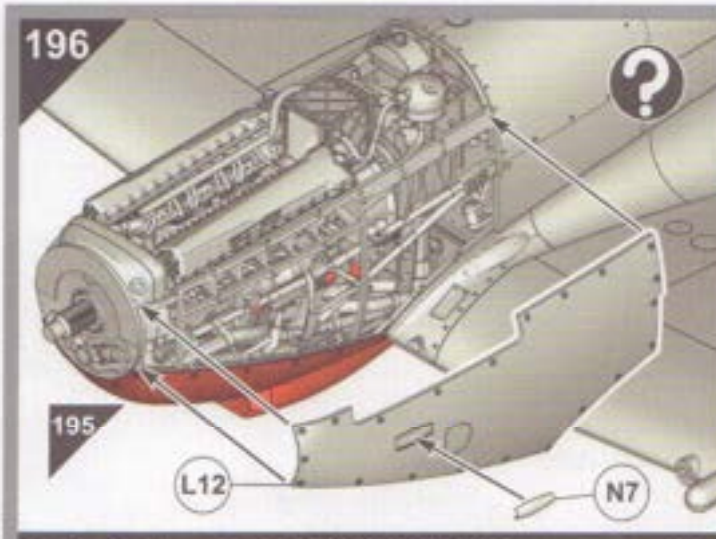
A D E



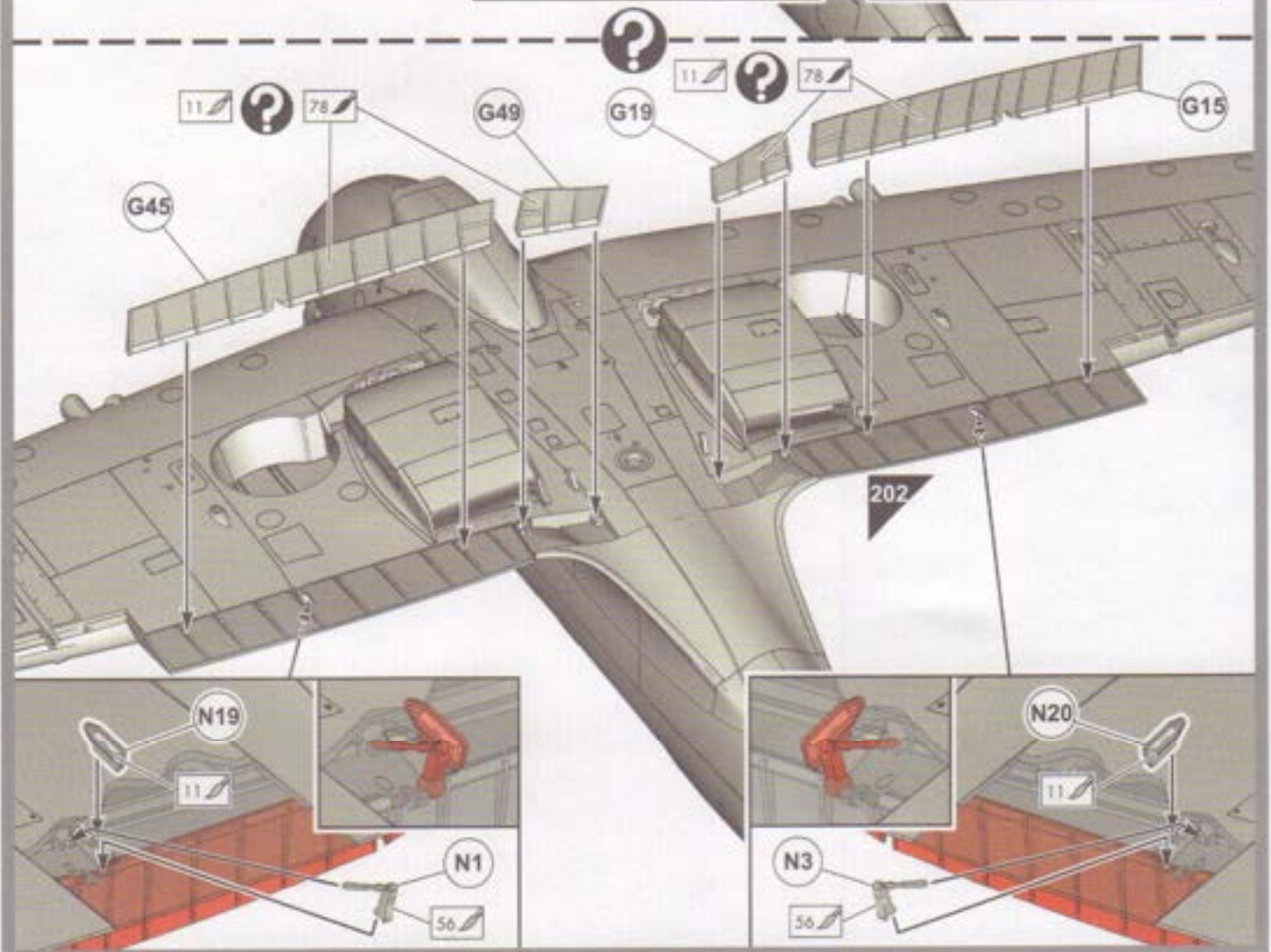
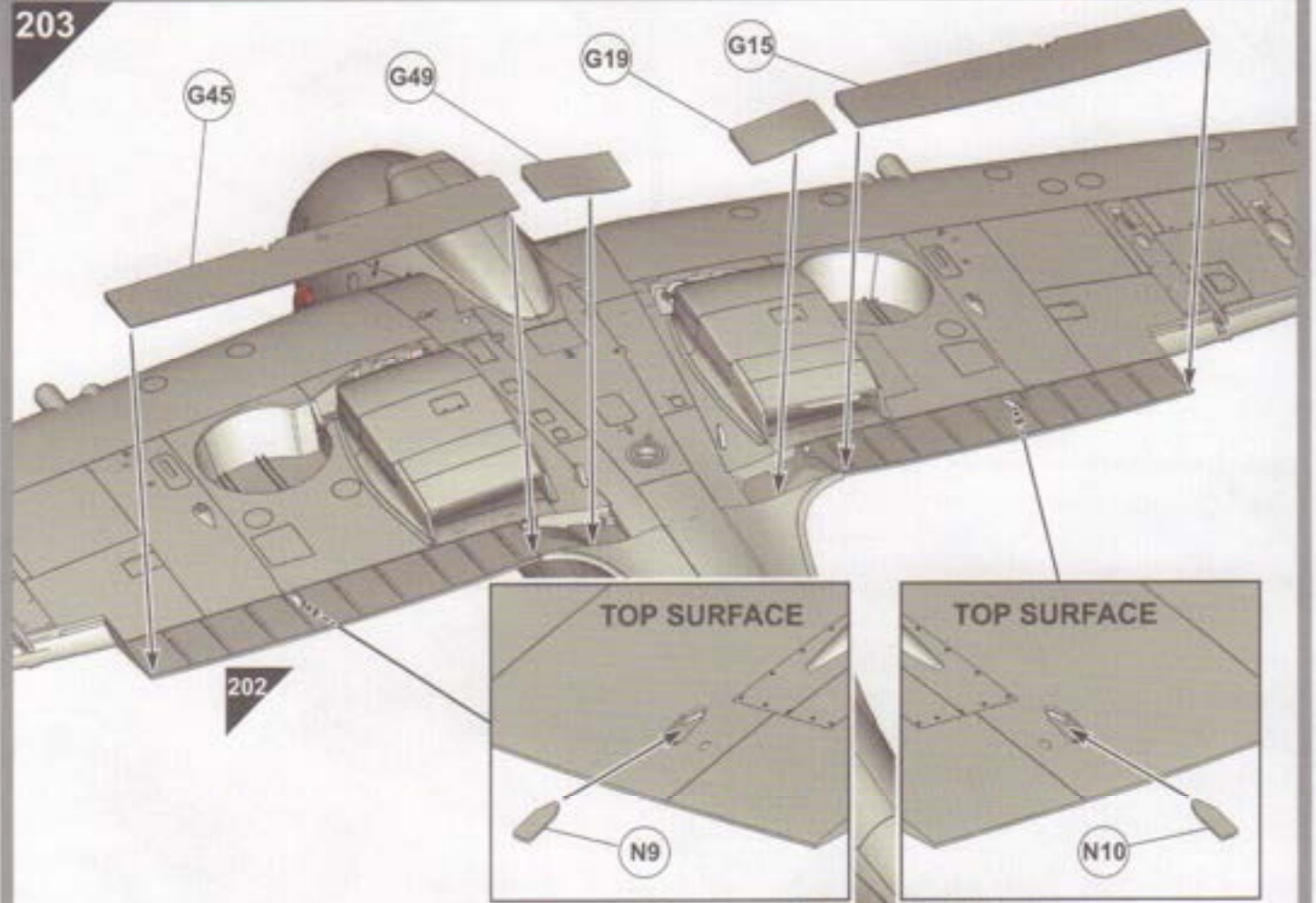
B C





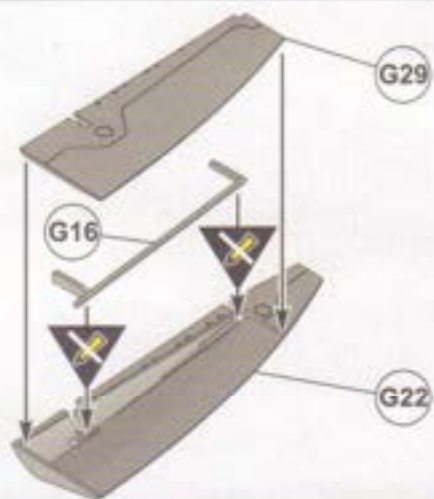




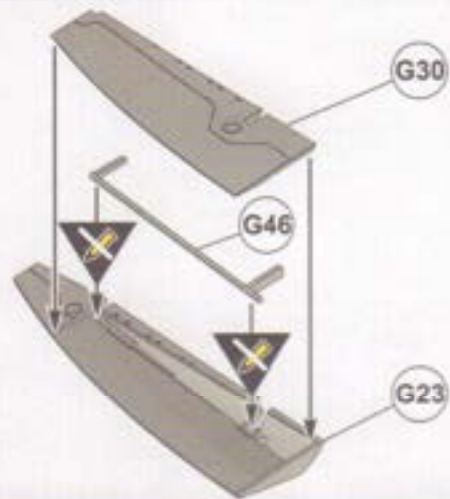




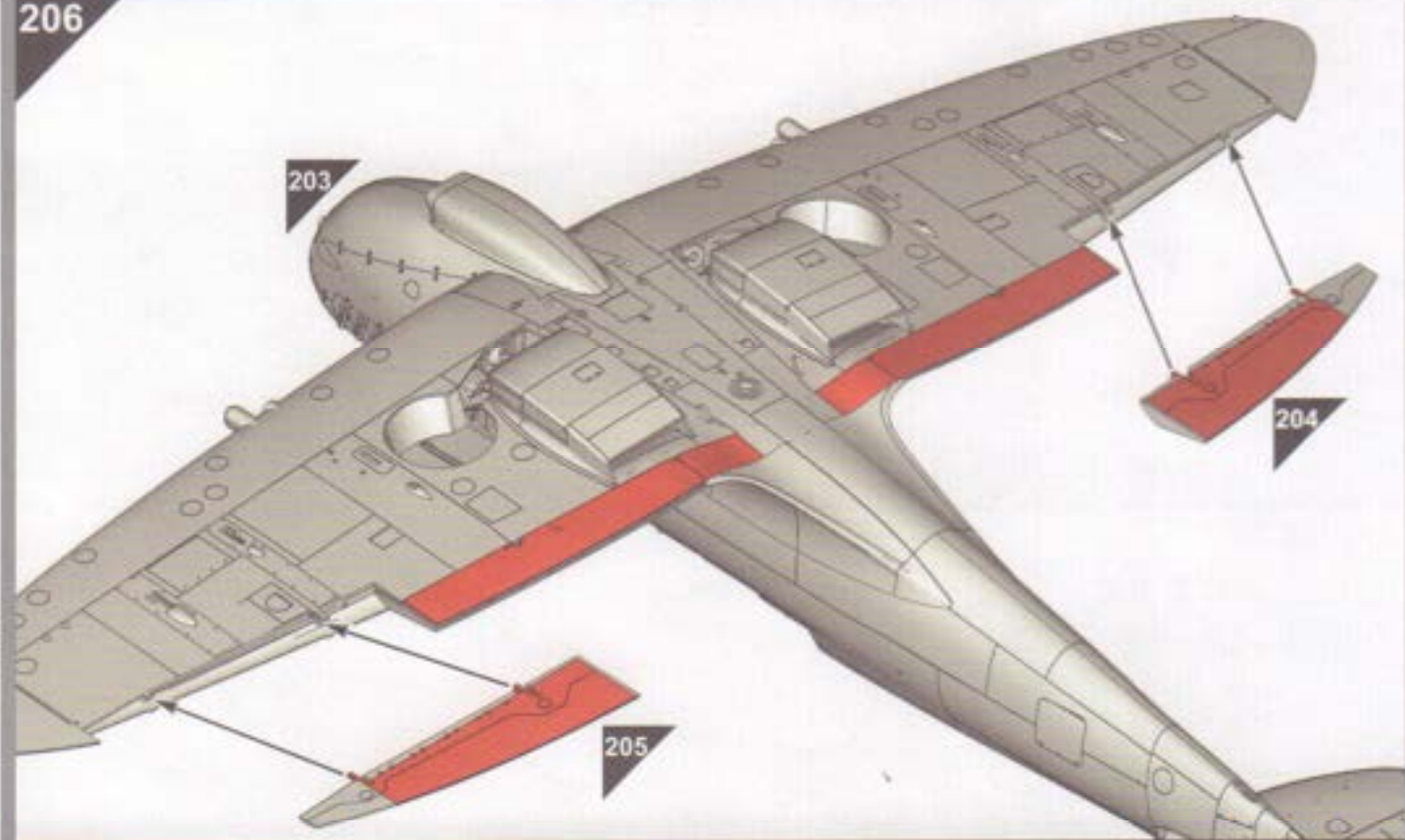
204



205



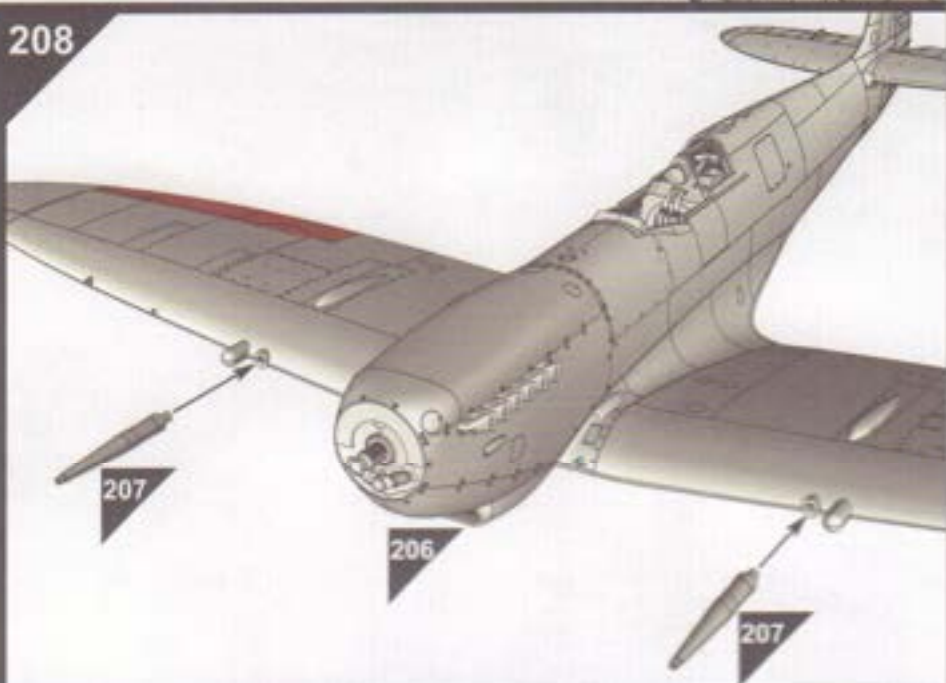
206



207



208

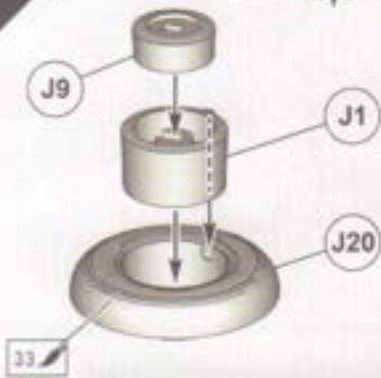




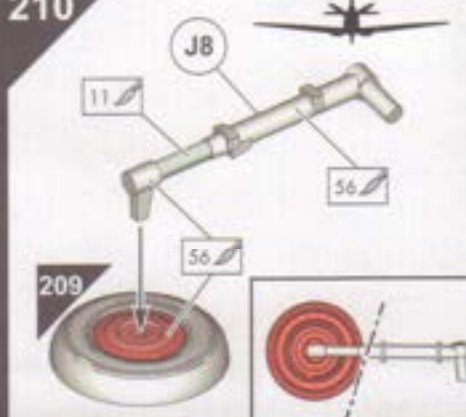


**Note:** If building this model with the undercarriage **UP**, follow steps 209 to 216 below on page 39 and miss out steps 217 to 230 on pages 40 & 41. If building this model with the undercarriage **DOWN**, miss out steps 209 to 216 below on page 39 and go to step 217 on page 40.

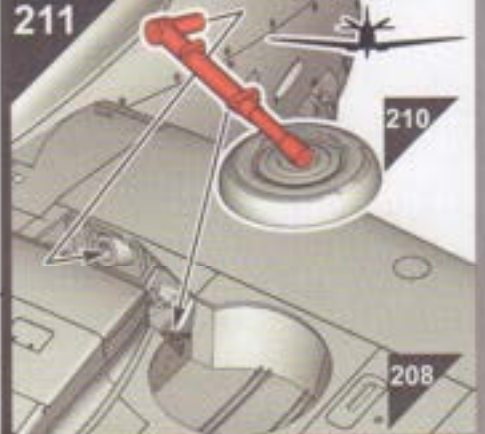
209



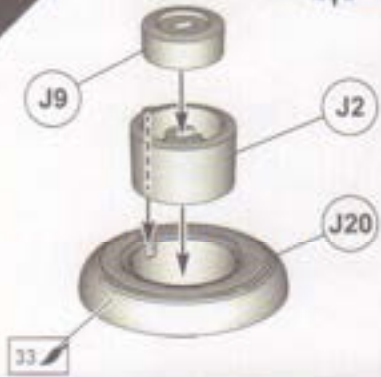
210



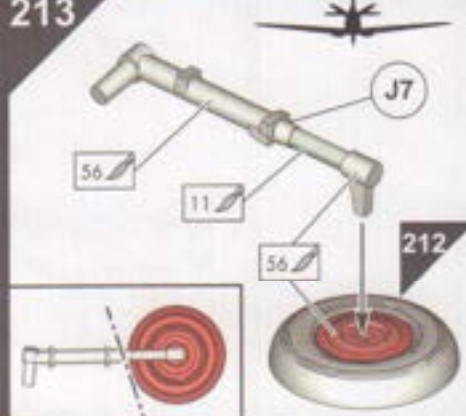
211



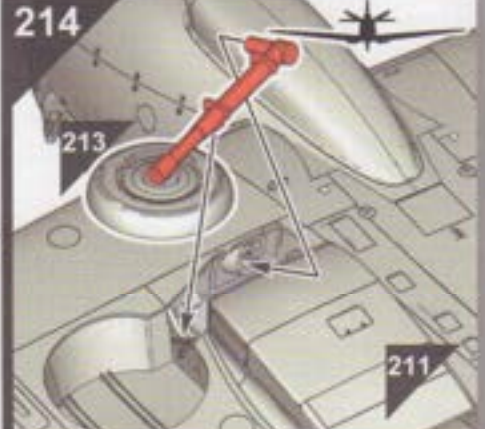
212



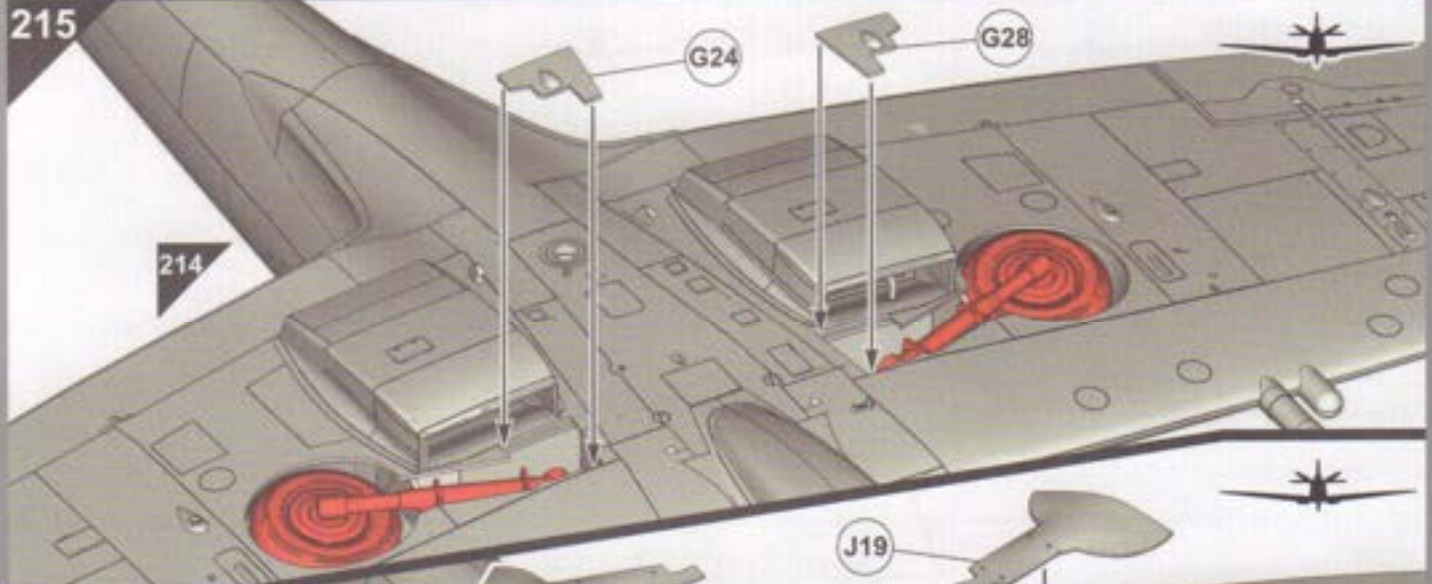
213



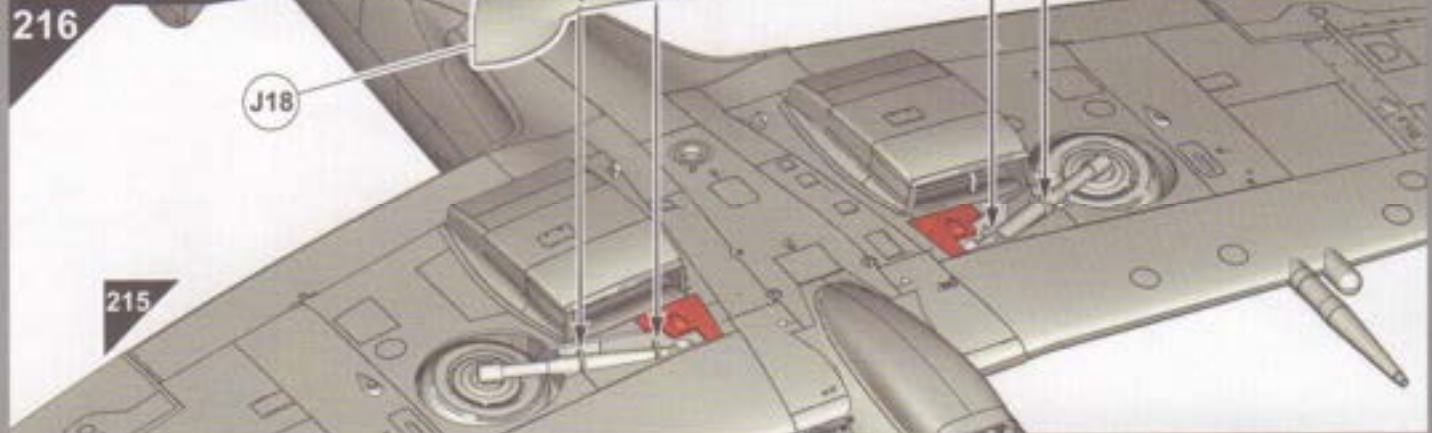
214



215



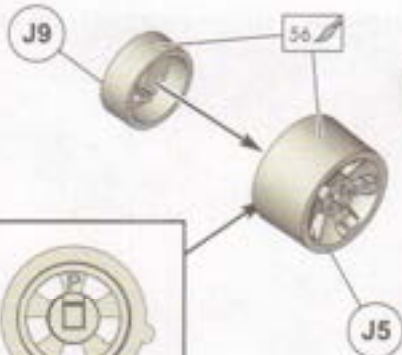
216



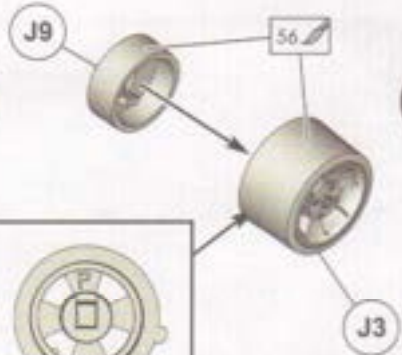


217

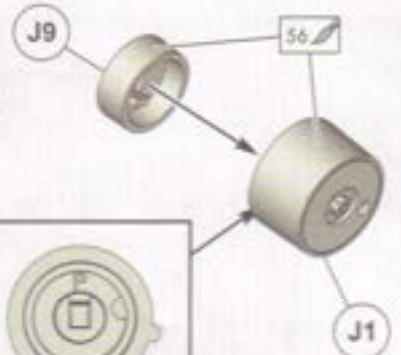
A E



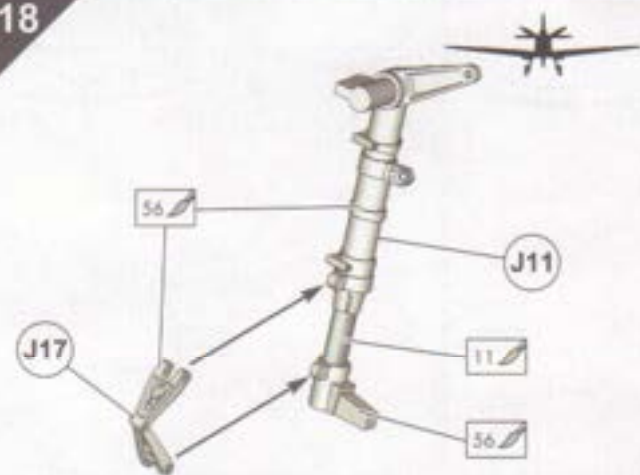
B C



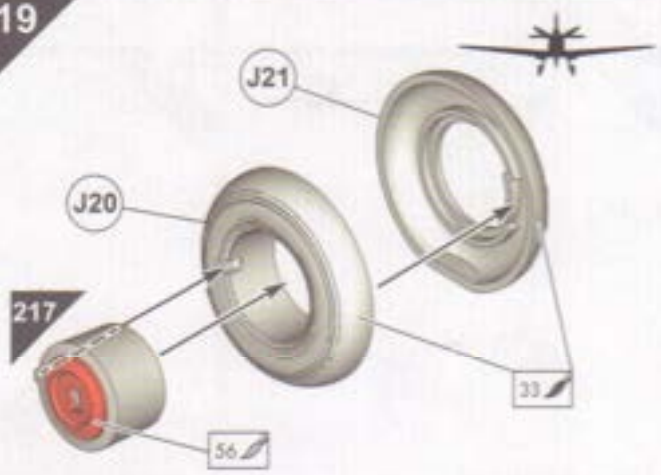
D



218

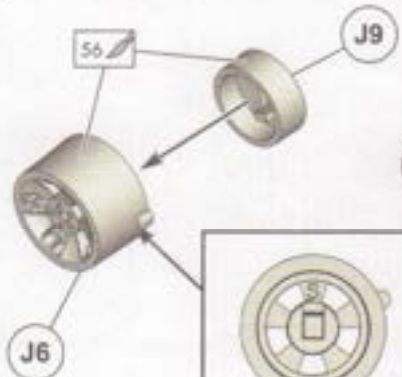


219

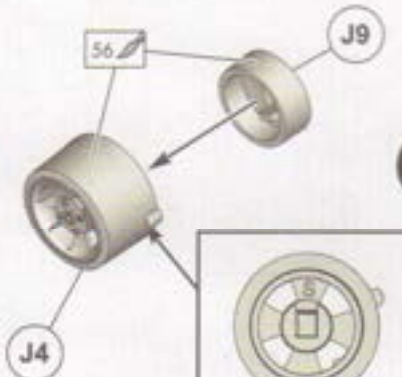


220

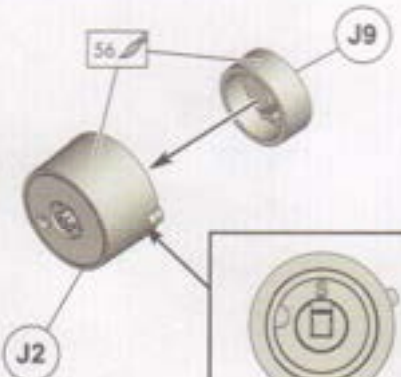
A E



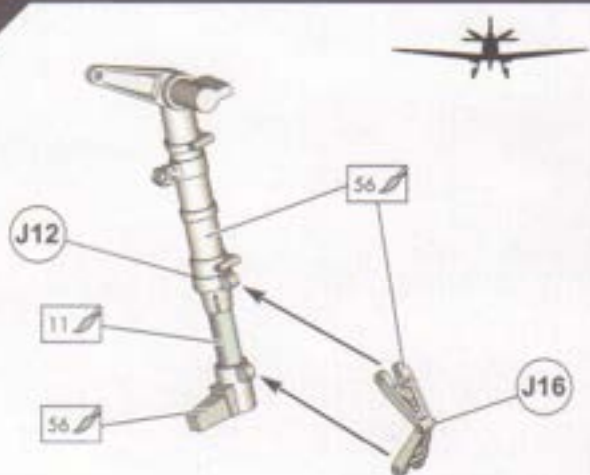
B C



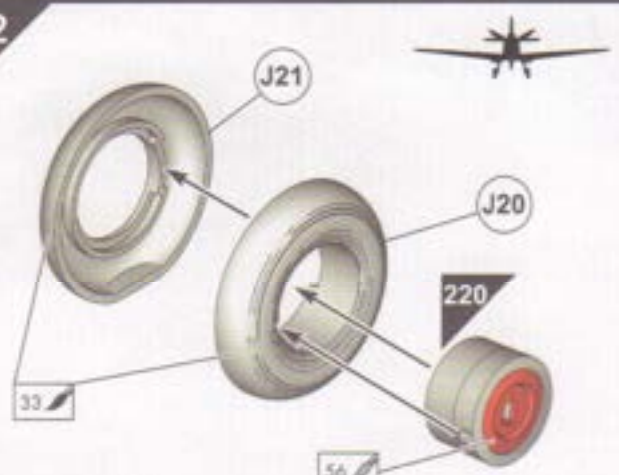
D



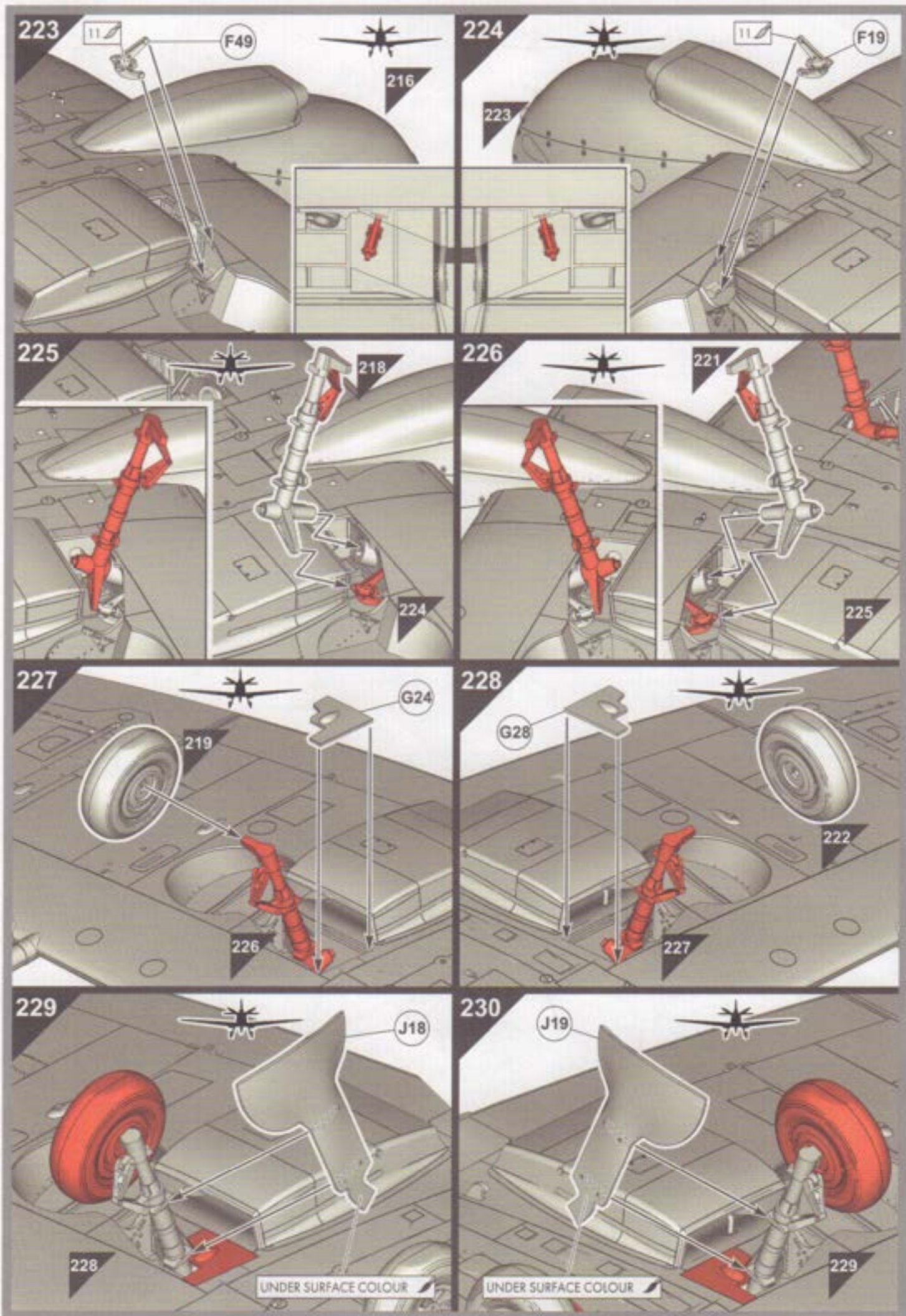
221



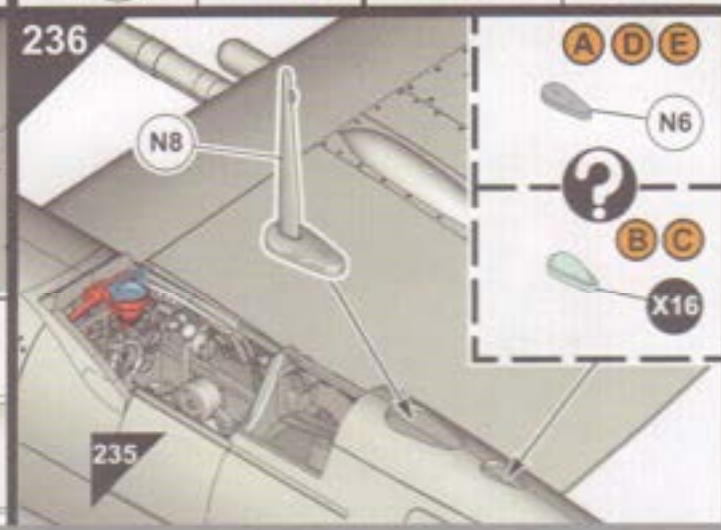
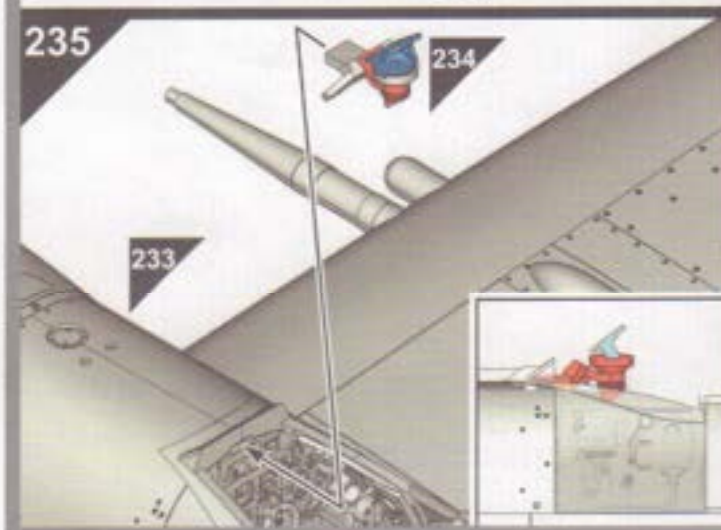
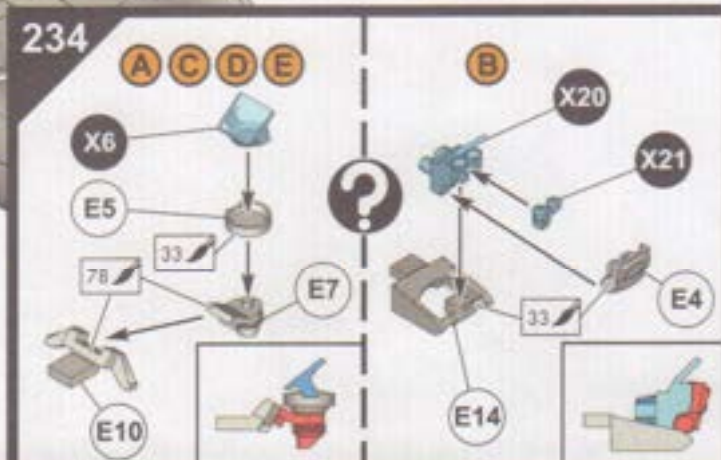
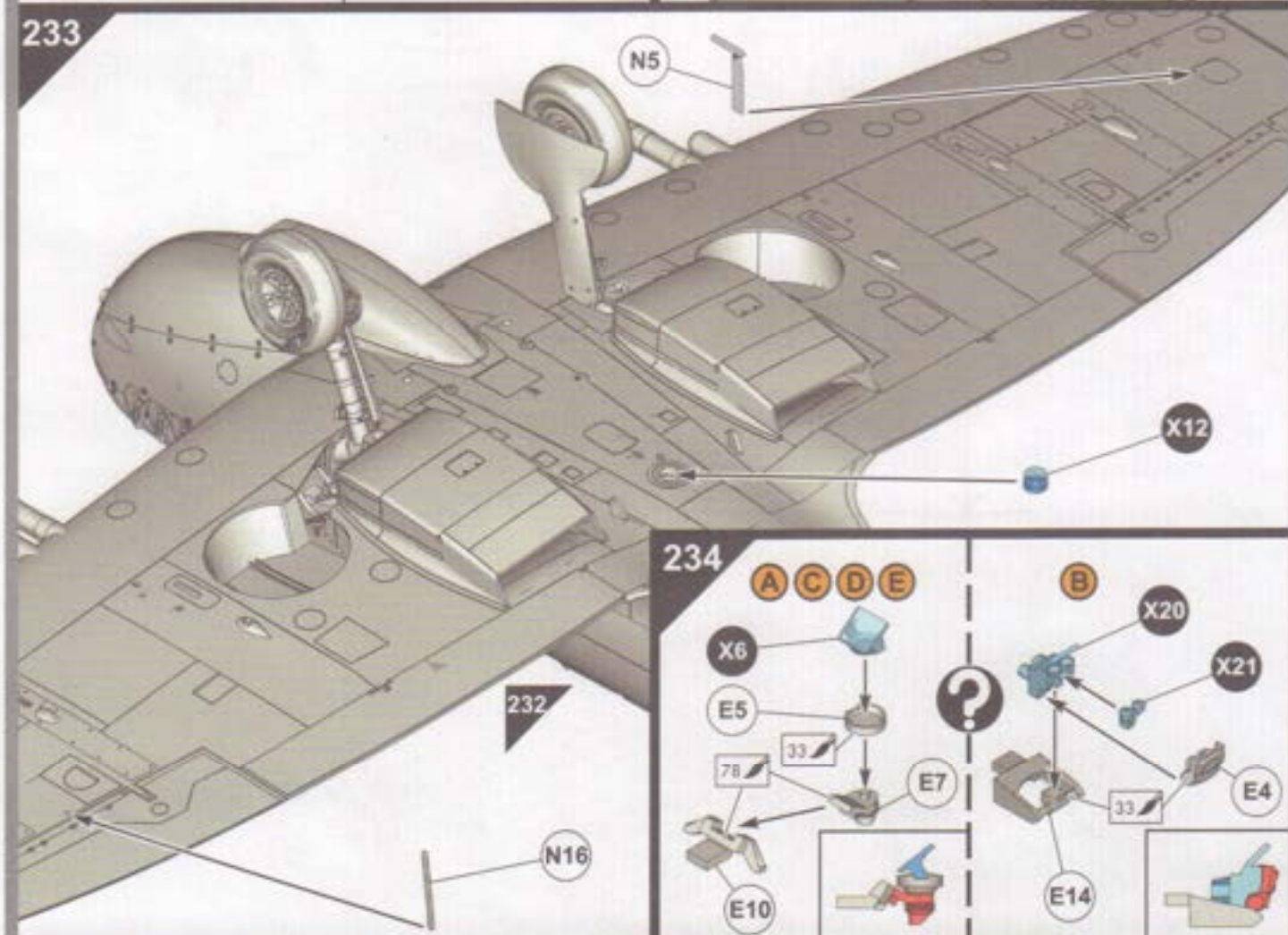
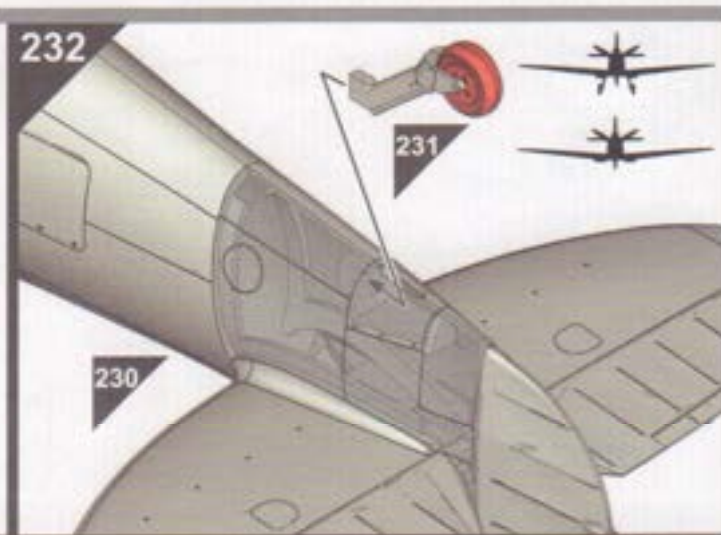
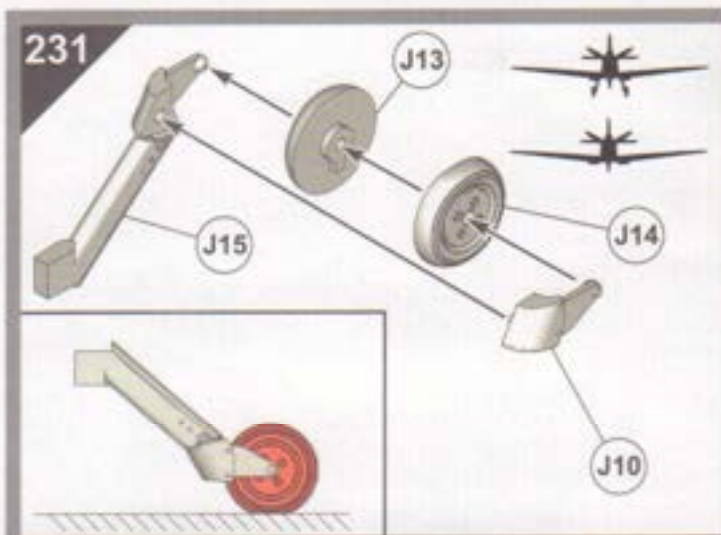
222



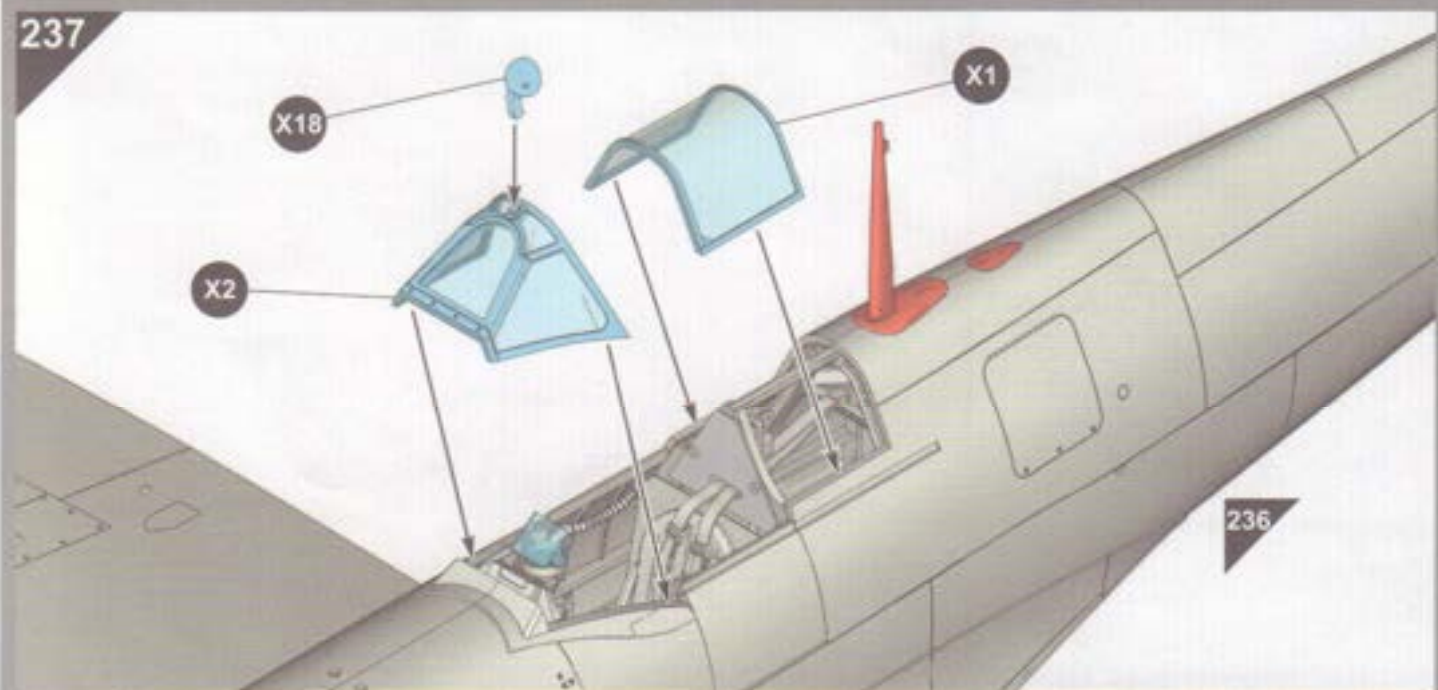




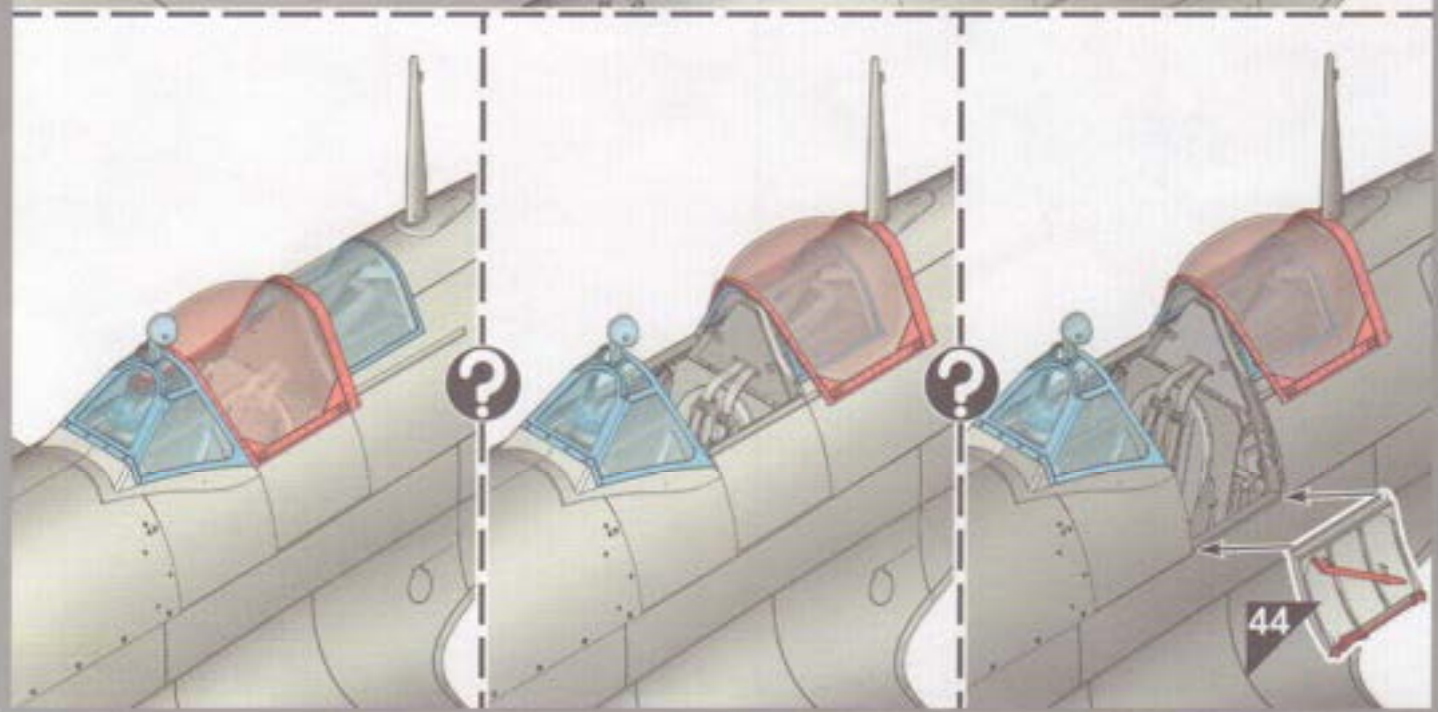
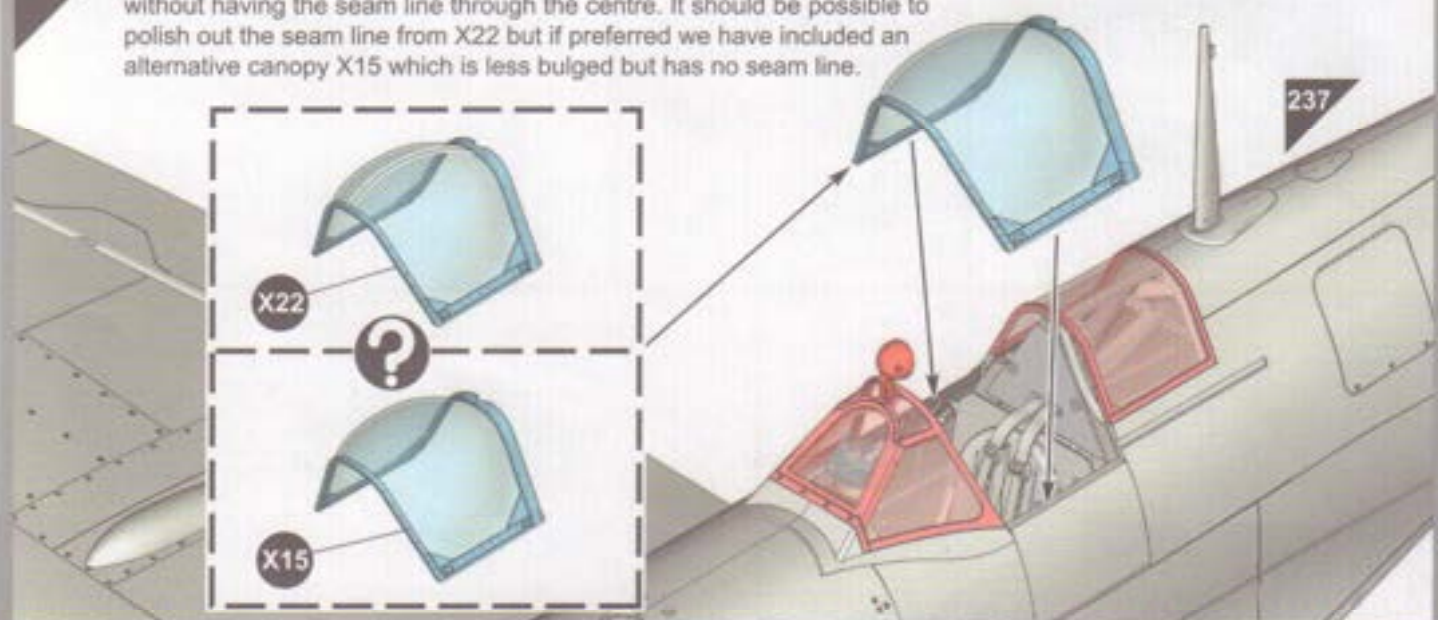






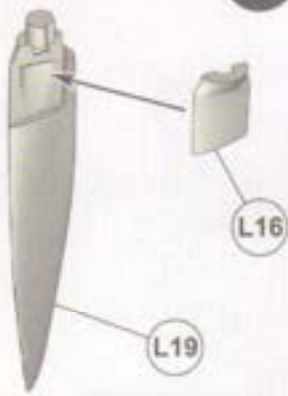


**Note:** It is not possible to make the true bulged shape of the Spitfire canopy without having the seam line through the centre. It should be possible to polish out the seam line from X22 but if preferred we have included an alternative canopy X15 which is less bulged but has no seam line.

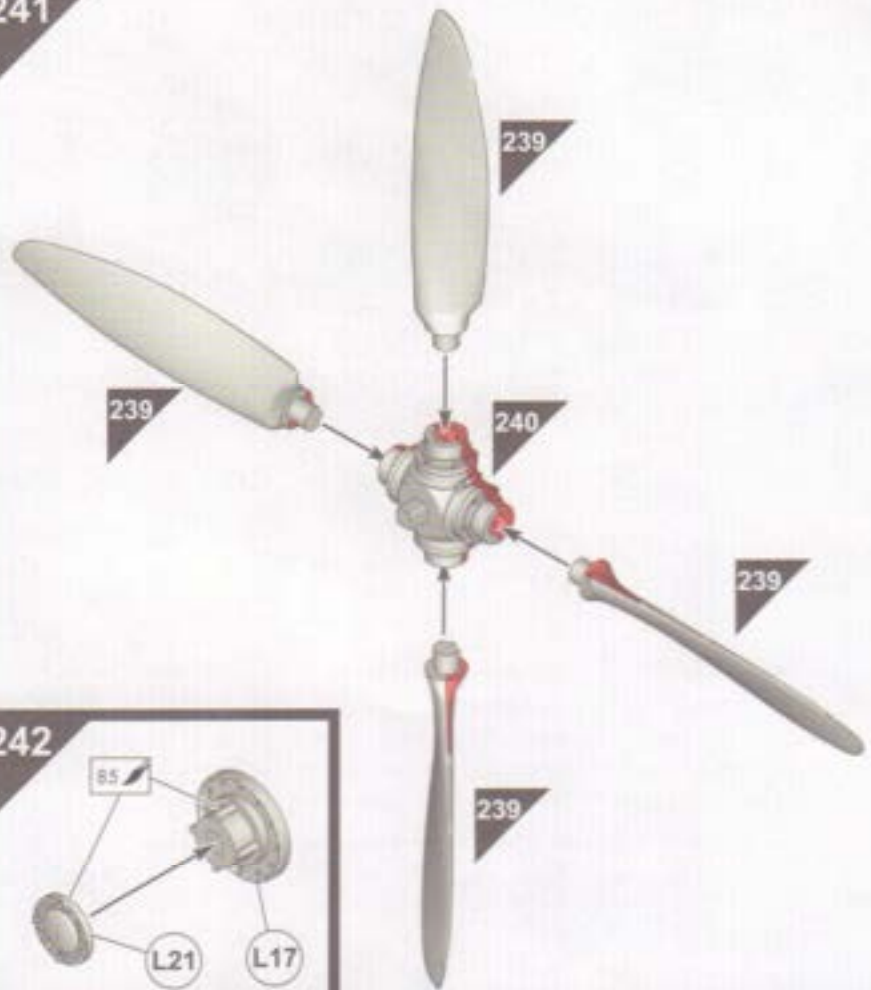




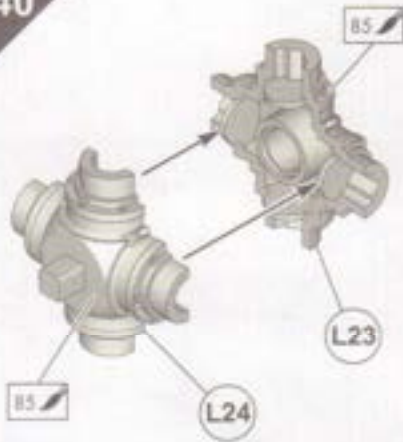
239



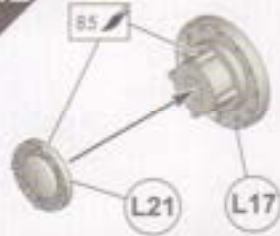
241



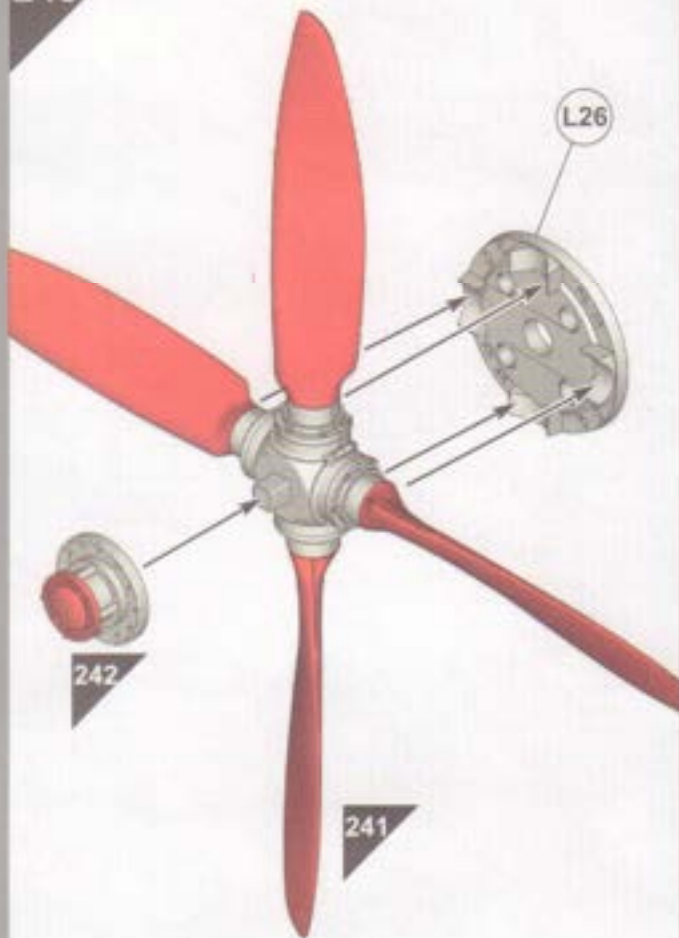
240



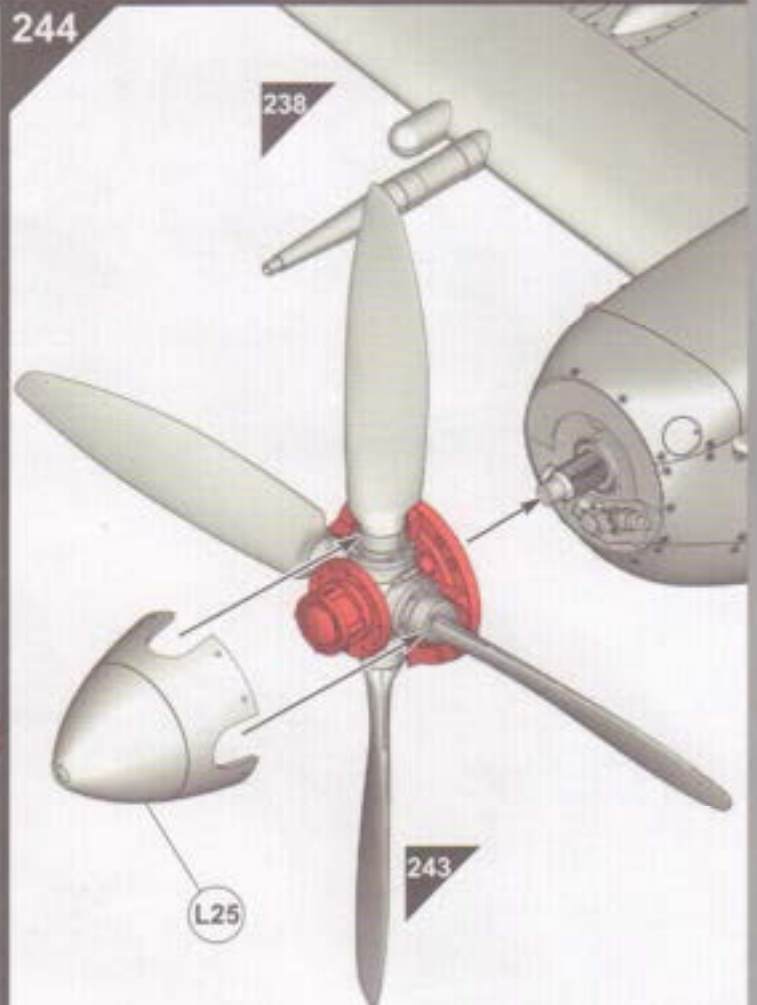
242



243



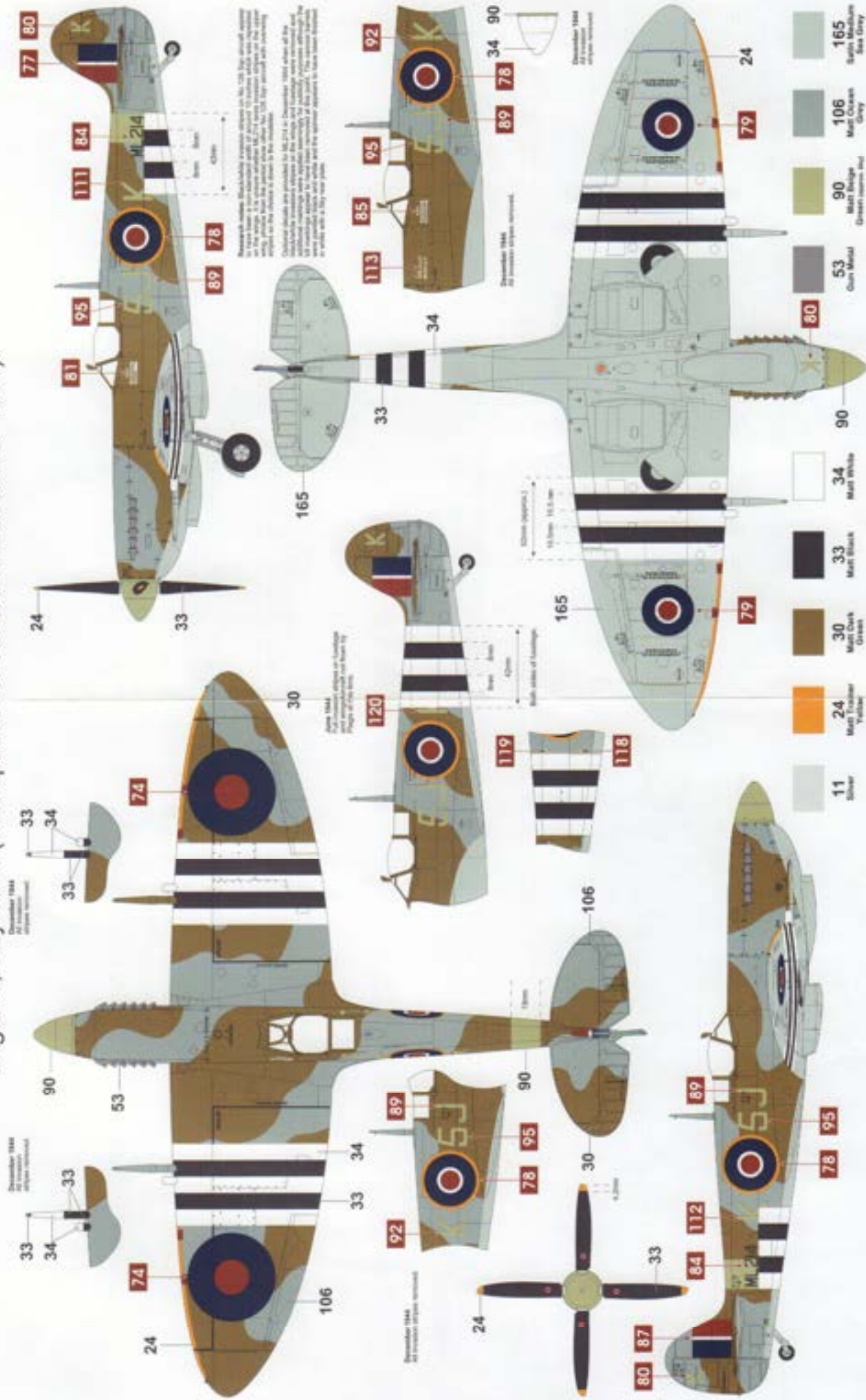
244





# A Supermarine Spitfire Mk.IXc

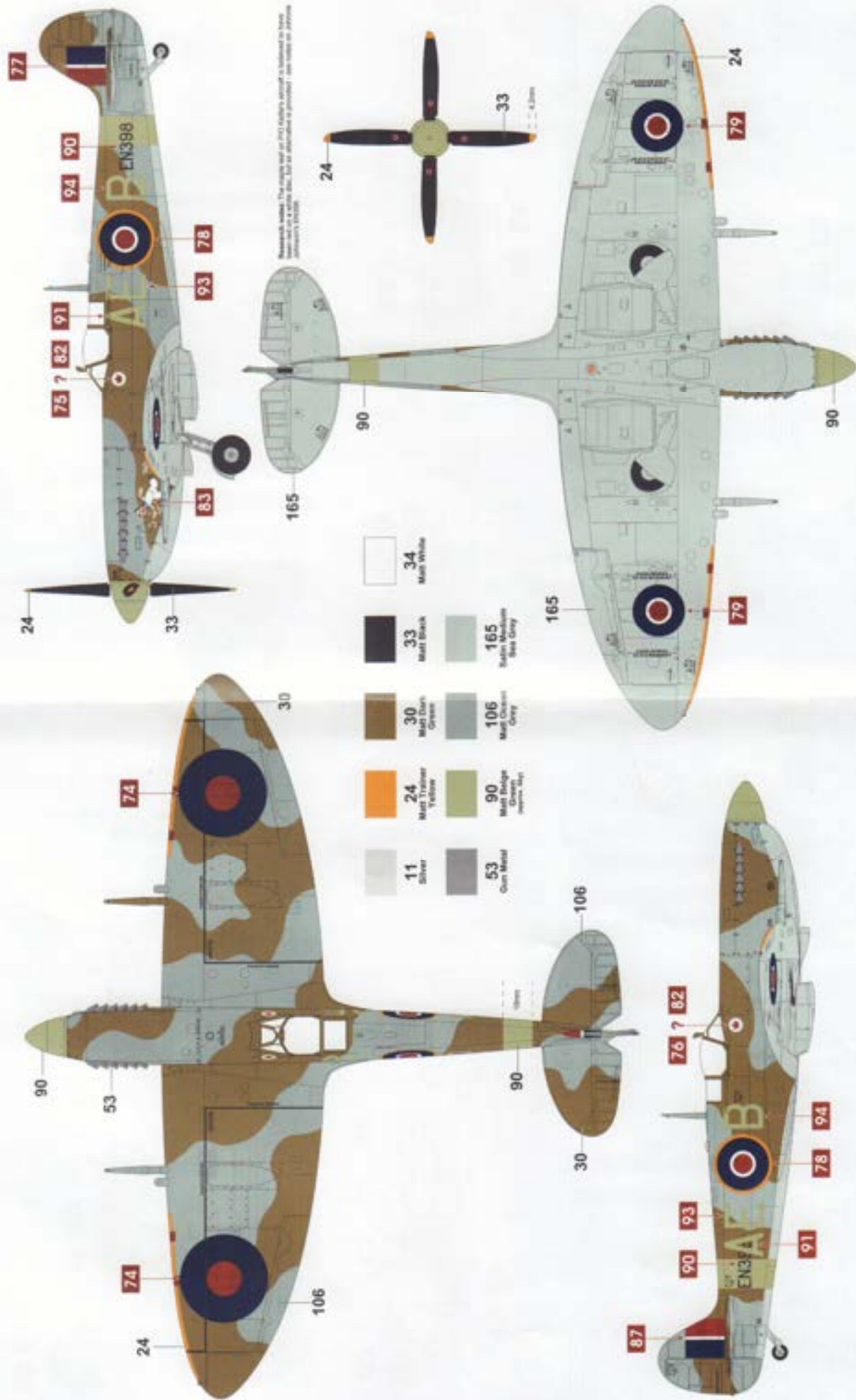
ML214 flown by Squadron Leader Johnny Plagis, No.126 (Persian Gulf) Squadron, Royal Air Force Harrowbeer, Devon, England, July 1944 (with options for June and December 1944).





## Supermarine Spitfire Mk.IXc

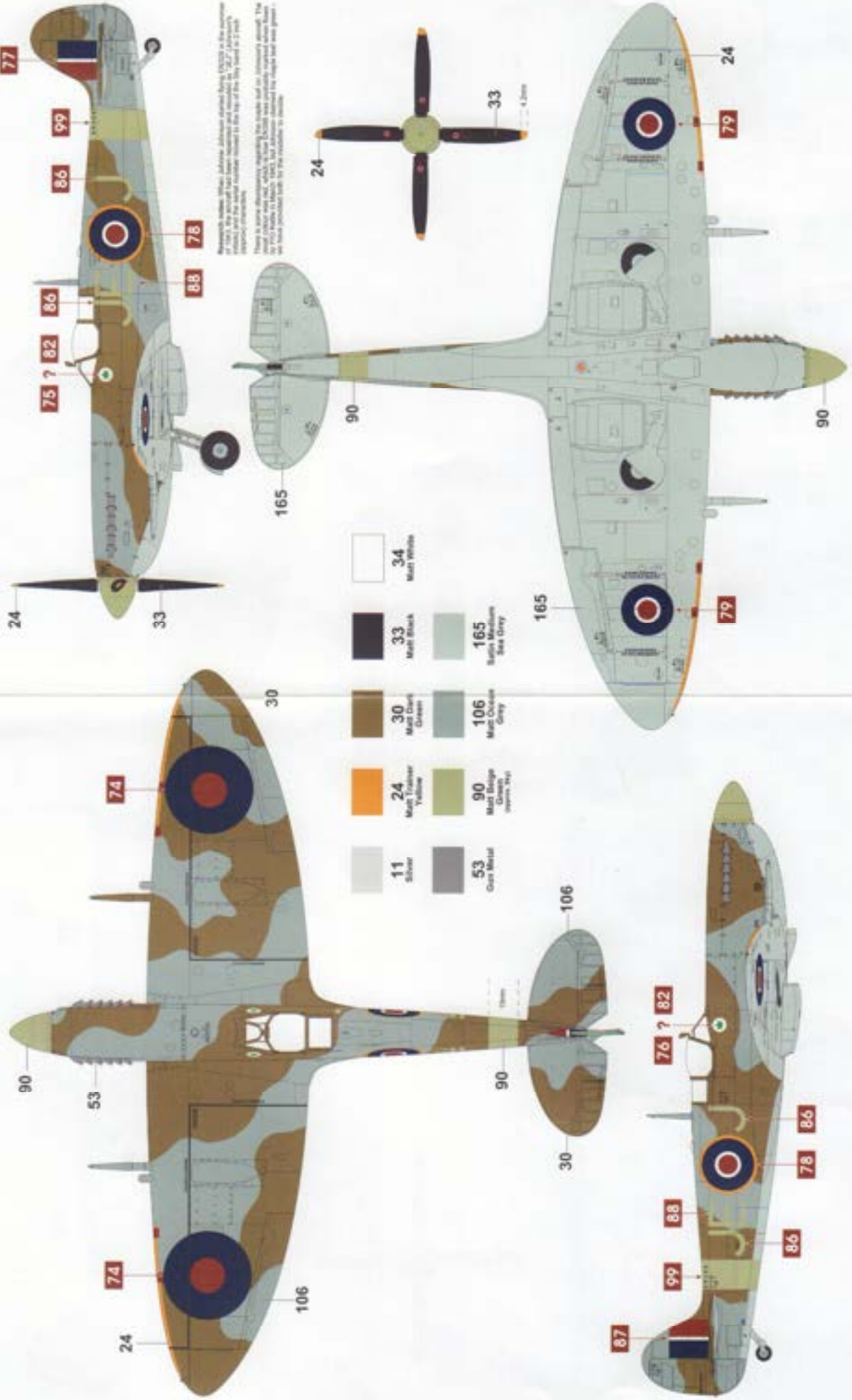
EN398 flown by Flight Lieutenant Ian Keltie, No. 402 Squadron "City of Winnipeg", Royal Air Force Kenley, Surrey, England, March 1943.





# © Supermarine Spitfire Mk.IXc

EN398 flown by Wing Commander James Edgar "Johnnie" Johnson, No. 402 Squadron "City of Winnipeg", Royal Air Force Kenley, Surrey, England, Summer, 1943.



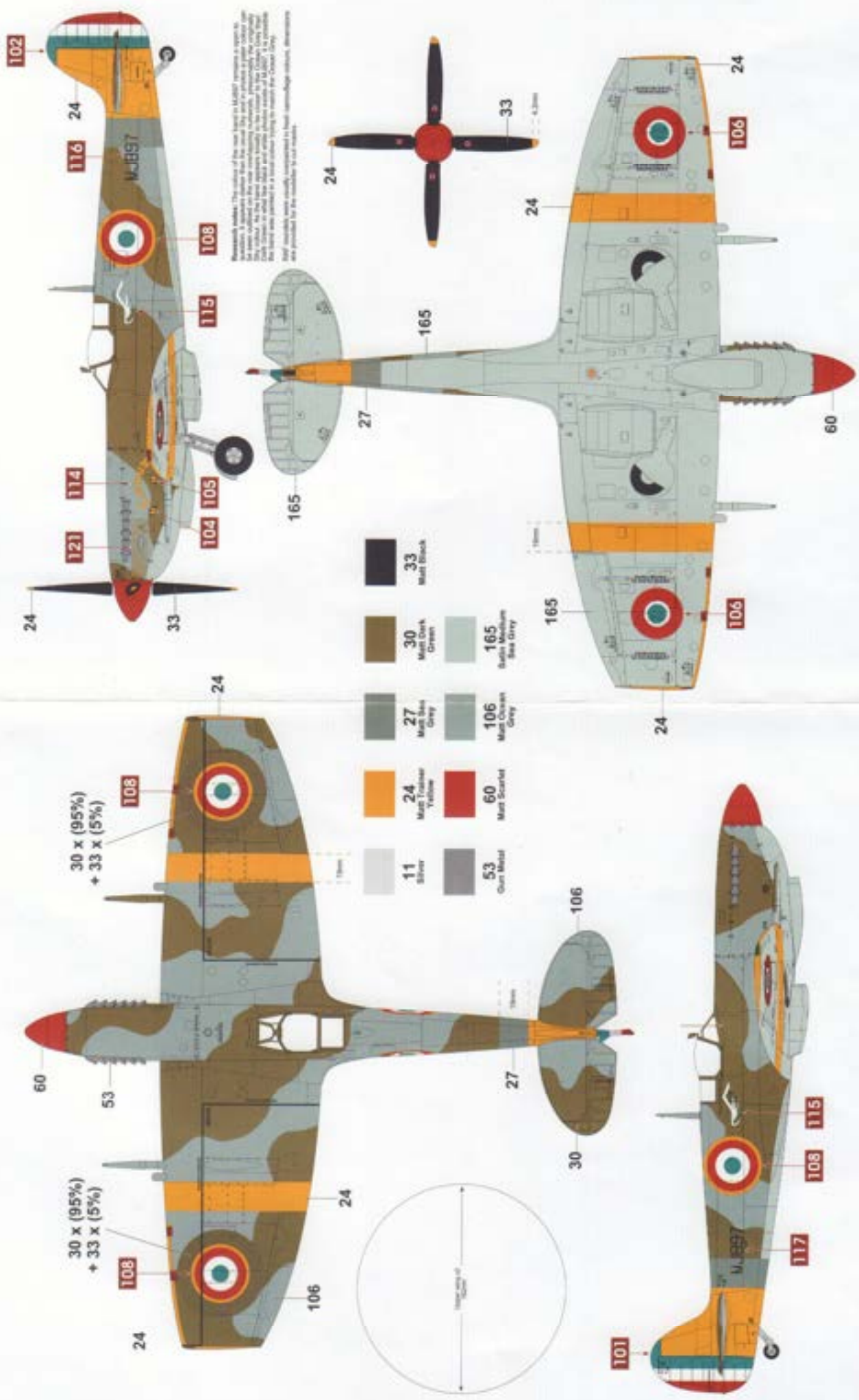






# Supermarine Spitfire Mk.IXc

GR 2/33 "Savoie", Armée de l'Air, Luxeuil-les-Bains, France, early 1945.



Please note: The color of the nose band is H4997. However, in order to be accurate, it is recommended that the nose band is painted in a color that is as close as possible to the color of the nose band of the original aircraft. The color of the nose band is H4997. The color of the nose band is H4997. The color of the nose band is H4997.

- 11 Silver
- 24 Matt Titanium Yellow
- 27 Matt Blue Grey
- 30 Matt Dark Green
- 33 Matt Black
- 53 Gun Metal
- 60 Matt Scarlet
- 106 Matt Ocean Grey
- 165 Matt Medium Sea Grey



# ABCDE Supermarine Spitfire Mk.IXc

Location of common stencil data.

