



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 monoplan 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 défendu 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. Élégant et gracieux, 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.

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.

The first 100 Spitfire Mk.IX fighters were actually Mk.Vc airframes adopted 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 post 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 21,000ft (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 défié 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 éclipsa même le Mk.V en nombre d'unités produites. Le 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

**HORNBY
HOBBIES**

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.

UK
CA

DE

Zumindest in der Welt der Luftfahrt von Großbritannien gibt es sicherlich kein anderes Flugzeug, das dem legendären Ruf der Supermarine Spitfire nahekommt, 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 Fliegen der Royal Air Force verloren gegen die damals als unüberwindlich betrachtete deutsche Luftwaffe kämpften. Ihre formvollendete Eleganz verbarg ihre Funktion, dass nämlich die Spitfire ein tödbringendes 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 Übergangsvariante handelt. Als nämlich im August 1941 die Luftwaffe mit ihrem neuen Jäger Focke Wulf 190 an der Westfront auftauchte, 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 Gang. Bis zur Herstellung der Mk.VII war aber noch einiges zu erledigen, vor allem die Vorbereitung der Werkzeugvorrichtungen in den Produktionsstätten. Eine Übergangslösung war aber eine praktisch machbare Möglichkeit. Eine entscheidende Verbesserung der Spitfire bot der Einsatz einer leistungsstarken neuen Version des Rolls Royce Merlin-Motors. Dafür 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 los primeros aparatos en servicio.

La variante Spitfire Mk.IX fue, posiblemente, la más importante del Spitfire en todo su período de 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 ‘Pájaro cornicero’ 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; fortuitamente, se encontró una solución temporal. Una de las principales características del nuevo Spitfire fue el uso de una nueva versión de elevado potencial 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

Fins det i flygvärlden något flygplan som ens kan komma i näheten av den ikonstatus som Supermarine Spitfire har? Ett flyg som är lika starkt idag som det var under andra världskriget. Spitfire var ett modernt attackflygplan med eskekt vingar som föll för första gången vid Eastleigh Aerodrome den 5 mars 1936, och fick sitt legendariska namn under Slaget om Storbritannien där piloterna i det brittiska flygvapnet med jätte styr mot det numerär överlägsna Luftwaffen och blev en hoppets ledstjärna för en nation under dess mörkaste tid. Med eleganta och graciösa linjer dockade Spitfires utseende faktum att det var ett dödligt attackflygplan som var så anpassningsbart att det genast kunde 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.

Varieteten 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 dess effektiva krigsmekanik, och nödtagning behövde göras. En större uppgradering av Spitfire var på väg, men Mk.VIII var fortfarande inte redo då fabrikerna behövde ändra sina maskin- och verktygsinrättningar för det nya flygplanet, så en tillfällig lösning hittades. En av de främsta förbättringarna i det nya Spitfire-flygplanet skulle vara ett en kraftfull ny version av Rolls Royce Merlin-motor anträdes, och det föreslogs att denna motor istället monterades i en Spitfire Mk.V-flygplanskropp för en vilkommen prestandoförbättring.

Die ersten hundert Spitfire Mk.IX Jäger bestanden tatsächlich aus Flugwerken der Mk.V, die zur Aufnahme des neuen, mit einem zweistufigen Zweitakt-Lader vorverdichteten Merlin 61-Motors entsprechend angepasst werden waren. Mit dieser Kombination gelang der Bau eines perfekten Jagdflugzeugs, das im Kampf mit der FW190 wie auch der neuesten Variante „F“ des Messerschmitt Bf 109 mehr als erfolgreiche Gegenwehr bieten konnte. Diese neue Spitfire wurde als so erfolgreich erachtet, dass sie die ca. zweihundert 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 Herstellungsbilanz dieser Variante erhielten Geschwader der RAF ihre ersten Mk.IX Spitfires ab Juli 1942. Diese so bekannt gewordene Aufführung der Spitfire wurde sogar nach der als „D-Day“ bekannt gewordene 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 dieses als Neinagel konzipierte Jagdflugzeug schließlich zu einem echten Luftfahrtklassiker.

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 aviones 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 convirtió en la segunda variante de mayor producción en todo su historial y, si incluimos los aviones con motor Packard Merlin 266 construidos bajo licencia (Spitfire Mk.XVI), incluso eclipsó Mk.V en cifras de producción. Con nuevas mejoras en el motor durante la vida en producción de esta variante, los primeros Spitfires Mk.IX llegaron a los escuadrones de la RAF en julio de 1942, y este famoso modelo se mantuvo en servicio después del Día D e incluso en la postguerra. La principal variante del Spitfire con motor Merlin, en 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

Längd: 9,47 m

Ammunition: 2 colosso 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 stridsflygplan som utan problem kunde utmana både FW190 och den senaste F-varianten av Messerschmitt Bf 109. Den nya Spitfire-versioken ansågs faktiskt så lyckad att den blev den näst mest producerade varianten i hela produktionen av Spitfire-flygplan, och em vi inkluderar de flygplan som drevs med licenbyggda Packard Merlin 266-motorerna (Spitfire Mk.XVI) så övergick den över Mk.V i produktionsantal. Flesta förbättringar av motor utfördes under varianteens produktionsliv, och de första Spitfire Mk.IX tog till i RAF:s skvadroner från juli 1942. Den här berömda varianten av Spitfire var dock i tjänst långt innan Dagen D och fortsatte användas bort i i efterkrigstiden. Det var den sista Spitfire-varianten som drevs av en Merlin-motor, men den här ”nödlösningen“ blev faktiskt något av en flyghistorisk klassiker!

Specifikation:

Maximal hastighet: 650 km/h vid 6 400 m

Räckvidd: 400 km

Spannvidd: 11,23 m

Längd: 9,47 m

Besättning: 2 x 20 mm Hispano-autometmekanoner 4 x 7,7 mm Browning-kulsprutor

ASSEMBLY INSTRUCTIONS

EN Study drawings and practise assembly before commencing parts together. Carefully scrape paint from cementing surfaces. All parts are numbered. Paint small parts before assembly. To apply decal cut sheet as required; dip in warm water for a few seconds, slide off backing into position shown. Use in conjunction with box artwork. Not appropriate for children under 36 months of age, due to the presence of small detachable parts.

FR Étudier attentivement les dessins et répéter l'assemblage avant de coller les pièces. Gratter soigneusement toute peinture sur les surfaces à coller. Toutes les pièces sont numérotées. Peindre les petites pièces avant l'assemblage. Pour coller les décalcomanies, découper le motif, le plonger quelques secondes dans de l'eau chaude puis le poser à l'endroit indiqué en décollant le support papier. Utiliser conjointement avec les illustrations sur la boîte. Ne convient pas aux enfants de moins de 36 mois - présence de petits éléments détachables.

DE Vor dem Zusammenkleben der Teile die Zeichnungen sorgfältig ansehen und die zu verklebenden Teile zur Vermeidung möglicher Fehler vorsichtigweise zusammenfügen. Dann an den Klebeflächen vorhandene Farbschichtungen vor dem Zusammenkleben vorsichtig abziehen. Alle Bestandteile sind mit Nummern versehen. Kleine Teile vor dem Zusammenkleben bemalen. Alzutheilen wie gewünscht ausschneiden. Vor dem Anbringen einige Sekunden in warmes Wasser tauchen und dann vom Trägerpapier in ihre vorgezeichnete Position schließen. Dabei die Abbildungen auf der Schachtel beachten. Nicht für Kinder unter 36 Monaten geeignet, da abnehmbare bzw. lose angebrachte Komplexe enthalten sind.

ES Estudiar los dibujos y practicar el montaje antes de pegar las piezas. Raspar cuidadosamente la pintura de las superficies de contacto antes de pegar las piezas. Todas las piezas están numeradas. Es conveniente pintar las piezas pequeñas antes de su montaje. Para aplicar las calcomanías, cortar lo deseado, sumergirlos en agua tibia durante unos segundos y despegarlos a la posición indicada. Utilizar en conjunción con la ilustración de la caja. No es adecuado para niños menores de 36 meses, ya que contiene piezas pequeñas que podrían caerse.

SV Studera ritkema noggrant och sätt ihop delarna innan du immer ihop dem. Skrapa försiktigt bort färg från limmades delar. Alla delarna är numrerade. Mål smådelarna före sammansättningen. Sätt fast dekalerna genom att klippa ur det, doppa i varmt vatten några sekunder och läta bekanten glida på plats som bliven visat. Använd enkla sättsättningarna på kartongen. Recomenderas ej för barn under 3 år. Innehåller löstagbara smäckor.

NL Teekeningen bestuderen en delen in elkaar zetten voordien datje te lijmen. Laat voorzichtig van lichaamstaakjes afschrapen. Alle delen zijn genummerd. Kleine delen vóór montage verven. Voor samenvoeging van stickers, gesnijde stickers uit het vel knippen, een paar seconden in warm water dompelen en dan van het schuifvlak af op oefgewijze plekje schuiven. Hierbij afdwinging op doos raadplegen. Niet geschikt voor kinderen onder 3 jaar, omdat kleine delen gemakkelijk kunnen losraken.

PO Przed przyłączeniem do siebie przedstawić wszystkie rysunki i przewidzieć składanie części. Odmalować wszystkie wskazane powierzchnie farby. Wszystkie części są oznaczone numerem. Dainter części pomalować przed ich zklejeniem. Czerni przedstawienia naklejek wykonać z arkusza, zanurzyć na kilka sekund w gorącą wodę i zacząć z pastylką na wymaganym miejscu. Używać w położeniu za pomocą na pasku. W związku z obecnością wielu drobnego, rozszczepionego części, nieodpowiednie dla dzieci poniżej 3 lat.

IT Studiare i disegni ed eseguire il montaggio i vari pezzi prima di fissarli con la colla. Raschiare con cura le tracce di vernice dalle superfici da incollare. Tutti i pezzi sono numerati. Verniciare i pezzi di piccole dimensioni prima di incollarli. Per applicare le decalcomanie, tagliare il foglio nel modo richiesto, immergere in acqua calda per alcuni secondi, quindi staccare la decalcomania dalla carta di supporto e posizionarla nel punto desiderato. Usare la decalcomania come indicato nell'illustrazione riportata sulla confezione. Non adatto a bambini di età inferiore a 36 mesi per la presenza di componenti di piccole dimensioni che potrebbero staccarsi.

PT Estudar atentamente os desenhos e experimentar a montagem. Raspar cuidadosamente as superfícies de modo a eliminar pintura antes de colar. Todas as peças estão numeradas. Pintar as pequenas peças antes da colagem. Para aplicar as decalcomanias, cortar as folhas e mergulhar em água morna por alguns segundos, depois descolar e aplicar no respetivo lugar, como indicado nas ilustrações na caixa. Não convém a uma criança de menos de 36 meses devido à presença de pequenos elementos descoláveis.

EL Αποτρέψτε προσδοκήτα τη σύβια και προσδοκούμενη γηρά στην επίφυλη με την καρδιά σας. Τα παιχνίδια δεν είναι απόλυτα ασφαλή. Χρησιμοποιήστε την πρώτη καρδιά σας στην προσδοκούμενη γηρά να καλύψετε τη γαλακτώδη γηρά στην προσδοκούμενη γηρά. Εάν το καλύψετε με γαλακτώδη γηρά στην προσδοκούμενη γηρά, θα πάρετε περισσότερη γηρά από την προσδοκούμενη γηρά στην προσδοκούμενη γηρά. Αντίστοιχα, όταν το καλύψετε με γαλακτώδη γηρά στην προσδοκούμενη γηρά, θα πάρετε περισσότερη γηρά από την προσδοκούμενη γηρά στην προσδοκούμενη γηρά.

FI Tähdellä pikkulastikkoja ja hoidattaa kohonnan, ennen kuin liimataan. Poista huolellisesti maalin kaikista limmataan varten. Kaikki osat ovat numeroitu. Maalaa pienet osat ennen liittämistä. Käytä pieniä värityökaluja ja liimaa niiden varten. Liimataan vähintään kolme minuuttia. Vaikeasti erottuvat osat pitävätkin vähintään kolme minuuttia. Älä käytä värityökaluja, jos se ei ole vähintään kolme minuuttia. Älä käytä värityökaluja, jos se ei ole vähintään kolme minuuttia.

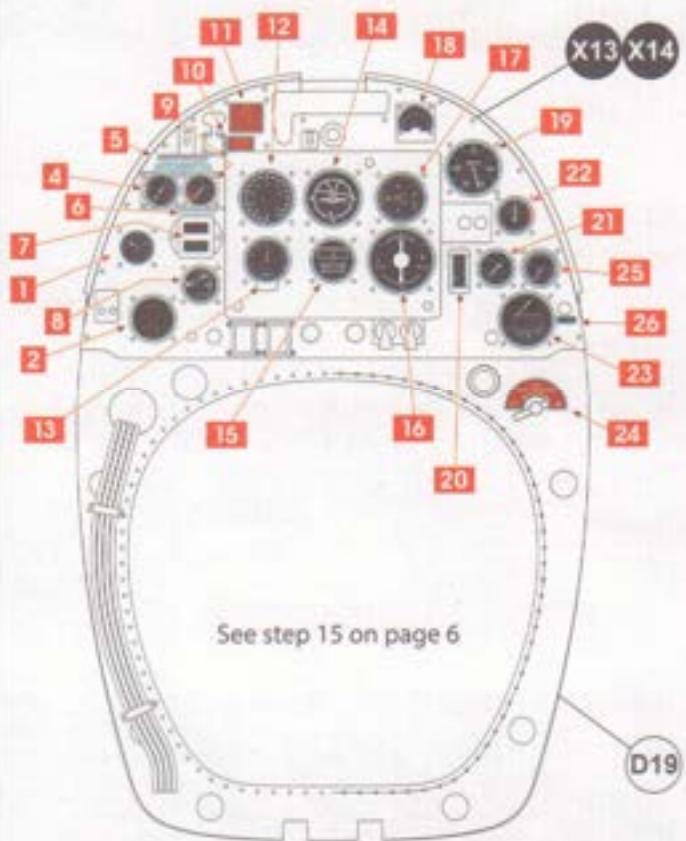
DA Studér tegningerne nede og forsøg at sætte delene sammen. Skrub forsigtigt maskinen af de overflader, der skal klæbes sammen. Alle dele er nummereret. Små dele skal male, før de monteres. Overfladsbillederne påfører ved at klippe dem ud af et ark, som påklistes, dyppe dem i varmt vand i nogle få sekunder, hvorefter underlaget gides af i den viste position. Påfører vedligeholdelsesanvisningerne på etiketten. Ikke egnet til børn under 3 år på grund af tilstedeværelsen af små afslagende dele.

Assembly phase	Cement	Do not cement together!	Indicates final location	Alternative part(s) provided	Repeat Zahl operation
Phase de montage	Coller	Ne pas coller	Indique l'emplacement final.	Aucune pièce(s) fournie(s)	Repéter l'opération
Montagephase	Kleben	Nicht kleben	Zeiligt Endposition	Entfernen Sie möglichst	Vergangene wiederholen
Phase de collage	Pegar	Non coller	Indica la ubicación definitiva	Si indique(s) pièce(s) alternative(s)	Resete la operación
Montagephasen	Laminen	Non coller	Anger summertempsmeddelande	Alternativt del(er) ingår	Upprepa dig först
Phase d'assemblage	Montieren	Keine Klebung	Seda di montaggio finale	Una o più componente alternativa/final	Altijd dezelfde operatie
Montagephasen	Collare	Non incollare	Givent ultérieurement finale	Alternatieve onderdelen mogelijk	De verschillende herhalen
Montagephasen	Kleben	Keine Klebung	Visser endelig placering	Reserve(s) alternatieve(s) leveres	Resette a operação
Montagephasen	Laminen	Keine Klebung	Detaljer placeres spidsen	Valgfrit alternativt del placeres	Maak een herhaal
Montagephasen	Kleben	Keine Klebung	Consejo mejor localización	Direktive om bedst placere	Praktisch optimaal
Montagephasen	Zusammensetzen	Keine Klebung	Vermeiden Sie teilweise Montage	Förslag/gyrta inaktivt/med utnyttjad	Ennovationsplacering
1	A1				
Decals	Decals	Decals	Remove by lifting	Cut	Humbrol part number
Decalcomanies	Decalcomanies	Decalcomanies	Enlever avec une ligne	Decouper	No. pinteuse Humbrol
Abziehbilder	Abziehbilder	Abziehbilder	Afklippe	Schneiden	Humbrol Farbnummer
Decals	Decals	Decals	Entfernen mit einer Linie	Cuts	No. de peinture Humbrol
Decalcomanies	Decalcomanies	Decalcomanies	Entfernen mit einer Linie	Cuts	Humbrol Farbnummer
Sticker	Sticker	Sticker	Entfernen mit einer Linie	Cuts	No. verkaufte Humbrol
Decalcomanies	Decalcomanies	Decalcomanies	Entfernen mit einer Linie	Cuts	Humbrol verkaufte Farbnummer
Sticker	Sticker	Sticker	Entfernen mit einer Linie	Cuts	Humbrol verkaufte Farbnummer
Sticker	Sticker	Sticker	Entfernen mit einer Linie	Cuts	No. färg Humbrol
Sticker	Sticker	Sticker	Entfernen mit einer Linie	Cuts	No. färgverk Humbrol
Sticker	Sticker	Sticker	Entfernen mit einer Linie	Cuts	Humbrol färgverk Humbrol
1	A1				
Decals	Decals	Decals	Remove	Remove	Humbrol part number
Decalcomanies	Decalcomanies	Decalcomanies	Entfernen	Entfernen	No. pinteuse Humbrol
Abziehbilder	Abziehbilder	Abziehbilder	Entfernen	Entfernen	Humbrol Farbnummer
Decals	Decals	Decals	Entfernen	Entfernen	No. verkaufte Humbrol
Decalcomanies	Decalcomanies	Decalcomanies	Entfernen	Entfernen	Humbrol verkaufte Farbnummer
Sticker	Sticker	Sticker	Entfernen	Entfernen	No. färg Humbrol
Sticker	Sticker	Sticker	Entfernen	Entfernen	No. färgverk Humbrol
Sticker	Sticker	Sticker	Entfernen	Entfernen	Humbrol färgverk Humbrol

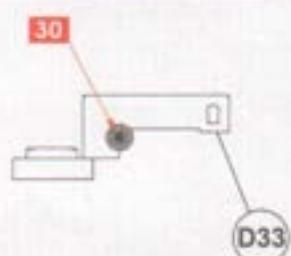


Colour chart showing all of the paint colours specified for this model. Paint reference numbers are for Humbrol products. Note: not all of the colours are required for all of the decal schemes. See decal scheme layouts for individual scheme colours.

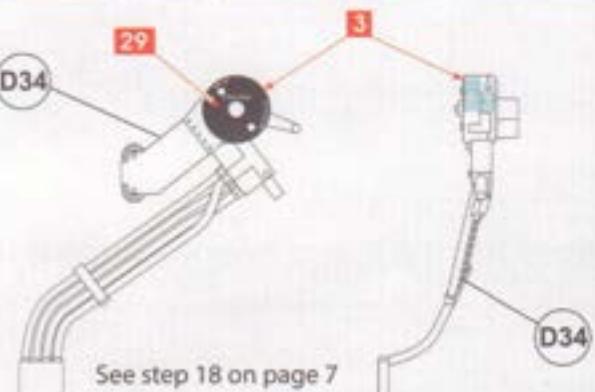
Position of cockpit decals



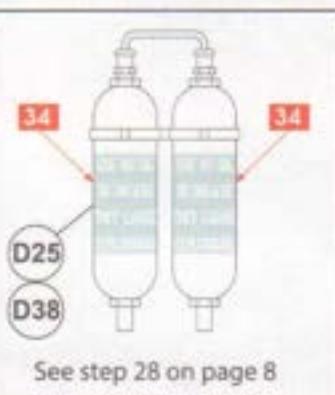
See step 14 on page 6



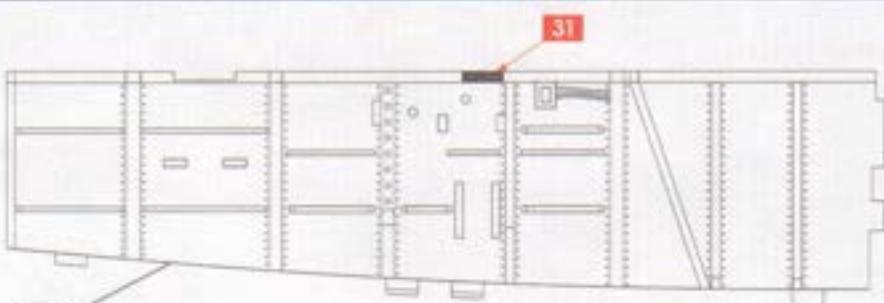
See step 30 on page 8



See step 18 on page 7



See step 28 on page 8



See step 29 on page 8



See step 35
on page 9



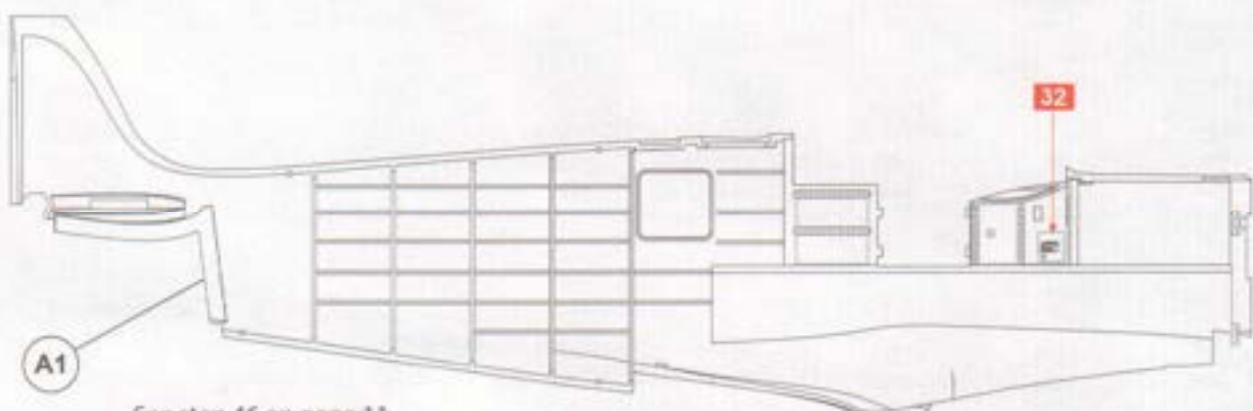
See step 44 on page 11



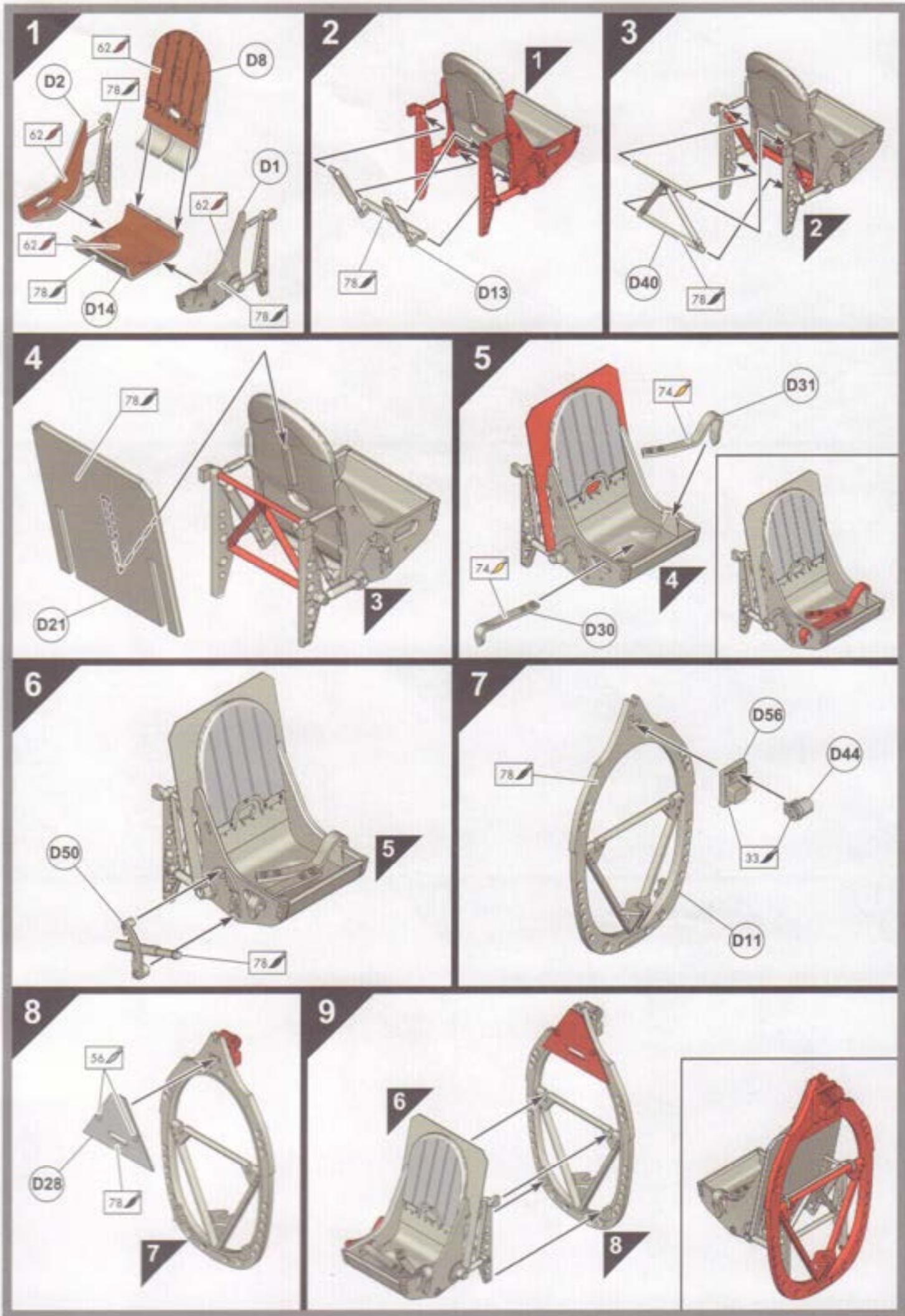
See step 44 on page 11



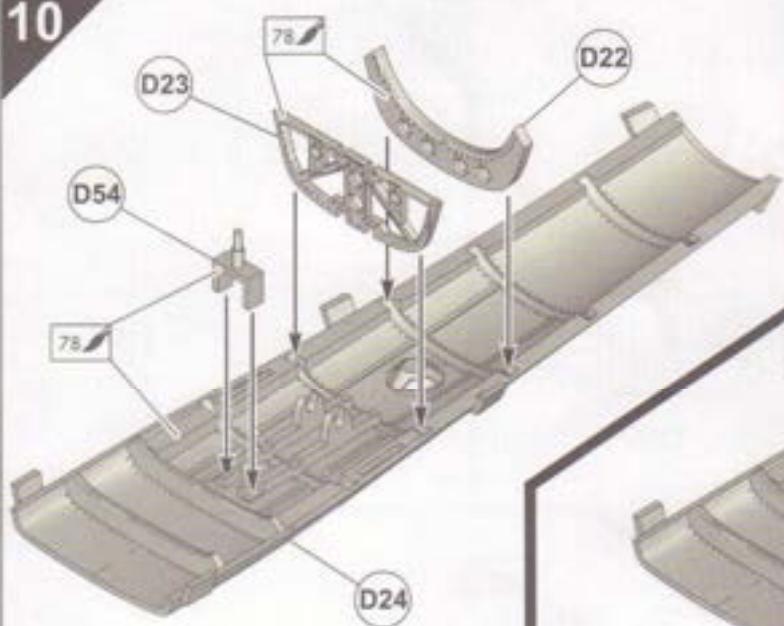
See step 44 on page 11



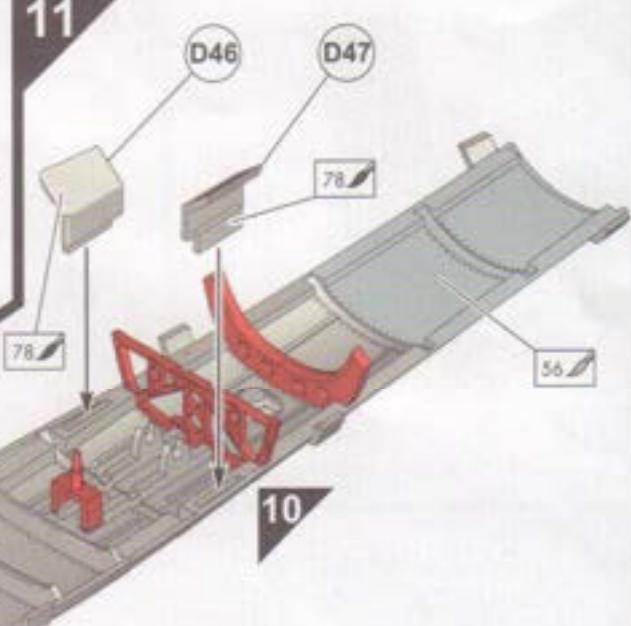
See step 46 on page 11



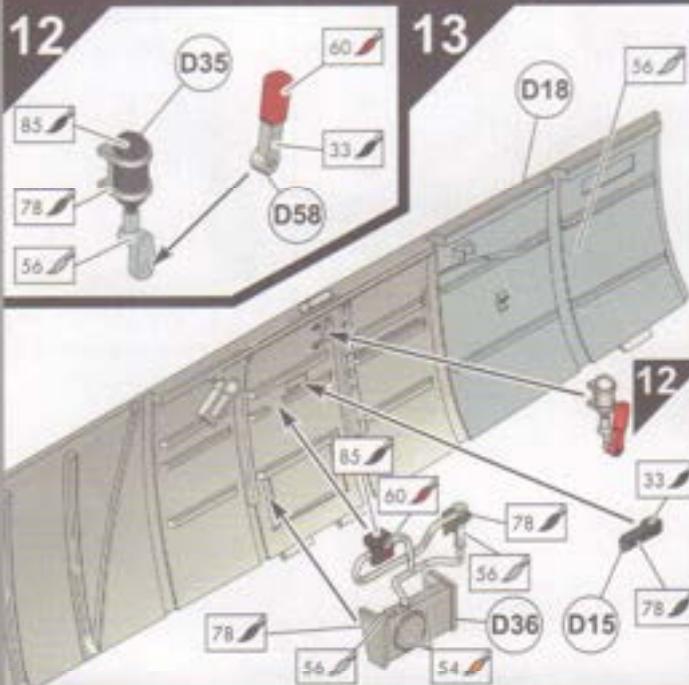
10



11



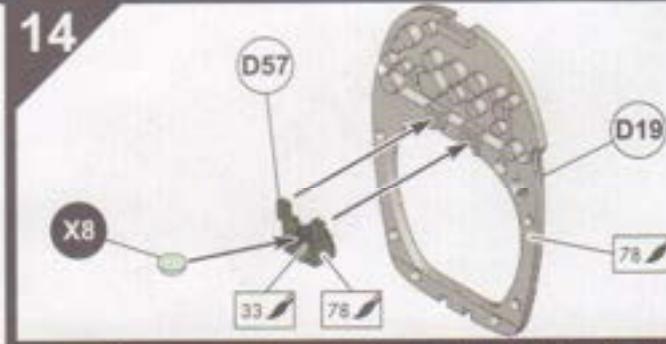
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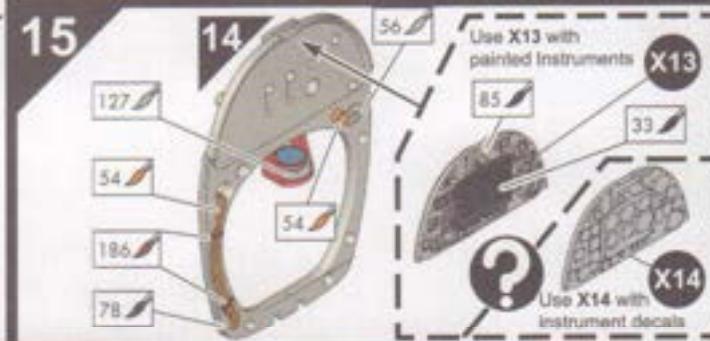
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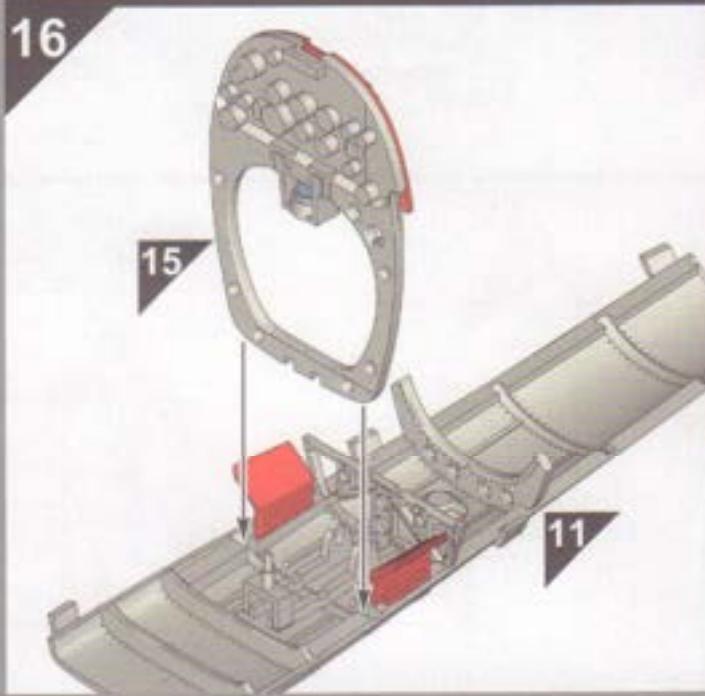
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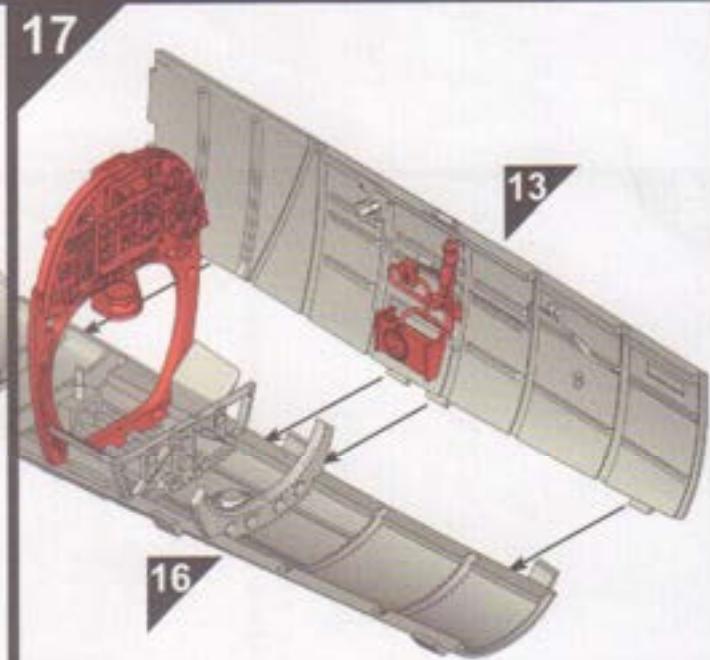
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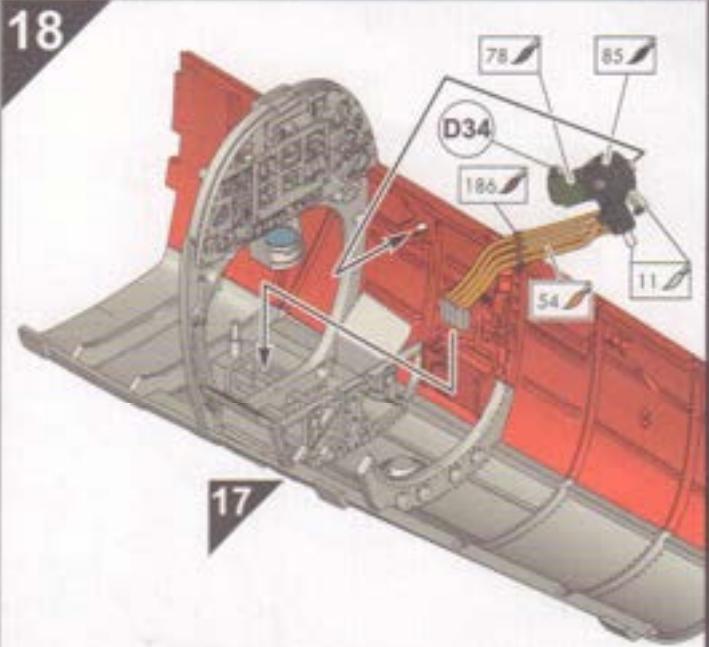
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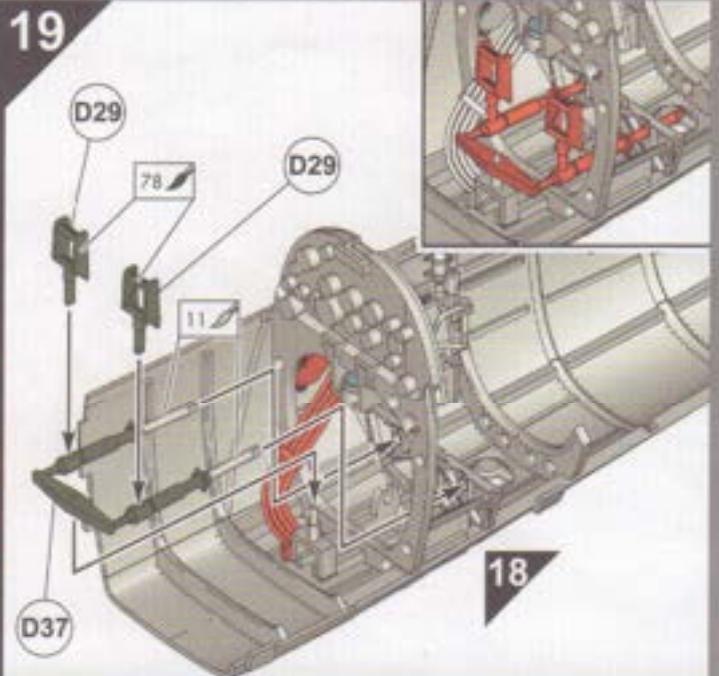
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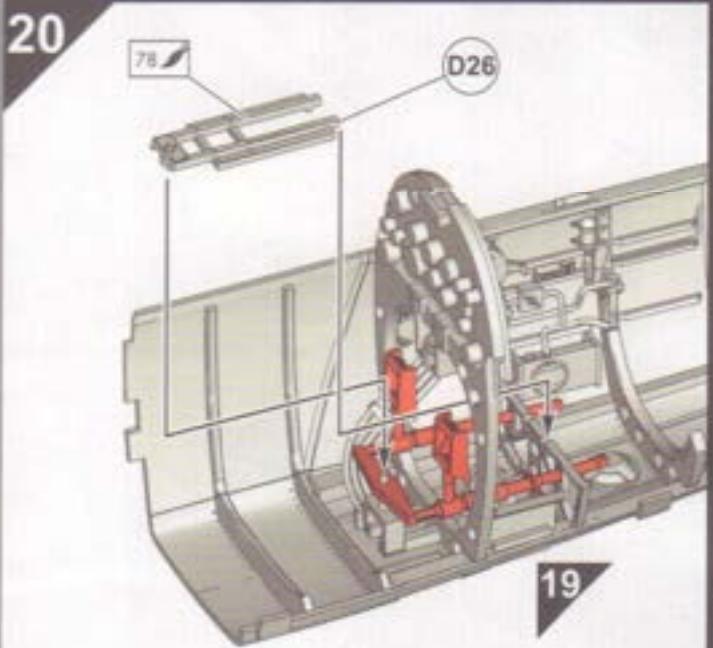
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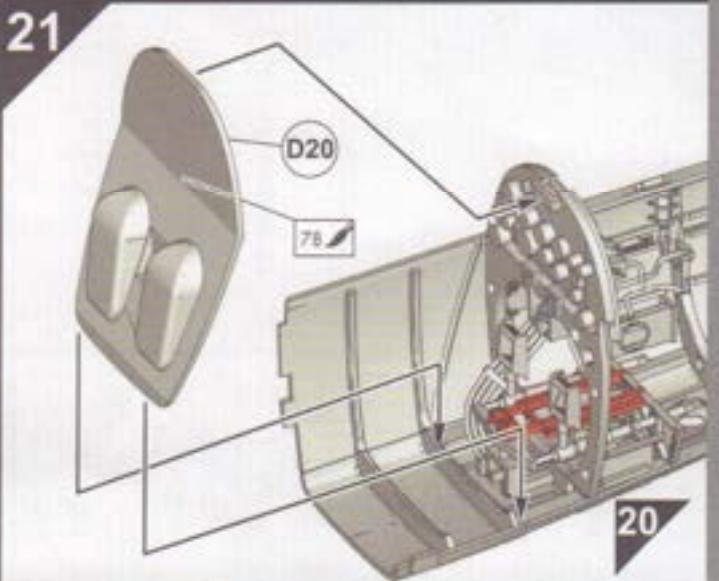
19



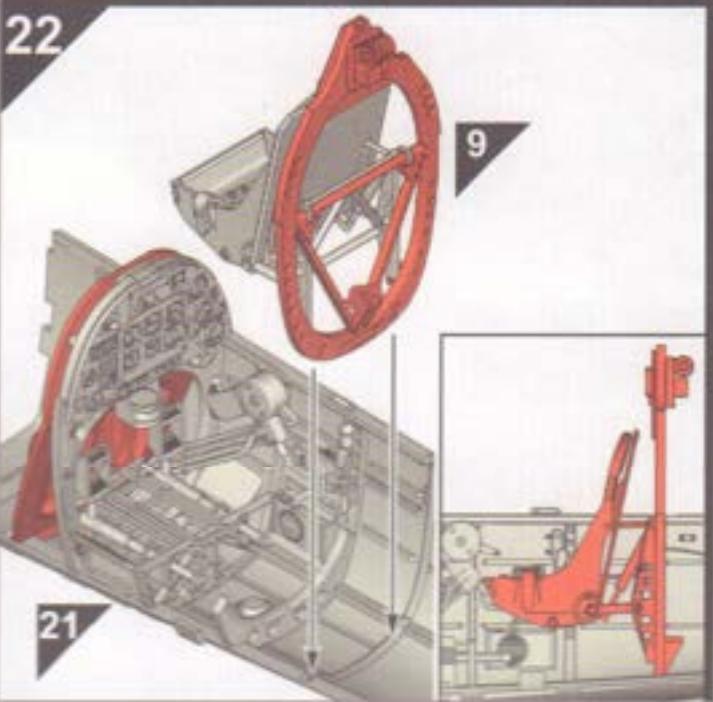
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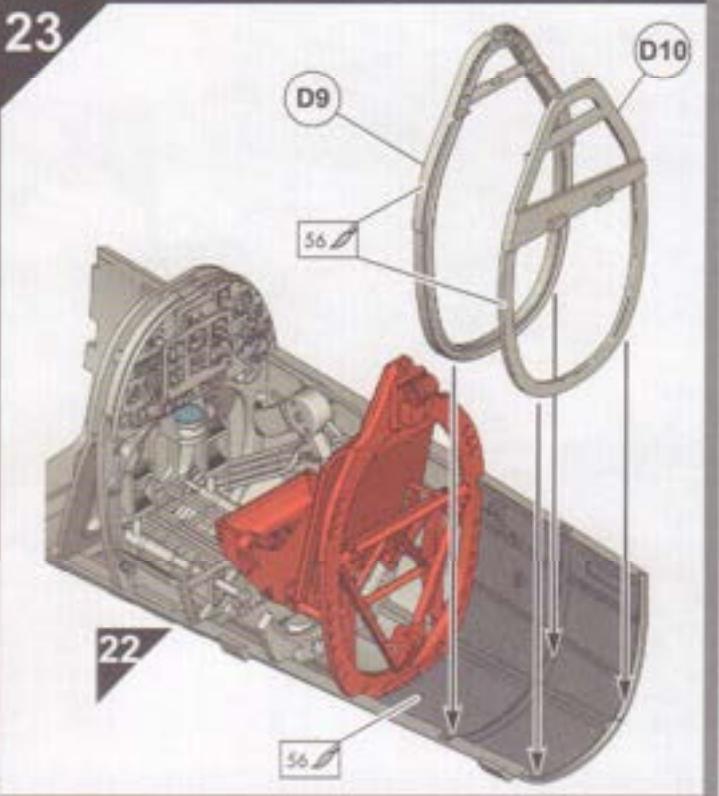
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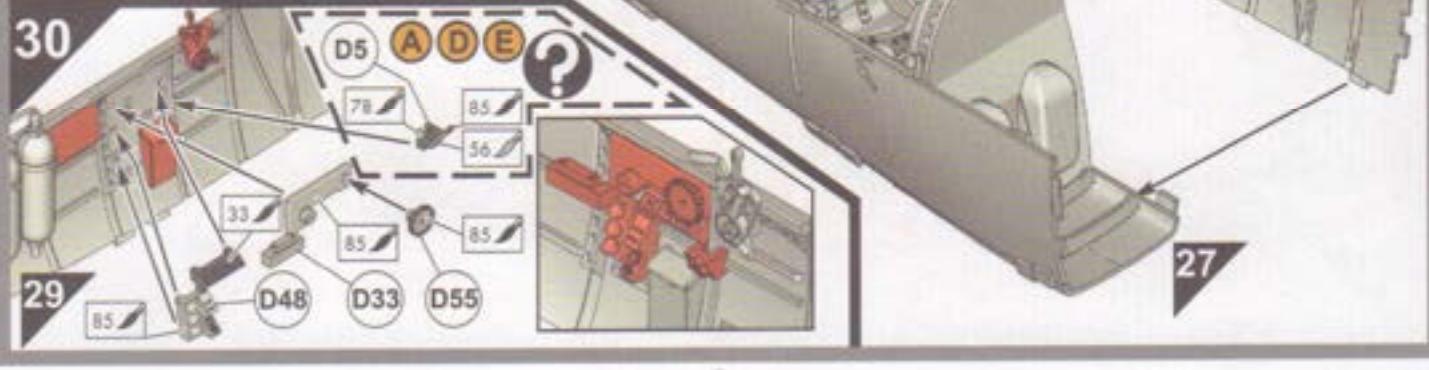
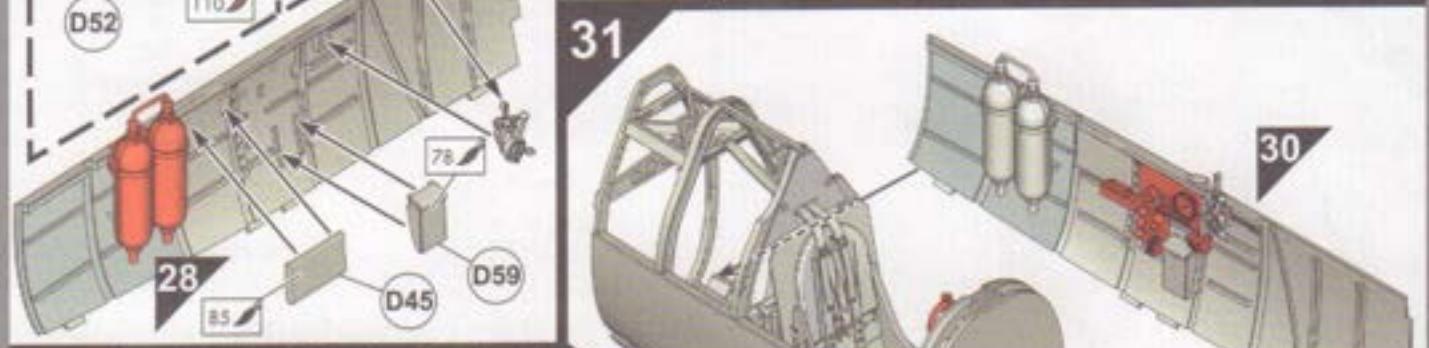
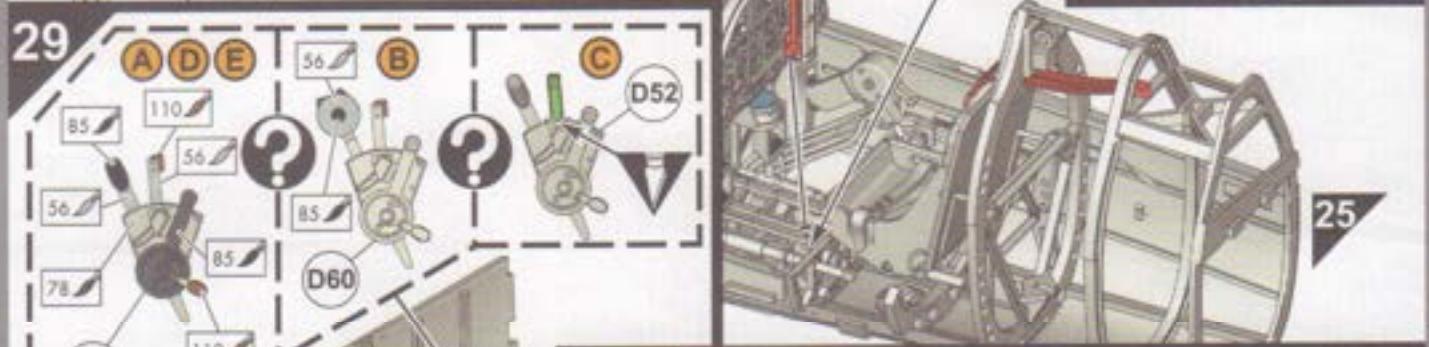
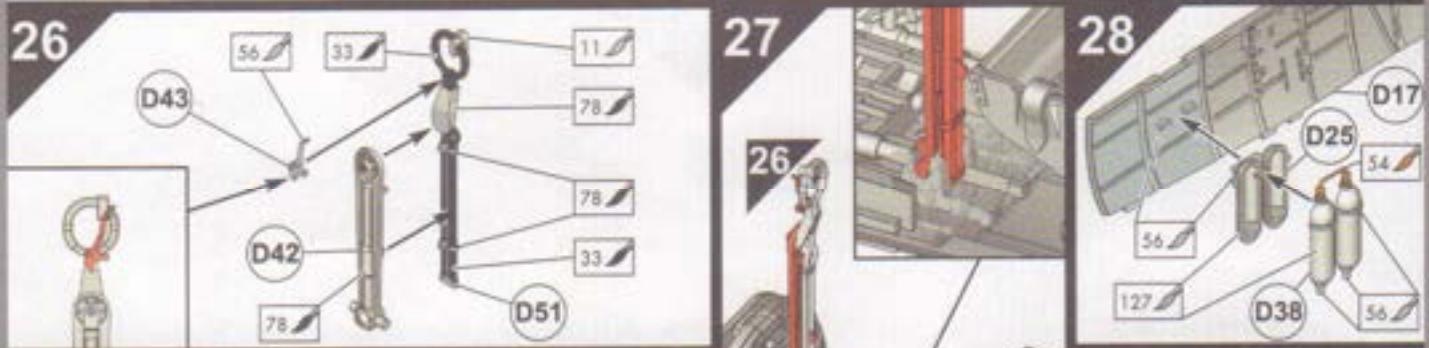
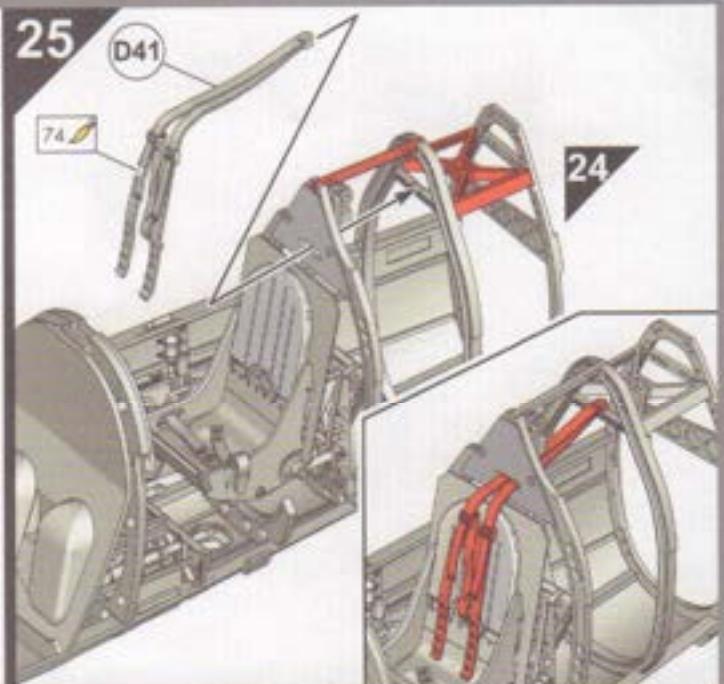
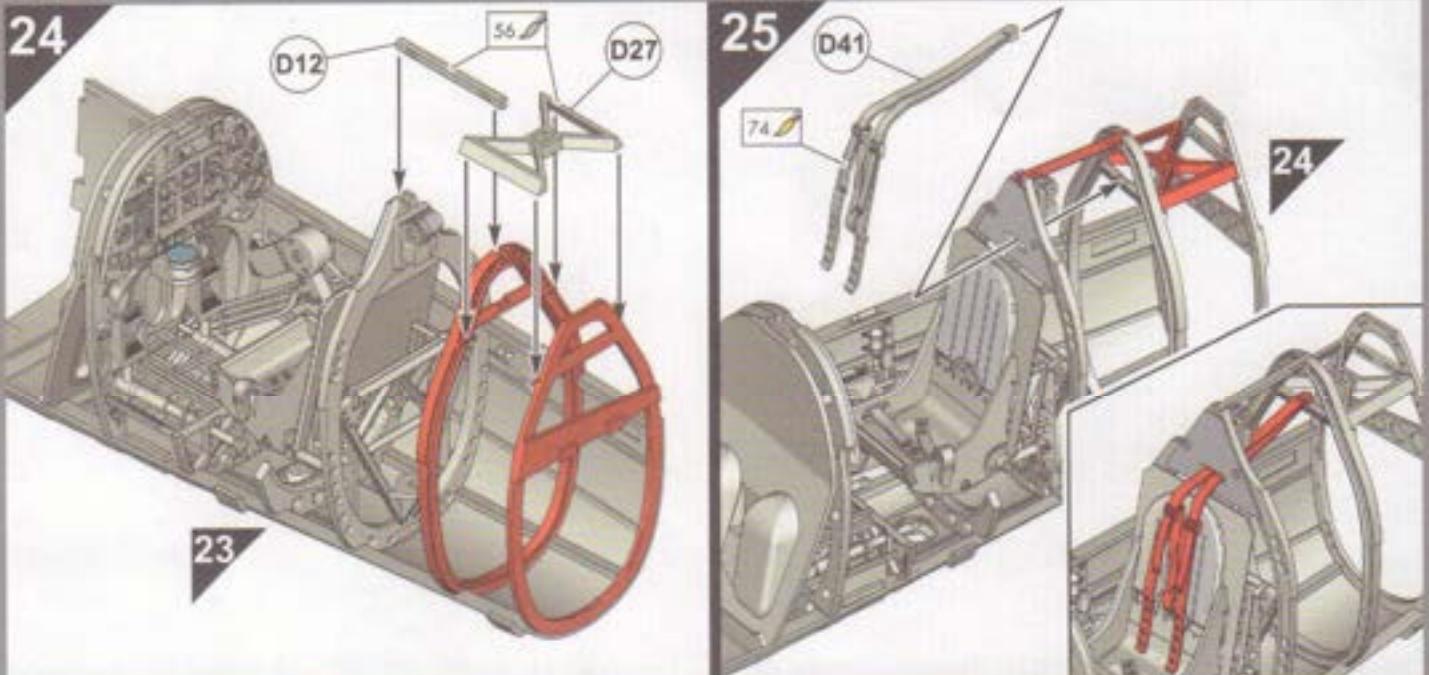


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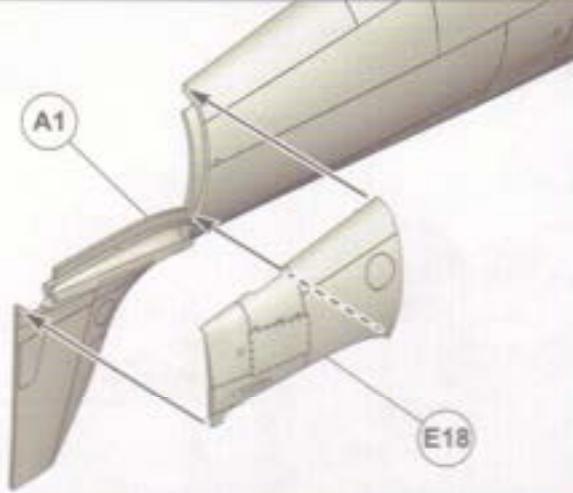


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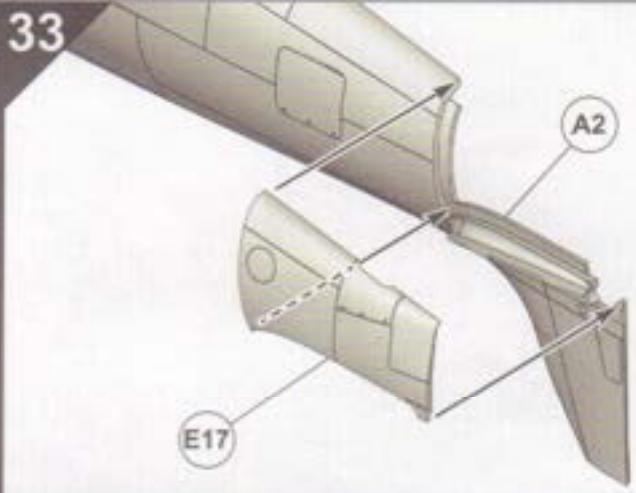




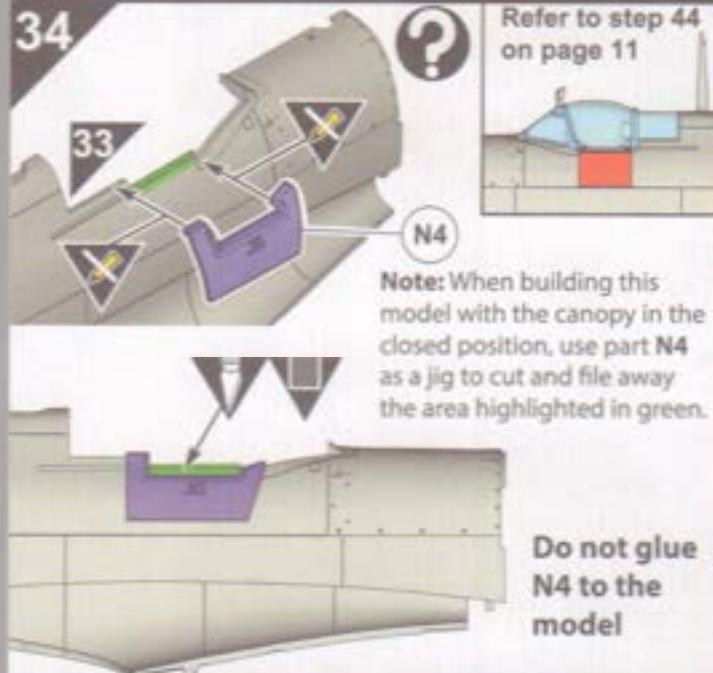
32



33

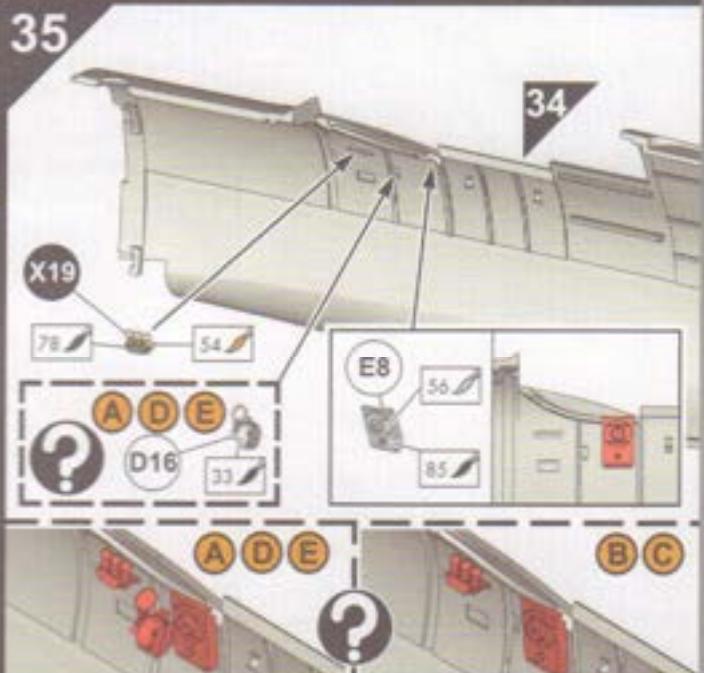


34

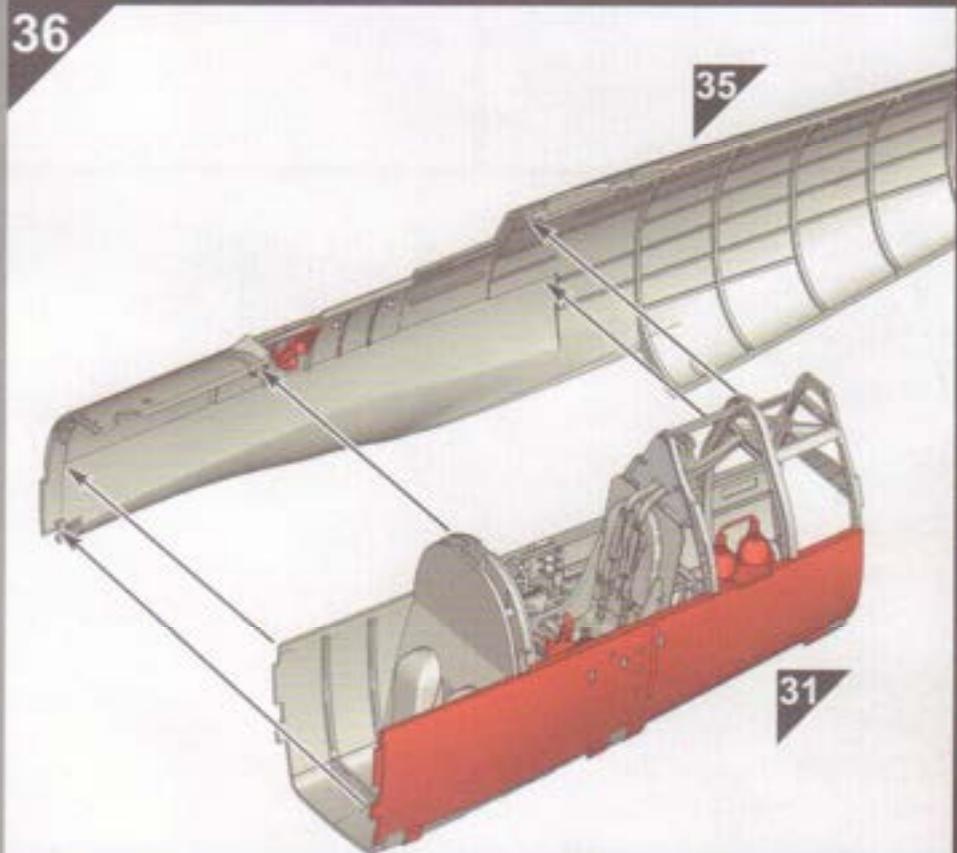


Do not glue
N4 to the
model

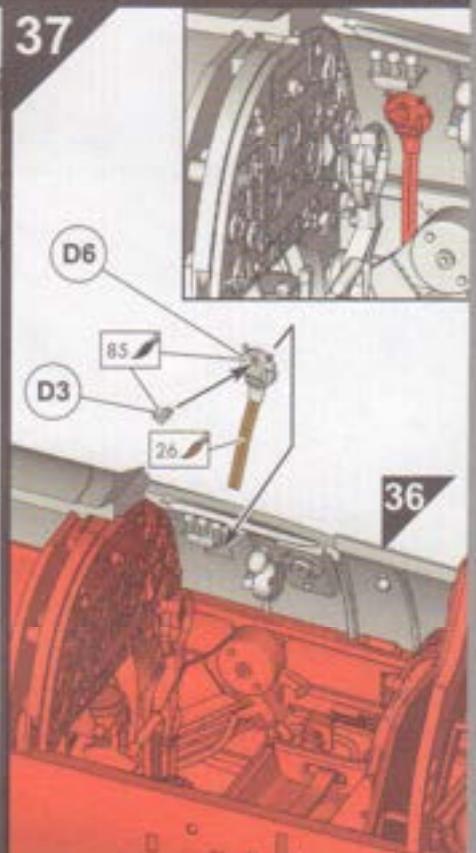
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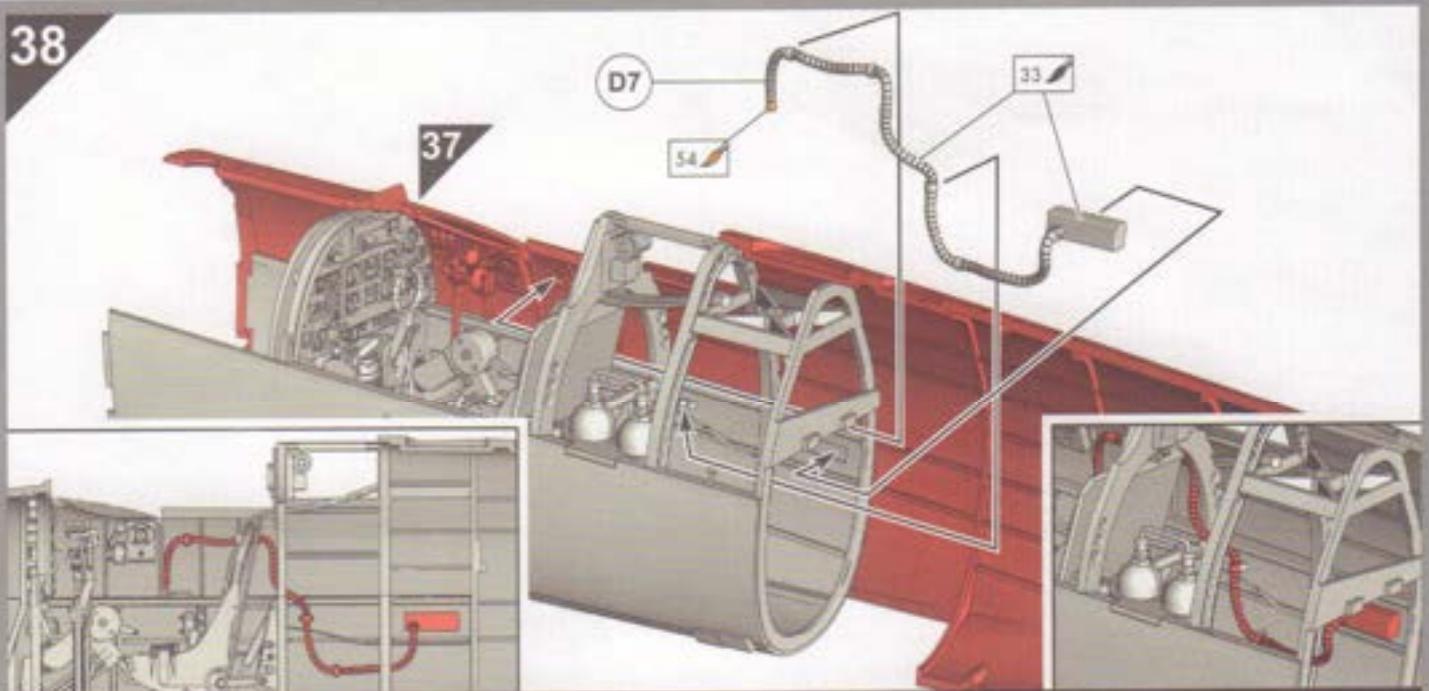
36



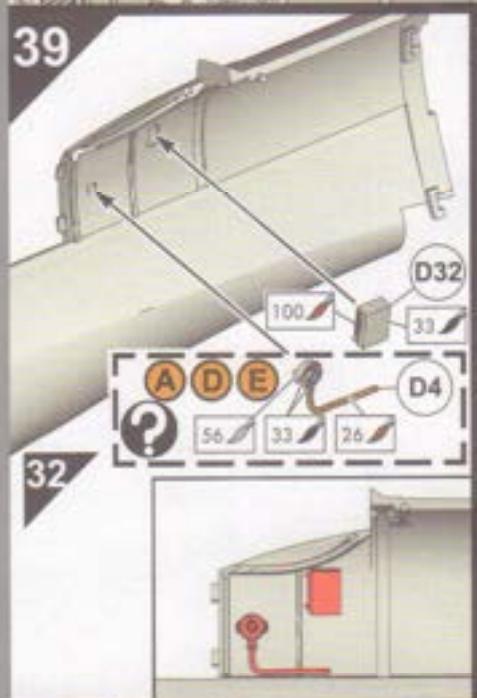
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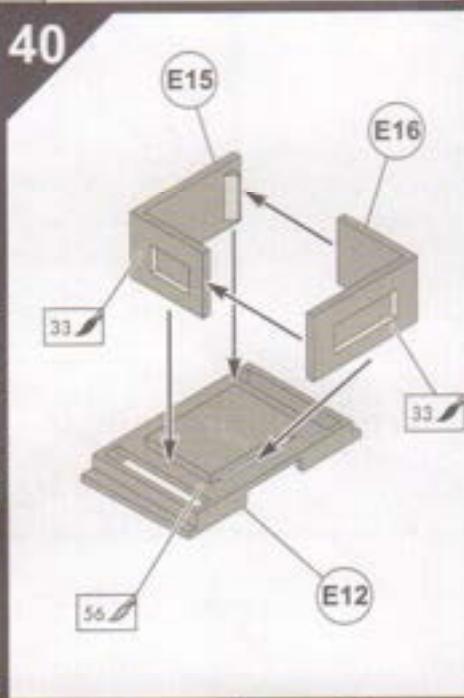
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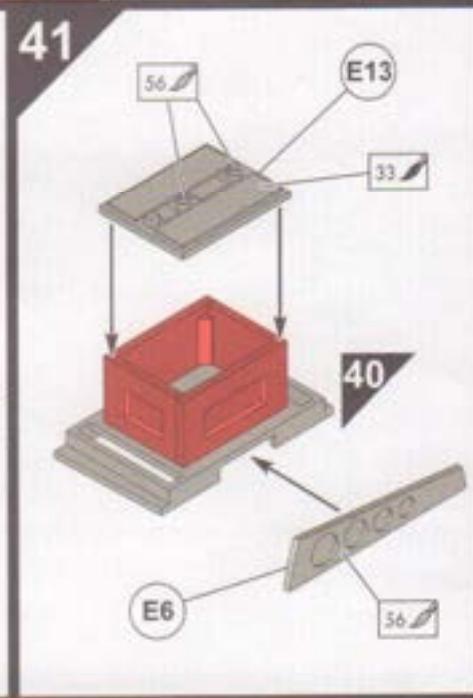
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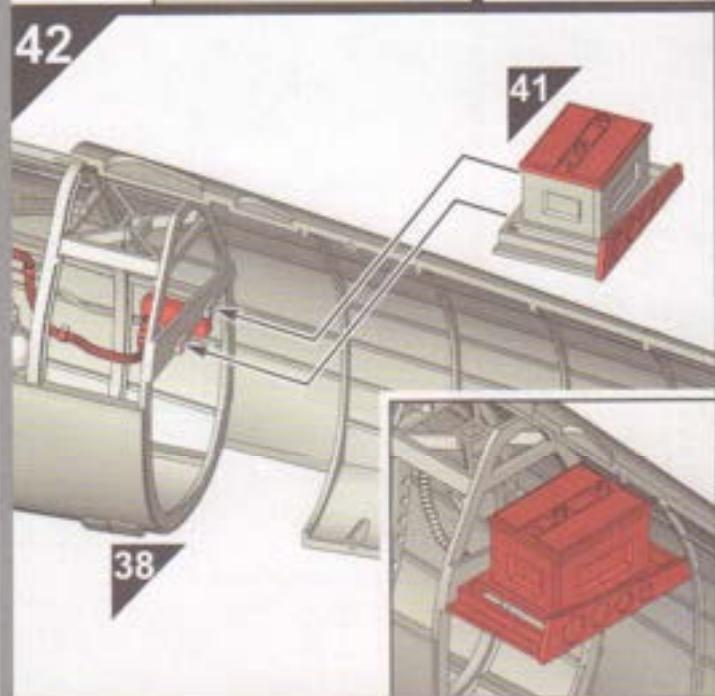
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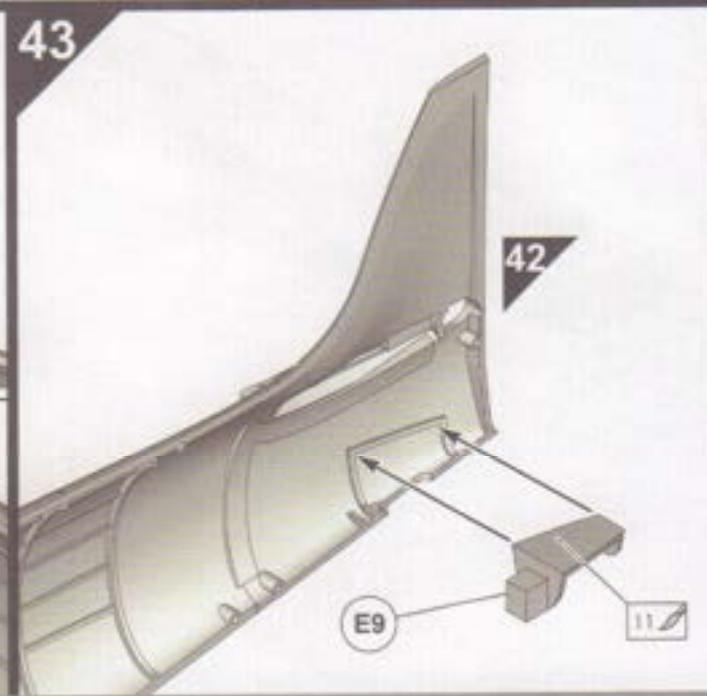
41



42



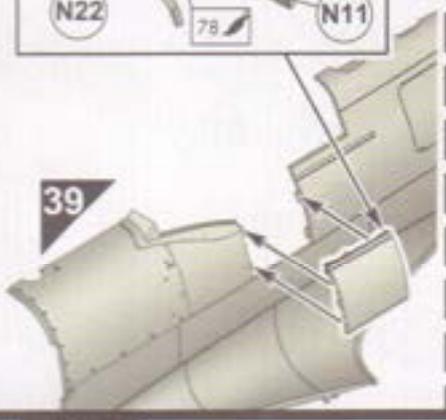
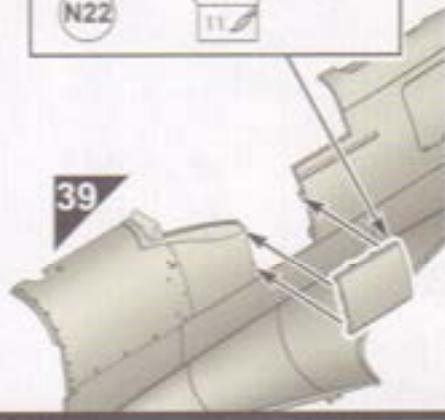
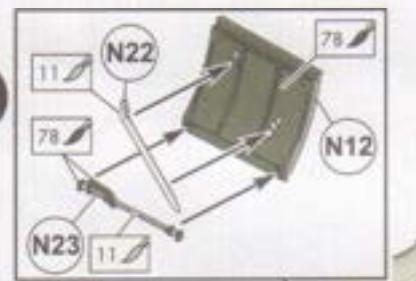
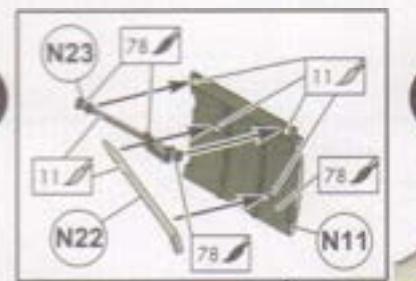
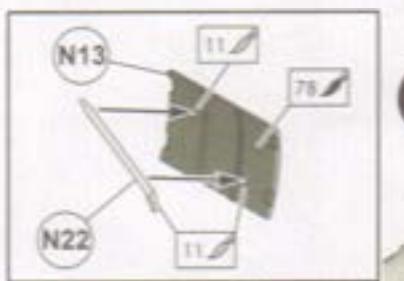
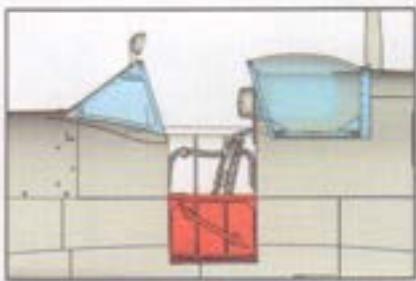
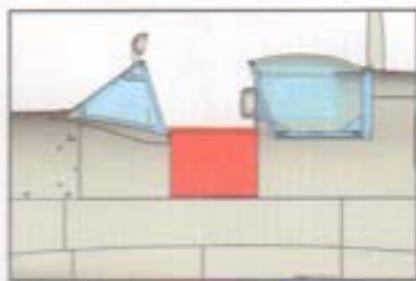
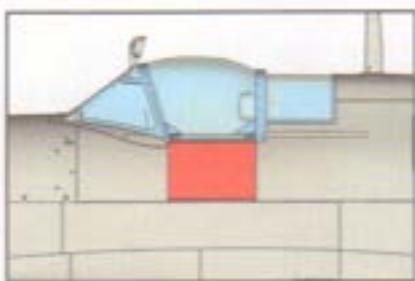
43



44

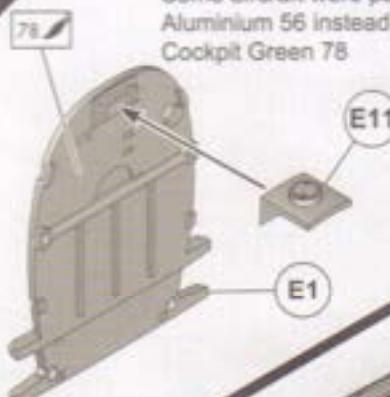


Note: There are 3 build options for the door shown in this step. When building this model with the door in the open position, fit the door assembly towards the end of the build in step 238 on page 43.

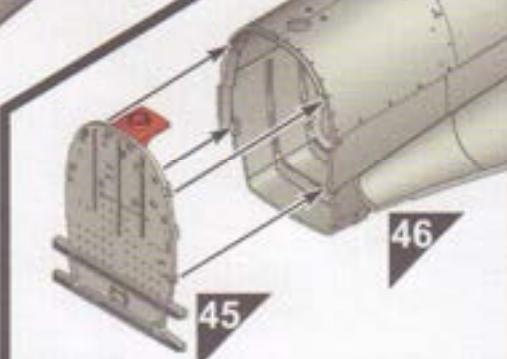
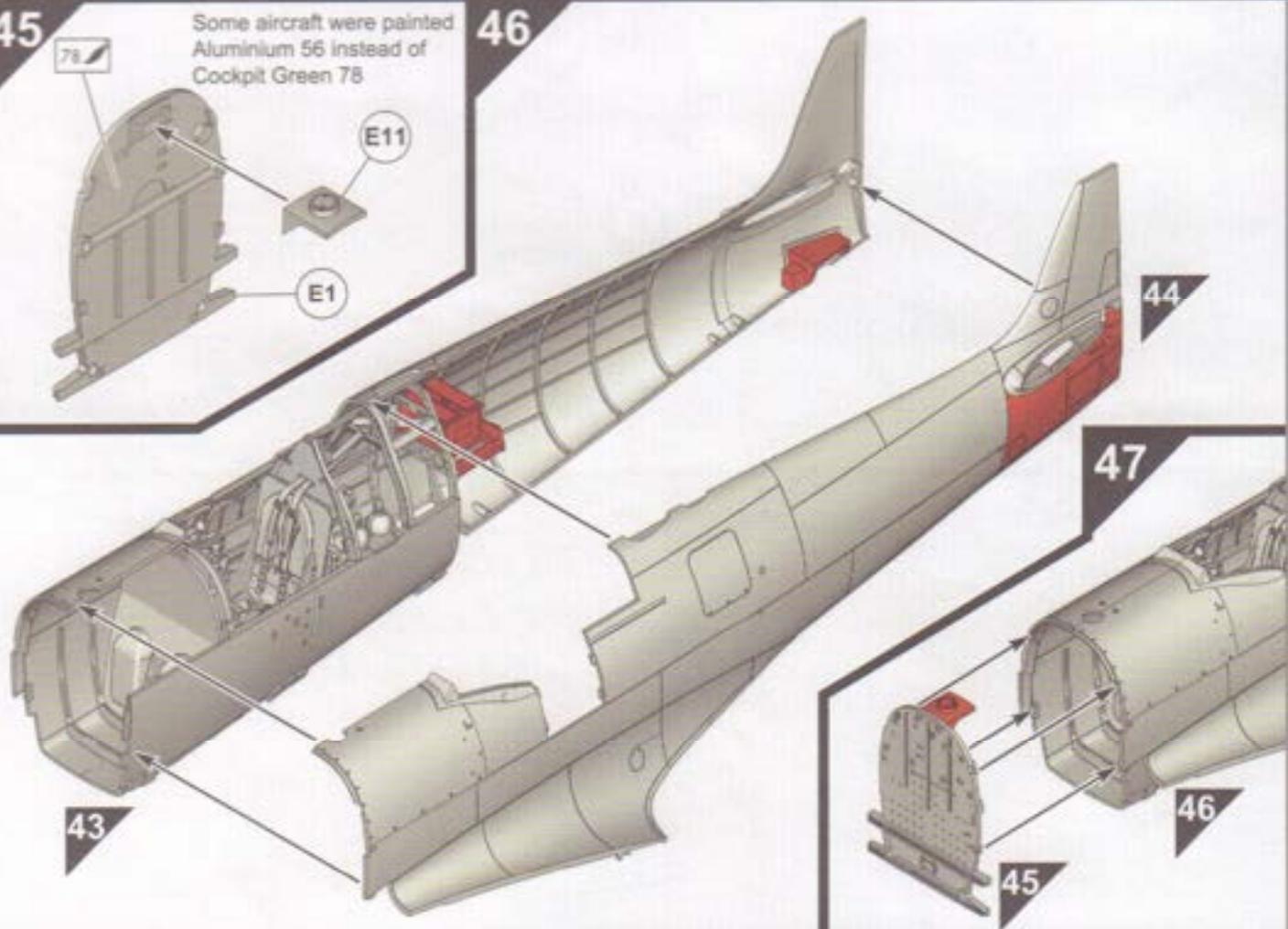


45

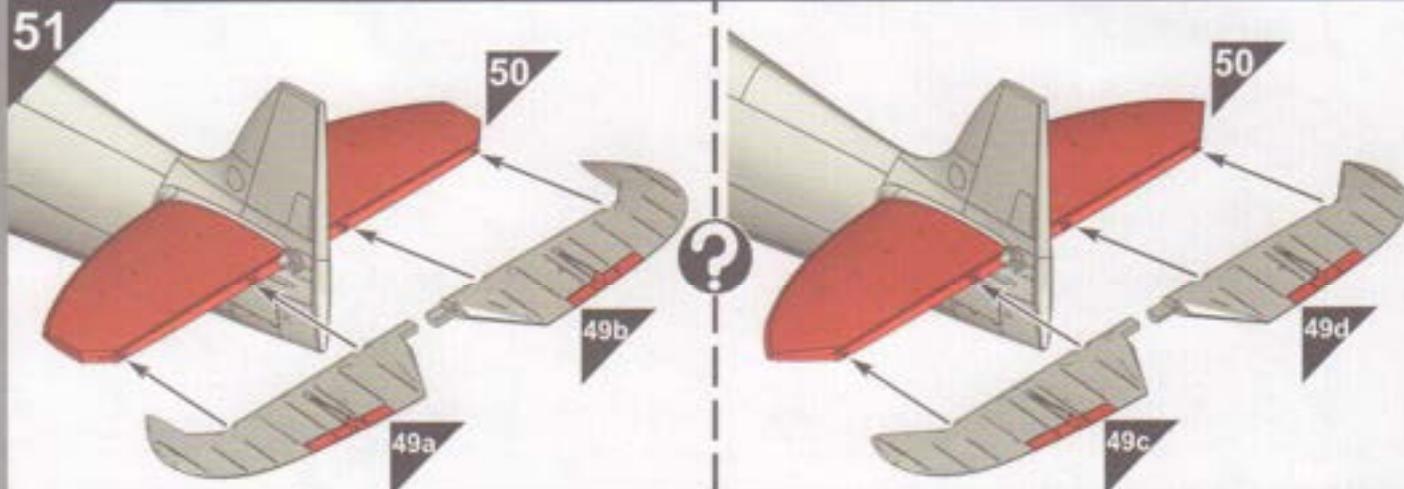
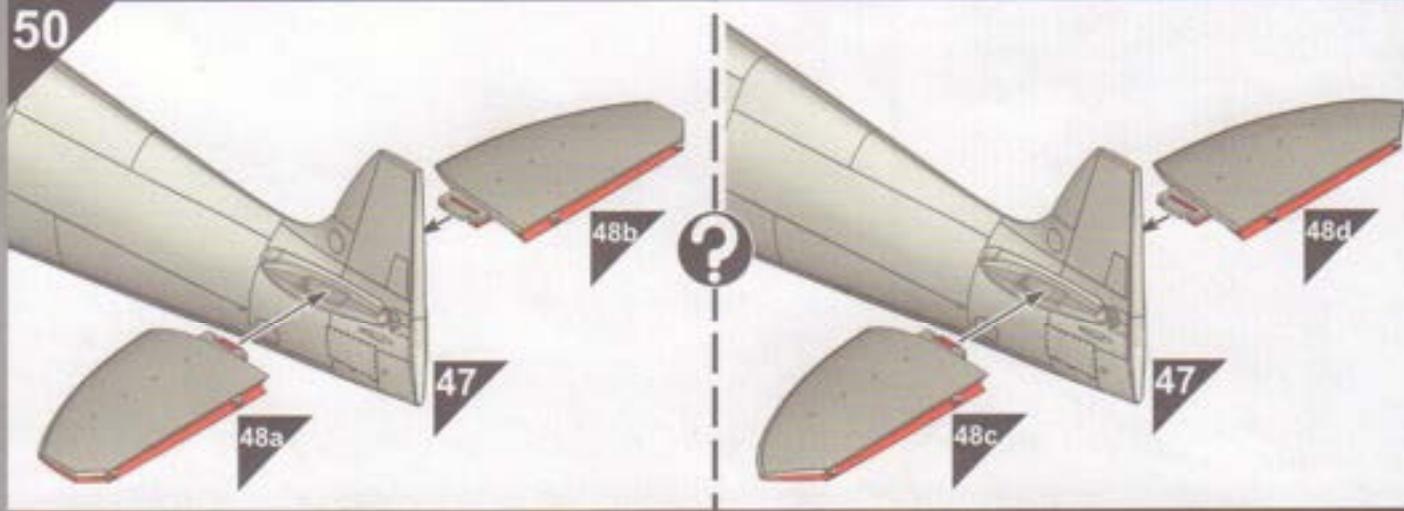
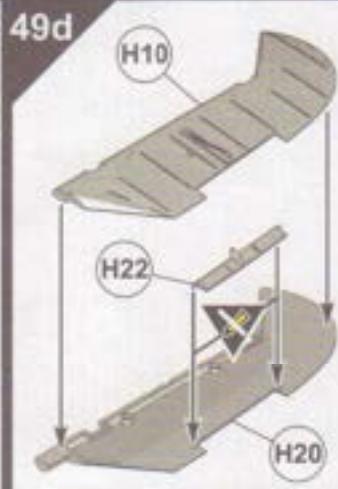
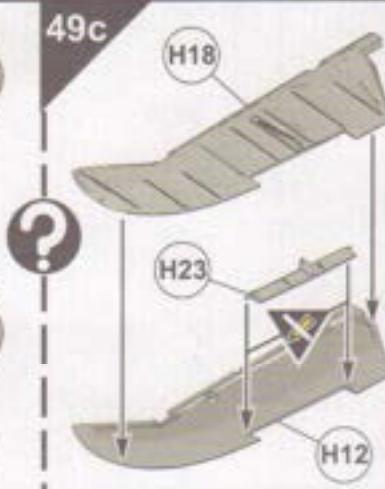
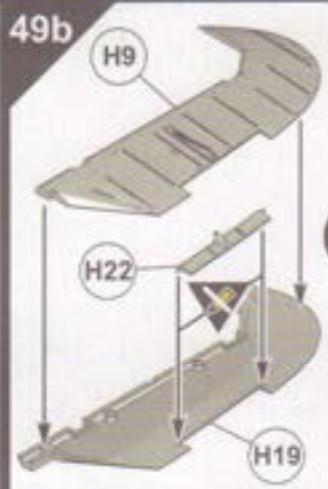
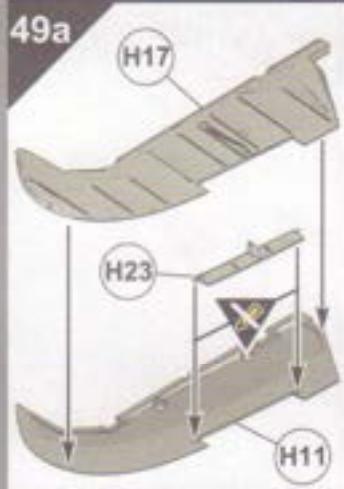
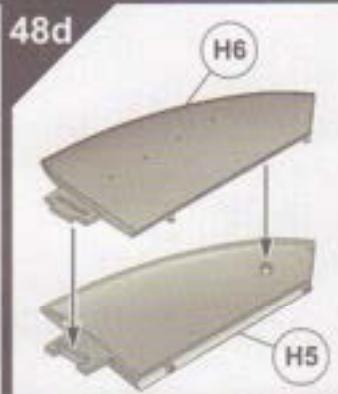
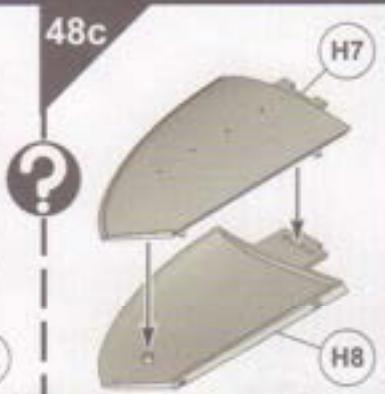
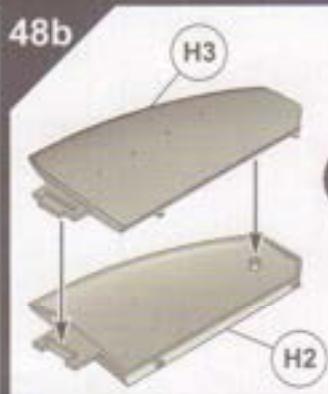
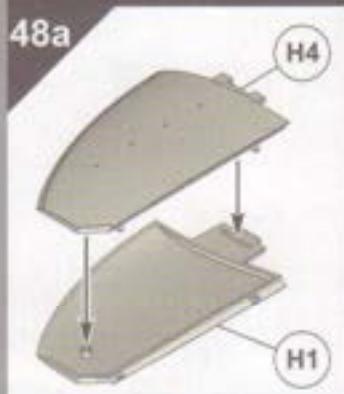
Some aircraft were painted Aluminium 56 instead of Cockpit Green 78



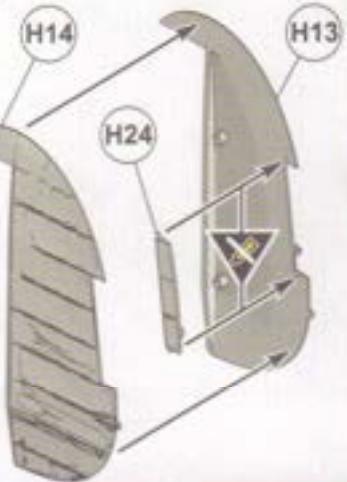
46



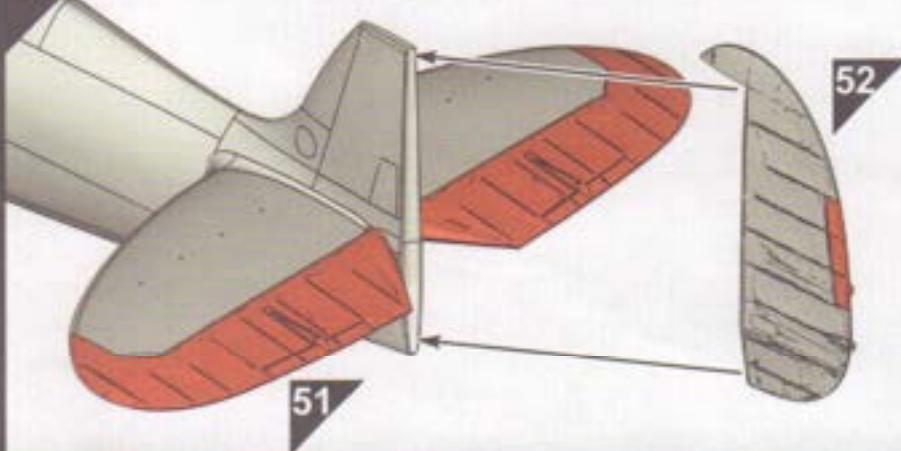
A D E



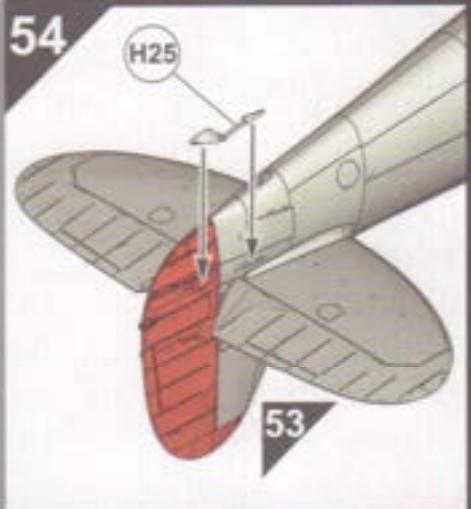
52



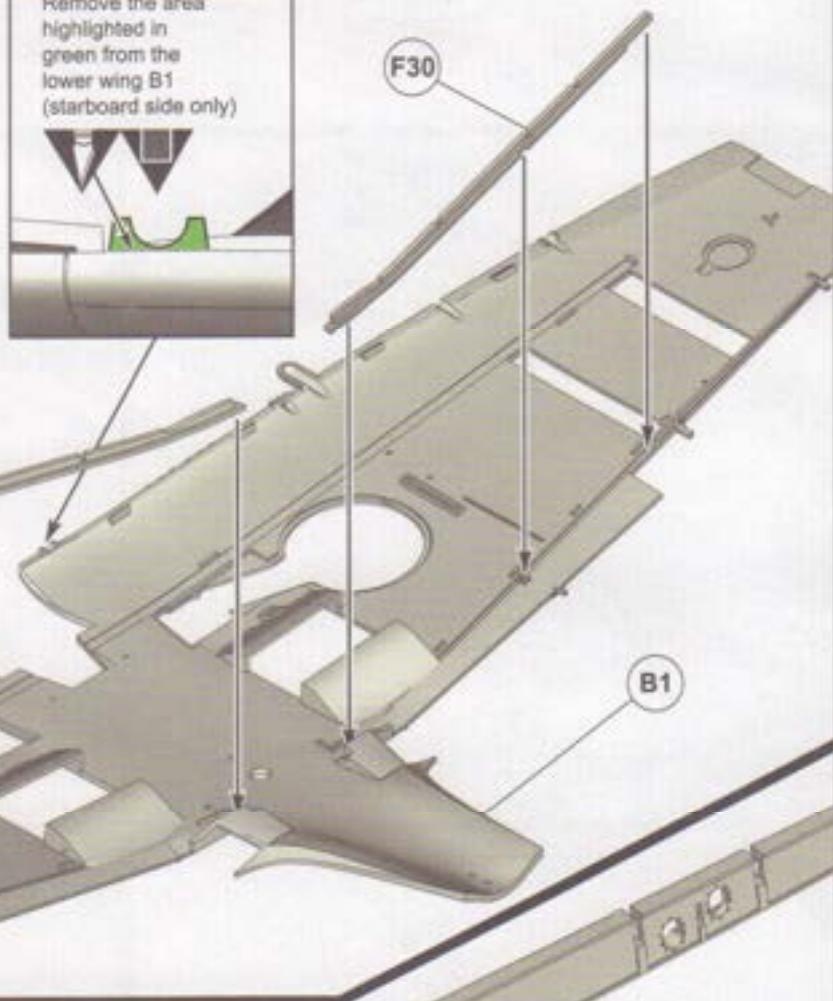
53



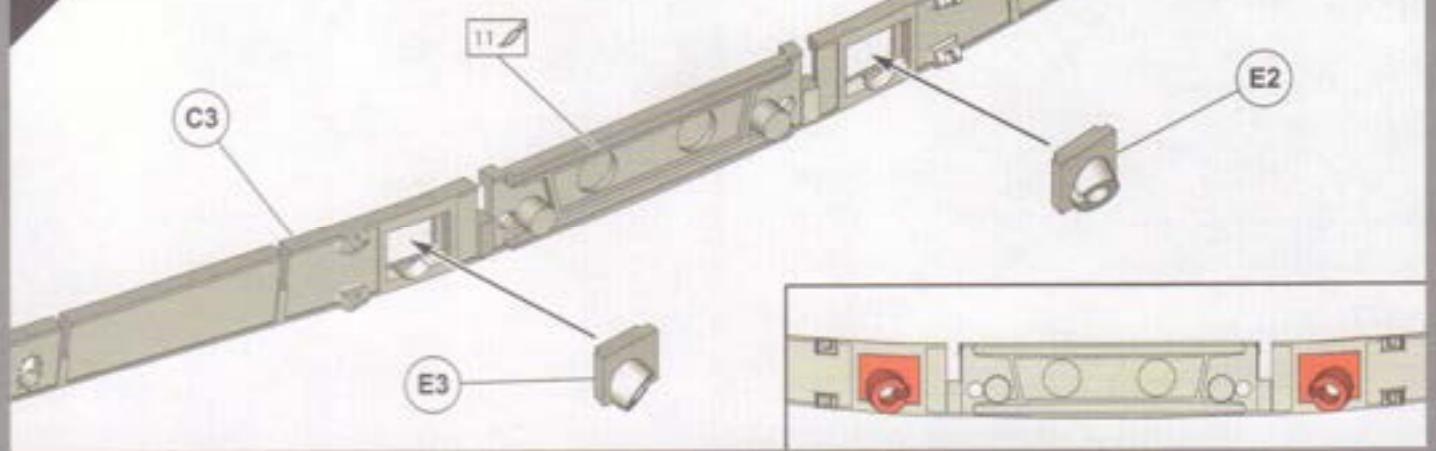
54



55

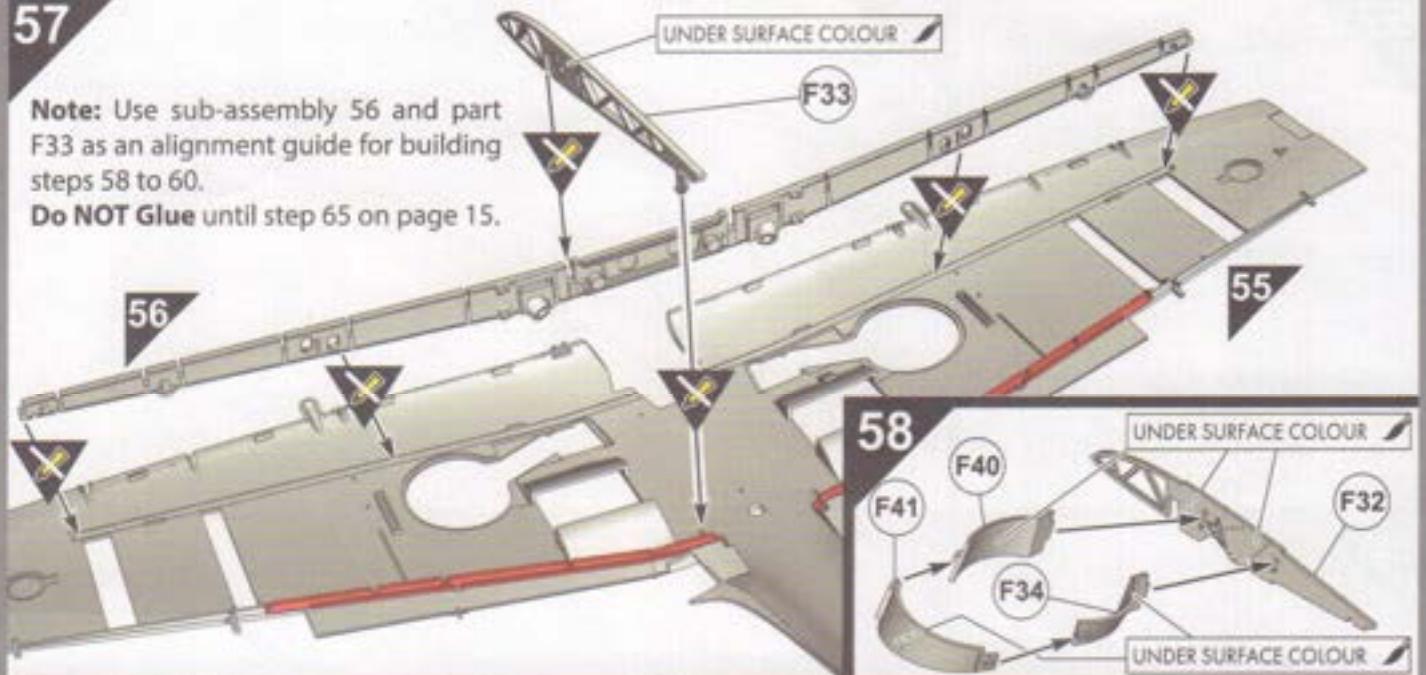
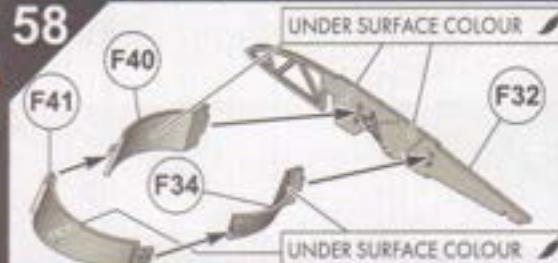
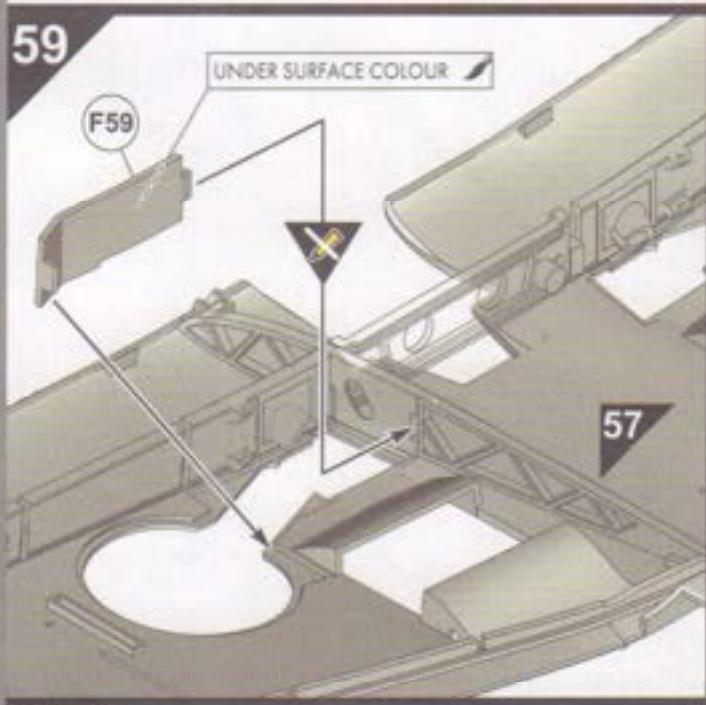
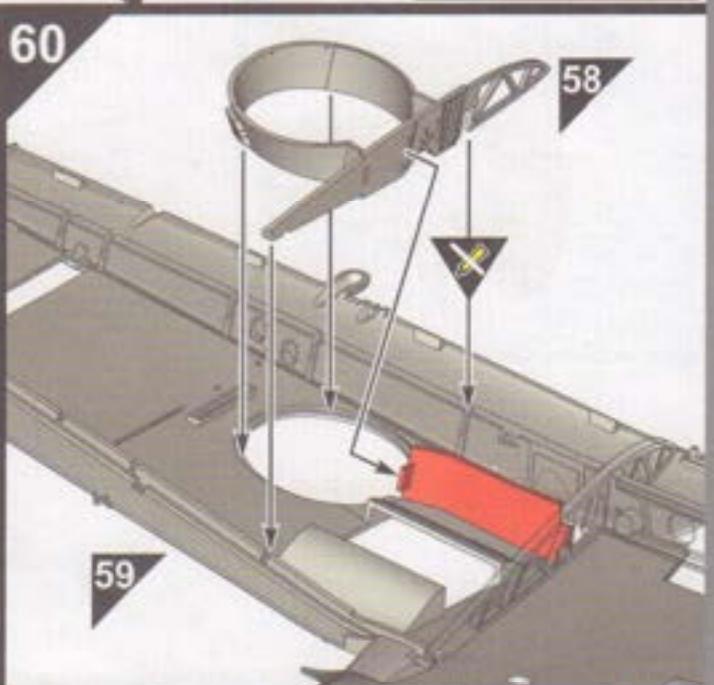
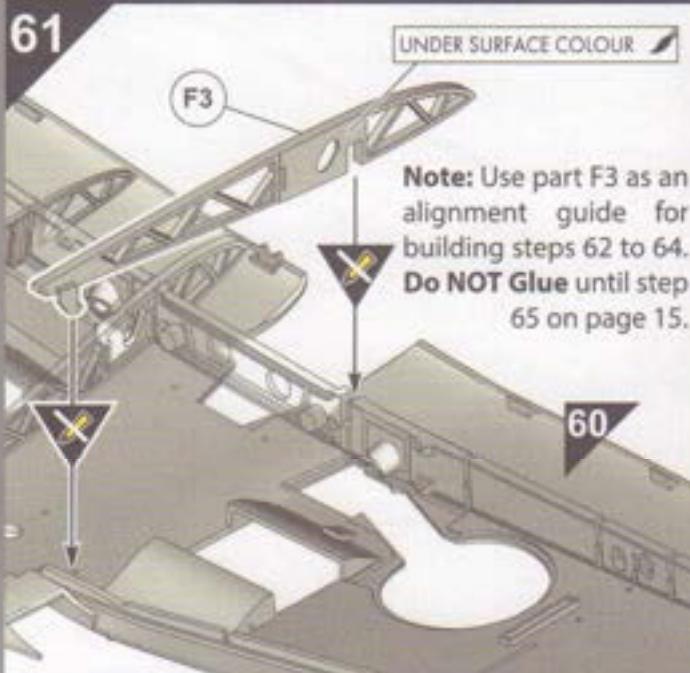


56

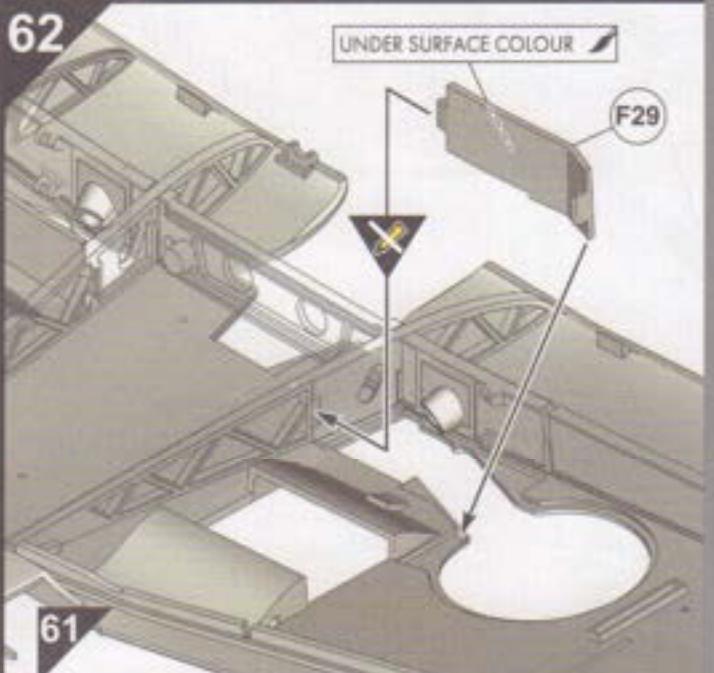


57

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.

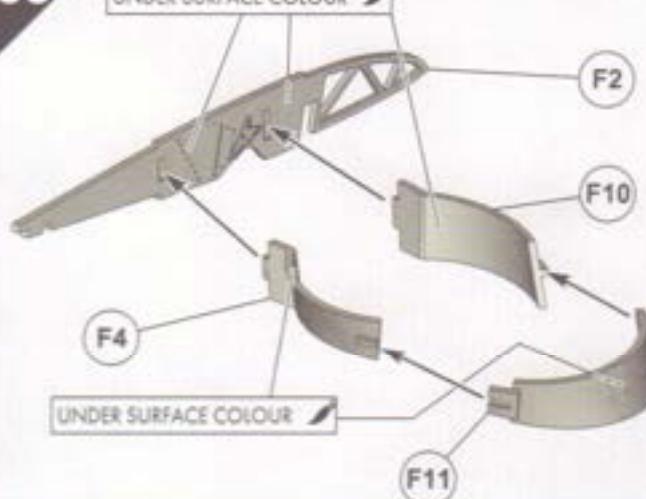
**58****58****60****59****61****62**

Note: Use part F3 as an alignment guide for building steps 62 to 64.
Do NOT Glue until step 65 on page 15.



63

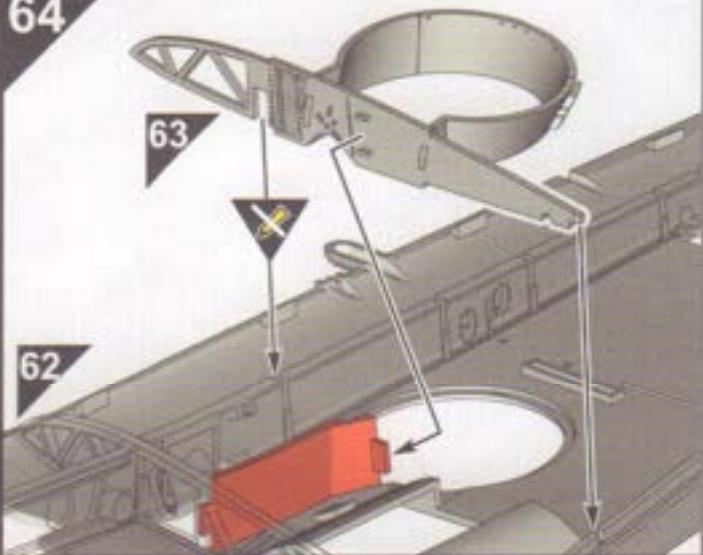
UNDER SURFACE COLOUR

**64**

63

62

62

**65**

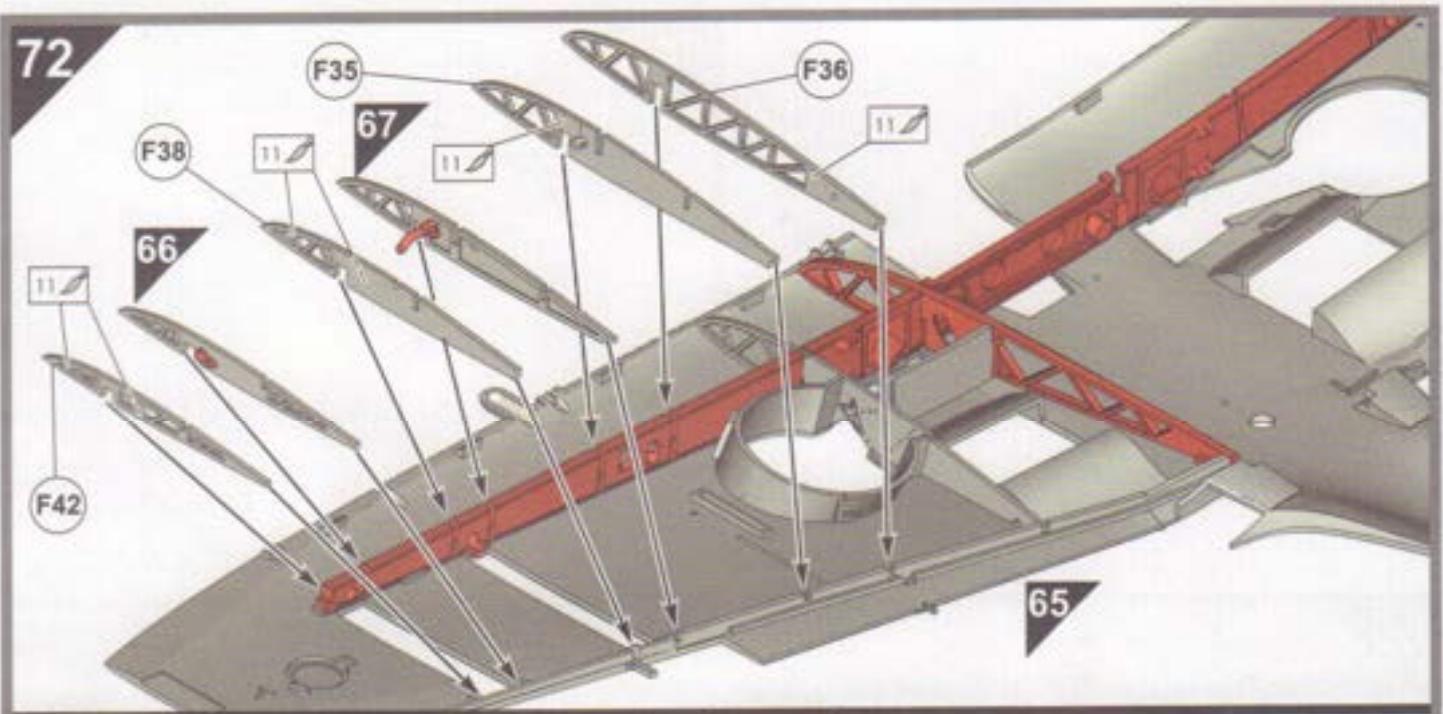
Note: Hold each wing down on a flat surface whilst the glue dries to ensure that the bottom surface at the wing spar is straight

64

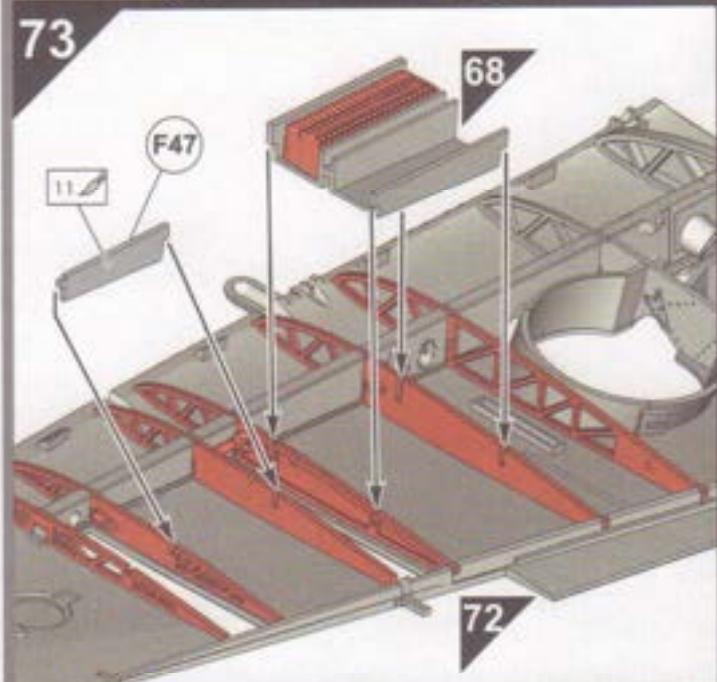
64

Glue

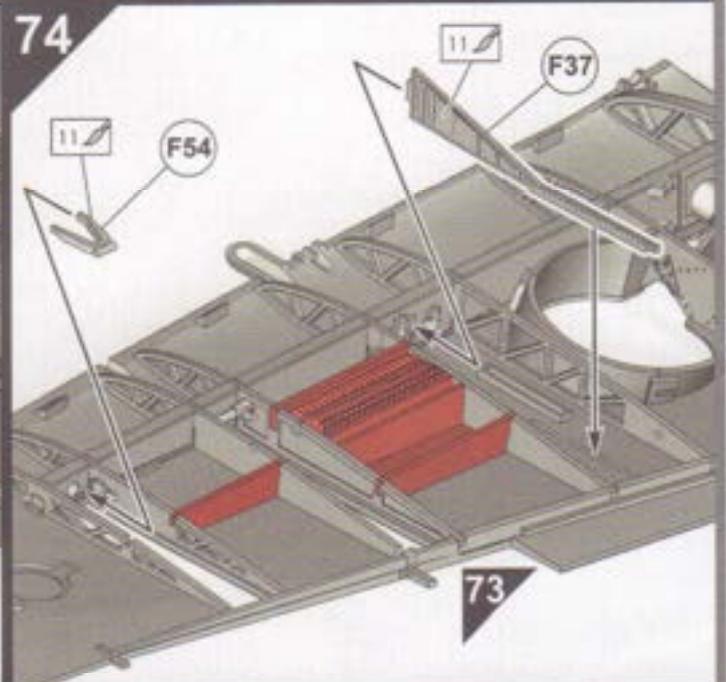
72



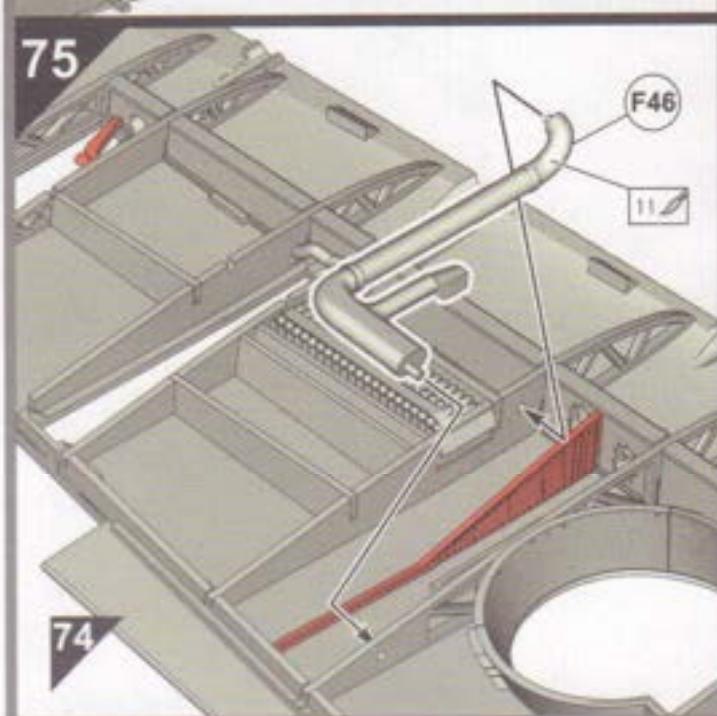
73



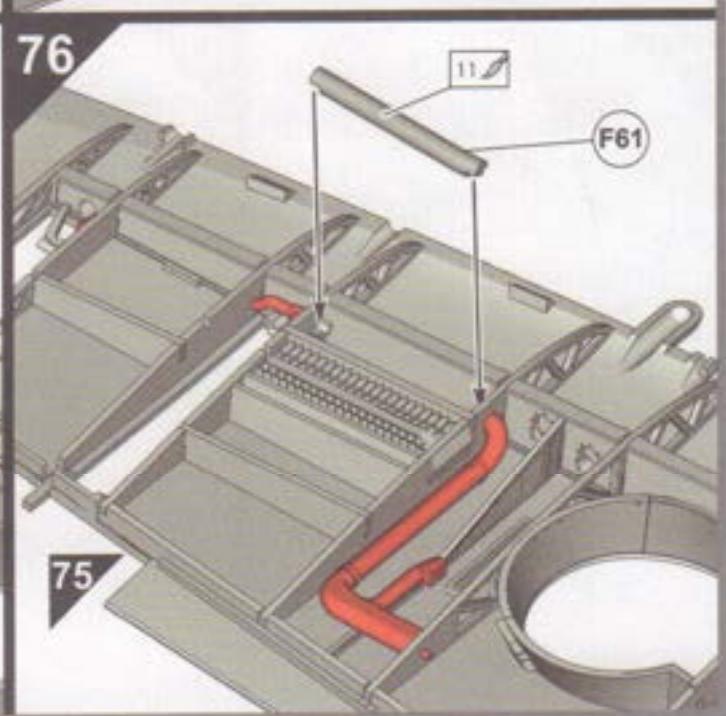
74

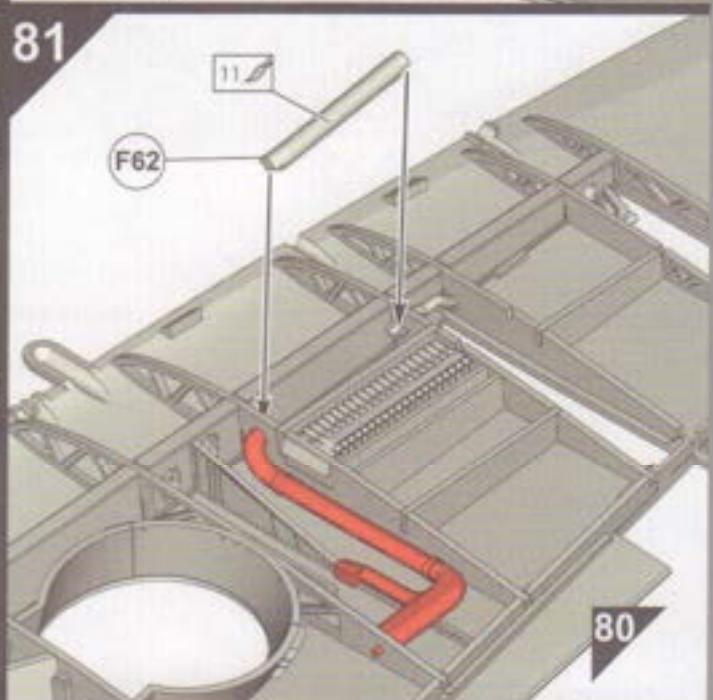
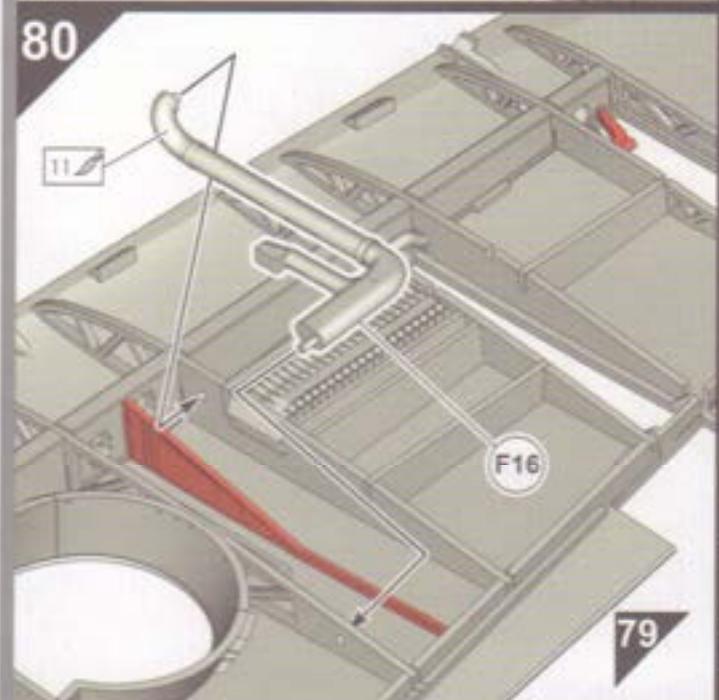
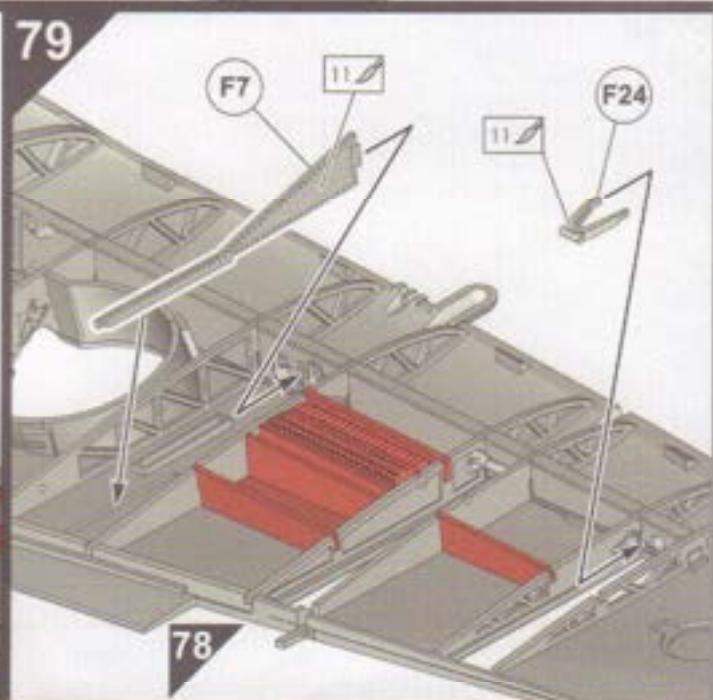
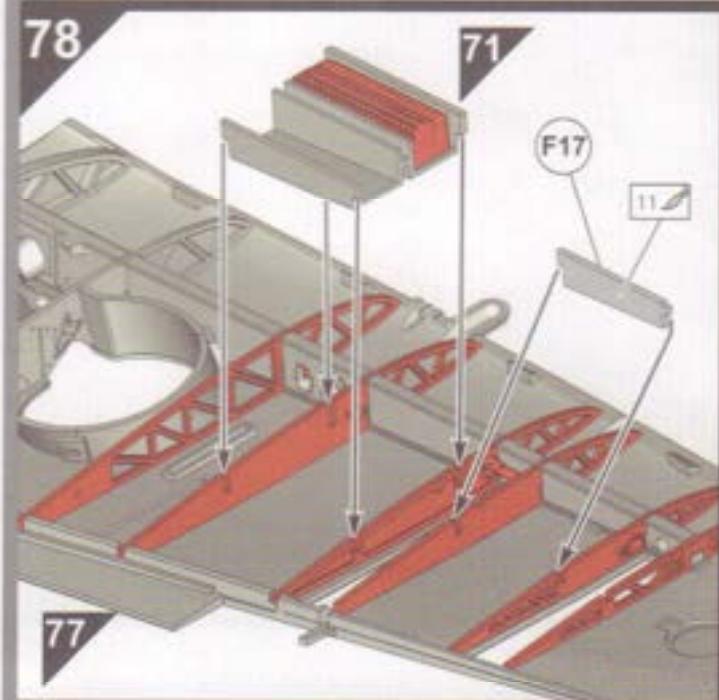
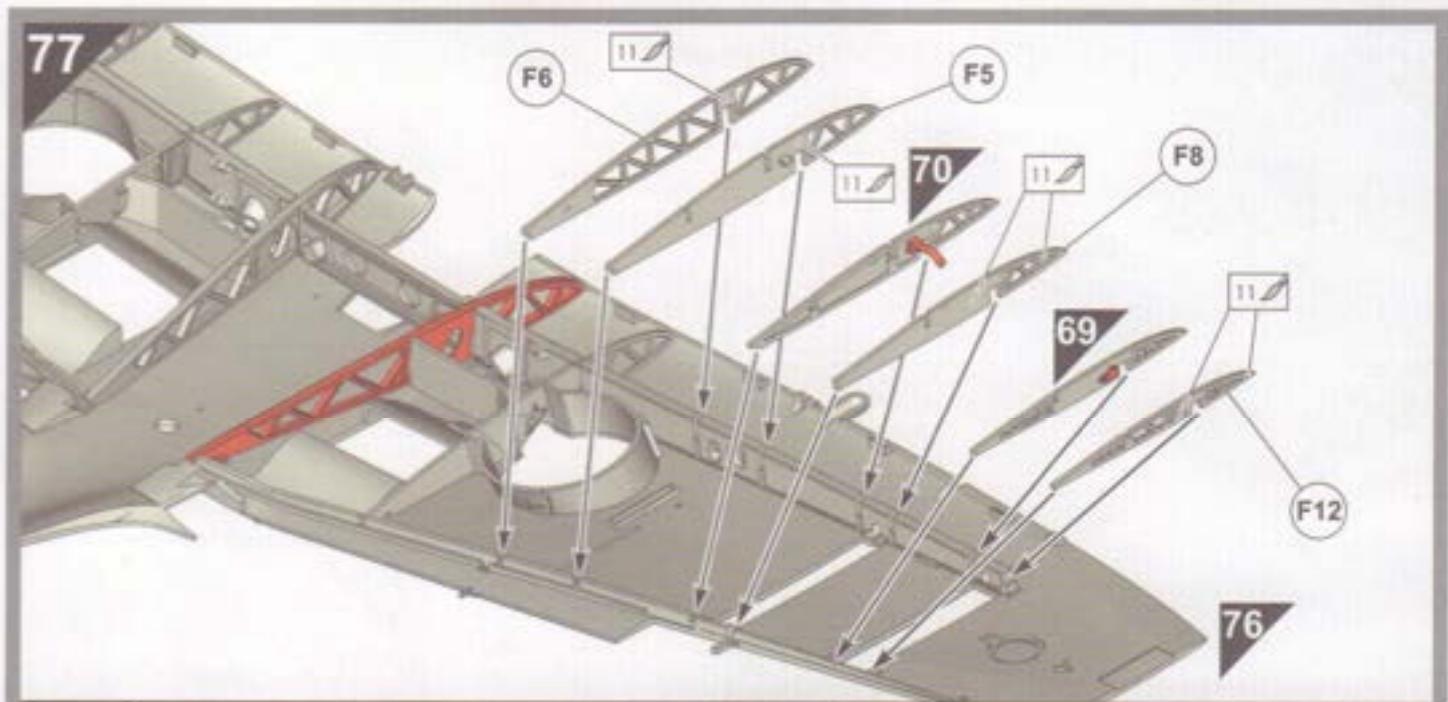


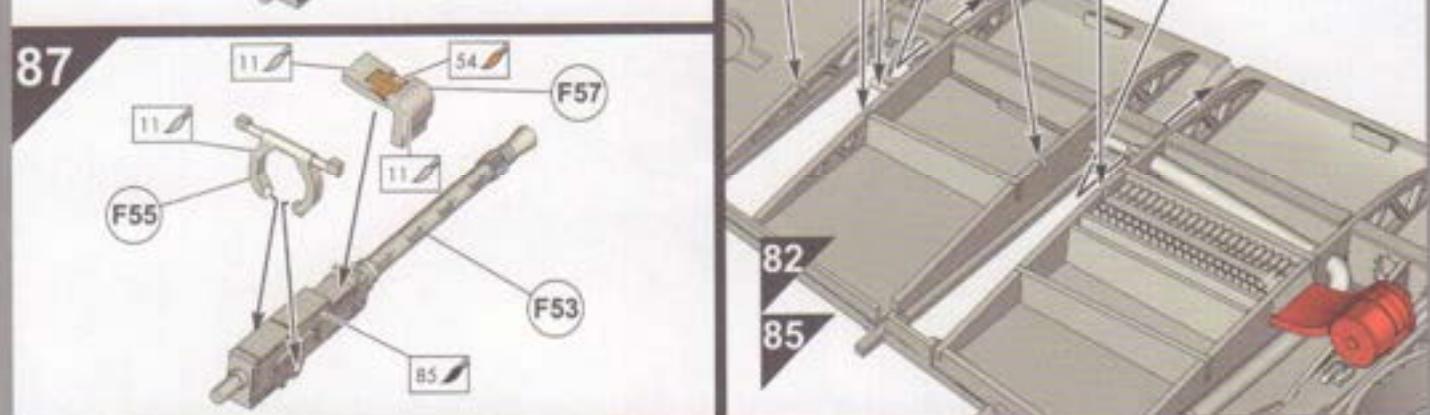
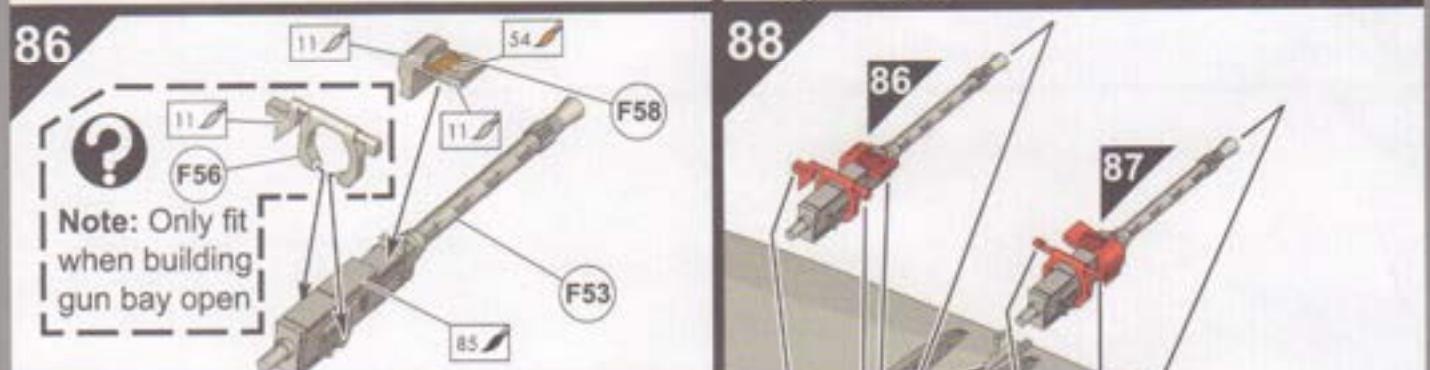
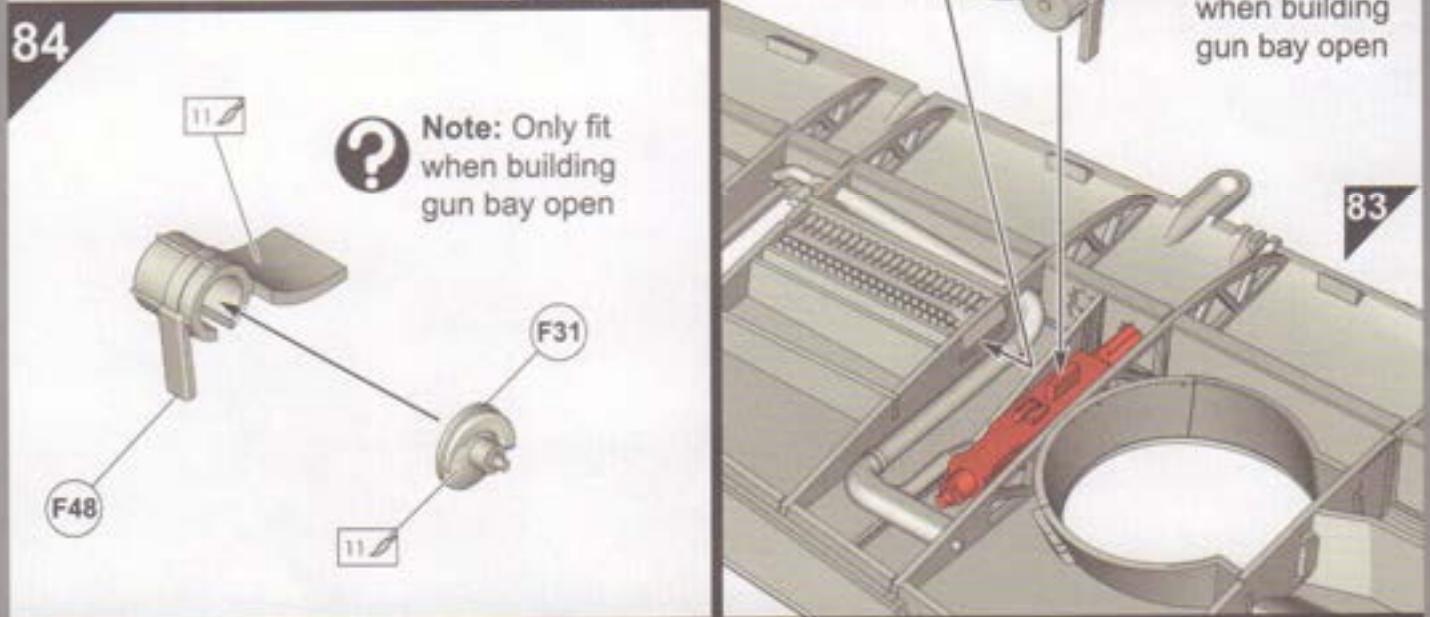
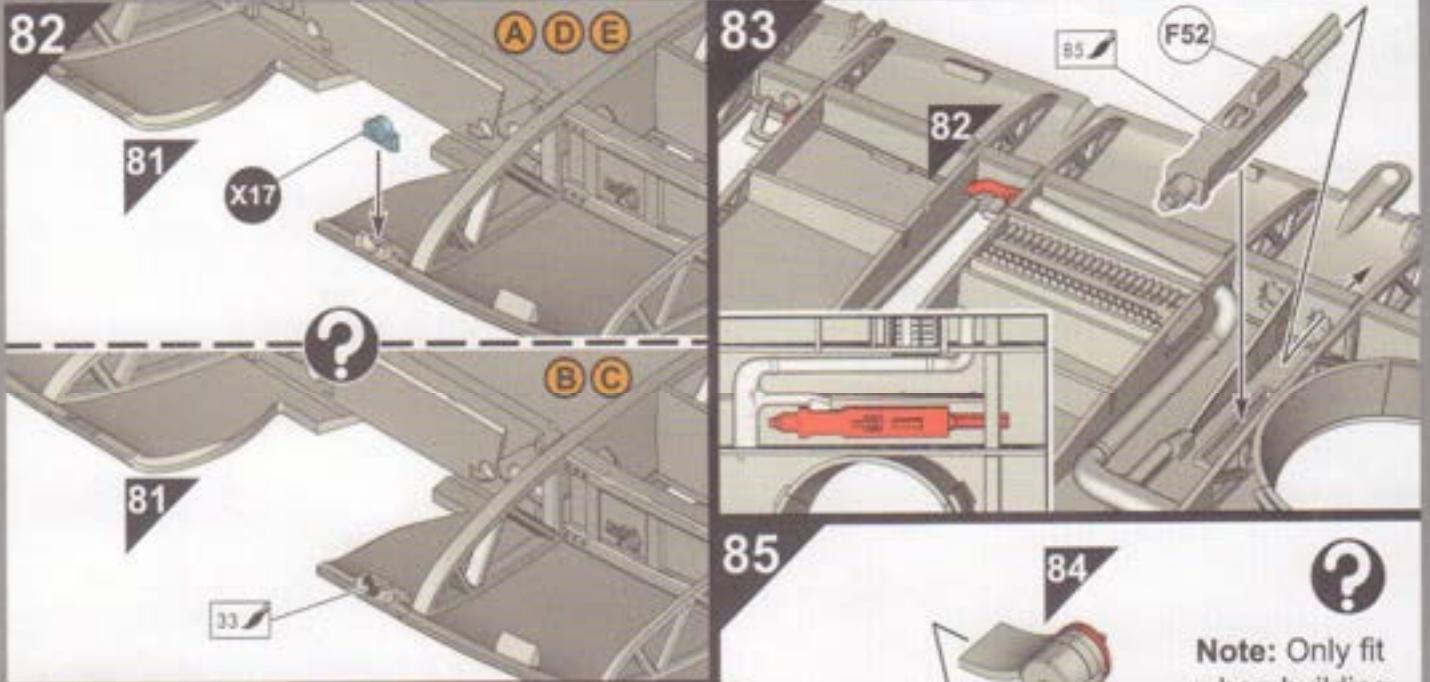
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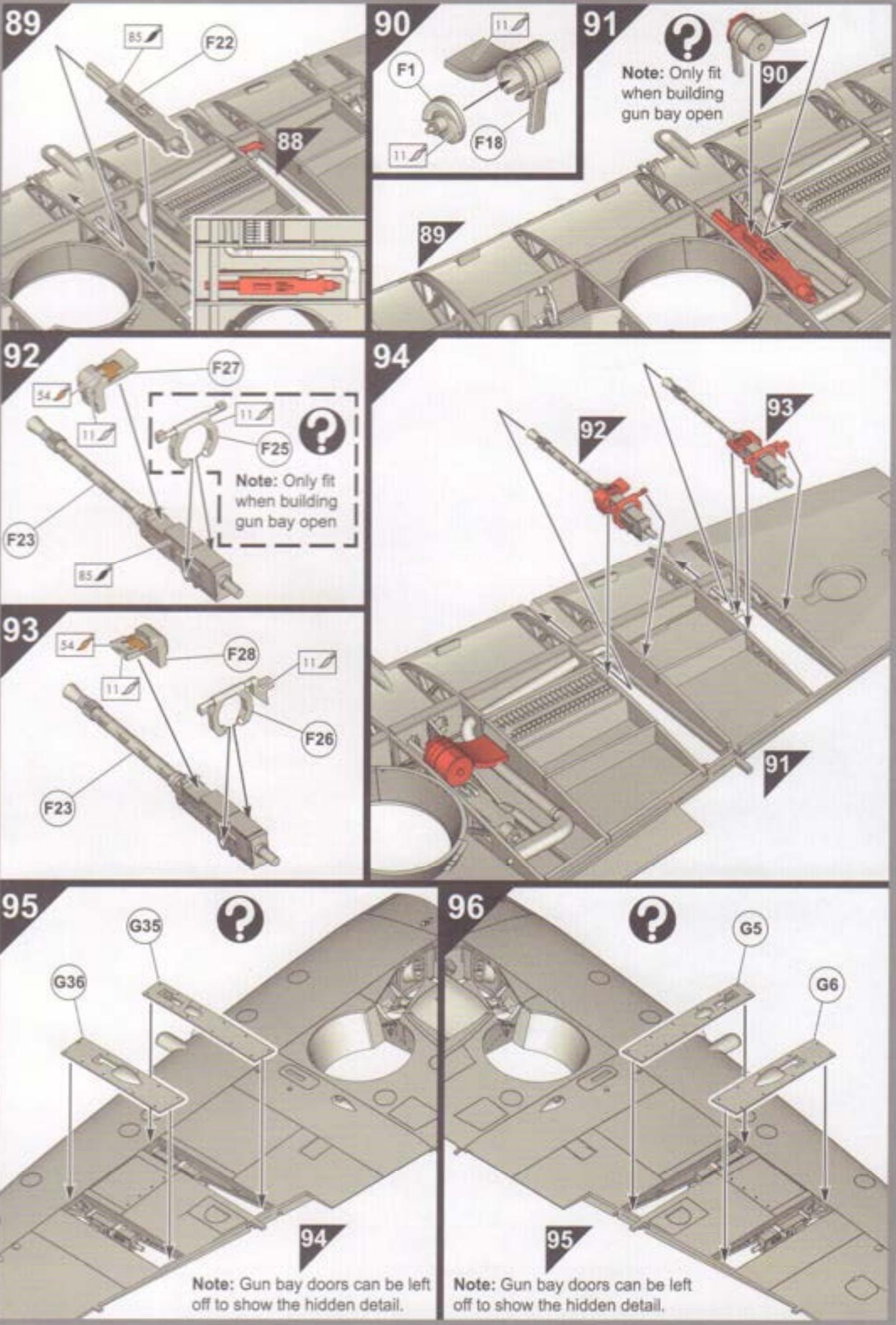


76

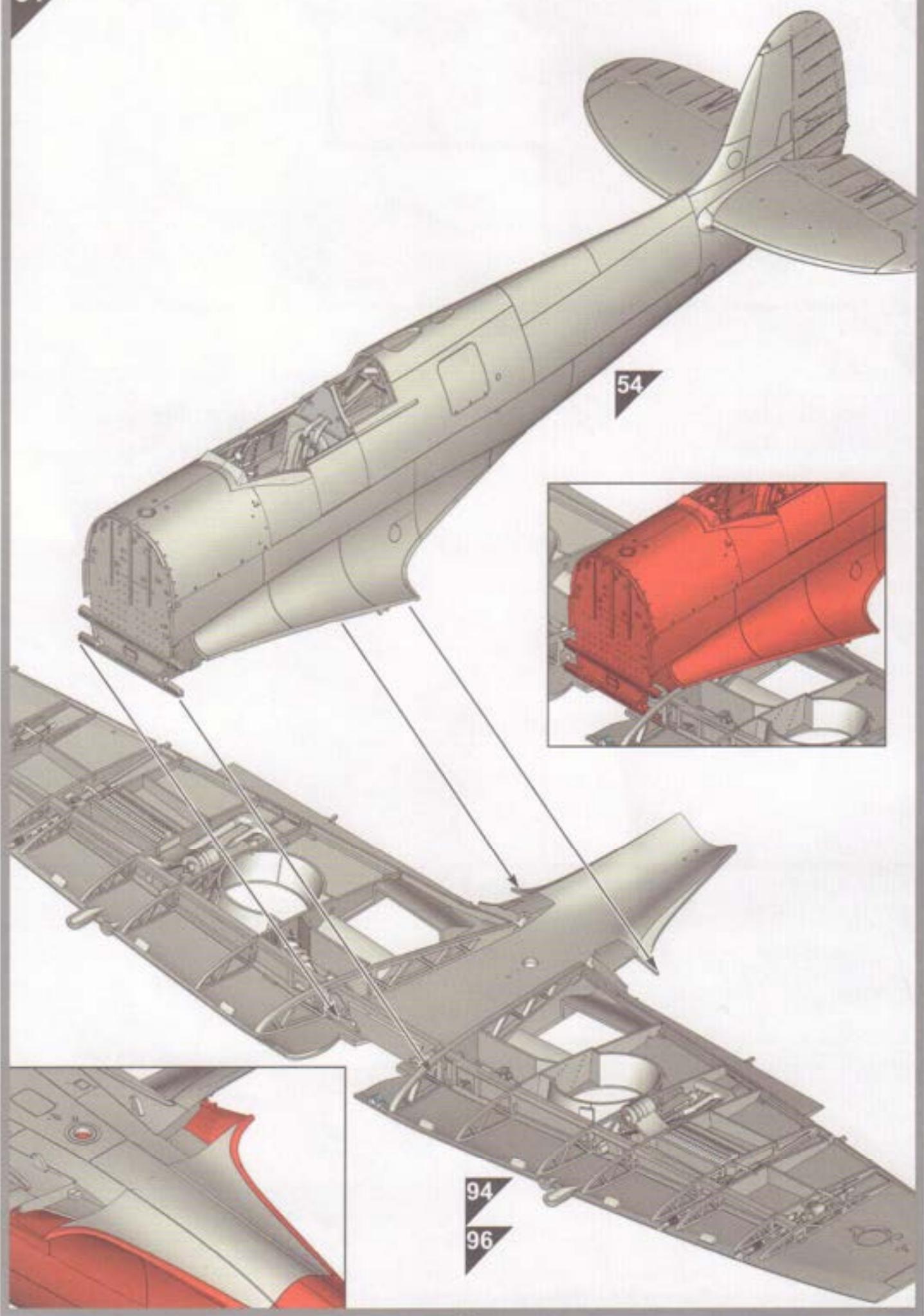




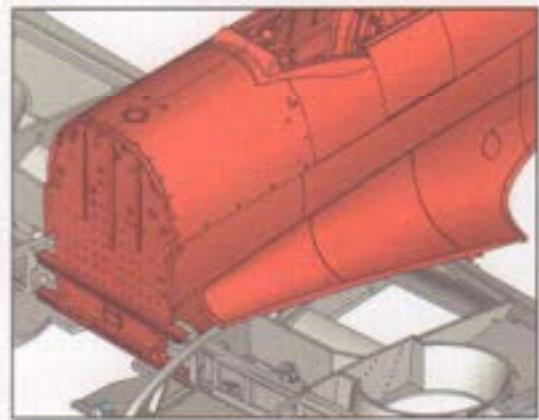




97



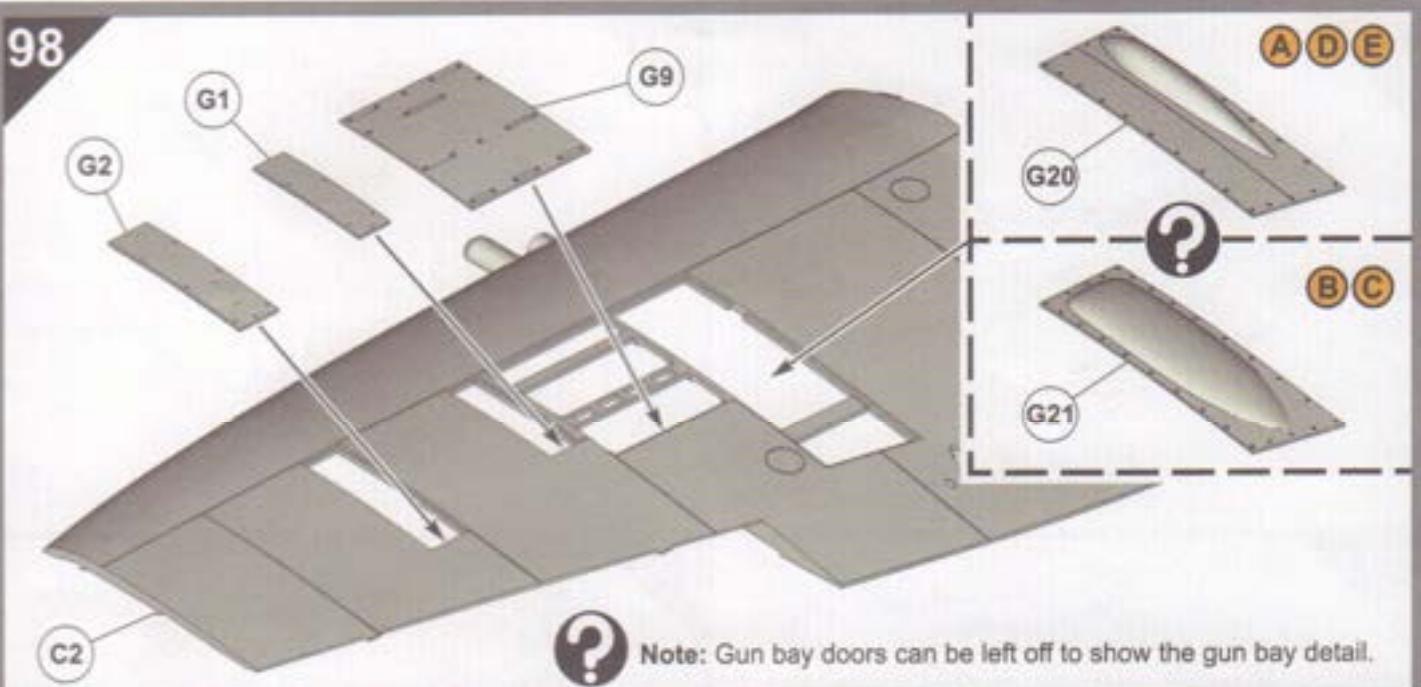
54



94

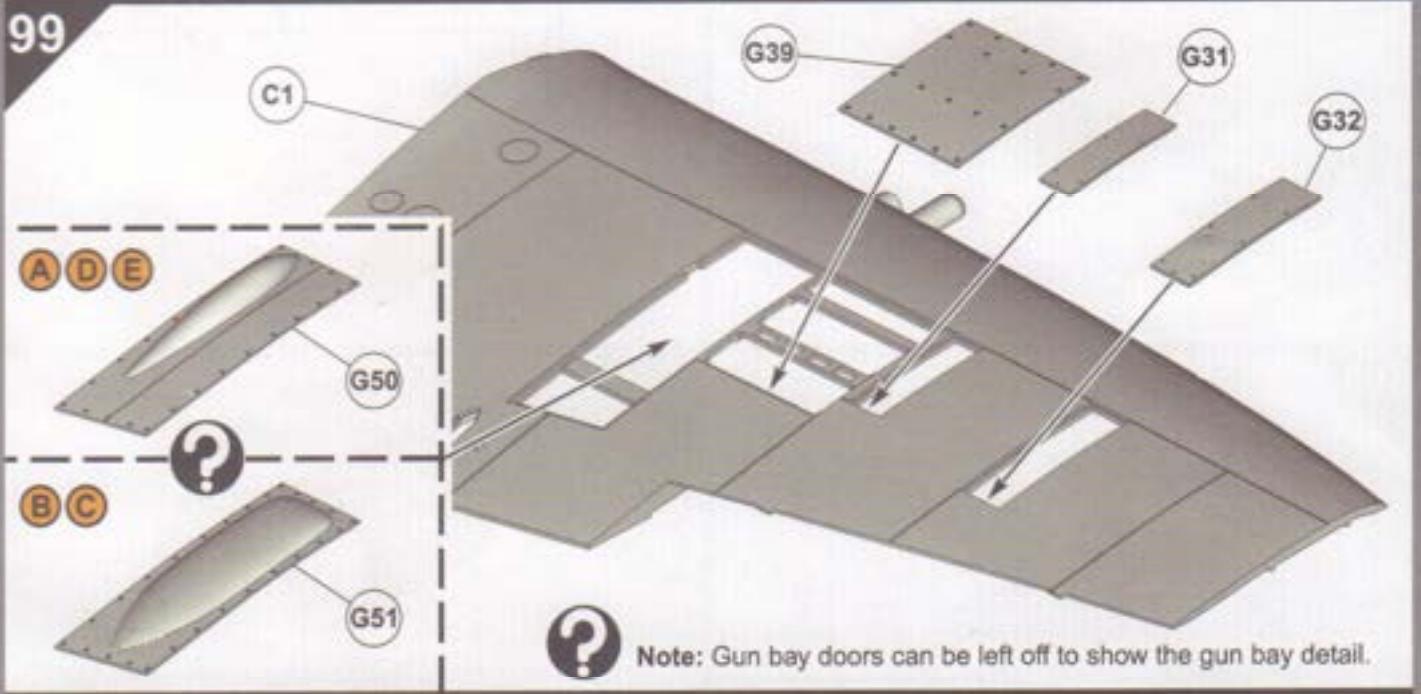
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98



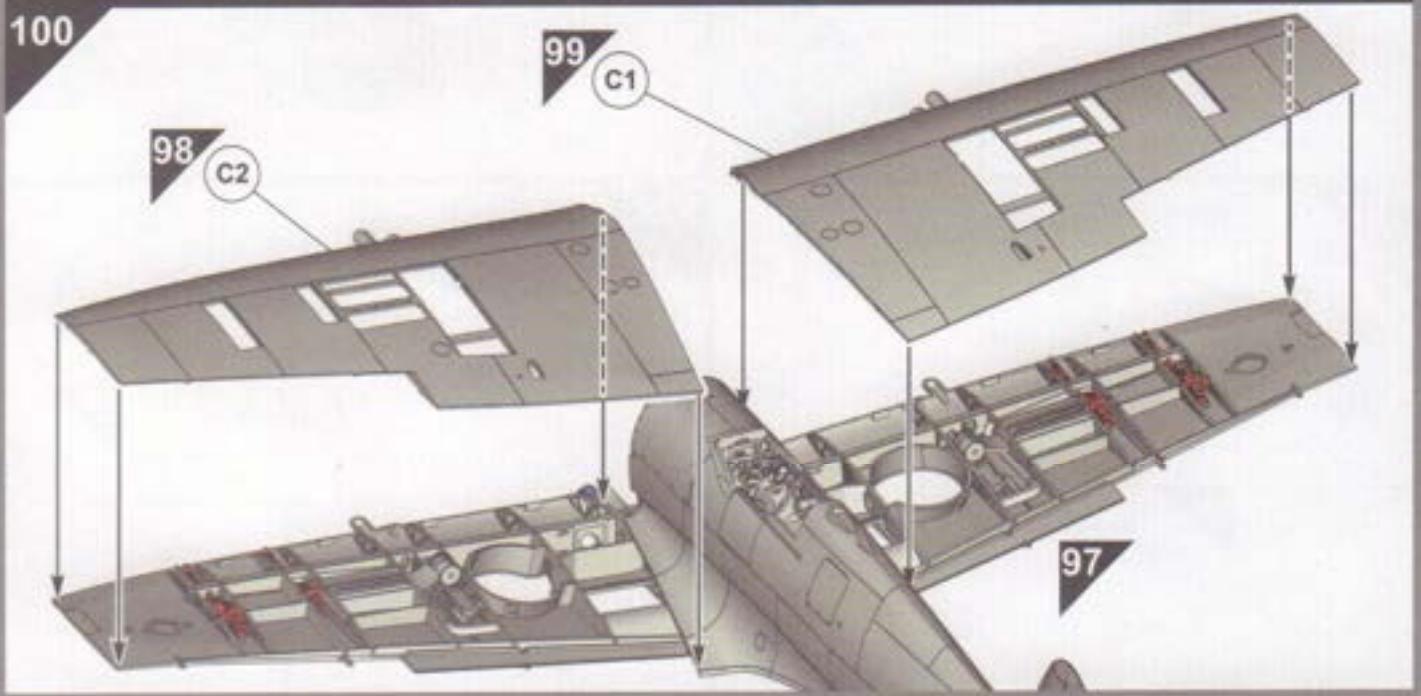
Note: Gun bay doors can be left off to show the gun bay detail.

99

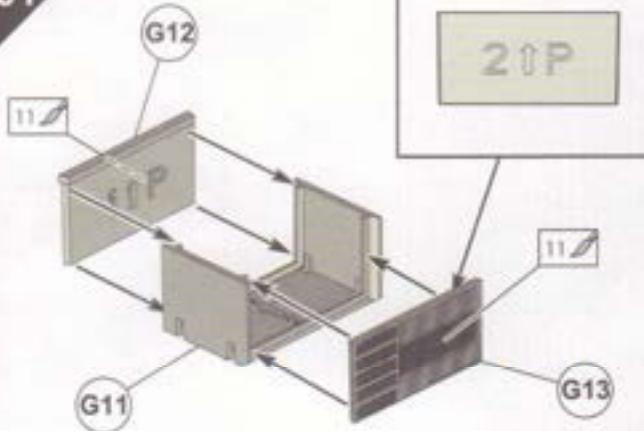


Note: Gun bay doors can be left off to show the gun bay detail.

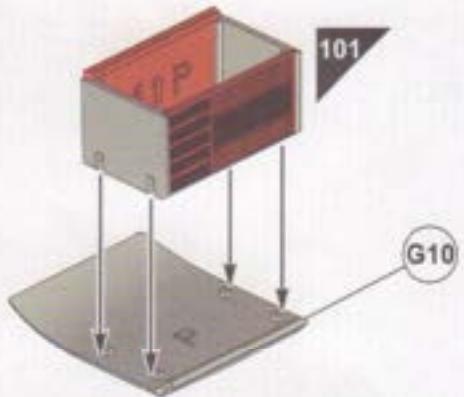
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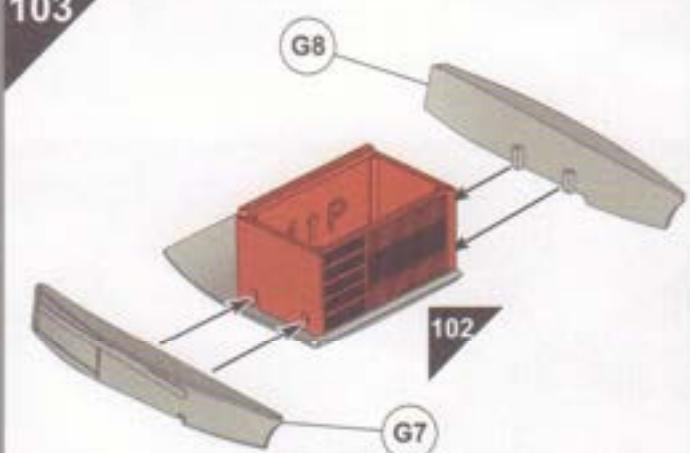
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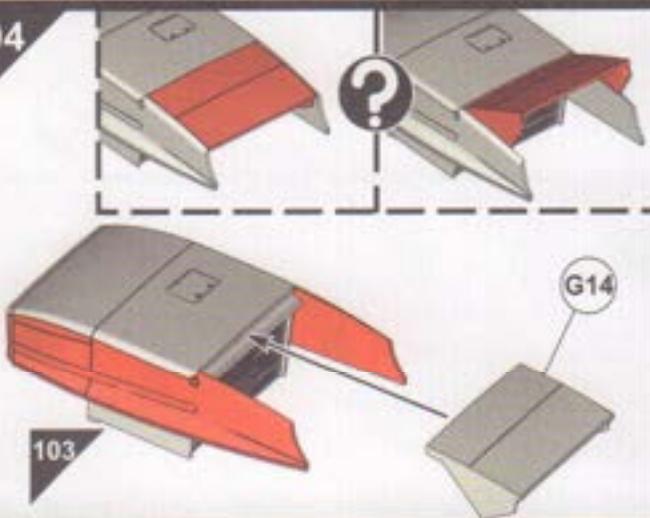
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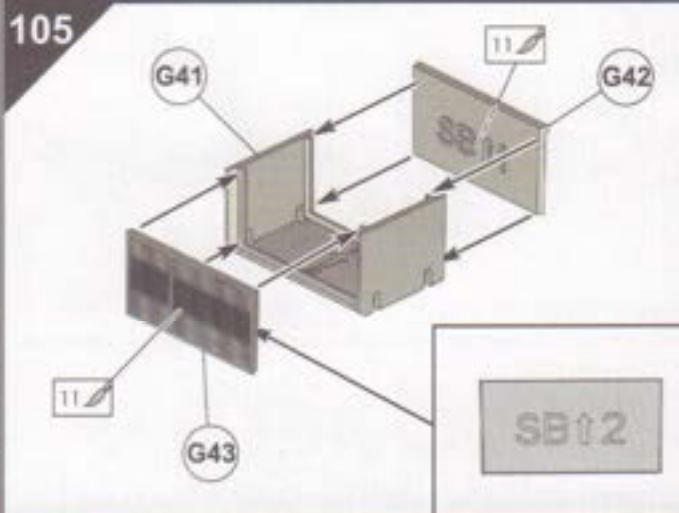
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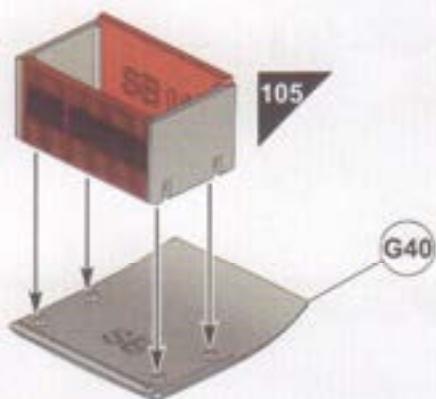
104



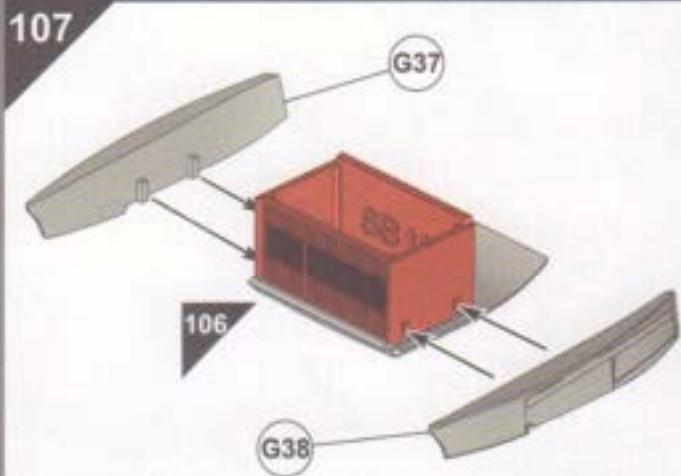
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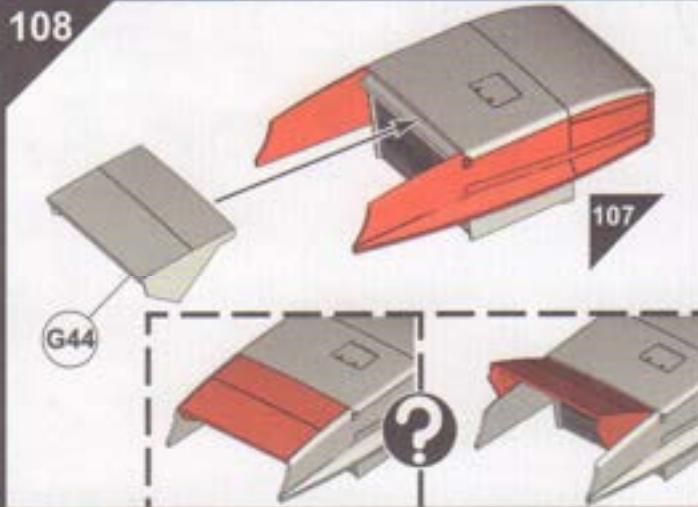
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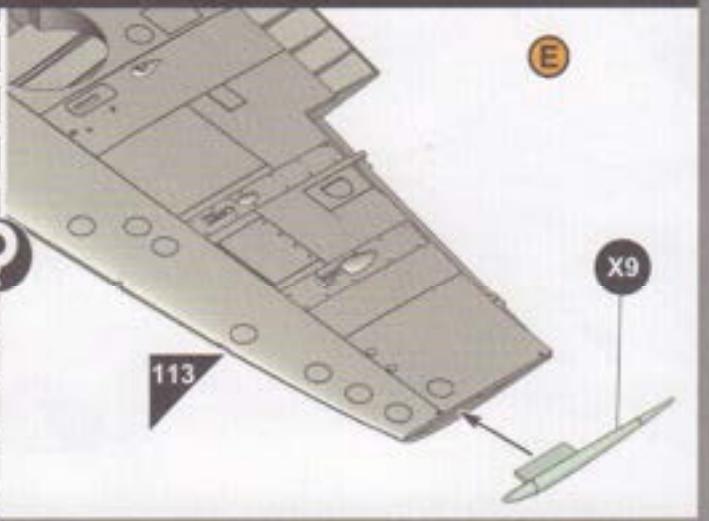
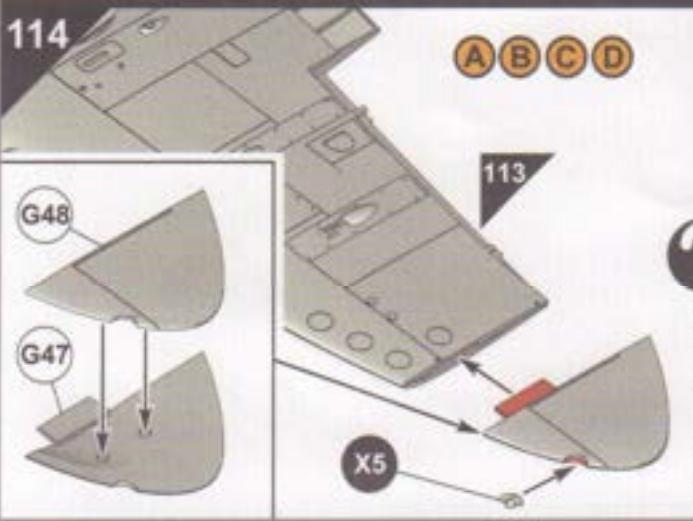
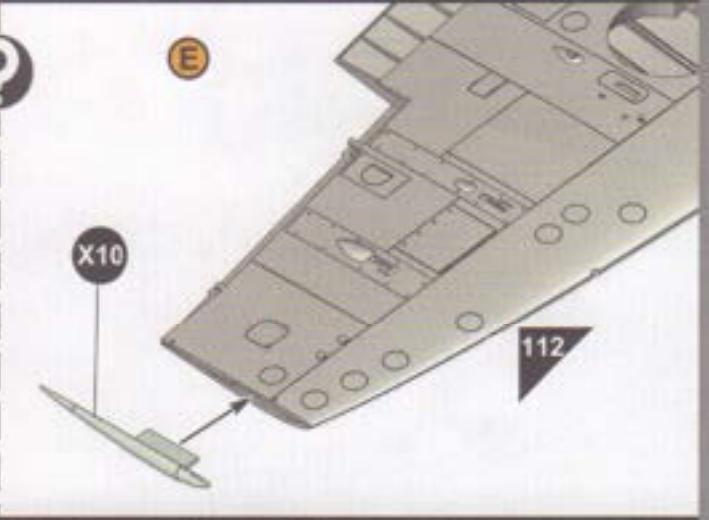
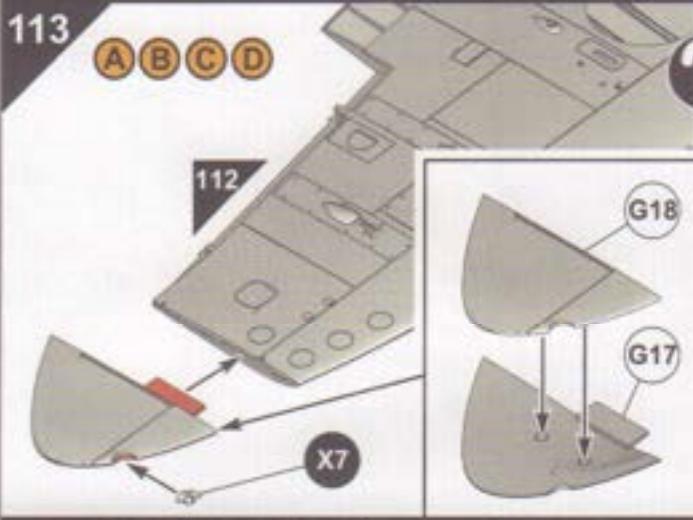
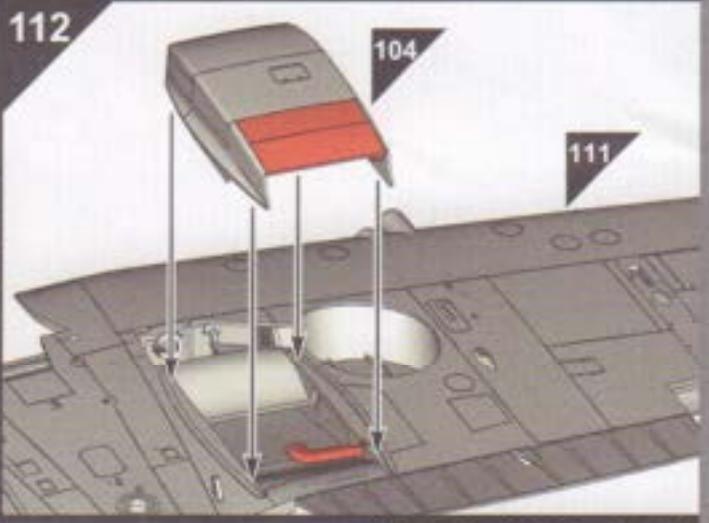
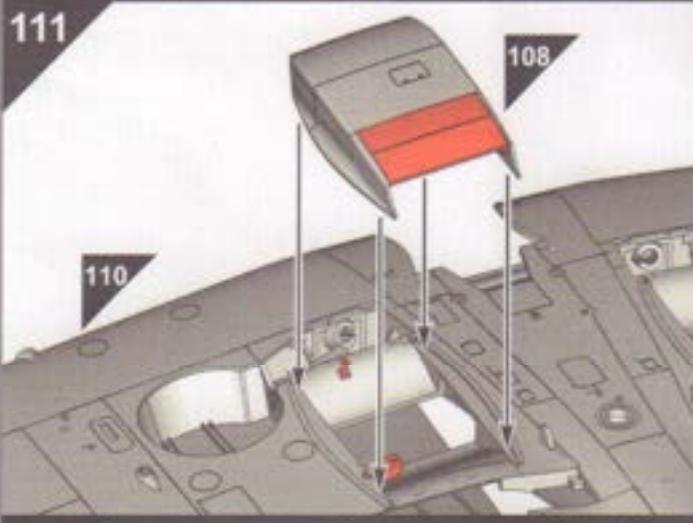
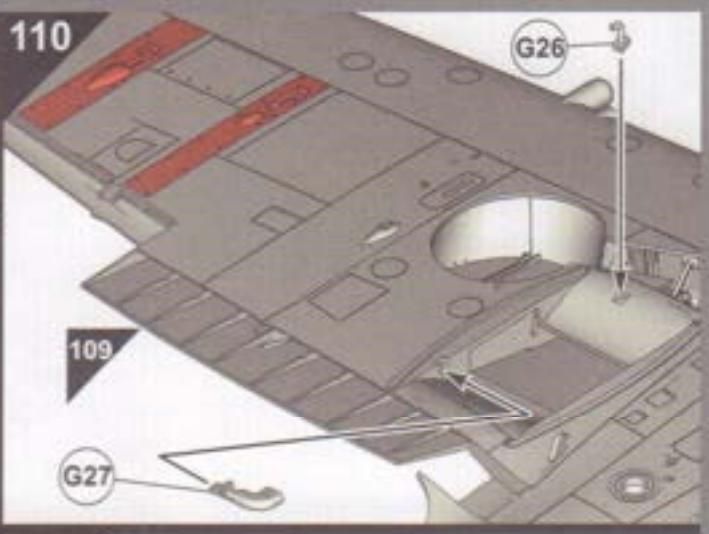
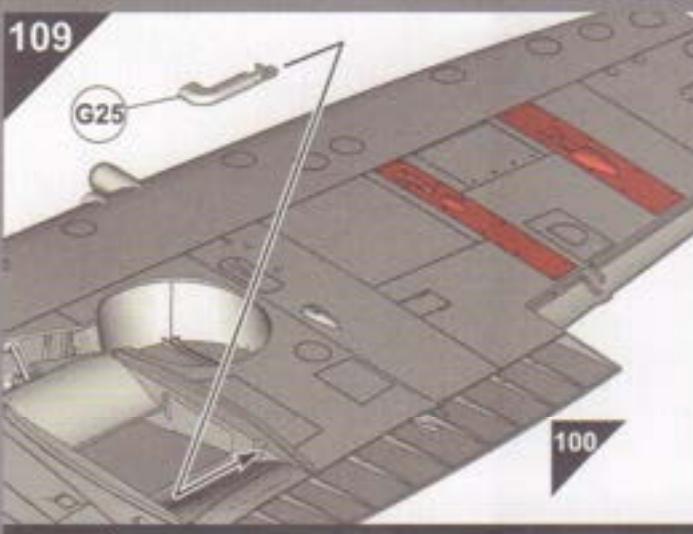


107



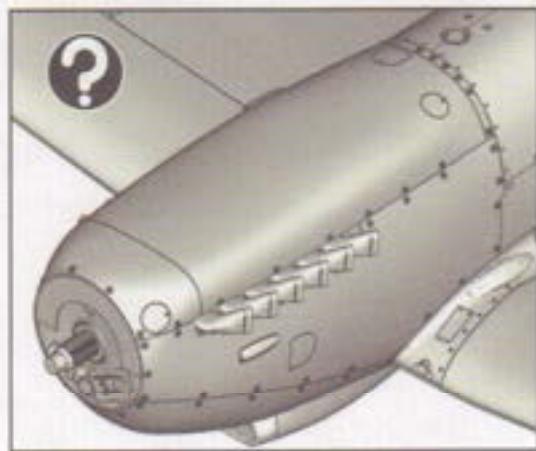
108



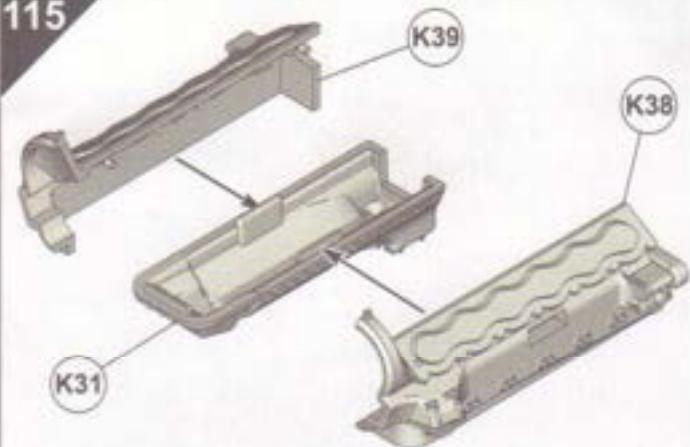
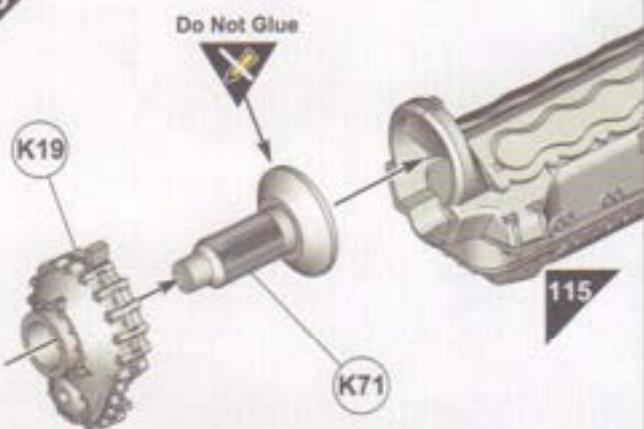
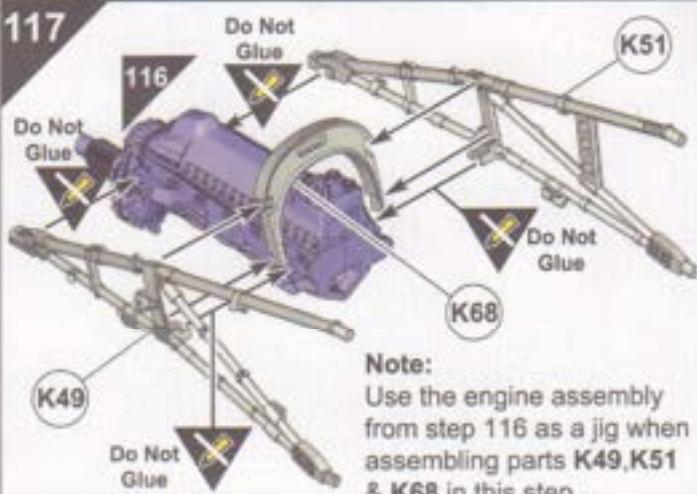




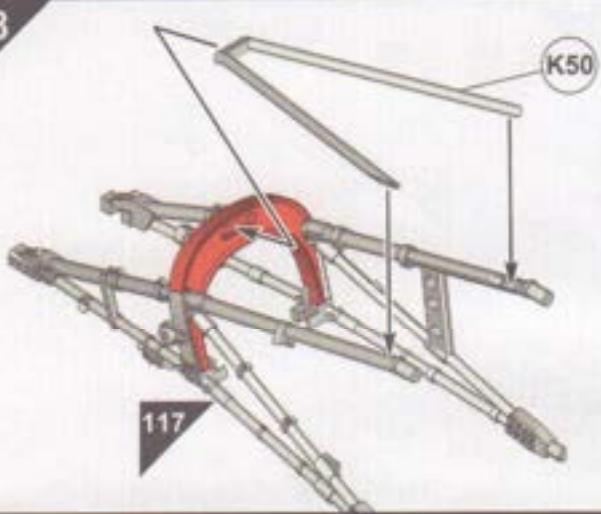
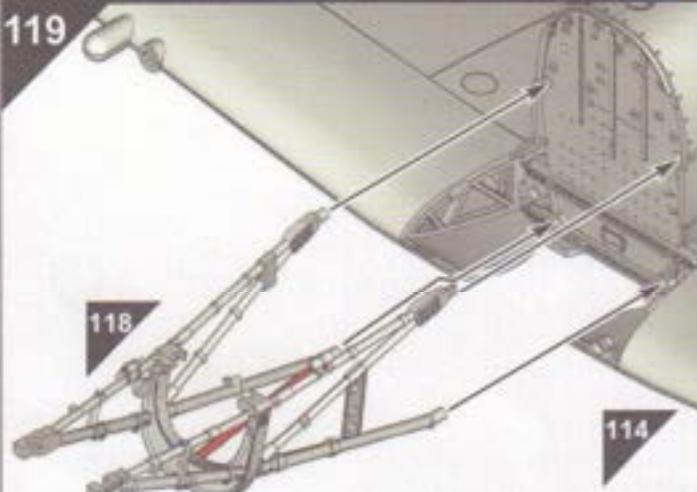
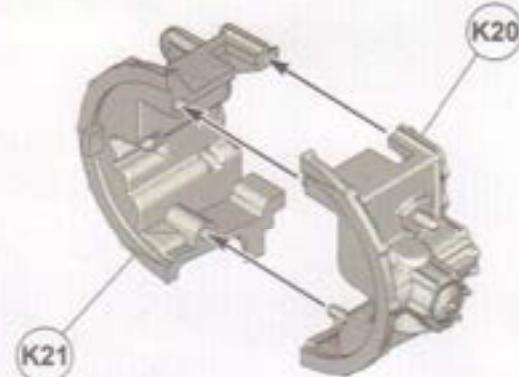
Note: When building this model with all the cowling covers attached, there is no need to build the whole engine. Follow steps 115 to 135 on pages 24 to 26 and miss out steps 136 to 198 on pages 27 to 36.
Then carry on from step 199 on page 36.



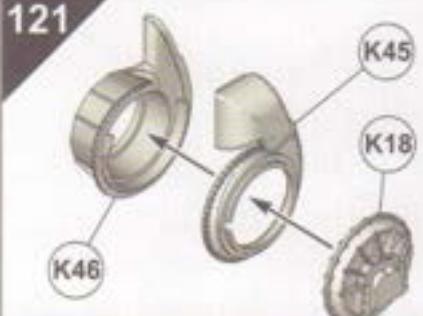
When building this model showing the engine detail and options of fitting engine cowlings, miss out steps 115 to 135 on pages 24 to 26 and carry on from step 136 on page 27.

115**116****117****Note:**

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

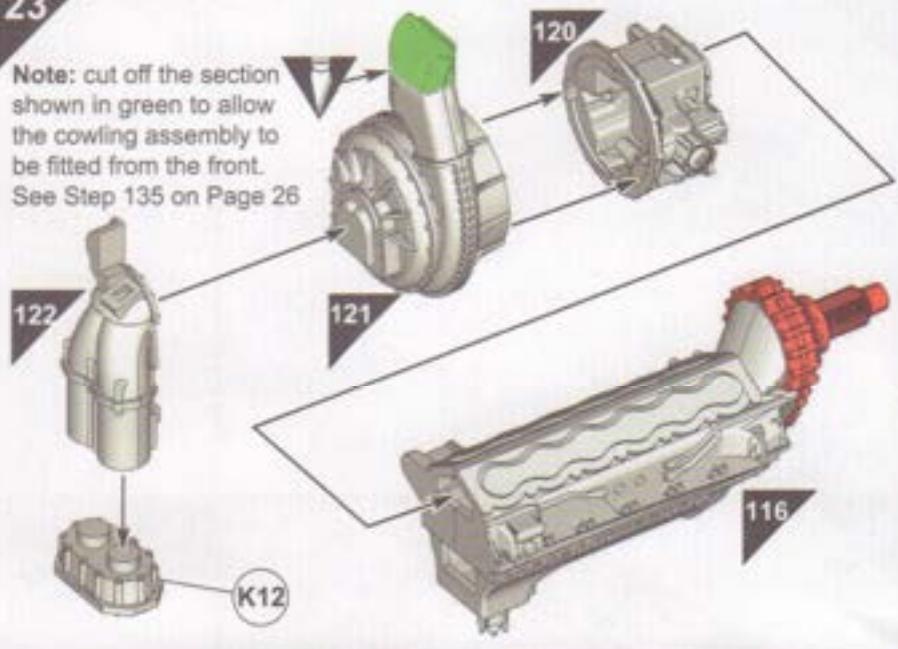
118**119****120**

121

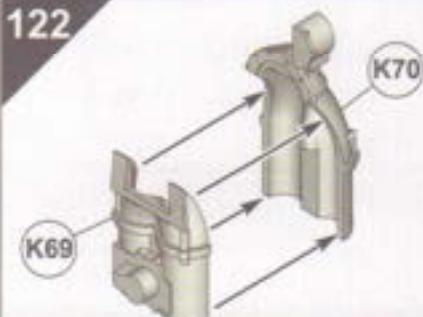


123

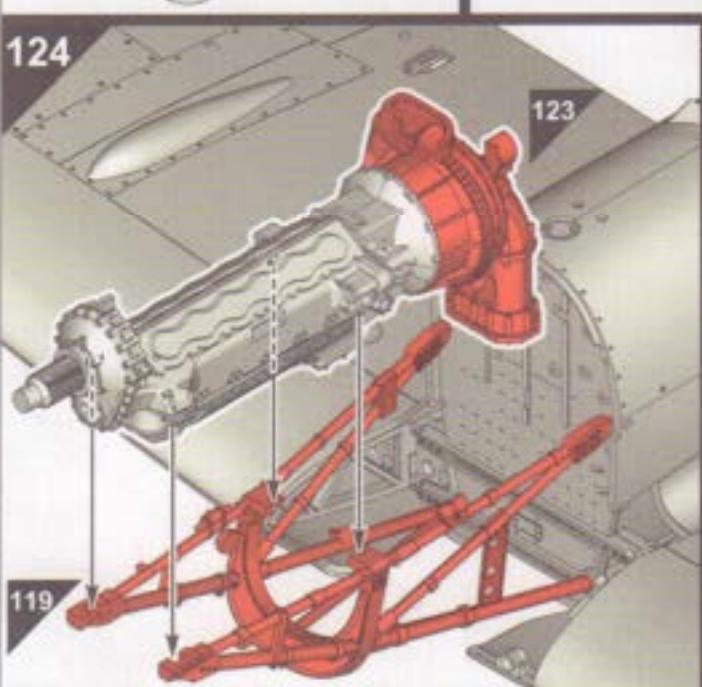
Note: cut off the section shown in green to allow the cowling assembly to be fitted from the front.
See Step 135 on Page 26



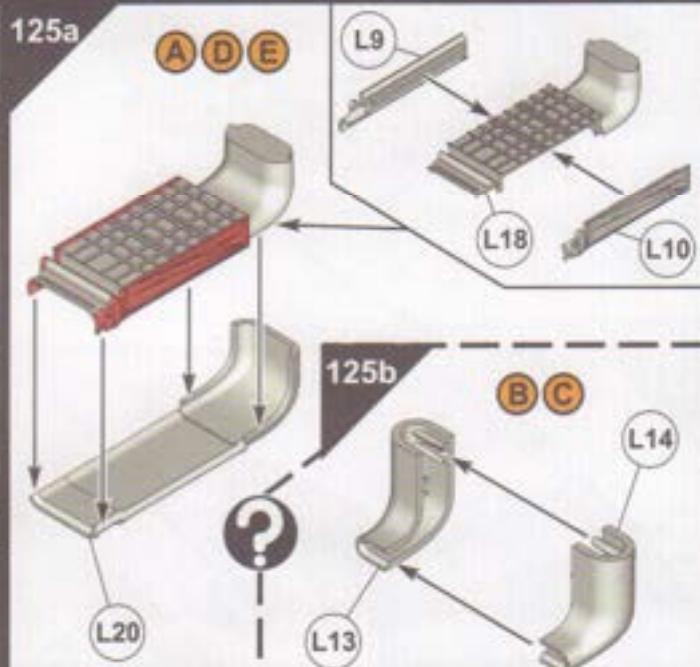
122



124



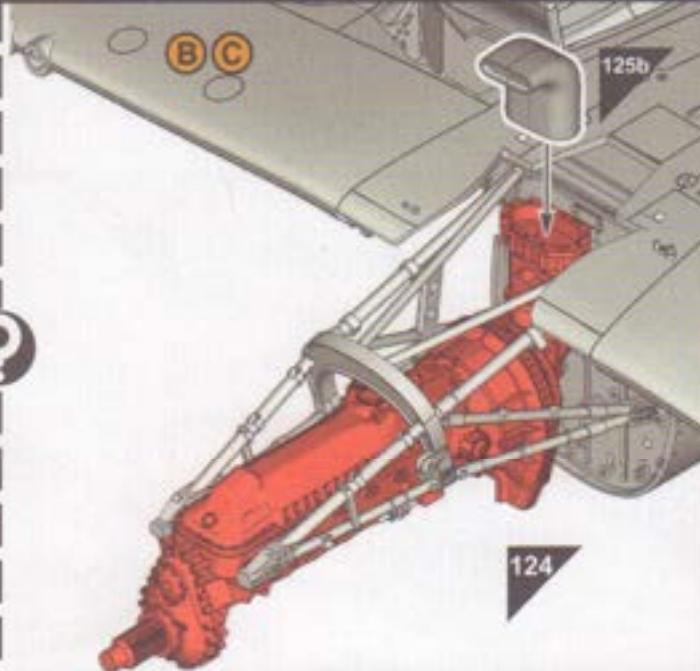
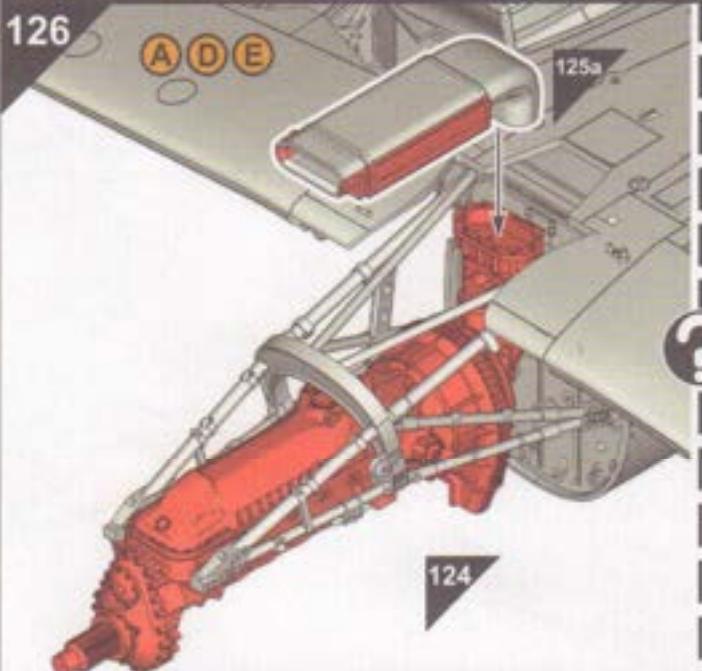
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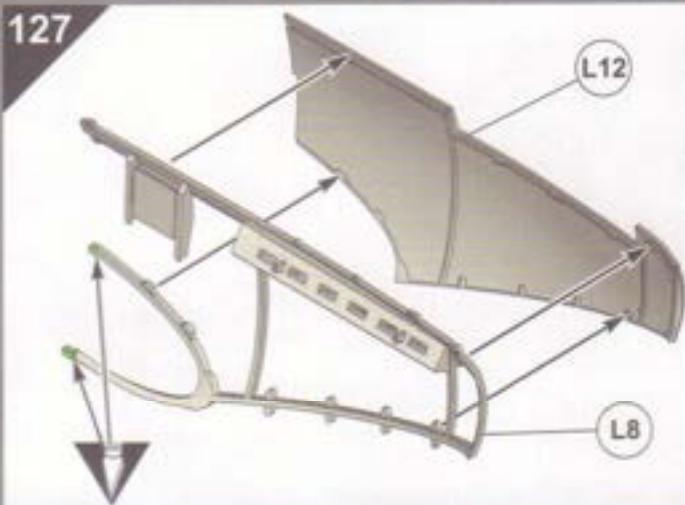
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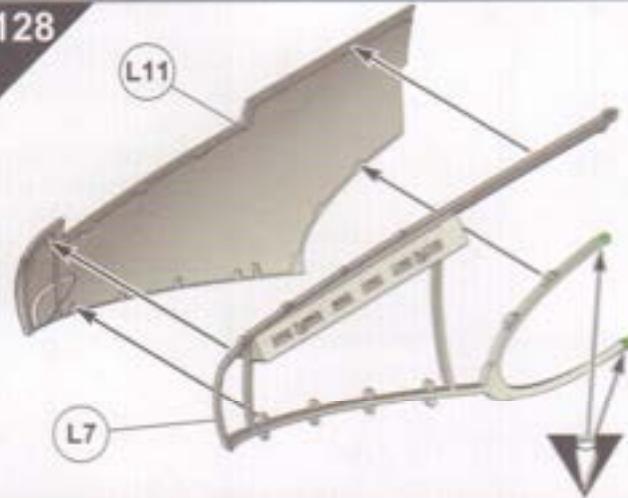
126



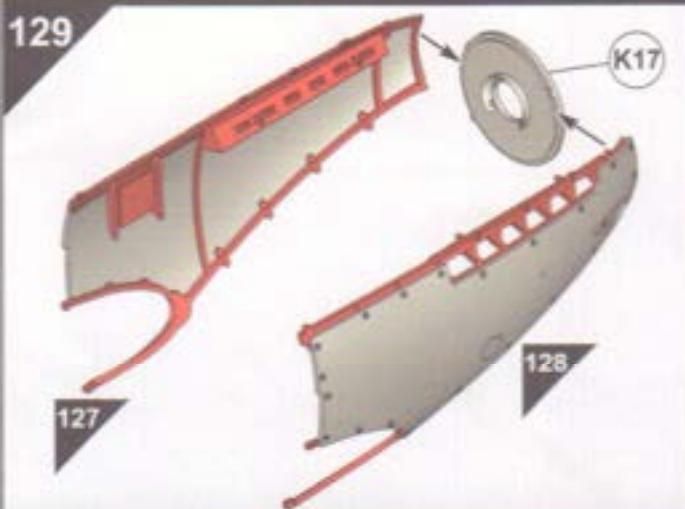
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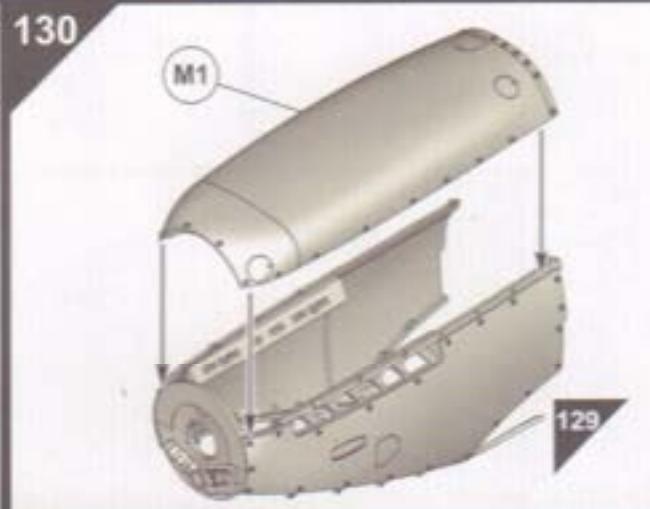
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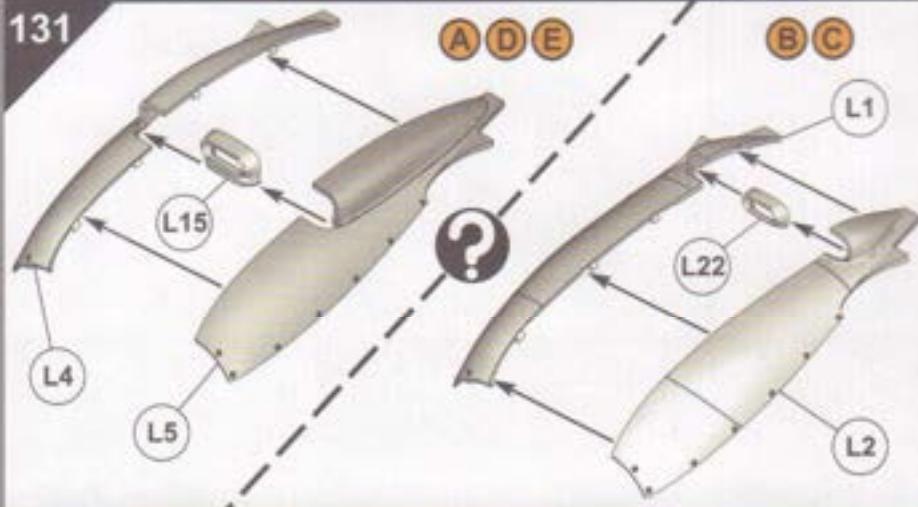
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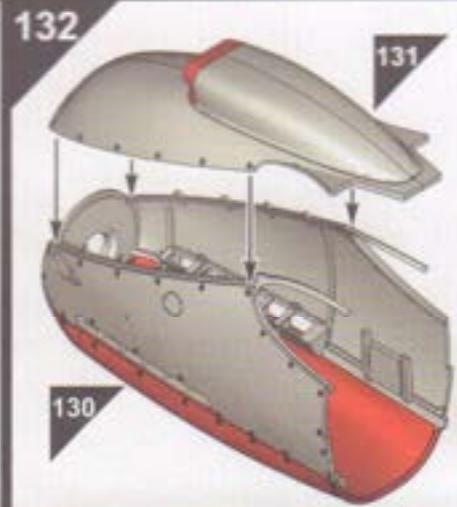
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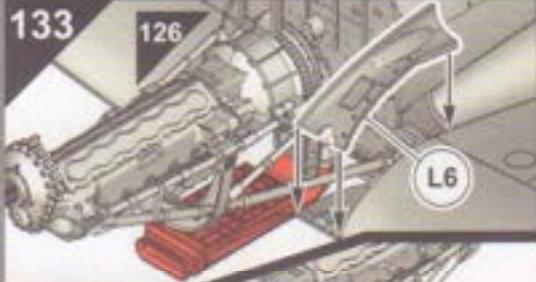
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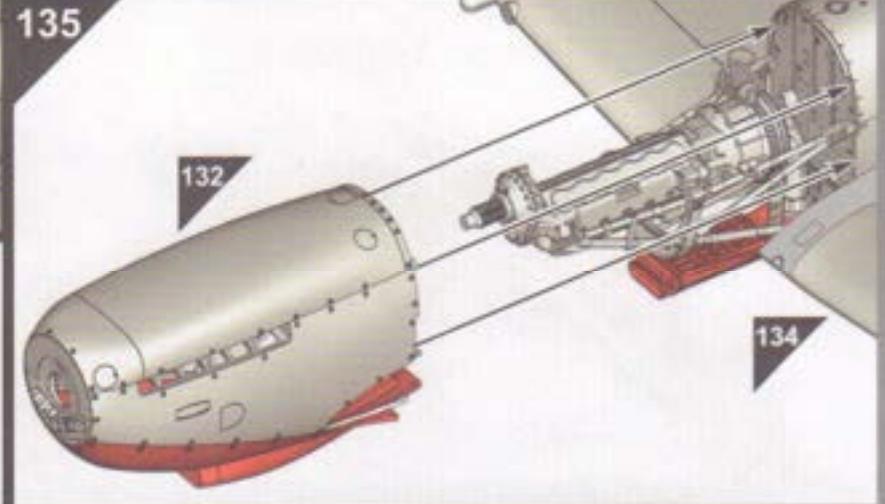
132



133



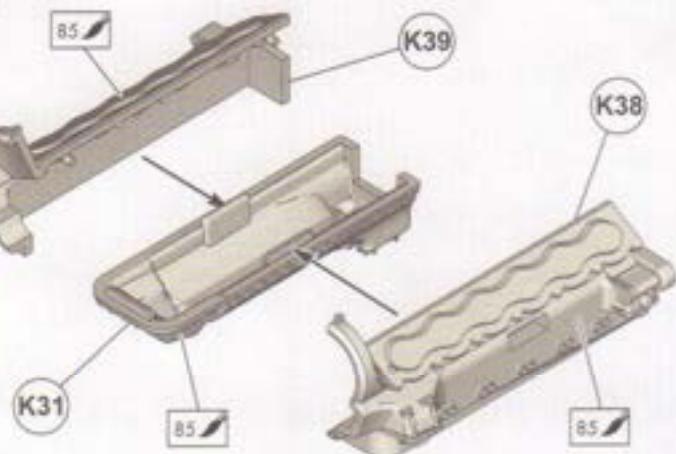
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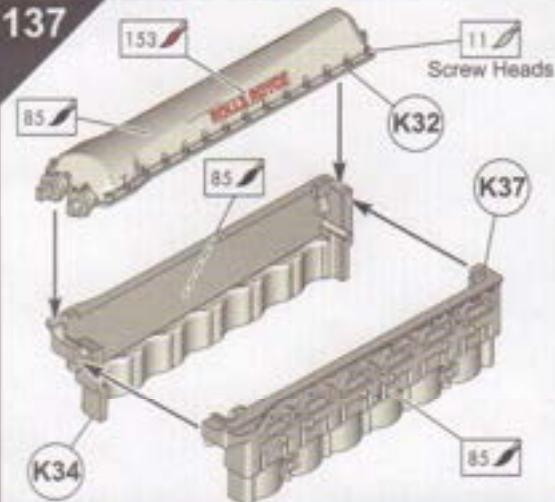
134



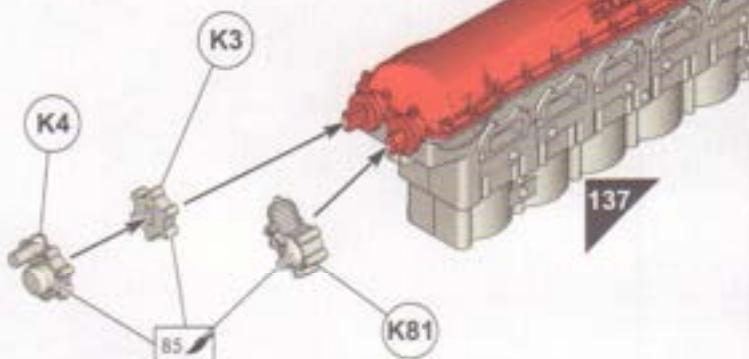
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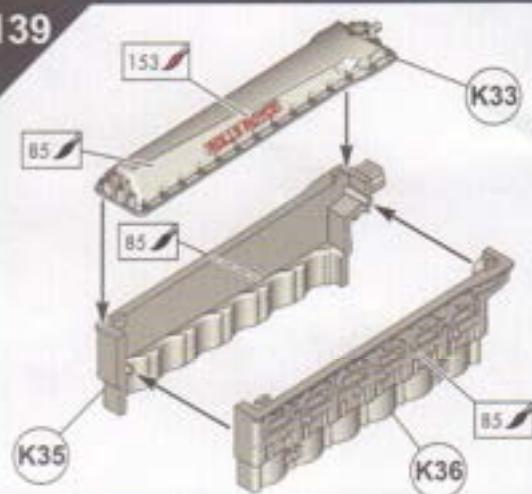
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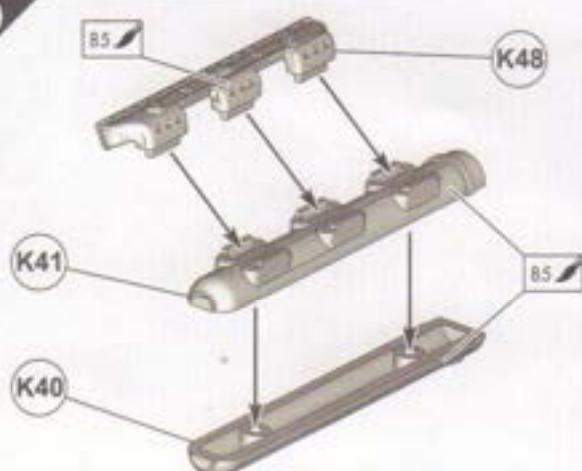
138



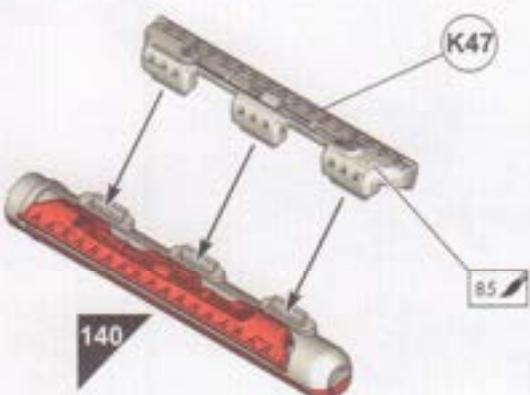
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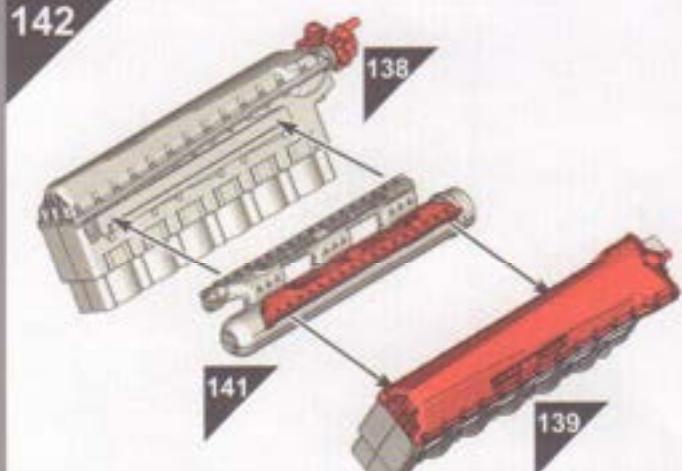
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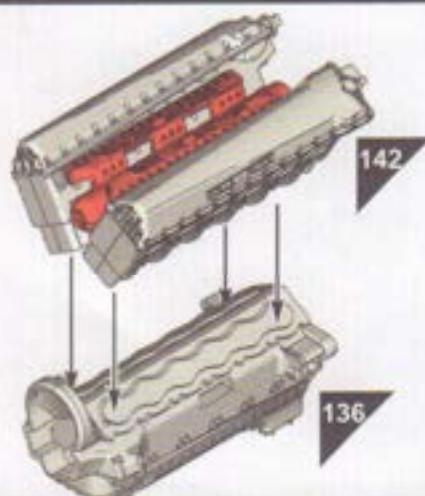
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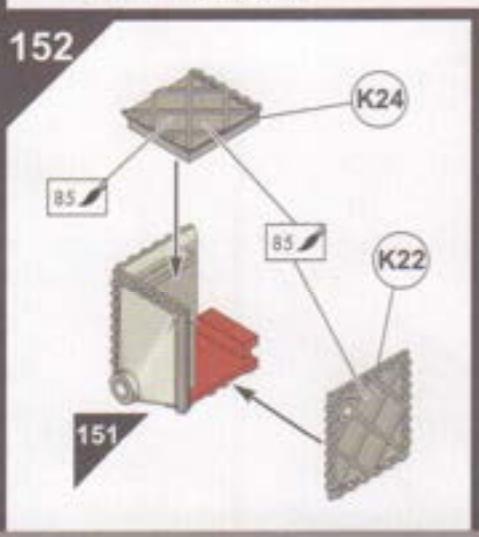
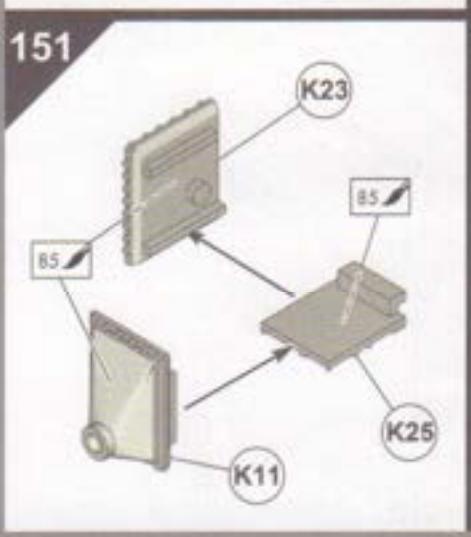
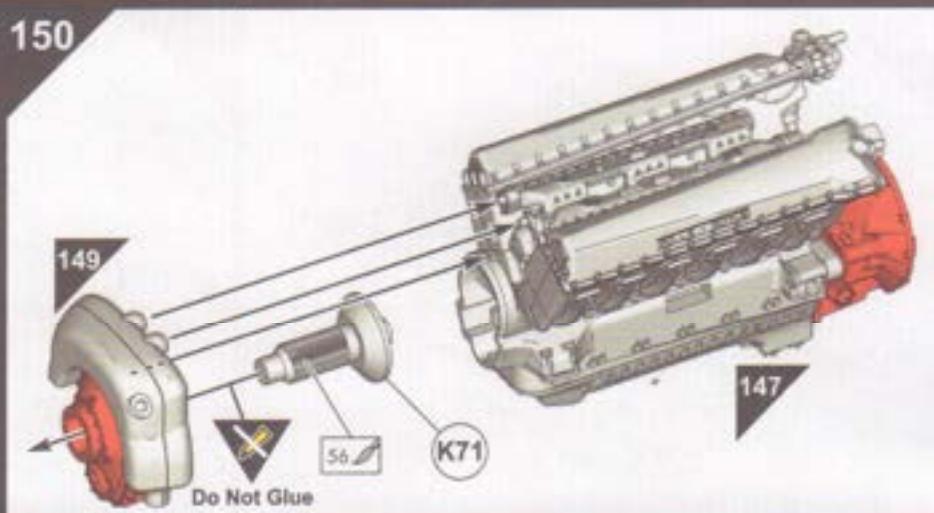
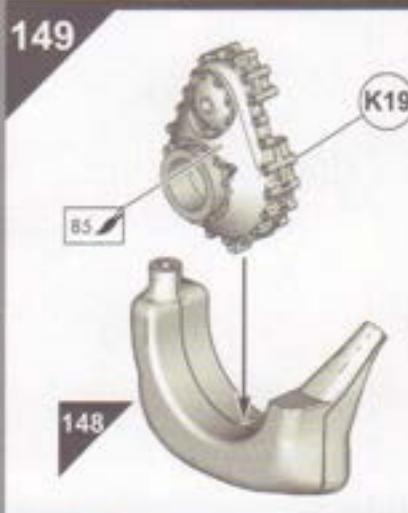
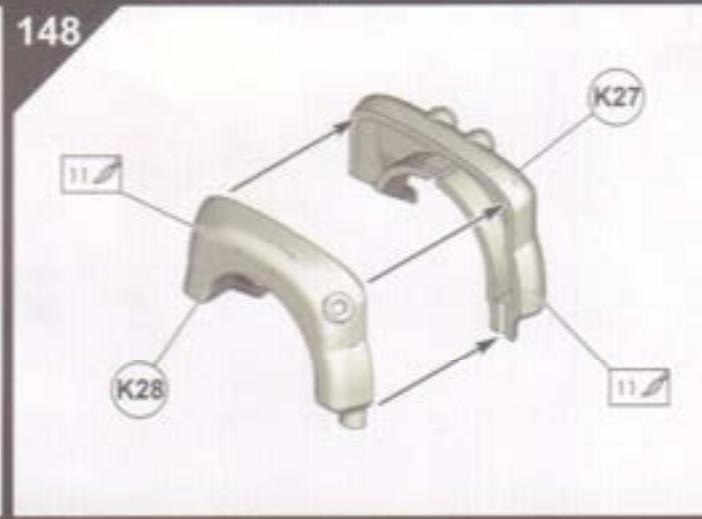
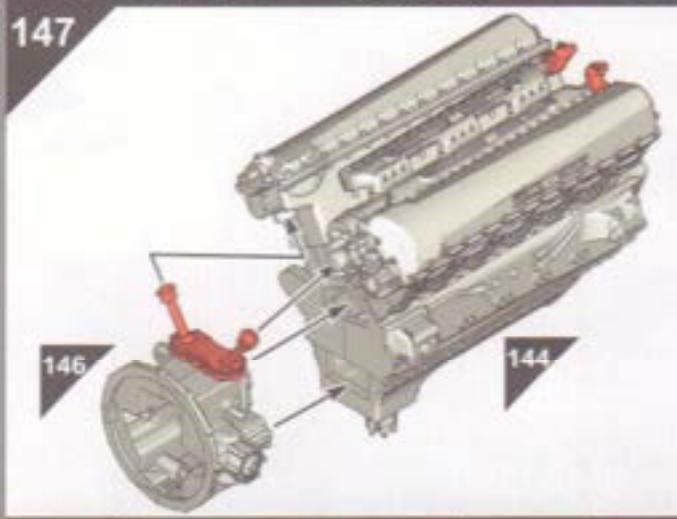
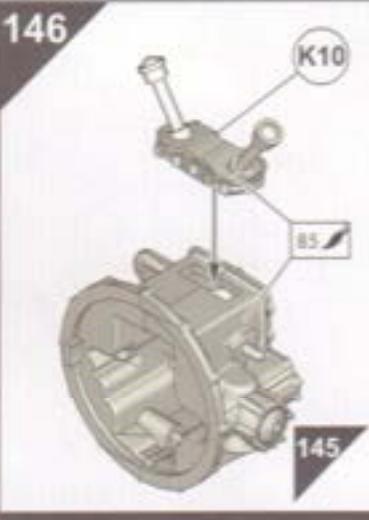
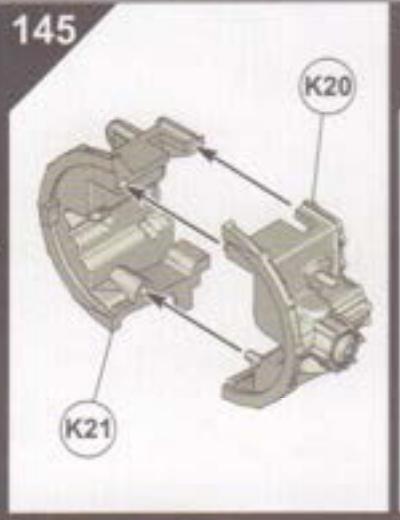
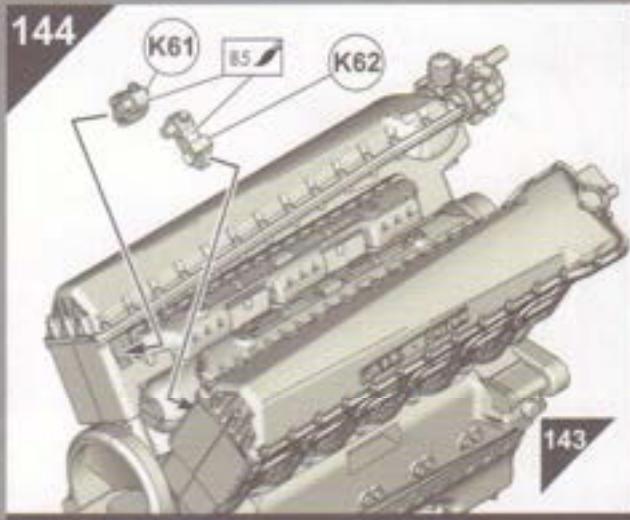


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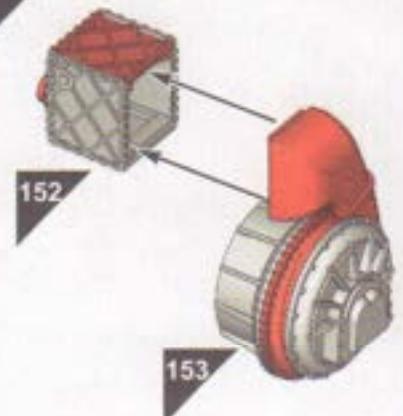


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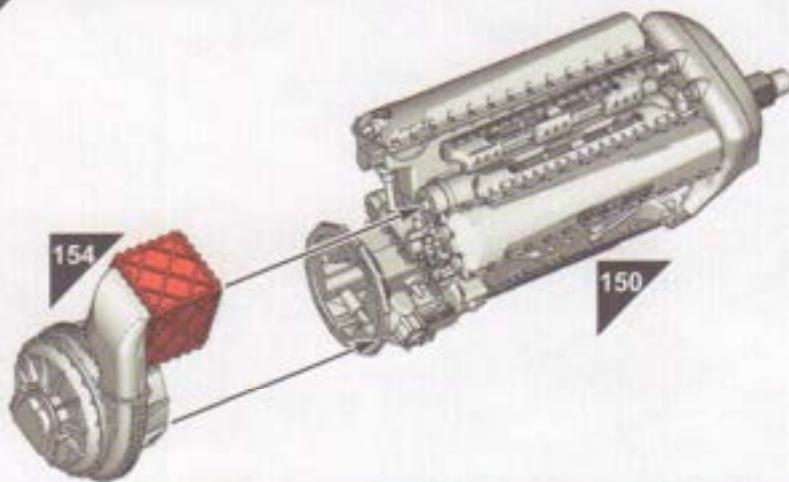




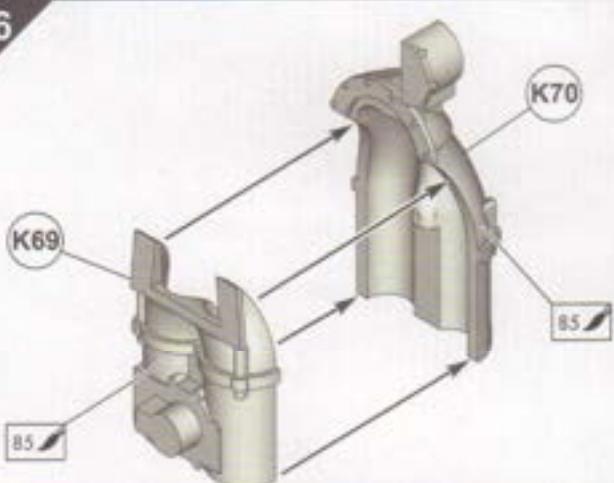
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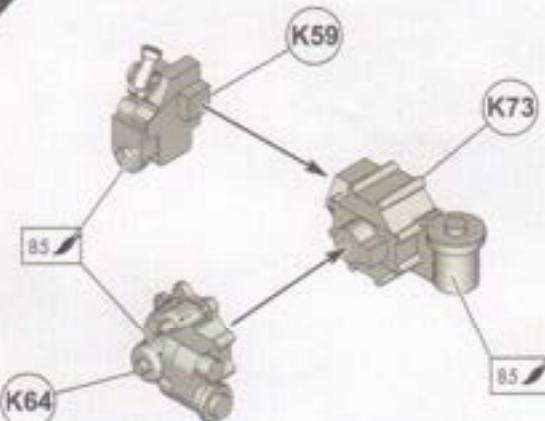
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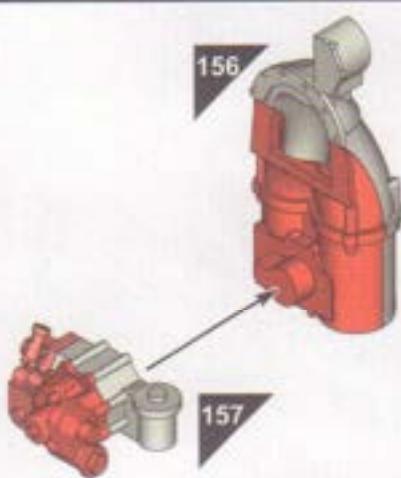
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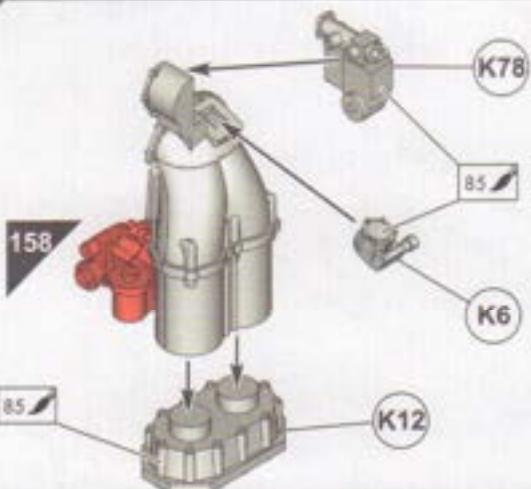
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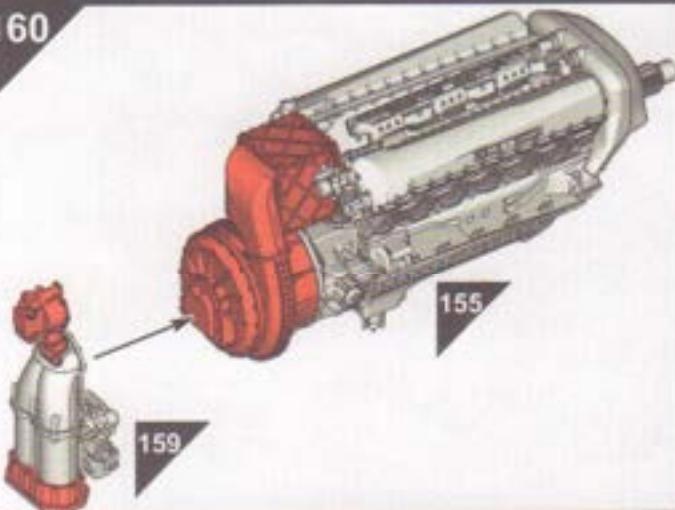
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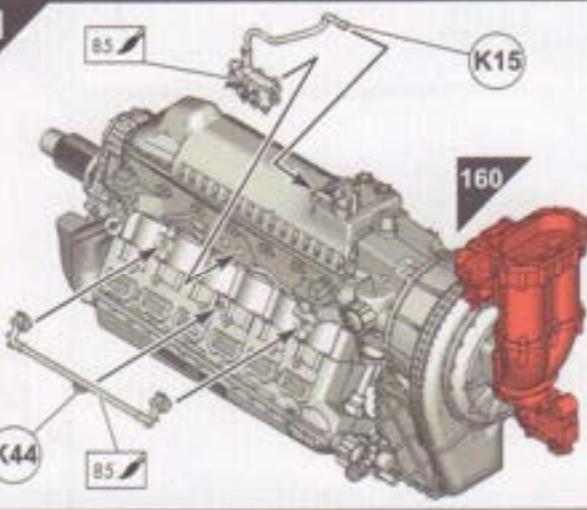
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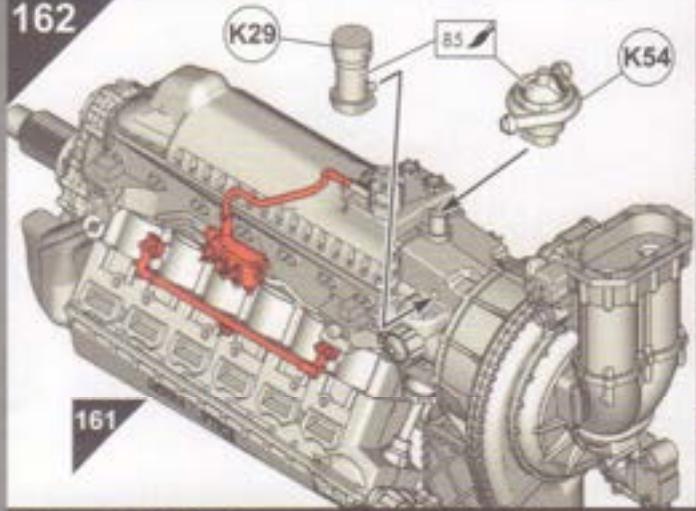
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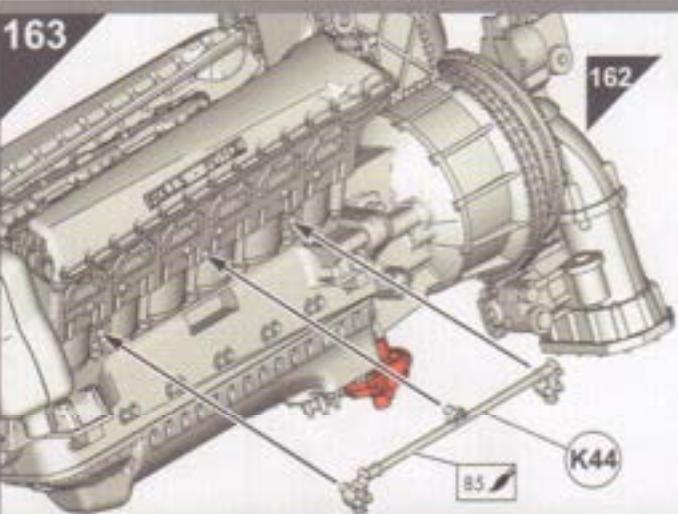
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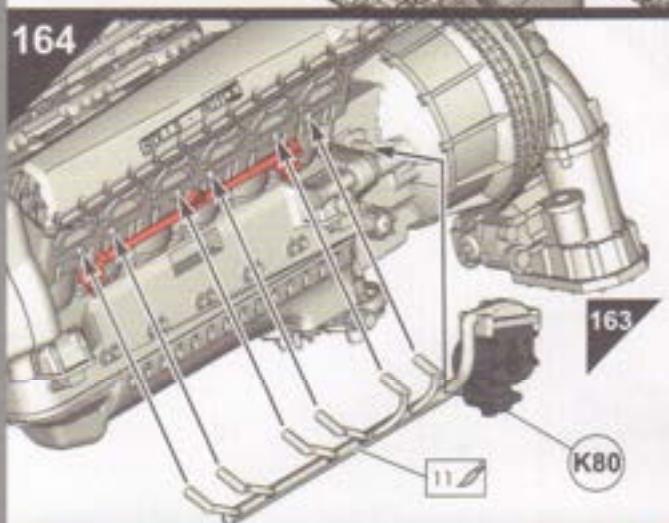
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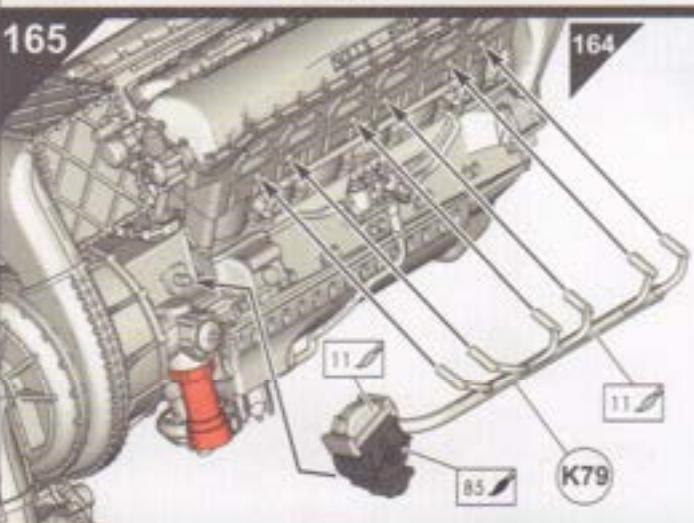
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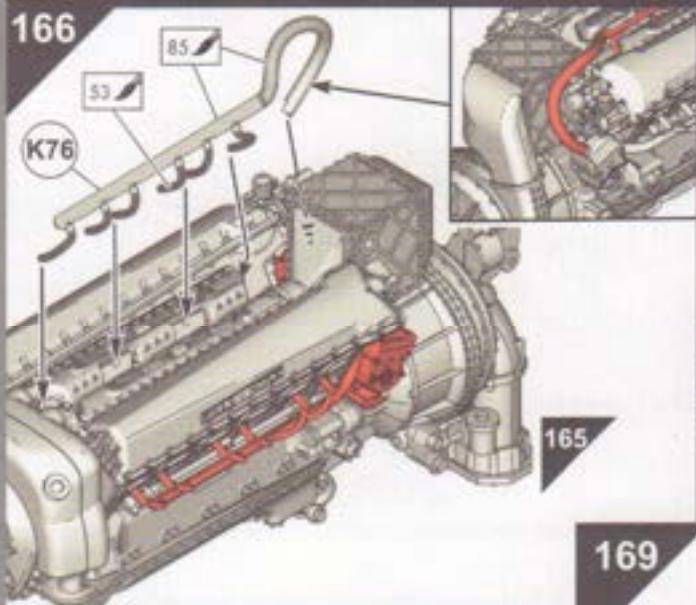
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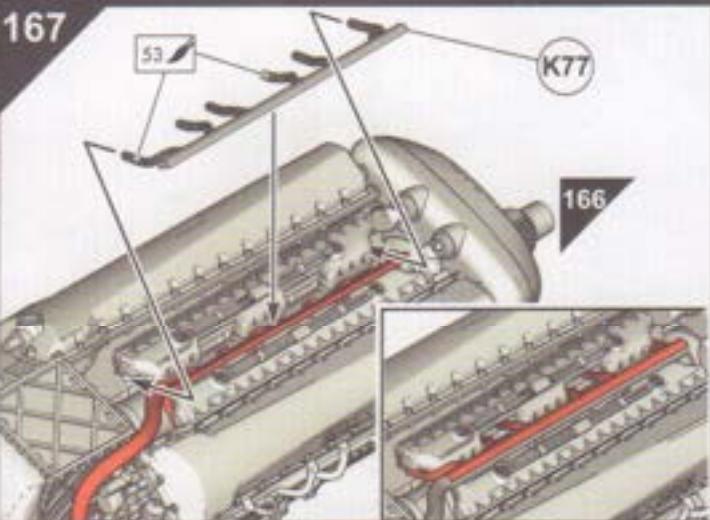
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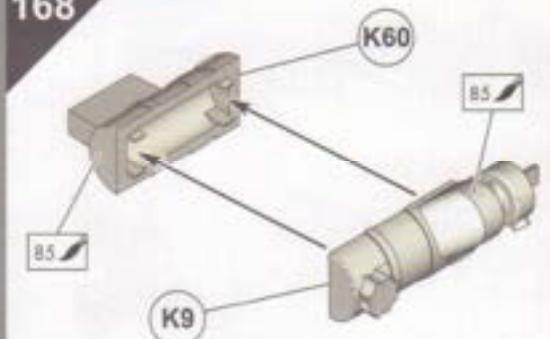
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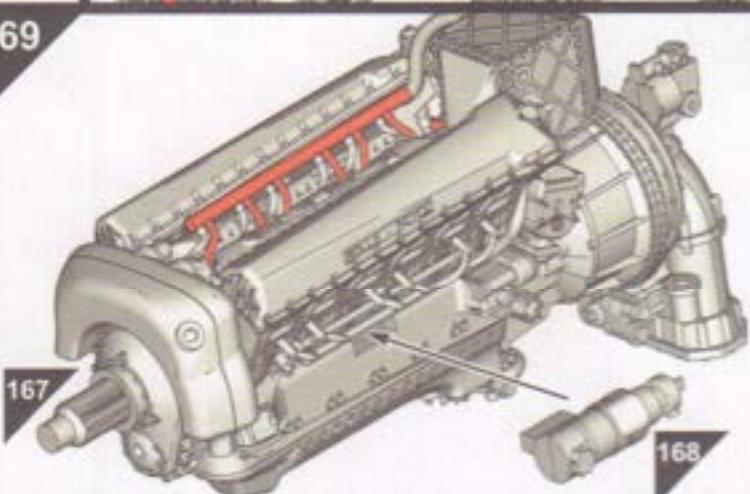
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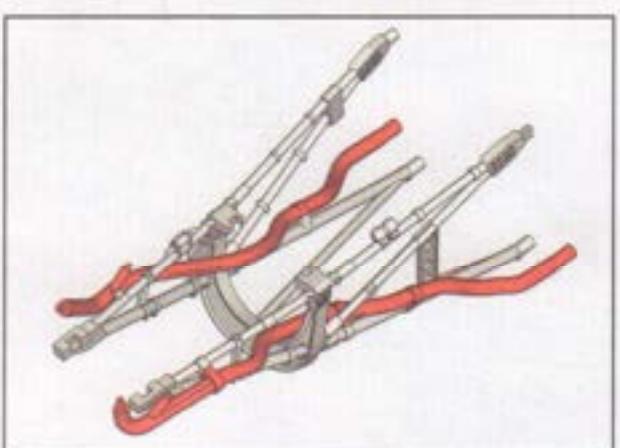
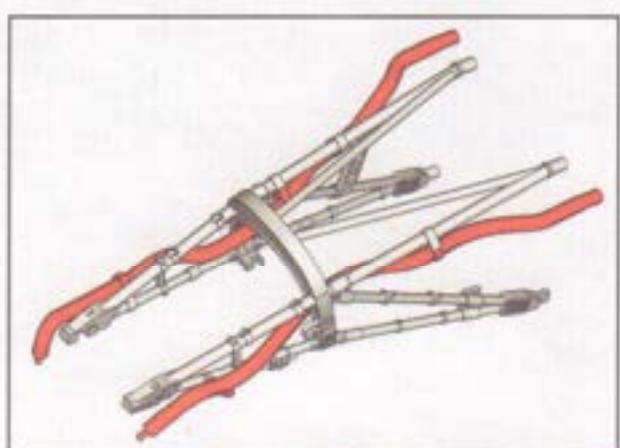
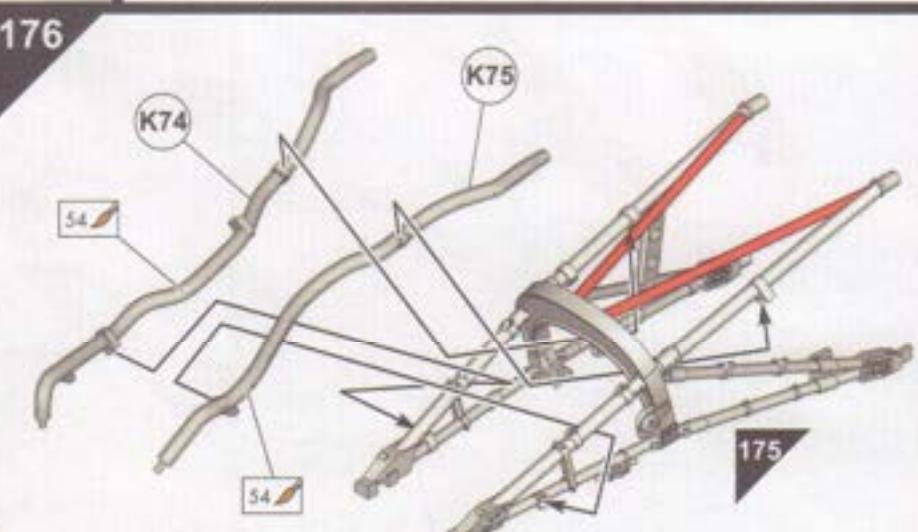
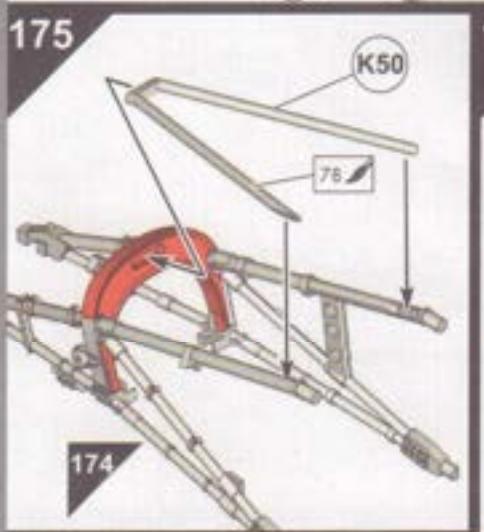
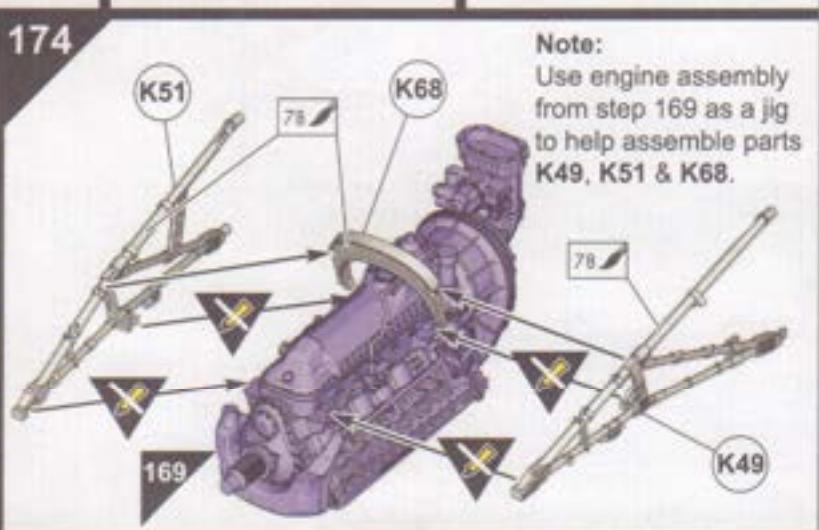
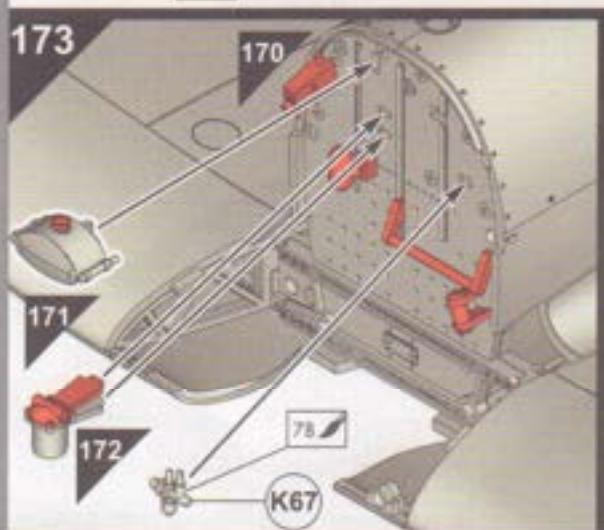
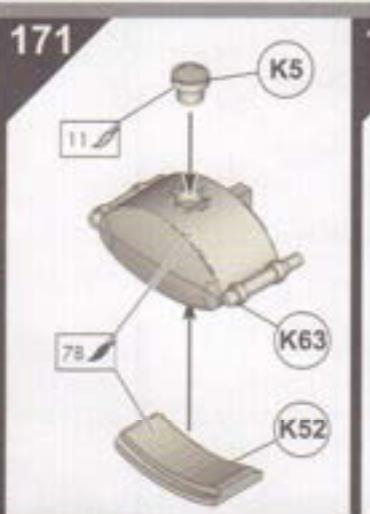
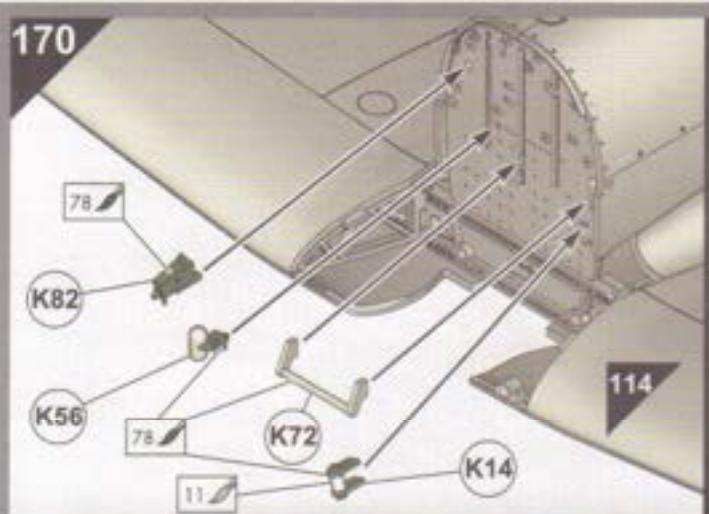


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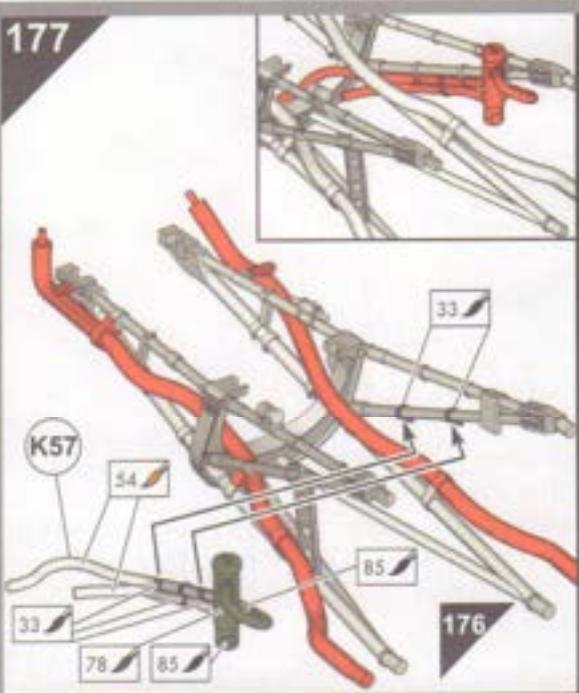


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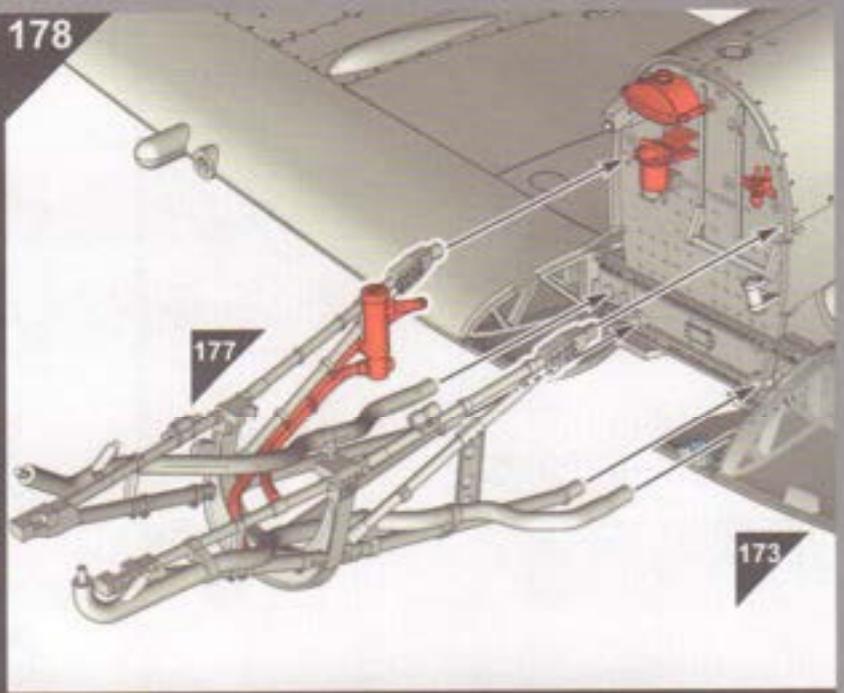




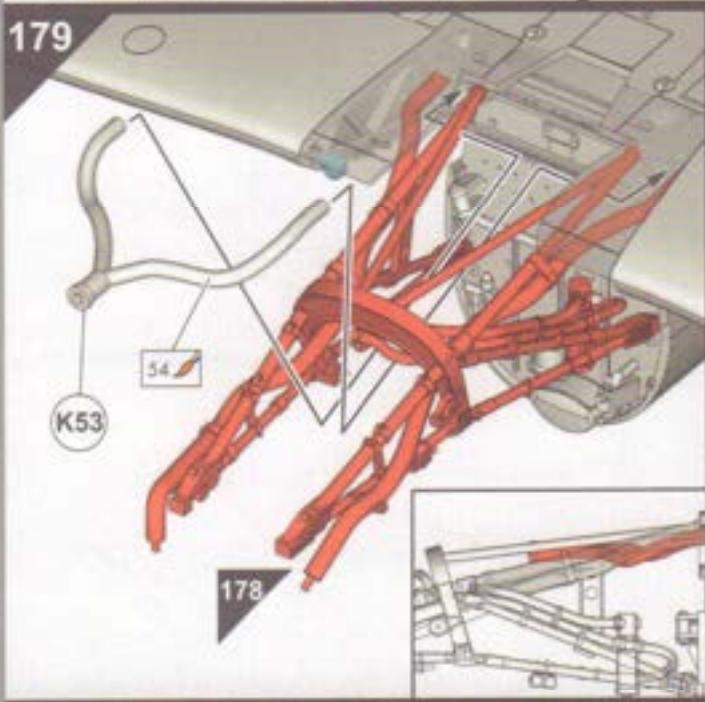
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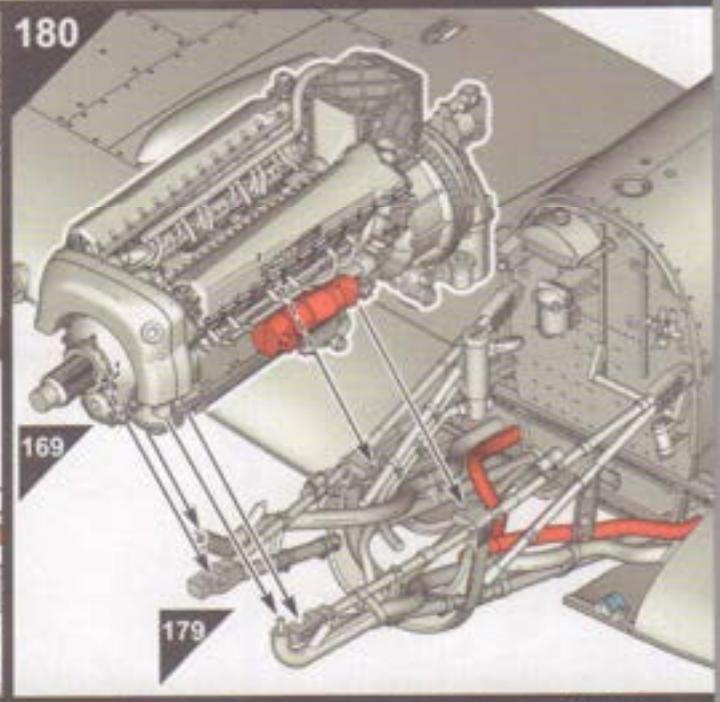
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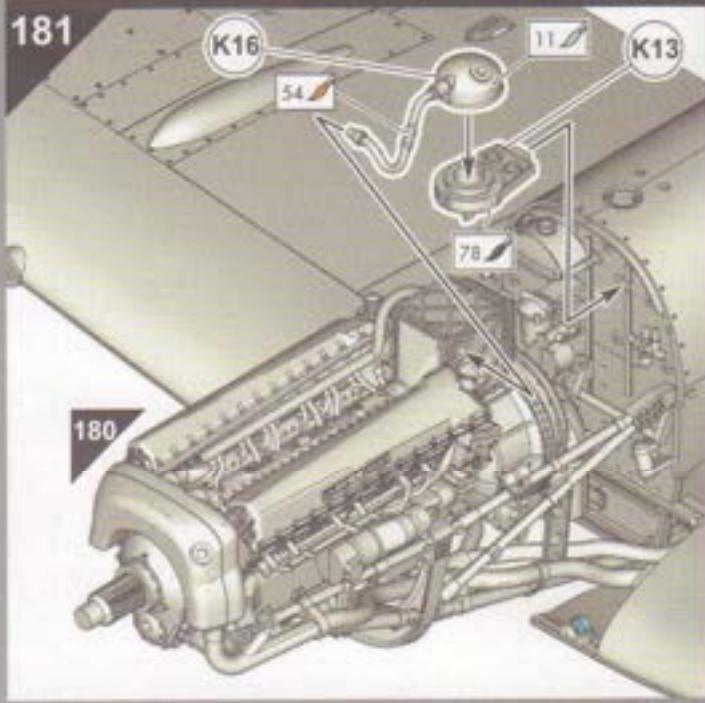
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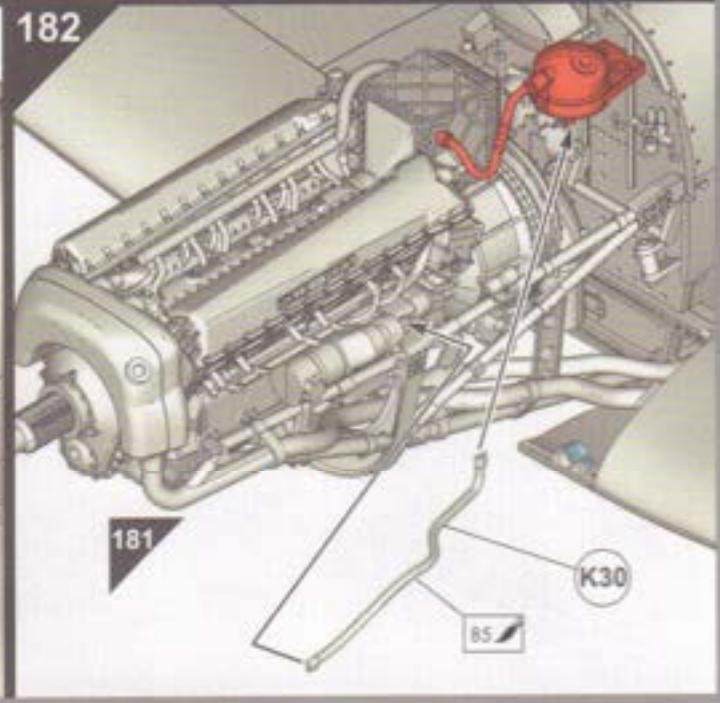
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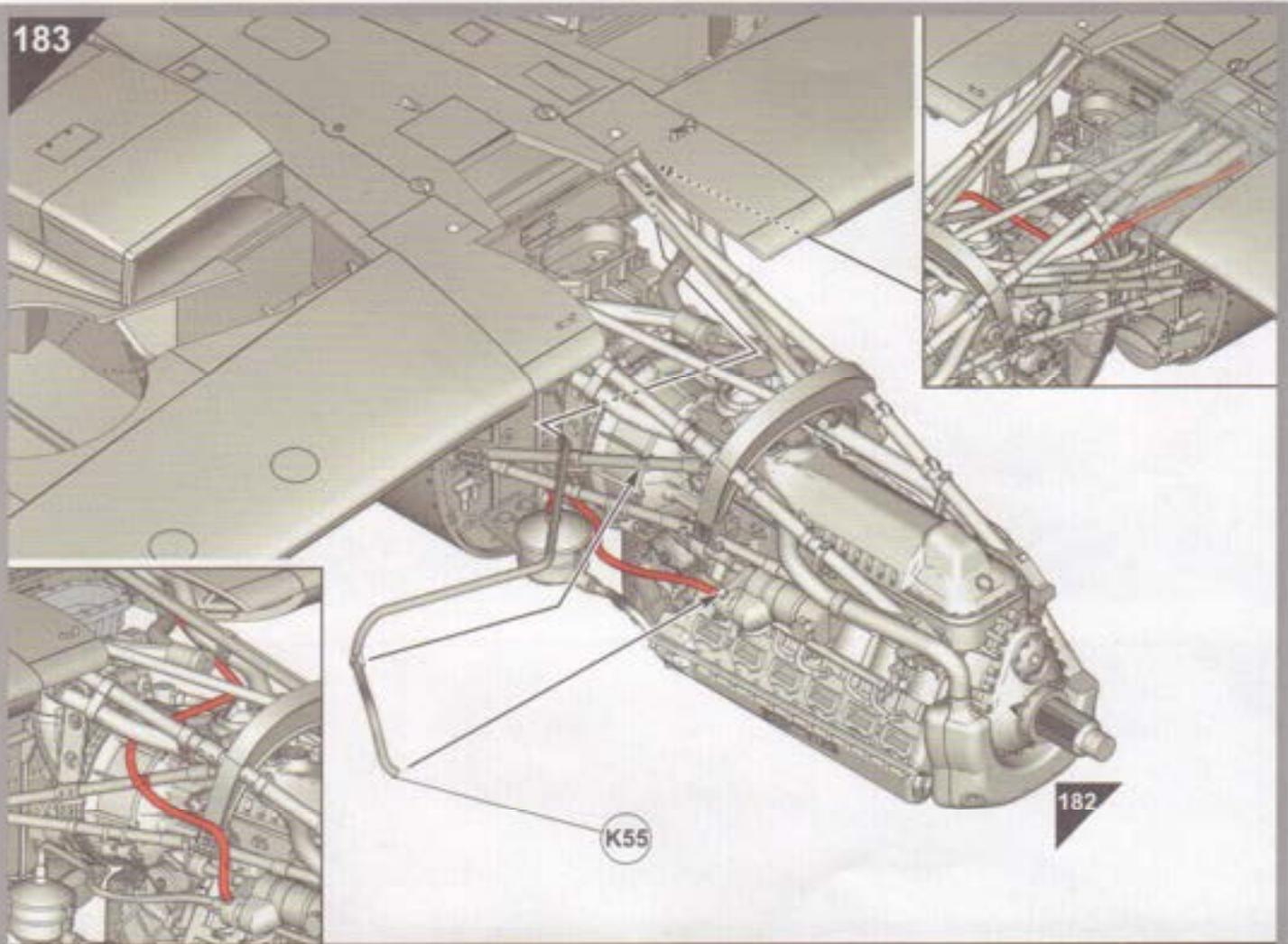
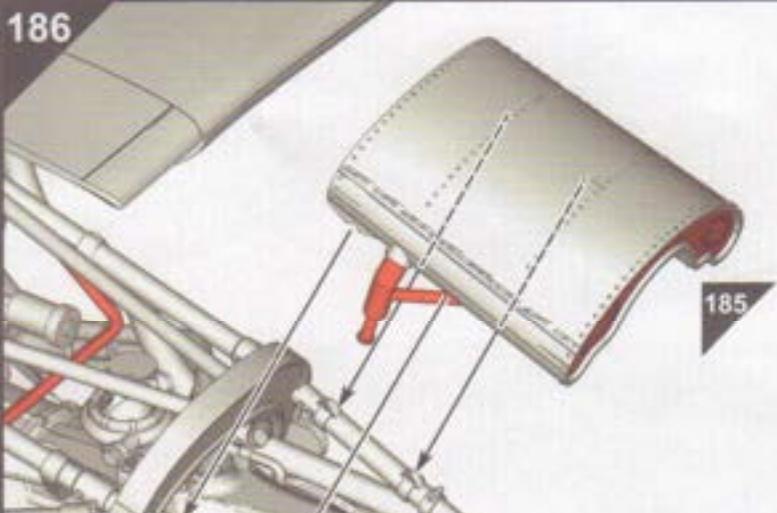
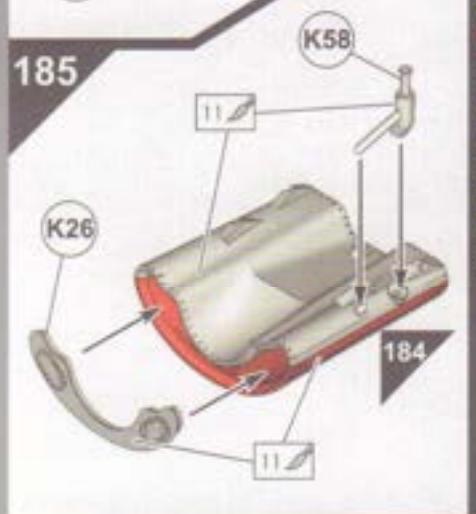
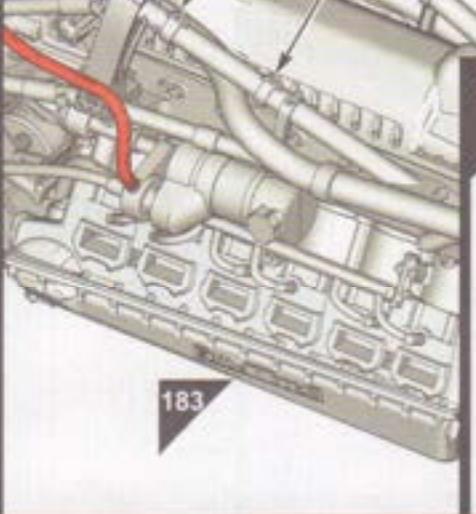
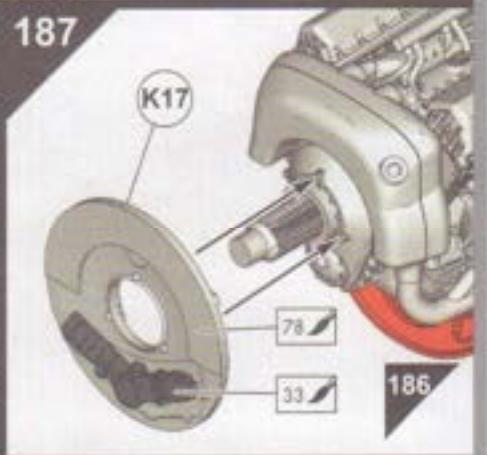


181

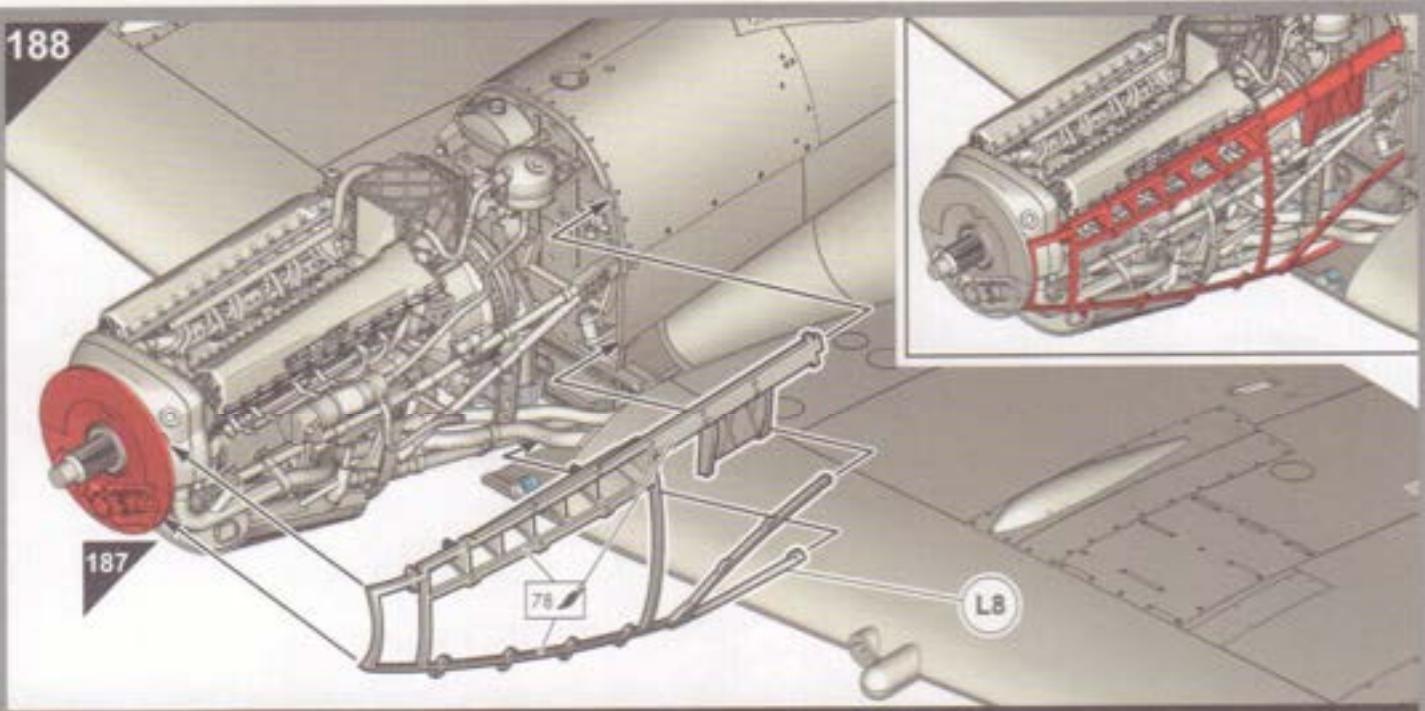


182

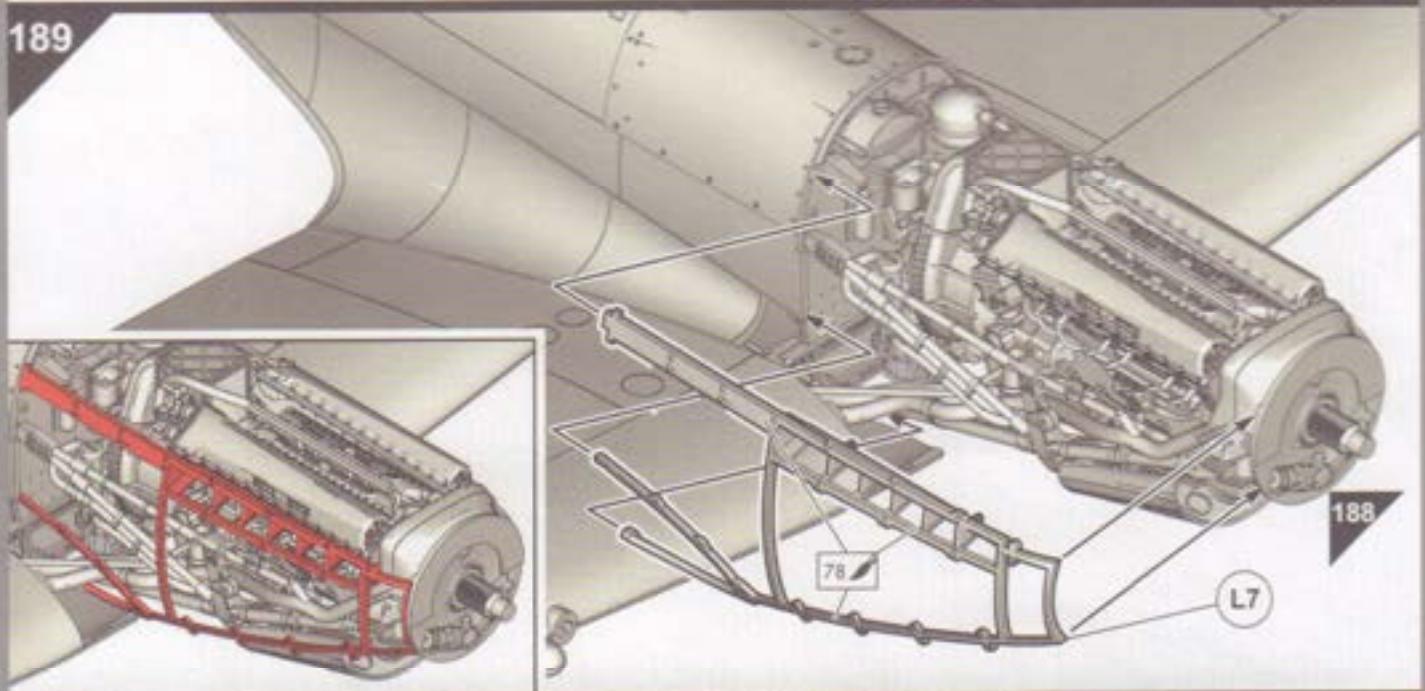


183**184****186****185****183****187**

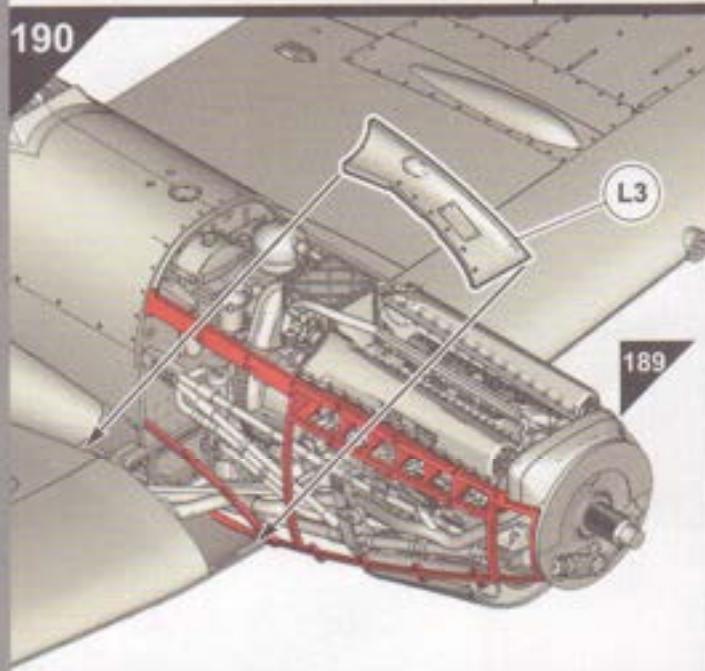
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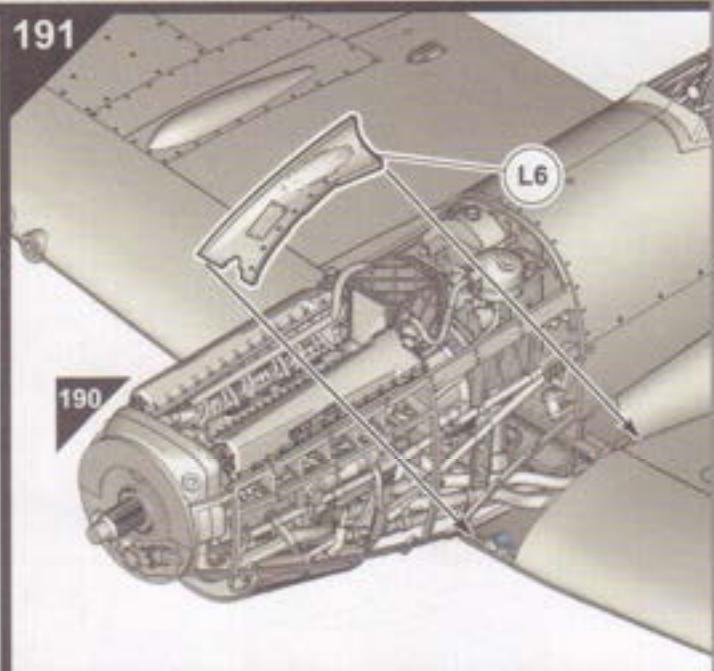
189



190

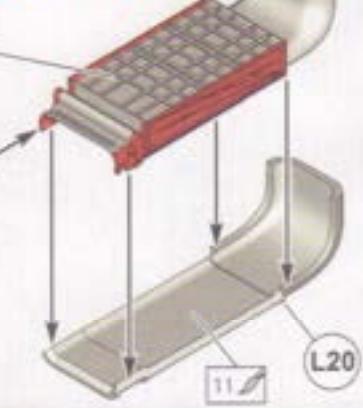
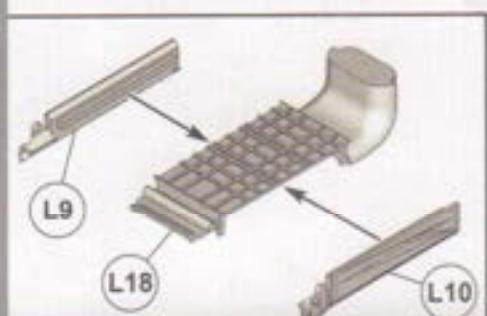


191



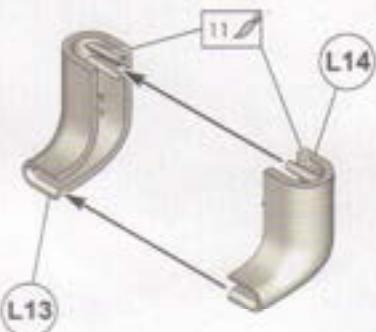
192a

A D E



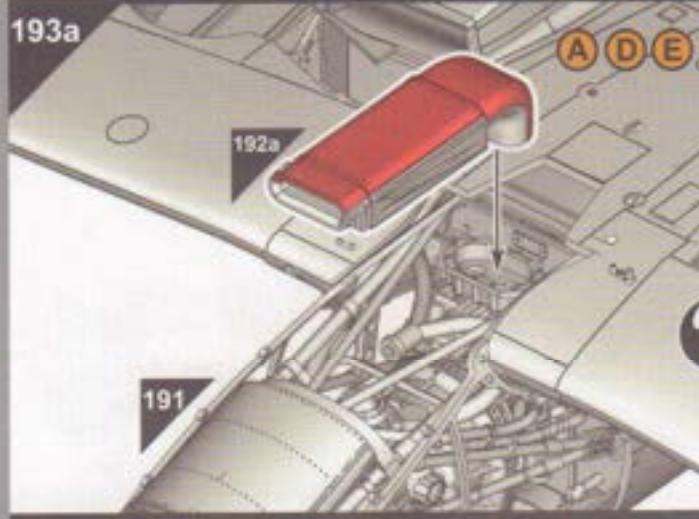
192b

B C



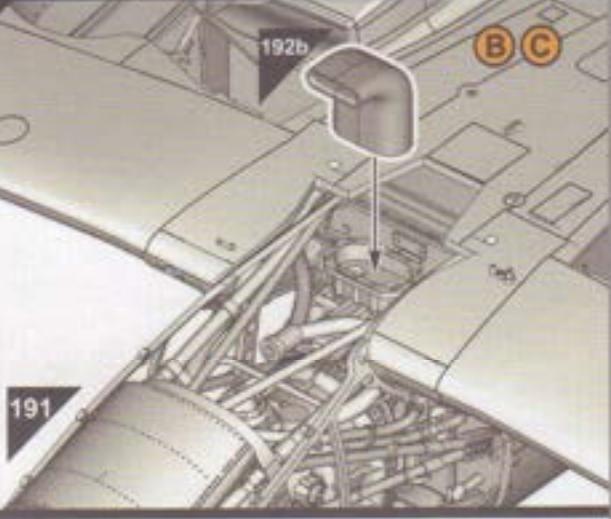
193a

A D E



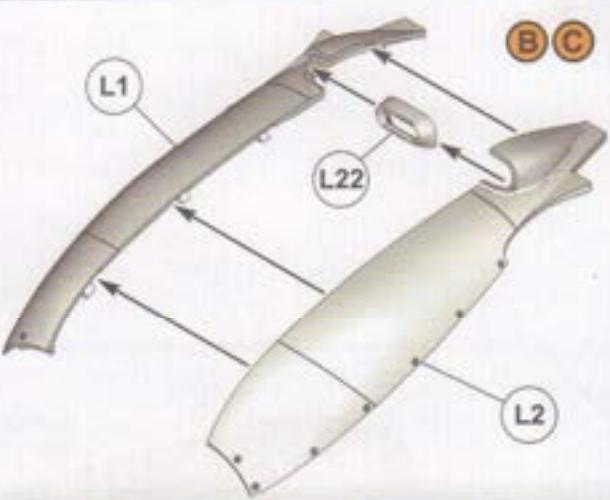
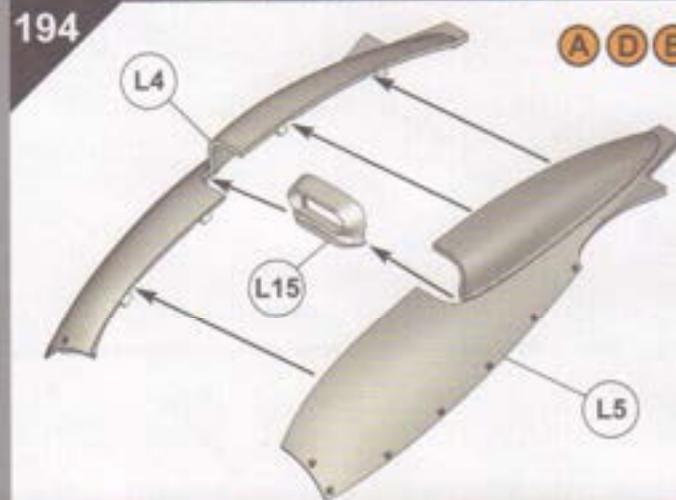
193b

B C



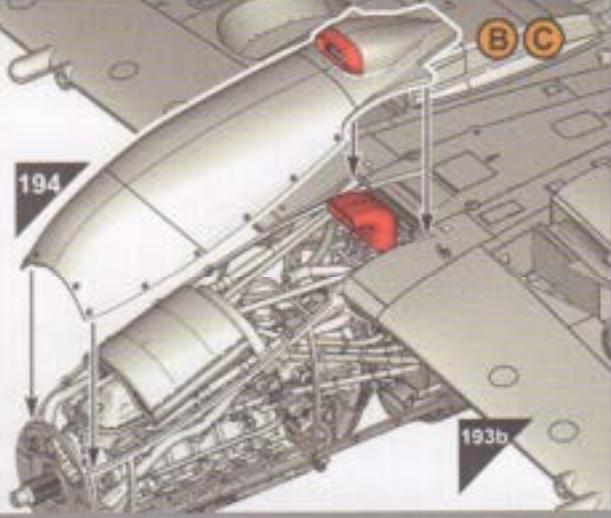
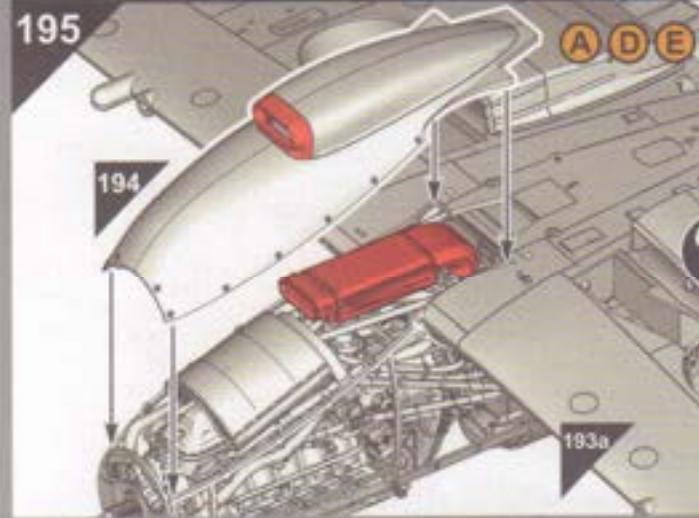
194

A D E

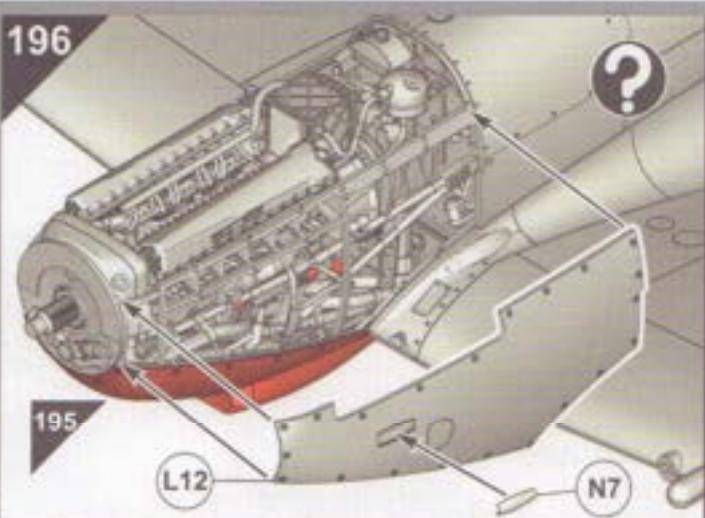


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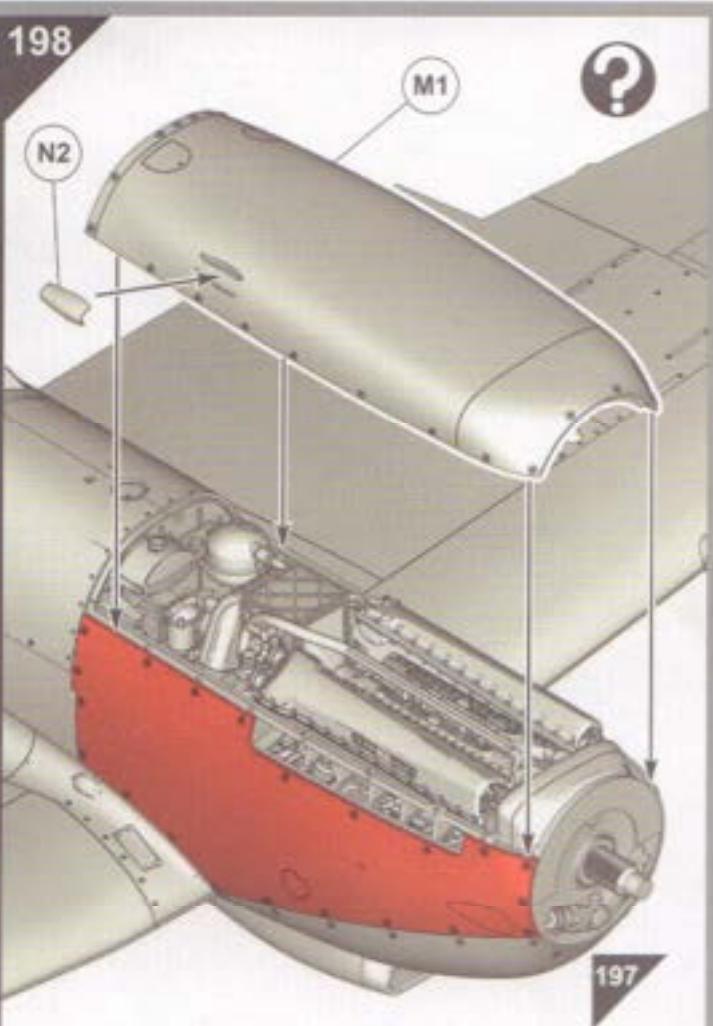
A D E



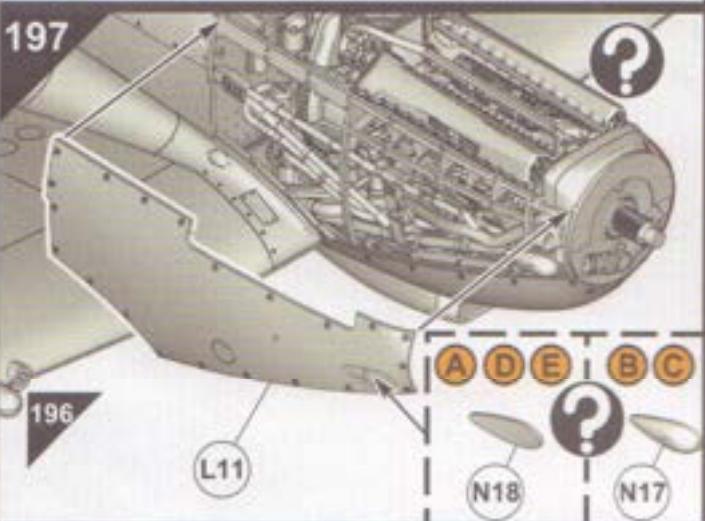
196



198



197



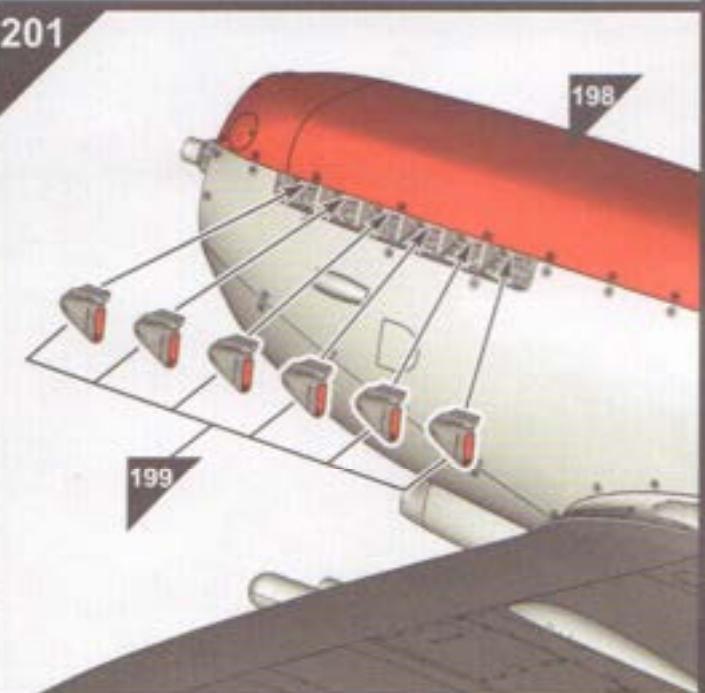
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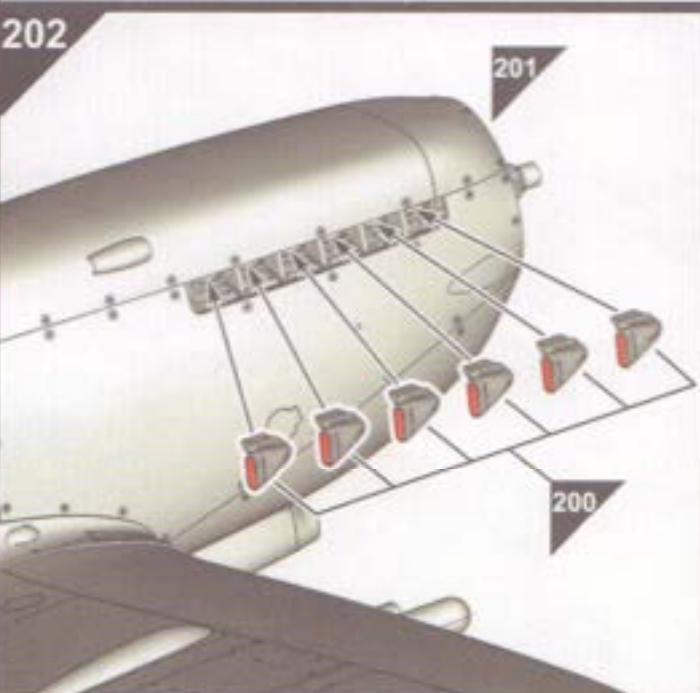
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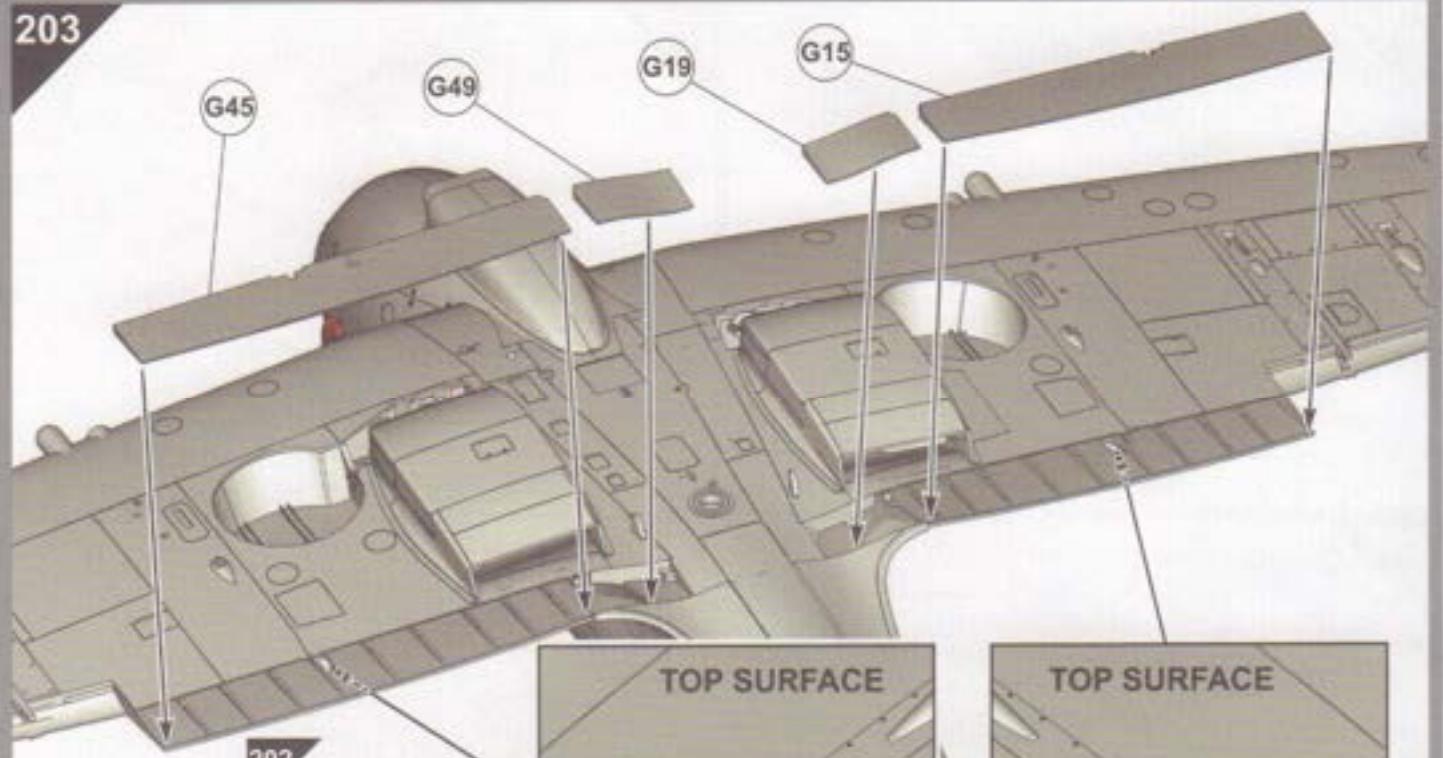
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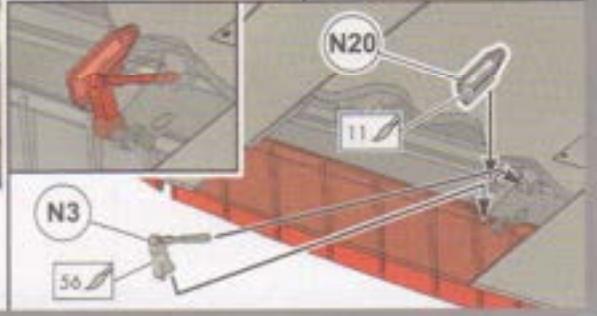
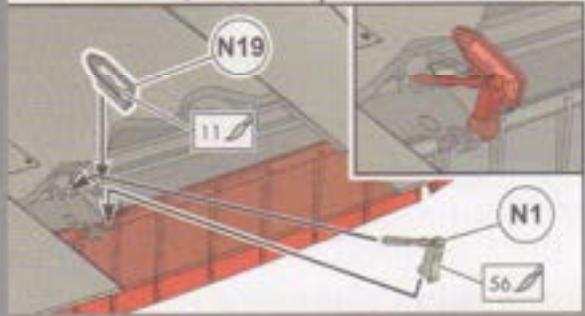
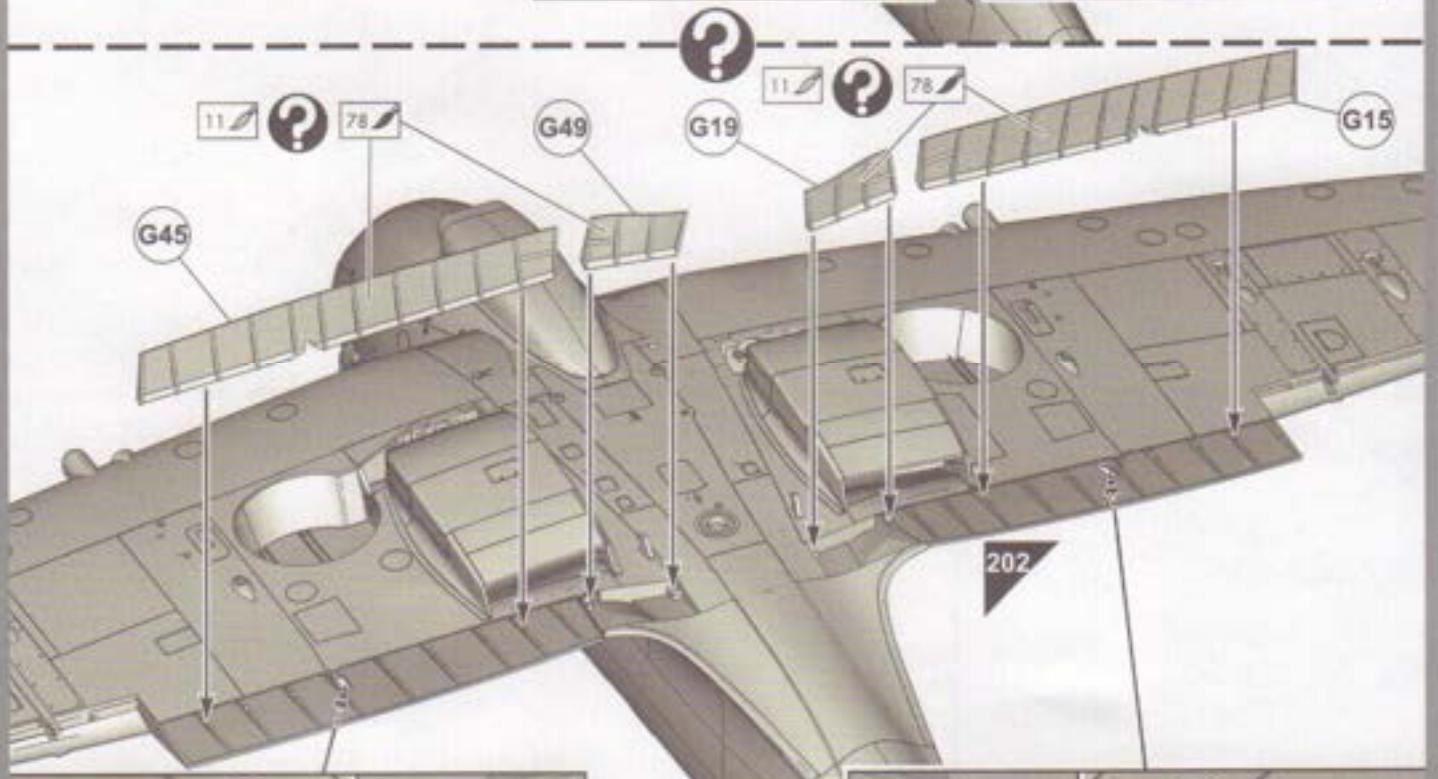
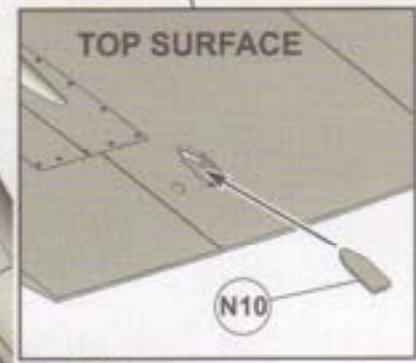
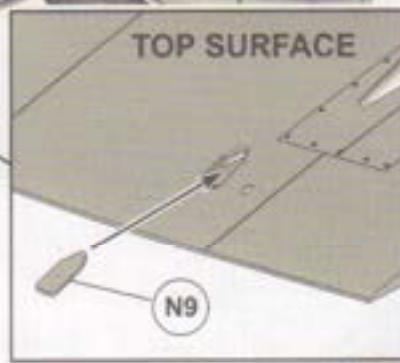
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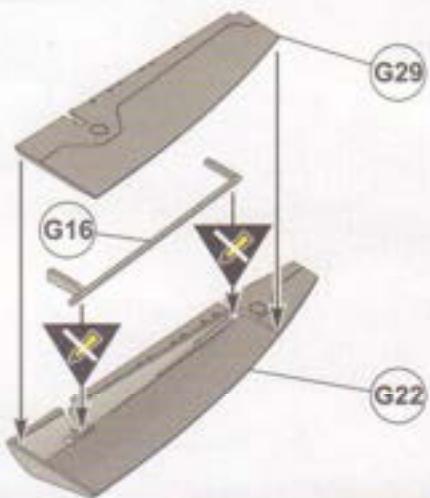
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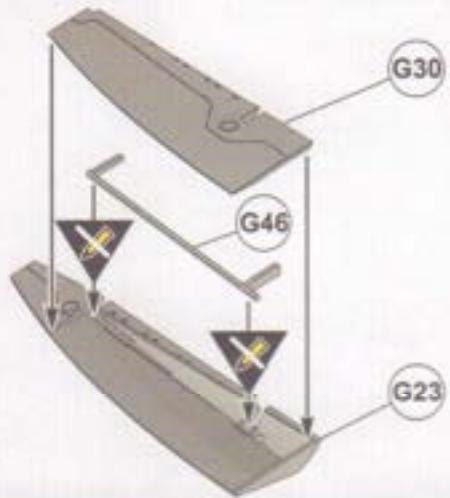
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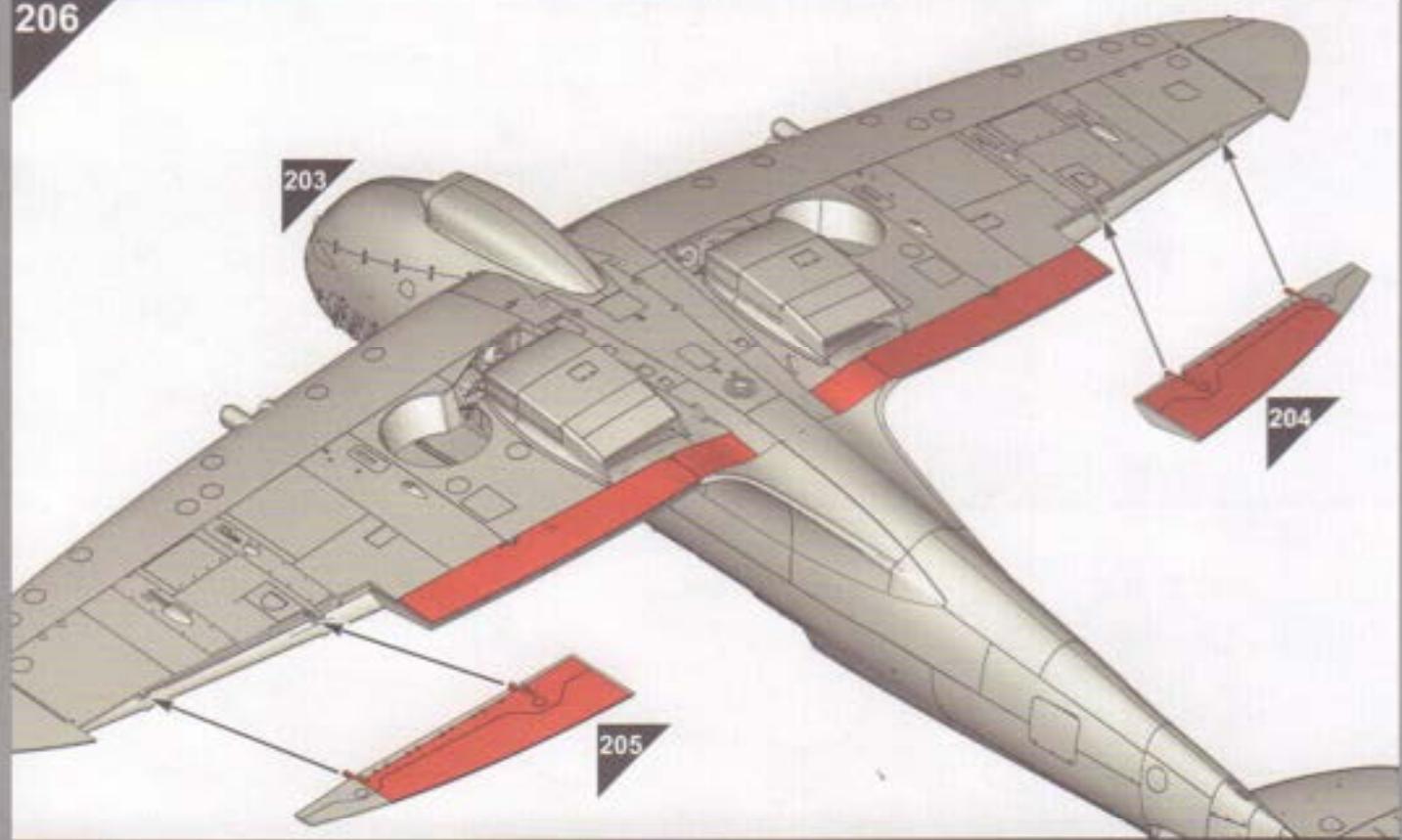
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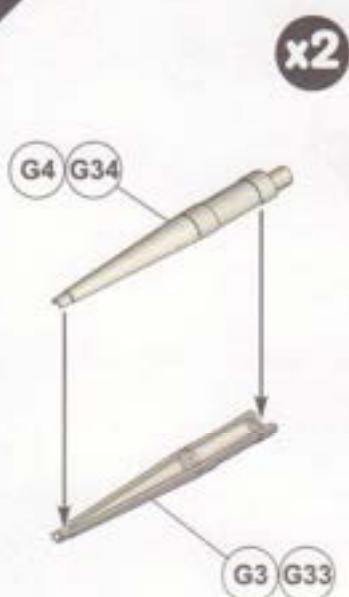
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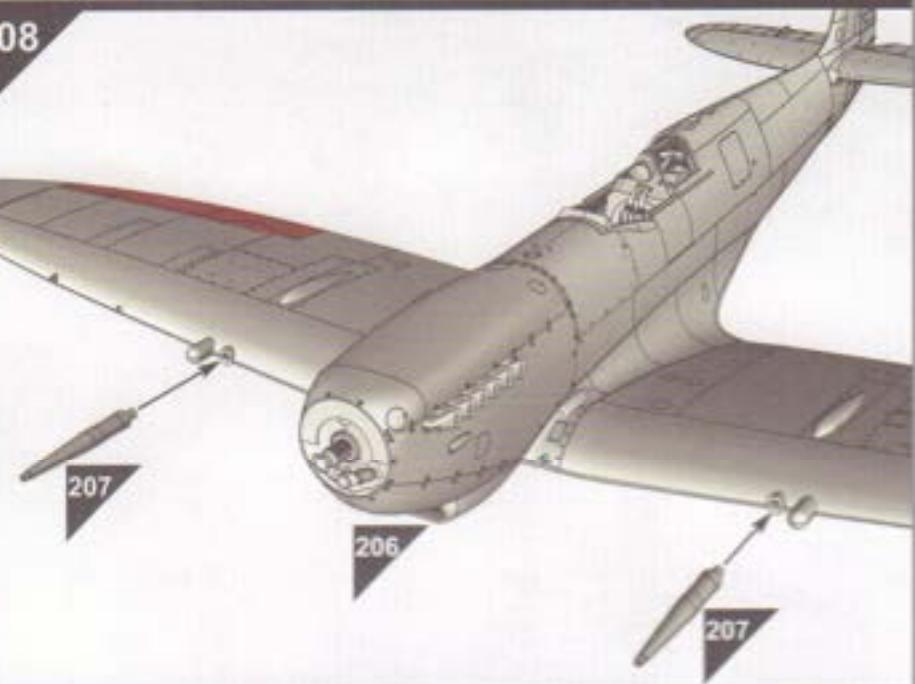
206



207



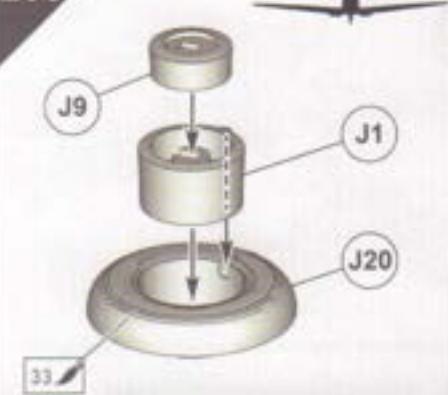
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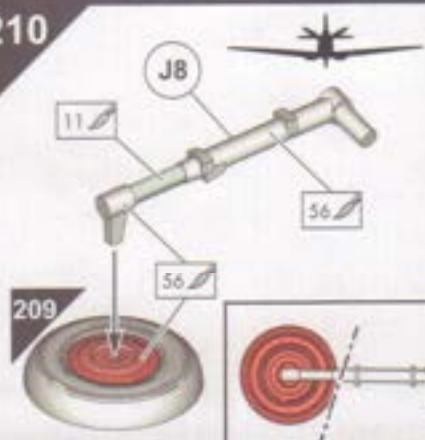


Note: If building this model with the undercarriage **UP**, follow steps 209 to 216 below on page 39 and miss out steps 217 to 230 on pages 40 & 41. If building this model with the undercarriage **DOWN**, miss out steps 209 to 216 below on page 39 and go to step 217 on page 40.

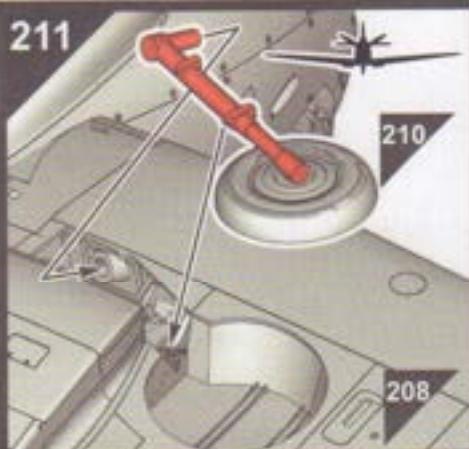
209



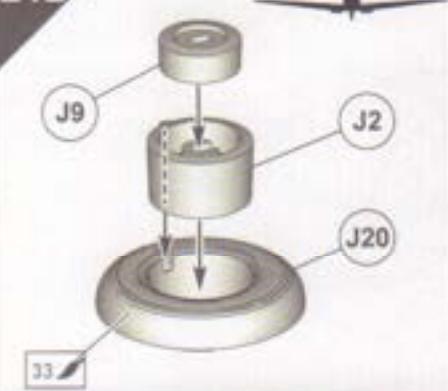
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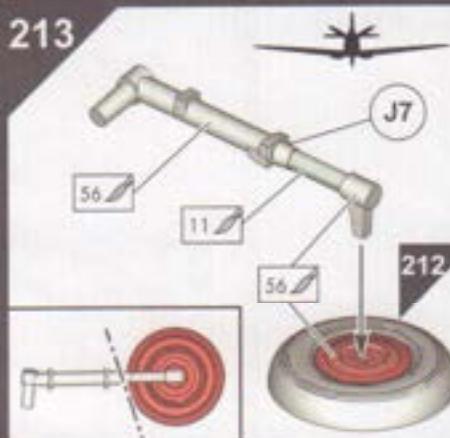
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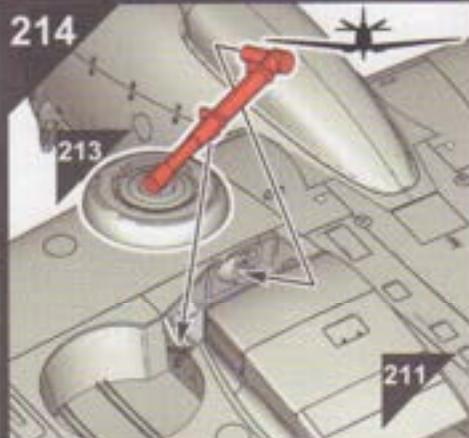
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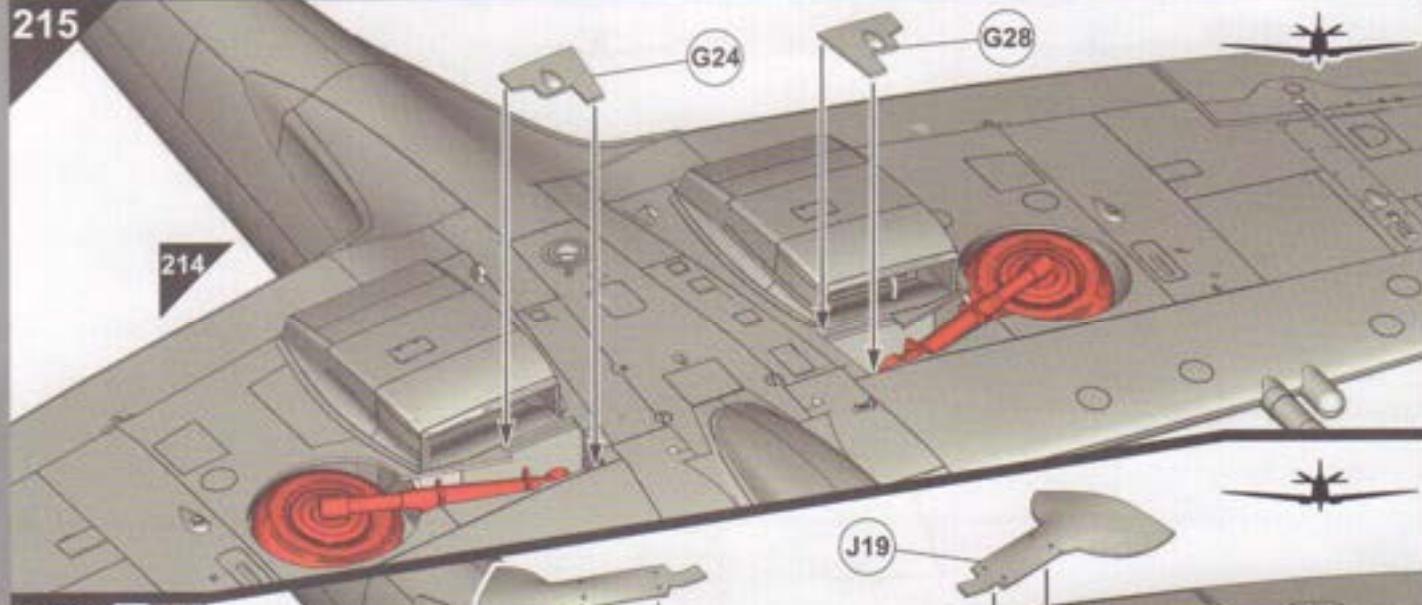
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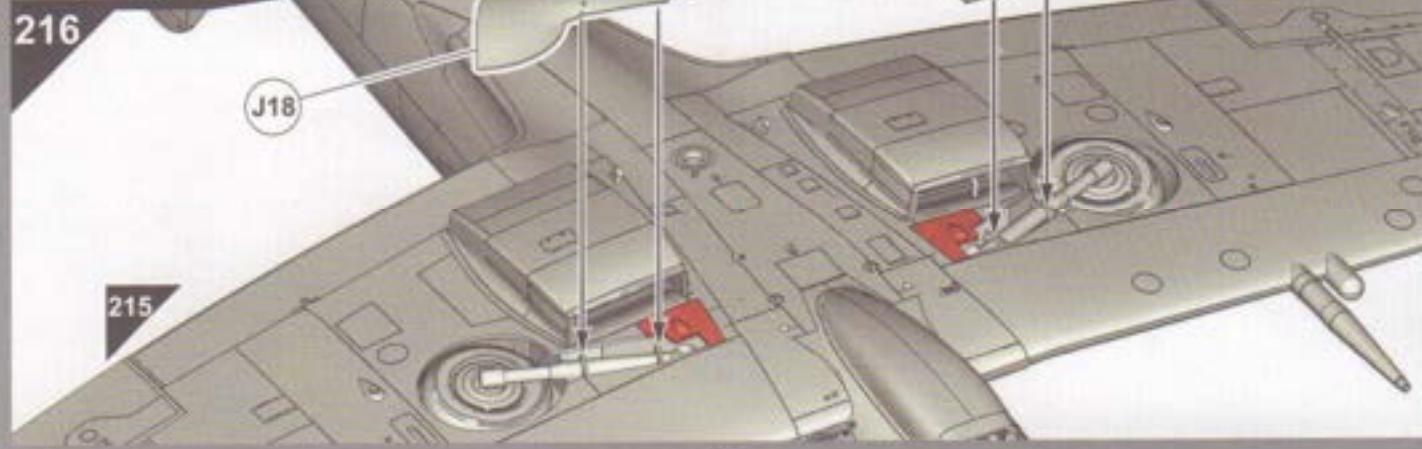
214



215



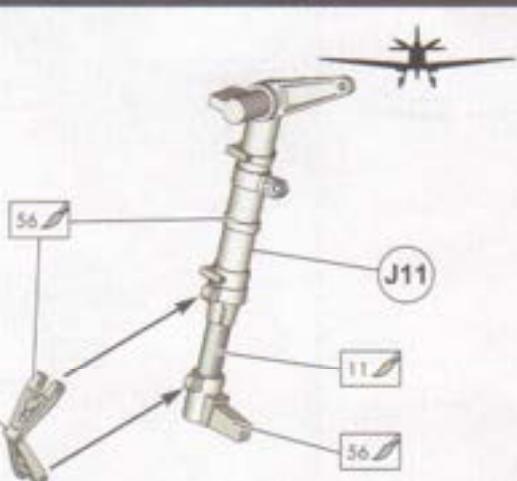
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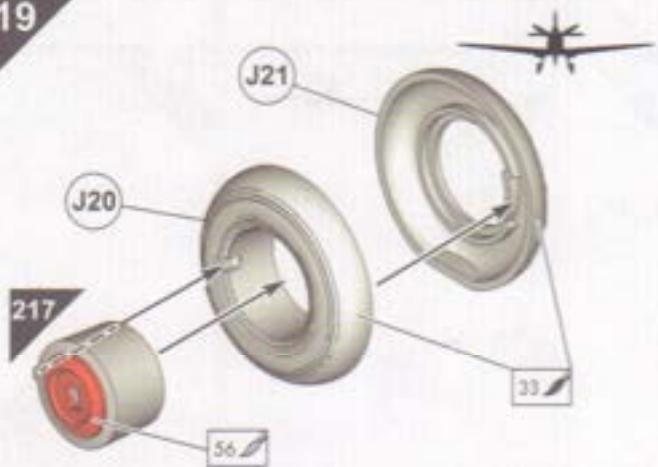
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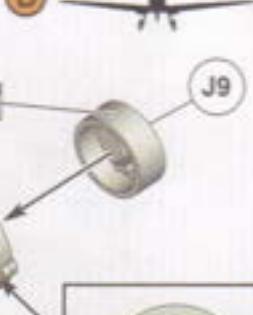
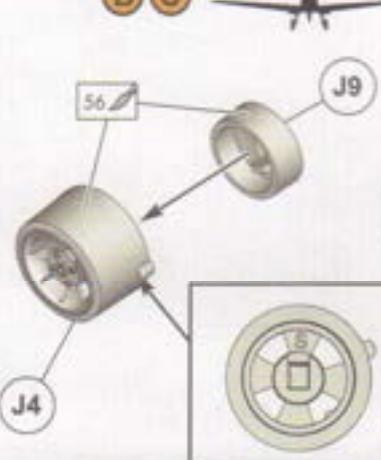
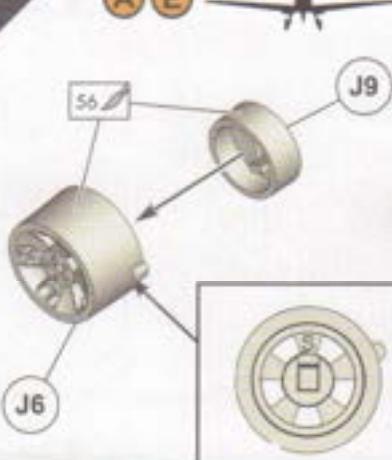
218



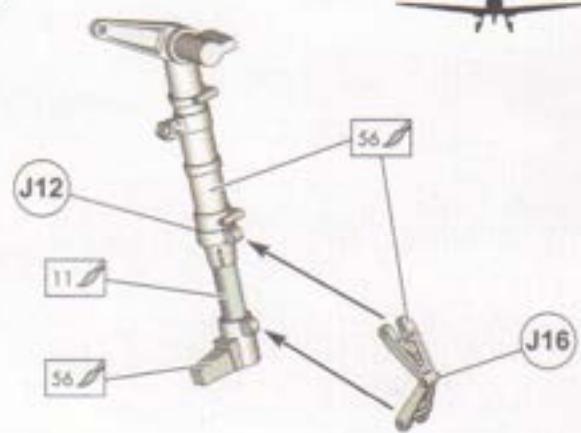
219



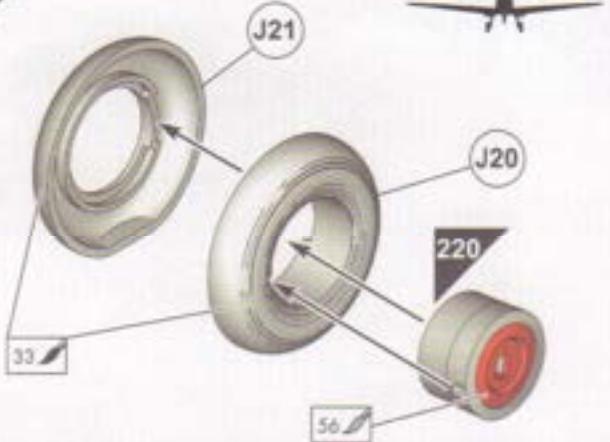
220

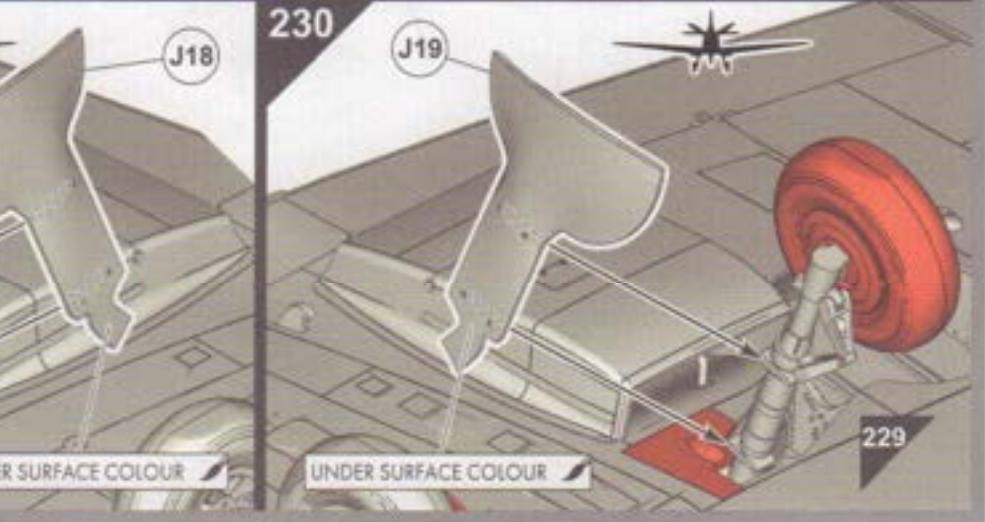
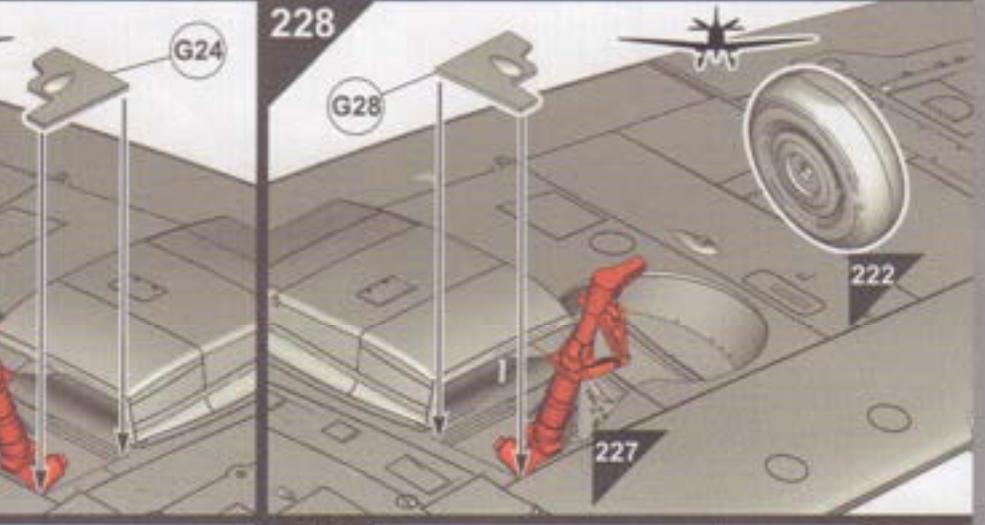
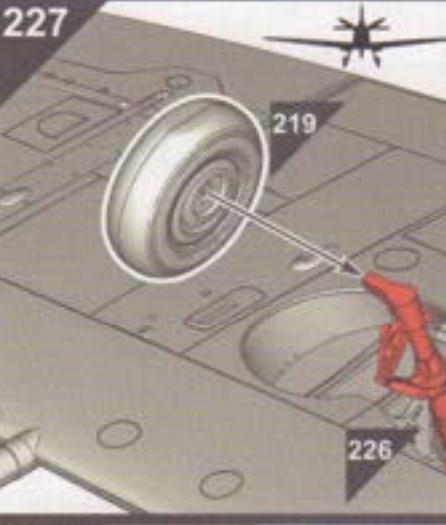
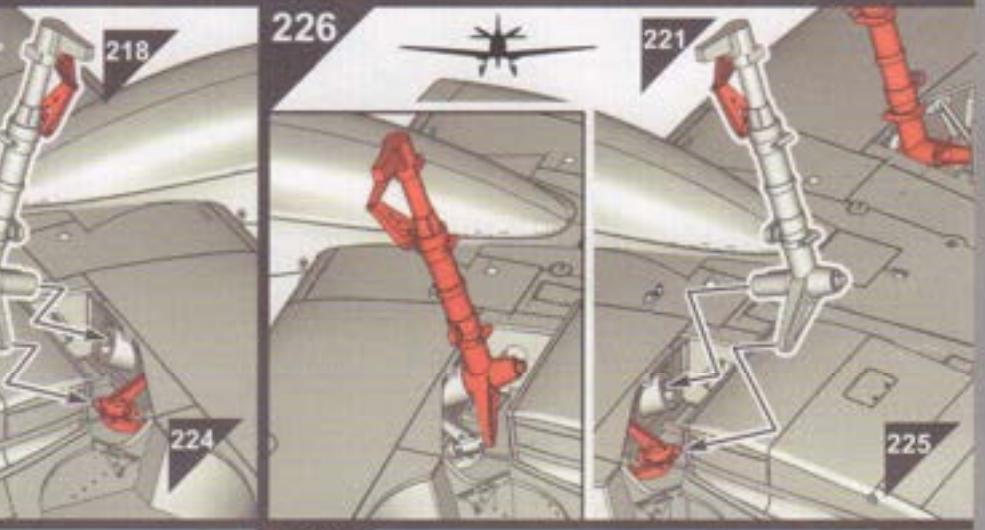
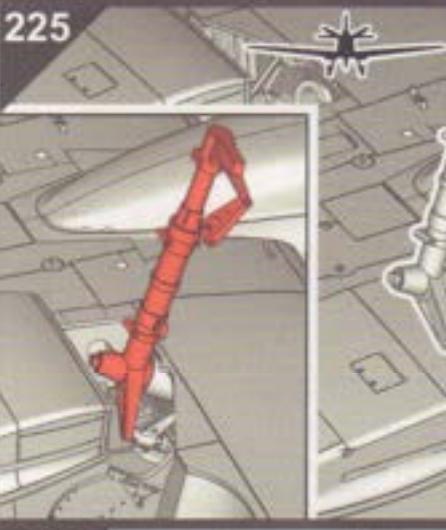
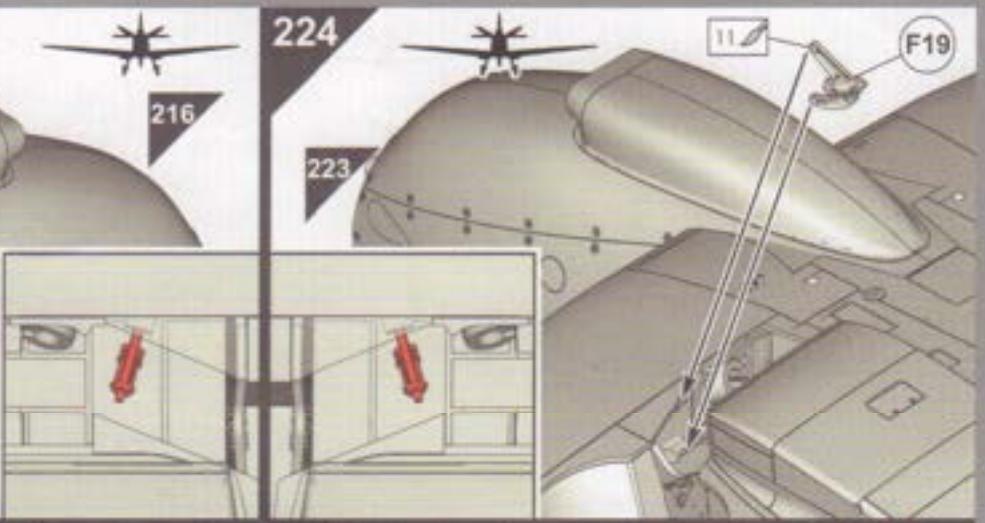
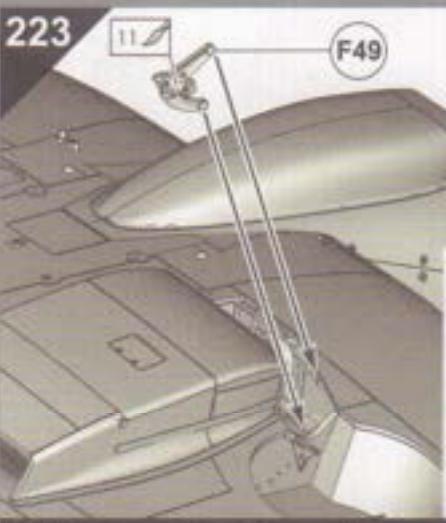


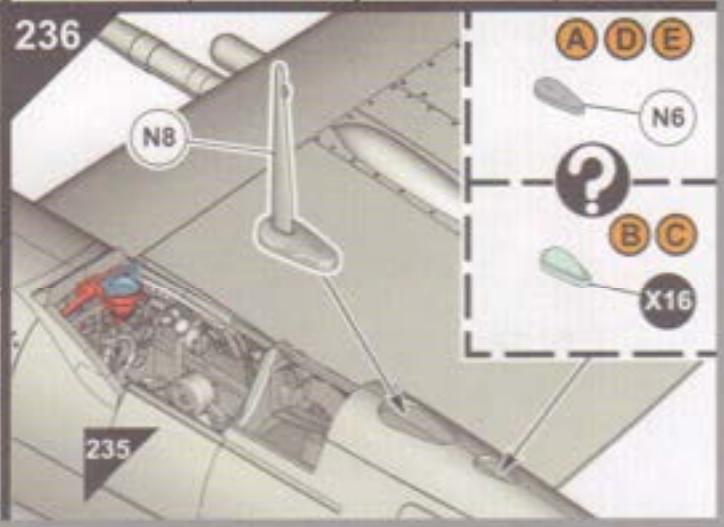
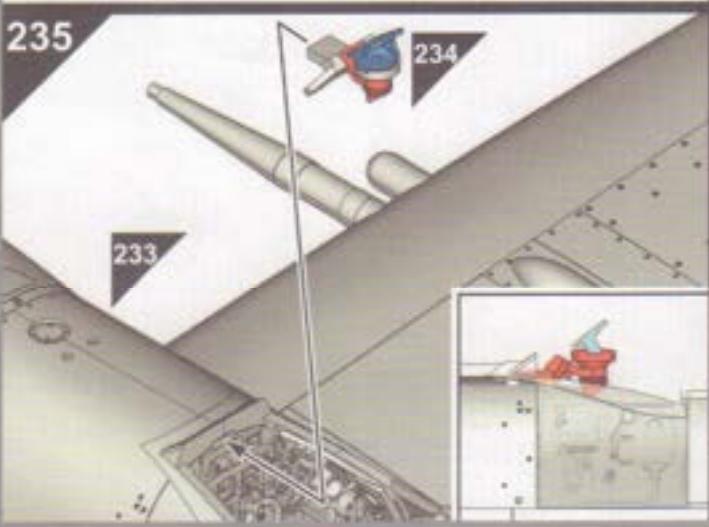
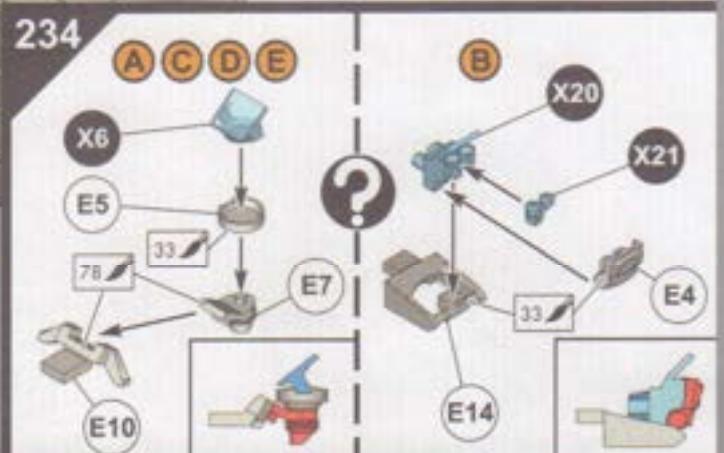
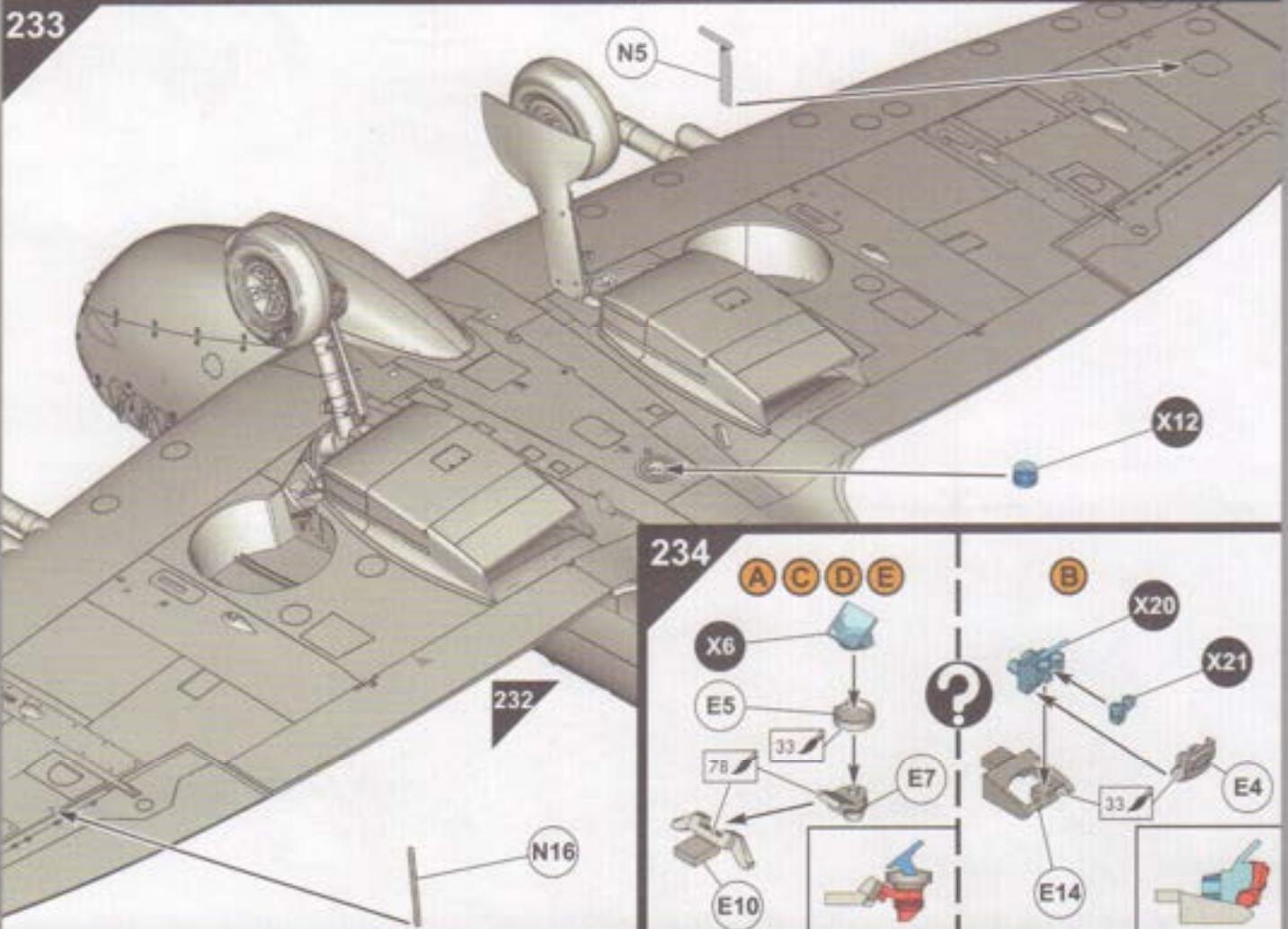
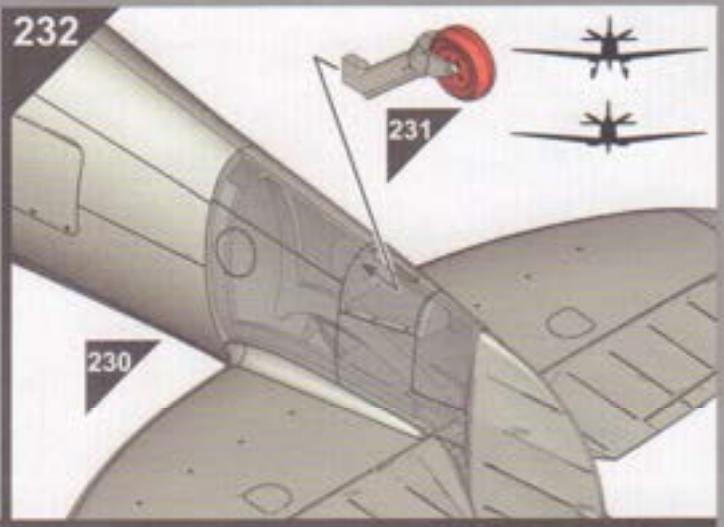
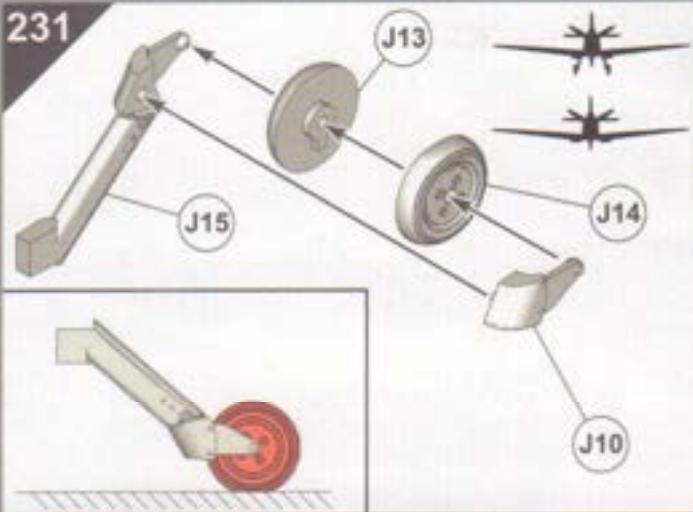
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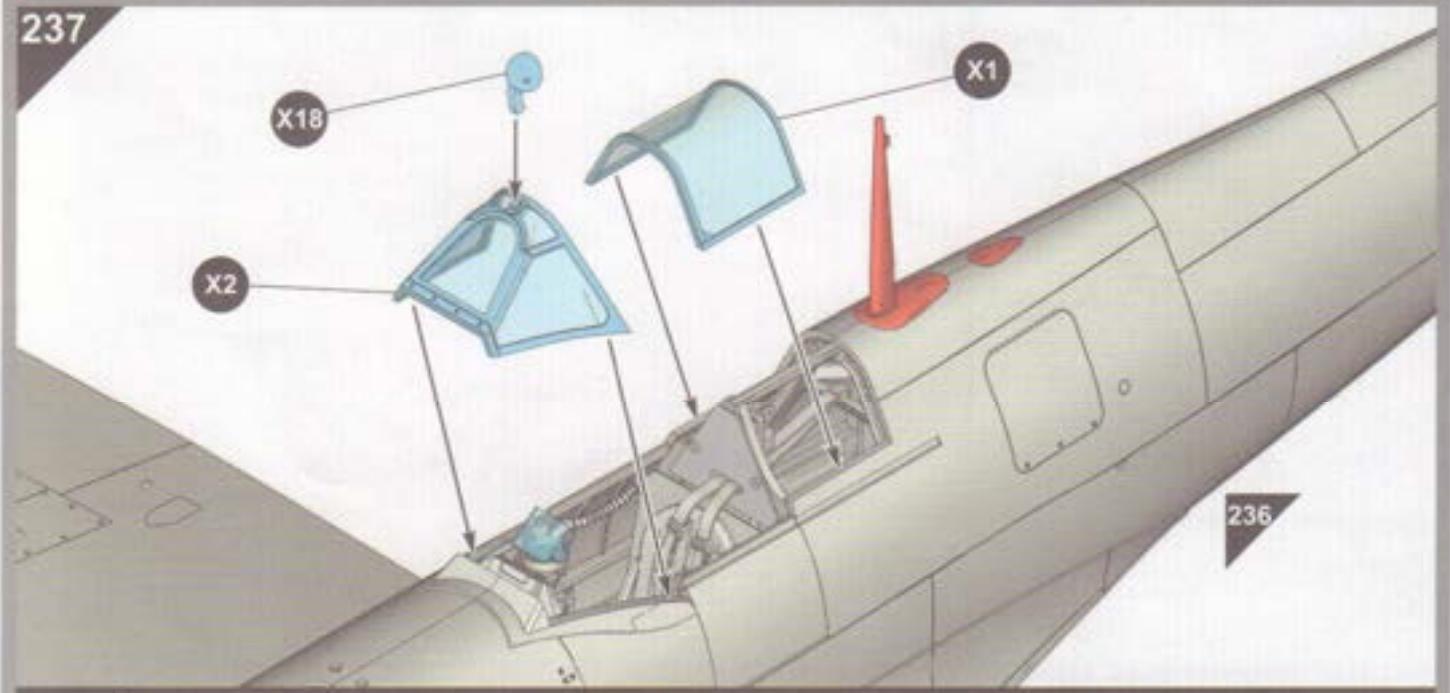


222



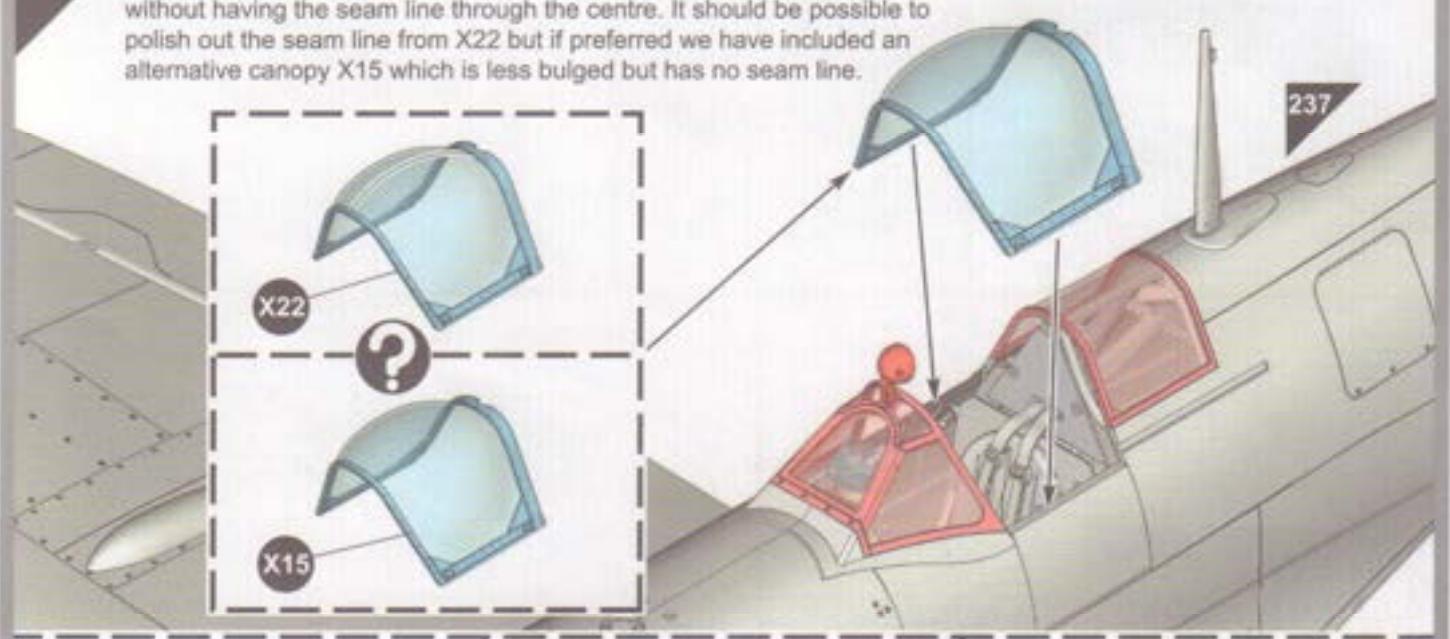




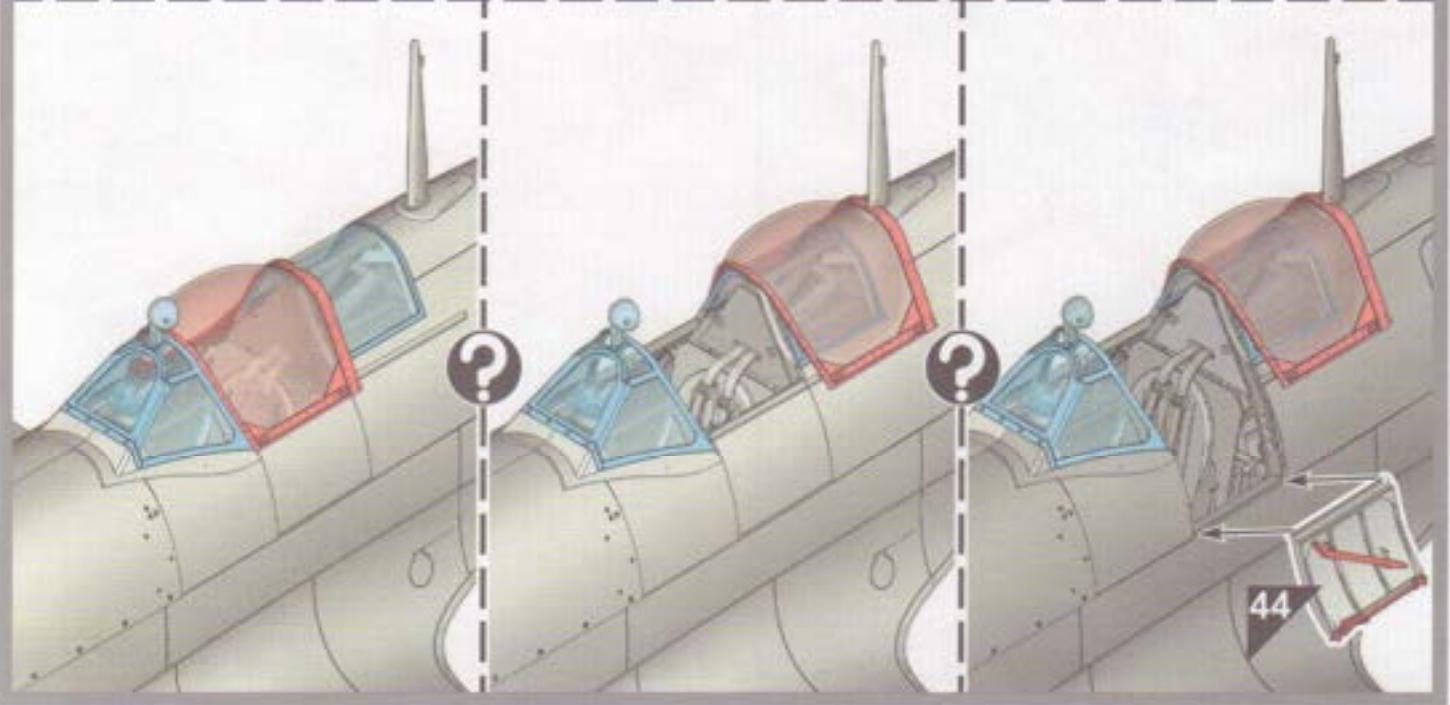


236

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.

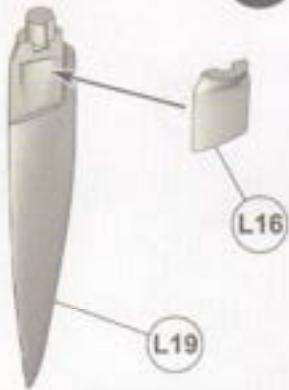


237

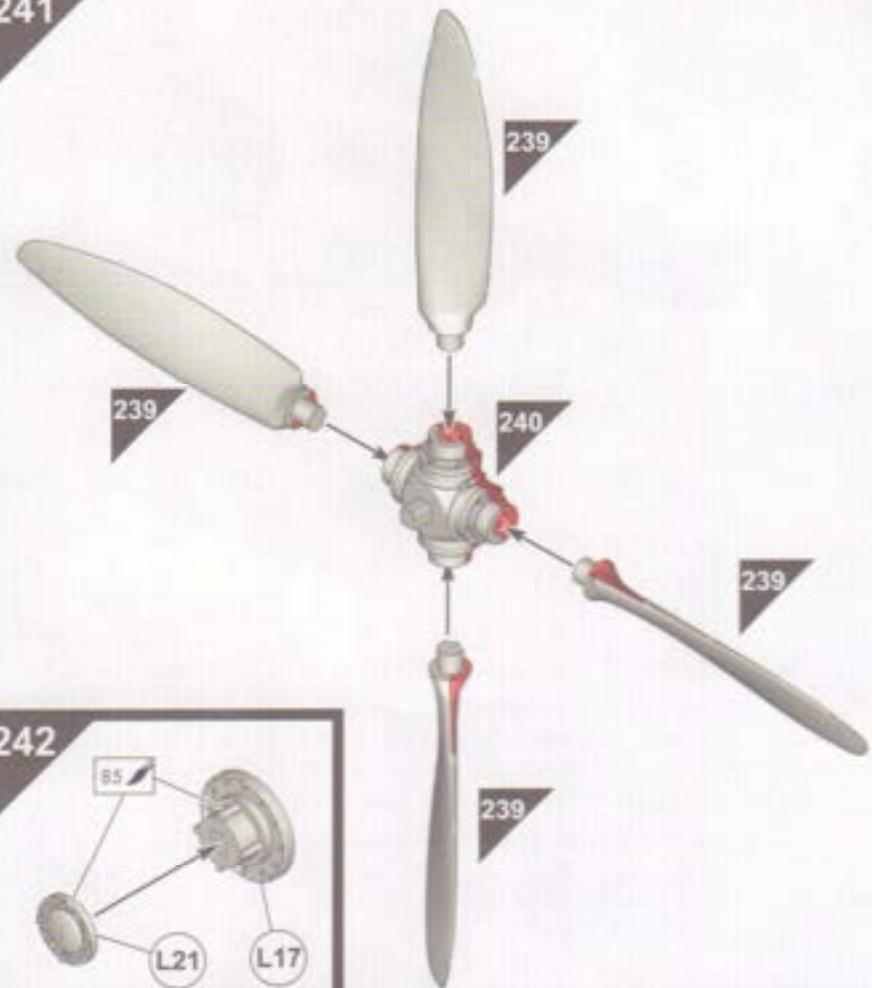


44

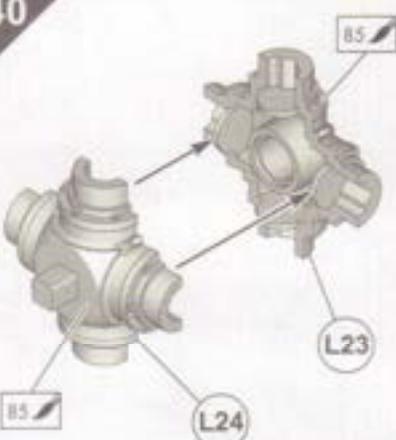
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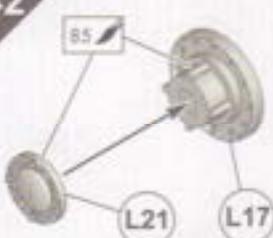
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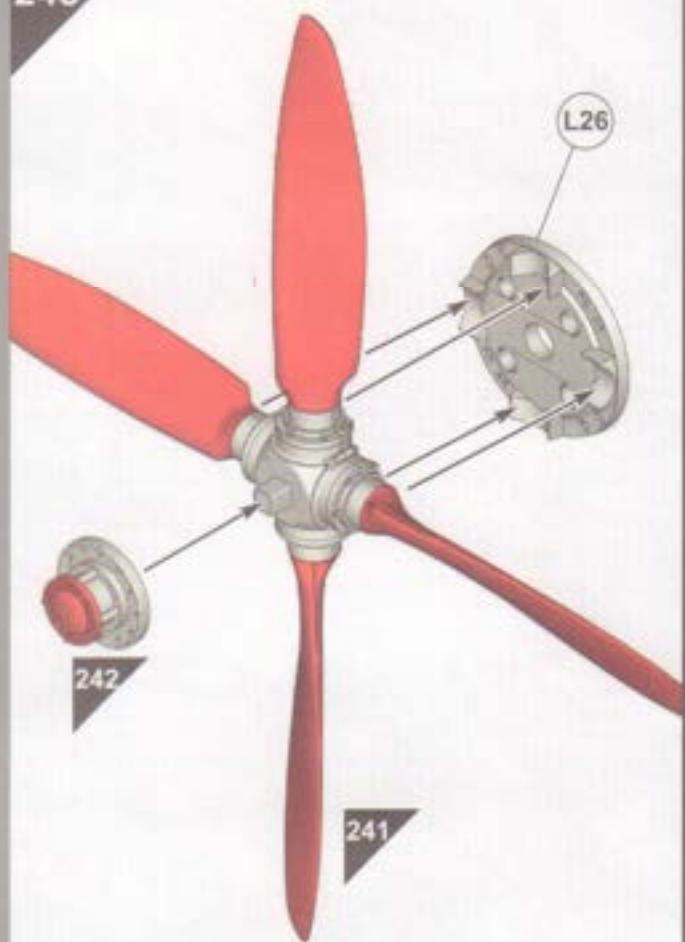
240



242



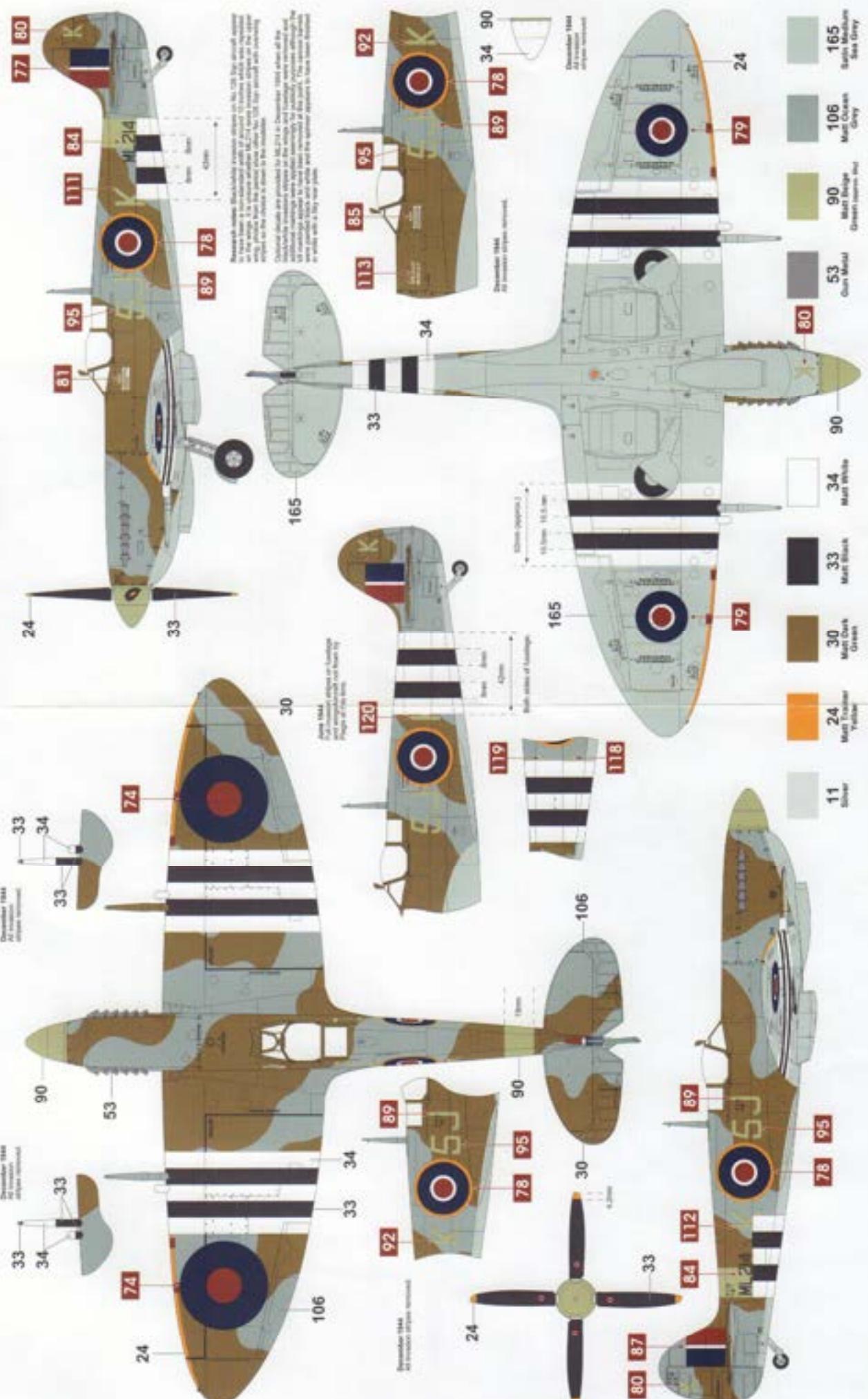
243



244

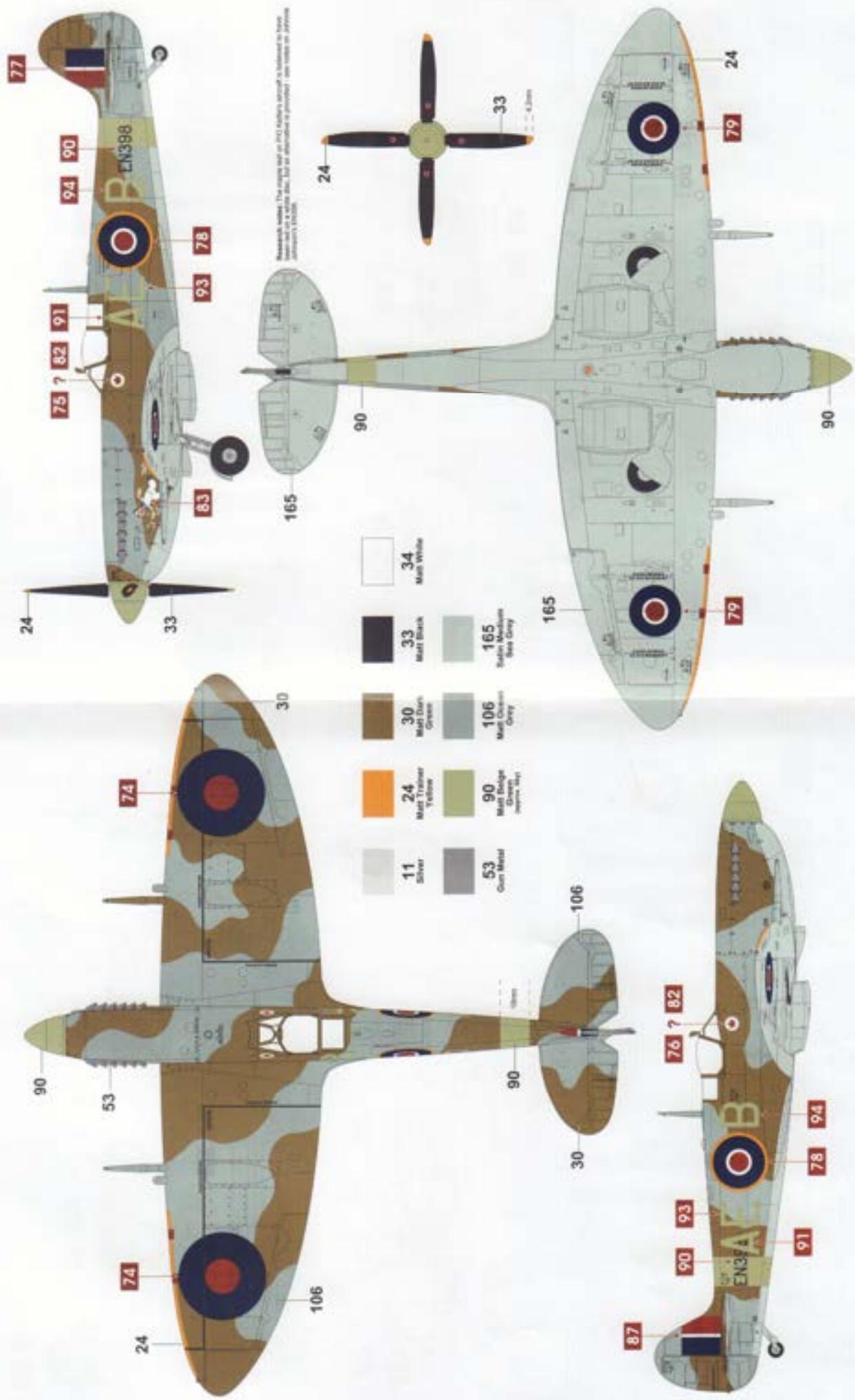


A Supermarine Spitfire Mk.IXc
ML214 flown by Squadron Leader Johnny Plagis, No.126 (Persian Gulf) Squadron, Royal Air Force Harrowbeer, Devon, England, July 1944 (with options for June and December 1944).



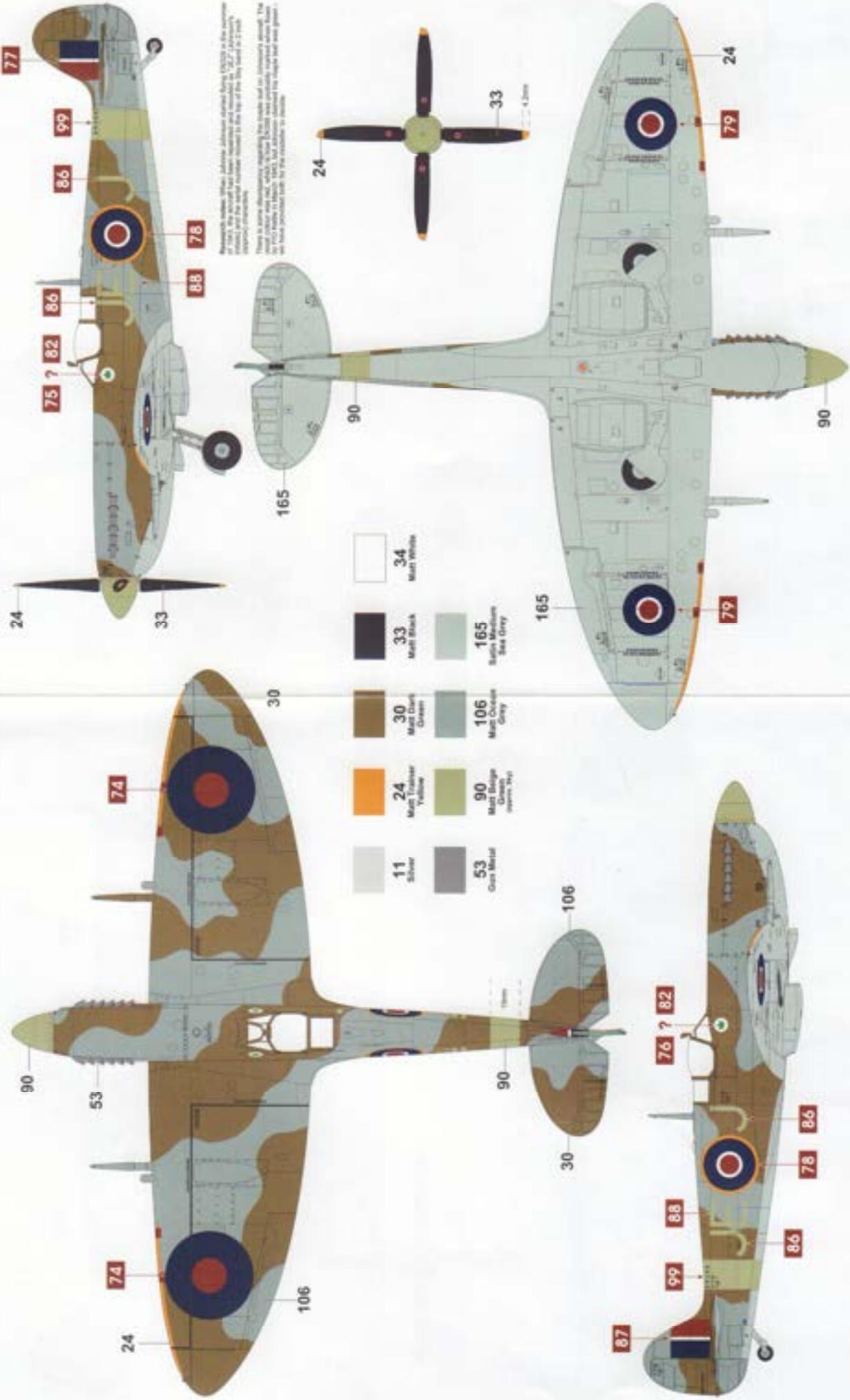
⑥ Supermarine Spitfire Mk.IXc

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



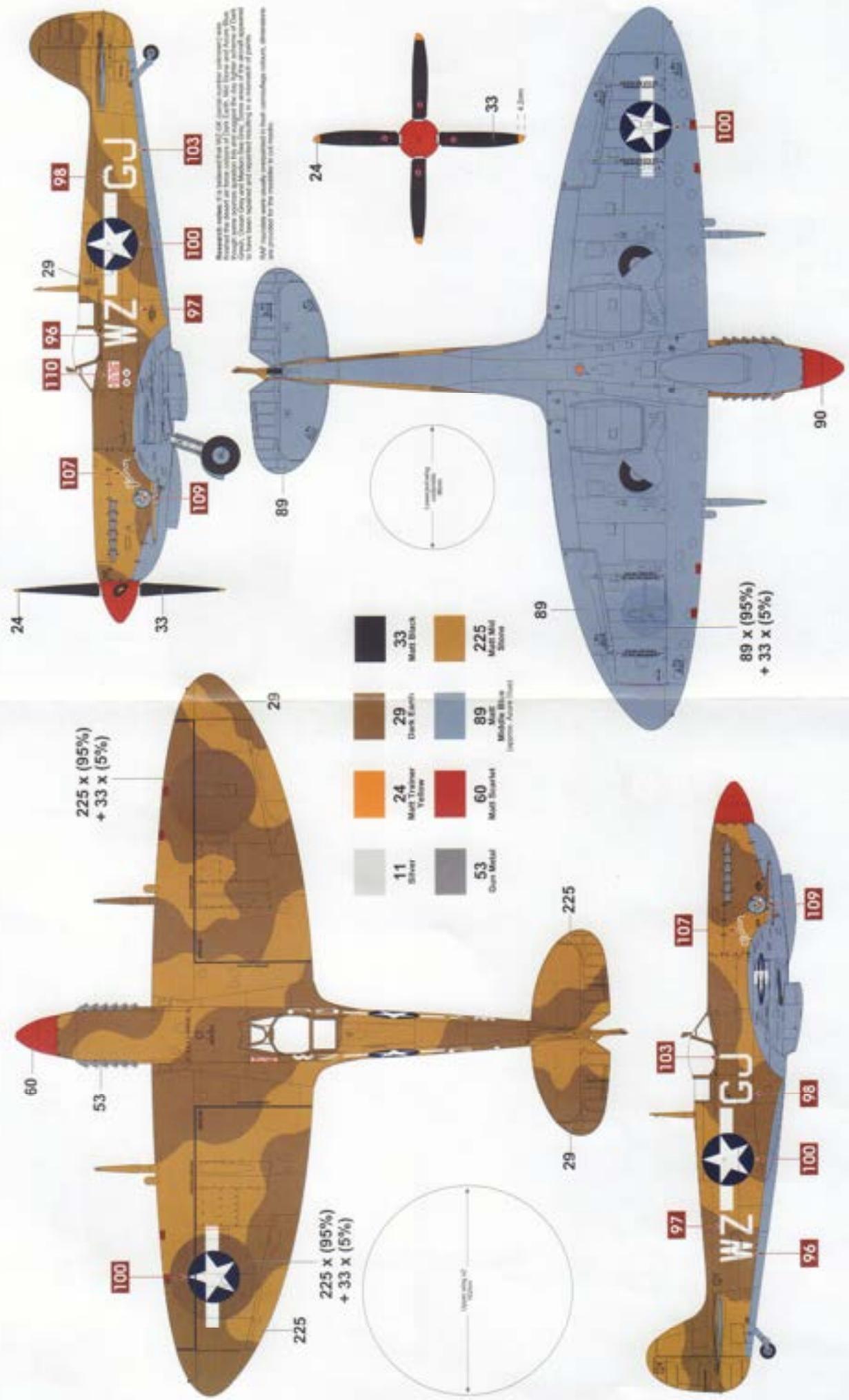
© Supermarine Spitfire Mk.IXc

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

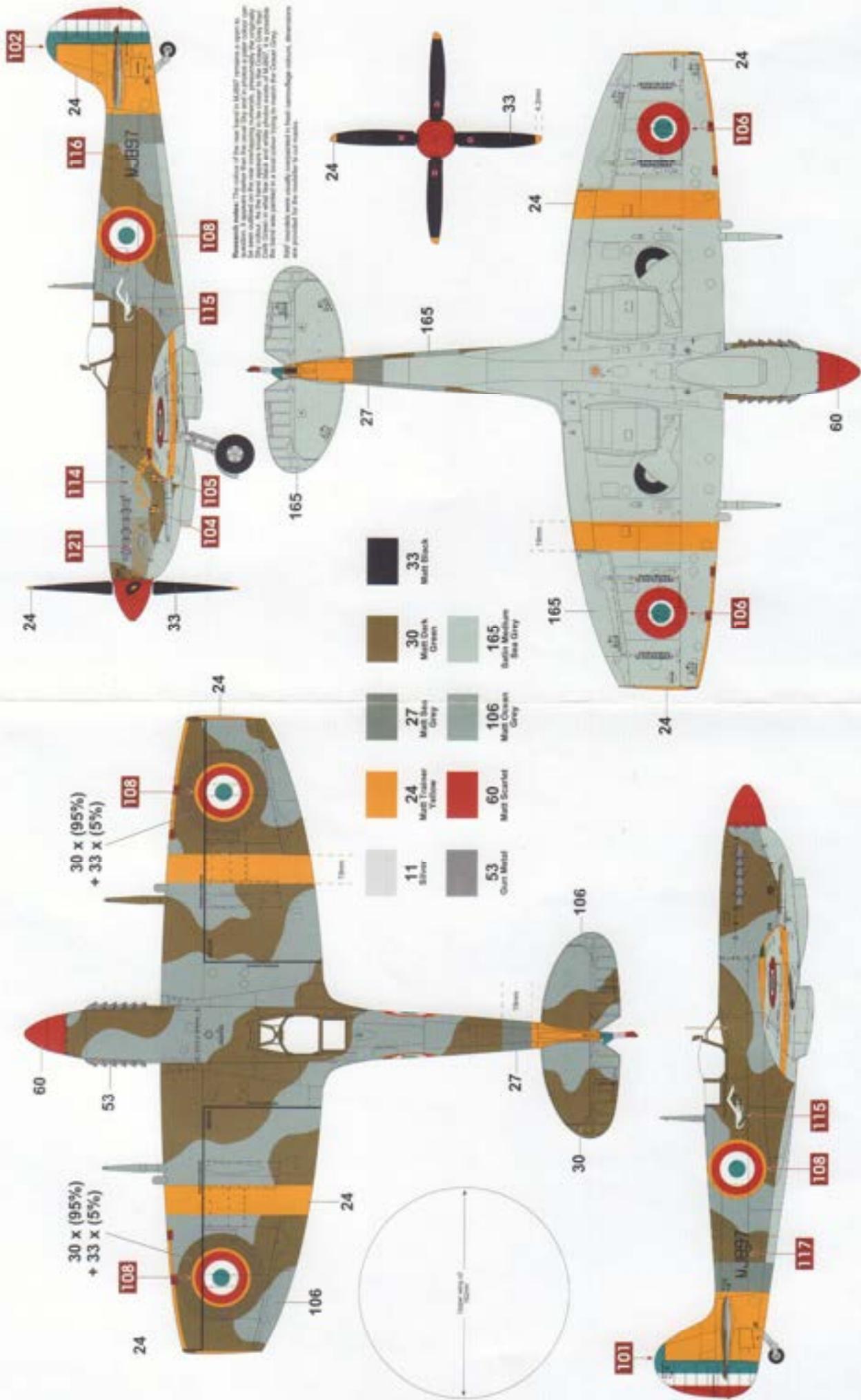


④ Supermarine Spitfire Mk.IXc

Aircraft flown by Captain Garth Jared, Commanding Officer, 309th Fighter Squadron, 31st Fighter Group, United States Army Air Force, Italy, December 1943.



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



A B C D E Supermarine Spitfire Mk.IXc

Location of common stencil data.

