

72-3504-250

**mpc**

# SPITFIRE



## 1/24 SCALE MODEL KIT

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# PLEASE READ THIS FIRST.

Before you begin building look over the instructions. Read all the notes. This will familiarize you with the parts and will assist you when building. Test fit all parts before applying cement. Be especially careful when applying cement to clear parts. It is best to use a toothpick. Do not try to twist parts from "runners", use a modeler's knife. Use only paint and cement made for styrene plastic. Watch for painting notes and for best results, paint small parts prior to assembly, don't try to paint them after they are in position. Follow assembly procedure and you should have no trouble assembling your model. All parts are numbered, look them over carefully and be sure you're using the right part in the right place.

ASSEMBLY PROCEDURE — CLEAR — 4

BODY — 4

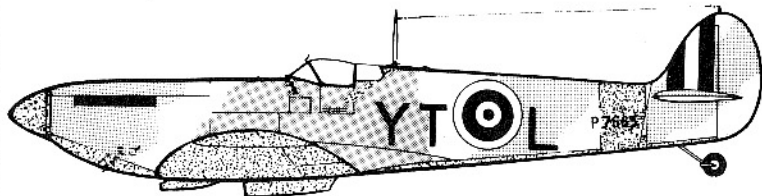
PART NUMBER — 160

## WATCH FOR PAINTING INSTRUCTIONS

COLOR TO PAINT — YELLOW-GREEN

**IMPORTANT:** Trim all "flash" from parts before assembling.

## SPITFIRE SPECIFICATIONS



The Spitfire 1a was powered by a 12-cylinder Rolls-Royce Merlin 111 engine of 1,030 h.p. which gave a maximum of speed of 365 m.p.h. and a combat range of 395 miles. Armament consisted of eight .303 inch Browning machine guns. Wing span was 36 feet 10 inches and length 29 feet 11 inches.



# HISTORY

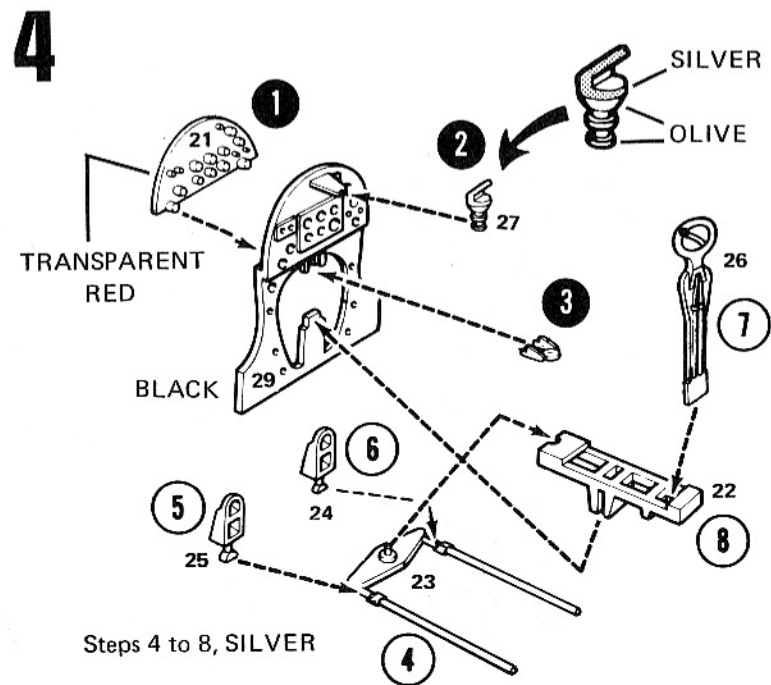
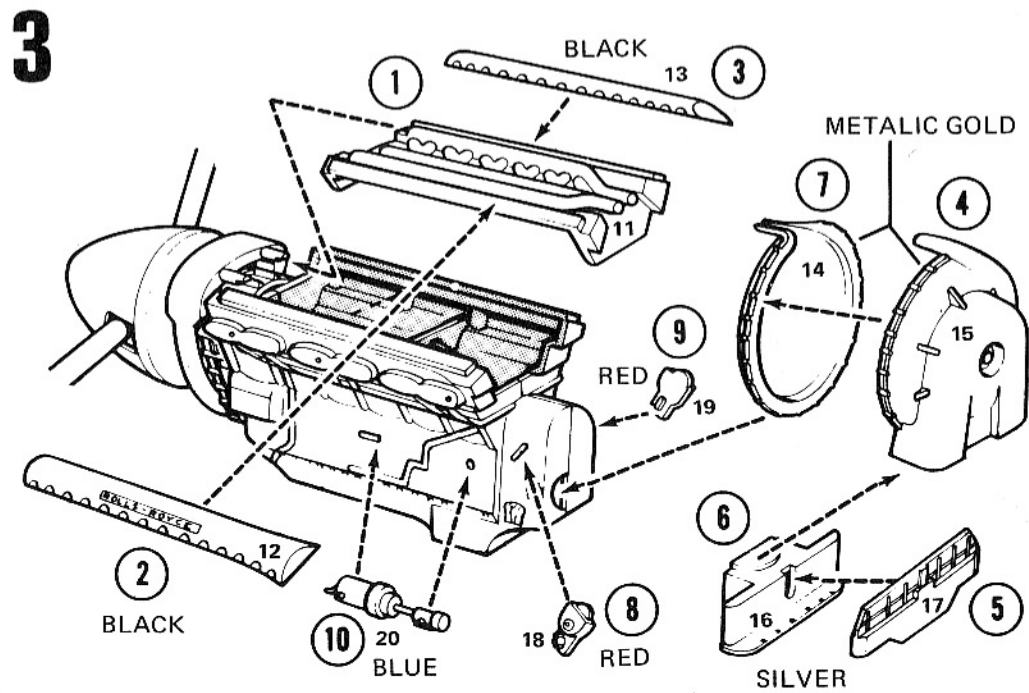
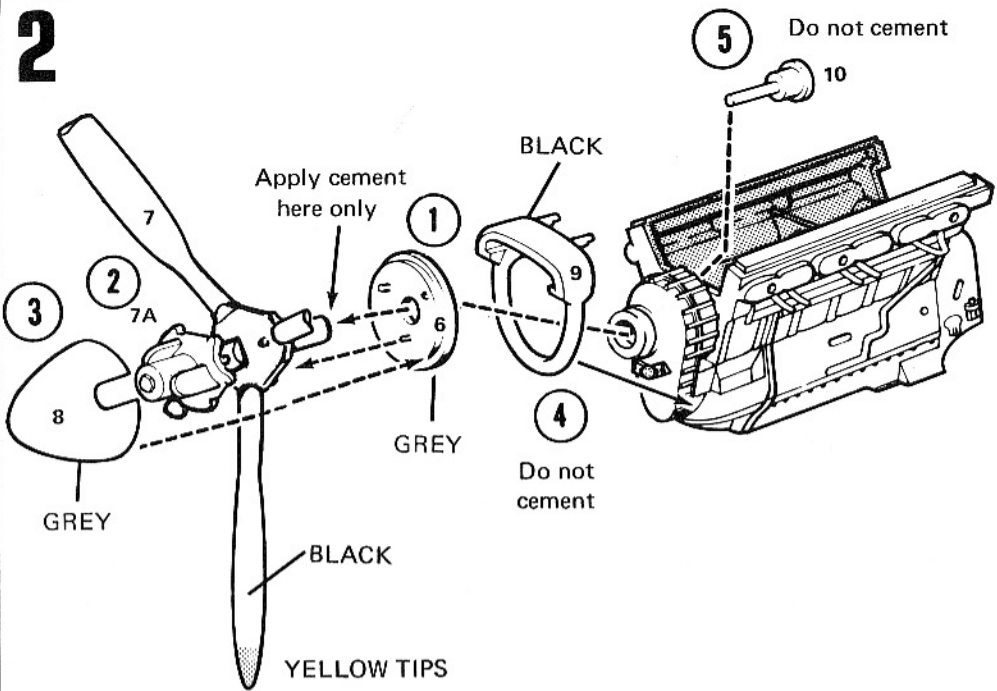
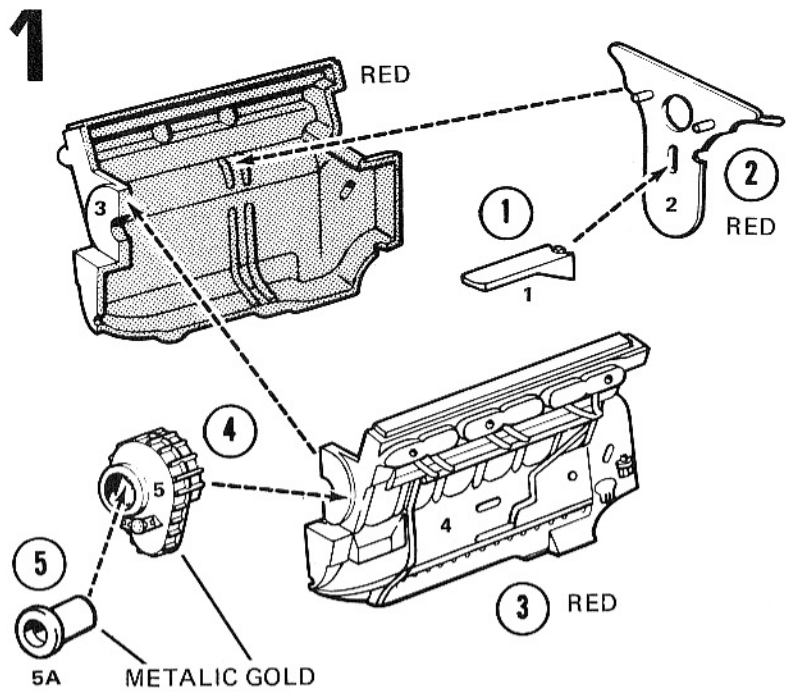
The Spitfire was a product of the brilliant designer R.J. Mitchell who was responsible for the series of Supermarine racing seaplanes culminating in the S.6B which won the Schneider Trophy outright for Britain in 1931 and raised the world speed record to 407 m.p.h. From the engine used in the Schneider Trophy races Rolls-Royce developed the Merlin in-line engine and around this engine Mitchell designed the smallest possible fighter. The new aircraft, named the Spitfire, incorporated eight machine guns, an enclosed cockpit and retractable undercarriage. It first flew on March 5th 1936 and within three months had shown such promise that 310 were ordered for the R.A.F.; a further order followed the next year.

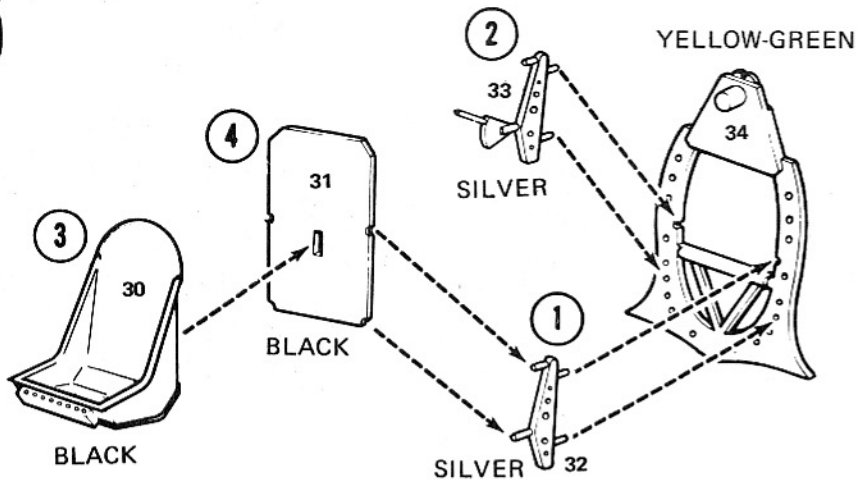
Production Spitfires began to reach the squadrons in 1938 at the time of the Munich crisis and when war broke out nine squadrons of the R.A.F. were equipped with Spitfires with other squadrons in the process of converting. Unlike Britain's other eight-gun fighter, the Hawker Hurricane, Spitfires were not sent out to France but retained for home defense. When the Battle of Britain began in the summer of 1940 there were nineteen squadrons of Spitfires available, now fitted with a three-bladed propeller in place of the earlier two-blade wooden airscrew and with an external bullet-proof windscreen. These Spitfires, together with the Hurricanes, represented a total force of some 600 combat-ready fighters and throughout the Battle of Britain the young pilots of the R.A.F. faced a German force which at times numbered over two thousand aircraft. The Spitfire was slightly faster and considerable more maneuverable than the Messerschmitt Bf 109E, its main opponent, but the Bf 109 could climb and dive more quickly and had the advantage of cannon armament. In the light of Battle of Britain experience later marks of Spitfire were introduced with higher powered Merlins and cannons fitted in place of the machine guns.

Spitfire production and development continued throughout the war and progressively more powerful engines and armament were introduced as well as tropical and naval versions. The final versions of the Spitfire were delivered in 1947 by which time it had been re-engined with a Rolls-Royce Griffon producing over 2,000 h.p., fitted with a "bubble" canopy and maximum speed raised to over 450 m.p.h. When production ended over 20,000 Spitfires had been built.

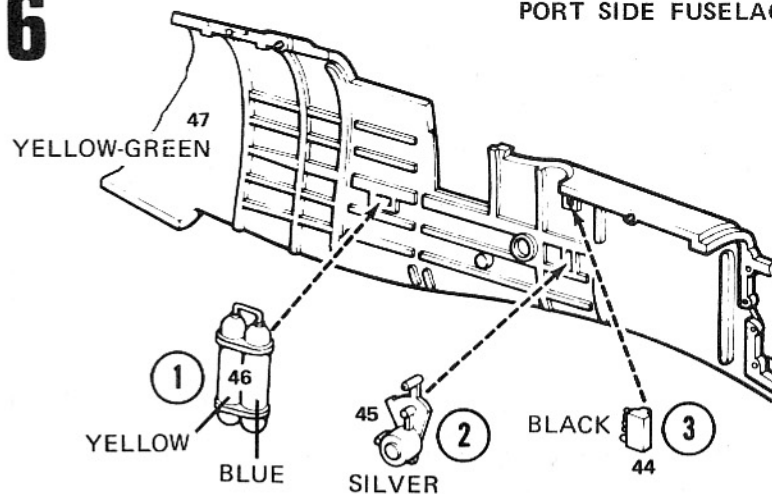
The immortal Spitfire was the most famous fighter of the Second World War and one of the greatest warplanes of all time. The mainstay of R.A.F. Fighter Command throughout the war, the basic design was so successful that it remained in production for almost ten years.



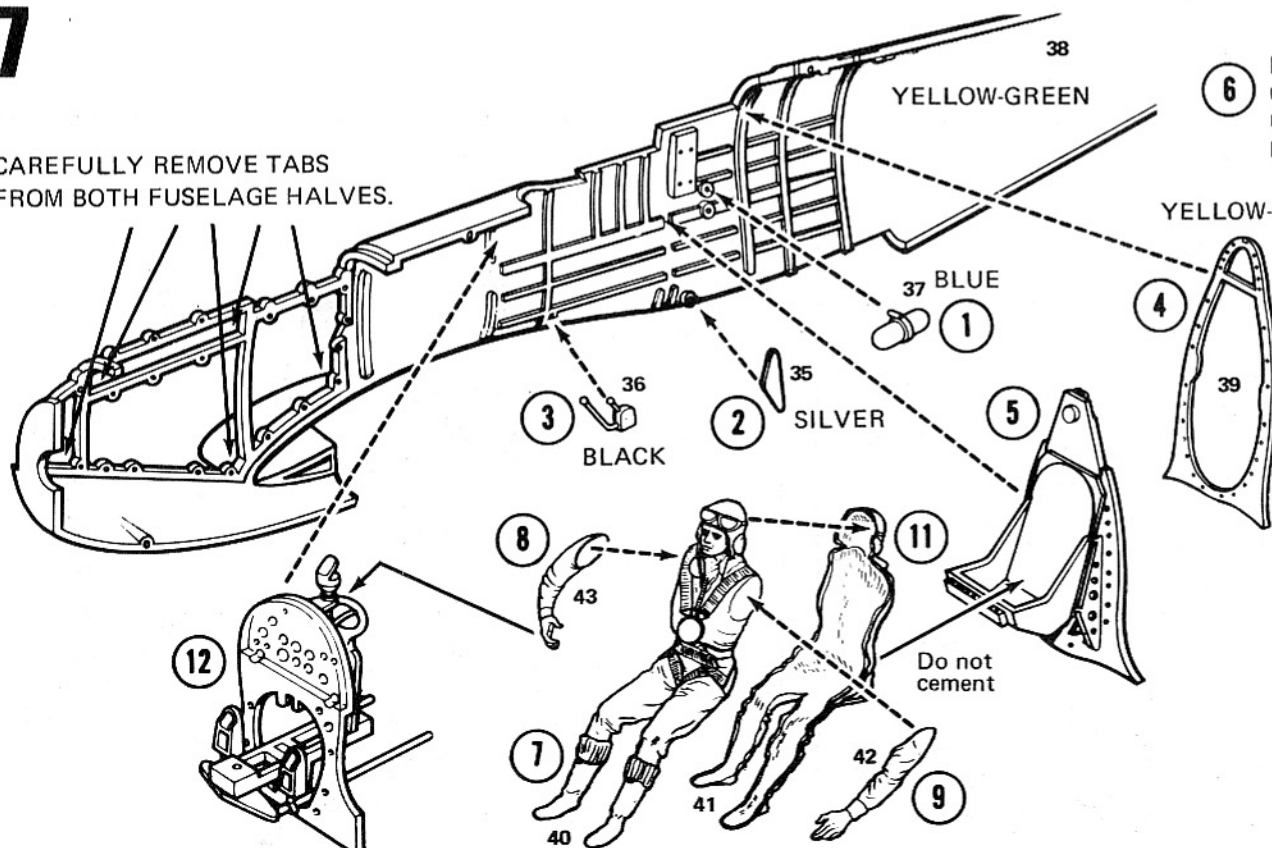


**5****6**

PORT SIDE FUSELAGE

**7**

CAREFULLY REMOVE TABS  
FROM BOTH FUSELAGE HALVES.

**6**

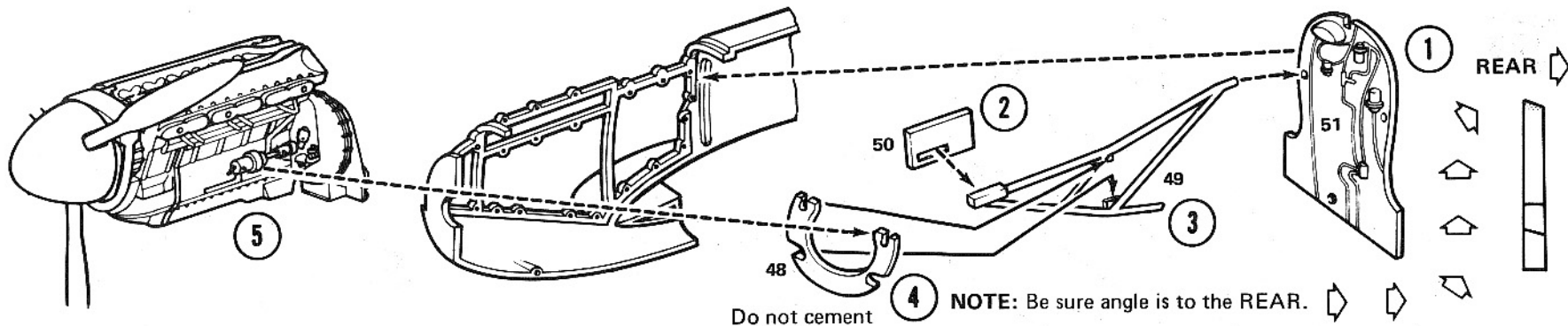
NOTE: The use of the pilot is optional. If you are using the pilot in the cockpit, install as shown. He can not be placed in the cockpit after the plane is completed.

NOTE: Paint pilot as follows:

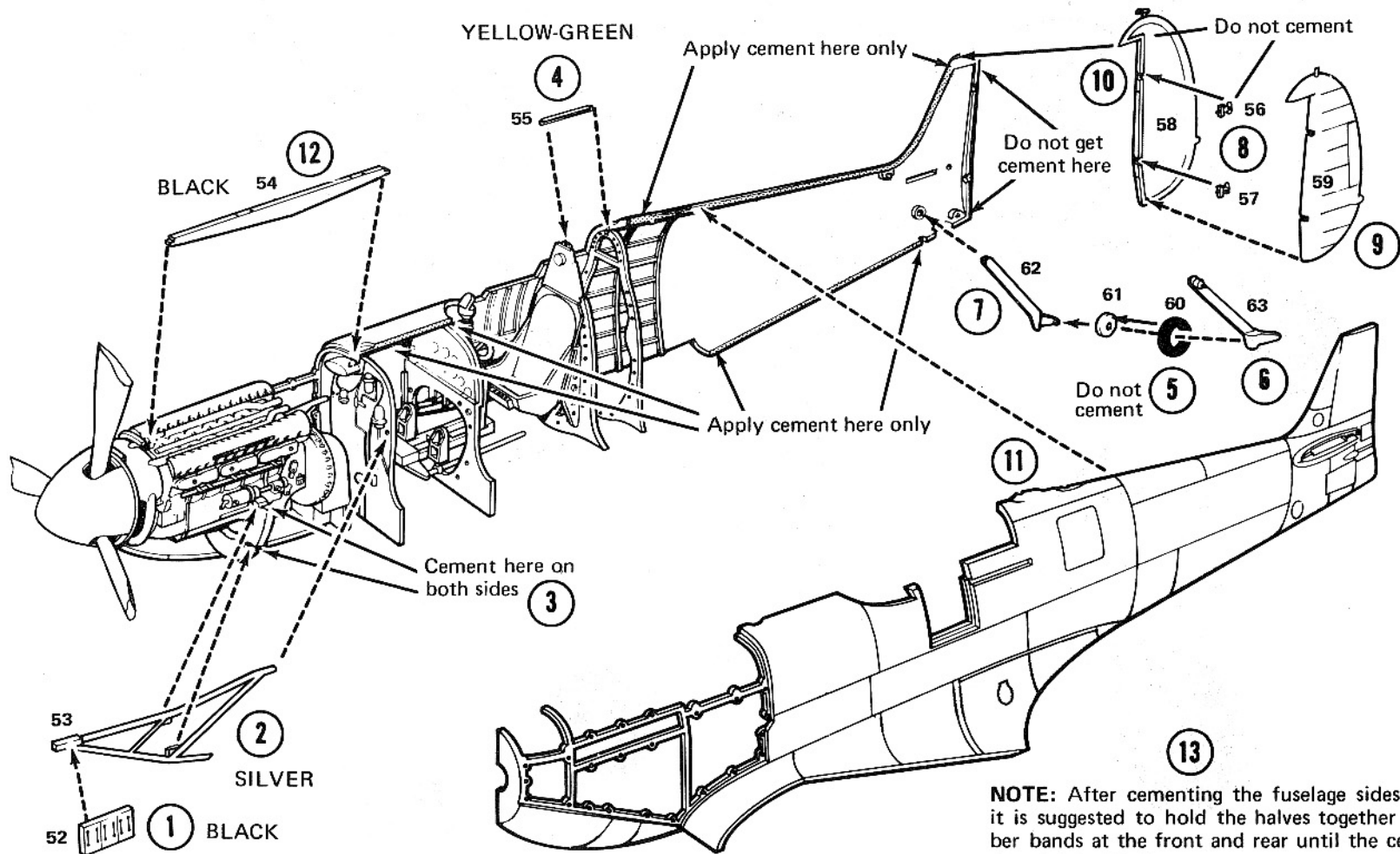
- 10**
- Belts - GREY (Chute release - SILVER)
  - Pants - BLUE-GREY
  - Jacket - OLIVE
  - Helmet - BROWN
  - Goggles - BLACK (Lenses -BLUE)
  - Parachute - BROWN
  - Boots - BROWN
  - Socks - WHITE
  - Scarf - RED
  - Hands - BLACK
  - Face - FLESH
  - Shirt - BLUE
  - Mae West - YELLOW



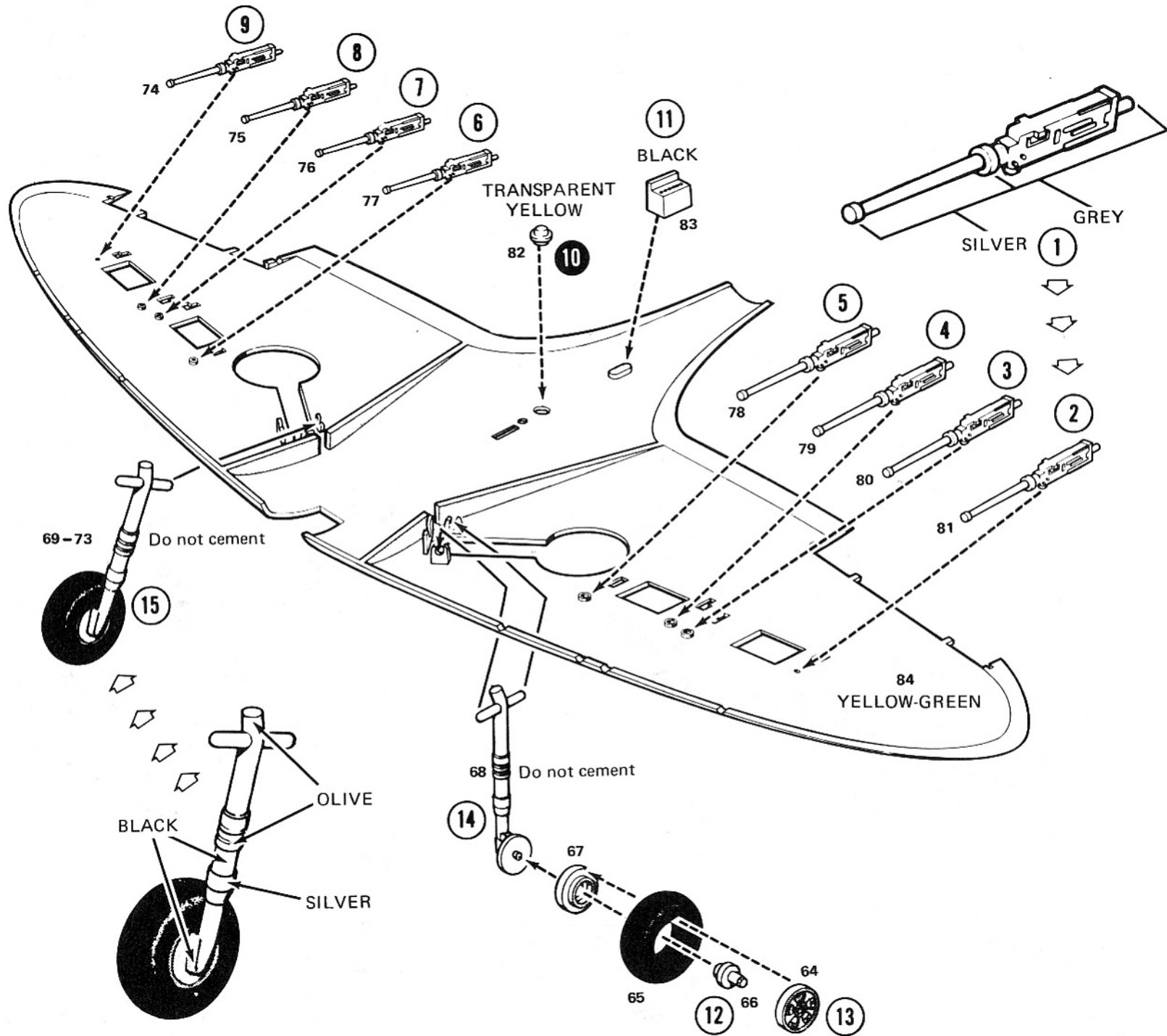
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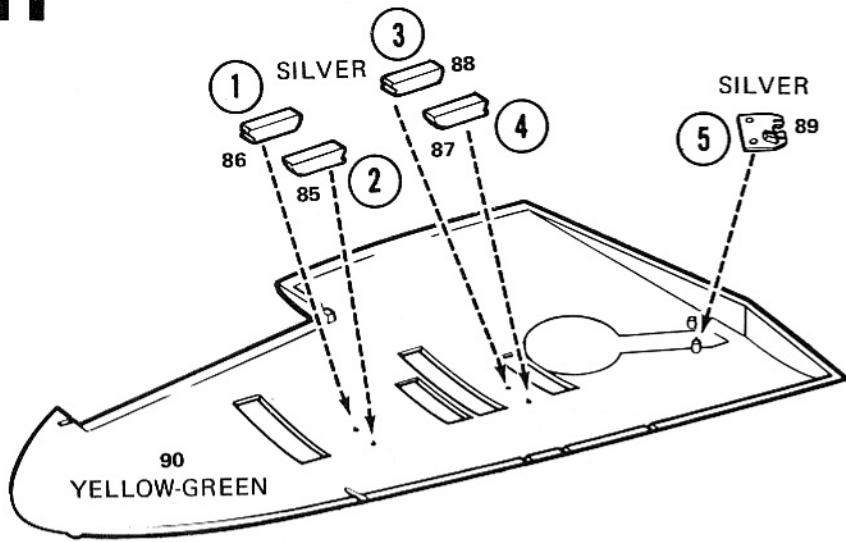
9



**NOTE:** After cementing the fuselage sides together, it is suggested to hold the halves together with rubber bands at the front and rear until the cement has completely dried.

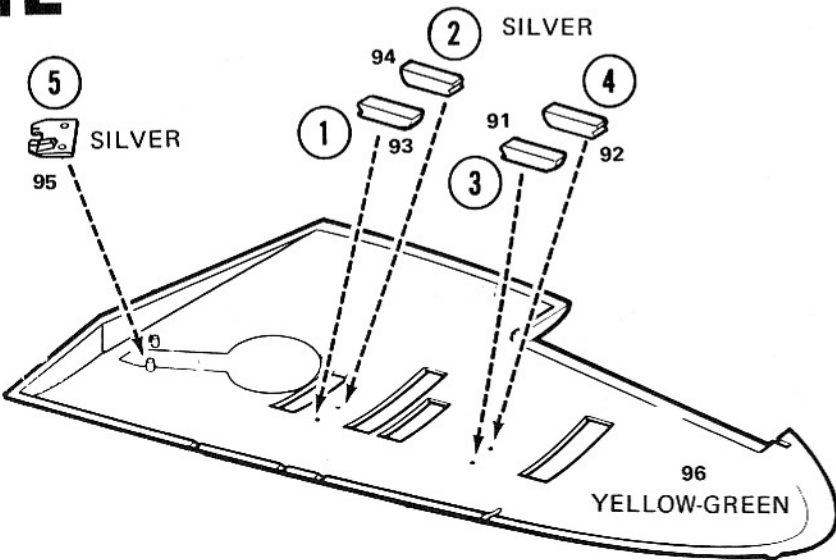


# 11



ABOVE PORT WING

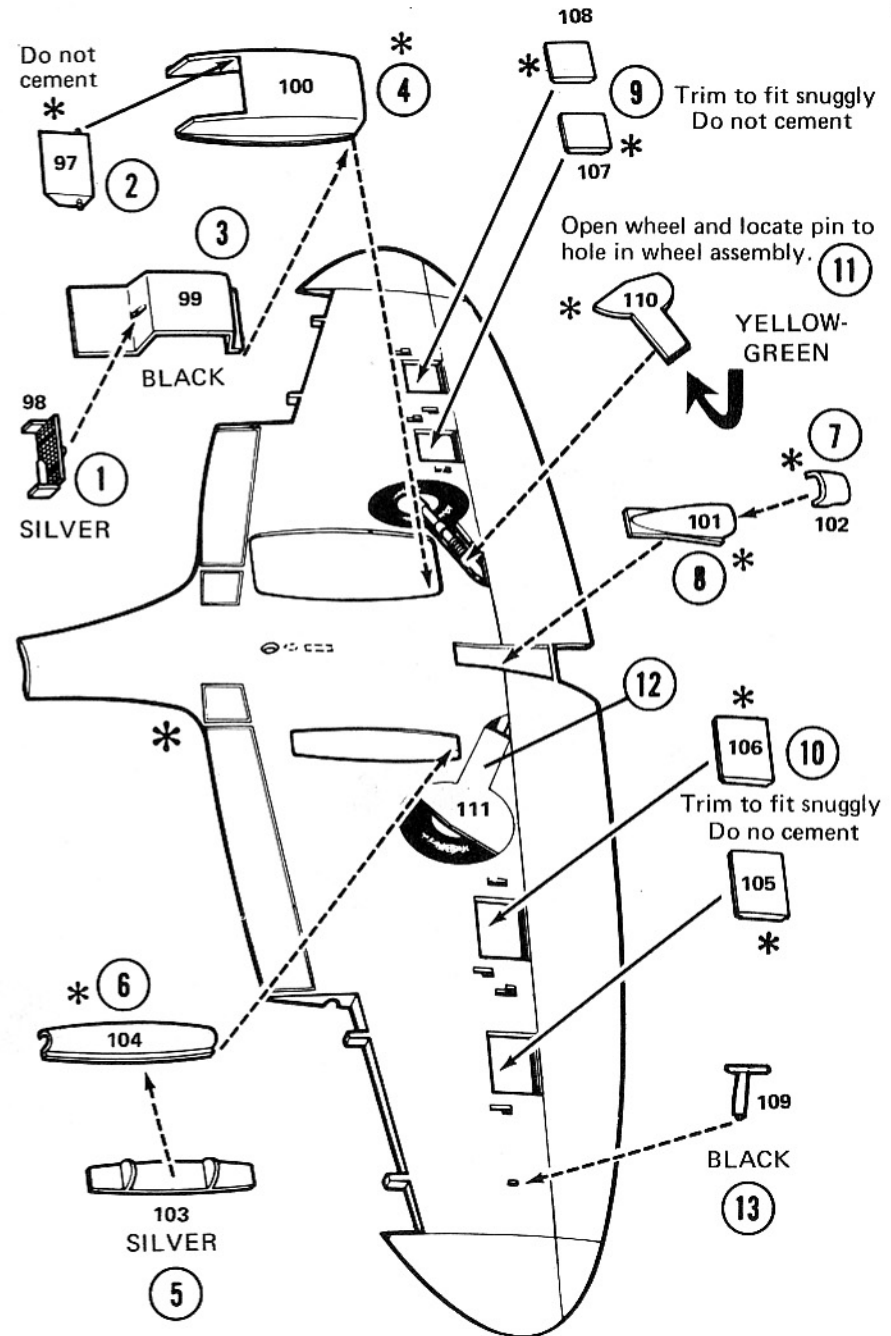
# 12

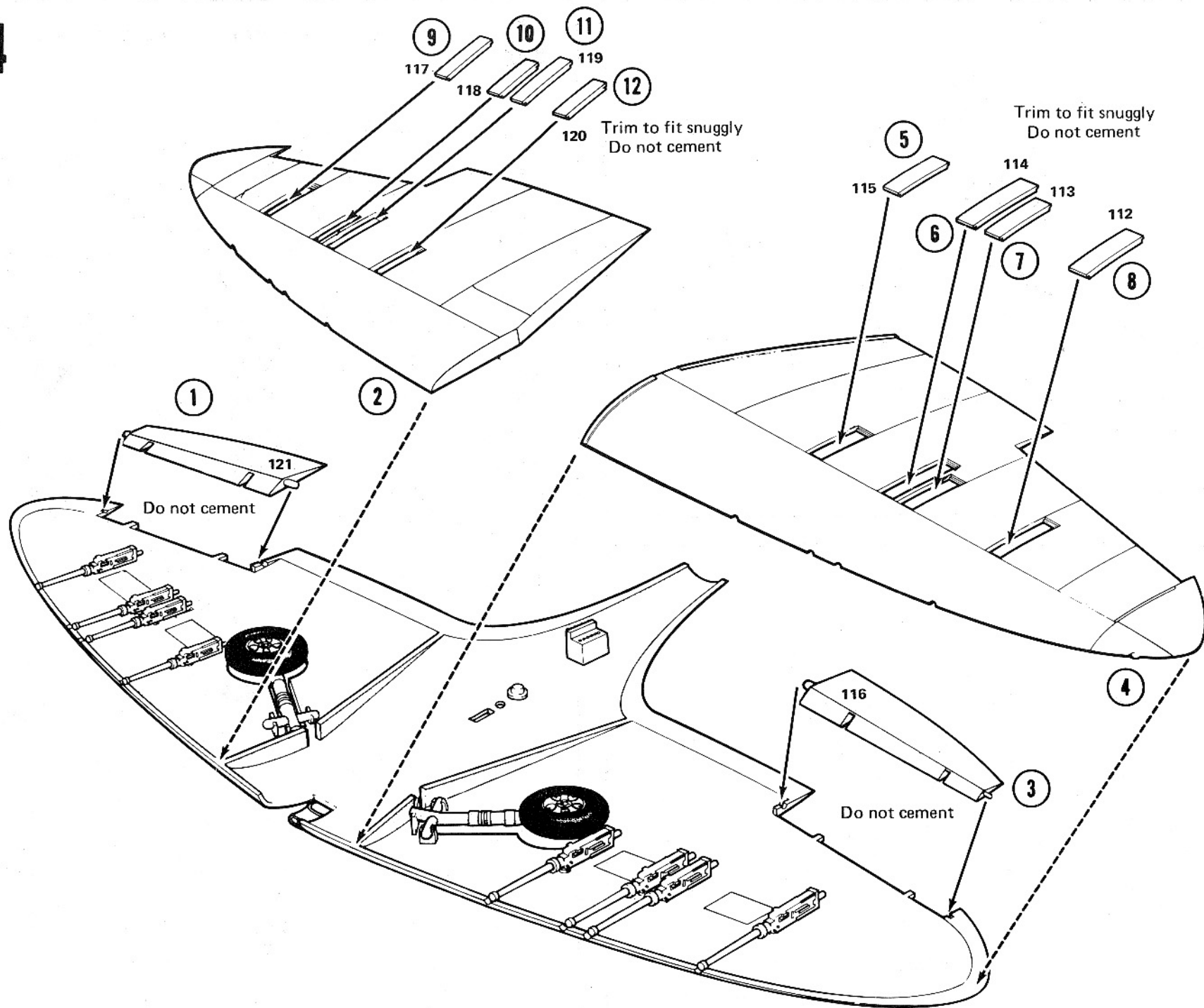


ABOVE STARBOARD WING

# 13

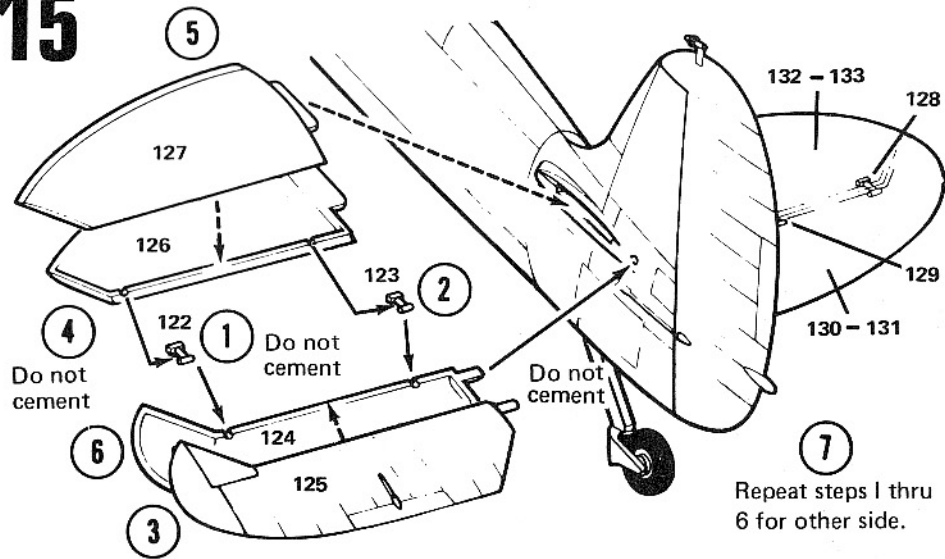
\* PAINT TO MATCH WINGS IN ASSEMBLY 17.



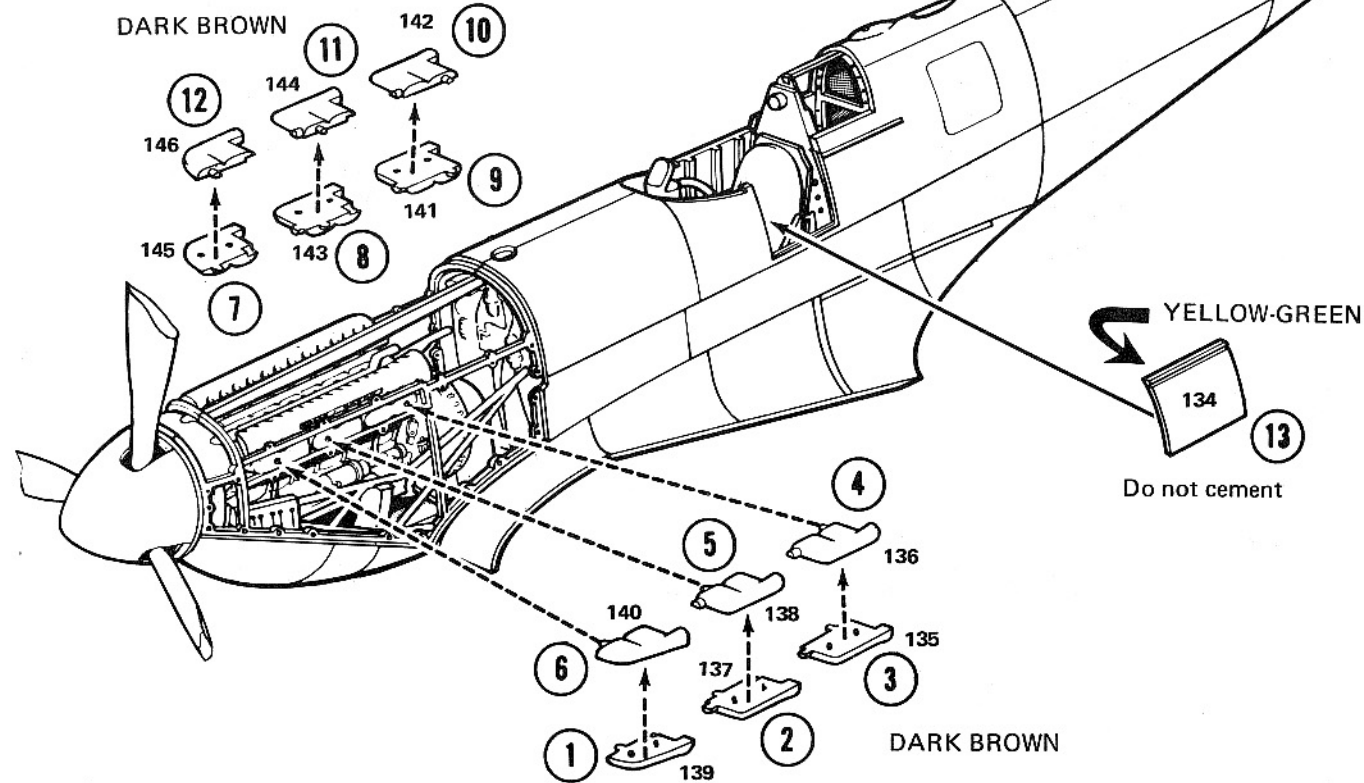


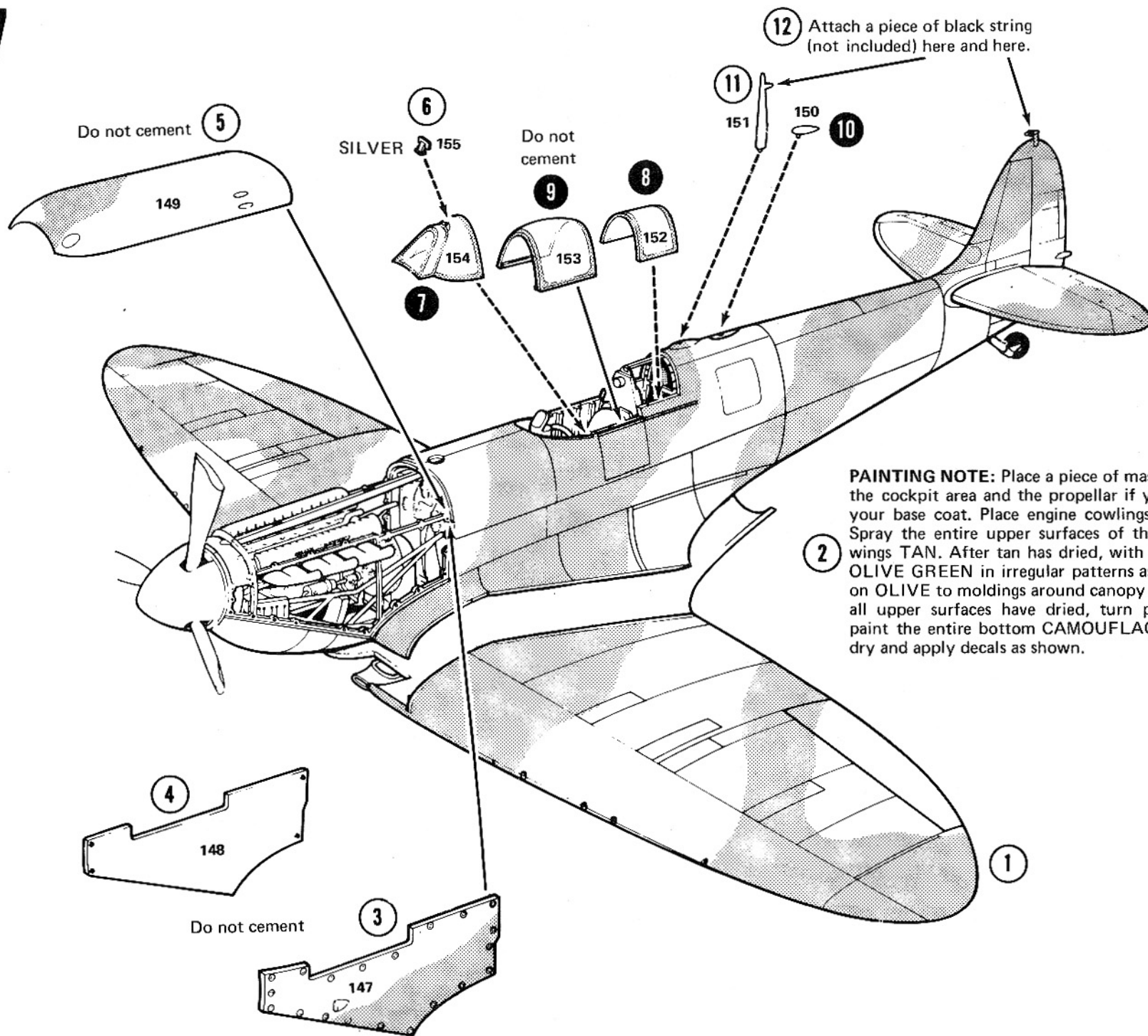


# 15



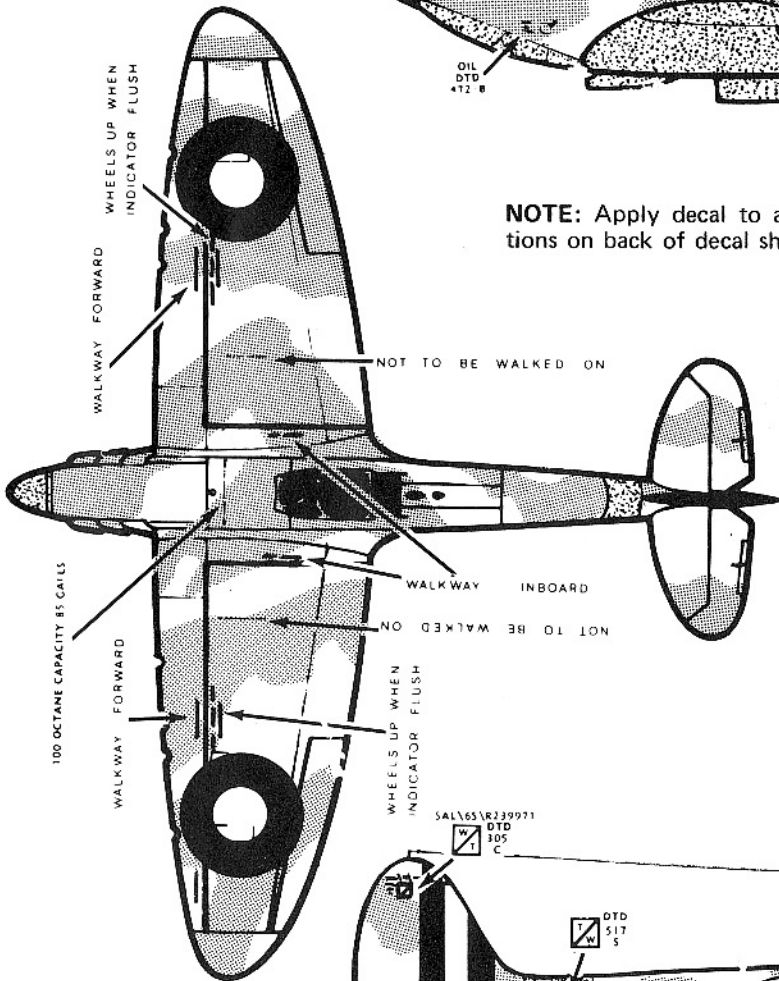
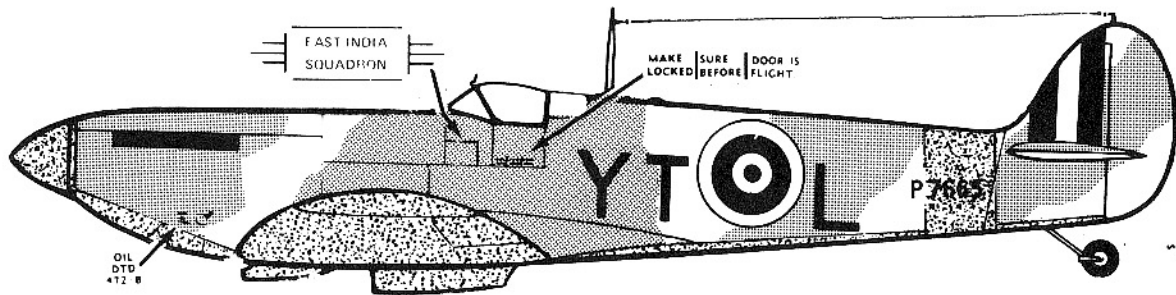
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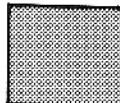


**PAINTING NOTE:** Place a piece of masking tape over the cockpit area and the propeller if you're spraying your base coat. Place engine cowlings into position. Spray the entire upper surfaces of the fuselage and wings TAN. After tan has dried, with a brush, apply OLIVE GREEN in irregular patterns as shown. Brush on OLIVE to moldings around canopy sections. After all upper surfaces have dried, turn plane over and paint the entire bottom CAMOUFLAGE GREY. Let dry and apply decals as shown.

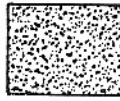
# DECALS - BATTLE MARKINGS



**NOTE:** Apply decal to areas indicated using instructions on back of decal sheet.



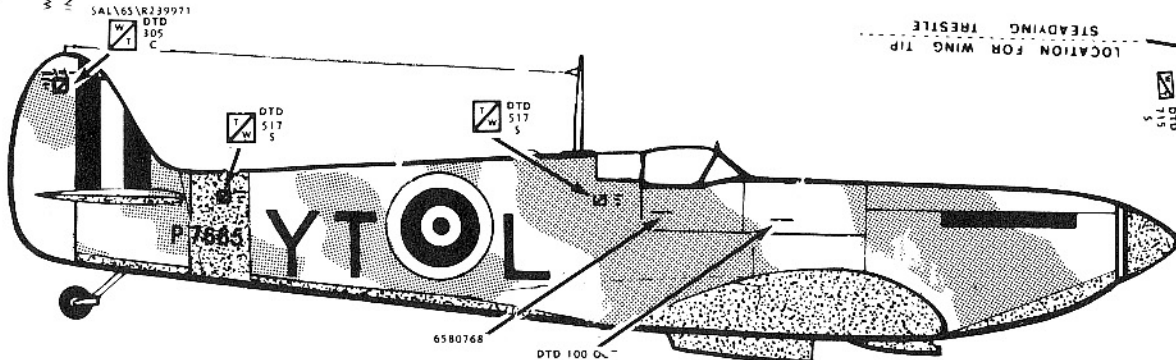
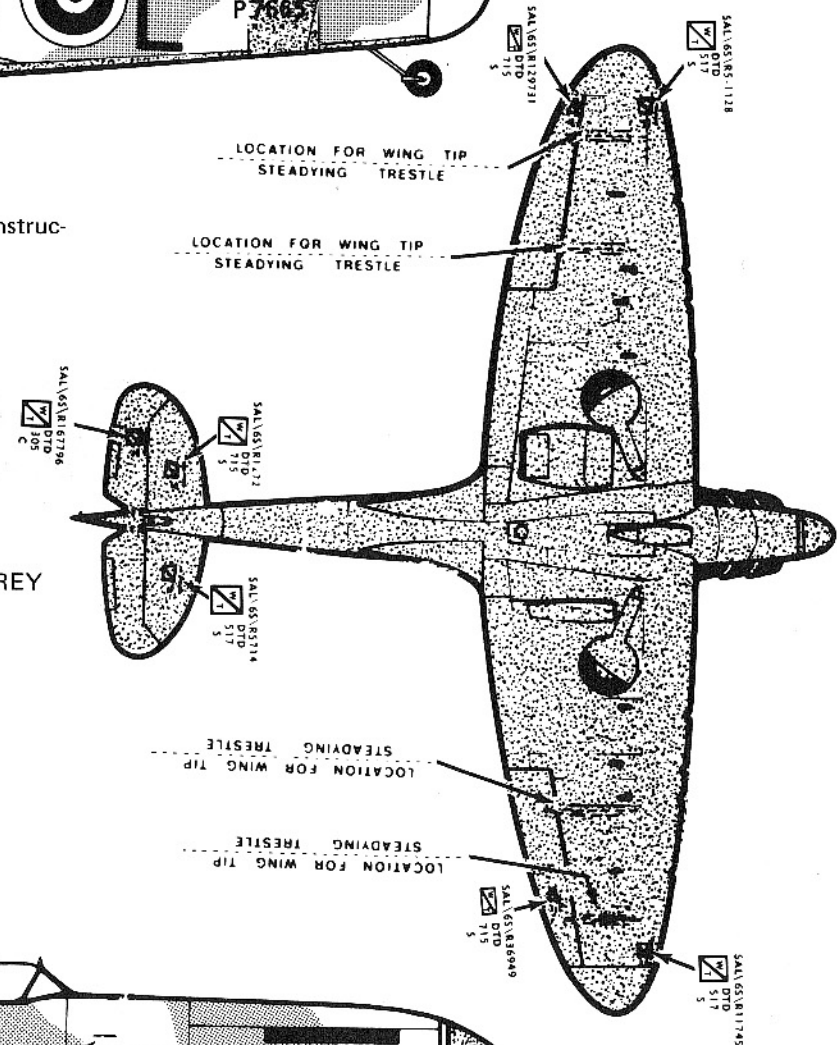
OLIVE



CAMOUFLAGE GREY



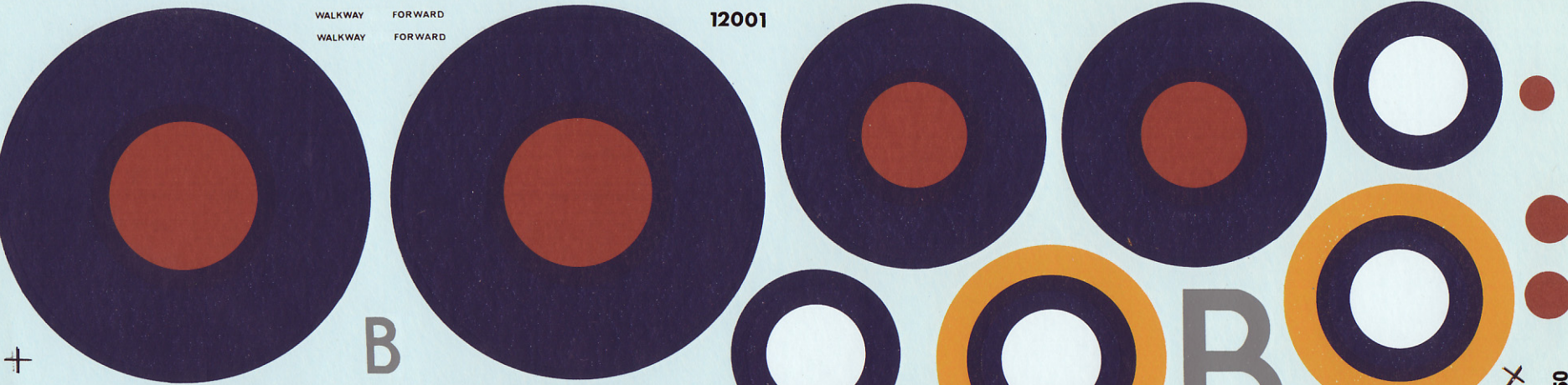
TAN





WALKWAY FORWARD  
WALKWAY FORWARD

12001



+

B

LOLOLOB

P9390  
P9390



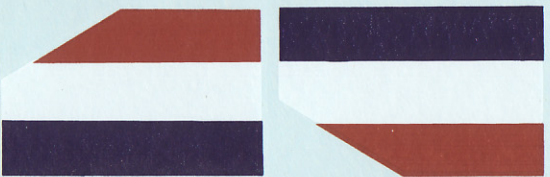
WHEELS UP WHEN INDICATOR FLUSH  
WHEELS UP WHEN INDICATOR FLUSH  
WALKWAY INBOARD

NOT TO BE WALKED ON  
NOT TO BE WALKED ON

SUPERMARINE SPITFIRE MK.1a

B  
X  
BOGUS  
K  
K

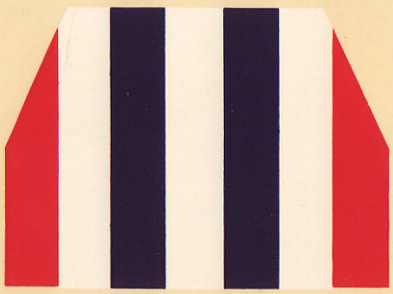
0250



LOCATION FOR WING TIP STEADYING TRESTLE  
LOCATION FOR WING TIP STEADYING TRESTLE  
LOCATION FOR WING TIP STEADYING TRESTLE

LOCATION FOR WING TIP STEADYING TRESTLE  
LOCATION FOR WING TIP STEADYING TRESTLE  
LOCATION FOR WING TIP STEADYING TRESTLE

FUEL DTD 230  
CAPACITY  
85 GALLS



LOCATION FOR WING TIP  
STEADYING TRESTLE

WALKWAY INBOARD

YTOL



LOCATION FOR WING TIP  
STEADYING TRESTLE



EAST INDIA  
SQUADRON

P 7665

YTOL



WHEELS UP WHEN INDICATOR FLUSH  
WHEELS UP WHEN INDICATOR FLUSH



P 7665



WALKWAY FORWARD  
WALKWAY FORWARD



NOT TO BE WALKED ON  
NOT TO BE WALKED ON

LOCATION FOR WING TIP  
STEADYING TRESTLE  
LOCATION FOR WING TIP  
STEADYING TRESTLE

LOCATION FOR WING TIP  
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FUEL DTD 230  
CAPACITY  
85 GALS.