



# K32002 1/32 Spitfire Mk.Va

The legendary Supermarine "Spitfire" is undoubtedly one of the most famous, and perhaps the most beautiful, aircraft of all time. Designed from 1934 under the guidance of Supermarine Aviation Works' chief designer Reginald Mitchell, Joseph Smith and "Alf" Faddy, the prototype first flew on 5 March 1936. It was immediately obvious that it was something very special and an initial production order was placed in early June 1936.

The Supermarine-built 1030hp Rolls-Royce Merlin II/III powered, 8 Browning .303" machine gun armed, Spitfire Mk.I entered service from mid-May 1938. The rear fuselage was adorned with raised rivets for ease of construction while the main planes and front of the fuselage were flush riveted, puttied/filler primed and sanded smooth for improved performance. Numerous improvements were introduced throughout production. Some Mk.I were armed with 2 Hispano 20mm cannons which proved to be so unreliable that they were withdrawn from service in early September 1940. The problems were solved later that year, and when it was reintroduced with an additional 4 Browning .303" guns it was designated the Spitfire Mk.Ib ("B" wing), at which time the 8 Browning .303" gun armed aircraft was re-designated the Mk.Ia ("A" wing).

The CBAF (Castle Bromwich Aircraft Factory) built 1150hp Rolls-Royce Merlin XII powered Spitfire Mk.IIa/b featured many of the later Mk.I improvements with the key difference being the 1150hp Rolls-Royce Merlin XII engine which had a Coffman (explosive) cartridge starter system and its associated bulged fairing at the front of the starboard engine cowling.

A 1390hp Rolls-Royce Merlin XX powered Spitfire Mk.III prototype had been in development since January 1940 which incorporated numerous improvements implemented throughout Mk.I/II production and introduced many new innovations. In early 1941 an urgent need for improved performance saw the installation of the 1440hp Rolls-Royce Merlin 45 into 93 late production Mk.Ia airframes on the Supermarine production line, thereby creating the stop-gap Mk.Va. An additional 82 Mk.Ia and 35 Mk.IIa airframes were retrofitted with the Merlin 45 engine creating a total of 211 Spitfire Mk.Va. They were all fitted with windscreen de-icing equipment, Martin-Baker canopy hood jettisoning gear, IFF Mk.II (with aerial wires from the tailplanes to the fuselage sides) and were usually equipped with the TR.1133 UHF radio that did not require an external aerial wire. Metal ailerons were being developed at this time but do not appear to have been fitted to factory-built Spitfire Mk.Va, only being retrofitted much later in 1941.

The 8 Browning .303 gun Spitfire Mk.Va was superseded by the cannon armed Mk.Vb from mid-late 1941 onwards with the remaining Mk.Va mostly relegated to training units over the next 6 months. Numerous engine, airframe and armament improvements continued to be made before production ceased in 1948, by which time over 22000 Spitfires had been produced in 2-dozen variants with the most notable being the 1030hp Mk.I, 1470hp Mk.Vb, 1720hp Mk.IX, 2035hp Mk.XIV, the photo-reconnaissance Mk.XI and the navalised Seafire Mk.III.

Supermarine-built Spitfire Mk.Va colour schemes are reasonably straight forward compared to the Mk.I. Interior areas were primed with light grey before being painted aluminium, except for the cockpit between frames 8 & 11 which were painted grey-green as found on their late production Mk.Ia. Note that this grey-green was different from the brighter "Supermarine interior green" seen on earlier aircraft and the paler, greyer, "Grey Green" (of which various colour shades have additionally been noted) used on later production, and CBAF built, aircraft (including converted Mk.Va). Major internal components supplied by sub-contractors could be delivered in various shades of grey-green or aluminium or even black.

Upper surfaces were painted Dark Earth and Dark Green applied with a hard demarcation line in the A camouflage pattern. The undersides (including the wheel wells, undercarriage legs and wheel hubs) were finished with "Sky Type S" which appears to have been sprayed on, leaving a soft demarcation line along the sides of the fuselage. After completion, a very pale Sky, almost white, colour was used to paint the spinner and a band around the rear of the fuselage at MU (Maintenance Units) before being issued to operational squadrons. Night (black) was reintroduced for the underside of the port wing from late November 1940 until late April 1941 but no Mk.Va appear to have been finished this way at the factory, although Mk.Va converted from earlier production Mk.Ia/IIa might have had Night applied at their units, before being overpainted again with "Sky Type S" after late April 1941. Sub-assemblies were usually supplied pre-painted so a single aircraft could exhibit a variety of shades, and sometimes the camouflage pattern would not match perfectly from one sub-assembly/component to the next. The fabric covered rudder, elevator and ailerons were undercoated in red-brown dope before being painted and occasionally appear paler than the adjacent camouflaged metal parts. Converted Spitfire Mk.Va would exhibit the characteristics of their Supermarine-built Mk.Ia and CBAF built Mk.IIa airframes unless they had been extensively repainted. Aircraft serving after mid-August 1941 would have received the new "Day Fighter" camouflage scheme of Dark Green and Ocean Grey (or mixed grey) upper surfaces with Medium Sea Grey undersides. Additionally, extensive weathering and re-painting (hand brushed as well as sprayed) also helped ensure that a wide variety of tonal differences could be seen. While we have tried our best with our paint suggestions, there is no doubt many will disagree with us. Which is OK.

Richard Alexander 2024

Wingspan:	Length:	Max Weight:	Max Speed:	
36ft 10in (11.23m)	29ft 11in (9.12m)	6450 lb (2925kg)	375mph (603kph)	
No Manufactured:	Production:	Engine:	Ceiling:	Armament:
(Mk.Va) 211	March 1941 to June 1941	1440hp Rolls-Royce Merlin 45	37700ft (11500m)	8x .303" (7.7mm) Browning machine guns

#### References:

Supermarine factory engineering drawings – Pilot's Notes Spitfire Va, Vb & Vc Aircraft..., Air Publication 1565E – Supermarine Spitfire Mk V in Europe and North Africa, Wingleader Photo Archive #6 2021 – The Spitfire Story, Alfred Price, Jane's Publishing 1982 – Spitfire The History, Eric B. Morgan and Edward Shacklady, Key Publishing 1987 – Spitfire notes (various), Edgar Brooks – The Imperial War Museums – Australian War Memorial Museum – Mark Postlethwaite – Dilip Sarkar MBE, FRHisS – bbm.org.uk - www.nationalarchives.gov.uk - www.airhistory.org.uk – Private Collections.

The following additionally provided photos for publication in this instruction booklet, for which we are incredibly grateful:  
 ww2images.com – Air Force Museum of New Zealand – Dilip Sarkar Archive – The Biggin Hill Trust – Private Collectors (various).

# K32002 1/32 Spitfire Mk.Va

**Warning:** Choking hazard. Keep small parts and plastic bags away from children. Use glue/cement and paint in a well-ventilated area. Always wear protective eyewear when cutting and protective mask when painting, gluing and sanding. Do not breathe in dust. Beware of sharp edges.

**Assembly:** Read all the instructions carefully 3 times before starting assembly. Yes, even if you are very experienced. Use glue/cement intended for plastic models. Assemble metal and resin parts (if included) with Cyanoacrylate (CA) or epoxy glue. Select a marking option before starting assembly and note the optional parts required on your instructions.



**Optional Detail** can be ignored if you don't feel comfortable doing it. It is not 100% necessary to complete your model. For rigging long control cables and aerial wire we recommend stretchy elastic type material like "EZ Line" etc and thin metal or plastic for short control cables and rods etc.

**Painting:** Only use paint **designed and suitable** for plastic model kits. If in doubt, test on scrap plastic **from this model** before using.

**Decals:** Cut out each decal only as required. **Soak in warm water for around 15 seconds.** Help avoid "silvering" by not over-soaking and washing off the decal glue. Slide decal off backing paper on to smooth painted surface of model and move into position using a fine paint brush and/or tweezers. It can be helpful to apply a small drop of water mixed with PVA glue to the area where decals are being applied to make them easier to maneuver into position and help avoid silvering. If necessary, use decal setting and solvent solutions but only after first testing on spare decals **from this model**. Alternatively, **carefully** use a hair dryer or very hot water (applied with a brush) to soften and conform decals to surface details. Do not overheat because you will damage your model.

**Hints & Tips:** Please visit [www.kotare-models.com](http://www.kotare-models.com) for any additional hints and tips to help you get the best result from your model.

<b>1</b>	Construction Step	<b>25</b>	Decal	<b>j</b>	Paint Colour	<b>!</b>	Attention	<b>i</b>	Optional Display
<b>A23</b>	Part Number	<b>✂</b>	Remove	<b>⚙</b>	Drill	<b>?</b>	Choose	<b>S</b>	Glue for metal
<b>ABC</b>	Options	<b>🚫</b>	Do Not Cement	<b>△</b>	Fill	<b>o?D</b>	Optional Detail	<b>☯</b>	Other Side

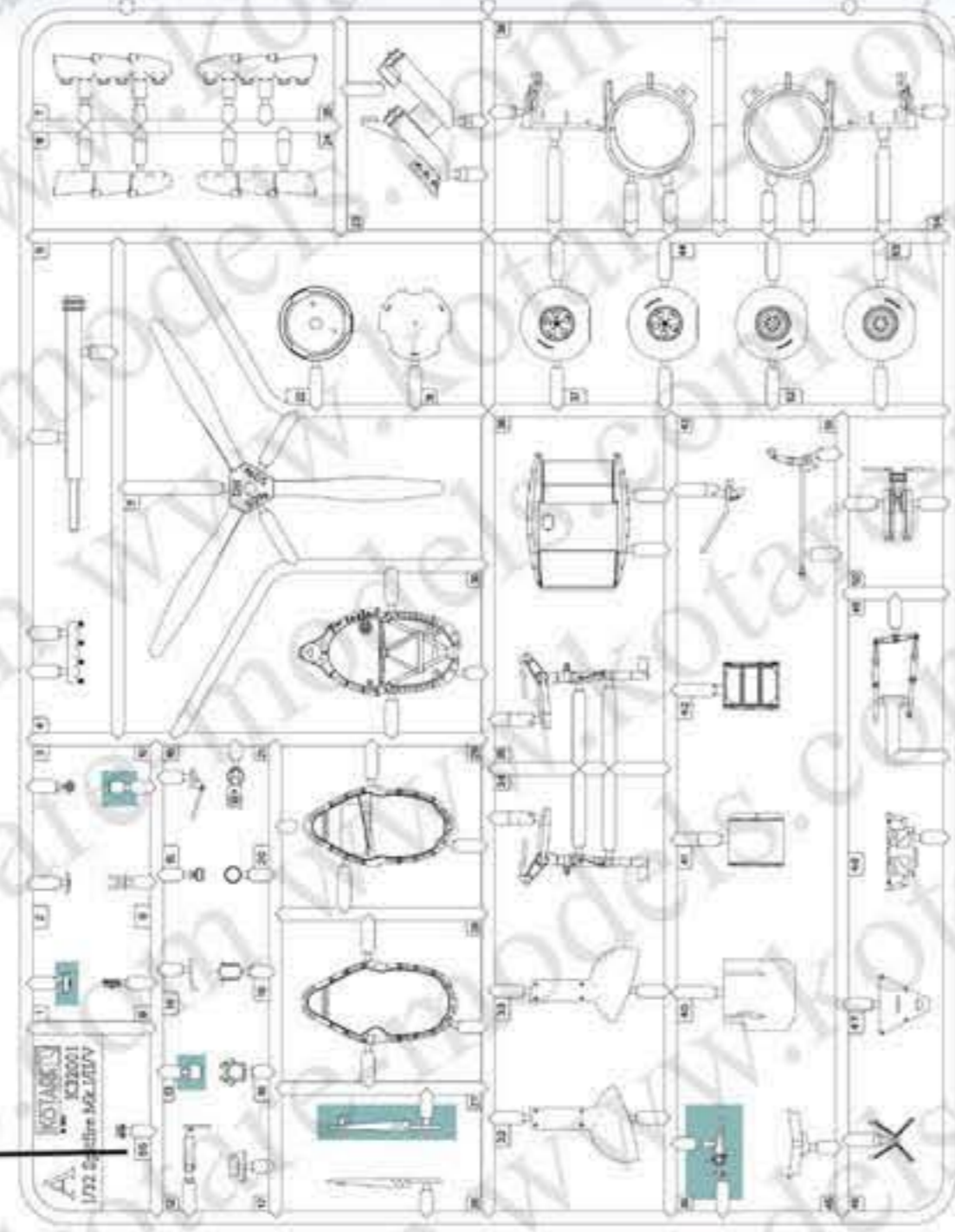
Colour*	Tamiya	Humbrol	SMS	FS/BS**
<b>a</b> Interior grey-green (dark) – matt	XF71	78	PL100	FS34227
<b>b</b> Interior grey-green (light) – matt	XF76	240	PL94	FS34424
<b>c</b> Brass – metallic	X31	54	PMT02	–
<b>d</b> Night – matt	XF85	67(x1)+33(x1)	PL229	FS37070/BS642
<b>e</b> Aluminium paint - metallic	XF16	27001	PMT09	–
<b>f</b> Gun metal – semi gloss	X10	27004	PMT08	–
<b>g</b> Rubber – matt	XF69	66	PL123	–
<b>h</b> Beige linen – matt	XF57	121	PL226	FS30475
<b>i</b> Dark Earth (dark) – matt	XF52(x1)+XF90(x1)	29	PL228	FS30118/BS450
<b>j</b> Dark Earth (pale) – matt	XF49(x1)+XF92(x1)	26	PL85	–
<b>k</b> Dark Green (dark) – matt	XF81	116	PL227	FS34079/BS241
<b>l</b> Dark Green (pale) – matt	XF89	117	PL77	FS34159
<b>m</b> White – matt	XF2	34	PL02	–
<b>n</b> Medium Sea Grey – matt	XF83	165	PL108	FS36231
<b>o</b> Sky Type S duck egg blueish green – matt	XF21	90	PL124	FS34533
<b>p</b> Red – gloss	X7	19	PL49	FS11400
<b>q</b> Yellow – matt	XF3(x10) + X6(x1)	24	PL162	FS33538
<b>r</b> Dark red brown – semi gloss	XF79	70	PL13	FS30111
<b>s</b> Frosted opaque lens – semi gloss	X16(x1)+XF2(x1)	11(x1)+34(x1)	–	–
<b>u</b> Chrome – metallic	X11	27002	PMT04	–
<b>v</b> Black – matt	XF1	33	PL33	–
<b>w</b> Light grey – matt	XF25	87	PL60	FS35237
<b>x</b> Clear orange – gloss	X26	1322	PL22	–
<b>y</b> Dark Green – gloss	X5	3	PL50	FS14090
<b>z</b> Sky duck egg blue local mix – matt	XF2(x4) + XF23(x1)	34(x4) + 65(x1)	–	FS35550

\* Colours matched to the best of our ability.

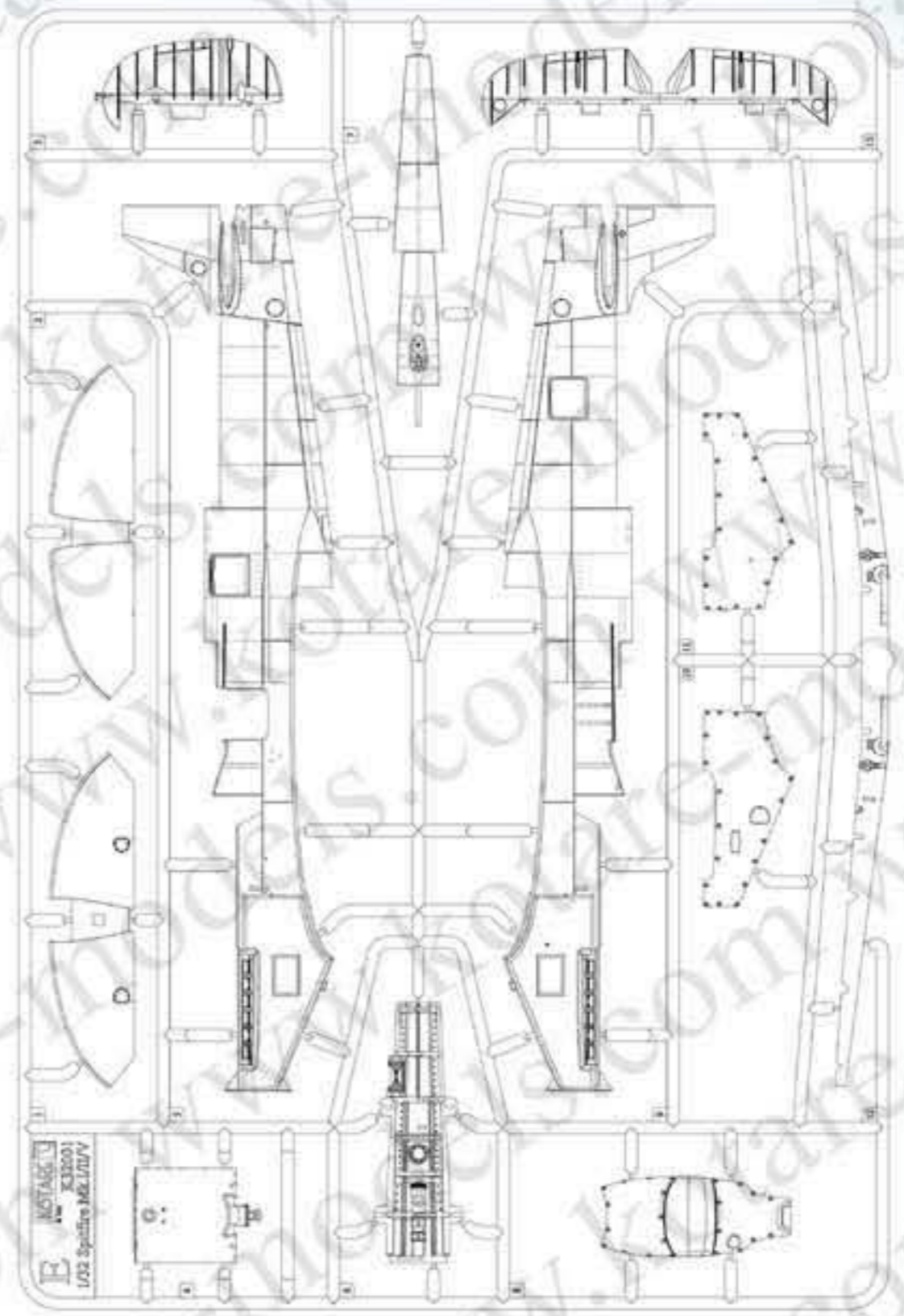
\*\* FS = Federal Standard. BS = British Standard.

Note: Apply clear varnish to achieve the desired gloss, semi-gloss and matt finish.

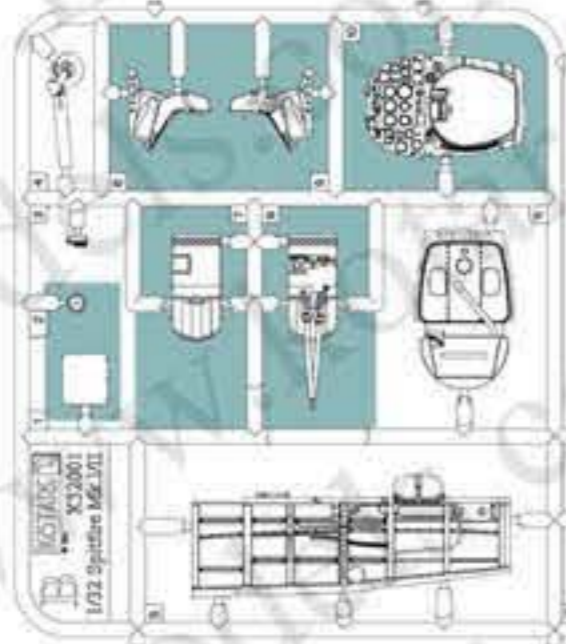
**A parts**



**E parts**



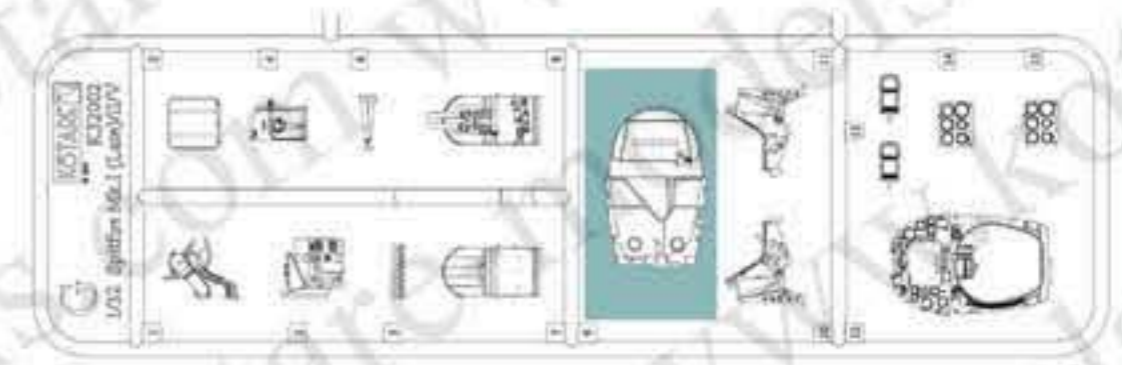
**B parts**



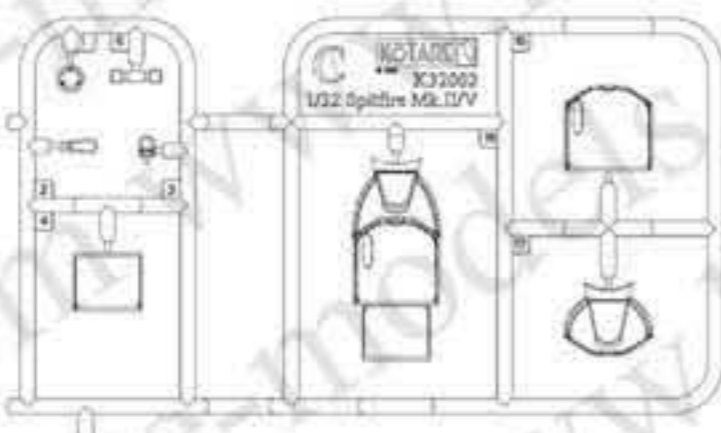
**I parts**



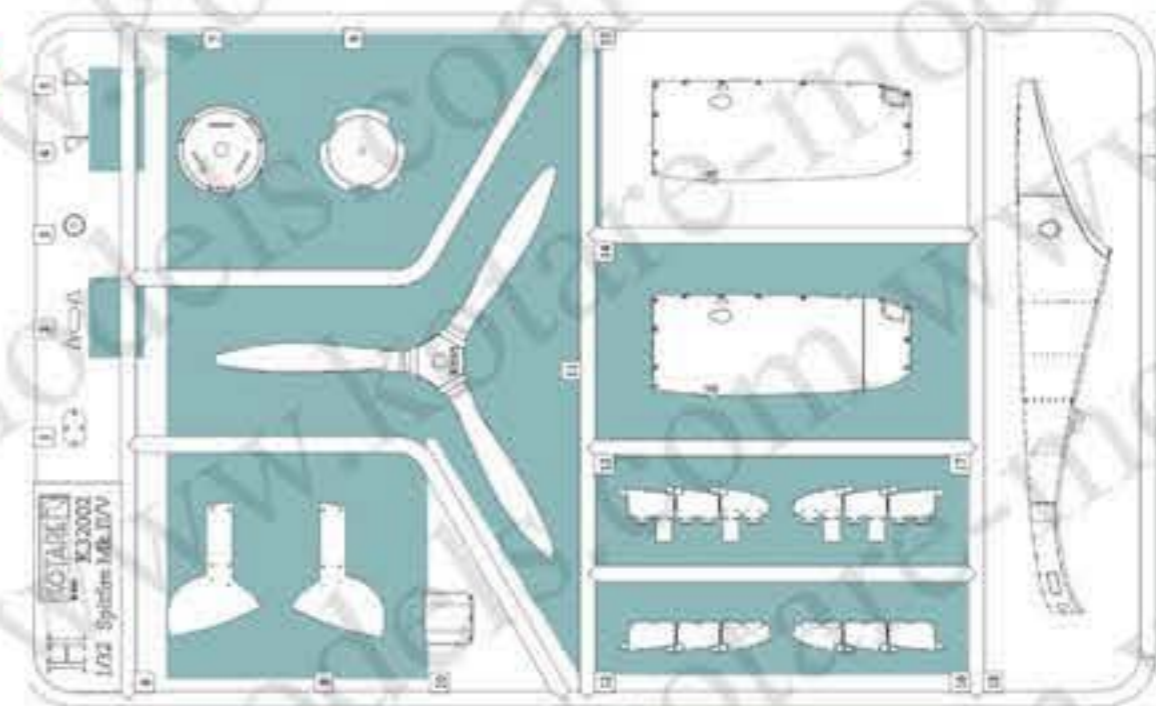
**G parts**



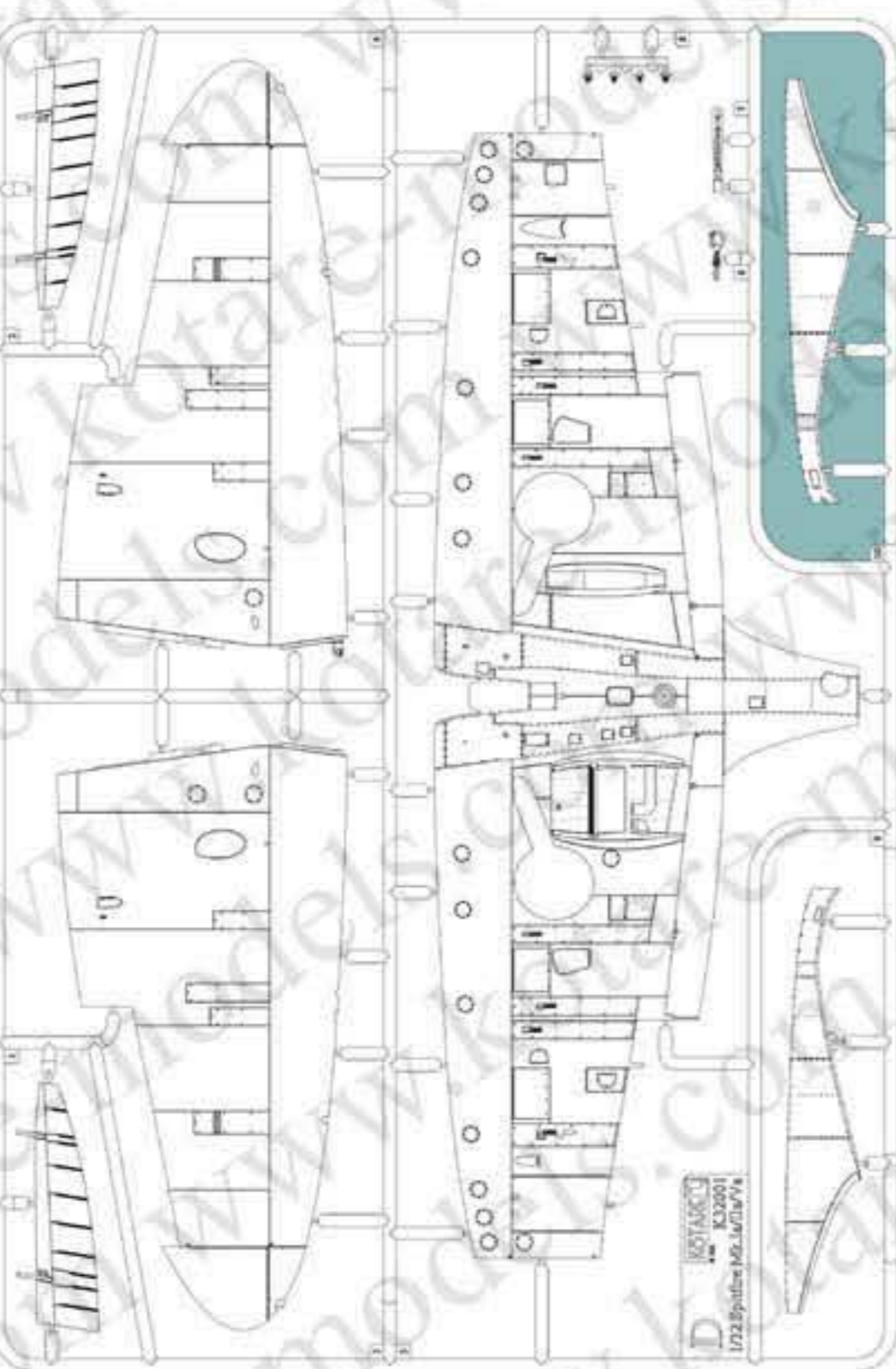
**C parts**



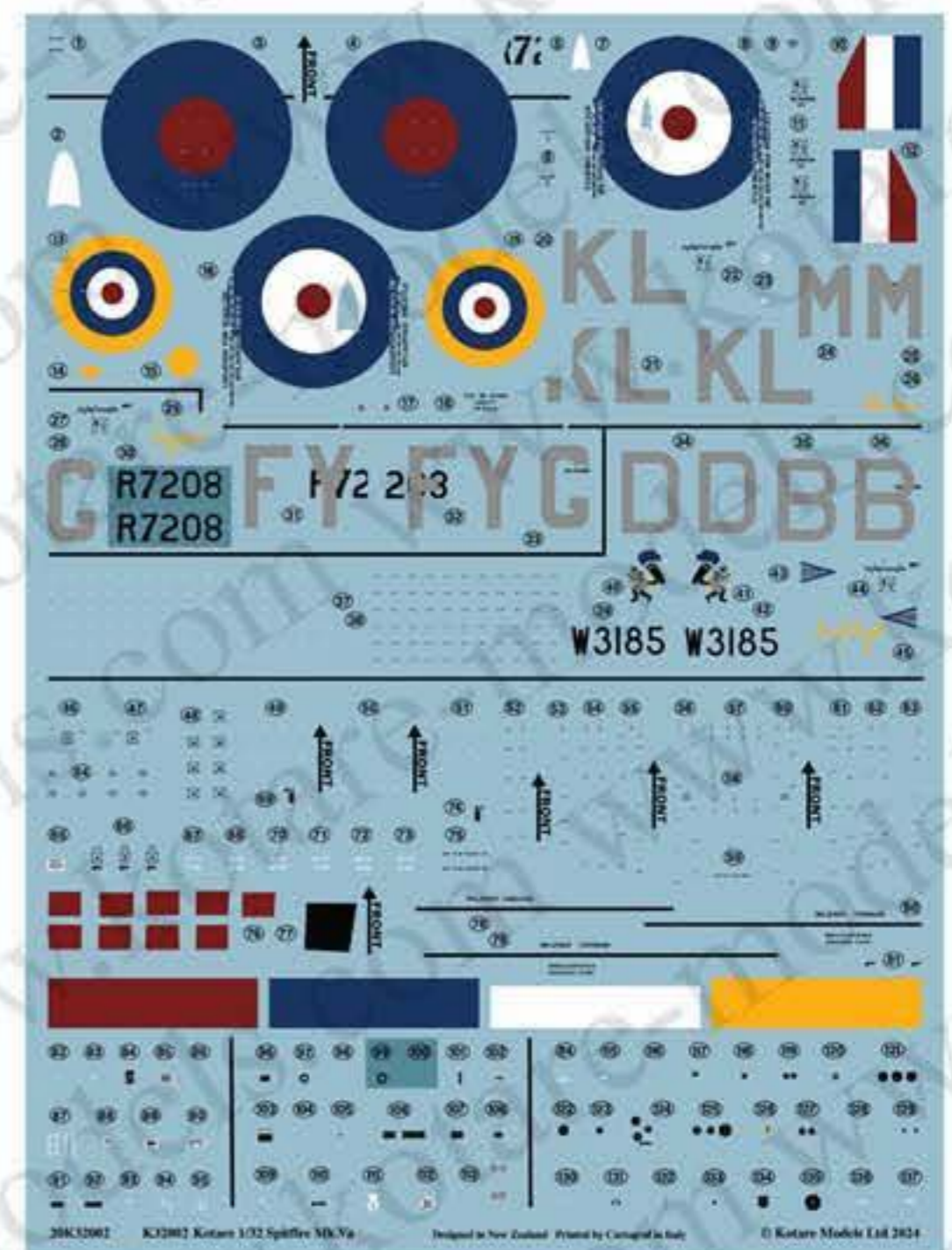
**H parts**



**D parts**



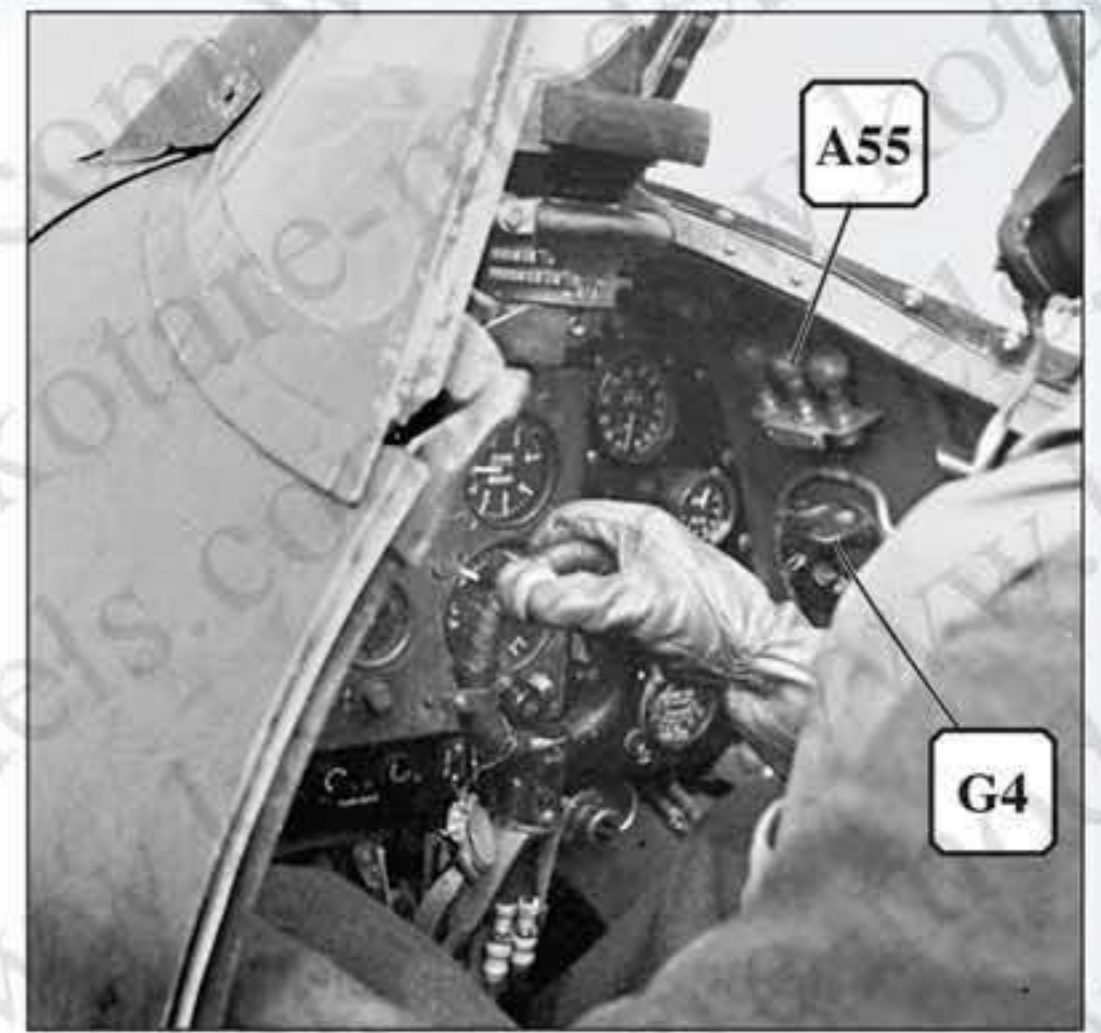
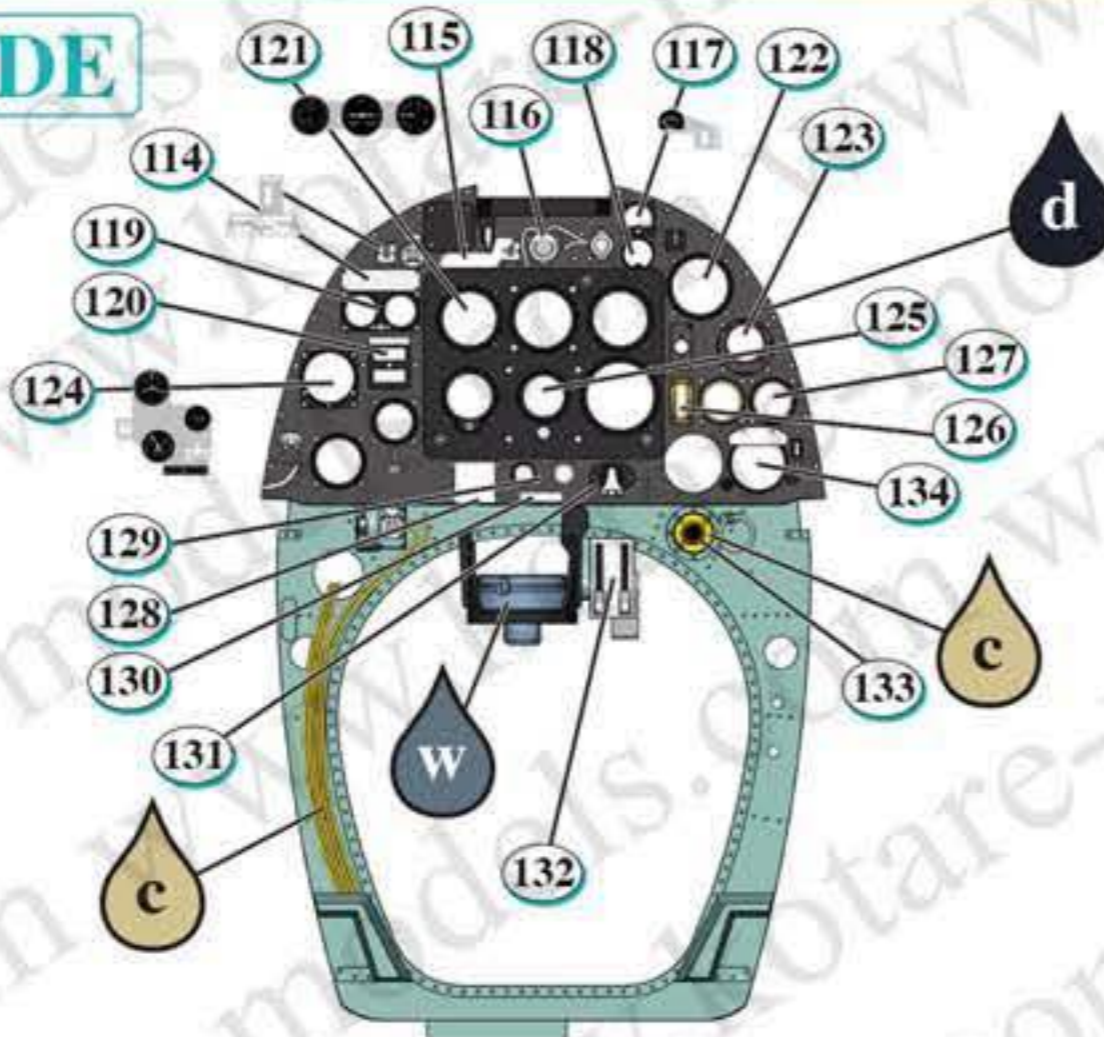
**Decals**



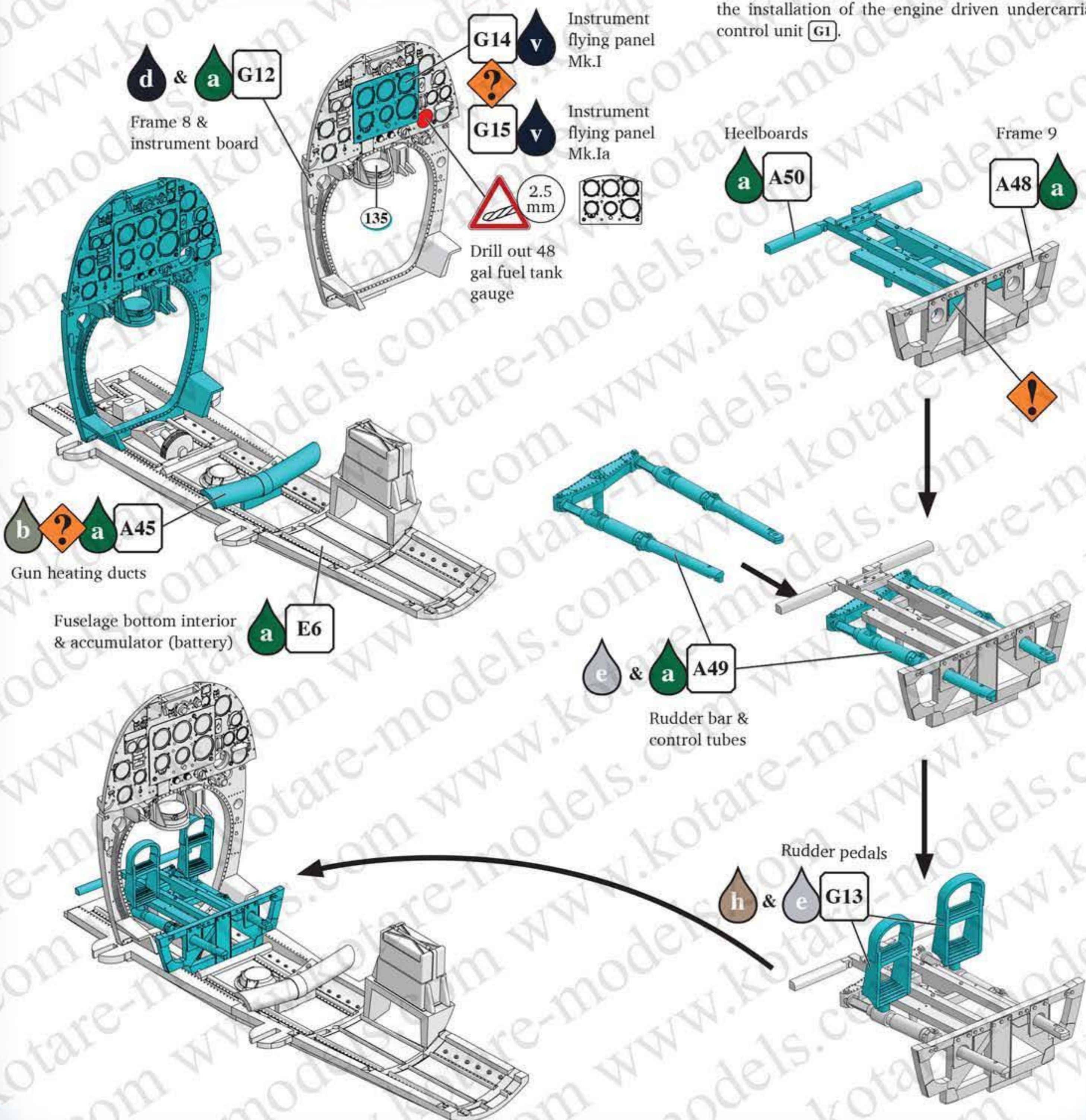
# 1 COCKPIT

## PAINT GUIDE

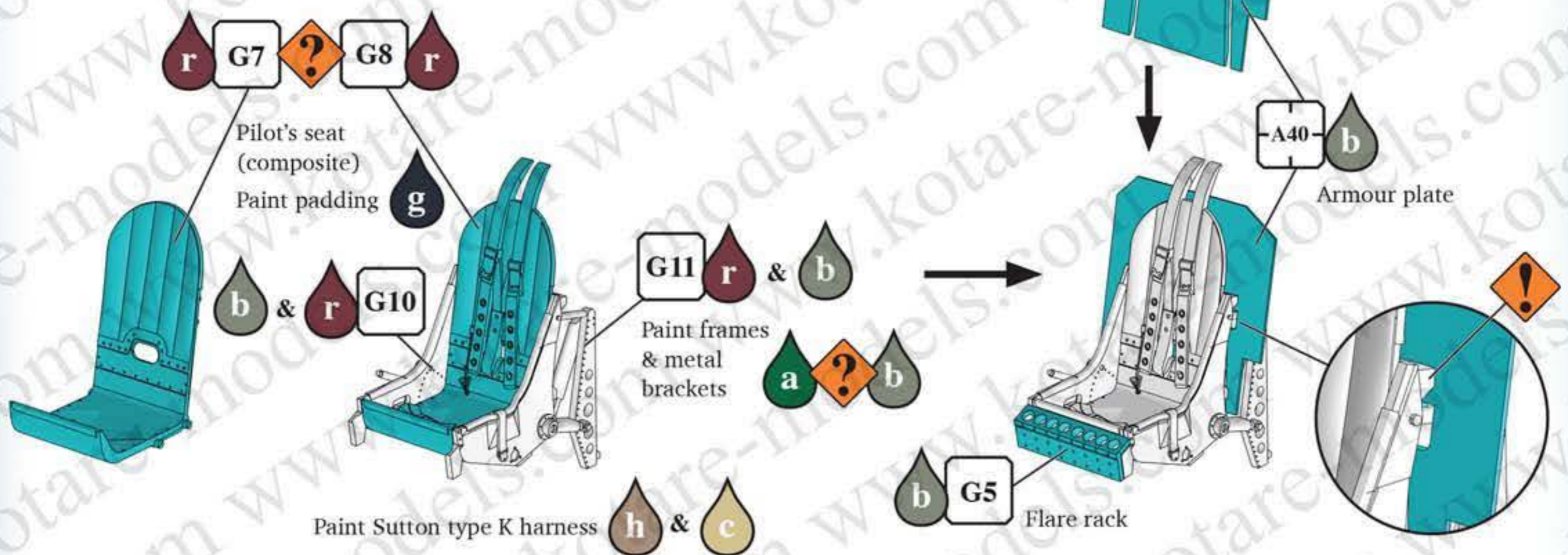
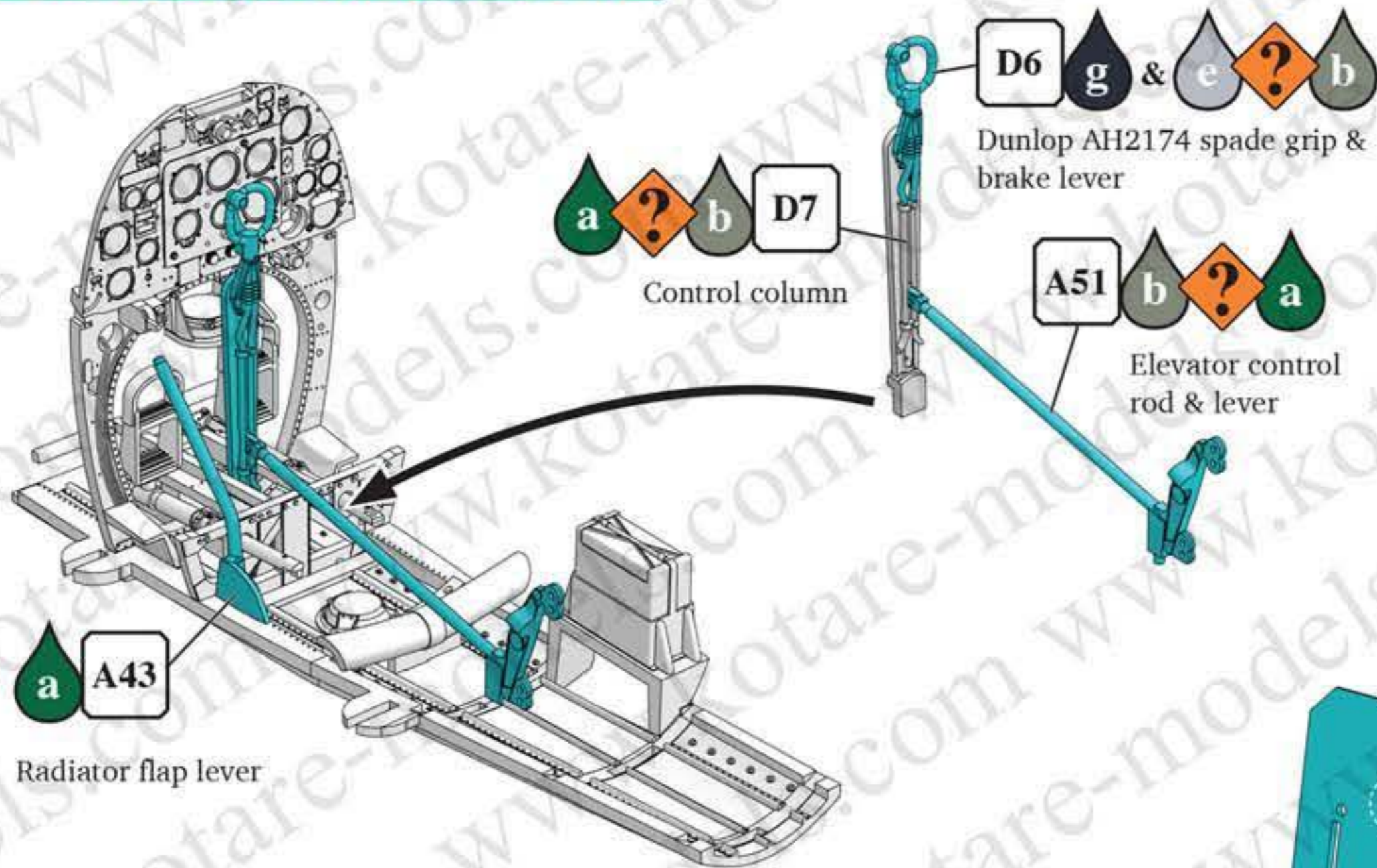
Colours illustrated are approximate only.



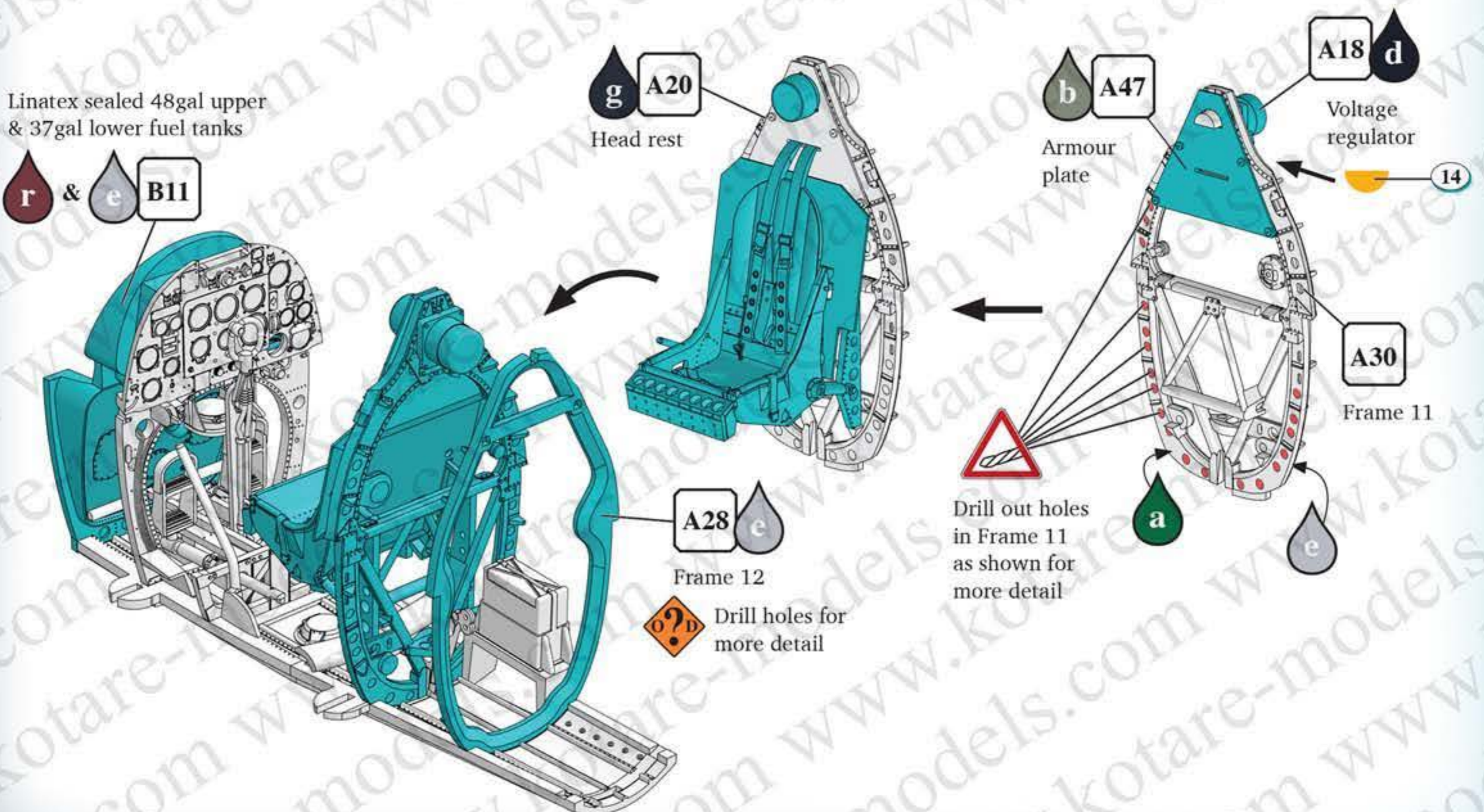
Instrument panel detail believed to be from a Spitfire Mk.Va serving with 61 OTU (Operational Training Unit) in 1942. Note the spare filaments **A55** for the reflector sight above the signalling switch box **G4** located in the high position necessitated by the installation of the engine driven undercarriage control unit **G1**.



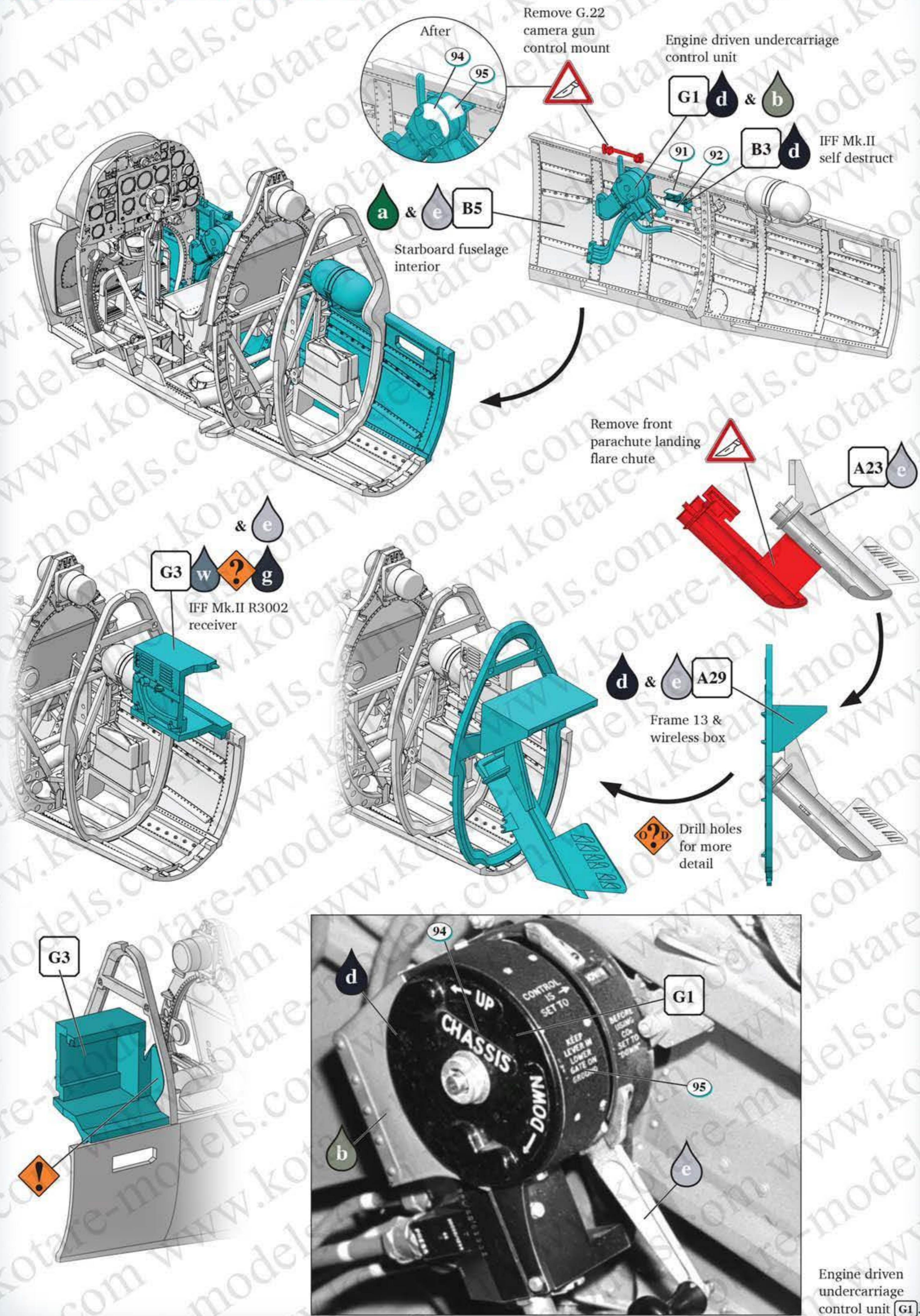
## 2 COCKPIT CONTINUED



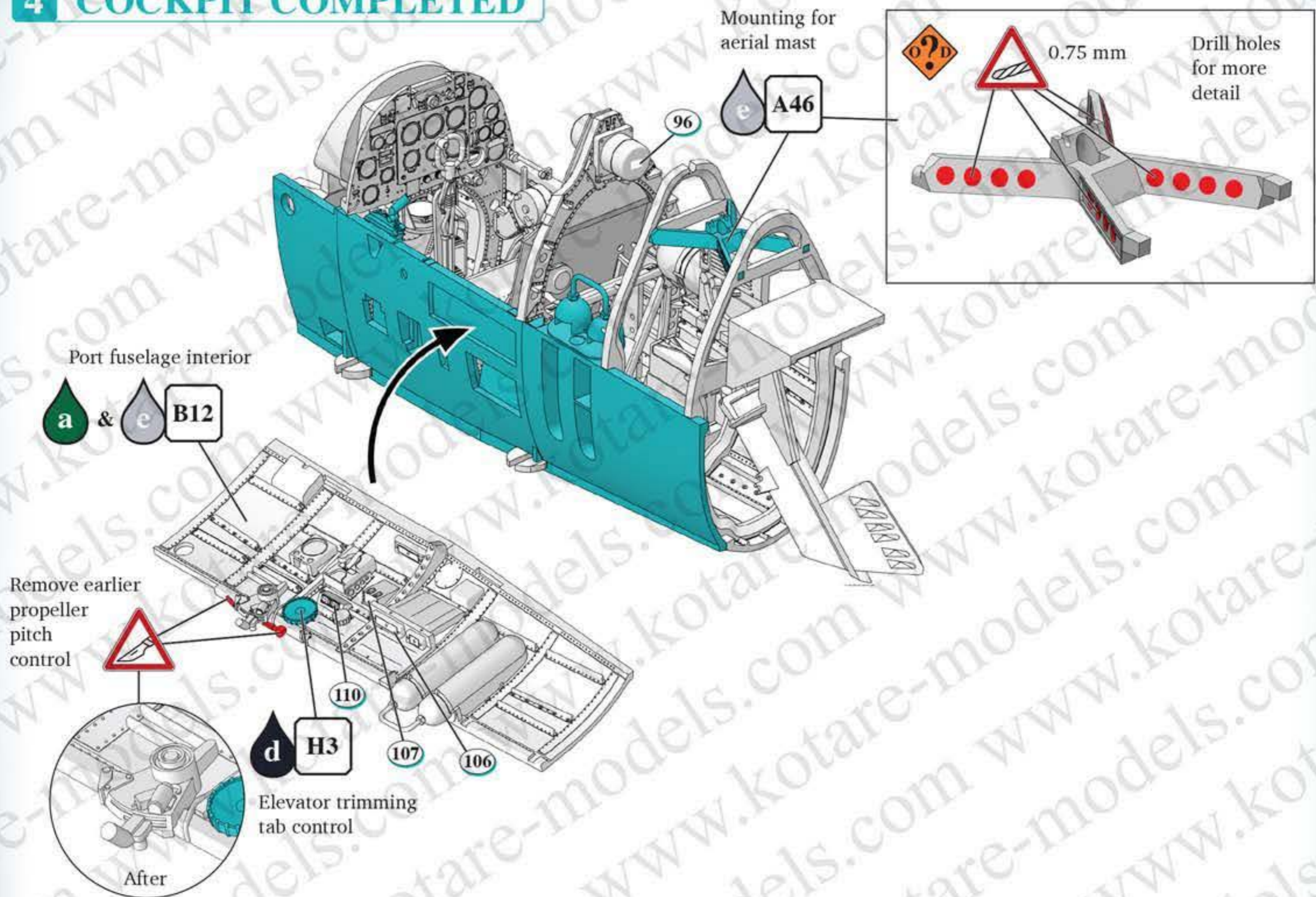
Early production composite seats were painted grey-green on the outer sides.



### 3 COCKPIT CONTINUED

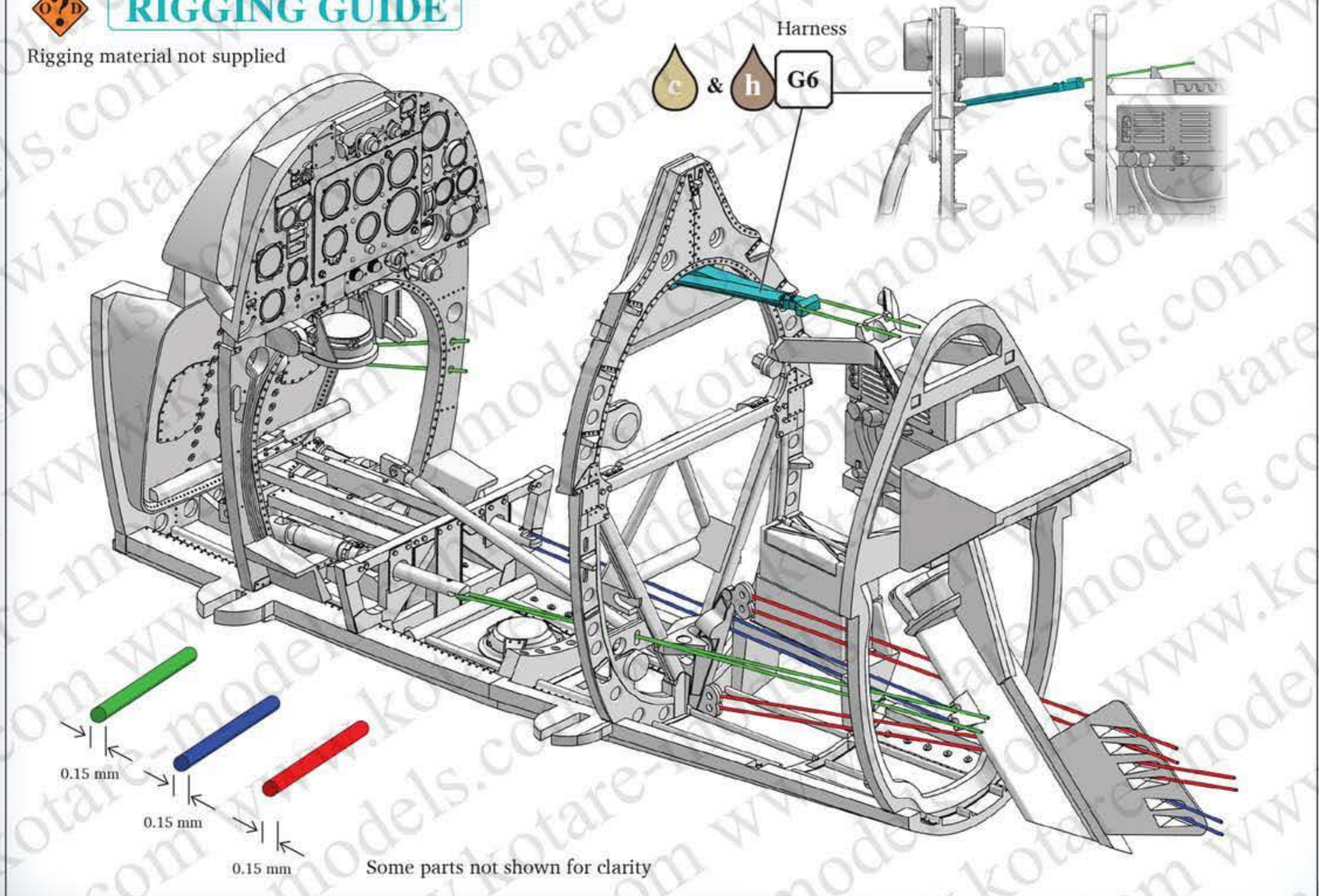


# 4 COCKPIT COMPLETED



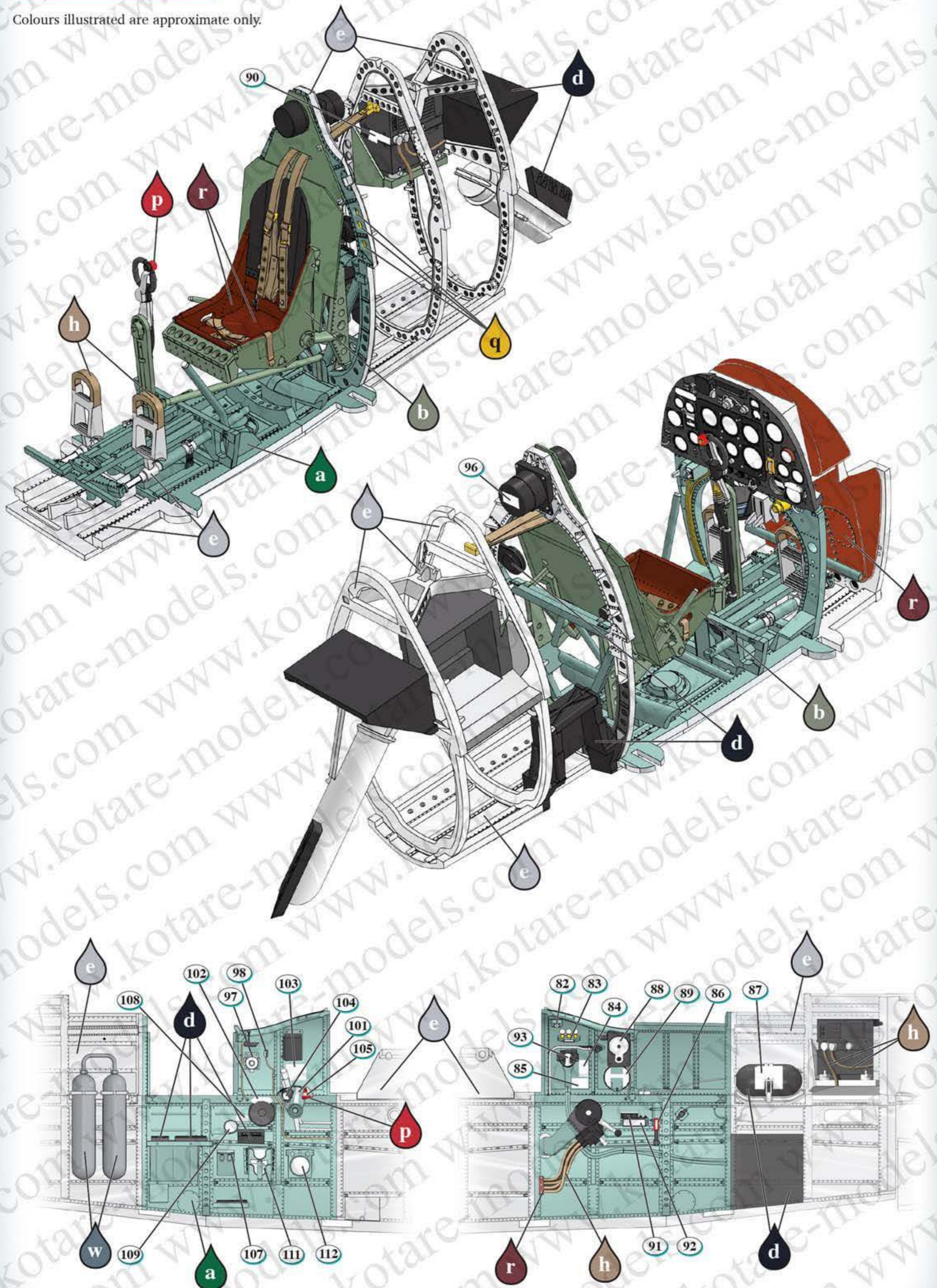
## RIGGING GUIDE

Rigging material not supplied



# PAINT GUIDE

Colours illustrated are approximate only.





# 5 FUSELAGE INTERIOR

Drill hole for IFF Mk.II aerial wire



**G2** Raised rivet wireless door

Drill master contactor access hole



Don't forget

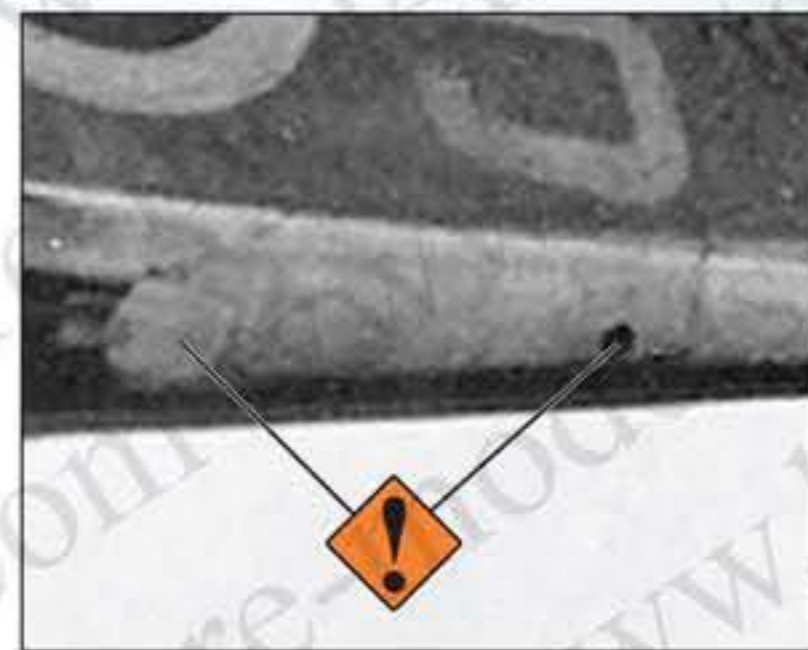
Cine camera footage indicator



TR.1133 wireless remote controller



Paint buttons



Plessey flare device hole details from Spitfire Mk.Vb R6923. This device was introduced into production in the downward firing position from mid-1940. Also note the parachute landing flare door.



Remove for closed door display option

**E5** Port fuselage half. Paint inside **a** & **e**

Drill hole for downward firing Plessey recognition flare device.



**A5** Prop shaft

**G10** Raised rivet accumulator door

**E9** Starboard fuselage half. Paint inside **a** & **e**

Drill hole for IFF Mk.II aerial wire



**E11** Engine cowling (starboard)

Fill Mk.I hole

0.75 mm

Drill Mk.V drain hole

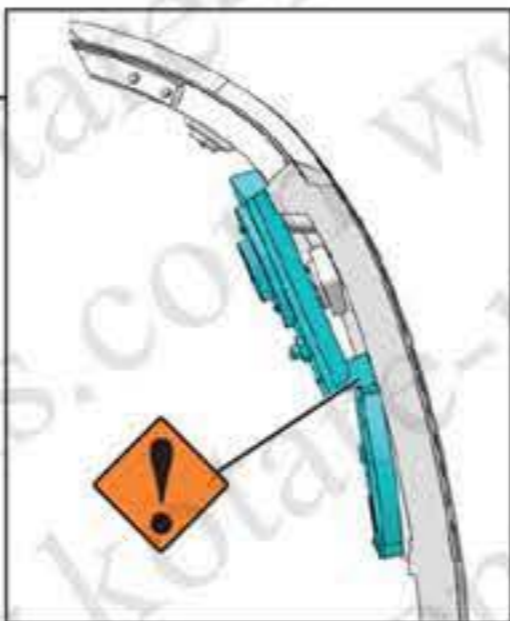
Spare filaments for reflector sight

**A55** **s** & **a**

**A21** **b** & **d**

Wireless remote contactor (IFF "Pip Squeak") & height & airspeed computer

**G4** **a**



Starboard engine cowling from Spitfire Mk.Va R7347. Note the new, lower, drain/overflow outlet position introduced for the Merlin 45 engine, the triple ejector nozzle outlet exhaust manifolds **A24**+**A25** and the DeHavilland DH.5/39 propeller and spinner.

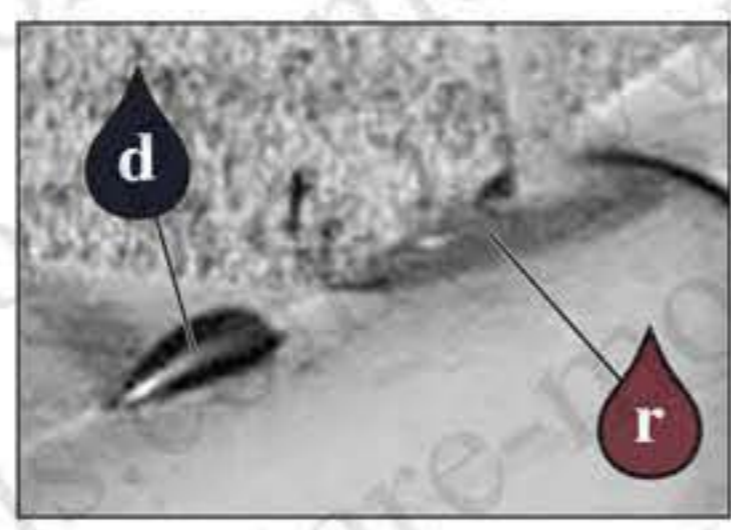
# 6 FUSELAGE EXTERIOR

**?** Rigging material not supplied

**E7**

0.3 mm

0.05 mm



Dark painted/tinted upward facing signal light fairing as seen on Mk.V Spitfires from mid-1941, in this case Spitfire Mk.Va R7259 photographed in late June 1941.

**?** Drill holes for more detail

1mm

Drill hole for IFF Mk.II aerial wire

0.5 mm

Tailplanes **E2**

Drill hole for IFF Mk.II aerial wire

0.5 mm

Drill hole for upward firing Plessey recognition flare device

**C** 1.75 mm

**!** Cut holes for station keeping lamp windows

Station keeping lamp windows **C5**

2 mm

2 mm

Fuel tank cover **E4**

2.75 mm

3 mm

**C5**

**!** Note they are not square

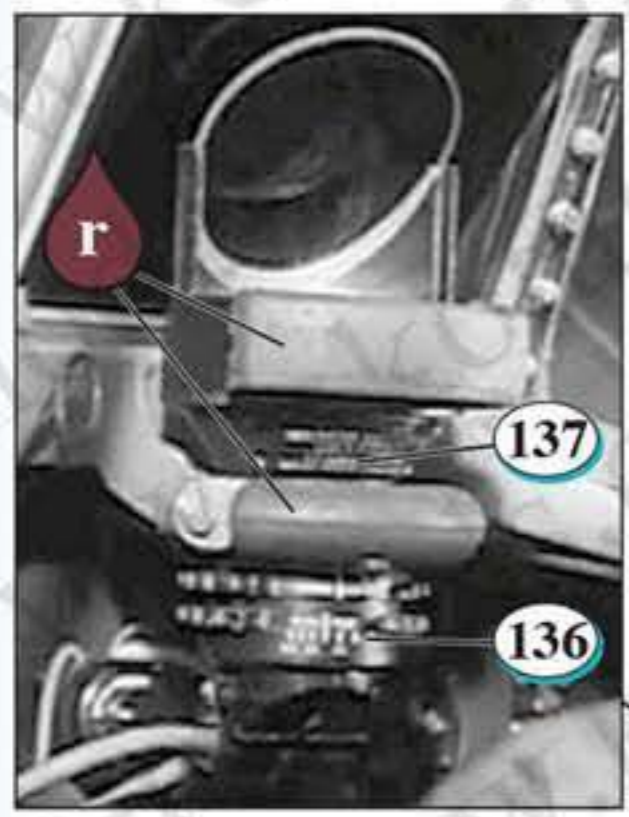
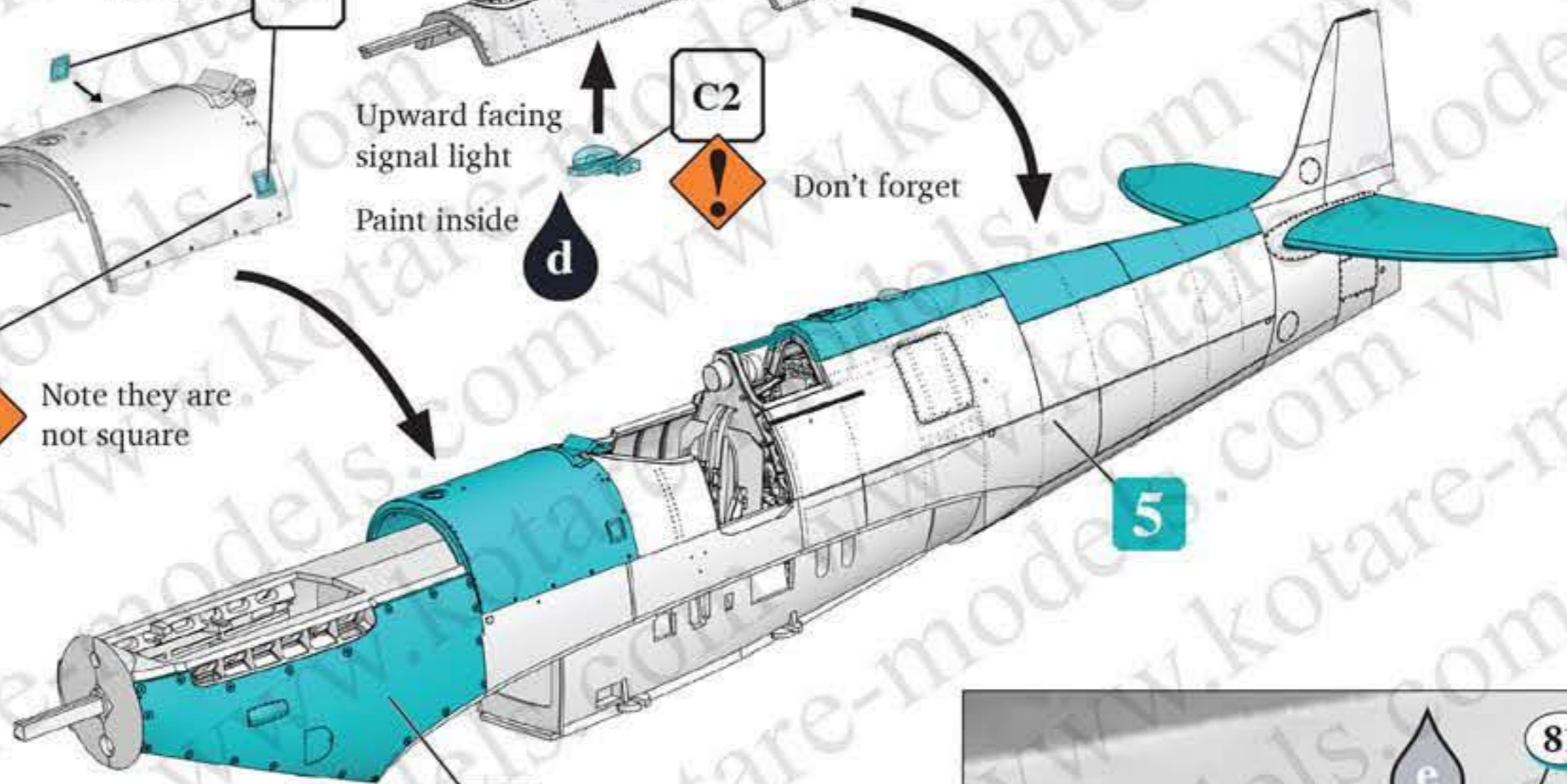
Fuselage spine **E7**

Paint inside **e**

Upward facing signal light **C2**

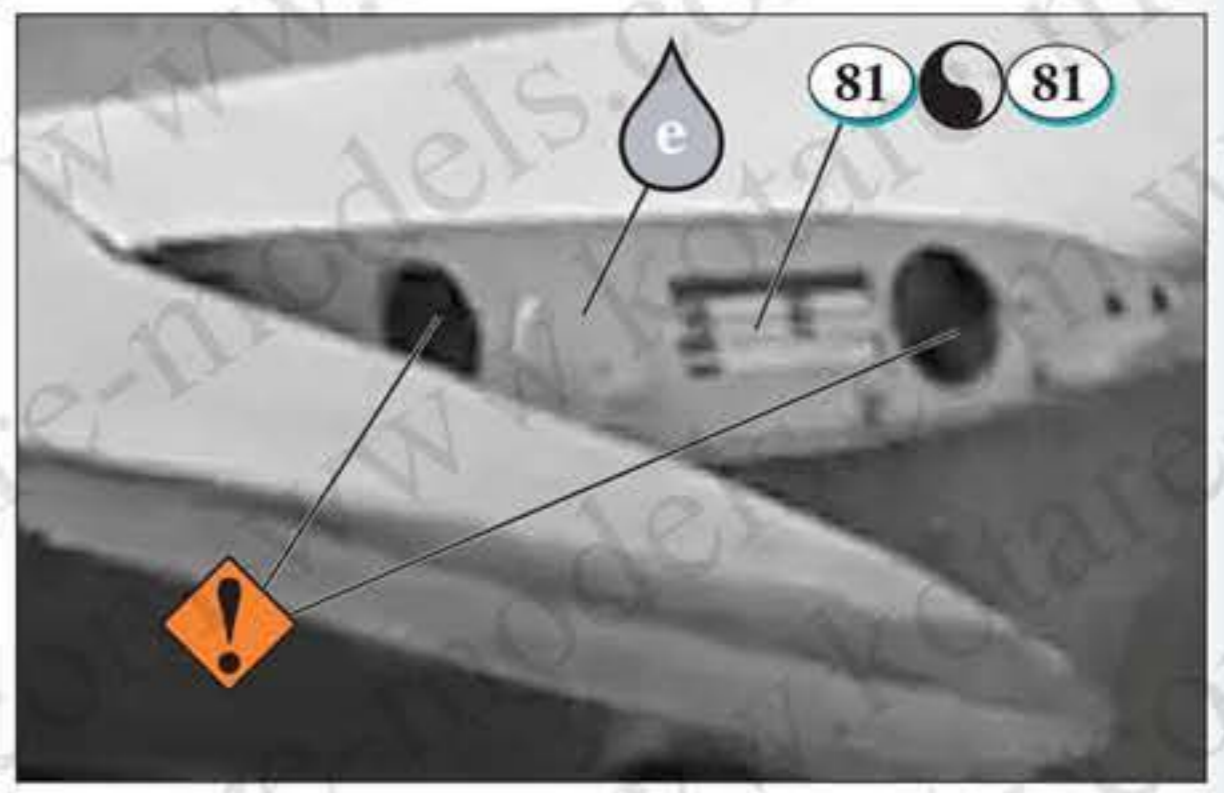
Paint inside **d**

**!** Don't forget



GM.2 reflector gun sight.

Starboard tailplane detail from Supermarine Eastleigh built late production Spitfire Mk.Ia R7157 completed in February 1941. Note the data plaque and the lightening holes in the outer rib of the tailplane.



**!** **C3** Paint base **d**

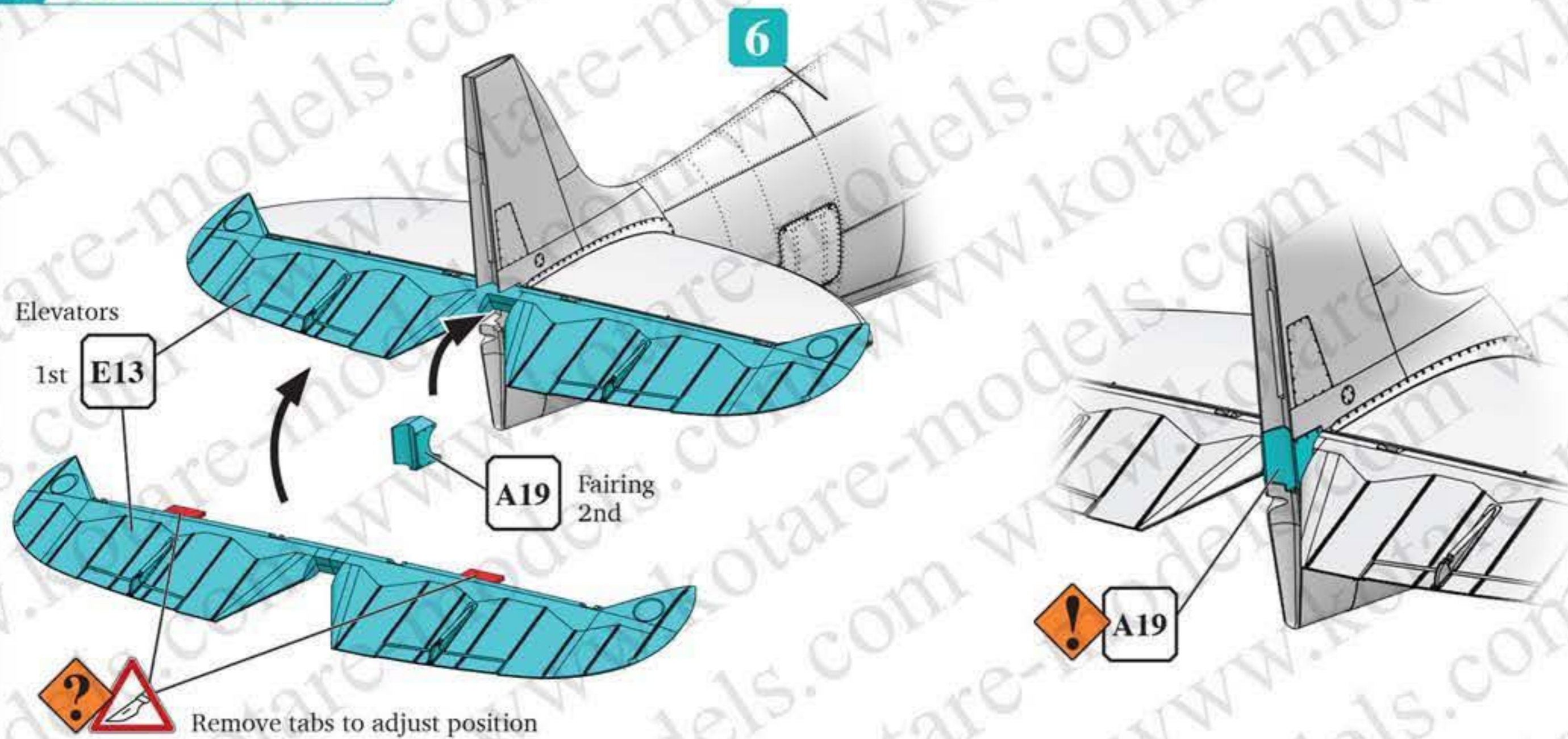
**H15** Top cowling

**?** **i** Cockpit door (closed) display option

**A41** Paint inside **a**

Fill & sand smooth

## 7 TAILPLANE

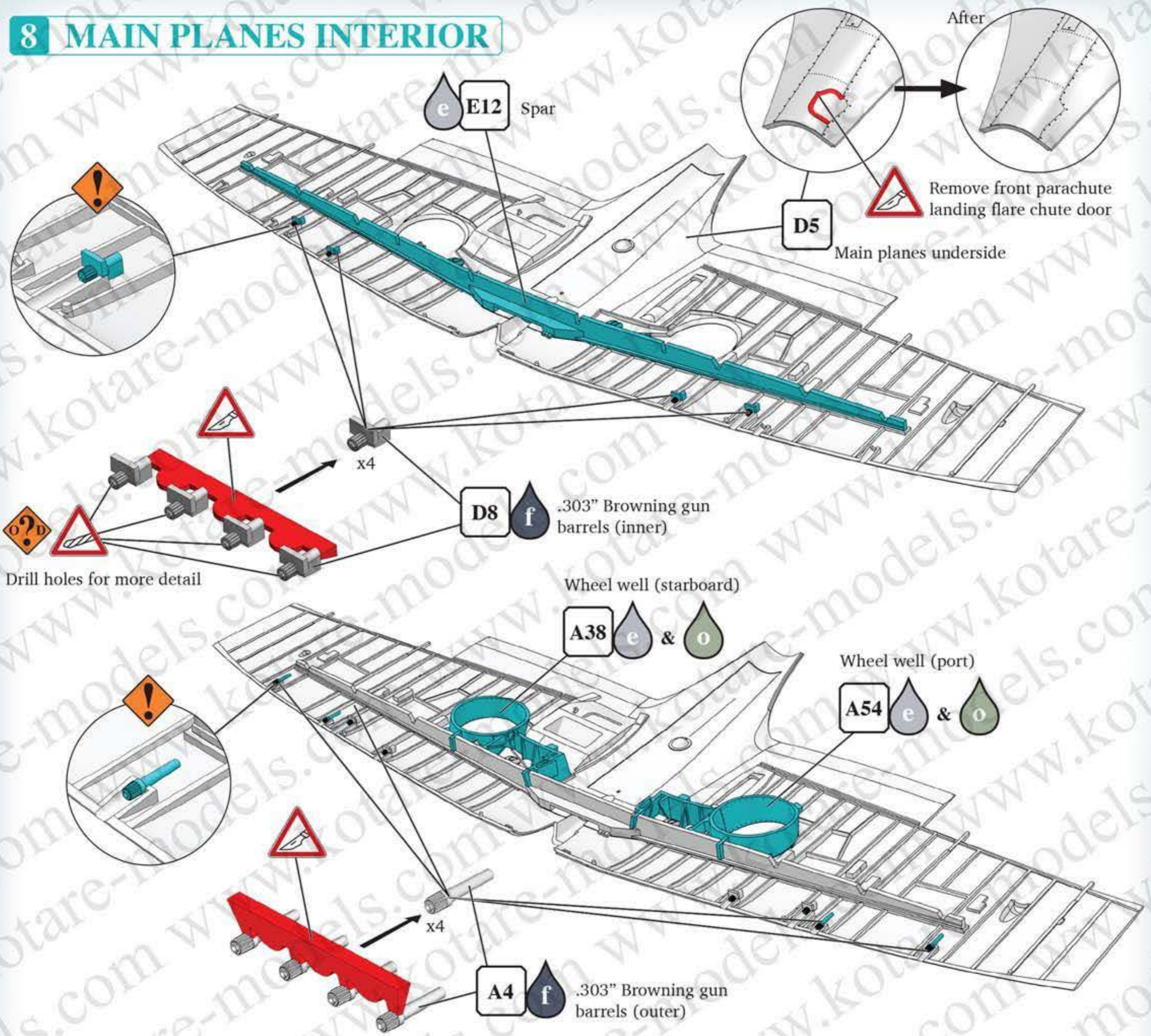


Port elevator detail from a late production 616 Squadron Spitfire Mk.Ia photographed on 26 September 1940. Note the hinge cutouts, subtle rib-stitching and lack of scalloping on the tightly doped fabric covered surface. Also note the lack of pre (and post) shading effects either side of the ribs.



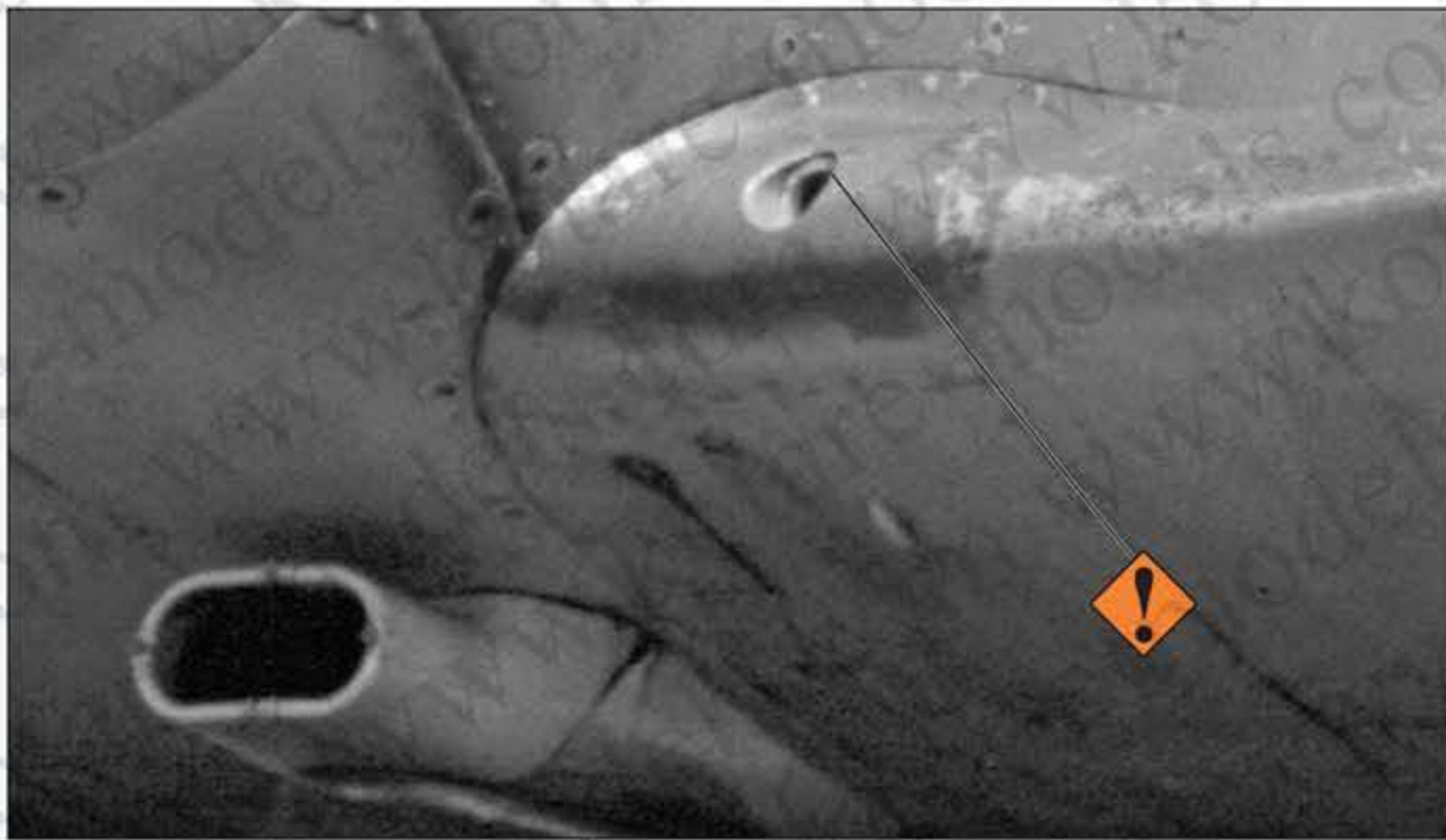
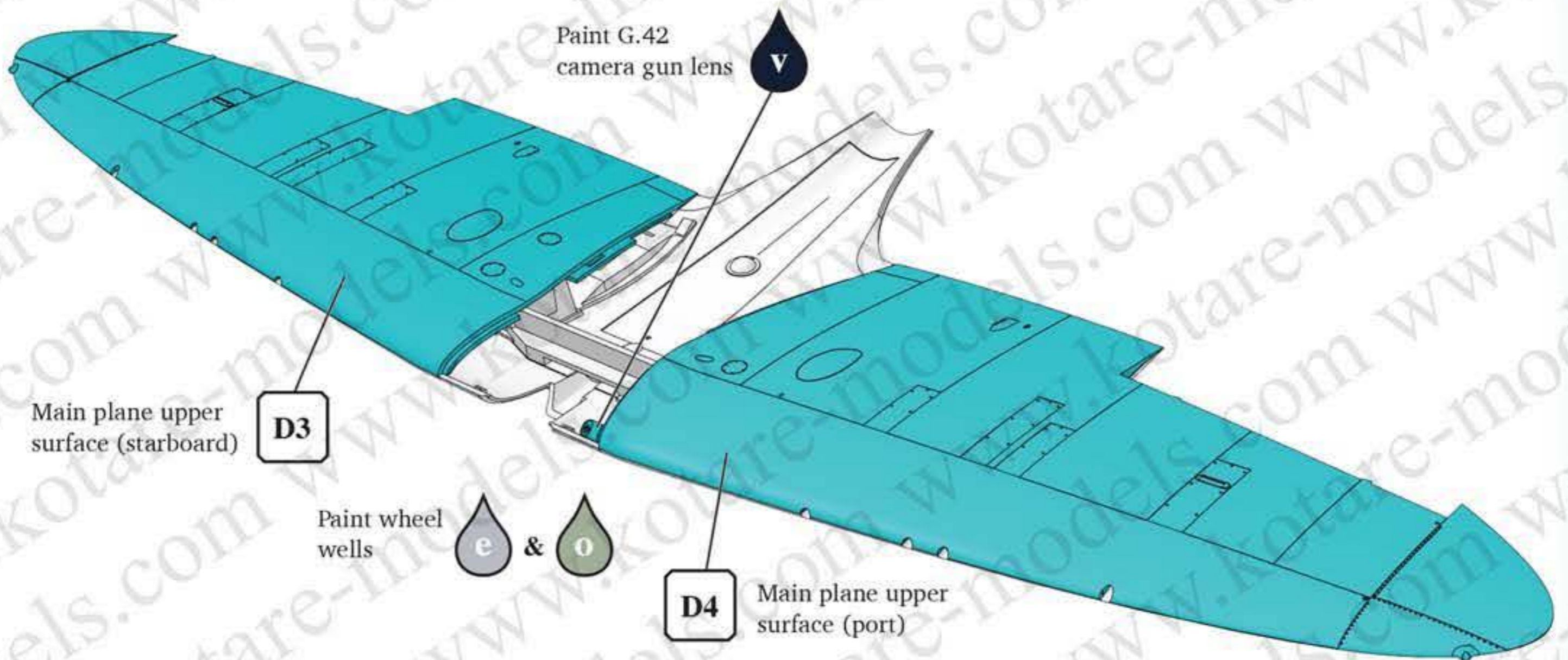
Supermarine Eastleigh built Spitfire Mk.Va L1031 AH-S is one of the approximately 82 Mk.I Spitfires converted to Mk.Va. Early production Spitfire Mk.I L1031 was completed in June 1939 and served with 19 and 222 Squadrons before going to 58 OTU (Operational Training Unit) in February 1941. In mid-1941 it was converted to a Merlin 45 powered Mk.Va, at which time it appears to have been retrofitted with all the available modifications. Note the later style exhaust manifolds, lever type door release, voltage regulator behind the pilot's headrest, (freshly repainted) electrical & radio socket door in the port wing fillet and tapered TR.1133 aerial mast. Also note the ill-fitting engine cowlings.

## 8 MAIN PLANES INTERIOR

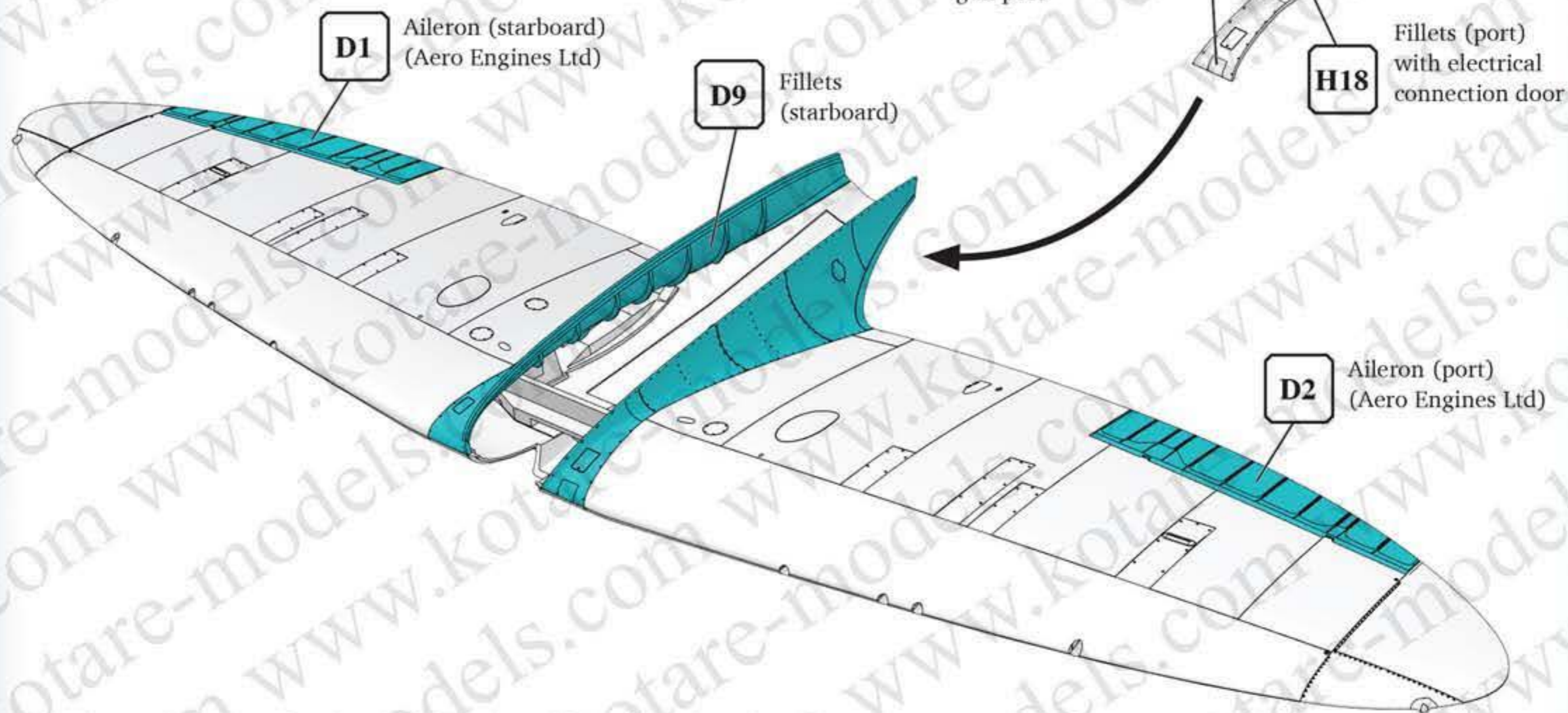
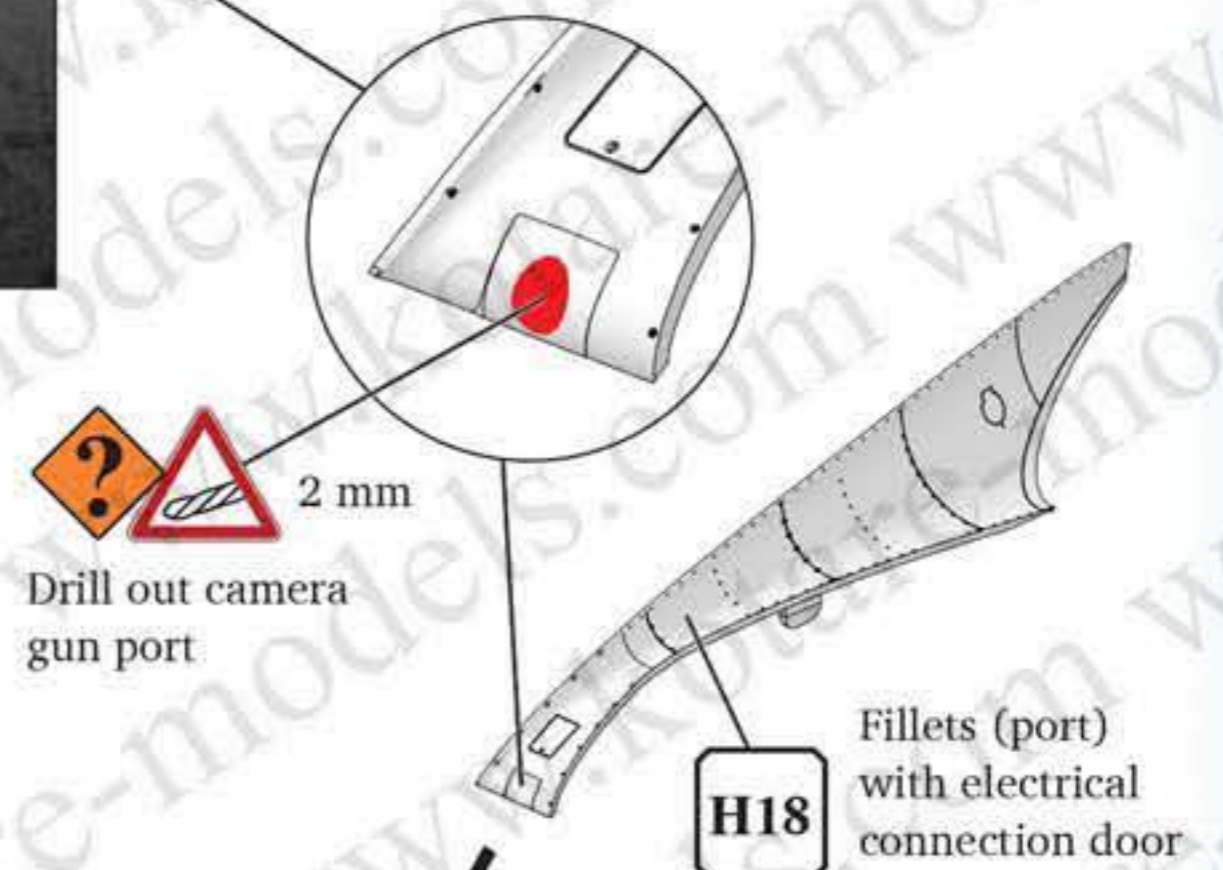


CBAF built Spitfire Mk.Va P7297 MN-A was one of the 35 Mk.IIa converted to MK.Va. It was completed as an early production Mk.IIa in late-July 1940 and served with 266, 603, 602 and 41 Squadrons before it was converted to a Mk.Va in November 1941. It was then delivered to the newly formed 350 (Belgian) Squadron in mid-December 1941, where it is seen here in early February 1942. Note the hole in the rear fuselage above the "MN" for the upward firing Plessey recognition (flare) device which was almost certainly relocated from the downward firing position during its conversion to a Mk.Va. This hole was usually covered by a doped on linen or self-adhesive fabric patch like the gun ports in the leading edge of the wings. Also note the small stencil applied over the rear stripe on the fin and the small serial number applied over the fuselage band, both almost certainly applied as part of a complete Dark Green, Ocean Grey (or mixed grey) and Medium Sea Grey repaint following its conversion to a Mk.Va.

## 9 MAIN PLANES EXTERIOR

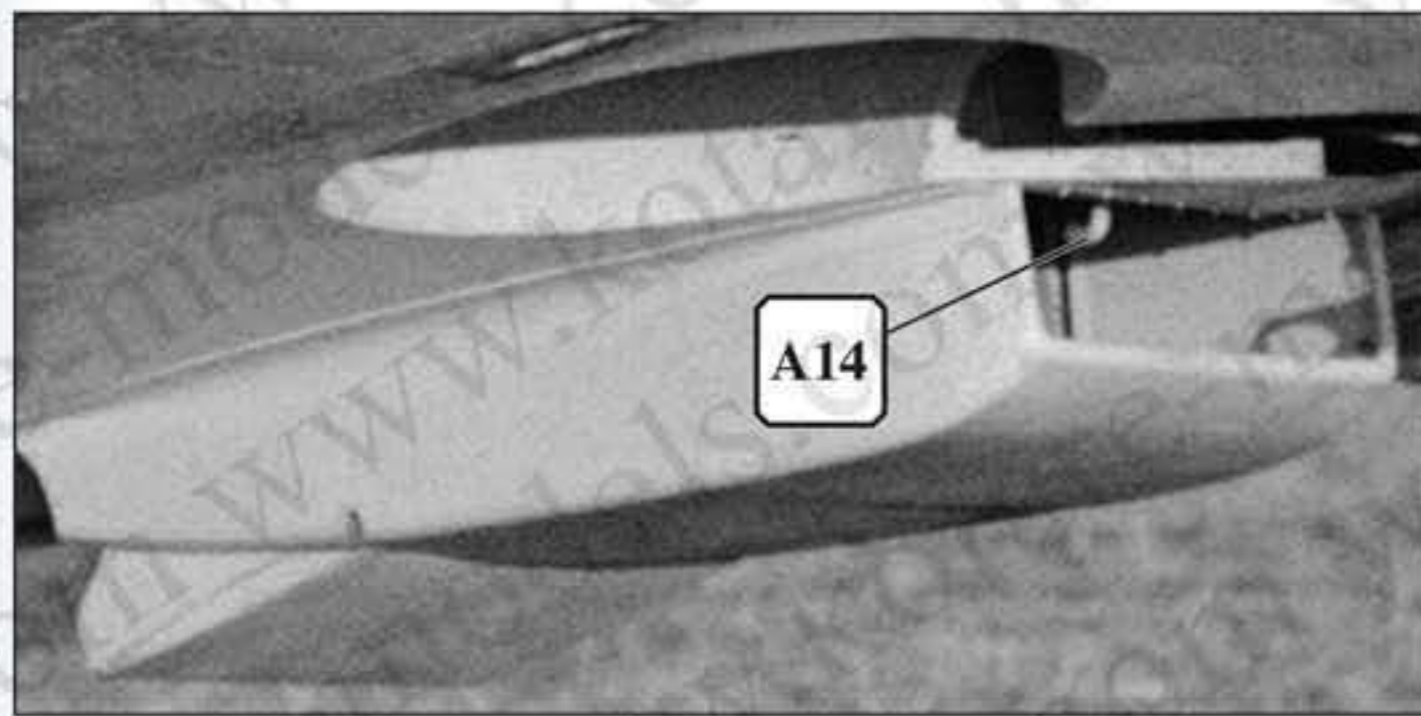
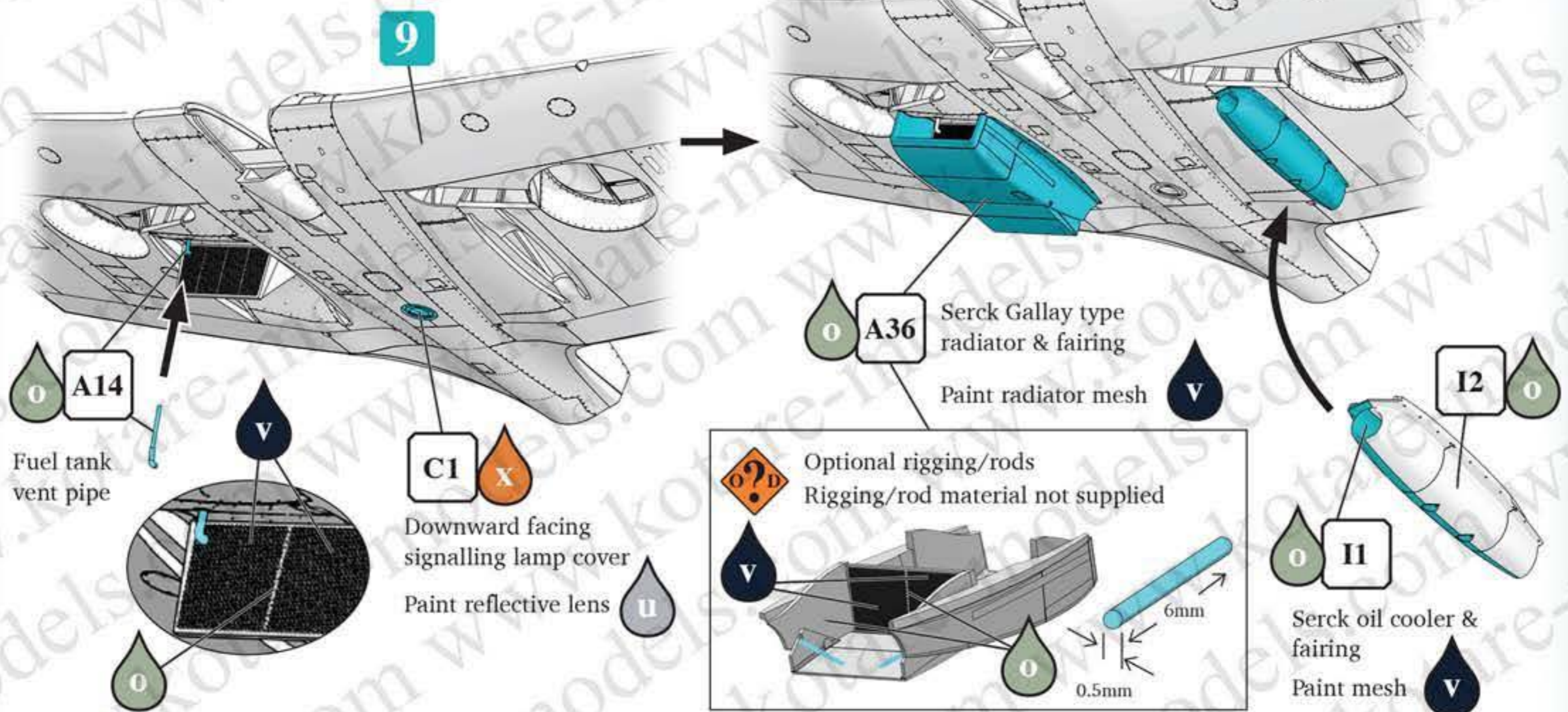


Camera gun port detail from Spitfire Mk.Vb BM202. Sometimes this was covered with a doped on linen or self-adhesive fabric patch similar to the gun ports. Note the ill-fitting panels.

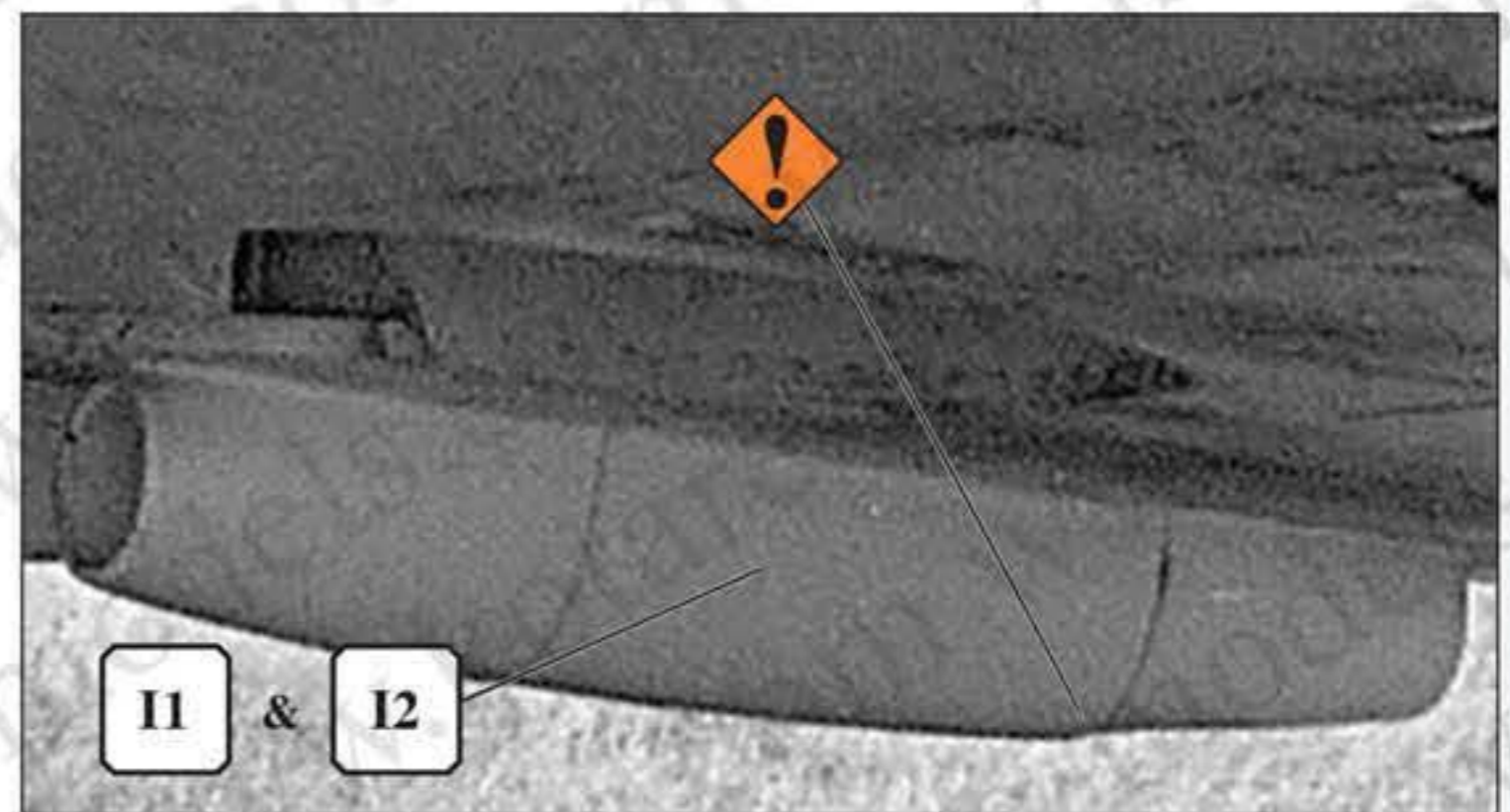


Metal ailerons were being developed around the middle of 1941 but they do not appear to have been fitted to factory-built Spitfire Mk.Va, only being retrofitted later in the year

## 10 RADIATOR & OIL COOLER

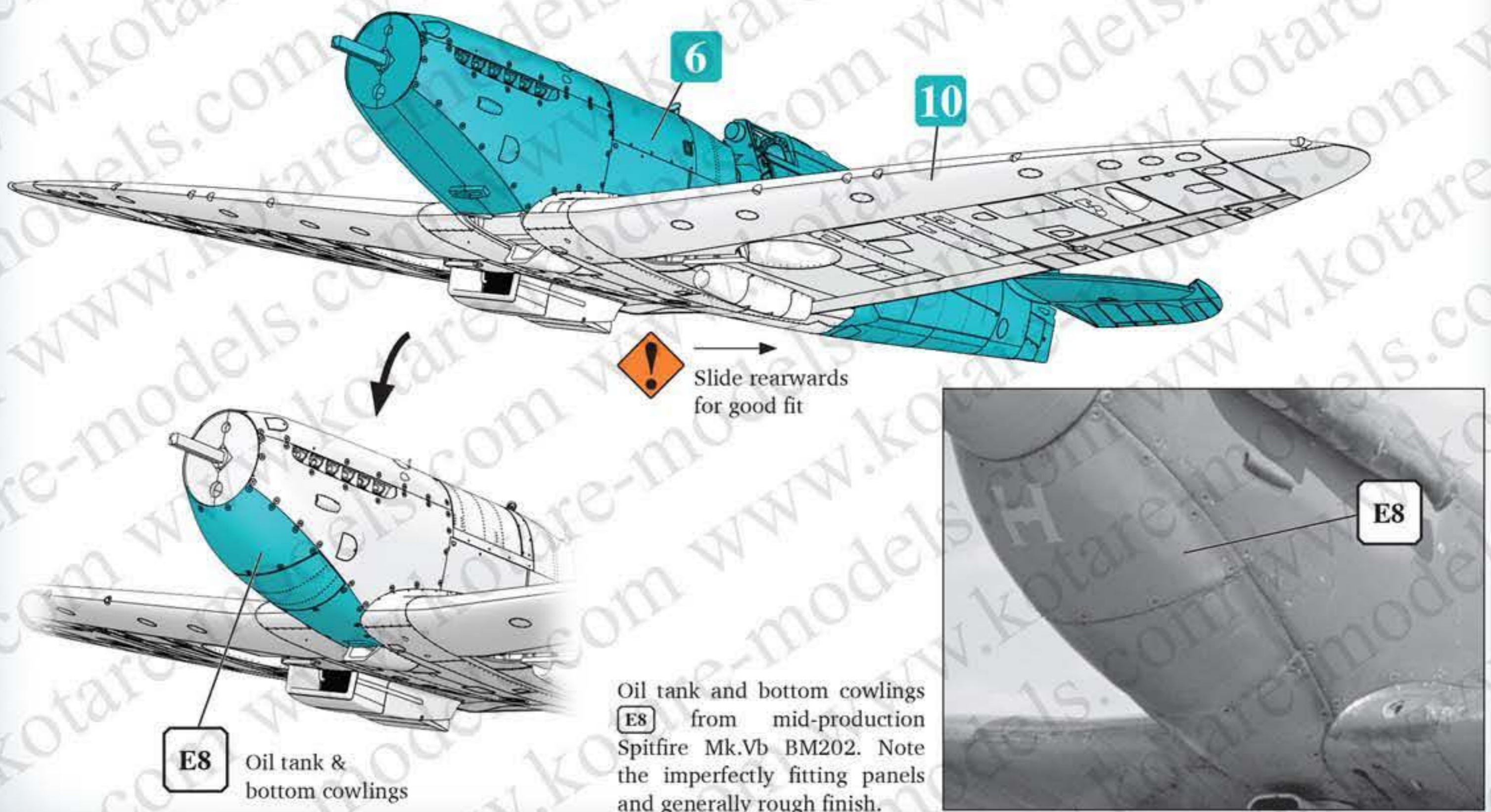


Radiator fairing detail from late production 19 Squadron Spitfire Mk.Ia X4179. Note the radiator flap detail and fuel tank vent pipe **A14**. Also note that the undersides, wheel wells and radiator fairing have been painted "Sky Type S" at the factory.

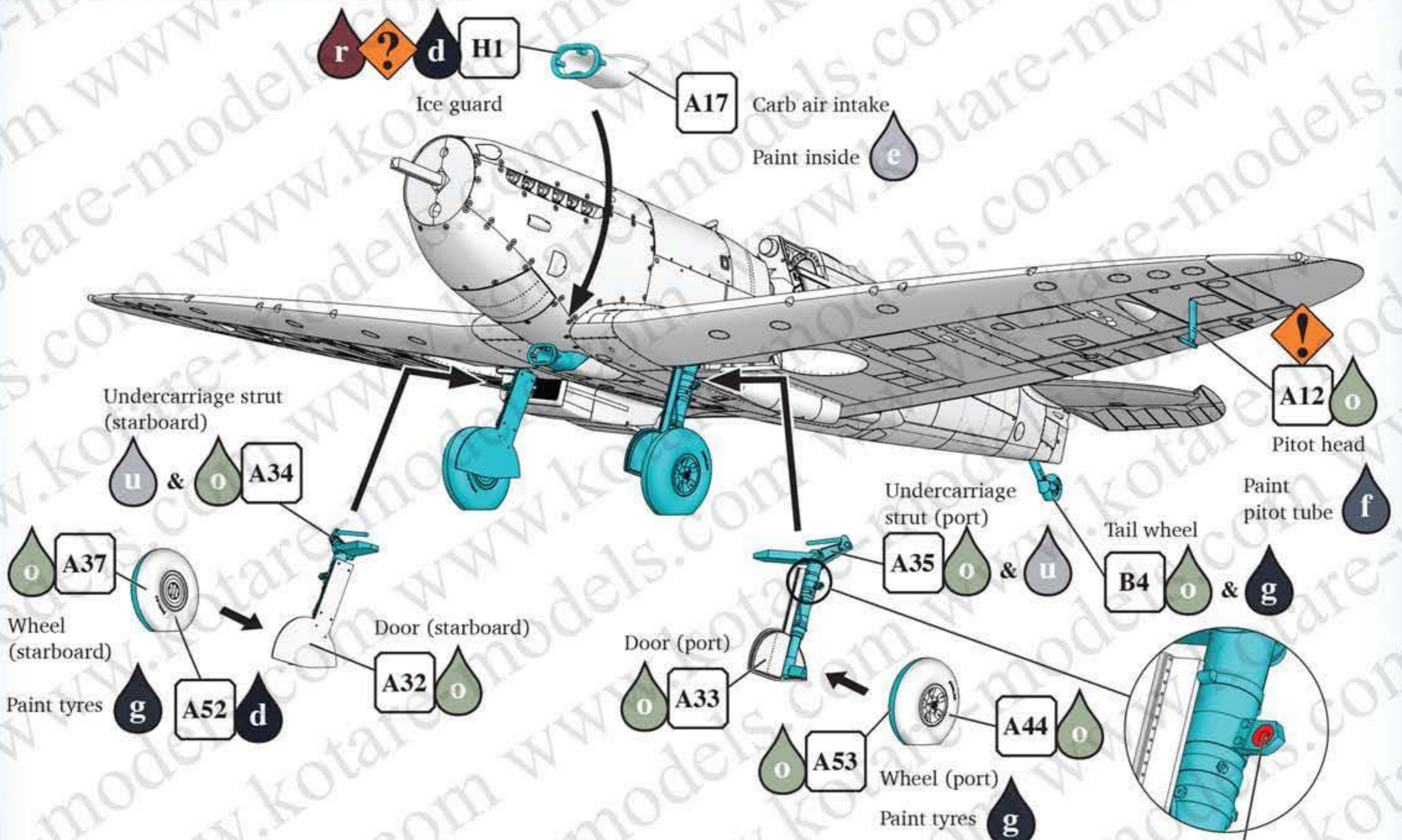


Spitfire Mk.Va oil cooler and fairing with enlarged, round, opening introduced for the more powerful Mk.V engine. Note the ill-fitting full-length rear section.

## 11 MAIN PLANES & FUSELAGE ASSEMBLY

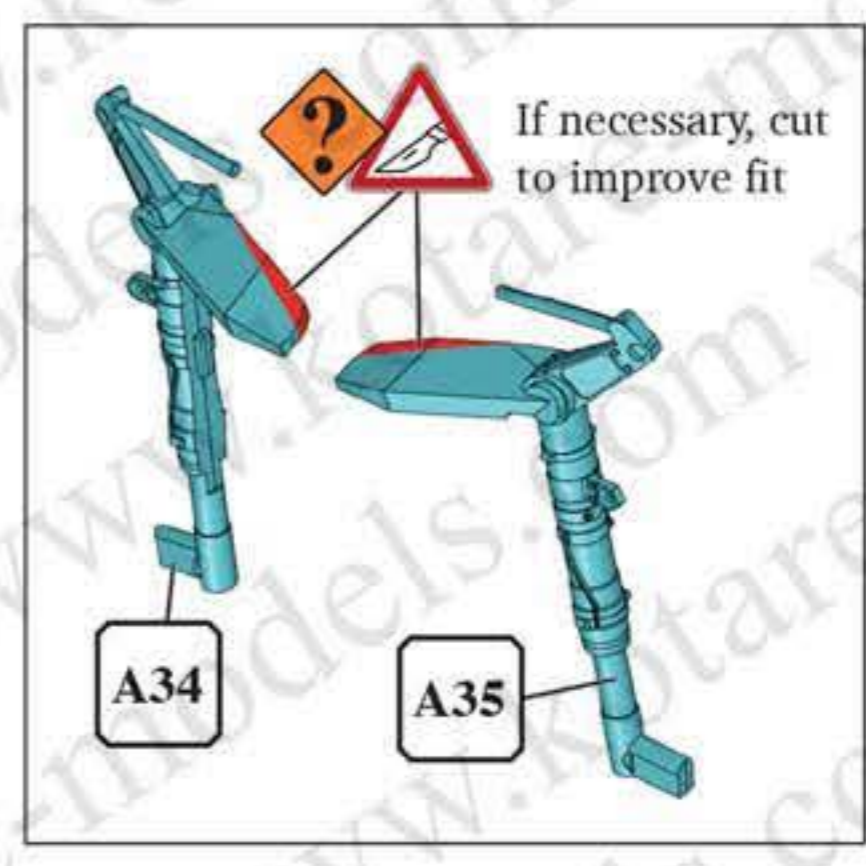
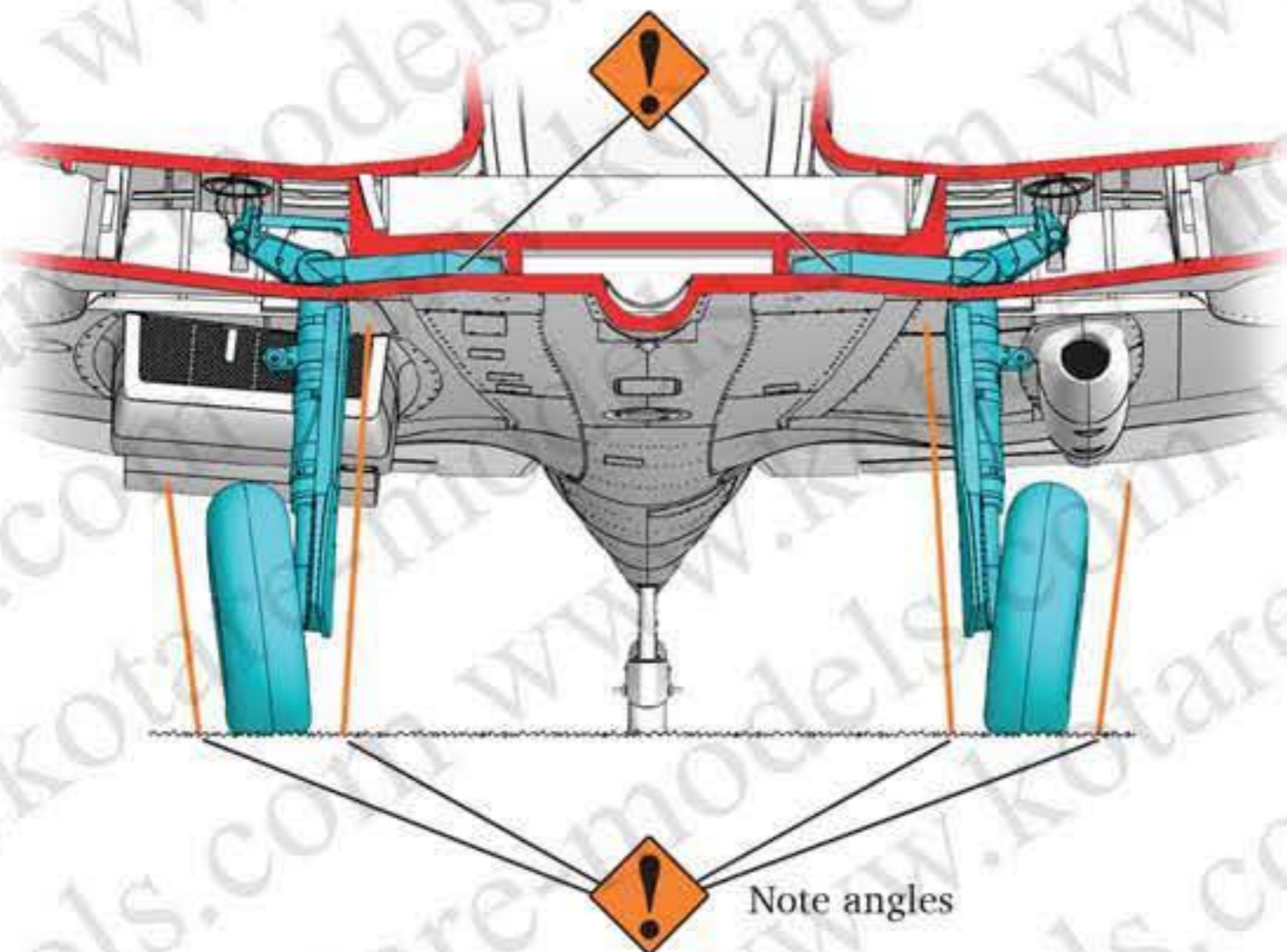


# 12 UNDERCARRIAGE



**?** **D** **1mm**

Drill out locking holes for more detail

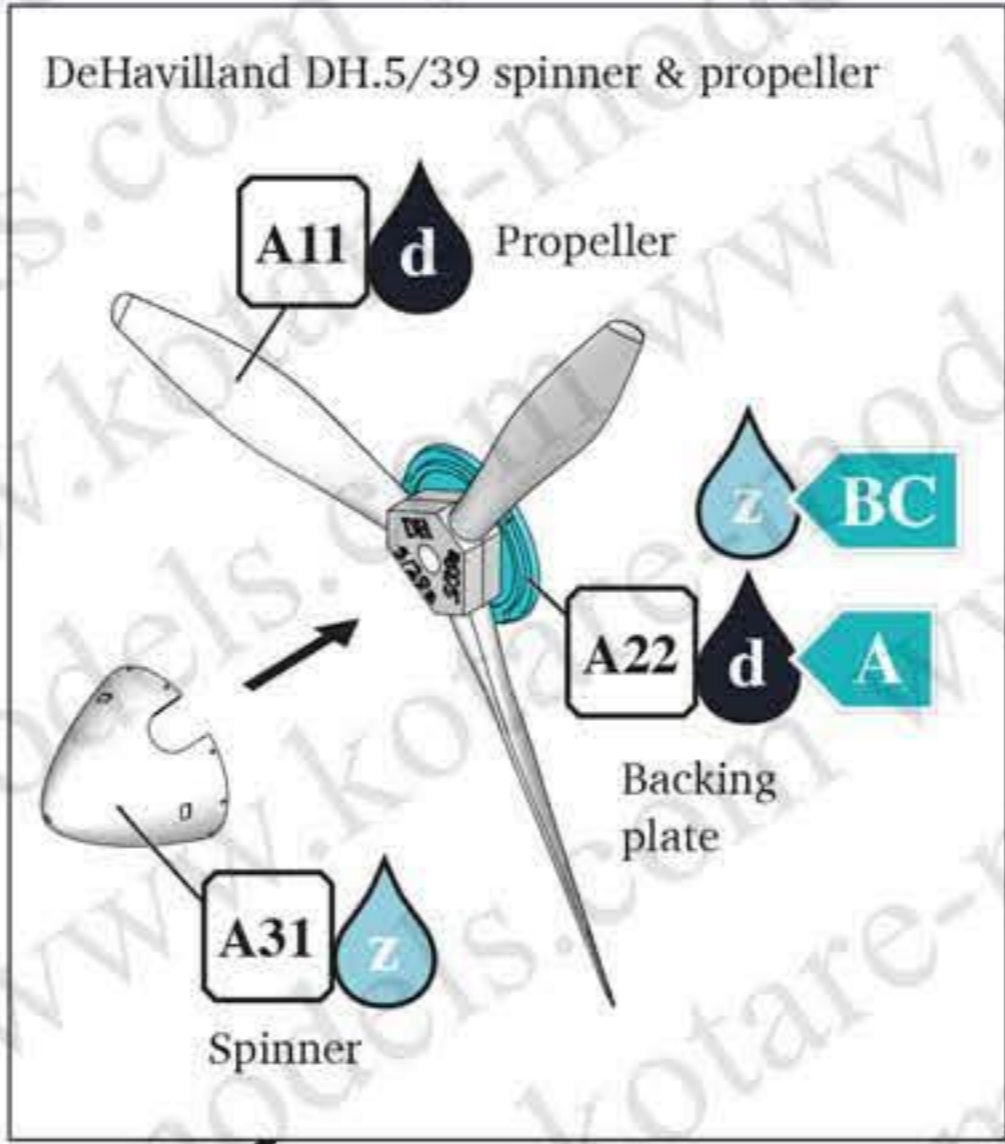


Undercarriage detail from Spitfire Mk.Vb W3433. The undersides, undercarriage struts, wheel wells, wheel hubs and insides of the doors have all been painted "Sky Type S" at the factory.

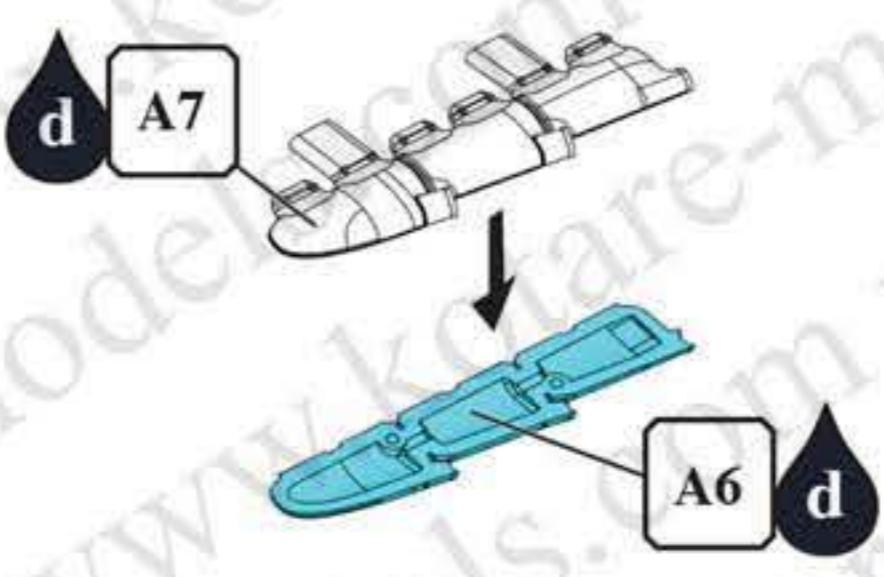
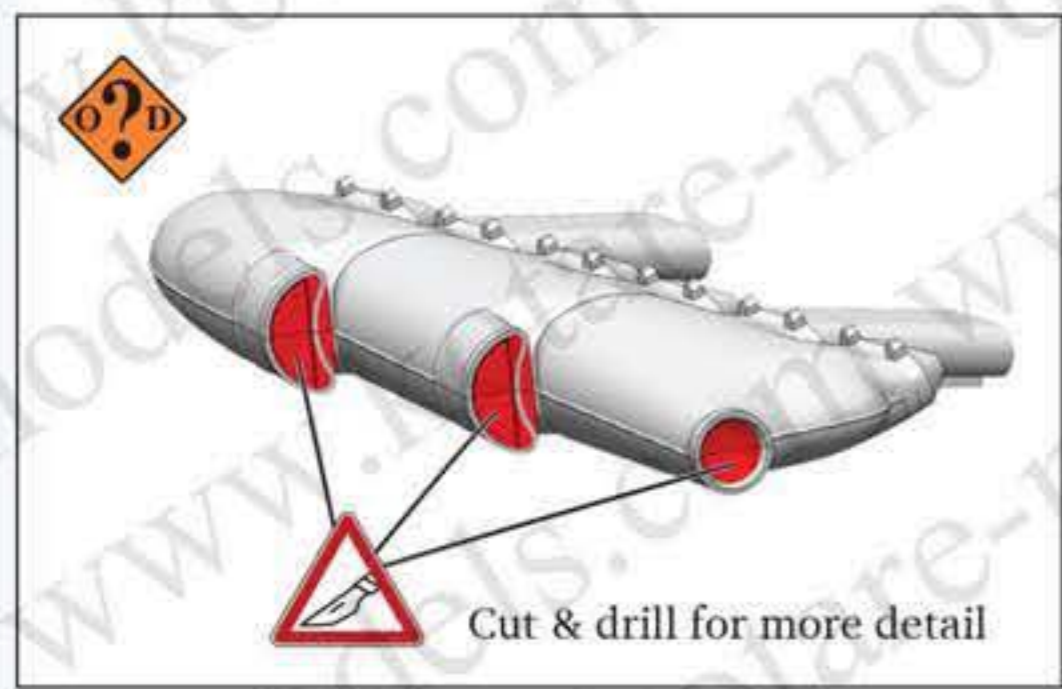
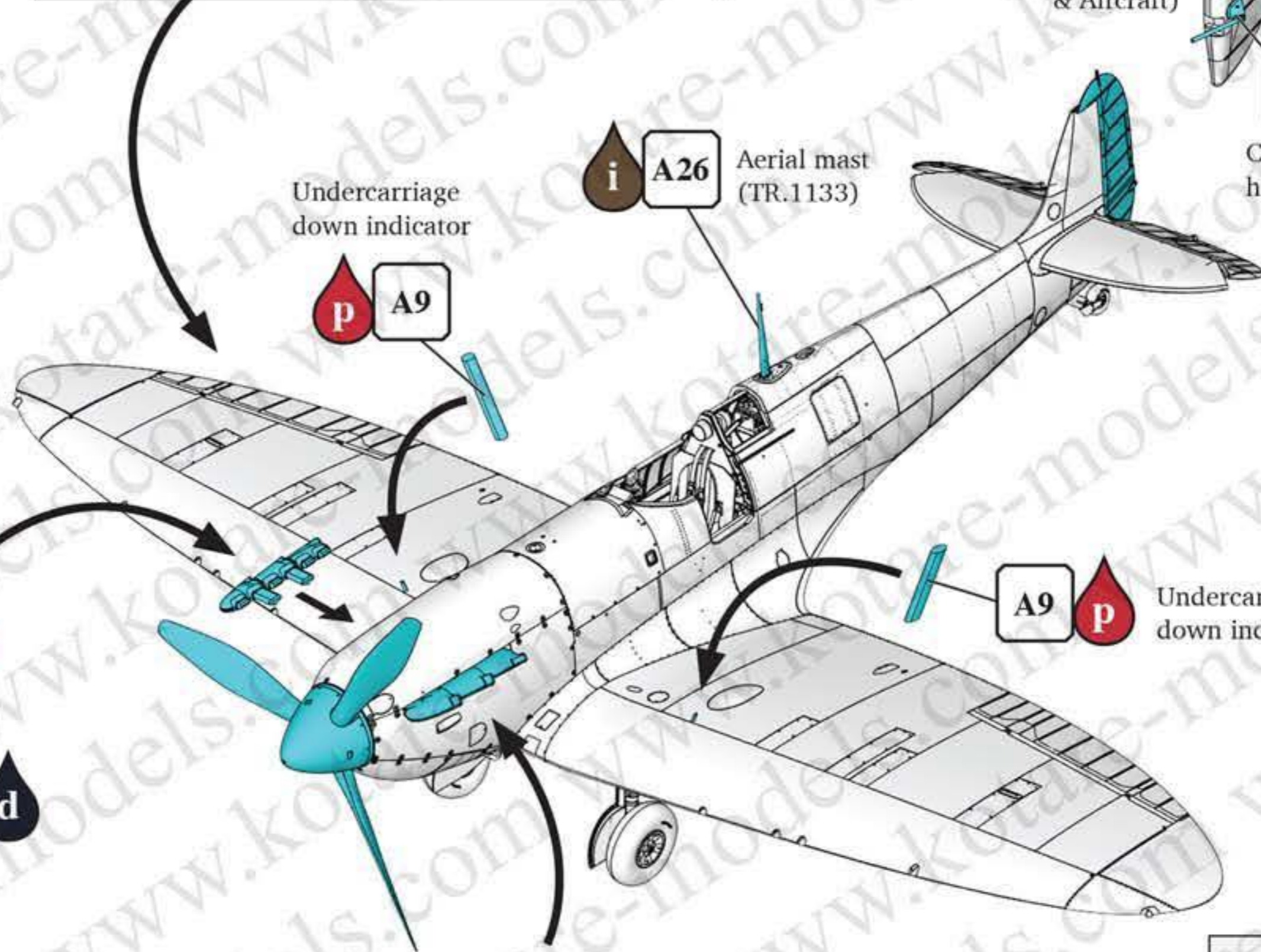
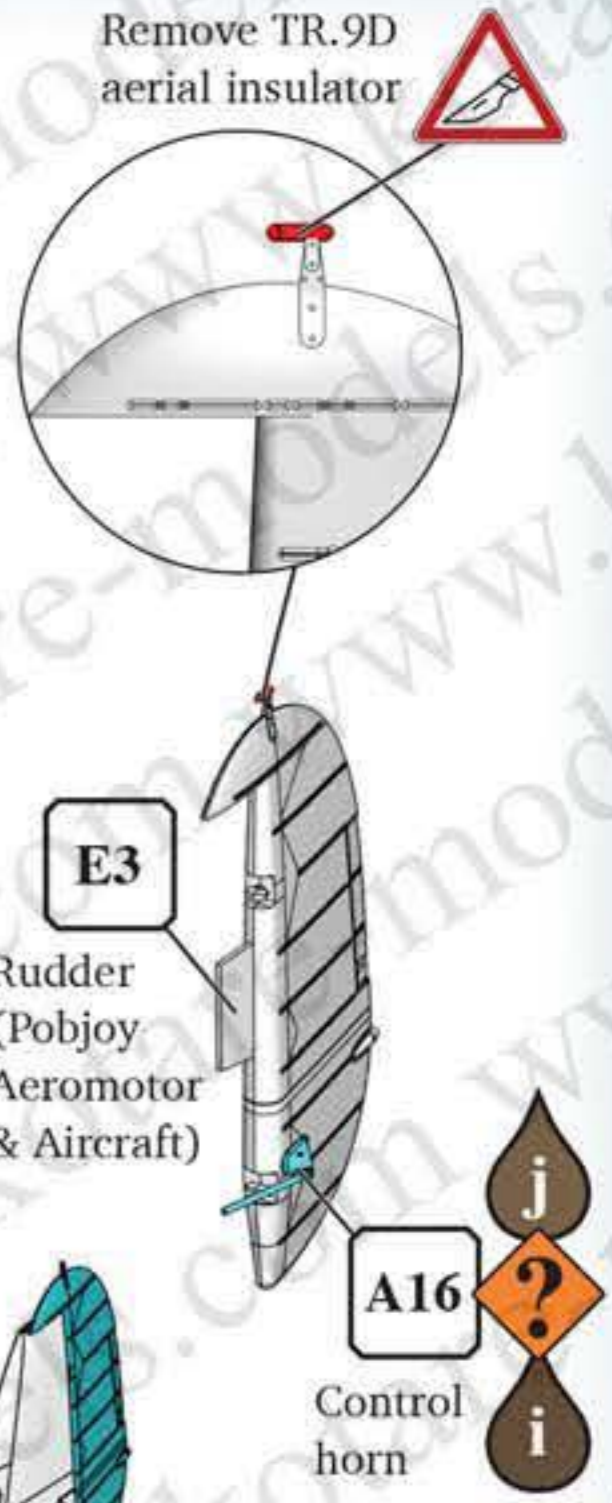
# 13 DETAILS



DeHavilland DH.5/39 propeller detail from a late production 485 Squadron Spitfire Mk.Ia, probably X4609, photographed in March 1941. This style of propeller was used on Mk.I, Mk.II and Mk.V Spitfires.



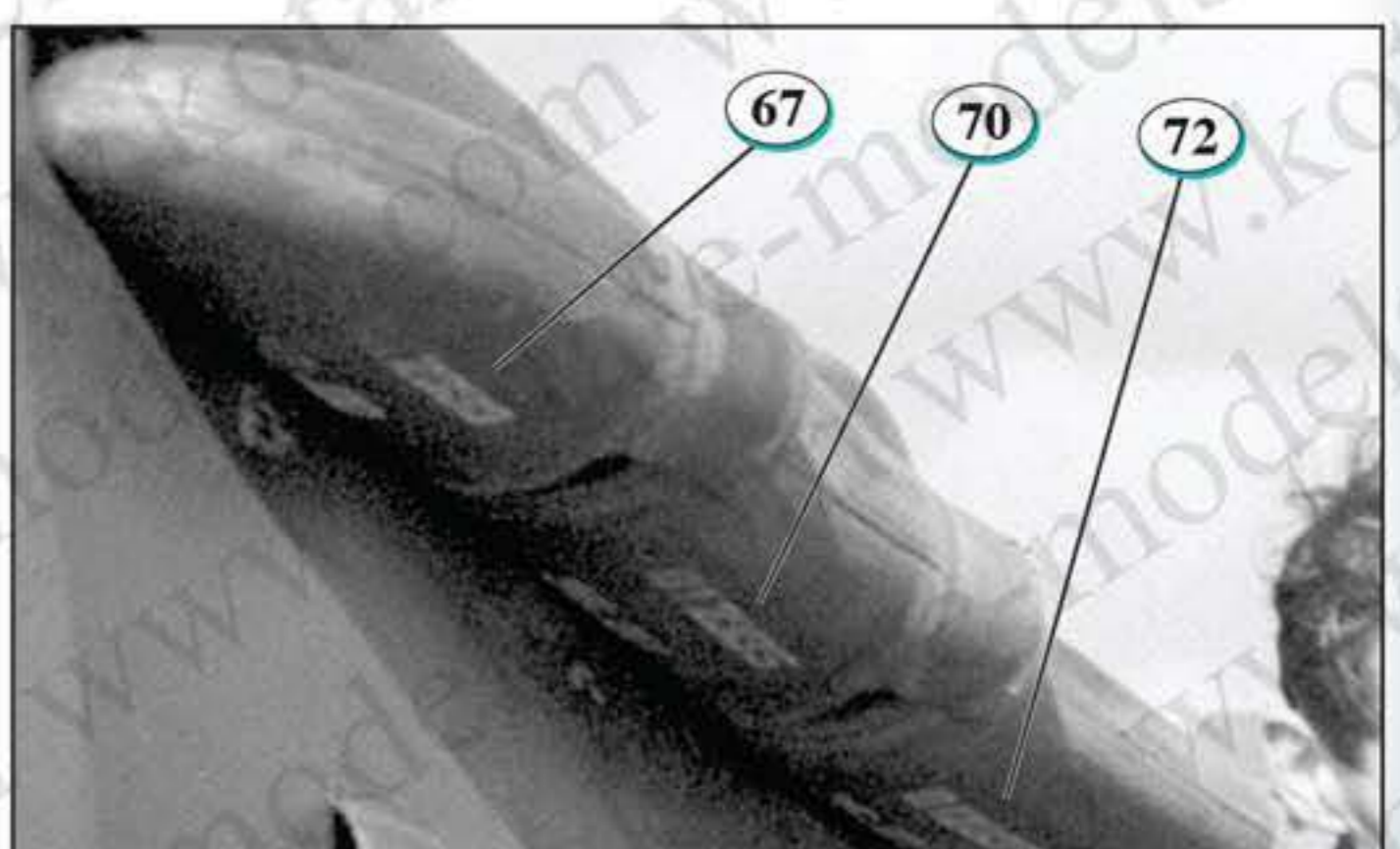
Pobjoy Aeromotor & Aircraft built rudder from Spitfire Mk.Vb W3433. Note the stenciling, the lightening holes in the outer rib of the tailplane and the rear light fairing.



Aerial mast [A26] for TR.1133 wireless, without the insulator/attachment triangle.



Port triple ejector nozzle outlet exhaust manifold [A6] & [A7] detail from an unidentified 19 Squadron late production Spitfire Mk.Ia. This style of exhaust manifold was supplied by Rolls-Royce and made from Inconel, an alloy that does not rust (even after 4 decades under a Calais beach)! The same style of exhaust was used on mid-production Mk.I, Mk.II and early production Mk.V. Note the weld lines and stencil markings 67, 70 & 72.

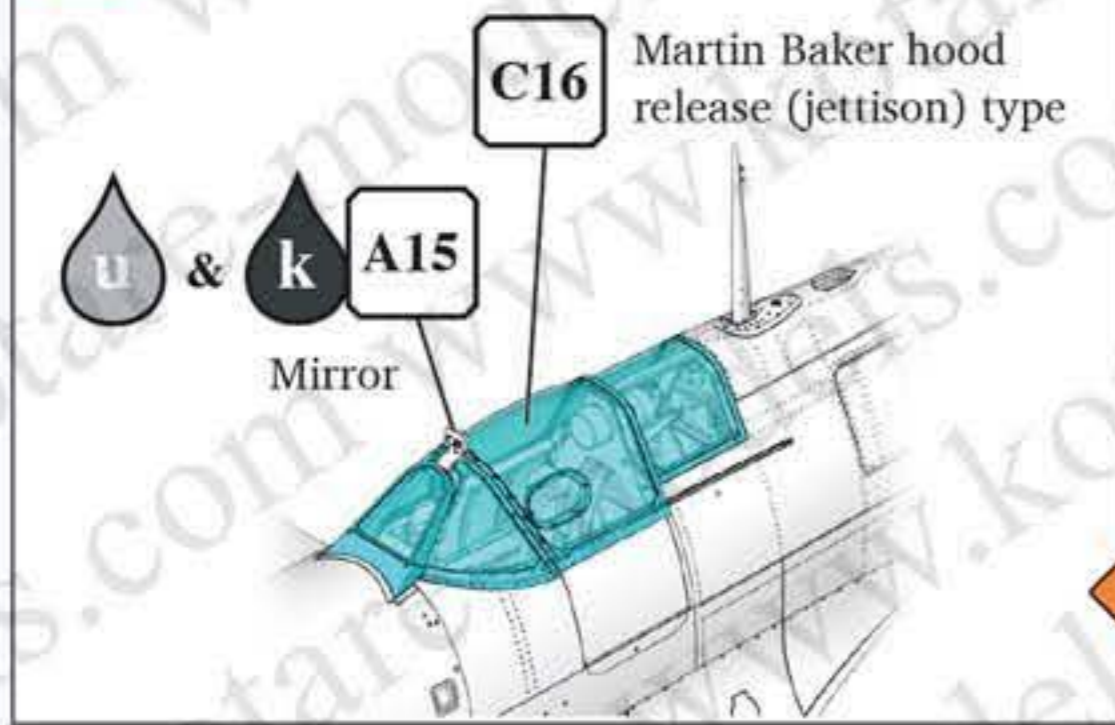




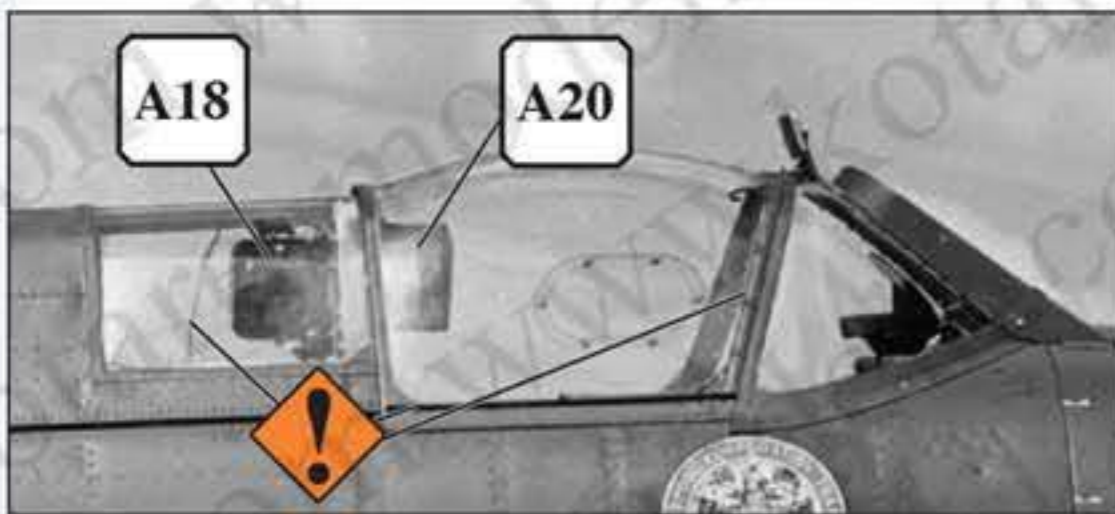
# 14 CANOPY

Paint inside canopy frame **r** to represent red rubber seals. Paint exterior canopy frames **k** **?** **l**

## i Hood closed & door closed option

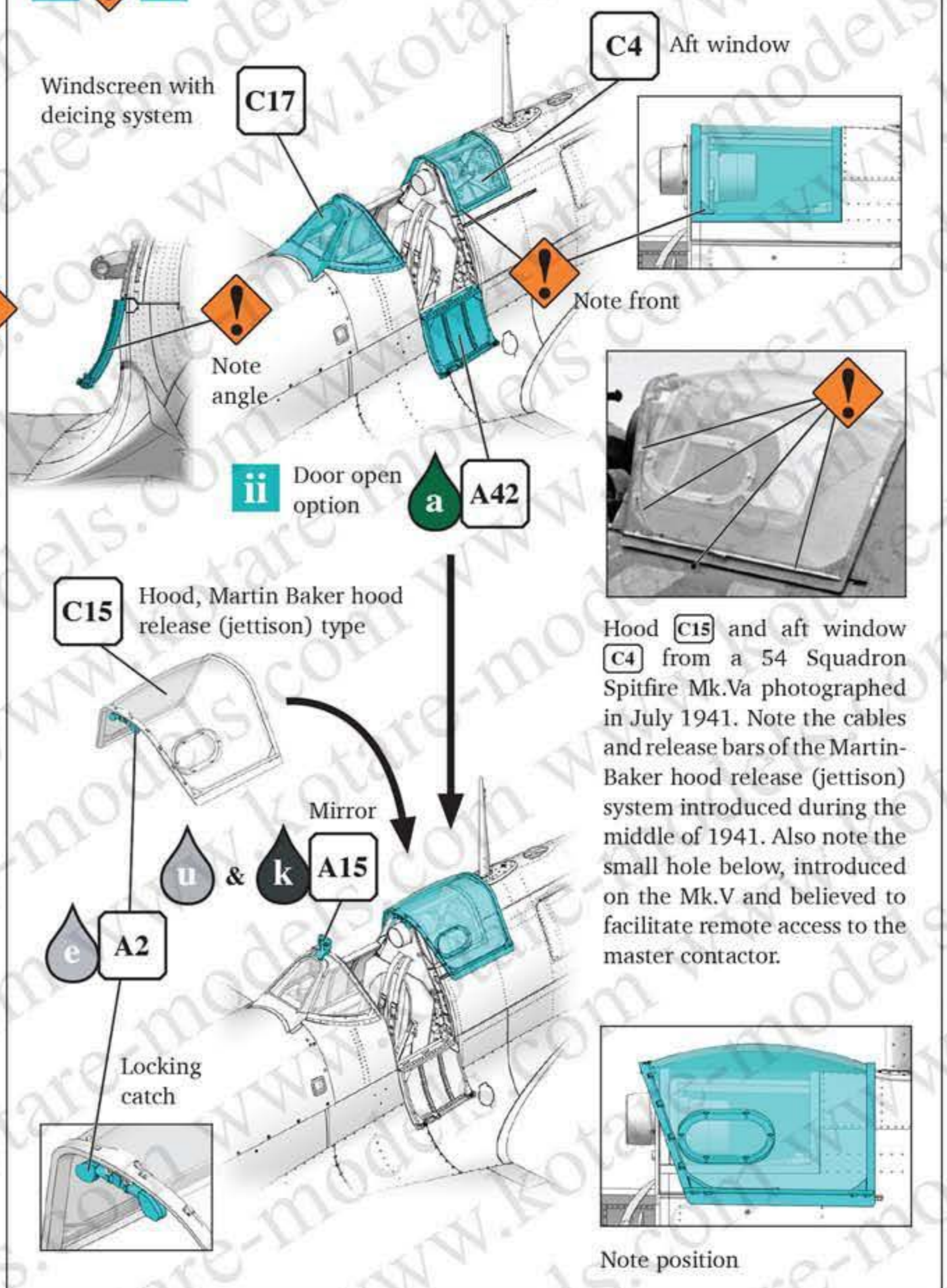


Windscreen detail from a Spitfire Mk.Va serving with 61 OTU in 1942. Note the horizontal tube for dispensing de-icing fluid, GM.2 reflector gun sight **C3** and mirror **A15**. The armoured glass windscreens on Spitfires in WWII were not tinted green like modern restorations.



Canopy from Spitfire Mk.Vb W3433. Note the harness retaining wire, voltage regulator **A18**, head rest **A20** and Martin-Baker hood release (jettison) system.

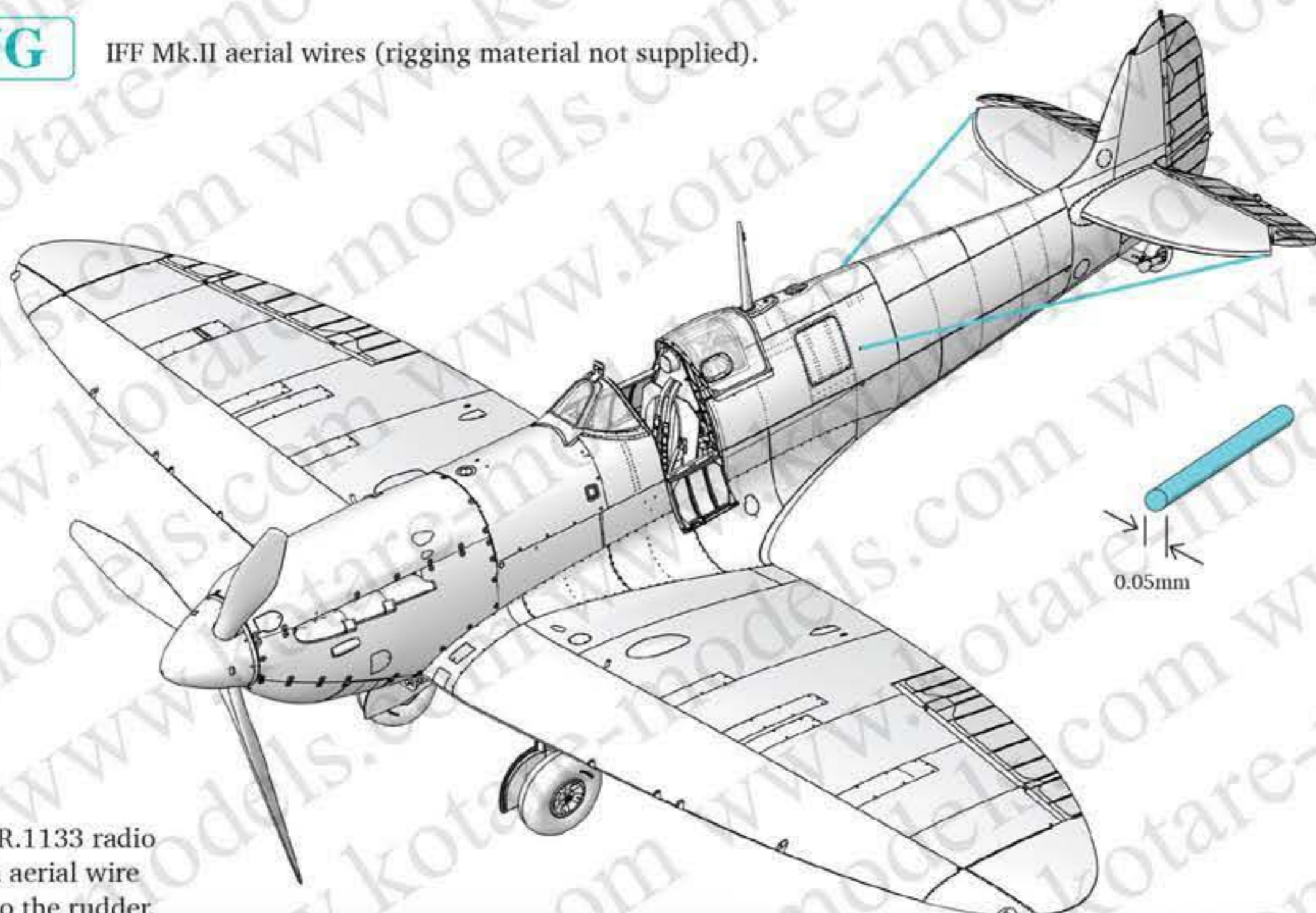
## i ? ii Hood open options



Hood **C15** and aft window **C4** from a 54 Squadron Spitfire Mk.Va photographed in July 1941. Note the cables and release bars of the Martin-Baker hood release (jettison) system introduced during the middle of 1941. Also note the small hole below, introduced on the Mk.V and believed to facilitate remote access to the master contactor.

# RIGGING

IFF Mk.II aerial wires (rigging material not supplied).



Note that the TR.1133 radio did not have an aerial wire from the mast to the rudder.

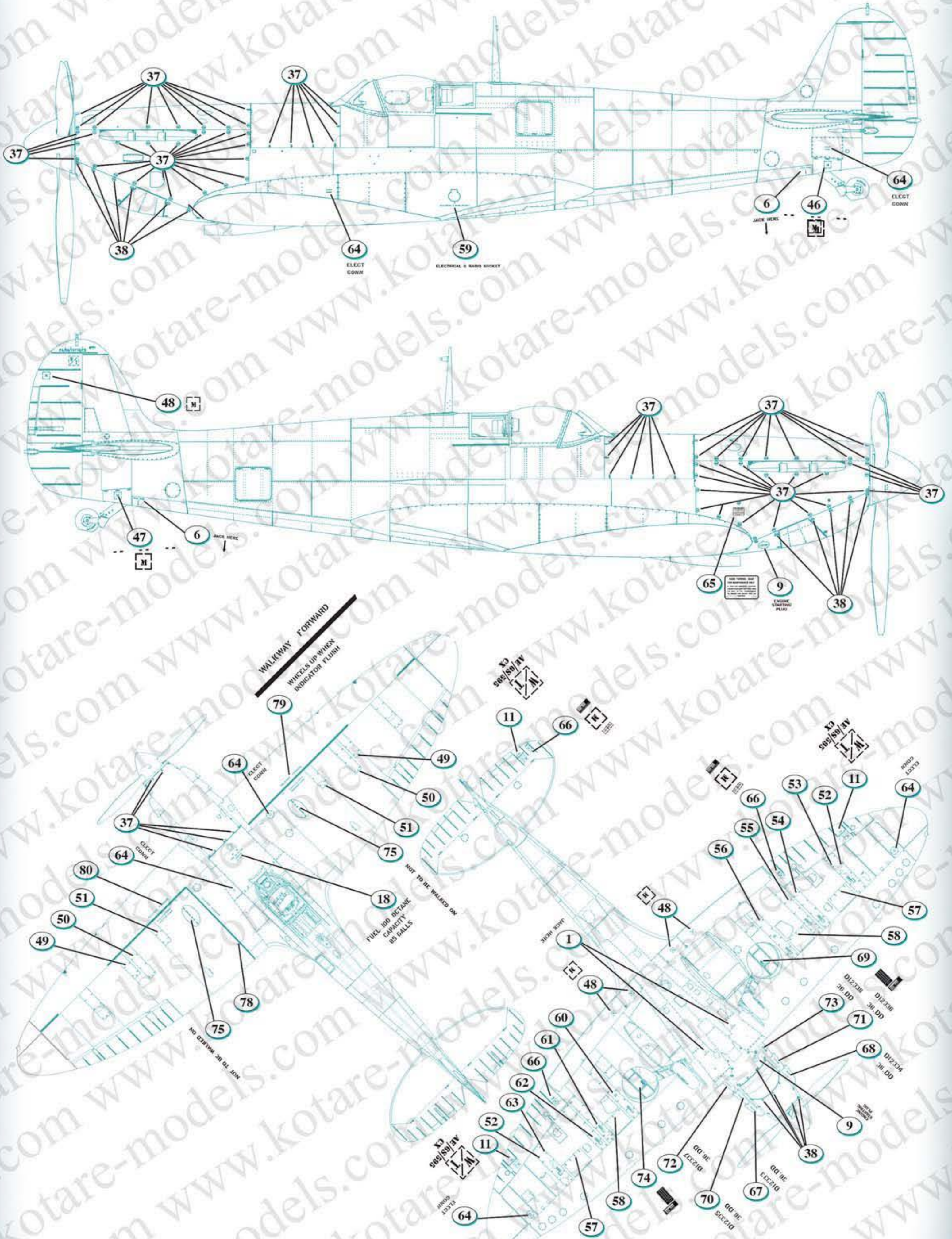


# STENCIL DECALS

Apply stencil decals as shown

Please visit [www.kotare-models.com](http://www.kotare-models.com) for enlarged illustrations

Note that some stencil markings could get worn off (especially the fastener alignment markings on the engine cowlings and gun/magazine access doors) or overpainted.





Supermarine Eastleigh built early production Spitfire Mk.Vb W3433 "Progress II" photographed shortly after completion in late June 1941. Although this is a Mk.Vb (not a Mk.Va) built slightly after the colour schemes depicted in this model, many of the details visible here are still appropriate for Supermarine Eastleigh built Mk.Va such as the airframe stencils and fastener markings. The Dark Earth and Dark Green camouflage is an interesting mix of soft edge on the main fuselage, a style common with CBAF built aircraft, but only just introduced by Supermarine, and hard edge on the subcontractor supplied rudder, fuel tank plating and engine cowlings. The "Sky Type S" under the fuselage and nose also has a soft edge. Despite the identification markings being introduced in late November 1940, the very pale Sky spinner and rear fuselage band would only be painted after delivery to a MU (Maintenance Unit), in the case of W3433, 38 MU. Note the pristine factory applied stencils, IFF Mk.II aerial wires running from the tip of the horizontal tailplane to the side of the fuselage and the old style TR.9D aerial mast and wire not appropriate for any of the decal schemes in this model.

**A** Spitfire Mk.Va R7208 FY-G "Liverpool III", TD Williams, RA Johnston, WGD Smith, MJ Smith, JF Reeves, DE Fair, 611 Squadron, June-July 1941



Supermarine Eastleigh built Spitfire Mk.Va R7208 FY-G "Liverpool III" was one of the first 4 production Mk.Va completed in early March 1941 and went to 39 MU a few days later to be prepared for delivery to 611 Squadron, where it arrived on 13 May 1941 along with 7 other new Mk.Va. Spitfire Mk.Va R7208 was flown by numerous 611 Squadron pilots including TD Williams, RA Johnston, WGD Smith, MJ Smith, JF Reeves and DE Fair.

Thomas Draper Williams was born in Lancashire on 2 September 1919 and joined 611 Squadron in early 1939. He had been credited with 2 victories, 2 probables and 1 shared victory by the time he was posted to 602 Squadron in late July 1941 and another 2 victories and another probable by the time he was posted to training and administrative roles. He went on to serve in 1 and 504 squadrons and commanded 245 Squadron. He left the RAF in 1946 and died on 19 September 2004 aged 85.

Robert Alan Johnston flew R7208 while serving with 611 Squadron before he was shot down and killed in early production Spitfire Mk.Vb W3325 "Newcastle-On-Tyne I" on 9 July 1941. He was 23.

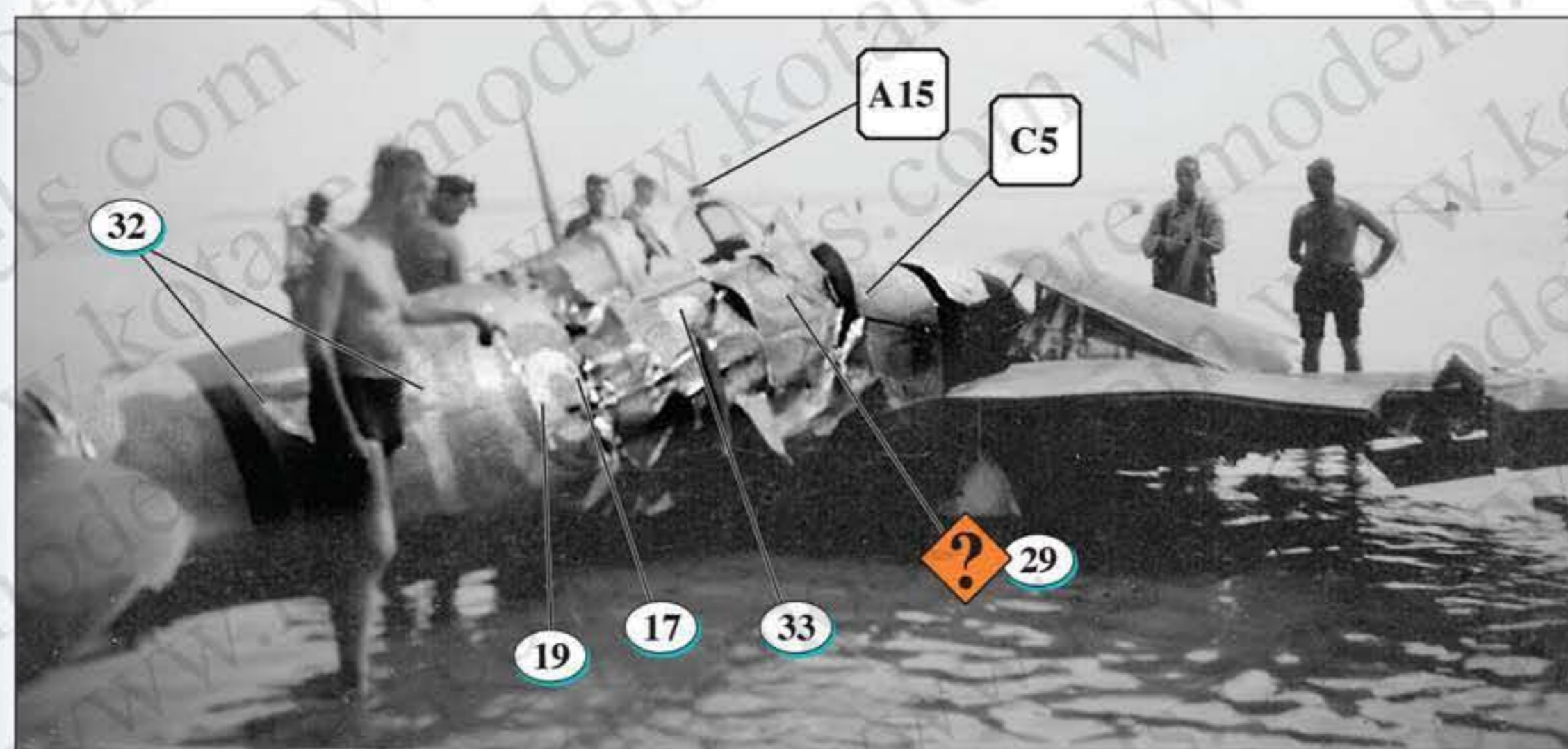


Port side view of Spitfire Mk.Va R7208 FY-G shortly after its capture on 11 July 1941. Notice the station keeping lamp window [C5] in the fuel tank plating [E4], grey-green armour plating behind the pilot's head rest & seat, TR.1133 aerial mast [A26] and the very pale Sky band around the rear fuselage.



MJ "Mushroom" Smith flew R7208 while serving with 611 Squadron before he was shot down in early production Spitfire Mk.Vb W3311 "Fruitation" and captured on 6 July 1941.

John Fredrick Reeves was born in Sussex and flew R7208 while serving with 611 Squadron. He was later shot down in early production Spitfire Mk.Vb W3327 "Horsham & District" on 21 October 1941. His body was never recovered. Reeves was 27.



Starboard side view of Spitfire Mk.Va R7208 FY-G. Note the rear view mirror **A15**. Although it is not possible to tell if "Liverpool III" **29** was still painted on the fuselage below the cockpit at this time, there is no special reason why it would have been overpainted or removed.



Wilfred George Duncan Smith was born in India on 28 May 1914. He served with 611 Squadron from October 1940 until he was posted to 603 Squadron in early August 1941 and then 64 Squadron, which he commanded, from March 1942. He commanded a fighter wing in Malta in 1943. He had been credited with 17 victories, 2 shared and 6 probable victories by the time he was shot down on 2 September 1943 and so badly injured he could not return to action. He remained in the RAF post-war and retired as a Group Captain in November 1960. He died on 11 December 1996 aged 82.



Donald Ernest Fair was born in Masterton, New Zealand on 28 October 1918 and joined the RNZAF in May 1940. He arrived in the UK in mid-January 1941 and was posted to 611 Squadron. Fair was flying Spitfire Mk.Va R7208 "Liverpool III" on 11 July 1941 while escorting Stirling bombers over northern France as part of "Circus 45" when he was shot down and captured. He remained a POW until being repatriated to the UK in April 1945.

**B** Spitfire Mk.Va R7268 KL-M "The Swan", J Stokoe, P/O Page, JW Panter, EFJ Charles, N Orton and C Cookson, 54 Squadron, June-July 1941



Supermarine Eastleigh built Spitfire Mk.Va R7268 KL-M "The Swan" was completed in late March 1941 and went to 38 MU a few days later, before being delivered to 54 Squadron in late-May 1941. R7268 was one of several 54 Squadron Mk.Va Spitfires photographed by William Vandivert and Hans Wild during offensive sweep operations on 4 July 1941, with many photos from the day being published in the Sunday Graphic a couple of days later. Many of the photos (some in original colour) are currently available to view online (as of August 2024) in the LIFE archives (<https://artsandculture.google.com/search?q=Daylight+Fighter+Sweep>). A single white swastika was painted in front of the cockpit door and "The Swan" was painted in golden yellow on the starboard side. Spitfire Mk.Va R7268 was flown by at least 15 pilots at 54 Squadron including J Stokoe, P/O Page, JW Panter, EFJ Charles, N Orton and C Cookson.

Jack Stokoe was born in County Durham on 1 February 1920 and joined 263 Squadron in late June 1940 before being posted to 603 Squadron early the next month. He had been credited with 2 victories and a probable by the time he was shot down and severely wounded on 2 September 1940. He returned to 603 Squadron in mid-October 1940 and had been credited with another victory and 2 shared victories by the time he was posted to 54 Squadron in early February 1941, where he was credited with 2 more victories and 2 more probables. He flew R7268 19 times in May and June 1941 including when he was credited with his final victory on 24 June 1941. He then went on to serve in 74 Squadron and various training units until the end of the war. Stokoe died in early October 1999 aged 79.

P/O Page was serving with 54 Squadron when he flew R7268 14 times during June & July 1941, including when he was credited with a victory on 4 July 1941, the day that the series of Sunday Graphic/LIFE photographs were taken.

John William Panter served with 54 Squadron where he flew R7268 at least 5 times during June & July 1941. On 14 July 1941 he was forced to bail out of Spitfire Mk.Va R7264 over France, following a collision with Spitfire Mk.Vb P8581 of 611 Squadron that killed PG Dexter. Panter was made POW.



Edward Francis John "Jack" Charles was born in Coventry in February 1919 but he grew up in Canada. He joined the RCAF in January 1938 before transferring to the RAF in May 1939 and was posted to 54 Squadron in September 1940. He flew R7268 5 times in July 1941 and had been credited with 7 victories, 6 probable victories and 2 half victories between 7 April 1941 and early October 1941 before he was posted on an instructor's course. He then served in various training units until joining 64 Squadron in January 1943, then 611 Squadron from late March 1943 (which he commanded from late the following month). He then went on to command the Middle Wallop and then Portreath Wings and had been credited with 6 more victories before going on to serve in various staff roles. He remained in the RCAF until being invalidated out in 1951 after he was diagnosed with acute schizophrenia. Jack was 67 when he died in the Shaughnessy Veterans Hospital, Vancouver, on 5 November 1986.



Newell "Fanny" Orton was born in Scotland in 1915 and initially served with 73 Squadron from November 1939 where he flew Hurricanes. He had been awarded 5 victories in France by the time he was shot down and wounded on 15 May 1940. After recovery, he was posted to 59 OTU (Operational Training Unit) before being posted to 242 Squadron, flying Spitfires, on 24 June 1941 and then commanded 54 Squadron from 10 July 1941 where he flew R7268 a couple of times that month. Orton had been credited with 17 victories and 8 probables before he was shot down and killed on 17 Sept 1941. His body was never recovered.

Christopher Cookson was born in October 1917 and joined 54 Squadron on 6 February 1940. He was flying Spitfire Mk.Va R7268 KL-M "The Swan" on 23 July 1941 when he was shot down and killed. Cookson was 24 years old.



This photo is believed to show Supermarine Eastleigh built Spitfire Mk.Va R7259 KL-E which was from the same production order as **AB** and was completed in early April 1941. It was delivered to 54 Squadron in late May 1941 and was being flown by the newly arrived Wing Commander Joseph Robert Kayll when he was shot down and captured on 25 June 1941. The 5 victory (and 4 & ½ probable victory) ace spent the remainder of the war as a POW. Note the stencils above the tail wheel, hard edge of the "Sky Type S" on the rudder, and how the film and/or filter type has caused the red & blue to appear a similar tone and make the yellow ring appear quite dark. Although not visible in this particular photo, Kayll's R7259 had been fitted with the very new, for the time, fishtail exhaust manifolds.

**C** Spitfire Mk.Va W3185 D-B "Lord Lloyd I", Douglas Bader, Tangmere Wing, August 1941



Supermarine Eastleigh built Spitfire Mk.Va W3185 was completed in early May 1941 and went to 39 MU on 11 May before being delivered to 145 Squadron on 6 June and then 41 and 616 squadrons on 28 July 1941, where it was selected as the aircraft of Wing Commander Douglas Bader and given the code letters D-B, or "Dog's Body".

Unfortunately, all the photos previously believed to show Douglas Bader's Spitfire Mk.Va W3185 have, upon close inspection, turned out to be photos of his earlier, similarly marked, Spitfire Mk.IIa P7966, except perhaps for the photo opposite. For this reason the illustrations you see here are based on known squadron practices seen in the Mk.IIa photos as well as what we know about how W3185 would have looked when it left the factory, although the repainted fuselage areas are entirely speculative. The application of the port and starboard nose art is not 100% confirmed for W3185, so decals 40 & 41 are entirely optional.

Douglas Bader is one of the most famous, and controversial, fighter pilots of WWII. He was born on 21 February 1910 and joined the RAF in 1928 where he flew Gloster Gamecocks and Bristol Bulldogs with 23 Squadron. He famously lost both his legs when he crashed into the ground while performing unauthorized aerobatics on 14 December 1931. After a long painful recovery, he was invalided out of the RAF in April 1933. He managed to reenlist at the outbreak of the war and returned to flight training in November 1939. He flew Spitfires with 19 Squadron from January 1940, where he did not exactly cover himself in glory, before being posted to 222 Squadron. He was credited with his 1st victory on 1 June 1940 and was made commander of 242 Squadron, flying Hurricanes, on 28 June 1940. During the Battle of Britain he made a name for himself promoting the controversial "Big Wing" theory in opposition to the tried and tested "Dowding" system that was working so well. In March 1941 he was posted to command the Tangmere Wing (consisting of 145, 610 and 616 Squadrons). The Wing's mixture of Spitfire Mk.IIa and Mk.IIb were slowly supplanted by Spitfire Mk.Va and cannon armed Mk.Vb from the middle of the year, although Bader preferred the 8 gun "A" wing of his Mk.IIa. Bader had been credited with 22 victories and 4 shared victories when he was shot down in Spitfire Mk.Va W3185, almost certainly by friendly fire, and captured on 9 August 1941. Despite numerous escape attempts he remained a POW until the end of the war. Bader retired from the RAF in July 1946 and was the subject of the 1956 film "Reach for the Sky". Bader continued to be a controversial public figure for the remainder of his life and died on 5 September 1982 aged 72.



Dilip Sarkar Archives

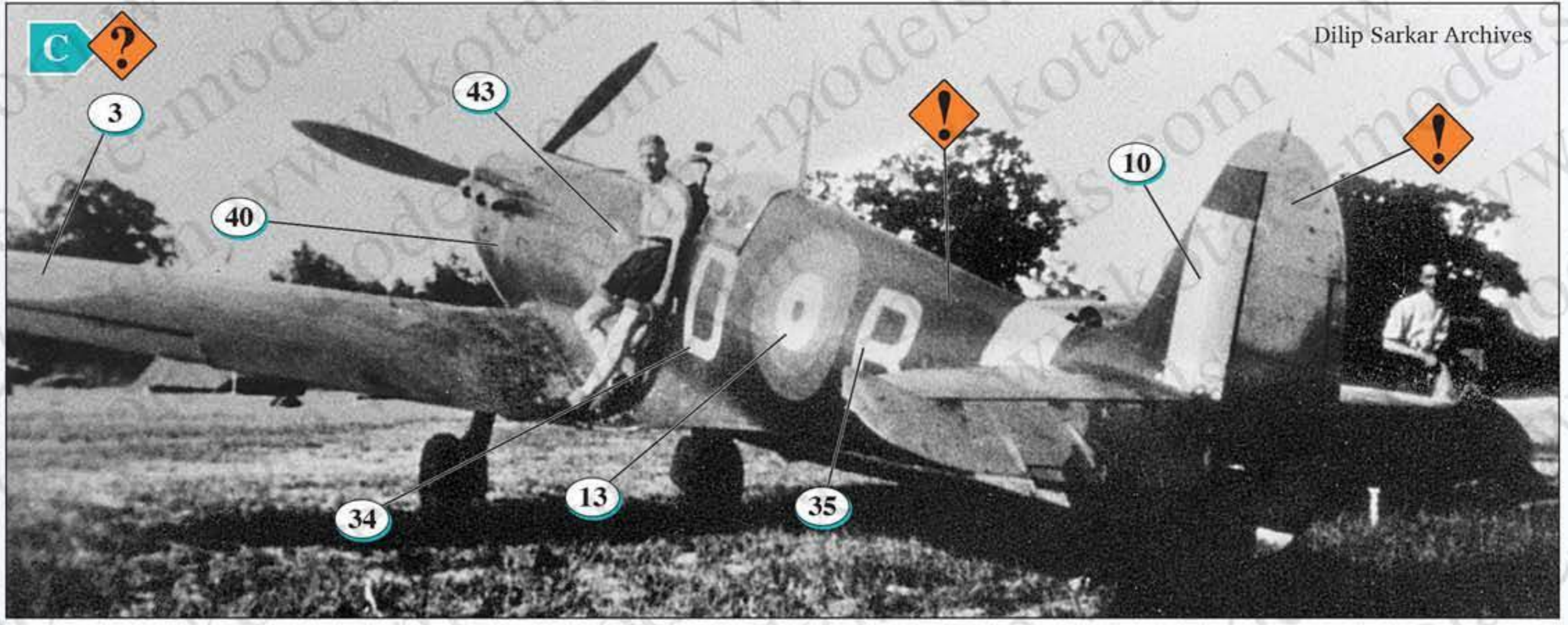
Jeffrey West reclines on the engine cowling of Douglas Bader's Spitfire. Note the nose art, inherited from Bader's previous 242 Squadron, depicting their boot kicking Hitler out of Europe 40. Also note the self-adhesive patches over the gun ports and the half-round oil cooler, confirming this is Bader's earlier Spitfire Mk.IIa P7966 and not his Mk.Va W3185, despite West's recollection to the contrary.



Dilip Sarkar Archives

Douglas Bader sitting in the cockpit of the same aircraft as seen on the right. Note the cockpit door stencils (which are of the CBAF style, adding additional weight to the argument that this is CBAF built Spitfire Mk.IIa P7966) and the Wing Commander's pennant 43. The wide strap hanging over the door is from the dinghy.





Dilip Sarkar Archives



Dilip Sarkar Archives

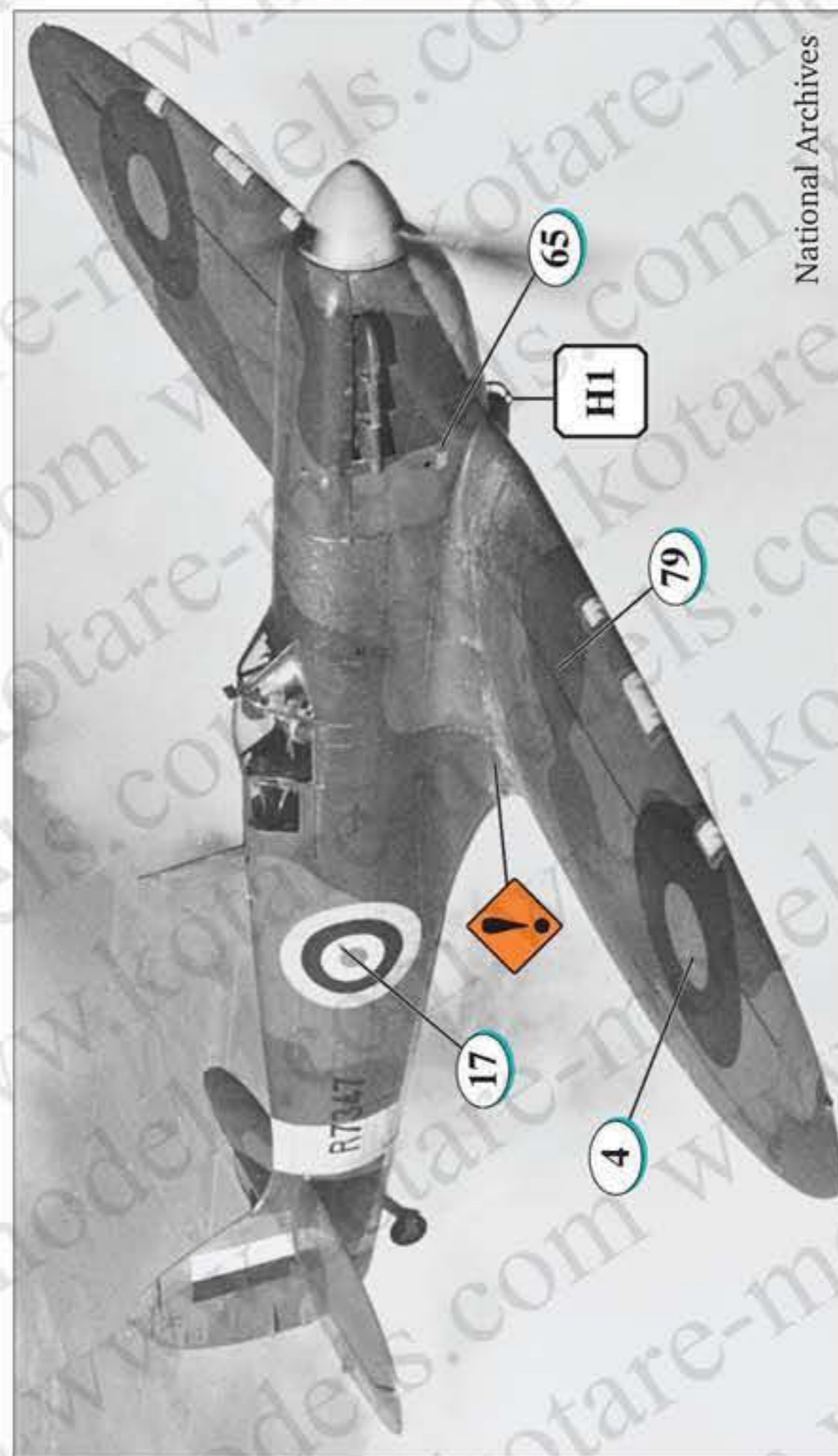
Above: It is unconfirmed if this photo shows Douglas Bader's Spitfire Mk.IIa P7966 or Mk.Va W3185 **C**. The "fingerprint" of the repainted fuselage camouflage does not match the photos of Mk.IIa P7966 below but the partially visible serial number could more easily be interpreted as "P7..." but less likely as ".31...". Note the faintly visible nose art **40** and Wing Commander's pennant **43** under the windscreen. The rudder is in the B camouflage scheme and appears to be a replacement from a Mk.I or earlier Mk.II. The type of film and/or filter has caused the yellow and blue of the fuselage roundel to appear a similar tone.

Left: Douglas Bader exits his Spitfire Mk.IIa P7966 D-B while it is refueled. Note the unique camouflage "fingerprint" areas where the previous squadron code letters have been overpainted which match a photo confirmed as showing Spitfire Mk.IIa P7966.



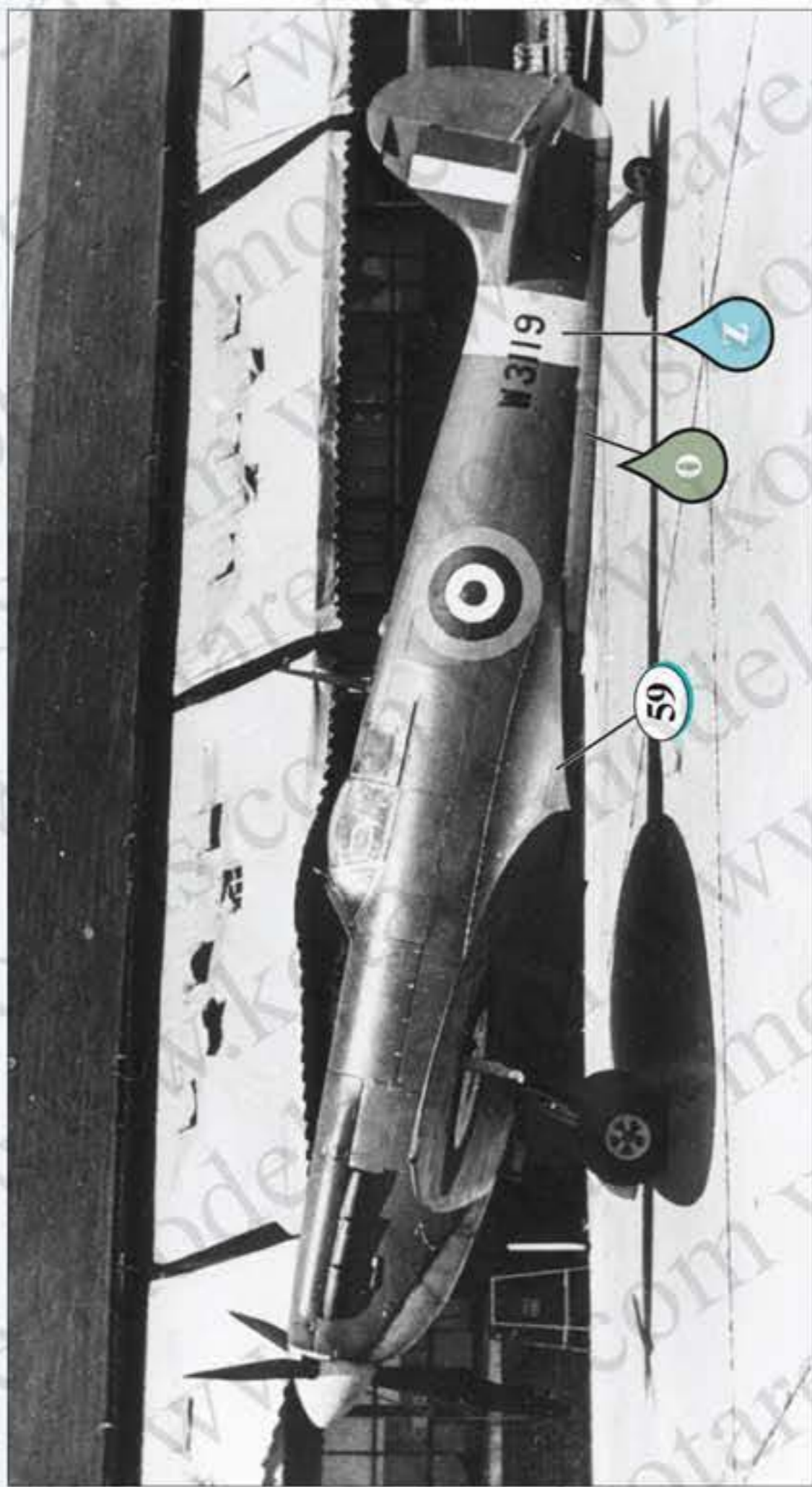
National Archives

Supermarine Eastleigh built Spitfire Mk.Va R7347 is from the same production order as **A** & **B** and was completed in April 1941. It is seen here undergoing trials in the USA later that year. Note the IFF Mk.II aerial wires running from the tailplane to the side of the fuselage, TR.9D VHF aerial mast, extensive oil leak, weighted tyres and DeHavilland DH.5/39 propeller and spinner. Also note the height of the underside colour demarcation line at the rear of the fuselage.



National Archives

Spitfire Mk.Va R7347 photographed in flight. Note the well-worn areas near the starboard wing fillets, pale fabric gun port covers, triple ejector nozzle outlet exhaust manifolds and generally scruffy appearance.



Supermarine Eastleigh built Spitfire Mk.Va W3119 was from the same production order as **C** and was completed in April 1941 and sent to 39 MU before being shipped to the USA where it is seen here undergoing trials later that year. Note the underside colour demarcation line.



(National Archives)

A rare colour photo of Spitfire Mk.Va W3119 taken while in the USA. Note the darker leading edges of the wings which is believed to have been caused by an overly zealous application of gloss clear dope while applying the linen gun port patches, possibly in an attempt to restore the original smooth finish of the leading edge. Also note the very pale Sky spinner and fuselage band as well as the generally scruffy appearance.



Rear view of Spitfire Mk.Va L1035 as seen on page 11. Note the Mk.V oil cooler, IFF Mk.II wires running from the tips of the horizontal tailplane to the fuselage roundel and the very patchy appearance of the Dark Green, Ocean Grey (or mixed grey) and Medium Sea Grey applied after late August 1941. Spitfire Mk.Va L1031 went on to serve with 57 OTU from late July 1941, 332 Squadron from 7 February 1941 (where it is seen here), 164 Squadron from 22 April 1942 and then various training units until it was written off following a landing accident in January 1945.



**Product Design – Darren Mildenhall**

Born and raised in Wellington, New Zealand, Darren graduated with a major in Industrial Design from the School of Design. During the degree he developed a passion for form and the aesthetic appeal of a product and how to utilise CAD software to realise and develop a concept. When not designing scale model aircraft, Darren enjoys spending time with his wife and two young children and renovating their 1920s house.



**Decal Art – Malcolm Laird**

Malcolm has been in the scale model industry since 1981, first as Falcon vacform models ([www.falconmodels.co.nz](http://www.falconmodels.co.nz), sold to Tore Martin in 1985) and from then on as Ventura Publications which produced decals and short run injection moulded kitsets. He still produces his line of Ventura decals and a range of soft cover aviation books mainly with a Kiwi flavour. Outside work he suffers the dual afflictions of restoring old Kawasaki motorcycles and trying to paint impressionist landscapes, with 'mixed' results so far. Visit Malcolm's web site at [www.venturapublications.com](http://www.venturapublications.com)



**Profile Art – Ronny Bar**

A former rock musician, Ronny Bar has had a lifelong interest in aircraft since growing up near the El Palomar Air Force Base in Buenos Aires. He started drawing and building models of aircraft soon after a flight in a T-34 Mentor trainer at the age of 10, Spitfires and Messerschmitt first... Camels and Fokkers later. After retiring from the R'n'R scene he returned to his early interest of aviation artwork. Visit Ronny's Facebook page at <https://www.facebook.com/pages/RONNY-BAR-Aircraft-Profiles/166538664131>.



**Box Art – Darryl Legg**

Darryl was born in Cape Town, South Africa in 1975 and his interest in aircraft and passion for art inspired him from an early age. He has been a full-time professional artist since he was 20 years old and is considered to be one of the world's finest aviation artists. He currently lives in the Karoo town of Middelburg. Find out more about Darryl's work at [www.aviationartsa.com](http://www.aviationartsa.com)



**Proprietor – Mark Robson**

Mark is a practising veterinary specialist in the field of small animal internal medicine and has had a lifelong interest in scale modelling and aviation since his dad bought him his first Airfix kit when he was just 5 years old. Mark is excited to share his love of models with modellers through Kotare and hopes that they will get as much enjoyment out of these models as he does. Mark is a committed dad to two grown children and loves beaches, craft beer and music.



**Product Manager – Richard Alexander**

Richard is an award-winning modeller and has been in the model and hobby trade since the early 1990s. Richard retains his enthusiasm for ensuring your models are highly detailed and accurate while remaining as simple and enjoyable to build as possible, no matter what your skill level. If you have any questions about building your Kotare model, comments, requests or suggestions, Richard is contactable at [richard@kotare-models.com](mailto:richard@kotare-models.com).

**Thank you for your support.**

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Spitfire Mk.Va by Darryl Legg

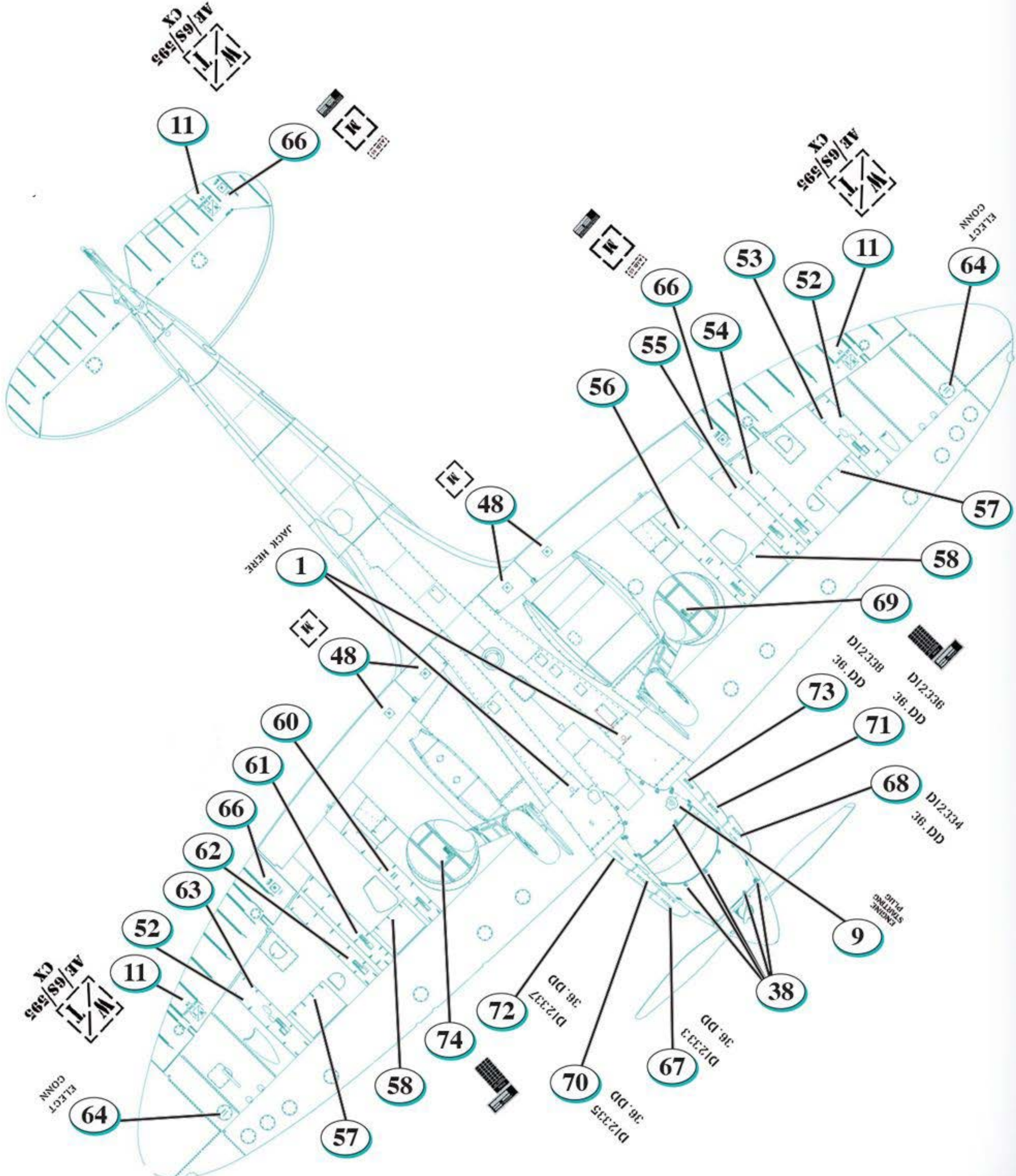
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00K32002C	C parts	1
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00K32001E	E Parts	1
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00K32002I	I Parts	1
10K32002	Instructions	1
20K32002	Decals	1

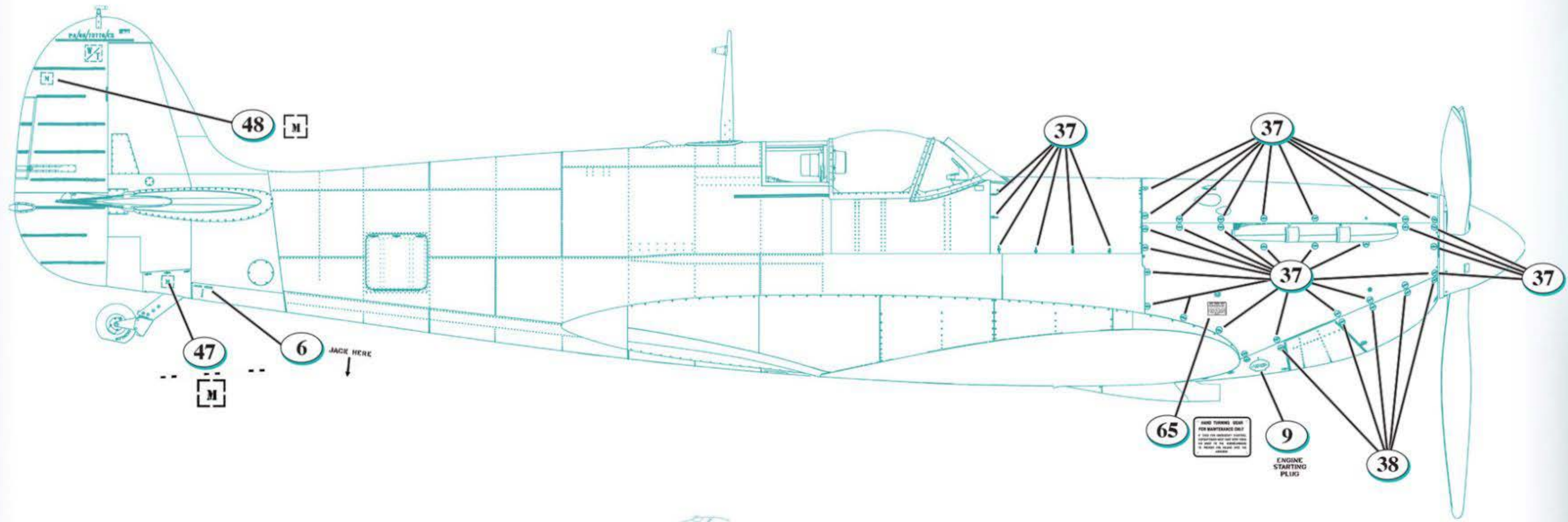
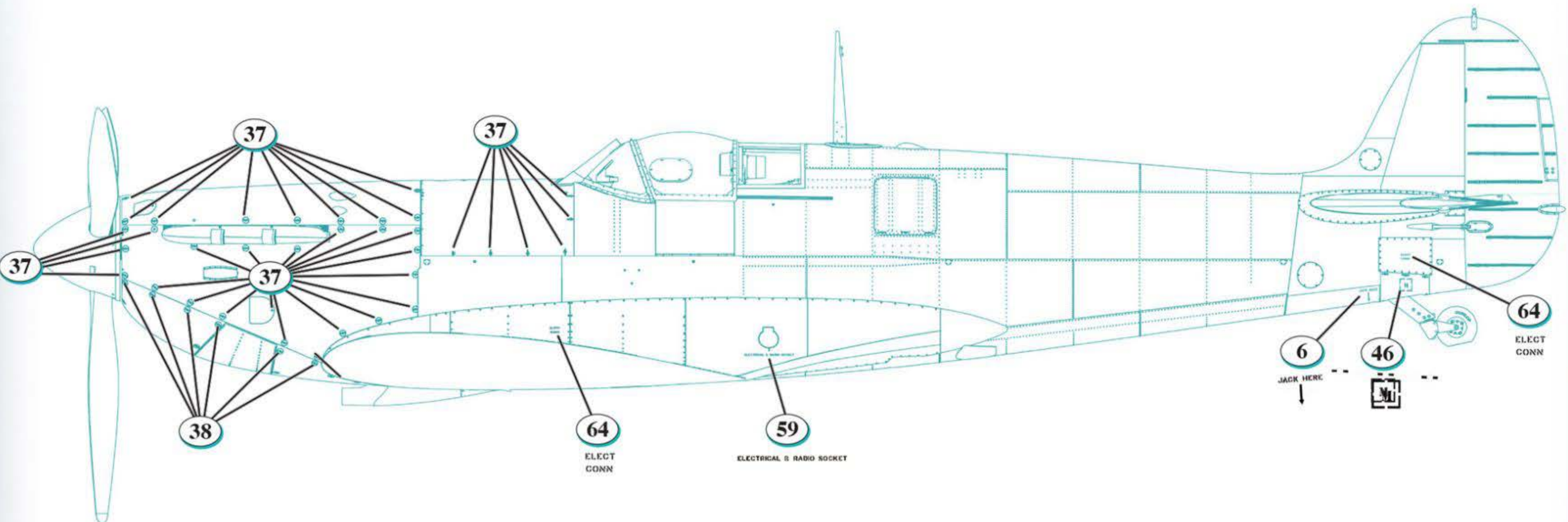
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