

# K32004 1/32 Spitfire Mk.I (Early)

The legendary Supermarine Type 300 "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 990hp Rolls-Royce Merlin "C" powered 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 for 310 aircraft. Numerous delays at Supermarine and many of the approximately 150 sub-contractors ensured that the first production Spitfire was not completed until mid-May 1938 and the final aircraft from the order was only delivered in September 1939.

Early production Spitfire Mk.I in the K9### & L10## serial number range (completed between May 1938 and September 1939 and featured in this model), were initially powered by a 1030hp Rolls-Royce Merlin II engine and featured a 2-blade fixed pitch propeller, 8 Browning .303" machine guns, triple ejector nozzle outlet exhaust manifolds, a tall un-tapered aerial mast and a rear fuselage adorned with lapped panels with raised rivets for ease of construction. The main planes and front of the fuselage were flush riveted and puttied and sanded smooth for improved performance. Numerous improvements were introduced throughout production, many of which were eventually retrofitted to earlier aircraft which included gun heating, Rolls-Royce Merlin III engine, 3-blade dual-pitch DeHavilland propeller, exhaust manifolds of simplified construction, single tube pitot head, reflector gun sight and a taller canopy hood for improved visibility.

Mid production Mk.Ia in the N3### & P9### serial number range (completed between September 1939 and April 1940), saw the introduction of armoured windscreen glass and protective plating over the upper fuel tank which necessitated shortening the engine cowlings slightly (which were retrofitted to earlier production aircraft) as well as an improved lever-operated "dual position" cockpit door catch, tapered aerial post and a voltage regulator positioned behind the pilot's headrest. Selected aircraft received a constant speed Rotol RX5/1 propeller and the temporary installation of the TR.1133 VHF radio, which did not require an external aerial wire.

Late production Mk.Ia in the R6###, R7### & X4### serial number range (completed between May 1940 and April 1941) and AR2## (from July 1941 to January 1942) saw the introduction of constant speed DeHavilland propellers and armour plates behind the pilot's seat & headrest (which were retrofitted to earlier production aircraft) as well as engine driven undercarriage retraction. Other incremental changes were introduced such as a composite "plastic" seat, revised "raised rivet" radio access door, station keeping lights in the fuel tank plating, re-installation of the TR.1133 VHF radio and saw the elimination of the gauge for the top fuel tank, fuel pressure gauge, priming cock and front parachute flare tube. In mid-1940 some Mk.I were armed with 2 Hispano 20mm cannons and were designated the Spitfire Mk.Ib (at which time the 8 gun armed aircraft was re-designated the Mk.Ia). The cannons proved to be so unreliable that the Mk.Ib was withdrawn from service until improvements had been made in late 1940. Numerous engine, airframe and armament improvements were made to the Spitfire before production ceased in 1948, by which time over 22000 had been produced in 2-dozen variants with the most notable being the 1030hp Mk.I, 1470hp Mk.V, 1720hp Mk.IX, 2035hp Mk.XIV, the photo-reconnaissance Mk.XI and the navalised Seafire Mk.III.

Spitfire Mk.I colour schemes are surprisingly varied and complicated. Interior areas were primed with light grey before being painted aluminium, except for the cockpit between frames 8 & 11 which was painted in a colour described as "Supermarine green" and "apple green". Note that this is different from the paler, greyer, "Grey Green" (of which various colour mixes have additionally been noted) used on later production Spitfires built by other manufacturers. Major internal components supplied by sub-contractors could be delivered in various shades of grey-green or aluminium or even black.

The underside paint finish varied greatly throughout Mk.I production and service, initially being painted aluminium until late April 1939 when the port side was painted Night (black) and the starboard white (split along the centreline). Then from late February 1940, supposedly all "white" except for the port main plane (only) which was Night, although photographic evidence indicates that the undersides of the nose, rear fuselage and tailplane were usually painted with aluminium. From June 1940 the undersides were supposed to be painted "Sky Type S...duck egg bluish green" but sky grey and sky blue also appear to have been used and then from November 1940 the port main plane (only) was again finished in Night. Aircraft were re-painted in various interpretations of these specifications in the field as time and supplies of paint (including local mixes) allowed, which ensured that a wide variety of finishes were possible.

Contemporary photos confirm different shades of Dark Earth and Dark Green (even on the same airframe) which were applied with a hard demarcation line on the Spitfire Mk.I. Camouflage was applied in 2 designs, the A and B schemes which were mirrors of each other. Spitfire 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. Additionally, extensive weathering and re-painting also helped ensure that a wide variety of tonal differences could be seen. The fabric covered rudder, elevator and ailerons were undercoated in red-brown dope before being painted and frequently appear paler than the adjacent camouflaged metal parts. Therefore, unfortunately, there is no "one true" Dark Earth, Dark Green, Sky Type S or interior grey-green paint colour suitable for all Spitfire Mk.I models so, while we have tried our best with our paint suggestions, there is no doubt many will disagree with us. Which is OK.

Richard Alexander 2023

Wingspan:		Length:		Max Weight:		Max Speed:			
36ft 10in (11.23m)		29ft 11in (9.12m)		6155 lb (2792kg)		350mph (563kph)			
No Manufactured:		Production:		Engine:		Ceiling:		Armament:	
(Mk.I) 1556 (total all marks including Seafires) 22685		(Mk.I) July 1936 to January 1942		(Early) 1030hp Rolls-Royce Merlin II & III		33000ft (10060m)		8x .303" (7.7mm) Browning machine guns	

#### References:

Supermarine factory engineering drawings – Pilot's Notes Spitfire I Aeroplane Merlin II or III Engine, Air Publication 1565A 1940, "Spitfire I & II" Aircraft Schedule of Spare Parts, Air Publication 1565A-B v3 1939 – Supermarine Spitfire Mk I in RAF Service, 1936 to the Battle of Britain, Wingleader Photo Archive #1 2020 – 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 – Colin Owers – Dilip Sarkar MBE, FRHisS – [bbm.org.uk](http://bbm.org.uk) – [www.nationalarchives.gov.uk](http://www.nationalarchives.gov.uk) – [www.airhistory.org.uk](http://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](http://ww2images.com) – Air Force Museum of New Zealand – The Biggin Hill Trust – Dilip Sarkar Archive  
 Vickers-Supermarine/Valiant Wings Publishing – Daily Herald Archive/Science & Society Picture Library – Chris Goss – Private Collectors (various).



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**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.

Construction Step	Decal	Paint Colour	Attention	Optional Display
Part Number	Remove	Drill	Choose	Glue for metal
Options	Do Not Cement	Fill	Optional Detail	Other Side

Colour*	Tamiya	Humbrol	FS/BS**
<b>a</b> Supermarine interior green – semi gloss	XF71(x2) + X28(x1)	120	FS34272
<b>b</b> Interior grey-green – semi gloss	XF71	240	FS34424
<b>c</b> Brass – metallic	X31	54	–
<b>d</b> Night – matt	XF85	67(x1)+33(x1)	FS37070/BS642
<b>e</b> Aluminium paint - metallic	XF16	27001	–
<b>f</b> Gun metal/exhaust black – semi gloss	X10	27004	–
<b>g</b> Rubber – matt	XF69	66	–
<b>h</b> Beige linen – matt	XF57	121	FS30475
<b>i</b> Dark Earth (dark) – matt	XF52(x1)+XF90(x1)	29	FS30118/BS450
<b>j</b> Dark Earth (pale) – matt	XF49(x1)+XF92(x1)	26	–
<b>k</b> Dark Green (dark) – matt	XF81	116	FS34079/BS241
<b>l</b> Dark Green (pale) – matt	XF89	117	FS34159
<b>m</b> White – matt	XF2	34	–
<b>n</b> Sky duck egg blue local mix – matt	XF2(x10)+XF18(x1)	130(x10)+96(x1)	FS35550
<b>o</b> Sky Type S duck egg blueish green – matt	XF21	90	FS34533
<b>p</b> Red – gloss	X7	19	FS11400
<b>q</b> Yellow – matt	XF3(x10) + X6(x1)	24	FS33538
<b>r</b> Dark red brown – semi gloss	XF79	70	–
<b>s</b> Frosted opaque lens – semi gloss	XF16(x1)+XF2(x1)	11(x1)+34(x1)	–
<b>u</b> Chrome – metallic	X11	27002	–
<b>v</b> Black – matt	XF1	33	–
<b>w</b> Light grey – matt	XF25	87	FS35237
<b>x</b> Clear orange – gloss	X26	1322	–
<b>y</b> Dark Green – gloss	X5	3	–

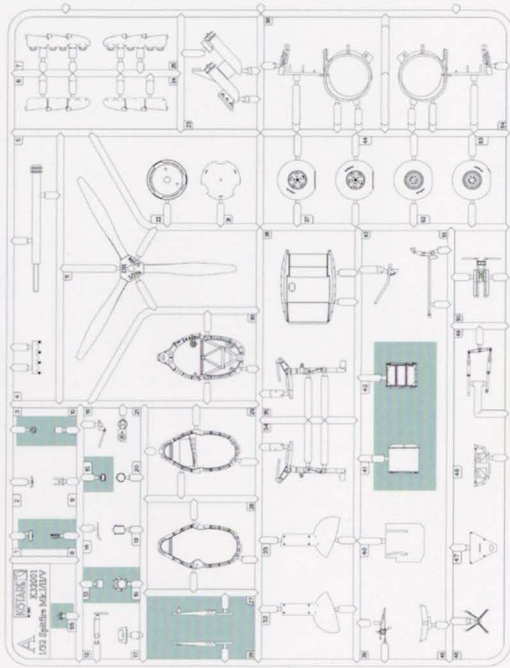
\* Colours matched to the best of our ability.

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

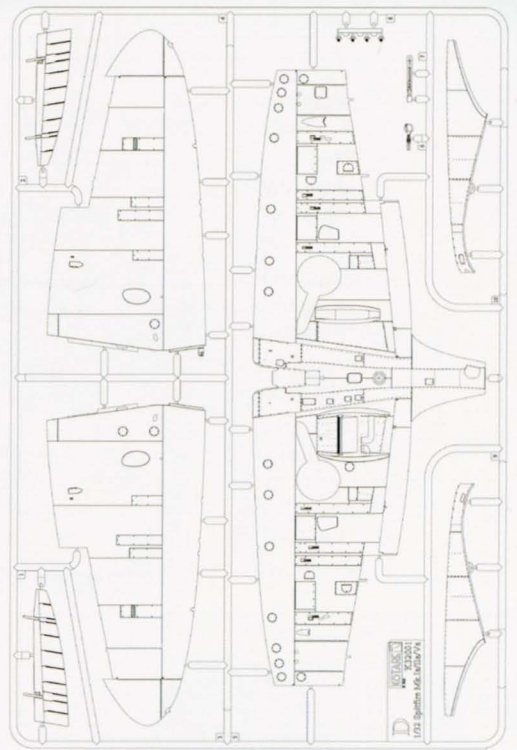
Note: Apply clear varnish to achieve the desired gloss, semi-gloss and matt finish.



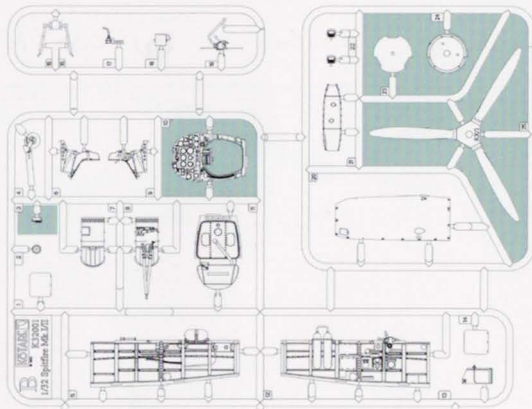
A parts



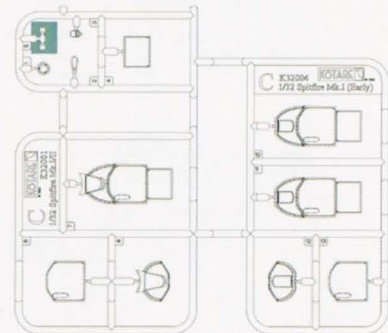
D parts




B parts

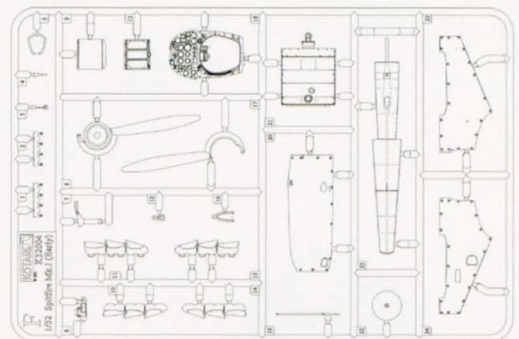


C parts

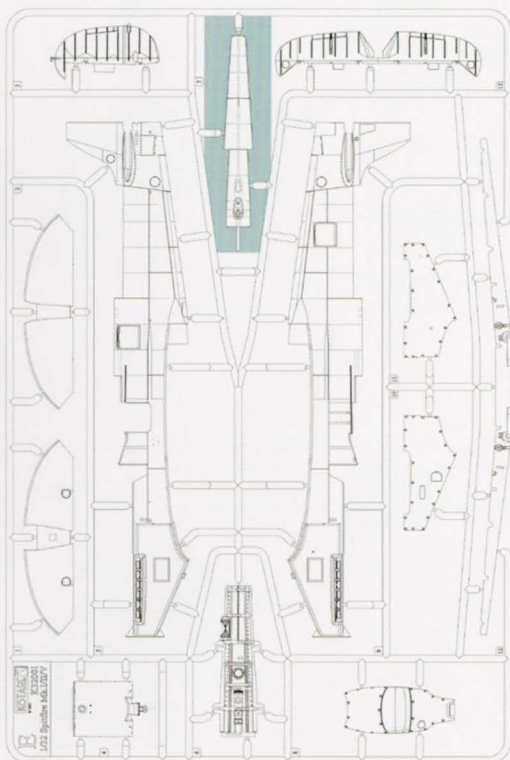


 = Not used

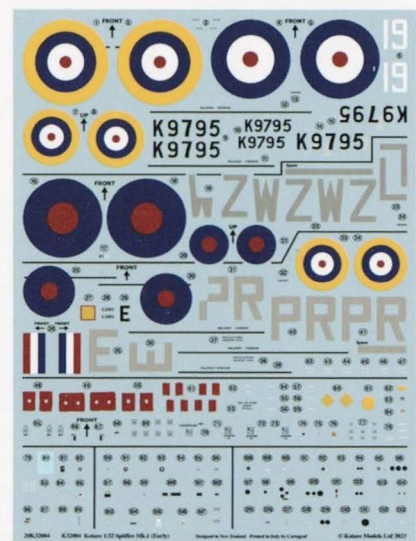
F parts



E parts



Decals

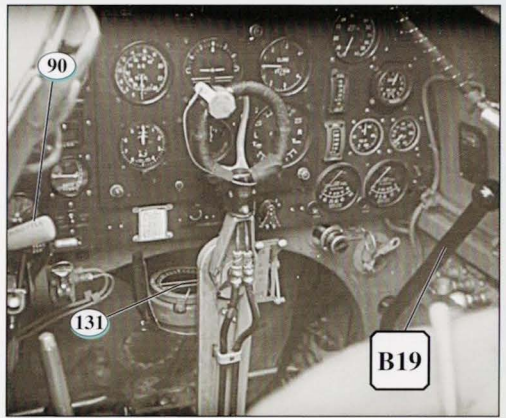
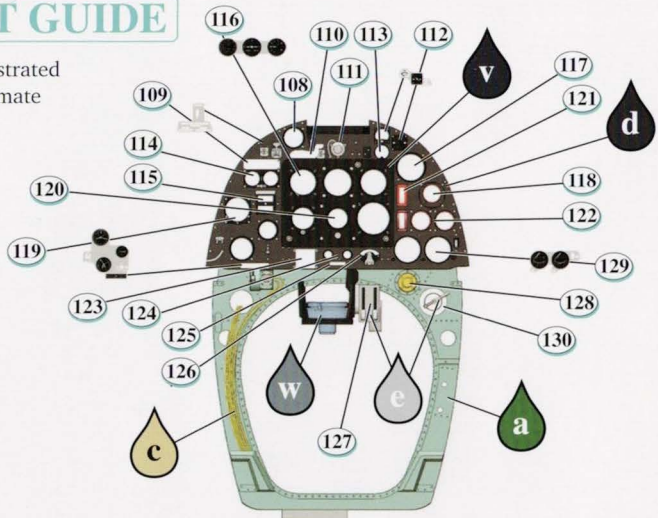




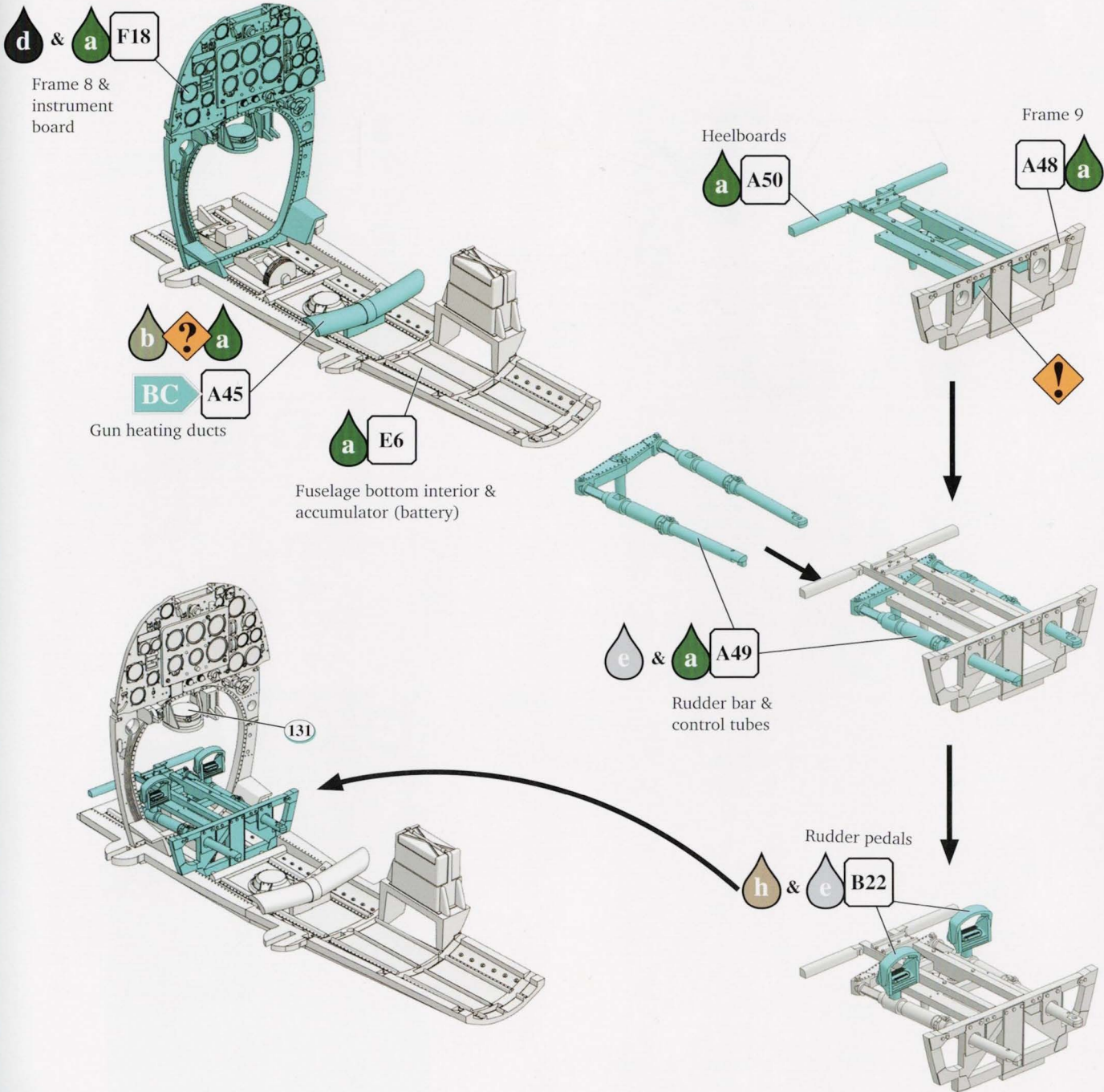
# 1 COCKPIT

## PAINT GUIDE

Colours illustrated are approximate only.

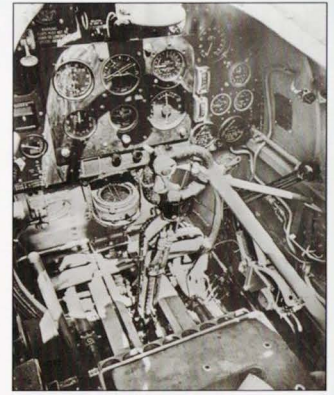
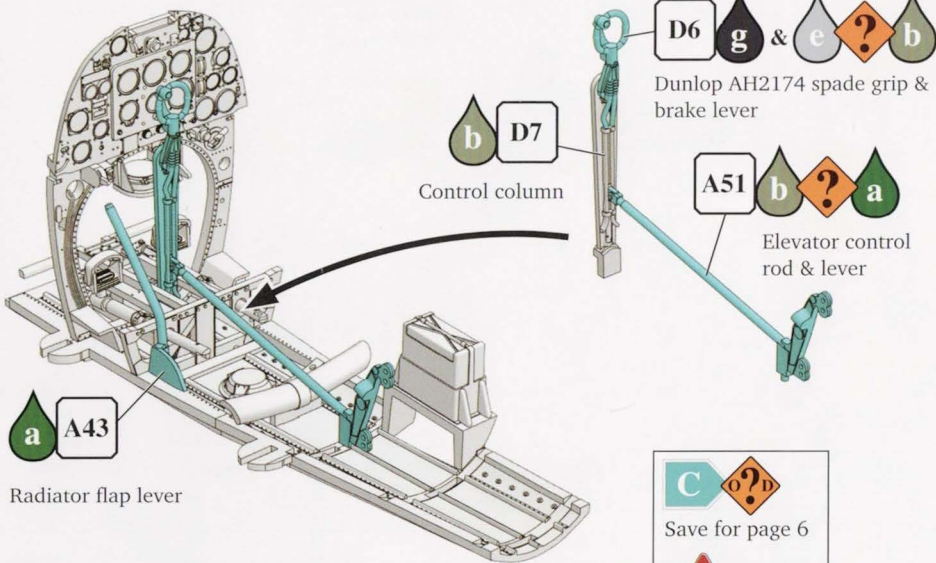


Instrument panel detail from an unidentified early production 609 Squadron K9### or L10## serial number Spitfire Mk.I. Note the spare filaments B17 for the reflector sight, undercarriage hand pump B19 and Type P8 compass 131.

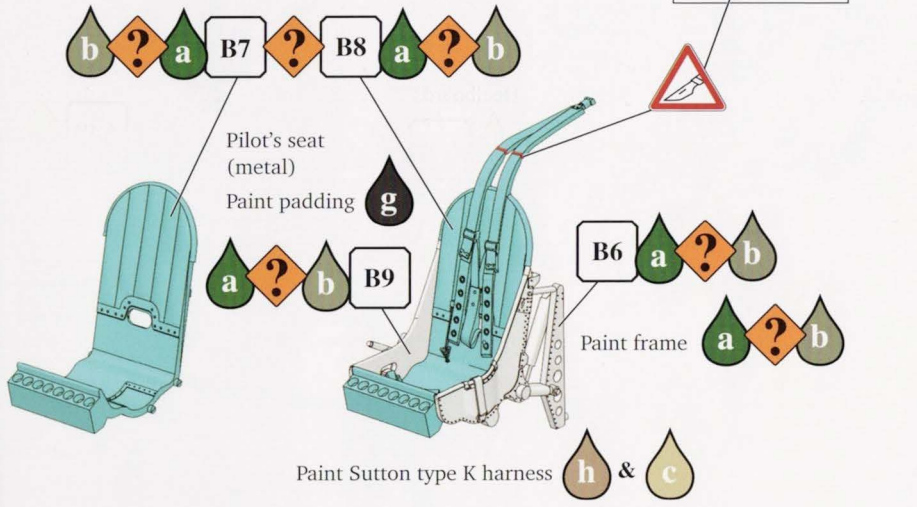




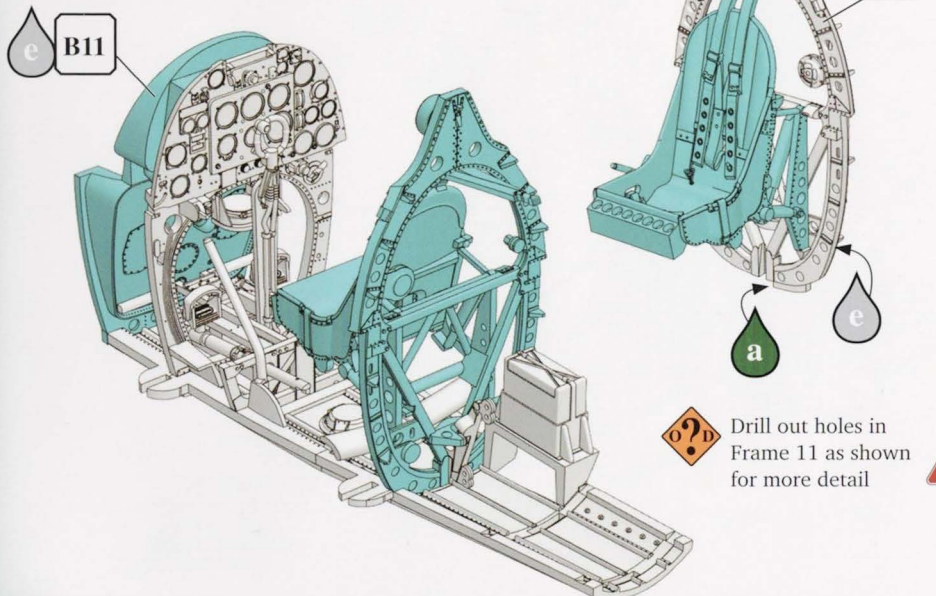
## 2 COCKPIT CONTINUED



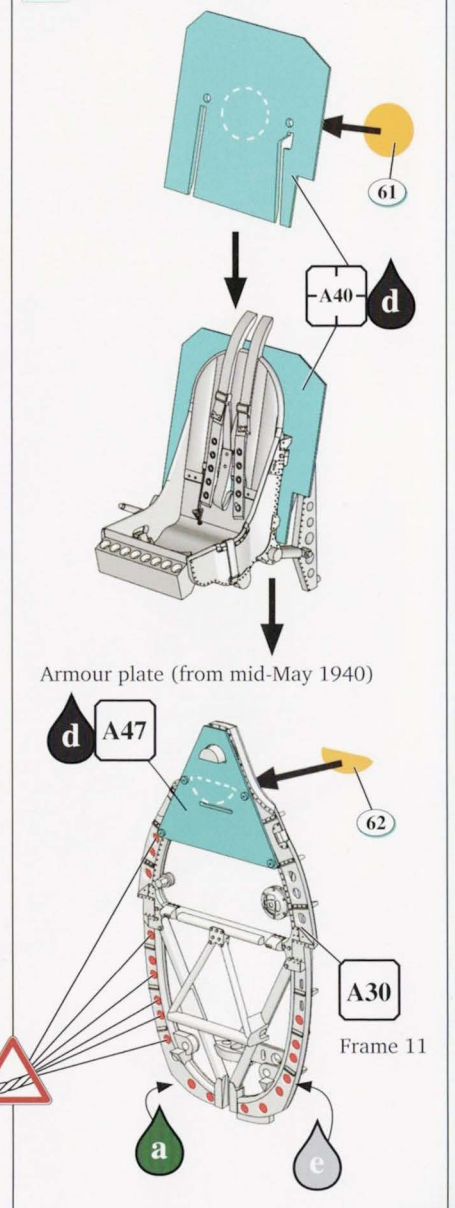
Cockpit detail from an unidentified early production K9### or L10## serial number Spitfire Mk.I. Note the undercarriage hand pump **B19**, the signalling switch box **B17**, Type P8 compass (**13**), pale oxygen lines on the starboard sidewall, 37 gallon bottom fuel tank, control column gust locks, and the dinghy placed in the base of the metal seat and its integral flare rack. Also note that some items are missing, such as the oxygen gauge in the instrument board, chain guard on the control column, and the starboard heel kick plate.



48gal upper & 37gal lower fuel tanks

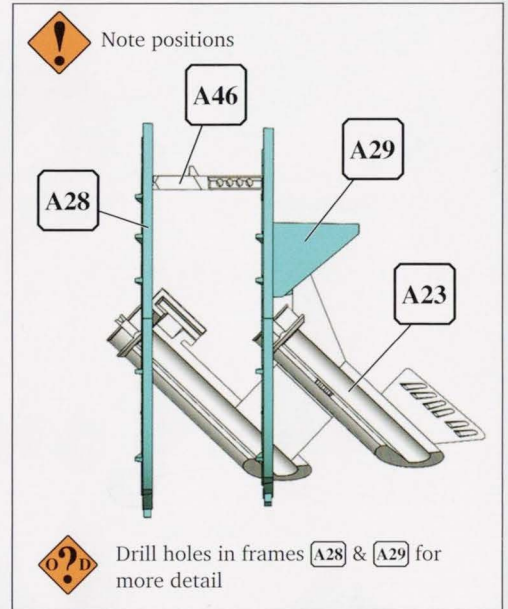
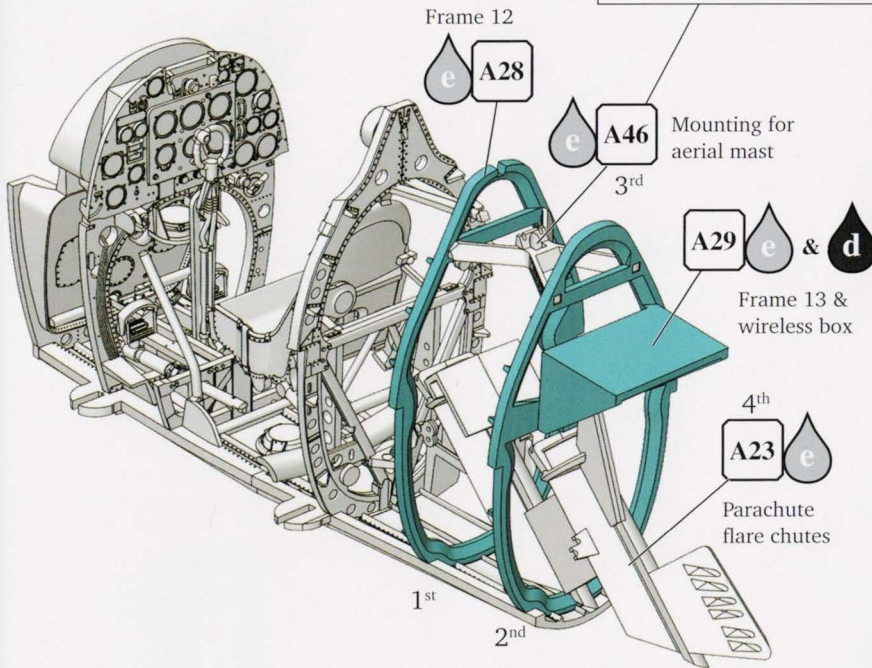
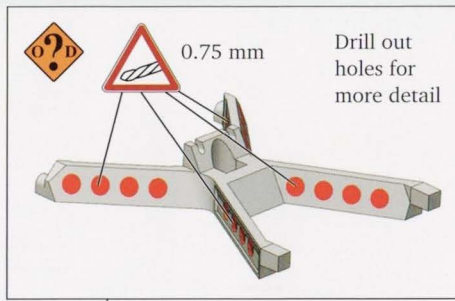


**C** Armour plate (from mid-May 1940)



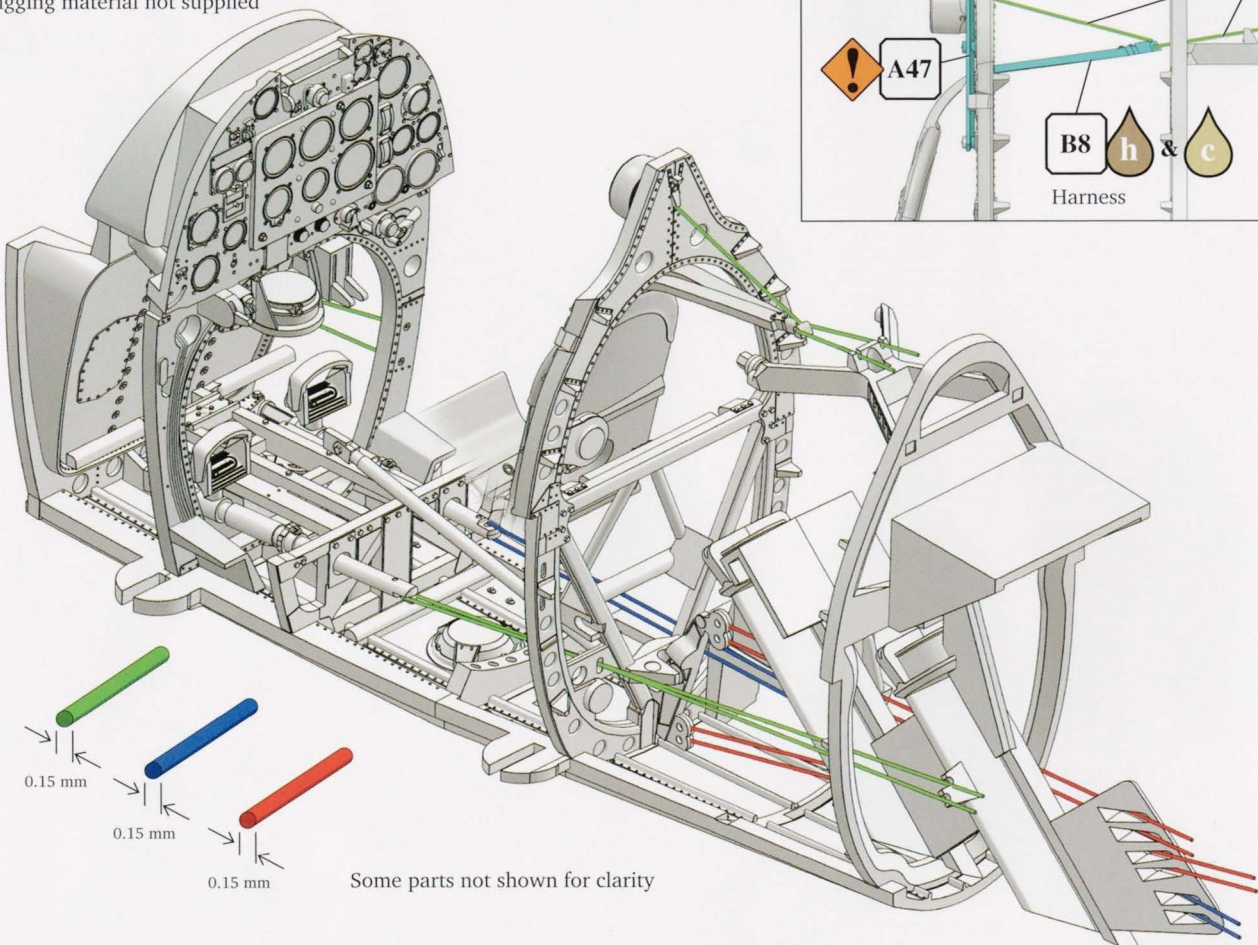
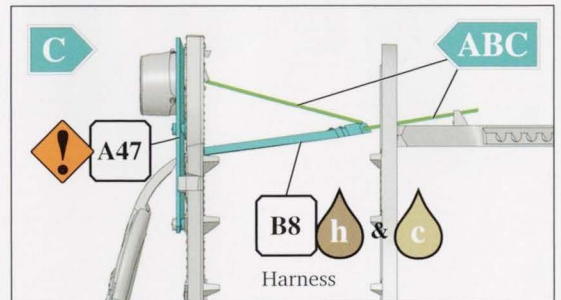


### 3 COCKPIT CONTINUED



### RIGGING GUIDE

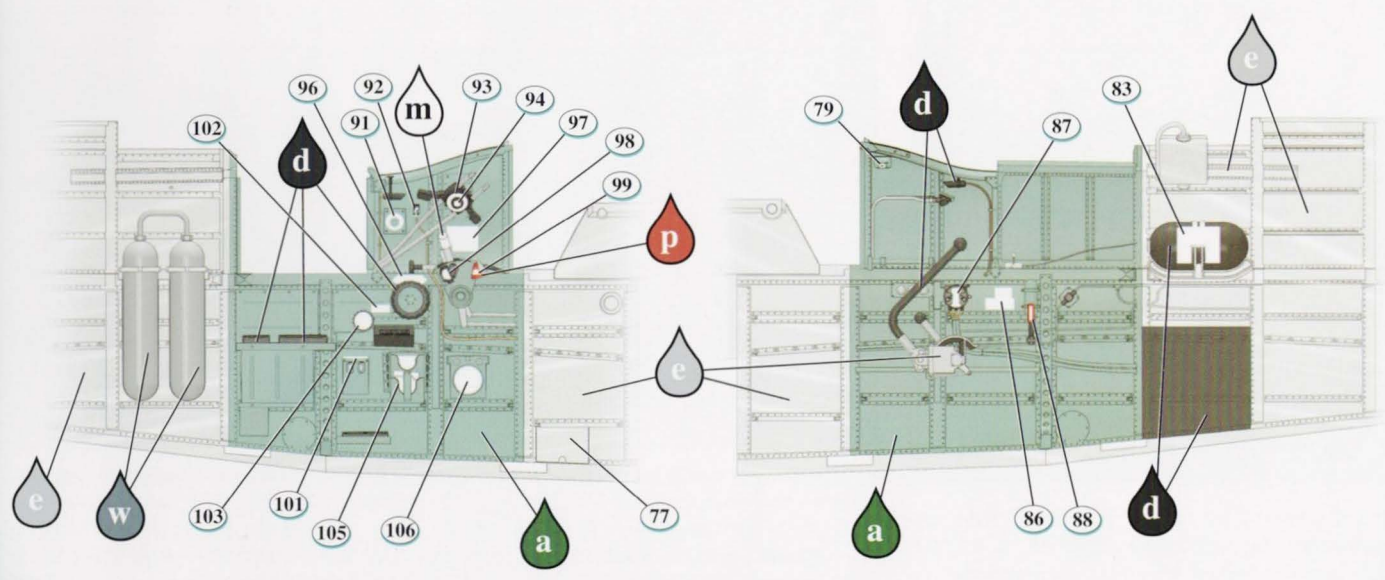
Rigging material not supplied





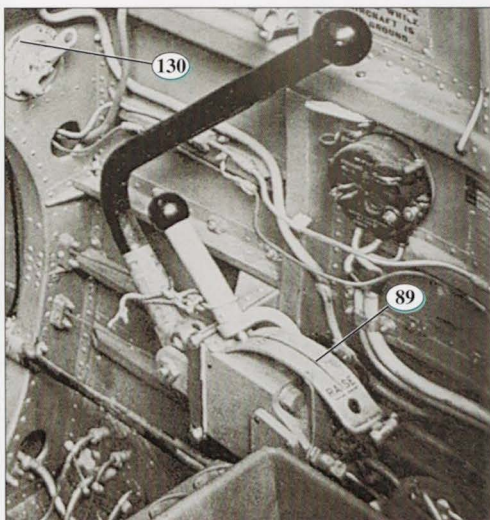
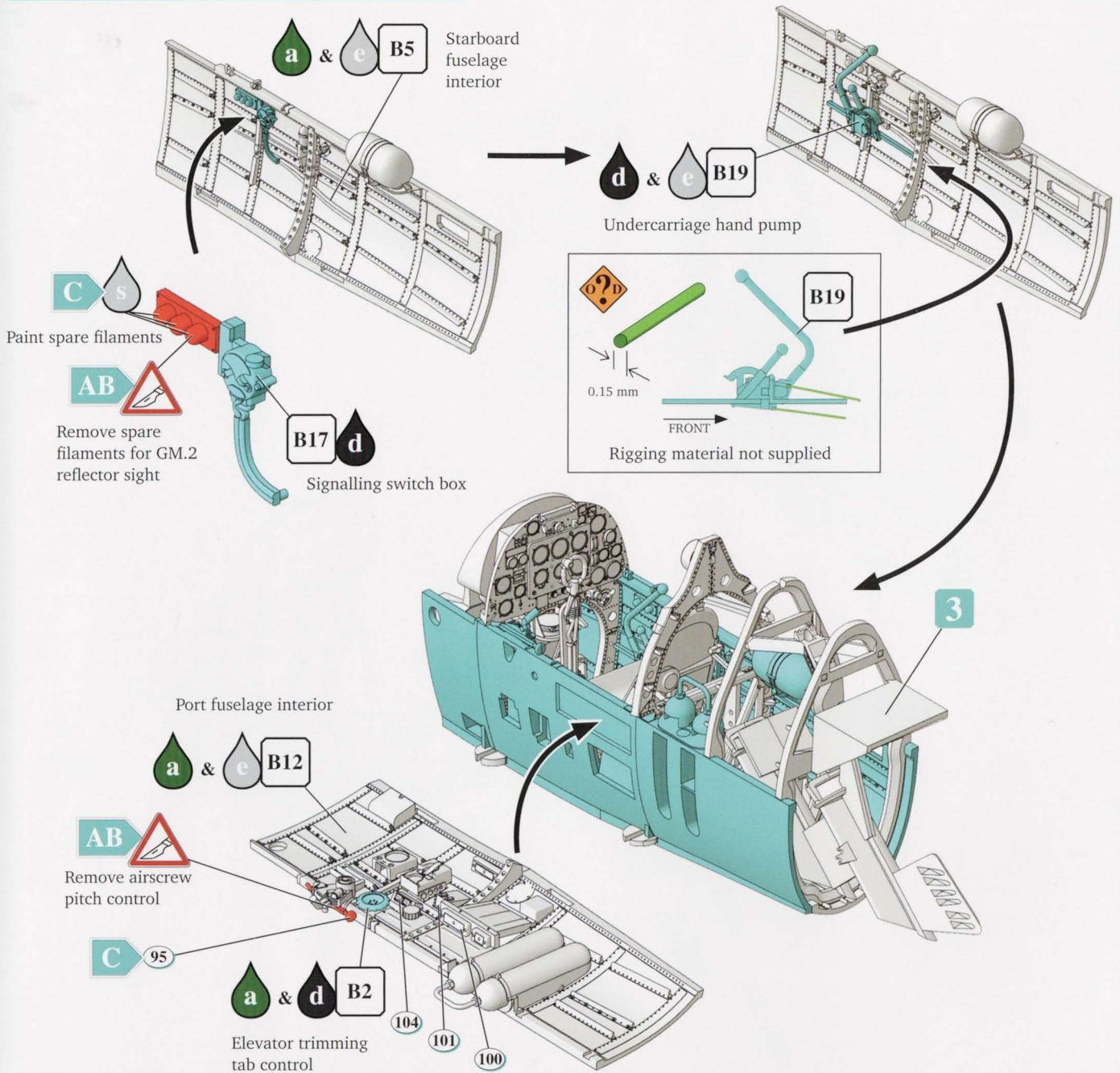
# PAINT GUIDE

Colours illustrated are approximate only.

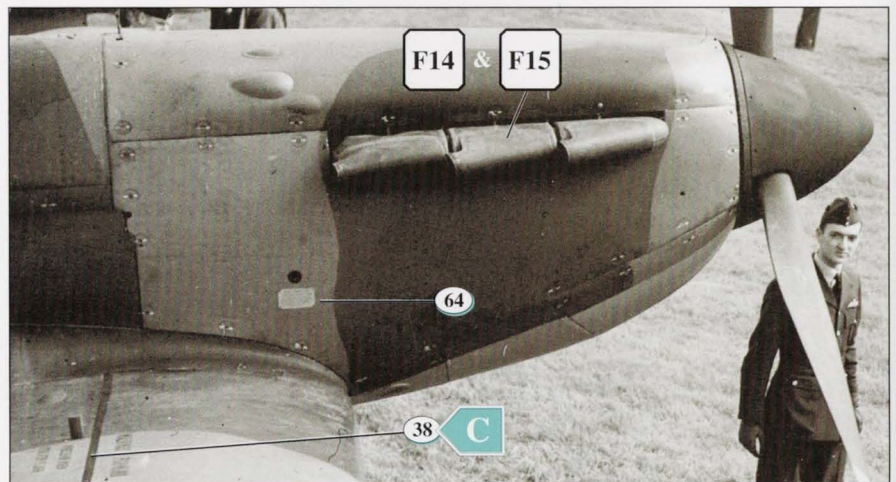




## 4 COCKPIT COMPLETED



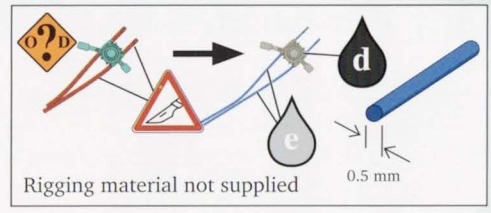
Undercarriage hand pump **B19** detail from an unidentified early production K9### or L10## serial number Spitfire Mk.I awaiting completion at the factory.



Full length early production starboard and top cowlings from an early production 611 Squadron L10## serial number Spitfire Mk.I photographed in May 1939, almost certainly GZ-M (later FY-M). Note that the fuselage, fuel tank and wing are finished in the B camouflage scheme but the cowlings are in the A scheme, and even they don't match each other well. Also note the weld lines and construction of the earlier style of triple ejector nozzle outlet exhaust manifolds, the camouflage demarcation line on the oil tank and fairings, and the poor fit of the cowlings.



# 5 FUSELAGE INTERIOR



**A** 0.5 mm Drill hole for anti-spin parachute guard

**B14** Flush riveted wireless door

**A39** **d** & **e** TR.9D wireless remote controller

**i** ? Remove for closed door display option

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

**A** 0.5 mm

**A5** Prop shaft

**B1** Flush riveted accumulator door

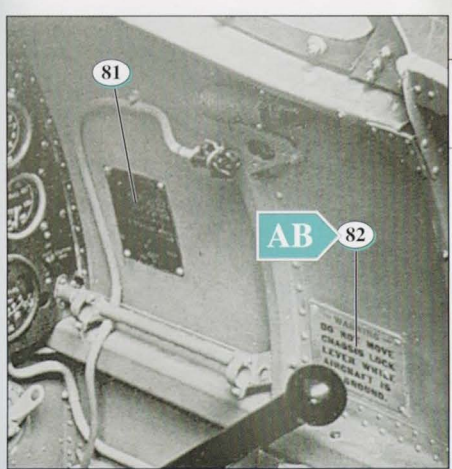
Starboard fuselage half. Paint inside **a** & **e**

**AB** **F25** Engine cowling starboard

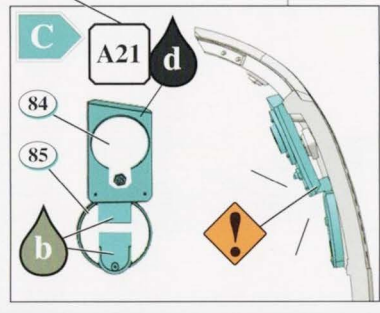
**C** **E11** Engine cowling starboard (trimmed)

**e** **B18** Hydraulic reservoir for undercarriage hand pump **!** Don't forget

**B13** **a**



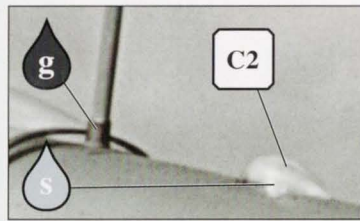
Starboard cockpit **B13** detail showing the pale oxygen lines and information placards **81** & **82**.



Wireless remote contactor (IFF "Pip Squeak") **84** (installed by January 1940) and Height & Airspeed computer **85** (installed by May 1940)

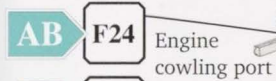


## 6 FUSELAGE EXTERIOR

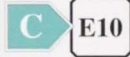


Fuel tank plating (retrofitted from December 1939)

48 gal fuel tank & fairings



Engine cowling port



Engine cowling port (trimmed)



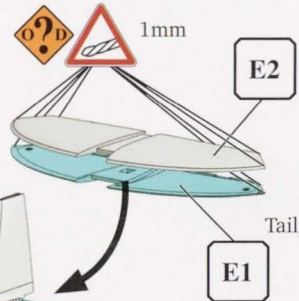
Fuselage spine

Paint inside

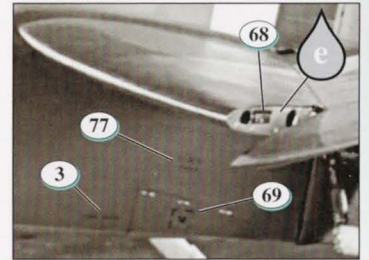
Don't forget

Upward facing signal lamp

Drill holes for more detail

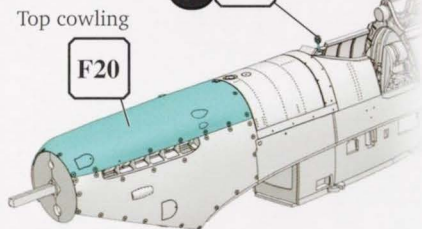


Tailplanes

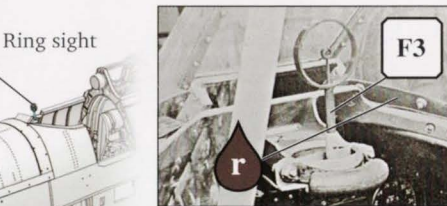


Tailplane detail from late production Spitfire Mk.Ia R6692. Note the lightening holes, data plaque detail on the outer rib of the tailplane and the stencil details on the fuselage.

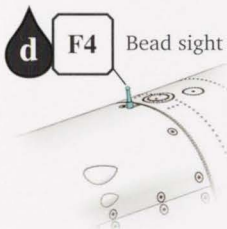
AB



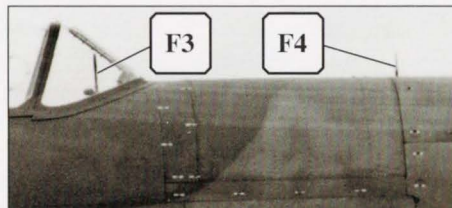
Top cowling



Ring sight [F3] detail. Note the rubber padding and rectangular opening for the sliding tinted "smoked glass" sunshield.



Bead sight

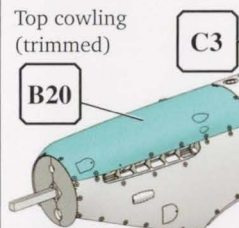


Exposed 47 gallon fuel tank and fairing detail from early production Spitfire Mk.I K9912. Note the ill-fitting full length (uncut) cowling panels.

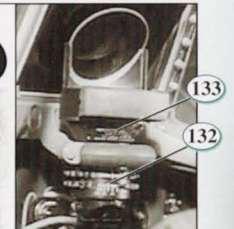
C

GM.2 reflector gun sight

Paint base



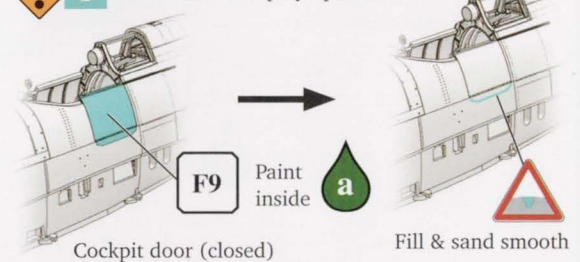
Top cowling (trimmed)



GM.2 reflector gun sight (retrofitted from August 1939 onwards)

?

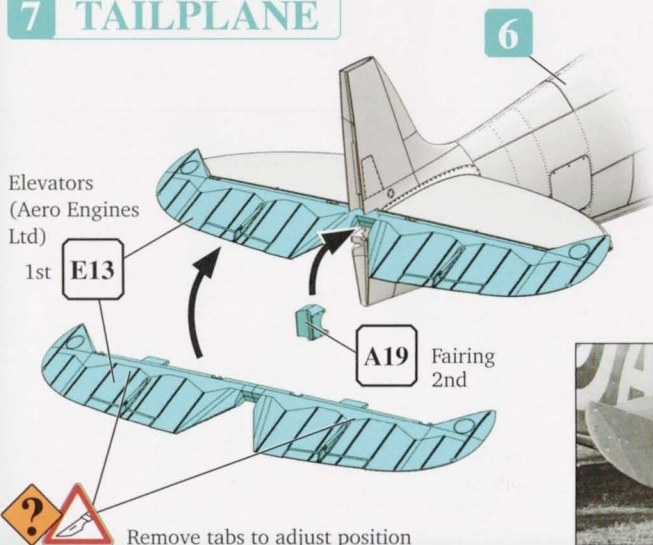
Door closed display option



Cockpit door (closed)

Fill & sand smooth

## 7 TAILPLANE



Elevators (Aero Engines Ltd)

1st

Fairing 2nd

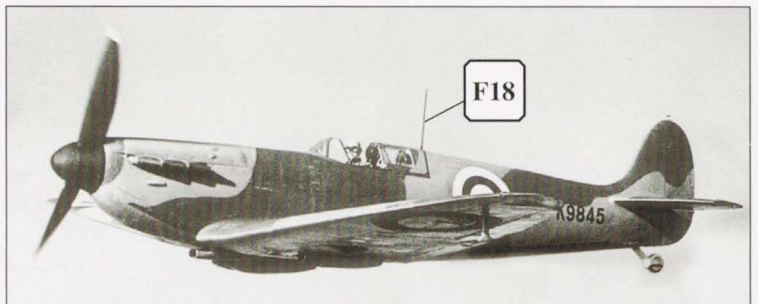
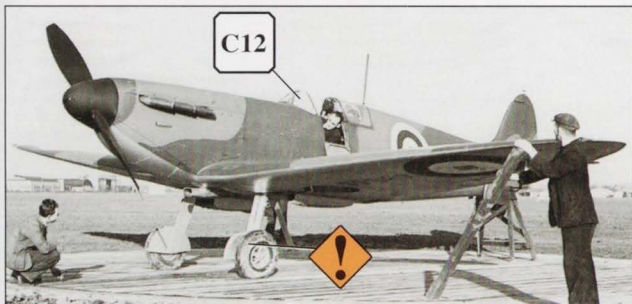
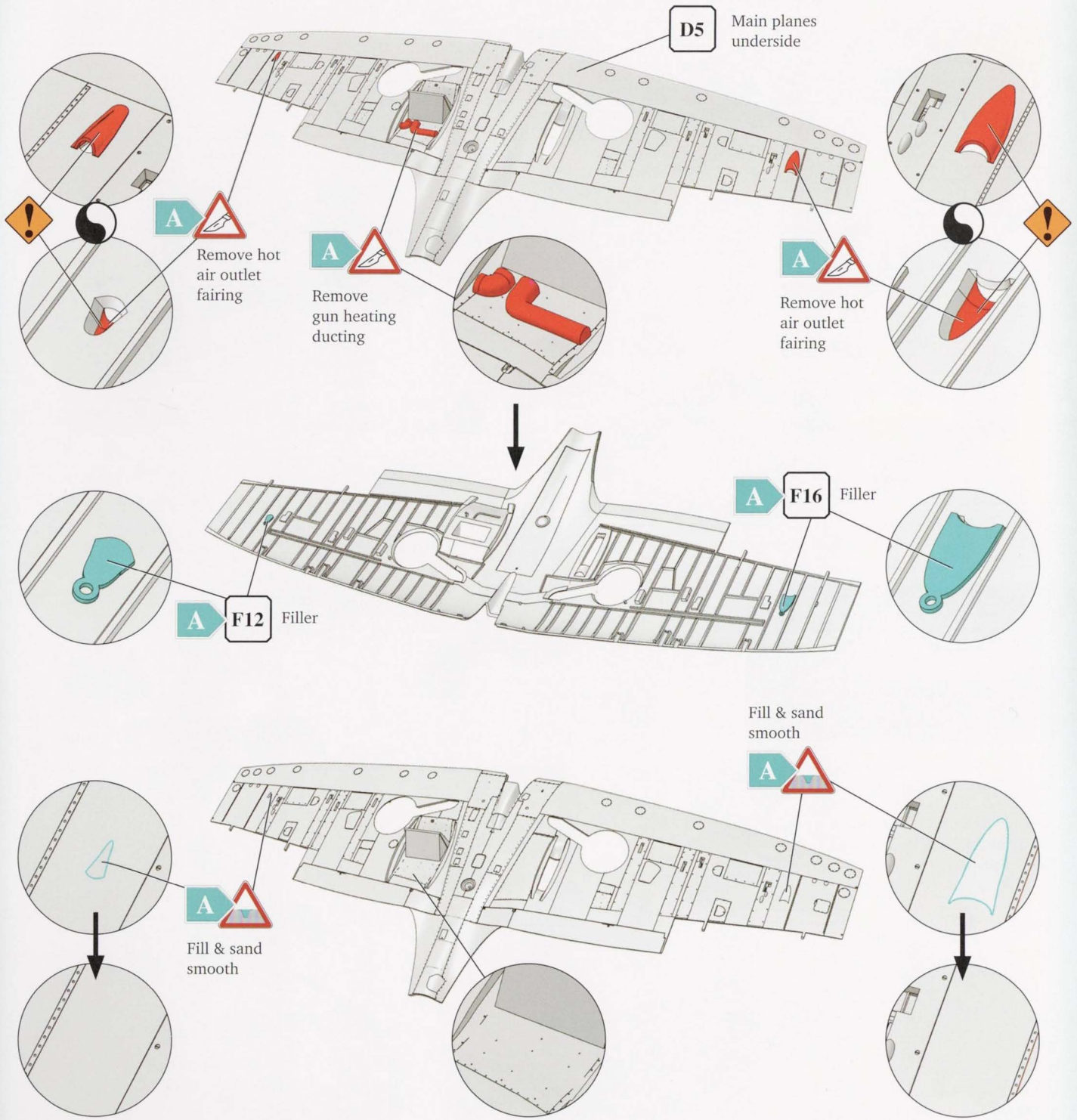


Port elevator detail from late production 616 Squadron Spitfire Mk.Ia X4172 or X4175 photographed on 26 September 1940. Note the hinge cutouts, subtle rib-stitching and lack of scalloping on the tightly doped fabric covered surface. Also note the lack of pre (and post) shading effects either side of the ribs.



# 8 MAIN PLANES INTERIOR

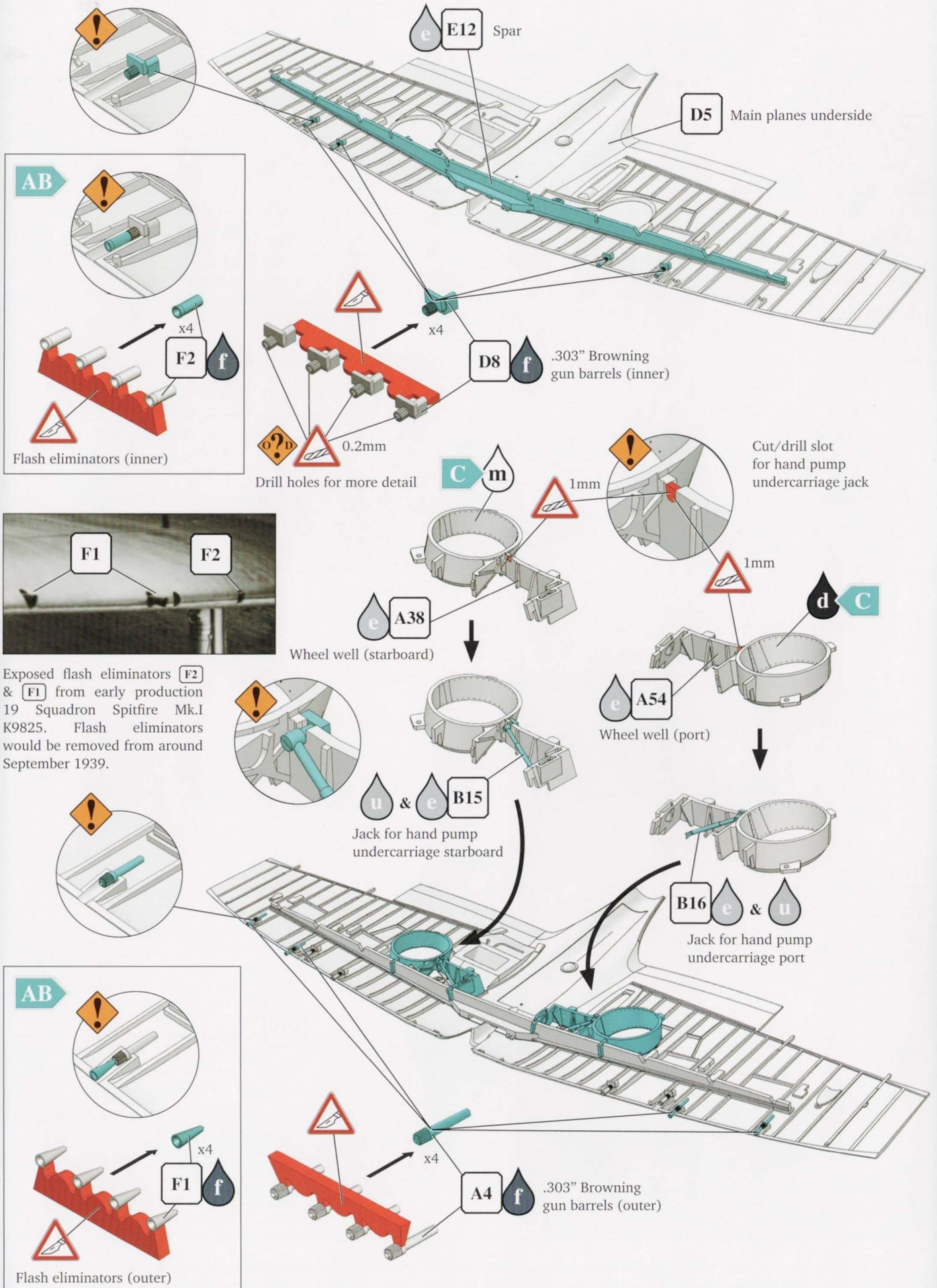
Preparation only for **A**



Early production Spitfire Mk.I K9845 photographed shortly after completion in January 1939, initially while having its compass swung and then again in flight. The in-flight photo became the subject of a contemporary postcard. Note the Airscrew Company "Watts" propeller, early style exhaust manifolds, freshly dried mud on the wheels, and how the appearance of the aluminium painted undersides can vary considerably due to its reflective quality.

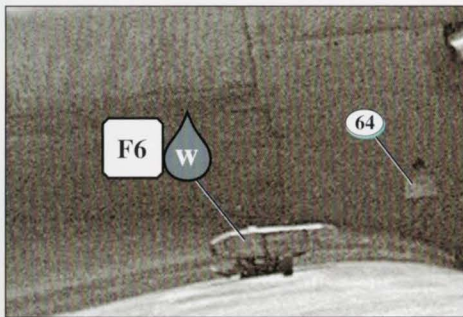
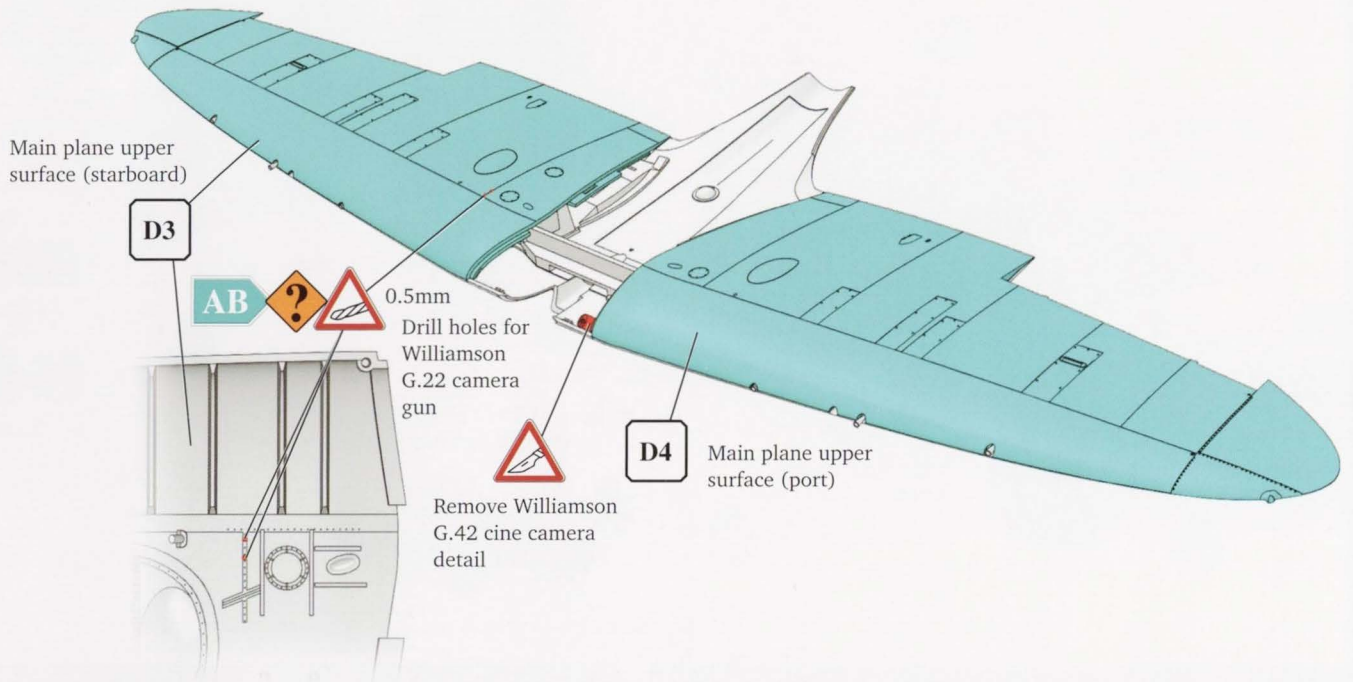


# 9 MAIN PLANES INTERIOR

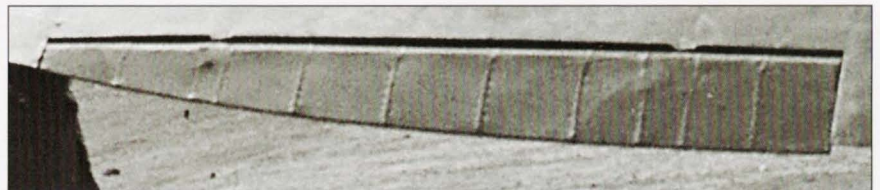




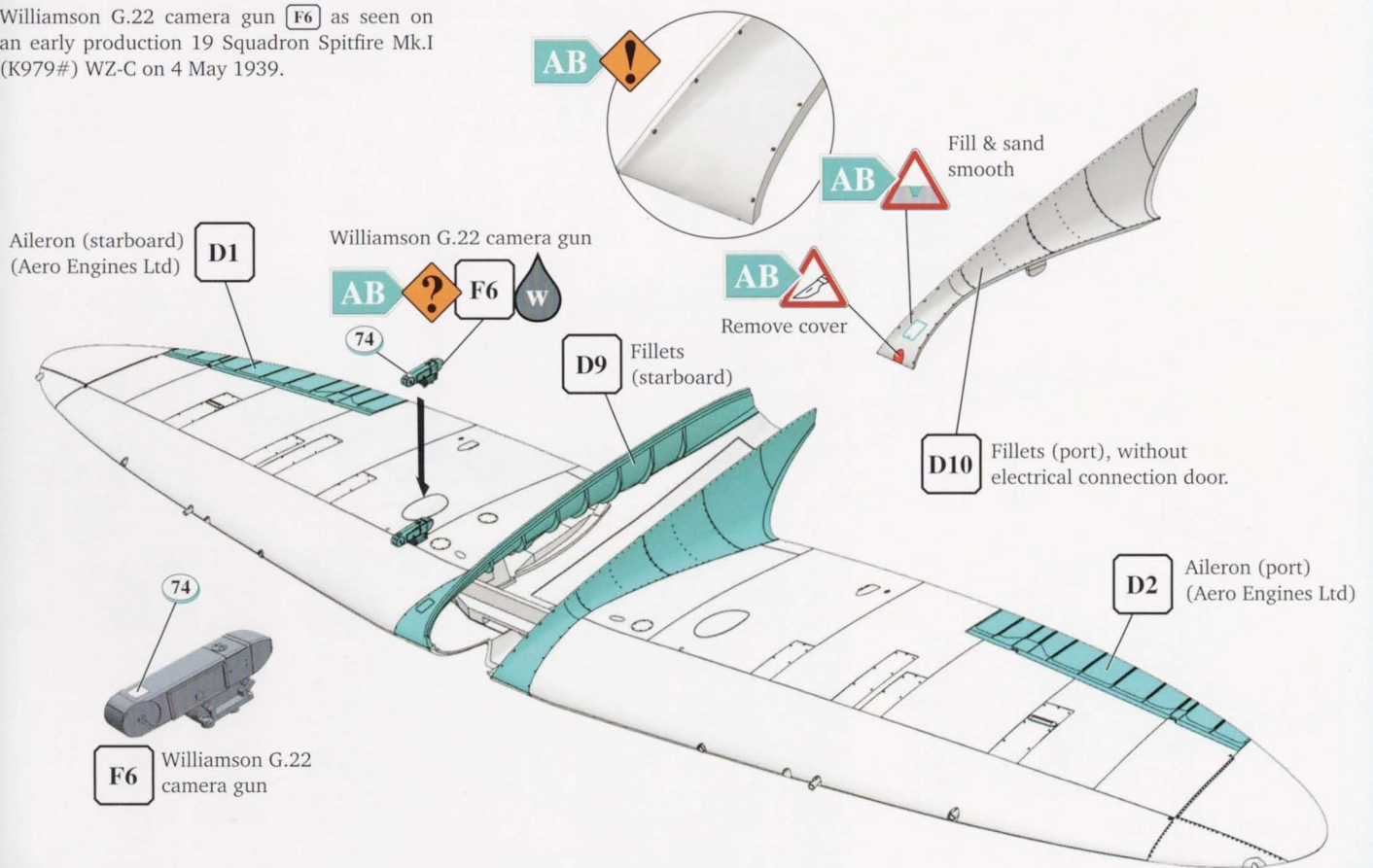
# 10 MAIN PLANES EXTERIOR



Williamson G.22 camera gun **F6** as seen on an early production 19 Squadron Spitfire Mk.I (K979#) WZ-C on 4 May 1939.

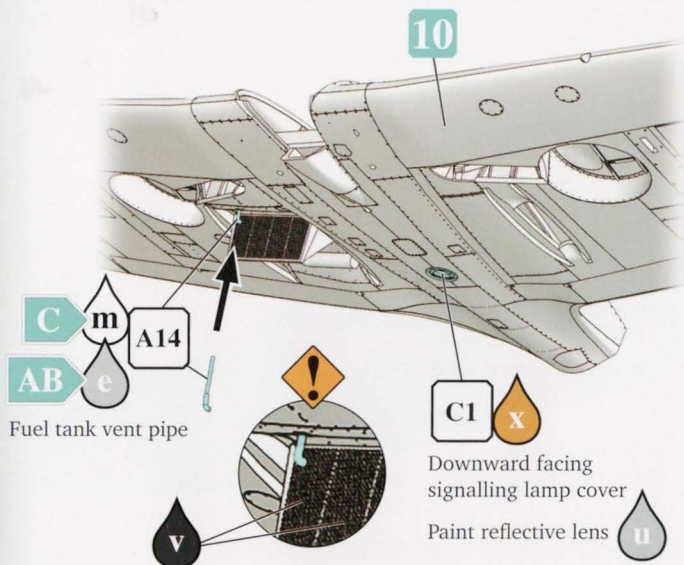


Aero Engines Ltd made port aileron from early-production Spitfire Mk.I (almost certainly K9910) showing the fabric stitching detail.



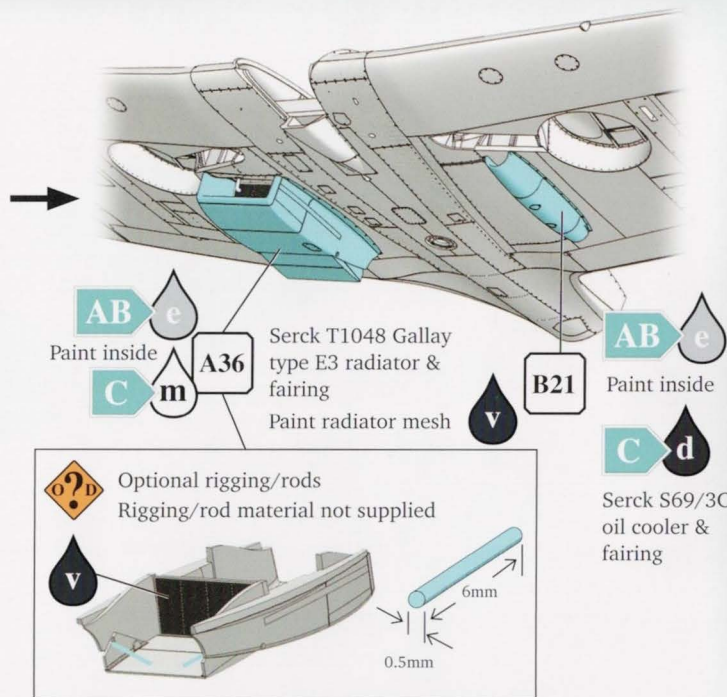


## 11 RADIATOR & OIL COOLER

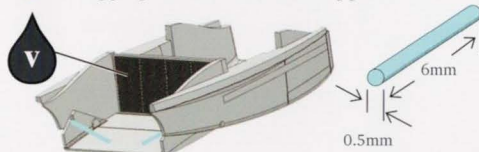


Fuel tank vent pipe

Downward facing signalling lamp cover  
Paint reflective lens

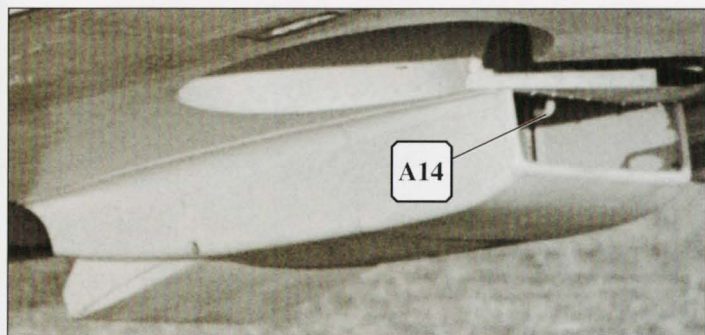


Optional rigging/rods  
Rigging/rod material not supplied



Serck T1048 Gallyay type E3 radiator & fairing  
Paint radiator mesh

Serck S69/3C oil cooler & fairing

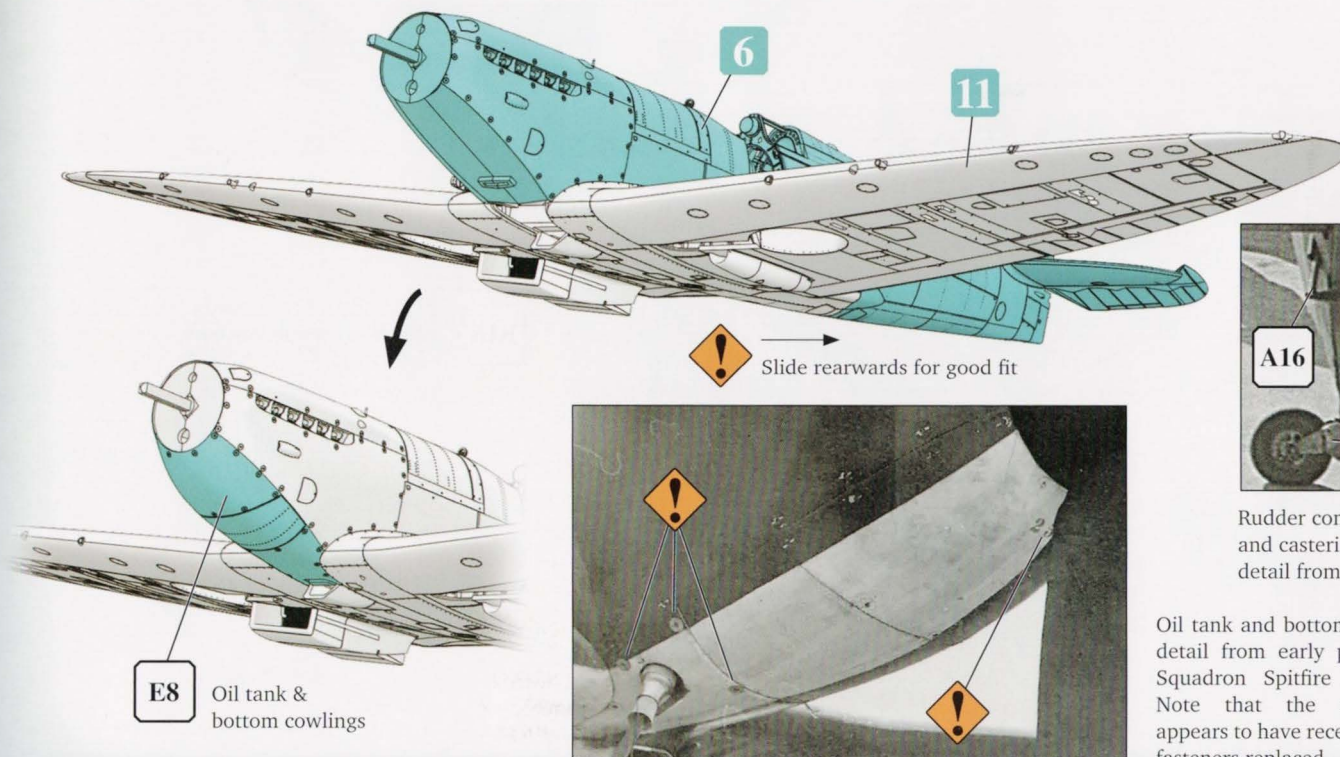


Radiator fairing detail from late production 19 Squadron Spitfire Mk.Ia X4179. Note the radiator flap detail and fuel tank vent pipe **A14**. The dark edges around the empty shell & link chutes are a feature of late production X4### serial numbered Mk.Ia.



Undercarriage detail from late-production Spitfire Mk.Ia R6692. Note the carb air intake and uneven strut compression.

## 12 MAIN PLANES & FUSELAGE ASSEMBLY



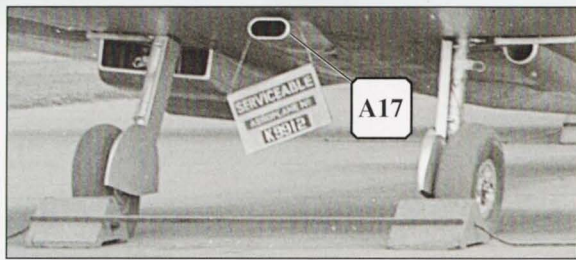
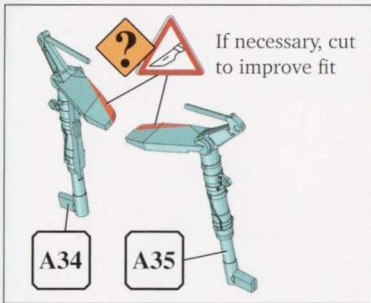
Oil tank & bottom cowlings

Rudder control lever **A16** and castoring tailwheel detail from K9910.

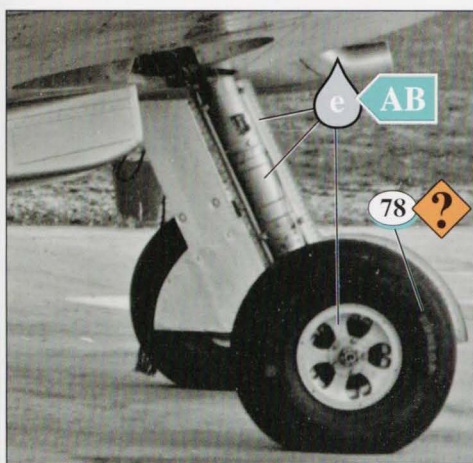
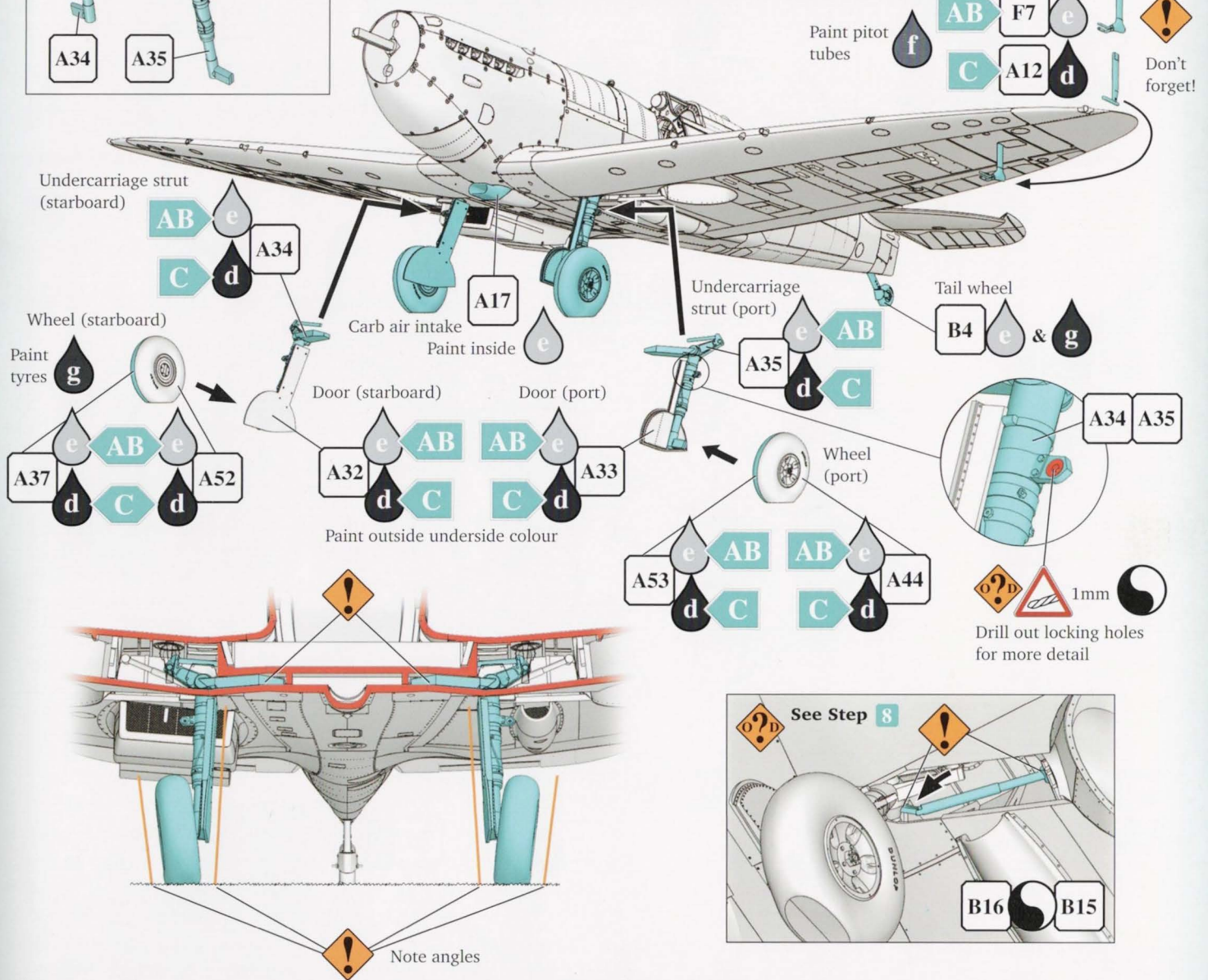
Oil tank and bottom cowlings **E8** detail from early production 19 Squadron Spitfire Mk.I K9825. Note that the rear cowlings appear to have recently had some fasteners replaced.



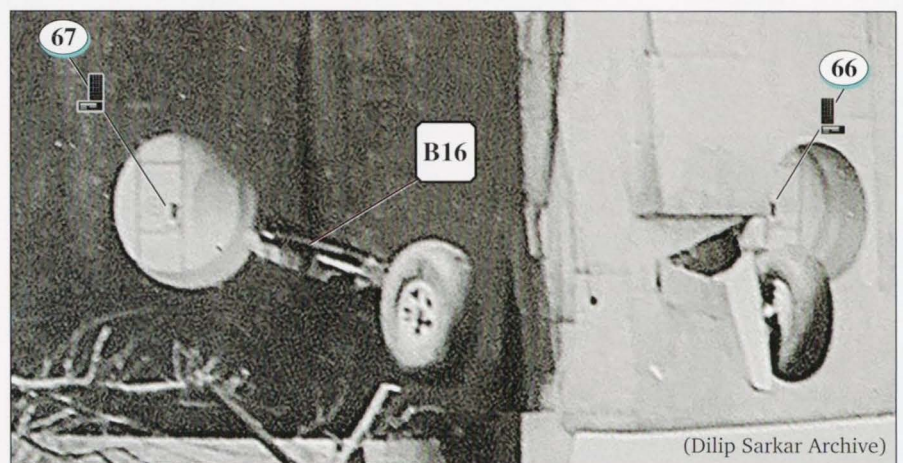
# 13 UNDERCARRIAGE



Undercarriage detail from 65 Squadron early production Spitfire Mk.I K9912 FZ-O photographed on 8 June 1939.



Aluminium painted wheel well, undercarriage and underside detail from early production Spitfire Mk.Ia K9912 photographed on 25 March 1939. Note the small Dunlop tyre marking .

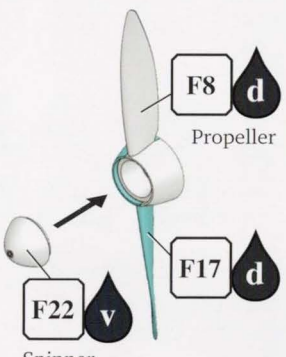


Undercarriage detail from the early production Spitfire Mk.I seen on page 25 confirming how the wheel wells remained painted aluminium when the undersides were repainted Night and white after April 1939. Note the undercarriage jack B16 faintly visible in the port undercarriage bay.



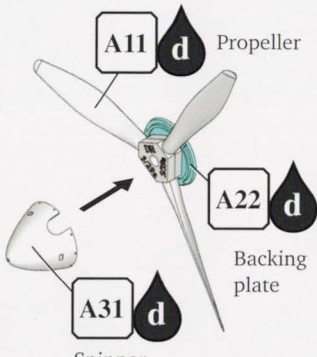
# 14 DETAILS

**AB** Airscrew Company "Watts" wooden propeller



F8 d Propeller  
F17 d Spinner  
F22 v Spinner

**C** DeHavilland DH5/39 spinner & propeller

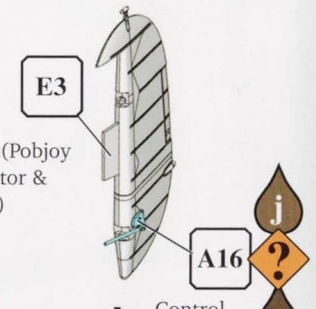


A11 d Propeller  
A22 d Backing plate  
A31 d Spinner



Pobjoy Aeromotor & Aircraft built rudder from early production Spitfire Mk.I K9912 as seen on page 24. Note the stenciling 69 & 70, the rear light fairing and the lightening holes in the outer rib of the tailplane.

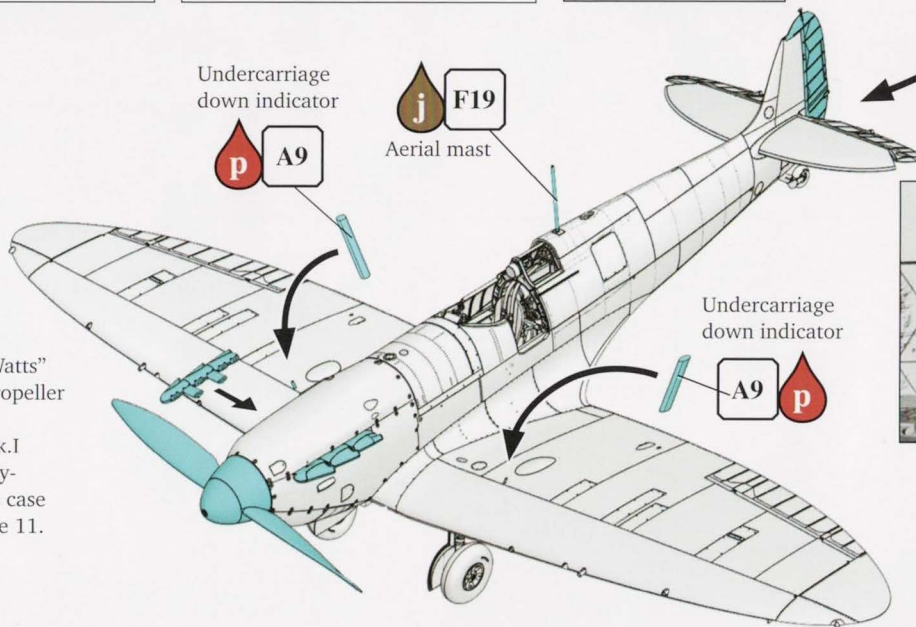
**E3** Rudder (Pobjoy Aeromotor & Aircraft)



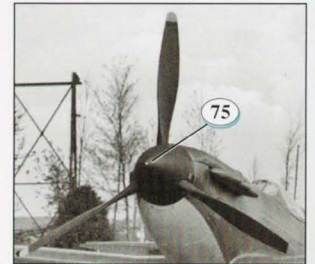
A16 ?  
Control horn i



Airscrew Company "Watts" fixed-pitch wooden propeller as fitted to very early production Spitfire Mk.I completed before early-February 1939, in this case K9845 as seen on page 11.



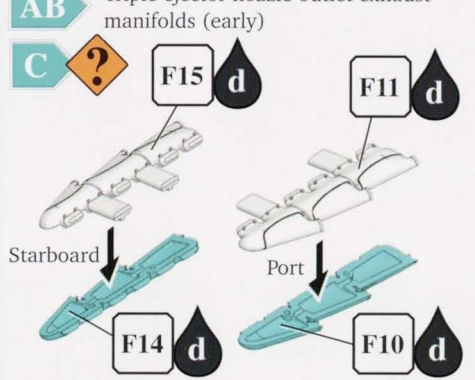
Undercarriage down indicator A9 p  
Aerial mast F19 j  
Undercarriage down indicator A9 p  
Control horn i



DeHavilland DH5/39 dual-pitch propeller from 65 Squadron early production Spitfire Mk.I K9912. In a mammoth effort these dual-pitch propellers were converted to constant-speed between 25 June and 2 August 1940.

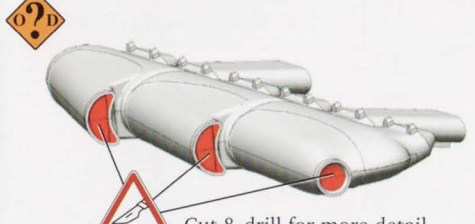
**AB** Triple ejector nozzle outlet exhaust manifolds (early)

**C** ?



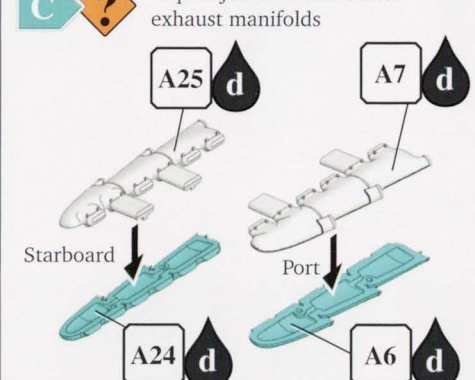
Starboard F14 d F15 d  
Port F10 d F11 d

**?** ?



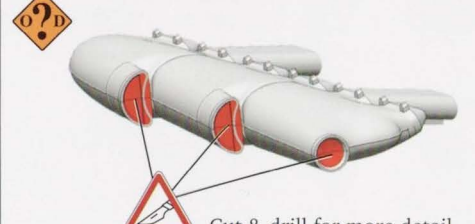
Cut & drill for more detail

**C** ? Triple ejector nozzle outlet exhaust manifolds

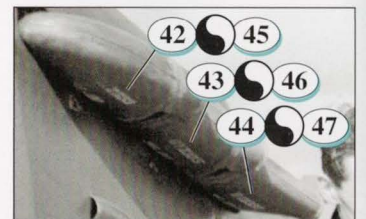


Starboard A24 d A25 d  
Port A6 d A7 d

**?** ?



Cut & drill for more detail



This style of triple ejector nozzle outlet exhaust manifold A6 & A7 was introduced on early production Spitfire Mk.I somewhere between L1055 (completed in mid-July 1939) and L1068 (completed in late-July 1939). It is unconfirmed if L1065 C had this style of manifold fitted but it probably did. Note the stencil markings 42, 43 & 44 and WWII era pattern of weld lines, which differ from the reproduction manifolds fitted to all museum and warbird Spitfires we have seen as at June 2023. These exhaust manifolds were also made from Inconel.

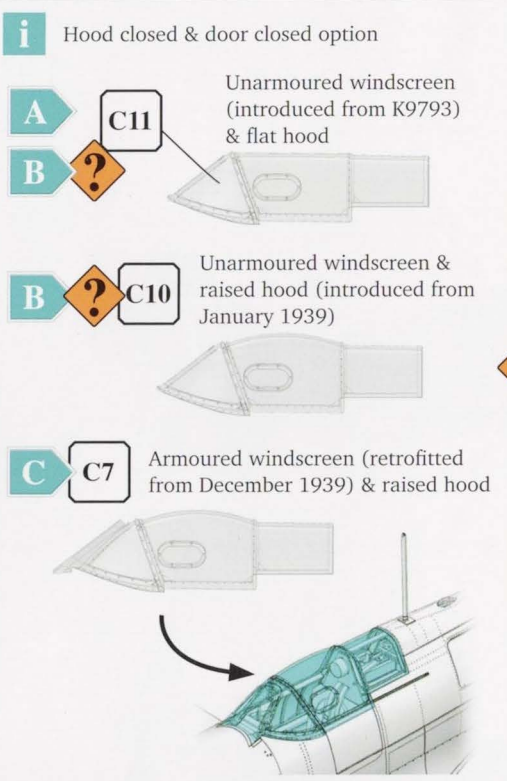


Early style of triple ejector nozzle outlet exhaust manifold F14 & F15 as fitted to early production Spitfire Mk.I in the K9### & L10## serial number range until at least L1054, in this case they are on L1048 which was completed in early July 1939. These exhaust manifolds were supplied with Rolls-Royce engines and were made from Inconel, an alloy that does not rust (even after 4 decades under a Calais beach)!



# 15 CANOPY

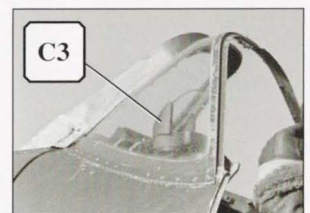
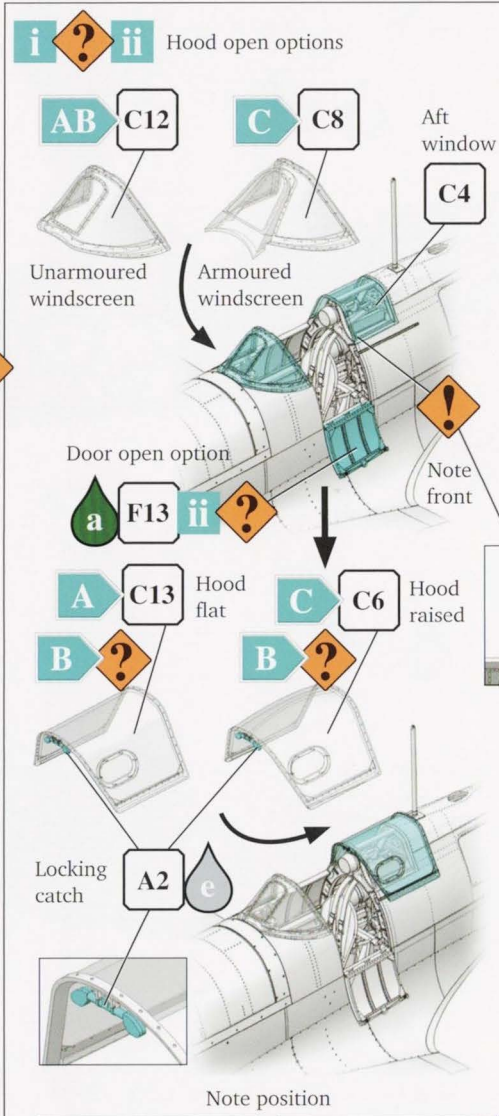
Paint inside canopy frame **r** to represent Linatex red rubber seals. Paint exterior canopy frames **k** **?** **!**



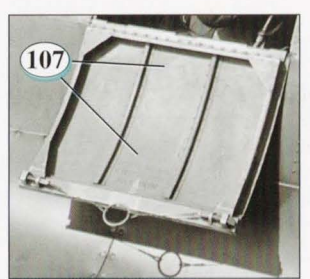
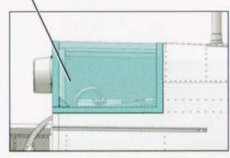
**!** Hint. Can also be used as a temporary mask when painting exterior.



Spitfire Mk.I (K979#) WZ-C with unarmoured windscreen **C12** photographed on 19 Squadron on 4 May 1939 still with its flat hood **C13** fitted.



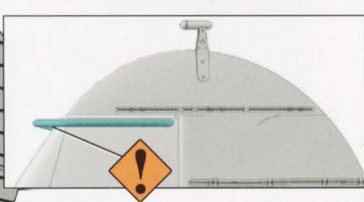
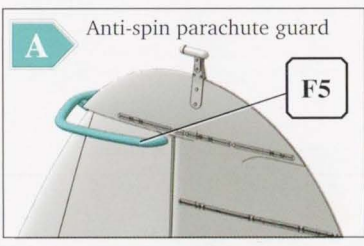
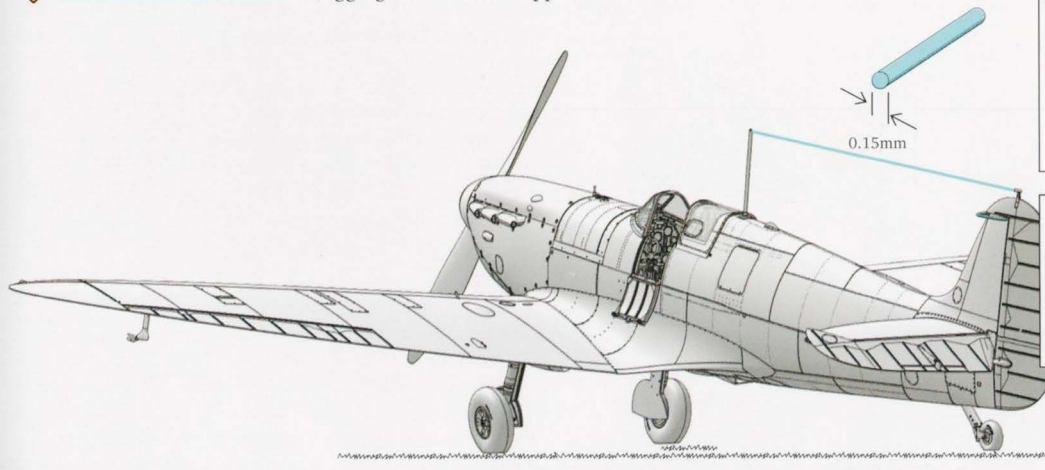
Windscreen with retrofitted armoured glass as seen on early production 65 Squadron Spitfire Mk.I K9918 photographed in April or May 1940. Armoured windscreen glass began being retrofitted from December 1939. Note the GM.2 reflector gun sight **C3** which were installed from August 1939.



Open cockpit door **F13** from early production 65 Squadron Spitfire Mk.I K9918. Note the ring-pull locking mechanism used on early production Spitfire Mk.I in the K9### & L10### serial number range. Crowbars were not introduced until well into 1941 and were never red during WWII.

# **?** **D** RIGGING

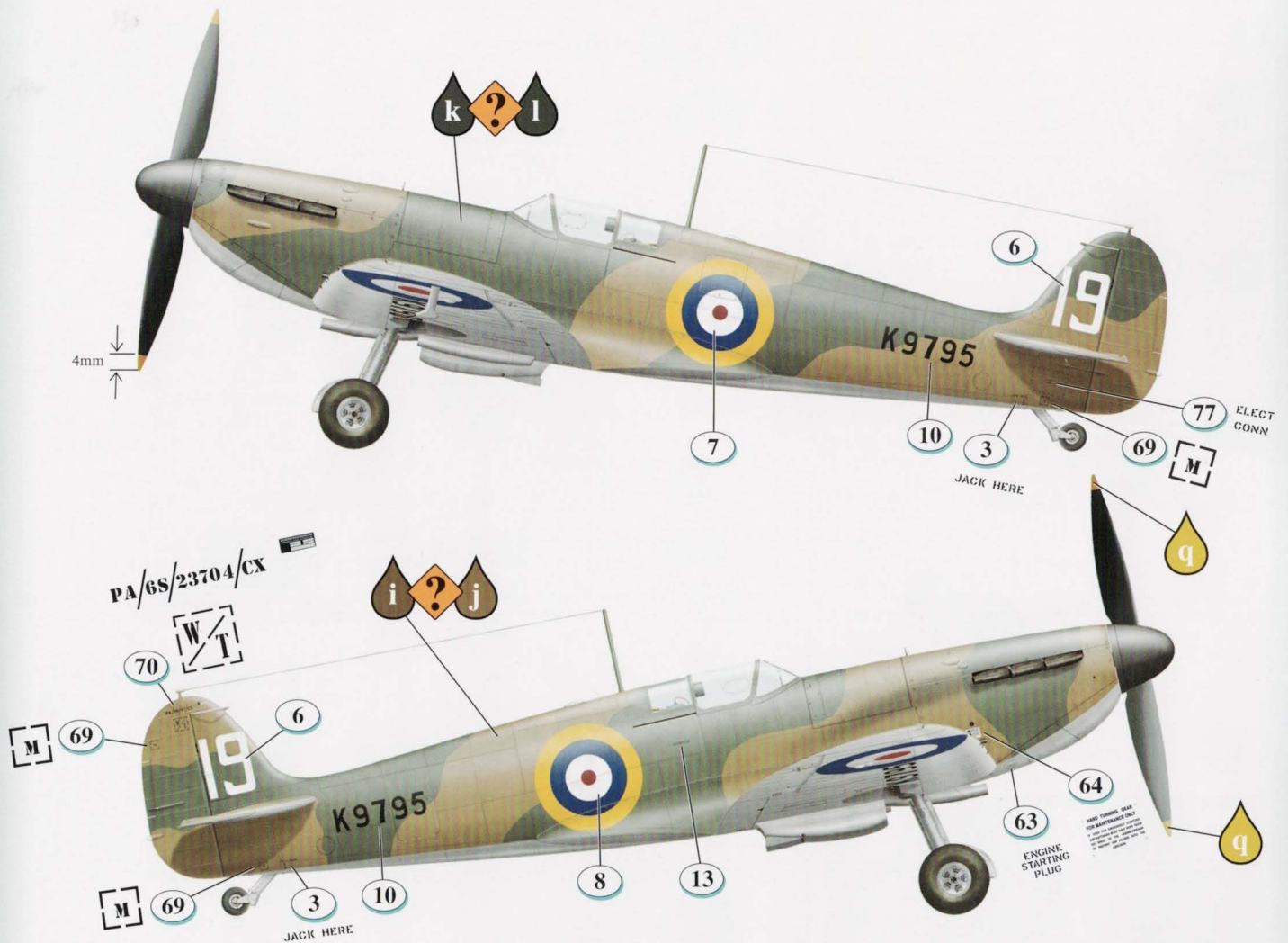
TR.9D wireless aerial rigging diagram (rigging material not supplied)



Note that IFF Mk.II aerial wires from the tailplane to the fuselage were not introduced until October 1940.



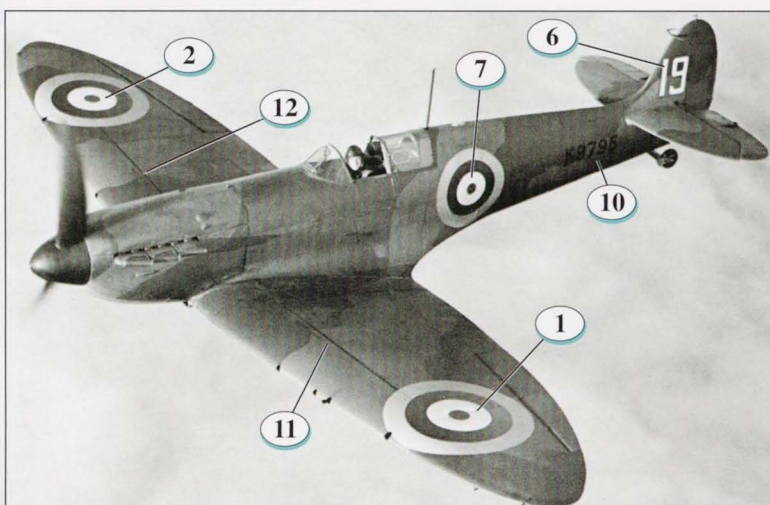
**A** Spitfire Mk.I K9795 "White 19", HI Cozens, 19 Squadron, October 1938



Spitfire Mk.I K9795 was the 9th aircraft from the initial production order for 310 aircraft placed in June 1936 (numbers K9787-K9999 & L1000 to L1096) which were completed between May 1938 and September 1939. Spitfire Mk.I K9795 was powered by a 990hp Rolls-Royce Merlin II engine and was delivered to 19 Squadron, the first squadron to be equipped with Spitfires, in late September 1938. The upper surfaces were Dark Earth and Dark Green (in the A camouflage scheme commonly associated with odd serial-numbered aircraft at this time) with A1 type roundels on the fuselage and wings. The underside is painted aluminium with A type roundels and the serial number K9795 repeated under each wing. The empty shell & link chutes appear to have been covered and repainted. On almost all of the first three dozen or so production aircraft the fuselage roundel was positioned directly below the upward facing signal light. Deliveries were slow but enough aircraft had arrived to put on a display for official photographers on 31 October 1938, at which time the squadron number 19 was temporarily painted on the fins.

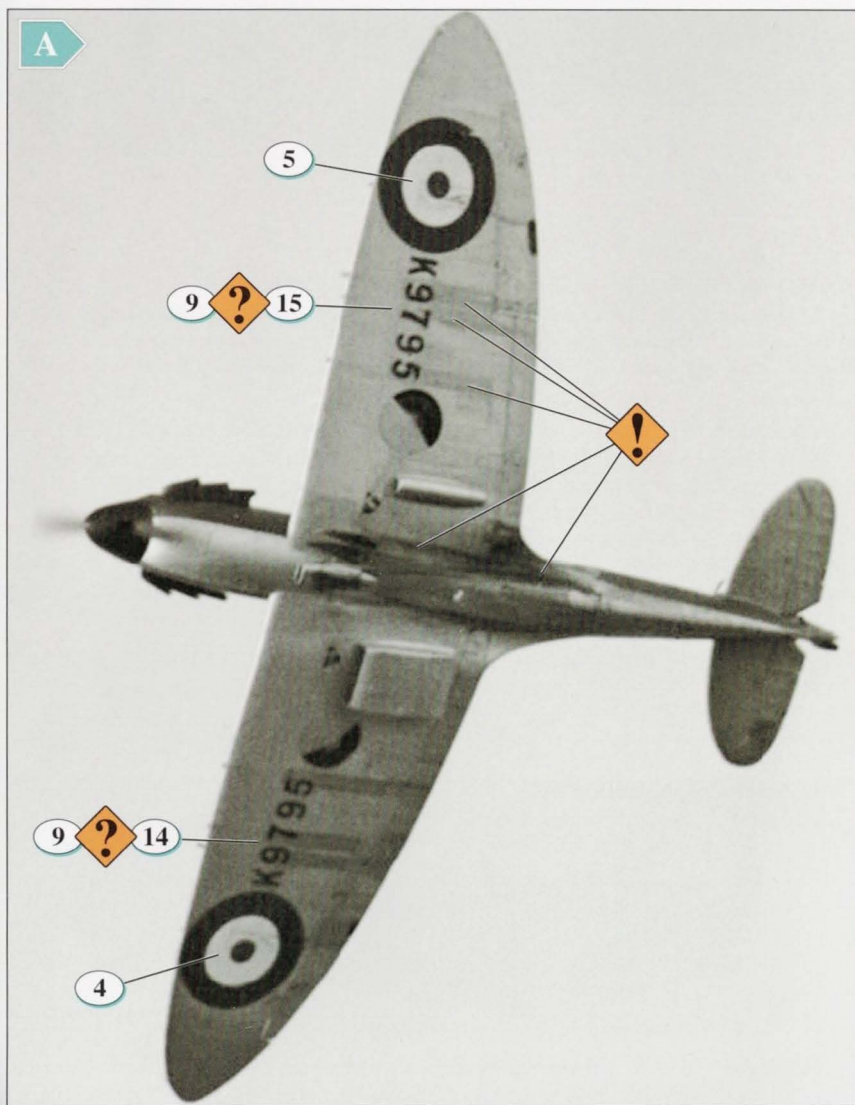
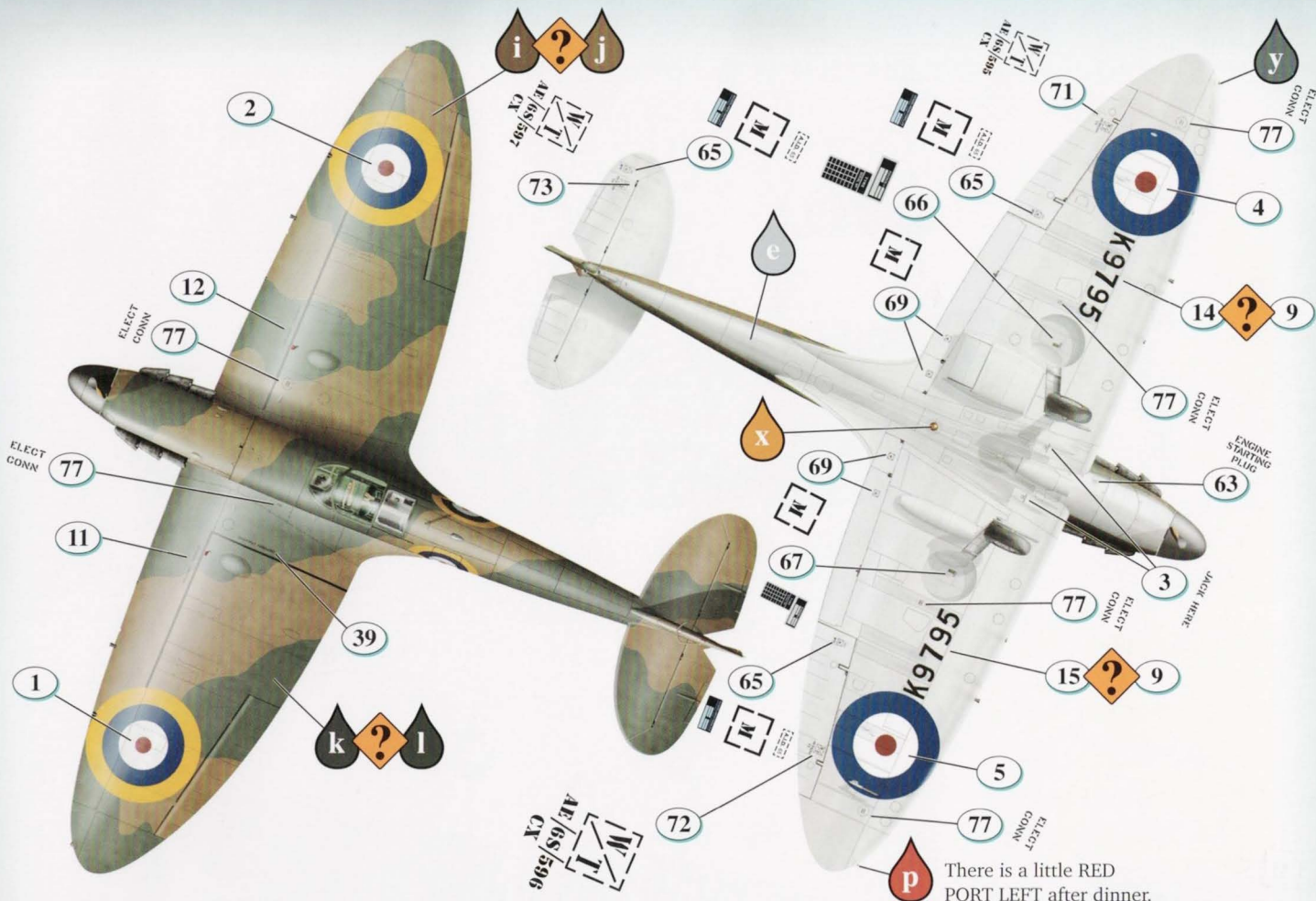
Spitfire Mk.I K9795 later went on to serve with 64 Squadron from 18 April 1940 and appears to have been shot down by friendly anti-aircraft fire over Dover on 13 July 1940 although the pilot was able to make a successful force-landing at Hawkinge. After being repaired it went on to serve with 603 Squadron from 29 September 1940, then 222 Squadron on 14 October 1940 where it suffered an engine failure the following day and by 26 February 1941 it had been retired to 58 OTU (Operational Training Unit).

Henry Iliffe Cozens was born on 13 March 1904 in London and joined the RAF in 1923. He served with 25 Squadron from February 1932 and was posted to command 19 Squadron in December 1937 where, on 4 August 1938, he took delivery of the first Spitfire to enter RAF squadron service, K9789. Cozens commanded 19 Squadron until the end of 1939 before going on to numerous administrative roles. In 1944 he was responsible for producing a remarkable full colour film showing the preparation and operations of Lancaster squadrons in great detail. So informative was this film footage that it remained classified and it was over 3 decades later that it was presented to the public as *Night Bombers*. Cozens retired from the RAF in September 1956 as an Air Commodore and died on 21 June 1995 aged 91.



Early production Spitfire Mk.I K9795 being flown by Squadron Leader HI Cozens on 31 October 1938. Note the two-blade Aircrew Company "Watts" propeller, style of exhaust manifolds, un-armoured fuel tank, ring & bead sights, un-armoured windscreen and original style of sliding hood. The flash eliminators of the 4 outermost .303in Browning machine guns can be seen protruding from the leading edge of the wings. Also note the anti-spin parachute guard on the fin and how the wing walkway line ends inboard of the large A1 type roundels.



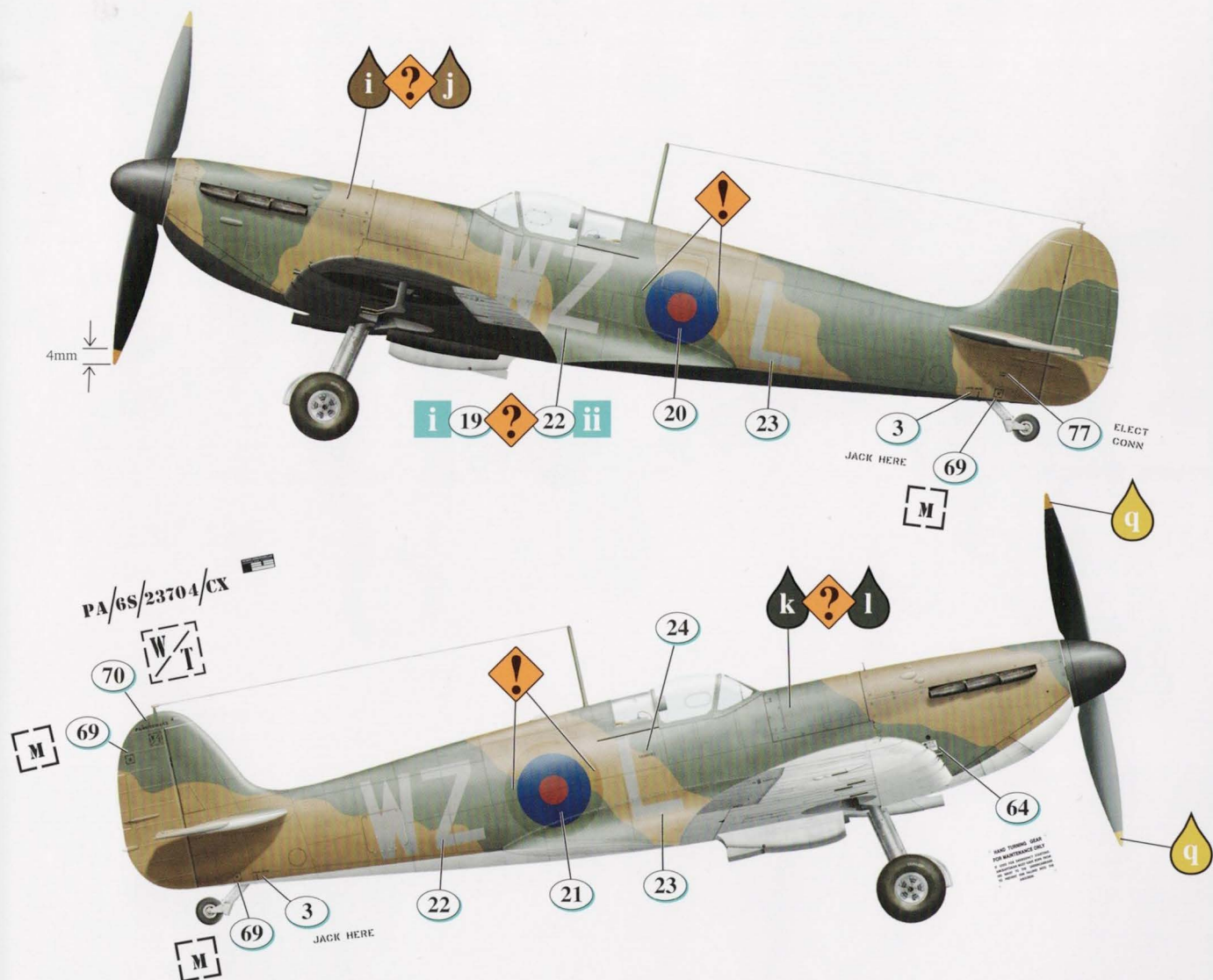


Early production 611 Squadron Spitfire Mk.I K9999 FY-D photographed on 11 January 1940. K9999 was completed in June 1939 when the undersides of the wings were being painted white and Night, with the underside of the fuselage painted aluminium. Note the factory applied stencils (71) & (77), Dunlop tyre marking (78) and the grease and cordite-stained gun access panels. The Spitfire Mk.I was rearmed from pre-loaded box magazines which were inserted into the wings from below, not from the romantically flowing belt presented here for the press photographer.

Underside view of Spitfire Mk.I K9795 photographed on 31 October 1938 showing that the empty shell & link chute outlets have been covered over. Despite its relatively short 1 month of peace-time service, note the extensive oil staining under the fuselage and gun access covers, due to the squadron armourers' constant practicing.



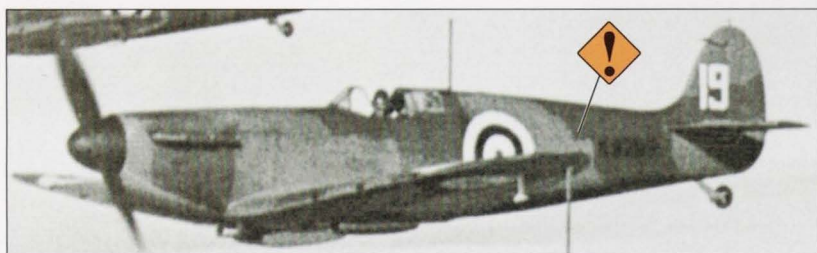
**B** Spitfire Mk.I K9798 WZ-L, GC Unwin?, 19 Squadron, May 1939 (13 victories)



Early production Spitfire Mk.I WZ-L is believed to be 990hp Rolls Royce Merlin II powered Spitfire Mk.I K9798 which was the 12th aircraft from the initial production order and was delivered to 19 Squadron on 17 October 1938. At this time the upper surfaces were finished in Dark Earth and Dark Green (in the B camouflage scheme commonly associated with even serial-numbered aircraft at this time) with A1 type roundels on the fuselage and upper surfaces of the wings. The underside was painted aluminium with A type roundels and the serial number K9798 repeated under each wing similar to K9795 **A**.

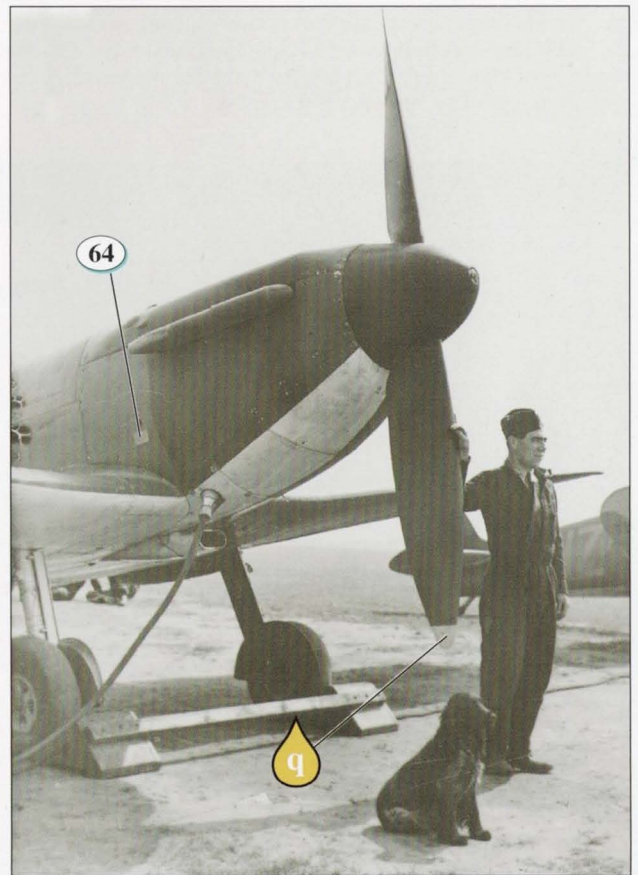
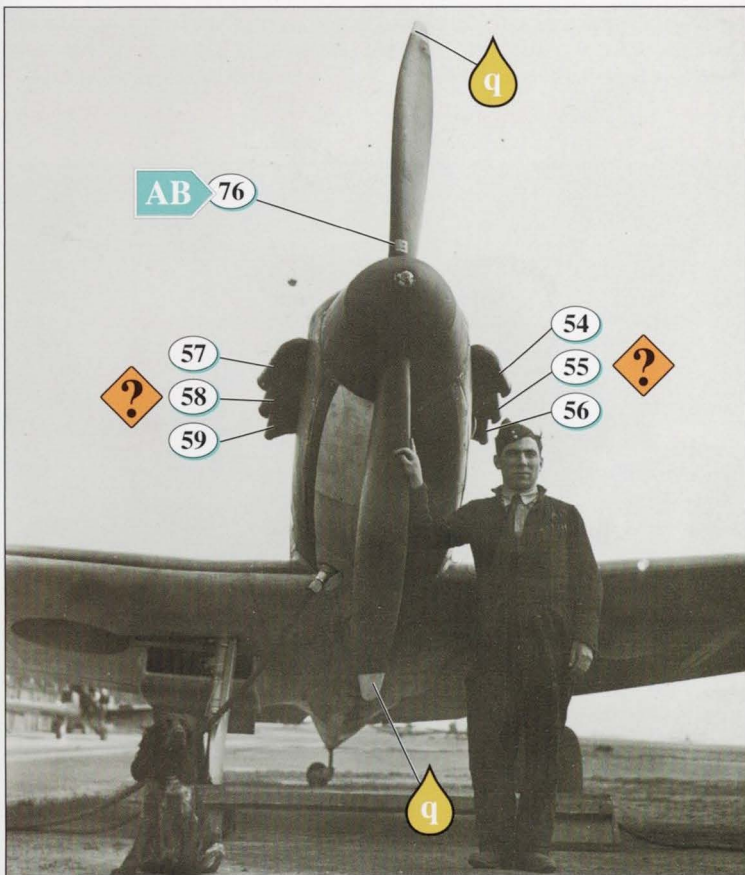
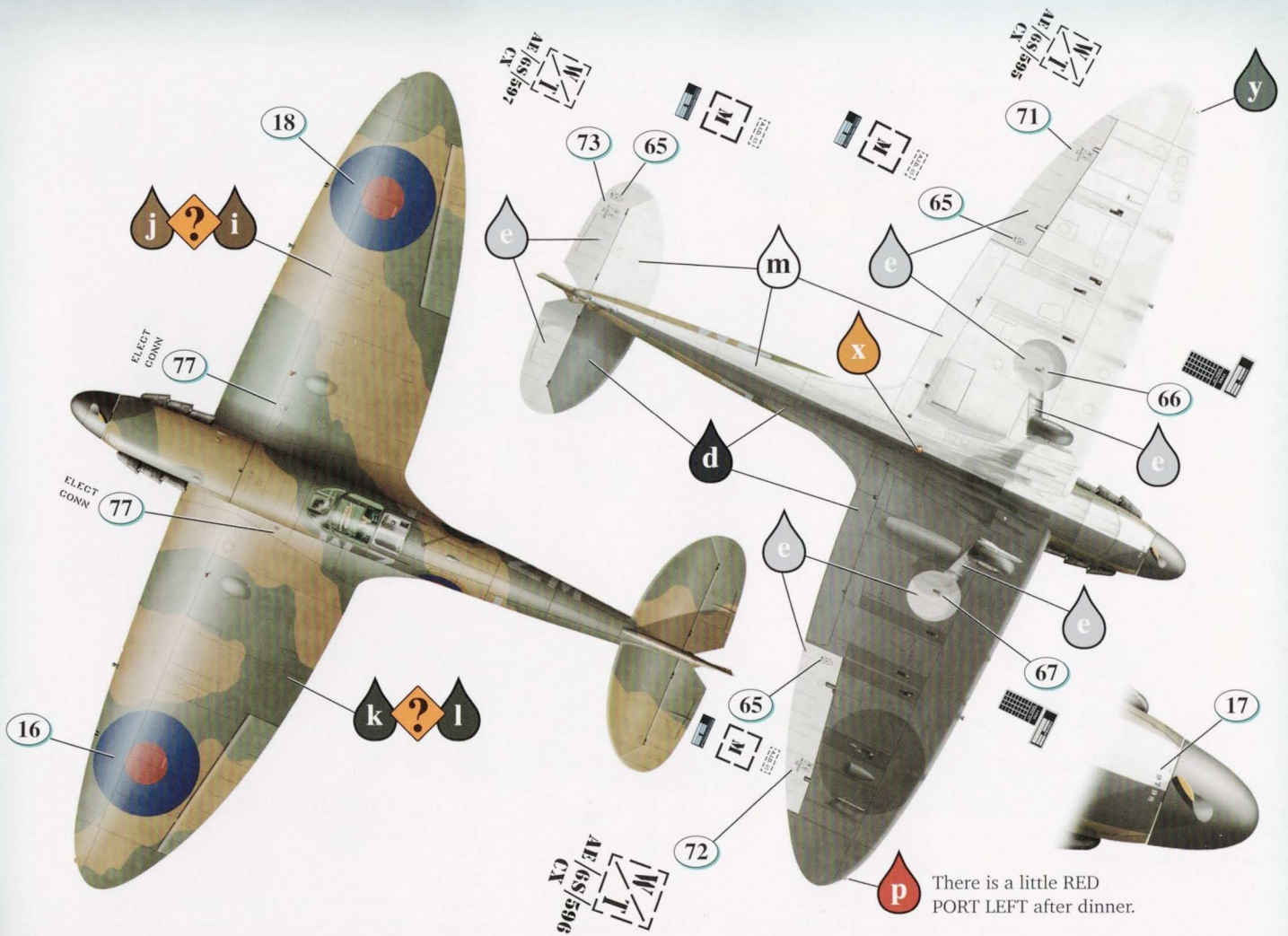
George Cecil "Grumpy" Unwin kept a framed photo on his mantelpiece showing him and his dog Flash standing in front of K9798. It was taken soon after the Air Ministry's directive of late April 1939 instructing the undersides to be repainted in Night and white, which obliterated the factory applied stencils, except for on the elevator and ailerons which temporarily remained in the factory applied aluminium. Undated photos of K9798 following a wheels-up landing confirm that the fuselage roundels were converted to reduced size B type by overpainting the yellow and white rings, as were the roundels on the upper wing surfaces. Grumpy's framed photograph confirms that the overpainted fuselage serial numbers were supplanted by a small "9798" painted under the nose in Night and white. Spitfire Mk.I K9798 WZ-L was also included in the extensive set of press photographs (and film), taken at 19 Squadron on 4 May 1939. Unfortunately, other than the framed photograph, there currently does not appear to be any confirmation that Unwin was one of 19 Squadron pilots to fly K9798.

George Cecil "Grumpy" Unwin was born in Yorkshire on 18 January 1913 and joined the RAF in April 1929. He was accepted for flight training in November 1935 and was posted to 19 Squadron in 1936. In early March 1939, Unwin was reportedly flying early production Spitfire Mk.I K9797 (not K9798) when he had engine trouble. He was preparing to make an emergency wheels-down landing on a nearby sports field but, unfortunately, this attracted the attention of school children playing nearby who ran onto his intended landing path. He was at less than 100ft high when he decided to crash-land into a hedge to avoid the children. Unwin was credited with his 1st victory above Dunkirk on 27 May 1940 and had been credited with 12 more by 29 December 1940 when he was posted on an instructor's course. He converted to Mosquitos in October 1943 which he flew with 613 Squadron until late October 1944. He remained in the RAF post war, flying Bristol Brigands in Malaya before retiring from the RAF in 1961 as a Wing Commander. George died on 28 June 2006 aged 93. Read more about George Unwin and 19 Squadron in "Spitfire! The Full Story of a Unique Fighter Squadron" by Dilip Sarkar MBE FRHisS, Pen & Sword, 2021 ([www.pen-and-sword.co.uk/Spitfire-Paperback/p/20288](http://www.pen-and-sword.co.uk/Spitfire-Paperback/p/20288))



This appears to be K9798 photographed on 31 October 1938. Note the distinctive kink in the B camouflage scheme to the rear of the fuselage roundel.



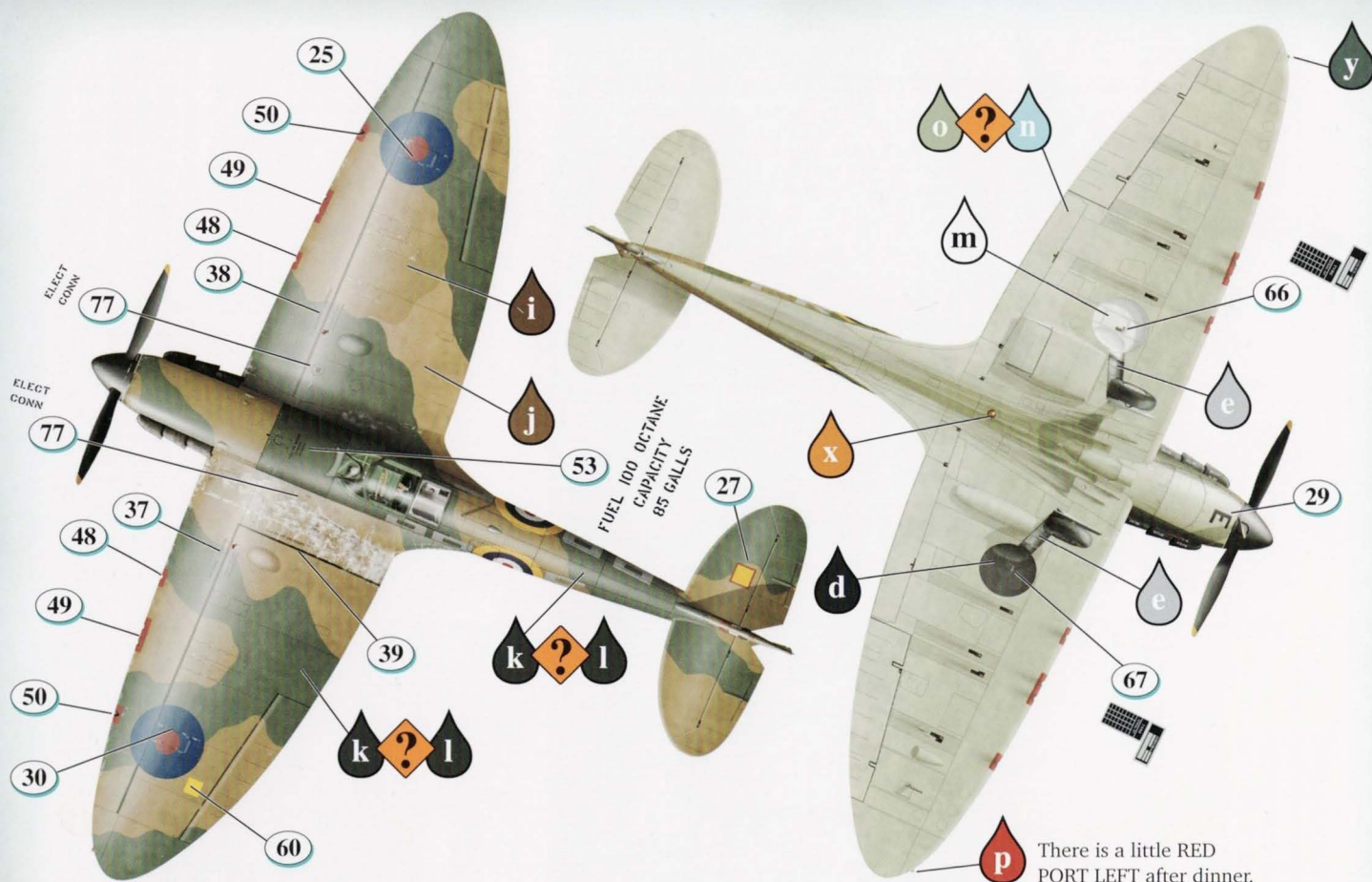


Two images of 19 Squadron early production Spitfire Mk.I, believed to be K9825, photographed on 4 May 1939. Note the undersides repainted with patchily applied white and Night, the Aircrew Company "Watts" fixed-pitch wooden propeller and electrical plug from the Trolley Accumulator. Also note the small (red?) "25" repainted under the nose, with fewer than 100 Spitfires in service at this time, some 19 Squadron aircraft appear to have simply used the last 2 digits of their serial number, although this practice did not last very long.





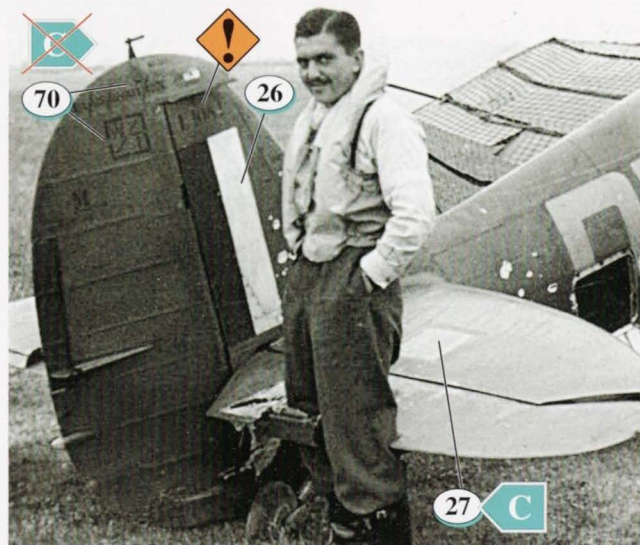




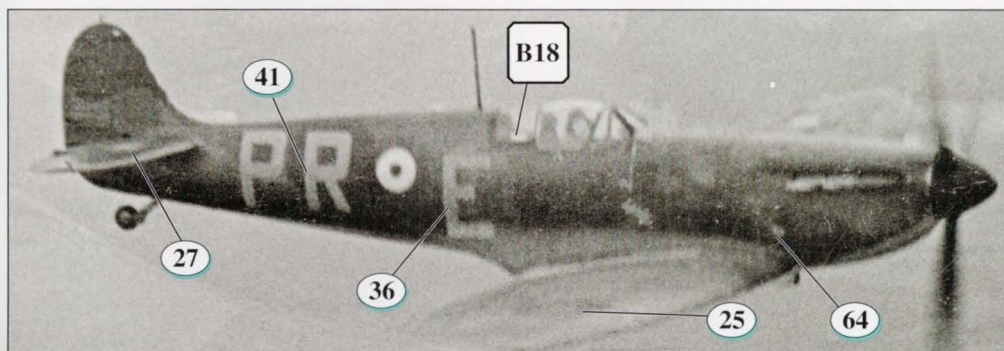
Alan Norman Feary was born in Derby on 18 April 1918 and joined the RAF Reserve in July 1936. He transferred to the RAFVR (Royal Air Force Volunteer Reserve) in October 1938 and was awarded his wings the following month. He joined 25 Squadron in early May 1940 before being transferred to 600 Squadron later that month and finally 609 Squadron in June 1940 where he was credited with his 1st (partial) victory on 18 July 1940. It appears that Feary flew L1065 a total of 7 times on 14 August, including when he shot down a Ju 88A after it had just bombed his aerodrome. He had been credited with 5 victories by the time he was shot down and killed on 7 October 1940 when his parachute did not deploy in time. Alan was 22 years old.

Andrew "Andy" Beck Mamedoff was from Connecticut, USA and was already an experienced pilot when he volunteered to fight for Finland against the Soviet Russian invasion. That action ended before he could get to Europe so he volunteered to fight for the French against the Nazi invasion, but France collapsed before he saw any action. He then made his way to the UK where he volunteered again to serve in the RAF. He was posted to 609 Squadron on 8 August 1940 and flew L1065 a couple of times later that month. He was one of the founding pilots of 71 "Eagle" Squadron later in September 1940 where he flew Hurricanes before being posted to 133 "Eagle" Squadron as an instructor in August 1941. He was killed in a flying accident on 8 October 1941. Andy was 29.

Henry MacDonald Goodwin was born in Worcestershire on 23 December 1914 and joined the Auxiliary Air Force with 605 Squadron in 1933. He joined 609 Squadron on 21 May 1940 and was credited with 3 victories between 12 and 13 August 1940 but the following day went missing during a patrol over The Solent. His body was not recovered from the water until 24 August 1940. Henry was 25.



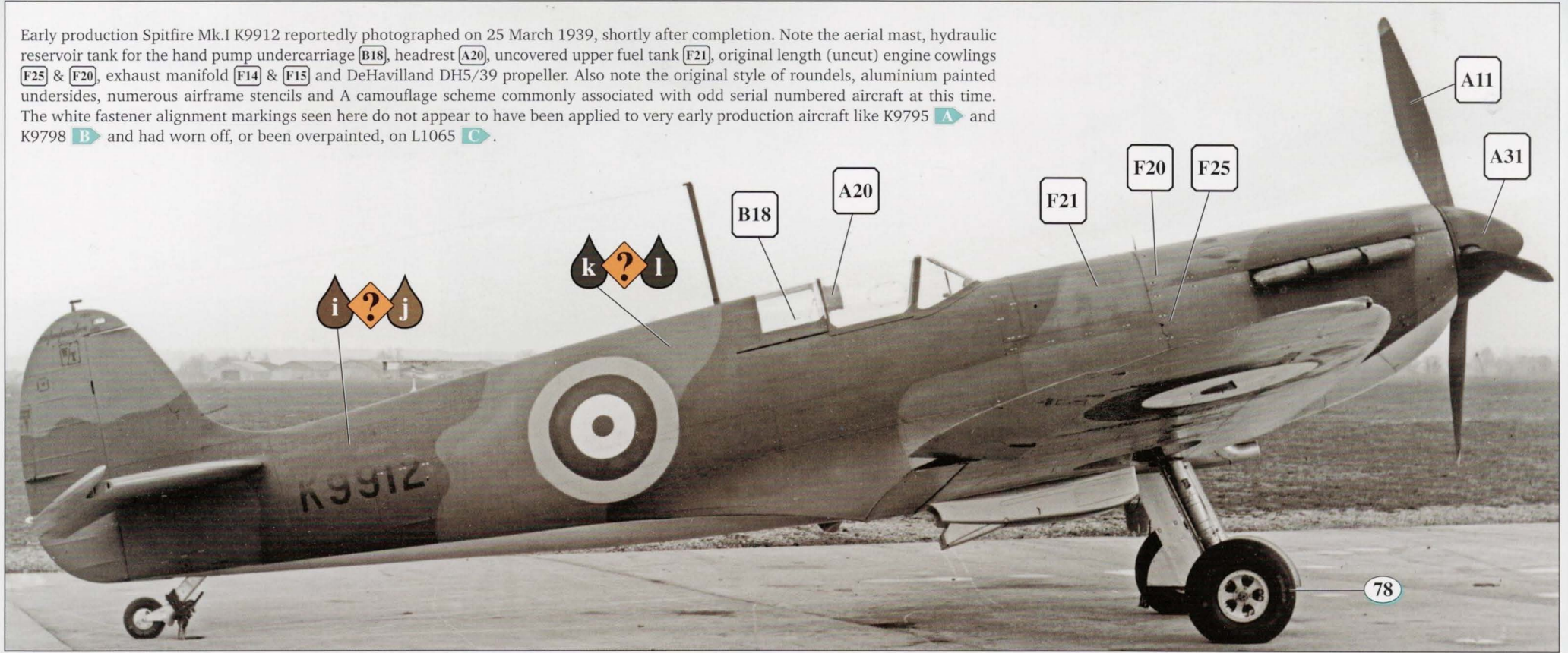
Andy Mamedoff standing by the battle damaged tailplane of his early production Spitfire Mk.Ia L1082 (not L1065 **C**) on 24 August 1940. Note the factory applied stencils, gas detection patch and the small serial number re-painted at the top of the fin after the stripes were applied in May 1940.



Spitfire Mk.I L1065 PR-E photographed in flight sometime after December 1939 (when the armoured glass windscreen and fuel tank plating was retrofitted) and before late May 1940 (when fin stripes and yellow rings around the fuselage roundels were applied). Note the gas patch **27** on the starboard tailplane. It retains the factory applied underside colours of Night and white wings and aluminium under the tailplane, rear fuselage and nose.

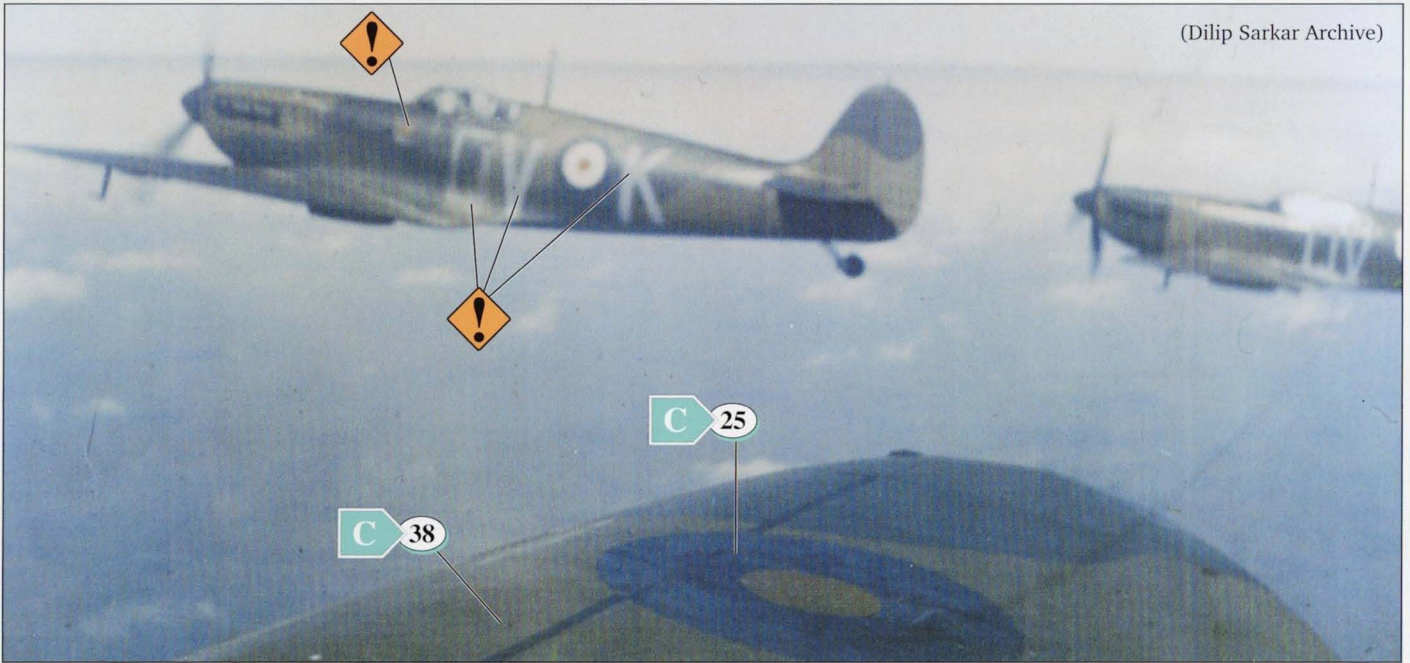


Early production Spitfire Mk.I K9912 reportedly photographed on 25 March 1939, shortly after completion. Note the aerial mast, hydraulic reservoir tank for the hand pump undercarriage **B18**, headrest **A20**, uncovered upper fuel tank **F21**, original length (uncut) engine cowlings **F25** & **F20**, exhaust manifold **F14** & **F15** and DeHavilland DH5/39 propeller. Also note the original style of roundels, aluminium painted undersides, numerous airframe stencils and A camouflage scheme commonly associated with odd serial numbered aircraft at this time. The white fastener alignment markings seen here do not appear to have been applied to very early production aircraft like K9795 **A** and K9798 **B** and had worn off, or been overpainted, on L1065 **C**.

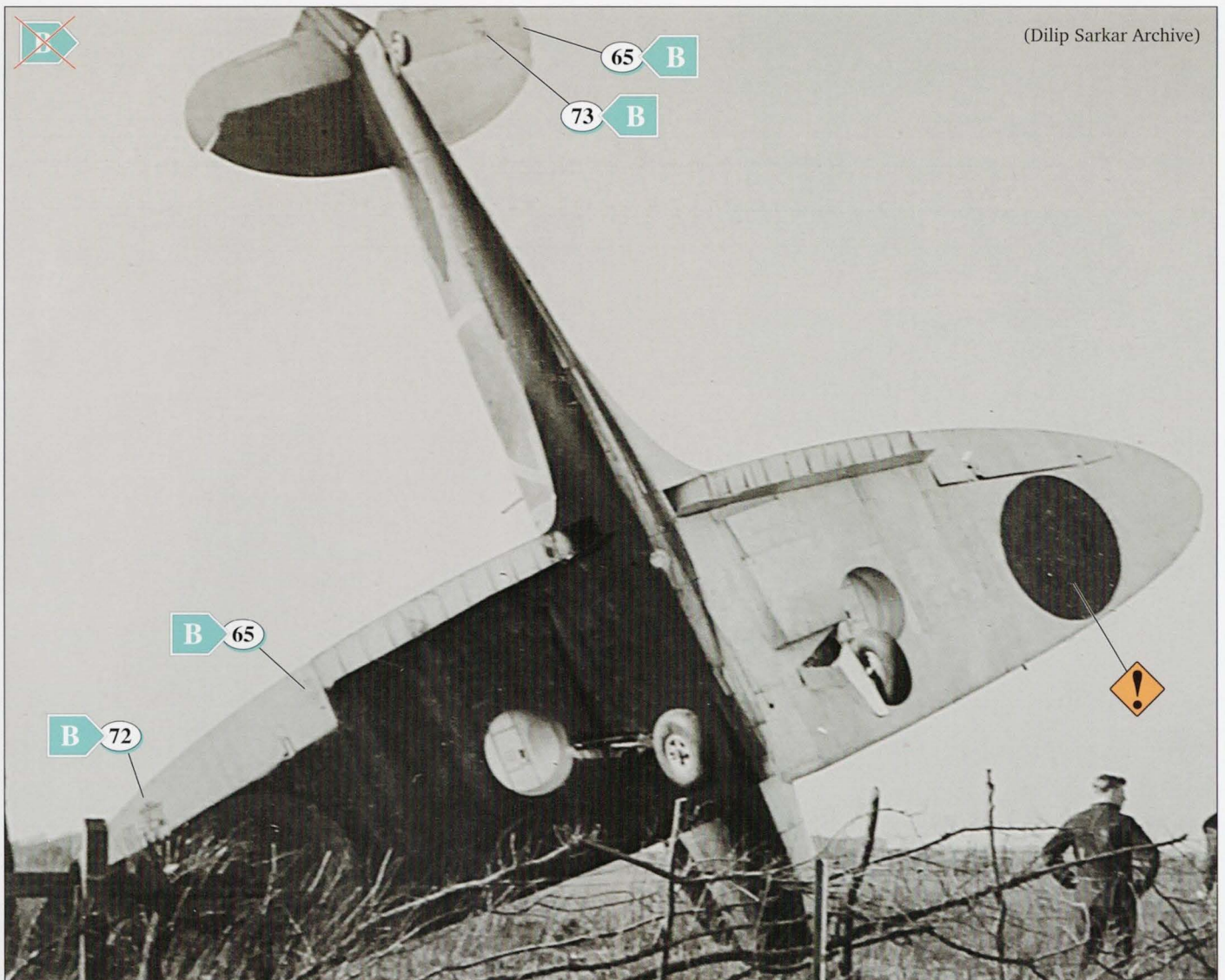


Spitfire Mk.I K9912 photographed in service with 65 Squadron on 8 June 1939. The undersides are still painted aluminium, despite the introduction of Night and white from late April 1939, as can be seen on the 2 repainted aircraft behind. The white rings of the underside roundels have now been reduced by increasing the size of the blue rings. It is entirely possible the white ring was eventually painted over with red to create B type roundels also seen on some 19 Squadron aircraft around this time.



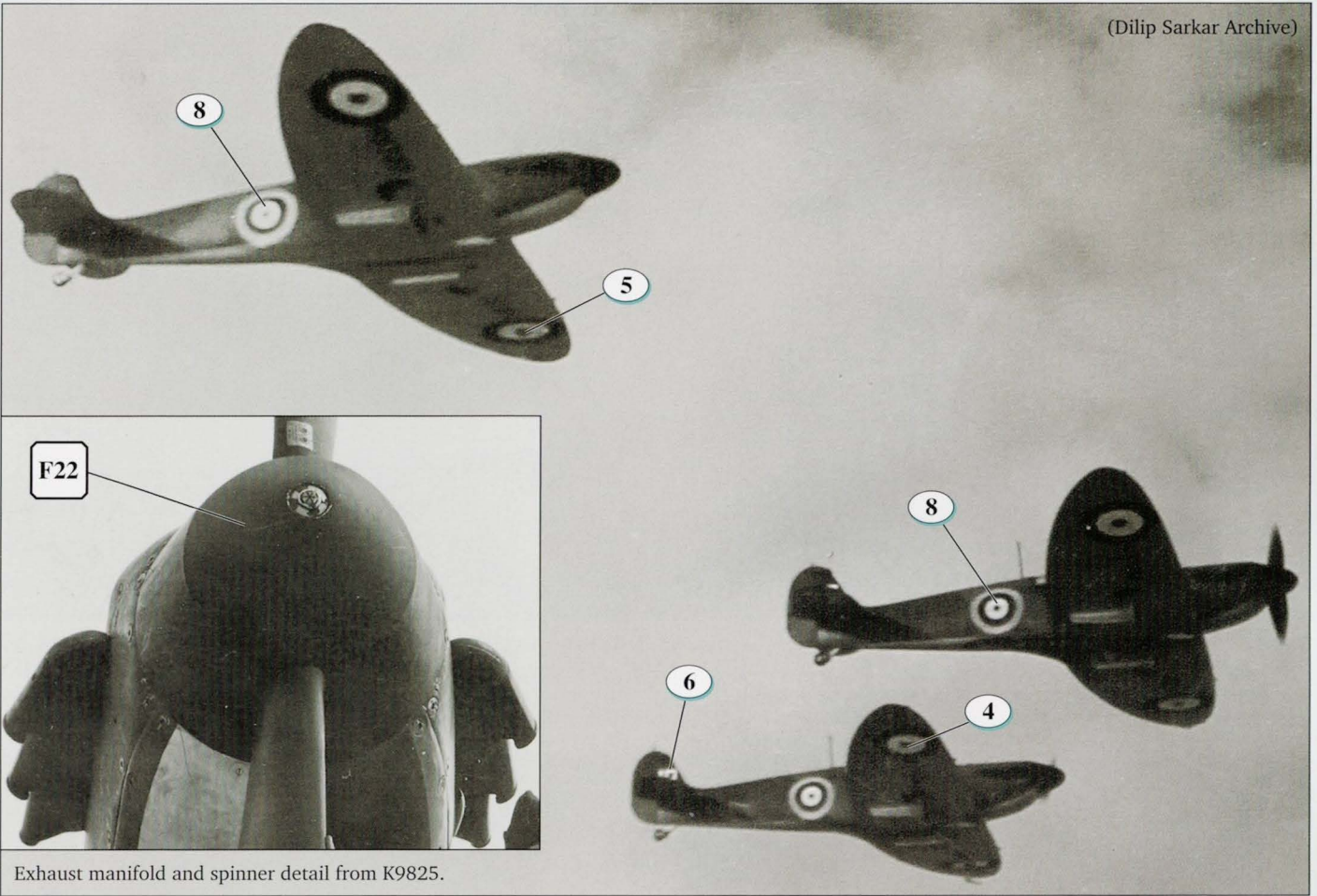


A very rare colour photograph taken by Michael Lyne in early 1940 of early production 19 Squadron Spitfire Mk.I QV-K flown by Brian Lane. Note the A and B camouflage schemes, unidentified “nose art” on QV-K and the light grey colour of the code letters being used by 19 Squadron at this time. The small B type roundel visible on Lyne’s wing was the style applied on late K99##, L10## and early N30## serial number aircraft. An even smaller roundel, placed further outboard, has been noted on a few very late K99## or very early L10## serial numbered aircraft.



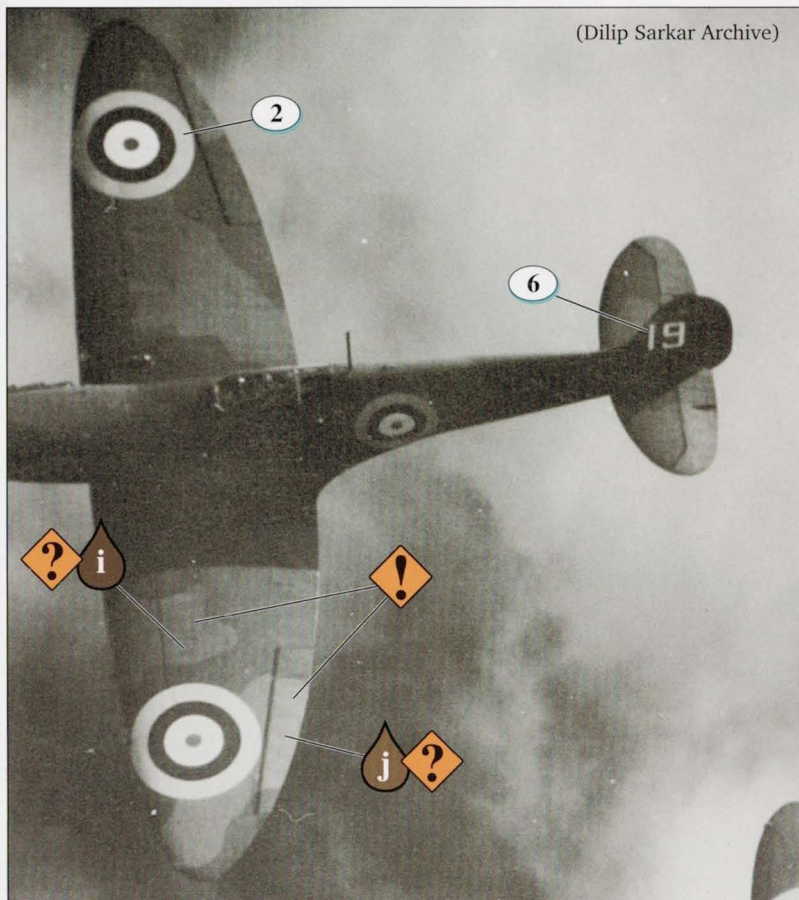
Underside detail from an unidentified 19 Squadron early production Spitfire Mk.I WZ-I, or WZ-T, which appears to have nosed over a rudimentary fence while landing. Although the original caption identifies this as the crash of Pilot Officer Evans at Duxford in February 1939, the Night and white undersides date this photo to sometime after late-April 1939. Note the overpainted B type roundels, and how the wheel wells and fabric control surfaces remain in their factory applied aluminium paint and dope respectively.



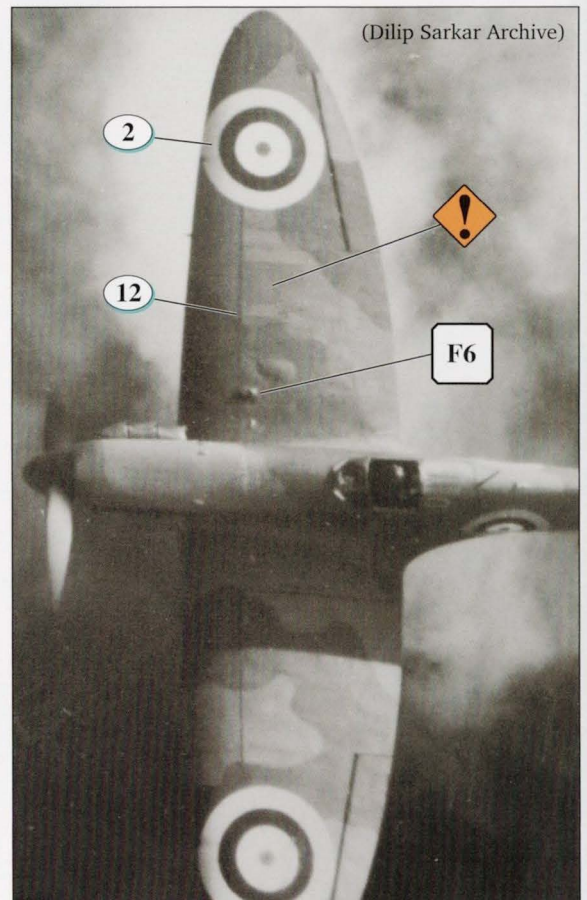


Exhaust manifold and spinner detail from K9825.

Early production 19 Squadron Spitfire Mk.I photographed in flight on 31 October 1938. The uppermost aircraft is finished in the A camouflage scheme and is possibly K9797, while the others are in the B scheme and possibly K9794 and K9798.



Early production 19 Squadron Spitfire Mk.I, possibly K9794, photographed in flight on 31 October 1938. Both these aircraft are finished in variations of the B camouflage scheme (commonly associated with even numbered aircraft).

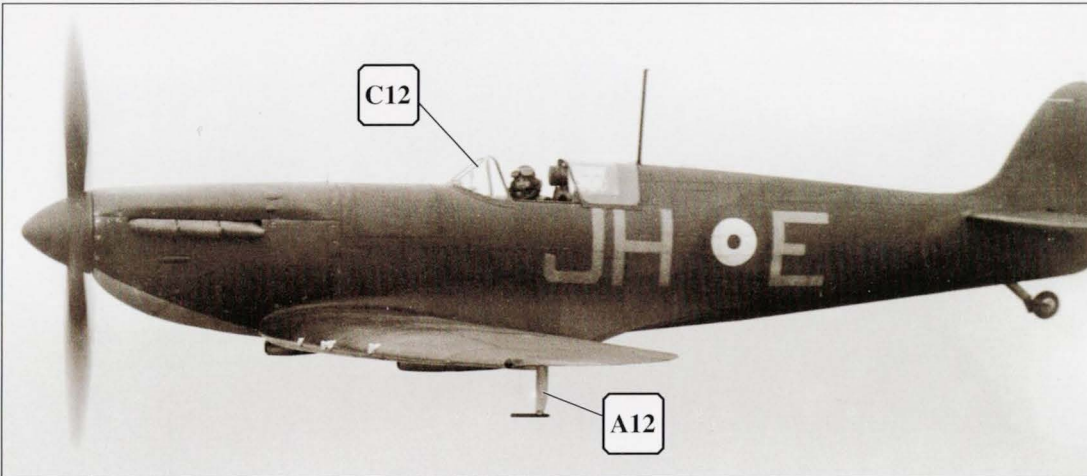


Early production 19 Squadron Spitfire Mk.I, possibly K9798. Note the Williamson G.22 camera gun [F6] and different tones of Dark Earth visible the starboard wing.





Unidentified early production Spitfire Mk.I fitted with DH.5/39 propellers take off for a training flight sometime after late April 1939. Note the repainted white and Night undersides with subdued B Type roundels and the Williamson G.22 camera guns mounted on their starboard wings.



An unidentified early production 74 Squadron Spitfire Mk.I JH-E in the L10## serial number range. Note the ring & bead sights, pale fabric wrapped around the gun flash eliminators, unarmoured windscreen with flat hood and the pole type aerial mast. The later style of pitot head seen here made its appearance on the last dozen or so aircraft from this production order. Early production Spitfire Mk.I L1065 **C** would have appeared similar when it was new.



**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.



**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>.



**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.



**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 a growing range of Ventura decals and aviation books including "Pacific Corsair" on F4Us in RNZAF service. 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)



**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)



**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.





Spitfire Mk.I K9795 of 19 Squadron, October 1938 by Darryl Legg

K32001	Spitfire Mk.Ia (Mid)	Qty
00K32001A	A parts	1
00K32001B	B parts	1
00K32001C	C parts	1
00K32004C	C parts (Early)	1
00K32001D	D parts	1
00K32001E	E Parts	1
00K32004F	F Parts (Early)	1
10K32004	Instructions	1
20K32004	Decals	1

If you have damaged or missing parts, please contact your Kotare retailer or email [help@kotare-models.com](mailto:help@kotare-models.com) for assistance.

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