

THE ATTACKERS

SUPERMARINE SPITFIRE II



AN **INSIDE STORY** KIT

NUMBER 1
BY

FROG[®]



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DAVID
ATKINSON

THE ATTACKERS

SUPERMARINE SPITFIRE II

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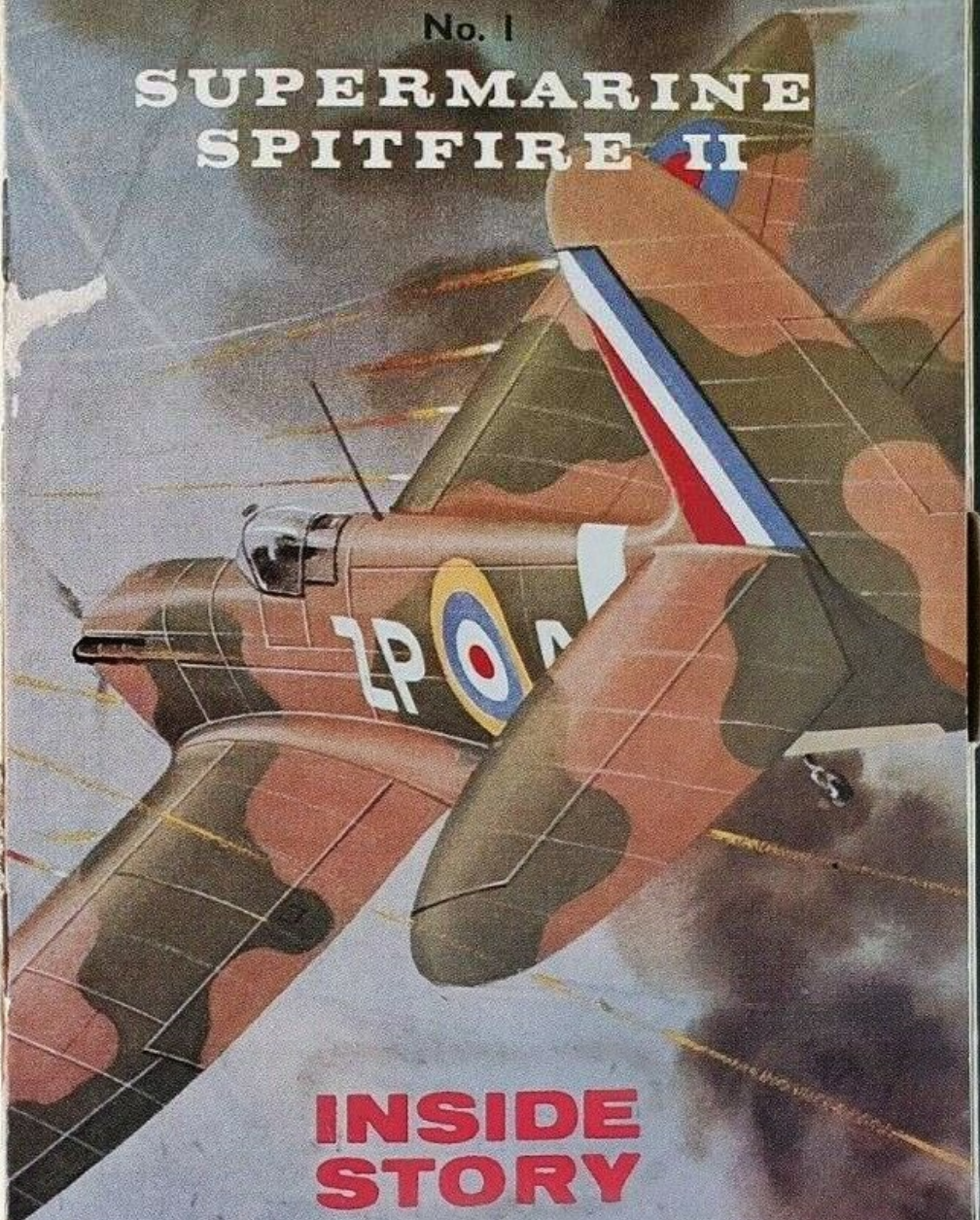


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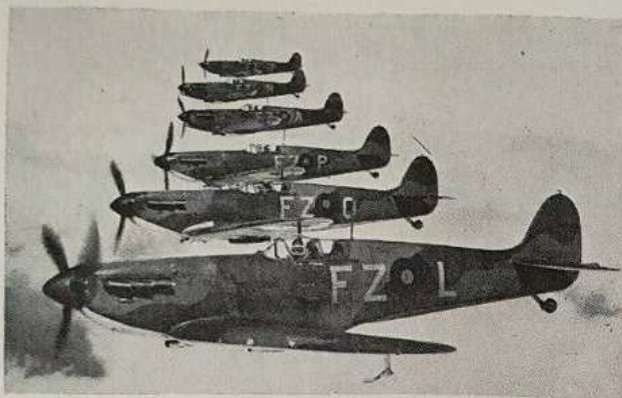
No. 1

SUPERMARINE SPITFIRE II



INSIDE STORY

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DEFENDER OF BRITAIN

More words have been written about this most famous of all fighting aircraft than of any other plane in the world. The Spitfire and the "Few" who flew them in their most celebrated prolonged battle—the Battle of Britain—are now as much English history as Nelson's Fleet or the columns of Waterloo. The epic of the Spitfire's service covers almost every operational theatre and battle campaign of World War II.

The Battle of Britain, raged in English skies for five months, from June to October of 1940. Hitler had by then conquered most of Europe. He wanted to consolidate his empire by subduing Britain, one way or another, before he could realize his dream of conquering Russia. He thought the mere threat of invasion would be enough to bring Britain to her knees, and to make the threat effective he had first to gain undisputed mastery of English skies. Thus, as a preliminary to invasion, he directed Goering's Luftwaffe to nullify R.A.F. Fighter Command by obliterating its airfields—something he imagined could be done in a few swift, devastating blows. How wrong he was!

Day by day, night after night, the Luftwaffe droned overhead. Escorting them were Fighter Command's superlative adversaries: the Messerschmitt ME 109 and 110. Because of their different optimum ceilings, the Spitfires usually met the fighters flying escort above 18,000 feet, Hurricanes tangling with the gunners of the bombers below.

Hitler's Messerschmitts had the advantage of fuel-injection: this allowed them to evade chase by diving out of level flight sharply, a manoeuvre which the Spit could only follow by rolling out, diving inverted and rolling in again. We were supported by the secret advantage of radar; the Germans, misunderstanding

the nature of radar installations along the English coast, ignored them completely.

For the first few months of the battle Britain's airfields bore the brunt of the Luftwaffe's attack. The battle was unrelenting; Spitfire pilots became accustomed to going up on five or six missions daily, seven days a week. The toll on both sides mounted; stubbornly British fighters went on knocking down Germans, against overwhelming numerical odds, at the rate of almost two to one. As the magnificent island defence went on, more and more pilots were killed; more came forward to take their places. The life expectancy of a Spitfire pilot during the most crucial phase was 87 flying hours. Some squadrons lost their entire strengths several times over. Still we held on.

Infuriated at Britain's defiance and Fighter Command's unbelievable courage and effectiveness, Hitler directed his bombers to unload their vengeance on English cities. Soon areas of London, Liverpool, Bristol and other cities were being reduced nightly to flame and rubble; calmly, Britain "took it", and with unceasing determination Spits and Hurricanes went up to take their deadly toll of Hitler's raiders. Hitler had to delay his invasion once, then twice, then three times. Then, indefinitely. England kept control of her skies. By battle's end, we had lost 915 planes against the Germans' 1,733.

Only one aircraft was the Spitfire's match: the deadly Focke-wulf 190. Faster and more manoeuvrable than the Spit, introduced to combat in 1941, its effectiveness in the long run was lessened by its short range and by the fact that Hitler drew off many Focke-wulfs from crucial European theatres to support his calamitous Russian campaigns.

The Spitfire's exploits in Northern Europe, the East, the Western Desert and other theatres were as decisive, and almost as legendary, as its heroic role at home. Without it, victory would have been unthinkable. It is not too strong to say the Spitfire, particularly in the absolute conflict of 1940, saved civilisation in the West.

There were so many Marks and variants of this aeroplane that a whole page would be necessary even to summarise performance figures. The Spit excelled as interceptor, escort fighter, fighter-bomber, low-level attack-bomber, photo reconnaissance aircraft — its carrier-based version, the Seafire, was almost as illustrious.

A magnificent fighting machine. Of the Spits, their sister Hurricanes and the men who flew them, Winston Churchill said, "Never, in the field of human conflict, was so much owed by so many to so few."

(Story by courtesy of Triang Magazine)

INSIDE STORY BY FROG

The SUPERMARINE SPITFIRE Mark II

You will see from the following four pages how the Spitfire was so cleverly built to defend our island and fulfil an attack and support role in other theatres of the war. The first picture on page 7, shows the Spitfire coming in to land with wheels down. On page 8, the Spit moving at speed has wheels retracted. Pages 9 and 10 show many important features of this lively fighter plane.

KEY TO PAGES 7-10

Page 8

- 1 Rudder
- 2 Elevator
- 3 Rear Wheel. Not retractable
- 4 Wing Aileron
- 5 Landing Flap
- 6 Reflector Gun Sight
- 7 Undercarriage in housed position
- 8 Exhaust Pipes
- 9 Carburettor Air Intake
- 10 Exposed Oil Tank

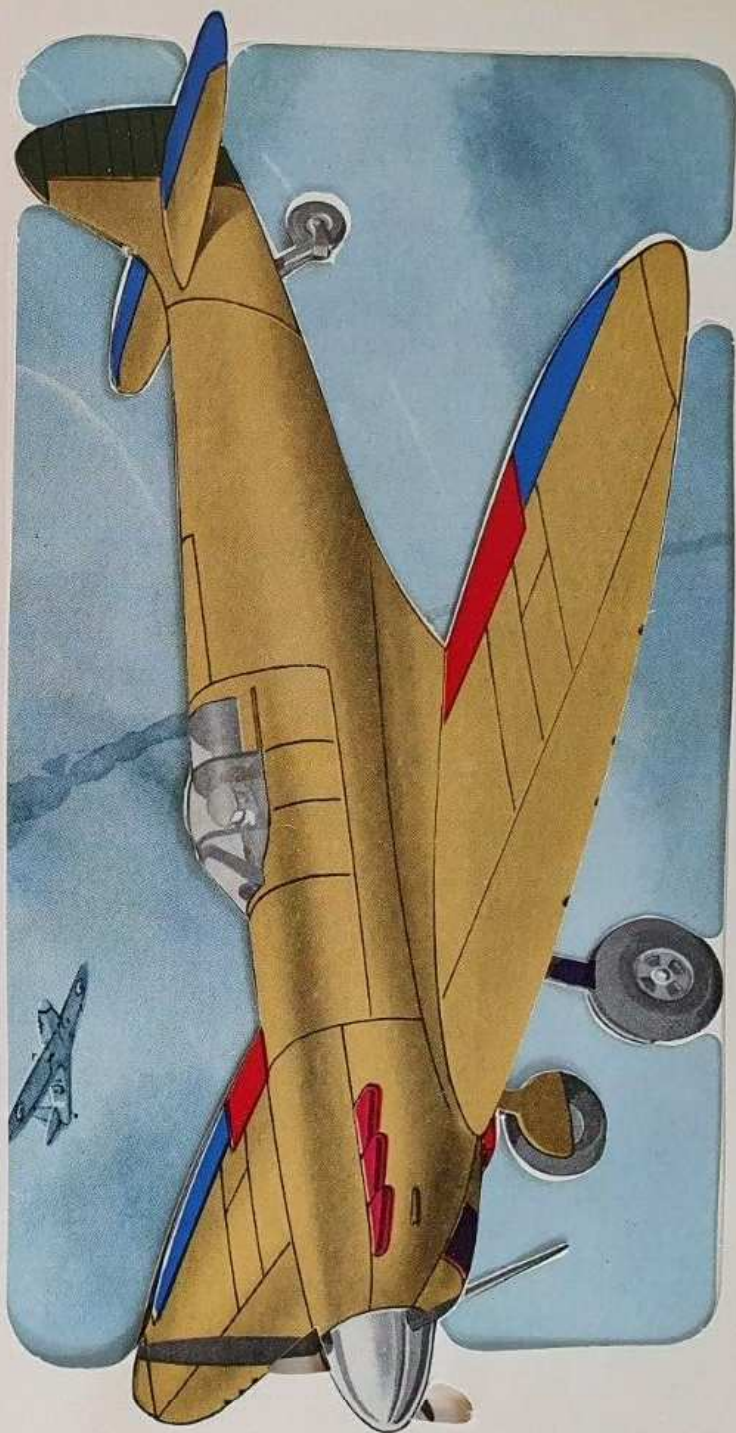
Page 9

- 11 3-bladed Variable Pitch Airscrew

- 12 Glycol Coolant Tank for Engine
- 13 Rolls Royce Merlin Engine
Specification: 12 cylinder V Type,
water cooled, 1,030 h.p.
- 14 Oil Filter (Compressed Air System)
- 15 Oil Filter
- 16 Firewall
- 17 Upper Fuel Tank
- 18 Lower Fuel Tank
- 19 Bulletproof Glass Panel
- 20 Oxygen Tank
- 21 Parachute Flare Launching Tube
- 22 Transmitter-Receiver
- 23 Battery

Page 10

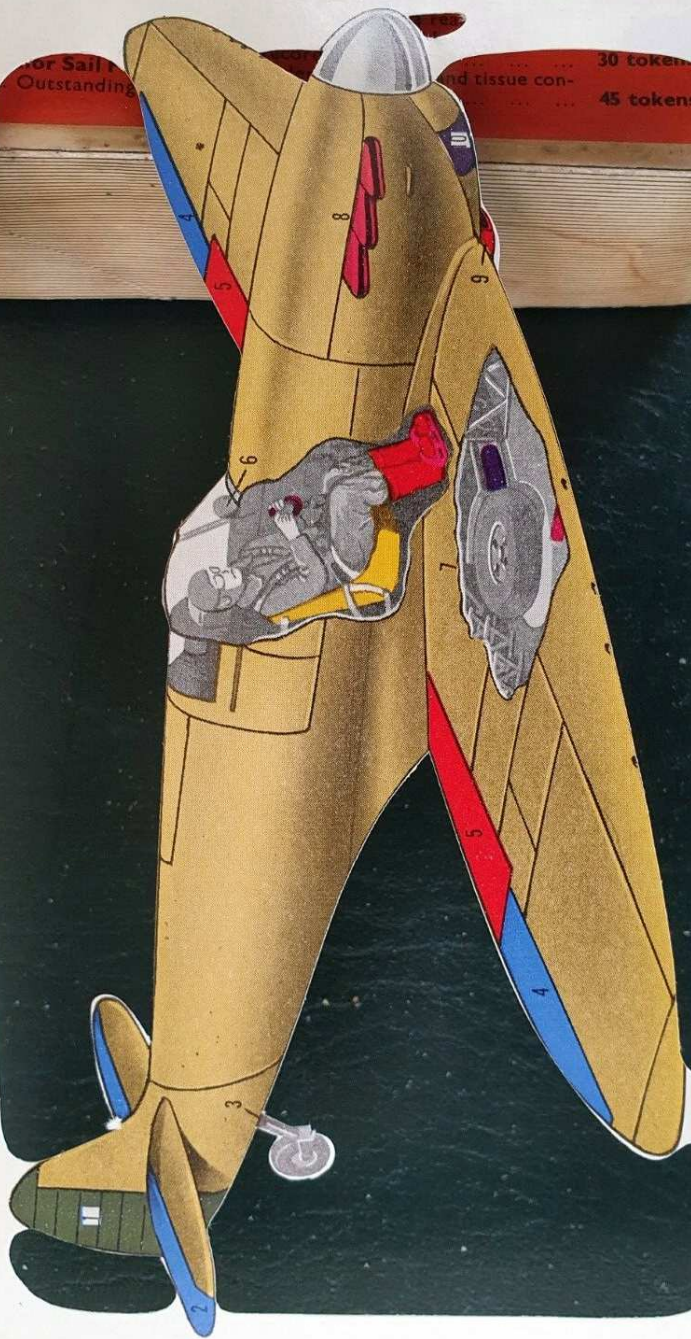
- 24 Rear Wheel Shock Absorber
- 25 Browning Machine Guns
- 26 Air Bottle
- 27 Headrest
- 28 Pilot's Seat
- 29 Pilot's Seat Adjuster
- 30 Flying Controls
- 31 Rear of Instrument Panel
- 32 Hydraulic Jack for raising and lowering Undercarriage
- 33 Landing Wheel Well
- 34 Landing Wheel Shroud



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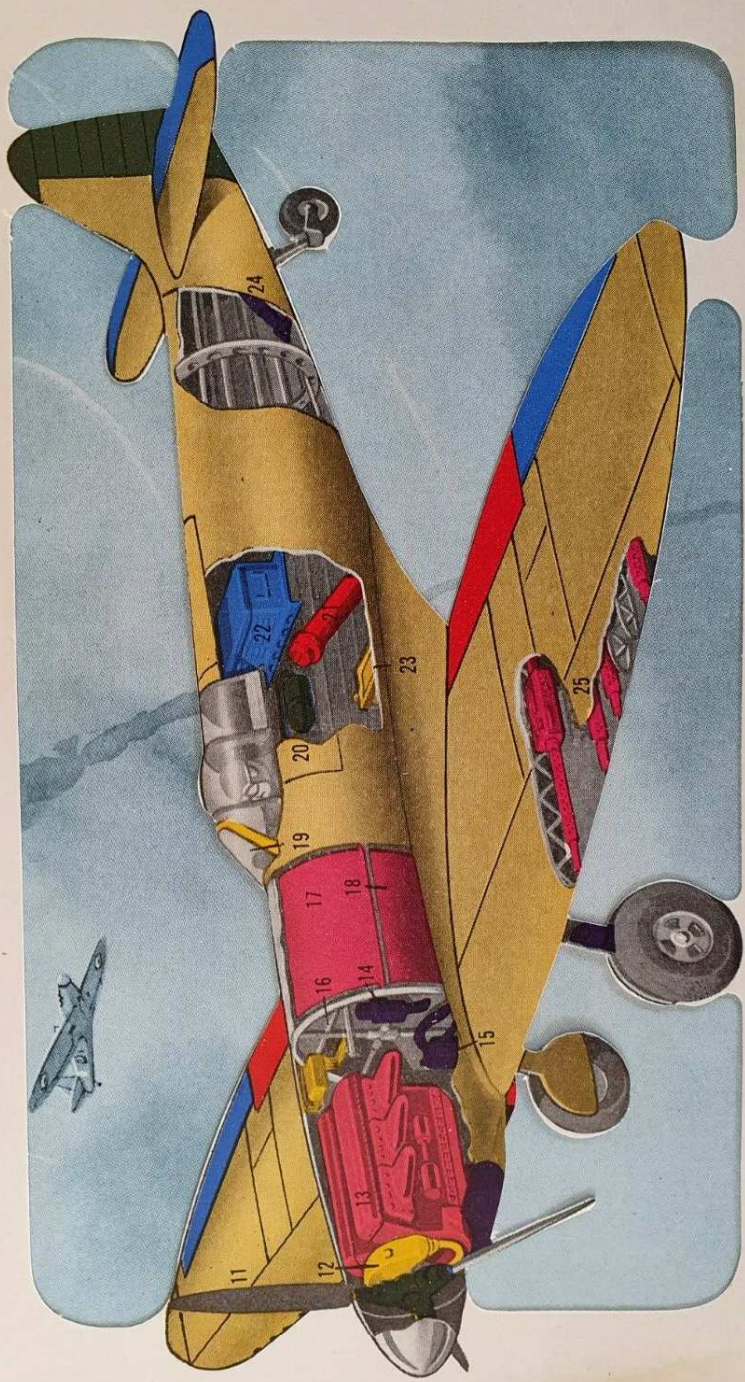
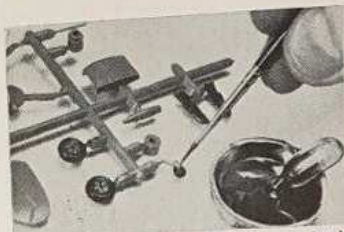


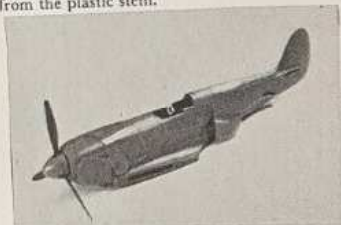
PHOTO HINTS FOR CONSTRUCTION



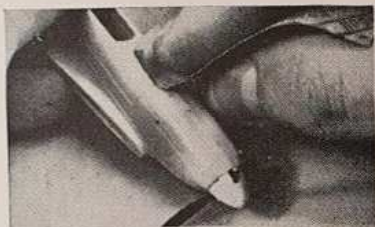
1. The paint capsules should be completely squeezed out into tin lids and well mixed before use. Paint small parts before removal from the plastic stem.



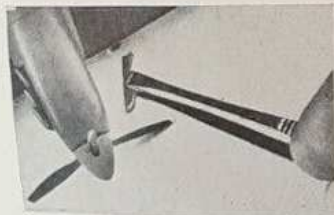
2. The rear collar is cemented *after* placing it on the propeller shaft.



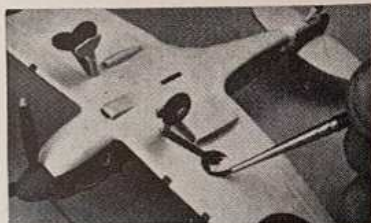
3. Hold the fuselage halves together with adhesive tape until the cement dries.



4. Joint ridges can be smoothed down when the cement has dried with No. 400 "wet or dry" paper.



5. Tweezers are very useful for positioning small parts such as this (pre-painted) exhaust stack.



6. If the wheels are to be fitted in the "down" position, the wheel wells should be painted black.



7. Cut the transfer sheet to separate the individual markings, soak each one in warm water and slide into position. Use a dry brush to press the transfer in place.



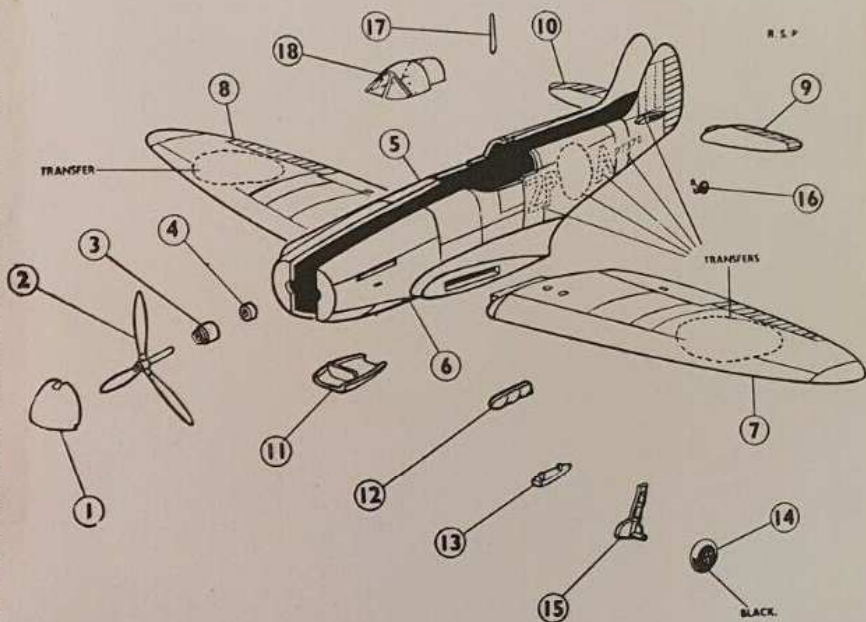
8. The finished model. Undersurfaces are left in the natural "sky" colour of the plastic. Upper surfaces are painted Dark Green and Dark Earth as shown.

These Photo-Hints were prepared by Doug McHard, Editor of Tri-ang Magazine.

KIT ASSEMBLY INSTRUCTIONS

Vickers-Supermarine Spitfire II

Collect all the Inside Story Books. Pull this Book carefully away from the box and rub the special glue off the back.



INSTRUCTIONS

It is recommended that the instructions and exploded view are studied and assembly practised before commencing.

Use Frog or Britfix Polystyrene Cement and Frog or Humbrol Paints.

It may be necessary in some cases to mix two or more colours to obtain shades required. Paint all small parts before assembly.

Keep cement well away from face, eyes and clothing.

NOTE: Very little cement is needed to hold parts together. Use it sparingly (be sure to keep it away from plane's outside surfaces), and you will produce a very neat model.

To open capsule of cement, snip off end with scissors and squeeze gently onto surface to be adhered. Excessive pressure on the capsule should not be used. Squeeze paint from capsule onto palette before using.

ASSEMBLY INSTRUCTIONS

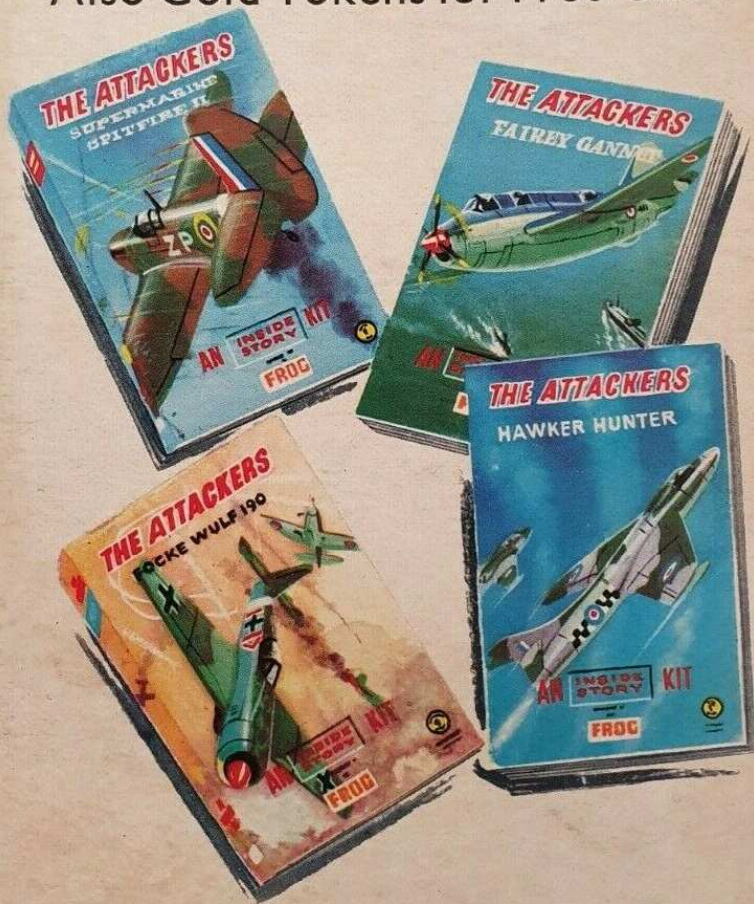
1. Assemble spinner (1) to propellor (2); pass propellor shaft through bush (3) and cement collar (4) to end of shaft, allowing it to run free in bush.
2. Cement fuselage halves (5) and (6) together with propellor unit in place.
3. Cement wing halves (7) and (8) in slots in fuselage.
4. Cement tailplane halves (9) and (10) in the slots in the end of the fuselage.
5. Assemble radiator (11), exhaust pipes (12), and oil cooler (13) in their respective positions on the fuselage and wings.

OTHER 'INSIDE STORY' KITS

BY **FROC**[®]

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