

# Spitfire F Mk.IX

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1/72 Scale Plastic Model Kit

**WEEKEND**  
edition



item # 7460

The Supermarine Spitfire is so iconic, that virtually everyone can recognize it. The service of this elegant fighter spanned remarkable thirteen years. It entered into service at the end of biplane era and remained on frontline duty until the jet age.

By the early 30s the RAF was looking for replacement of its ageing Hawker Fury biplane fighters. The need of considerably faster aircraft was obvious, as the racing monoplane floatplanes of that time reached about twice the speed of the Fury. One of the most successful designers of racing floatplanes was Reginald J. Mitchell. His Supermarine S.6B raised the world speed record to 407 mph (655 km/h) on 20 September 1931, and British Air Ministry, under influence of such achievement, issued the specification F.7/30 in October 1931. Although it called for modern pursuit airplanes capable of at least 250 mph (400 km/h), seven out of eight entries were biplanes. The only monoplane proposal was Mitchell's Supermarine 224, but a gull wing design with fixed undercarriage and Rolls-Royce Goshawk engine was a disappointment. After that the RAF chose the Gloster Gladiator biplane as the winner.

#### Early work

The fiasco with Type 224 did not prevent Mitchell from further work. He persuaded the Supermarine company to fund the work on the completely new design Type 300 using the brand new Rolls-Royce PV12 engine, later known as the Merlin. The Air Ministry expressed interest and issued specification F.37/34 on 28 December 1934 to fund a prototype armed with four wing mounted guns. But by early April 1935 Mitchell received the detail of specification F10/35, calling for eight guns. The change was made on cost of bomb provision removal and reduction of the capacity of the fuel tanks to sixty-six gallons. The decision caused the so called "short legs" of the Spitfire, meaning a lack of range and endurance.

The Type 300 made its maiden flight on 5 March 1936, an initial contract to produce 310 Spitfires was signed in June 1936 and the first unit to receive the new fighter was No. 19 Squadron at Duxford in August 1938.

#### Catching the progress

The Spitfire's development was an ongoing process and incorporated many changes. From the early Mk.I and Mk.II the development reached the point where a more substantial step was required. The Mk.V was a result, but it was in fact a Mk.I powered by the more powerful Merlin 45 series engine. The Mk.V entered service from early 1941, helping the RAF to counteract the Bf 109's development. But in September 1941, a hitherto unknown German radial engine fighter emerged and started to rule the European skies. The new Fw 190 was superior to British fighters, even to the Spitfire Mk.V. The losses suffered by the RAF over western Europe rose rapidly and the crisis was serious enough that the RAF ceased most daytime operations during November 1941. The next attempt to resume this type of sorties was made in March 1942. But losses remained unacceptably high, and the RAF was forced to stop offensive operations once again. All this was due to the supremacy of the Focke-Wulf Fw 190A.

The first RAF response to the new situation was the Spitfire Mk.VIII, but the design changes were so complex that initiating timely production was not possible. In June 1942, a German pilot landed by mistake on a British airfield delivering a completely intact Fw 190A fighter into RAF hands.

Comparative trials between the Focke-Wulf and Spitfire Mk.V began almost immediately and confirmed the situation over the front – the chance of a Spitfire Mk.V to survive an encounter with the Fw 190s was rather poor. The only British fighter aircraft deemed suitable to oppose the German opponent were the Spitfires Mk.VII and Mk. VIII powered by the Merlin 61 engine. But as these marks required some time to get into production, another way of getting a powerful fighter as quickly as possible was sought for. And it was found in mating the two-stage supercharger Merlin 61 with the fuselage of the Spitfire Mk.Vc.

#### Saviour

Two Mk.Vc airframes, AB196 and AB197, were selected for the conversion and their fuselage was strengthened with modified longerons to accommodate the more powerful and heavier engine. The first example was finished on February 26 and the second on March 27, 1942. Trials were successful and the order for series production was issued almost immediately. Series production began in June 1942 and the first Mk.IXs found their way to No. 64 Squadron in July. Performance improved significantly in comparison to the Mk.V. The top speed of 409 mph (658 km/h) at 28,000 feet (8530 m) was higher by 40 mph (64,4 km/h), and the service ceiling rose from 36,200 ft (11,033 m) to 43,000 ft (13,106 m).

With the Mk.IX the RAF finally got a fighter capable to oppose the Fw 190A. Three main variants of the Mk.IX were produced. The F Mk.IX was powered by the Merlin 61 and was the only version on the assembly line in early 1943. The next was the LF Mk.IX powered by the Merlin 66. This engine was designed to do its best at low-to-medium altitude. The third version, manufactured along with the LF, was the high-altitude HF Mk.IX with the Merlin 70.

The majority of Mk.IXs manufactured were equipped with the so-called C-type wing. Four 20mm cannon or two 20mm cannon and four .303 in machine guns could be installed in the wings. From 1944, E-type wing was produced with four outer .303 in machine guns replaced with two .50 in heavy machine guns installed in the inner bays. Bomb racks for 250lb bombs were fitted under each wing.

The Mk.IX became the second most numerous mark of the Spitfire with a total of 5653 examples built. The Mk.IX began to replace the Mk.V from June 1942. Thanks to the new fighter, the RAF was ready to fight against the Luftwaffe over occupied Europe.

#### The Kit: Spitfire F Mk.IX

The F Mk.IX was the first of all the Mk.IX Spitfires, as the very first examples were in fact rebuilt Mk.Vs. These early aircraft retained many features of the predecessor, including the large blisters over the cannon bays. These were intended to accommodate two 20mm cannons each and some aircraft flew with this rather heavy armament. But most of them had the outer cannon bays empty with aerodynamical cover of the opening in the leading edge. There were also some examples with that opening completely removed.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS \* INSTR. SYMBOLS \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽÍT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

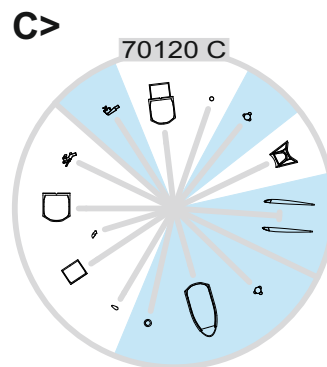
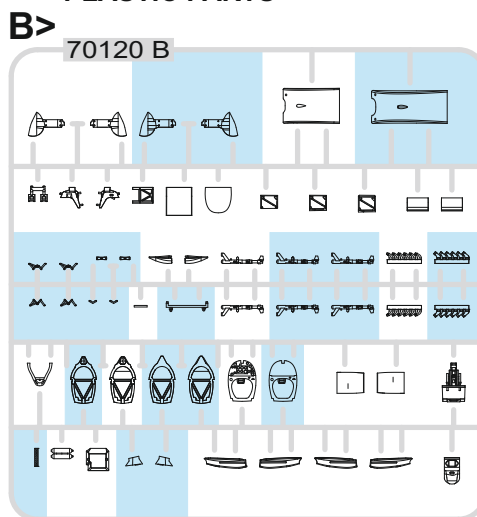
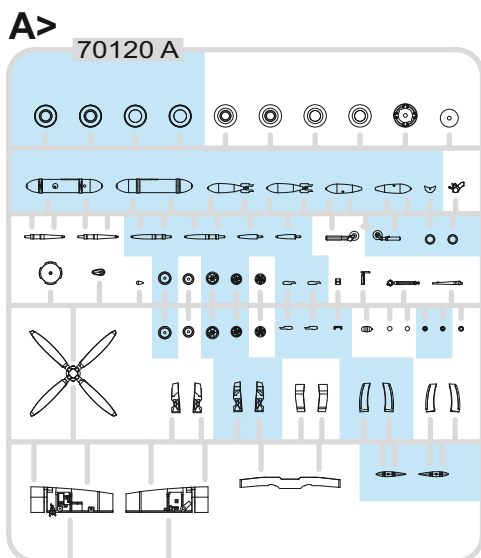


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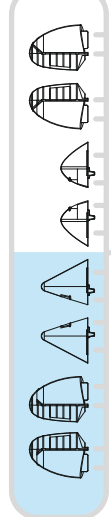


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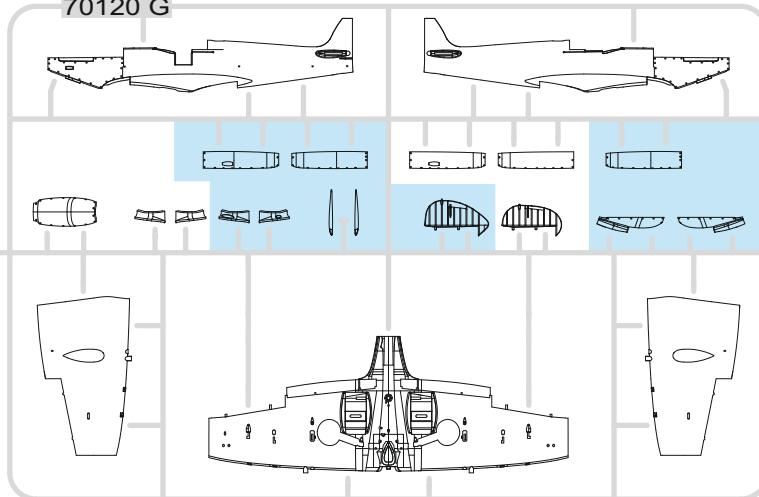
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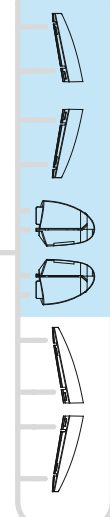
70120 D

**G>**

70120 G

**E>**

70120 E



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



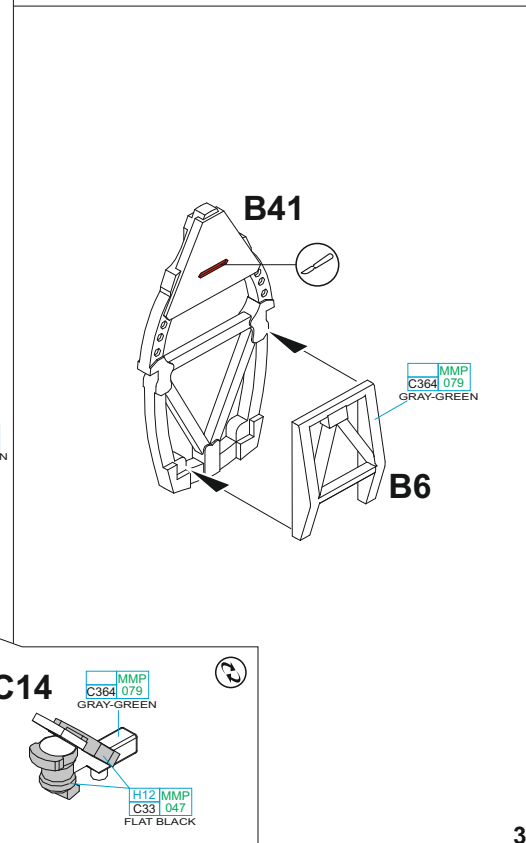
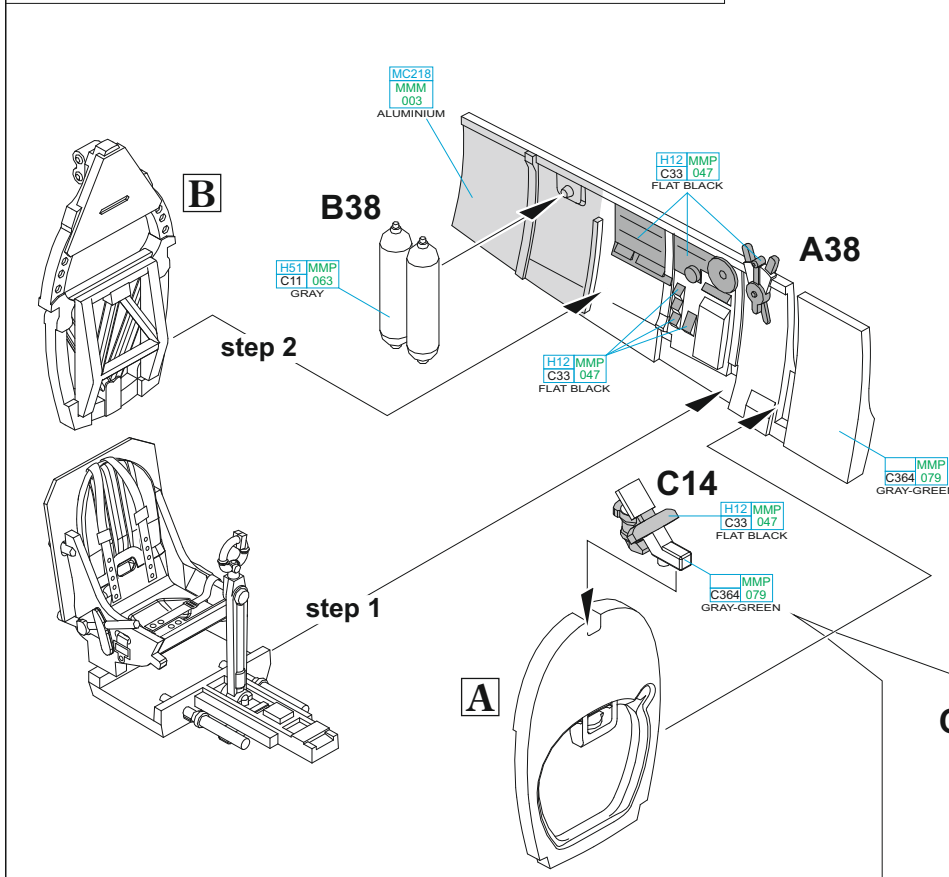
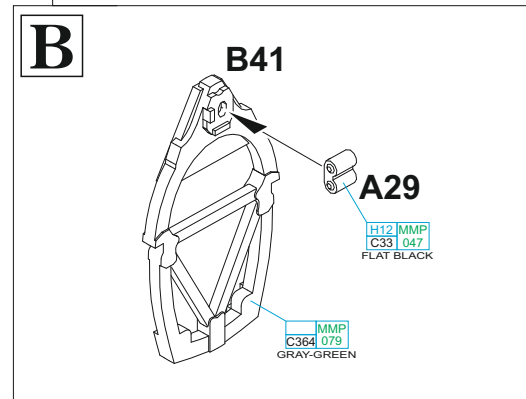
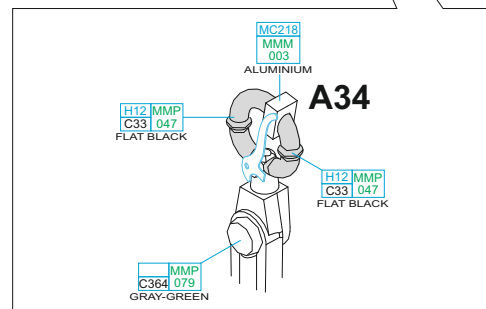
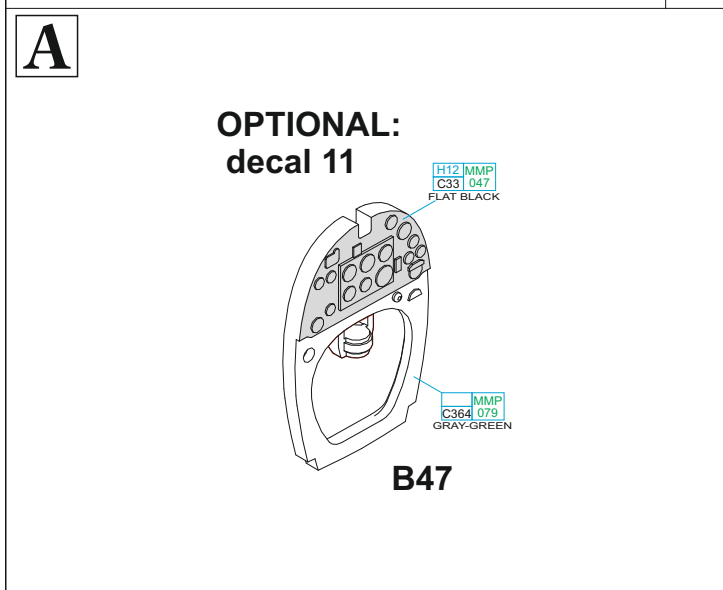
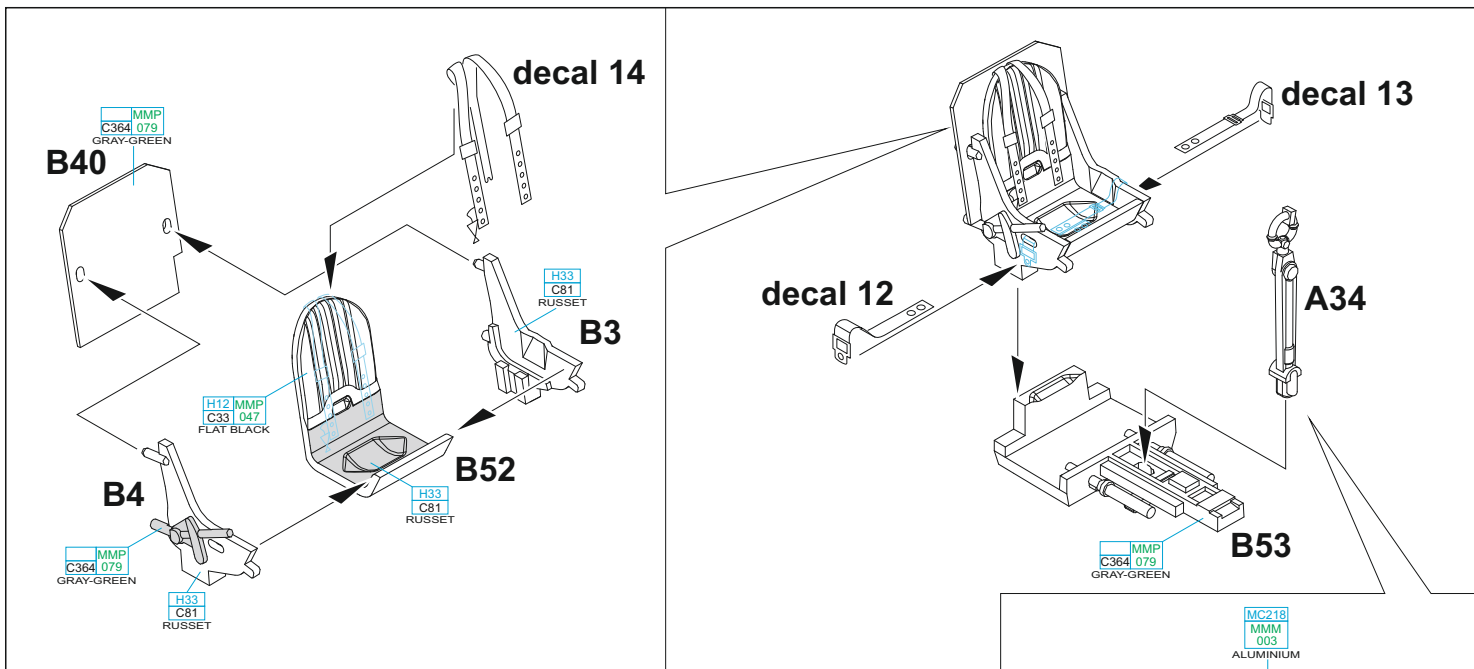
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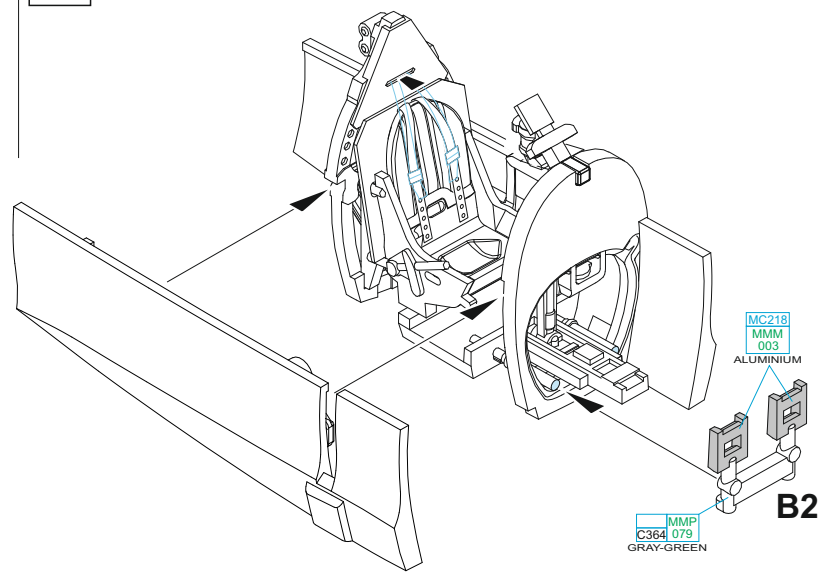
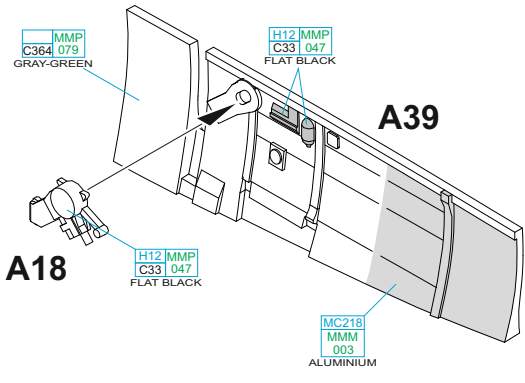
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GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H3	C13	MMP-003	RED
H4	C4	MMP-007	YELLOW
H8	C8		SILVER
H12	C33	MMP-047	FLAT BLACK
H33	C81		RUSSET
H51	C11	MMP-063	LIGHT GULL GRAY
H71	C21	MMP-076	MIDDLE STONE
H72	C369	MMP-078	DARK EARTH
H74	C368	MMP-080	SKY
H77	C137	MMP-040	TIRE BLACK
H84	C42		MAHOGANY

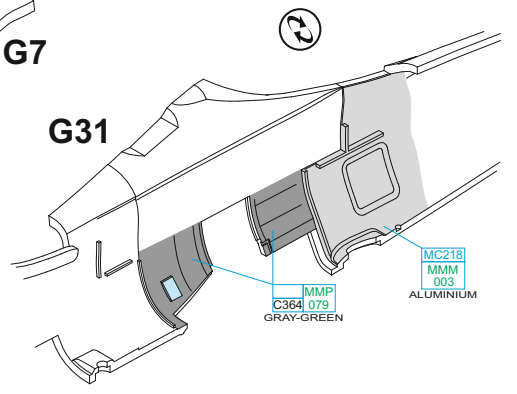
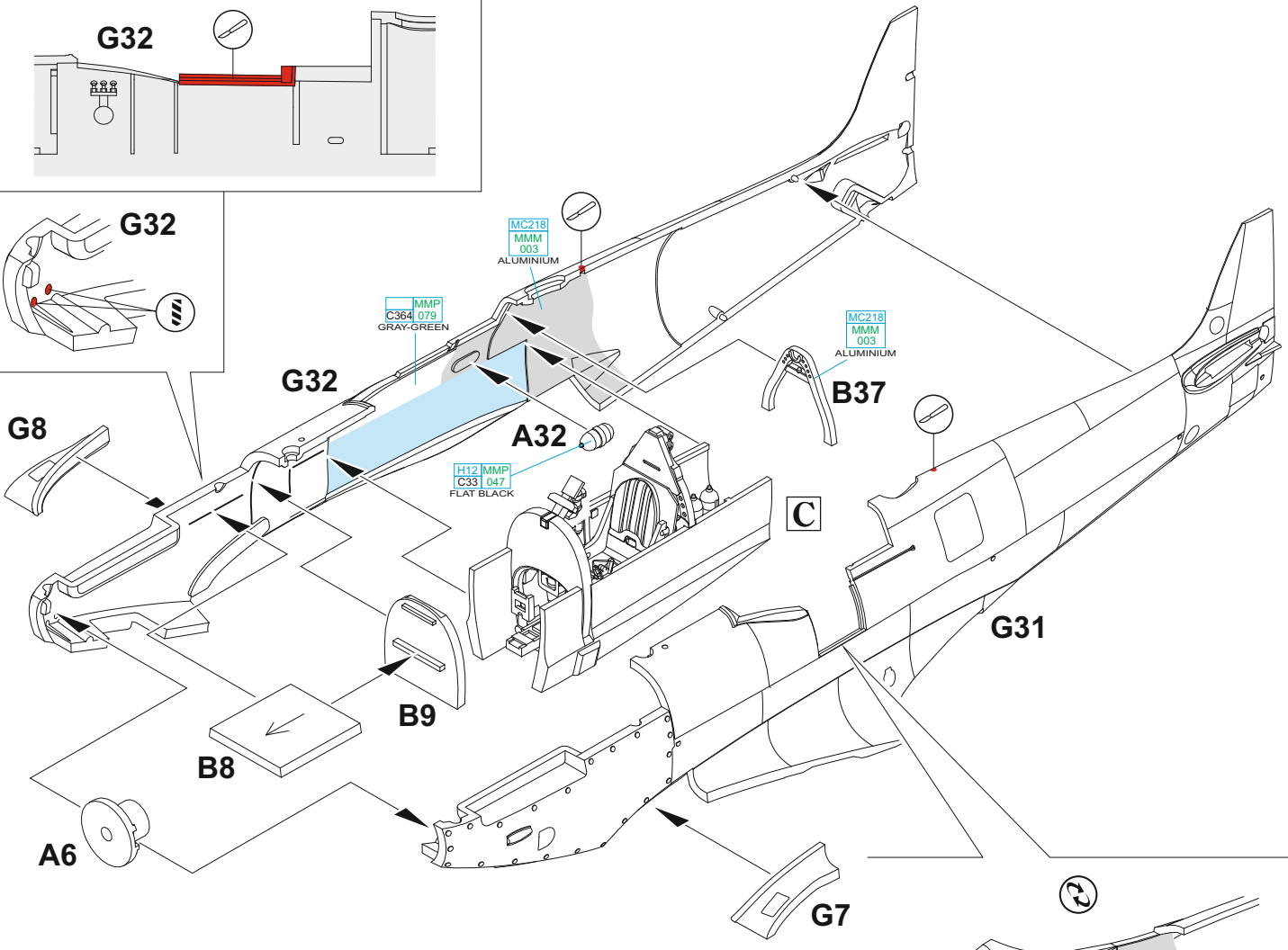
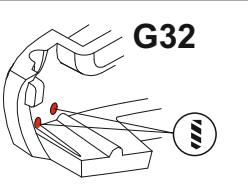
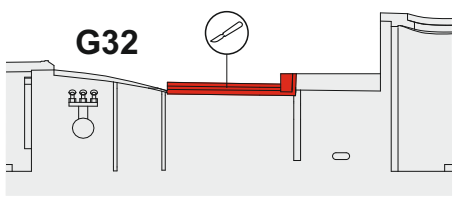
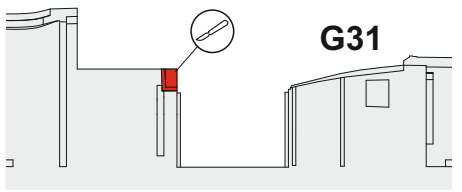
GSI Creos (GUNZE)			MISSION MODELS
AQUEOUS	Mr.COLOR	PAINTS	
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H326	C326		BLUE
H330	C361	MMP-077	DARK GREEN
H335	C363	MMP-094	MEDIUM SEAGRAY
	C362	MMP-093	OCEAN GRAY
	C364	MMP-079	AIRCRAFT GRAY-GREEN
	C370	MMP-092	AZURE BLUE
Mr.METAL COLOR			METALLICS
	MC214	MMM-001	DARK IRON
	MC218	MMM-003	ALUMINIUM

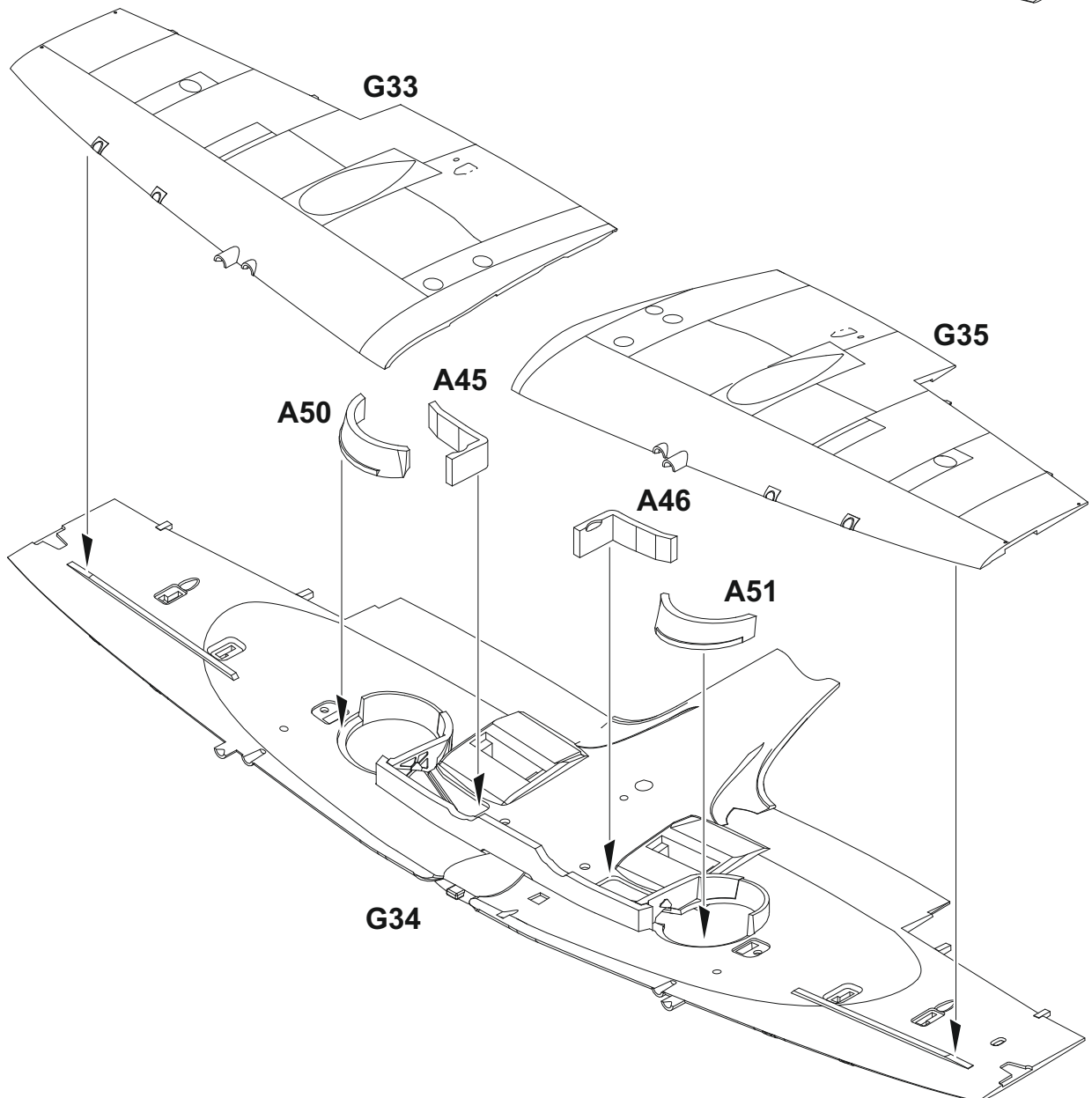
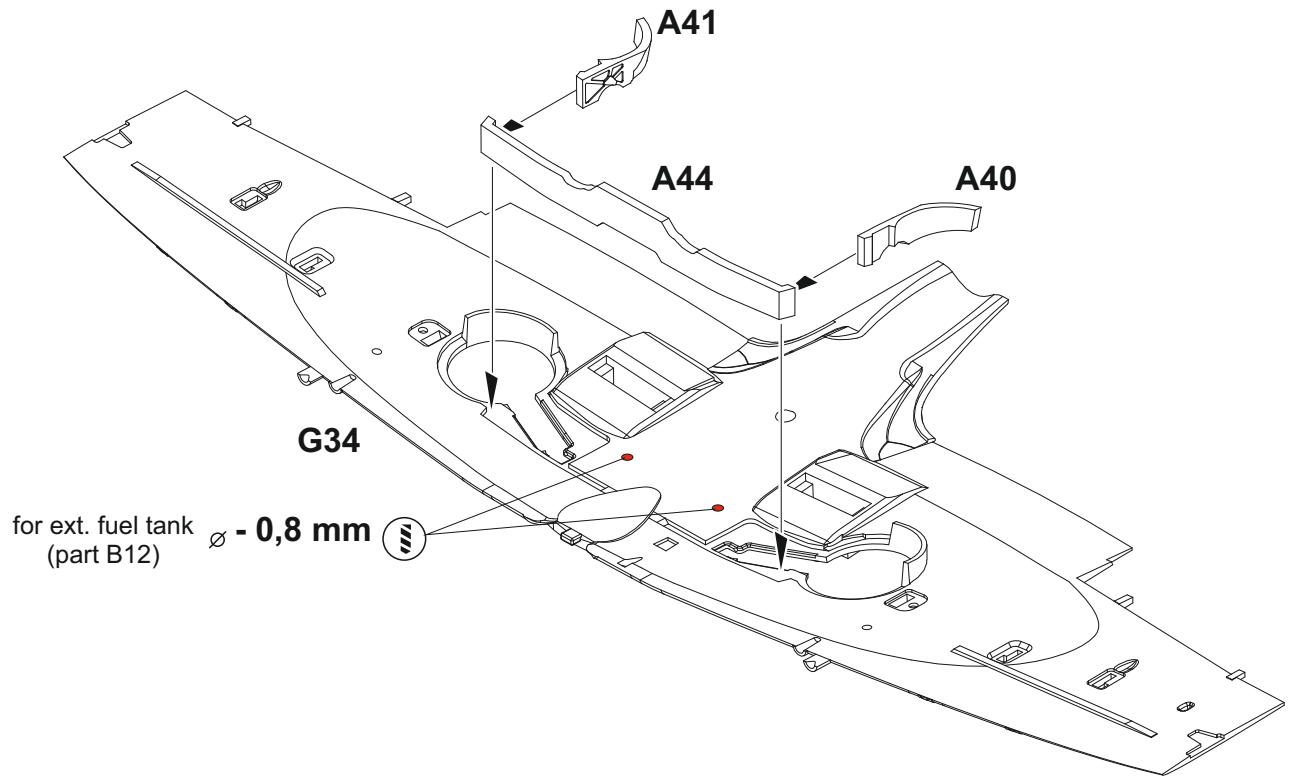


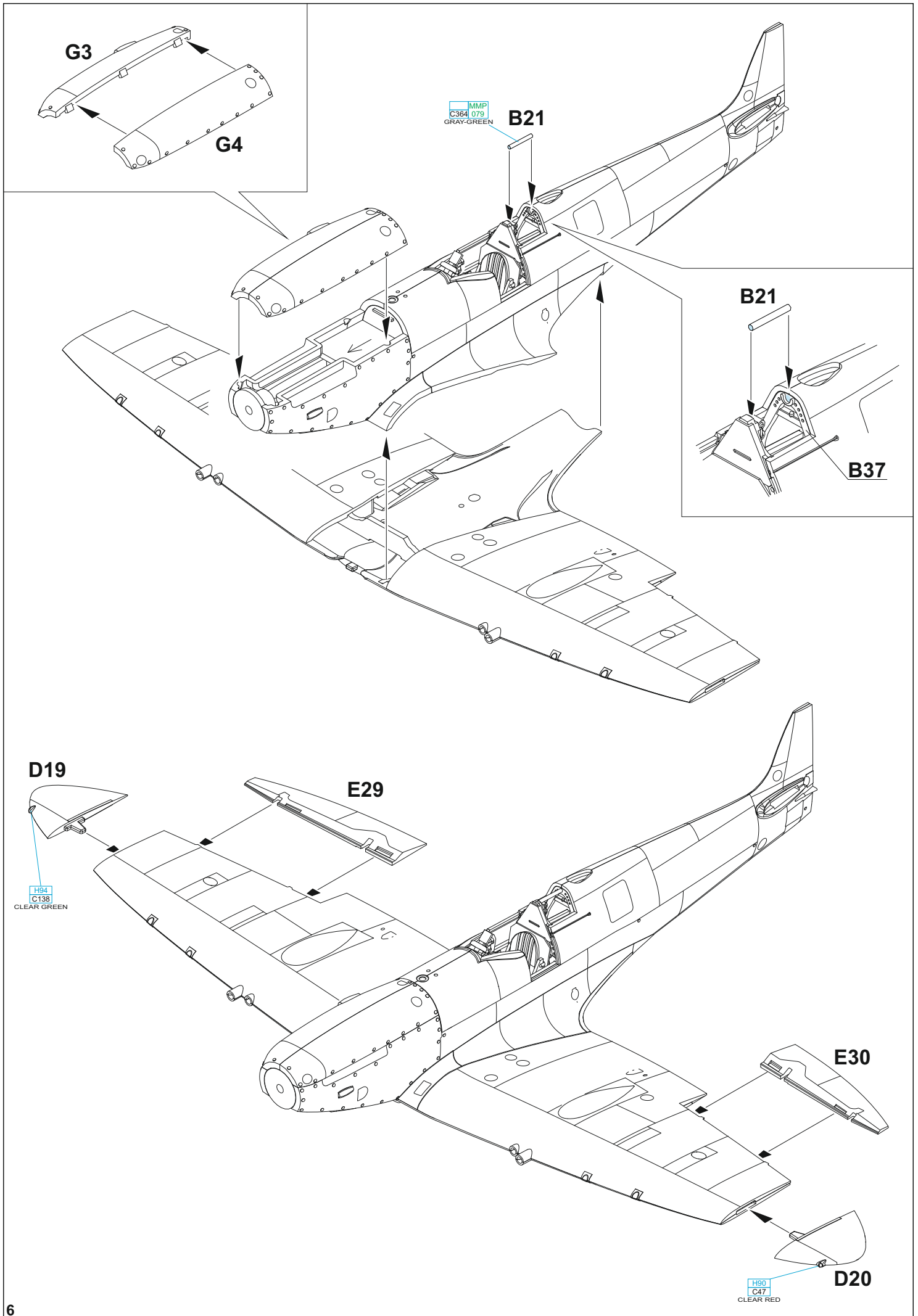
**C**



**? FOR CLOSED CANOPY ONLY**







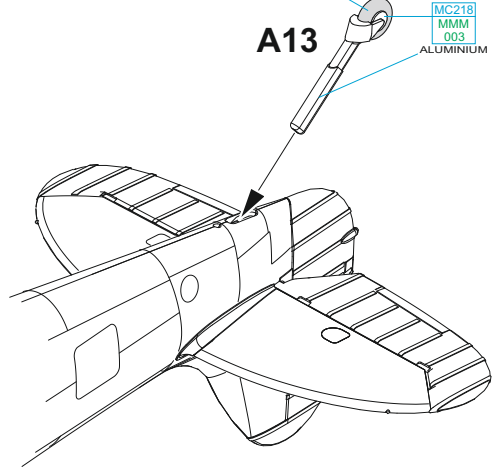
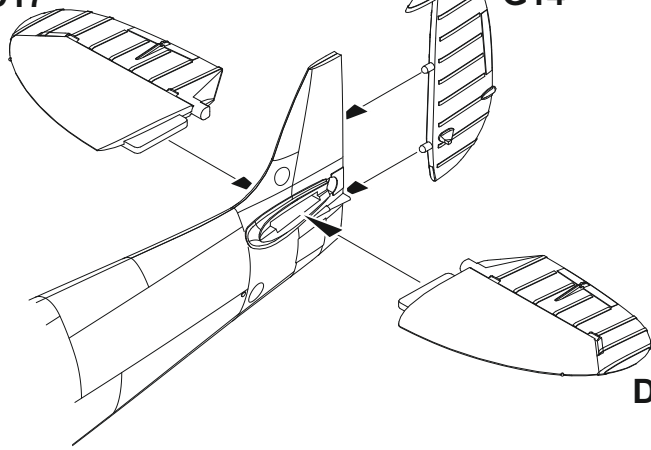
D17

G14

H77 MMP  
C137 040  
TIRE BLACK

A13

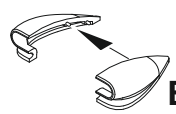
MC218  
MMM  
003  
ALUMINIUM



D18

B23

B22



B51

UNDERSURFACE  
COLOR

B35

UNDERSURFACE  
COLOR

B50

B48

UNDERSURFACE  
COLOR

B35

UNDERSURFACE  
COLOR

B46

MC218  
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003  
ALUMINIUM

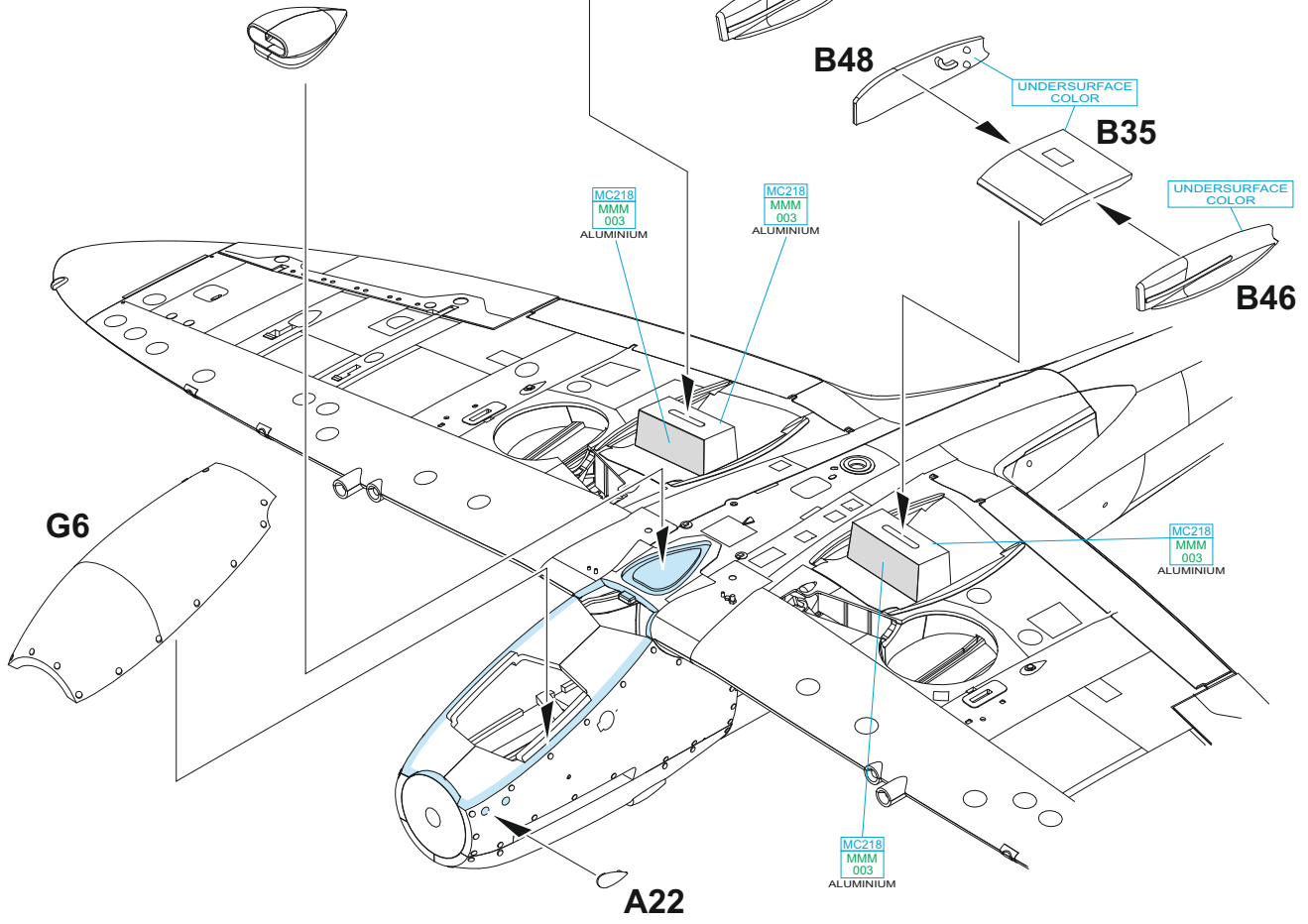
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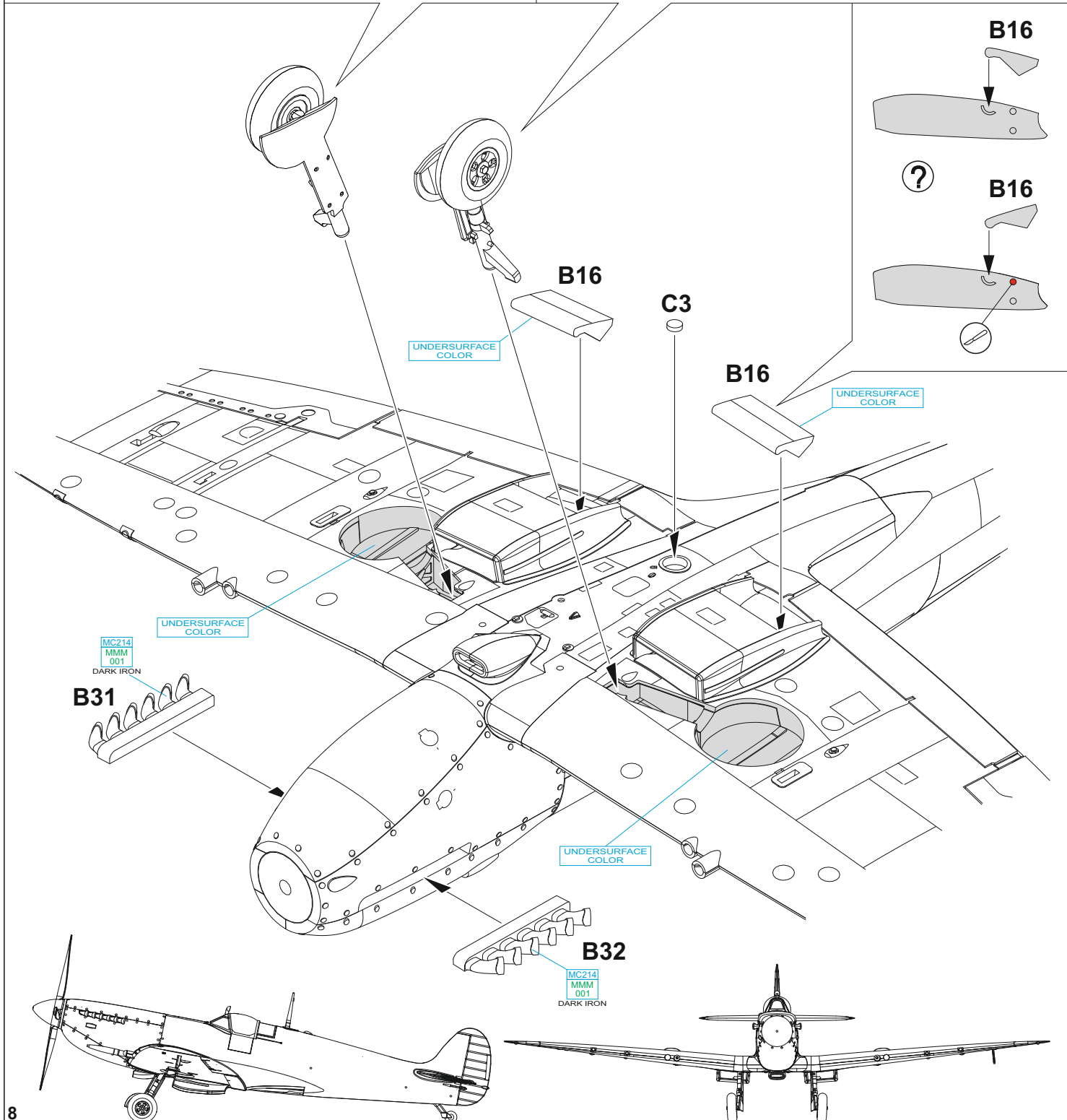
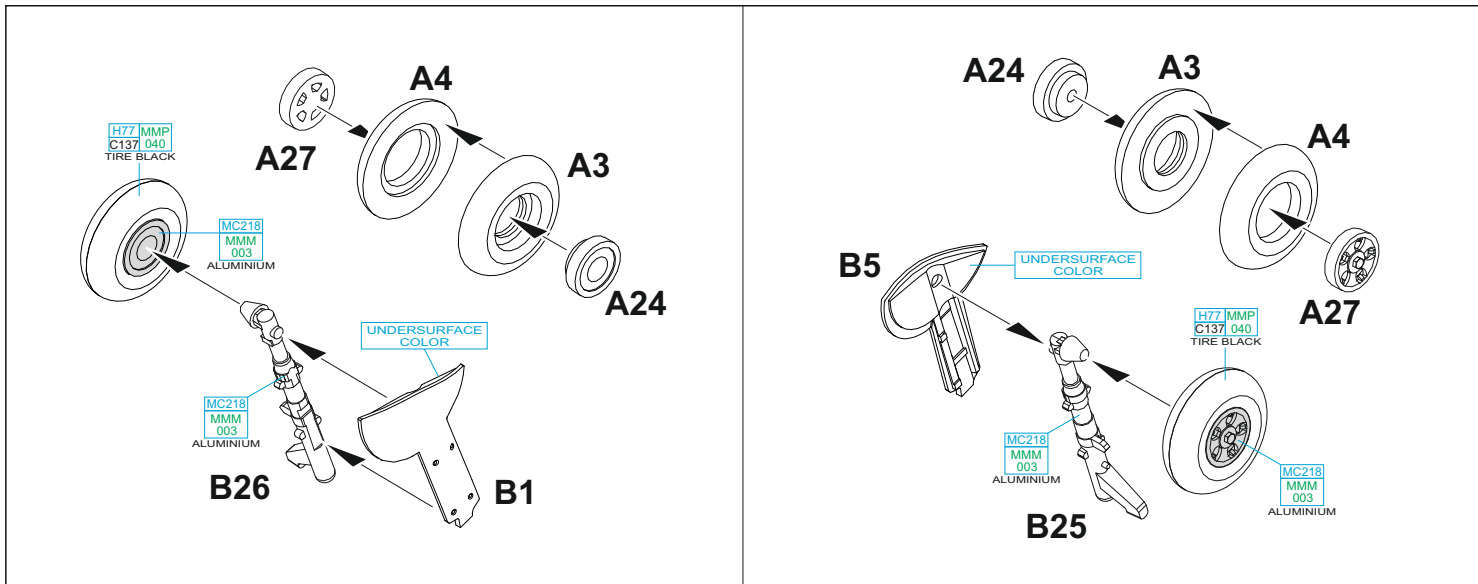
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MC218  
MMM  
003  
ALUMINIUM

G6

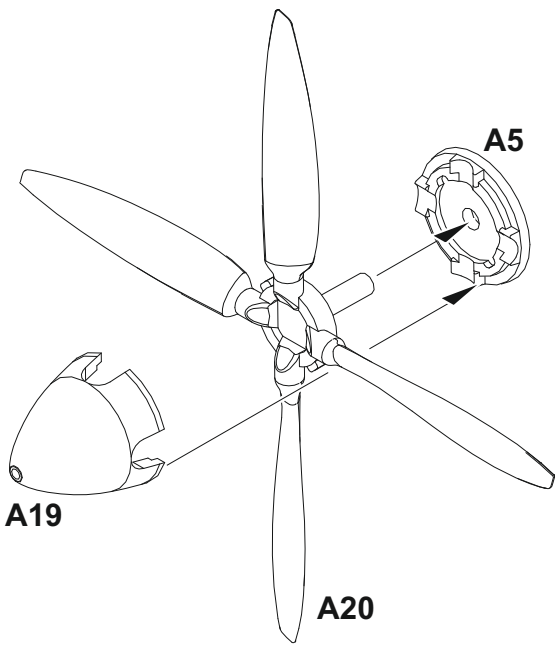
A22



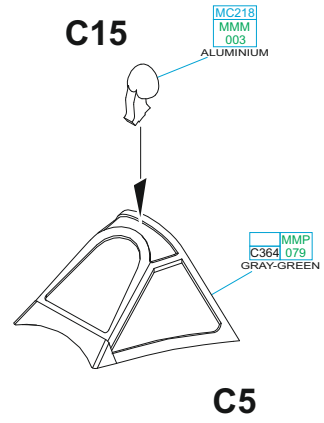




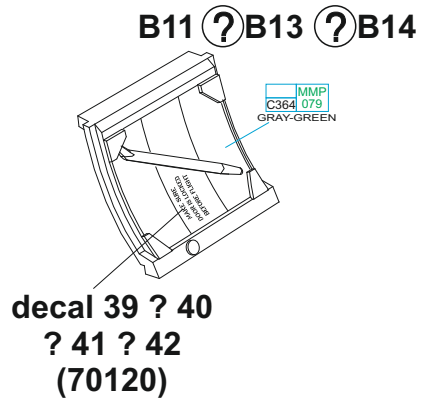
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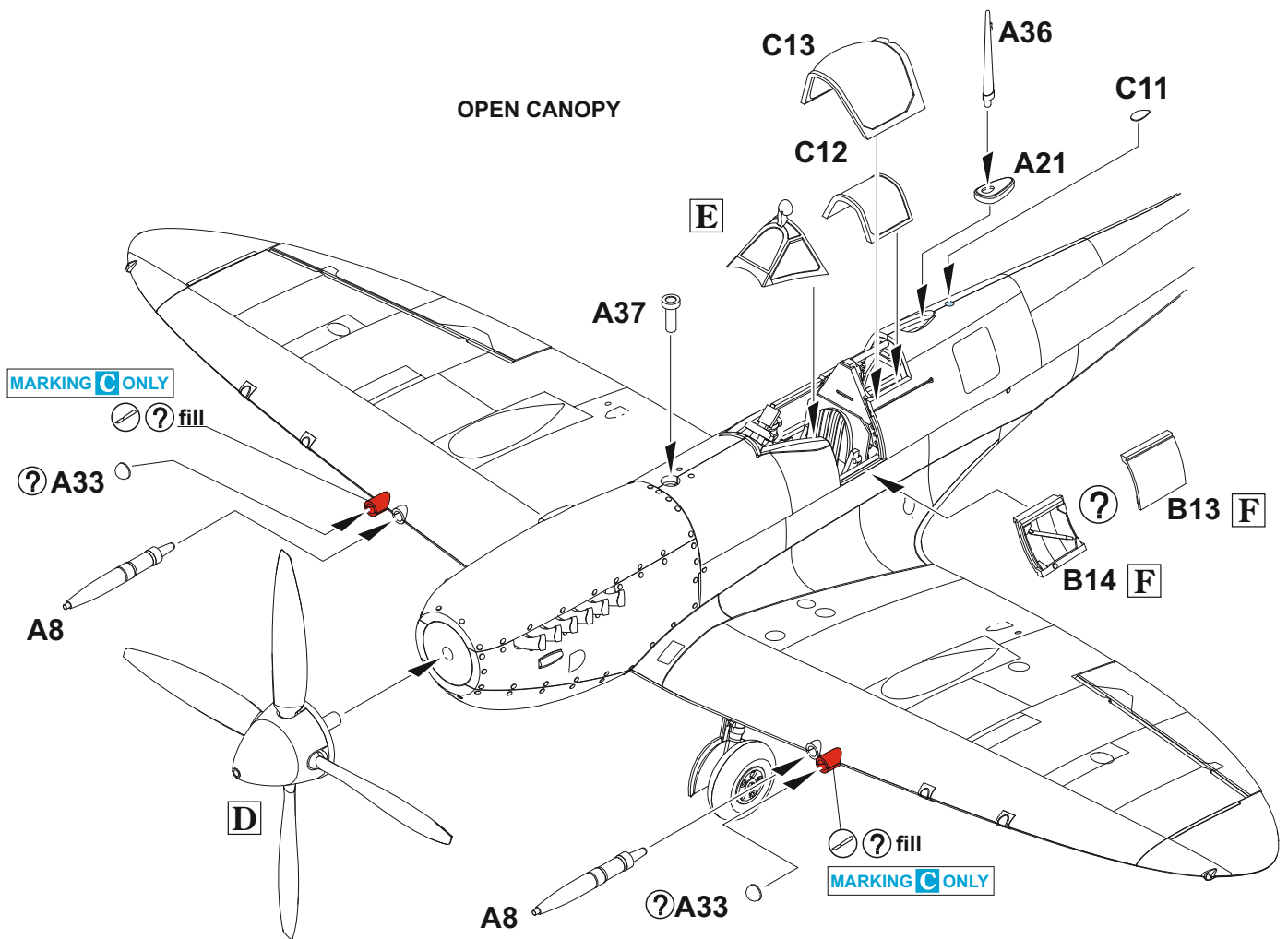
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**F**

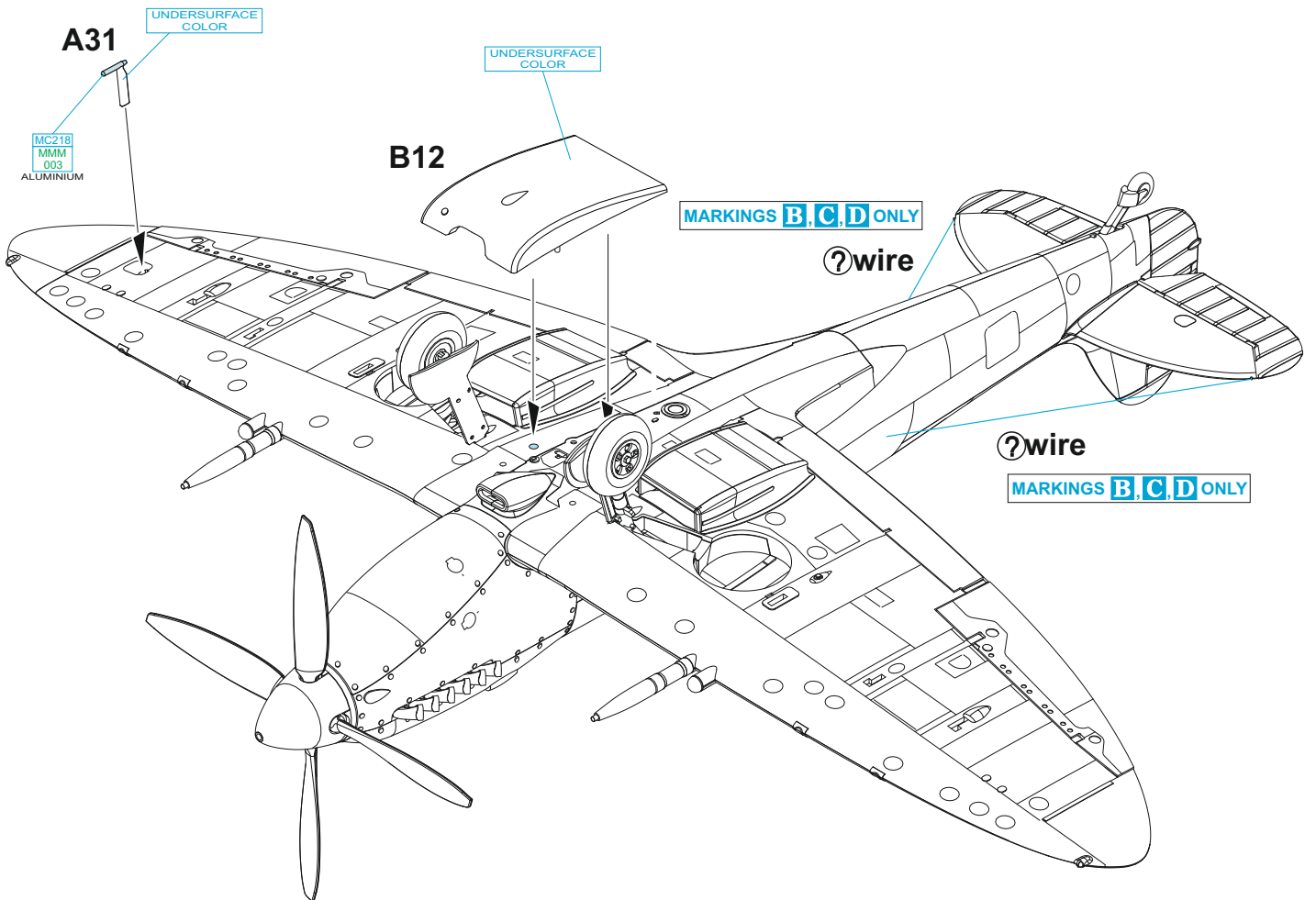
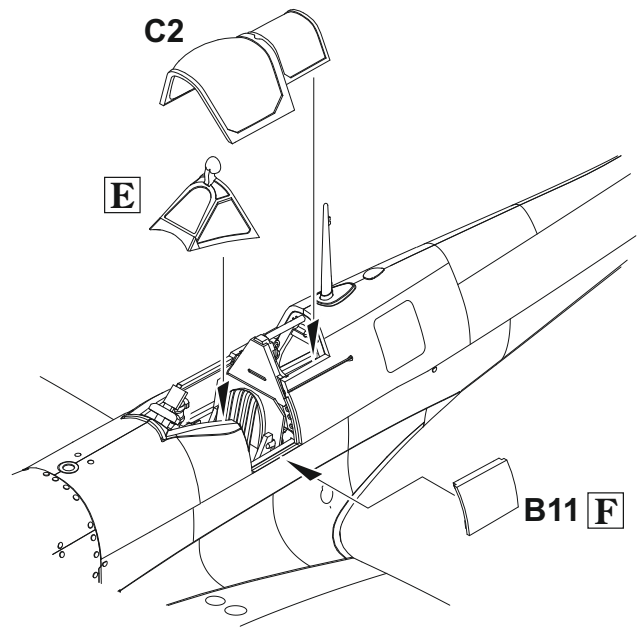


OPEN CANOPY



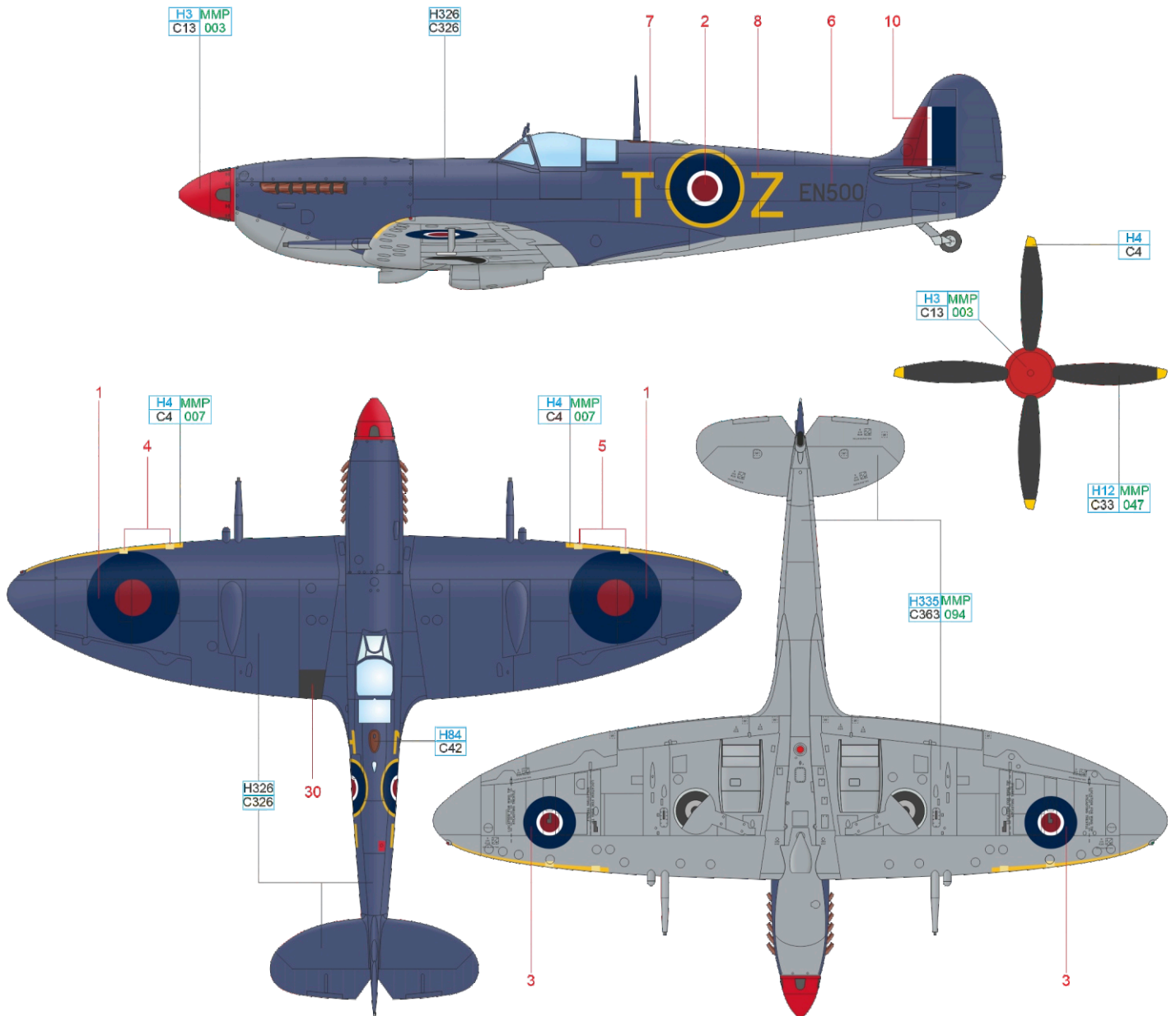
A33 - MARKINGS A, B, D ONLY

CLOSED CANOPY



# A EN500, F/O Irving F. Kennedy, No. 249 Squadron, Qrendi, Malta, July 1943

Irving Farmer Kennedy, an ace with 10 aerial victories complemented by five shared and one probable, was born in Cumberland, Ontario on February 4, 1922. He joined the RCAF in October 1940 and on completion of training, he was posted to the UK as a sergeant in August 1941. After training with No. 55 OTU, he became a member of No. 263 Sqn, flying Whirlwinds. On June 14, he was posted to No. 421 Sqn but left for Malta on October 22, 1942. He joined No. 249 Squadron there on December 15, 1942. His first victim was a Ju 52/3m, shot down on February 7, 1943. He continued to see success against Ju 88s and Ju 52/3ms. His first victory over an enemy fighter came on June 10, 1943, when he shot down a Bf 109G and shared one C.202. He was posted to No. 111 Sqn on July 30, 1943, based in Sicily. "Hap" Kennedy's first tour of duty ended in January 1944, and his second started on June 15, of the same year, when he was posted to No. 401 Sqn. He became its commanding officer on July 3, achieving his last two victories, before being shot down by Flak near Dreux on July 28. He bailed out, avoided capture, and reached Allied lines on August 24 but he did not return to combat. Instead, he returned to Canada, where he joined No. 124 Sqn RCAF. He was discharged in February 1945 and resumed his education. He graduated in medicine and practiced for 37 years. "Hap" Kennedy passed away on January 6, 2011. His Spitfire EN500 was among those finished in Dark Mediterranean Blue and Medium Sea Grey colors, which were better suited to fighting over water.



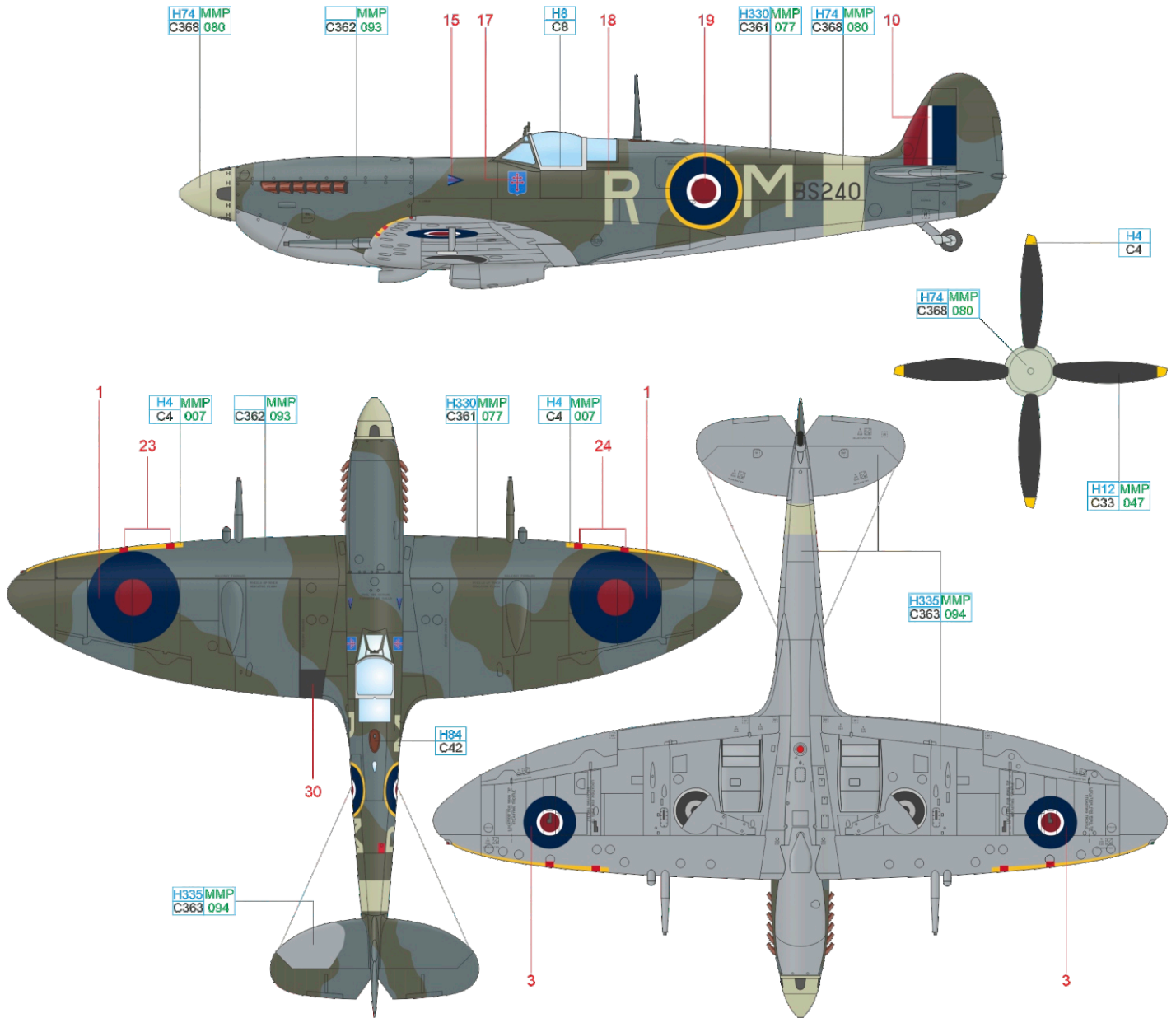
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- DARK BLUE H326 C326
- MEDIUM SEA GRAY H335MMP C363 094
- RED H3 MMP C13 003
- BLACK H12 MMP C33 047
- YELLOW H4 MMP C4 007
- MAHOGANY H84 C42

# B BS240, W/Cdr Richard Milne, CO of Biggin Hill Wing, Biggin Hill, January - March 1943

A pre-war pilot, "Dickie" Milne achieved the status of ace during the Battle of Britain, while with No. 151 Sqn. In mid-1941, Milne was transferred to No. 92 Squadron at Biggin Hill, first as A Flight Leader, later taking command of the entire squadron. On January 19, 1942, he took over command of No. 222 Sqn at North Weald, holding the post until the completion of his tour of duty in May. At the beginning of January 1943, he was given leadership over the elite unit at Biggin Hill. He was given use of Spitfire BS240 as his personal aircraft, which briefly served with No. 340 (French) Squadron, coded GW-G. As a reminder of this service, the Spitfire retained the Cross of Lorraine below the windscreen, while the Wing Commander marking was carried on the main fuel tank cover. Although BS240 had not served very long, it carried signs of non-standard repair and touch-up, such as the natural metal replacement canopy. Milne fell into his role function admirably, and he had claimed the destruction of an Fw 190 and an Bf 109 by January 20. He regularly led his Biggin Hill Wing in BS240 until March 14, when, after having downed an Fw 190 (his 15<sup>th</sup> victory), "Dickie" was shot down by an II./JG 26 Fw 190A-4 over Berck-sur-Mer and was taken prisoner. After being freed in May 1945, he was released by the RAF in 1946 as Wing Commander. During his military career, Milne shot down a total of fifteen enemy aircraft, one probable and eleven damaged.

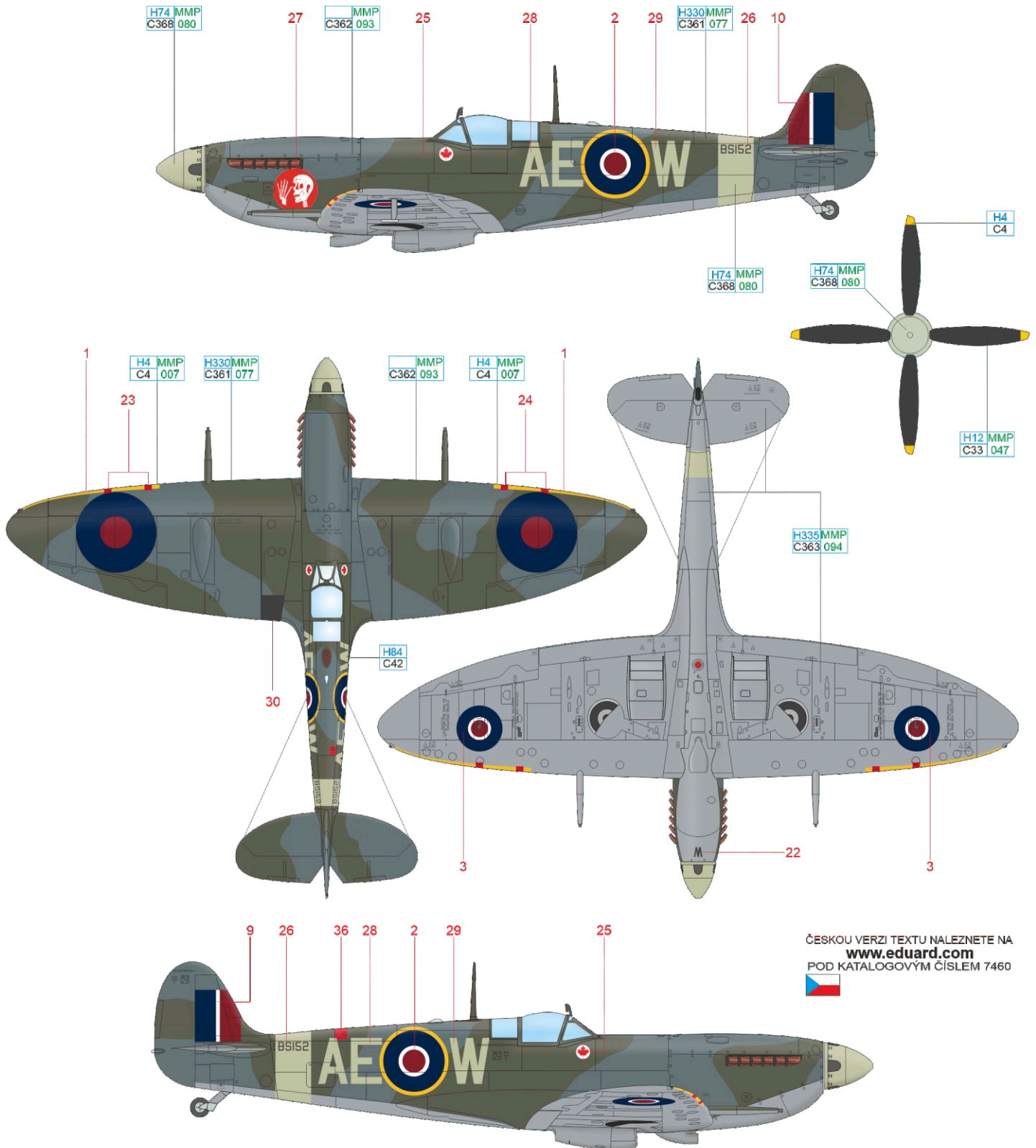


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SILVER	H8 C8	SKY	H74 MMP C368 080	MEDIUM SEA GRAY	H335 MMP C363 094	OCEAN GRAY	MMP C362 093	DARK GREEN	H330 MMP C361 077	YELLOW	H4 MMP C4 007	MAHOGANY	H84 C42	BLACK	H12 MMP C33 047
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**C** BS152, F/O Lorne M. Cameron, No. 402 Squadron RCAF, RAF Kenley, Surrey, United Kingdom, February 1943

Lorne Maxwell Cameron enlisted in the RCAF in January 1941 and after completion of training was stationed to the UK in September 1941. Prior to joining No. 402 Sqn in January 1942, he attended No. 53 OTU for combat training. On February 27, the day of his 21st birthday, Cameron scored his first victory, shooting down a Fw 190A-4 of JG 26. He flew this Spitfire serialled BS152 during that sortie and added one damaged aircraft on March 13. After being injured on July 22, he spent some time recuperating, returning to the unit in September 1943. After a period with No. 53 OTU, where he served as an instructor, he returned to action with No. 401 Sqn and took over the unit's commander responsibilities. Cameron and his "boys" were tasked with numerous anti-ground assignments and the leader really showed the others the way to do things, being credited with some 75 vehicles and five rail locomotives destroyed. He also added five more aerial victories plus one damaged. He was shot down by Flak over France on July 3, 1944. He was able to hide himself for two months before being captured but managed to escape and returned back to the UK in September 1944. At the end of the war, he left the RCAF and served with Auxiliary Air Force No. 402 "City of Winnipeg" Squadron, where he was promoted to the rank of Wing Commander. His Spitfire BS152 was decorated with nose art depicting a skull in a red circle and also featured the rather unusual deletion of the outer cannon aerodynamic fairing.



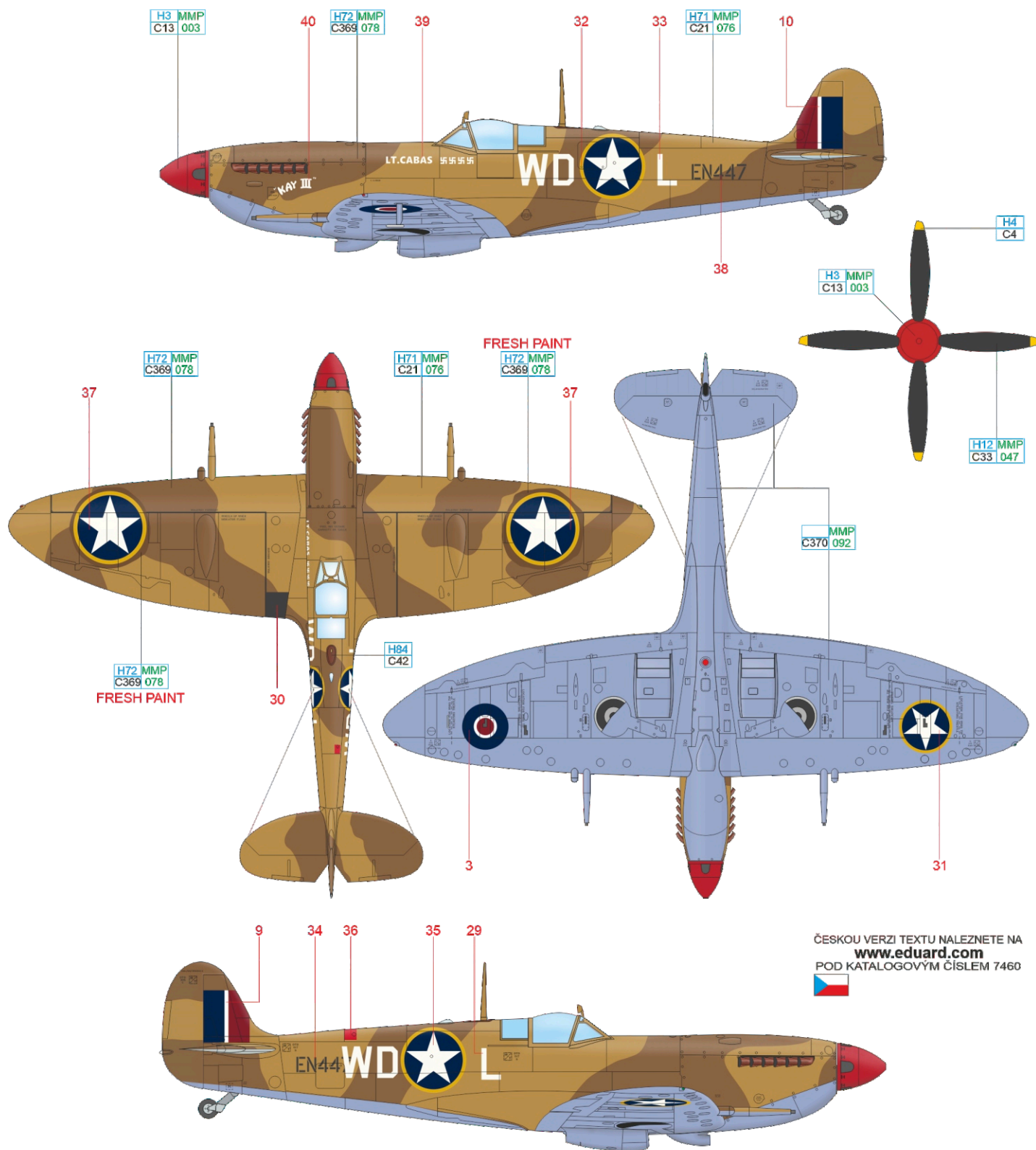
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SKY	H74 MMP C368 080	MEDIUM SEA GRAY	H335MMP C363 094	OCEAN GRAY	MMP C362 093	DARK GREEN	H330MMP C361 077	YELLOW	H4 MMP C4 007	MAHOGANY	H84 C42	BLACK	H12 MMP C33 047
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# D EN447, Lt Victor N. Cabas, 4<sup>th</sup> FS/52<sup>nd</sup> FG, USAAF, Le Sers, Tunisia, April, 1943

"Vic" Cabas worked in an aircraft factory in Alliance, Ohio, and by 1939 was a locally recognized pilot. At the age of nineteen, he was hired to ferry bombers from Canada to England. In March 1941, he joined the RCAF, in which he served with No. 403 Squadron up to September 1942. Over his career with the RCAF, he flew 51 combat sorties and claimed his first victory over Dieppe. On America's entry into the war, he joined the American Air Corps as a Lieutenant and was assigned to the 4<sup>th</sup> FS, 52<sup>nd</sup> FG. He became one of a few American pilots to fly a Spitfire in Britain, Egypt, France, over the Ardennes, Italy and Germany. He flew over 125 combat missions, during which he claimed six victories (four individual and two shared). In March 1944, he was awarded the DFC and was promoted to Captain. Later the same year, he was elevated to the rank of Major and at the 9<sup>th</sup> Air Force in Belgium, he flew P-47 Thunderbolts. The Spitfire with which Cabas flew in the spring of 1943 carried a standard desert camouflage scheme used by the RAF. An interesting feature of this aircraft was that it retained its original RAF markings under the left wing and the tail surfaces. The upper wing roundels were overpainted with fresh Dark Earth paint. The yellow border of the national insignia on American aircraft appeared for Operation Torch and remained in place after its conclusion in the MTO.



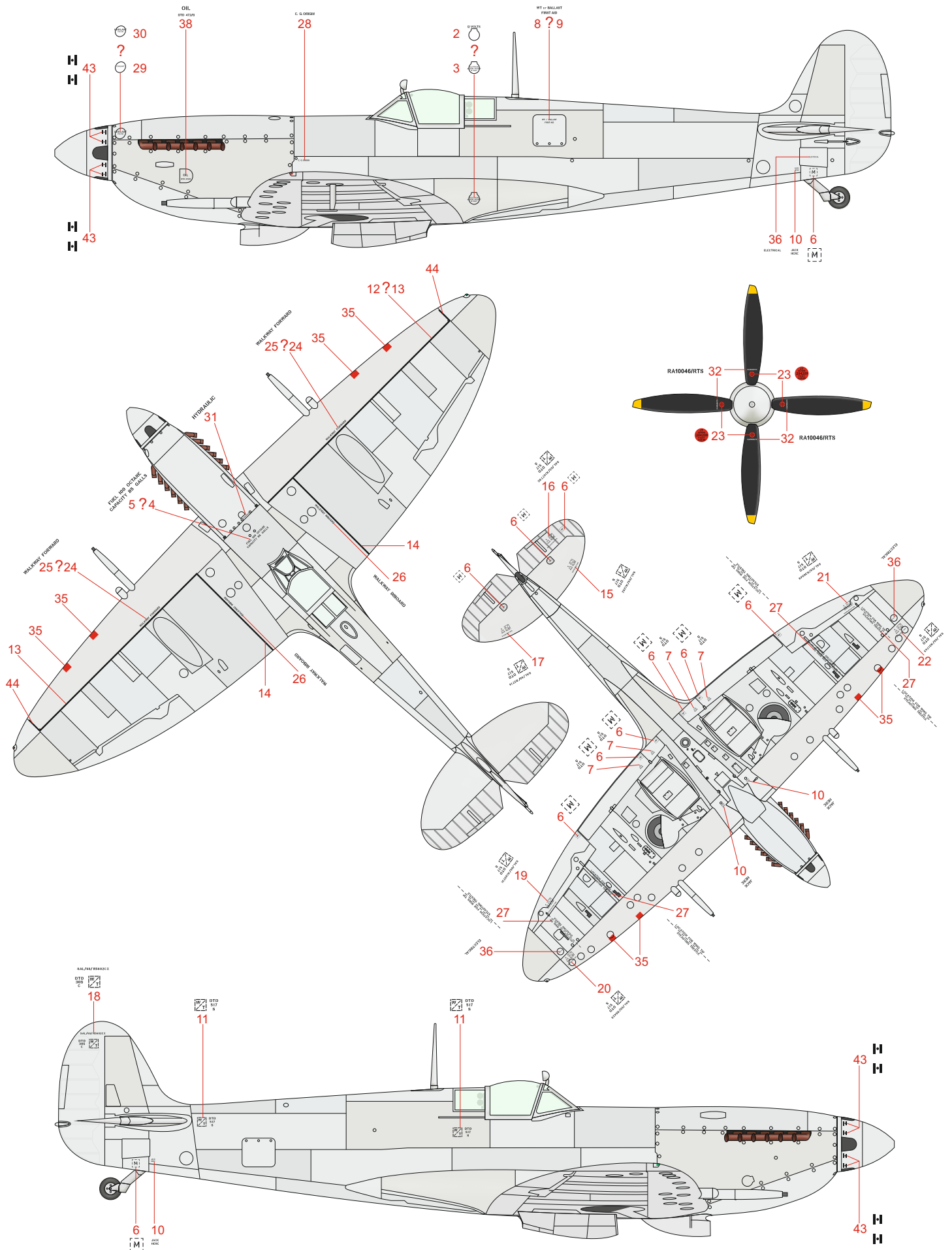
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AZURE BLUE	MMP C370 092	MIDDLE STONE	H71 MMP C21 076	DARK EARTH	H72 MMP C369 078	RED	H3 MMP C13 003	YELLOW	H4 MMP C4 007	MAHOGANY	H84 C42	BLACK	H12 MMP C33 047
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# Spitfire Mk.IX

# STENCILING POSITIONS

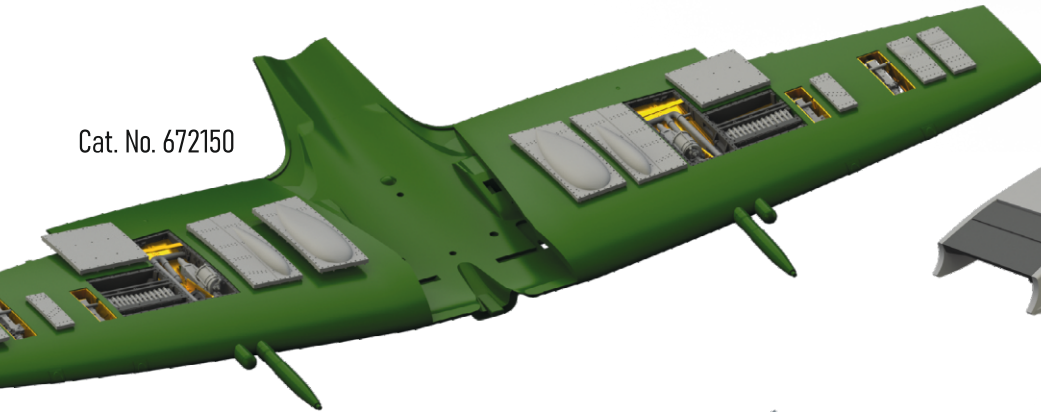


- 72623 Spitfire Mk.IX landing flaps (PE-Set)
- 72624 Spitfire Mk.IX (PE-Set)
- 72641 Spitfire F Mk.IX (PE-Set)
- SS597 Spitfire Mk.IX seatbelts STEEL (PE-Set)
- SS651 Spitfire Mk.IX radiator grilles (PE-Set)
- BIG72117 SPITFIRE Mk.IX (PE-Set)
- 672110 Spitfire exhaust stacks - fishtail (Brassin)
- 672112 Spitfire Mk.IX cockpit (Brassin)
- 672123 Spitfire Mk.IX top cowl early (Brassin)
- 672126 Spitfire Mk.IX engine (Brassin)
- 672134 Spitfire Mk.IX legs BRONZE (Brassin)
- 672150 Spitfire Mk.IXc gun bays (Brassin)
- 672173 Spitfire Mk. VIII / IX / XVI radiator fairings (Brassin)
- D72008 Spitfire Mk.IX stencils (Decal Set)
- D72010 Spitfire - British WWII roundels late (Decal Set)
- CX454 Spitfire Mk.IX (Mask)

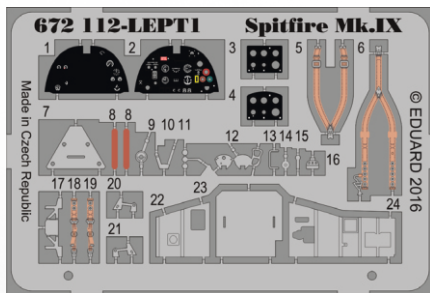
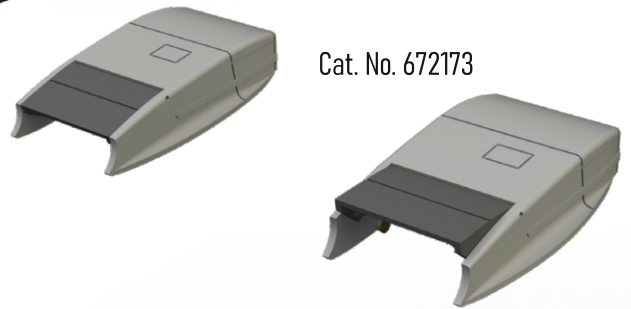
Cat. No. 672134



Cat. No. 672150



Cat. No. 672173



Cat. No. 672112

