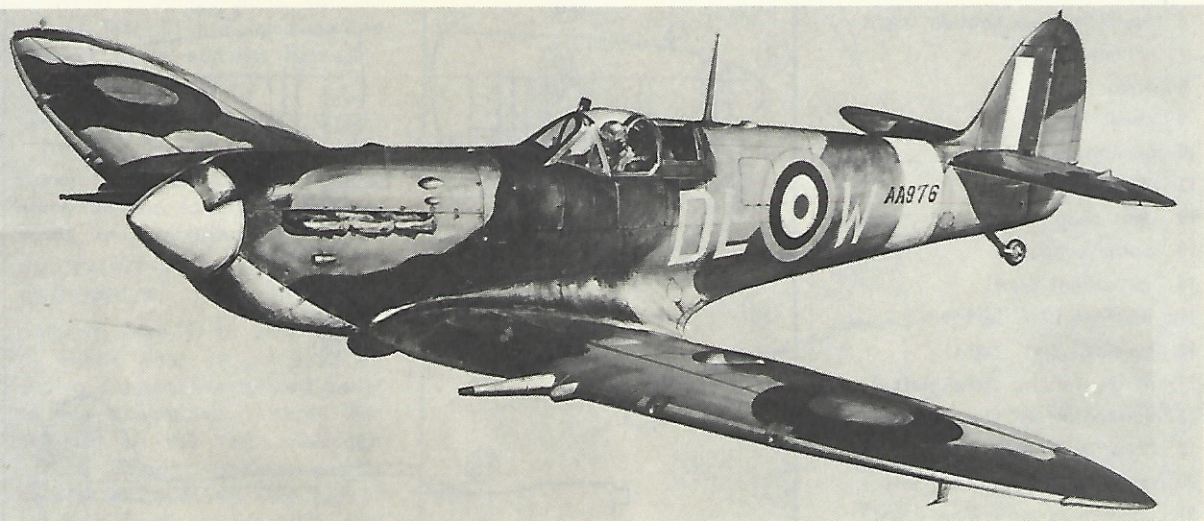


# Supermarine Spitfire Mk.V

/48 PRECISE SCALE:

“ FAMOUS FIGHTER SERIES ” OF THE WORLD WAR II



PRE-EMINENT among fighters, the Spitfire ranks alongside the Messerschmitt Bf 109, the North American P-51 and the Mitsubishi Zero-Sen as the weapon upon which the defence of their respective nations' forces rested beyond that of any other.

Add to this, in the instance of the Spitfire the drama of its grace and its very name.

A legend was born synonymous with all nostalgia for a bygone age.

Owing origins to R.J. Mitchell's aerodynamic masterpieces that were triumphant in the Schneider Trophy contests of the early 1930's, the Spitfire's design commenced in 1934 with discussions of Specification F.37/34 which called for an eight-gun fighter with a top speed of not less than 275-m.p.h. Compared with the R.A.F.'s most advanced current fighter (the two-gun 207-m.p.h. Hawker Fury I biplane), such demands might have been thought impossible to achieve because of the almost total lack of research made available between the Wars.

That two fighters—the Hurricane first and then the Spitfire—far exceeded these requirements is ample tribute to the genius of their respective designers, Camm and Mitchell, and to the Merlin engine, brilliant product of the Rolls-Royce company.

Construction of the prototype Spitfire (K5054) proceeded throughout 1935 and but for minor certification delays on the Merlin “C” engine, would have been down before the end of that year.

As it was the pale blue prototype was flown by Capt. P. (“Mutt”) Summers at Eastleigh on March 5, 1936.

Thus, the first Spitfires entered service with the R.A.F. in September, 1938.

In March 1942 fifteen Spitfire VBs were shipped to Malta on H.M.S. Eagle to become the first Spitfires to serve outside Europe, and by the following August there were three squadrons of Spitfire Vs in the Western Desert.

During its 12-year-long career, over 20,000 Spitfires in some thirty major versions were built, the excellence of the basic design and remarkable development of its Merlin engine contributing to the continuous improvement.

(Data from: British Fighters & Others)

## Data of Spitfire MK.V

### Dimensions:

Overall span	11.23m (36ft. 10in.)
Overall length	9.12m (29ft. 11in.)
Overall height	3.02m (9ft. 11in.)
Main wing area	22.48m (242sq. ft.)

### Power plant:

Engine	Rolls-Royce Merlin 45
--------	-----------------------

### Performance:

Maximum speed	593km/h at 5,490m (368m.ph. at 18,000ft.)
Service ceiling	10,800m (35,500ft.)

### Weights:

Maximum take-off weight	3,062kg (6,750lbs.)
-------------------------	---------------------

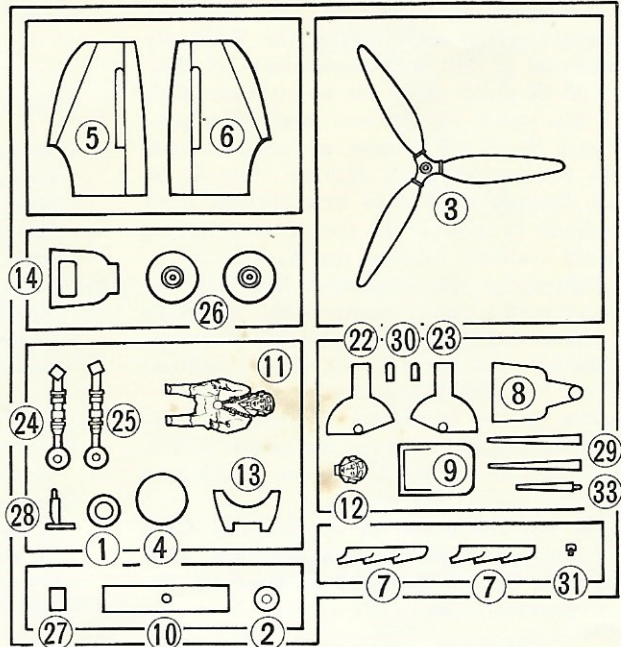
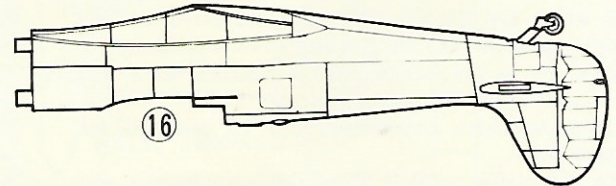
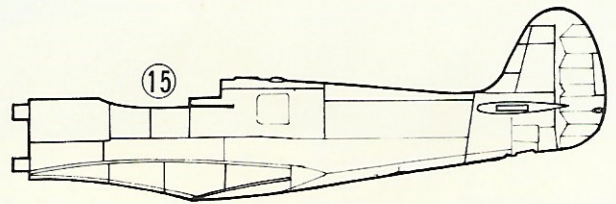
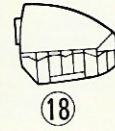
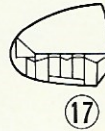
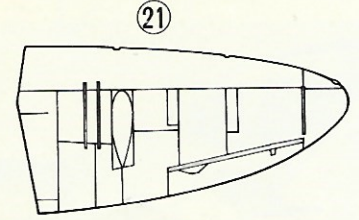
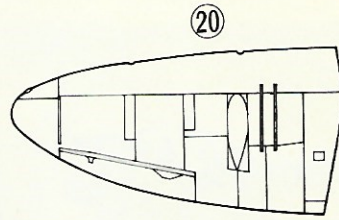
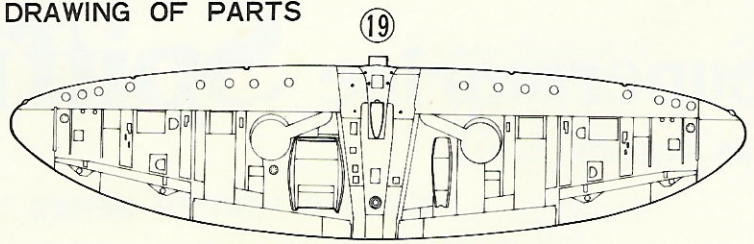
### Armament:

A type	7.7m/m machine gun × 8
B type	20m/m machine cannon × 2 or × 4
	or
	7.7m/m machine gun × 4 or × 8

# LIST OF PARTS

No.	Description
1	propeller shaft retainer
2	propeller shaft
3	propeller
4	spinner
5	fuselage nose section (left )
6	fuselage nose section (right)
7	exhaust outlet
8	armor plate
9	sheet
10	cockpit bracket
11	pilot
12	pilot head
13	motor supporter
14	instrument panel
15	fuselage half (left )
16	fuselage half (right)
17	horizontal tail plane (left )
18	horizontal tail plane (right)
19	under side main wing
20	upper side main wing (left )
21	upper side main wing (right)
22	main gear cover (left )
23	main gear cover (right)
24	main landing gear strut (left )
25	main landing gear strut (right)
26	main wheel
27	air intake
28	pitot tube
29	20 m/m machine cannon
30	gun cover
31	rear mirror
32	canopy
33	antenna

# DRAWING OF PARTS



**FUSELAGE NOSE SECTION AND PROPELLER ASSEMBLY**

(IF MOTOR IS NOT USED)

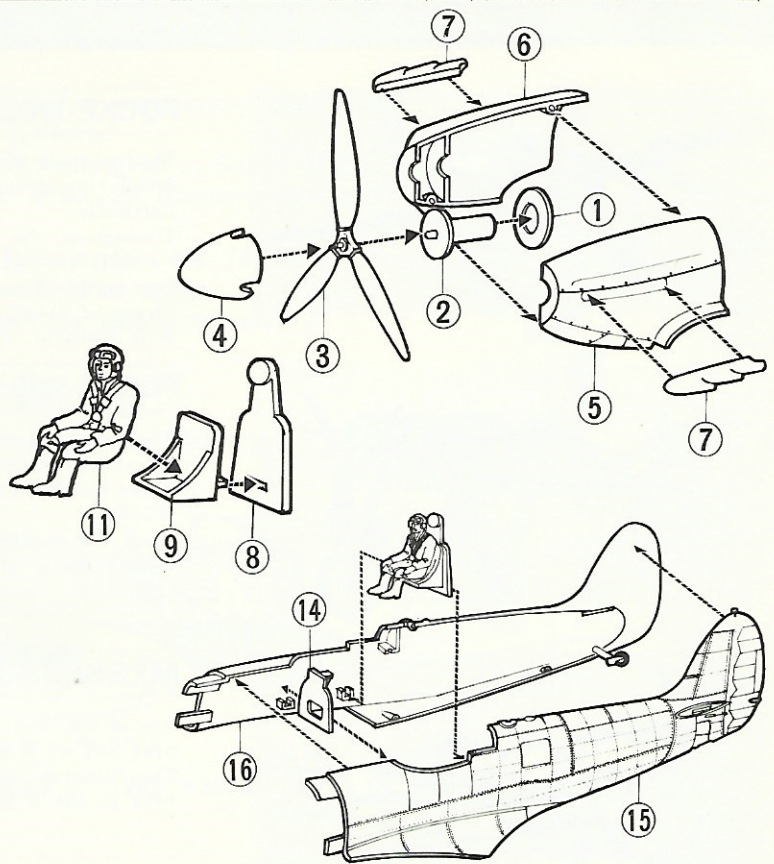
Cement propeller shaft (2) and retainer ring (1) together. Then propeller (3) and spinner (4) together. Cement both assemblies together. Insert this propeller assembly between fuselage nose section halves left (5) and right (6) and cement nose section halves together.

☑ Check that propeller turns freely.

Cement exhaust outlet (7) to position on the fuselage nose section, as illustrated.

**☑ COCKPIT-FUSELAGE ASSEMBLY**

Cement seat (9) to armor plate (8). Place pilot (11) on seat as shown. Cement instrument panel (14) and assembled cockpit into position on the right fuselage half (16). Cement fuselage halves (15) and (16) together. Use rubber bands to hold unit together until cement dries.

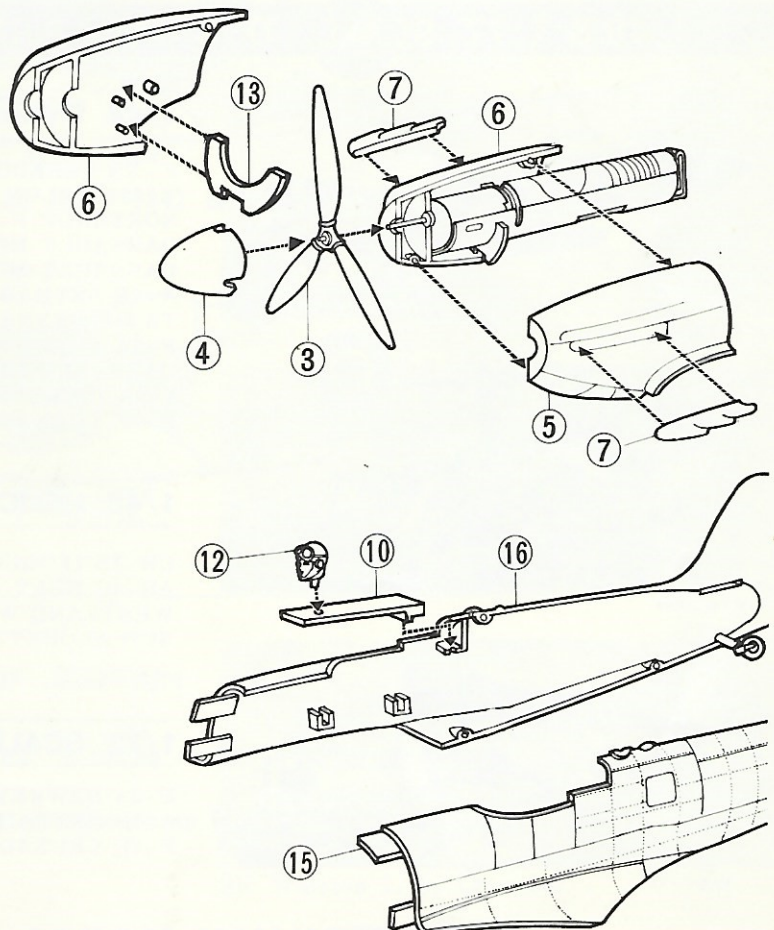


(IF MOTOR IS INSTALLED)

Cement motor support (13) into position on the right fuselage nose section half (6). Insert Mini-Baby Motor into the right fuselage nose section half (6) as shown. Then cement fuselage nose section halves (5) and (6) together. Insert motor shaft into propeller (3) and cement spinner (4) to propeller as illustrated.

**☑ COCKPIT-FUSELAGE ASSEMBLY**

Cement pilot head (12) to cockpit bracket (10). Put fuselage halves (15) and (16) together. Then cement cockpit bracket to position on the fuselage as shown.



**MAIN WING, TAIL AND CANNON ASSEMBLY**

Assemble fuselage and its nose section together. Cement underside main wing (19) and horizontal tail sections left (17) and right (18) to the fuselage.

Check carefully that both the right and left wings are fastened at the same angle.

Fix 20 m/m machine cannon (29) into position on the main wing.

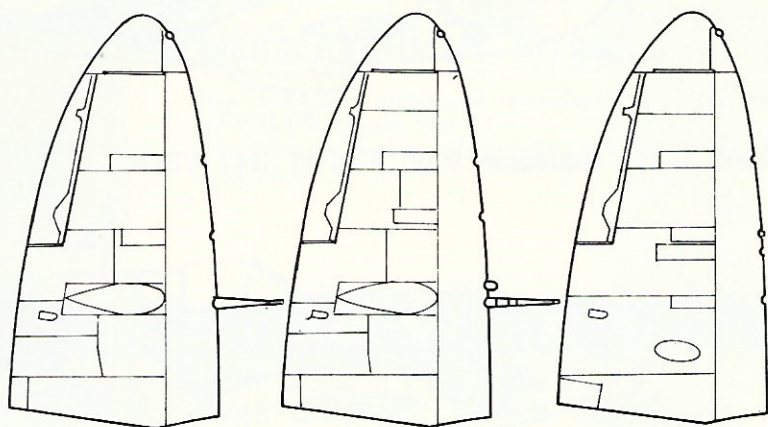
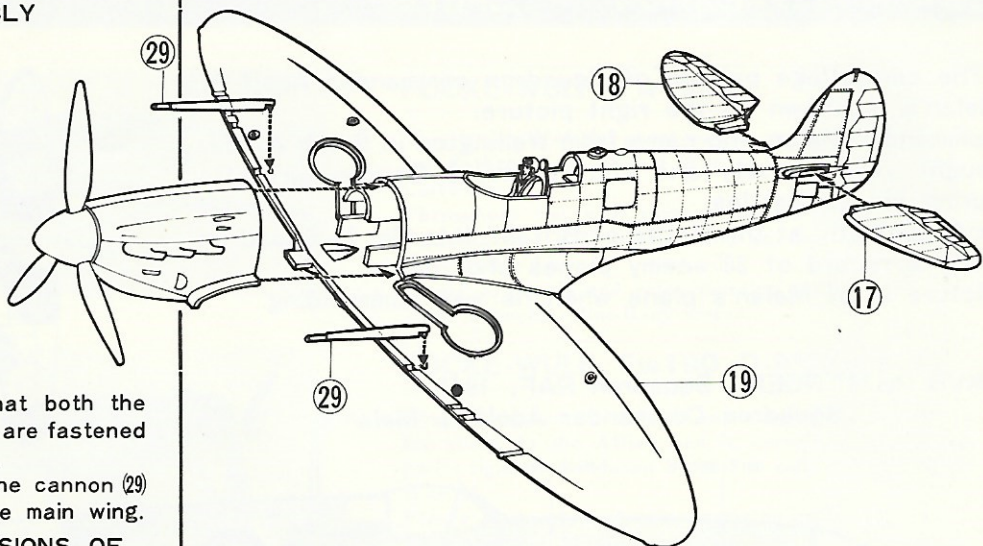
**ADDITIONAL VERSIONS OF ARMAMENT CAN ALSO BE INSTALLED:**

**Type B:**

20 m/m machine cannon × 2 and 7.7 m/m machine gun × 4

**Type C**

20 m/m machine cannon × 2 or × 4 or 7.7 m/m machine gun × 4 or × 8



B type wing

Universal  
C type wing

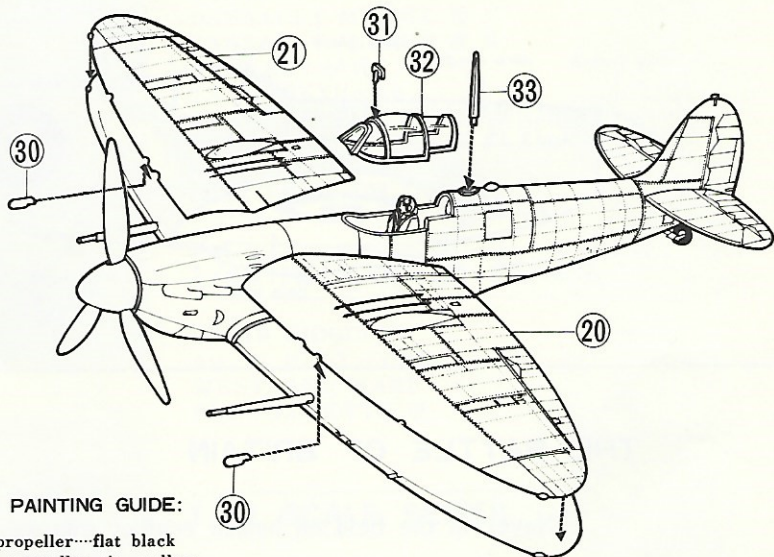
A type wing  
(For reference)

**MAIN WING AND CANOPY ASSEMBLY**

Cement upper side main wing halves left (20) and right (21) to the under side of main wing.

If Type C version, fix gun covers (30) at points designated by arrows in the illustration.

Cement canopy (32), rear mirror (31) and antenna (33) into positions indicated.



**PAINTING GUIDE:**

propeller...flat black  
propeller tip...yellow  
spinner...flat white  
inside cockpit...anti-glare green  
instrument panel...flat black  
meters...silver  
armor plate top...dark brown  
Pilot  
pilot suite...tan color  
helmet, boots & gloves...brown

inside radiator & oil-cooler...black iron  
machine cannon...gun blue  
main landing gear well...anti-glare green  
landing gear strut...silver  
tyre...flat black  
wheel...silver  
pitot holder...same color as under fuselage  
pitot tube...silver



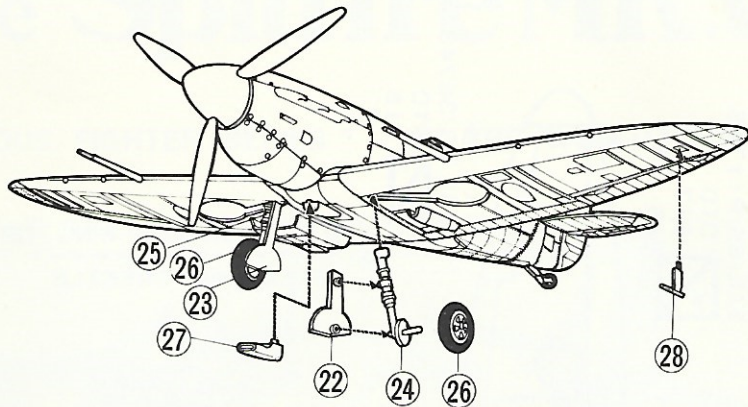
## LANDING GEAR ASSEMBLY

Insert and cement landing gear struts (24) and (25) into the proper holes within the landing gear well.

Insert, but do not cement wheels (26) onto the axles.

Secure the wheels by melting the axle pinion with a heated screw driver or soldering tool.

Cement gear covers left (22) and right (23) into position as shown. Air intake (27) and pitot tube (28) are fixed to main wing and fuselage as shown.

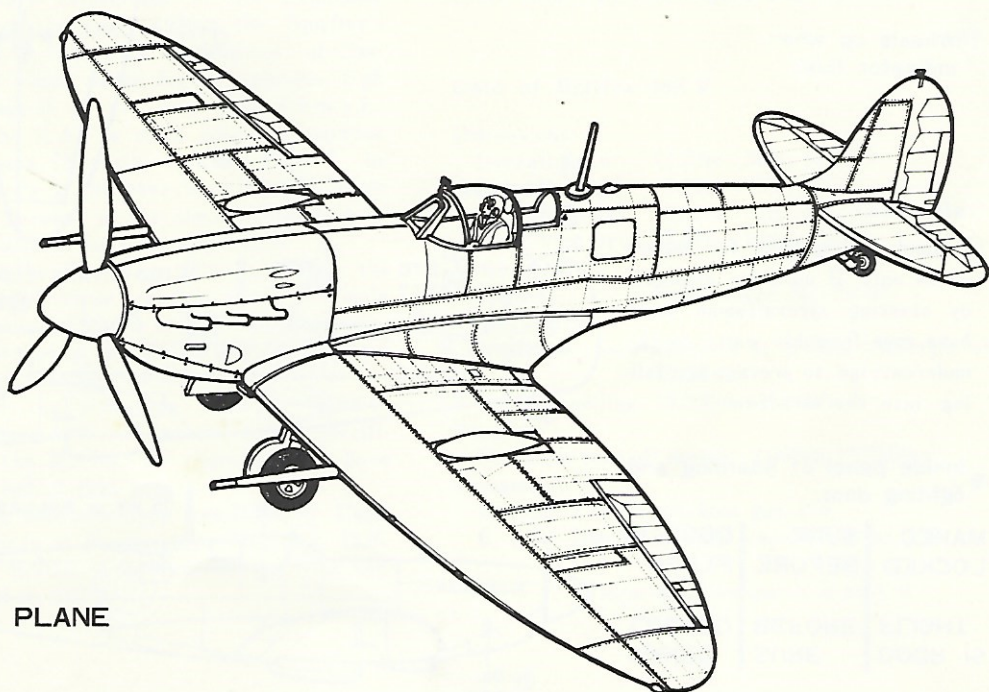
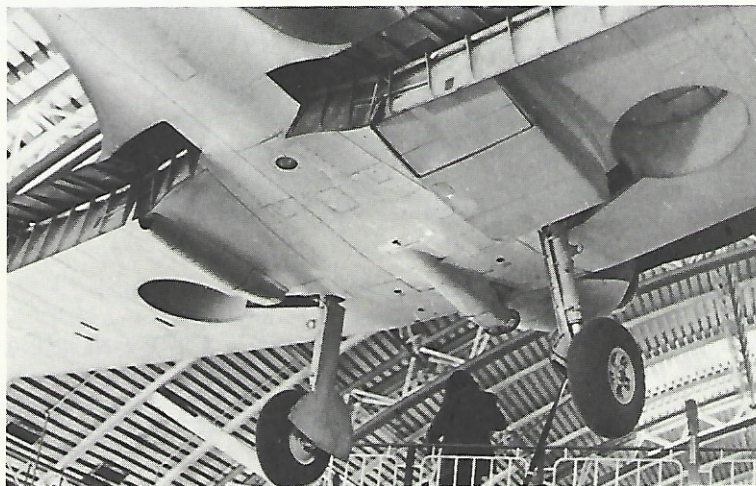


## ENLARGED VIEW OF UNDERSIDE OF THE MAIN WING

This photo shows the details of radiator (right side), oil cooler (left side) and flaps.

The flaps are in the decelerated position. This is the MK.1 Spitfire, Serial No. P9444.

It is on display in the British Science Museum in London.



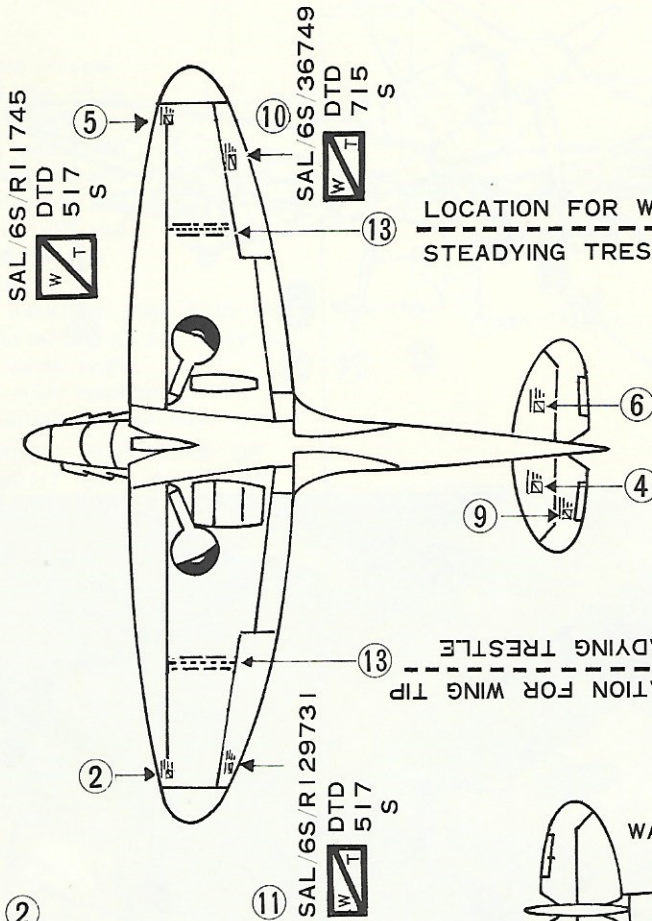
FINISHED PLANE

Decals and their position on Spitfire.

④ SAL/6S/R1272  
 DTD  
 715  
 S

⑥ SAL/6S/R5714  
 DTD  
 517  
 S

⑨ SAL/6S/R167796  
 DTD  
 305  
 C



② SAL/6S/R5-1128  
 DTD  
 517  
 S

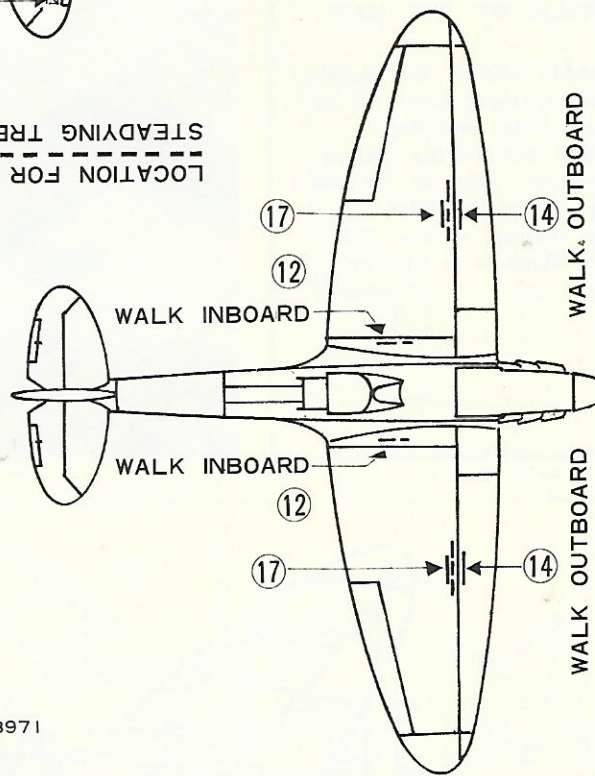
①⑦ Wheels up when  
 indicafor flush

(reference)

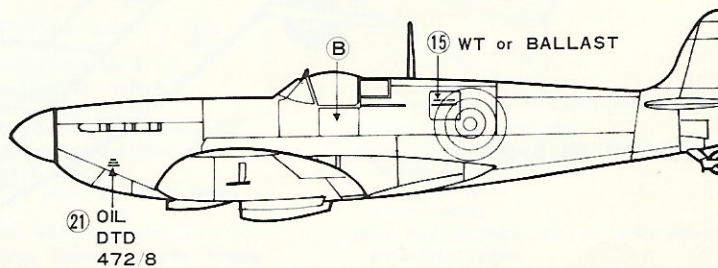
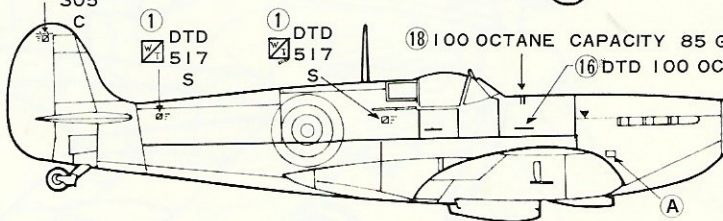
A Hand turning gear for maintenance only, If used for emergency starting aircraftsman must have rope from his waist to the undercarrige to prevent him falling into the airscrew

B Inside panel of boarding and lighting door.

MAKED LOCKED	SURE BEFORE	DOOR IS FLIGHT
DOOR IS FLIGHT	SURE BEFORE	LOCKED MAKED



⑧ SAL 6S R23971  
 DTD  
 305  
 C



②① OIL  
 DTD  
 472/8

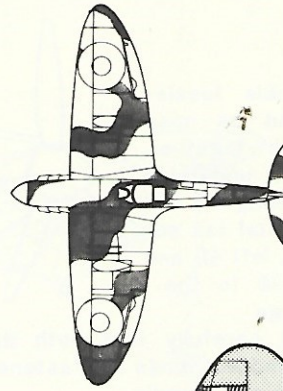
# MARKING VARIATION OF "SPITFIRE"

The camouflage pattern of Squadron commander Adolf G. Melan's is shown on the right picture.

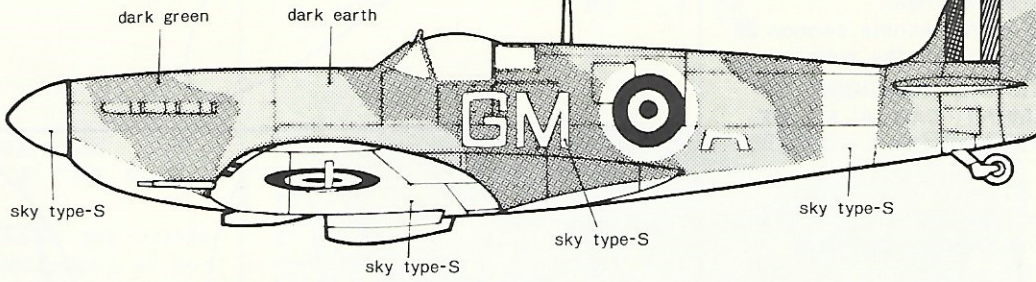
Commander Melan who came from Wellington in South Africa, fought very actively and shot down 32 German aircrafts during his air battles.

In August 11th, at the Battle of Britain, this No. 74 Squadron made a record of 38 enemy planes shot down.

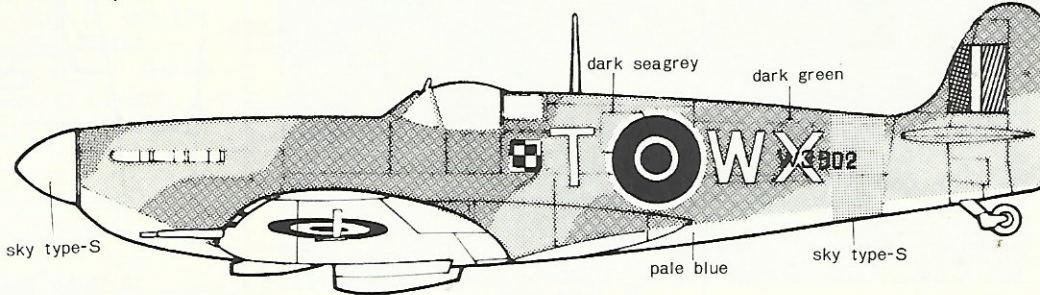
Picture is of Melan's plane when he was commanding.



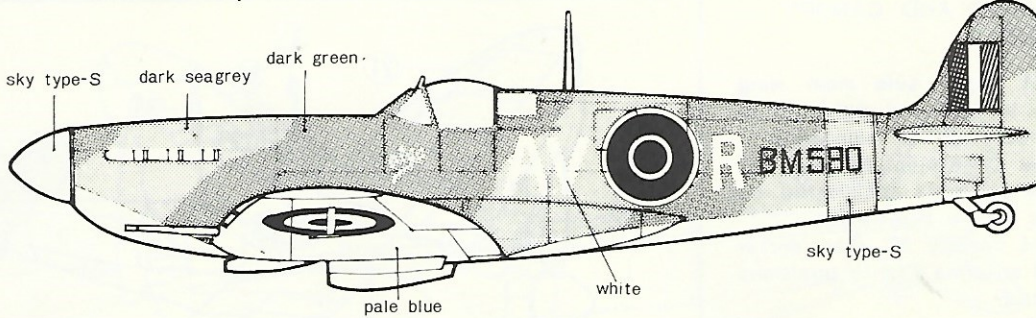
MKVB No.74 "TIGER" Squadron RAF. 1941.  
Squadron Commander Adolf G. Melan's



MK.VC No.302 Squadron RAF. End of 1942 W3902



MK.VB No.121 "EAGLE" Squadron RAF. 1942 BM590 "Olga"

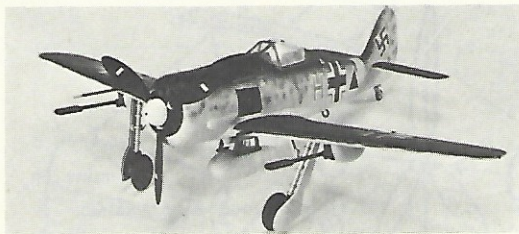


## THE BATTLE OF BRITAIN

"Never in the field on human conflict was so much  
owed by so many to so few"

Sir Winston L. S. Churchill

# 1/48 SCALE FAMOUS FIGHTER SERIES OF THE WORLD WAR II



## FOCKE-WULF Fw190A

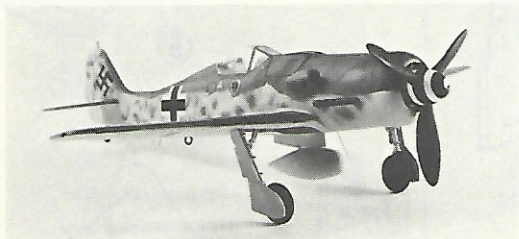
This was one of the great single seater fighters produced throughout World War II for the German Luftwaffe.

Throughout the war various modifications from Fw190D to Ta152 were made to this fighter.

Convertible kits: 10 kinds.

Plenty of decals and color painting guide.

With Mabuchi Mini-Baby motor.

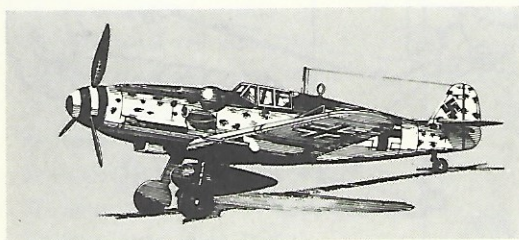


## FOCKE-WULF Fw190 D-9 "DORA"

The emergence of this "Long-nose" Fw190D was a big shock to the Allies and it certainly one of the finest fighters produced by either side during World War II.

Plenty of decals and color painting guide.

With Mabuchi Mini-Baby motor.

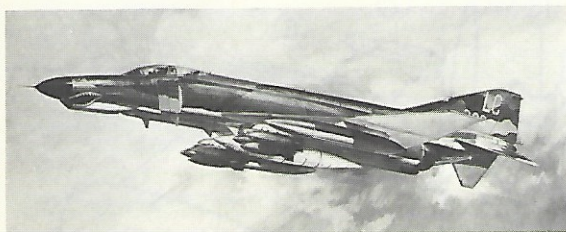


## MESSERSCHMITT Bf109G

One of the best single-seat monoplane fighters of the first half of World War II.

This "Gustav" was manufactured in largest quantities next to the E type.

# 1/48 & 1/72 SCALE DYNAMIC AIRCRAFTS SERIES



F-4E PHANTOM II



UH-1B IROQUOIS



E-2A HAWK EYE

## 1/48 DYNAMIC SCALE SERIES

F-5A FREEDOM FIGHTER

T-38A TALON

NORTHROP F-5B

DASSAULT MIRAGE III C

DASSAULT MIRAGE III R

A-4E SKYHAWK

TA-4F SKYHAWK

F-5A FREEDOM FIGHTER (Metallic)

DASSAULT MIRAGE III C (Metallic)

A-6A INTRUDER

F-4E PHANTOM II

## 1/48 HELICOPTER SERIES

UH-1B IROQUOIS

AH-1G HUEY COBRA

WESTLAND WASP

SUD ALOUETTE III

## 1/72 SCALE SERIES

E-2A HAWKEYE

A-1H SKYRAIDER

F-8D CRUSADER



**FUJIMI MOKEI CO., LTD.**

251 TAKAMATU SHIZUOKA CITY JAPAN TELEPHONE (86) 0346