



**AIRFIX - 72 SCALE**  
**SPITFIRE IX**

## THE VICKERS-SUPERMARINE SPITFIRE IX

The Spitfire single seat fighter will always be remembered as one of the most famous fighters of all time, and of the most versatile. There were 28 variants of the basic design, which kept the Spitfire in the front line throughout World War II, in addition to eight different marks of the Seafire, a navalised version equipped for carrier operation. The total production of all versions ran to the tremendous figure of 22,777. Spitfires and Seafires ranged over every theatre of war, land and sea, from 1939-1945.

The version selected for this model is the Mark IX, appearing in 1942, with which the R.A.F. regained the ascendancy the earlier Mark V's had lost to the Focke-Wulf 190's and later Messerschmitts. This particular model is of the Spitfire flown by Britain's ace pilot Wing Commander, now Group Captain, "Johnny" Johnson, D.S.O., D.F.C., author of "Wing Leader", published by Chatto & Widnes. It depicts his aircraft at the time he commanded the Canadian Wing at R.A.F. Kenley. No account of the Spitfire could be complete without mention of the late R. J. Mitchell, the designer. He became famous for his flying boat and seaplane designs, culminating in the superb Schneider Trophy seaplanes, from which was evolved the Spitfire.

The Spitfire IX was powered by a 1,600 h.p. Rolls-Royce Merlin 61, giving a maximum speed of 410 m.p.h. Armament consisted of two 20 m.m. cannon and four .303in. machine guns. Wing span was 36ft. 10in. and length 31ft. 4½in.

**PLEASE OPEN CAREFULLY — INSTRUCTIONS OVERLEAF**



# AIRFIX

CONSTRUCTION KIT

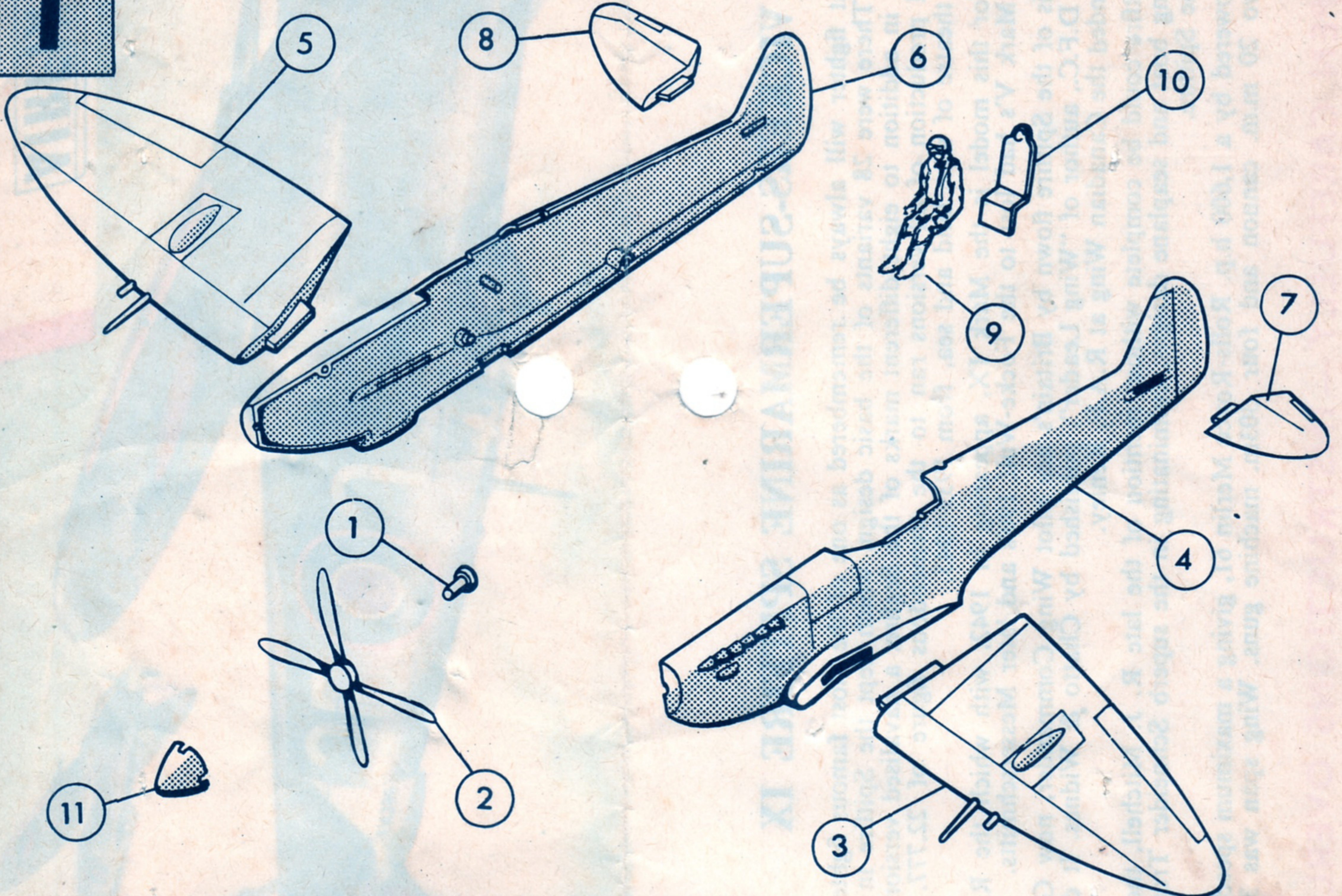
## 1/72 SCALE MODEL CONSTRUCTION KIT

### SPITFIRE IX

#### INSTRUCTIONS

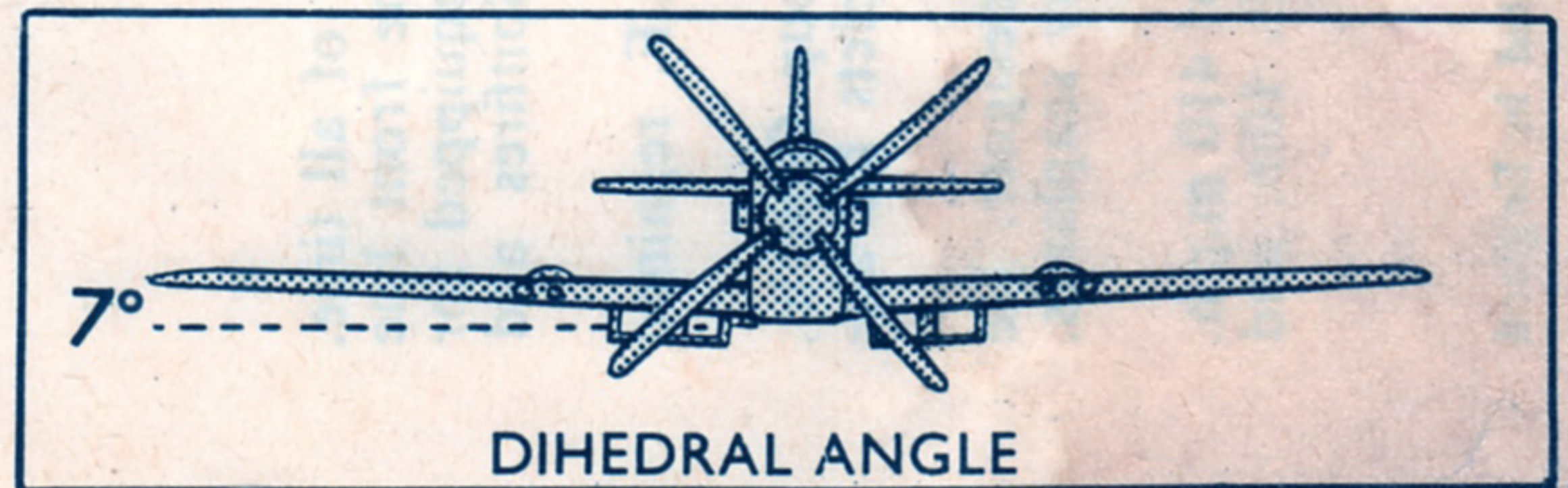
PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)  
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

#### 1 FUSELAGE & WING ASSEMBLY



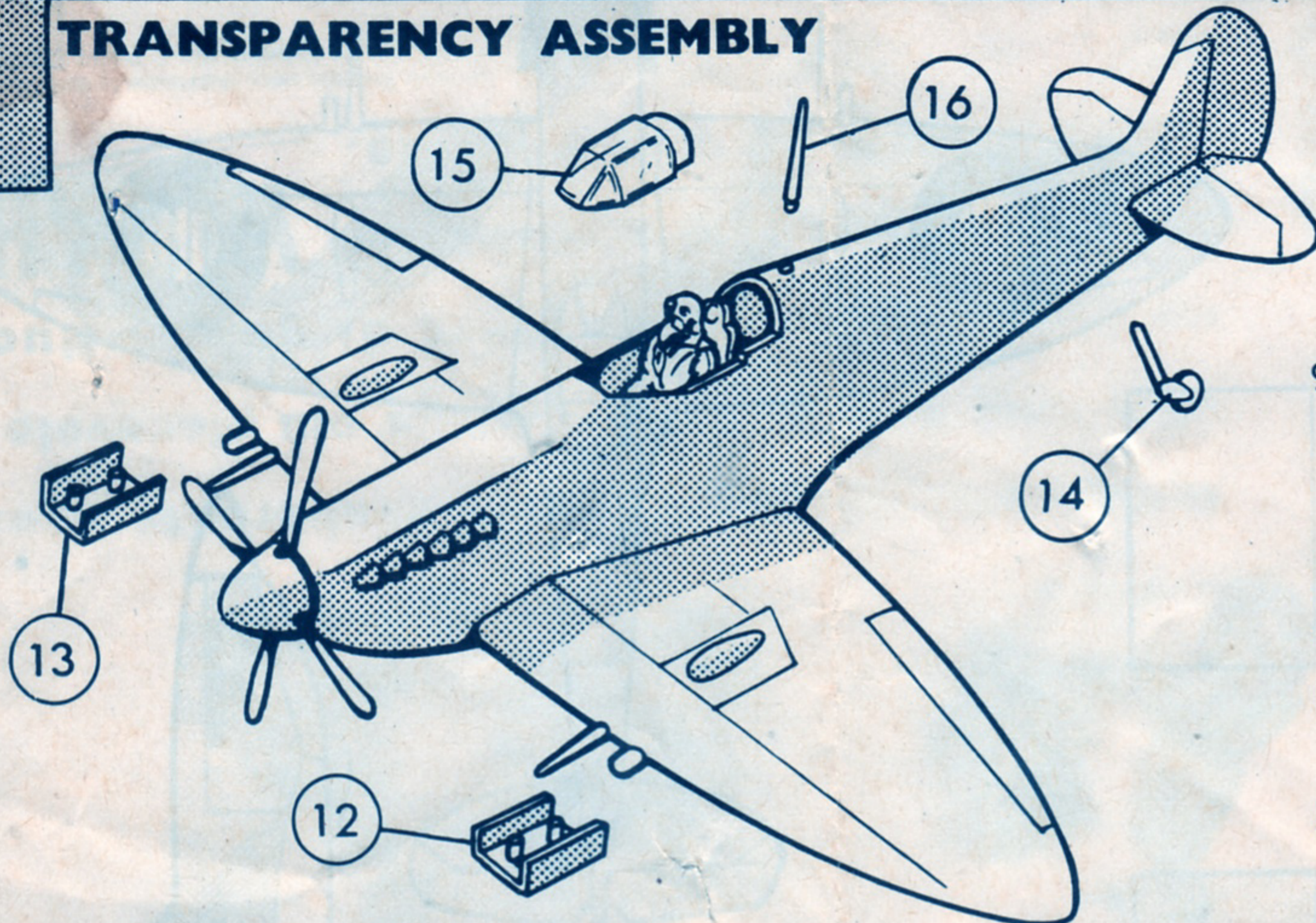
It is recommended that the instructions and exploded view are studied before assembly. If it is wished to paint internal details such as pilot and cockpit interior this should be done before assembly.

1. Cement propeller pin (1) into hole in propeller (2) and allow to dry.
2. Cement pilot (9) on to seat (10) after first painting if required.
3. Cement seat on to starboard fuselage (6) location.
4. Lay propeller pin in position in one half of fuselage.
5. Cement starboard fuselage-half to port (4) ensuring no cement comes into contact with the propeller shaft.
6. Locate and cement propeller spinner (11) over propeller.



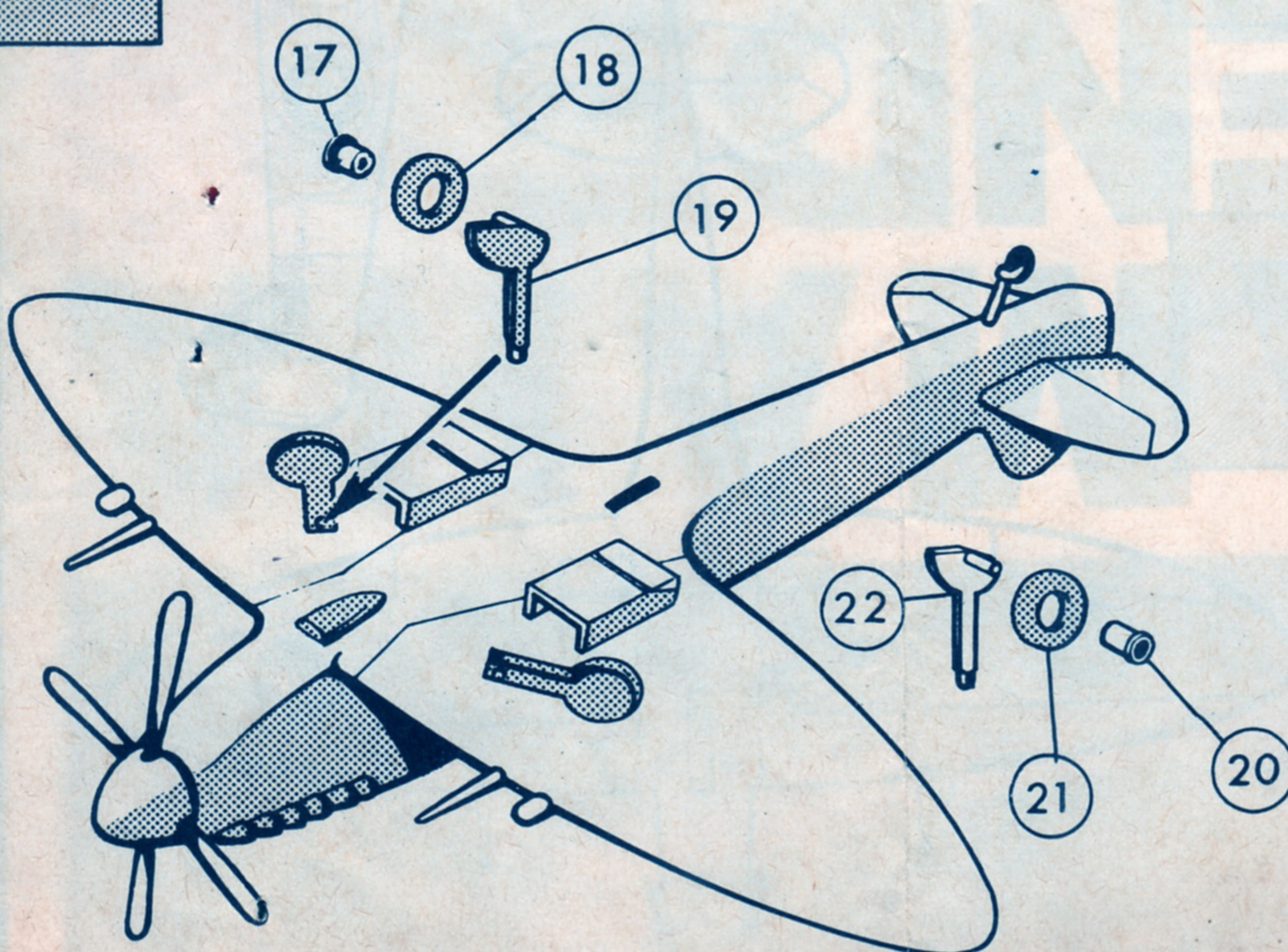
7. Locate and cement port wing (3) into port fuselage wing slots.
8. Repeat this procedure for starboard wing (5).

#### 2 TRANSPARENCY ASSEMBLY



9. Locate and cement radiators (12 & 13) in position under wings, ensuring the hinge line of the rear radiator is at the same angle as the engraved flap line beneath each wing.
10. Locate and cement tailwheel (14) beneath rear fuselage.
11. Carefully cement cockpit canopy in (15) position, applying cement only to edges of canopy.
12. Locate and cement in position antenna (16).

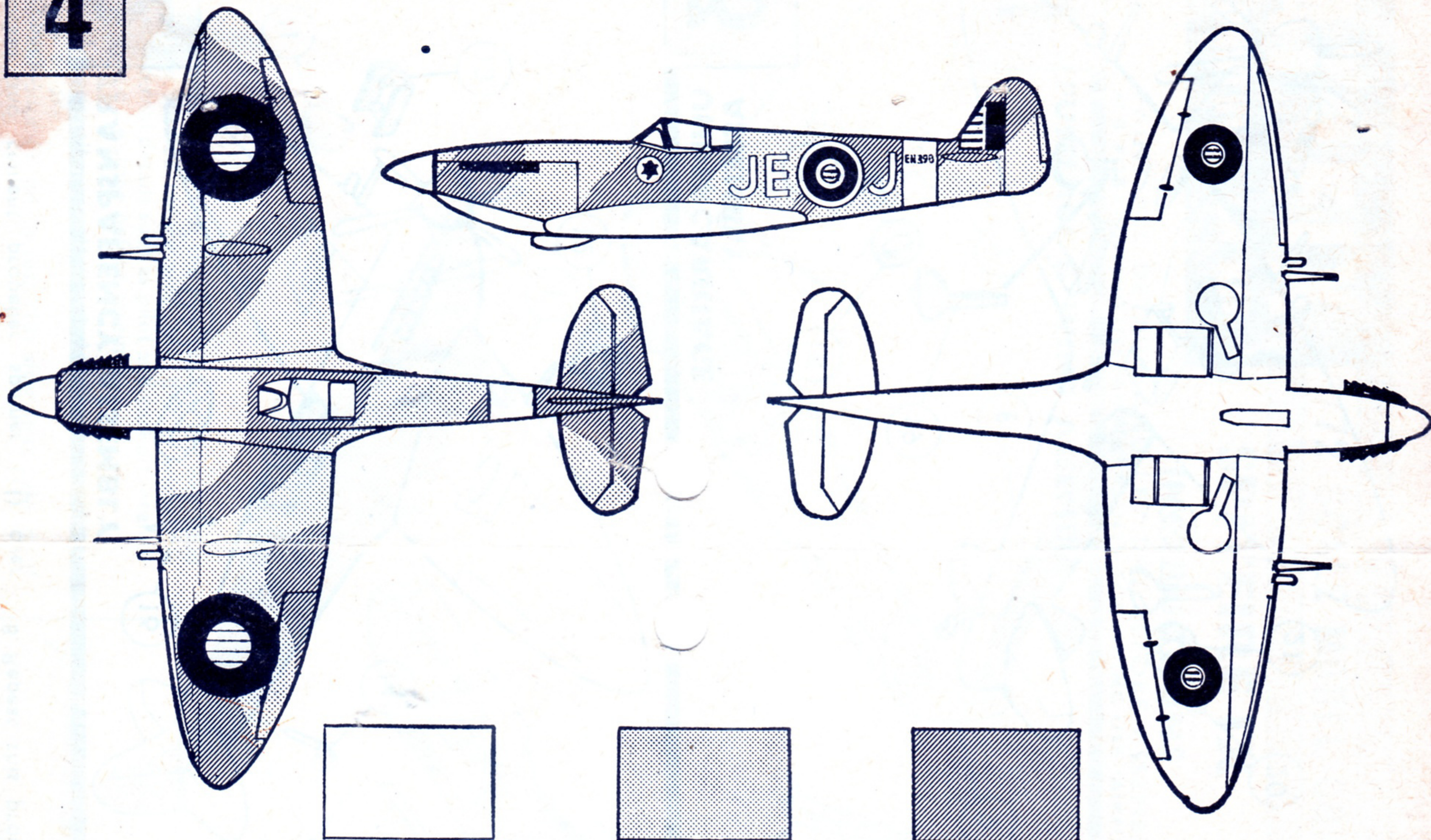
#### 3 UNDERCARRIAGE ASSEMBLY



The desired undercarriage position should now be selected.

13. For a model with retracted undercarriage the locating pins are removed from the top of each undercarriage leg, and the legs cemented into the wheel wells, flush with the wing.
  14. For a model with lowered undercarriage the hub cap (17) is inserted through the tyre (18) and cemented on to the axle of the port undercarriage leg (19), ensuring no cement comes into contact with the tyre.
  15. Repeat the above procedure for the starboard undercarriage and cement undercarriage legs into locating holes (20, 21 & 22).
  16. Cement together both parts of stand.
  17. Cement arm of stand into slot provided beneath fuselage.
- NOTE:- If it is wished to paint the model it should be done at this stage.



**4****SUGGESTED COLOUR SCHEME****DUCK-EGG GREEN****DARK GREY M.2****DARK GREEN M.3**

18. Apply transfers. First cut the sheet into thirteen separate sheets. Then dip each in warm water for a few minutes, slide off backing into position as shown on illustration. The large red and blue roundels are applied above each wing, the red, white and blue roundels beneath. The roundels with code letters attached are applied to either side of the fuselage, aft of the cockpit. The red, white and blue fin flashes are applied to either side of the fin, and the serial numbers to the rear fuselage sides. The maple leaf insignia are applied to either side of the fuselage, immediately below the cockpit, and the aircraft name is applied to the transparent base.

**DUCK-EGG GREEN:** All undersurfaces.

Spinner and  $\frac{1}{4}$  inch band around rear fuselage.

**DARK GREY: M. 2** All uppersurfaces and wing cannon.

**DARK GREEN: M.3** Irregular stripes over dark grey to give camouflage effect, framing of cockpit.

**BLACK M.6** Tyres, exhausts and propeller blades.

**YELLOW: G. 2** Propeller tips and leading edges of wings, outboard of cannon.