

# Spitfire Mk.VIII

eduard

BRITISH WWII FIGHTER

1/72 SCALE PLASTIC KIT

ProfiPACK  
edition

#70128



## INTRO

In September 1941, a hitherto unknown German radial engine fighter appeared in the west European sky. The new airplane was superior to British fighters, most distressingly to the Spitfire Mk.V. The German design was soon recognized as the Focke-Wulf Fw 190A. The losses suffered by the RAF over western Europe rose rapidly and the crisis was serious enough that the RAF ceased the majority of daytime operations in November 1941. The next attempt to resume these types of sorties was made in March 1942. Loss rates remained unacceptably high and the RAF was forced to stop ops once again. All this was thanks to the Focke-Wulf Fw 190A. The first response to the new German weapon 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 190 fighter into RAF hands. Comparative trials between the Focke-Wulf and Spitfire Mk.V began almost immediately. These mock encounters confirmed the situation over the front – the chances of a British fighter surviving an encounter with the Fw 190 were slim. The only British fighter aircraft deemed suitable to oppose them were the Spitfire Mk. VII and VIII powered by the Merlin 61 engine. As mentioned above these were some time away of being ready for series production. But there was another way of getting a powerful fighter quickly - by mating the Merlin 61, with its two-stage supercharger, with the fuselage of the Spitfire Mk.Vc. Two Mk.Vc airframes, AB196 and AB197, were selected for this purpose and were strengthened with modified longerons to accommodate the more powerful and heavier engine. The example was finished on February 26<sup>th</sup> and the second on March 27<sup>th</sup>, 1942. Flight 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. A top speed of 409 mph at 28,000 feet was higher by 40 mph, and the service ceiling rose from 36,200 to 43,000 feet. The Mk.IX could climb at 4,000 feet per minute. The RAF finally had a fighter aircraft capable of opposing the Fw 190A. Three main versions of the Mk. IX were produced. The F.IX was powered by the Merlin 61 and was the only version on the assembly line in early 1943. The next version was the LF Mk.IX powered by the Merlin 66. This engine was designed to do its best at low altitudes. 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' wing. Four 20 mm cannons or two 20 mm cannons and four .303 machine guns could be installed in the wings. From 1944 the strengthened 'E' wing was produced. Four .303 machine guns were replaced with two .50 heavy machine guns. Bomb racks for 250 lb bombs were fitted under each wing typically. The Mk.IX became the second most numerous version of the Spitfire with a total of 5653 examples being 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. Spitfire Mk.IXs served with the RAF to the end of war. In the postwar era, foreign air forces flew this version as well. Czechoslovak, Norwegian, Danish, and Canadian air forces operated numbers of Mk.IXs and they were not alone. Spitfires would find themselves in combat again. Czechoslovakia sold its Spitfire Mk.IXs to Israel in 1948 and these aircraft formed the backbone of the newly born Israeli air force in the fight against their Arab neighbours.

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 započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v době 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. SYMBOL \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTOPEN HOLE  
VYVRTAT OTVORSYMMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽNOTCH  
ZÁŘEZREMOVE  
ODRÍZNOUTAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARDS MASK  
NABARVIT

PARTS



DÍLY



TEILE



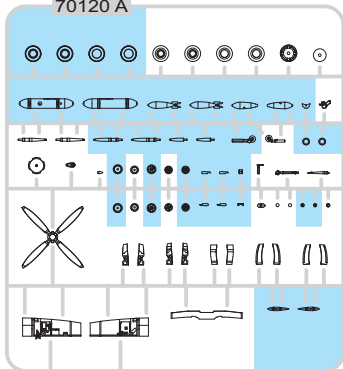
PIĚCES



部品

A&gt;

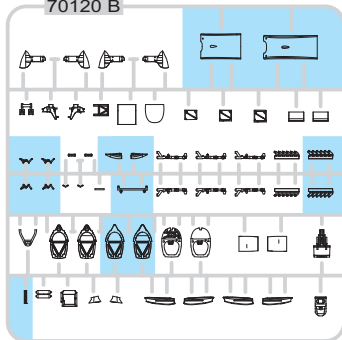
70120 A



B&gt;

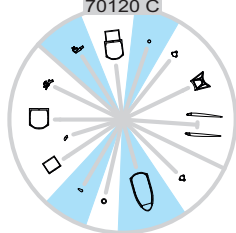
PLASTIC PARTS

70120 B



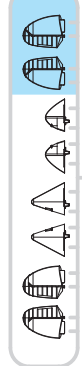
C&gt;

70120 C



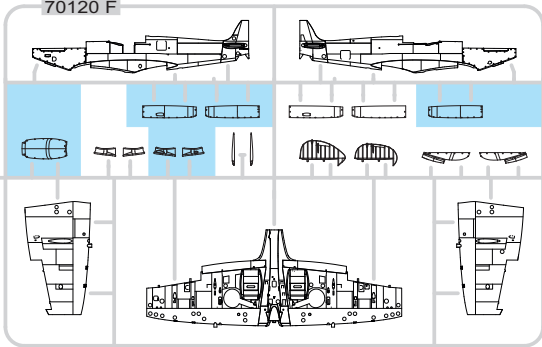
D&gt;

70120 D



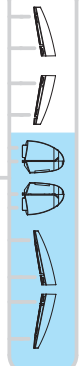
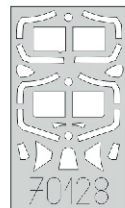
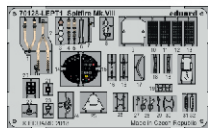
F&gt;

70120 F



E&gt;

70120 E

eduard  
MASKPE - PHOTO ETCHED  
DETAIL PARTS

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



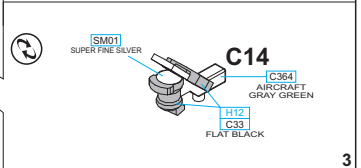
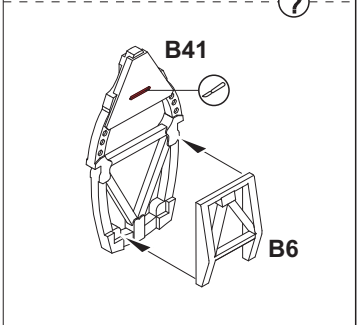
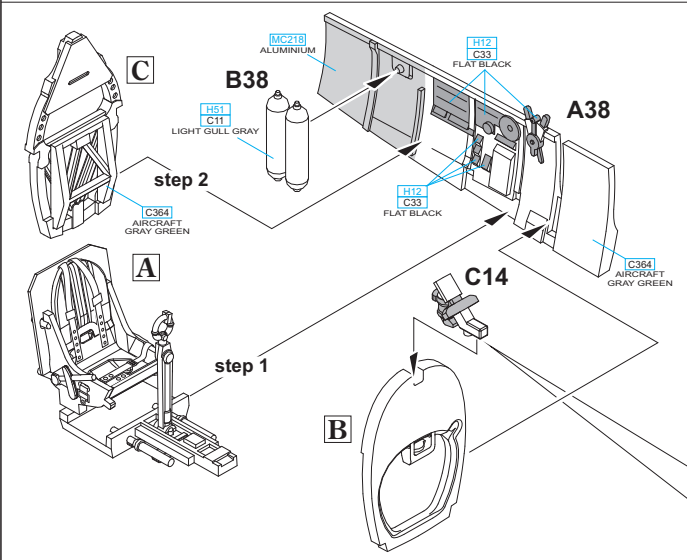
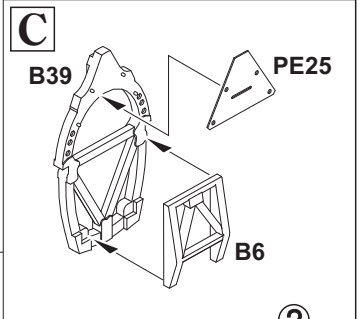
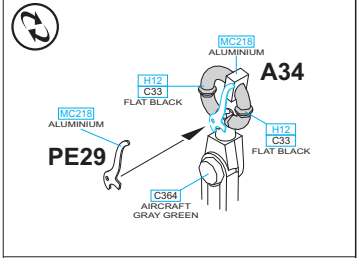
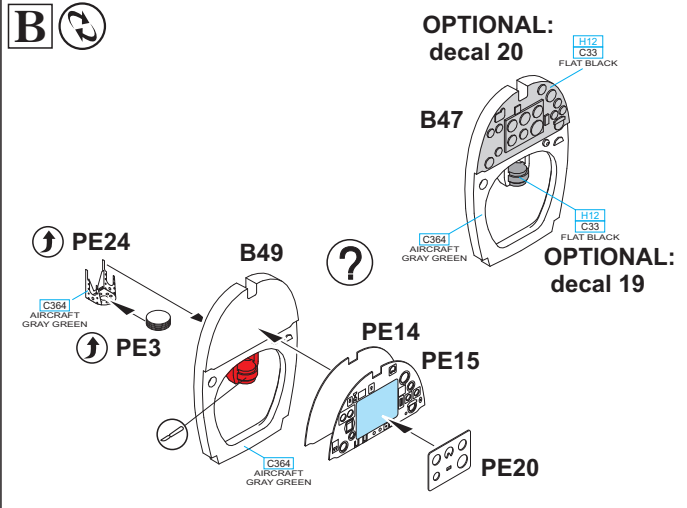
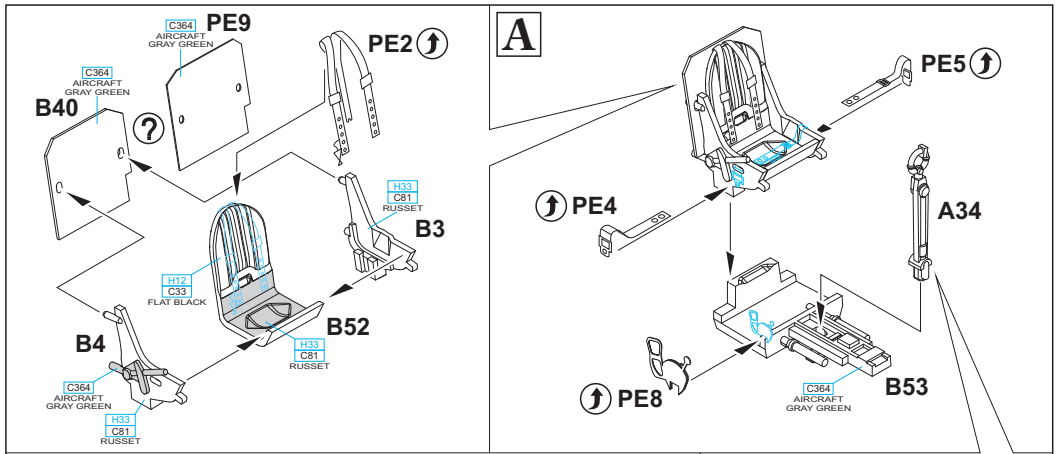
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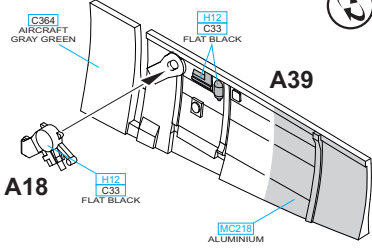
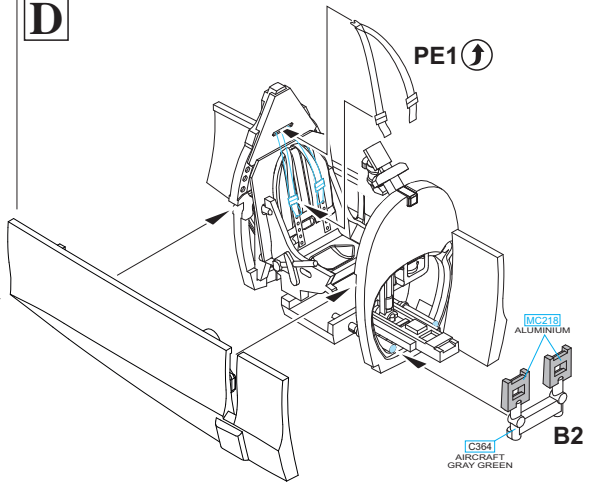
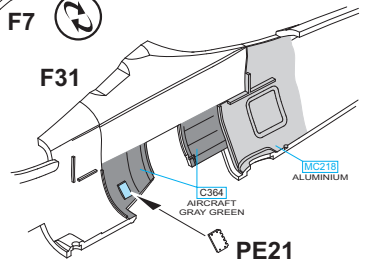
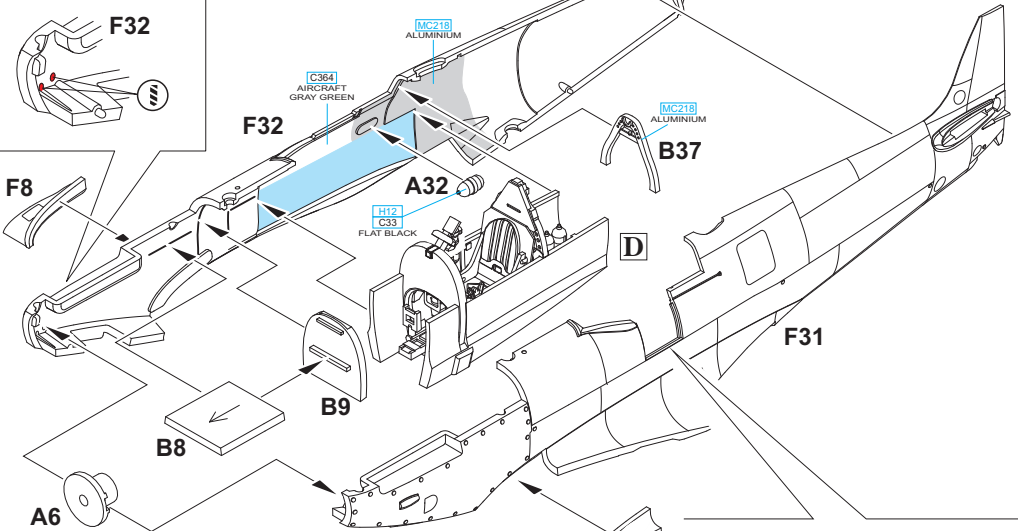
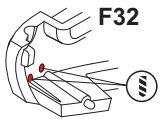
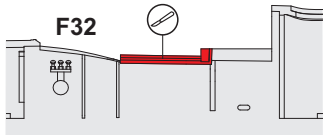
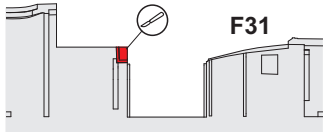


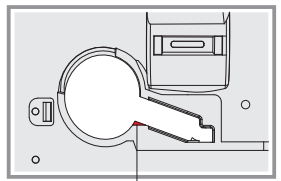
色

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H4	C4	YELLOW
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H13	C3	FLAT RED
H33	C81	RUSSET
H71	C21	MIDDLE STONE
H72	C369	DARK EARTH
H74	C368	SKY
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H302	C302	GREEN

AQUEOUS	Mr.COLOR	
H327	C327	RED
H329	C329	YELLOW
H330	C361	DARK GREEN
H335	C363	MEDIUM SEAGRAY
H417	C117	LIGHT BLUE
	C362	OCEAN GRAY
	C364	AIRCRAFT GRAYGREEN
	C370	AZURE BLUE
Mr.METAL COLOR		
	Nc214	DARK IRON
	Nc218	ALUMINIUM
Mr.COLOR SUPER METALLIC		
	SM01	SUPER FINE SILVER



**D****PE1** ↕**? FOR CLOSED CANOPY ONLY**



MARKINGS  
A, B, E, F ONLY

A43 - MARKINGS  
A, B, E, F ONLY

A41 ? A43

A42 - MARKINGS  
A, B, E, F ONLY

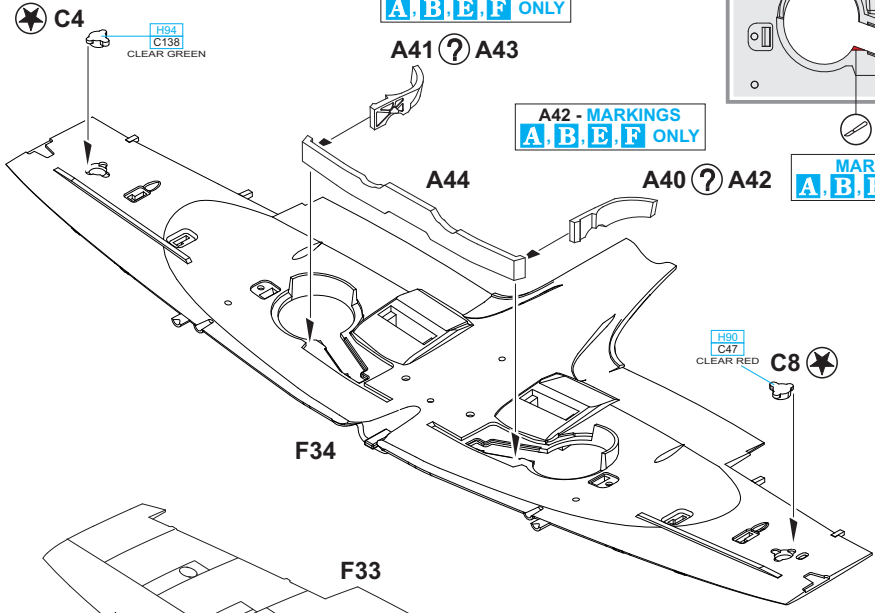
A40 ? A42

H90  
C47  
CLEAR RED

C8

H94  
C138  
CLEAR GREEN

C4



A47 - MARKINGS  
A, B, E, F ONLY

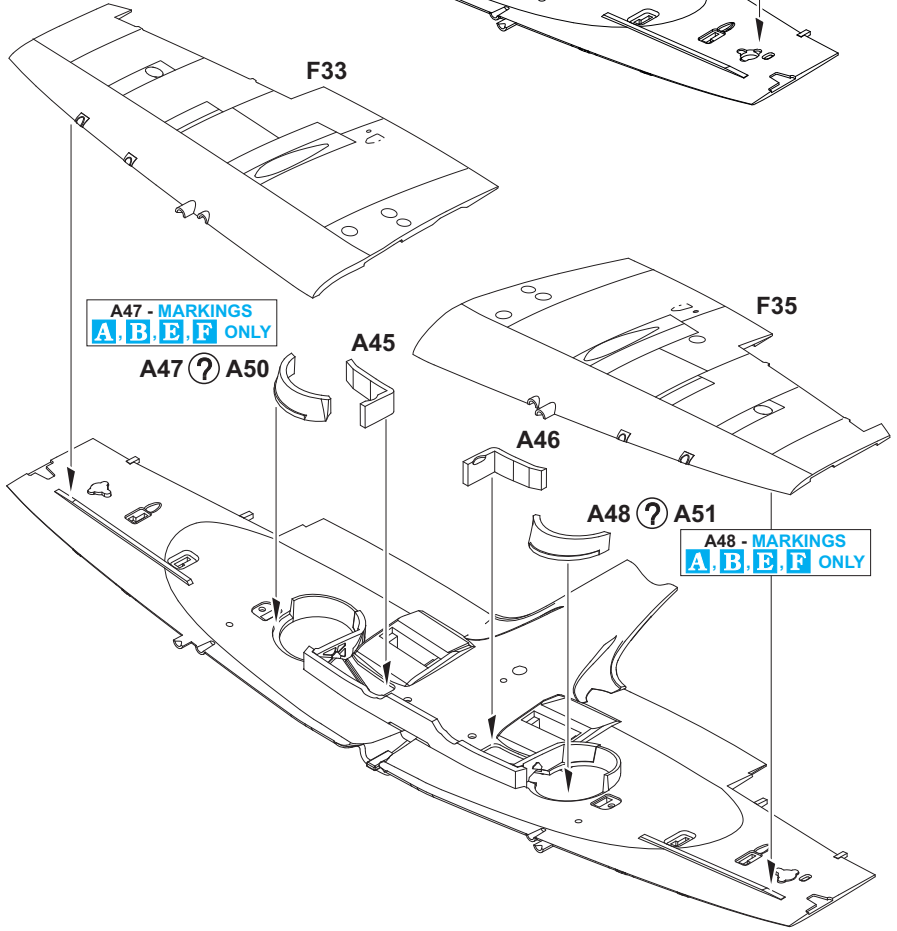
A47 ? A50

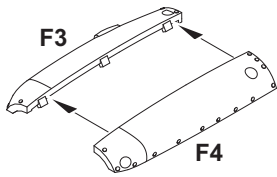
A45

A46

A48 ? A51

A48 - MARKINGS  
A, B, E, F ONLY





**C364**  
AIRCRAFT  
GRAY GREEN

**B21**

**B21**

**B37**

**D21 - MARKING D**

**D21** ★

**H84**  
**C136**  
CLEAR GREEN

**D19 - MARKINGS**  
**A, B, E, F**

**D19**

**H94**  
**C138**  
CLEAR GREEN

**C7 ? F12 - MARKING C**

**C7** ? **F12** ★

**H84**  
**C138**  
CLEAR GREEN

**E25**

**E26**

**H90**  
**C47**  
CLEAR RED

**D20**

**D20 - MARKINGS**  
**A, B, E, F**

★ **D22**

**H90**  
**C47**  
CLEAR RED

**D22 - MARKING D**

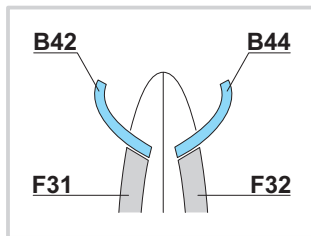
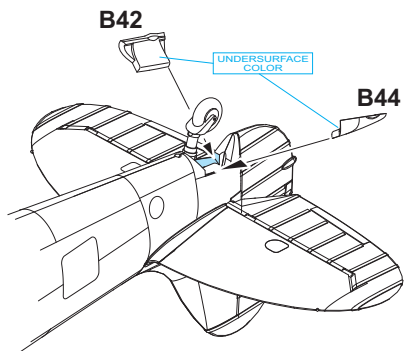
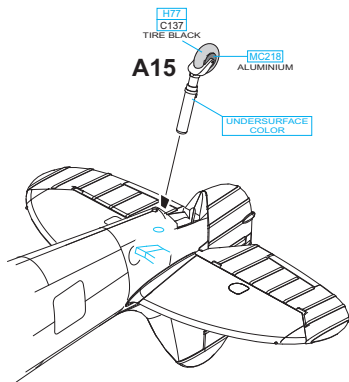
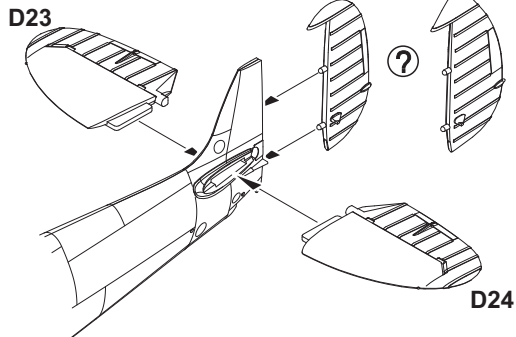
**H90**  
**C47**  
CLEAR RED

**C6** ? **F11** ★

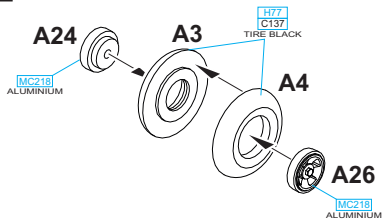
**C6 ? F11 - MARKING C**

**F14 - MARKING D**

**F13 - MARKINGS  
A, B, C, E, F**

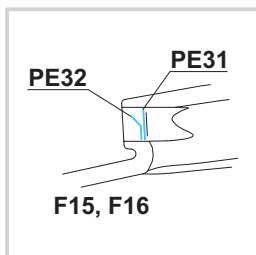
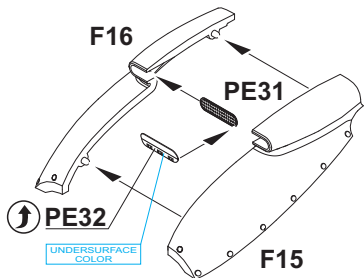


**E 2 pcs.**

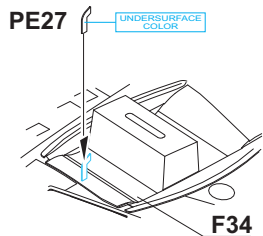


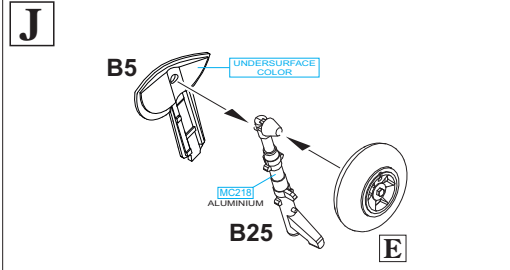
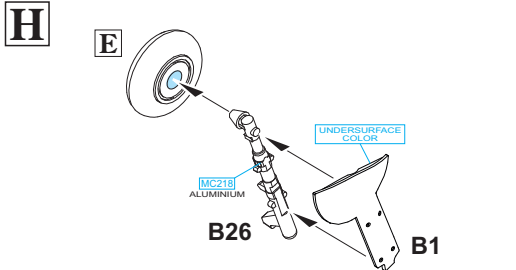
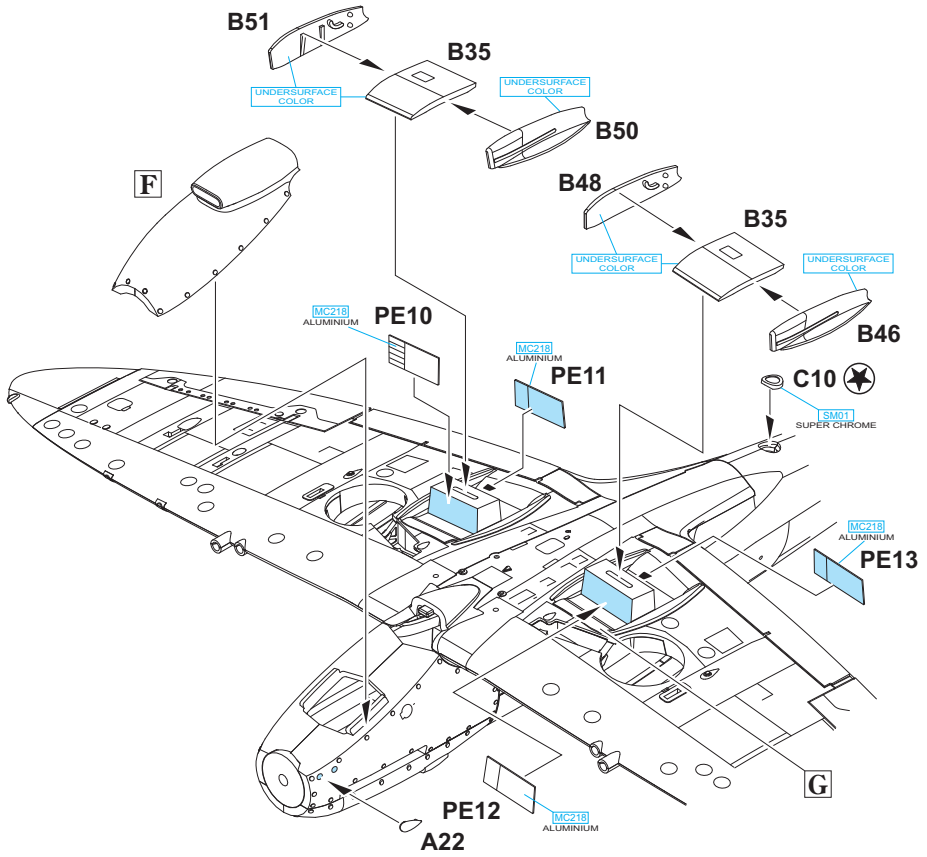
**F**

**PE31, PE32 - MARKINGS  
B, C, D, E, F ONLY**

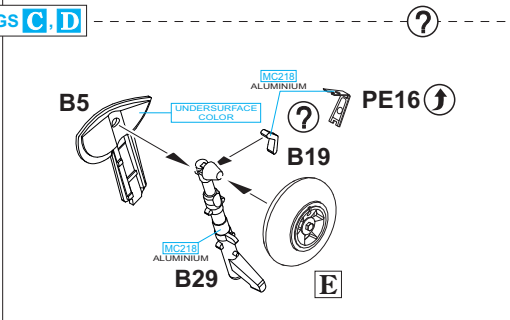
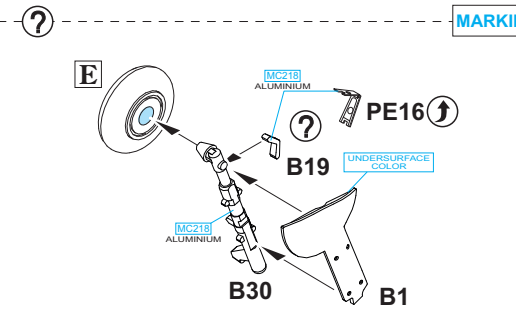


**G**

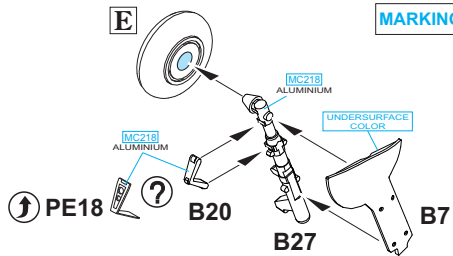
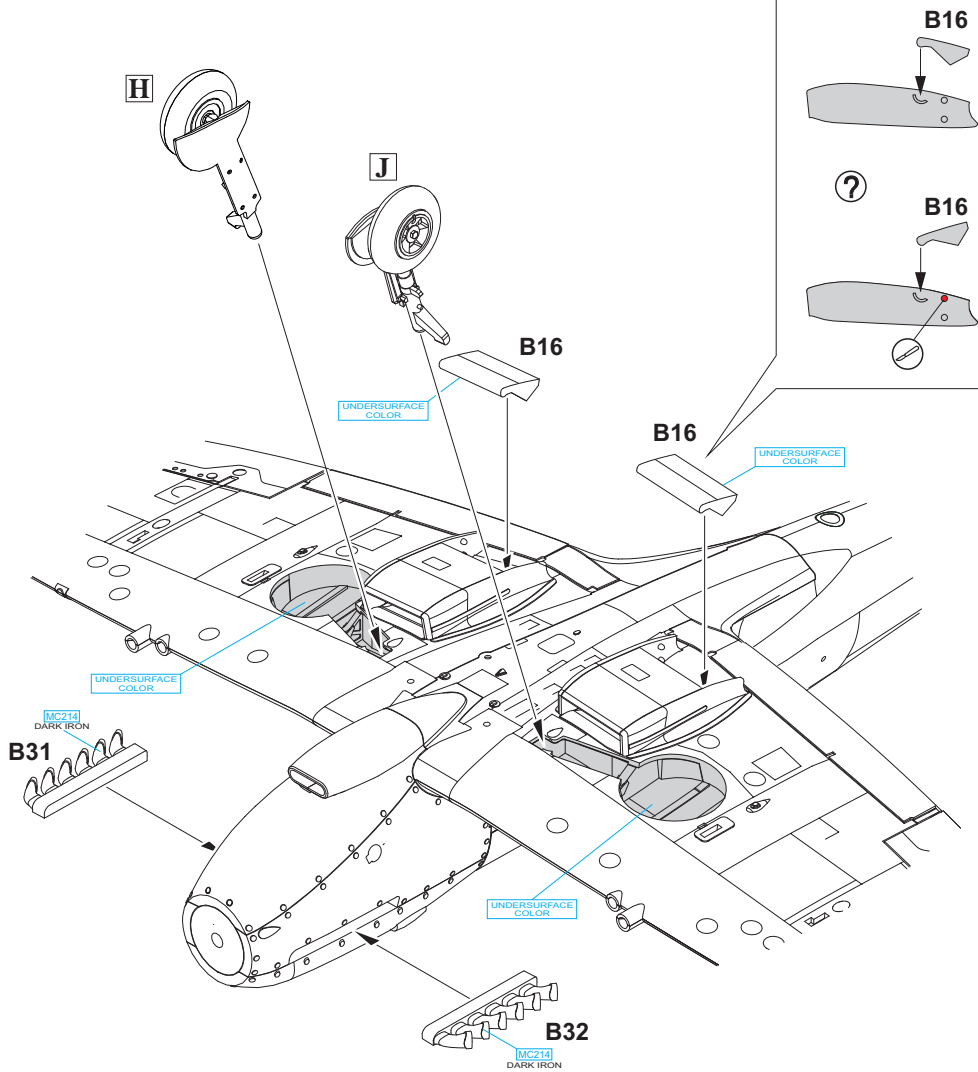
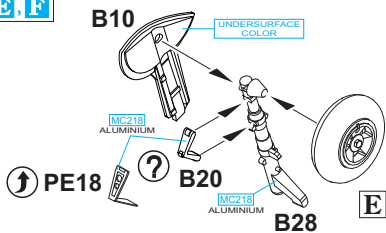


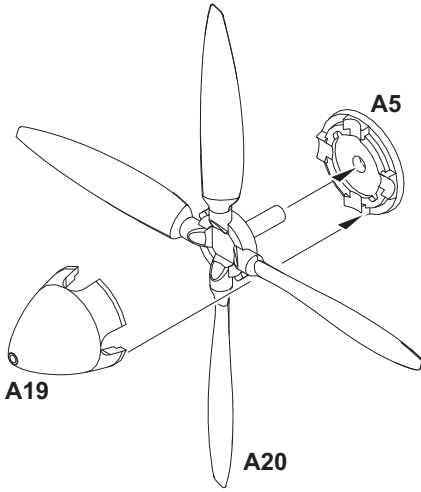
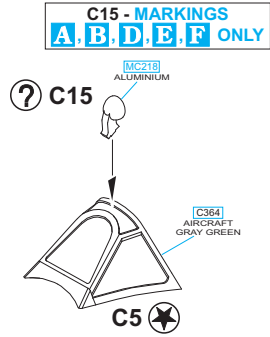
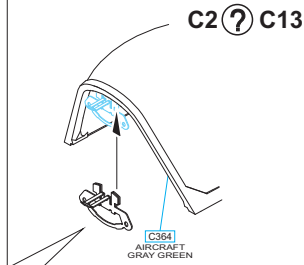
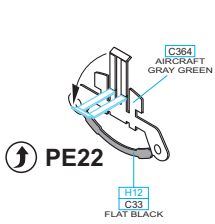
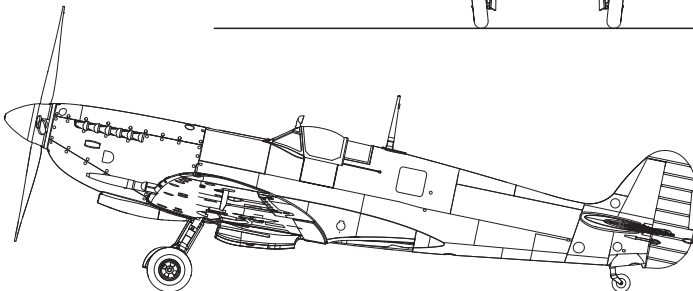
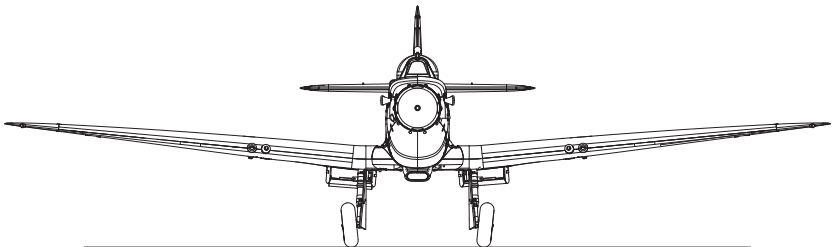
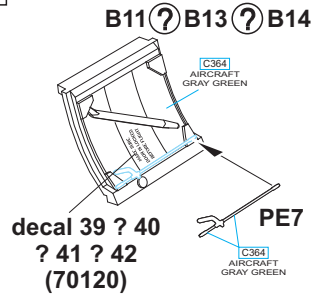


MARKINGS **C, D**

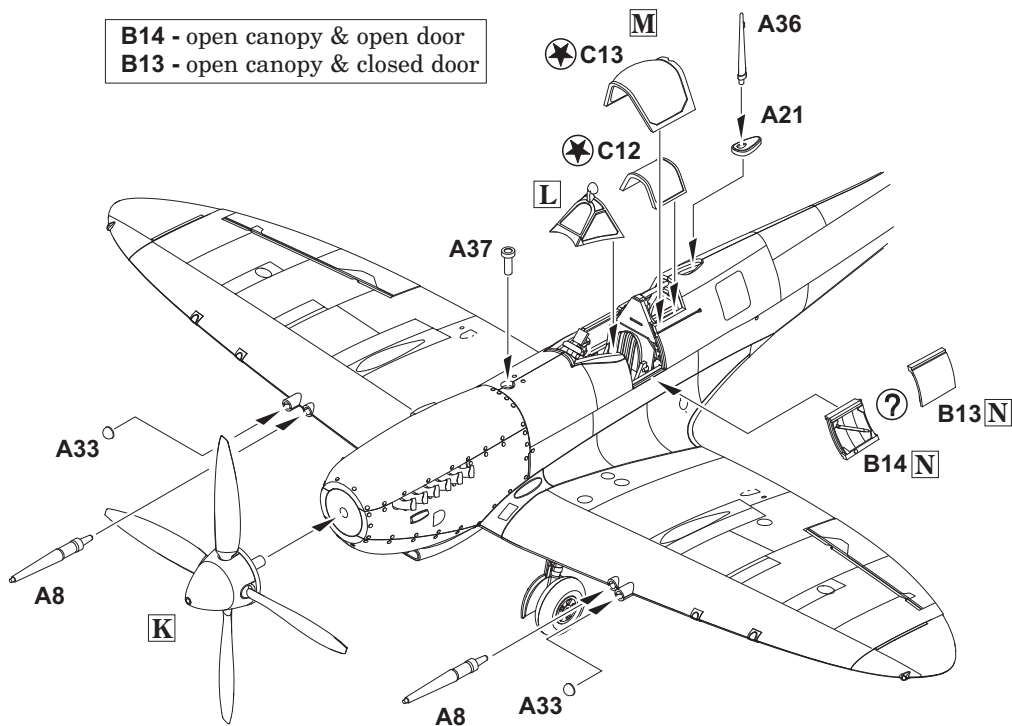




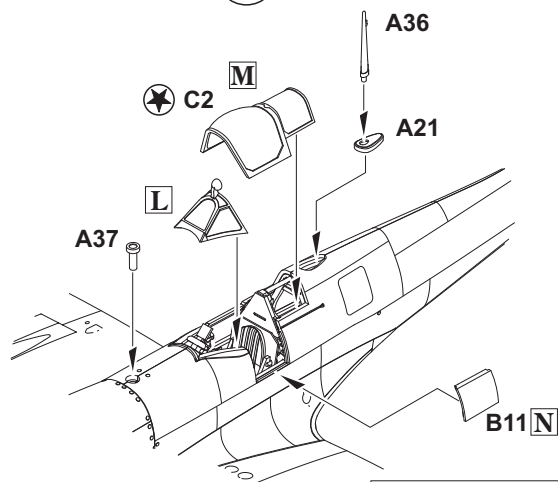
**H****J****MARKINGS A, B, E, F**

**K****L****M****N**

**B14** - open canopy & open door  
**B13** - open canopy & closed door



?

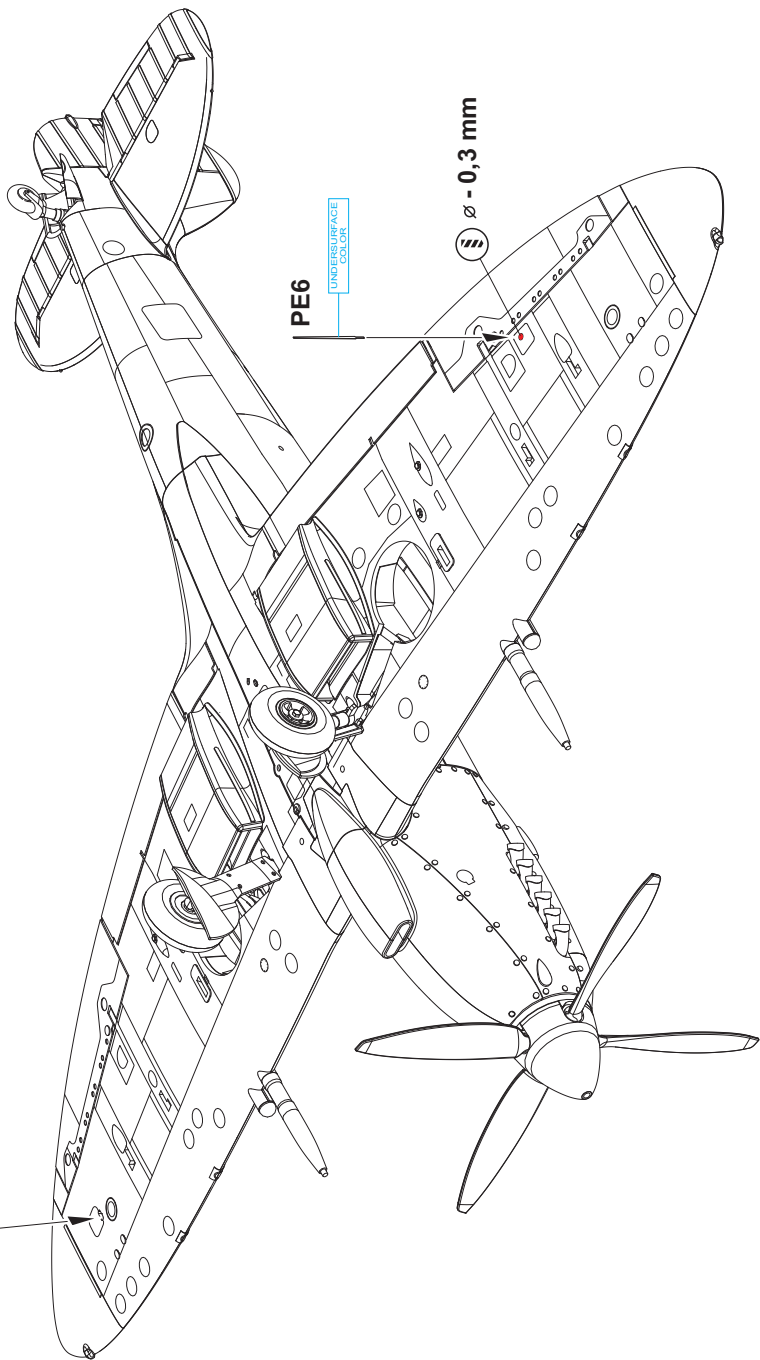


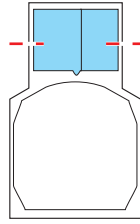
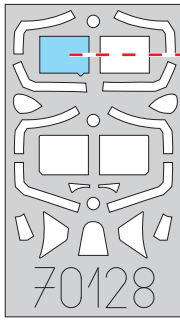
**B11** - closed canopy & closed door

AL2024  
ALUMINIUM

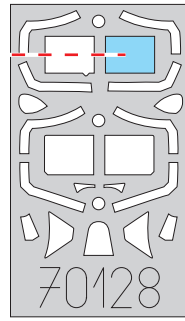
A31

UNDERSURFACE  
COLOR

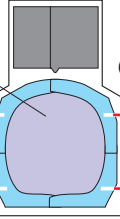




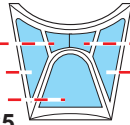
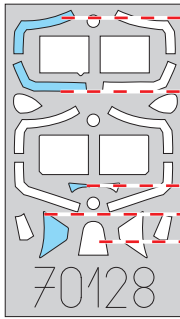
C2



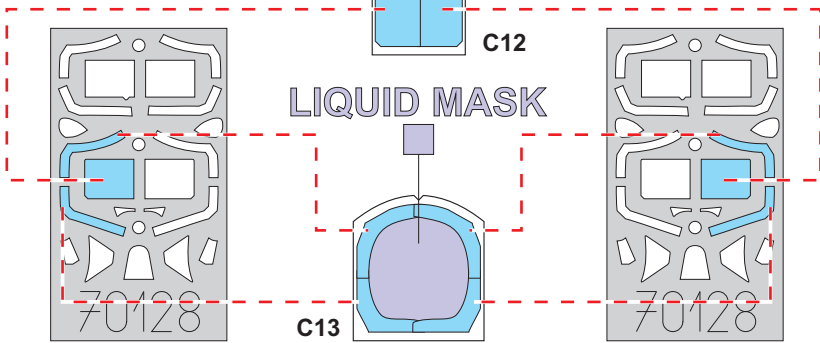
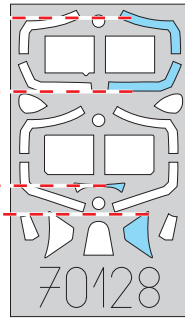
LIQUID MASK



C2



C5



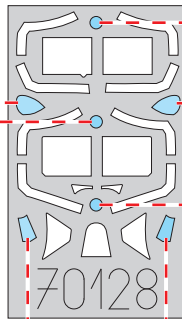
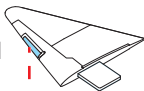
C7 ? F12



C8 ●



D21



C4 ●



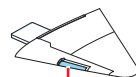
C6 ? F11



C10 ●

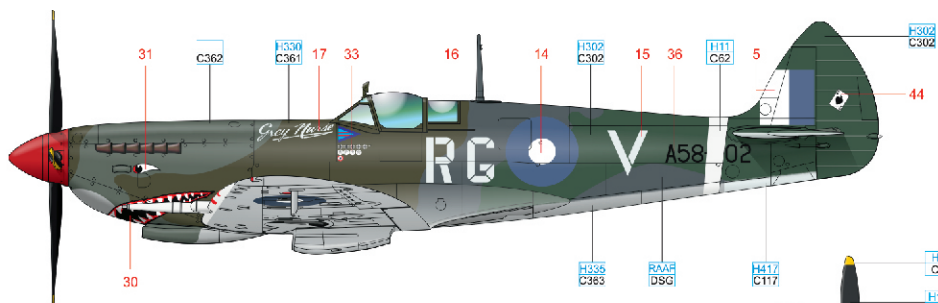


D22

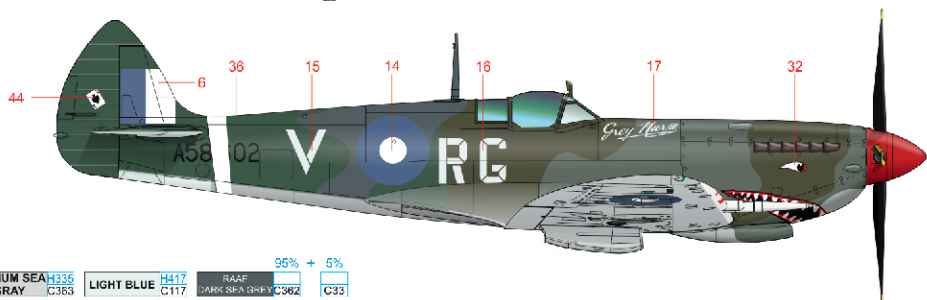
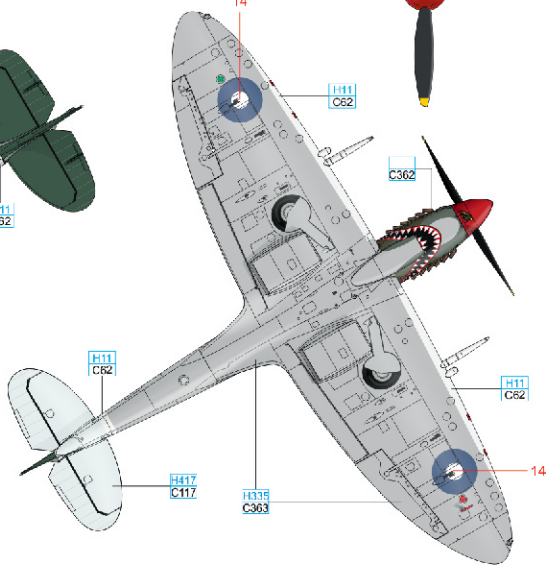
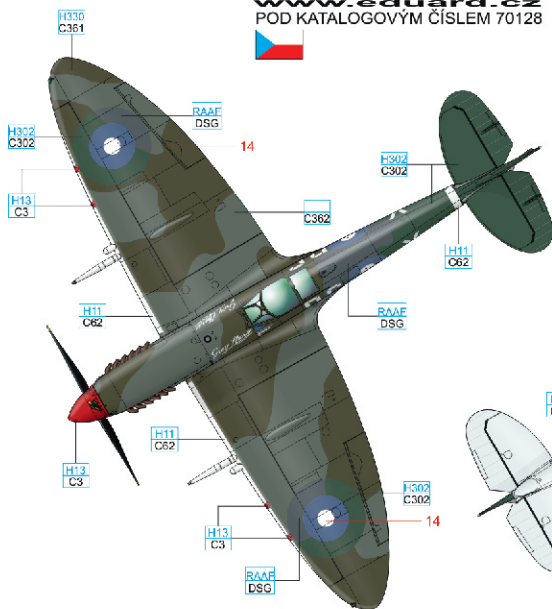
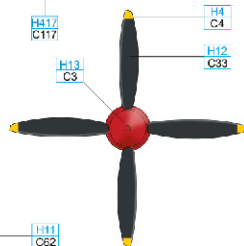


# A HF Mk.VIII, flown by W/C Robert Gibbes, CO of No. 80 Fighter Wing, Dutch East Indies, 1945

The Spitfire Mk.VIII flown by W/C Bobby Gibbes, a fighter ace credited with 12 kills (2 shared), carried the marking of No. 457 Squadron, RAAF. The kill marks under the canopy are inclusive of Gibbes' score from the Mediterranean Theatre of Operations. He served with No. 3 Squadron RAAF at that time. The quick identification marking composed of white leading edges of the wings, appeared on Australian Spitfires in mid 1943 for the first time and No.80 Fighter Wing subsequently adopted them. At least two versions of the sharkmouth were painted on this Spitfire, and we offer up the earlier style. Note the up-side down oriented ace of spades on the rudder.



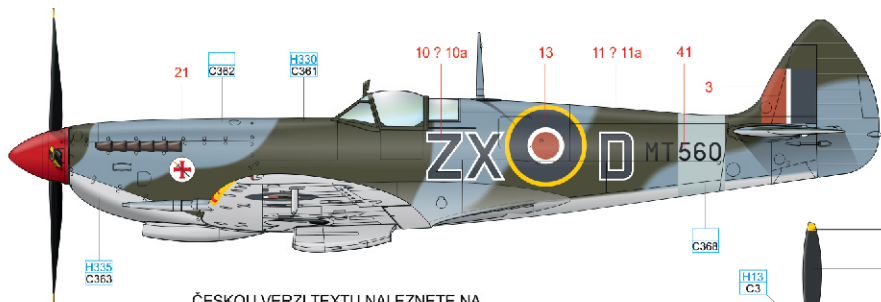
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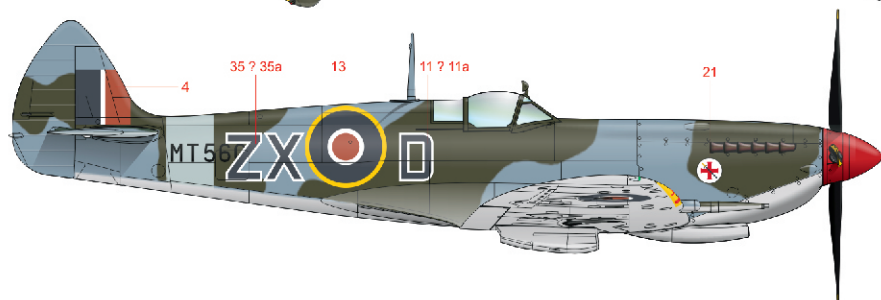
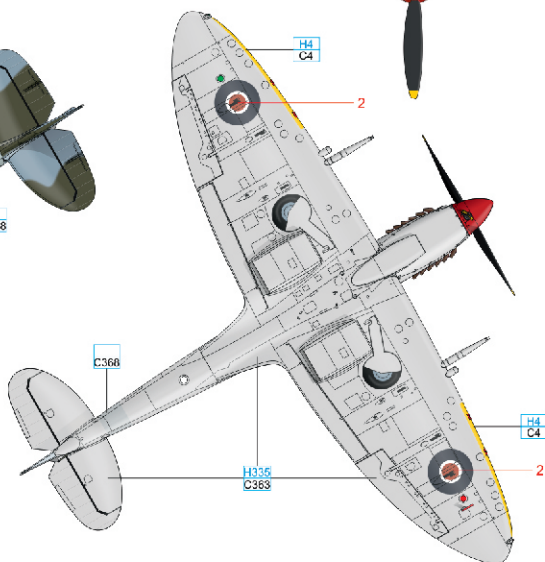
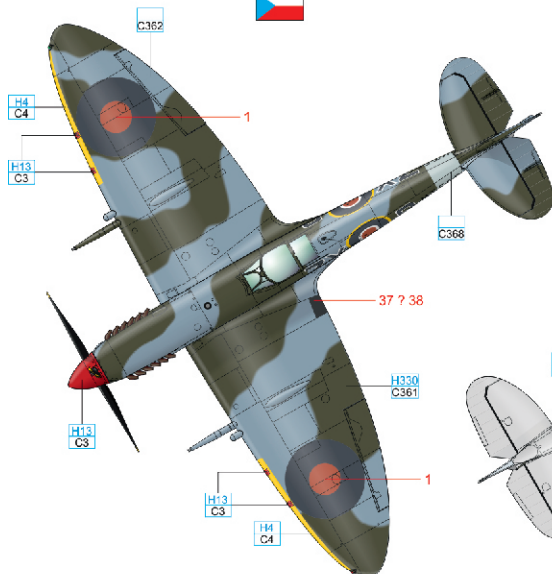
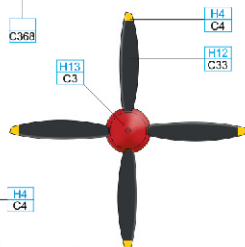
MEDIUM SEA GRAY	H335 C363	LIGHT BLUE	H417 C117	RAAF DARK SEA GREY	H309 C361	96% + 5%	C33
OCEAN GRAY	C362	GREEN	H302 C302	DARK GREEN	C361	RED	H13 C3
						YELLOW	H4 C4
						WHITE	H11 C62
						BLACK	H12 C33

# B LF Mk.VIII, MT560, flown by Lt. Antony Brooke Woodley, No. 145 Squadron, Bellaria – Igea Marina, Italy, March 1945

No. 145 Squadron "inherited" its code after the preceding squadron, which had been established on May 15th, 1918 and equipped with SE.5a biplanes. It faced the enemy in Palestine where it joined the combat along with the Turkish interceptors. The squadron was dissolved on September 2nd, 1919. On October 10th, 1939 it was reactivated. The aircraft in its fleet were the Hurricanes, which replaced the Spitfires at the beginning of 1941. The squadron moved with these aircraft first to the Middle East (January 1942), then to Malta and, finally to Italy. Several members of No. 145 Squadron had flown the MT560 Spitfire during the first months of 1945, including the South African, Lt. A. B. Woodley. The symbol of the squadron was painted on both sides of the nose. The picture shows the ZX-D code - it had, very probably, been painted in blue. A part of the researchers think that the color had been red.



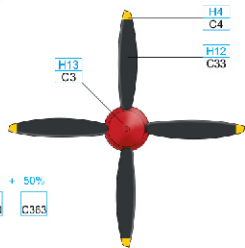
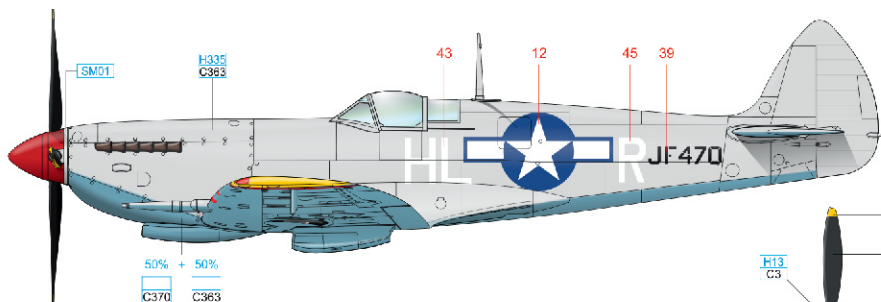
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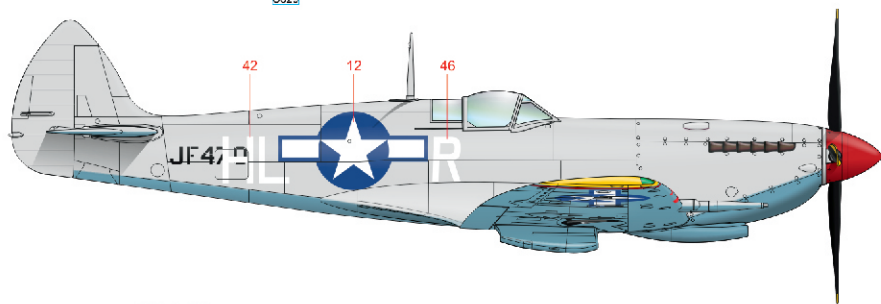
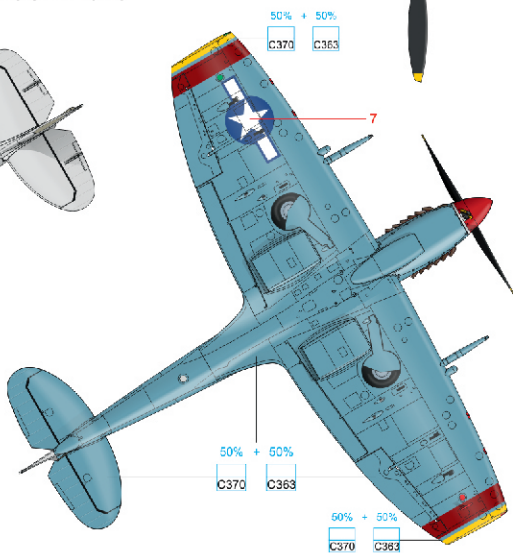
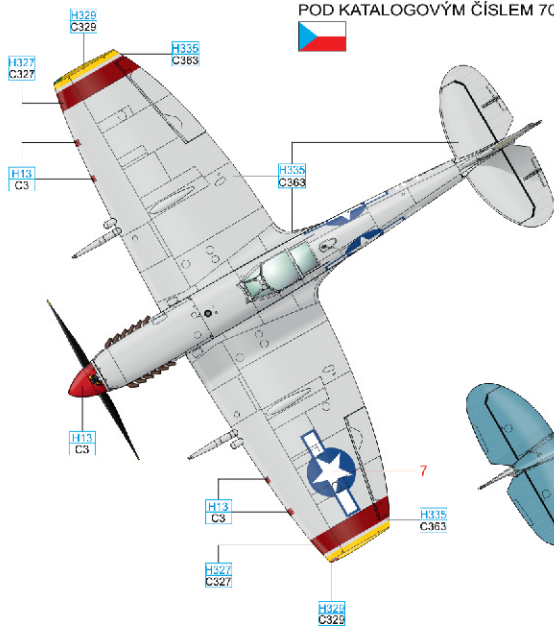
MEDIUM SEA GRAY	H335 C363	OCEAN GRAY	C362	DARK GREEN	H330 C361	RED	H13 C3	YELLOW	H4 C4	BLACK	H12 C33	SKY	C368
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# C F Mk.VIII, JF470, 308th Fighter Squadron , 31st Fighter Group , Fano Air Base, Italy, 1944 – 1945

The 31st Fighter Group flew Spitfire Mk.Vs, Mk.VIII's and Mk.IX's from June 1943 till March 1944. The Group was subsequently re-equipped with P-51 Mustangs but a few Spitfires were retained as hacks. Mustangs flown by this FG had red-yellow stripes on the wing tips. The red color was closer to the wingtips, but it is not clear if the red color position was the same on this Spitfire. The wingtip appears to be yellow in available photos. The camouflage is probably that for high altitude fighters and consists of Medium Sea Grey on upper and PRU blue on lower surfaces. Note the clipped wings.



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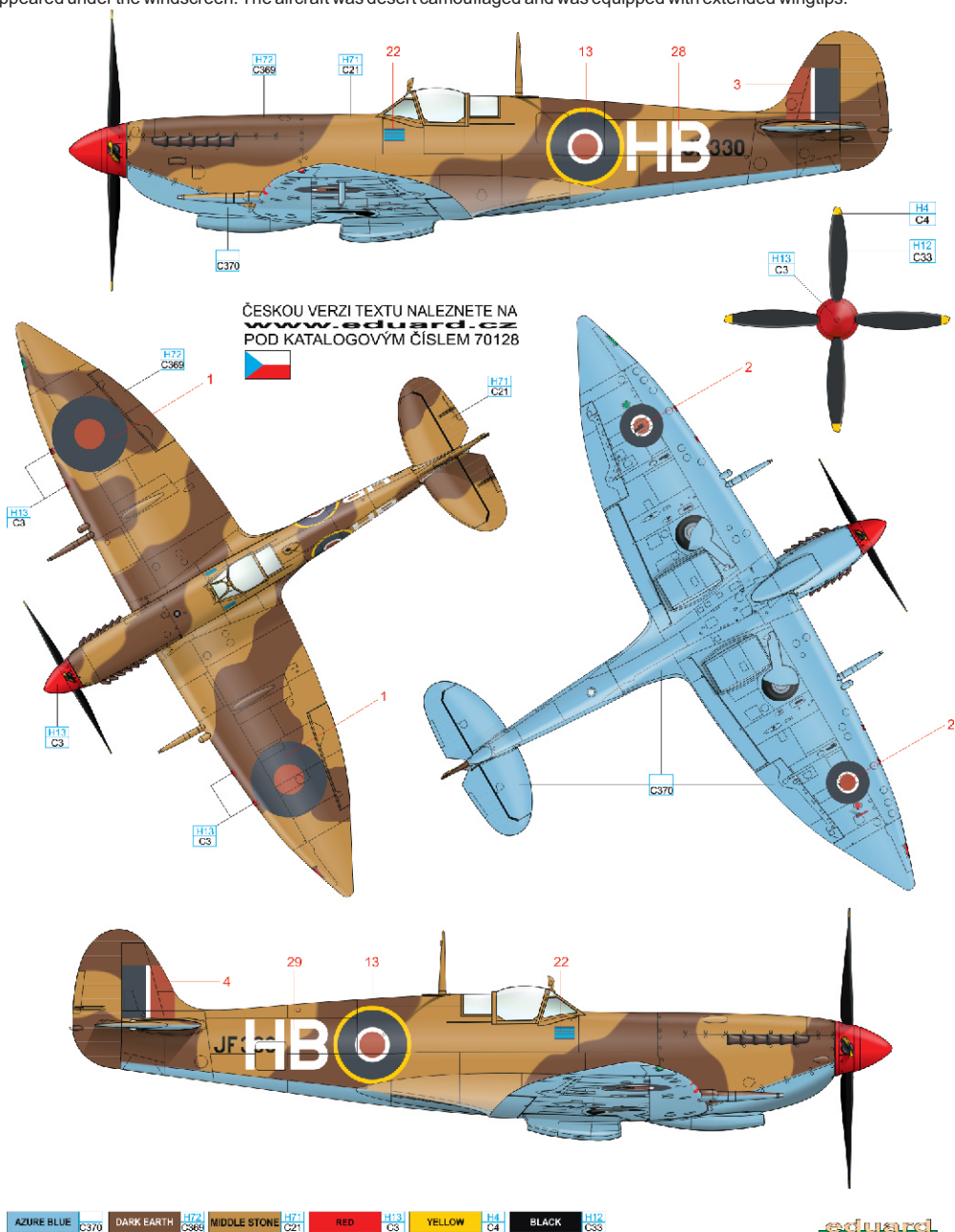
MEDIUM SEA GRAY H335 C363 50% + 50% PRU BLUE C370 C363 RED H327 C327 RED H13 C3 YELLOW H326 C326 SILVER SM01 BLACK H12 C33

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## D F Mk.VIII, JF330, flown by AVM Harry Broadhurst, 1943

Harry Broadhurst joined the RAF in 1926. He became an outstanding display pilot and was promoted to CO of various units. He took part in the Battle of Britain and managed to shoot down two Bf 109s on July 2nd, 1941. Unfortunately, he was downed by AA fire during the same combat sortie. Five days later, Broadhurst's aircraft was damaged yet again, the successful pilot on the German side being Hptm. Josef Priller, the JG 26 fighter ace. By August 19th, 1942 Broadhurst was credited with 13 confirmed kills, 7 probable kills and 10 damaged enemy aircraft. He was promoted to Air Vice Marshall and took command of the Desert Air Force in January 1943. As the commanding officer he had the right to use his initials as his aircraft code. The AVM pennant appeared under the windscreen. The aircraft was desert camouflaged and was equipped with extended wingtips.



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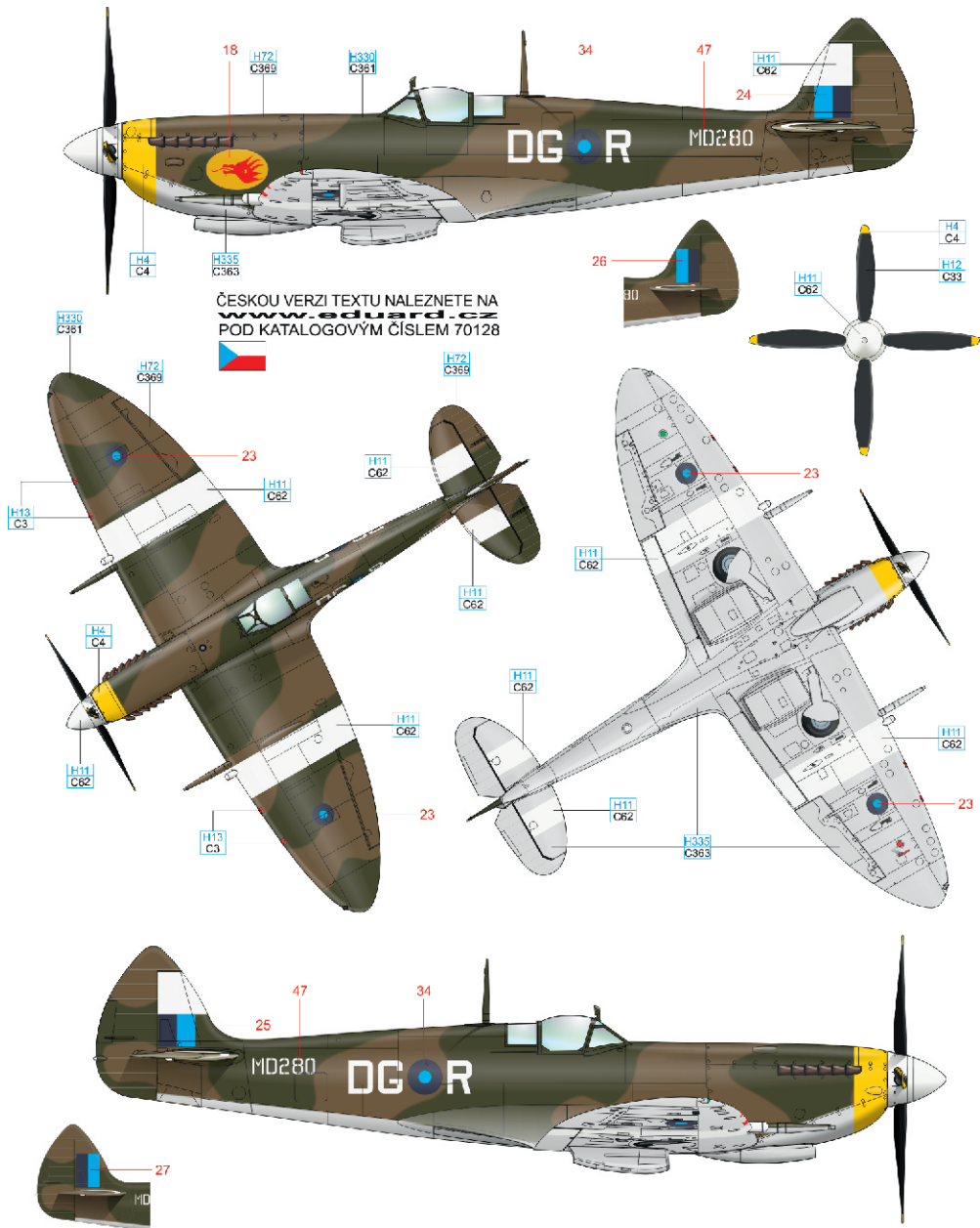


AZURE BLUE C370 DARK EARTH H72 C369 MIDDLE STONE H71 C21 RED H13 C3 YELLOW H4 C4 BLACK H12 C33

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# E LF Mk.VIII, MD280, flown by F/Lt. Paul Ostrander, No. 155 Squadron RAF, Burma, 1945

Paul Ostrander, a Canadian from Winnipeg, joined No. 155 Squadron in India in May 1944 and flew Spitfire Mk.VIII's from July of the same year and successfully completed his combat tour in May 1945. Ostrander's Spitfire wore white identification stripes on the wings and tail. It is not clear if a white stripe on the fin is present but this stripe would have been part of the prescribed standard. Both possibilities are possible in this kit. The badge on the nose is based on the Chindits marking – troop units active against the Japanese armed forces in the jungle behind enemy lines.



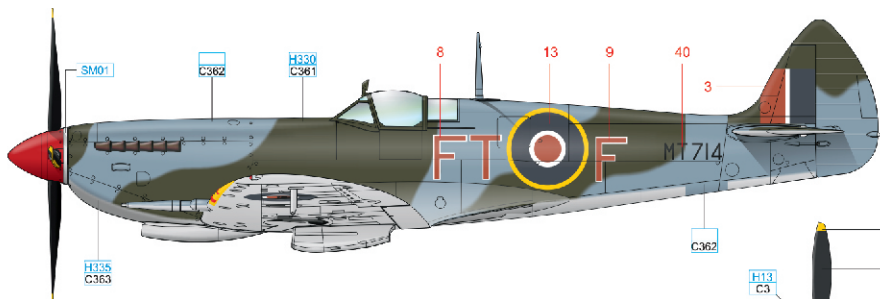
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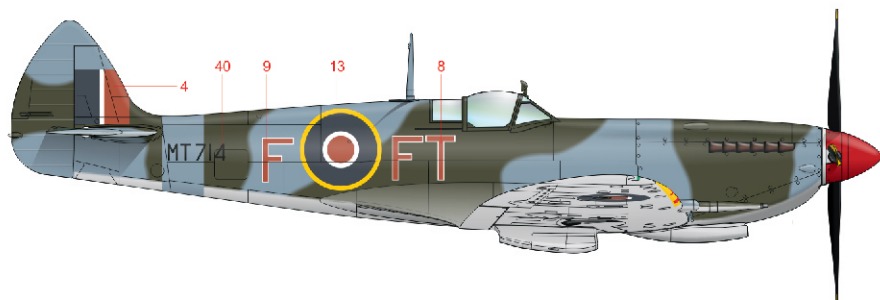
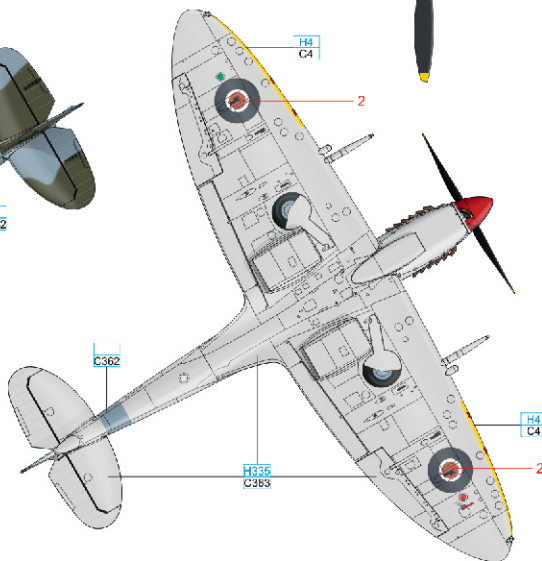
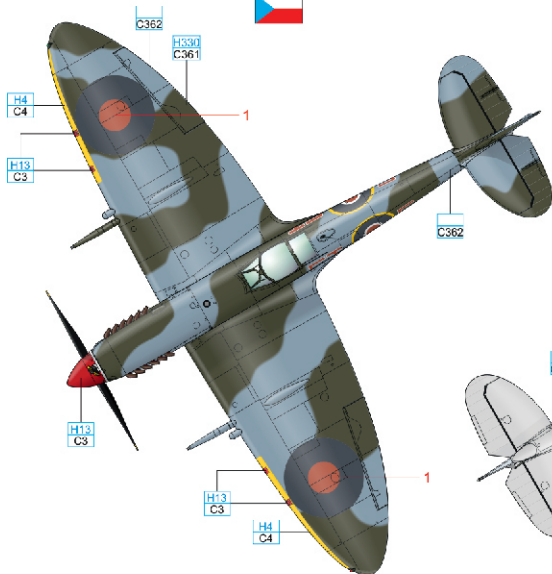
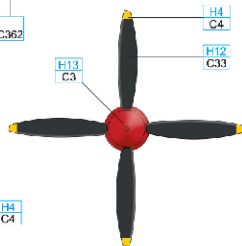
MEDIUM SEA GRAY	H135 C363	DARK EARTH	H72 C369	DARK GREEN	H30 C361	RED	H13 C3	YELLOW	H4 C4	WHITE	H11 C62	BLACK	H12 C33
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# F LF Mk.VIII, MT714, flown by F/Lt A. W. Guest, No. 43 Squadron RAF, Ramatuelle Airfield, France, August 1944

Fifteen Spitfire Mk.VIII's were delivered to No. 43 Squadron, RAF in July 1944. Squadron pilots flew them till October of the same year from Calvi Airfield, Sardinia, and from various bases located in Southern France. This Spitfire wore the day fighter camouflage scheme. It was accepted by the RAF in June 1944 and assigned to No. 43 Squadron on July 13th, 1944. MT714 was written off on March 14th, 1946.



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MEDIUM SEA GRAY H335/C363 OCEAN GRAY C362 DARK GREEN H330/C361 RED H13/C3 YELLOW H4/C4 SILVER SM01 BLACK H2/C33

# Spitfire Mk.VIII

# STENCILING POSITIONS

