Supermarine

Spitfire Mk Vb

No. 418

HISTORY

In all of aviation history there are few aircraft which truly have earned the respect-filled accolade of "immortal." The Supermarine *Spitfire* is, without qualification, one of those aircraft. The *Spitfire* is a symbol of a nation's determination to fight for her freedom against odds very much not in her favor.

Developed from the technical progression of aircraft designed by R.J. Mitchell for Schneider Cup racing, the *Spitfire* design was fundamentally set in 1936. The craft carried soft flowing features - very unlike the German Bf-109 which would become its chief adversary - and a characteristic double-elliptical wing planform. The *Spitfire* was not easily confused with any other aircraft from any angle.

During the Battle of Britain the *Spitfire*, along with the Hawker *Hurricane*, fought bravely to hold back the German Luftwaffe. The young fighter pilots of the Royal Air Force flew tough air battles with courage and spirit Hitler did not anticipate. The RAF gained needed experience and bought precious time needed to build the British war machine and supply depth.

The evolution of the Spitfire to the Mk V version came quickly. By the end of 1943 6,464 of this mark had been produced and saw service with 140 RAF squadrons as well as being supplied to nine foreign countries. As Britain moved into fighting in Africa and the Pacific Theater, numerous small design changes were made. The tropical air filter was a major needed addition and, to better low altitude performance, clipped wingtips were incorporated.

The aircraft served well - proudly - and the Spitfire will forever be one of the world's most famous aircraft.

SPECIFICATIONS

Power	Rolls-Royce Merlin 45 (1,470 hp)
Weight	6,630 lbs. max.
Span	36 ft. 10 in.
Length	29 ft. 11 in.
Height	11 ft. 5 in.
Max. Speed	369 mph
Range	470 miles

REFERENCES

Spitfire in Action; Scutts (Squadron/Signal)

The Supermarine Spitfire V Series; Hooton (Aircraft in Profile - Doubleday)

Spitfire; Sweetman (Crown Publishers)

BEFORE STARTING

1. Study the illustrations and sequence of assembly before beginning.
2. Decide how much detail you wish to add to your model and whether or not you intend to modify or "convert" the basic model in any way. Study carefully all available reference material before beginning to ensure an authentic model.
3. Due to the amount of parts in this kit, do not detach the parts from the runners (sprue) until you need them. This helps avoid confusion and lost parts.
4. When cementing the parts together, check the way in which one part fits together with another. This ensures a neat job.
5. Always remember, when working with plastic model cement and paint, make sure your work is well-ventilated. The fumes from plastic modeling products can be harmful if inhaled.

PREPARATION OF PARTS

1. Never tear parts off the runners(sprue). Use a Testor Hobby Knife, nail clippers, or small wire cutters.
2. It is possible some parts may require a little attention with a file or sandpaper to ensure a proper fit and neat appearance. Hobby files and Testor Hobby Sandpaper appropriate for model-building are available in most good hobby shops.
3. If you desire, you may fill any seams (where parts go together) or imperfections with Testor Contour Putty for Plastic Models which is also available at good hobby shops.

PAINTING

You can obtain an excellent finish on your model using Testor enamels. Detailed descriptions of type of paint and color are included throughout the pages that follow.

Good brushes are essential for proper detailing. ***Testor Model Master*** brushes are recommended and available at good hobby stores. Be sure you have the entire selection for all your modeling needs. Always keep your brushes clean and soft by cleaning in Testor thinner, washing in soap and water, and storing flat or with bristles up when not in use.

Wash plastic parts before detaching them from the sprue. Warm water and liquid detergent remove the oils left form the manufacturing process. Let the parts dry and avoid excessive handling. Immediately before painting, wipe the parts with a "tac rag" (available at automotive centers) to remove dust and lint.

Most small parts are best painted while still attached to the sprue or they may be detached and held with tweezers or "magic" type transparent tape. Paint in one direction only. If your paint is the correct consistency, brush strokes will disappear as the color dries. If the paint seems too thick, thin it with Testor Paint Thinner. Wheels may be detached from the sprue and fit onto tooth-picks or matchsticks for painting. Then just hold the paintbrush against the edge of the wheel and rotate the wheel to obtain a neat clean finish.

Let the paint dry completely before handling. When the parts are dry, assemble the model, following the directions closely. Remember cement will not stick to painted surfaces. Using your Testor Hobby Knife, carefully remove paint from all surfaces to be cemented. After you have assembled your model you may touch up areas where cement has marred the finish.

The Testor ***Model Master*** paint system is specially designed to be used on military models. The **Preliminary Painting** instructions in this sheet indicate which ***Model Master*** colors to use by FS number and name. These colors are called out by ***bold italic type.*** Wherever ***Model Master*** colors are not applicable, the required Testor color will be called out by number and name in **regular bold type**.

Preliminary Painting

A – ***FS 37038 Flat Black***: gunsight, joy stick, radio (**13**), radiator (**9**), prop blades, tires, instrument panel, headrest cushion
B – ***FS 34227 Pale Green***: seat, armor bulkhead (**7**), interior of wheel wells, inner surface of landing gear doors
C – ***No. 1781 Aluminum***: landing gear struts, wheel hubs
D – ***FS 17178 Chrome Silver***: mirror (**15**), oleos on main gear struts
E – ***No. 1785 Rust***: exhausts
F – ***No. 1780 Steel***: narrow segment at end of cannon barrels

Assembly

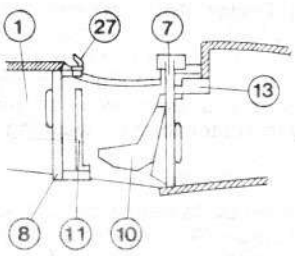
This model has optional parts and decal marking to build one of two versions. Consult box photos and drawings on pgs. 3 and 4 to determine which version you prefer before proceeding. Cement parts together as shown in drawing, beginning with cockpit assembly. The drawing at **fig. a** will help in positioning these parts. Cockpit and propellor assemblies must be installed in one fuselage half *before* joining fuselage halves together. Do not get cement on part **18** (prop shaft bearing). Cement radiator grille **9** into lower wing *before* cementing upper wing halves in place. Note that parts **22** and **29** apply to the British version only. If you are building the Australian version, use parts **A-B** and **C** as shown at **fig. b**.

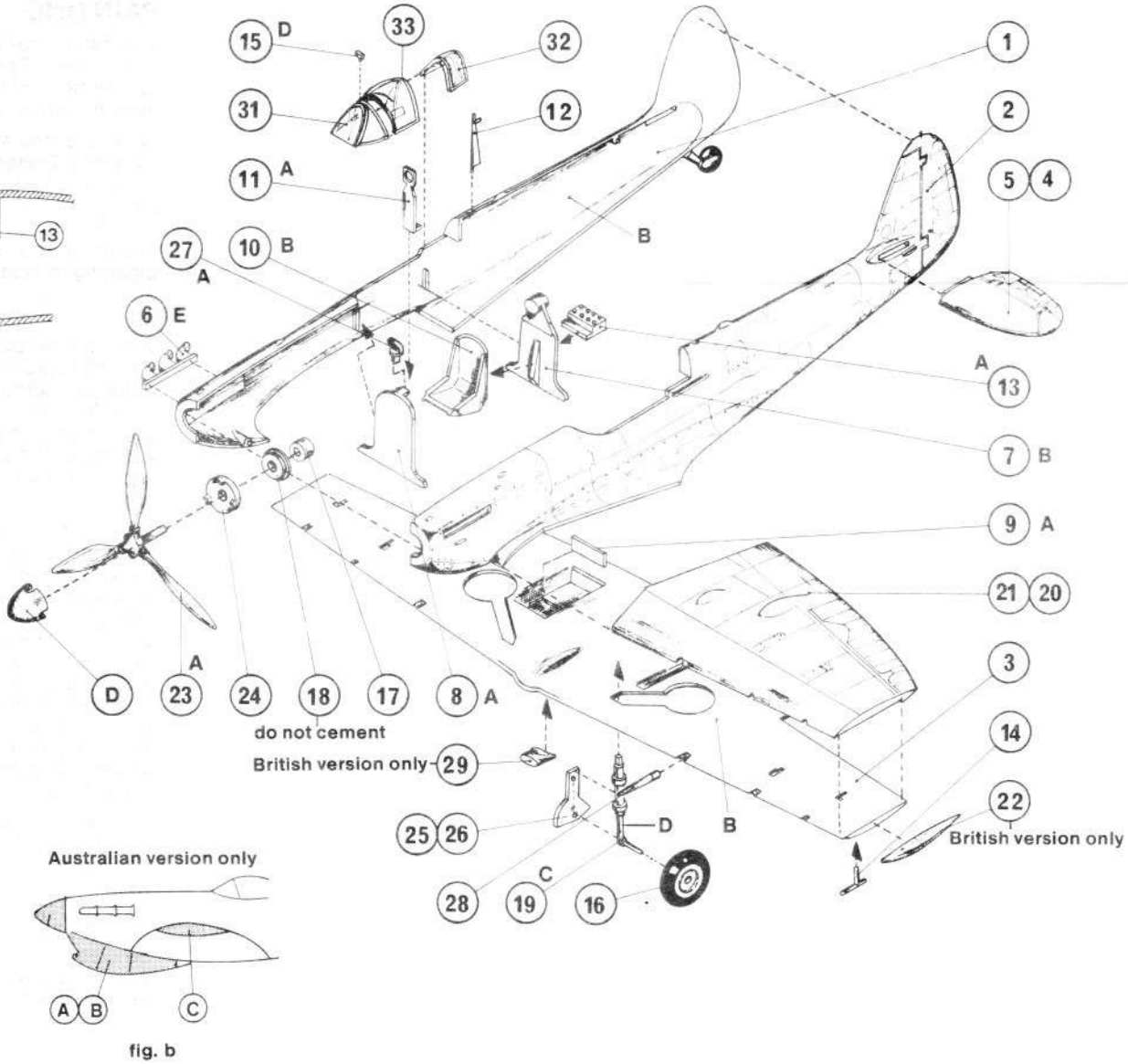
NOTE: Clear parts are best glued in place with white glue, which will not mar the plastic, and thus results in a better appearance than conventional model cement.

Liquid cement, Testor #3502, is recommended for construction since it can produce the neatest, quickest, and strongest glue joints. Apply small amounts of cement, using the tip of a 00 brush, to the surfaces to be joined while holding the parts in place. Do **not** use large amounts of cement.

Tweezers will be useful in assembling the many small parts in this kit. The type used by postage stamp collectors is recommended.

fig. a





Australian version only

fig. b

APPLYING DECALS

1. After carefully masking canopy and other clear areas, spray entire model with Testor Glosscote #1261. Decals adhere best to a smooth surface and the shinier the finish, the smoother it is. Allow the Glosscote to dry thoroughly before going further.
2. Select the decals you plan to use, and cut each of them out from the decal sheet with small scissors or Testor Hobby Knife.
3. Working with only one decal at a time, dip the decal in clear water for no more than five seconds, then remove it from the water and place on a dry paper towel for about one minute.
4. When the decal slides easily on the backing paper, slide it to the edge of the paper and onto the surface of the model with a soft paintbrush or tweezers. Remember: the decals are very thin and can be easily ripped if care is not taken. Work slowly and patiently.
5. Once the decal is in the desired position, apply a small amount of Testor Decal Set #8804. This will help the decal to conform to any irregularities in the surface of the model (rivets, curves, etc.). Allow the decal to dry undisturbed. Should you find the decal has moved or should you desire to purposely move it, apply a little Decal Set to a soft brush and push the decal slowly into the desired position.
6. When the decals are completely dry (usually overnight), apply a coat of Testor Dullcote #1260 to the entire model. This will give it an authentic, dull finish and protect the surface of the model. Then carefully remove masking from canopy and other clear areas.

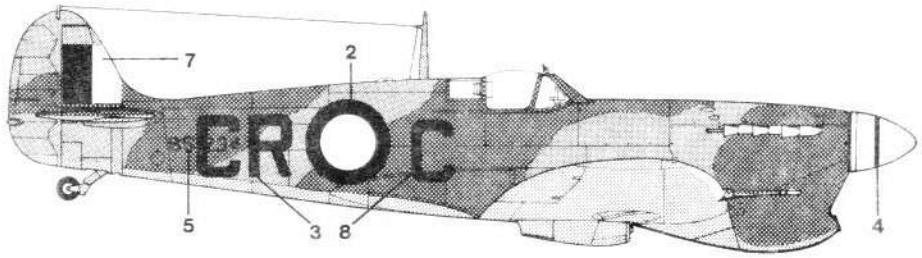
COLOR KEY

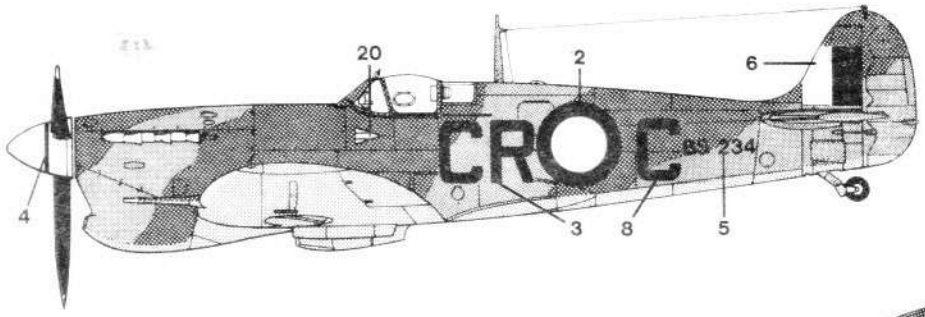
Foliage Green (*FS 34079 Dark Green*)

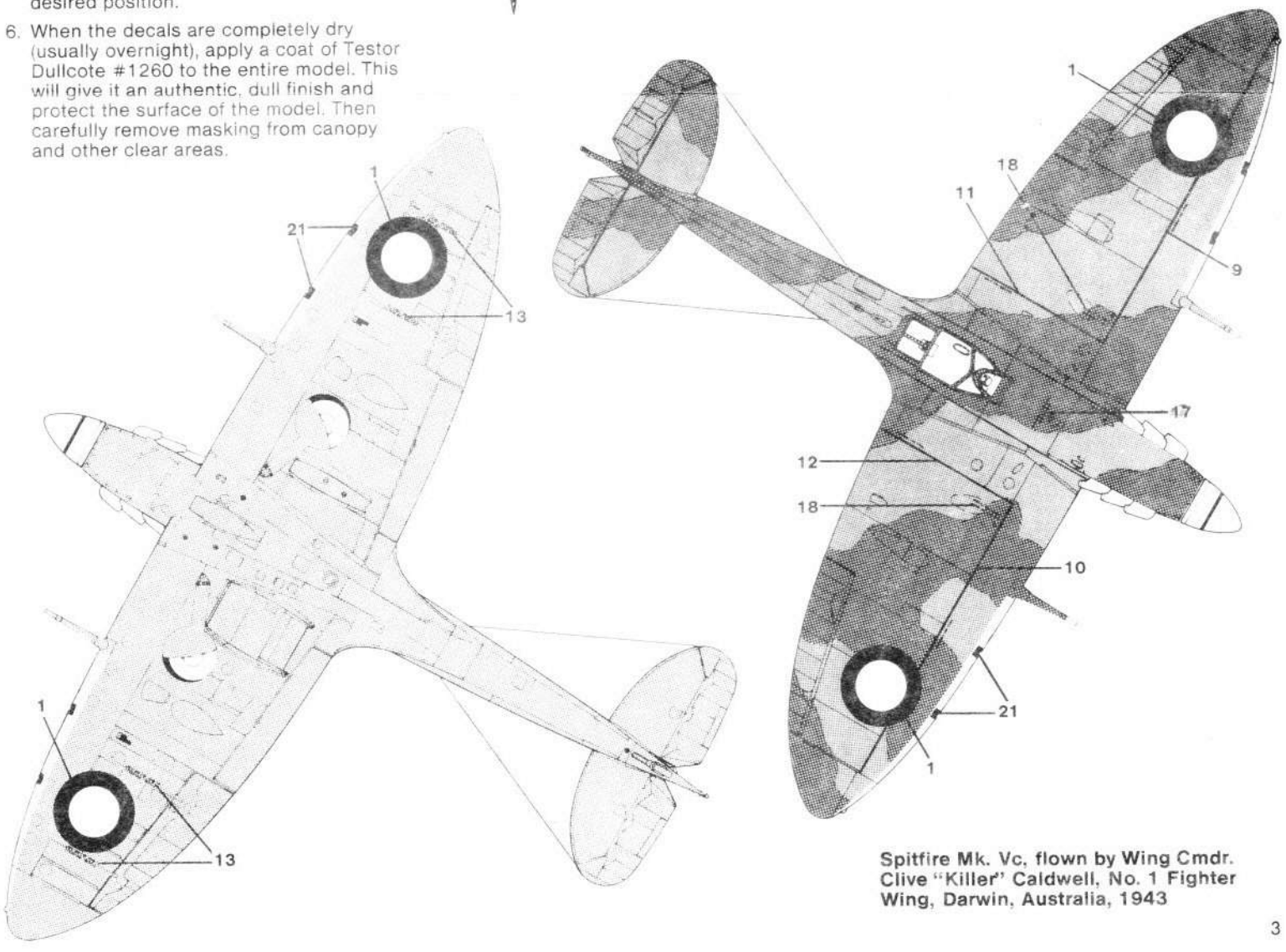
Dark Earth (*FS 30118 Field Drab*)

Azure Blue (mix 2 parts ***FS 35622 Duck Egg Blue*** and 1 part ***FS 35044 Insignia Blue***)

FS 37875 Flat White







Spitfire Mk. Vc, flown by Wing Cmdr. Clive "Killer" Caldwell, No. 1 Fighter Wing, Darwin, Australia, 1943

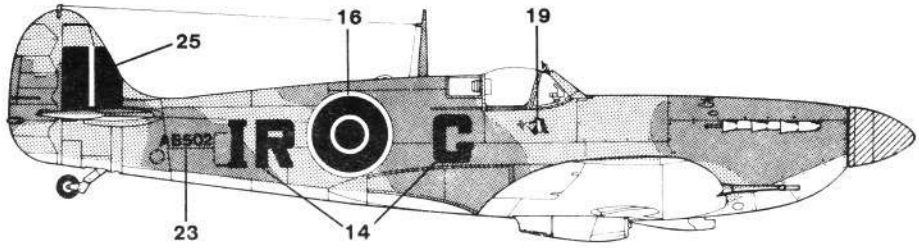
COLOR KEY

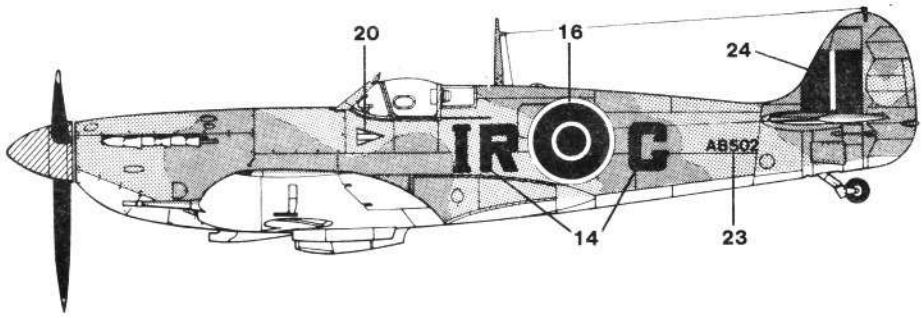
Middlestone (mix 6 parts ***No. 1735 Wood*** with 1 part ***FS 34227 Fale Green***)

Dark Earth (***FS 30118 Field Drab***)

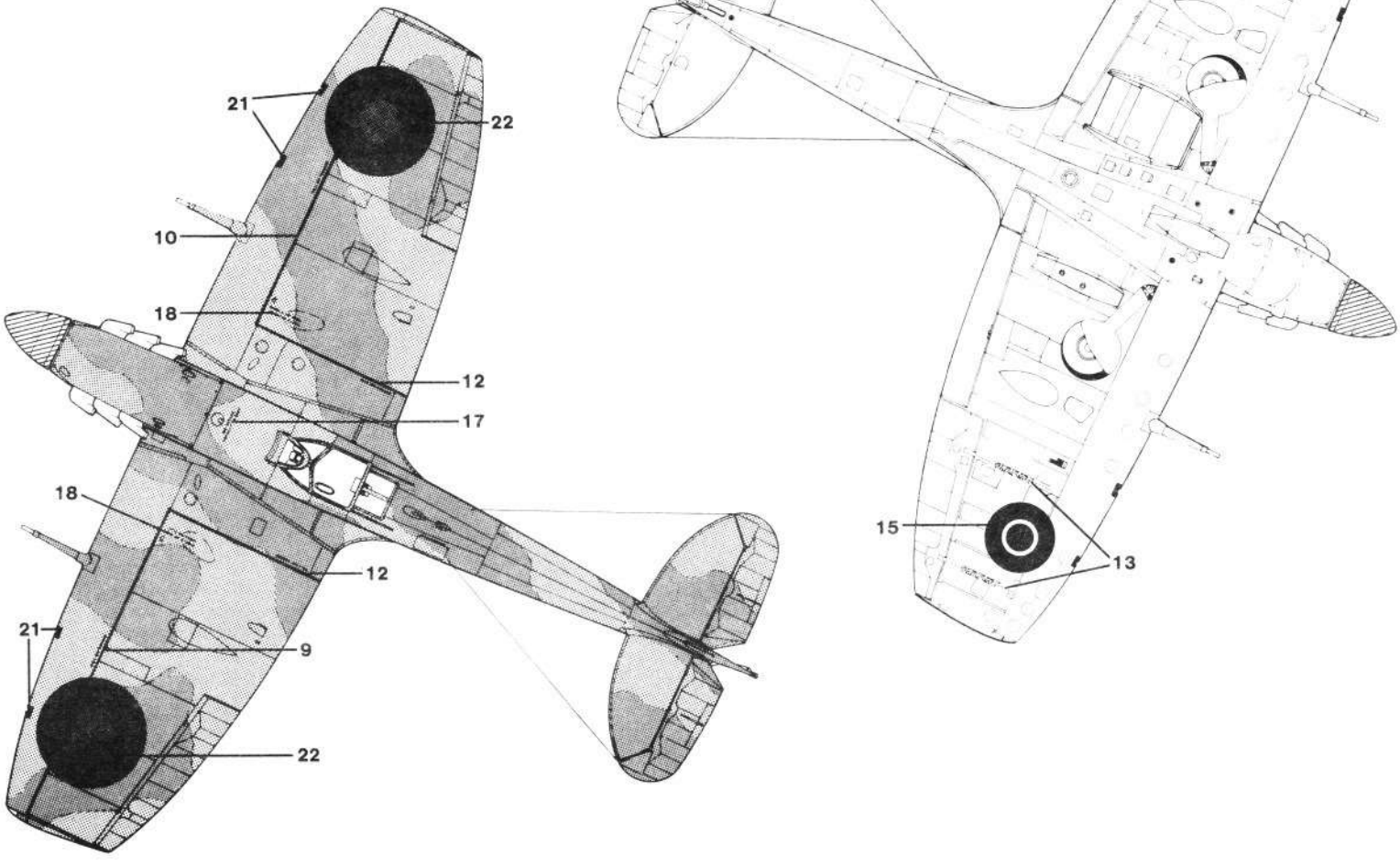
Azure Blue (mix 2 parts ***FS 35622 Duck Egg Blue*** and 1 part ***FS 35044 Insignia Blue***)

FS 31136 Insignia Red





Spitfire L.F. Mk. Vb, flown by Wing Cmdr. Ian R. Gleed, No. 601 Squadron, North Africa, 1943



SPITFIRE MK Vb #418

SCALE-MASTER® DECALS

TESTORS

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BS 234

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