

# Spitfire Mk.Vc TROP

**eduard**

1/48 Scale Plastic Model Kit



item No. 82126

**ProfiPACK**  
edition

The Supermarine Spitfire is so iconic, that virtually everyone can recognize it. The service of this elegant fighter spanned remarkable 13 years. It entered the 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 were reaching about twice the speed of the Fury. One of the most successful designers of the racing floatplanes was Reginald J. Mitchell, whose Supermarine S.6B raised the world speed record to 407 mph (655 km/h) on September 20, 1931. So, the British Air Ministry, under influence of such achievement, issued the specification F.7/30 in October 1931. Although it called for modern pursuit airplane capable of at least 250 mph (400 km/h), seven out of eight entries were biplane designs. The only monoplane proposal was Mitchell's Supermarine 224, but the aircraft with a gull wing, fixed undercarriage and Rolls-Royce Goshawk engine was a disappointment as it lacked speed and rate of climb. Due to that, the Gloster Gladiator biplane was declared a winner.

#### Early work for later success

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 December 28, 1934 to fund a prototype armed with four wing mounted guns. By early April 1935 Mitchell received the detail of specification F10/35, and it was calling for eight guns. The change was made on cost of bomb provision removal and reduction of the fuel tanks volume to sixty-six gallons. The decision caused the so called "short legs" of the Spitfire, meaning a lack of range and endurance.

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

#### Searching for performance

The Spitfire's development was an ongoing process from very early stage of its service and incorporated many changes. From the early Mk.I and Mk.II the development reached the point, where a more substantial performance step was required.

After trials with the Merlin XX engine, installed in the prototype of the Spitfire Mk.III, Rolls-Royce offered a viable and quick solution in late 1940, the concurrently developed and simpler to manufacture Merlin RM5S engine (later designated Merlin 45). It featured one-stage single-speed compressor optimized for high altitudes. Its output at 17,700 ft (5,400 m) was 1,210 hp (902 kW). The Merlin 45 was the same size as the Merlin III powering the Mk.I Spitfires, and its design allowed the Merlin III to be upgraded to the Merlin 45 by changing the supercharger. This facilitated the simple installation into the freshly built Spitfire Mk.I and Mk.II airframes and the conversion of the already manufactured aircraft as well.

First two converted Spitfires were test-flown at Boscombe Down, where a maximum speed of 593 kph at 20,000 ft (6,100 m) was recorded during the flight tests. The trials also brought out the problems with the De Havilland constant-speed propeller as oil of its control system was freezing at high altitudes. There were troubles with Mk.II oil cooler as well as it was not efficient enough for the more powerful engine. Even though this was considered an interim solution, as the Spitfire Mk.III production was still being planned, the order for new Spitfires was placed, or, better said, the program for converting Spitfires Mk.I and Mk.II into Spitfires Mk.V was ordered. Finally, 6464 Spitfires Mk.V of all variants were manufactured.

#### This kit: Spitfire Mk.Vc

In the middle of March 1941, Spitfire X4922 built in Eastleigh at Spitfire Mk.I assembly line, arrived at Boscombe Down. It already featured Merlin 45 and was test-flown on February 7. During the trials it was fully armed and equipped and reached the maximum speed of 374.7 mph (603 kph). In Eastleigh, in the second half of February, a total of 23 Spitfire Mk.I airframes, mostly version Mk.Ib, received Merlin 45, thus becoming the first Spitfires Mk.Vb armed with four .303 machine guns and two 20mm cannons.

This mark was the most produced, while there were only 94 of eight wing .303 machine guns Spitfires Mk.Ia produced. The Mk.Vc got reinforced wing which was capable of accommodating four 20mm cannons, but most of these aircraft had the same armament as the Mk.Vb. During the two and half years of Spitfire Mk.V production, the aircraft was gradually developed, including change of smaller U-shaped oil cooler for circular intake oil cooler to avoid the risk of engine overheating.

In the dusty tropical and subtropical environments, the engine was subject to a potential damage caused by sucked-in dust. To lower this risk Vokes company designed a voluminous, fully covered filter which formed a typical chin under the aircraft nose. The worsened aerodynamics together with the lower pressure of the entering air on such modified aircraft resulted in the maximum speed drop by approximately 7.5 mph (12 km/h), which was actually better value than the anticipated drop by 23 mph (37 kph). of the performance and tropicalized airplanes undergoing maintenance at No. 103 Maintenance Unit in Egyptian Aboukir received the Aboukir type filter manufactured by this unit. It was better aerodynamically shaped and featured a louver which closed the filter on the intake only at critical flight stages when larger dust volume could be sucked in. Two versions of this filter are known. The majority of aircraft equipped with Aboukir filter were of Mk.Vc version and in the course of modifications at No. 103 MU usually received the clipped wingtips and Rotol propellers as well. But the shortened wingtips fitted in Aboukir had a different shape to the conventional shortened wingtips of the LF Mk.Vb and Mk.Vc versions.

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

PARTS



DÍLY



TEILE

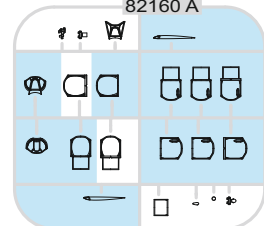


PIÈCES

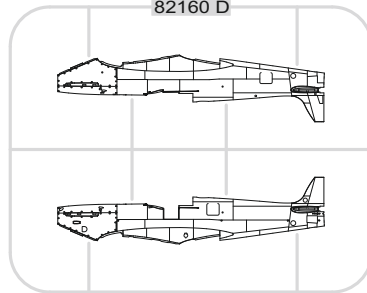


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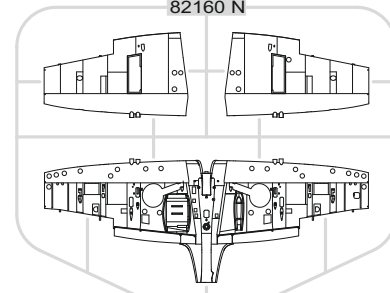
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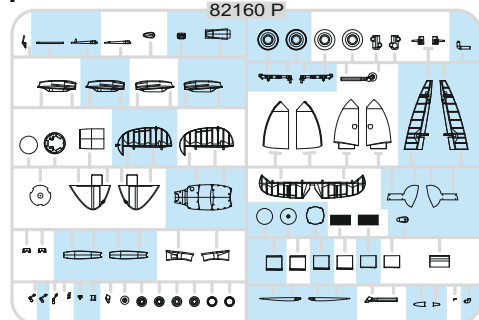
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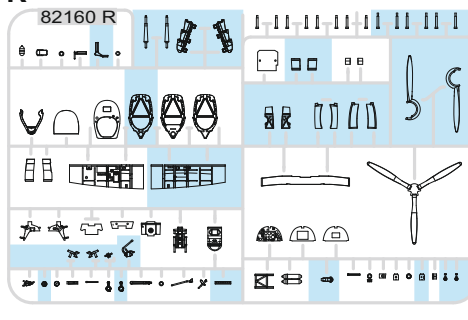
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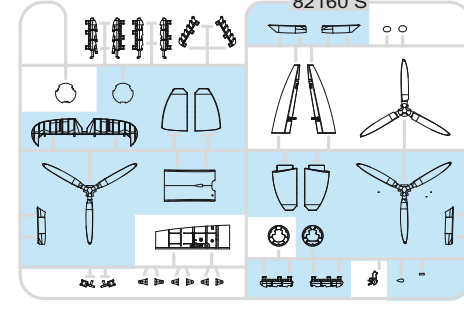
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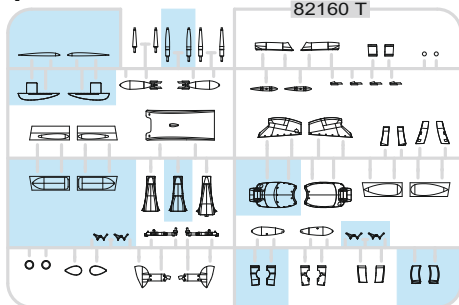
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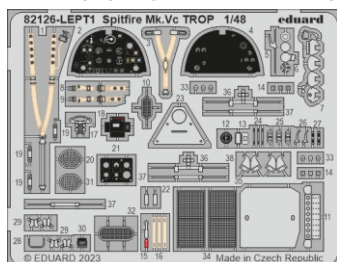
S&gt;



T&gt;



PE - PHOTO ETCHED DETAIL PARTS

eduard  
MASK

-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



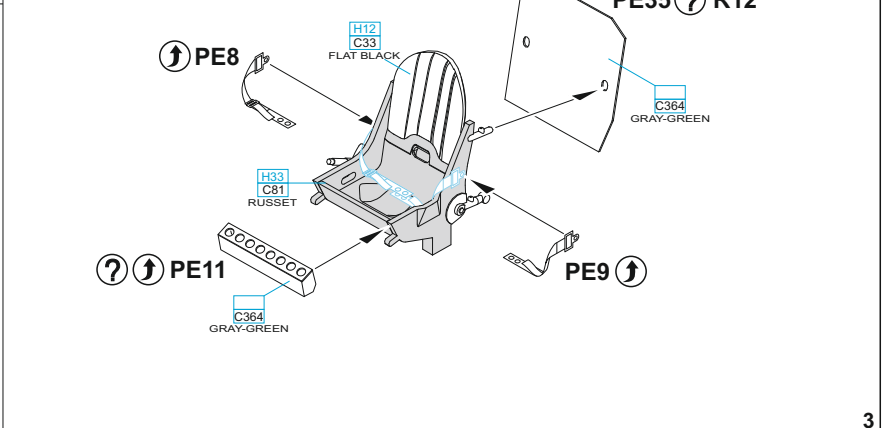
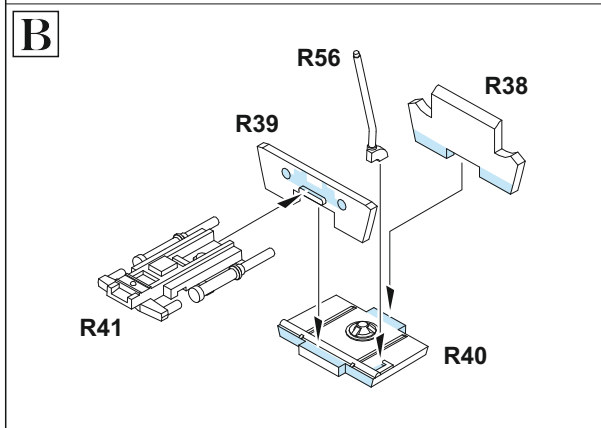
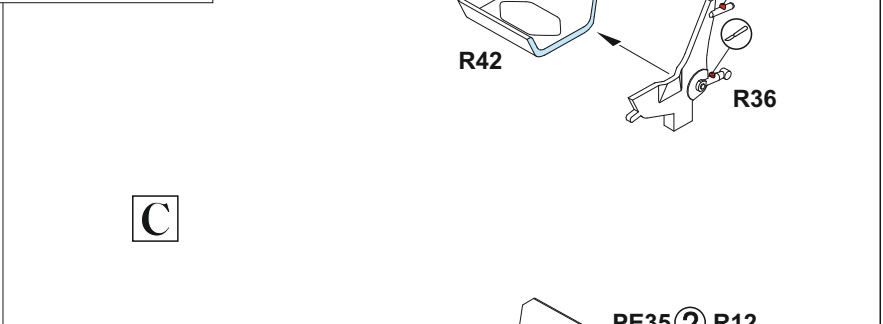
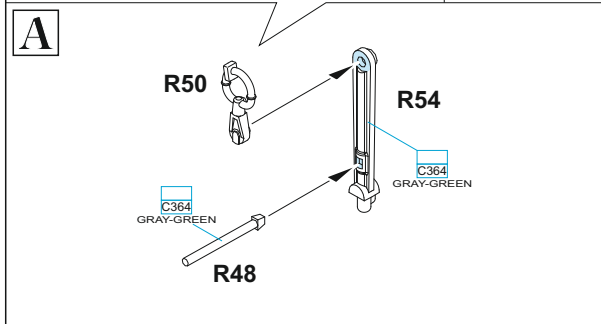
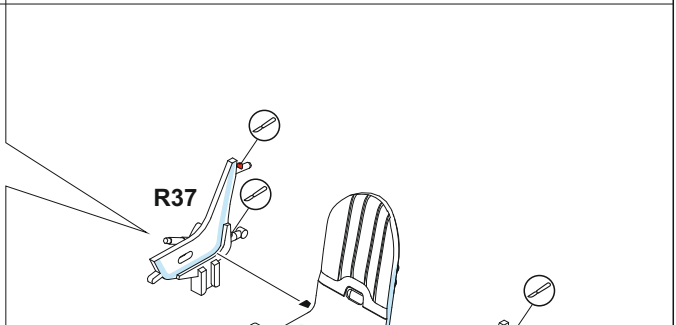
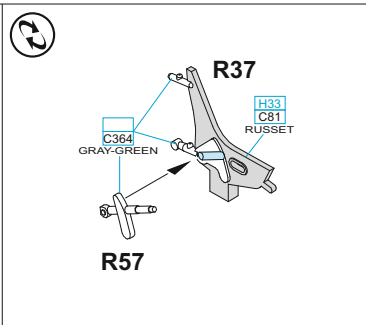
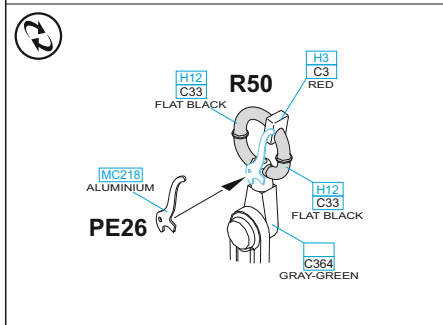
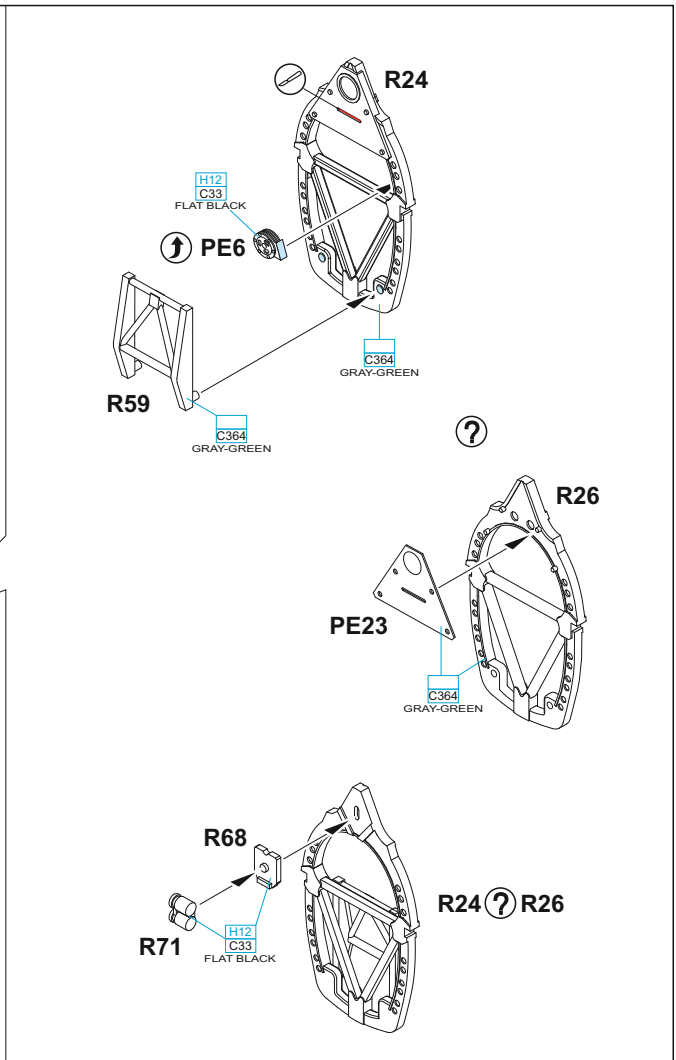
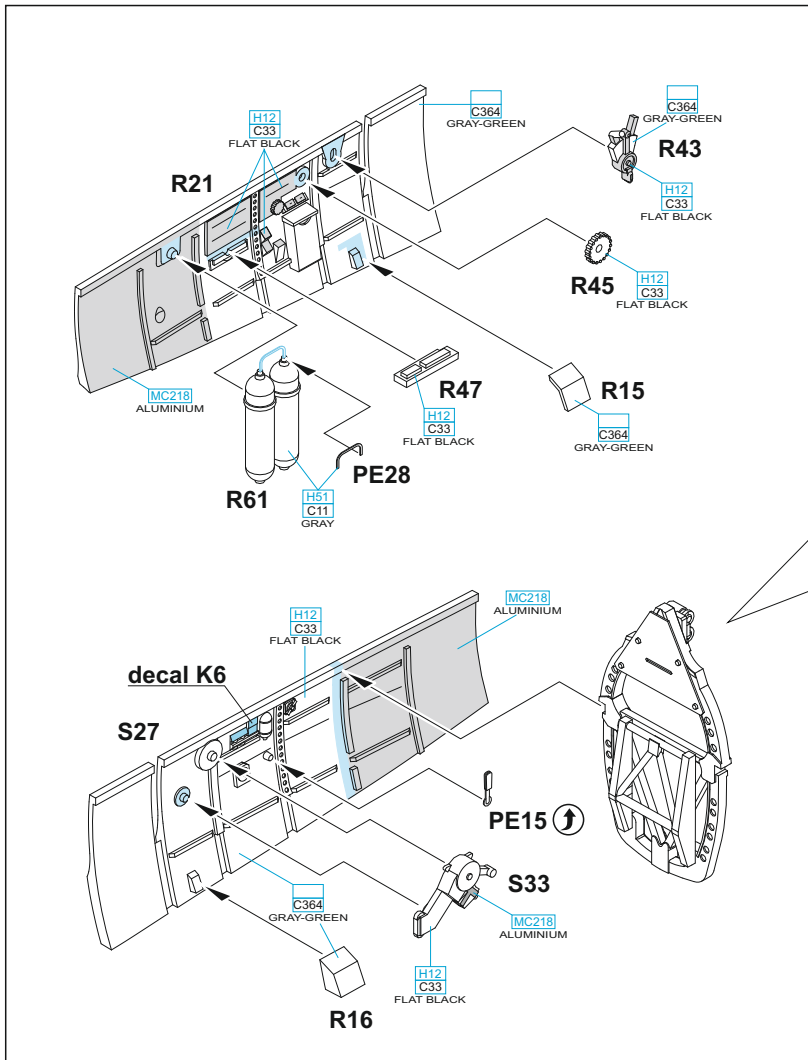
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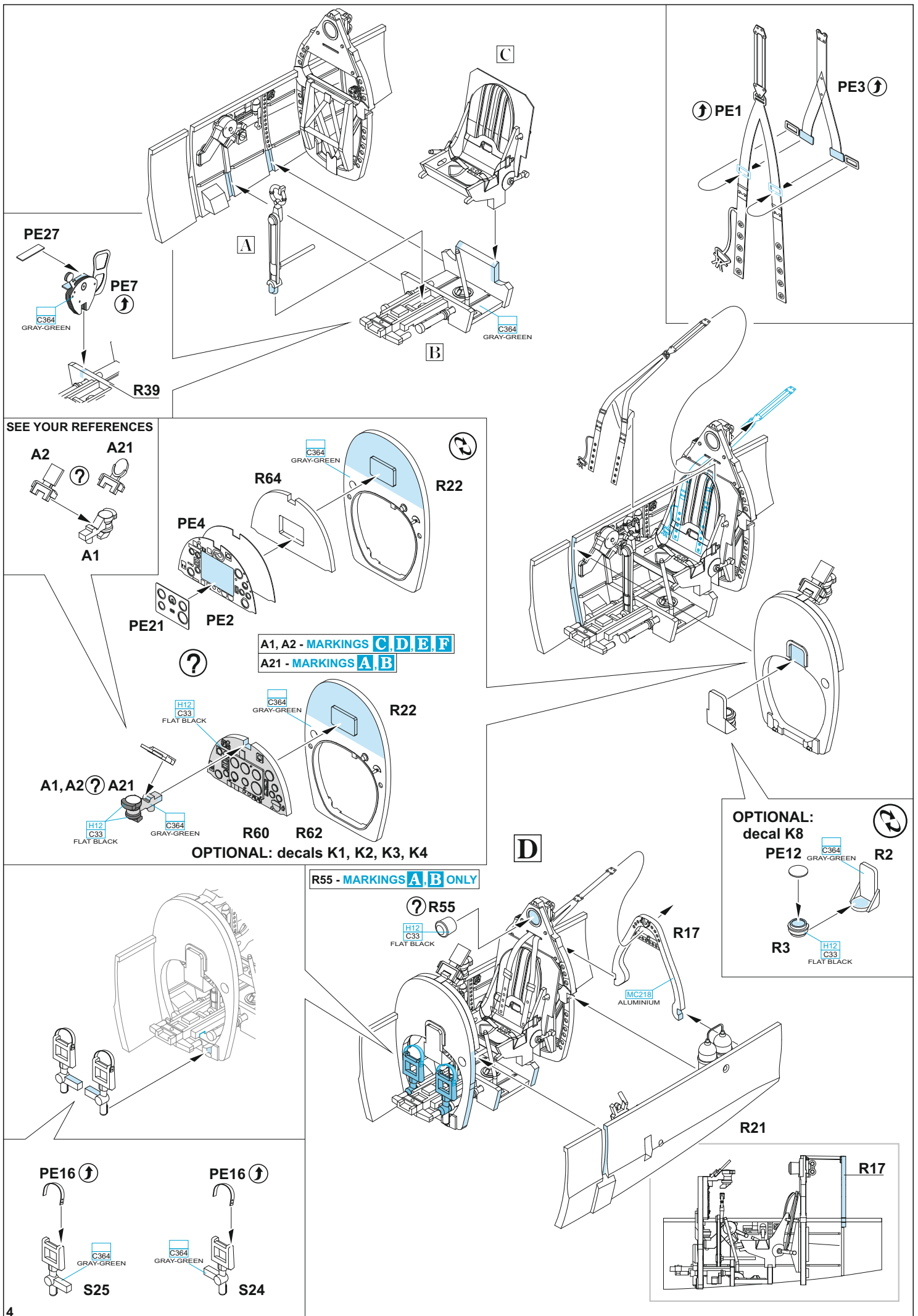


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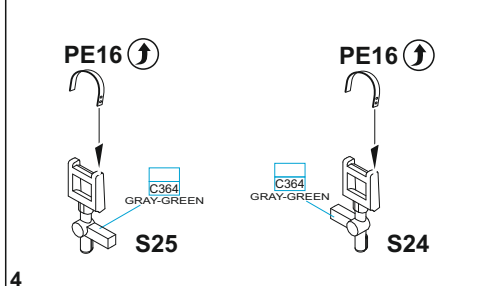
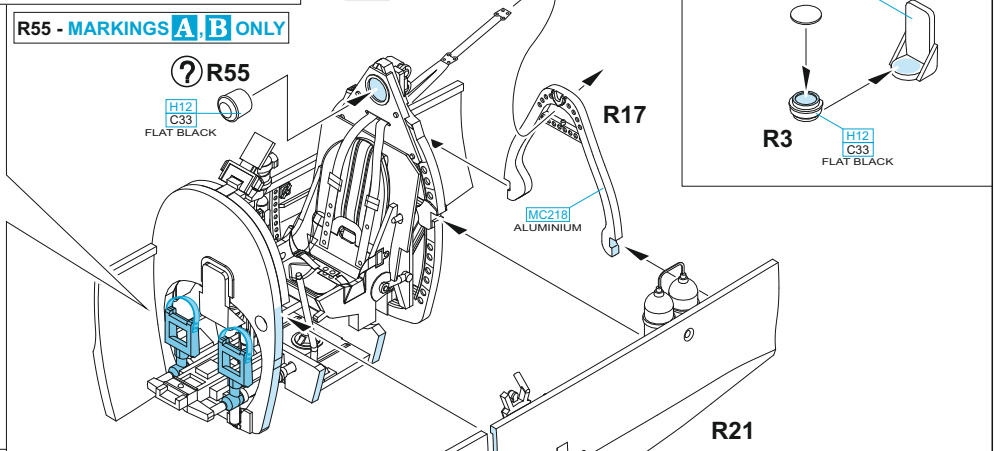
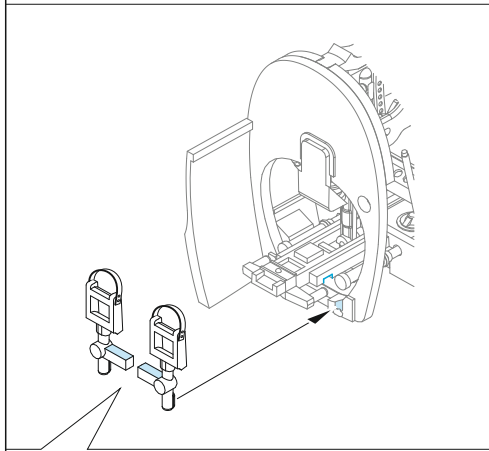
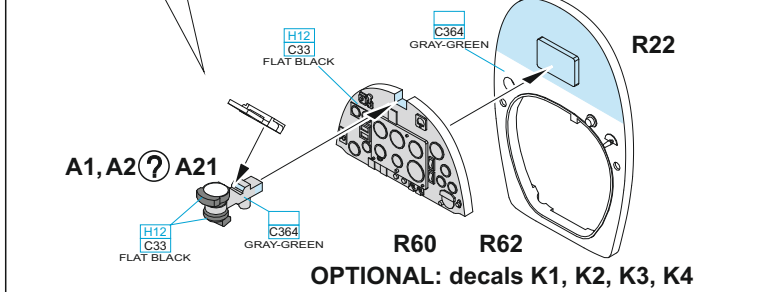
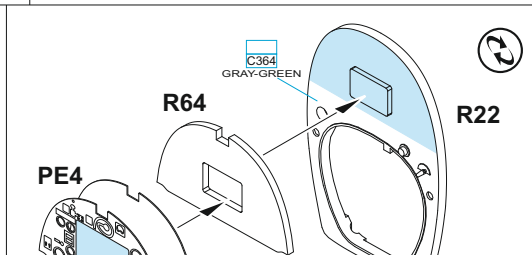
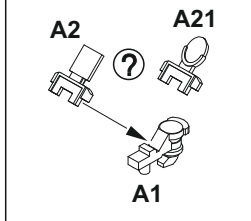
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H3	C3	RED
H4	C4	YELLOW
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H13	C3	FLAT RED
H33	C81	RUSSET
H47	C41	RED BROWN
H51	C11	LIGHT GULL GRAY
H52	C12	OLIVE DRAB
H71	C21	MIDDLE STONE
H72	C369	DARK EARTH
H74	C368	SKY
H77	C137	TIRE BLACK

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H84	C42	MAHOGANY
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H302	C302	GREEN
H328	C328	BLUE
H417	C117	LIGHT BLUE
	C364	AIRCRAFT GRAY-GREEN
	C370	AZURE BLUE
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER

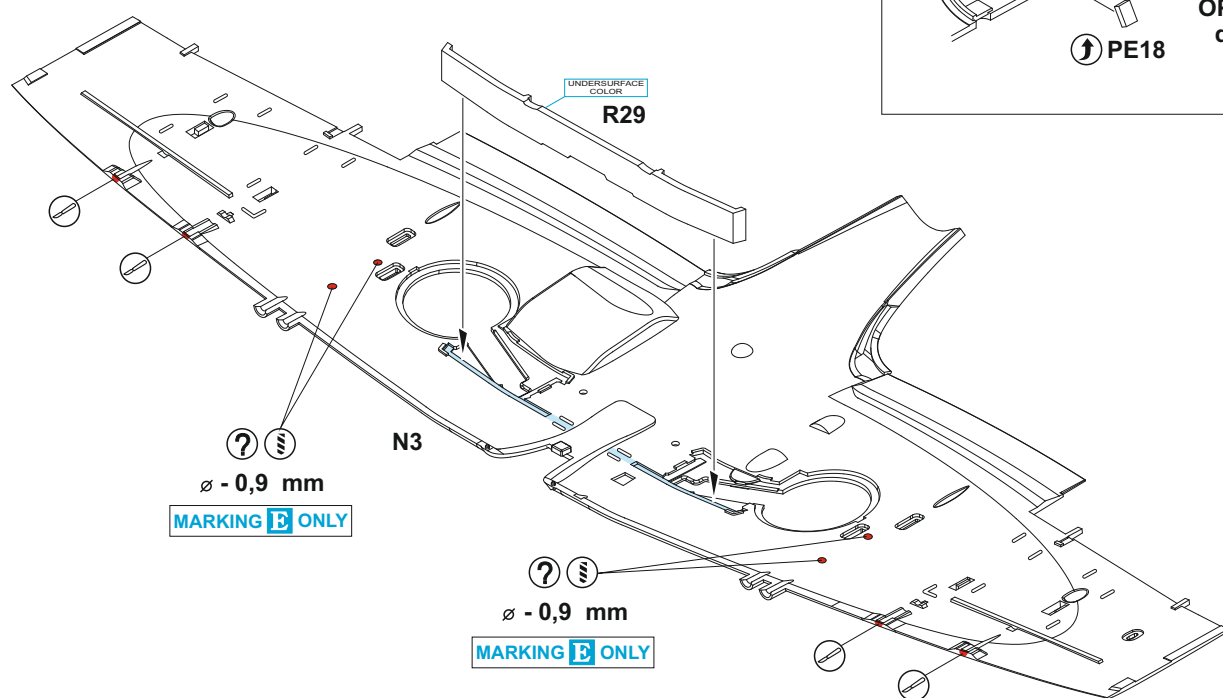
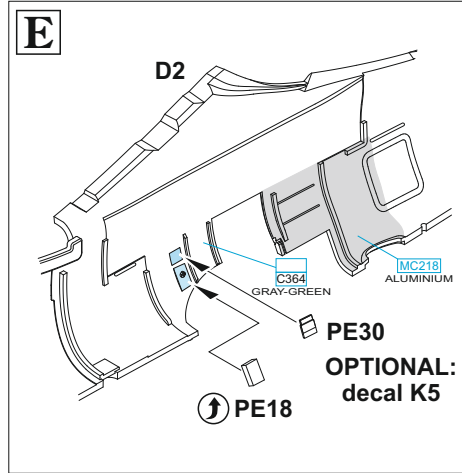
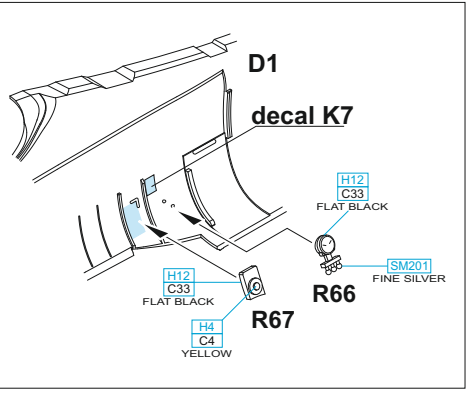
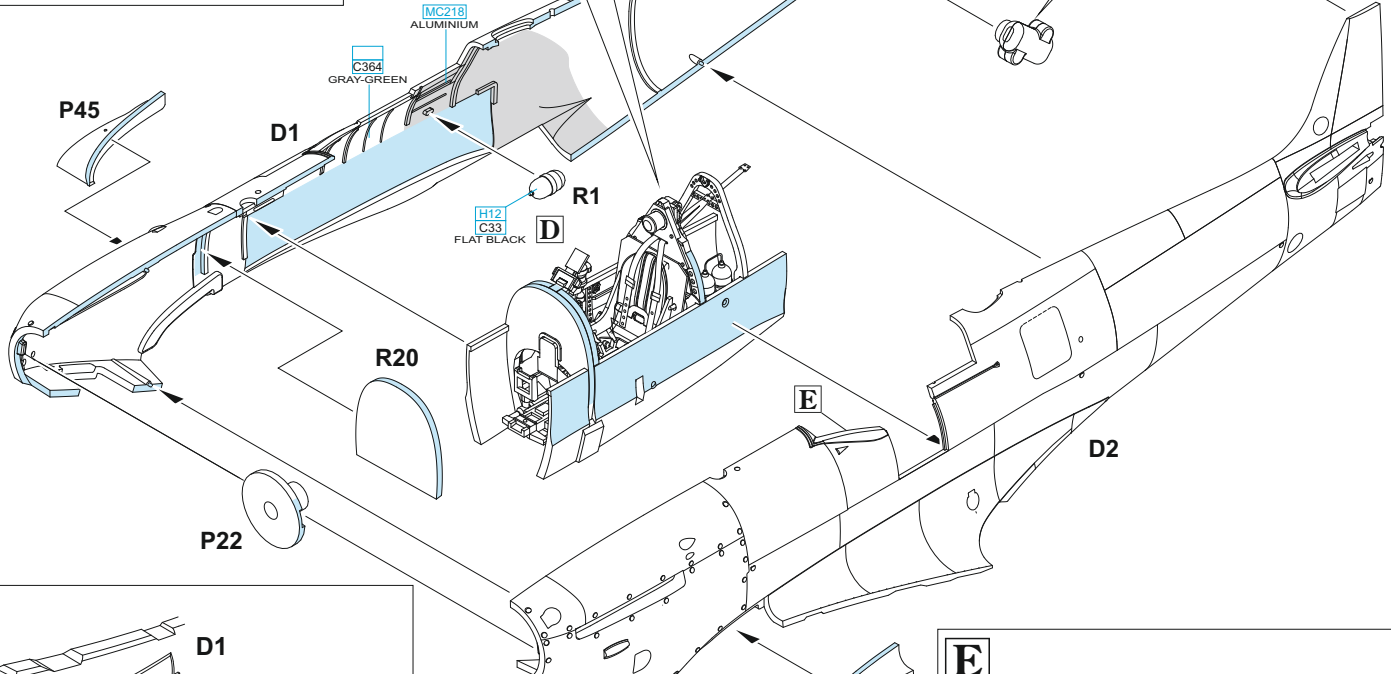
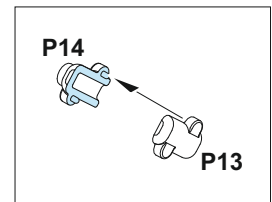
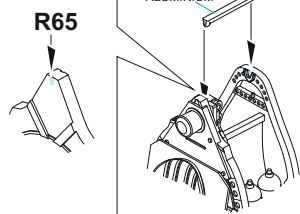
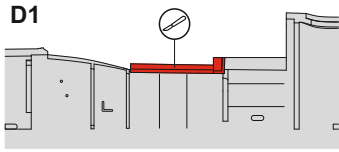
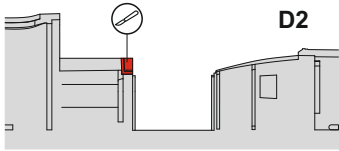


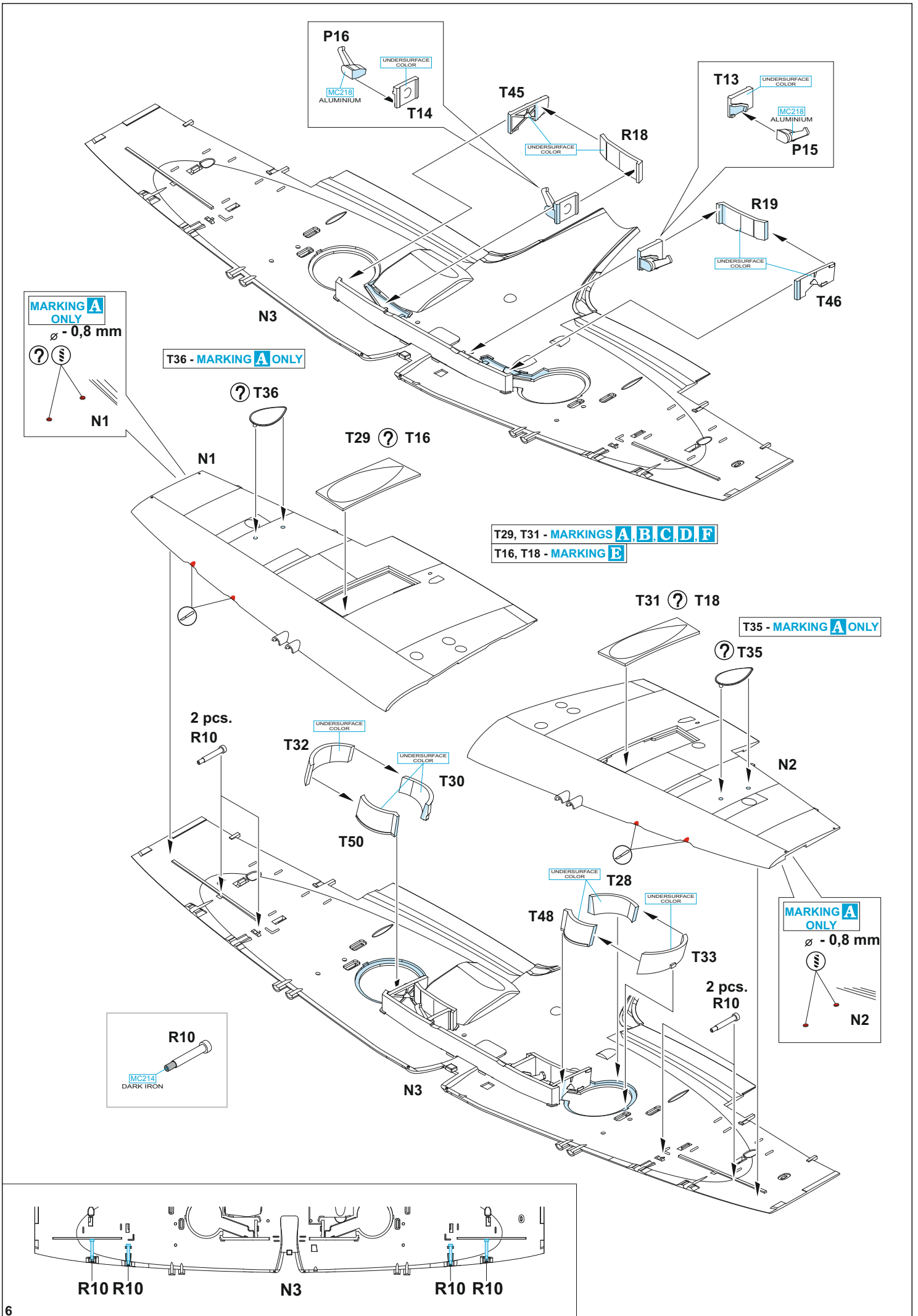


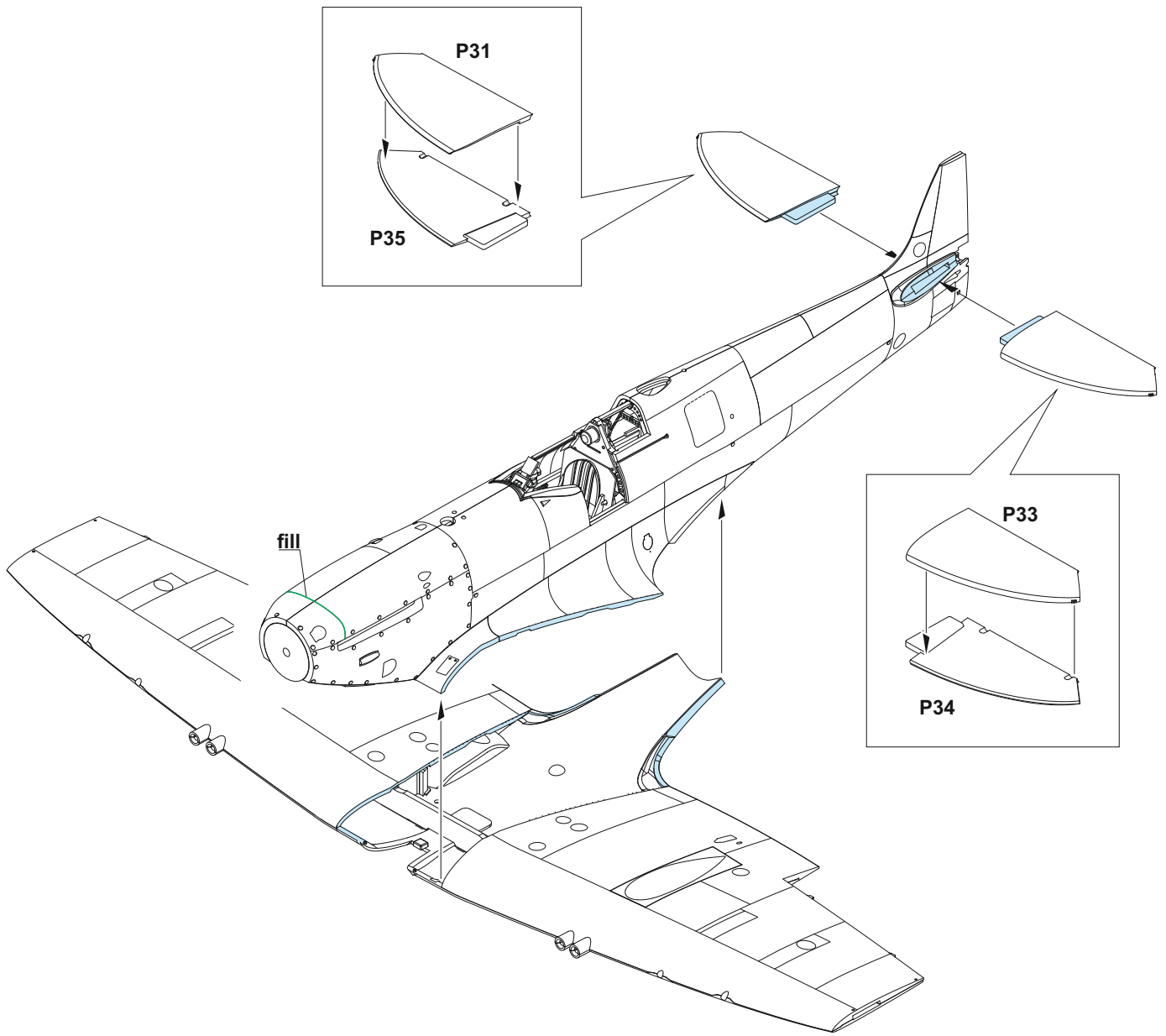
SEE YOUR REFERENCES



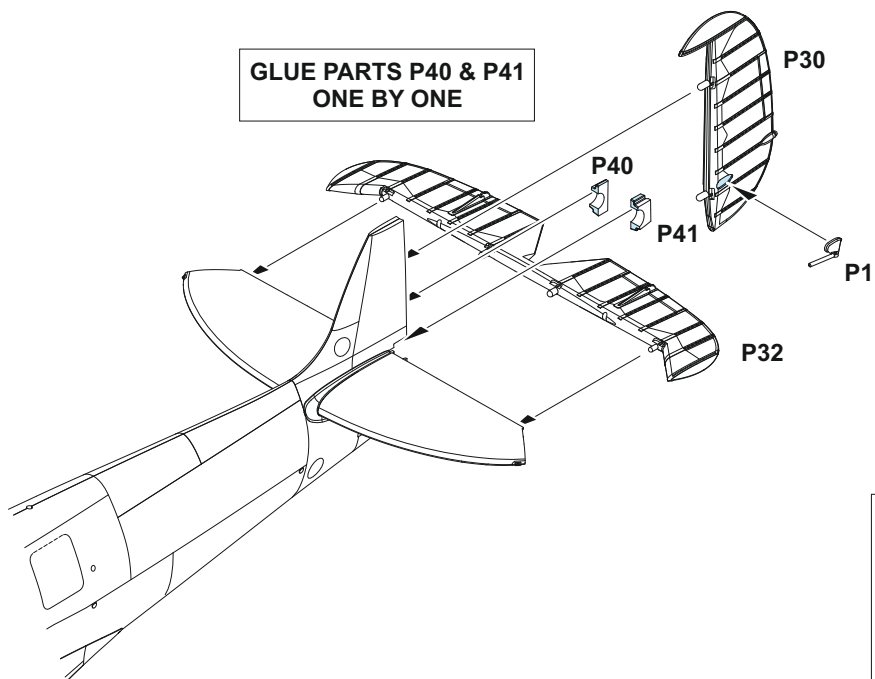
FOR CLOSED CANOPY ONLY



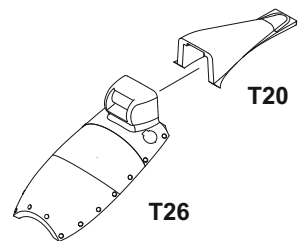




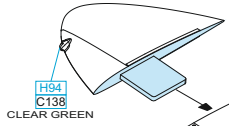
**GLUE PARTS P40 & P41  
ONE BY ONE**



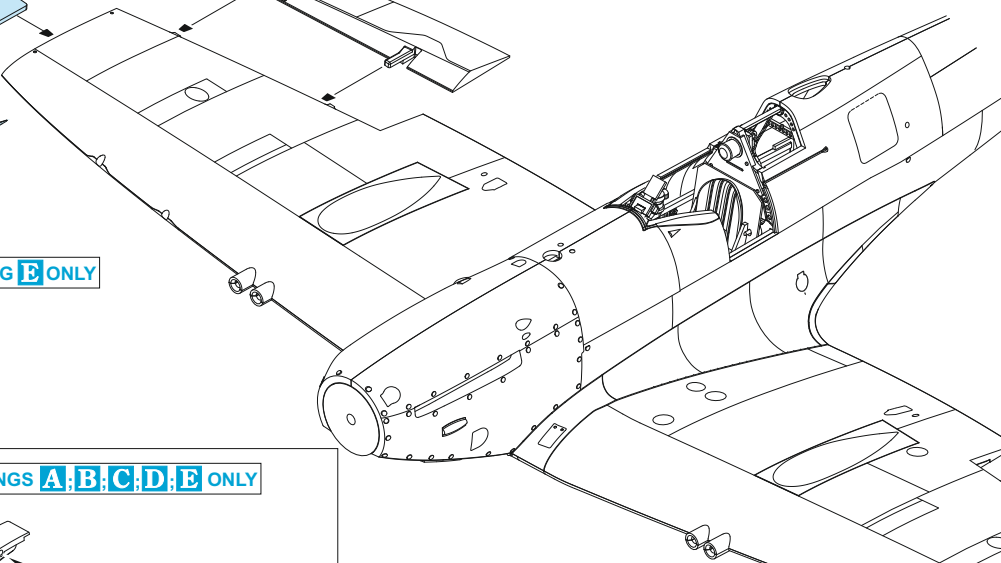
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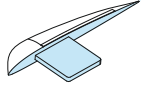
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S21



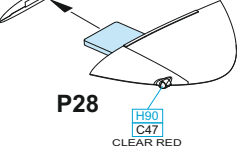
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T54

T54 - MARKING E ONLY

S18

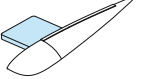


P28

H90  
C47  
CLEAR RED

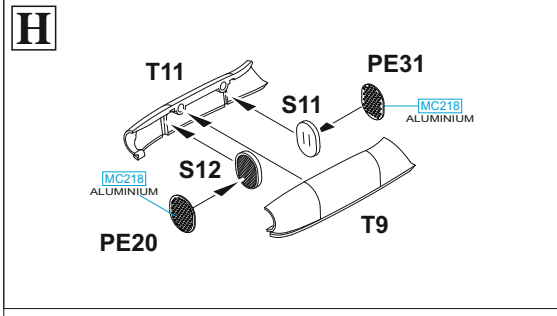
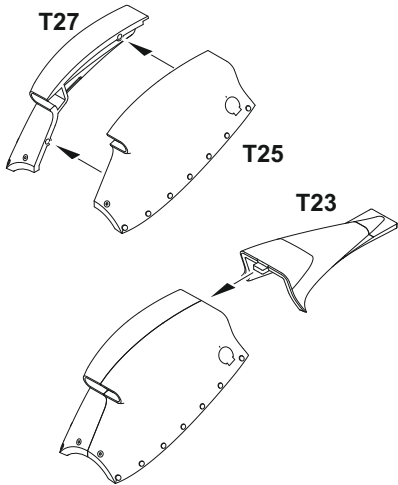
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T53



T53 - MARKING E ONLY

G ? MARKINGS A, B, C, D, E ONLY



H

T11

PE31

S11

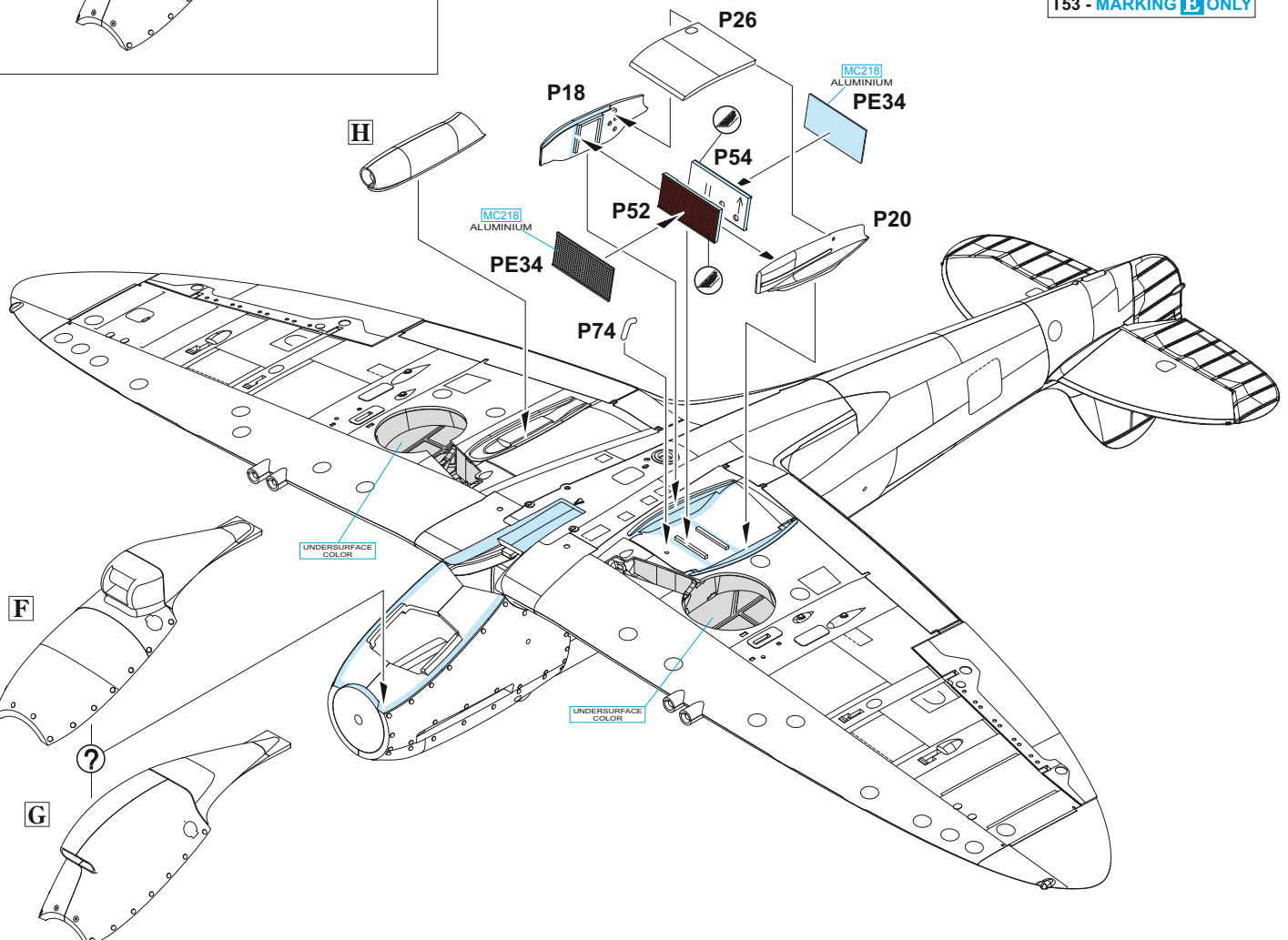
MC218  
ALUMINIUM

PE20

T9

MC218  
ALUMINIUM

S12



H

P18

P26

MC218  
ALUMINIUM

PE34

P54

P52

P20

MC218  
ALUMINIUM

PE34

P74

UNDERSURFACE  
COLOR

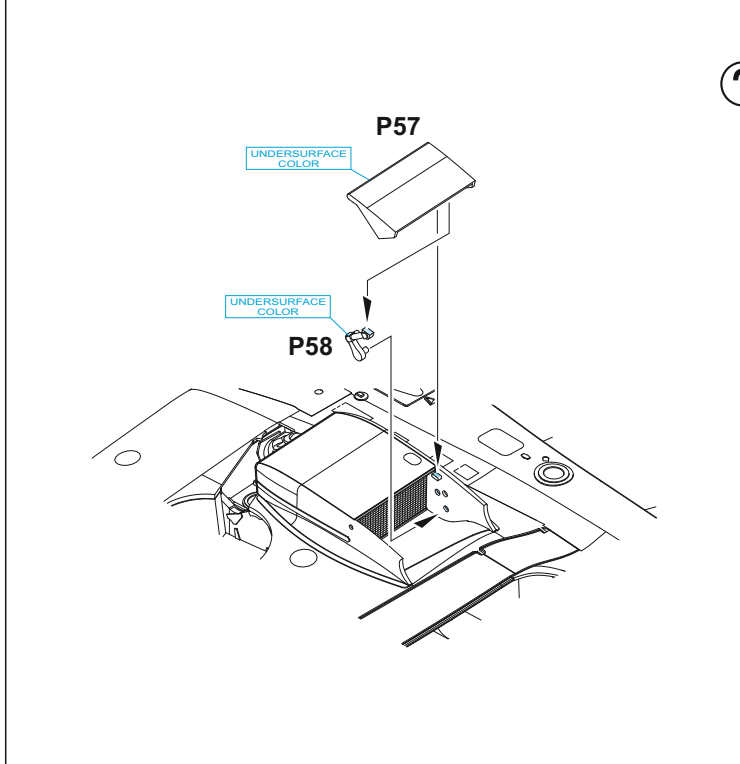
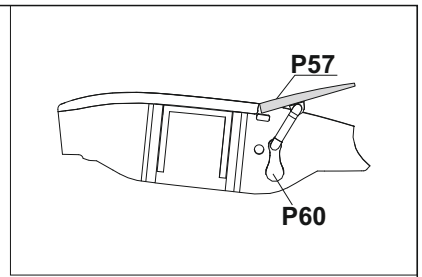
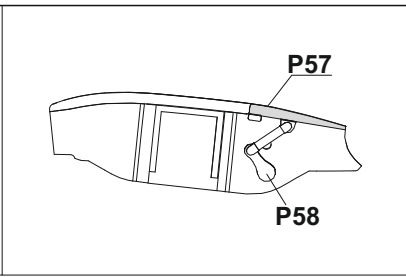
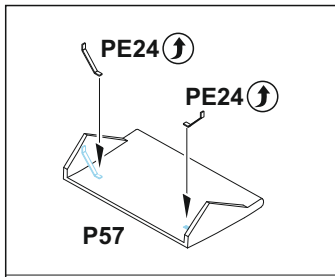
UNDERSURFACE  
COLOR

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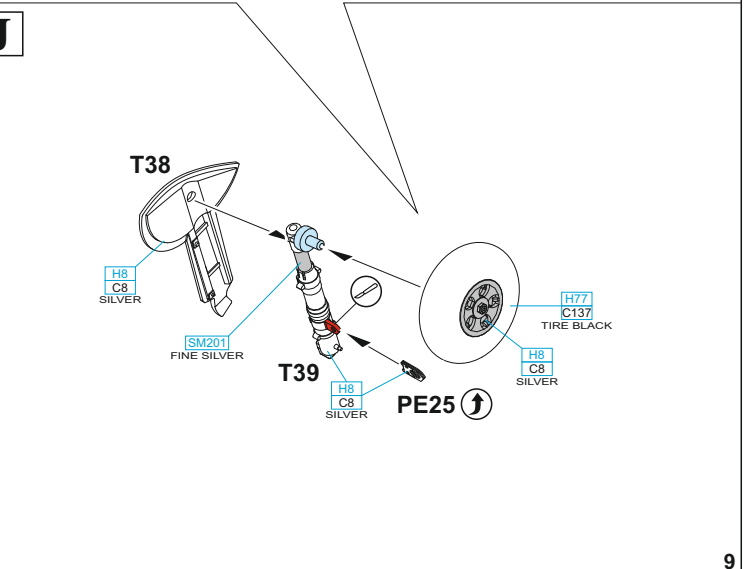
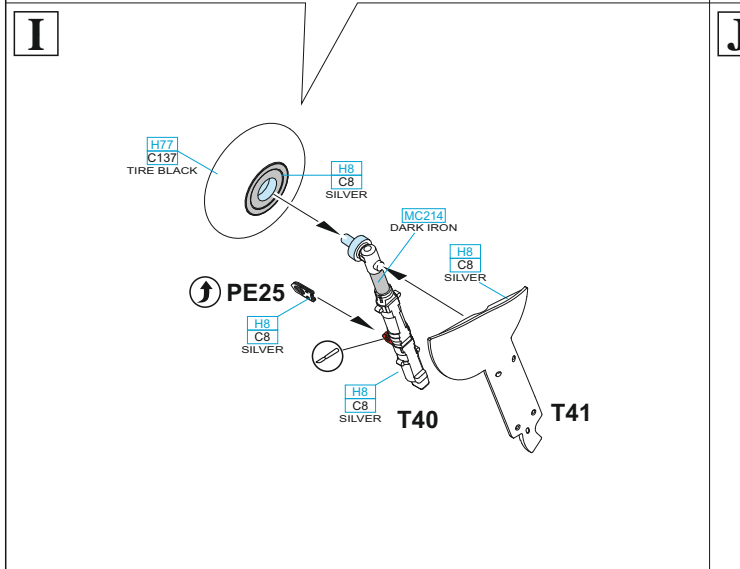
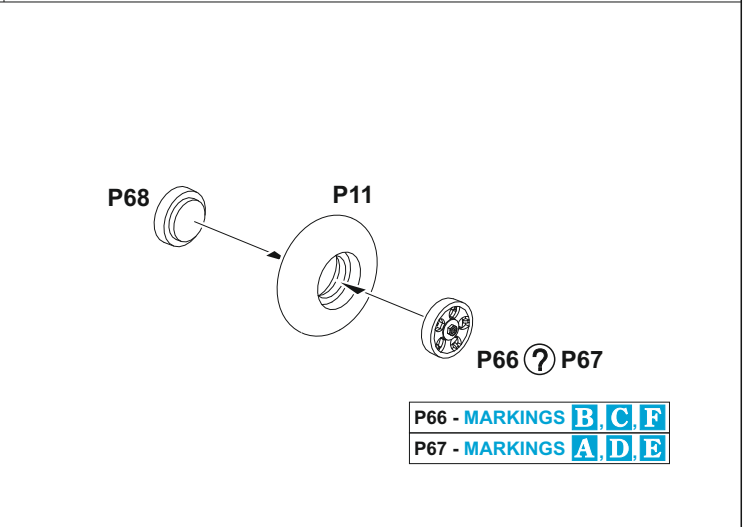
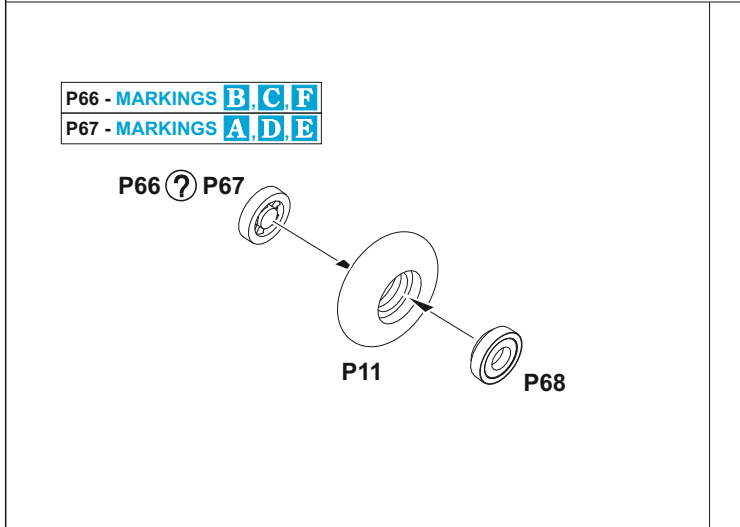
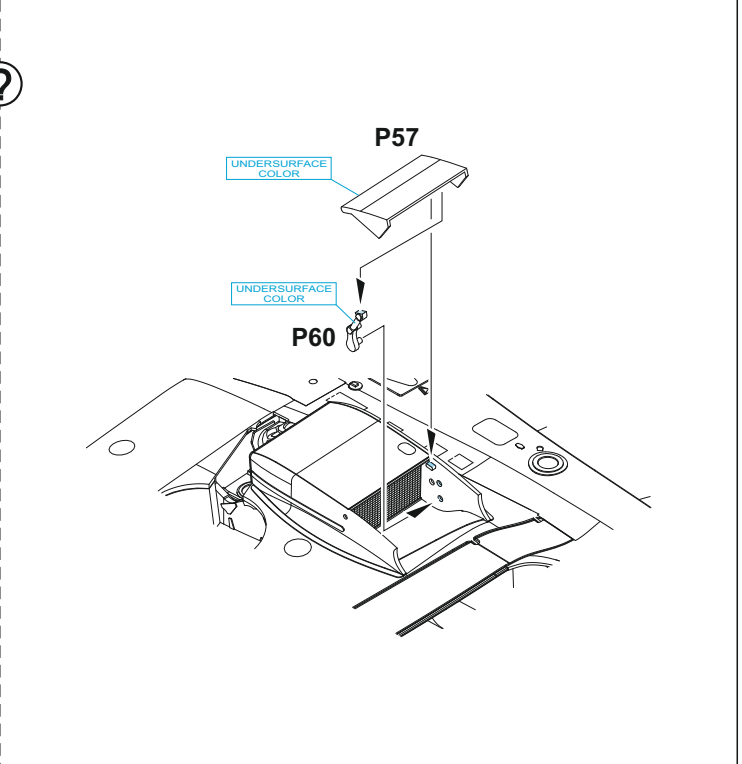
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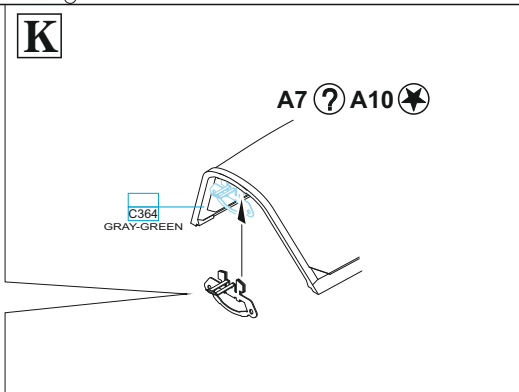
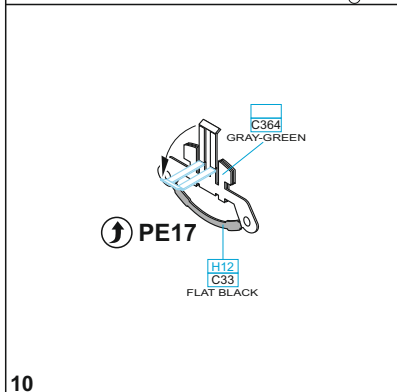
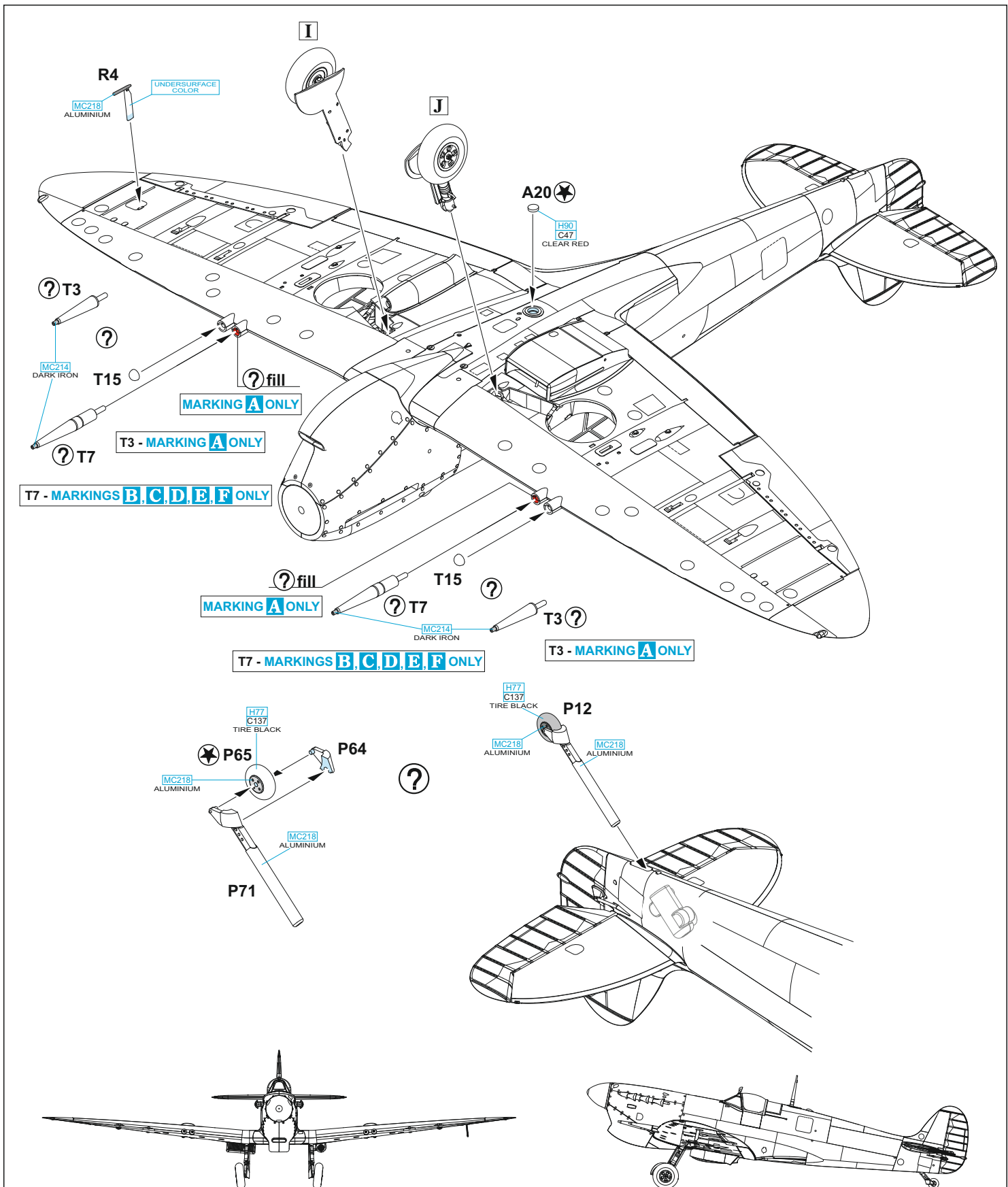
G

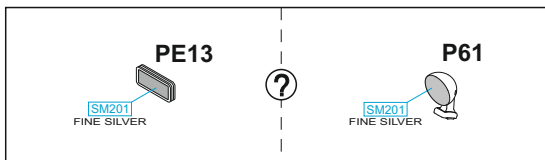




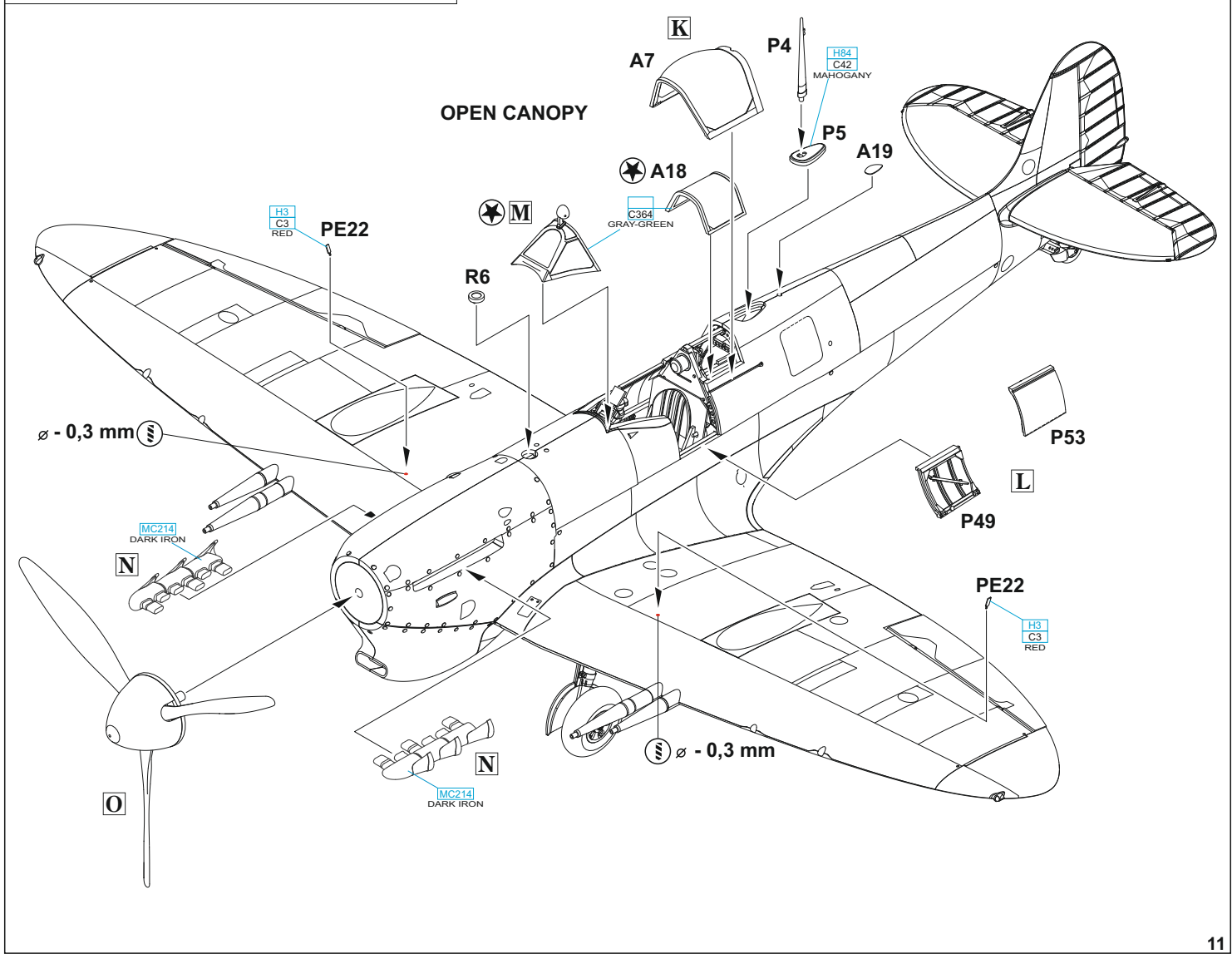
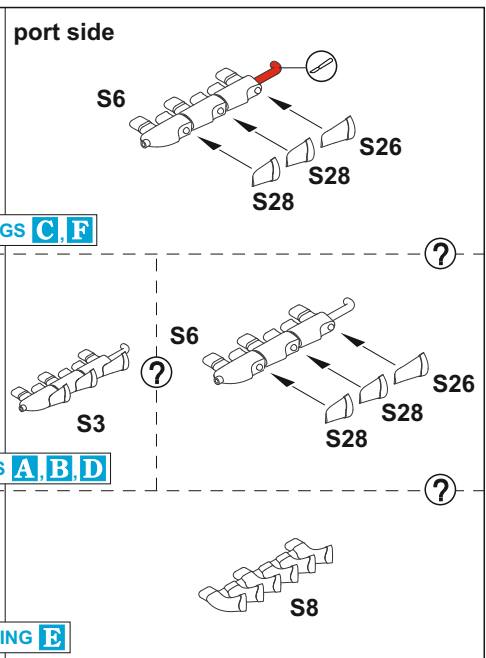
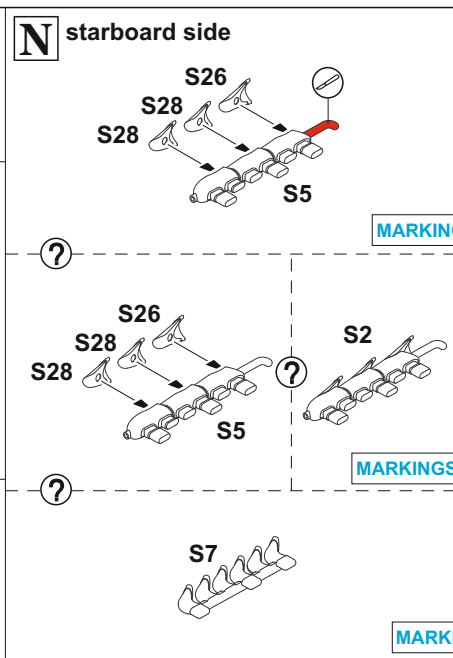
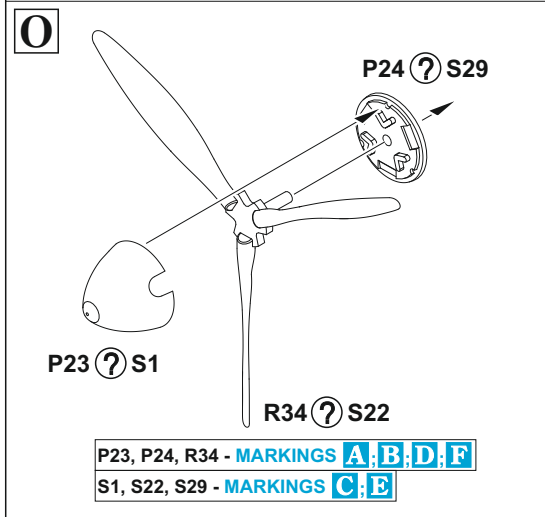
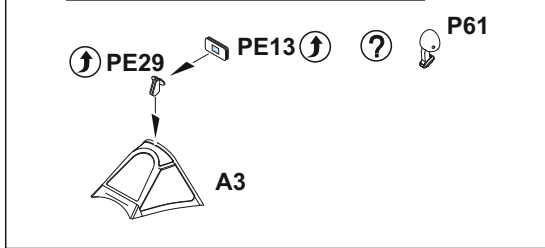
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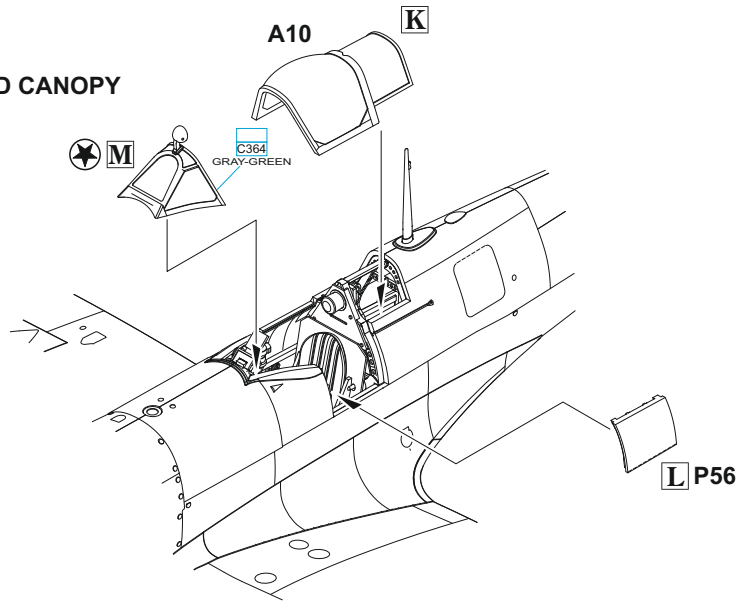




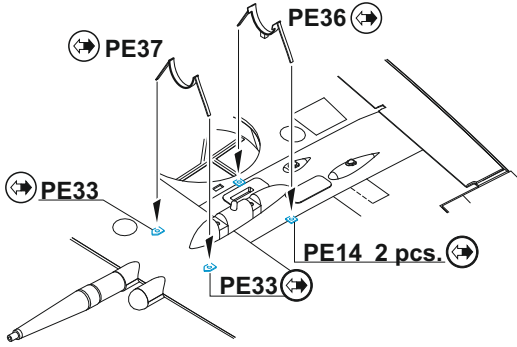
**M** P61 - MARKING **E**  
PE13, PE29 - MARKINGS **A, B, C, D**



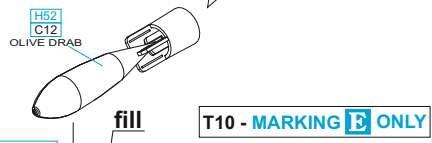
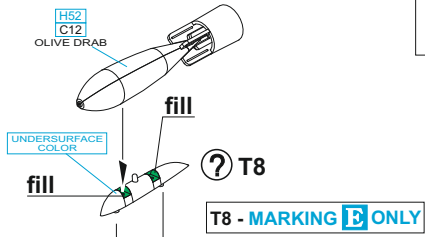
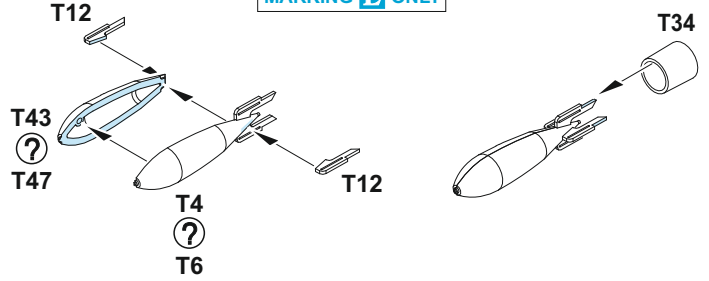
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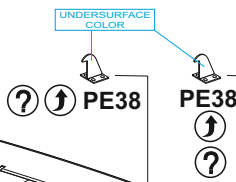
**P** MARKING **E** ONLY



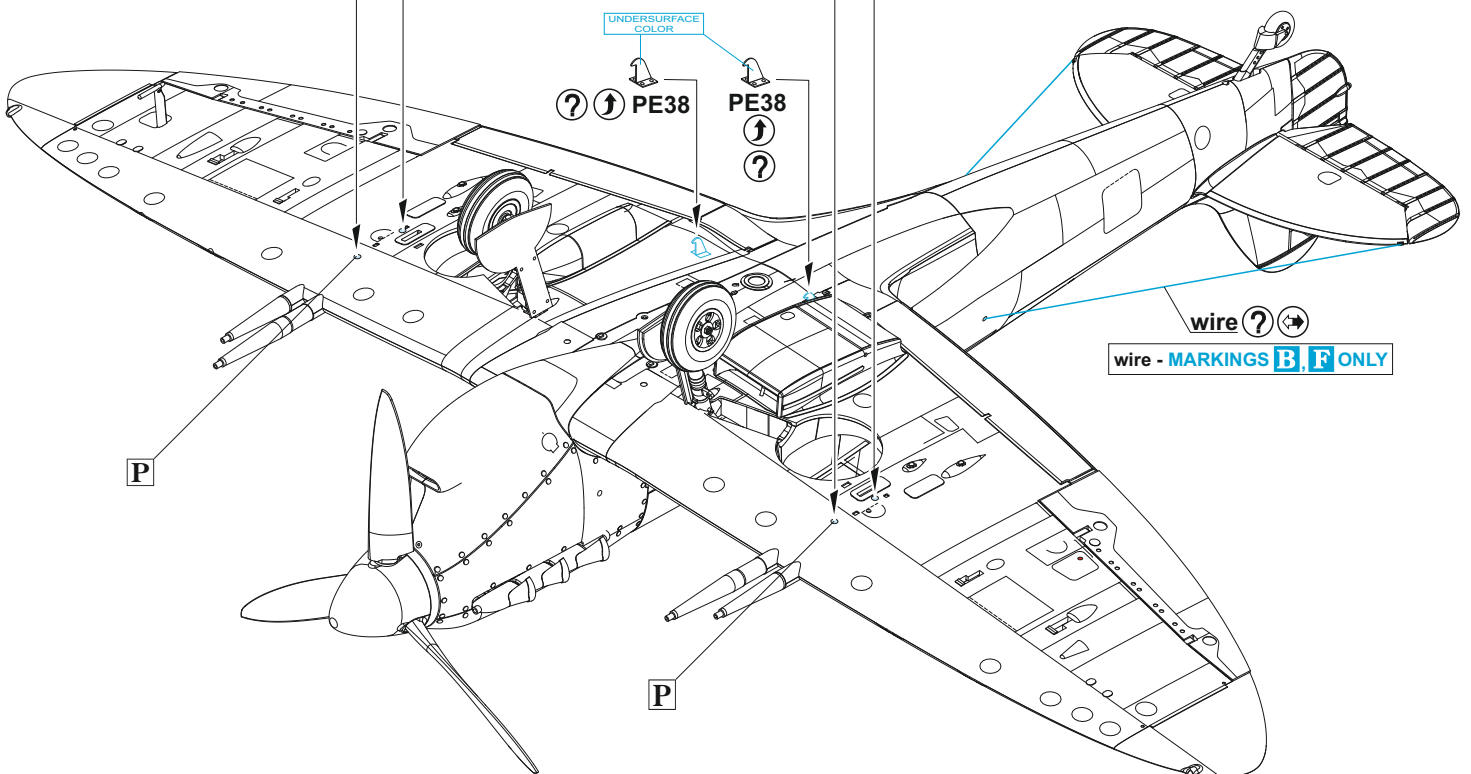
2 pcs. MARKING **E** ONLY

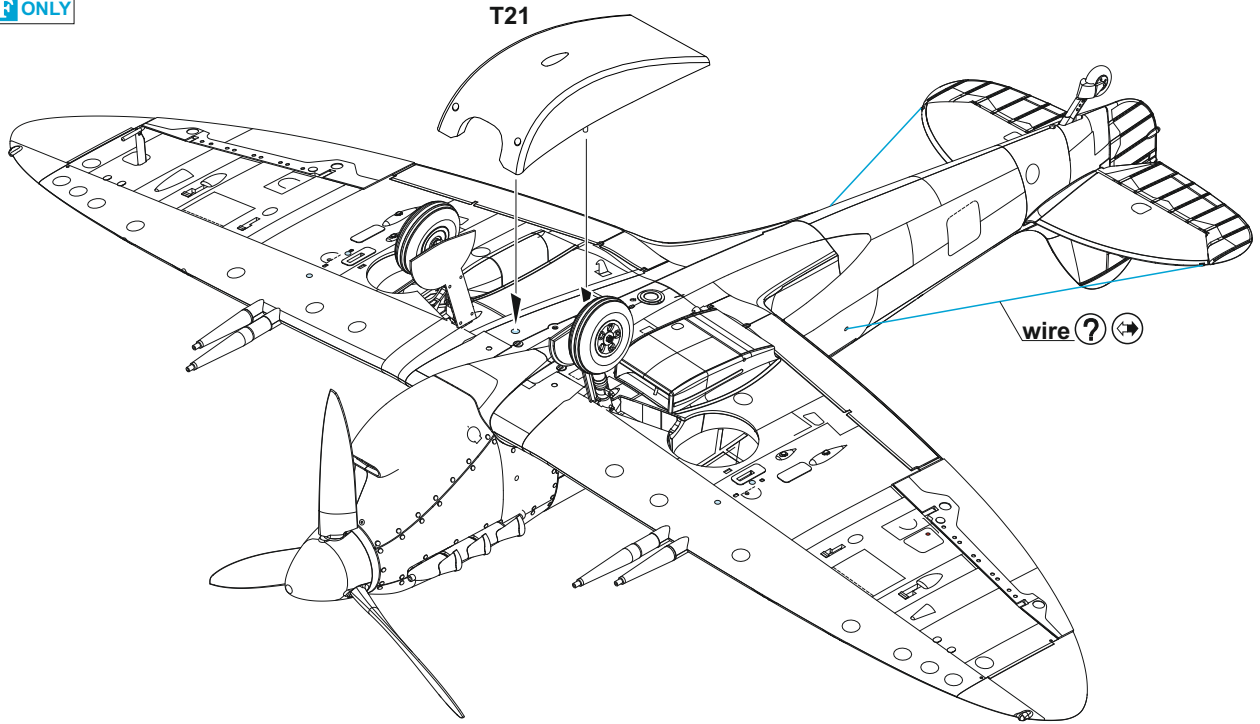


**PE38 - MARKING **F** ONLY**

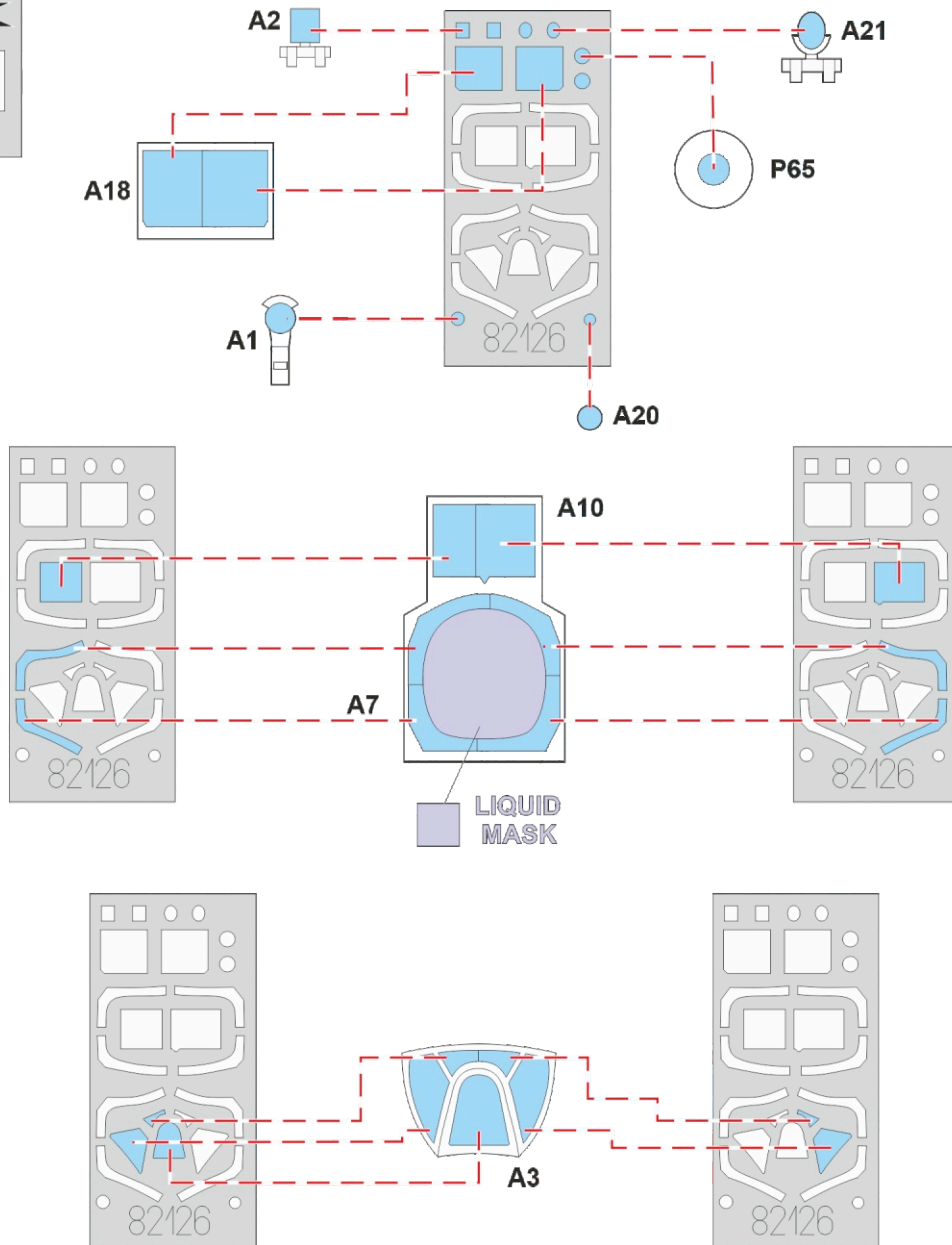


wire **?** **wire - MARKINGS **B**, **F** ONLY**



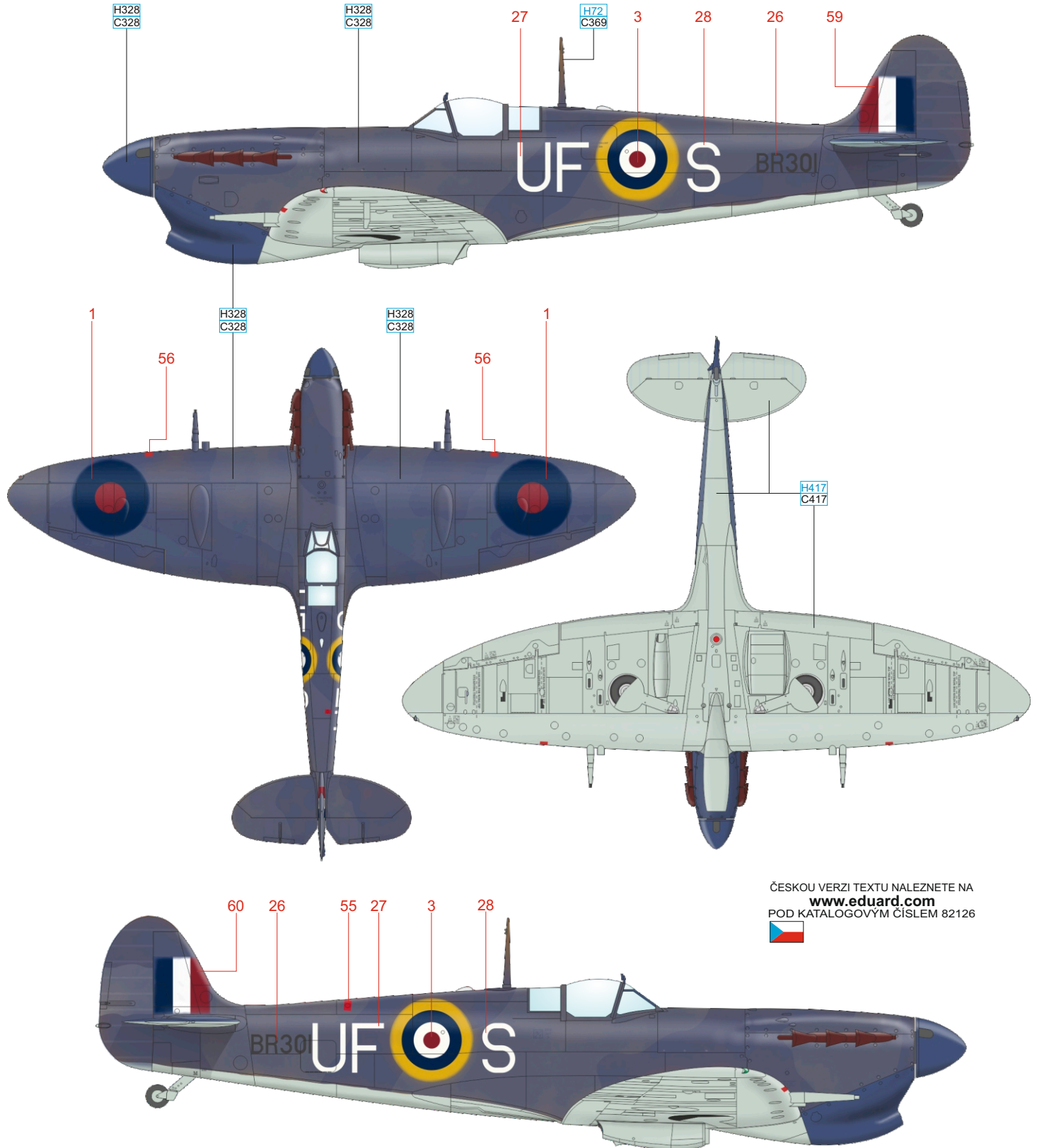


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# A BR301, Sgt. George F. Beurling, No. 249 Squadron, RAF Hal Far, Malta, July 1942

Spitfire Mk.Vc serial number BR301 was one of the most successful Spitfires fighting on Malta. The aircraft came from the batch of Spitfires flying off the aircraft carrier USS Wasp (CV-7) on May 9, 1942, during the operation Bowery. Like a majority of Spitfires delivered for the operation Bowery, BR301 had the blue shade of Dark Mediterranean Blue applied already on board of the carrier having the original desert scheme (Dark Earth and Middle Stone) shown slightly through. The lower surfaces were re-painted in Sky Blue including the national markings. The original armament consisting of four cannons was reduced to two in the wing inner gun bays and two machine guns were installed outwards. BR301 coded UF-S first served with No. 601 Squadron however its greatest glory awaited it at No. 249 Squadron where it was transferred. Here it became an "aircraft of the Aces". Between July 7 and July 13 P/O John McElroy claimed four aerial victories flying it and on July 27, a rising star, Sgt. George Beurling shot down four enemy aircraft in one mission and two days later he claimed another kill with BR301. During the month of July S/Ldr Richard Mitchell and F/Sgt John Rae claimed further kills. On July 29, BR301 was damaged beyond repair and struck of charge having flown 54 hours.



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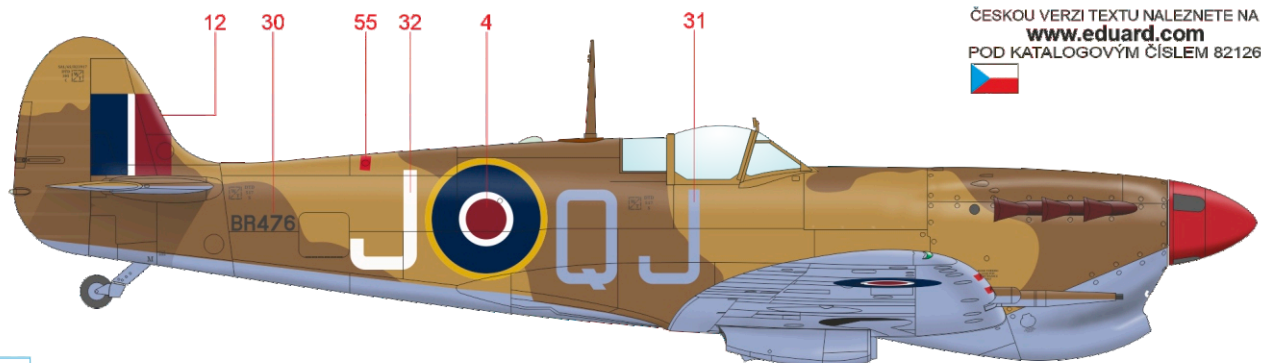
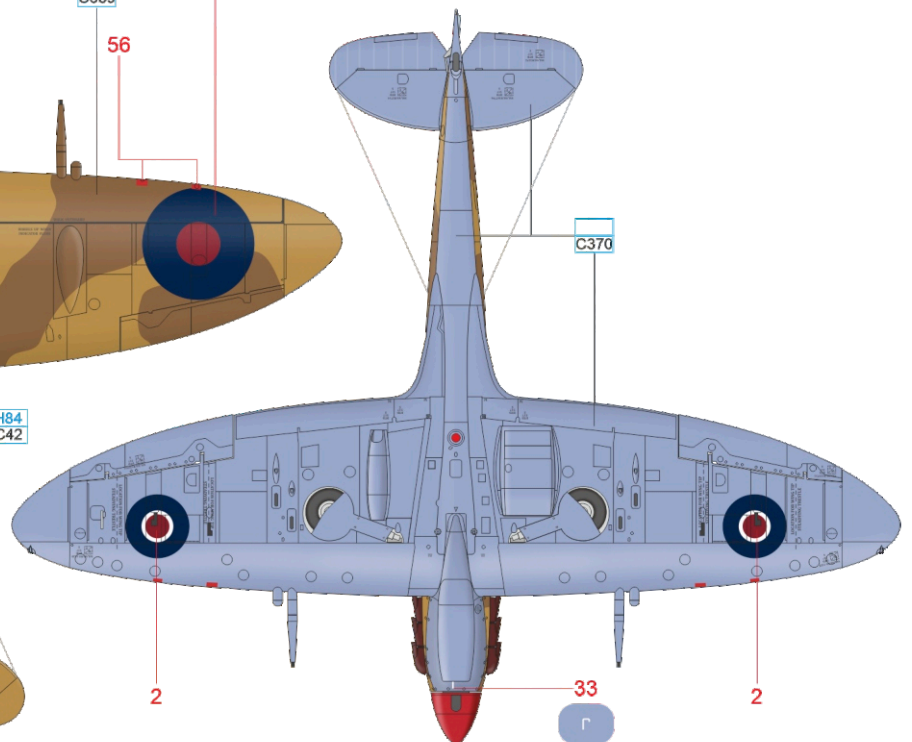
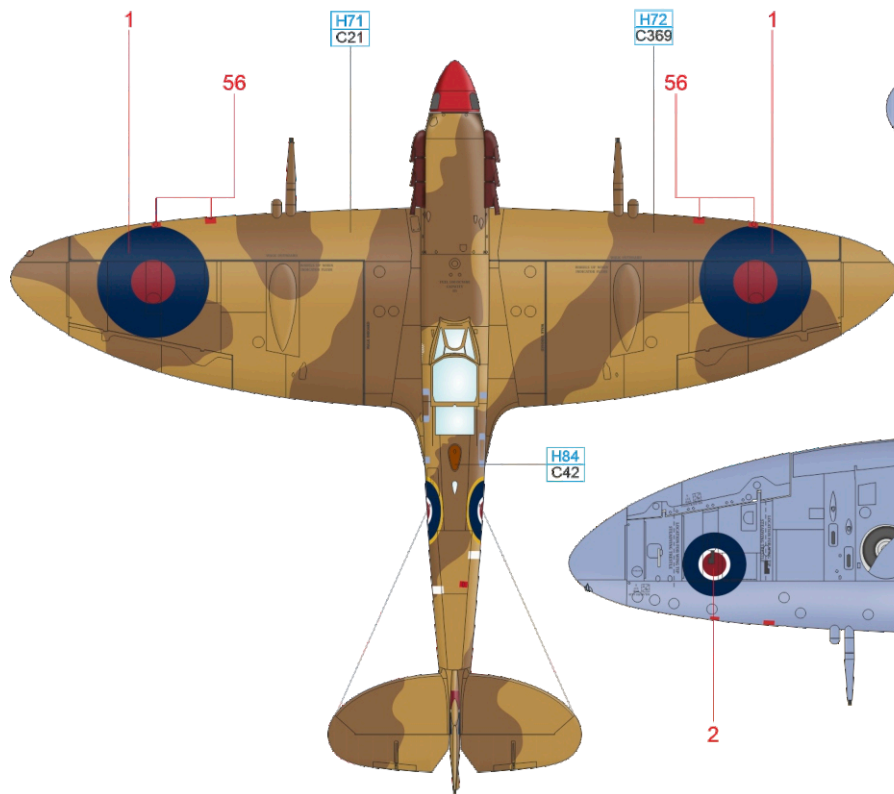
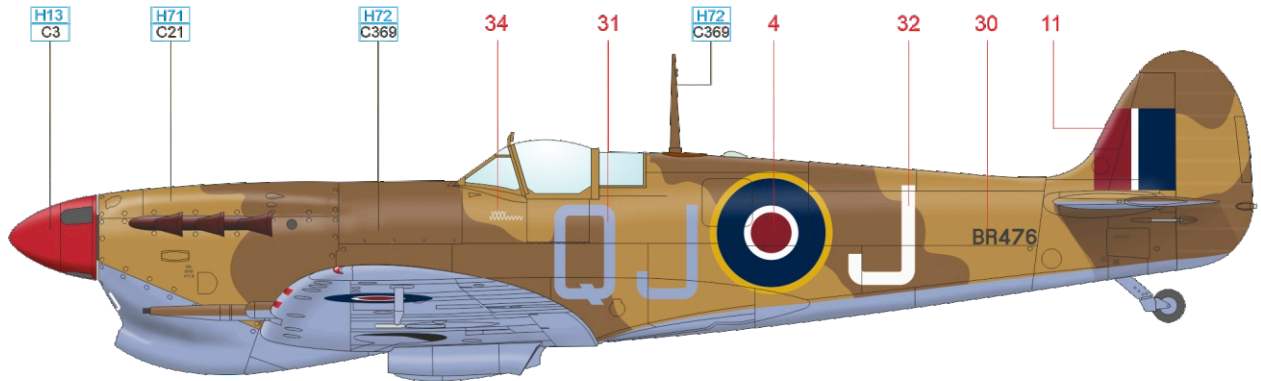


SKY BLUE	H417 C417	DARK EARTH	H72 C369	BLUE	H328 C328
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# B BR476, S/Ldr Jefferson H. Wedgwood, No. 92 Squadron, RAF LG. 173, Egypt, August–October 1942

Jefferson Heywood Wedgwood was born on May 28, 1917, in London. He was educated at Holyrood School, Bognor and Lancing Colleges. In March 1936 he joined the RAF and a year later he became a staff pilot at No. 2 Air Armament School in North Coates. After a brief stint at No. 65 Squadron, he was transferred as an instructor to No. 12 Group Pool in Aston Down. On July 18, 1940, Wedgwood was assigned to No. 253 Squadron at Kirton-in-Lindsey with which he took part in the famous Battle of Britain. During the month of September, he destroyed a Bf 110 and cooperated in destroying five Ju 88s and three Do 17s. At the end of September, he was ordered to Vickers Supermarine where he flew as a Production Test Pilot but on October 10 he was transferred to the RAF Czechoslovak Depot in Cosford as a flight instructor. In January 1942 he assumed command of the No. 92 Squadron in Digby. In February the unit was transferred to the Near East and in April it arrived in Egyptian Fayid. For several months the unit was without any airplanes and as of July 2 the pilots were attached to the No. 80 Squadron in the Western Desert to gain the operational experience. Finally, in the end of August 1942, the tropicalized Spitfires arrived. Between August 14 and October 29 Wedgwood destroyed eight Bf 109s and damaged another eight. For his accomplishments he was awarded DFC. On December 17, 1942 he was on board of a Halifax Mk.II from No. 138 Squadron as a passenger flying back to the Great Britain but the aircraft crashed near Żejtun on Malta. It is highly probable that it was shot down by a friendly AA fire and all on board perished. Jefferson Wedgwood is buried in the Navy cemetery in Capuccini on Malta.



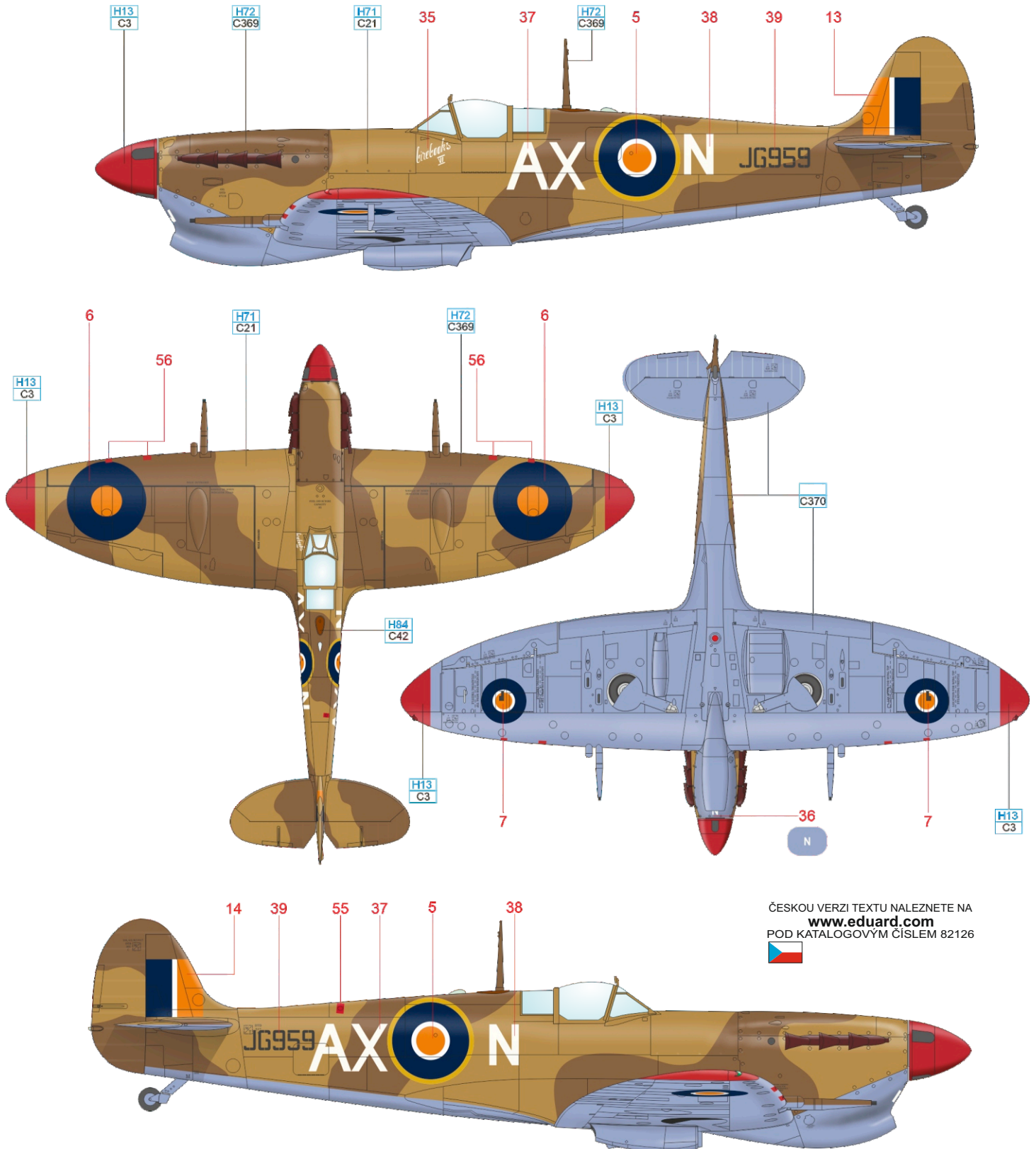
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AZURE BLUE	C370	DARK EARTH	H72 C369	MAHAGONY	H84 C42	RED	H13 C3
MIDDLE STONE	H71 C21						

# C JG959, Lt. McClellan E. S. Robinson, No. 1 Squadron SAAF, Ben Gardane, Tunis, April 1943

Pilot's full name was McClellan Eric Sutton Robinson, and his usual nickname was "Robbie". He was born on February 26, 1919, in Johannesburg. His first operational unit was No. 1 Squadron SAAF flying Hurricanes. He was assigned to the unit in August 1942 and remained flying with it for a year. On November 2, 1942, he achieved his first combat success when he shared victory over a Ju 87. After he converted to Spitfire Mk.V, between January and April 1943, he added another five victories to his score. After that he had bad luck for the first time when on July 14, 1943, he was shot down by a friendly fire of a USAAF P-38 and had to bail out over the Mediterranean sea. He got lucky though as he was fished out by the crew of a Greek destroyer. In September 1943, at the end of his tour of duty, Robinson was awarded DFC and sent back to the Great Britain where he assumed the post of a flight instructor at No. 11 OTU. On November 14, 1944, the bad luck struck again as he collided mid-air with one of his students flying Kittyhawk, crashed and was killed. All his personal Spitfires carried the inscription CireCooks on the port side which was the combination of his first name and last name of his fiancé. Number VI indicated it was the sixth airplane christened with this name. On April 22, 1943, flying this aircraft, Robinson shot down two Bf 109Fs. During his combat career he shot down in total five enemy aircraft plus one probable and one aircraft damaged.



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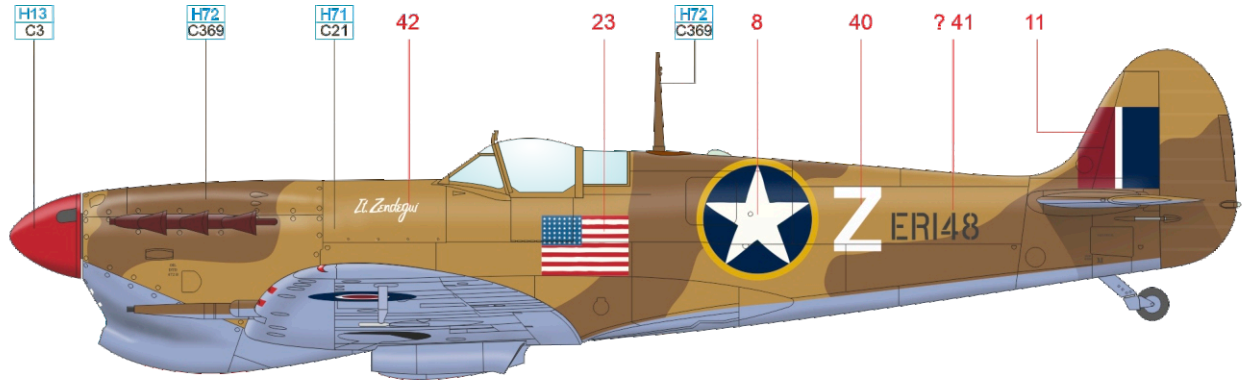


AZURE BLUE	C370	DARK EARTH	H72 C369	MAHAGONY	H84 C42	RED	H13 C3
MIDDLE STONE	H71 C21						

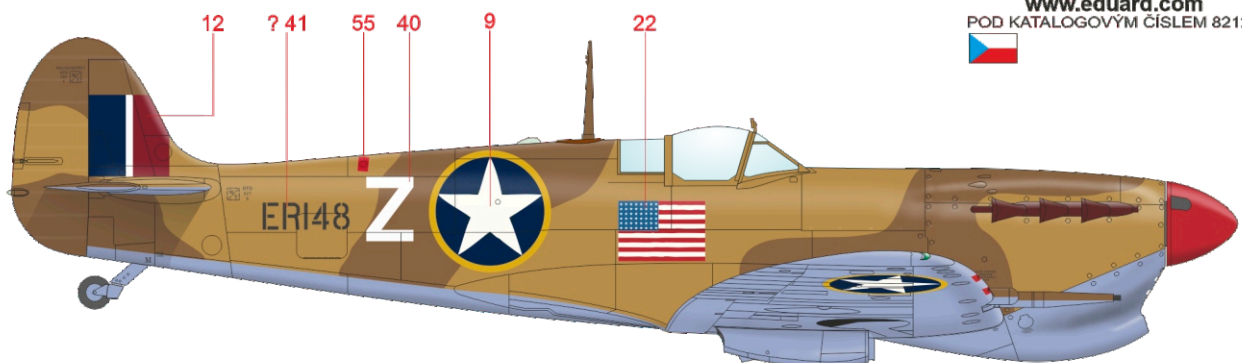
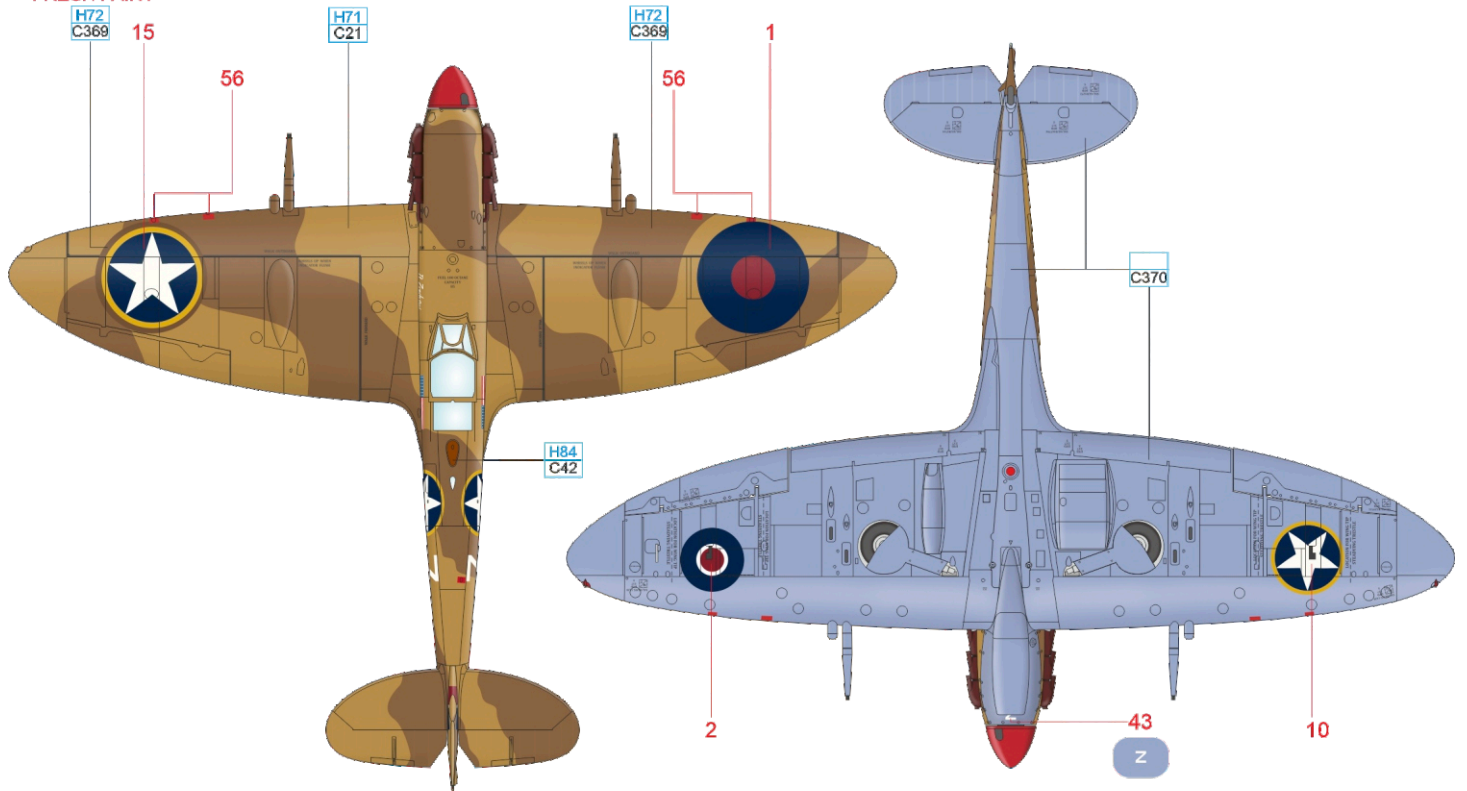


# D Lt. Luis T. Zendegui, 2<sup>nd</sup> FS, 52<sup>nd</sup> FG, 12<sup>th</sup> AF, La Sabala, Tunis, Winter 1942–1943

One of the successful pilots flying with 2<sup>nd</sup> FS was Cpt. Luis Zendegui who scored his first victory on December 25, 1942, during the dogfight with Mc.202. During his service with 2<sup>nd</sup> FS he was credited with three confirmed kills and he damaged another two enemy aircraft. Zendegui's Spitfire carried the pilot's name on the drop tank and the American flag on the fuselage sides. The original British cockades on wings and fin flash on the vertical tail surface remained intact. The squadron white codes QP were not yet applied on Spitfires during this period. Some sources assign serial number ER148 to this Spitfire, however it cannot be found in the database of the Spitfires' serial numbers.



## FRESH PAINT



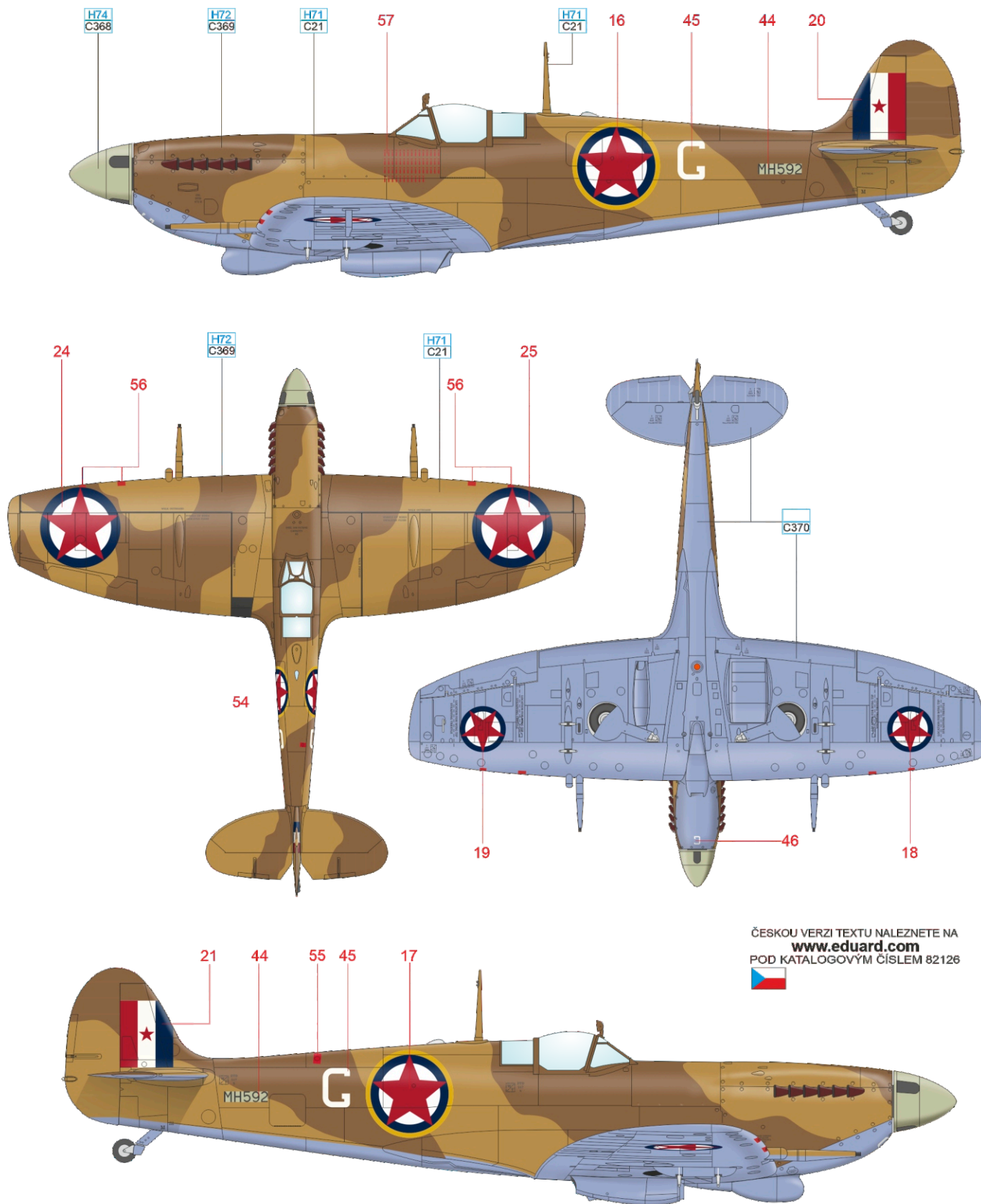
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AZURE BLUE	C370	DARK EARTH	H72 C369	MAHAGONY	H84 C42	RED	H13 C3
MIDDLE STONE	H71 C21						

# E MH592, S/Ldr Hinko Šoić, NOVJ No. 352 (Yugoslav) Squadron, Vis, Yugoslav, January–February 1945

No. 352 (Yugoslav) Squadron was the first Yugoslav fighter unit established at Royal Air Force in Mediterranean during WWII. This unit is also known as the Prva Eskadrila NOVJ. In June it converted to Spitfires Mk.Vb/Vc and in August the unit was transferred to Italy to join RAF No. 281 Wing and provide the escort for the fighter-bomber squadrons. As of January 25, 1945, it was deployed to the forward base on the island of Vis. Due to the absence of the Luftwaffe aircraft the Yugoslav Spitfires had very little opportunities for the air combat and for the rest of war they flew the ground attack missions. Šoić's Spitfire MH592 sported the type "B" desert camouflage scheme and as the only Yugoslav Spitfire featured the Aboukir dust filter (the rest of the aircraft featured Vokes filters). Also, Hinko Šoić as one of very few Yugoslav pilots encountered the enemy aircraft and in the cooperation with another three pilots shot down a Henschel Hs 126 on March 20, 1945. In this Spitfire he flew 73 missions altogether, further six missions were flown by other No. 352 (Yugoslav) Squadron pilots.



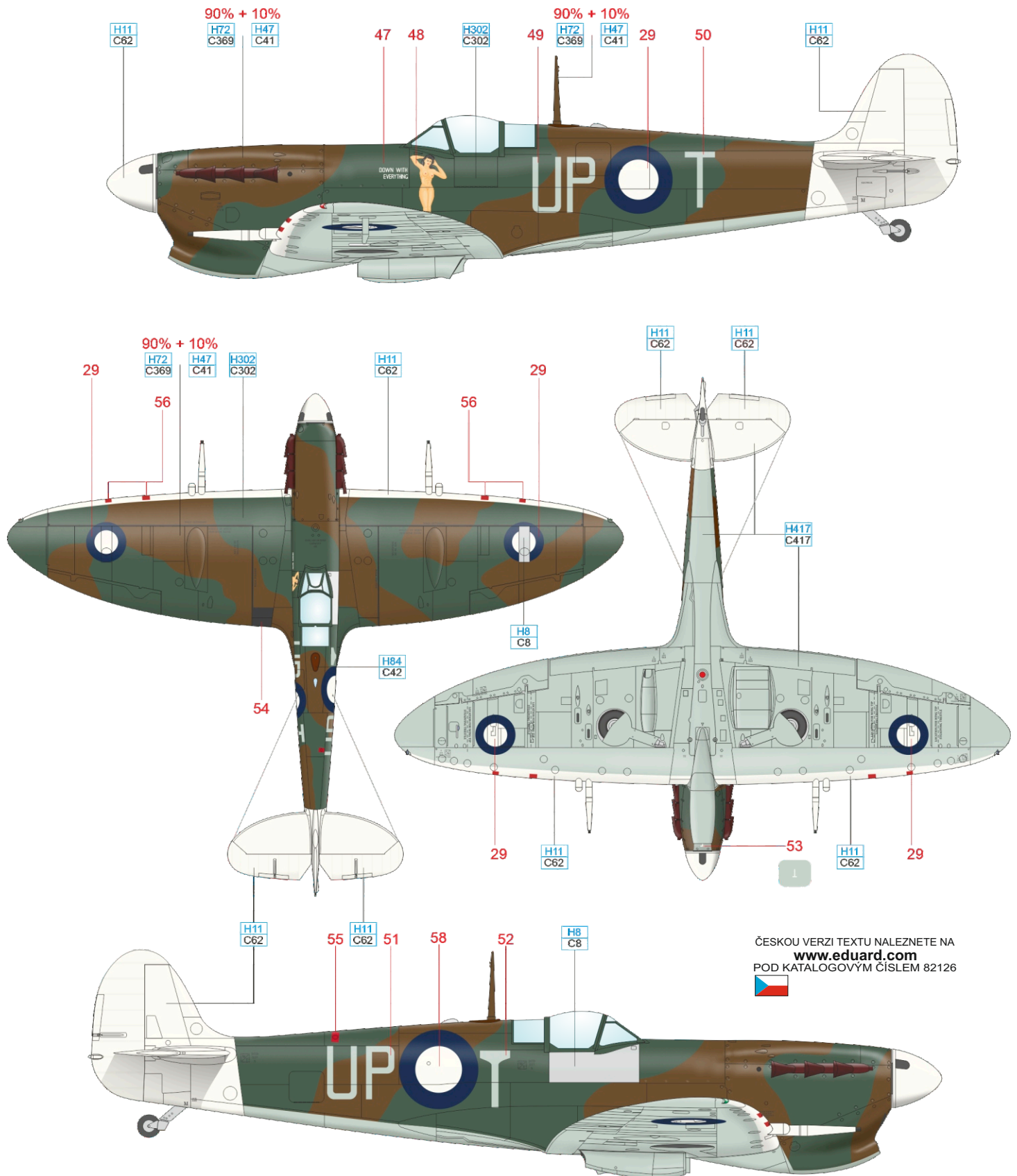
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AZURE BLUE	C370	DARK EARTH	H72 C369	MAHAGONY	H84 C42	SKY	H74 C368
MIDDLE STONE	H71 C21						

# F A58-137 (EE835), F/Lt David H. Hopton, No. 79 Squadron RAAF, Kiriwina, Trobriand Islands, October 1943

Spitfire serial number EE835 arrived in Australia on April 13, 1943. Before it was delivered to the combat unit it had been repainted in Foliage Green/Earth Brown/Sky Blue. In May it was handed over to the No. 79 Squadron RAAF as A58-137 and the code letters UP-T were applied. It was assigned to F/Lt David Hopton who christened his new Spitfire by the phrase "Down with everything" and had a naked girl painted on the port side of the fuselage. Hopton flew this Spitfire until November 28, 1943, when the fuselage drop tank was not released correctly and damaged the aircraft's tail. The repaired airplane was returned to the service in October 1944, assigned to No. 85 Squadron and coded SH-W. The camouflage was stripped, and it flew in the natural metal color finish. On February 26, 1945, during the landing at Guildford, the pilot F/O B. O'Connell collided with another Spitfire and A58-137 was struck off charge.



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SILVER	H8 C8
WHITE	H11 C62
SKY BLUE	H417 C417
DARK EARTH	H72 C369
RED BROWN	H47 C41
GREEN	H302 C302
MAHAGONY	H84 C42

