

# Spitfire Mk.Vb mid

eduard

1/48 Scale Plastic Model Kit

**WEEKEND**  
edition



item # 84186

**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 dawn of 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 Joseph Mitchell. His Supermarine S.6B set the new world speed record at 407 mph (655 km/h) on September 20, 1931, and British Air Ministry, obviously under influence of such achievement, issued the specification F.7/30 in October 1931. Although it called for modern pursuit aircraft 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

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. The Supermarine Type 300 made its maiden flight on March 5, 1936, an initial contract to produce 310 Spitfires was signed in June 1936 and the first unit to receive the 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 existing 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.

The CBAF (Castle Bromwich Aircraft Factory) launched the Spitfire Mk.V production in June 1941 while it was fulfilling the contract for 1,000 Mk.IIs, signed on April 12, 1939. Gradually the company received another eight orders to produce Spitfires Mk.V, of which the last one, from May 1942, largely transitioned to the manufacture of modernized Spitfires Mk.IX. Until the end of April 1943, the total production at CBAF reached 3,003 Spitfires Mk.Vb and 1,474 Spitfires Mk.Vc.

Since the summer 1943, the Mk.V production was under way at Westland company located in Yeovil in county of Somerset. Westland manufactured various versions of Spitfire Mk.V until November 1943 and ultimately delivered a total of 140 Mk.Vb and 495 Mk.Vc. Finally, 6464 Spitfires Mk.V of all variants were manufactured.

#### This kit: Spitfire Mk.Vb mid

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 this prototype 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 had usually the same armament as the Mk.Vb although with possibility to be armed with four 20mm cannons.

Besides the engine, the equipment of these aircraft corresponded to Spitfire Mk.I standard including the smaller oil cooler with U-shaped intake which was the cause of higher oil temperature of the first Spitfires Mk.V and posed a certain risk of engine overheating.

During the two and half years of Spitfire Mk.V production, the airframe was gradually developed. Already at the beginning of manufacture they featured thicker armor in comparison to Mk.I and Mk.II. The oil cooler was soon replaced with a larger one featuring a circular intake which was retroactively installed on the first batch of Spitfires Mk.V, converted from Mk.I and Mk.II, and became one of the features distinguishing Spitfires Mk.V.



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  
VOLBA



BEND  
OHNOUT



SAND  
BROUSIT



OPEN HOLE  
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽ



REMOVE  
ODŘÍZNOUT



REVERSE SIDE  
OTOČIT



APPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

## PARTS



## DÍLY



## TEILE

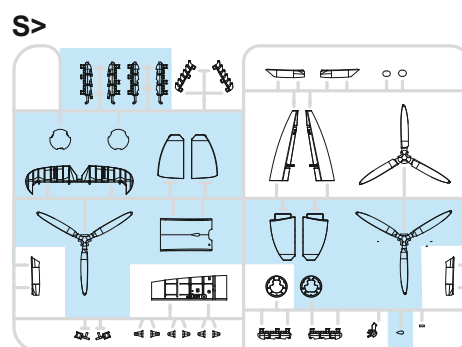
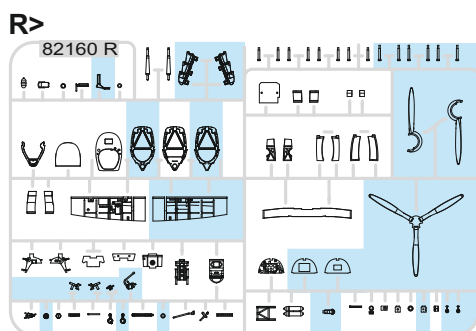
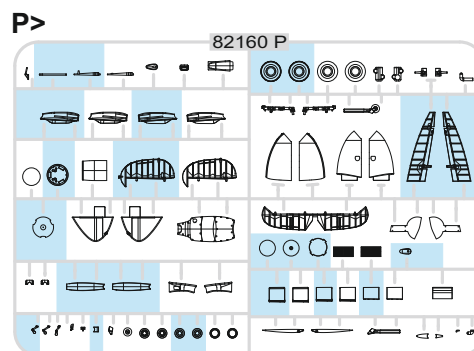
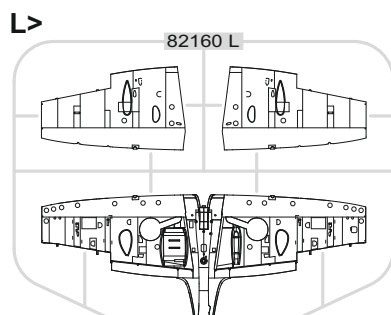
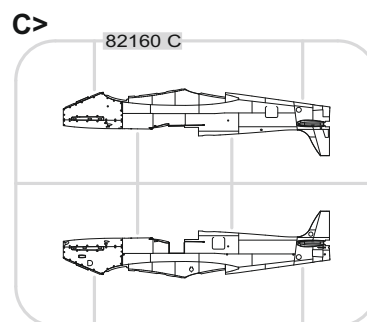
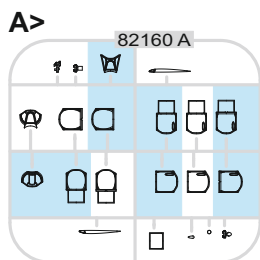


## PIÈCES



## 部品

## PLASTIC 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



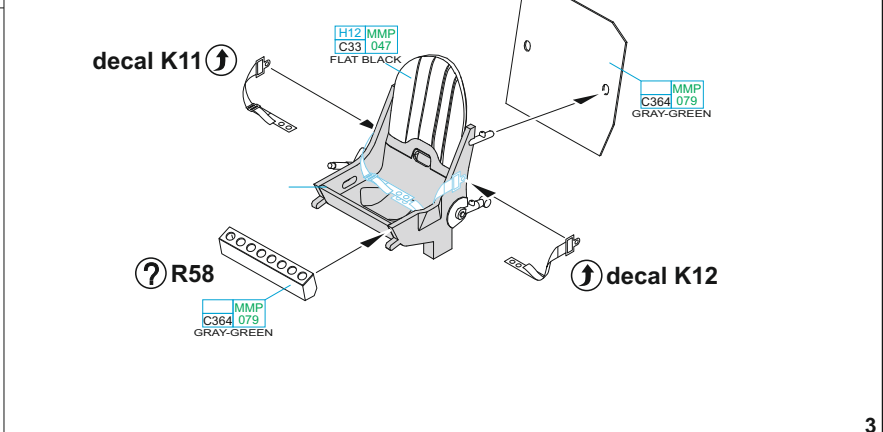
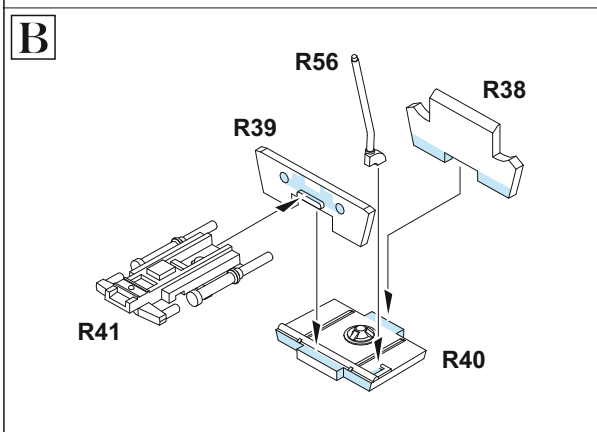
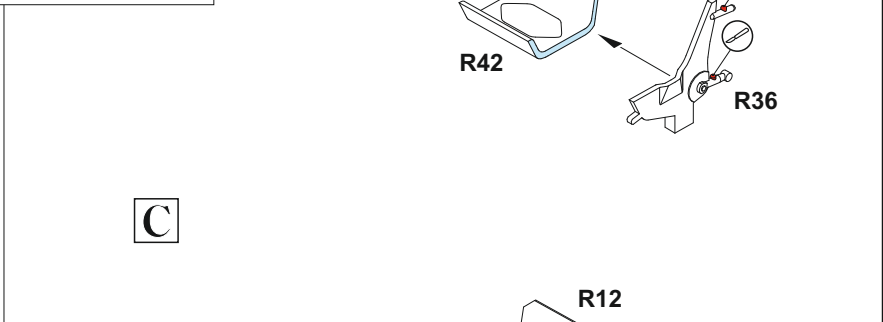
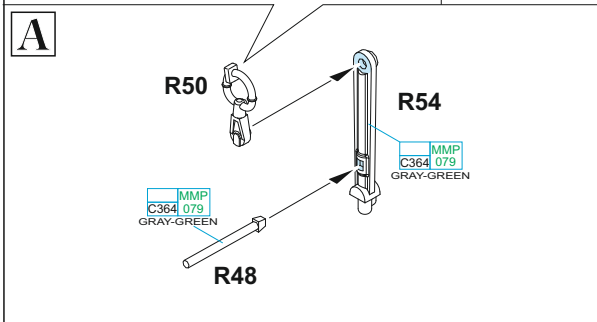
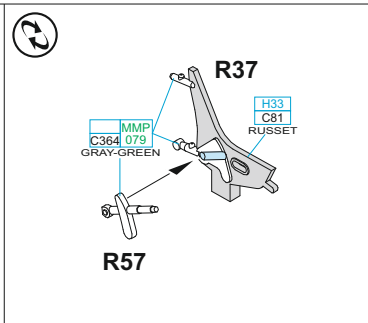
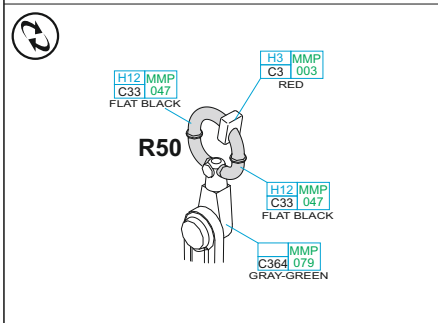
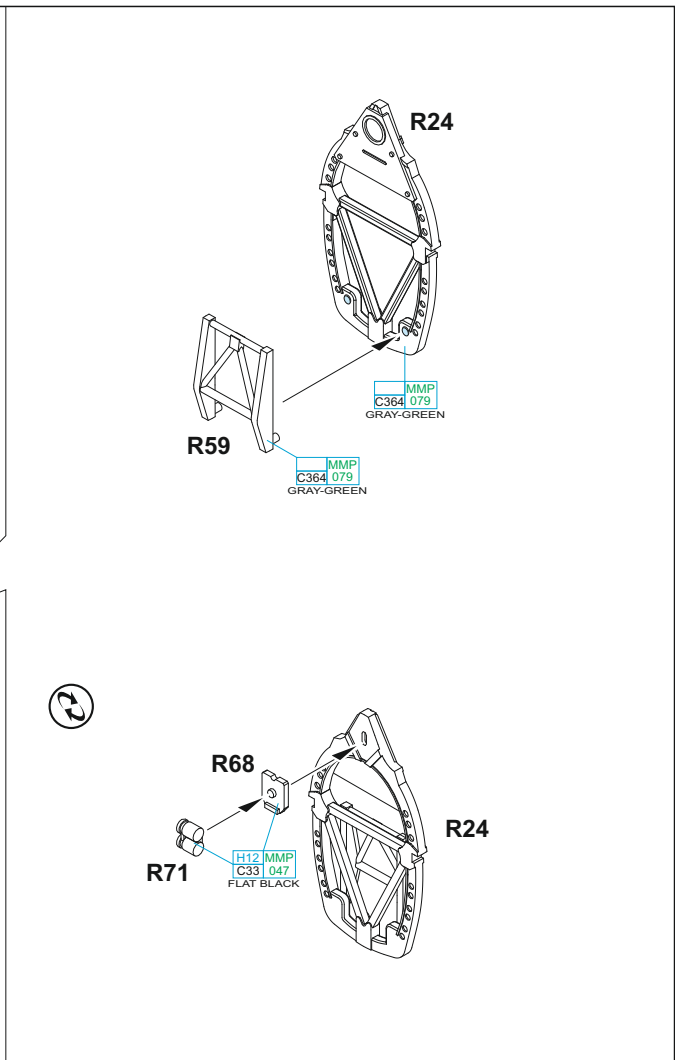
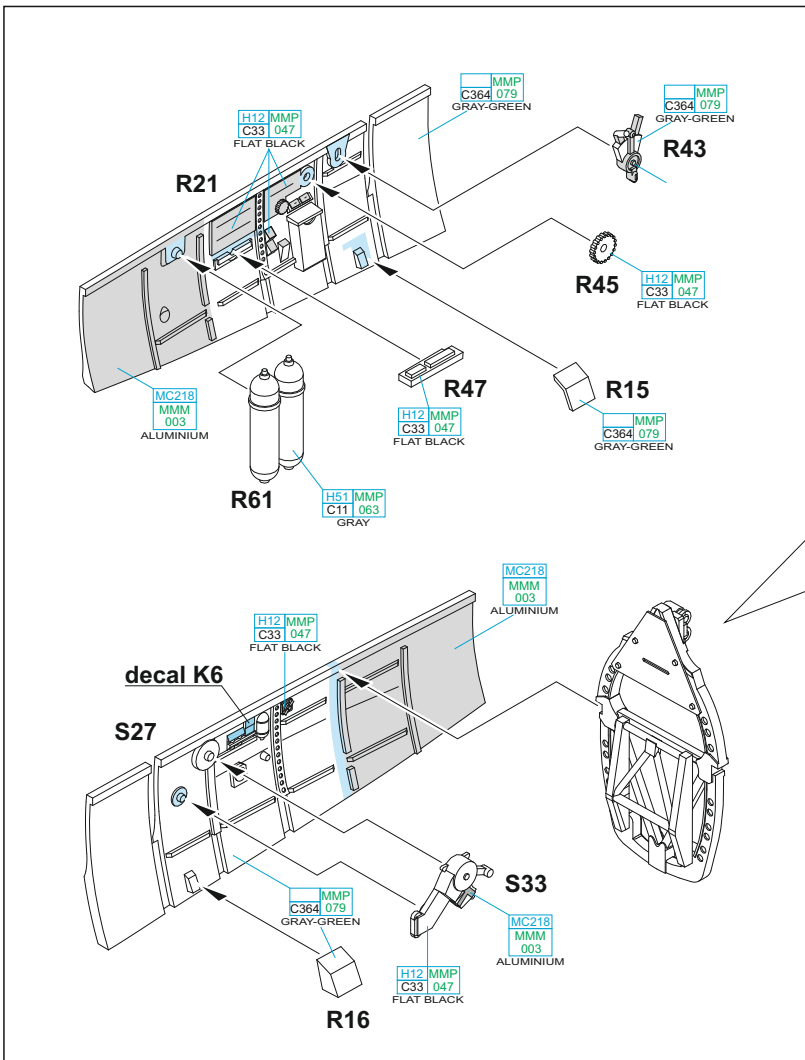
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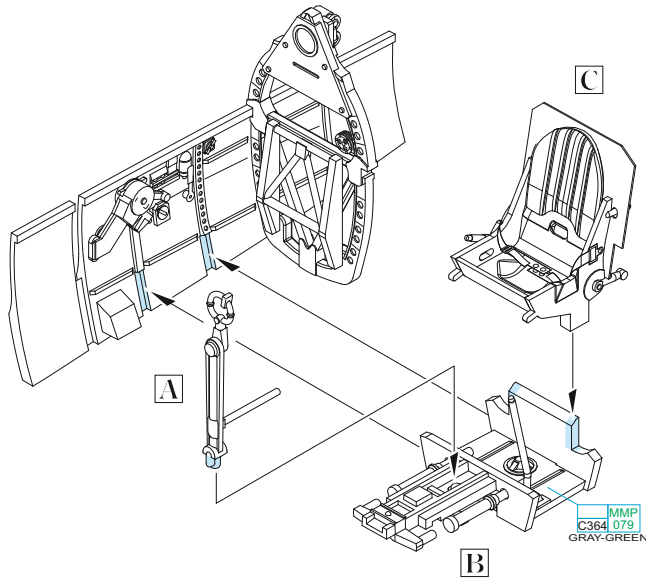


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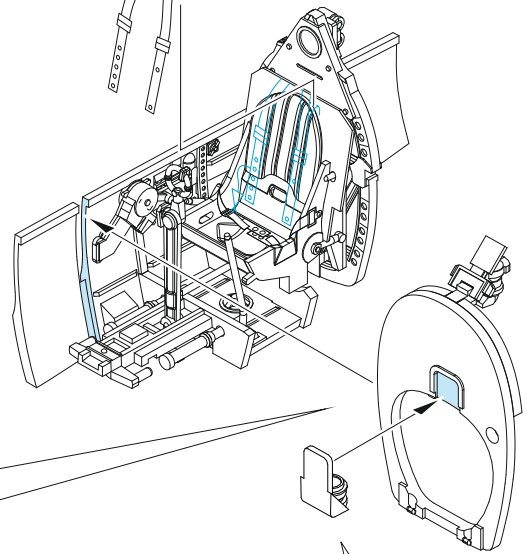
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AQUEOUS	Mr.COLOR	PAINTS	
H3	C3	MMP-003	RED
H4	C4	MMP-007	YELLOW
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H33	C81		RUSSET
H47	C41	MMP-012	RED BROWN
H51	C11	MMP-063	LIGHT GULL GRAY
H74	C368	MMP-080	SKY
H77	C137	MMP-040	TIRE BLACK
H84	C42		MAHOGANY
H90	C47		CLEAR RED

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H94	C138		CLEAR GREEN
H330	C361	MMP-077	DARK GREEN
H335	C363	MMP-094	MEDIUM SEAGRASS
	C362	MMP-093	OCEAN GRAY
	C364	MMP-079	AIRCRAFT GRAY-GREEN
Mr.METAL COLOR		METALLICS	
	MC214	MMM-001	DARK IRON
	MC218	MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER



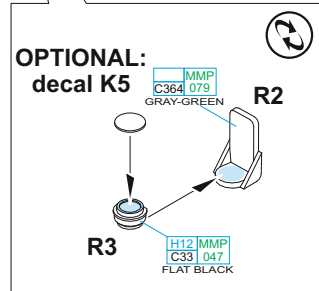
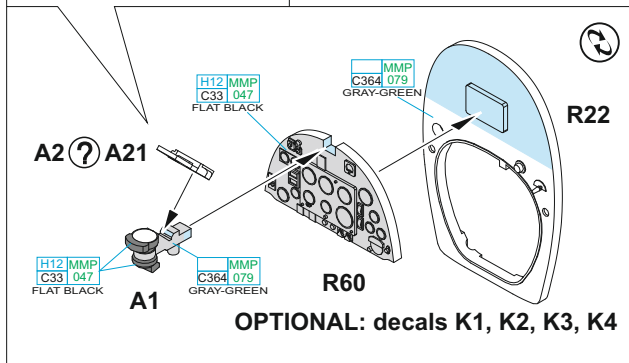
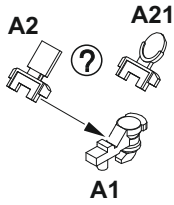


decal K10

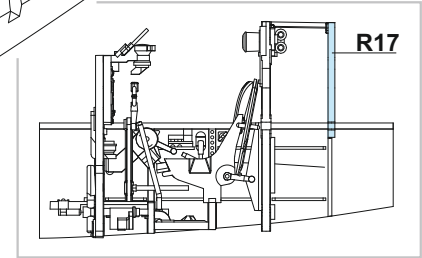
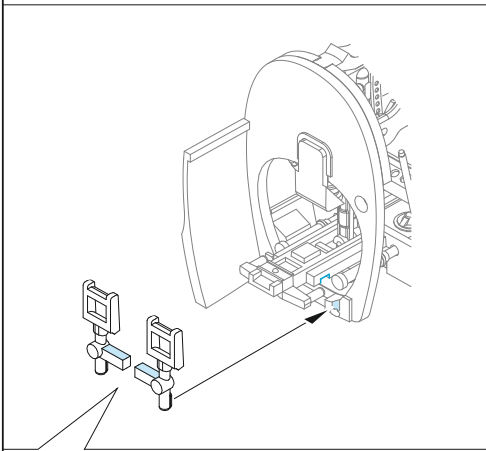
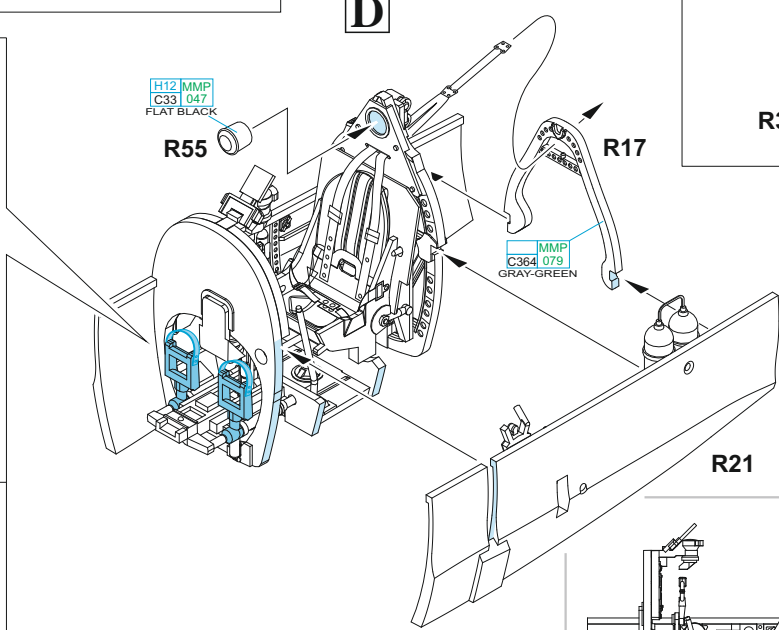


A1, A2 - MARKINGS A, B, D  
 A1, A21 - MARKING C

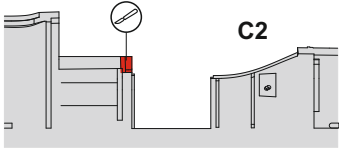
SEE YOUR REFERENCES



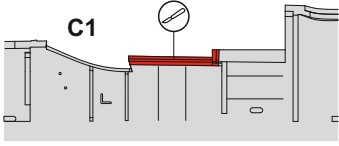
D



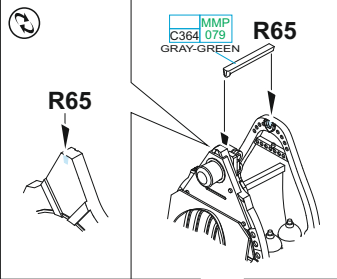
**FOR CLOSED CANOPY ONLY**



C2

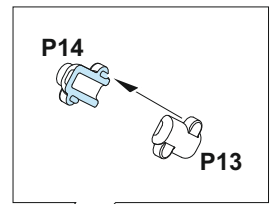


C1



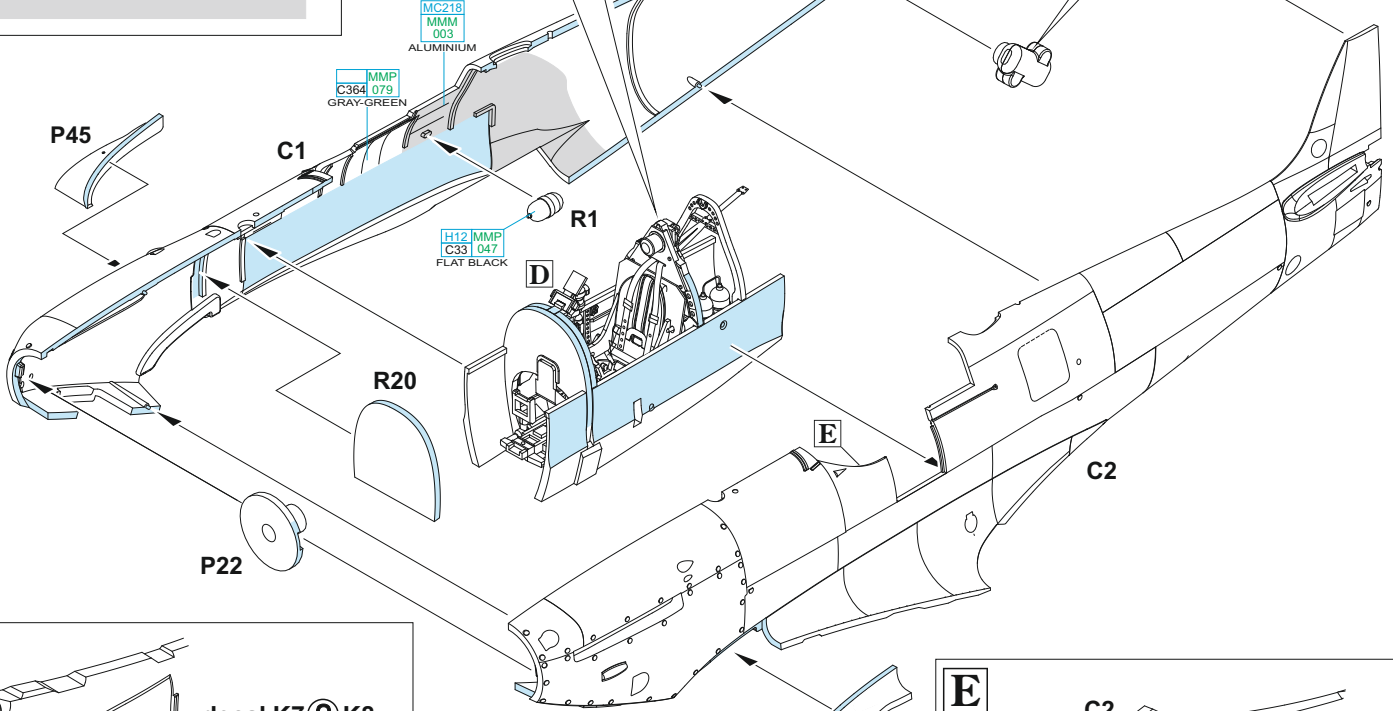
R65

MMP C364 079 GRAY-GREEN  
R65



P14

P13



P45

C1

R1

R20

P22

C2

D

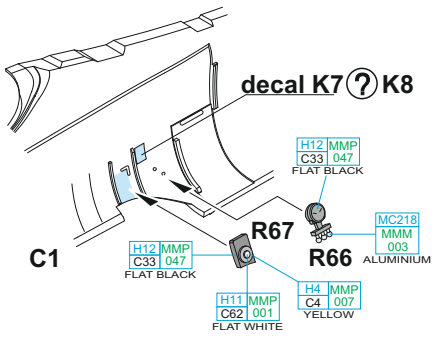
E

MC218 MMM 003 ALUMINIUM

MMP C364 079 GRAY-GREEN

H12 MMP C33 047 FLAT BLACK

decal K7 ? K8



C1

H12 MMP C33 047 FLAT BLACK

H11 MMP C62 001 FLAT WHITE

H4 MMP C4 007 YELLOW

H12 MMP C33 047 FLAT BLACK

H12 MMP C33 047 FLAT BLACK

H12 MMP C33 047 FLAT BLACK

H12 MMP C33 047 FLAT BLACK

H12 MMP C33 047 FLAT BLACK

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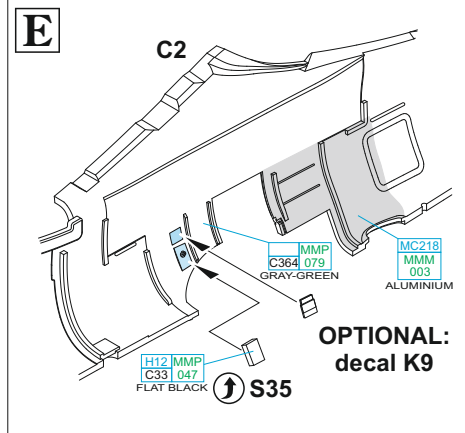
H12 MMP C33 047 FLAT BLACK

H12 MMP C33 047 FLAT BLACK

H12 MMP C33 047 FLAT BLACK

H12 MMP C33 047 FLAT BLACK

ø - 1 mm



E

C2

OPTIONAL:  
decal K9

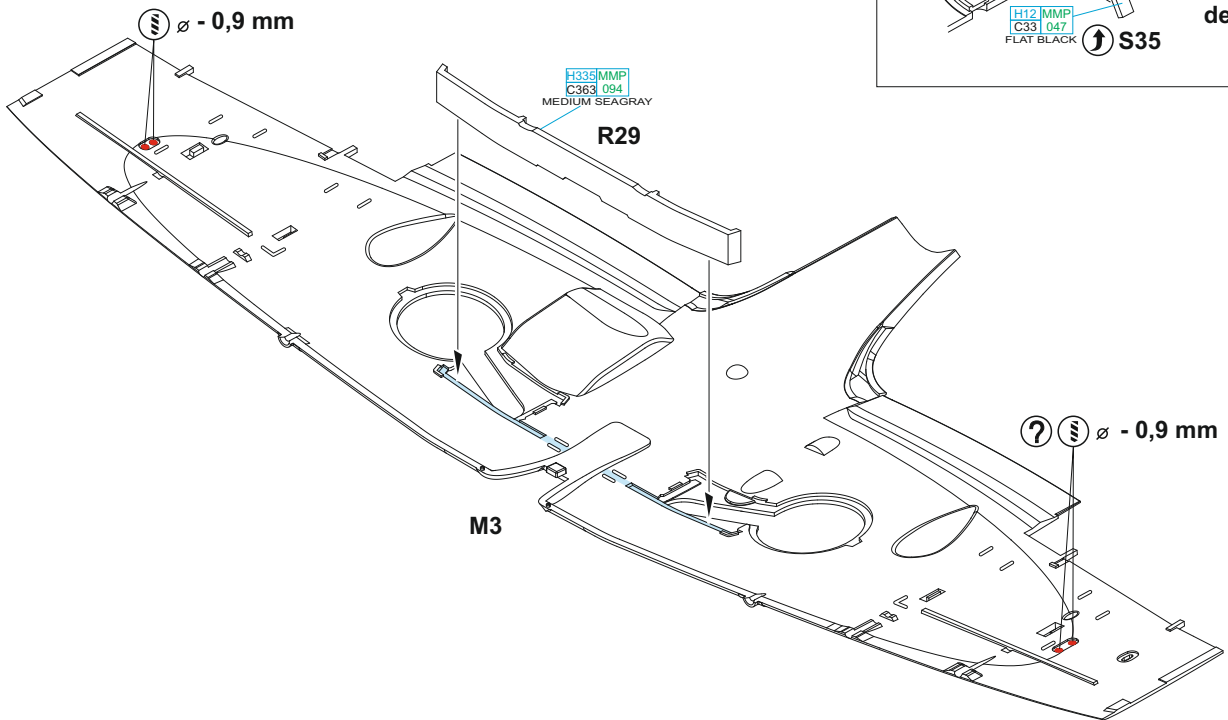
H12 MMP C33 047 FLAT BLACK

S35

MMP C364 079 GRAY-GREEN

MC218 MMM 003 ALUMINIUM

ø - 0,9 mm

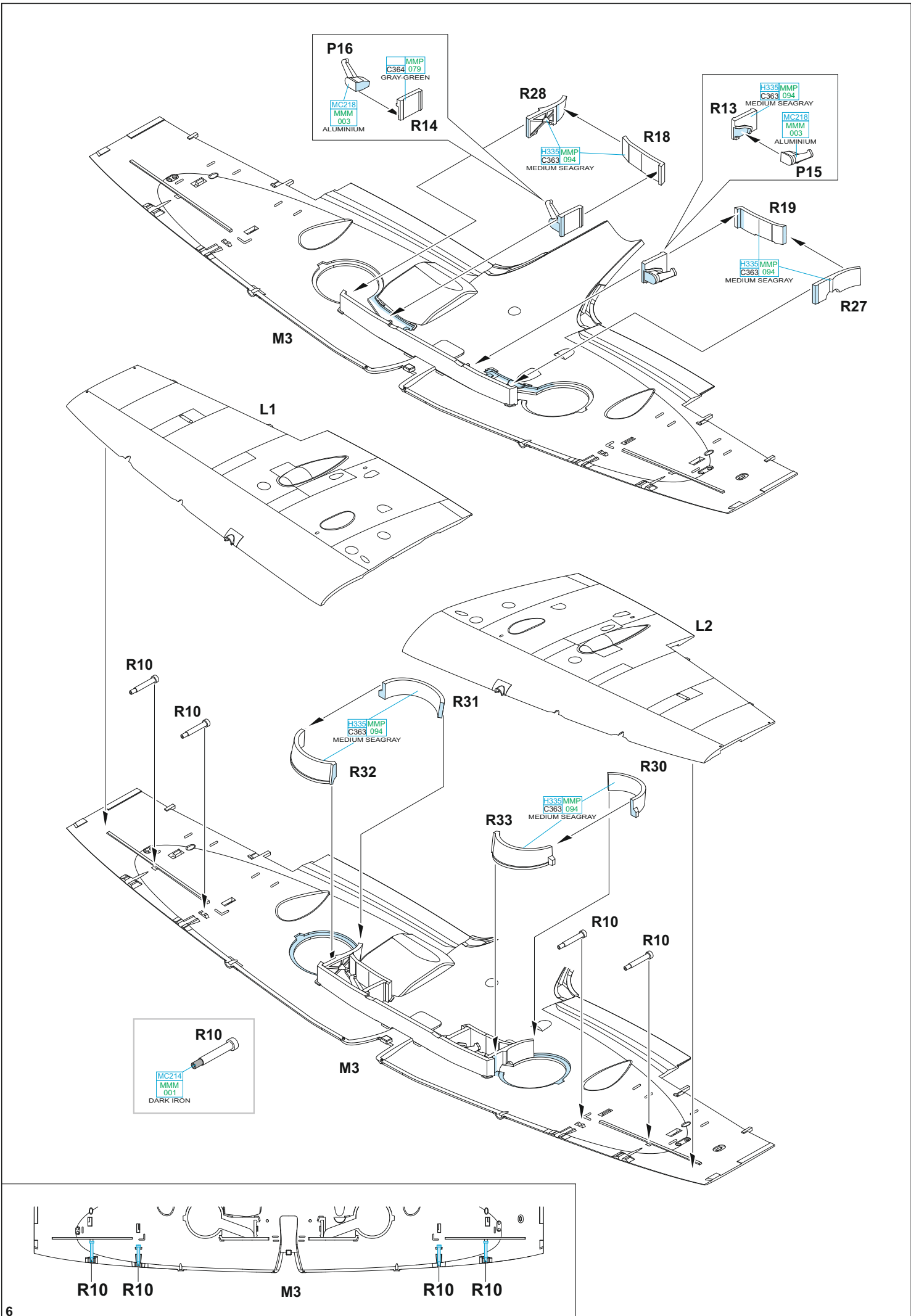


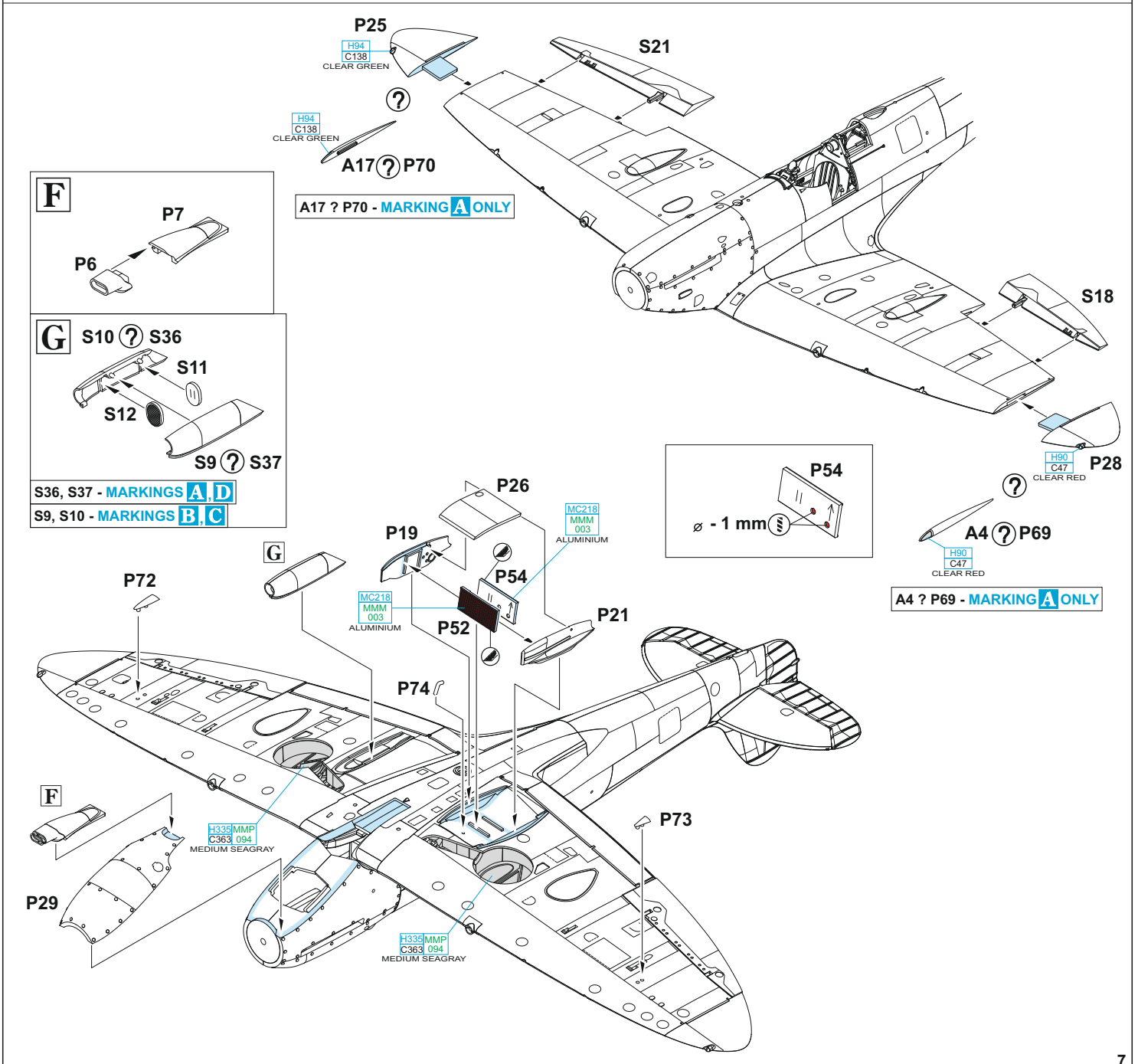
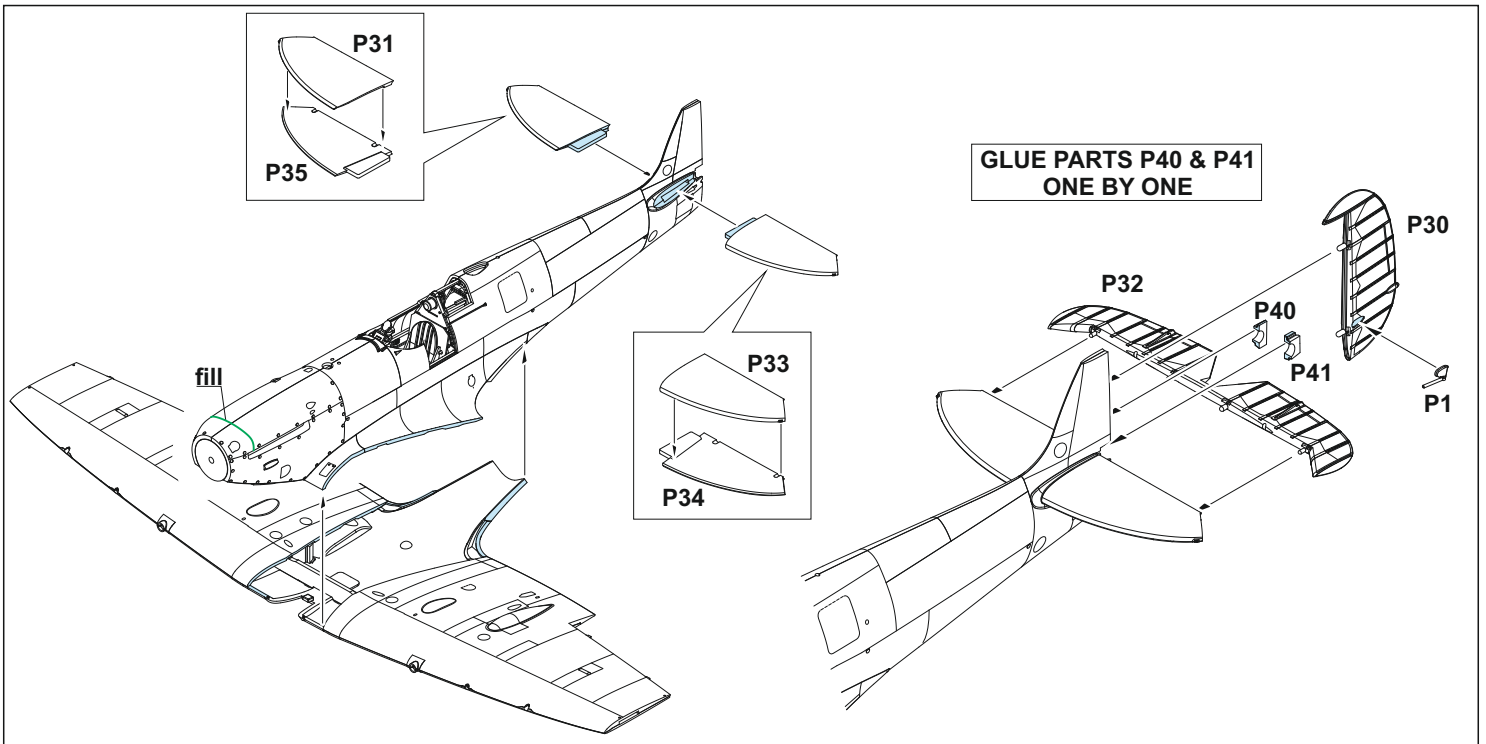
R29

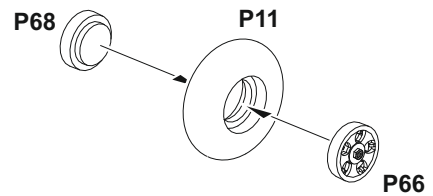
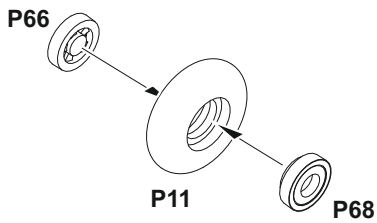
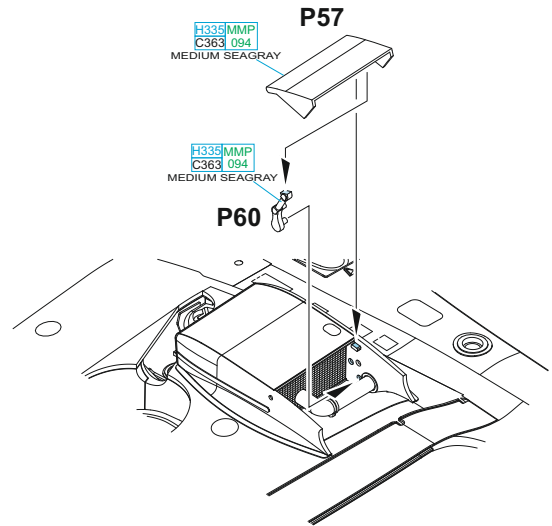
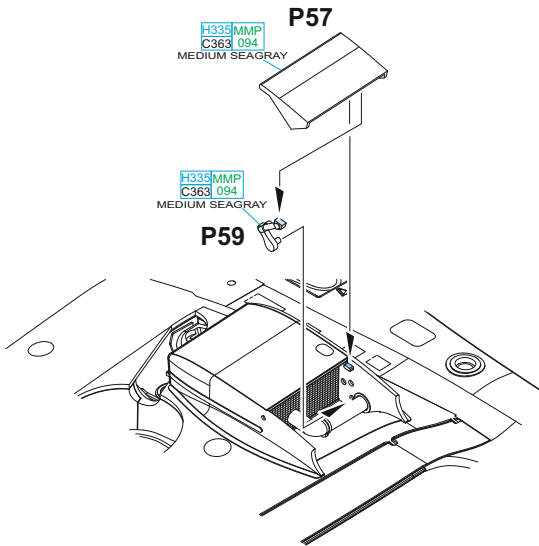
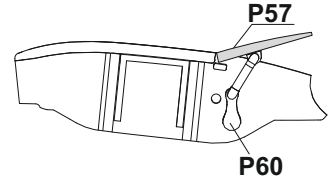
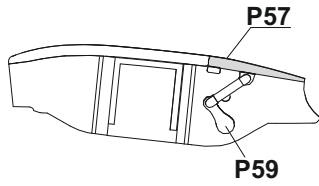
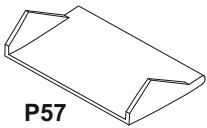
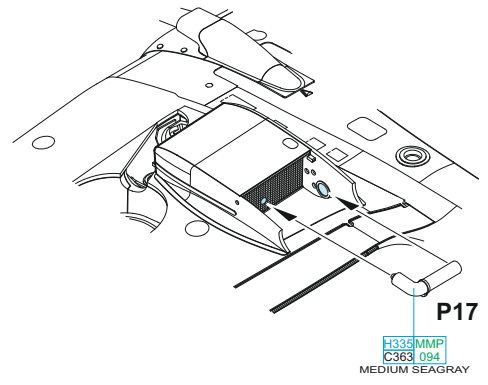
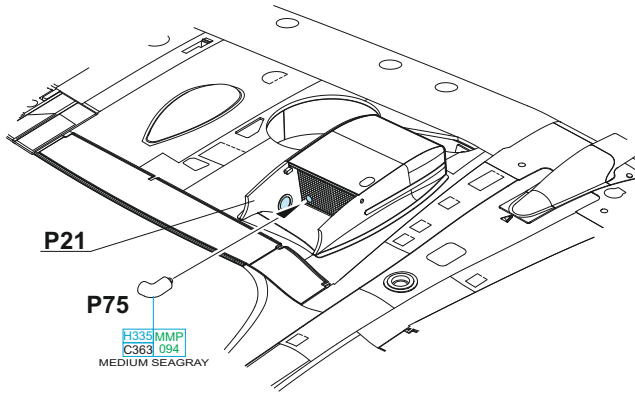
M3

H335 MMP C363 094 MEDIUM SEAGRAY

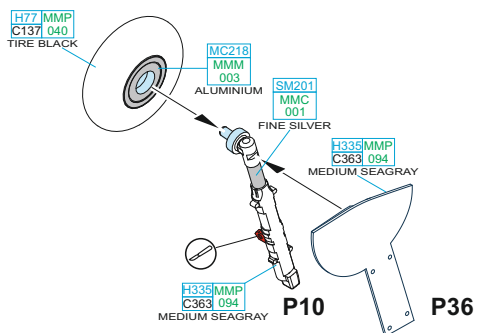
ø - 0,9 mm



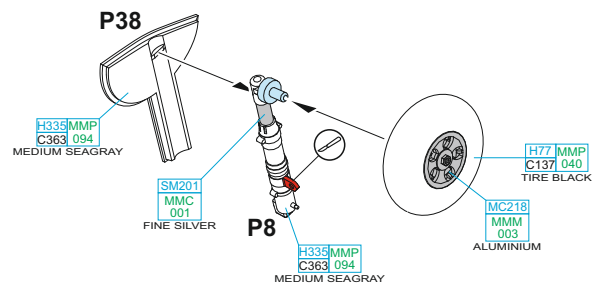




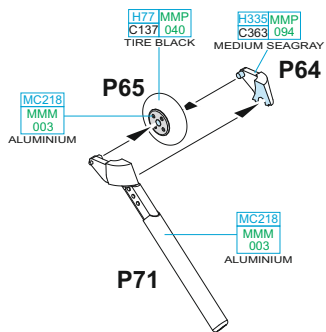
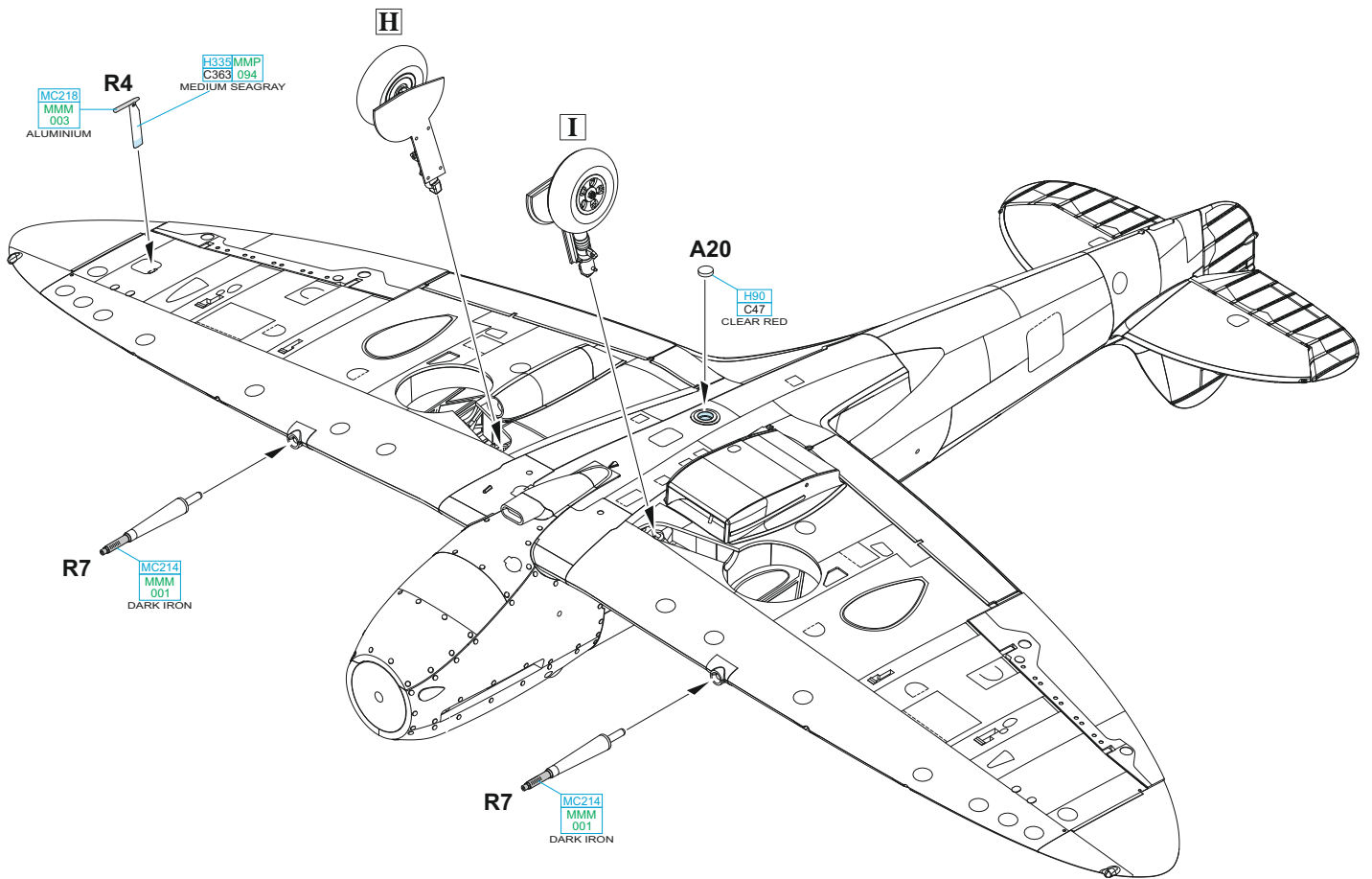
**H**



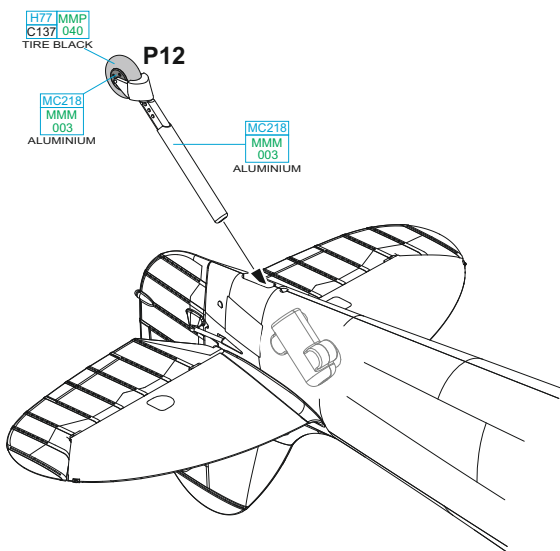
**I**





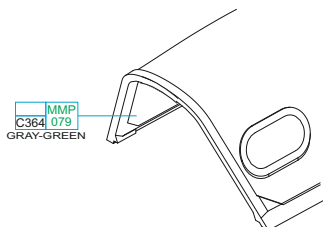


?



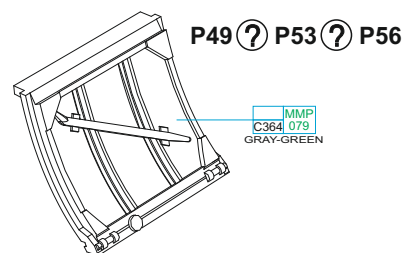
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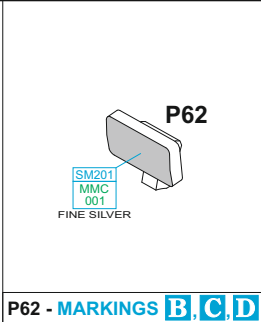
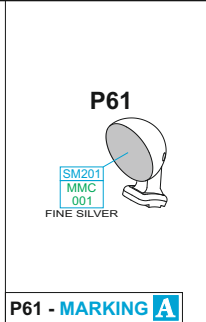
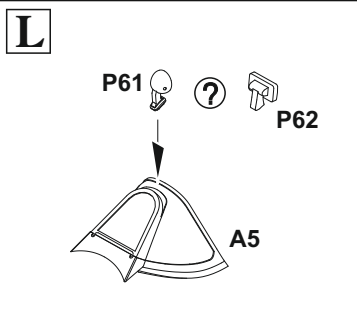
A8 ? A9 - MARKING C  
A13 ? A14 - MARKINGS A, B, D



A8 ? A9  
?  
A13 ? A14

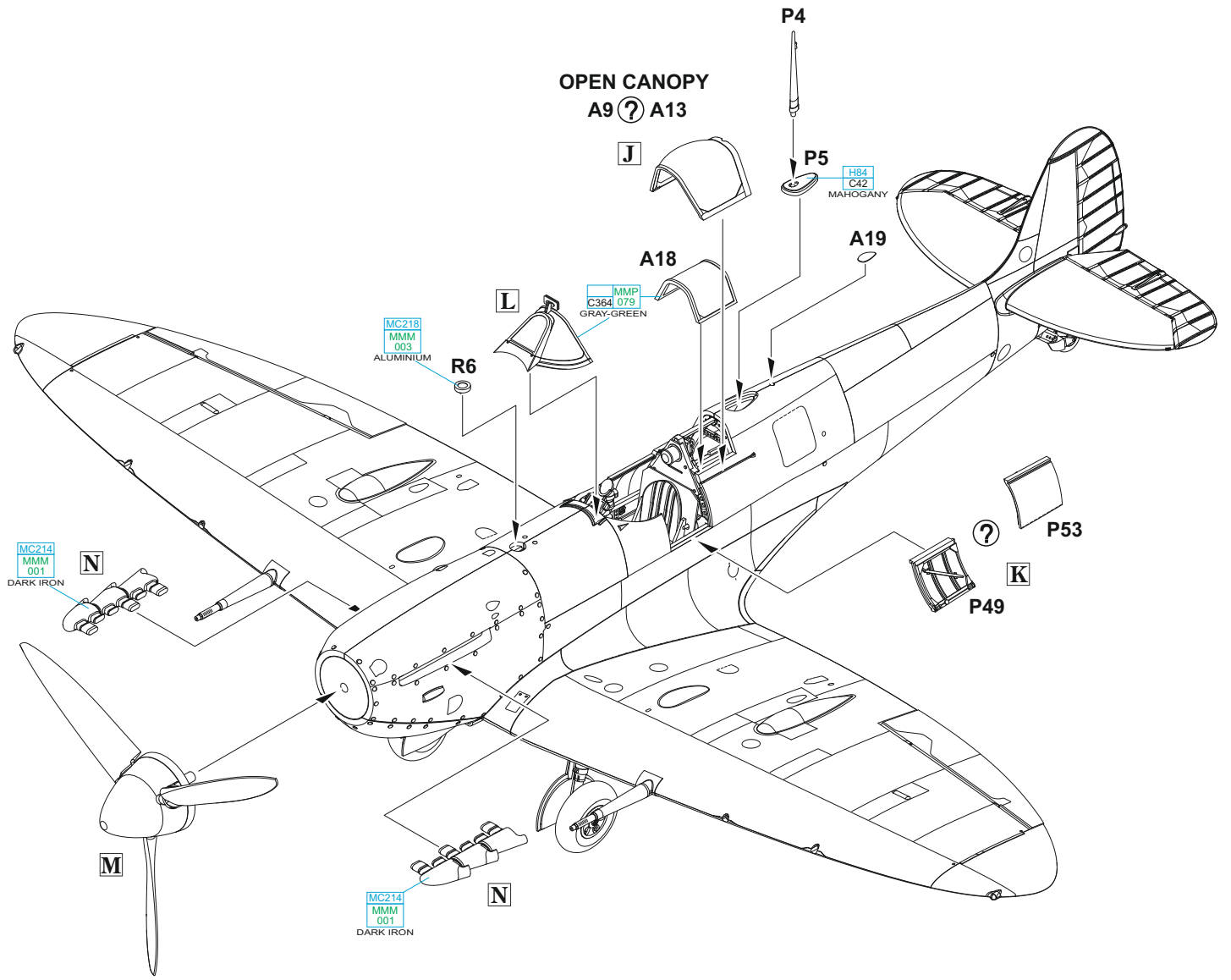
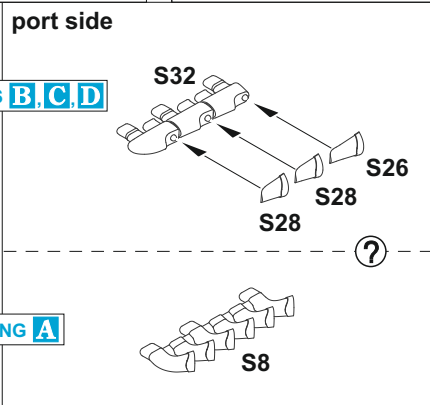
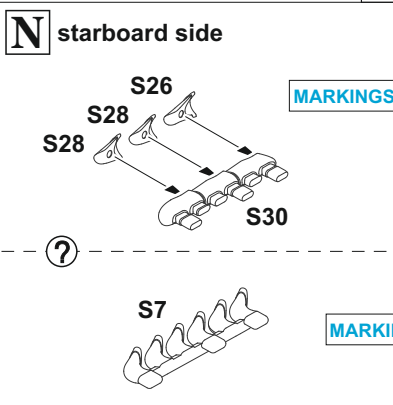
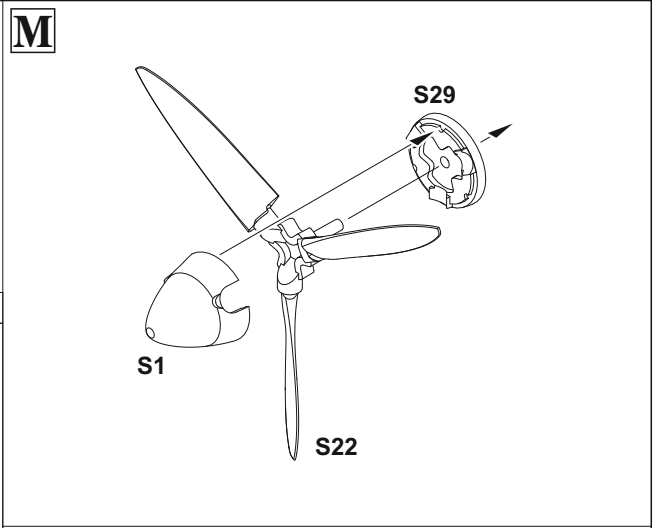
K





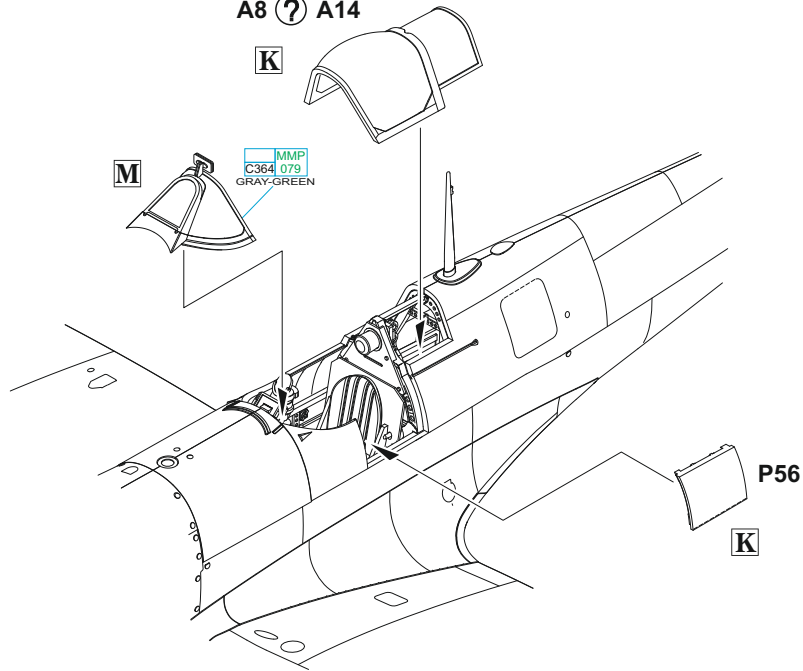
P61 - MARKING **A**

P62 - MARKINGS **B, C, D**

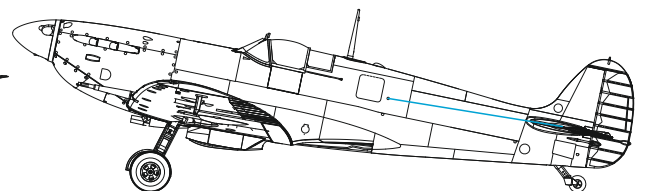
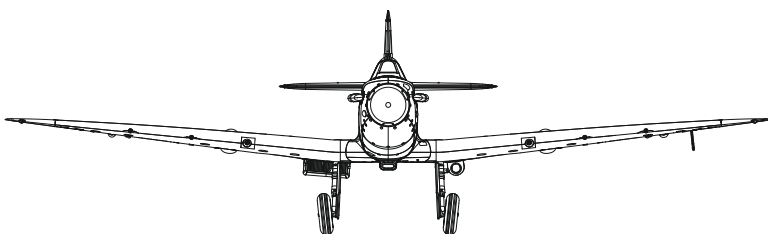
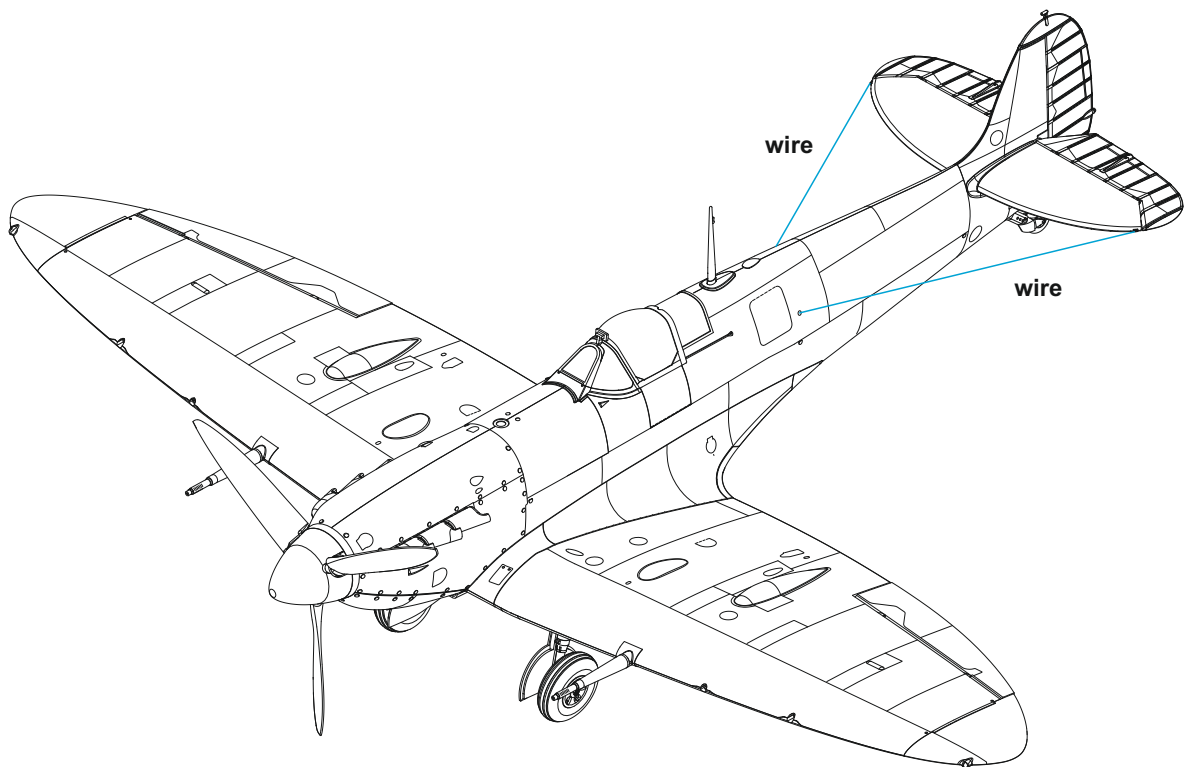


CLOSED CANOPY (?)

A8 (?) A14

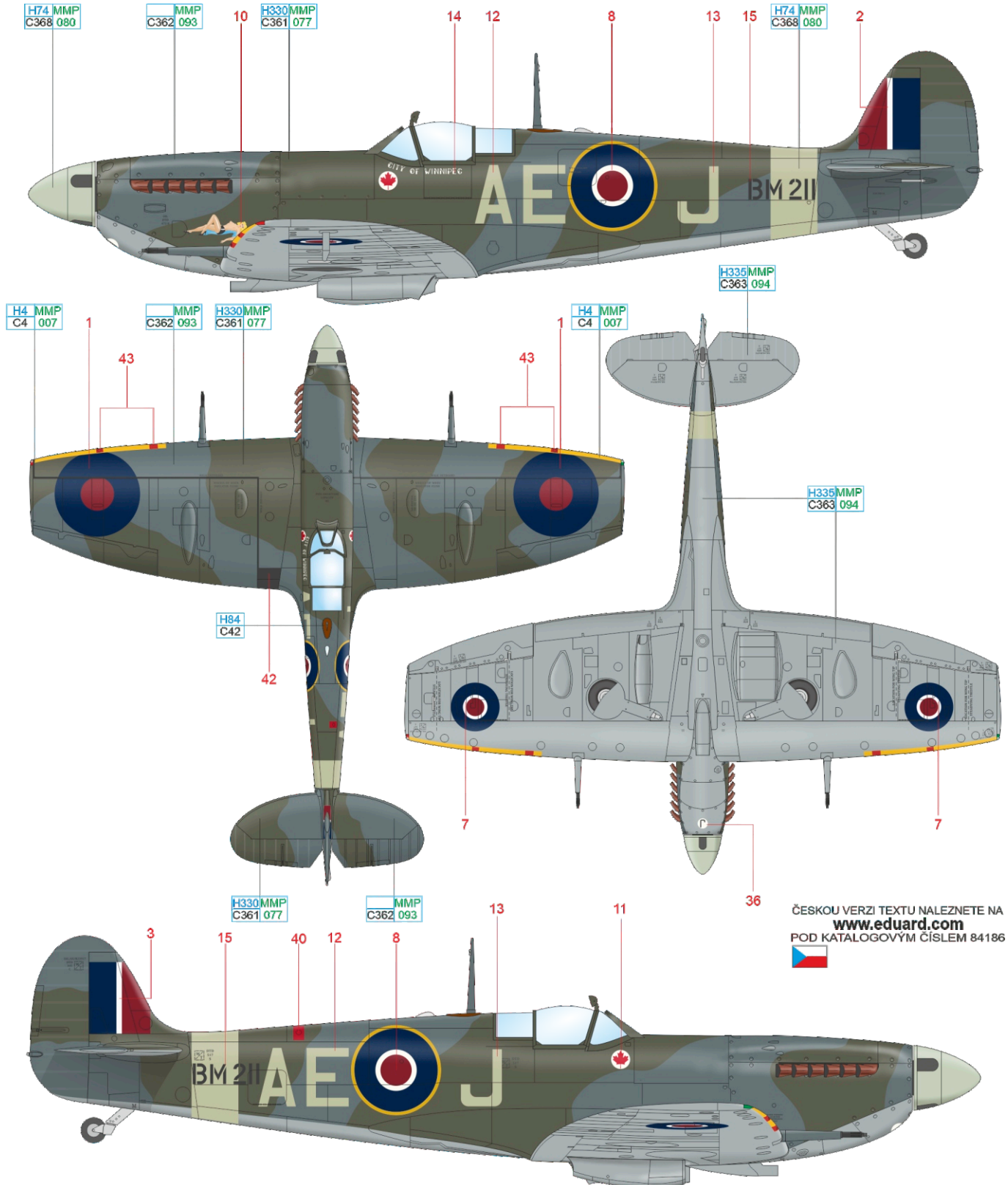


MARKING C ONLY



# A BM211, F/Lt John D. Mitchner, No. 402 Squadron RCAF, RAF Merston, United Kingdom, September–November 1943

John Mitchner was born in Saskatoon, Canada in 1914 and before he joined RCAF in October 1940 he had worked for three years as a bookseller. In June 1941 he finished his basic pilot training and after that, in the middle of August, he was transferred to Britain. In the beginning of September, he was assigned to No. 263 Squadron equipped with Whirlwinds where he flew until June 1942. After his brief instructor's stint at No. 55 OTU in July he was assigned to No. 247 Squadron and next month to No. 116 Squadron. In November he was transferred to No. 402 Squadron where, in the beginning of 1943, he scored his first victory. In October he was decorated with DFC and in February 1944 he completed his tour of duty. After his return to Canada, he served at Tealing and in August 1944 returned to Europe where he was attached to No. 421 Squadron as a flight leader. In the end of September, he was transferred to No. 416 Squadron and in November he assumed command of the whole unit. In 1946 he returned to Canada and continued his service with RCAF. In 1953 he became commander of Sylvestre and Lac St. Debris air bases and in 1960 he retired due to the health issues. He passed away on December 8, 1964. During his wartime career John Davidson Mitchner scored 11 confirmed kills and three probables. He also damaged three enemy aircraft. At No. 402 Squadron John Mitchner regularly flew Spitfire LF Mk.Vb BM211 coded AE-J in the fall of 1943. On the fuselage starboard side, the aircraft carried his personal nose art of sunbathing Miss Jane, a character from the Daily Mirror magazine. This Spitfire featured the newer exhausts introduced as the standard with Mk.IX version. Majority of the No. 402 Squadron Spitfires Mk.Vb were equipped with these exhausts since they helped improve the aircraft performance.

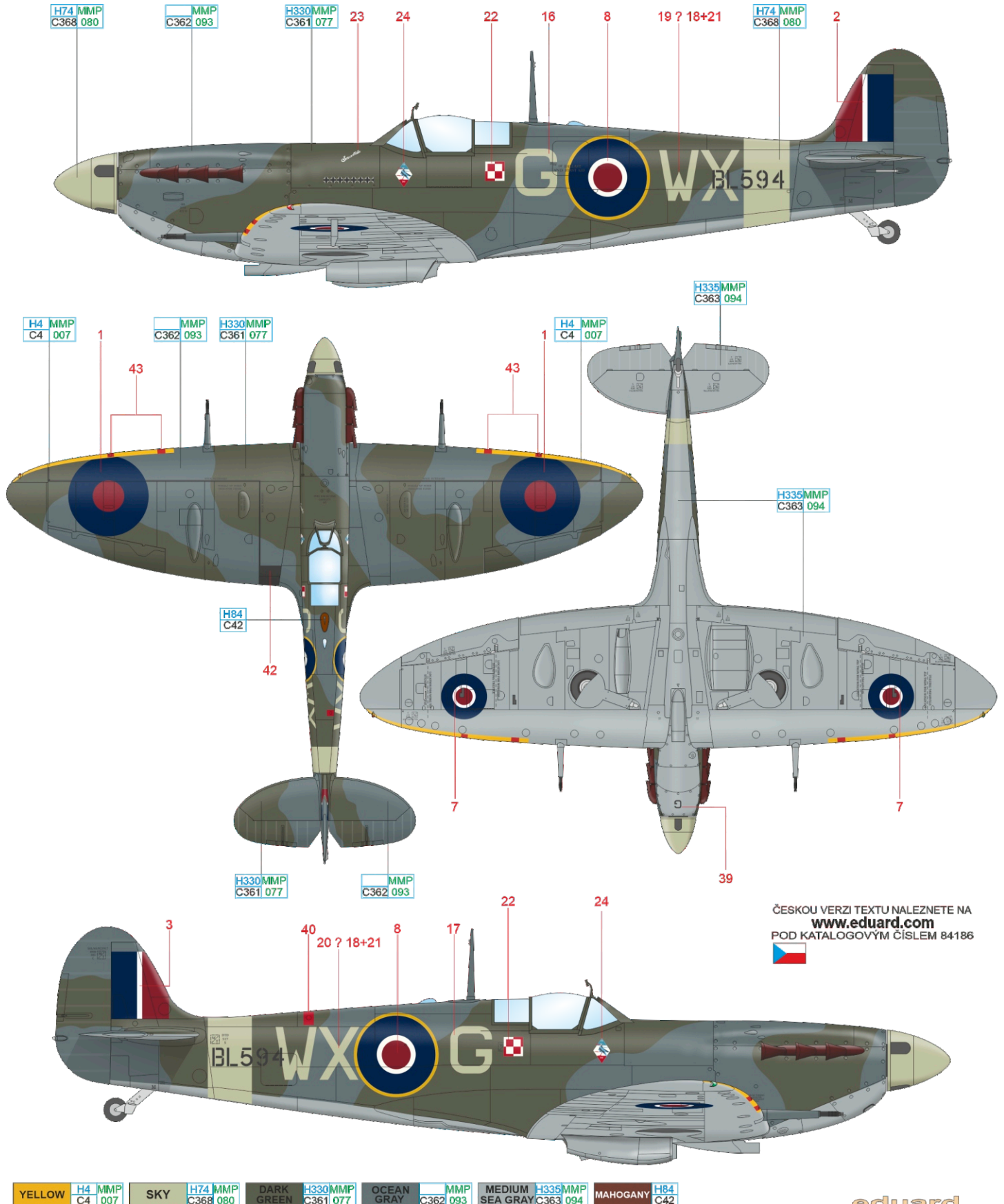


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|--------|---------------|-----|------------------|------------|-------------------|------------|--------------|-----------------|-------------------|----------|---------|
| YELLOW | H4 MMP C4 007 | SKY | H74 MMP C368 080 | DARK GREEN | H330 MMP C361 077 | OCEAN GRAY | MMP C362 093 | MEDIUM SEA GRAY | H335 MMP C363 094 | MAHOGANY | H84 C42 |
|--------|---------------|-----|------------------|------------|-------------------|------------|--------------|-----------------|-------------------|----------|---------|

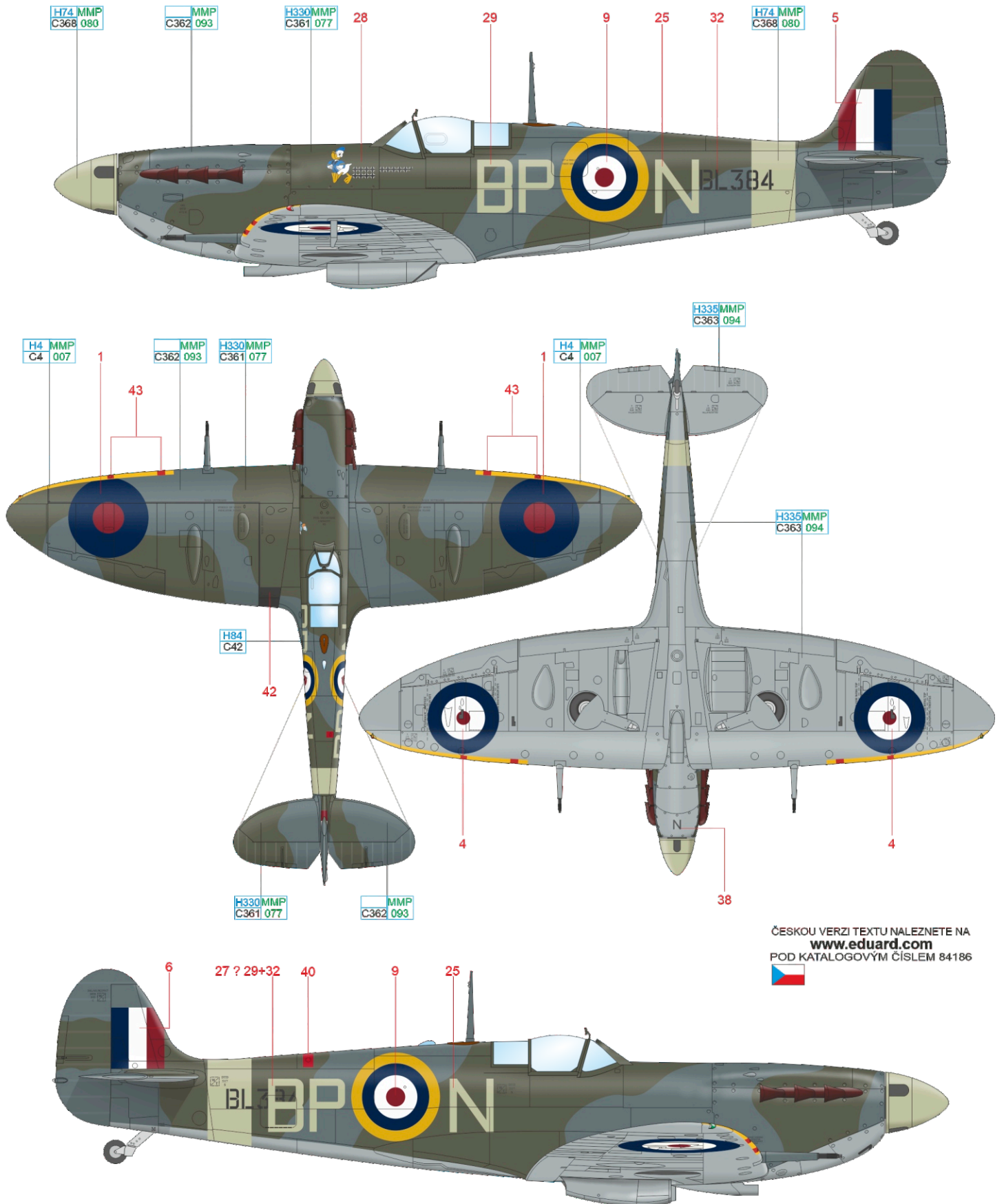
# B BL594, W/Cdr Aleksandr K. Gabszewicz, No. 2 Polish Wing, RAF Northolt, United Kingdom, February–May 1943

BL594 was delivered to No. 242 Squadron in April 1942 but in May it was damaged in an accident, consequently repaired, and delivered to No. 303 (Polish) Squadron, at that time operating out of the Kirton-in-Lindsey airfield. It was coded RF-G and assigned to F/O Horbaczewski as his personal mount. In the beginning of February 1943 No. 303 Squadron was transferred to Heston but BL594 was left at Kirton-in-Lindsey airfield assigned to No. 2 Polish Wing commander Aleksandr Gabszewicz as his personal mount. His new Spitfire was re-painted to No. 302 (Polish) Squadron standards including the unit insignia. Gabszewicz had his personal score, seven and half black crosses, painted on the drop tank port side including the name "Smarkata" (which refers to the very young age of his fiancée, Elizabeth Helen Bullimore). In the beginning of June, No. 302 (Polish) Squadron was transferred to No. 1 Polish Wing in Heston and BL594 was left with No. 308 (Polish) Squadron. It was rebuilt to LF Mk.Vb standard and in January 1944 assigned to No. 234 Squadron. On May 9, 1944, BL594 was shot down by flak near Berck-sur-Mer. Its pilot, F/O D. N. Greenhalghem, bailed out however did not survive.



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On December 11, 1941, Spitfire BL351 was assigned to the Australian No. 457 Squadron. Initially P/O Ken James was frequently at its controls. Later this pilot was credited with 2.5 kills. In February 1942, BL351 was assigned to F/Lt John Gibson, a New Zealander who in 1940 claimed 11.5 kills while flying Hurricanes with No. 501 Squadron. Gibson had his personal marking, Donald Duck, painted on his new Spitfire, including all his confirmed aerial victories, 13.5 of them at that time. In March 1942, BL351 was transferred to No. 452 Squadron and ultimately destroyed in a ground collision on May 8 of the same year.



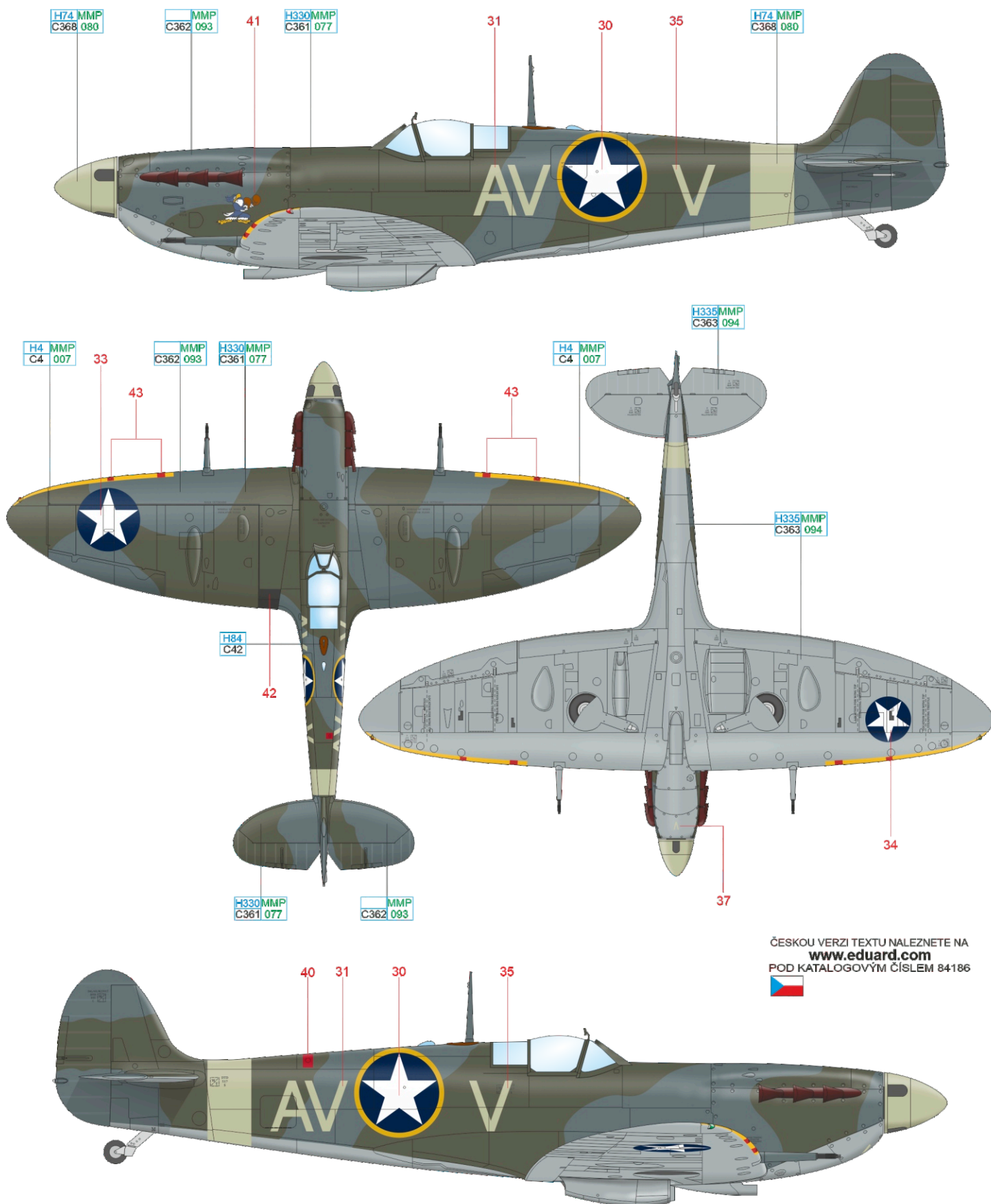
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# D BM309, 2/Lt Robert A. Boock, 335<sup>th</sup> FS, 4<sup>th</sup> FG, Debden, United Kingdom, February 1943

During WWII the 4<sup>th</sup> Fighter Group was a component of the 8<sup>th</sup> USAAF. The group operated out of Debden airbase which gave it a nickname Debden Eagles. Between September 1940 and July 1941 three Eagle Squadrons were formed out of the American volunteer pilots before the United States entered WWII in December 1941. These units operated under the RAF command until September 29, 1942, when they formed the 4<sup>th</sup> FG of the 8<sup>th</sup> USAAF. The No. 71, No. 121 and No. 133 Squadron RAF became 334<sup>th</sup>, 335<sup>th</sup> and 336<sup>th</sup> FS of the USAAF. During the last large scale engagement of the 4<sup>th</sup> FG on January 22, 1943 2/Lt. Robert A. Boock from 335<sup>th</sup> FS flying Spitfire Mk.Vb BM309 shot down a Fw 190 North-West of Dunkerque. His Spitfire carried an unofficial 4<sup>th</sup> FG insignia on the starboard side of the engine cowling.



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YELLOW H4 MMP C4 007 SKY H74 MMP C368 080 DARK GREEN H330 MMP C361 077 OCEAN GRAY C362 093 MEDIUM SEA GRAY C363 094 MAHOGANY H84 C42

