

eduard



*Spitfire Story:
Tally Ho!*

INSTRUCTION SHEET

**LIMITED EDITION
DUAL COMBO**

1/48

11146-NAV1



Spitfire Mk.IIa, P7665, of No. 65 Squadron at RAF Tangmere in the winter of 1941 (early 1941). Visible are the characteristics of the Spitfire Mk.IIa: the small bulge on the nose over the cartridge starter, the constant speed Rotol RX5/1 propeller with metal blades, the typical rounded spinner, antenna mast without a wire with insulator, antenna mast at the fin tip, IFF antennas spanning between the fuselage sides (note the grommet on the edge of the red and white segment of the fuselage roundel) and the leading edge of the horizontal stabilizer, and the standard rearview mirror. (photo: Simon Erland)

SPITFIRE Mk.II Technical Development

The Supermarine Type 300 prototype, serialed K5054, first flew on March 5th, 1936, at the factory air field in Eastleigh, Southampton. After a series of modifications and improvements, it was handed over for testing on May 26th to the Aeroplane & Armament Experimental Establishment in Martlesham Heath. Between June 6th and 8th, official testing yielded a maximum speed of 561km/h at a height of 5,100m. On June 10th, the Air Ministry officially approved the use of the name 'Spitfire', although as early as June 3rd, the Ministry signed a contract, B.5271/36, with Supermarine for 310 Spitfire Mk.IIs. These were designated the serial numbers K9787 to K9999 and L1000 to L1096. According to the contract, delivery was to have taken place between October 1937 and March 1939. None of these dates were met due to a lack of production capacity at Supermarine and the complications precipitated by the development of the new technologies associated with it. The production capacity issues were solved by the development of a network of subcontractors, despite objections by Supermarine, of which there ended up being some twenty that took part in the production of the Spitfire Mk.I. While series production of the type was ramping up, the head designer, Reginald Mitchell, passed away on June 11th, 1937 at the age of 42. He was replaced in this role by Joseph Smith. For final assembly, Supermarine built two new hangars at Eastleigh. The first series produced Spitfire Mk.I, K9787, took to the air on May 14th, 1938.

The first unit of the RAF to accept the Spitfire was No. 19 Squadron in August 1938. In October, this was followed by No. 66 Squadron, and just before the end of the year, No. 41 Squadron at Catterick. By the end of 1938, 49 Spitfire Mk.IIs were delivered. Due to the worsening political climate, the order for Spitfires was increased by

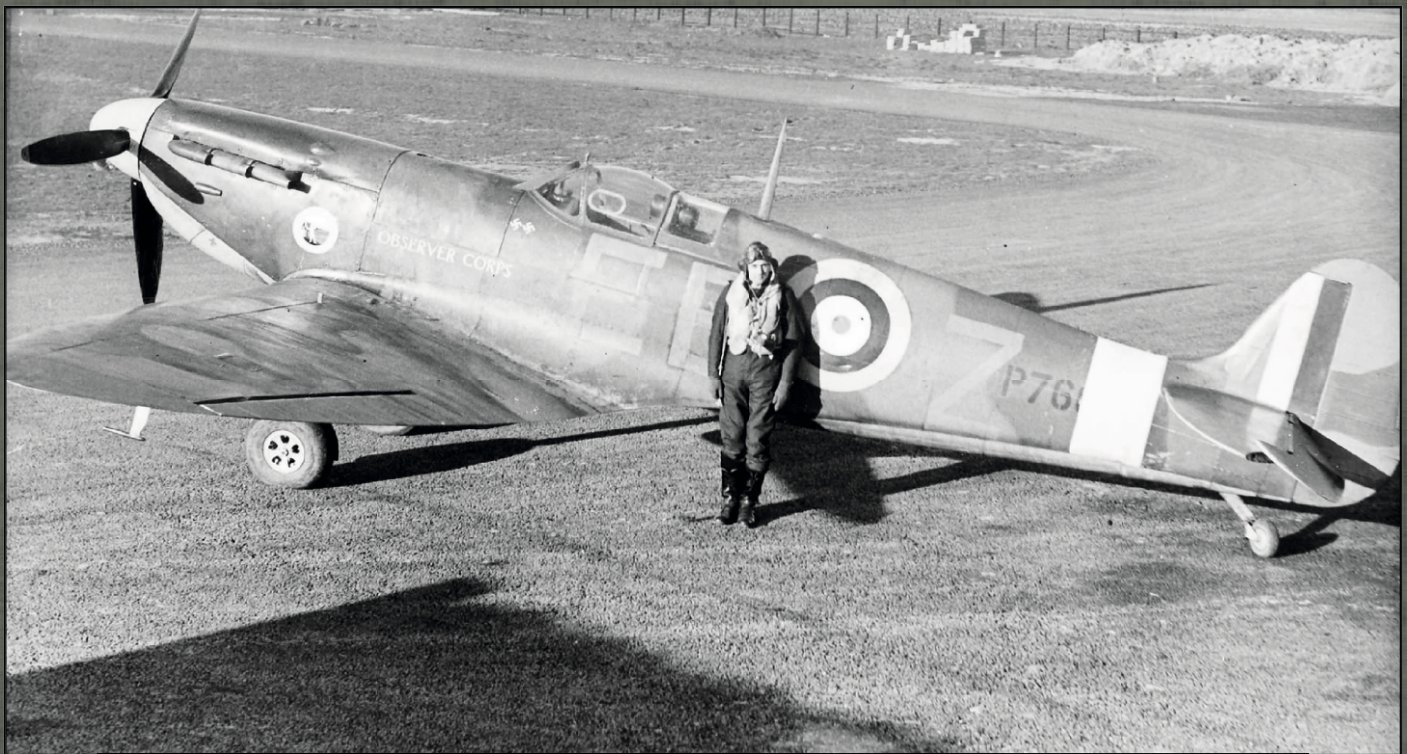


two hundred. Further orders for two hundred and four hundred and fifty pieces came on April 20th and August 9th, 1939. In the spring and summer of 1939, production began to take on an acceptable pace, and by the time the war began, eleven Fighter Command squadrons were flying the Spitfire. Despite being overshadowed in terms of quantity by the Hawker Hurricane, the Spitfire Mk.I proved to be an invaluable weapon against the German Luftwaffe in the Battle of Britain. Up to that time, there was significant technical evolution, which is detailed in the material supplied with the Eduard kit SPITFIRE STORY: The Few and in the Spitfire Mk.Ia ProfiPACK kit. There, you will also find detailed descriptions of the combat use of the Mk.I.

In the latter half of the thirties, it became increasingly clear to the British Air Ministry that the production capacity of the existing aircraft factories would not be able to meet the demand for military aircraft. The solution to the problem was found in the introduction of high volume facilities that were to support the production of established aircraft companies. The building of such a factory, which would specialize on the licensed production of Spitfires, was proposed to the Air Ministry by William Morris, Lord Nuffield, the owner of the Morris Company in castle Bromwich in Birmingham in July 1938. The modern factory with an anticipated production capacity of sixty aircraft per month was completed a year later. However, the initiation of production was met with serious problems, and for the entire first half of 1940, production could not be started. The situation escalated in May 1940 after the naming of the new head of the Air Ministry, Lord Beaverbrook. The situation was resolved after the legendary telephone conversation between Lord Beaverbrook and Nuffield, where Beaverbrook chastised Nuffield for his inability to initiate production. Nuffield essentially told Beaverbrook to initiate production himself, to which Beaverbrook replied that he would do just that, and hung up on Nuffield. He then ordered his subordinates to take control of the factory. This included the ousting of Nuffield's management team and replacing them with a team from Vickers. The first ten Spitfire Mk.IIs left the CBAF plant in June 1940. These ten aircraft were dubbed the 'Ten in June', although they were actually completed and equipped using Spitfire Mk.I airframes, supplied by Supermarine at Eastleigh as semi-complete products. After that, though, production was finally begun successfully, and there were 27 Spitfire Mk.IIs produced in July 37 in August and 57 in September, and with that, actual production began to resemble what was planned. The RAF fighter units accepted delivery of the Spitfire Mk.II with a certain delay. The first aircraft, P7286, was accepted by No. 152 Squadron in mid-July 1940. The first to completely re-equip with it was No. 611 Squadron at the end of August 1940, and this was followed by No. 266 Squadron in September along with No. 74 and 19 Squadrons. By the end of October 1940, 195 Spitfire Mk.IIs were delivered.

Technically, the Spitfire Mk.II was a Mk.I airframe powered by a Merlin XII, which burned 100 Octane aircraft fuel.

No. 65 Squadron Spitfire Mk.IIa, P8147, at RAF Kirton in Lindsey in the summer of 1941. This aircraft is equipped with a De Havilland 5/39A constant speed propeller. Note the atypical bottom surface painting and fuselage band. Metal ailerons are possible on this aircraft. (photo: Simon Erland)



Spitfire Mk.IIa P7666 of No. 41 Squadron, RAF Hornchurch, late 1940. Well known photo of S/Ldr Donald O. Finlay in front of his personal Spitfire Mk.IIa, coded EB-Z. Note the blade shape of the Rotol RX5/1 constant speed propeller, the clearly visible on/off undercarriage indicator and highly polished aircraft surface. More about D.O.Finlay in colour profile B. (photo: Simon Erland)

Common conception has the only difference between the Spitfire Mk.I and II being the cartridge starter, characterized by a small fairing on the right side of the nose, immediately behind the propeller. This starter allowed for the starting of the engine without the need of an external electrical source, but this was not the only difference between these two versions of the Spitfire. The Spitfire Mk.II was provided with all of the improvements introduced on the Mk.I as production and introduction into RAF service proceeded. The Merlin XII was equipped with a motor driven hydraulic pump that retracted the landing gear, so all Mk.IIs abandoned the manual system with a large associated lever, and had a smaller operating mechanism. This became standard on later versions of the Spitfire. Mk.IIs came out of the factory with full armor protection, including the windscreen, and had rear view mirrors. A new, laminate seat was introduced. The laminate seat was feature exclusive to the Mk II, whereas the Mk.I contained the metal seat. Also standard was the hot air heating system of the weapons, and a G.42B gun. The first aircraft produced were given TR.9D shortwave radios, which were quickly replaced by TR.1133 VKV units, characterized by the absence of the aerial wire strung between the mast behind the cockpit and the fin tip. The majority of Spitfire Mk.IIs then were not equipped with the mast on the fin. Another standard feature involved the installation of the IFF system, and this included the aerial wires that led from the fuselage side to the leading edges of the horizontal stabilizers. Significant was the installation of the automatic Rotol RX5 propeller in the form of the RX5/1 or the RX5/3, which were in metal or wood respectively. The latter was less common. Some Mk.IIs were equipped with a De Havilland 5/39A propeller,



and this was true mainly for the cannon armed Mk.IIb. Thanks to the use of these propellers and the 100 Octane fuel burning Merlin XII, the Mk.II was a higher performing aircraft than the Mk.I. In all, there were 921 Spitfire Mk.IIs produced, 751 of which were Mk.IIa versions, armed with eight Browning 7.7mm machine guns in the wings, and 178 Mk.IIb aircraft, with two Hispano 20mm cannon and four of the Browning machine guns, also in the wings.

The Spitfire Mk.II remained in RAF service until the end of 1941. From the spring of that year, they were replaced in frontline units by the Spitfire Mk.V. Remaining Mk.IIs were progressively converted to Mk.V standard through the installation of the Merlin 45. From this kit, you can represent a machine gun equipped Spitfire Mk.IIa or the cannon armed version, the Mk.IIb.

Vladimír Šulc



The RAF paid a high price for its Nonstop Offensive against occupied Europe starting in 1941. Brand new Spitfire Mk.IIa, P8500, of No. 616 Squadron, manufactured in late June 1941, was shot down near Dunkirk on July 6th, 1941, only two days after being delivered to the unit. The aircraft was lost in combat with Bf 109Fs of I./JG 26 (CO Josef "Pips" Priller) while escorting Stirling bombers over Lille. Note the Mk.II's standard rearview mirror and the De Havilland 5/39A constant speed propeller. It is assumed that this aircraft was equipped with metal ailerons. (photo: Simon Erland)

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 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
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

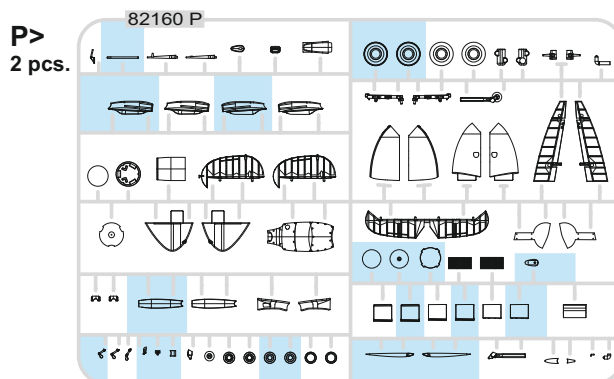
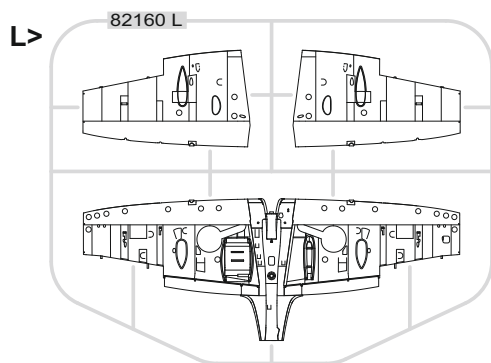
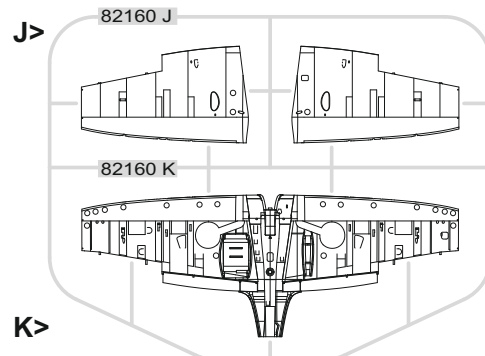
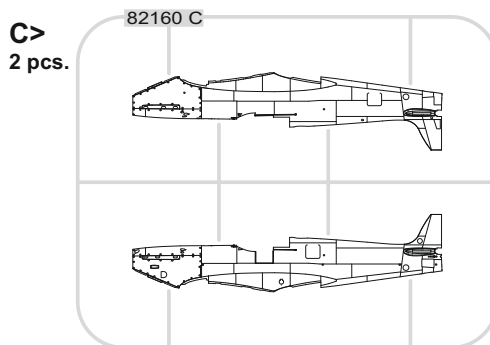
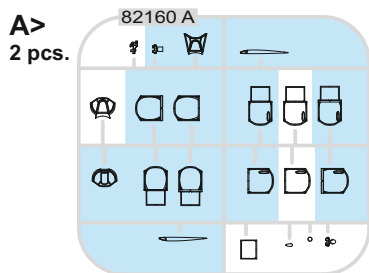
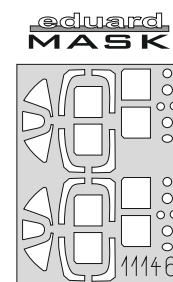
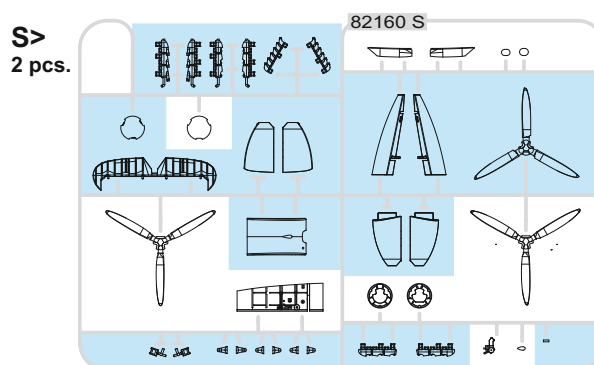
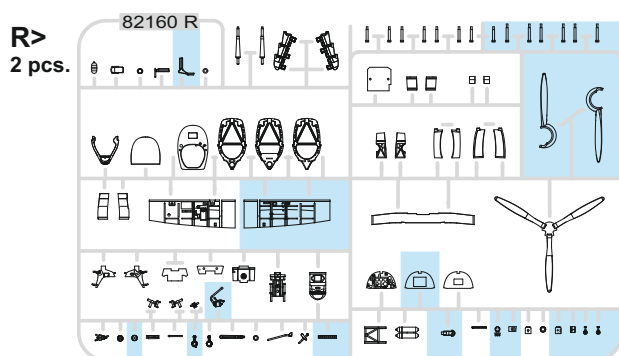
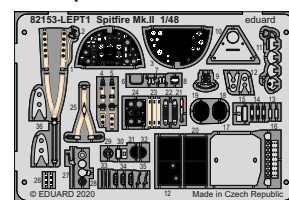


PIÈCES



部品

PLASTIC PARTS

PE - PHOTO ETCHED
DETAIL PARTS
2 pcs.

-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



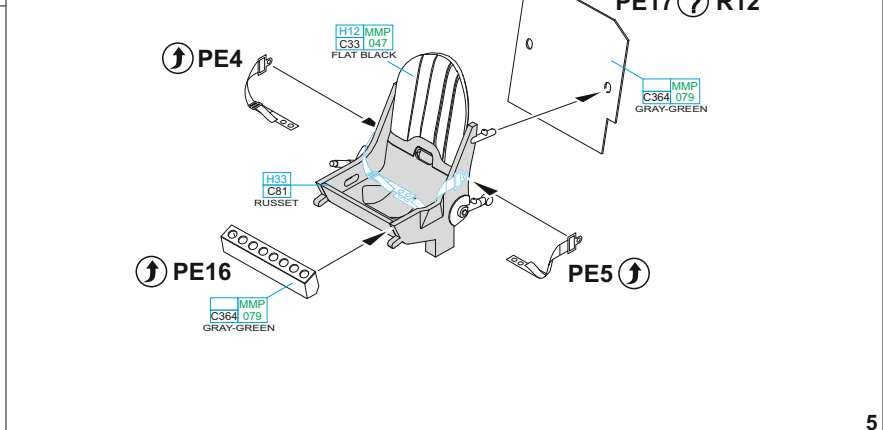
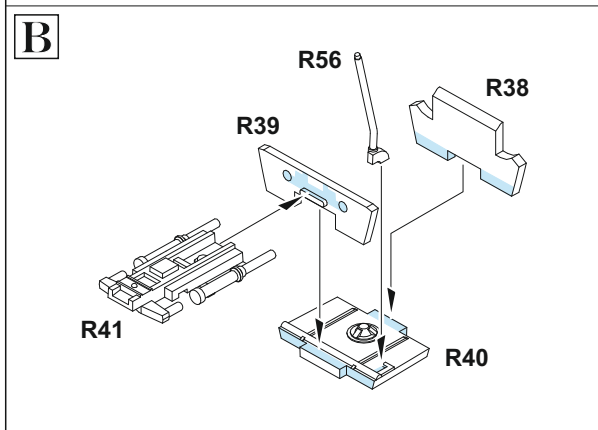
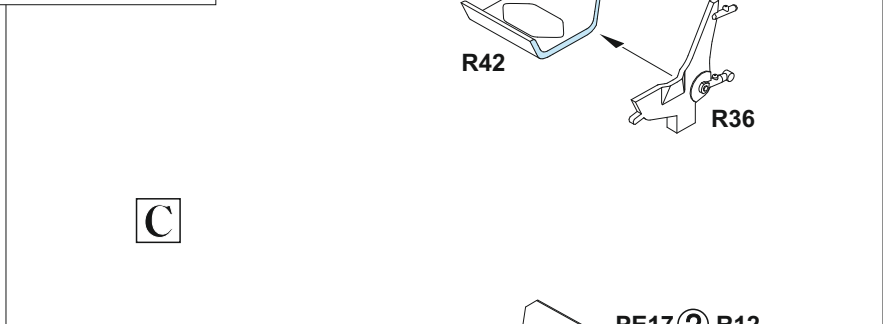
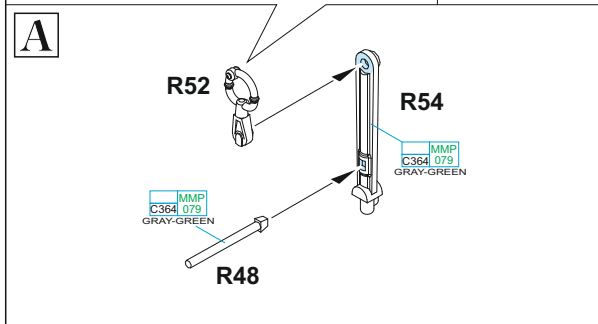
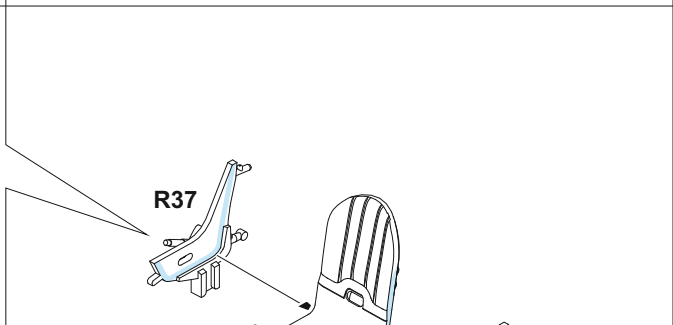
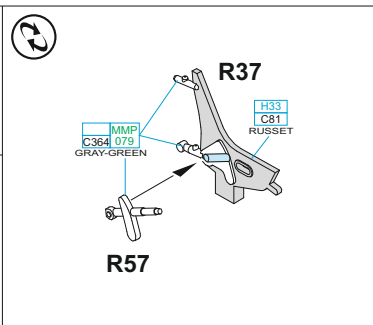
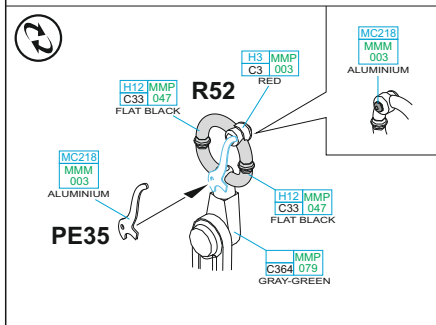
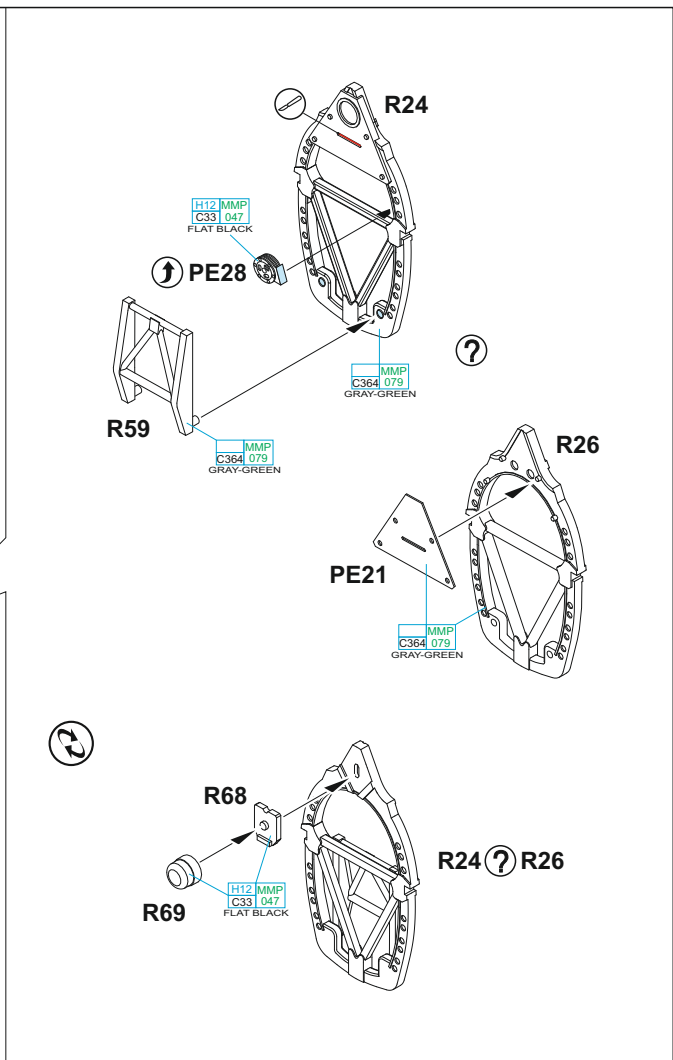
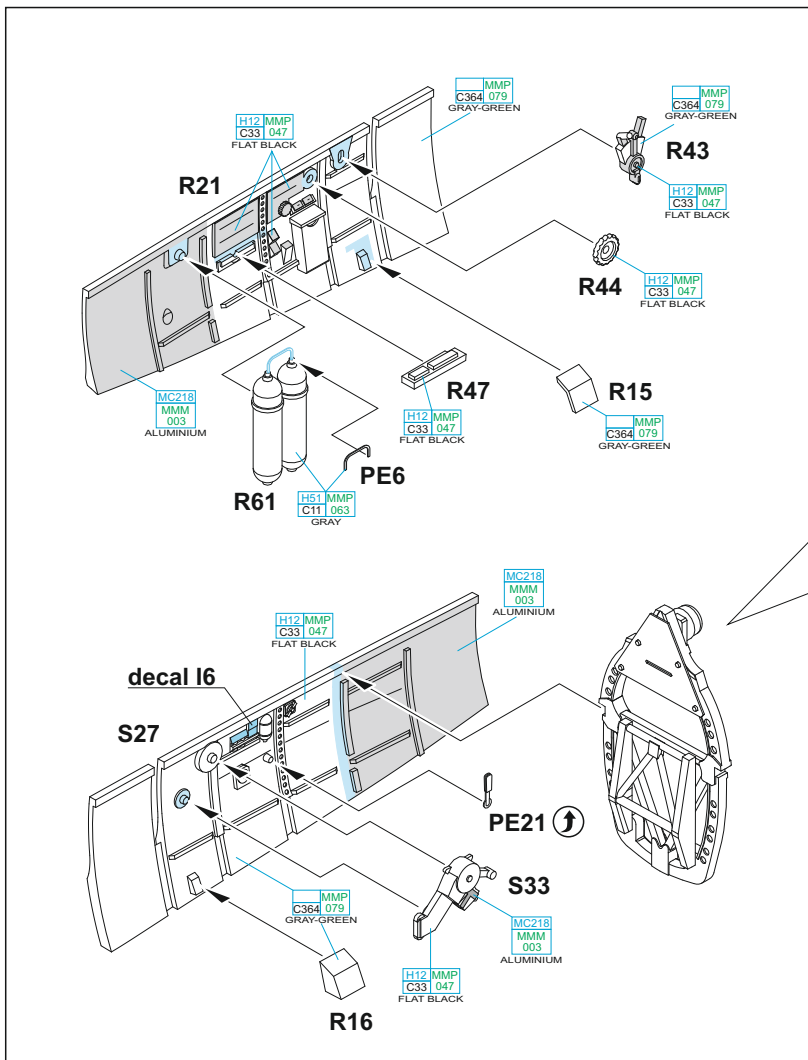
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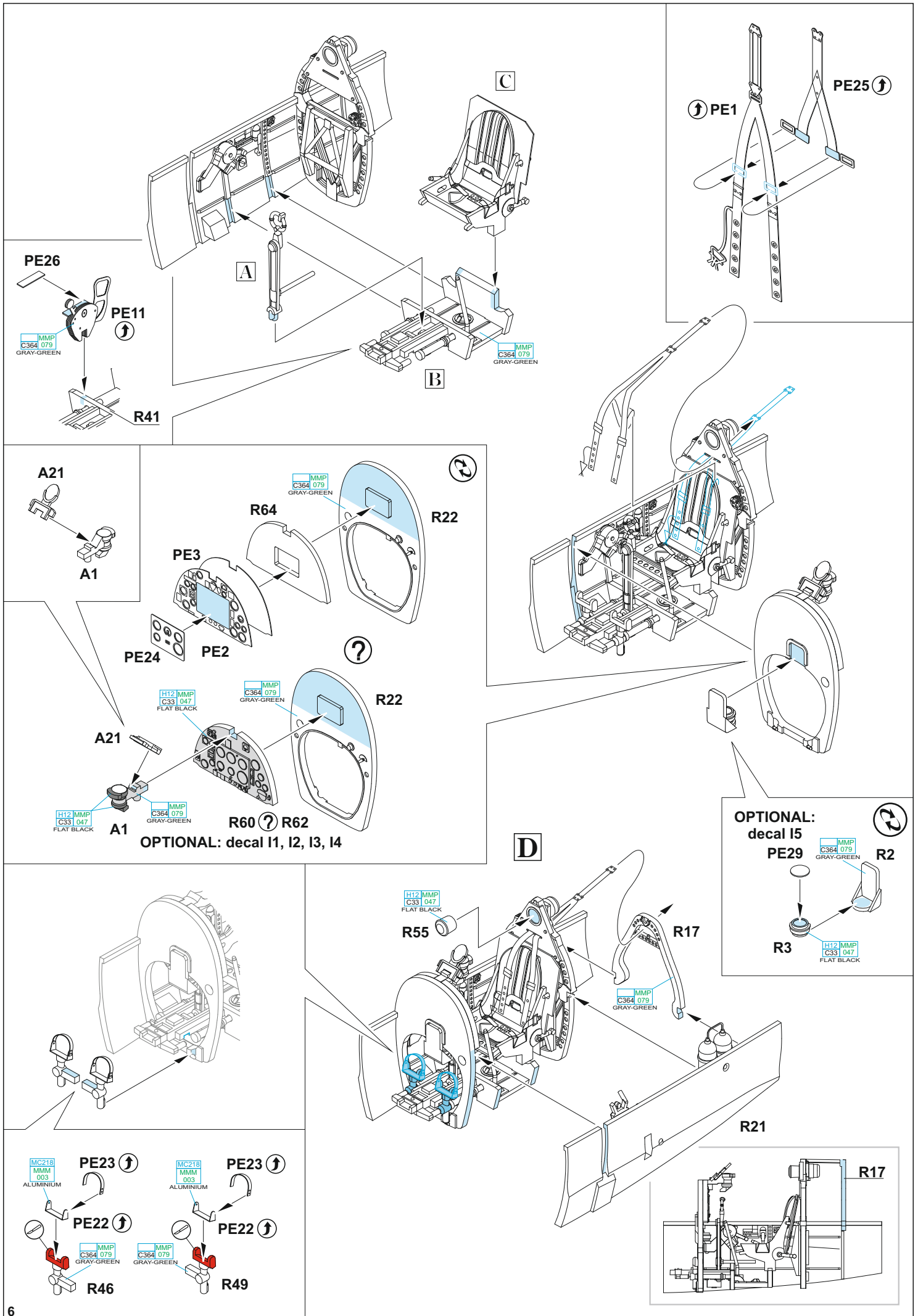


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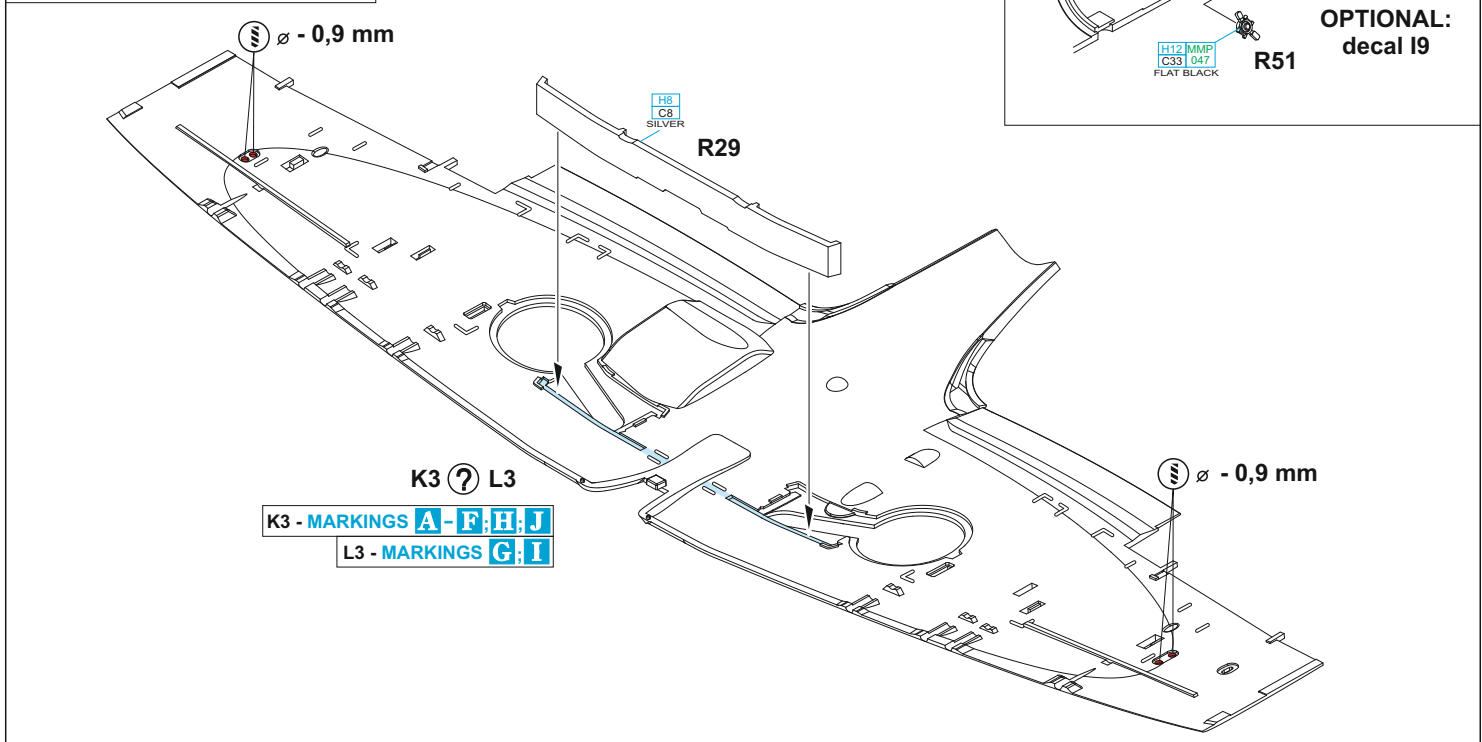
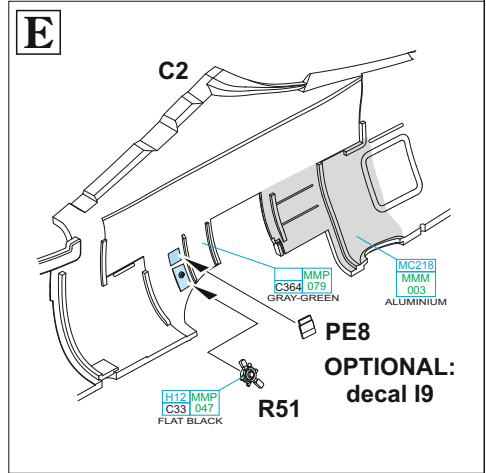
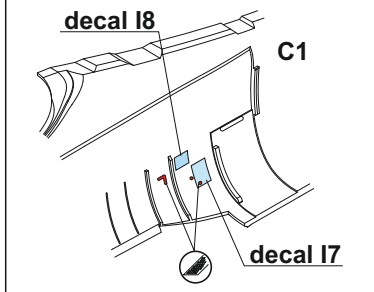
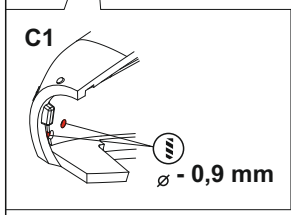
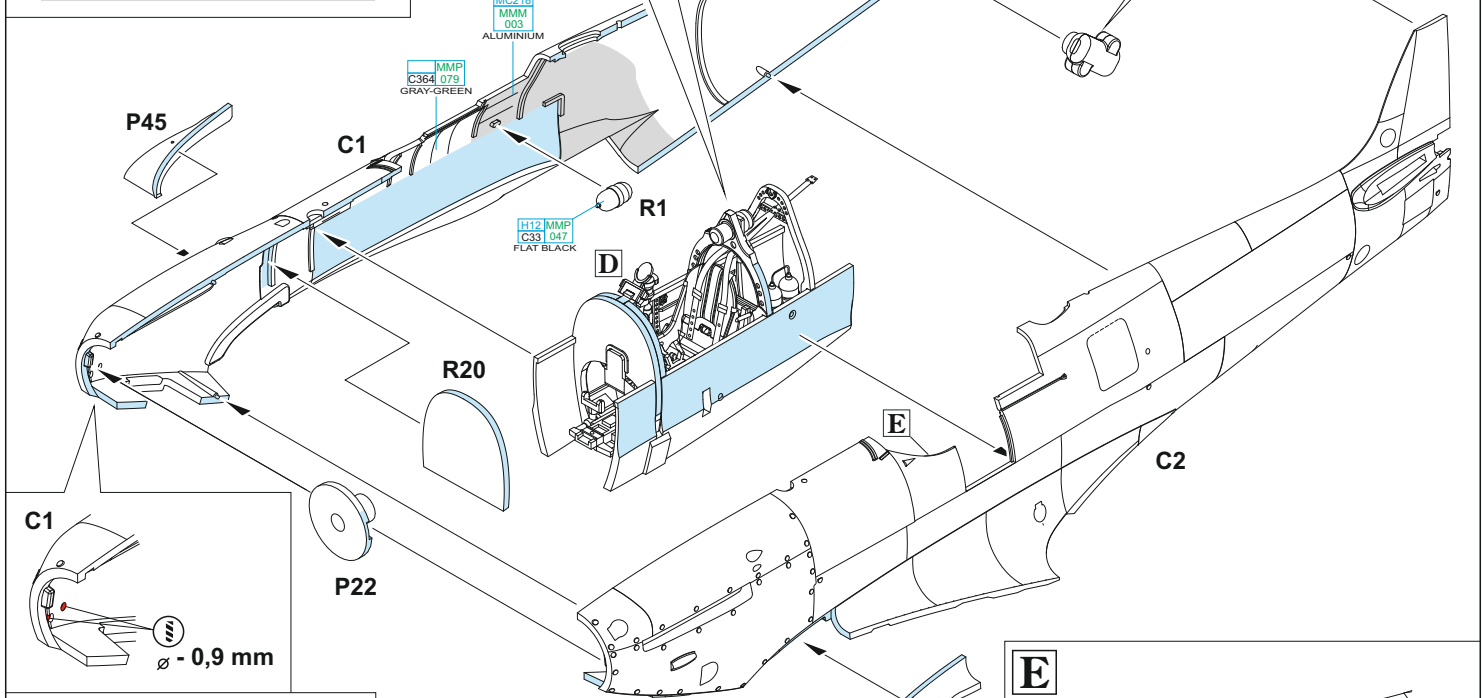
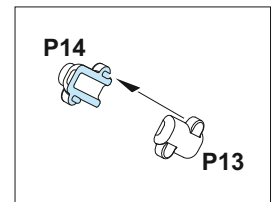
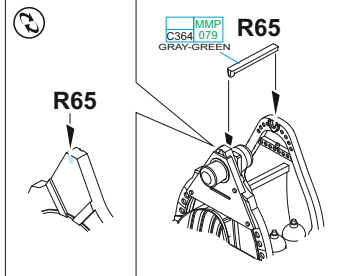
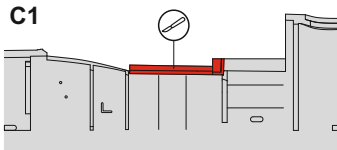
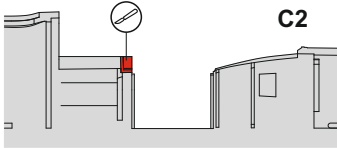
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AQUEOUS	Mr.COLOR	PAINTS	
H3	C3	MMP-003	RED
H4	C4	MMP-007	YELLOW
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H33	C81		RUSSET
H51	C11	MMP-063	LIGHT GULL GRAY
H72	C369	MMP-078	DARK EARTH
H74	C368	MMP-080	SKY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED

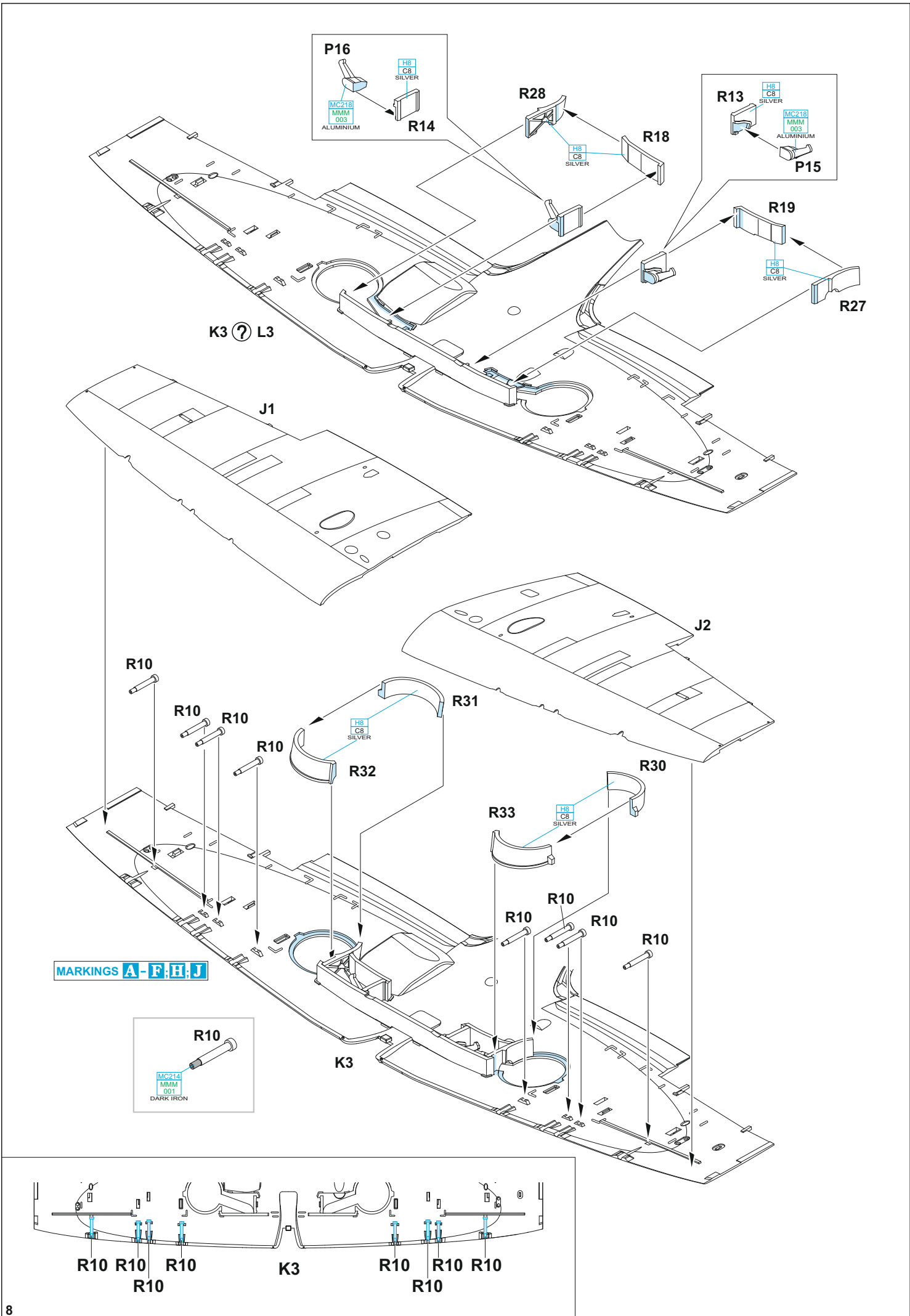
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H94	C138		CLEAR GREEN
H330	C361	MMP-077	DARK GREEN
H335	C363	MMP-094	MEDIUM SEAGRAY
H417	C117	MMP-051	LIGHT BLUE
	C362	MMP-093	OCEAN GRAY
	C364	MMP-079	AIRCRAFT GRAY-GREEN
Mr.METAL COLOR		METALLICS	
	MC214	MMM-001	DARK IRON
	MC218	MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER

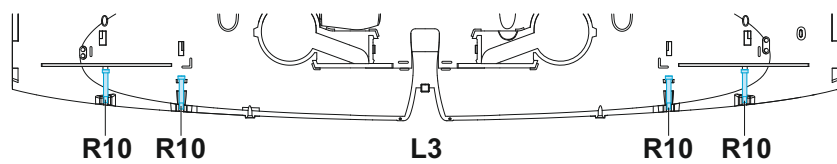
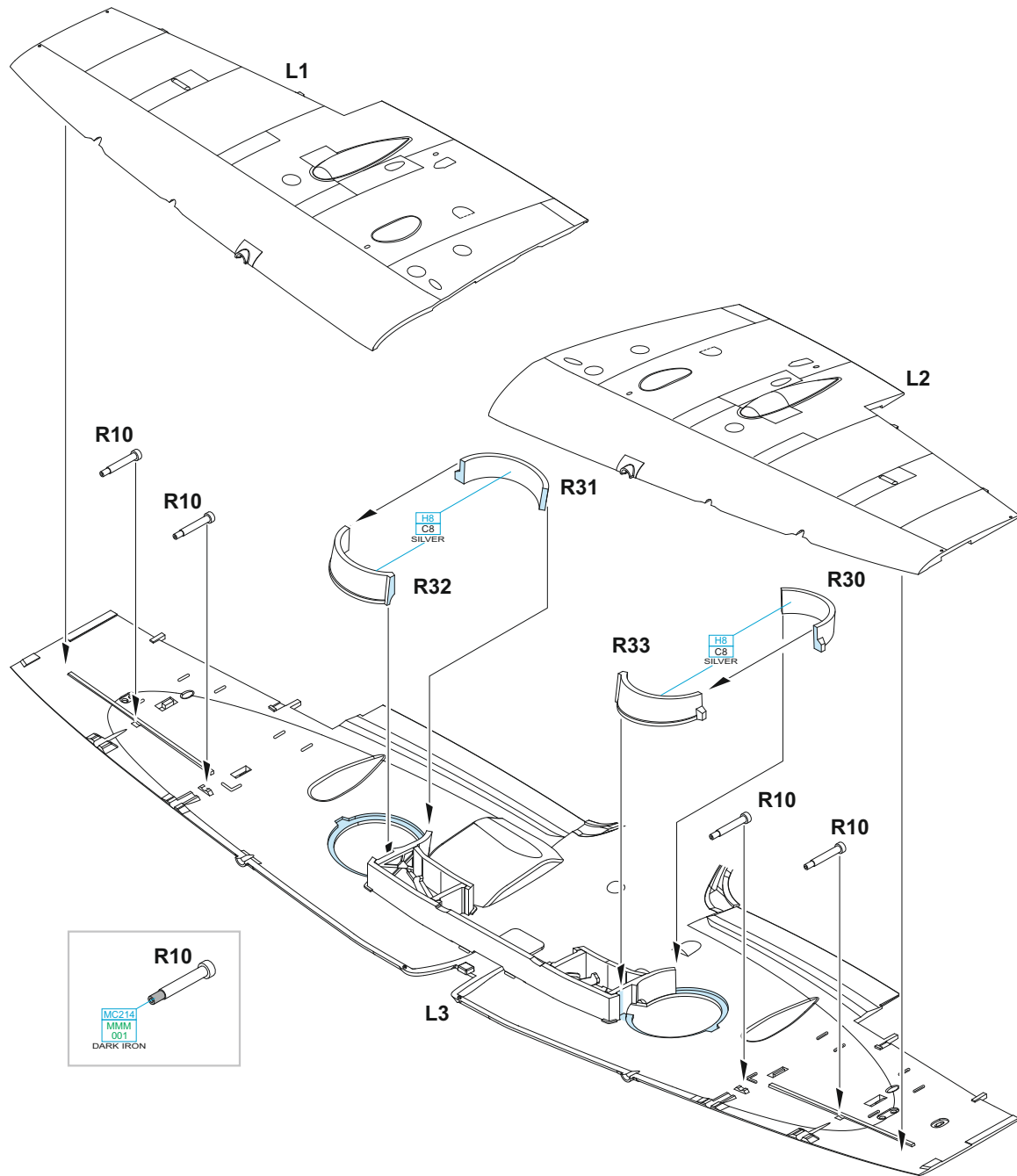


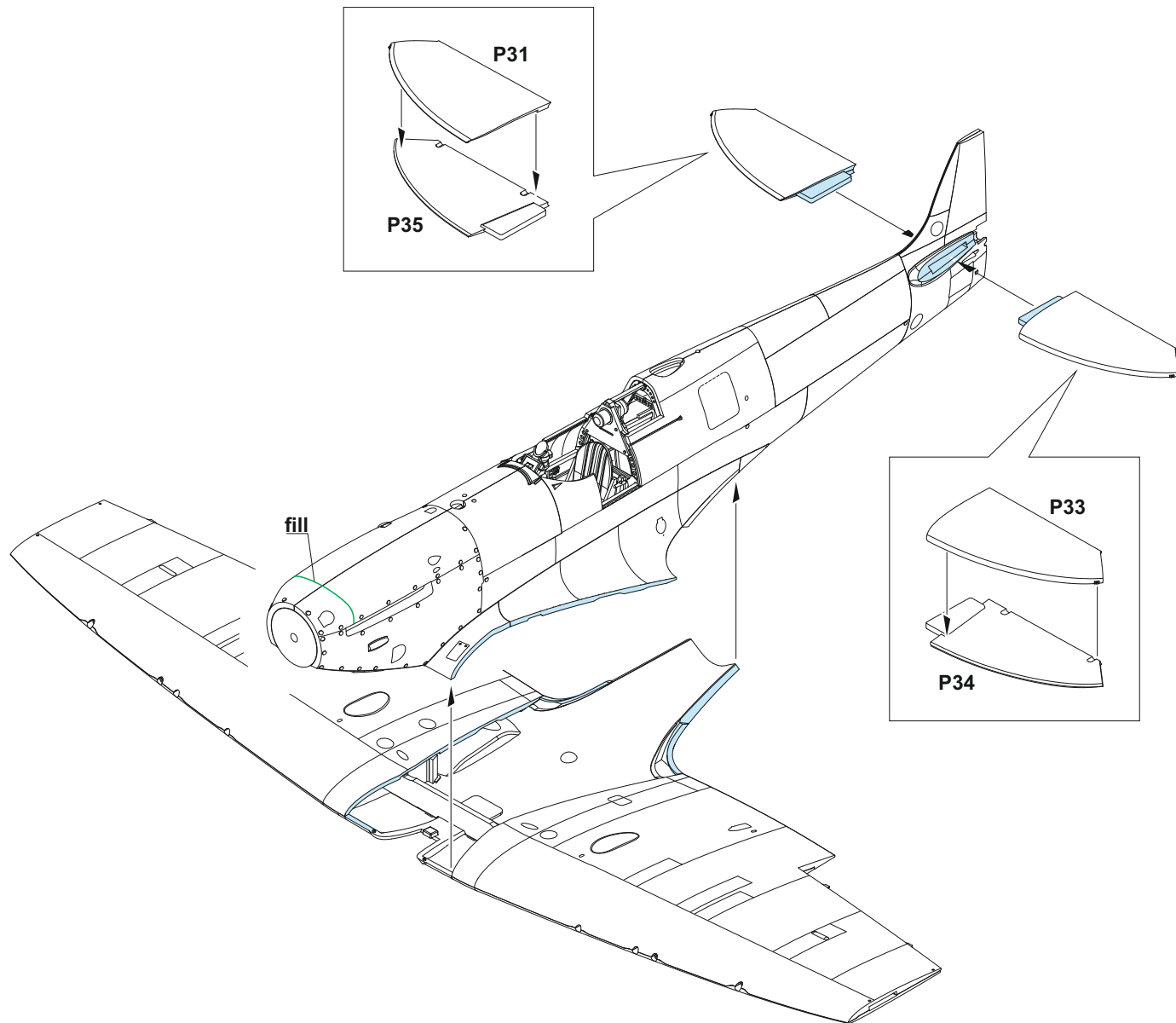


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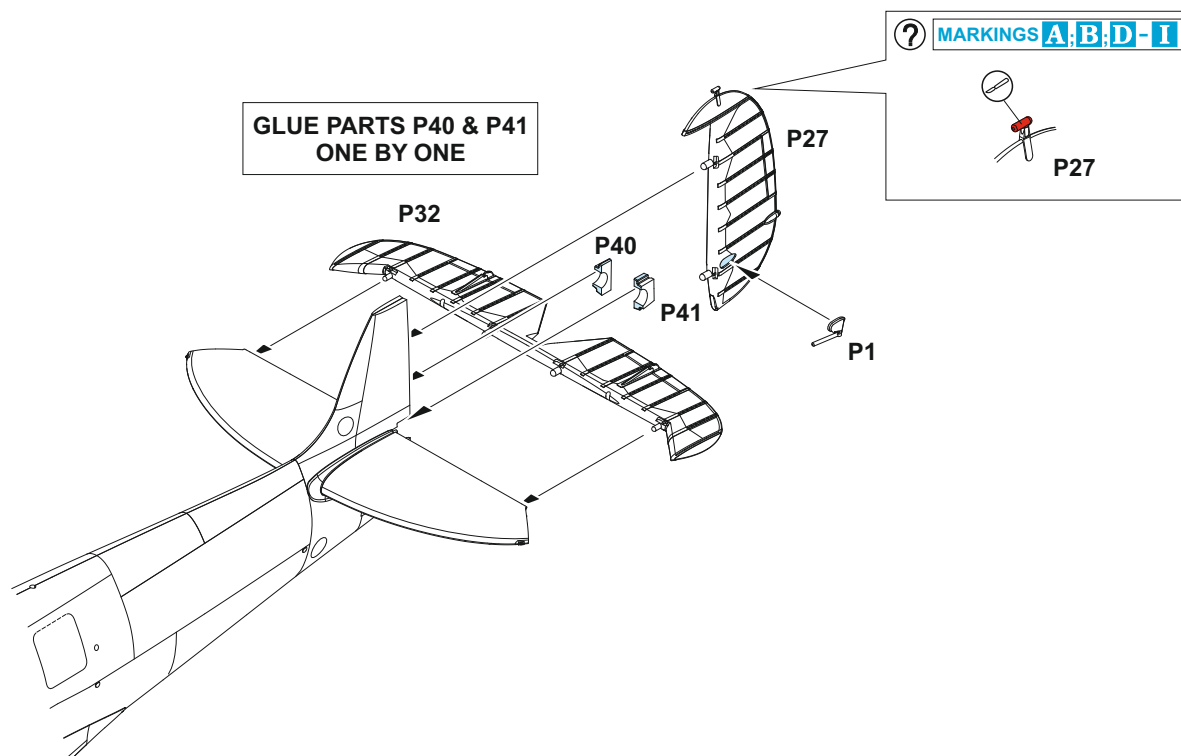


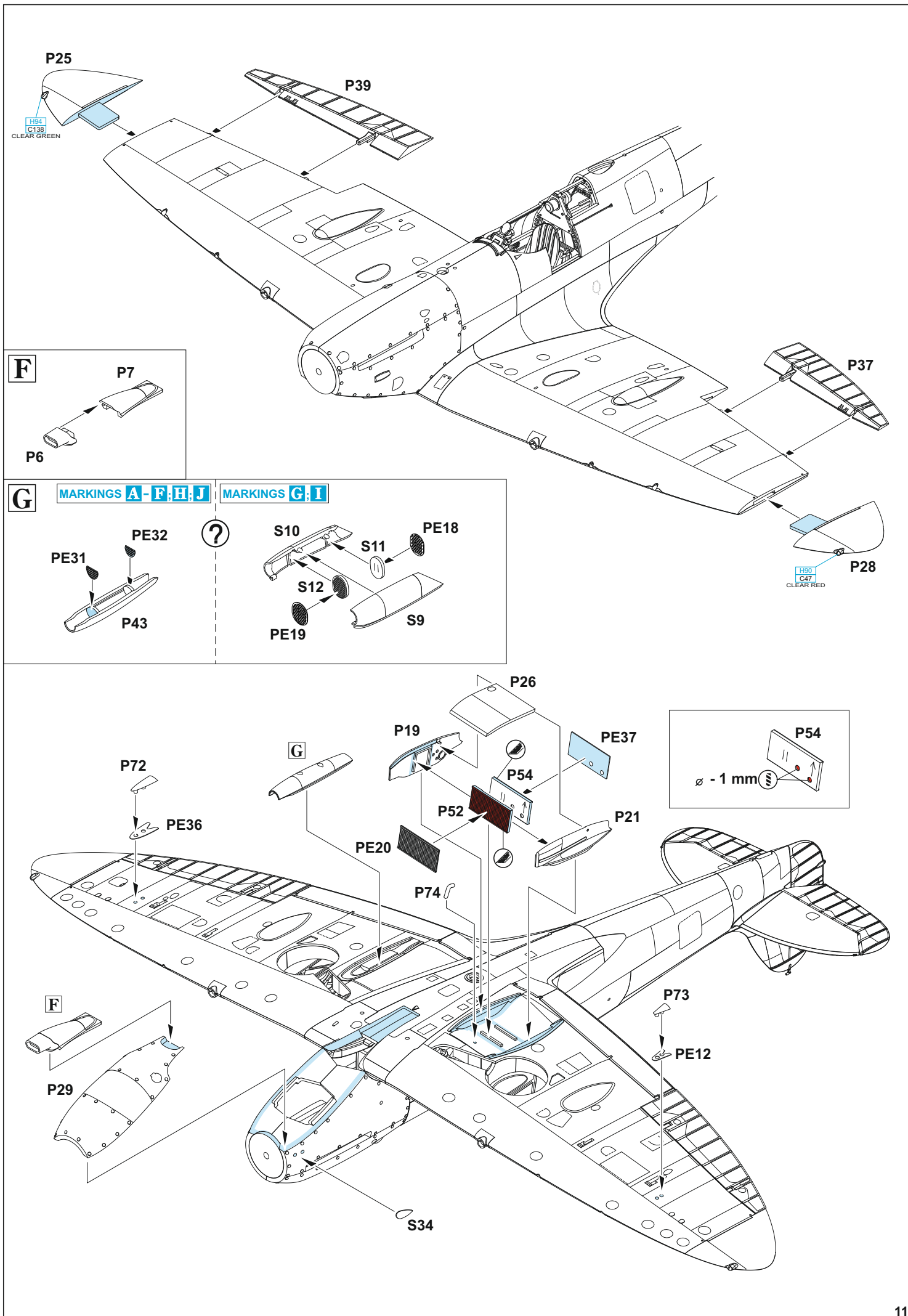






**GLUE PARTS P40 & P41
ONE BY ONE**





P25

P39

H84
C138
CLEAR GREEN

F

P7

P6

P37

G

MARKINGS **A-F;H;J**

MARKINGS **G;I**

PE31

PE32

?

S10

S11

PE18

P43

PE19

S9

H80
C47
CLEAR RED

P28

P26

P19

PE37

P54

P72

PE36

G

P54

P52

P21

PE20

P74

∅ - 1 mm

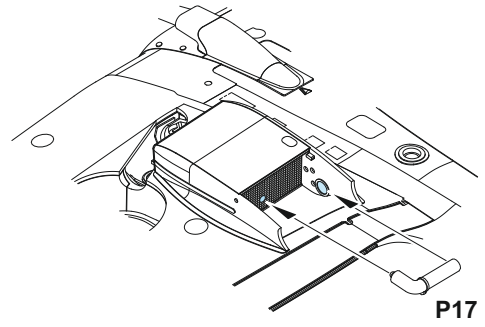
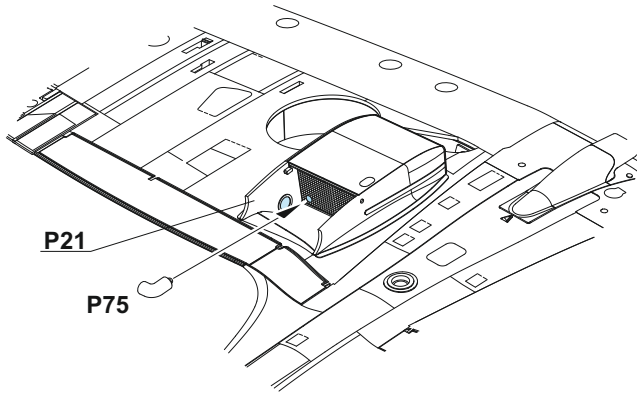
F

P29

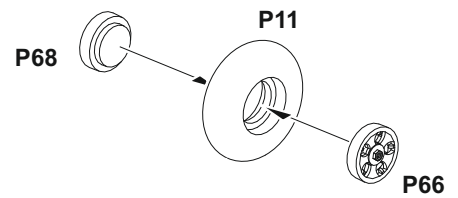
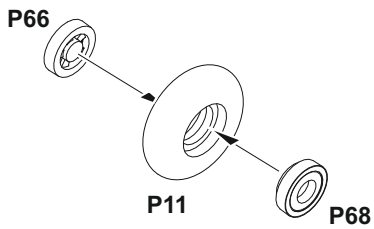
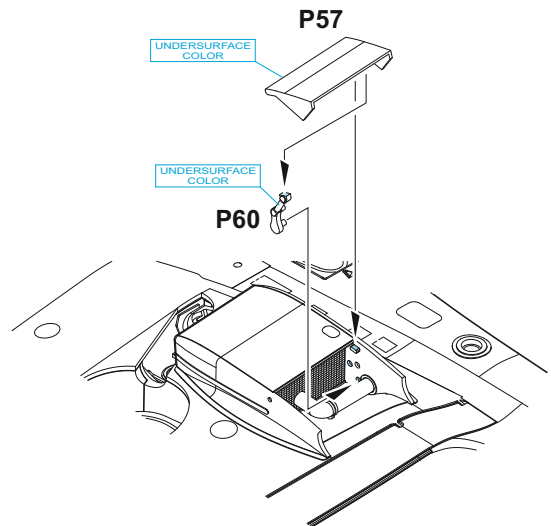
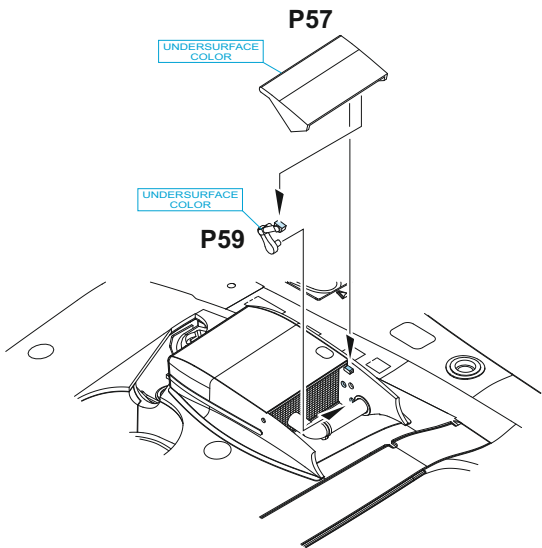
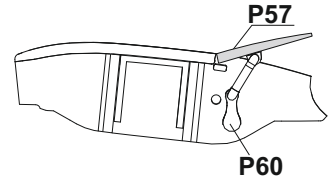
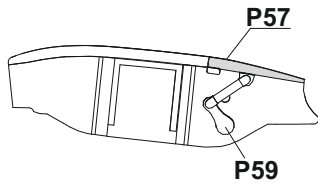
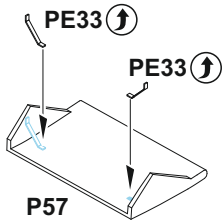
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PE12

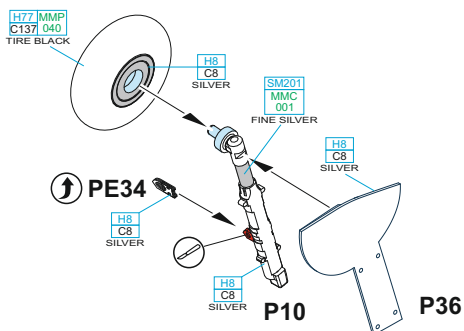
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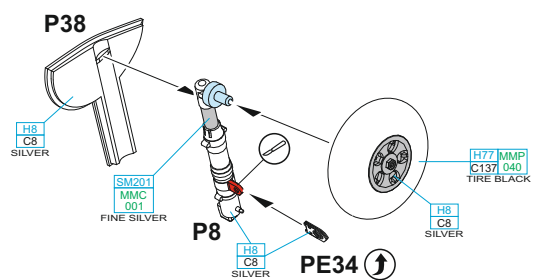
2 pcs.

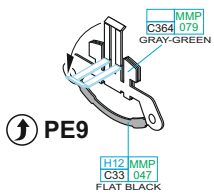
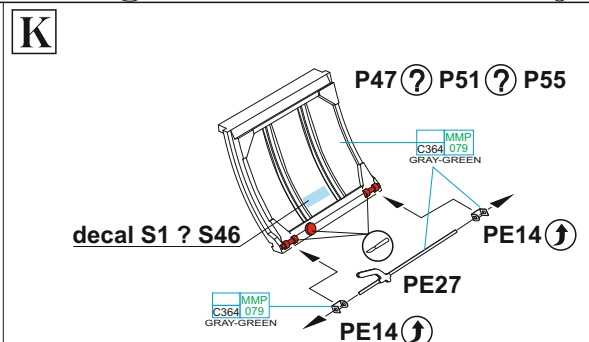
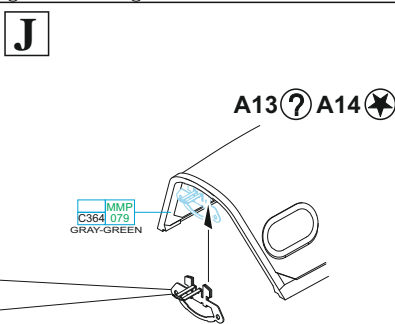
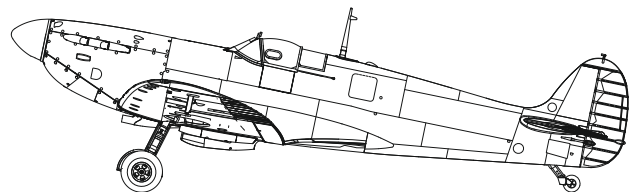
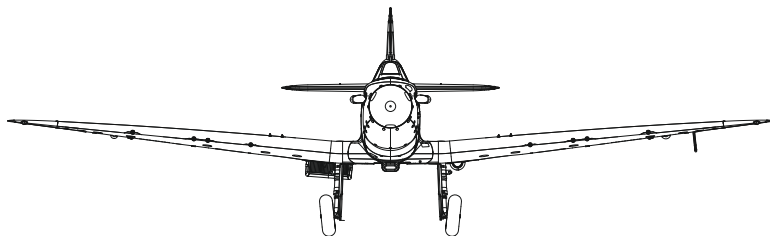
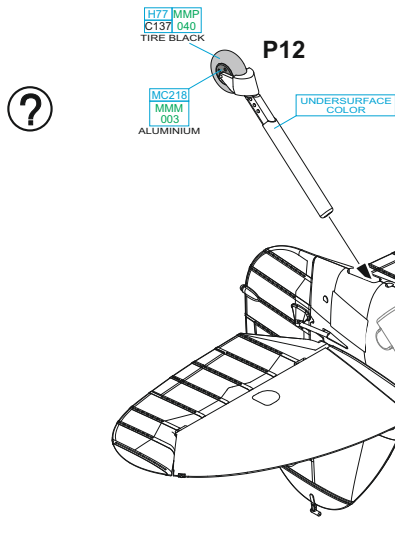
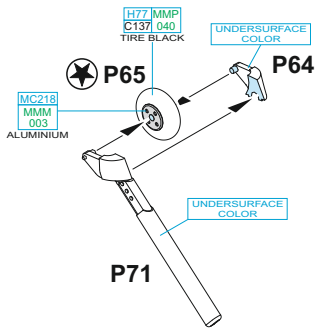
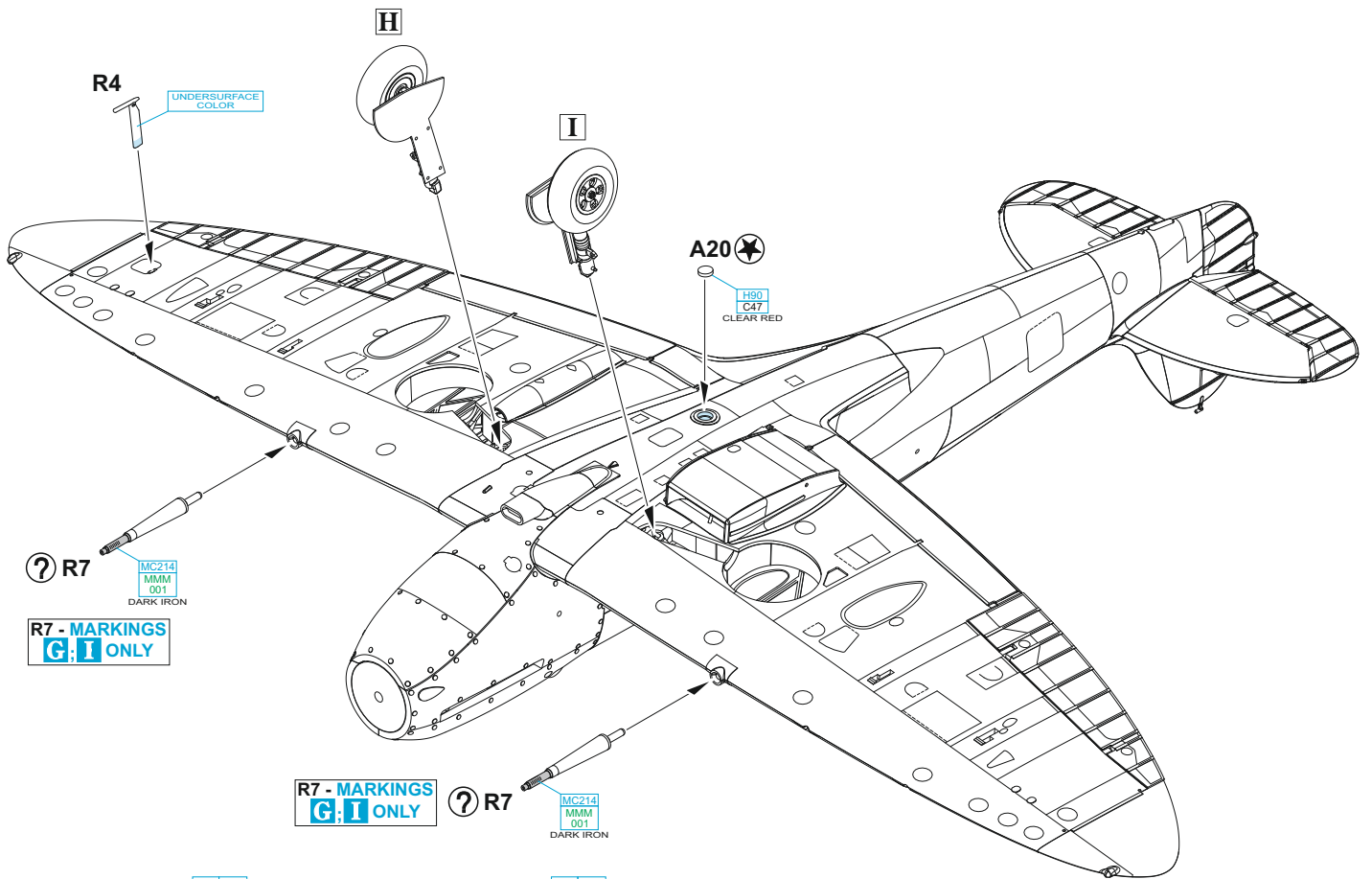


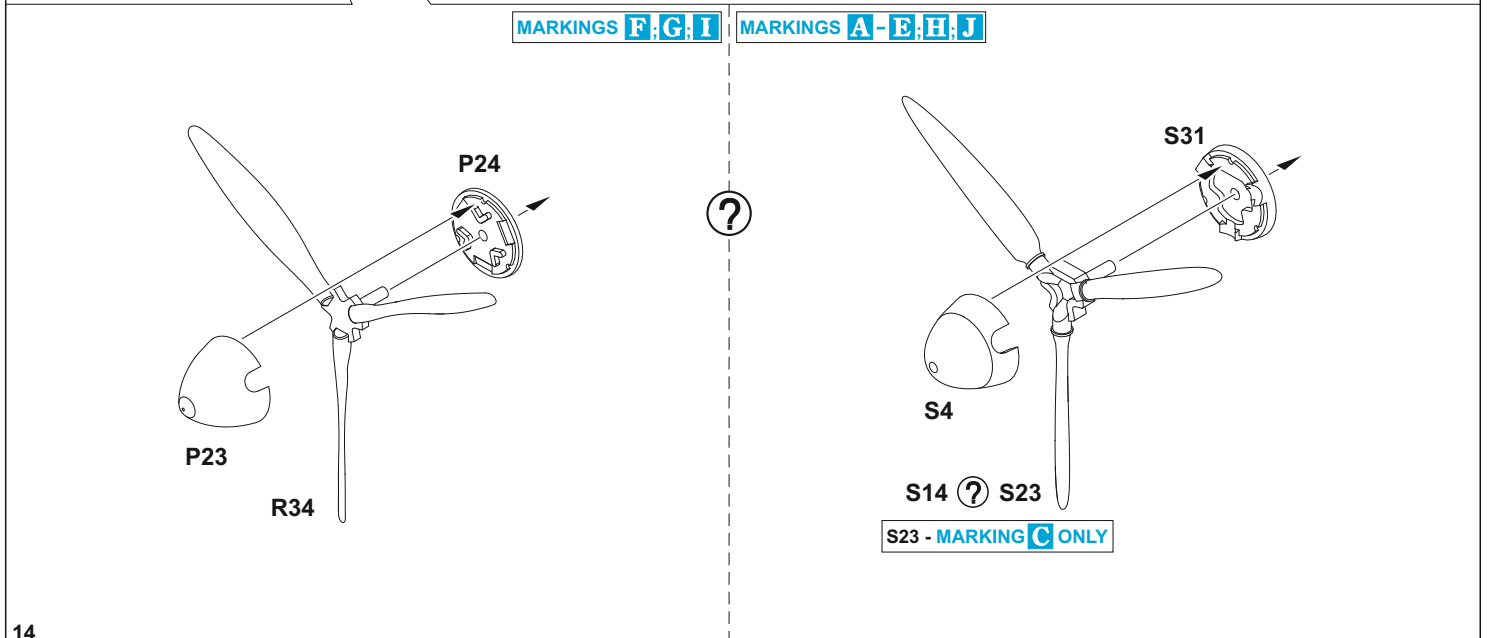
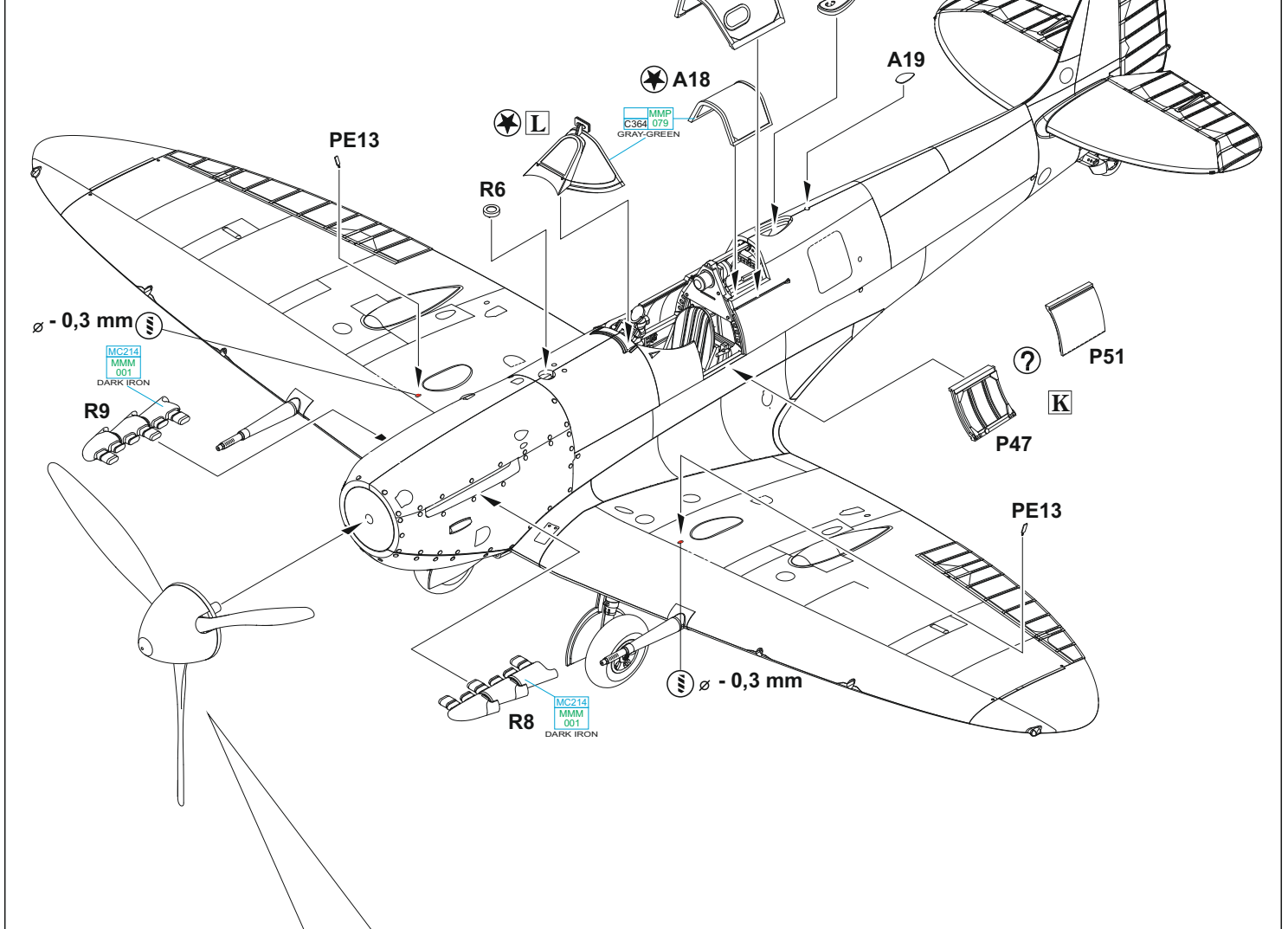
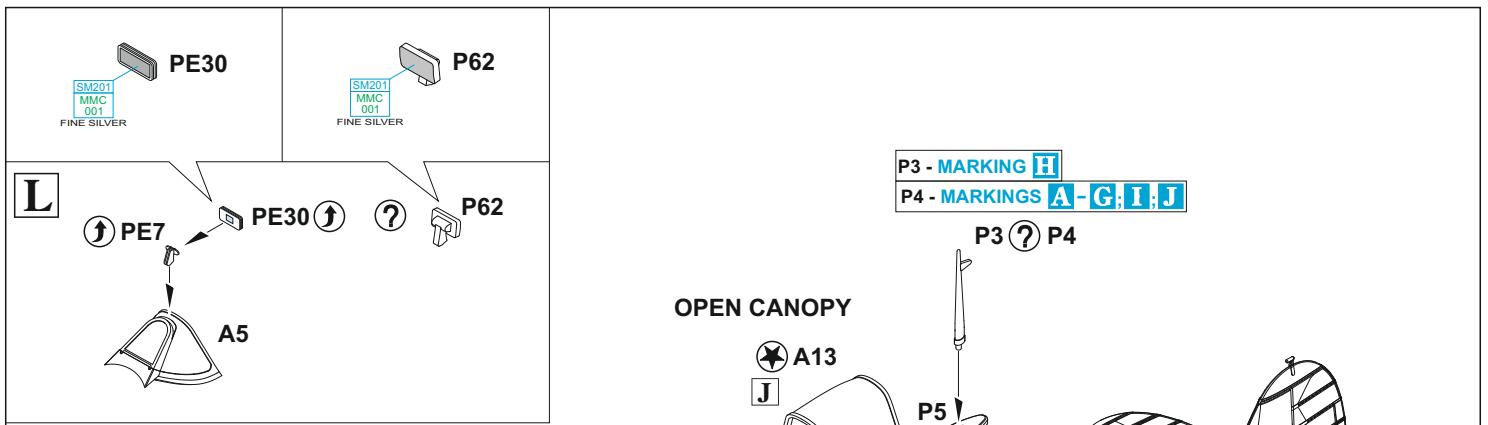
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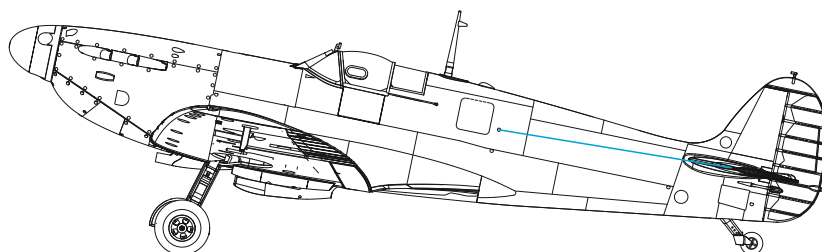
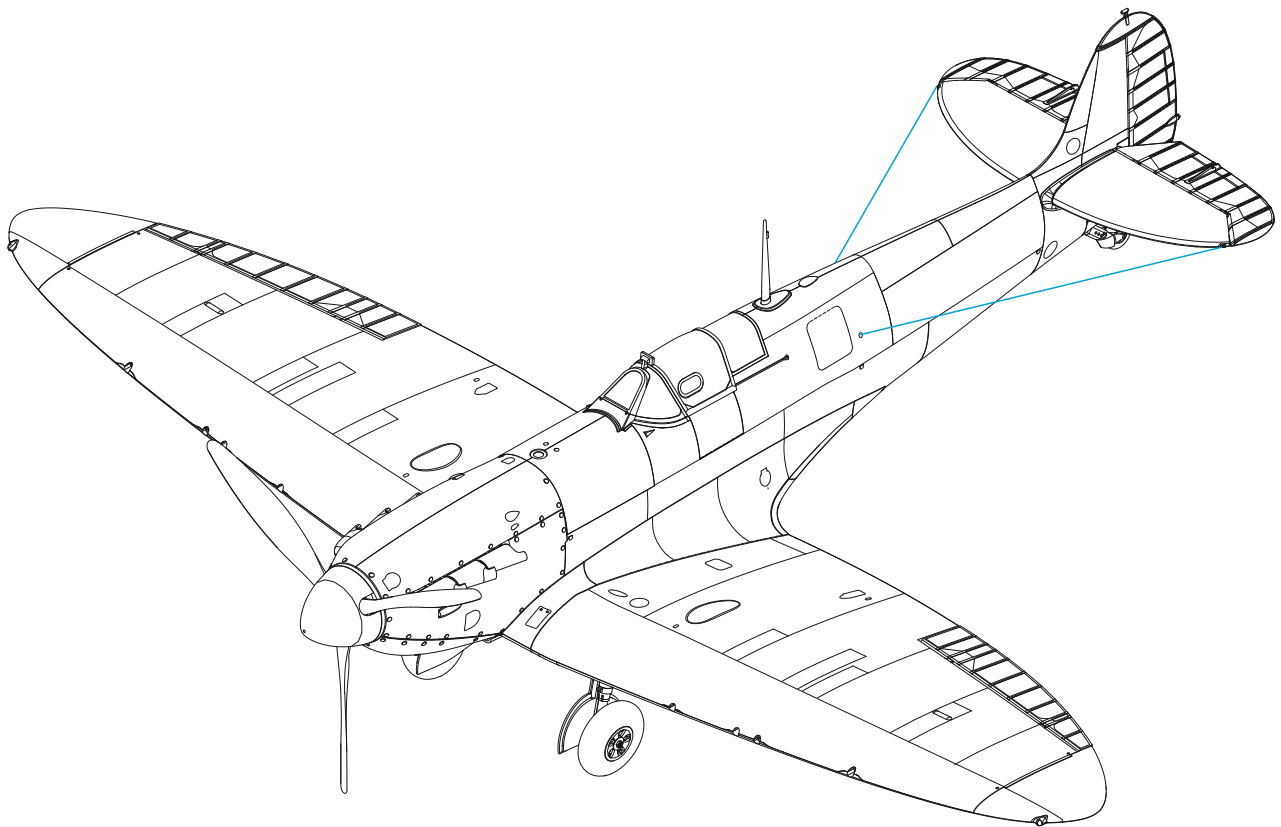
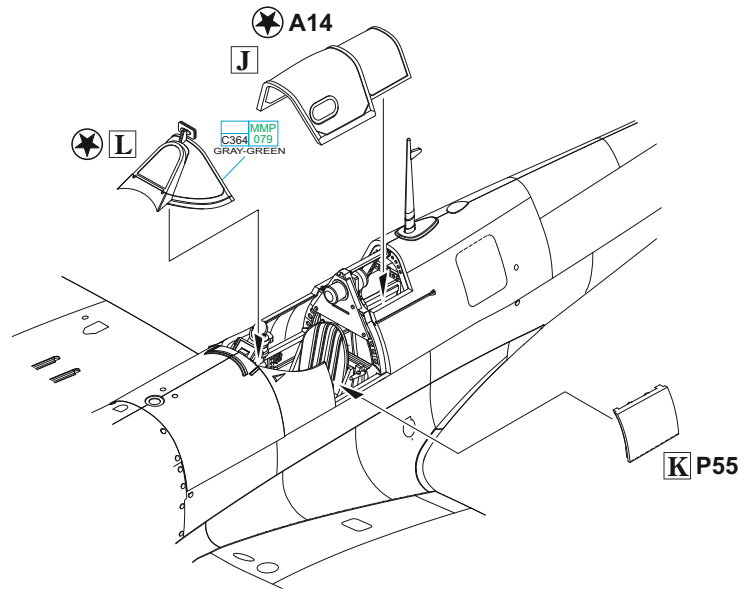


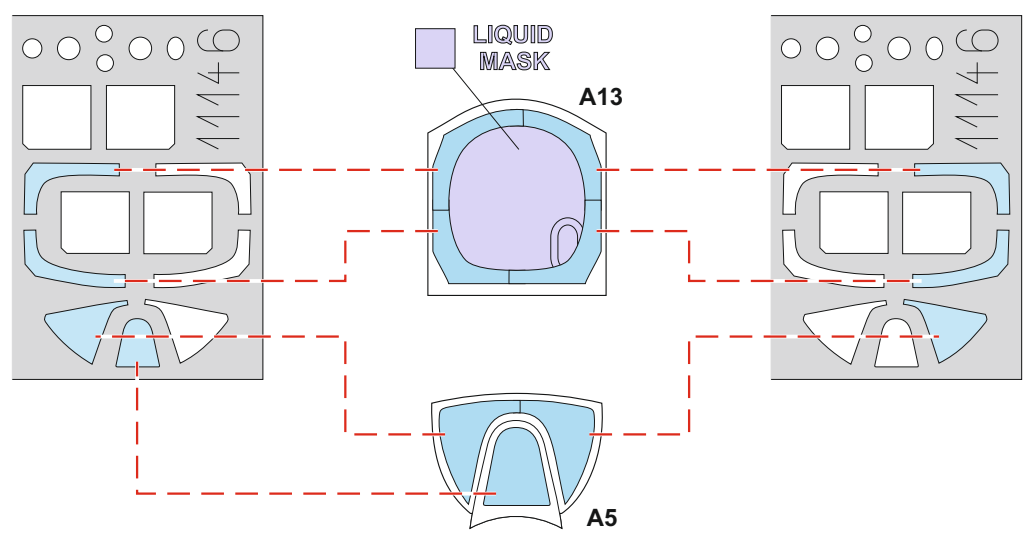
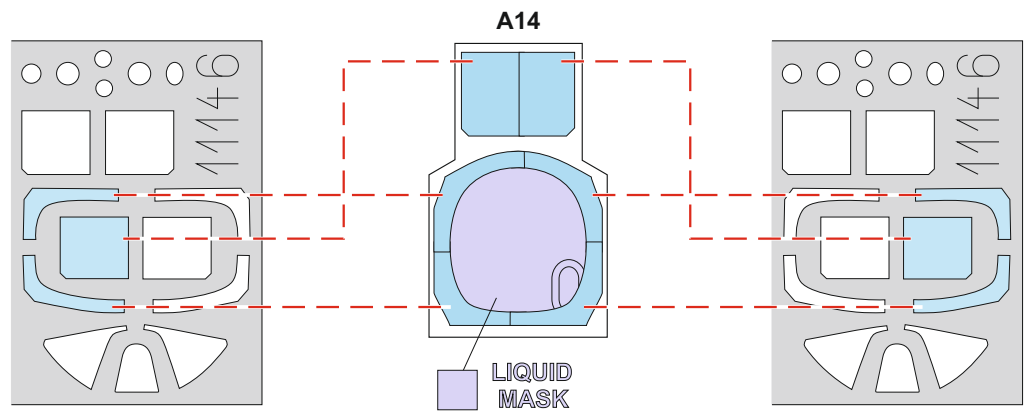
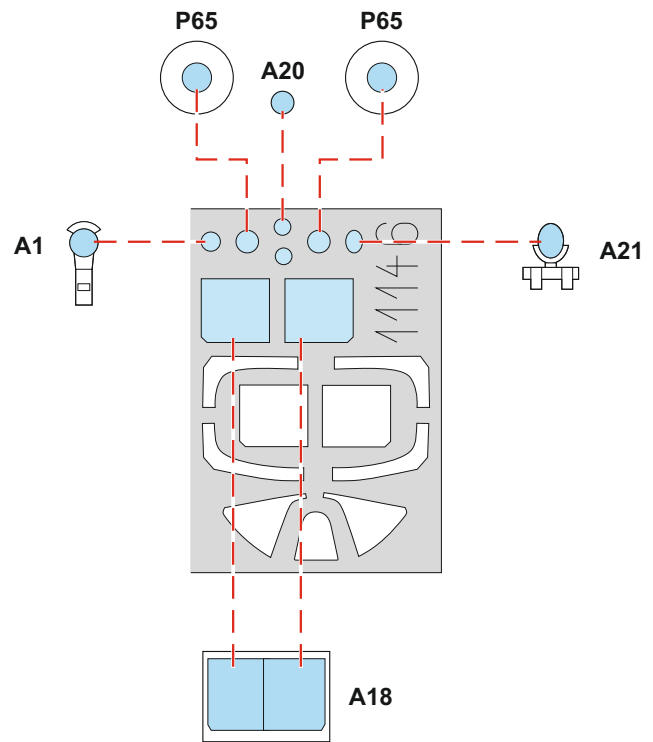




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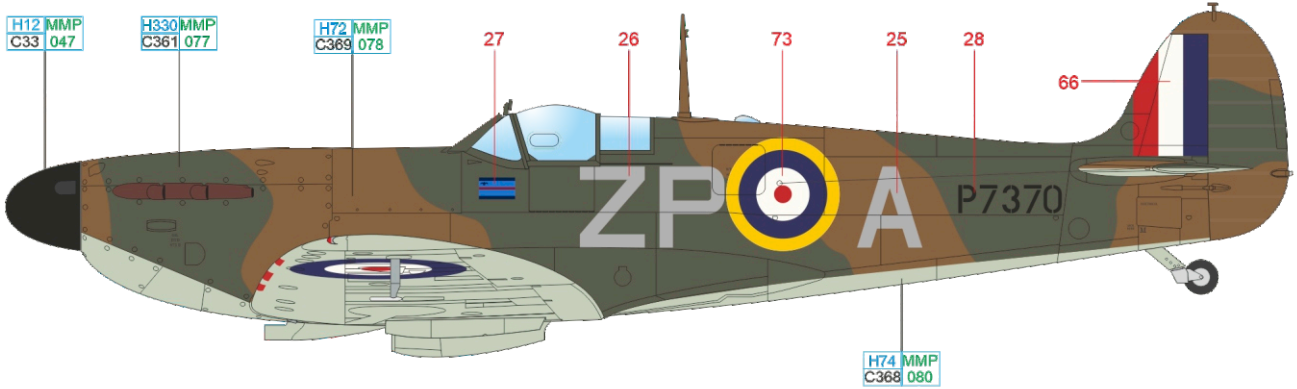
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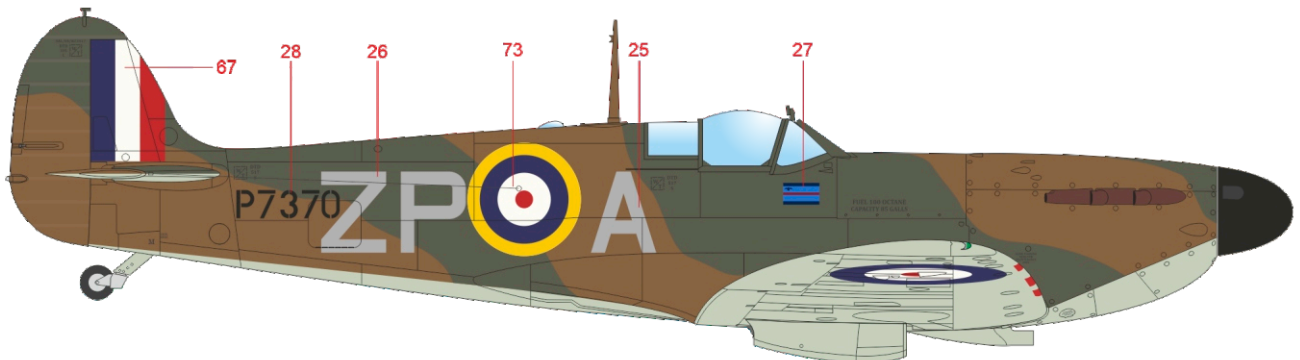
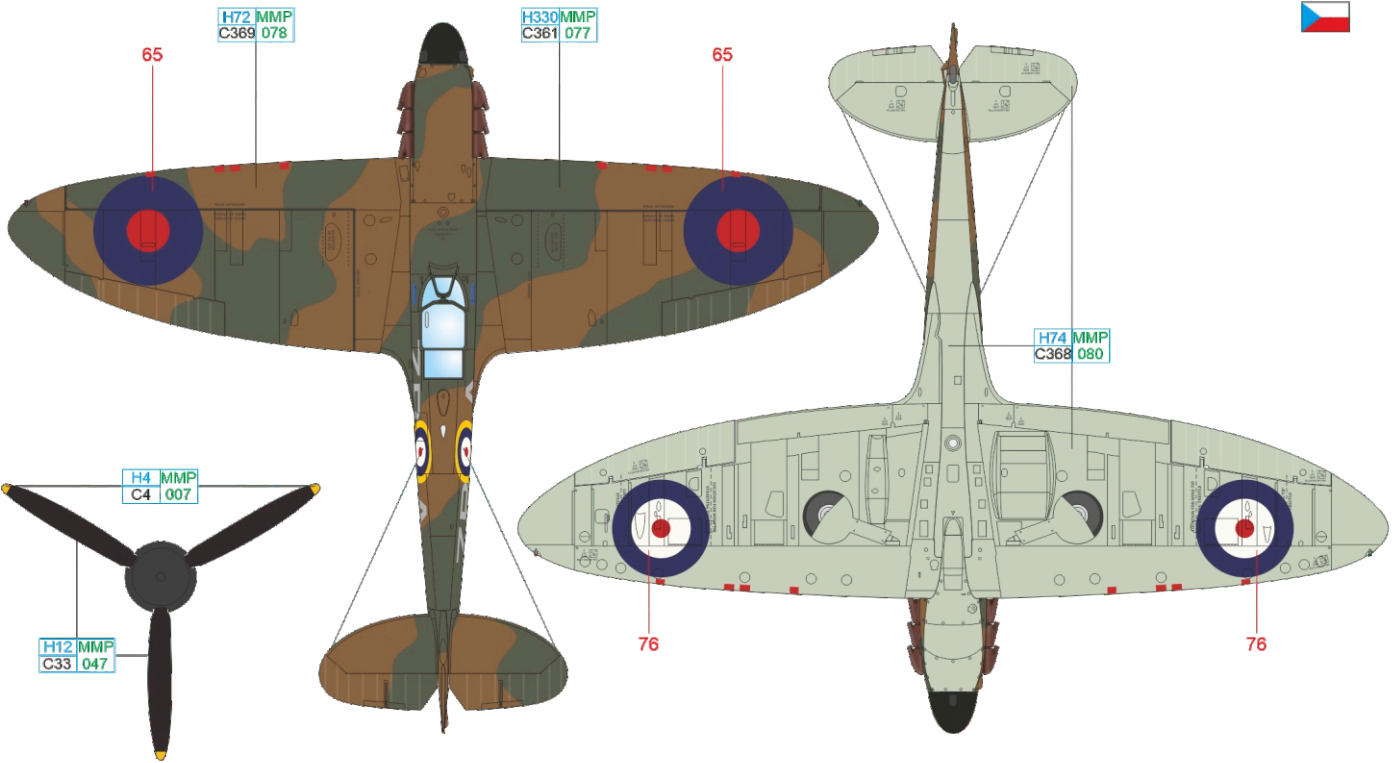


A P7370, flown by S/Ldr Adolph G. Malan DFC & bar SAAF, CO of No. 74 Squadron, RAF Kirton-in-Linsey, Great Britain, September 1940

No.74 Squadron was among the first Fighter Command units to be equipped with the new Spitfire Mk.IIa in September 1940. The squadron, under the leadership of the South African Adolph 'Sailor' Malan, was also one of most successful fighter squadrons of the Battle of Britain. Malan himself was an ace with sixteen confirmed kills during the BoB. His aircraft carried the standard RAF Temperate Land Scheme that included Sky bottom surfaces, with blue/white/red roundels painted on the wing undersides. It is possible that this aircraft was manufactured with a TR.9D radio installed, and with the associated wire antenna stretched between the fuselage and fin masts, but it was certainly replaced with the newer TR.1133 VHF radio later in the fall, after which the antenna wire was removed.



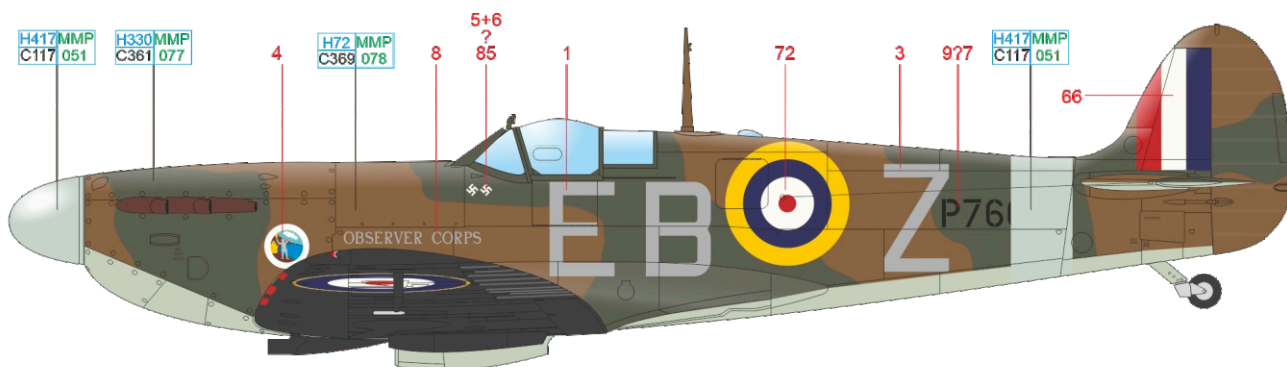
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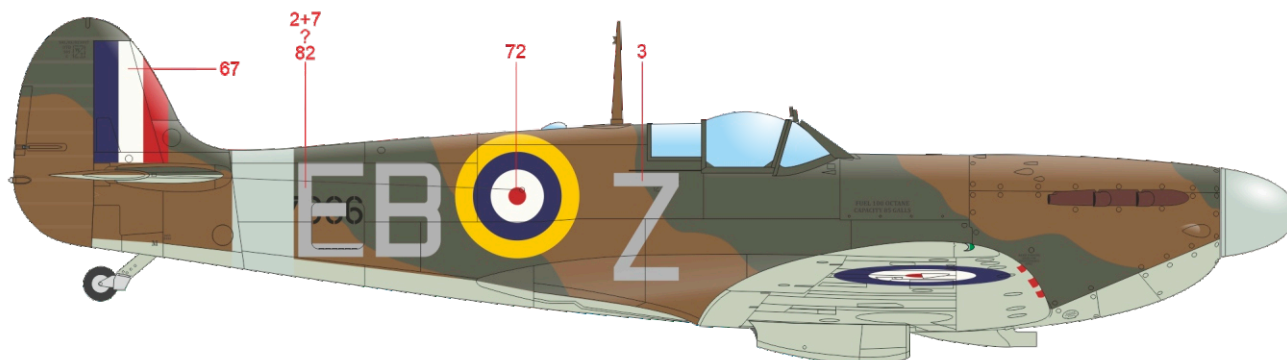
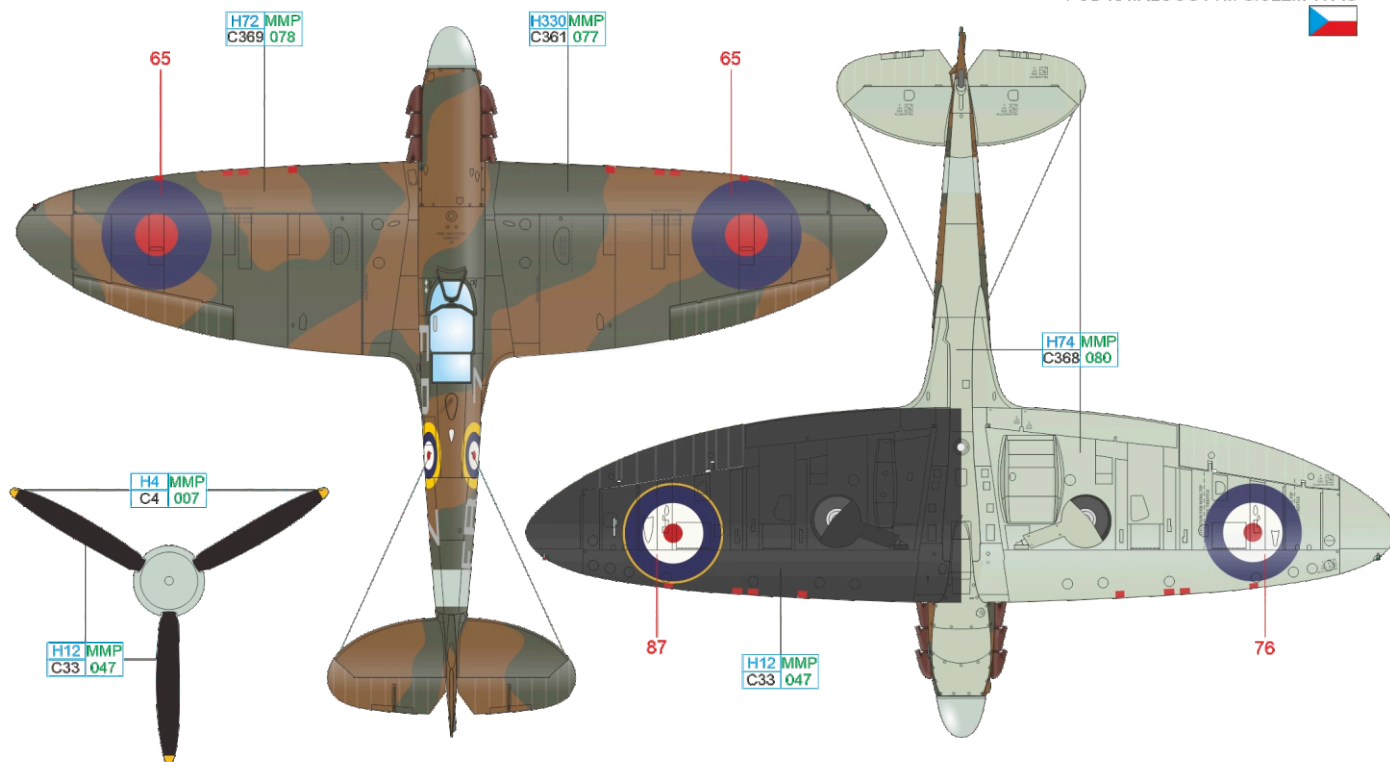
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DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077
		SKY	H74 MMP C368 080

B P7666, flown by S/Ldr Donald O. Finlay, CO of No. 41 Squadron, RAF Hornchurch, Great Britain, November 1940

Donald Finlay was a famous British athlete. He was the European champion in the 110 metre hurdle in 1938. He won the bronze medal at the 1932 Summer Olympic Games in Los Angeles, and the silver medal at the 1936 Summer Olympic Games in Berlin, both in the 110m hurdle event. After the war, he was British team captain at the 1948 Summer Olympics in London, where he was chosen to take the Olympic Oath. He joined the RAF in 1935. He led No. 54 Squadron in the Battle of Britain, and he was shot down over Ramsgate on August 28th and was wounded. After recovering, he took command of No. 41 Squadron and he achieved four kills during the BoB. His aircraft here illustrates the camouflage scheme and markings of Fighter Command aircraft in late 1940 and early 1941. The black painted (Night) left wing, Sky fuselage band and Sky spinner were ordered by the Air Ministry on November 27th, 1940.



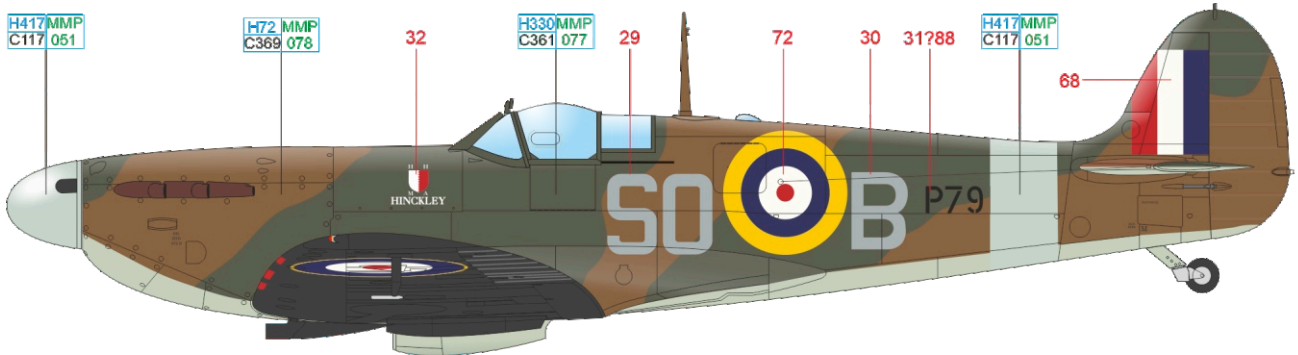
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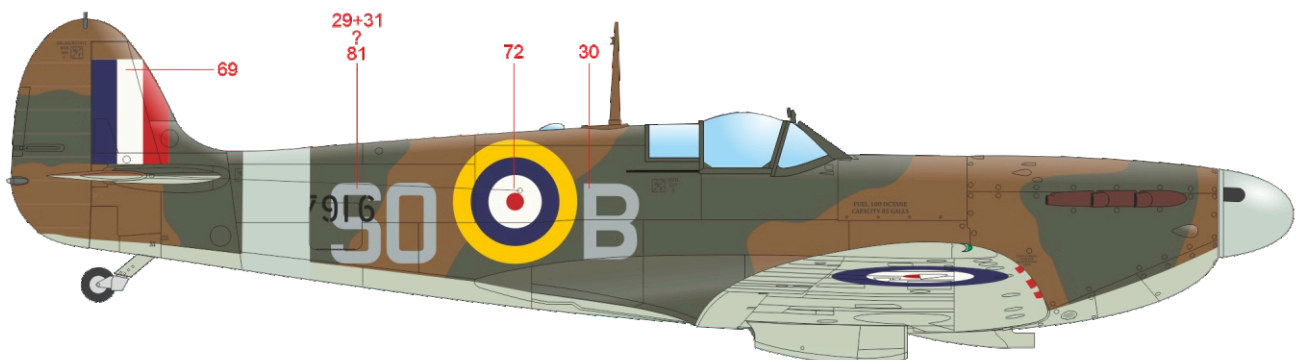
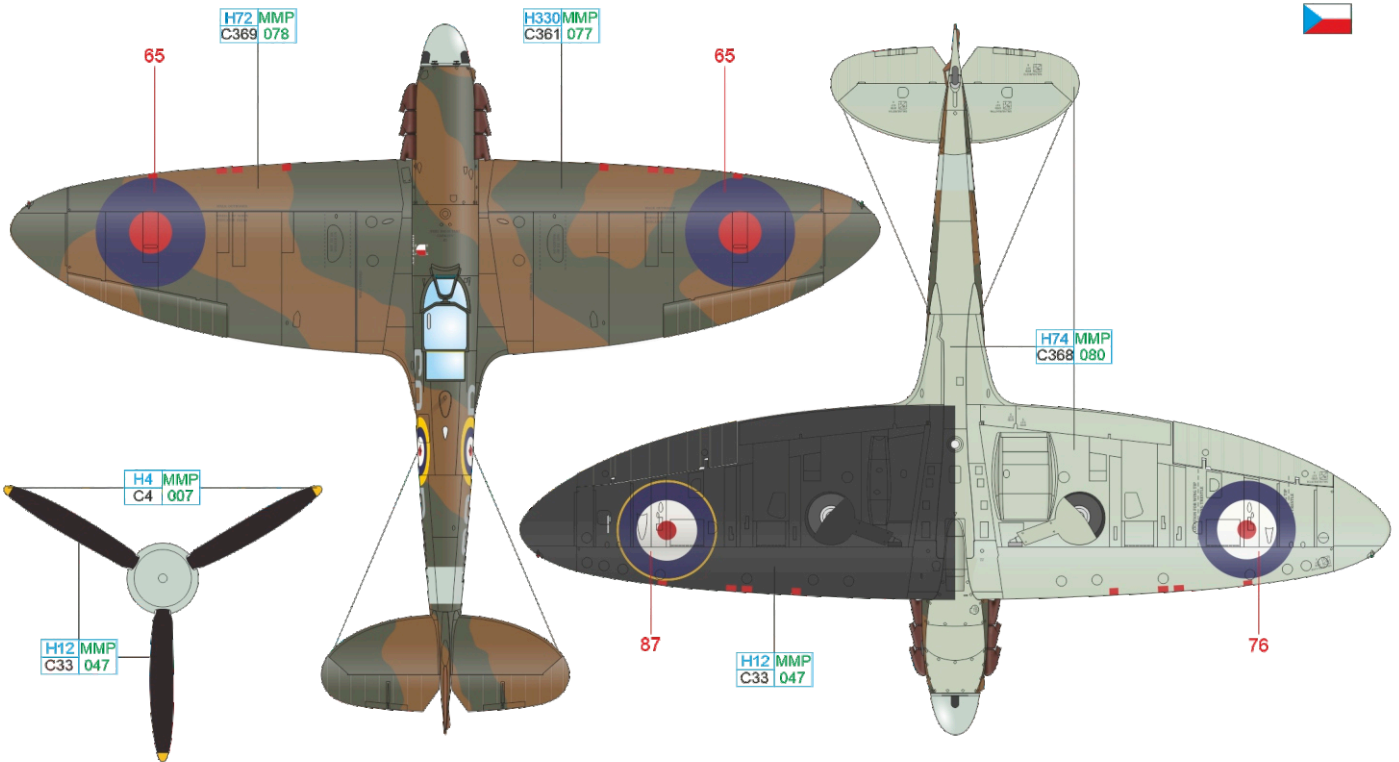
YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047	LIGHT BLUEGREEN	H417 MMP C117 051
DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077	SKY	H74 MMP C368 080

C P7916, flown by Sgt William J. Johnson, No. 145 Squadron, RAF Tangmere, Great Britain, Spring 1941

This No.145 Squadron Spitfire Mk.IIa is another example of an aircraft wearing the Temperate Land Scheme stipulated by an Air Ministry order on November 27th, 1940. The black painted (Night) left wing had the left wing roundel appropriately outlined in yellow. To improve recognition of friendly aircraft, an 18-inch wide Sky Blue fuselage band was added ahead of the tail, and the spinner was painted in the same color. This paint was usually a little bit more blue than the standard under surface Sky. Some sources name this color 'Air Ministry Blue'. As was the case with many Spitfire Mk.IIs in 1941, this aircraft wore a dedication on left side of fuselage, in this case the badge of the Hosiery Manufacturer Association of Hickley. This aircraft is known also from a photograph taken after May 22nd, 1941, with the bottom surfaces completely painted Sky and a higher fin flash. It is believed it was flown by Sgt. W.J.Johnson, and occasionally by Czech pilot F/O J.Macháček. It is possible this aircraft was equipped with a Rotol RX5/3 propeller with wooden blades.



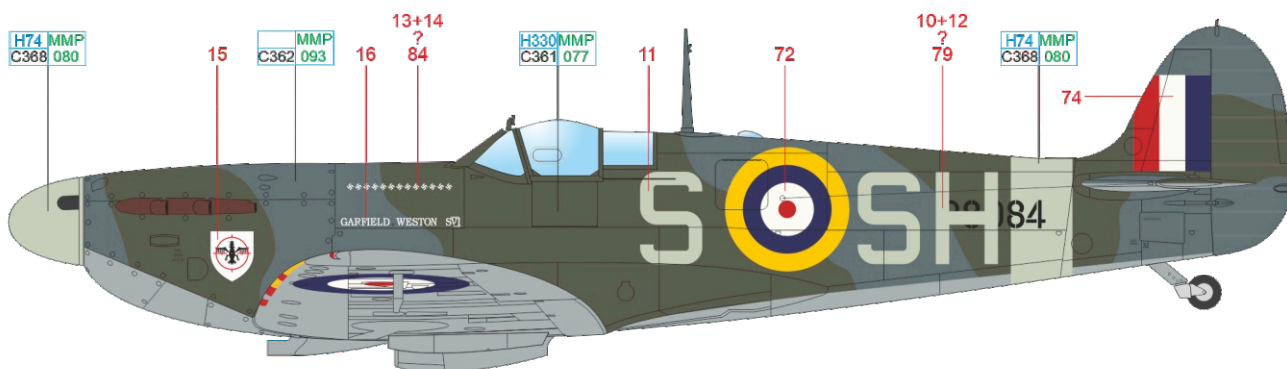
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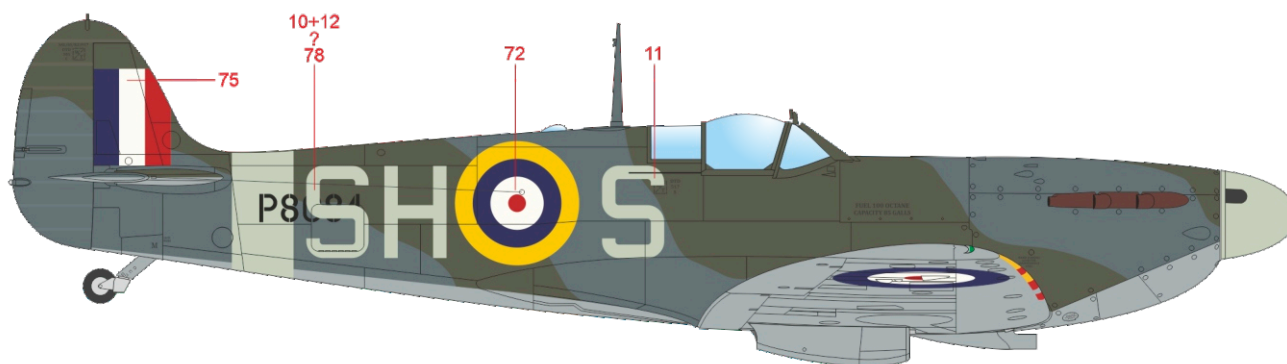
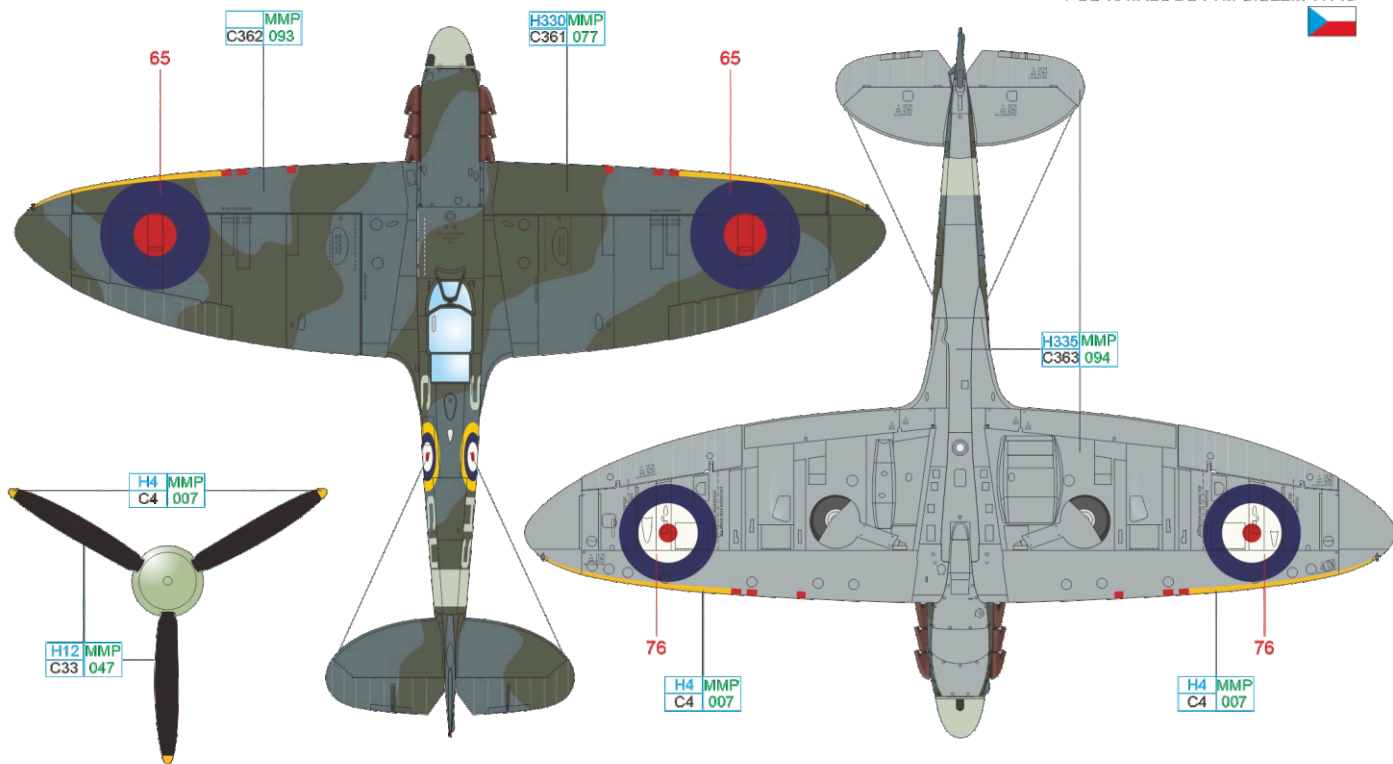
YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047	LIGHT BLUEGREEN	H417/MMP C117 051
DARK EARTH	H72 MMP C369 078	DARK GREEN	H330/MMP C361 077	SKY	H74 MMP C368 080

D P8084, flown by Fl/Lt James J. O'Meara DFC, No. 64 Squadron, RAF Drem, Great Britain, September – October 1941

Belonging to No. 64 Squadron, this Mk.IIa is representative of the new Day Fighter Scheme, introduced on August 19th, 1941. From that date, RAF day fighters were to be painted in Dark Green and Ocean Grey on the upper surfaces and Medium Sea Grey on the lower surfaces. The aircraft letters were then changed to Sky, and the fuselage band and spinner remained in the same color. The fin flash was made 24 inches wide and 27 inches high. The aircraft wore the dedication name GARFIELD WESTON SVI. The twelve kill marks belong to Fl/Lt James O'Meara, who began his combat career with No.64 Squadron over Dunkirk in late May 1940, then served with other squadrons from late August of the same year and returned to No.64 Squadron on September 3rd, 1941 with the rank of Flight Lieutenant. However, by October 1941, he was retired from operations, joining No. 1491 Target Towing Flight at Tain. His total wartime tally was eleven confirmed kills with two shared, one unconfirmed, four probables, eleven damaged and one shared damaged.



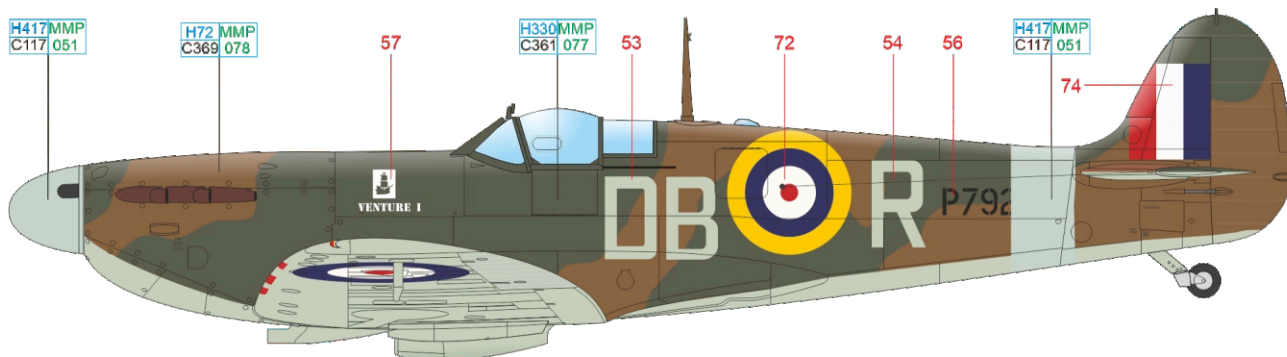
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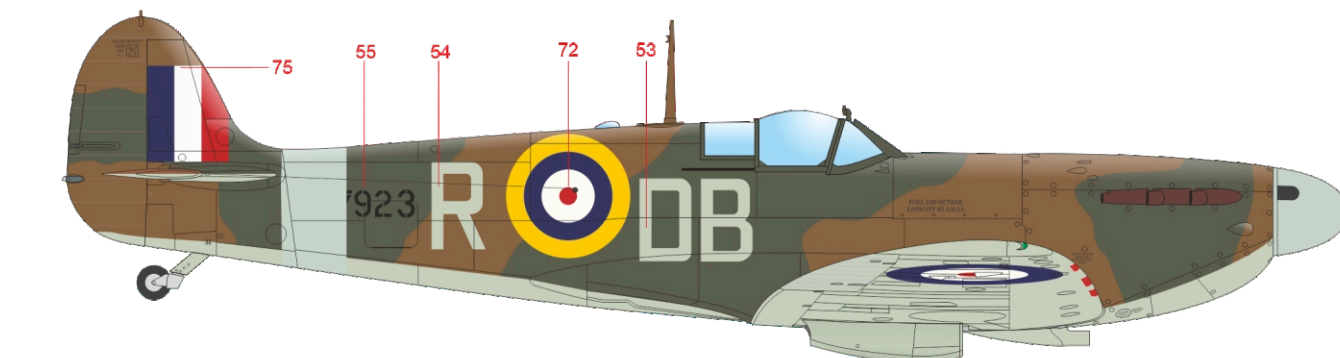
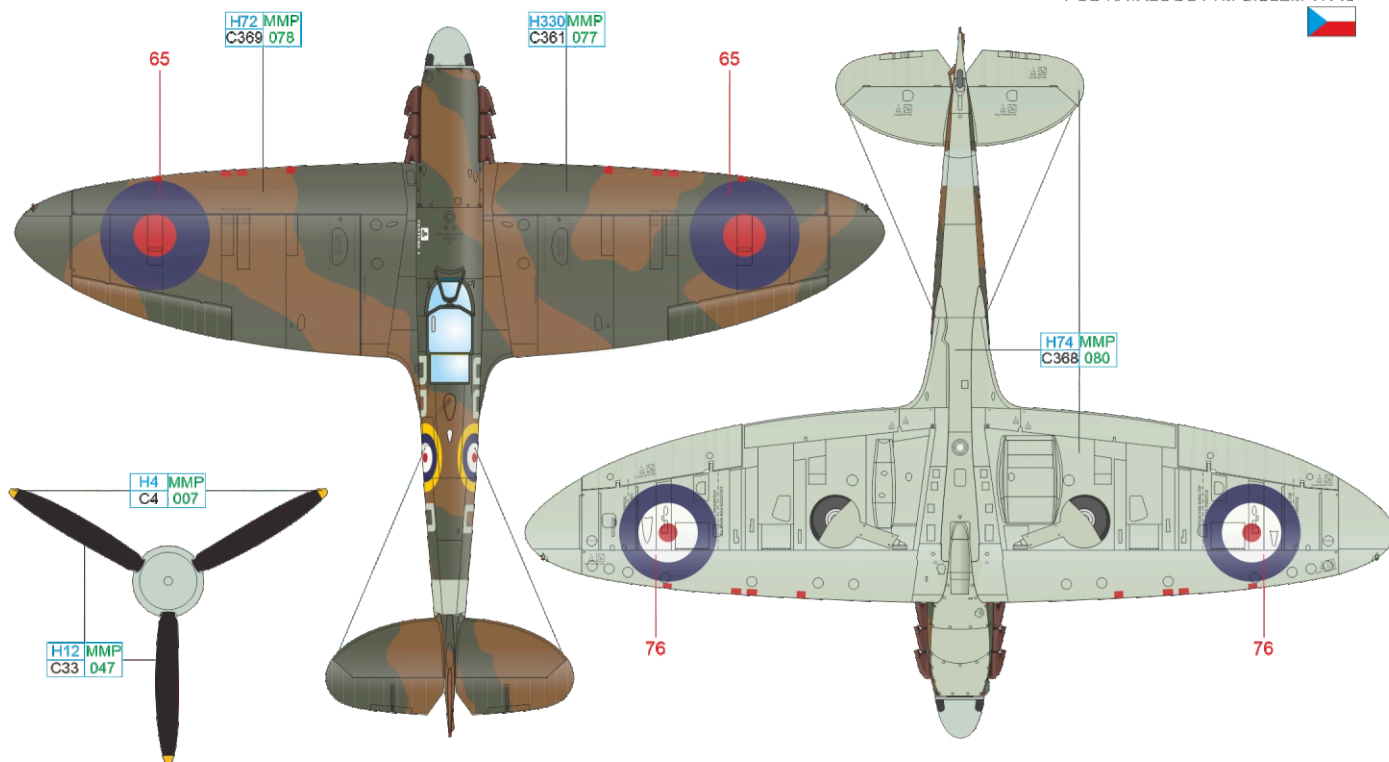
YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047
DARK GREEN	H330 MMP C361 077	MEDIUM SEA GRAY	H335 MMP C363 094
OCEAN GRAY	MMP C362 093	SKY	H74 MMP C368 080

E P7923 or P7926, No. 411 Squadron RCAF, RAF Digby, Great Britain, July 1941

No. 411 Squadron RCAF was the second Canadian squadron that operated as part of Fighter Command over continental Europe. The unit was formed on June 16th, 1941, at RAF Digby in Lincolnshire, equipped with the Spitfire Mk.IIa. The unit attained operational status in August 1941 as part of Hornchurch Wing, with the new Spitfires Mk.Vb. This aircraft wore the typical camouflage scheme of RAF fighters in the summer of 1941; Temperate Land Scheme with Sky under surfaces, 18 inch wide fuselage band and propeller spinner, all in Sky (Air Ministry Blue). Code letters were in Medium Sea Grey. Like other Spitfire Mk.IIs at the time, this aircraft was equipped with the TR.1133 VHF radio and, as such, there is no wire aerial between the antenna mast and the fin tip antenna mast. The R.3002 IFF device was carried, indicated by the two associated wire aerials stretching between the fuselage sides and the leading edges of the horizontal tail.



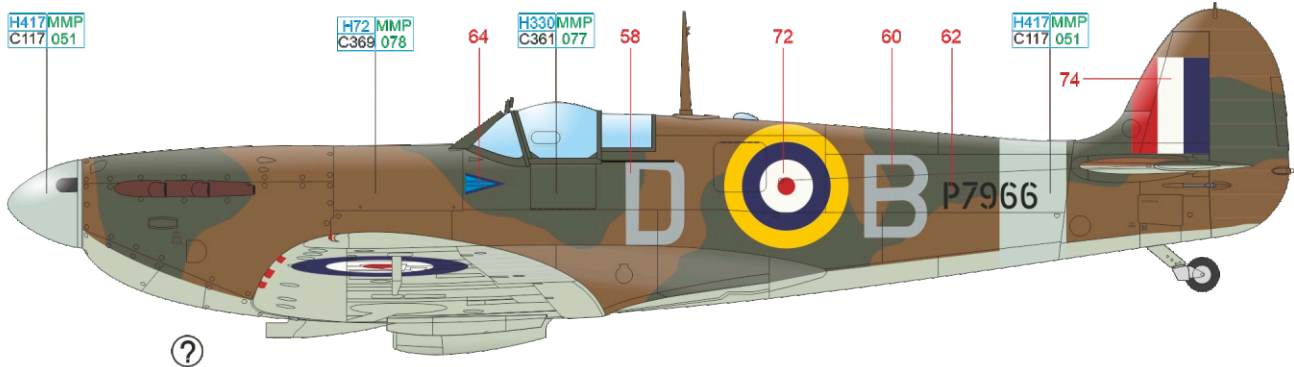
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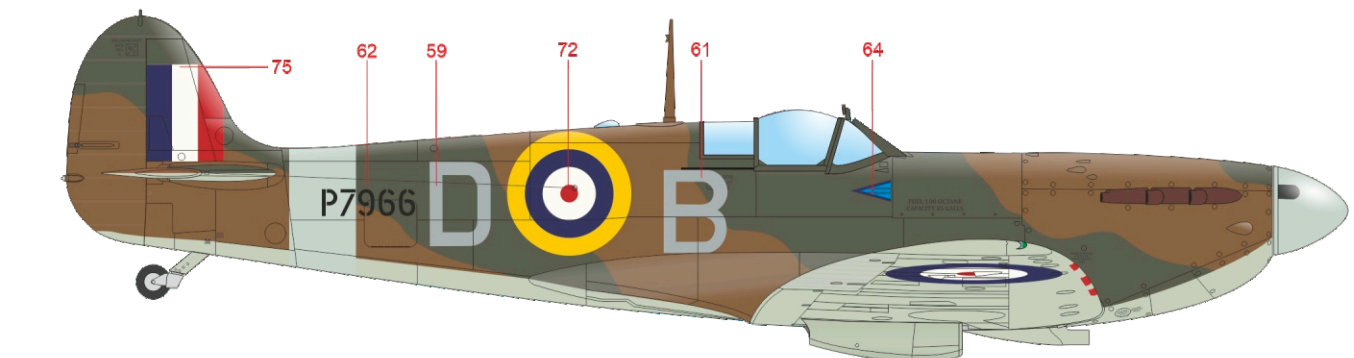
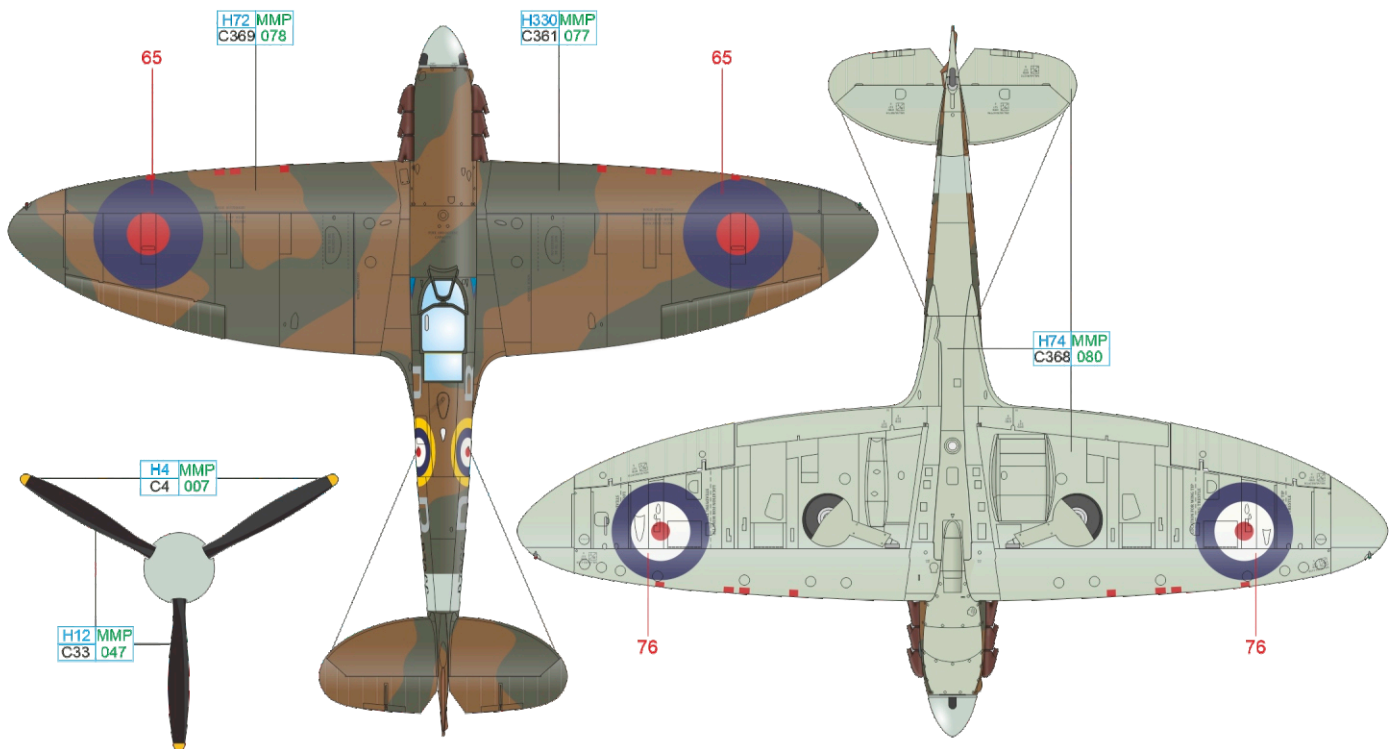
YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047	LIGHT BLUEGREEN	H417MMP C117 051
DARK EARTH	H72 MMP C369 078	DARK GREEN	H330MMP C361 077	SKY	H74 MMP C368 080

F P7966, flown by W/Cdr Douglas R.S. Bader, CO of Tangmere Wing, RAF Tangmere, Great Britain, June - July 1941

P7966 was flown by Douglas Bader after he became CO of Tangmere Wing on March 18th, 1941. This Mk.IIa is one of Bader's personal aircraft, sporting his initials DB as the code letters. The DB code was also the reason why Bader's radio call sign was Dogsboddy. It is not known with certainty if nose art was applied to this aircraft, but probably not, because no photograph showing nose art specifically on P7966 is known to exist. Of note is the fact that this aircraft is equipped with a De Havilland 5/39A constant speed propeller. Bader crashed after colliding with another Spitfire, flying another 'DB', which was a new Spitfire Mk.Va, near Saint Omer, losing one of his prosthetic legs during the bailout and his subsequent capture on September 9th, 1941. He spent the rest of the war, until his liberation by advancing US troops in April 1945, imprisoned at Oflag IV-C in Colditz Castle in Saxony.



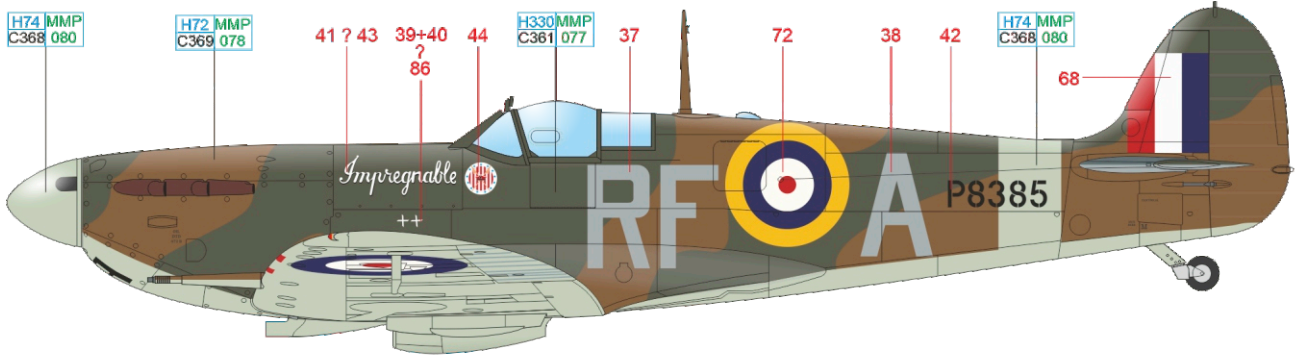
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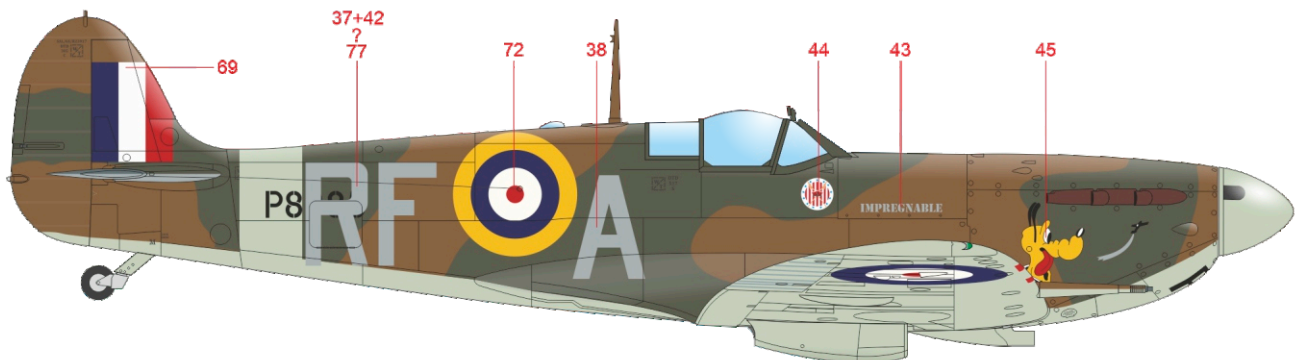
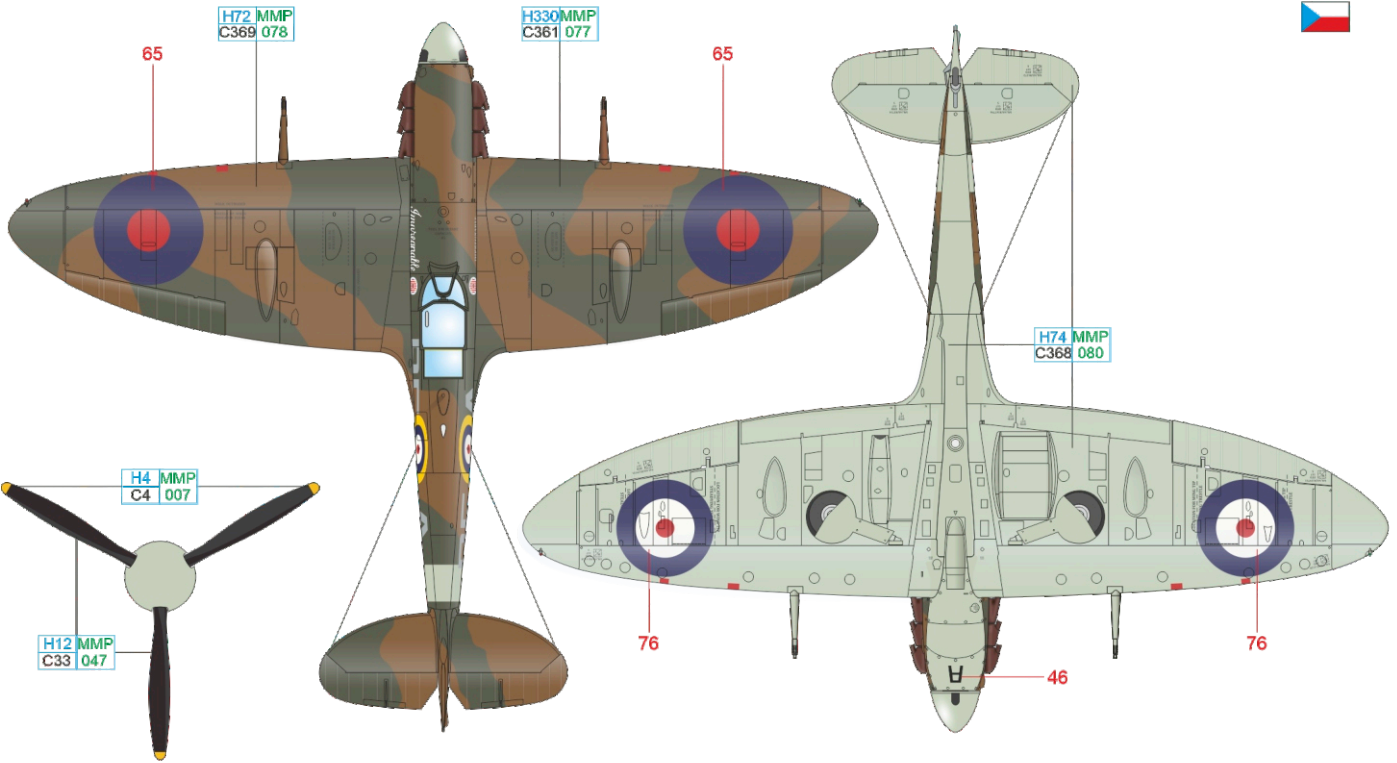
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DARK EARTH	H72 MMP C369 078	DARK GREEN	H330MMP C361 077	SKY	H74 MMP C368 080

G P8385, flown by F/O Miroslaw Ferić, No. 303 (Polish) Squadron, RAF Northolt, Great Britain, May - June 1941

Famed Polish No. 303 Squadron, top scoring RAF fighter squadron in the Battle of Britain, was one of the few RAF units equipped with the cannon armed Spitfire Mk.IIb. The Polish Spitfires were some of the most colorful RAF aircraft ever. Note the De Havilland 5/39A constant speed propeller. The inscription IMPREGNABLE on the left side of the nose is speculation only, and it does not appear on any known photograph. The pilot, P/O Miroslaw Ferić was a fighter ace with eight (and 2/3) confirmed kills and one probable. He was killed on February 14th, 1942, after his Spitfire Mk.Vb BL432 fell into a tailspin and the G-forces prevented the pilot from bailing out. Miroslaw Ferić had kept his personal diary since September 1939, which later became the basis for No.303 Squadron's unit history.



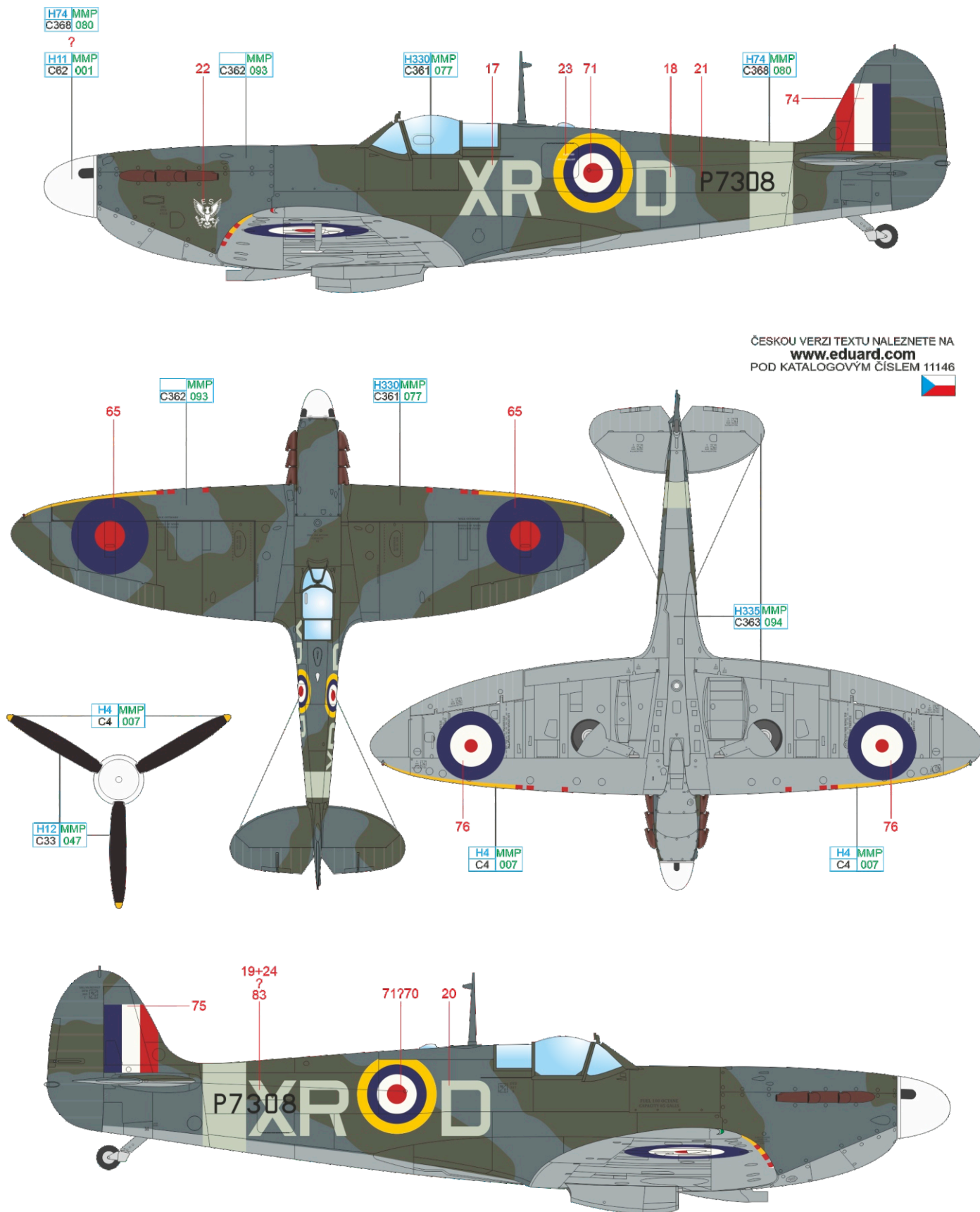
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YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047
DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077
		SKY	H74 MMP C368 080

H P7308, flown by P/O William R. Dunn, No. 71 Squadron, RAF North Weald, Great Britain, August 1941

No.71 Eagle Squadron was formed with US volunteers at RAF Church Fenton on September 19th, 1940 with Brewster Buffalos, to be replaced by Hawker Hurricanes in November, and became operational at RAF Kirton in Lindsey on the 5th of February 1941. The squadron's first confirmed victory came on the 21st of July 1941, when P/O W.R.Dunn, during a bomber escort mission, destroyed a Bf 109F over Lille. W.Dunn later became the first American fighter ace of World War II by destroying five German fighters in aerial combat. Spitfire Mk.IIs replaced Hurricanes in August, before the squadron quickly re-equipped with the new Spitfire Mk.Vb. On September 29th, 1942, No. 71 Squadron, together with two other Eagle squadrons, was transferred to the USAAF, becoming the 334th Fighter Squadron, 4th Fighter Group of the 8th Air Force, flying P-47D Thunderbolts from Debden AFB.



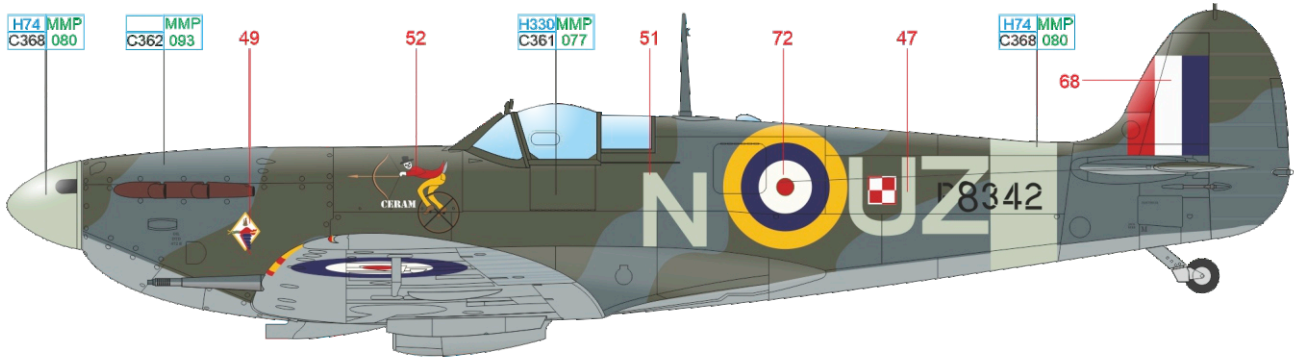
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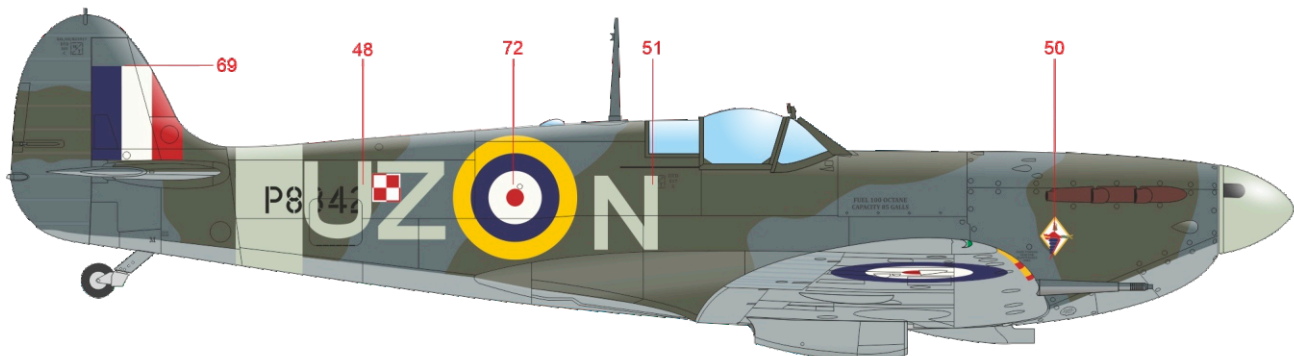
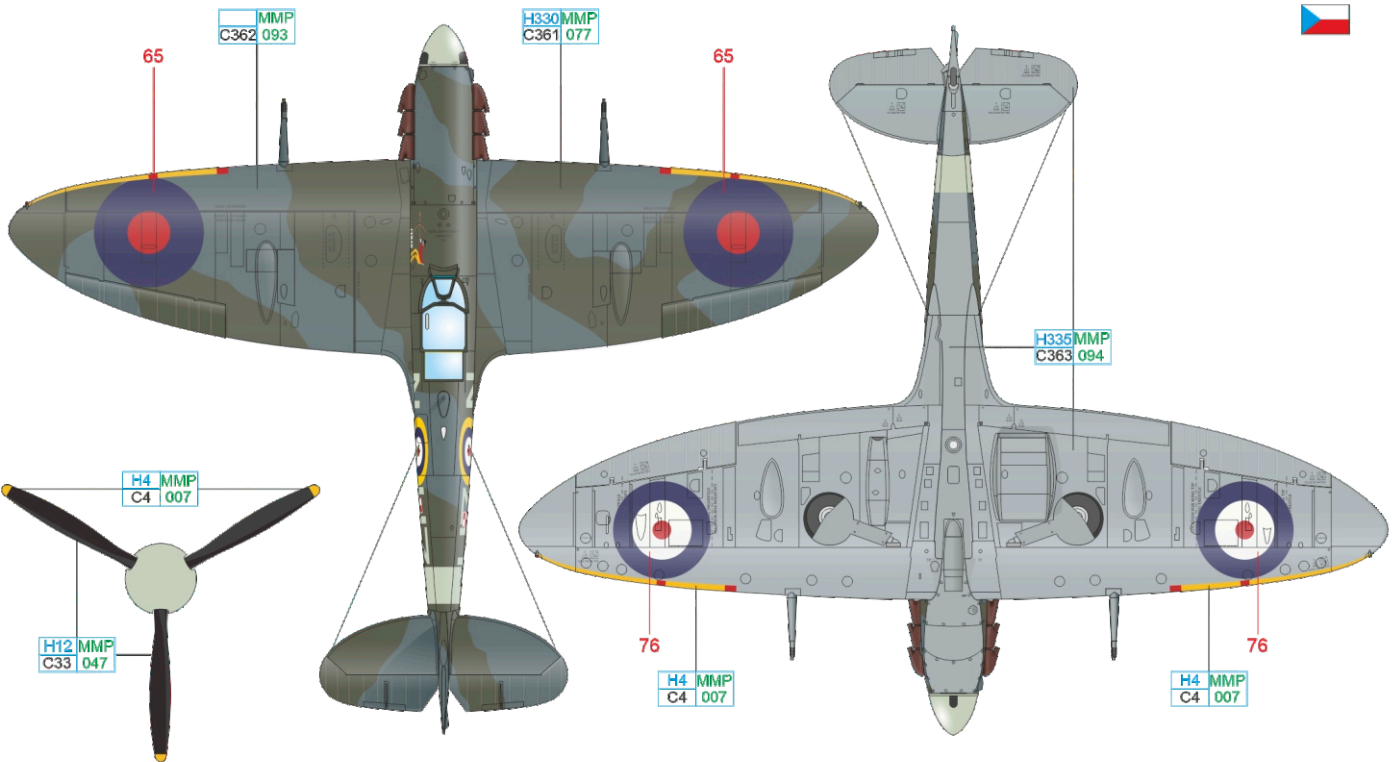
YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001
DARK GREEN	H330 MMP C361 077	MEDIUM SEA GRAY	H335 MMP C363 094	OCEAN GRAY	MMP C362 093
		SKY	H74 MMP C368 080		

P8342, flown by Sgt. Marcin Machowiak, No. 306 (Polish) Squadron, RAF Northolt, Great Britain, August 1941

No. 306 (City of Torun) (Polish) Squadron, one of ten Polish fighter squadrons in the RAF, was formed on August 28th, 1940 at RAF Church Fenton. The squadron was formed with the personnel and traditions of the pre-war Polish Toruński Dywizjon Myśliwski. The unit received the Spitfire Mk.IIb in mid July 1941 to replace its Hurricane Mk.IIa aircraft. The nose art and name CERAM on P8342 are probably a remnant from previous service with No. 145 Squadron. The aircraft was heavily damaged shortly after being repainted in accordance with the Day Fighter Scheme requirement, when Sgt. Machowiak made a forced landing at RAF Biggin Hill on August 28th, 1941, after combat with a Bf 109F. Sgt. Machowiak achieved a kill of another Bf 190F during the Circus 88 operation. He later became a member of the Polish Fighting Team, also known as the Skalski Circus, which was actually C Flight of No. 145 Squadron in North Africa.



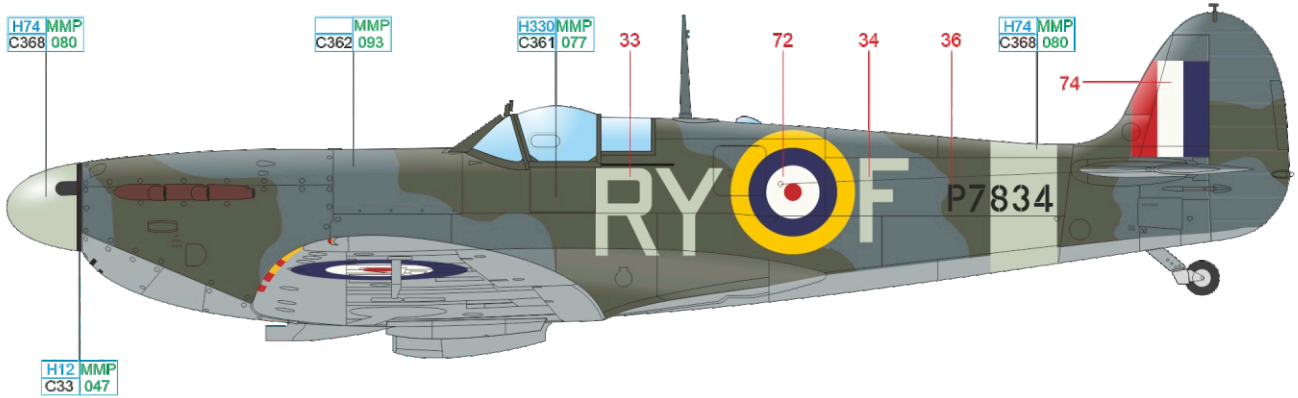
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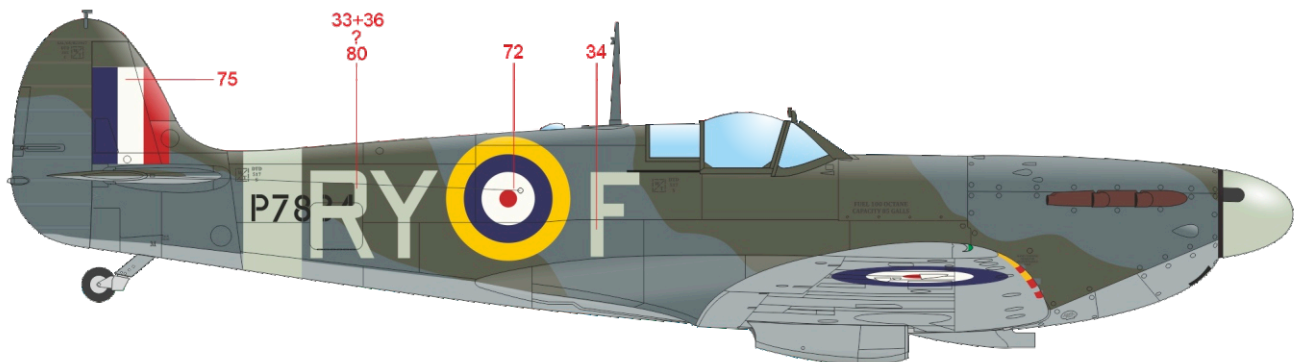
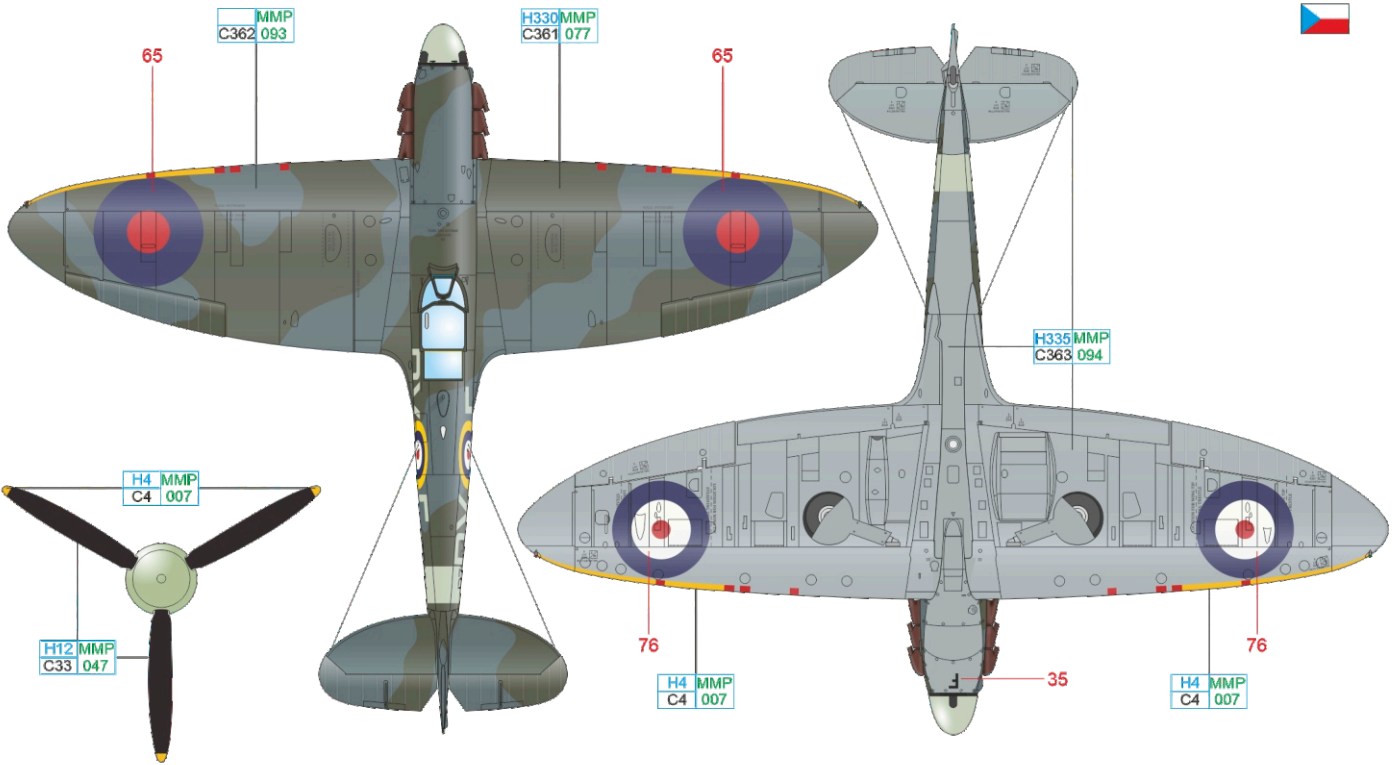
YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047
DARK GREEN	H330 MMP C361 077	MEDIUM SEA GRAY	H335 MMP C363 094
	OCEAN GRAY C362 093	SKY	H74 MMP C368 080

J P7834, flown by F/O František Fajtl, No. 313 (Czechoslovak) Squadron, RAF Portreath, Great Britain, September 1941

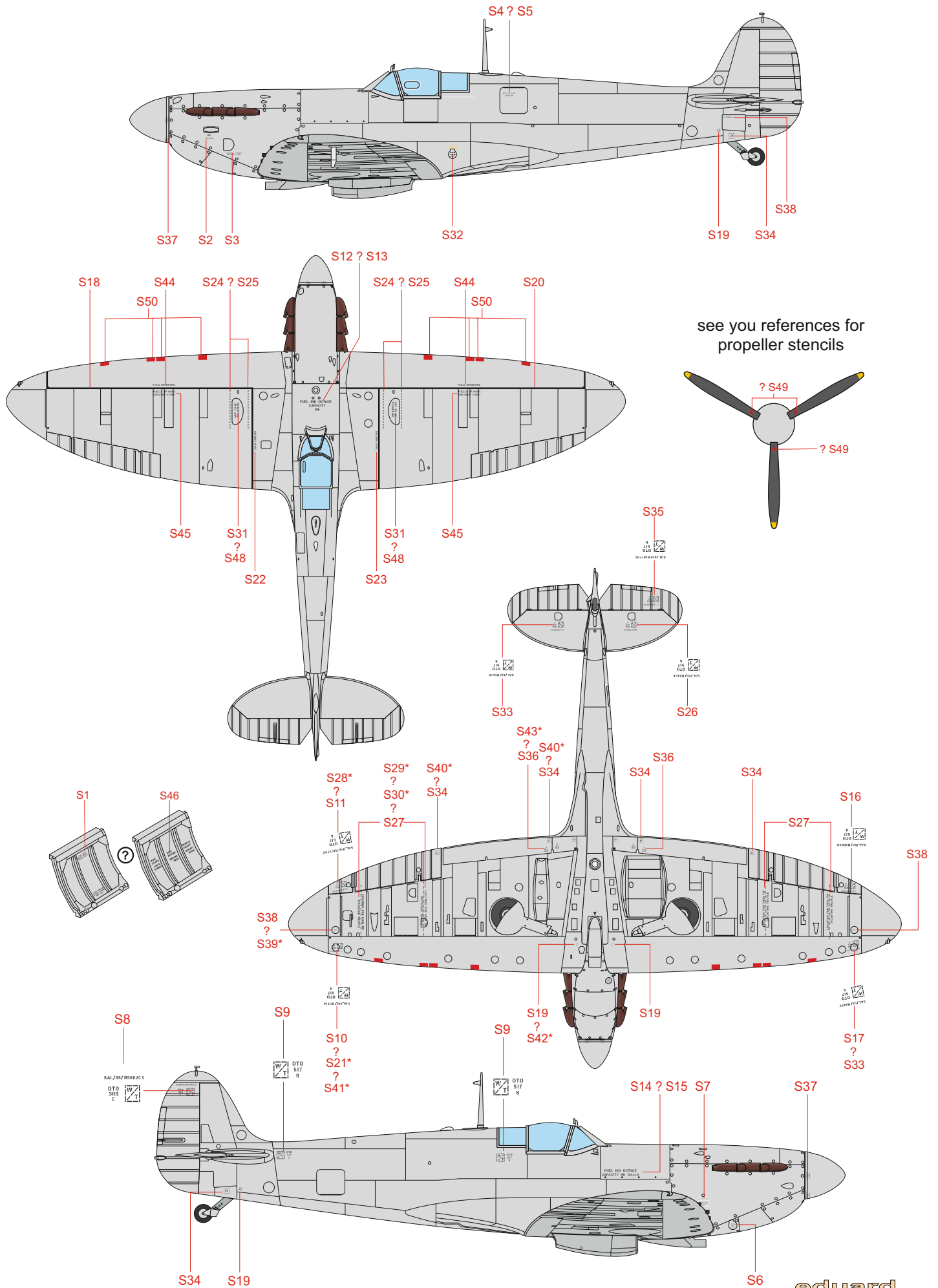
The pilot of P7834, F/O František Fajtl, was one of the most skilled and famous of Czech flyers. Joining the Armée de l'Air, he fought in the Battle of France, then took part in the Battle of Britain as a member of No.1 and No. 17 Squadrons flying Hurricanes. He was one of the founding members of No. 313 (Czechoslovak) Squadron formed at RAF Catterick on May 10th, 1941. While leading No. 122 Squadron, S/Ldr Fajtl was shot down near Hazebrouck in Northern France on May 5th, 1942. He evaded capture and after a long journey through occupied Vichy France and Spain, he returned back to the UK via Gibraltar. He was promoted to Wing Commander, and he later rejoined No. 313 Sqd. as Squadron Leader. He became CO of the 1st Czechoslovak Air Regiment in the USSR in 1944, flying the La-5FN. After enduring the persecution that took place in the fifties, he became renowned for his literary work. He died in 2006 at the age of 94 with the rank of Lieutenant General. He held countless awards bestowed upon him by various countries.



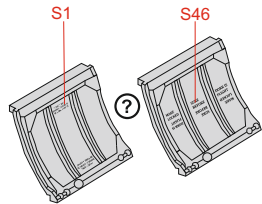
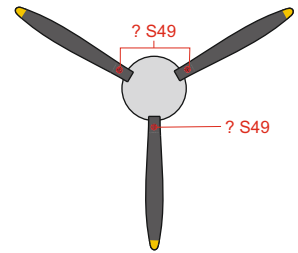
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YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047
DARK GREEN	H330 MMP C361 077	MEDIUM SEA GRAY	H335 MMP C363 094
OCEAN GRAY	MMP C362 093	SKY	H74 MMP C368 080



see you references for propeller stencils



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- FE1102 Spitfire Mk.I seatbelts STEEL 1/48 (PE-Set)
- 644064 Spitfire Mk.I late Look 1/48 (Brassin)
- 648579 Spitfire Mk.I wheels 1/48 (Brassin)
- 648580 Spitfire Mk.I exhaust stacks 1/48 (Brassin)
- 648581 Spitfire Mk.I gun bays 1/48 (Brassin)
- 648589 Spitfire Mk.I undercarriage legs BRONZE 1/48 (Brassin)
- EX709 Spitfire Mk.I TFace 1/48 (Mask) ..

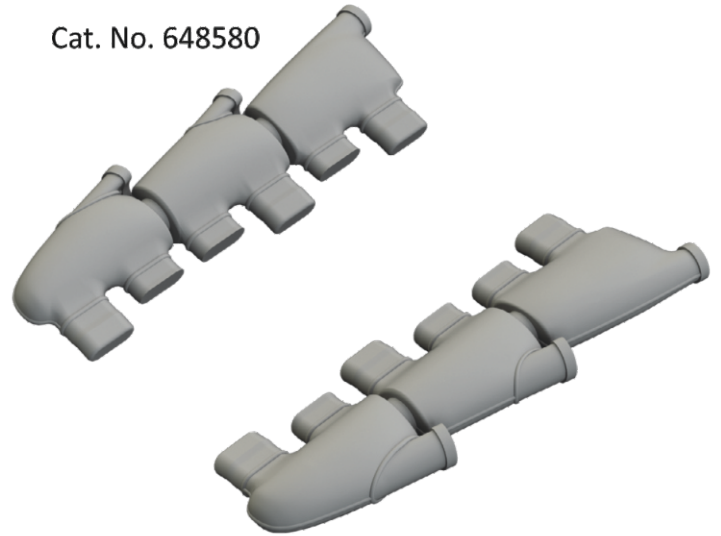
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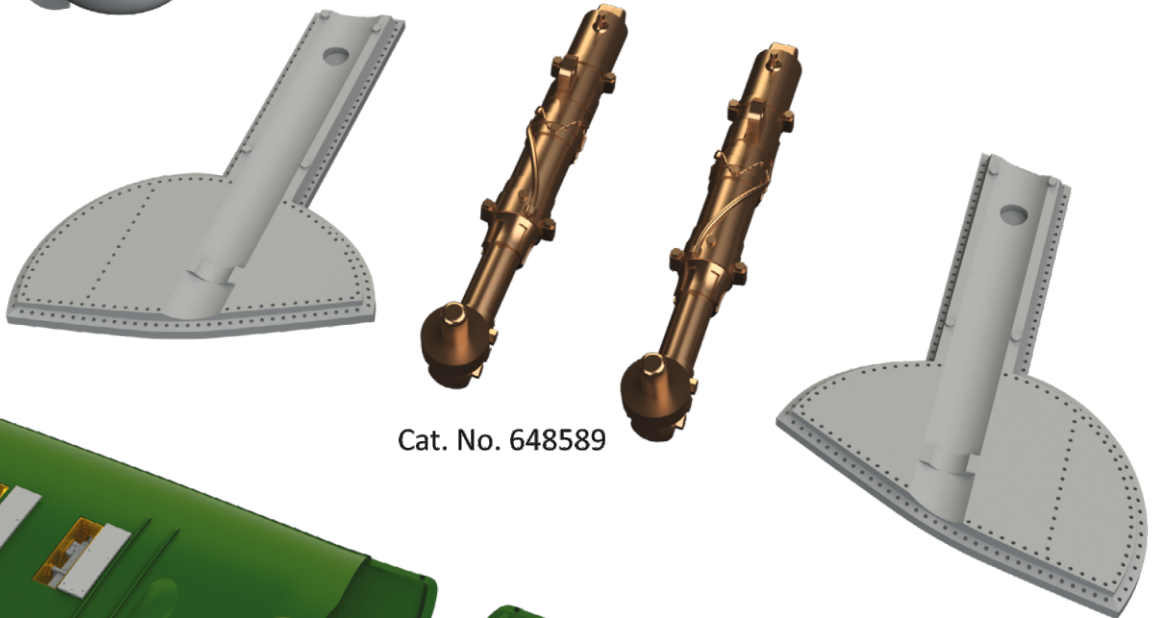
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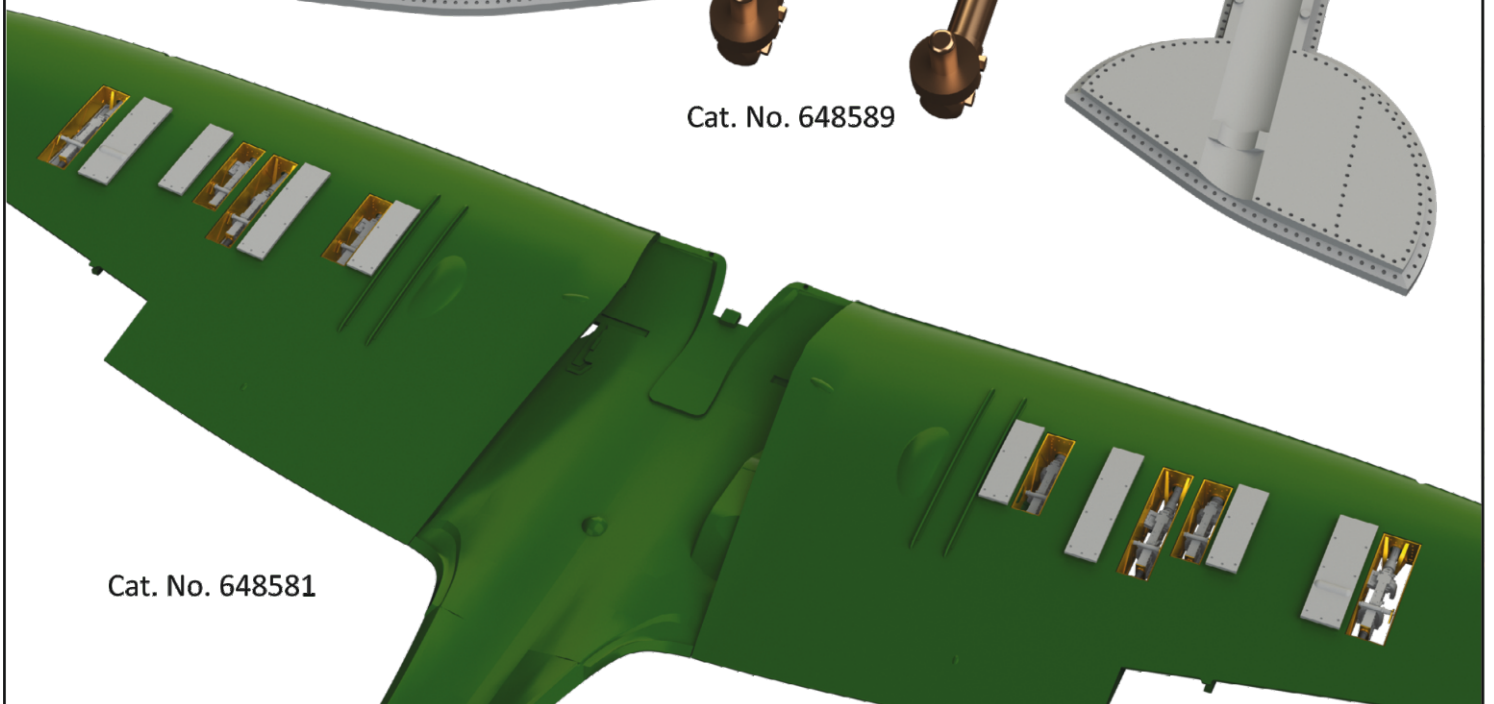
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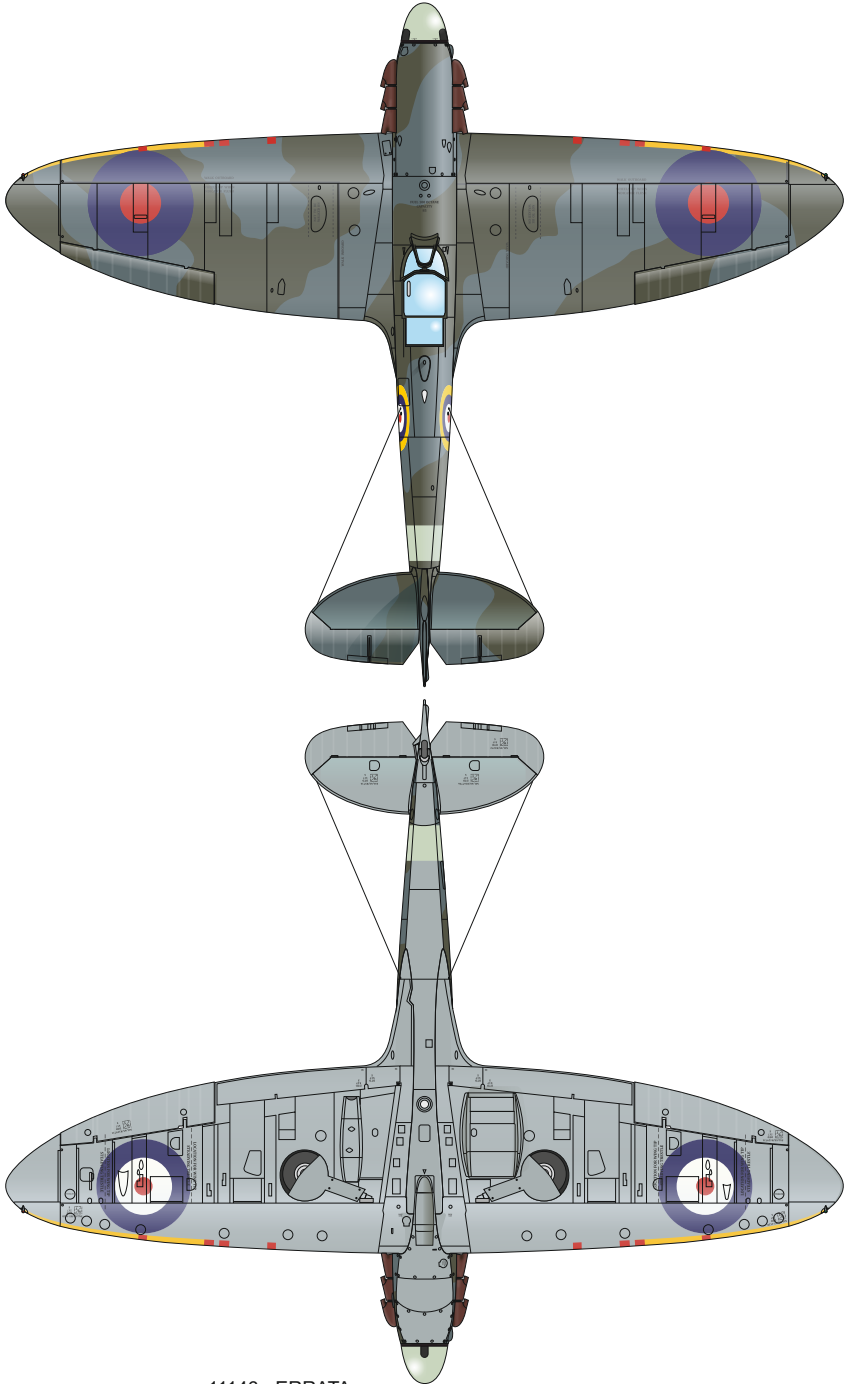
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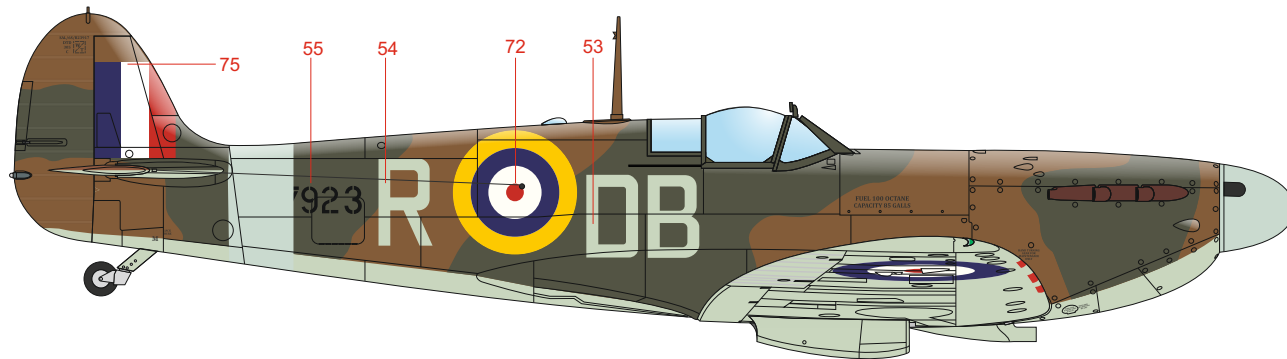
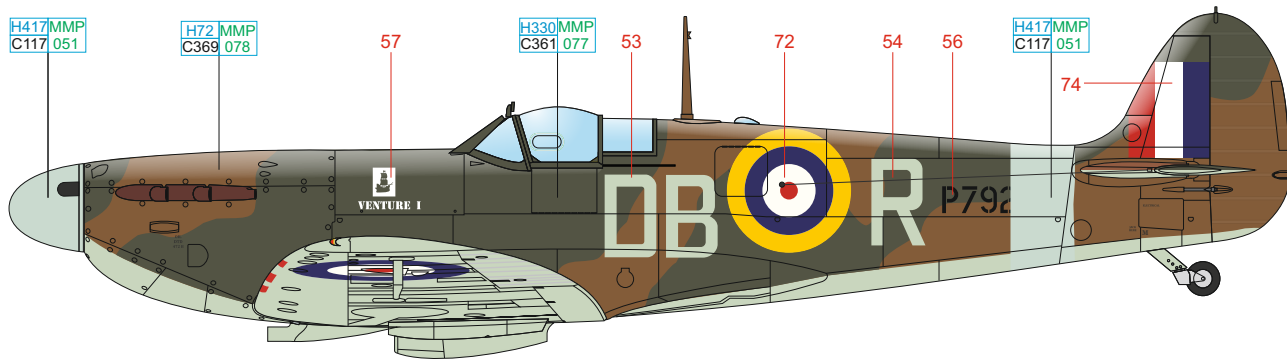
Cat. No. 648581



4 inches wide yellow strips along leading edge of the wing were added after August 15th, 1941. Valid for marking & painting schemes D, H, I and J.

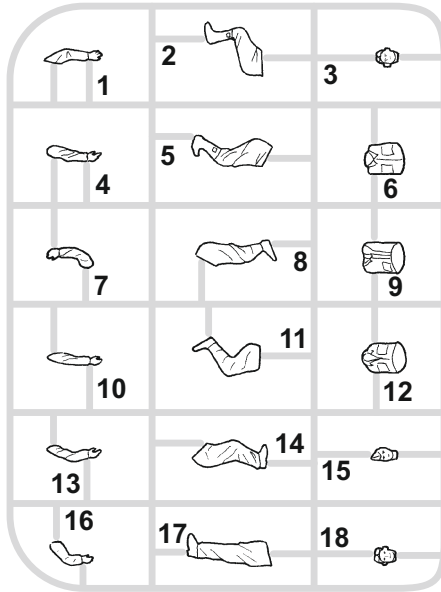


E P7923 or P7926, No. 411 Squadron RCAF, RAF Digby, Great Britain, July 1941



PLASTIC PARTS

A>



B>

