

Spitfire Mk.VIII

eduard

1/72 Scale Plastic Model Kit

WEEKEND
edition



item # 7462

The Supermarine Spitfire is so iconic, that virtually everyone can recognize it. The life of this elegant fighter spanned remarkable 13 years. It entered into service at the end of biplane era and remained on frontline duty use 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 reached about twice the speed of the Fury. One of the most successful designers of racing floatplanes was Reginald J. Mitchell. His Supermarine S.6B raised the world speed record to 407 mph (655 km/h) on September 20, 1931 and 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 biplanes. The only monoplane proposal was Mitchell's Supermarine 224, but the design with a gull wing, fixed undercarriage and Rolls-Royce Goshawk engine was a disappointment because of the lack of speed and poor rate of climb. After that the RAF chose the Gloster Gladiator biplane as the winner.

Second attempt

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 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, but by April 1935 Mitchell received the detail of specification F10/35, calling for eight guns. The change was made on cost of bomb provision and reduction of the capacity of the fuel tanks to 66 gal. 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 310 Spitfires was signed in June 1936.

Catching the progress

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 step was required. The Mk.V was a result, but it was in fact a Mk.I powered by the more powerful Merlin 45 series engine. The Mk.V entered service from early 1941, helping the RAF to counteract the Bf 109's development. But in September 1941, a hitherto unknown German radial engine fighter emerged and started to rule the European skies. The new Fw 190 was superior to British fighters, most distressingly even to the Spitfire Mk.V. The losses suffered by the RAF over western Europe rose rapidly and the crisis was serious enough that the RAF ceased most daytime operations during November 1941. The next attempt to resume this type of sorties was made in March 1942, but losses remained unacceptably high, and the RAF was forced to stop offensive operations once again. All this was due to the supremacy of the Focke-Wulf Fw 190A.

The RAF response to the new situation was to be the Spitfire Mk.VIII, but the design changes were so complex that initiating timely production was not possible, so another way of getting a powerful fighter

as quickly as possible was sought for. The solution was found in mating the two-stage supercharger Merlin 61 with the Spitfire Mk.Vc. The fuselage was strengthened to accommodate the more powerful and heavier engine. Flight trials were successful and the series production commenced almost immediately in June 1942. The first Mk.IXs found their way to the No. 64 Squadron in July. Performance improved significantly and the Mk.IX became the main production Spitfire variant instead of the Mk.VIII.

High altitude threat

After the Mk.V, the development line of Spitfire was driven by the fear of high-altitude Luftwaffe bombers. Due to it the Air Ministry asked for the high-level Spitfire variant with pressurized cockpit. The Rolls-Royce Merlin 47 engine was used and drove a four-bladed Rotol propeller of 10 ft 9 in (3.27 m) diameter designed to provide increased thrust at high altitudes. The wing was modified with new pointed wingtips which extended the wingspan to 40 ft 2 in (12.2 m) for better high-altitude performance. As the threat of this bombing did not materialize, only 100 of the Mk.VIs were built and only two squadrons (Nos. 124 and 616) were fully equipped with them.

The next step, Mk.VII, was another development with pressurized cabin of slightly different design (further improved on later production examples by "Lobelle" design) and powered by Merlin 64 (F Mk.VII) or 71 (HF Mk.VII) engine with two-stage, two-speed supercharger. Pointed wingtips were fitted on C type wing, but many Mk.VIIs were later reverted to the normal, rounded wingtip.

This kit: Spitfire Mk.VIII

The Spitfire Mk.VIII was basically Mk.VII with the pressurized cockpit deleted. As it became clear the "stopgap" Mk.IX would be adequate for fighting the new Fw 190s, the production of Mk.VIII was shifted to the Castle Bromwich factory only.

The Mk.VIII differed little from the Mk.VII, the main difference was reshaped fin and pointed rudder. Some early production examples had extended wingtips, but as they had no value for Mk.VIII and reduced the aileron response and the rate of roll, most of Mk.VIIIs were fitted with the standard wing. There were three sub-variants for low altitude (LF Mk.VIII), medium altitude (F Mk.VIII) and high altitude (HF Mk.VIII) which differed in engine used, as they were powered by the Merlin 66, Merlin 63 and Merlin 70 respectively.

The two main fuel tanks had volume increased by 11 gal for a total of 96 gal. With the volume of wing tanks, it allowed the range of 660 mi (1,060 km). Provision was also made to allow the Mk.VIII to carry a single drop tank of the volumes of 30, 90 or 170 gal. With 90gal drop tank the range extended to 1,180 mi (1,900 km) and with the 170gal one even 1,500 mi (2,400 km). Thanks to the longer range the Mk.VIII better suited to the operations in the Far East. A maximum external bomb load of 1,000 lb (460 kg) with one 500 lb under the fuselage rack and two 250 lb (110 kg) bombs under each wing.

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

PARTS



DÍLY



TEILE

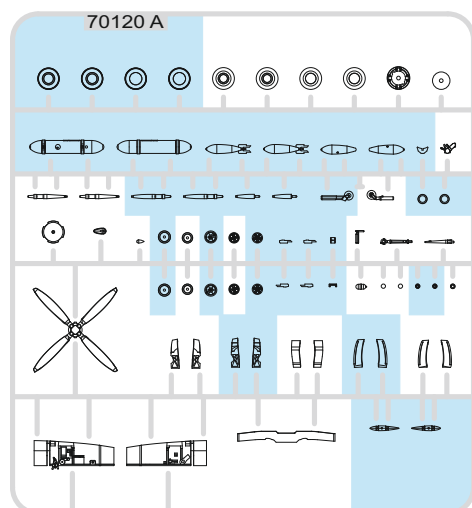


PIÈCES

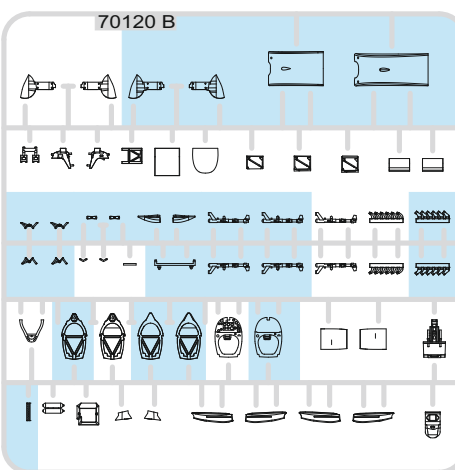


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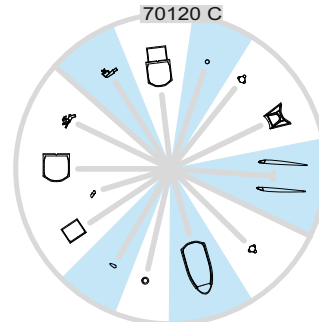
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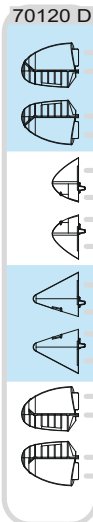
B> PLASTIC PARTS



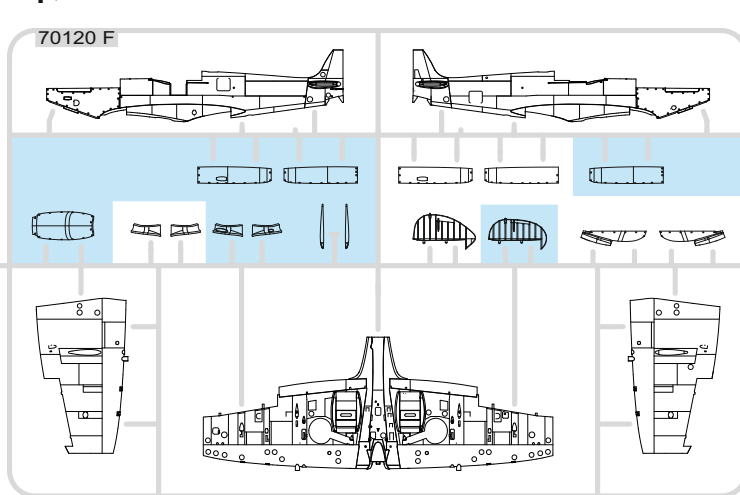
C>



D>



F>



E>



-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



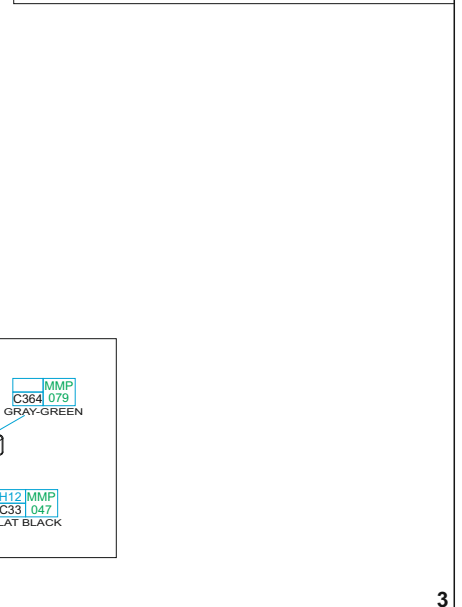
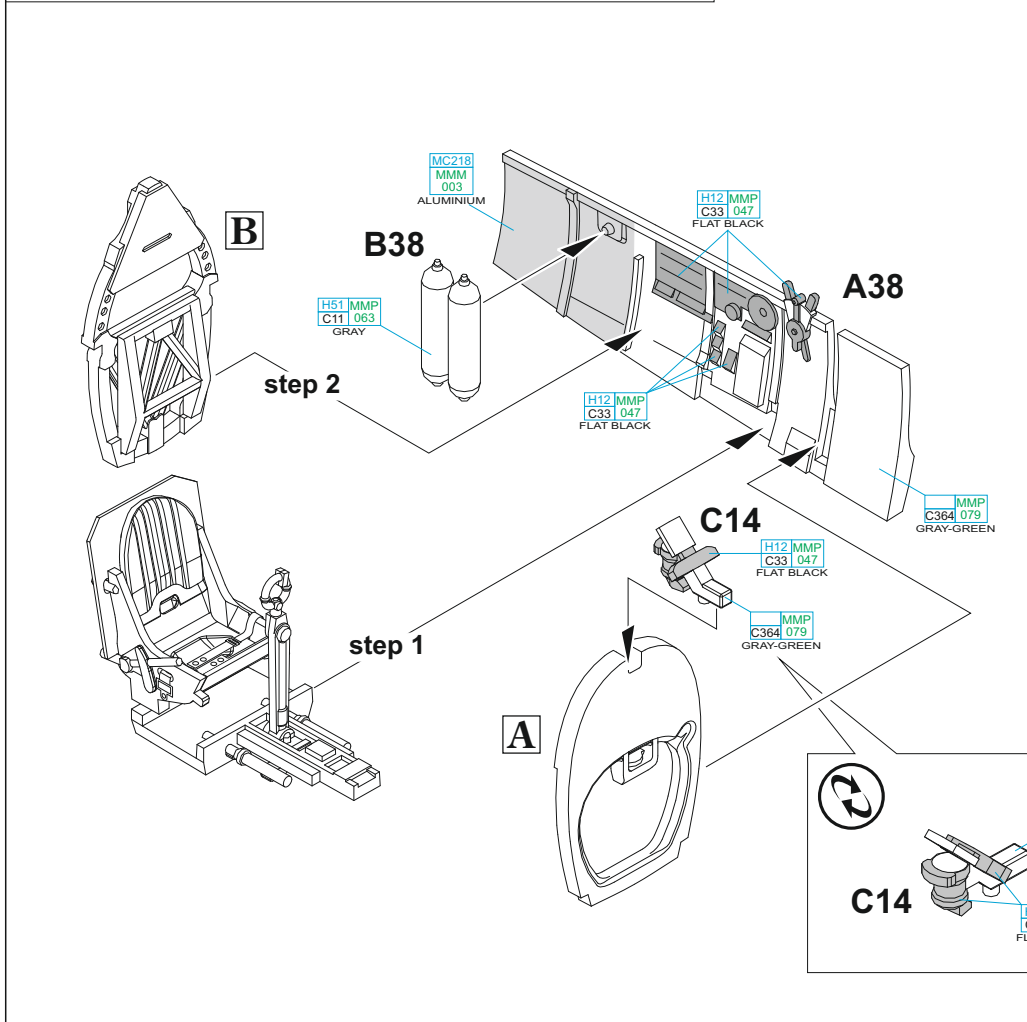
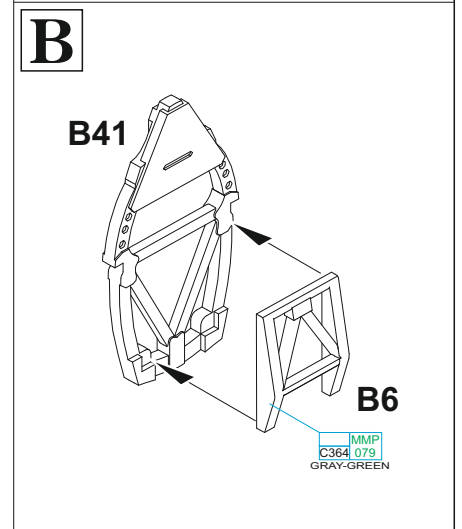
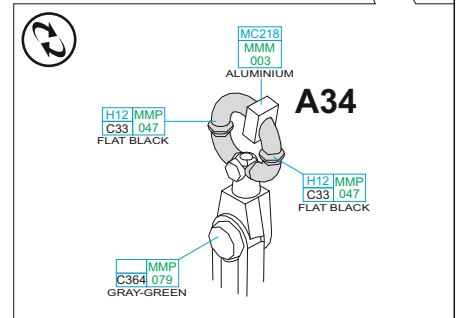
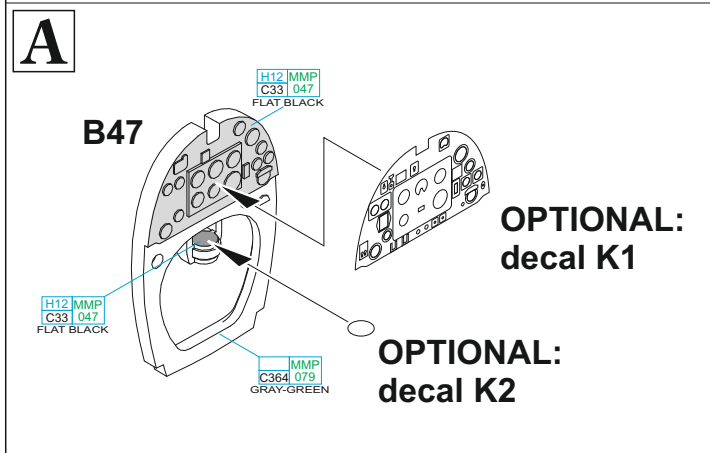
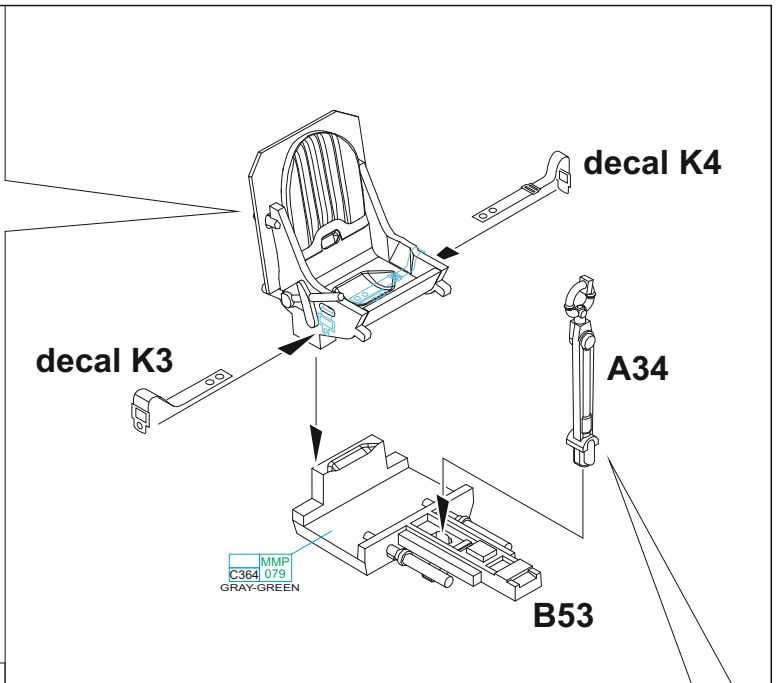
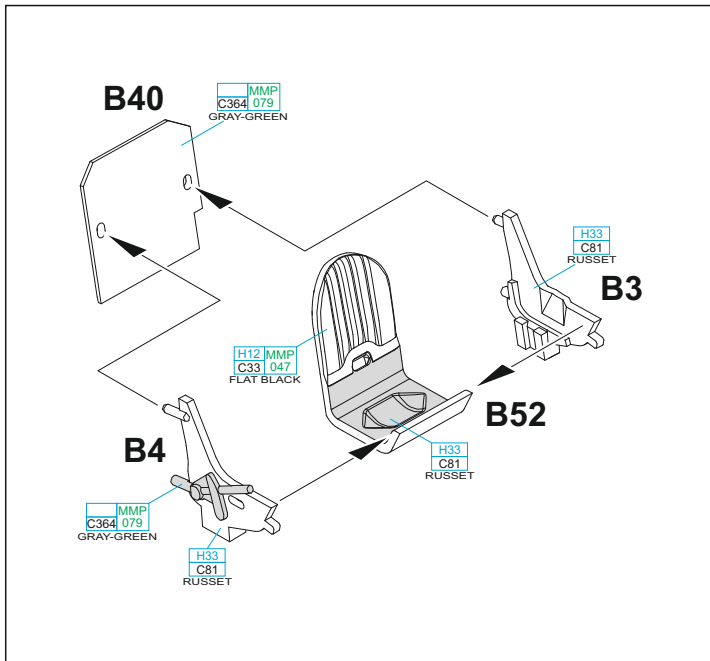
PEINTURE

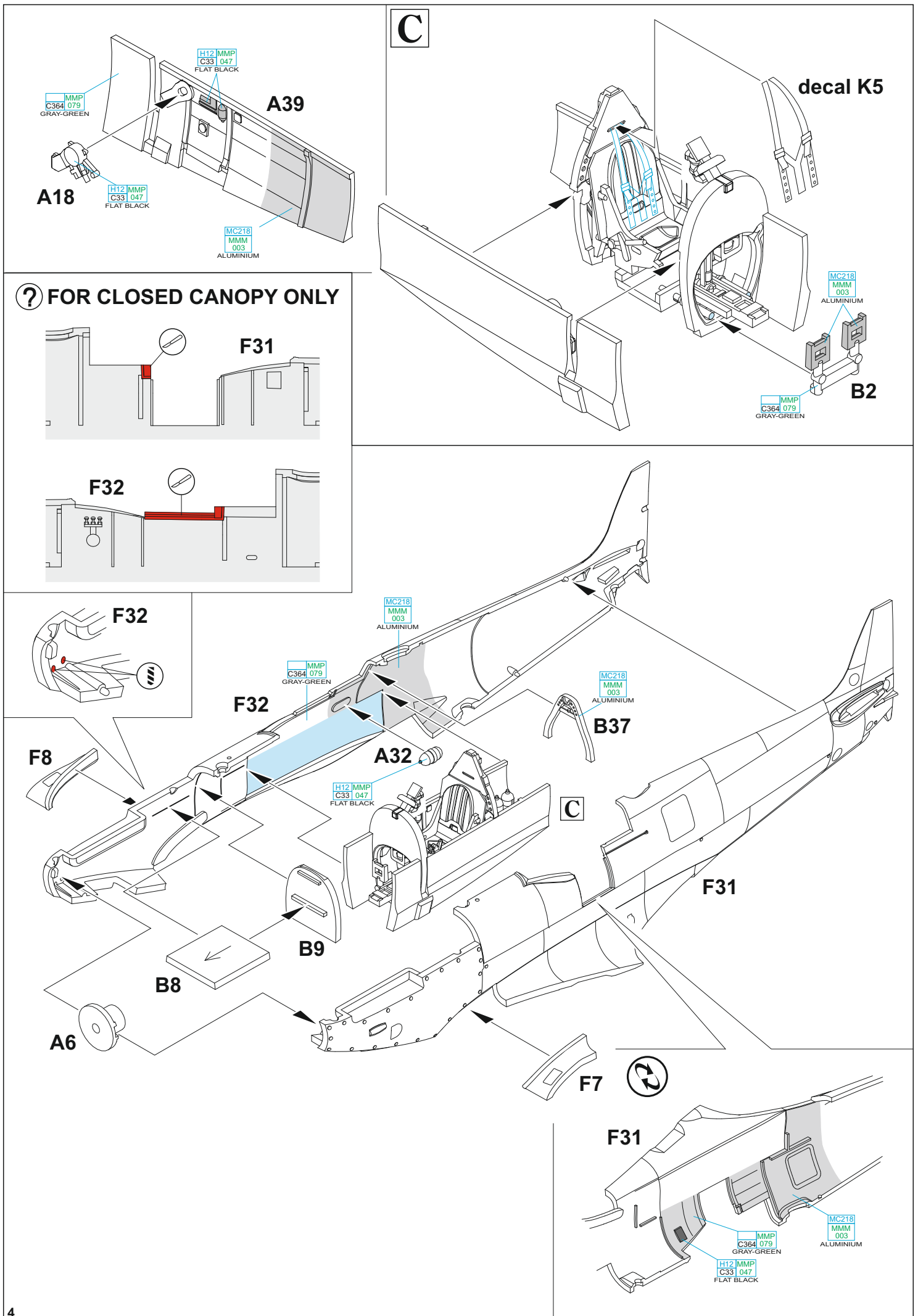


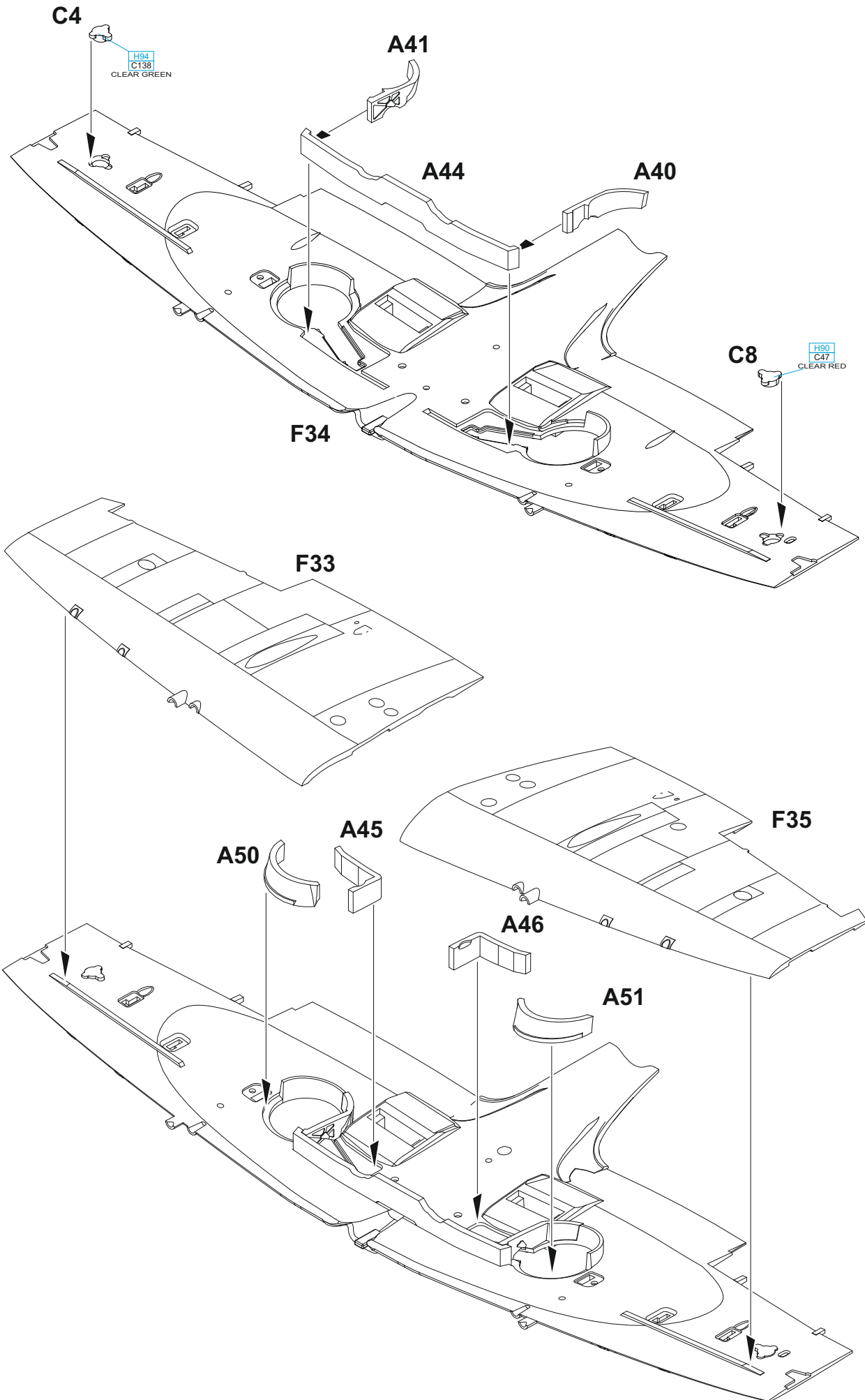
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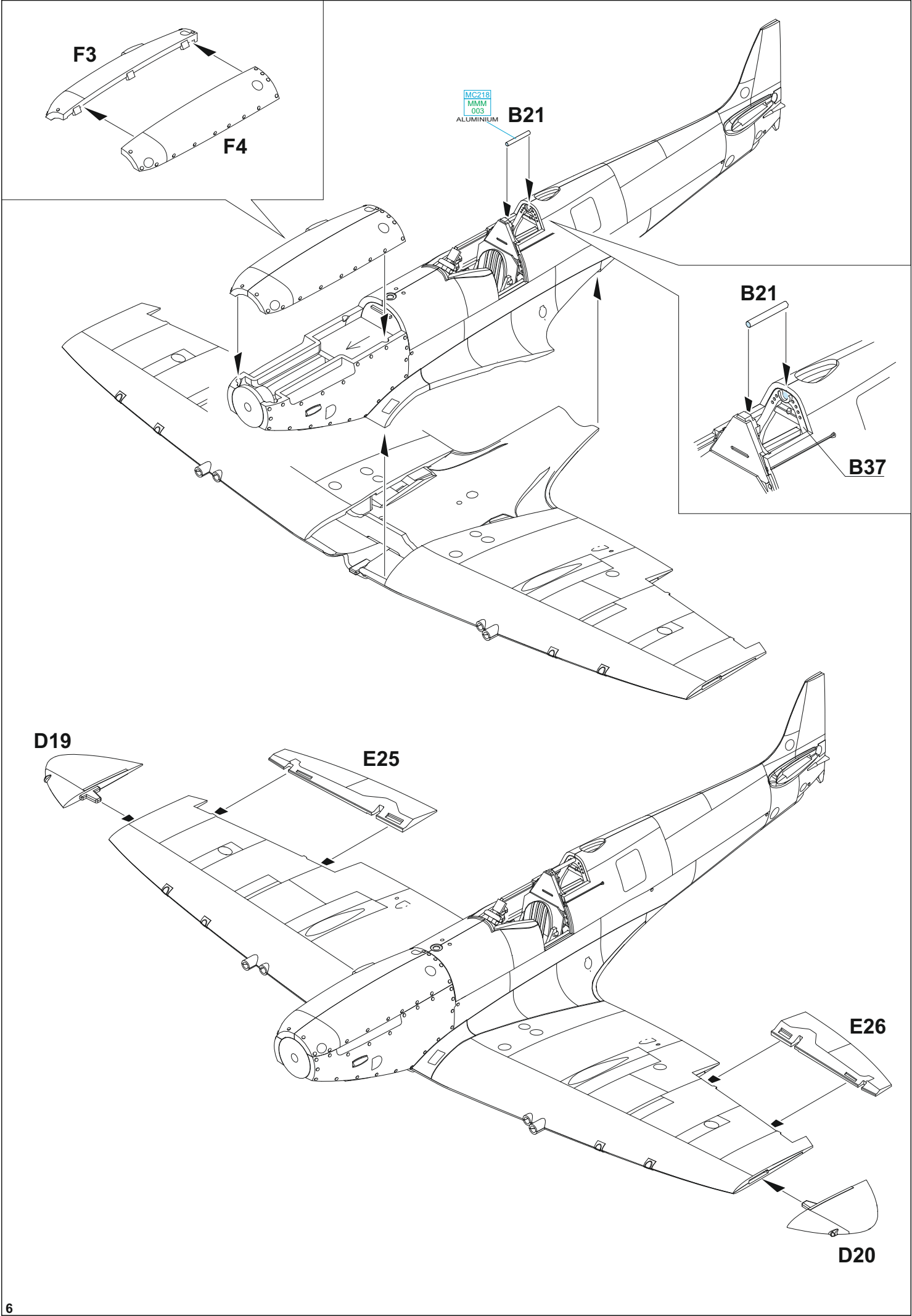
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H3	C13	MMP-003	FLAT RED
H4	C4	MMP-007	YELLOW
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H33	C81		RUSSET
H51	C11	MMP-063	LIGHT GULL GRAY
H71	C21	MMP-076	MIDDLE STONE
H72	C369	MMP-078	DARK EARTH
H74	C368	MMP-080	SKY
H77	C137	MMP-040	TIRE BLACK
H84	C42		MAHOGANY
H90	C47		CLEAR RED
H92	C49		CLEAR ORANGE
H94	C138		CLEAR GREEN

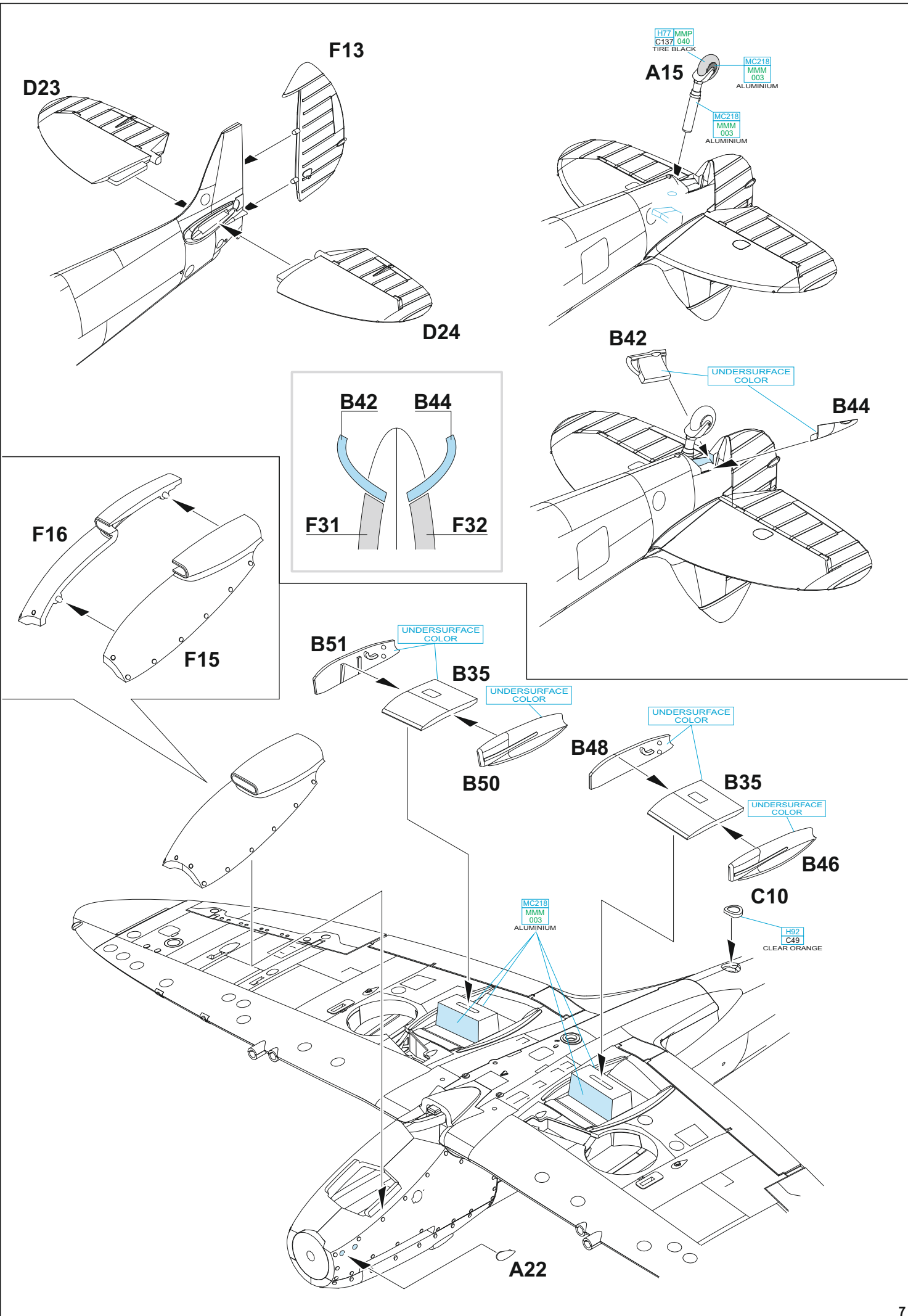
GSI Creos (GUNZE)			MISSION MODELS
AQUEOUS	Mr.COLOR	PAINTS	
H302	C302		GREEN
H316	C316	MMP-104	WHITE
H330	C361	MMP-077	DARK GREEN
H331	C331		DARK SEAGRAY
H335	C363	MMP-094	MEDIUM SEAGREY
H417	C117	MMP-051	RLM76 LIGHT BLUE
	C362	MMP-093	OCEAN GREY
	C364	MMP-079	AIRCRAFT GREY-GREEN
	C370	MMP-092	AZURE BLUE
Mr.METAL COLOR		METALLICS	
	MC214	MMM-001	DARK IRON
	MC218	MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER

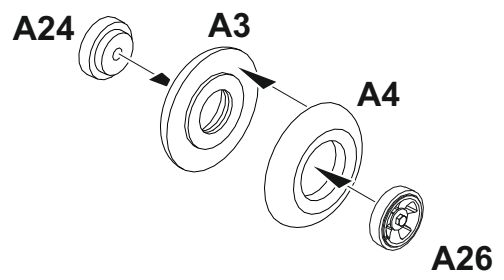
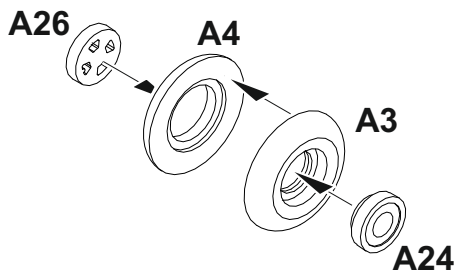




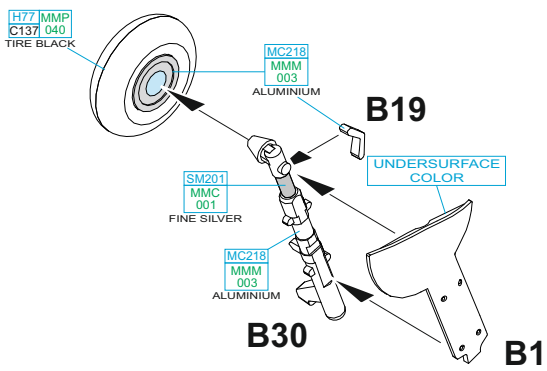




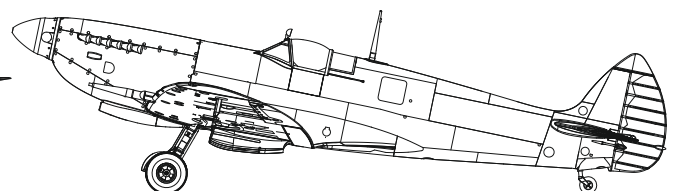
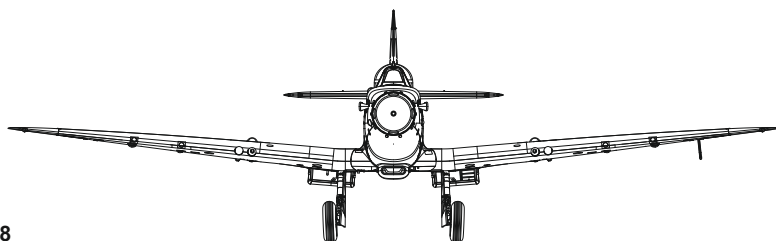
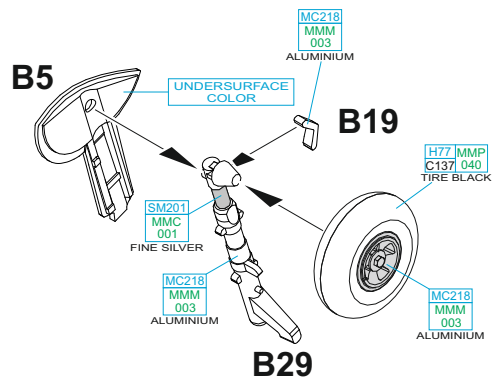


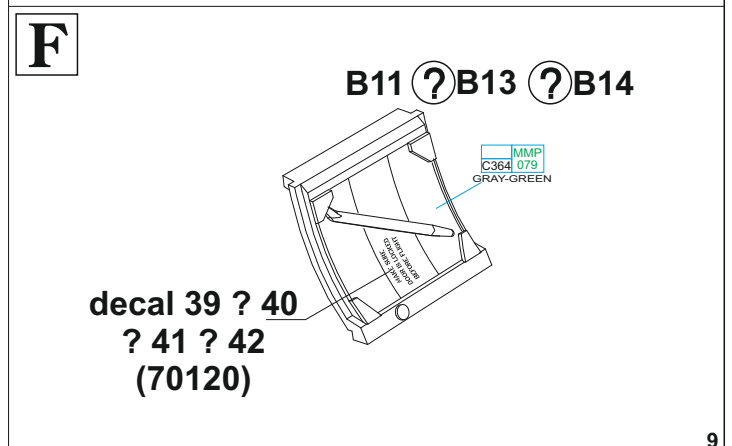
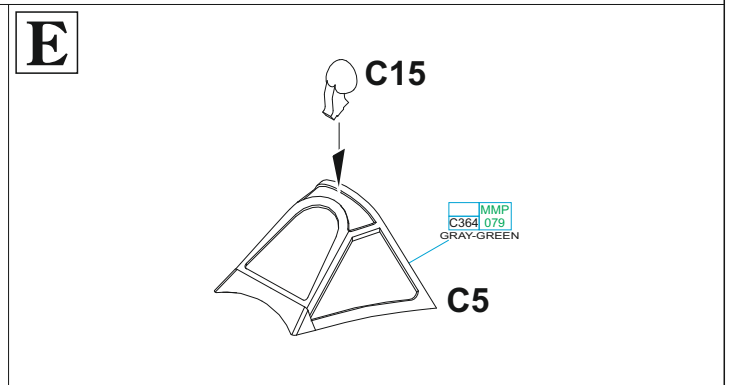
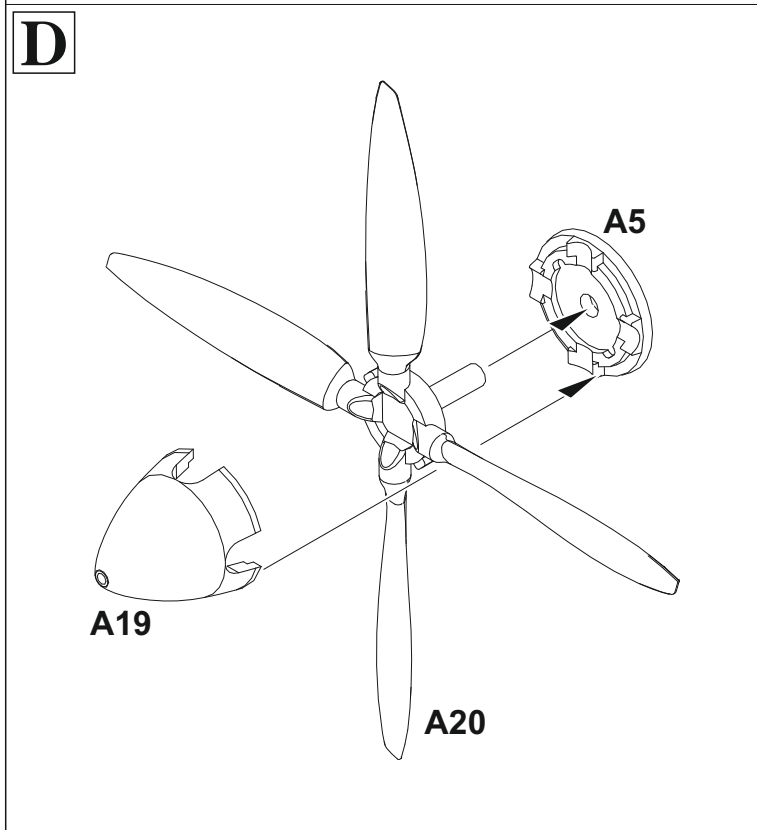
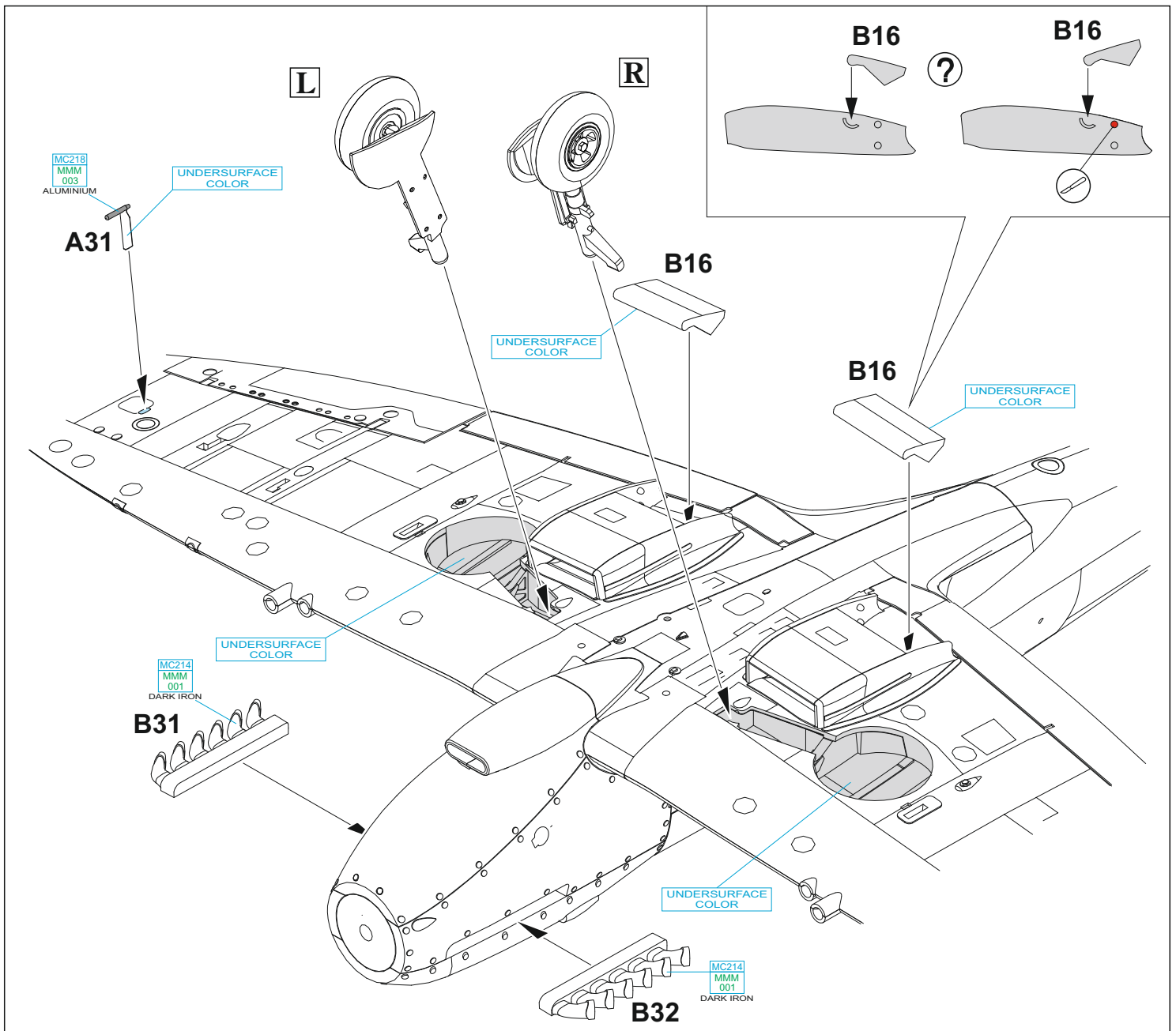


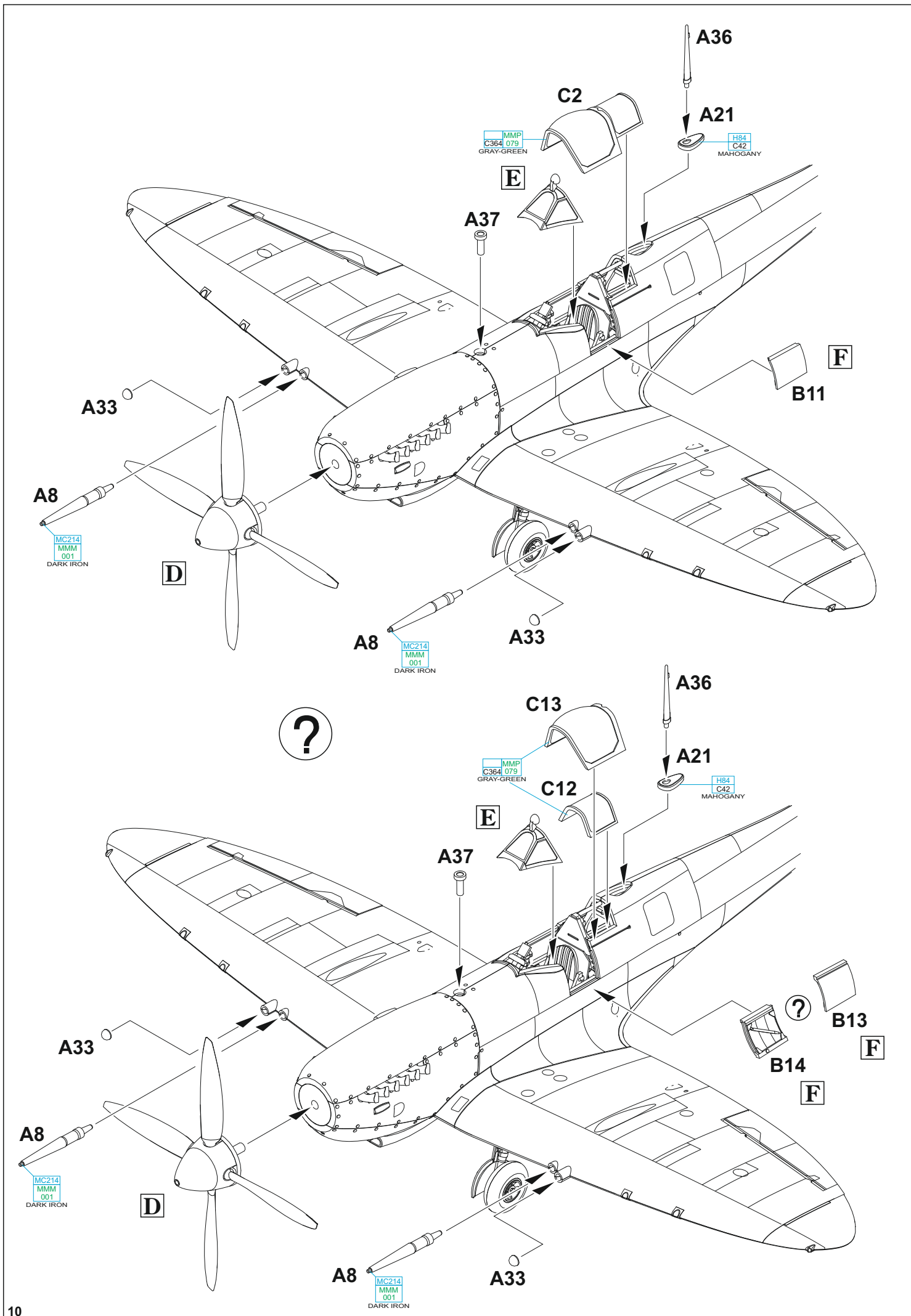
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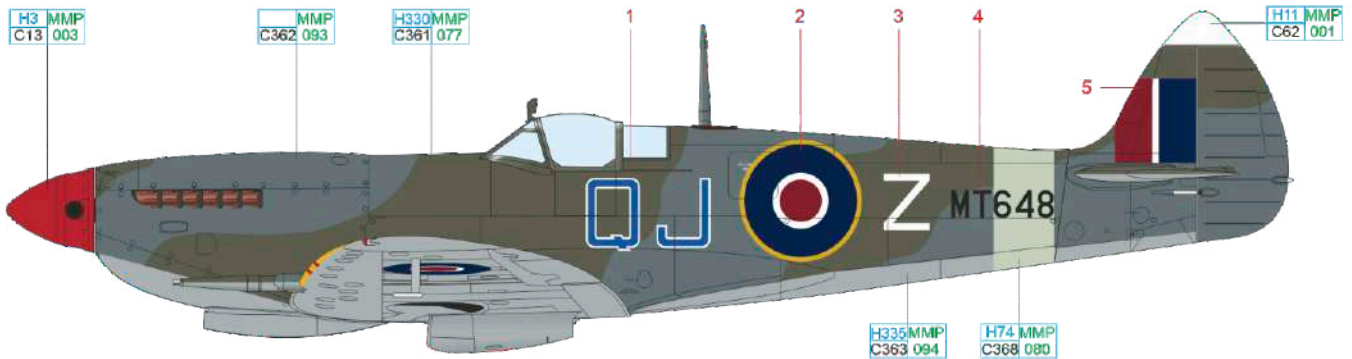




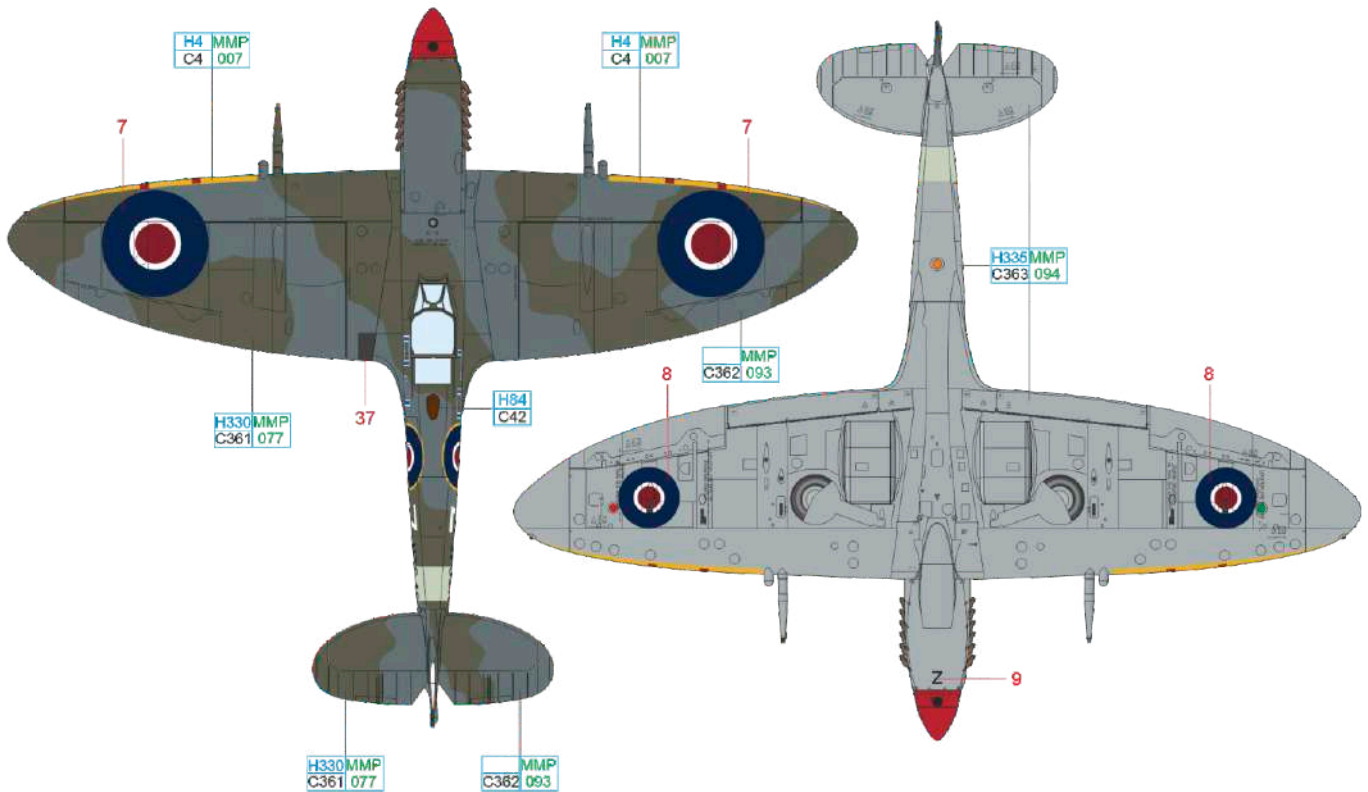


A MT648, S/Ldr John E. Gasson, CO of No. 92 Squadron, Bellaria, Italy, April - May 1945

Spitfire in this profile was flown by No. 92 Squadron commander John Edward Gasson for the last two months of the conflict. During his whole combat career, spent exclusively with this unit, Gasson shot down three enemy airplanes, two in cooperation, one probably and damaged seven of them. During the last months of the war No. 92 Squadron Spitfires carried the squadron code letters in Light Mediterranean Blue color trimmed in white, individual code letters were white. The tip of the vertical tail surface was also painted white.



H335 MMP C363 094 H74 MMP C368 080



H4 MMP C4 007

H4 MMP C4 007

H335 MMP C363 094

MMP C362 093

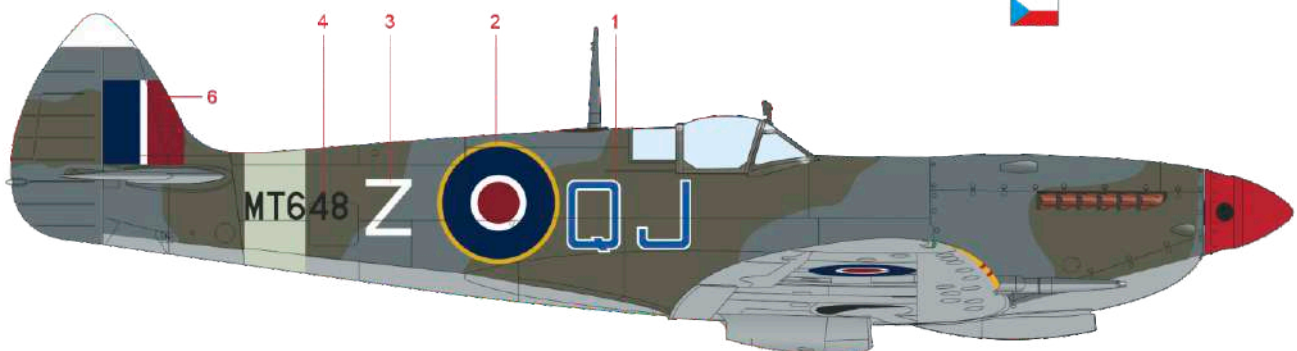
H330 MMP C361 077

H84 C42

H330 MMP C361 077

MMP C362 093

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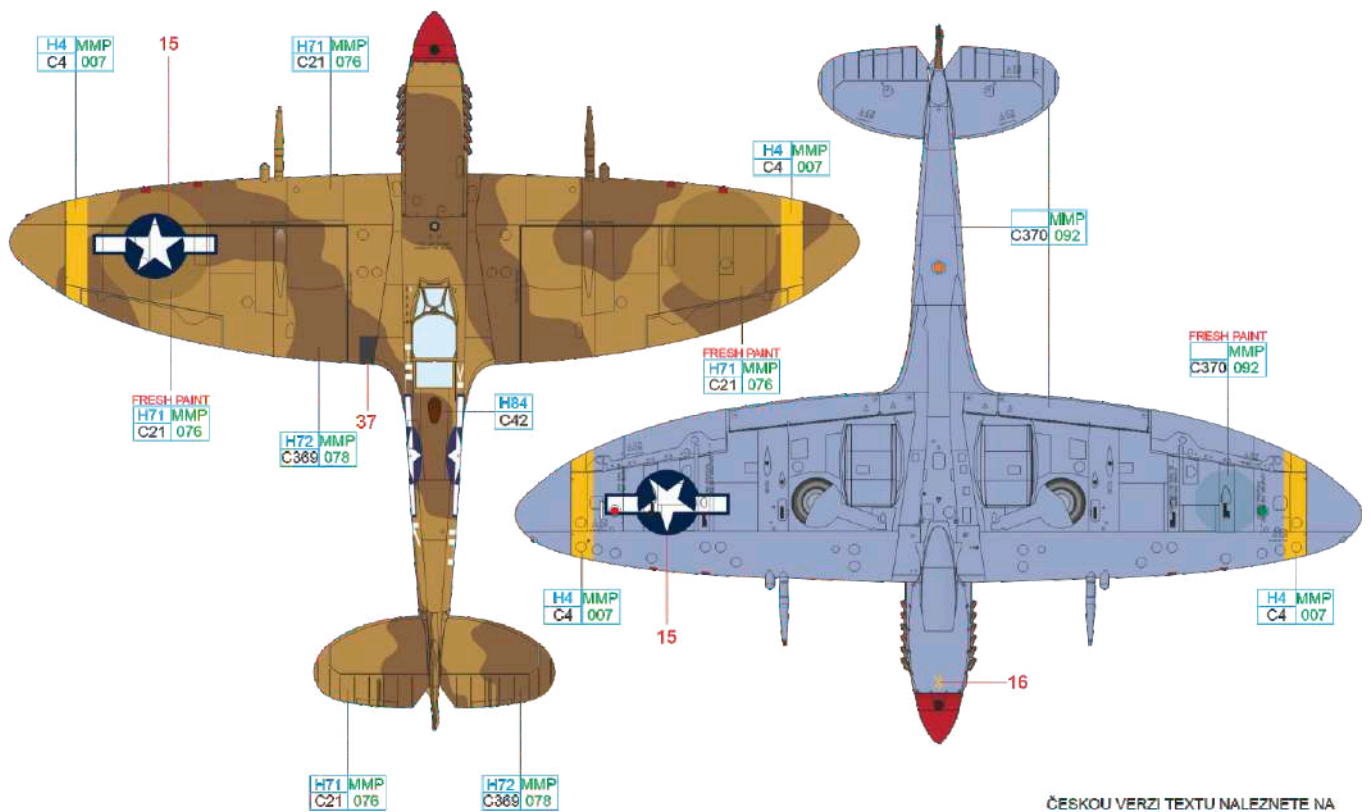
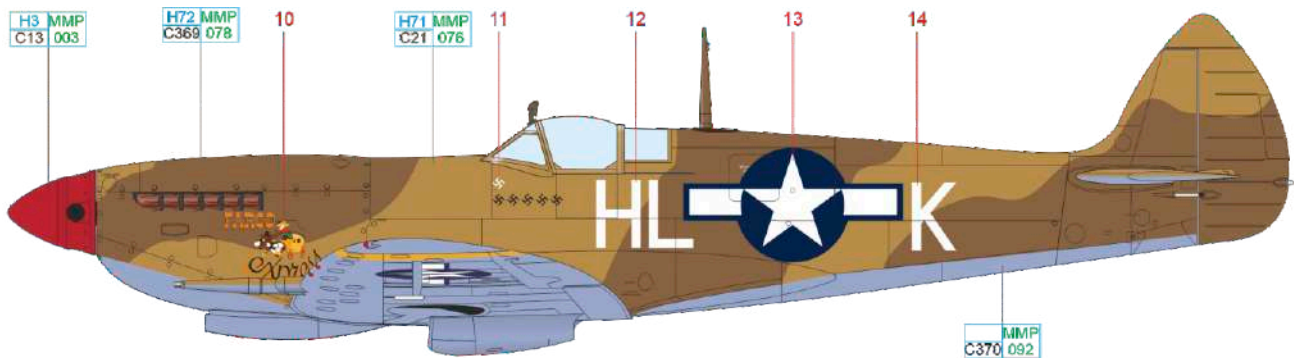
WHITE H11 MMP C82 001 MAHAGONY H84 C42

DARK GREEN H330 MMP C361 077 OCEAN GRAY MMP C362 093 MEDIUM SEA GRAY H335 MMP C363 094 RED H3 MMP C13 003 SKY H74 MMP C368 080 YELLOW H4 MMP C4 007

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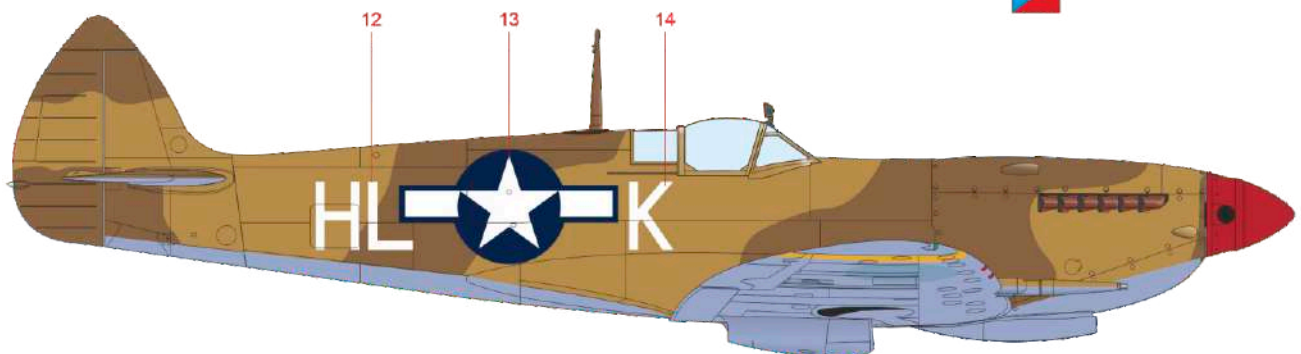
B 1Lt. Leland P. Molland, 308th FS, 31st FG, Castel Volturno, Italy, December 1943 - February 1944

Leland Phillips "Tommy" Molland was born on May 7, 1919 in Chaffie, North Dakota. He completed his pilot training at Moore Field in Texas. On July 5, 1943 he joined 31st FG. On January 16, 1944 he scored his first victory when he managed to shoot down a Bf 109 in cooperation. Other victories followed rapidly. On February 22, 1944, having shot down two Bf 109, he became a fighter ace and at the same time the most successful Spitfire Mk.VIII pilot. After the 31st FG was re-equipped with the P-51 Mustang at the end of March 1944 he continued flying combat missions and shot down another six enemy airplanes. Molland remained in the air force service after the war, was promoted to Lt.Colonel but on May 16, 1951 tragically lost his life in T-33 when he hit the mountain on his return from a meteorological reconnaissance mission over the enemy territory during the Korean War.



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MAHAGONY H84 C42

DARK EARTH H72 MMP C369 078

MIDDLE STONE H71 MMP C21 076

AZURE BLUE H71 MMP C21 076

RED H3 MMP C13 003

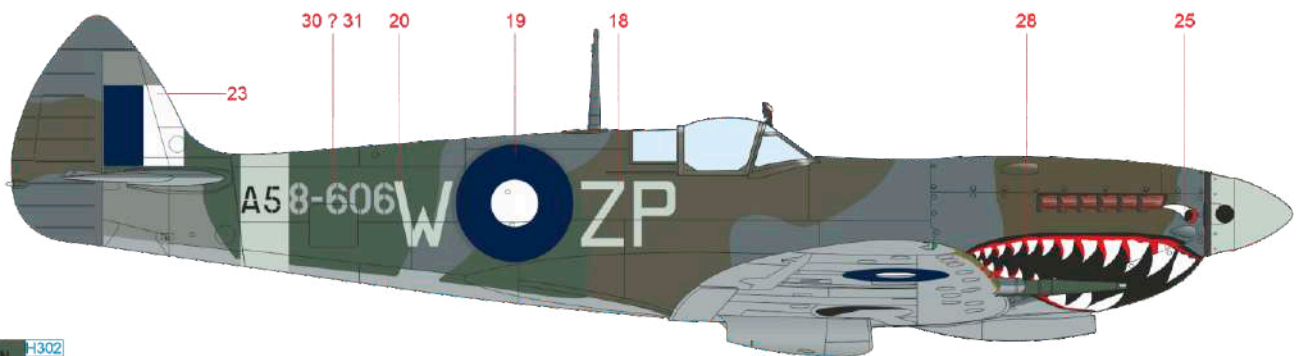
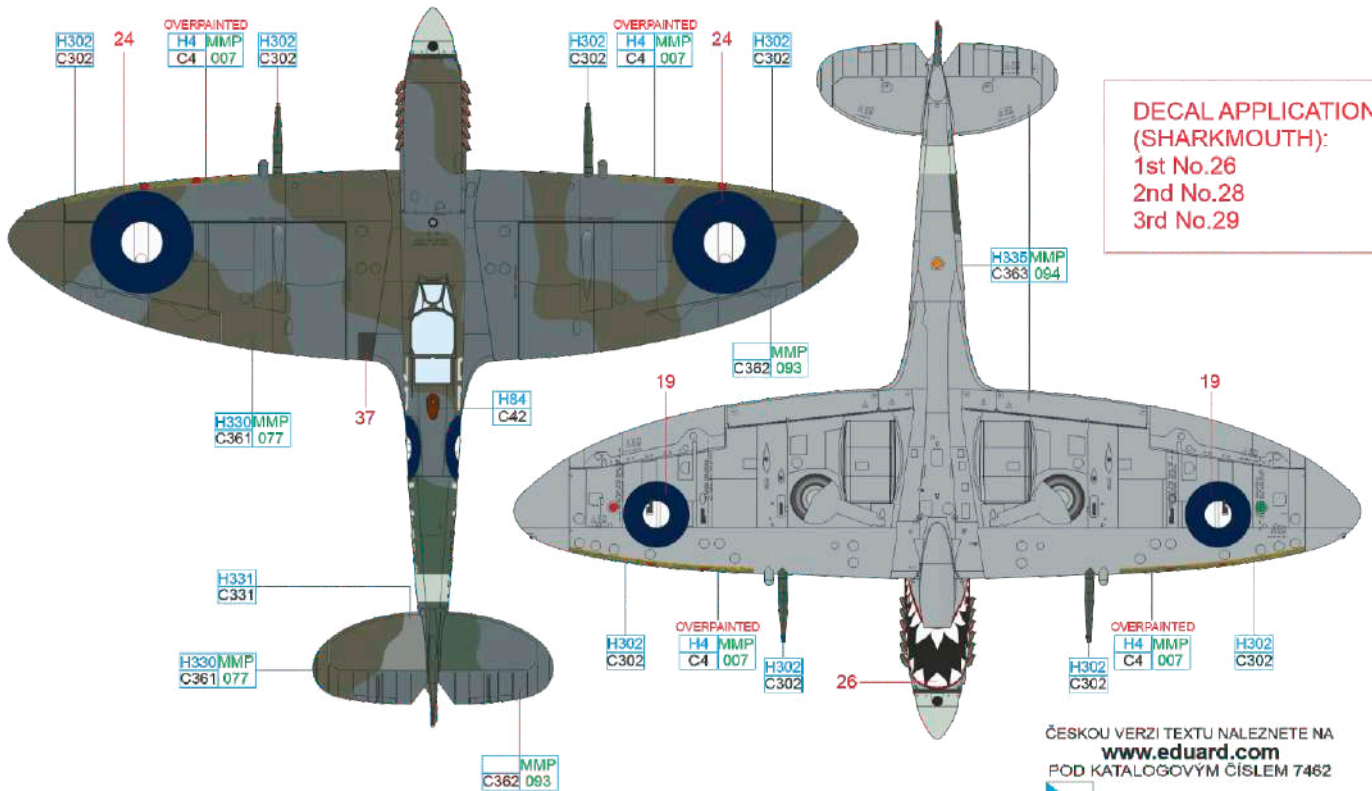
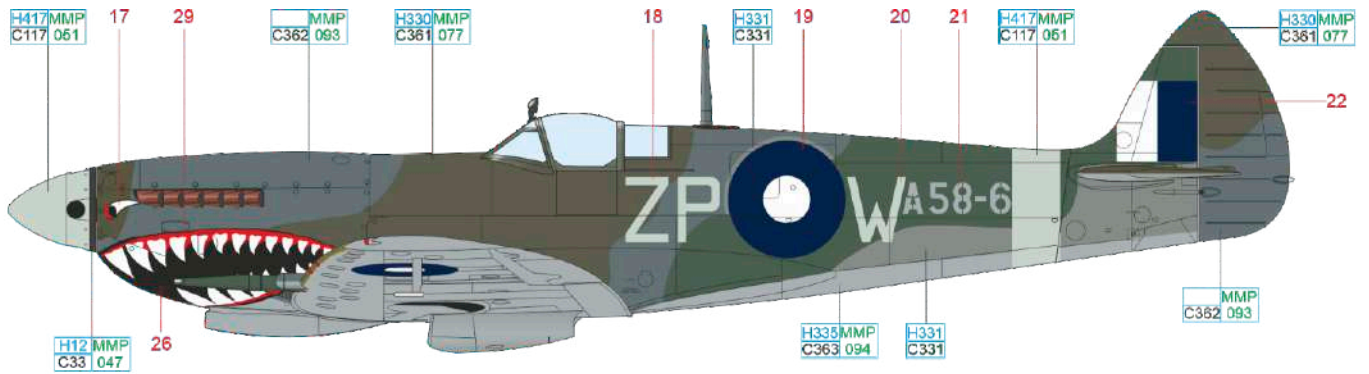
BLACK H12 MMP C33 047

YELLOW H4 MMP C4 007

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C A58-606, S/Ldr Bruce Watson, CO of No. 457. squadron, Labuan, Borneo, august 1945

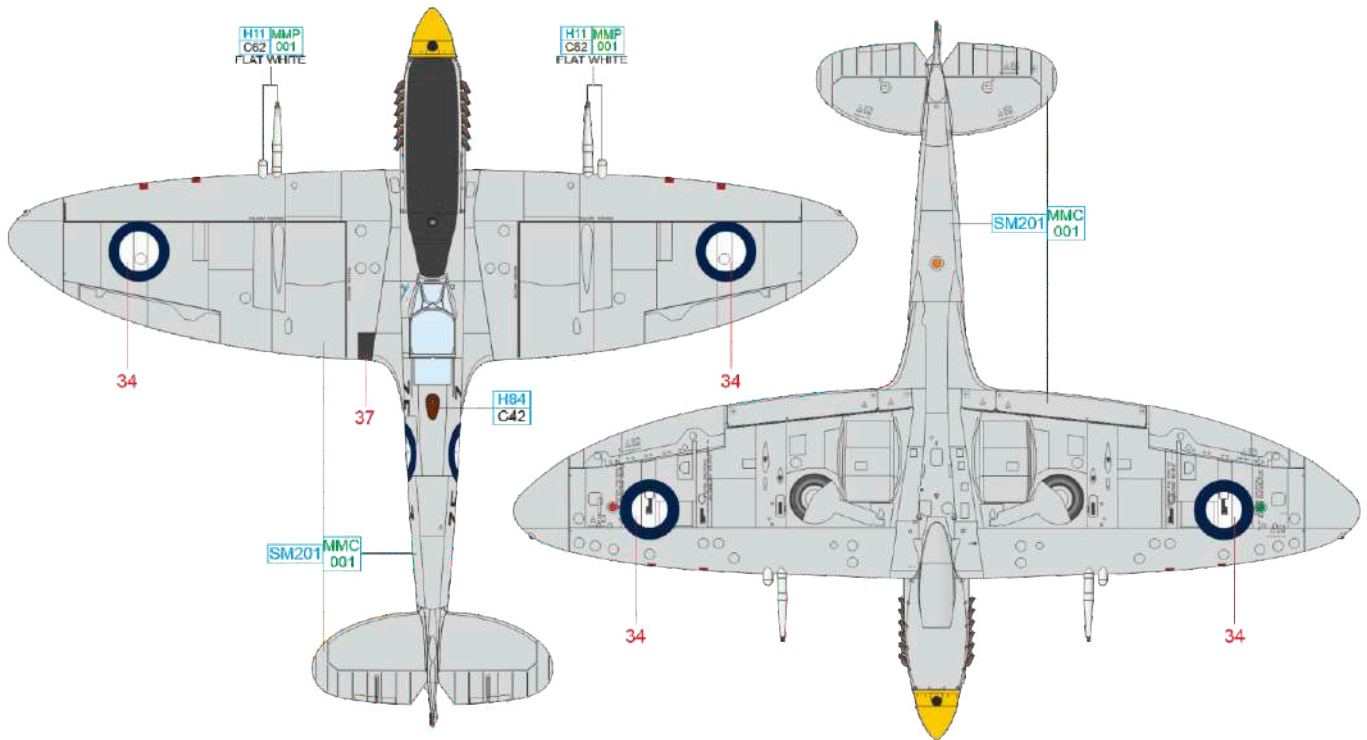
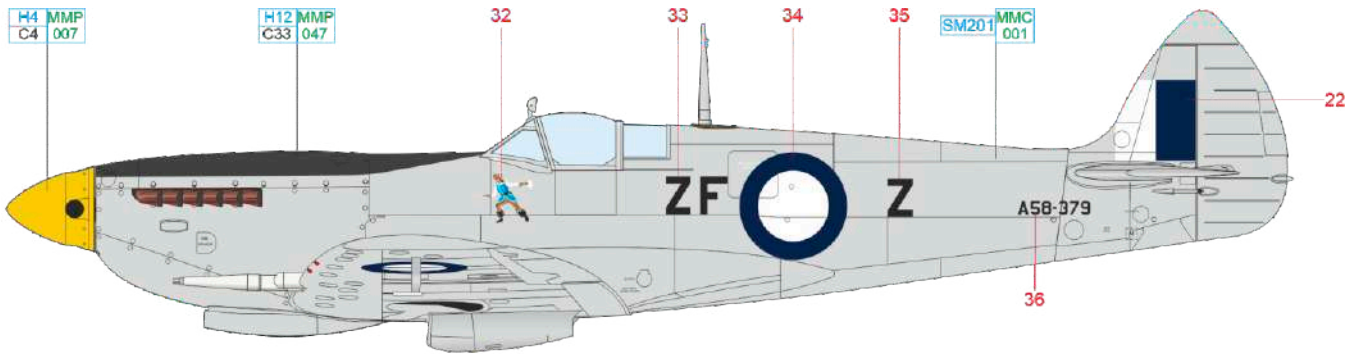
When this aircraft was flown to the Philippines at the end of March 1945, (for trials against captured Japanese aircraft), it had the shark mouth removed as well as the "Grey Nurse" name on the fuel tank cover. It also acquired a 12" Sky Blue band around the rear fuselage. The Sky Blue band was painted over the RAAF serial. When it returned to No. 457 Squadron at Morotai at the end of April, the shark mouth was painted on again, but it appears that the "Grey Nurse" name was not. This aircraft has been fitted with a new lower cowl. It can be seen that the shark mouth on the engine side cowls is different to that on the lower cowl. The serial on the starboard side was re-painted, in Black, over the Sky Blue band, but the Medium Sea Grey serial in the port side was not. At this time, shortly before it deployed to Labuan in June 1945, many aircraft were also fitted with new rudders, as the fabric deteriorated badly in the hot and humid conditions. The 'Ace of Spades', wing emblem, was not re-applied to these aircraft and was over painted on those that did not receive new rudders. The inner cannon barrel fairings were Foliage Green.



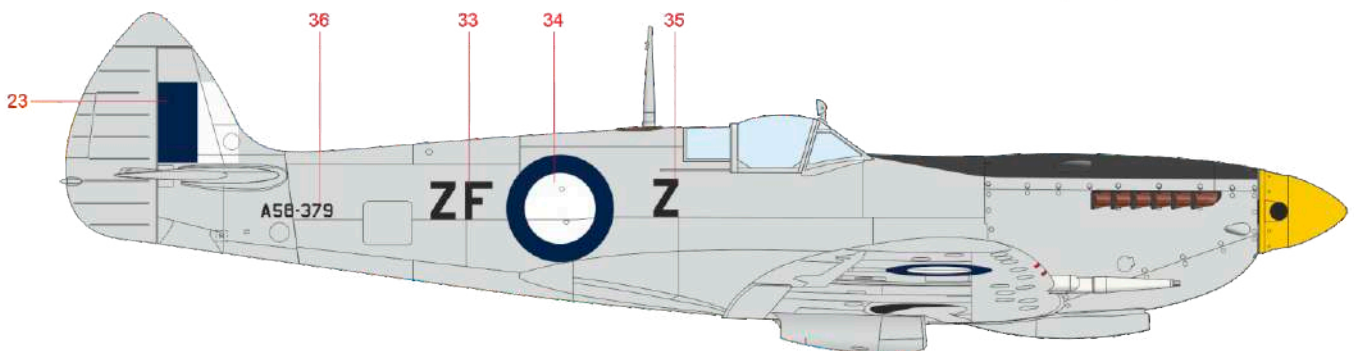
GREEN	H302 C302	MAHAGONY	H84 C42	BLACK	H12 MMP C33 047	YELLOW	H4 MMP C4 007	LIGHT BLUE	H417 MMP C117 051
DARK SEA GRAY	H331 C331	OCEAN GRAY	MMP C362 093	MEDIUM SEA GRAY	H335 MMP C363 094	DARK GREEN	H330 MMP C361 077		

D A58-379, F/Lt Ernest D. Glaser, No. 549 Squadron, Strauss Airstrip, Australia, September 1944

Son of a former RFC pilot, Ernest Derek Glaser was born on April 20, 1921. After meeting the test pilot Jeffrey Quill Glaser junior wanted to become a pilot as well. In June 1939 he joined RAF and after he finished his pilot training on July 13, 1940 he was assigned to No. 65 Squadron in Hornchurch. He took part in the Battle of Britain during which he scored three probable kills. In August 1941 he was attached to No. 234 Squadron in Warmwell and participated in the sweeps over France during which he shot down two enemy aircraft in cooperation. In 1943 Glaser was dispatched to Australia to lead "B" Flight of the No. 549 Squadron where he flew Spitfires in defense of Darwin. In February 1943 Glaser assumed command of the No. 548 Squadron and held this post until the unit was disbanded on October 9, 1945. Then he returned to Great Britain. In 1946 he joined No. 64 Squadron in Linton-on-Ouse as a flight leader. On June 26, 1953 he resigned from RAF and joined Vicker Armstrong in Hurn where he later became the chief test pilot. He participated in the intense and exhausting manufacturer's tests of the Valiant bomber. He also test flew BAC 1-11 one of the best selling British airliners. Spitfire flown by Glaser in 1944 had the camouflage stripped and the fabric covered surfaces were painted in aluminum dope. Glaser's ground crew maintained the surfaces highly polished. The cannon covers may have lacked the paint as well.



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STENCILING POSITIONS

