

## Seafire F Mk.XV

**GB** To boost the performances of new Seafire versions, Supermarine Company similarly to Spitfire development used R&R Griffon engine. Slightly heavier and bigger Griffon engine offered considerably higher power output than R&R Merlin that powered Seafire Mk.I-III's. The development of Griffon powered Seafire version was started in 1943.

The new version was somewhat crossover of several existing Spitfire and Seafire versions. The fuselage was taken over from Seafire Mk.III, tail planes were from Spitfire Mk.VIII and altogether it was powered by Griffon Mk.IV driving four-bladed Rotol propeller. Later version of Spitfire, particularly Mk.XII was powered by same engine. But the new Seafire designated Mk.XV was equipped with symmetrical coolers under each wing's halves. The armament consisted of two 20 mm cannons and four 7.7 mm machine guns. The mass production started at Cunliffe-Owen (182 produced machines) and Westland (246 machines); Supermarine manufactured only the prototypes. The first 51 produced aircraft were still equipped with "A" arrestor hook mounted below the fuselage. This assembly unfortunately strained the already strengthened fuselage and therefore the subsequent machines were equipped with "Stinger" arrestor hooks located at the end of the fuselage. This solution led to the change of the vertical fin's rudder. Initially Seafire suffered by griffon engine troubles; the compressor's clutch often slipped during take-offs. Seafire Mk.XV came to combat squadrons in 1945 with possible assignment to Far East. However, these machines came too late to take part in the fights there. Eventually, eight combat FAA squadrons were equipped with Seafire Mk.XVs. Seafire were also exported to Canada, France and Burma. Royal Canadian Navy used these Seafires aboard HMCS Warrior, the sole Canadian aircraft carrier, and on ground bases. Similar deployment occurred in France with Aéronavale. French Seafires operated from aboard Arromanches aircraft carrier as so from the ground bases. Burma stripped all naval equipment from their Seafires and deployed them against China supported Communist terrorists in 1950. Since 1947 when the change in designation of British aircraft was introduced, this Seafire version was re-designated to Mk.15.

*Technical Data: Wing Span: 11.23m, Length: 9.71 m, Max. Speed: 616 kmh, Range: 692 km/ without external fuel tanks, Service Ceiling: 12,000 m.*

**CZ** Podobně jako u vývoje verzí Spitfiru, použila firma Supermarine při snaze zvýšit výkony nových verzí Seafiru, motor R&R Griffon. Griffon nabízel při mírně vyšší váze a větších rozměrech podstatně větší výkon než R&R Merlin, dosud používaný ve Seafirech Mk.I-III. Vývoj verze Seafiru s Griffonem byl zahájen v roce 1943.

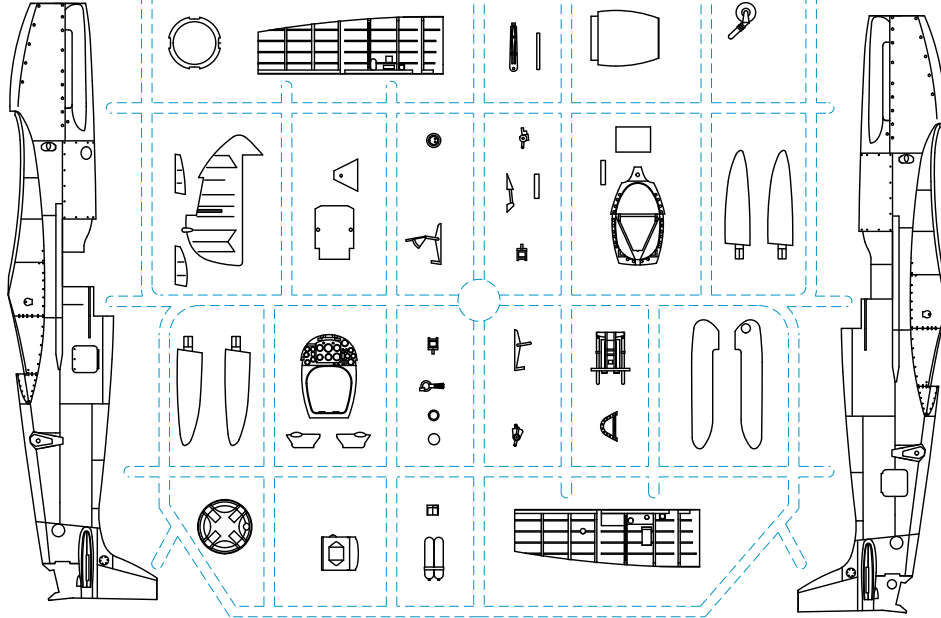
Nově vzniklá verze vznikla jakoby křížením několika verzí Spitfiru a Seafiru. Trup převzatý ze Seafiru Mk.III doplnily ocasní plochy Spitfiru Mk.VIII a motor Griffon Mk.IV se čtyřlístou vrtulí Rotol. Shodný motor poháněl pozdější serie Spitfiru Mk.XII. Ale nový Seafire, označený Mk.XV dostal pod křídlo symetrické chladiče. Výzbroj tvořily dva kanony ráže 20 mm a čtyři kulomety 7,7 mm. Sériová výroba se rozeběhla u firem Cunliffe-Owen (182 ks) a Westland (246 ks), Supermarine vyrobil pouze prototypy. Prvních 51 vyrobených kusů mělo ještě namontován „A“ hák pod trupem. tato montáž namáhala i zesílený trup nových Seafirů. dalším vyrobeným Seafirům byl proto montován hák „žihadlo“ na konci trupu. To bylo spojeno i se změnou kormidla svíslé ocasní plochy.

Seafiry Mk.XV měly ze začátku problémy s motory Griffon, při startu často prokluzovala spojka kompresoru. Do řadové služby se dostaly v květnu 1945 a měly být nasazeny na Dálném východě. Již však nestihly zasáhnout do bojů. FAA nakonec vyzbrojilo Seafiry Mk.XV osm bojových squadron. Seafiry byly i exportovány do Kanady, Francie a Barmy. Royal Canadian Navy Seafiry Mk.XV používalo na jediné kanadské letadlové lodi HMCS Warrior i na pozemních základnách. Stejné použití měla pro Seafiry i francouzská Aéronavale.

Francouzské Seafiry operovaly jak z paluby letadlové lodi Arromanches, tak z pozemních základen. Barma své Seafiry zbavila námořního vybavení a nasadila je po roce 1950 proti komunistickým teroristům podporovaných Čínou. Od roku 1947 se používalo v souladu se změnou označování britských typů označení Seafire Mk.15.

Technická data:

rozpětí: 11,23m, délka: 9,71 m, max. rychlost: 616 km/h, dolet 692 km/bez příd. nádrží, dostup 12 000 m,

**A****K**

CLEAR Parts

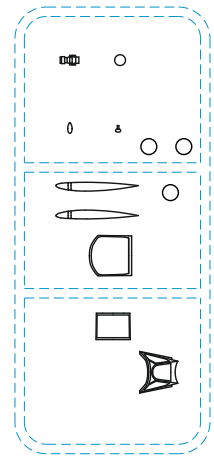
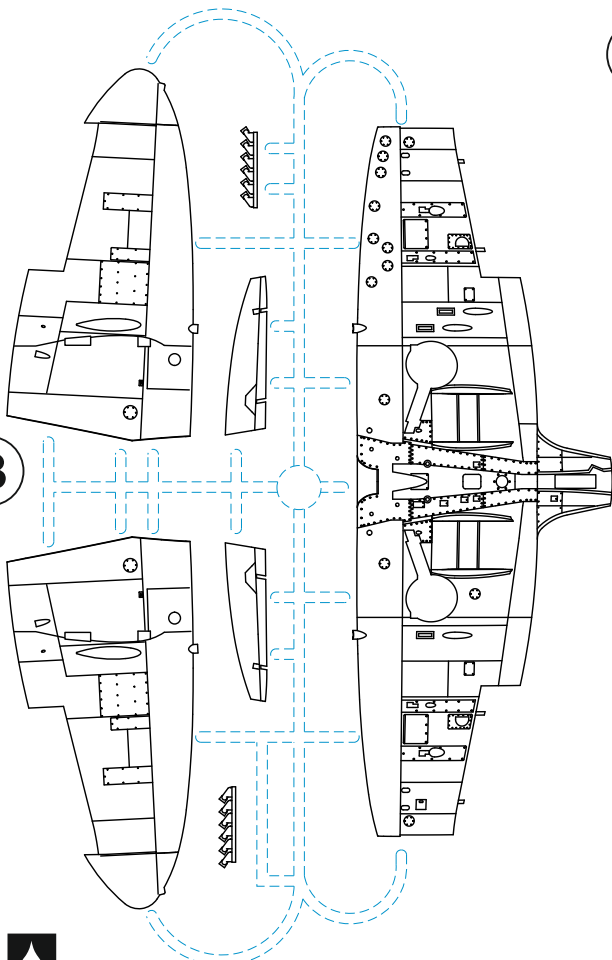
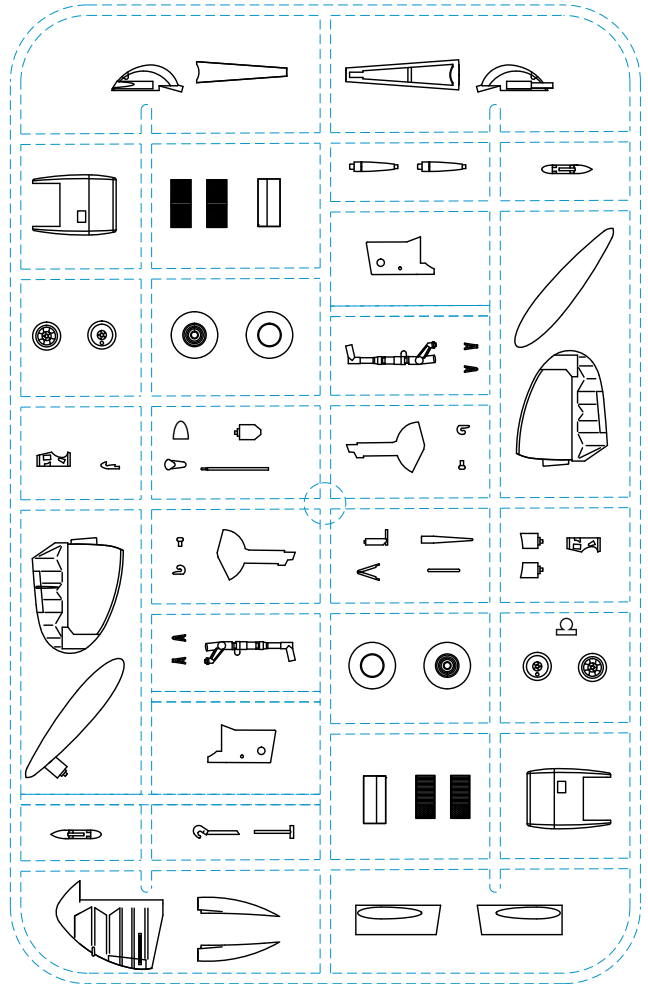
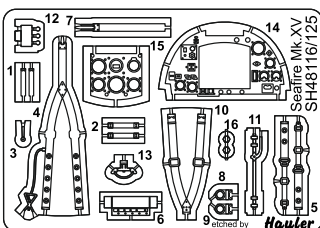
**B****C**

PHOTO-ETCHED Parts (PP1-PP22)



FILM Parts (FA-FC)

**SYMBOLS**

MOŽNOST VOLBY  
OPTIONAL  
NACH BELIEBEN  
OPTION



POUŽÍŤ KYANOAKRYLÁTOVÉ LEPIDLO  
INSTANT CYANOACRYLATE GLUE  
ZYANOAKRYLATKLEBER  
ADHÉSIF CYANOACRYLAT



OHNOUT  
BEND  
BIEGEN  
COURBER



ZHOTOVIT NOVÉ  
SCRATCH BUILD  
FERTIGSTELLEN  
ACHEVER

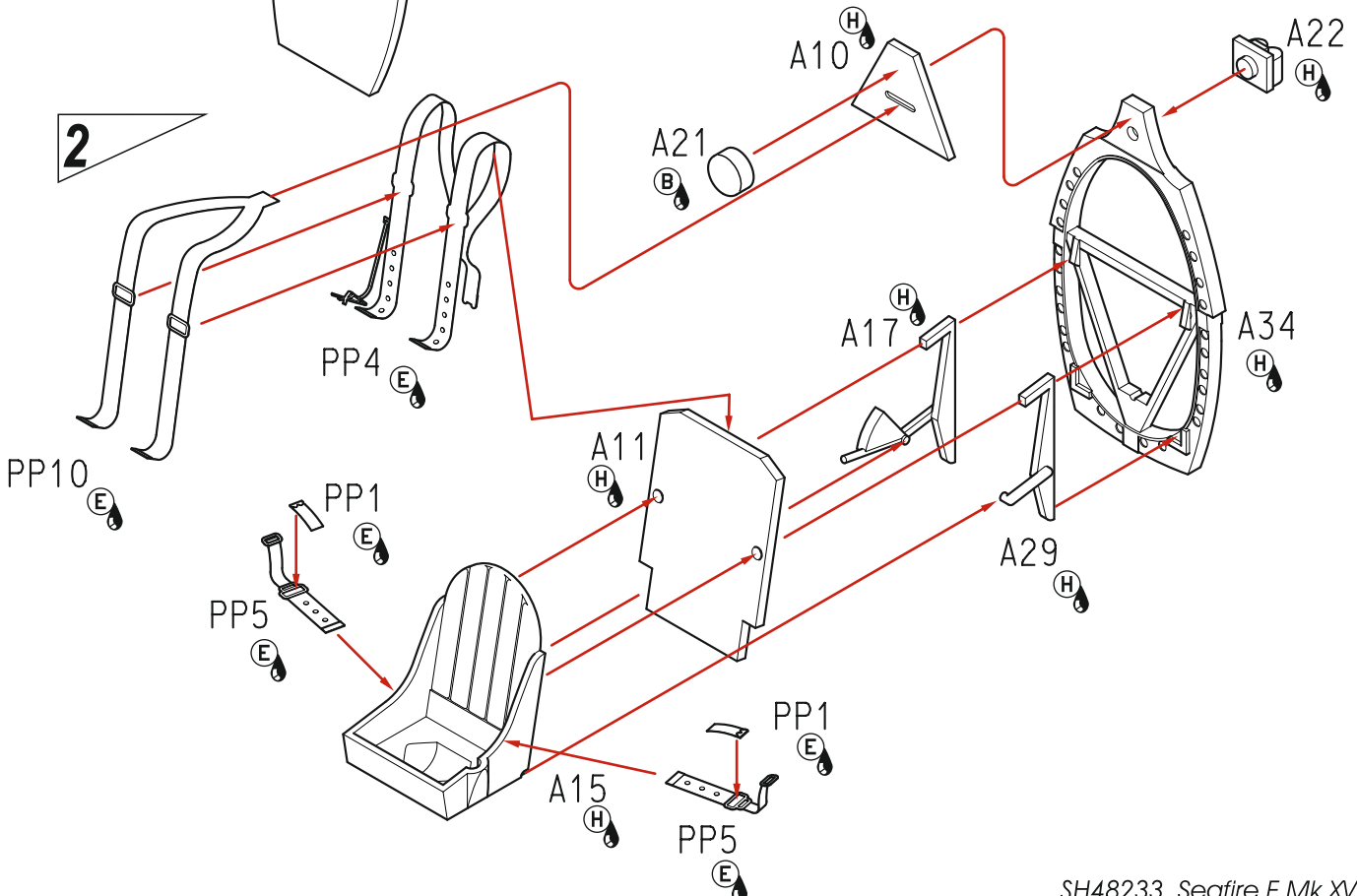
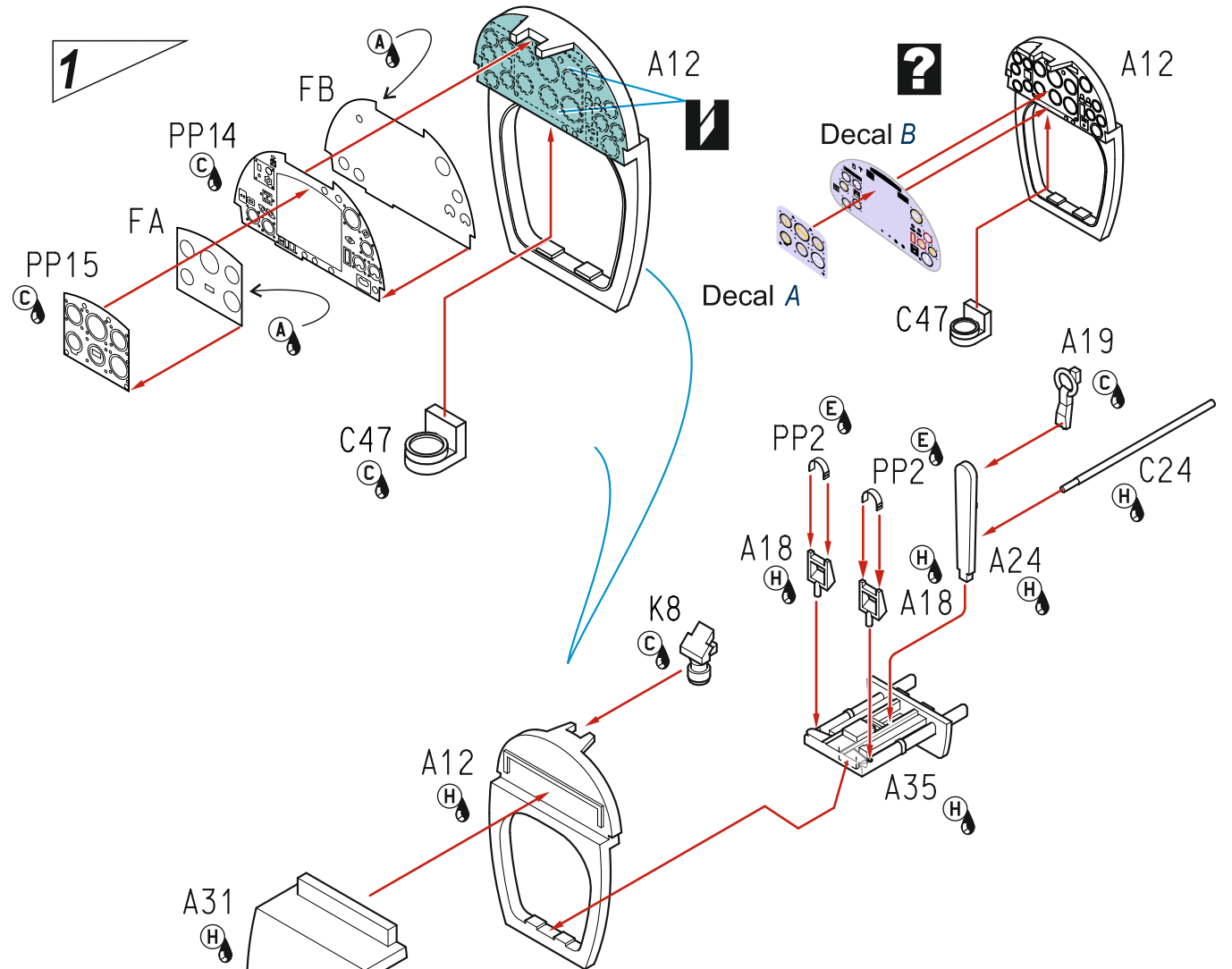


ŘEZAT/VRTAT  
CUT OFF/DRILL  
ENTFERNEN  
DETACHER

GSI  
colours code

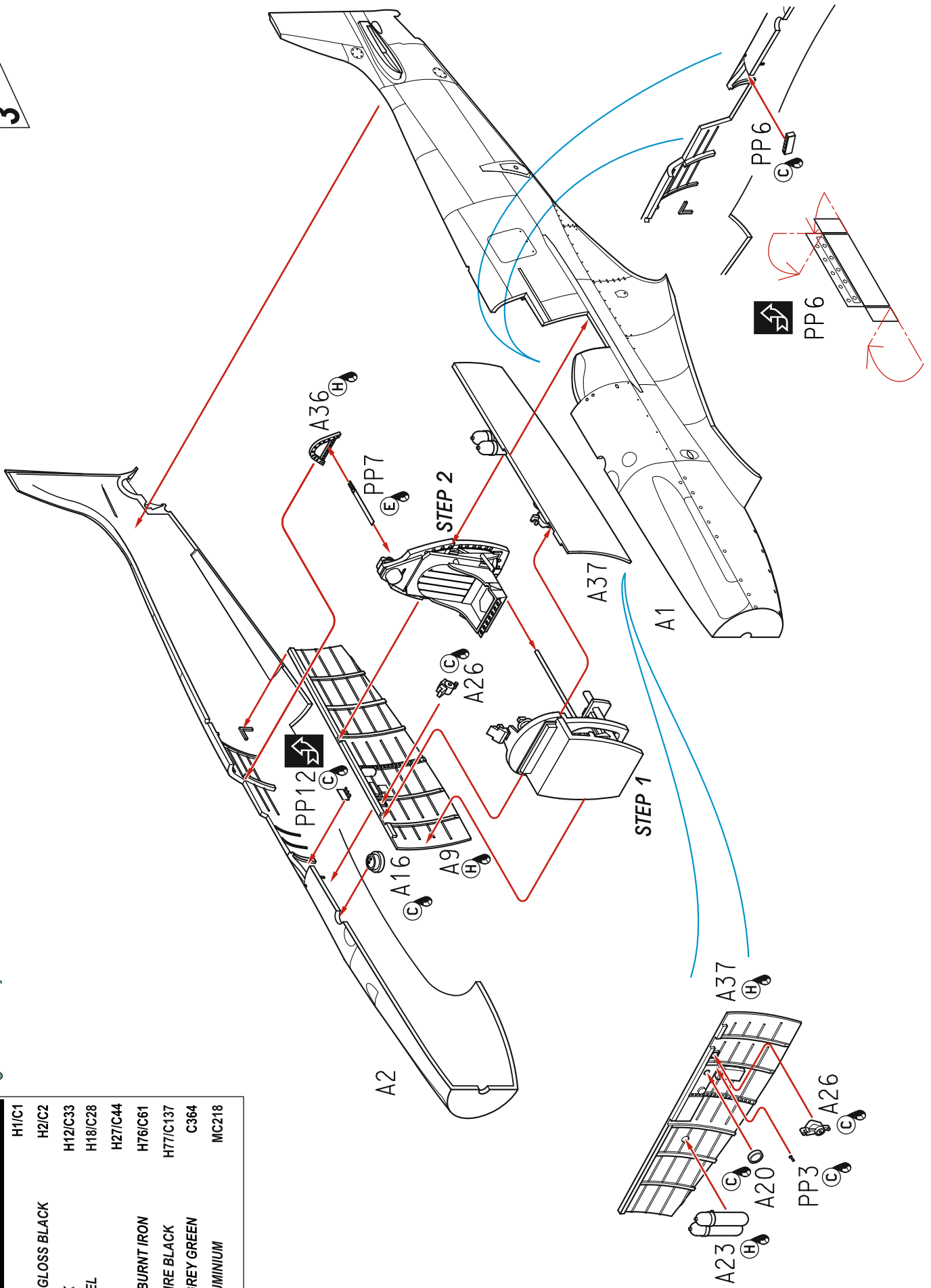


NATRÍT  
COLOUR  
FARBEN  
PEINDRE

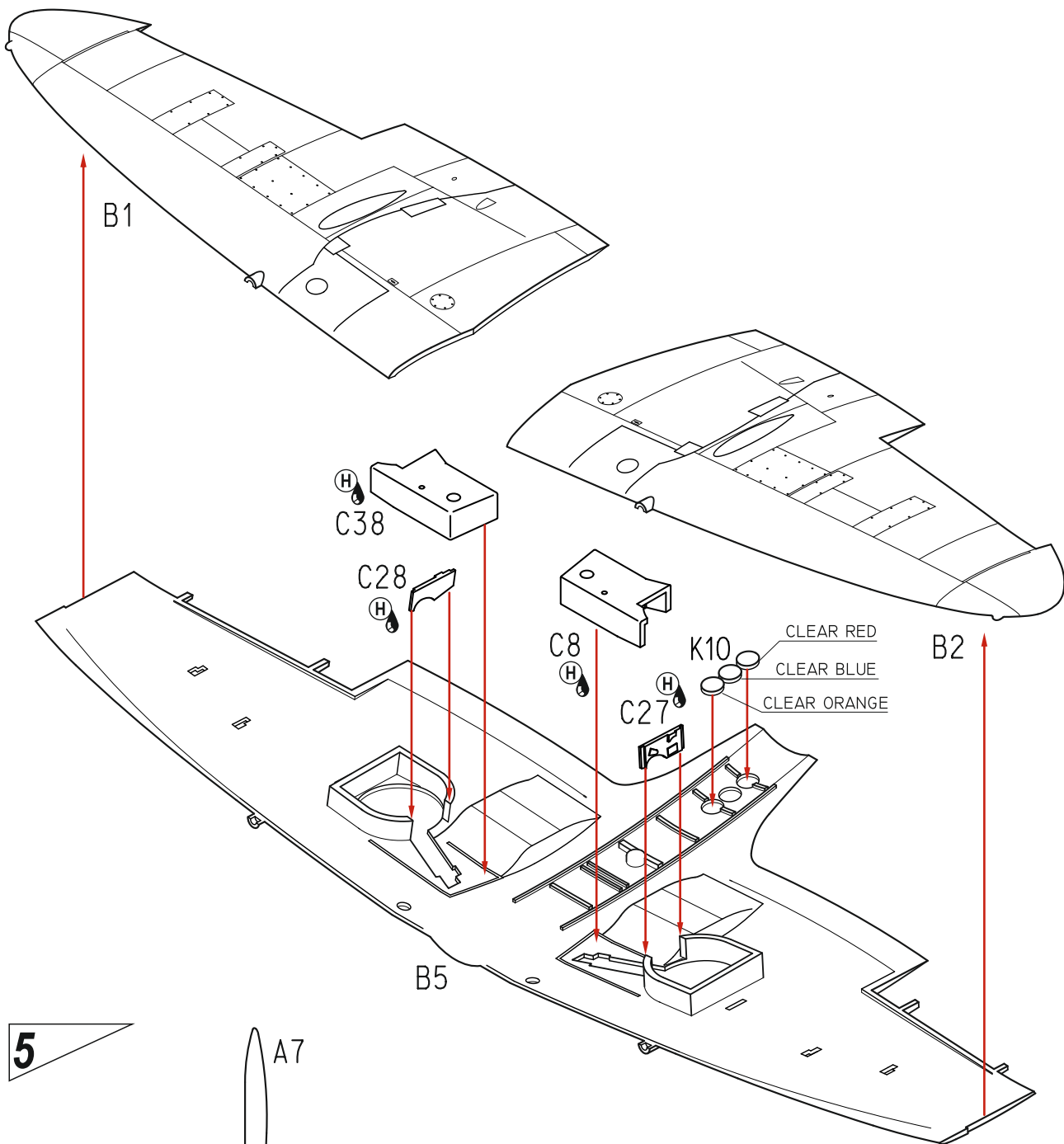


? + other colours on pages 9-12 (camouflage!)  
 + další odstíny barev na stránkách 9-12

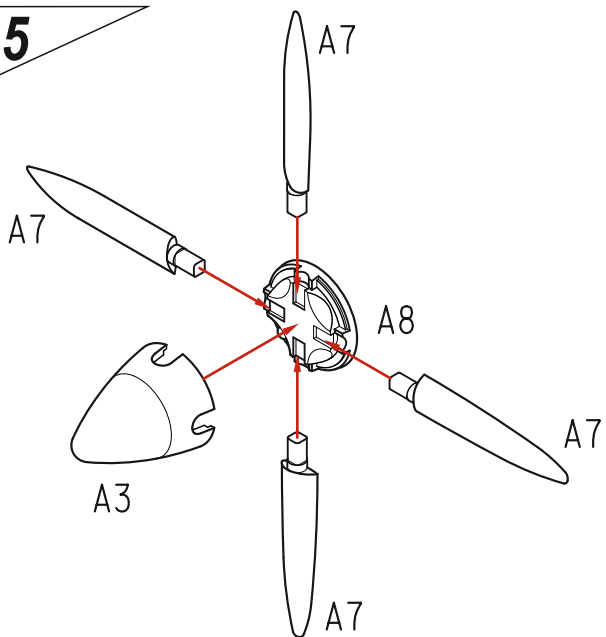
| Barvy GUNZE/ GUNZE Colour No. |                           |
|-------------------------------|---------------------------|
| A                             | Bílá/ WHITE               |
| B                             | Černá lesklá/ GLOSS BLACK |
| C                             | Černá/ BLACK              |
| D                             | Ocelová/ STEEL            |
| E                             | Plátno/ TAN               |
| F                             | Opálený kov/ BURNT IRON   |
| G                             | Barva pneu/ TIRE BLACK    |
| H                             | Šedozelená/ GREY GREEN    |
| L                             | Hliníková/ ALUMINIUM      |
|                               | H1/C1                     |
|                               | H2/C2                     |
|                               | H12/C33                   |
|                               | H18/C28                   |
|                               | H27/C44                   |
|                               | H76/C61                   |
|                               | H77/C137                  |
|                               | C364                      |
|                               | MC218                     |

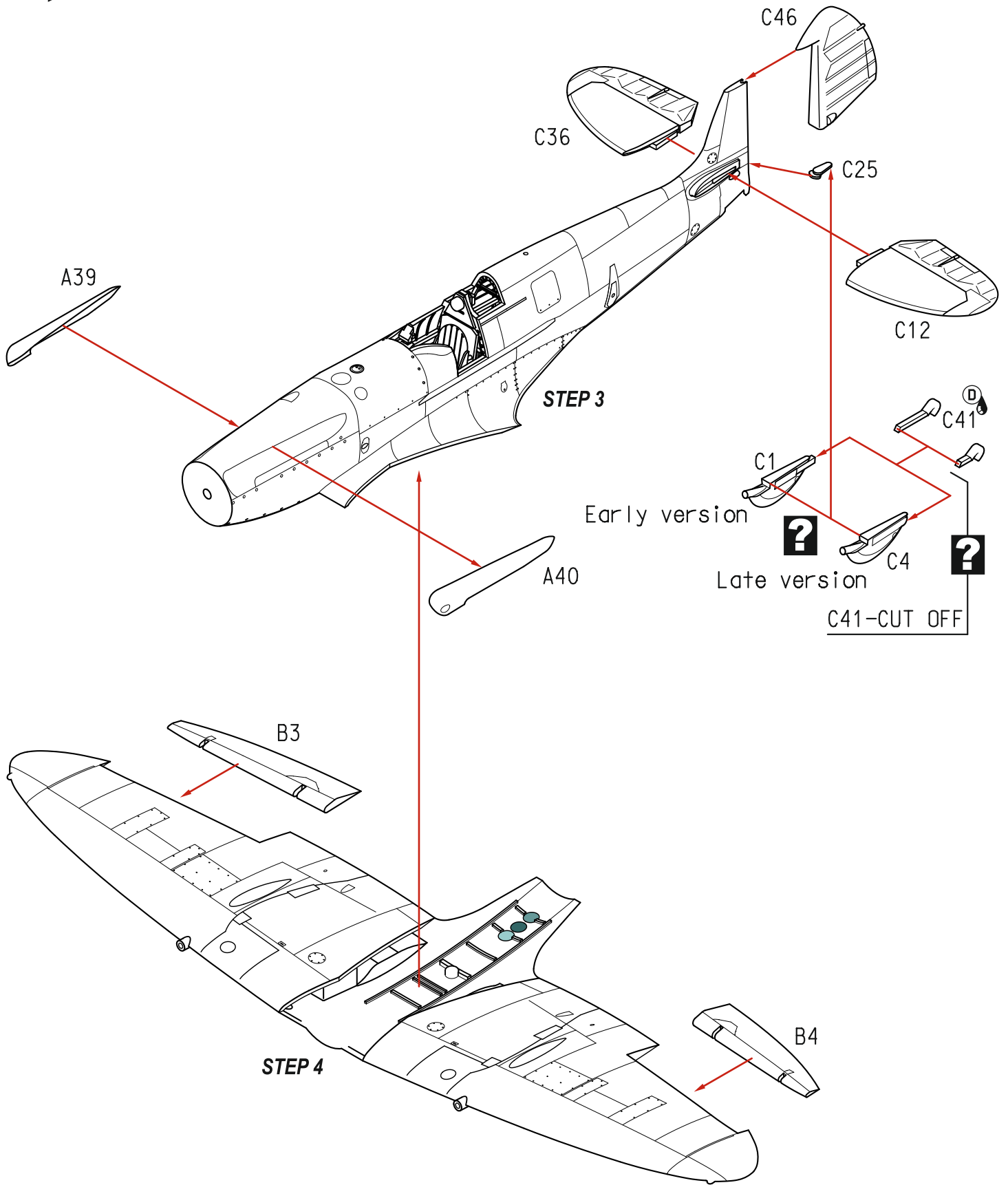


4



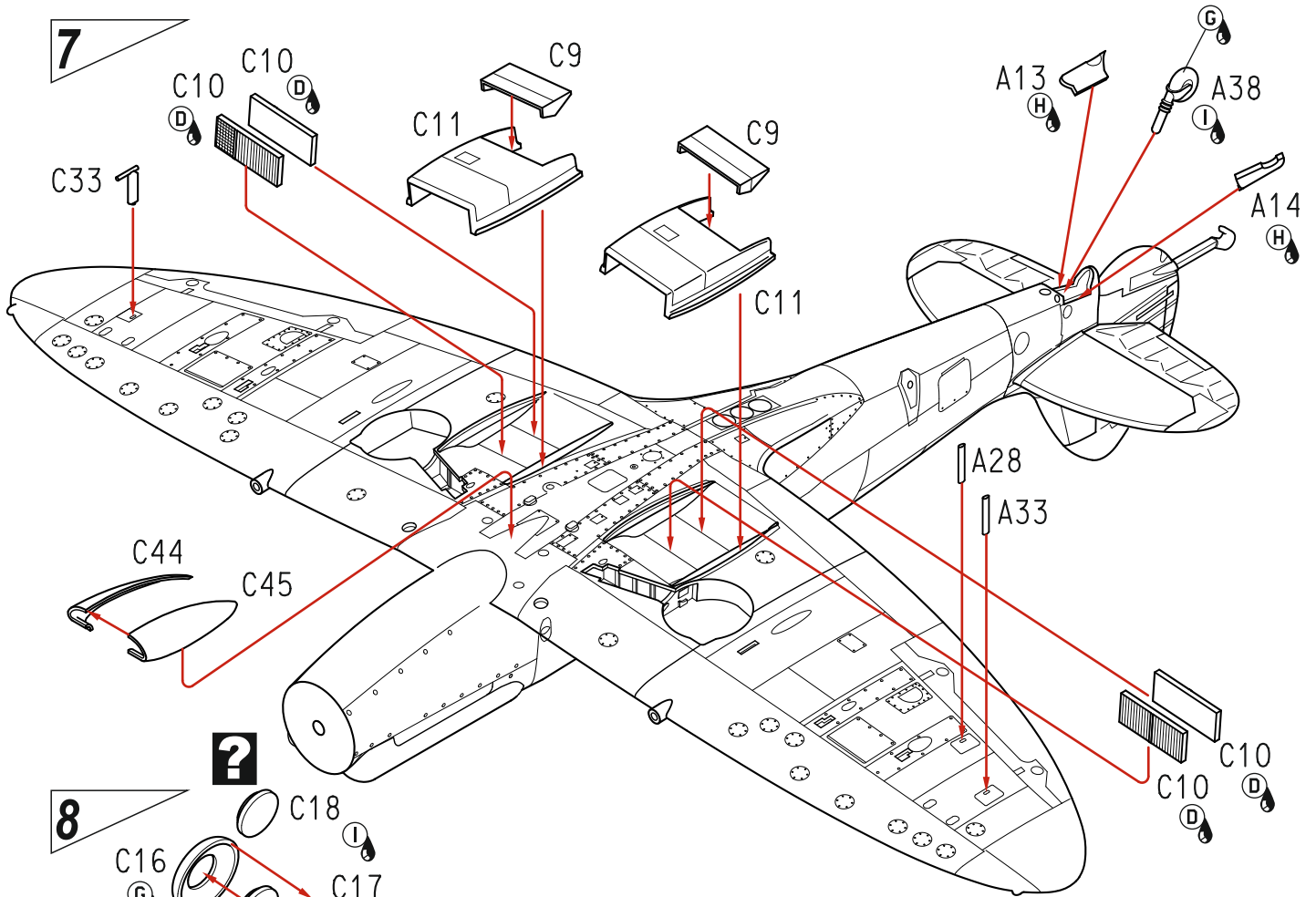
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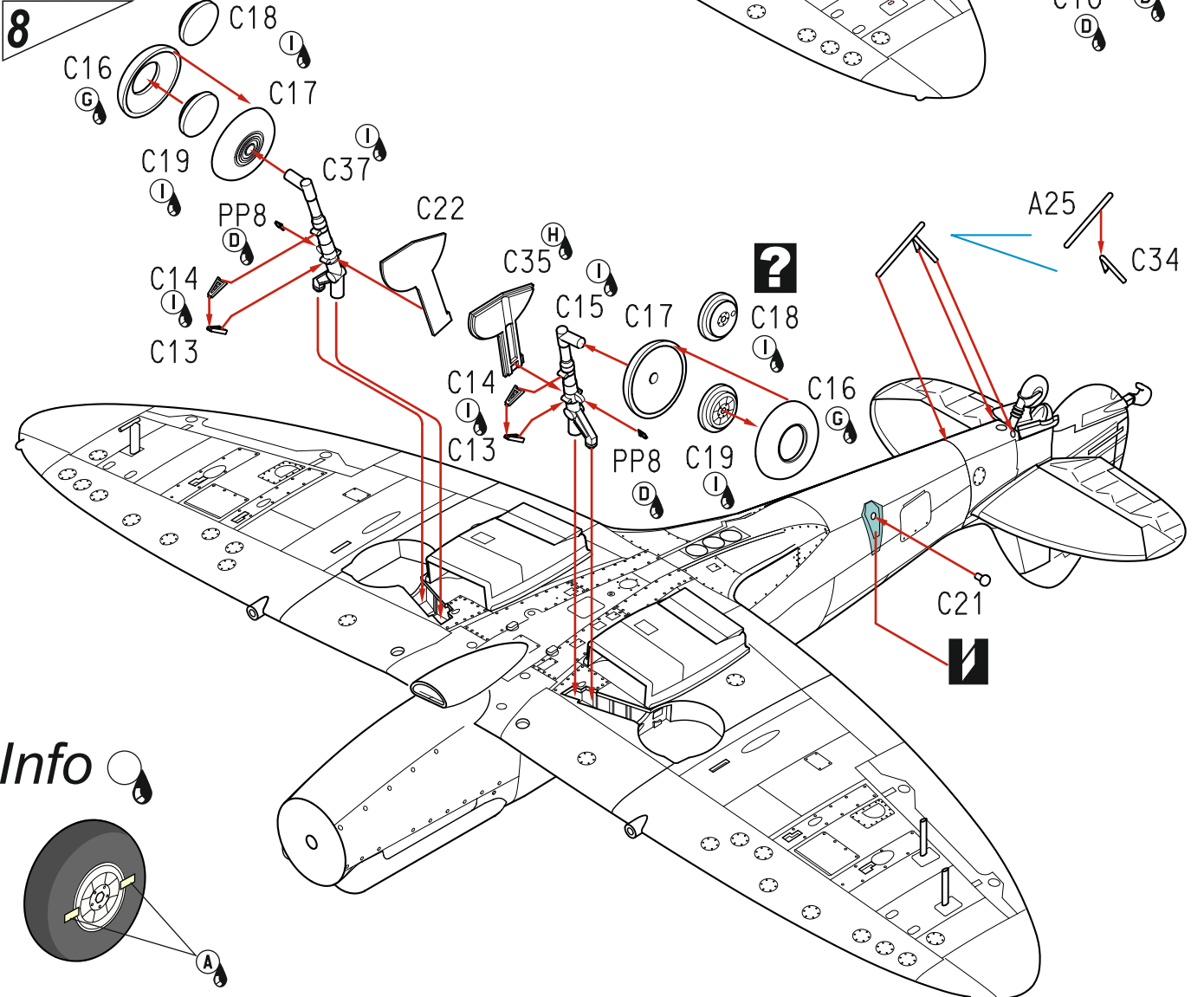




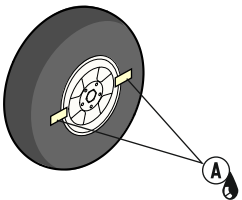
7



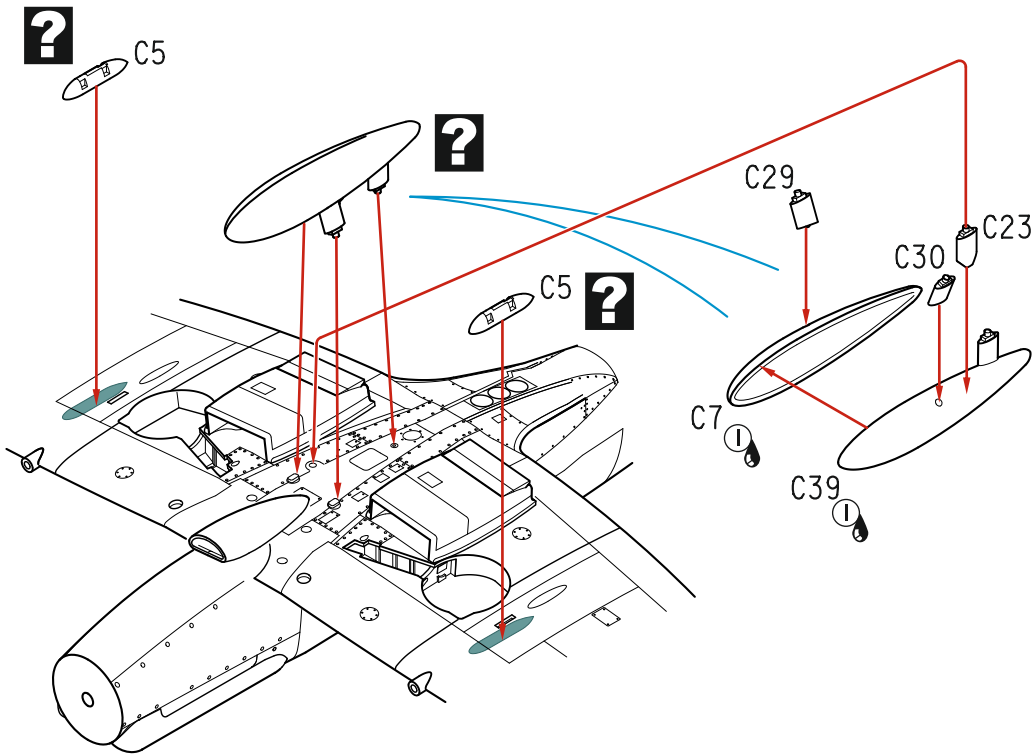
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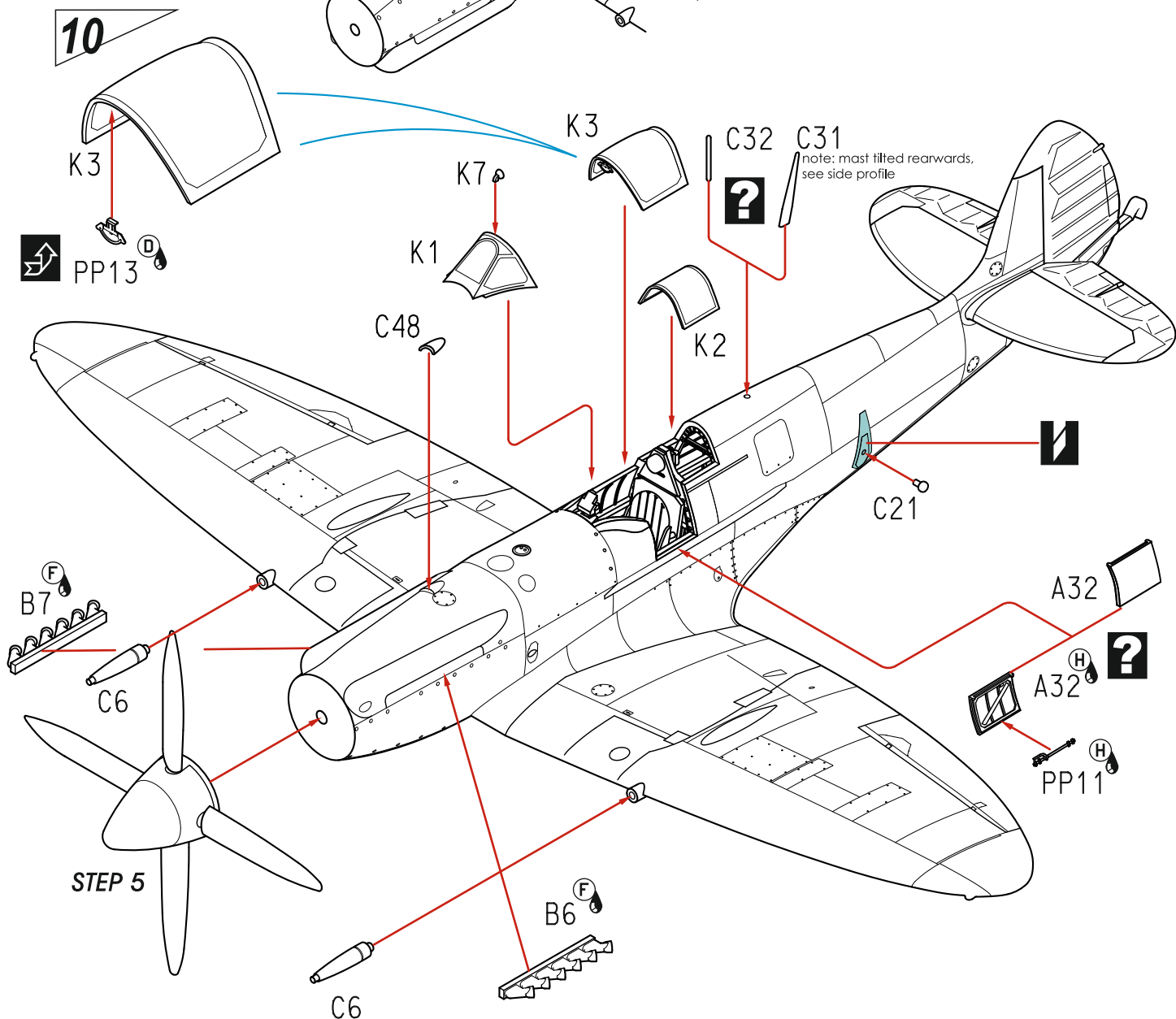
Info



9



10

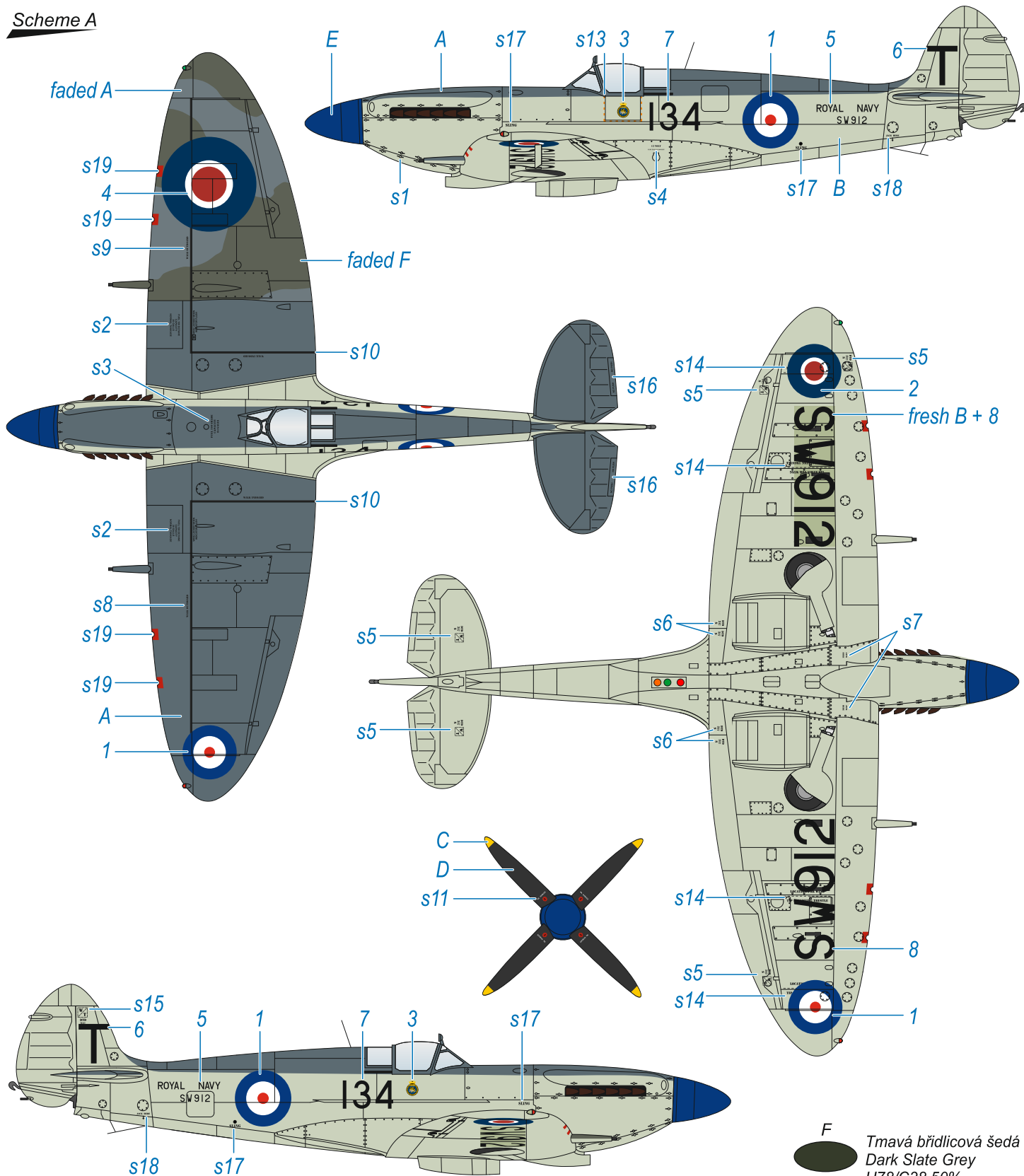




Seafire Mk XV, SW912, 134/T, No 804 NAS, HMS Theseus, 14th Carrier Air Group, February 1947. The machine was fitted with a replacement starboard side wing section still in the war-time FAA Temperate Sea Scheme and national markings.

Seafire Mk XV, SW912, 134T, No 804 NAS, HMS Theseus, 14th Carrier Air Wing, únor 1947. Pravá sklopná část křídla pochází z jiného stroje a je stále v dřívějším standardním zbarvení FAA včetně výsostného označení.

**Scheme A**



**A** Extra tmavá mořská šedá  
Extra Dark Sea Grey  
H333/C333

**B** Nebeská modrá  
Sky  
C368

**C** Žlutá  
Yellow  
H329/C329

**D** Matná Černá  
Flat Black  
H12/C33

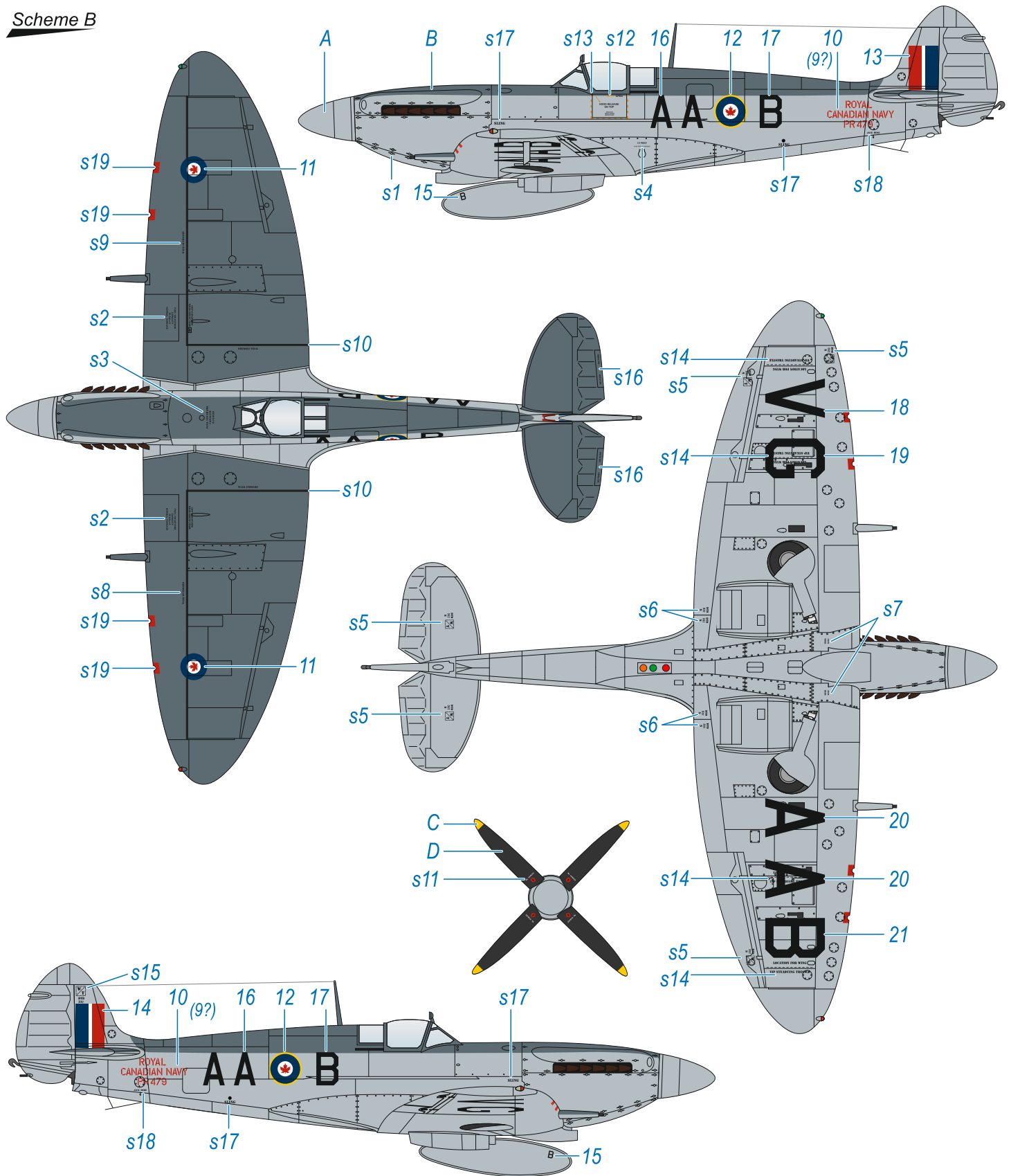
**E** Modrá  
Blue  
H326/C326

**F** Tmavá břidlicová šedá  
Dark Slate Grey  
H78/C38 50%  
H32/C40 50%

Seafire Mk XV, PR479, AA-B, No 883/No 1 TAG,  
Royal Canadian Navy, Canadian Joint Air  
Training Centre, RCAF Rivers, Manitoba,  
September 1948.

Seafire Mk XV, PR479, AA-B, No 883/No 1 TAG,  
Royal Canadian Navy, Canadian Joint Air  
Training Centre, základna RCAF Rivers,  
Manitoba, září 1948.

**Scheme B**



**A** Extra tmavá mořská šedá  
Extra Dark Sea Grey  
H333/C333

**B** Nebeská šedivá  
Sky Grey  
H325/C325

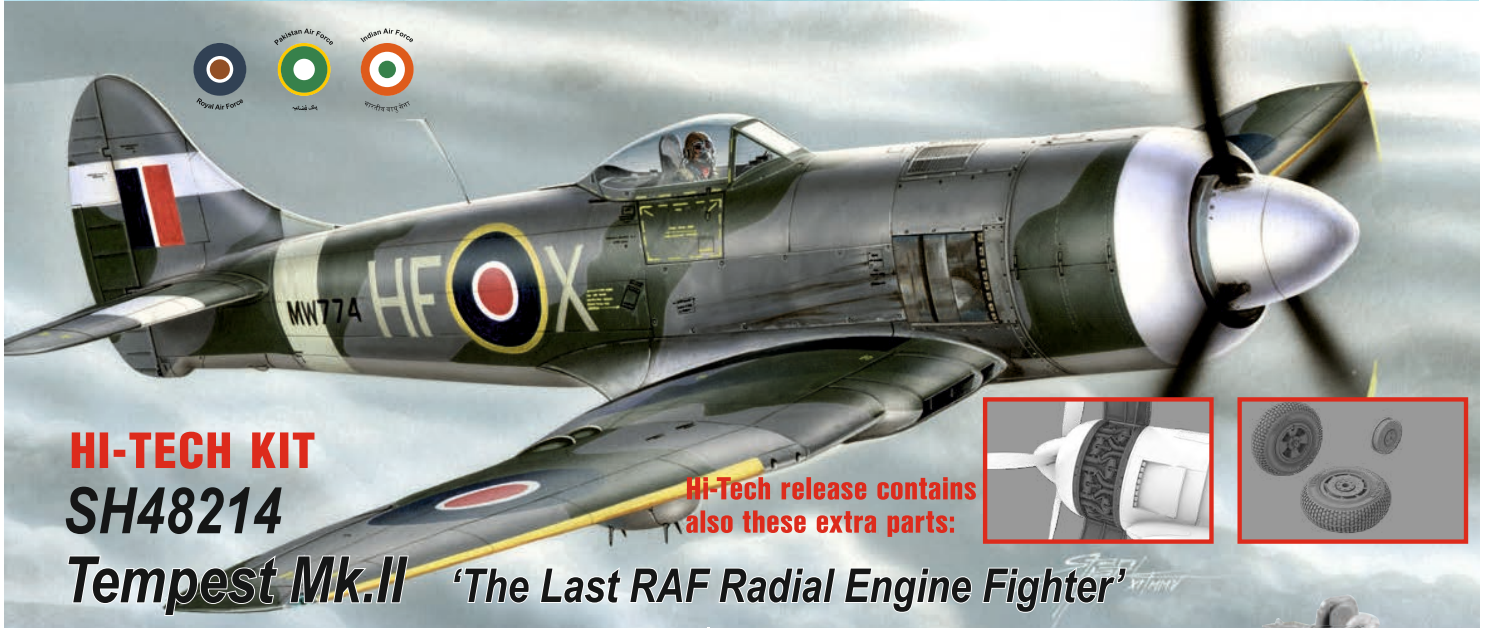
**C** Žlutá  
Yellow  
H329/C329

**D** Matná Černá  
Flat Black  
H12/C33

# ATTRACTIVE 1/48 SCALE MODELS



**SH48198**  
**EoN Eton TX.1/SG-38**  
 'Over Western Europe'



**HI-TECH KIT**  
**SH48214**

**Tempest Mk.II** 'The Last RAF Radial Engine Fighter'

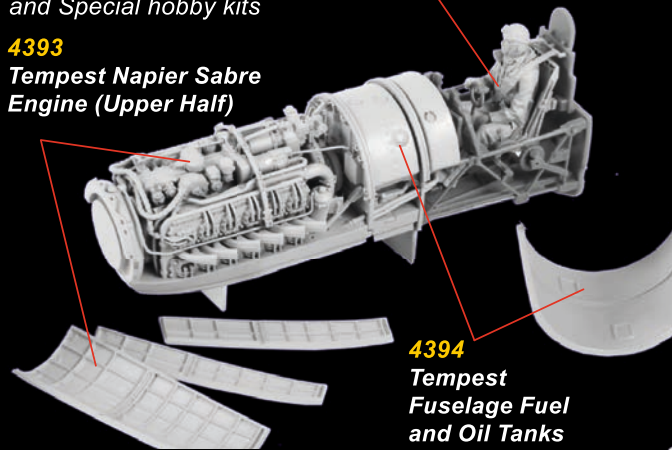
Hi-Tech release contains also these extra parts:



## TEMPEST

CMK resin sets for Eduard and Special hobby kits

**4393**  
 Tempest Napier Sabre Engine (Upper Half)



**F48355**  
 Tempest Pilot (seated)

**4394**  
 Tempest Fuselage Fuel and Oil Tanks



**4415**  
 German WWII Aircraft Maintenance Toolbox

**F48358**  
 Siebel Si 204/  
 Aero C-3 Airman (cleaning canopy glazing)



**F48359**  
 Siebel Si 204/  
 Aero C-3 Rigger (prop maintenance)



**F48357**  
 Siebel Si 204/Aero C-3 Mechanic (engine repair)



**F483t**  
 P-51D Mustang Pilot ETO, Seated



**F48292**  
 Commonwealth WWII Fighter Pilot in a Spitfire



**F48367**  
 Luftwaffe WW2 / CS post-war Aircraft Mechanic



**F48368**  
 Bf 109G German Pilot, seated





# ATTRACTIVE 1/48 SCALE MODELS

## RESIN SETS & MASKS

4452  
Main Wheels



P48002  
Engine



M48015  
J-3 Cub  
Inside/Outside MASK

Special  
MASK

SH48220  
**J-3 'Cub Goes to War'**



M48017  
Grunau Baby IIB Mask  
Canopy, Fabric Flying / Control Surfaces

Special  
MASK

SH48237  
**Grunau Baby IIB 'German WWII Glider'**



## AND 3D PRINTED SETS

P48004  
**Yak-9D Exhausts**

3D-Printed Parts



2x

PP1

PP2

PP3

PP4

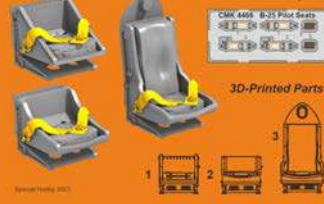


P48005  
**Tempest Mk.II Engine (Centaurus)**

1/48  
Contains detailed 3D printed parts and resin parts.  
For Special Hobby & Eduard kits.

P48007  
**B-25D Late/G/H/J Mitchell Pilot Seats**

PE - Photo-etched parts



3D-Printed Parts

1

2

3

P48008  
**Czech Hedgehog (Rozsocháč)**  
- WWII Anti-tank Barrier (2 pcs)



3D-Printed Parts

2x