

scale: 1/72



Spitfire Mk. XIV C/E

3in1

Spitfire Mk XIV C/E

The Mk XIV was the second Spitfire variant to use the Griffon powerplant. It used the Griffon 65, a slightly modified Griffon 61 which had a two stage supercharger, giving greater performance at higher altitude. The longer engine/supercharger unit was mounted farther forward in the airframe. Five blade Rotol propellers were fitted although one prototype had a pair of contra-rotating three blade propellers.

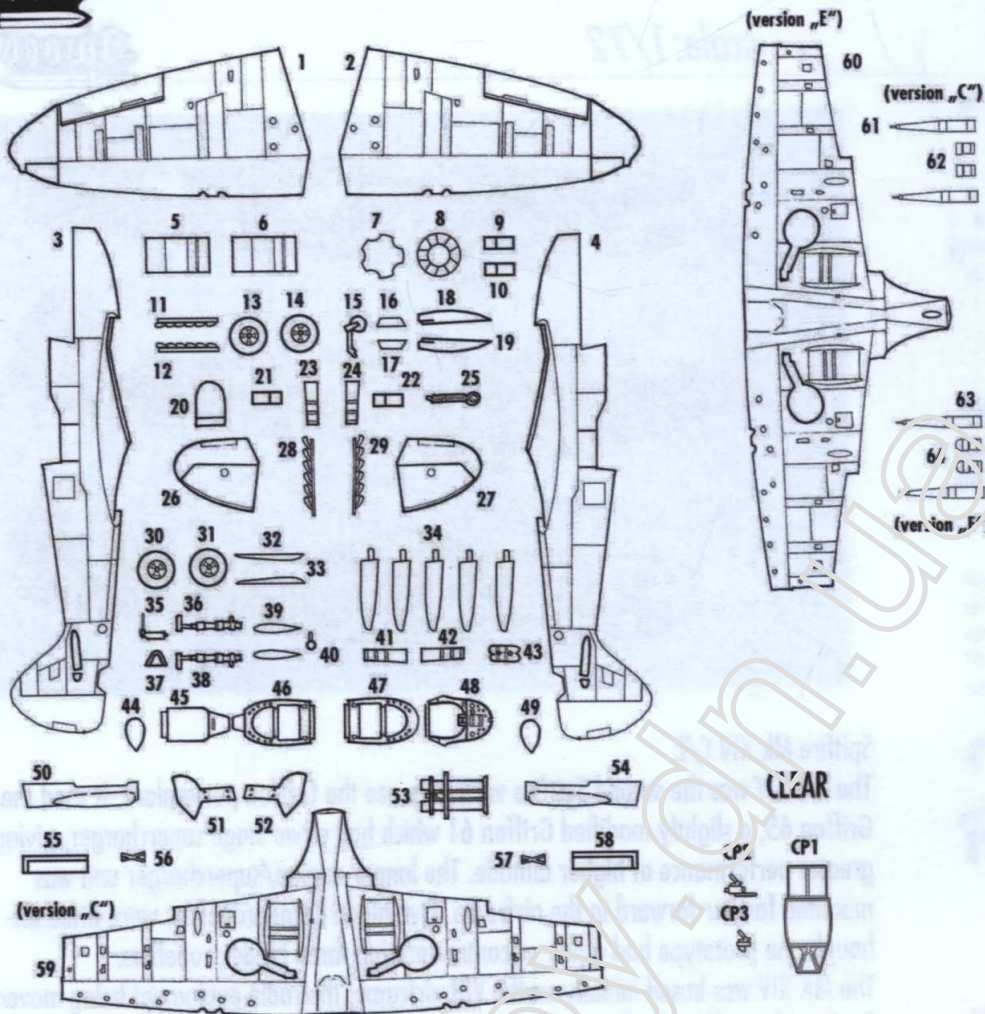
The MK XIV was based initially on the VIII airframe, the radio equipment being moved farther aft to offset the forward weight of the engine. Access to the radio was shifted to the starboard side of the aircraft. All radiators and their housings were enlarged. Fish-tail exhaust stubs were changed to round profile. The aerial mast was replaced by a whip aerial on the rear fuselage and later models had a lowered spine, enlarged fin/sudder, and a bubble canopy fitted.

The Mk XIV C had the C or universal wing, designed for mixed armament options, and a redesigned undercarriage. Armament usually being 2 x 20mm Hispano cannons and 4 x .303 machineguns.

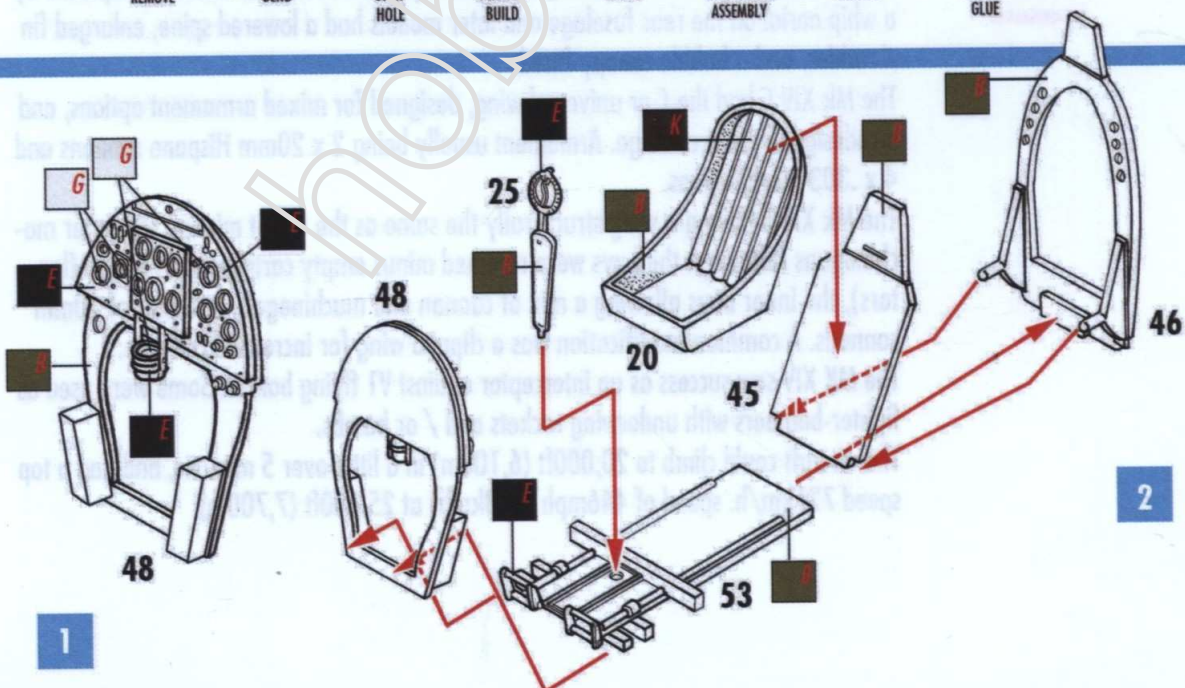
The Mk XIV E having a wing structurally the same as the C, but missing the outer machineguns (although the bays were retained minus empty cartridge ports and deflectors), the inner bays allowing a mix of cannon and machinegun, or a pair of 20mm cannons. A common modification was a clipped wing for increased roll rate.

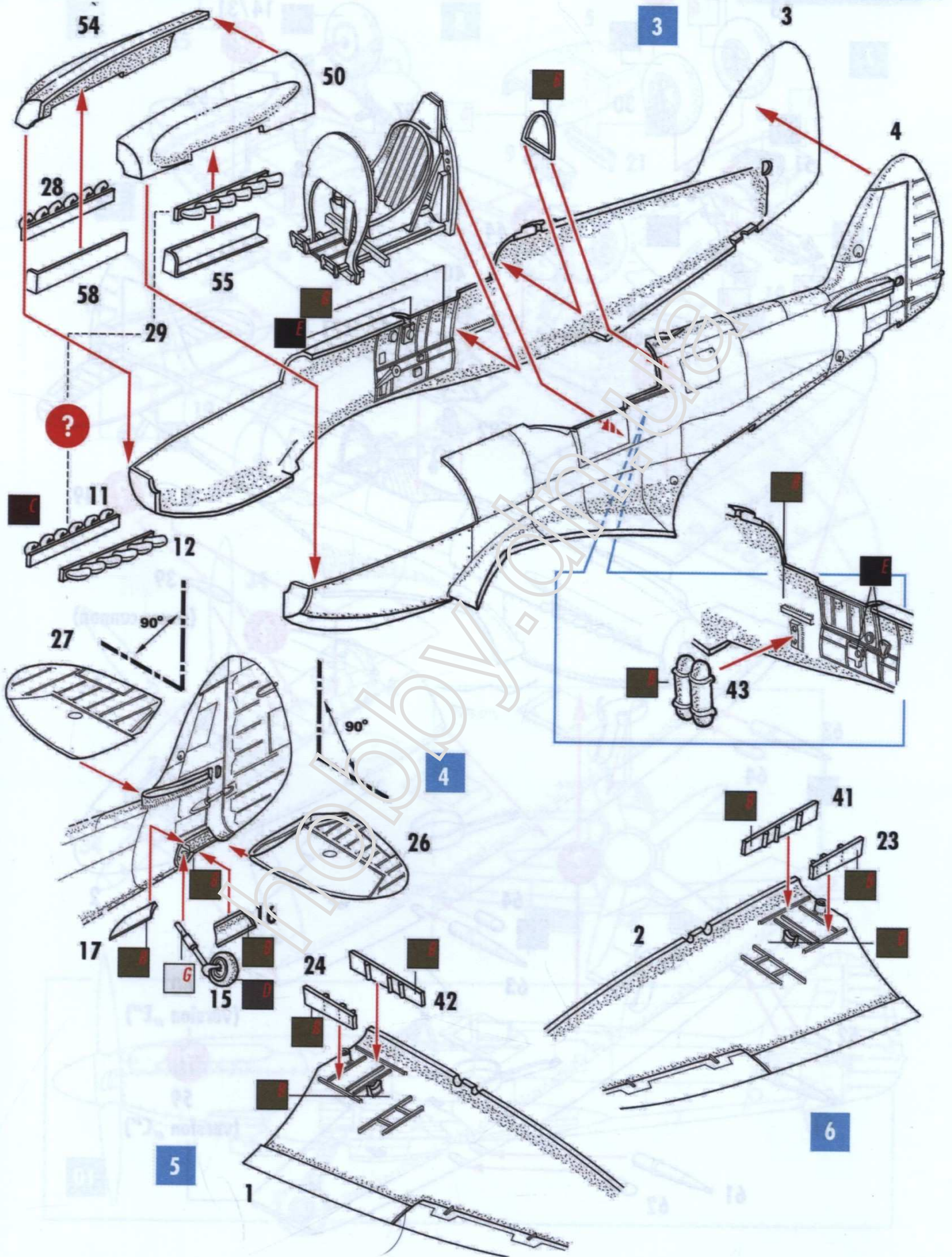
The MK XIV saw success as an interceptor against V1 flying bombs. Some were used as fighter-bombers with underwing rockets and / or bombs.

The aircraft could climb to 20,000ft (6,100m) in a little over 5 minutes, and had a top speed 721km/h. speed of 446mph (718kmh) at 25,400ft (7,700m).

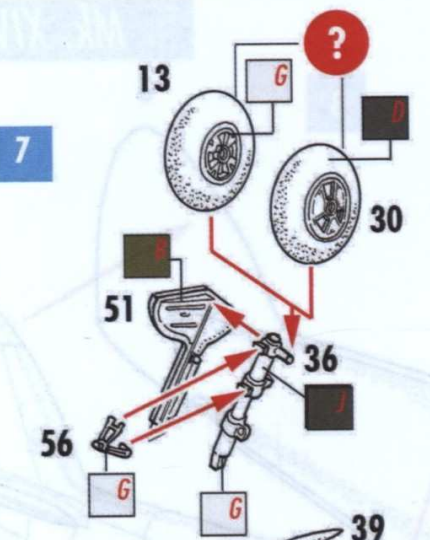
Mk. XIVc


	A	White
	B	Interior Green
	C	Exhaust
	D	Tyres Black
	E	Black
	F	Chrome
	G	Silver
	H	Yellow
	I	Red
	J	Gun metal
	K	Leather

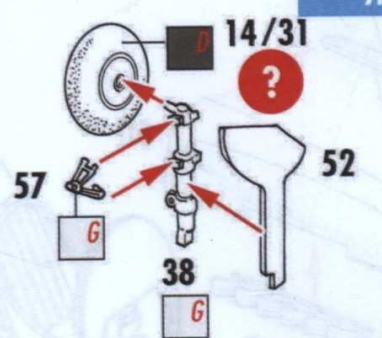




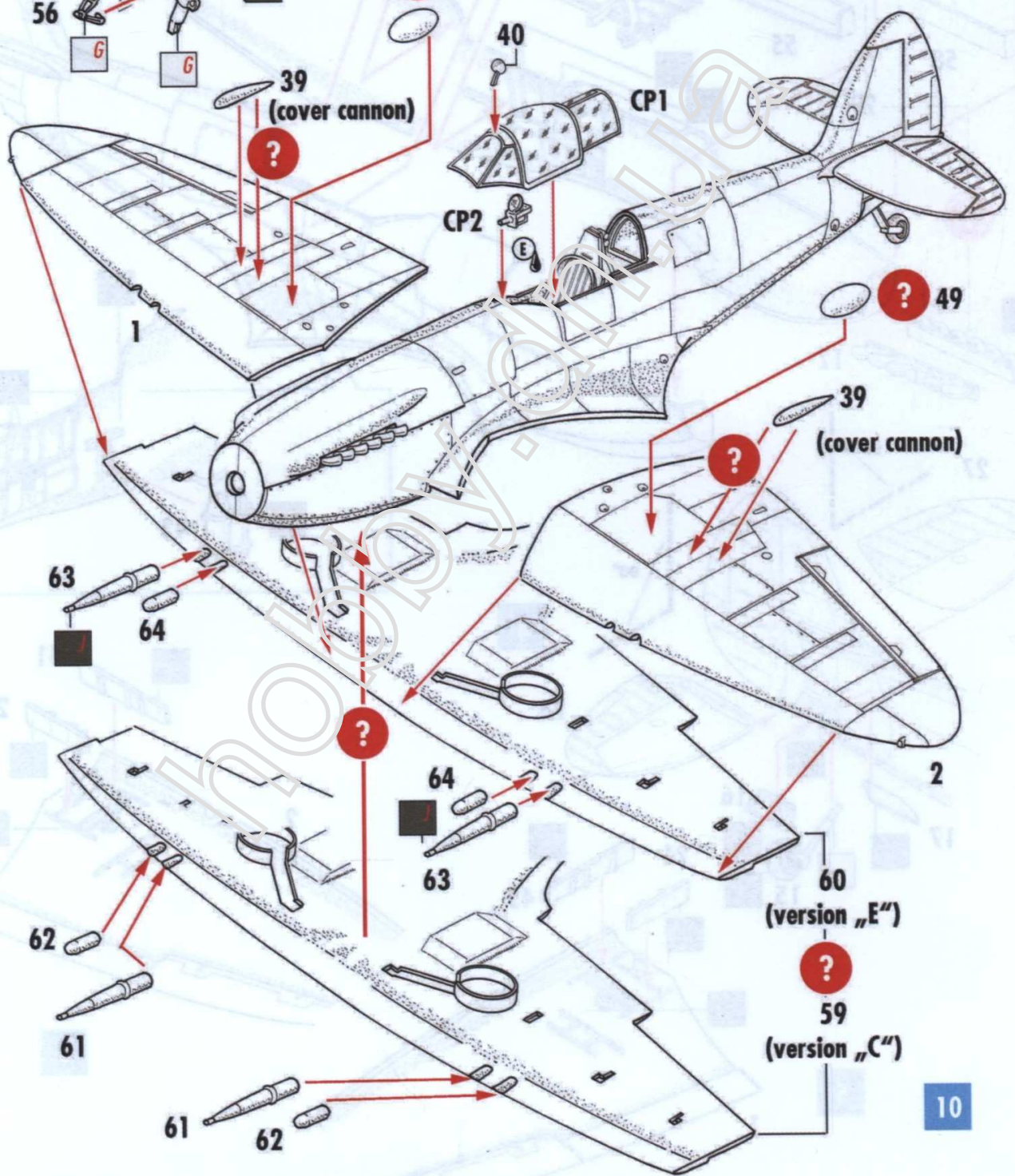
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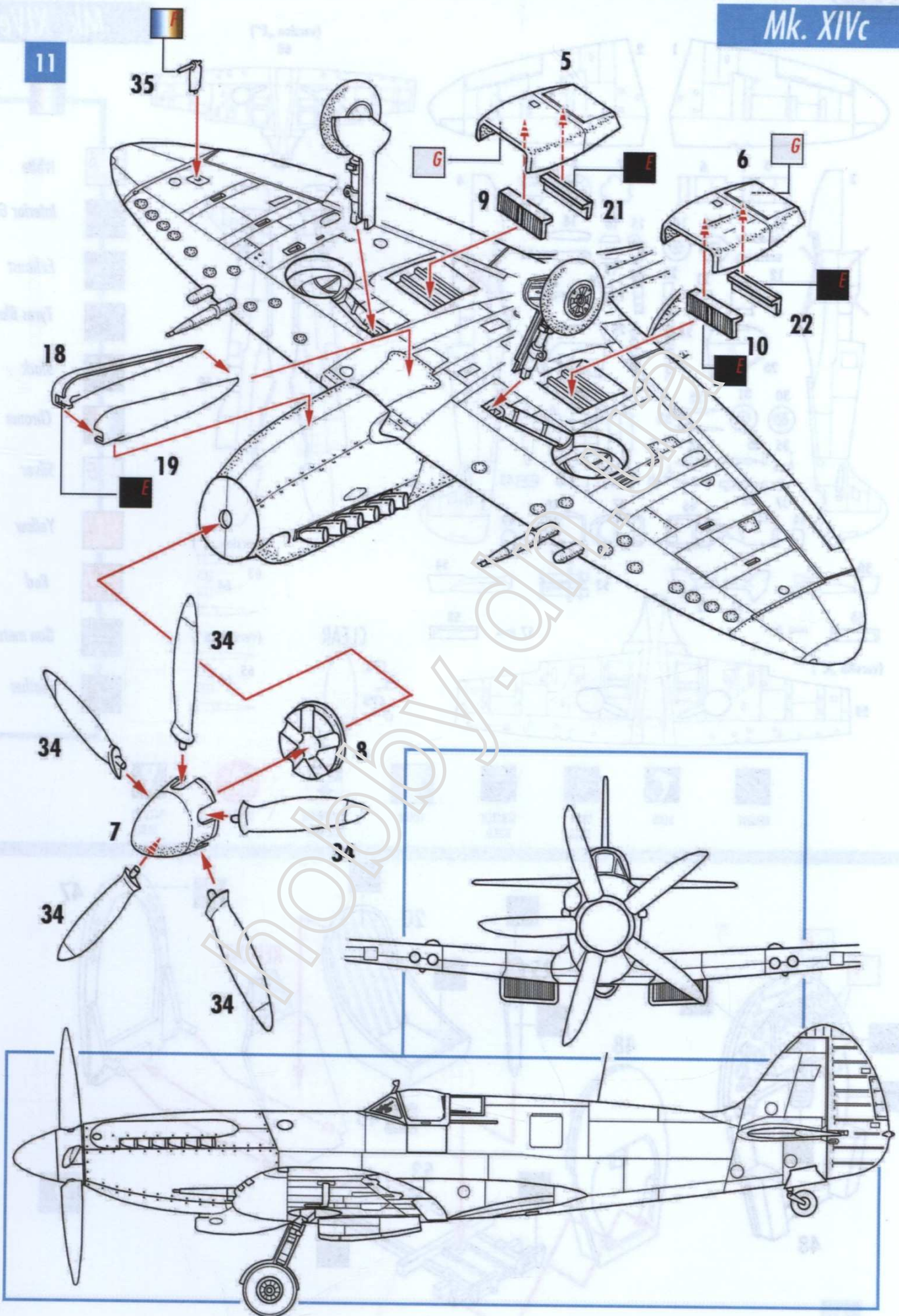
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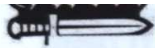


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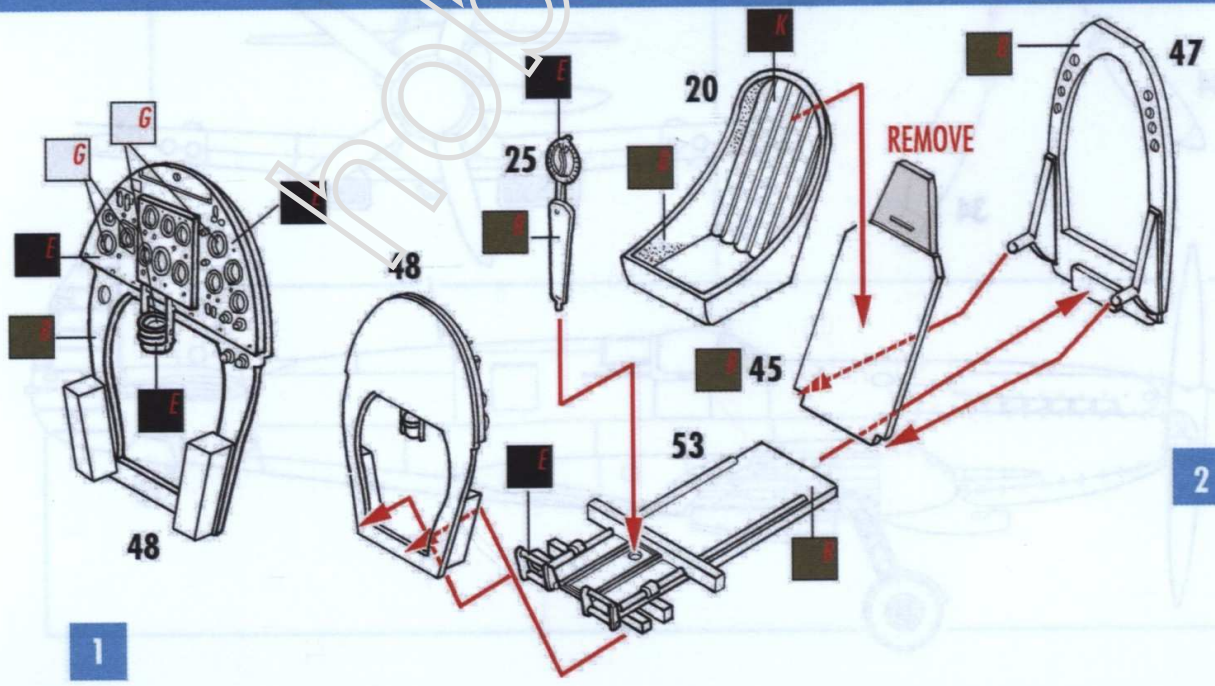
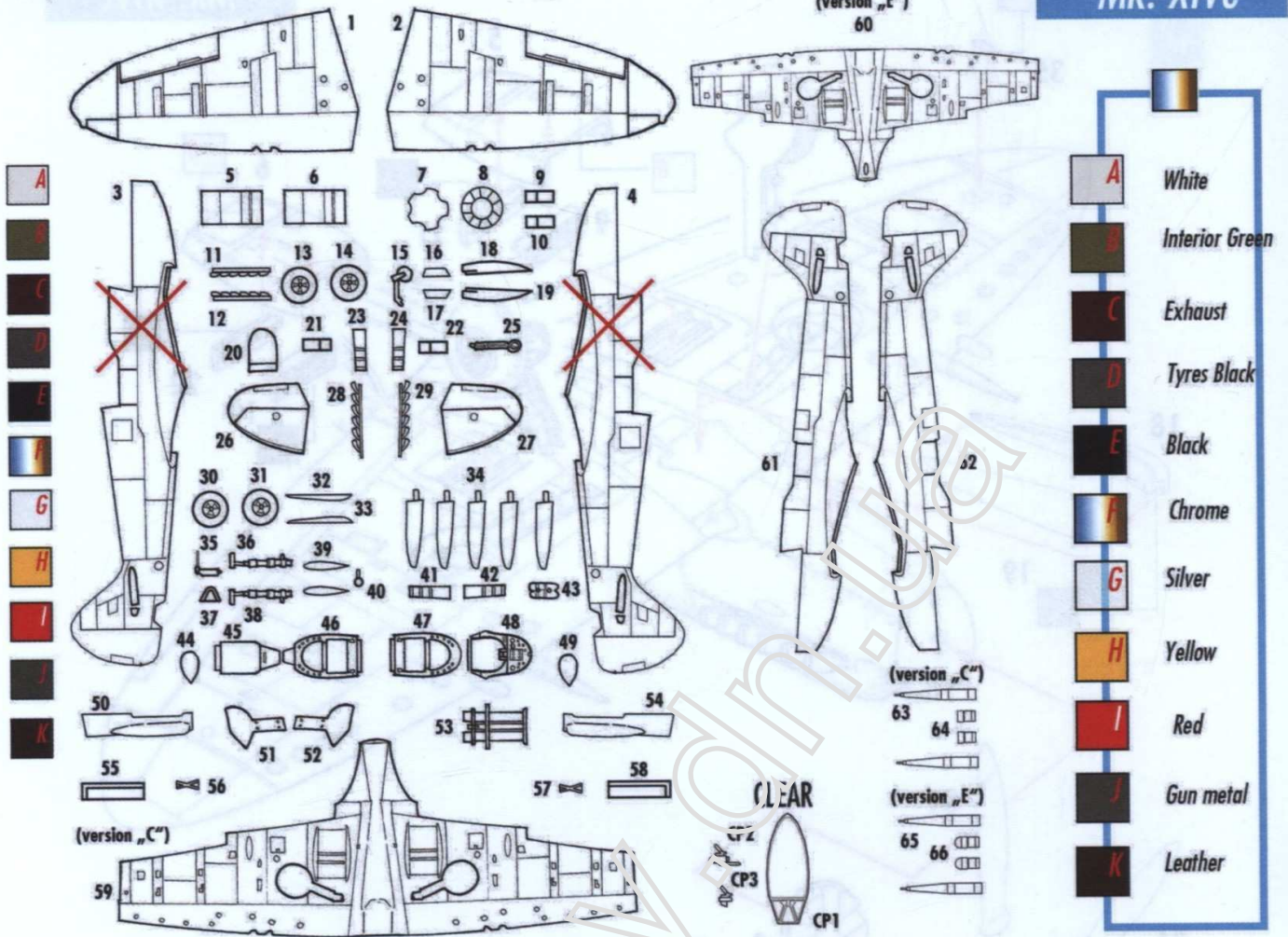


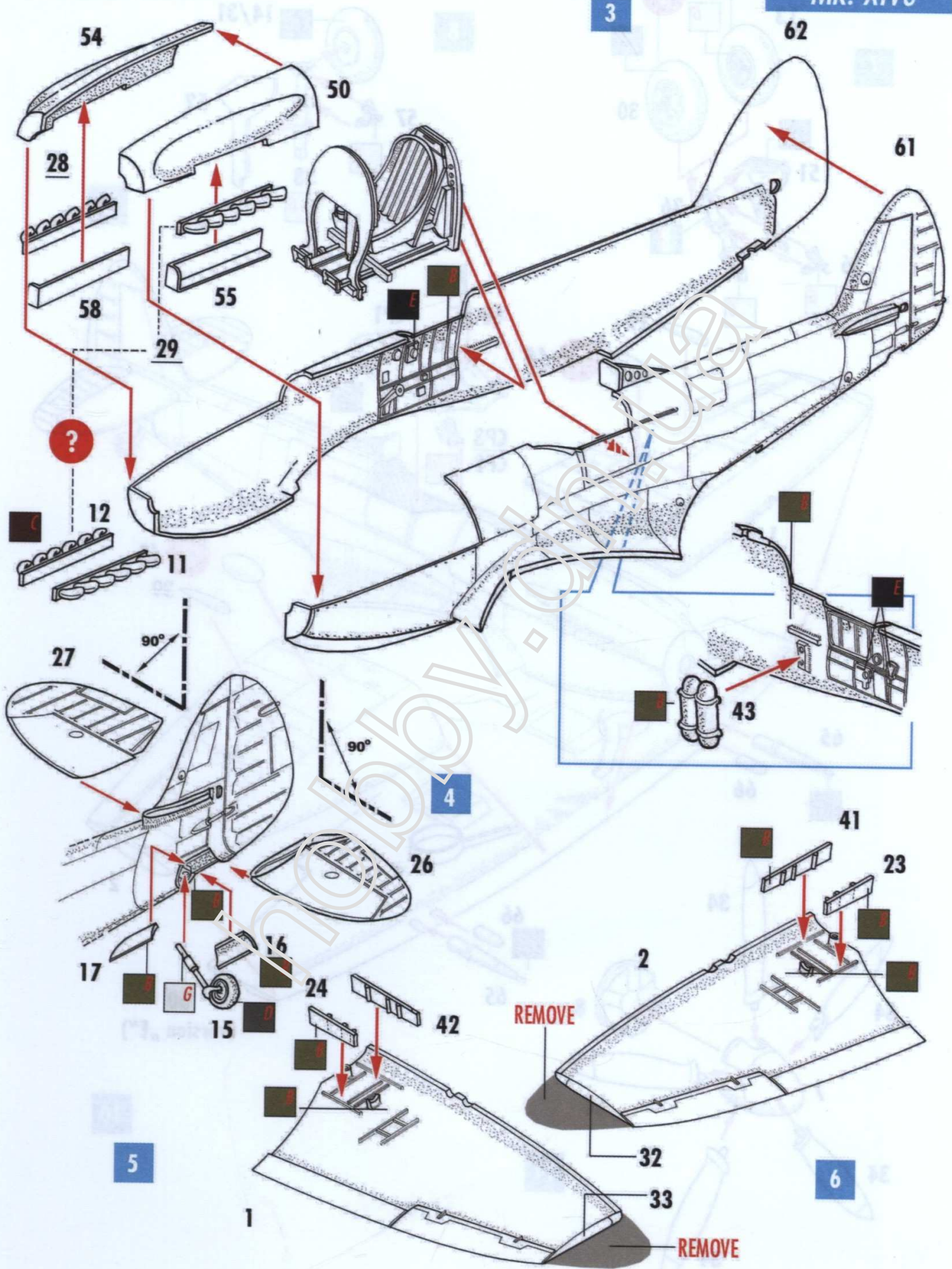
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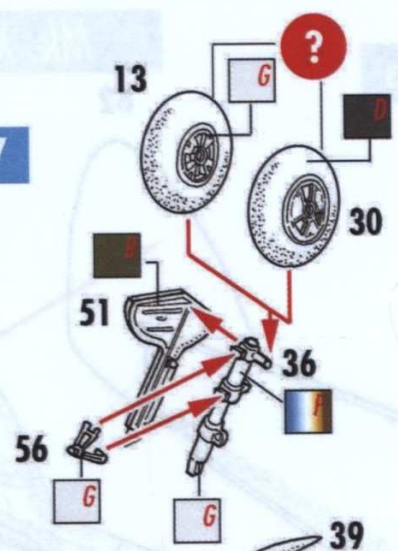


Mk. XIVe

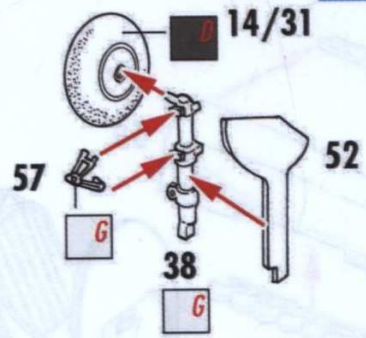




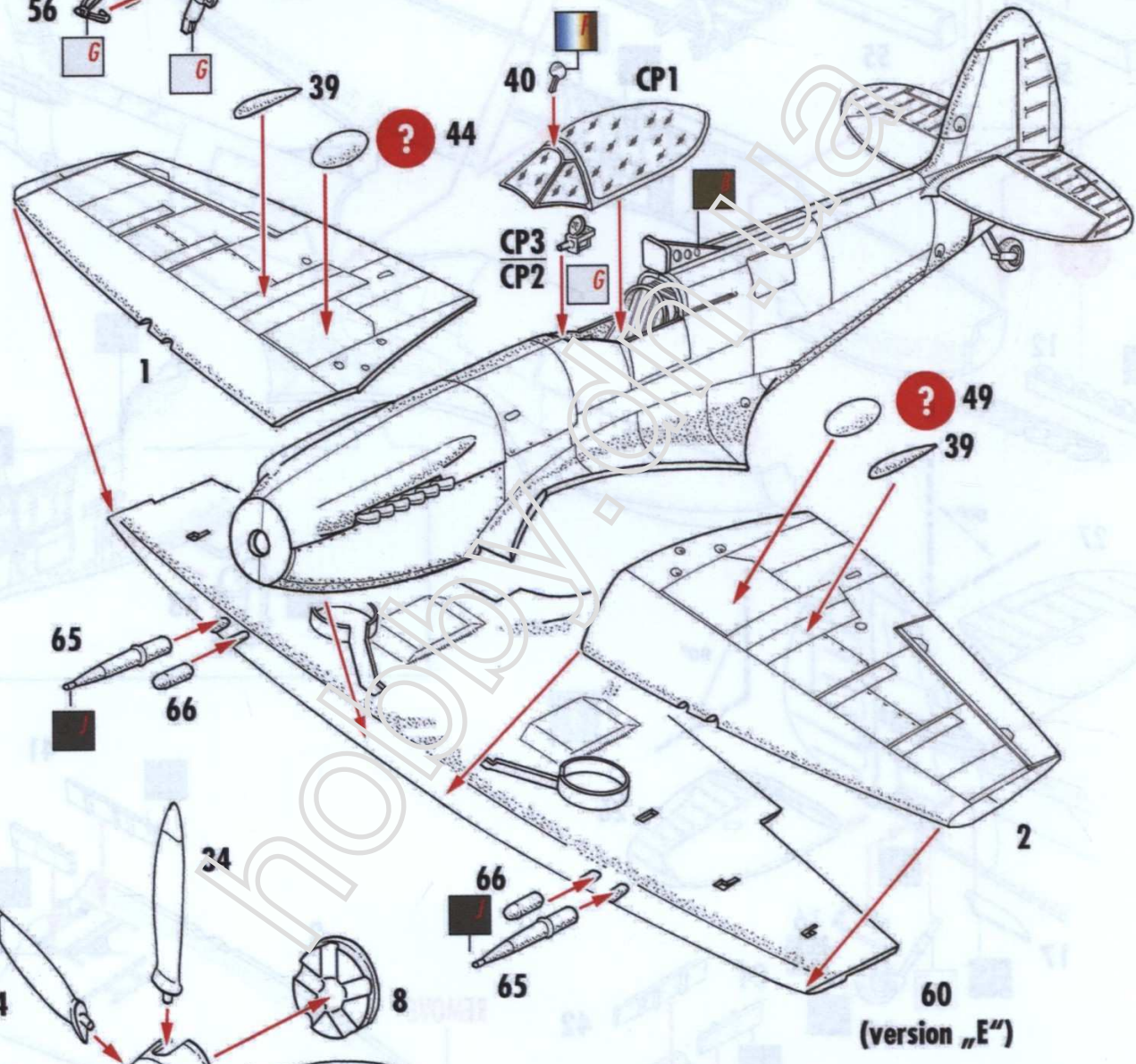
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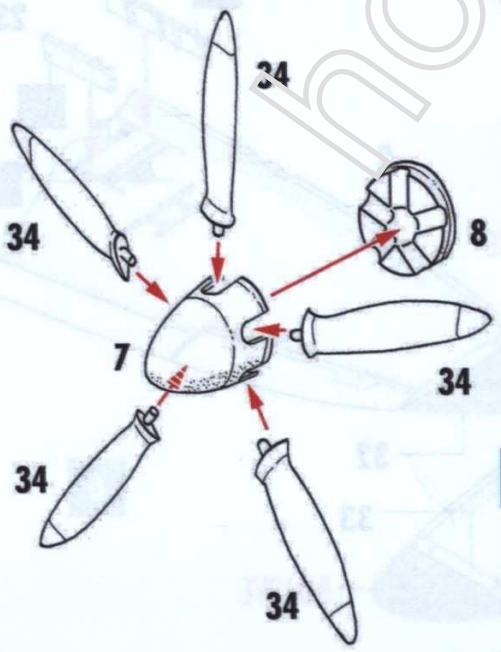


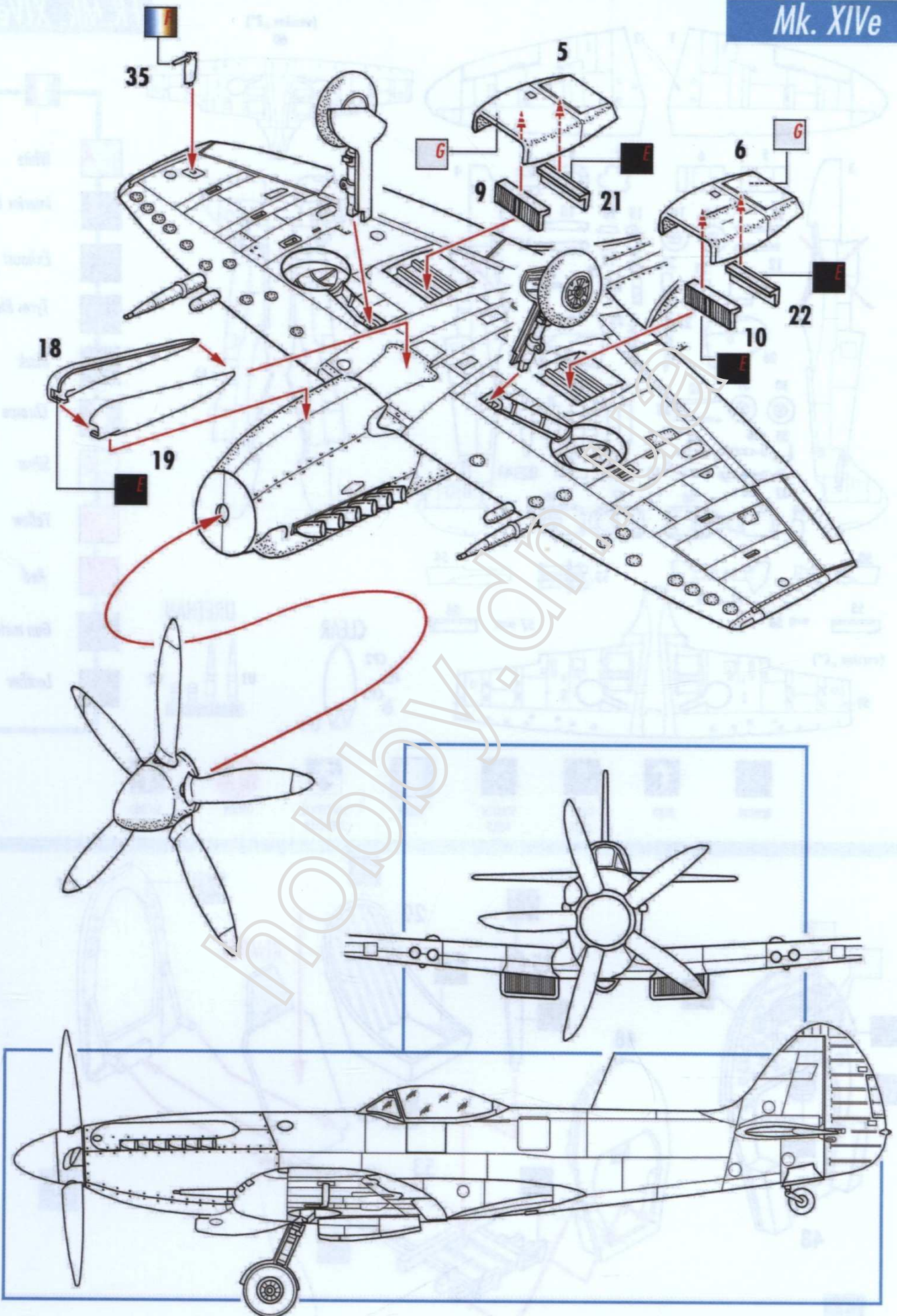
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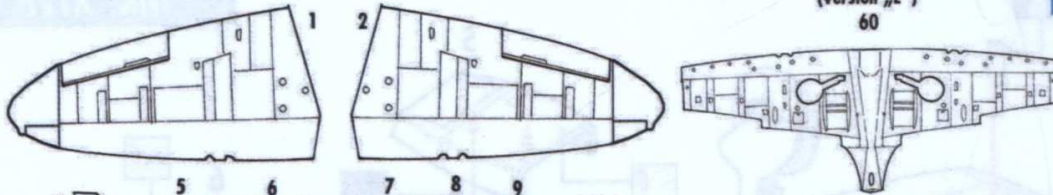




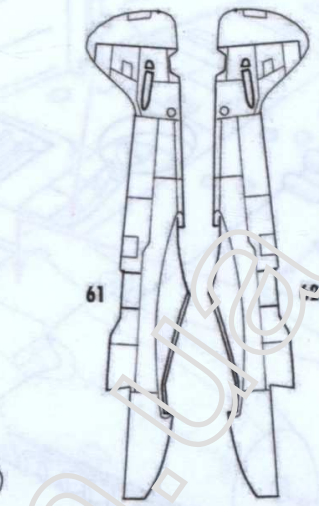
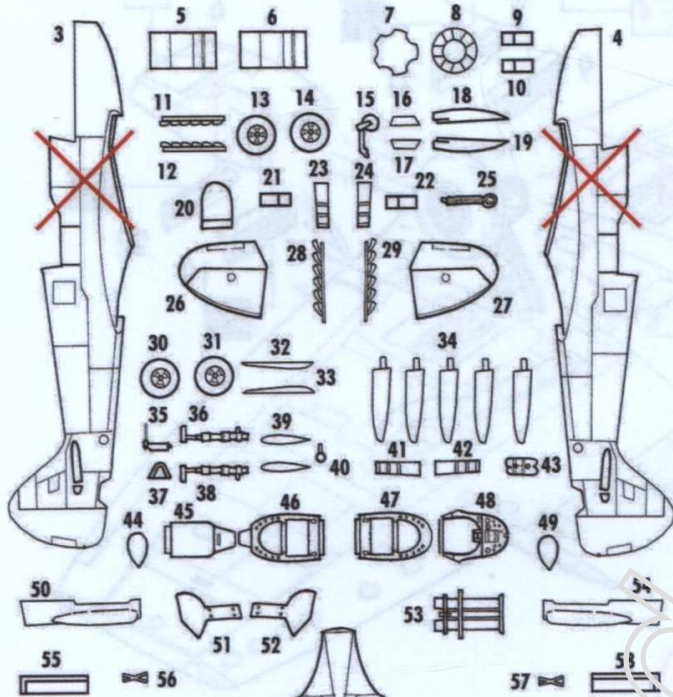


FR.Mk. XIVe

(version „E“)
60



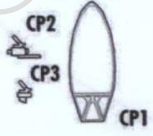
- A
- B
- C
- D
- E
- F
- G
- H
- I
- J
- K



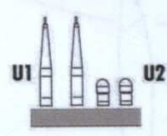
- A White
- B Interior Green
- C Exhaust
- D Tyres Black
- E Black
- F Chrome
- G Silver
- H Yellow
- I Red
- J Gun metal
- K Leather



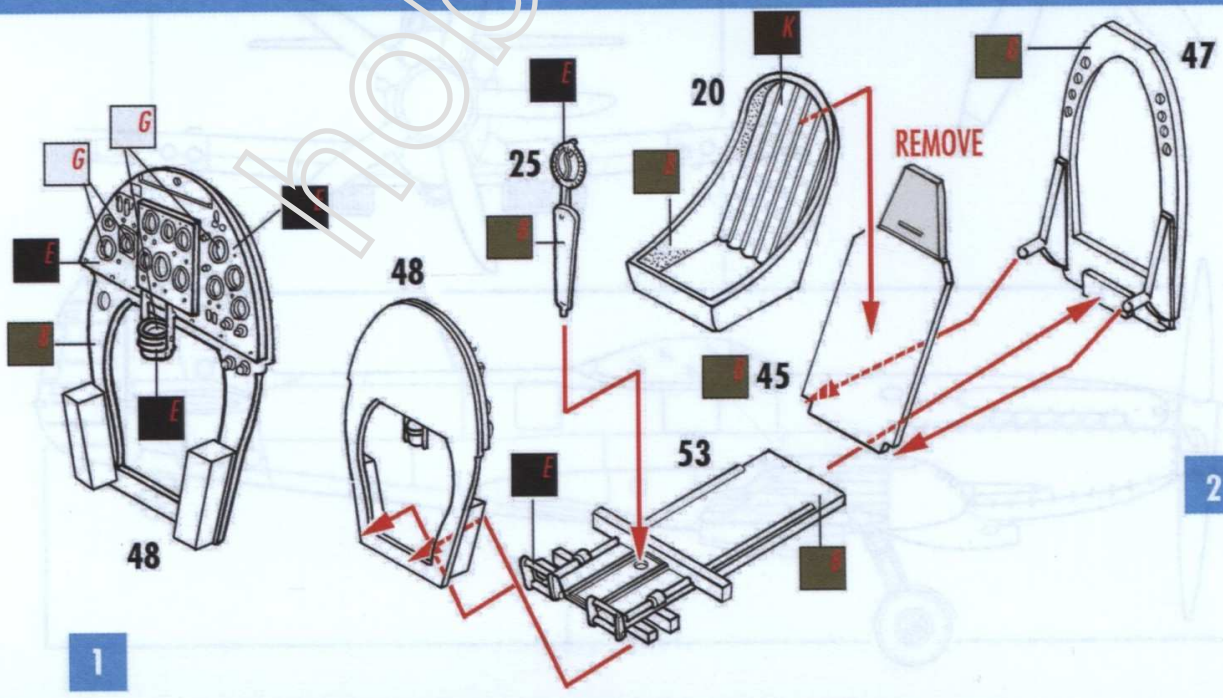
CLEAR



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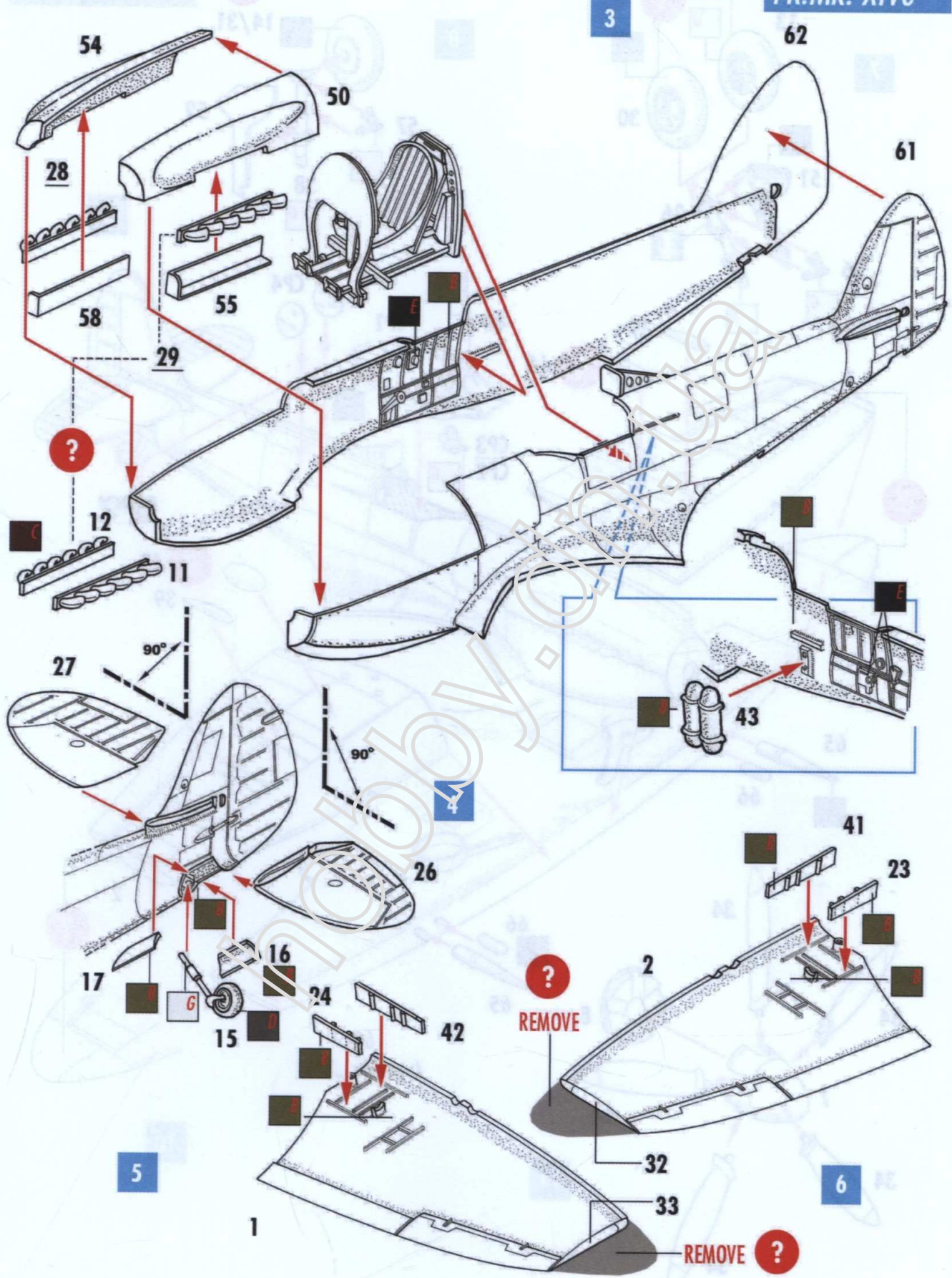


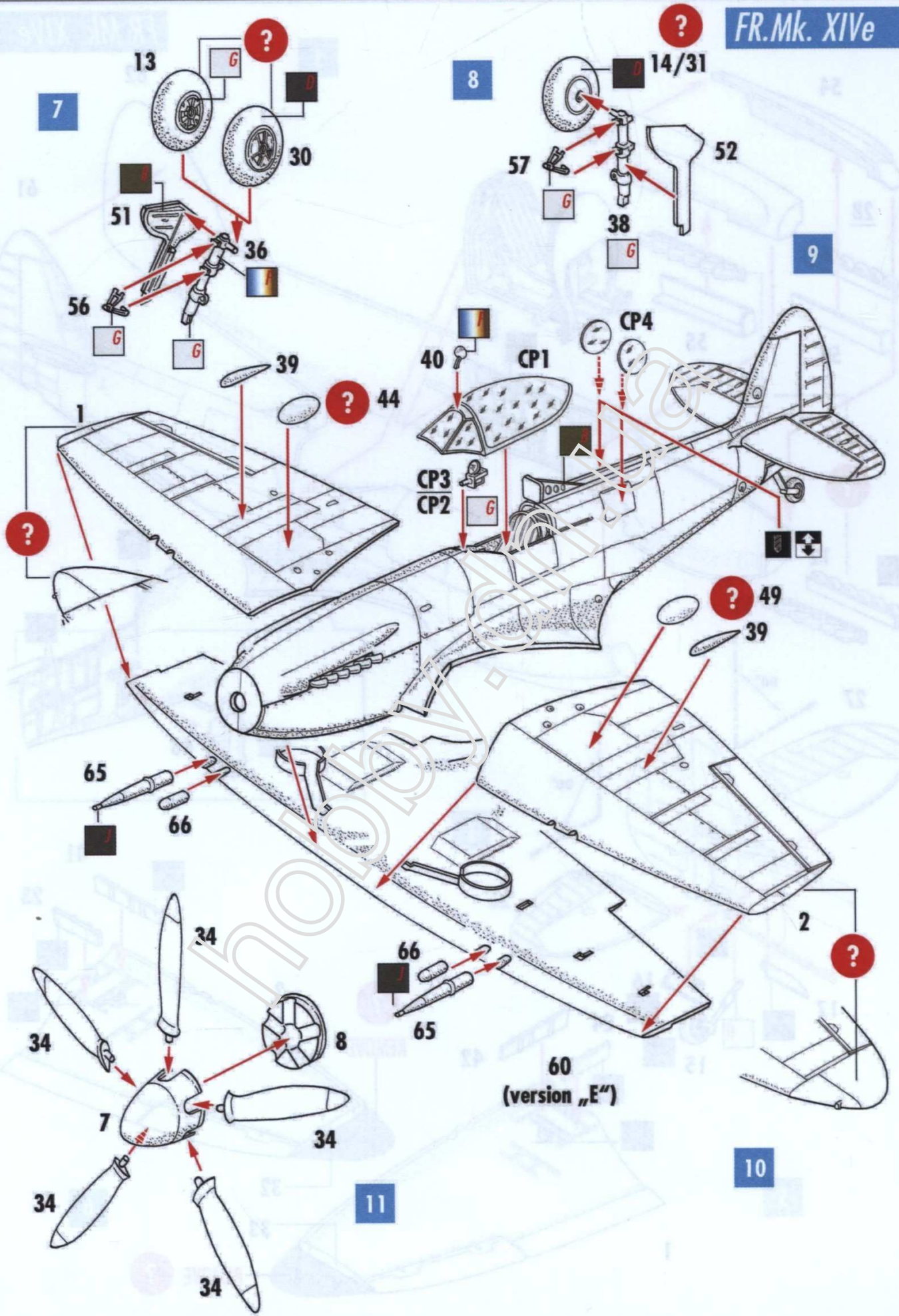
- REMOVE
- BEND
- OPEN HOLE
- PATCH BUILD
- COLOR
- SYMETRICAL ASSEMBLY
- OPTION
- SECOND GLUE

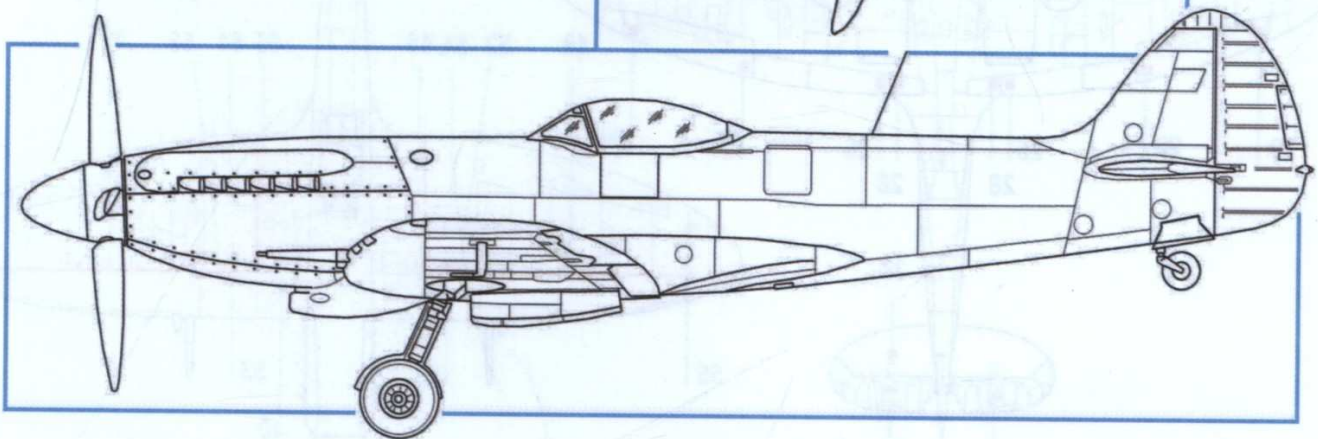
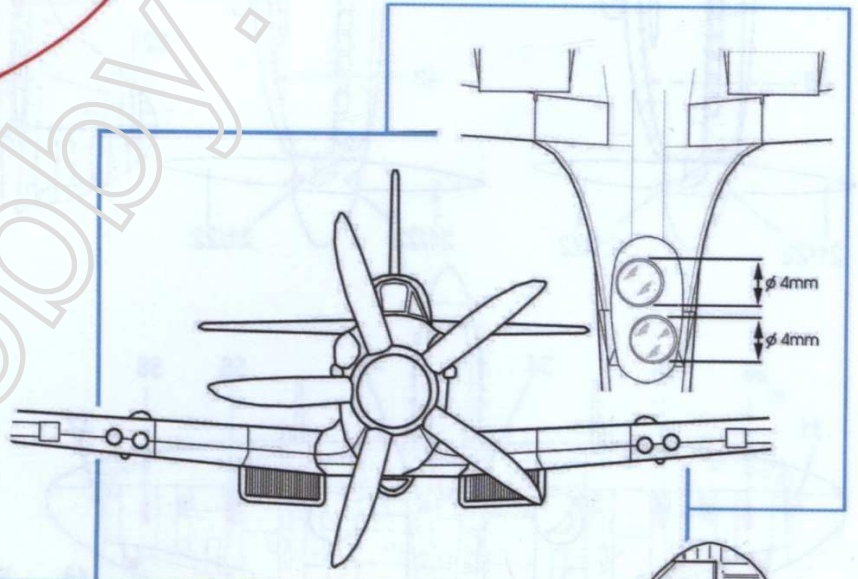
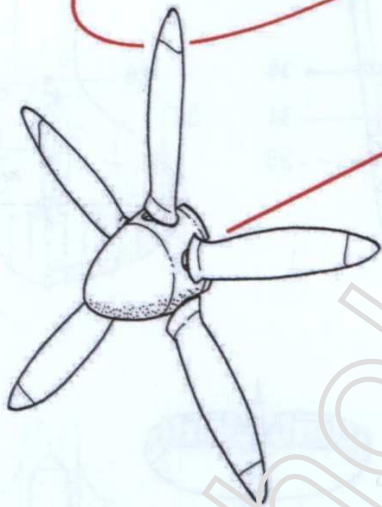
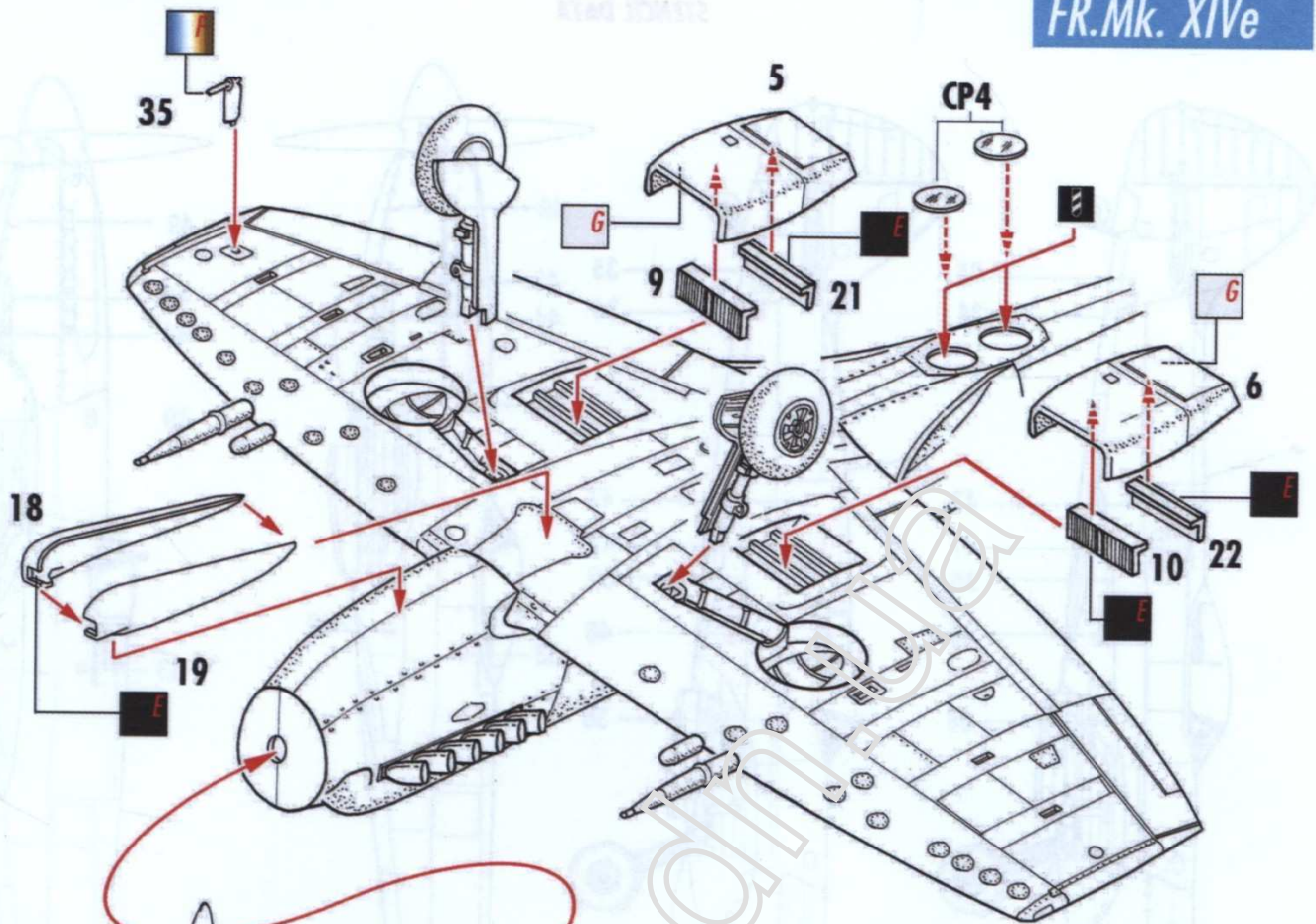


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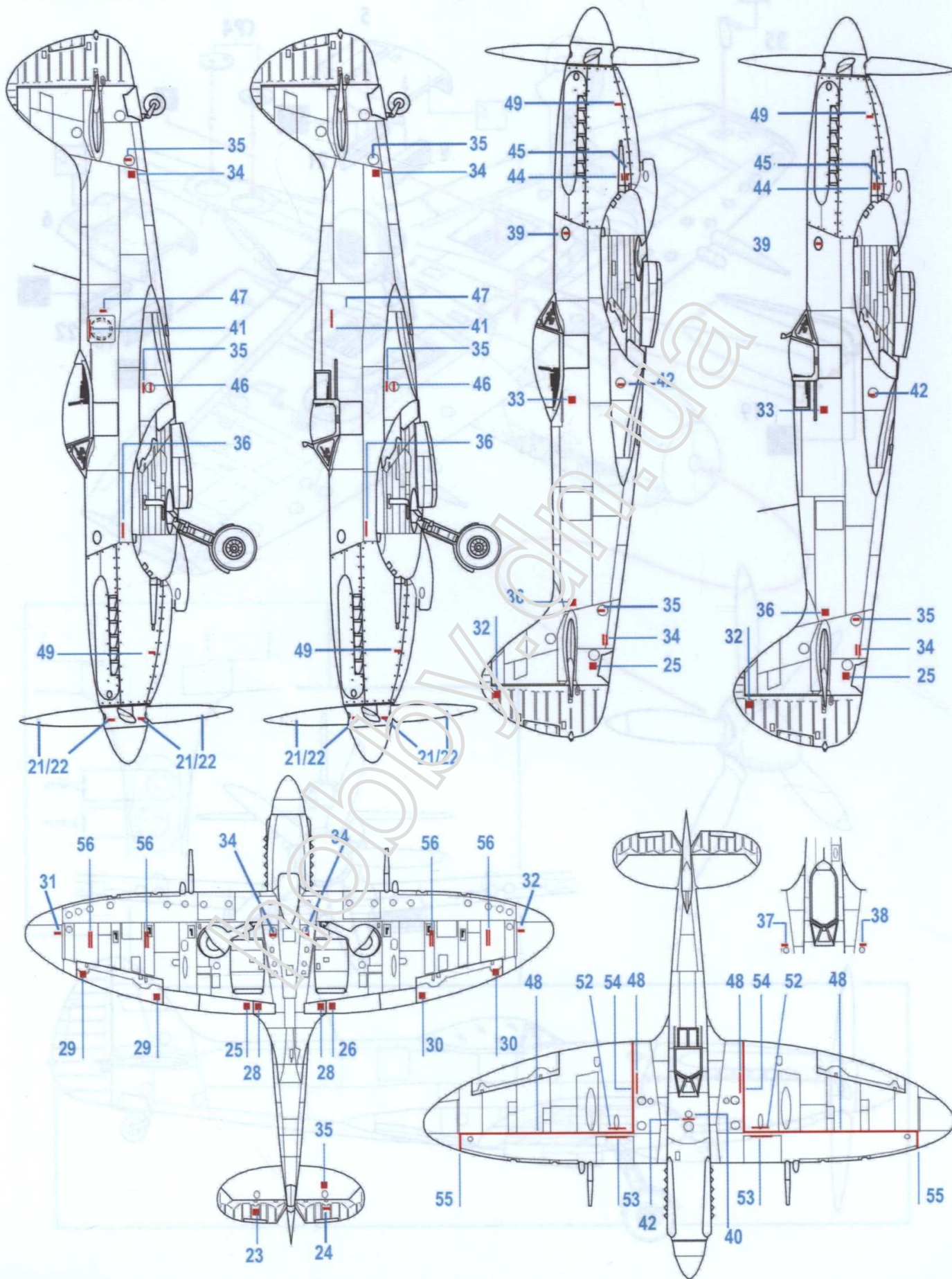
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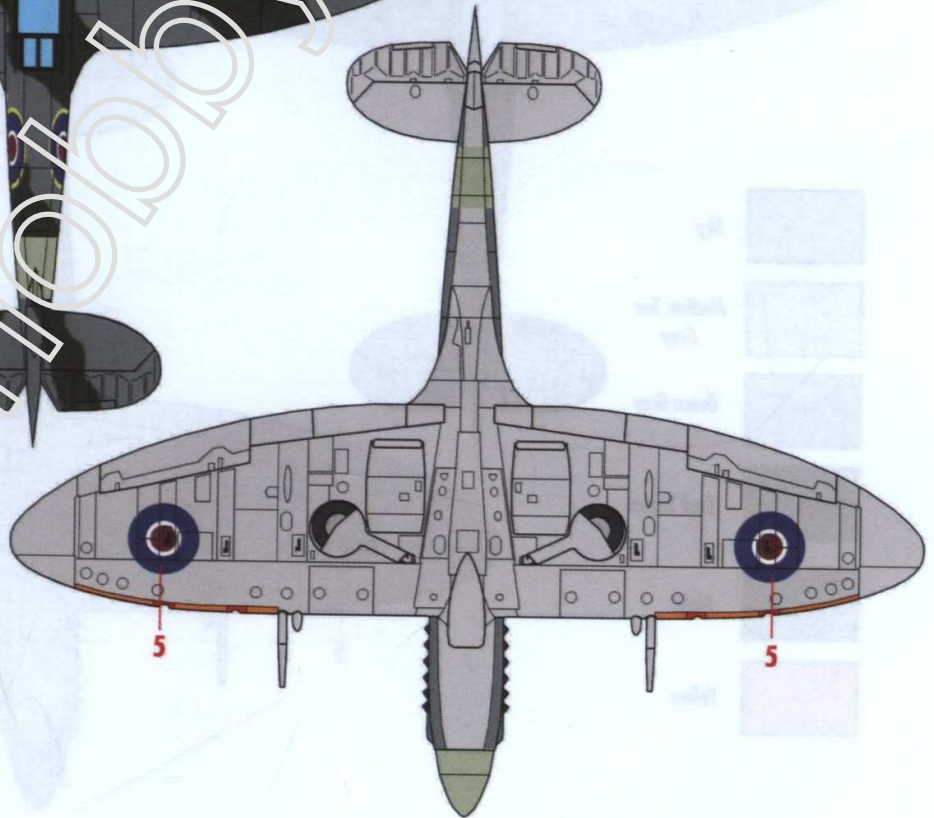
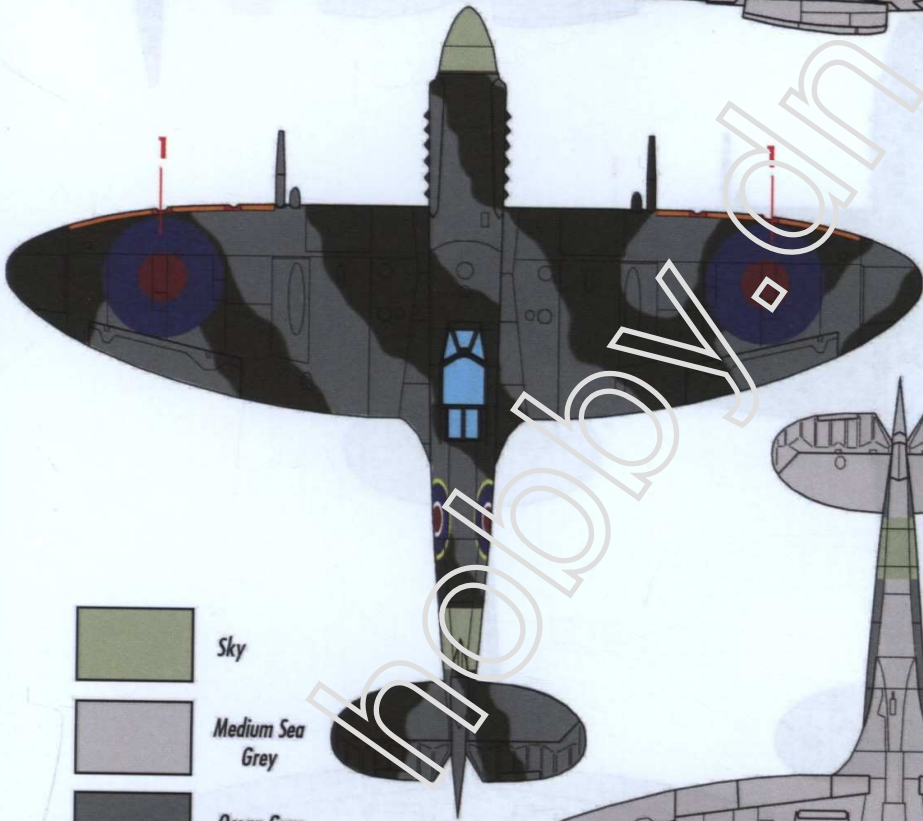
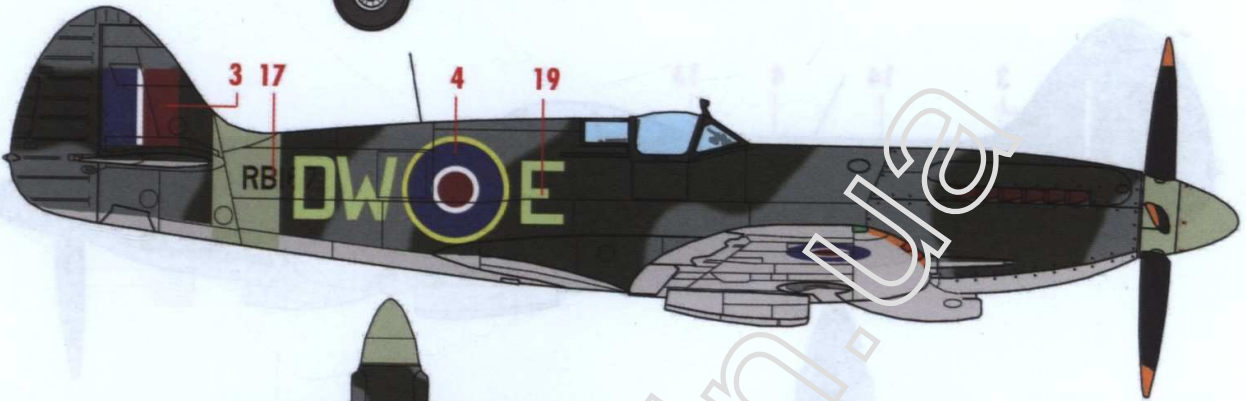
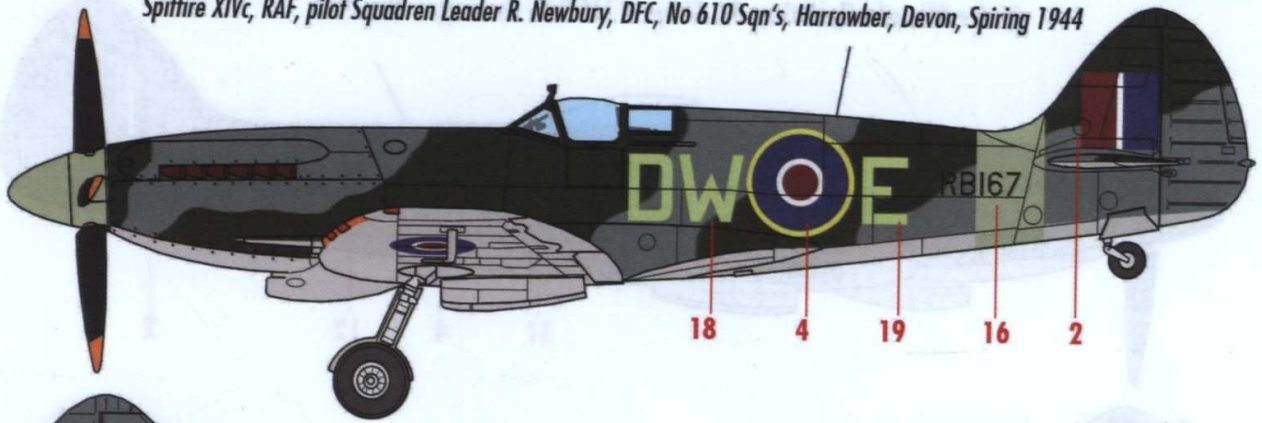




STENCIL DATA

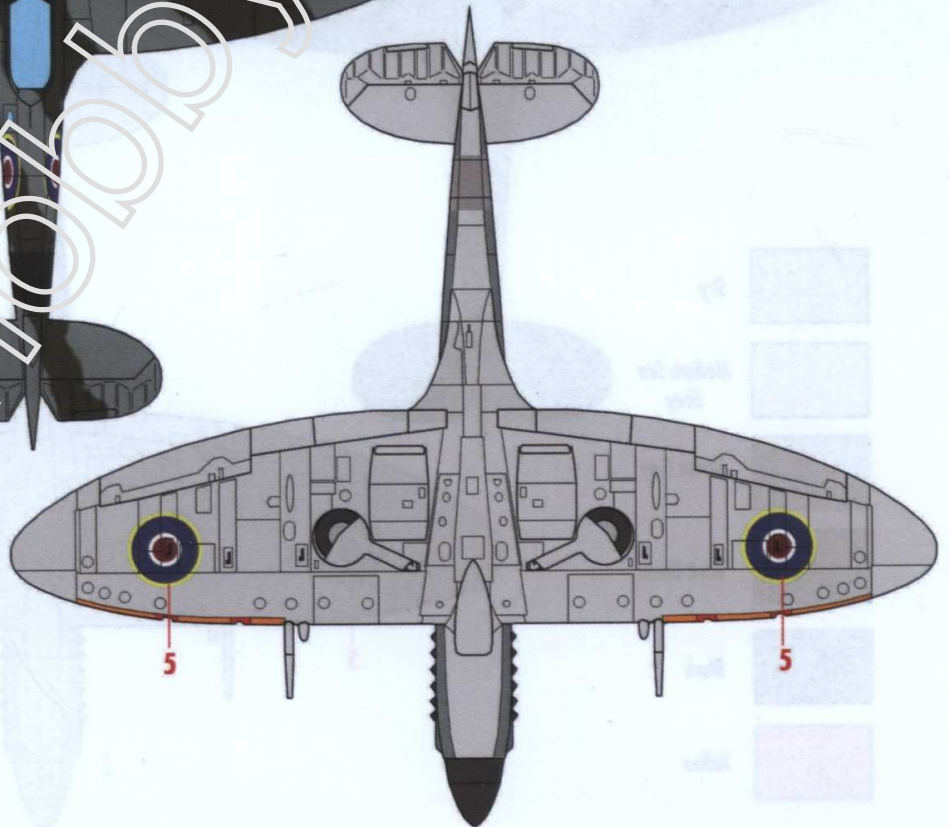
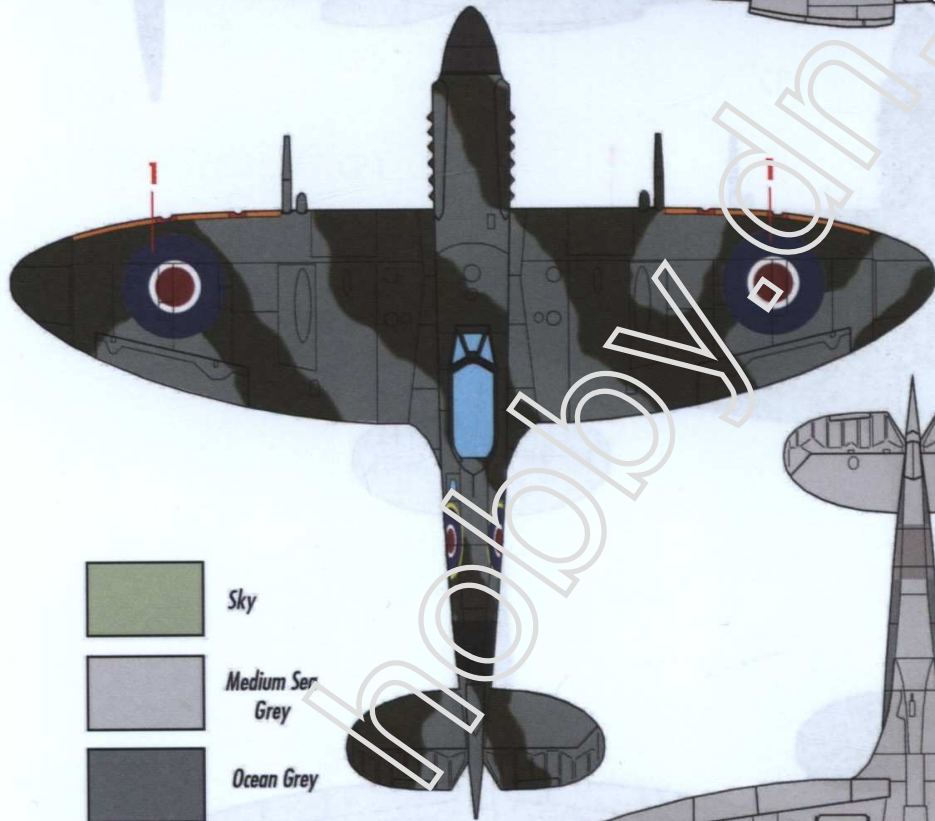
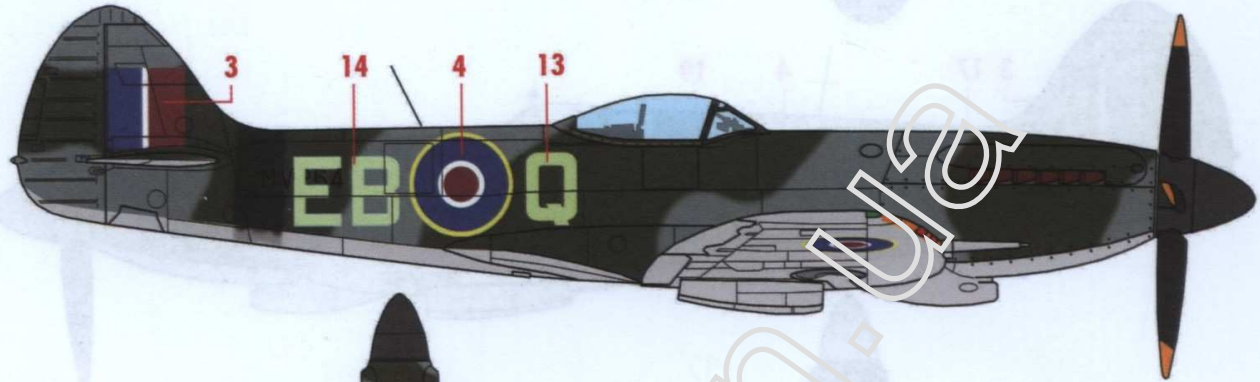
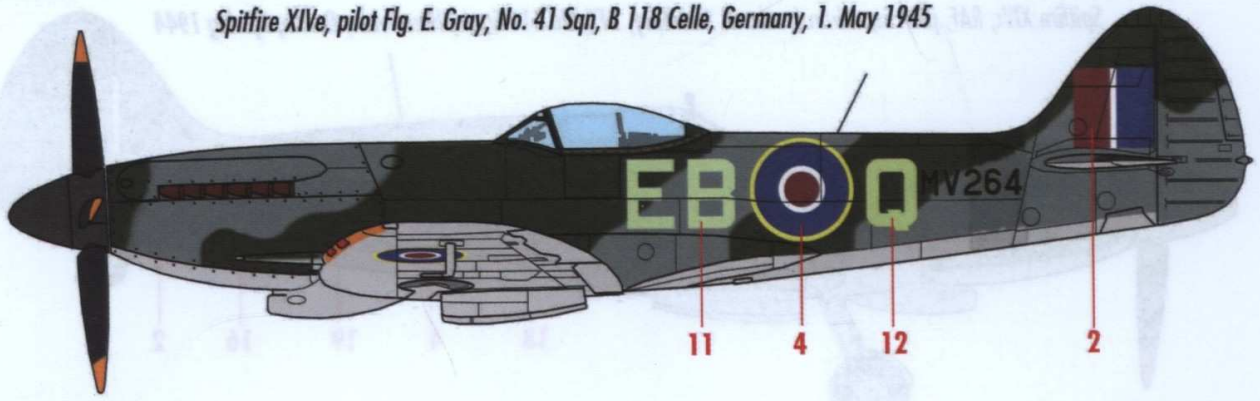


Spitfire XIVc, RAF, pilot Squadron Leader R. Newbury, DFC, No 610 Sqn's, Harrowber, Devon, Spiring 1944



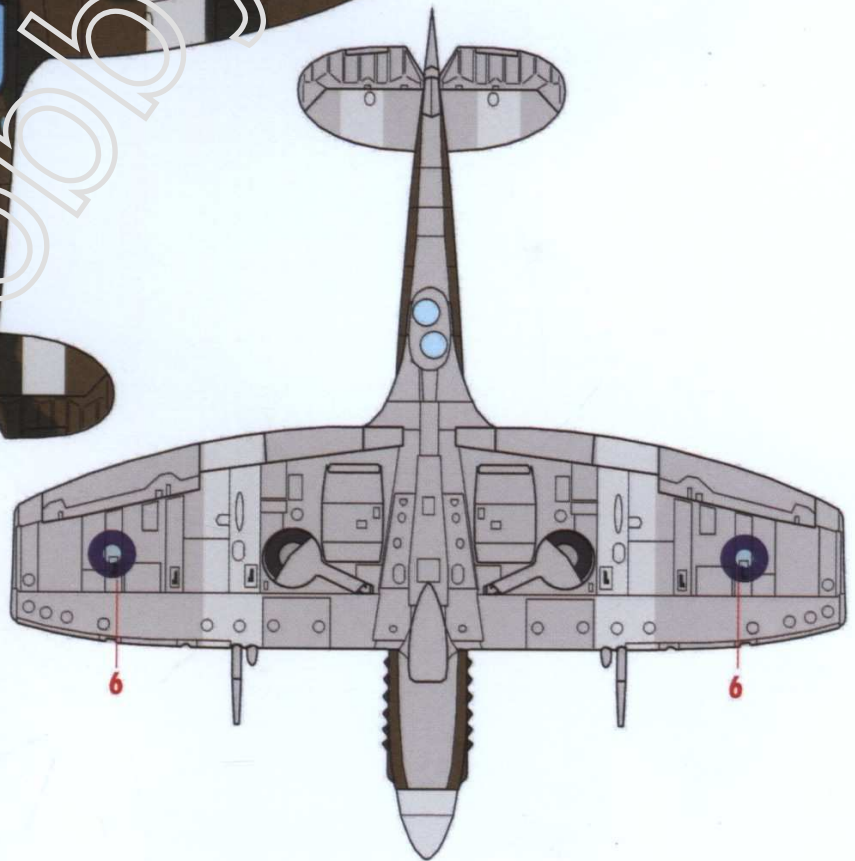
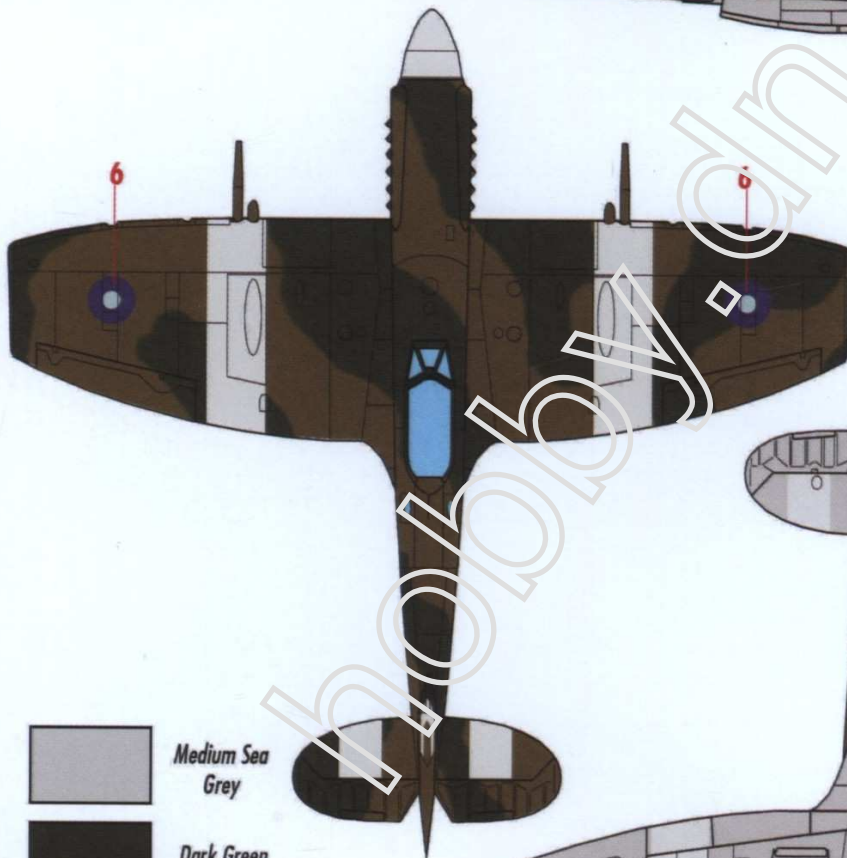
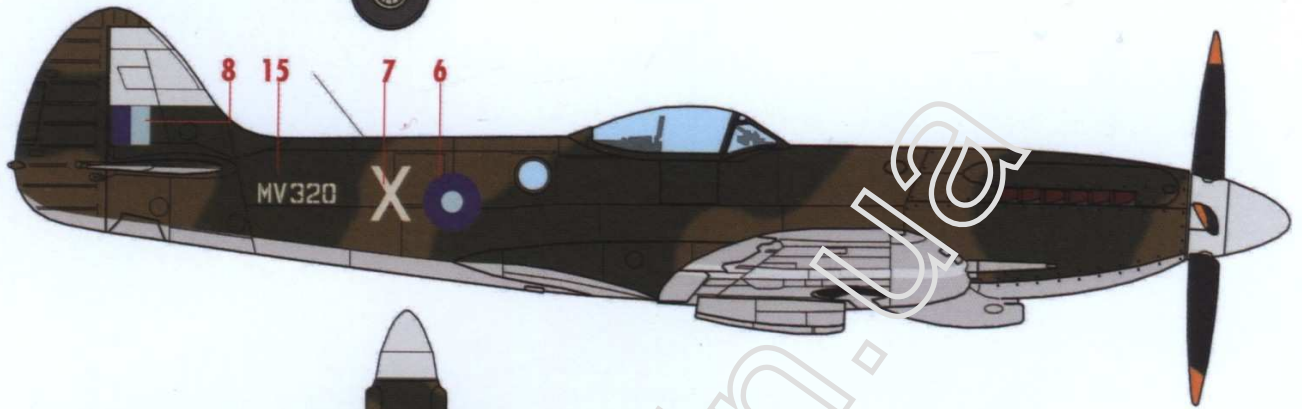
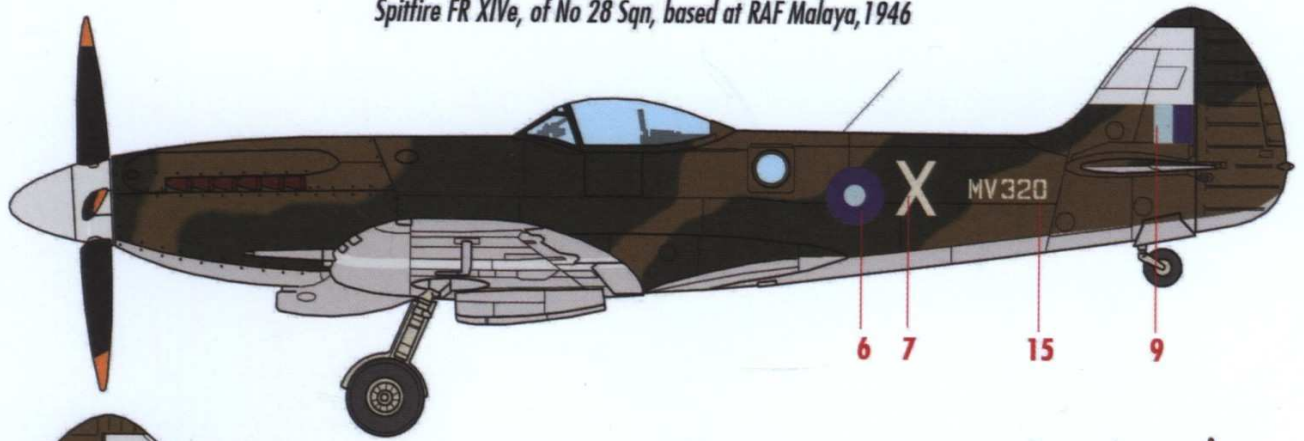
-  Sky
-  Medium Sea Grey
-  Ocean Grey
-  Dark Green
-  Black
-  Yellow

Spitfire XIVe, pilot Flg. E. Gray, No. 41 Sqn, B 118 Celle, Germany, 1. May 1945



-  Sky
-  Medium Sea Grey
-  Ocean Grey
-  Dark Green
-  Black
-  Yellow

Spitfire FR XIVe, of No 28 Sqn, based at RAF Malaya, 1946



-  *Medium Sea Grey*
-  *Dark Green*
-  *Dark Earth*
-  *Black*
-  *White*