

Supermarine Spitfire Mk.I & Mk.II - Great Britain 1940



Cat. No. 72584

Scale 1/72

3d design: Przemysław Głogowski

Research: Michał Skawiński, Marek Moźdżen

IBG Models would like to thank Mr. David J. Bailey for all his help and advice during preparation of S/Ldr John Ellis airplane markings.

Supermarine Spitfire

The Supermarine Spitfire is without doubt one of the most iconic and recognisable aircraft of the Second World War. While its story spans the entirety of the conflict—from the earliest days to the final victory—it was the early variants powered by the Rolls-Royce Merlin engine with a single-stage supercharger that laid the foundations of the modern Royal Air Force, both technologically and symbolically.

The Spitfire's origins trace back to the 1930s, when Great Britain, recognizing the growing threat posed by Nazi Germany's expanding air force, began modernizing its own aerial capabilities. Reginald Mitchell's design, influenced by his experience with high-speed Schneider Trophy racing aircraft, proved to be a masterpiece: aerodynamically clean, structurally modern, and exceptionally agile. The Spitfire quickly became the RAF's premier fighter, embodying the new spirit of a reformed and ready air force.

Early operational variants, such as the Mk I and Mk II, armed with eight Browning machine guns, played a central role in the Battle of Britain, giving the RAF the means to resist and ultimately repel the Luftwaffe's aerial assault. Later models, like the Mk V, introduced heavier armament and improved performance, while retaining the Spitfire's hallmark manoeuvrability and flying pleasure.

Among the lesser-known but crucial developments were the high-altitude versions, such as the Spitfire Mk VI, which featured extended wingtips, a pressurized cockpit, and specialized equipment for high-altitude interception missions. Designed to counter enemy reconnaissance and bomber aircraft operating at extreme altitudes, these variants pushed the Merlin engine to its limits. In parallel, Photo Reconnaissance (PR) versions were developed, optimized for long-range missions with additional fuel tanks, stripped-down equipment, and high-altitude capability. These unarmed but swift aircraft flew deep over enemy territory, capturing vital intelligence with unmatched precision.

Spitfires powered by early single-stage supercharged Merlins saw combat on every front of the war: from the white cliffs of southern England, across the deserts of North Africa, over the besieged skies of Malta, and into the jungles of the Far East. Their adaptability and reliability made them indispensable across vastly different environments and theatres of war.

Although the single-stage Merlin engine defined the early war years, it was by no means the end of the Spitfire's evolution. Later models were fitted with two-stage supercharged Merlins, dramatically improving high-altitude performance, and eventually with the even more powerful Griffon engine, extending the aircraft's relevance and capability to the very end of the war—and even beyond.

The fighter variants Mk I and Mk II formed the backbone of RAF Fighter Command during the critical early years of the war. The Spitfire Mk I became fully operational in 1938–39 and was widely distributed among frontline squadrons by the time of the German invasion of France. Powered by the early Rolls-Royce Merlin II and III engines and armed with eight .303 Browning machine guns, the Mk I offered excellent speed, climb rate, and agility—qualities that quickly earned it a fearsome reputation among both RAF pilots and their German adversaries.

As the Luftwaffe began its sustained aerial campaign against Britain in the summer of 1940, Spitfires Mk I were deployed across southern England to counter the waves of German bombers and their fighter escorts. While the more rugged and numerous Hawker Hurricanes often took on the bombers, Spitfires were frequently tasked with engaging the German Bf 109s in the high-altitude dogfights that became the hallmark of the Battle of Britain. The Spitfire's tight turning radius, sensitive controls, and superb visibility gave it an edge in one-on-one combat, allowing skilled pilots to outmaneuver many of their opponents.

The Mk II, introduced in late 1940, featured minor but meaningful improvements, including a more powerful Merlin XII engine and a stronger airframe with provisions for a Rotol constant-speed propeller. Though visually nearly identical to its predecessor, the Mk II offered better climb performance and reliability, allowing it to take over frontline duties as production of the Mk I began to slow. Together, these two early marks of the Spitfire became symbols of resistance, courage, and technical excellence—machines that not only helped win the Battle of Britain, but laid the foundation for the RAF's growing dominance in the skies over Europe.



Element assembled in previous step
Element złożony we wcześniejszym etapie



Version to choose
Wersja do wyboru



Make your own
Wykonaj samodzielnie



Paint colour
Kolor farby



Element after assembly in current step
Element po złożeniu w aktualnym etapie



Sub-assembly in step
Kolejne kroki w etapie



Cut/sand off
Odetnij/zeszlifuj



Decal
Kalkomania

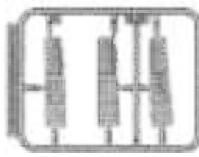
Please read instructions before assembly. Follow the sequence of assembly presented in instructions. Glue and paint not included.
Przed montażem przeczytać instrukcję. Przestrzegać kolejności montażu podanego w instrukcji. Klej i farby nie wchodzą w skład zestawu.

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ul. Benedykta Herta 2
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Poland

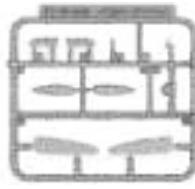
tel +48 22 8159150
ibgsc@ibg.com.pl
www.ibg.com.pl
www.ibgmodels.com

Elements of the kit Elementy modelu

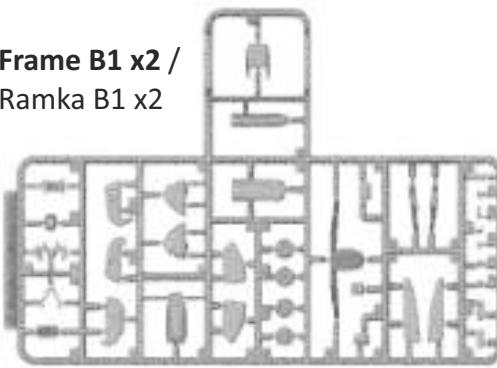
Frame L x2 / Ramka L x2



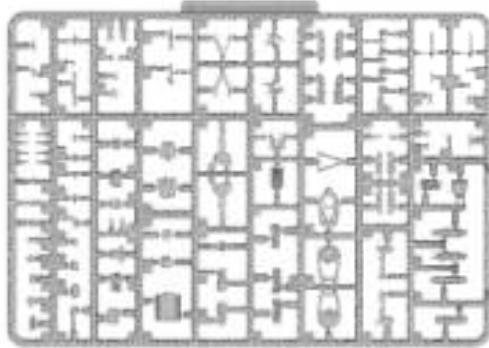
Frame F1 x2 / Ramka F1 x2



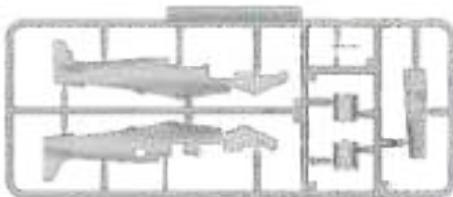
Frame B1 x2 /
Ramka B1 x2



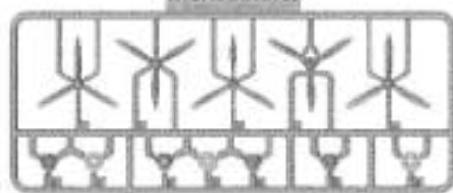
Frame B2 x2 / Ramka B2 x2



Frame F2 x2 / Ramka F2 x2



Frame C x2 / Ramka C x2



Painting masks

Maski do malowania

x2



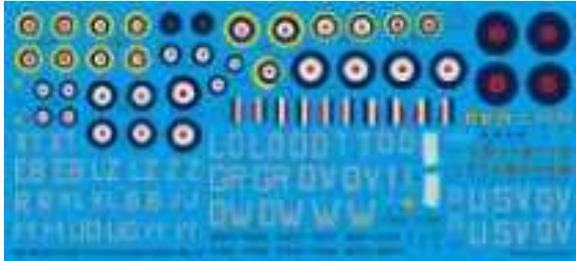
Photo-etched parts

Elementy fototrawione

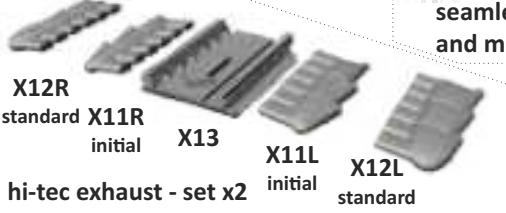
x2



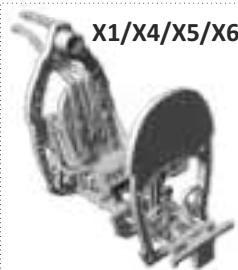
Decals / Kalkomanie



3D printed parts „X”
Części drukowane 3D „X”



seamless intake
and mirrors - set x2



non-armoured cockpit
w. metal seat - set x1



up-armoured cockpit
w. metal seat - set x1



up-armoured cockpit
w. plastic seat - set x1

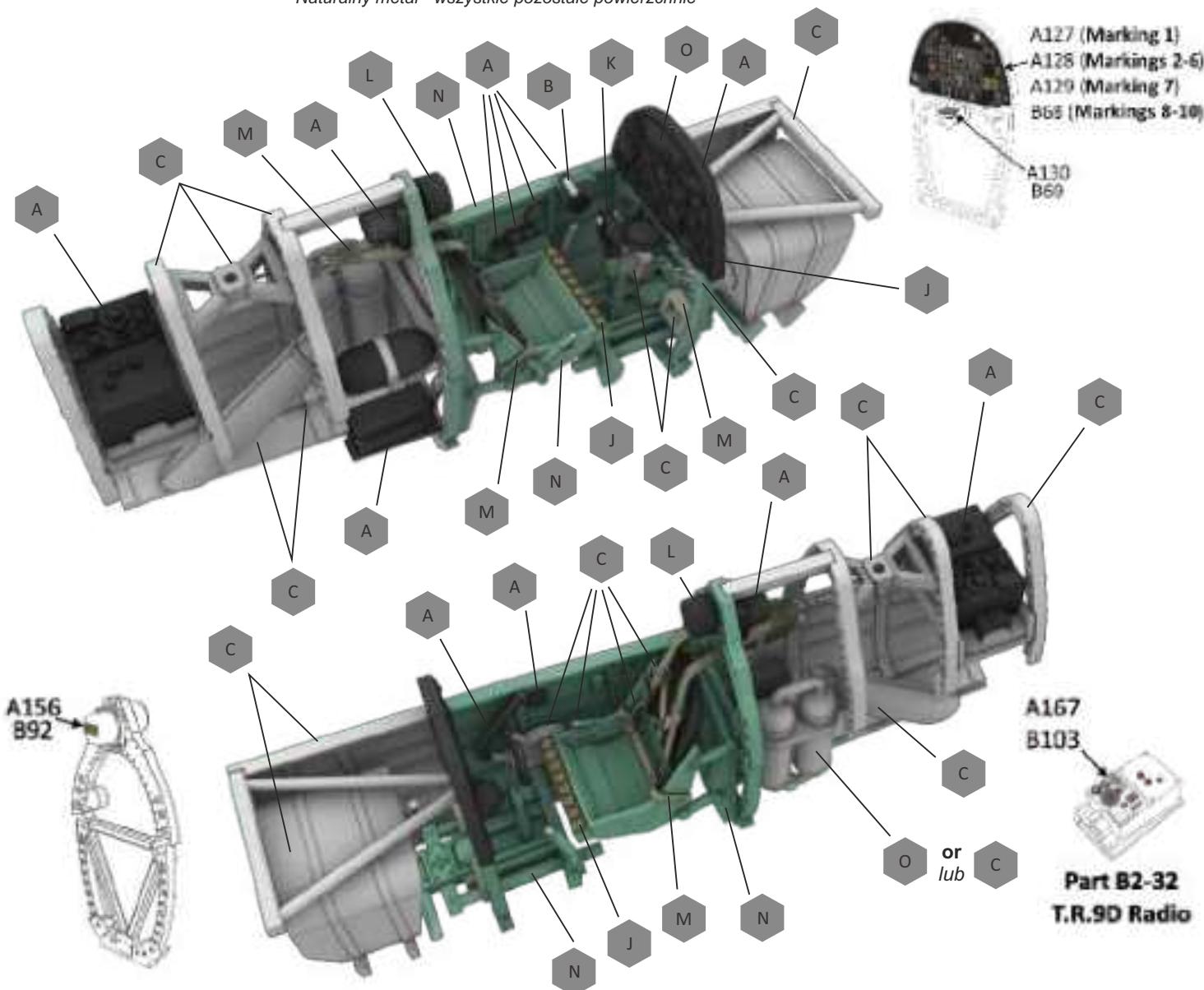
Color table / Tabela kolorów

		Hataka	Vallejo	Mr Hobby	AKInteractive
Night	A	HTK-100	71.057	H012	AK11895
White	B	HTK-101	71.001	H021	AK11002
Aluminium	C	HTK-078	71.062	SM208	AK481
Red	D	HTK-103	71.003	H023	AK11213
Blue	E	HTK-102	70.736	H093	AK11178
Yellow	F	HTK-010	70.915	H004	AK11045
Green	G	HTK-327	70.936	H094	AK11216
Rust	H	HTK-132	71.130	H047	AK11103
Gunmetal	I	HTK-106	71.072	H018	AK11212
Brass	J	HTK-109	70.801	C219	AK11194

		Hataka	Vallejo	Mr Hobby	AKInteractive
Tyre black	K	HTK-125	71.315	C135	AK11027
Black Leather	L	HTK-100	71.057	H012	AK11026
Seatbelt Grey-Brown	M	HTK-074	71.075	H321	AK11009
Interior Grey Green	N	HTK-025	71.305	C364	AK11847
Grey	O	HTK-033	71.051	H053	AK11862
Dark Green	T	HTK-016	71.324	C261	AK11840
Dark Earth	U	HTK-009	71.323	C369	AK11841
Sky	W	HTK-026	71.302	C368	AK11844
Mixed Sky (Eau de Nil)	AB	HTK-239	71.009	-	-
Light Interior Grey Green	AF	HTK-234	71.321	C128	AK11827
Resin Red-Brown	AG	HTK-098	71.084	H047	AK11434

Interior painting Malowanie wnętrza

Interior painting, unless otherwise noted:
Interior green - cockpit from instrument panel to the frame behind the seat
Natural metal - all other areas
Malowanie wnętrza, o ile nie zaznaczono inaczej:
Interior Green - kokpit między tablicą przyrządów a wręgą za fotelom
Naturalny metal - wszystkie pozostałe powierzchnie



Seat & armor plate painting / Malowanie foteli i płyty pancernnej

Factory Supermarine
Fabryczne Supermarine



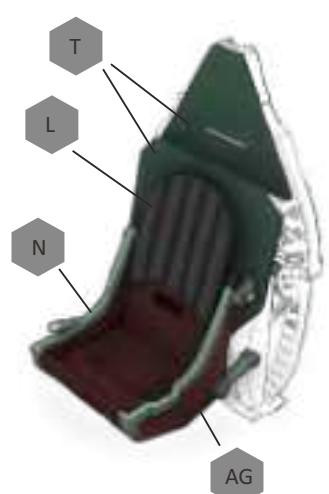
Unit up-armored
Dopancerzony w jednostce



Factory Supermarine
Fabryczne Supermarine



Factory CBAF
Fabryczne CBAF



For markings 1,2
Dla malowań nr. 1,2

For markings 3,4
Dla malowań nr. 3,4

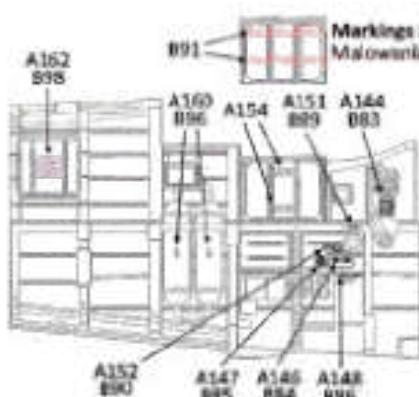
For markings 5,6,7
Dla malowań nr. 5,6,7

For markings 8,9,10
Dla malowań nr. 8,9,10

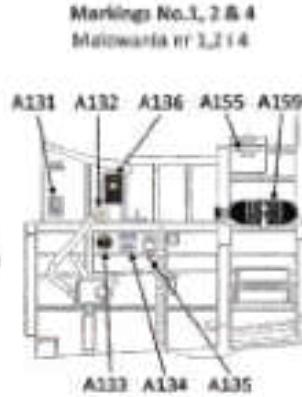
Interior decals

Kalkomanie wewnętrza

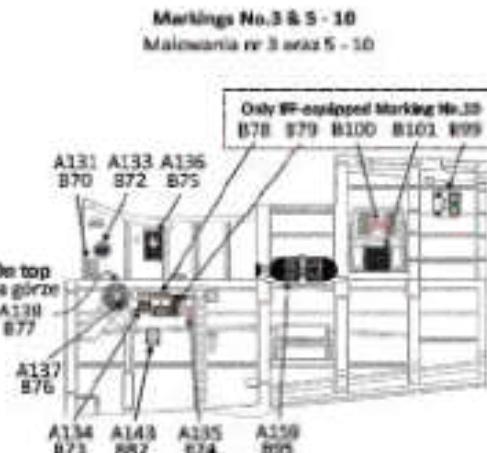
Decal numbers starting with 'A' are applicable for Spitfire Mk.I, and ones starting with 'B' for Spitfire Mk.II
Kalkomanie zaczynające się na literę 'A' są dedykowane do Spitfire Mk.I, a na 'B' - do Spitfire Mk.II



Markings 8, 9 & 10
Malowania 8, 9 i 10

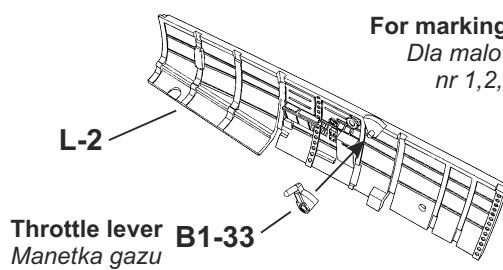


Markings No.1, 2 & 4
Malowania nr 1, 2 i 4

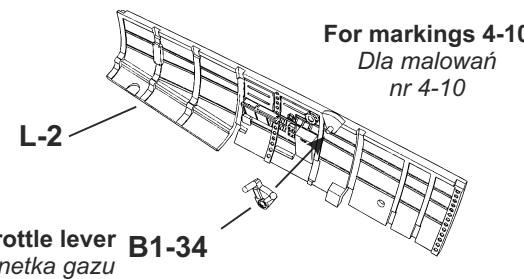


Markings No.3 & 5 - 10
Malowania nr 3 oraz 5 - 10

Step 1 Etap 1

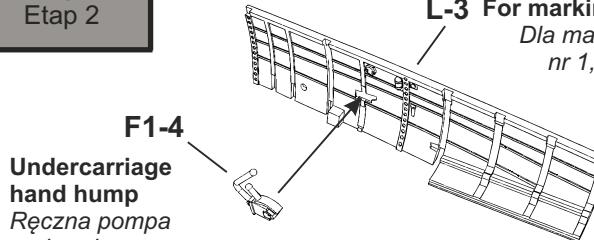


For markings 1,2,3
Dla malowań
nr 1,2,3

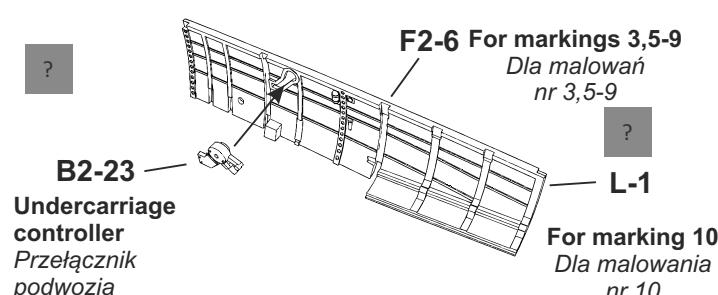


For markings 4-10
Dla malowań
nr 4-10

Step 2 Etap 2



Undercarriage
hand hump
Ręczna pompa
podwozia

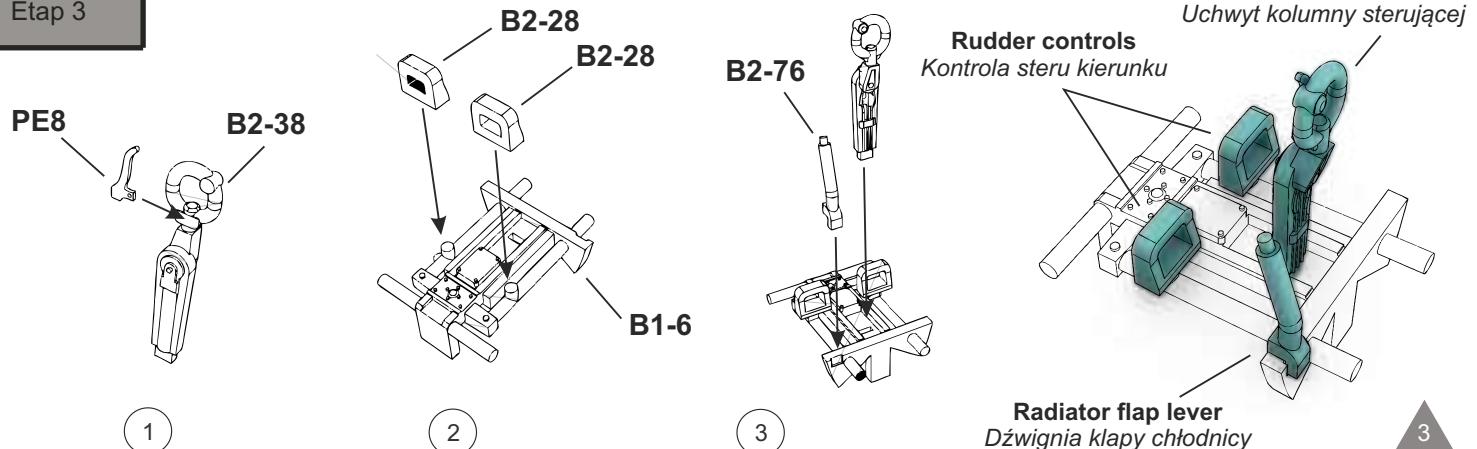


For marking 10
Dla malowania
nr 10

Preliminary Step - cockpit - choose your path Krok wstępny - kokpit - wybierz swoją ścieżkę

If using a printed 3D cockpit,
skip steps 3-8 and proceed to steps 9-11.
W przypadku użycia drukowanego kokpitu 3d,
pomiń kroki 3-8 i przejdź do kroków 9-11.

Step 3 Etap 3



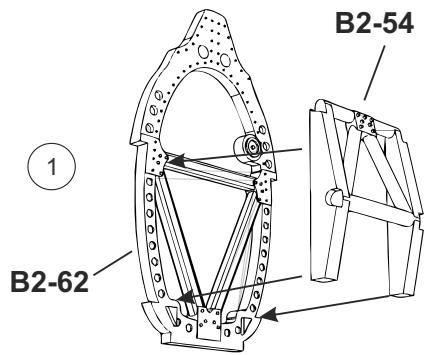
1

2

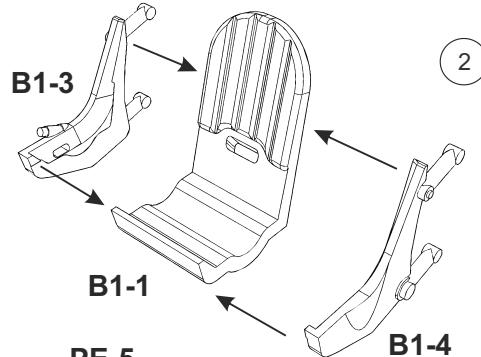
3

3

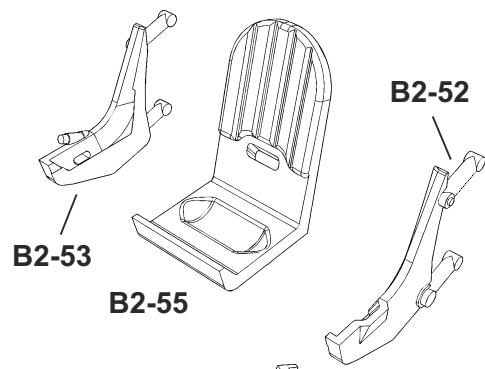
Step 4
Etap 4



For markings 1,2,3,4
Dla malowań nr 1,2,3,4
Pressed metal pilot seat
Tłoczony metalowy fotel pilota

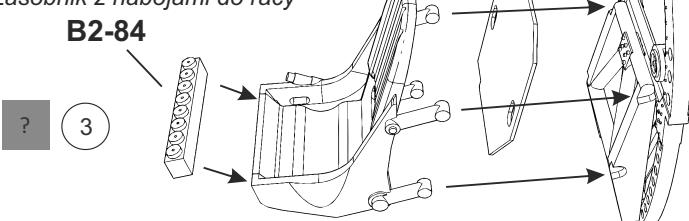


For markings 5-10
Dla malowań nr 5-10
Plastic pilot seat
Kompozytowy fotel pilota



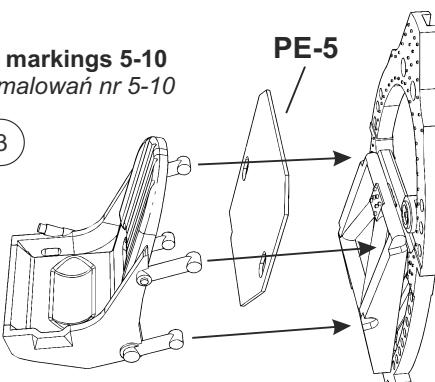
Armor plate use for markings 3,4 only
Płyta pancerna tylko dla malowań nr 3,4

Flare cartridge tray
Zasobnik z nabojami do racy



For markings 5-10
Dla malowań nr 5-10

?



For markings 1,2
Dla malowań
nr 1,2



For markings 3,4
Dla malowań
nr 3,4



For markings 5-10
Dla malowań
nr 5-10



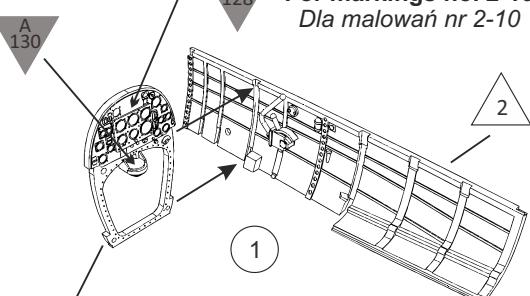
Step 5
Etap 5

A
127

For marking no. 1 / Dla malowania nr 1

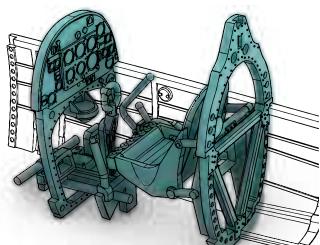
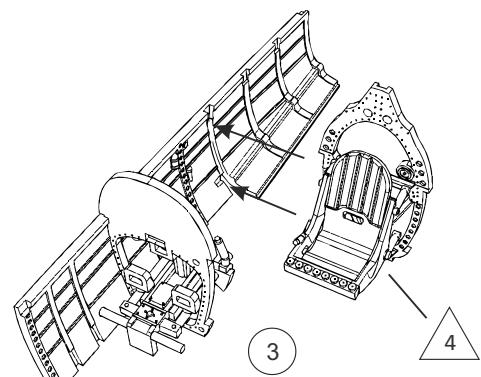
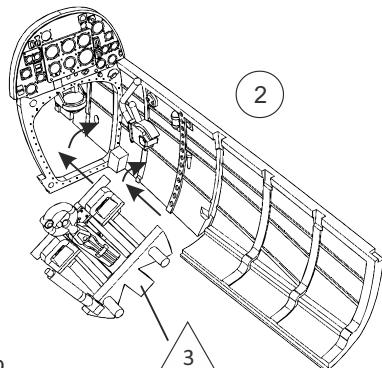
A
128

For markings no. 2-10
Dla malowań nr 2-10



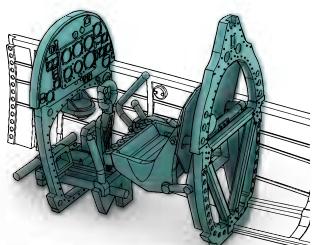
B2-63 For marking no. 1 / Dla malowania nr 1

B2-64 For markings no. 2-10 / Dla malowań nr 2-10

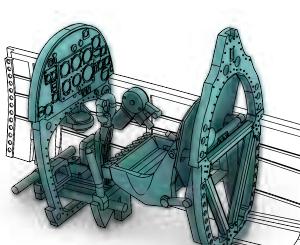


For markings 1,2
Dla malowań nr. 1,2

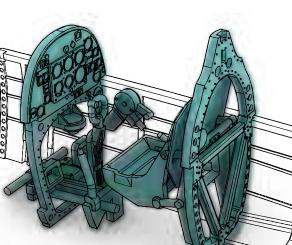
?



?



?



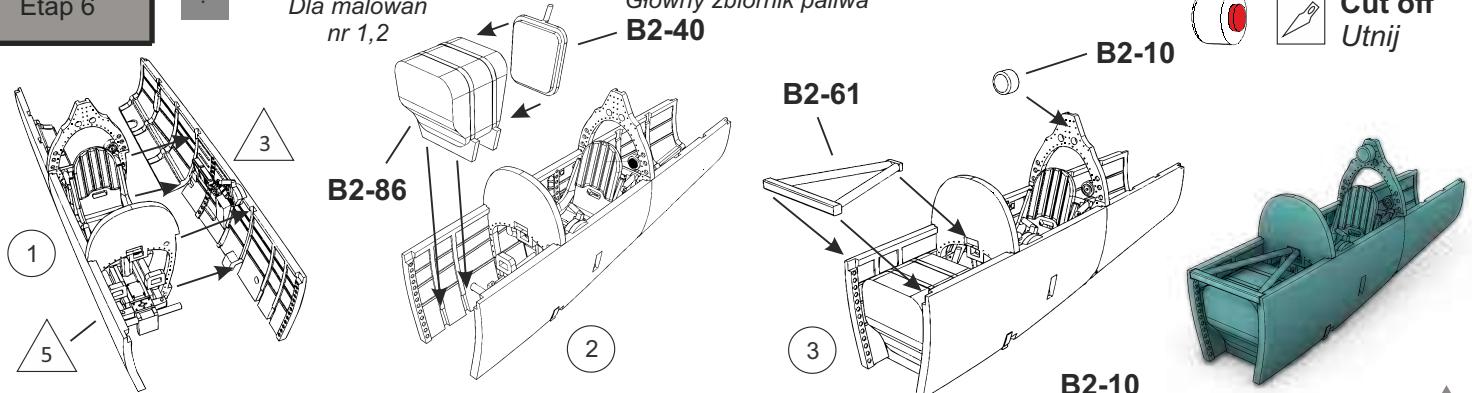
For markings 5-10
Dla malowań nr. 5-10

Step 6
Etap 6

For markings no. 1,2
Dla malowań
nr 1,2

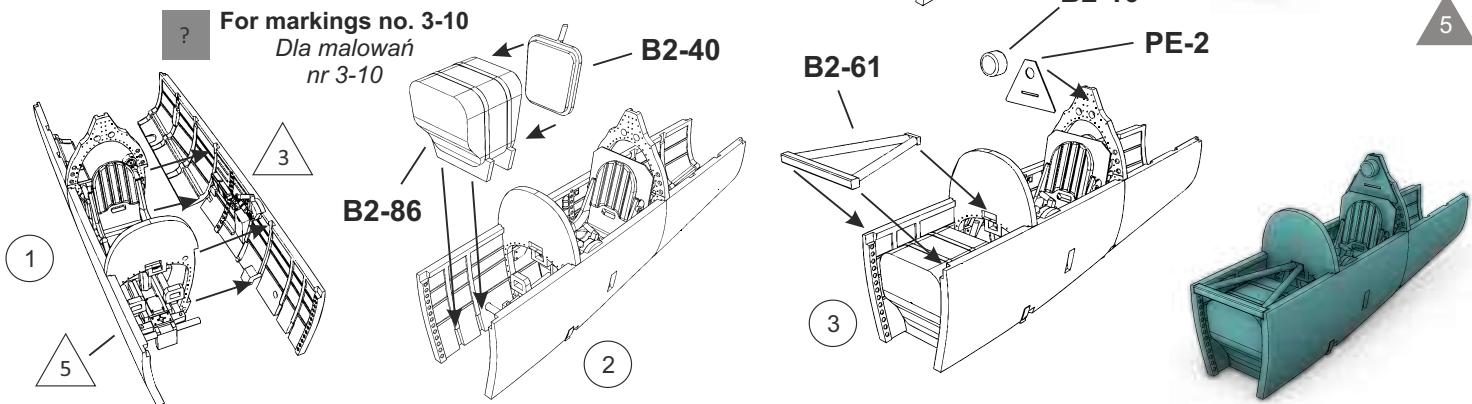
Main fuel tank
Główny zbiornik paliwa
B2-40

Cut off
Utnij



For markings no. 3-10
Dla malowań
nr 3-10

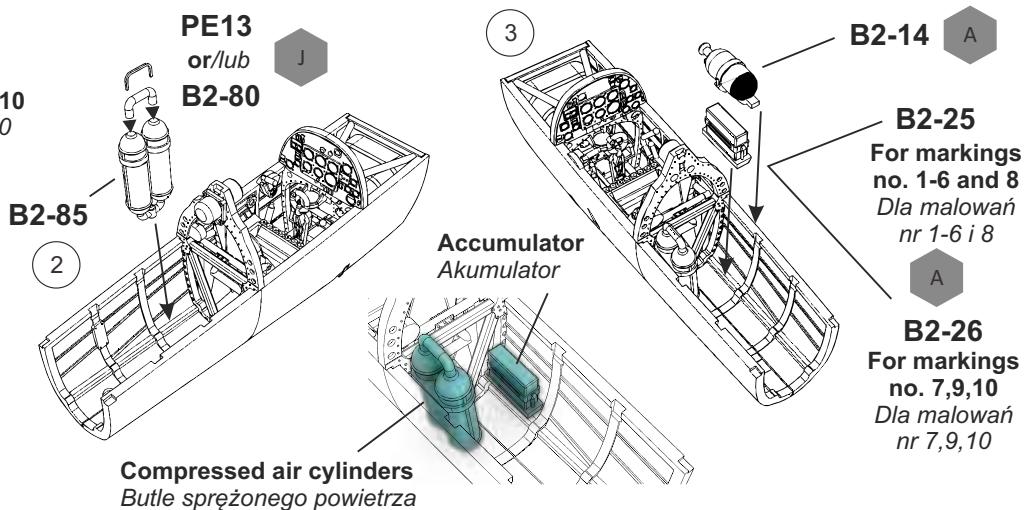
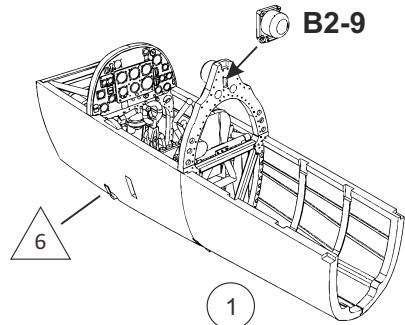
B2-10
PE-2



Step 7
Etap 7

Voltage regulator
Regulator napięcia
For markings no. 2-10
Dla malowań nr 2-10

PE13
or/lub
B2-80



Step 8
Etap 8

PE32
B1-2
B2-75

PE32+37

PE36

PE37 bend
zagnij

B1-2
B2-75

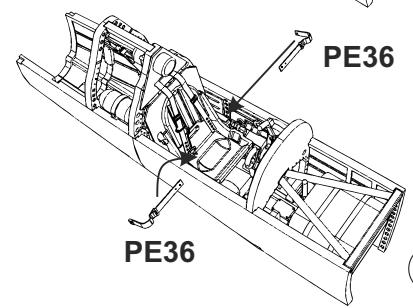
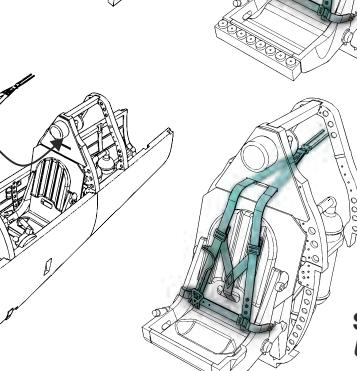
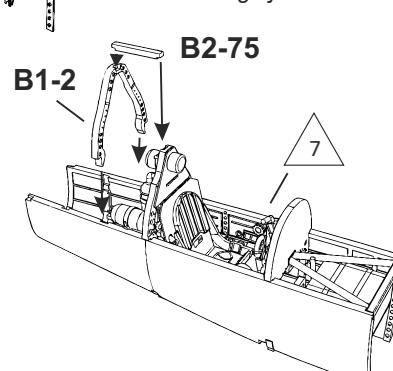
PE32+37

PE36

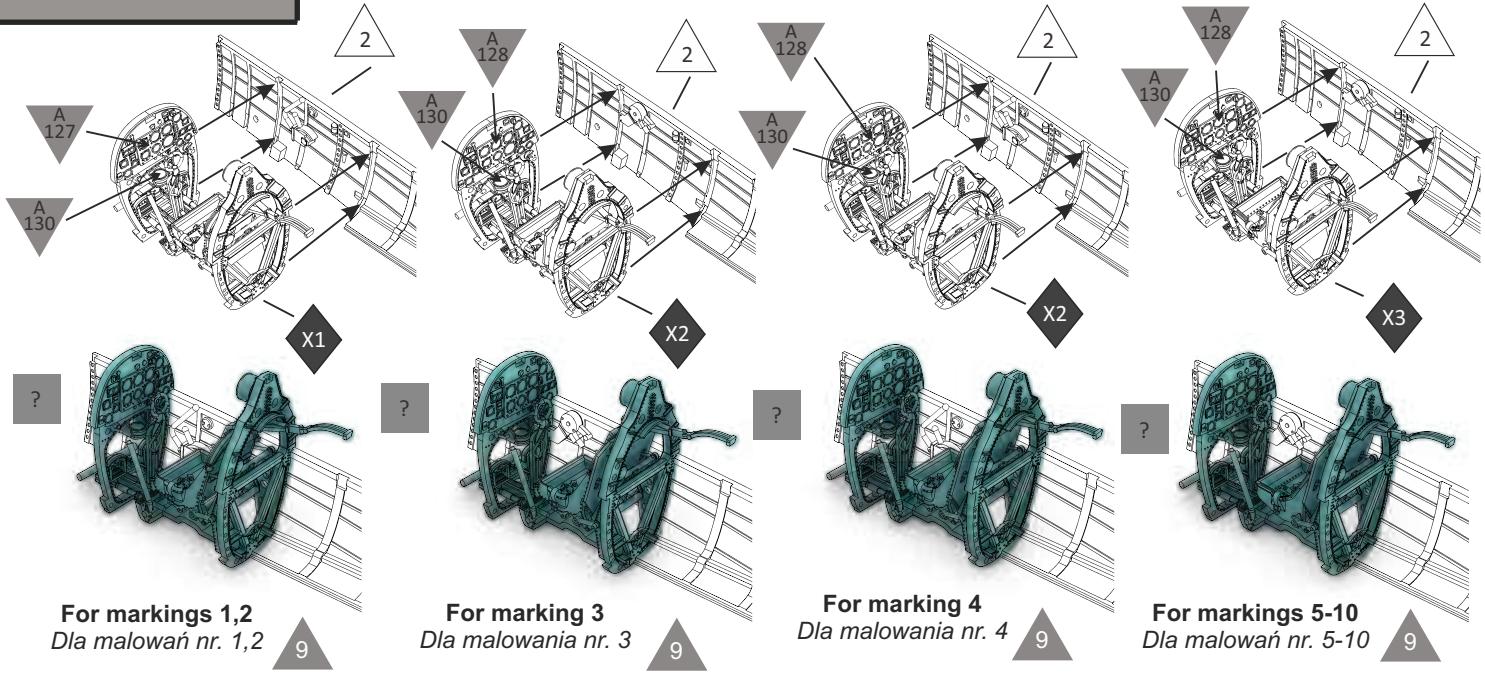
4

Sutton harness
Uprząż Sutton

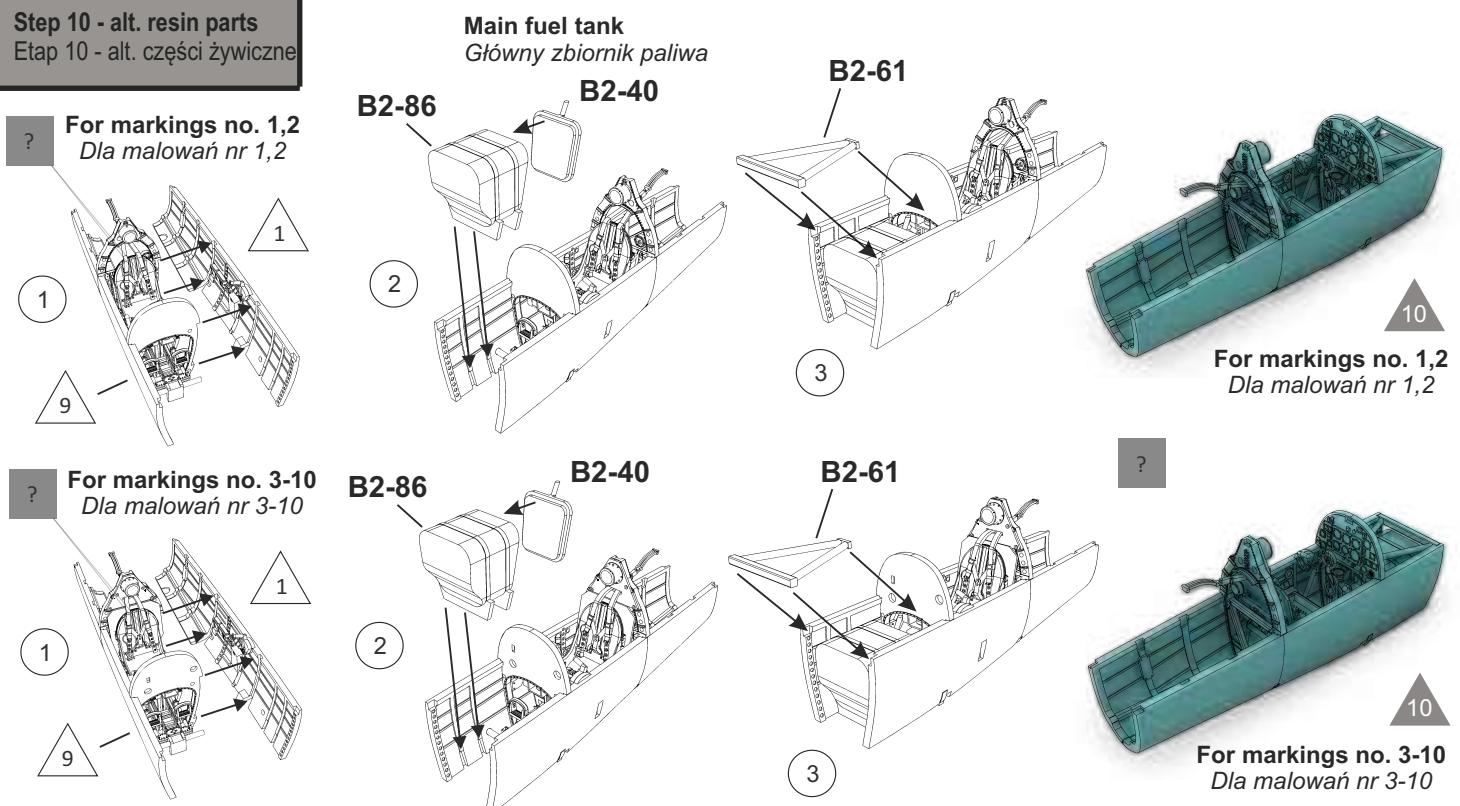
Go to Step 12
Idź do Etapu 12



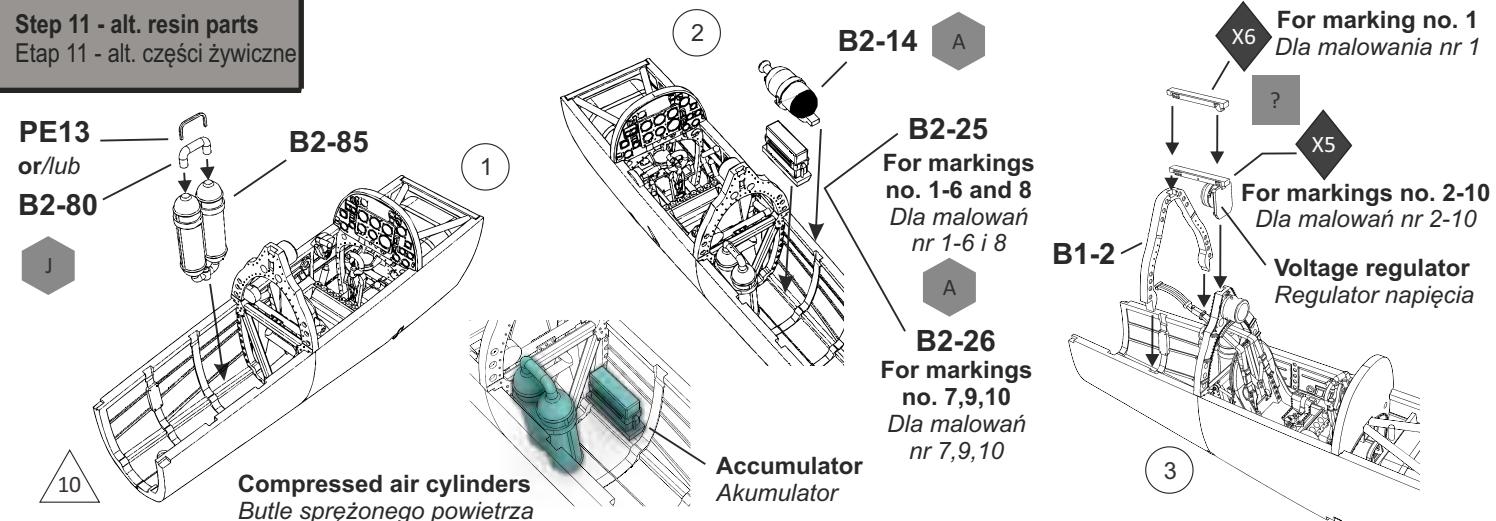
Step 9 - alt. resin parts
Etap 9 - alt. części żywiczne



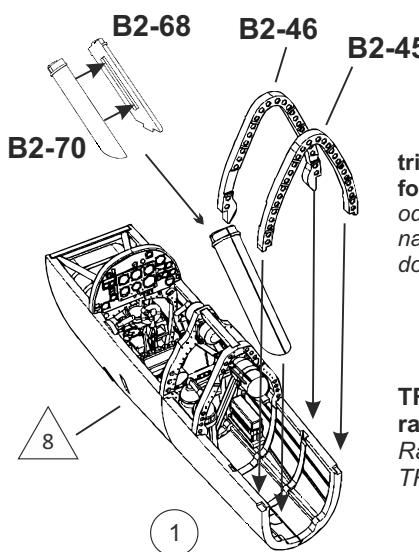
Step 10 - alt. resin parts
Etap 10 - alt. części żywiczne



Step 11 - alt. resin parts
Etap 11 - alt. części żywiczne



Flare container
Zasobnik racy



B1-39

Antenna
mast base
Podstawa
masztu anteny

Optional Step 12
Etap 12 opcjonalny

trim 1mm on top
for better fitting
odetnij 1mm
na górze dla lepszego
dopasowania

B2-31

TR1133
radio
Radiostacja
TR1133

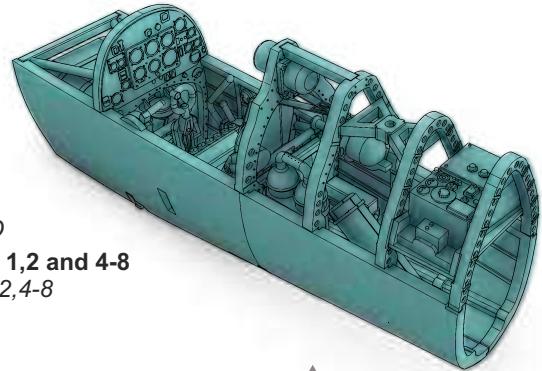
B2-32

TR9D radio
Radiostacja TR9D

For markings no. 1,2 and 4-8
Dla malowań nr 1,2,4-8

B2-12
For markings no. 3,9,10
Dla malowań nr 3,9,10

Optional „full interior” parts
Opcjonalne części
dla zabudowy wnętrza



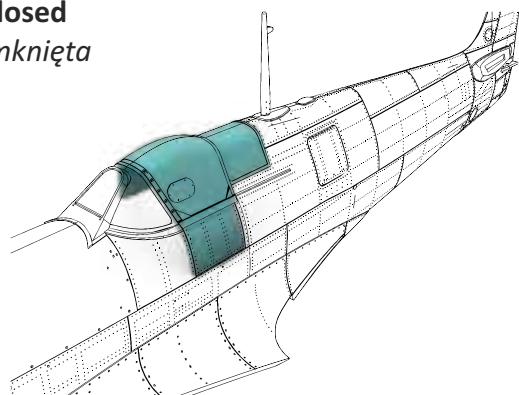
12

Preliminary Step - canopy - choose your path

Krok wstępny - osłona kabiny - wybierz swoją ścieżkę

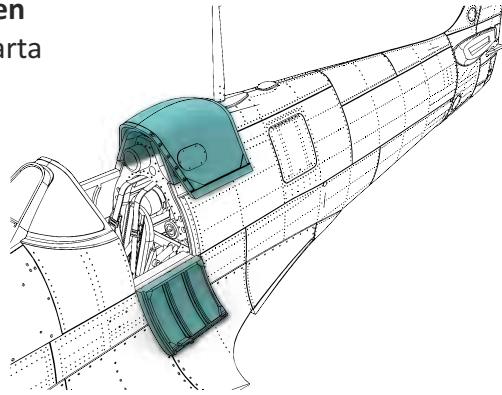
Closed

Zamknięta



Open

Otwarta



It requires initial preparation - see step 15 and 16.

Wymaga wstępnego przygotowania - patrz krok 15 oraz 16.

The fuselage is prepared for an open cockpit
(skip steps 15 and 16 and go to step 17).

Kadłub jest przygotowany do otwartej kabiny
(pomiń kroki 15 oraz 16 i przejdź do kroku 17).

Step 13
Etap 13

? For markings no. 8,9,10 only (Spitfire Mk.II)
Tylko dla malowań nr 8,9,10 (Spitfire Mk.II)

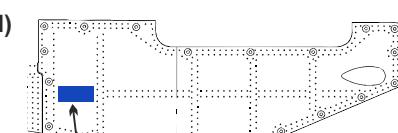
1 Cut off
Wytnij

B2-22

Drill 0,35mm
Wywierć 0,35mm

Drill 0,2mm
Wywierć 0,2mm

F2-1

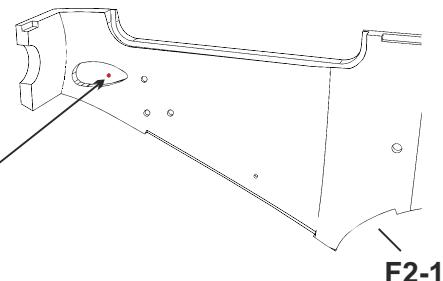


Scribe,
use template
Trasuj,
użyj szablonu

Step 14
Etap 14

? For markings no. 1-7
(Spitfire Mk.I)
Dla malowań nr 1-7
(Spitfire Mk.I)

Drill 0,2mm
Wywierć 0,2mm



Step 15
Etap 15

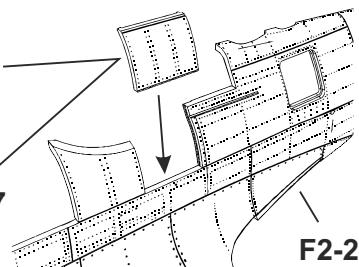
Closed canopy
Kabina zamknięta

? For markings
no. 2-10
Dla malowań
nr 2-10

For marking no. 1
Dla malowania nr 1

B1-24

B2-37



Step 16
Etap 16

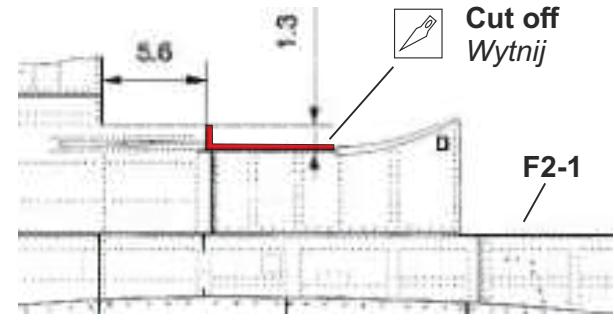
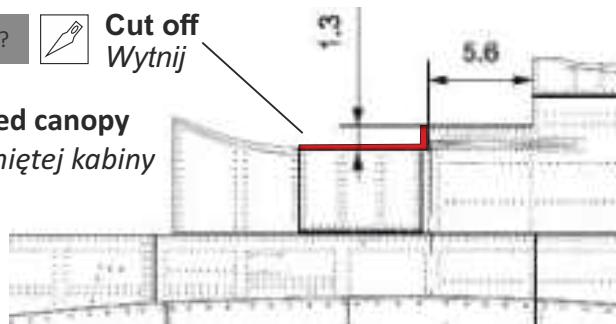
?



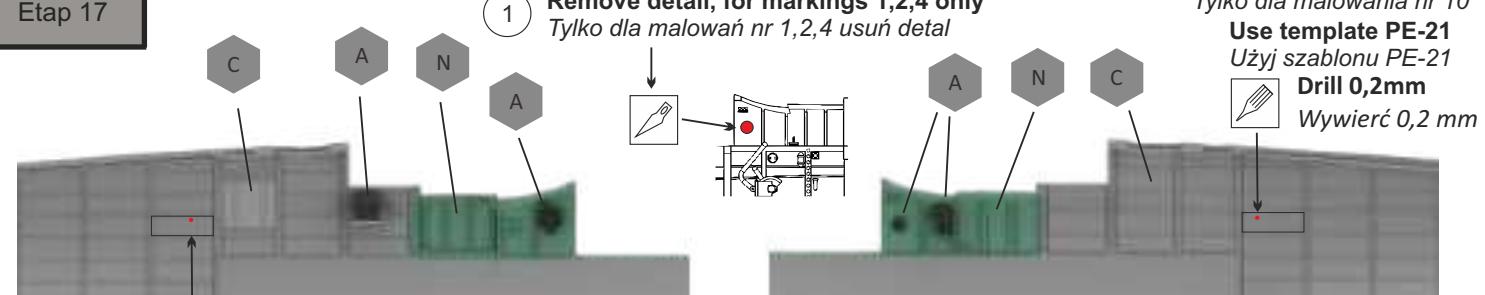
Cut off
Wytnij

Only for closed canopy
Tylko dla zamkniętej kabiny

F2-2



Step 17
Etap 17



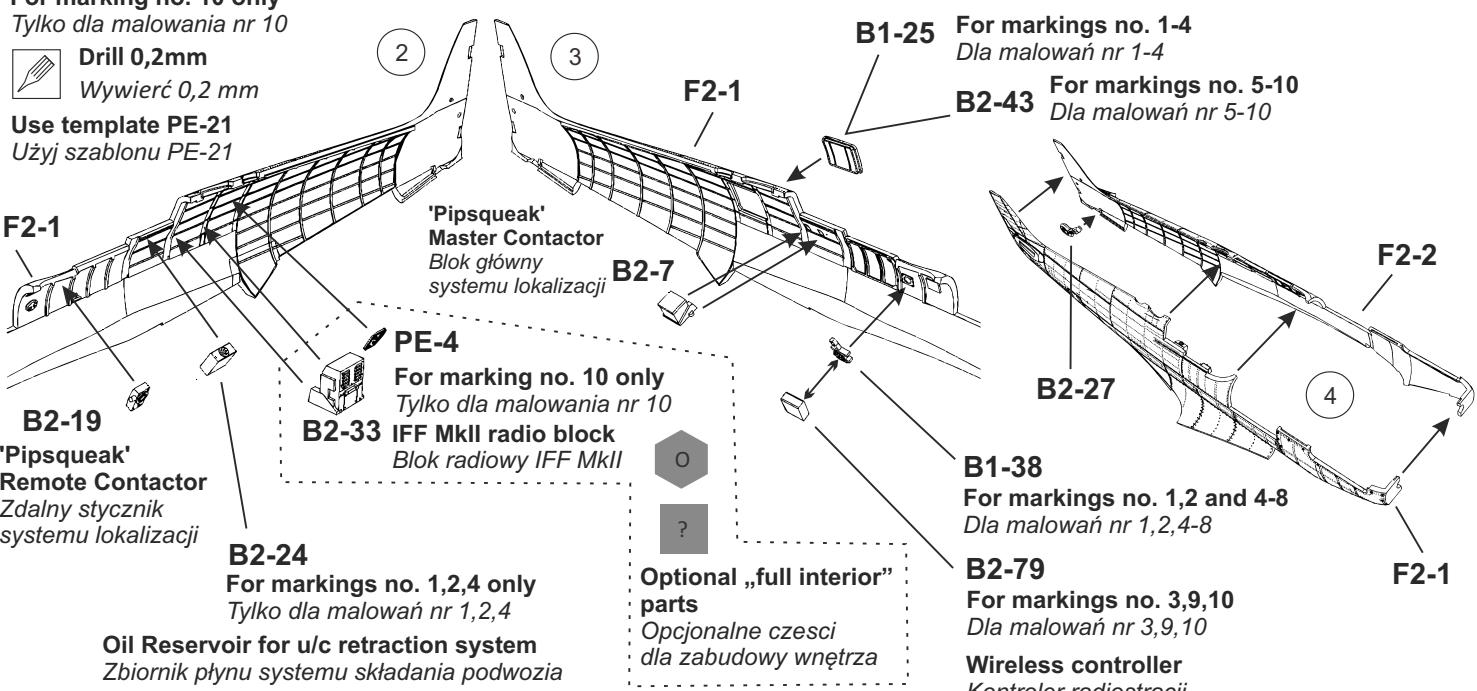
For marking no. 10 only
Tylko dla malowania nr 10
Use template PE-21
Użyj szablonu PE-21
Drill 0,2mm
Wywierć 0,2 mm

For marking no. 10 only
Tylko dla malowania nr 10

Drill 0,2mm
Wywierć 0,2 mm

Use template PE-21
Użyj szablonu PE-21

F2-1



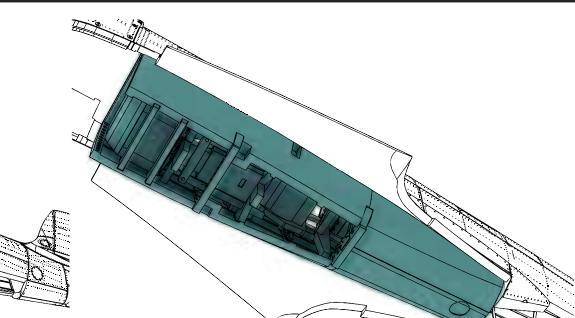
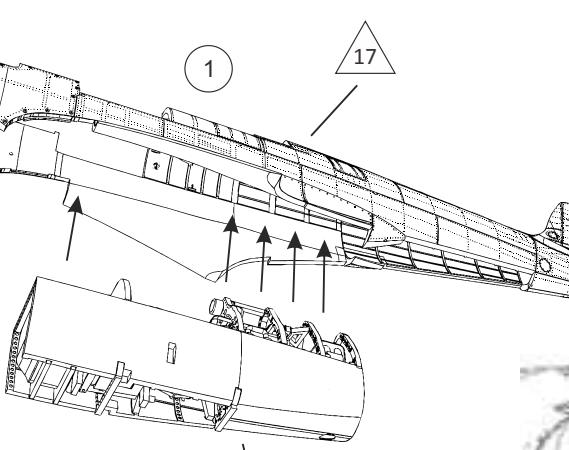
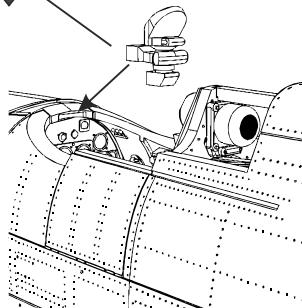
Step 18
Etap 18

Reflector Sight Mk.II
Celownik odblaskowy Mk.II

AA-7 after Steps /po krokach 3-8

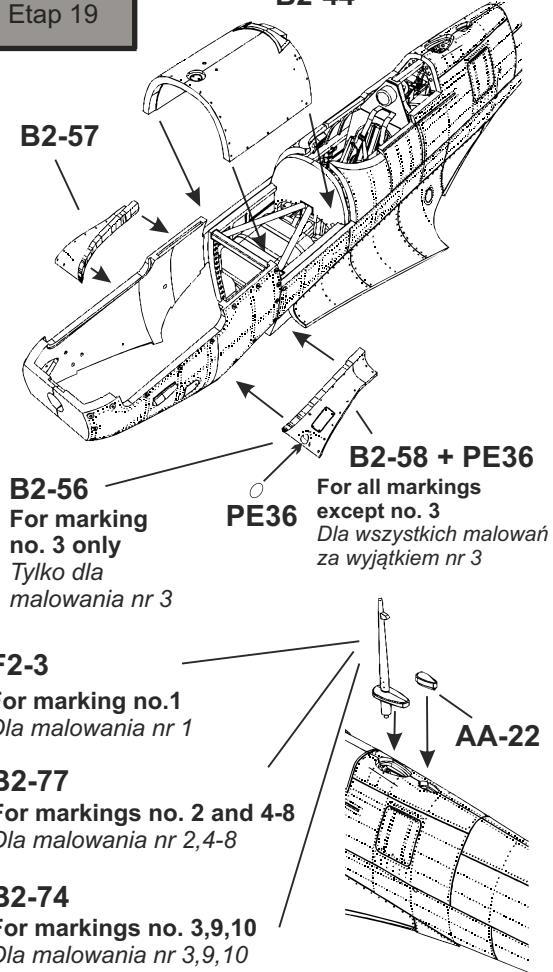
after Steps /po krokach 9-11

x4



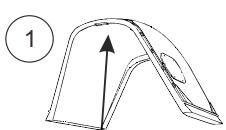
Step 19
Etap 19

B2-44

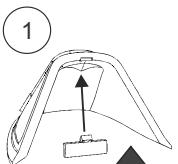


Step 20
Etap 20

Open canopy
Kabina otwarta



PE35



AA-17
For marking no. 5 only
Tylko dla malowania nr 5

Internal mirror

for markings no. 4,6 only
Lusterko wewnętrzne
tylko dla malowań nr 4,6

?

Closed canopy
Kabina zamknięta

AA-16

AA-11

2

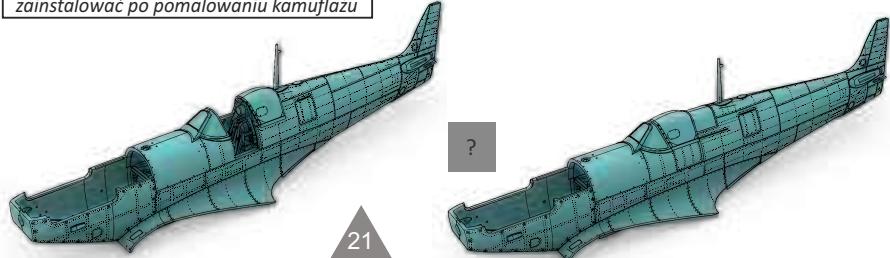
19

2

19

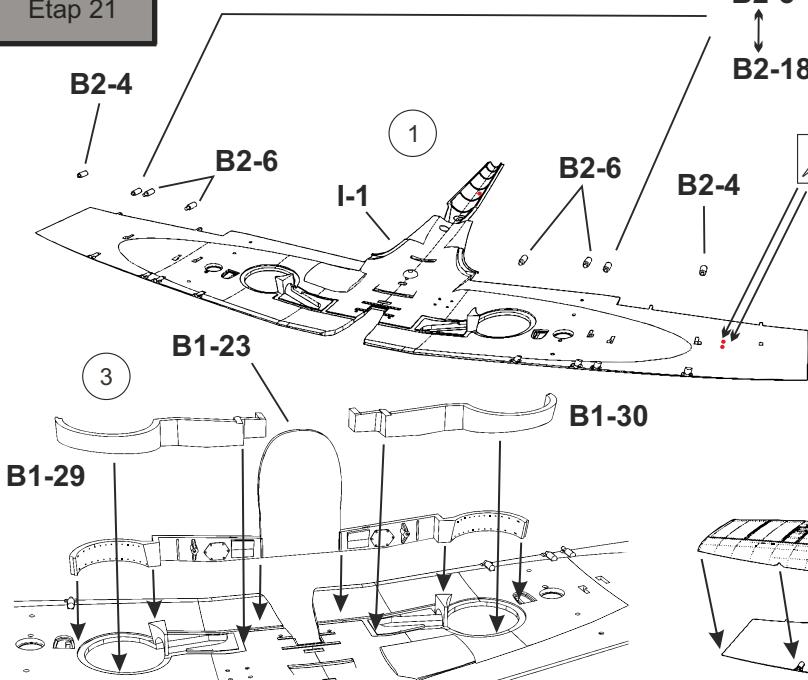
Open canopy can be also installed after camouflage painting

/Otwartą osłonę kabiny można również zainstalować po pomalowaniu kamuflażu



21

Step 21
Etap 21



B2-5 For all markings / Dla wszystkich malowań
except no. 1 za wyjątkiem nr 1

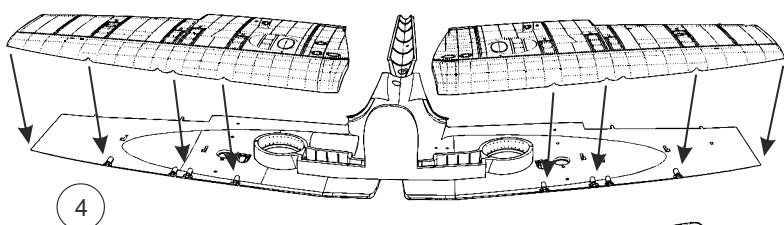
B2-18 For marking no. 1 only / Tylko dla malowania nr 1

Drill 0,6 mm x2
Wywierć 0,6 mm x2

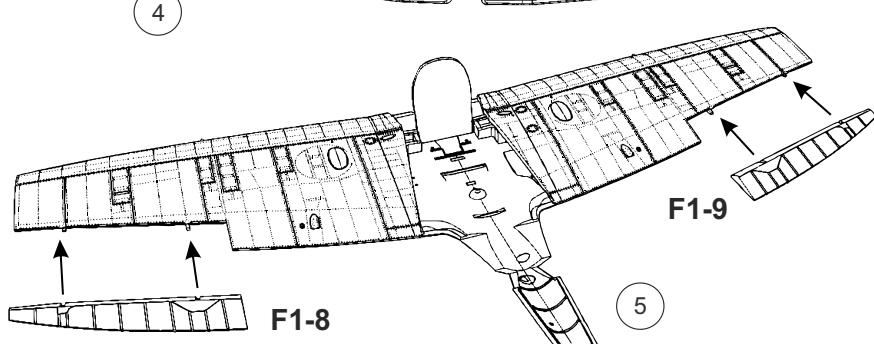
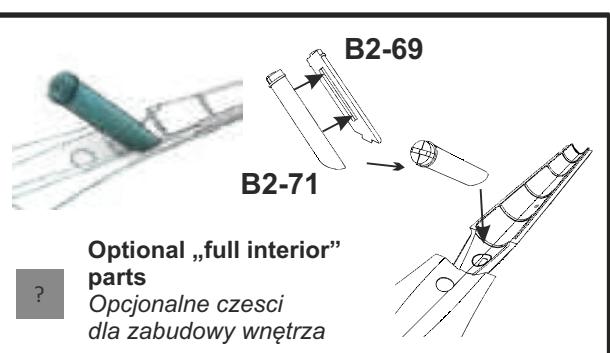
Drill 1,0 mm
Wywierć 1,0 mm

For markings no. 5-10 only
Tylko dla malowań nr 5-10

Plessey signal device
/Urządzenie sygnałowe
Plessey

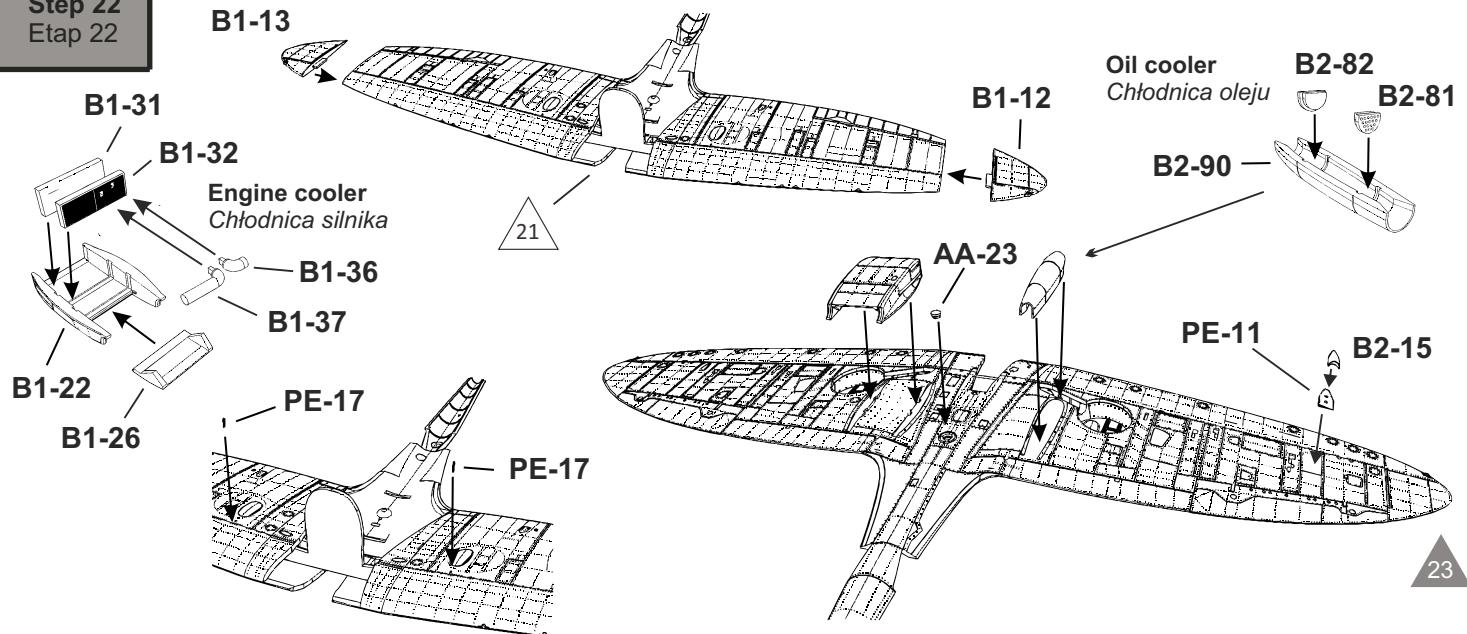


4

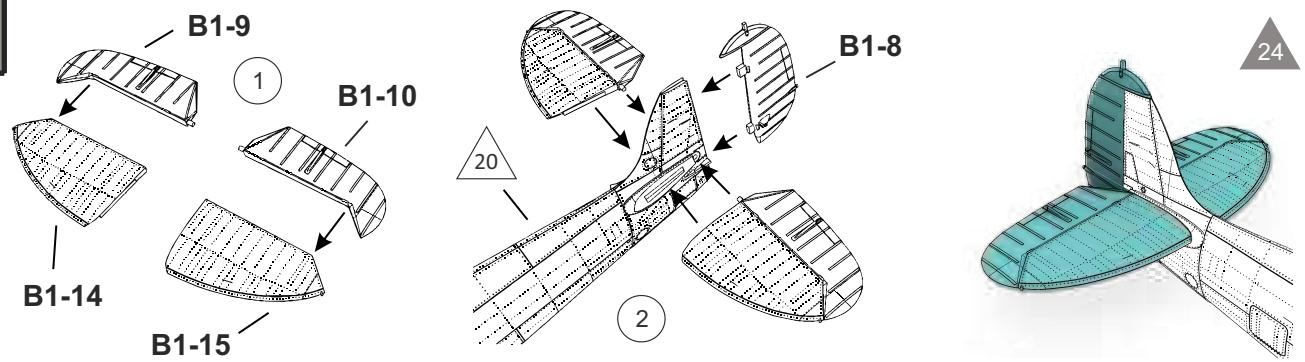


5

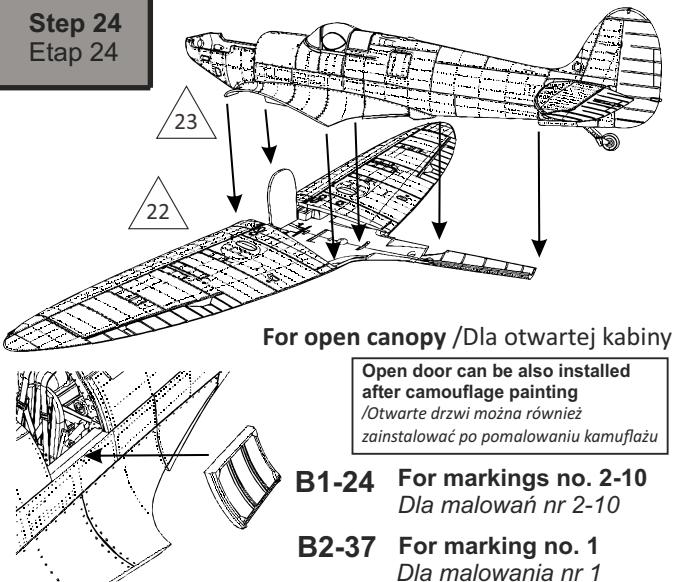
Step 22
Etap 22



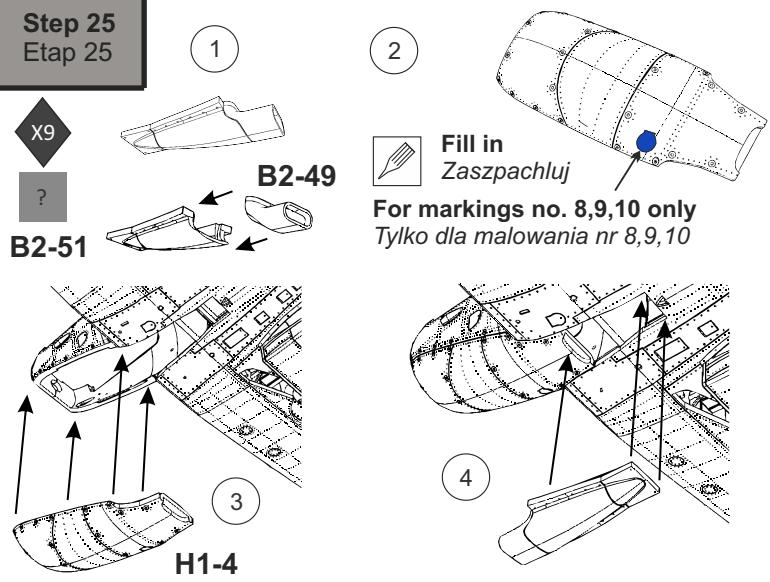
Step 23
Etap 23



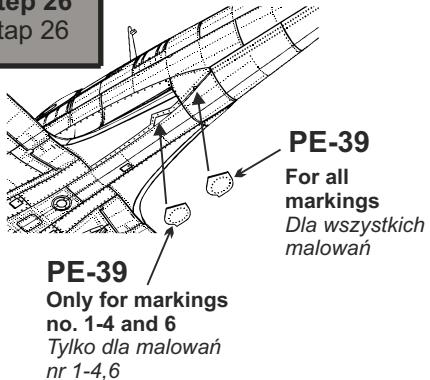
Step 24
Etap 24



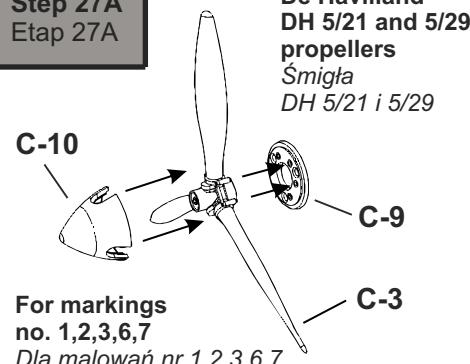
Step 25
Etap 25



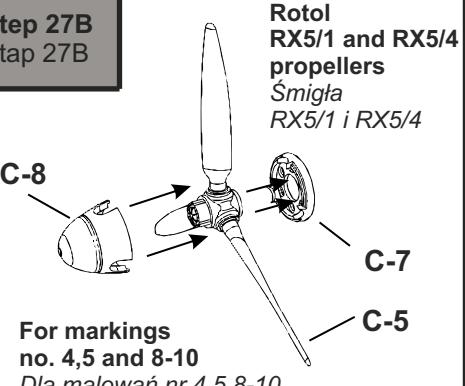
Step 26
Etap 26



Step 27A
Etap 27A



Step 27B
Etap 27B



Step 28
Etap 28

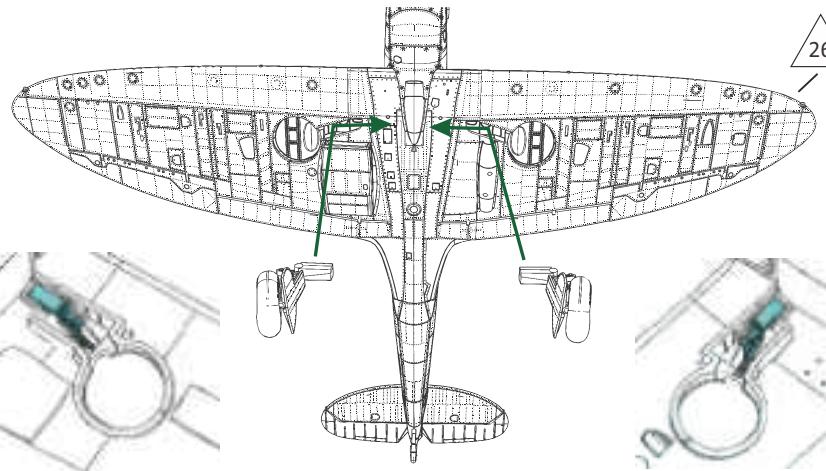
B2-48

B2-47

B2-72

X10L

?



26

B1-18

X10R

?

Undercarriage assembly is also possible
after camouflage painting
/ Instalacja podwozia jest możliwa również
po pomalowaniu kamuflażu

Step 29
Etap 29

PE-25

?

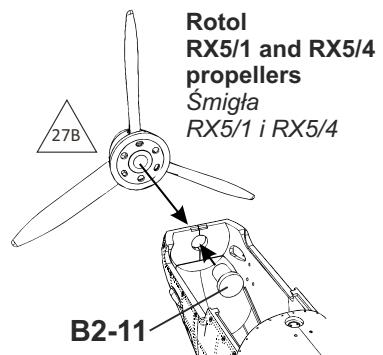
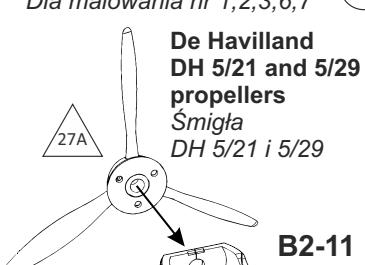
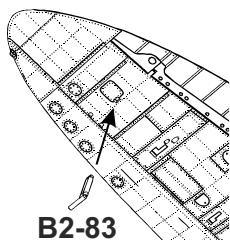
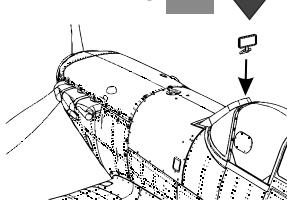
X8

For markings no. 1,2,3,6,7
Dla malowania nr 1,2,3,6,7

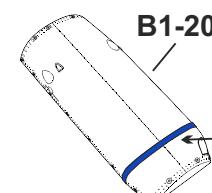
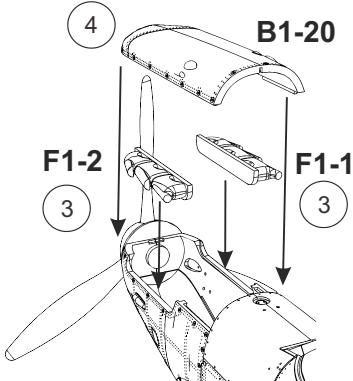
2

?

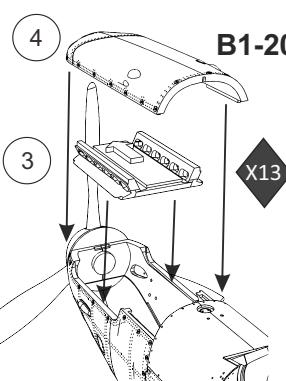
For markings no. 4,5 and 8-10
Dla malowania nr 4,5,8-10



External mirror
for markings no. 7,8,9,10 only
Lusterko zewnętrzne
tylko dla malowań nr 7,8,9,10



Plastic or printed
exhaust
Rury wydechowe
plastikowe lub
drukowane



B1-20

3

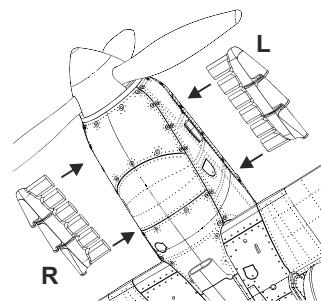
4

?

1



Fill in
Zaszpachluj



X11 Only for
marking no. 1
Tylko dla
malowania nr 1

X12

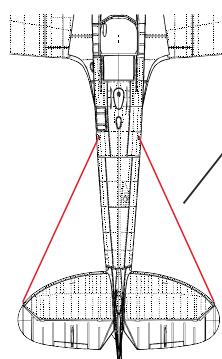
For markings 2-10
Dla malowań nr 2-10

Resin 3d printed exhaust can be also installed
after camouflage painting
/Instalacja drukowanych 3d rur wydechowych
jest możliwa również po pomalowaniu kamuflażu

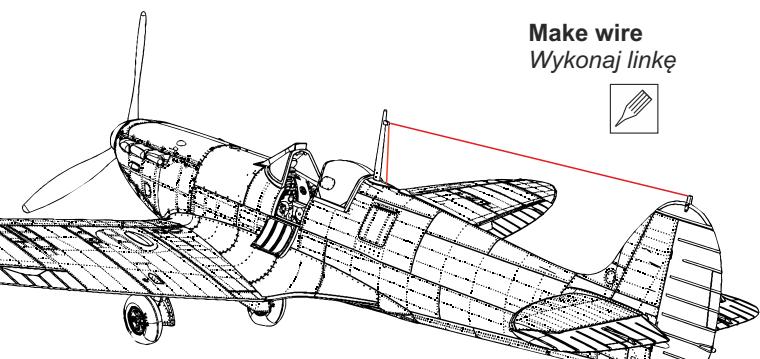
Step 30
Etap 30

Make wire
Wykonaj linkę

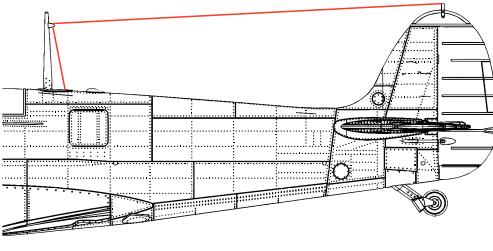
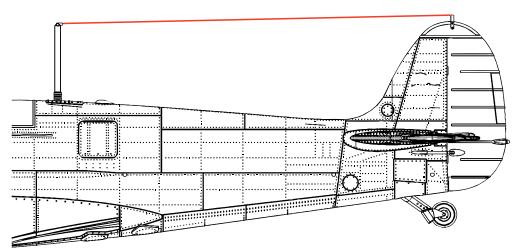
Make wire
Wykonaj linkę



For marking no. 10 only
Tylko dla malowania nr 10



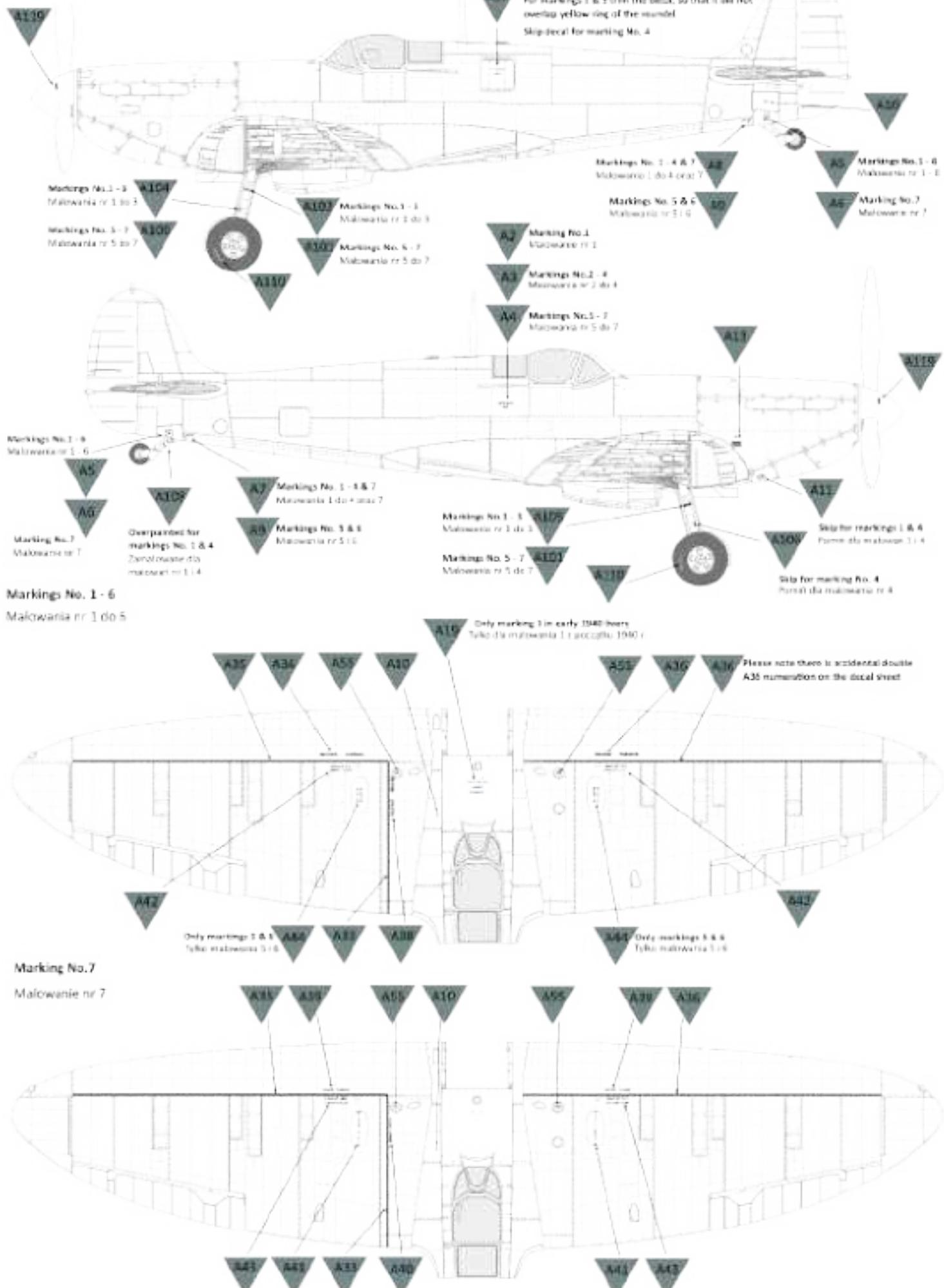
For marking
no. 1 only
Tylko dla
malowania nr 1



For markings no.
2 and 4-8
Dla malowań
nr 2,4-8

Stencil decals for Spitfire Mk.I

Napisy eksplotacyjne dla Spitfire Mk.I



Stencil decals for Spitfire Mk.I / Napisy eksplotacyjne dla Spitfire Mk.I

Markings No. 2 & 3

Stadionwettbewerb 2 + 3



See pictures in methods 1 & 4

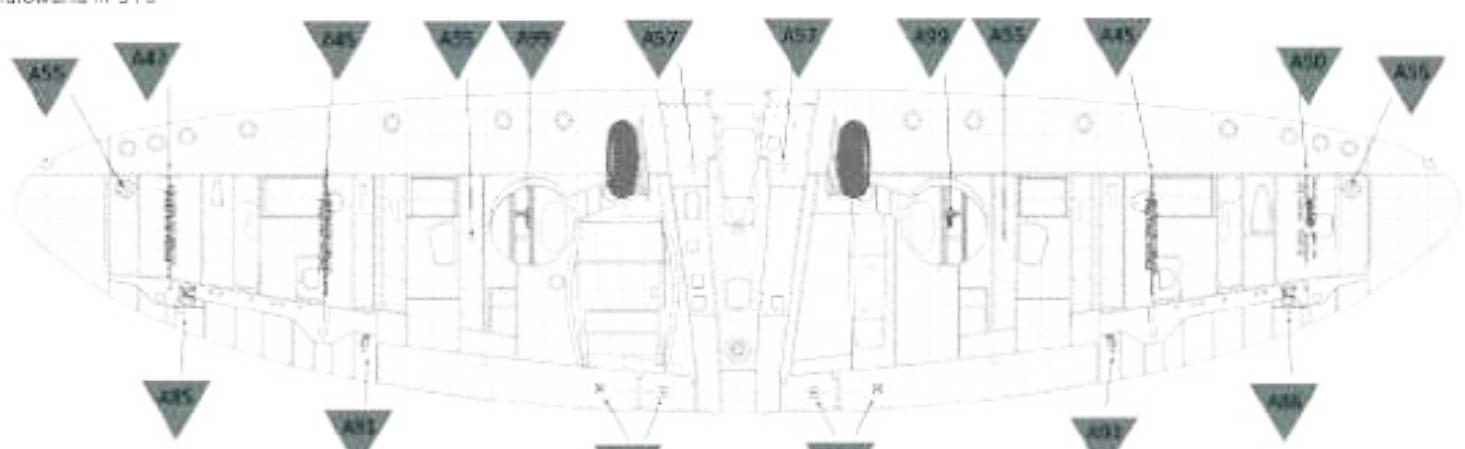
had undergone nearly complete

Surveillance is a key element.

podkrywowe szpiny elocisarbowe

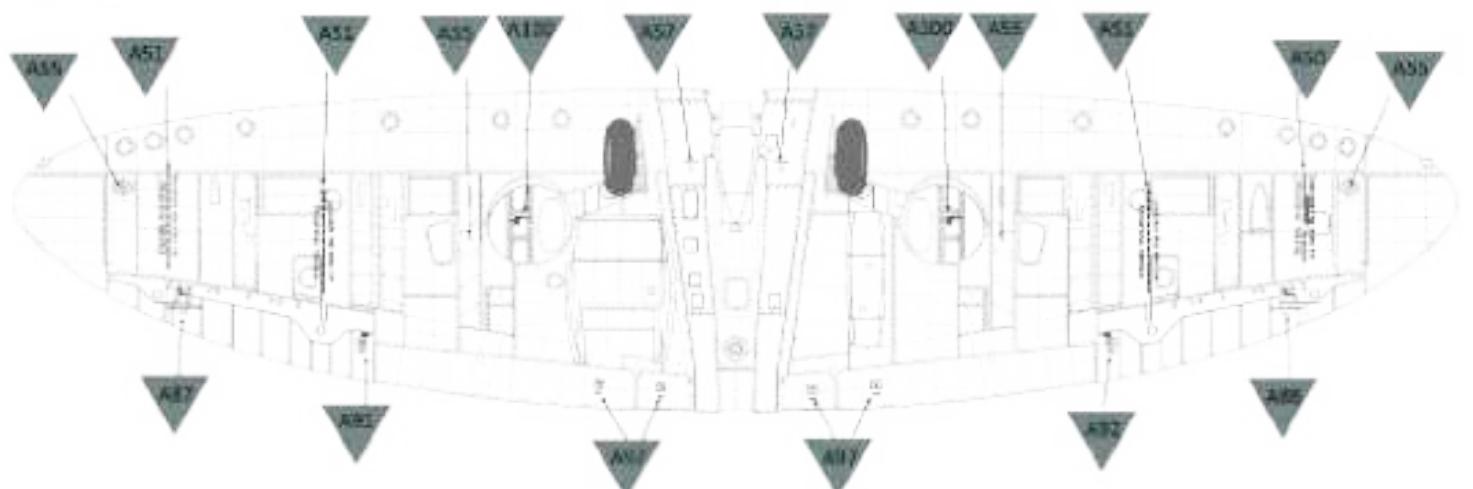
Markings No. 5 & 6

Malaysian Dr. 516



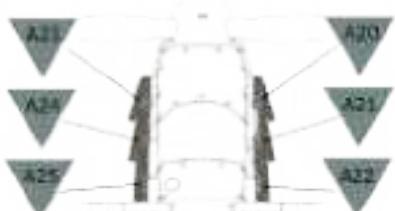
Marking No. 7

Malwareinfektion



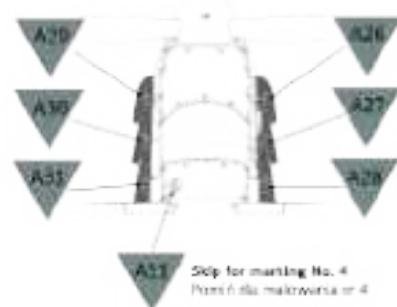
Marking No. 1

Following up on 1

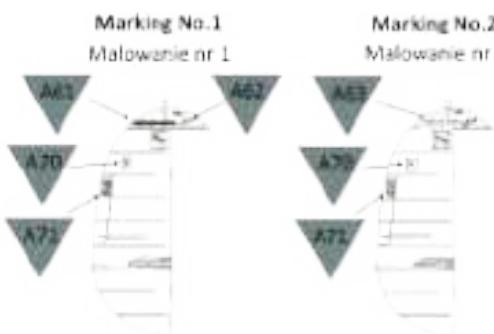


Markings No. 2 - 7

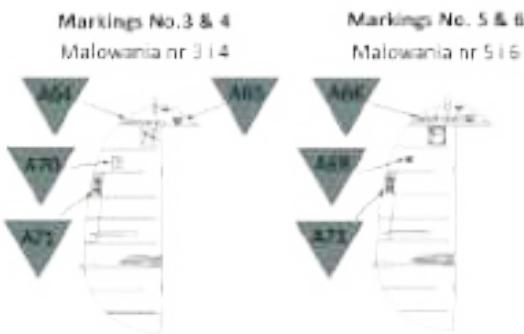
Malewania nr 2 do 7



Stencil decals for Spitfire Mk.I / Napisy eksplotacyjne dla Spitfire Mk.I

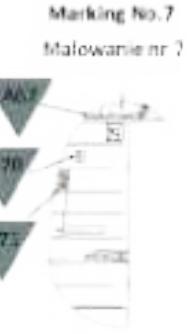


Markings No.1 & 2
Malowania nr 1 i 2

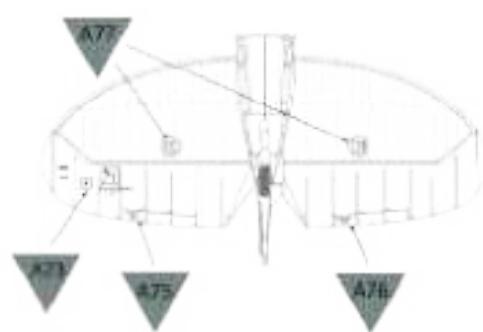


Markings No.3 & 4
Malowania nr 3 i 4

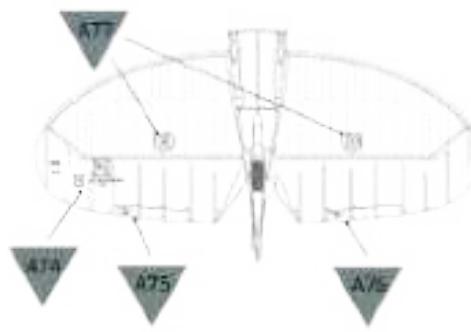
Markings No.5 & 6
Malowania nr 5 i 6



Marking No.7
Malowanie nr 7



Markings No.2 & 3
Malowania nr 2 i 3

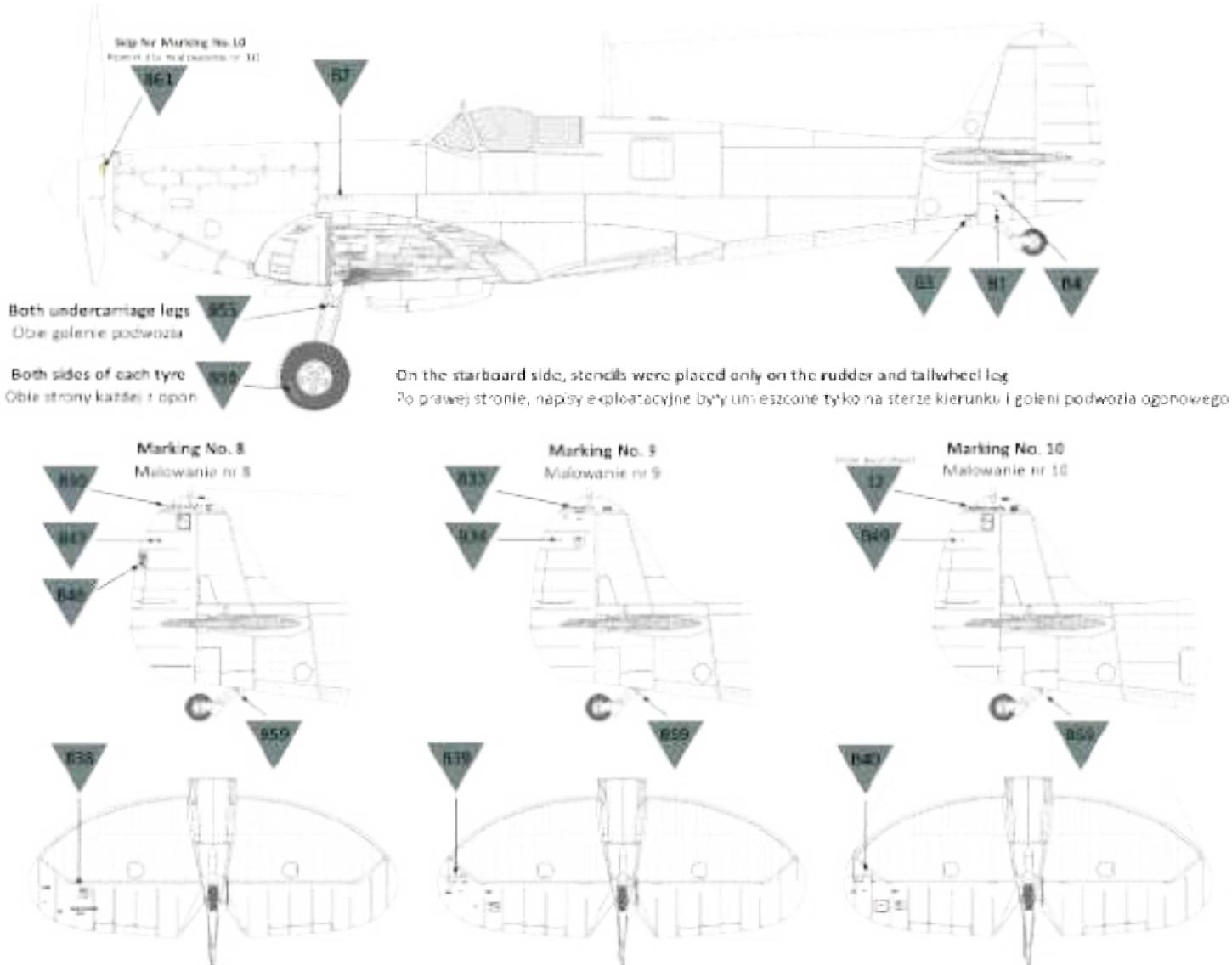


Markings No.5 - 7
Malowania nr 5 do 7

Airplane in markings no. 1 and 6
had the undersurface of horizontal
stabilizers repainted, therefore do not
apply stencils there.

Samoloty w malowaniach nr 1 oraz 6 miały
przeciwległe dolne powierzchnie
sterów poziomych na tylnej części skrzydła
nie malowano napisów eksploatacyjnych

Stencil decals for Spitfire Mk.II / Napisy eksplotacyjne dla Spitfire Mk.II



Stencil for Marking No.10
Kontur dla malowania nr 10

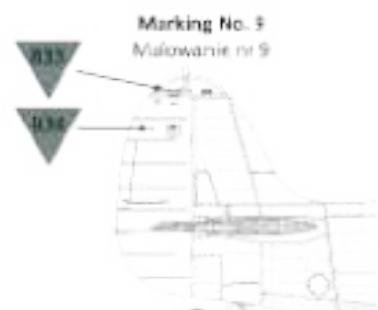
Both undercarriage legs
Obie golenie podwozia

Both sides of each tyre
Obie strony kółek i opon

On the starboard side, stencils were placed only on the rudder and tailwheel leg
Po prawej stronie, napisy eksplotacyjne były umieszczone tylko na sterze kierunku i goleni podwozia ogonowego



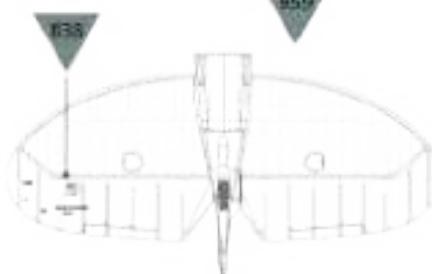
Marking No.8
Malowanie nr 8



Marking No.9
Malowanie nr 9



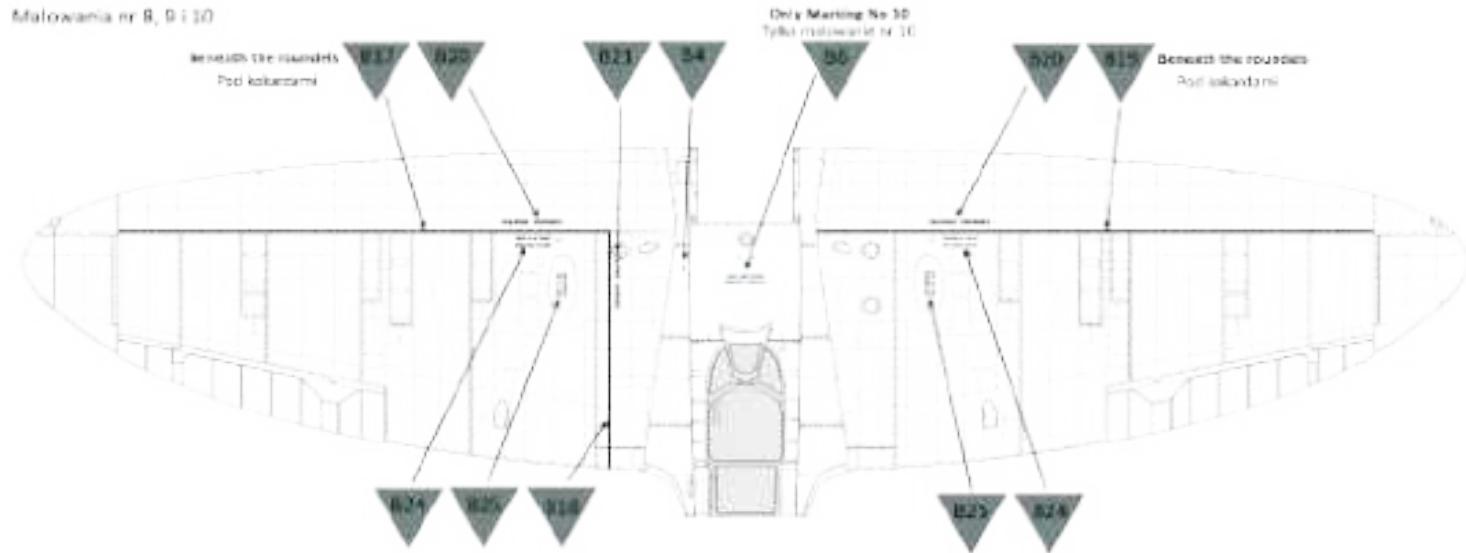
Marking No.10
Malowanie nr 10



Stencil decals for Spitfire Mk.II / Napisy eksplotacyjne dla Spitfire Mk.II

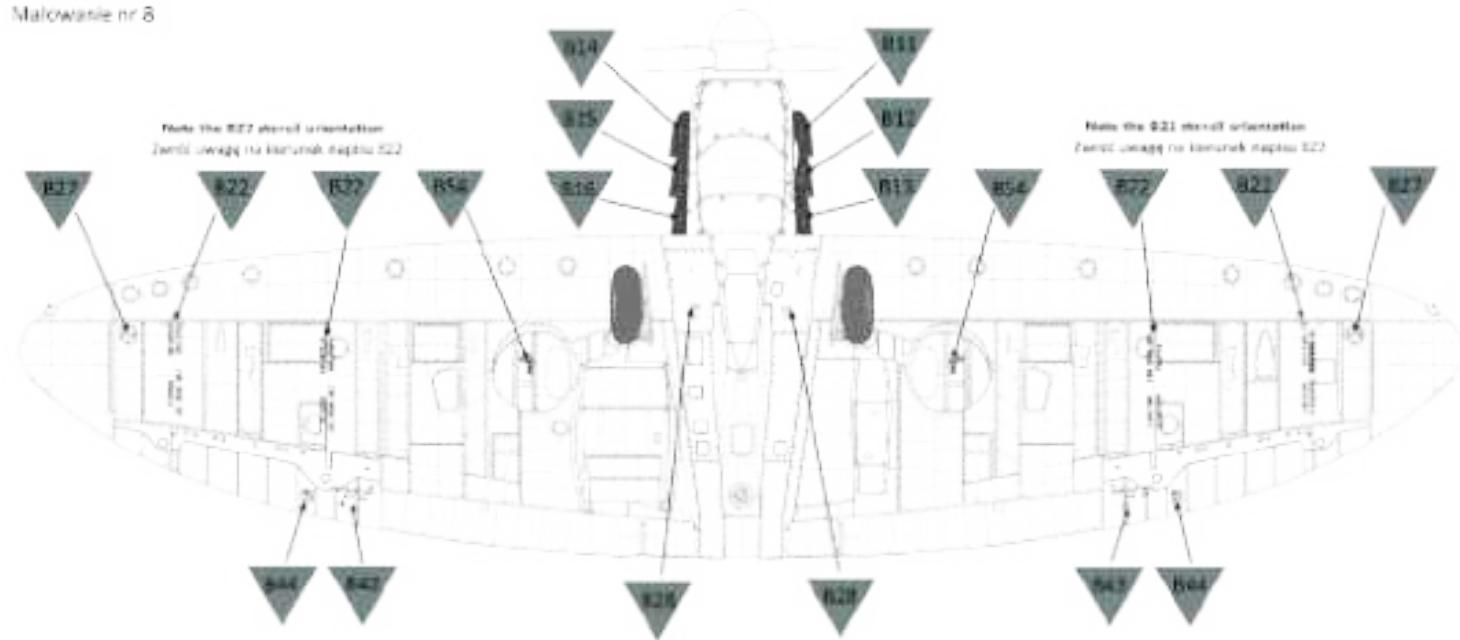
Markings No. 8, 9 & 10

Malowania nr 8, 9 i 10



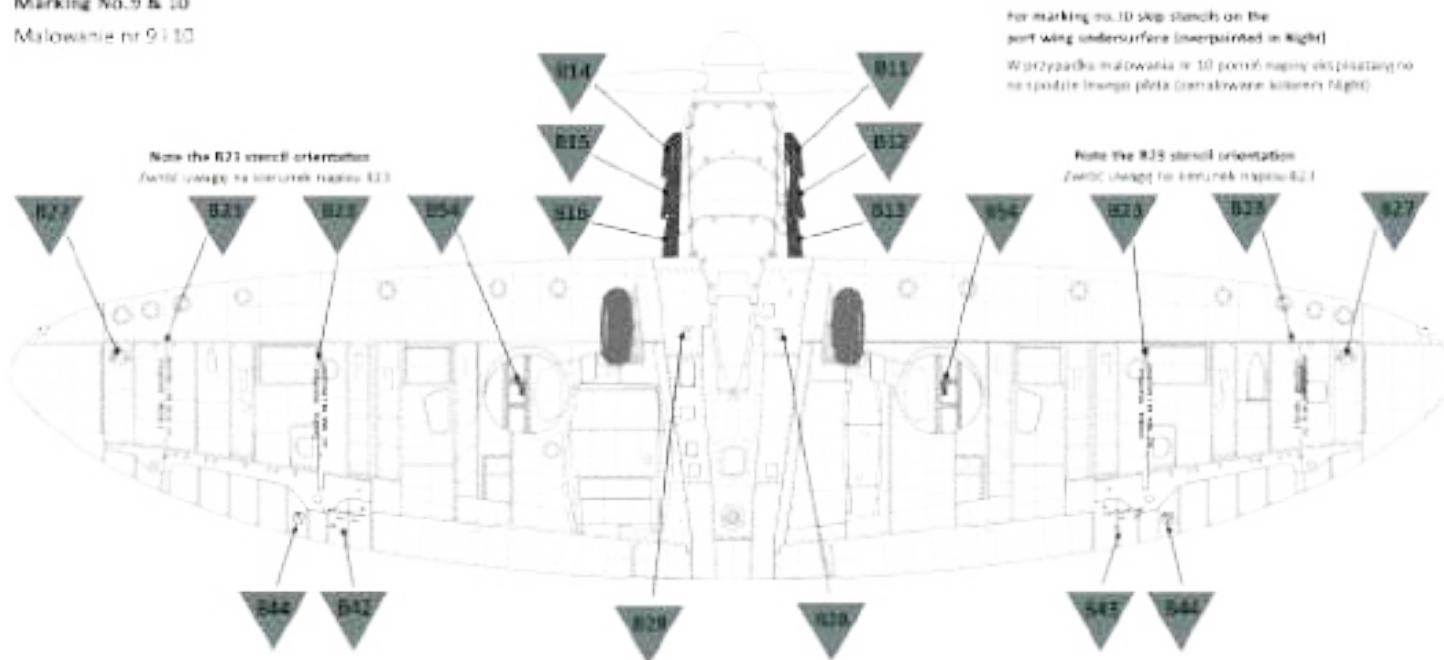
Marking No.8

Malowanie nr 8



Marking No.9 & 10

Malowania nr 9 i 10



For marking no.10 skip stencils on the port wing undersurface (overpainted in flight)

W razie podania nr 10 pomin napisy eksplotacyjne na spodzie lewego skrzydła (zmalowane w locie)

Note the B23 stencil orientation
Zwrócić uwagę na kierunek napisu B23

Note the B21 stencil orientation
Zwrócić uwagę na kierunek napisu B21

Note the B25 stencil orientation
Zwrócić uwagę na kierunek napisu B25

Spitfire Mk.I with De Havilland Type 5/21 two-pitch propeller, L1002 LO-D 'Ogu-Pogu', No. 602 (City of Glasgow) Squadron RAF, F/Lt John Dunlop Urie, air defence of Royal Navy bases in Scotland, RAF Drem / RAF Montrose, January - April 1940

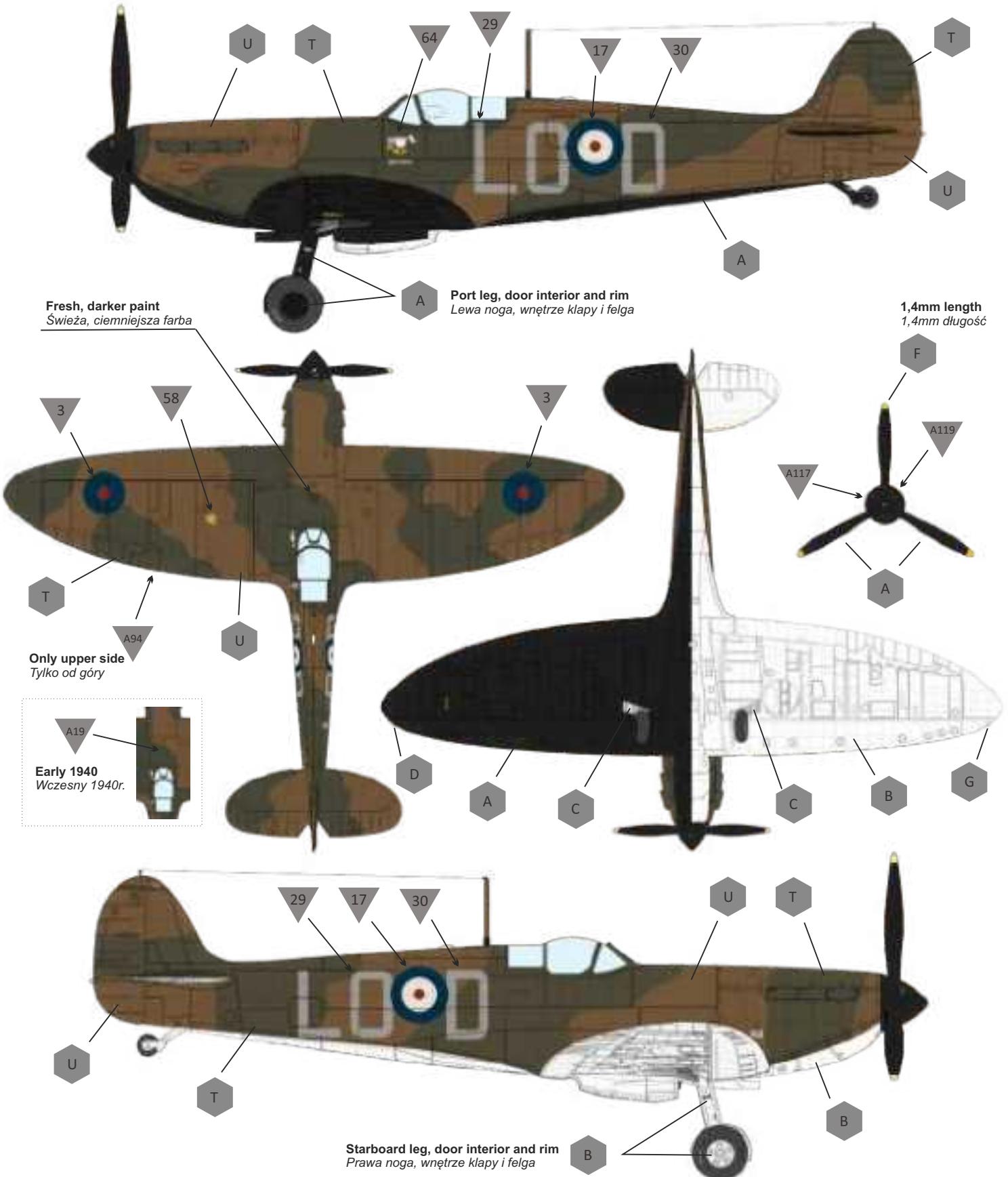


L1002 epitomizes the defence of northern Great Britain during the first eight months of the war. At that time, No. 602 Squadron was based at Drem, tasked with covering Edinburgh, Glasgow, and the Royal Navy base at Rosyth. On 16 October 1939, this very aircraft participated in repelling the first German air raid on the British Isles, known as the Battle of the Firth of Forth. On 21 December 1939, F/Lt Urie, along with two other pilots, mistakenly attacked a formation of Hampdens, misidentifying them as German bombers due to poor visibility. Two Hampdens were lost in the engagement. However, F/Lt Urie redeemed himself the very next day when, flying L1002, he claimed a shared victory over a He 111. During the Norwegian Campaign in April 1940, No. 602 Squadron was moved further north, with 'A' Flight, commanded by F/Lt Urie, relocating to RAF Montrose. From there, they could cover the initial leg of convoys heading to Norway.

The 'Ogu-Pogu' bird (also known as 'Ogo Pogo') painted under the windscreens symbolized the frustration of patrols over the North Sea and chasing elusive radar echoes based on directions from the Sector Controller. F/O MacLean, one of the Flight's pilots, humorously described Ogo Pogo as 'a mythical bird begotten by Command & Reporting organisation and which existed in the imagination of the fighter pilot. The bird infested the North Sea and was wont to fly in circles of ever decreasing radius until it finally flew up its own fundamental orifice; and then from that impregnable position it would hurl back its own excreta at its baffled adversaries!'

L1002 was in a typical configuration for early-series Spitfires at the time, featuring a two-pitch De Havilland propeller, T.R.9D radio, a pole-type aerial mast, no armour behind the pilot's seat, and an undercarriage operated by a hand pump. The factory finish, typical for L-series aircraft (small two-colour roundels and Night/White/Aluminium undersurfaces), was modified by the squadron to a full Night/White finish with a three-color roundel on the fuselage, while retaining small roundels on the wing upper surfaces.

Interestingly, on No. 602 Squadron aircraft, the overpainting of the serial number on the wing undersides resulted also in the obscuring of the stencils located there. It is believed that the serial number on the rudder of L1002 was similarly overpainted. When squadron was switching to the use of 100 octane fuel in early 1940, the existing blue stencil on the fuselage fuel tank was likely removed. Like all Spitfire Mk.Is of the time, L1002 was painted with matt paints and featured hard demarcation lines. A small gas-detection patch is visible on the wing in photographs, though its exact shape can only be approximated.

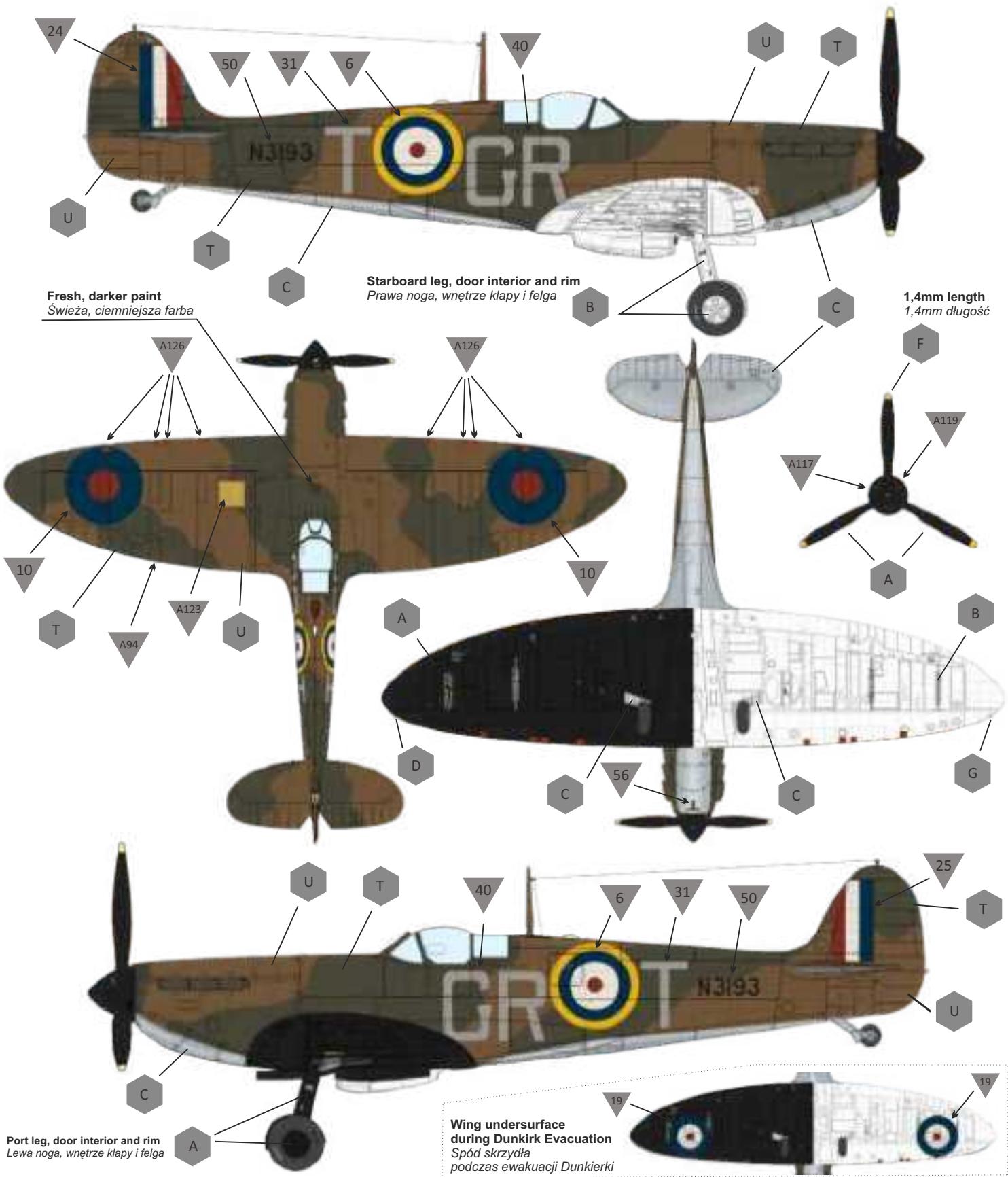


Spitfire Mk.I with De Havilland Type 5/21 two-pitch propeller, N3193 GR-T, No. 92 Squadron RAF, F/O Robert Stanford Tuck, escort of the Prime Minister Winston Churchill's flight to Paris, 16-17 May 1940

Spitfire Mk.I N3193 played a significant role in one of the most dramatic moments of early World War II. On 16 and 17 May 1940, it was part of a three-aircraft escort (alongside N3250 and N3290 – see the bonus markings) for the De Havilland Flamingo carrying Prime Minister Winston Churchill to Paris for the Anglo-French Supreme War Council meeting. This historic event was later dramatized in the acclaimed film *The Darkest Hour*. On this mission, N3193 was piloted by F/O Robert Stanford Tuck, who would go on to become one of the RAF's leading aces, with an impressive record of 27 confirmed kills (plus 2 shared), 1 unconfirmed kill (plus 1 shared), 6 probables, and 6 damaged (plus 1 shared).

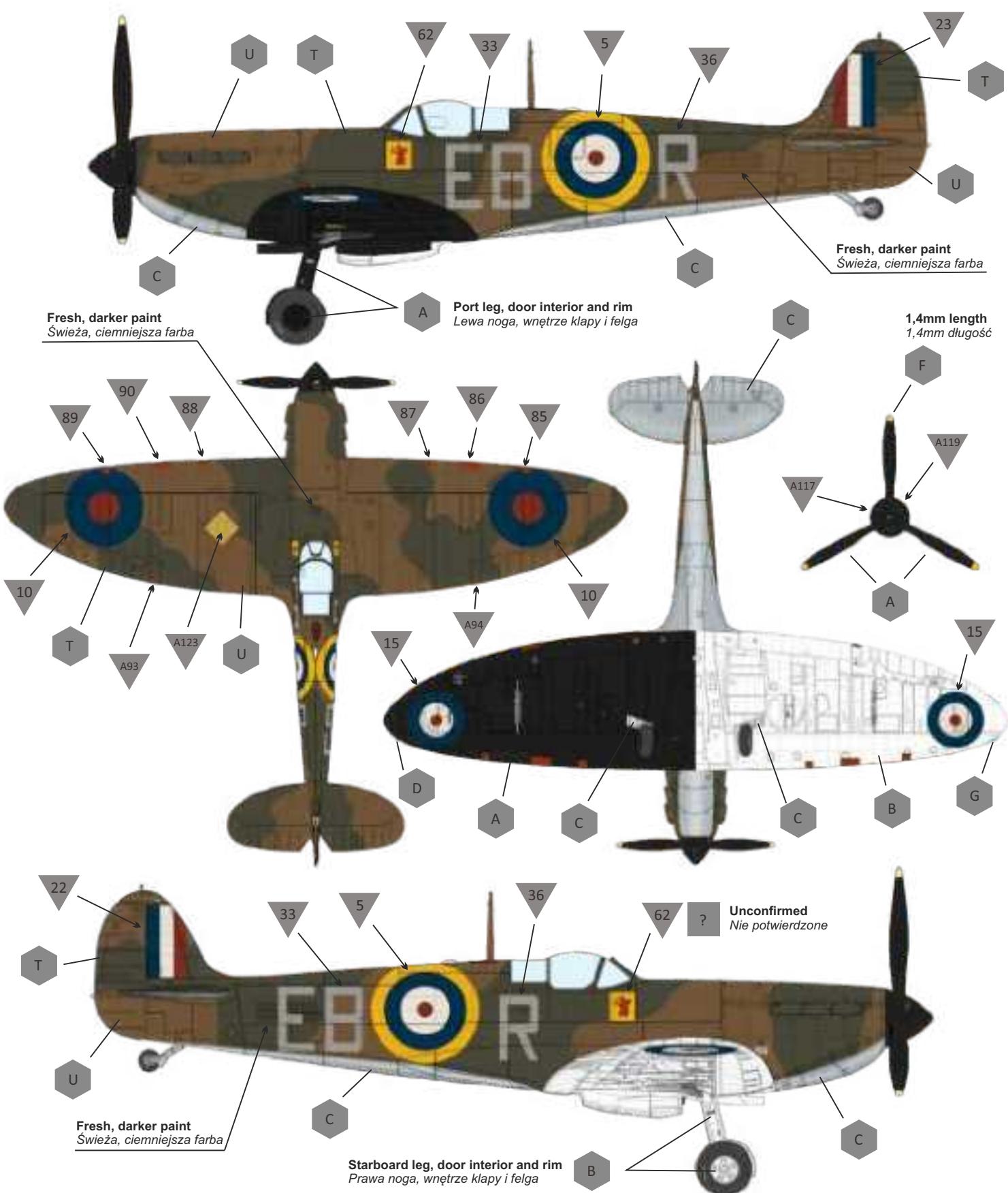
Just two days later, on 19 May, N3193 made another escort flight to Paris–Le Bourget, this time flown by F/Lt Green, another accomplished pilot with 11 confirmed kills, 3 probables (plus 1 shared), and 1 damaged aircraft to his name. From 23 May onward, No. 92 Squadron was tasked with providing air cover for the Dunkirk evacuation. During this period, N3193 was primarily flown by P/O Robert Hugh Holland, who made excellent use of the aircraft, claiming 2x Bf 110 (unconfirmed) and 1x Ju 88 damaged on 23 May, 1x Do 17 destroyed on 24 May, and 1x Bf 109E destroyed and 1x He 111 damaged on 2 June.

N3193 was in a standard configuration for late N-series Spitfires, differing from L1002 (option 1) by VHF-ready aerial mast (although still with T.R.9D HF radio installed), a voltage regulator positioned behind the pilot's headrest and a new type of cockpit door. The aircraft retained its factory finish with Night/White/Aluminium undersurfaces. The fuselage roundel, initially a large two-colour design, was modified by No. 92 Squadron. First, a white ring was added between the red and blue sections, and later (in early May), a yellow ring was added, partially overlapping the blue. This distinctive style became typical for the squadron. For Churchill's escort flight, it is likely that N3193 did not yet carry underwing roundels, as their use was only mandated the evening before via Air Ministry Cypher Message X.296. However, by the time of the Dunkirk evacuation, underwing roundels had certainly been added, and they are included as an option in the decal sheet.



Spitfire Mk.I with De Havilland Type 5/21 two-pitch propeller, P9428 EB-R for 'Robin', No. 41 Squadron RAF, S/Ldr 'Robin' Hood, air cover of Dunkirk evacuation, RAF Hornchurch, 1 June 1940

Hillary Richard Lionel Hood, nicknamed 'Robin' for obvious reasons, took command of No. 41 Squadron in April 1940. On 1 June, during air cover operations for the Dunkirk evacuation, he achieved a highly unusual victory. Returning from a mission after exhausting all his ammunition, he spotted three Ju 88 bombers flying just above sea level. Despite being effectively unarmed, he dived head-on towards the last bomber, forcing its pilot to take evasive action. This manoeuvre caused the German aircraft to crash into the sea. During the Battle of Britain, S/Ldr Hood continued to distinguish himself. On 29 July, he shot down a Bf 109 and a Ju 87, and on 5 September, he damaged a Do 17. Tragically, during the attack on the Do 17, his Spitfire collided with another aircraft and crashed into the sea. To this day, S/Ldr Hood is listed as Missing in Action, one of 179 Battle of Britain pilots whose bodies have never been recovered. The Spitfire P9428, which S/Ldr Hood flew during the 1 June action, was personalised with the individual letter 'R' (for Robin) and a family crest depicting a squirrel holding a thistle. While it is not confirmed whether the crest appeared on both sides of the fuselage, it is presumed so. The aircraft carried the standard factory finish with Night/White/Aluminium undersurfaces. The original three-colour fuselage roundel was modified with a wide yellow ring added outside the blue section. After 15 May, roundels were added to the wing undersides, but on P9428, these were spaced much wider than on other No. 41 Squadron aircraft. The serial number on the fuselage was overpainted with camouflage colours. By the time of the Dunkirk evacuation, P9428 had been upgraded with armour behind the pilot's seat and fitted with the TR.1133 VHF radio, which was a significant improvement over the older TR.9D HF radio. This modification resulted in the removal of the aerial wire and the triangular attachment point on the mast. However, due to limited availability and incompatibility with High Frequency radios, the TR.1133 was withdrawn in early June 1940, forcing Fighter Command to revert to the older TR.9D during the initial phases of the Battle of Britain.



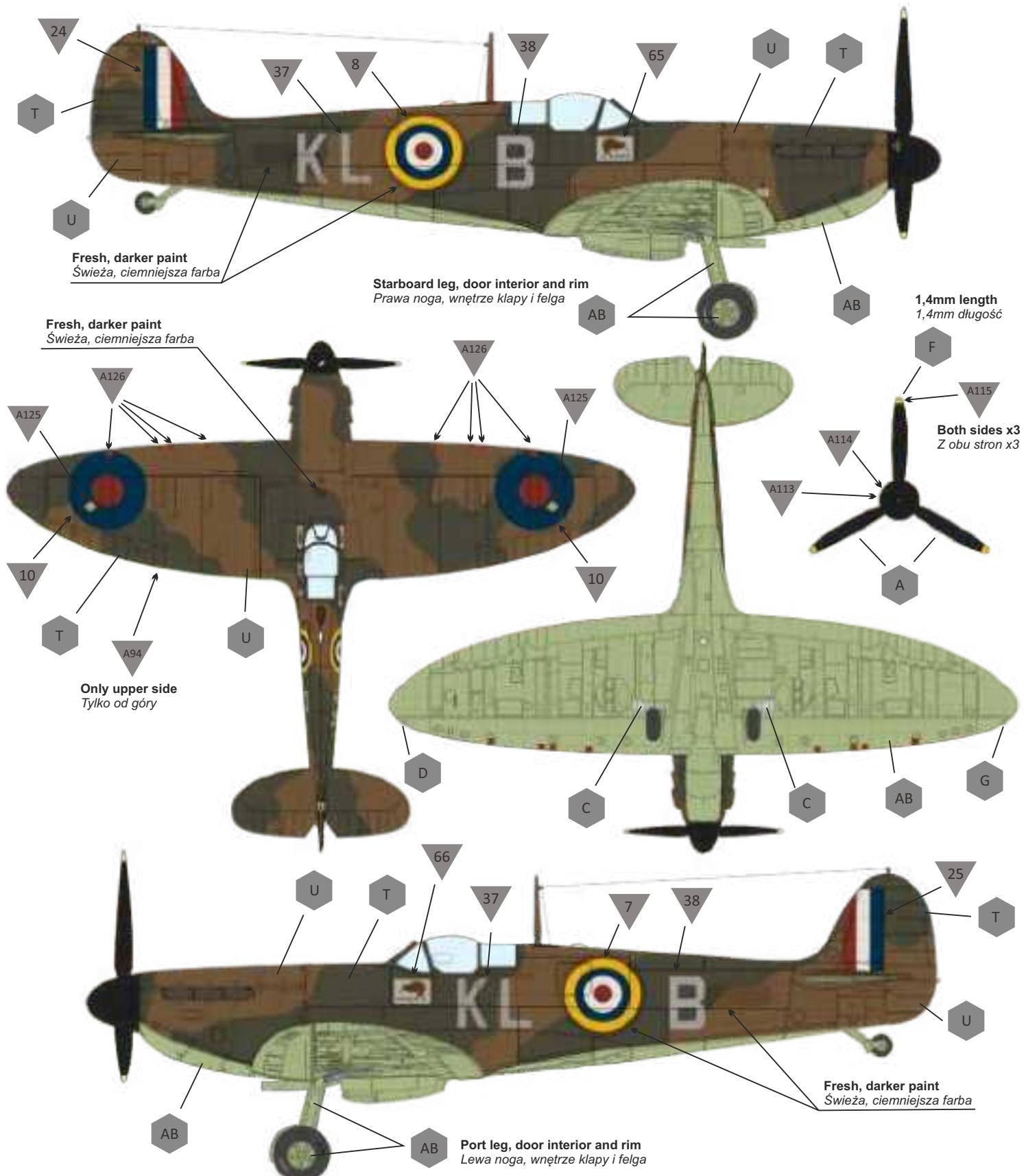


Spitfire Mk.I with Rotol RX5/4 constant-speed propeller, P9390 KL-B 'Kiwi II', No. 54 Squadron RAF, F/Lt Alan Christopher Deere, Battle of Britain – Phase One, RAF Hornchurch / RAF Rochford, end of June/beginning of July 1940

Kiwi II of the legendary New Zealand ace Al Deere (17 and 1 shared destroyed, 2 and 1 shared unconfirmed destroyed, 4 probables, 7 and 1 shared damaged), an author of best-selling memoir *Nine Lives* and one of the RAF's most celebrated pilots. P9390 is the only one of his airplanes photographically documented with a Kiwi emblem on both sides of the fuselage. It was painted on it after Deere decided to use this particular Spitfire as his personal airplane (previous one, N3180 was lost during Dunkirk evacuation).

At the time, No. 54 Squadron was a unique unit. It was the only squadron fully equipped with Spitfires fitted with Rotol RX5/4 constant-speed propellers, a version of the RX5/1 propeller adapted for the Merlin III engine. It is uncertain whether P9390 was converted to this configuration at the factory, as Deere's earlier Spitfire, N3180, had been, or if the modification was carried out only after its arrival at No. 54 Squadron. The unit was also the second squadron to receive T.R.1133 VHF radios (in January 1940). However, by June 1940, the squadron reverted to the older T.R.9D HF radios, which required the reinstallation of the aerial wire between the mast and the rudder. Another distinctive feature of Kiwi II was an internal, possibly locally-sourced, sports car-style mirror. This type of mirror was popular among the Hornchurch squadrons, including No. 54, 65, and 74.

P9390's factory finish included Night/White/Aluminium undersurfaces. However, this was repainted by the squadron following Air Ministry Signal X.915, issued on 6 June 1940, which instructed that the undersurfaces of fighter aircraft be 'doped with Sky Type "S"' and that 'roundels on the underside of planes be removed.' At the time, most squadrons did not have stocks of Sky paint, and it was unavailable through the supply chain. After some delay, many units improvised by mixing their own interpretations of the required colour. It is possible that P9390 was painted with such a mix, which may have resulted in a lighter shade, perhaps resembling Eau de Nil. However, the use of the proper Sky colour cannot be entirely ruled out. Factory two- or three-colour large fuselage roundels were overpainted leaving visible, slightly darker marks and new, four-colour cockades were applied, with large, red circle in the middle, typical for No. 54 Squadron. Serial number was overpainted.



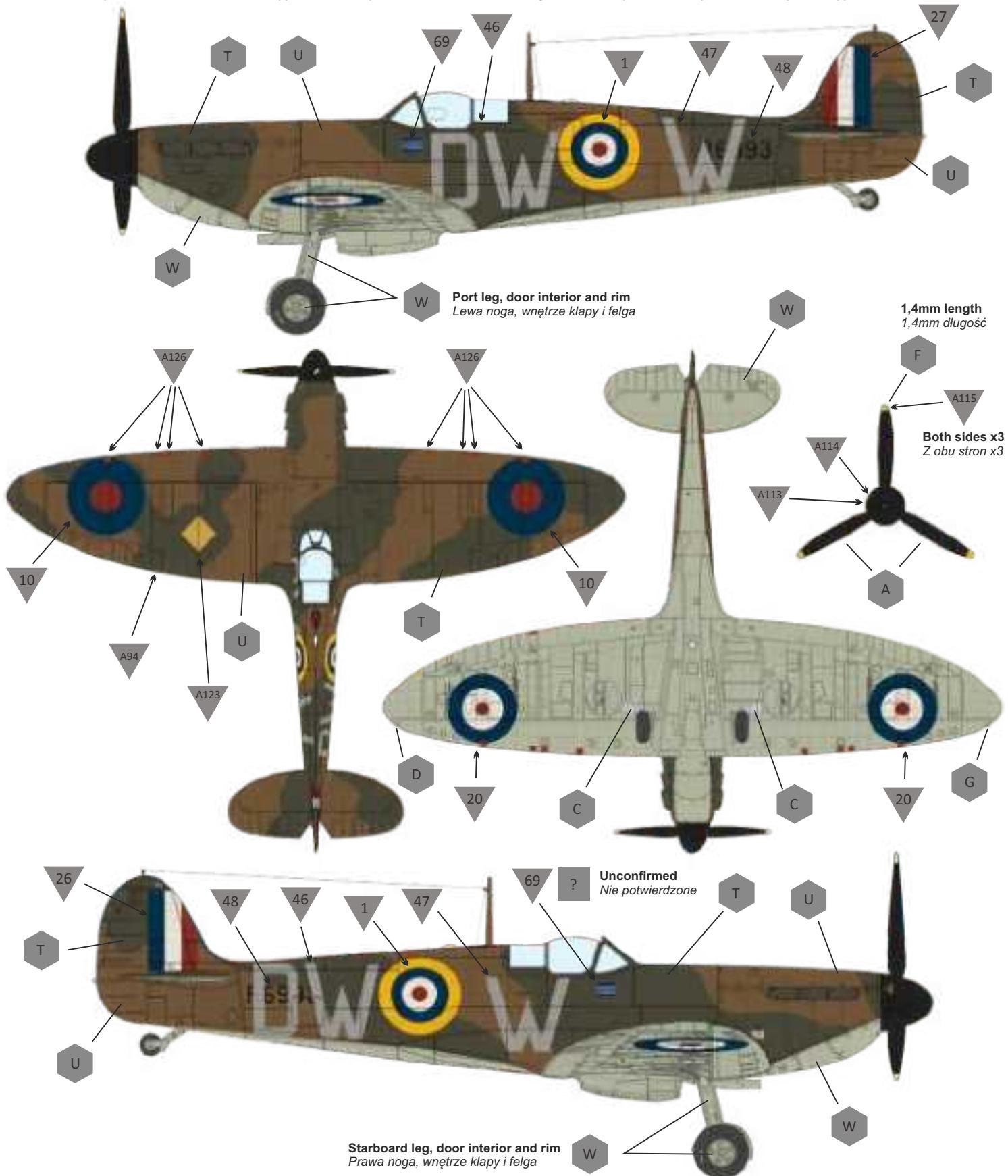
Spitfire Mk.I with Rotol RX5/4 constant-speed propeller, R6993 DW-W, No. 610 Squadron RAF, S/Ldr John Ellis, Battle of Britain – Phase Three, RAF Biggin Hill, second half of August 1940

Spitfire R6993 was flown by Squadron Leader John Ellis, a highly skilled ace credited with 13 confirmed kills, 2 shared kills, 1 probable, and 2 damaged aircraft. S/Ldr Ellis took command of No. 610 Squadron on 26 July 1940, having already proven himself as a capable leader and exceptional fighter pilot. His first Distinguished Flying Cross, awarded for his actions during the Dunkirk operations and the early stages of the Battle of Britain, was gazetted on 13 August 1940. He later received a Bar to his DFC on 2 May 1941. The citation read: 'This officer has commanded the squadron since July, 1940, and his personal example and tremendous energy have been mainly responsible for the high state of operational efficiency. The squadron has destroyed at least 89 hostile aircraft, 11 of which have been shot down by Squadron Leader Ellis.'

During the crucial month of August 1940, S/Ldr Ellis achieved multiple victories in R6993. On 12 August, he destroyed one Bf 109 and claimed another as probable. On 16 August, he damaged a Ju 88. On 18 August, known as "The Hardest Day," he destroyed a He 111 and a Bf 109. Later in the month, he destroyed another Bf 109 on 26 August and a He 111 on 27 August.

R6993 was a unique aircraft, being one of only ten R-series Spitfires equipped with constant-speed Rotol RX5/4 propeller (compare also remarks in option 4). Like other aircraft in No. 610 Squadron, it was fitted with an external car-type mirror, sourced by the squadron's Engineering Officer, W/O Bentall, from local garages. The mirror was streamlined with a dural fairing for improved aerodynamics.

Undersurfaces were painted in a factory-applied Sky colour (see remarks for R6775 – slightly earlier machine – in option 6), with underwing roundels added in the unit sometime in mid-August. No. 610 Squadron was also known for its unusually large fuselage code letters, and DW-W was no exception. Additionally, the aircraft featured a relatively rare Squadron Leader pennant beneath the windscreens. While it is unclear whether the pennant was also applied to the starboard side, this option is included in the decals for those wishing to replicate it. It is also possible to model the aircraft as it appeared in late July 1940. At that time, the underwing roundels and Squadron Leader pennant had not yet been applied.



Spitfire Mk.I with De Havilland Type 5/21 propeller converted to constant-speed operation, R6775 YT-J 'East India Fund Flight', No. 65 Squadron RAF, F/O Jeffrey Quill, Battle of Britain – Phase Three, RAF Manston / RAF Rochford, mid-August 1940

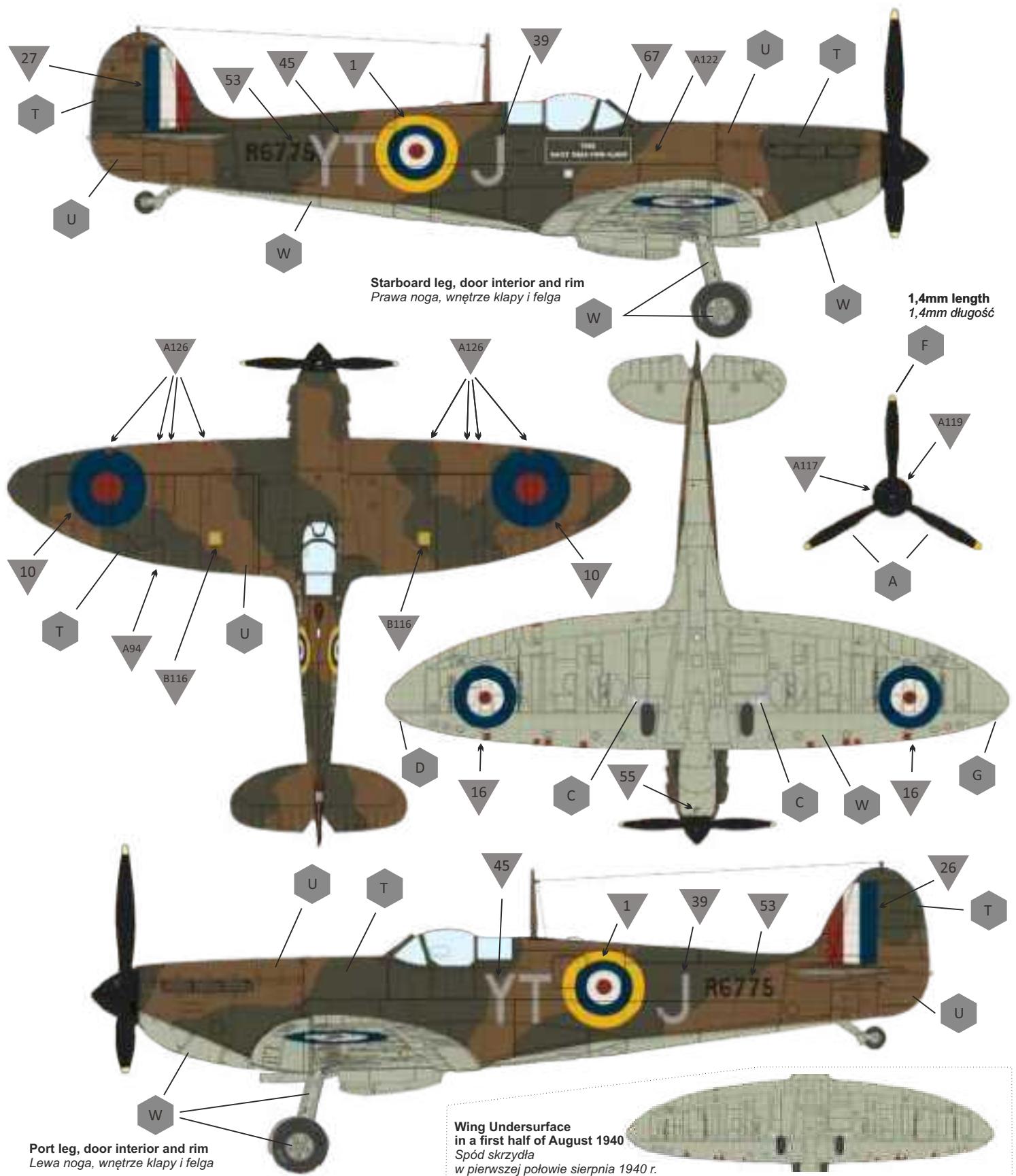
The legendary Supermarine test pilot Jeffrey Quill, who would later author *Spitfire: A Test Pilot's Story and Birth of a Legend: The Spitfire*, volunteered for an operational tour during the Battle of Britain. Starting on 6 August 1940, he served with No. 65 Squadron, making 36 flights in Spitfire R6775. While flying this aircraft, he achieved notable combat successes, including a shared probable Bf 109 on 14 August, a Bf 109 destroyed on 16 August, and a shared probable He 111 on 18 August, a day famously known as The Hardest Day. After nineteen days of intense combat, to his disappointment, Quill was recalled to the factory to test the Spitfire Mk.III. This invaluable combat experience gave Quill a unique perspective on the Spitfire's performance in operational conditions. Determined to make the aircraft an even better fighting machine, he submitted a detailed report upon his return to Vickers. His recommendations included improvements to address the heaviness of the ailerons, windscreen condensation issues, oil cooling, armament, and the addition of round counters. These insights proved instrumental in further refining the Spitfire's design.

After Quill's departure, R6775 continued to serve with No. 65 Squadron. In November and December 1940, it was flown by the future Polish ace, Pilot Officer Bolesław Drobniak.

R6775 was also special for being one of the first 'presentation' Spitfires. Eight airplanes (making it an entire flight) were sponsored using funds collected in the Calcutta region by East India Fund for British War Services and on the starboard side of the fuselage R6775 carried an inscription reflecting that fact. After further airplanes were paid using money collected by that Fund, the unit officially adopted the name No. 65 (East India) Squadron RAF, but this is yet another story to be told.

No. 65 Squadron was a pioneer in modifying De Havilland propellers for constant-speed operation, a change that dramatically improved the Spitfire's rate of climb and ceiling—critical aspects in the forthcoming Battle of Britain. Interestingly, R6775 was one of the last Spitfires to leave the factory still equipped with a two-pitch propeller, though it was modified shortly after, either at a Maintenance Unit or within the squadron itself. The aircraft is also believed to have been fitted with an internal mirror, a feature that was particularly popular among the Hornchurch squadrons at the time.

R6775 was one of the early Spitfires to feature factory-applied Sky undersurfaces and is thought to have retained the full set of factory-applied stencils. By this stage of production, the demarcation line between upper and lower camouflage on the nose also evolved (it was changed sometime during production of late P-series – compare options 3 and 4). Underwing roundels, introduced in the middle of August, were added already in the squadron—please note Jeffrey Quill made first operational flights in R6775 before they were applied.



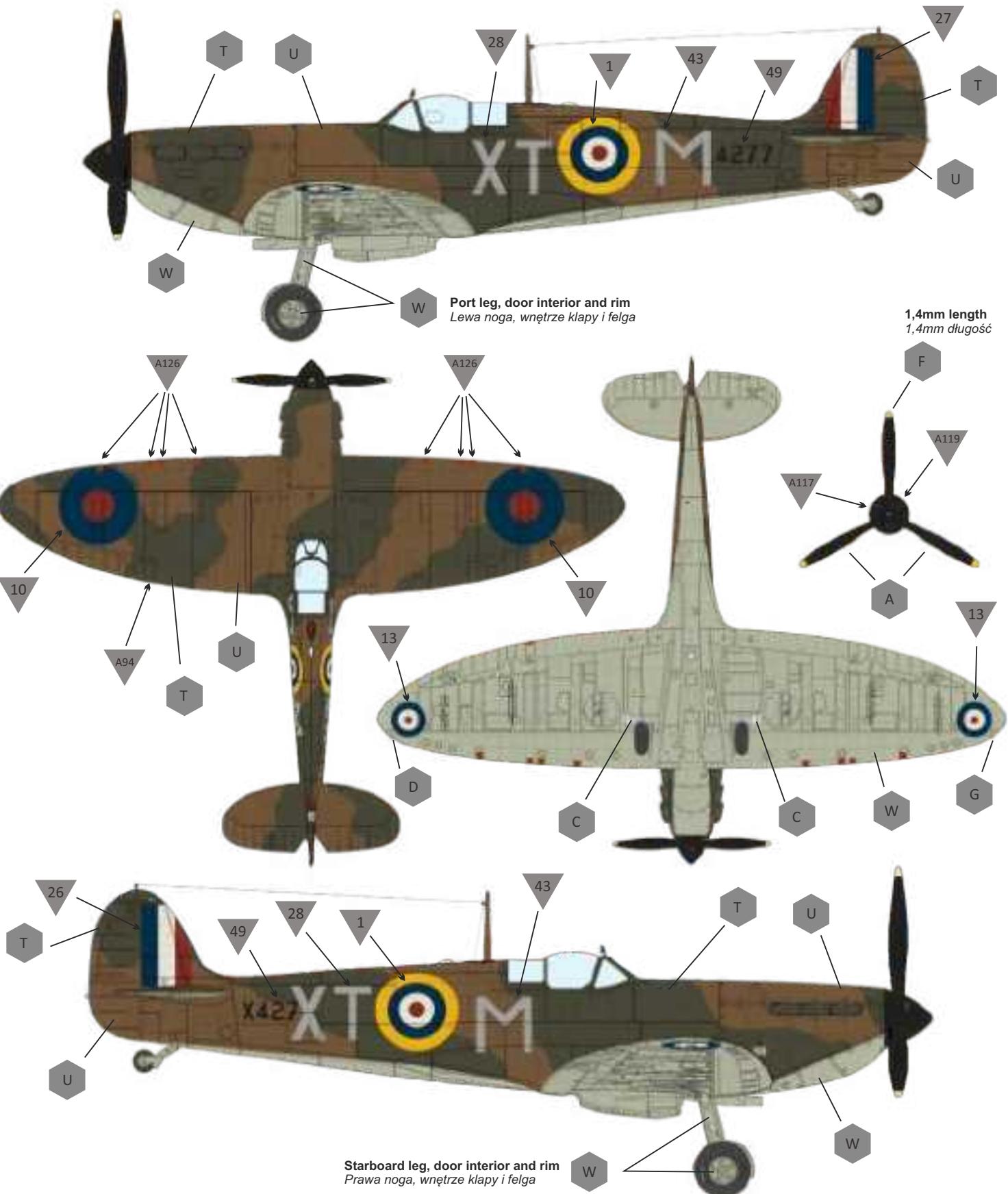
Spitfire Mk.I with De Havilland Type 5/29 constant-speed propeller, X4277 XT-M, No. 603 Squadron RAF, P/O Richard Hillary, Battle of Britain – Phase Three, RAF Hornchurch, beginning of September 1940

Spitfire X4277 was the final and fateful aircraft flown by the renowned Pilot Officer Richard Hillary, a fighter ace credited with five confirmed kills, two probables, and one damaged aircraft. Hillary was also the author of *The Last Enemy*, an international bestseller that earned him a reputation as one of Britain's finest writers of the Second World War. Douglas Bader described the book as 'one of the best books to come out of World War II. His name lives.'

Flying X4277, Hillary achieved remarkable success in just a few days. On 31 August 1940, he destroyed a Bf 109. On 2 September, he destroyed two more Bf 109s, claimed one as probable, and damaged another. On 3 September, he destroyed yet another Bf 109 but was himself shot down during the same engagement. Struggling to escape the cockpit due to a jammed canopy, Hillary suffered severe burns. At that time, the Spitfire was not yet equipped with a jettisonable hood or self-sealing fuel tanks. Desperate to escape the burning aircraft, he inverted the Spitfire and finally fell free, deploying his parachute before landing in the sea.

After nearly two hours in the water, on the point of collapse, he was picked up by RNLI lifeboat J.B. Proudfoot launched from Margate. During his long recovery, he came under the care of the famous Archibald McIndoe, who specialized in plastic surgery for burned airmen – that way Hillary became one of the members of the renowned Guinea Pig Club. His photographs taken before and after the incident serve as a stark reminder of the immense sacrifices made by these fine, young men in defending Britain from Nazi tyranny. Despite his injuries, which included the loss of several fingers (leaving him barely able to handle a knife and fork), Hillary's determination to return to flying never wavered. He eventually resumed active service but tragically died on 3 January 1943 when his Bristol Blenheim night fighter crashed during a training flight.

Spitfire X4277 was in a typical configuration for X-series Spitfires, incorporating all the improvements introduced in preceding months. These included an external Desmo Type 44 mirror, which had been introduced in late August 1940. Although produced after the re-introduction of underwing roundels, X4277 did not receive them in the factory, as Supermarine did not apply them until at least late 1940. Instead, they were added later at a Maintenance Unit (MU), where the aircraft was sent after post-production test flights to be brought up to current RAF standards. In this case, it is believed that No. 6 MU applied the distinctive 25-inch wingtip roundels, which were characteristic of that unit.

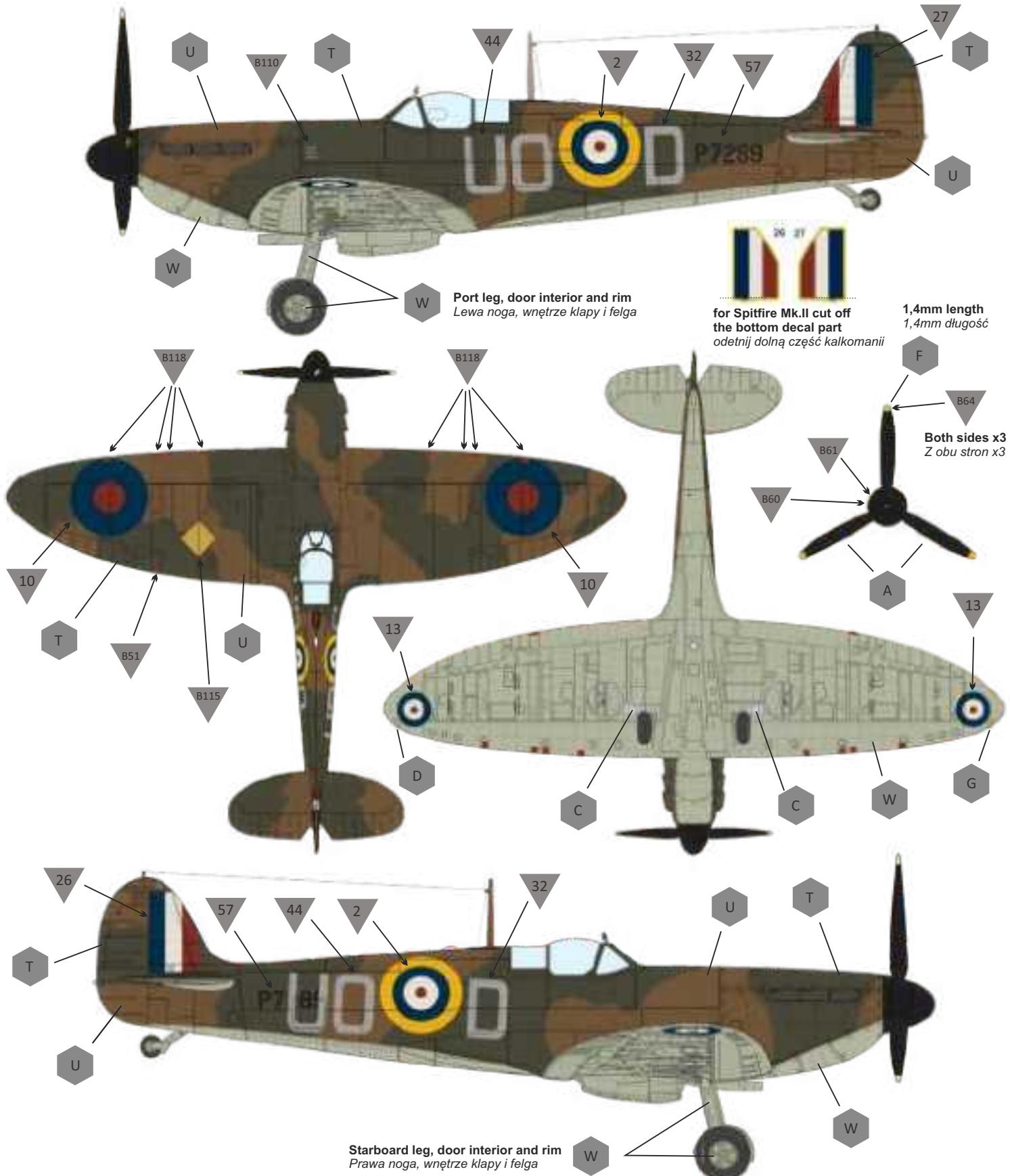


Spitfire Mk.II with Rotol RX5/1 constant-speed propeller, P7289 UO-D, No. 266 Squadron RAF, P/O Dennis Lockhart Armitage, Battle of Britain – Phase Four and Five, RAF Wittering, late September / first half of October 1940

The history of the Spitfire in 1940 is not just a story of the pilots who flew them but also of the production efforts behind these iconic machines. Before the war, construction had already begun on a large factory at Castle Bromwich. However, progress under Lord Nuffield, who was responsible for commissioning the factory, was slow and plagued by significant delays and cost overruns. In May 1940, when Lord Beaverbrook was appointed Minister for Aircraft Production, he quickly voiced his dissatisfaction with the factory's lack of progress. Lord Nuffield, irritated by the criticism, sarcastically suggested that Lord Beaverbrook "should see if he could do any better." To this, Lord Beaverbrook curtly replied that he accepted the challenge, slammed the phone down, and promptly took over the factory. Management of the facility was then handed over to Vickers that brought in senior managers and skilled staff from Supermarine to organize production at Castle Bromwich. The goal was ambitious: to deliver 10 Spitfires by the end of June 1940. However, it quickly became clear that achieving this target solely with Castle Bromwich's resources would be impossible. To meet the deadline, finished components were brought in from Southampton. Thanks to these efforts, 10 Spitfires were successfully completed by the end of June. It was a modest beginning, but a significant step forward. P7289 was one of the 'Ten in June' airframes and the first to be built under Vickers management. It was partially constructed using components supplied by Supermarine subcontractors, resulting in some of the stencils on the aircraft being identical to those on Supermarine-built Mk.Is. On the other hand, the fuselage and upper wing roundels are typical of aircraft built at CBAF, suggesting they were applied at the Castle Bromwich factory. Additionally, the top camouflage had softer edges and followed different lines compared to the Mk.Is. When the underwing roundels were introduced in the middle of August, the machine was stored at No. 6 MU and had them added there, almost certainly in a way characteristic of that unit (see option 7).

The airplane was assigned to No. 266 Squadron in September 1940 and flown regularly by P/O Dennis Lockhart Armitage ('A' Flight Commander). S/Ldr Patrick Geraint Jameson (credited with 9 destroyed, 1 and 1 shared probable, 2 damaged and 2 shared destroyed on water) also flew it on multiple occasions. The aircraft is known from a series of photographs taken on October 18th, 1940 at Wittering during a morale-boosting visit by CBAF personnel to the squadron.

P7289 was fitted with a metal-bladed Rotol RX5/1 constant-speed propeller. At the time, No. 266 Squadron was still using HF radios (T.R.9D), which required the aircraft to have an antenna wire running between the radio mast and the rudder.



Spitfire Mk.II with Rotol RX5/1 constant-speed propeller, P7434 QV-I, No. 19 Squadron RAF, Duxford Big Wing, Sgt Bernard James Jennings, Battle of Britain – Phase Five, RAF Fowlmere, October 1940

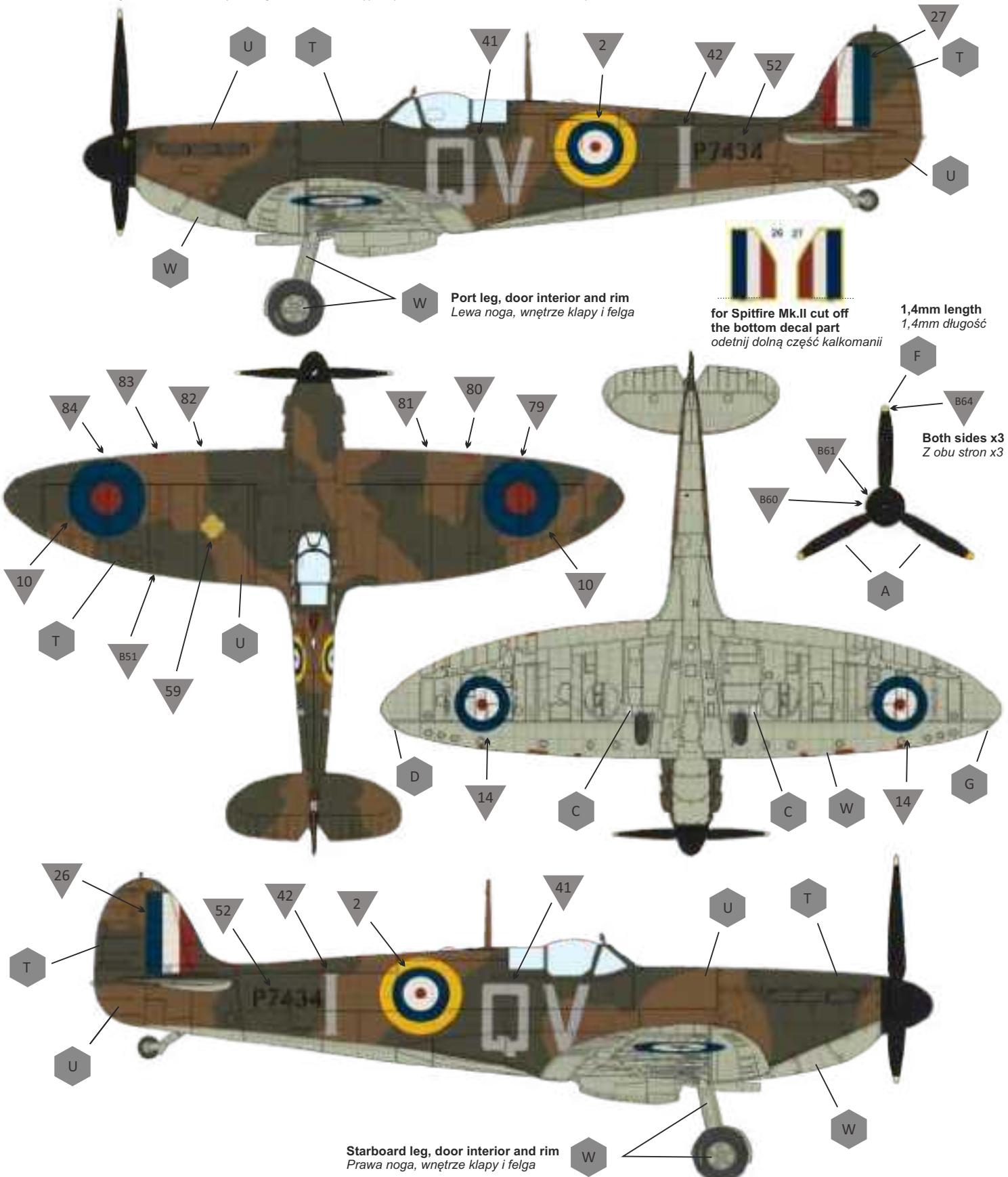
P7434 was regularly flown on operations by Sgt Bernard James Jennings (4 destroyed, 3 unconfirmed destroyed, and 2 probables). The aircraft is also featured in a series of photos with Czechoslovak pilots P/O František 'Dolly' Doležal and P/O František 'Haddy' Hradil. However it remains unconfirmed whether they flew this particular machine in combat.

Czechoslovak pilots P/O František Doležal and P/O František Hradil. However, it remains unconfirmed whether they flew this particular machine in combat. No. 19 Squadron, one of the most renowned squadrons of the Battle of Britain, was the first to re-equip with Spitfires back in 1938. It was also one of only two Spitfire squadrons of the controversial 'Duxford Big Wing', the other being No. 611 Sqn. The 'Big Wing' tactic had strong backing from 12 Group, including Air Vice-Marshal Trafford Leigh-Mallory and Squadron Leader Douglas Bader, as well as support from the Air Ministry and the Government. However, it was also a highly controversial due to the difficulties in forming and coordinating such large formations in time to intercept enemy aircraft effectively. Among its critics were the Head of Fighter Command, Hugh Dowding, and Air Officer Commanding Keith Park, whose opposition to the tactic would ultimately contribute to their removal from their positions.

As the squadron was among the first ones (along with No. 41 and No. 54 Sqn) to receive VHF T.R.1133 radios again (see description of option 3), P7434 did not have an antenna wire running between the radio mast and the rudder.

By the time P7434 was produced, the Castle Bromwich Aircraft Factory (CBAF) was primarily using components manufactured in-house, and the aircraft is believed to have carried a standard set of Castle Bromwich stencils. As the factory did not apply underwing roundels until at least late 1940, these were added later at the Maintenance Unit (MU), where the aircraft was sent immediately after post-production test flights to be brought up to current RAF requirements. In this instance, No. 8 MU applied the 40-inch underwing roundels, which were characteristic of that unit.

Notably, P7434 featured an unusually shaped large gas detection patch on the wing. Its design was somewhat reminiscent of those seen on No. 3 Group Lancasters later in the war or Mustangs involved in the Sicily landings, rather than the typical patches observed on Battle of Britain Spitfires.

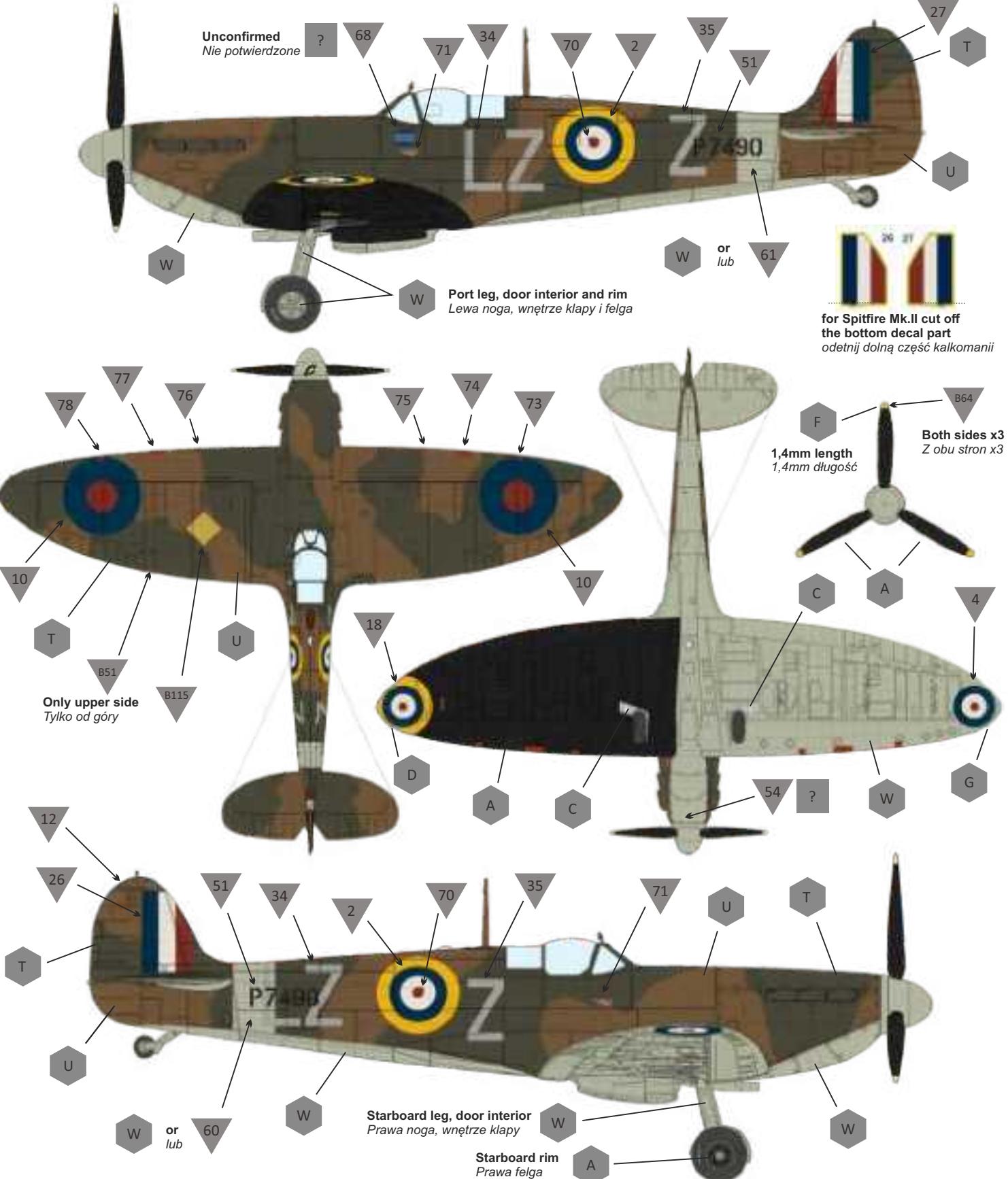


Spitfire Mk.II with Rotol RX5/1 constant-speed propeller, P7490 LZ-Z 'City of Coventry 1', No. 66 Squadron RAF, S/Ldr Athol Stanhope Forbes, defence against Luftwaffe Jabo raiders, RAF Picrin Hill, December 1940.

RAF Biggin Hill, December 1940
P7490 was flown by No. 66 Squadron Leader Athol Stanhope Forbes, a Battle of Britain ace who earned this status as a 'B' Flight Commander with No. 303 (Polish) Squadron. For his exploits in that unit he was awarded the Distinguished Flying Cross and the Virtuti Militari (Poland's highest military decoration). His final tally stood at 7 and 2 shared destroyed, 1 probable.
This aircraft was the first of three Spitfires funded by the 'Coventry's Fighter Fund,' a campaign launched by the Midland Daily Telegraph, and it bore the emblem 'City of Coventry 1' in front of the cockpit. The emblem featured a modern design, notably different from the traditional city coat of arms typically seen on early 'presentation' Spitfires built by CBAF (for comparison, see the Supermarine-built early presentation Spitfire in option 6). While only the starboard side of the aircraft is photographically documented, it is believed that the 'City of Coventry 1' emblem was applied to both sides of the fuselage in identical form. Tragically, the dedication of the people of Coventry in raising funds for fighter planes did not spare the city from devastating Luftwaffe bombardments in 1940 and 1941. Two of the 'Three Spires' churches depicted in the aircraft's emblem—Coventry Cathedral and Christ Church—were destroyed during the German raids.

The factory finish of P7490 was modified to include elements introduced by Air Ministry cypher message X.798 on November 27, 1940. These changes included an 18-inch fuselage stripe and spinner painted in Sky, an underside for the port wing in Night, and a yellow ring added around the cockade on that wing. Interestingly, the width of the yellow ring did not align perfectly with the Spitfire's elliptical wing curvature, resulting in an unusual shape. Underwing roundels were of 30-inch size, characteristic of No. 9 MU through which the airplane passed before being assigned to No. 66 Squadron. Worth to note also uncommon type of W/T stencil and hard camouflage demarcation lines on the rudder, strongly suggesting it was replaced at one point in time. Another notable detail was the starboard wheel rim, which was painted in Night, suggesting it was a replacement. The colour of the port wheel rim is unknown but is believed to have been left in original Sky. Additionally, as P7490 was the Squadron Leader's aircraft, it is possible that it carried the rank pennant on the port side, beneath the cockpit.

In November 1940, RAF fighter squadrons began the widespread implementation of the IFF Mk.II system. This involved installing an additional wireless block in front of the main radio block and adding IFF antenna wires that extended between the middle section of the fuselage and the horizontal stabilizers. Furthermore, by December of that year, most Fighter Command squadrons, including No. 66 Squadron, had transitioned to the T.R. 1133 radio system. Consequently, P7490 did not have an antenna wire running between the radio mast and the rudder.



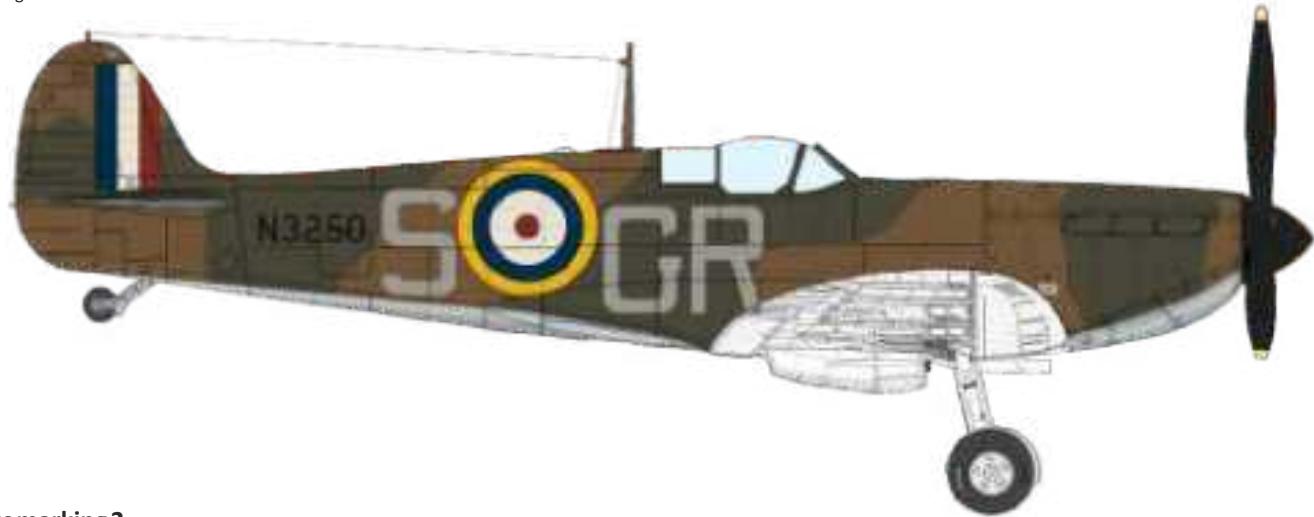
Bonus Markings Malowania bonusowe

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For all bonus markings use the serials from the stencil decals and individual aircraft letters from the 'Bonus' section of the main decal sheet.
Wszystkie oznaczenia bonusowe należy wykonać przy użyciu numerów seryjnych z kalkomanii napisów eksploatacyjnych
oraz poszczególnych liter samolotów z sekcji „Bonus” głównego arkusza kalkomanii.

Bonus marking 1.

Spitfire Mk.I with De Havilland Type 5/21 two-pitch propeller, N3250 GR-S, No. 92 Squadron RAF, P/O Allan Wright, escort of the Prime Minister Winston Churchill's flight to Paris, 16-17 May 1940. Second of the three Spitfires escorting De Havilland Flamingo carrying Prime Minister Winston Churchill to Paris for the Anglo-French Supreme War Council meeting (see option 2 and bonus marking 2). On this occasion it was flown by P/O Allan Wright, a future ace with a total of 11 destroyed individually and 3 shared, 2 possibly destroyed, 5 probables, 7 damaged, who also very successfully used this machine during air cover of Dunkirk Evacuation. Use the camouflage scheme, stencils, national insignia and squadron codes from Option 2. For the Dunkirk operations version add the underwing roundels.



Bonus marking 2.

Spitfire Mk.I with De Havilland Type 5/21 two-pitch propeller, N3290 GR-U, No. 92 Squadron RAF, P/O Robert Hugh Holland, escort of the Prime Minister Winston Churchill's flight to Paris, 16-17 May 1940.

Third of the three Spitfires escorting De Havilland Flamingo carrying Prime Minister Winston Churchill to Paris for the Anglo-French Supreme War Council meeting (see option 2 and bonus marking 1). On this occasion it was flown by P/O Robert Hugh Holland, a future ace with a total of 5 destroyed individually and 1 shared, 2 unconfirmed destroyed individually and 2 shared, 4 probables, 6 damaged individually and 1 shared.

Use the camouflage scheme, stencils, national insignia and squadron codes from Option 2. For the Dunkirk operations version add the underwing roundels.



Bonus marking 3.

Spitfire Mk.I with De Havilland Type 5/21 propeller converted to constant-speed operation, R6799 YT-D 'East India Fund Flight', No. 65 Squadron RAF, S/Ldr Henry Cecil Sawyer, Battle of Britain – Phase Two, RAF Hornchurch / RAF Manston, late July 1940.

Another of the eight airplanes sponsored by East India Fund for British War Services and carrying an inscription on the starboard side of the fuselage (compare option 6). Flown by Squadron Leader Henry Cecil Sawyer, in the second half of July and very early August. Use the camouflage scheme, stencils, national insignia and squadron codes from Option 6. Do not apply underwing roundels.



Bonus Markings Malowania bonusowe

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For all bonus markings use the serials from the stencil decals and individual aircraft letters from the 'Bonus' section of the main decal sheet.
Wszystkie oznaczenia bonusowe należy wykonać przy użyciu numerów seryjnych z kalkomanii napisów eksploatacyjnych
oraz poszczególnych liter samolotów z sekcji „Bonus” głównego arkusza kalkomanii.

Bonus marking 4.

Spitfire Mk.II with Rotol RX5/3 constant-speed propeller, P7420, No. 19 Squadron RAF, Duxford Big Wing, RAF Fowlmere, 26 September 1940

Captured on 26 September 1940 in a very well-known photo shoot of pilots and Spitfires Mk.I of 19 Squadron, this newly-arrived and very fresh Mk.II does not yet have the squadron codes painted on. Of particular interest is the wide-bladed, wooden Rotol RX5/3 propeller and CBAF stencils, the latter originally painted on the rudder finished in Dark Earth and then painted around using Dark Green. P7420 still had the T.R.9D radio installed – note the aerial wire between the mast and the rudder. The airplane carried the 'B' camouflage scheme – apply the mirror version of the scheme 'A' presented in Option 9. Use the stencils and national insignia from Option 9, apart from the rudder – use decals B31 and B32 instead. Do not use decal 59 (gas patch), as the airplane is believed not to have it applied, yet. For propeller use plastic part C2, but skip decals B64, as RX5/3 did not carry dots on the yellow blade tips.



Bonus marking 5.

Spitfire Mk.II with Rotol RX5/3 constant-speed propeller, P7422 QV-V, No. 19 Squadron RAF, Duxford Big Wing, F/Sgt Harry Steere, Battle of Britain – Phase Five, RAF Fowlmere, October 1940

P7422 was flown by F/Sgt Harry Steere, an ace with a total of 6 destroyed individually and 5 shared, 1 shared unconfirmed destroyed, 2 probables. It was also flown by Czech pilot, P/O Dolezal. Of particular interest is the wide-bladed Rotol RX5/3 propeller, rather rare on the Battle of Britain Spitfires Mk.II, and the reintroduced T.R.1133 radio, not requiring a wire between mast and the rudder. Use the camouflage scheme, stencils and national insignia from Option 9. For propeller use plastic part C2, but skip decals B64, as RX5/3 did not carry dots on the yellow blade tips.



ALSO AVAILABLE FROM IBG MODELS



Supermarine Spitfire PR Type A/B/E

1:72
IBG72062



Supermarine Spitfire PR Type C

1:72
IBG72063