



1:48 Supermarine Spitfire Mk.IXe

A05144 SCALE MODEL CONSTRUCTION KIT | Wingspan: 234mm Fuselage Length: 213mm | Three Decal Schemes Included

EN The arrival of the Luftwaffe's new Focke-Wulf 190 fighter over the Western Front in August 1941 saw RAF Spitfire Mk.Vs operating over the Channel falling victim to the 'Butcher Bird' in ever-increasing number. A major Spitfire upgrade was in progress, but the Mk.VIII was still some way off. The answer was a stop-gap solution which utilised the existing Spitfire Mk.V airframe, but with a powerful new version of the Rolls Royce Merlin engine.

The outcome was the Spitfire Mk.IX, and it was so successful that it would become the second most heavily produced variant of the Spitfire. Considerations for mounting the American 0.5in Colt Browning heavy machine gun in the wings of the Spitfire began in 1940, however, it wasn't until the introduction of the 'E' type wing in later half of 1944 did the armament see service use. The new wing was structurally identical to that used on the Mk.IXc and retained the outer machine gun bays, but the .303in Brownings were removed. The heavy calibre 0.5in Browning was installed inboard of the 20mm Hispano cannon, which itself moved to the outer position on the wing, thus making the Mk.IXe.

FR Avec l'arrivée du nouveau chasseur Focke-Wulf 190 de la Luftwaffe sur le front occidental en août 1941, les Spitfire Mk.V de la RAF opérant au-dessus de la Manche sont de plus en plus nombreux à être victimes du « Butcher Bird » (l'oiseau boucher). Une importante mise à niveau du Spitfire est en cours, mais le Mk.VIII est encore loin. La réponse est une solution provisoire basée sur la cellule existante du Spitfire Mk.V, mais avec une nouvelle version puissante du moteur Rolls Royce Merlin. C'est la naissance du Spitfire Mk.IX, qui connut un tel succès qu'il devint la deuxième version la plus produite du Spitfire.

Le montage de la mitrailleuse lourde américaine Colt Browning de 12,7 mm dans les ailes du Spitfire avait été envisagé dès 1940, mais ce n'est qu'avec l'introduction de l'aile de type « E » au cours du deuxième semestre de 1944 que cet armement est entré en service. La nouvelle aile possédait la même structure que celle utilisée sur le Mk.IXc et conservait les logements extérieurs pour les mitrailleuses, mais les mitrailleuses Browning de 7,7 mm ont été retirées. La mitrailleuse Browning de gros calibre de 12,7 mm a été installée dans le logement du canon Hispano de 20 mm, lui-même déplacé vers l'extérieur de l'aile, donnant ainsi naissance au Mk.IXe.

DE Als im August 1941 die Luftwaffe mit ihrem neuen Jäger Focke-Wulf 190 an der Westfront auftrumpfte, unterlagen viele Spitfires der Variante Mk.V über dem Ärmelkanal zunehmend ihrem als „Würger“ bezeichneten Gegner. Zwar war eine bedeutende Verbesserung der Spitfire bereits im Gang, doch ließ die Herstellung der Mk.VIII noch auf sich warten. Als Übergangslösung bot sich eine Ausführung an, bei der das bestehende Flugwerk der Spitfire Mk.V mit der leistungsstarken neuen Version des Rolls Royce Merlin Motors ausgerüstet wurde. Das Ergebnis war die Spitfire Mk.IX, die so erfolgreich war, dass sie die am zweithäufigsten produzierte Variante der Spitfire wurde.

Seit 1940 wurde erwogen, das schwere amerikanische 12,7-mm-Maschinengewehr Colt Browning an den Flügeln der Spitfire zu montieren, was dann aber erst in der zweiten Jahreshälfte 1944 mit der Einführung der E-Tragflächen verwirklicht wurde. Die neuen Tragflächen waren konstruktiv mit denen der Mk.IXc identisch, wobei die äußeren MG-Halterungen beibehalten und gleichzeitig die 7,7 mm-Brownings entfernt wurden. Das großkalibrige 12,7 mm-Browning wurde innenbords der 20 mm-Hispano-Maschinenkanone angeordnet, die nun selbst außen an den Flügeln befestigt wurde. Diese Ausführung wurde nun als Mk.IXe bezeichnet.

After D-Day, this armament configuration became standard on the fighters and fighter-bombers operated by the 2nd Tactical Air Force. Many Spitfires had their pointed wing tips replaced by the squared-off, clipped variety, improving the aircraft's acceleration and rate of roll at low altitude.

Specification

Maximum Speed: 393 mph (632 km/h) at 20,000 ft (6,100 m)

Range: 240 miles (386 km)

Wingspan: Standard - 36ft 10in (11.23m), Clipped - 33ft 4in (10.16m)

Length: 31 ft 1 in (9.47 m)

Armament: 2 x 20mm Hispano Cannons and 2 x 0.5in Colt Browning heavy machine guns.

Après le débarquement, cette configuration d'armement est devenue la norme sur les chasseurs et chasseurs-bombardiers de la 2e Force aérienne tactique. De nombreux Spitfire ont vu leurs extrémités d'ailes pointues remplacées par des extrémités carrées, qui ont ainsi amélioré l'accélération et le taux de roulis de l'avion à basse altitude.

Spécification:

Vitesse maximale: 632 km/h à 6 100 m

Autonomie: 386 km

Envergure: ailes standard : 11,23 m ; ailes tronquées : 10,16 m

Longueur: 9,47 m

Armement: 2 canons Hispano de 20 mm et 2 mitrailleuses lourdes Colt Browning de 12,7 mm

Nach der alliierten Landung in der Normandie wurde diese Anordnung für von der 2. Tactical Air Force eingesetzte Jäger und Jagdbomber allgemein üblich. Bei vielen Spitfires wurden die relativ zugespitzt verlaufenden Flügelspitzen durch mehr abgeflachte, verkürzte Ausführungen ersetzt. Damit konnten die Beschleunigung und die Rollrate bei niedrigen Flughöhen erhöht werden.

Spezifikation:

Höchstgeschwindigkeit: 632 km/h auf 6100 m Flughöhe

Reichweite: 386 km

Spannweite: Standard – 11,23 m, verkürzt – 10,16 m;

Länge: 9,47 m

Waffen: zwei 20 mm-Hispano-Maschinenkanonen und zwei schwere 12,7-mm-Colt Browning-MG.

Airfix would like to thank Aircraft Restoration Company/Aerial Collective, Biggin Hill Heritage Hangar/Fly a Spitfire, Greg Davis.

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FOR BEST RESULTS:

Surfaces to be painted should be clean – before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir paints thoroughly before use.

PLEASE NOTE:

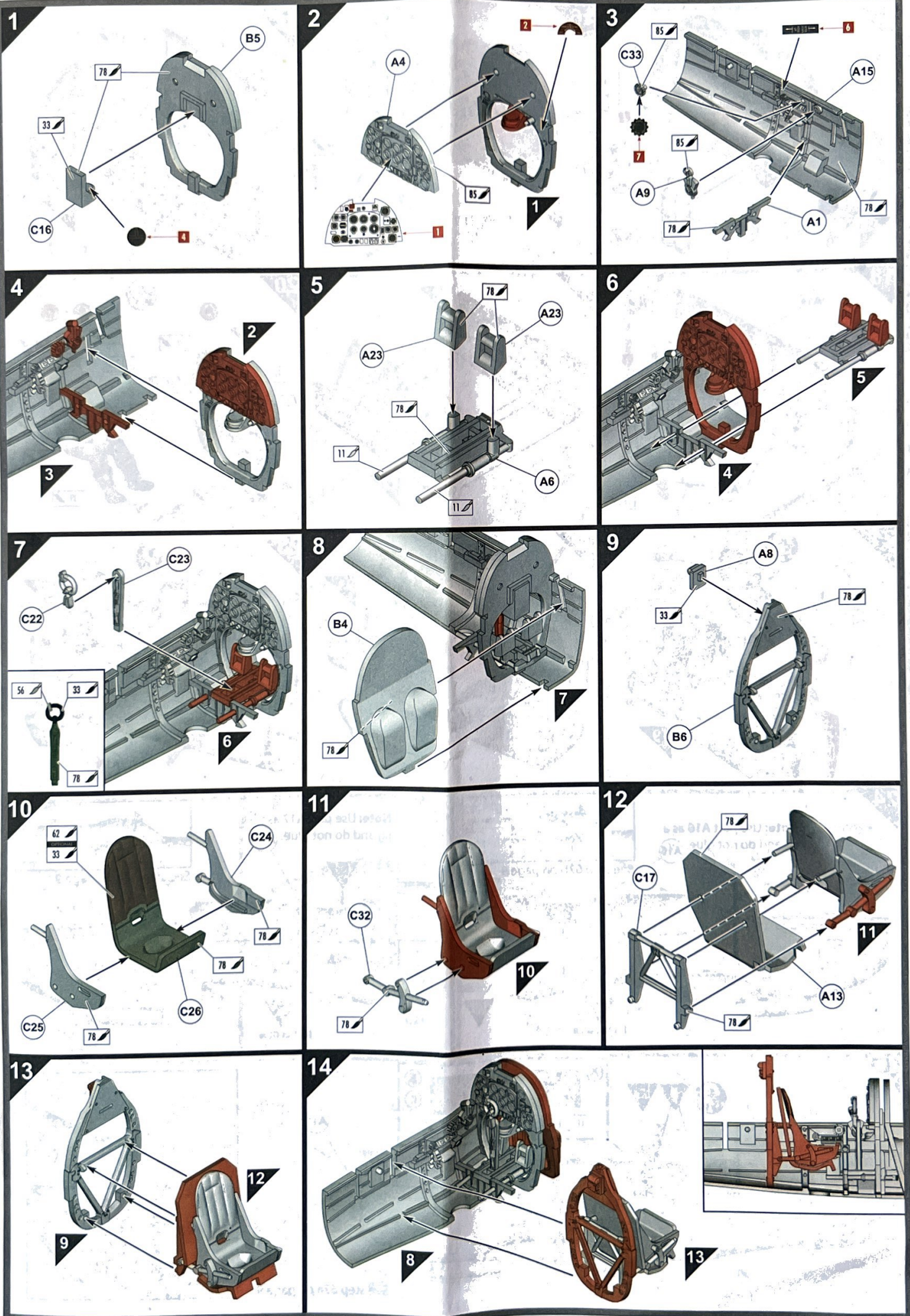
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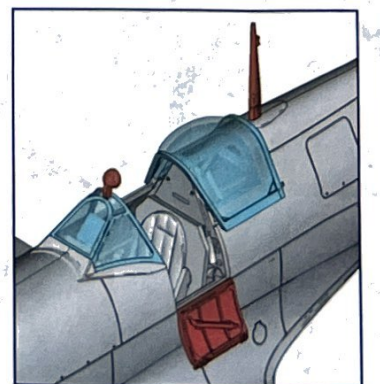
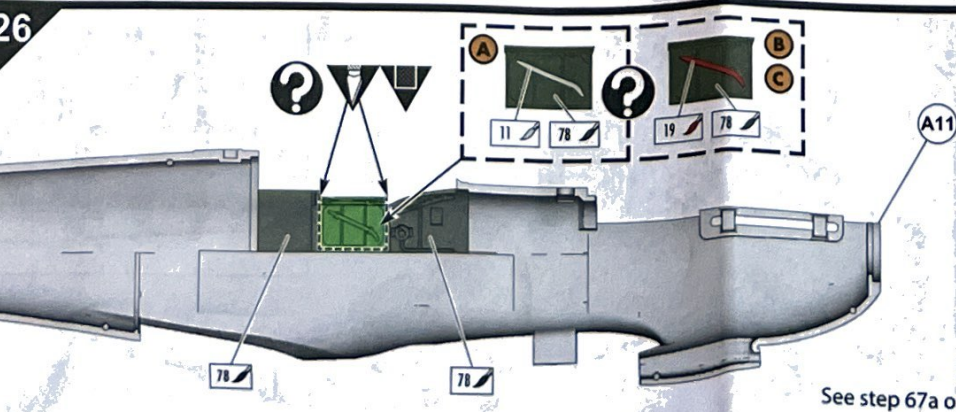
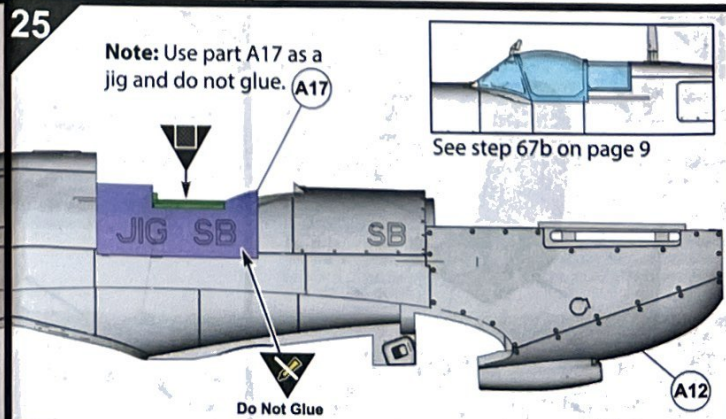
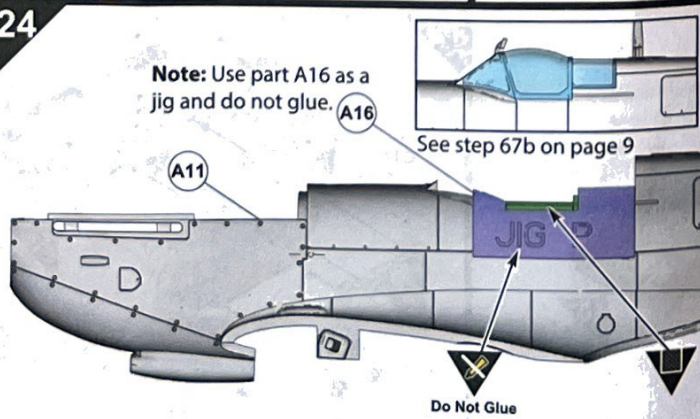
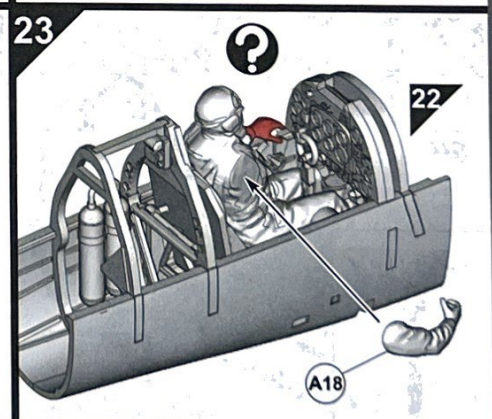
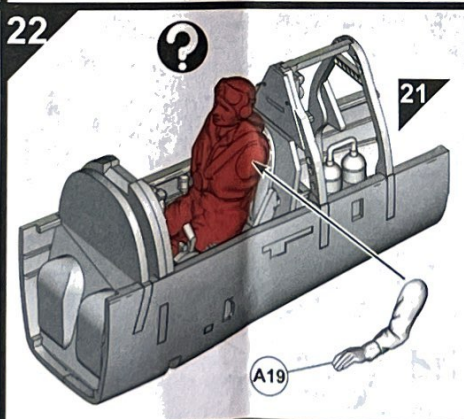
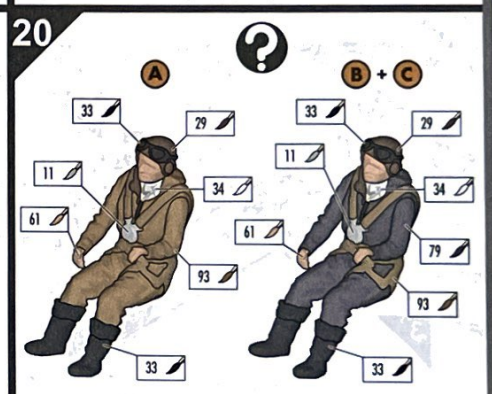
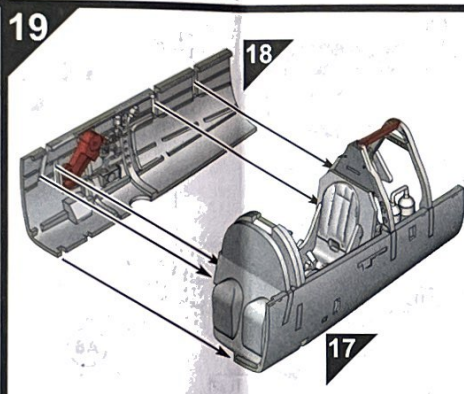
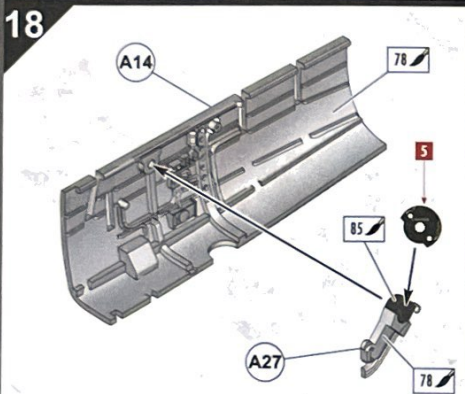
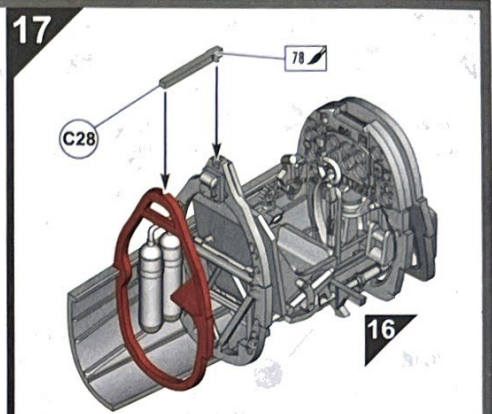
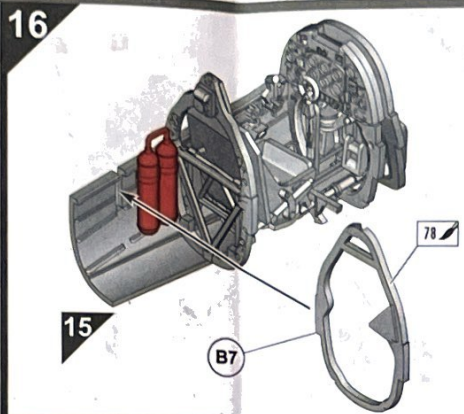
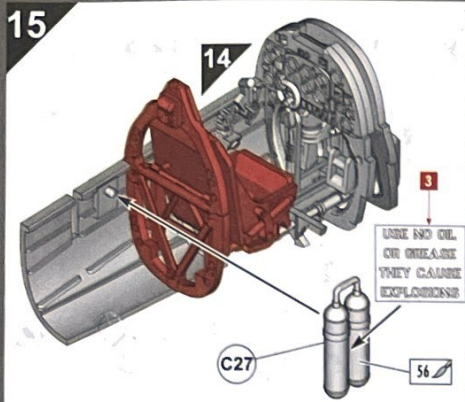


Manufactured by: Hornby Hobbies Ltd Westwood, Margate, Kent, CT9 4JX, UK +44(0)1843 233525 customerservices.uk@hornby.com

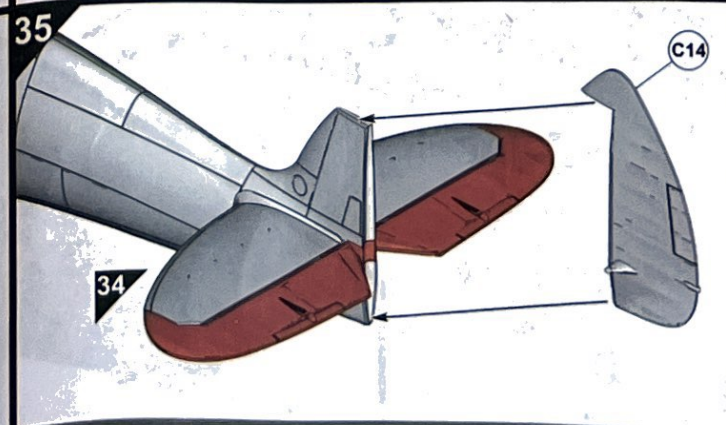
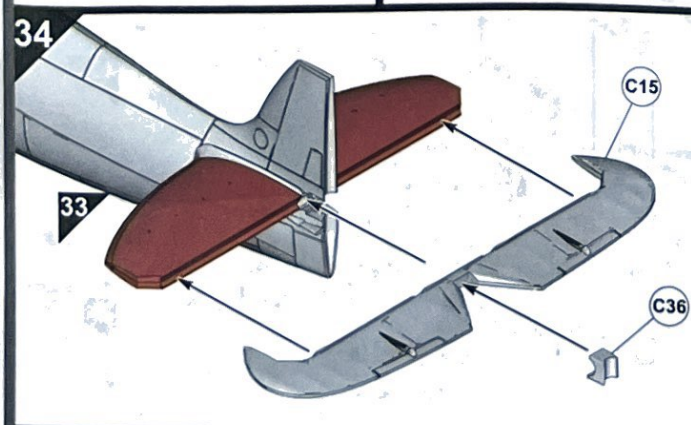
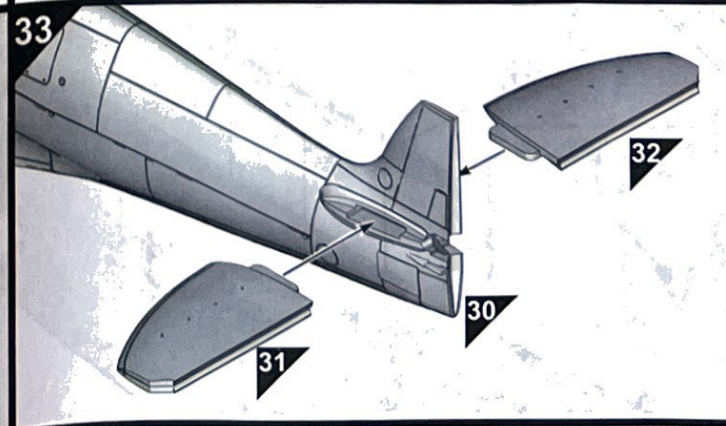
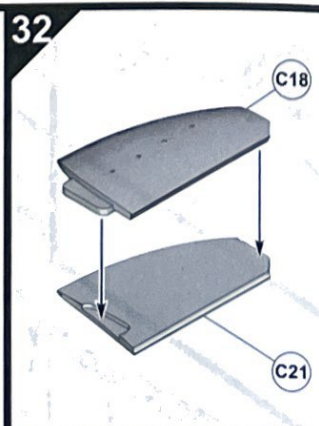
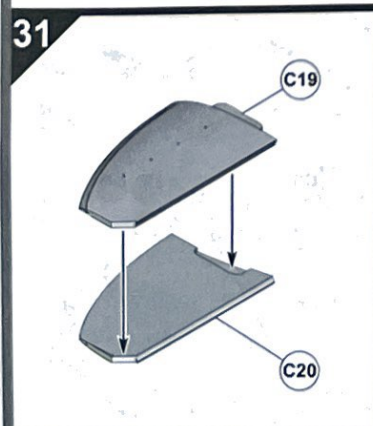
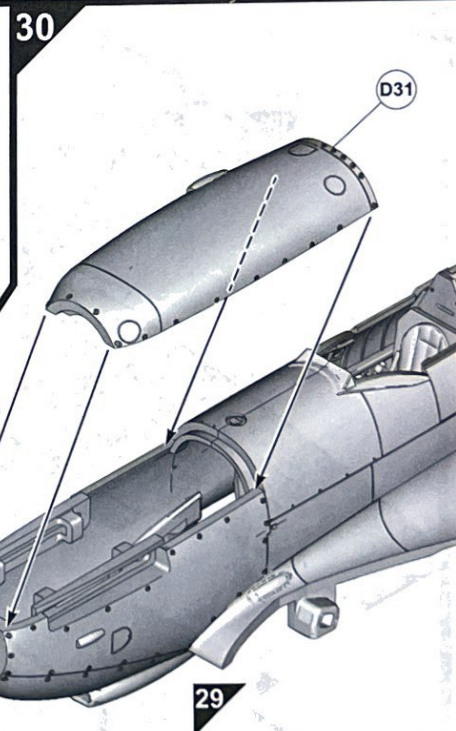
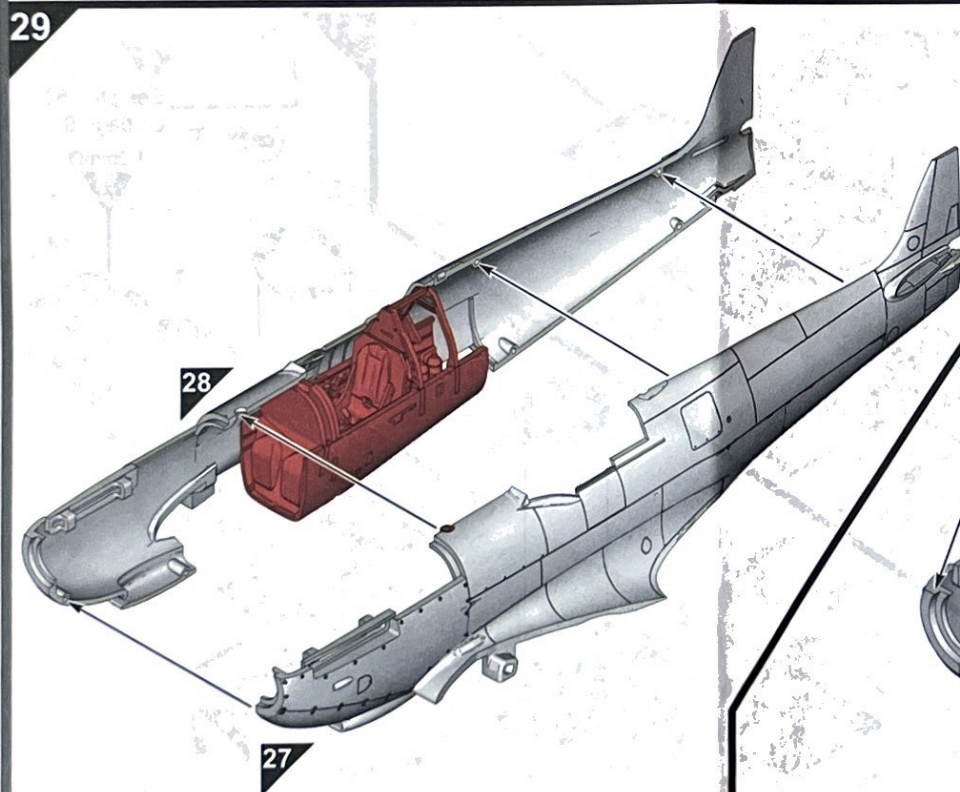
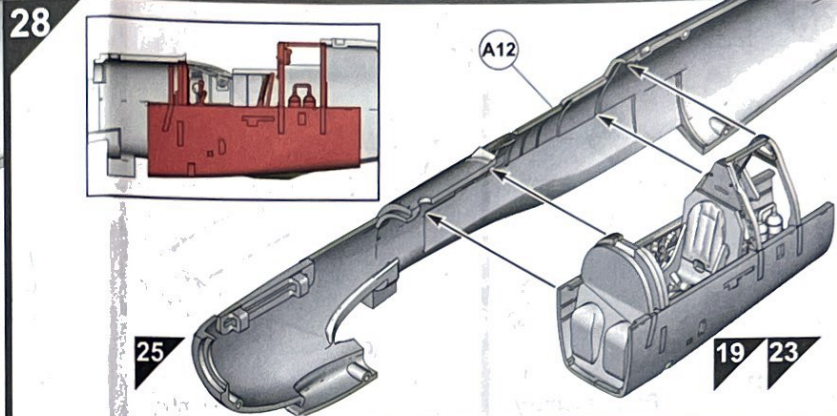
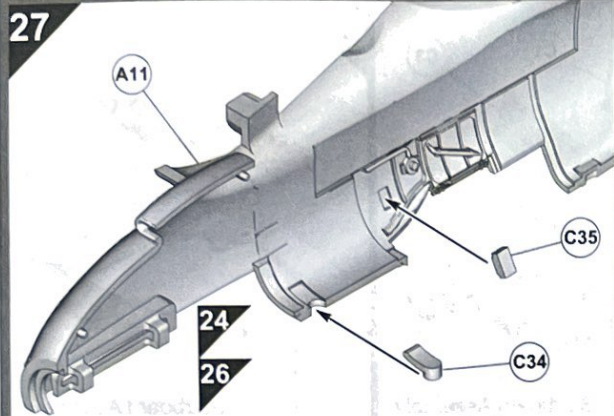
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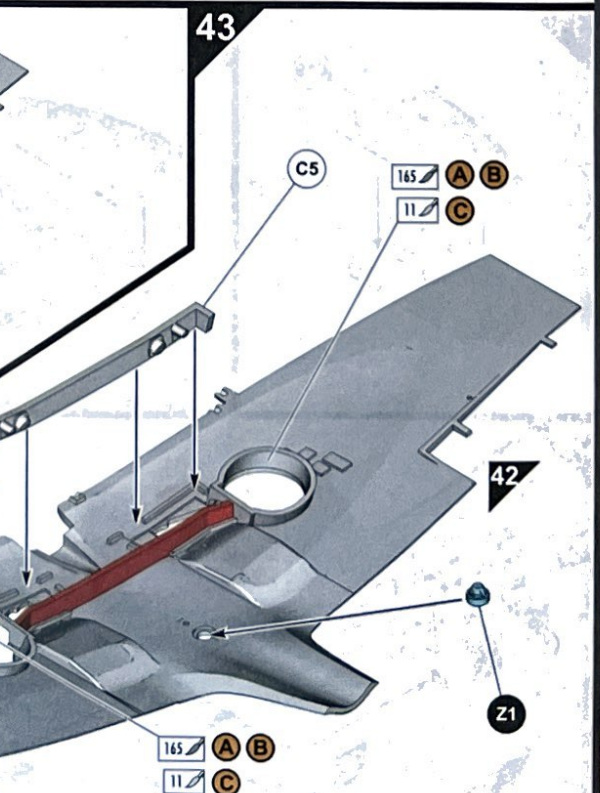
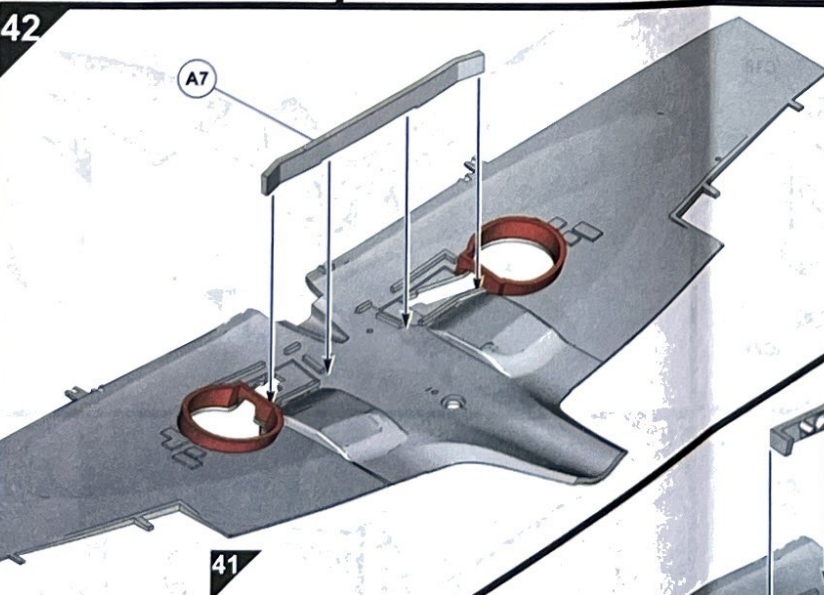
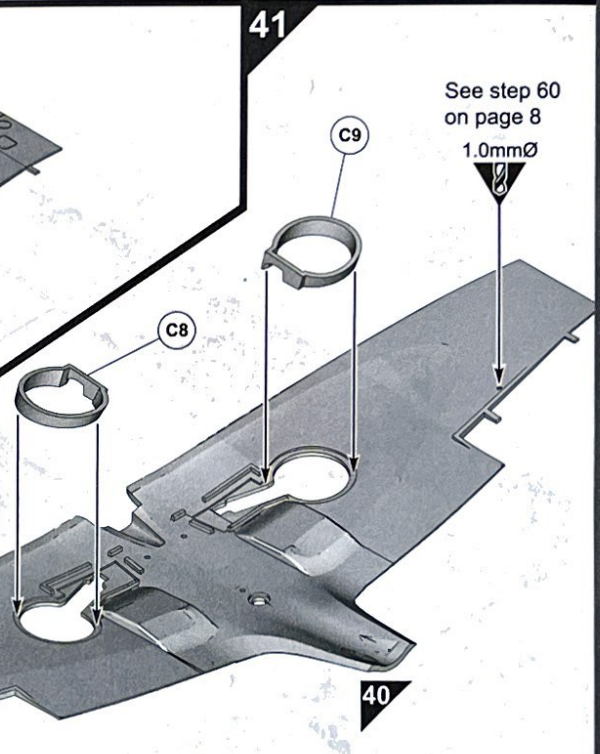
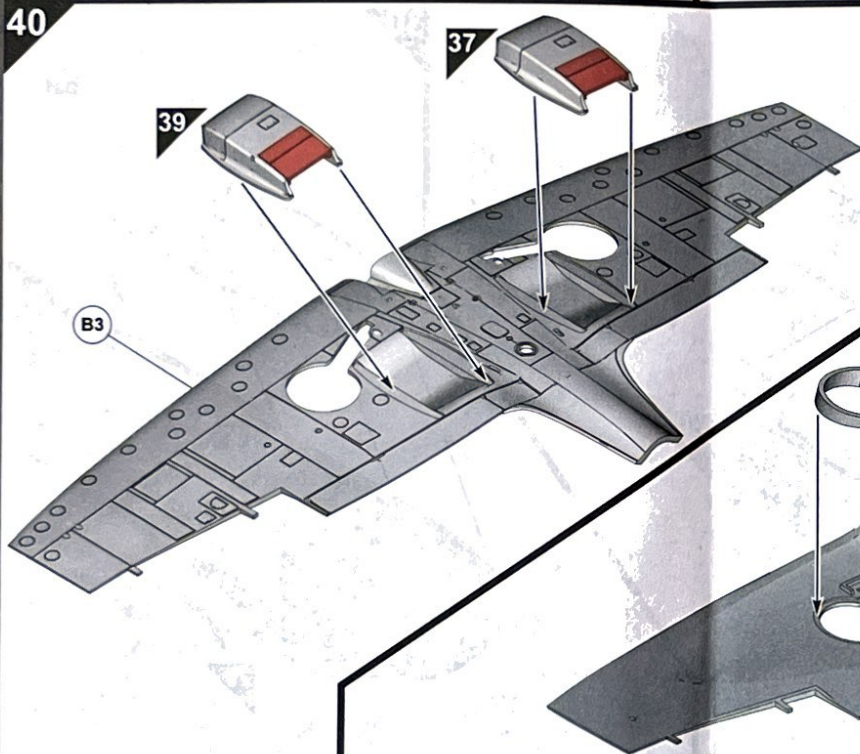
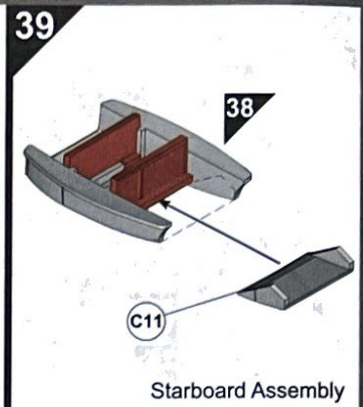
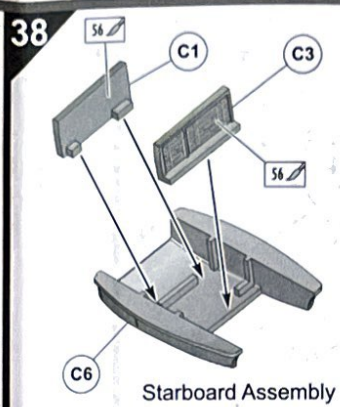
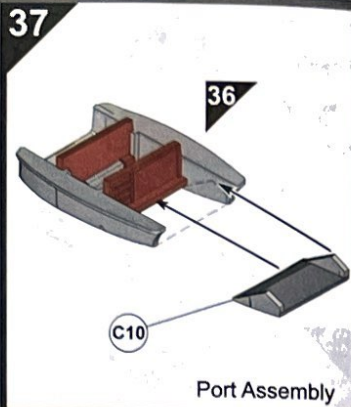
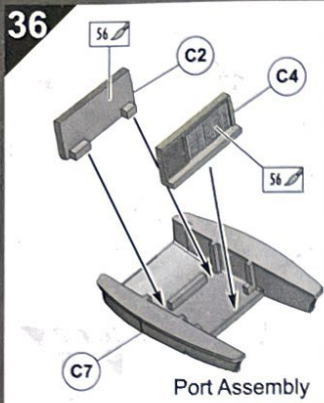
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See step 67a on page 9

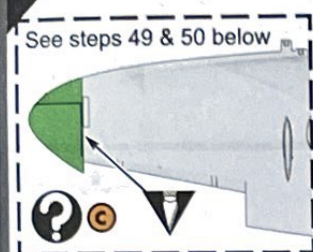




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45

See steps 49 & 50 below



35

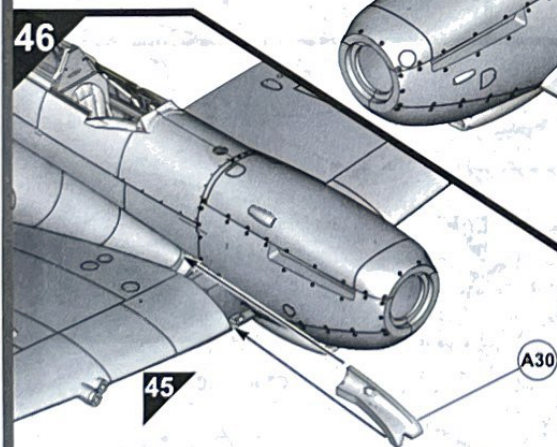
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B1

44

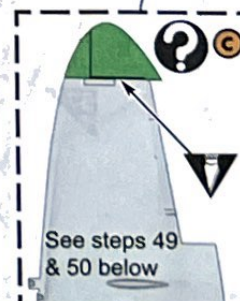
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46



45

A30



See steps 49 & 50 below

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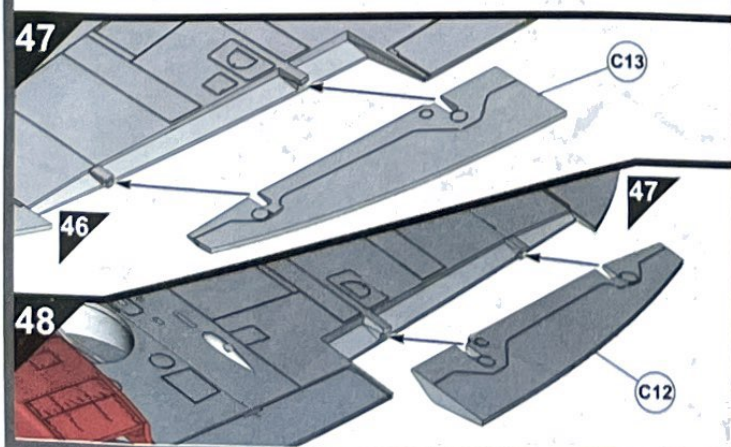
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48

C12

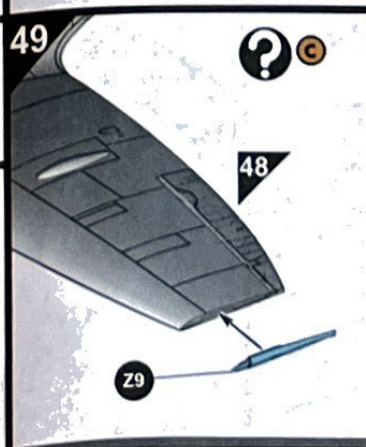


49



48

Z9

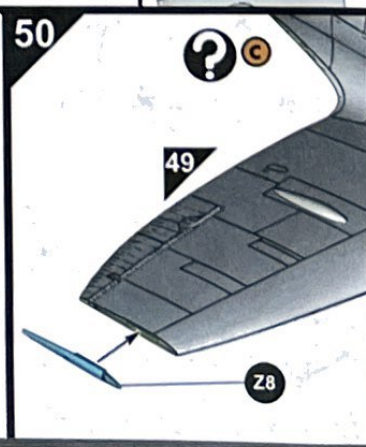


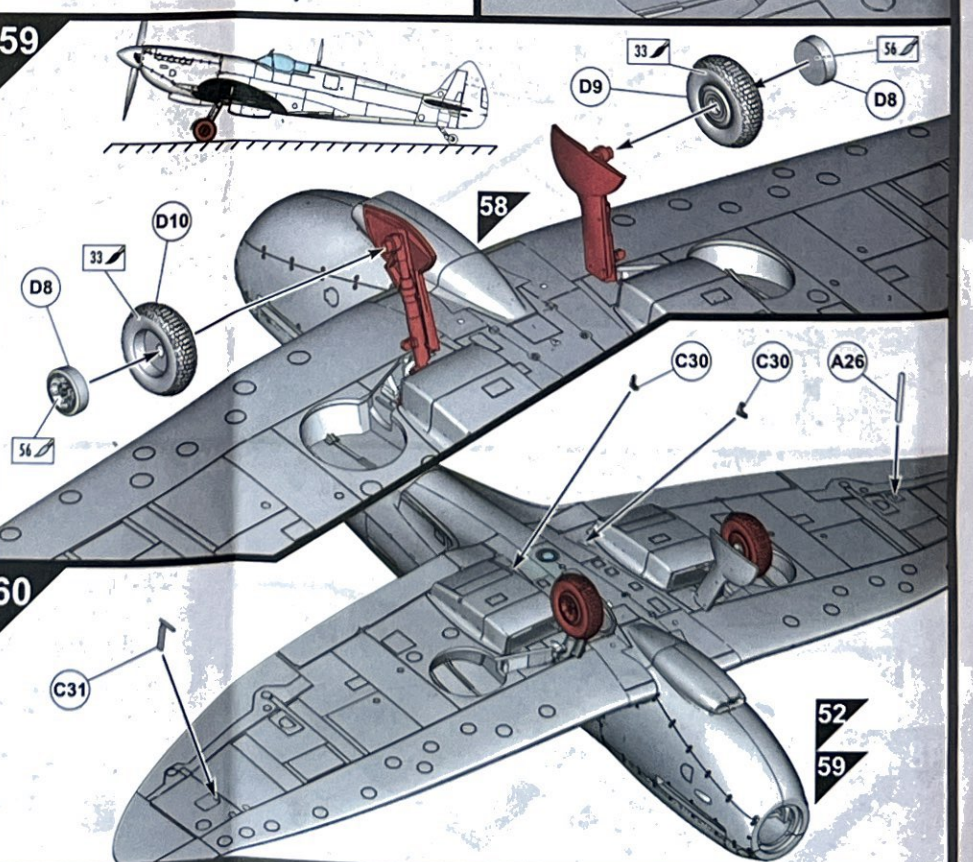
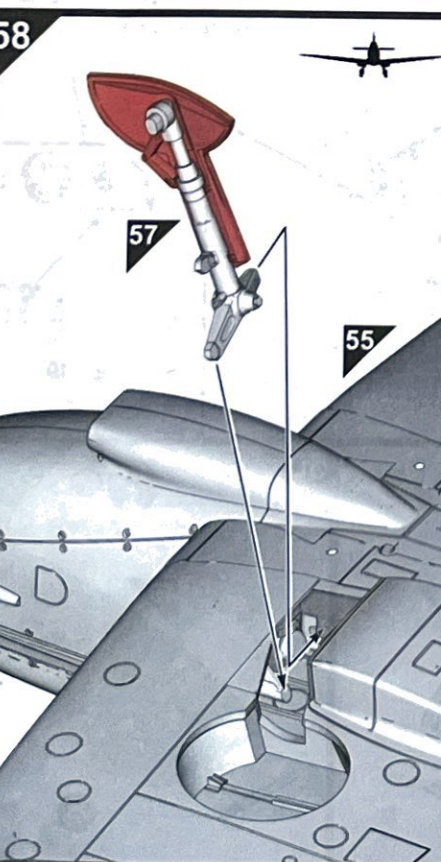
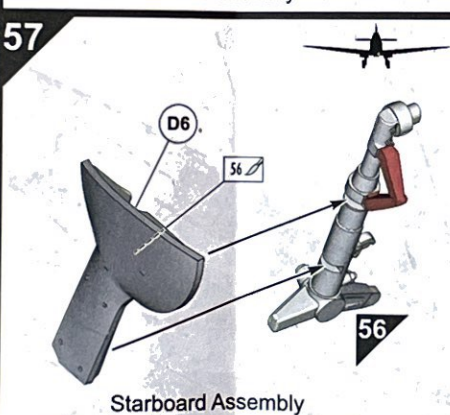
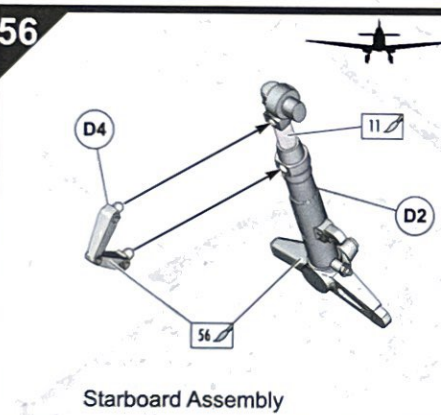
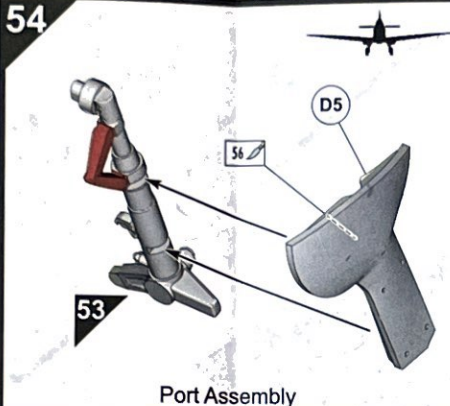
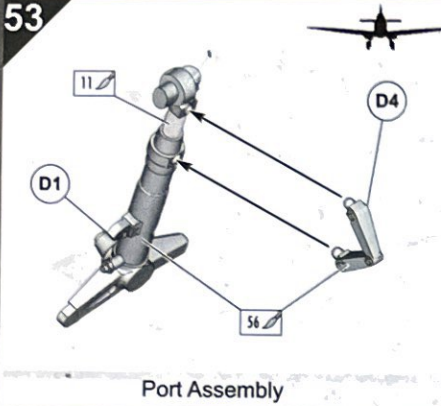
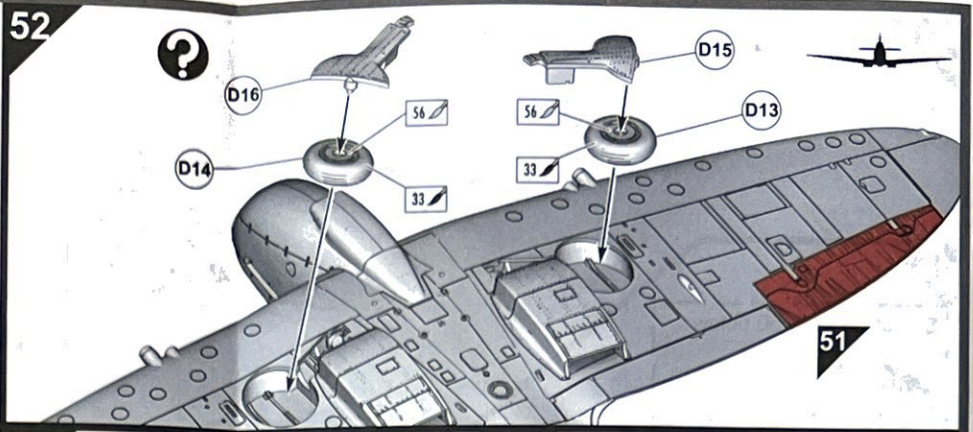
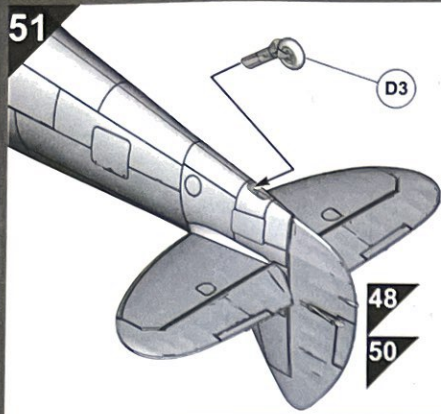
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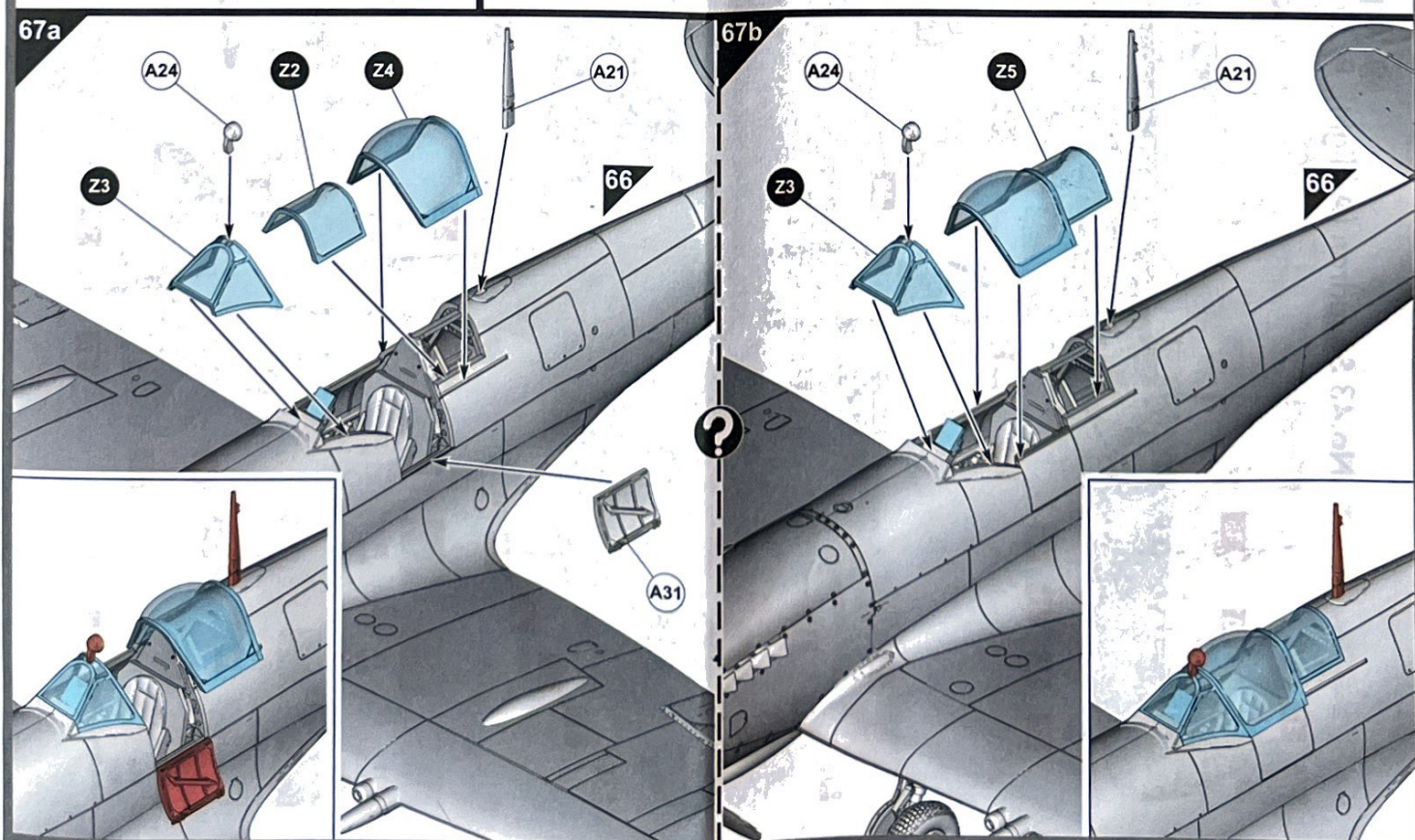
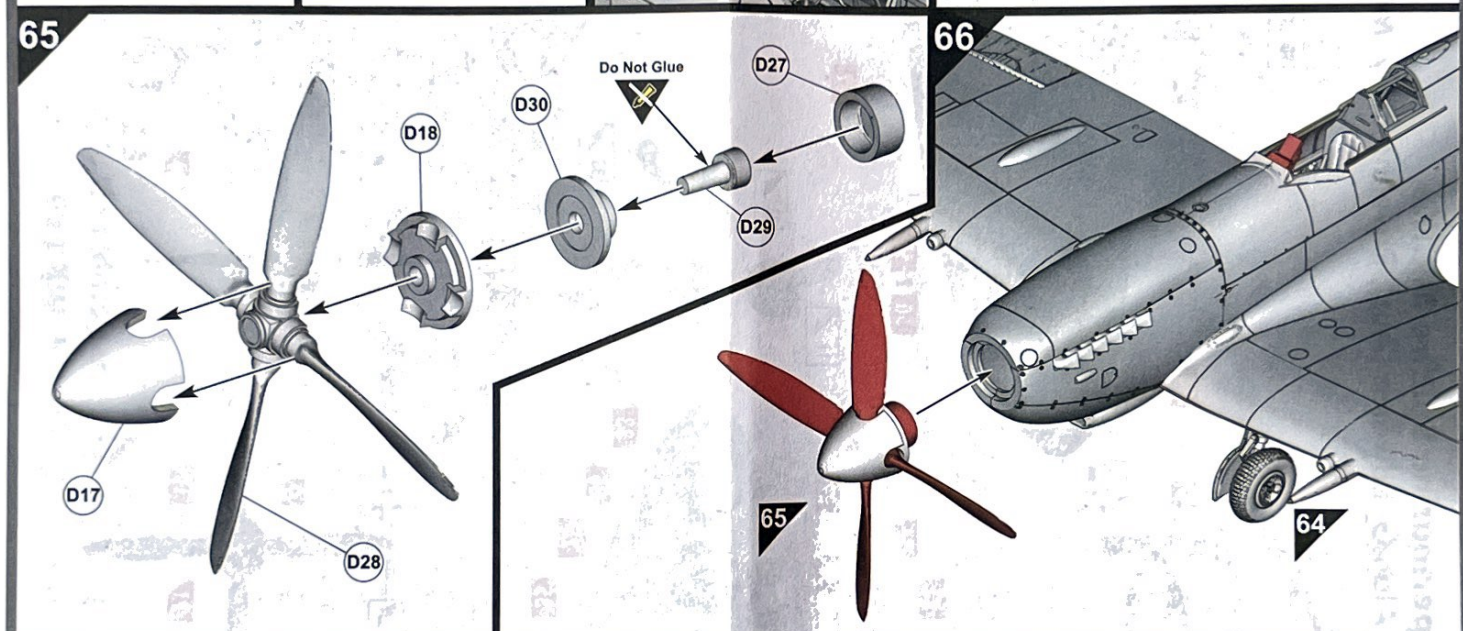
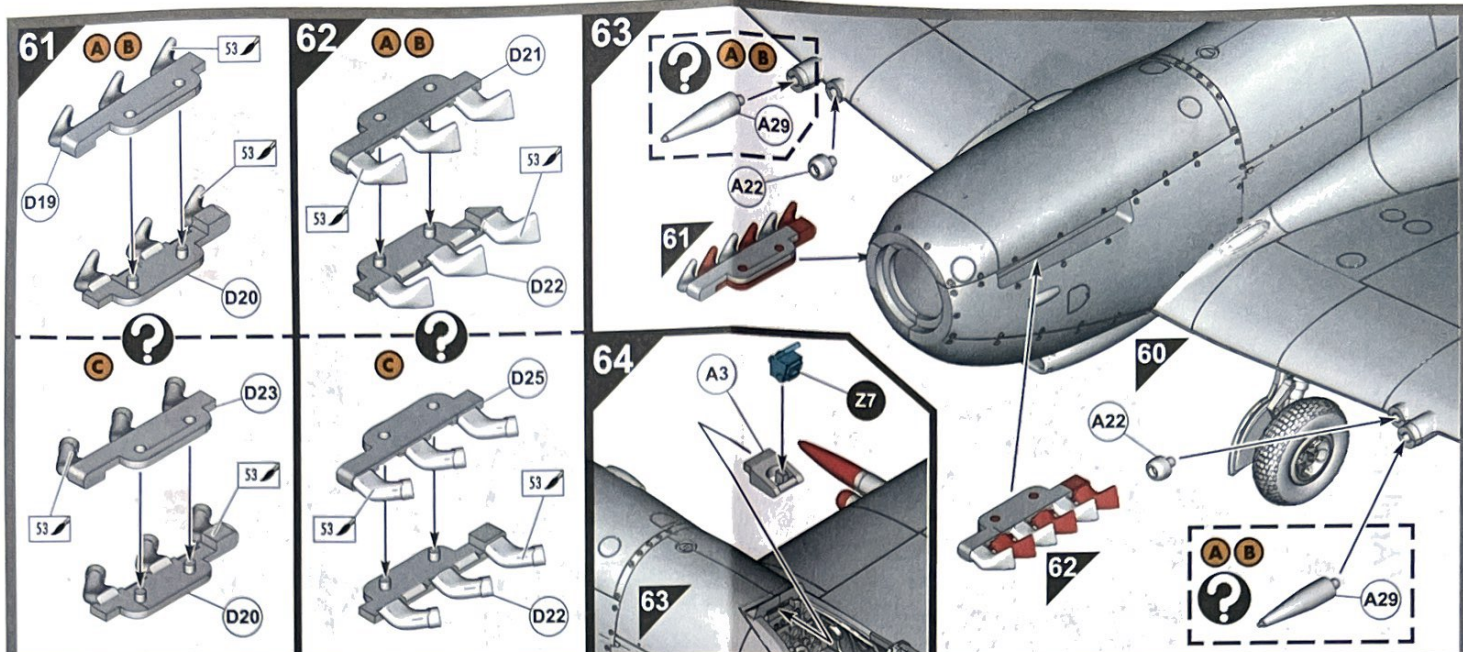


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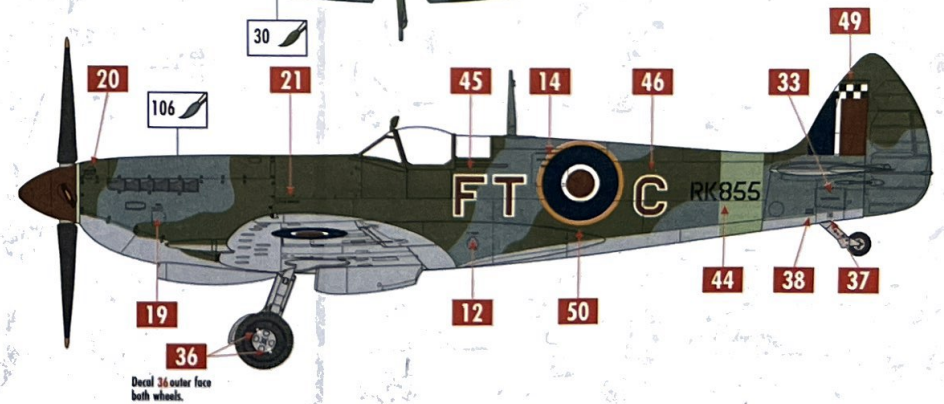
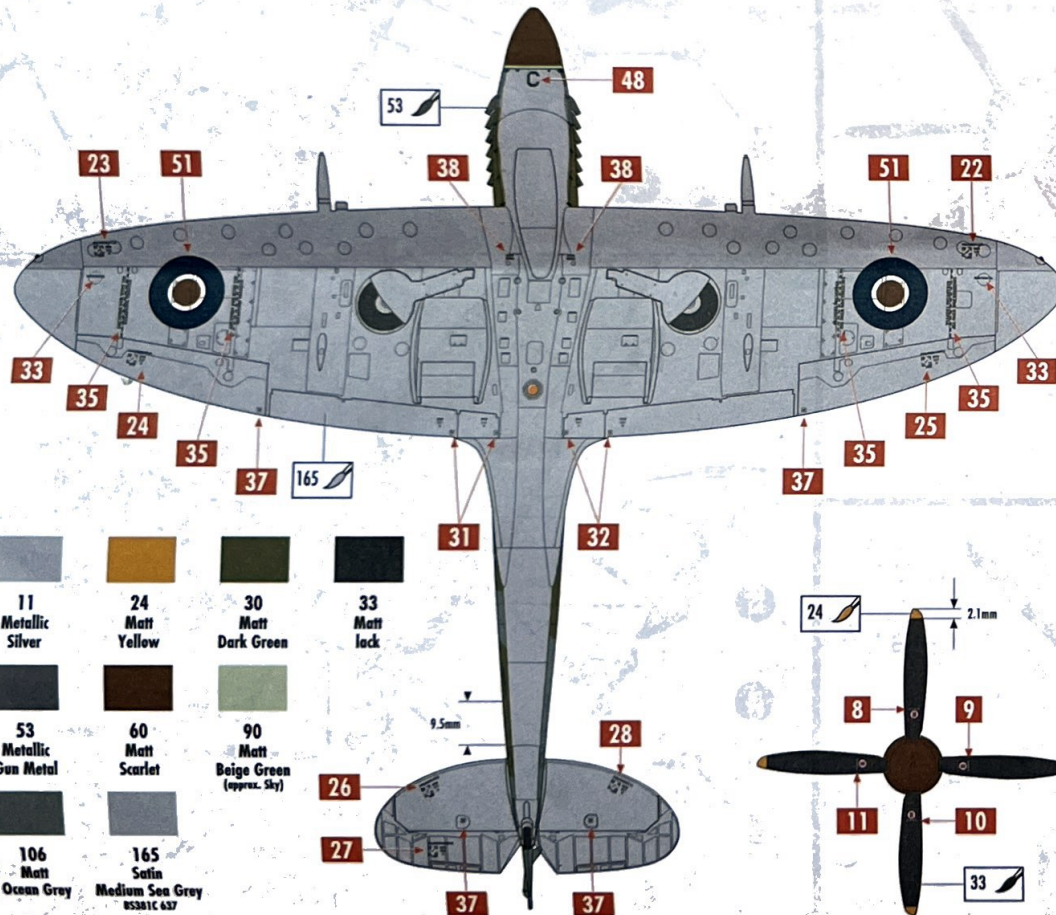
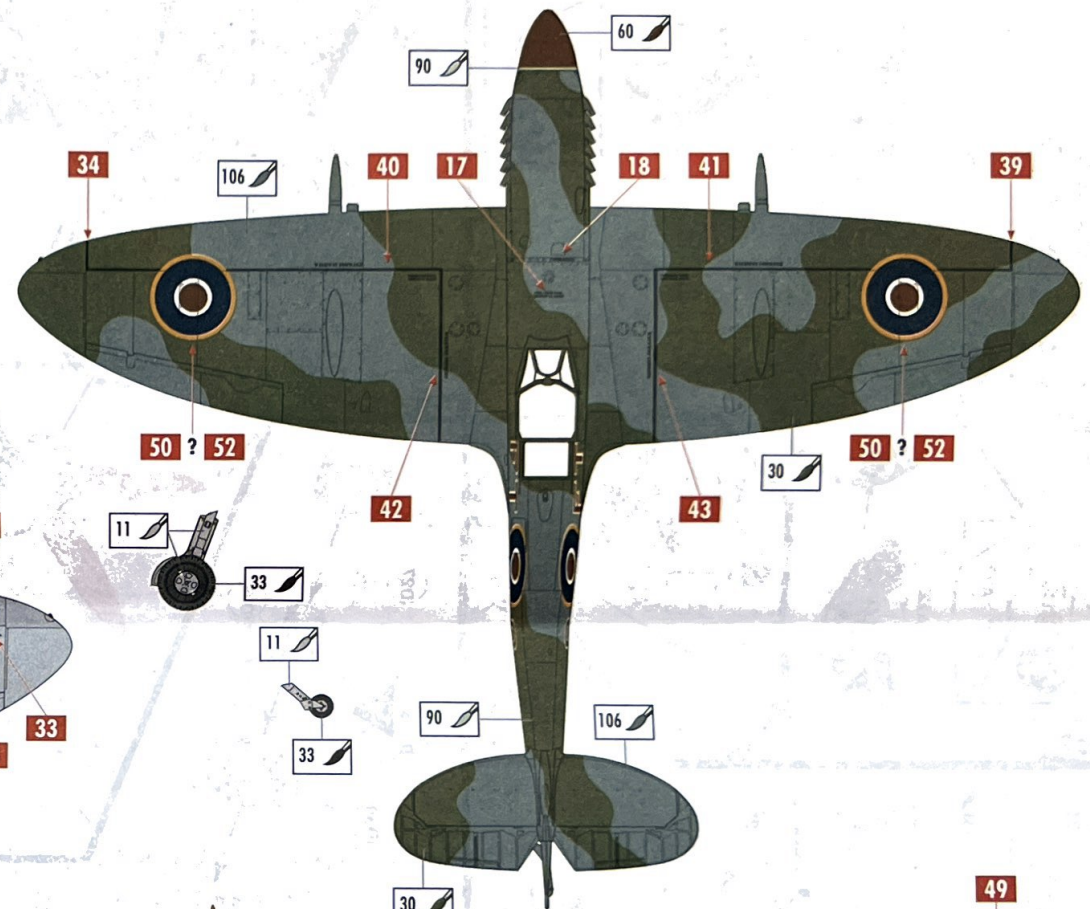
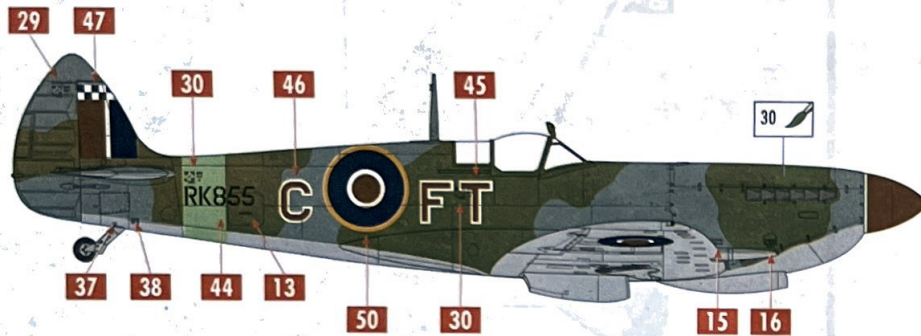
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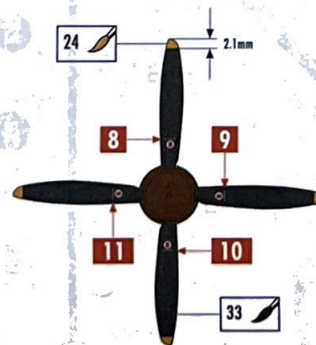




A Supermarine Spitfire Mk.IXe
 No.43 Squadron (A Flight), P/O Alan G. Edwards (Aus), Ravenna, Italy, March/April 1945.



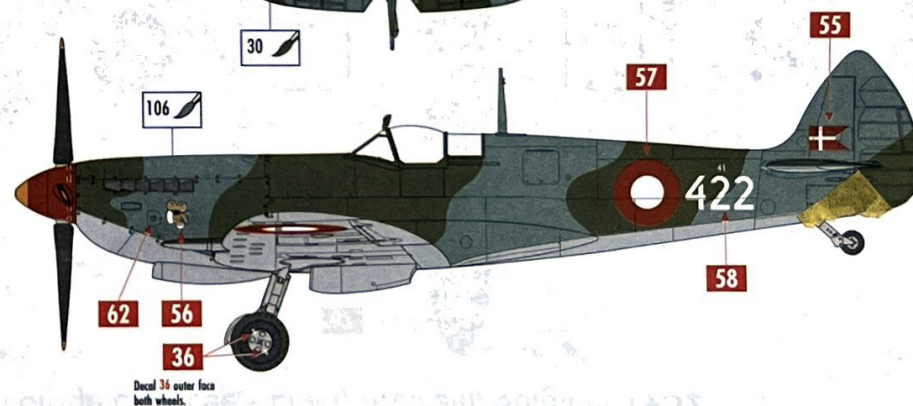
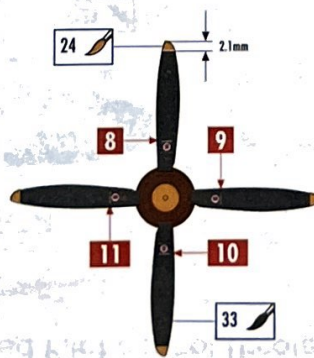
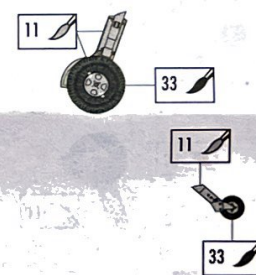
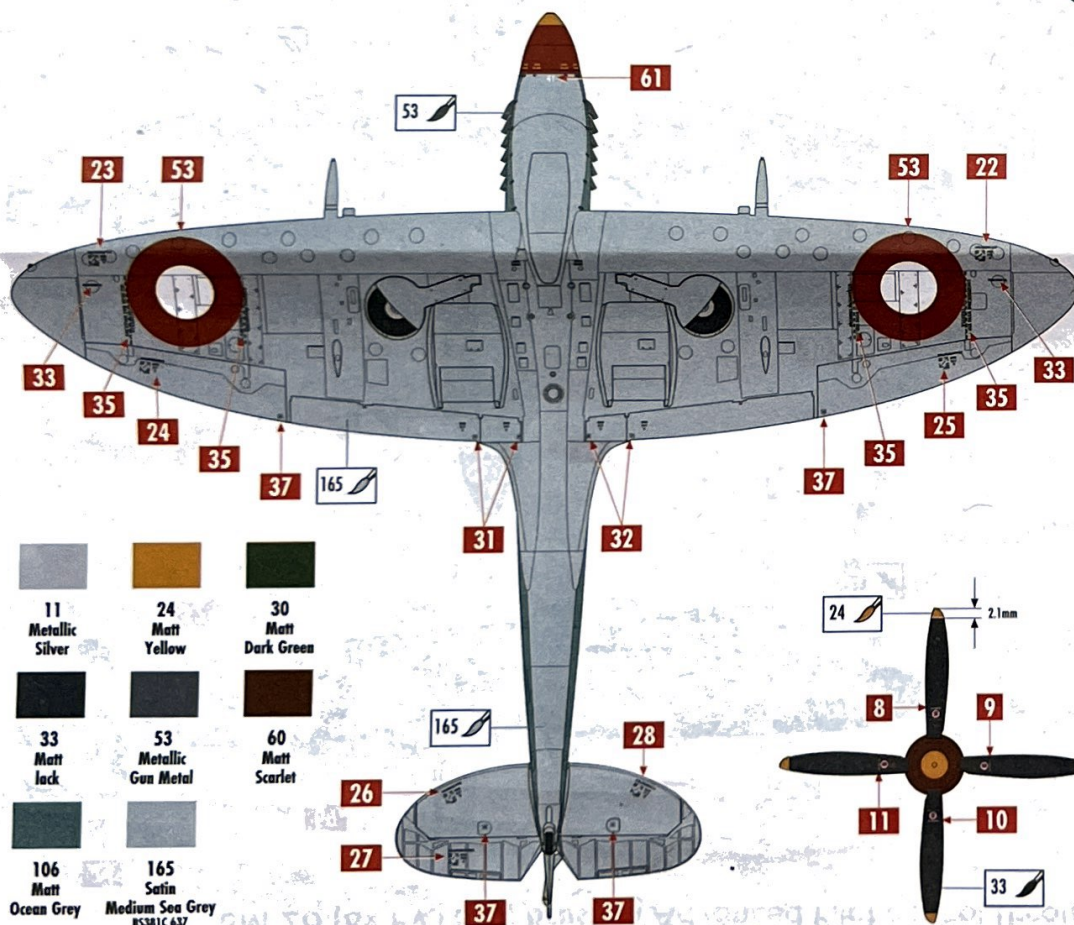
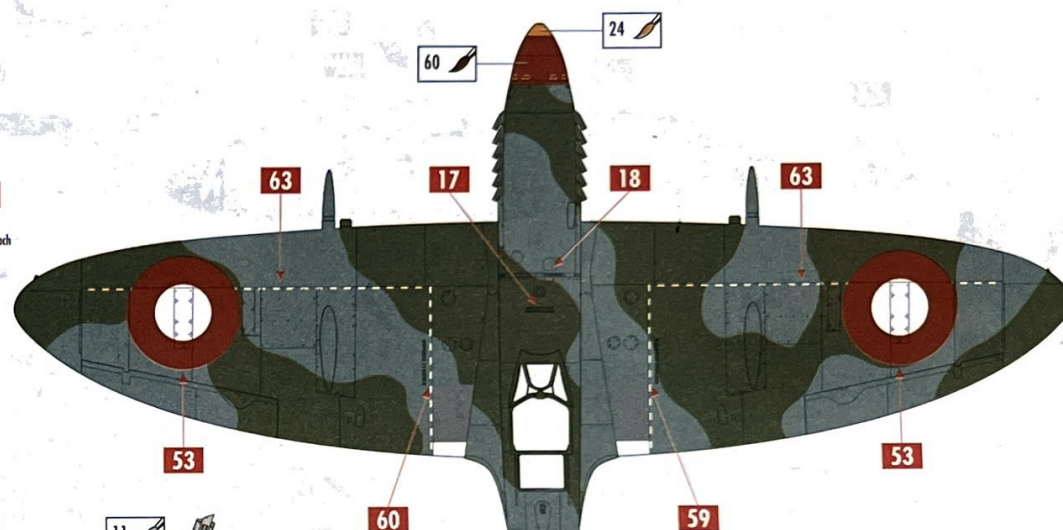
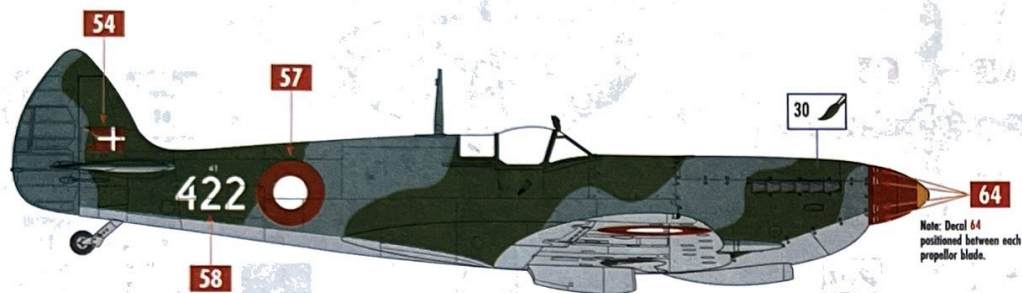
11 Metallic Silver	24 Matt Yellow	30 Matt Dark Green	33 Matt Black
53 Metallic Gun Metal	60 Matt Scarlet	90 Matt Beige Green (approx. Sky)	
106 Matt Ocean Grey	165 Satin Medium Sea Grey BS381C 637		



Decal 36 outer face
both wheels.

B Supermarine Spitfire Mk.IXe

No.5 Eskadrille, Royal Danish Air Force, Air Base Karup, mid-Jutland, Denmark 1947.



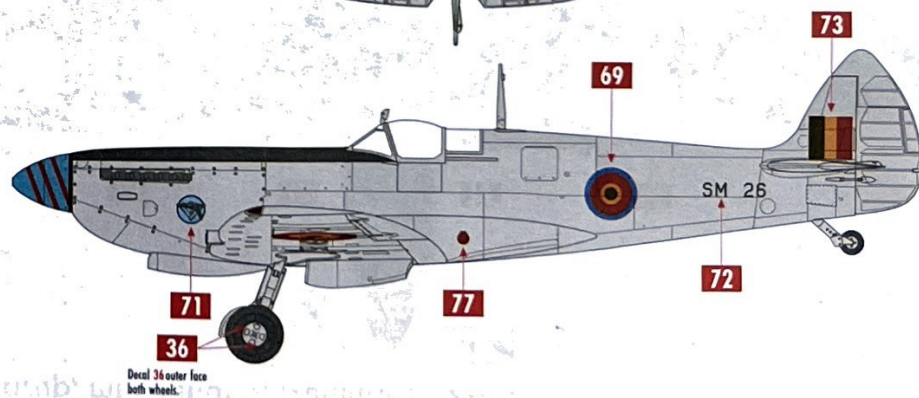
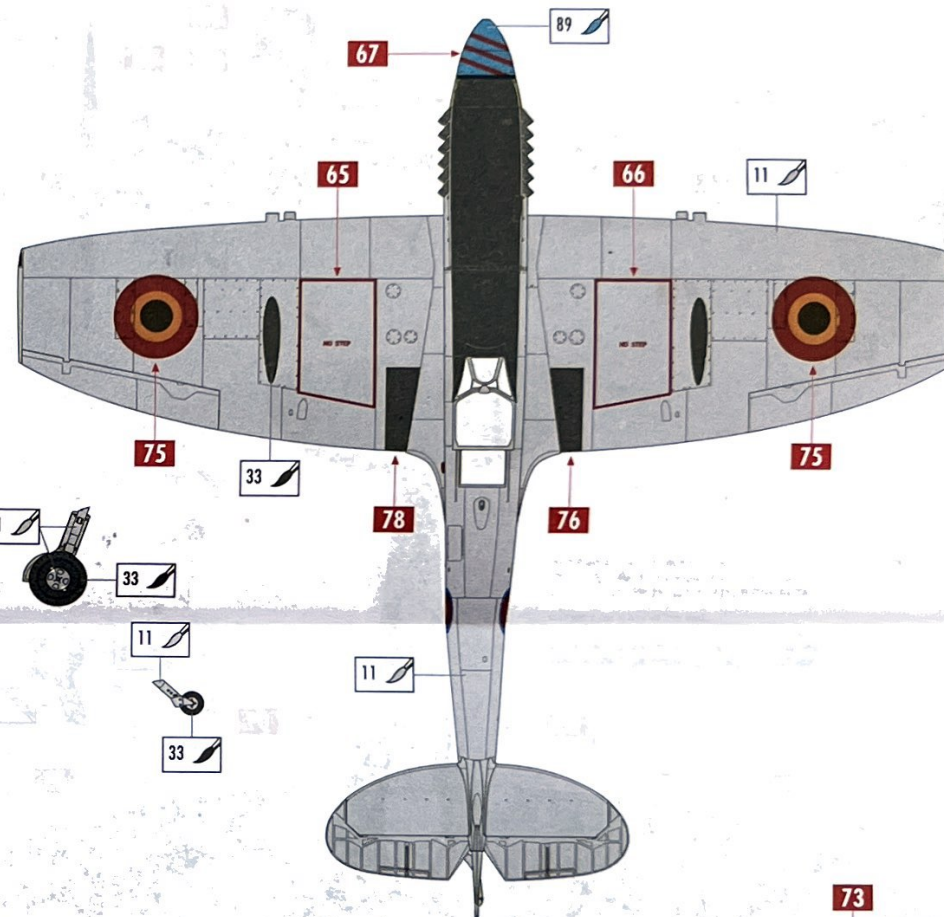
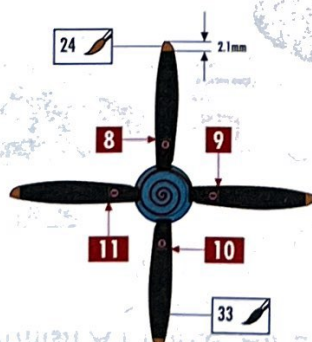
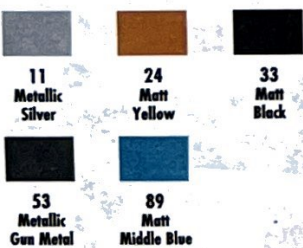
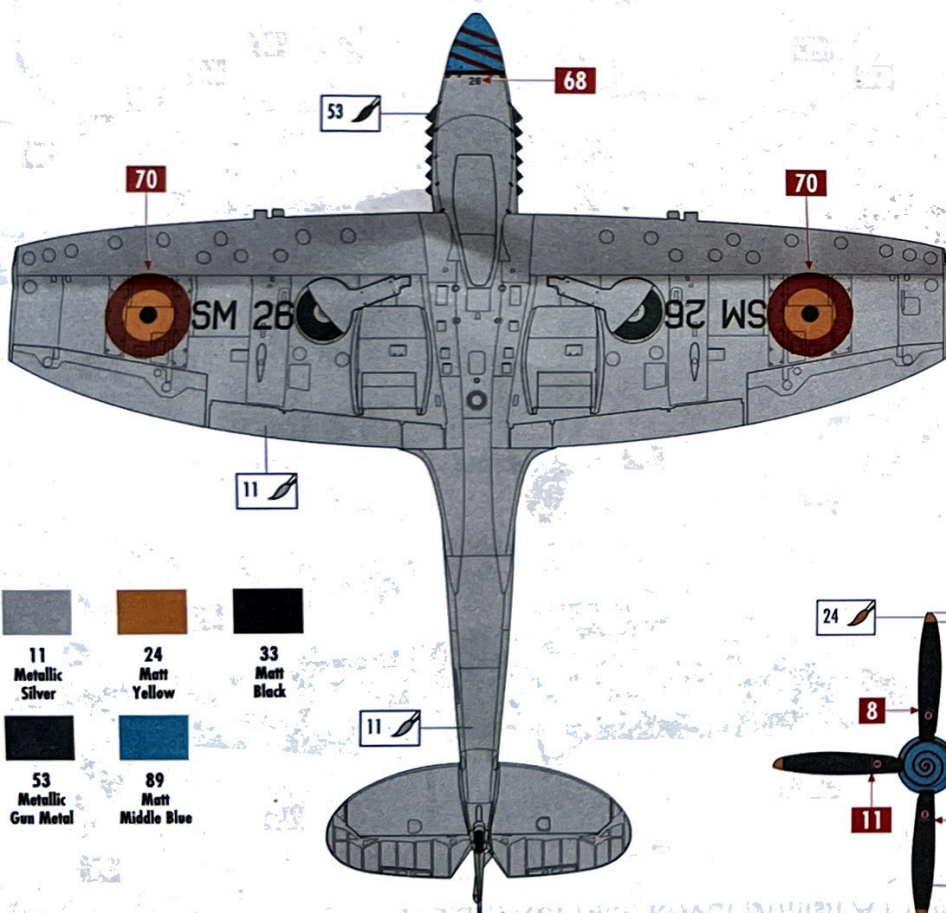
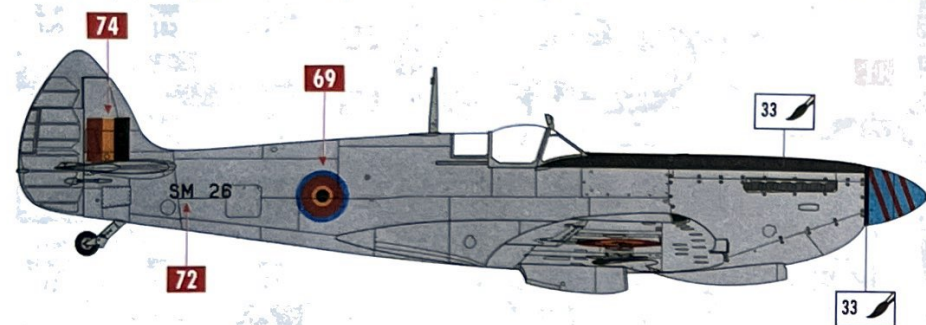
Research notes: The position of the white hatched wing-walk markings varied from aircraft to aircraft, on some they were under the roundels, on others they were painted over them - and some even had a mix of both on each wing.

Photo's don't show how No.442 was marked so decals 63 are supplied full length so the modeller can decide whether to apply them under or over the upper wing roundels (decals 53).

11 Metallic Silver	24 Matt Yellow	30 Matt Dark Green
33 Matt Black	53 Metallic Gun Metal	60 Matt Scarlet
106 Matt Ocean Grey	165 Satin Medium Sea Grey BS381C 637	

© Supermarine Spitfire Mk.IXe

SM 26 (ex PV189), Brustem Advanced Pilot School (Ecole de pilotage avancée - EPA), Brustem, Belgium 1952.



Decal 36 outer face both wheels