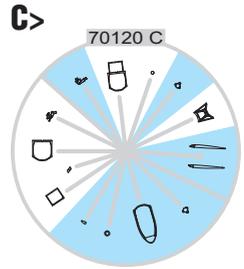
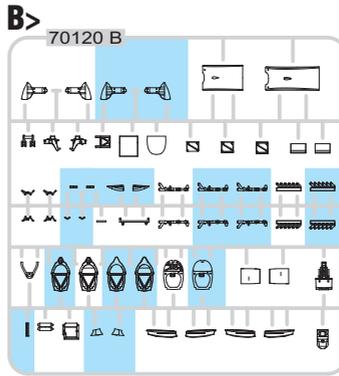
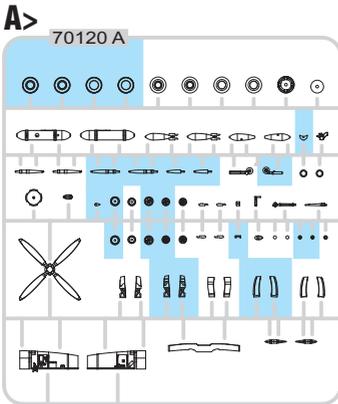


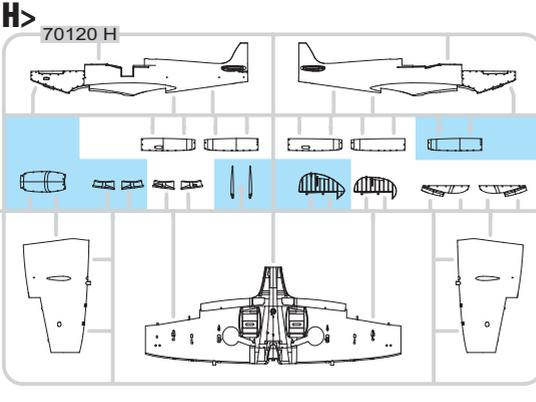
intro

In September 1941, a hitherto unknown German radial engine fighter appeared in the west European sky. The new airplane was superior to British fighters, most distressingly to the Spitfire Mk.V. The German design was soon recognized as the Focke-Wulf Fw 190 A. The losses suffered by the RAF over western Europe rose rapidly and the crisis was serious enough that the RAF ceased the majority of daytime operations in November, 1941. The next attempt to resume these types of sorties was made in March 1942. Loss rates remained unacceptably high and the RAF was forced to stop ops once again. All this was thanks to the Focke-Wulf Fw 190 A. The first response to the new German weapon was the Spitfire Mk.VIII, but the design changes were so complex that initiating timely production was not possible. In June, 1942, a German pilot landed by mistake on a British airfield delivering a completely intact Fw 190 fighter into RAF hands. Comparative trials between the Focke-Wulf and Spitfire Mk.V began almost immediately. These mock encounters confirmed the situation over the front – the chances of a British fighter surviving an encounter with the Fw 190 were slim. The only British fighter aircraft deemed suitable to oppose them were the Spitfire Mk. VII and VIII powered by the Merlin 61 engine. As mentioned above these were some time away of being ready for series production. But there was another way of getting a powerful fighter quickly - by mating the Merlin 61, with its two-stage supercharger, with the fuselage of the Spitfire Mk.Vc. Two Mk.Vc airframes, AB196 and AB197, were selected for this purpose and were strengthened with modified longerons to accommodate the more powerful and heavier engine. The example was finished on February 26 and the second on March 27, 1942. Flight trials were successful and the order for series production was issued almost immediately. Series production began in June 1942 and the first Mk.IXs found their way to No. 64 Squadron in July. Performance improved significantly in comparison to the Mk.V. A top speed of 409 mph at 28,000 feet was higher by 40mph, and the service ceiling rose from 36,200 to 43,000 feet. The Mk.IX could climb at 4,000 feet per minute. The RAF finally had a fighter aircraft capable of opposing the Fw 190 A. Three main versions of the Mk IX were produced. The F.IX was powered by the Merlin 61 and was the only version on the assembly line in early 1943. The next version was the LF Mk.IX powered by the Merlin 66. This engine was designed to do its best at low altitudes. The third version, manufactured along with the LF, was the high-altitude HF Mk.IX with the Merlin 70. The majority of Mk.IXs manufactured were equipped with the so-called 'C' wing. Four 20mm cannon or two 20mm cannon and four .303 machine guns could be installed in the wings. From 1944, the strengthened 'E' wing was produced. Four .303 machine guns were replaced with two .50 heavy machine guns. Bomb racks for 250lb bombs were fitted under each wing typically. The Mk.IX became the second most numerous version of the Spitfire with a total of 5653 examples being built. The Mk.IX began to replace the Mk.V from June, 1942. Thanks to the new fighter, the RAF was ready to fight against the Luftwaffe over occupied Europe. Spitfire Mk.IXs served with the RAF to the end of war. In the postwar era, foreign air forces flew this version as well. Czechoslovak, Norwegian, Danish, and Canadian air forces operated numbers of Mk.IXs and they were not alone. Spitfires would find themselves in combat again. Czechoslovakia sold its Spitfire Mk.IXs to Israel in 1948 and these aircraft formed the backbone of the newly born Israeli air force in the fight against their Arab neighbours.

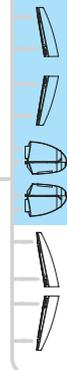
PLASTIC PARTS



D> 70120 D



E> 70120 E



GUNZE	
H4	C4 YELLOW
H11	C62 FLAT WHITE
H12	C33 FLAT BLACK
H13	C3 FLAT RED
H33	C81 RUSSET
H51	C11 LIGHT GULL GRAY
H52	C12 OLIVE DRAB
H77	C137 TIRE BLACK
	C351 DARK GREEN
	C352 OCEAN GRAY
	C353 MEDIUM SEA GRAY
	C354 AIRCRAFT GRAY GREEN
	C358 SKY
Mr. METAL COLOR	
MC214	DARK IRON
MC218	ALUMINIUM

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

ATTENTION * UPOZORNĚNÍ * ACHTUNG * ATTENTION

(GB)

Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.

(CZ)

Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

(D)

Vor dem Zusammenbau die Bauanleitung gut durchlesen. Kleber und Farben nicht in der Nähe von offenem Feuer verwenden und für eine ausreichende Belüftung sorgen. Den Bausatz von kleinen Kindern fernhalten. Vermeiden Sie, dass Kinder Bauteile in den Mund nehmen oder sich Plastiktüten über den Kopf ziehen.

(F)

lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.

INSTRUCTION SIGNS * INSTR. SYMBOLY * INSTRUKTION SINNBILDEN * SYMBOLES



OPTIONAL
VOLBA



BEND
OHNOUT



OPEN HOLE
VYVRTAT OTVOR



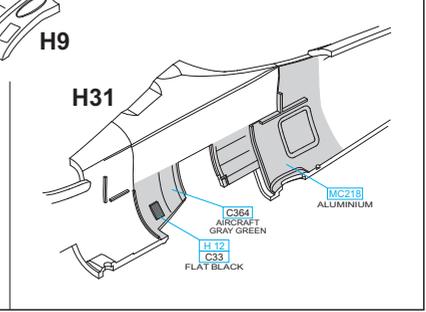
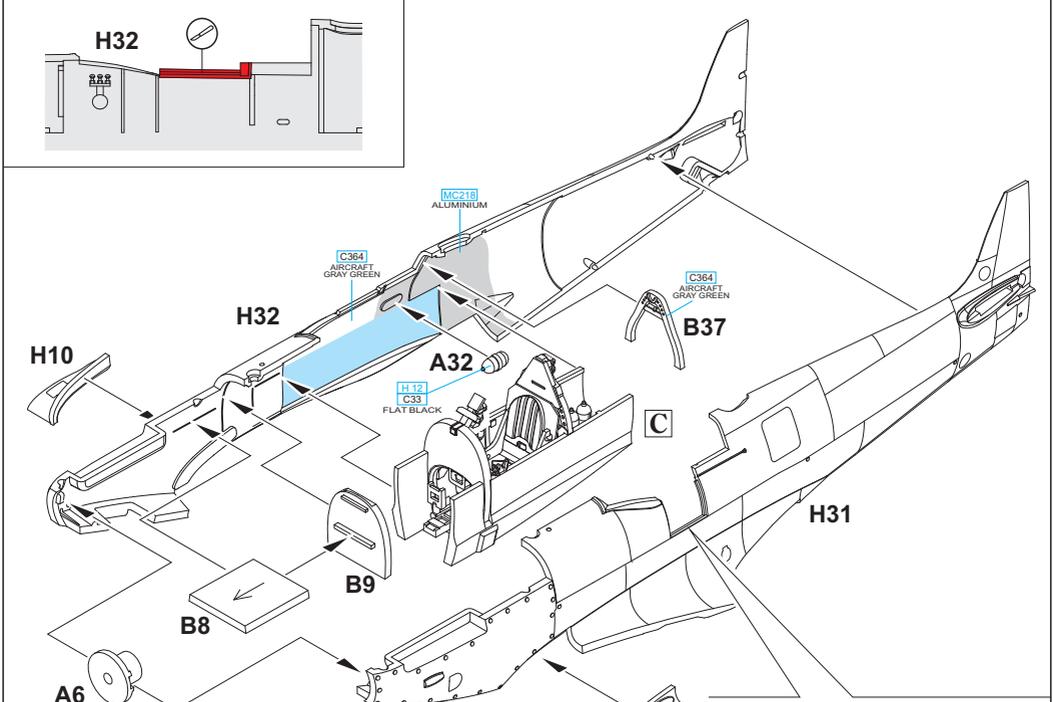
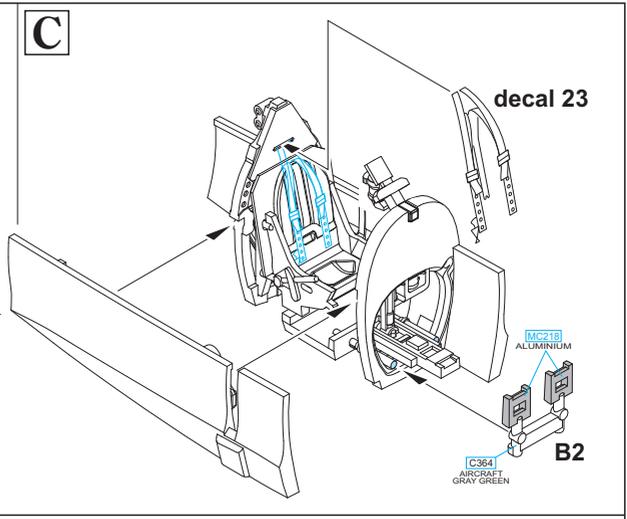
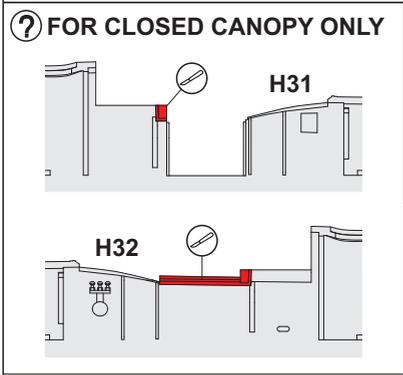
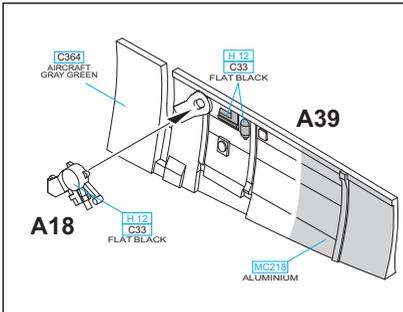
SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ

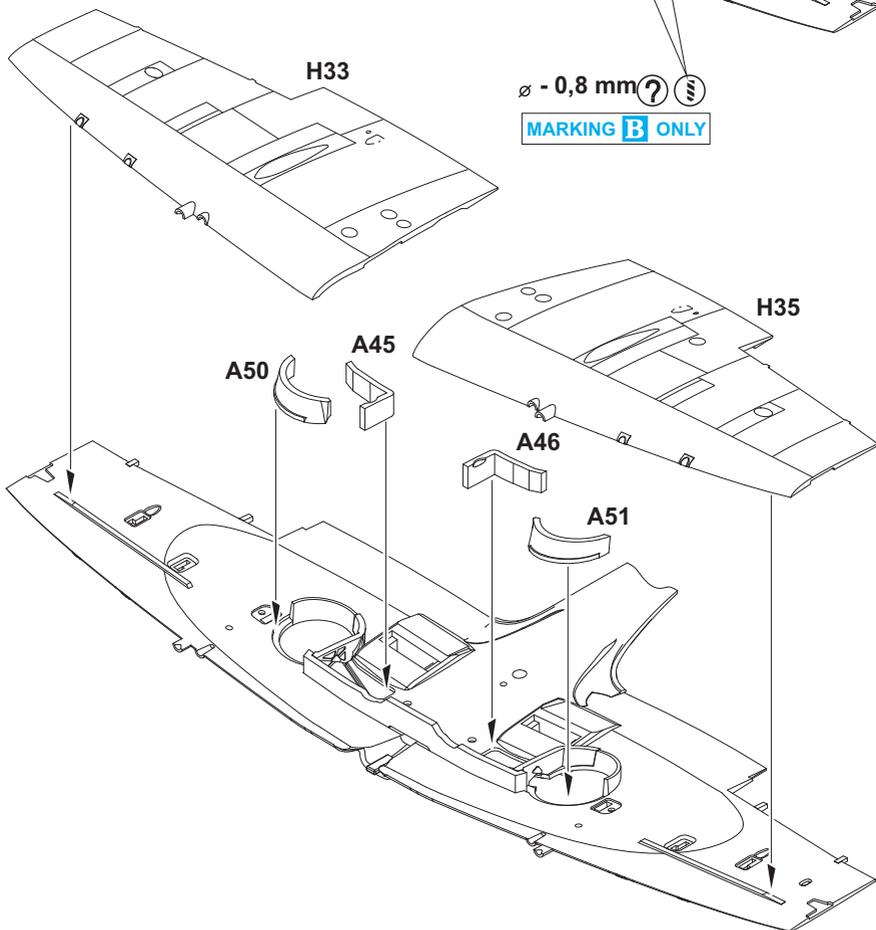
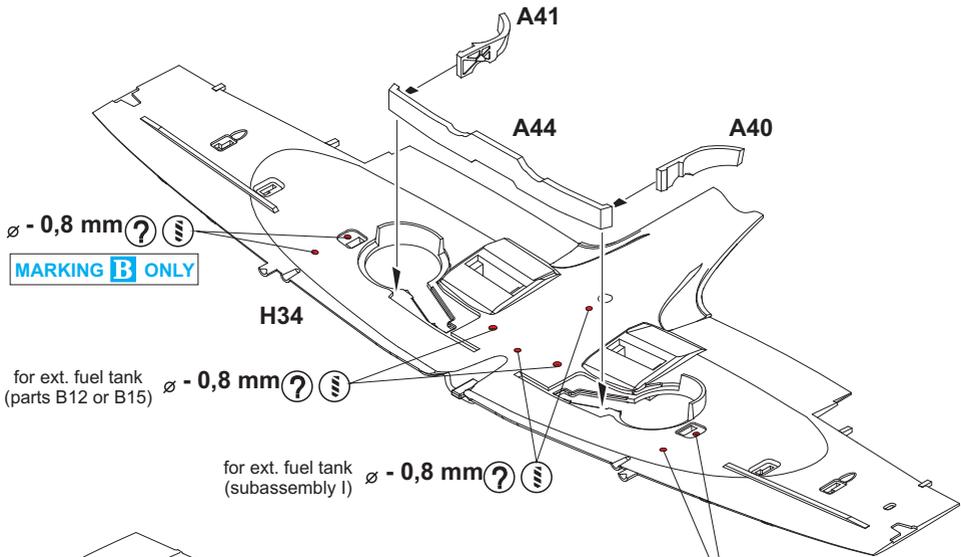


REMOVE
ODRÍZNOUT



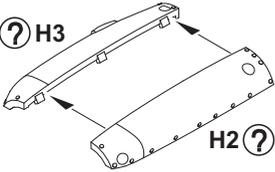
REVERSE SIDE
OTOČIT





H3, H4 - MARKING B ONLY

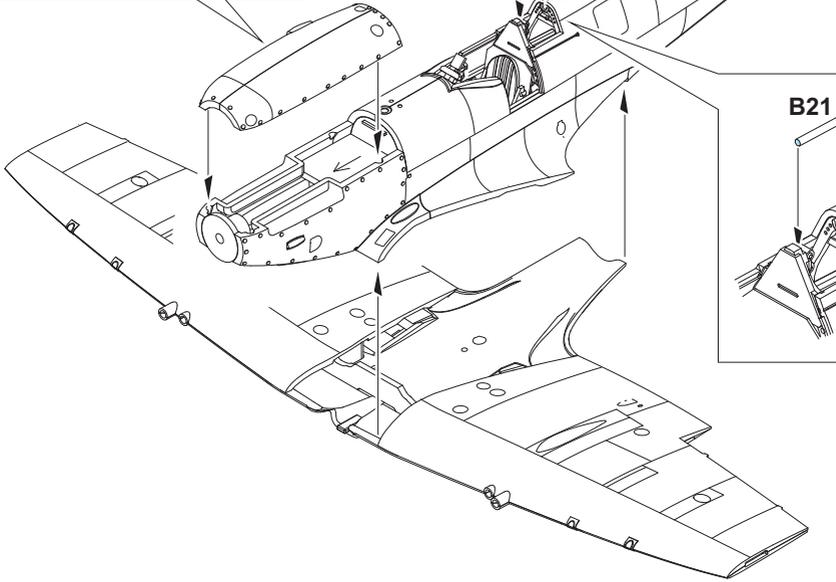
H1 ? H3



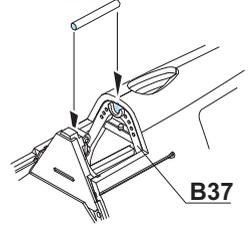
H2 ? H4

C364
AIRSCALE
GRAY GREEN

B21



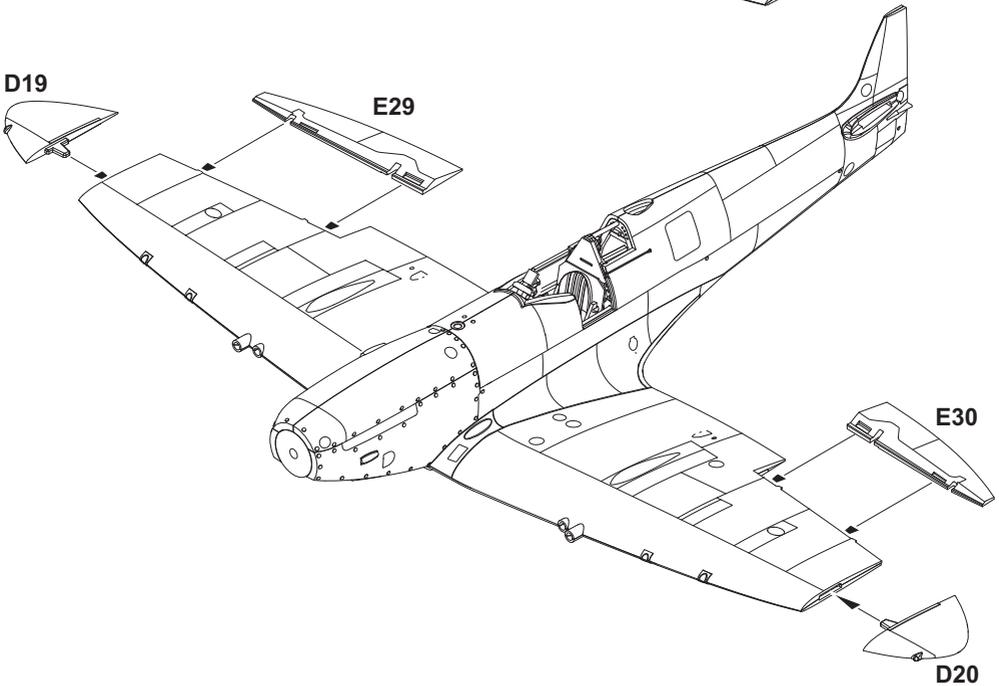
B21



B37

D19

E29



E30

D20

D23

H14

H77
CT37
TIRE BLACK

A13

M218
ALUMINIUM

UNDERSURFACE
COLOR

D24

H16

H15

B51

B35

B50

B48

B35

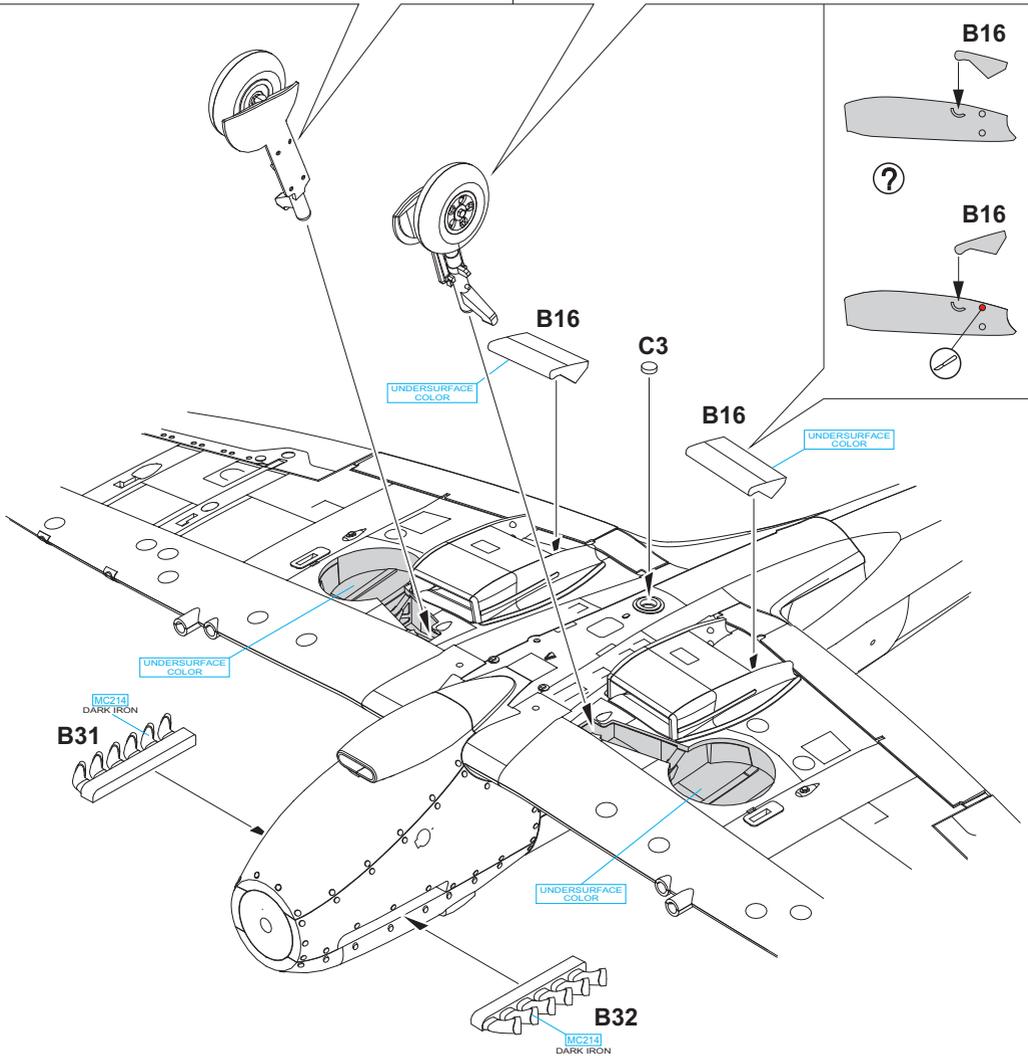
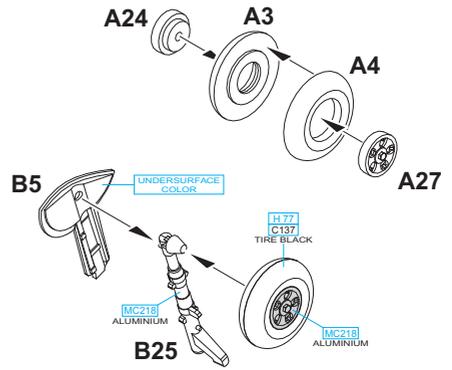
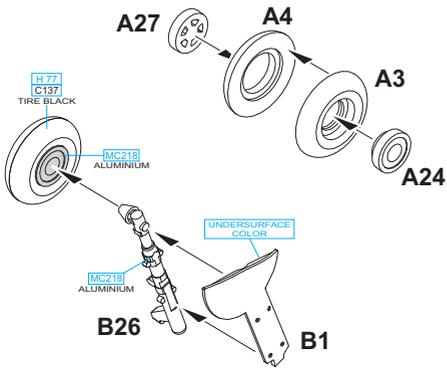
B46

UNDERSURFACE
COLOR

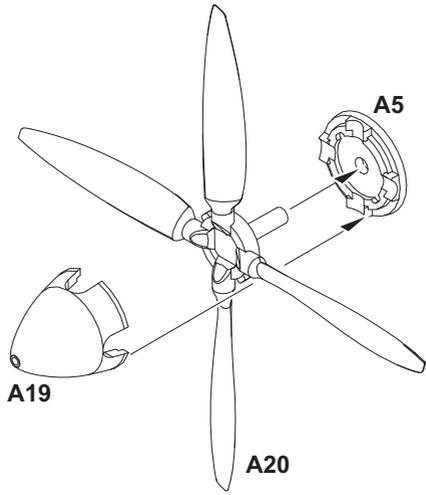
UNDERSURFACE
COLOR

UNDERSURFACE
COLOR

UNDERSURFACE
COLOR



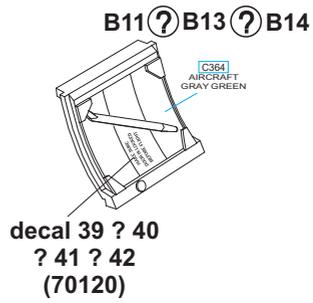
D



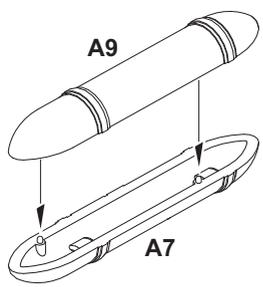
E



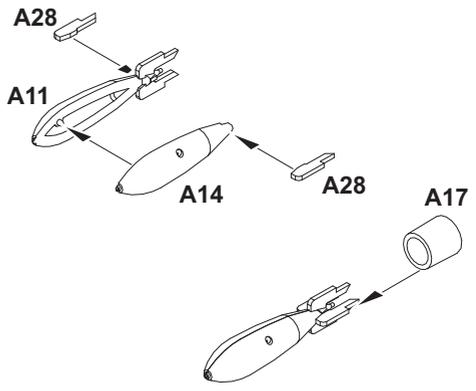
F

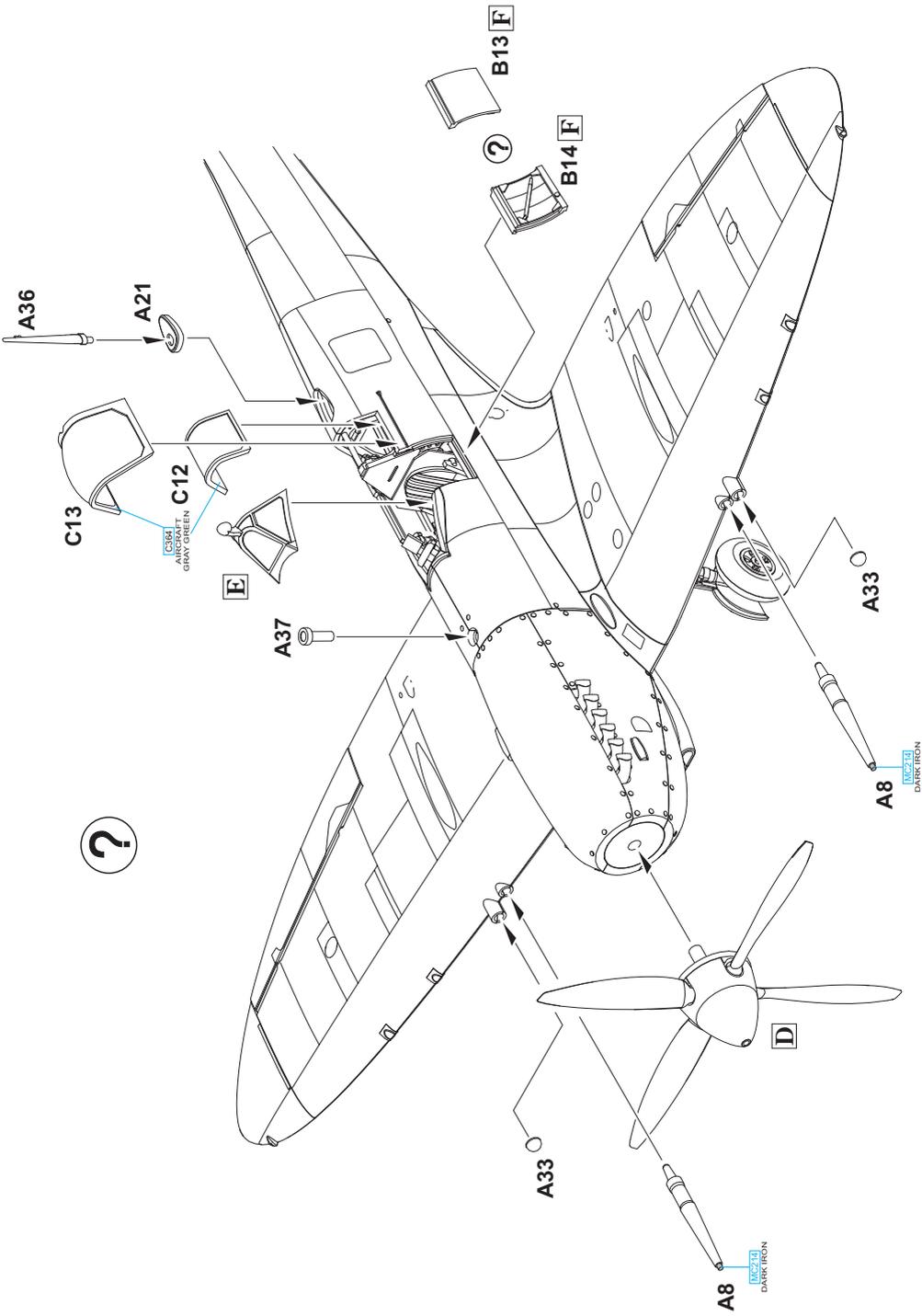


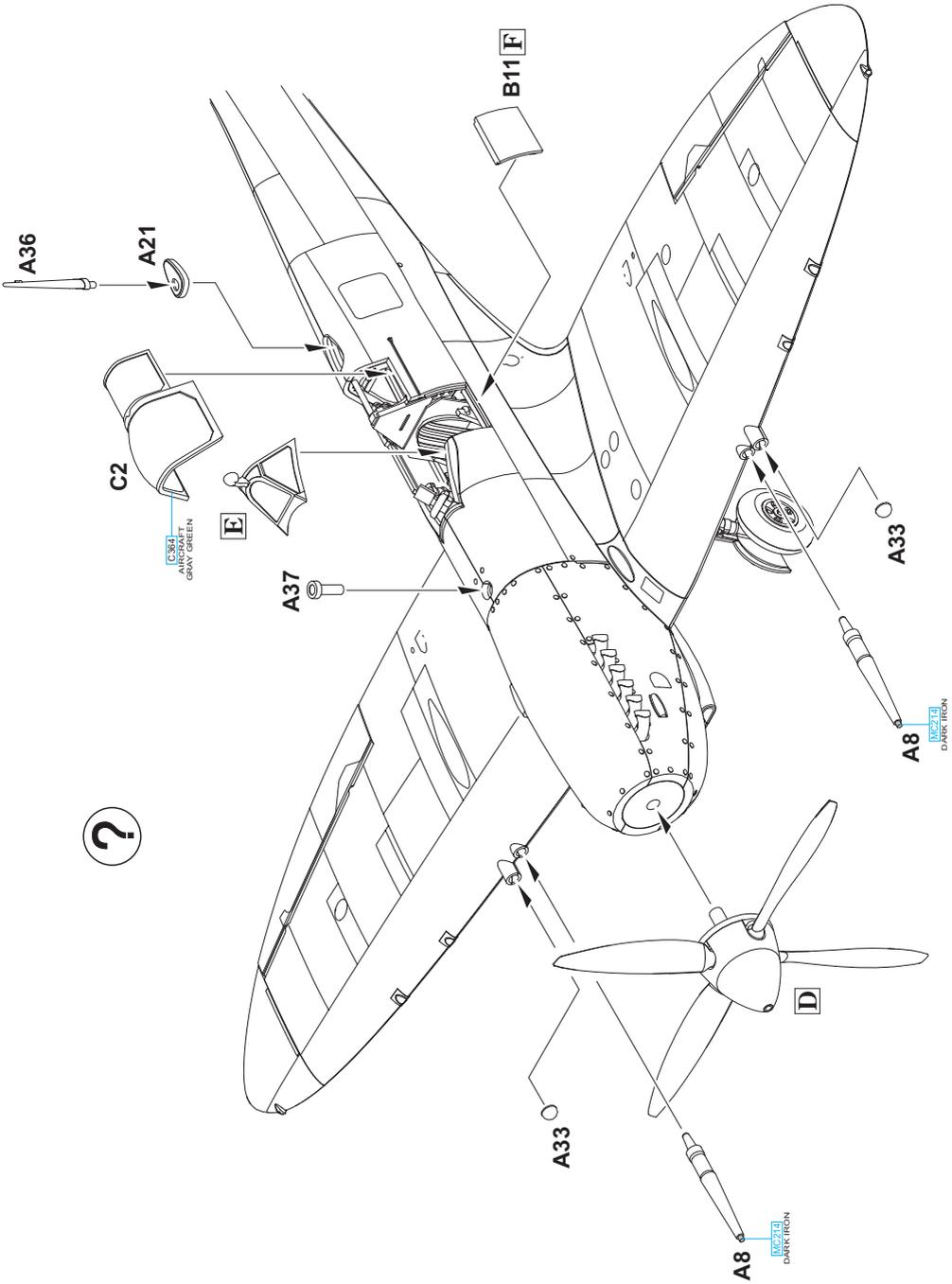
G ?

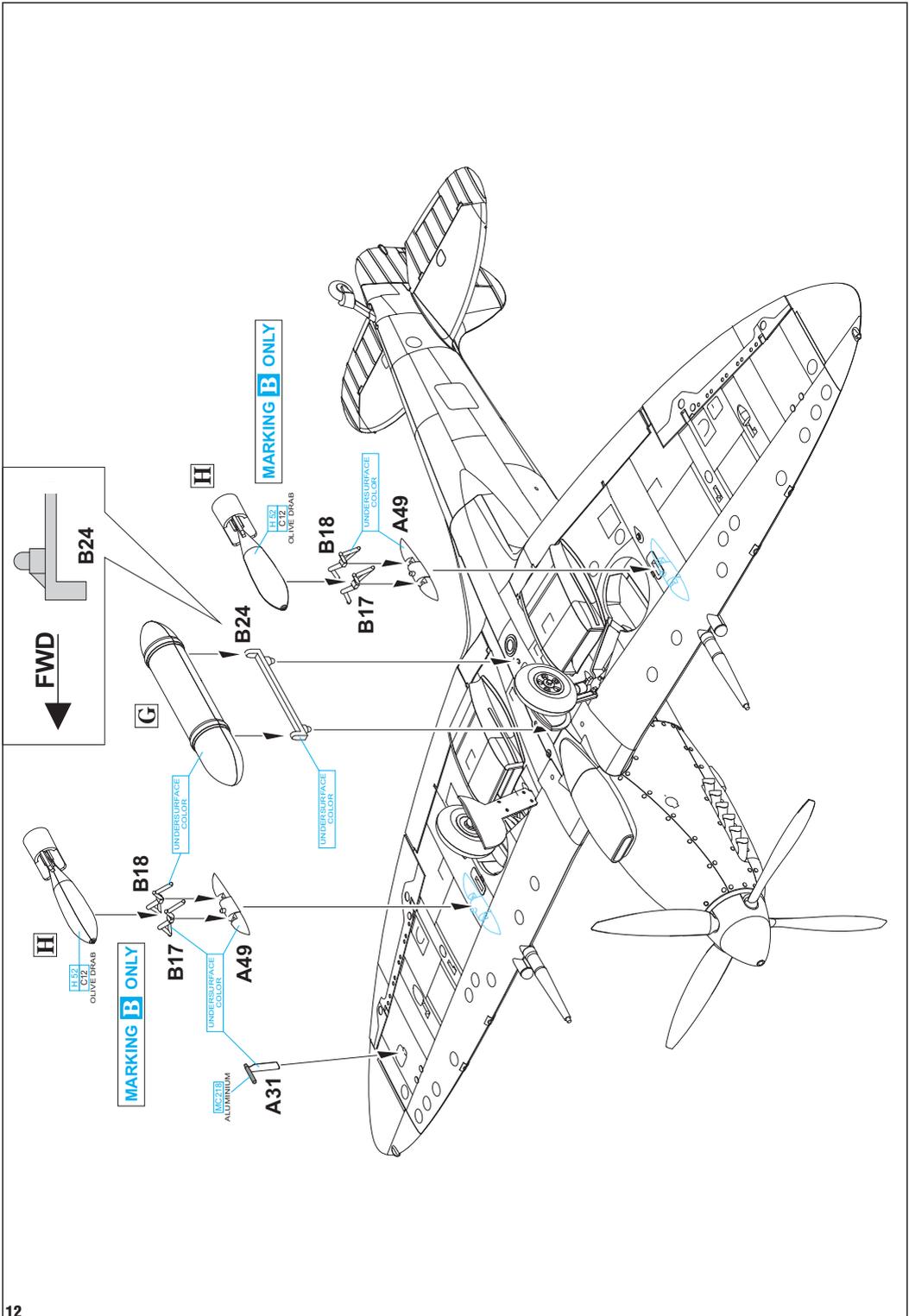


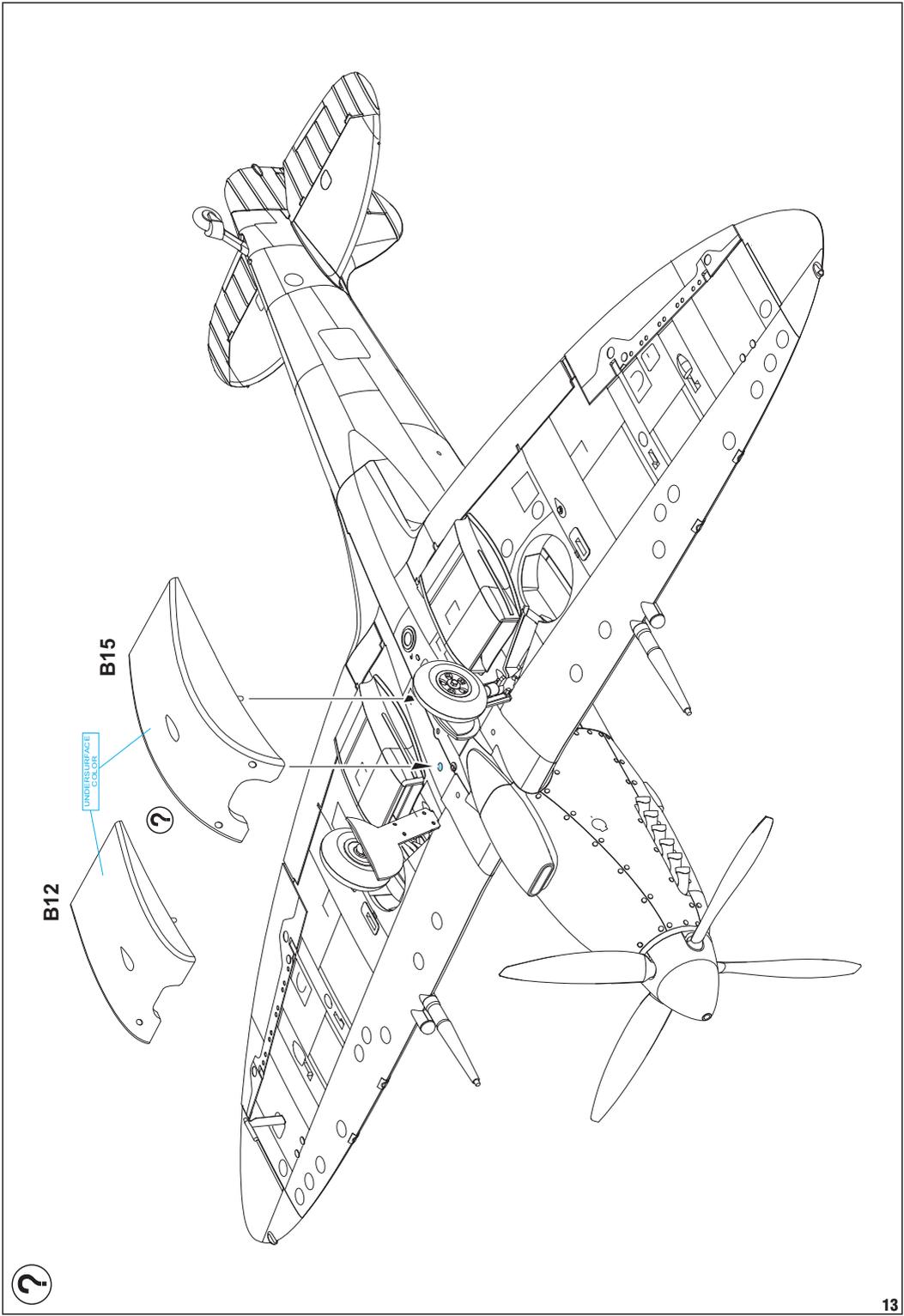
H 2 pcs.









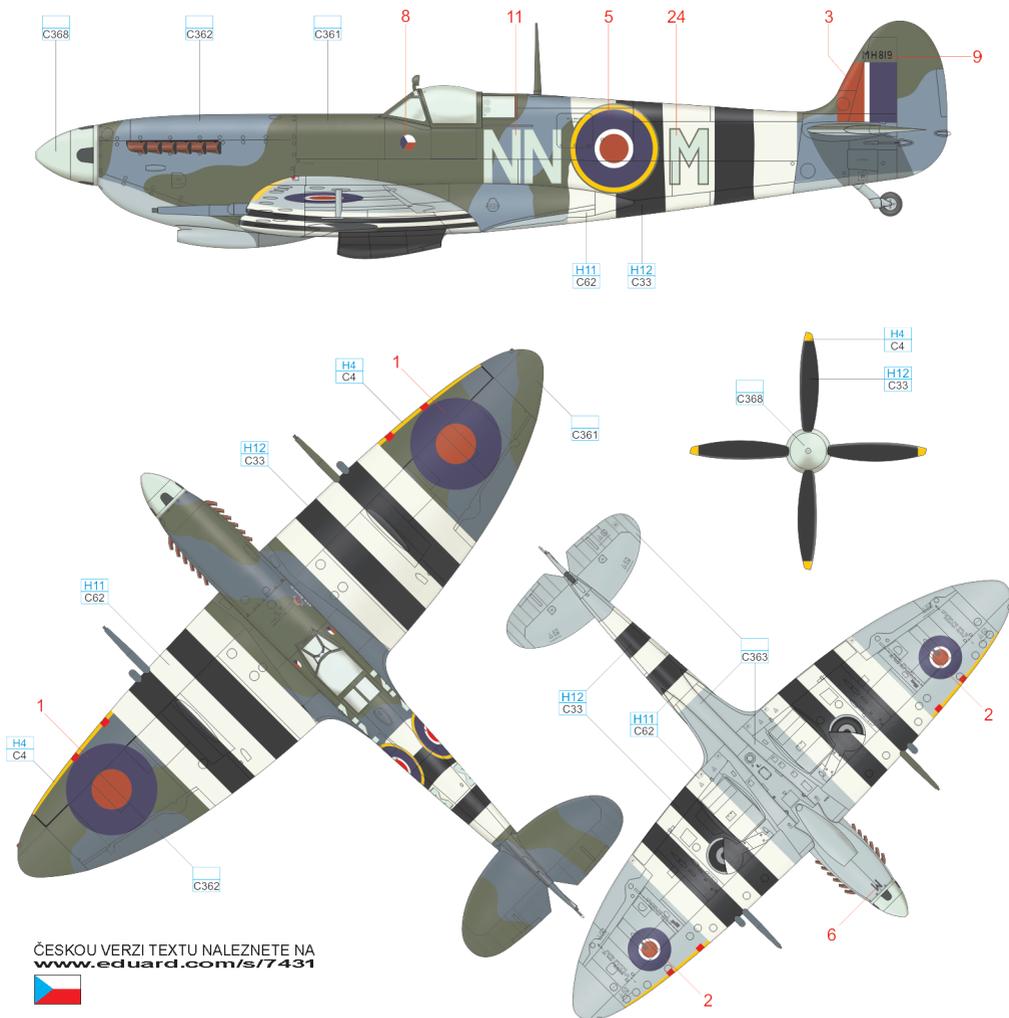


B15

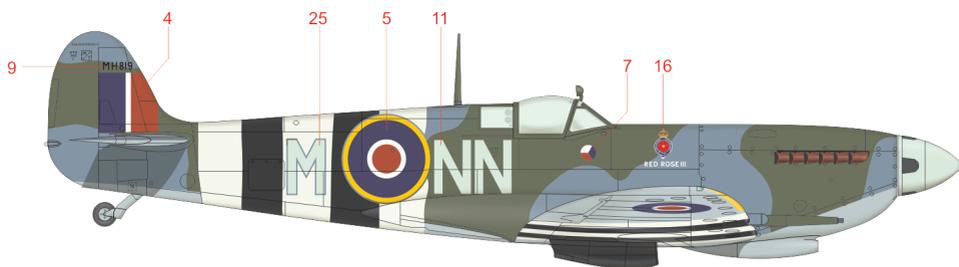
UNDERSURFACE
COATING

B12

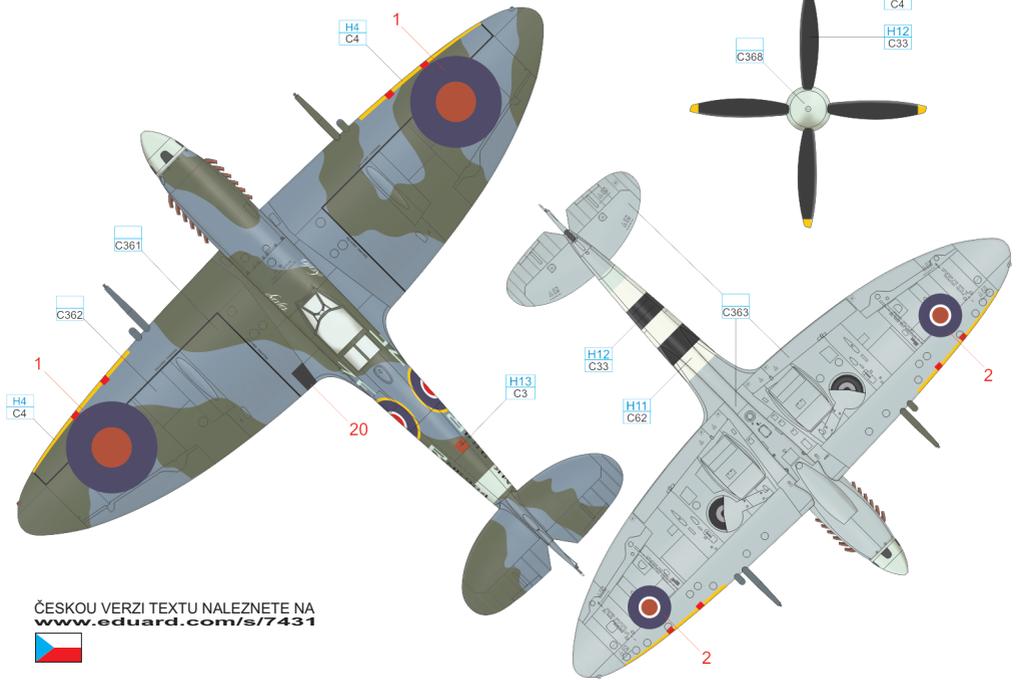
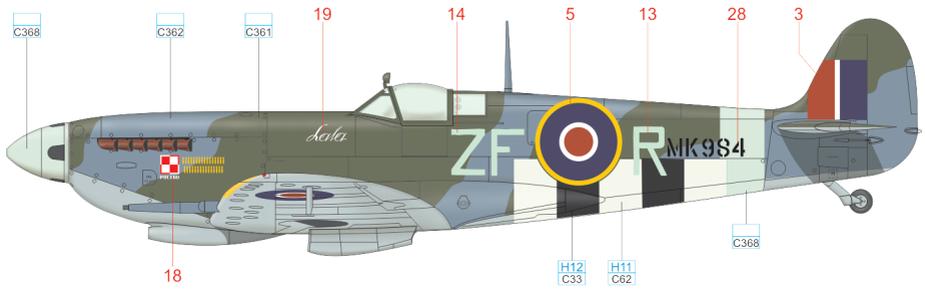
?



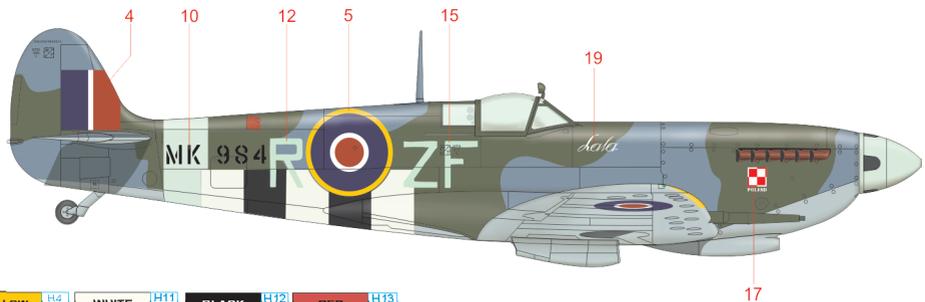
ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/s/7431



YELLOW	H4 C4	WHITE	H11 C62	BLACK	H12 C33
MEDIUM SEA GRAY	C363	OCEAN GRAY	C362	DARK GREEN	C361
				SKY	C368



ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/7431



YELLOW	H4 C4	WHITE	H11 C62	BLACK	H12 C33	RED	H13 C3
MEDIUM SEA GRAY	C363	OCEAN GRAY	C362	DARK GREEN	C361	SKY	C368

