

# Spitfire Mk.VIII

eduard

1/48 Scale Plastic Model Kit

**ProfiPACK**  
edition



item No. 8284

**The Supermarine Spitfire is so iconic airplane, that virtually everyone can recognize it. The service of this elegant fighter spanned remarkable 13 years. It entered the service at the end of biplane era and remained in the frontline use until the jet age.**

By the early 30s the RAF was looking for replacement of its ageing Hawker Fury biplane fighters. The need of considerably faster aircraft was obvious, as the racing monoplane floatplanes reached about twice the speed of the Fury. One of the most successful designers of the racing floatplanes was Reginald J. Mitchell. His Supermarine S.6B raised the world speed record to 407 mph (655 km/h) on September 20, 1931 and British Air Ministry, under influence of such achievement, issued the specification F.7/30 in October 1931. Although it called for modern pursuit airplane capable of at least 250 mph (400 km/h), seven out of eight entries were biplanes. The only monoplane proposal was Mitchell's Supermarine 224, but the design with a gull wing, fixed undercarriage and Rolls-Royce Goshawk engine was a disappointment because of the lack of speed and poor rate of climb. After that the RAF chose the Gloster Gladiator biplane as the winner.

## Second attempt

The fiasco with Type 224 did not prevent Mitchell from further work. He persuaded the Supermarine company to fund the work on completely new design Type 300 using brand new Rolls-Royce PV12 engine, later known as the Merlin. The Air Ministry expressed interest and issued specification F.37/34 on December 28, 1934 to fund the prototype armed with four wing mounted guns, but by April 1935 Mitchell received the detail of specification F10/35, calling for eight guns. The change was made on cost of bomb provision and reduction of the capacity of the fuel tanks to 66 gal. The decision caused the so called "short legs" of the Spitfire, meaning a lack of range and endurance. The Supermarine Type 300 made its maiden flight on March 5, 1936, initial contract to produce 310 Spitfires was signed in June 1936.

## Catching the progress

The development of Spitfire was ongoing process from very early stage of its service and incorporated many changes. From the early Mk. I and Mk. II the development was reaching the point, where a more substantial step was required. The Mk.V was a result, but it was in fact a Mk.I powered by the more powerful Merlin 45 series engine. The Mk.V entered the service from early 1941, helping the RAF to countermeasure development of the Bf 109. But in September 1941, a hitherto unknown German radial engine fighter emerged and started to rule the European skies. The new Fw 190 was superior to British fighters, most distressingly to the Spitfire Mk.V. The losses suffered by the RAF over western Europe rose rapidly and the crisis was serious enough that the RAF ceased most daytime operations during November 1941. The next attempt to resume this type of sorties was made in March 1942, but losses remained unacceptably high, and the RAF was forced to stop offensive operations once again. All this was due to the supremacy of the Focke-Wulf Fw 190A.

The RAF response to the new situation was to be the Spitfire Mk.VIII, but the design changes were so complex that initiating timely production was not possible, so another way of getting a powerful fighter as

quickly as possible was sought. The solution was found in mating the two-stage supercharger Merlin 61 with the Spitfire Mk.Vc. The fuselage was strengthened to accommodate the more powerful and heavier engine. Flight trials were successful and the series production commenced almost immediately in June 1942. The first Mk.IXs found their way to the No. 64 Squadron in July. Performance improved significantly and the Mk.IX became the main production Spitfire variant instead of the Mk.VIII.

## High altitude threat

After the Mk.V, the development line of Spitfire was driven by the fear of high-altitude Luftwaffe bombers. Due to it the Air Ministry asked for the high-level Spitfire variant with pressurized cockpit. The Rolls-Royce Merlin 47 engine was used and drove a four-bladed Rotol propeller of 10 ft 9 in (3.27 m) diameter designed to provide increased thrust at high altitudes. The wing was modified by adding new pointed wingtips extending the wingspan to 40 ft 2 in (12.2 m) for better high-altitude performance. As the threat of this kind of bombing did not materialize, only 100 of the Mk.VIs were built and only two squadrons (Nos. 124 and 616) were fully equipped with them.

The next step, Mk.VII was another development with pressurized cabin of slightly different design (further improved on later production examples by "Lobelle" design) and powered by Merlin 64 (F Mk.VII) or 71 (HF Mk.VII) engine with two-stage, two-speed supercharger. Pointed wingtips were fitted on C type wing, but many Mk.VIIs were later reverted to the normal, rounded wingtip.

## This kit: Mk.VIII

The Spitfire Mk.VIII was basically Mk.VII without the pressurized cockpit. As it became clear the "stopgap" Mk.IX would be adequate for fighting the new Fw 190s, the production of Mk.VIII was shifted to the Castle Bromwich factory only.

The Mk.VIII differed little from the Mk.VII, the main difference was reshaped fin and pointed rudder. Some early production examples had extended wingtips, but as they had no value for Mk.VIII and reduced the aileron response and the rate of roll, most of Mk.VIIIs were fitted with the standard wing. There were three sub-variants for low altitude (LF Mk.VIII), medium altitude (F Mk.VIII) and high altitude (HF Mk.VIII) which differed in engine used, as they were powered by the Merlin 66, Merlin 63 and Merlin 70 respectively.

The two main fuel tanks had volume increased by 11 gal for a total of 96 gal. With the volume of wing tanks, it allowed the range of 660 mi (1,060 km). Provision was also made to allow the Mk.VIII to carry a single drop tank of the volumes of 30, 90 or 170 gal. With 90gal drop tank the range extended to 1,180 mi (1,900 km) and with the 170gal one even 1,500 mi (2,400 km). Thanks to the longer range the Mk.VIII better suited to the operations in the Far East. A maximum external bomb load of 1,000 lb (460 kg) with one 500 lb under the fuselage rack and two 250 lb (110 kg) bombs under each wing.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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.



Před započítím 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.

INSTRUCTION SIGNS \* INSTR. SYMBOLS \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

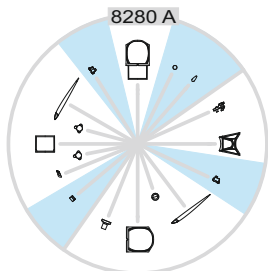


PIÈCES

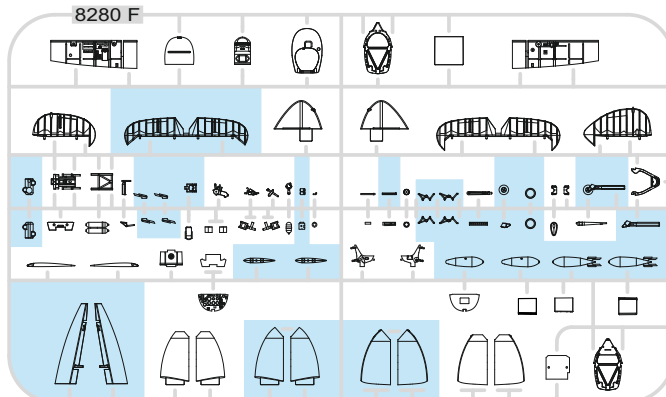


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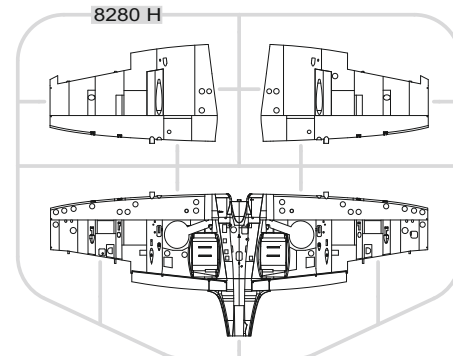


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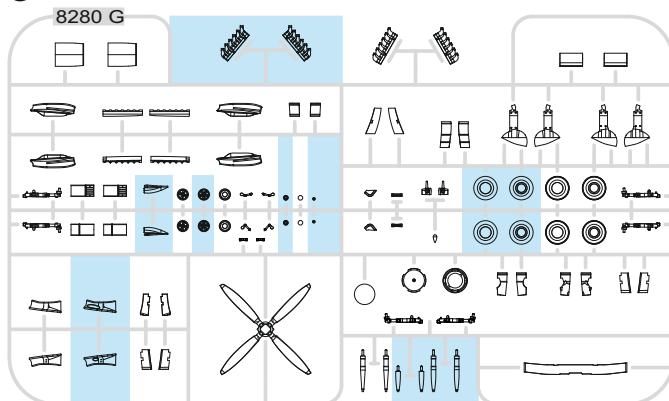


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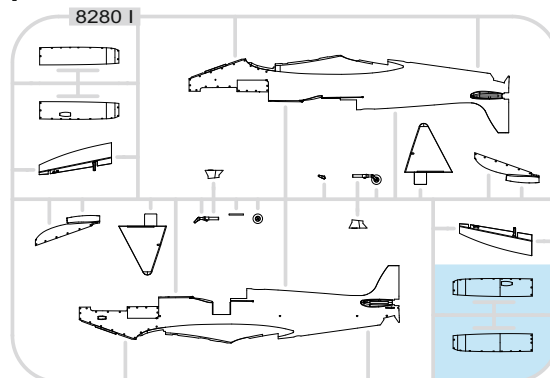
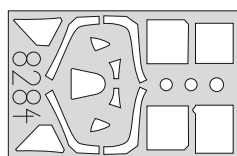
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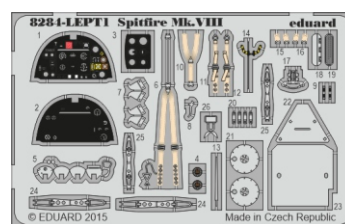
G&gt;



I&gt;

eduard  
MASK

PE - PHOTO ETCHED DETAIL PARTS



-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

COLOURS



BARVY



FARBEN



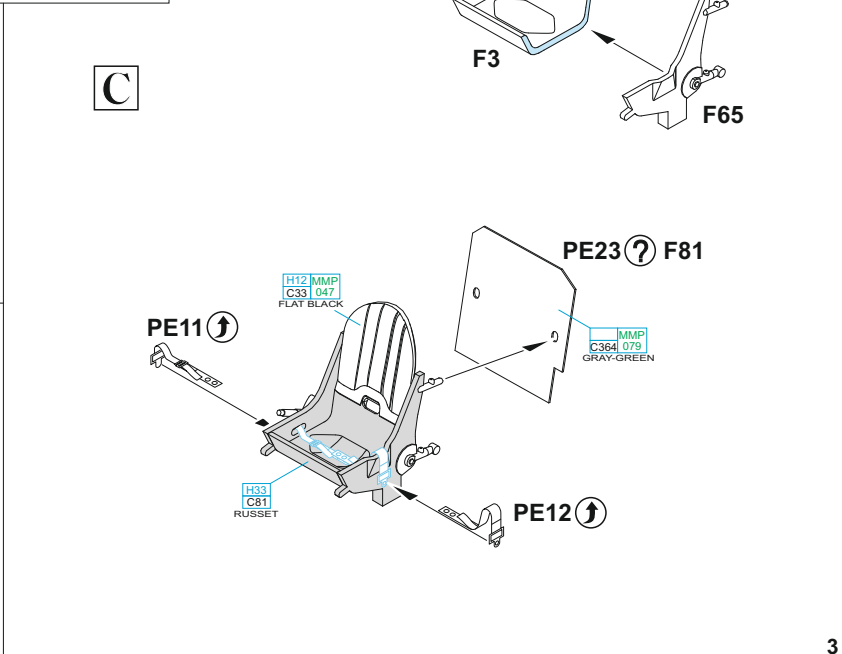
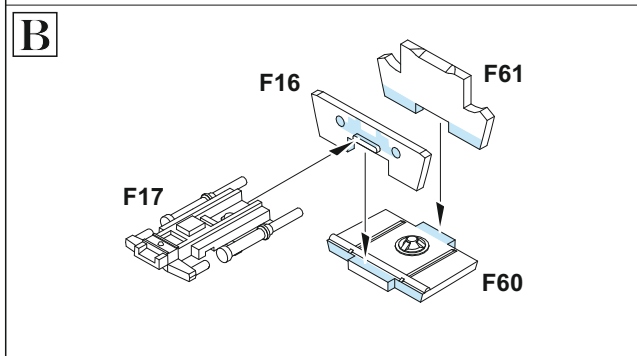
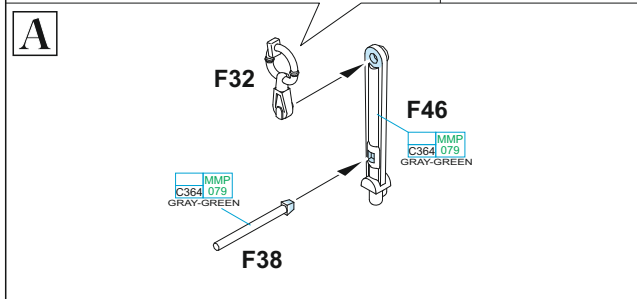
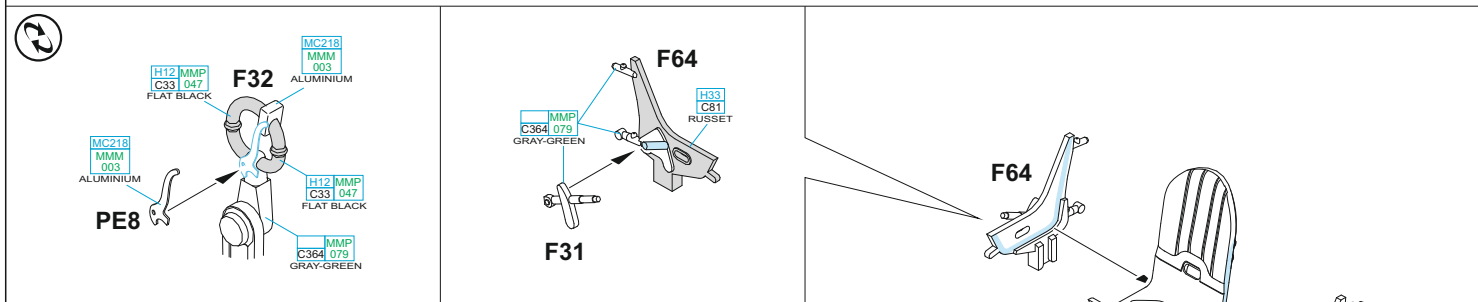
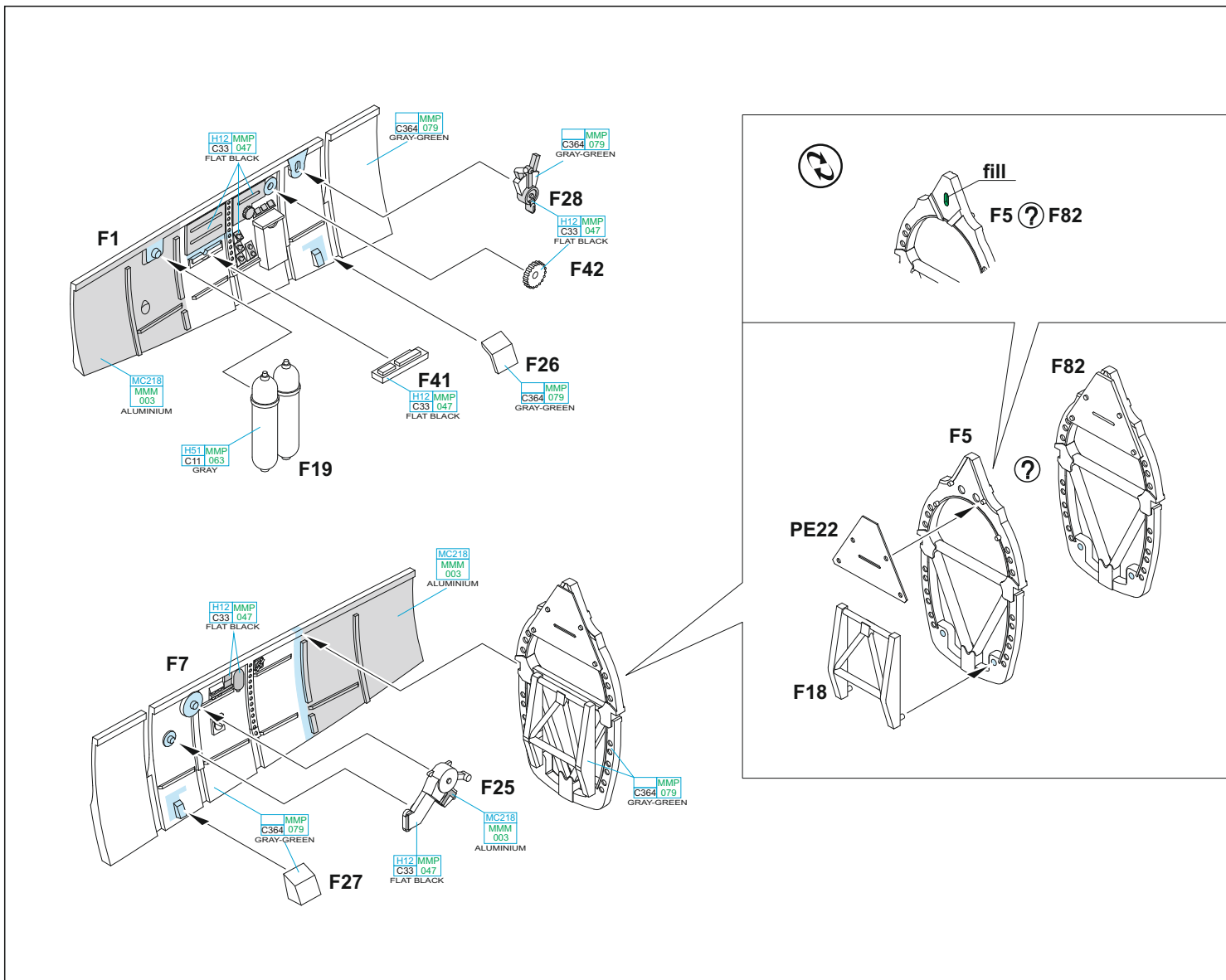
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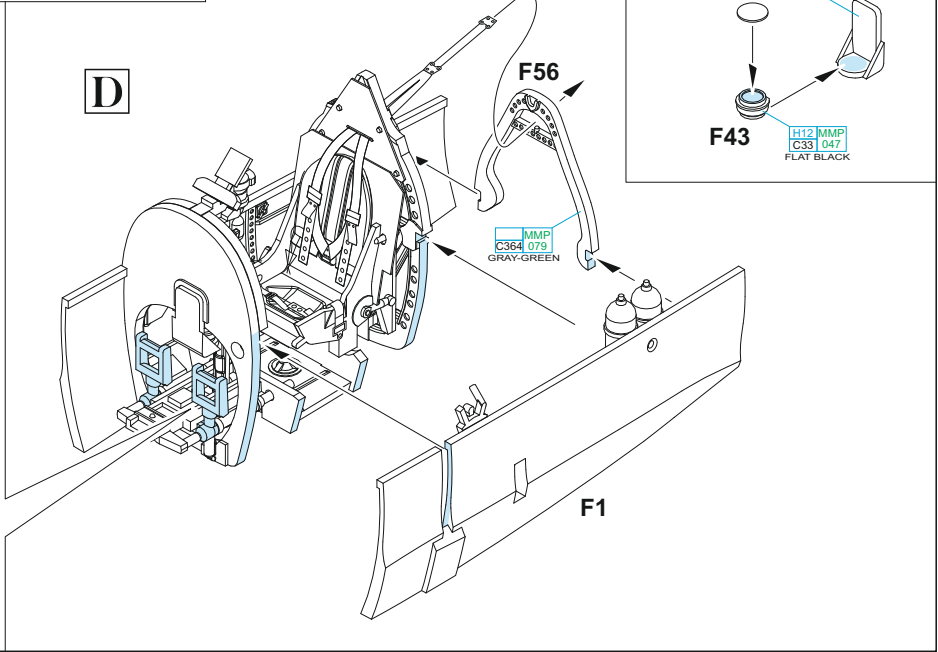
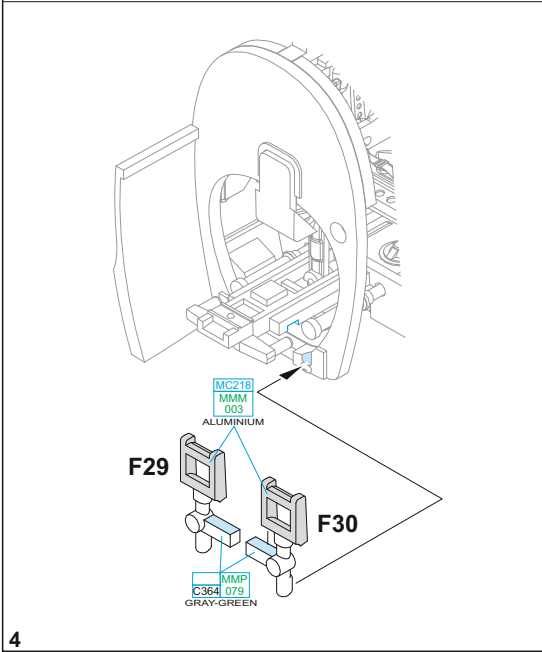
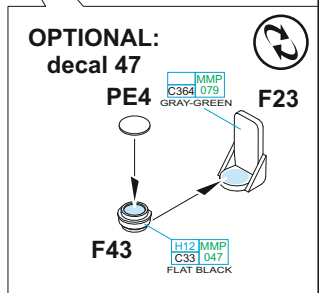
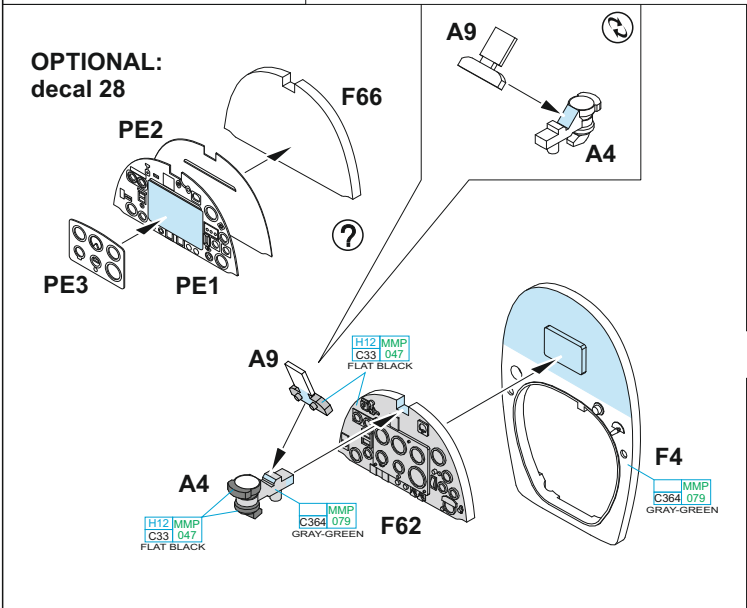
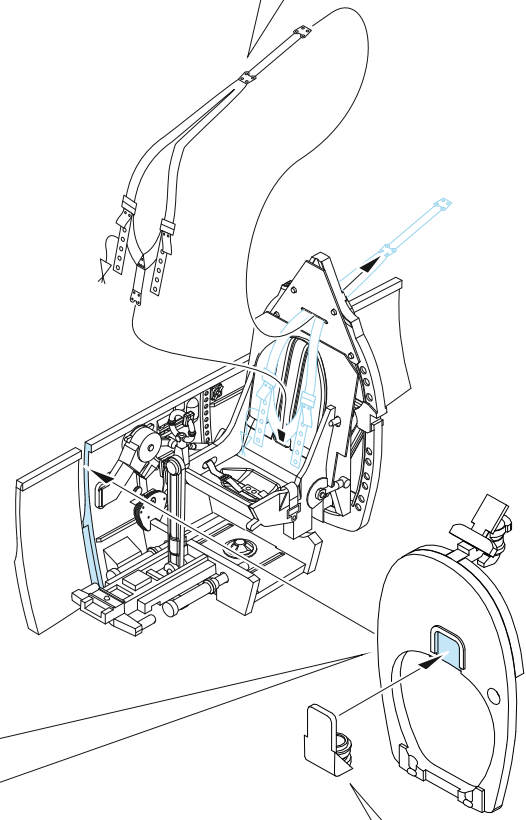
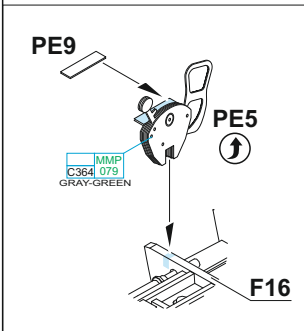
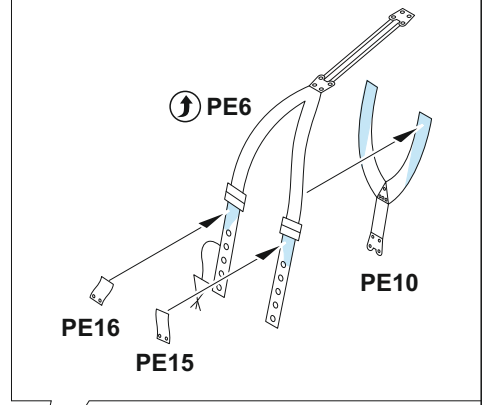
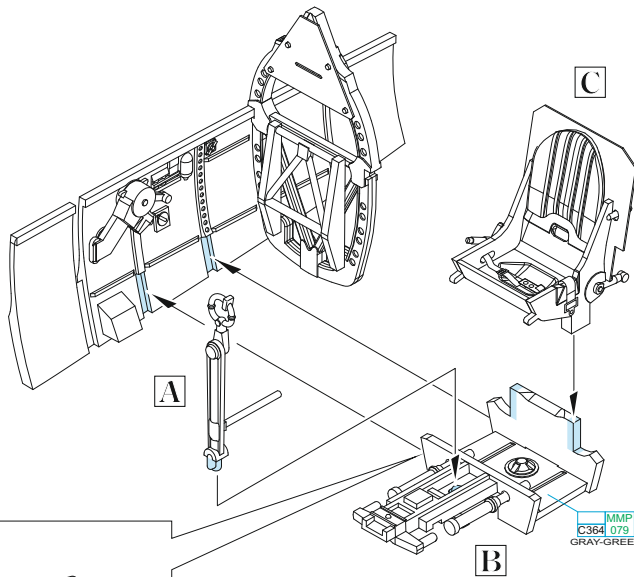


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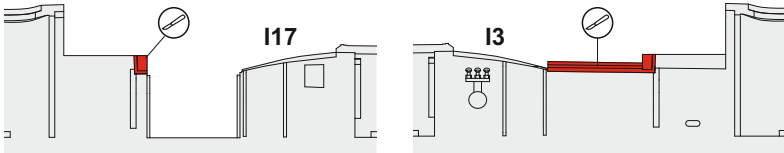
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AQUEOUS	Mr.COLOR	PAINTS	
H4	C4	MMP-007	YELLOW
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H13	C3	MMP-003	FLAT RED
H33	C81		RUSSET
H51	C11	MMP-063	LIGHT GULL GRAY
H71	C21	MMP-076	MIDDLE STONE
H72	C369	MMP-078	DARK EARTH
H73	C361		DARK GREEN
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H92	C49		CLEAR ORANGE
H94	C138		CLEAR GREEN

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H302	C302		GREEN
H316	C316	MMP-104	WHITE
H330	C361	MMP-077	DARK GREEN
H335	C363	MMP-094	MEDIUM SEAGRAY
H417	C117	MMP-051	LIGHT BLUE
	C362	MMP-093	OCEAN GRAY
	C364	MMP-079	AIRCRAFT GRAY-GREEN
	C370	MMP-092	AZURE BLUE
Mr.METAL COLOR		METALLICS	
	MC214	MMM-001	DARK IRON
	MC218	MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER 2

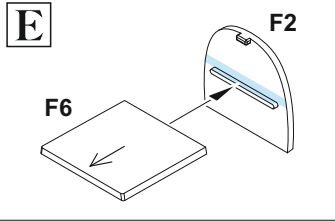
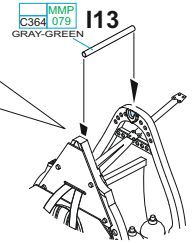




FOR CLOSED CANOPY ONLY

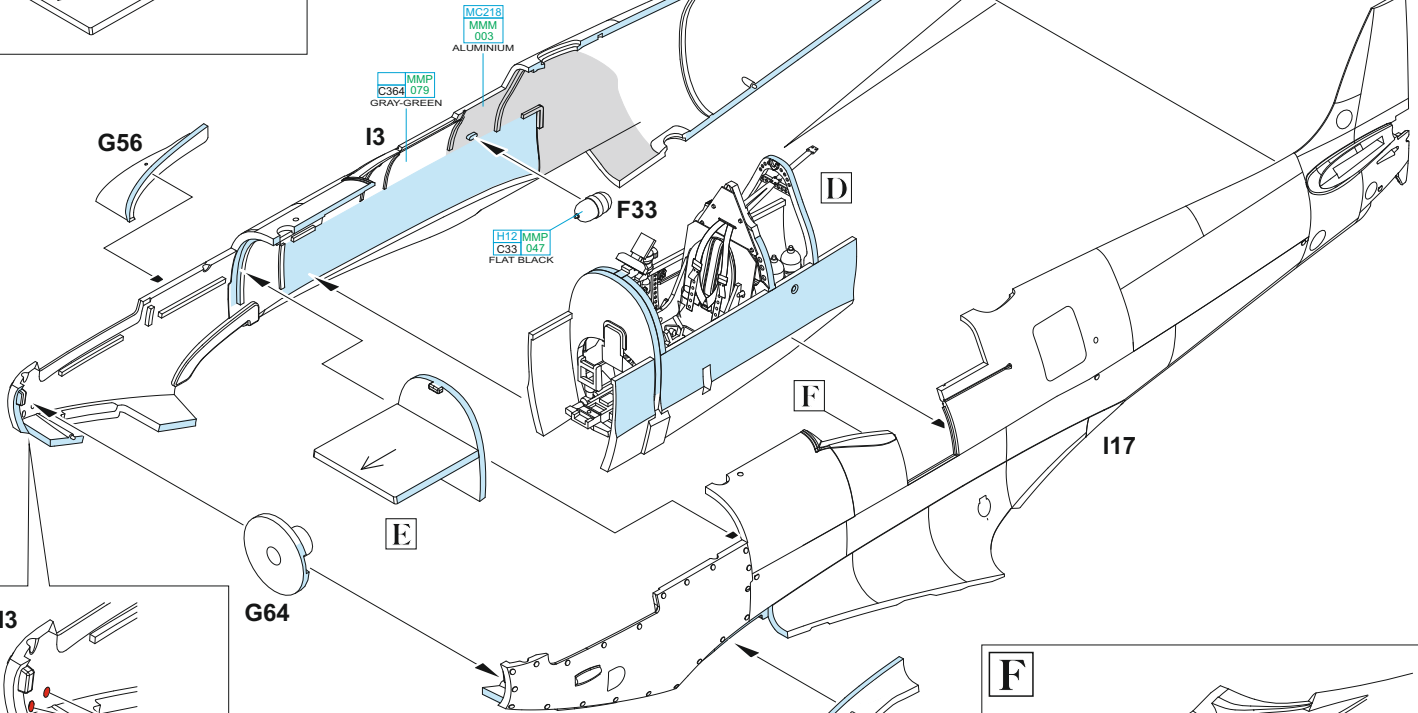


F5 F82



F6

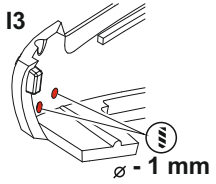
F2



MC218  
MMM  
003  
ALUMINIUM

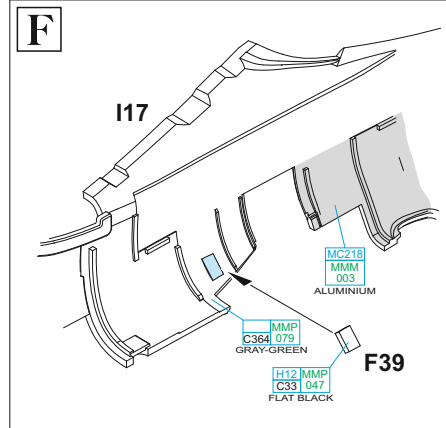
MMP  
C364 079  
GRAY-GREEN

H12 MMP  
C33 047  
FLAT BLACK



∅ - 1 mm

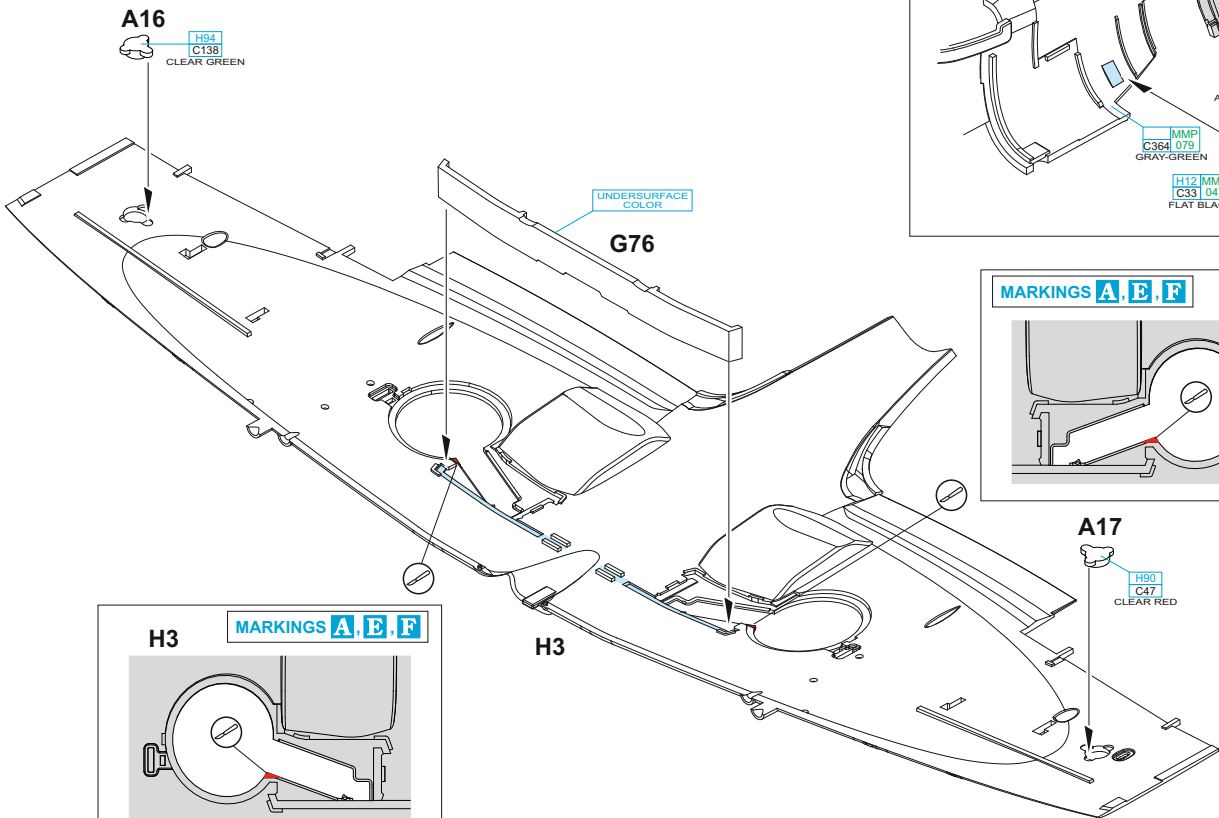
G55  
∅ - 1 mm



MC218  
MMM  
003  
ALUMINIUM

MMP  
C364 079  
GRAY-GREEN

H12 MMP  
C33 047  
FLAT BLACK



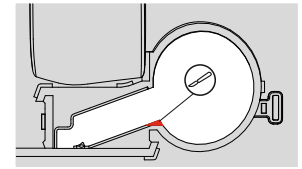
A16  
H94  
C138  
CLEAR GREEN

UNDERSURFACE  
COLOR

G76

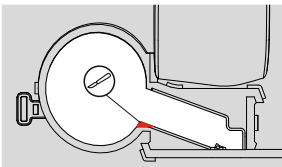
MARKINGS **A, E, F**

H3



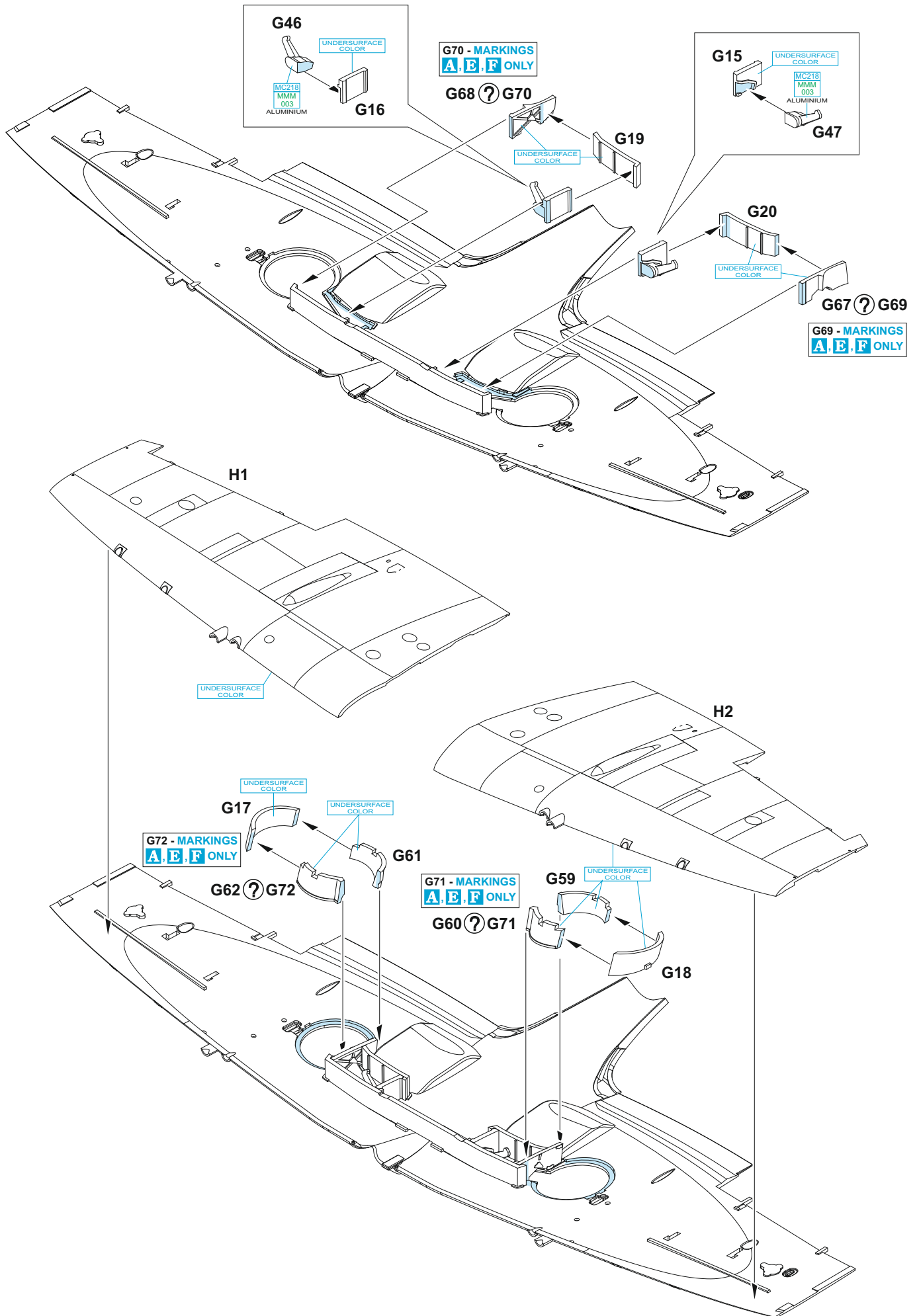
H3

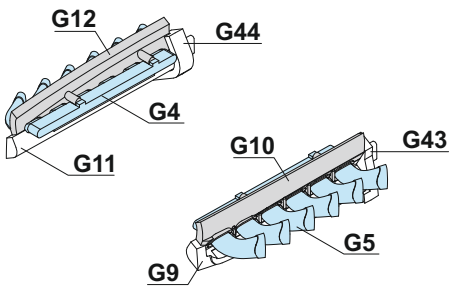
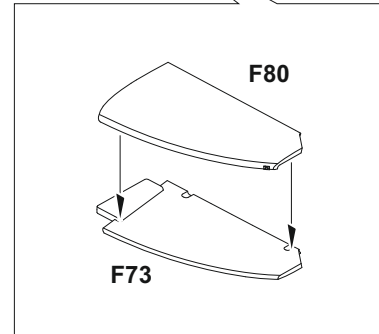
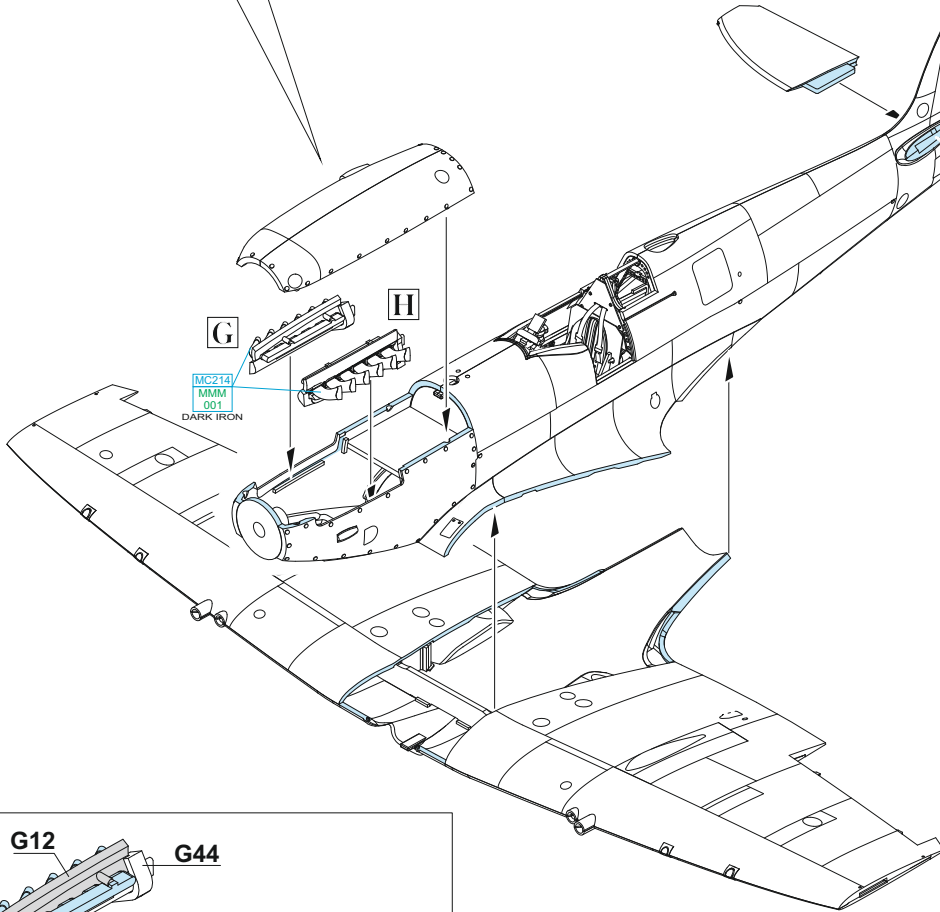
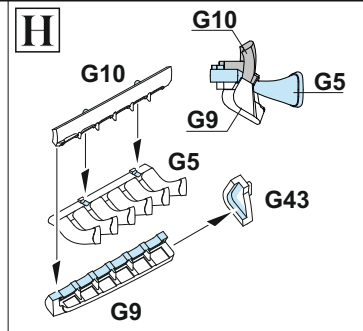
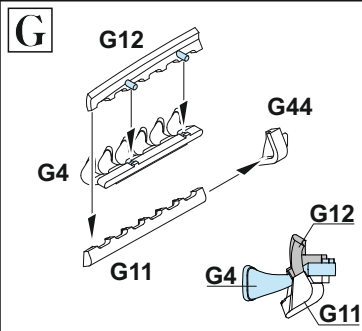
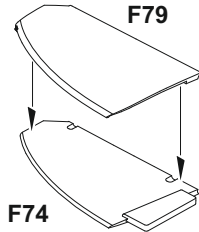
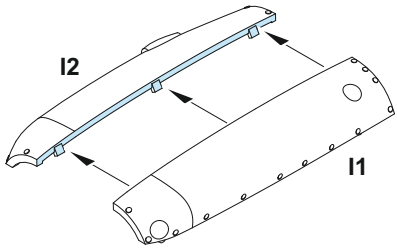
MARKINGS **A, E, F**



H3

A17  
H90  
C47  
CLEAR RED

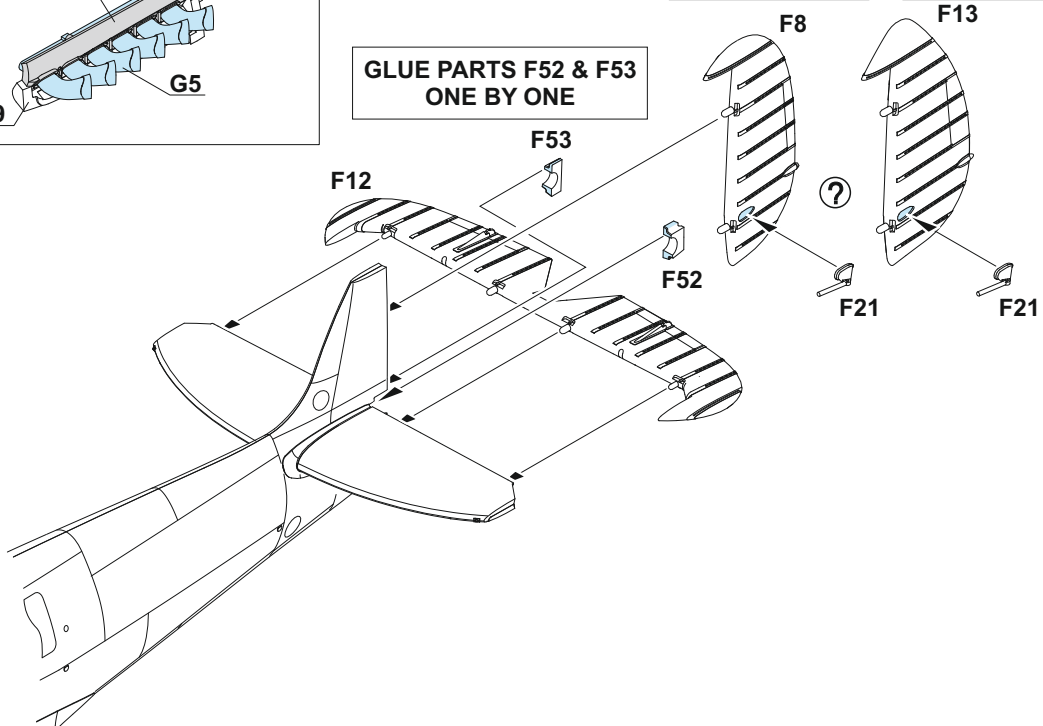




F8 - MARKINGS C, D

F13 - MARKINGS A, B, E, F

GLUE PARTS F52 & F53 ONE BY ONE



F11- MARKINGS **A, E, F**

F11

I4

?

I8

I8- MARKINGS **C, D**

?

H94  
C138  
CLEAR GREEN

A7 ? F59

A7 ? F59 - MARKING **B**

A13 ? F58

A13 ? F58 - MARKING **B**

H93  
C47  
CLEAR RED

I11

I11- MARKINGS **C, D**

I16

F10

F10- MARKINGS **A, E, F**

PE18, PE19 - MARKINGS **A, B, C, D, E ONLY**

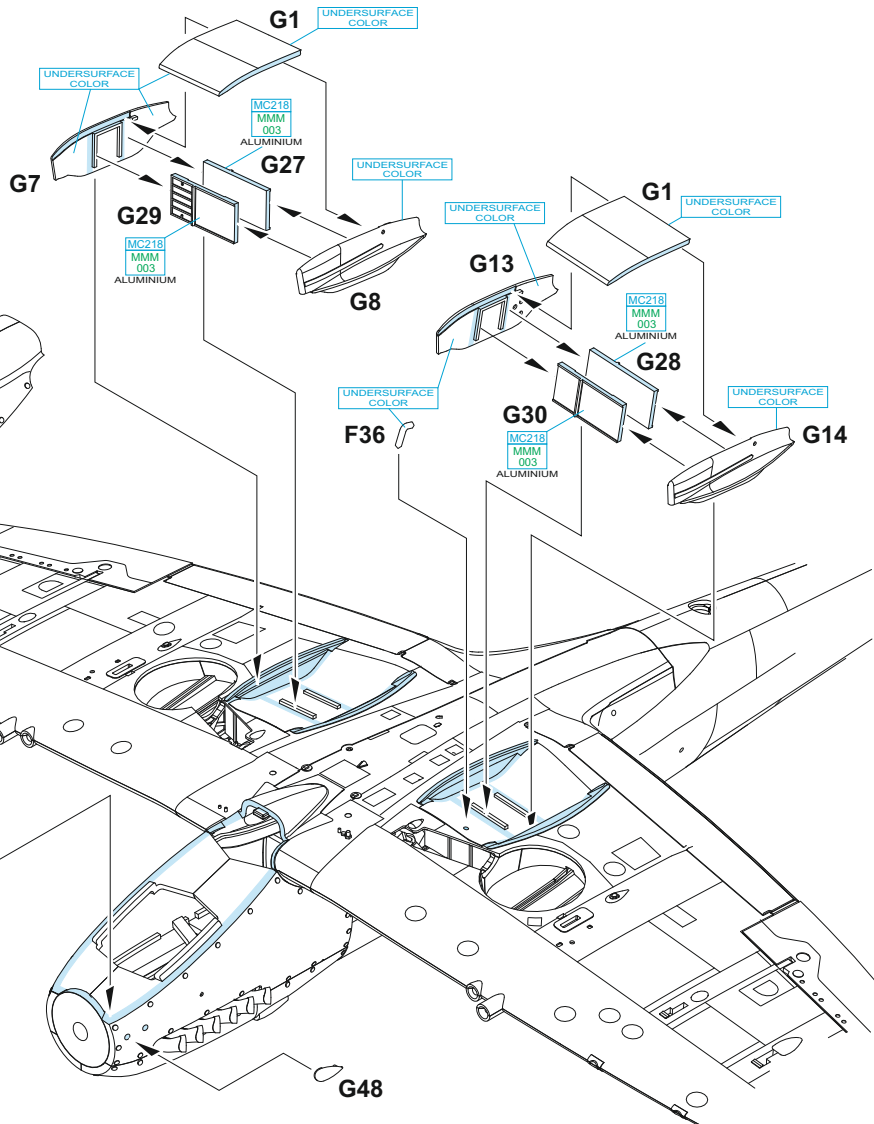
I9

PE19

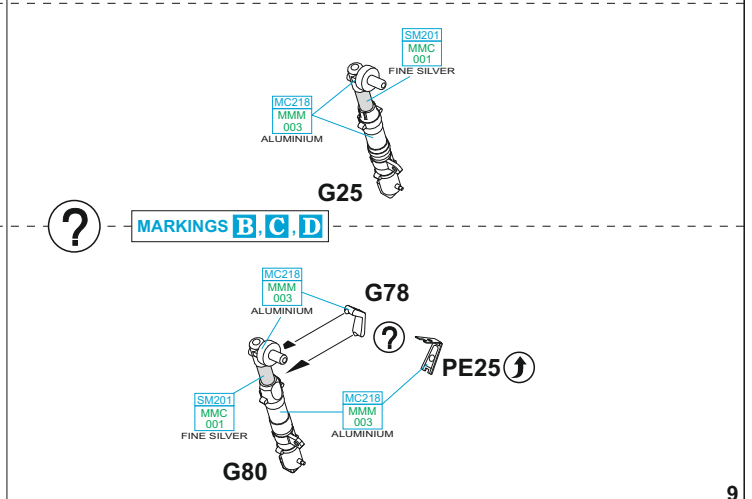
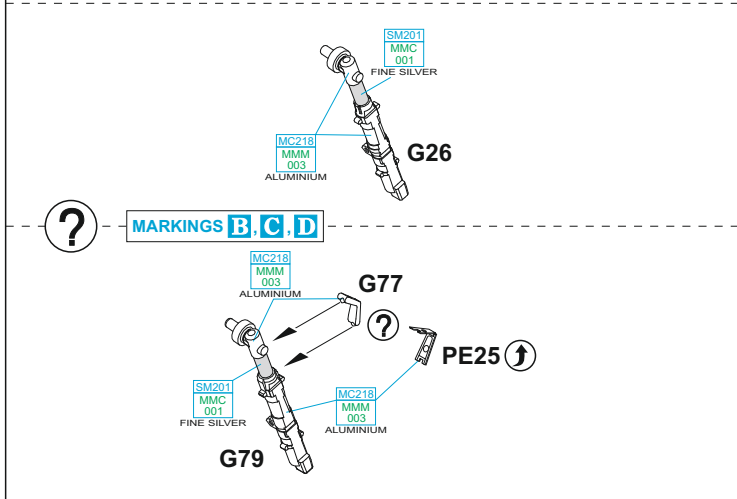
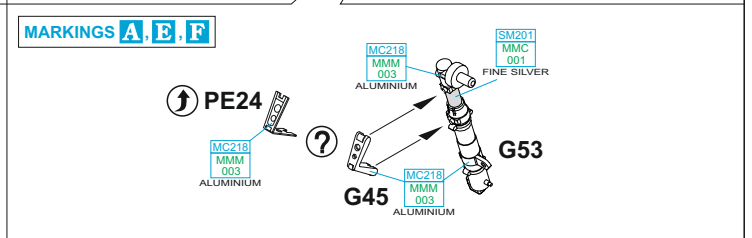
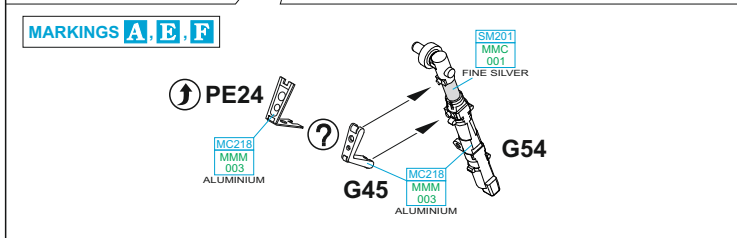
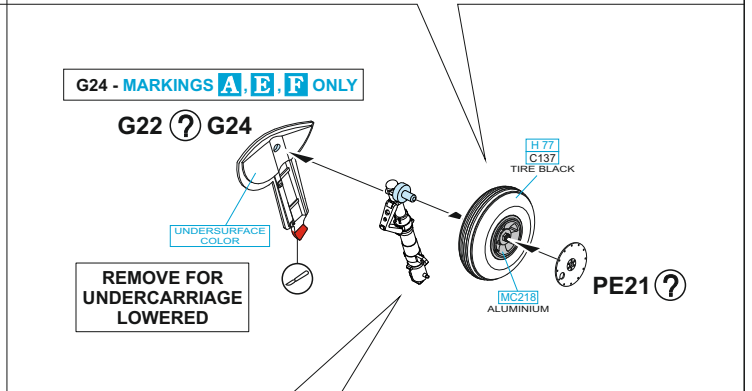
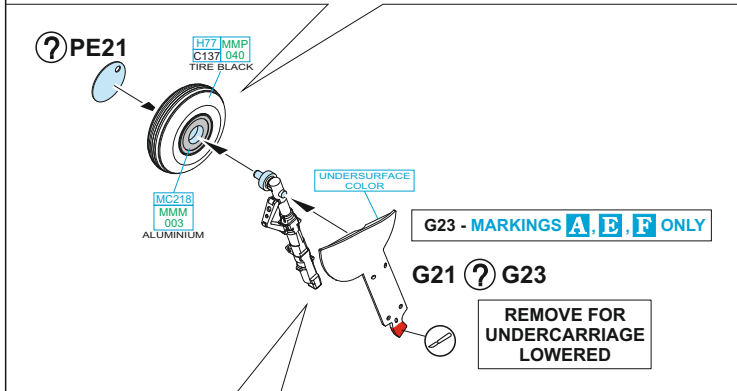
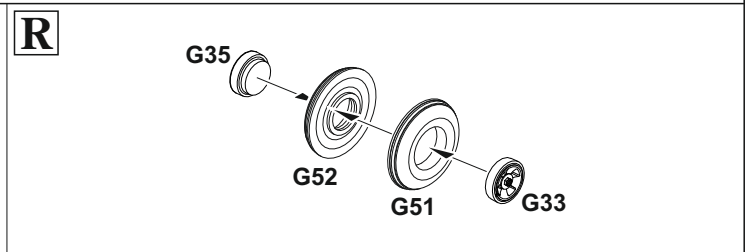
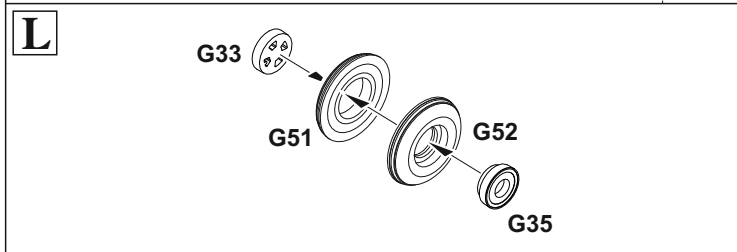
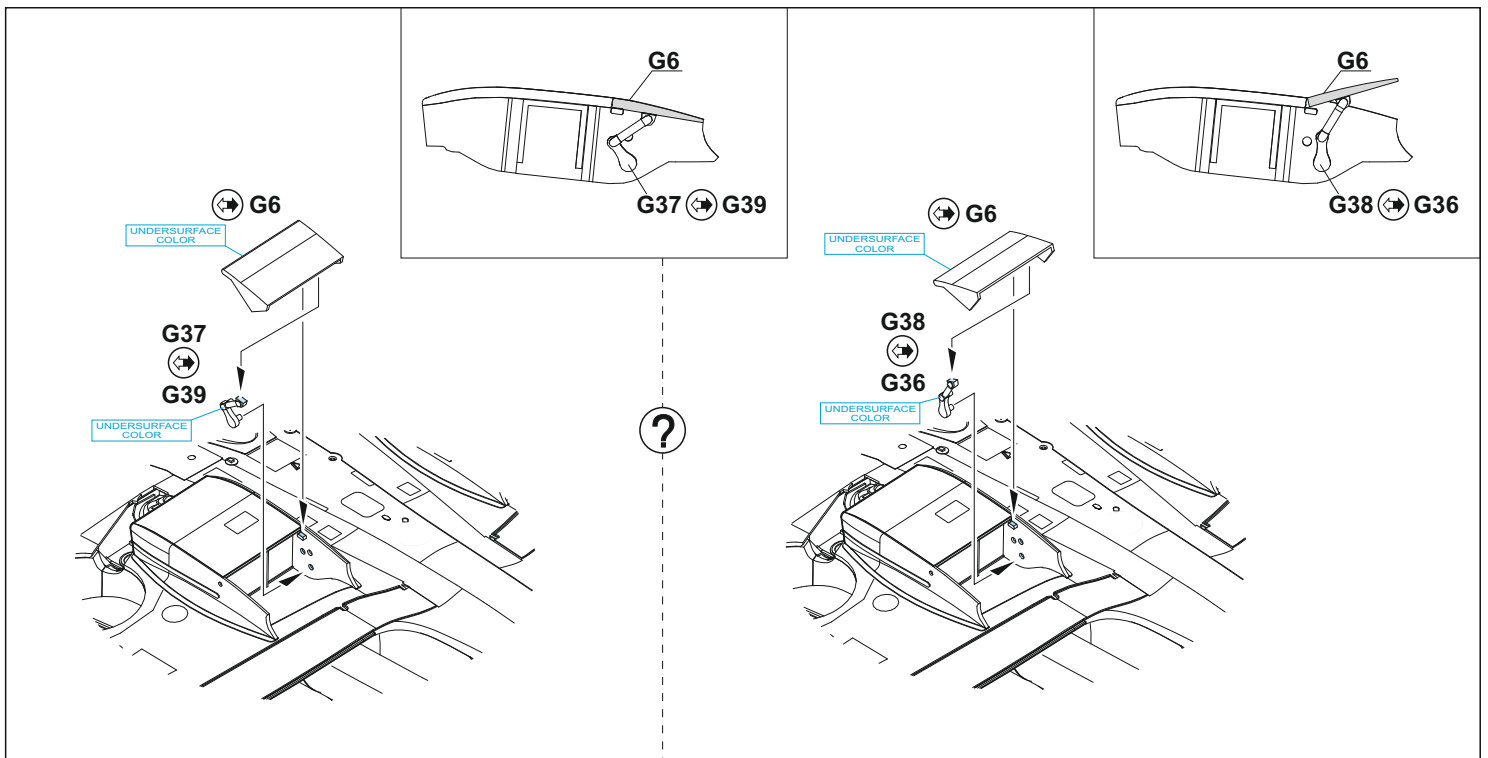
PE18

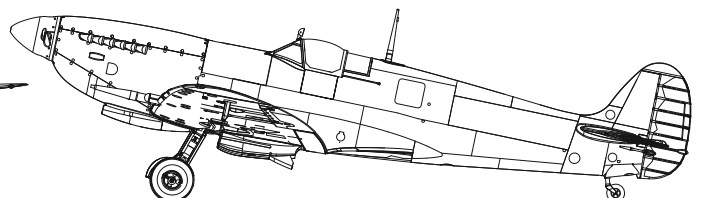
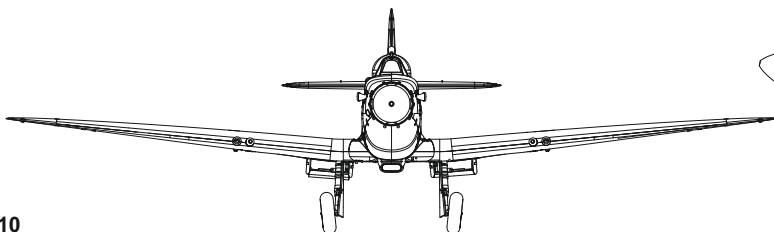
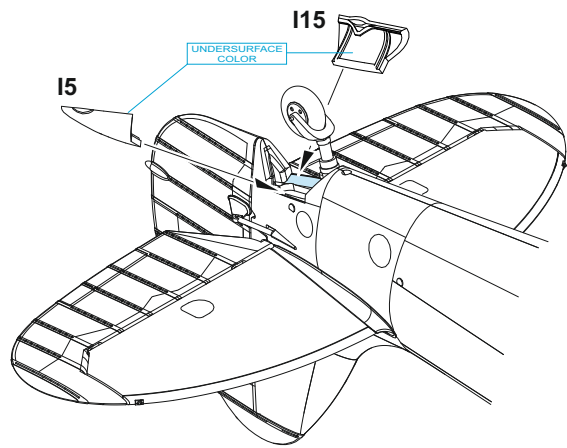
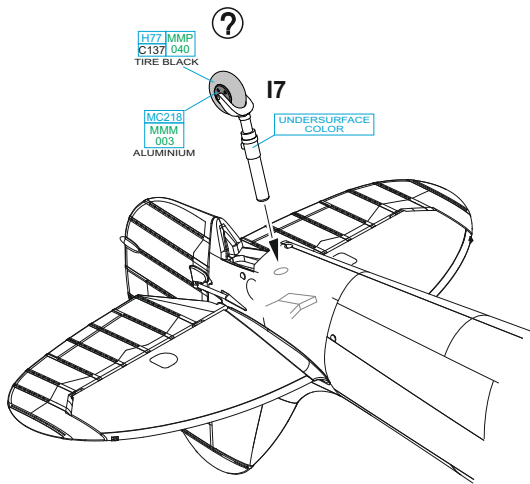
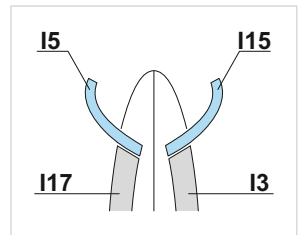
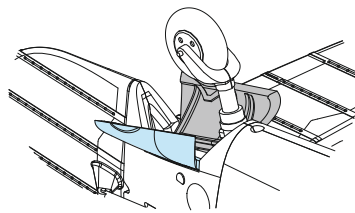
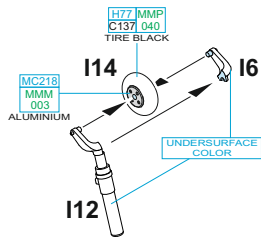
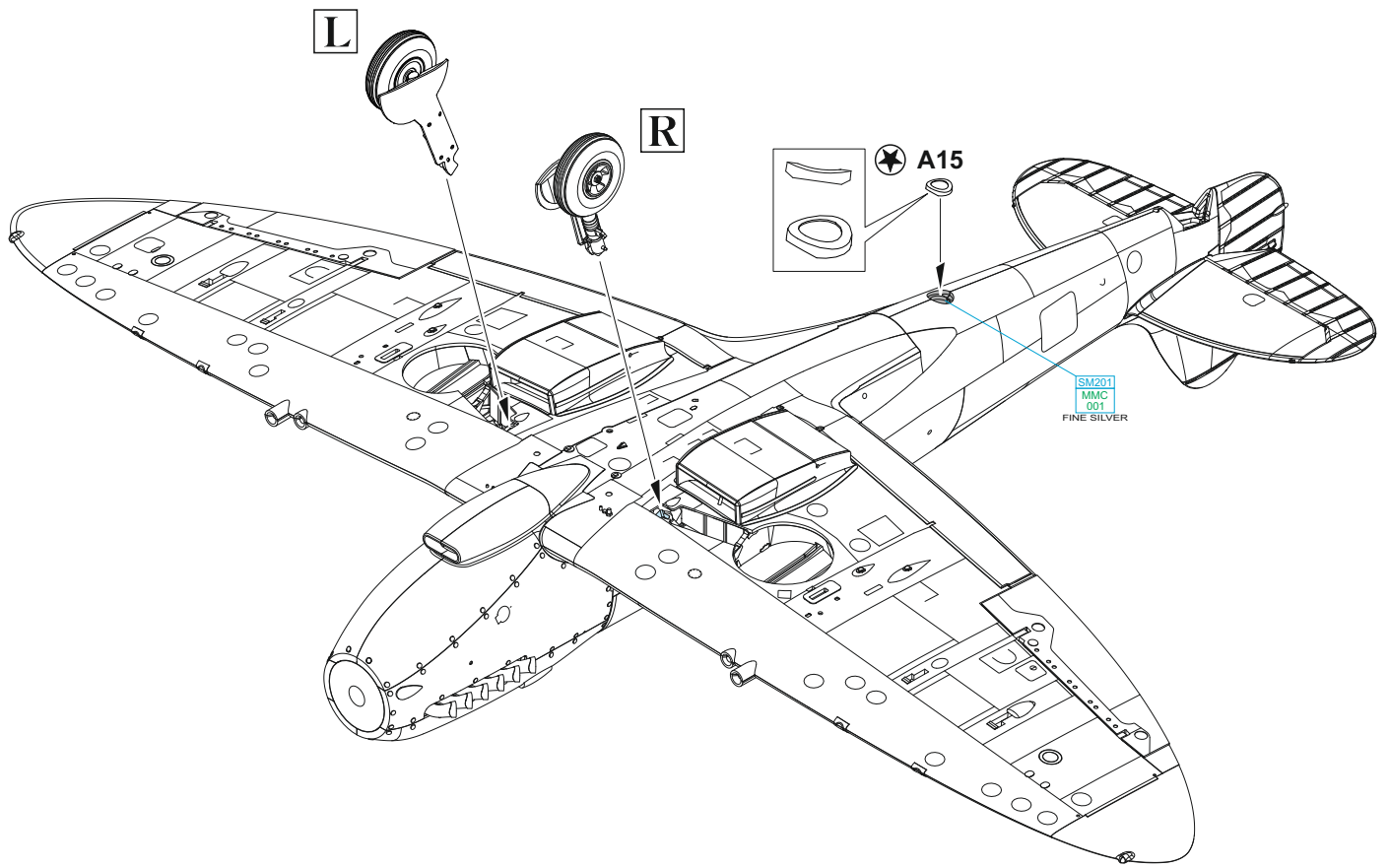
I10

UNDERSURFACE  
COLOR



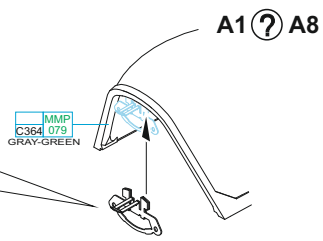
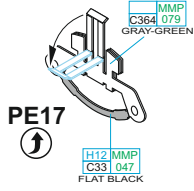
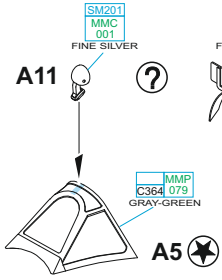




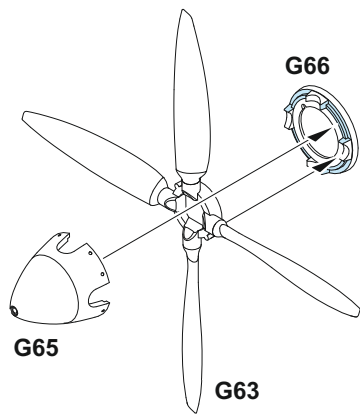
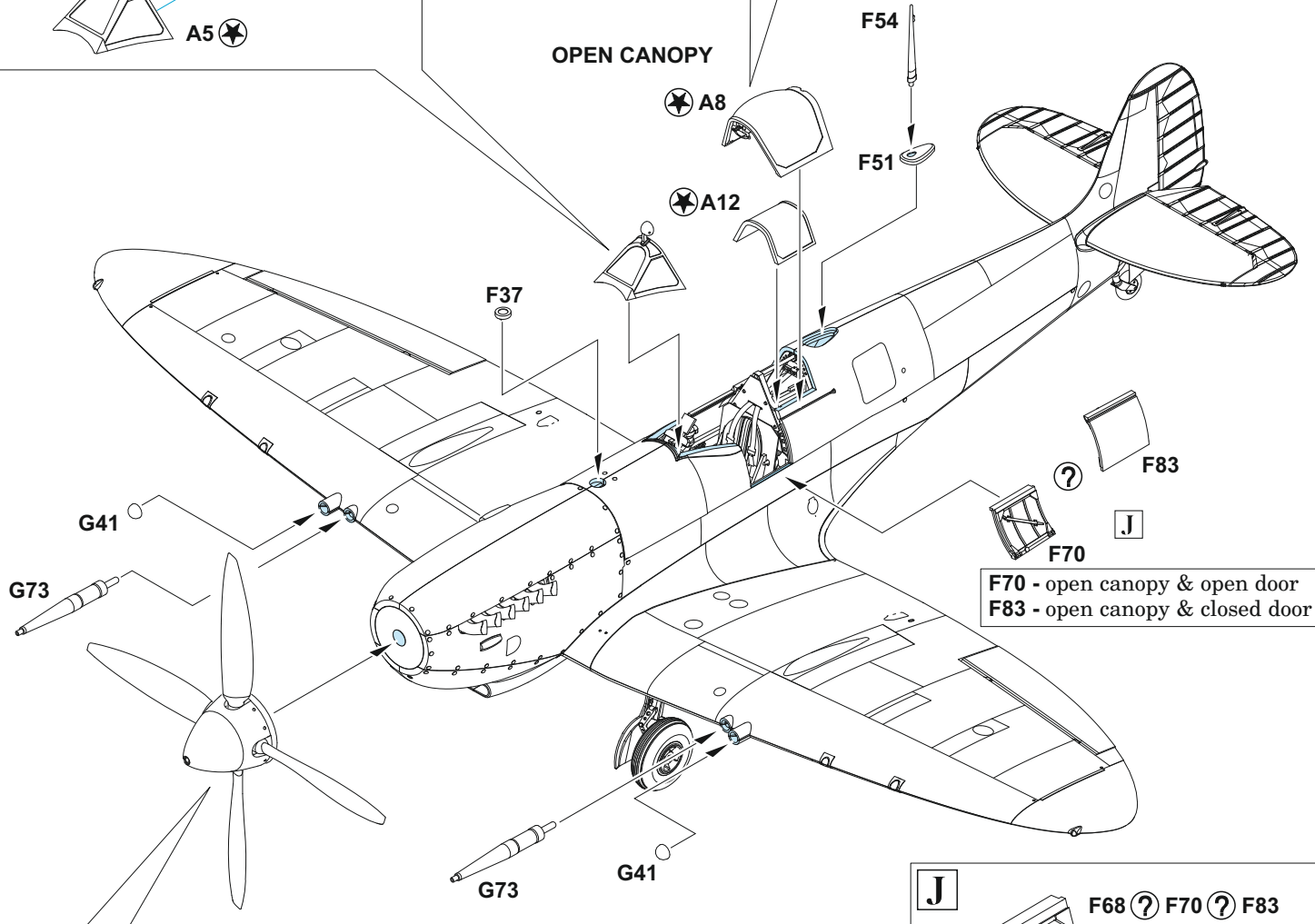


A11 - MARKINGS  
A;C;E;F

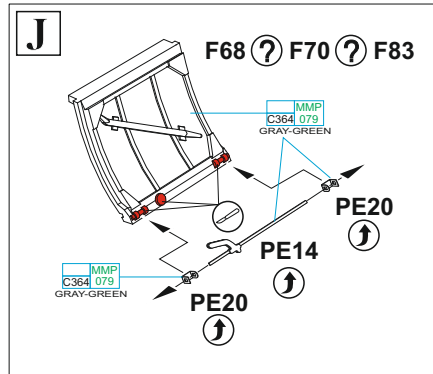
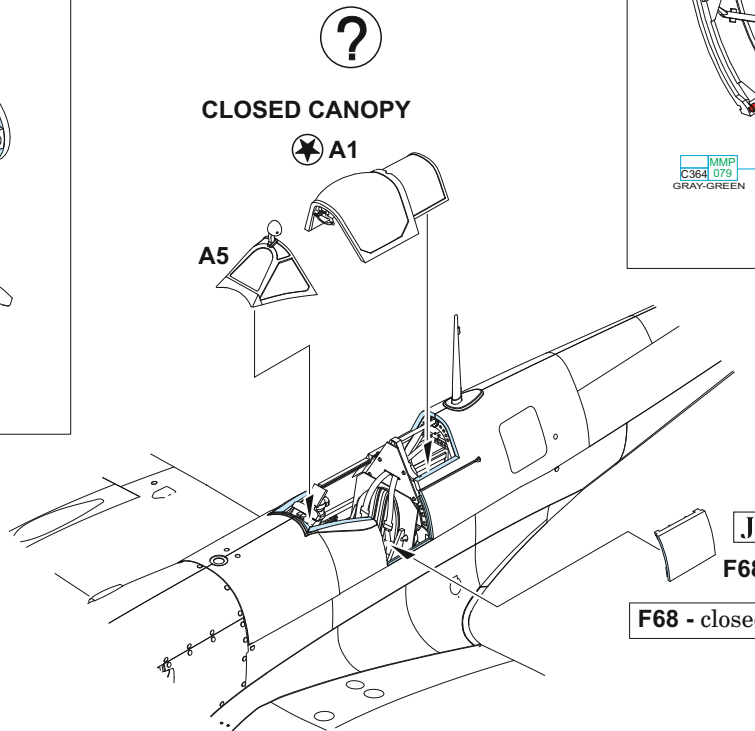
PE26 - MARKING  
D

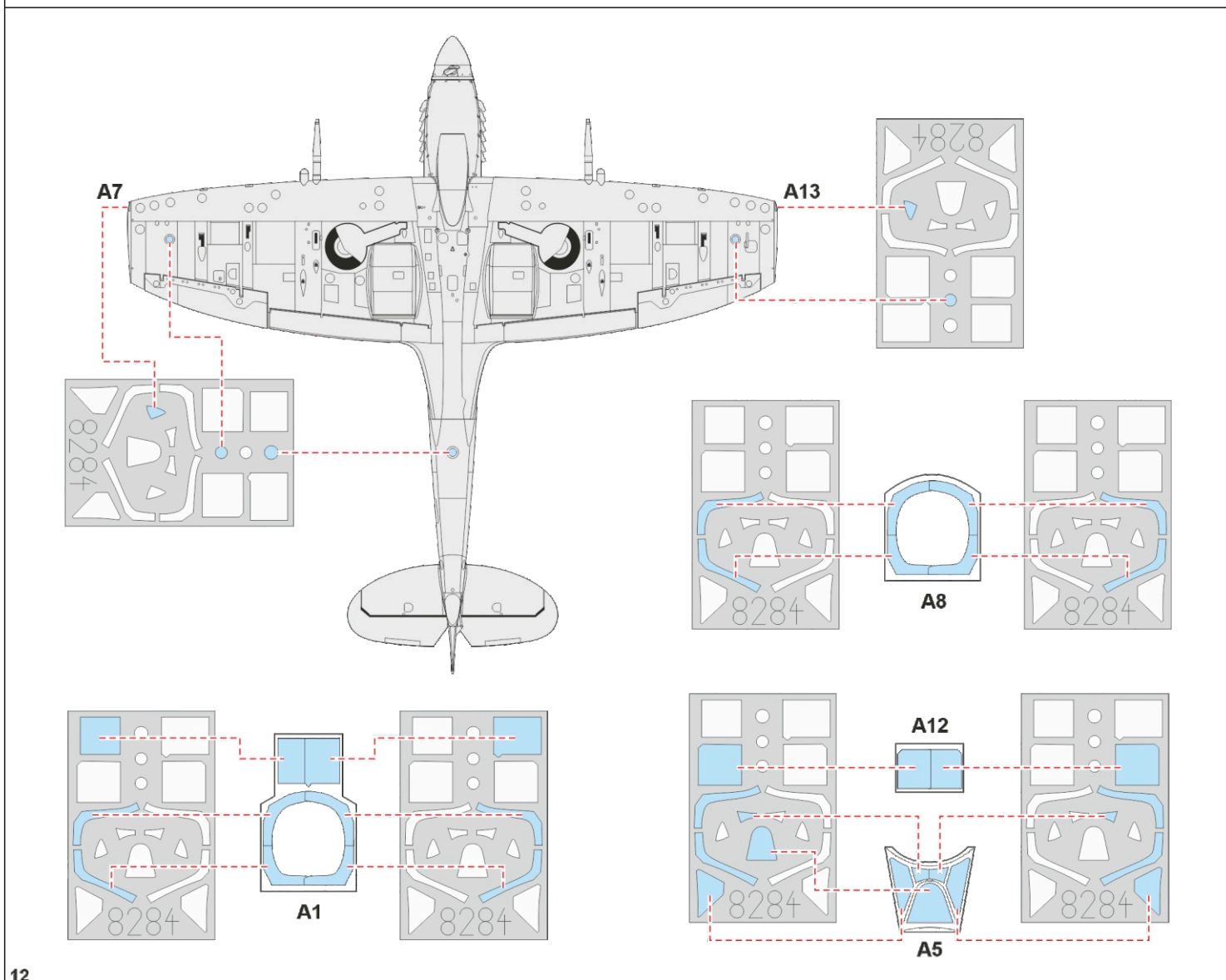
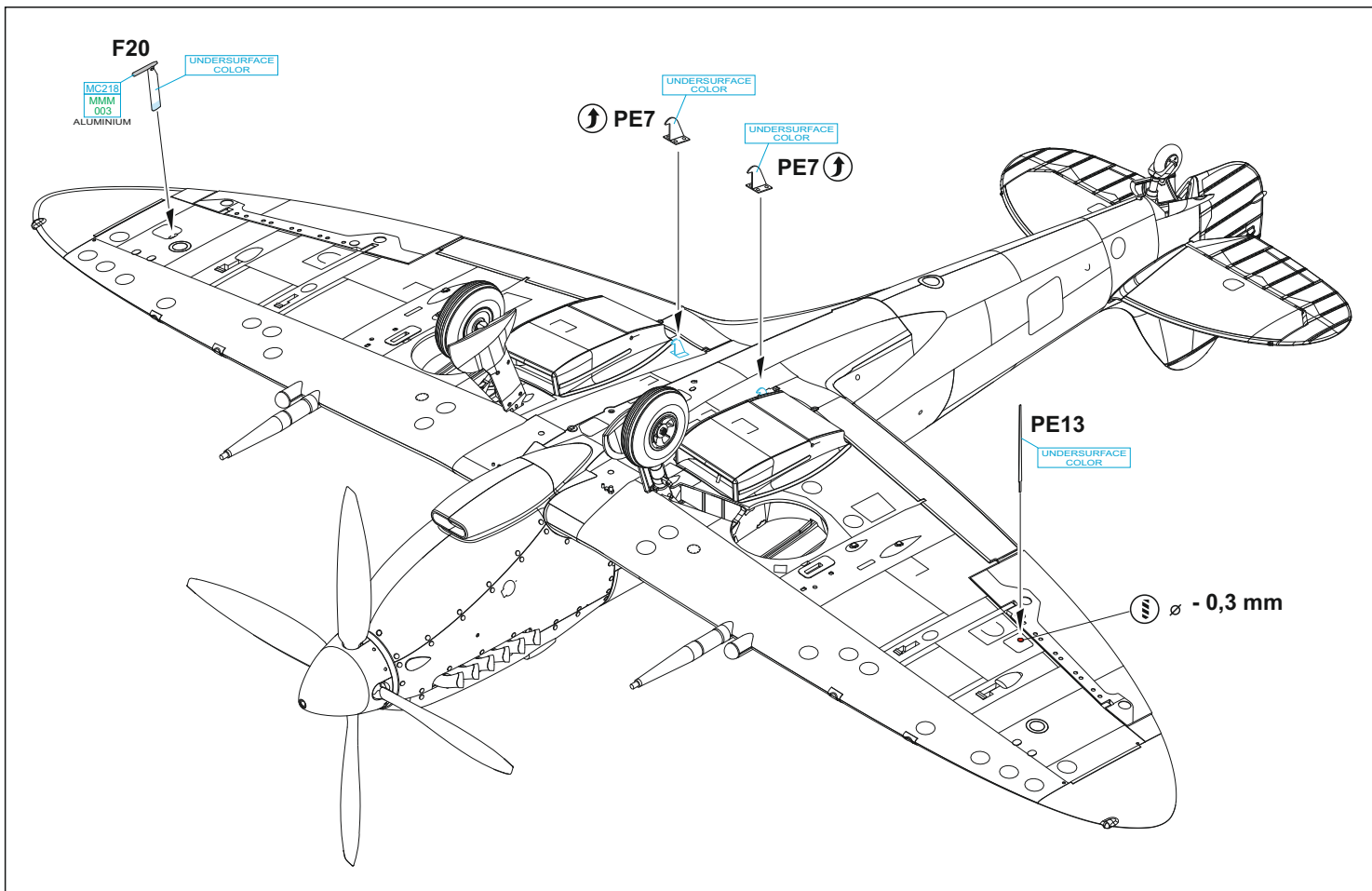


OPEN CANOPY



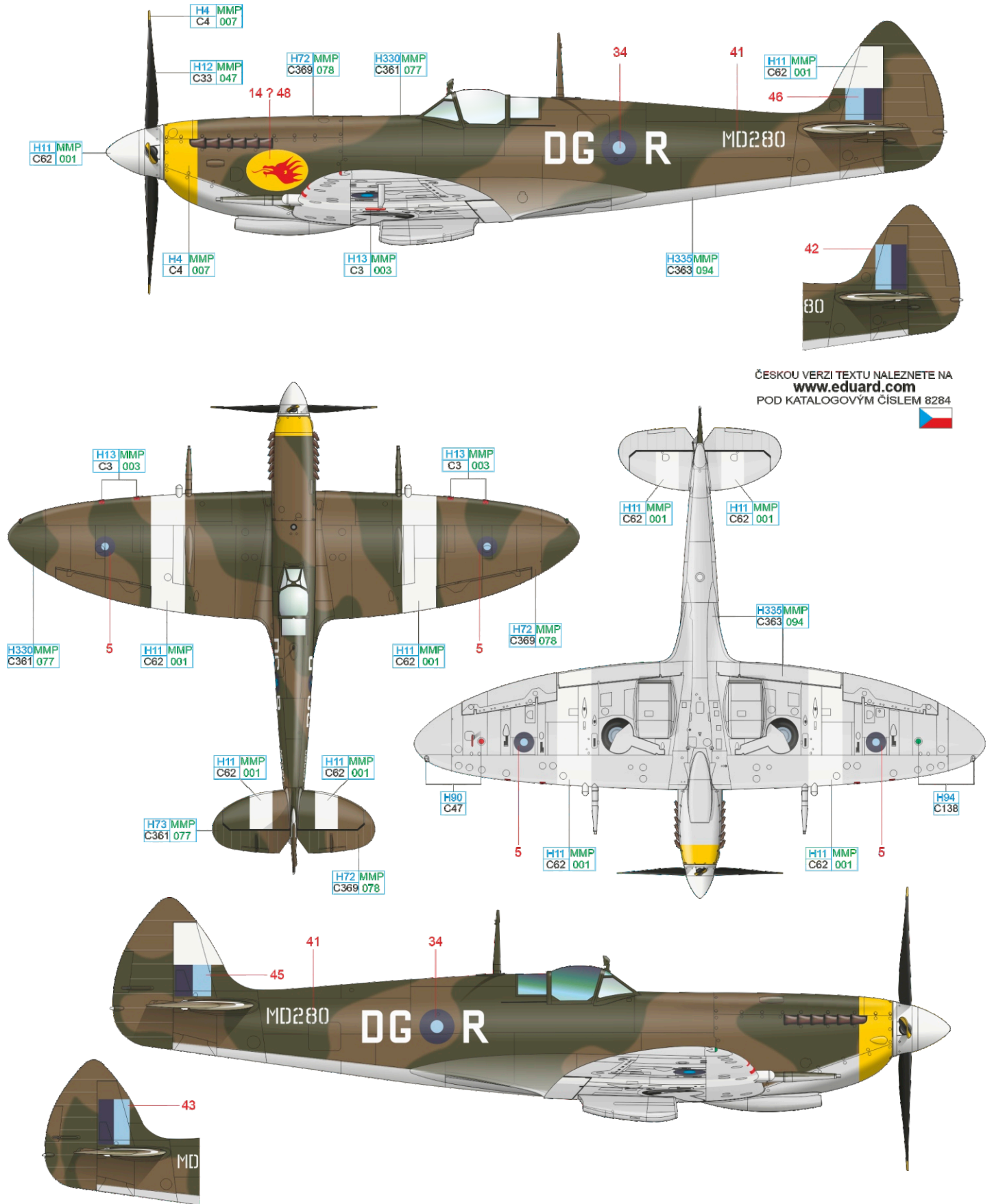
CLOSED CANOPY





# A LF Mk.VIII, MD280, F/Lt. Paul Ostrander, No. 155 Squadron RAF, Burma, 1945

Paul Ostrander, a Canadian from Winnipeg, joined No. 155 Squadron in India in May 1944 and flew Spitfire Mk.VIII's from July of the same year and successfully completed his combat tour in May, 1945. Ostrander's Spitfire wore white identification stripes on the wings and tail. It is not clear if a white stripe on the fin is present but this stripe would have been part of the prescribed standard. Both possibilities are possible in this kit. The badge on the nose is based on the Chindits marking – troop units active against the Japanese armed forces in the jungle behind enemy lines.



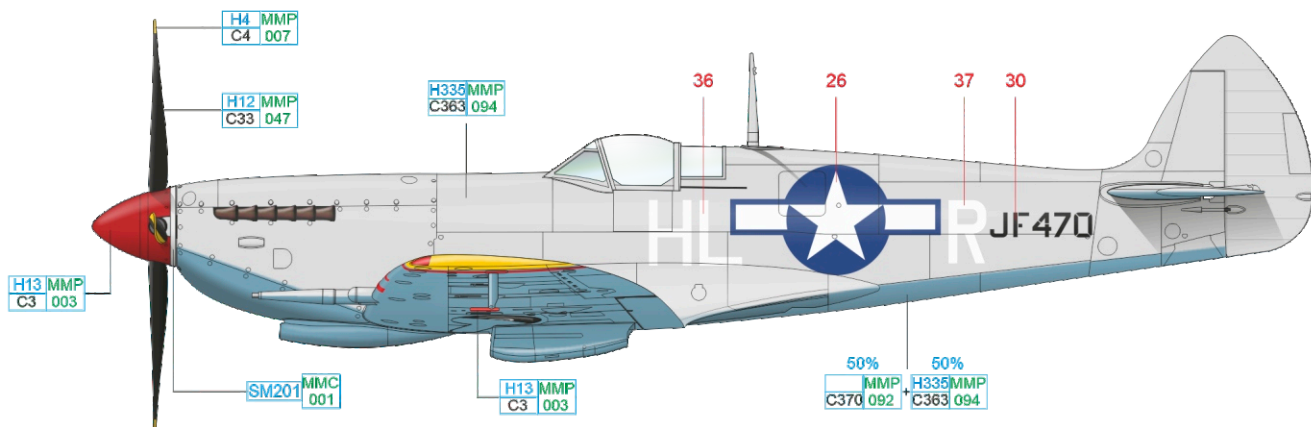
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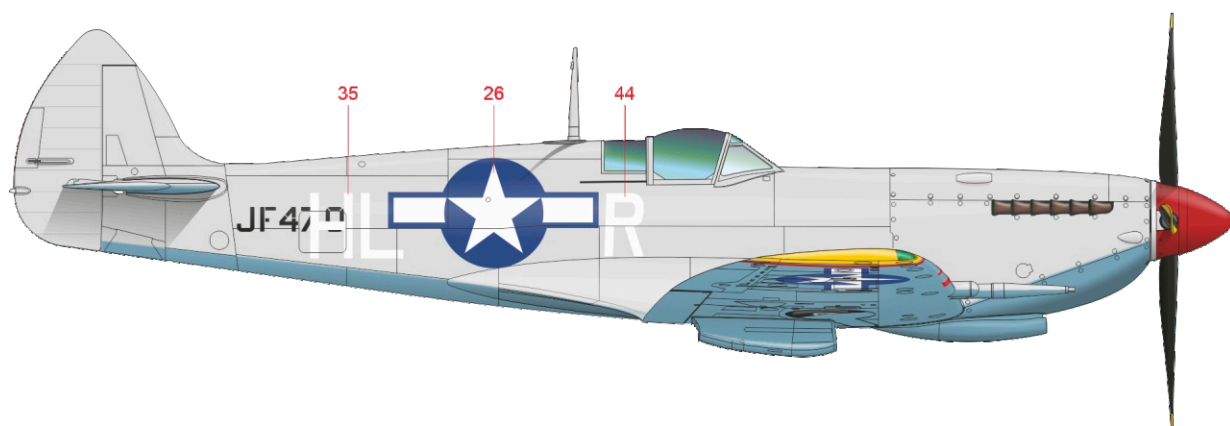
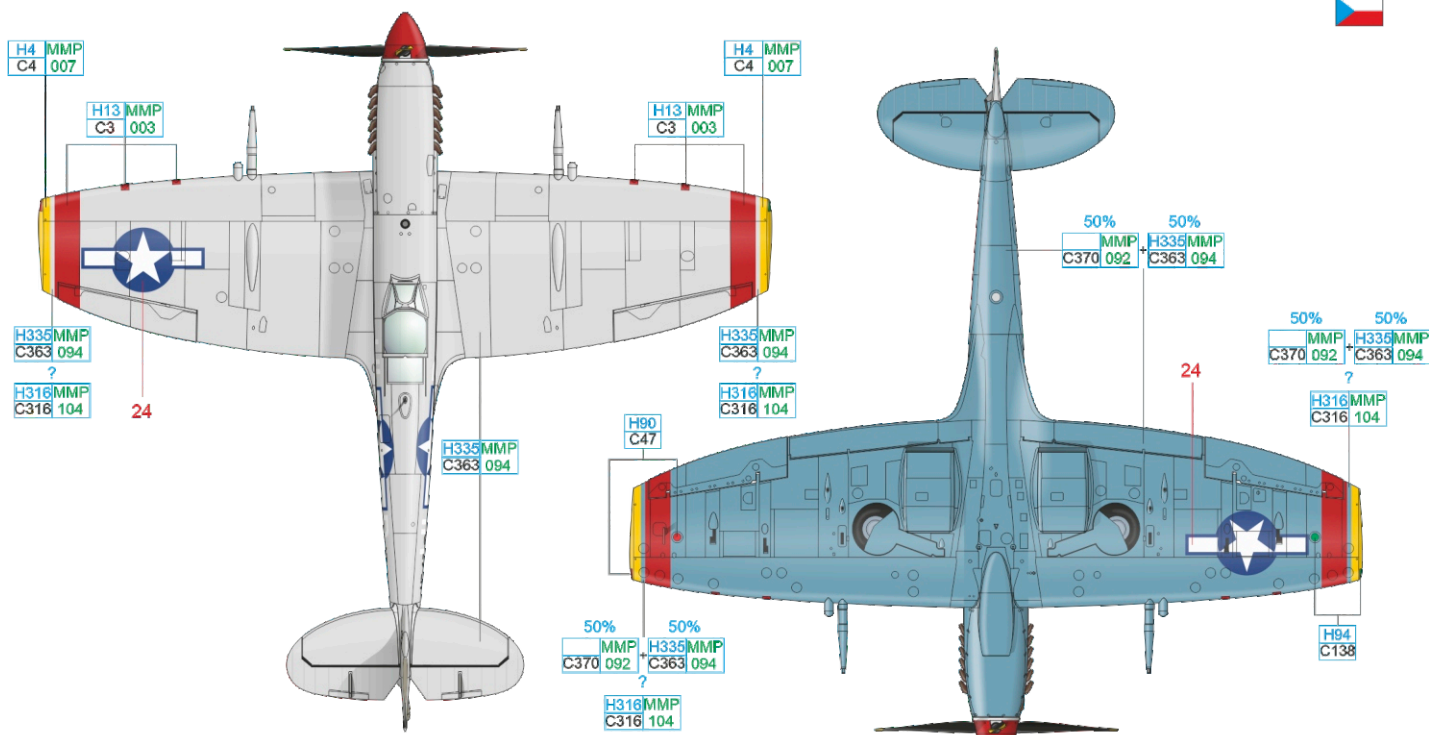
<b>YELLOW</b>	H4 MMP C4 007	<b>MEDIUM SEA GRAY</b>	H335 MMP C363 094	<b>FLAT BLACK</b>	H12 MMP C33 047	<b>CLEAR GREEN</b>	H94 C138
<b>DARK EARTH</b>	H72 MMP C369 078	<b>DARK GREEN</b>	H330 MMP C361 077	<b>WHITE</b>	H11 MMP C62 001	<b>CLEAR RED</b>	H90 C47
						<b>FLAT RED</b>	H13 MMP C3 003

# B F Mk.VIII, JF470, 308<sup>th</sup> FS, 31<sup>st</sup> FG, 12<sup>th</sup> AF, Fano Air Base, Italy, 1944 – 1945

The 31<sup>st</sup> Fighter Group flew Spitfire Mk.Vs, Mk.VIIIIs and Mk.IXs from June 1943 till March 1944. The Group was subsequently re-equipped with P-51 Mustangs but a few Spitfires were retained as hacks. Mustangs flown by this FG had red-yellow stripes on the wing tips. The red color was closer to the wingtips, but it is not clear if the red color position was the same on this Spitfire. The wingtip appears to be yellow in available photos. The camouflage is probably that for high altitude fighters and consists of Medium Sea Grey on upper and PRU blue on lower surfaces. Note the clipped wings.



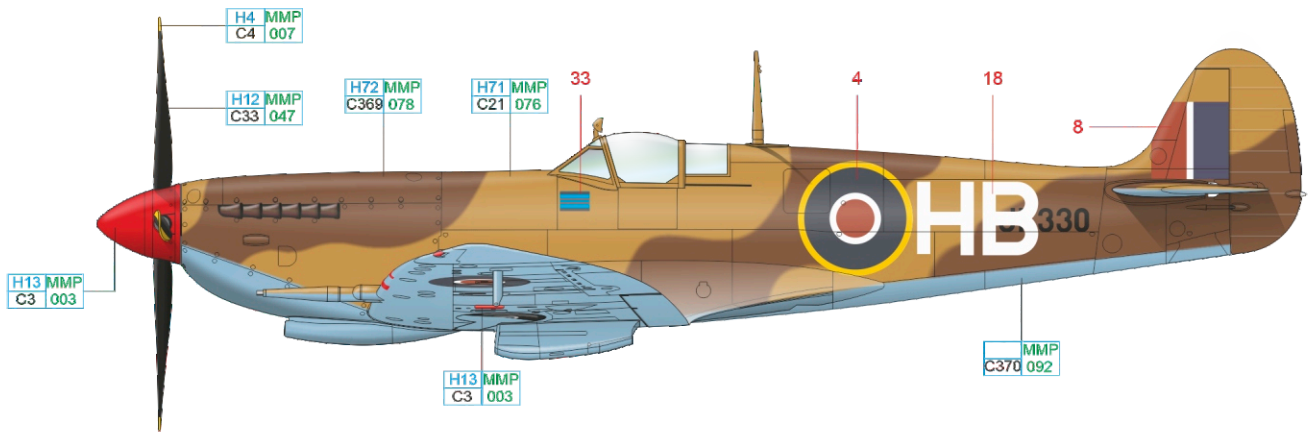
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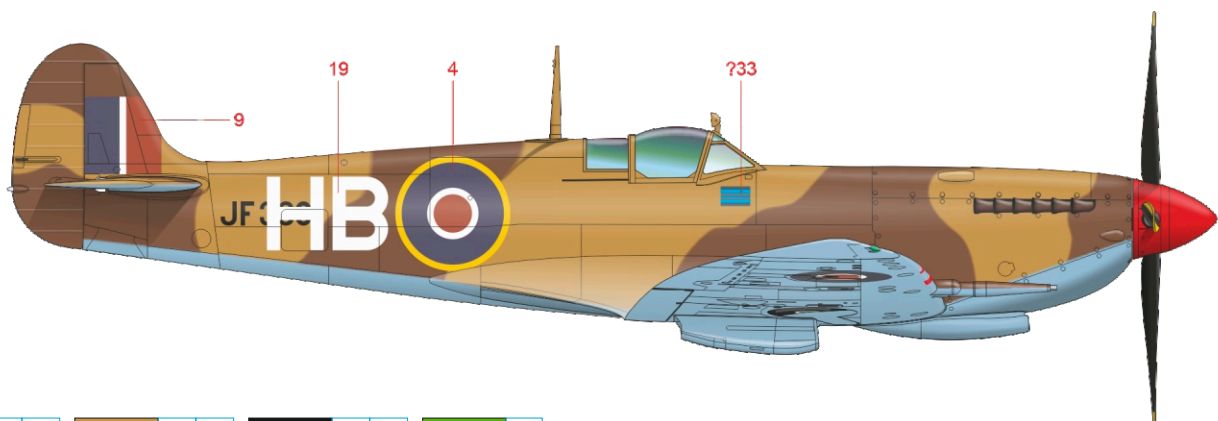
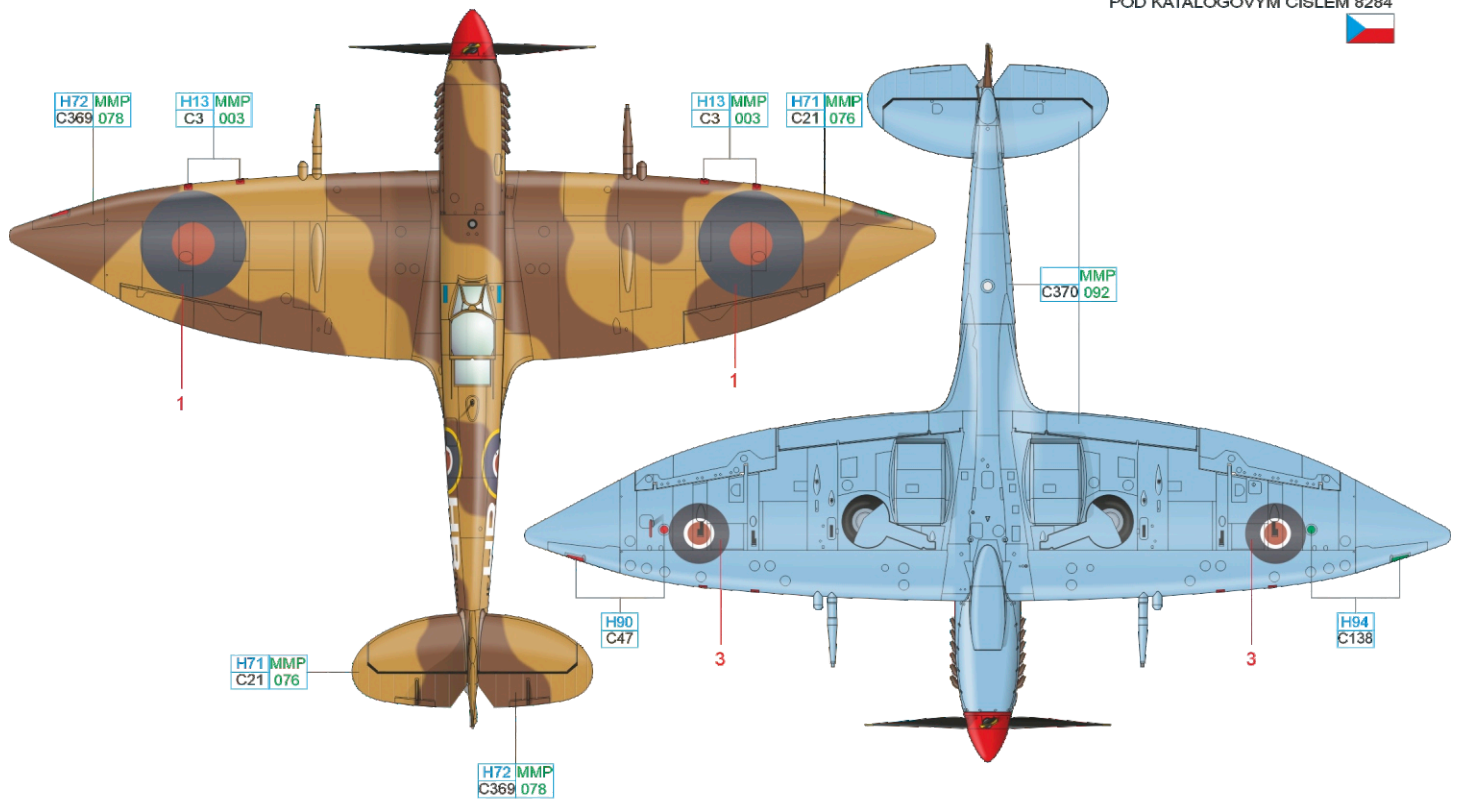
<b>YELLOW</b>	H4 MMP C4 007	<b>FLAT BLACK</b>	H12 MMP C33 047	<b>CLEAR GREEN</b>	H94 C138	<b>WHITE</b>	H316 MMP C316 104
<b>MEDIUM SEA GRAY</b>	H335 MMP C363 094	<b>FLAT RED</b>	H13 MMP C3 003	<b>CLEAR RED</b>	H90 C47	<b>SUPER FINE SILVER</b>	SM201 MMC 001
						<b>AZURE BLUE</b>	C370 MMP 092

# C F Mk.VIII, JF330, AVM Harry Broadhurst, Africa, 1943

Harry Broadhurst joined the RAF in 1926. He became an outstanding display pilot and was promoted to CO of various units. He took part in the Battle of Britain and managed to shoot down two Bf 109s on July 2, 1941. Unfortunately, he was downed by AA fire during the same combat sortie. Five days later, Broadhurst's aircraft was damaged yet again, the successful pilot on the German side being Hptm. Josef Priller, the JG 26 fighter ace. By August 19, 1942, Broadhurst was credited with 13 confirmed kills, 7 probable kills and 10 damaged enemy aircraft. He was promoted to Air Vice Marshall and took command of the Desert Air Force in January 1943. As the commanding officer he had the right to use his initials as his aircraft code. The AVM pennant appeared under the windscreen.



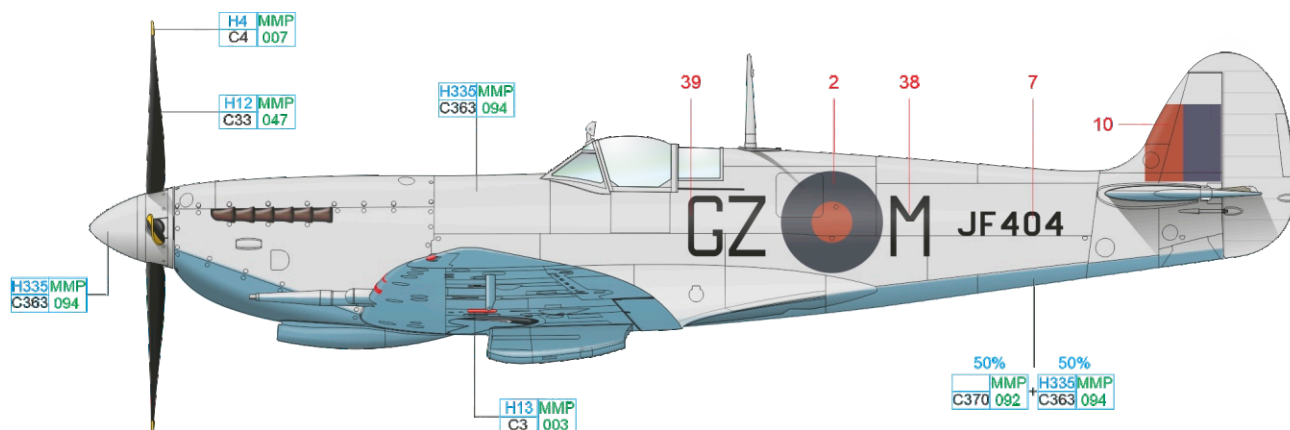
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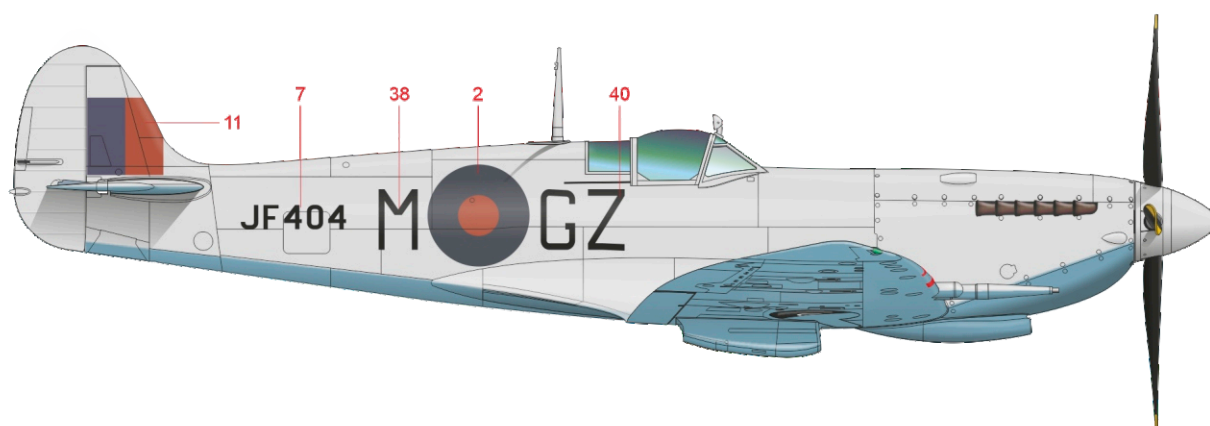
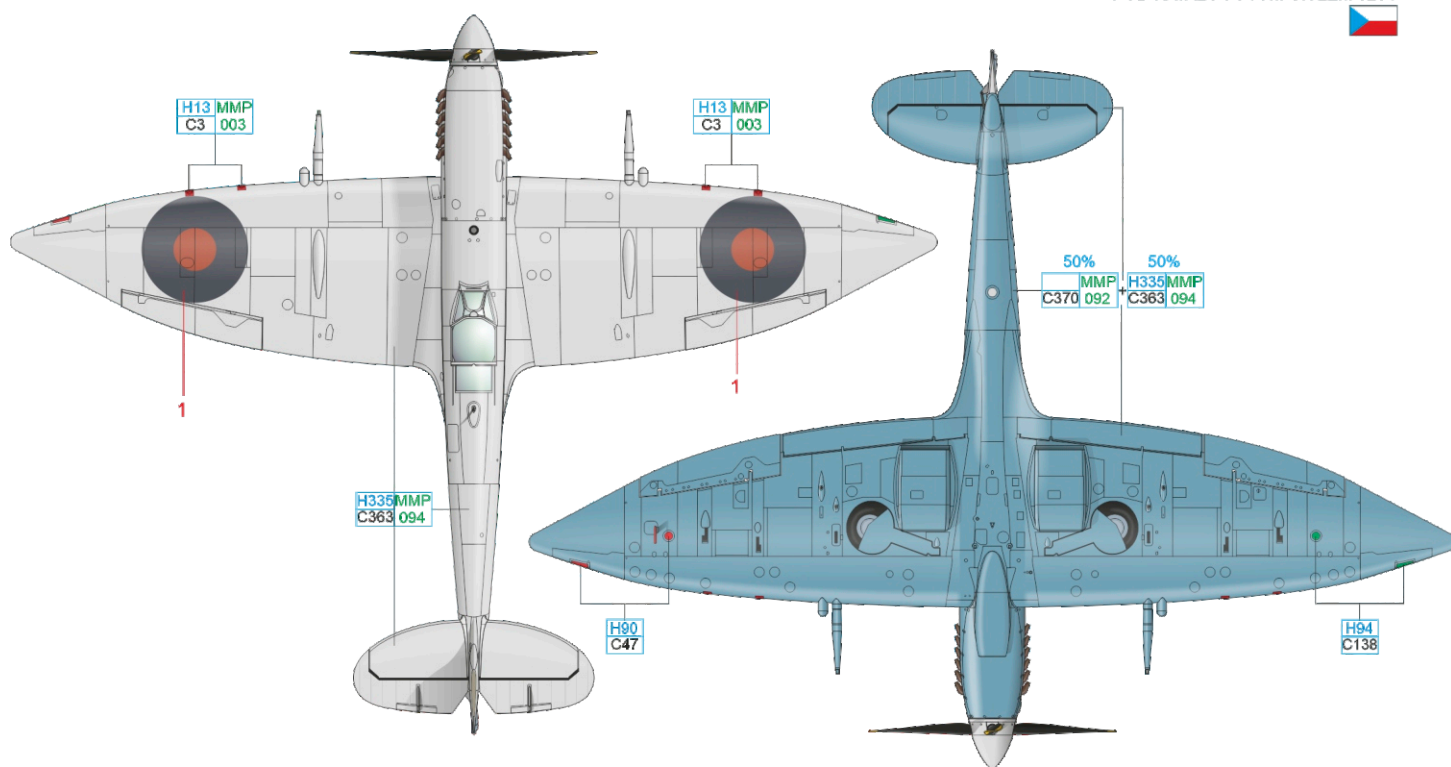
<b>YELLOW</b>	H4 MMP C4 007	<b>MIDDLE STONE</b>	H71 MMP C21 076	<b>FLAT BLACK</b>	H12 MMP C33 047	<b>CLEAR GREEN</b>	H94 C138
<b>AZURE BLUE</b>	MMP C370 092	<b>DARK EARTH</b>	H72 MMP C369 078	<b>FLAT RED</b>	H13 MMP C3 003	<b>CLEAR RED</b>	H90 C47

# D F Mk.VIII, JF404, No. 32 Squadron RAF, Foggia Air Base, Italy, Early 1944

The high altitude fighter camouflage scheme adorned this Spitfire as well. In accordance with regulations, red-blue cockades were painted on the fuselage and upper sides of the wings. No national insignia was applied on the bottom of the wings. A photo of this aircraft shows that the GZ code letters did not adhere to regulations on the right side of the fuselage.



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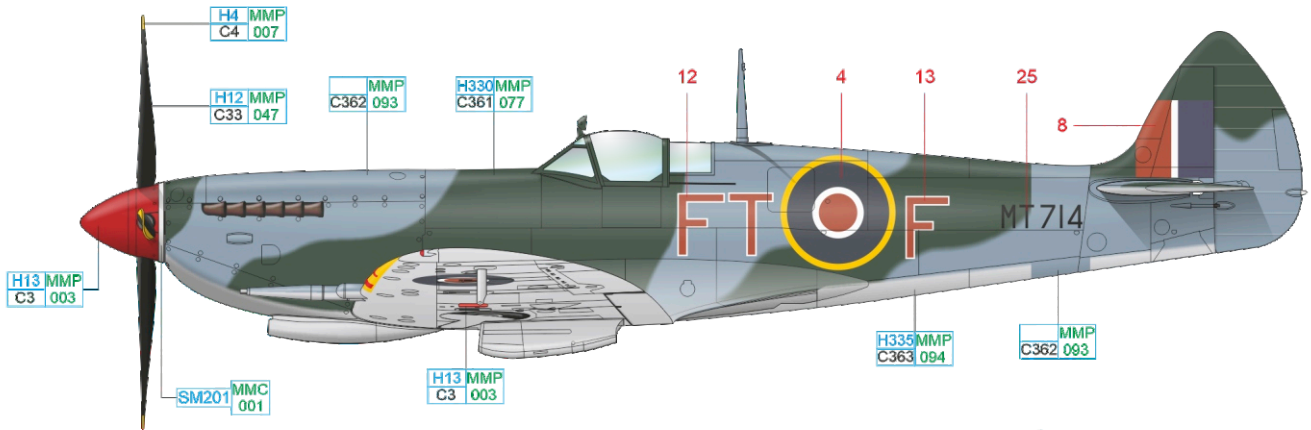


YELLOW	H4 MMP C4 007	FLAT BLACK	H12 MMP C33 047	CLEAR GREEN	H94 C138
MEDIUM SEA GRAY	H335 MMP C363 094	FLAT RED	H13 MMP C3 003	CLEAR RED	H90 C47
				AZURE BLUE	MMP C370 092

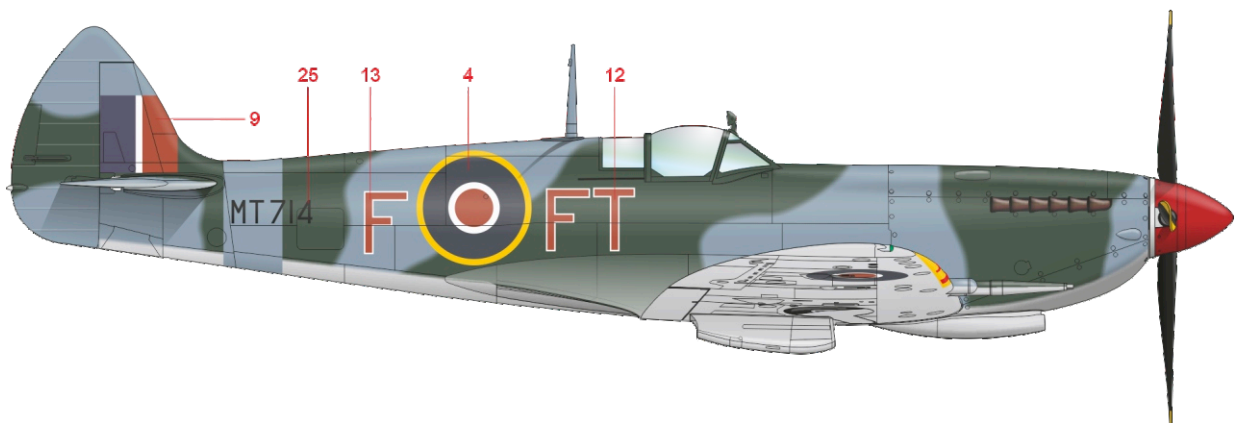
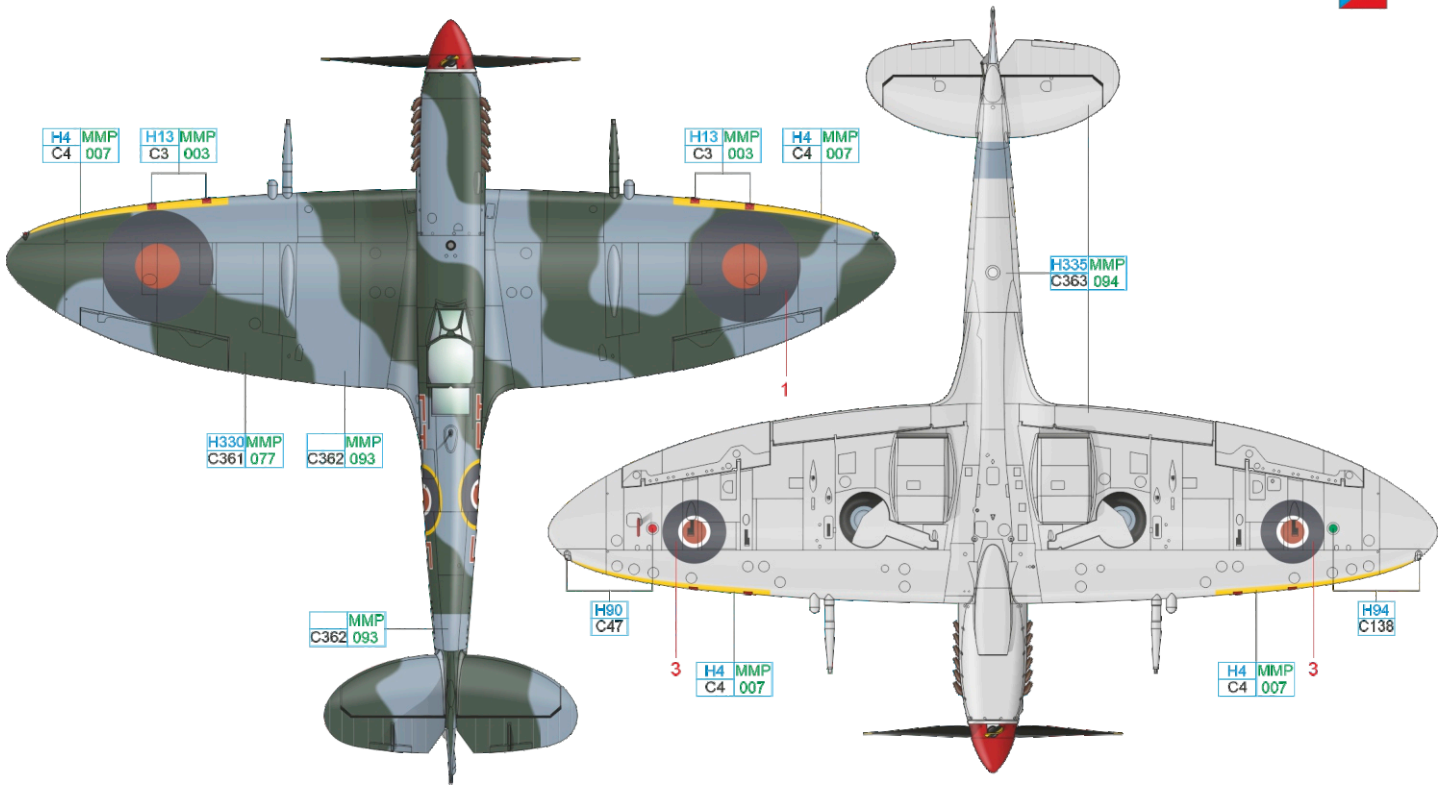


# E LF Mk.VIII, MT714, F/Lt A. W. Guest, No. 43 Squadron RAF, Ramatuelle Air Field, France, August 1944

Fifteen Spitfire Mk.VIII's were delivered to No. 43 Squadron RAF, in July 1944. Squadron pilots flew them till October of the same year from Calvi Air Field, Sardinia, and from various bases located in Southern France. This Spitfire wore the day fighter camouflage scheme. It was accepted by the RAF in June 1944 and assigned to No. 43 Squadron on July 13, 1944. MT714 was written off on March 14, 1946.



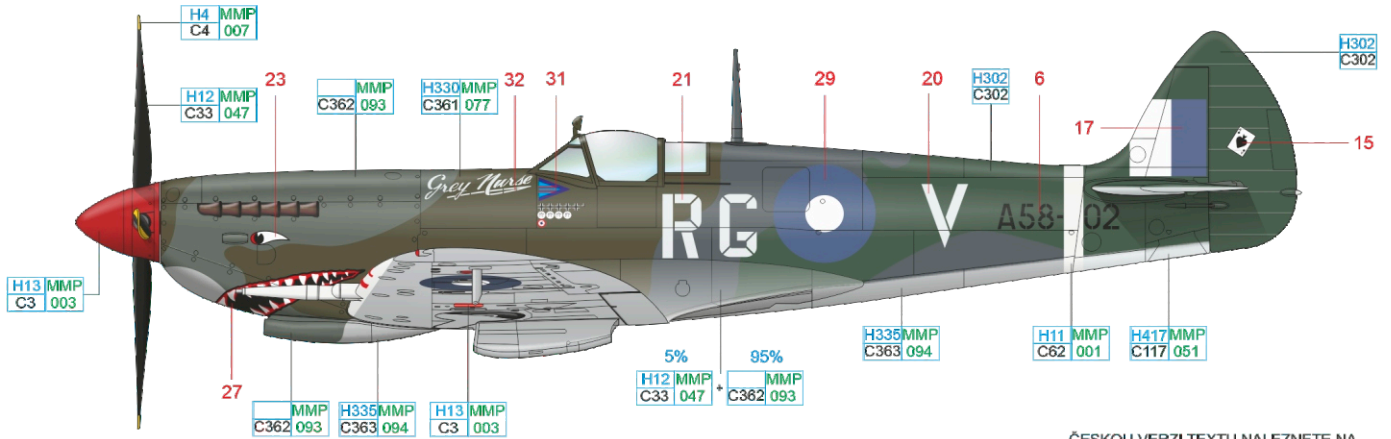
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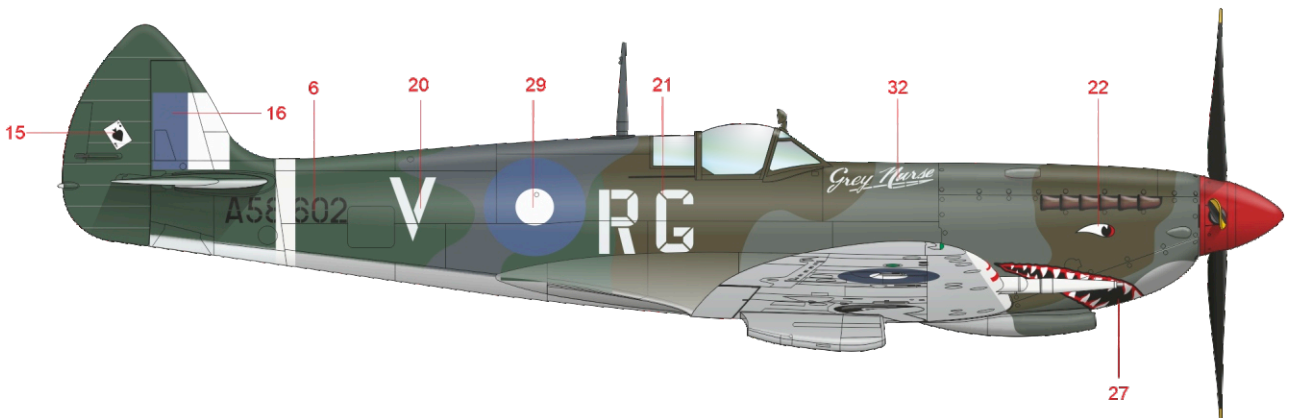
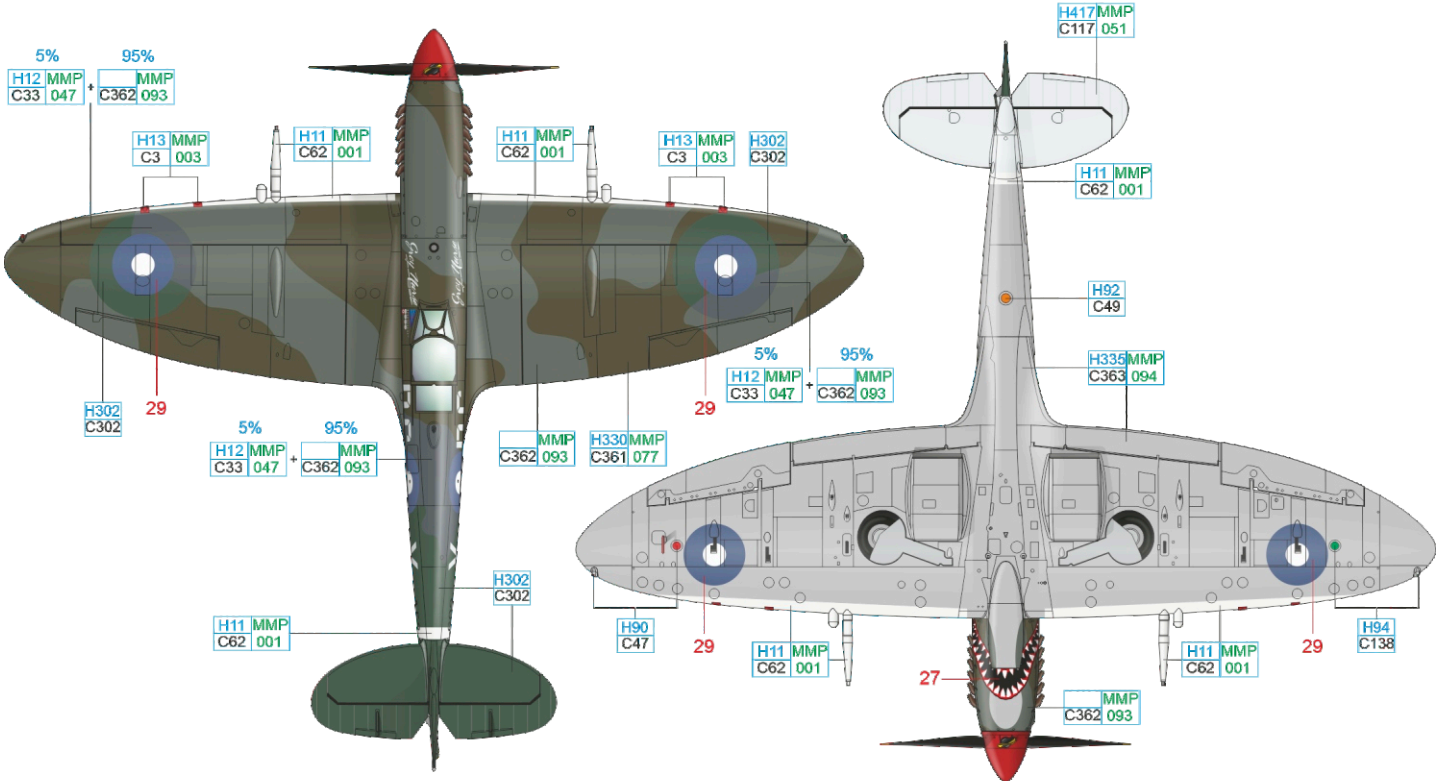
<b>YELLOW</b>	H4 MMP C4 007	<b>FLAT BLACK</b>	H12 MMP C33 047	<b>CLEAR GREEN</b>	H94 C138	<b>OCEAN GRAY</b>	MMP C362 093
<b>MEDIUM SEA GRAY</b>	H335 MMP C363 094	<b>FLAT RED</b>	H13 MMP C3 003	<b>CLEAR RED</b>	H90 C47	<b>DARK GREEN</b>	H330 MMP C361 077
						<b>SUPER FINE SILVER</b>	SM201 MMC 001

# F HF Mk.VIII, W/Cdr Robert Gibbs, CO of No. 80 Fighter Wing, Dutch East Indies, 1945

The Spitfire Mk.VIII flown by W/Cdr Bobby Gibbs, a fighter ace credited with 12 kills (2 shared), carried the marking of No. 457 Squadron, RAAF. The kill marks under the canopy are inclusive of Gibbs' score from the Mediterranean Theatre of Operations. He served with No. 3 Squadron RAAF at that time. The quick identification marking composed of white leading edges of the wings, appeared on Australian Spitfires in mid 1943 for the first time and No. 80 Fighter Wing subsequently adopted them. At least two versions of the sharkmouth were painted on this Spitfire, and we offer up the earlier style. Note the up-side down oriented ace of spades on the rudder.



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<b>YELLOW</b>	H4 MMP C4 007	<b>FLAT BLACK</b>	H12 MMP C33 047	<b>OCEAN GRAY</b>	MMP C362 093	<b>LIGHT BLUE</b>	H417 MMP C117 051	<b>CLEAR GREEN</b>	H94 C138	<b>CLEAR ORANGE</b>	H92 C49
<b>MEDIUM SEA GRAY</b>	H335 MMP C363 094	<b>WHITE</b>	H11 MMP C62 001	<b>FLAT RED</b>	H13 MMP C3 003	<b>DARK GREEN</b>	H330 MMP C361 077	<b>CLEAR RED</b>	H90 C47	<b>GREEN</b>	H302 C302



# Spitfire Mk.VIII

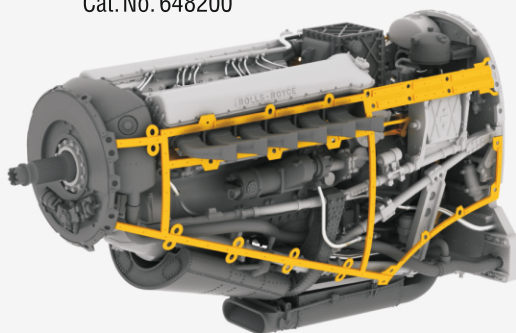
1/48 **goodies**

**eduard**

Brassin and photo-etched accessories



**Spitfire Mk.VIII engine**  
Cat. No. 648200



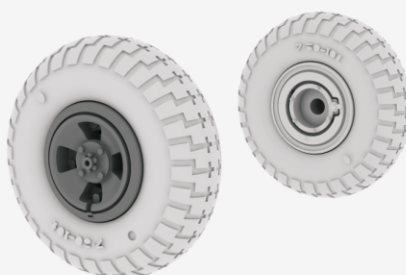
**Spitfire Mk.VIII cockpit**  
Cat. No. 648199



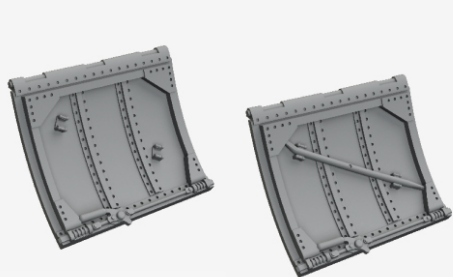
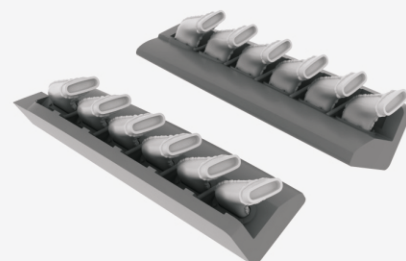
**Spitfire wheels - 4 spoke**  
Cat. No. 648115



**Spitfire wheels - 4 spoke w/pattern**  
Cat. No. 648118



**Spitfire exhaust stacks fishtail**  
Cat. No. 648099

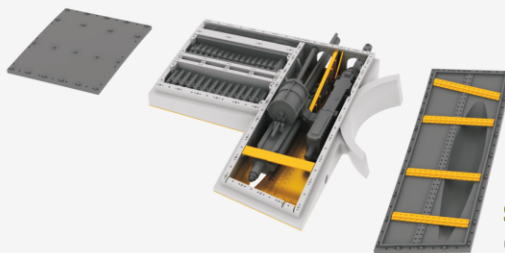


**Spitfire Mk.VIII / IX cocpit door**  
Cat. No. 648380



**Spitfire Mk.VIII top cowl**  
Cat. No. 648338

**Spitfire Mk.VIII gun bays**  
Cat. No. 648201



**Spitfire Mk.VIII Löök**  
Cat. No. 644017