KŌTARE
High Quality Scale Model Kitsets

K32006 1/32 Spitfire Mk.Vb (Early)

The legendary Supermarine "Spitfire" is undoubtedly one of the most famous, and perhaps the most beautiful, aircraft of all time. Designed from 1934 under the guidance of Supermarine Aviation Works' chief designer Reginald Mitchell, Joseph Smith and "Alf" Faddy, the prototype first flew on 5 March 1936. The Supermarine built 1030hp Rolls-Royce Merlin II/III powered, 8 Browning .303" machine gun armed, Spitfire Mk.I entered service from mid-May 1938. The rear fuselage was adorned with raised rivets for ease of construction while the main planes and front of the fuselage were flush riveted, puttied/filler primed and sanded smooth for improved performance. Numerous improvements were introduced throughout production. Some Mk.I were armed with 2 Hispano 20mm cannons which proved to be so unreliable that they were withdrawn from service in early September 1940. The problems were solved later that year and when it was reintroduced with an additional 4 Browning .303" guns it was designated the Spitfire Mk.Ib ("B" wing), at which time the 8 Browning .303" gun armed aircraft was re-designated the Mk.Ia ("A" wing).

The Castle Bromwich Aircraft Factory (CBAF) built 1150hp Rolls-Royce Merlin XII powered Spitfire Mk.IIa/b featured many of the later Mk.Ia improvements although the key difference was the new engine which had a Coffman (explosive) cartridge starting system.

A 1390hp Rolls-Royce Merlin XX powered Spitfire Mk.III prototype had been in development since January 1940 which incorporated numerous improvements introduced throughout Mk.I/II production as well as many new innovations. In early 1941 an urgent need for improved performance saw the installation of the 1440hp Rolls-Royce Merlin 45 into approximately 365 internally strengthened Mk.Ia/IIa & Mk.Ib/IIb airframes thereby creating the stop-gap Mk.Va and Mk.Vb.

Early production Mk.Vb (as featured in this model) completed from early-1941 incorporated Mk.I/II airframe improvements introduced up to that time including constant speed DeHavilland & Rotol propellers, a carb intake ice/snow guard, fireproof bulkhead, deletion of the 47gal fuel gauge in the instrument panel, engine driven undercarriage controls, windscreen de-icing, Martin-Baker hood release (jettison) system, composite seat, pilot's armour plating, IFF Mk.II, a single parachute landing flare chute, electrical test door in the port wing fillet, raised rivet wireless and accumulator doors, Plessey flare device, and reinforced tailwheel strut. They also featured the improved "B" type wing, metal skinned ailerons, improved cannon shell ejection chutes, symmetrical/double-bulged and early asymmetric underwing cannon fairings, two-cell radiator, and an improved oil cooler design.

Mid production Mk.Vb completed from mid-1941 saw the introduction of additional types of DeHavilland and Rotol propellers, more efficient "fishtail" exhaust manifolds, tyres with concentric rings, armour under the seat and an emergency exit crowbar. Later production Mk.Vb saw the introduction of a double-barrel voltage regulator behind the pilot's headrest, rearranged gun heating and oxygen systems, wheel covers, external "slipper" fuel tanks, balloon hoods, internal windscreen armoured glass, a square reflector gun sight Mk.II, clipped wingtips, tropical air intake filters, and deletion of the landing lights, parachute flare and pilot's headrest. Very late serving aircraft could be found with multi-ejector exhaust manifolds, bomb carriers, and elevators with increased balance areas. Some of these modifications were retrofitted to earlier aircraft. A Mk.Vc was put into production from early 1942 and introduced the "C" wing, with modified undercarriage geometry, which could be armed with up to 4 Hispano 20mm cannons or 8 Browning .303 guns, although it was usually fitted with 2 cannons and 4 Browning guns.

Numerous additional engine, airframe and armament improvements were made to the Spitfire before production ceased in 1948, by which time over 22000 had been produced in 2-dozen variants with the most notable being the 1030hp Mk.I, 1470hp Mk.V, 1720hp Mk.IX, 2035hp Mk.XIV, the photo-reconnaissance Mk.XI and the navalised Seafire Mk.III.

Early production Mk.Vb featured the colours and finishing details of their respective airframe manufacturers. The interior areas were primed with light grey before being painted aluminium, except for the cockpit between frames 8 & 11 which appear to have been painted with grey-green (Supermarine) and very pale grey-green (CBAF). Major internal components supplied by sub-contractors could be delivered in various shades of grey-green or aluminium or even black.

Upper surfaces were initially painted Dark Earth and Dark Green in varying shades applied with hard (Supermarine) and soft (CBAF) demarcation lines in the A pattern. The undersides (including the wheel wells, undercarriage legs and wheel hubs) were finished with "Sky Type S". Night (black) was reintroduced for the underside of the port wing from late November 1940 until late April 1941 but no Mk.Vb appear to have been finished this way at the factory, although Mk.Vb converted from earlier production Mk.Ib would have had Night applied at the units, before being repainted again with Sky Type S. Spitfire sub-assemblies were usually supplied pre-painted so a single aircraft could exhibit a variety of shades, and sometimes the camouflage pattern would not match perfectly from one sub-assembly/component to the next. Early production Mk.Vb serving after mid-August 1941 would have received the new "Day Fighter" camouflage scheme with Ocean Grey (or mixed grey) applied over the previous Dark Earth, and Medium Sea Grey applied over the previous "Sky Type S" undersides. These new colours could be brush painted or sprayed on depending on what equipment was available at the time.

Additionally, extensive weathering and re-painting (hand brushed as well as sprayed) also helped ensure that a wide variety of tonal differences could be seen. While we have tried our best with our paint suggestions, there is no doubt many will disagree with us. Which is OK.

Richard Alexander 2025

Wingspan:	Length:	Max Weight:	Max Speed:
36ft 10in (11.23m)	29ft 11in (9.12m)	6700 lb (3039kg)	370mph (595kph)

No Manufactured (Mk. Vb):	Production:	Engine:	Ceiling:	Armament:
3950 approx. (including conversions)	March 1941 to May 1942	1440hp Rolls-Royce Merlin 45	37700ft (11500m)	2x 20mm Hispano-Suiza cannons & 4x .303" (7.7mm) Browning machine guns

References:

Supermarine factory engineering drawings – Pilot's Notes Spitfire Va, Vb & Vc Aircraft..., Air Publication 1565E – Supermarine Spitfire Mk V in Europe and North Africa, Wingleader Photo Archive #6 2021 – Supermarine Spitfire Mk V, Wojtek Matusiak, MMP 2004 – The Spitfire Story, Alfred Price, Jane's Publishing 1982 – Spitfire The History, Eric B. Morgan and Edward Shacklady, Key Publishing 1987 – Spitfire notes (various), Edgar Brooks – The Imperial War Museums – Australian War Memorial Museum – Mark Postlethwaite – bbm.org.uk – www.nationalarchives.gov.uk – www.airhistory.org.uk – Andy Hosking – Private Collections.

The following additionally provided photos for publication in this instruction booklet, for which we are incredibly grateful:

ww2images.com – Air Force Museum of New Zealand – Private Collectors (various).

K32006 1/32 Spitfire Mk.Vb (Early)

Warning: Choking hazard. Keep small parts and plastic bags away from children. Use glue/cement and paint in a well-ventilated area. Always wear protective eyewear when cutting and protective mask when painting, gluing and sanding. Do not breathe in dust. Beware of sharp edges.

Assembly: **Read all the instructions carefully 3 times before starting assembly.** Yes, even if you are very experienced. Use glue/cement intended for plastic models. Assemble metal and resin parts (if included) with Cyanoacrylate (CA) or epoxy glue. Select a marking option before starting assembly and note the optional parts required on your instructions.

Optional Detail can be ignored if you don't feel comfortable doing it. It is not 100% necessary to complete your model. For rigging long control cables and aerial wire we recommend stretchy elastic type material like "EZ Line" etc and thin metal or plastic for short control cables and rods etc.

Painting: Only use paint **designed and suitable** for plastic model kitsets. If in doubt, test on scrap plastic **from this model** before using.

Decals: Avoid painting unnecessary and harsh colour demarcation lines under white decals. Cut out each decal only as required. **Soak in warm water for around 15 seconds.** Help avoid "silvering" by not over-soaking and washing off the decal glue. Slide decal off backing paper on to smooth painted surface of model and move into position using a fine paint brush and/or tweezers. It can be helpful to apply a small drop of water mixed with PVA glue to the area where decals are being applied to make them easier to maneuver into position and help avoid silvering. If necessary, use decal setting and solvent solutions but only after first testing on spare decals **from this model**. Alternatively, **carefully** use a hair dryer or very hot water (applied with a brush) to soften and conform decals to surface details. Do not overheat because you will damage your model.

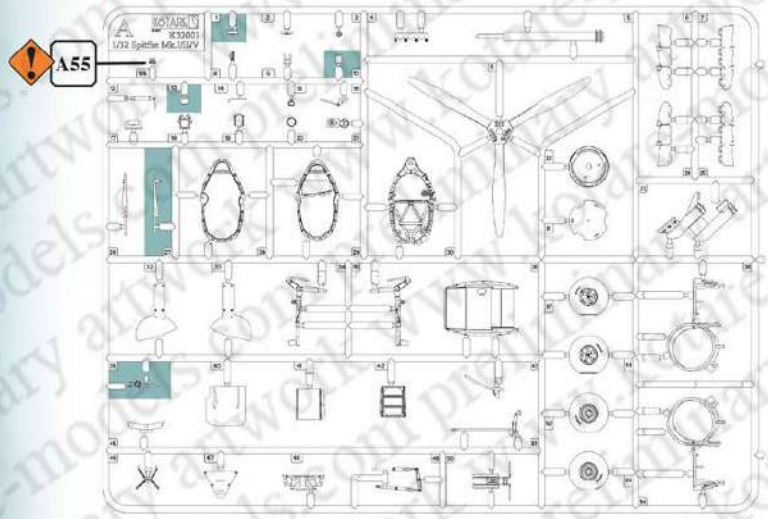
Hints & Tips: Please visit **www.kotare-models.com** for any additional hints and tips to help you get the best result from your model.

	Colour*	Tamiya	Humbrol	SMS	FS/BS**
a	Interior grey-green – semi-gloss	XF71	78	PL100	FS34227
b	Interior grey-green (pale) – semi-gloss	XF76	240	PL94	FS34424
c	Brass – metallic	X31	54	PMT13	–
d	Night – matt	XF85	67(x1)+33(x1)	PL229	FS37070/BS642
e	Aluminium paint – metallic	XF16	27001	PMT09	–
f	Gun metal – semi gloss	X10	27004	PMT08	–
g	Rubber – matt	XF69	66	PL216	–
h	Beige linen – matt	XF57	121	PL226	FS30475
i	Dark Earth (dark) – matt	XF52(x1)+XF90(x1)	29	PL228	FS30118/BS450
j	Dark Earth (pale) – matt	XF49(x1)+XF92(x1)	26	–	–
k	Dark Green (dark) – matt	XF81	116	PL227	FS34079/BS241
l	Dark Green (pale) – matt	XF89	117	–	FS34159
m	White – matt	XF2	34	PL27	–
n	Medium sea grey – matt	XF83	165	PL108	–
o	Sky Type S (duck egg blueish green) – matt	XF21	90	PL124	FS34558
p	Red – gloss	X7	19	PL49	FS11400
q	Yellow – matt	XF3(x10) + X6(x1)	24	PL162	FS33538
r	Dark red brown – semi gloss	XF79	70	PL15	–
s	Frosted opaque lens – semi gloss	XF16(x1)+XF2(x1)	11(x1)+34(x1)	–	–
u	Chrome – metallic	X11	27002	CHM01	–
v	Black – matt	XF1	33	PL178	–
w	Light grey – matt	XF25	87	PL27	FS35237
x	Clear orange – gloss	X26	1322	PL22	–
y	Dark Green – gloss	X5	3	PL50	–
z1	Sky (pale duck egg blue) – matt	XF2(x4) + XF23(x1)	34(x4) + 65(x1)	–	FS35550
z2	Mixed grey – matt	XF83(x7) + XF1(x1)	–	–	–
z3	Ocean Grey – matt	XF83	106	PL86	–

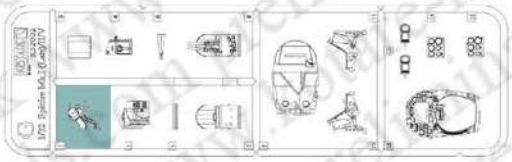
* Colours matched to the best of our ability.
** FS = Federal Standard. BS = British Standard.

Note: Apply clear varnish to achieve the desired gloss, semi-gloss and matt finish.

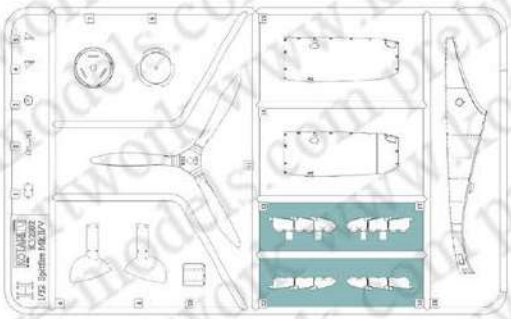
A parts



G parts

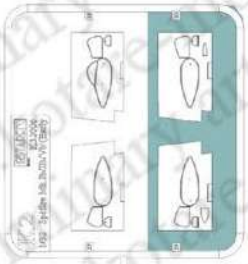


H parts

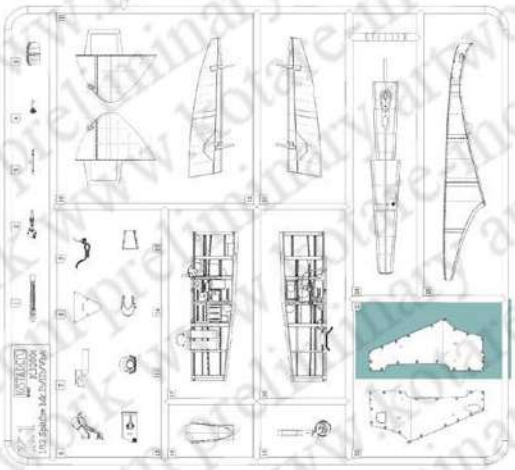


C parts

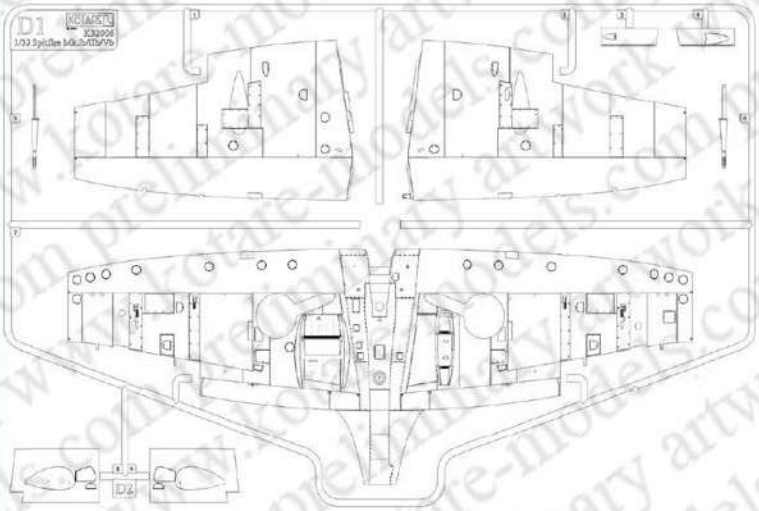
K1/K2 parts



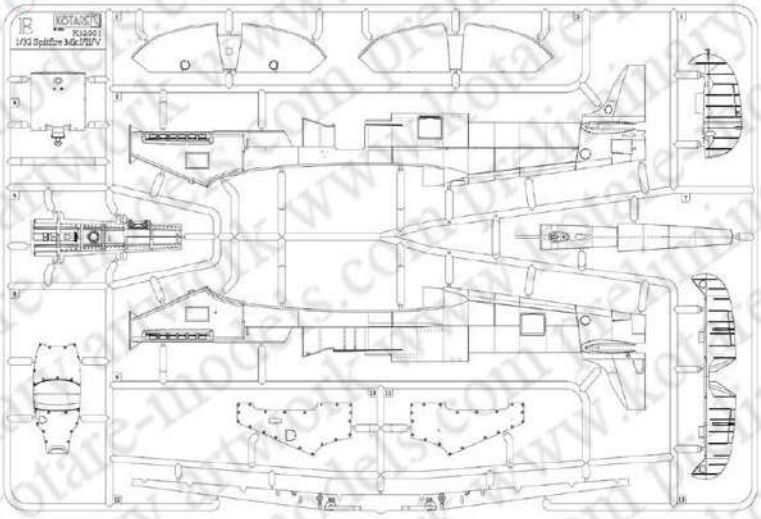
= Not used



D1/D2 parts



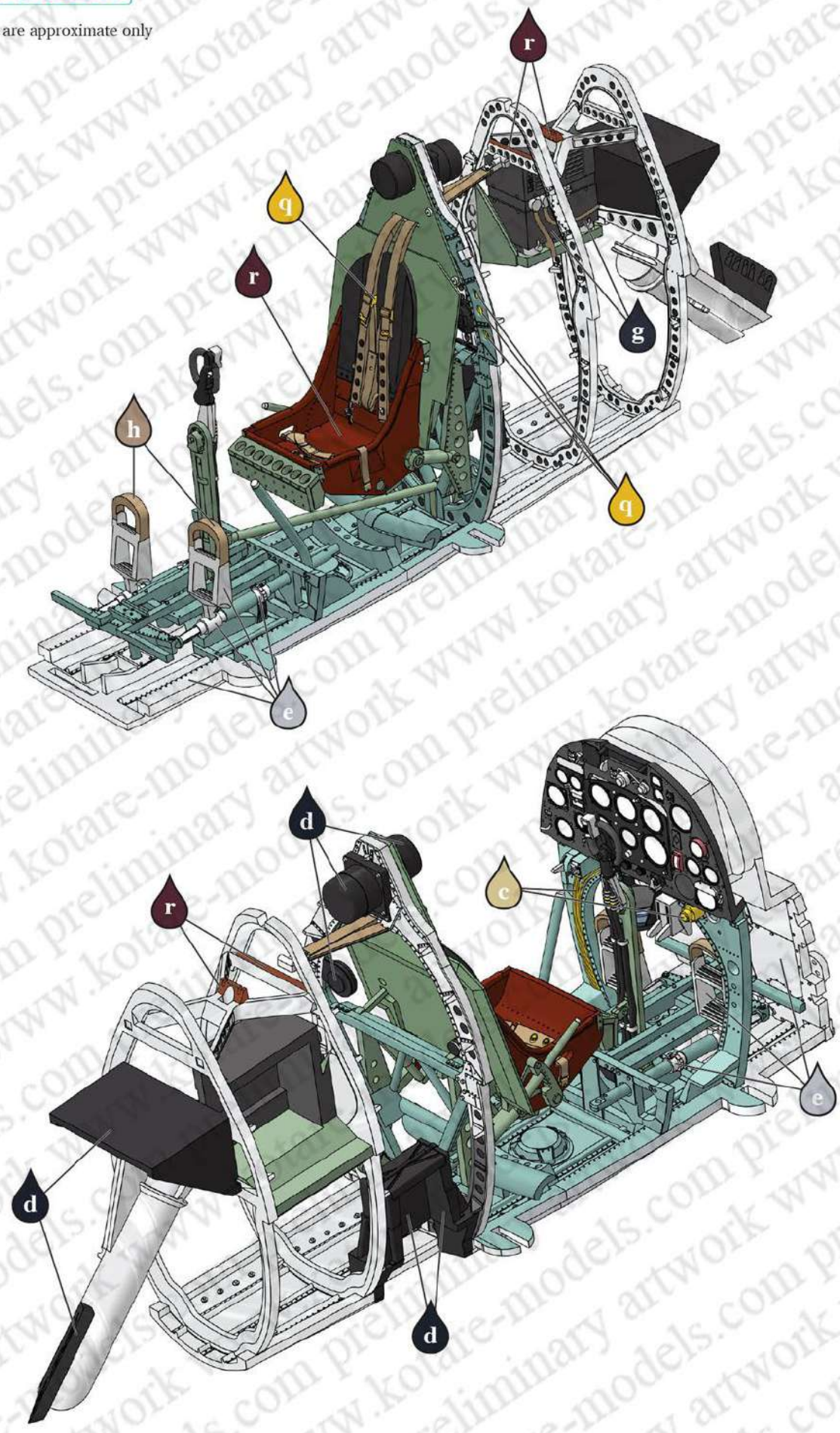
E parts



Decals

PAINT GUIDE

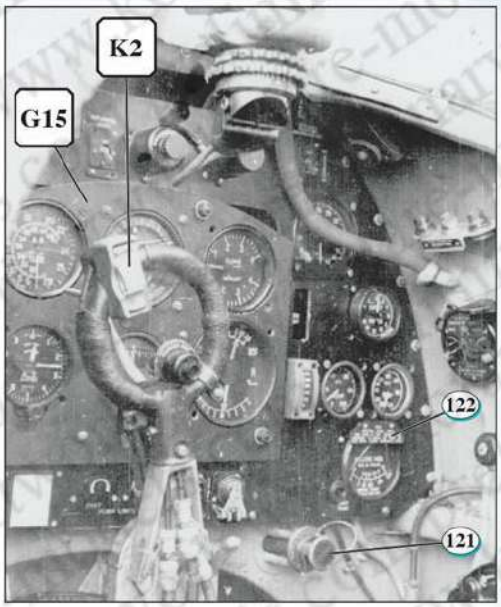
Colours shown are approximate only



1 COCKPIT

PAINT GUIDE

Colours illustrated are approximate only.



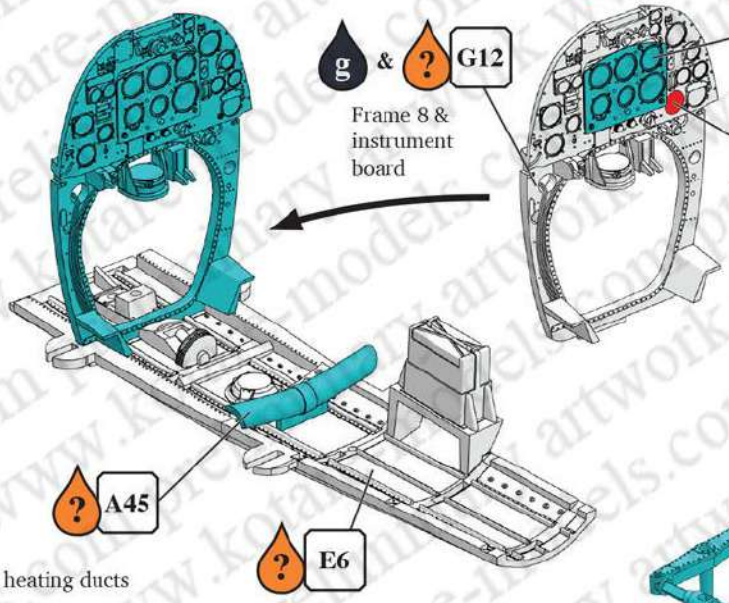
Instrument panel detail from June 1942 CBAF built Spitfire Mk Vb EP287 photographed in late February 1943. Note the spade grip K2 with dual cannon/gun selector, Mk.Ia instrument flying panel G15 and single fuel gauge 122, and empty pressure gauge hole.

? = a AB b C

G14 v Instrument flying panel Mk.I

? BC

G15 A v Instrument flying panel Mk.Ia



g & ? G12 Frame 8 & instrument board

A 2.5mm Drill hole for empty fuel gauge position

? A45

? E6

Gun heating ducts

Fuselage bottom interior & accumulator (battery)

Frame 9

A48 ?

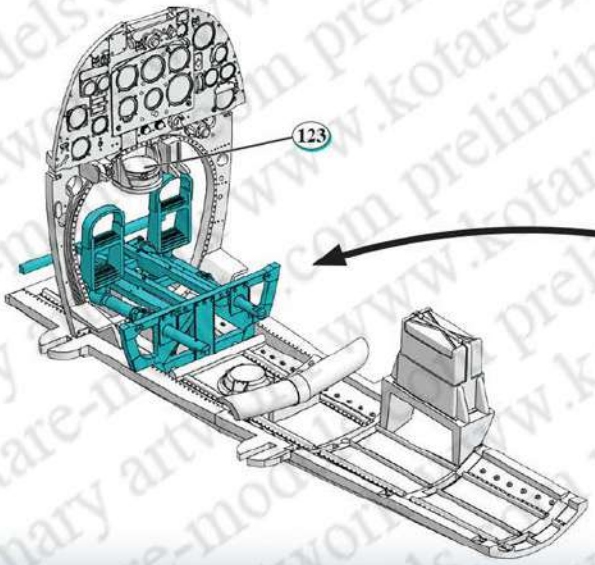
? A50

Heelboards

!

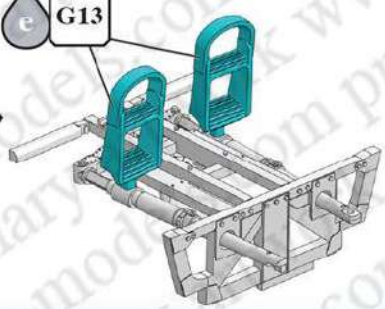
Rudder bar & control tubes

e & ? A49



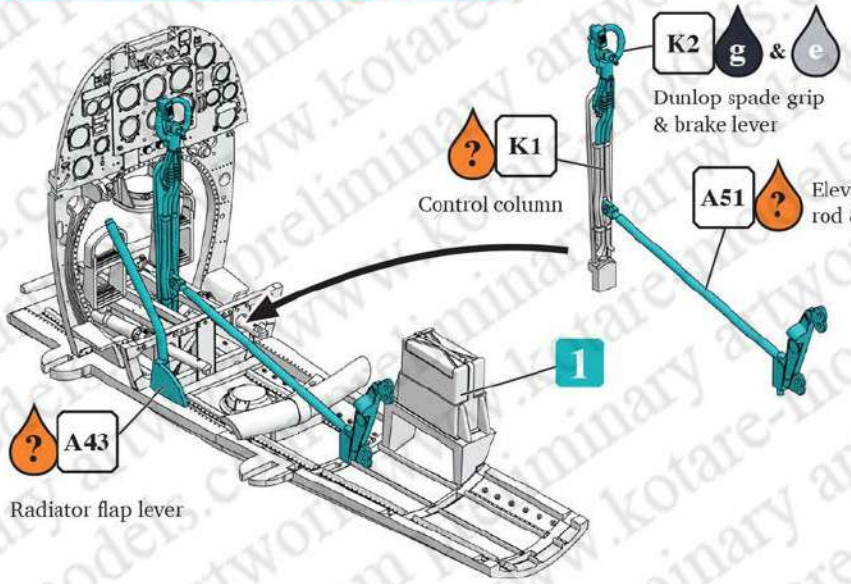
Rudder pedals

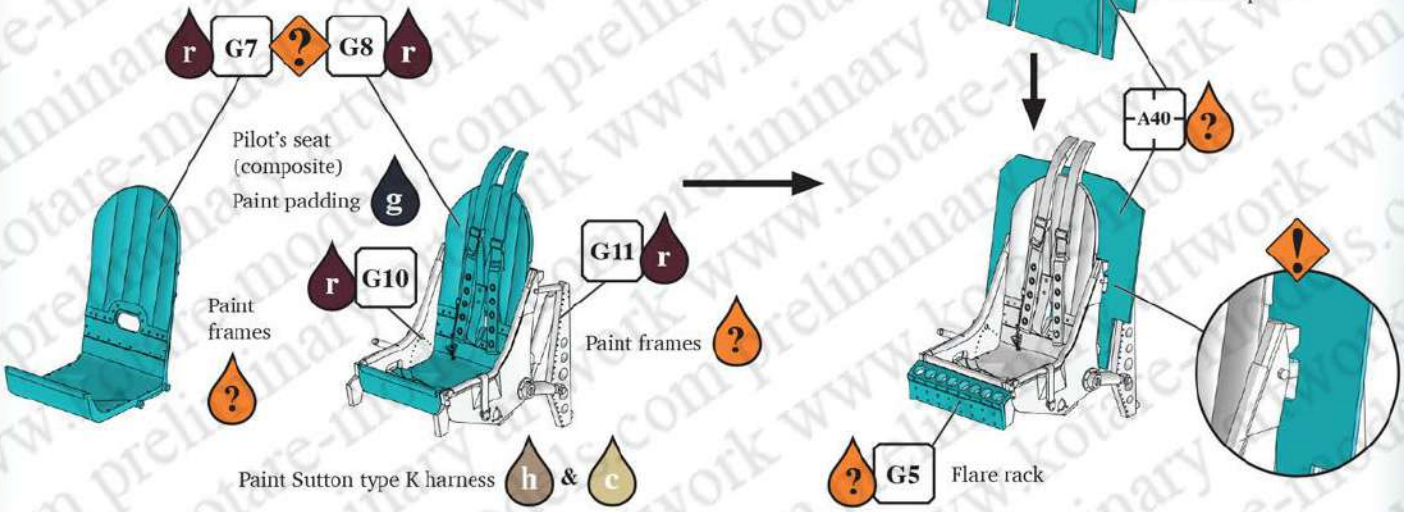
h & e G13

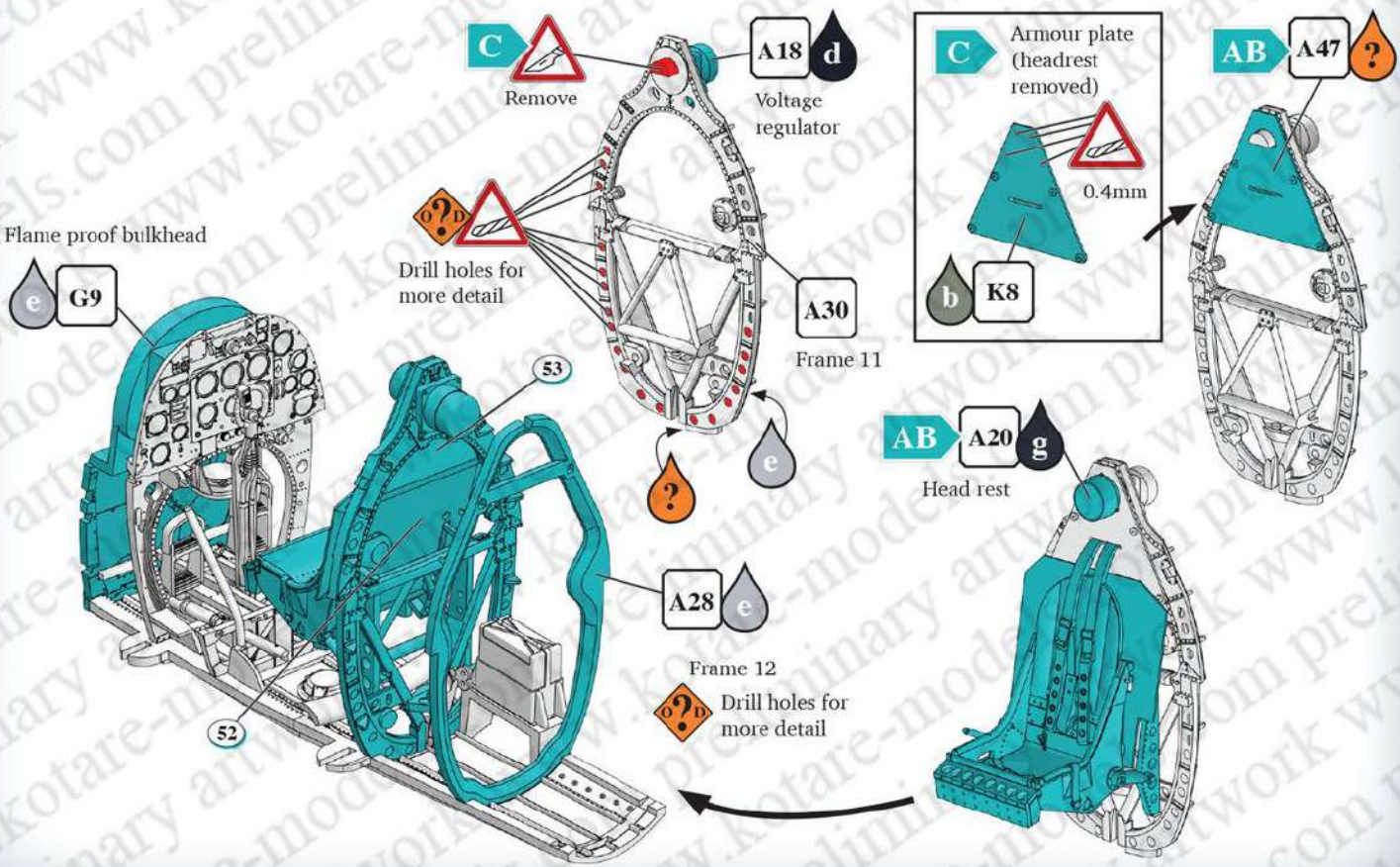


2 COCKPIT CONTINUED

? = a AB b C







3 COCKPIT CONTINUED

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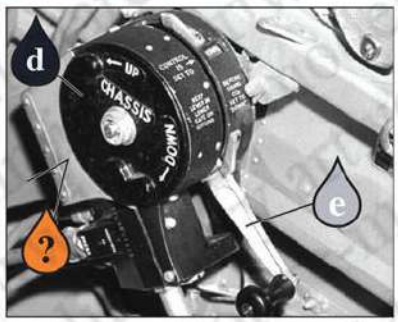
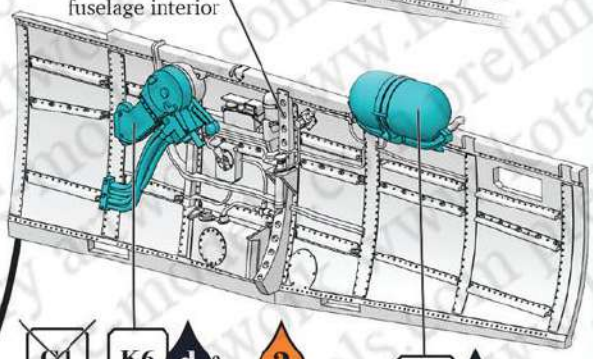


Engine driven undercarriage control unit K6 from a late production Spitfire Mk.Ia.

AB
Remove later oxygen hose

? K20
Starboard fuselage interior



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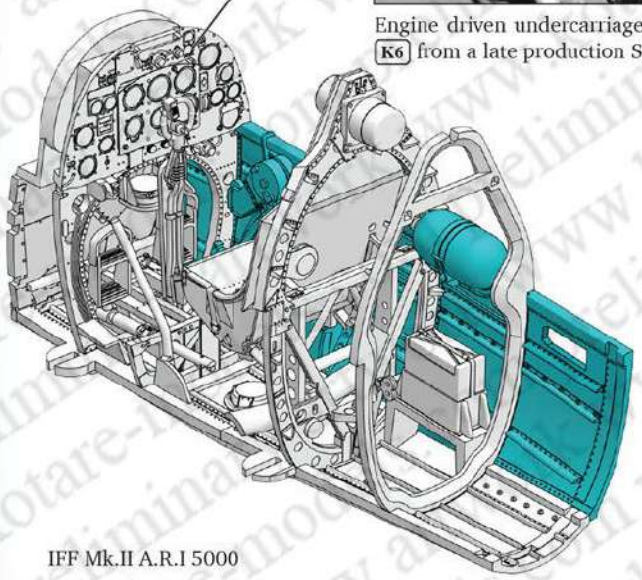
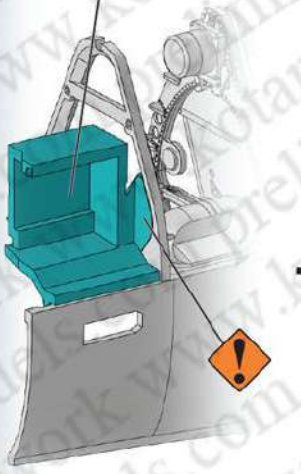


C1 K6 d & ?
Engine driven undercarriage control

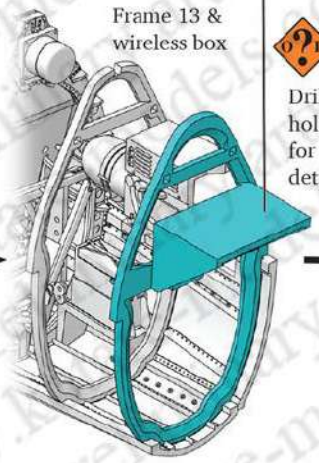
K5 d
Oxygen bottle

IFF Mk.II A.R.I 5000

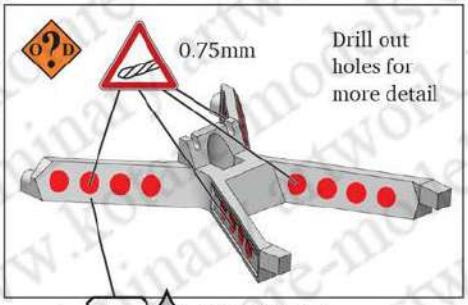
G3 w ? g



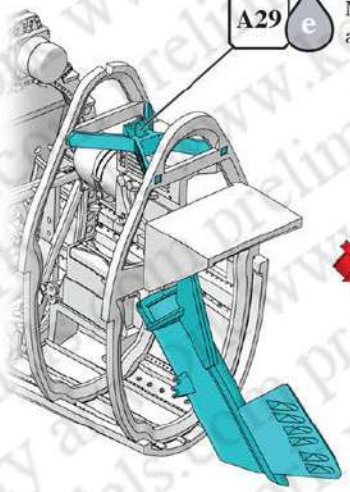
d & e A29
Frame 13 & wireless box



D?D
Drill holes in for more detail

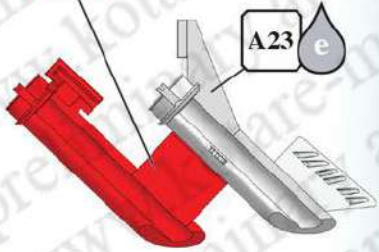


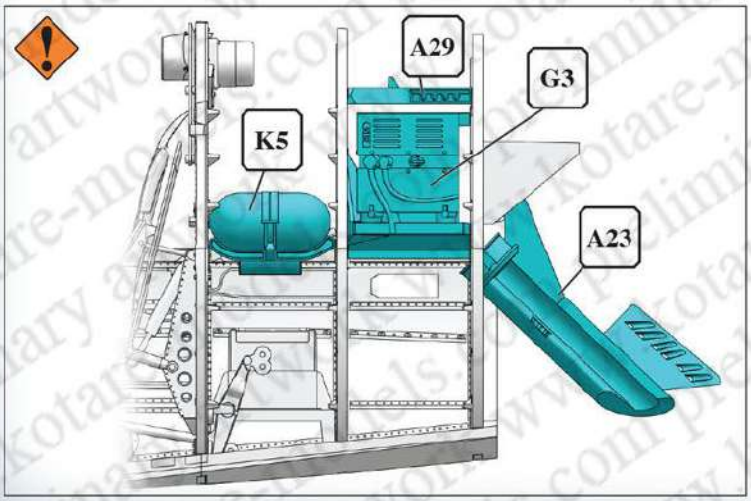
A29 e
Mounting for aerial mast



Remove front parachute flare chute

A23 e



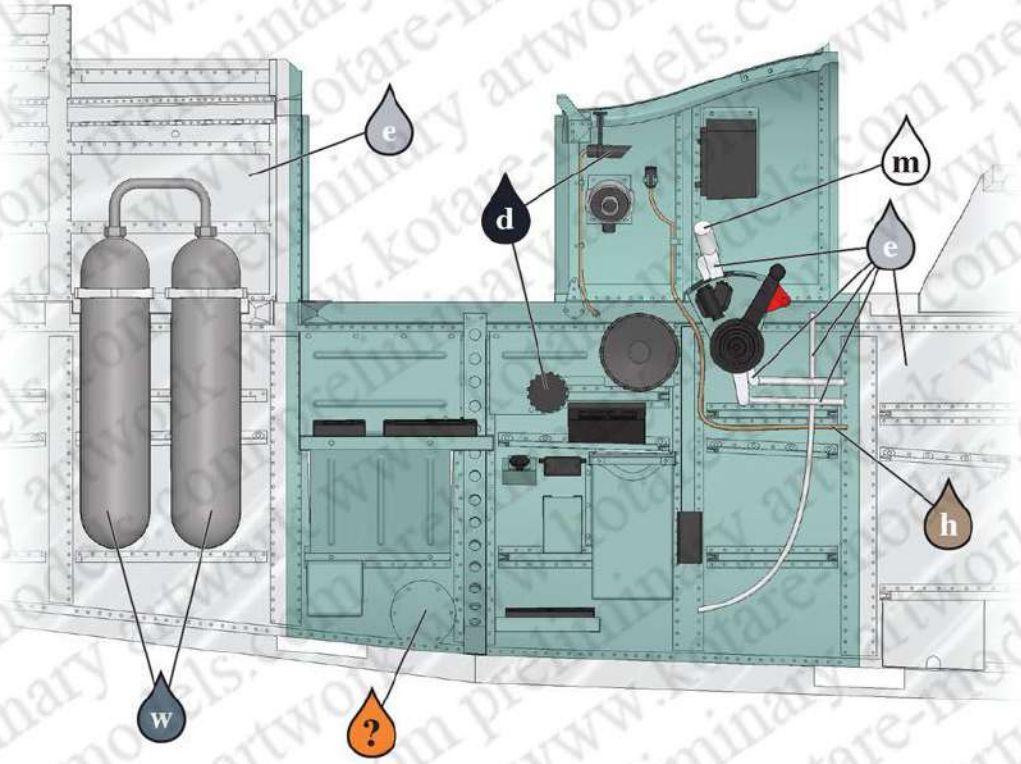


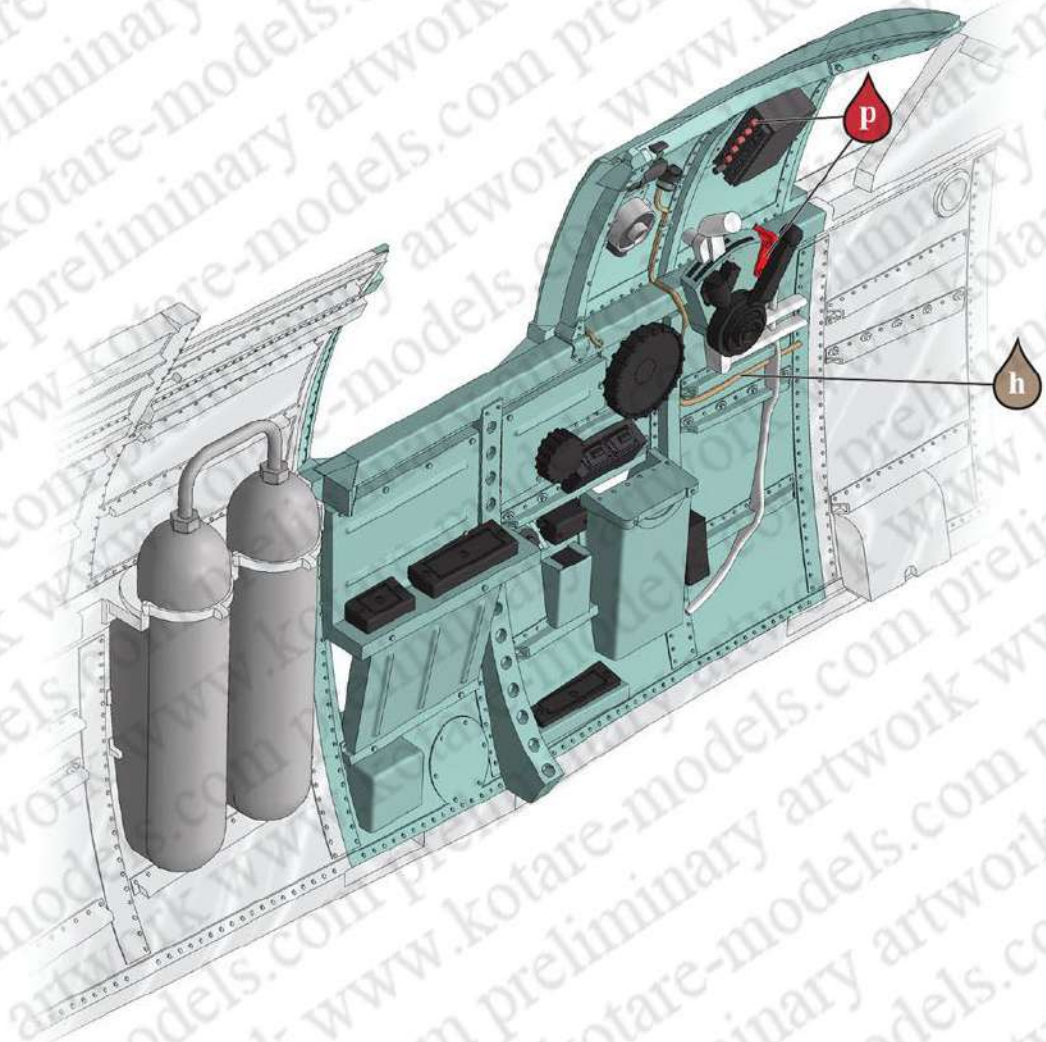
CBAF built mid-production Spitfire Mk.Vb AB870 OU-Z "Hawkes Bay I (Dannevirke)" was completed and delivered to 485 Squadron in early August 1941 where it is seen here sometime the following month. Note the unusual combination of a blunt Rotol RX5/3 spinner with RX5/10 propeller blades.

PAINT GUIDE

Colours shown are approximate only

? = a AB b C





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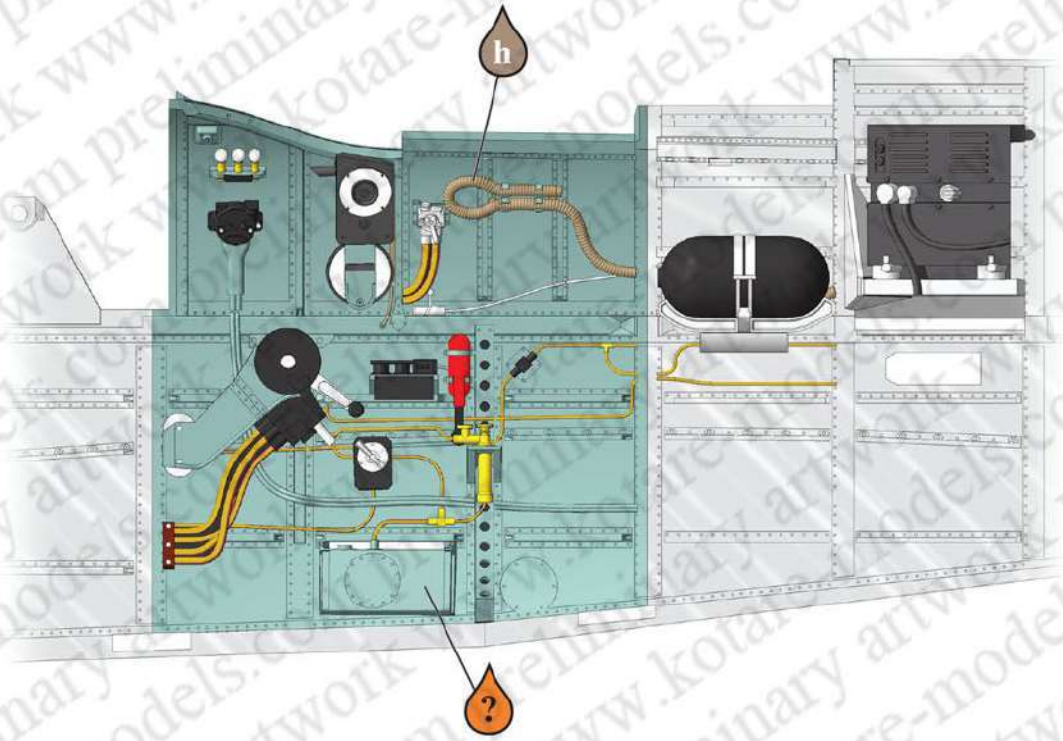
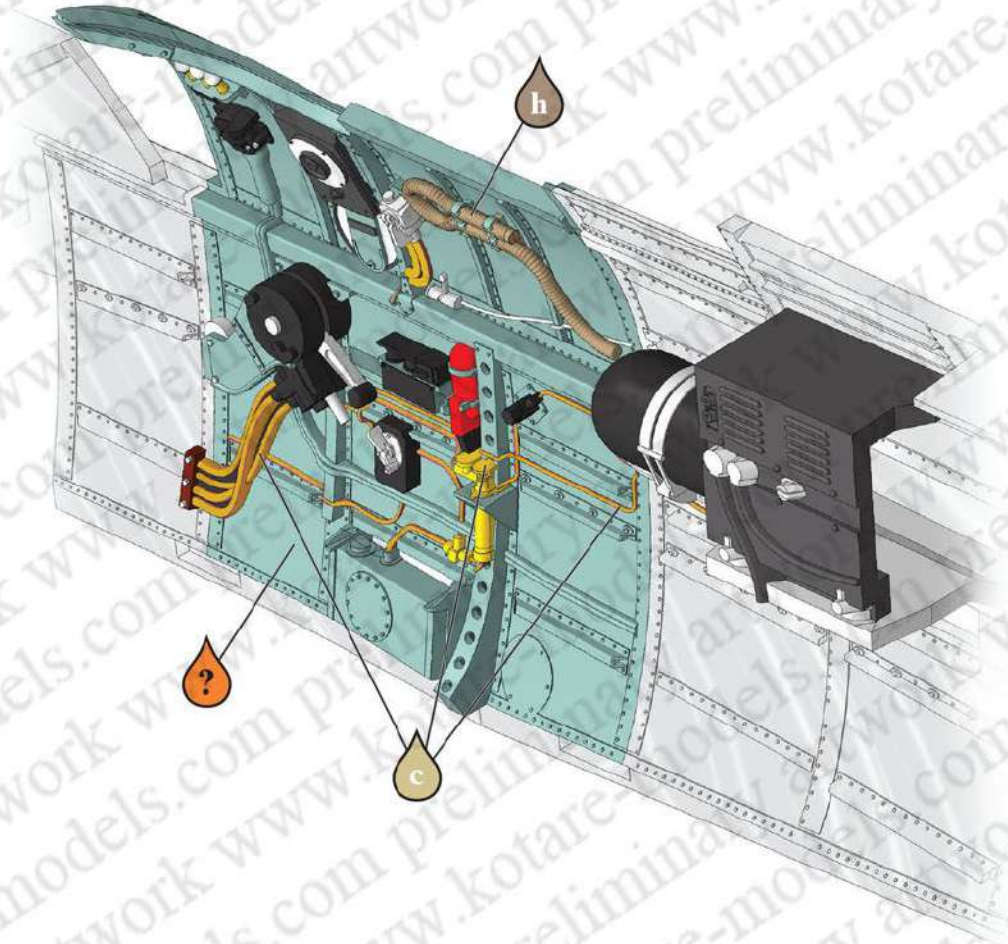
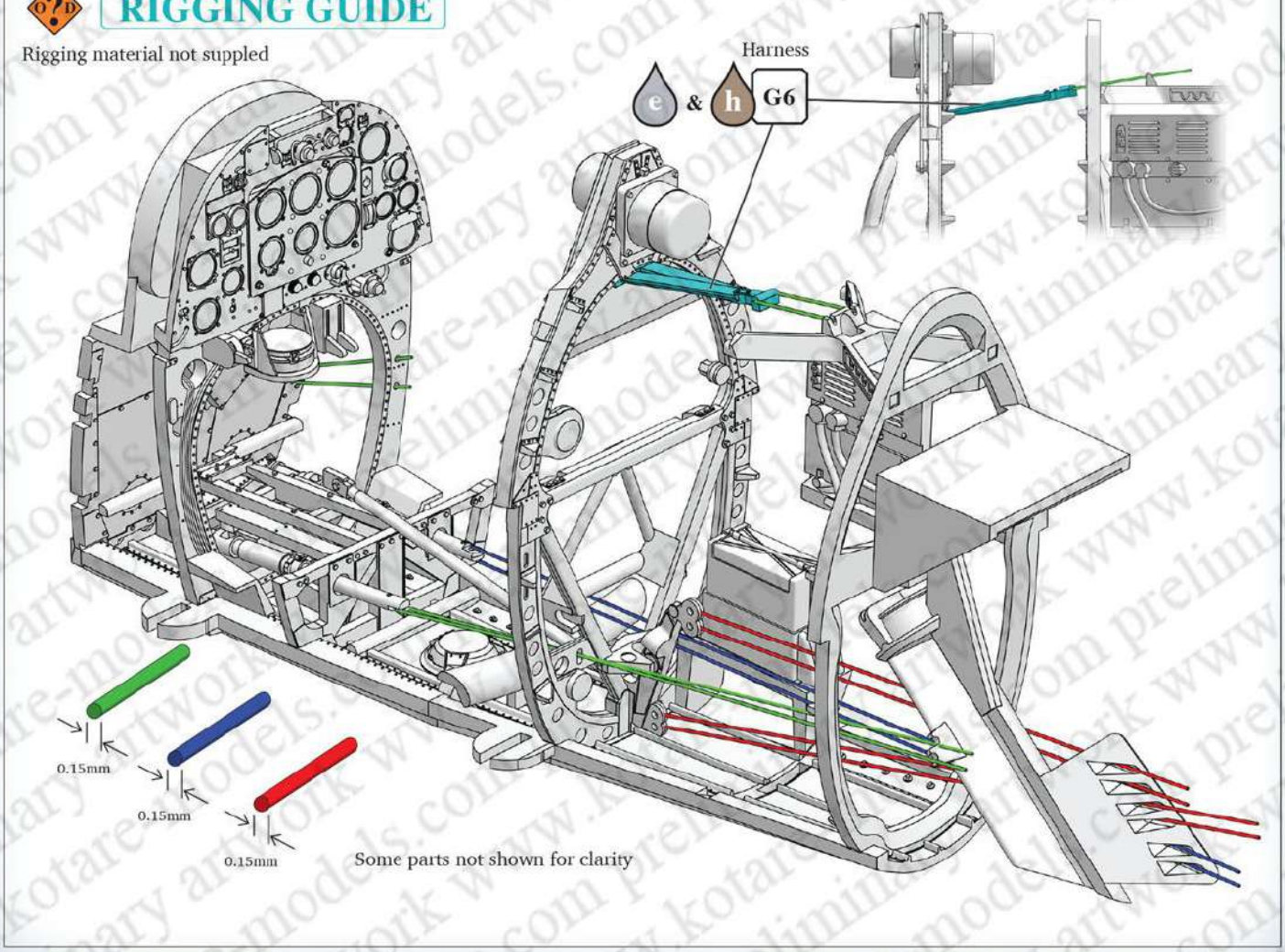




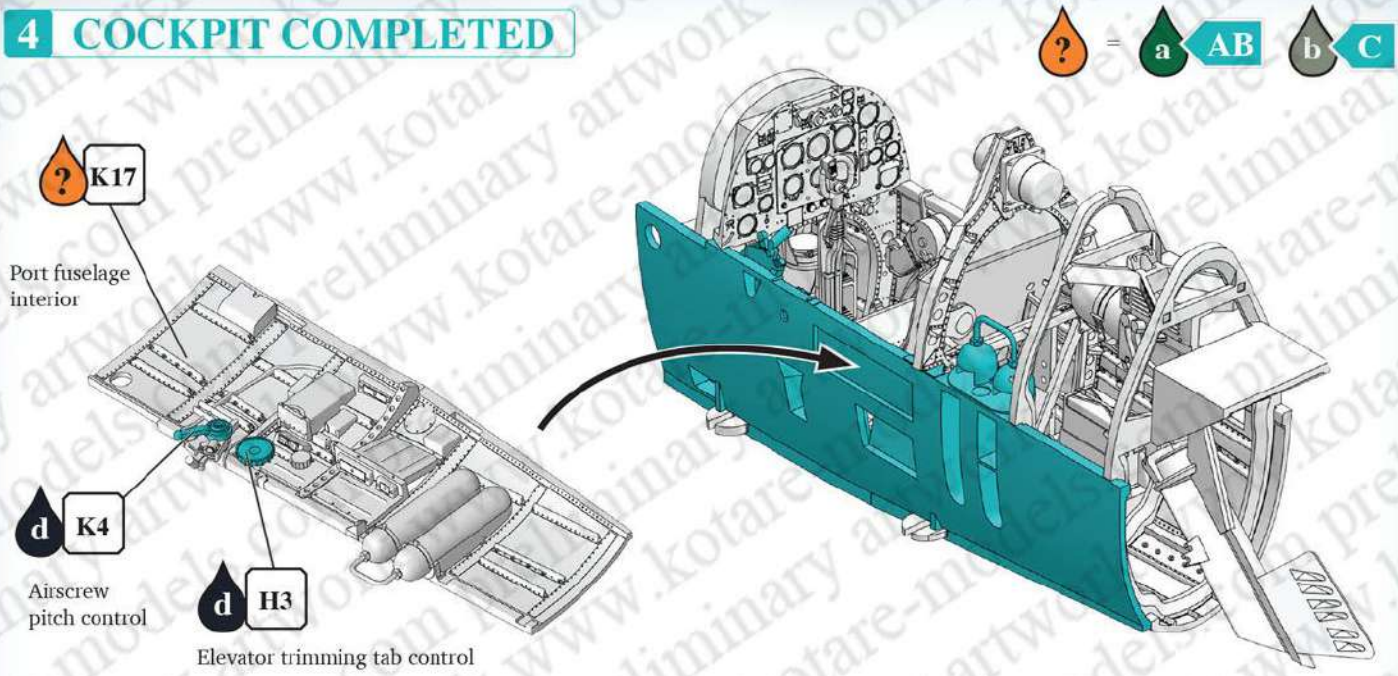
Supermarine Eastleigh built Spitfire Mk.Vb W3333 "Hendon Pegasus" is from the same production order as B and is seen here shortly after completion in early June 1941 before its cannon armament was installed and wearing Dark Earth, Dark Green camouflage upper surfaces with "Sky Typs S" undersides. Note the pristine factory applied stencils, IFF Mk.II aerial wires running from the tip of the horizontal tailplane to the side of the fuselage, upward firing Plessey flare device hole and the old style TR.9D aerial mast. Also note the high underside camouflage demarcation line on not evident on the rear fuselage of W3328 B indicating that the upper surface colours were almost certainly extended further downwards when W3328 was repainted after mid-August 1941.

RIGGING GUIDE

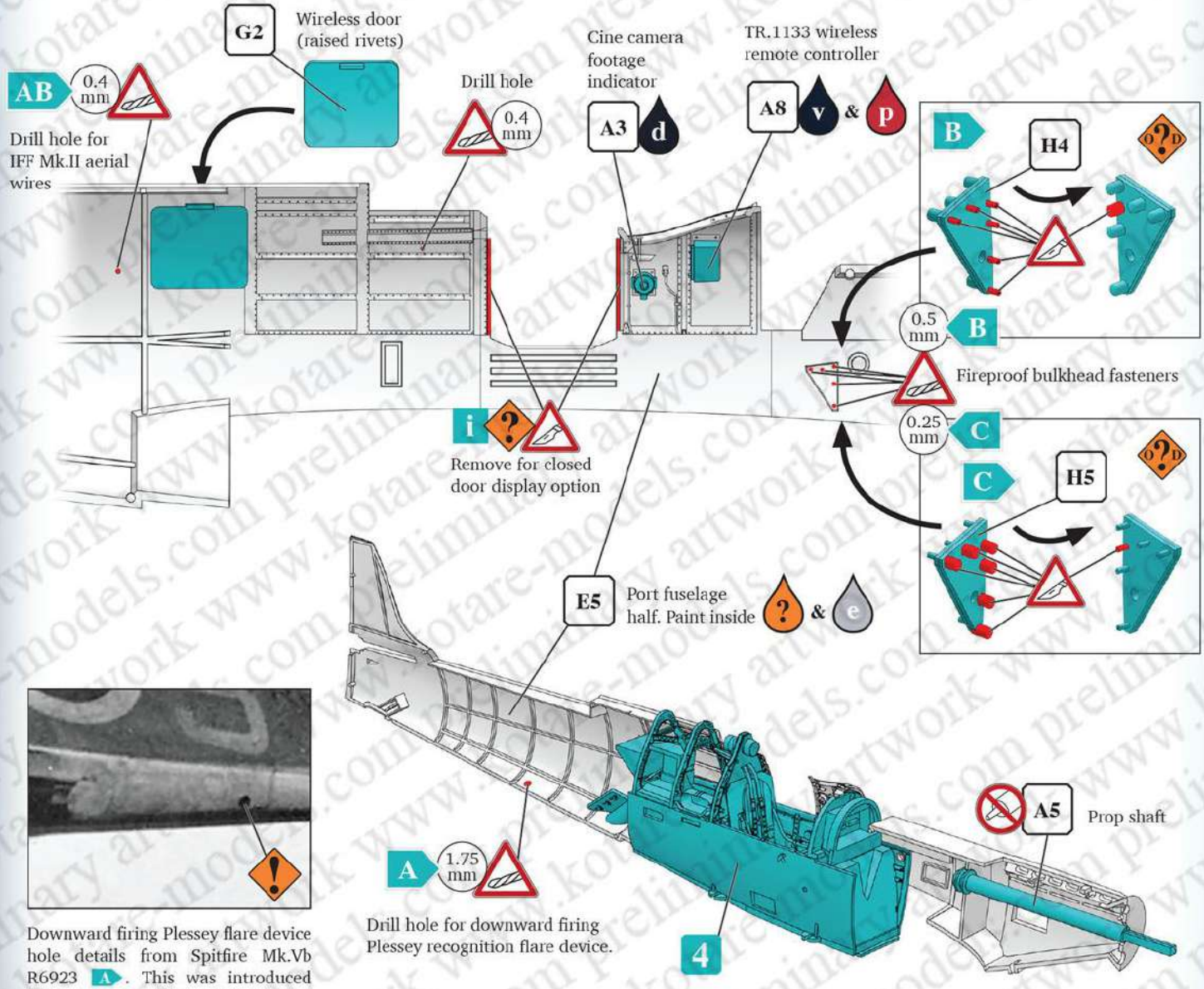
Rigging material not suppled



4 COCKPIT COMPLETED

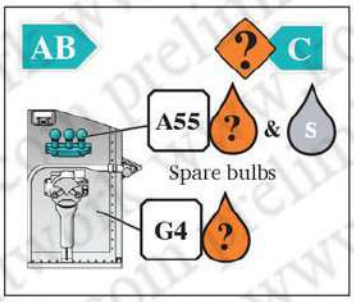


5 FUSELAGE INTERIOR

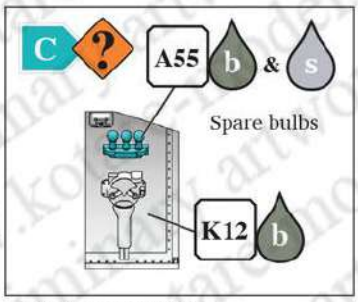


Downward firing Plessey flare device hole details from Spitfire Mk.Vb R6923 A. This was introduced into production from mid-1940.

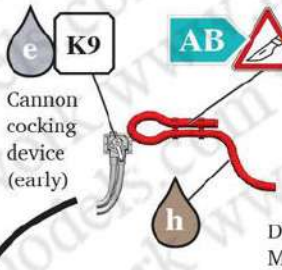
6 FUSELAGE INTERIOR

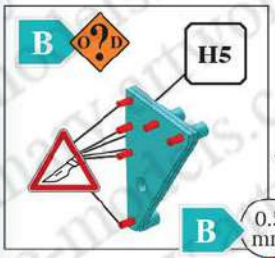


Early oxygen system

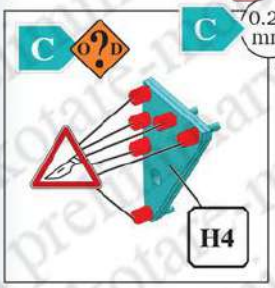


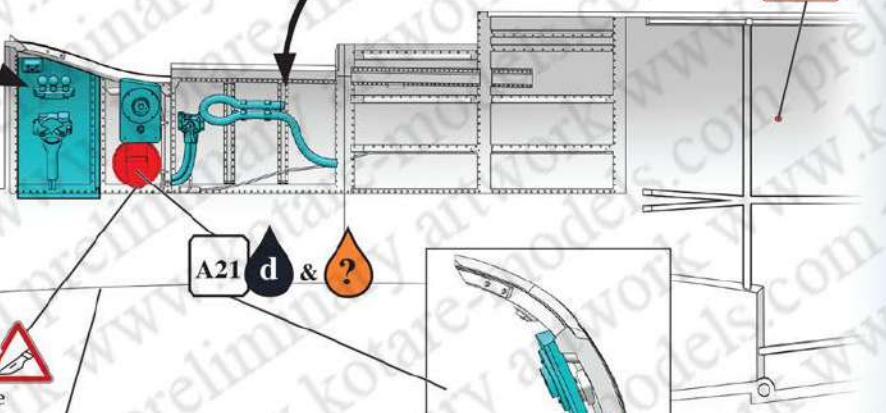
Later oxygen system

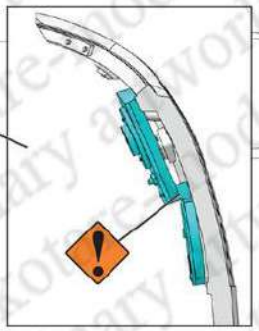


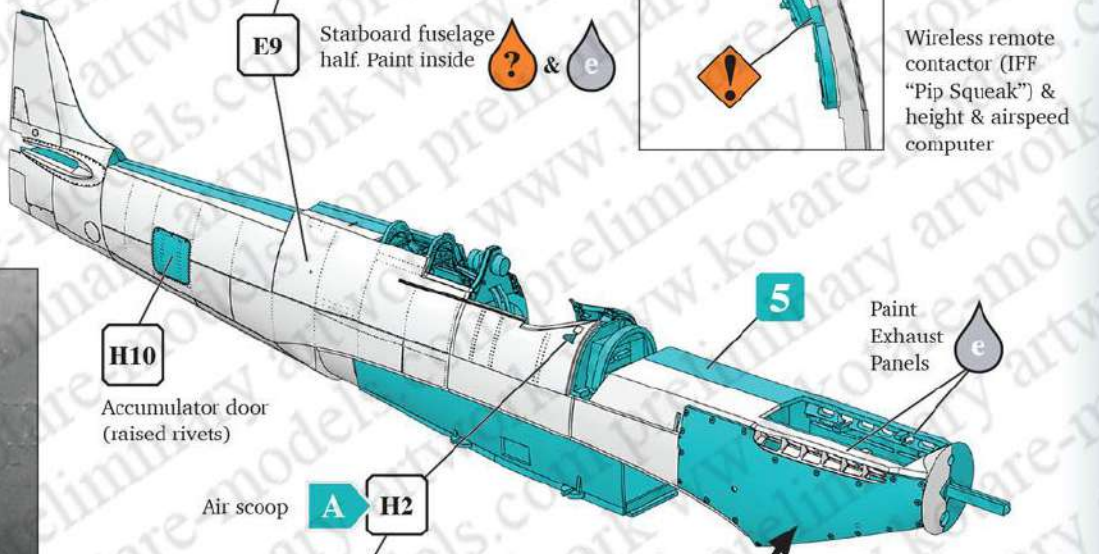


Fireproof bulkhead fasteners

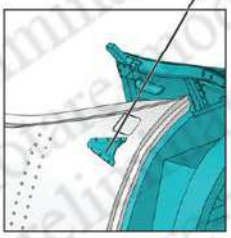


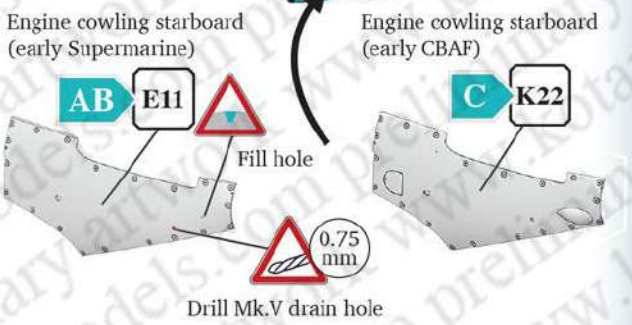


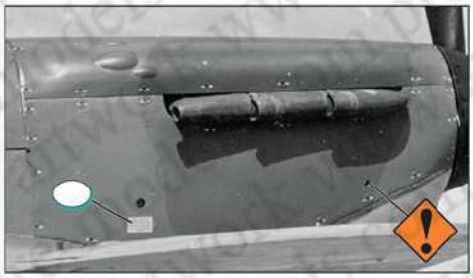


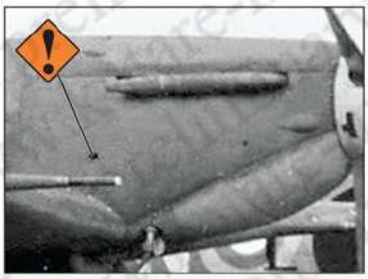



Accumulator door with raised rivets H10 from Spitfire Mk.Vb W3433.

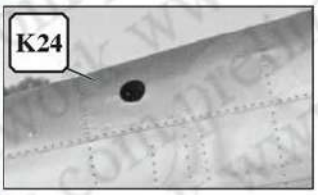




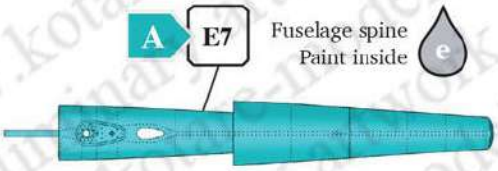

Starboard engine cowling from June 1941 Supermarine Eastleigh built Spitfire Mk.Vb W3433. Note the header tank vent in the lower position introduced for the Merlin 45 engine, the round hole for the hand crank (with health and safety warning instructions (72)) and the generally poor fit of the cowlings. The fastener alignment markings would quickly wear off and/or be overpainted later in service.

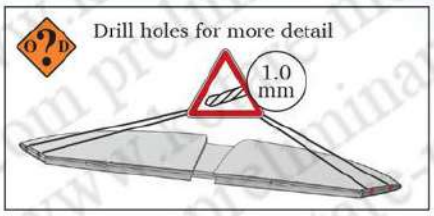

Starboard engine cowling from an early production 1440hp Merlin 45 powered CBAF built Spitfire Mk.Vb of 72 Squadron in July/August 1941. This Mk.Vb is one of the 78 or so Mk.II completed as Mk.Vb or 11 or so converted to Mk.Vb. Note the redundant teardrop fairing designed to clear the Coffman starter drive housing of the 1150hp Merlin XII Spitfire Mk.II engine. Also note the electrical engine starter plug and the key-hole for the hand crank.

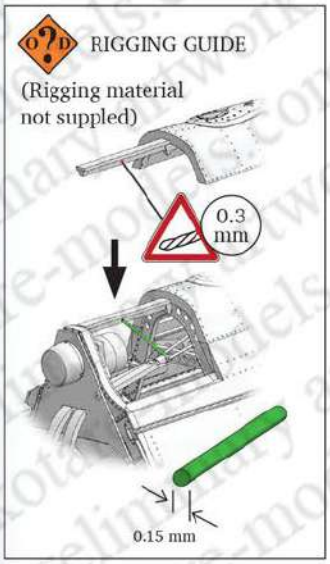
7 FUSELAGE EXTERIOR

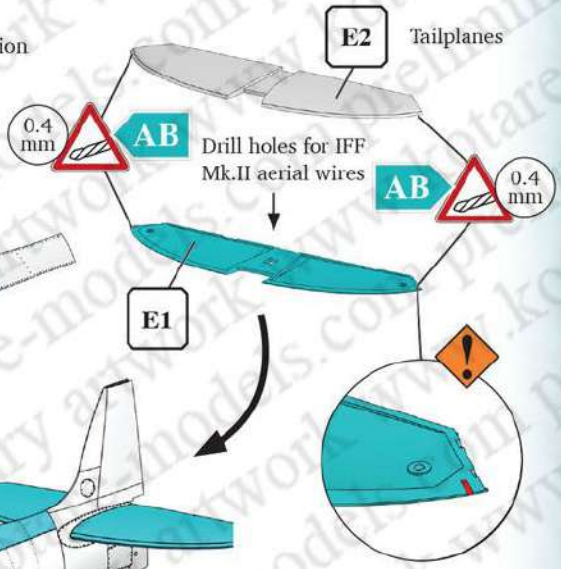


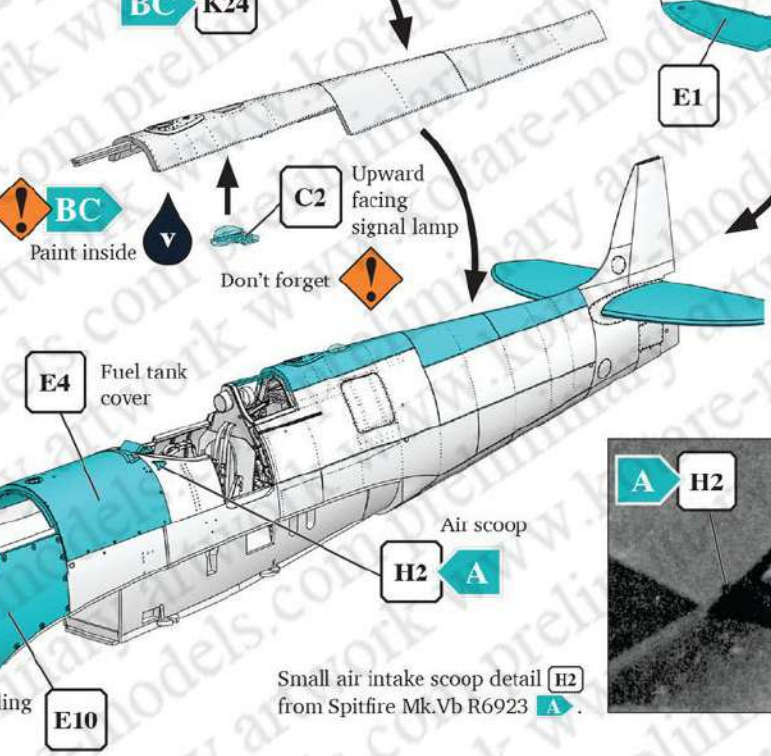
The Plessey flare device was moved to this upward firing position during production in early 1941. This is Spitfire Mk.Vb W3433.

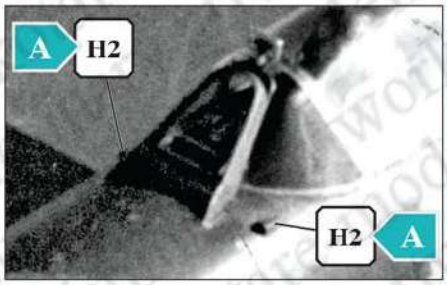




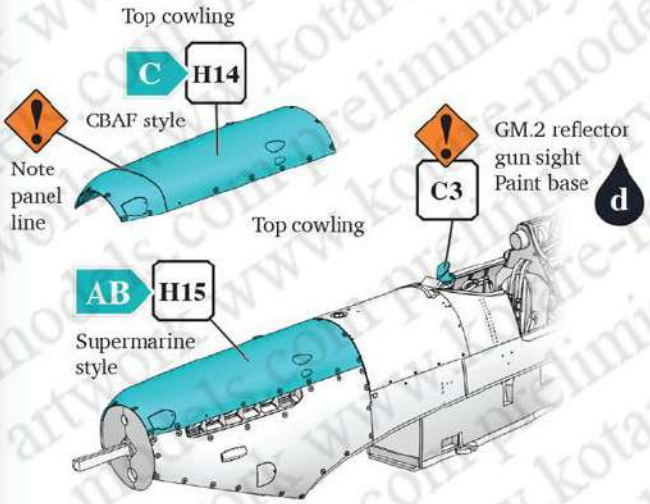


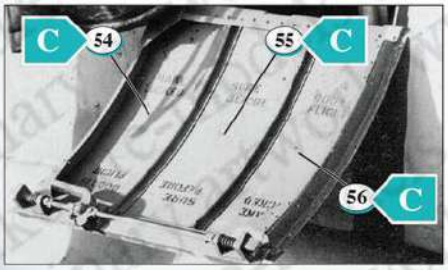




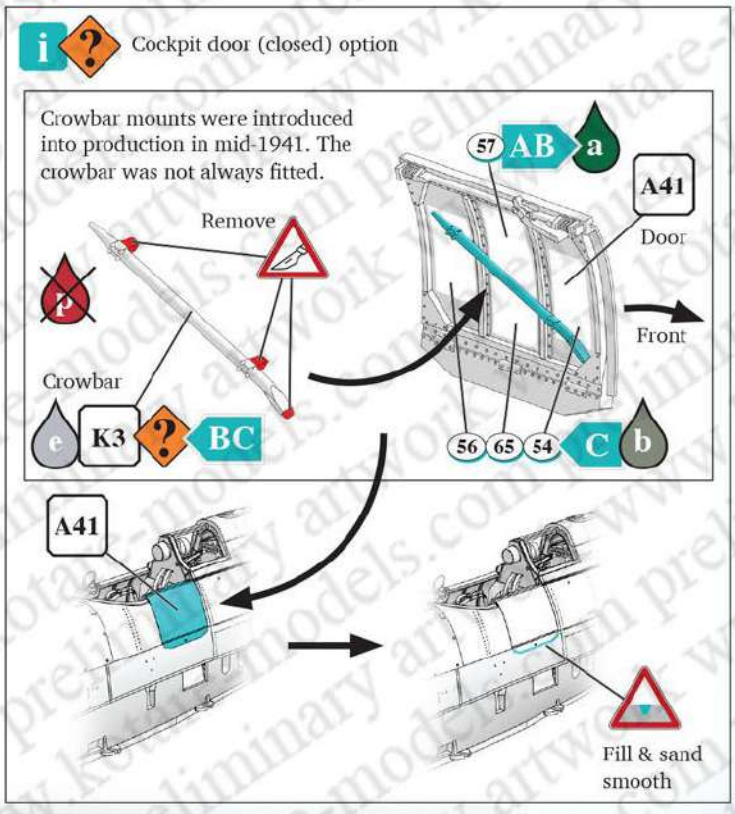


Small air intake scoop detail (H2) from Spitfire Mk.Vb R6923 (A).

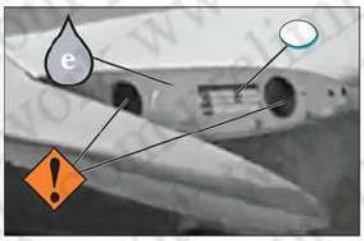




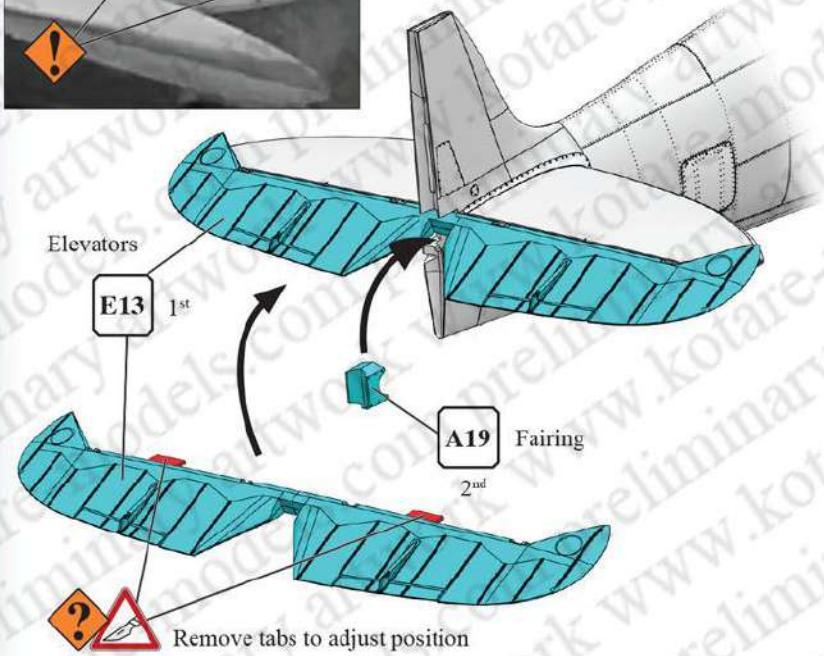
Early style of CBAF door stencils. Note the orientation of the stencils (54), (55), & (56).

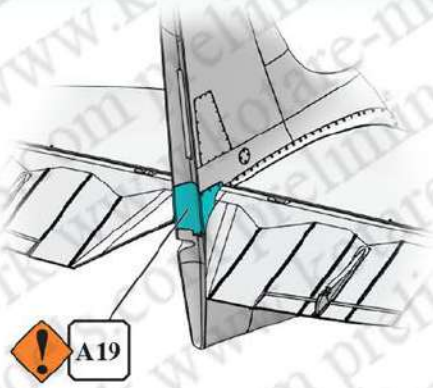


8 TAILPLANE

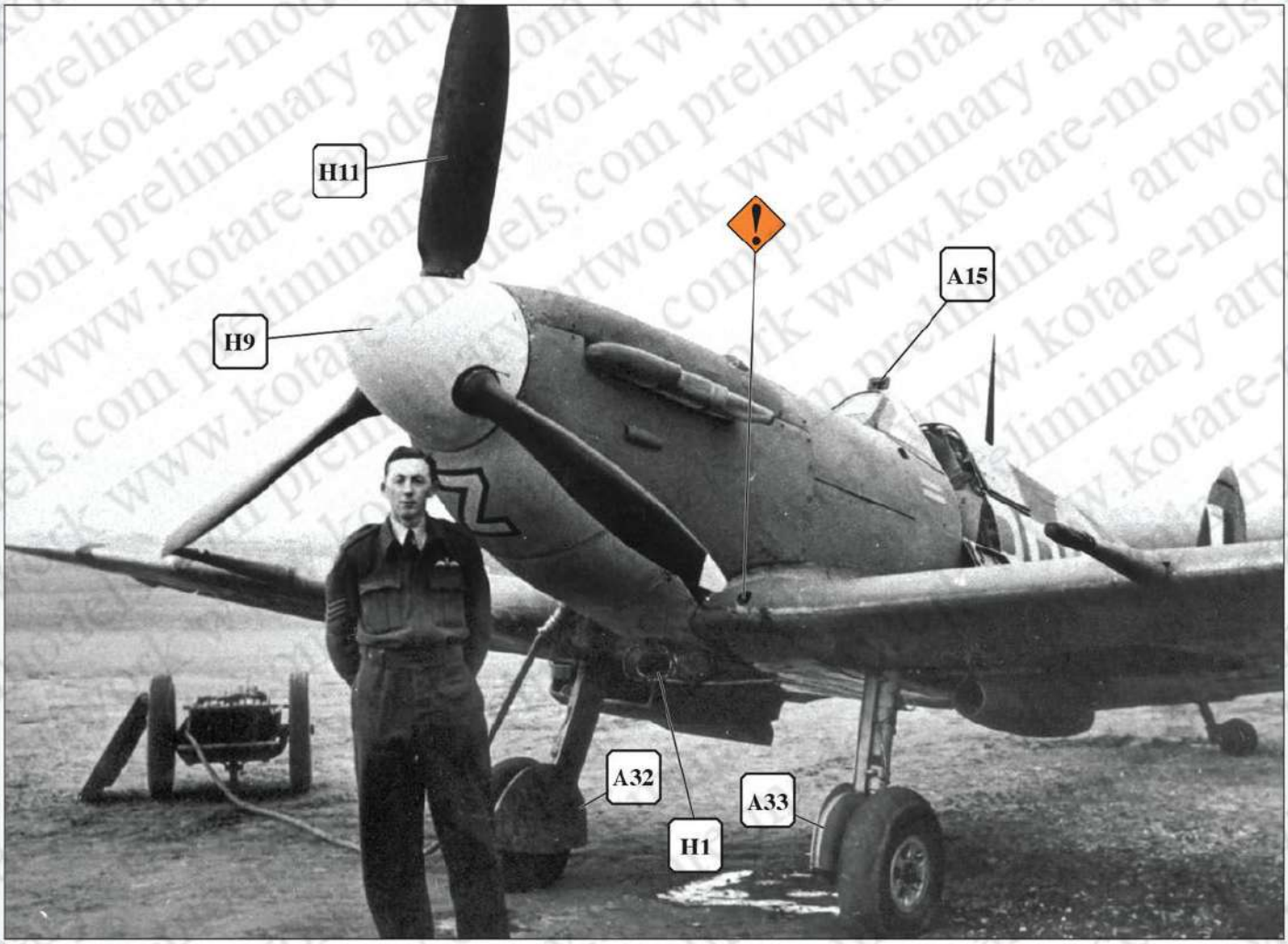


Starboard tailplane detail. Note the data plaque and the lightening holes in the outer rib of the tailplane.

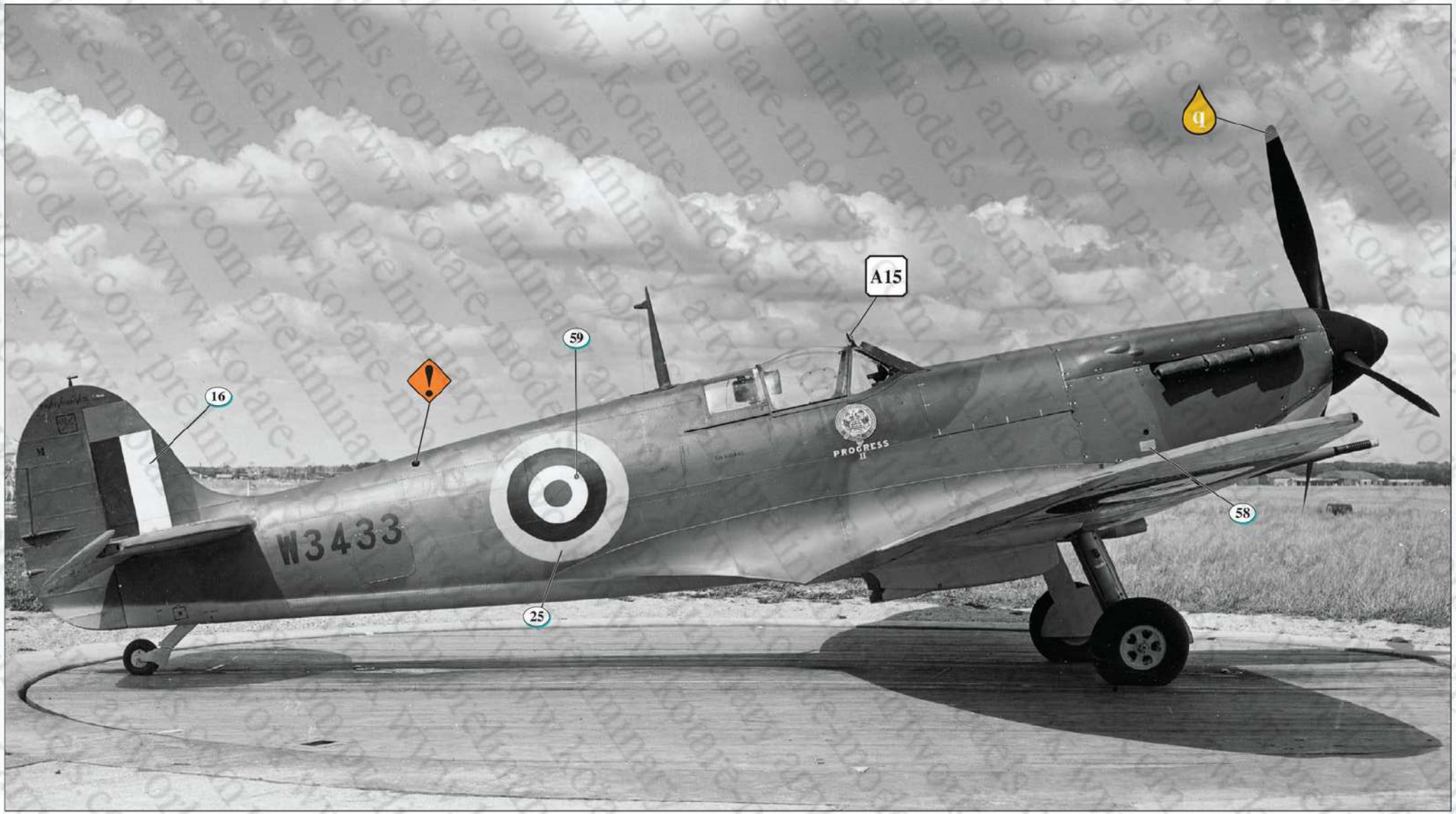




Port elevator detail from Supermarine Chattis Hill built Spitfire Mk.Vb W3373 photographed in October 1941. Note the hinge cutouts, subtle rib-stitching and lack of scalloping on the tightly doped fabric covered surface. Also note the lack of pre (and post) shading effects either side of the ribs.

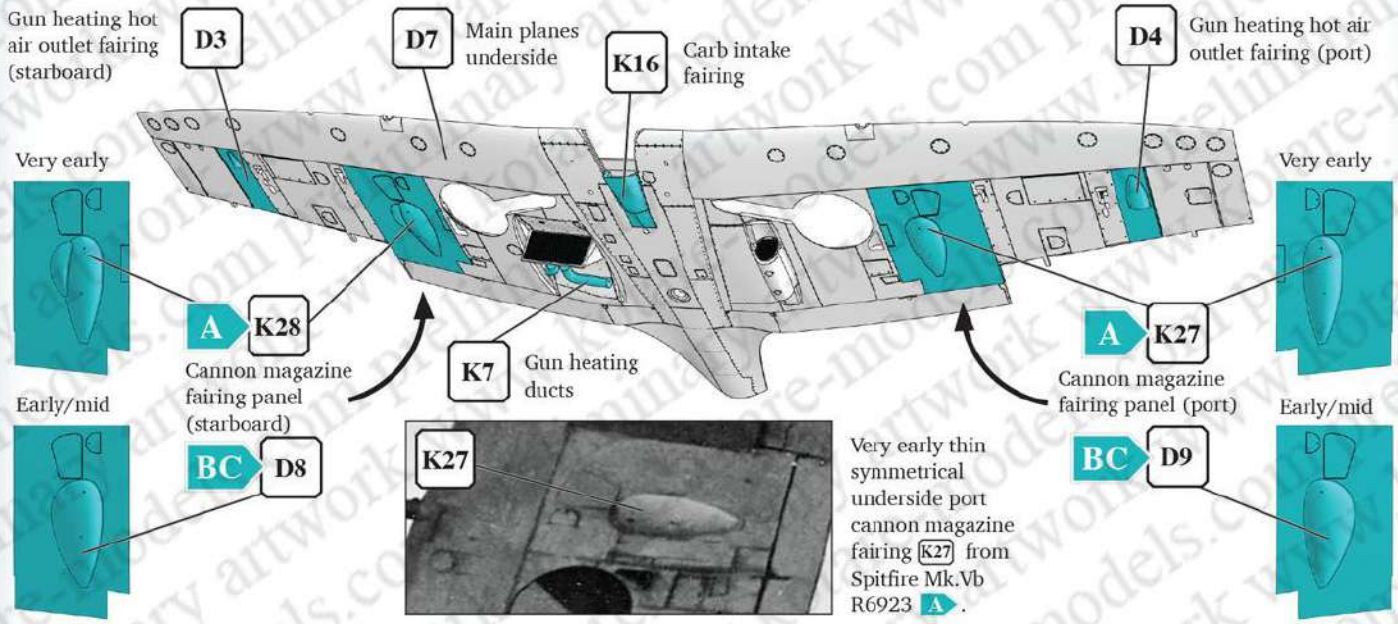


Supermarine Eastleigh built Spitfire Mk.Vb R6882 "City of Leeds" PR-Z was from the same Mk.I production order as A and was retained for training and developmental duties. In February 1941 a Merlin 45 engine was fitted and it was delivered to 92 Squadron early the following month before going on to 609 Squadron, where it is seen here in late August 1941. Note the Rotol RX5/14 spinner with wooden propeller blades, triple ejector exhaust manifolds, ice guard H1, camera hole in the wing fillet and the rear-view mirror A15. Red self-adhesive patches and rubber sheaths have respectively been stuck over the gun ports and cannon muzzles.

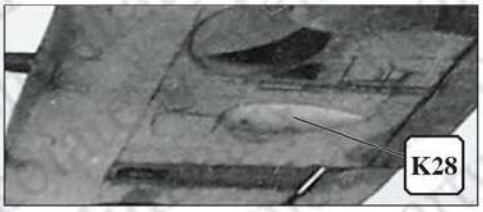


Supermarine Eastleigh built Spitfire Mk.Vb W3433 "Progress II" is from the same production order as B and was photographed here shortly after completion in late June 1941. The Dark Earth and Dark Green camouflage is an interesting mix of soft edge on the main fuselage and hard edge on the subcontractor supplied rudder, fuel tank plating and engine cowlings. The "Sky Type S" undersides have been applied with a soft edge, and quite high up the rear fuselage. Note the pristine factory applied stencils, IFF Mk.II aerial wires running from the tip of the horizontal tailplane to the side of the fuselage, old style TR.9D aerial mast and wire and the weighted appearance of the tyres. The pale Sky band around the rear of the fuselage and spinner would have been painted on at 38 MU (Maintenance Unit) were it was delivered on 26 June 1941 before it went into service with 616 Squadron a few days later.

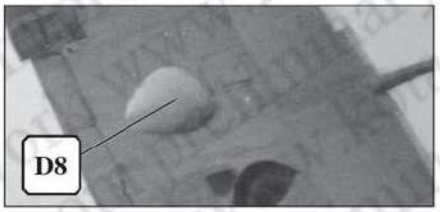
9 MAIN PLANES



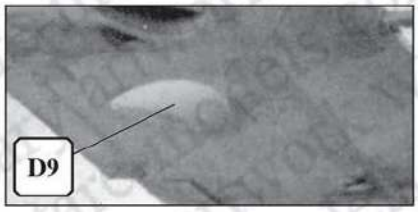
Very early thin symmetrical underside port cannon magazine fairing K27 from Spitfire Mk.Vb R6923 A.



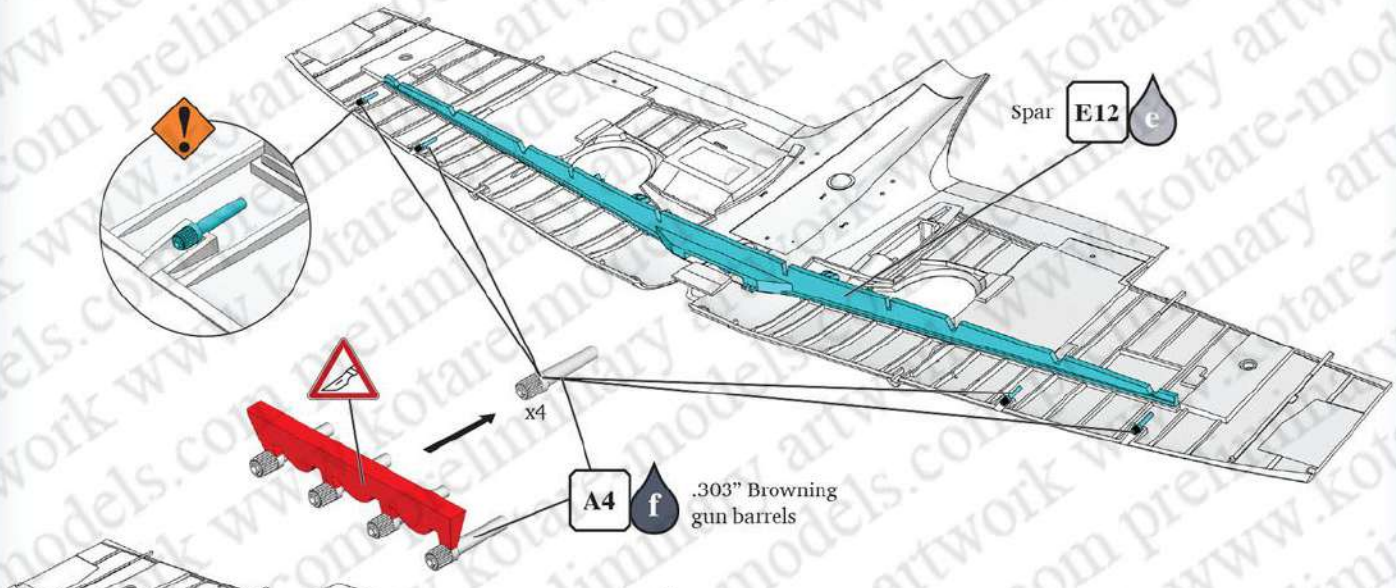
Very early thin symmetrical underside starboard cannon magazine fairing with small additional fairing K28 from Spitfire Mk.Vb R6923 A.



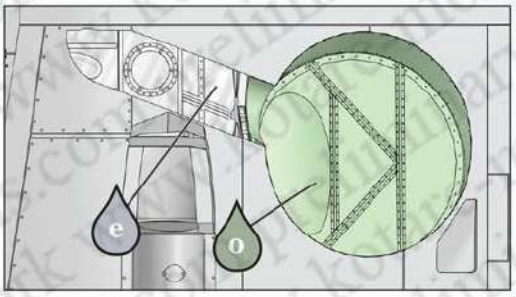
Early/mid wide asymmetrical underside starboard cannon magazine fairing D8 from Spitfire Mk.Vb EN821.



Early/mid wide asymmetrical underside port cannon magazine fairing D9 from Spitfire Mk.Vb EN821.



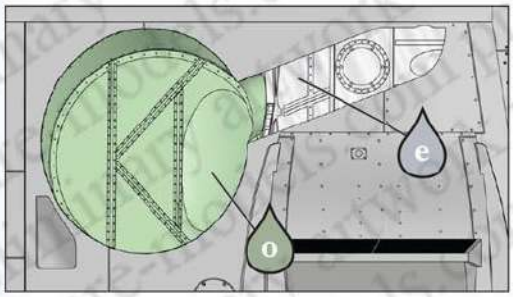
10 MAIN PLANES EXTERIOR



PAINT GUIDE
Colours shown are approximate only

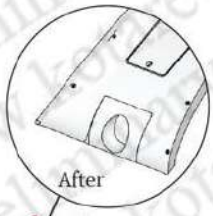
D1 Main plane upper surface (starboard)

PAINT GUIDE
Colours shown are approximate only



D2 Main plane upper surface (port)

V Paint G.42 camera gun lens



K10 Wing tip (starboard)

K21 Aileron (starboard)

K25 Fillets (starboard)

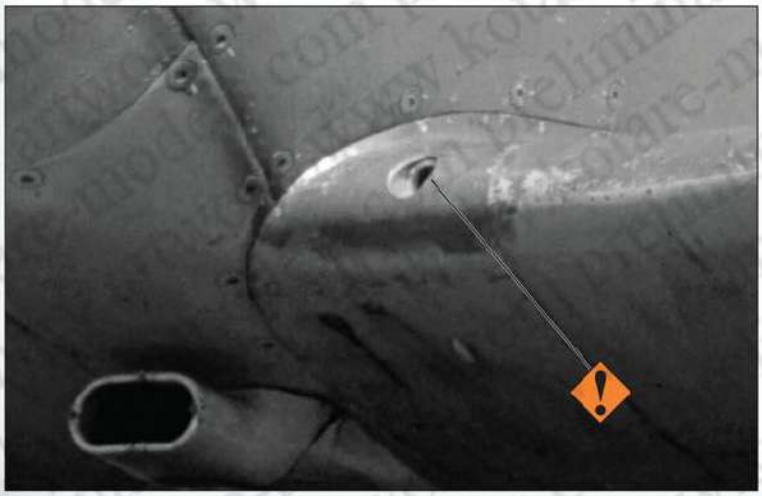
2.0 mm

Drill hole for camera gun

H18 Fillets (port) with electrical connection door.

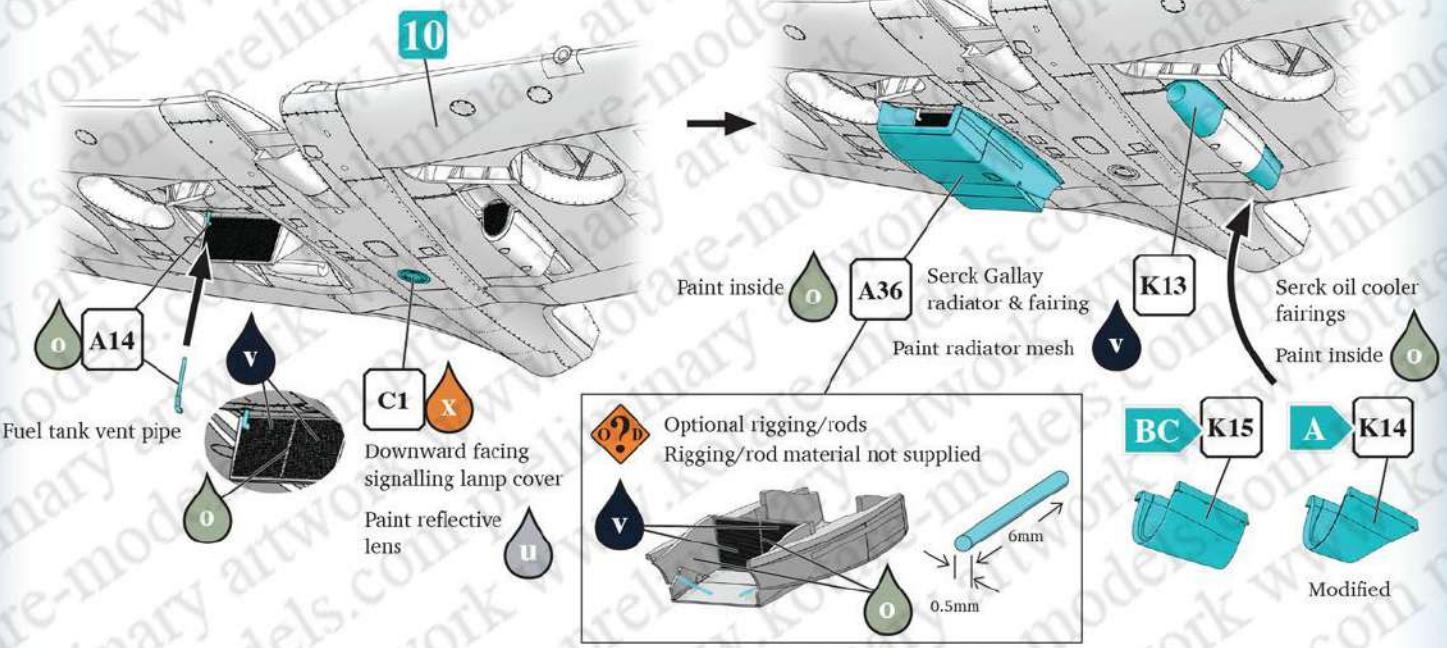
K18 Aileron (port)

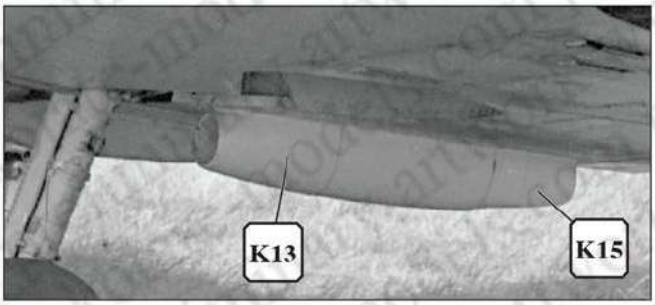
Wing tip (port) K11



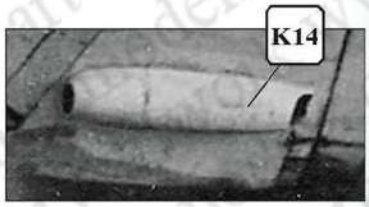
Camera gun port detail from Spitfire Mk.Vb BM202. Note the ill-fitting panels.

11 RADIATOR & OIL COOLER



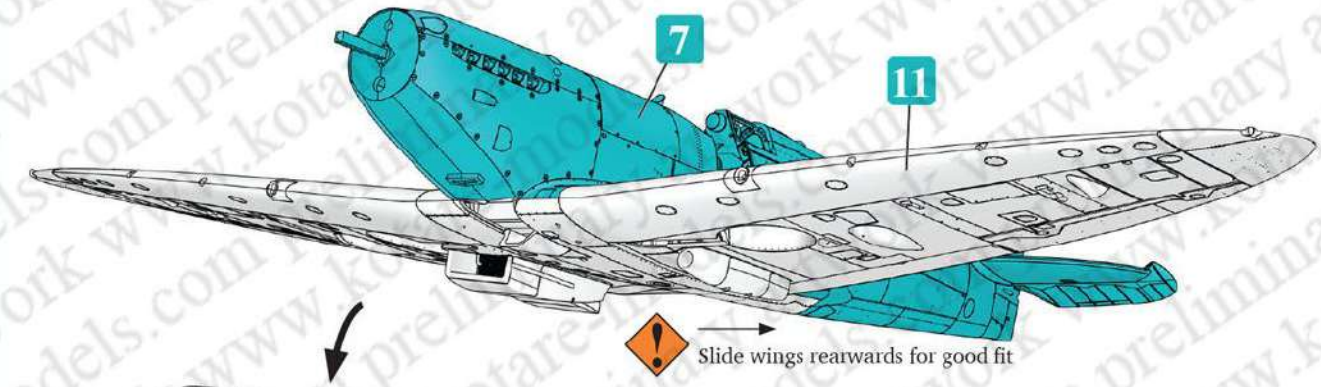


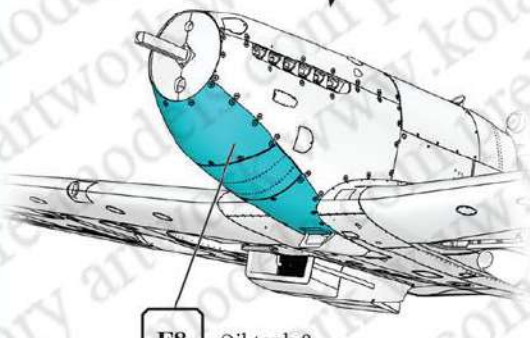
Oil cooler with full rear fairing as seen on an unidentified 54 Squadron Spitfire Mk.Va photographed in mid-1940. The lower, fully round, oil cooler opening was introduced to improve the cooling required for the more powerful Merlin 45 engine of the Mk.V.

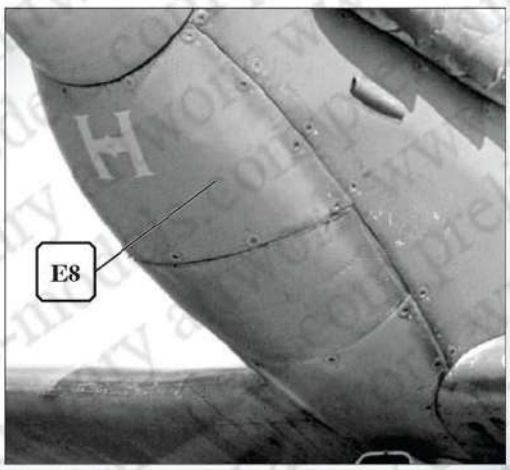


Oil cooler with trimmed rear fairing as seen on Spitfire Mk.Vb R6923 A .

12 MAIN PLANES & FUSELAGE ASSEMBLY

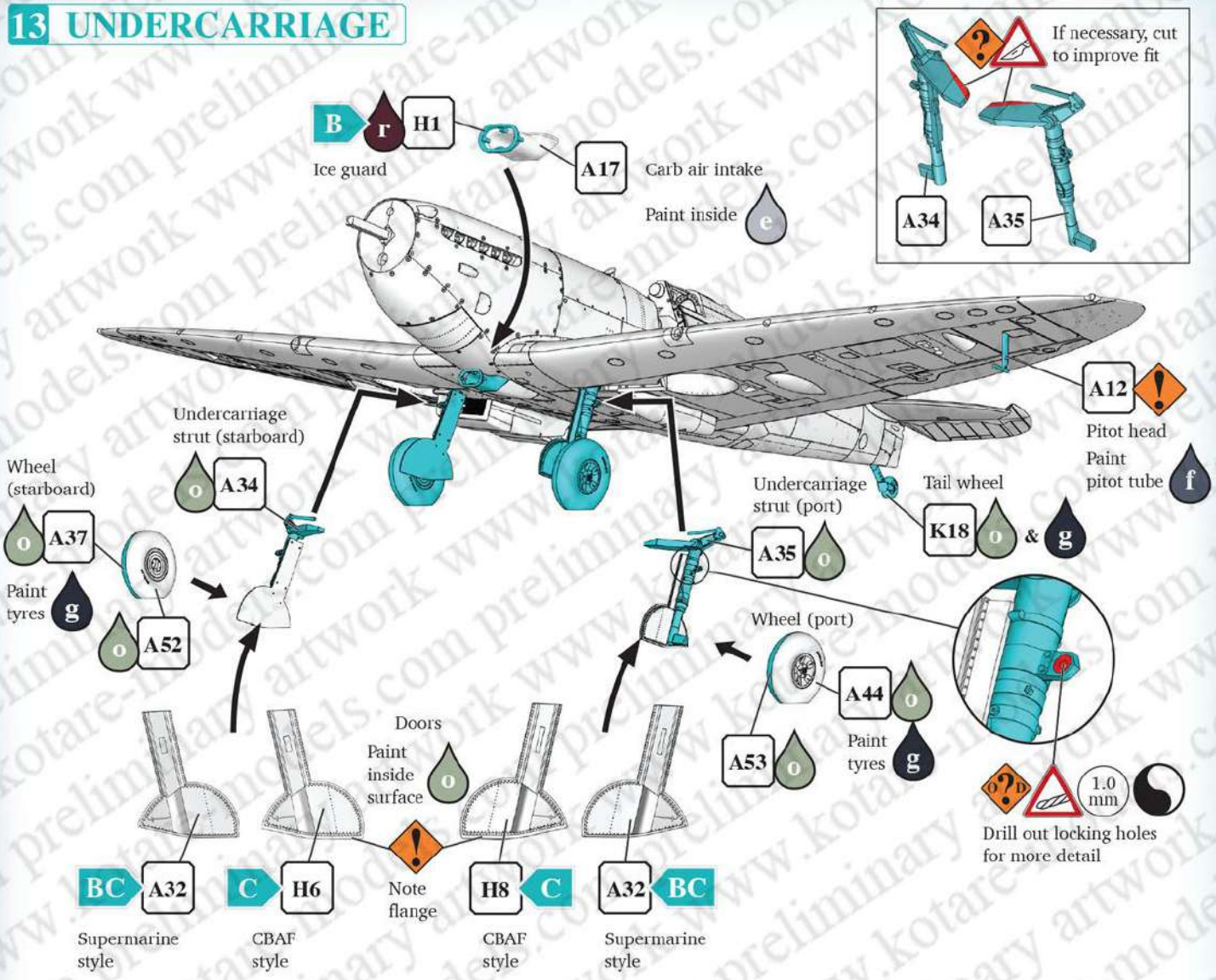


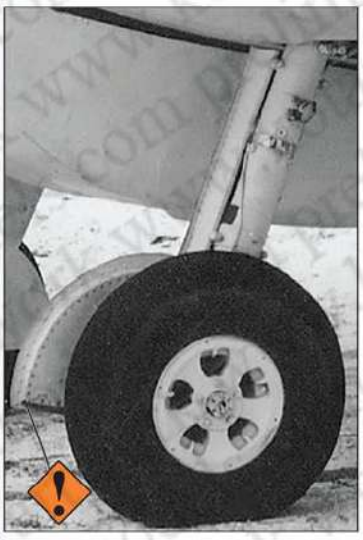




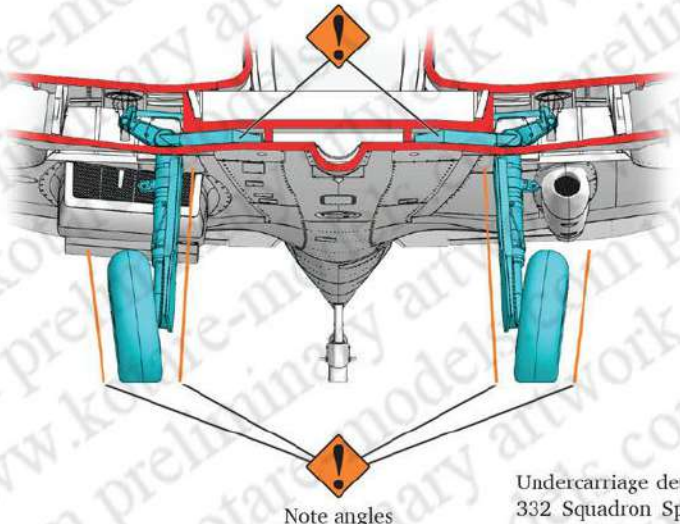
Oil tank and bottom cowlings E8 from mid-production Spitfire Mk.Vb BM202. Note the imperfect fitting panels and generally rough finish.

13 UNDERCARRIAGE



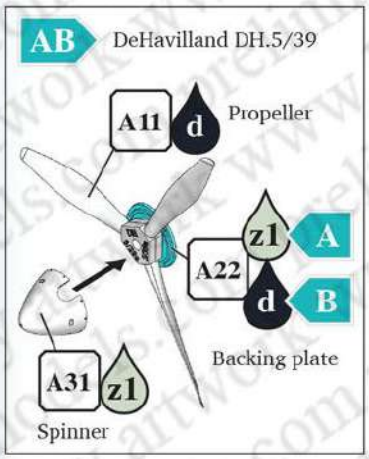


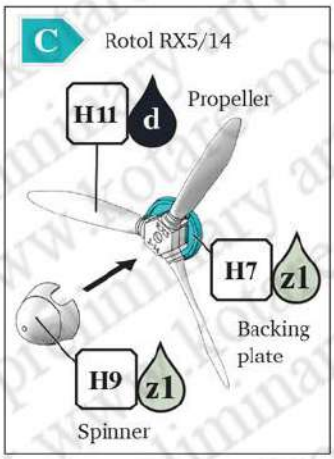
Undercarriage detail from late production Supermarine built Spitfire Mk.Vb AB344 photographed in January 1942. Note the 90 gallon "slipper" fuel tank and how the wheel, strut and door are painted the underside colour. The small flange at the bottom of the undercarriage door is a feature of Supermarine/ Eastleigh built aircraft.

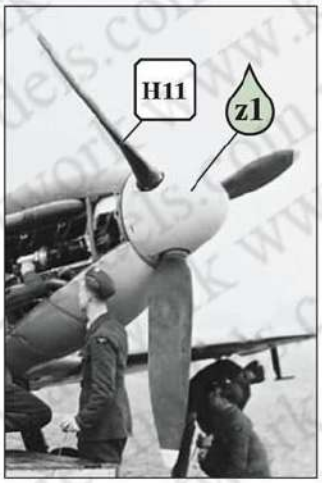


Undercarriage detail from an unidentified CBAF built 332 Squadron Spitfire Mk.Vb. Note how the wheel, strut and door are all painted the underside colour. The wide flange at the bottom of the undercarriage door is a feature of CBAF (and Chattis Hill) built aircraft.

14 DETAILS



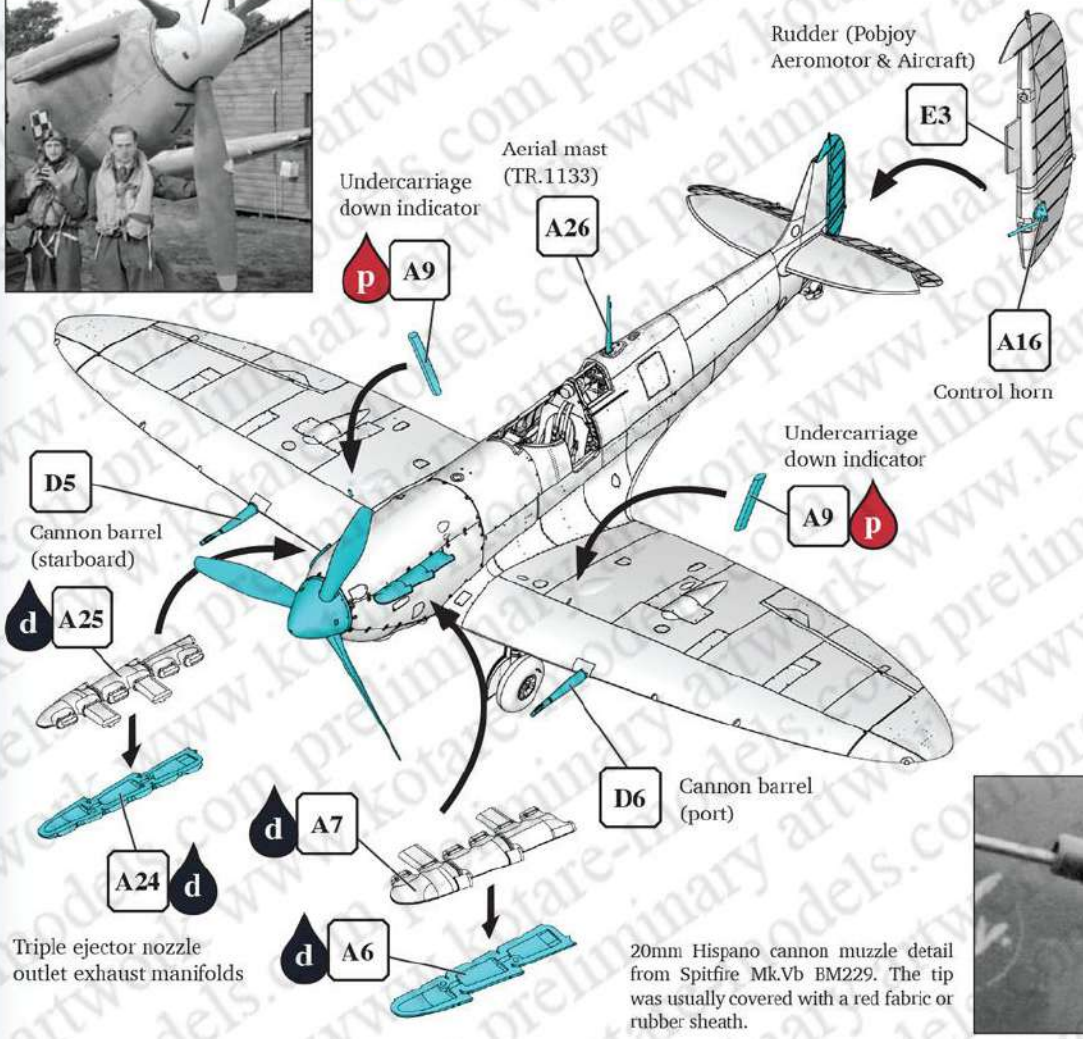


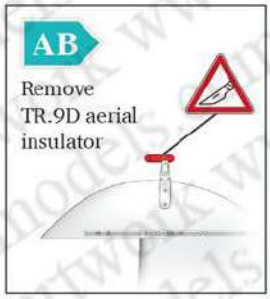


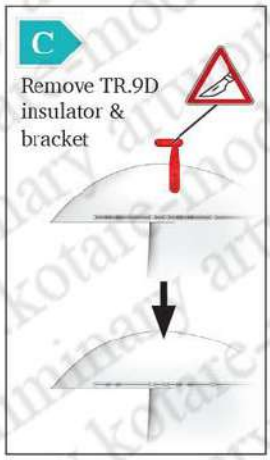
Rotol RX5/14 wooden propeller detail from an unidentified 65 Squadron CBAF built Spitfire Mk.IIa.

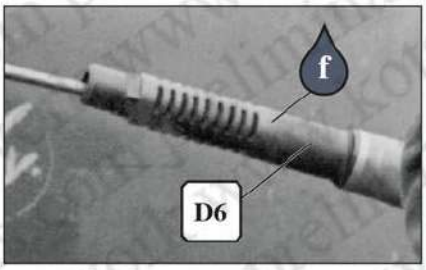
Pobjoy Aeromotor & Aircraft built rudder from Supermarine Eastleigh built Spitfire Mk.Vb W3433 photographed in late June 1941. Note the stenciling, the lightening holes in the outer rib of the tailplane and the rear light fairing.

DeHavilland DH.5/39 propeller detail from Spitfire Mk.Vb W3328 B.

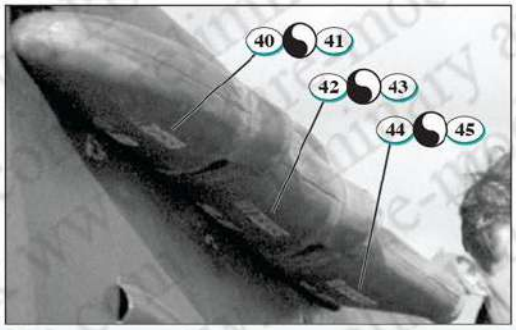








20mm Hispano cannon muzzle detail from Spitfire Mk.Vb BM229. The tip was usually covered with a red fabric or rubber sheath.

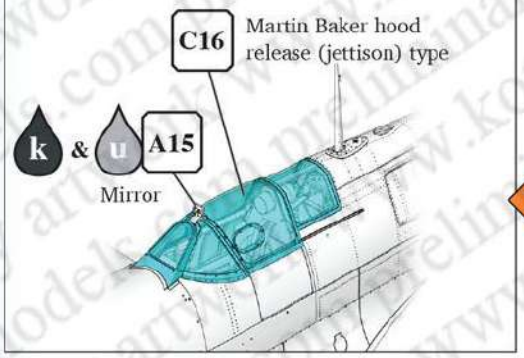


Port triple ejector nozzle outlet exhaust manifold A6 & A7 detail from an unidentified 19 Squadron late production Spitfire Mk.Ia. These exhaust manifolds were supplied by Rolls-Royce and were made from Inconel, an alloy that does not rust (even after 4 decades under a Calais beach)! The same style of exhaust was used on early production Mk.Va/b. Note the weld lines and stencil markings 40, 42 & 44.

15 CANOPY

Paint inside canopy frame r to represent Linatex red rubber seals. Paint exterior canopy frames k ? l

i Hood closed & door closed option



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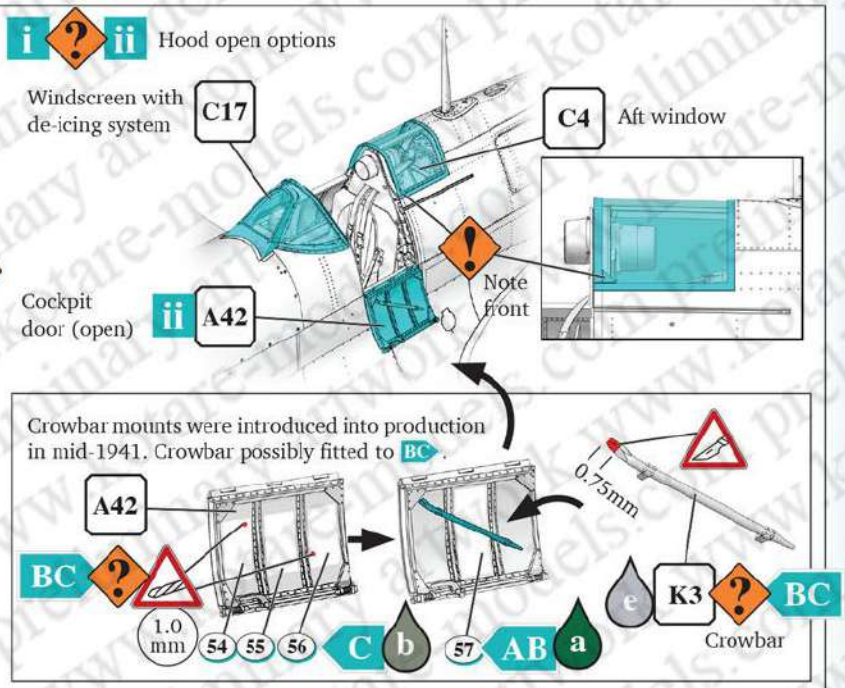
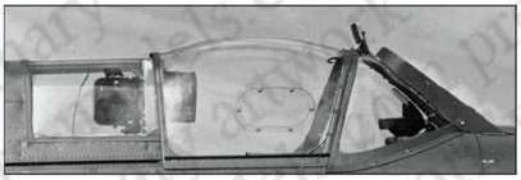
i ? **ii** Hood open options

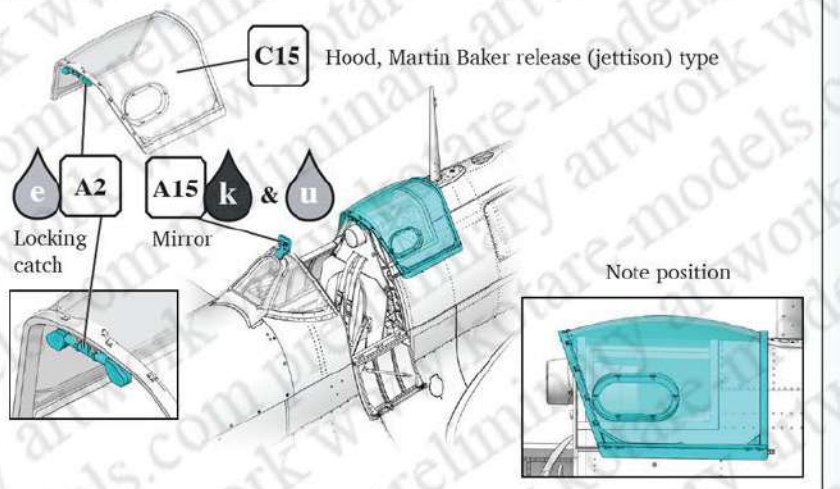




Canopy hood detail from Spitfire Mk.Vb W3433. Note the Sutton harness retaining wire and voltage regulator A18 in the aft window, the Martin Baker hood release (jettison) bars, rear-view mirror, GM.2 reflector gunsight and thickness of the external armoured windscreen.

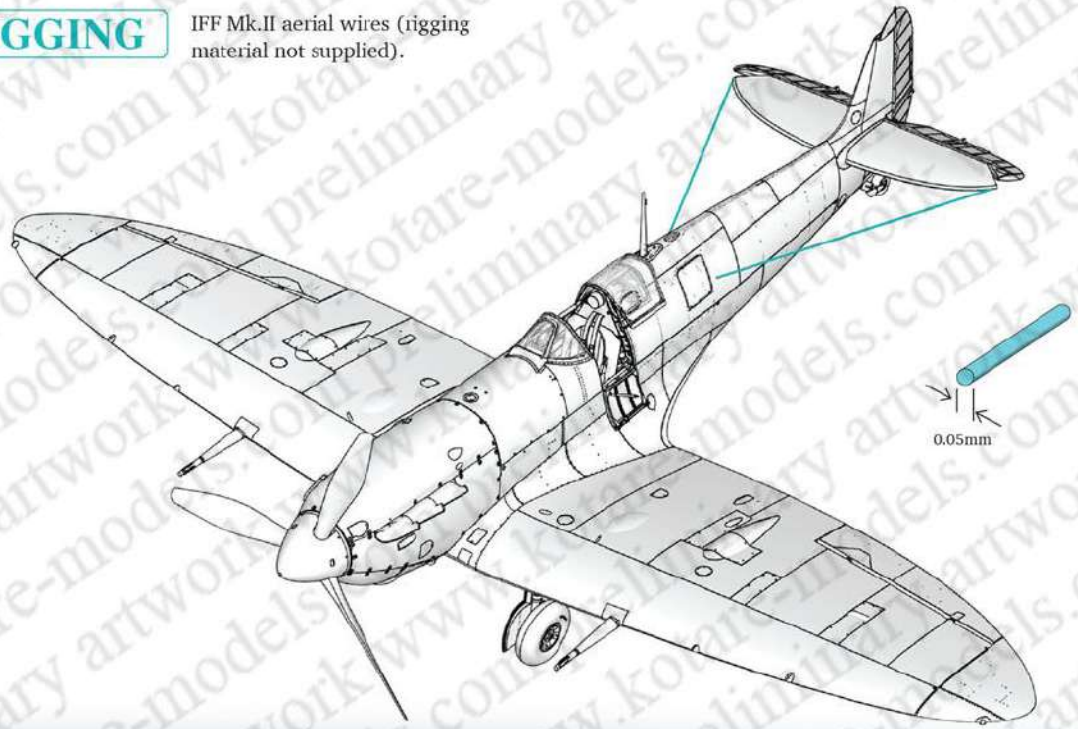
Cockpit door without crowbar brackets, the same type fitted to R6923 A.
See also page 13.

Brackets were introduced in mid-1941 and crowbars shortly thereafter. Spitfire Mk.Vb W3257 was completed in May 1941 and is seen here 3 months later still without a crowbar.



o ? p RIGGING

IFF Mk.II aerial wires (rigging material not supplied).

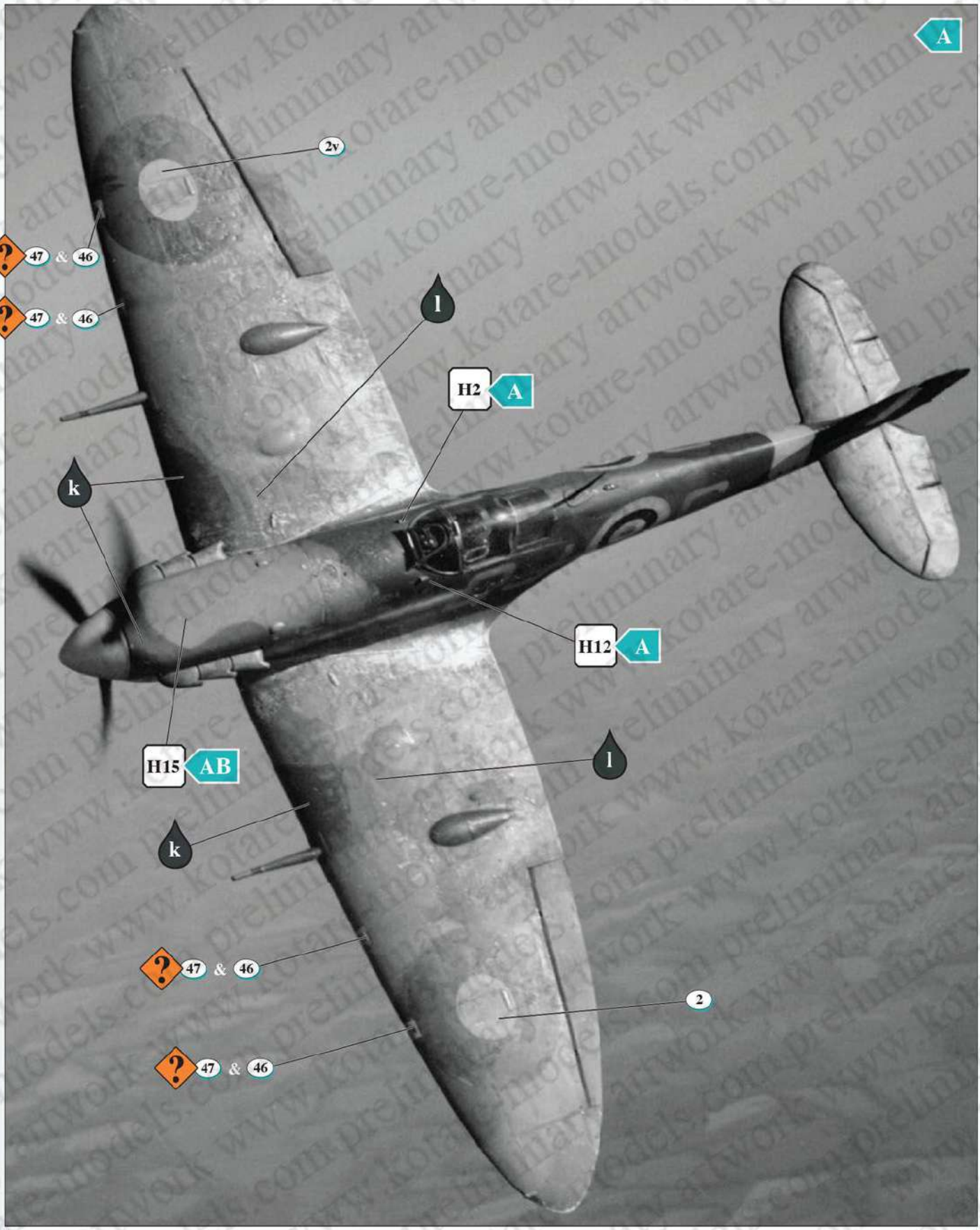


Supermarine Chattis Hill built Spitfire Mk.Vb W3373, October 1941.

Spitfire Mk.Vb W3373 is from the same production order as B but was completed at Supermarine's Chattis Hill factory in June 1941. It is reportedly seen here in October 1941, almost certainly after being extensively refurbished at Scottish Aviation. Spitfire Mk.Vb W3373 would have initially been finished in Dark Earth and Dark Green with "Sky Type S" undersides but is seen here in the "Day Fighter Scheme" introduced in mid-August 1941 of Dark Green and Ocean Grey (or "mixed grey") with Medium Sea Grey undersides, all applied with soft edges here. Note the CBAF style large flange undercarriage doors and lack of armament. In typical Spitfire fashion, the undercarriage struts, doors, wheels and wheel wells are painted in the underside colour.

Note the DeHavilland DH.5/39 propeller and spinner with Night backing plate, exhaust manifolds, CBAF style panel line in the engine top cowling and the small air scoop by the windscreen. The film and/or filter type has caused the yellow and red of the markings to appear very dark, and possibly caused the Ocean Grey to appear very pale, unless a lighter "mixed grey" was used due to the lack of available Ocean Grey. Unusually, for this timeframe, the canopy is not yet fitted with the Martin Baker hood release (jettison) system. Also note the clear fairing over the upward facing identification lamp.

Spitfire Mk.Vb W3328 initially served with 609 Squadron before going to Scottish Aviation in late July 1941. It then went on to serve with 154, 315, 349 and 303 Squadrons before being retired to 51 OTU and finally struck off in September 1945. Note the weighted tyres, TR.1133 aerial mast (without external aerial wire), the IFF Mk.II wires running from the tips of the horizontal tailplanes to the fuselage roundel, which is slightly further forward than is typical.



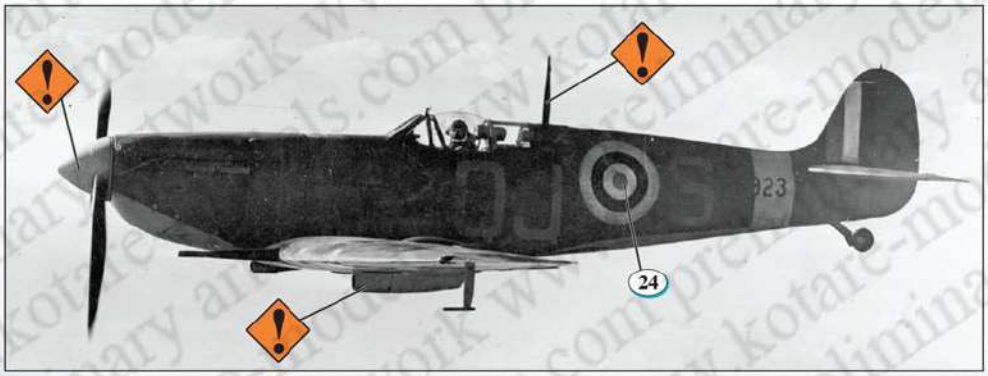
Spitfire Mk.Vb R6923 A was one of the few Mk.I to have 20mm Hispano cannon armed wings fitted (without .303" Browning guns). After briefly serving in 19 Squadron later in 1940, it was withdrawn and an improved Hispano cannon and Browning gun armed "B wing" was fitted and Spitfire Mk.Ib R6923 was delivered to 92 Squadron late that year. In April 1941 a 1440hp Merlin 45 engine was fitted and it became Spitfire Mk.Vb R6923 before being returned to 92 Squadron where it is seen here on 16 May 1941. Note the well-worn and patchy finish and how the Dark Green near the inner leading edges is much darker than on the rest of the wings.

A Spitfire Mk.Vb R6923 QJ-S, AR Wright, 92 Squadron RAF, Biggin Hill, May 1941

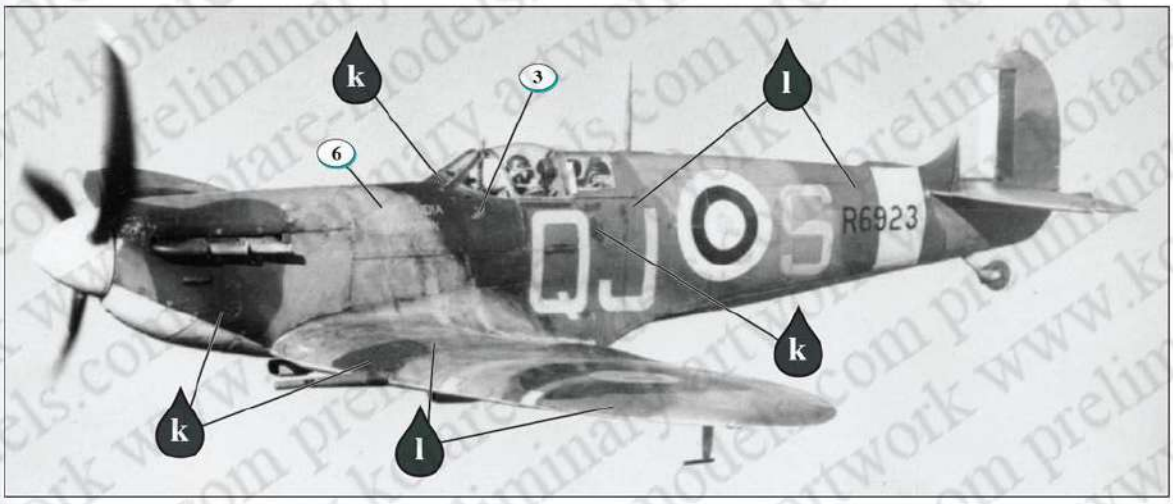
Spitfire Mk.Vb R6923 is from the 4th production order placed with Supermarine in October 1939 for 450 late production 1030hp Mk.I with 8 Browning gun armament (numbers R6595 to R7350). It was one of 26 aircraft from this order to have 20mm Hispano cannon armed wings fitted (without Browning guns) and was delivered to 19 Squadron in late July 1940 before being withdrawn in early September 1940 to fix the hopelessly malfunctioning cannon armament. It then had a modified Hispano cannon and Browning gun armed "B wing" fitted, with improved ducting for the empty 20mm shells & disintegrating link and went on to serve with 92 Squadron from at least 2 December 1940. In early April 1941, Spitfire Mk.Ib R6923 was sent away to have a 1440hp Merlin 45 engine fitted and returned a couple of weeks later as Spitfire Mk.Vb R6923. During its 6 months of service with 92 Squadron, it was flown by numerous pilots but most commonly by AR Wright, although it was being flown by WG Aston when it was shot down on 21 June 1941. Aston bailed out and was rescued from the sea but just 5 days later he was forced to bail out again, although this time he was captured and made POW.

When R6923 was initially completed in late July 1940, the upper surfaces would have been painted Dark Earth and Dark Green in the B camouflage scheme with "Sky Type S" undersides (including the undercarriage struts, doors, wheels and wheel wells), all applied with a hard edge. Sometime after very late November the port wing underside was painted Night (black), a yellow ring applied around the port underside roundel, and the spinner and band around the rear fuselage were painted Sky (usually a paler bluish colour than the underside "Sky Type S"). In April 1941 the port wing underside was again repainted "Sky Type S". All surfaces exhibit extensive weathering and examples of paint touch up repairs, resulting in at least 2 markedly different shades of Dark Green and the elimination of all the factory applied airframe stencils.

Allan Richard Wright was born in Devon on 12 February 1911 and joined the RAF as a cadet in 1936 and served with 92 Squadron from late October 1939, initially flying Bristol Blenheims before the Squadron converted to Spitfires in March 1940. Wright remained with 92 Squadron and was credited with 5 victories, 3 shared, 3 probables and 1 damaged before being shot down and wounded in late September 1940. He was credited with another victory on 6 December 1940 and remained with the Squadron until July 1941 when he was posted to 59 OTU (Operational Training Unit). Wright then served in HQ and instructing roles until he was posted to 29 Squadron in March 1943 where he was credited with his final victory in early April 1943. He spent the rest of the war in training and instructing rolls and eventually retired as a Group Captain in February 1967. Wright was 95 when he died on 16 September 2015.



Port side view of Spitfire Mk.Vb R6923 QJ-S photographed in flight. This photo, and other photos here of R6923, were taken on 16 May 1941 when it was being flown by Wright. Note the DH.5/39 propeller, oil cooler and TR.1133 aerial mast.



Spitfire Mk.Vb R6923. Note the heavily weathered finish and patchwork repainted areas of Dark Green. Also note the "East India Squadron" unit marking (6) painted on the fuel tank cover and illegible name, possibly "Sara" (3), under the windscreen. Although in this image the gun port covers appear very pale, other images confirm they are almost certainly dark red.

Spitfire Mk.Vb R6923 with the angle of the sunlight exacerbating the uneven surface features of the wings.

Yet another view of Spitfire Mk.Vb R6923 showing the heavily weathered and patchy finish of the wings.

B Spitfire Mk.Vb W3328 PK-T, ZZ Czaykowski & E Jaworski, 315 Squadron RAF, Northolt, October 1941

Spitfire Mk.Vb W3328 is from a production order placed with Supermarine in March 1940 for 450 1030hp Mk.I (numbers W3109 to W3970) which were completed as 1440hp Mk.Va and Mk.Vb from mid-April 1941 to mid-October 1941 at their Eastleigh, Chattis Hill and High Post factories. Spitfire Mk.Vb W3328 was completed at the Eastleigh factory in mid-June 1941 and delivered to 611 Squadron later that month before being transferred to 315 Squadron in late September 1941 where it is seen here. It later went on to serve with numerous other units from January 1941 including 4th FS USAAF, 332 Squadron, the RNAS and finally the Armee de l'Air from March 1946.

When initially completed, the upper surfaces of Spitfire Mk.Vb W3328 would have been painted Dark Earth and Dark Green in the A camouflage scheme with "Sky Type S" undersides (including the undercarriage struts, doors, wheels and wheel wells) just like W3433 as seen on page 15 but with the presentation name "The Flying Fox" below the cockpit. After mid-August 1941 the Dark Earth would have been overpainted with Ocean Grey or, more likely, an iteration of "mixed grey" (exact shade unknown) and the undersides repainted Medium Sea Grey. The wheel well, wheels, insides of the undercarriage doors and struts would have remained in their original "Sky Type S". The presentation name was also overpainted although it is not known if this was done at 611 Squadron or after it arrived at 315 Squadron.

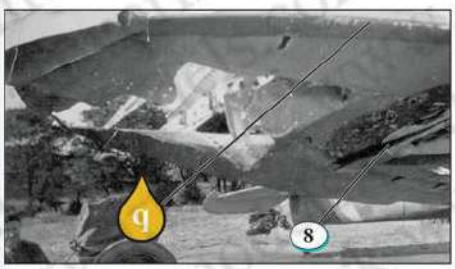
Spitfire Mk.Vb W3328 was flown by various pilots at 315 Squadron including ZZ Czaykowski on 3 & 13 October and E Jaworski on the 21 October when it was involved in a large dogfight over France and was "slightly damaged" as seen on the page opposite.

Zbigniew Zygmunt Czaykowski was born in Lviv (now in modern day Ukraine) in August 1911 and was already a pilot in the Polish Air Force when Germany and Russia invaded in September 1939. He escaped to France and trained as a bomber pilot before escaping to the UK after the fall of France. After retraining, he flew Hurricanes with 303 Squadron from early December 1940 before transferring to the newly formed 315 Squadron in late January 1941. The squadron was reequipped with the Spitfire Mk.IIa and Mk.IIb from July and Mk.Vb from August 1941. Czaykowski was credited with 2 confirmed and 2 probable victories between September 1941 and March 1942. He then went on to serve in 58 OTU from April 1942, 317 Squadron from February 1943 and was hospitalized after a crash the following month. Czaykowski saw out his remaining service in various administrative roles before immigrating to Canada in 1948 and then settling in the USA. He was 73 when he died in Hawaii on 21 February 1985.

Edward Jaworski was born in May 1920 in Poland and was already a qualified pilot when Germany and Russia invaded. He escaped to the UK via Romania, Bulgaria, Beirut and France, where he was posted to 55 OTU in January 1941 before joining 315 Squadron in mid-June 1941. Jaworski was posted to 58 OTU as instructor in August 1943 before joining 317 Squadron in March 1944 and then commanded 302 Squadron from late August 1944. He served as the tactical officer for 131 Fighter Wing from February 1945 and commanded 308 Squadron from September 1945 until 1947. Jaworski returned to Poland but like many who served in the west, he found it difficult to find employment under the new Communist regime. He worked in a steel factory for a while before eventually managing to work his way into the commercial aviation industry. In 1995 Jaworski published his autobiography "The Wounded Wing" and was 92 years old when died in late September 2012.

Edward Jaworski and other 315 Squadron pilots pose for the camera in front of Spitfire Mk.Vb W3328. Note the Night d backing plate of the DH.5/39 spinner.

Spitfire Mk.Vb W3328 photographed to document the "slightly damaged" starboard wing following combat on 21 October 1941. The film and/or filter type has caused the yellow ring around the fuselage roundel to appear the same tone as the blue. Note the dark appearance of the upward facing signal lamp C2, different tones of Dark Green and mixed grey, and the poorly fitting engine cowlings,



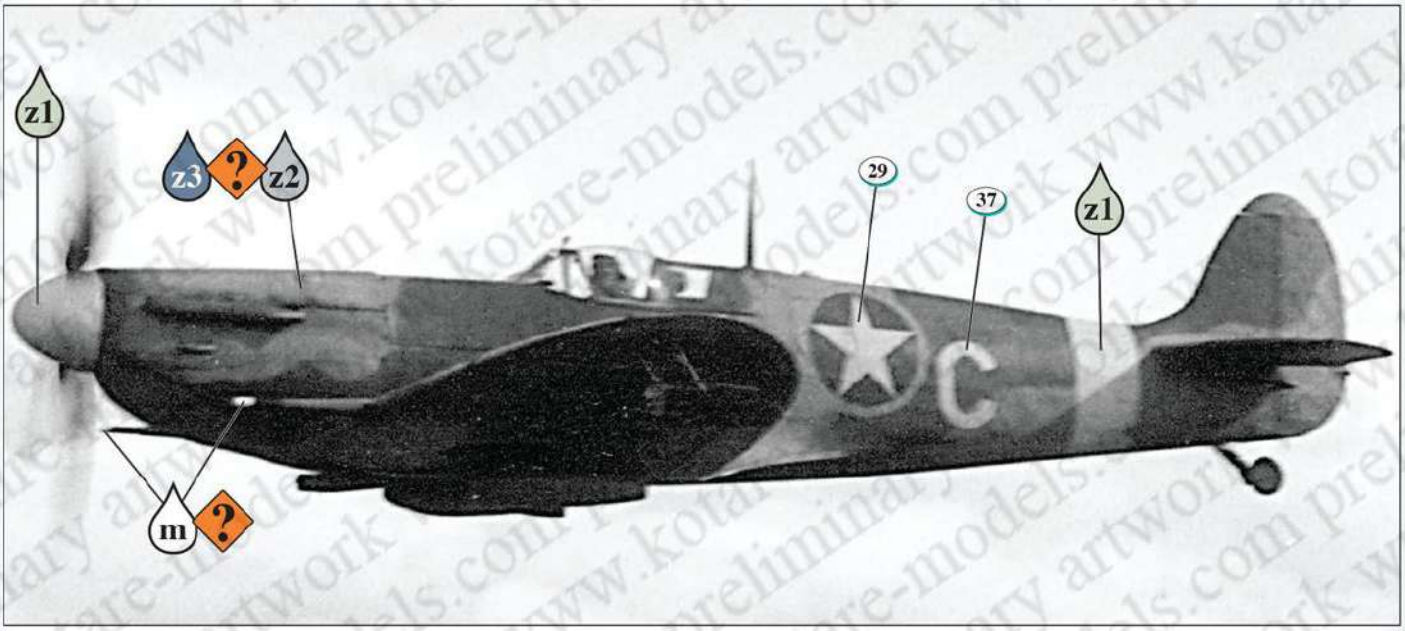
The "slightly damaged" starboard wing tip of Spitfire Mk.Vb W3328. Note the imperfectly painted yellow stripe on the leading edge.

Edward Jaworski emphasizes the size of the hole in the wingtip. Much of the internal wing tip structure was wooden, with most of the skin attached with screws.

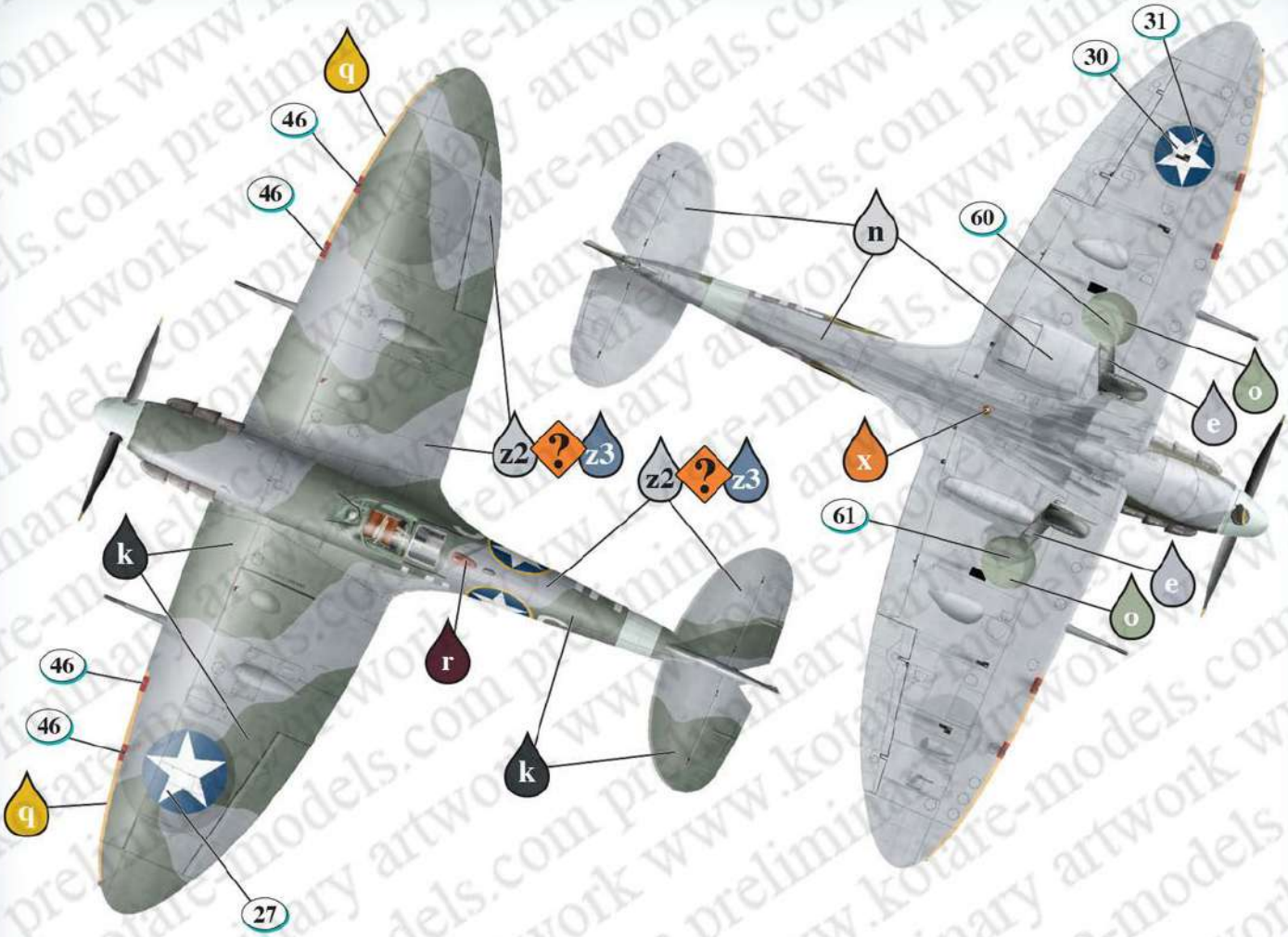
Edward Jaworski (top right) describes the recent action that resulted in his "slightly damaged" wing. Note the lighter blue repainted area of the roundel, pale "mixed grey"(?) camouflage, partially overpainted wing walkway marking, and the ill-fitting Browning gun cover.

C Spitfire Mk.Vb HL-C, FA Hill & E Dalrymple, 308th FS, 31st FG, 8th Air Force USAAF, Tangmere, & Kenley, July-August 1942

Although the serial number is not confirmed, Spitfire Mk.Vb HL-C appears to be from the production order placed with CBAF in April 1939 for 1000 Spitfire Mk.II (numbers P7280 to P8799) and is one of the 90 or so completed as (or converted to) 1440hp Mk.Vb between early June to late July 1941. When initially completed, the upper surfaces would have been painted Dark Earth and Dark Green in the A camouflage scheme with "Sky Type S" undersides (including the undercarriage struts, doors, wheels and wheel wells) with soft edges. After mid-August 1941 the Dark Earth would have been overpainted with Ocean Grey or, more likely, an iteration of "mixed grey" (exact shade unknown) and the undersides repainted Medium Sea Grey. The wheel well, wheels, insides of the undercarriage doors and struts would have remained in their original "Sky Type S". It appears to have been extensively repainted again before it entered service with the 308th FS (Fighter Squadron) around July 1942. The RAF roundels have been overpainted with USAAF cocarde (star) markings, those on the wings being reduced in size (port upper & starboard lower) or overpainted completely (starboard upper and port lower).

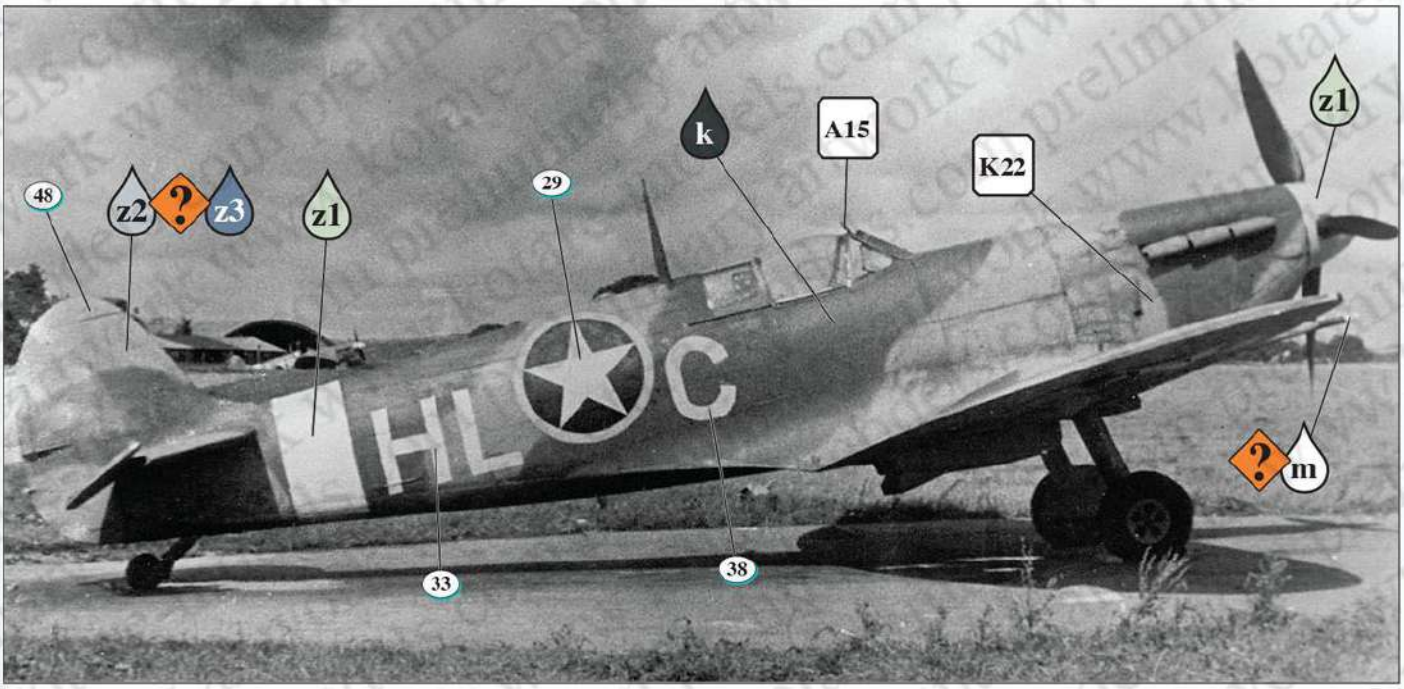


308th FS Spitfire Mk.Vb HL-C photographed in flight with Dalrymple at the controls in July 1942. Note the Rotol RX5/14 propeller spinner, lack of pilot's head rest and height of the fuselage cocarde compared with the letter "C". Also note the pale linen(?) cannon muzzle covers. (E Dalrymple via Ventura Publications)

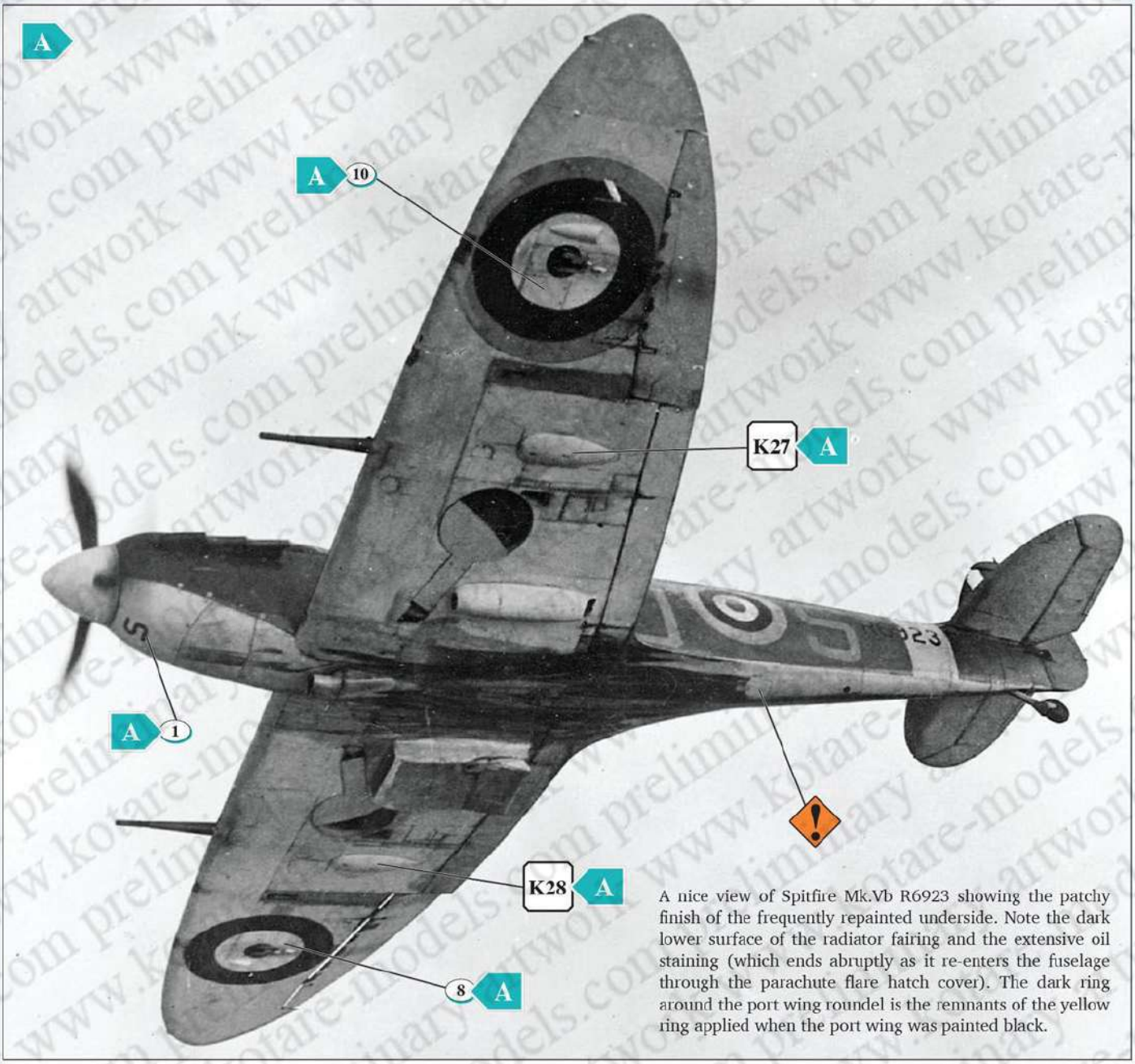


Frank Ackerman Hill joined the US Army Air Corps in 1939 and qualified to be a pilot late the following year. He initially flew with the 308th FS before commanding the 309th FS and then the 31st FG (Fighter Group). He had been credited with 7 victories by the time he returned to the USA in late 1943. He remained in the Air Force in various command roles until he retired in 1969. Hill was 92 years old when he died in January 2012.

Edwin Dalrymple was born in January 1916 and flew Spitfires with the 308st FS. He appears to have been credited with 2 victories. Edwin remained in the Air Force after the war and appears to have retired as a Lt. Colonel before going on to serve in the FBI for many years. Dalrymple was 90 years old when he died in February 2006.



Spitfire Mk.Vb HL-C is seen here at Kenley around July-August 1942. Note the heavily stained "mixed grey" or Ocean Grey areas, lack of airframe stencils and the engine side cowling K22 with the keyhole style crank handle hole and small teardrop fairing at the front. (FA Hill via Ventura Publications)



A nice view of Spitfire Mk.Vb R6923 showing the patchy finish of the frequently repainted underside. Note the dark lower surface of the radiator fairing and the extensive oil staining (which ends abruptly as it re-enters the fuselage through the parachute flare hatch cover). The dark ring around the port wing roundel is the remnants of the yellow ring applied when the port wing was painted black.

Product Design – Darren Mildenhall
Born and raised in Wellington, New Zealand, Darren graduated with a major in Industrial Design from the School of Design. During the degree he developed a passion for form and the aesthetic appeal of a product and how to utilise CAD software to realise and develop a concept. When not designing scale model aircraft, Darren enjoys spending time with his wife and two young children and renovating their 1920s house.

Profile Art – Ronny Bar
A former rock musician, Ronny Bar has had a lifelong interest in aircraft since growing up near the El Palomar Air Force Base in Buenos Aires. He started drawing and building models of aircraft soon after a flight in a T-34 Mentor trainer at the age of 10, Spitfires and Messerschmitt first... Camels and Fokkers later. After retiring from the R'n'R scene he returned to his early interest of aviation artwork. Visit Ronny's Facebook page at https://www.facebook.com/pages/RONNY-BAR-Aircraft-Profiles/166538664131.

Proprietor – Mark Robson
Mark is a practising veterinary specialist in the field of small animal internal medicine and has had a lifelong interest in scale modelling and aviation since his dad bought him his first Airfix kit when he was just 5 years old. Mark is excited to share his love of models with modellers through Kotare and hopes that they will get as much enjoyment out of these models as he does. Mark is a committed dad to two grown children and loves beaches, craft beer and music.

Decal Art – Malcolm Laird
Malcolm has been in the scale model industry since 1981, first as Falcon vacform models (www.falconmodels.co.nz, sold to Tore Martin in 1985) and from then on as Ventura Publications which produced decals and short run injection moulded kitsets. He still produces his line of Ventura decals and a range of soft cover aviation books mainly with a Kiwi flavour. Outside work he suffers the dual afflictions of restoring old Kawasaki motorcycles and trying to paint impressionist landscapes, with 'mixed' results so far. Visit Malcolm's web site at www.venturapublications.com

Box Art – Darryl Legg
Darryl was born in Cape Town, South Africa in 1975 and his interest in aircraft and passion for art inspired him from an early age. He has been a full-time professional artist since he was 20 years old and is considered to be one of the world's finest aviation artists. He currently lives in the Karoo town of Middelburg. Find out more about Darryl's work at www.aviationartsa.com

K32006 Product Manager – Richard Alexander
Richard is an award-winning modeller and has been in the model and hobby trade since the early 1990s. Richard retains his enthusiasm for ensuring your models are highly detailed and accurate while remaining as simple and enjoyable to build as possible, no matter what your skill level. If you have any questions about building your Kotare model, comments, requests or suggestions, Richard is contactable at richard@kotare-models.com.

Historic photos courtesy of ww2images.com, Air Force Museum of New Zealand and private collectors (unless credited otherwise).

Thank you for your support.

K32006	Spitfire Mk.Vb (Early)	Qty
00K32001A	A parts	1
00K32002C	C parts	1
00K32006D1/D2	D parts	1
00K32001E	E parts	1
00K32002G	G Parts	1
00K32002H	H Parts	1
00K32006K1/K2	K Parts	1
10K32006	Instructions	1
20K32006	Decals	1

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