

Supermarine Spitfire Mk.I - Beginning of Saga



Cat. No. 72580

Scale 1/72



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IBG Models would like to thank Mr. Tom Docherty for all his help during the reconstruction of No.72 Squadron Spitfire markings.

Supermarine Spitfire

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

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

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

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

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

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

First RAF Station to be equipped with Spitfires was Duxford, with No.19 Squadron receiving Spitfires gradually starting from early August 1938 and No.66 Squadron transitioning in October and November of that year. Third in line was No.41 based at Catterick, reequipping in January 1939. RAF Hornchurch followed, with No.74 Squadron in February, No.54 in March and No.65 in late March and early April. The last of the regular squadrons reequipped before the war was No.72 based at Church Fenton, which converted in April 1939. Royal Auxiliary Air Force squadrons followed, but before the outbreak of war only No.602 and No.611 converted to Spitfires (in May).

Powered by the Rolls-Royce Merlin II and III engines and armed with eight .303 Browning machine guns, the Mk.I offered excellent speed, climb rate, and agility. These were qualities that not only commanded respect among its potential adversaries, but also quickly earned it enthusiastic nicknames from British press: 'cream of fighting planes', '365 miles-an-hour fighter', 'fastest fighter aircraft in service in the world' or 'multi-gunfighter'.

Spitfire came into service just before Munich, served through the March 1939 crisis and finally was ready to challenge the Luftwaffe, when the war broke out. During the last months of peace, apart from the intense training and exercises, squadrons equipped with the new fighter took part in multiple public displays aimed on popularization of British Aviation and reassuring citizens that RAF is ready for whatever may come. The impression it made on the public can best be described using two quotations from the daily newspapers of the time: 'It rocketed around the aerodrome at speeds approaching 400 m.p.h. The crowd stood with bated breath as the flashing aircraft streaked past, deafening them with the shattering roar from its powerful engine', 'Necks craned with a jerk as the Supermarine Spitfire – whose violent exhaust justifies its name – shrieked suddenly overhead at only 50 feet at a speed of nearly 380 miles per hour, and within a few seconds had climbed a couple of thousand feet as it swung with the grace of a boomerang out of its dive'.



Element assembled in previous step
Element złożony we wcześniejszym etapie



Version to choose
Wersja do wyboru



Make your own
Wykonaj samodzielnie



Paint colour
Kolor farby



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



Sub-assembly in step
Kolejne kroki w etapie



Cut/sand off
Odetnij/zeszlifuj



Decal
Kalkomania

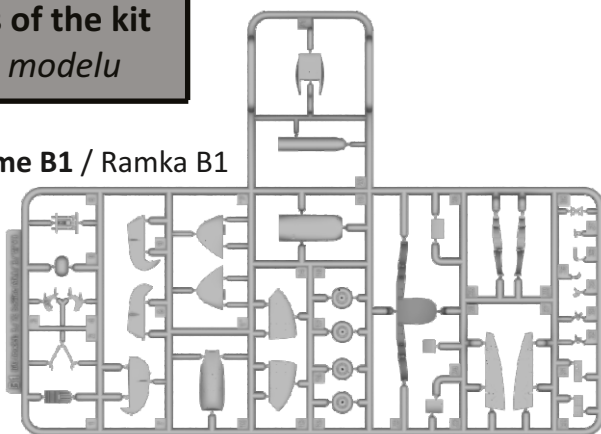
Please read instructions before assembly. Follow the sequence of assembly presented in instructions. Glue and paint not included.
Przed montażem przeczytać instrukcję. Przestrzegać kolejności montażu podanego w instrukcji. Klej i farby nie wchodzą w skład zestawu.

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ul. Benedykta Hertza 2
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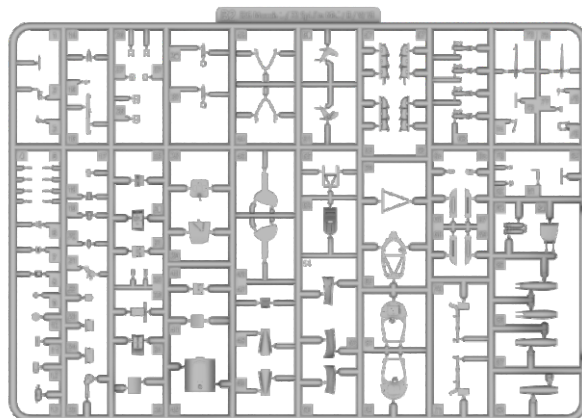
tel +48 22 8159150
ibgsc@ibg.com.pl
www.ibg.com.pl
www.ibgmodels.com

Elements of the kit *Elementy modelu*

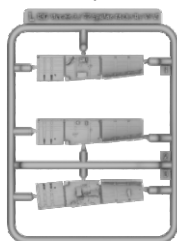
Frame B1 / Ramka B1



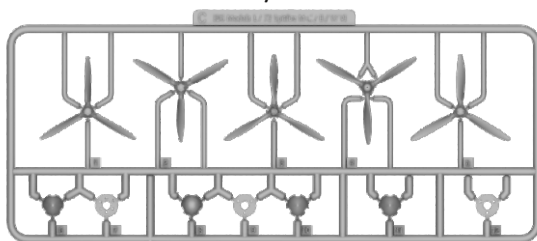
Frame B2 / Ramka B2



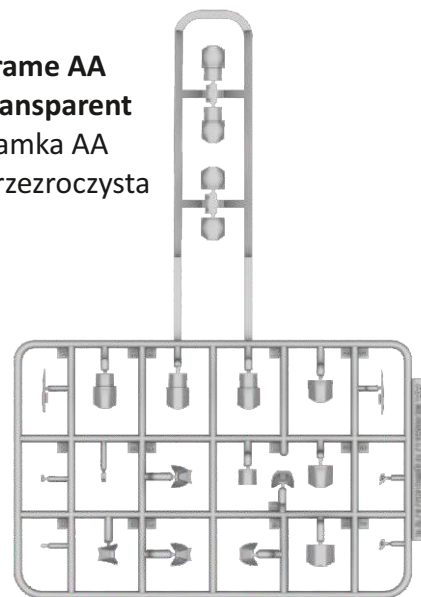
Frame L / Ramka L



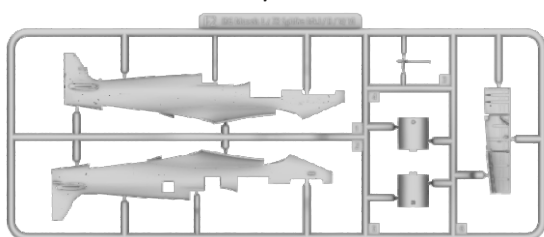
Frame C / Ramka C



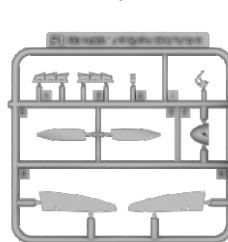
**Frame AA
transparent
Ramka AA
przezroczysta**



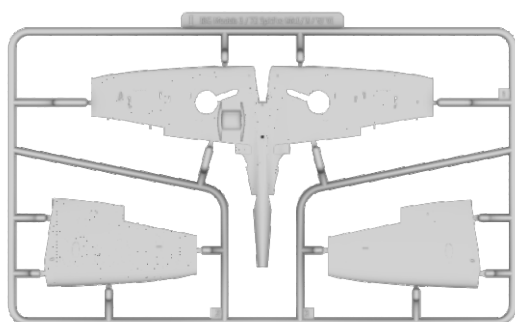
Frame F2 / Ramka F2



Frame F1 / Ramka F1



Frame I / Ramka I



**Photo-etched parts
Elementy fototrawione**



Decals / Kalkomanie



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



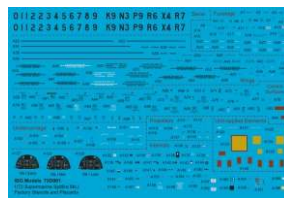
**X1R
seamless wheels**



**X2
fuel tank cover**



**X3
camera**



Color table /Tabela kolorów

		Hataka	Vallejo	Mr Hobby	AKInteractive
Night	A	HTK_100	71.057	H012	AK11895
White	B	HTK_101	71.001	H021	AK11002
Aluminium	C	HTK_078	71.062	SM208	AK481
Red	D	HTK_103	71.003	H023	AK11213
Blue	E	HTK_102	70.736	H093	AK11178
Yellow	F	HTK_010	70.915	H004	AK11045
Green	G	HTK_327	70.936	H094	AK11216
Rust	H	HTK_132	71.130	H047	AK11103
Gunmetal	I	HTK_106	71.072	H018	AK11212
Brass	J	HTK_109	70.801	C219	AK11194

		Hataka	Vallejo	Mr Hobby	AKInteractive
Tyre black	K	HTK_125	71.315	C135	AK11027
Black Leather	L	HTK_100	71.057	H012	AK11026
Seatbelt Grey-Brown	M	HTK_074	71.075	H321	AK11009
Interior Grey Green	N	HTK_025	71.305	C364	AK11847
Grey	O	HTK_033	71.051	H053	AK11862
Dark Green	T	HTK_016	71.324	C361	AK11840
Dark Earth	U	HTK_009	71.323	C369	AK11841
Light Interior Grey Green	AF	HTK_234	71.321	C128	AK11827
Resin Red-Brown	AG	HTK_098	71.084	H047	AK11434
Equipent Blue-Grey	AH	HTK_218	71.109	C367	AK11865

Interior painting

Malowanie wnętrza

Interior painting, unless otherwise noted:

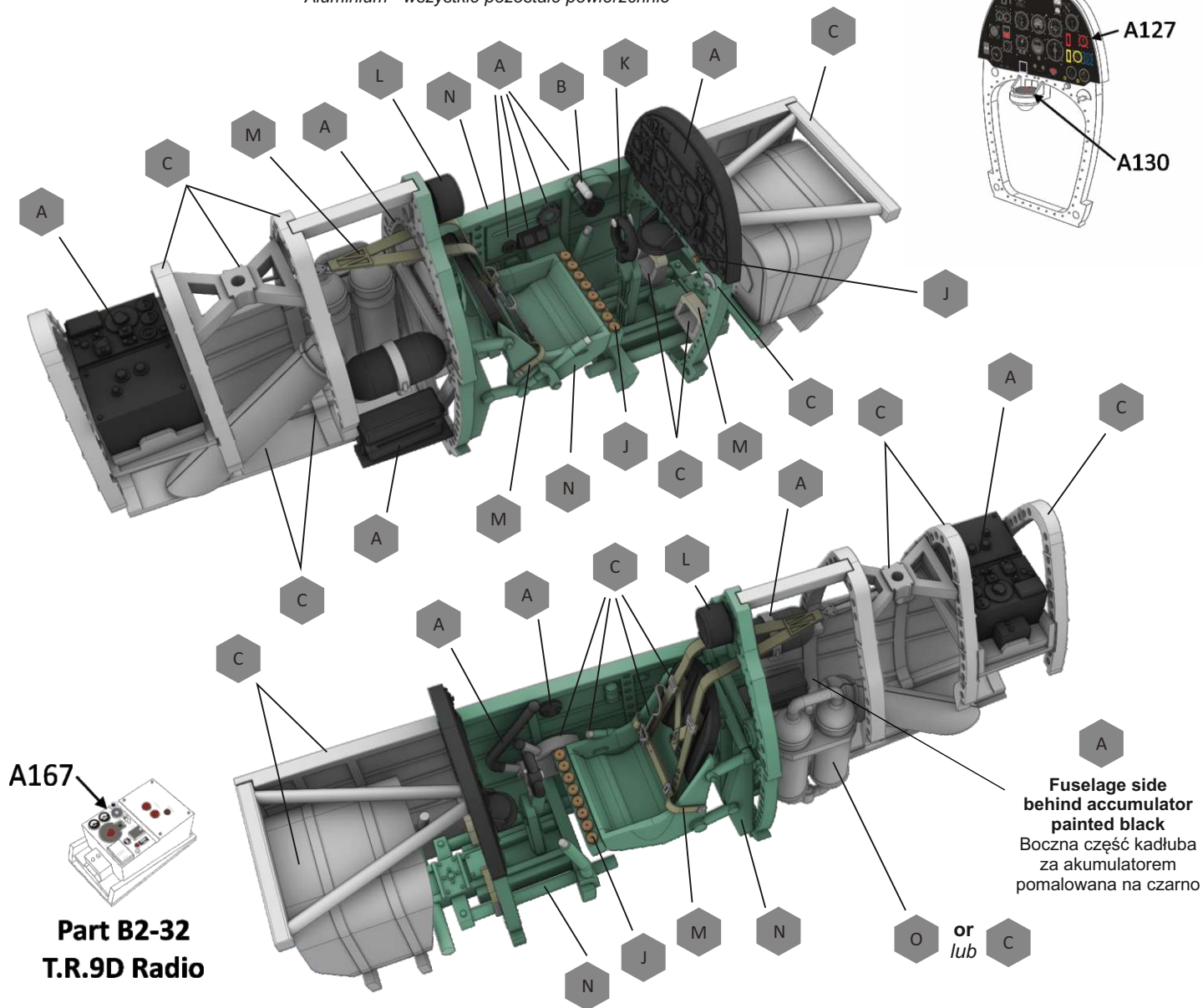
Interior green - cockpit from instrument panel to the frame behind the seat

Aluminium - all other areas

Malowanie wnętrza, o ile nie zaznaczono inaczej:

Interior Green - kokpit między tablicą przyrządów a wręgą za fotelem

Aluminium - wszystkie pozostałe powierzchnie



The exact cockpit colour of early Spitfires is uncertain, with sources mentioning colours close to BS No.17 Sea Green or FS 34524 or alternatively BS No.21 Brilliant Green or FS 34138. Our opinion based on reviewing photographs is that both might have been used - first the lighter shade of the two and then, possibly sometime in 1940, changed to the darker one.

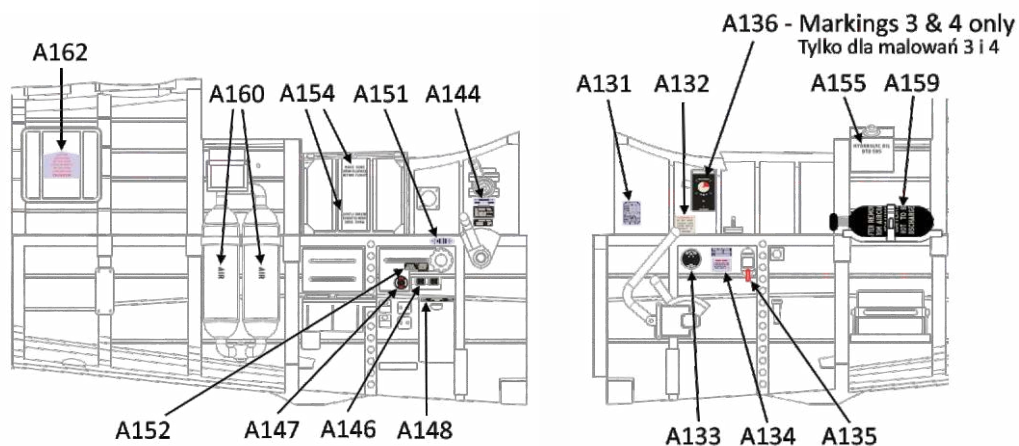
However, we do not have conclusive proofs to support that, therefore standard RAF Grey Green was shown in the instructions.

Dokładny kolor kokpitu wczesnych modeli Spitfire'ów nie jest znany, a źródła podają kolory zbliżone do BS nr 17 Sea Green lub FS 34524 lub alternatywnie BS nr 21 Brilliant Green lub FS 34138. Na podstawie analizy zdjęć uważamy, że mogły być używane oba kolory – najpierw jaśniejszy odcień, a następnie, prawdopodobnie w 1940 roku, ciemniejszy.

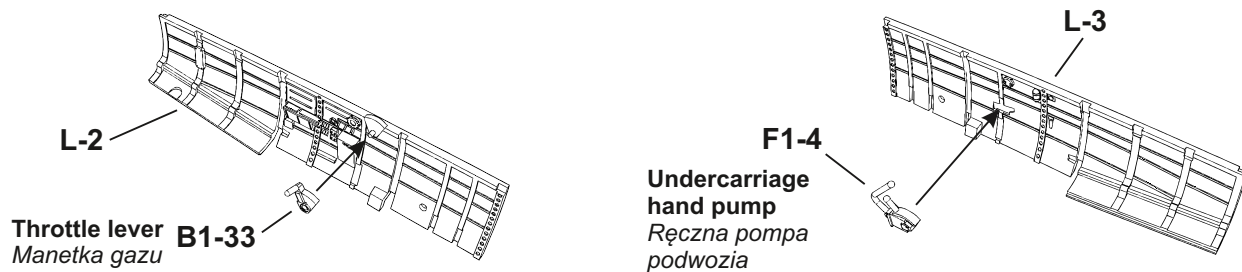
Nie mamy jednak na to jednoznacznych dowodów, dlatego w instrukcji pokazano standardowy kolor RAF Grey Green.

Interior decals

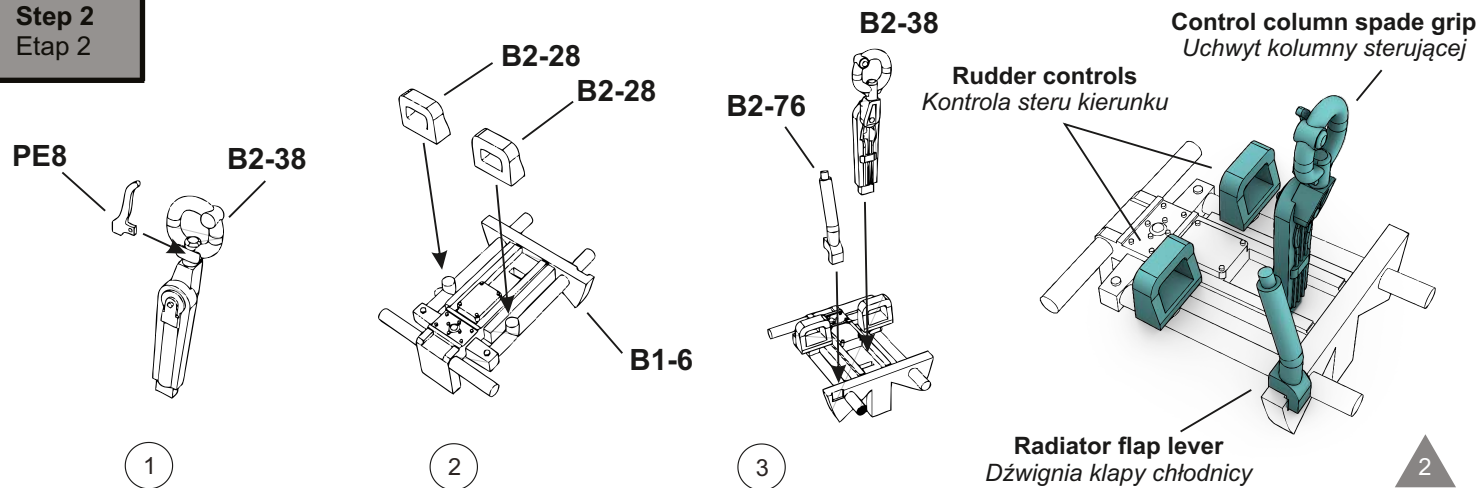
Kalkomanie wnętrza



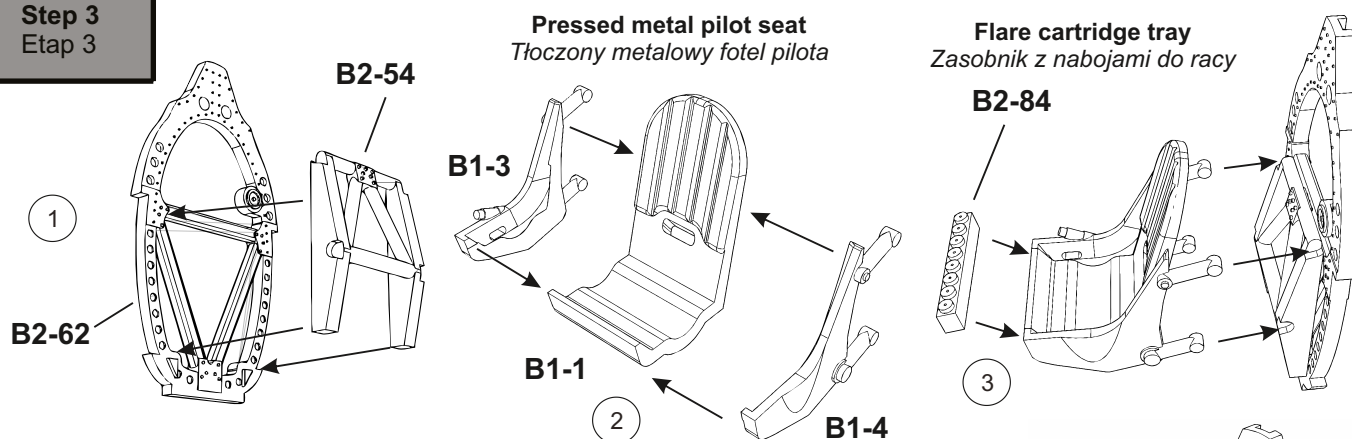
Step 1
Etap 1



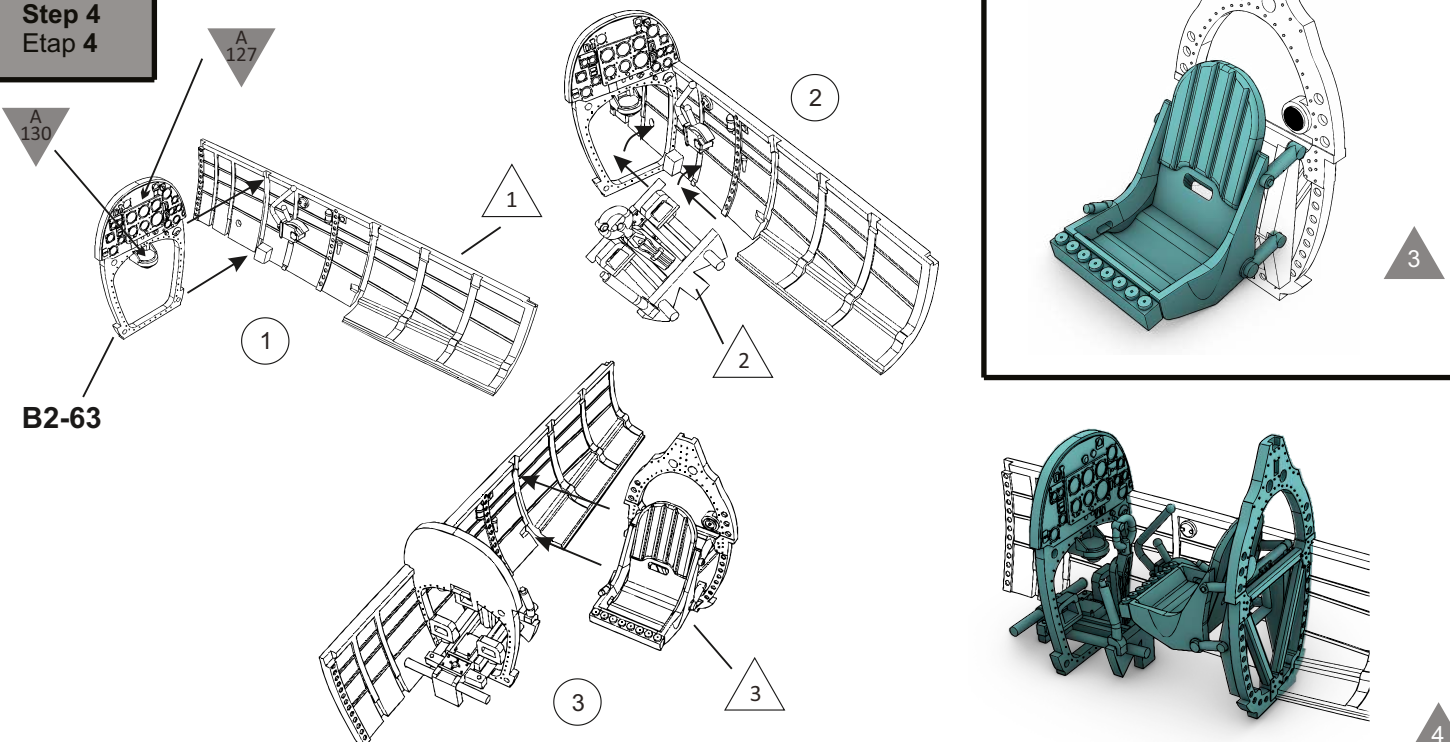
Step 2
Etap 2



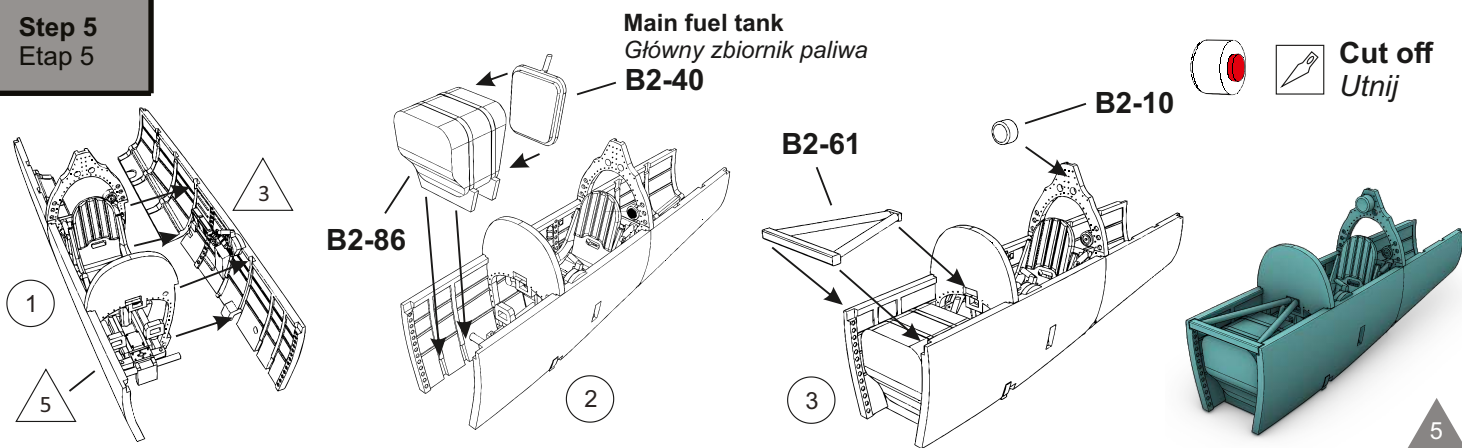
Step 3
Etap 3



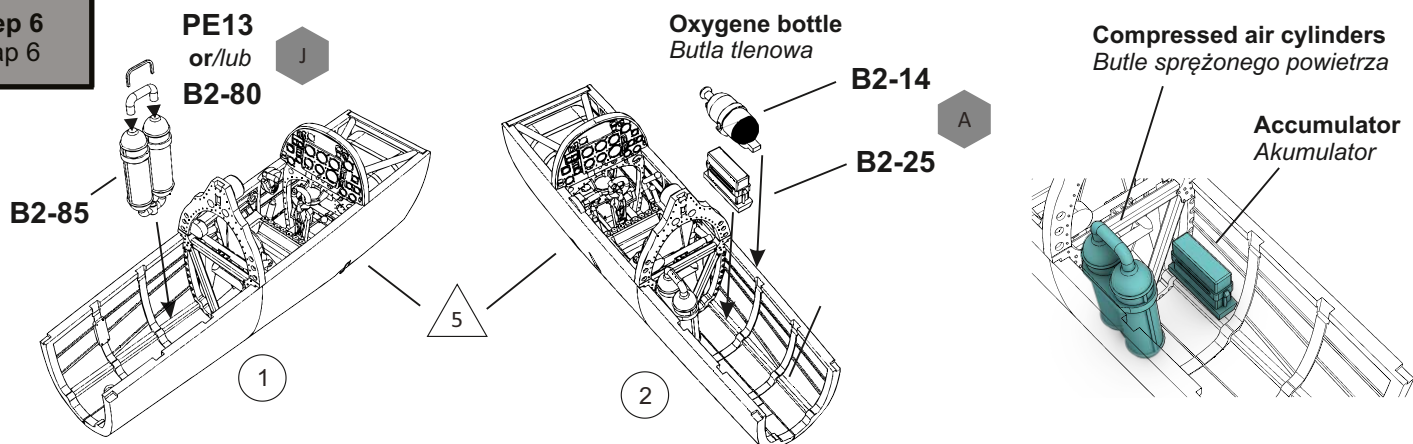
Step 4
Etap 4



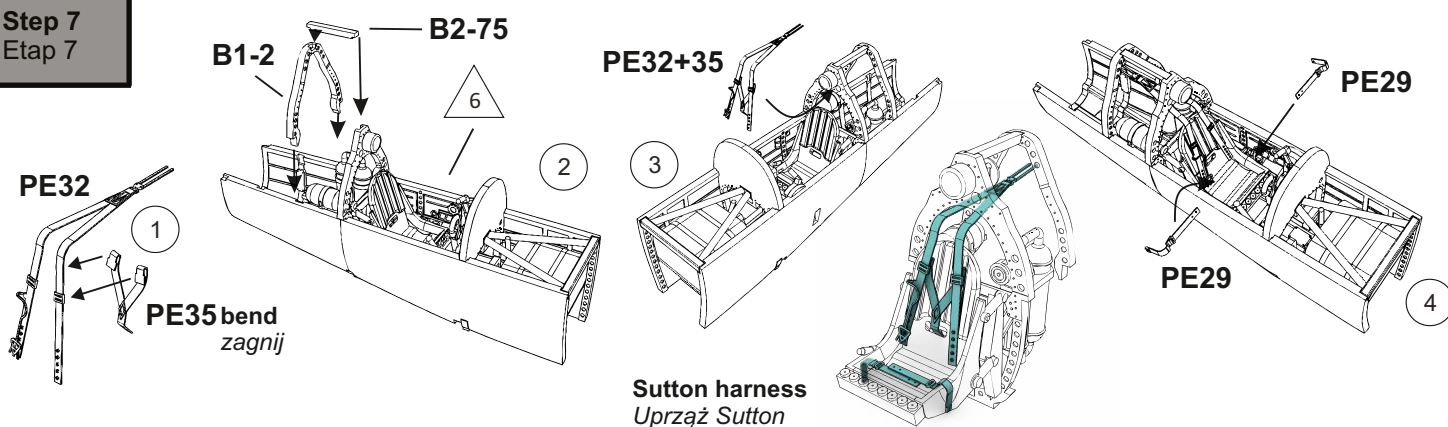
Step 5
Etap 5



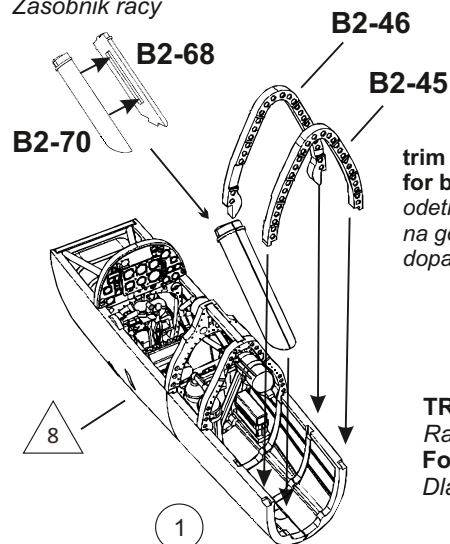
Step 6
Etap 6



Step 7
Etap 7



Flare container
Zasobnik racy



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

TR9B radio
Radiostacja TR9B
For marking no. 1
Dla malowania nr 1

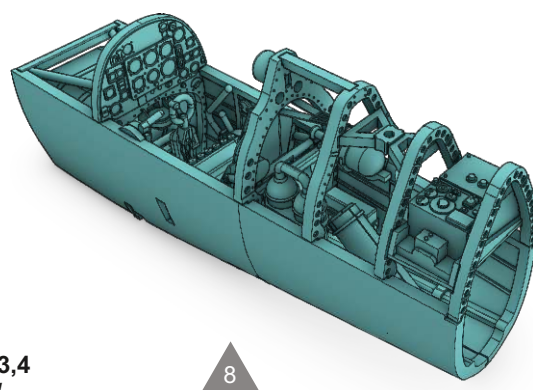
B2-32

TR9D radio
Radiostacja TR9D
For markings no. 2,3,4
Dla malowań nr 2,3,4

B1-39
Antenna mast base
Podstawa masztu anteny

Optional Step 8
Etap 8 opcjonalny

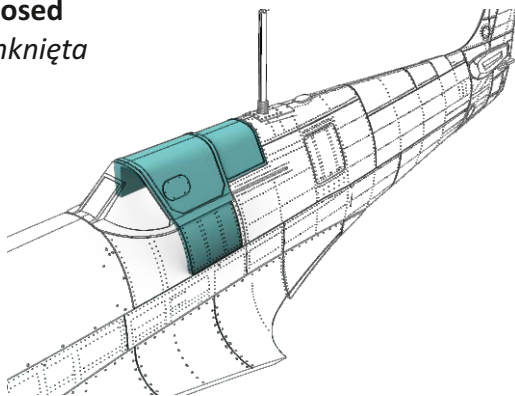
Optional „full interior” parts
Opcjonalne części
dla zabudowy wnętrza



Preliminary Step - canopy - choose your path

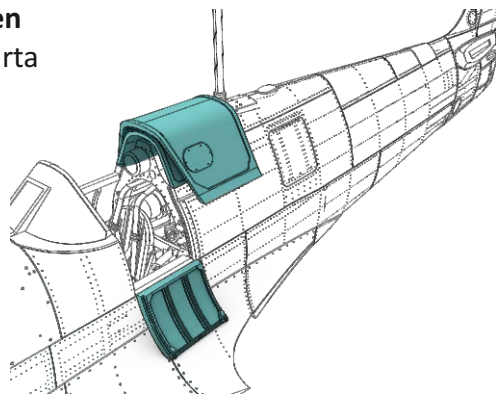
Krok wstępny - osłona kabiny - wybierz swoją ścieżkę

Closed
Zamknięta



It requires initial preparation - see step 10 and 11.
Wymaga wstępnego przygotowania - patrz krok 10 oraz 11.

Open
Otwarta



The fuselage is prepared for an open cockpit
(skip steps 10 and 11 and go to step 12).
Kadłub jest przygotowany do otwartej kabiny
(pomiń kroki 10 oraz 11 i przejdź do kroku 12).

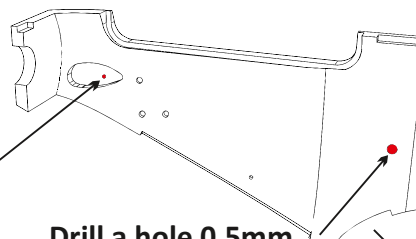
Step 9
Etap 9

All steps
Wszystkie kroki

Drill 0,2mm
Wywierć 0,2mm

Drill a hole 0,5mm
Wywierć otwór 0,5mm

F2-1

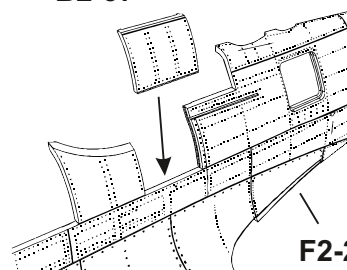


Step 10
Etap 10

Closed canopy
Kabina zamknięta

B2-37

F2-2



Step 11
Etap 11

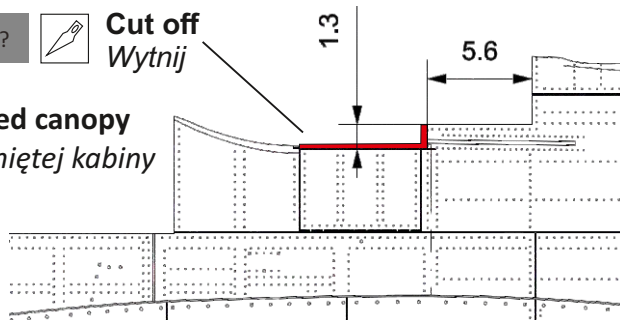
Only for closed canopy
Tylko dla zamkniętej kabiny

Cut off
Wytnij

1.3

5.6

F2-2

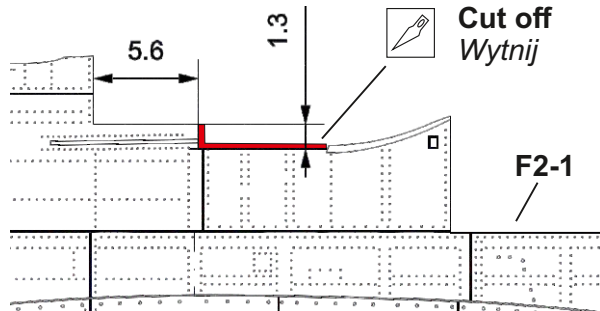


Cut off
Wytnij

5.6

1.3

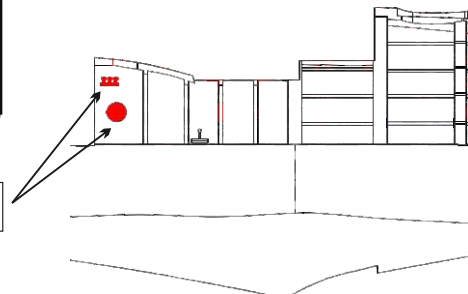
F2-1



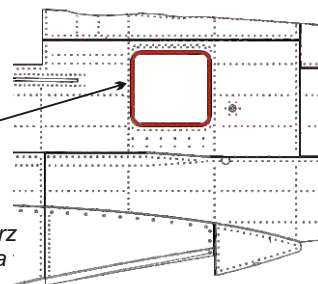
Fuselage preparation

Przygotowanie kadłuba

Remove detail
Usunąć detal

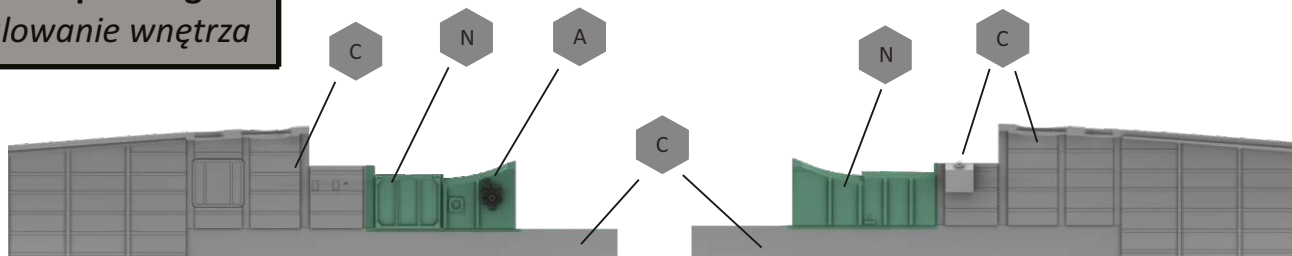


trim inner flange
for better fitting
odetnij wewnętrzny kołnierz
dla lepszego dopasowania

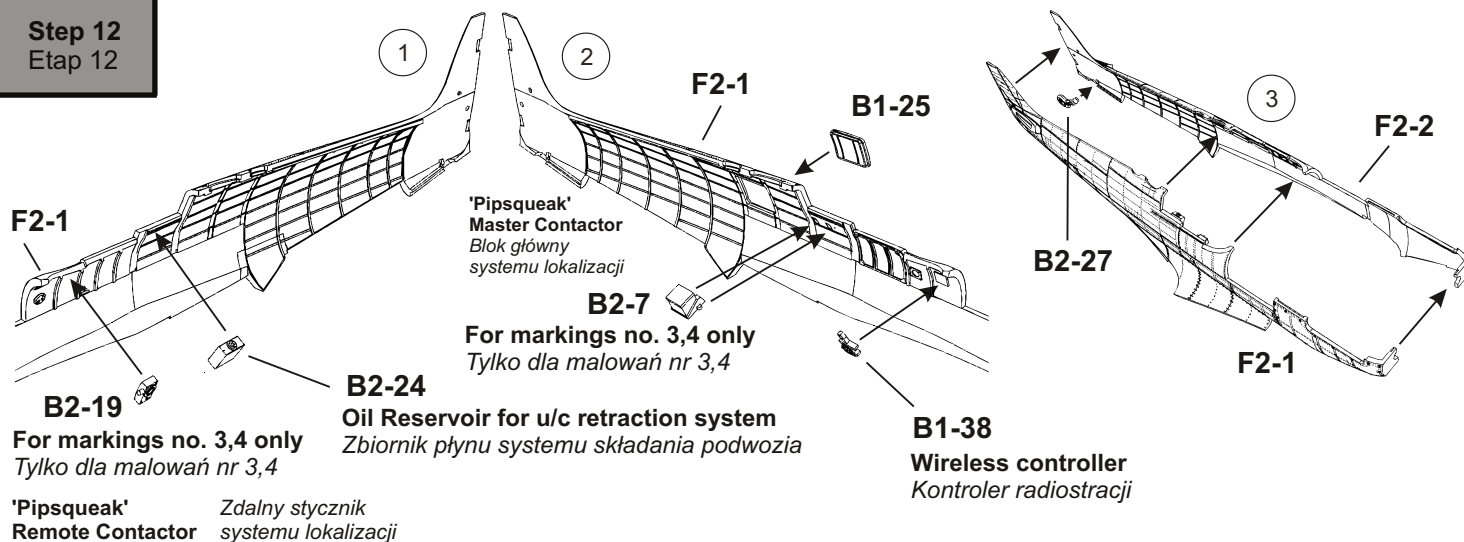


Interior painting

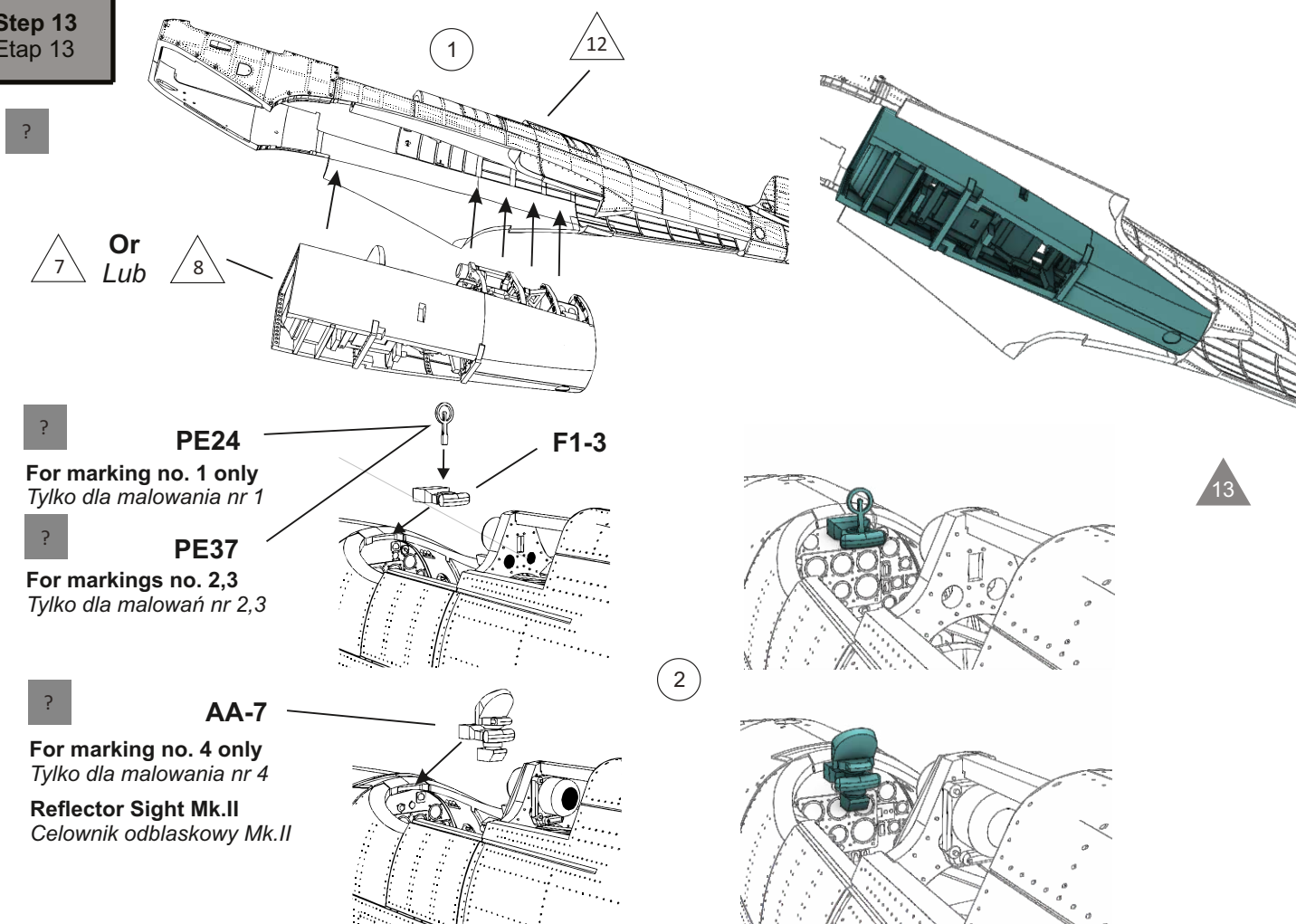
Malowanie wnętrza



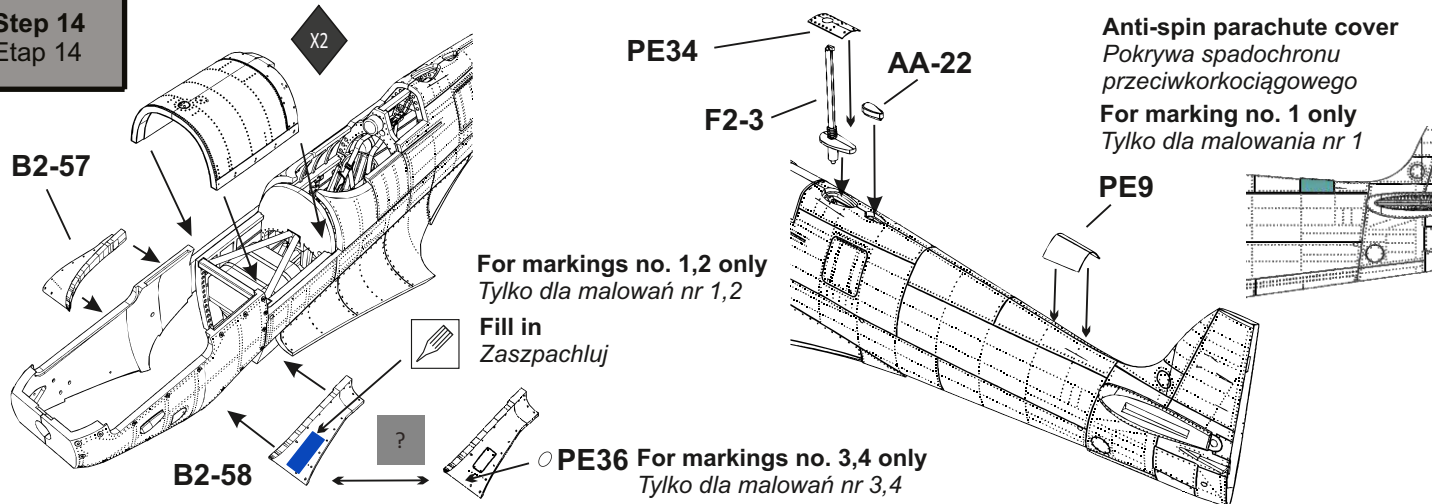
Step 12 Etap 12



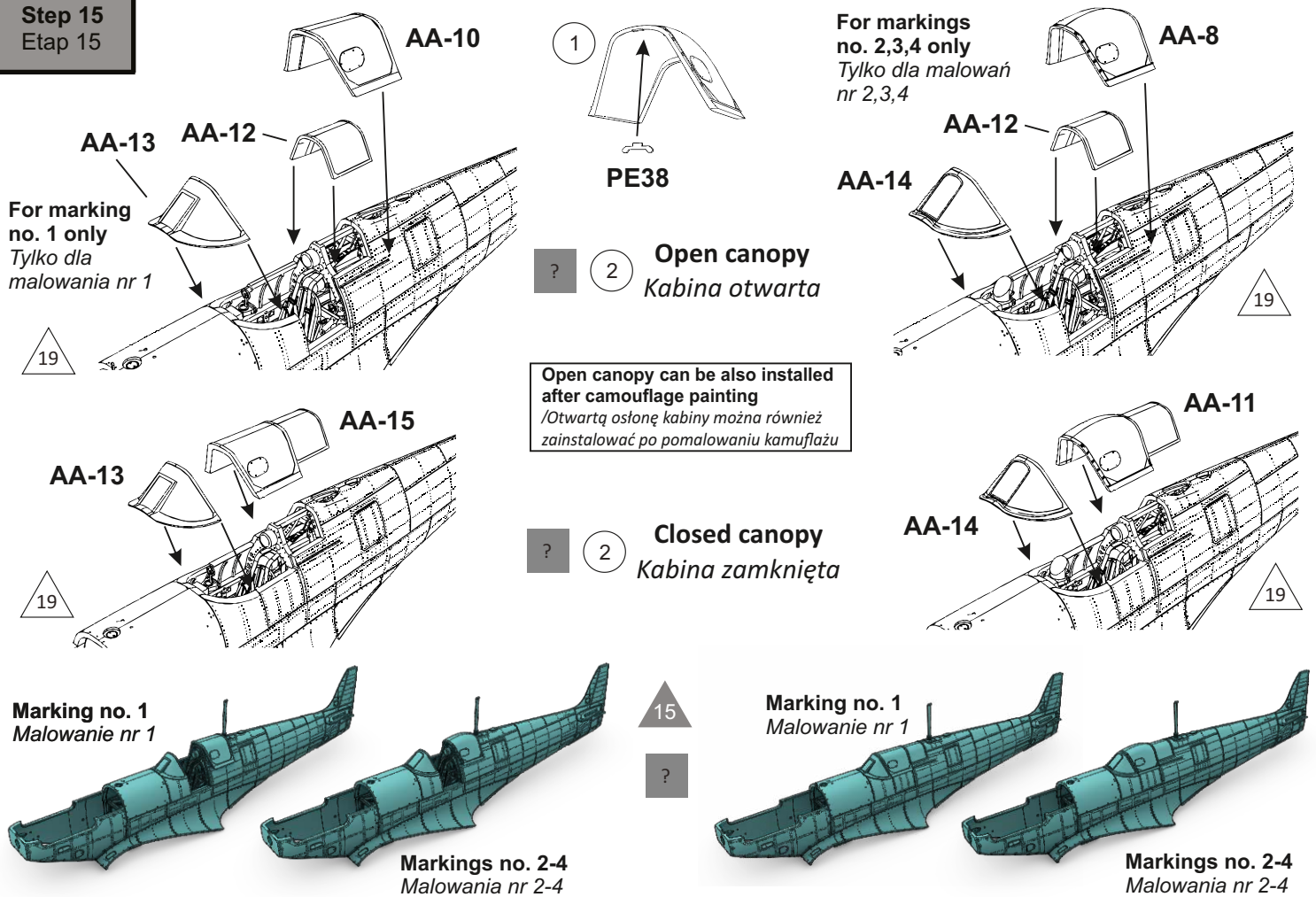
Step 13 Etap 13



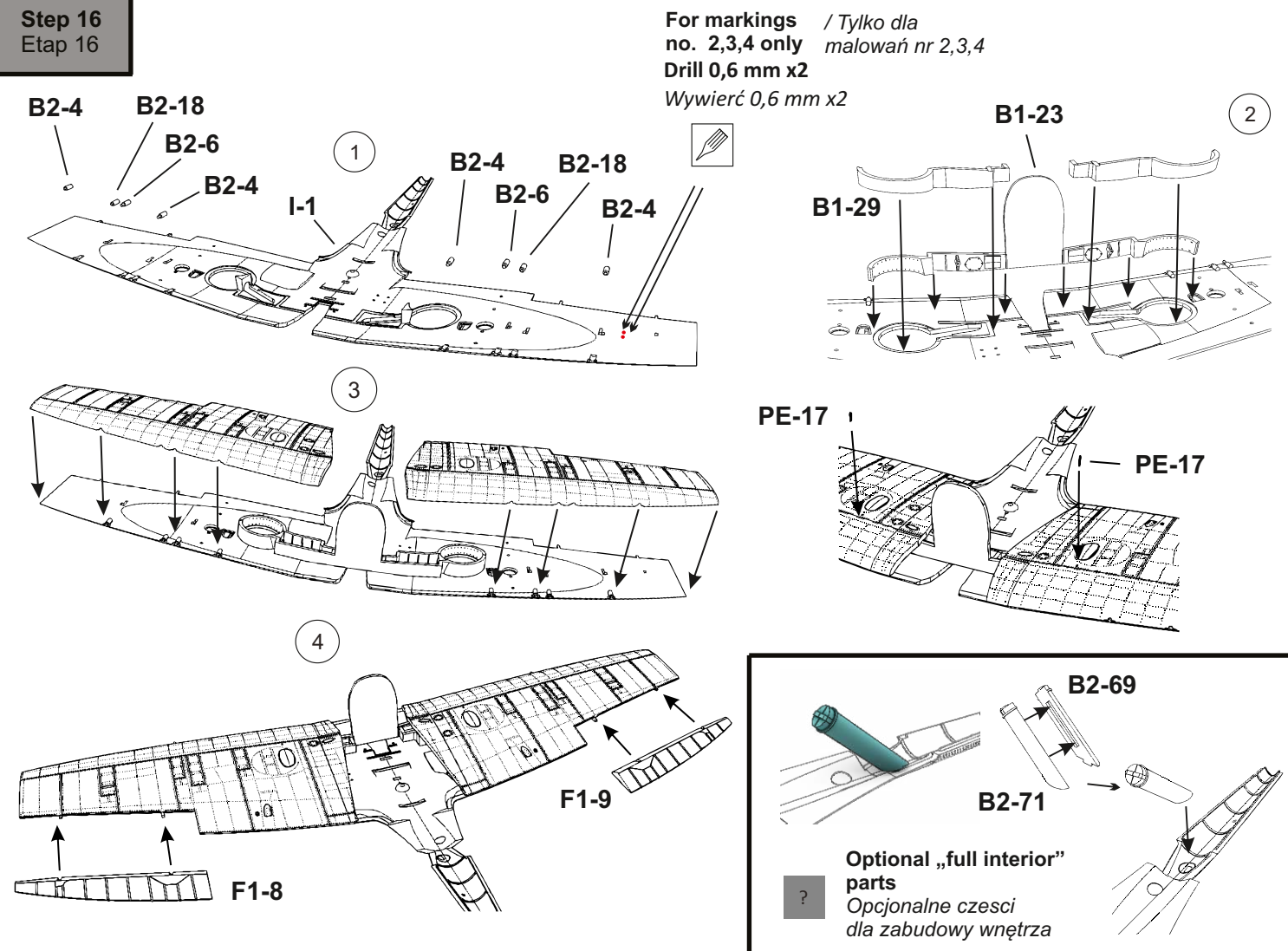
Step 14 Etap 14



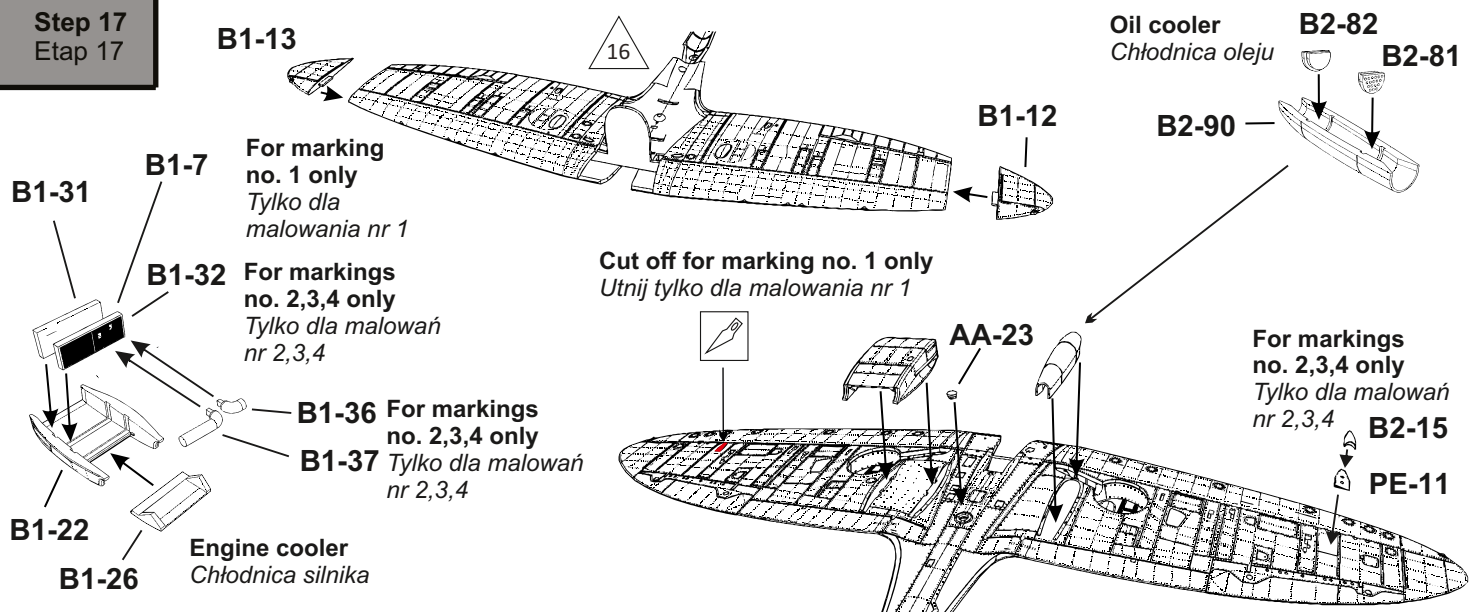
Step 15
Etap 15



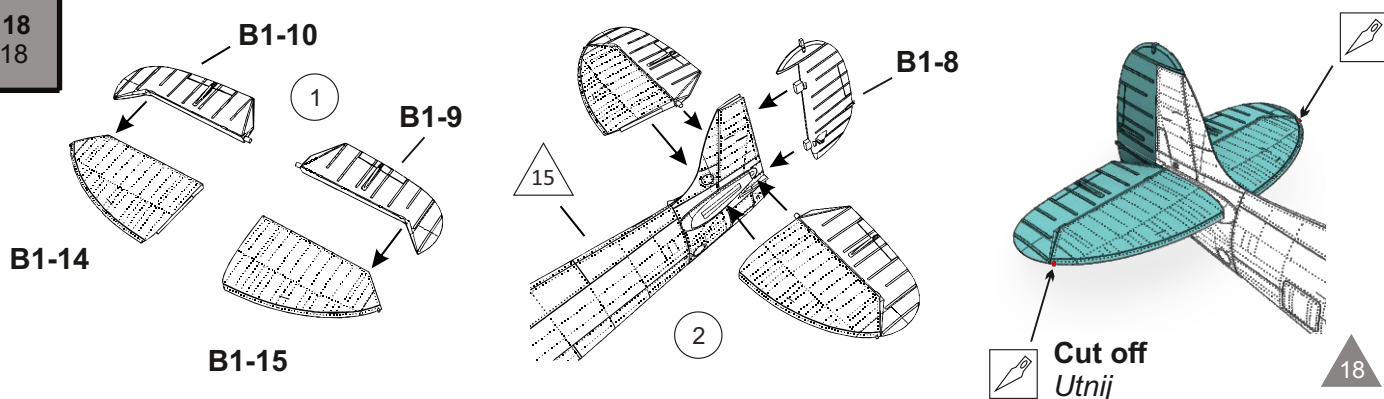
Step 16
Etap 16



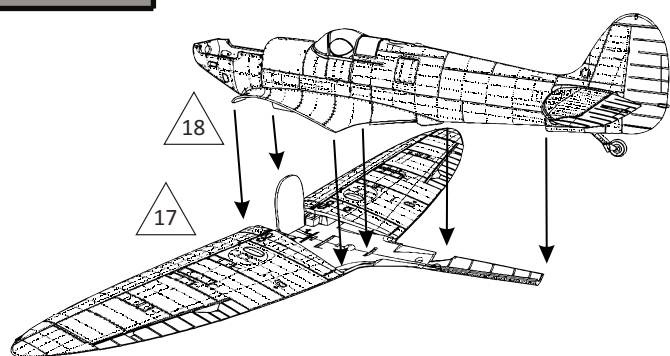
Step 17
Etap 17



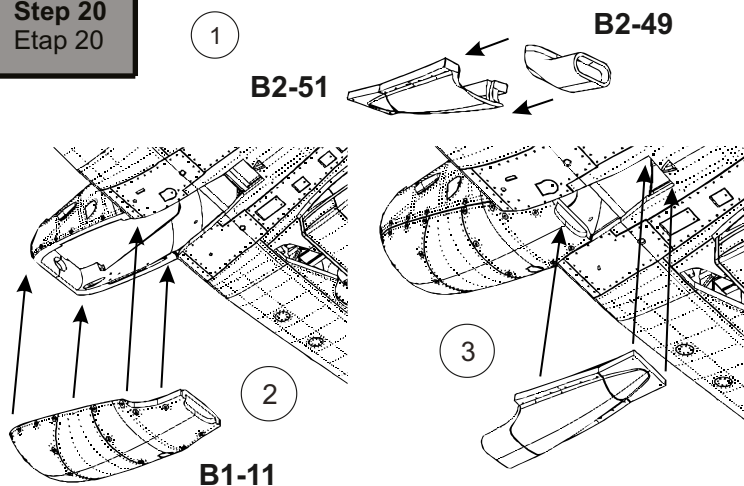
Step 18
Etap 18



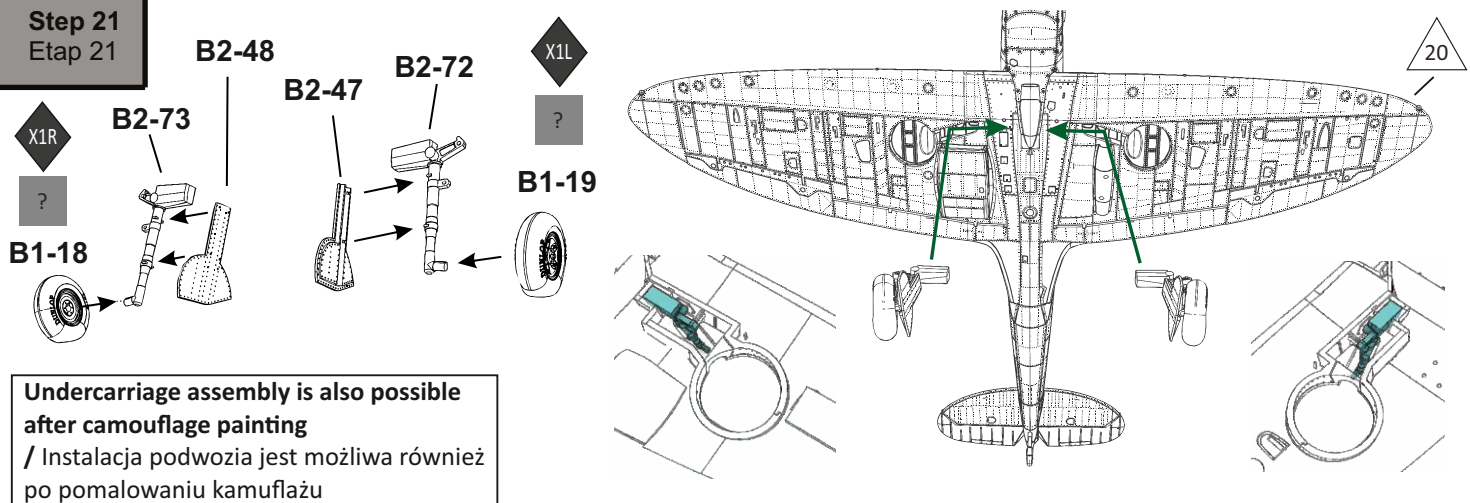
Step 19
Etap 19



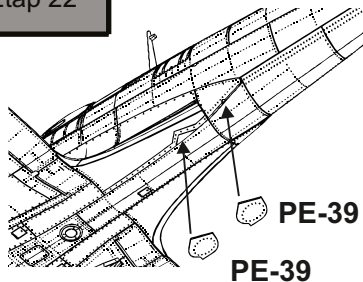
Step 20
Etap 20



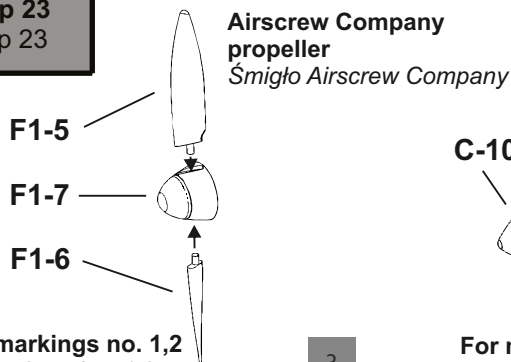
Step 21
Etap 21



Step 22
Etap 22

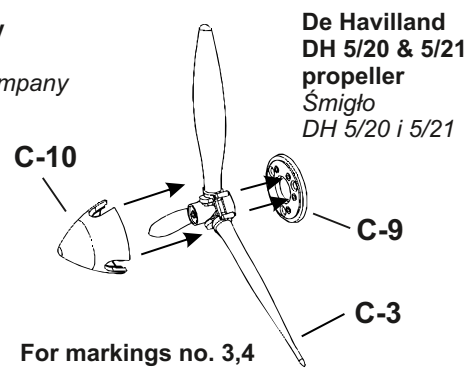


Step 23
Etap 23



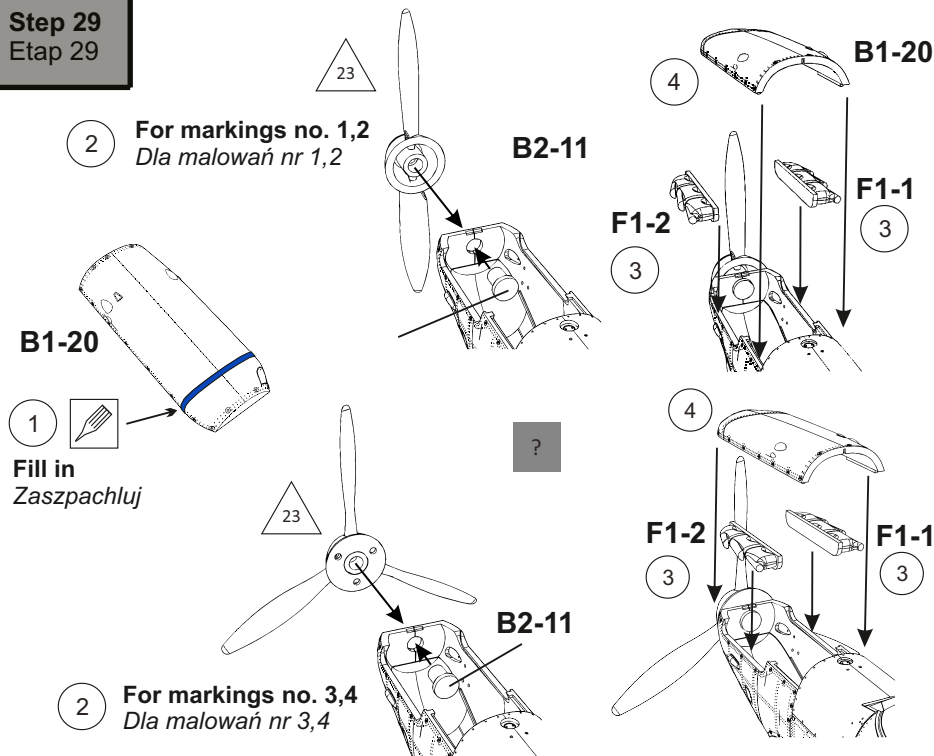
For markings no. 1,2
Dla malowań nr 1,2

?



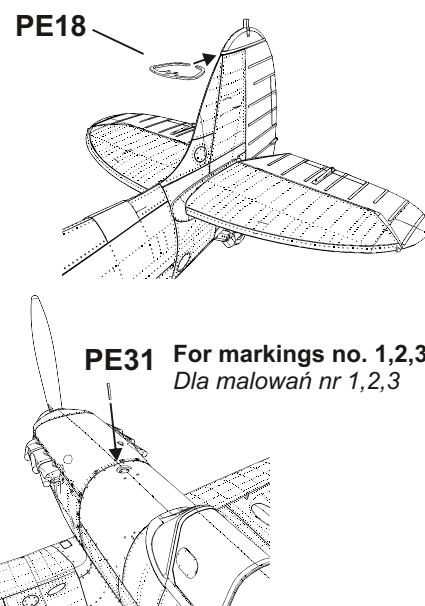
For markings no. 3,4
Dla malowań nr 3,4

Step 29
Etap 29

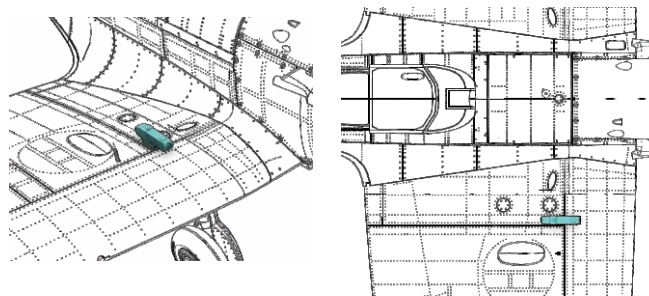
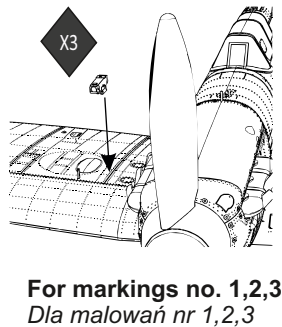
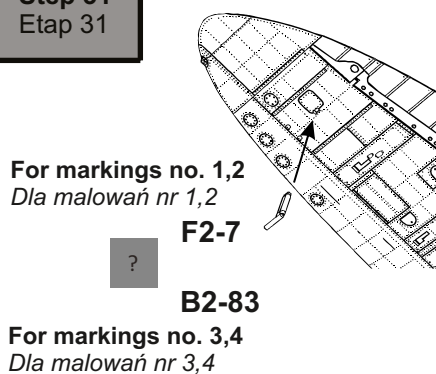


Step 30
Etap 30

Anti-spin parachute guard
Osłona spadochronu
przeciwkorkociągowego
For marking no. 1 only
Tylko dla malowania nr 1



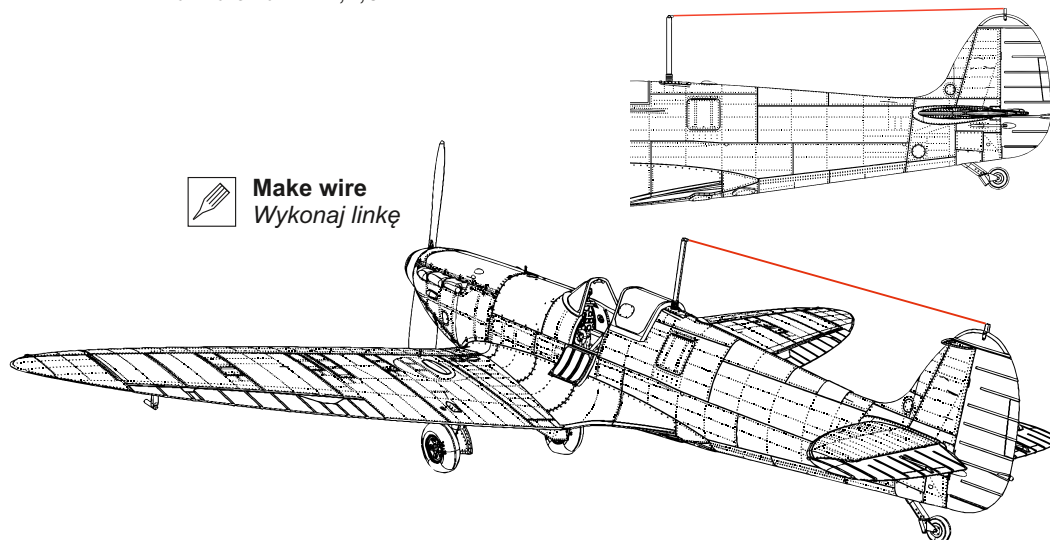
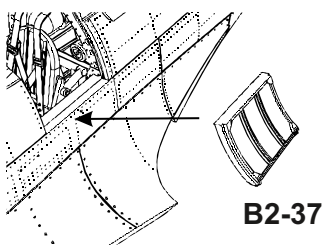
Step 31
Etap 31



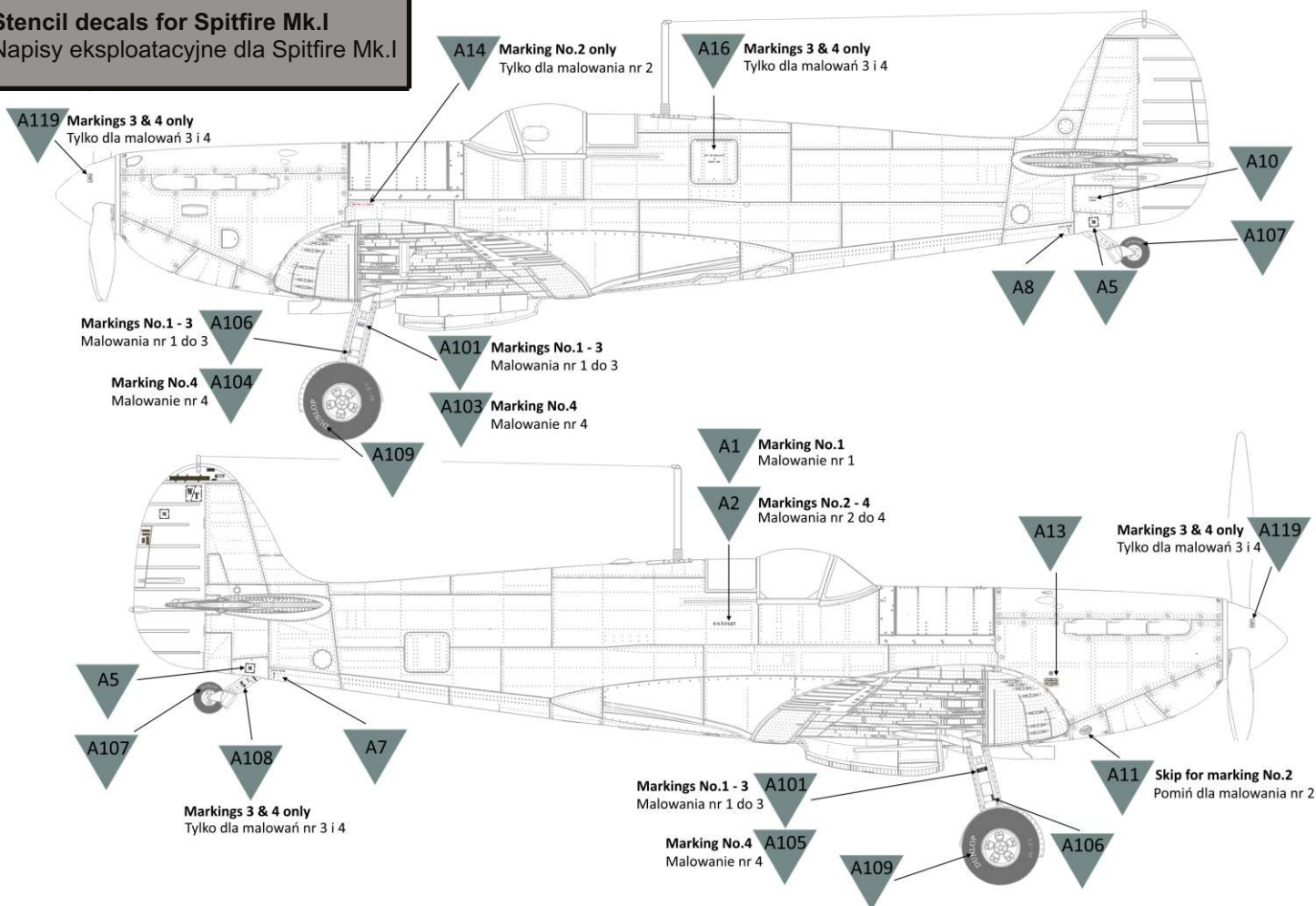
For open canopy
/Dla otwartej kabiny

Open door can be also installed
after camouflage painting
/Otwarte drzwi można również
zainstalować po pomalowaniu kamuflażu

Make wire
Wykonaj linkę

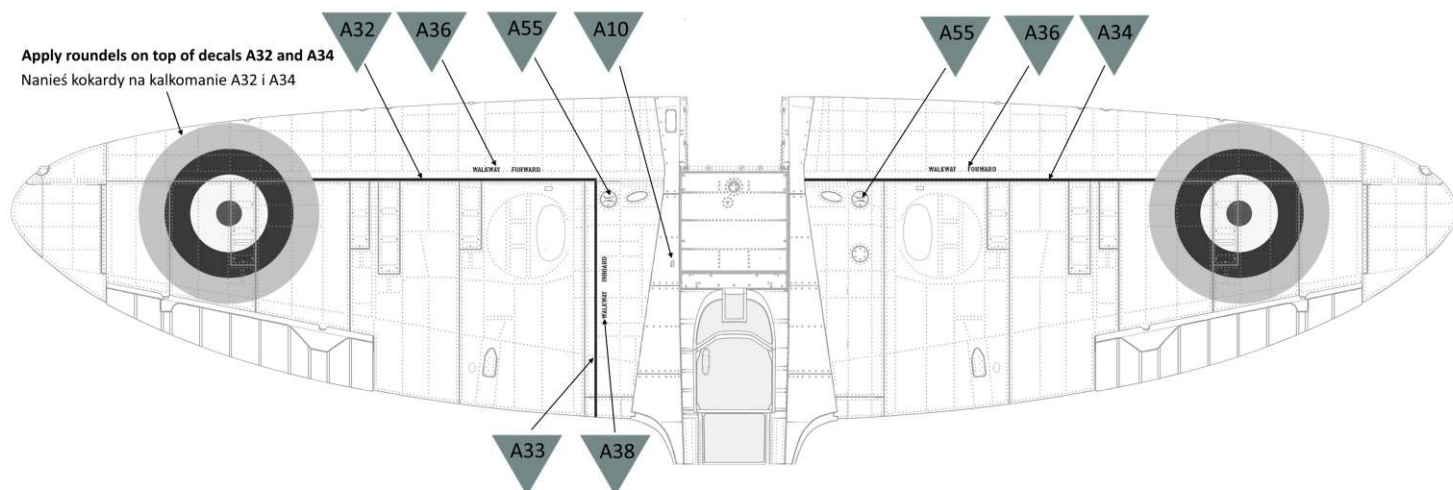


Stencil decals for Spitfire Mk.I Napisy eksploatacyjne dla Spitfire Mk.I



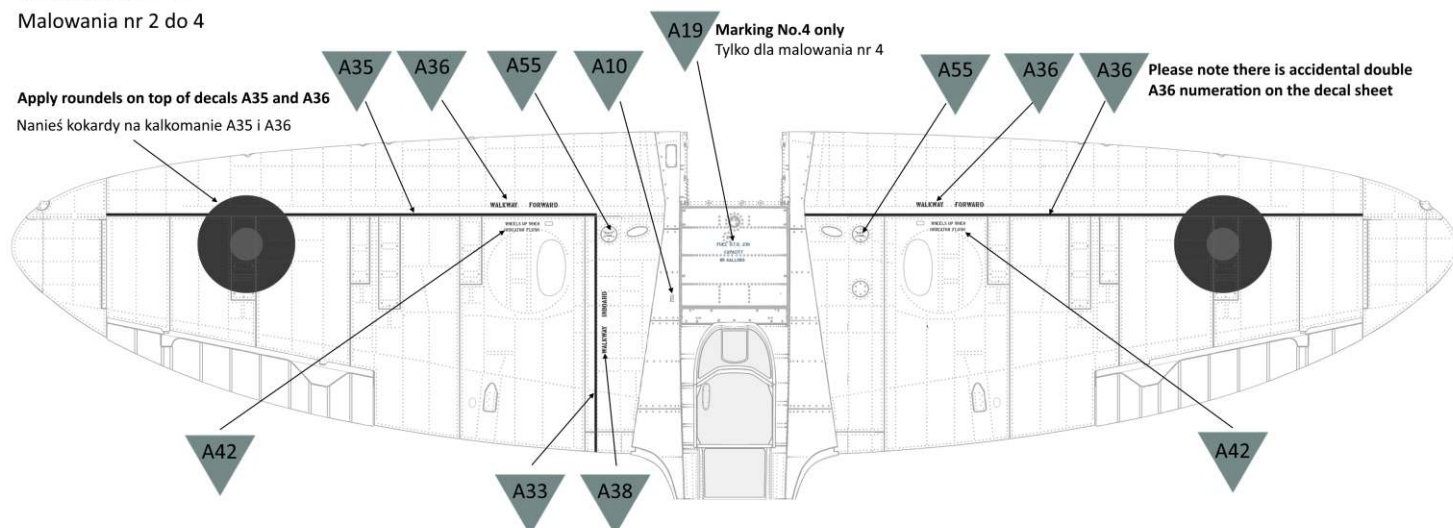
Marking No. 1

Malowanie nr 1

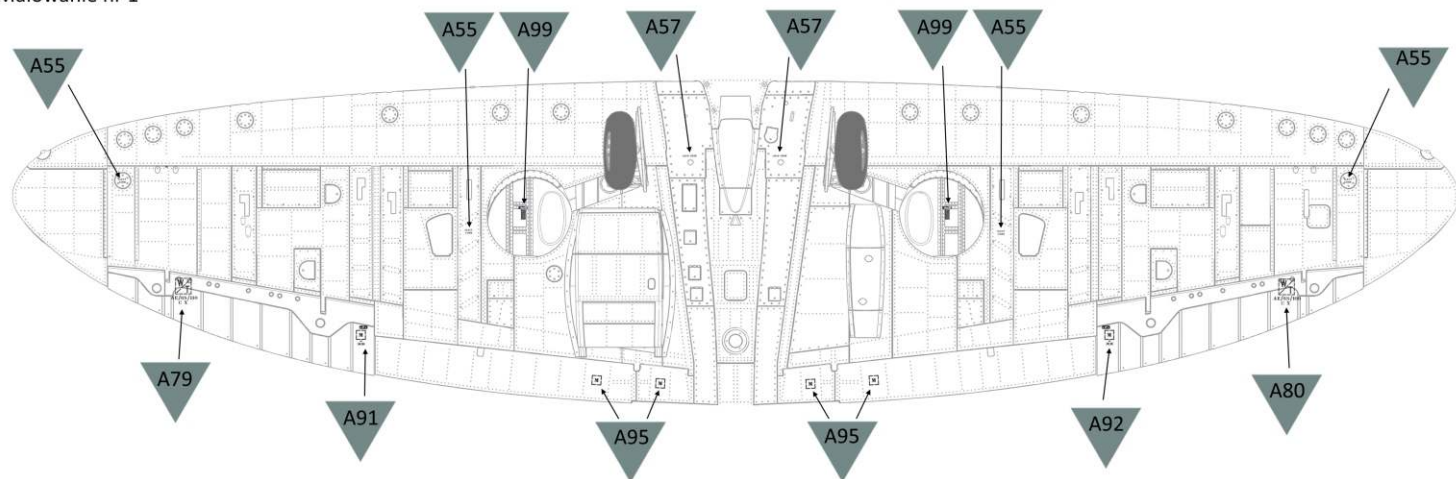


Markings No. 2 - 4

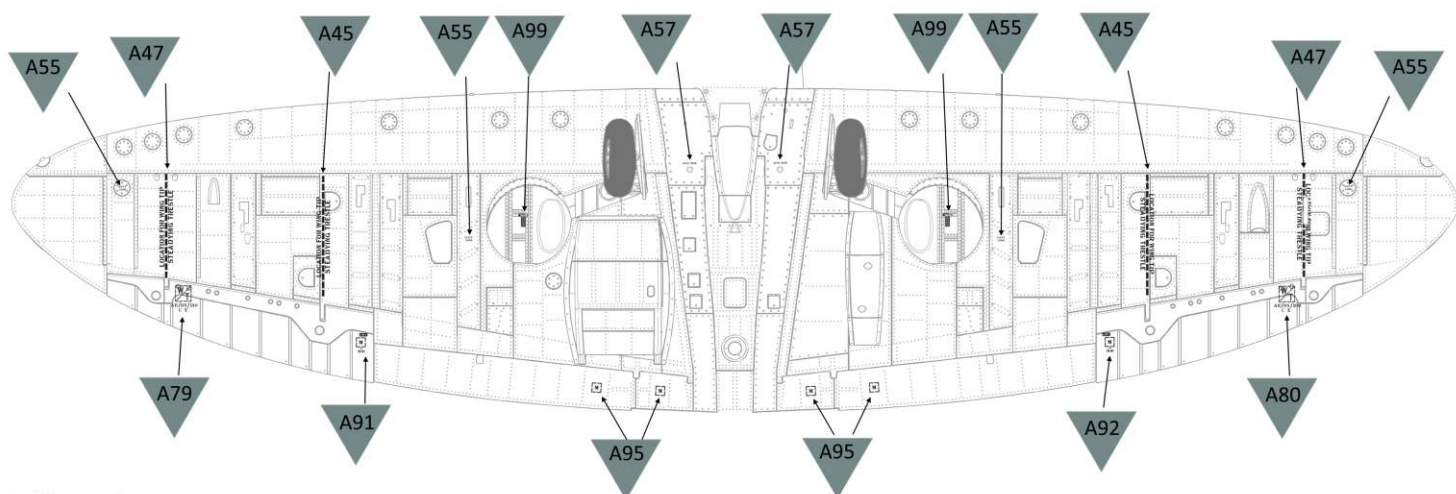
Malowania nr 2 do 4



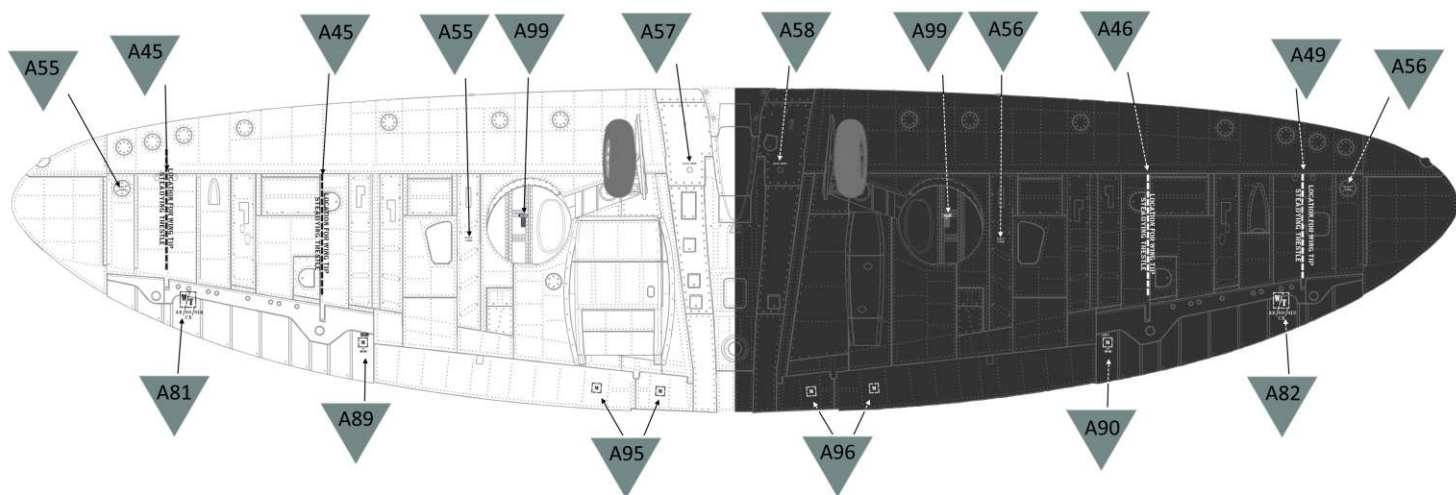
Marking No.1
Malowanie nr 1



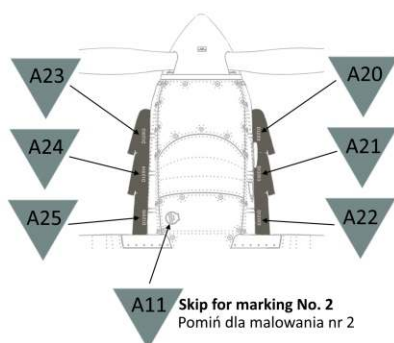
Markings No.2 & 3 (apply stencils only on areas that were not overpainted in White or Night (black))
Malowania nr 2 i 3 (nanieś kalkomanie tylko na obszary, które nie zostały zamalowane na kolor biały lub Night (czarny))



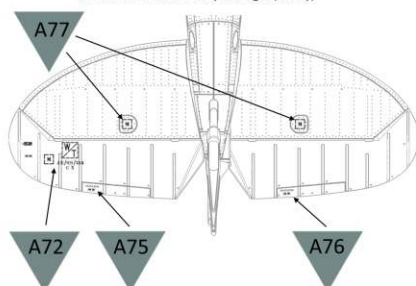
Marking No.4
Malowanie nr 4



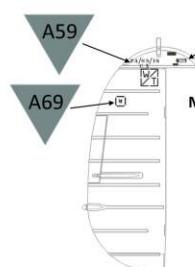
All Marking Options
Wszystkie opcje malowania



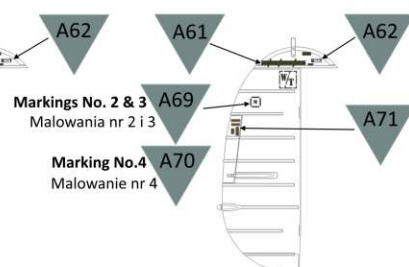
All Marking Options
Apply stencils only on areas that were not overpainted in White or Night (black)
Wszystkie opcje malowania
Nanieś kalkomanie tylko na obszary, które nie zostały zamalowane na kolor biały lub Night (czarny)



Marking No.1
Malowanie nr 1



Markings No.2 - 4
Malowania nr 2 - 4



Spitfire Mk.I, K9789, No. 19 Squadron RAF, RAF Station Duxford, The First Spitfire to Enter Squadron Service & Munich Crisis, August - October 1938

On 4 August 1938, Supermarine test pilot Jeffrey Quill delivered to Duxford the first Spitfire to enter squadron service – K9789. He handed it over to S/Ldr Henry Iliffe Cozens, Commanding Officer of No.19 Squadron, who later recalled: 'At that time there were no pilot's notes on the Spitfire, no conversion courses and, of course, no dual control aircraft. I was shown round the cockpit, given a cheerful reminder to remember to extend the undercarriage before I landed, wished "Good Luck", and off I went'.

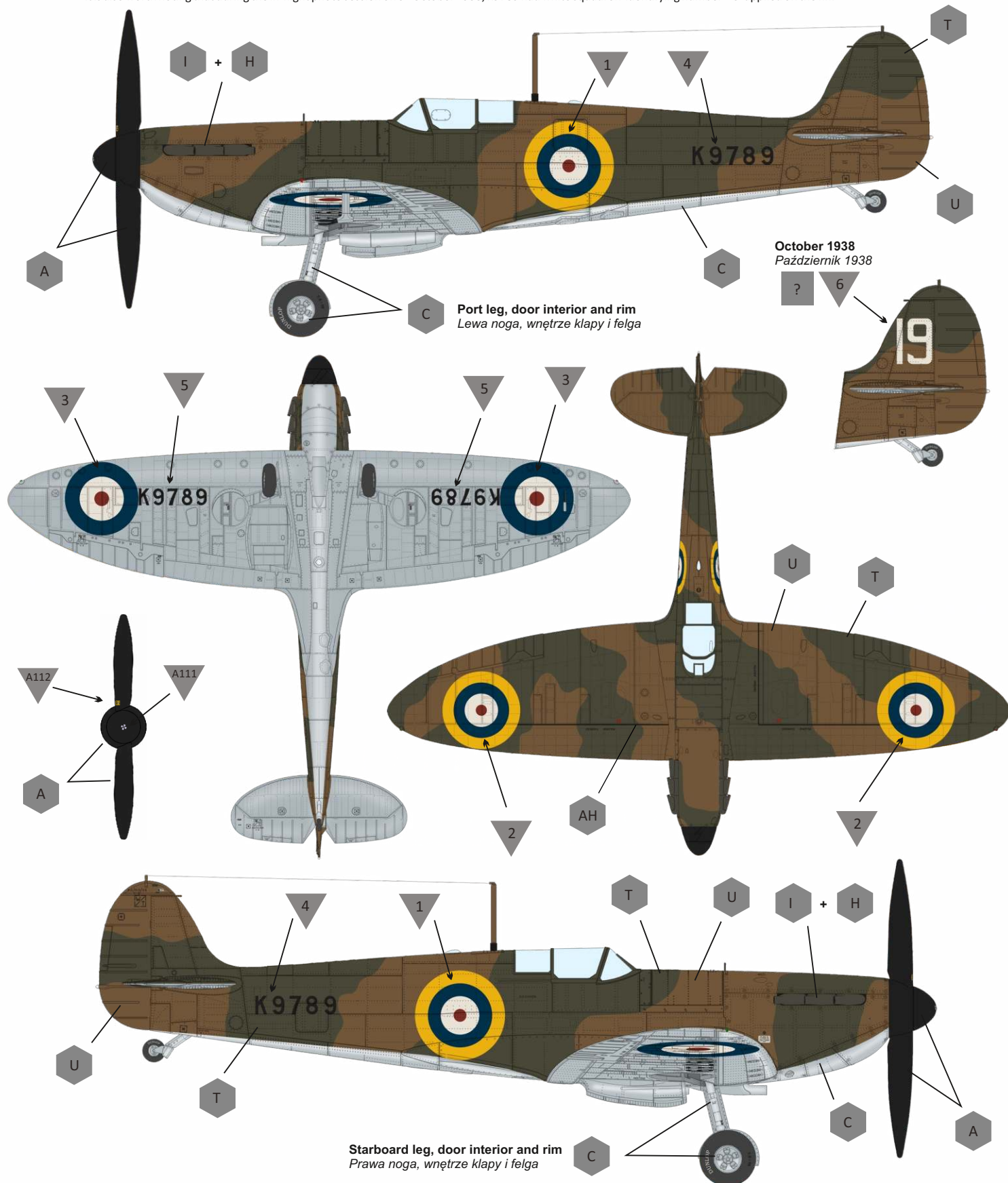
The unit's ORB for that day stated: 'Squadron received first Spitfire for intensive flying on re-equipment'. Second machine to arrive, K9790 (see Bonus Marking 1), although officially on charge of No.19 Squadron, was allotted for the same purpose to No.66 Squadron also based at Duxford. Entry in the ORB for 22 September mentions: 'Intensive flying Spitfire completed 240 hours'. Based on the initial experiences, S/Ldr Cozens, together with S/Ldr Fuller-Good, OC of No.66 Squadron, wrote the report which resulted in the early modifications to the Spitfire, including constant speed propellers, revised canopy, improved oil seals for the engine and changes to the undercarriage retraction mechanism.

It seems only K9789 and K9790 were operational at Duxford when the Munich Crisis started. On 26 September No.19 Squadron's noted: 'All pilots recalled from leave. Squadron remained at available at two hours notice until Germany had entered Sudetan areas.' After the tensions eased, squadron returned to the peacetime activities, which included taking part in the Sir Philip Sasson Trophy in late October, where it won the first round of 'Flight Attack' competition.

Initial Spitfires differed visibly from later machines: they had less sloped windscreens with flat hoods, spin-recovery parachutes at the back of the fuselage and guardrail on the fin protecting aforementioned parachute from being entangled into the empennage. They also did not have the armament heating with associated outlets under the outboard sections of the wings.

The initial camouflage, applied to only couple of first Spitfires differed from the later pattern in having wider green areas, giving the machine a bit 'greener' look. Fuselage roundels (until around K9915) were of 38.5 inch diameter and wing national insignia were placed a bit more outboard than in later machines. Early machines also carried less stencils.

It is also worth noting that during the in-flight photo session on 31 October 1938, K9789 had white squadron-identifying number '19' applied on the fin.

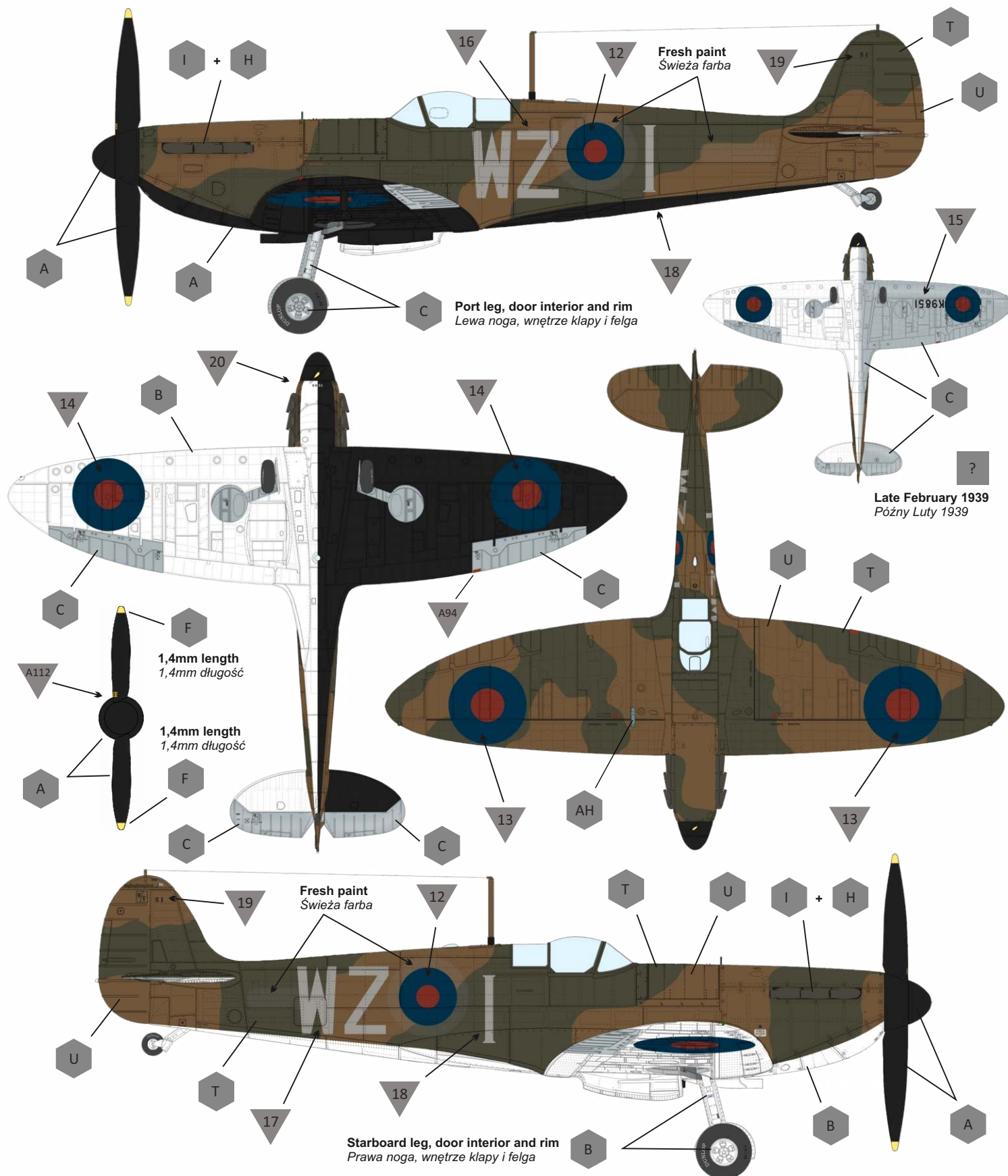


Spitfire Mk.I, K9851 WZ-I, No.19 Squadron RAF, RAF Station Duxford, Crises of March 1939

Spitfire K9851 in the shown livery served in the very tense period in international relations. On 15 March 1939, violating the Munich treaty, German troops entered Czechoslovakia (interesting fact is that in September 1940, K9851 was flown by Czechoslovak pilots in No.19 Squadron). On 23 March, under the threat of using military force, Nazi Germany annexed Lithuanian port of Klaipėda. At the end of that month, Hitler made decisive demands for territorial concessions from Poland. Disillusioned after the fall of Czechoslovakia, Great Britain declared on 31 March that it would provide assistance to Poland in the event of aggression by another country, and on 6 April, a Polish-British protocol on bilateral guarantees was signed. On 19 May, similar agreement was signed between Poland and France. The first form of Allied coalition has been formed.

During that time, No.19 Squadron was the leading unit of Fighter Command, already fully equipped with 'The Fastest Fighter in the World'. Honing the skills took most of the time and multiple exercises served that purpose, including Group-level ones at Digby on 14 February and at Catterick on 6-7 March. In the second half of April and beginning of May, No.19 Squadron was engaged in fighter affiliation training with Wyton-based No.114 and No.139 Blenheim squadrons.

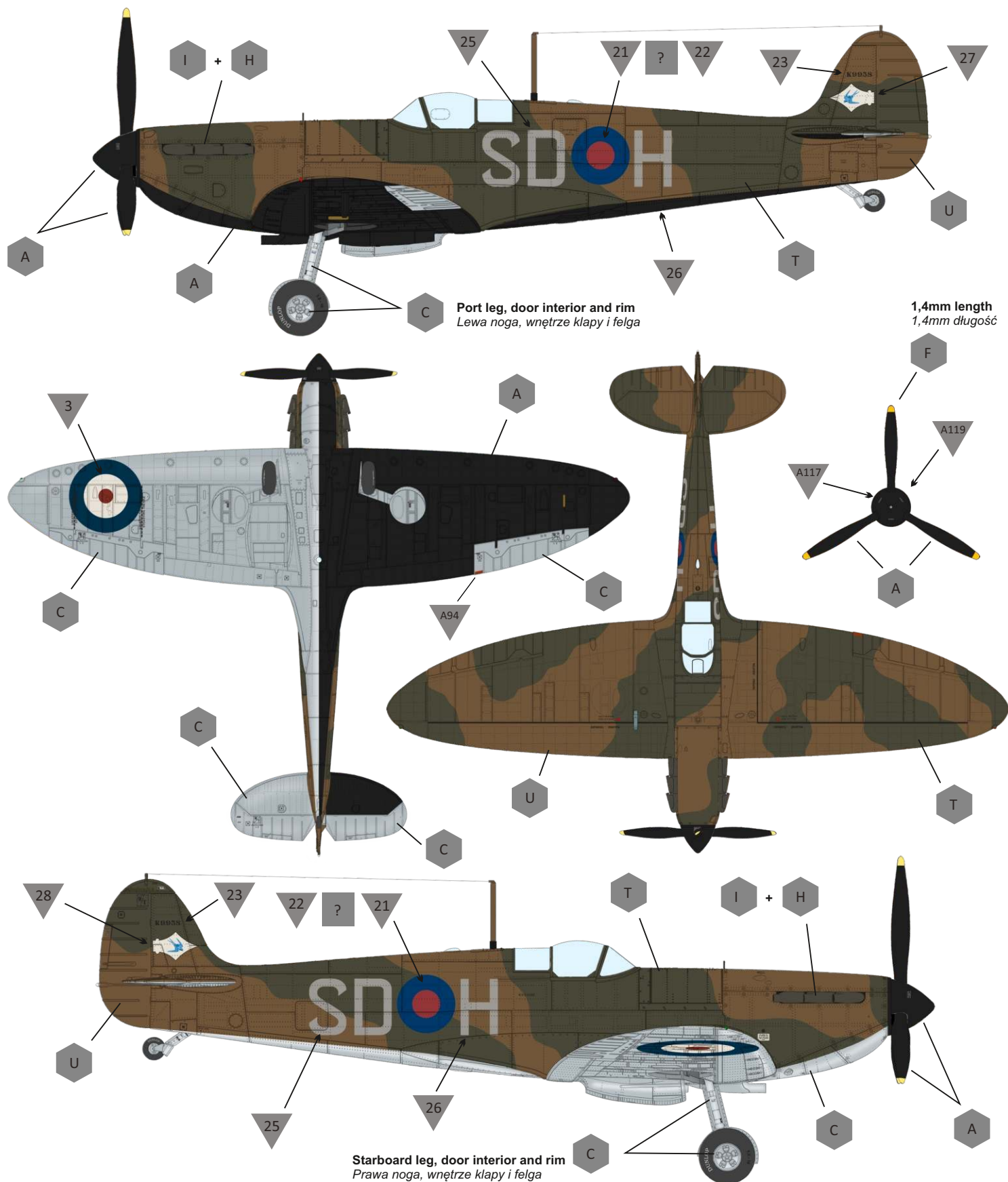
K9851 was originally produced in similar finish to K9789 from option 1, but already with new camouflage with higher percentage of Dark Earth areas, more inboard-placed wing roundels and fuselage national markings smaller in diameter (35-inch) and placed further to the rear. All of these roundels were repainted in the squadron to two-colour version, with fuselage ones reduced to 25 inches (resulting in visible overpaints), while wing ones keeping the original diameter. The Night/White undersurfaces first saw the widespread use in Fighter Command during the Munich Crisis, but it seems No.19 Squadron repainted its Spitfires around February 1939, initially only the starboard side in White, excluding the control surfaces for balance reasons. At least three Spitfires are documented with such finish (including K9821 and K9851) and it is almost certain that they were flying in that condition. Sometime in late February or March, Night (black) port side was added, but the two-colour roundels were kept. The latter were finally removed at the end of April or first days of May and the airplane had them already overpainted during the Press Day at Duxford on 4 May 1939.



Spitfire Mk.I, K9938 SD-H, No. 72 Squadron RAF, RAF Station Church Fenton, June – July 1939

72 Squadron reequipped with Spitfires in April 1939. During spring and summer of 1939, it took part in numerous aviation events that invariably attracted crowds of spectators: Group Mass Formation Flight round Midlands (19 May, taking off from Digby), Empire Air Day displays at Church Fenton (20 May), opening of the Derby Airport near Burnaston (17 June), opening of Birmingham Airport (7 July) and Belfast Air Display (29 July). It does not mean that training for the looming war was neglected. The squadron took part in exercises at Wittering on 2 May and 1 June, Home Defence Exercises (13 – 14 July), Abbotsinch Searchlight Exercise (27 July) and Annual Fighter Command Home Defence Exercises (8-11 August at Wittering).

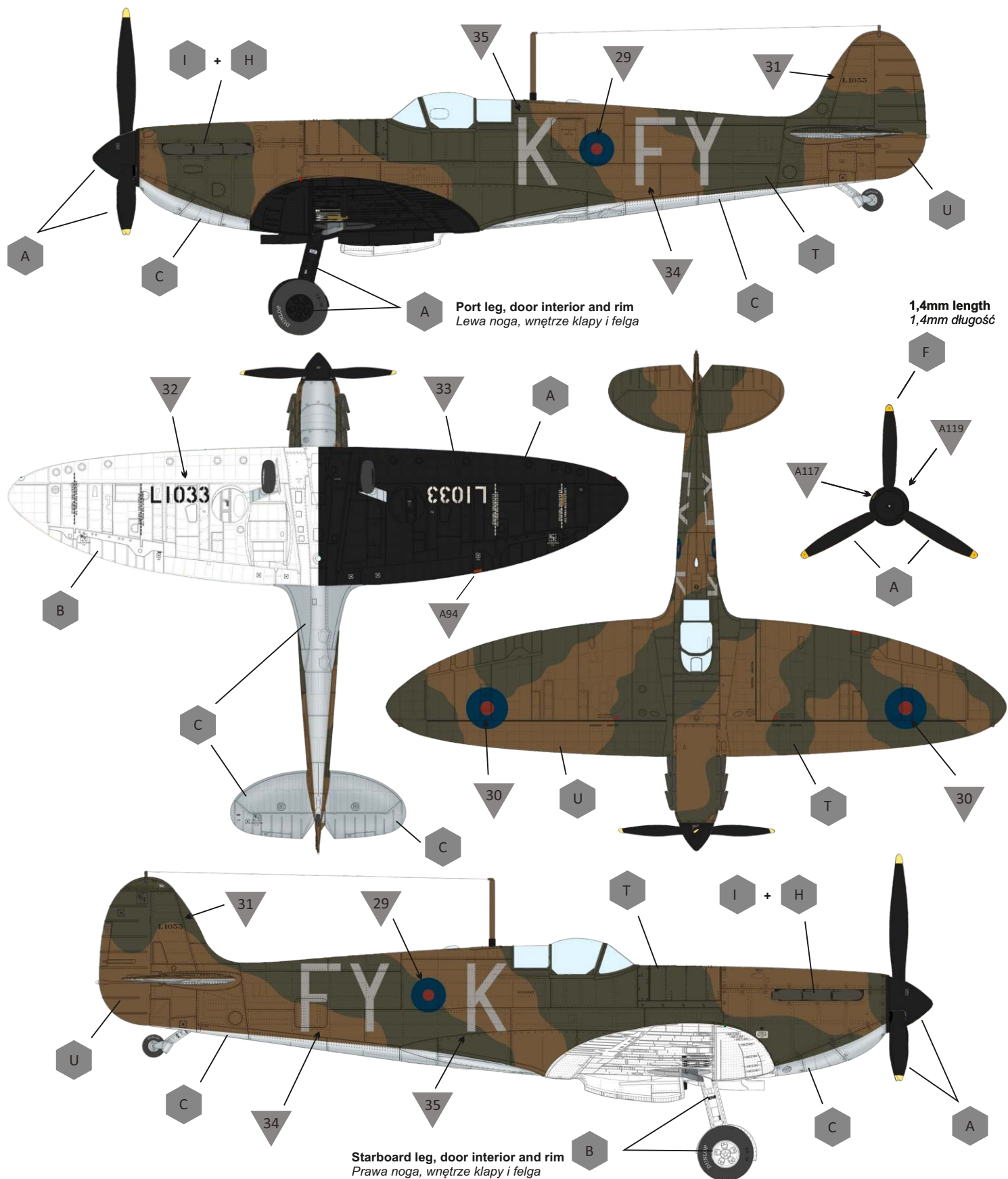
Photos of squadron airplanes taken at the opening of the Derby Airport and the Belfast Air Display show quite non-standard undersurfaces. Spitfires in the mid-K99xx series were still produced with all-aluminium painted undersurfaces. In No.72 squadron, they were modified by applying Night (black) to the port side, but the starboard side was not repainted White at least for some time. Factory-applied roundels were modified in the squadron to the form known from Gladiators serving previously in No.72 Squadron, that is with national insignia on the wing upper surfaces removed and with 25-inch, two-colour roundels on the fuselage painted with what seems to be bright and very glossy paints, although the exact shade of red is uncertain. Relative rarity was also the squadron crest on the fin, applied only by two Spitfire squadrons (No.54 and No.72).



Spitfire Mk.I, L1033 FY-K, No.611 (West Lancashire) Squadron RAF, F/Lt Kenneth Maxwell Stoddart, RAF Station Duxford, Declaration of War by Great Britain, 3 September 1939

The last days before the war brought hectic activities at RAF stations. On 26 August 1939, Royal Auxiliary Air Force (including No. 611 Squadron) was embodied into the regular RAF. When Germany invaded Poland on 1 September 1939, general mobilisation was announced in Great Britain. No. 611 Squadron, originally based at Speke, was at that time on annual training camp at Duxford and was ordered to stay there. When war was declared at 3 September at 11.00, the squadron codes were changed from peacetime GZ to wartime FY. New chapters of Spitfire history were about to begin. First hours and days of war brought high alert and readiness to repel the expected German 'knockout blow' by sudden air raid that would do crippling damage and put United Kingdom out the war. To the surprise of many RAF airmen and their commanders, it never materialised – Luftwaffe Kampfgruppen were at the time focusing on attacking Polish Army communication lines and logistics.

L1033 was in typical factory finish of the time, with Night/White/Aluminium undersurfaces and serial numbers on wing undersides and (using small font) on the fin. Small, two-colour national markings were applied to late K, all of L and early N series machines.



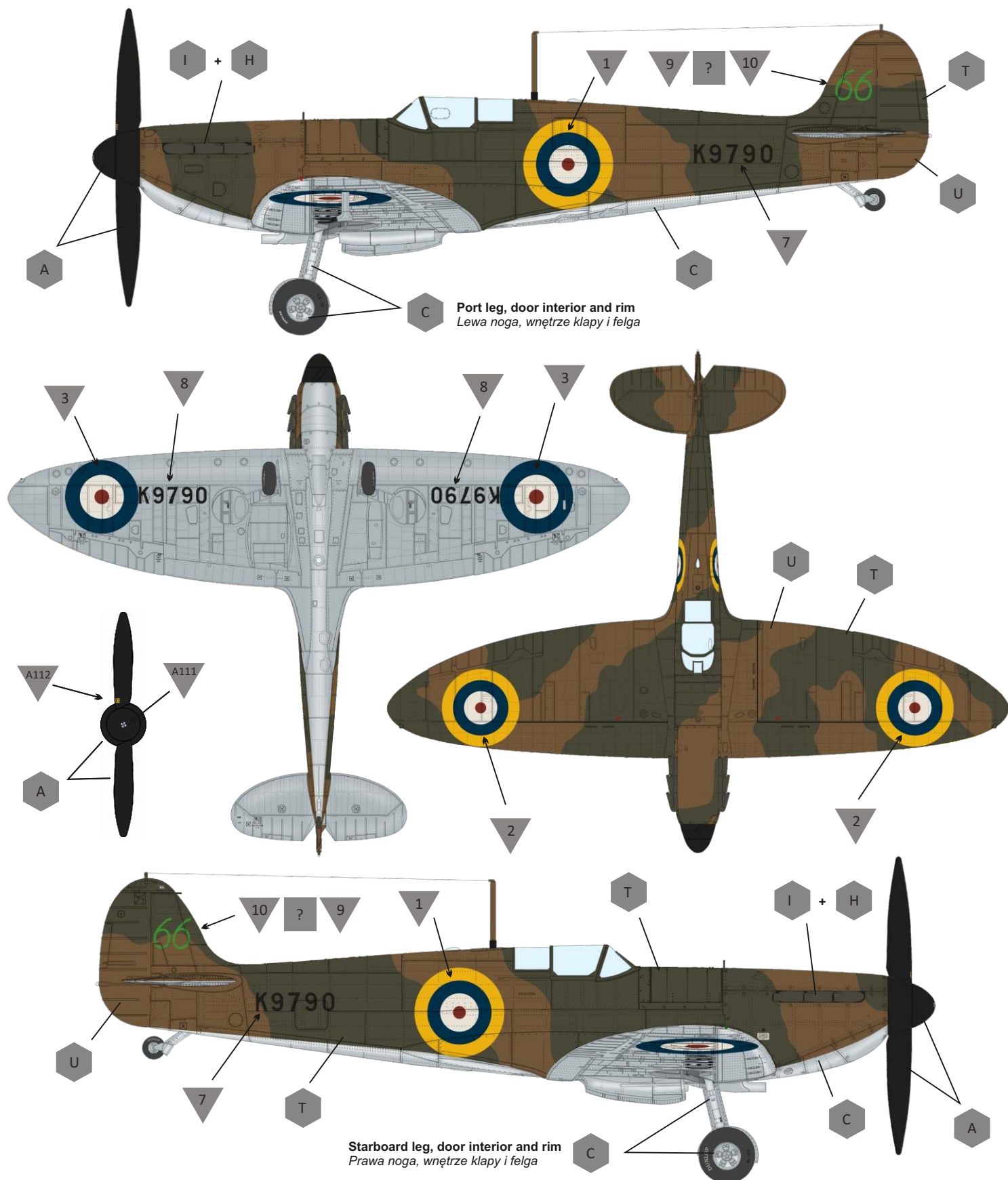
Bonus Markings Malowania bonusowe

Spitfire Mk.I, K9790, No.66 Squadron RAF, RAF Station Duxford, August-September 1938

Another 'initial' Spitfire, delivered to Duxford most probably on the same day as K9789. Although officially on charge of No.19 Squadron, it was allotted to No.66 Squadron on 12 August 1938 for the 'intensive flying', which commenced on 16 August. By 6 May 1939, K9790 completed 464 hours and 5 minutes of flying time and was returned to Supermarine Works for inspection.

The airplane carried 'mirror' camouflage compared to K9789, although there were some differences in the camouflage lines between these airplanes, suggesting first Spitfires were finished without the use of painting templates. It also carried crudely applied squadron number on the tail. Its colour is not certain, but might have been green – colour usually assigned to the second squadron in the given air station.

Airplane configuration and stencils as in Option 1 (K9789).



Bonus Markings Malowania bonusowe

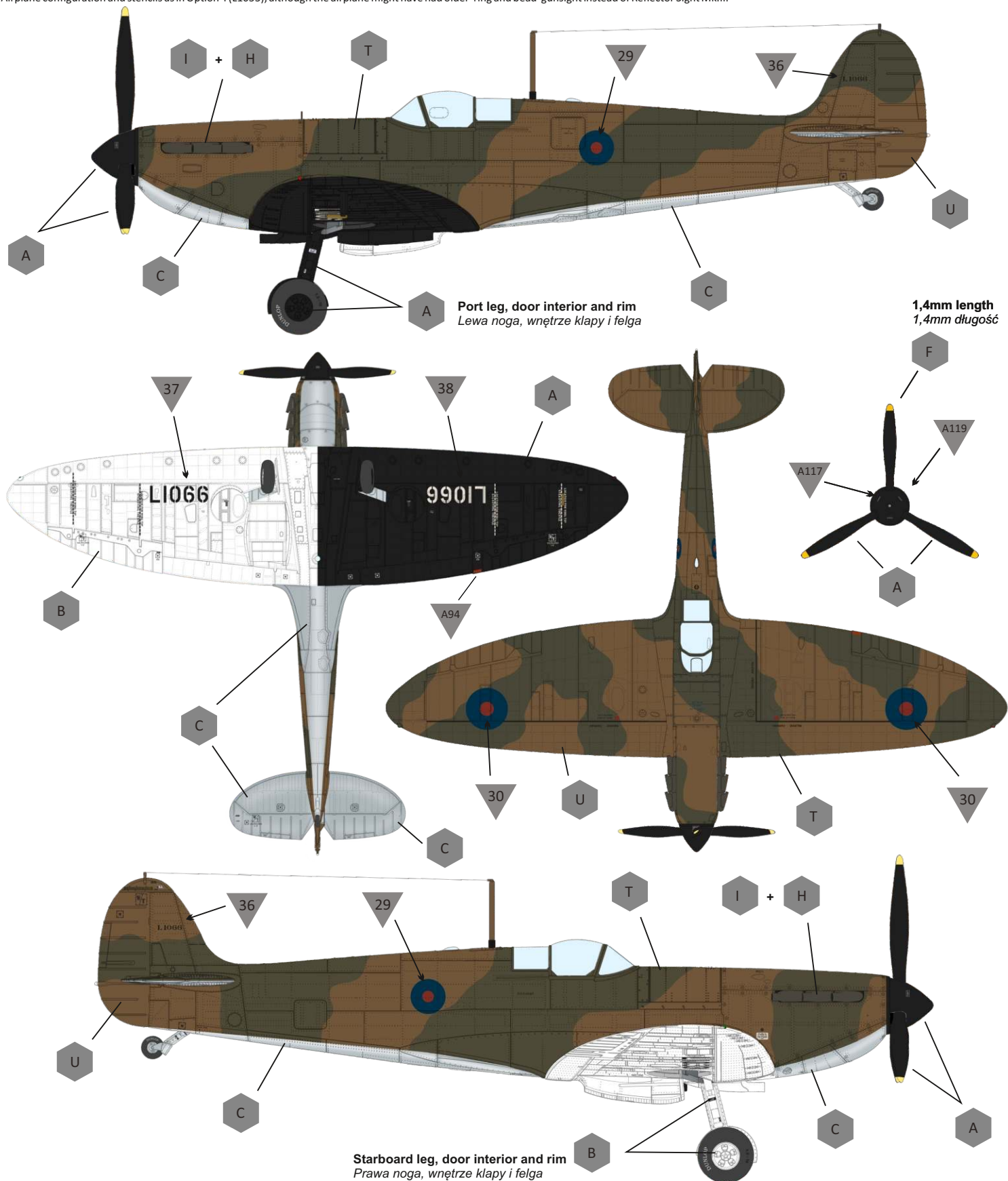
Spitfire Mk.I, L1066, Airplane exported to Poland, August-September 1939

In June 1939 Polish Military Mission was sent to Britain to negotiate purchase of military equipment from Great Britain. Although delivery of Fairey Battles was relatively quickly agreed upon, the negotiations on fighters proved much more complex, especially that Polish side was interested rather in Spitfires than Hurricanes. With Supermarine being one year behind schedule with production of Spitfires and CBAF factory nowhere near starting the production (originally planned for mid-1939), there were simply no meaningful numbers of Spitfires available that could be spared without impacting preparedness of Fighter Command to defend the Isles. Eventually delivery of 14 Hurricanes was agreed upon, together with 1 Spitfire for testing purposes.

Regular series machine, L1066, was transported to No.36 Maintenance Unit at RAF Sealand, where it was crated and then loaded onto S.S. "Lassel" together with 14 Hurricanes and 7 Battles. The ship left Ellesmere Port near Liverpool on 22 August heading for Gdynia. Already next day it was called back by Admiralty that ordered all British ships to refrain from entering Baltic Sea. S.S. "Lassel" was rerouted through Gibraltar, Mediterranean to the Romanian port of Constanța. It arrived to Gibraltar on 3 September, the day of the declaration of war by United Kingdom. It meant that the ship would have to wait in the port until the convoy is formed, the very first of the Mediterranean convoys in which Spitfire would have its part to play in the future. 'Green One' convoy left the port only on 7 September. Eight days later, under very strong German pressure, Romania banned any arms transit to Poland. As the ship had not reached the destination port yet, on 18 September entire shipment was offered to Turkey, which accepted the offer. L1066 is reported to receive the Turkish serial 2901 and individual number 1, but known photographs of Turkish Spitfires 1 and 2 seem to contradict this, as both airplanes seem to be later, P-series machines. Its ultimate fate is unknown. Thus ended the story of first Polish Spitfire, but it was just a very modest beginning of great things to come. A total of at least 1500 Spitfires were officially allocated to the units of Polish Air Force (which had a status of an Allied Air Force, and not part of the RAF). It makes PAF the largest Spitfire user after RAF itself, and Spitfire the most numerous military aircraft type in the history of Polish aviation.

As there are no known photos of this machine, this marking option is only a reconstruction of the look of the sole Spitfire exported to Poland. It is believed the machine was left in the original factory finish and national markings were still in place, although the latter is not entirely certain.

Airplane configuration and stencils as in Option 4 (L1033), although the airplane might have had older 'ring and bead' gunsight instead of Reflector Sight Mk.II.



Spitfire Mk.I, L1066, what-if scheme of L1066 reaching Poland in 1939

The illustration shows the PZ.1100 aircraft in three views: side, top, and front. The aircraft is painted in Polish military livery, featuring a brown and olive green camouflage pattern. The side view shows the aircraft from the left, with the propeller, engine, and landing gear visible. The top view shows the aircraft from above, highlighting the wing and tail. The front view shows the aircraft from the front, highlighting the propeller and landing gear. Various markings and callouts are present, including the aircraft number '11000' on the tail, 'LI066' on the wing, and '99017' on the fuselage. The callouts are labeled with letters and numbers: A, B, C, H, I, T, U, 32, 33, 36, 39, 40, 42, and A94. The text 'Polish Khaki' and 'Polski Khaki' is also present, indicating the color of the camouflage pattern. The text 'Port leg, door interior and rim' and 'Lewa noga, wnętrze kłapy i felga' is also present, indicating the location of the landing gear door.

The image shows the packaging for a Hataka model kit. The box is primarily white with a red spine and a blue top section. The brand name 'HATAKA' is prominently displayed in a stylized font. Below it, the text '1/48 SCALE' is visible. The main title on the box is 'ROYAL AIR FORCE 1938-41 PAINT SET'. A large illustration of a Zero fighter in RAF livery is shown, featuring the letters 'K' and 'FY' on its side. Below the illustration is a color chart with 10 color swatches, each labeled with a name and a number: 1. Dark Green, 2. Olive Green, 3. Blue, 4. Silver, 5. Light Green, 6. Dark Green, 7. Black, 8. White, 9. Yellow, and 10. Red. The text 'as depicted in' is written above the color chart. On the left side of the box, there is a red circular logo with a white 'X' over a red circle and the text 'NO TO WAR' and 'FOR THE PEACE OF THE WORLD'. The bottom left corner of the box has a red circular logo with a white 'X' over a red circle and the text 'NO TO WAR' and 'FOR THE PEACE OF THE WORLD'. The bottom right corner of the box has the text 'KIT-05121'.

Brush Application

ALSO AVAILABLE FROM IBG MODELS



SOON AVAILABLE FROM IBG MODELS

