Supermarine Spitfire PR type A/B/E - Cotton Club 1939-1940



Cat. No. 72582
Scale 1/72

3d design: Przemysław Głogowski
Research: IBG Crew

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.

The reconnaissance variants of the Spitfire, including the PR.A,B and E, played a crucial yet often underappreciated role during the war. The PR version was created by adapting standard fighter models—stripping away armament to reduce weight and increase range, installing specialized high-resolution cameras, and adding additional fuel tanks. These modifications allowed the Spitfire PR to operate at high altitudes and deep behind enemy lines, carrying out missions that were indispensable for Allied strategic planning.

The origins of Spitfire reconnaissance trace back to the uncertain months of the Phoney War in late 1939 and early 1940. As large-scale ground combat stalled on the Western Front, RAF commanders realized the urgent need for updated intelligence on German positions beyond the Siegfried Line. Early PR variants—Type A, Type B, and Type E—were pressed into service. Based on standard Mk I fighters, these conversions carried minimal extra fuel and simple camera installations, yet they represented a dramatic leap forward in aerial reconnaissance capabilities. Flying from improvised bases in France, often alongside the British Expeditionary Force, these early PR Spitfires undertook daring solo missions deep over German-occupied territory. Their pilots operated without escort, relying on speed, altitude, and stealth to avoid interception. As the German Blitzkrieg finally erupted in May 1940, the reconnaissance Spitfires became critical eyes in the sky—photographing advancing Panzer divisions, troop concentrations, and vital crossings over the Meuse and Somme rivers. Their images proved invaluable during the desperate defense of France and the evacuation at Dunkirk, where up-to-date intelligence on enemy movements was essential to organizing the safe withdrawal of Allied forces. Though primitive compared to later specialized reconnaissance aircraft, these first PR Spitfires set a standard of bravery and innovation that would define RAF photo-reconnaissance efforts throughout the war.

1 **Element assembled in previous step**
Element złożony we wcześniejszym etapie

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

? **Version to choose**
Wersja do wyboru

1 **Sub-assembly in step**
Kolejne kroki w etapie

Make your own
Wykonaj samodzielnie

Cut/sand off
Odetnij/zeszlifuj

A **Paint colour**
Kolor farby

1 **Decal**
Kalkomania

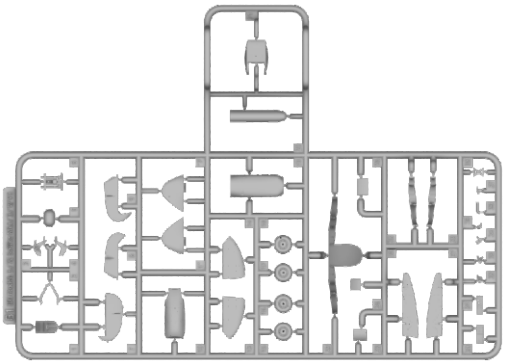
Please read instructions before assembly. Follow the sequence of assembly presented in instructions. Glue and paint not included.
Przed montażem przeczytać instrukcję. Przestrzegać kolejności montażu podanego w instrukcji. Klej i farby nie wchodzą w skład zestawu.

IBG Models
ul. Benedykta Hertza 2
04-603 Warszawa
Poland

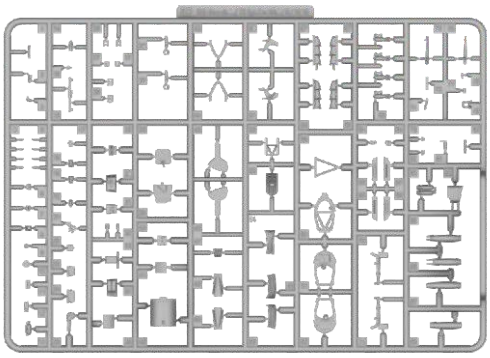
tel +48 22 8159150
ibgsc@ibg.com.pl
www.ibg.com.pl
www.ibgmodels.com

Elements of the kit
Elementy modelu

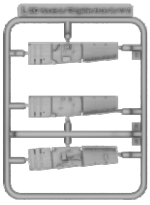
Frame B1 / Ramka B1



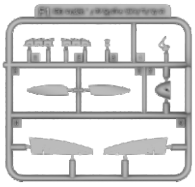
Frame B2 / Ramka B2



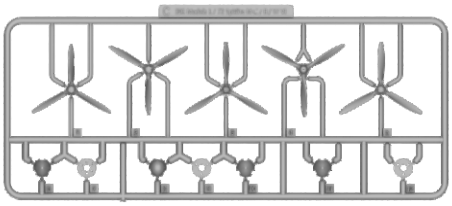
Frame L / Ramka L



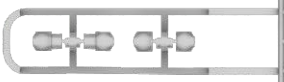
Frame F1 / Ramka F1



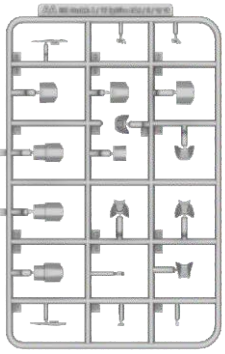
Frame C / Ramka C



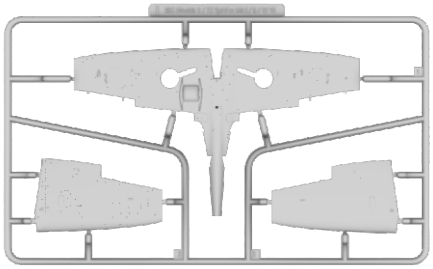
Frame AA transparent



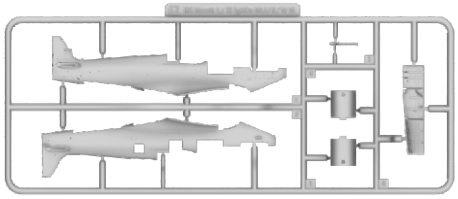
Ramka AA przezroczysta



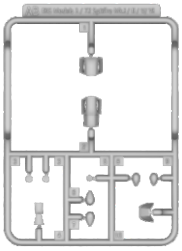
Frame I / Ramka I



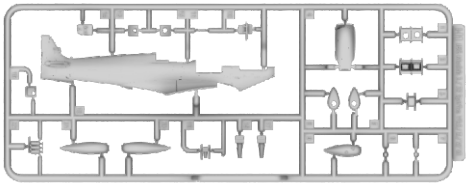
Frame F2 / Ramka F2



Frame AB transparent
Ramka AB przezroczysta



Frame H1 / Ramka H1



Decals / Kalkomanie

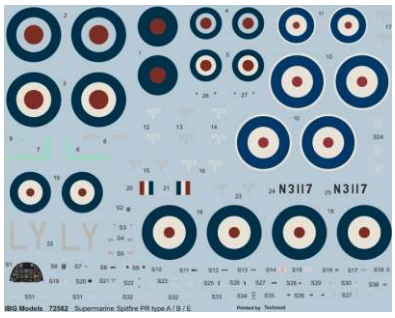


Photo-etched parts
Elementy fototrawione



3D parts / Części 3D



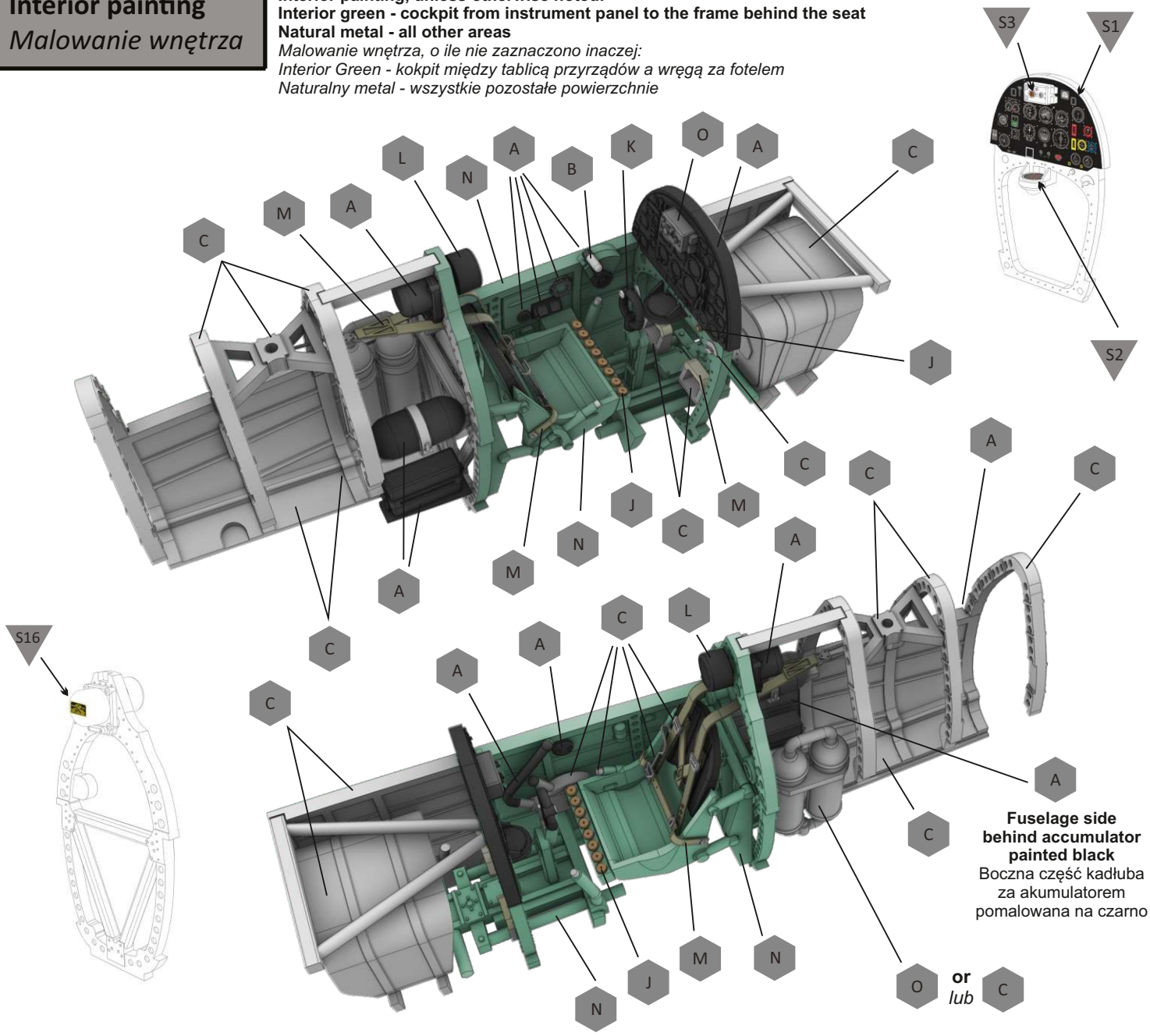
Color table
Tabela kolorów

		Hataka	Vallejo	Mr Hobby	AK Interactive
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

		Hataka	Vallejo	Mr Hobby	AK Interactive
Brass	J	HTK-_109	70.801	C219	AK11194
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
PRU Blue	P	HTK-_042	70.943	C366	AK11852
PRU Camotint	R	HTK-_051	71.302	H074	RC964
PRU Pink	S	HTK-_024	71.408	-	AK11059

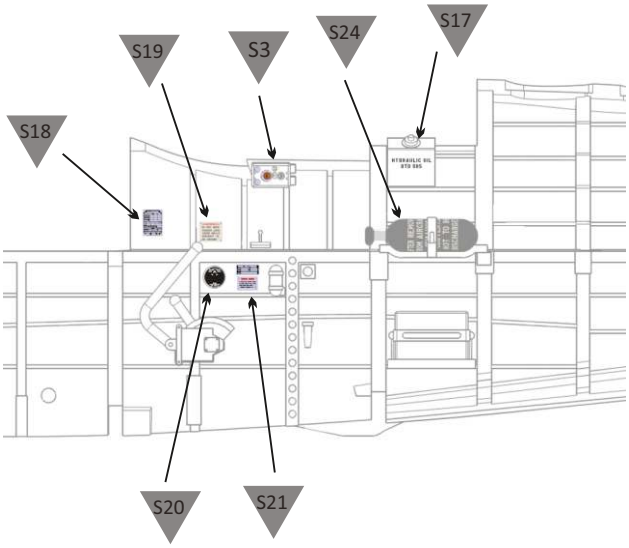
Interior painting
Malowanie wnętrza

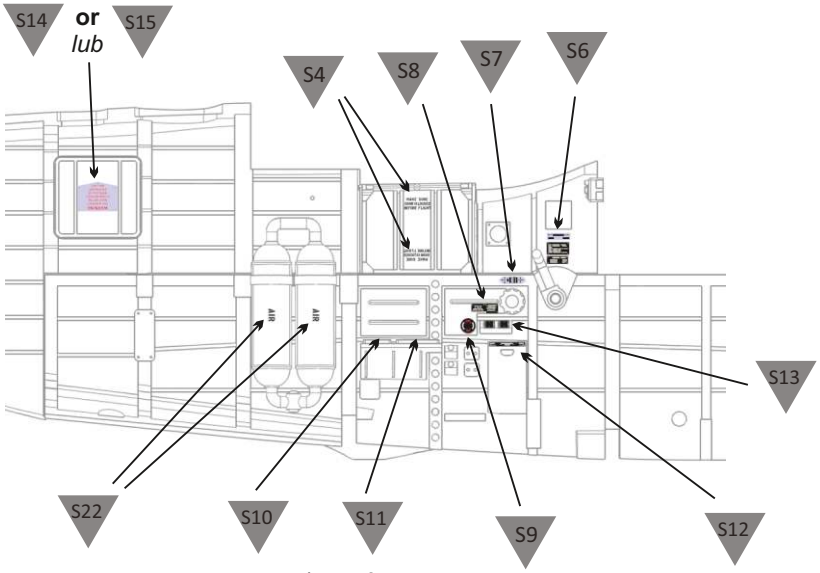
Interior painting, unless otherwise noted:
Interior green - cockpit from instrument panel to the frame behind the seat
Natural metal - all other areas
Malowanie wnętrza, o ile nie zaznaczono inaczej:
Interior Green - kokpit między tablicą przyrządów a wręgą za fotelem
Naturalny metal - wszystkie pozostałe powierzchnie



Fuselage side behind accumulator painted black
Boczna część kadłuba za akumulatorem pomalowana na czarno

Interior decals
Kalkomanie wnętrza

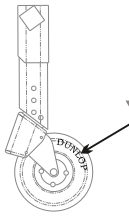


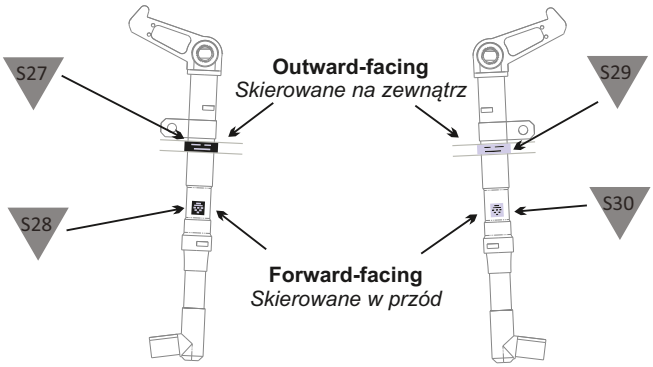


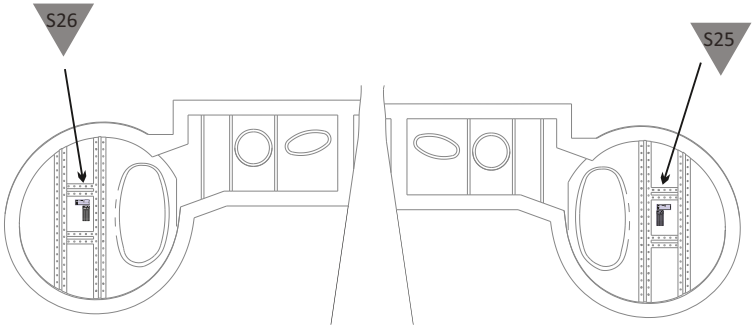
on top / na górze

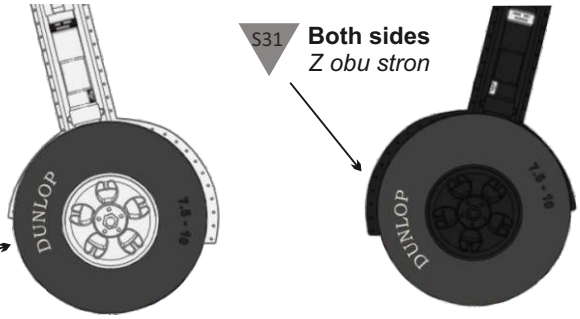
on top / na górze

Various decals
Pozostałe kalkomanie

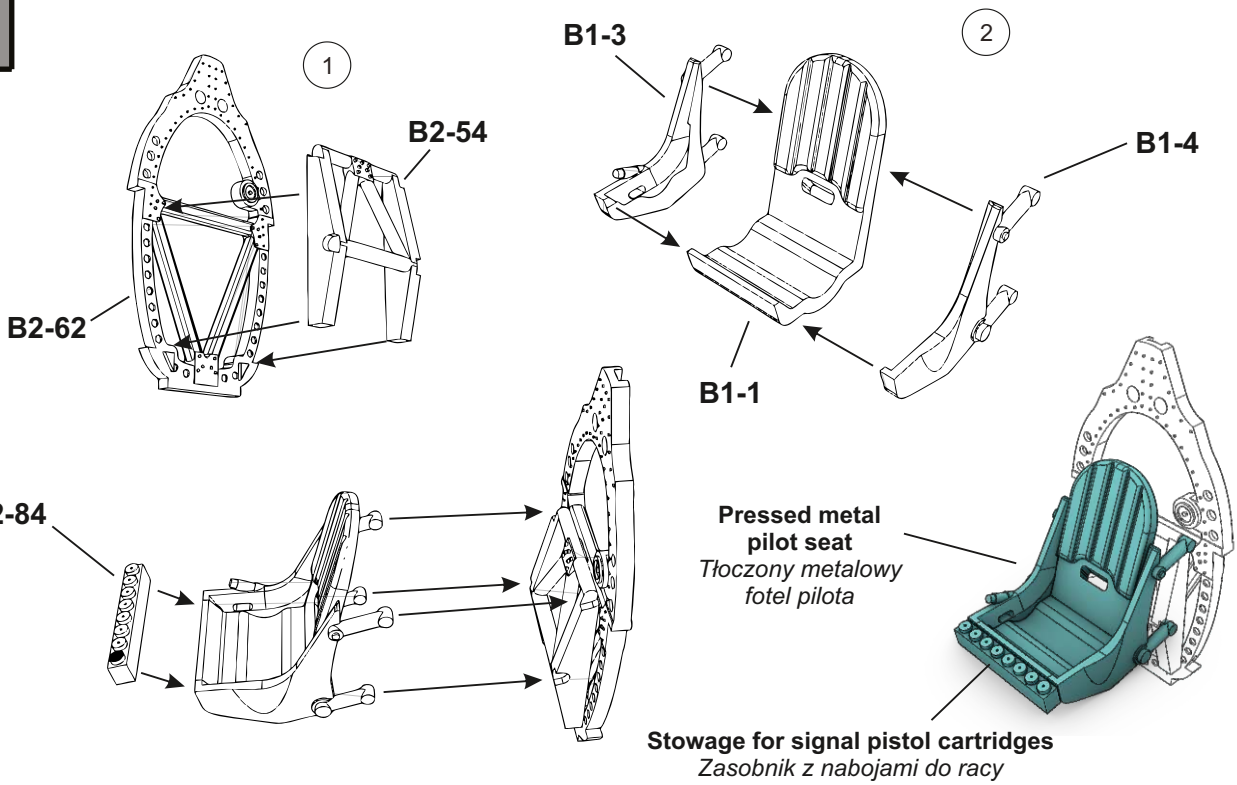






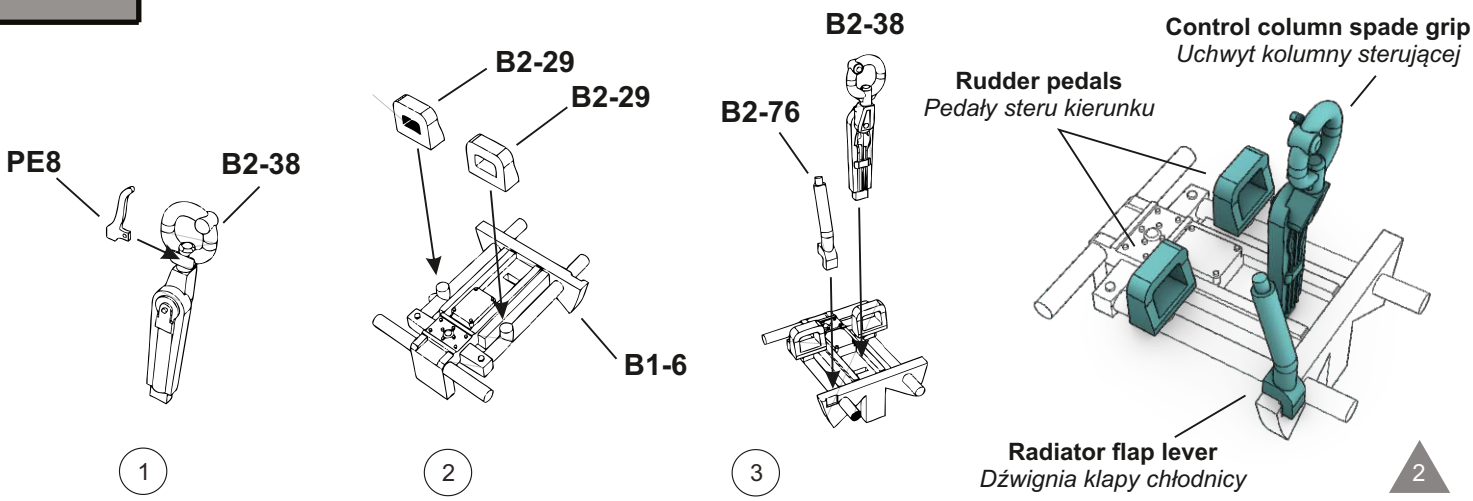


Step 1
Etap 1



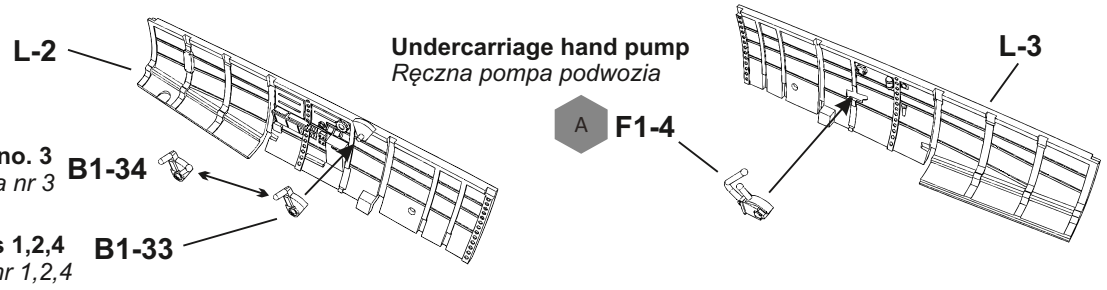
1

Step 2
Etap 2

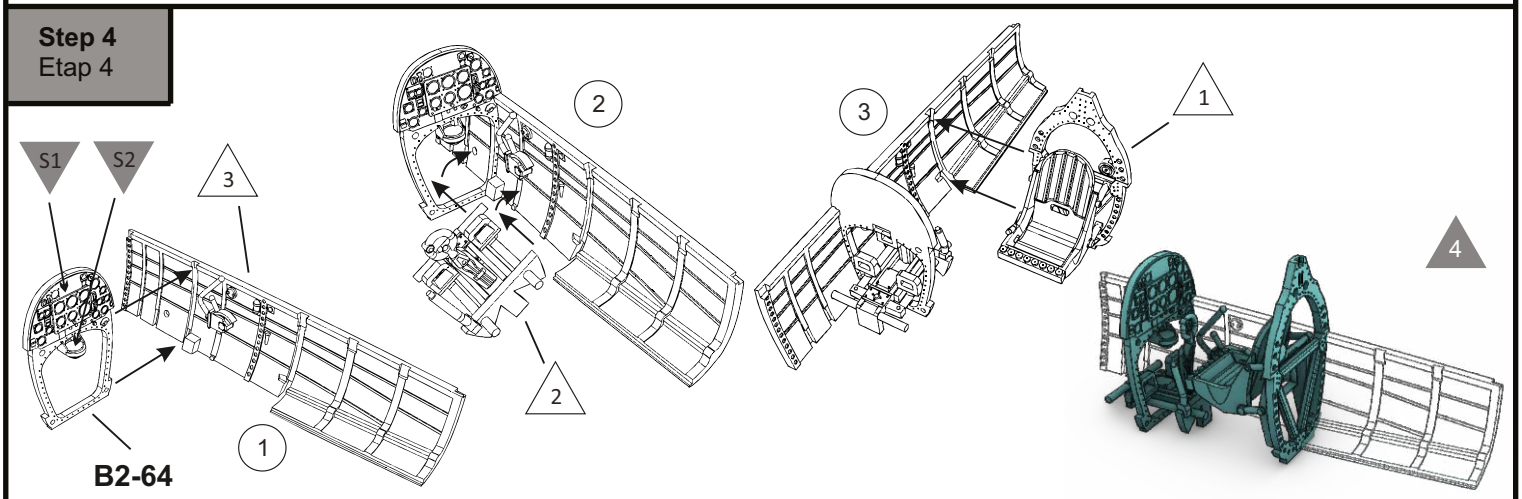


2

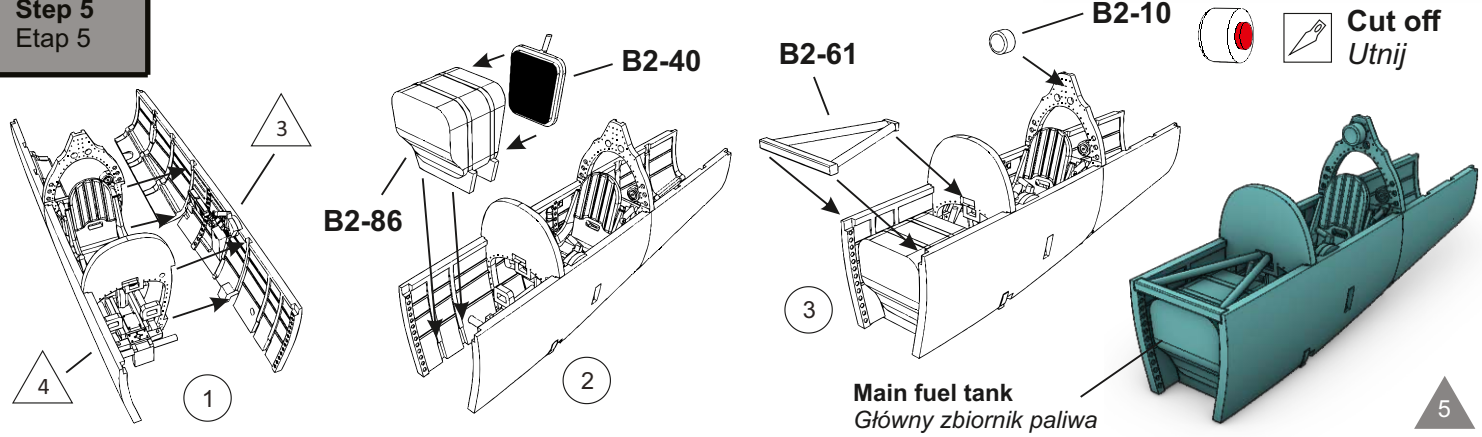
Step 3
Etap 3



Step 4
Etap 4



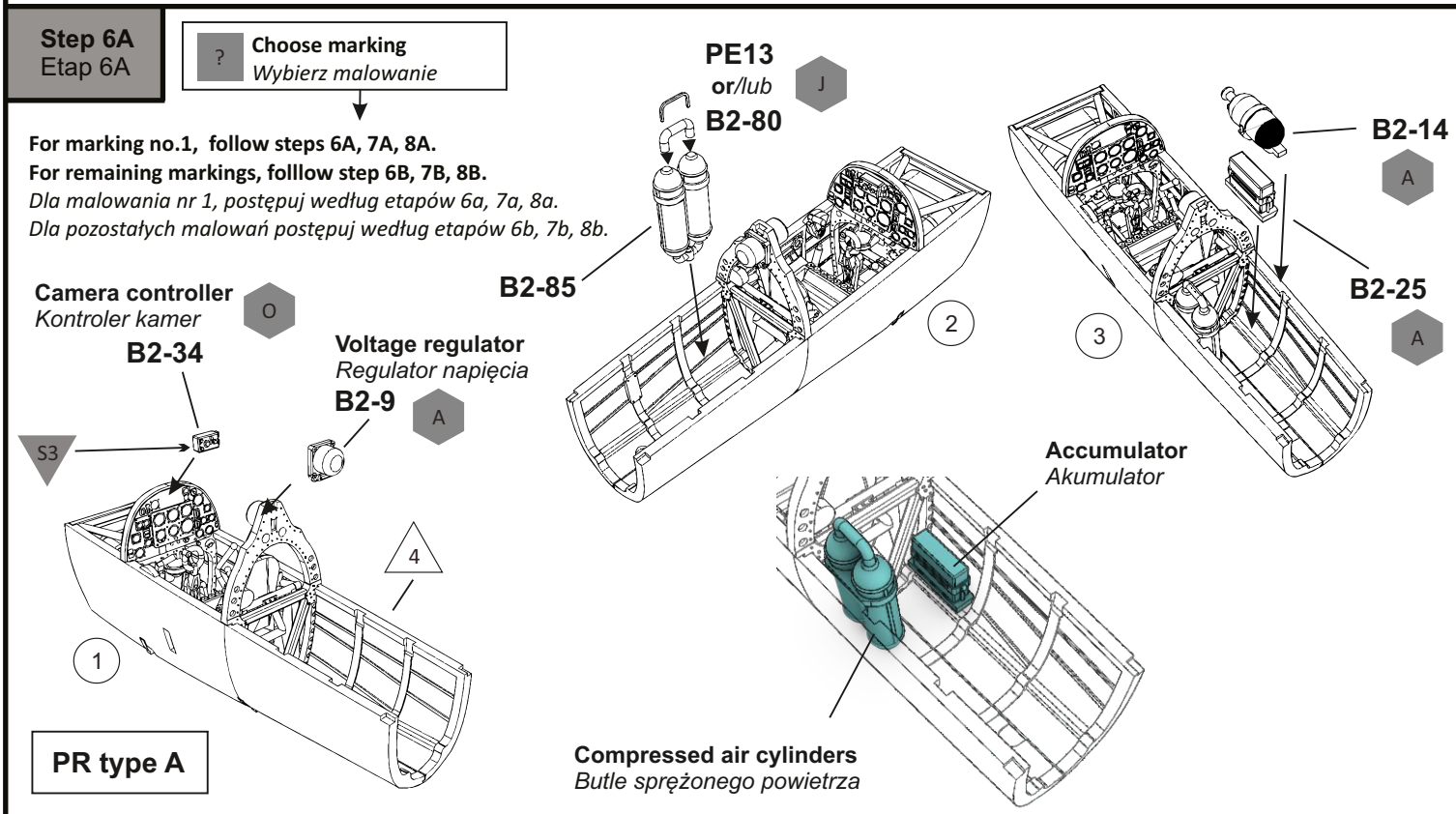
Step 5
Etap 5



Step 6A
Etap 6A

? **Choose marking**
Wybierz malowanie

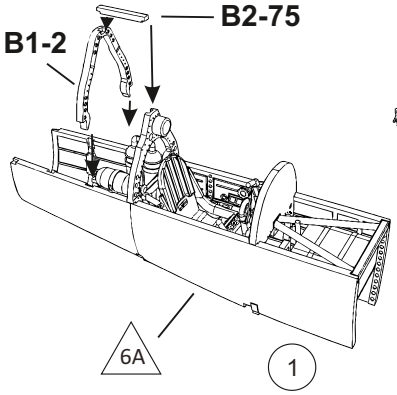
For marking no.1, follow steps 6A, 7A, 8A.
For remaining markings, folllow step 6B, 7B, 8B.
Dla malowania nr 1, postępuj według etapów 6a, 7a, 8a.
Dla pozostałych malowań postępuj według etapów 6b, 7b, 8b.

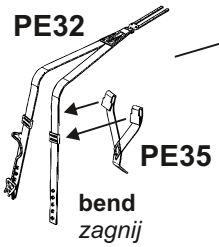


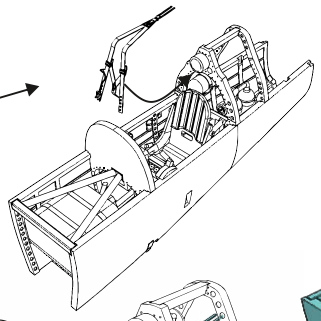
PR type A

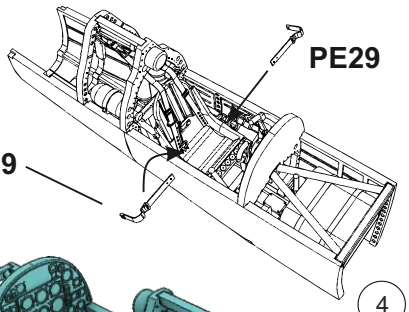
Step 7A
Etap 7A

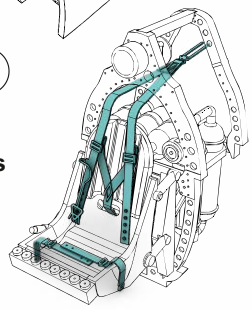
PR type A

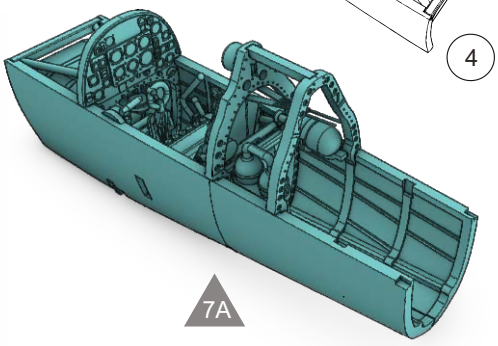










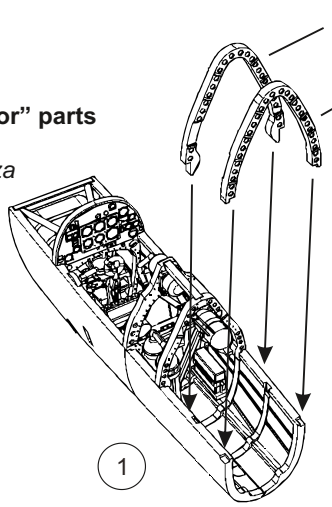


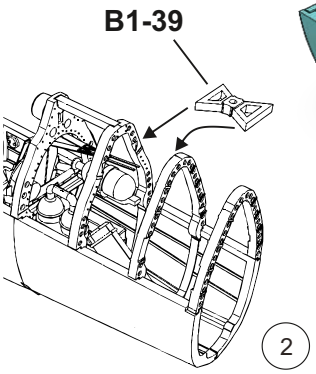
Step 8A
Etap 8A

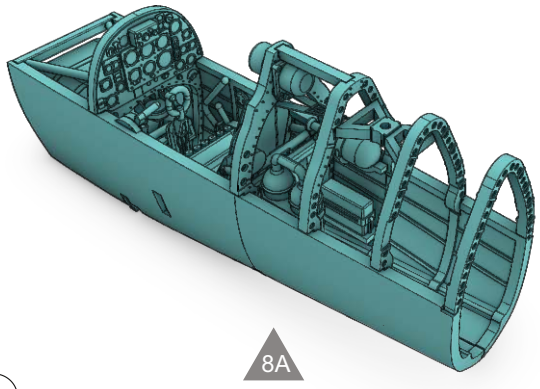
?

Optional „full interior" parts
Opcjonalne czesci dla zabudowy wnętrza

PR type A







Step 6B
Etap 6B

For markings no.2,3 and 4.
Dla malowań nr 2,3 i 4

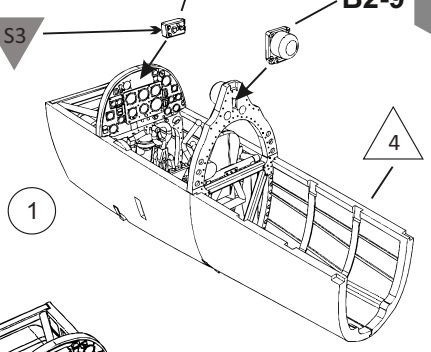
PR type B & E

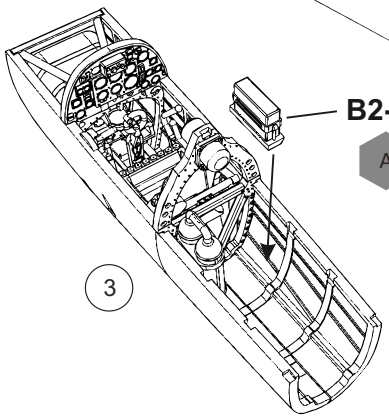
O

Camera controller
Kontroler kamer
B2-34

Voltage regulator
Regulator napięcia
B2-9
A

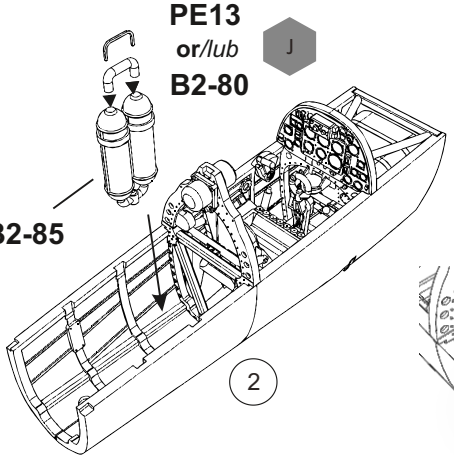
S3





PE13
or/*lub*
J
B2-80

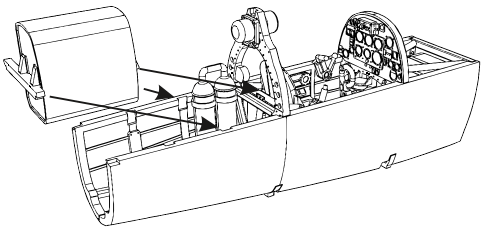
B2-85



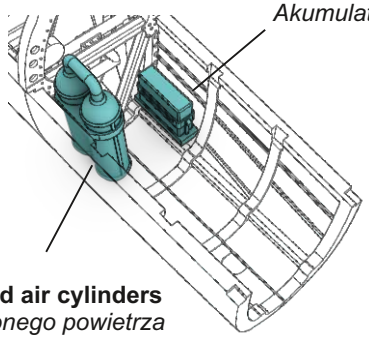
H1-10
H1-14

Aux. fuel tank
Dodatkowy zbiornik paliwa

4



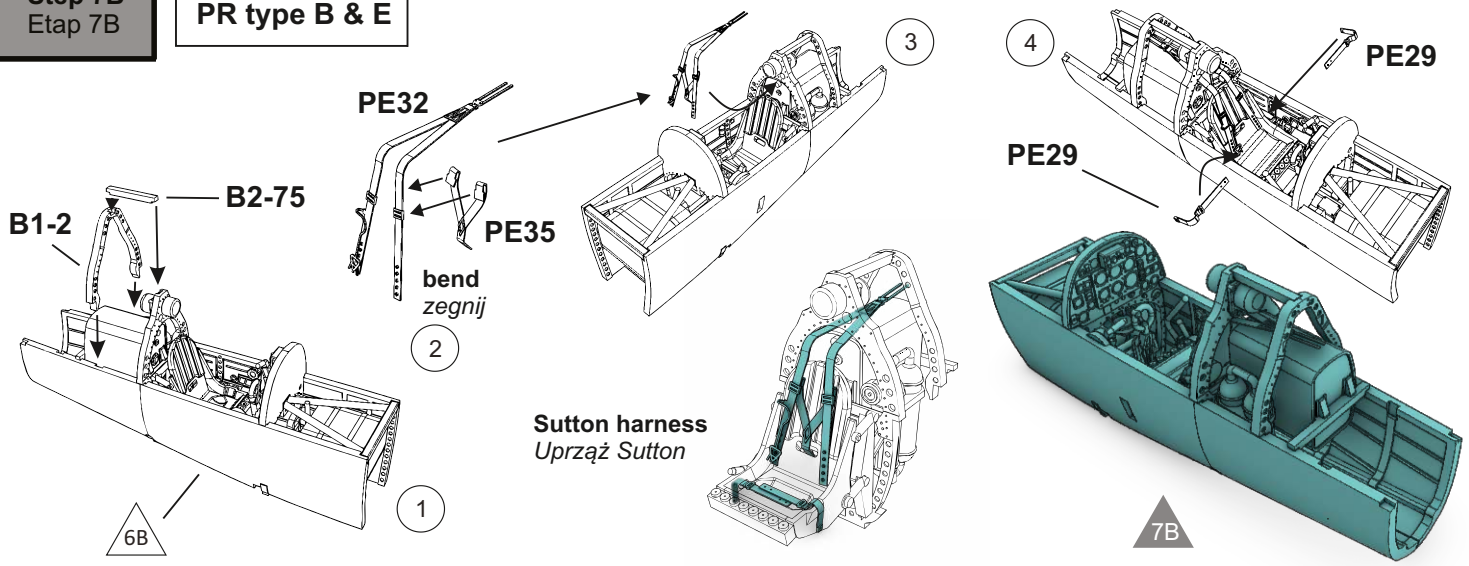
Accumulator
Akumulator



Compressed air cylinders
Butle sprężonego powietrza

Step 7B
Etap 7B

PR type B & E

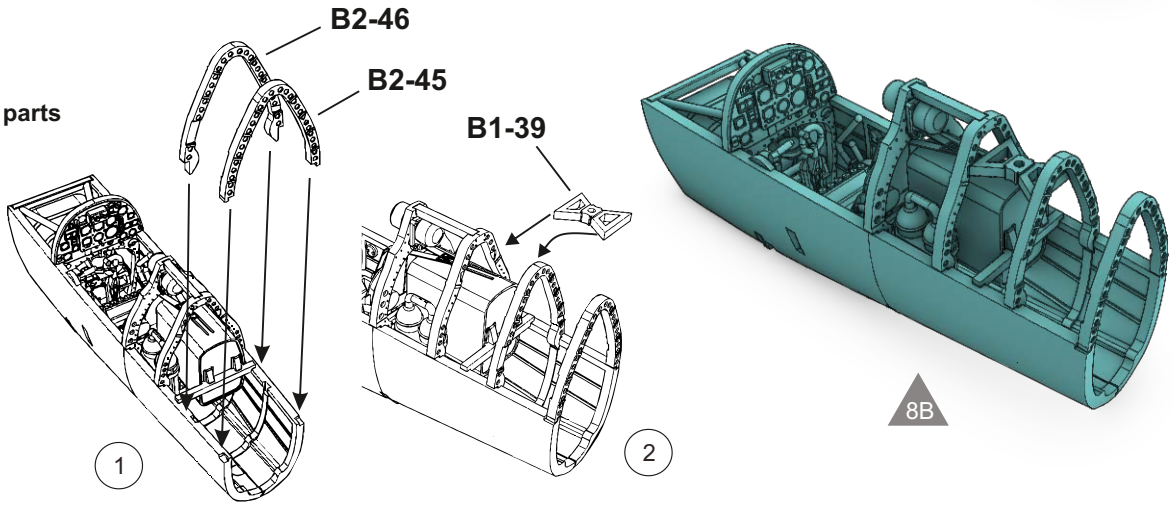


Step 8B
Etap 8B

?

Optional „full interior" parts
Opcjonalne czesci
dla zabudowy wnętrza

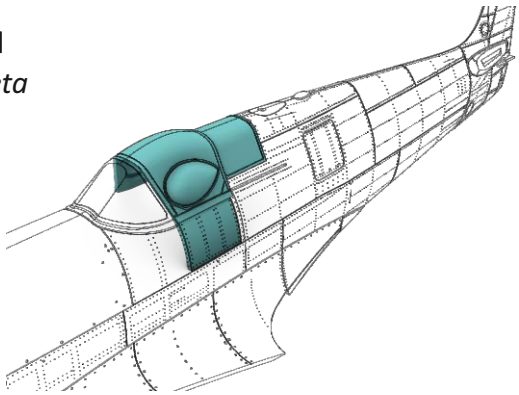
PR type B & E



Preliminary Step - canopy - choose your path

Krok wstępny - osłona kabiny - wybierz swoją ścieżkę

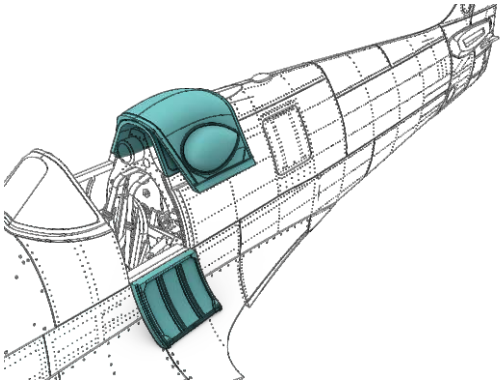
Closed
Zamknięta



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

?

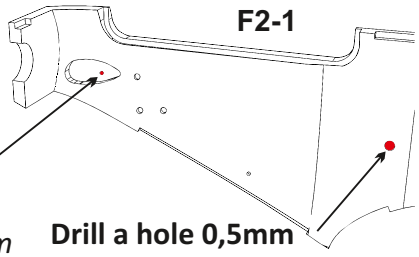
Open
Otwarta



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



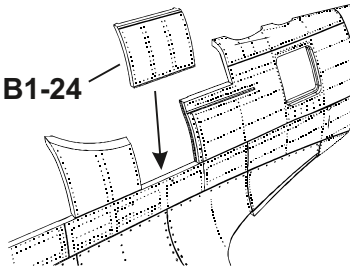
Drill a hole 0,2mm
Wywierć otwór 0,2mm

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

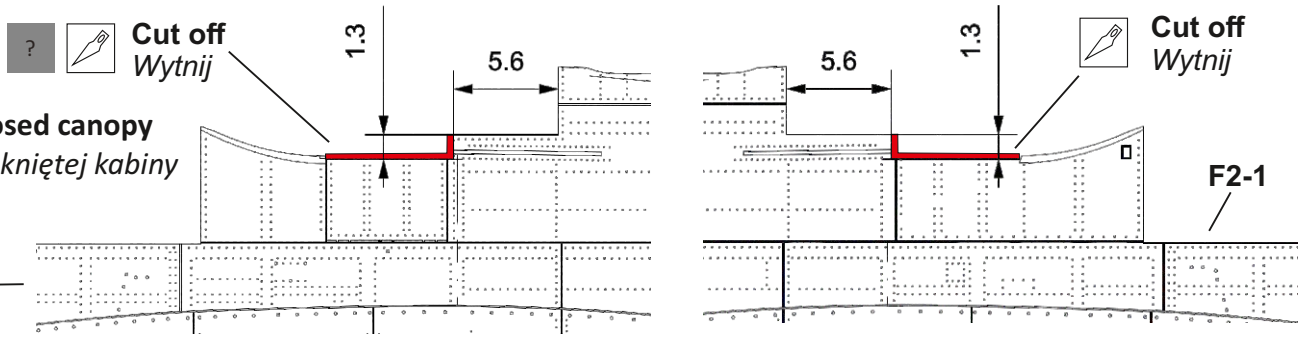
Step 10
Etap 10

?

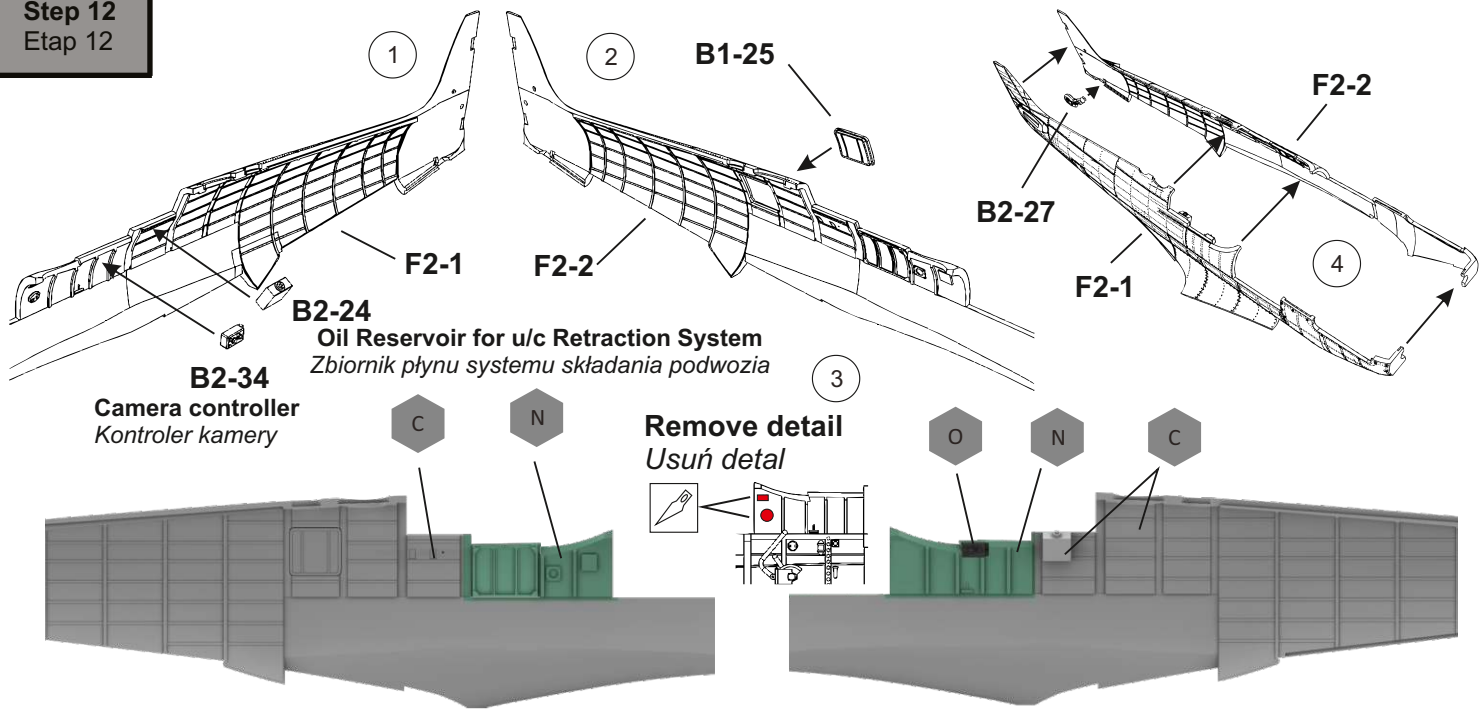
Closed canopy
Kabina zamknięta



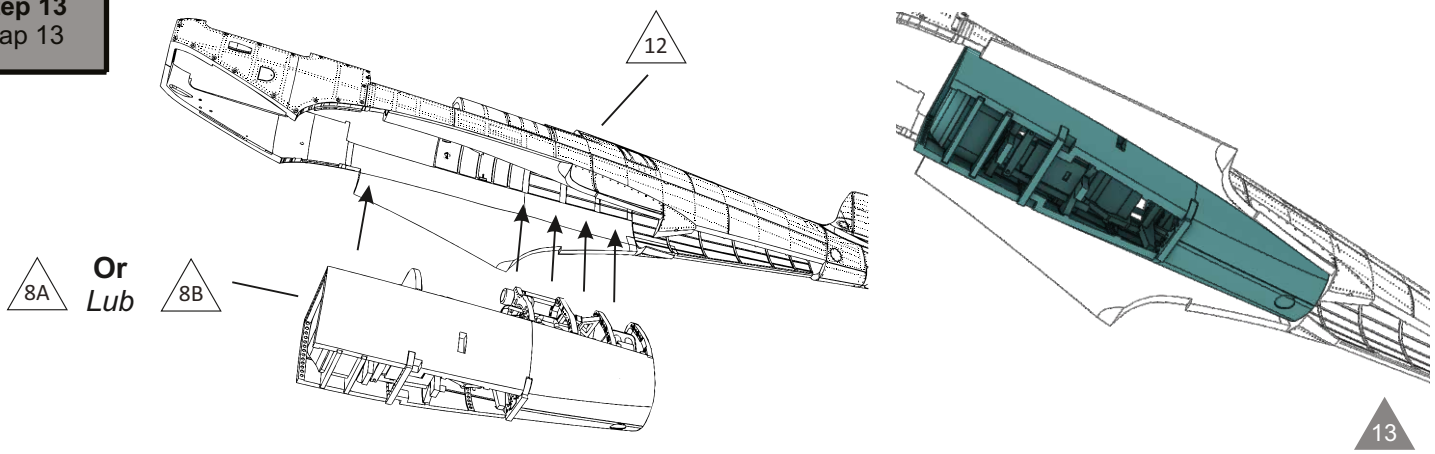
Step 11
Etap 11



Step 12
Etap 12



Step 13
Etap 13

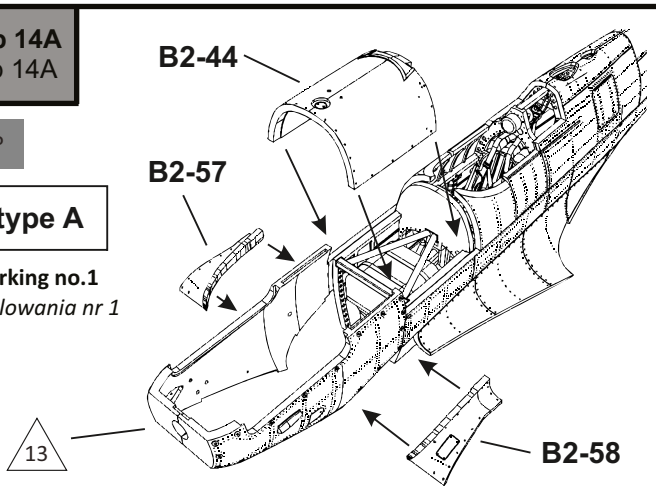


Step 14A
Etap 14A

?

PR type A

For marking no.1
Dla malowania nr 1

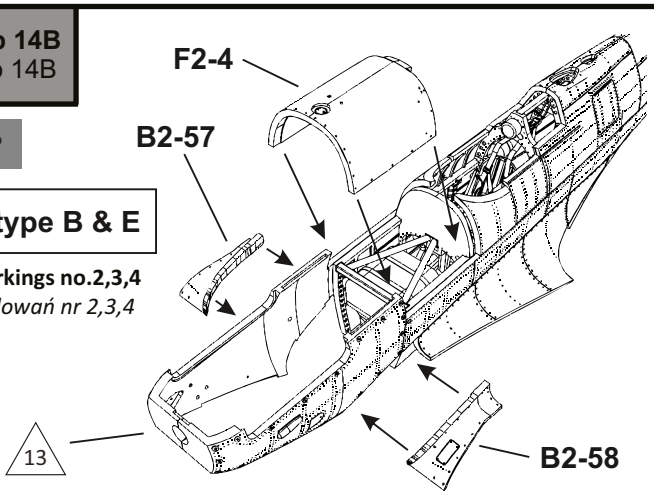


Step 14B
Etap 14B

?

PR type B & E

For markings no.2,3,4
Dla malowań nr 2,3,4

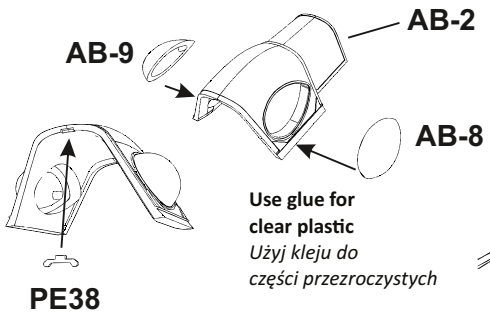


Step 15A
Etap 15A

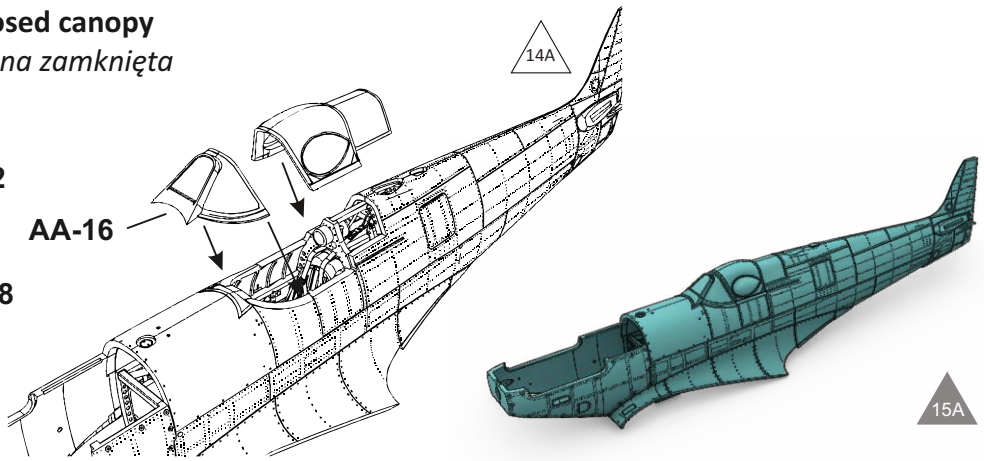
? **PR type A**

Closed canopy
Kabina zamknięta

For marking no.1
Dla malowania nr 1



Use glue for clear plastic
Użyj kleju do części przezroczystych

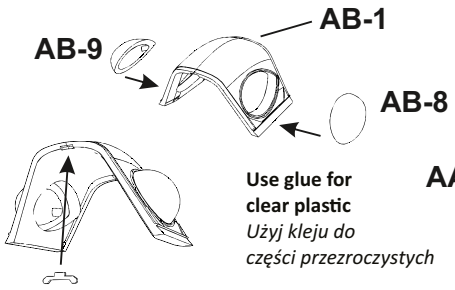


Step 16A
Etap 16A

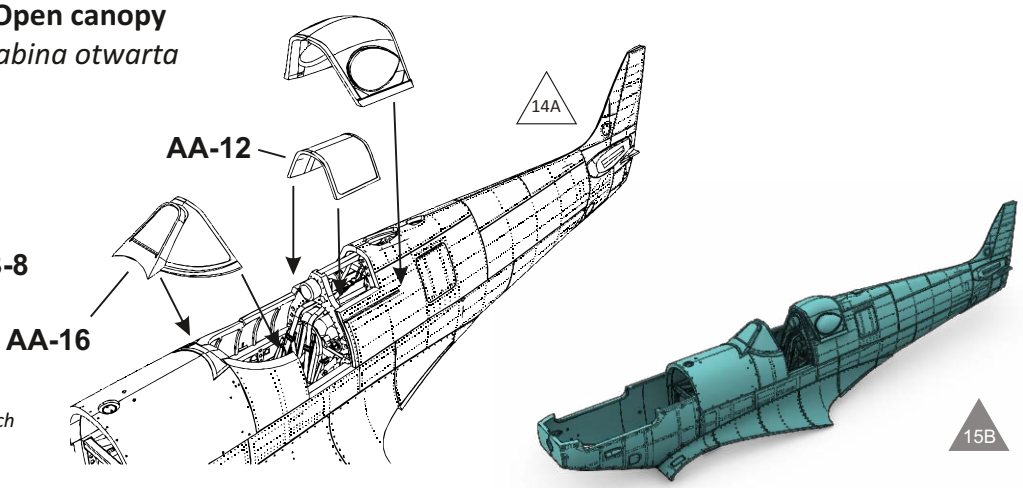
? **PR type A**

Open canopy
Kabina otwarta

For marking no.1
Dla malowania nr 1



Use glue for clear plastic
Użyj kleju do części przezroczystych

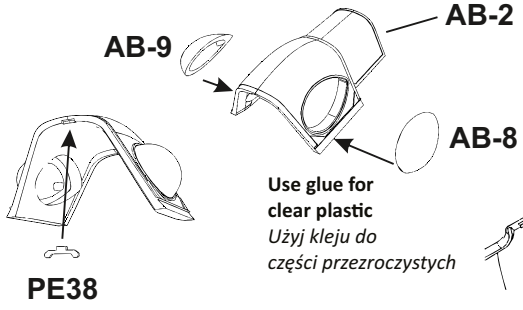


Step 15B
Etap 15B

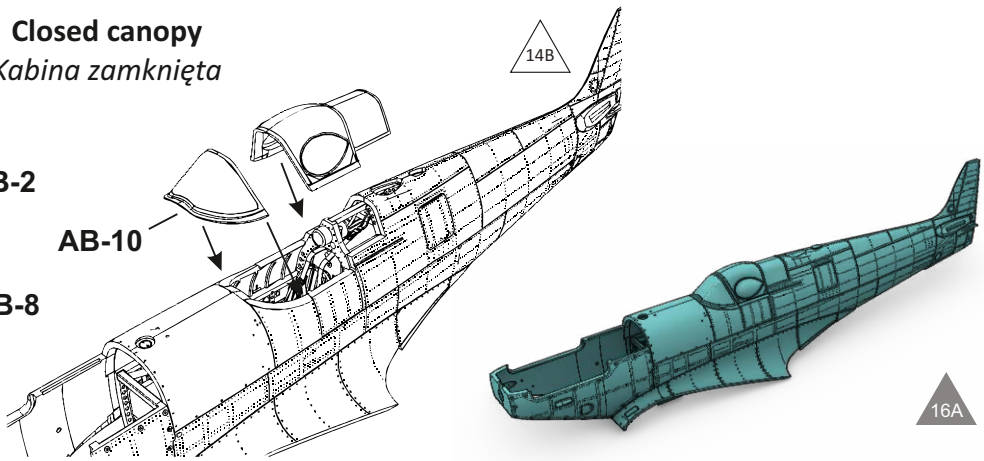
? **PR type B & E**

Closed canopy
Kabina zamknięta

For markings no.2,3,4
Dla malowań nr 2,3,4



Use glue for clear plastic
Użyj kleju do części przezroczystych

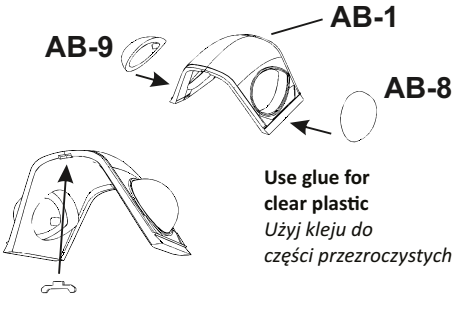


Step 16B
Etap 16B

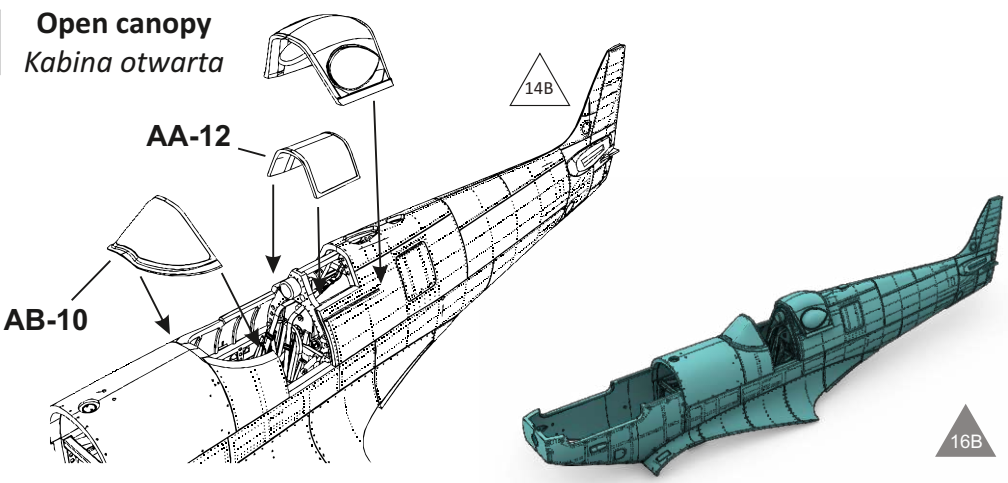
? **PR type B & E**

Open canopy
Kabina otwarta

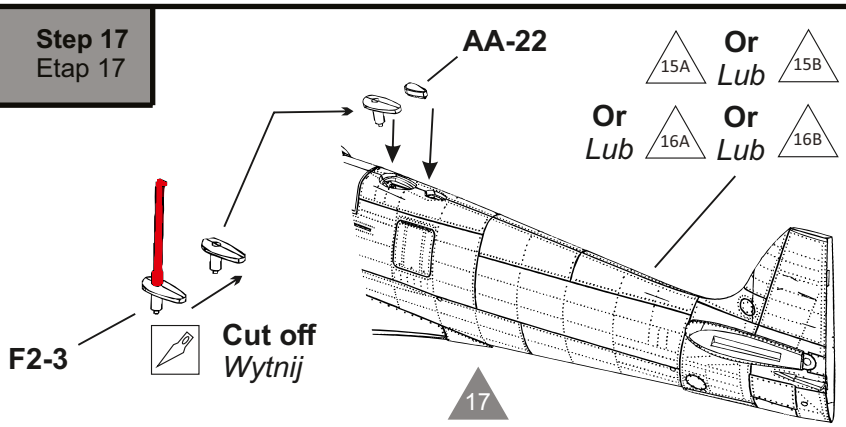
For markings no.2,3,4
Dla malowań nr 2,3,4



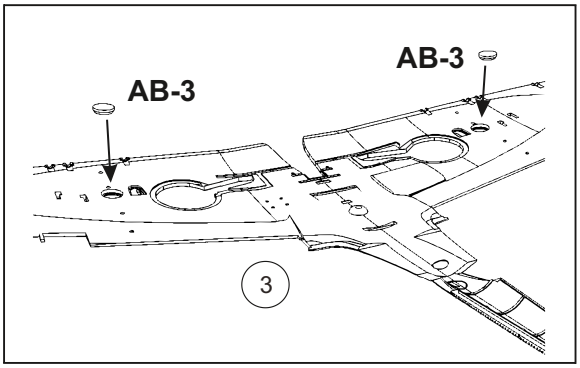
Use glue for clear plastic
Użyj kleju do części przezroczystych



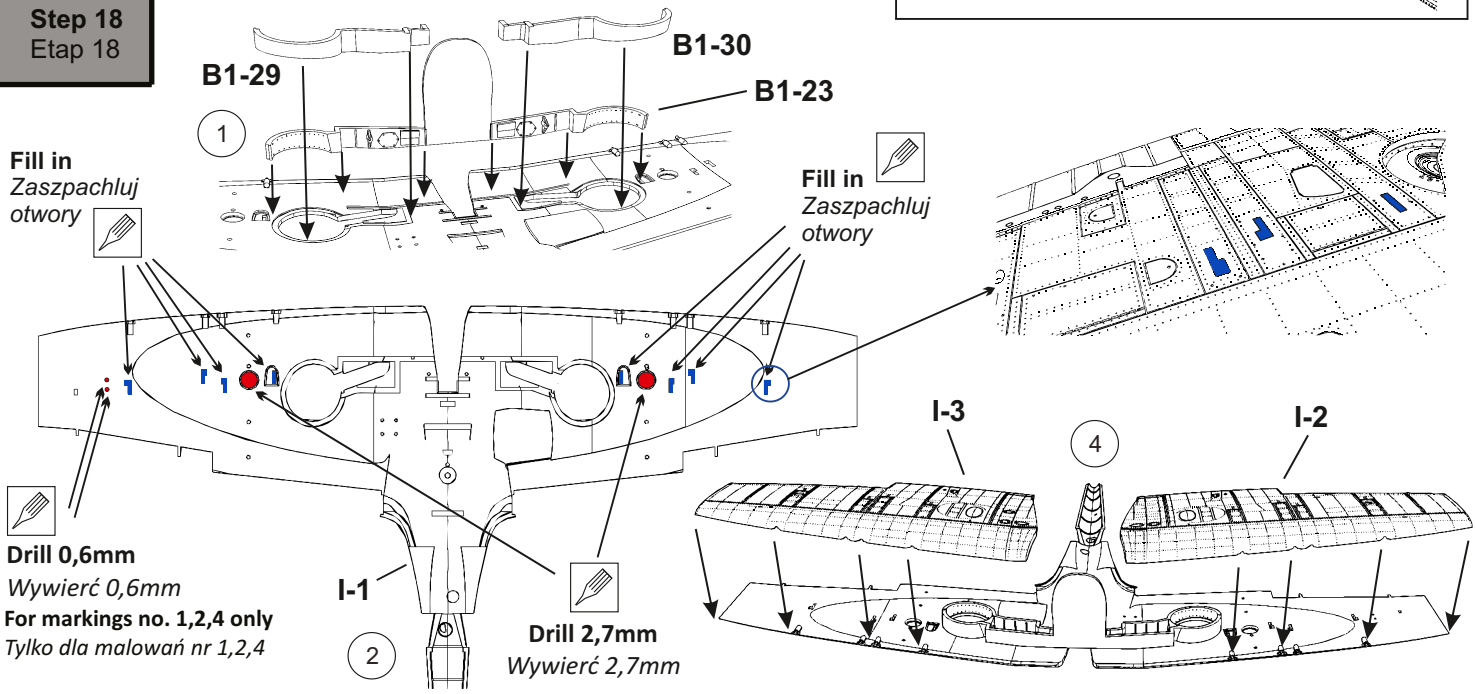
Step 17
Etap 17



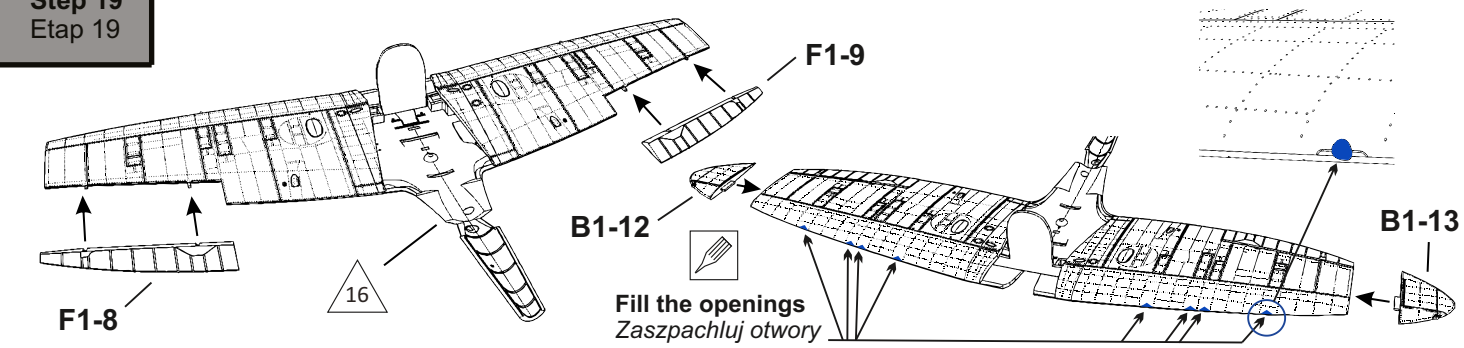
Only for markings no.1,4
Tylko dla malowań nr 1,4



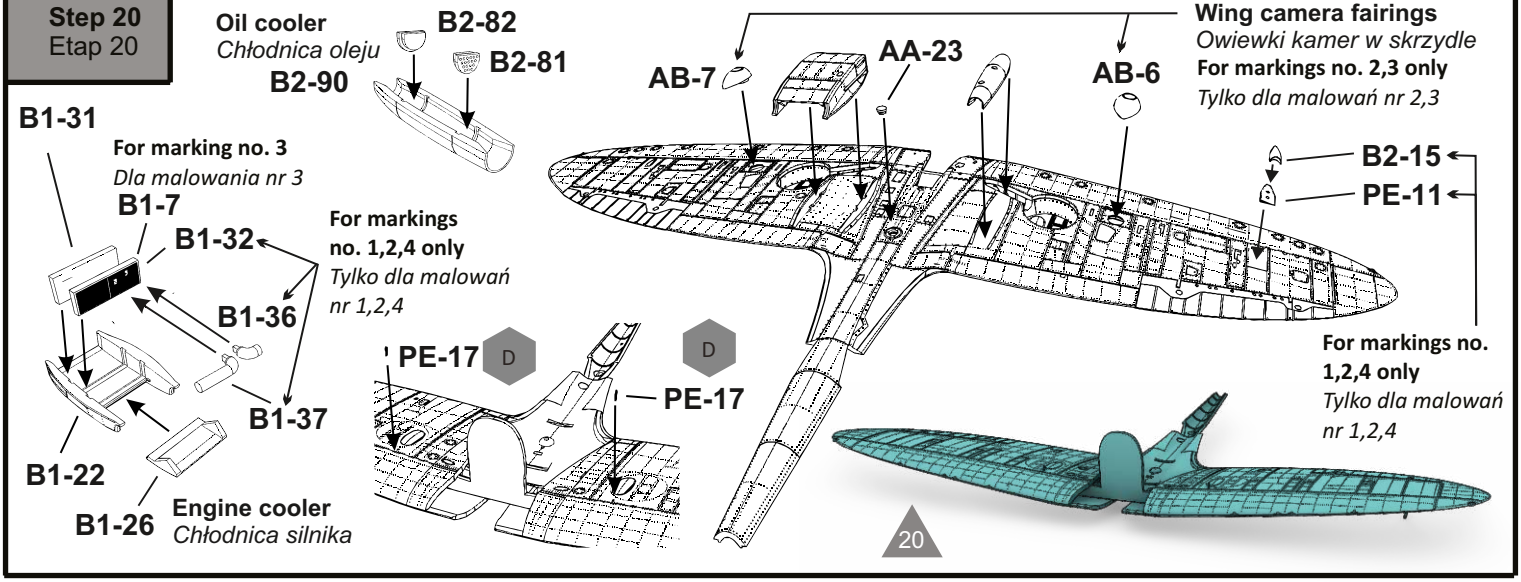
Step 18
Etap 18



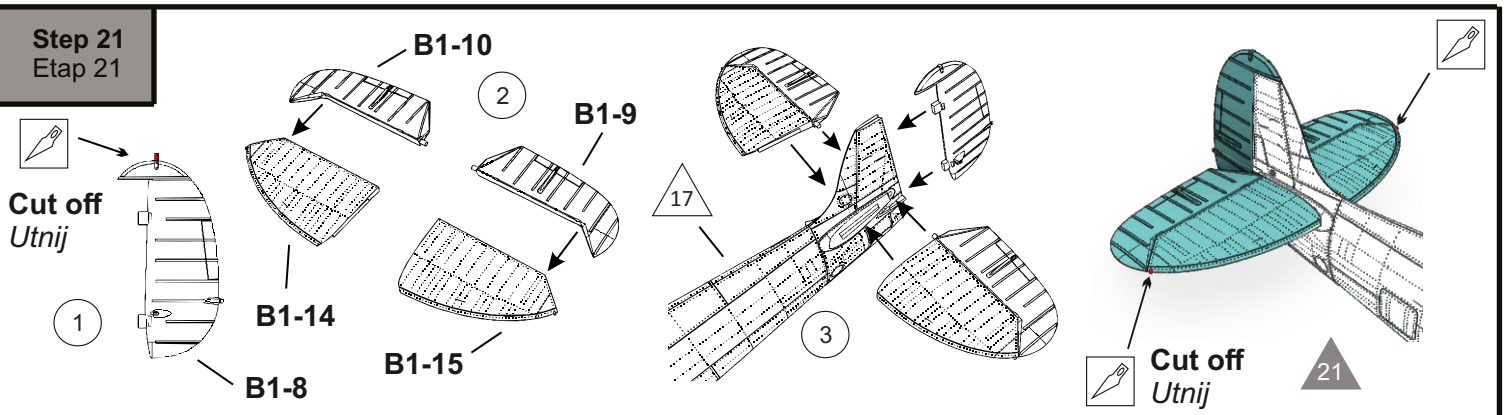
Step 19
Etap 19



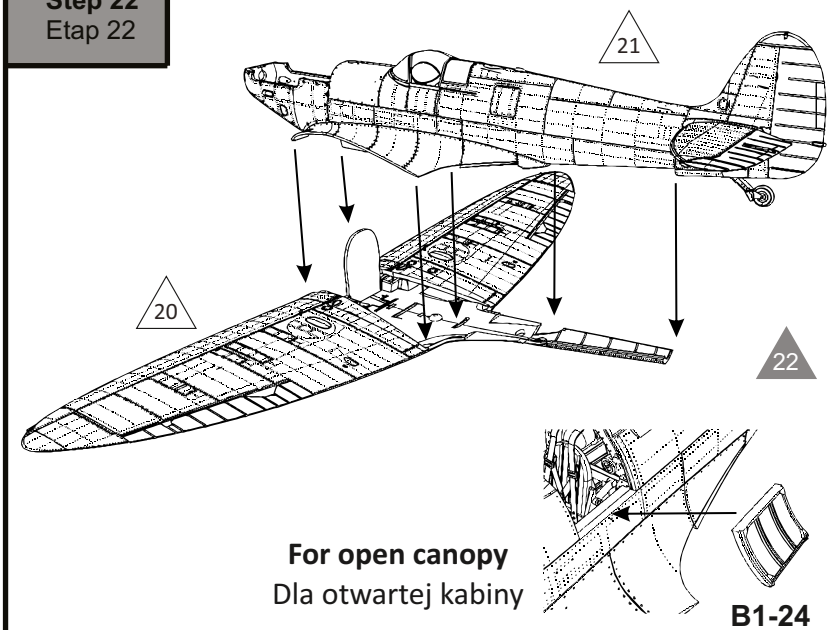
Step 20
Etap 20



Step 21
Etap 21

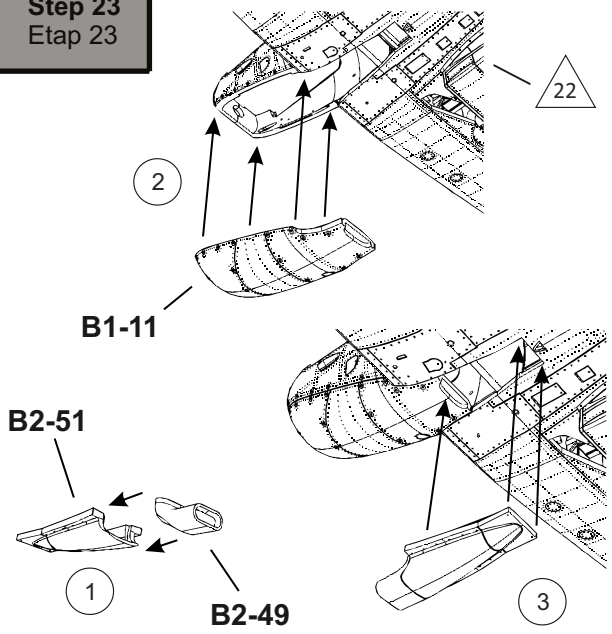


Step 22
Etap 22

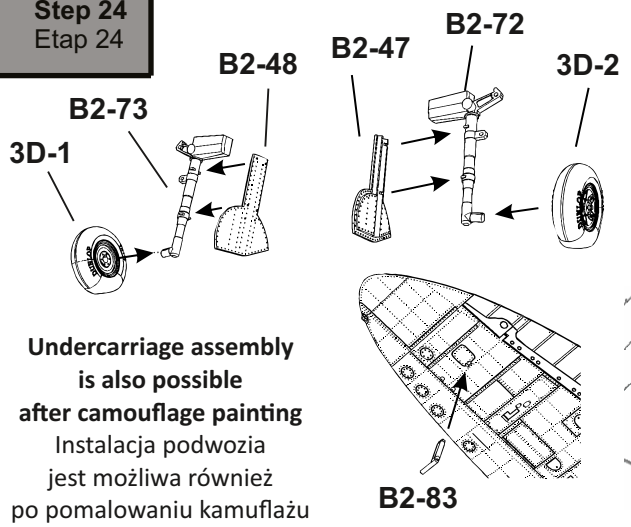


For open canopy
Dla otwartej kabiny

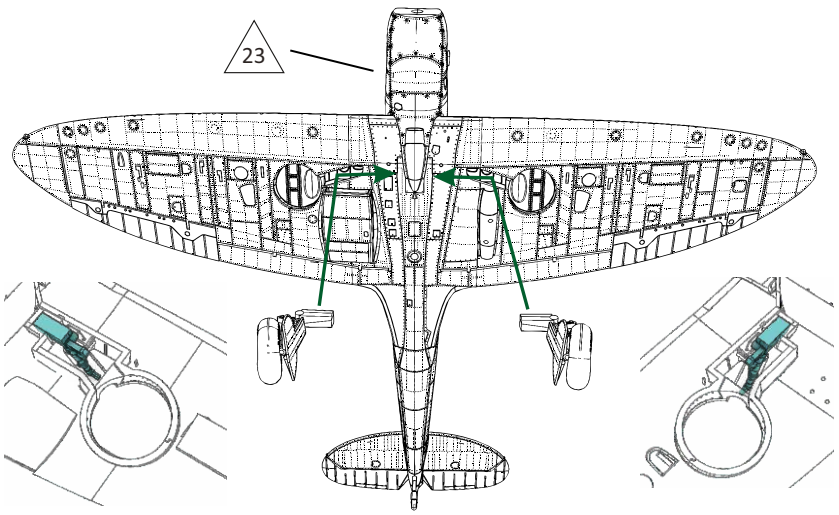
Step 23
Etap 23



Step 24
Etap 24



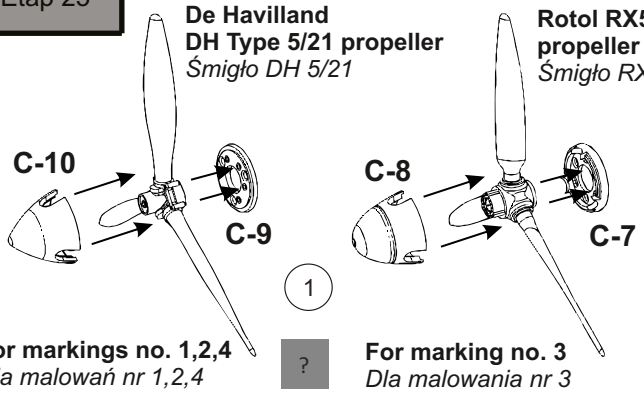
Undercarriage assembly is also possible after camouflage painting
Instalacja podwozia jest możliwa również po pomalowaniu kamuflażu



Step 25
Etap 25

C-3
De Havilland DH Type 5/21 propeller
Śmigło DH 5/21

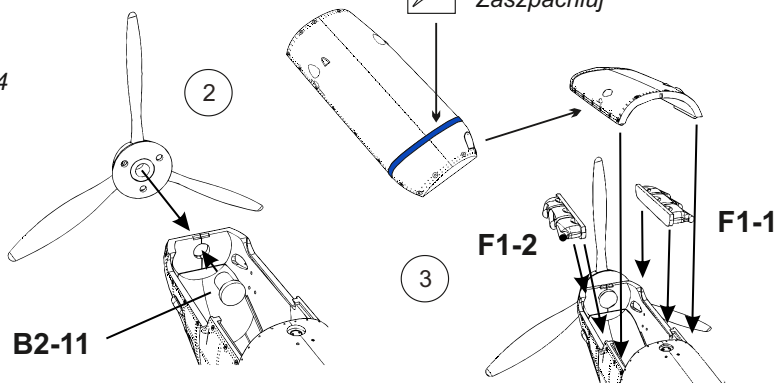
C-5
Rotol RX5/4 propeller
Śmigło RX5/4



For markings no. 1,2,4
Dla malowań nr 1,2,4

?

For marking no. 3
Dla malowania nr 3



1

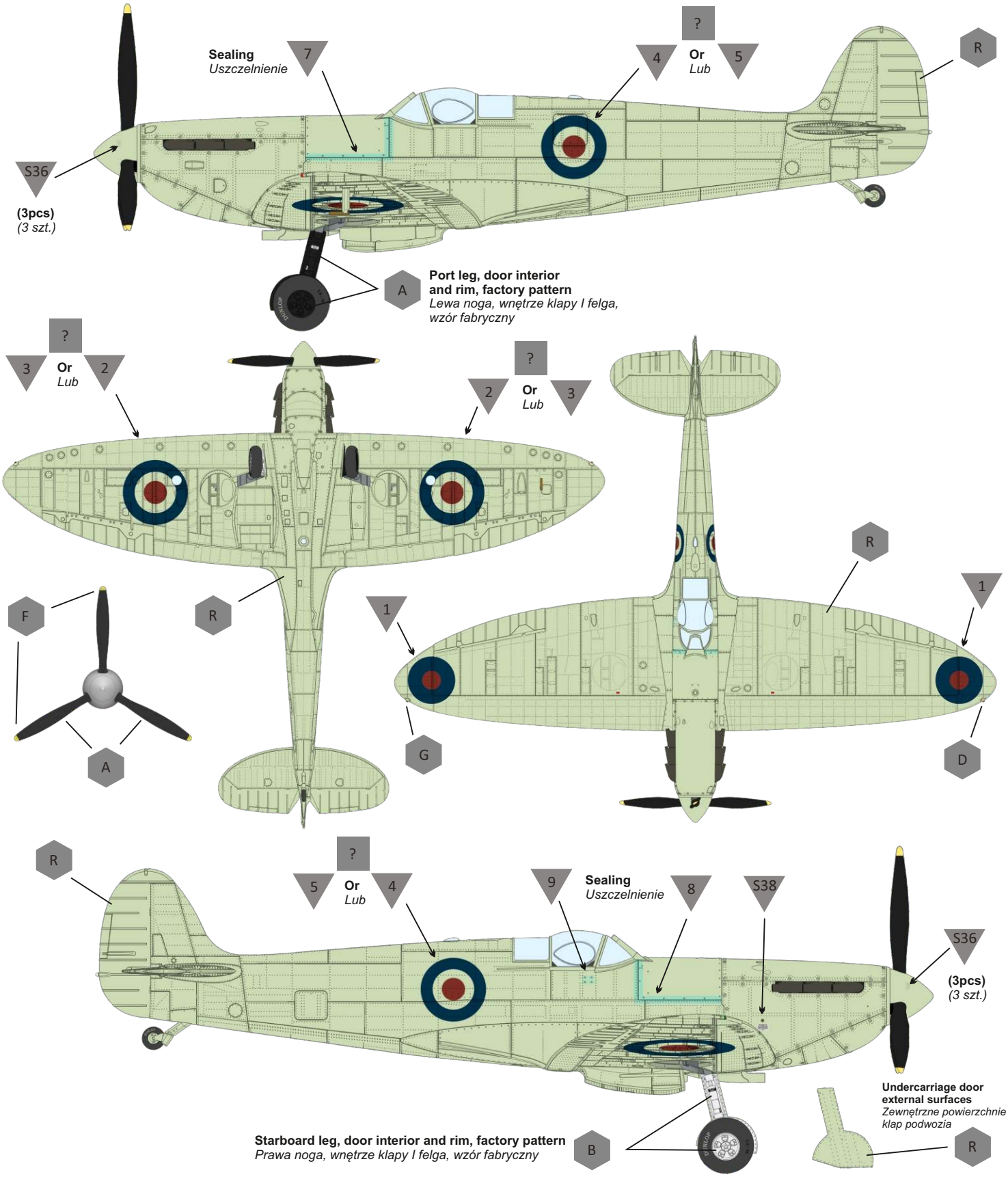
Spitfire I PR Type A, N3071 of the Special Survey Flight, Nancy, France, December 1939

This airplane is historically very significant due to being one of the first two Spitfires converted to the photo reconnaissance role (N3069 was the second) and carrying out the first successful PR Spitfire sortie of the war on November 22, 1939 when F/Lt Maurice Longbottom photographed Elsenborn, Eupen and Spa from 33,000 ft.

Only two Spitfires I PR Type A were ever converted from fighter configuration. To enable it to climb higher and fly faster, the N3071 was stripped of its excess weight - all armament, radio, and any unnecessary equipment were removed. All skin gaps were then filled and the machine was painted with a non-standard glossy colour (grey-green, so-called 'Camotint' produced specifically for this unit by Titanine company) to make it less conspicuous at altitude. At this earliest stage, the aircraft retained the windscreen with a bullet-proof panel, while two F24 cameras with 5" lenses were installed in the wings. The early aircraft also served as test platforms for ongoing development and by January 1940 the machine had already been converted to PR type B standard. The colour views below show the appearance of N3071 during its early reconnaissance missions.

There is an ongoing debate whether this particular airplane had white colour in the cockades or due to haste in repainting or effort to reduce visibility they had the inner rings in the original Camotint. This choice is therefore left to the modeller and both options are available in the decal sheet.

Ten samolot odegrał ważną rolę w historii, będąc jednym z pierwszych dwóch Spitfire'ów przystosowanych do roli rozpoznania fotograficznego (drugi to N3069), i wykonując pierwszy udany lot rozpoznawczy Spitfire'a podczas wojny – 22 listopada 1939 roku, kiedy porucznik lotnictwa Maurice Longbottom sfotografował Elsenborn, Eupen i Spa z wysokości 33 000 stóp. Tylko dwa samoloty Spitfire I PR Type A zostały przekształcone z konfiguracji myśliwskiej. Aby umożliwić mu szybsze wznoszenie i lot, z N3071 usunięto nadmiarowy ciężar – całe uzbrojenie, radio i wszelki zbędny sprzęt. Następnie wypełniono wszystkie szczeliny w poszyciu i pomalowano maszynę na niestandardowy błyszczący kolor (szaro-zielony, tzw. „Camotint", wyprodukowany specjalnie dla tej jednostki przez firmę Titanine), aby była mniej widoczna na wysokości. Na tym najwcześniejszym etapie samolot zachował przednią szybę z panelem kuloodpornym, a w skrzydłach zainstalowano dwa aparaty fotograficzne F24 z obiektywami 5". Wczesne samoloty służyły również jako platformy testowe do dalszego rozwoju i do stycznia 1940 r. maszyna została już przekształcona do standardu PR Type B. Poniży schemat pokazuje wygląd N3071 podczas wczesnych misji zwiadowczych. Trwa debata, czy ten konkretny samolot miał biały kolor w znakach ropzpoznawczych, czy to z powodu pośpiechu przy przemalowywaniu lub w celu zmniejszenia widoczności wewnętrzne pierścienie pozostawiono w oryginalnym kolorze Camotint. Wybór ten pozostawiamy modelarzom, a obie opcje są dostępne w arkuszu kalkomanii.

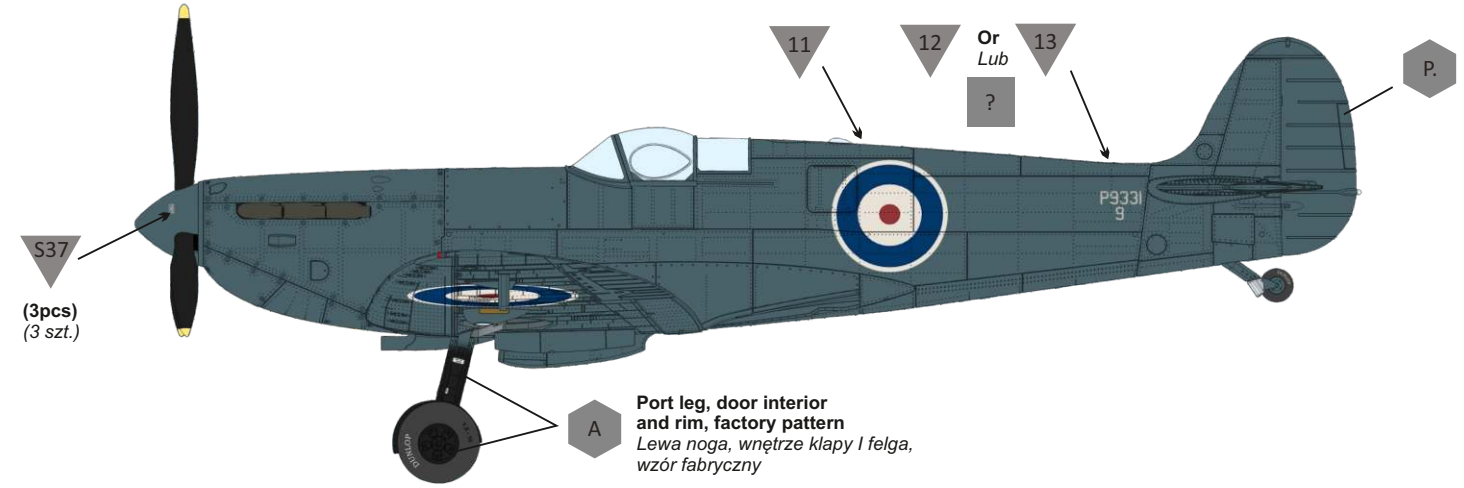


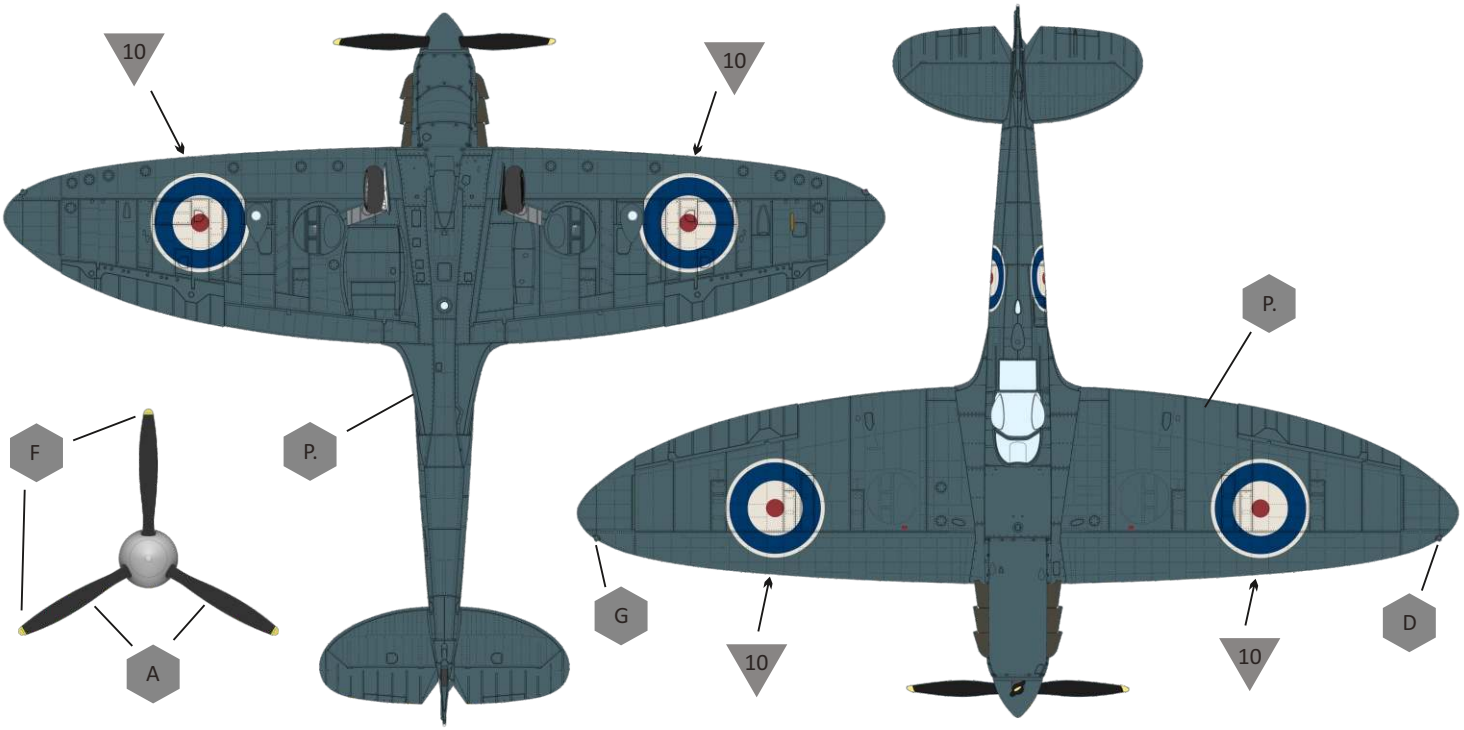
Spitfire I PR Type B, P9331 of the 212 Squadron RAF, Meaux near Paris, France, early June 1940

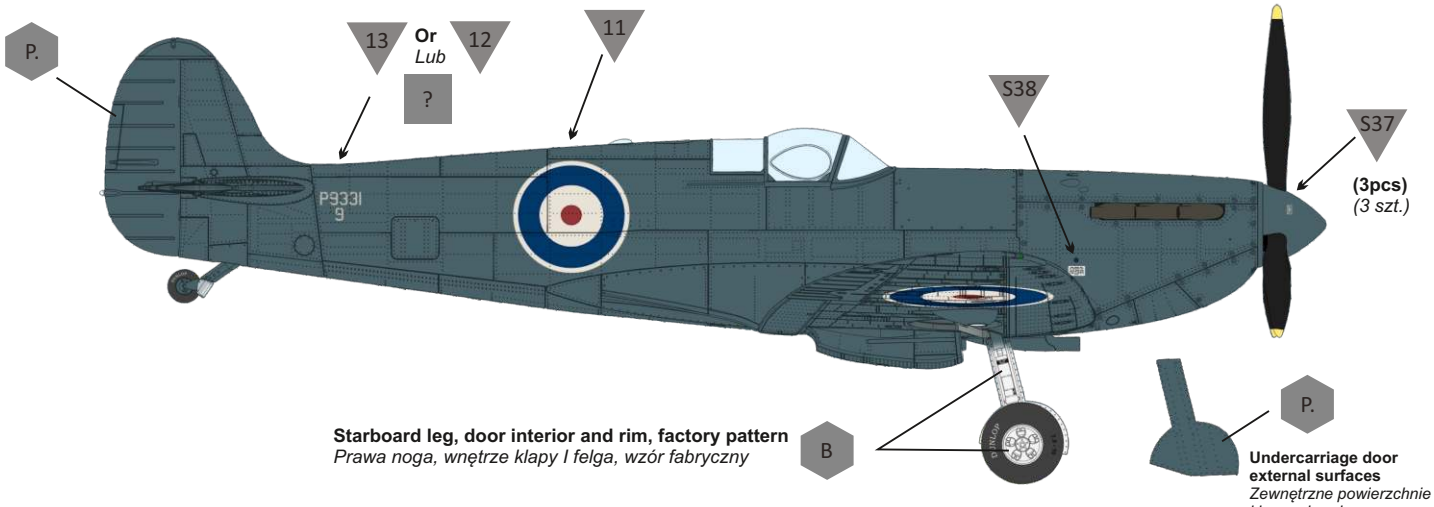
On June 7, 1940 F/Lt 'Tug' Wilson flew P9331 to photograph Maastricht-Liege railway line, one of the main Wehrmacht supply routes. He was forced to land at the Reims-Champagne aerodrome. During the retreat of Allied troops, P9331 failed to be destroyed and was captured by the Germans in a hangar in relatively good condition. It was later used to test British solutions used in reconnaissance aircraft.

The PR Type B had further improvements, such as an additional range-extending fuel tank installed behind the pilot's seat, a windscreen without bullet-proof panel and additional oxygen cylinders. This example was adapted to carry cameras with longer, 8" focal length lenses, which necessitated the use of drop-shaped fairings. The aircraft was painted in 'Cosmic Blue' colour, which was later standardised as PRU Blue. The available photos allow the serial number of the aircraft to be read, but leave doubts as to the individual number. It can be either 8, 9 or the letter B. For the modeler's convenience, we have included all variants, also in two colour versions (decals no. 14,15,16,17). At the time the machine was captured, it had white trip added around national insignia to ensure adequate visibility against the relatively dark camouflage.

7 czerwca 1940 r. porucznik lotnictwa „Tug" Wilson pilotował samolot P9331, aby sfotografować linię kolejową Maastricht-Liege, jedną z głównych tras zaopatrzeniowych Wehrmachtu. Został zmuszony do lądowania na lotnisku Reims-Champagne. Podczas odwrotu wojsk alianckich samolot P9331 nie został zniszczony i został zdobyty przez Niemców w hangarze w stosunkowo dobrym stanie i posłużył do testowania brytyjskich rozwiązań stosowanych w samolotach rozpoznawczych. Model PR Type B został poddany dalszym ulepszeniom, takim jak dodatkowy zbiornik paliwa zwiększający zasięg, zainstalowany za fotelem pilota, przednia szyba bez szyby kuloodpornej oraz dodatkowe butle z tlenem. Egzemplarz został przystosowany do przenoszenia aparatów fotograficznych z obiektywami o dłuższej ogniskowej 8 cali, co wymagało zastosowania podskrzydłowych owiewek w kształcie kropli. Samolot pomalowano na kolor „Cosmic Blue", który później został ustandaryzowany jako PRU Blue. Dostępne zdjęcia pozwalają odczytać numer seryjny samolotu, ale pozostawiają wątpliwości co do numeru indywidualnego. Może to być 8, 9 lub litera B. Dla wygody modelarzy zamieściliśmy wszystkie warianty, również w dwóch wersjach kolorystycznych (naklejki nr 14, 15, 16, 17). W momencie zdobycia maszyna miała dodane białe obramowanie wokół znaków rozpoznawczych, aby zapewnić odpowiedni kontrast na tle stosunkowo ciemnego kamuflażu.







3

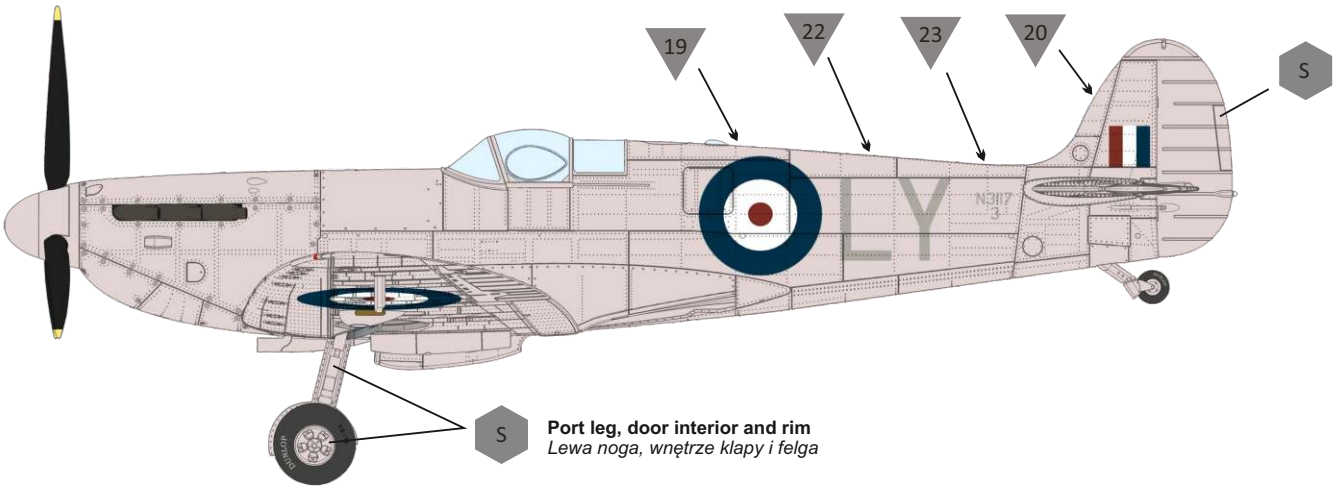
Supermarine Spitfire I PR Type E, N3117, LY/3 of 'C' Flight, No. 1 Photographic Reconnaissance Unit, RAF Heston, Summer/Autumn 1940

N3117 was the only Spitfire in Type E configuration and was converted from earlier PR Type B (see option 4). It was a medium range aircraft, optimised for low-level photography, again with two cameras installed in the wings. A very interesting feature was also Rotol RX5/4 constant-speed propeller, enhancing Spitfire performance – extremely important factor during low-level raids.

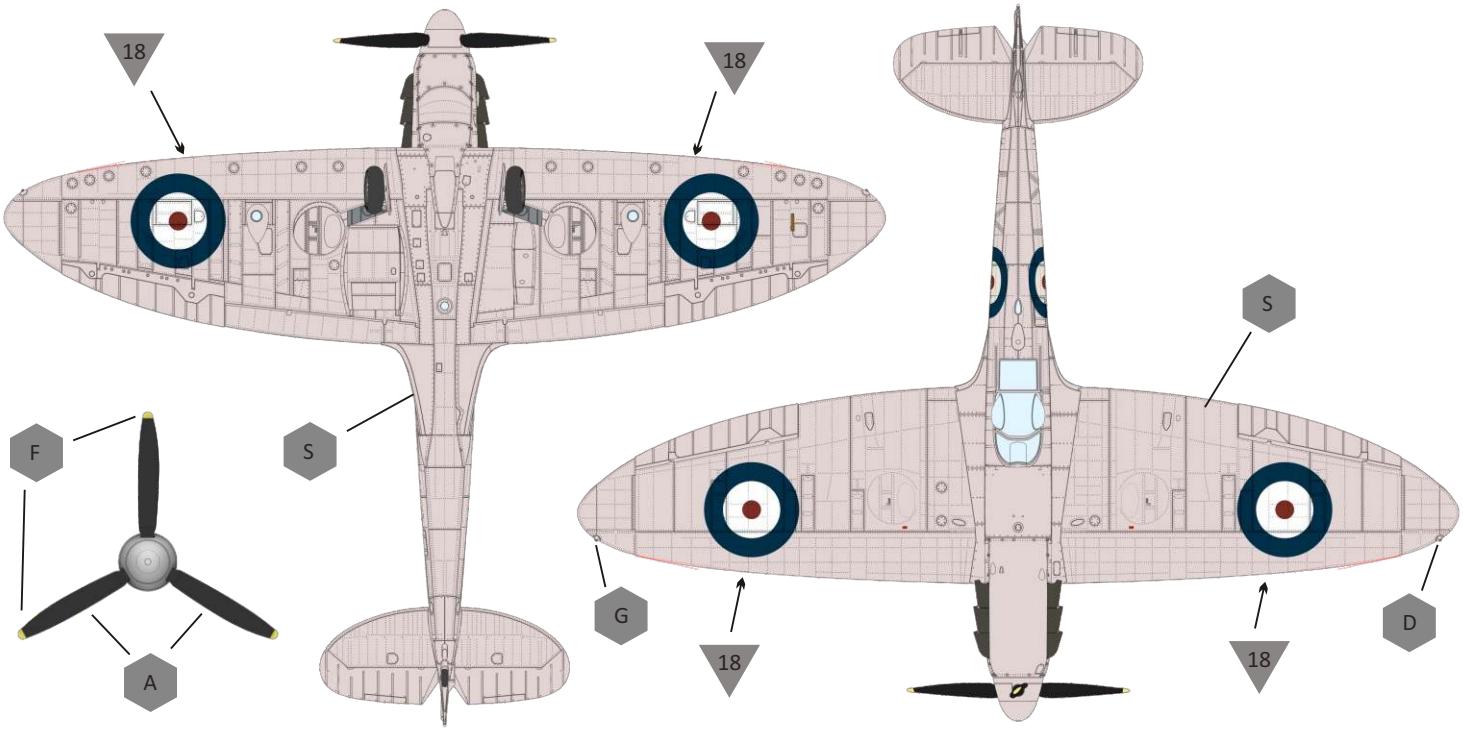
On July 3, 1940 W/Cdr Tuttle (successor to Sidney Cotton) took N3117 for its maiden flight in PR Type E configuration. Four days later, F/O Alistair Taylor photographed port of Boulogne in a daring raid at 300 ft, just below the cloud base. Throughout the Battle of Britain the airplane was used in further missions to photograph German build-up in French ports, until it was lost on a mission on December 9, 1941 together with its pilot, F/O Sargent.

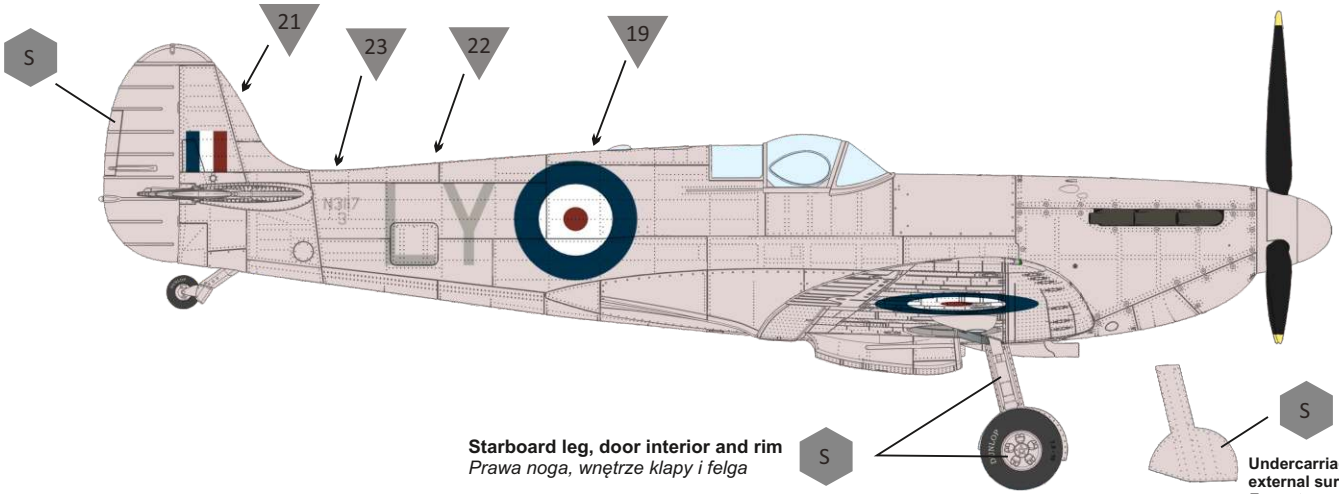
Instead of the 'Camotint' colour, the aircraft is believed to be the first PR Spitfire finished in a very pale shade of pink, which proved to be a more effective low-level camouflage, especially over the sea, and was later more widely known as PRU Pink.

N3117 był jedynym samolotem Spitfire w konfiguracji typu E i został przekształcony z wcześniejszego typu PR typu B (patrz malowanie nr 4). Był to samolot średniego zasięgu, zoptymalizowany do fotografowania z niskiej wysokości, również z dwoma kamerami zainstalowanymi w skrzydłach. Bardzo interesującą cechą był również śmigło o stałej prędkości Rotol RX5/4, poprawiające osiągi Spitfire'a – niezwykle ważny czynnik podczas nalotów z niskiej wysokości. 3 lipca 1940 r. W/Cdr Tuttle (następca Sidneya Cottona) wykonał pierwszy lot samolotem N3117 w konfiguracji PR typu E. Cztery dni później F/O Alistair Taylor sfotografował port w Boulogne podczas brawurowego nalotu na wysokości 300 stóp, tuż poniżej podstawy chmur. Podczas bitwy o Anglię samolot był wykorzystywany w kolejnych misjach fotograficznych niemieckich przygotowań w portach francuskich, aż do momentu, gdy 9 grudnia 1941 r. zaginął podczas misji wraz z pilotem, F/O Sargentem.Uważa się, że zamiast koloru „Camotint", samolot był pierwszym PR Spitfire'em pomalowanym na bardzo jasny odcień różu, który okazał się skuteczniejszym kamuflażem na niskich wysokościach, zwłaszcza nad morzem, który później stał się szerzej znany jako PRU Pink.



Port leg, door interior and rim
Lewa noga, wnętrze klapy i felga



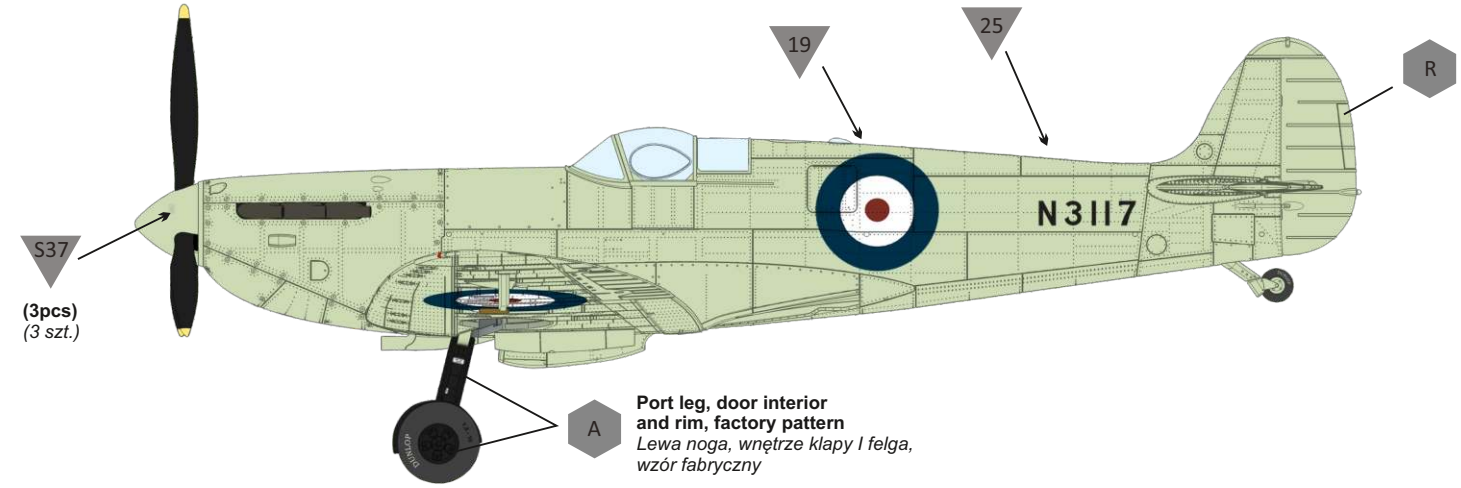


Starboard leg, door interior and rim
Prawa noga, wnętrze klapy i felga

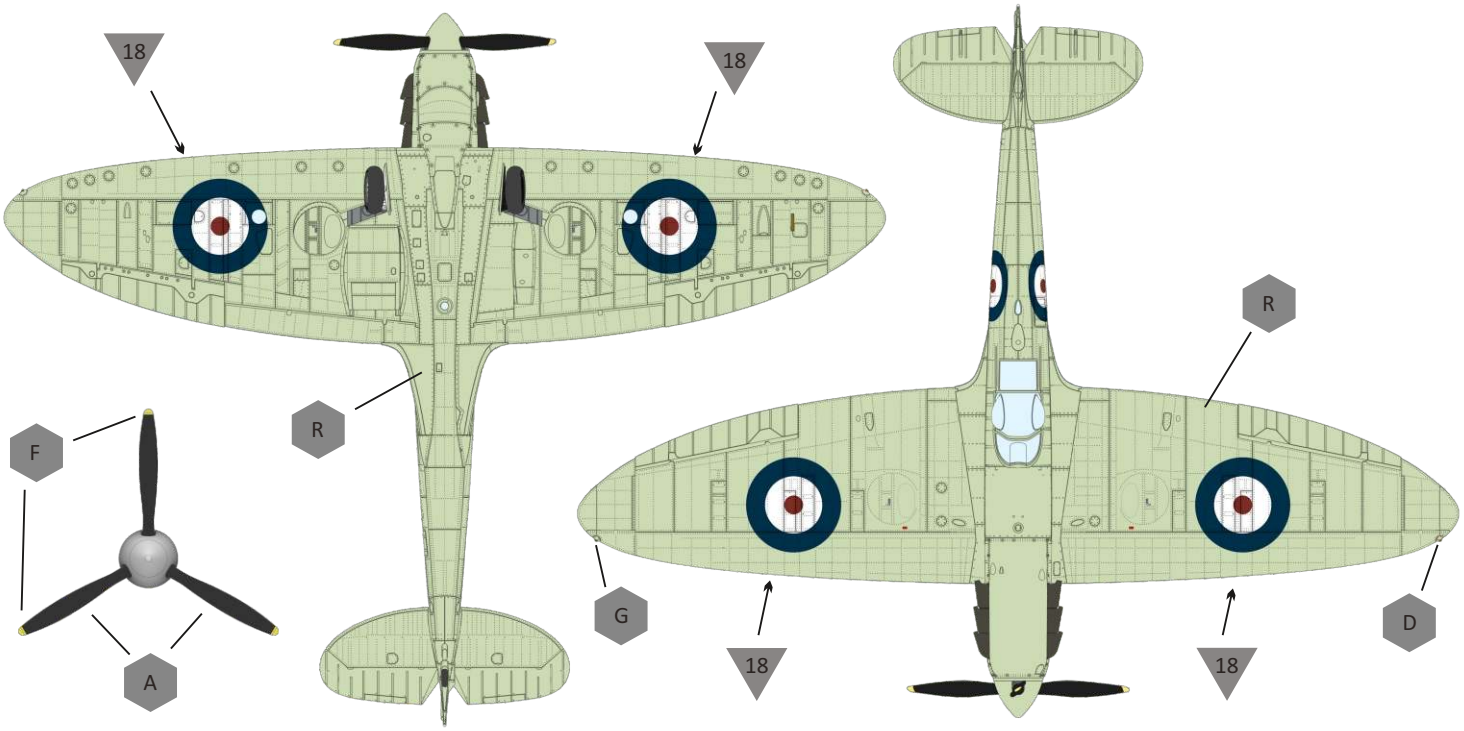
Undercarriage door external surfaces
Zewnętrzne powierzchnie klap podwozia

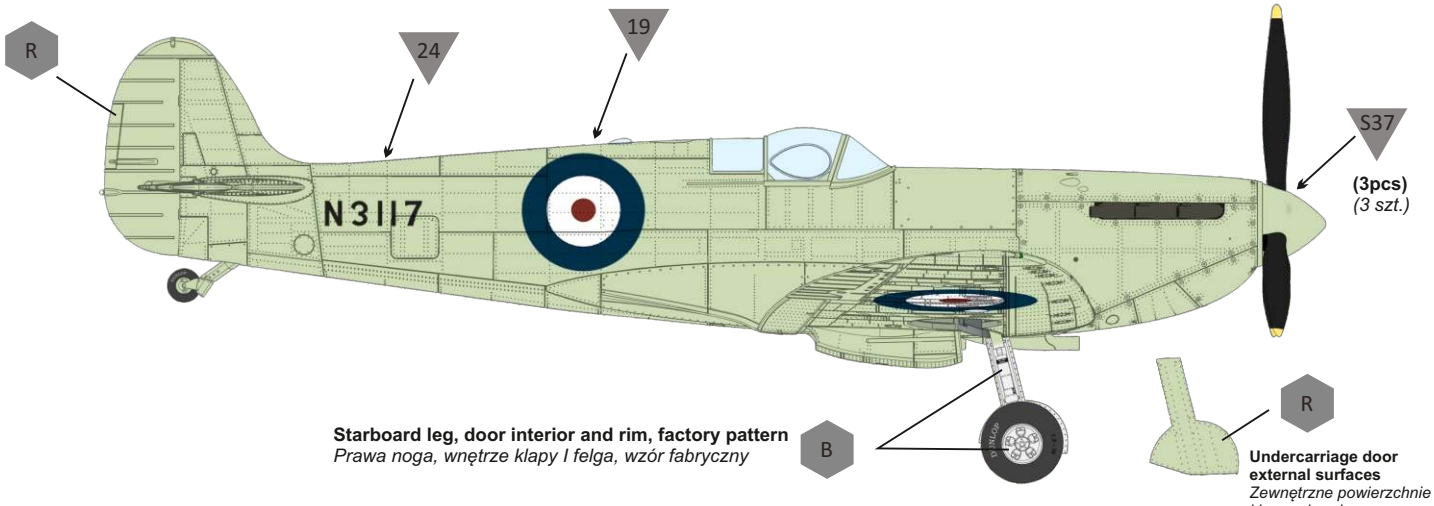
Supermarine Spitfire I PR Type B, N3117 of the 212 Squadron RAF, Seclin, late March 1940.
This option presents N3117 in its earlier livery, before conversion to the PR Type E standard (compare previous page). It was handed over to the Photographic Development Unit for conversion to the PR role on February 10, 1940. For that purpose 5" cameras were installed in the wings with 'Camotint' finish applied together with national insignia typical for PDU airplanes.
On March 25, 1940 F/O Ring (future commander of No.1 PRU) used this airplane for a 31,500 ft mission over the western parts of then neutral Belgium in order to obtain survey photographs for the British Expeditionary Force (BEF), a critical element for the Allied war planning.

Schemat przedstawia samolot N3117 w jego wcześniejszych barwach, przed konwersją do standardu PR Typ E (omówiony na poprzedniej stronie). Samolot wyprodukowany jako myśliwski, został przekazany do Special Survey Flight w celu konwersji do roli PR, 10 lutego 1940 roku. W tym celu w skrzydłach zainstalowano 5-calowe kamery, oraz zastosowano typowe dla PDU malowanie „Camotint". 25 marca 1940 r. F/O Ring (przyszły dowódca No.1 PRU) użył tego samolotu do misji na wysokości 31 500 stóp nad zachodnimi częściami neutralnej wówczas Belgii w celu uzyskania zdjęć geodezyjnych dla Brytyjskich Sił Ekspedycyjnych (BEF), krytycznego elementu dla alianckiego planowania wojny.



Port leg, door interior and rim, factory pattern
Lewa noga, wnętrze klapy I felga, wzór fabryczny





Starboard leg, door interior and rim, factory pattern
Prawa noga, wnętrze klapy I felga, wzór fabryczny

Undercarriage door external surfaces
Zewnętrzne powierzchnie klap podwozia

ALSO AVAILABLE FROM IBG MODELS



Supermarine Spitfire PR Type C 1:72 72583



Supermarine Spitfire Mk. I Early - Beginning of the Saga 1:72 72580



Supermarine Spitfire Mk. I - Battle of Britain 1:72 72581



Focke-Wulf Fw 190D-9 Mimetal (Broad Tail) 1:72 72537



Gotha Go 244B-1 German Transport Aircraft 1:72 72577



I.A.R. 81C - Great Air Battles of 1944 1:72 72570



PZL P.24G in Greek Service 1:72 72524



PZL 23 Karaś II Polish Light Bomber 1:72 72508