

Supermarine Spitfire PR Type C - *Heston Special* 1940-1941



Cat. No. 72583
Scale 1/72



3d design: Przemysław Głogowski
Research: Marek Możdżeń, 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.C, 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.

Early operational use of the PR.C involved daring reconnaissance flights over the Channel ports of Calais, Boulogne, and Dunkirk, gathering vital intelligence on German fortification efforts and preparations for Operation "Seelöwe". The PR.C also played a critical role in photographing Atlantic coastal bases, such as Lorient and Brest, where U-Boat pens were located—providing essential information for subsequent RAF bombing campaigns. On the North African front, PR.C Spitfires operated from bases in Egypt and Libya, documenting Axis troop movements across the desert in preparation for major battles such as El Alamein.

Thanks to their excellent high-altitude performance and speed, PR.C aircraft were rarely intercepted, and their pilots—flying alone, without fighter escort—belonged to an elite cadre within the RAF. Their silent work, carried out far from the headlines of great battles, had a direct and vital impact on the success of Allied operations.



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.

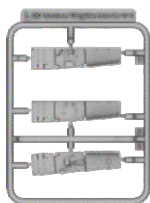
IBG Models
ul. Benedykta Hertza 2
04-603 Warszawa
Poland

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

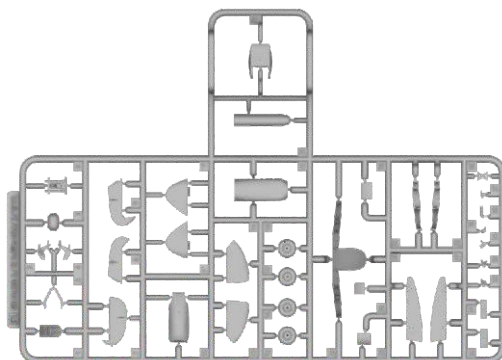
Elements of the kit

Elementy modelu

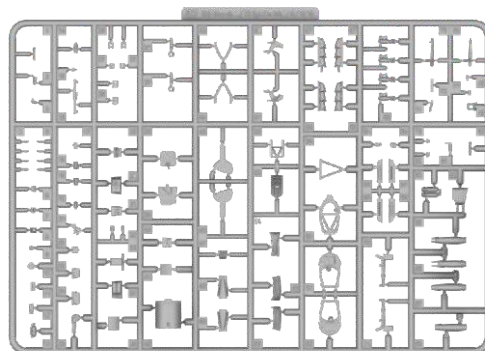
Frame L / Ramka L



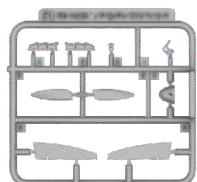
Frame B1 / Ramka B1



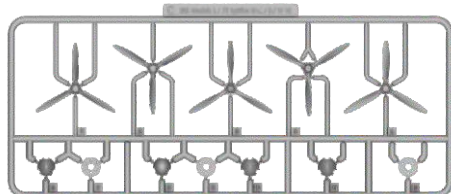
Frame B2 / Ramka B2



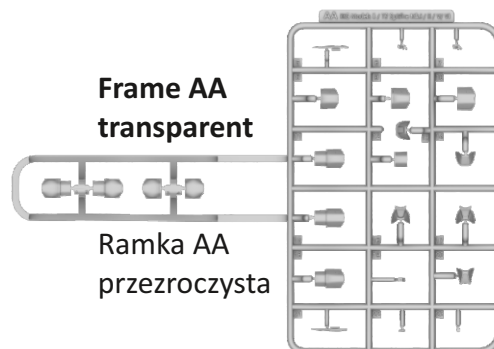
Frame F1 / Ramka F1



Frame C / Ramka C

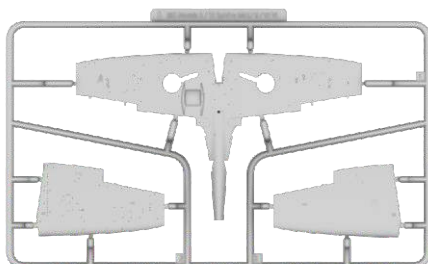


Frame AA transparent

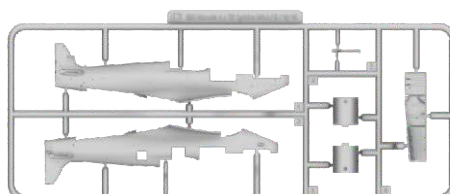


Ramka AA
przezroczysta

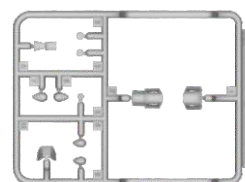
Frame I / Ramka I



Frame F2 / Ramka F2



Frame AB transparent
Ramka AB przezroczysta



Decals / Kalkomanie

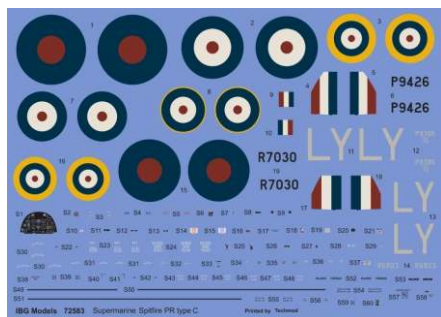


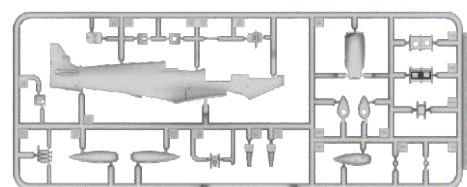
Photo-etched parts
Elementy fototrawione



3D parts / Części 3D



Frame H1 / Ramka H1



Color table

Tabela kolorów

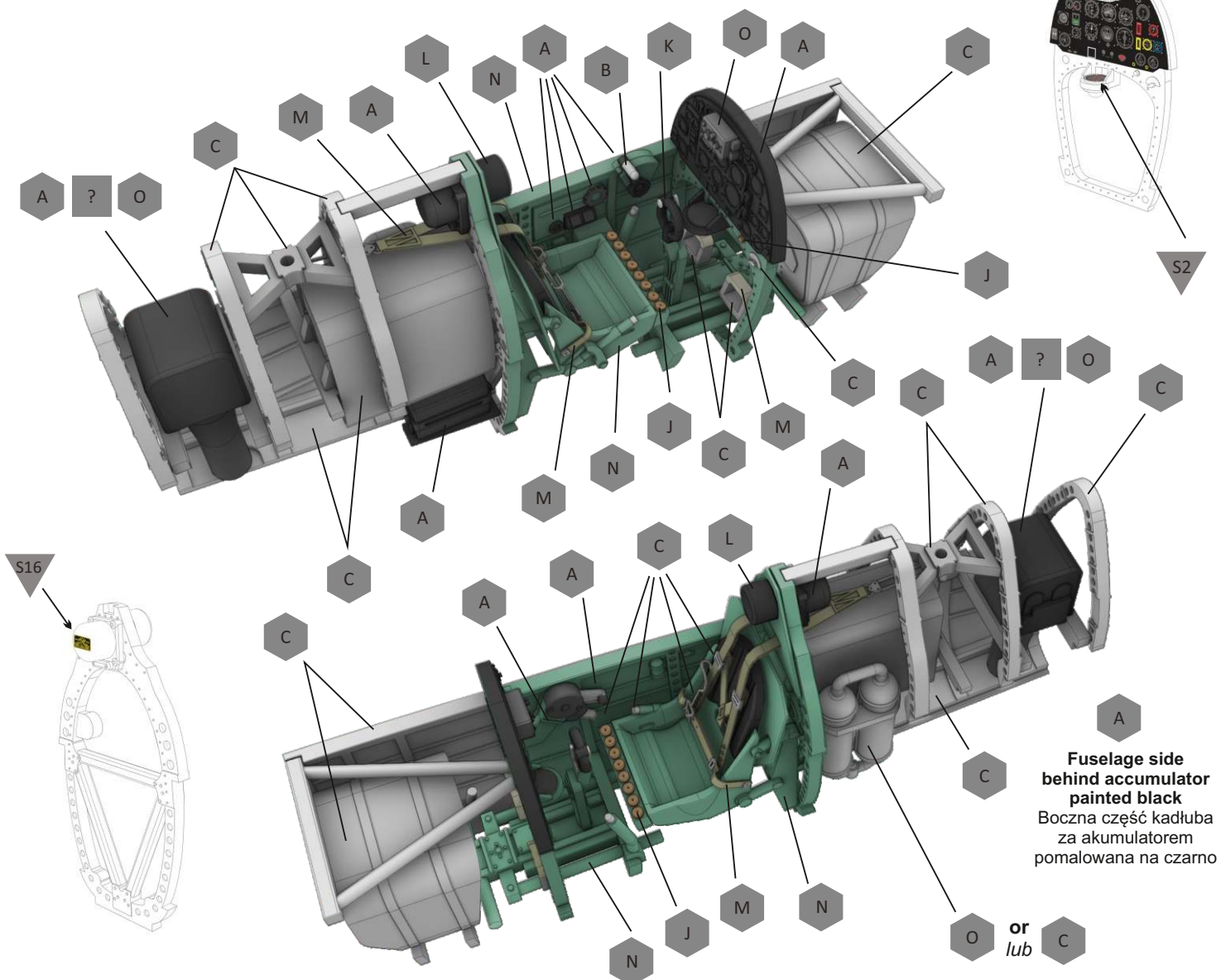
		Hataka	Vallejo	Mr Hobby	AKInteractive
Night	A	HTK_100	71.057	H012	AK11895
White	B	HTK_101	71.001	H021	AK11002
Aluminium	C	HTK_078	71.062	SM208	AK481
Red	D	HTK_103	71.003	H023	AK11213
Blue	E	HTK_102	70.736	H093	AK11178
Yellow	F	HTK_010	70.915	H004	AK11045
Green	G	HTK_327	70.936	H094	AK11216
Rust	H	HTK_132	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
PRU Blue	P	HTK_042	70.943	C366	AK11852
Dark Green	T	HTK_016	71,324	C361	AK11840
Dark Earth	U	HTK_009	71,323	C369	AK11841
Sky	W	HTK_026	71,302	C368	AK11844
Medium Sea Grey	Y	HTK_034	71,307	C363	AK11843

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

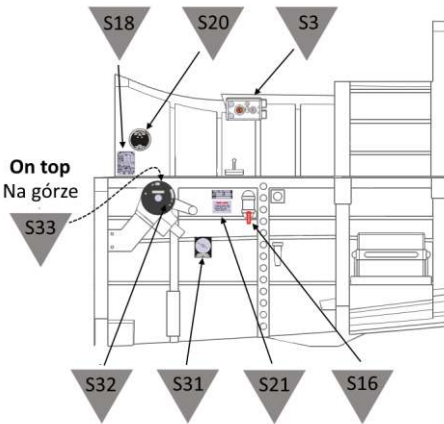
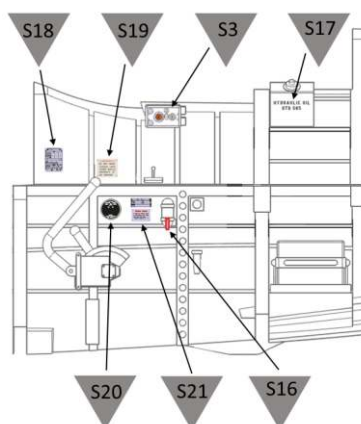


Fuselage side
behind accumulator
painted black
Boczna część kadłuba
za akumulatorem
pomalowana na czarno

Interior decals Kalkomanie wnętrza

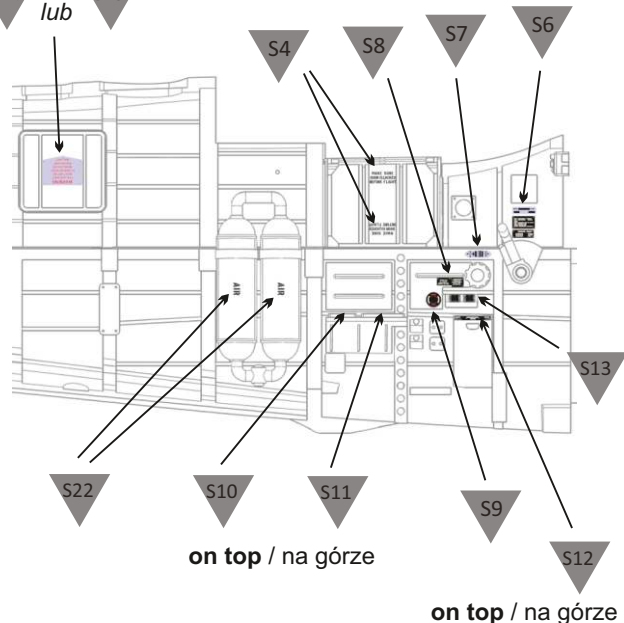
For marking no. 2
Dla malowania nr 2

For markings no. 1,3,4
Dla malowań nr 1,3,4



alternative version
wersja alternatywna

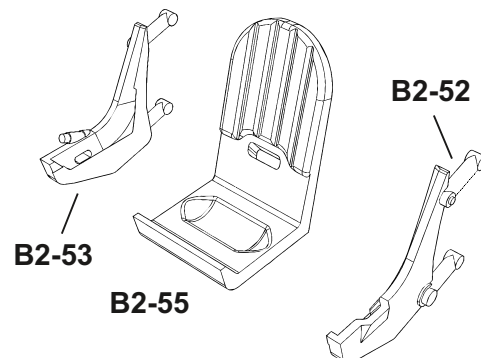
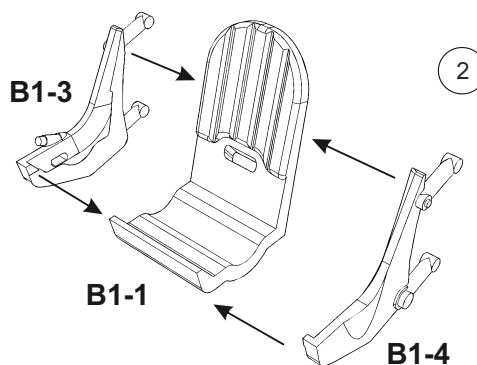
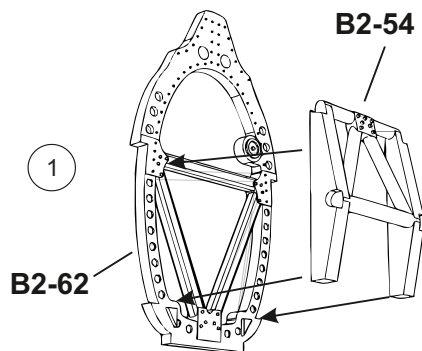
S14 or S15
lub



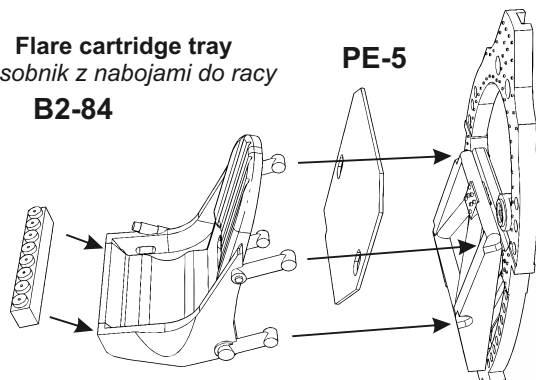
Step 1
Etap 4

For markings 1,2
Dla malowań nr 1,2
Pressed metal pilot seat
Tłoczony metalowy fotel pilota

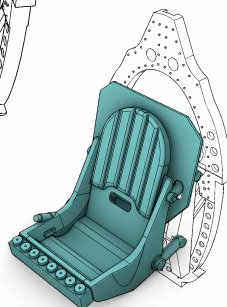
For markings 3,4
Dla malowań nr 3,4
Plastic pilot seat
Kompozytowy fotel pilota



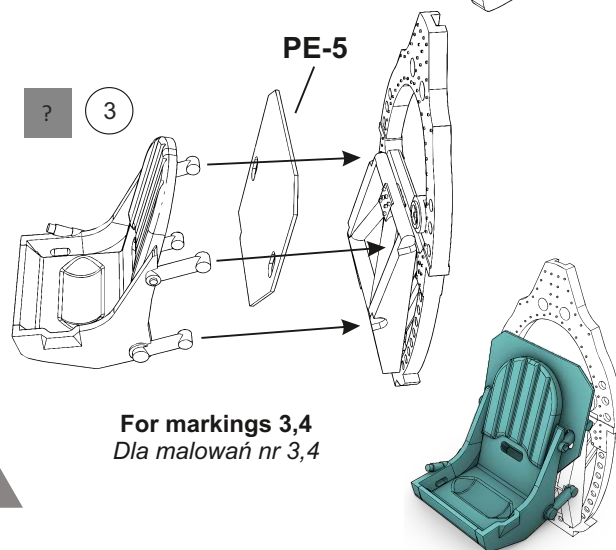
Flare cartridge tray
Zasobnik z nabojami do racy
B2-84



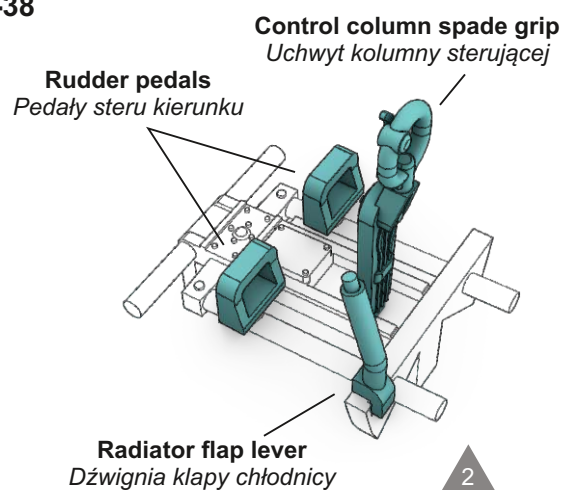
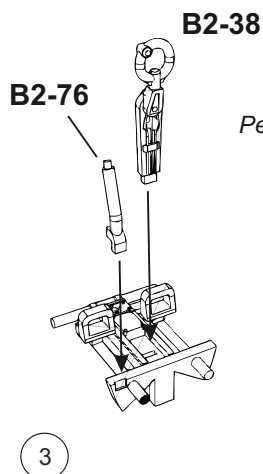
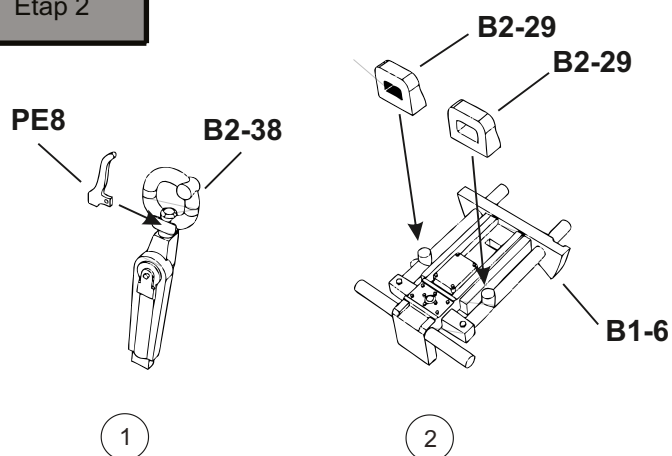
For markings 1,2
Dla malowań nr 1,2



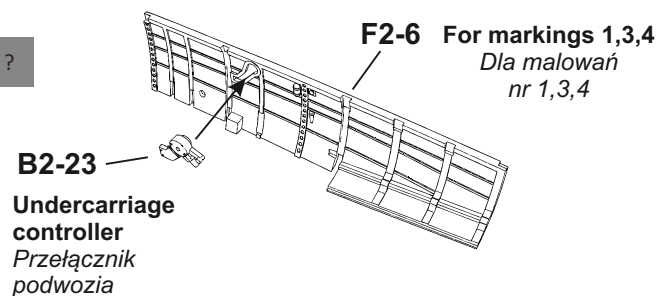
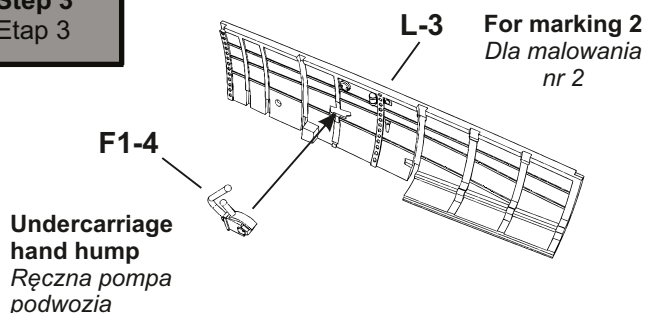
For markings 3,4
Dla malowań nr 3,4



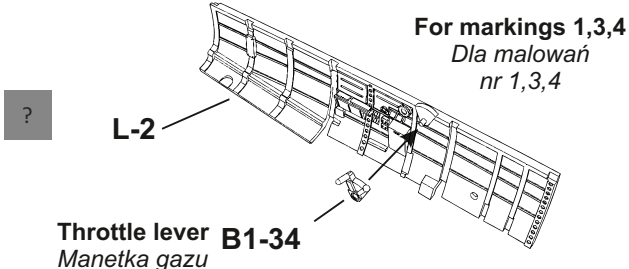
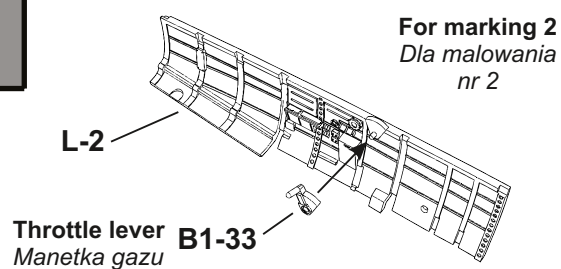
Step 2
Etap 2



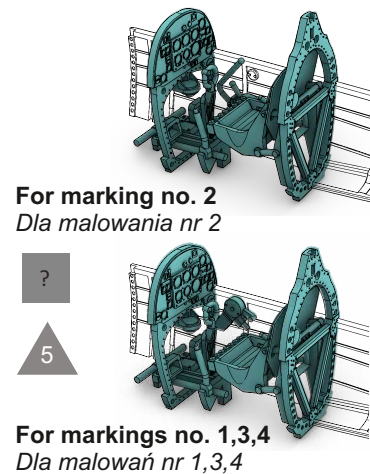
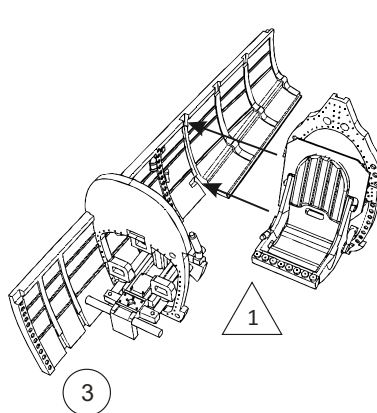
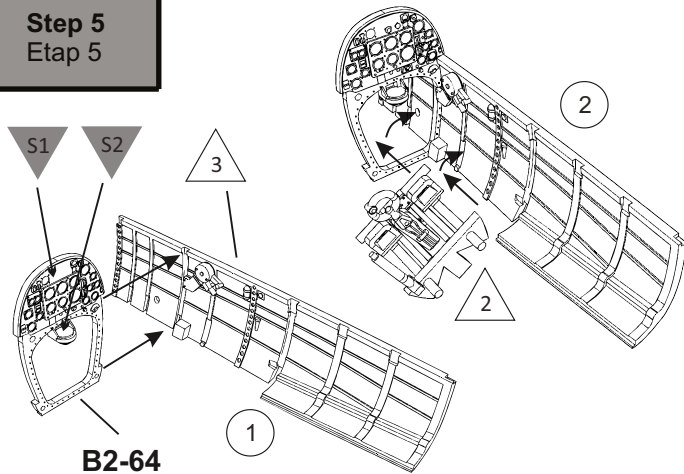
Step 3
Etap 3



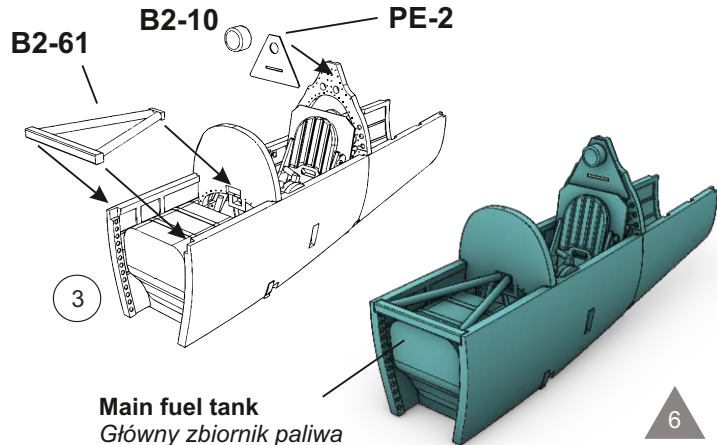
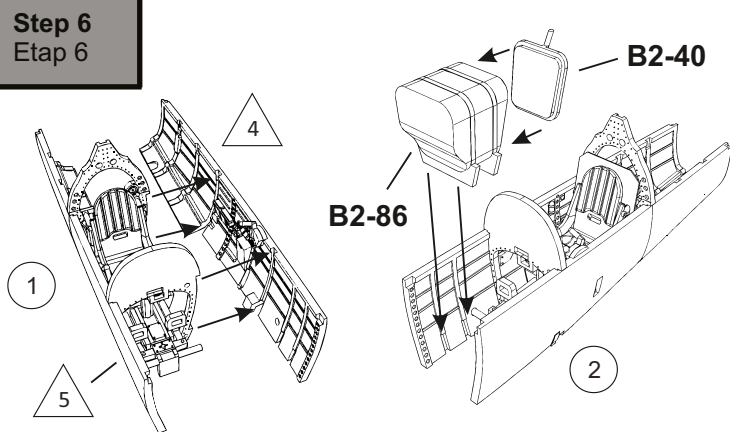
Step 4
Etap 4



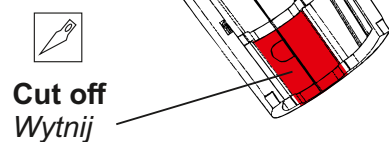
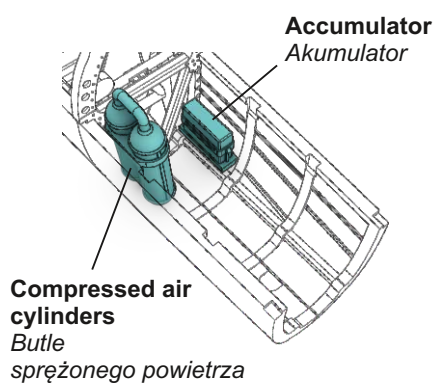
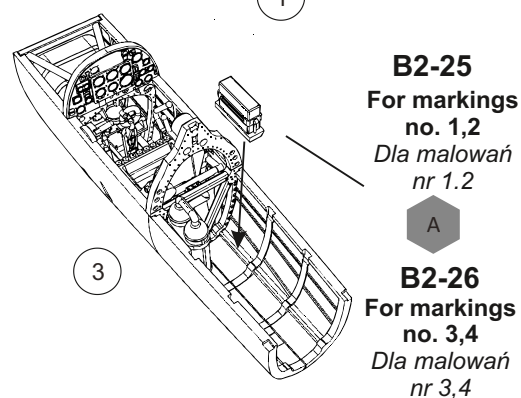
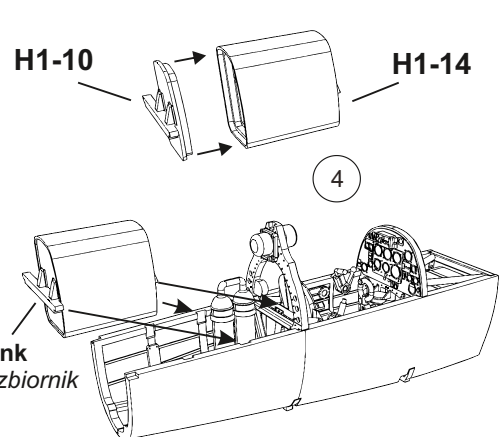
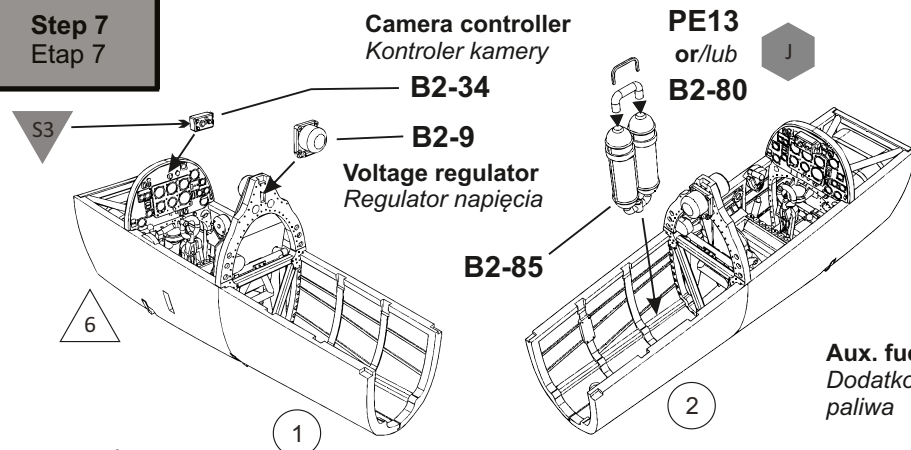
Step 5
Etap 5



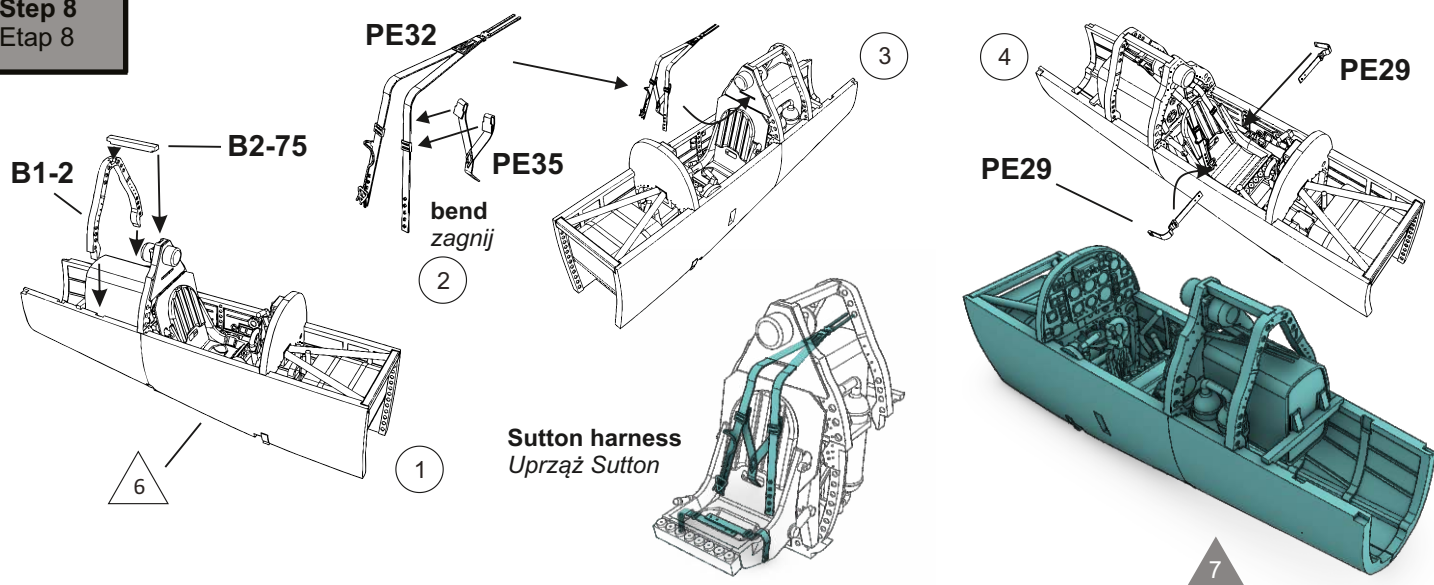
Step 6
Etap 6



Step 7
Etap 7

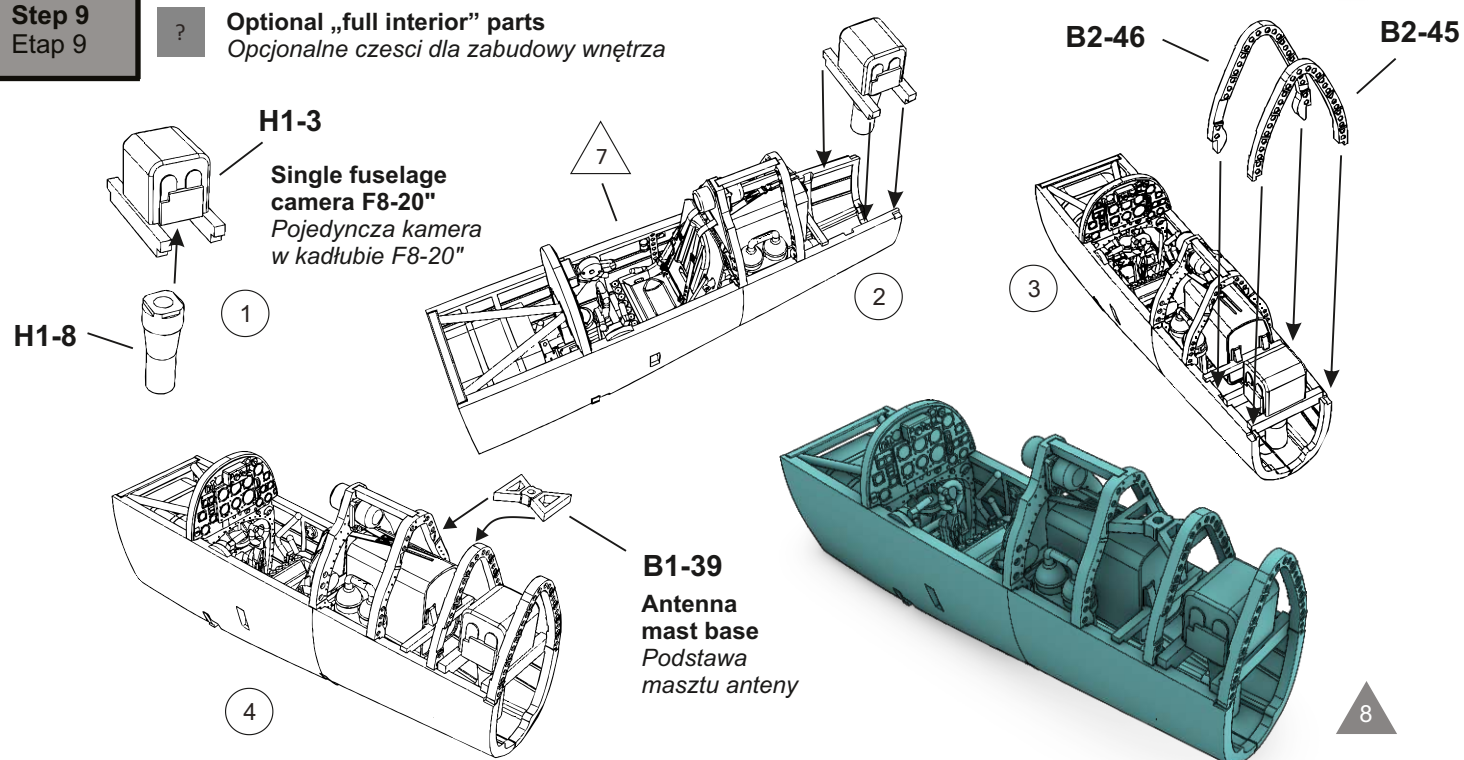


Step 8
Etap 8



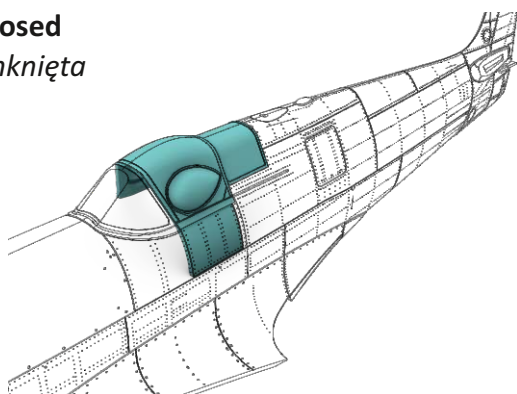
Step 9
Etap 9

? Optional „full interior” parts
Opcjonalne czesci dla zabudowy wnętrza

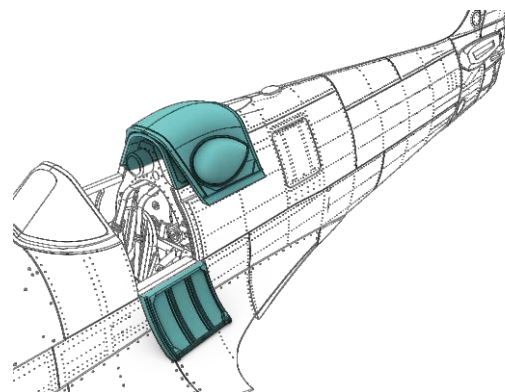


Preliminary Step - canopy - choose your path
Krok wstępny - osłona kabiny - wybierz swoją ścieżkę

Closed
Zamknięta



Open
Otwarta



It requires initial preparation - see step 11 and 12.
Wymaga wstępnego przygotowania - patrz krok 11 oraz 12.

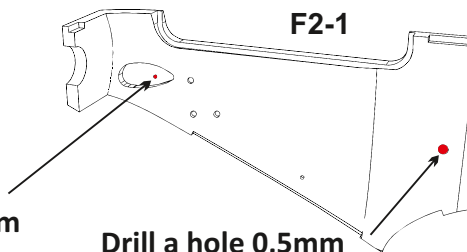
The fuselage is prepared for an open cockpit already (skip steps 11 and 12 and go to step 13).
Kadłub jest już przygotowany do otwartej kabiny (pomiń kroki 11 oraz 12 i przejdź do kroku 13).

Step 10
Etap 10

All steps
Wszystkie kroki

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

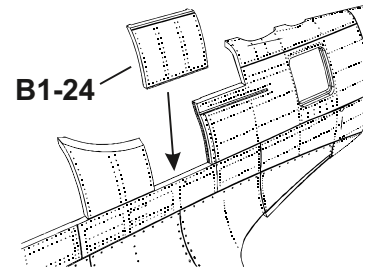
Drill a hole 0,5mm
Wywierć otwór 0,5mm



Step 11
Etap 11

Canopy closed
Kabina zamknięta

F2-2



Step 12
Etap 12

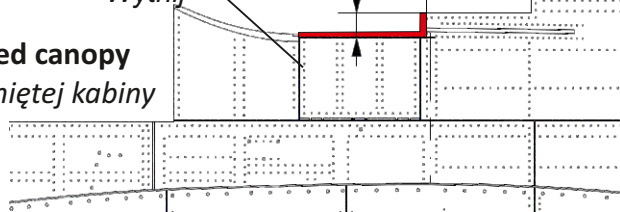
Only for closed canopy
Tylko dla zamkniętej kabiny



Cut off
Wytnij

1.3

5.6



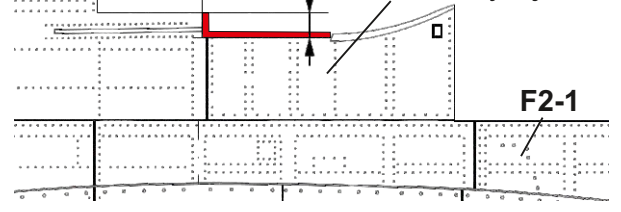
F2-2

5.6

1.3

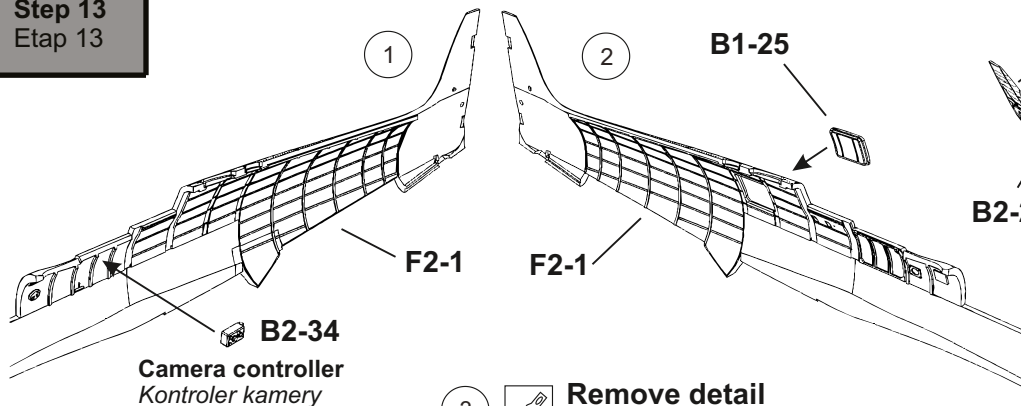


Cut off
Wytnij



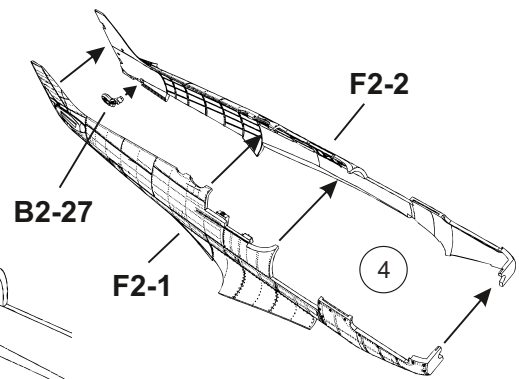
F2-1

Step 13
Etap 13



Camera controller
Kontroler kamery

B1-25



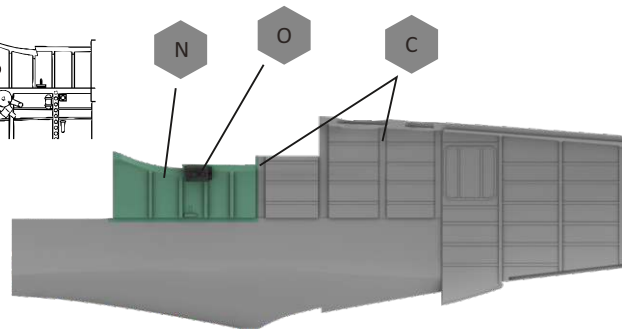
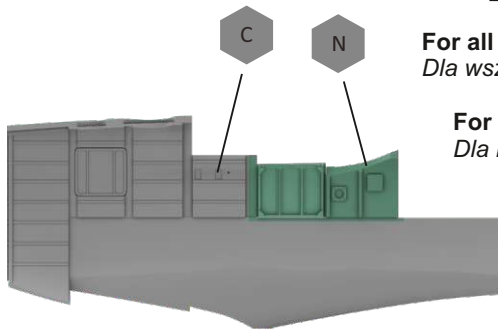
3



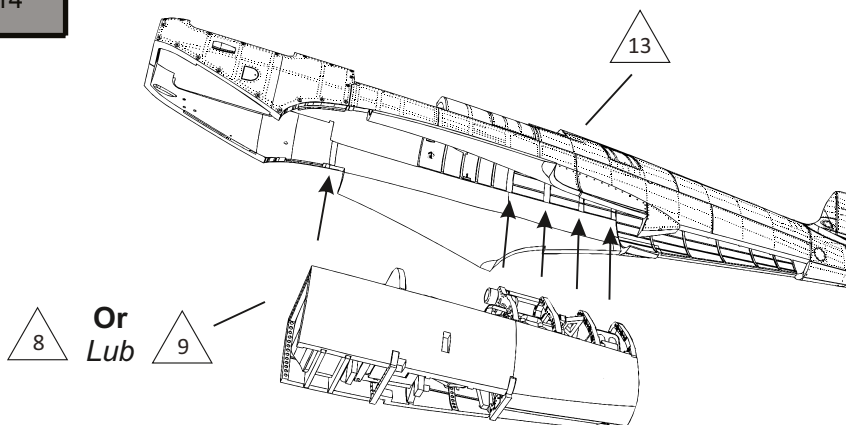
Remove detail
Usuń detal

For all markings
Dla wszystkich malowań

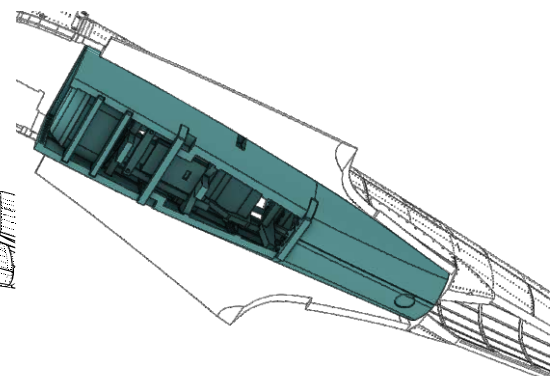
For marking no. 2
Dla malowania nr 2



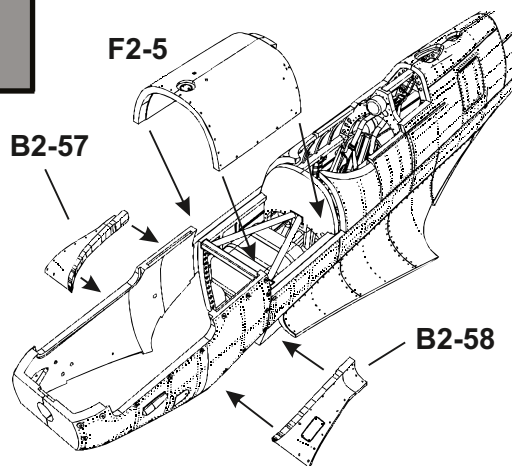
Step 14
Etap 14



Or
Lub



Step 15
Etap 15

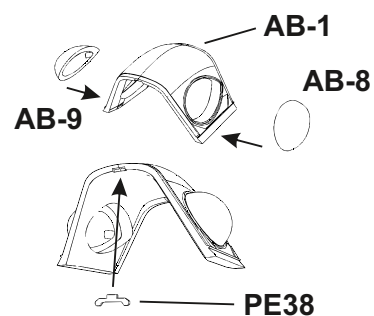
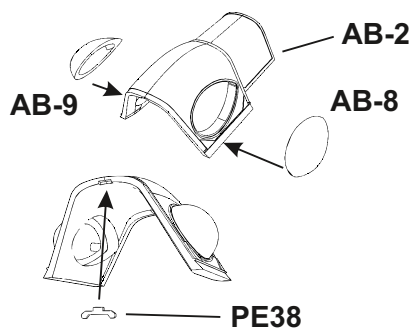


Step 16
Etap 16

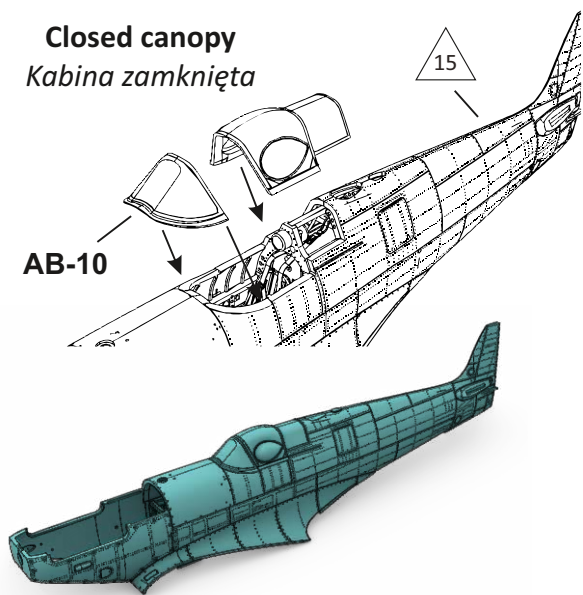
Closed canopy
Kabina zamknięta



Open canopy
Kabina otwarta

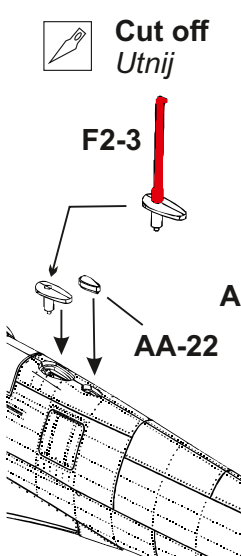


Closed canopy
Kabina zamknięta

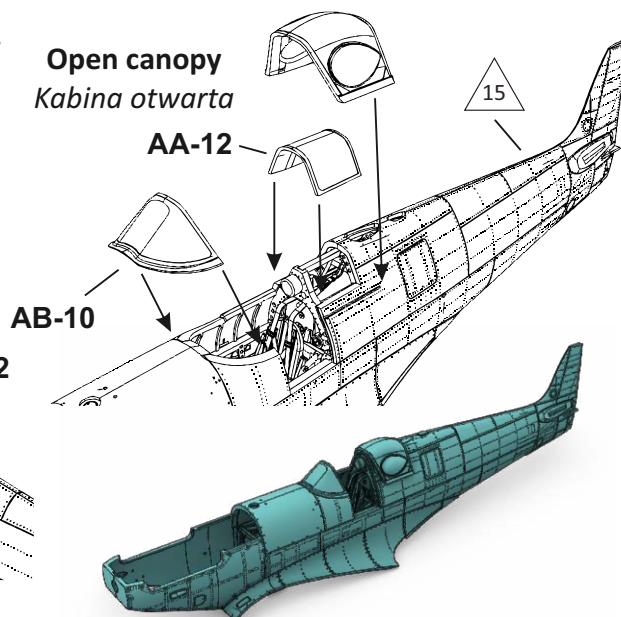


Cut off
Utnij

F2-3



Open canopy
Kabina otwarta

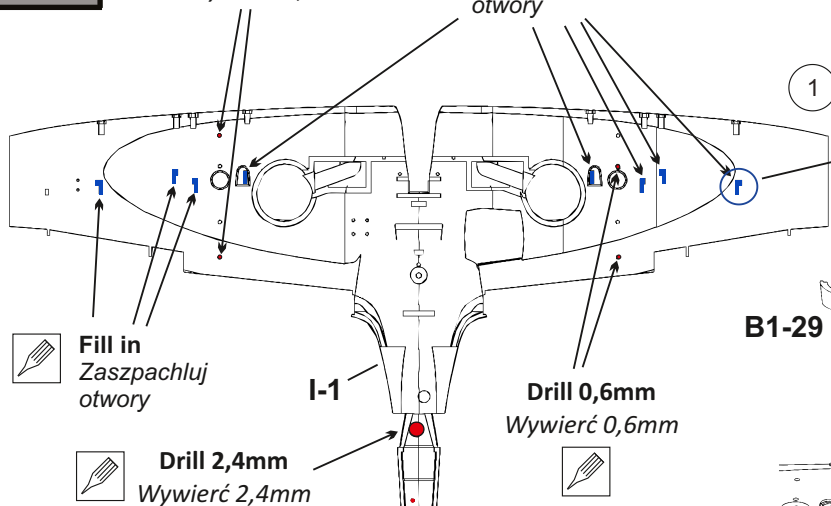


Step 17
Etap 17

Drill 0,6mm
Wywierć 0,6mm



Fill in
Zaspachluj
otwory



Fill in
Zaspachluj
otwory

Drill 2,4mm
Wywierć 2,4mm



Drill 0,6mm
Wywierć 0,6mm

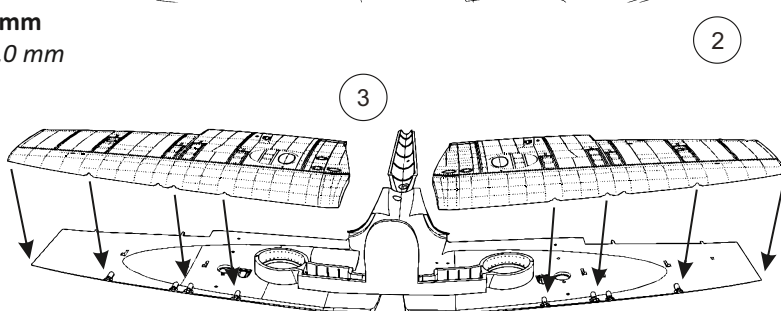
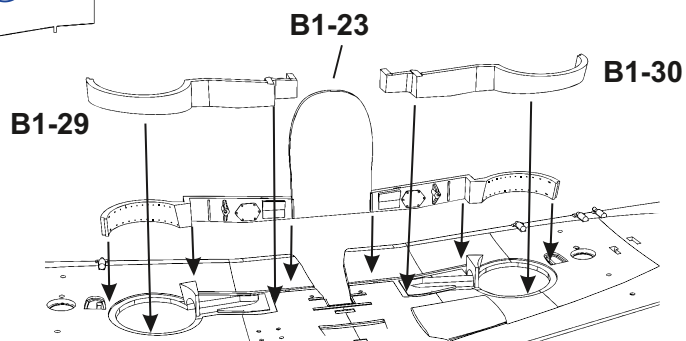
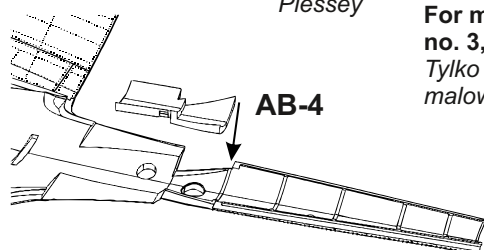


Plessey signal device
/Urządzenie sygnałowe
Plessey

Drill 1,0 mm
Wywierć 1,0 mm



For markings
no. 3,4 only
Tylko dla
malowań nr 3,4



Step 18
Etap 18

17

F1-8

F1-9

3D-3 port side only / tylko lewa strona

B1-13

B1-12

Fill the openings
Zaspachluj otwory

Step 19
Etap 19

B2-82
B2-81
B2-90 — Oil cooler / Chłodnica oleju
B1-31
B1-32
B1-36
B1-37
B1-22
B1-26 — Engine cooler / Chłodnica silnika
H1-9 — Camera Tray / Zasobnik kamer
AA-23
H1-20 — Aux. fuel tank / Dodatkowy zbiornik paliwa
PE-17
PE-19

18

Step 21
Etap 21

This diagram illustrates the assembly of the fuselage onto the wing. The fuselage, labeled with a triangle containing the number 20, is shown above the wing, which is labeled with a triangle containing the number 19. Arrows indicate the alignment and attachment points for the fuselage to the wing structure.

Step 22
Etap 22

For marking no. 2
Dla malowania nr 2

B1-11
H1-4

For markings no. 1,3,4
Dla malowań nr 1,3,4

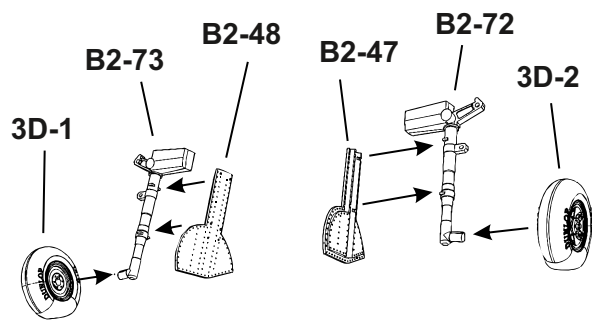
B2-51
B2-49

1

2

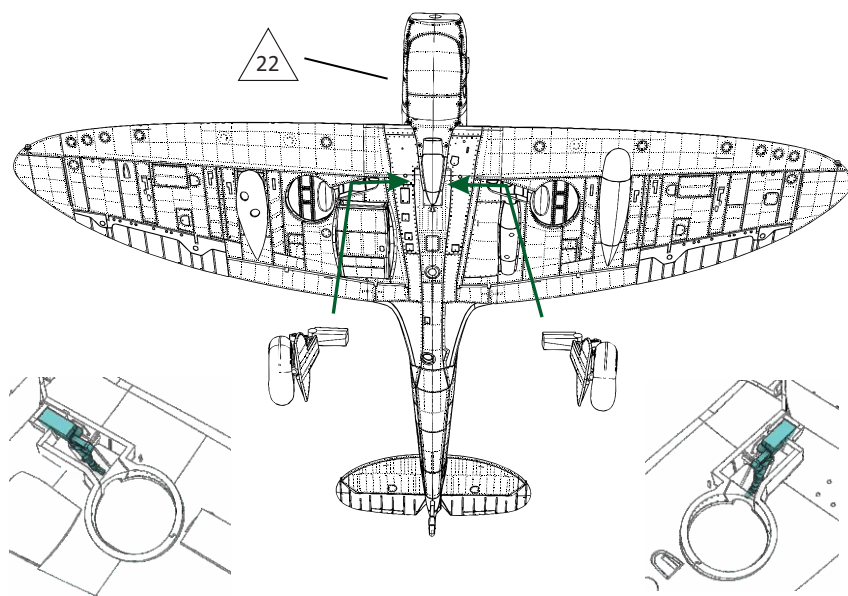
3

Step 23
Etap 23

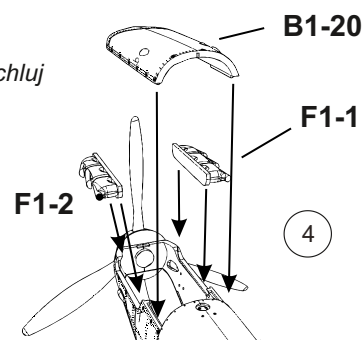
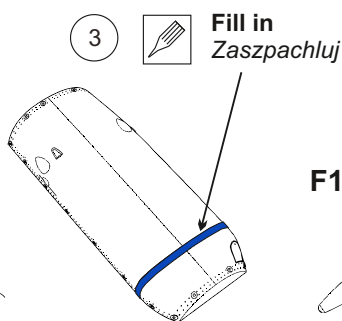
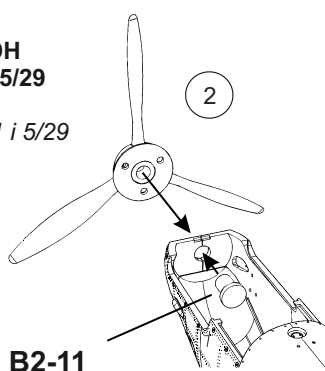
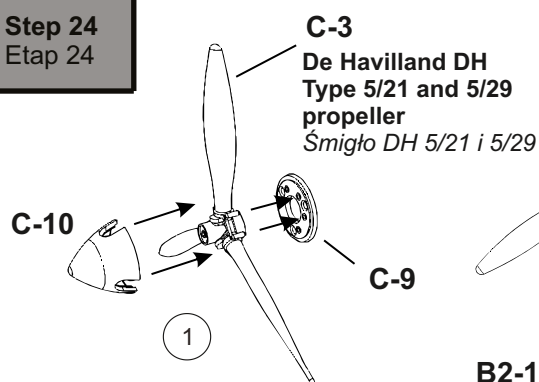


Undercarriage assembly
is also possible
after camouflage painting

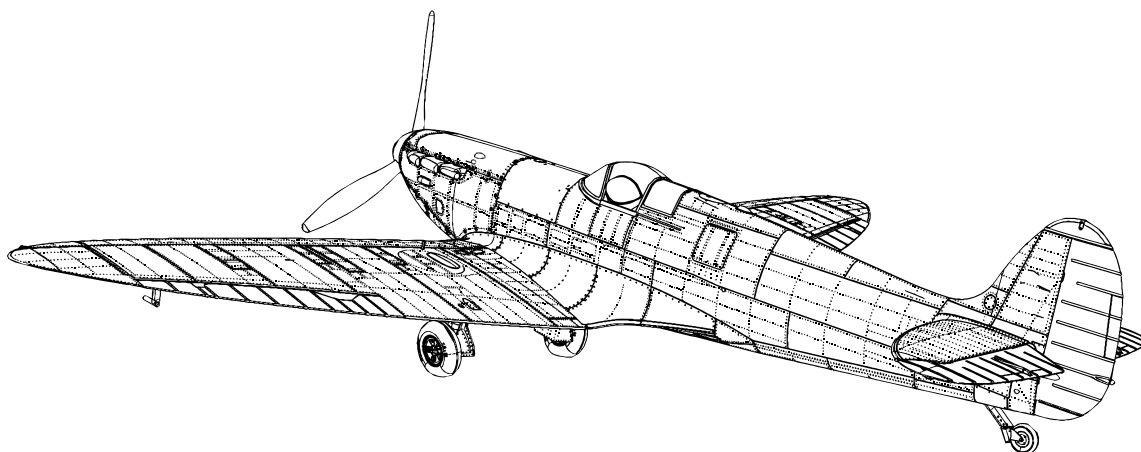
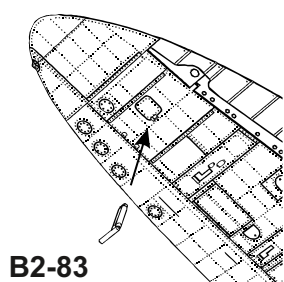
Instalacja podwozia
jest możliwa również
po pomalowaniu kamuflażu



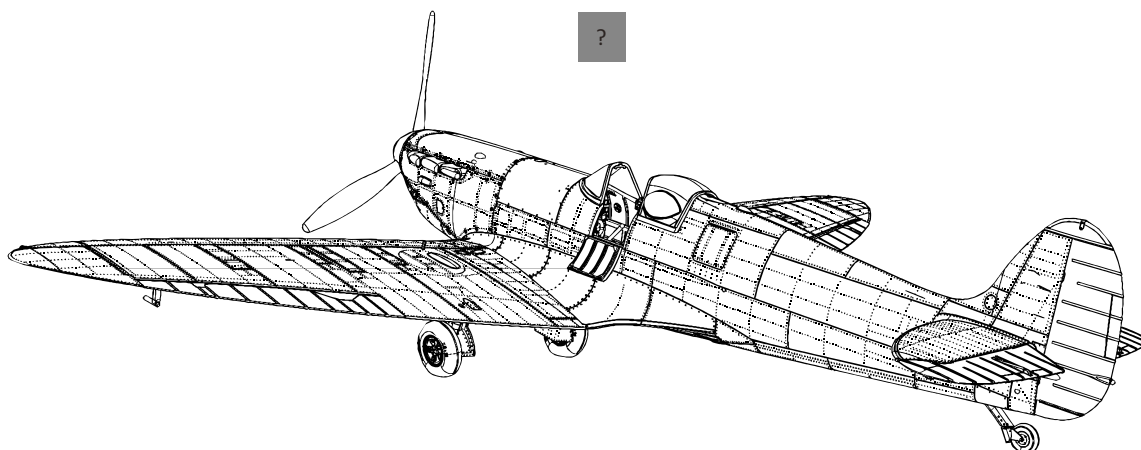
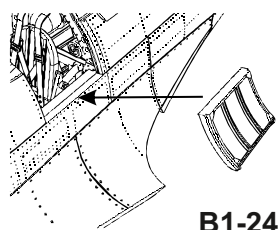
Step 24
Etap 24



Step 25
Etap 25



For open canopy
Dla otwartej kabiny



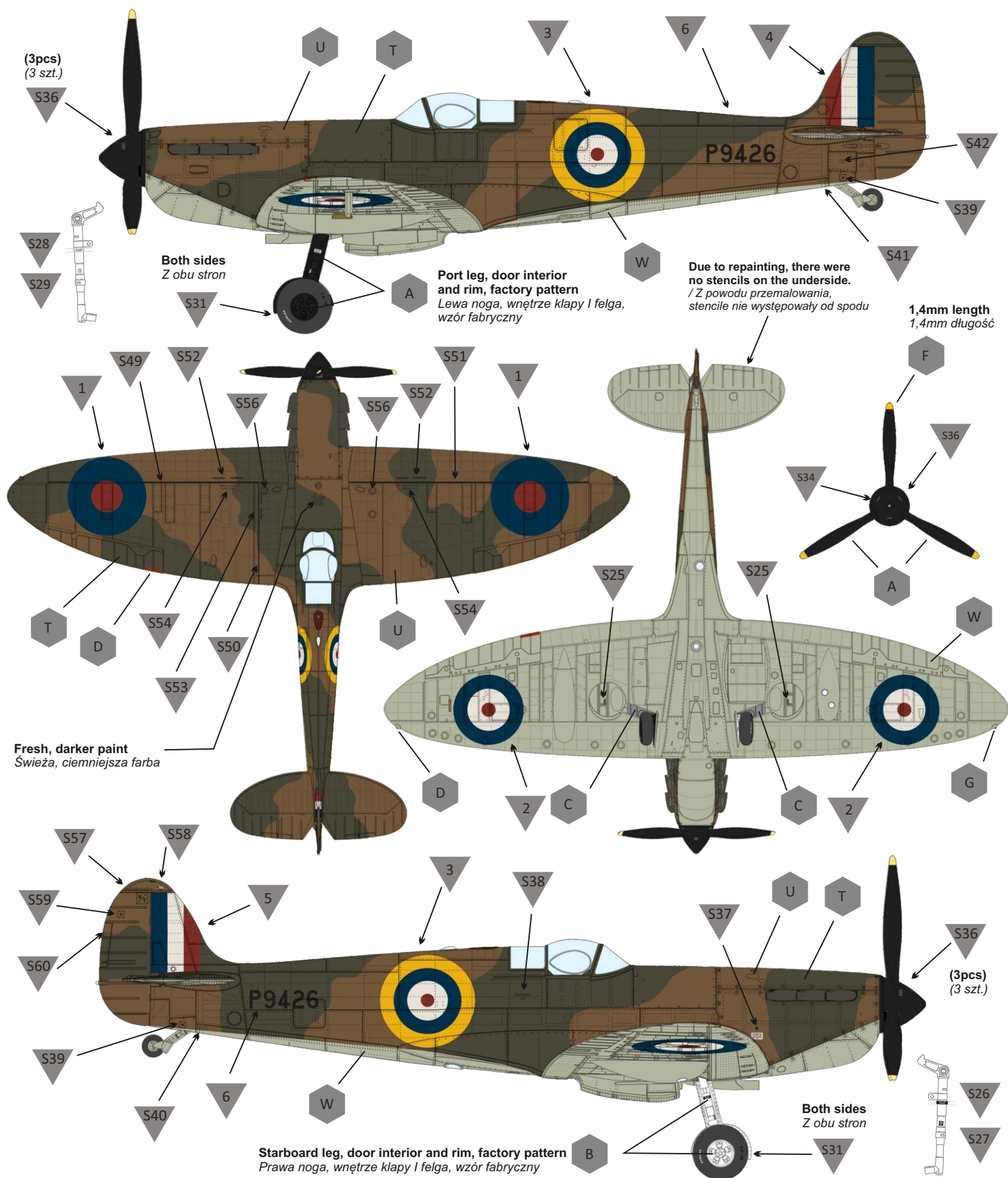
Spitfire PR Type C, P9426 of No. 1 PRU, Heston, 21 November 1940

P9426 in its original paint scheme after conversion to a reconnaissance version. The aircraft was photographed after an accident in Heston on 21 November 1940. Polish pilot Ryszard Dyrgała took off with mechanic H. Rhodes holding onto the tail of the aircraft. Realising the situation, the pilot turned back to land, but the aircraft lost speed and crashed, and both men had to be hospitalised.

At the time of the accident, the aircraft still bore the Temperate Land fighter livery on its upper surfaces, while the lower surfaces, after the installation of cameras and a fuel tank, had been repainted and the stencils had not been renewed (which was common practice at the PDU).

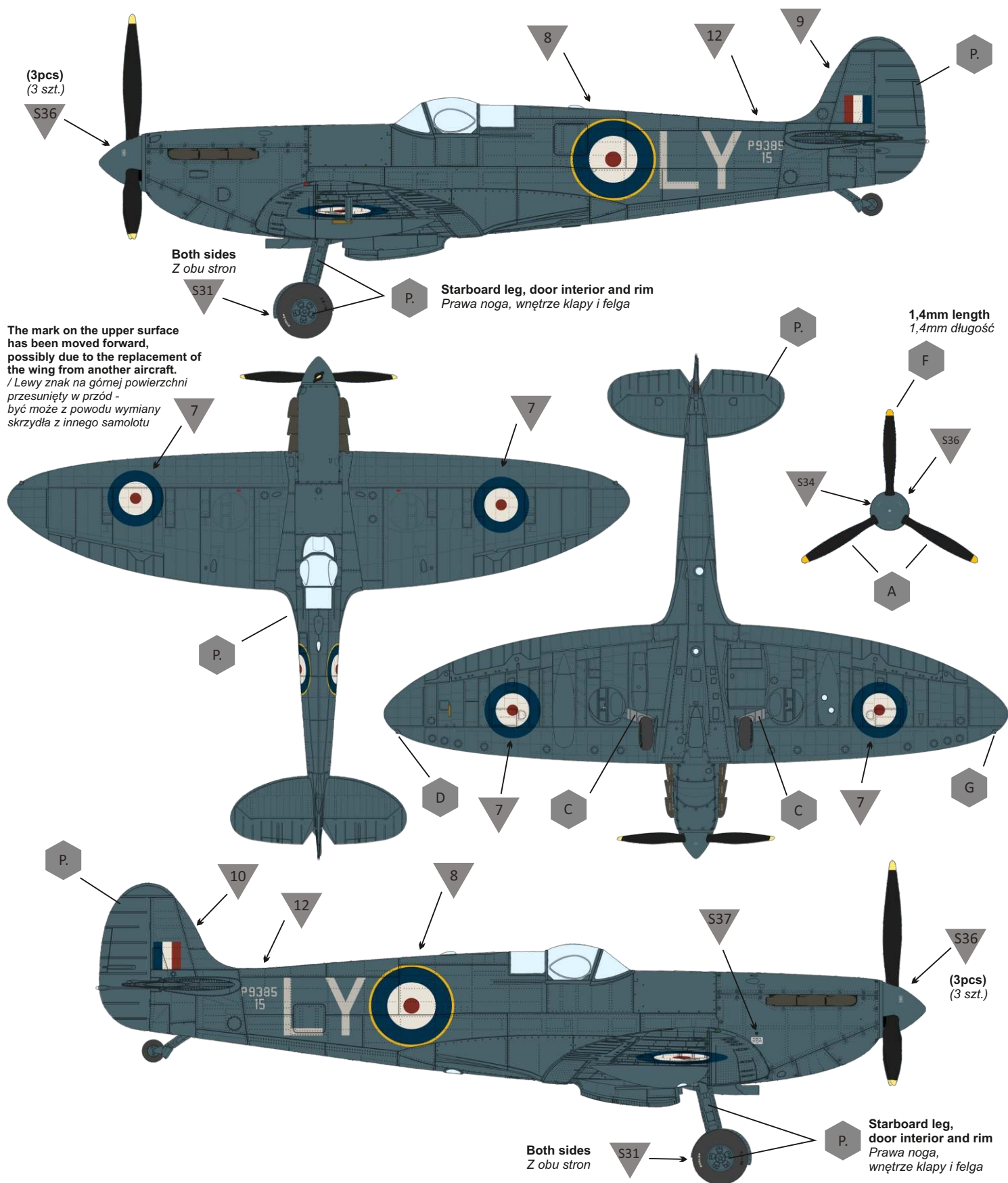
P9426 w pierwotnym malowaniu po przebudowie na wersję rozpoznawczą. Samolot został sfotografowany po wypadku w Heston, 21 listopada 1940 r. polski pilot Ryszard Dyrgała wystartował z mechanikiem H. Rhodes trzymającym się ogona samolotu. Zdając sobie sprawę z sytuacji, pilot zawrócił, aby wylądować, ale samolot utracił prędkość i rozbił się, a obaj mężczyźni musieli zostać hospitalizowani.

W czasie wypadku samolot nosił jeszcze malowanie myśliwskie Temperate Land na górnych powierzchniach, natomiast dolne po zabudowie kamer i zbiornika z paliwem zostały przemalowane a stencili nie odnowiono (co było powszechną praktyką w PDU).



The P9385/15 was an early PR.C type, equipped with a standard oil tank under the nose. The aircraft made history on 13 June 1940, when PIO George Christie of No. 212 Squadron made an extraordinary 'shoot-down' of a Fiat BR.20 bomber, forcing it to land in the Mediterranean Sea with an unarmed aircraft. This was the first victory of the future ace, who later shot down the Bf 109 currently on display at the Battle of Britain Museum in Hendon. In June 1940, this Spitfire was also flown in 212 Squadron by Canadian John Kent, who later became an important figure in the history of Polish aviation. In November 1940, the aircraft was used in operations in Cherbourg and Caen by F/O R. Dyrgała - the same pilot who was involved in the accident with aircraft painting option no. 1.

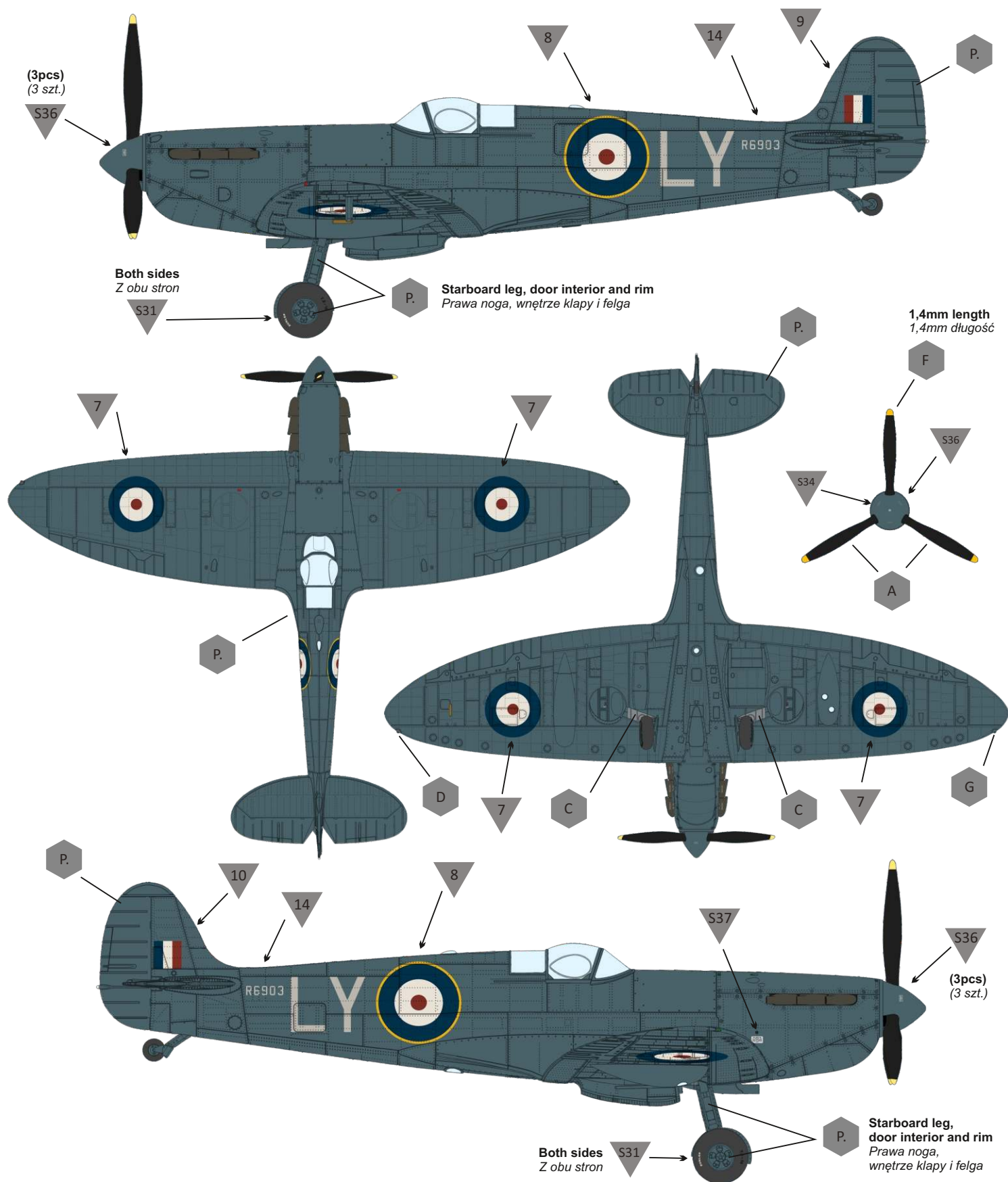
P9385/15 był wczesnym typem PR.C, wyposażonym w standardowy zbiornik oleju pod nosem. Samolot przeszedł do historii 13 czerwca 1940 r., kiedy P/O George Christie z 212. eskadry dokonał niezwykłego "zestrzelenia" bombowca Fiat BR.20, zmuszając go do wodowania na Morzu Śródziemnym nieuzbrojoną maszyną. Było to pierwsze zwycięstwo przyszłego asa, który później zestrzelił Bf 109 obecnie wystawiony w Muzeum Bitwy o Anglię w Hendon. W czerwcu 1940 r. ten Spitfire był również pilotowany w 212. eskadrze przez Kanadyjczyka Johna Kena, który później stał się ważną postacią w historii polskiego lotnictwa. W listopadzie 1940 roku samolot był używany w operacjach w Cherbourg i Caen przez F/O R. Dyrdałę - tego samego, który uczestniczył w wypadku samolotem z malowania nr1.



Spitfire PR type CR6903/LY, No. 1 PRU, Benson, December 1940.

The aircraft represents the late PR.C standard with an enlarged chin and larger oil tank. This machine was also flown by F/O Dyrgała, a pilot known from previous schemes, during operations in December 1940 and early January 1941, photographing the ports of Antwerp, Cherbourg and Rotterdam.

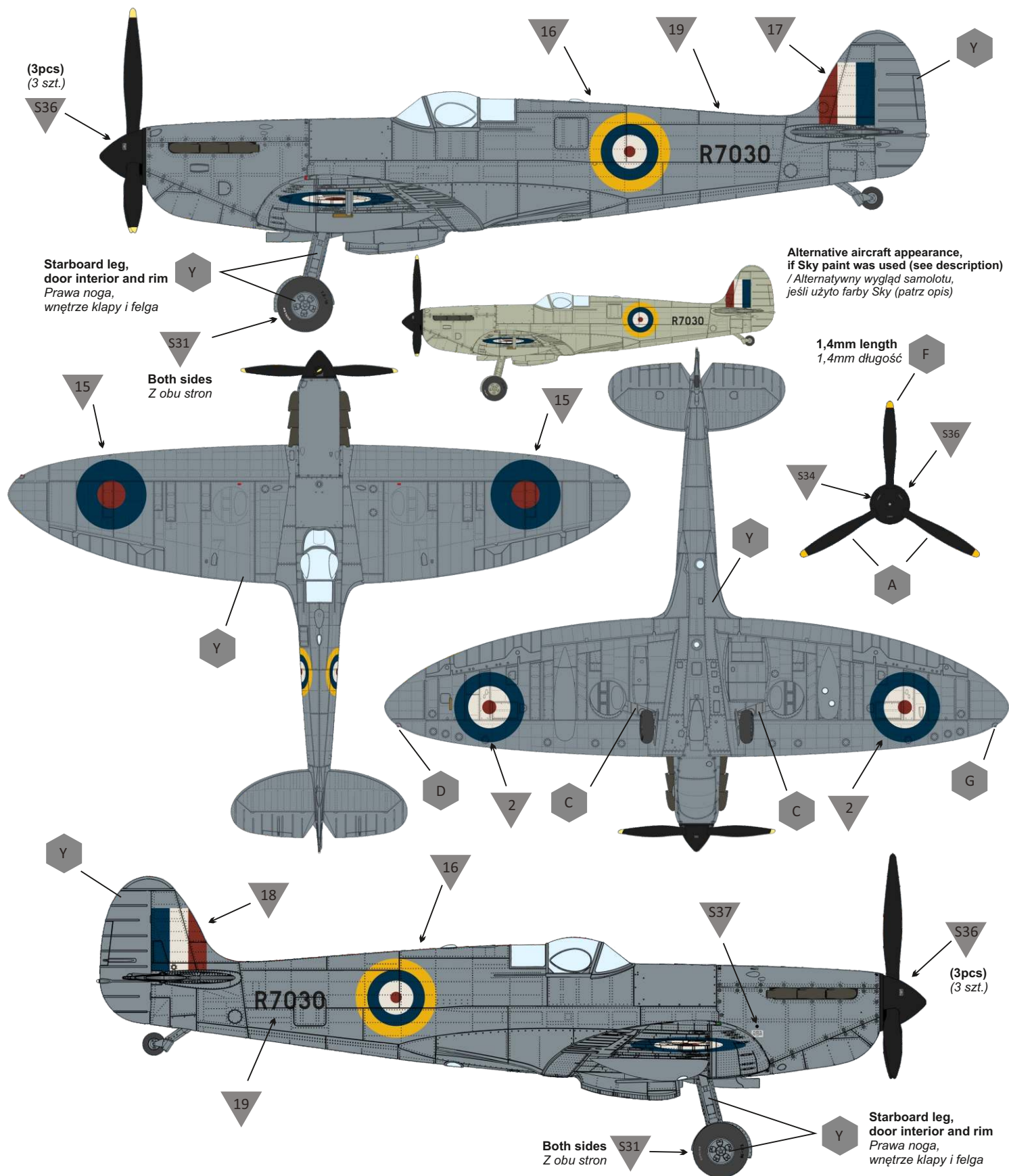
R6903/LY przedstawia późny standard PR.C z powiększoną brodą i większym zbiornikiem oleju. Ta maszyna również była pilotowana przez znanego z poprzednich schematów malowań pilota Dyrgałę podczas operacji w grudniu 1940 r. i na początku stycznia 1941 r., fotografując porty w Antwerpii, Cherbourgu i Rotterdamie.



Spitfire PR Type C, probably R7030, RAE Farnborough, October 1941

Spitfire PR Type C, whose serial number is not certain, but is most likely R7030. In the photograph taken at Farnborough, the aircraft bears the full markings of a fighter aircraft and is painted in a relatively light, uniform colour. It is impossible to guess the shade from black and white photographs, we can only assume that it was a colour being tested at the time for flights at higher altitudes. One of the possible shades is Medium Sea Grey, which worked well due to its distinct blue tint and was later adopted as the standard for high-altitude Spitfire fighters. Another likely option is Sky - we leave it up to the modeller to decide which colour to choose. The small silhouette on the board shows the appearance of the aircraft in Sky.

Spitfire PR typ C, którego numer fabryczny nie jest stuprocentowo pewny, jednak z dużym prawdopodobieństwem jest to R7030. Na zdjęciu wykonanym w Farnborough samolot nosi pełne oznakowanie samolotów myśliwskich i jest malowany stosunkowo jasnym kolorem. Z czarno-białych zdjęć nie sposób zgadnąć odcienia, jedynie możemy przypuszczać że był to kolor w tym czasie testowany do lotów na wyższych pułapach. Jednym z możliwych odcieni jest Medium Sea Grey, dobrze sprawdzający się ze względu na wyraźny niebieski odcień i przyjęty później jako standard dla wysokościowych myśliwców Spitfire. Inną opcją, która jest również prawdopodobna, jest kolor Sky - pozostawiamy do decyzji modelarza jaki kolor wybrać. Mała sylwetka na planszy pokazuje wygląd samolotu w odcieniu Sky.



ALSO AVAILABLE FROM IBG MODELS



Recommended Hataka sets for IBG Spitfire Kits



Lacquer-based

Acrylics

Brush Application

ALSO AVAILABLE FROM IBG MODELS



SOON AVAILABLE FROM IBG MODELS

