

Supermarine Spitfire PR Type G - *Playing with death*



Cat. No. 72600
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.

Unlike most reconnaissance Spitfires, which relied on high altitude and speed as their primary means of protection, the PR Type G was developed to carry out photographic reconnaissance missions at low and medium altitudes. Low-level reconnaissance flights were among the most dangerous operations undertaken by RAF aircrews. This required a completely different approach to both aircraft configuration and operational tactics. To obtain photographs with sufficient detail, pilots were required to fly directly over their targets, often within range of light anti-aircraft artillery, machine-gun fire, and enemy fighters. Unlike the high-altitude PR variants, which frequently operated beyond the reach of most defensive measures, PR Type G crews faced constant exposure to hostile fire and had to rely on their flying skills, speed, and low-altitude maneuvering to survive. The Type G retained its fighter armament, providing pilots with the means to defend themselves if attacked. Engaging enemy aircraft was discouraged unless absolutely necessary, as preserving the reconnaissance mission and returning with the photographic evidence always took priority. Despite these dangers, the Type G played an important role in the development of Allied photographic reconnaissance. Early missions flown by armed reconnaissance Spitfires contributed to obtaining the first detailed photographs of German radar installations, providing invaluable intelligence on the Luftwaffe's growing early-warning network. Equally important were reconnaissance flights over occupied Norway, during which German warships concealed within the fjords were located and photographed. These images enabled Allied intelligence to monitor the movements of major Kriegsmarine units and provided vital information for British naval planners. Although later specialized reconnaissance variants offered greater altitude performance and longer range, the PR Type G remains a testament to the courage of the pilots who carried out some of the war's most hazardous missions—flying low over enemy territory, where success depended on a combination of precision, speed, and exceptional airmanship.



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.

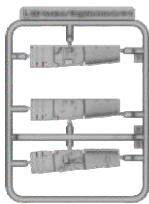
IBG Models
ul. Benedykta Hertza 2
04-603 Warszawa
Poland

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

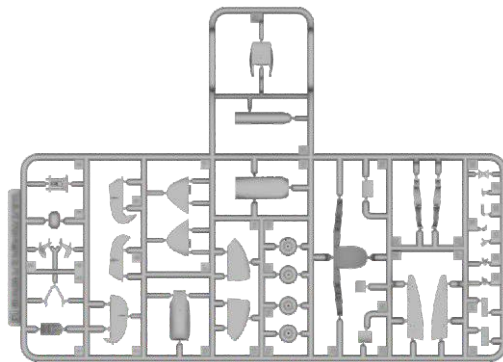
Elements of the kit

Elementy modelu

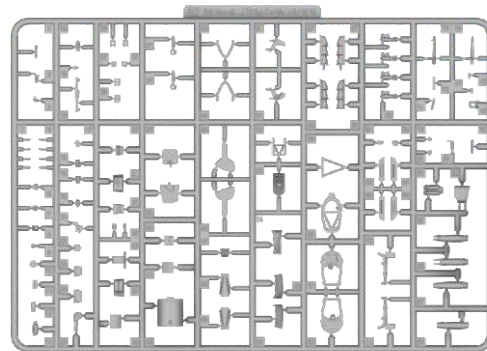
Frame L / Ramka L



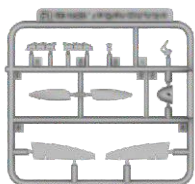
Frame B1 / Ramka B1



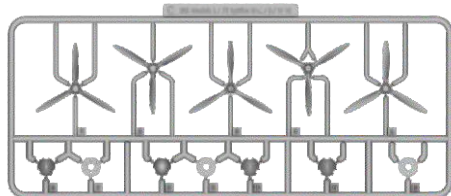
Frame B2 / Ramka B2



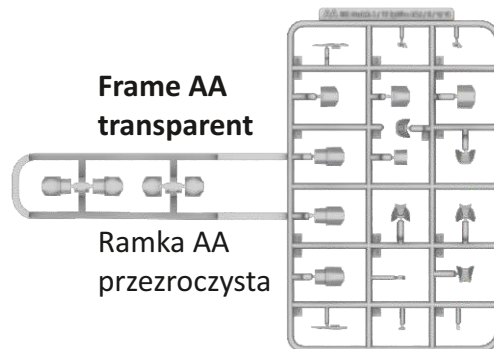
Frame F1 / Ramka F1



Frame C / Ramka C

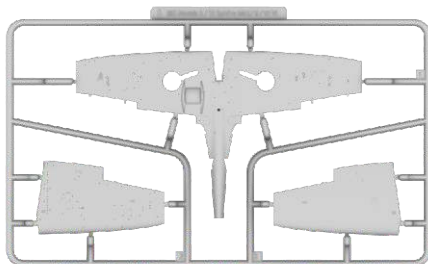


Frame AA
transparent

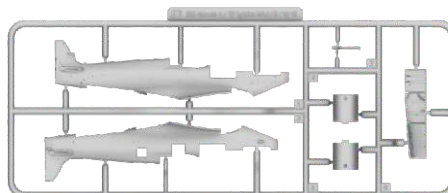


Ramka AA
przezroczysta

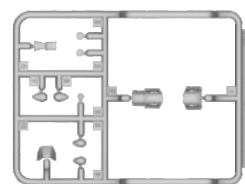
Frame I / Ramka I



Frame F2 / Ramka F2



Frame AB transparent
Ramka AB przezroczysta



Decals / Kalkomanie

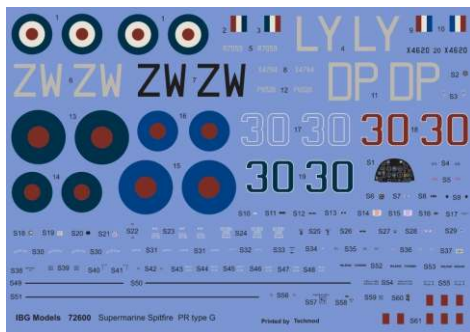


Photo-etched parts
Elementy fototrawione



3D parts / Części 3D

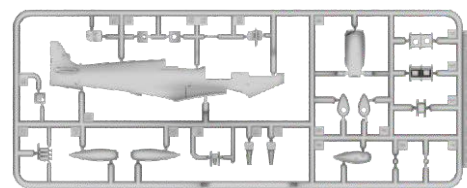


3D-1

3D-2

3D-3

Frame H1 / Ramka H1



Color table

Tabela kolorów

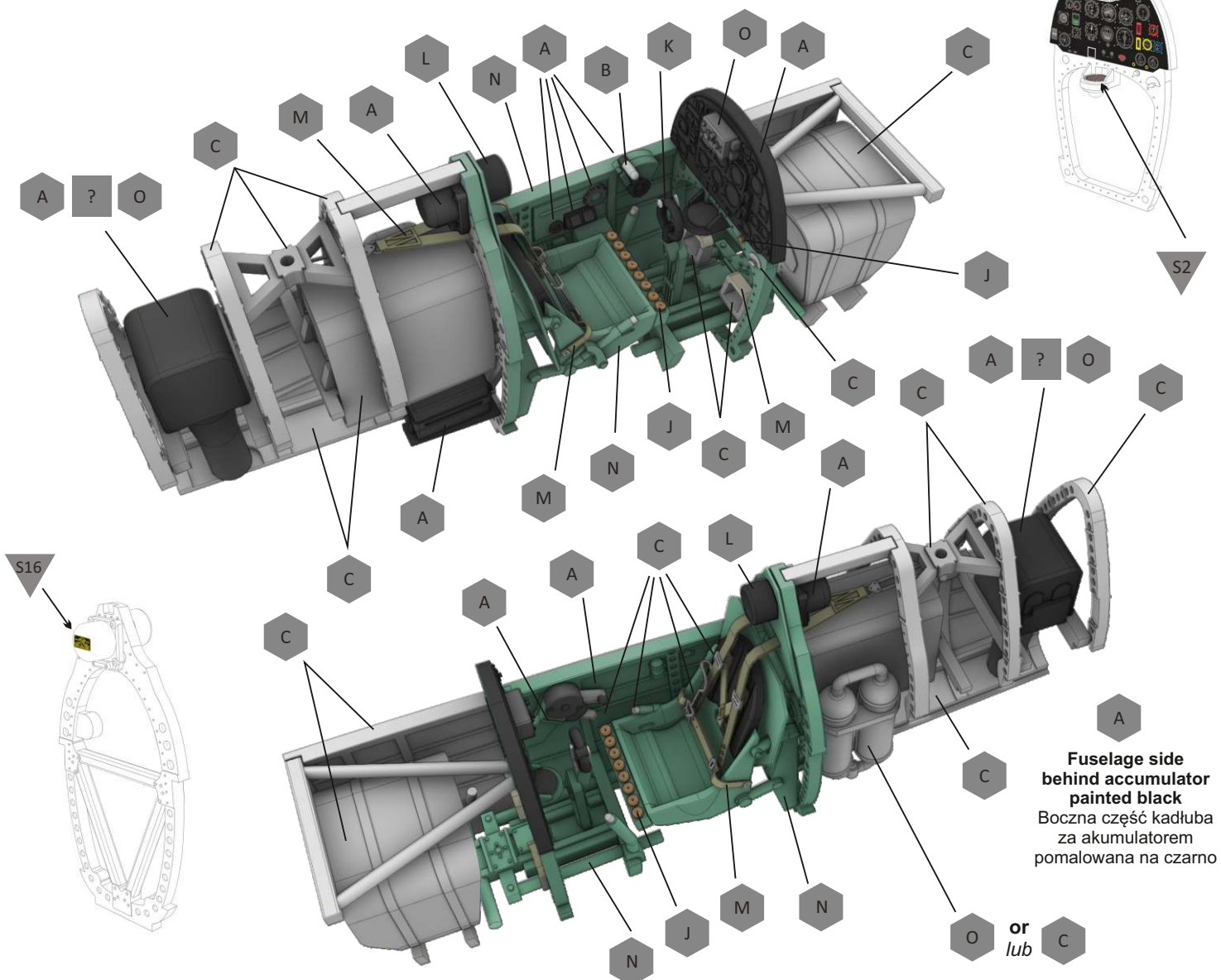
		Hataka	Vallejo	MrHobby	AKInteractive
Night	A	HTK_100	71.057	H012	AK11895
White	B	HTK_101	71.001	H021	AK11002
Aluminium	C	HTK_078	71.062	SM208	AK481
Red	D	HTK_103	71.003	H023	AK11213
Blue	E	HTK_102	70.736	H093	AK11178
Yellow	F	HTK_010	70.915	H004	AK11045
Green	G	HTK_327	70.936	H094	AK11216
Rust	H	HTK_132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

		Hataka	Vallejo	MrHobby	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 Pink	S	HTK_024	71.408	-	AK11059
Extra Dark Sea Grey	AG	HTK_140	71.110	C333	AK11850
Extra Dark Sea Green	AO	HTK_056	-	-	-
PRU Mauve	AP	5pt HTK_024	-	-	-
		2pt HTK_042	-	-	-
		1pt HTK_103	-	-	-

Interior painting Malowanie wnętrza

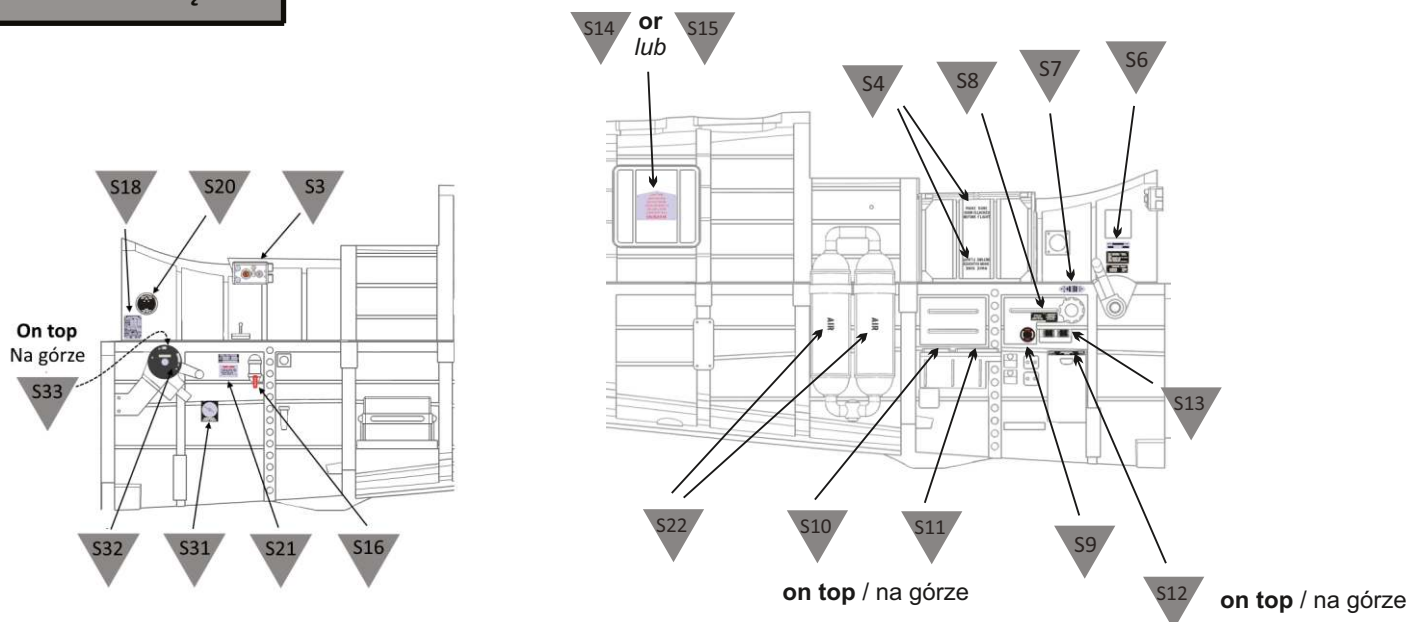
Interior painting, unless otherwise noted:
Interior green - cockpit from instrument panel to the frame behind the seat
Natural metal - all other areas

Malowanie wnętrza, o ile nie zaznaczono inaczej:
Interior Green - kokpit między tablicą przyrządów a wręgą za fotelem
Naturalny metal - wszystkie pozostałe powierzchnie



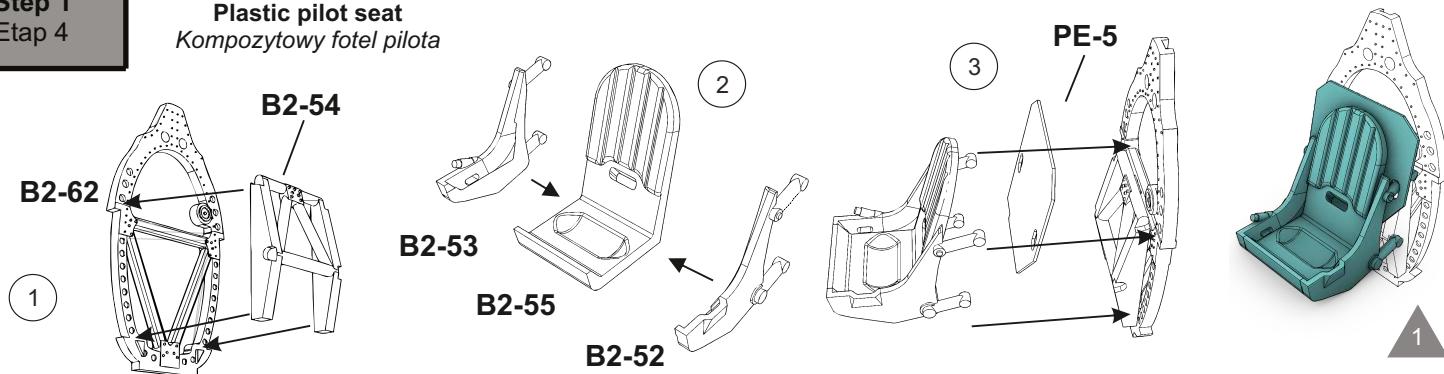
Interior decals Kalkomanie wnętrza

alternative version
wersja alternatywna

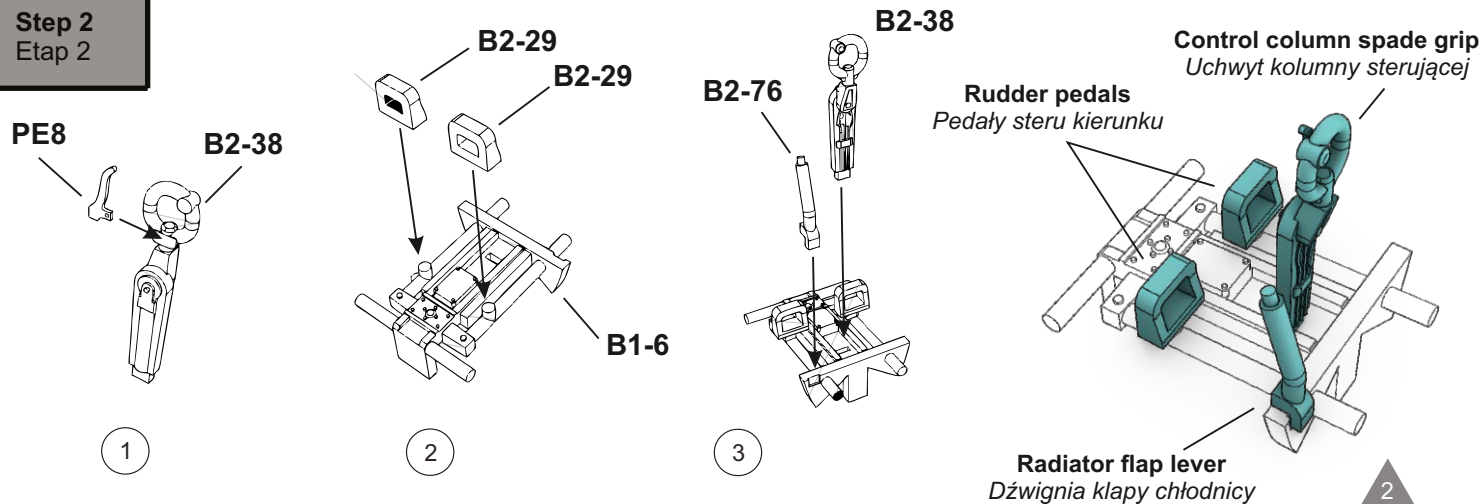


Step 1
Etap 4

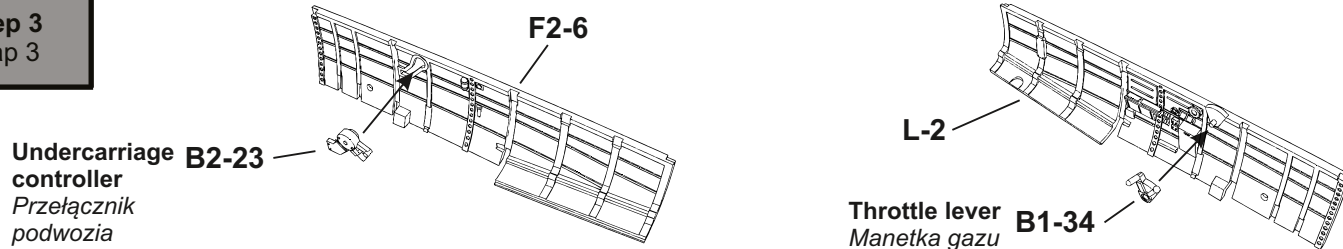
Plastic pilot seat
Kompozytowy fotel pilota



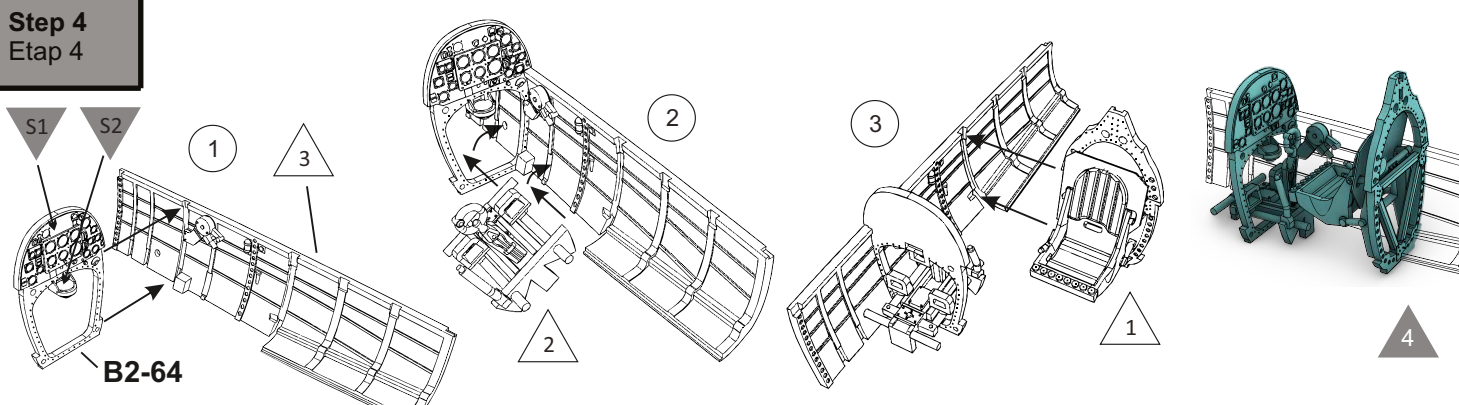
Step 2
Etap 2



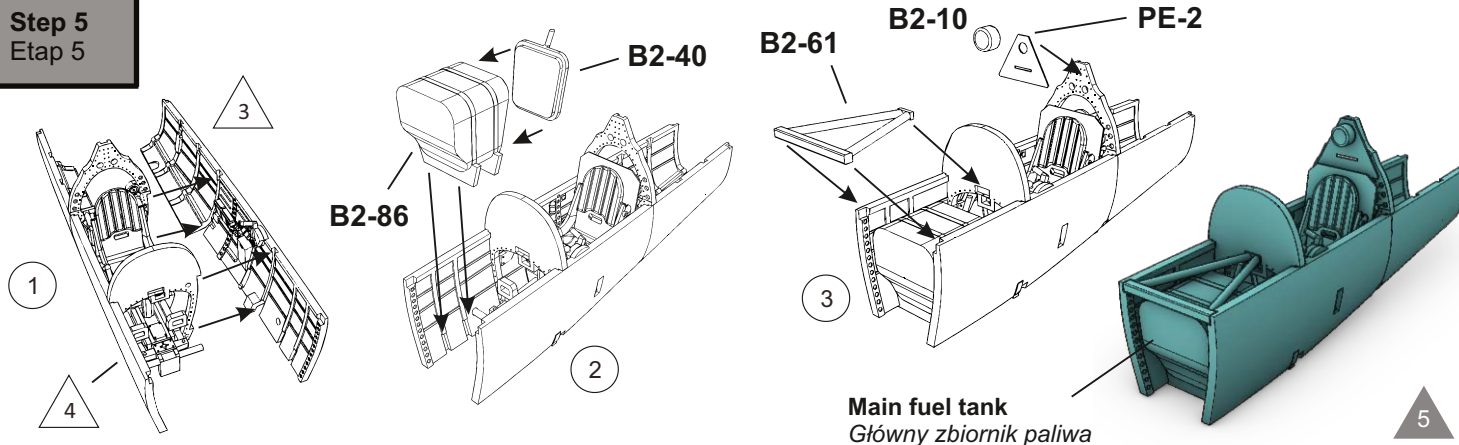
Step 3
Etap 3



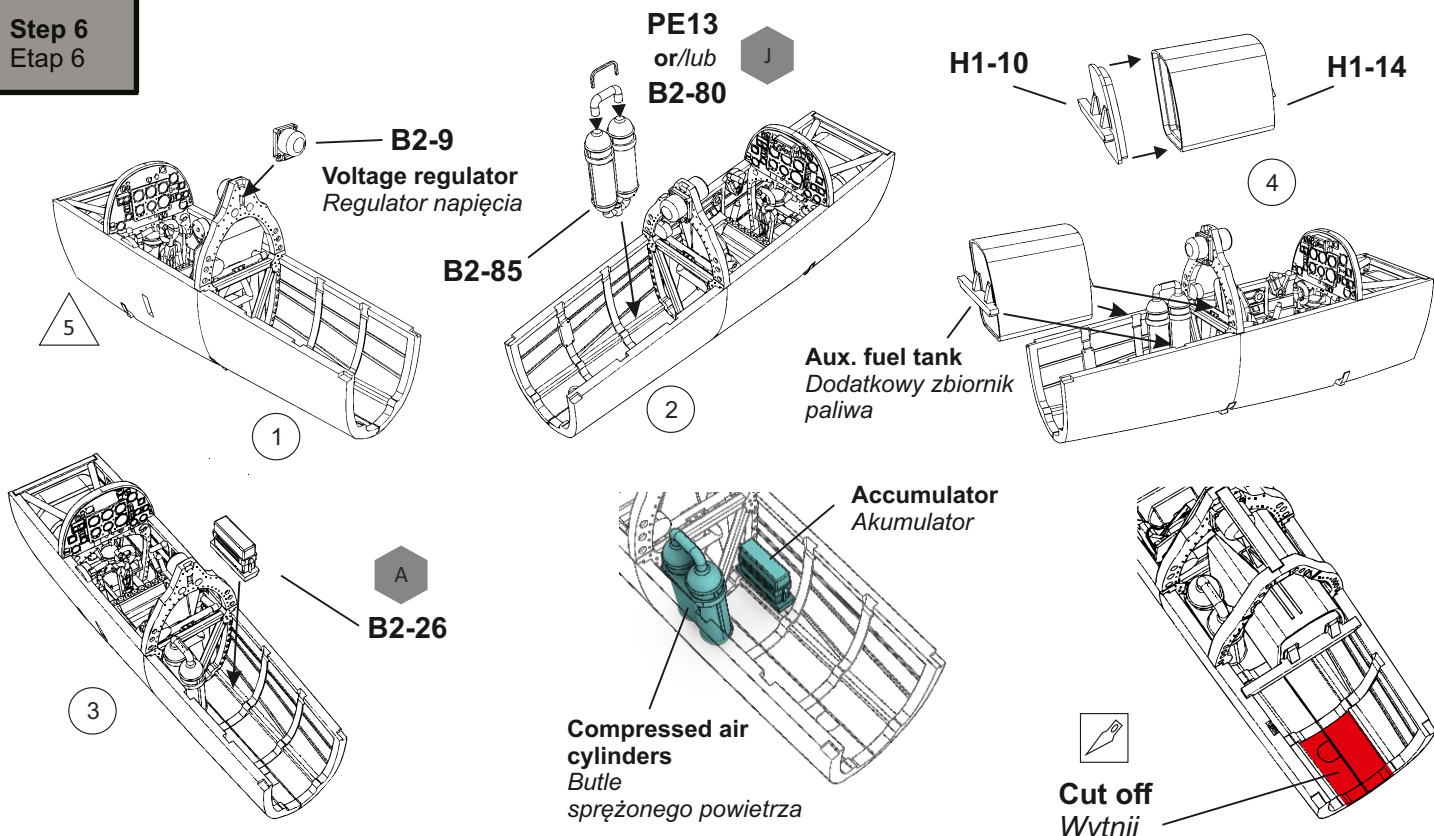
Step 4
Etap 4



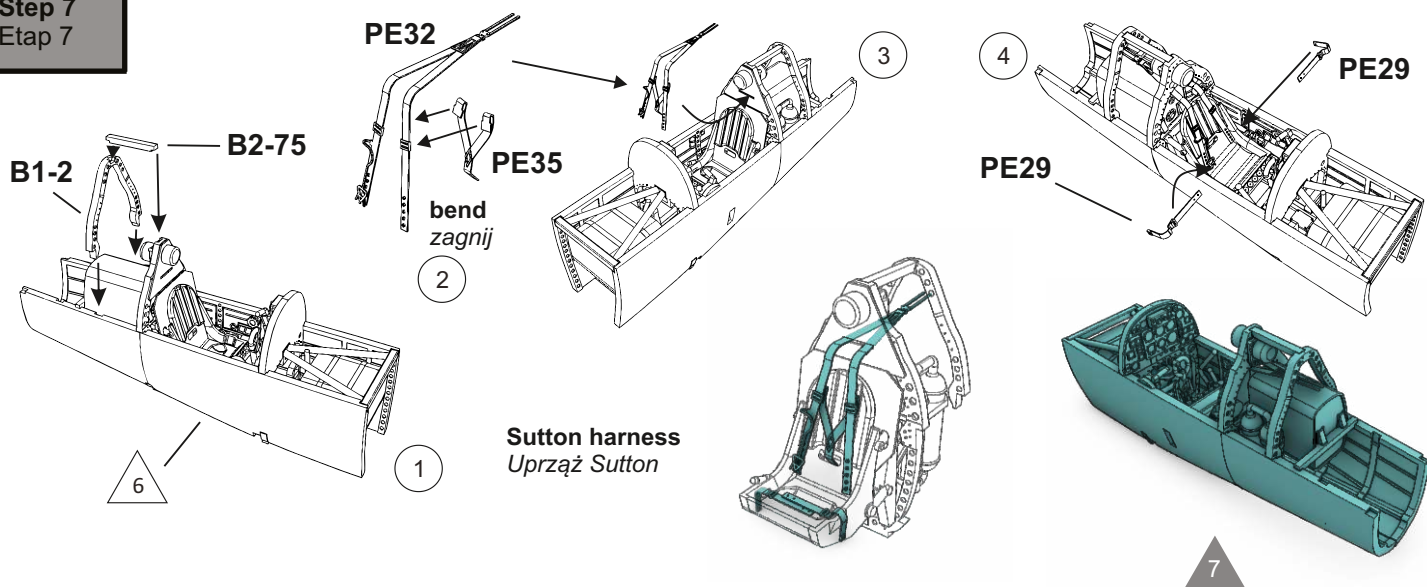
Step 5
Etap 5



Step 6
Etap 6

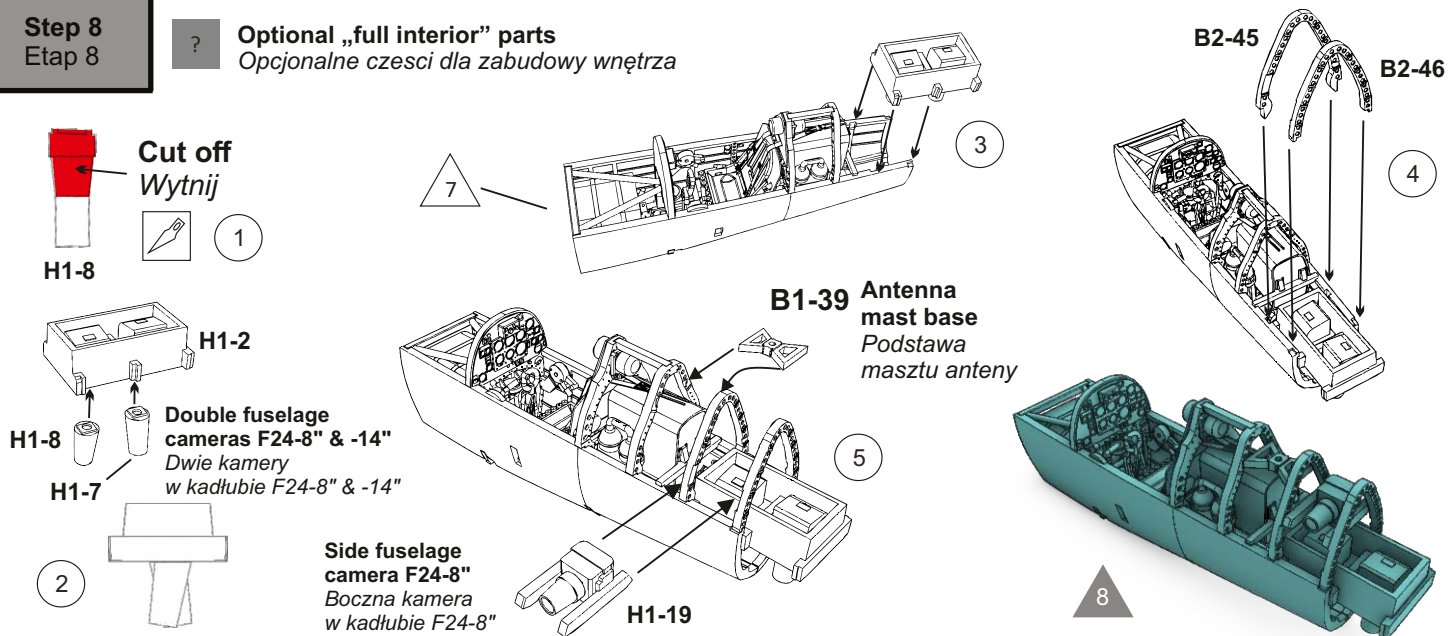


Step 7
Etap 7



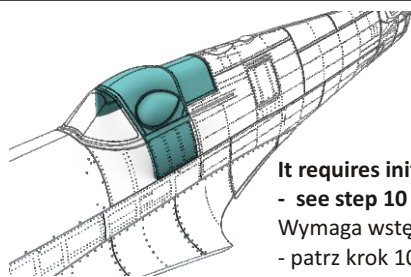
Step 8
Etap 8

Optional „full interior” parts
Opcjonalne części dla zabudowy wnętrza



Preliminary Step - canopy - choose your path

Krok wstępny - osłona kabiny - wybierz swoją ścieżkę



Closed
Zamknięta

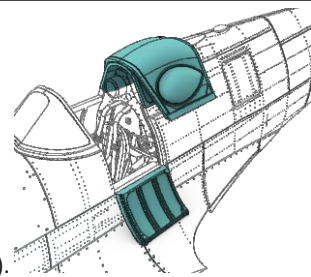


Open
Otwarta

It requires initial preparation
- see step 10 and 11.

Wymaga wstępnego przygotowania
- patrz krok 10 oraz 11.

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

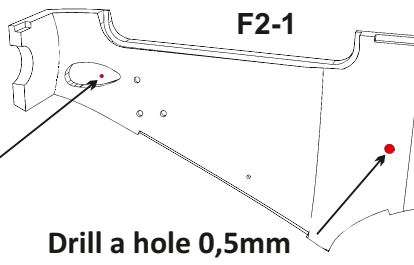


Step 9 Etap 9

All steps
Wszystkie kroki

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

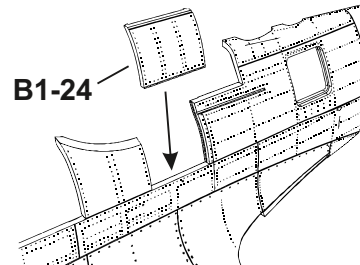
Drill a hole 0,5mm
Wywierć otwór 0,5mm



Step 10 Etap 10

Canopy closed
Kabina zamknięta

F2-2



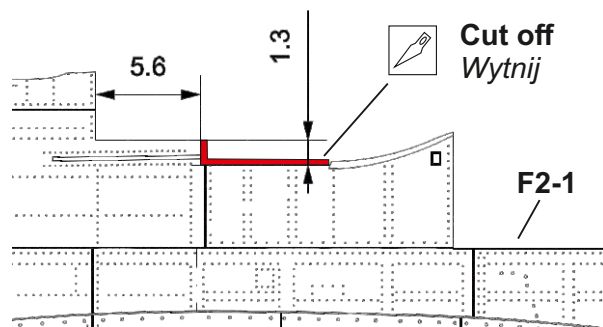
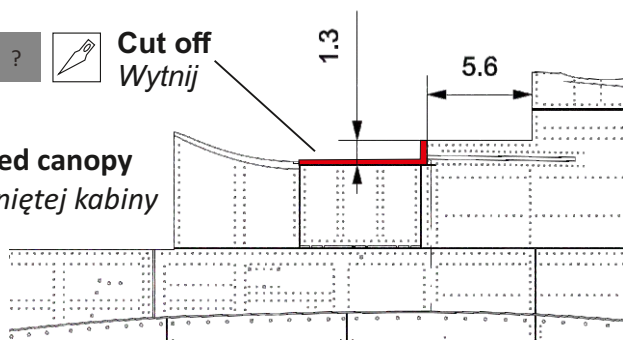
Step 11 Etap 11



Cut off
Wytnij

Only for closed canopy
Tylko dla zamkniętej kabiny

F2-2



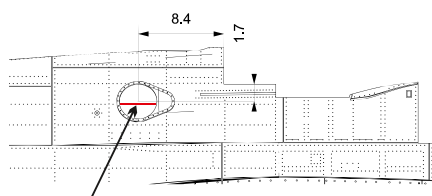
Cut off
Wytnij

Step 12 Etap 12

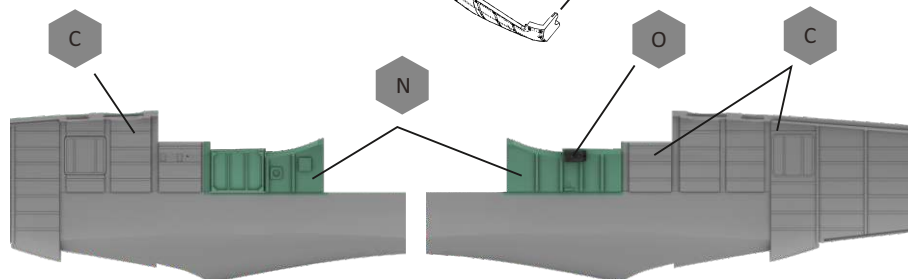
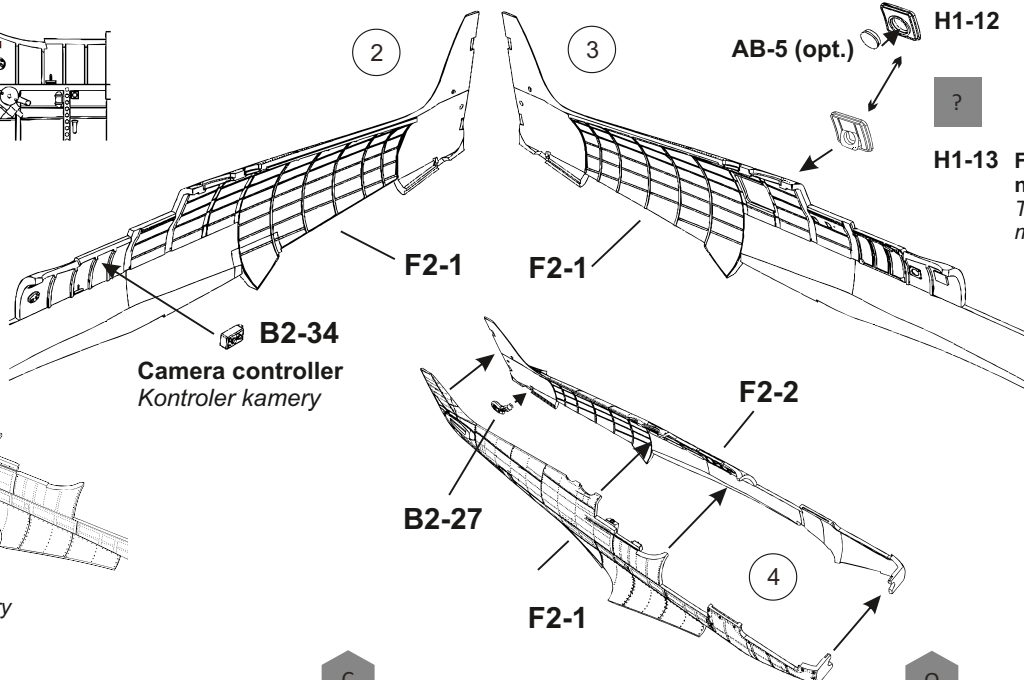
Remove detail
Usuń detal



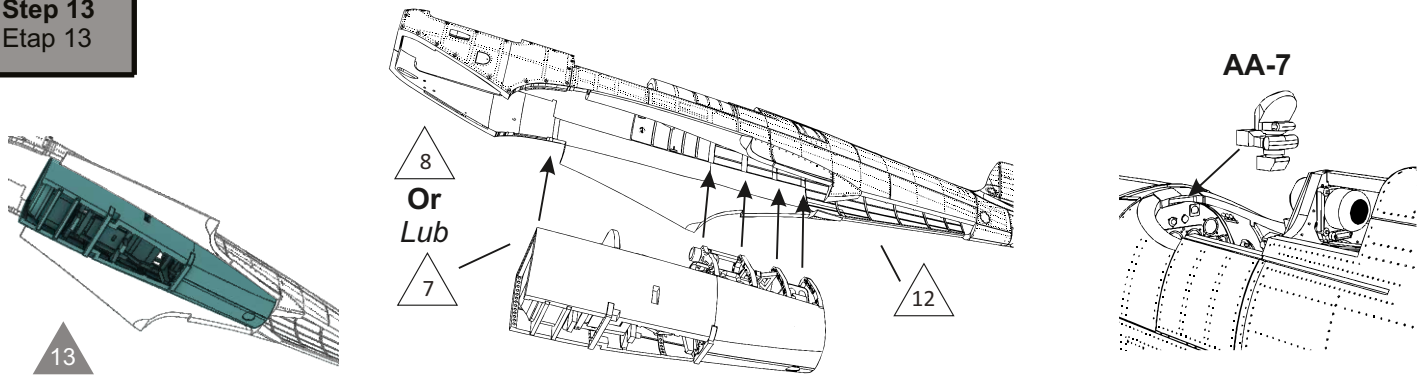
Starboard camera window frame
for markings no. 1,3 only
Rama prawego okna kamery
tylko dla malowań nr 1,3



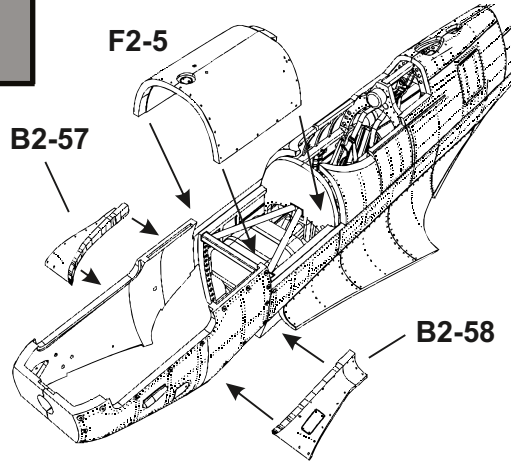
Fill in rivetting
Zaspachluj nitowanie



Step 13
Etap 13



Step 14
Etap 14

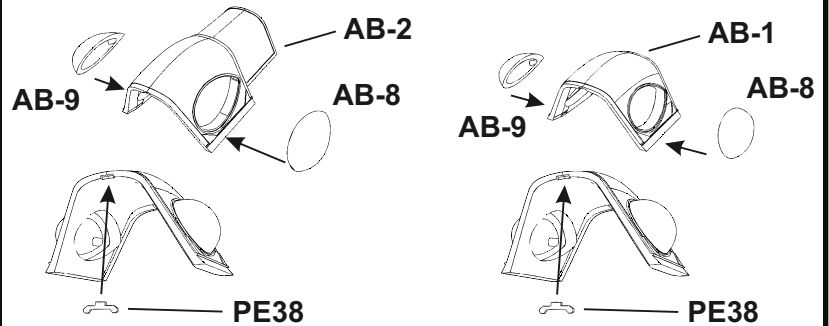


Step 15
Etap 15

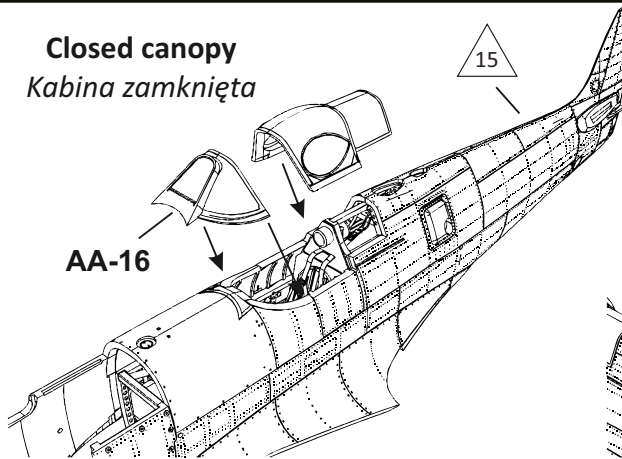
Closed canopy
Kabina zamknięta



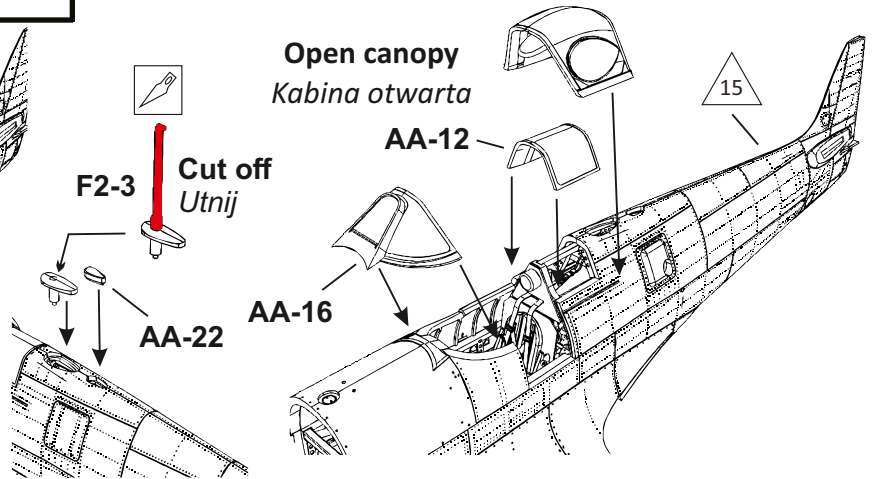
Open canopy
Kabina otwarta



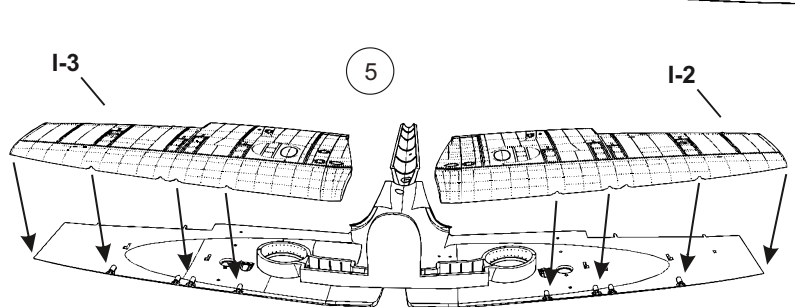
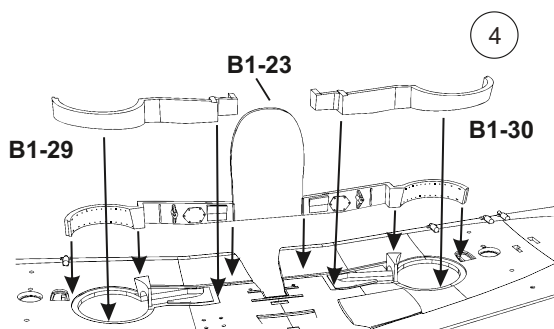
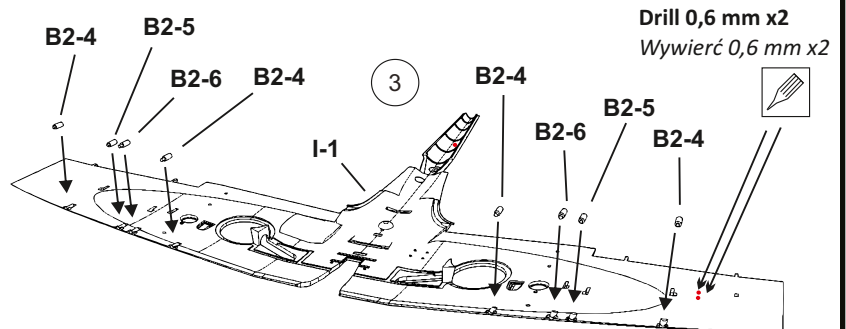
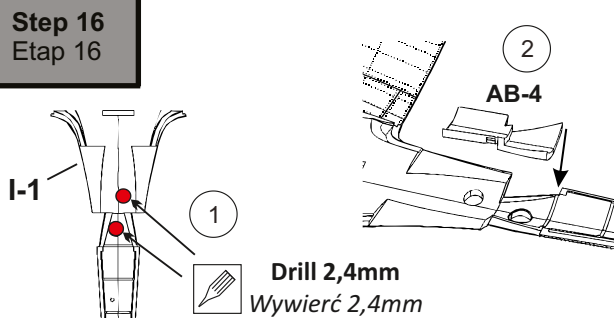
Closed canopy
Kabina zamknięta



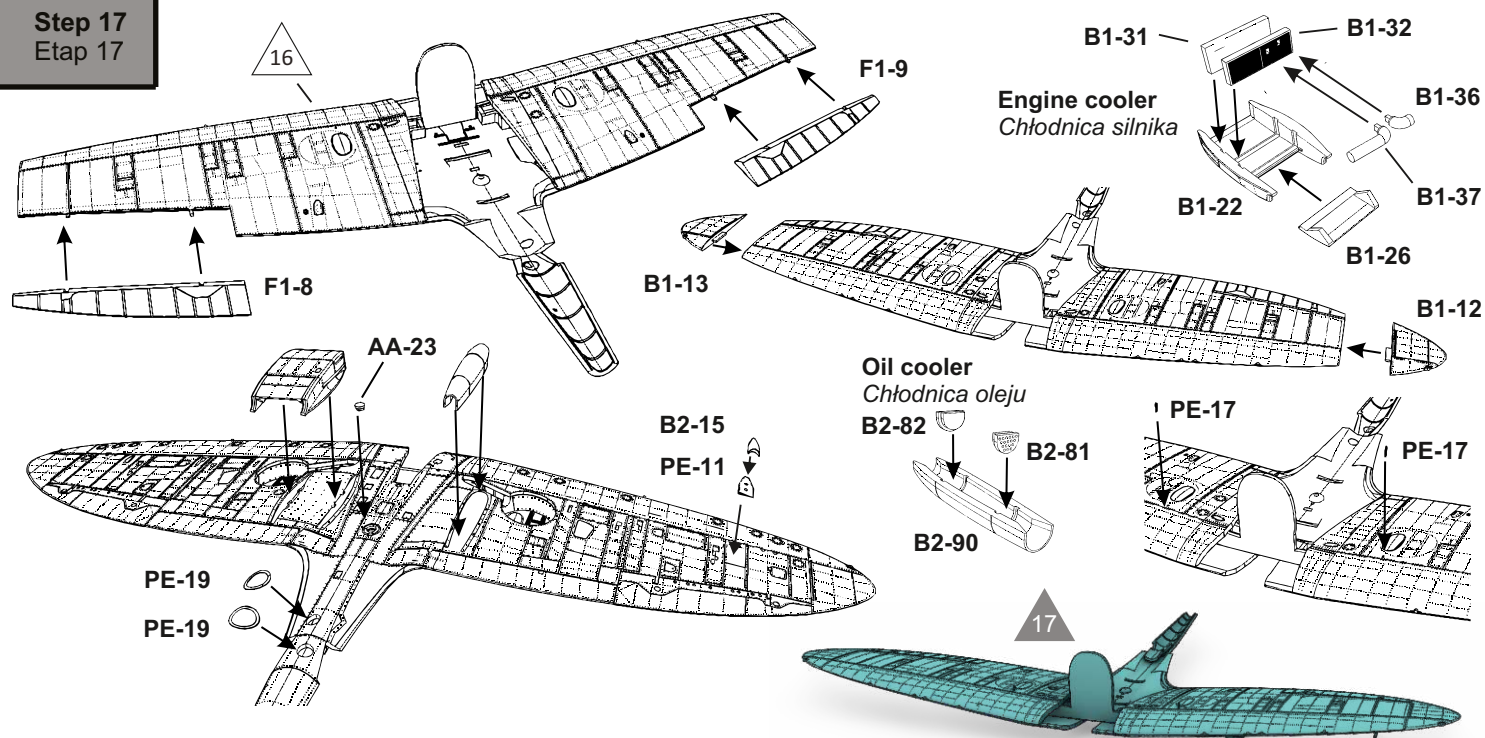
Open canopy
Kabina otwarta



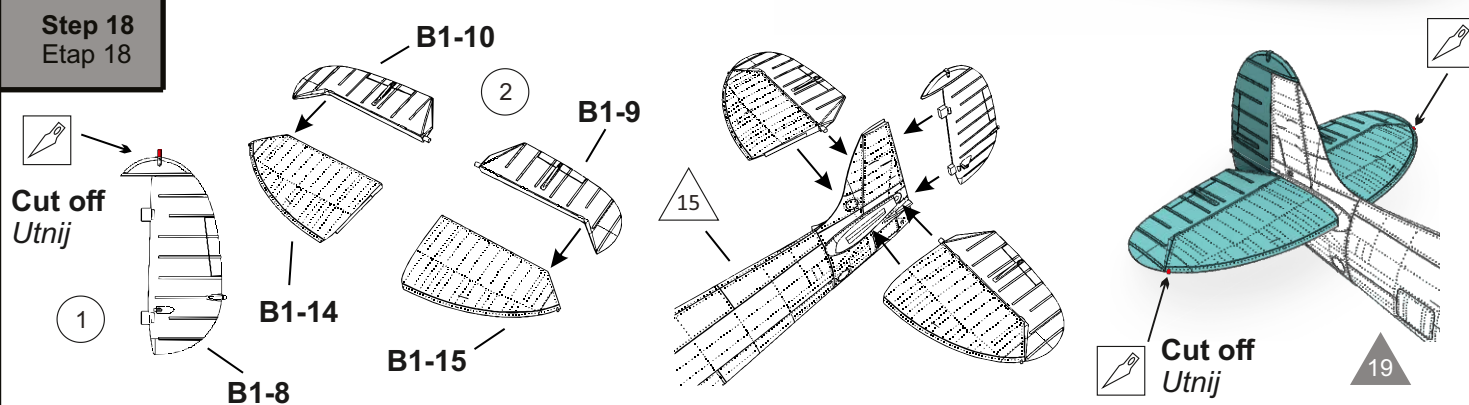
Step 16
Etap 16



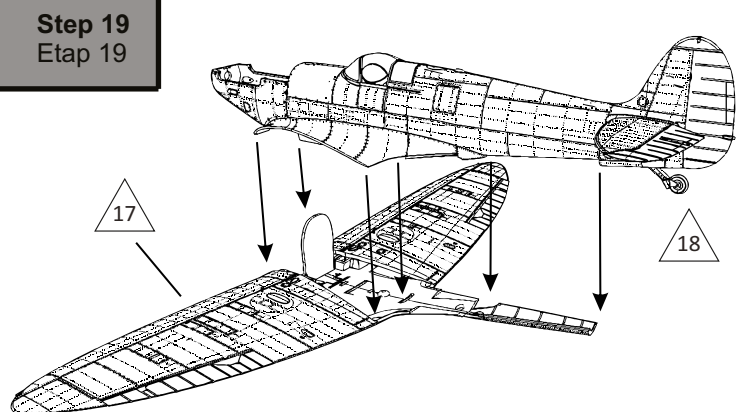
Step 17
Etap 17



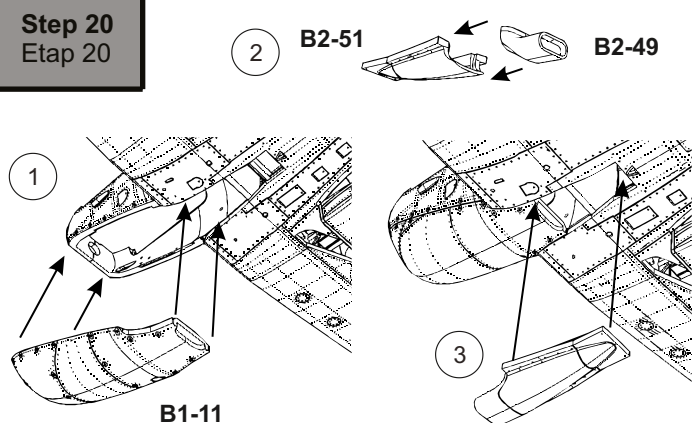
Step 18
Etap 18



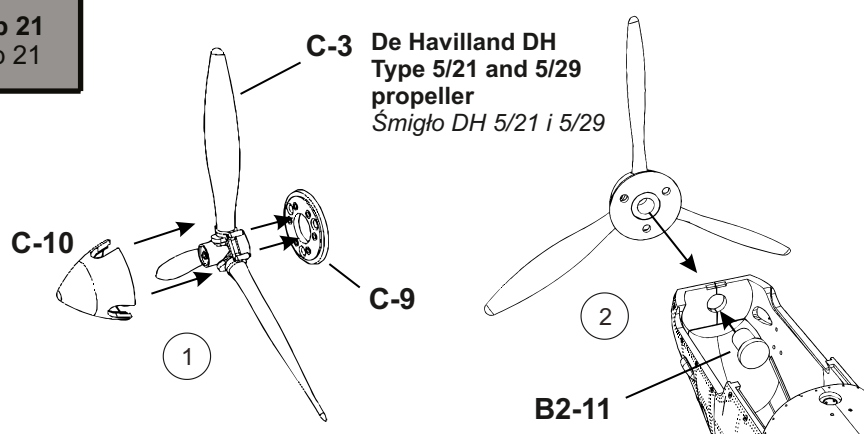
Step 19
Etap 19



Step 20
Etap 20

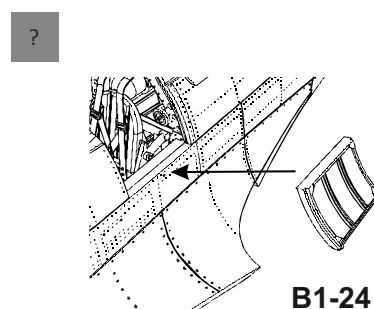


Step 21
Etap 21

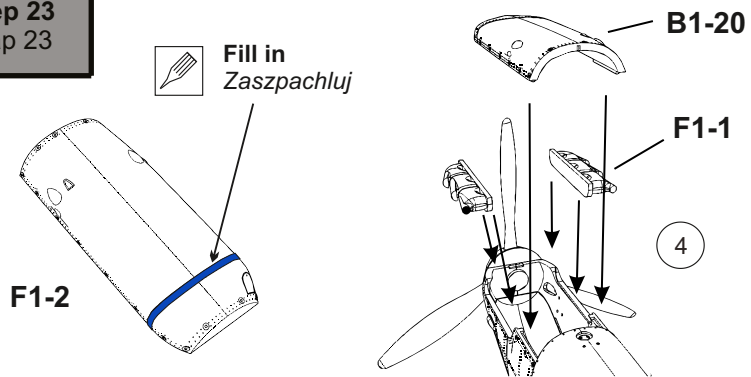


Step 22
Etap 22

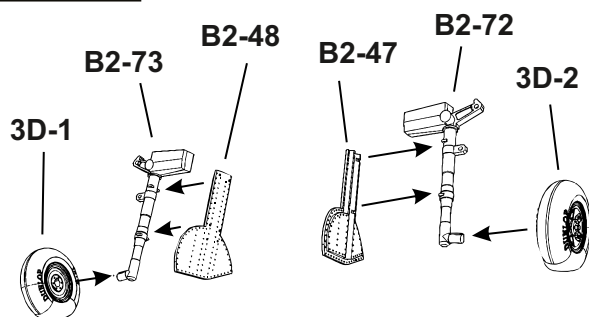
For open canopy
Dla otwartej kabiny



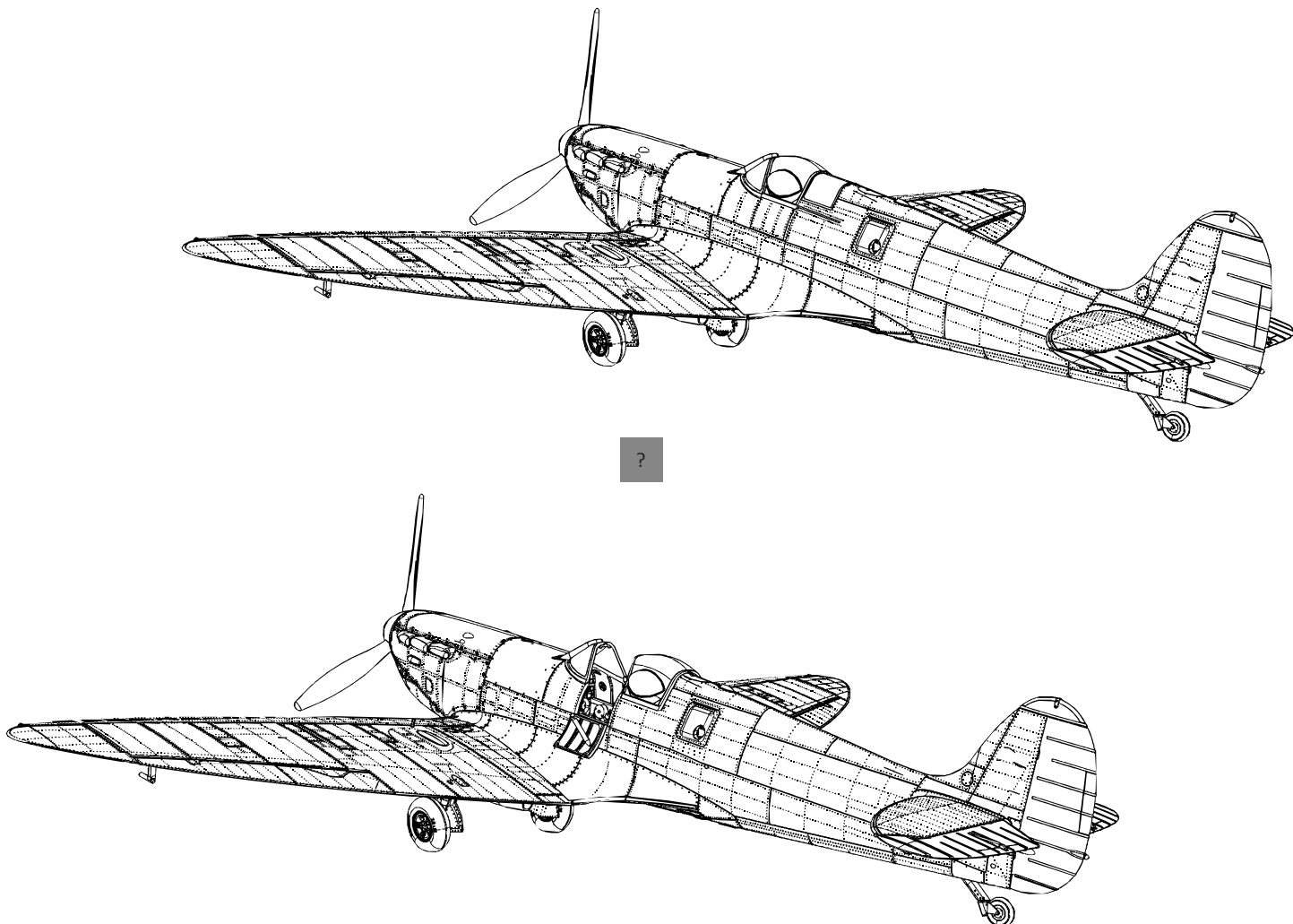
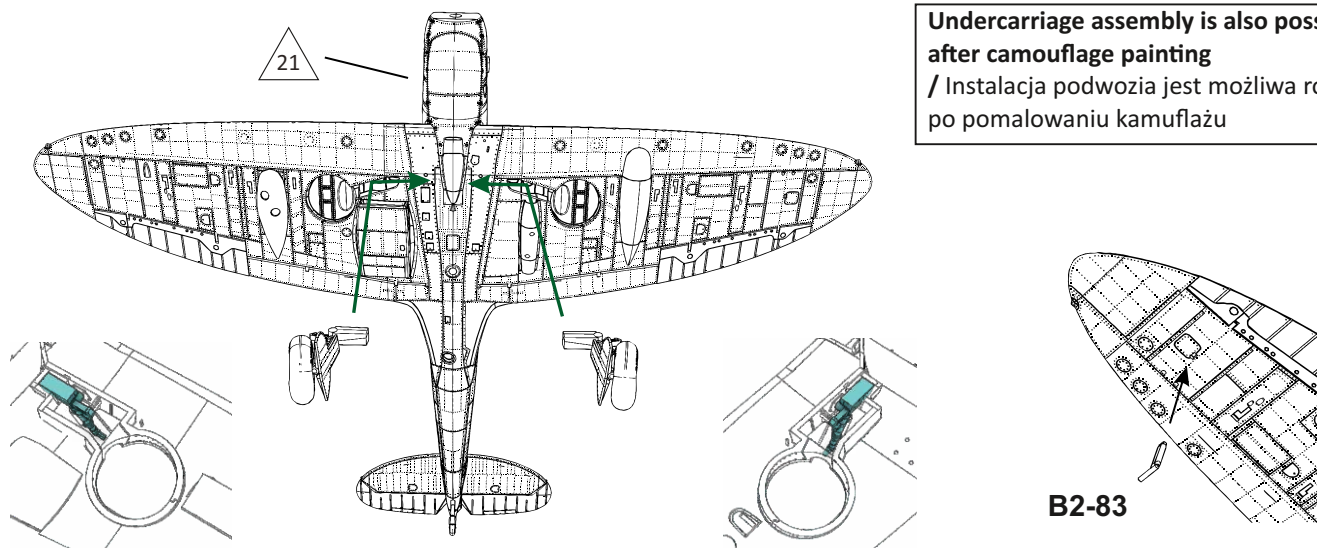
Step 23
Etap 23



Step 24
Etap 24



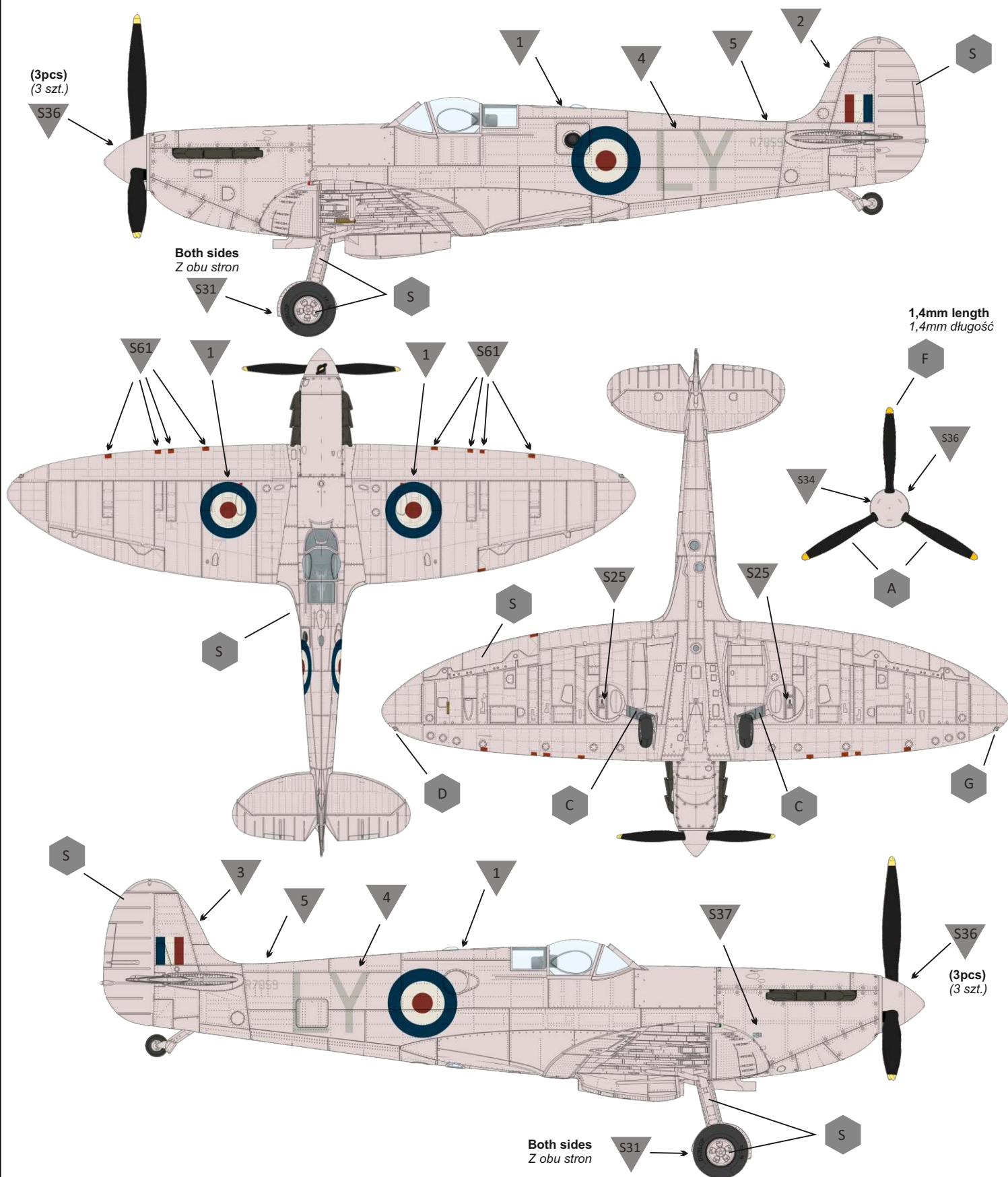
**Undercarriage assembly is also possible
after camouflage painting**
/ Instalacja podwozia jest możliwa również
po pomalowaniu kamuflażu



Spitfire PR Type C, R7059 /LY of No. 1 PRU, St Eval in Cornwall, Fit Lt Taylor, 4 May 1941

R7059 in its original Dicer Operations paint scheme, used for low-altitude reconnaissance missions over seaports in France. One of the unit's main tasks at that time was to monitor Brest, which the Kriegsmarine used as its main base for surface vessels. At that time, another Spitfire Type G was photographed for the first time by the heavy cruiser Admiral Hipper. The markings are typical of that period; note the placement of the markings on the wings, which, although unusual for the RAF, was common on the pink Spitfire PDUs. The PRU Pink camouflage scheme was tested in combat conditions on aircraft R7059 when, on May 4, Lieutenant Taylor encountered Bf 109s north of the Cotentin Peninsula. After conducting reconnaissance over Cherbourg from an altitude of 3,500 feet, Taylor emerged from the upper edge of the cloud layer just as two Bf 109s passed him at a distance of less than 150 feet. The enemy aircraft did not spot the Spitfire, and Taylor took cover again in the cloud layer and returned to base - the Germans' lack of reaction was attributed to the aircraft's perfectly matched color scheme.

R7059 w pierwotnym malowaniu dla operacji Dicer, wykorzystywany do misji rozpoznania na niskich wysokościach portów morskich we Francji. Jednym z głównych zadań jednostki w tym czasie była obserwacja Brestu, używanego przez Kriegsmarine jako główna baza jednostek nawodnych. W tym czasie inny egzemplarz Spitfire Typ G po raz pierwszy sfotografował ciężki krążownik Admiral Hipper. Znaki rozpoznawcze typowe dla tego okresu, warto zauważyć rozmieszczenie znaków na skrzydłach które choć nietypowe dla RAF, było często spotykane na różowych Spitfire PDU. Schemat kamuflażu w kolorze PRU Pink został wypróbowany w warunkach bojowych na samolocie R7059 kiedy 4 maja porucznik Taylor natknął się na samoloty Bf 109 na północ od półwyspu Cotentin. Po rozpoznaniu nad Cherbourg'em z wysokości 3500 stóp Taylor wyłonił się z górnej krawędzi warstwy chmur, gdy minęły go dwa samoloty Bf 109, znajdujące się w odległości mniejszej niż 150 stóp. Samoloty wroga nie zauważyły Spitfire'a, a Taylor schronił się ponownie w warstwie chmur i powrócił do bazy - brak reakcji Niemców uznano za przykład perfekcyjnie dobranego koloru maszyny.



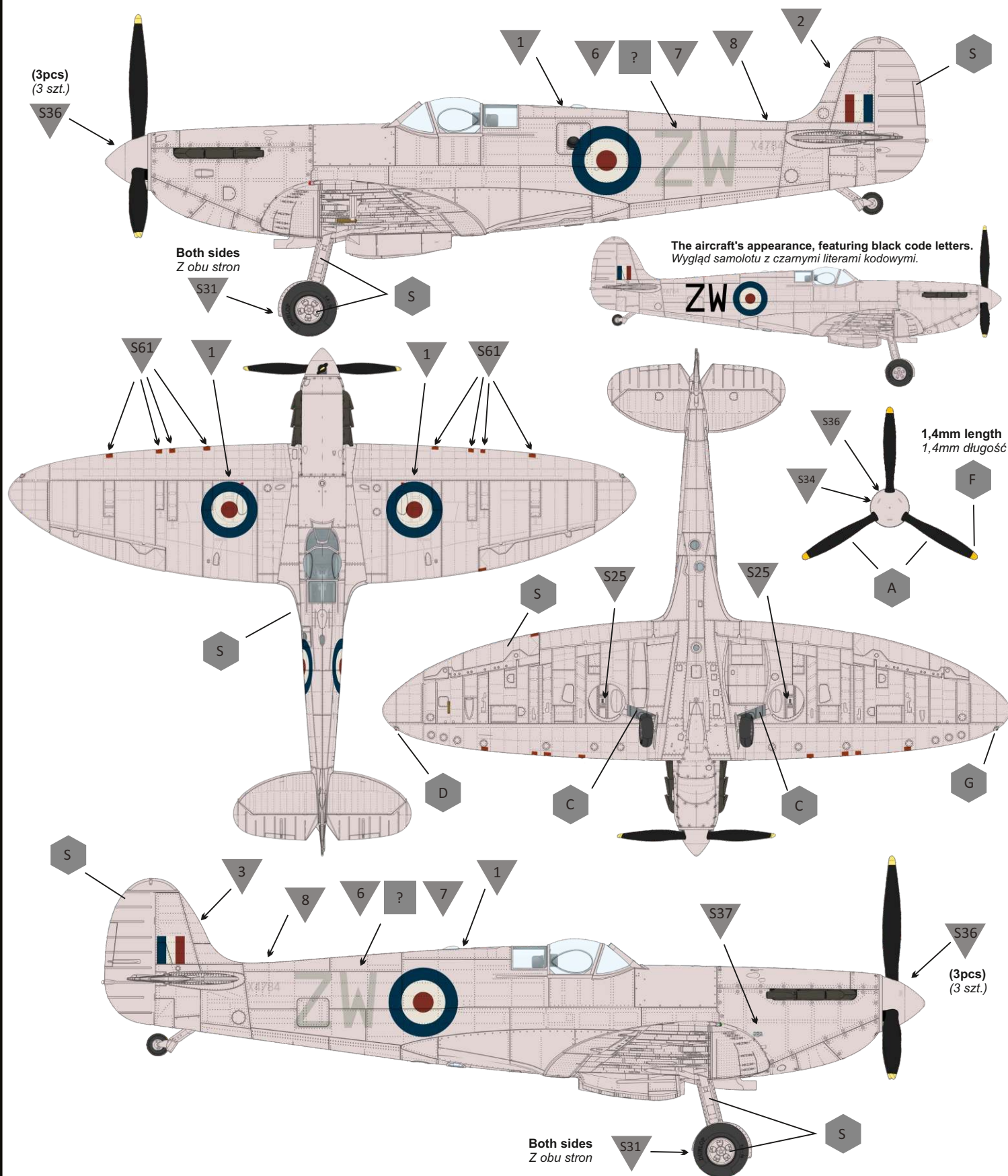
Spitfire PR Type G, X4784 /ZW of No. 140 Sq, Benson, April 1942

In September 1941, No. 1416 Squadron arrived at Benson; it had been formed to meet the British Army's needs in the event of a German invasion. The unit, soon renamed the 140th Squadron, was equipped with Spitfire I PR G-type aircraft. As the threat of invasion receded, it began operations over the continent, relieving No. 1 PRU of the task of mapping enemy coastal defenses for the British Army.

X4784 /ZW was another aircraft painted entirely pink for low-altitude missions. In the photos, the letters ZW on the aircraft appear to be a darker shade, which may suggest the use of black instead of the standard MSG. We have included both variants on the decal sheet so that modelers can choose the one that suits them best.

We wrześniu 1941 r. do Benson przybyła 1416. Eskadra, utworzona w celu zaspokojenia potrzeb armii brytyjskiej na wypadek niemieckiej inwazji. Jednostka, wkrótce przemianowana na 140. Eskadrę, została wyposażona w samoloty Spitfire I PR typu G. Wraz z ustępowaniem zagrożenia inwazją rozpoczęła ona działania nad kontynentem, zwalniając No. 1 PRU z zadań sporządzania map obrony wybrzeża wroga dla armii brytyjskiej.

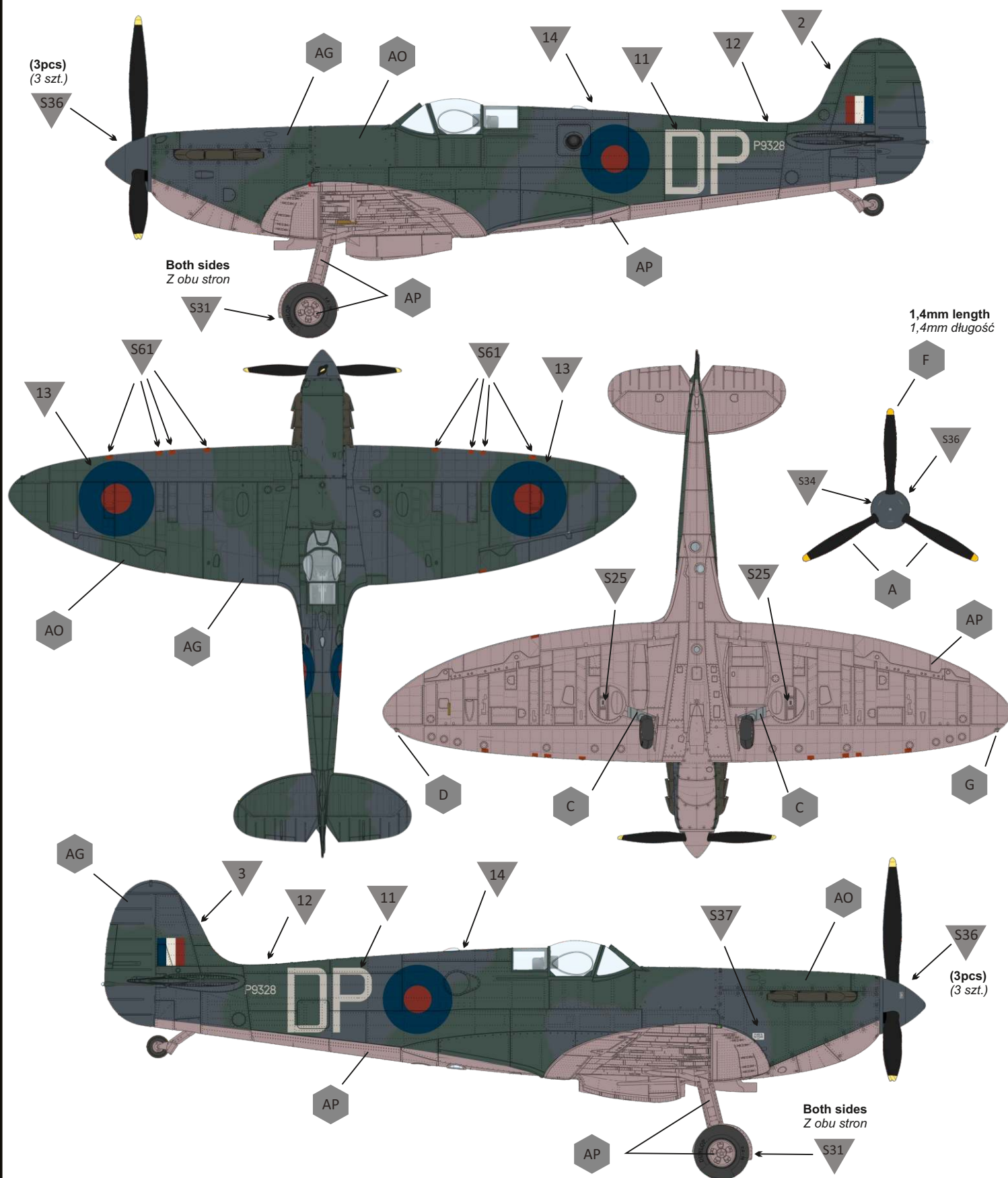
X4784 /ZW był kolejnym egzemplarzem malowanym w całości na kolor różowy do misji na niskich pułapach. Samolot na zdjęciach wydaje się mieć litery ZW w ciemniejszym odcieniu, co może sugerować użycie koloru czarnego zamiast przepisowego MSG. Załączyliśmy na kalkomanii oba warianty aby modelarz mógł wybrać pasujący mu wariant.



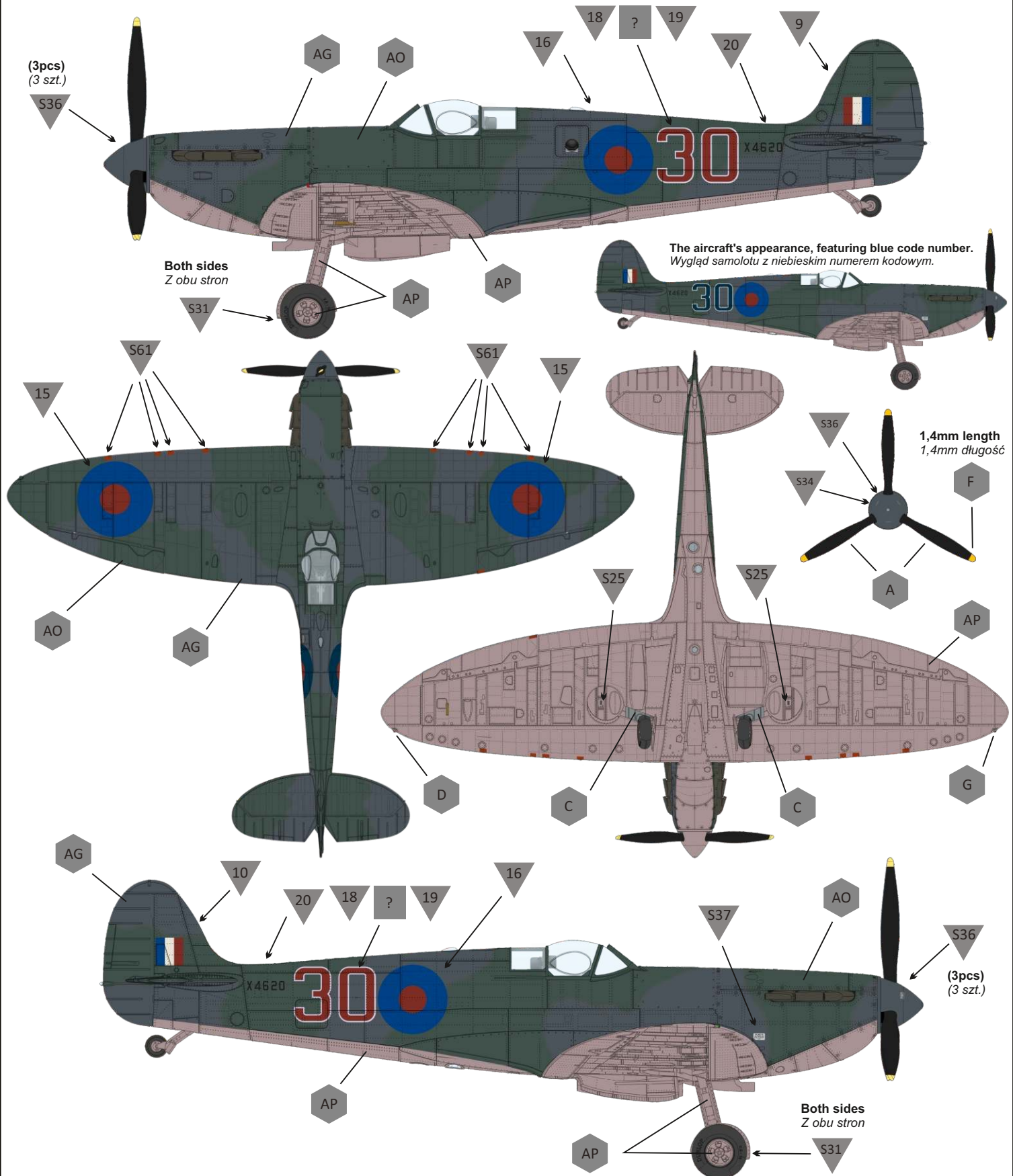
Spitfire PR type G, P9328 /DP, No. 140 Sq, Hendon, December 1942.

The P9328 is another PR Type G Spitfire, originating from a little-known RAF tactical reconnaissance unit. This aircraft features the typical configuration used in Operation Dicer during that period, with the standard markings used by reconnaissance units.

P9328 to kolejny spitfire PR Type G, pochodzący z mało znanej jednostki taktycznego rozpoznania operacyjnego RAF. Ta maszyna przedstawia typowy schemat dla operacji Dicer z tego okresu, z przepisowym oznakowaniem używanym w jednostkach rozpoznawczych.



Spitfire PR typ G używany w czasie gdy został sfotografowany podczas służby w ośrodku doskonalenia bojowego. Na zdjęciu wykonanym w locie samolot nosi pełne oznakowanie samolotów przeznaczonych do operacji Dicer i jest malowany schematem barw typowym dla tego okresu. Znaki przynależności państwowej są wyraźnie jaśniejsze niż standardowe kolory i z dużym prawdopodobieństwem zostały przemalowane za pomocą jaśniejszego odcienia niebieskiego (Bright Blue) aby zapewnić lepszy kontrast z kamuflażem - co było dość powszechną praktyką w jednostkach rozpoznawczych. Numer boczny ma wyraźnie widoczne wypełnienie, jednak z czarno-białego zdjęcia nie sposób zgadnąć odcienia. Możemy jedynie przypuszczać, że był to jeden z kolorów użytych w znakach rozpoznawczych - pozostawiamy do decyzji modelarza jaki kolor wybrać. Mała sylwetka na planszy pokazuje wygląd samolotu w alternatywnym odcieniu niebieskim. Jednocześnie zatęczyliśmy numer bez wypełnienia dla modelarzy którzy zapragną wybrać swój własny odcień środka cyfr.



ALSO AVAILABLE FROM IBG MODELS



Recommended Hataka sets for IBG Spitfire Kits



Lacquer-based

Acrylics

Brush Application

ALSO AVAILABLE FROM IBG MODELS



Supermarine Spitfire Mk. I Early - Beginning of the Saga

1:72
72590



Supermarine Spitfire Mk Vb (Trop.) over North Africa 1942-43

1:72
72592

Supermarine Type 300

Spitfire Prototype K5054 first flight

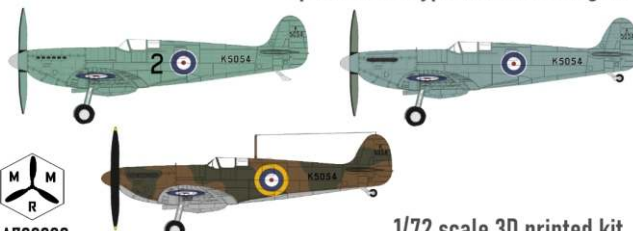


A720001

1/72 scale 3D printed kit

Supermarine Type 300

Spitfire Prototype K5054 test flights



A720002

1/72 scale 3D printed kit



I.A.R. 81C - Great Air Battles of 1944

1:72
72570



IAR 80B Fighter over Stalingrad

1:72
72567



Gotha Go 242A-1 - German Medium Cargo Glider

1:72
72573



Gotha Go 244B-1 German Transport Aircraft

1:72
72577

ALSO AVAILABLE FROM IBG MODELS



Fw 190D-9 Over Czech Lands

1:72
72545



Fw 190D-9 JABO/STURM

1:72
72544



Focke-Wulf Fw 190D-9 Mimetal (Broad Tail)

1:72
72537



Platzschutzstaffel JV44 2 in 1: Fw 190D-9 and D-11

1:72
72548



PZL P.24B Fighter in Bulgarian Service

1:72
72554



PZL.37 B Łoś in Romanian Service

1:72
72516



ROMANIAN BARBAROSSA 2 in 1: P.11F and PZL 23A

1:72
72530



PZL/IAR P.11F Romanian Fighter on skis

1:72
72522