

## 1/48 Airfix Spitfire Mark 22



By Mike Hanlon

Airfix has been having a renaissance in the last few years, releasing new kits at a steady rate and re-releasing old favorites. It has happened before, in the late 90's during the hobby's 1/48 scale boom, Airfix joined in with a pair of English Electric Lightnings and much to the joy of WWII modelers, the last of the Griffon engined Spitfires and Seafires.



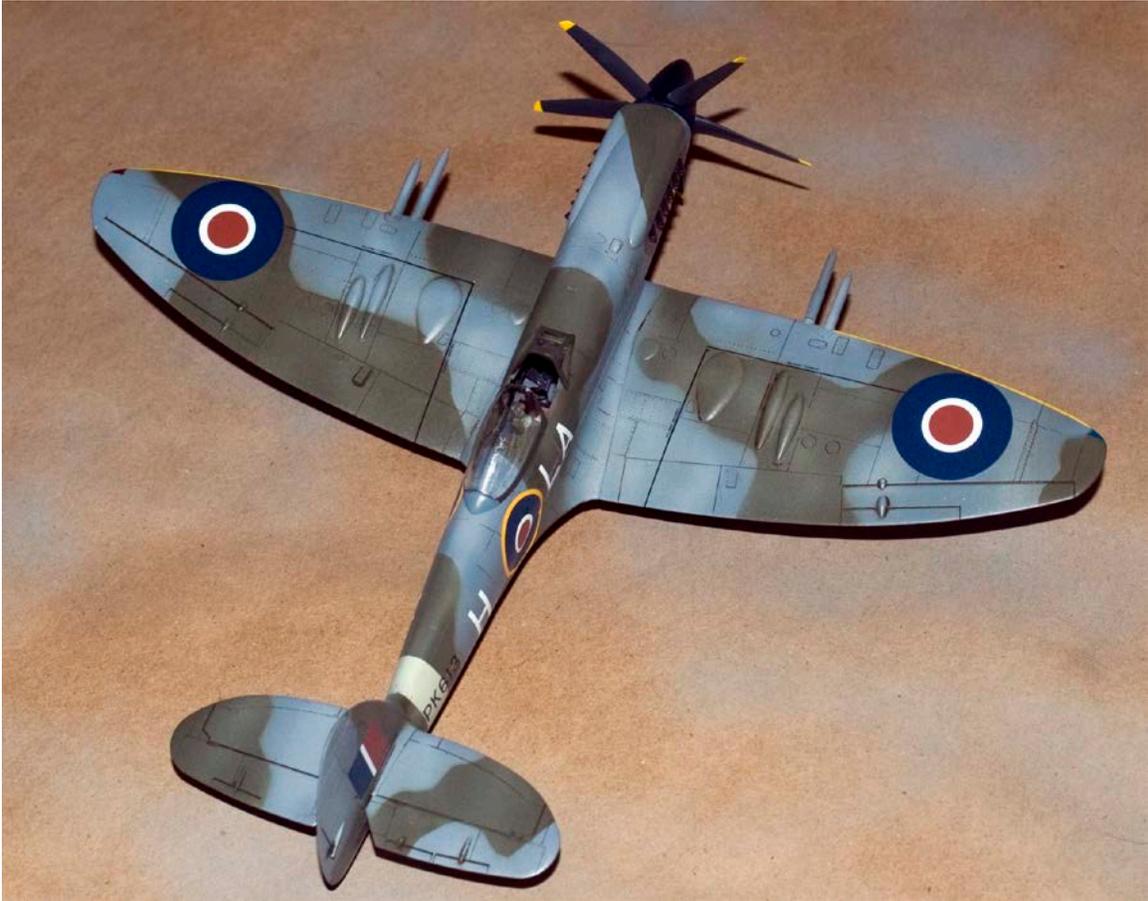


Airfix recently re-released the Seafire FR. 46/47. The kit has stunning box art of a Korean War vintage FR. 47 releasing a volley of rockets. Always a sucker for cool box art and realizing I didn't have the last Seafire in my stash, I picked one up. Then applying logic only a modeler can appreciate; I realized that I did have an original release Spitfire F.22/24. The box was collapsing in on itself in a fashion that Monovell would be proud of. So I set out to build this kit instead.



The box or what was left of it also contained a pair of Squadron vacuum-formed canopies and a KMC resin interior set. None of these aftermarket parts were

used, but I did acquire a one-piece resin carburetor intake and a replacement spinner and propeller blades from Barracuda Studios.



Construction of the kit presented few problems, but one challenge in building old or new Airfix kits is that all of the color callouts are for Humbrol paints by number but not by name, so you are going to need a Humbrol paint chart or decent set of references.

Based on my search on the web, the cockpit interior was probably black, but might have been British Interior Green. The wheel wells might have been the underside color or could have been British Interior Green. I went for black interior and the underside color, Medium Sea Grey. The majority of painting was done using Tamiya Acrylics.

The Spitfire's interior has no cockpit floor just two stringers attaching the instrument panel and control stick to the seat and armor plate. For some reason I had trouble getting everything to fit, so I cut the stringers and added the armor plate and instrument panel assemblies separately. As mentioned, I chose to paint my interior black, using Tamiya's German Gray for scale effect. The seat

was painted with Red Brown to represent the unpainted Bakelite seat typically used in Spitfires beginning with the Mark I. The instrument panel has nicely raised detail that I highlighted with colored pencils. The instruments were painted black and I used Future to represent the clear lenses.



After modifying the interior parts, everything went together without any problems. The wings and tail planes fit well with just the normal cleanup of fuselage seam lines. I used cyanoacrylate and Mr. Surfacer.

The resin carburetor intake fit very well and allows you to avoid trying to cleanup the seams on the kit's two-part intake. I have always been nervous with resin propellers and spinner and had a couple of bad experiences with Cutting Edge parts. The Barracuda resin spinner and propeller blades fit so well I used white glue to attaché the blades. I wanted to switch the tires for resin ones, but Airfix molded the inner wheel hub to the landing gear strut, which would have meant far too much work.

The model was camouflaged with Tamiya's new colors RAF Dark Green, Ocean Grey and Medium Sea Grey. I used homemade paper masks and Blue Tack for the camouflage scheme. Lighter shades of the base colors were randomly sprayed on the model to simulate fading and wear. I gave the model a dark

brown wash using from Mig Productions. The spinner was painted Modelmaster Insignia Blue.

The kit decals didn't look very good, being flat and waxy. Fortunately, Xtradecal recently released sheet number X48-091 for Spitfire F. 22's. I chose an F.22 from The Royal Auxiliary Air Force. These decals were printed by Microscale and performed well with Microset and Microsol setting solutions. The finished model is striking and set next to a Merlin engine Spitfire you can see how far the aircraft evolved over time.

