

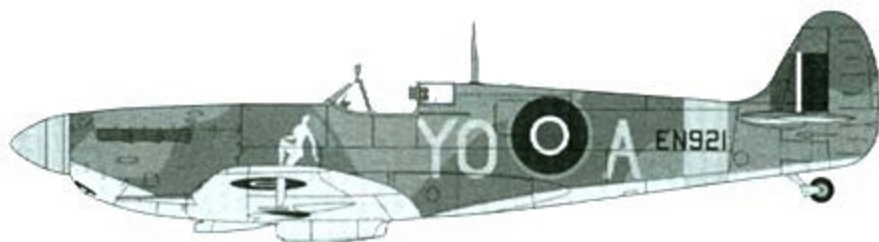
1/48th Scale Decals

Canadian Spitfires

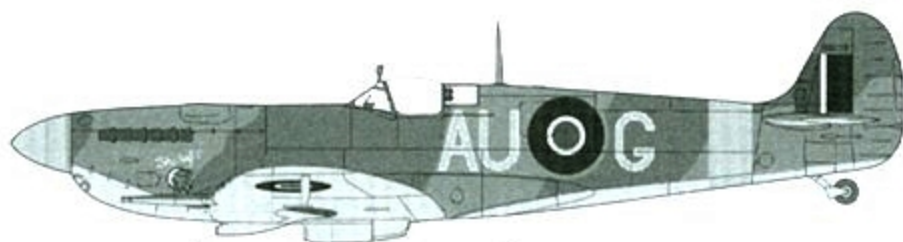
#48002

1943

A collection of quality decals depicting Spitfires flown by Canadian pilots in the continued struggle against Germany's Luftwaffe over Europe during 1943.



Jack Sheppard's YO-A (EN 921)
Spitfire Mk V, 401 Squadron



Red Omand and Hap Beall's AU-G (BR 138)
Spitfire Mk IX, 421 Squadron

Also includes markings for:

- Geoffrey Northcott's AE-A (EP 120) Spitfire Mk V, 402 Squadron
- George Beurling's KH-B (MA 585) Spitfire Mk IX, 403 Squadron
- Lloyd Chadburn's LV-C (EP 548) Spitfire Mk V, 127 Wing
- Ibbly Ibbotson's YO-Q (W3834) Spitfire Mk V, 401 Squadron
- Hugh Godefroy's HC-G (MH 831) Spitfire Mk IX, 127 Wing
- Norman Chever's KH-J (MJ 986) Spitfire Mk IX, 403 Squadron

Includes ten pages of reference material, complete with historical information, pilot statistics, scale drawings, and photographs of the aircraft and the men who flew them.

Canadian Spitfires

1943



By 1943 the war had clearly turned against Germany. Although far from beaten, the Luftwaffe had to deal with increased incursions by Allied fighters across the channel, mounting raids and fighter sweeps in preparation for the upcoming invasion. Throughout the year, Canada's Spitfire pilots were helping to whittle away at the once mighty German airforce. Flying their new Spitfire Mk V's and IX's, the Canadians were making it harder for the Germans to hold out against the new offensive.

The Canadian Spitfire Series

This decal sheet is one of a series dedicated to the study of the legendary Spitfire fighter in the hands of Canadian pilots during World War II. It is the result of much recent and careful study on a subject that has previously been somewhat neglected. The series provides the modeller with a comprehensive collection of Canadian Spitfire markings that includes ample reference material for the aviation enthusiast.

Although the study of WWII aircraft is fascinating, an airplane cannot be fully appreciated without taking into account the man in the cockpit. The brave, young aviators who flew these machines into the face of death on an almost daily basis are the heroes in this story. To study these aircraft without consideration of these men makes for an impersonal and deceptively sterile approach to a very human saga. We therefore have made every effort to include photos and historical anecdotes that relate these aircraft to the men who flew them.

The Profiles

The side profiles of the aircraft have been carefully drawn according to photographs of the actual airplane, if available. Pay careful attention the placement of codes, roundels, and serial numbers as depicted on the profiles, using the aircraft panel lines as a guide. Also note the camouflage patterns, since no two are exactly the same.

We have included stencil decals for aircraft only if they were evident in photographs. As a general rule, most aircraft displayed very little stenciling; many had none at all. However, some extra decals of the some of the more commonly found stencils have been provided. Although not necessarily evident in photographs, these stencils can be applied with the knowledge that they likely existed.

The Photographs

Wherever possible, we have included photographs of each aircraft. In instances where pictures of the aircraft did not exist, we have included a photograph of a similar or comparable example for study.

The photographs presented in this reference booklet are from the National Archives and the personal collection of noted Canadian Spitfire historian Robert Bracken.

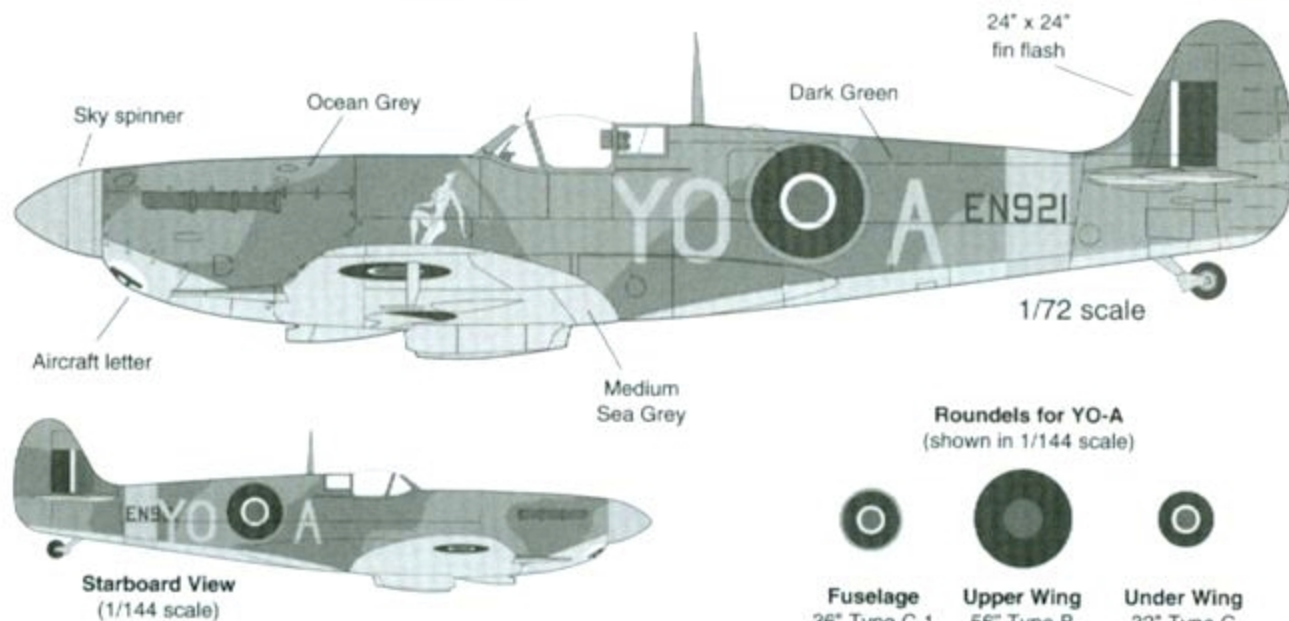
YO-A (EN 921)

Spitfire Mk Vb
S/L Jack Sheppard, 401 Squadron
Biggin Hill, July 1943

YO-A, serial EN 921, was a clipped-wing Mk Vb aircraft painted in Dark Green and Ocean Grey, with Medium Sea Grey undersides. The painting of a nude woman appeared on the port side. Other markings included yellow leading edge wing strips, and aircraft letter in white disc under the nose.

Armament was two 20mm cannons and four .303 machine guns. The wheel hubs were the five-spoked style.

YO-A is somewhat unique in that it had an early-style canopy with armoured glass. Later, the canopy was replaced with the newer version.



Roundels for YO-A
 (shown in 1/144 scale)



Painted Lady

YO-A sits on the field at Biggin Hill as other fighters fly past in formation. The inset shows the details of YO-A's nude woman painting.



S/L Jack E. Sheppard

Service: 401, 402, and 412 Squadrons

Victories: 5

Medals: DFC

Hometown: Toronto, Ontario

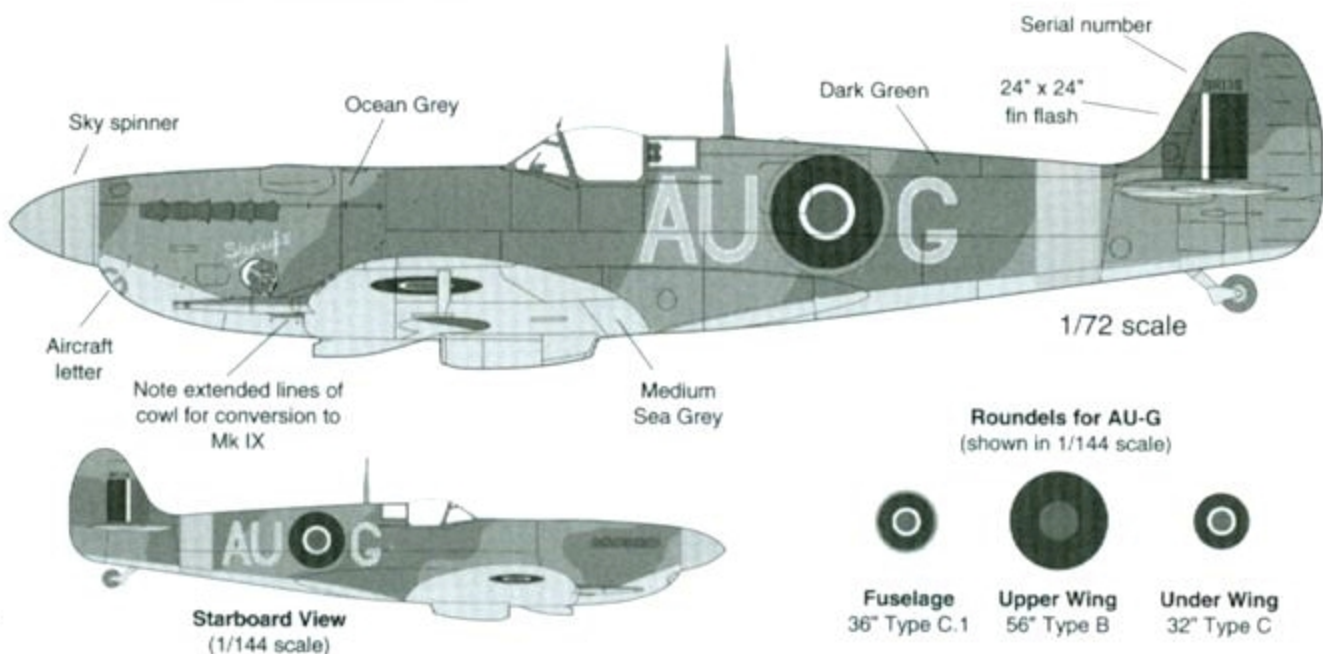
Jack Sheppard flew with 401 and 402 Squadrons, scoring 5 victories, before being promoted to Squadron Leader and given command of 412 Squadron.

AU-G (BR 138)

Spitfire Mk IXc
F/O J. A. "Red" Omand and
F/S Richard "Hap" Beall, 421 Squadron
Kenley, June 1943

AU-G, BR 138, carried the standard day fighter camouflage scheme. The cowling was adorned with the 421 Squadron Red Indian emblem, and the name "Skychief II" was painted in yellow script. The aircraft letter "G" was painted under the nose in yellow outlined with red. The code letters were unique in that they had been outlined in yellow (unlike the Luftwaffe, outlined code was uncommon on RCAF fighters). The "B" black serial numbers had been painted out of the fuselage, and were reapplied on the fin in a much smaller size.

"Skychief II" was actually a Mk V Spitfire converted to a Mk IX. This is evident by the bulge on the upper cowling, not unlike that found on the Bf 109G.



Roundels for AU-G
 (shown in 1/144 scale)



Skychief II

"Red" Omand (centre) stands with other pilots by AU-G before it's "Skychief II" logo was applied. The Red Indian insignia is actually the logo of the McColl-Frontenac Oil Company.



F/O J. "Red" Omand

Service: 421 Squadron

Victories: .5

Omand is credited along with F/S C. Myers with shooting down 421's first enemy aircraft, a twin-engined Junkers Ju 88 on July 27, 1942.



F/S Richard "Hap" Beall

Service: 421 Squadron
Hometown: Panama Canal Zone

Richard Beall served with 421 Squadron, sharing AU-G with his superior officer, F/O "Red" Omand. He later flew his own aircraft, AU-H (SM 309), which he named "Panama Bound" after his home country.

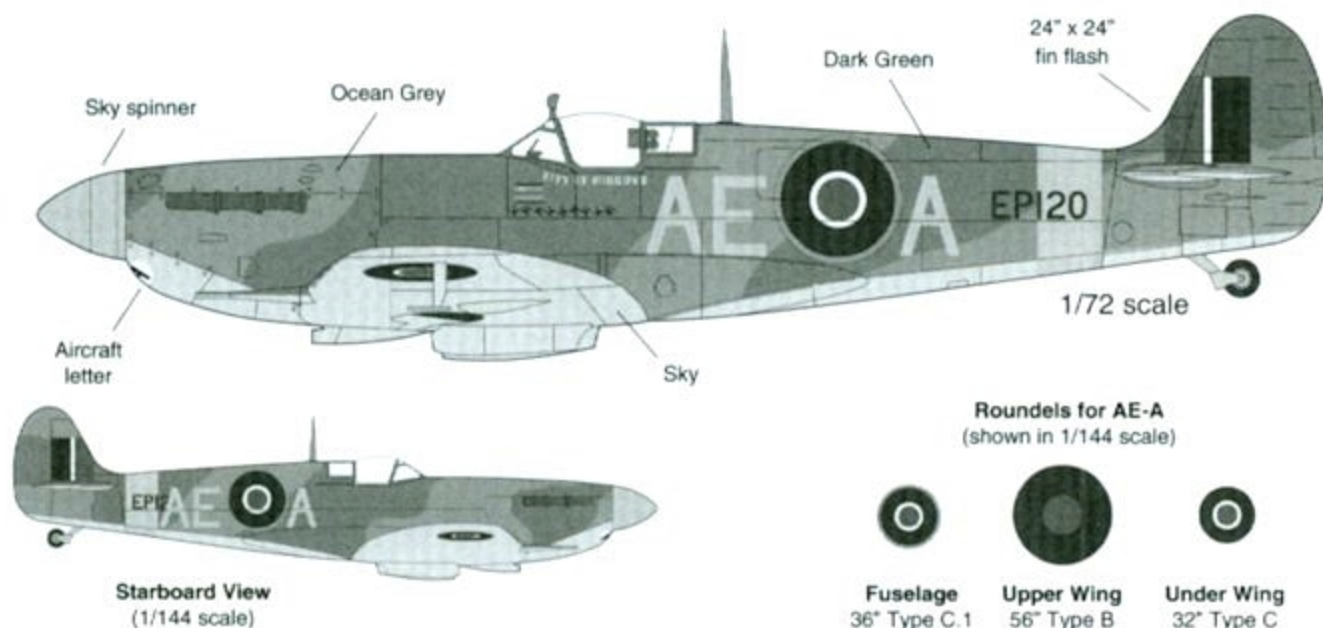
AE-A (EP 120)

Spitfire Mk Vb
S/L Geoffrey Northcott, 402 Squadron
Digby, November 1943

AE-A, serial EP 120, carried a standard camouflage scheme, plus Squadron Leader's badge and victory marks. The aircraft letter was painted under the nose, and yellow strips were on the leading edges of the wings. EP 120 was a clipped-wing Spitfire.

It was in this aircraft that Northcott downed most of his opponents. On November 3, 1943 he shot down a Bf 109 near the Dutch coast. The Messerschmitt was one of ten German fighters downed by the pilots of 402 and 416 Squadrons during a single escort mission that day. It was Northcott's ninth and final victory.

This aircraft has been restored to flying condition in Duxford, England. It's markings were applied according to research by historian Robert Bracken.



AE-A (EP 120)

Geoff Northcott stands with AE-A (EP 120) at Digby. His nine victories are painted on the fuselage. Not long after this photo was taken, Northcott was promoted to W/C. He found time to fly further operational sorties and was able to severely damage an Fw 190 in April 1945 before hostilities ended.



W/C Geoffrey W. Northcott

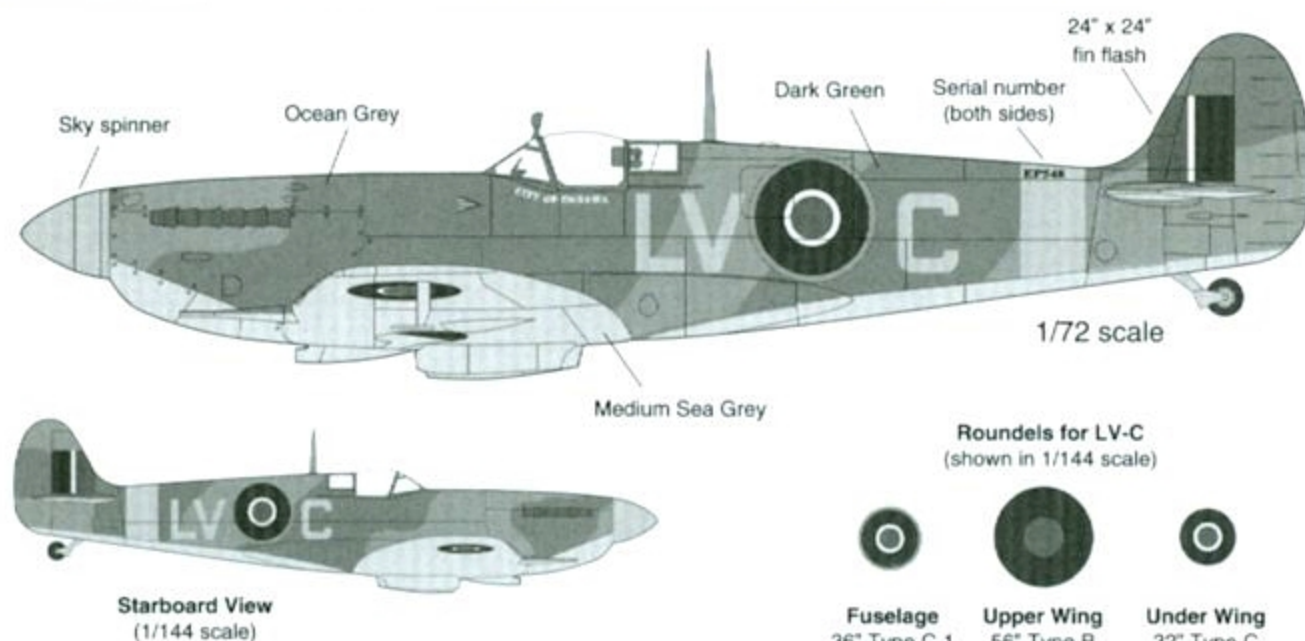
Service: 401 and 402 Squadrons, 126 Wing
Victories: 9
Medals: DFC and Bar, DSO
Hometown: Minnedosa, Manitoba
 Northcott flew with 401 Squadron until May 1942, when he fought in Malta. He returned to the air war in Europe with 402 Squadron. In January 1945 he was promoted to Wing Commander and given command of 126 Wing. He retired in 1955 as a Group Captain.

LV-C (EP 548)

Spitfire Mk Vb
W/C Lloyd Chadburn, 127 Wing
Digby, November 1943

Serial EP 548 was W/C Chadburn's personal aircraft, coded with his initials. It was a Mk Vb Spitfire with Ocean Grey and Dark Grey upper camouflage, and Medium Sea Grey undersides. The spinner, codes, and fuselage band were Sky. LV-C had the 8" serial numbers reduced in size and repositioned on the upper fuselage band in stylized type. Other markings included a Wing Commander's pennant and "City of Winnipeg" text under the canopy. EP 548 was a clipped-wing Spitfire, with a B-type armament of two cannons and four MG's.

W/C Chadburn was flying LV-C on November 3, 1943 when he shot two Bf 109's in air combat involving his 402 and 416 Squadron pilots against a gaggle of German fighters. It was his last major combat.



Chadburn's Spit

LV-C is seen here sitting on Digby airfield in 1943. The serial numbers are barely visible on the upper fuselage band. The upper surface camouflage scheme is clearly seen in this photo, as are the 56" Type B upper wing roundels.



W/C Lloyd V. Chadburn

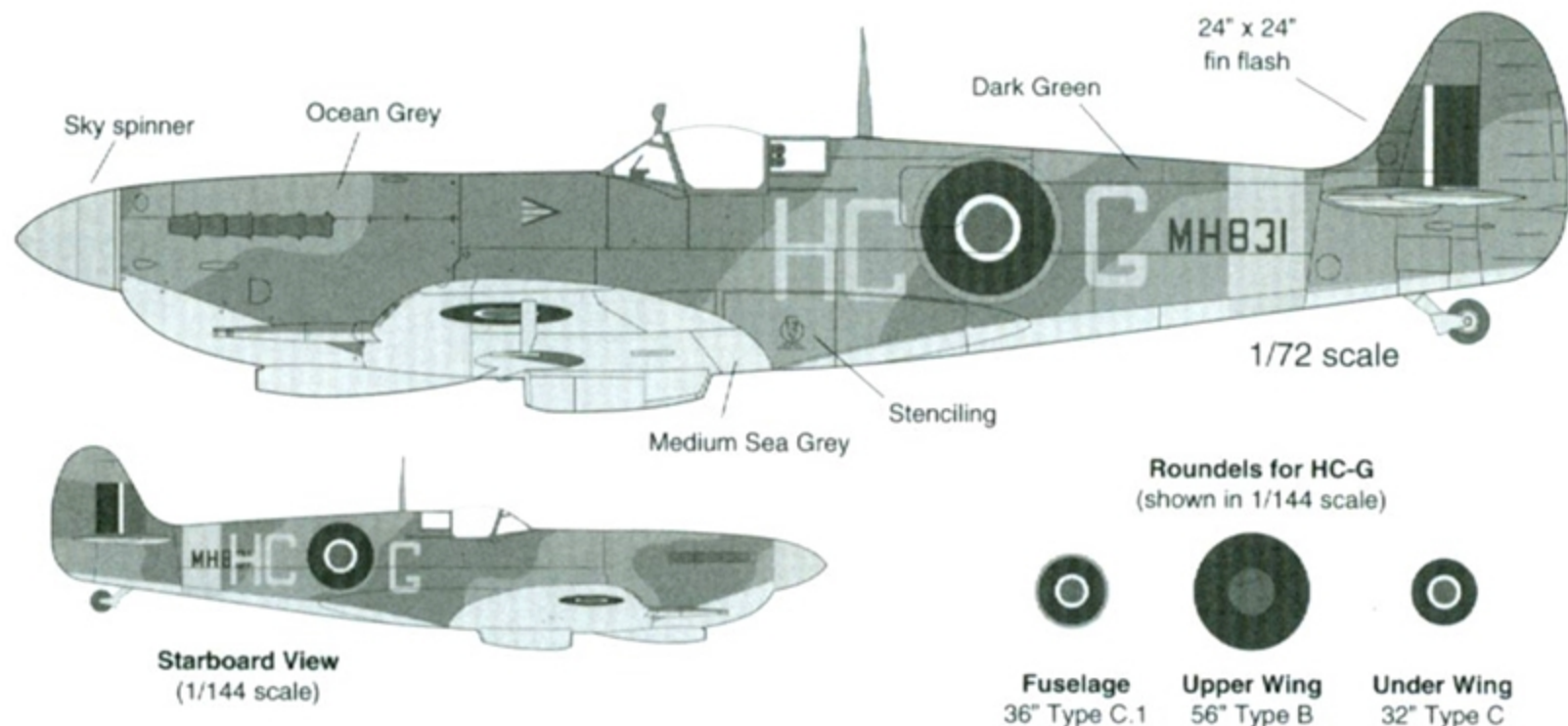
Service: 112, 416, 402, 412 Sqns, 127 Wing
Victories: 5
Medals: DSO and Bar, DFC
Hometown: Aurora, Ontario
 Chadburn joined the RCAF in 1940 and quickly worked up to S/L of 416 Sqn. His wartime career carried him to Wing Commander of 127 Wing, where he inspired many Canadian fighter pilots with his outstanding combat leadership and tactical sense. Tragically, he died on June 13, 1944 in a midair collision near Caen.

HC-G (MH 831)

Spitfire Mk IXc

W/C Hugh Godefroy, 127 Wing
Kenley, September 1943

HC-G, serial MH 831, was Wing Commander Godefroy's personal aircraft. It was a standard Mk IXc aircraft with regulation camouflage. Markings included Wing Commander's pennant and personal code letters. Stenciling was also visible on the electrical and radio socket cover. Wings had yellow striping and red gun patches on the leading edges. W/C Godefroy shot down his last enemy fighter while flying HC-G on September 24, 1943. He was escorting B-26's into France when he spotted a "V" of Fw 190's moving in on the bombers. Godefroy dove at them, using his high speed to slip past the wingmen and fire a short burst into the leader. The Fw 190 rolled onto it's back, dove vertically, and slammed into the ground.



A different HC-G

Wing Commander Godefroy rests on the wing of his fighter, serial MK 341. This plane was a later aircraft of Godefroy's, but had identical markings to MH 831.



W/C Hugh C. Godefroy

Service: 401 and 403 Squadrons, 127 Wing
Victories: 7

Medals: DFC and Bar, DSO

Hometown: Toronto, Ontario

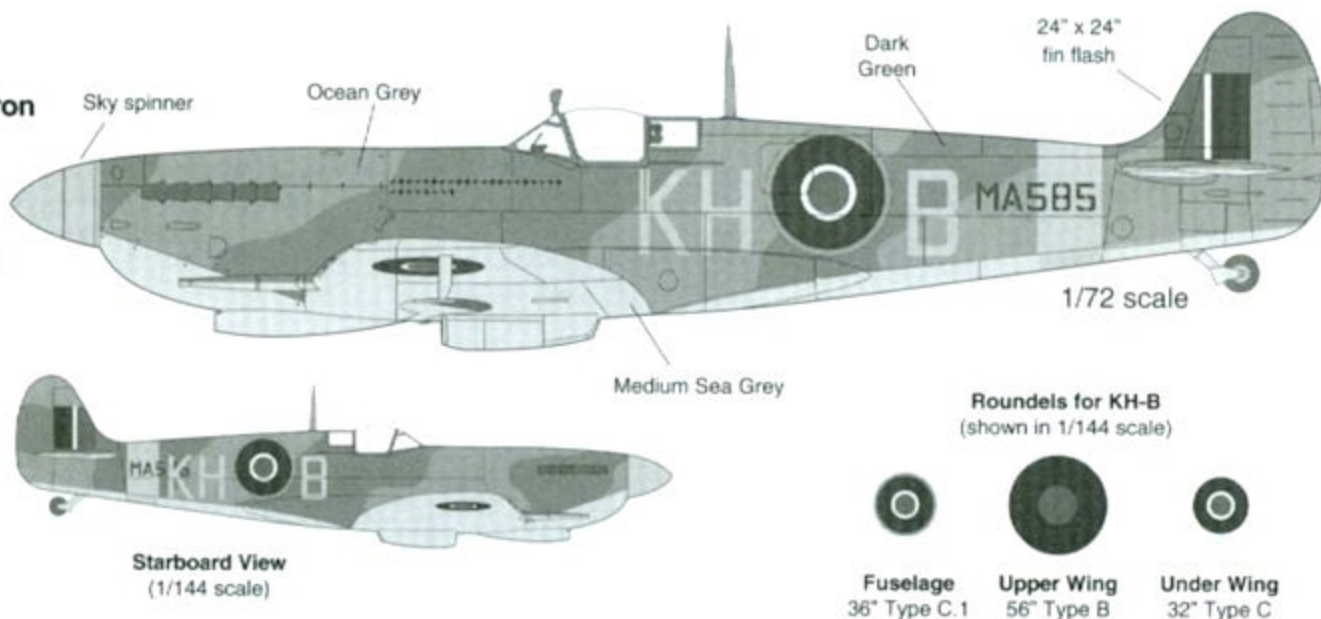
Hughie Godefroy started his tour flying with 401 Squadron. After serving in a training unit, he was promoted to Squadron Leader where he commanded 403 Squadron. In September 1943 he was promoted to Wing Commander of 127 Wing, taking over from Johnnie Johnson. After the war, he became a successful surgeon.

KH-B (MA 585)

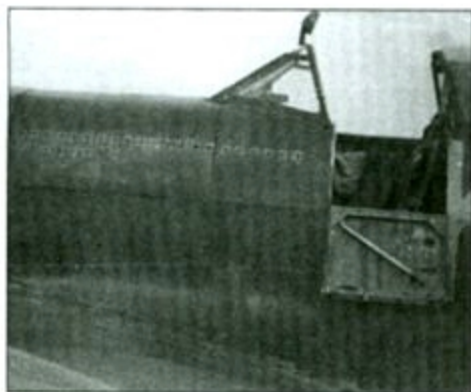
Spitfire Mk IXc

P/O George "Buzz" Beurling, 403 Squadron
Kenley, September 1943

KH-B, serial MA 585, was Beurling's personal aircraft from September to October 1943 while he flew with 403 Squadron. It was a Mk IXc aircraft with B-type armament of two cannon and four machine guns. Camouflage was regulation Dark Green and Ocean Grey over Medium Sea Grey. Markings included thirty victory crosses, 8" serial numbers, and Sky spinner. Wing edges were painted with a yellow strip. The fuselage had an 18" Sky band. Despite his success as a fighter pilot "Buzz" or "Screwball" Beurling resisted promotion, accepting only the rank of Pilot Officer. He had originally served with the RAF in Malta. After his tour there, he was convinced to join the RCAF and serve in Europe with 403 Squadron.



Roundels for KH-B
(shown in 1/144 scale)



Victories on KH-B

Thirty *Hakenkreuzen* mark the unfortunate victims of Beurling's guns. Most of Beurling's victories were gained while posted with the RAF in Malta.



P/O George "Buzz" Beurling

Service: 249, 401, 402, 403, 416 Squadrons
Victories: 31

Medals: DSO, DFC, DFM and Bar

Hometown: Verdun, Quebec

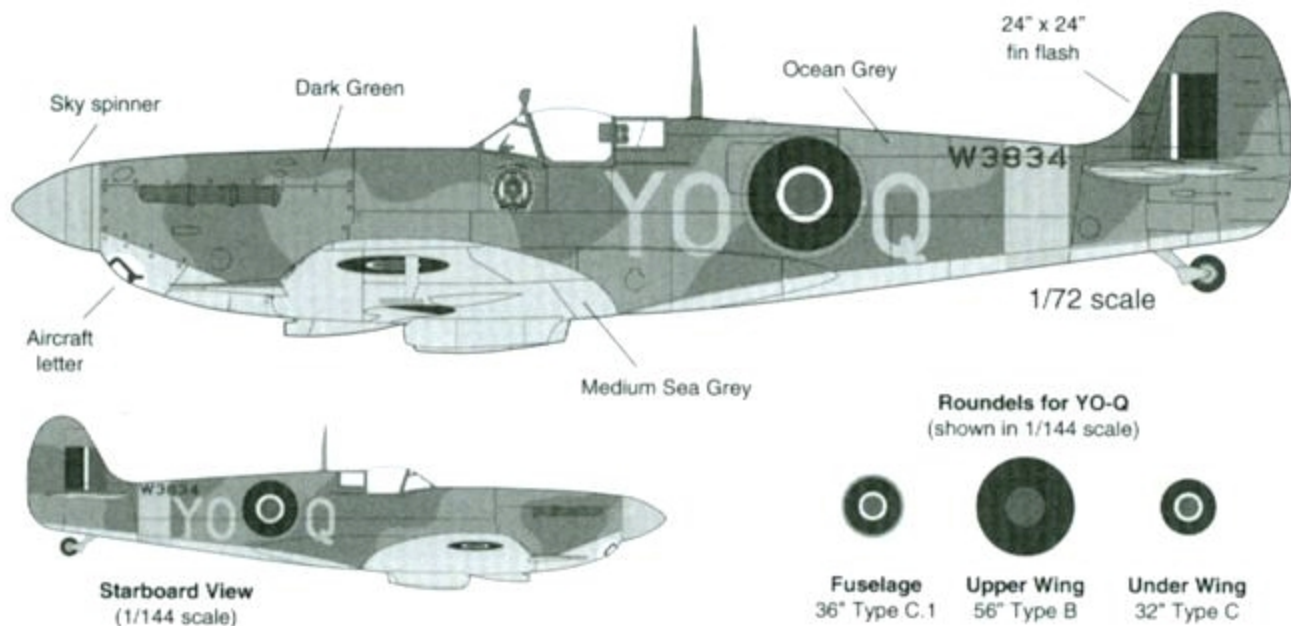
Beurling joined the RAF in September 1940, moving to Malta in June 1942 where he proved to be one of the most talented pilots of the war. He was injured in October 1942, recovered, then joined the RCAF for a tour with 403 Squadron before being honourably discharged in April 1944. He finished the war as Canada's top ace.

YO-Q (W3834)

Spitfire Mk Vb

F/L T. K. "Ibby" Ibbotson, 401 Squadron
Redhill, July 1943

YO-Q, W3834, was the usual mount of F/L Ibbotson of 401 Squadron. The aircraft was marked with Dark Green and Ocean Grey upper camouflage, and Medium Sea Grey undersides. The spinner and 18" fuselage band were Sky. The aircraft serial numbers were painted higher on the fuselage than is normally done. The crest of 401 Squadron's sponsor, "Corps of Imperial Frontiersmen", appeared on the port side under the canopy. The aircraft letter "Q", with its elongated tail, appeared under the nose. Fuselage roundels and fin flash were standard. Leading edges of wings were marked with a yellow strip and red muzzle patches. YO-Q had clipped wingtips, and B-type armament of two 20mm cannon and four .303 machine guns.



Roundels for YO-Q
(shown in 1/144 scale)



YO-Q

"Q" sits patiently on the airfield at Redhill ready for the next sortie.

Note the curved tail on the fuselage "Q" and the elongated, straight tail on the undernose letter.



F/L T. K. "Ibby" Ibbotson

Service: 401 Squadron

"Ibby" Ibbotson flew with 401 Squadron from 1942 to 1943. While there, he scored an Fw 190 "probably-destroyed" on August 28, 1942. Ibbotson tried tragically and ironically in a motorcycle accident.

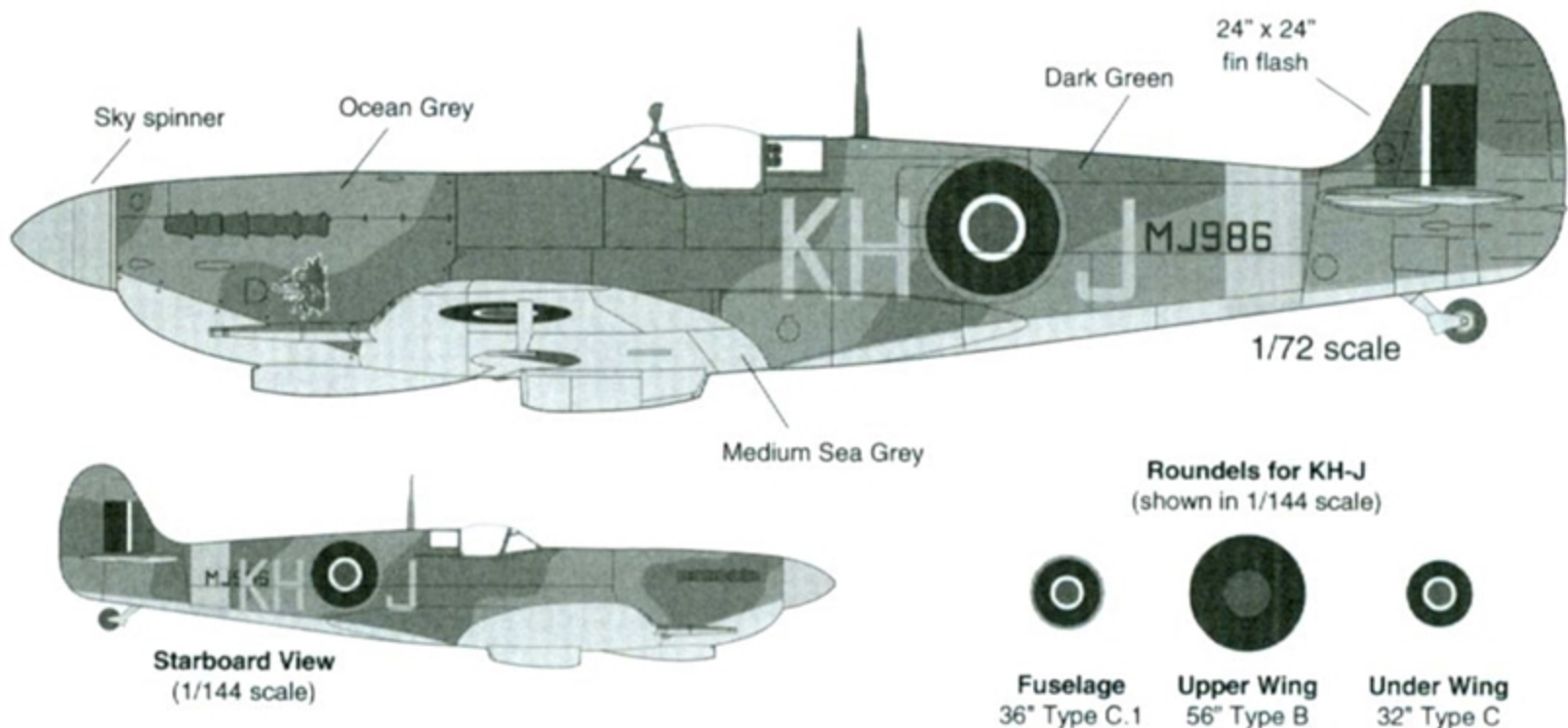
KH-J (MJ 986)

Spitfire Mk IXc

F/O Norman Chevers, 403 Squadron
Kenley, December 1943

KH-J, serial MJ 986, was a Mk IXc Spitfire with a C-type or "universal" wing, housing two cannon and four machine guns. The aircraft is marked with the standard camouflage of Ocean Grey and Dark Green over Medium Sea Grey. The Wolf emblem of 403 Squadron was painted on the port cowl.

Chevers narrowly escaped being shot down on October 24, 1943 when he and W/C Hugh Godefroy got separated from the squadron in combat. They were jumped by a large group of Fw 190's. The two pilots, vastly outnumbered and under constant fire, made good use of their Spitfires' superior ability to maintain a climbing turn. After an exhausting chase, they managed to evade the frustrated Germans.



403 Squadron Spitfire

An unidentified pilot of 403 Squadron taxis his aircraft. The Wolf emblem of 403 Squadron appears to have not yet been completed; only the outline has been drawn. Photos of half-completed aircraft art are not uncommon, as the busy aircraft and pilot schedules often kept squadron artists at bay.



F/O Norman Chevers

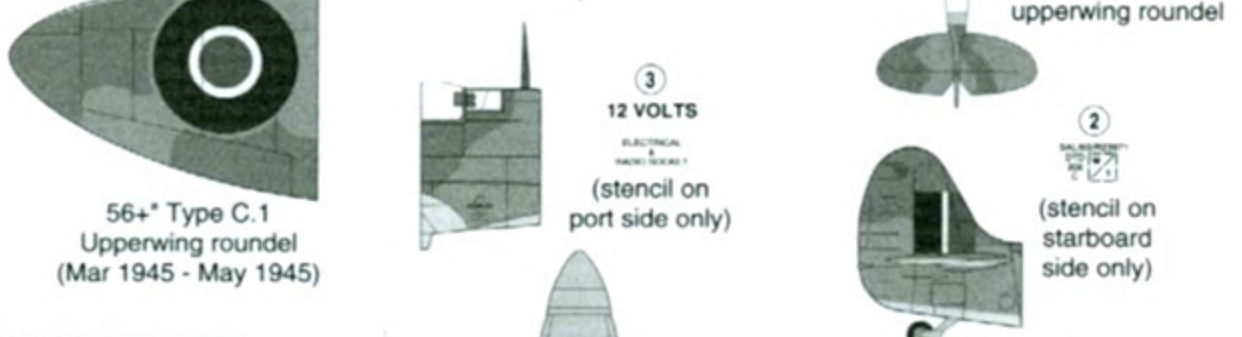
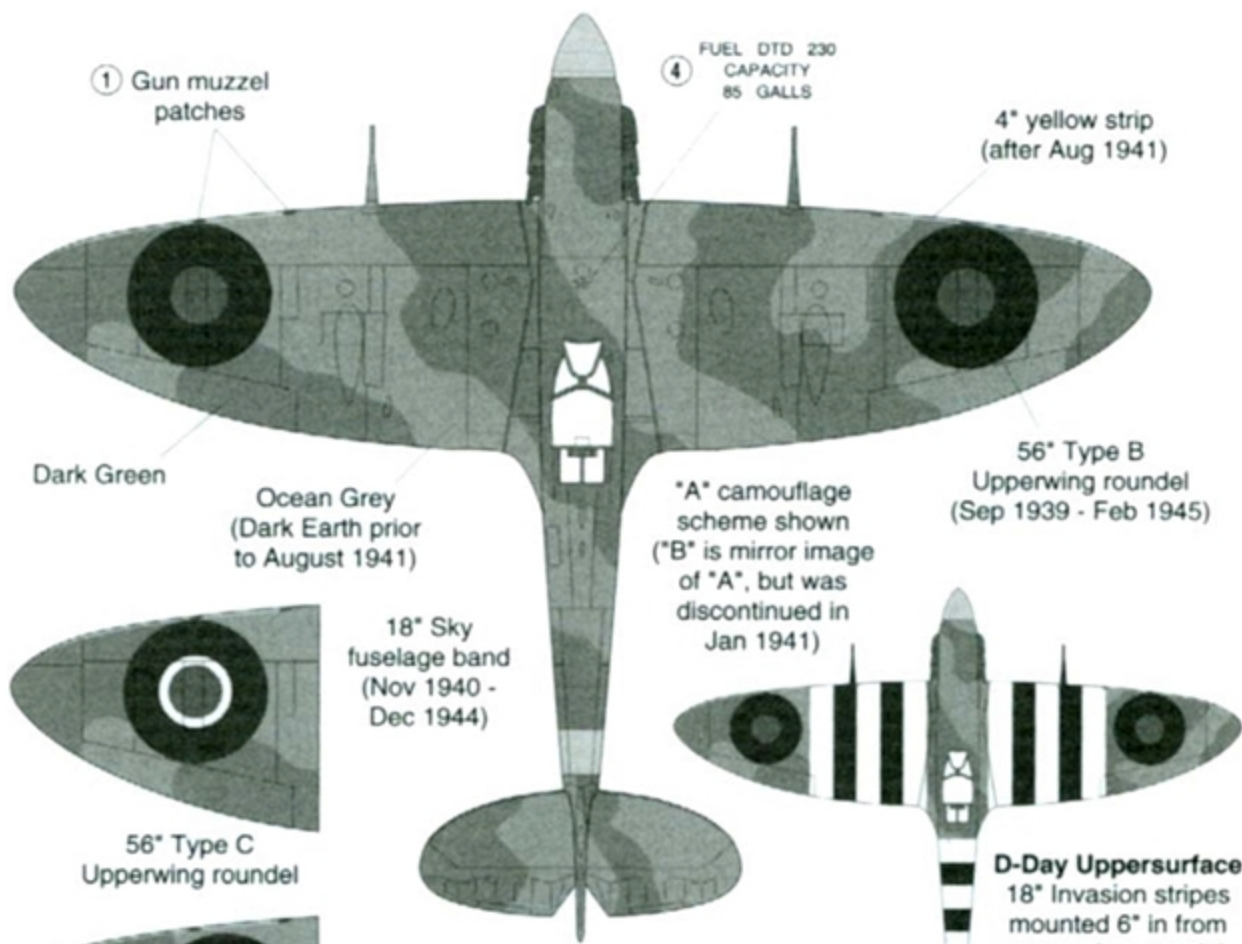
Service: 403 Squadron

Victories: 1

Hometown: Niagara Falls, Ontario

Norm Chevers joined 403 Squadron in March 1943. He ferried Spitfires from Gibraltar to Cairo in June 1943, before rejoining his squadron in August. Chevers was moved to the RAF's 132 Squadron in April 1944. He shot down an Fw 190 on July 8, 1944 during that tour. Chevers later went on to become the Deputy Chief of Police for Niagara Falls, Ontario.

General Markings



DRAWINGS NOT TO SCALE

