



INSTRUCTIONS - Please Read Carefully

- CanMilAir Decals are printed on very high-quality clear decal paper with a continuous film. It is highly recommended the decals be given a top coat of **MicroScale Liquid Decal Film** before use. Each element must then be trimmed from the sheet as closely as possible.
- Dip the decal in lukewarm water for 10 seconds. Remove and let it sit for 30 seconds.
- Before applying decal, wet the area with **MicroScale Micro SET**. This will to soften the decal film, improve surface adhesion and prevent air bubbles.
- The carrier film is extremely thin, so to prevent the decal from folding, *you must slide the decal off its backing paper onto the model*, preferably nudging it along with a small wet brush. You can then easily reposition it and smooth out any wrinkles after it is in its final position.
- Use a tissue to soak up excess water, then allow decal to set up. Once firmly anchored, brush a small amount of **MicroScale Micro SOL** over the decal. Do not touch the decal as it is now very soft and could be easily damaged. Leave it alone and let it work. Let decals dry.
- For particularly troublesome areas, a repeat application of **MicroScale Micro SOL** may be necessary. Allow to dry.
- Once all decals are in place and snuggled down, gently wipe with fresh lukewarm water to remove any remaining residue and then let dry.
- You should protect the finished decals with a few light applications of Testors Dullcote or Glosscote.

Photo sources include (but are not limited to) the following: Patrick Martin Slides, National Defence Imagery Library, Airliners.net, JetPhotos.net, MyAviation.net, and various other sources.

CanMilAir DECALS

Set #

343

Spitfire Mk XVI - 421 Sqn 1945

Markings for the Spitfire on display at Vintage Wings of Canada.



	Topside Camo RAF Dark Green	Topside Camo RAF Ocean Grey	Under Side RAF Medium Sea Grey
CGSB 1-GP-12:	BS.381 641		BS.381 637
Federal Standard:	34079, 34096, 34064	38152, 36176, 36187	36622, 36270, 36440
Testors MM:	1710, 2060, 2091	1740, 2057	1725, 1741, 1728, 1730
Humbrol:	30, 91, 116, 161	106, 123, 165, 140	128, 141, 123, 165, 128
Tamiya:	XF-61, XF-27	XF-54	XF-53, XF-20
Gunze Sangyo:	H64, H73, H309	H335	H335, H306

1:200
 1:144
 1:100
 1:72
 1:48
 1:35
 1:32
 1:18
 1:

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The Vintage Wings Spitfire is the “low level” Mark XVIe model powered by a Rolls Royce 266 Merlin engine. This aircraft is restored in Royal Canadian Air Force (RCAF) camouflage and the squadron markings of 421 Squadron, the only Canadian Squadron to fly the Mark XVI Spitfire. 421 Squadron markings include the McColl-Frontenac oil company logo, a “Red Indian” head motif. McColl-Frontenac were corporate patrons of 421 Squadron, and their logo was on all squadron aircraft.

The letters “AU” on the fuselage are code letters for RCAF Squadron 421 followed by the Royal Air Force roundel which was worn by all RCAF aircraft throughout the war. Finally, the letter “J”, identifies a Spit which was flown by Flt. Lt. William Harper of Niagara Falls, Ontario.

On 12 April , 1945, while bombing ground targets, Harper’s Spitfire was hit by German 40 millimeter anti-aircraft fire. His Spitfire damaged beyond repair, Harper was very lucky to get back to his base alive. Harper’s replacement Spitfire, was a Mk. XVIe. He had wanted the McColl-Frontenac oil company “Red Indian” logo on his aircraft. However, with the war coming to a close the supply of decals had run out.



The Vintage Wings aircraft is flown as a tribute to Flt. Lt. Harper and the hundreds of Canadian Spitfire pilots such as him who flew dangerous combat missions in the service of their country.





The Vintage Wings Spitfire was assigned serial number SL721 by the manufacturer, the Supermarine works of Vickers-Armstrong Ltd., and was delivered to the RAF on 27 August, 1945. Too late to see war action, it was stored until selected to become the personal aircraft of Air Chief Marshall Sir James M. Robb in 1947.

Sir James, a four star Air Chief Marshall, was Commander-in-Chief of Air Forces in Western Europe. Sir James shared equal command of the Supreme Headquarters Allied Expeditionary Force (S.H.A.E.F. - which later became NATO) with American five star General Dwight Eisenhower.

In 1954, SL721 was saved from the scrapper's torch by an automotive engineer named Michael Wilcock, who begged the RAF to let him save a Spitfire. He carefully preserved SL721 for display in front of the Swandean, England automobile engineering business he owned.

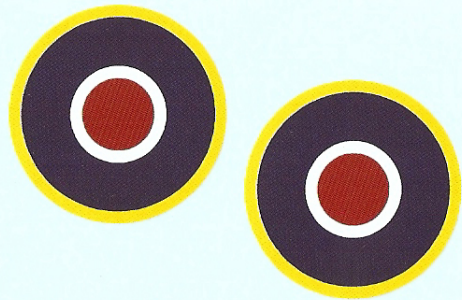
In 1958 SL721 was moved to RAF Thorney Island for temporary display and later to Lord Montagu's Montagu Motor Museum in Beaulieu, England for permanent display where it became known as the "Rose Garden Spitfire"

In June 1965 Michael Wilcock traded SL721 for a rare Bentley owned his friend M.D. "Mony" Thackray. Thackray sold SL721 to Bill Ross of Chicago, USA in March 1966.

Doug Arnold of England acquired the aircraft in 1973 and had it shipped back to her homeland.

In 1977 SL721 was purchased by Woodson K. Woods an Arizona land developer and shipped back to the USA. When Mr. Woods died in 1992, SL721 was then passed on to his son, Chris Woods.

SL721 was acquired by Mr. Potter in 2000 and registered in Canada as "C-GVZB".



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C-GVZB

C-GVZB



Spitfire Mk XVI - V.W. of C.

SL72I

SL72I



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