

111 Squadron, RCAF

111 Squadron originated in 1932, with the establishment of No. 11 (Army Co-operation) Squadron (Auxiliary) at Vancouver, B.C. On 15 November 1937 it was renumbered and redesignated No. 111 (Coast Artillery Co-operation) Squadron. 111 Squadron was mobilized on 10 September 1940, and in May was moved to Patricia Bay (Vancouver). It had a complement of four Westland Lysander Mk. IIs. On 1 February 1941 the unit was disbanded.

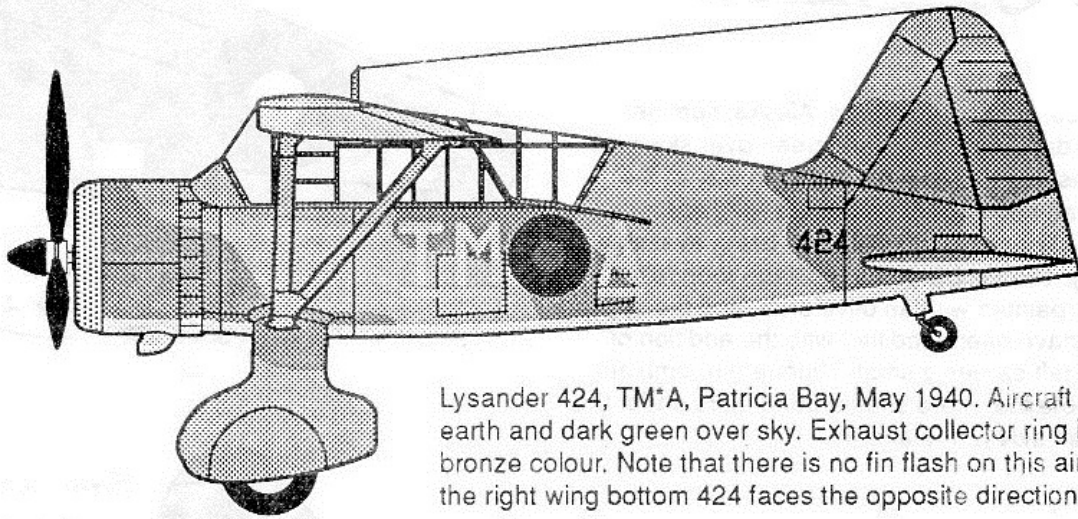
On 3 November 1941 111 Squadron was reformed as a fighter unit with Kittyhawk aircraft at Rockcliffe, Ontario, and in December moved back to B.C. In June 1942 the first of the squadron's aircraft arrived at Anchorage, Alaska. It was here that the squadron's codes were changed from TM to LZ. It remained in Alaska until August 1943, when it returned to B.C. Several months later the squadron was shipped to England to fly Typhoons as 440 Squadron.

During its tour in Alaska 111 Squadron flew 598 sorties, destroyed one enemy aircraft, and won one DFC and 4 US Air Medals.

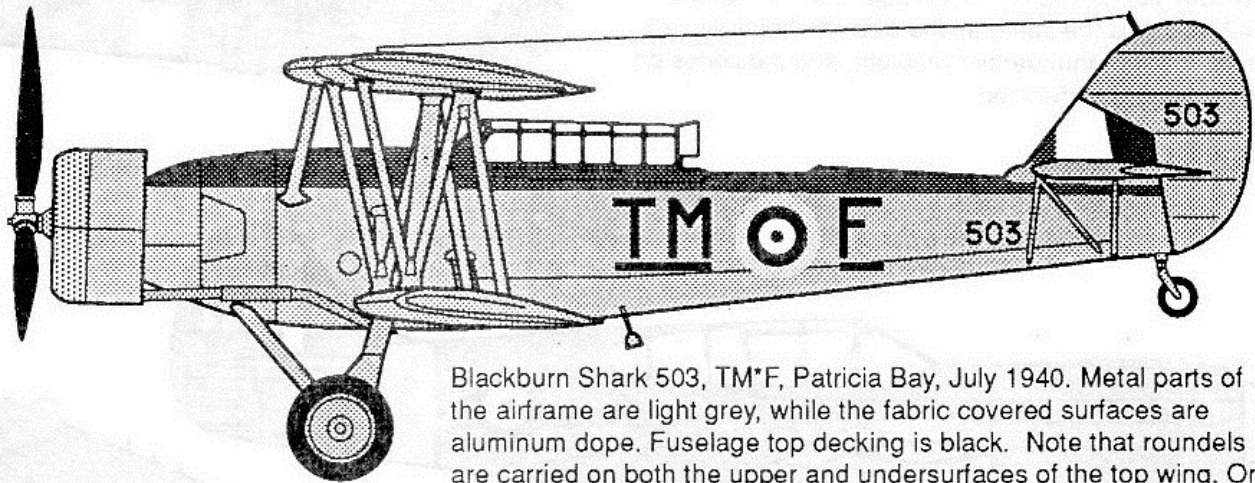
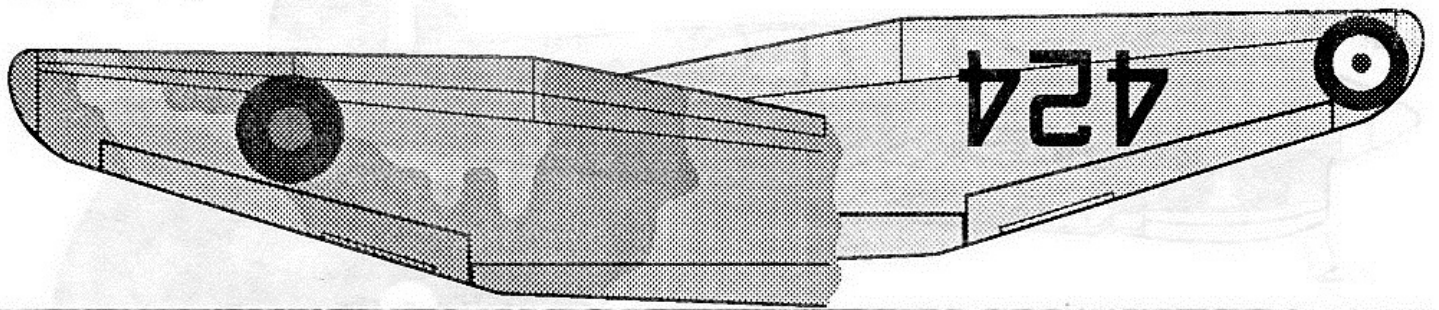
MODELLING THE AIRCRAFT

To build your 1/72 scale Lysander the best kit to use is that from Matchbox. The Blackburn Shark was originally produced in 1/72 scale by Frog, and the same kit was later released by AMT. It may be difficult to find today in its original moulding, but possibly can be obtained as a Novo kit from specialist mail order firms.

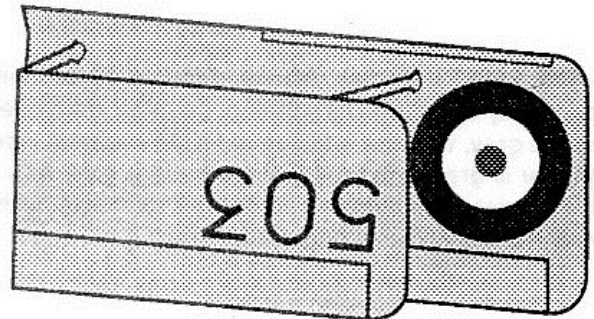
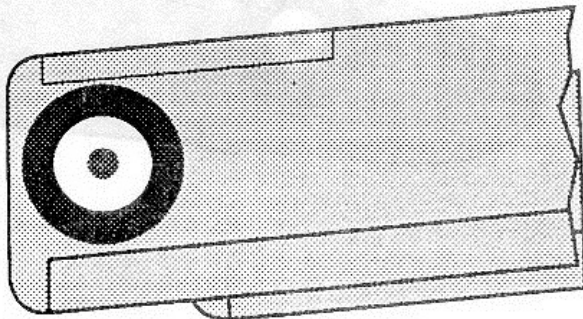
A canopy will have to be vacuformed to produce the Canadian version. Of the P-40s on the market, the best to use for your Kittyhawks are the Hasegawa and the Heller. The P-40K is, thankfully, one of the early Ks, and requires only the fishtail exhausts and an extension of the fin leading edge.

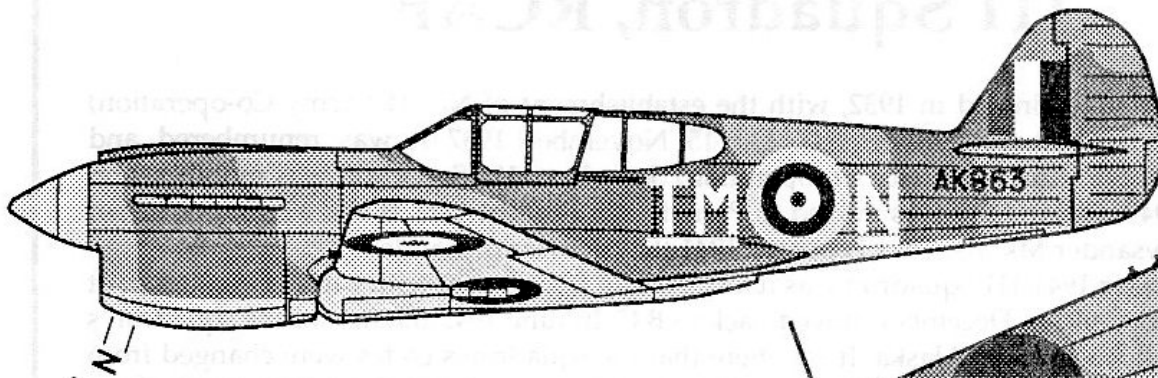


Lysander 424, TM*A, Patricia Bay, May 1940. Aircraft is dark earth and dark green over sky. Exhaust collector ring is a burnt bronze colour. Note that there is no fin flash on this aircraft. On the right wing bottom 424 faces the opposite direction.

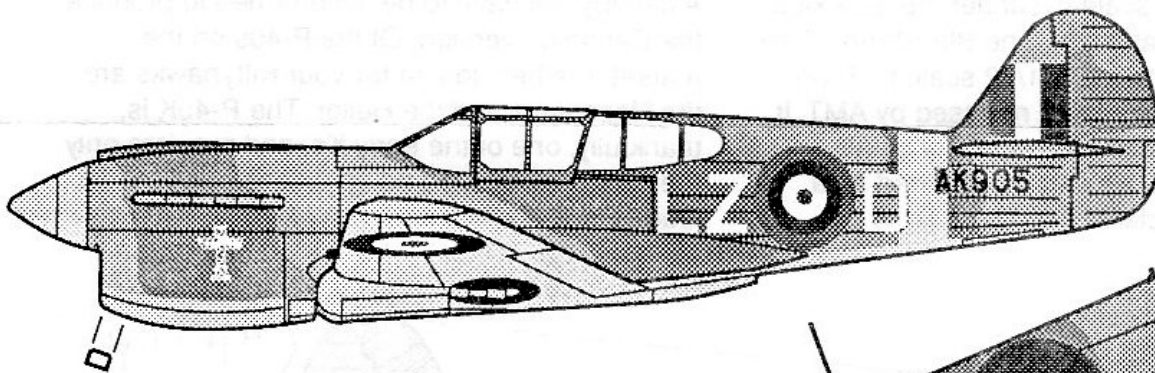
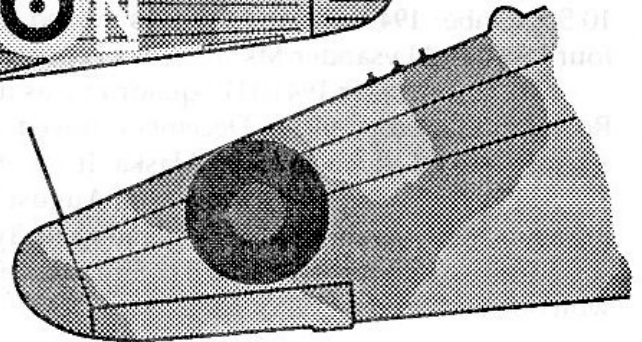


Blackburn Shark 503, TM*F, Patricia Bay, July 1940. Metal parts of the airframe are light grey, while the fabric covered surfaces are aluminum dope. Fuselage top decking is black. Note that roundels are carried on both the upper and undersurfaces of the top wing. On the bottom of the right wing 503 reads from the opposite direction.

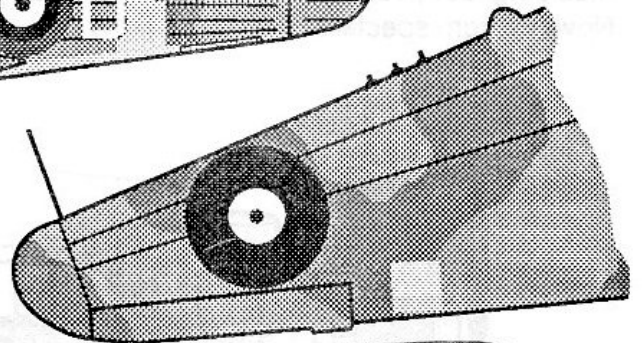




Kittyhawk AK863, TM*N, Patricia Bay, May 1942. Aircraft is in standard finish of dark earth and dark green over sky, with sky spinner. Standard B type roundels on wing upper surfaces, and B type roundels below. A small letter N is carried under the radiator intake lip.



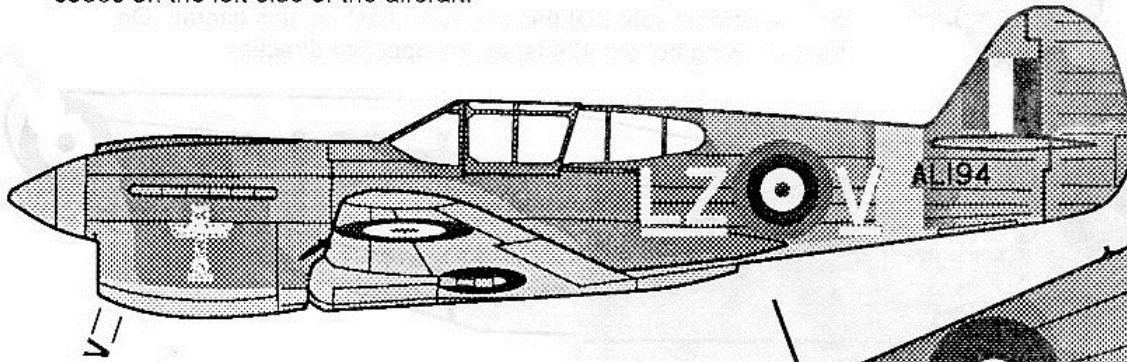
Kittyhawk AK905, LZ*D, Anchorage, Alaska, summer 1942. Finish is dark earth and dark green over sky, with sky spinner. Fuselage band (interrupted in way of the codes and serial) and square on the left wing are believed to be a light blue (no sky paint being available at a US base?). The yellow of the fuselage roundels have been overpainted with an olive drab, and the upper wing roundels have been modified with the addition of white. This aircraft carries a small Thunderbird emblem on the nose. Note that there should be no bars under the codes on the left side of the aircraft.



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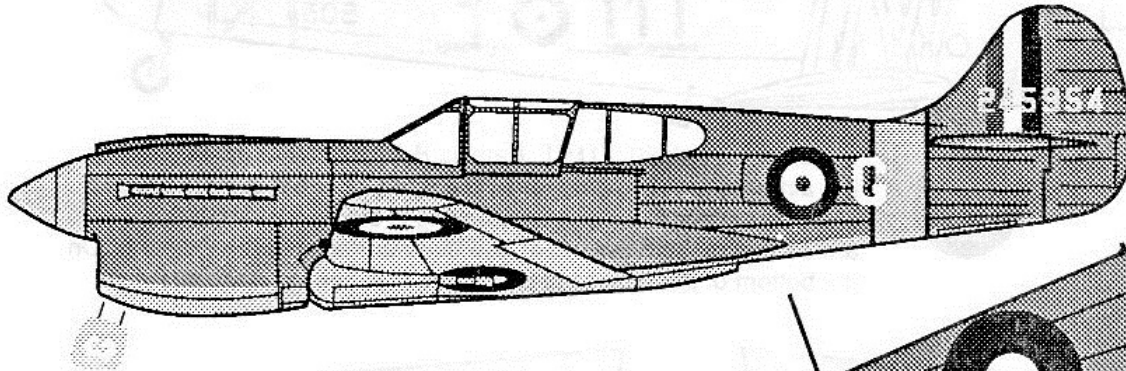
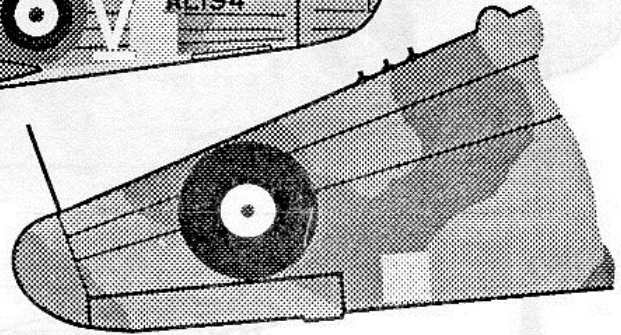
all available

codes on the left side of the aircraft.



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Kittyhawk AL194, LZ*V, Anchorage, Alaska, summer 1942. Finish is the same as the aircraft above. AL194 carries a larger thunderbird emblem, and the codes on both sides are underlined.



P-40K, 245954, Kodiak, Alaska, January 1943. Finish is essentially standard US scheme, i.e. olive drab over neutral grey, with the addition of RCAF national insignia. Spinner is grey, and the fuselage band is grey with thin blue border. This aircraft has 'fishtail' exhausts, with a small natural metal fairing at their front.

