

Hudson Mk.I 784 EA-Y
of 145 (BR) Sqn RCAF,
Torbay, Newfoundland
30 Oct 1942 - U-658 sunk
31 Oct 1942 - U-521 attacked

PBO-I Hudson
82-P-9 of VP-82 USN,
Argentia, Newfoundland
28 Jan 1942 - U-85 attacked
15 Mar 1942 - U-503 sunk

PBO-I Hudson
82-P-8 of VP-82 USN,
Argentia, Newfoundland
1 Mar 1942 - U-656 sunk

Hudson Mk.IIIA BW403
LM-S of I13 (BR) Sqn
RCAF, Chatham N.B.
9 Sept 1942 - U-165 attacked

Hudson Mk.IIIA BW617
LM-C of I13 (BR) Sqn
RCAF, Yarmouth, N.S.
S/L Small 2nd patrol, 31 July 1942

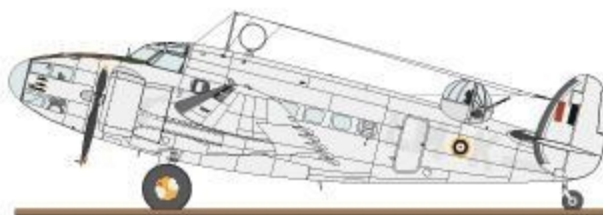
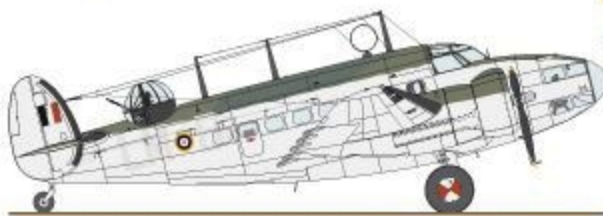
Hudson Mk.IIIA BW625
LM-L of I13 (BR) Sqn
RCAF, Yarmouth, N.S.
31 July 1942 - U-754 sunk
2 Aug 1942 - U-458 attacked

Hudson Mk.IIIA BW616
LM-B of I13 (BR) Sqn
RCAF, Yarmouth, N.S.
rare SCR-521 search radar-
equipped aircraft active late
summer through winter of 1942

Hudson Mk.IIIA BW624
LM-K of I13 (BR) Sqn
RCAF, Yarmouth, N.S.
25 Sept 1942 - U-517 attacked 2x
29 Sept 1942 - U-517 attacked

RCAF Eastern Air Command & USN U-boat Hunters

8+ subjects to
choose from



Exclusive Material:

- Options for 2 additional USN Argentia (Det) Ubat participant aircraft.
- All paint/markings scheme variations accommodated & detailed
- Scale drawings for rare ILS aerials used on the turretless USN examples and...
- For the SCR-521 radar as used on at least one of the RCAF's Battle of the St. Lawrence era aircraft
- Very rare photos

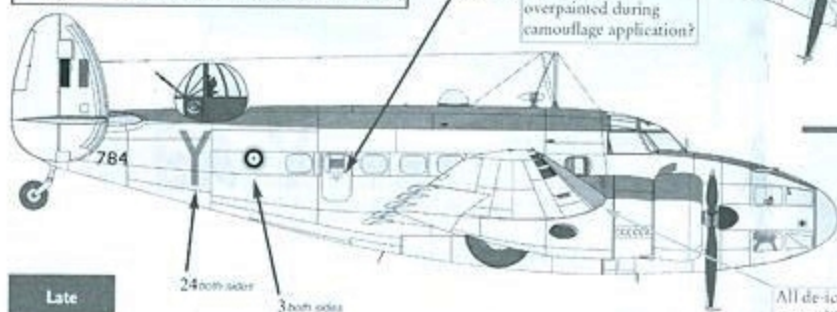


Hudson Mk.I 784, 145 (BR) Sqn

- Mfr as British Air Ministry serial N7388 (c/n 1788).
- Delivered to RCAF 10 February 1940. Veteran of 32 months of EAC Service prior to the 30 October 1942 sinking of U-658, flown by F/O EL Robinson and crew.

Receiving aerial for the ASV.II basic set, present since early summer 1942.

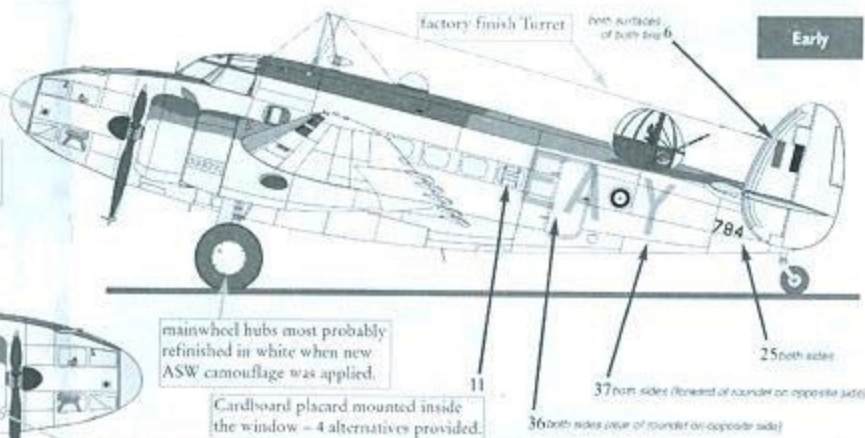
9a or 9b? may have been overpainted during camouflage application?



Late

factory finish Turret
two surfaces of turret fin B

Early



All de-icer boots on wing and tail leading edges oversprayed with a special matt white which often weathered to light grey before flaking off completely.



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This ambiguously marked companion to those pictured below appears to be in an almost identical finish, with the exception of the turrets and the de-icer boots. The turret on Hudson 784 retains the Boulton Paul factory matt black while that on this aircraft has been refinished in white up to what appears to be a "crown" of camouflage paint. The de-icer boots on 784 have received the toning down treatment where those on her companion are more starkly black. Note the heat staining of the white along the exhaust tailpipe venting (low to the rear of the cowl on the nacelle) and the heavy dark efflux area immediately behind the exhaust outlet on the rear of the nacelle; typical Hudson I traits made even more visible by the White background. Contrast between the two upper colours, as represented here in grayscale, is barely discernible, which is pretty normal for the two TSS colours under most photographic conditions. However, TLS can also appear that way under certain conditions. Lacking more research, intuition is required!



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Our subject aircraft, Hudson I 784 / Y, in company with another 145 (BR) Mk.I (possibly "A" serial unknown) in a typical Eastern Air Command environment, circa mid-November 1942. The upper / lower demarcation patterns are fairly consistent with what appears to be very slight feathering (only a few inches - as seen in another closer up photo of a contemporary squadron aircraft) of the new White over the older lower and side camouflage colours. This photo was taken within a few weeks of 784's successes against U-658 and U-521. Part of the aircraft's single letter "Y" is just visible below the R/H vertical tail. It appears to be darker than the codes carried by the squadron when all three letters were present, the author presumes Dark Slate Grey, in keeping with RCAF Coastal Command practice which was being followed closely by EAC. The previous three-letter presentation was most probably in the standard RCAF colour of the period - 1-GP-12 Light Grey #31 (see our Canadian Aircraft of WWII for photos and profile of Hudson 762 EA*DJ). At the time of the U-658, markings were in transition, meaning that 784 could have had either the full three, or single one, letter codes present during the two days of action. Upper colours may have been the factory Dark Green and Dark Earth combination, the Extra Dark Sea Grey and Dark Slate Grey combination, or some transitional combination of colours from each of those two sets of colours (see pg.2 and colour photos on this page*). Note the reduced black of the de-icer boots on the tails of 784.

*The PDF file, which is part of this set, is required to see these images reproduced in colour.

A rare colour image of an operational east coast I Hudson III. The serial is not presently known, but the individual aircraft code "Q", plus some silent features of EAC's ASW recamouflaging efforts, are illustrated. The well-outboard upper wing roundels are typical of the Mk.III/IIIA aircraft operated by the EAC squadrons, while the remaining Mk.I's (eg. No. 784) retained the more inboard early versions.

Colours used are difficult to interpret with certainty, but it would appear that the white was simply added over top of the existing factory camo, or it may be one step beyond that, with the Dark Green already overpainted Dark Slate Grey, and the Dark Brown not yet overpainted Extra Dark Sea Grey.

PBO-1 Hudsons of VP-82

• In USN BuNo range 03842 – 03860 (c/n 5988 – 6007).

• Diverted from RAF production Hudson Mk.IIIs to the USN through October 1941 as that air arm's first landplane patrol aircraft type.



Rudder stripe markings are supplied scaled to this drawing, which is based on Lockheed dimensional data. Available kits in both 1/48 and 1/72 scale appear to have rudders based on some other drawing source, so some trimming/fitting will be required. Perhaps a new future kit will one day offer better scale fidelity? Those for the top, above the tailplane C/L, are indicated at left.

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Newly arrived in Canada, three of the VP-82 Argentina Detachment PBO-1 Hudsons are seen here transiting through Sydney, Nova Scotia, either very late December 1941 or the first days of January 1942, enroute to Naval Air Station Argentia, Newfoundland. Aircraft 82-P-2 is in the foreground with P-4 second in line. Of note are the Air Track II.S aerial atop the fuselage, the 1941-era markings (sans the lower L/H and upper R/H wing roundels and fin stripes), and lack of turrets. Less conspicuous, but detectable by their shadows cast on the nose, are the receiving and transmitting aerials for the same rudimentary ASV.II set later installed on the RCAF's Hudsons. It is very likely that these ASV sets were manufactured in Canada at Research Enterprises Ltd. (REL), the manufacturing offshoot of Canada's National Research Council (NRC) which was heavily involved in radar development on this continent in the wake of the British Tizard Mission of September 1940.

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This magnified detail of a photo of an electric line-up at RCAF Station Torbay, Newfoundland in April of 1942 reveals 82-P-2 after the change to the new USN specification. This would have occurred soon after the detachment's arrival on station at Argentia. The additional underwing roundels are plainly visible, as are the rudder stripes upon closer scrutiny. The foreground Hudson is an RCAF Mk.I of 11 (BR) Sqn while an RCAF Iy sender and a USAAF B-18 flank its USN counterpart.

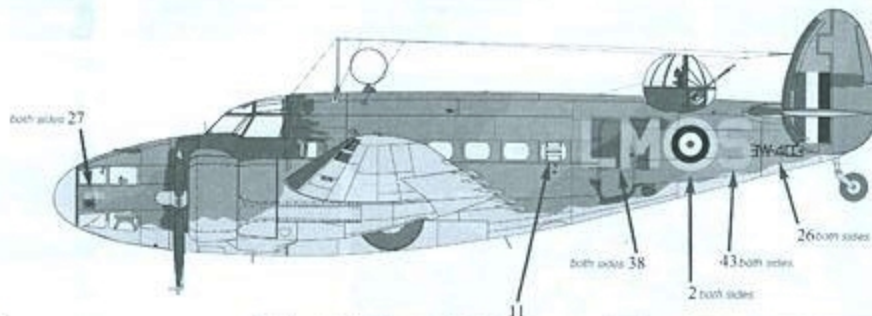
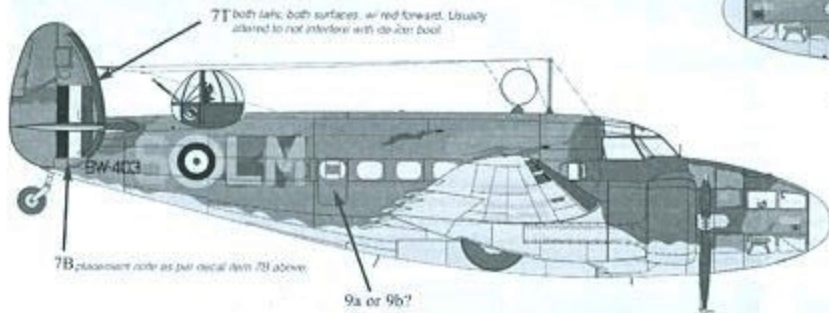
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USN U-boat victor PBO-1 Hudson 82-P-9 is seen here on its way back to the United States in May of 1942. The two U-boat markings on the nose commemorate the aircraft's two encounters with different crews aboard. A similar single marking may have adorned the nose of 82-P-8, but this is not known for certain. It is also not known if the emblems were applied to both sides (i.e. the squadron's later PV-1 Ventura U-boat victory was applied to both sides). Just in case, the option is provided for in the decal set. Visible in this view are the neatly sealed (i.e. the transit flight) nose gas blast tube, the receiving (forward), over the rear stroke of the "8" character) and transmitting (towards rear, root end visible just beyond the engine cowling) aerials of the very early ASV.II radar system, bare metal prop hubs and decesses, the gunlight bend post above, and numerous under-nose details. Note the oil stains streamed backwards from the cowling leading edge ring panel line. The aircraft beyond may be an RCAF machine, for it does not appear to have the Air Track aerial array installed.

Hudson Mk.III BW403, 113 (BR) Sqn

- Mfr as USAAF A-29 41-23265, British Air Ministry serial BW403 (c/n 6082).
- Delivered to Debert, Nova Scotia, by a U.S. Transport Command ferry crew on 30 November 1941. Formally TOS RCAF on transfer from RAF assets on 16 February 1942.
- High-time aircraft – regular mount of P/O R.S. Keetley and crew on 113 (BR) Sqn.



Cardboard placard mounted inside the window – 4 alternatives provided.

Apply serial numbers (decal 26) first, and then code letter (decal 43).

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Hudson IIIA BW403 was originally issued "on loan from the RAF" to the RCAF HW2 on 16 February 1942, and ferried from reception storage at Debert to Yarmouth, Nova Scotia, for service with 113 (BR) Sqn by the OC, S/L A.G. Kenyon, on 8 March. The photo was taken in the late fall / early winter of 1942 while on detachment to Chatham, New Brunswick, by which time she must have been one of the high-time aircraft on the squadron. Although BW403 spent most of that late 1942 period with the detachment at Mont Joli, Quebec, she did end up at Chatham on occasion. One of the busiest aircraft on the squadron* she was aloft on 5 to 6-hour operational sorties, on 4 out of 5 flying days for weeks at a time, through the late summer and early fall. Apparently taken out of the line for extended maintenance between 12 and 23 September, and by all reports somewhat troublesome for a while thereafter (i.e. on inordinate number of test flights), circumstances may have prevailed for BW403 to miss her "slot" to be flown out to Dartmouth for refinishing in the new ASW scheme. Even the construction number on the nose, the immediate post-delivery style national markings, and the spot overpainting of the "U.S. Army" titles and cockades under the wings, remain in place here! Close inspection of the above original photo also reveals the squadron's former code, "BT" (used before May 1942), overpainted in fresh camouflage colours underneath the newer "LM" code on the rear fuselage, and fresh camouflage colours where the factory applied USAAF serial (41-23265) would have been on the vertical tail. All such work was most probably accomplished on site at Yarmouth** with fresh-stock Canadian-manufactured variations of Dark Green, Dark Earth, and Sky – or perhaps even some Dark Slate Grey and Extra Dark Sea Grey which was just coming into use on HW2 ASW types (see pg.2).

By early October the tireless warrior's operational hours per week were again rising steadily, peaking not long after returning with the Mont Joli detachment on 11 November.

Throughout her 113 (BR) career, BW403 was very frequently flown by P/O R.S. Keetley and crew. On 9 September 1942 they sortied to hunt for a reported submarine and attacked U-165, putting her off her game in the Battle of the St. Lawrence. It was the first of two flights for both aircraft and crew that day.

*Especially so after returning, on 30 July 1942, after a week at Ottawa (Rockcliffe) getting the ASW bombing system installed.

**Yarmouth did not have a proper "paint barn" refinishing facility, thus adding "field conditions" to the mix.



Although not of our subject aircraft, together with the colour image on pg.3, this rare colour photo does, nonetheless, illustrate the potential pitfalls of achieving authentic colour on scale models of Mk.III's within the contiguous BW403 to BW462 production block, and the small batch produced just prior to that, in amongst the PBO-1s and Hudsons destined for Australia and China. The example in the photo is either Hudson IIIA BW400 (with the Test & Development Establishment, Rockcliffe from February 1943), or Hudson IIIA BW406 (a dual control aircraft, with the Central Flying School at Trenton from 27 Nov 1942). The out of spec roundel (no Yellow starboard) and serial presentation (about twice the usual size), along with the lack of de-icer boots, suggest a local repaint in-progress. Colour reproduction aside, the finish appears decidedly quirky, with the green resembling more a Light Slate Grey than the usual RAF-spec Dark Green. Note the spot-refinished area low on the nose which more positively resembles the RAF Dark Green. Was the colour that the author believes to be Light Slate Grey (in essence a grey-green) used as a substitute for Dark Green at the factory? Or the product of a local refinishing job in progress?

The lighter portion of the Lockheed-supplied turret well cover is also in a different colour (primer, or faded Light Slate Grey perhaps?). Oil staining and spot refinishing has also imparted some variation reflectance and intensity to the finish of the port engine cowd and nacelle. The finish on our subject aircraft – BW403 – looks similarly, but much more extremely, variegated.



This is one of a series of photos taken sometime after BW616 was finally refinished in the ASW scheme, 8 October 1942 (see pg.10). Belanger's "triple threat" BW624 (see pg.8) is in the foreground with the SCR-521 equipped BW616 beyond. The image might have been captured within the small window of opportunity between 7 and 9 November when the two detachment aircraft – '616 from Mont Joli and '624 from Chatham – were both visiting Yarmouth. Or it may have been after 23 December 1942, when the squadron had commenced the winding down of detachment activity and had just recently initiated reorganization, at the home airfield, into "A" and "B" Flights. Although both aircraft flew with both flights at different times*, the differently coloured mainwheel hubs may be ostensible representations of flight "ownership" – Red for "A" and Yellow for "B" assigned when the flights were stood up on 8 December 1942.** As will be seen on page ??, BW616 sports yet another variation on the ASW scheme.

* Squadron records show that role, whether operations (A Flight) or operational training (B), and not actual aircraft or even crews, identified the flight subvariations in this instance.

** RCAF Technical Bulletin Kan7 No.51/25 of 17 March 1935 called for these, in addition to Blue for "C" Flight (which 113 (BR) did not have).

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This photo was most probably taken on 21 October 1941. References to "formation flying" in the squadron's records, and the unique instance of four later-scheme aircraft departing and returning simultaneously, agree fully with the photo evidence here. Given that, the seemingly anonymous 113 (BR)1 Hudson shown includes any three of BW634 (S/L Small), BW629 (F/O Draper), BW624 (F/O Belanger), and BW614 (F/S Wallace). All – being four of the six squadron aircraft on detachment to Chatham at the time – departed at 1345 to do some formation flying and returned 50 minutes later. The lead aircraft is almost certainly F/O Belanger's BW624 "Kajjo", signature items being the darker camo paint remaining on the nose in combination with the dark finished replacement carb intake section of the R/H engine cowd (see pg.23). The far aircraft is most probably BW614 (which is believed to have been "A", with the nickname "Anne" on the nose). It was also photographed in close-up during the session.

So which of the remaining two is the camera ship, and which the closer aircraft? Although it is difficult to be absolutely certain, the closer one may be BW634, for the upper/side paint deterioration does appear to have features not in keeping with those seen on BW629 in the February 1943 crash photo on page 6. Furthermore, the central band of camouflage colour across the top of the fuselage registers as the lighter tone in the photo, which at the other end of the spectrum from what we usually expect of Dark Green in relation to Dark Earth, no matter which photographic film type is used (ortho or panchromatic, see pg.6 photos for case in point). The total relationship seen in the photo is more in keeping with that of the Extra Dark Sea Grey (darker tone) and Dark Slate Grey (lighter) colours of the TSS finish. Additionally, there does not seem to be any code lettering remaining on the rear fuselage jutting up above the camouflage demarcation line, as with the later photo (albeit the opposite side) of BW629 on page 6.

If that's an acceptable point, then it may be stated that three different interpretations, some with further variations, of the evolving RCAF engineering orders – those that affected ASW aircraft specifically (see pg.2) – were used on 113 (BR) Squadron's Hudsons as they were refinished at Dartmouth over a 3 month period.

Hudson Mk.III BW617, 113 (BR) Sqn

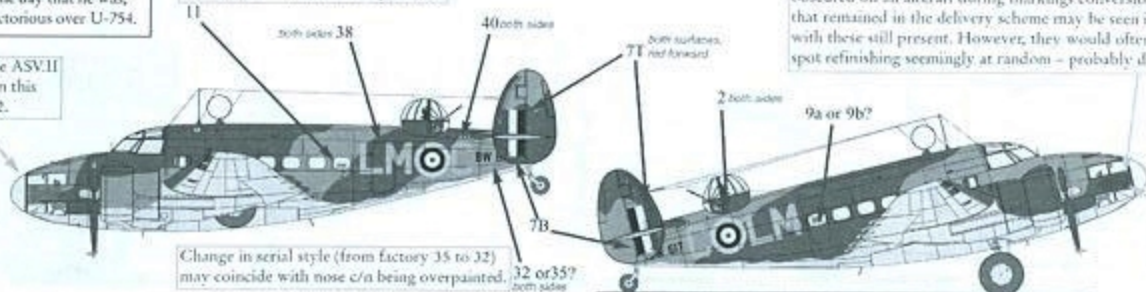
- Mfr as USAAF A-29 41-23479, British Air Ministry serial BW617 (c/n 6296).
- Delivered to Debert, Nova Scotia, by a U.S. Transport Command ferry crew on 22 January 1942. Formerly TOS RCAF on transfer from RAF assets on 5 February 1942.
- High utility aircraft – Flown by S/L Small on the second flight of the day that he was, while flying BW625, victorious over U-754.

Bonus Subject

We were unable to find any concrete photographic reference to BW617 prior to going to print, but there was plenty to note in the squadron's written records. Having left the squadron in August after a busy summer (ultimately ending up with 31 OTU at Debert), she likely spent all of her operational 113 (BR) career in the more predictable (i.e. later than the BW400 series machines with the quirky paintwork) delivery scheme as depicted in this broadly interpretive representation.

Cardboard placed mounted inside the window – 4 alternatives provided.

Receiving serials for the ASV.II basic set, not present on this a/c prior to 8 June 1942.



Change in serial style (from factory 35 to 32) may coincide with nose c/n being overpainted.

Canada-bound Hudsons retained the factory-applied construction number (c/n) presentations on the nose for the duration of the ferry flight north. This was not obscured on all aircraft during markings conversion in Canada. Some aircraft that remained in the delivery scheme may be seen in full RCAF service markings with these still present. However, they would often disappear under a bit of spot refinishing seemingly at random – probably during ongoing maintenance.

Receiving serials for the ASV.II basic set, present on this a/c from 8 June 1942.

Hudson Mk.III BW624 I13 (BR) Sqn

- Mfr as USAAF A-29 41-23486, British Air Ministry serial BW624 (c/n 6303).
- Delivered to Debert, Nova Scotia, by a USAAF Transport Command ferry crew on 22 January 1942. Formally TOS RCAF on transfer from RAF assets on 5 February 1942.
- Flown out to I13(BR) on 1 March 1942.
- Often flown by F/O Belanger and crew throughout 1942 - early '43. In it, they delivered three determined depth charge attacks against U-517 between 25 and 29 September 1942.



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Though not a sub-killer per se, the nose of BW624 does commemorate the three U-boats its crew, captained by pilot F/O M.J. Belanger, fought against a single foe on 25 and 29 September 1942. The last of these was enough of a kill joy for the steel-nerved Captain of the highly successful U-517 to put him decisively off his game. The 23 year old pilot was later awarded the Distinguished Flying Cross for his determined effort in chasing off the lethal U-boat. Under constant harassment from Canadian naval and air assets, between 27 August and 15 September 1942, Commander Paul Hartwig's U-517 had sent nine vessels to the bottom, all within the Canadian coastal waters from the northern passage into the Strait of Belle Isle up into the Gulf just off Cap-Chat, Quebec.

Finished mostly in ASW White, this Hudson retains a patch of original camouflage paint atop the nose as an anti-glare measure, and the carb-intake fairing of the R/H engine cowling has been replaced with what appears to be a TLS-finished spare. Note the protrusion on the forward fuselage - the only external evidence of this aircraft's ASV.II radar equipment. BW624 was one of the first two I13 (BR) Hudsons so equipped, flying to Rockcliffe, Ontario on 8 June and returning, work completed, on the 11th. The transmitting aerial is the "dog-leg" on the fuselage flank ahead of the wing root with the corresponding "sword" receiving aerial just ahead of the U-boat emblems. This aircraft was refinished at Dartmouth between 7 and 13 August 1942.

6 both sides, both surfaces, angled forward.

9a or 9b?

Carb intake fairing and integrated nacelle top panel section replaced with TLS finished part.

The nose may have been left unfinished when the ASW White was applied



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A few close-ups of the nose show details of the aircraft's unique markings and the Type 12 serials that serve the ASV.II homing set. Interior details, mostly parts of the maritime-duty floatation system (deflated air-bags on the floor and "roof"), and trip-wires attached to the ribs atop the CO₂ inflation bottles) and the forward crew station seat in the forward position. The dark patch on the photo below is damage from the photo album.

De-icer boots coated with white spray to reduce frontal conspicuity on approaching target (see pg.2).

Cardboard placard mounted inside the window - 4 alternatives provided.

3 both sides

Some trimming may be required due to kit accuracy.

both wheel hubs 10



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page 8

Hudson Mk.III BW625 113 (BR) Sqn

- Mfr as USAAF A-29 41-23487, British Air Ministry serial BW624 (c/n 6304).
- Delivered to Debert, Nova Scotia, by a USAAF Transport Command ferry crew on 22 January 1942. Formally, TOS RCAF on transfer from RAF assets on 5 February 1942.
- Flown out to 113(BR) on 15 February 1942.
- Often flown by S/L N.E. "Mollie" Small both before and during his time as Officer Commanding 113 (BR) on 26 June 1942. Small and crew used this aircraft to sink U-754 southeast of Sable Island 31 July 1942. This was RCAF's first confirmed U-boat kill. The same crew also attacked U-89 using this aircraft.

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S/L Small in the cockpit of a Hudson refinished in the EAC ASW scheme. This exceptional anti-submarine warfare leader and pilot flew nearly all of the 113 (BR) Hudsons during 1942. The aircraft in the photo may very well be BW625, which he flew often, but it could just as well be any other. However, if it is '625, it is well after the 31 July U-boat. BW625 was flown to Dartmouth by Small (as he was departing for temporary duty at Eastern Air Command) to receive its ASW scheme on 13 August and returned to Yarmouth piloted by P/O Irwin eleven days later. Small returned to the Squadron on 1 September (returning another newly refinished Hudson, BW627).

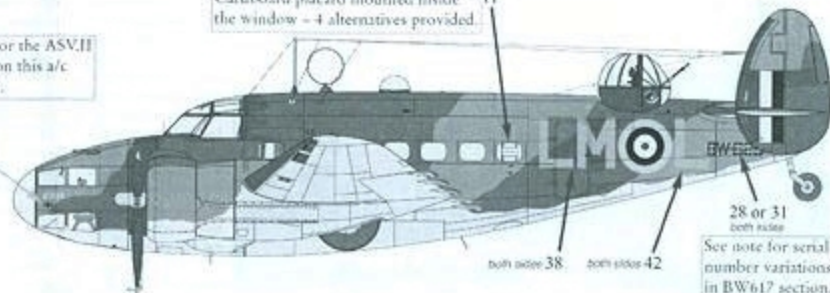
While it appears to have been commonly assumed that Hudson BW625 was primarily painted white at the time of the sinking of U754 on 31 July 1942, no evidence to that effect has been located. On the other hand, 113 (BR) Squadron records, as paraphrased above, have the scheme change occurring more than two weeks after the sinking.

The paper trail, in combination with what we've been able to ascertain thus far on the delivery schemes on EAC Hudsons, leads to the conclusion that Small's aircraft was painted in the scheme depicted in the specific illustrations. While no identifiable photographs BW625 have yet been located, a number of photos showing squadron aircraft in the earlier colour scheme and with the LM squadron codes carried May thru October 1942 do exist (some are reproduced elsewhere in this set). The individual aircraft letter "L" was ascertained from a feature in the IPMS Canada publication *RT*, May 1968, by Samuel Kostzenik, a pioneer researcher into RCAF code letters of the period. Fortunately both the markings and the delivery schemes on these BW600-series Hudsons were fairly uniform so it is believed that a model based on these materials may get you to "as close as you can get" for this historically significant aircraft.

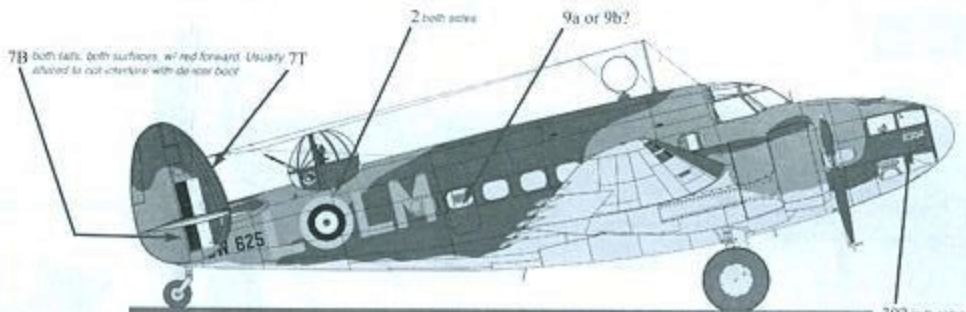
Aviation by SkyGrid © 2014

Receiving aerials for the ASV.II basic set, present on this a/c from 19 June 1942.

Board placed mounted inside the window - 4 alternatives provided.



7B both tails, both surfaces w/ red forward. Usually TT attached to cut-overline with de-ice door



Loading a live round Mk.XI depth charge into the bomb bay of a 113 (BR) Hudson at Yarmouth probably in early 1942 just as the Squadron started to receive the new type before converting to Venturas. A typical ASW patrol load was 4x 250lb D/Cs - either these much more lethal Torpede-filled ones, or the earlier Amatol-filled Mk.VIII's of similar form-factor. If Belanger's aircraft had been loaded with Torpede-filled D/Cs, it is quite possible that he would have sunk U-517 on at least two of his three attacks. Nonetheless, Small's absolute victory over U-754 and, quite possibly Robinson's over U-688, were won with the less potent earlier explosive. The USN PBO-1s used a 325lb Depth Bomb of a somewhat different form factor, and it too was subject to progressive development for both hydrodynamic predictability and explosive power.



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This photo of BW616 was taken in July 1942. The aircraft had been at Rockcliffe since 4 June, but unlike the other 113 (BR) Hudsons which returned with compact short range bombing versions of ASV.II installed after a week or so away, BW616 remained for a more extensive refit. Like the 10 (BR) Digby that was also at Rockcliffe for similar installation prototyping, BW616 seems to have been subject to refinishing whilst a guest of the Test and Development Establishment there. This is in keeping with the evolving RCAF engineering orders of the period – for example, on 30 June 1942, new finish drawings were issued for Carno, Digby, and Hudson aircraft (see pg.2). Subtle evidence of a repaint include the general soft feathering of all demarcations that is different in character from the factory finish, a reduction on contrast between the two upper colours (on well exposed panchromatic film), the fact that no trace of the former "BT" squadron code being overpainted can be seen, and the absence of fin flashes on the inside of the vertical tail.

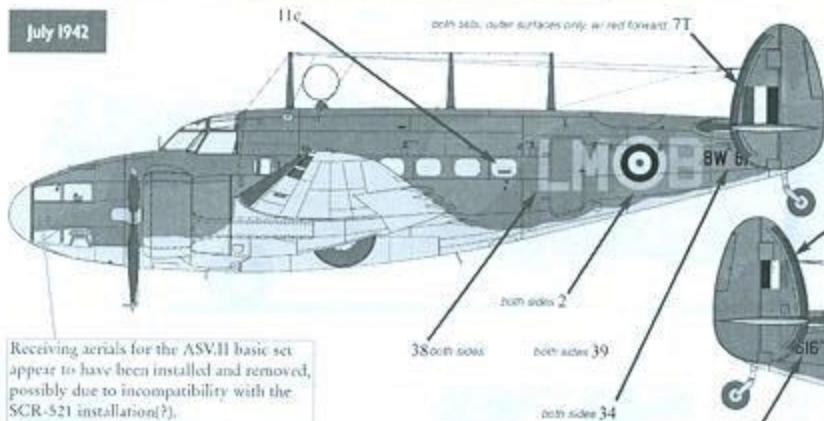


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BW616 returned to the squadron on 27 August 1942 and, aside from a day or so of local air testing, was immediately thrown into the Squadron's busy operational schedule. Before leaving Rockcliffe the squadron codes, serials, and national markings were changed yet again to reflect evolving RCAF engineering orders to that effect. Back on squadron, she was not only the single aircraft with the exotic radar suite, but also most likely the only one with "properly" placed codes on the R/H side of the fuselage!

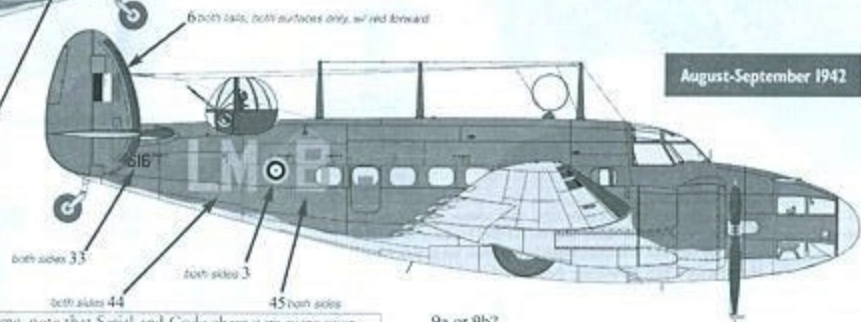
BW616 served, for its most part, with the Mont Joli detachment during the late summer / early spring peak of the squadron's involvement in the Battle of the St. Lawrence, in the scheme depicted below. Finally, on 2 October 1942, she was afforded a break to be flown out to Dartmouth for application of her own version of ASW White. Later still, with the detachments withdrawing back to Yarmouth through December, the mainwheel hubs received the flight colours as described in the BW624 section on page 9. Note that the White in the photo above is showing signs of weathering, and the overpainted markings on the rear fuselage are plainly visible.

July 1942



Receiving aerials for the ASV.II basic set appear to have been installed and removed, possibly due to incompatibility with the SCR-521 installation(?).

August-September 1942



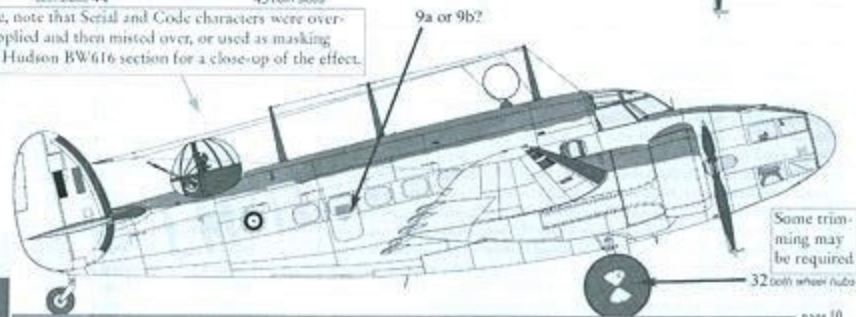
Hudson Mk.III BW616 113 (BR) Sqn

- Mir as USAAF A-29 41-23478, British Air Ministry serial BW616 (c/n 6295).
- Same path to 113 (BR) as BW617, arriving at Yarmouth on 19 February 1942.
- To Ottawa (Rockcliffe) to have radar installed 4 June 1942.
- Returned from Rockcliffe 27 August 1942 – radar tested on squadron very next day.
- Very busy operationally thereafter.

In replicating the post 2 October 1942 scheme, note that Serial and Code characters were overpainted rather than removed. Decals can be applied and then misted over, or used as masking patterns to achieve this effect in scale. See the Hudson BW616 section for a close-up of the effect.

For the post July 1942 schemes, note that the renewed Code characters would have been "right reading" with the "LM" first on both sides of the fuselage, not with the "LM" forward of the roundel as in the old scheme. Others may have been changed to this spec prior to the ASW scheme, but this aircraft is the only one for which we have photo evidence of it.

October 1942 to February 1943



Some trimming may be required