



1/48th Scale Decals
Canadian Spitfires

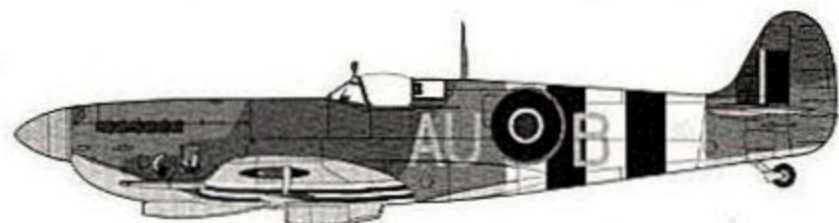
#48006

Assorted Markings

A collection of quality decals depicting Spitfires flown by Canadian pilots in various theatres and periods throughout the Second World War.



Paul Ostrander's DG-R (MD 280)
Spitfire Mk VIII, 155 Squadron (Burma)



Len Thorne's AU-B (MJ 880)
Spitfire Mk IX, 421 Squadron

Also includes markings for:

- P. Barton's PL 975
Spitfire Mk XI, 400 Squadron
- Guy Mott's 9G-K (NH 209)
Spitfire Mk IX, 441 Squadron
- Sten Lundberg's DN-T (MJ 832)
Spitfire Mk IX, 416 Squadron
- Denny Wilson's White 15 (2008)
Spitfire Mk IX, 101 Squadron (IDF)
- Bert Houle's AN-A (JG 184)
Spitfire Mk VIII, 417 Squadron
- Norman Bretz's NH-B (EP 548)
Spitfire Mk V, 416 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

Assorted Markings



After the first Canadian Spitfire unit arrived in England in 1941, more than fourteen RCAF fighter squadrons would fly the Spitfire during World War II. Hundreds more flew this feisty little airplane in the RAF. Whether it was in the relentless heat of Malta, the grey skies of northern Europe, or the unbearably humid jungles of Burma, the Canadian pilots flew their mounts in the deadly game of aerial combat. It was in these beautiful little fighters that they fought, sacrificed, and ultimately triumphed.

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

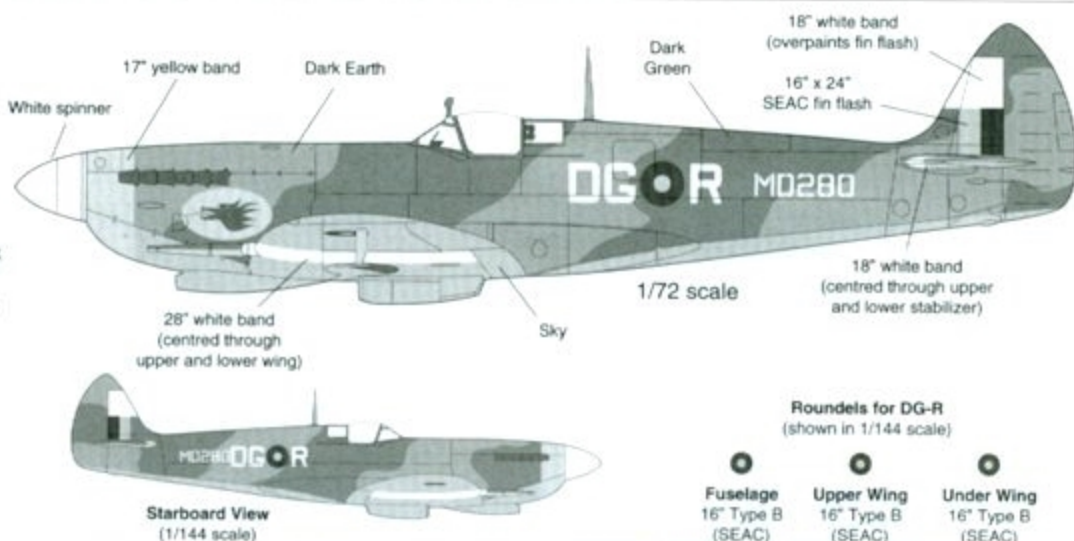
Wherever possible, we have included photographs of each aircraft. In instances where pictures of the aircraft did not exist, we have included a photograph of a similar or comparable example for study.

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

DG-R (MD 280)

Spitfire Mk VIII
F/L Paul Ostrander, 155 Squadron
Burma, April 1945

DG-R, serial MD 280, was a Mk VIII Spitfire adorned in a mix of typical South East Asia Command (SEAC) markings. The aircraft was camouflaged in the temperate land scheme of Dark Earth and Dark Green over Sky undersides. White bands were painted across the centre of the wings, fin, and stabilizers, but not on the control surfaces (ailerons and elevators). Roundels were 16" blue and white SEAC Type B on all surfaces. The cowling band was yellow. The aircraft codes and serials had been repainted white. 155 Squadron's dragon emblem was painted on the port cowling. DG-R was one of several Mk VIII's paid for by the Maharaja of Manipur and provided to the British to help in the fight against Japanese imperialism.



155 Squadron Spit in the sun

A 155 Squadron Spitfire Mk VIII, possibly DG-R, sits in the relentless tropical heat with pilots and crew. Note the attire deemed appropriate for the climate...a far cry from the stuffy tunics and ties required in Europe.

Although the 17" band on the forward cowling of this aircraft is yellow, most SEAC fighters used white bands, if at all. The leading wing edges did not carry any yellow striping or muzzle patches.



F/L Paul Ostrander

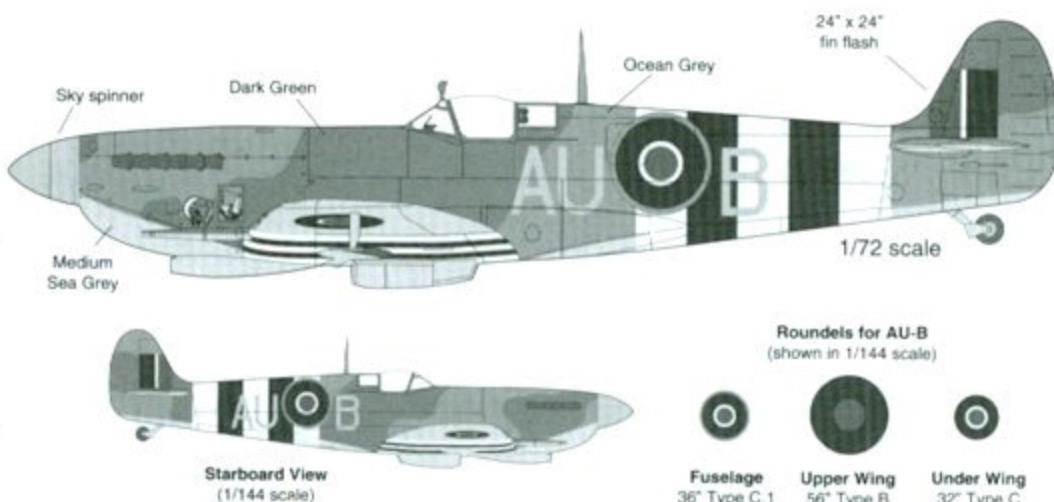
Service: 155 Squadron (Burma)
Hometown: Winnipeg, Manitoba
 Paul Ostrander made his first solo in a Spitfire in April 1943 in England. He flew old Mk I Spitfires with 2 TEU before being transferred to 155 Squadron in India in May 1944. Ostrander began flying Mk VIII Spitfires with the squadron in July 1944, providing escort for Hurricane fighter-bombers and C-47 transports. He safely finished his tour in May 1945, later becoming a helicopter pilot.

AU-B (MJ 880)

Spitfire Mk IXc
F/L Len Thorne, 421 Squadron
Bazenville, France, June 1944

AU-B, MJ 880, was a Mk IXc aircraft painted in the standard day fighter scheme of Ocean Grey and Dark Green camouflage over Medium Sea Grey undersides. The fighter retained its invasion stripes for some time after June 1944. Other markings include a Sky spinner, yellow stripes on the wings' leading edges, and the 421 Squadron Red Indian logo. Wheel hubs were covered.

Thorne further spruced up the look of AU-B by tearing a page out of a wartime girlie magazine and taping it to the cowling. The photo depicted a busty woman in a negligee lounging on a weigh scale and is entitled *Weight Control*. Given the wet climate of Europe, the paper pinup girl could only have lasted a short while!



Weight Control

Len Thorne's AU-B, MJ 880, sits in the grass somewhere in France. Thorne has not yet applied his pin-up girl and Red Indian logo to the cowling.



F/L Leonard R. Thorne

Service: 421 Squadron
Hometown: Toronto, Ontario
 F/L Thorne flew his first operational sortie on July 14, 1943, escorting B-17's to Paris. Thorne was one of the first pilots to land in France after the area was secured for aircraft following the landings at Normandy. He finished the war credited with a Bf 109 damaged, not a minor feat at a time when it became nearly impossible to find German fighters to shoot at.

PL 975

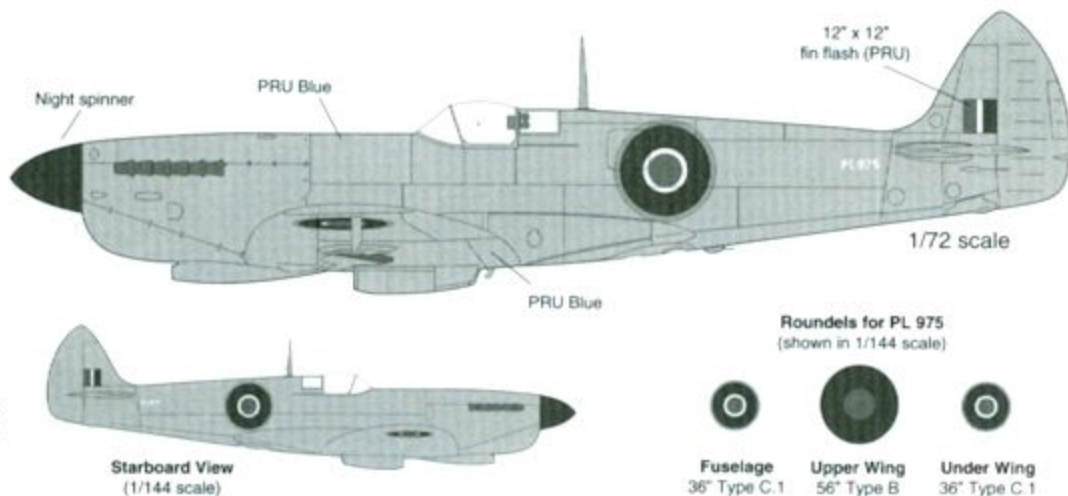
Spitfire Mk XI

F/O P. S. Barton, 400 Squadron
The Netherlands, January 1945

PL 975 was a Photoreconnaissance Unit Mk XI Spitfire, designed for high altitude flight. The aircraft carried no guns, and had an unarmoured windscreen. Cameras were mounted in the underside of the fuselage.

PL 975 was painted PRU Blue (FS 35189) overall, with no distinguishing markings other than small serial numbers painted in Sky on the fuselage. A half-sized fin flash commonly used on PRU aircraft further enhanced PL 975's stealthy appearance.

Barton took PL 975 on its first operational flight with 400 Squadron on January 5, 1945. The aircraft flew until May 4, 1945 when F/L L. G. Aldworth took the Spit on its last mission. PL 975 was lost in a crash in May of 1947.



Off to a shoot

PL 975 takes off in the sun for another photo-recce shoot. This aircraft is believed to have been painted PRU Blue overall.



F/O P. S. Barton

Service: 400 Sqn
Medals: DFC
F/O Barton flew recce with 400 Squadron, the high altitude unit of the 39 Recce Wing. He successfully finished his tour without being intercepted.

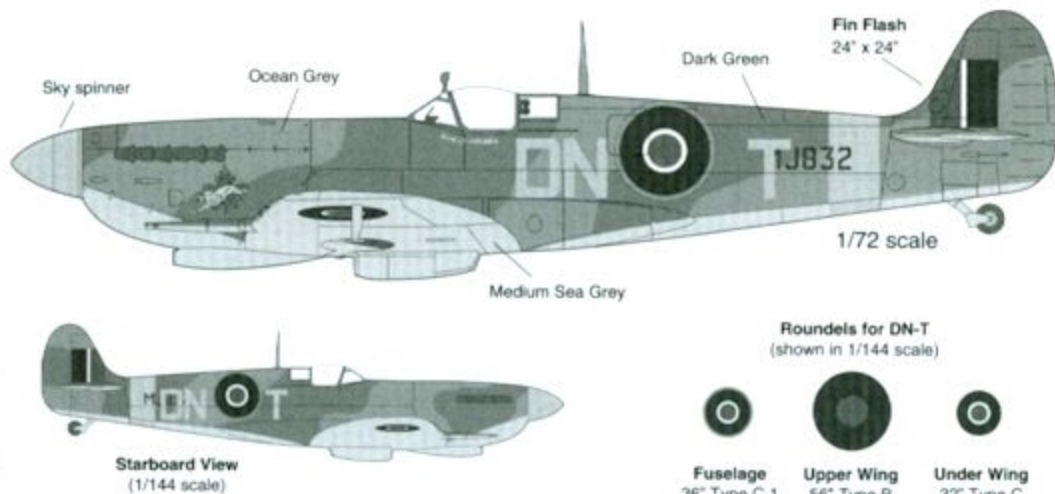
DN-T (MJ 832)

Spitfire Mk IXc

F/L Sten Lundberg, 416 Squadron
Tangmere, May 1944

DN-T was a typical 416 Squadron Mk IXc Spitfire. The aircraft was camouflaged with the standard Ocean Grey and Dark Green pattern, and Medium Sea Grey underside. Yellow striping appeared on leading edges of the wings.

On May 21, 1944 "Lundy" was flying DN-T on a train-busting mission in France when his aircraft was hit in the cooler radiator with a 20mm AA shell. His engine overheated and caught fire. In the panic, Lundberg jammed the canopy and was unable to bail out. Having descended to 600 feet, he wisely abandoned his plan to leave the aircraft, and instead executed a perfect wheels-up crash landing. He was quickly descended upon by Luftwaffe AA gun crews and taken prisoner.



Lost bird

After being captured by the Luftwaffe in May 1944, MJ 832 was taken to a nearby German airfield.

Later that year, when the airfield was captured by Allied forces, DN-T was discovered in a scrap heap, shown here, shorn of its wings.



F/L Sten T. Lundberg

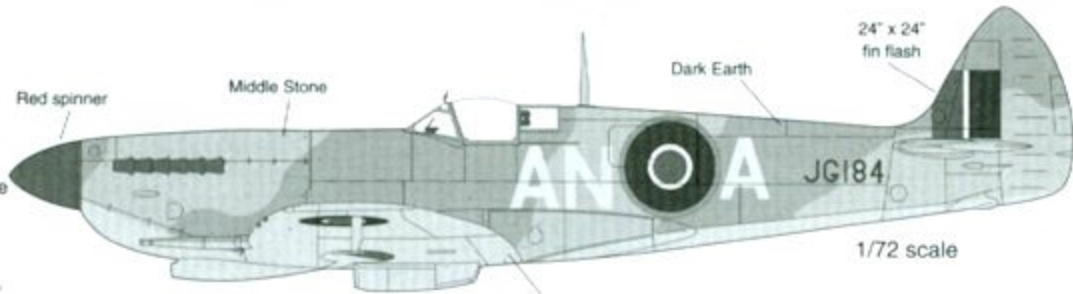
Service: 416 Squadron
Sten Lundberg started with 416 Squadron on February 18, 1944. He recalls helping to apply the stencil for the squadron badge on his aircraft. Lundberg crash landed in enemy territory on May 21, 1944 and spent the next year under Luftwaffe guard. He went on to become Canada's first helicopter pilot.

AN-A (JG 184)

Spitfire Mk VIIIc
S/L Bert Houle, 417 Squadron
Anzio, Italy, February 1944

AN-A, serial JG 184, was a clipped-wing Mk VIIIc Spitfire. It was painted in the desert scheme of Middle Stone and Dark Earth upper camouflage over Azure Blue undersides. The spinner was red. Aircraft codes letters were an uncharacteristic light grey. No yellow stripes were painted on wing edges.

On February 15, 1944 S/L Houle was flying AN-A (JG 184) in what was to be his last dogfight. His squadron went up against a large group of Fw 190's, and a furious combat ensued. Houle's boys shot down six Germans, with Bert himself bagging two of them. But during the fight, Houle was seriously wounded by a slug that hit him in the neck. He was given a Bar for his DFC for this action, and was sent home, being told two tours were enough for any pilot.



1/72 scale



Starboard View
(1/144 scale)

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



417 Squadron in Italy

AN-H takes off from an airfield in Italy. 417 Squadron was the only all-Canadian Spitfire Squadron to serve in the Middle East. Many of the Mk VIII aircraft they flew, like the one pictured, had the extended wingtips attached.



S/L A. U. "Bert" Houle

Service: 145, 213, 417 Squadrons

Victories: 7

Medals: DFC and Bar, CD

Hometown: Massey, Ontario

Bert Houle enlisted in 1940. In July 1942, he shot down his first Ju 88. In October 1942 he received the DFC for shooting down four Stukas in one mission. Houle became F/L of 417 Squadron in June 1943, and in October 1944 he was promoted to S/L. He was credited with the first enemy fighter destroyed over Anzio in January 1944.

9G-K (NH 209)

Spitfire Mk IXc

F/L Guy Mott, 441 Squadron

St. Croix-sur-mer, France, October 1944

9G-K, serial NH 209, was the aircraft of F/L Mott in late 1944. It was a Mk IXc Spitfire with C-type "universal" wing and B-type armament of two 20mm cannon and four .303 machine guns. Wheel hubs were the five-spoke style.

Markings on 9G-K were the standard Ocean Grey and Dark Green camouflage over Medium Sea Grey undersides. The Canadian maple leaf emblem appeared under the port side windscreen. Invasion stripes were painted on the fuselage underside only. The wing leading edge strips were yellow, with red gun patches over the muzzle ports. The aircraft also had a Sky spinner and fuselage band.

Mott usually flew aircraft letter "K".



Starboard View
(1/144 scale)

Roundels for 9G-K
(shown in 1/144 scale)



Fuselage
36" Type C.1



Upper Wing
56" Type B



Under Wing
32" Type C



Guy and 9G-K

Guy Mott poses with his kite. Note the application of the invasion stripes: the rearmost stripe aligns with the 18" Sky fuselage band. Although aesthetically more pleasing, this common practice was not regulation. Orders had stipulated that the stripes should start 18" forward of the tailplane.



F/L Guy Mott

Service: 125, 441, 18, 80 Squadrons

Victories: 5.5

Medals: DFC

Hometown: Sarnia, Ontario

F/L Mott served in 441 Squadron, flying alongside aces like Johnnie Johnson. Mott himself was an accomplished fighter pilot, becoming an ace before hostilities ended in 1945. After the war, in 1947, he was recruited by the RAF as Weapons Officer. He returned to England for training, then served in the Far East.

White 15 (2008)

Spitfire Mk IXc

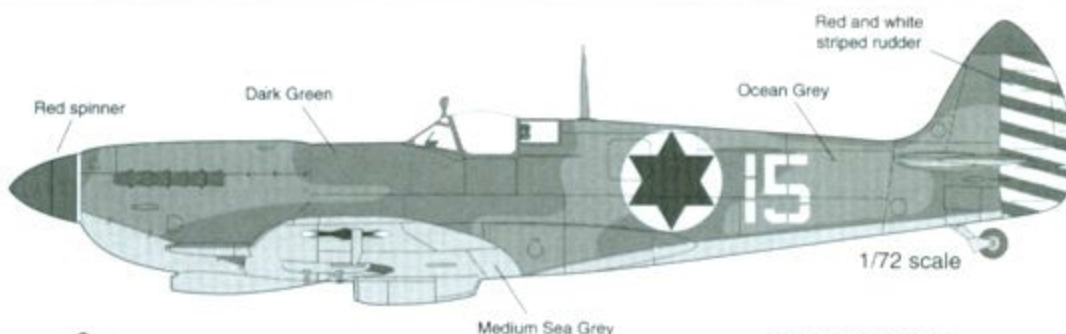
Denny Wilson, 101 Squadron

Israeli Defence Force/Air Force

Chatzor, Israel, December 1948

White 15, Israeli serial 2008, was one of several aircraft Wilson flew during his time in the Israeli airforce 1948-49. The aircraft was an ex-RAF clipped-wing Mk IXc Spitfire. It had retained its original Ocean Grey and Dark Green over Medium Sea Grey camouflage. The RAF roundels had been overpainted with the Israeli national markings.

On December 31, 1948 Wilson was flying White 15 over the Sinai when he shot down an Egyptian Fiat fighter. On the way home, he spotted an Egyptian Spitfire escorting a transport. In a rare Spitfire versus Spitfire air combat, Wilson sent his opponent into the ground with bursts of machine gun fire into the engine.



Starboard View
(1/144 scale)

Roundels for White 15
(shown in 1/144 scale)



Fuselage
36" IDF
Star of David



Upper Wing
56" IDF
Star of David



Under Wing
32" IDF
Star of David

DATE	TIME	FUEL	ALT	MILES	TYPE	RESULT	REMARKS
31 DEC 48	19:15	1000	10000	100	SPITFIRE	DOWN	EGYPTIAN SPITFIRE
31 DEC 48	19:20	1000	10000	100	SPITFIRE	DOWN	EGYPTIAN SPITFIRE
31 DEC 48	19:30	1000	10000	100	SPITFIRE	DOWN	EGYPTIAN SPITFIRE
31 DEC 48	19:40	1000	10000	100	SPITFIRE	DOWN	EGYPTIAN SPITFIRE
31 DEC 48	19:50	1000	10000	100	SPITFIRE	DOWN	EGYPTIAN SPITFIRE
31 DEC 48	20:00	1000	10000	100	SPITFIRE	DOWN	EGYPTIAN SPITFIRE
31 DEC 48	20:10	1000	10000	100	SPITFIRE	DOWN	EGYPTIAN SPITFIRE
31 DEC 48	20:20	1000	10000	100	SPITFIRE	DOWN	EGYPTIAN SPITFIRE
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31 DEC 48	22:30	1000	10000	100	SPITFIRE	DOWN	EGYPTIAN SPITFIRE
31 DEC 48	22:40	1000	10000	100	SPITFIRE	DOWN	EGYPTIAN SPITFIRE
31 DEC 48	22:50	1000	10000	100	SPITFIRE	DOWN	EGYPTIAN SPITFIRE
31 DEC 48	23:00	1000	10000	100	SPITFIRE	DOWN	EGYPTIAN SPITFIRE

Log book entry for White 15

The last entry on this page from Wilson's IDF logbook shows his flight on December 31, 1948. It shows him flying white 15 on a "Dive-bombing and Patrol" mission. The next page (not shown) makes mention of his two victories. Note the Hebrew column headings.



F/O Denny Wilson

Service: 411 Squadron, 101 Squadron IDF/AF

Victories: 5

Hometown: Toronto, Ontario

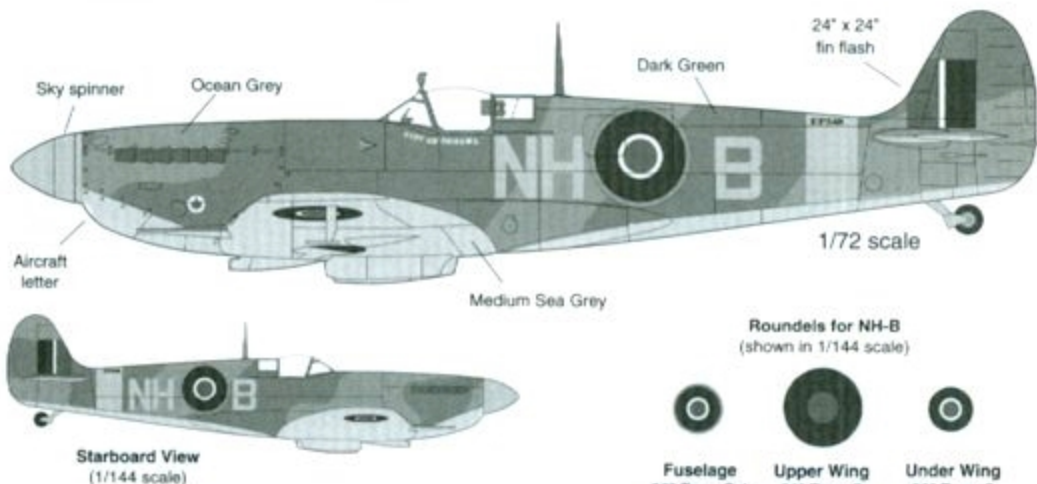
Wilson served with the RCAF's 411 Squadron in Holland in 1944, gaining two victories. The war ended, but Wilson still had the flying bug. He joined the Israeli Air Force in the fight against Egypt in 1948, where he flew Spitfires and Mustangs. He was credited with three Egyptian fighters destroyed (making him an ace) before departing Israel in 1949.

NH-B (EP 548)

Spitfire Mk Vb W/C Norman Bretz, 416 Squadron Digby, England, February 1944

Norm Bretz's NH-B, serial EP 548, was previously flown by Lloyd Chadburn, coded LV-C. The aircraft was a clipped-wing Mk Vb Spitfire armed with the usual B-type armament of two cannon and four machine guns. The wheel hubs were covered. Camouflage was the regulation Ocean Grey and Dark Green over Medium Sea Grey. NH-B carried the Wing Commander's pennant and the red maple leaf emblem. The serial numbers had been reduced in size and moved to the upper fuselage. The leading edge wing strips were yellow with red muzzle patches.

Bretz flew this aircraft from December 1943 until March 1944. Note the late-style exhausts, rarely seen on a Mk V.



Norm's kite

W/C Bretz readies himself near his Spitfire on the snowy airfield at Digby. Bretz commanded 411 and 416 Squadrons here from December 1943 to March 1944.



W/C Norman H. Bretz

Service: 401, 402, 411, 416 Squadrons

Victories: 1

Medals: DFC

Hometown: Winnipeg, Manitoba

Norm Bretz enlisted in the RCAF in 1940. He flew with 401 and 402 Squadrons, and was promoted to Flight Lieutenant. Bretz became Squadron Leader of 402 Squadron, during which he was awarded the DFC for his service in the Dieppe raid. He later became Wing Commander in 416 Squadron.

General Markings

