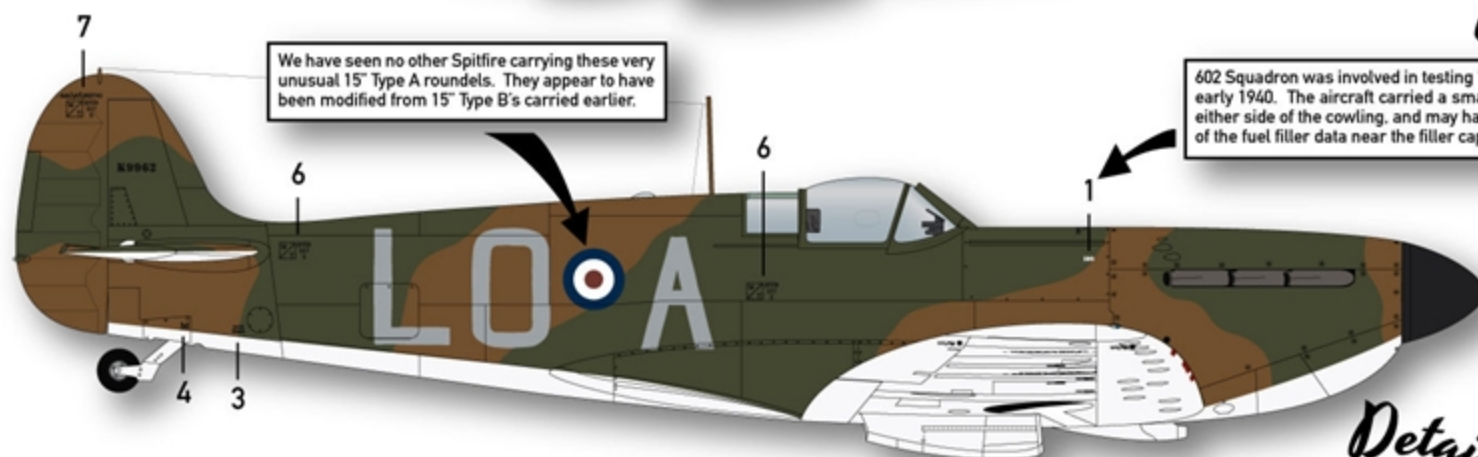


Research originally indicated that Farquhar's aircraft carried larger fuselage roundels and "nose art" and two kill markings. After the decal was printed we were reliably informed that his aircraft was in fact coded LO-A, but didn't look as we had portrayed her. We believe this is her actual appearance.



Detail Note

We have seen no other Spitfire carrying these very unusual 15" Type A roundels. They appear to have been modified from 15" Type B's carried earlier.

602 Squadron was involved in testing 100 octane fuel in early 1940. The aircraft carried a small white "100" on either side of the cowling, and may have had all or part of the fuel filler data near the filler cap overpainted.

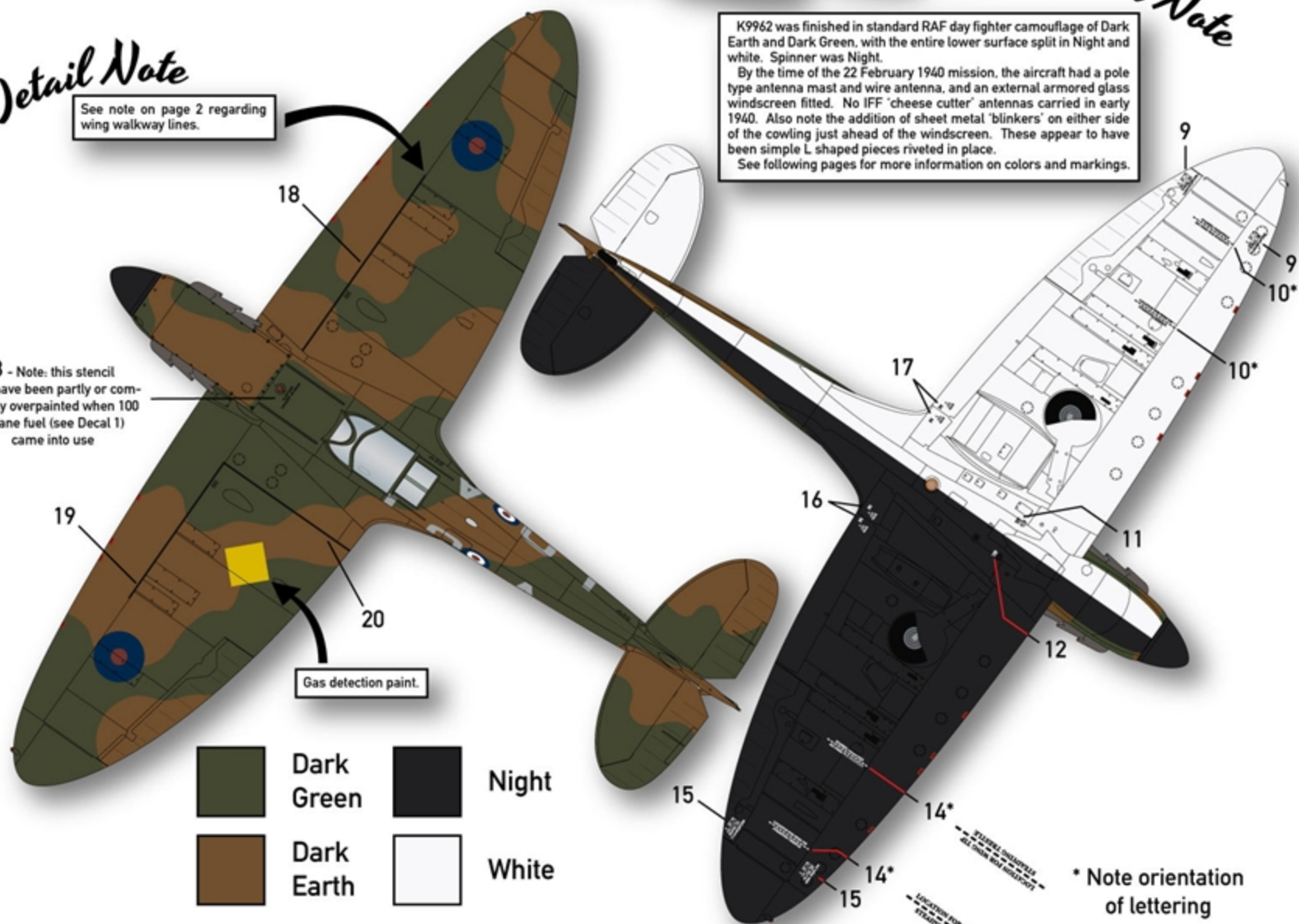
Detail Note

See note on page 2 regarding wing walkway lines.

K9962 was finished in standard RAF day fighter camouflage of Dark Earth and Dark Green, with the entire lower surface split in Night and white. Spinner was Night.
By the time of the 22 February 1940 mission, the aircraft had a pole type antenna mast and wire antenna, and an external armored glass windscreen fitted. No IFF 'cheese cutter' antennas carried in early 1940. Also note the addition of sheet metal 'blinkers' on either side of the cowling just ahead of the windscreen. These appear to have been simple L shaped pieces riveted in place.
See following pages for more information on colors and markings.

Detail Note

8 - Note: this stencil may have been partly or completely overpainted when 100 octane fuel (see Decal 1) came into use



	Dark Green		Night
	Dark Earth		White

* Note orientation of lettering

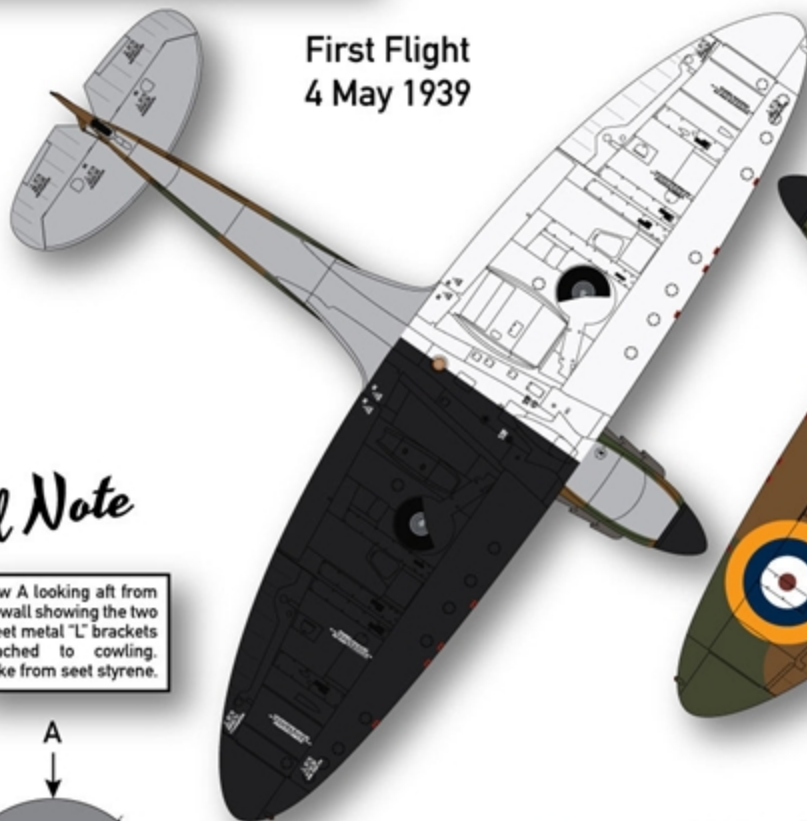
Why does it look like that?

When K9962 left the factory in early May of 1939, RAF regulations called for Dark Earth and Dark green above, with the lower wing finished in half white and half Night. Lower surfaces of the rest of the aircraft were painted aluminum. Roundels were carried on the fuselage and the upper wings, Type A1 in both cases. Fuselage roundels were 35" outside diameter and wings were 56" outside diameter.

Note that most likely a full set of normal factory stencils would have been applied, with those on the aluminum and white painted lower surfaces in black, and those on the Night surfaces in white. Photos of similar aircraft show the insides of the gear doors, the gear legs, and the main wheel hubs were painted aluminum.

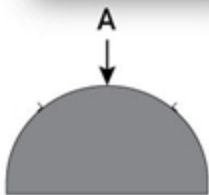


First Flight
 4 May 1939



Detail Note

View A looking aft from firewall showing the two sheet metal "L" brackets attached to cowling. Make from seet styrene.



Detail Note

See note below regarding wing walkway lines.

3 September 1939



By the outbreak of war in September 1939, the entire lower surfaces had been painted Night and white. It seems probable that the stencil data on the aluminum painted areas would have been overpainted, and most likely not reapplied.

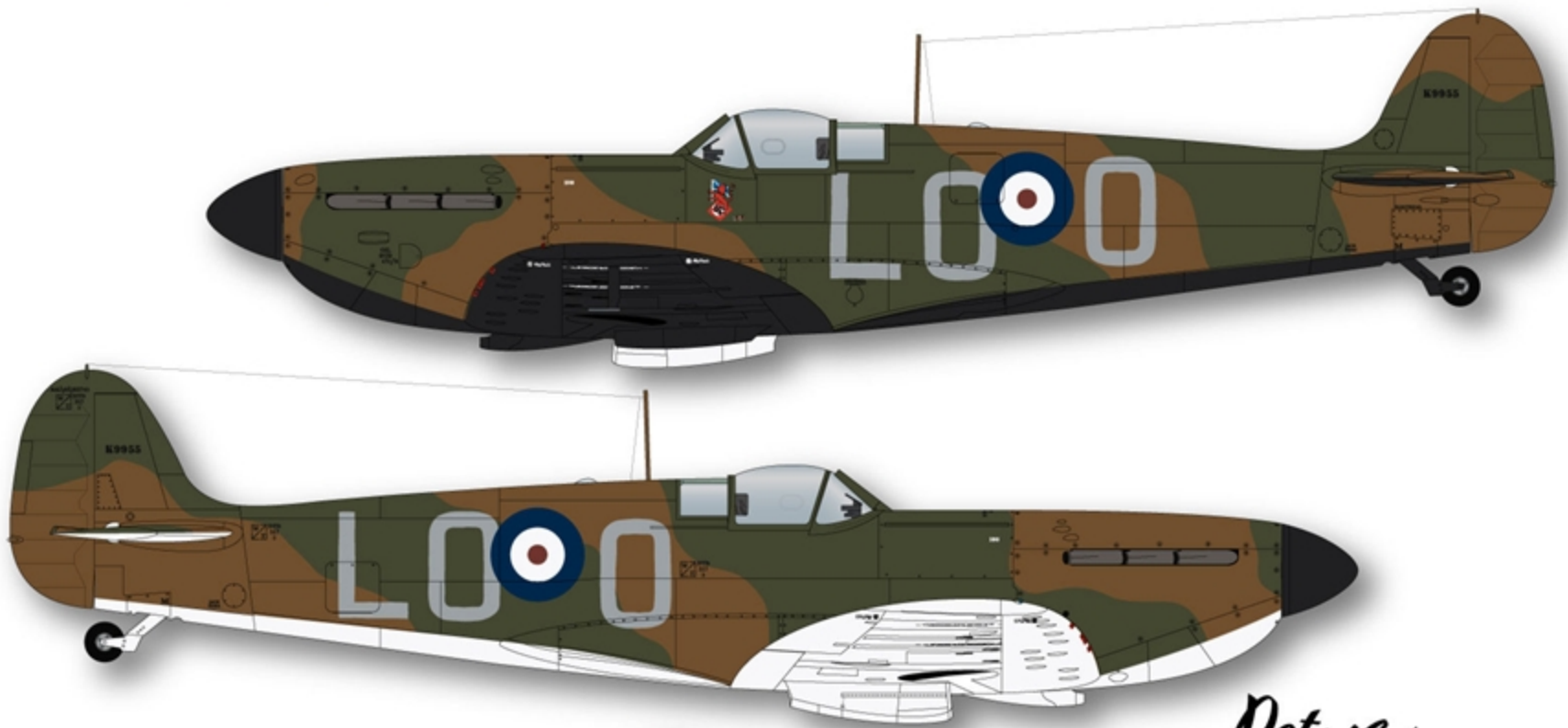
No. 602 Squadron's codes at this time were "ZT". The original Type A1 roundels have had their two outermost bands overpainted, and the white area overpainted with Ident Blue. This leaves us with a Type B fuselage roundel of the correct as-specified 15" diameter, but with an improperly proportioned 5" center spot. The wing roundels received the same treatment, resulting in a 24" Type B with an improperly proportioned 8" center spot. Note that photos show the walkway lines ended at the edges of the previous 56" roundel locations, and were probably never fixed.

By mid-October of 1939, 602 had changed its squadron codes to "LO". Note that LO-A has had a pole type mast and antenna wire attached, but still has no armored external windscreen fitted. No IFF "cheese cutter" antennas fitted at this early date.

On 21 November 1939 roundel regulations changed again. A 25" Type A fuselage roundel, and a 40" Type B wing roundel were specified. For some reason, K9962's fuselage roundel was simply overpainted with white, producing the very unusual 15" Type A as seen on page 1. As far as we are aware, this variation was unique to 602 Squadron.

16 October 1939





Detail Note

See note on page 2 regarding wing walkway lines.

18

8 - Note: this stencil may have been partly or completely overpainted when 100 octane fuel (see Decal 1) came into use

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Gas detection paint.

Detail Note

Our original research pointed to this aircraft as being Farquhar's. Subsequent events proved us wrong, and it turns out that the aircraft with the Scottish lion plus two kill markings (one of several aircraft of A Flight with interesting artwork) belonged to Archie McKellar. Although he didn't score either of his kills in K9955, since we had already done the bulk of the markings, we decided to go ahead and give you the choice of doing it as well!
Note the subtle markings differences from Farquhar's aircraft, most notably the much larger fuselage roundels.

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	Dark Green		Night
	Dark Earth		White

* Note orientation of lettering