

# Aviaeology 143 Wing (RCAF) Typhoons

JR249 F3•P  
"Lita" April 1944

JR500 5V•X  
July-August 1944

MN345 5V•G  
"Peace River", Nov. 1944

MN413 18•T  
August 1944

MN518 R•D  
April 1944 (WingCo A/C)

MN716 F3•A  
"Diane", Nov. 1944

MN957 F3•N  
May 1944 (WingCo A/C)

MPI49 18•P  
"Pulverizer II", late 1944

RB205 FGG  
Oct 1944 (WingCo A/C)

**Bonus Options**  
include serials and notes for "Pulverizer I" (MN311), serials and codes for S/L Grant's first tour a/c, as well as all 3 known styles of 438 Sqn Wildcat emblem with one potential serial match-up for same.



## 438, 439, & 440 Sqns - 1944 thru to *Bodenplatte*



Includes large scale drawings of British anti-personnel cluster bombs and an Aviaeology exclusive on the two sizes of early "type B" upper wing roundels used on Typhoons.



*the Terry Higgins collection*

*DND PL 40739 via the Terry Higgins collection*



**9** subjects to choose from  
+  
bonus options



*the Chris Thomas collection*



*Harry Handy*

*Chris Thomas © profile*



## 143 Wing Typhoons: 438, 439, & 440 Sqns - 1944 thru to *Bodenplatte*

This set features decal options to model any one of 9 individual Typhoons as operated by the three Canadian squadrons within 143 Wing (RCAF) between circa March-April 1944 to early January 1945. Two of the subjects were specially marked as the personal mount of three individual Wing Commanders (MN518 wore the markings of two different WingCos). Bonus Options in the set provide for the second of this machine's personal markings, as well as for three other interesting aircraft for which the photographic record is either lacking, or missing, but the documentary record is too tantalizing to pass up. The three known (from photos) variations of the 438 Sqn 'Wildcat' emblem are also provided as bonus options, with the hope that a more complete picture of one of the aircraft that carried any one of them may appear after we go to press.

Aircraft ID & Sqn.	Tailplane	Prop	Other technical detail notes	Ops & distinctive markings notes
JR249 as F3 • P of 438 Sqn	original small-area	3 blade	'Car-door' cockpit enclosure. Original intake configuration	'Lita' inscription on nose & chequer pattern on gear doors. Funtington, April 1944
JR500 as SV • X of 439 Sqn	original small-area	3 blade	Vokes RAE 'cuckoo clock doors' intake configuration	Asymmetrical spinner colours, RCAF Overseas Maple Leaf decal, with AEAFF stripes on wing undersurfaces and lower rear fuselage. Flown by F/O R.A. Johns, B.9 Lantheuil, mid July 1944.
MN345 as SV • G of 439 Sqn	later large-area	3 blade	Original intake configuration	'Peace River' inscription on R/H nose w/ mission markers further back, asymmetrical spinner colours, with AEAFF stripes on lower rear fuselage only. Flown by F/O J.A. Brown, B.78 Eindhoven, Oct. thru 6 Nov. 1944.
MN413 as I8 • T of 440 Sqn	later large-area	3 blade	Original intake configuration?	R/H serial partially obscured by camo paint renewal. AEAFF stripes on lower rear fuselage - not confirmed on wing undersurfaces. Landing incident when flown by F/S N.L. Gordon, B.9 Lantheuil, 1 Aug. 1944.
MN518 as R • D of 143 Wing (438 Sqn a/c)	later large-area	3 blade	Original intake configuration	Victory 'flags' on R/H side. May have had command pennant markings after reference photo was taken in April 1944. Very clean finish - possibly waxed. Flown by W/C R.T.P. Davidson to 8 May 1944 and W/C H.T. Judd afterwards. Judd's M • J markings are provided as a bonus option.
MN957 as F3 • N of 438 Sqn	original small-area	3 blade	Original intake configuration	Typical pre-D-Day markings. Aircraft in which W/C Davidson made a forced landing in enemy territory on 8 May 1944. Avoiding capture, he joined the Maquis (French resistance), serving with them until 5 September 1944.
MN716 as F3 • A of 438 Sqn	later large-area	4 blade	Vokes RAE 'cuckoo clock doors' or Napier dome intake configuration?	'Diane' inscription on L/H nose, w/ mission markers and 'Archer' inscription on R/H nose. 'Dirtied' AEAFF stripes on lower rear fuselage only. Flown by FS (later P/O) R.G. Fox, B.78 Eindhoven, circa fall & winter of 1944.
MPI49 as I8 • P of 440 Sqn	later large-area	4 blade	Original intake configuration but with tropical oil cooler filter arrangement (see photo, pg.10)	'Pulverizer II' inscription on both sides of nose, mission markers and 'Vargas girl' on R/H side, black spinner, & AEAFF stripes on lower rear fuselage. Flown by F/O H.J. Hardy, B.78 Eindhoven, circa fall & winter of 1944.
RB205 as FGG of 143 Wing (440 Sqn a/c)	later large-area	4 blade	Original intake configuration but with tropical oil cooler filter arrangement.	Large W/C pennant on L/H side, under windscreen. AEAFF stripes on wing undersurfaces and lower rear fuselage. Destroyed by strafing 1 January 1945. W/C E.G. Grant's personal aircraft from 26 October to 24 December 1944.
<b>BONUS OPTIONS</b> — subjects for which further research by the modeller is recommended for certain finish, marking, and technical detail items.				
MN311 as I8 • P of 440 Sqn	later large-area	4 blade	Was trials a/c for new tail & prop. Details of intake configuration & trop filter presence are not known	'Pulverizer' inscription on both sides of nose. AEAFF stripes on lower rear fuselage / not confirmed on wing undersurfaces. Flown by F/L H.J. Hardy mid August to 6 September 1944.
MN426 as F3 • H of 438 Sqn	later large-area	3 blade	details of intake configuration not known	Flown by S/L E.G. Grant through July 1944 (his first tour on Typhoons). S/L pennant not confirmed but present on L/H side of other 438 S/L aircraft. AEAFF stripes on wing undersurfaces and lower rear fuselage. Black (?) spinner.
MPI31 as F3 • J of 438 Sqn	later large-area?	4 blade?	details of intake configuration & trop filter presence are not known	Sometimes flown by F/O N.E. Dawber from 'the crossing' to 18 Nov. 1944 when lost. Reportedly carried a variation of 'Fritz the Wildcat' emblem & most probably AEAFF stripes on wing undersurfaces and lower rear fuselage for a time.



## 2nd Tactical Air Force Typhoon Finish & Markings schemes thru to January 1945 (prior to changes triggered by *Bodenplatte*)

This set features Typhoon Ib's in service with 143 (RAF) Wing from April 1944 thru to very early January 1945.\* During that time the overall scheme was the Day Fighter Scheme of a Dark Green and Ocean Grey disruptive pattern on the upper and side surfaces with Medium Sea Grey lower surfaces. The demarcation between colours was pretty standard for the type, with (usually minor) variations in evidence between individual 'fresh' airframes. As 1944 wore on more variations in demarcation (especially between the two upper colours) could be seen on some of the more veteran individual aircraft, due largely to spot refinishing effected during ongoing maintenance, markings changes, or major battle damage repairs. This affected both colour (fresh paint over old, etc) and demarcation.

Standard markings applied as part of the Day Fighter Scheme included national markings in the form of fin flashers, roundels in the usual six positions, 8 inch high serial characters on the rear fuselage, Yellow stripes on the wing leading edges, a Sky rear fuselage band and prop spinner. Variations in national markings are detailed in the *Typhoon Mk.Ib Early (May 1942 to January 1945) National Markings Docs* included in this package.\*\* Any variations in the other national markings are illustrated in individual aircraft profiles, as are the two-character squadron codes, single aircraft-in-squadron codes, and any individual markings.

Any of these aircraft that may have been in service, or ready to issue from the Maintenance Units through early June of 1944 would have received the Allied Expeditionary Air Force (AEAF) stripes on the rear fuselage and both wing surfaces. Later in the summer (mid to late July!), these were removed from the upper wing surfaces and much of the fuselage (usually above the lower camouflage colour demarcation). This appears to have been accomplished by overpainting — brush or spray renewal of the adjacent camouflage colours — rather than actual stripping/paint removal. The results usually included further variations in camouflage scheme demarcations, as well as decidedly nonstandard markings (serials, codes, etc) where they had to be renewed.

AEAF 'invasion' stripes comprised 3 white and 2 black on the fuselage and wings as shown. They were nominally 18 inches wide. Close up photographs show that the quality of the stripes varied greatly between individual aircraft: on some they were roughly applied with brushes (and mops!), while a spray technique — sometimes masked, sometimes not — seems to have been used on others (perhaps the neater stripes were only on examples being held at the Maintenance Unit pools through the summer of 1944?).

For the most part, those on the rear fuselage of 143 Wing Typhoons appear to have been applied so that the 18 inch Sky 'fighter band' position became the rearmost stripe simply overpainted in White. When camouflage colours were renewed on the fuselage upper and side surfaces later in the summer, the Sky bands were often renewed as well.

The spanwise position of the stripes on the wings seem to have varied similarly in quality. Those in this illustration show two typical positionings — that on the R/H (starboard) wing being more outboard than that on the L/H (port) one.

Given the methods of application, stencil data markings were probably all overpainted.

Walkways on both wings were a rough-textured, bitumastic material. Matte black when fresh, sometimes fading to very dark grey, and worn away in spots on well-used aircraft.

There appears to have been some variation in placement on individual aircraft. See the separate AOD48C08 (enclosed) for details.

3 lower surfaces, both wings

Typically, the cannon barrel fairings were finished in the upper surface camouflage colours as shown.

1a or 1b? upper surfaces, both wings  
Roundel size was nominally 50 inches, but in actual practice, there seems to have been a smaller variant in use on some aircraft. There also appears to have been some variation in placement on individual aircraft. See the separate AOD48C08 (enclosed) for details.

Sky, 18 inches wide, wrapping the entire fuselage. Position and edge quality could vary on in-service refinished aircraft.

The camouflage pattern illustrated here should be regarded as typical. As noted in the main text at left, detail variations existed on an individual aircraft basis. The smaller early tailplanes are illustrated here as scrap views.

The inboard sections of the Yellow fighter ID stripes were usually obscured by the early June 1944 application of AEAF stripes wrapping the entire leading edge of the wing. The black and white, being a temporary finish, could often be seen to have worn away to reveal the more permanent finish, including Yellow stripe, underneath.

All early Typhoons, including the earliest Ib's, had a landing light fixture installed in both wings. Many aircraft in service with the bomber squadrons through 1944-45 retained the fixture in the L/H (port) wing only, with the R/H (starboard) recess now clad in metal. Other late-service Typhoons — especially those of the rocket-armed squadrons, but including some in the 143 Wing fighter-bomber squadrons — would also have both fixtures removed and metal cladding in place.

\* While the known dates of the earliest reference photos used for these depictions are not earlier than March / April of 1944, some of these subject aircraft may have been in service with any one of the three squadrons prior to that time. Nos 438 and 439 Sqs received their first Typhoons in January and 440 Sqn in March 1944.

\*\* Depending on the model scale, *Aviaology* AOD14C06, AOD12C06, AOD48C08 or AOD72C08. As depicted in these sets, the size and placement variations that deviate from known specs (Hawker drawing #D114135) for both sets of wing roundels have been observed in, and therefore interpreted from, the photographic record.



NOTE: The Airframe stencil / data markings shown in these illustrations are available separately as decal set AOD48S03.



Many thanks:  
to Almont Baltzer, Ryan Hope, Steve Sauve, Ted Tunstall (the Hardy Family), Jerry Vernon, and Carl Vincent variously for sharing their research, for reviewing this material, and for their ongoing encouragement;  
to Chris Thomas for his close collaboration whenever called upon for images, explanations, elucidations, and review; and, most especially, we owe a debt of gratitude to wartime I43 Wing veterans Harry Hardy and Bob Fox for sharing their experiences, knowledge, and materials.

*Most finish and markings scheme material presented here is drawn primarily from 2<sup>nd</sup> Tactical Air Force Volume Four: Squadrons, Camouflage and Markings, Weapons and Tactics 1943-1945 (E. Shores and C. Thomas, Ian Allan Publishing 2009, ISBN 978-1-906337-01-2). The "Camouflage and Markings" section of this book is highly recommended for a more complete understanding of the subject. The section detailing the evolution (including their subsequent phasing out) of D-Day markings (pp. 637-642) is some of the best coverage to date on that particular markings subject.*

*The earlier books within the series — Volumes 1 through 3, as well as other sections of this particular volume, also feature excellent additional material on all three Squadrons of I43 Wing.*

*Chris Thomas also wrote Hawker Typhoon (Warpaint Series #3), Typhoon and Tempest Aces of World War 2 (Dagrey Aircraft of the Aces, and Typhoon Wings of 2nd TAF 1943-45 (Dagrey Combat Aircraft #88, his latest, which he also illustrated). All were invaluable in the research and illustration phases of this project, as were several articles he's published in several modelling magazines over the years.*

*Complementing these were other equally valuable secondary sources. First and foremost for operational and personnel coverage would be Hugh Halliday's classic Typhoon and Tempest: The Canadian Story (CANAV Books, 1992), Typhoon and Tempest at War (Arthur Reed and Roland Beaumont, Scribner's, 1974) and for technical details The Hawker Typhoon (Richard A. Franks, Falant Wings, 2011). A baker's half dozen other books (some mentioned herein) and a number of primary source documents from unit Operations Record Books to Typhoon and ordnance-specific Air Publications were also consulted.*

### Profile Illustration Notes

As is the case with many model-worthy pre-1950's aircraft, more often than not we have no more than a monochrome reference photo, or two, to work with in replicating paint schemes and markings. In many cases these may be restricted to showing only one side of the aircraft, or showing incomplete views of portions of the aircraft.

Herein, interpretations based on at least one good reference photo of any given side of the subject aircraft are presented as larger profiles, whereas the smaller profiles indicate that our graphic reconstruction is based, for the most part, on photos of lesser quality, or on a range of other materials including:

- contemporaneous photos of other aircraft either from the same unit (Squadron / Airfield / Wing), or from close production "batch" proximity (by serial number);
- descriptions within narratives by reputable authors;
- other anecdotal evidence, including interviews with and / or transcripts from veteran squadron members;
- or, as a last resort, existing published illustrations that seem to corroborate the abstractions drawn from these other materials.

### Depiction of colour transition boundaries

On the real thing, the transitions from one colour, or field of colour variation, to the next were "feathered" to varying degrees. This is true for factory-finish and some in-service refinished Typhoons, while manual brush painting was also the technique used for some in-the-field work, resulting in more defined hard demarcation lines. All such transitions are depicted on the illustrations herein as hard demarcations. This serves as a kind of visual guide to show, with a minimum of ambiguity, transitions seen in reference photos. If replicating such a finish is important to your project, a study of all available reference photos vis-a-vis the illustrations is highly recommended. Otherwise just go for straight-up Ocean Grey and Dark Green uppers and Medium Sea Grey unders.

Similarly, the edges of the white and black AEA stripes and Sky rear fuselage bands are generally depicted as being straight edges while close up reference photos may reveal that "cutting in" was done freehand with a brush. As always, cross-reference our interpretations with available reference photos for best results.

DND PC-2455 via the Steve Sauve collection  
tonality / colour restoration — Terry Higgins



### 143 Wing Typhoon underwing ordnance

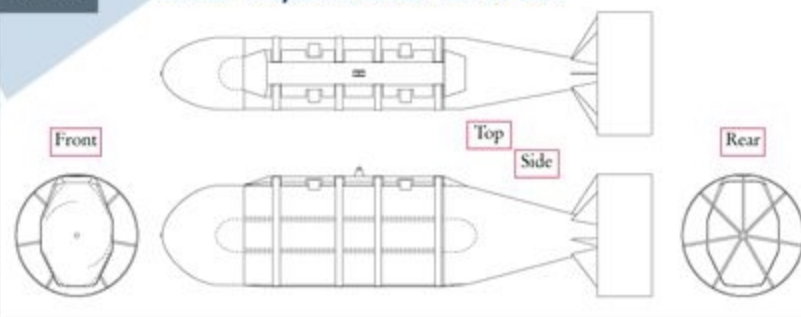
Typhoon RB326, as 5V•V of 439 Squadron, is centre stage in this nicely posed publicity image. The photo is rich in finish and technical details from exhaust staining to the relatively rare anti-personnel cluster bombs. The cluster weapon is illustrated in the 1/24th scale line drawing below for scratch-building purposes. The 1/48 scale colour illustrations are of:

- 1) 250 lb Medium Capacity (MC) Bomb Mk.II w/ No. 2 Mk.II tail.
- 2) 500 lb MC Bomb Mk.III w/ No. 28 Mk.II tail.
- 3) 1000 lb MC Bomb Mk.II w/ No. 37 Mk.I tail.
- 4) 500 lb Cluster Projectile (CP) No.24 Mk.I w/ No. 63 Mk.II tail.

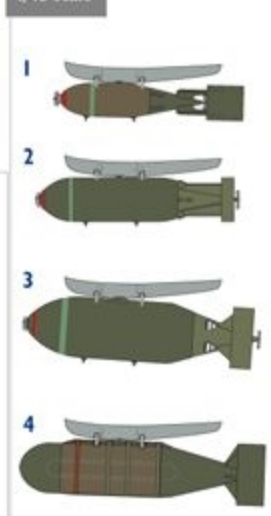
For the CP, the specification called for Dark Green from nose to tail, so the wide variation between that on the different sub-assemblies is interesting from a modelling perspective. The spec also called for one of the four tensioning straps to be Red.

### 1/24 scale

### Cluster Projectile 500lb. No. 24 Mk.I



### 1/48 scale





### Typhoon Ib MNS18 / R•D

- Personal aircraft of W/C Davidson at RAF Funtington & Hurn from April through 8 May 1944.
- Very clean overall finish – possibly waxed, giving a semi-gloss or ‘satin’ appearance.
- Became W/C M.T. Judd’s personal mount, appropriately refinished with his “M•J” initials after Davidson went missing in 438 Sqn’s F3•N (MN957 – see pg.5) on 8 May 1944.



Presence of the wing commander pennant is not confirmed for this aircraft. Davidson’s earlier Typhoon on 175 Sqn and 121 Airfield did carry command pennants on both sides, so such a marking confirmed on W/C Grant’s later RB205, it seems reasonable to speculate that this 143 Wing ‘commander’s kite’ would have similar



W/C ‘Bob’ Davidson received this Typhoon in April of 1944 as a replacement for his similarly-marked ‘car door’ model, JP496. The earlier aircraft was his personal mount while in command of 175 Sqn and later 121 Airfield (which became 121 Wing) and it had carried both squadron leader and wing commander pennants on both sides of the fuselage under the windscreen. With 143 Wing’s apparent practice of applying command pennants to the L/H side only, it seems reasonable to assume that his pennant may have been present on this new mount as well. The 438 Sqn pilot posing on the motorcycle, F/O L.E. Park, was KIA 27 June 1944; the day before the Wing moved base to France.



bonus option

AEAF stripes would have been applied to this aircraft in early June, 1944 – likely reduced to lower remnants only, as illustrated here, sometime late July – early August.



11 or 11a?

decal item ‘11’ is for the style of characters seen in the R/H view (photo at left) while ‘11a’ is for that seen in other photos of the L/H side. Were they different on both sides at the same time, or were they the same on both sides at different times due to repainting?

The above profile illustrates the grimy AEAF stripe remnants as seen in the photo at left. In *2nd Tactical Air Force vol 2* (Shores and Thomas, 2005), pg. 365, a photo of the L/H side of this aircraft shows a cleaner overall finish, with less grimy white AEAF stripe remnants and the forwardmost white (under the roundel) apparently overpainted. Other photos appear in the AJ Press (pt.2), Crowood, and both Osprey books.

11a or 11?



67 (+67a?) decal 67a provides for a more saturated light blue fill

### Typhoon Ib RB205 / FGG

- Personal aircraft of W/C Grant, at B.78 Eindhoven, from 26 October to 24 December 1944.
- Damaged by flak on 24 December, it went to the resident 403 RSU for repair, and would be destroyed there by strafing during the Bodenplatte raid on 1 January 1945.
- The photographic record shows a finish that varied from decidedly dirty to somewhat clean.
- A photo discovered after this sets decals went to print shows full sized ‘FG•G’ characters on the R/H side after Bodenplatte.

Frank Grant via the Almonst Balzer collection



This photo of RB205 appears to have been taken at Eindhoven relatively early in her career as W/C Frank Grant’s personal aircraft. Exhaust stains and general weathering overall suggests a busy work schedule. Note the very grimy (or overpainted?) white AEAF stripes remaining on the lower rear fuselage. Close examination of the print reveal serials in a character style that is different from that showing up in known photos of the opposite side. Some sources interpret the spinner as being painted white. The 250 lb medium capacity bombs with their usual long-chord tail rings were not a typical loadout on 143 Wing ‘Bomphoons’ (especially at this late a stage).



### Typhoon Ib JR249 / F3•P

- Personal aircraft of W/C Davidson at RAF Funtington & Hurn from April through 8 May 1944.
- Very clean overall finish – possibly waxed, giving a semi-gloss or 'satin' appearance.
- Became W/C M.T. Judd's personal mount, appropriately refinished with his "M•J" initials after Davidson went missing in 438 Sqn's F3•N (MN957 – see pg.5) on 8 May 1944.

Original decal art was proportioned to the Airfix 1/24 scale kit components – trimming and fitting will be required depending on the relative accuracy of the kit used in any scale.

Door inner face may be aluminum or white.

this side 21R  
opposite side 21L

this side 18

Could also be on opposite side, but not confirmed.

A difference in paint colouring in this area indicates that a shrouded exhaust installation has been removed.

50, 49, & 59 arrayed left to right, both sides

7 both sides

36, 54, & 55 arrayed left to right, both sides

both sides 5



'Car door' Typhoon JR249 being refueled at Funtington in April of 1944. The origin of the neat little 'Lita' inscription on the nose is not known. The bomb carrier fairing appears to be in the original inboard position, thus limiting the bombload to 2x 500 lb bombs (on operations) or smoke canisters (on exercises). Note the landing / taxi light fixtures present in both wing leading edges.



### Typhoon Ib MN957 / F3•N

- Aircraft flown by W/C Davidson when he force-landed in enemy territory on 8 May 1944.
- Reference photos showing only the R/H side provided configuration and scheme details. Rear fuselage appears to have been subject to refinishing.

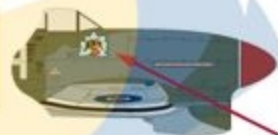


These illustrations are based on a photo of this aircraft in 2nd Tactical Air Force vol 2 (Shores and Thomas, 2005), pg. 235, showing part of the rear fuselage and the under surface of the L/H wing. Unfortunately the photographer's kneeling point of view has the wing obscuring any markings on the cockpit area of the fuselage. The presence of the squadron leader's pennant is therefore speculative, but the style is based on a photo of that on another 438 Sqn aircraft where this marking is visible on the L/H side.

### Typhoon Ib MN426 / F3•H

- Personal aircraft of S/L Grant, at B.9 Lantheuil, circa June - July 1944.
- Dark coloured prop spinner (lying on the ground in the reference photo) believed to have been red (Grant was 'Red leader') during this period.
- F/O W.H. Morrison was shot down by flak in this aircraft on 15 August 1944.

? Could MN426 have been one of the 438 Sqn Typhoons that featured a 'Fritz the Wildcat' marking? See article on pg. 6



Presence of the squadron leader pennant is not confirmed for this aircraft. However, S/L Beirnes' 438 Sqn aircraft, pictured on pg. 74 of *Typhoon Wings of 2nd TAF* (Thomas, Osprey Combat Aircraft Series #86, 2010), carries the pennant on the L/H side in the style and size illustrated here. It seems reasonable to speculate that this aircraft would have a similar marking. One is provided for the R/H side as well, just in

bonus option

36, 37, & 52 arrayed left to right, both sides

? decal 61a provides for a more saturated light blue fill 61 (+61a?) (+ 61b?)  
decal 61b (L/H) and 61c (R/H) provide detail 'eagle' emblems (+61b or 61c?)

Dark toned prop spinner in reference photo could be red, as S/L Grant was 'Red 1' (i.e. Red Leader) according to the Squadron's form 1575 flight records. Backplate appears to have remained in the factory-applied Sky paint.





This side only? Or both sides? 65



This variation of the 438 Sqn emblem is based on the photograph immediately below. To date the identity of this particular Typhoon has yet to be discovered and the lack of any associations even makes speculation futile.

the Chris Thomas collection



36, 37 (or 54?), & 33 arrayed left to right, both sides

With three variations found in the Second World War photographic record to date (2015) showing 'just enough' detail, together with a photo of the original sketch in the Canadian Forces image library, and a current-era interpretation of same painted on the nose of at least one 438 Sqn helicopter, the temptation has been overwhelming enough to attempt to replicate the 438 Sqn 'Fritz the Wildcat' emblem in scale model decal form.

However, with the positive identity – in terms of serial or individual code letter – of any one of these three aircraft not (yet?) made, it is not possible to indicate with any certainty which aircraft should receive which image! While this is a truly maddening state of affairs for the historical purists – anyone wanting to replicate any one of these aircraft down to exacting 'nth degrees' of detail – it may be a boon for those who are happy with the 'reasonably representative'.

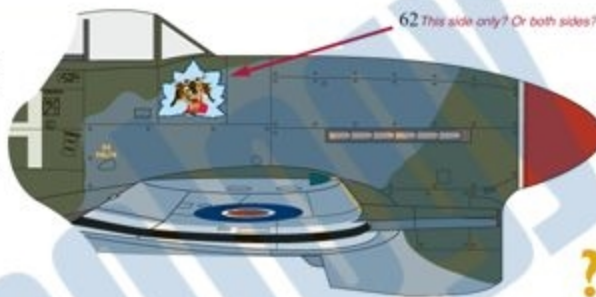
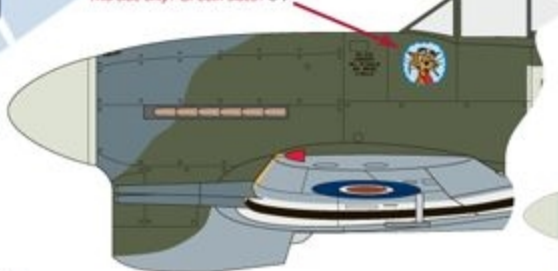
Of the three images, that on the left is probably the most difficult to speculate on. Still, I'm happy enough to have made the effort, just in case someone out there has more to go on at some future date.

Meanwhile, the version presented below has been associated with F/O Norm Dawber and Typhoon MP131 / J by other illustrators. This may have come about due to a combination of things – the fact that Dawber calls specific attention to the emblem in the photo he sent home (see note text block below) and the fact that flak damage forced him to bail out of this later F3•J (MP131) on 18 November 1944. This seems a stretch to me, since the squadron's project to apply the emblems to their aircraft had begun just before they relocated across the Channel in late June, and there was at least one other F3•J between then and 18 November: MN579 was lost in action on 18 August 1944. The pilot, F/O G.P. Edington, became a POW and from just before D-Day to that date, he had flown 'J' quite often. Since the marking is associated with the period between D-Day and MN579's loss, this aircraft seems a more likely candidate for the emblem. This is certainly not a definitive answer by any stretch... more just another 'just in case' situation. Also, for the record, Dawber flew F3•Y (serial unknown) more frequently than any other Typhoon on ops throughout the summer of '44, likewise, 'J', in the early winter months.

Finally we have the 'maple leaf' variation presented at right, my thoughts for which are in the text note block. So there you have it – scale replicas of known markings with which to make reasonable representations now, or to hold on to until some future photographic record yields more definitive answers.....  
Terry Higgins, May, 2015

This variation is based on the photograph on pg. 91 of *Typhoon and Tempest: the Canadian Story* (Halliday, CANAV Books, 1992). The associated caption, quoting F/O Norm Dawber's writing on the back of the original, with the author's research results regarding the emblem, is quite informative with regard to 'time stamping' its use.

This side only? Or both sides? 64



Based on the photograph immediately below, here is another variation of the 'Wildcat' emblem. Again, the identity of this particular Typhoon has yet to be discovered. Giving in to the impulse to speculate... on the not unreasonable assumption that a commander's aircraft would carry a more distinctive variation of the marking, the author wonders if this could be S/L Grant's MN426 (see pg. 5), or even W/C Judd's MN518 (pg. 4) between D-Day and the move to the continent? N.B. The 143 Wing WingCo's aircraft's ops are recorded in the 438 Sqn Operations Record Book.



the Chris Thomas collection

Looking closely at this photo, the variation in Ocean Grey surrounding the emblem suggests that it may have been clear-coated, or that a previous marking may have been overpainted. Note also the hard-edged portions of Dark Green to the rear... more overpainting perhaps?

rearrange the last 3 characters to read 'MN579'







see note for 25a/25b below

26a + 26b

56

19

both sides 6

25a + 25b

Decal '25a' provides a white underlay for decal '25b' to help maintain its opacity on the dark camouflage colour background. Note that these markings were heavily scuffed by the time the second reference photo was taken at Eindhoven.

### Typhoon Ib MN716 / F3A

• The de facto personal aircraft of P/O R.G. Fox from late October 1944 to late January 1945.

This marking appears to be in white with the camouflage colour showing through the lettering. However, it is possible that the lettering was in black, for which decal item '20b' is supplied.

20 (+ 20b?)

Former 439 Sqn markings were overpainted with fresh camouflage colours prior to the 438 Sqn markings being applied to the rear fuselage. To replicate this for the '5V' codes, decal elements 43 and 44 may be used as masking templates.

48, 47R, & 46R arrayed left to right, opposite side

48, 47L, & 46L arrayed left to right, this side



With some restraint exercised for the sake of clarity, this L/H profile illustration portrays the general messiness of the remaining AEAF stripes on the lower rear fuselage as they appear in the circa mid-October 1944 reference photograph (below, left). The aircraft also appears to have other elements weathering the lower fuselage finish, including what could be interpreted as the results of an oil / coolant rupture (looking at the photo close up, streaks of oil in a prop wash like pattern along the length of the fuselage) and heavy exhaust staining. Perhaps all of the above have contributed to the ratty finish look.



DND PL 42749 via the Terry Higgins collection

MN716 at B.78 Eindhoven with apparently intensive open-air servicing underway in mid-October 1944. Some of this may have been battle damage repair – note the damaged tail fin tip and what appears to be a massive oily streak down the length of the lower fuselage and across the rudder. This may explain the attention being given to the nose area. In addition to this, it would appear that translucent overpainting has been used to make the lighter (i.e. formerly white!) sections of the remaining AEAF stripes on the lower rear fuselage even less conspicuous.

Bob Fox, still a Flight Sergeant at the time, flew F3A on the last day of September and a number of times in the last week of October – once each on the 21st, 24th, and 29th. Other pilots had flown her on 5, 7, 12, 13, 21, and 29 October, with multiple sorties by different pilots on a few of these. On at least one sortie (7 Oct.) accurate heavy flak was encountered, while a pair of Me262s attempted to interrupt the train-busting activity on the 29th. A survivor of *Bodenplatte*, MN716 was damaged in combat on 23 January while being flown by Fox. In fact, most of her sorties throughout the month had Fox at the controls. The veteran aircraft was sent to an RSU for repairs and came back to 438 Sqn in early March, where she remained until the squadron disbanded in August. Meanwhile, P/O Fox (he had received his commission in late December with effect from 5 October) remained on ops until posting out to 83 Group Service Unit, tour expired on 21 March 1945.

Aviaology by SkyGrid © 2015

### Bodenplatte survivors - P/O R.G. 'Bob' Fox and Typhoon Ib MN716



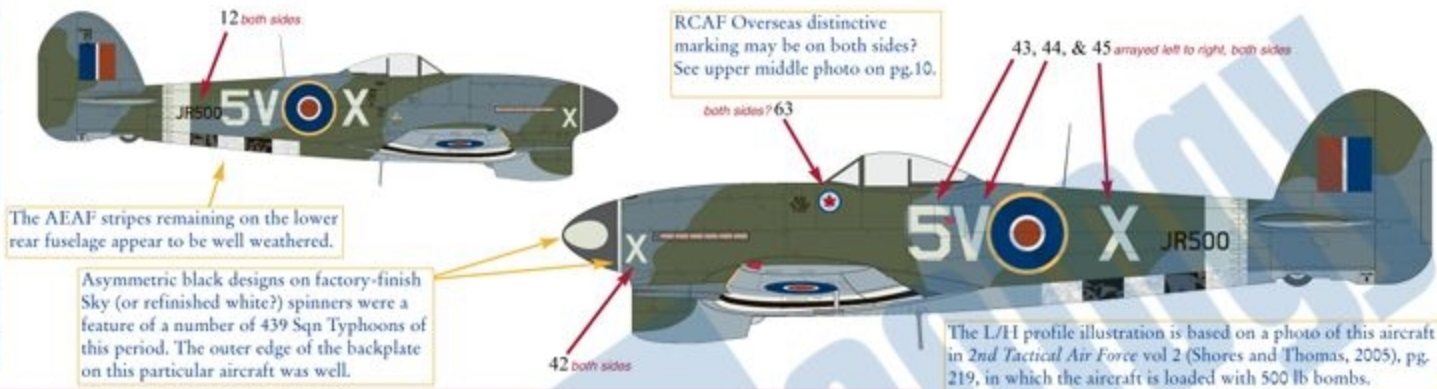
Bob Fox via the Almost Balthaz collection

This photo was most probably later in the winter, also at Eindhoven. Bob Fox joined the squadron as an NCO pilot in the post D-Day summer of 1944, and remembers flying this aircraft on more than a few times. The yellow mission markers (sweeps 'brooms' above and bombs beneath them) may be from the aircraft's time on 439 Sqn while the newer bomb markers below the windscreen represent her time on 438 Sqn. Fox did not remember the origin of the 'Archer' inscription (mostly obscured by the groundcrew man), but suggested it might be something the ground crew did in relation to the 'A' code letter. F3A survived the morning *Bodenplatte* attack that had claimed two 438 Sqn pilots and 4 aircraft (3 destroyed and 1 damaged), on New Year's Day 1945. P/O Fox was airborne in 'A' on an armed recon, together with 4 of his squadron mates at 1240 hrs that afternoon. An hour and a half after their return, WO2 G.R. Errington was aloft on a similar mission as heavy cloud cover added to the gloom of the day. Old 'Diane' was a busy during her Wildcats tenure – note the finish worn down to the metal on the cockpit sill and windscreen frame, as well as the heavy exhaust staining on the fuselage flank.



### Typhoon Ib JR500 / 5V•X

- As flown by F/O R.A. Johns of 439 Sqn, B.9 Lanthueil, circa mid-July 1944.
- Landing / taxi lighting fixtures still present in both wings in reference photo.
- Combat veteran F/O R.N. MacDonald of Glace Bay, Nova Scotia lost his life in this Typhoon on 3 Nov. 1944, spinning in during an air test that developed into a mock dogfight with F/O R.H. Laurence.



The AEAF stripes remaining on the lower rear fuselage appear to be well weathered.

Asymmetric black designs on factory-finish Sky (or refinished white?) spinners were a feature of a number of 439 Sqn Typhoons of this period. The outer edge of the backplate on this particular aircraft was well.

### Typhoon Ib MN345 / 5V•G

- As flown by F/O J.A. 'Jimmy' Brown, late August to early November 1944.
- 'Peace River' on the nose was for the pilot's home town in northwestern Alberta.
- Shot down by flak on 6 November 1944. Brown survived but was captured and became a PoW.
- Reference photo sources are given below.

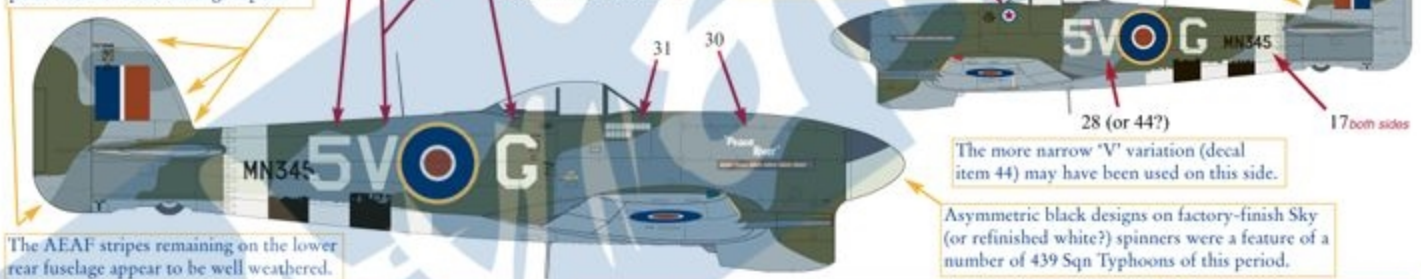
The tonal variation in the refinished areas of the fin and rudder may be the result of non-specification (in colour) paint used for battle damage repair.

See "The more narrow..." note at right for potential alternate on the L/H side.

27, 28 (or 44 for L/H side?), & 29 arrayed left to right, both sides

Not confirmed but a reasonable assumption for 439 Sqn aircraft of this period.

See "The tonal variations..." note at left



The AEAF stripes remaining on the lower rear fuselage appear to be well weathered.

The AEAF stripes appear to have been more roughly applied to this aircraft, compared to many of the other 143 Wing examples in this set. They were overpainted in a similar fashion though – most probably by manual brush applications of the local camouflage colours. The overpainted '413' of the R/H side serial suggests that modification of the stripes had started just prior to the accident. It is not known if this might have applied to the L/H side serial as well.

The R/H profile illustration is based on small number of photos of this aircraft that have been published in several books: an overall profile view in *2nd Tactical Air Force* vol 4 (Shores and Thomas, 2008), pg. 657; a rear quartering view in *Typhoon and Tempest: the Canadian Story* (Halliday, CANAV Books, 1992), pg. 84; and, in the same book, a front quartering view on pg. 127. The page 87 spread also includes a close-up of flak damage on the L/H side of the tail.

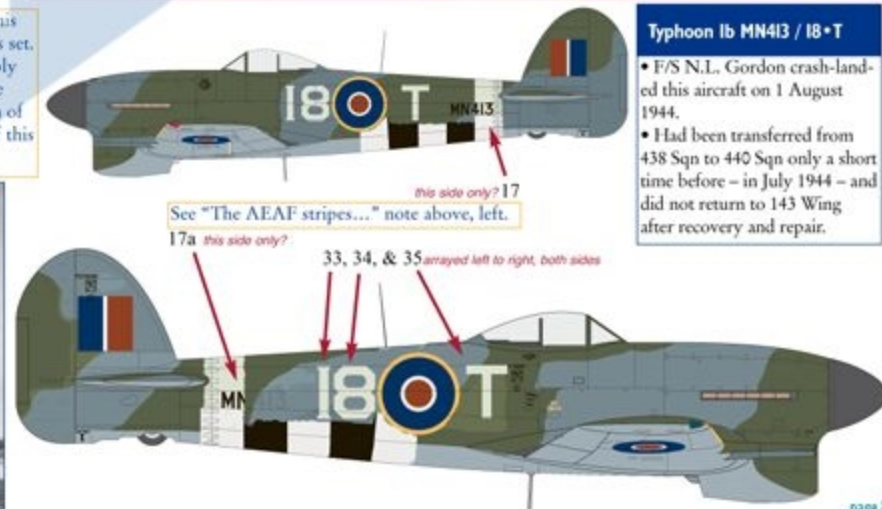
the Carl Vincent collection



Diorama anyone? MN413 is recovered by an RSU party at B.9 Lanthueil after F/S N.L. Gordon crash landed due to a landing gear lock malfunction, 1 August 1944.

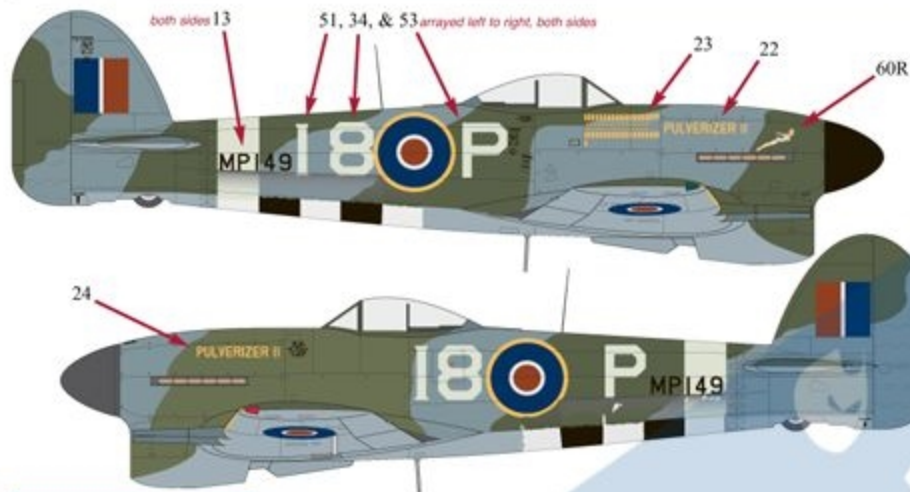
### Typhoon Ib MN413 / I8•T

- F/S N.L. Gordon crash-landed this aircraft on 1 August 1944.
- I had been transferred from 438 Sqn to 440 Sqn only a short time before – in July 1944 – and did not return to 143 Wing after recovery and repair.





## A Pair of Pulverizers



### Typhoon Ib MP149 / 18•P

- 'Pulverizer II' first flown on Hardy's 13<sup>th</sup> op and lost while on his 58<sup>th</sup> op (24<sup>th</sup> in MP149).
- 43 of his 96 operational sorties were flown on the 4 'Pulverizers'.

### Typhoon Ib MN311 / 18•P

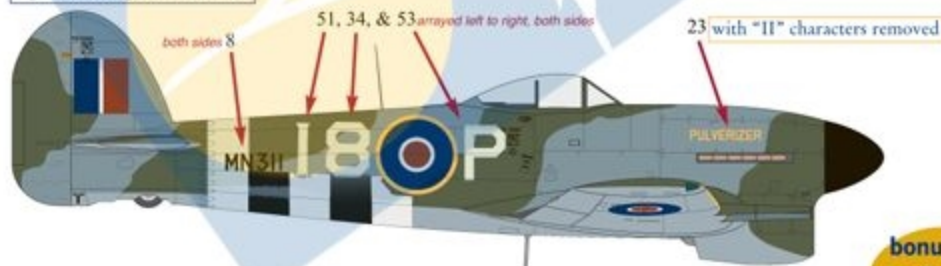
- Named 'Pulverizer' by its groundcrew – flown by F/L C.W. Hicks until early August 1944, and F/O H.J. Hardy thereafter (starting on his 10<sup>th</sup> op) until 6 September 1944.
- Force-landed on Hardy's 4<sup>th</sup> flight (2 were ops) in MN311.

Both MP149 profile illustrations are based on existing photographs – 2 of the 3 for the R/H side are presented here. The Vargas Girl nose art seen in the lower photo was applied sometime after the upper photo was taken at B.78 Eindhoven 18 October 1944. Our reference photo of the L/H side was most probably taken around the same time as the earlier one here as well. It shows only the inscription. Hardy does not recall it ever being applied to both sides, but we've included a second one just in case.

Note that the code letters on both of these aircraft have been applied higher up on the fuselage side than what may be considered typical for 143 Wing Typhoons.

Reference photos confirm the presence of the lighting installation in the L/H (starboard) wing of both MN311 and MP149.

The AEF stripes remaining on the lower rear fuselage appear to have gone through two stages of size reduction. In the first version the camouflage colours were fully renewed on the upper and much of the side surfaces to the panel line just below the serial numbers. This appears to have been further reduced by a second application of dark paint that looks to be translucent in places. This seems to be a common feature on a number of 143 Wing Typhoons in late 1944.



bonus  
option



Typhoon MP149 'Pulverizer II' was flown regularly by F/O H.J. Hardy after the loss of MN311 (see below), up until he had to bale out due to flak damage not too far from B.78 Eindhoven, on Christmas Day 1944. Mission markers including brooms (representing fighter sweeps) and bombs, were for the aircraft and not any individual pilot. 143 Wing Typhoons used 500 lb and 1000 lb bombs regularly, and cluster bombs more rarely.



Unfortunately for detail seekers, both available reference photos of MN311, suffer from either lighting or point-of-view problems. The presence of the 'Pulverizer' inscriptions on both sides of the nose was confirmed for us by Harry Hardy. Their position and colour are graphic reconstructions based on broader anecdotal input. As such, they may serve as representative model collection 'placeholders' until such time as more definitive answers may appear.





## 143 Wing Typhoons — details and markings evolution throughout 1944

DND PL 33186 via the Steve Savard collection



In this well posed official photo taken within the week before D-Day, 143 Wing hosted a visit from RCNVR officers. The stage in this instance is a Typhoon 1b of the early MN200 series (either 210, 216, or 218?). What appears to be a miniature repeat of an individual code letter – either ‘U’ or ‘O’ – is visible on the intake lip. The nickname ‘Earthquake McGoon’ and dice emblem on the L/H landing gear door would have made this an excellent decal subject if we had a little more on the fuselage markings details. Nonetheless the photo does serve as a useful reference for a number of finish, markings, and technical details on a typical 3-blader Typhoon 1b in service with the Wing prior to D-Day. Note the faired over lighting fixture and what appear to be spot repairs, dabbed with Red Oxide primer, along the leading edge of the tailplane – likely the result of airfield surface conditions.

DND PL 41347 via the Steve Savard collection



More visitors, this time Canadian Medical Army Corps personnel, pose with a 439 Sqn pilot and a personalized 1000 lb MC bomb. Both aircraft in view feature code letter repeats on the nose and underwing AEAF stripes that are either wearing away or in the process of being overpainted. Note the retained landing light installation, the light tone of the prop spinner backplate (is it Sky paint, or worn to bare metal?), and safety-wired tail arming vane on the bomb.

Aviaology by SkyGrid © 2015

DND PL 30304 via the Terry Higgins collection



439 Sqn's F/O John Kalen strikes a dashing pose in front of a 500 pounder-armed 439 Sqn machine in this 14 June 1944 photo. Rare amongst extant photos of 143 Wing Typhoons, this one features full AEAF stripes on the wings and probably wrapping the rear fuselage as well. By official order, the camouflage colours would be renewed on the upper wing surfaces and the fuselage upper and side surfaces after 6 July 1944, with the effect that the stripes remained visible only on the lower portions of the aircraft. Many of the aircraft portrayed in this publication would have featured the full application of stripes from into early July, but it cannot be said for certain if they carried the markings portrayed at the time, for the aircraft inventory situation within the Typhoon Wings was vigorously dynamic in 1944-45. F/O Kalen was KIA over the target in MN574 on 18 July 1944.

DND PL 40736 via the Carl Vincent collection



P/O R.A. Watson of 440 Sqn mounts M149 ‘Pulverizer II’ with the help of LACs Ivan Black (left) and Del Christopherson. The photo shows the original factory intake configuration to good advantage. Under the wings, the fittings inboard of the bomb carrier fairing indicate the carrier's original location, now used only for the 44 gallon long range tanks on these later aircraft. Note the white (or Sky?) tip of the prop spinner – a detail not seen in views of this aircraft from other aspects.

DND PL 30304 via the Terry Higgins collection



Less than a month later, when this 440 Sqn Typhoon served as stage for a contingent of Canadian Army visitors on 5 August 1944, the AEAF stripes have been significantly reduced. By official order, the camouflage colours would be renewed on the upper wing surfaces and the fuselage upper and side surfaces after 6 July 1944, with the effect that the stripes remained visible only on the lower portions of the aircraft. This example shows very neat demarcations on the lower rear fuselage of 189. This, and the fact that the forwardmost white and black are actually ‘to spec’ (i.e. further forward than those on most early-summer 143 Wing Typhoons) suggests that this aircraft may have had its stripes, and any related camouflage renewal, applied at an ASU or MU while awaiting delivery to a squadron. Note the ‘oil slick’ of vital fluids (oil, coolant, hydraulic fluid?) that have vibrated their way out of the plumbing under and to the rear of the Sabre engine, effectively reducing the conspicuity of the white stripes. A new order called for the removal of stripes from under the wings between 25 August and 10 September. They would remain on the lower fuselage until removal of these final remnants commenced with the issue of a 6 December 1945 order.

DND PL 41347 via the Steve Savard collection



F/O R. Lawrence in flying gear under a light dusting of snow at Eindhoven 6 January 1945 – just 5 days after *Bodenplatte*. This close view of his 438 Sqn Typhoon shows the hanging hardware for the original bomb carrier installation, the later standard installation slightly outboard of it, and deflector plates for the spent ammo chutes. Also visible in this view is the extent of the yellow leading edge strip between the cannon barrel fairings. Note that it is very narrow, a fact not always depicted authentically on scale models and illustrations.

This publication depicts 438, 439, & 440 Sqn Typhoons in service up to the first days of January 1945. Almost immediately following the *Luftwaffe* attack – Operation *Bodenplatte* (English - *Bseplatte* – on continental Allied airfields on New Year's Day, significant changes were made to both national and recognition markings on 2<sup>nd</sup> Tactical Air Force aircraft. It is intended to cover the 1945 era Typhoons in a later Aviaology Decals 'n Docs release.