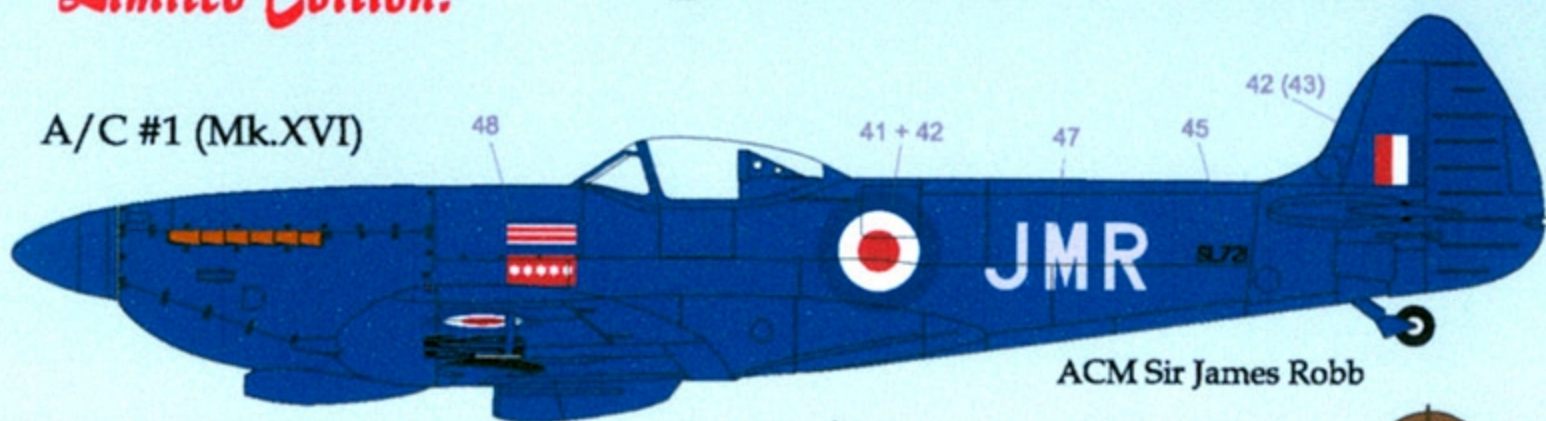


**Lifelike Decals**

*Limited Edition!*

# 48-026 Supermarine Spitfire Part 4

A/C #1 (Mk.XVI)



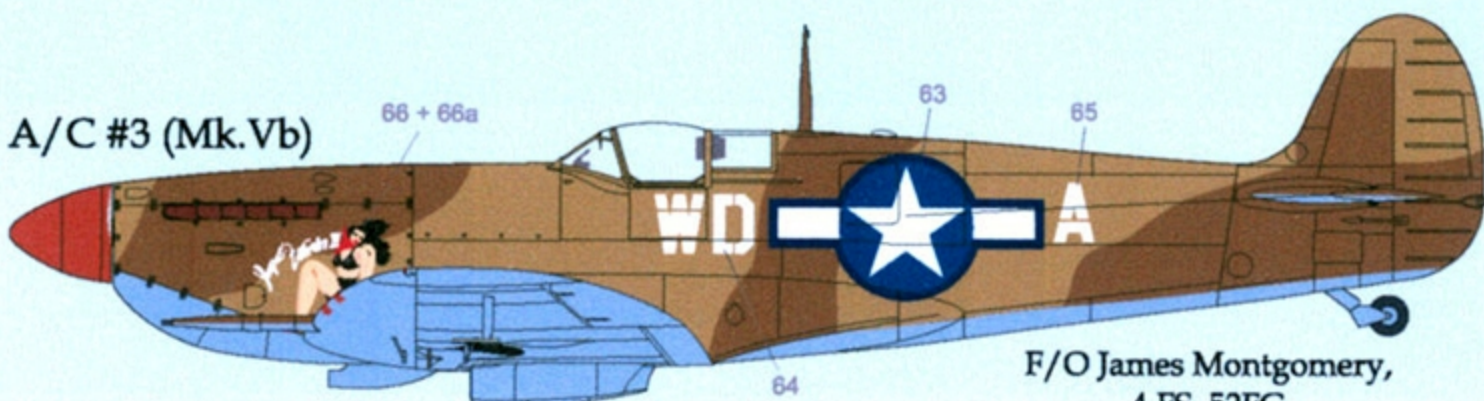
ACM Sir James Robb

A/C #2 (Mk.Va)



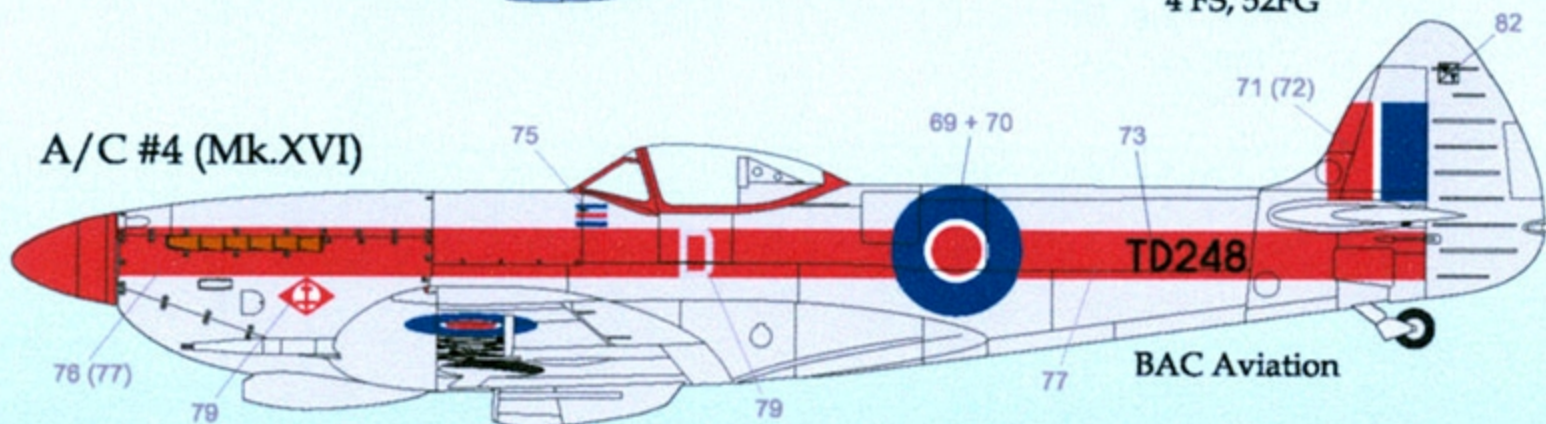
W/C Douglas Bader,  
Tangmere Wing

A/C #3 (Mk.Vb)



F/O James Montgomery,  
4 FS, 52FG

A/C #4 (Mk.XVI)



BAC Aviation

Recommended kits: Tamiya Spitfire Mk.Vb kit  
ICM/Italeri Spitfire Mk.XVI kit  
Tamiya Spitfire Mk.I kit (for conversion to Va)

Lifelike Decals wants to hear from you and your input.

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**A/C #1** Spitfire Mk XVI, SL721, flown by Air Chief Marshall Sir James Robb as his personal hack, Hendon AB, October 1948 to September 21, 1951.

The light blue paint scheme of this A/C is featured in 48-006 (February to July 1948), and this dark blue paint scheme (Oxford Blue for VIP A/C) was applied when she recovered from the landing accident (by John Boothman) in October 1948 (ref. 1-4). During this period Sir James Robb was promoted from Air Vice Marshall to Commander-in-Chief Air Force Western Europe, and the new scheme has now his five star pennant (so usually called "five star Spitfire"), while his initials are all put together aft of the new Type D roundel. All the guns were removed (only 2 short covers are left), and gun bays were modified to luggage compartment. It belonged to Metropolitan Communications Squadron at Northold and Hendon, and Robb used this A/C to visit many bases. On September 21, 1951 Robb was close to retirement, and made the last flight with it to hand it to the commander (one star rank) of the Central Flying School at Little Rissington. Its photo at this stage with CFS emblem

is shown in ref. 5. The color photo in ref. 4 (regrettably deleted now) clearly shows the shade of dark blue (close to 15050 of FS 595a color standard). It is fitted with Rotor Jablo fixed pitch propeller.

Robb was an ace in WWI with 7 confirmed victories, mostly with No.92 Sq. flying SE5As (ref. 6), and won DFC. After retiring RAF in 1951 as Air Chief Marshall, he died on December 18, 1968 (ref. 7).

**A/C #2** Spitfire Mk Va, W3185, flown by Tangmere Fighter Wing Commander Douglas Bader, Tangmere, August 9, 1941.

Only two photo are known for this A/C, one (ref. 8) features the elaborate emblem on its nose, and the second (ref. 9) showing the cockpit area. The camouflage pattern shown here is based on that of ref. 8. The emblem on its nose is the famous "boot kicking Hitler out of Europe", but this is more elaborate than that of his Hurricane with a rough shape of Europe added. Ref. 10 shows an overall view of D-B and claims it to be Bader's Mk Va, but judging from the initial alphabet of its serial this A/C is indeed P7966 (Mk II).

This is a presentation A/C with the name "Lord

"Lloyd 1" (ref. 11), but the existence of this letters is rather questionable as ref. 12 says there is no such letters in the existing photo, and indeed the photo in ref. 9 shows traces of this erased letter ahead of rank pennant. It should be noted that vertical lines of letter D is not parallel.

This A/C became the personal mount of Bader on July 29th, but on August 9th he collided with a Me109 over France, and was made POW with his right leg missing. His final tally was 22.5 kills, and retired RAF in 1946.

**A/C #3** Spitfire Mk Vb, serial unknown, flown by F/O James Montgomery of 4FS/52FG, Corsica, early 1944.

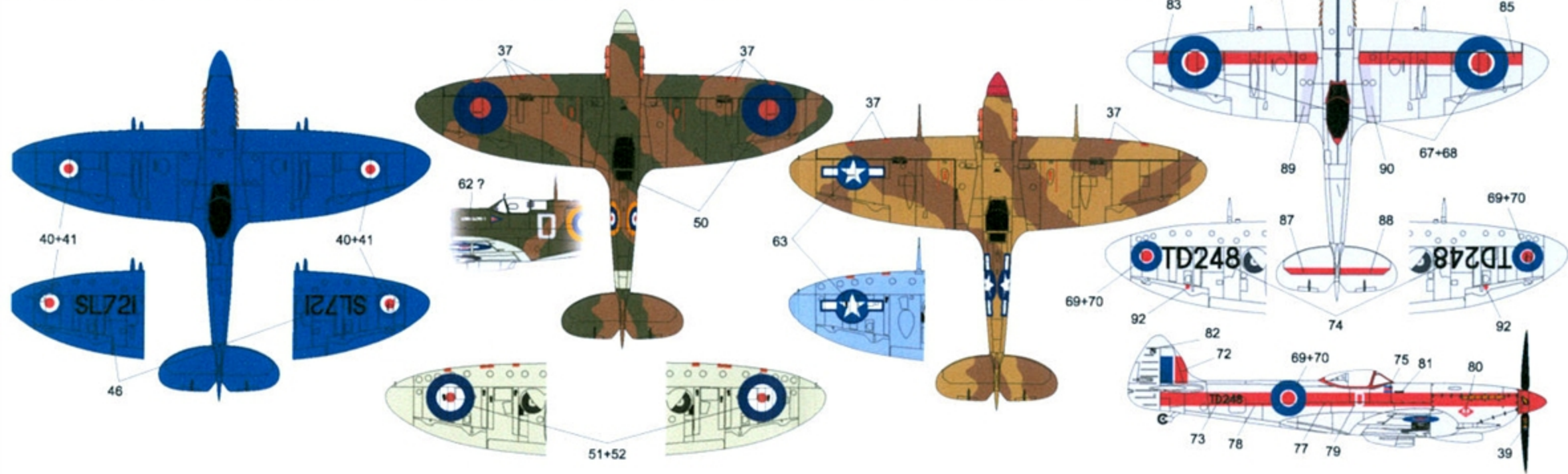
This is the second "Impatient Virgin" of F/O Montgomery, and the first one is featured in 48-025. The only photo of this A/C is shown in ref. 13. The illustration there shows its code as WD-J (J as provisional), but this should be WD-A as with his 1st Impatient Virgin (ref. 14). Also the type is claimed as Mk Vc, but it should be Vb as second cannon fairing is not visible. Regretta-

ably its serial is not known. The nose art is much altered from the first version, and a few alphabets have some portion missing. It is camouflaged in Dark Earth/Middle Stone/Azure Blue scheme. Its code is a stencil type, back mirror not fitted, and no Staffel emblem is applied. Its US national insignia has fresh blue outline applied recently (or red outline over-painted in dark blue?).

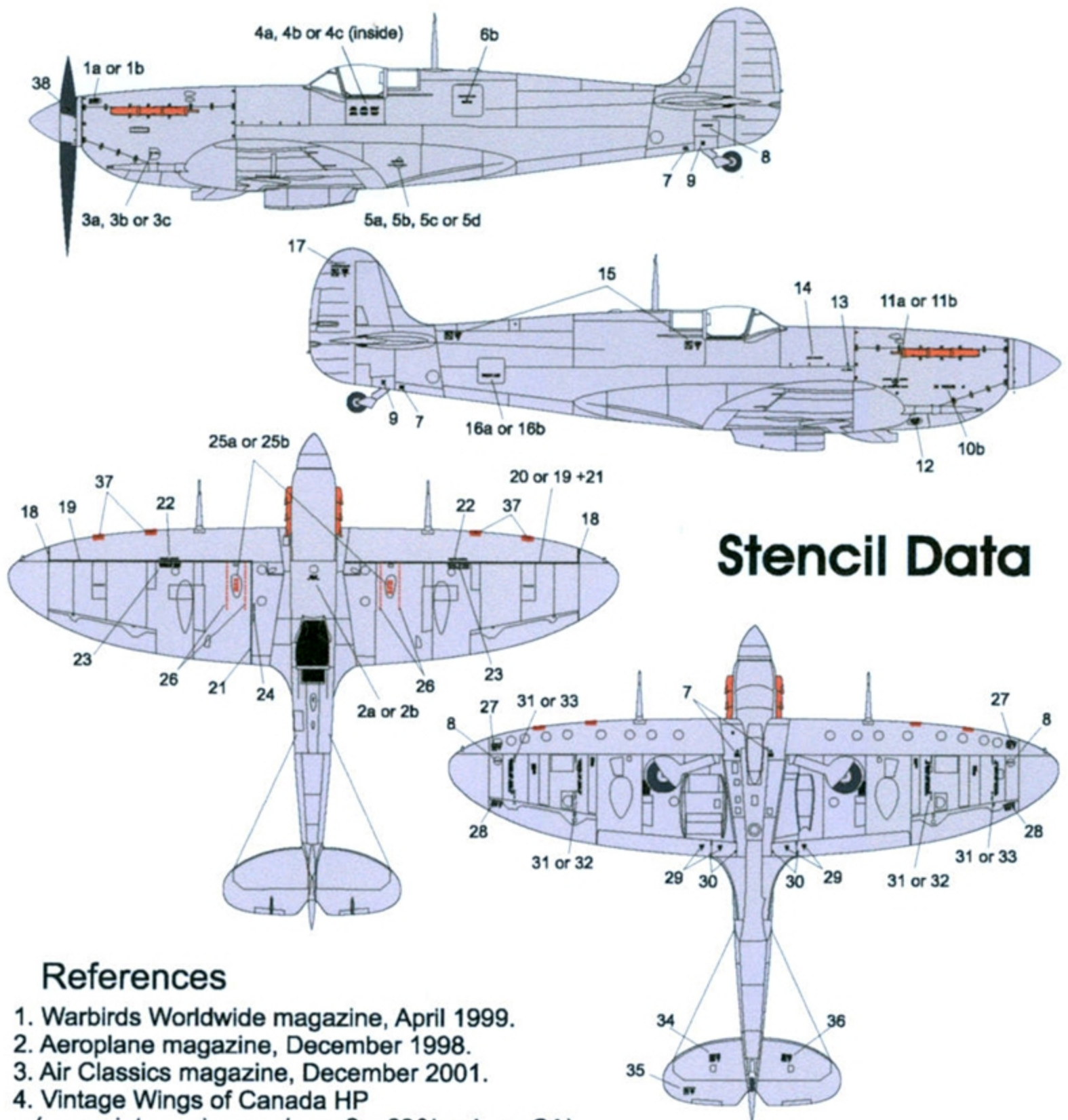
**A/C #4** Spitfire Mk XVI, TD248, flown by BAC Aviation, East Colne, 1997.

Originally this marking was applied on a Spitfire Mk 21 (with two counter-rotating propellers) after the war (ref. 15), but when BAC Aviation bought TD248, it applied this marking to it.

TD248 was produced as MK XVIIE with clipped wing, serving as "gate guard" for a long time, and with BAC its wingtip were changed to a rounded one, and still flying. (Its history is well described in ref. 16.) The walk-way on the wing root was originally black, but later changed to gray.







## Stencil Data

## References

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11. Spitfire the History (E. Morgan, E. Shacklady, KEY Publishing, 1987).
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Special thanks to Mr. Robert Swaddling for the information on A/C #1.