

400 Squadron, RCAF

Formed in Canada as No. 110 "City of Toronto" (Army Co-operation) Squadron (Auxiliary) on 5 October 1932, the Squadron arrived in England with Westland Lysander Mk. IIIs in February 1940. On 1 March 1941 it was renamed No. 400 (Army Co-operation) Squadron at Odiham, Hampshire, and in April it received Curtiss Tomahawks.

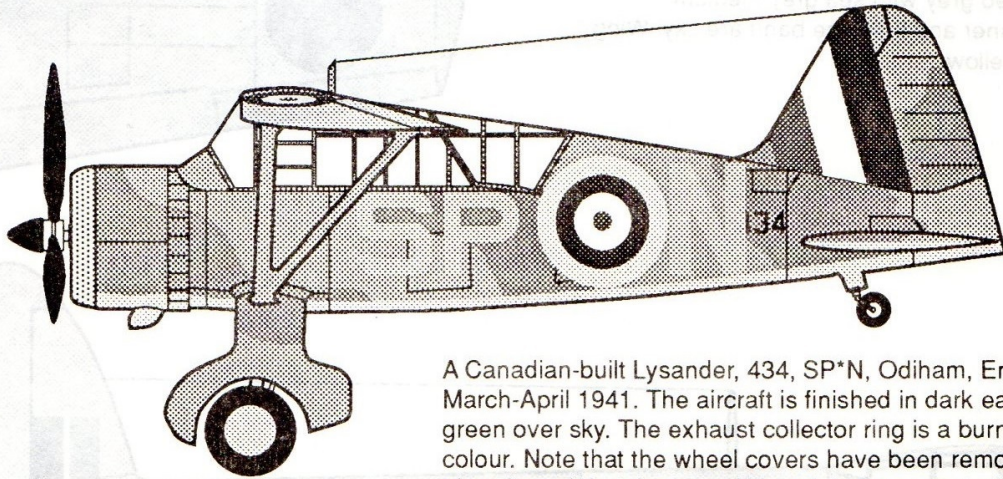
The unit was redesignated a Fighter Reconnaissance Squadron on 28 June 1943. As such the squadron flew Mustang Is, Mosquito P.R. Mk. XVIs and Spitfire P.R. Mk. XI. The unit collected photographic intelligence for Allied invasion planners, and before-and-after photos of Allied air attacks on the German V-1 launching sites. Following the Allied invasion of Europe in June 1944, it provided tactical photo reconnaissance for the British Second Army in Northwest Europe.

The squadron was disbanded at Luneberg, Germany on 7 August 1945.

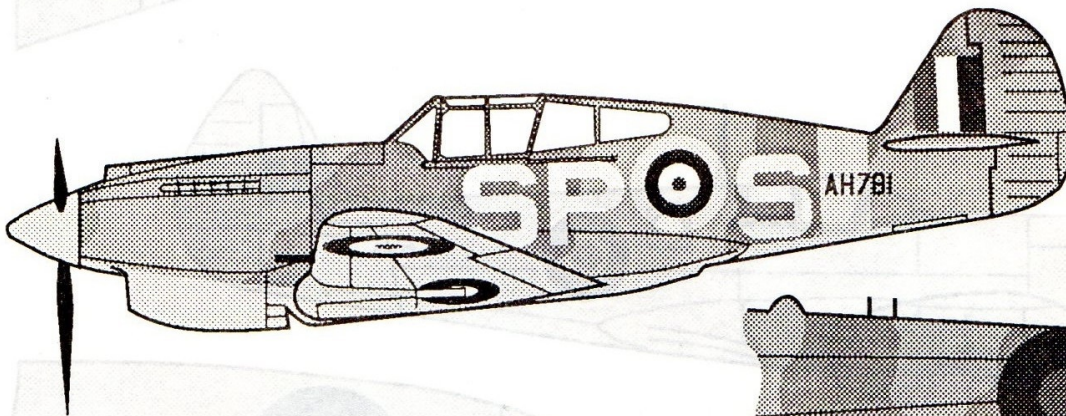
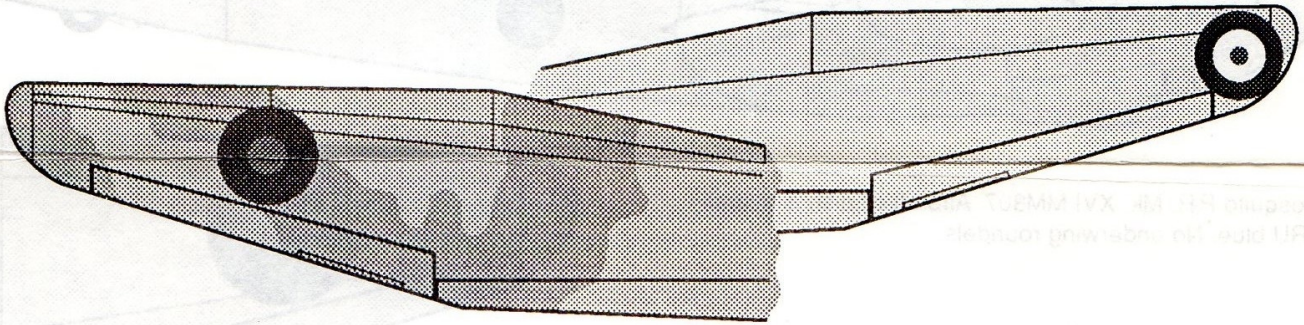
MODELLING THE AIRCRAFT

The best Lysander kit to use for your 400 Sqn. machine is the Matchbox kit. Note that the wheel covers must be removed. Frog at one time made a 1/72 Tomahawk, but you will produce a much better looking model by using a Monogram Curtiss 75A (P-36) along with the conversion kit produced by ED Models. Frog also produced a Mustang I, which is today being sold in its Novo version. The P.R. XVI Mossie is best produced

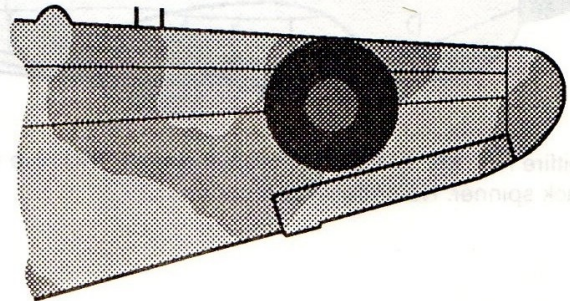
from a Matchbox kit with suitable modifications such as addition of camera ports. Check the Aviation News plans. The Spit XI is best converted from a Mk IX such as the KP kit. The main job involved deepening the engine cowling, adding camera ports, and making a new canopy (there is no framing on the windscreen section). Check your Spitfire references.

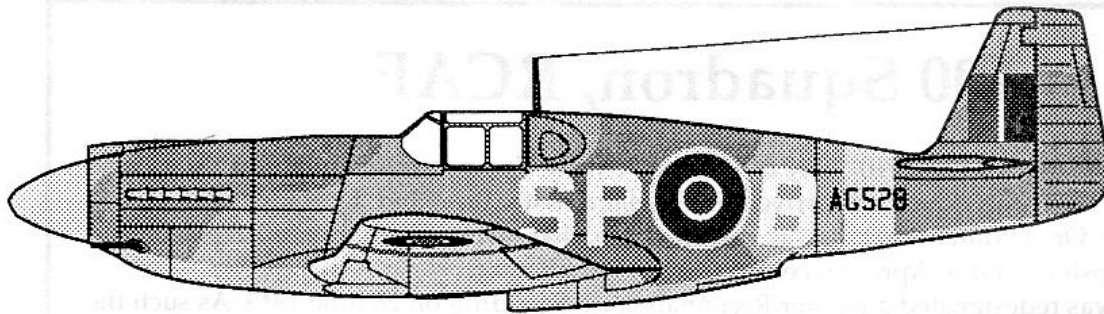


A Canadian-built Lysander, 434, SP*N, Odiham, England March-April 1941. The aircraft is finished in dark earth and dark green over sky. The exhaust collector ring is a burned bronze colour. Note that the wheel covers have been removed on this aircraft, and that the large N is painted over part of the serial.

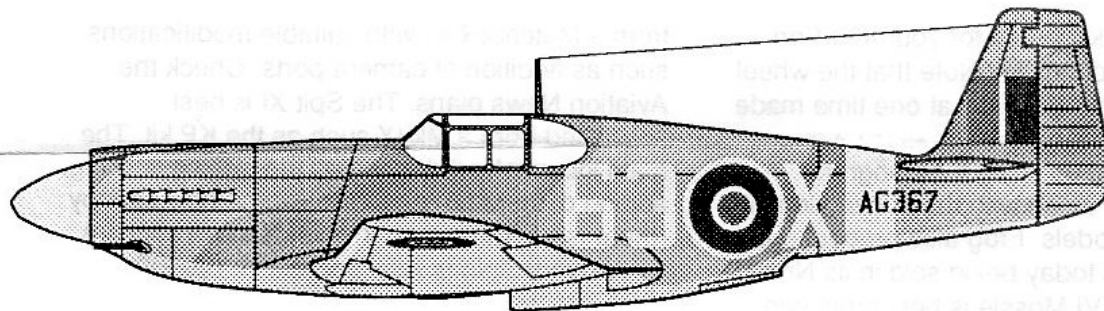
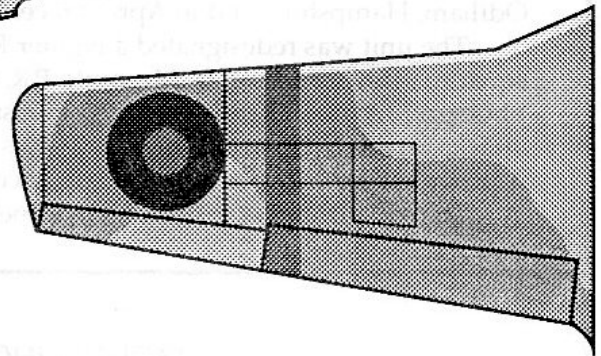


Tomahawk AH785, SP*S. Aircraft is finished in dark earth and dark green over sky. The spinner and fuselage band are also sky. The undersurface of the port wing is not painted black, as was usual at this period.

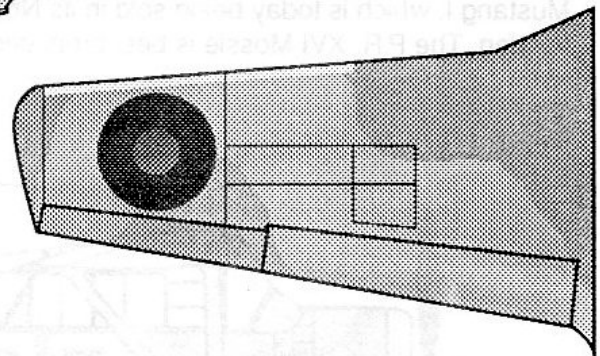


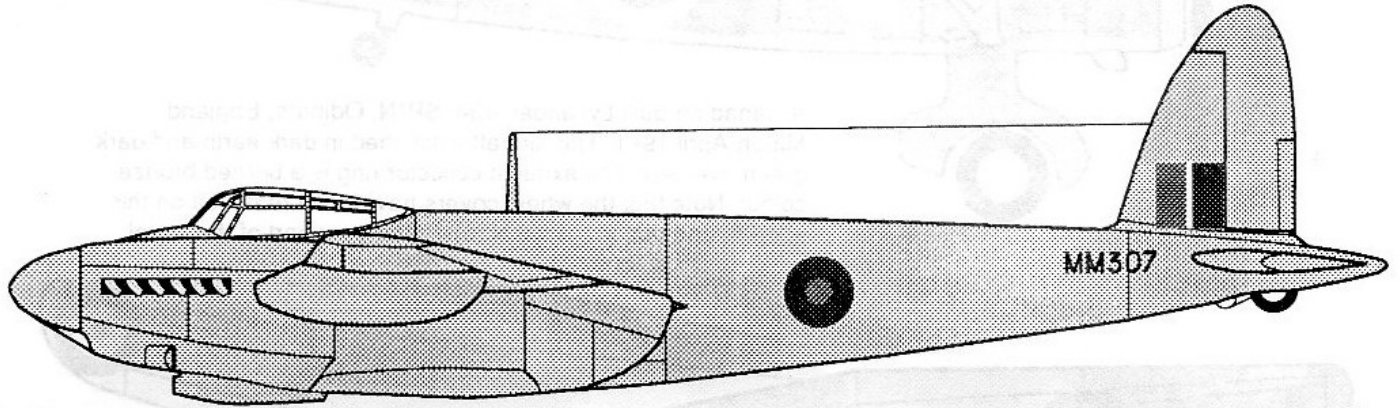


Mustang I AG528, SP*B. Upper surfaces are dark green and mixed grey (seven parts sea grey medium to one part black) and undersurfaces are sea grey medium. Spinner and fuselage band are sky. Note the full span yellow wing leading edge, and 12" red chordwise band.

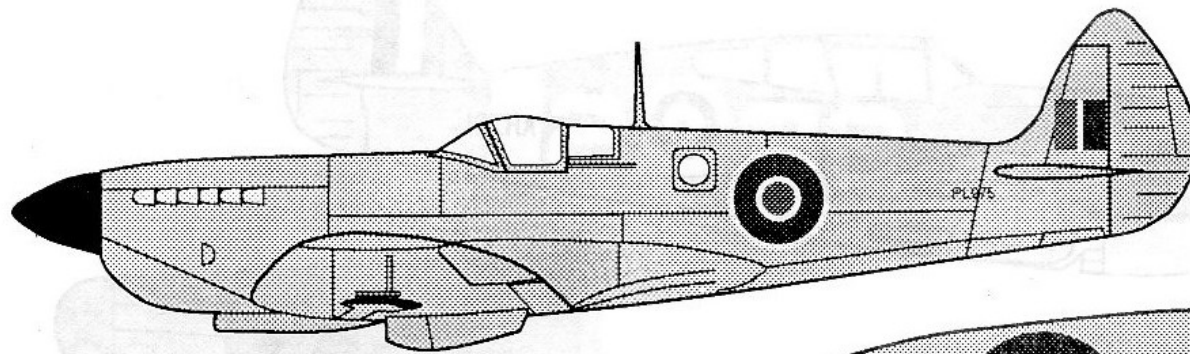
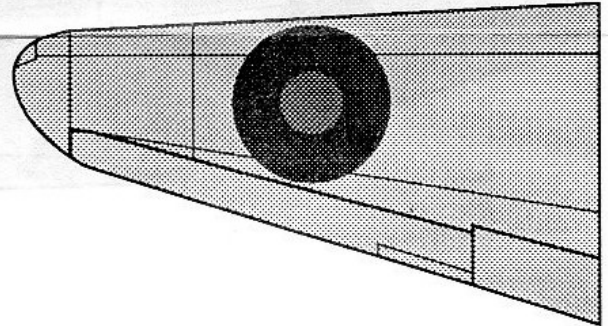


Mustang I AG367, 63*x of 400 Squadron O.T.U. Finish is dark green and mixed grey with sea grey medium undersurfaces. Spinner and fuselage band are sky. Wing leading edges are yellow.





Mosquito P.R. Mk. XVI MM307. Aircraft's finish is overall PRU blue. No underwing roundels.



Spitfire P.R. Mk. XI PL975. Finish is overall PRU blue with black spinner. No underwing roundels.

