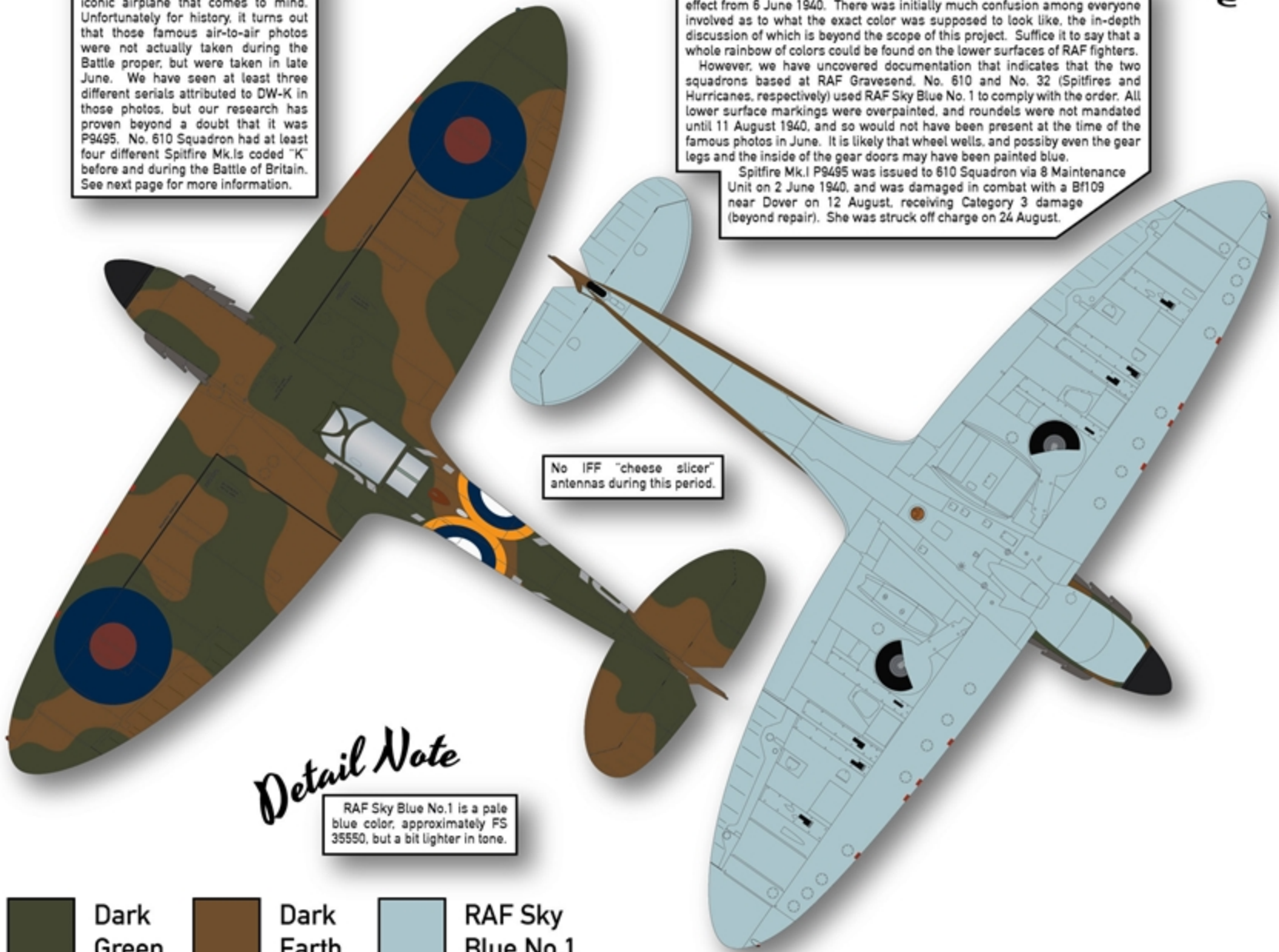


## Detail Note

When you think "Battle of Britain" almost invariably it's an image of this iconic airplane that comes to mind. Unfortunately for history, it turns out that those famous air-to-air photos were not actually taken during the Battle proper, but were taken in late June. We have seen at least three different serials attributed to DW-K in those photos, but our research has proven beyond a doubt that it was P9495. No. 610 Squadron had at least four different Spitfire Mk.I's coded "K" before and during the Battle of Britain. See next page for more information.

## Detail Note

The RAF issued an order mandating the use of the new "Sky" color to take effect from 6 June 1940. There was initially much confusion among everyone involved as to what the exact color was supposed to look like, the in-depth discussion of which is beyond the scope of this project. Suffice it to say that a whole rainbow of colors could be found on the lower surfaces of RAF fighters. However, we have uncovered documentation that indicates that the two squadrons based at RAF Gravesend, No. 610 and No. 32 (Spitfires and Hurricanes, respectively) used RAF Sky Blue No. 1 to comply with the order. All lower surface markings were overpainted, and roundels were not mandated until 11 August 1940, and so would not have been present at the time of the famous photos in June. It is likely that wheel wells, and possibly even the gear legs and the inside of the gear doors may have been painted blue. Spitfire Mk.I P9495 was issued to 610 Squadron via 8 Maintenance Unit on 2 June 1940, and was damaged in combat with a Bf109 near Dover on 12 August, receiving Category 3 damage (beyond repair). She was struck off charge on 24 August.



## Detail Note

RAF Sky Blue No.1 is a pale blue color, approximately FS 35550, but a bit lighter in tone.

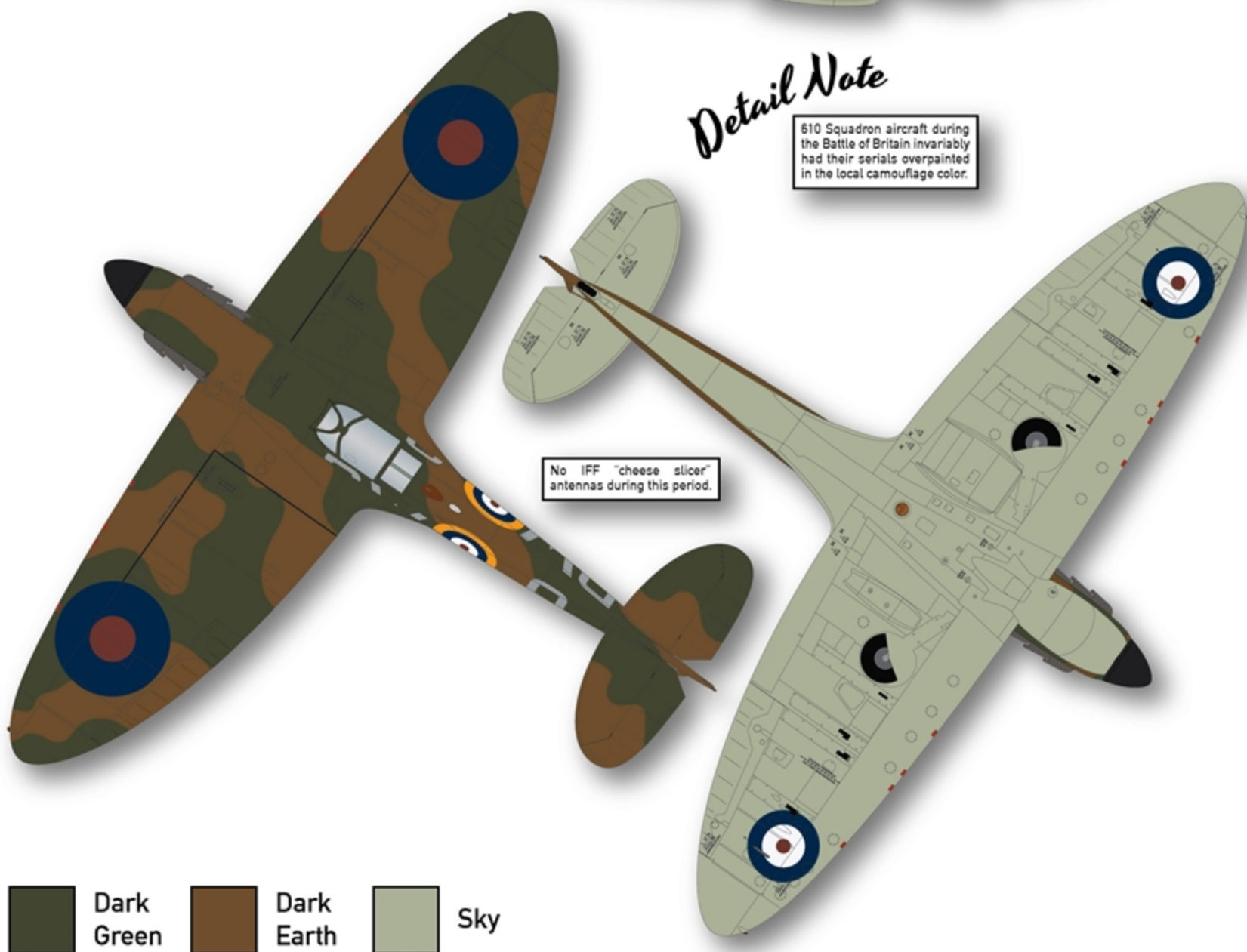
- Dark Green
- Dark Earth
- RAF Sky Blue No.1



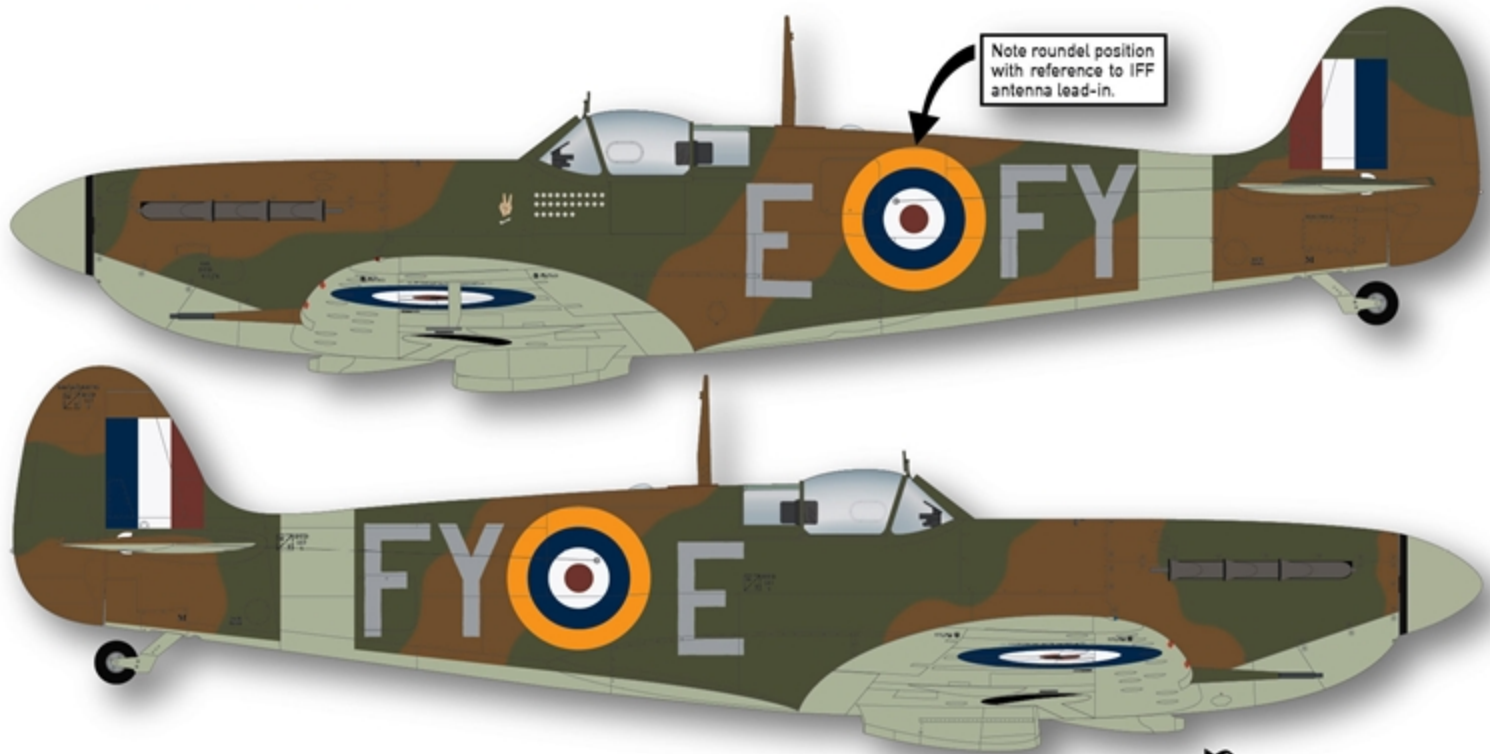
### Detail Note

610 Squadron aircraft during the Battle of Britain invariably had their serials overpainted in the local camouflage color.

No IFF "cheese slicer" antennas during this period.

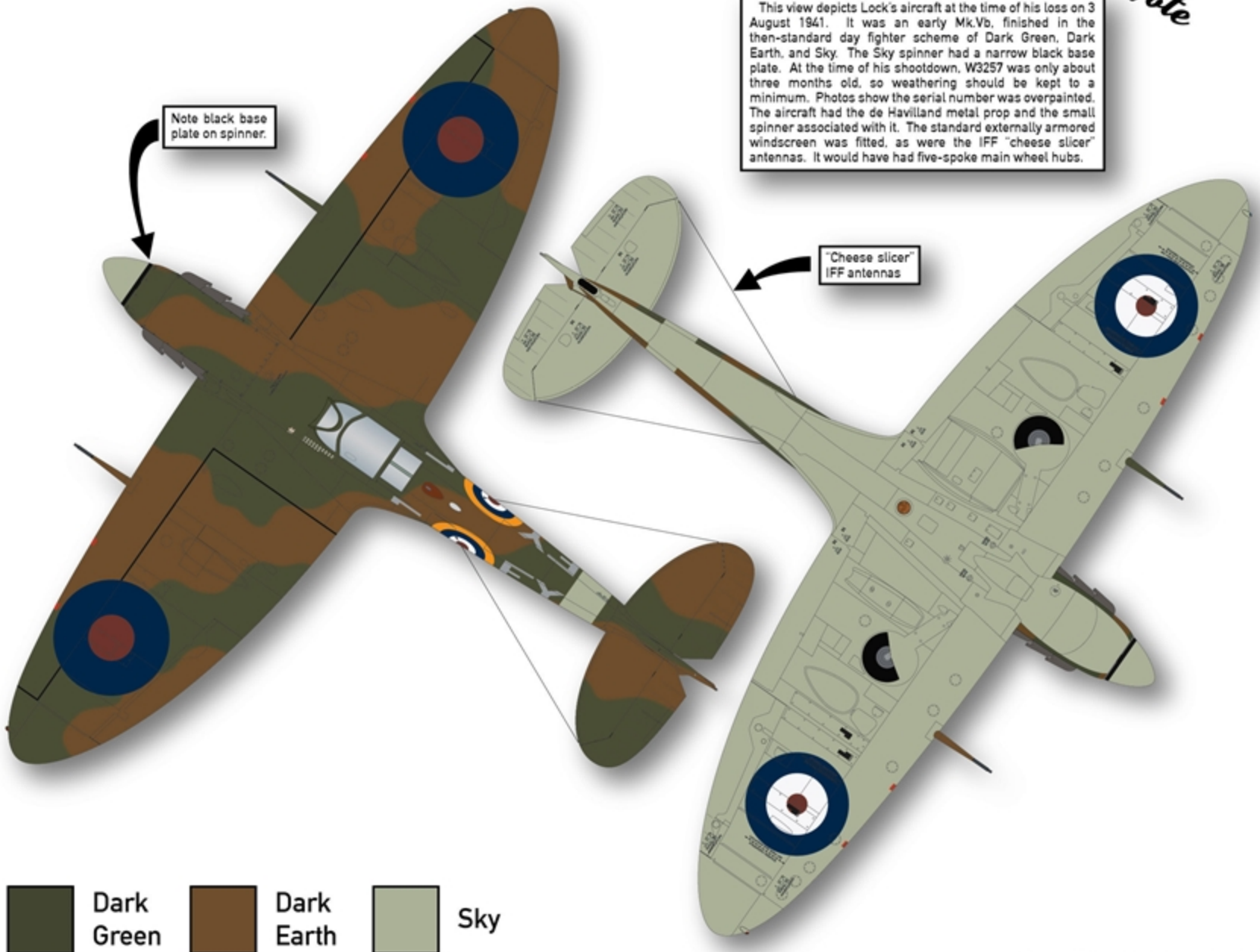






### Detail Note

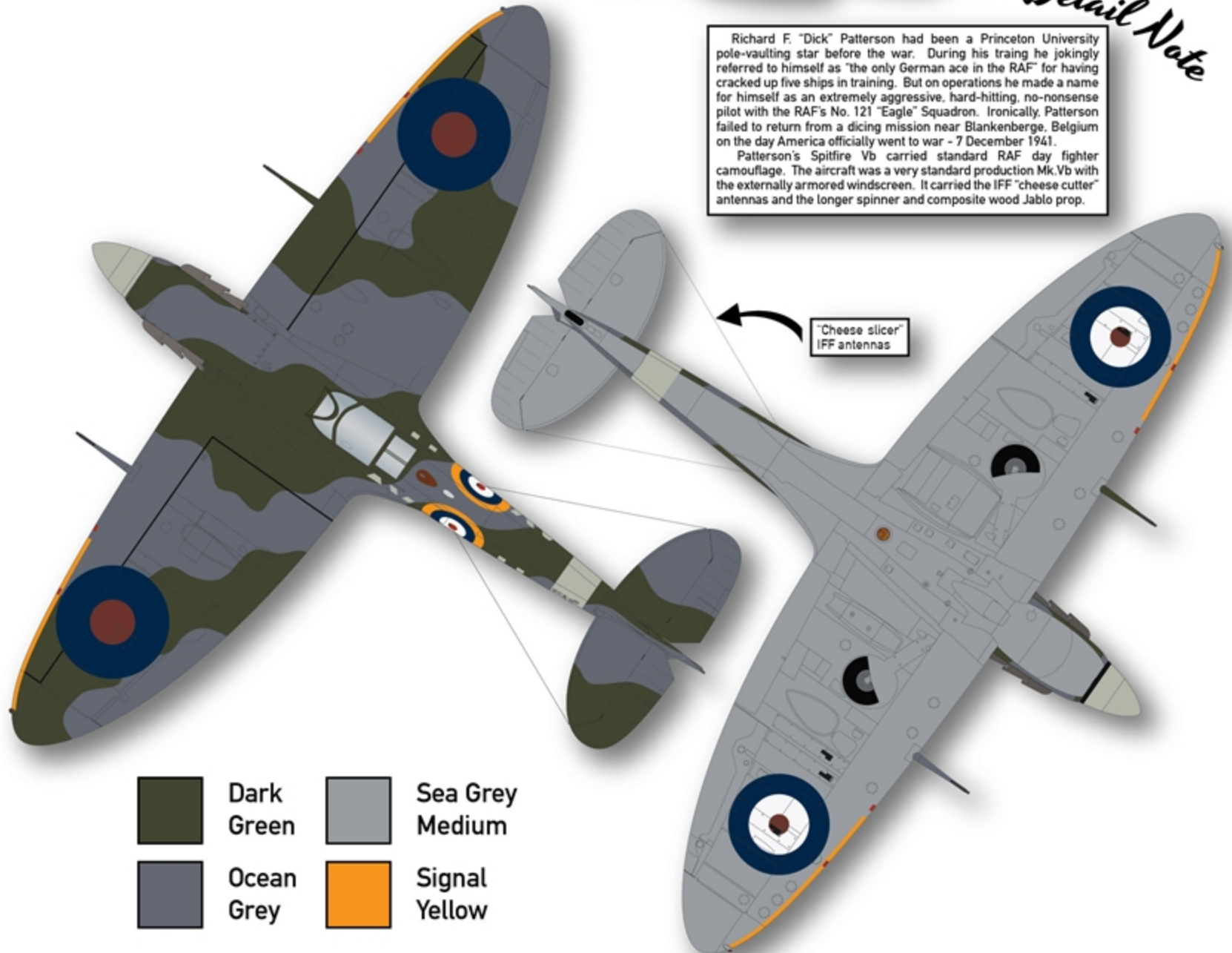
This view depicts Lock's aircraft at the time of his loss on 3 August 1941. It was an early Mk.Vb, finished in the then-standard day fighter scheme of Dark Green, Dark Earth, and Sky. The Sky spinner had a narrow black base plate. At the time of his shootdown, W3257 was only about three months old, so weathering should be kept to a minimum. Photos show the serial number was overpainted. The aircraft had the de Havilland metal prop and the small spinner associated with it. The standard externally armored windscreen was fitted, as were the IFF "cheese slicer" antennas. It would have had five-spoke main wheel hubs.





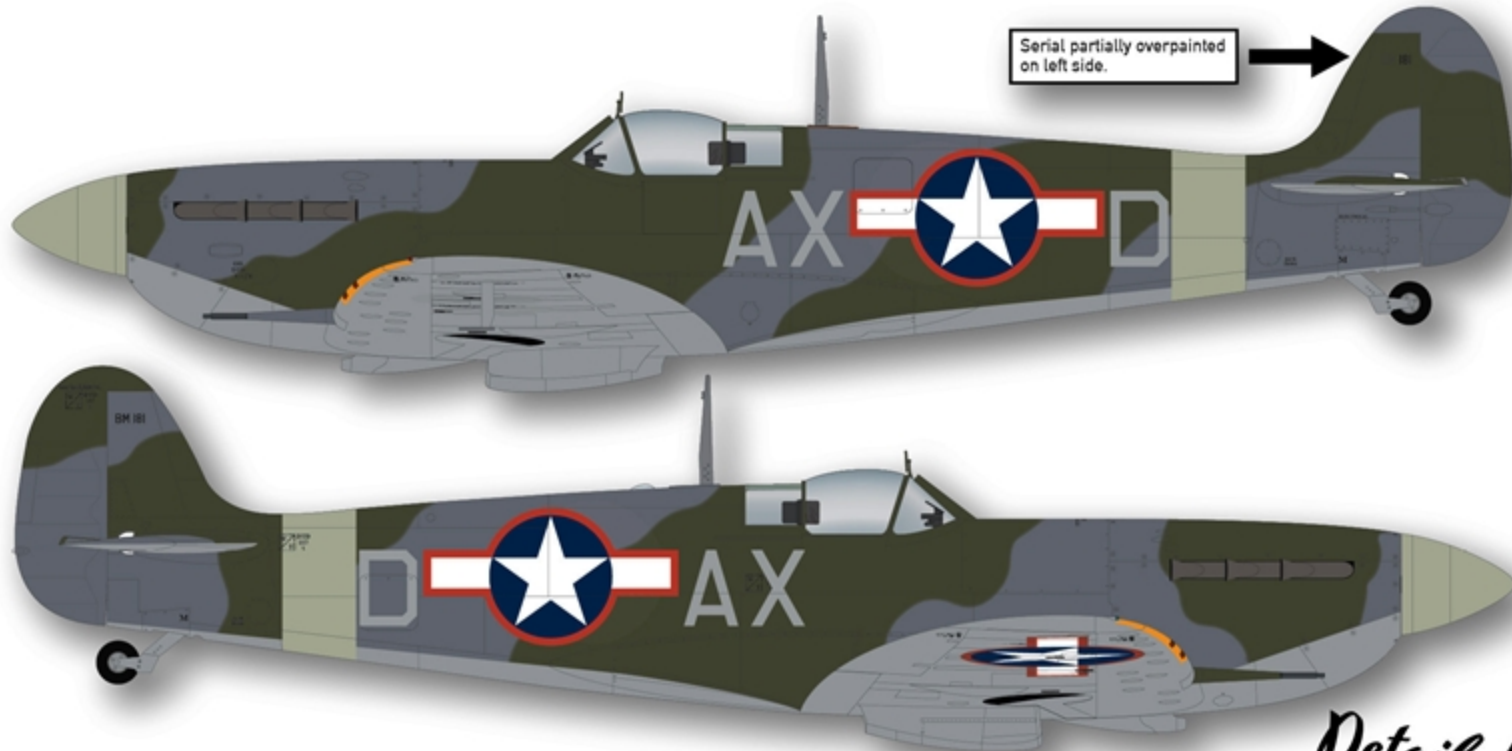
## Detail Note

Richard F. "Dick" Patterson had been a Princeton University pole-vaulting star before the war. During his training he jokingly referred to himself as "the only German ace in the RAF" for having cracked up five ships in training. But on operations he made a name for himself as an extremely aggressive, hard-hitting, no-nonsense pilot with the RAF's No. 121 "Eagle" Squadron. Ironically, Patterson failed to return from a dicing mission near Blankenberge, Belgium on the day America officially went to war - 7 December 1941. Patterson's Spitfire Vb carried standard RAF day fighter camouflage. The aircraft was a very standard production Mk.Vb with the externally armored windscreen. It carried the IFF "cheese cutter" antennas and the longer spinner and composite wood Jablo prop.



- |  |            |  |                 |
|--|------------|--|-----------------|
|  | Dark Green |  | Sea Grey Medium |
|  | Ocean Grey |  | Signal Yellow   |

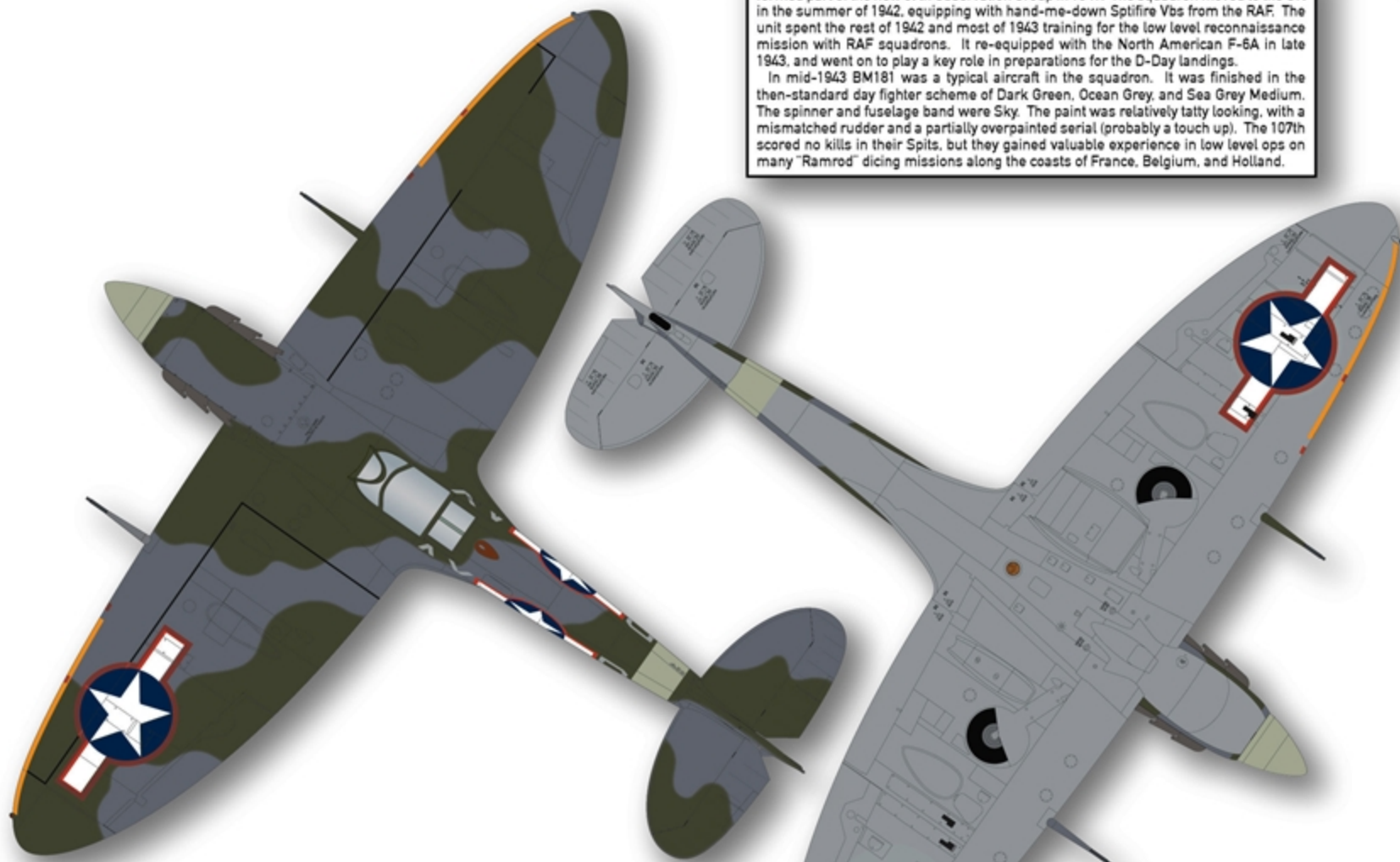


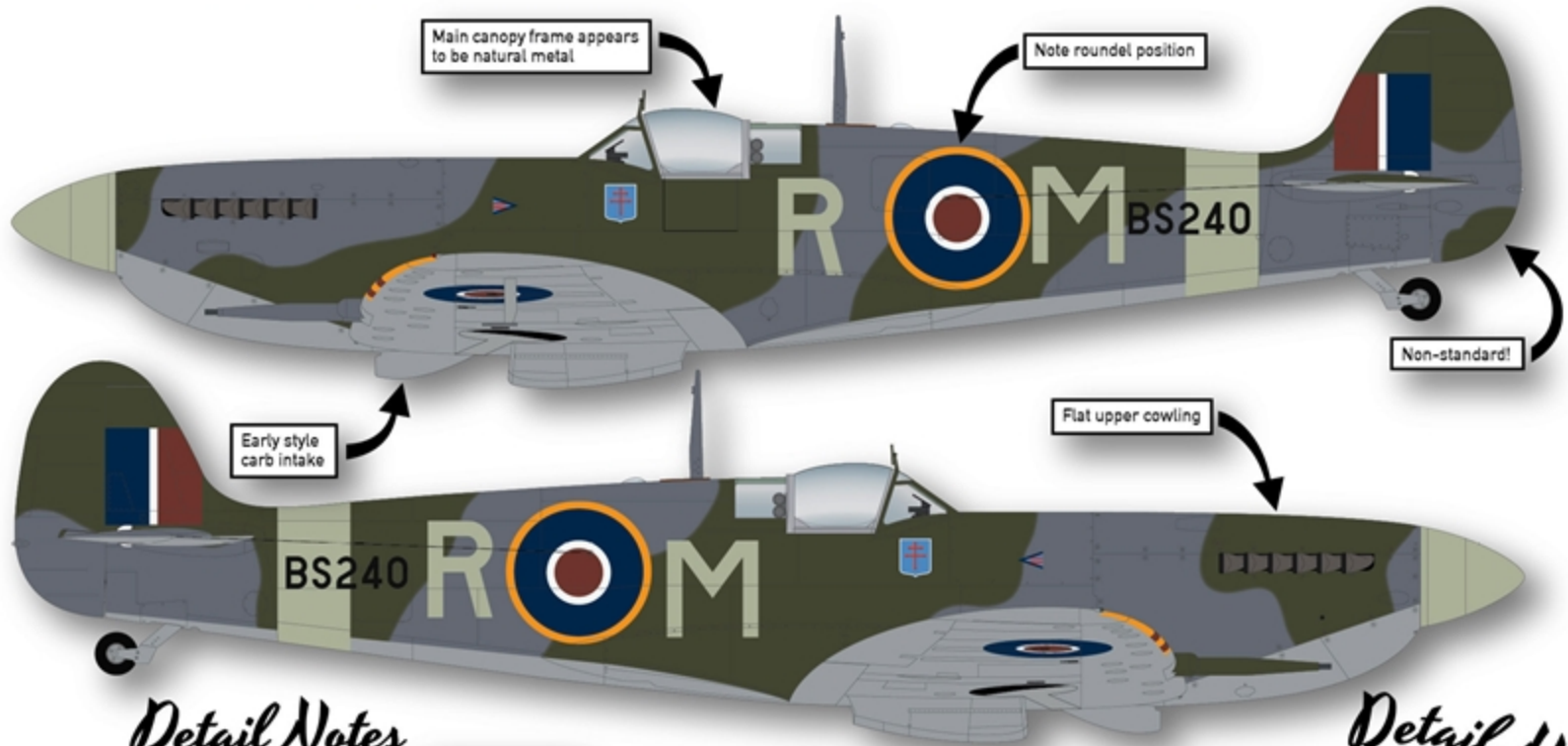


### Detail Note

The 107th Observation Squadron, federalized from the Michigan National Guard, formed part of the new 67th Observation Group in 1941. The squadron moved to the UK in the summer of 1942, equipping with hand-me-down Spitfire Vbs from the RAF. The unit spent the rest of 1942 and most of 1943 training for the low level reconnaissance mission with RAF squadrons. It re-equipped with the North American F-6A in late 1943, and went on to play a key role in preparations for the D-Day landings.

In mid-1943 BM181 was a typical aircraft in the squadron. It was finished in the then-standard day fighter scheme of Dark Green, Ocean Grey, and Sea Grey Medium. The spinner and fuselage band were Sky. The paint was relatively tatty looking, with a mismatched rudder and a partially overpainted serial (probably a touch up). The 107th scored no kills in their Spits, but they gained valuable experience in low level ops on many "Ramrod" dicing missions along the coasts of France, Belgium, and Holland.





### Detail Notes

### Detail Note

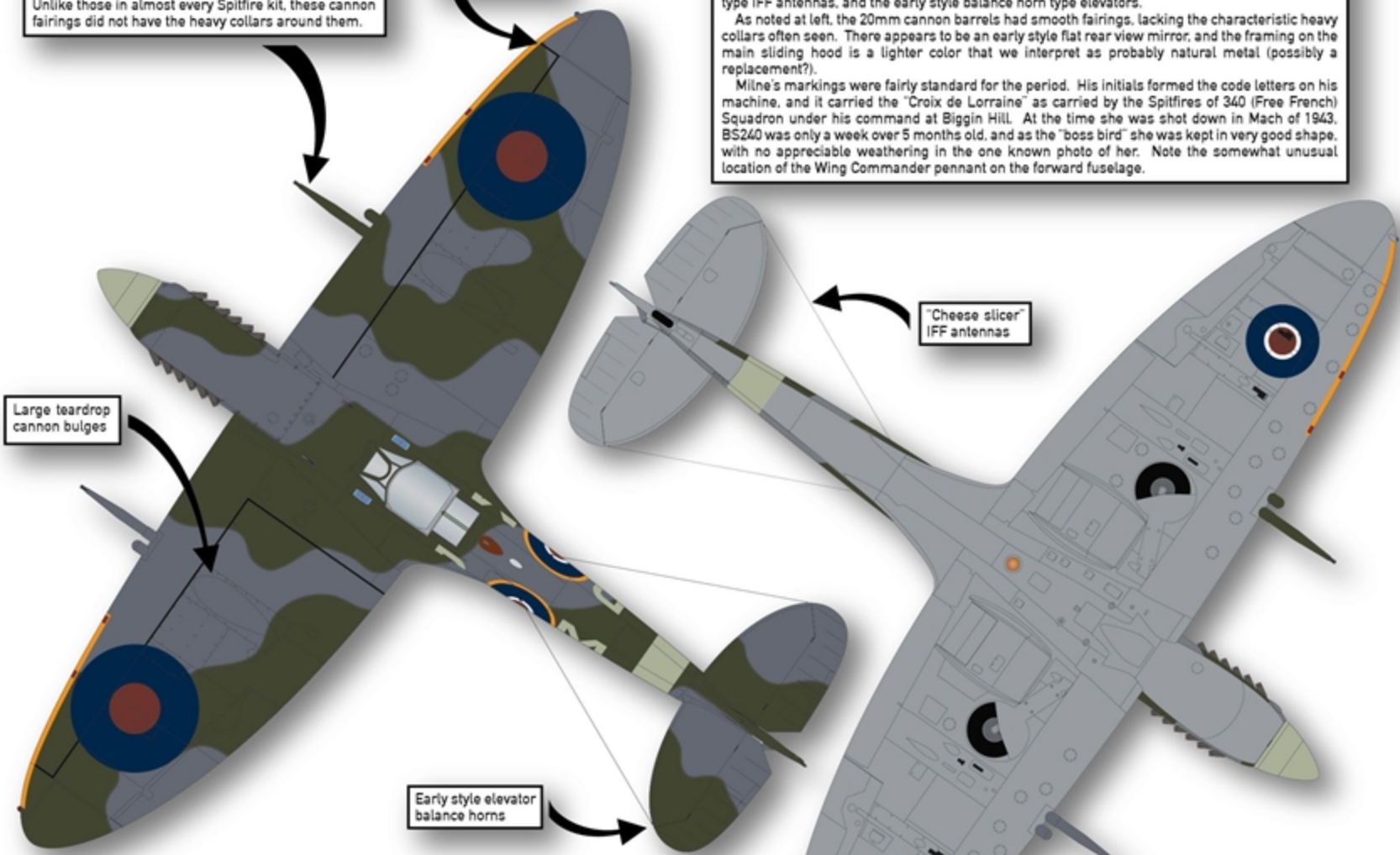
Note that BS240 was fitted with the relatively common, but seldom commented on, smooth cannon fairings. Unlike those in almost every Spitfire kit, these cannon fairings did not have the heavy collars around them.

Early pattern wing walkway stripes

Wing Commander "Dickie" Milne's Spitfire IXc BS240 was delivered in October of 1942. She featured the flat upper cowling, rounded rudder, large upper wing cannon blisters, "cheese slicer" type IFF antennas, and the early style balance horn type elevators.

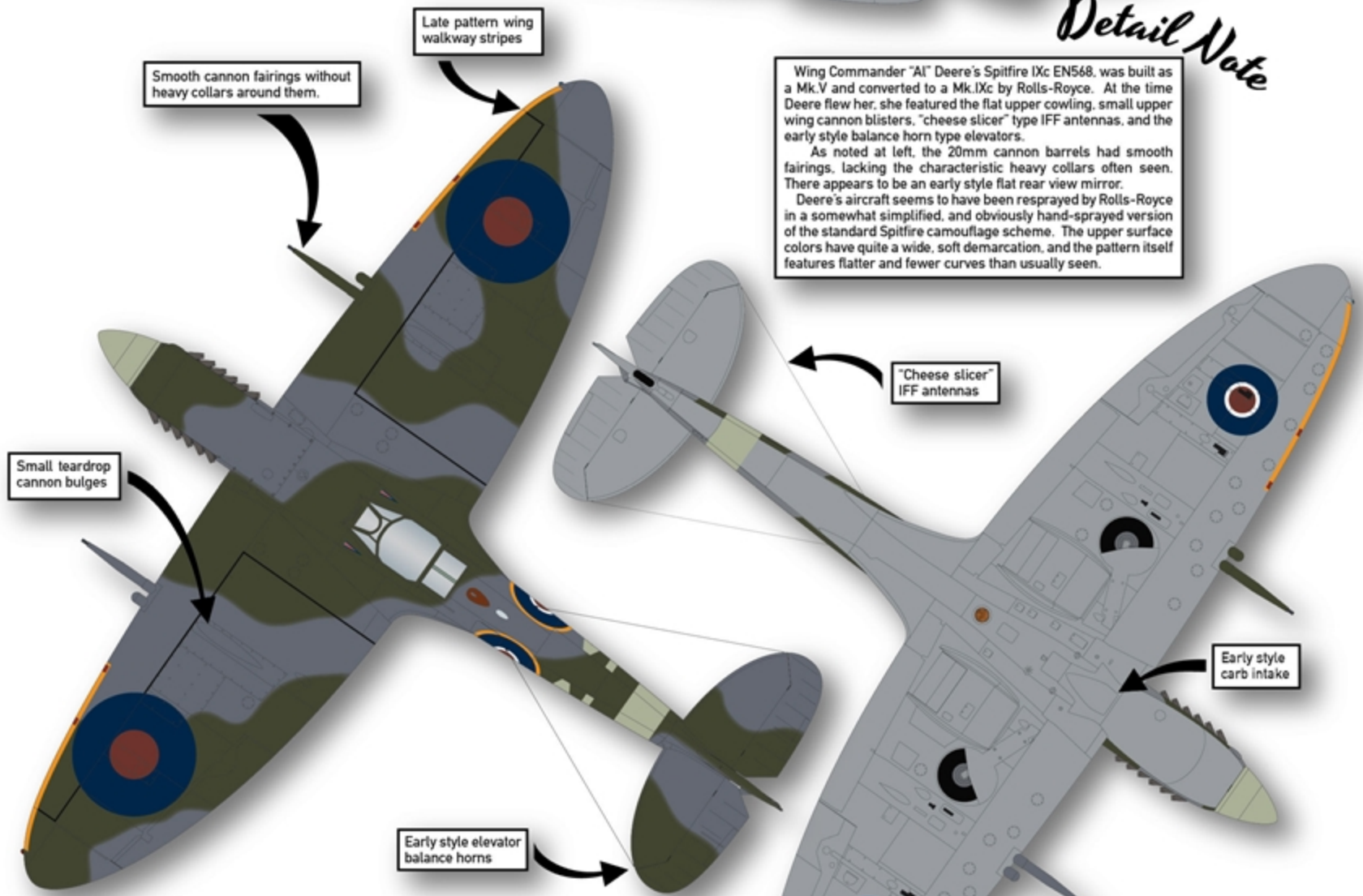
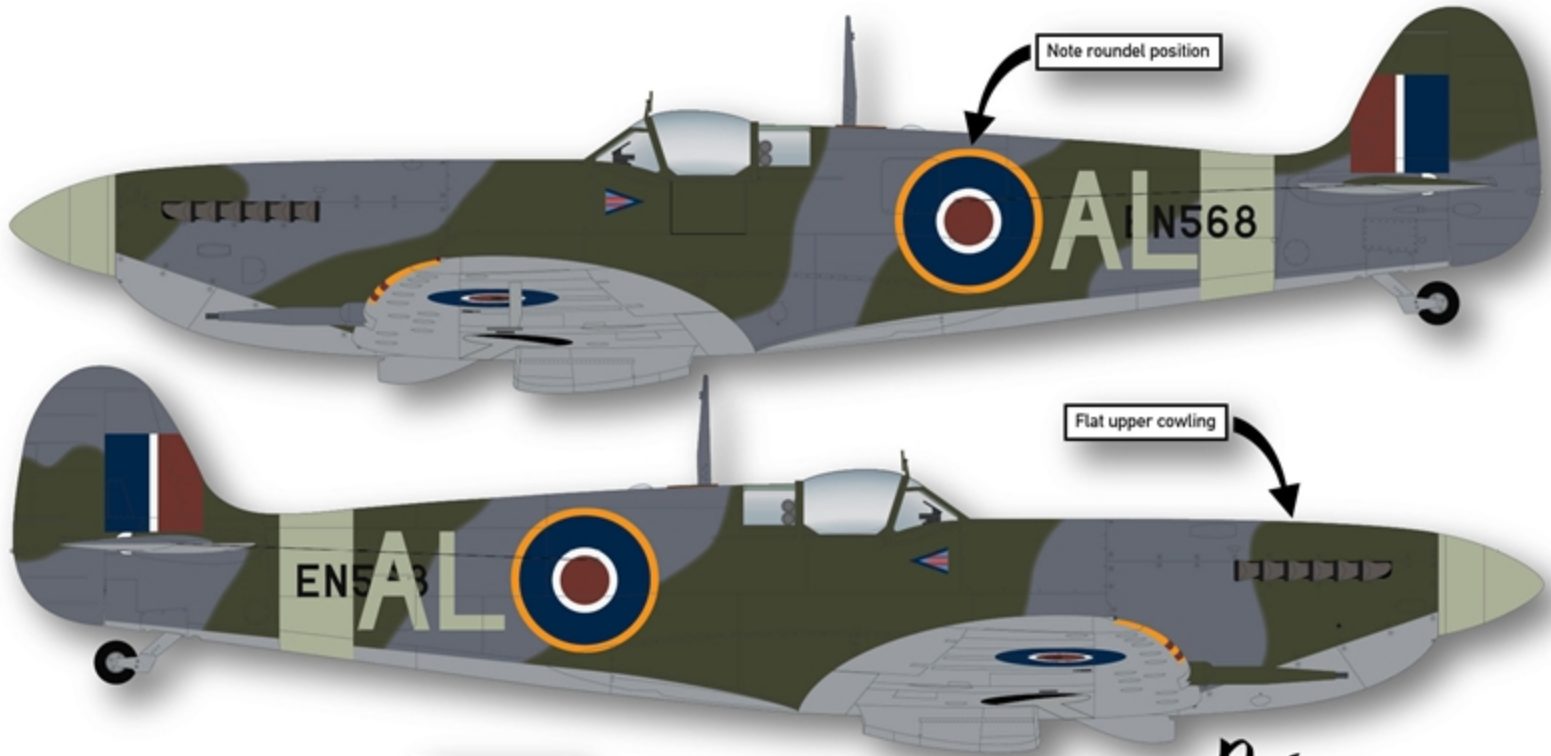
As noted at left, the 20mm cannon barrels had smooth fairings, lacking the characteristic heavy collars often seen. There appears to be an early style flat rear view mirror, and the framing on the main sliding hood is a lighter color that we interpret as probably natural metal (possibly a replacement?).

Milne's markings were fairly standard for the period. His initials formed the code letters on his machine, and it carried the "Croix de Lorraine" as carried by the Spitfires of 340 (Free French) Squadron under his command at Biggin Hill. At the time she was shot down in March of 1943, BS240 was only a week over 5 months old, and as the "boss bird" she was kept in very good shape, with no appreciable weathering in the one known photo of her. Note the somewhat unusual location of the Wing Commander pennant on the forward fuselage.



|  |            |  |                 |
|--|------------|--|-----------------|
|  | Dark Green |  | Sea Grey Medium |
|  | Ocean Grey |  | Signal Yellow   |
|  |            |  | Sky             |





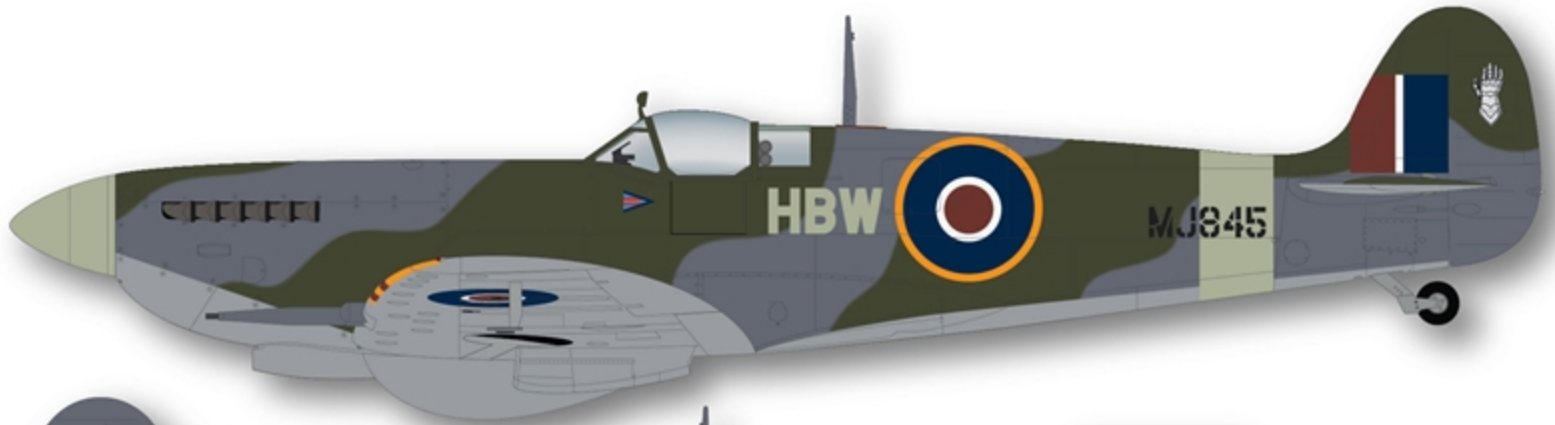
### Detail Note

Wing Commander "Al" Deere's Spitfire IXc EN568, was built as a Mk.V and converted to a Mk.IXc by Rolls-Royce. At the time Deere flew her, she featured the flat upper cowling, small upper wing cannon blisters, "cheese slicer" type IFF antennas, and the early style balance horn type elevators.

As noted at left, the 20mm cannon barrels had smooth fairings, lacking the characteristic heavy collars often seen. There appears to be an early style flat rear view mirror.

Deere's aircraft seems to have been resprayed by Rolls-Royce in a somewhat simplified, and obviously hand-sprayed version of the standard Spitfire camouflage scheme. The upper surface colors have quite a wide, soft demarcation, and the pattern itself features flatter and fewer curves than usually seen.

- |  |            |  |                 |
|--|------------|--|-----------------|
|  | Dark Green |  | Sea Grey Medium |
|  | Ocean Grey |  | Signal Yellow   |
|  |            |  | Sky             |

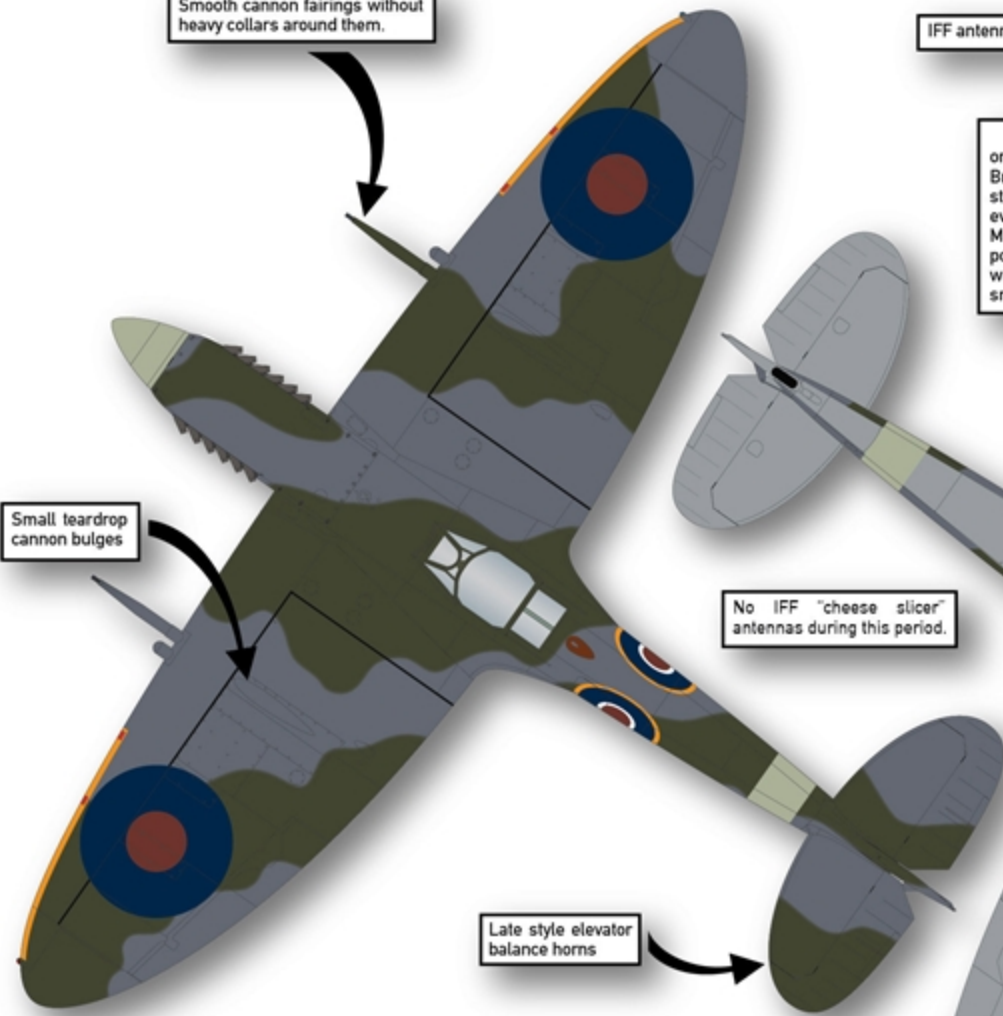


Smooth cannon fairings without heavy collars around them.

IFF antenna

### Detail Note

Spitfire Mk.IXc MJ845 was delivered on 29 November 1943 from Castle Bromwich. It survived the war to be struck off charge in 1947. It was in every way a standard looking mid-war Mk.IXc, featuring the flat upper cowling, pole type IFF antenna under the right wing, late style elevator horns, and the smooth, collarless cannon fairings.



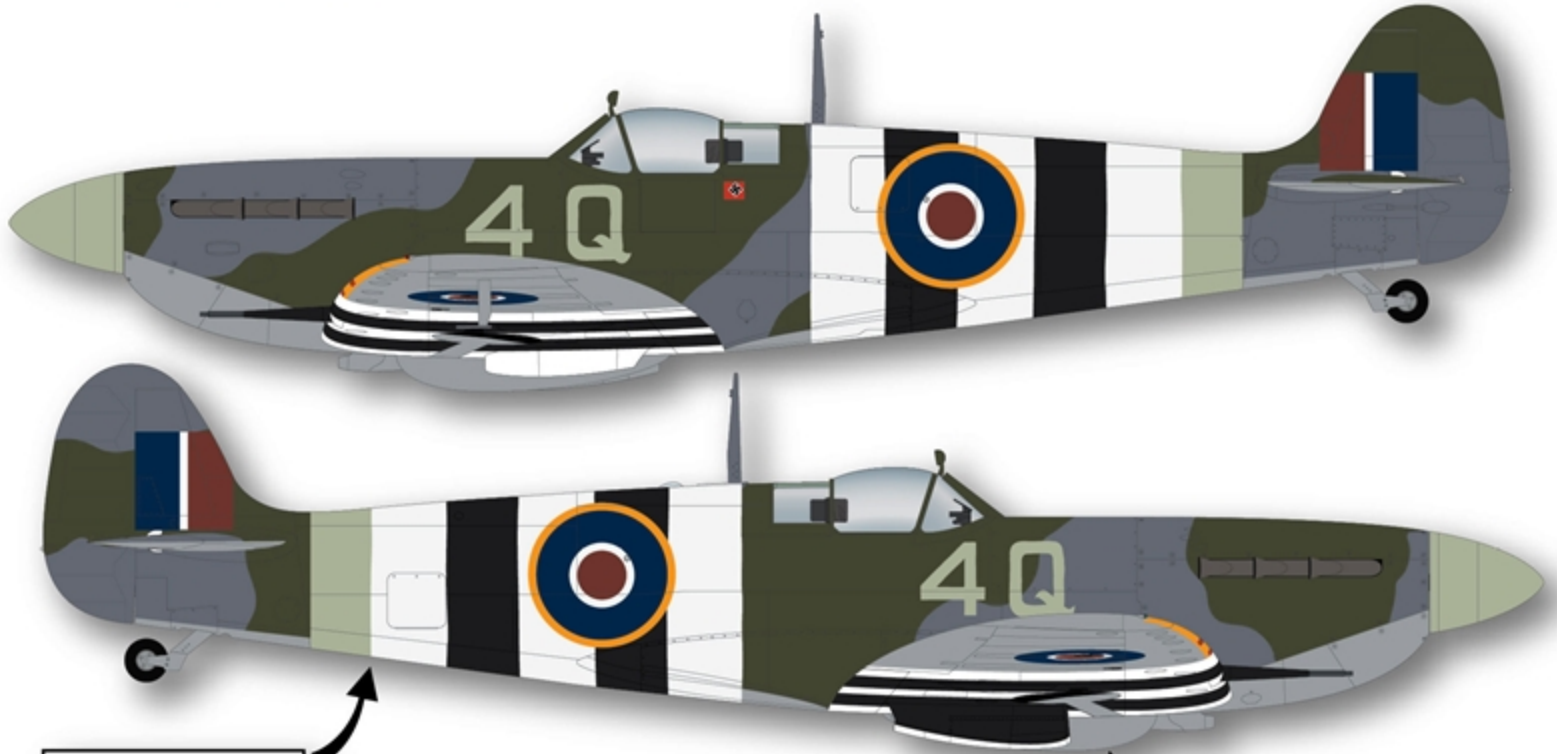
Small teardrop cannon bulges

No IFF "cheese slicer" antennas during this period.

Late style elevator balance horns

- |  |            |  |                 |
|--|------------|--|-----------------|
|  | Dark Green |  | Sea Grey Medium |
|  | Ocean Grey |  | Signal Yellow   |
|  | Sky        |  |                 |





Note that invasion stripes partly obscure Sky fuselage band.

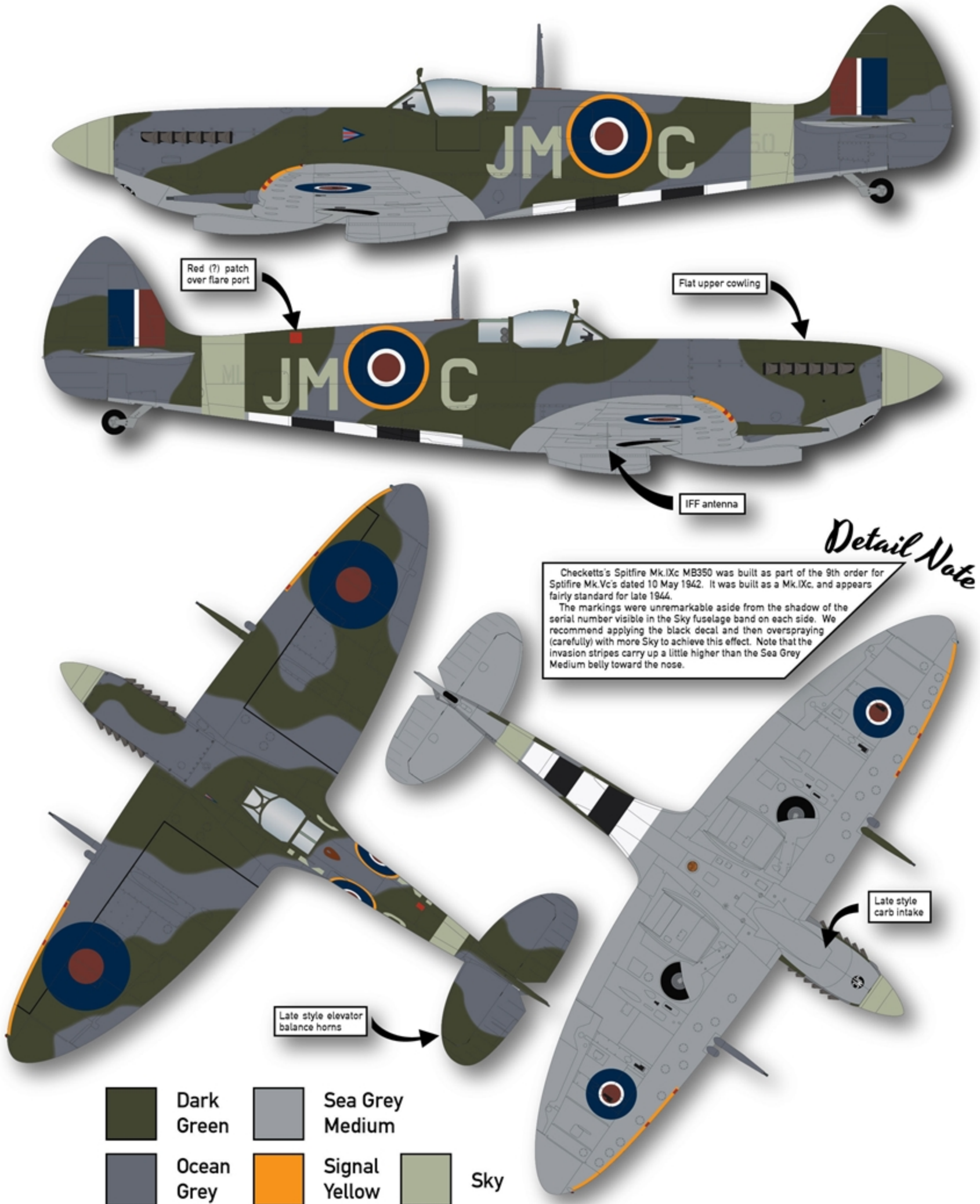
30 gallon slipper tank used on operations.



VCS-7

No IFF "cheese slicer" antennas during this period.

- |   |            |   |                 |
|---|------------|---|-----------------|
|  | Dark Green |  | Sea Grey Medium |
|  | Ocean Grey |  | Signal Yellow   |
|   |            |  | Sky             |



Red (?) patch over flare port

Flat upper cowling

IFF antenna

*Detail Note*

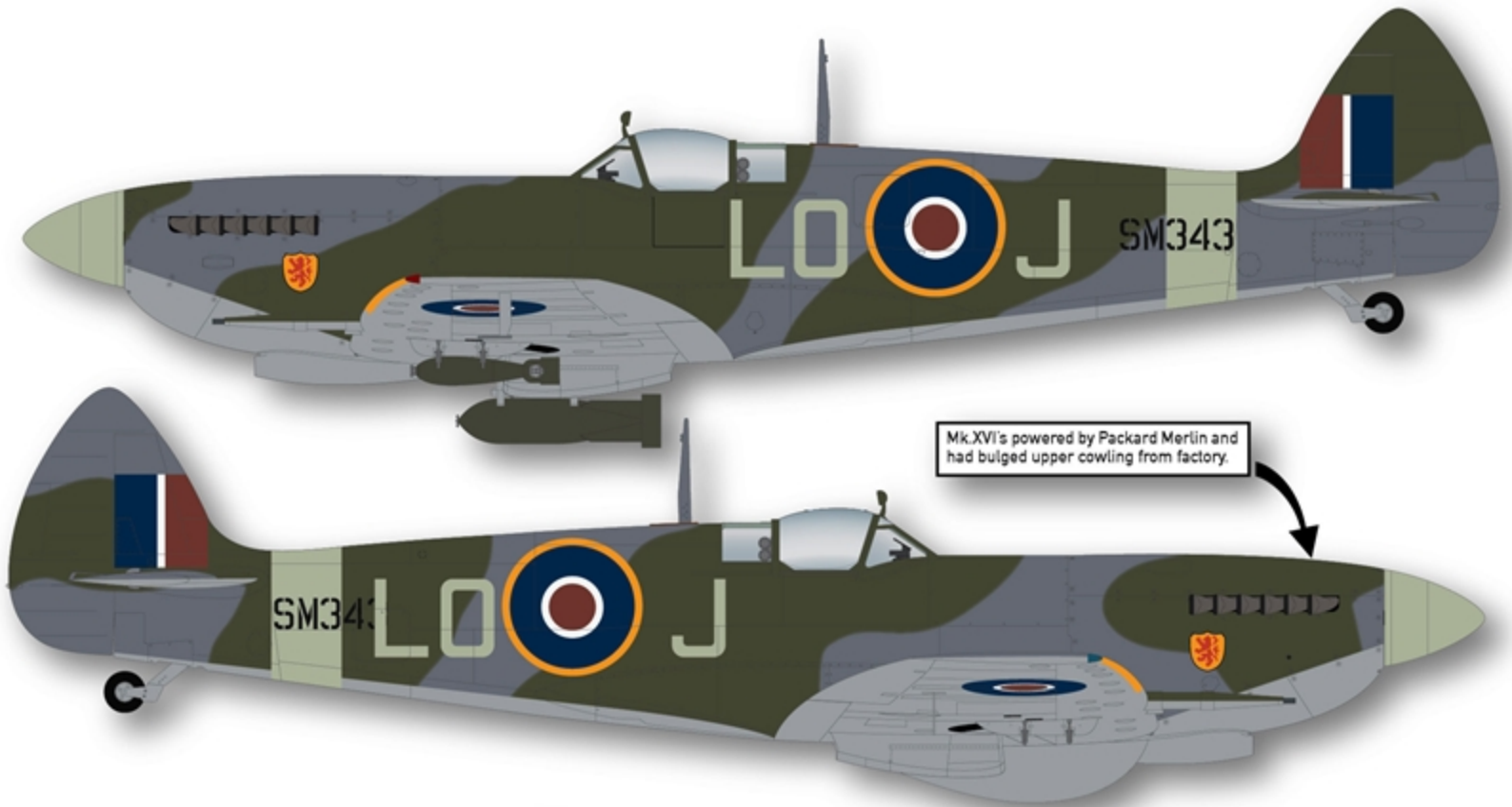
Checketts's Spitfire Mk.IXc MB350 was built as part of the 9th order for Spitfire Mk.Vc's dated 10 May 1942. It was built as a Mk.IXc, and appears fairly standard for late 1944.  
 The markings were unremarkable aside from the shadow of the serial number visible in the Sky fuselage band on each side. We recommend applying the black decal and then overspraying (carefully) with more Sky to achieve this effect. Note that the invasion stripes carry up a little higher than the Sea Grey Medium belly toward the nose.

Late style carb intake

Late style elevator balance horns

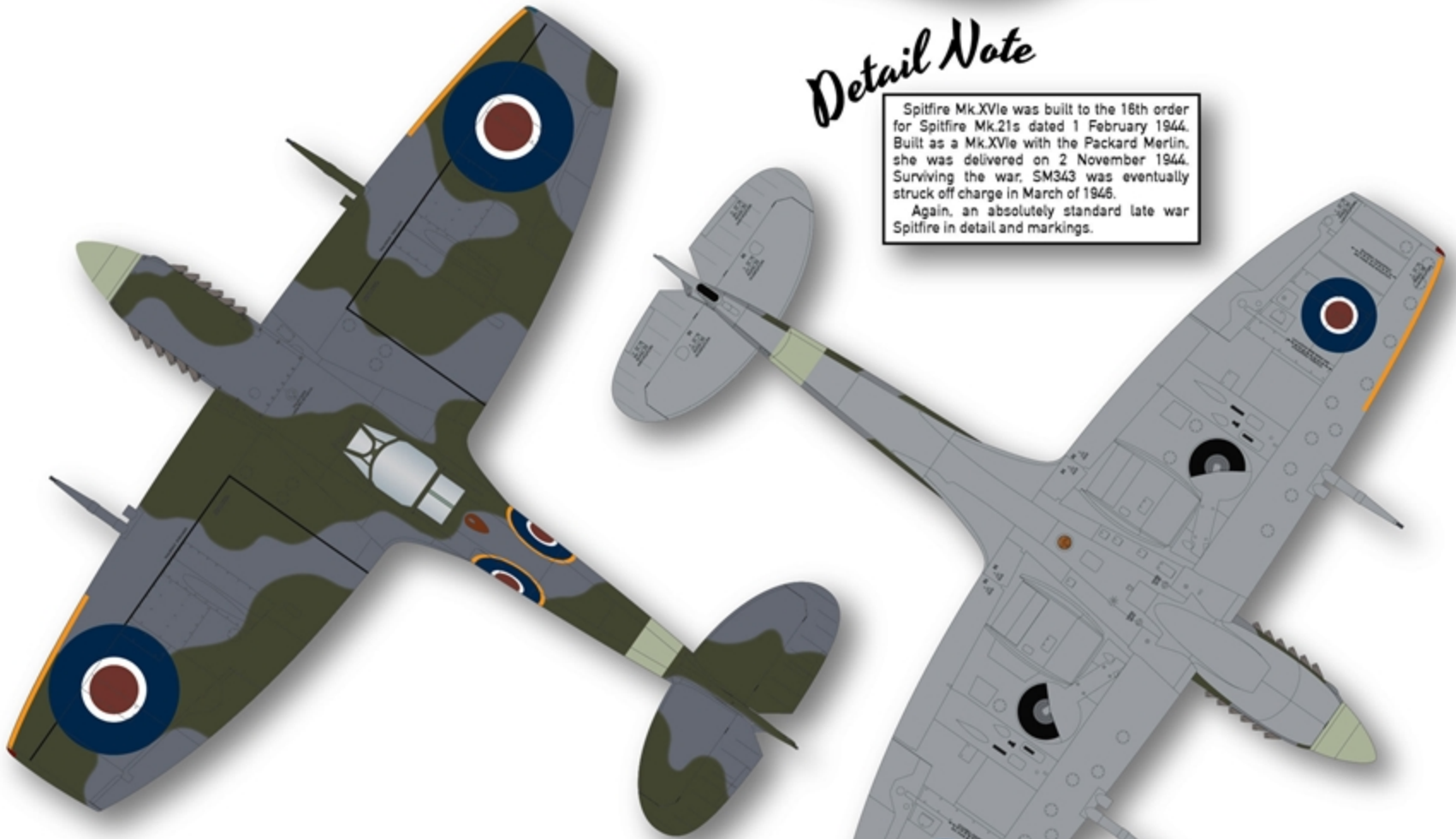
- |   |            |   |                 |
|---|------------|---|-----------------|
|  | Dark Green |  | Sea Grey Medium |
|  | Ocean Grey |  | Signal Yellow   |
|   |            |  | Sky             |

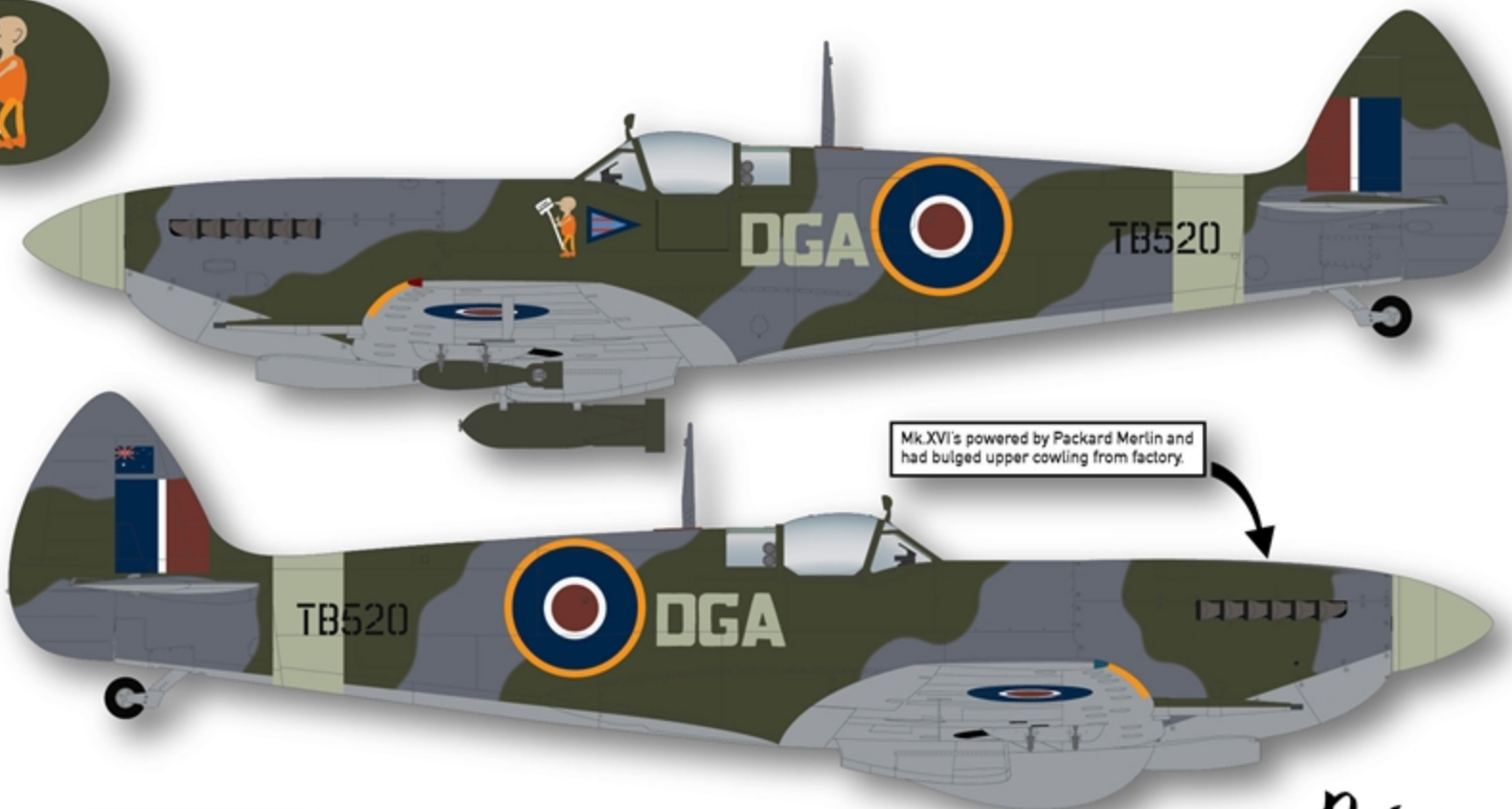




### Detail Note

Spitfire Mk.XVIe was built to the 16th order for Spitfire Mk.21s dated 1 February 1944. Built as a Mk.XVIe with the Packard Merlin, she was delivered on 2 November 1944. Surviving the war, SM343 was eventually struck off charge in March of 1945. Again, an absolutely standard late war Spitfire in detail and markings.

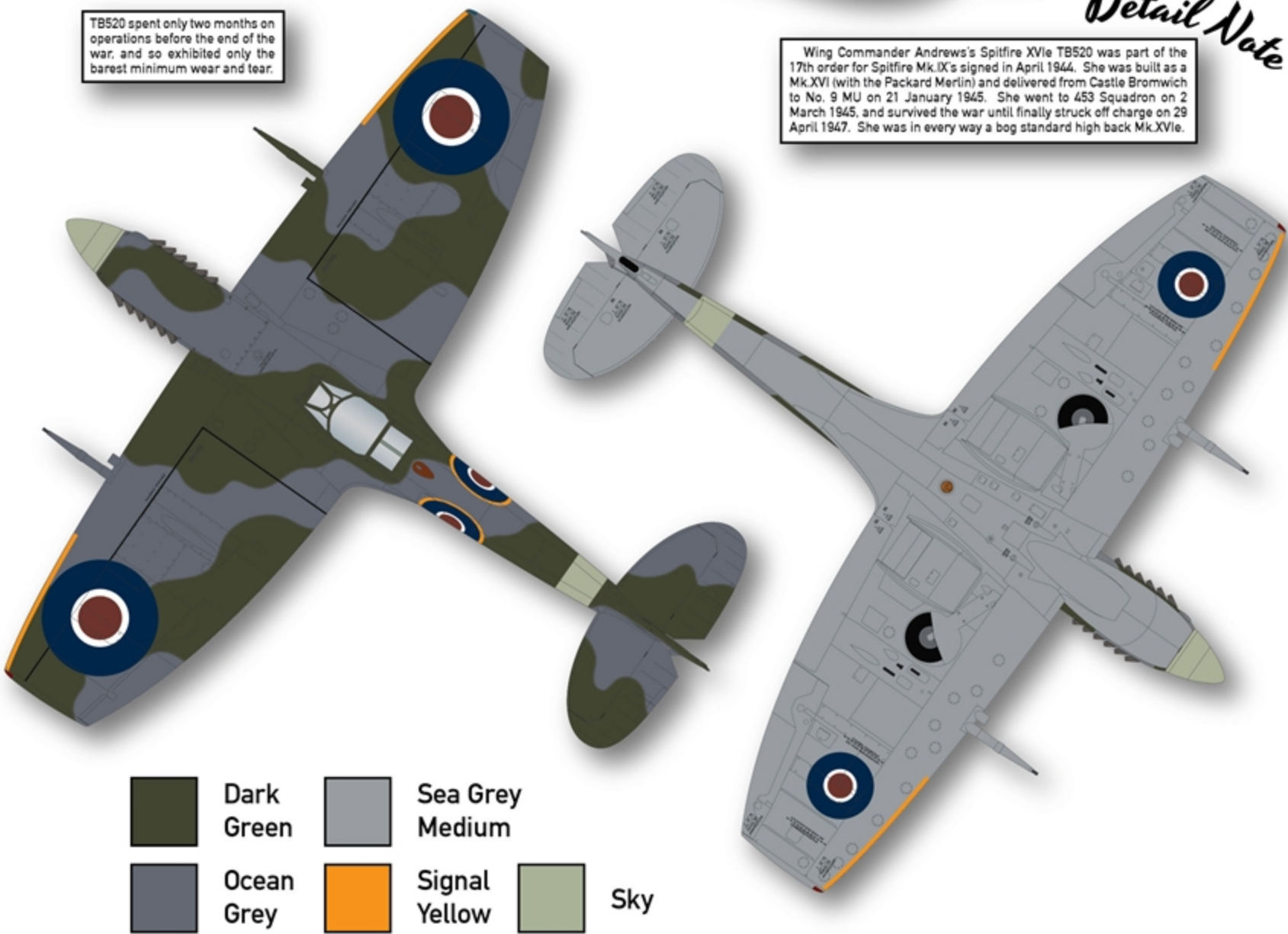




TB520 spent only two months on operations before the end of the war, and so exhibited only the barest minimum wear and tear.

Wing Commander Andrews's Spitfire XVIe TB520 was part of the 17th order for Spitfire Mk.IX's signed in April 1944. She was built as a Mk.XVI (with the Packard Merlin) and delivered from Castle Bromwich to No. 9 MU on 21 January 1945. She went to 453 Squadron on 2 March 1945, and survived the war until finally struck off charge on 29 April 1947. She was in every way a bog standard high back Mk.XVIe.

### Detail Note



- |  |            |  |                 |
|--|------------|--|-----------------|
|  | Dark Green |  | Sea Grey Medium |
|  | Ocean Grey |  | Signal Yellow   |
|  | Sky        |  |                 |