

**1/48th Scale Decals**

# **Canadian Spitfires**

**#48003**

**D-Day**

A collection of quality decals depicting Spitfires flown by Canadian pilots in the months following the invasion of Nazi-occupied Europe in June 1944.



**Johnnie Johnson's JE-J Jr. (MK 329)**  
Spitfire Mk IX, 144 Wing



**Wally McLeod's 21-E (MK 636)**  
Spitfire Mk IX, 443 Squadron

Also includes markings for:

- William Austin's AE-G (RM 687)  
Spitfire Mk XIV, 402 Squadron
- Larry Seath's PA 900  
Spitfire Mk XI, 400 Squadron
- Hugh Ritchie's 9G-H (MK 941)  
Spitfire Mk IX, 441 Squadron
- Bill Week's Y2-D (MK 416)  
Spitfire Mk IX, 442 Squadron
- Andy McNeice's DB-L (ML 686)  
Spitfire Mk IX, 411 Squadron
- H. Garwood's VZ-S (MJ 255)  
Spitfire Mk IX, 412 Squadron

Includes ten pages of reference material, complete with historical information, pilot statistics, scale drawings, and photographs of the aircraft and the men who flew them.

# Canadian Spitfires

## D-Day



On June 4, 1944 groundcrews at Canadian Spitfire bases all over England hastily painted white and black striping onto their fighters. Two days later, these aircraft would form part of a massive aerial umbrella that would provide air support for the largest amphibious landing ever mounted in the history of mankind. The Luftwaffe, already in its death throes, was conspicuously absent the day of the operation. But the Canadians would encounter them soon enough in the following months.

### The Canadian Spitfire Series

This decal sheet is one of a series dedicated to the study of the legendary Spitfire fighter in the hands of Canadian pilots during World War II. It is the result of much recent and careful study on a subject that has previously been somewhat neglected. The series provides the modeller with a comprehensive collection of Canadian Spitfire markings that includes ample reference material for the aviation enthusiast.

Although the study of WWII aircraft is fascinating, an airplane cannot be fully appreciated without taking into account the man in the cockpit. The brave, young aviators who flew these machines into the face of death on an almost daily basis are the heroes in this story. To study these aircraft without consideration of these men makes for an impersonal and deceptively sterile approach to a very human saga. We therefore have made every effort to include photos and historical anecdotes that relate these aircraft to the men who flew them.

### The Profiles

The side profiles of the aircraft have been carefully drawn according to photographs of the actual airplane, if available. Pay careful attention the placement of codes, roundels, and serial numbers as depicted on the profiles, using the aircraft panel lines as a guide. Also note the camouflage patterns, since no two are exactly the same.

We have included stencil decals for aircraft only if they were evident in photographs. As a general rule, most aircraft displayed very little stenciling; many had none at all. However, some extra decals of the some of the more commonly found stencils have been provided. Although not necessarily evident in photographs, these stencils can be applied with the knowledge that they likely existed.

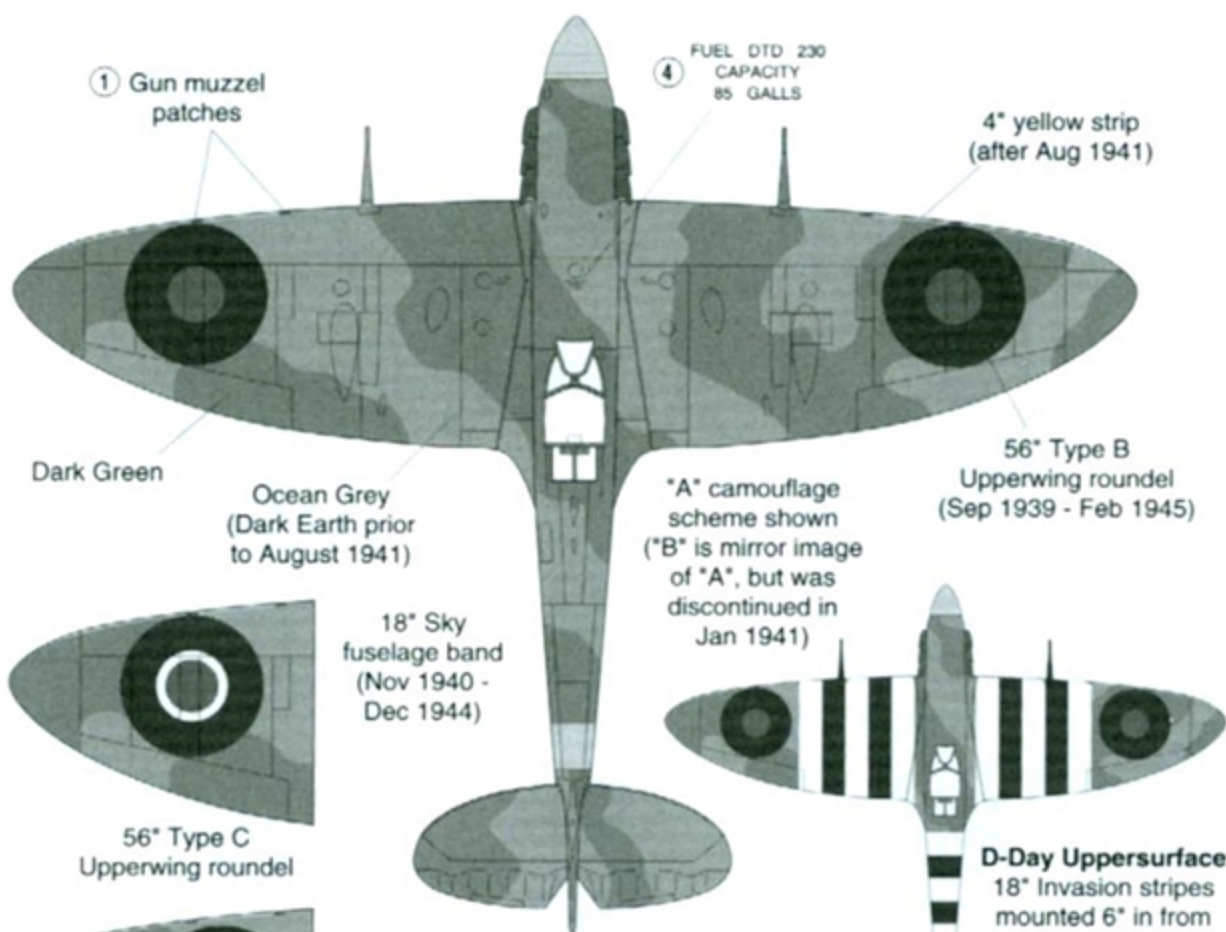
### The Photographs

Wherever possible, we have included photographs of each aircraft. In instances where pictures of the aircraft did not exist, we have included a photograph of a similar or comparable example for study.

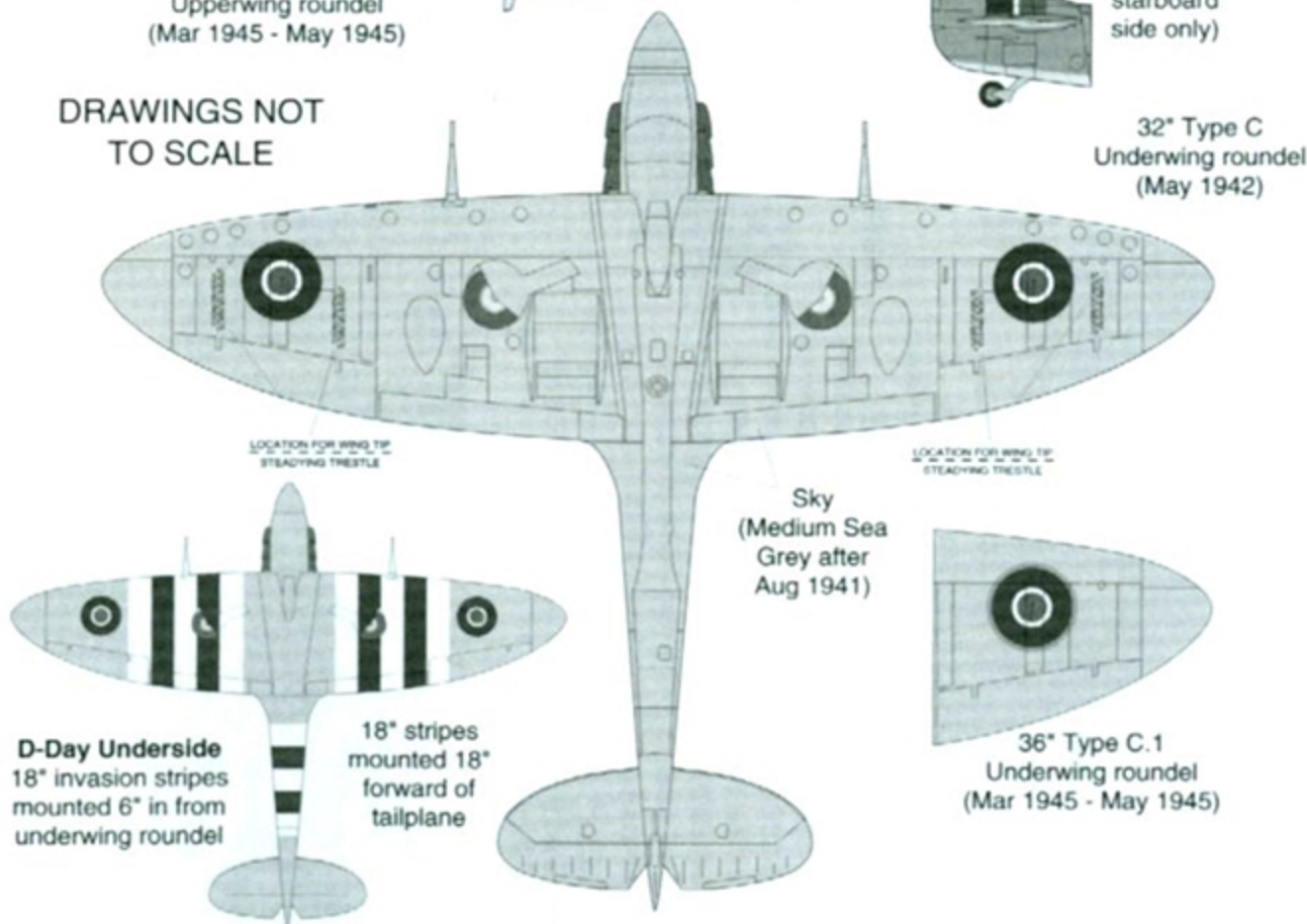
The photographs presented in this reference booklet are from the National Archives and the personal collection of noted Canadian Spitfire historian Robert Bracken.



# General Markings



DRAWINGS NOT TO SCALE





## JE-J Jr. (MK 329)

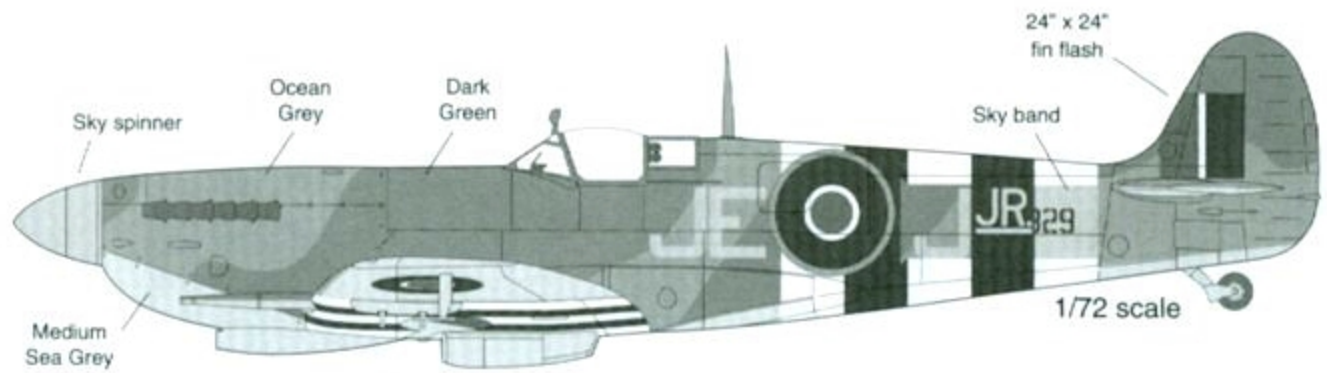
Spitfire Mk IXe

W/C J. E. "Johnnie" Johnson, 144 Wing  
Normandy, June 1944

JE-J Junior, MK 329, was an alternate aircraft available to Johnson. It actually he flew it rarely, using it primarily to shuttle between airfields.

It was a Mk IXe Spitfire with standard camouflage and invasion stripes. The stripes were carefully painted around the existing code and serial markings. Part of the Sky fuselage band also peeks out from behind the striping and serial numbers.

JE-J Jr. also carried yellow leading edge strips on the wings, but no red gun patches. Armament on this aircraft was the usual B-type of two 20mm cannon and four .303 machine guns. The wing is an E-type with bomb-rack, that more than once Johnson had used to transport wooden kegs of beer between airfields!



Medium Sea Grey

1/72 scale



Starboard View  
(1/144 scale)

Roundels for JE-J Jr.  
(shown in 1/144 scale)



Fuselage  
36" Type C.1



Upper Wing  
56" Type B



Under Wing  
32" Type C



### JE-J Junior in a photo session

W/C Johnson sits in the cockpit of JE-J Jr. while a photographer and crewmen ready themselves for a publicity photo. The unique fuselage markings of MK 329 are clearly seen in this rare photograph.



### W/C J. E. "Johnnie" Johnson

**Service:** Kenley, 126, 127, and 144 Wings  
**Victories:** 37

**Medals:** CB, CBE, DFC and Bar, DL, DSO

**Hometown:** Leicestershire, England

"Johnnie" Johnson may well be the best known allied pilot of WWII. The British-born Wing Commander was assigned command of the first Canadian fighter wing. His reputation is legendary...as one pilot said, "When we hear Johnnie's voice over the radio, we know everything is going to be alright..."

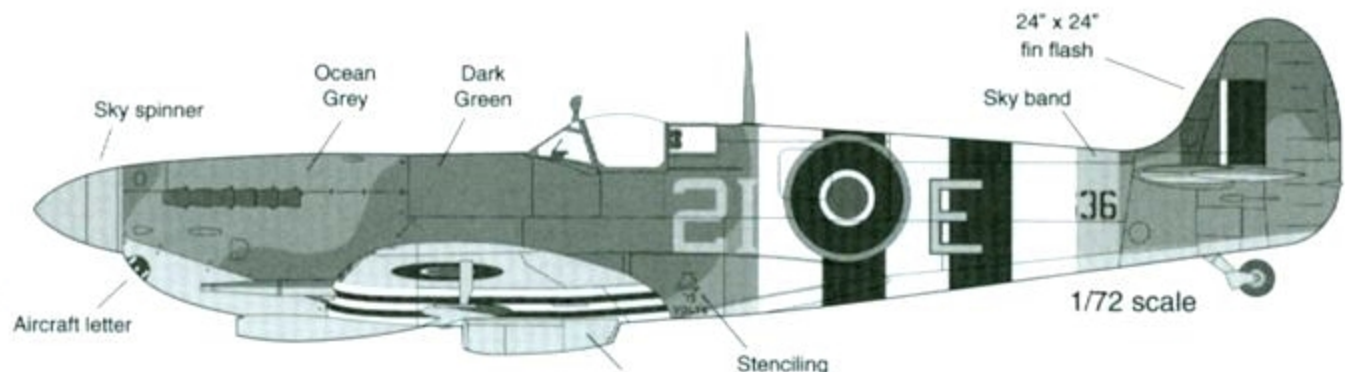
## 2I-E (MK 636)

Spitfire Mk IXe

S/L Wally McLeod, 443 Squadron  
Normandy, June 1944

2I-E, serial MK 636, was S/L McLeod's usual aircraft in 443 Squadron. This Mk IXe Spitfire carried standard camouflage markings. The invasion stripes are applied in perfect accordance with regulations, starting 18" forward of the tailplane. The "E" of the aircraft coding was likely outlined in black at the same time the stripes were painted on, allowing the sky-coloured letter to stand out from the white background. Other markings included yellow strips on wing leading edges, muzzle patches over the gun ports, and aircraft letter painted under the nose.

This aircraft had a B-type armament of two 20mm cannon and four machine guns, mounted in an E-type wing.



Aircraft letter

1/72 scale



Starboard View  
(1/144 scale)

Roundels for 2I-E  
(shown in 1/144 scale)



Fuselage  
36" Type C.1



Upper Wing  
56" Type B



Under Wing  
32" Type C



### Typical 443 Squadron aircraft

An unidentified pilot poses in front of a 443 Squadron aircraft, prior to the application of invasion stripes. 443 Squadron used a stylized letter "I" on the aircraft code to distinguish it from the number "1". The electrical socket cover stenciling is visible in the photograph.



### S/L Wally McLeod

**Service:** 443 Squadron

**Victories:** 21

**Medals:** DSO, DFC and Bar

**Hometown:** Regina, Saskatchewan

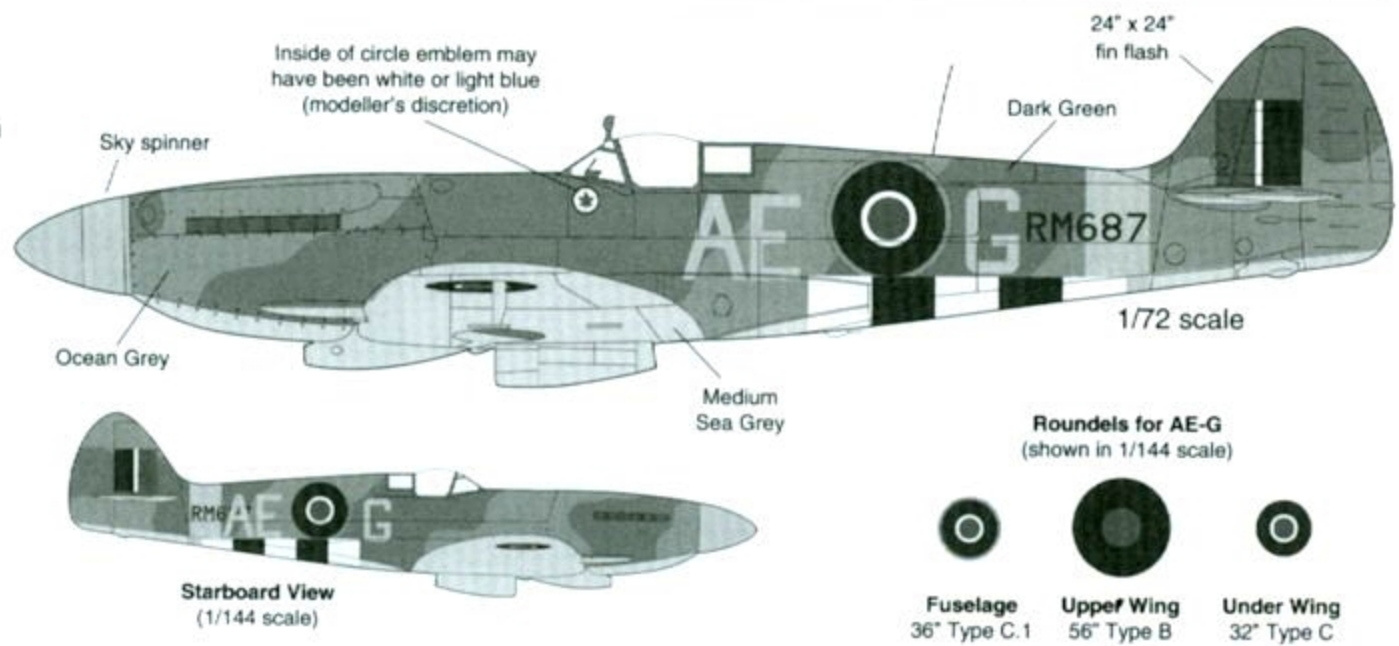
Squadron Leader Wally McLeod was the top-scoring RCAF pilot in the air on D-Day. He was a reputed marksman, able to down his opponents with a minimum expenditure of ammunition. He served in Malta, scoring 13 of his 21 victories there. He died in combat on September 27, 1944 near Nijmegen.



## AE-G (RM 687)

**Spitfire Mk XIV**  
**F/S William G. Austin, 402 Squadron**  
**Hawkinge, August 1944**

AE-G (RM 687) was a Griffin-engined Mk XIV Spitfire adorned with the standard camouflage pattern of Ocean Grey and Dark Green with a Medium Sea Grey underside. Invasion stripes were painted only on the underside of the fuselage. A red maple leaf in circle with blue outline appeared on the port fuselage side under the windscreen. On August 23, 1944, F/S Austin was flying AE-G on an anti-diver (V-1 flying bomb) patrol over the channel. He spotted a V-1 at 3,000 feet, heading to England. He put AE-G into a dive, rammed the throttle home, and quickly caught up to the bomb. A five-second burst sent it harmlessly into the ground.



### AE-M and armourer

The armourer of AE-M, sister aircraft to AE-G, poses for the camera in a photograph taken in October 1944. This aircraft had also been coded AE-D. It was later used at airshows under Rolls-Royce sponsorship. 402 Squadron received the new Mk XIV Spitfires in August 1944. The Mk XIV was an extremely fast aircraft, and was used successfully in the interception of V-1 bombs flying enroute to England.



### F/S William G. Austin

**Service:** 402 Squadron  
**Hometown:** Lakefield, Ontario  
 F/S Austin was posted with 402 Squadron at Merston, where he flew Mk IX's. He was moved to Hawkinge, where he received his new Mk XIV. The squadron later moved on to Holland, where Austin believes he and his wingman were the first 402 Squadron pilots to encounter an Me 262. As so often happened, the jet sped away without a shot being fired.

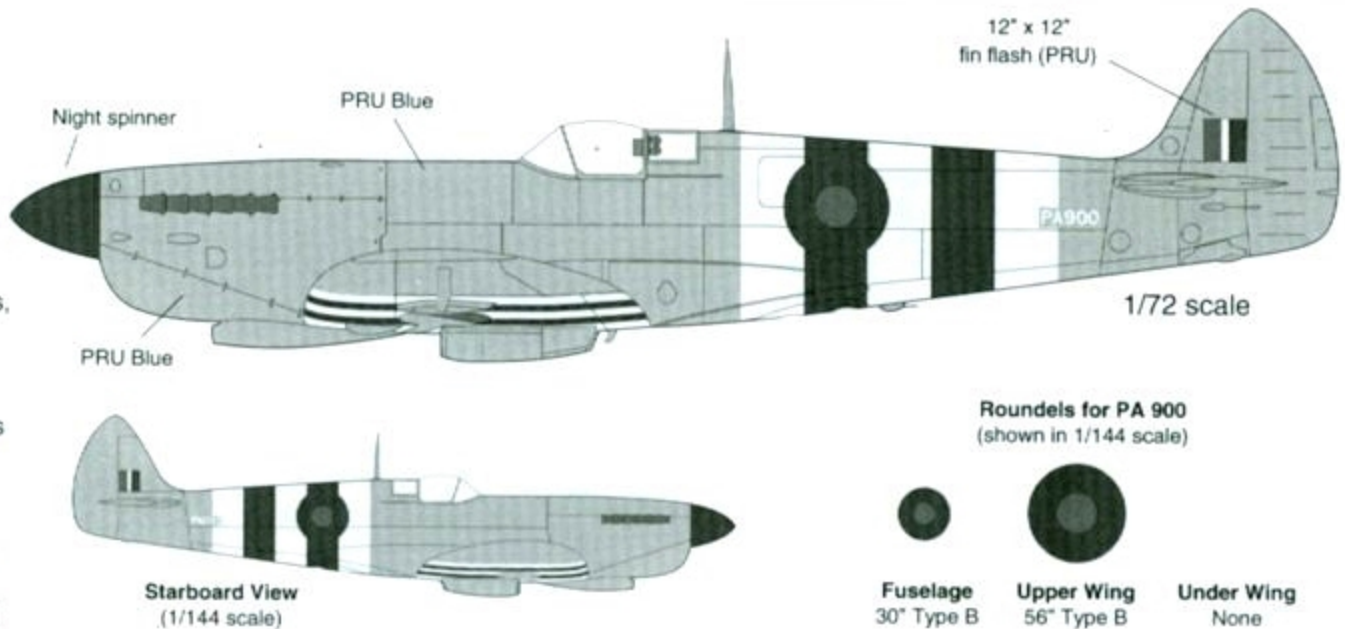
## PA 900

**Spitfire Mk XI**  
**F/L Larry Seath, 400 Squadron**  
**Normandy, June 1944**

PA 900 was a photo reconnaissance Mk XI Spitfire painted overall with PRU Blue (FS 35189). Special recon features of the aircraft included an unarmoured windscreen, extended-range fuel tanks, and lack of armament.

This aircraft was flown by F/L Seath of 400 Squadron, which was part of the 39 Recon Wing. He flew this aircraft on D-Day, taking tactical photos of the area. He recalls seeing the huge armada of Allied ships in the white-capped channel, almost feeling embarrassed that his ride on the invasion day was so smooth in comparison. He finished the recon mission without incident.

Later in 1944 the D-Day stripes were removed from the aircraft sides, but left on the undersurfaces.



### Recon Spit for D-Day

The markings of a PRU aircraft with invasion stripes is well-represented in this photograph of a 541 Squadron Mk XI Spitfire, PL 775. Note the 30" type B fuselage roundel, and the small fin flash. This aircraft has also been given the letter designation "A", printed under the serial number. Although the official scheme for PRU aircraft was Medium Sea Grey upper surfaces and PRU Blue undersurfaces, many were painted overall with PRU Blue.



### F/L Larry Seath

**Service:** 400 Squadron  
**Hometown:** Montreal, Quebec  
 F/L Seath flew recon missions with 400 Squadron during the war. He arrived in France on July 1, 1944. Not long afterward, the squadron moved to Diest, Belgium, and then to Eindhoven, Holland. Like all recon pilots, Seath was a master of high-altitude flying and enemy aircraft avoidance.



# 9G-H (MK 941)

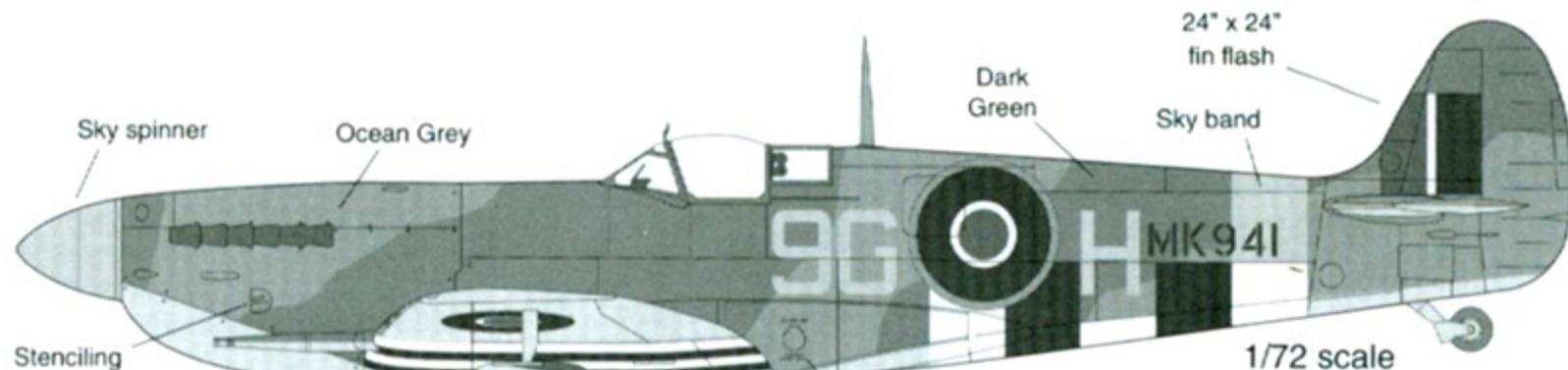
Spitfire Mk IXc

F/L Hugh Ritchie, 441 Squadron

France, September 1944

9G-H, serial MK 941, was painted in the standard camouflage scheme of Ocean Grey and Dark Green over Medium Sea Grey. The invasion stripes were painted on the undersides, but only extended up the fuselage sides such that they did not cover the existing aircraft code and serial numbers. Yellow strips appeared on the leading wing edges, along with red muzzle patches over the gun ports. Some of the stenciling on the port side had been preserved, and was evident on the oil filler cover and electrical socket cover.

MK 941 was armed with two cannon and four machine guns, on the C-type wing.



Starboard View  
(1/144 scale)

Roundels for 9G-H  
(shown in 1/144 scale)



Fuselage  
36" Type C.1



Upper Wing  
56" Type B



Under Wing  
32" Type C



## 9G-H

High Ritchie's 9G-H, armed and fueled, awaits another mission on an airfield in 1944.



## F/L Hugh Ritchie

**Service:** 441 Squadron

**Victories:** 1

**Hometown:** Toronto, Ontario

Flight Lieutenant Ritchie served with 441 Squadron in 1944. He scored an enemy aircraft destroyed during his tour.

Ritchie was also an artist on the side, and designed the silver fox insignia that was later used for 441 Squadron.



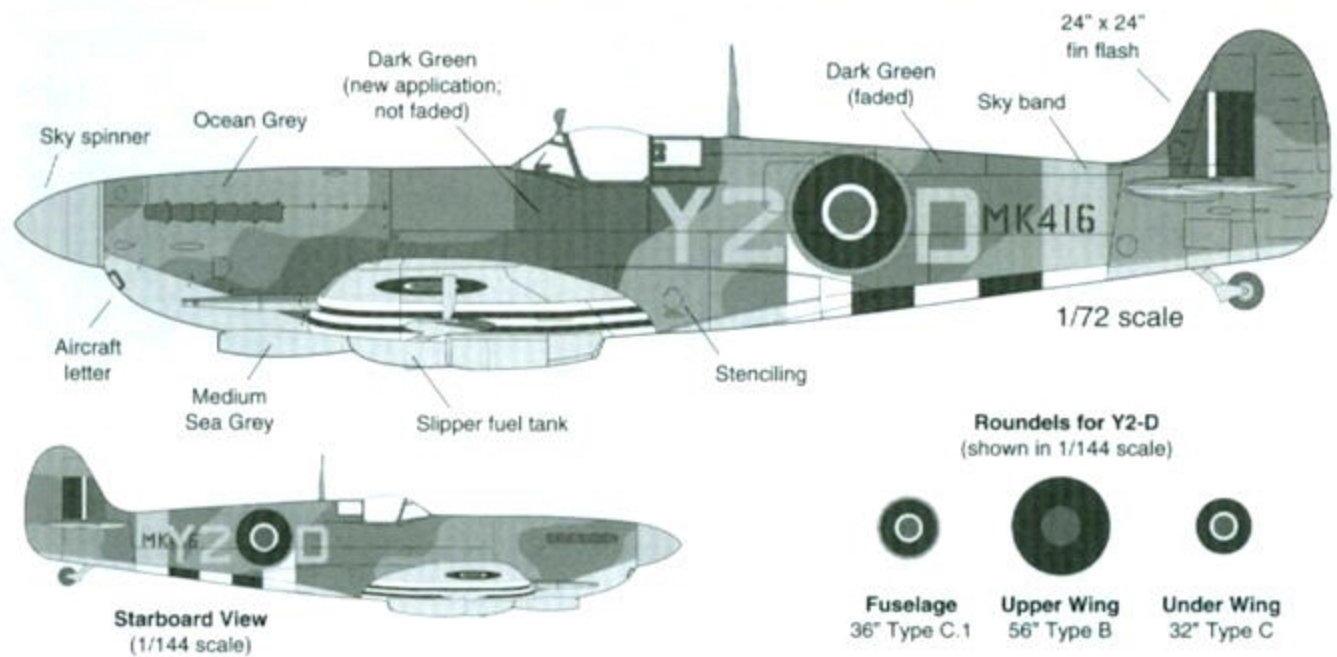
## Y2-D (MK 416)

### Spitfire Mk IXc

P/O Bill Weeks, 442 Squadron  
Normandy, June 1944

Y2-D (MK 416) was a Mk IXc Spitfire with Ocean Grey and Dark Green camouflage over a Medium Sea Grey undercoating. A new application of Dark Green gave a two-toned illusion to the aircraft.

Weeks was flying Y2-D on June 22, 1944 when he and his squadron encountered a group of Bf 109's. As each pilot tried to get into a favourable shooting position, Weeks found himself wingtip to wingtip with a 109. The German pilot, unperturbed, looked at Weeks and gave him a thumbs-down. As both aircraft slowed to a near-stall, the Messerschmitt gave full throttle first, putting itself in front of Weeks. The young Canadian filled the 109 with bullets and sent the presumptuous *Jagdfliieger* into the ground. It was 442 Squadron's first victory of the war.



### Servicing a 442 Squadron Spit

Y2-K (MK 304) receives a replacement engine "in the field" in this photo taken during August 1944. As can be seen, the business of changing an aircraft engine was an arduous and laborious one.

Bill Weeks' aircraft, Y2-D, is parked in the background. It can be seen sitting on the airfield in the far upper left corner of the photograph.



### F/O William R. Weeks

**Service:** 442 Squadron

**Victories:** 1

**Medals:** DFC

**Hometown:** Loggieville, New Brunswick

Bill Weeks began his overseas service with 442 Squadron at Digby in February 1944. On D-Day, his squadron flew over 94 operational hours. On June 15, Weeks and his squadron landed in France. He was credited with drawing 442's first blood, a Bf 109, on June 22, 1944. His tour ended in late 1944.

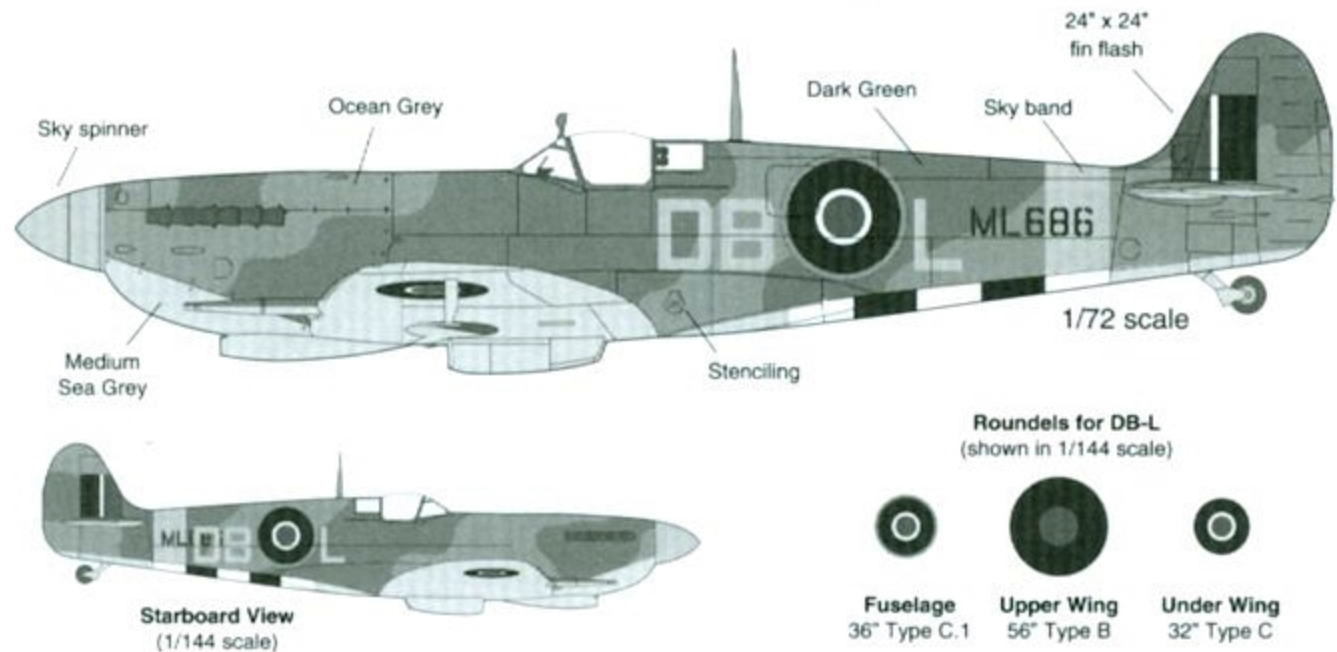
## DB-L (ML 686)

### Spitfire Mk IXe

F/S Andy McNiece, 411 Squadron  
The Netherlands, December 1944

DB-L, serial ML 686, was painted in standard Ocean Grey and Dark Green camouflage over Medium Sea Grey undersides. The D-Day stripes appeared only on the undersides, and were not painted on the wings. Yellow strips were painted on the leading edge of the wings. The spinner and fuselage band were Sky.

On Christmas Day, 1944, F/L J. J. Boyle was flying McNiece's aircraft when he encountered a Me 262 flying over 411 Squadron's base at Heesch. It was Oberleutnant Hans-George Lamle of 1/KG (J) 51 in jet 9K+MK. Evidently, Lamle didn't see Boyle coming up for an attack from behind. A quick burst into the jet's engines caught Lamle by surprise and forced him down.



### DB-L after stripes

DB-L sits at an airfield in Holland. The invasion stripes have been removed, and the black fuselage serial numbers have been painted over. The serials were repainted over the fin flash in small white letters, and the spinner was painted black. The fuselage band has also been painted over. Boyle's DB-R sits in the background.



### F/S Andrew McNiece

**Service:** 411 Squadron

Andy McNiece served his tour with 411 Squadron, flying out of various airfields in Holland and Germany after the unit crossed the channel from England in June 1944.



# VZ-S (MJ 255)

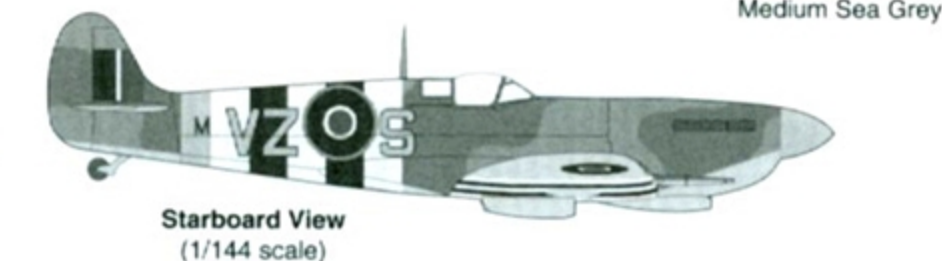
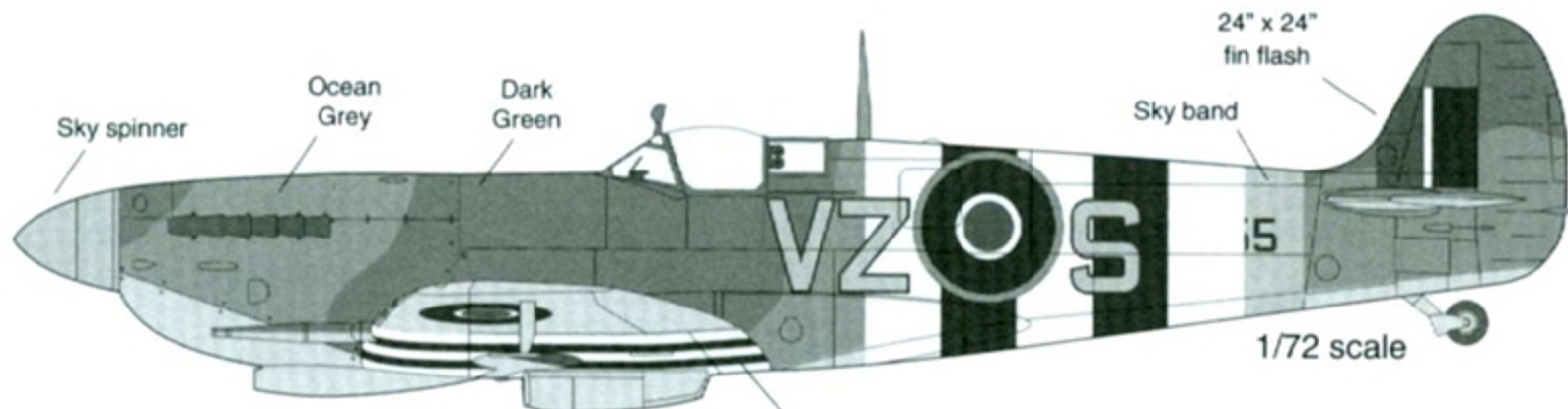
Spitfire Mk IXc

F/O H. G. Garwood, 412 Squadron

Normandy, June 1944

VZ-S, MJ 255, was a MK IXc Spitfire with standard camouflage markings. The invasion stripes completely covered the fuselage. The aircraft codes had been carefully outlined in black, to help them stand out from the white striping. This practice was fairly unusual as the stripes had to be painted on all squadron aircraft in only one day, prohibiting the time for much care and detail. The serial numbers could also be seen to be partially obscured by the striping at the rear of the fuselage.

On June 11, 1944 Garwood was flying VZ-S when it suffered an engine failure over France. He was forced to execute a wheels-up landing. Fortunately, Garwood was behind friendly lines and was able to return to his base a few days later.



Roundels for VZ-S  
(shown in 1/144 scale)



## VZ-S after crash landing

This photo of Garwood's VZ-S was taken on June 17, 1944, a week after he crash landed it near Tilly-sur-Seulles, France. The port wing was torn from the Spitfire as it looped in the grass.

The Sherman tanks moving alongside the downed fighter illustrate the close proximity by which air and ground forces operated during the invasion.

## F/O H. G. Garwood

**Service:** 412 Squadron

F/O H. G. Garwood flew patrols with 412 Squadron over France during the D-Day invasion.

He was shot down the week after the invasion, but was able to return to his base safely and finish the war without incident.