



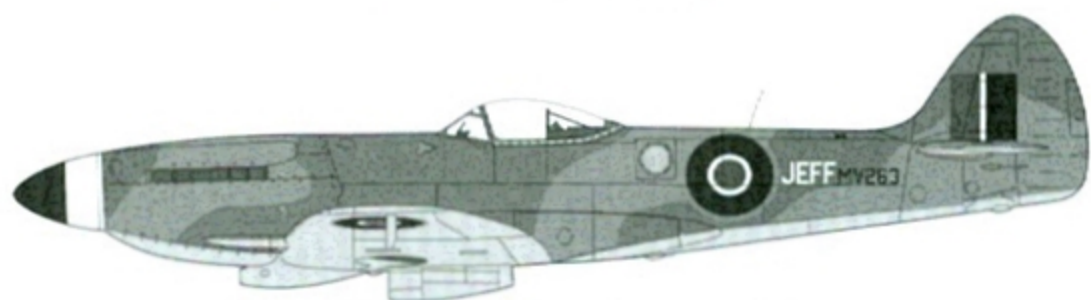
1/48th Scale Decals

Canadian Spitfires

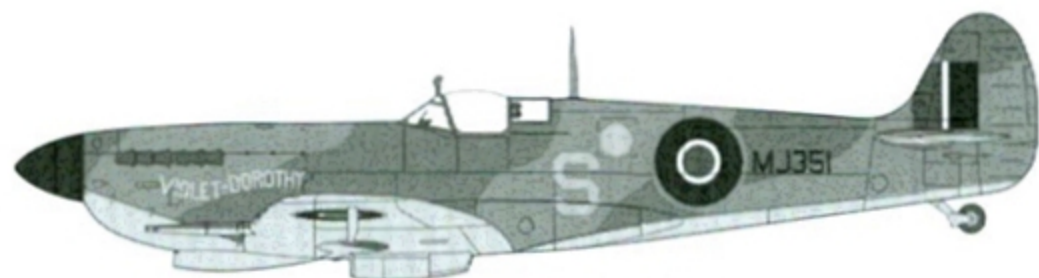
#48005

V-E Day

A collection of quality decals depicting Spitfires from Canadian fighter squadrons which survived up to the last day of the war in May 1945.



Geoffrey Northcott's JEFF (MV 263)
Spitfire Mk XIV, 126 Wing



Ken Lawon's S (MJ 351)
Spitfire Mk IX, 414 Squadron

Also includes markings for:

- Jack Charles' EJC (PT 396)
Spitfire Mk V, Tangmere Wing
- Warren Middleton's Z (RM 824)
Spitfire Mk XIV, 430 Squadron
- Stocky Edwards' JF-E (TD 147)
Spitfire Mk XVI, 127 Wing
- William Harper's AU-J (TB 886)
Spitfire Mk XVI, 421 Squadron
- Stan Turner's PS-T (TB 300)
Spitfire Mk XVI, 127 Wing
- Ken Lawson's S (MV 348)
Spitfire Mk XIV, 414 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.

Congratulations on your purchase of *WaterMark Decals!* The decals on this sheet have been carefully and painstakingly rendered on computer in exacting detail. Each marking was individually reproduced from computer-enhanced photographic references. Every effort has been made to ensure historical accuracy. We hope you enjoy using them!

Applying the Decals

Cut out the images only as you intend to use them, using a sharp hobby knife. Do not trim the clear varnish away from beside the image.

Dip the decal into a bowl of lukewarm water for 5-10 seconds. Remove the decal and allow the paper to fully absorb the water (about 30-45 seconds). Do not repeatedly dunk the decal.

Once the decal moves freely, carefully slide it off the paper and onto the model's surface. Sponge up any excess water with a tip of dry tissue, being careful not to move the decal.

Allow the decals to set overnight. If you wish, you may use decal setting solutions. Test your solution first on an unneeded decal to ensure compatibility.

"Backwhite" Decals

To reduce the effect of darkly painted model surfaces bleeding through white or lightly coloured decals (which causes an undesirable darkening of the decal) we have included "backwhite" images. These are white decals which can be applied to the model first, after which the real decal is applied ovetop. Although it is not necessary to use backwhite decals, they can help to ensure that a decal's true colour is not darkened by the underlying paint scheme.

Backwhite decals are indicated on the decal sheet with the following symbol:



Spitfire Letter Designations

Spitfire letter designations can be confusing, since prefixes and suffixes were used. Most Spitfire letter prefixes refer to *aircraft role*, as determined by engine type. Letter suffixes denoted *wing type* and *armament*. The table below should help to clarify the matter.

Prefix	Aircraft Role	Suffix	Wing Type and Armament
F	Fighter	A	"A" wing - 8 x .303 MG's
LF	Low Altitude Fighter	B	"B" wing - 2 x 20mm cannon and 4 x .303 MG's
HF	High Altitude Fighter	C	"C" or "Universal" wing - 2 x 20mm cannon and 4 x .303 MG's; or 4 x 20mm cannon (rare)
FR	Fighter Reconnaissance	E	"E" wing - 2 x 20mm cannon, 2 x .50 MG's, and bomb rack mount
FB	Fighter Bomber		

NOTE: The Mk IX designations were further complicated by a semiofficial system where the suffix denoted role instead of armament. This was done for the F (Fighter) IX which became IXA, and the LF (Low Altitude Fighter) IX which became IXB. These designations did not specify armament.

Additional Roundels and Fin Flashes

We also offer decal sheets with over forty additional Spitfire roundels and fin flashes in multiple styles and sizes. Each sheet has over eight pages of reference material on Spitfire markings.

#48101 RAF/RCAF Roundels and Fin Flashes - Europe 1938-1941

#48102 RAF/RCAF Roundels and Fin Flashes - Europe 1942-1945

Send \$7.00 US (\$8.00 Can) per sheet plus \$2.00 (\$4.00 overseas) postage and handling per order to the address below. Canadians please add 7% GST. Ontarians also 8% add PST.

A Word About Our Company



At *Polar Graphics*, we are committed to providing the modelling community with quality decals of interesting subjects that meet the demands of the discriminating modeller. Please feel free to write us with any of your questions, comments or suggestions on new decal subjects.

U.S.A.

P.O. Box 839

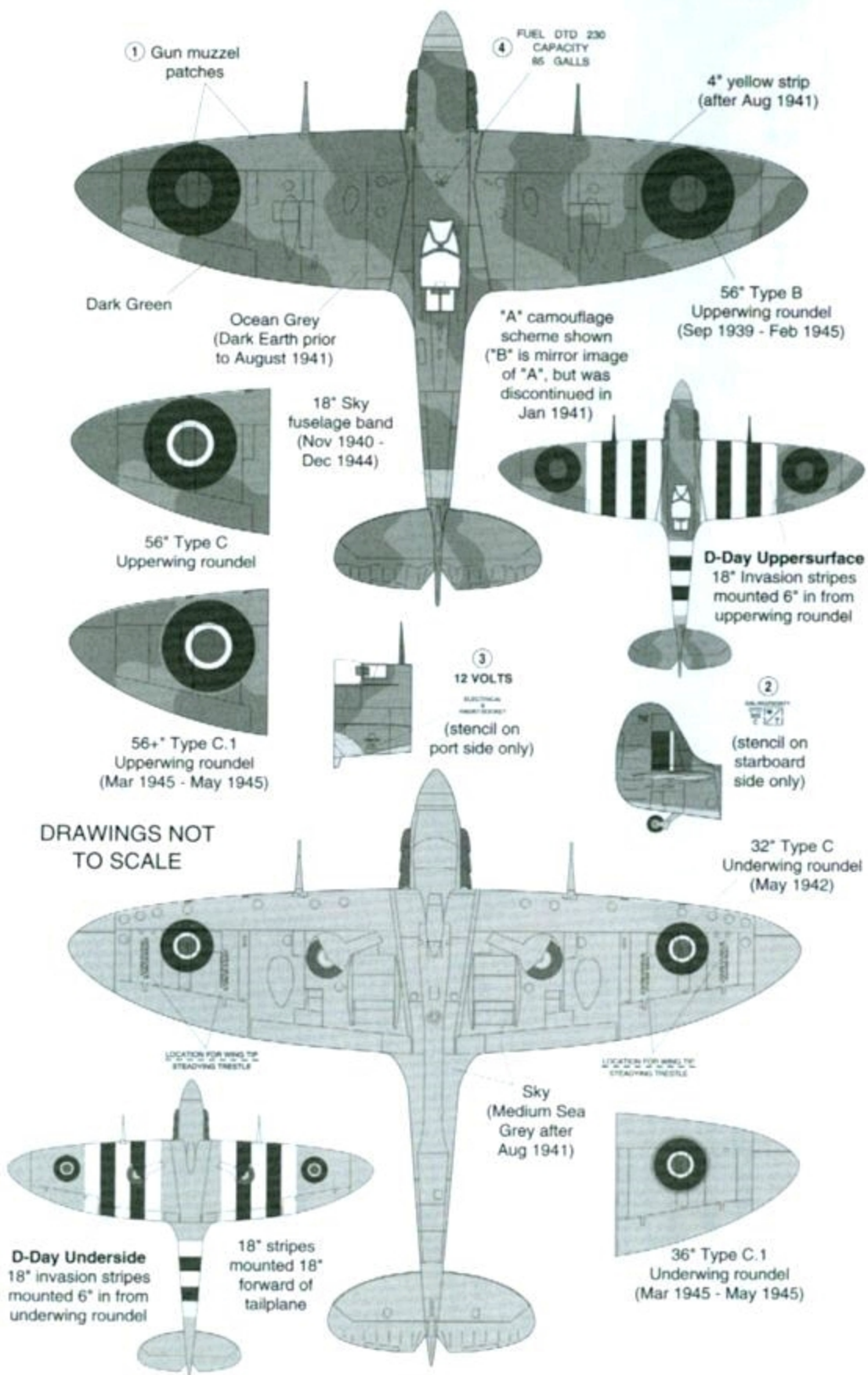
Buffalo, NY 14213-0839

Canada

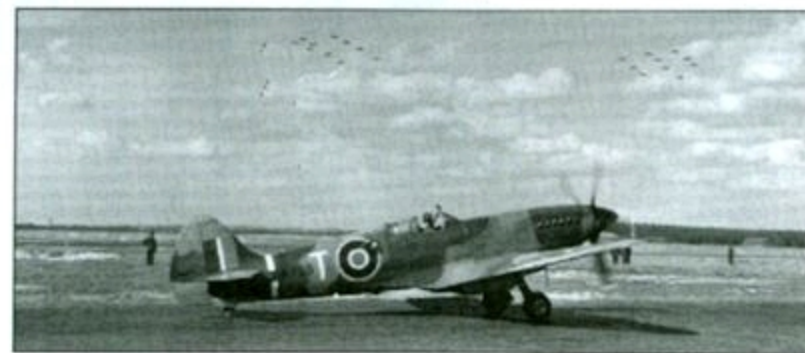
P.O. Box 173

Fort Erie, Ontario L2A 5M9

General Markings



Canadian Spitfires V-E Day



The final weeks of the war saw Luftwaffe resistance to Allied air operations all but nonexistent. The Canadian Spitfire squadrons were able to roam the skies over Germany with impudence. Antiaircraft fire, not Messerschmitts, became their main concern. More than half the German aircraft destroyed in these final days were shot up as they sat unmanned and unfueled on their airfields. Before long, Germany had surrendered and celebrations broke out at Canadian bases across Europe.

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.

Z (RM 824)

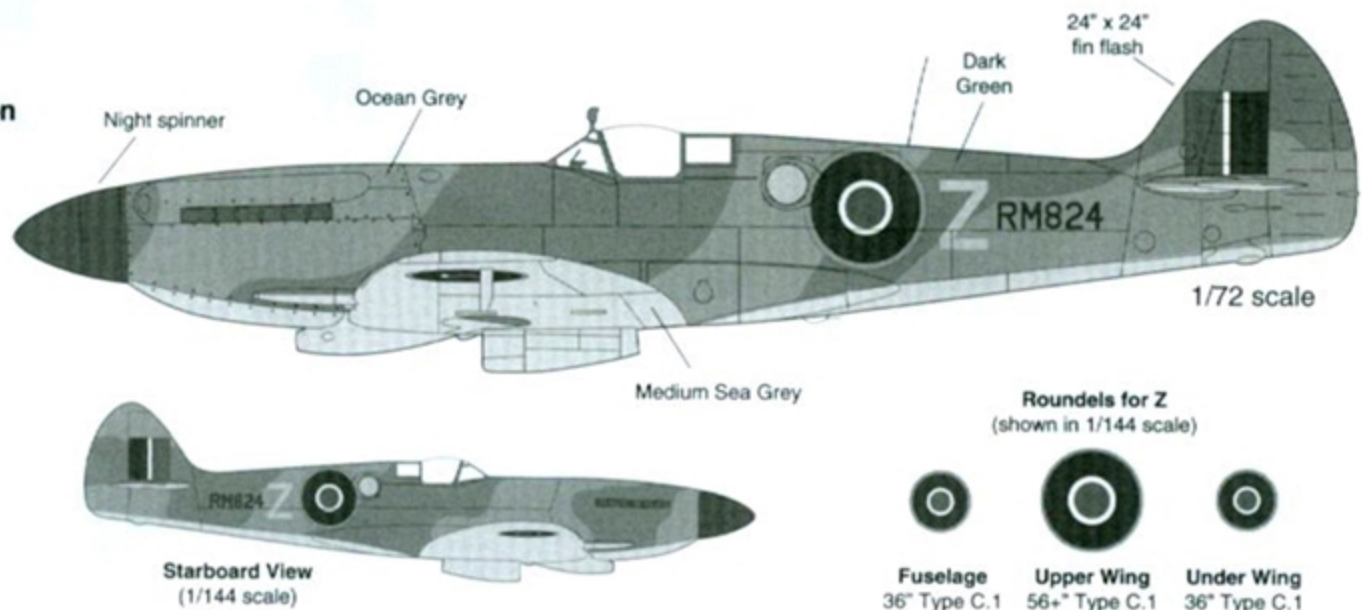
Spitfire Mk XIVe

P/O Warren Middleton, 430 Squadron
Eindhoven, Netherlands, April 1945

Middleton's Z, serial RM 824, was a typical Griffon-engined Mk XIVe fighter reconnaissance Spitfire with fuselage camera ports and an armament of two 20mm cannon and two .50 calibre machine guns.

430 Squadron, part of 39 Recce Wing, used single letter aircraft codes. RM 824 carries standard day fighter markings.

On April 15, 1945 while flying this aircraft on a recce mission in the Luneburg area, Middleton intercepted two Fw 190's that were moving in on his wingman. A quick burst blew the wing off one of the fighters. The German pilot bailed out before his fighter ploughed into the ground. The second German escaped.



430 Squadron photo recon fighter

This 430 Squadron aircraft, V (RM 817) is a typical Mk XIV fighter recon Spitfire. This one still carries its invasion stripes, which were later removed.

Note the fuselage mounted camera port. This early style of camera port had a teardrop shape and was raised from the fuselage. Later designs were rectangular, and were flush with the fuselage surface. Photographs were taken by banking the aircraft and shooting the picture from 1,500 to 2,000 feet, an altitude affectionately called "Light Flak Alley" due to the volume of ground fire.

P/O Warren Middleton

Service: 430 Squadron

Victories: 1

Medals: DFC

Hometown: Rural British Columbia

Warren Middleton served late in the war, flying fighter recce Spitfires and Mustangs with 430 Squadron. Although his job was to safely get photographs back to HQ without incident, the Germans often objected! Middleton's April 15th victory over an Fw 190 proves that he could shoot airplanes just as well as pictures.

AU-J (TB 886)

Spitfire Mk XVIe

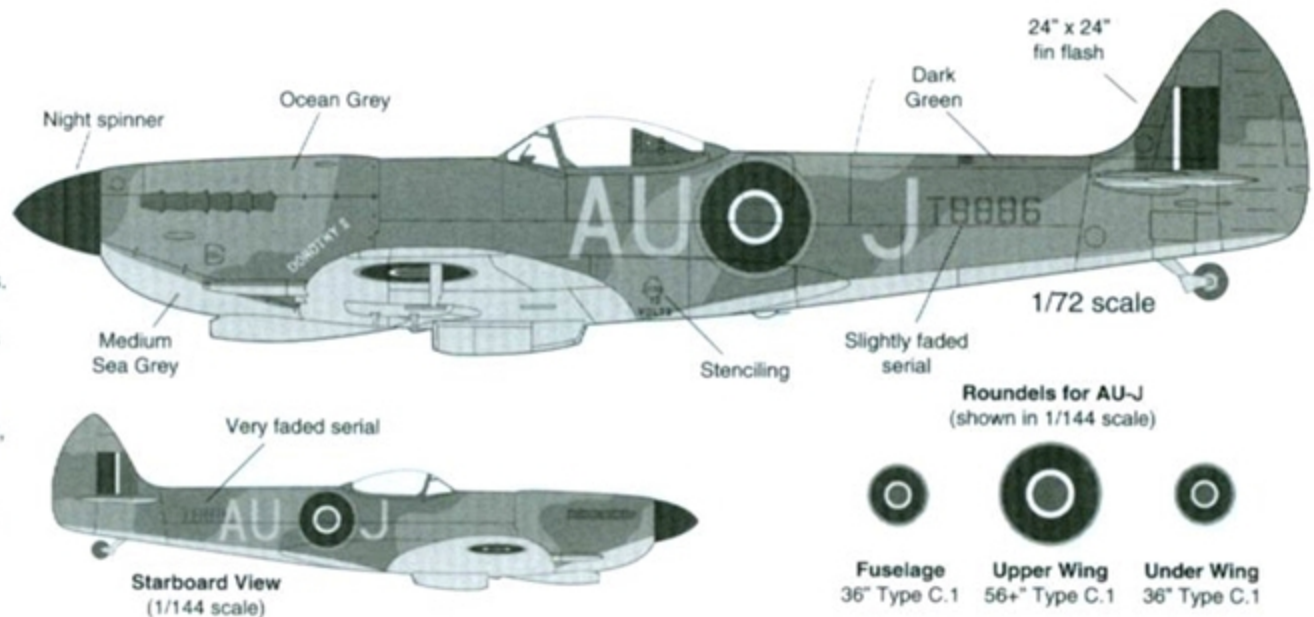
F/L William Harper, 421 Squadron
Goch, Germany, April 1945

AU-J, serial TB 886, was a Packard-Merlin clipped-wing Mk XVIe adorned in the usual Ocean Grey and Dark Green over Medium Sea Grey. The spinner was Night. Stenciling was evident in photos. The serial numbers on the port side were visible, but the starboard serials were almost invisible. This aircraft did not carry yellow wing edge strips.

"Dorothy II" was painted in white on the cowl side.

The original AU-J, SM 476, was shot up on April 12, 1945 by AA fire near Oldenburg while Harper was flying a bombing mission. The aircraft was written off, and eight days later Harper was presented with the brand-new TB 886.

The aircraft is the second Spitfire that Bill named after his wife, Dorothy Harper.



A new blister-hood

AU-J was the first bubble-canopy Spitfire in 421 squadron, and it generated much interest among the pilots there. Harper managed to get "Dorothy II" painted onto the nose before the aircraft was appropriated from him by a jealous C/O.



F/L William Harper

Service: 421 Squadron

Hometown: Niagara Falls, Ontario
William Harper joined up with 421 later in the war. The Luftwaffe had little stomach for aerial combat, and Harper and his squadron mates spent much of their time shooting up German transports vehicles and other targets of opportunity. Harper and his AU-J survived the war.

S (MV 348)

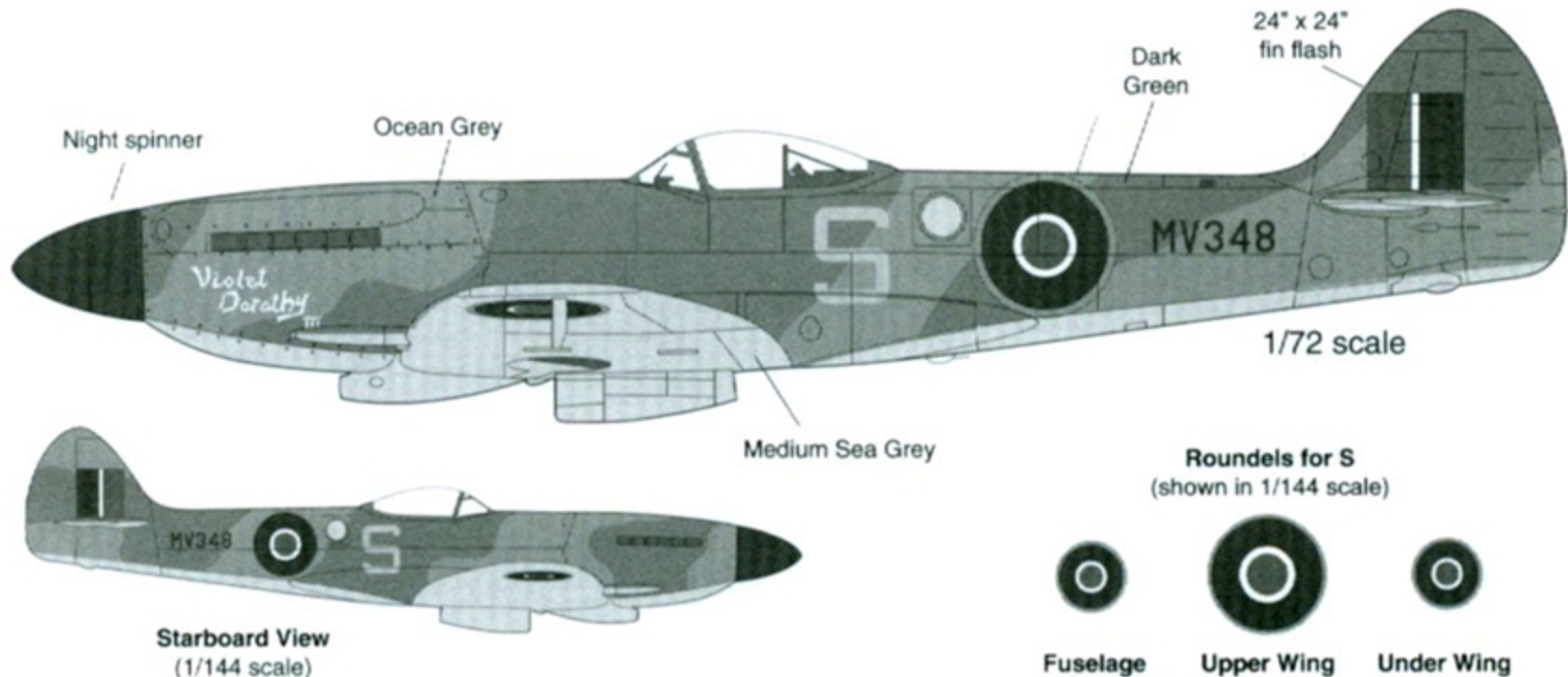
Spitfire Mk XIVe

F/L Ken Lawson, 414 Squadron
Luneburg, Germany, April 1945

S, serial MV 348, was a clipped-wing Mk XIVe configured for fighter recon duties with camera ports and an armament of two cannon and two .50 calibre machine guns.

This aircraft had standard camouflage markings including a Night spinner and yellow leading edge wing stripes. Stenciling appears to have been overpainted. "Violet Dorothy III" was painted in yellow on the lower cowl.

This aircraft survived the last day of the war, and was passed on to the RAF when 414 Squadron disbanded in August 1945.



Violet Dorothy III

The aircraft is named after Lawson's mother, Violet, and his wife, Dorothy. The stylized writing of "Violet Dorothy III" is almost invisible in the photo, being painted in yellow, but a portion of the "III" can be faintly seen on the dark camouflage portion of the cowl.



F/L Kenneth Lawson

Service: 414 Squadron

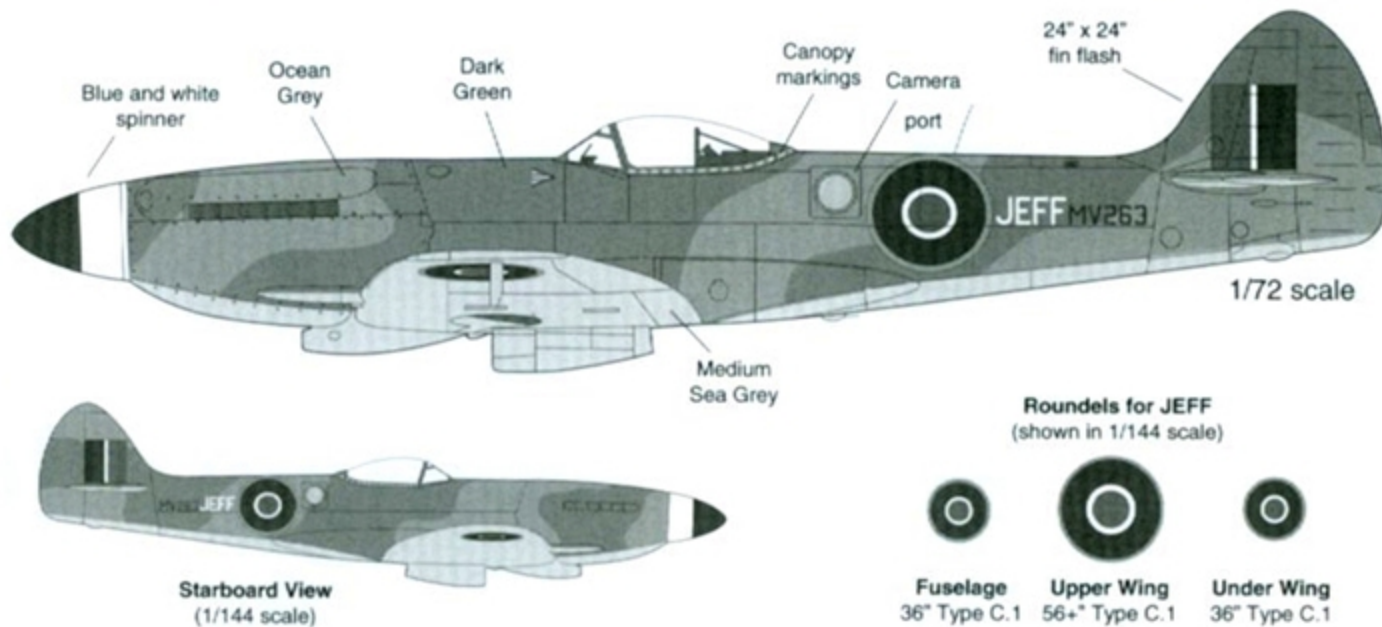
Hometown: King City, Ontario

F/L Lawson flew fighter reconnaissance duties with 414 Squadron. He was an expert map reader, able to pinpoint exact locations for rocket and artillery attacks. Returning from a mission one day, he happened across a PoW camp of allied airmen. From that day on, he made a point of buzzing the camp on his way home from missions. Years later, many ex-PoW's fondly remembered his aerial visits.

JEFF (MV 263)

Spitfire Mk XIVe
W/C Geoff Northcott, 126 Wing
Germany, May 1945

JEFF, serial MV 263, was the personal aircraft of Geoff Northcott during his command of 126 Wing. The Mk XIVe Spitfire had standard Ocean Grey and Dark Green camouflage upper surfaces and Medium Sea Grey undersides. The fighter carried the Wing Commander pennant and had a blue and white spinner. Leading wing edges had a yellow strip, but red gun patches were not applied. This Mk XIV had E-type clipped wings, and was armed with two 20mm cannons and two .50 cal machine guns. The aircraft was also capable of performing fighter reconnaissance duties, and was equipped with flush-style fuselage camera ports.



Warming up JEFF

Wing Commander Geoff Northcott warms up MV 263 in the snow somewhere in Germany.



W/C Geoffrey W. Northcott

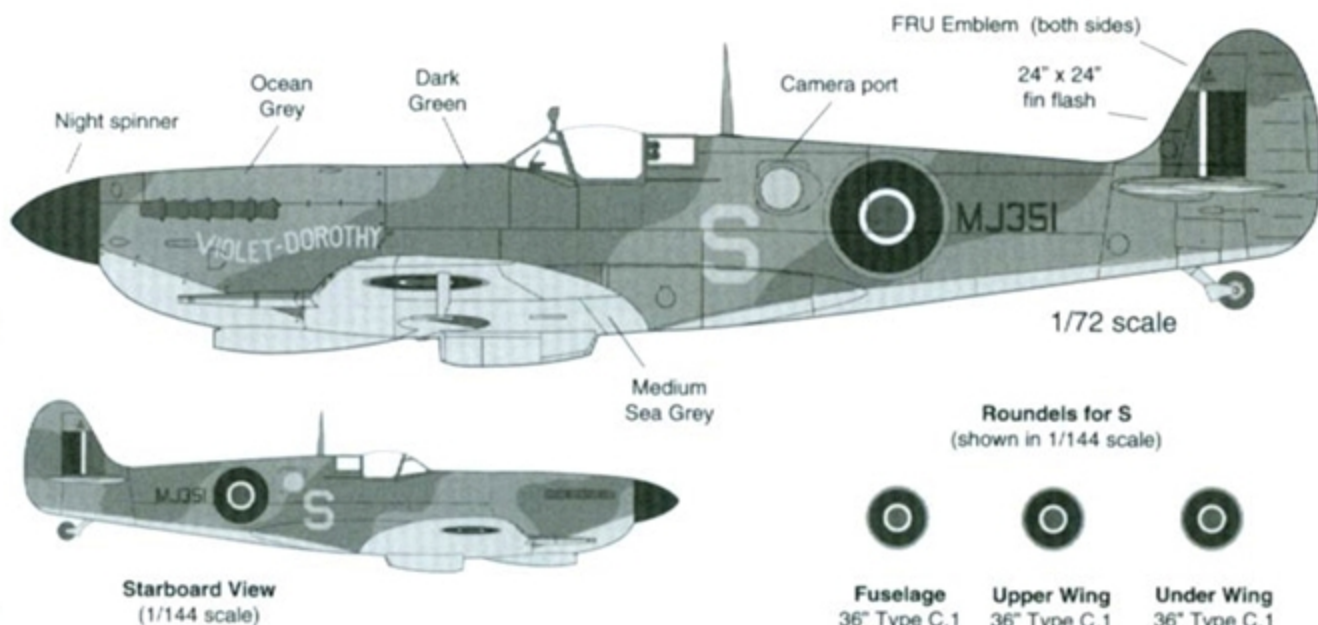
Service: 401 and 402 Squadrons, 126 Wing
Victories: 9
Medals: DFC and Bar, DSO
Hometown: Minnedosa, Manitoba
 Northcott flew with 401 Squadron until May 1942, then fought in Malta before returning to the air war in Europe with 402 Squadron. In January 1945 he was promoted to Wing Commander and given command of 126 Wing. He remained in the RCAF after the war, and retired in 1955 as a Group Captain.

S (MJ 351)

Spitfire Mk IXc
F/L Ken Lawson, 414 Squadron
Luneburg, Germany, March 1945

Violet Dorothy, serial MJ 351, was a fighter reconnaissance Mk IXc, equipped with an early-style fuselage camera port, as well as a full armament of two cannons and four machine guns. MJ 351 was painted in Ocean Grey and Dark Green upper camouflage, and Medium Sea Grey undersides. The spinner was painted Night. This aircraft had 36" Type C.1 upper wing roundels, which is unusual. Yellow striping marked the wing leading edges, along with red gun patches over the machine gun muzzle ports. The FRU emblem appeared on both sides of the fin.

This aircraft was later shot down while being flown by F/O W. A. Glaister. He escaped capture and was able to return to his base.



Violet-Dorothy

Ken Lawson poses by his Mk IX Spitfire *Violet-Dorothy*, named after his mother and his wife.



F/L Kenneth Lawson

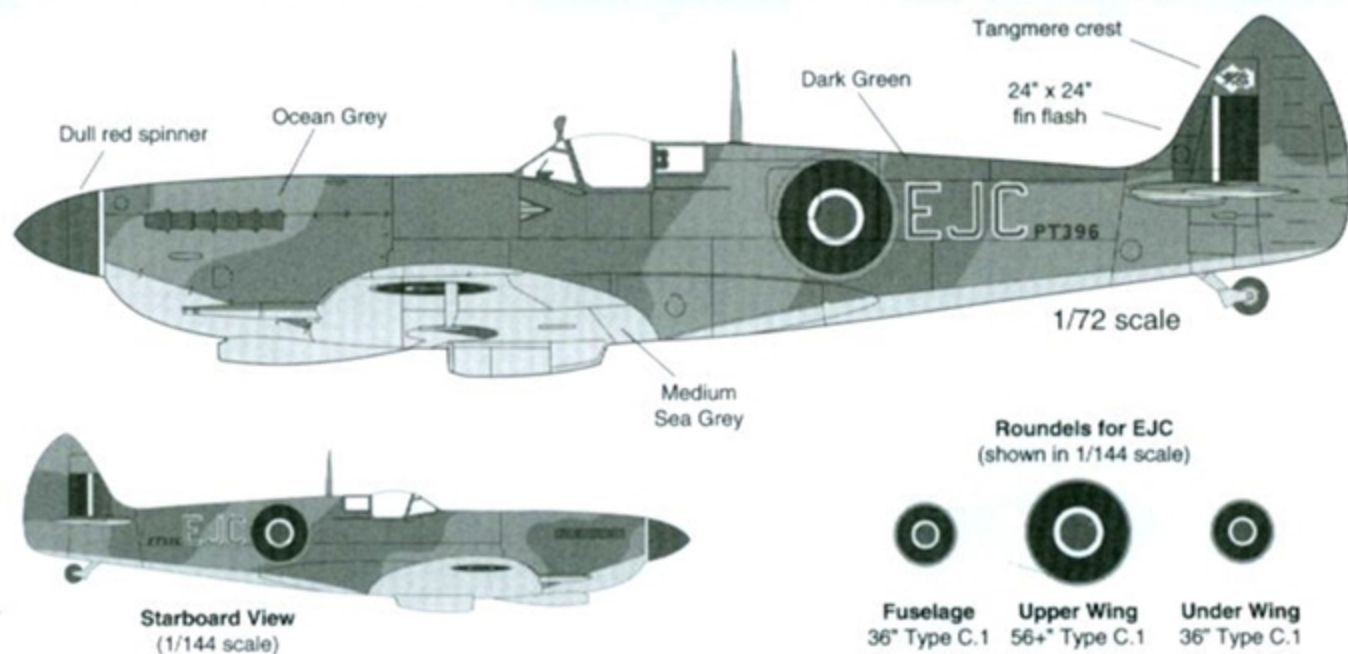
Service: 414 Squadron
Hometown: King City, Ontario
 F/L Lawson flew fighter reconnaissance duties in Spitfires with 414 Squadron, which was attached to the 39 Reconnaissance Wing. Lawson flew dozens of missions to the front and beyond, surveying and photographing the area at low level for suitable Typhoon targets. Although the guns on their aircraft were defensive, 414 Squadron still shot down over 28 German aircraft.

EJC (PT 396)

Spitfire Mk IXe
W/C Jack Charles, Tangmere Wing
Tangmere, March 1945

EJC, serial PT 396, was a Mk IXe Spitfire with Ocean Grey and Dark Green upper camouflage, and Medium Sea Grey undersides. The aircraft carried the Wing Commander pennant under the canopy and the Tangmere crest on the fin. W/C Charles' initials appeared as the aircraft code letters in red outlined with white. The spinner was painted a dull red, possibly the same red used on the roundels. Yellow strips were painted on the leading edges of the wings.

Charles used this aircraft to move between airfields when, at aged 24, he was Wing Commander of an air school.



1000th Victory at Biggin Hill

S/L René Mouchotte and S/L Jack Charles shake hands after sharing Biggin Hill's 1000th aerial victory on May 15, 1943. There was much excitement and anticipation on May 15th when S/L Charles took to the skies with 998 kills to the base's credit. After a search, a pair of Fw 190's were spotted attacking a formation of bombers. To his delight, Charles, being in the most advantageous position, was ordered to attack. He shot the first fighter, kill 999, then hit the second. But when he called out the 1000th kill, so did S/L Mouchotte, who had also fired. In the end, both pilots agreed to share the 1000th kill and the £300 prize that went with it!



W/C E. F. J. "Jack" Charles

Service: 54, 64, 611 Squadrons (RAF)

Victories: 15.5

Medals: DFC and Bar, DSO, Silver Star

Hometown: Lashburn, Saskatchewan

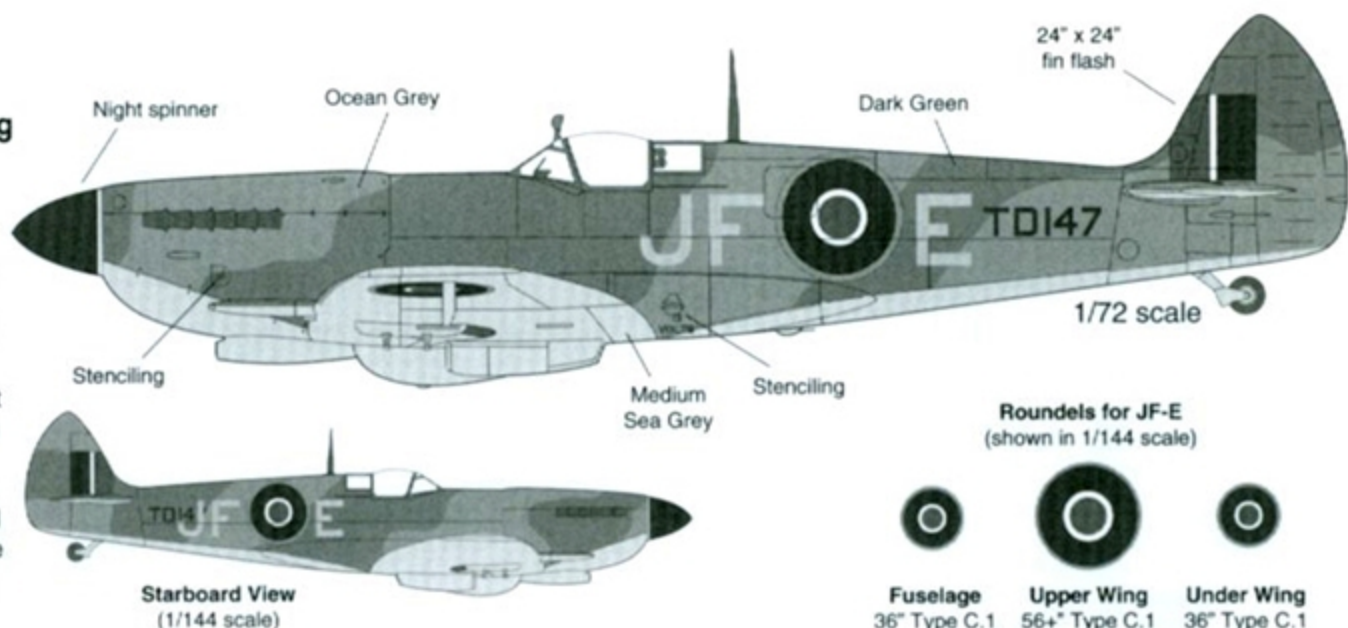
Jack Charles joined the RAF in 1939. He served with 611 Squadron in April 1943 flying from Biggin Hill. Charles was shot down in July 1943, and almost succumbed to the English channel. A concerted search by his squadron mates resulted in his rescue. At age 24, he was promoted to Wing Commander.

JF-E (TD 147)

Spitfire Mk XVIe
W/C James "Stucky" Edwards, 127 Wing
Schneverdingen, Germany, May 1945

JF-E was coded with W/C Edward's initials. The aircraft was a clipped-wing Mk XVIe armed with two 20mm cannon and two .50 machine guns. The fighter also had an E-type wing with bomb rack. Markings were the standard Ocean Grey and Dark Green over Medium Sea Grey undersides.

W/C Edwards was flying JF-E on his 373rd and last mission of the war on May 3, 1945. He was leading a squadron on an attack against a Ju 88, which proved to be a tough bird. He sent a section of four Spitfires at the bomber. Although all fighters scored many hits, the bomber flew on. Then Edwards dove on the bomber with his section a second time. The Junkers finally caught fire and crashed. Edwards claimed a 1/4 victory.



"Stucky" and kite

James Edwards poses beside his new JF-E after being promoted to Wing Commander in the fall of 1944.

Edwards had a remarkable reputation as a marksman, and was very modest with his victory claims. It is believed he had many more victories in the air than he actually claimed.



W/C James F. "Stucky" Edwards

Service: 94, 260 Squadron (RAF), 127 Wing

Victories: 19

Medals: DFC and Bar

Hometown: Nokomis, Saskatchewan

"Stucky" Edwards first flew Kittyhawks with RAF Squadrons in Africa. He was an uncanny shot, quickly becoming the best allied pilot of the desert airforce. He also flew in Italy with RCAF and RAF Squadrons. In the fall of 1944 Edwards took command of 127 Wing in Europe. He remained in the postwar RCAF.

PS-T (TB 300)

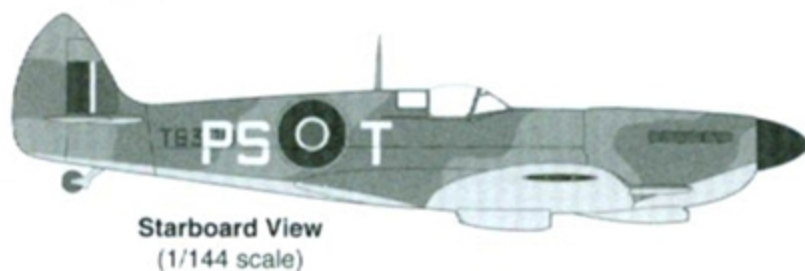
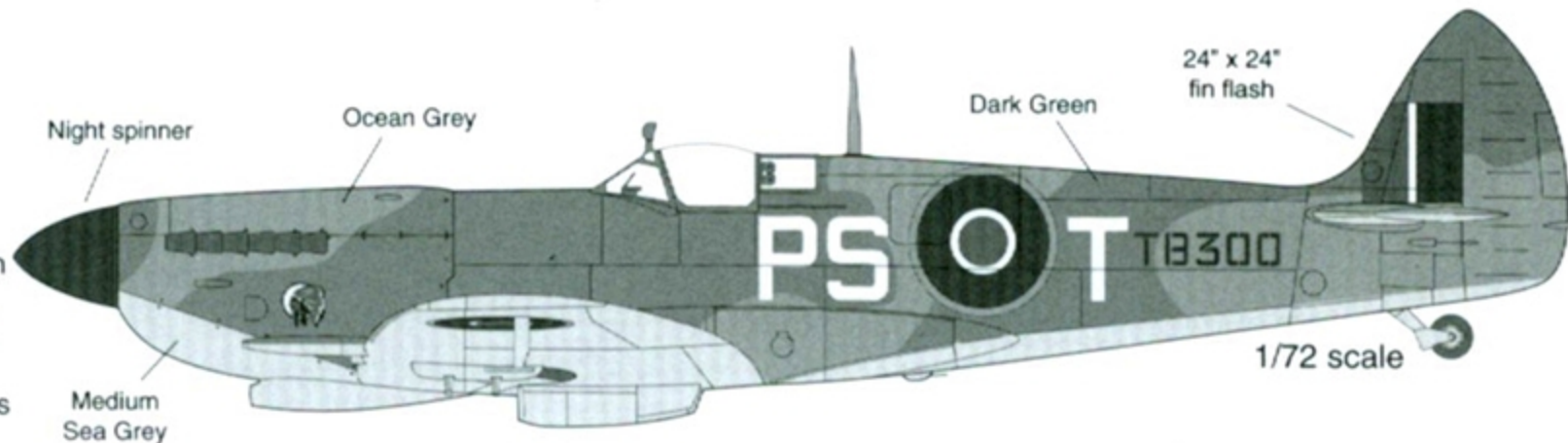
Spitfire Mk XVIe

G/C Stan Turner, 127 Wing
Evere, Belgium, April 1945

PS-T, serial TB 300, was a Mk XVIe Spitfire with standard day fighter camouflage markings of Ocean Grey and Dark Green over Medium Sea Grey. The spinner was painted Night. Code letters were white. TB 300 also carried the 421 Squadron Red Indian crest. Yellow strips marked the leading edges of the wings.

This aircraft had an E-type wing with bomb rack, and was armed with two 20mm cannon (mounted outside) and two .50 calibre machine guns.

G/C Turner flew his last patrol of the war in this aircraft on April 20, 1945 when he led a patrol of four Spitfires in the Verden-Gilten area. The patrol was uneventful, proving to be a rather peaceful end to an otherwise turbulent war for Turner.



Roundels for PS-T
(shown in 1/144 scale)



Turner's 421 Squadron kite

Stan Turner's PS-T has several interesting markings that are somewhat unusual. The aircraft code letters are painted in white instead of Sky, and the white rings on the wing roundels have been enlarged to twice their width. At the time, Turner was W/C Flying for 127 Wing, but had the 421 Red Indian emblem on his aircraft.



G/C Percival Stanley Turner

Service: 242, 615, 411, 249 Sqns, 127 Wing

Victories: 14

Medals: DFC and Bar, DSO

Hometown: Toronto, Ontario

Stan Turner began with the RAF in 1939. He flew throughout the war, narrowly escaping death many times. He flew in France in the 1939 Blitzkrieg, and battled 109's over Dunkirk. He fought the Battle of Britain, and served in Malta where he became W/C. Turner had various commands before becoming a G/C in Europe.