



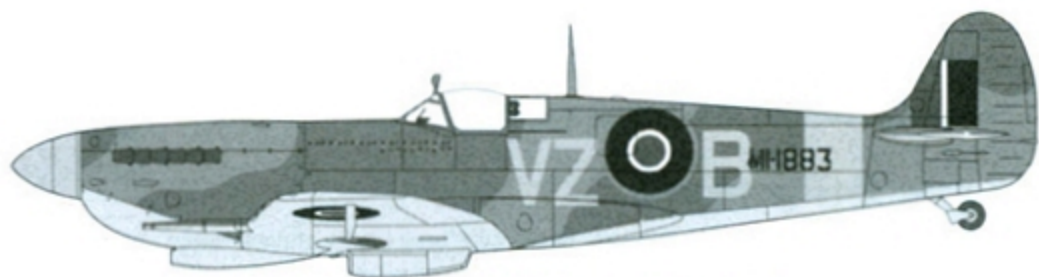
1/48th Scale Decals

Canadian Spitfires

#48004

1944-1945

A collection of quality decals depicting Spitfires flown by Canadian pilots in the final effort to push towards the heart of Nazi Germany in the last years of World War II.



George Beurling's VZ-B (MH 883)
Spitfire Mk V, 412 Squadron



Johnnie Johnson's JE-J (MK 392)
Spitfire Mk IX, 127 Wing

Also includes markings for:

- George Beurling's UF-S (BR 301)
Spitfire Mk V, 601 Squadron
- Kelly Walker's 9G-W (ML 345)
Spitfire Mk IX, 441 Squadron
- Chuck Darrow's DN-A (TB 891)
Spitfire Mk XVI, 416 Squadron
- Jack Boyle's DB-R (RR 201)
Spitfire Mk IX, 411 Squadron
- Blackie MacConnell's AE-B (NH 703)
Spitfire Mk XIV, 402 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.

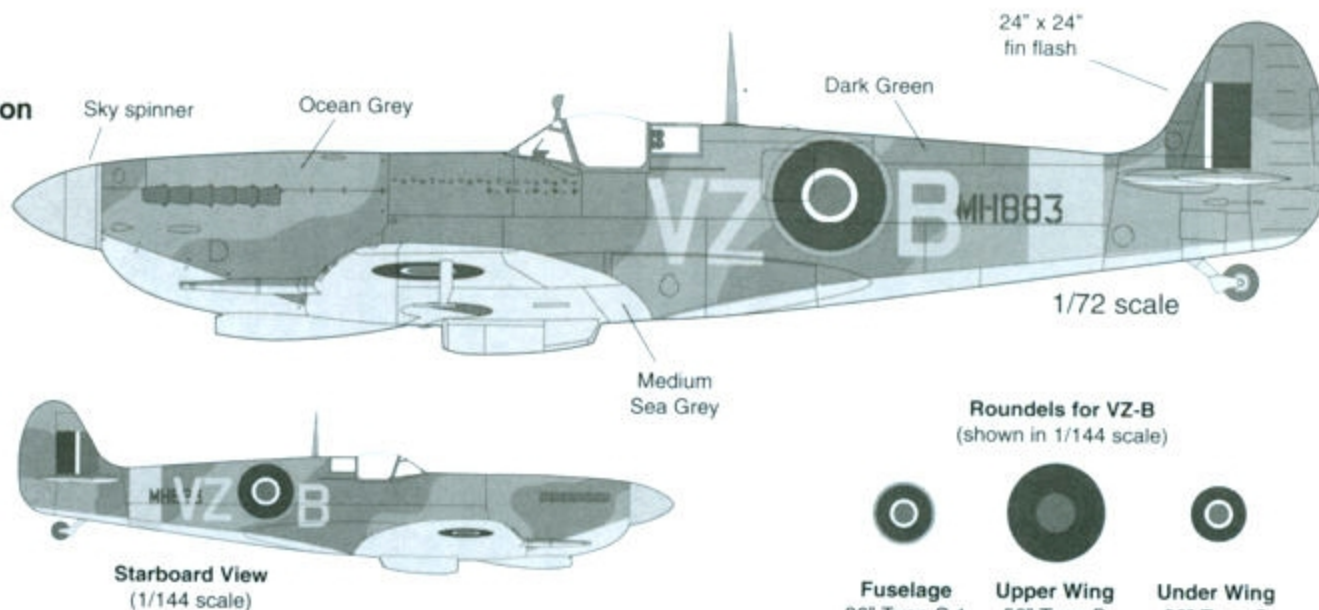
VZ-B (MH 883)

Spitfire Mk Vc

P/O George "Buzz" Beurling, 412 Squadron
Biggin Hill, January 1944

VZ-B, MH 883, was Beurling's personal aircraft from December 1943 to February 1944 while he flew with 412 Squadron. It was painted in the standard camouflage colours of Ocean Grey and Dark Green with Medium Sea Grey undersides. The Sky fuselage band of VZ-B was slightly larger than the prescribed 18", being closer to 22" wide. The aircraft code at the rear of the fuselage on the port side slightly overlapped the serial numbers. Beurling's victory markings appeared under the canopy.

Beurling usually flew aircraft "B". Only Wing Commanders were permitted to code their personal aircraft with their initials, but due to his reputation Beurling was allowed the honour of having his aircraft letter match that of his name.



VZ-B

Beurling's VZ-B sits on the airfield with 30 victory markings on the fuselage. One more would be added before Beurling would finish the war.



P/O George "Buzz" Beurling

Service: 249, 401, 402, 403, 412 Sqns
Victories: 31

Medals: DSO, DFC, DFM and Bar

Hometown: Verdun, Quebec

Beurling first served Malta in June 1942 where he proved to be one of the most talented pilots of the war. He was injured in October 1942, recovered, then joined the RCAF for a final tour before being honourably discharged in April 1944. He finished the war as Canada's top ace.

JE-J (MK 392)

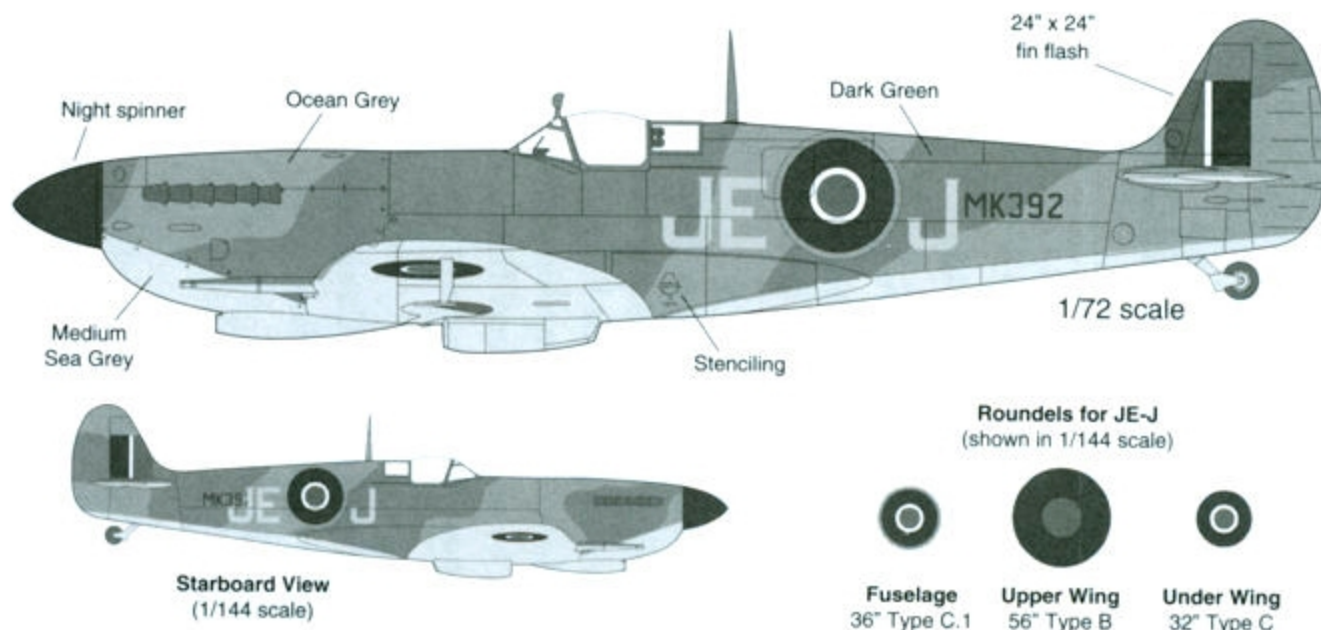
Spitfire Mk IXe

W/C "Johnnie" Johnson, 127 Wing
Brussels-Evere, January 1945

JE-J, MK 392, was unknown to aircraft historians until 1993 when Canadian Spitfire historian Robert Bracken discovered the photograph shown below. The fighter is a Mk IXe Spitfire, flown by Johnson for quite some time during his posting as Wing Commander of 127 Wing.

MK 392 was a standard Mk IX, with Ocean Grey and Dark Green camouflage over a Medium Sea Grey underside. The aircraft is shown in the late-war tactical markings of Night (black) spinner and no fuselage band. Previous to 1944, this aircraft would have had a Sky coloured spinner and Sky fuselage band.

Johnson had an early-style gunsight installed in this aircraft, preferring it to the newer types.



Another JE-J

In a rare, never before seen photo, Johnson's Mk IX sits in the snow. The sky fuselage band and sky spinner have been painted over with Night (black). The code letters had stylized points on the ends of the strokes.



W/C J. E. "Johnnie" Johnson

Service: 127, 144 Wings

Victories: 37

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

Hometown: Leicestershire, England

"Johnnie" Johnson possessed rare leadership skills and an extraordinary tactical sense. He was deeply respected by all he flew with. The British-born Wing Commander led Canada's fledgling 144 Wing, and later 127 Wing. With at least 37 victories, he remained in the RAF and retired as an Air Vice-Marshal.

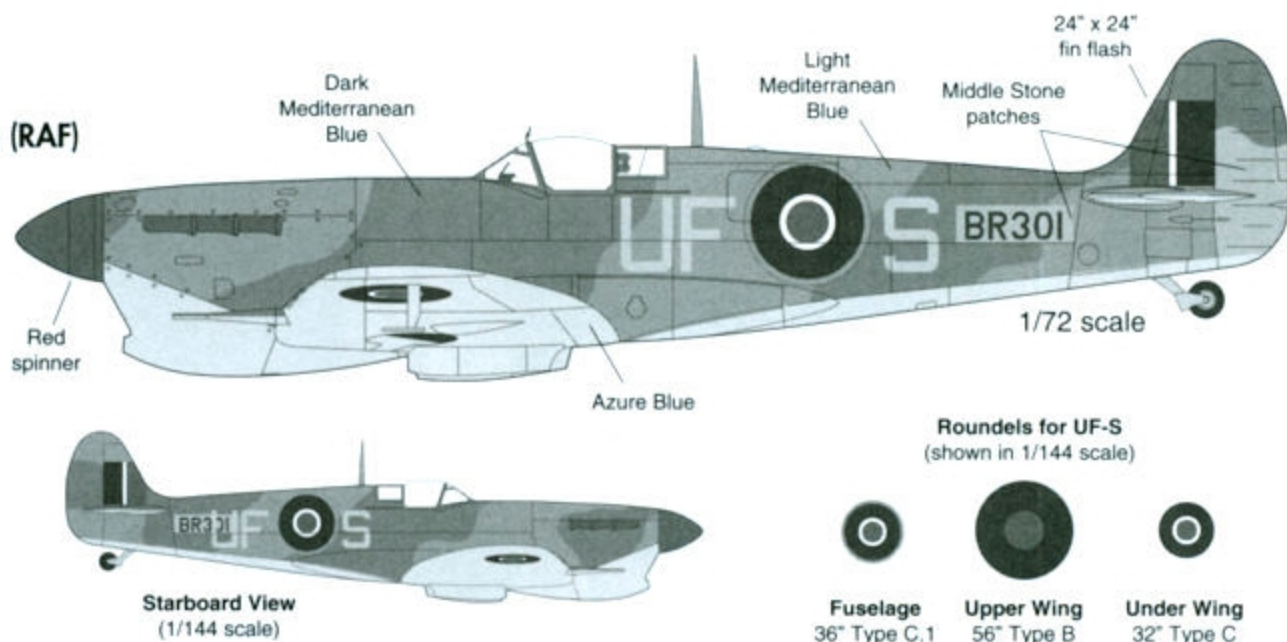
UF-S (BR 301)

Spitfire Mk Vb

P/O George "Buzz" Beurling, 249 Squadron (RAF)
Malta, July 1942

UF-S, serial BR 301, was a tropical Mk Vb Spitfire, equipped with the Vokes tropical air filter. The paint scheme of this RAF fighter is believed to have been a unique combination of Light Mediterranean Blue and Dark Mediterranean Blue upper surfaces, over light Azure Blue undersides. This two-toned blue pattern was implemented because the colours proved to be more effective over the water. Patches of the original desert scheme of Middle Stone can be seen around the serial numbers and on the rudder. The spinner was red. Leading wing edges had yellow strips and red gun patches.

Note that although UF-S is coded for 601 Squadron, that unit had moved on and left several of its aircraft, including BR 301, for 249 Squadron's use.



601's UF-Y

A 601 Squadron Mk Vb Spitfire, coded UF-Y, serial EP 455, and its tanned pilot sit in the relentless desert sun.



P/O George "Buzz" Beurling

Service: 249, 401, 403, 412, 416 Sqns
Victories: 31

Medals: DSO, DFC, DFM and Bar
Hometown: Verdun, Quebec

Beurling first served Malta in June 1942 where he proved to be a superior pilot, scoring 13 victories there. He was shot down in October 1942 and injured in a crash on the way home. He returned to Canada, then served another tour in the RCAF before he was discharged.

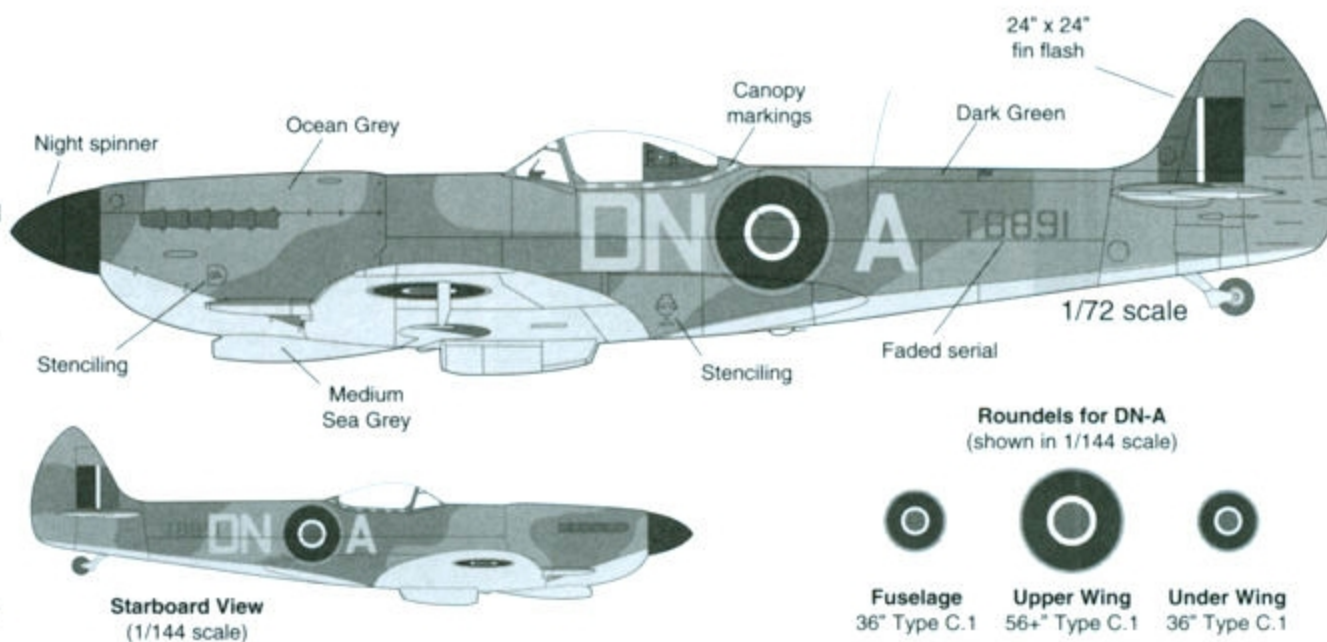
DN-A (TB 891)

Spitfire Mk XVIe

F/O Chuck Darrow, 416 Squadron
Reinshlen, Germany, May 1945

DN-A (TB 891) was a Mk XVIe aircraft with standard Ocean Grey and Dark Green camouflage over a Medium Sea Grey underside. The spinner and propeller blades were Night. The aircraft had the Sky fuselage band painted over. The canopy frame carried a broken yellow line and yellow strips were painted along the leading edges of the wings. The serial numbers were also slightly painted over, probably at the same time that the fuselage band was painted out. Some stenciling was evident on the port side.

This aircraft was equipped with the then-standard E-wing, which housed two 20mm cannon and two .50 calibre machine guns. The wheel hubs were the four-spoke style.



Rearming DN-A

Armourers load the wing cannon of Chuck Darrow's earlier DN-A (TA 739) in April 1945. This late in the war, it was seldom that a fighter came back from a patrol without having fired at a ground target of some sort along the way.

This photo offers a clear view of the thin yellow ring added to the 56" upper wing roundel. In many cases the yellow ring was added to the roundel after the fact. Due to the large size of the roundel, the yellow ring had to be painted thinner than the white ring to fit on the wing.



F/L Charles Darrow

Service: 416 Squadron
Hometown: Toronto, Ontario

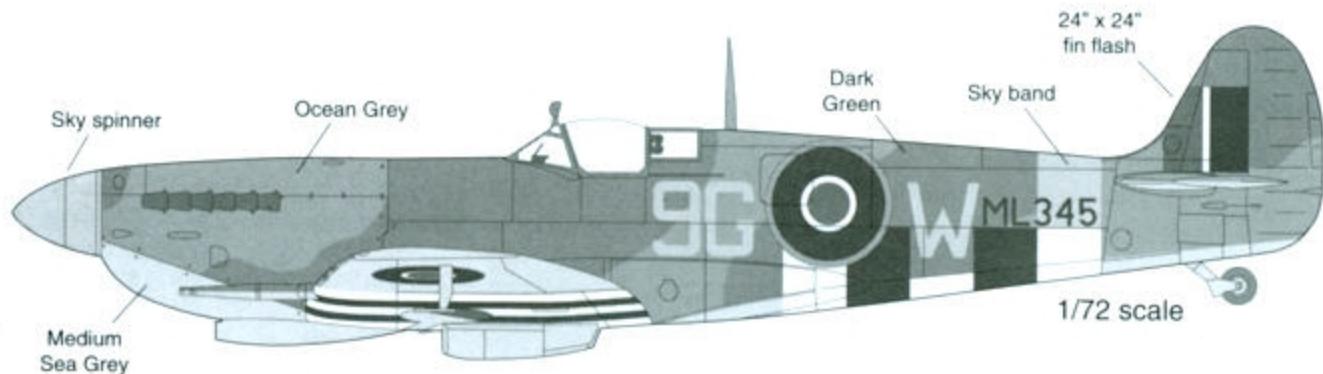
Flying Officer Darrow flew with 416 Squadron during the final days of the war. Much of the activity seen by the squadron during this period was ground attack, when anything German that moved on the ground was fair game. Hundreds of vehicles were destroyed on the ground by Spitfire cannon. After the war, Darrow stayed on strength with 416 Squadron until September 1945.

9G-W (ML 345)

Spitfire Mk IXc
S/L Roy "Kelly" Walker, 441 Squadron
France, September 1944

9G-W (ML 345) was a Mk IXc Spitfire with standard temperate day fighter camouflage of Ocean Grey, Dark Green, and Medium Sea Grey. The invasion stripes remained on the aircraft from an earlier application, and were painted so as not to cover the aircraft code or fuselage serial numbers. Yellow strips and red gun muzzle patches marked the wing leading edges. The wheel hubs on this aircraft were of the five-spoke type.

Walker made his first flight into Germany on September 17, 1944 in this aircraft. He also flew it while attacking and later protecting Nijmegen bridge during Operation Market-Garden.



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



Between sorties

9G-W, similar to Walker's ML 345, rests on the airfield on a sunny afternoon in France.

The CO of 441 Squadron usually flew aircraft letter "W".



S/L Roy "Kelly" H. Walker

Service: 441 Squadron

Victories: 1.5

Hometown: Niagara Falls, Ontario

Kelly Walker served with 416 and 403 Squadrons before becoming CO for 441 Squadron. After participating in Operation Market-Garden at Nijmegen, Walker flew escort missions for bombers headed to the Ruhr. He finished the war on July 27, 1945 after having logged 220 sorties.

DB-R (RR 201)

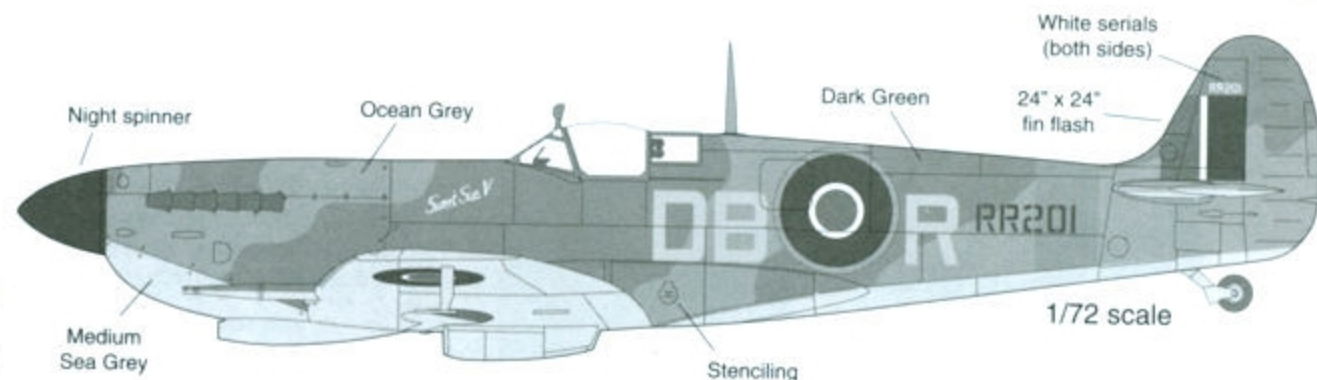
Spitfire Mk IXe

F/L Jack J. Boyle, 411 Squadron
Heesch, Netherlands, December 1944

Jack Boyle flew DB-R, serial RR 201, from December 1944 until February 1945. The aircraft was a Mk IXe with a B-type armament of two outboard cannon and four machine guns. The wheel hubs were the four-spoke type.

Camouflage for DB-R was the standard Ocean Grey and Dark Green with Medium Sea Grey. The spinner was painted Night. The serial number had been repainted above the fin flash in white. The aircraft appears to have had an odd camouflage configuration on the nose.

Sweet Sue was named after Boyle's baby daughter. He kept a pair of her baby boots in the cockpit with him on his missions for good luck.



Roundels for DB-R (shown in 1/144 scale)



Sweet Sue

Jack Boyle sits in the cockpit of his Mk IX, *Sweet Sue*, in 1944. Note the heavy wear on the wing root from the boots of pilot and crew.



F/L Jack J. Boyle

Service: 411 Squadron

Victories: 5.5

Medals: DFC

Hometown: Burlington, Ontario

Jack Boyle joined the RCAF in September 1941. He participated in the Battle of the Bulge and was one of the few Canadian pilots to claim shooting down an Me 262 jet, which he did in front of the eyes of his entire base! Near the war's end he was shot down by flak, but evaded capture and returned home.

AE-B (NH 703)

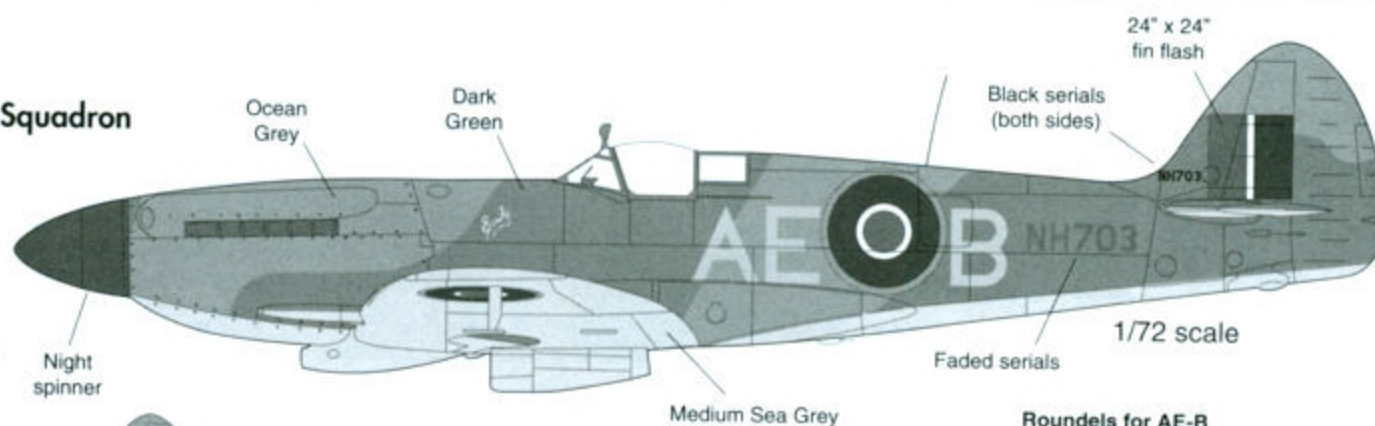
Spitfire Mk XIVe

F/L Brian "Blackie" MacConnell, 402 Squadron
Diest, Germany, March 1945

AE-B, serial NH 703, was a Griffon-engined MK XIVe Spitfire. The camouflage scheme was the standard tactical day fighter scheme of the period: Ocean Grey and Dark Green upper pattern and Medium Sea Grey undersides. The black fuselage serial numbers have been overpainted slightly, and moved to the fin in much smaller print. "Emily" is painted on the port side in white script.

This aircraft had yellow strips painted along the leading edge of the E-type wings, which carried two 20mm cannon and two .50 calibre machine guns. Wheel hubs were four-spoke.

This aircraft was previously flown by 402 Squadron pilot Ernie Moulard.



Roundels for AE-B (shown in 1/144 scale)



Emily

AE-B, NH 703, is tended to by crew on an airfield in Germany.

The wide fin of the Mk XIV allowed the 24" fin flash to be applied in full.



F/L C. B. MacConnell

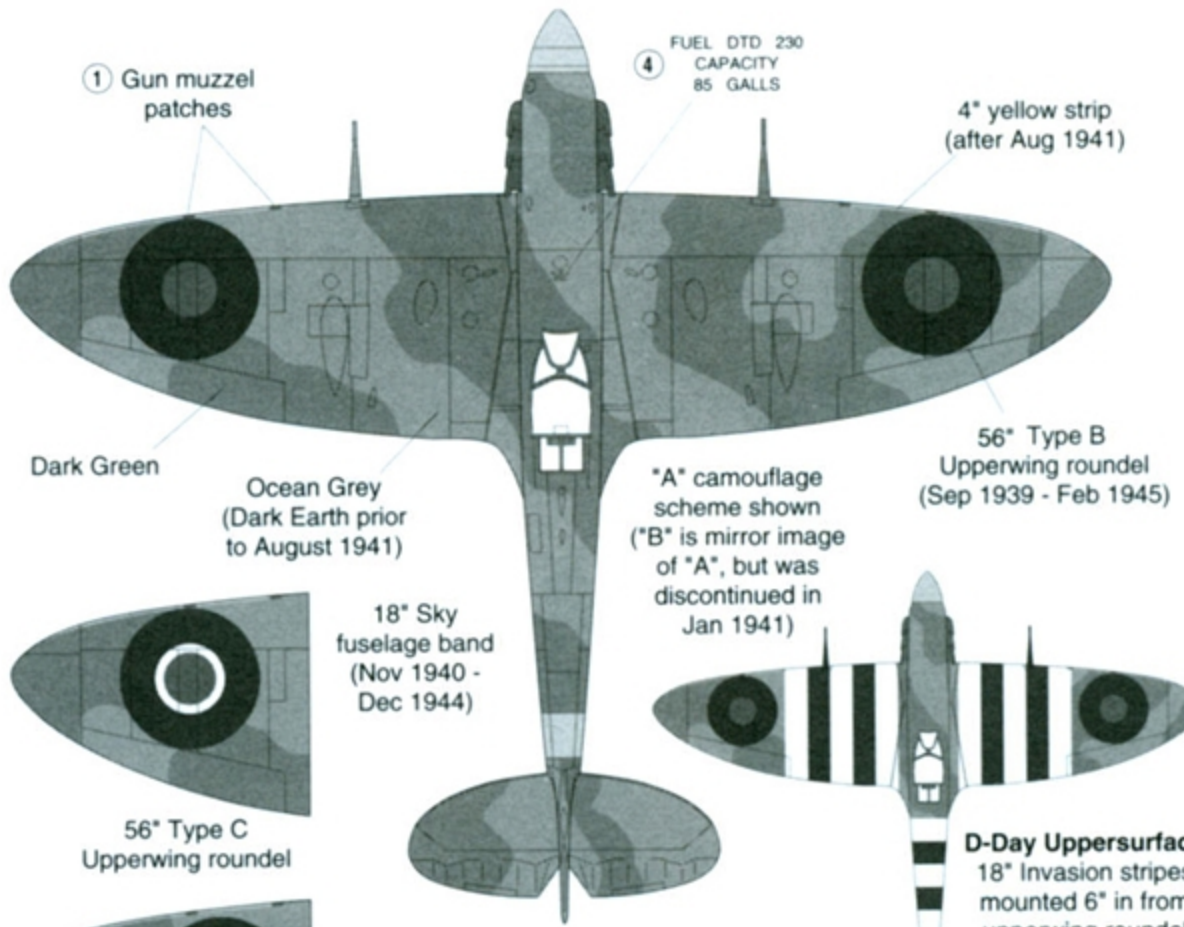
Service: 402 Squadron

Victories: 1

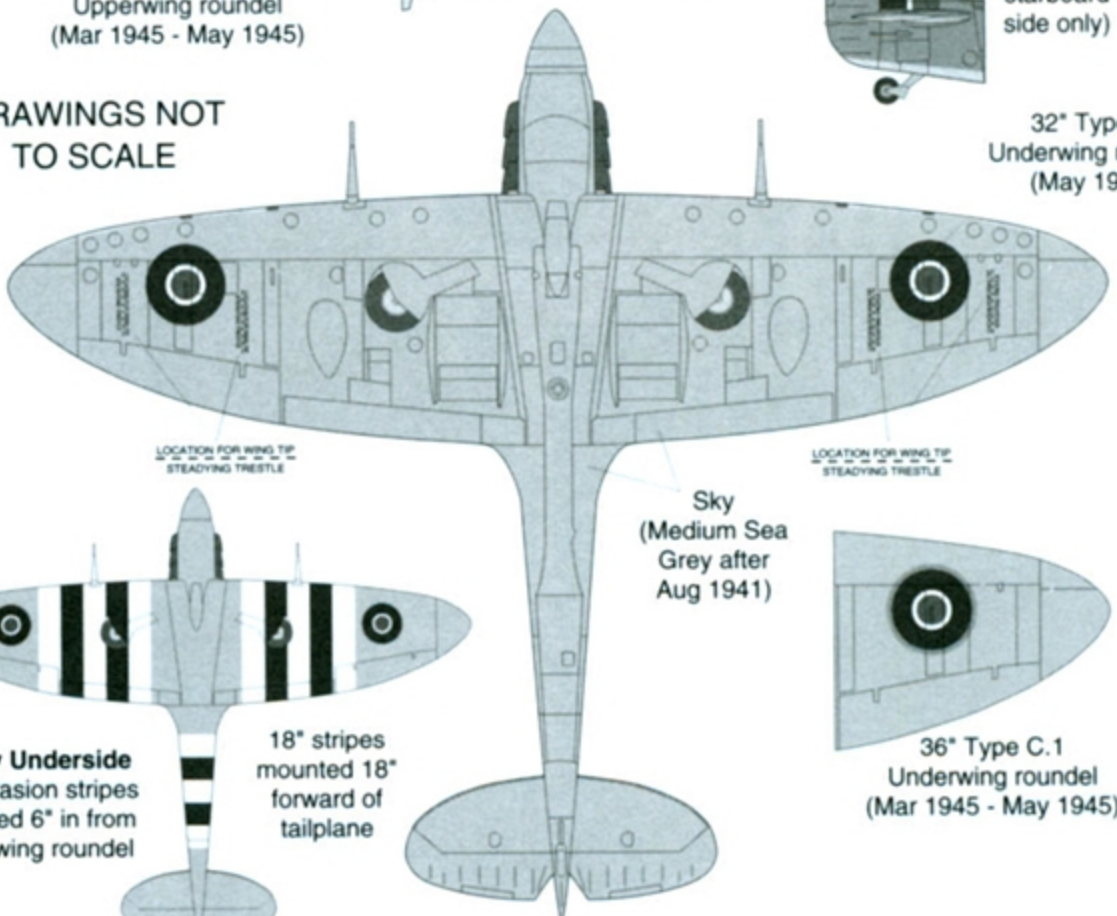
Hometown: Lindsay, Ontario

Flight Lieutenant MacConnell trained on Hurricanes in Canada before going overseas in 1944. He was posted to 402 Squadron, where he flew mostly train-busting and other ground attack missions. On April 19, 1945 he shot down an Arado Ar 234 jet, mistaking it for a Ju 88. MacConnell logged 94 hours flight time before returning home at the war's end.

General Markings



DRAWINGS NOT TO SCALE



Canadian Spitfires

1944-1945



1944-1945 saw the unrelenting advance of Allied forces into the heart of Germany. As the Germans were being beaten back to their home soil, Canadian Spitfire squadrons played their part in reducing Hitler's airforce to a shambles. Even the advent of jet fighters, V-1 bombs, and a massive New Year's air raid could not stop the Allied offensive. Hopping from airfield to airfield in an ever steady advance, the Canadians and their trusty Spits hammered the enemy wherever they were found.

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.

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 overtop. 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.

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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.

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