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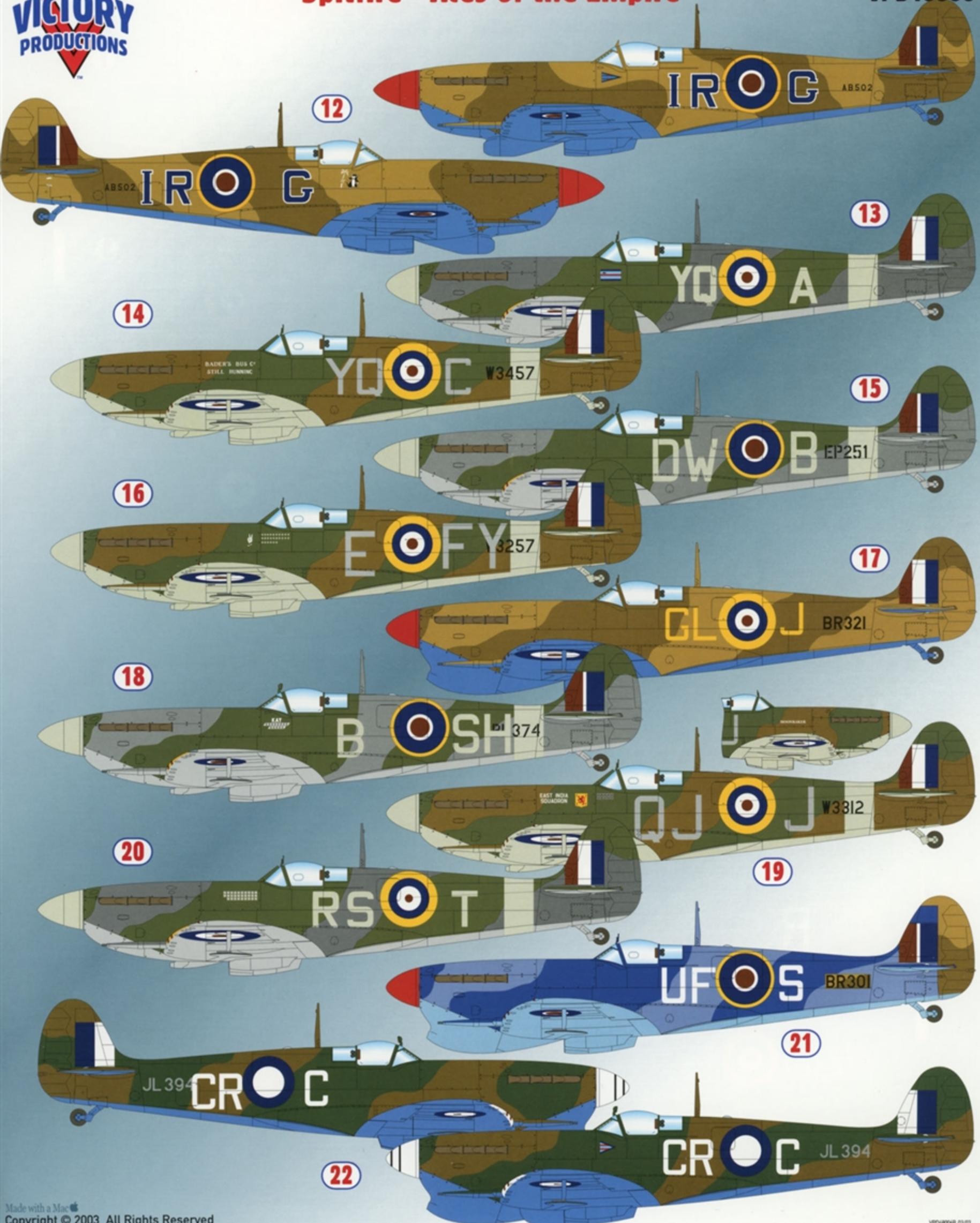
# Spitfire - Aces of the Empire

Recommended Kits: Tamiya, ICM, Hasegawa, Airfix

**VPD48006**  
1:48 Scale Decal









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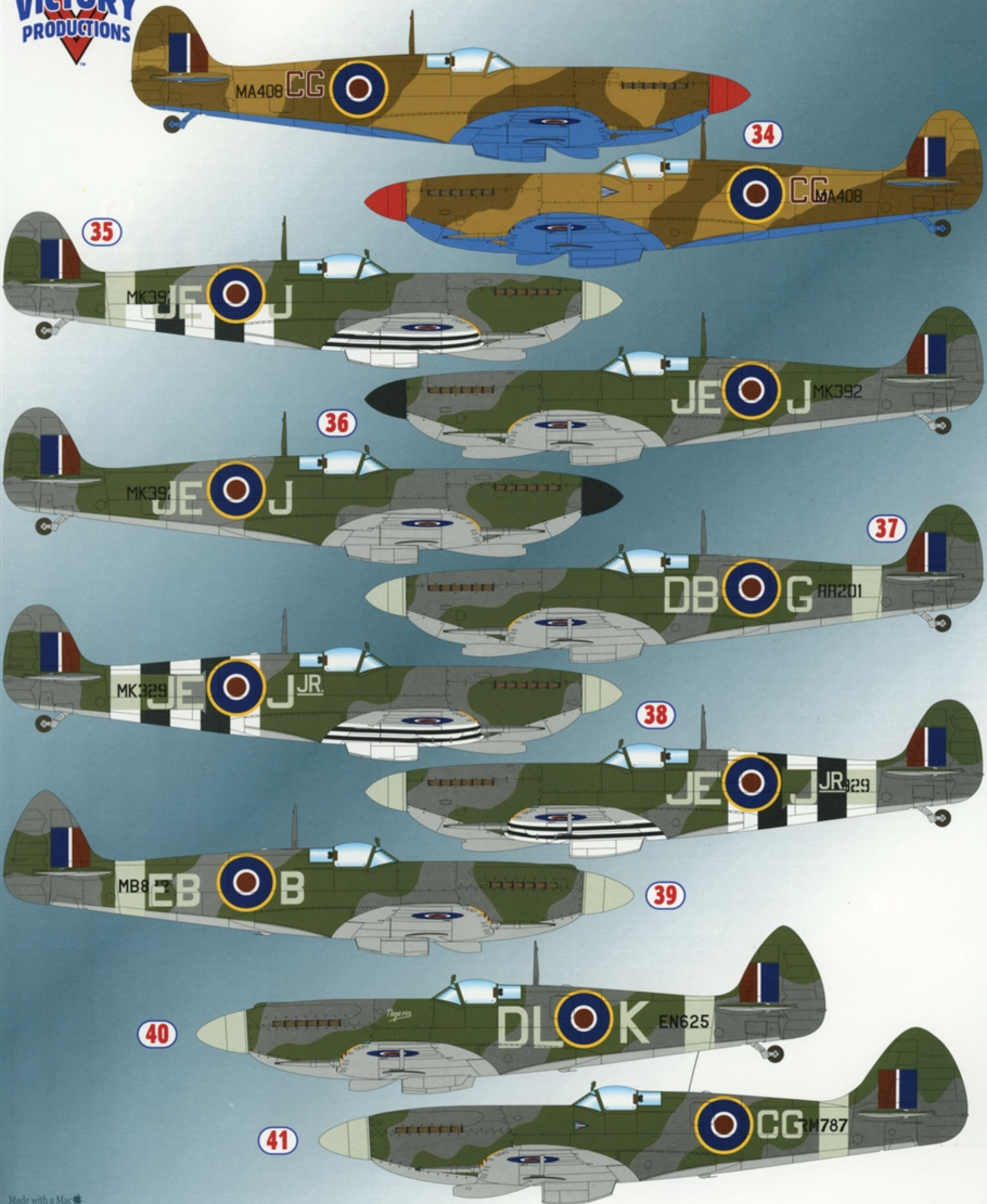
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Thank you for purchasing this Victory Productions decal. We aim to bring you interesting and offbeat subjects, so if you like this one, let us know what else you want to see. And if you have in your possession, or know where to get, good reference material on cool and interesting stuff, we are always interested. Free decals await those whose reference material gets used for decal production!

## General Notes:

What can one say about the Supermarine Spitfire that has not already been said a hundred times over? Far be it from us to try to better any of it. Suffice it to say that Reginald Mitchell's creation was itself an incredible aeronautical achievement, but in the capable hands of these true wartime heroes, it, and they, became the stuff of legend.

In this decal set we have attempted to bring together for the first time, new research and decal markings for all of the top aces from throughout the British Empire. Okay, it's true we included two Yanks flying in RAF squadrons as well, but since their airplanes wore RAF markings (and operated in RAF units, under RAF commanders) we decided to use a little latitude.

The group of researchers we assembled for this project literally spanned the globe, and between them resides an incredible pool of knowledge of the history of these men and machines. We make no claims to omniscience or infallibility, and we admit that in a couple of cases we had to do some educated guesswork.

Our aims were to take a fresh look at the available documentary evidence for each one of these aircraft and to produce what we hope to be some truly new material. We have attempted to throw out all of our preconceived ideas about what certain specific aircraft looked like. Where we felt it was necessary, we allowed our findings to fly in the face of accepted "fact," debunking (we believe) some long-held assumptions. We believe our research was sound and thorough, having gone back to original sources wherever possible.

It is an unfortunate truth that especially early in WWII, photography for historical documentation purposes was virtually nonexistent, or at best very highly restricted. Those precious few photos that do exist were most often taken surreptitiously, and most were meant as personal snapshots of people rather than photos of aircraft. Almost no one (with a very few notable exceptions) thought to document the aircraft themselves, nor their colors and markings, so it is left to us these many decades later to try to piece together scraps of historical, technical, and photographic evidence to arrive at our conclusions.

Talking with noted Spitfire author Robert Bracken (author of the "Spitfire: The Canadians" books used as just one portion of our research base) it became clear that the history really wasn't very well preserved. Robert told us that both he and Spitfire ace "Johnnie" Johnson had contacted the RAF Historical Branch to ask questions about Johnson's 144 Wing Spitfire, and in both cases they came up blank.

We sincerely hope you will enjoy learning about the men and their machines that we have presented here as much as we enjoyed putting it all together. We have provided you with our best information on camouflage colors, based not only on photographs, but also on technical orders, and the individual pilots' recollections in some cases. However, in many cases, especially that of the Malta-based aircraft, there is no way to be absolutely certain as to what the real colors were. Where appropriate we have provided special markings information to help you understand why we represent the aircraft as we did, and what alternatives may exist.

## Spitfire Modeling Notes:

We are currently (as of early 2003) blessed with a great variety of 1/48 Spitfire model kits. Some are outstanding and some are, well, less than outstanding. Opinions about this or that kit vary as widely as individual taste and preferences of flavors of ice cream. In the case of some Spitfire marques there is really only one choice of kit, while in the case of other marques, we are spoiled for choice. Most of the markings presented here will not be affected one way or the other by your choice of kit. About the only markings that will be so affected are the black and white recognition stripes applied for Operation Overlord. In some cases you may have to fudge the width of the stripes to get them to fit in the allotted space on the model. This is where the artistic part of modeling comes into play. Fortunately, in many cases there are only very poor, or more often no, photos to prove or disprove your choices.

A note on Spitfire radio antennas. Most Spitfire Mk.I's had the wire antenna leading from the tip of the rudder to the mast, over a pulley located in the small triangular piece attached to the rear of the mast, and down into the fuselage. Sometime in 1940/41 the RAF changed over to VHF radios as standard. The VHF radio required a shorter antenna, which was mounted inside the mast with nothing showing outside the aircraft. Thus, if you see a wire depicted on the profile here, the aircraft carried it. If not, assume the aircraft had a VHF radio with no visible wire.

## Spitfire Camouflage Notes:

We have provided painting notes for each subject to describe the paint scheme. For most the schemes are very standard, and are noted otherwise where appropriate. Before late 1941 there were "A" and "B" camouflage patterns (which were mirror images of each other) and we've done our best to denote those for the appropriate subjects. After late 1941 the "B" scheme was done away with, so from the Mk.Vs on, they are described as the "standard" scheme, which implies the "A" pattern. The edge between the upper surface colors varied from hard-edged to extremely widely feathered. Most tended to be slightly feathered, and we have noted exceptions to this where it could be determined from photographs.

## Notes on Specific Aircraft:

The "bare bones" profiles shown here are intended only to show the positioning of codes and roundels opposite those shown in the color profiles. Consult the color instructions and the references for more information.

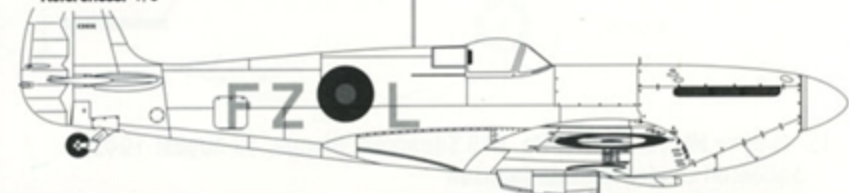
### 1. Spitfire Mk.I, K9906, No. 65 Squadron, RAF Hornchurch, May 1939, Flying Officer Robert Stanford-Tuck

Our first subject is one of the earliest (if not the earliest!) Spitfires flown by Robert Stanford-Tuck. Tuck was posted to No. 65 Squadron as a Flight Lieutenant in early 1939.

**Colors:** The standard pre-war color scheme of Dark Earth & Dark Green in the "A" pattern, with painted aluminum lower surfaces. Note the curved color demarcation on the nose. Spinner Night (black). It is not known for certain whether the small serial was actually applied to the vertical fin, but the factory applied 8-inch fuselage serial was definitely painted out. Reapplication of the serial on the fin in small characters was a common practice at this time. The factory applied lower wing serials remained, that on the port (left) wing with its base toward the leading edge, that on the starboard (right) wing with its base toward the trailing edge. The upper wing roundels at this time were the 24" size provided.

- Details:**
- Standard early Mk.I configuration
  - deHavilland spinner & prop (Ultracast UC48112).
  - Pole type antenna mast (note that the antenna disappears into the top of the pole, unlike the later mast).
  - Five-spoke wheel hubs.
  - No voltage regulator behind headrest.
  - Unarmored windscreen & flat sided sliding hood with pressure vent window on left side. (available in Falcon Clear Vac set 51, Spitfire Special)
  - Ring & bead gunsight on upper cowling.
  - Brass safety instruction plate below the starter crank access hole on right engine cowling.
  - Early double fork type pitot tube.

**References:** 1, 5



### 2. Spitfire Mk.I, (probably) N3173, No. 54 Squadron, RAF Hornchurch, May 1940, Pilot Officer Colin F. Gray

Colin Falkland Gray was the leading New Zealand ace of WWII, and flew in almost every theatre of war. This is likely the aircraft that Colin Gray flew at the time of the initial evacuation of Dunkirk on 25 May 1940. Gray is credited with a partial BF109 kill on that day. After putting too much focus on the Messerschmitt he damaged (usually a fatal mistake), Gray found himself under attack, his aircraft taking severe damage. N3173 was his mount that day, however, as most serials were painted over at the time there is no way to confirm that this is the same aircraft.

**Colors:** Standard Dark Earth/Dark Green "A" scheme finish with half and half black/white lower surfaces. The black & white covered the entire lower surfaces, including the control surfaces, being split exactly down the centerline of the aircraft. Note the curved color demarcation on the nose.

**Details:** This aircraft was somewhat unusual for the early 1940 period. Although it has the standard antenna mast and vertical fin attachment fitting, the wire pulley and antenna wire are missing. The aircraft was being used to test the new VHF radio which later became standard, as well as testing the new Rotol constant speed prop with its bulged spinner. Unlike most Mk.I's, this one is missing the brass plate below the starter crank access hole.

- Rotol spinner & prop (Ultracast UC48113).
- Armored windscreen & flat sided sliding hood with pressure vent window on the left side.

### 2. (continued)

- Five-spoke wheel hubs.
- Standard panel mounted gunsight.
- Later "L" type pitot tube.

**References:** 2, 5, 7, 27



### 3. Spitfire Mk.I, R6893, No. 54 Squadron, RAF Hornchurch, Summer 1940, Pilot Officer Colin F. Gray

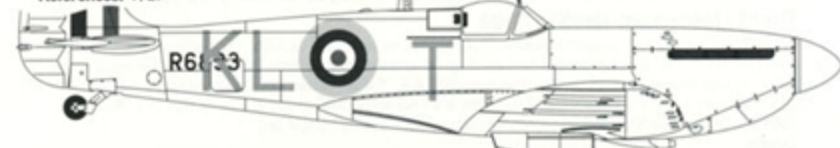
While he got his first kill in subject number two above, it was in this aircraft that he saw very frequent action during the Battle of Britain. While flying R6893 Gray made several claims. On 13 July 1940 he downed a BF109E. On 26 August he claimed a BF109E as probable, and on 2 September he claimed a BF110. We know that Gray flew other Spitfires during this period, but it is also likely that he scored on other occasions while flying R6893.

On 15 August 1940 he received the DFC, and by early September his unit, No. 54 Squadron was withdrawn from frontline duty. By this time Gray had amassed 16 aircraft destroyed with one probable. Although no photos are known to exist of the aircraft, its appearance was described by Colin Gray. We have based our rendition of it on this description and photos of other 54 Squadron aircraft from the same period.

**Colors:** Standard Dark Earth/Dark Green "A" scheme finish with Sky overpainted lower surfaces.

- Details:**
- Standard Mk.I configuration.
  - deHavilland spinner & prop (Ultracast UC48112).
  - Armored windscreen & flat sided sliding hood with pressure vent window on the left side.
  - Five-spoke wheel hubs.
  - Brass safety instruction plate below the starter crank access hole on right engine cowling.

**References:** 7, 27



### 4. Spitfire Mk.I, K9953, No. 74 Squadron, RAF Hornchurch, May/June 1940, Flight Lieutenant Adolph "Sailor" Malan

"Sailor" Malan was the top scoring South African pilot in RAF Fighter Command. This was the aircraft that Malan used during Dunkirk operations at the end of May. On 19 June Malan shot down two He111s at night in this aircraft.

**Colors:** Standard Dark Earth/Dark Green in the "B" pattern, with Night/white lower surfaces split down the centerline, with control surfaces also painted. Lower wing stenciling probably overpainted. Note the curved color demarcation on the nose. Spinner Night. 25" upper wing roundels, lower wing roundels were (B) on the white wing and (C) on the Night wing. An interesting bit of trivia on the history of the fuselage roundels. K9953 left the factory with a 35" A1 with a 5" center spot. In early 1939 this was changed to a 25" Type B (center spot diameter unknown). In late 1939 this was again turned into a 25" Type A, but it appears that at least some a/c had a 4" center spot. In early 1940 the yellow ring was added (3" vs. the usually quoted 3 1/2"). Fuselage roundels are also in an odd position, further aft than the initial factory location, but further forward than the later standard position.

- Details:**
- Standard early Mk.I configuration.
  - deHavilland spinner & prop (Ultracast UC48112).
  - Pole type antenna mast.
  - No voltage regulator behind headrest.
  - Armored windscreen & flat sided sliding hood with pressure vent window on left side.
  - Five-spoke wheel hubs.
  - Brass safety instruction plate below the starter crank access hole on right engine cowling.

**References:** 3, 5, 7, 27



### 5. Spitfire Mk.I, N3249, No. 92 Squadron, RAF Pembry, 24 May 1940, Flight Lieutenant Robert Stanford-Tuck

N3249 was Tuck's assigned Spitfire Mk.I during the Dunkirk operations, though it is known that he flew others as well, including GR-U. By the time the evacuation ended on 3 June 1940, Tuck and two other pilots had become aces, with Tuck becoming the first Spitfire ace. It is likely that he flew N3249 on 23 May 1940 when he opened his scoring with two BF 110s and a third aircraft later that same day. It's also likely he was flying N3249 the following day when he destroyed 2 Do17s to achieve ace status. Spitfire N3249 is mentioned specifically in his biography "Fly for Your Life."

**Colors:** Standard Dark Earth/Dark Green in the "B" pattern, with Night/white lower surfaces split down the centerline. Note the curved color demarcation on the nose. Spinner Night. Upper wing roundels were 55" (A), lower wing roundels were (B) on the white wing and (C) on the Night wing. Fuselage roundels were non-standard.

- Details:**
- Standard Mk.I configuration.
  - deHavilland spinner & prop (Ultracast UC48112).
  - Armored windscreen & flat sided sliding hood with pressure vent window on left side.
  - Five-spoke wheel hubs.
  - Brass safety instruction plate below the starter crank access hole on right engine cowling.

**References:** 4, 5, 7, 27



### 6. Spitfire Mk.IIa, P7966 "Manxman", Tangmere Wing, Summer 1941, Wing Commander Douglas Bader

Bader flew this aircraft throughout June and most of July 1941. His final mount, a Mk.Va serial W3185 did not reach 616 Squadron at Tangmere until 28 July 1941. During June and July Bader claimed 7 BF109s destroyed, 3 shared, 6 damaged, and 4 probable. It is generally believed that Bader began flying his Mk.Va as early as May 1941. According to "Aces High" (Shores), Bader flew his Mk.IIa on 21 June 1941. In "Aces High: Vol. 2," Shores writes, "The Spitfire IIa flown during June and early July 1941 carried DB..." It is likely that Bader scored only one kill in the Mk.Va, probably his kill of 9 August 1941, the day he became a POW. Given this information and the fact that there are no known photographs of the Mk.Va, and since we know that the code letter layout on the IIa matches exactly to the photos alleged to be of the Mk.Va, it's our belief that most of the photos published are actually of the IIa, P7966.

**Colors:** Standard Dark Earth/Dark Green in the "A" pattern. Lower surfaces, fuselage band, and spinner Sky (factory applied).

- Details:**
- Rotol spinner & prop (Ultracast UC48113).
  - Armored windscreen & flat sided sliding hood with pressure vent window on left side.
  - Flat rear-view mirror on windscreen.
  - Five-spoke wheel hubs.
  - IFF "cheese cutter" antennas installed.
  - Metal covered ailerons

**References:** 5, 7, 9, 25, 26, 27



## 7. Spitfire Mk.Vb, EP706, No. 249 Squadron, Malta, September 1942,

### Flying Officer George "Buzz" Beurling

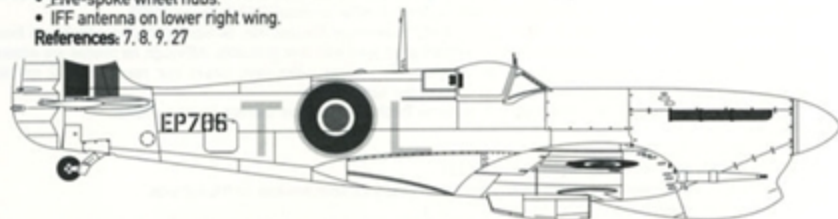
George "Buzz" Beurling was born in Montreal in 1921, and is a pilot to whom a number of superlatives can be applied. Not only was the highest scoring Canadian ace of WWII, Beurling was also the highest scoring Spitfire Mk.V ace and highest scoring ace of the Malta campaign. When "Screwball" (as he was also known) arrived on Malta in May of 1942, he only had 2 kills to his name. When the Germans launched their July 1942 offensive, Beurling amassed 15 kills in that month alone (see UF-5 below for one particularly interesting mission). This particular aircraft was Beurling's personal mount after he became an officer. Prior to that he would not have had an aircraft assigned to him as he would have been considered too junior. While flying this particular Spitfire Beurling scored a triple on 25 September to bring his Malta score to 20 (22 overall). He used EP706 to score again on 10 October when he bagged 2 Bf109s. Photographic evidence is clearly convincing that this aircraft was not one of the "blue" Malta Spitfires.

**Colors:** Standard Dark Earth/Mid Stone over Azure Blue. Spinner bright red.

#### Details:

- Standard Mk.Vb trop configuration.
- Rotol wide chord metal prop & spinner (Ultracast UC48114).
- Flat sided sliding hood with pressure vent window on left side.
- Flat rear-view mirror on windscreen.
- Five-spoke wheel hubs.
- IFF antenna on lower right wing.

**References:** 7, 8, 9, 27



## 8. Spitfire Mk.Vb, ER220, No. 92 Squadron, Libya, January 1943,

### Flight Lieutenant Neville Duke

While flying with No. 92 Squadron Neville Duke gained no less than 14 kills. One famous photo shows this first QJ-J with its tail in the air after an eventful landing. It is interesting to note that earlier in his tenure with No. 92 Squadron he was chosen to fly as wingman to then-W/C A.G. "Sailor" Malan (also featured on this sheet). While flying ER220, Duke scored 2 kills: a Macchi C.202 on 8 January 1943 and a Ju87 of III/StG 3 on 21 January 1943.

**Colors:** Standard Dark Earth/Mid Stone over Azure Blue. Spinner bright red.

#### Details:

- Standard Mk.Vb trop configuration.
- Rotol spinner with Jablo wooden prop (Ultracast UC48115).
- Flat sided sliding hood with pressure vent window on left side.
- Flat rear-view mirror on windscreen.
- IFF antenna on lower right wing.
- Vokes sand filter.
- Flat main wheel hub cover plates installed.

**References:** 7, 9, 11, 26, 27

## 9. Spitfire Mk.Vb, ER821, No. 92 Squadron, Libya, March 1943,

### Flight Lieutenant Neville Duke

This Duke's second "QJ-R" and it is generally very similar to ER220 above. Differences include the layout of the East India Squadron titles and the kill markings. This profile is based on only a partial photo, so it is our guess that the squadron codes were similar to ER220. Duke did well in ER821. During the first week of March 1943 he made seven claims: 2 Macchi C.202s on 1 March, a Bf109F on 3 March, 2 Bf109Fs on 4 March, and two more Bf109Fs on 7 March. Duke ended the war with 26 kills, and was the highest scoring RAF pilot in the Mediterranean theater.

**Colors:** As above.

**Details:** As above.

**References:** 7, 9, 11, 26, 27

## 10. Spitfire Mk.Vb, W3848, No. 111 Squadron, RAF Debden, December 1941,

### Flight Sergeant Peter Durnford

A very unusual Spitfire night fighter. The black Spitfires of No. 111 Squadron practiced what were called 'smack' missions, working closely with searchlight crews to fight at night against the attacking Germans. On 12 February 1942, the Germans dashed the **Scharmhorst**, **Gneisenau** and **Prinz Eugen** through the Straits of Dover back to German ports. The dash was heavily covered by nearly every available Luftwaffe fighter in the west. On that night, then-Sgt. Durnford had his one and only night engagement with a pack of Bf109s. At very low level he fired on a Bf109, witnessing several strikes on the enemy aircraft, which subsequently flipped and appeared to go down. He was awarded a probable for the engagement. Less than a month later, No. 111's Spitfires were repainted in the normal day fighter scheme and resumed daytime operations. Durnford later gained ace status while flying Spitfire Mk.Vs with No. 124 Squadron, with a final score of 5 kills and the one probable from his days flying 'smack'. Durnford's wartime career was cut short when he was invited to spend the rest of the war as a guest of Reichsmarschall Göring at one of the Luftwaffe's lovely hideaways in the Fatherland.

**Colors:** Overall Special Night (an extremely flat, lampblack color), giving a very patchy, blotchy, generally beat up appearance by the time it was photographed. It appears that the entire airplane was overpainted and the codes and tail flashes reapplied, since the fuselage roundel is both incorrectly positioned and has an incorrect size center red spot. Note also the lack of wing roundels. This aircraft is believed to be W3848, a presentation aircraft named "Travancore II". All evidence of this, as well as the serial number, has been overpainted however.

#### Details:

- Standard Mk.Vb configuration.
- deHavilland spinner & prop (Ultracast UC48112).
- Flat sided sliding hood with pressure vent window on left side.
- Five-spoke wheel hubs.
- IFF "cheese cutter" antennas fitted.

**References:** 7, 27



## 11. Spitfire Mk.Vb, AB852, No. 452 Squadron, Kirton-on-Lindsay, September 1941

### Flight Lieutenant Brendan "Paddy" Finucane

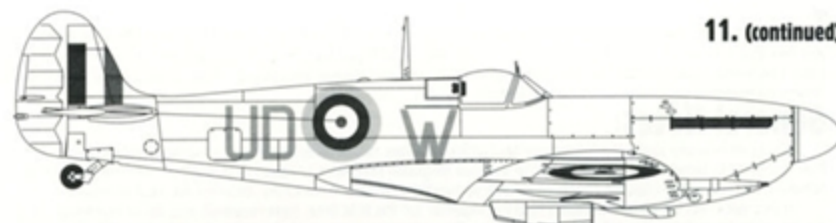
Paddy Finucane was the top scoring Irish ace of WWII. He first scored in AB852 on 16 August 1941 with a victory over a Bf109E. Further claims came on 27 August, 2 Bf109Es, 20 September, 3 Bf109Fs, and 21 September, 2 Bf109Fs. Finucane's final score was 26 and 6 shared destroyed, 8 and 1 shared probable, and 8 damaged. "Paddy" Finucane drowned in the English Channel when he was unable to exit his ditched Spitfire.

**Special Color Notes:** This is the first subject on the sheet that appears to be finished in the "overpainted scheme." After the change to Ocean Grey/Dark Green for day fighters was ordered on 15 August 1941, an overpaint scheme was commonly found on many Fighter Command aircraft. The Dark Earth was overpainted with a dark grey color (darker than the specified Ocean Grey, and after this point referred to as Mixed Grey). It is likely that this Mixed Grey was a mix of Night and white or possibly a mix of Medium Sea Grey and Night. The original Dark Green was left alone. For modeling purposes, we believe that Neutral Gray FS 36270 is a good approximation, but since there was no "standard" for this color, just about any mixture you come up with that pleases you could be considered accurate. Note the reversed (not mirror imaged) A-type camouflage scheme. The color demarcations appear to be hard-edged, indicating that the overpainting was done with a brush or roller. The Sky band around the rear fuselage is highly unusual in that it follows the slanted panel line where the tail attaches to the main fuselage. Lower surfaces Medium Sea Grey.

#### Details:

- Standard Mk.Vb configuration.
- Rotol spinner & prop (Ultracast UC48113).
- Flat sided sliding hood with pressure vent window on left side.
- IFF "cheese cutter" antennas fitted.

**References:** 5, 7, 9, 12, 27



## 12. Spitfire Mk.Vb, AB502, No. 244 Wing, Gabourine South, Tunisia, April 1943

### Wing Commander Ian R. Glead

Glead was the commander of No. 244 Wing in North Africa at the time of his tragic death in April of 1943. In early March he used AB502 to damage a Bf109F, and scored a kill over a Bf109G on 17 March. Noted American RAF ace Lance Wade (22 and 2 shared kills) borrowed AB502 on 26 February when he damaged a Bf109 (AB502 was damaged by flak as well). At this time of his death, Glead's score stood at 13 with 3 shared.

**Colors:** Dark Earth/Middle Stone over Azure Blue. This camouflage was likely applied at the RAF depot at Aboukir, Egypt. It differs from the factory standard scheme in several areas, although it generally follows the "B" scheme pattern. Spinner bright red. Most aircraft cycled through Aboukir lacked stenciling with the exception of rudimentary walkway lines, and it appears that this aircraft follows that pattern. See upper surface camouflage view at the end of the narrative section.

#### Details:

- Standard Mk.Vb trop configuration.
- Rotol spinner with Jablo wooden prop (Ultracast UC48115).
- Bulged sliding cockpit hood.
- Box type rear-view mirror on windscreen frame.
- Flat main wheel hub cover plates installed.
- IFF antenna on lower right wing.
- Aboukir sand filter.

**References:** 7, 9, 26, 27

## 13. Spitfire Mk.Vb, serial unknown, No. 616 Squadron, Kings Cliff, January 1942

### Squadron Leader Colin Gray

Not much is known about this aircraft except that it was flown by Colin Gray while he was a Squadron Leader with No. 616 during 1941. Gray was with No. 616 Squadron for only a brief period. While we know he did not score any kills while flying this aircraft we did want to represent at least one Mk.V for Gray, given that he flew for the entire duration of the war, and flew all of the important marques of the Spitfire.

**Colors:** This appears to be another repaint of a previously Dark Earth/Dark Green aircraft using Mixed Grey rather than Ocean Grey. The camouflage colors have a very tight feathered edge. Lower surfaces Medium Sea Grey.

#### Details:

- Standard Mk.Vb configuration.
- deHavilland spinner & prop (Ultracast UC48112).
- Flat sided sliding hood with pressure vent window on left side.
- Flat rear-view mirror on windscreen frame.
- Five-spoke wheel hubs.
- IFF "cheese cutter" antennas fitted.

**References:** 2, 9



## 14. Spitfire Mk.Vb, W3457, No. 616 Squadron, RAF Tangmere, August 1941,

### Flying Officer James Edgar "Johnnie" Johnson

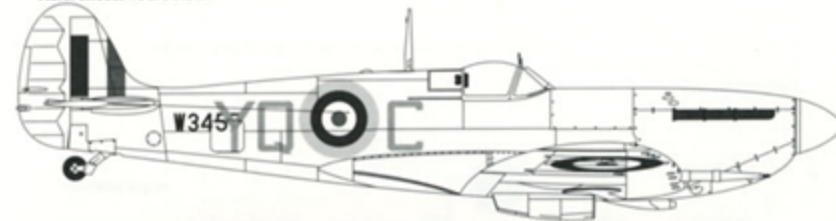
What can be said about the incomparable James Edgar Johnson? "Johnnie," as we know him now, joined the RAF early in the war and fought literally the whole way through. No. 616 Squadron was his first assignment, starting in December 1940. At the time, 616 Squadron was flying the Mk.I, although they quickly transitioned to the Mk.IIa and then to the brand new Mk.V. During this period Johnson was regularly Douglas Bader's wingman. We attempted to get information on any of the Mk.IIs or Mk.IIs that Johnson might have flown, but due to his "rookie" status at that point in the war, he would not have been assigned a regular mount. We do know that he scored his first kill of the war versus a Bf109E on 26 June 1941 while flying a Mk.II. The aircraft shown here was one of Johnson's mounts in the summer of 1941. The legend "Bader's Bus Co. Still Running" was added in reference to the shoot down and capture of Douglas Bader. Johnson claimed a probable Bf109E in W3457 on 21 August 1941. Thanks to a very good article that we found on the Aircraft Resource Center web site ([www.aircraftresourcecenter.com](http://www.aircraftresourcecenter.com)), we were able to piece this representation together using the author's notes, which came straight from Johnnie himself (see reference 29).

**Colors:** Standard Dark Earth/Dark Green over Sky. Tail band and spinner Sky. Sometime after mid-August, the Dark Earth would have been changed to Ocean Grey, or possibly a Mixed Grey, over Medium Sea Grey.

#### Details:

- Standard Mk.Vb configuration.
- Rotol wide chord metal prop & spinner (Ultracast UC48114).
- Flat sided sliding hood with pressure vent window on left side.
- Flat rear-view mirror on windscreen frame.
- Five-spoke wheel hubs.
- IFF "cheese cutter" antennas fitted.

**References:** 7, 27, 28, 29



## 15. Spitfire Mk.Vb, EP251, No. 610 Squadron, Dieppe, 19 August 1942,

### Squadron Leader Johnnie Johnson

In June of 1942, with seven kills in hand, Johnson was promoted to Squadron Leader and posted to No. 610 Squadron. On 19 August 1942, 610 Squadron covered the Dieppe landings. On that day Johnson claimed a victory over an Fw190 and 1/2 of a Bf109F while flying DW-B. Regarding the serial number: according to "Aces High" (Shores) DW-B carried the serial EP215, however, this is not a valid serial number for any Spitfire. Other sources consider the serial of DW-B to be EP254, but according to "Spitfire, the History" (Morgan/Shacklady) EP254 was never delivered to No. 610 Squadron, and was in fact bound for the Middle East at the time Johnson is supposed to have flown her. It is likely that EP215 was transposed from EP251, a Spitfire Vb that was delivered to No. 610 Squadron, on 11 July 1942.

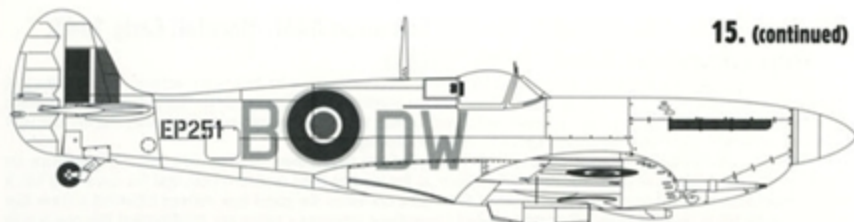
**Colors:** Standard Dark Green/Ocean Grey over Medium Sea Grey camouflage. The upper surface colors appear to have a relatively wide feathered edge. Fuselage band and spinner Sky.

#### Details:

- Standard Mk.Vb configuration.
- Rotol spinner with Jablo wooden prop (Ultracast UC48115).
- Flat sided sliding hood with pressure vent window on left side.
- Flat rear-view mirror on windscreen frame.
- Five-spoke wheel hubs.
- IFF antenna on lower right wing.

**References:** 7, 9, 27, 28





15. (continued)

**16. Spitfire Mk. Vb, W3257, No. 611 Squadron, Hornchurch, 3 August 1941, Flight Lieutenant Eric S. Lock**

Eric S. Lock was one of the early Spitfire aces. His flying career started during the Battle of Britain, and he scored his first victory in August of 1940. After being injured and spending some time off flying duty, he returned with a vengeance, finishing his tragically short career with an impressive 26 confirmed victories. He died after being shot down on a low level "Rhubarb" mission over France on 3 August 1941. Lock was the highest scoring Spitfire Mk.I ace; a hero at the time when the RAF and the British public were badly in need of one. Despite his impressive score, little documentation exists for the Mk.IIs that he flew. Otherwise one of them would surely have been included here.

**Colors:** Standard Dark Earth/Dark Green over Sky finish with factory applied Sky fuselage band and spinner. This is a reconstruction based on two partial photos and some educated guesswork. W3257 is known to have been a 611 Squadron machine, and was listed as lost on the date that Lock was shot down. Based on reference 15, only two possible aircraft code letters could have been used "E" or "F." The individual aircraft code "E" is based upon the fact that Lock was a flight leader, and thus probably had the privilege of using his first initial on his aircraft. Other sources point to it having been "F", so if you want to model it that way, simply cut off the bottom leg of the "E." It is likely that the codes were painted over the serials, but again, this is not certain. Since the aircraft was only about three months old when it was lost it is likely to have been in relatively good shape, and without major paint chipping, staining, etc.

**Details:**

- Standard early Mk.Vb configuration.
- deHavilland spinner & prop (Ultracast UC48112).
- Flat sided sliding hood with pressure vent window on left side.
- Flat rear-view mirror on windscreen frame.
- Five-spoke wheel hubs.
- IFF "cheese cutter" antennas fitted.

**References:** 7, 9, 13, 14, 15, 27



**17. Spitfire Mk.Vb, BR321, No. 185 Squadron, Malta, Early Summer 1942, Flying Officer Johnny Plagis**

Johnny Plagis scored a majority of his 15 solo and 2 shared kills over Malta during 1942. The last of his Malta scoring came from the cockpit of BR321 GL-J (Shores). On 6 June he shot down 2 Re.2001s, and the next day he claimed a Bf109F.

**Colors:** Standard Dark Earth/Mid Stone over Azure Blue. Spinner bright red.

**Details:**

- Standard Mk.Vb trop configuration.
- Rotol wide chord metal prop & spinner (Ultracast UC48114).
- Flat sided sliding hood with pressure vent window on left side.
- Flat rear-view mirror on windscreen.
- Five-spoke wheel hubs.
- IFF antenna on lower right wing.
- Vokes sand filter.

**References:** 7, 8, 9, 16, 27



**18. Spitfire LF.Mk.Vb, BL374, No. 64 Squadron, November 1943, Flight Lieutenant Johnny Plagis**

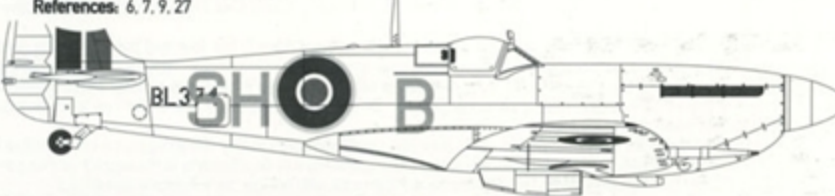
Even though there were Spitfire IXs and XIs to be had, some squadrons were given the 'obsolete' Spitfire Vb modified for low-level duties. Below 6,000 ft the Spitfire LF.Vb could hold its own against the Bf109G and the Fw190A. This point is proved by the fact that Plagis got a Bf109G in September 1943 and an Fw190A in November. In each instance he was flying this aircraft. No. 64 Squadron was one of the first squadrons to get Spitfire Mk IXs (in 1942), but reverted back to LF.Mk.Vb's in 1943 for low level duties. The Spitfire LF.Mk.Vb, optimized for the low altitude role, was fitted with an 'M' series engine equipped with a cropped supercharger impeller. Note that the "LF" designation referred only to the engine, not the configuration of the airframe.

**Colors:** Standard Dark Green/Ocean Grey over Medium Sea Grey camouflage. Fuselage band and spinner Sky.

**Details:**

- LF.Mk.Vb configuration.
- Rotol spinner with Jablo wooden prop (Ultracast UC48115).
- Bulged sliding cockpit hood.
- Hemispherical rear-view mirror on windscreen frame.
- Five-spoke wheel hubs.
- Clipped wingtips.
- IFF antenna on lower right wing.

**References:** 6, 7, 9, 27



**19. Spitfire Mk.Vb, W3312, No. 92 Squadron, Biggin Hill, 1942, Squadron Leader James Rankin**

James Rankin took command of No. 92 Squadron just as it was converting to the Spitfire Mk.Vb, the first RAF unit to do so. It was with 92 Squadron that Rankin gained fame as an expert fighter leader, not only amassing an impressive tally of his own, but also encouraging the younger pilots to improve their own skills (and consequently scores). This was Rankin's aircraft while leading 92 Squadron. Rankin was the highest scoring Scottish ace of the war with numbers that bear out his impressive skills as a fighter leader (with high shared numbers), officially ending the war with the rank of Air Commodore with 17 kills, 5 shared kills, 3 probables, 2 shared probables, 16 damaged and 3 shared damaged. With the exception of one kill, these were all gained while flying the Mk.Vb.

**Colors:** Standard Dark Earth/Dark Green over Sky factory finish.

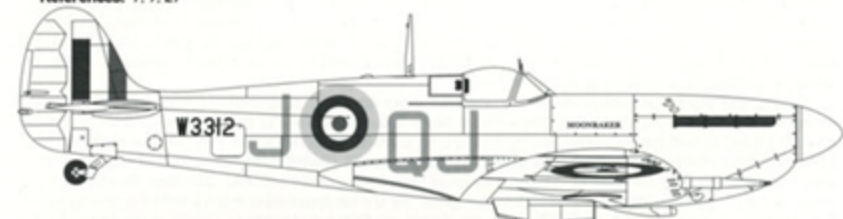
**Details:**

- Standard early Mk.Vb configuration.
- deHavilland spinner & prop (Ultracast UC48112).

19. (continued)

- Externally armored windscreen & flat sided sliding hood with pressure vent window on left side.
- Five-spoke wheel hubs.
- IFF "cheese cutter" antennas fitted.

**References:** 7, 9, 27



**20. Spitfire Mk. Vb, BL336, Biggin Hill Wing, 18 January 1942, Wing Commander Robert Stanford-Tuck**

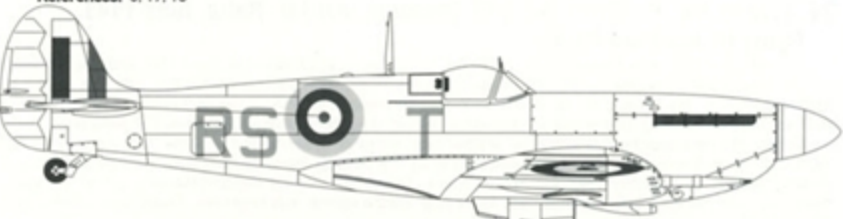
During a "Rhubarb" hit-and-run mission to France, Stanford-Tuck's RS-T was hit by flak. Tuck crash landed near his attackers after sending a 20mm round down one of the barrels of the AA battery that had brought him down. Tuck was a prisoner of war until he escaped and joined the French partisans fighting against their Nazi occupiers. Records show that Tuck and Spitfire BL336 both failed to return from ops on 18 January 1942.

**Colors:** Tuck's Mk.Vb is an obvious example of the overpaint scheme of Mixed Grey/Dark Green over Medium Sea Gray that was common on Mk.Vs after the camouflage change of 15 August 1941. The lack of a serial number is almost a dead giveaway, it having been overpainted with the Sky band in the wrong spot. In at least one well known photo of Tuck's aircraft after the shoot-down, the negative has been reversed. The kill marks are only on the port side, not the right as the reversed photo might suggest. Hard-edged color demarcations.

**Details:**

- Standard early Mk.Vb configuration.
- Rotol spinner with Jablo wooden prop (Ultracast UC48115).
- Externally armored windscreen & flat sided sliding hood with pressure vent window on left side.
- Flat rear-view mirror on windscreen frame.
- Five-spoke wheel hubs.
- IFF "cheese cutter" antennas fitted.

**References:** 6, 17, 18



**21. Spitfire Mk. Vc, BR301, No. 249 Squadron, Malta, 27 July 1942, Flight Sergeant George "Buzz" Beurling**

As mentioned on subject 8 above, UF-S was used during Beurling's scoring binge during July of 1942. On 27 July 1942 he scored 4 in one day at the controls of UF-S. This aircraft was used by several other Malta aces as well. While Osprey claims that Mackie's SW-A was the highest scoring Spit V airframe. We think it more likely that BR301 could claim that honor.

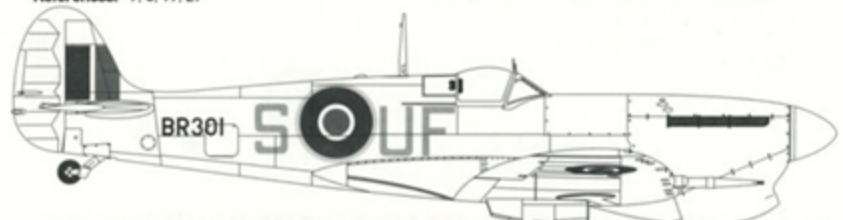
**Colors:** This is almost universally agreed to be one of the infamous blue Malta Spitfires. The concept of the blue Malta Spitfire will be debated until the end of time, but there is little definitive information to allow us (or anyone else) to nail down exactly how these aircraft looked. Our rendition is based on the Ron Lowry painting published in "Spitfire: The Canadians I" by Robert Bracken. This painting was made without much in the way of actual photo documentation of UF-S. Lowry was years ahead of his time in this wild looking two-tone blue scheme (possibly Light and Dark Mediterranean Blue), however, we think he meant it to be provisional, not gospel. Judging by the fact that some Malta Spits appear to have a two-tone camouflage different than the standard tropical scheme, Ron Lowry may have been right on the money! Another possibility is that UF-S was finished in the standard tropical scheme, and has been oversprayed in some sort of dark blue. The overspray may not have been dense enough to cover the underlying scheme, thus allowing for the apparently two-tone finish with the contrast of the tropical scheme showing through the blue. The final possibility is that the photos of UF-S were very dark prints and that this aircraft is not blue at all but finished in the standard tropical camouflage scheme. We'll leave it up to you to decide how you want to finish your model.

**Details:**

- Standard early Mk.Vc trop configuration.
- Rotol wide chord metal prop & spinner (Ultracast UC48114).
- Flat sided sliding hood with pressure vent window on left side.
- Flat rear-view mirror on windscreen frame.
- Five-spoke wheel hubs.
- IFF antenna on lower right wing.
- Vokes filter fitted.

It was a common practice for some (not all) Malta Spitfires with the "universal" (or 'C') wing to have the cannon in the outboard position (similar to the 'E' wing) and the outermost .303s removed. A good example of this can be seen in the picture of the top of p. 49 of reference 9. It is not known for certain whether this aircraft was so modified.

**References:** 7, 8, 19, 27



**22. Spitfire Mk. Vc, JL394, No. 1 Wing, RAAF, Darwin, August 1943, Wing Commander Clive R. Caldwell**

"Killer" Caldwell initially made his name flying Tomahawks over North Africa early in 1941, eventually rising to command the famous No. 112 Squadron. No. 112 Squadron's Tomahawks were known for their shark mouth motif, a tradition carried on by the squadron all the way through their days flying the Hawker Hunter. With 20 of his 27 kills claimed in Tomahawks, Caldwell ended up as the top scoring Tomahawk ace of WWII. Caldwell also, of course, did very well for himself in the Spitfire. He flew at least three Mk.Vc's as Commander of No. 1 Wing RAAF, BS295, BS234, and JL394. We have chosen to depict JL394. His logbook states that he flew "LJ394" when he shot down a Dinah on 17 August 1943. Since there was no "LJ" serial range for Spitfires, the aircraft in question must have been JL394, which had been delivered to Australia in July of that year. An optional scheme would be to replace the serial provided with a scratched together serial of BS234 (TallyHo's RAF serial decals being excellent for this purpose). The scheme and codes for BS234 were nearly identical to those of JL394. Flying BS234, Caldwell made claims against a Zero and a Hamp (Zero 32) on 2 May 1943. He also claimed a Zero and a probable Betty in BS234 on 30 June 1943.

**Colors:** Dark Earth (possibly Australian Earth Brown)/Foliage Green over Medium Sea Gray.

**Details:**

- Standard Mk.Vc Trop configuration.
- Rotol wide chord metal prop & spinner (Ultracast UC48114).
- Bulged sliding cockpit hood.
- Hemispheric rear-view mirror on windscreen frame.
- Five-spoke wheel hubs.
- IFF antenna on lower right wing.
- Vokes filter fitted.

**References:** 7, 9, 26, 27, 32



### 23. Spitfire Mk. Vc, EP829, No. 249 Squadron, Kendri, Malta, 28 April 1943,

#### Squadron Leader Joseph Lynch

Here is one of those pesky Yanks that snuck into this set. Lynch scored a very significant kill in terms of Spitfire aces. On 28 April 1943 he downed a Ju52. This Junkers was recorded as Lynch's seventh kill, but it was also the 1000th kill for Malta's defenders. To celebrate the occasion, the inscription "MALTA'S 1000th" was applied in chalk on the left side of the aircraft. At the end of the war Lynch's score stood at 10 with an additional 7 shared, 1 probable and 1 shared damaged. While it's true that Lynch was an American, it seemed appropriate that he be included in this sheet, as he held the rank of Squadron Leader in the RAF, flew in an RAF unit, and flew in defense of Malta. In so doing, he can truly be considered an Ace of the Empire.

**Colors:** One of the now-famous blue Malta Spitfires. There have been several good guesses as to what color (or colors) the blue Spits were. One is that they were painted in U.S. Navy Blue-Gray (approximately FS 35189, similar to RAF PRU Blue) aboard the USS Wasp during their transit to Malta. Another is that they were painted after arrival using RAF Dark Mediterranean Blue. Still another is that they were painted using some kind of a locally produced paint that nobody knows the color of. Finally, they could have been painted with RAF Dull Ident Blue lightened with white. Given the precious little hard information that exists, we are not prepared to make a definitive pronouncement. The USN color seems plausible, especially given the chaotic conditions that existed on Malta at the time. But in the end the choice is yours, so please yourself and be happy! Lower surfaces were Azure Blue and the spinner was bright red.

#### Details:

- Standard Mk.Vc trop configuration.
- Rotol wide chord metal prop & spinner (Ultracast UC48114).
- Bulged sliding cockpit hood.
- Flat rear-view mirror on windscreen frame.
- Five-spoke wheel hubs.
- IFF antenna on lower right wing.
- Vokes filter fitted.

References: 9, 26, 27



### 24. Spitfire Mk. Vc, JK715, No. 243 Squadron, Hal Far, Malta, June 1943

#### Flying Officer Evan Mackie

Evan Mackie was a New Zealander who joined No. 243 Squadron in Tunisia in March of 1943, and was appointed a flight commander the following month. In June he became the squadron CO and by that time had gained an additional 6½ kills. Mackie also led 243 Squadron during the invasion of Sicily. Later he went on to fly Spitfire VIII and then Tempests, ending the war with 20 kills with a number of additional shared, probables and damaged.

**Colors:** We have depicted this aircraft as another blue overpaint. It seems that in some photos, there is a very slight contrast on the upper surface color, indicating to us that possibly the underlying Dark Earth/Middle Stone is showing through whatever blue color was applied over it. This is how we have depicted Mackie's aircraft, but again, make your own choices. Lower surfaces were Azure Blue and the spinner was bright red. Codes read "SN•A" on the left hand side.

#### Details:

- Rotol spinner with Jablo wooden prop (Ultracast UC48115).
- Spitfire Mk.IX style individual exhaust stacks.
- Bulged sliding cockpit hood.
- No rear-view mirror fitted.
- Flat main wheel hub cover plates installed.
- IFF antenna on lower right wing.
- Vokes filter fitted.

References: 7, 16, 26, 27

### 25 & 26. Spitfire Mk. VII, MD188, Culmhead Wing, June 1944,

#### Wing Commander Peter Brothers

Peter Brothers was the commander of the Culmhead Wing formed from Nos. 131 and 616 Squadrons. The Wing was assigned to do "top cover", or high altitude patrols, for the coming invasion of the mainland. Strangely enough this wing, equipped with the high altitude Mk.VII, was without its primary mission when the RAF (and the Luftwaffe) determined that the Ju86 was not a legitimate threat for high altitude bombing. The wing went on to do a large amount of low-level ops, such that two weeks after D-Day they traded in their long high-altitude wingtips for standard Spitfire wingtips. Peter Brothers was a Battle of Britain ace, and finished the war with total of 16½ victories to his credit. Brothers bagged one kill in this aircraft, downing an Fw190 on 7 August 1944.

**Colors:** There are three possible ways to represent MD188 using the markings provided with this decal set. Scheme A, early June 1944: Medium Sea Gray over PRU Blue, narrow width full/wraparound invasion stripes. Scheme B, late June/July 1944: Medium Sea Gray over PRU Blue, narrow invasion stripes reduced to bottoms only. Scheme C, late summer 1944: Medium Sea Gray upper surfaces crudely over-painted with standard temperate scheme of Ocean Gray/Dark Green in generally the standard Spitfire "A" pattern, but with extremely widely feathered color demarcations. The bottom of aircraft remained PRU blue and it retained the narrow invasion stripes.

#### Details:

- Standard Mk.VII configuration.
- Schemes A & B, high altitude wingtips
- Scheme C, standard Mk.IX wingtips
- Bulged sliding cockpit hood (as for pressurized aircraft).
- Note that the rear window meets the canopy rail on the Mk.VII.
- Hemispheric rear-view mirror on windscreen frame.
- Four-spoke wheel hubs.
- IFF antenna on lower right wing.

References: 10, 21



### 27. Spitfire Mk. VIII, A58-484, No. 452 Squadron RAAF, Morotai, early 1945,

#### Group Captain Clive R. Caldwell

By the time Caldwell was flying the famous Mk.VIII as depicted by this subject, his opportunities for air-to-air combat were drying up. The Australian units were largely tasked with ground support duties behind the main U.S. push to the Philippines. No additional kills were claimed by Caldwell while flying the Mk.VIII. Their assigned role of backwater close air support, allegations of liquor trafficking, and some level of operational difficulty, all led to one of the most notorious incidents in RAAF history. Group Captain Caldwell and many of his senior officers "mutinied" by attempting to resign their ranks. The move was largely symbolic, but after being court-martialed for the liquor trafficking (Caldwell's statement is available via reference 20), Caldwell was reduced in rank. He ended up as the leading Australian ace of WWII with 27 kills and several additional shared, probable and damaged.

**Colors:** Most of the Mk.VIIIs were delivered in the standard RAF Tropical scheme of Dark Earth/Middle Stone over Azure blue. This aircraft had the Middle Stone sections repainted in RAAF Foliage Green and the lower surfaces in RAAF Sky Blue. The fact that the upper/lower color demarcation along the nose of this aircraft is non-standard may indicate that it received a complete repaint in Australia. In that case, the colors were likely to have been RAAF Earth Brown/Foliage Green over Sky Blue. The white leading edge stripes have straight all edges and do not curve with the leading edge of the wing. The white spinner featured either red or black striping depending on the reference you choose to believe.

#### Details:

- Standard Mk.VIII configuration.
- Hemispheric rear-view mirror on windscreen frame.
- Four-spoke wheel hubs.
- IFF antenna under right wing.
- Note long range slipper tank.

References: 10, 20, 22

### 28. Spitfire Mk. VIII, A58-602, No. 457 Squadron RAAF, Morotai, Early 1945,

#### Wing Commander Robert "Bobby" Gibbs

Gibbes, like Caldwell, was flying in the same backwater roles by the time he flew this machine. Gibbs, also like Caldwell, racked up most of his kills in North Africa and the Mediterranean theater while flying Kittyhawks, scoring ten and two shared. As we noted in the previous subject, Gibbs was also involved in the infamous mutiny and was similarly reduced in rank after the court-martial for liquor trafficking.

**Colors:** Field-applied temperate scheme of Ocean Gray/Dark Green over Medium Sea Gray. White stripe on leading edge has straight all edge that does not conform to the leading edge contour. Note that the nose area has a soft demarcation between upper and lower colors, and it does not follow the panel line, instead following a curve like the very early Mk.IIs, and like many other field-applied camouflage schemes - hence our thinking that this one is also field-applied. There is also the slight possibility that photos of this aircraft that we used were printed on the light side, and that it may have been painted in the standard RAAF scheme of Foliage Green/Earth Brown over Sky Blue.

#### Details:

- Standard Mk.VIII configuration.
- Hemispheric rear-view mirror on windscreen frame.
- Four-spoke wheel hubs.
- IFF antenna under right wing.
- Note long range slipper tank.

References: 10, 20, 32



### 29. Spitfire Mk. IXb, EN398, Kenley Wing, Summer 1943,

#### Wing Commander J.E. "Johnnie" Johnson

Now we get to the really meaty portion of Johnnie's career. In March of 1943, Johnson was given command of the Canadian-manned Kenley Wing. During his time with the Canadians, Johnson racked up 14 kills and a further five shared. For his efforts he was awarded the DSO. It is quite possible that EN398 was the highest scoring Spitfire of the war, with at least 10 kills and possibly as many as 15 to its credit. Johnson's fellow ace Bob McNair also scored a kill in EN398 in June of 1943.

**Colors:** Standard Dark Green/Ocean Grey over Medium Sea Grey camouflage. Sky fuselage band and spinner. Note how the Sky fuselage band does not cross the fuselage/tail joint line, but follows it, making the aft lower edge of the band slightly angled. The Canadian maple leaf below the windscreen was definitely not the same as any RCAF post-war roundel. Apparently these were decals procured locally in England, and were most definitely red and white, not green and white as has been portrayed elsewhere. Note that the codes are interrupted by the canopy rails on both sides. This was quite unusual, as most squadrons simply moved the codes slightly lower to clear the rails.

#### Details:

- Standard early Mk.IXb configuration.
- Large cannon bulges on upper wings (Ultracast UC48090 and UC48097, Hasegawa and ICM kits respectively).
- Covered wheel hubs.
- Short carburettor intake.
- Standard wingtips.
- Bulged sliding cockpit hood.
- Hemispheric rear-view mirror on windscreen frame.
- IFF antenna below right wing.

References: 7, 10, 19, 28



### 30. Spitfire Mk. IXc, MA585, No. 403 Squadron RCAF, September 1943,

#### Flight Lieutenant George "Buzz" Beurling

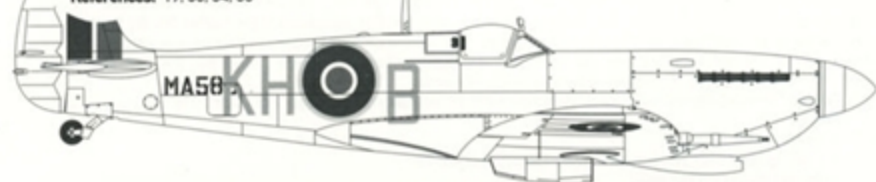
After spending most of the early part of the war with the RAF, Beurling returned to the RCAF in September of 1943, being transferred to No. 403 Squadron, the squadron he had served with in 1941. On 24 September 1943 he added his 30th kill to his tally by downing an Fw190. His stint with 403 Squadron did not last long however, as he was promoted to Flight Lieutenant in October and moved to No. 127 Wing headquarters.

**Colors:** Standard Dark Green/Ocean Grey over Medium Sea Grey camouflage. Sky fuselage band and spinner.

#### Details:

- Standard Mk.IXc configuration.
- Standard wingtips.
- Bulged sliding cockpit hood.
- Hemispheric rear-view mirror on windscreen frame.
- Covered wheel hubs.
- IFF antenna below right wing.

References: 19, 30, 34, 35



### 31. Spitfire Mk. IXc, MH883, No. 412 Squadron RCAF, 30 December 1943,

#### Flight Lieutenant George "Buzz" Beurling

After a mere three weeks with No. 126 Wing headquarters, Beurling was again on the move sometime in early November, this time to No. 412 Squadron. On 30 December 1943, Beurling downed his 31st and final aircraft, another Fw190, closing his score at 31 and one shared.

Beurling was very much an individualist who chafed against the rigid rules of the RAF and the even more rigid rules of the RCAF. Johnnie Johnson spoke of him in his own book "Wing Commander," stating, "I could read his thoughts. Give him a long-range Mustang, fill it up with petrol each day and he'd either get himself killed or would finish up with more Huns than the rest of us put together!" Of course Johnson was one of the few leaders who understood Beurling and who knew how to handle him.

Robert Bracken provided additional details about Beurling's enigmatic personality. Beurling was a loner. Instead of going out boozing like many of his squadron mates, he would spend his free time tending to his aircraft, working on his guns, and talking to his ground crew. Those times he did visit pubs with friends, he only drank soft drinks.

Beurling also had amazing eyesight. So amazing were his eyes that they were even studied by RAF and RCAF doctors to try to determine why he could see so well compared to other pilots. Despite his amazing eyesight, he was almost blind at night, and had to be led back to base if he did venture out. Eventually it was determined that Beurling was somehow "gifted." On one occasion, when he shot down an Fw190, the kill happened so quickly that no one else saw it. Only his gun camera footage saved him from being called a liar by his squadron mates.

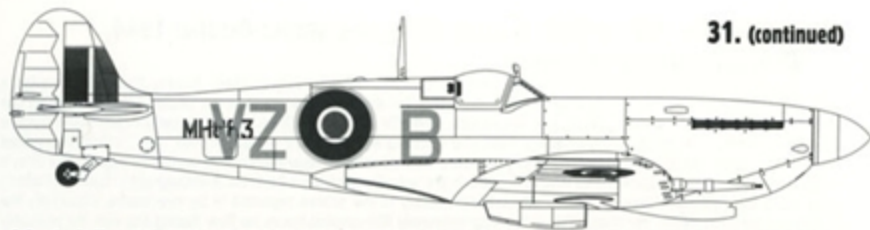
**Colors:** Standard Dark Green/Ocean Grey over Medium Sea Grey camouflage. Sky fuselage band and spinner.

#### Details:

- Standard Mk.IXc configuration.
- Standard wingtips.
- Bulged sliding cockpit hood.
- Hemispheric rear-view mirror on windscreen frame.
- Five-spoke wheel hubs.
- IFF antenna below right wing.

References: 19, 30, 31, 35





31. (continued)

**32. Spitfire Mk. IXc, BS410, No. 315 (Polish) Squadron, Northolt, January 1943, Captain Frances "Gabby" Gabreski**

Gabby's is obviously a well known name, as he was the leading American ace of the ETO. What few people also know is that he was one of the very few USAAF fighter pilots to serve in the RAF (not in an Eagle Squadron) after the establishment of the U.S. Eighth Air Force - and thus our reason for including him on this release. Gabby convinced his superiors that he should serve with a Polish unit (being of Polish descent and a fluent Polish speaker) in order to gain combat experience in advance of the American units that would be arriving in England. Gabby arrived in England in October of 1942. A chance encounter with some Polish pilots led Gabby to finally make it to a combat unit (he had been ferrying USAAF aircraft around England). No. 315 'City of Deblin' Squadron. While with 315 Squadron he flew eleven combat sorties and two SAR flights before being transferred to the soon-to-be-famous 56th Fighter Group. Gabby flew Spitfire IXc BS410, "PK-E" on his first combat mission of the war (Circus 252) on 21 January 1943. It was surely the launch of one of the most illustrious combat careers of WWII.

**Colors:** Standard Dark Green/Ocean Grey over Medium Sea Grey camouflage. Sky fuselage band and spinner.

**Details:**

- Standard Mk.IXc configuration.
- Standard wingtips.
- Bulged sliding cockpit hood.
- Hemispheric rear-view mirror on windscreen frame.
- Five-spoke wheel hubs.
- IFF antenna below right wing.

**References:** 23



**33. Spitfire Mk. IXc, EN520, No. 81 Squadron, Tunisia, April 1943, Squadron Leader Colin Gray**

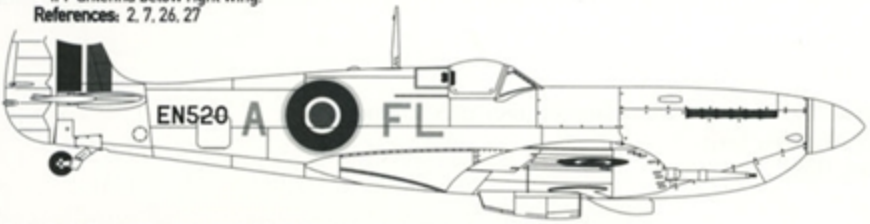
This aircraft was Gray's mount at the end of Tunisian campaign. During his time with 81 Squadron, he added five more kills to his growing tally.

**Colors:** Dark Earth/Middle Stone over Azure Blue. Spinner red.

**Details:**

- Standard early Mk.IXc configuration.
- Short carburetor intake.
- Standard wingtips.
- Flat main wheel hub cover plates probably installed.
- Bulged sliding cockpit hood.
- No rear-view mirror on windscreen frame.
- IFF antenna below right wing.

**References:** 2, 7, 26, 27



**34. Spitfire Mk. IXc, MA408, No. 322 Wing, Sicily, July 1943, Wing Commander Colin Gray**

In May of 1943 Gray was promoted to Wing Commander and took the helm of No. 322 Wing. During the summer of 1943, the wing was heavily involved in the fighting to secure Sicily.

**Colors:** Dark Earth/Middle Stone over Azure Blue. Spinner red.

**Details:**

- Standard early Mk.IXc configuration.
- Short carburetor intake. A number of early Mk.IX aircraft used in North Africa had an Aboukir-modified carburetor intake. However, all the photos we have seen of MA408 clearly show the standard early short carburetor intake style. In Gray's book, he mentions that the filter on his aircraft was nothing more than a rag rigged with a wire to allow it to be removed from inside the cockpit once airborne.
- No ID lamp behind antenna mast.
- Standard wingtips.
- Spitfire Mk.V style elevators (no extra balance horn at the tip).
- Flat main wheel hub cover plates probably installed.
- Bulged sliding cockpit hood.
- No rear-view mirror on windscreen frame.
- IFF antenna below right wing.

**References:** 2, 7, 26, 27

**35. Spitfire Mk. IXc\*, MK392, No. 144 Wing, St. Croix-sur-Mer, Normandy, Summer 1944 Wing Commander J.E. "Johnnie" Johnson**

After a rest tour with the planning staff of No. 11 Group, Johnson again moved back to the front lines, this time with No. 144 Wing, again a Canadian unit. Joining the wing in March of 1944, he was tasked with preparing it for covering the coming invasion of the European Continent. The unit went on to participate in the critical first weeks of the Allied advances in Northern Europe. It was during that time that No. 144 Wing became possibly the highest scoring unit in the RAF, despite having primarily ground support mission tasking.

**Colors:** Like Peter Brothers's Mk.VII you have a couple of choices for this bird. The aircraft was finished in the standard Dark Green/Ocean Grey over Medium Sea Grey camouflage scheme. Interestingly, there do not seem to be any yellow tips on the back sides (at least) of the prop blades. From there your choices on invasion striping are: Scheme A (pre-D-Day): Standard finish, no stripes. Scheme B (early June 1944): Full invasion stripes, possibly with the area around the aircraft codes "cut out" (ie: the stripes not painted "under" the codes), or perhaps even with the stripes interrupted and only being above and below the codes. No photos are known to exist of this aircraft with full D-Day stripes, so the choice is yours. Scheme C (summer 1944): Invasion stripes reduced to lower surfaces only (as depicted on the color instructions).

**\* Notes on the Universal or "E" wing:** This seems like an appropriate point to note that the Universal or "E" wing has caused a good bit of confusion, not only in the modeling community, but also in the aviation history world. There is some debate about when the "E" wing actually appeared in squadron service. According to some of Robert Bracken's sources, it may have been as early as April 1944, much earlier than commonly believed. Regardless of the date of introduction, there was a shortage of the "E" wing. In addition, the RAF was in an absolute panic to equip Spitfires with bomb racks to allow them to go against the V-1 launch sites along the Channel coast. Early operational flights with the "E" wing, equipped with both the 20mm cannon and a .303 machine gun plus the bombs, led to wing stress problems. As a result, the cannon and the machine gun were reversed in the wing to balance against the bomb rack and thus alleviate the stress problem. So while the external appearance was that of an "E" wing, it was really more of a hybrid wing. To confuse matters further, there were field conversion kits to convert "C" wings to "E" wings. More confusing still, Spitfires delivered with "E" wings in the first half of 1944 did not have the inboard .50 caliber machine gun fitted. Although they had the "E" wing breech covers, they were delivered with "C" wing armament of one 20mm and two .303s in each wing. Even the Operational Record Books (ORBs) are not a help on

35. (continued)

this. ORB references to the IXc did not appear until much later in 1944, perhaps even into 1945, to help us unravel this mystery. In mid-1944 they only referenced the IXb, but the "b" referred to the altitude rating of the engine, not the armament!

**Details:**

- Johnson preferred the older style gunsight over the newer gyro sight.
- The aircraft was delivered as a IXc, and may have had "C" or "E" wing armament, but likely did have the "Universal" wing style breech covers. Given the confusion described above, it is nearly impossible to tell for certain. Robert Bracken's research showed that it was the practice of the Canadian wing (No. 144) to remove the outer most .303 (as was the practice on Malta), so it is incorrect to say that they were delivered as "C" wings and changed to "E" wings. Most of the Spitfires had "E" wings all along (in 1944) but no .50 cal guns (the .303s were retained in their stead).
- One well known photo of Johnson, standing in front of his aircraft, with his dog Sally, was taken not long after D-Day. This photo clearly shows an "E" wing, but there is some confusion if this picture was in front of MK392 or MK329 (JE-J Jr.).
- Standard wingtips.
- Bulged sliding cockpit hood.
- Hemispheric rear-view mirror on windscreen frame.
- Five-spoke wheel hubs.
- IFF antenna below right wing.

**References:** 7, 19, 35

**36. Spitfire Mk. IXc, MK392, No. 127 Wing, Eindhoven, Holland, January 1945 Wing Commander J.E. "Johnnie" Johnson**

After No. 144 Wing disbanded in August of 1944, Johnson assumed command of No. 127 Wing where he remained until early 1945. While he later moved on to fly the Spitfire Mk.XIV as a Group Captain with No. 127 Wing, his scoring days were over. He ended the war with an incredible 34 kills, of which 27 were in the Mk.IX, making him by far the highest scoring Mk.IX ace. In addition to his 34 confirmed kills he had a goodly number of shared kills, probables and damaged aircraft. It's important to note that like American ace Robert Johnson, all of Johnnie's kills were against single-engined fighters, except for a shared Bf110. Also important (at least in terms of this decal sheet) is that Johnson was the top scoring Spitfire ace, with all of his kills coming in Spitfires. Only Marmaduke Thomas St. John Pattie's (whose records were lost when he was killed in Greece) unofficial score of about 50 surpassed Johnson in terms of overall kills for the honor of highest scorer in the RAF. Johnson was however, uncontested in holding the title of highest scoring RAF ace in Northern Europe.

**Colors:** All traces of the D-Day stripes were ordered removed by early 1945, but otherwise the appearance was as in Subject 35 above with the exception of the black spinner and removed rear fuselage Sky band.

**Details:**

- As in Subject 35 above.

**References:** 7, 19, 35

**37. Spitfire LF.Mk. IXc, RR201, No. 411 Squadron, Heesch, Holland, 29 December 1944 Flight Lieutenant Richard "Dick" Audet**

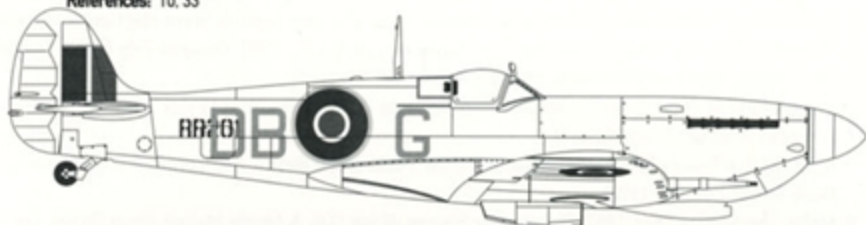
As Dr. Alfreed Price states in "Osprey Aircraft of the Aces 5 Late Marquee Spitfire Aces," "No description of the late mark Spitfire aces is complete without mention of the short but brilliant career of the French Canadian Richard "Dick" Audet." His career with the RAF began in October 1942, but he never found himself in the right place at the right time for any air-to-air combat - that is until one short but memorable mission on 29 December 1944 when Audet became an ace. During this mission, Audet (flying J.J. "Jack" Boyle's aircraft, whose log book we used to confirm the codes and serial) scored five kills: 2 Bf109s and 3 Fw190s. The mission is even more amazing when you consider his canopy flew off half way through the attack! Through the confirmation of those flying with him and the independent study of his gun camera film, Audet was awarded all five kills and the DFC, and became possibly the only Spitfire ace in a single sortie. Audet went on to score five more kills, including an Me262, before being killed by AAA while attacking a rail yard in 1945.

**Colors:** Standard Dark Green/Ocean Grey over Medium Sea Grey. Fuselage band and spinner Sky.

**Details:**

- Standard LF.Mk.IXc configuration (note that the LF only referred to the engine, not the airframe configuration).
- Standard wingtips.
- Bulged sliding cockpit hood.
- Hemispheric rear-view mirror on windscreen frame.
- Four-spoke wheel hubs.
- IFF antenna below right wing.

**References:** 10, 33



**38. Spitfire Mk. IXc, "MK329", No. 144 Wing, St. Croix-sur-Mer, Normandy, Summer 1944, Wing Commander J.E. "Johnny" Johnson**

We had to include this aircraft just for the fun of it! No Spitfire decal set would be complete without this subject. The "infamous" JE-J Jr. never officially existed. It is likely that the serial was invented with an intentionally mixed up set of numbers so as to throw off any nosy headquarters types. According to legend, the aircraft was pieced together from spares and various wrecks. The aircraft was fitted with wing hard points which were commonly used to carry kegs of beer back to the front! This modification was known as "Depth Charge Modification XXX."

**Colors:** Standard Dark Green/Ocean Grey over Medium Sea Grey. Fuselage band and spinner Sky. Note how the D-Day stripes are cut out with slight flares at the ends to avoid the code letters.

**Details:**

- Standard Mk.IXc configuration.
- Standard wingtips.
- Bulged sliding cockpit hood.
- Hemispheric rear-view mirror on windscreen frame.
- Five-spoke wheel hubs.
- IFF antenna below right wing.
- Bomb ("depth charge") racks fitted under wings.

**References:** 18, 19

**39. Spitfire Mk. XII, MB882, No. 41 Squadron, Friston, 1943, Flight Lieutenant Donald Smith**

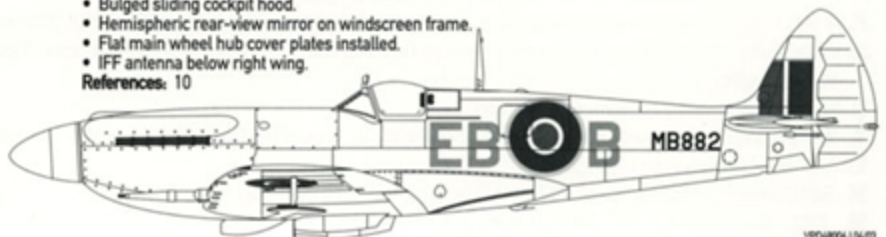
After recovering from an injury incurred while flying with No. 126 Squadron on Malta, Smith joined No. 41 Squadron, then flying the Spitfire Mk.XII. During this time Smith added a kill and a damaged aircraft to his record (both were Fw190s, although neither was bagged while flying MB882). At the time of Smith's assignment, No. 41 Squadron was engaged in anti-V-1 operations.

**Colors:** Standard Dark Green/Ocean Grey over Medium Sea Grey. Fuselage band and spinner Sky.

**Details:**

- Standard late Mk.XII configuration (based on Mk.VIII airframe).
- Clipped wingtips.
- Bulged sliding cockpit hood.
- Hemispheric rear-view mirror on windscreen frame.
- Flat main wheel hub cover plates installed.
- IFF antenna below right wing.

**References:** 10





#### 40. Spitfire Mk. XII, EN625, No. 91 Squadron, Hawkinge, May 1943,

##### Squadron Leader Raymond Harries

On 25 May 1943, S/L Harries and his wingman had just returned from defensive patrol when they were immediately scrambled to intercept some 15 Fw190s that were reported in the area. Harries and his number two both immediately took off again, and in the subsequent action (2 vs. 15) Harries downed two of the Fw190s off the coast of Folkestone, an area the Luftwaffe had been harrasing for some time. S/L Raymond Harries was the top scoring Welsh ace with 16½ kills, and the RAF's only Mk.XII ace, with 9 kills in the first of the Griffon engined Spitfires.

**Colors:** Standard Dark Green/Ocean Grey over Medium Sea Grey. Fuselage band and spinner Sky.

##### Details:

- Standard early Mk.XII configuration (based on Mk.V airframe).
- Clipped wingtips.
- Bulged sliding cockpit hood.
- Hemispheric rear-view mirror on windscreen frame.
- Flat main wheel hub cover plates installed.
- IFF antenna below right wing.

**References:** 24



#### 41. Spitfire Mk. XIV, RM787, Lympe Wing, September-October 1944,

##### Wing Commander Colin Gray

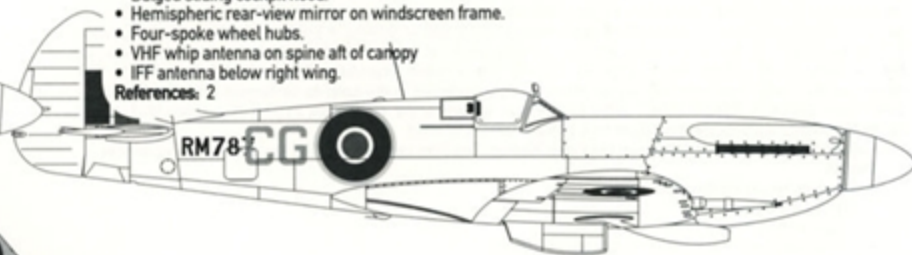
Gray joined the Dettling Wing (later to become the Lympe Wing) in July of 1944. During this time the wing's primary activity was operations against the V-1 "Buzz Bombs" then harrasing all of the south of England. Like the Mk.V for Gray above, it seemed fitting that we include a Mk.XIV as well, as Gray fought in pretty much every Spitfire marque, starting with Mk.IIs in December of 1940 and finishing in this Mk.XIV in May of 1945. He is officially credited with 27½ confirmed kills and a smattering of probables, shared, and damaged aircraft. It is interesting to read Gray's comments, featured in "Spitfire: The ANZACS" (which are actually excerpted from his autobiography "Spitfire Patrol") regarding the scoring of aces in WWII. He considers many of the scores reported to be overstated, especially the claims of German pilots. He states that in the approximately 650 combat hours he flew during the war, he probably only had about 60 opportunities to actually fire on the enemy.

**Colors:** Standard Dark Green/Ocean Grey over Medium Sea Grey. Fuselage band and spinner Sky.

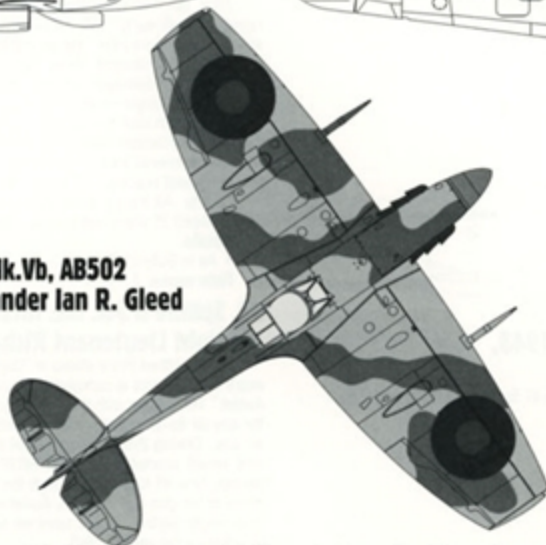
##### Details:

- Standard Mk.XIV configuration.
- Standard wingtips.
- Bulged sliding cockpit hood.
- Hemispheric rear-view mirror on windscreen frame.
- Four-spoke wheel hubs.
- VHF whip antenna on spine aft of canopy.
- IFF antenna below right wing.

**References:** 2



#### 12. Spitfire Mk.Vb, AB502 Wing Commander Ian R. Gleed



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