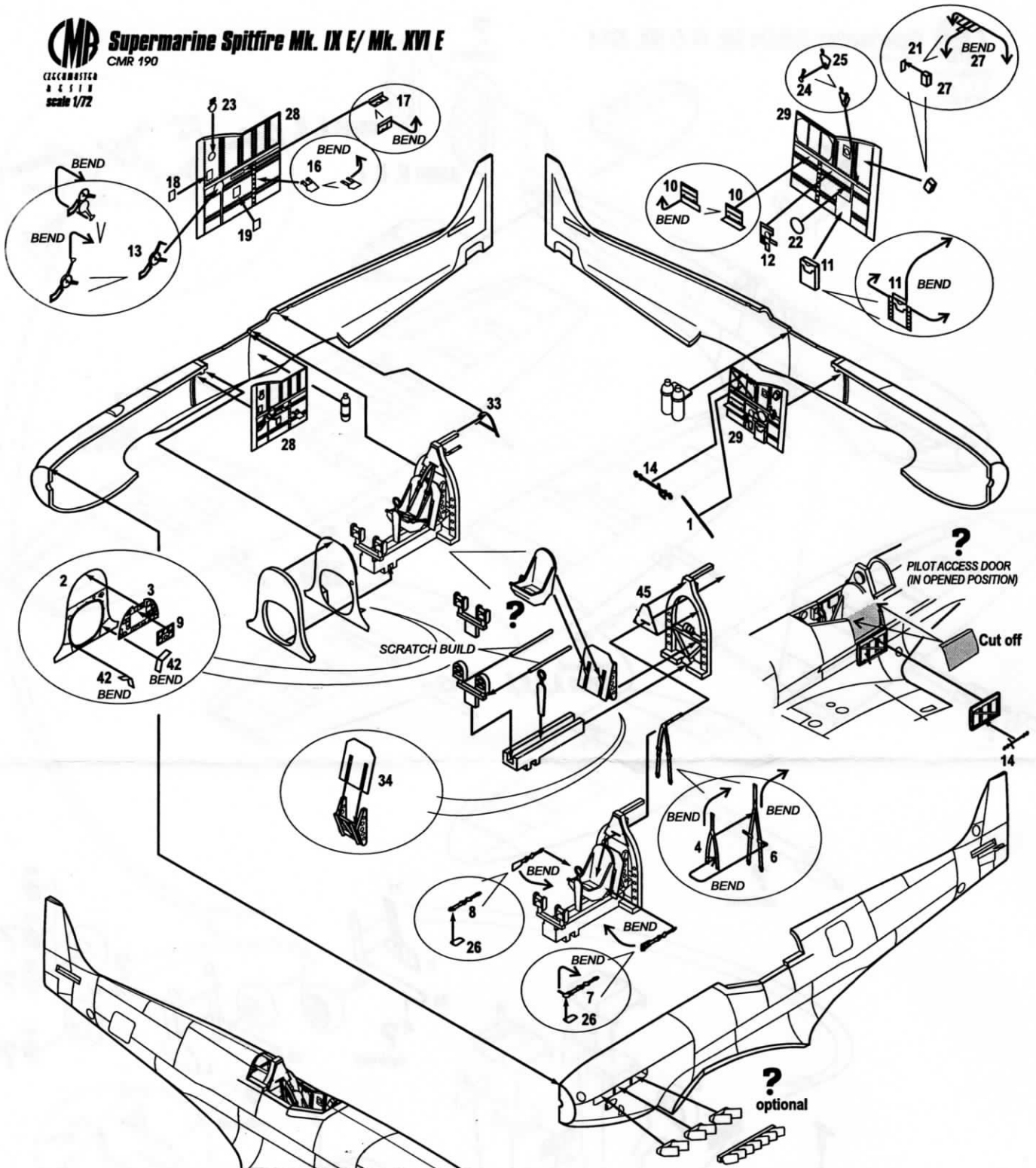




Supermarine Spitfire Mk. IX E/ Mk. XVI E

CMR 190

scale 1/72



COLOUR NOTE:

- interior of cockpit - in interior green colour,
- pilot's seat - red-brown wood
- propeller - black with yellow tips
- undercarriage legs, wheel disk - silver
- tailwheel - silver
- wheel wells - underside colour or interior green
- exhaust pipes - burnt iron
- bombs - olive green

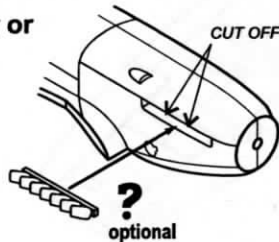
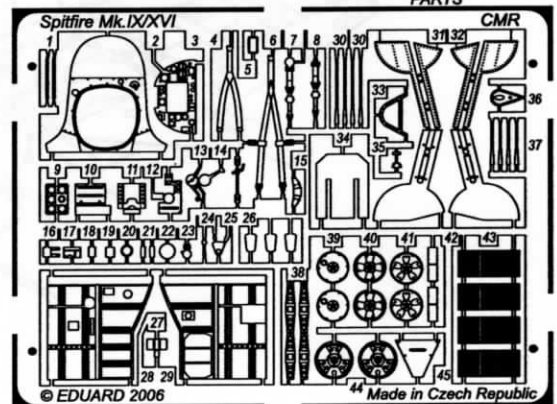
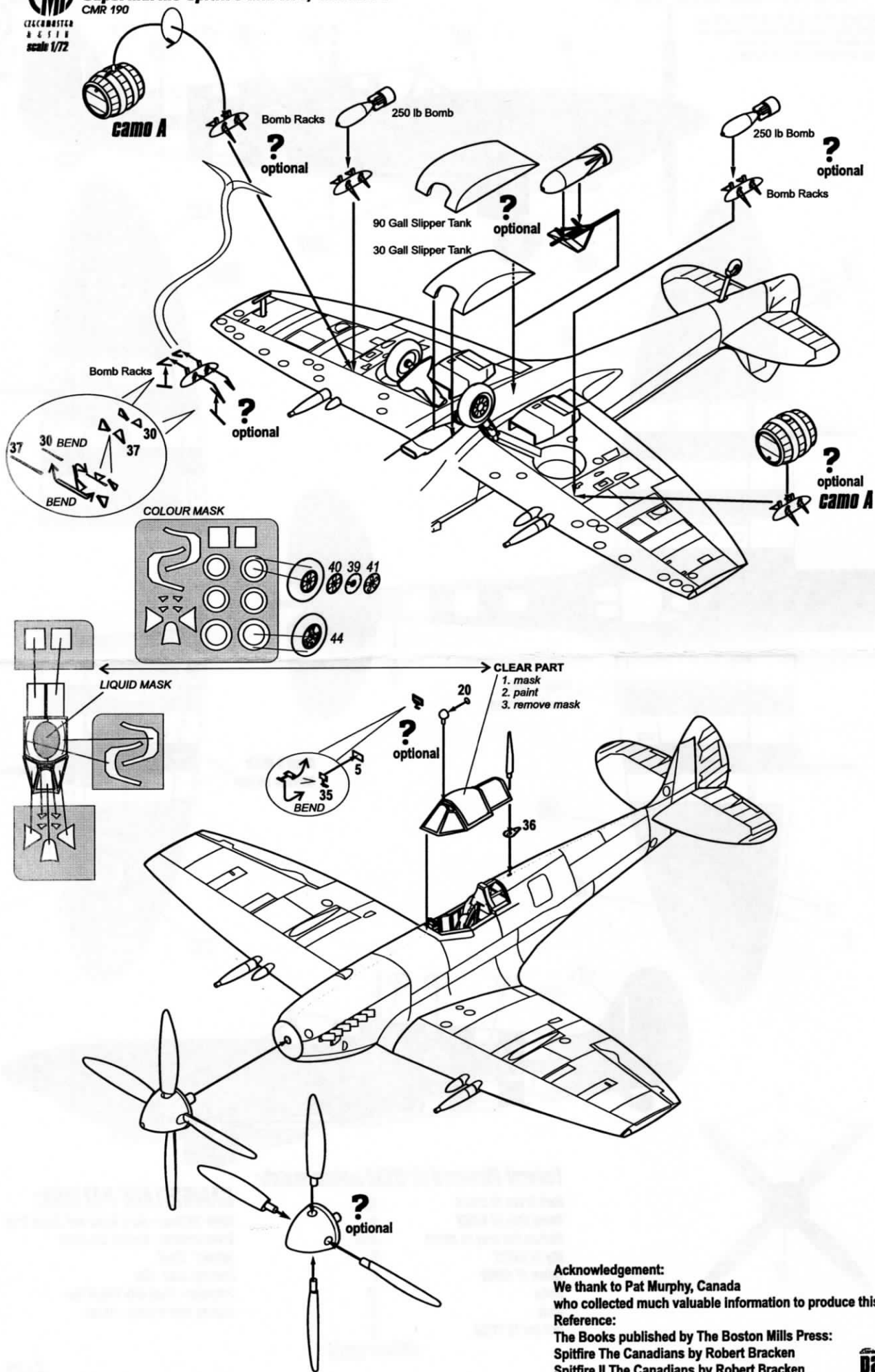


PHOTO-ETCHED PARTS





Acknowledgement:
 We thank to Pat Murphy, Canada
 who collected much valuable information to produce this model.
Reference:
 The Books published by The Boston Mills Press:
 Spitfire The Canadians by Robert Bracken
 Spitfire II The Canadians by Robert Bracken

camo A Supermarine Spitfire Mk. IX E, JE-JM, MK329
144 and 127 Wings (RCAF), June 1944

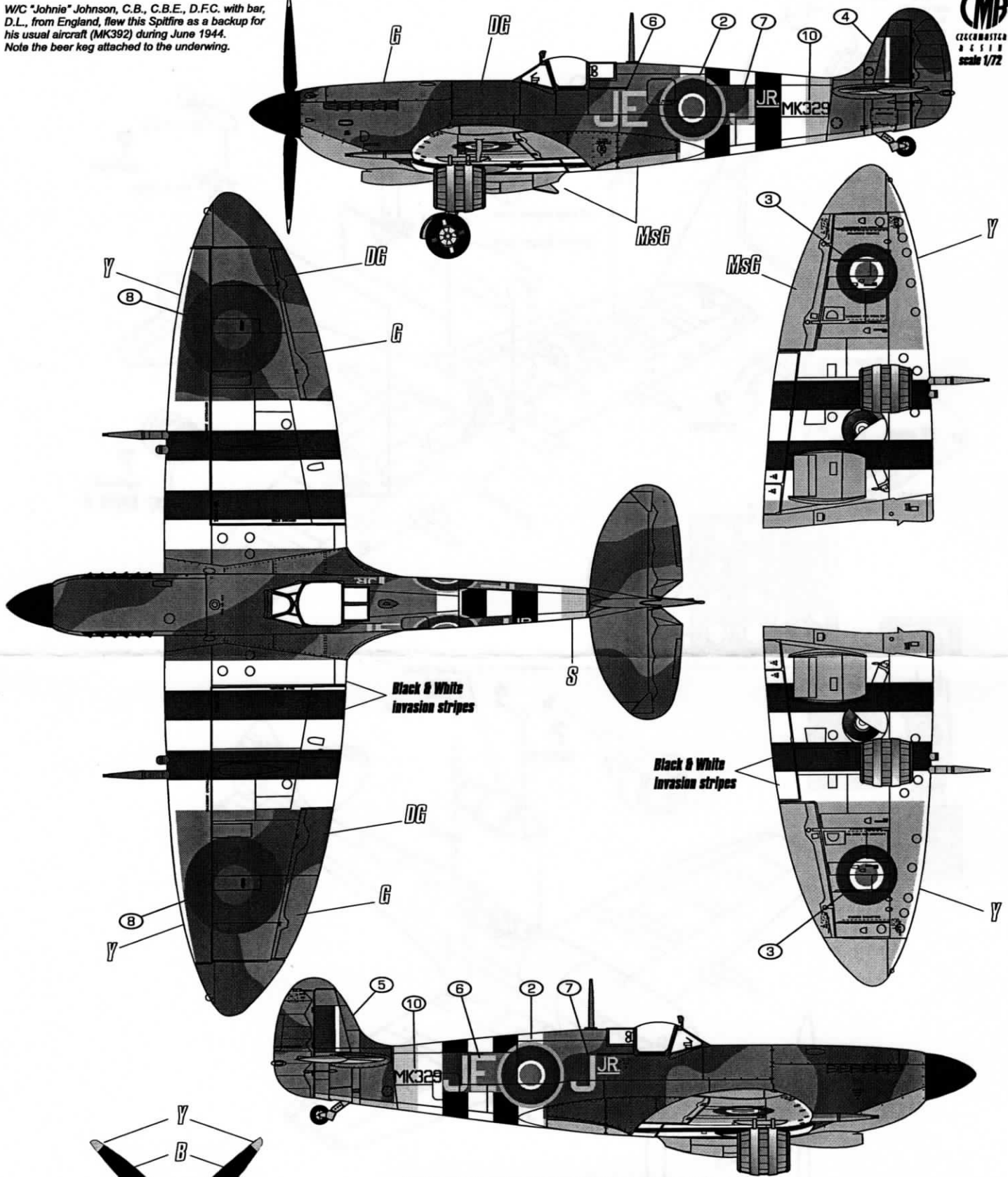
W/C "Johnie" Johnson, C.B., C.B.E., D.F.C. with bar, D.L., from England, flew this Spitfire as a backup for his usual aircraft (MK392) during June 1944. Note the beer keg attached to the underwing.

Supermarine Spitfire Mk. IXE/ XVIE

CMR 190



CECROMASTER
4 5 1 8
scale 1/72



Black & White invasion stripes

Black & White invasion stripes

Federal Standard FS 595A colour match:

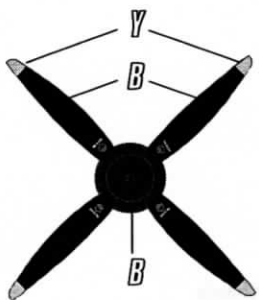
- Dark Green FS 34079
- Ocean Grey FS 36152
- Medium Sea Grey FS 36270
- Sky FS 35822
- Yellow FS 33538
- White
- Black
- Dull Red FS 31136

- DG
- G
- MSG
- S
- Y
- W
- B
- B

Colour code

CAMOUFLAGE PATTERN:

- Upper surfaces - Dark Green and Ocean Grey
- Undersurfaces - Medium Sea Grey
- Spinner - Black
- Fuselage band - Sky
- Propeller - Black with Yellow tips
- Leading edge of wing - Yellow



camo B Supermarine Spitfire Mk. IX E, JE•J, MK392

144 and 127 Wings, January 1945

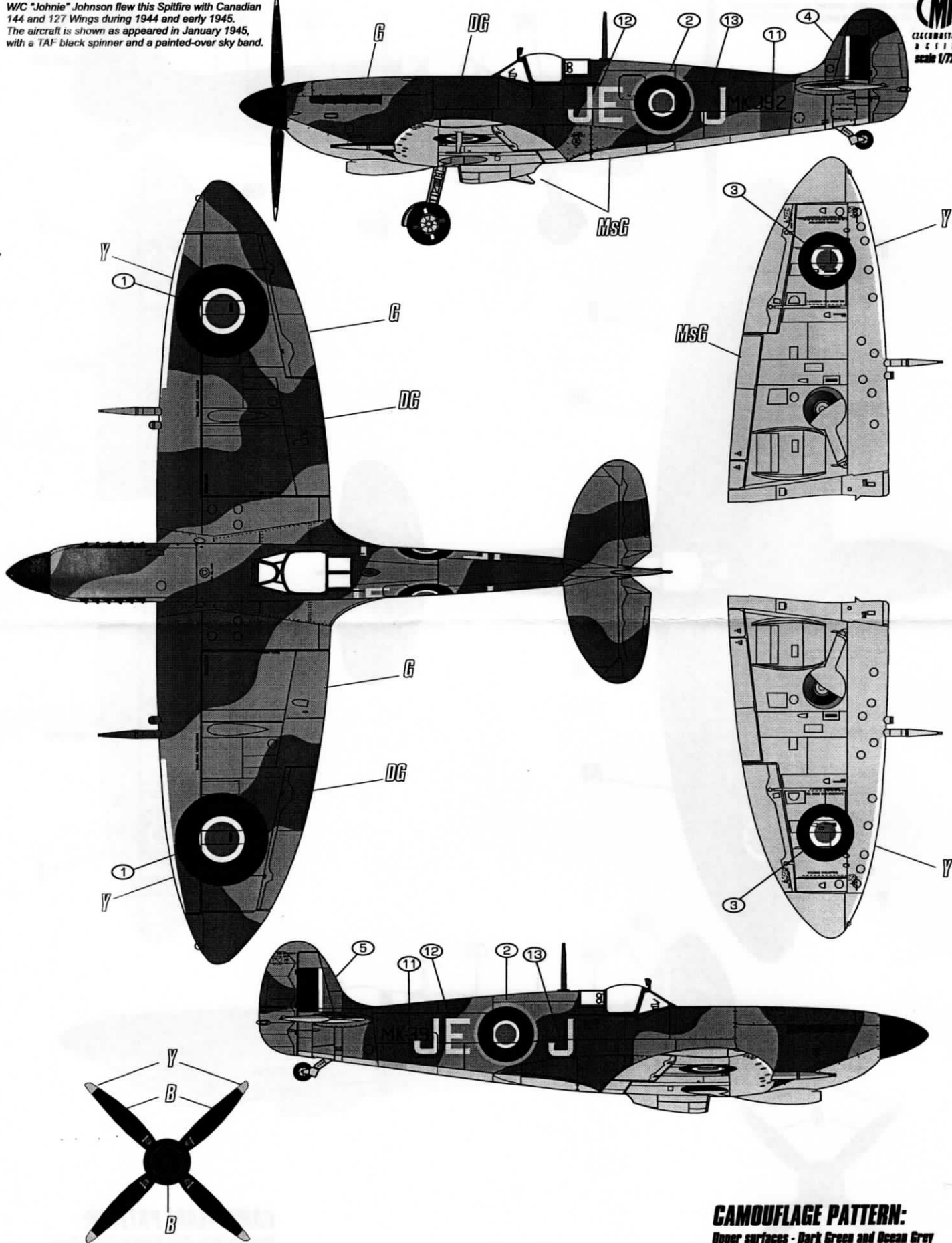
W/C "Johnie" Johnson flew this Spitfire with Canadian 144 and 127 Wings during 1944 and early 1945. The aircraft is shown as appeared in January 1945, with a TAF black spinner and a painted-over sky band.

Supermarine Spitfire Mk. IXE/ XVIE

CMR 190



CELEBRATING 40 YEARS scale 1/72



CAMOUFLAGE PATTERN:

- Upper surfaces - Dark Green and Ocean Grey
- Undersurfaces - Medium Sea Grey
- Spinner - Black
- Fuselage band - overpainted
- Propeller - Black with Yellow tips
- Leading edges of wing - Yellow

camo C Supermarine Spitfire Mk. IX E, EJC, PT398
 W/C Jack Charles, Tangmere Wing, Tangmere, March 1945

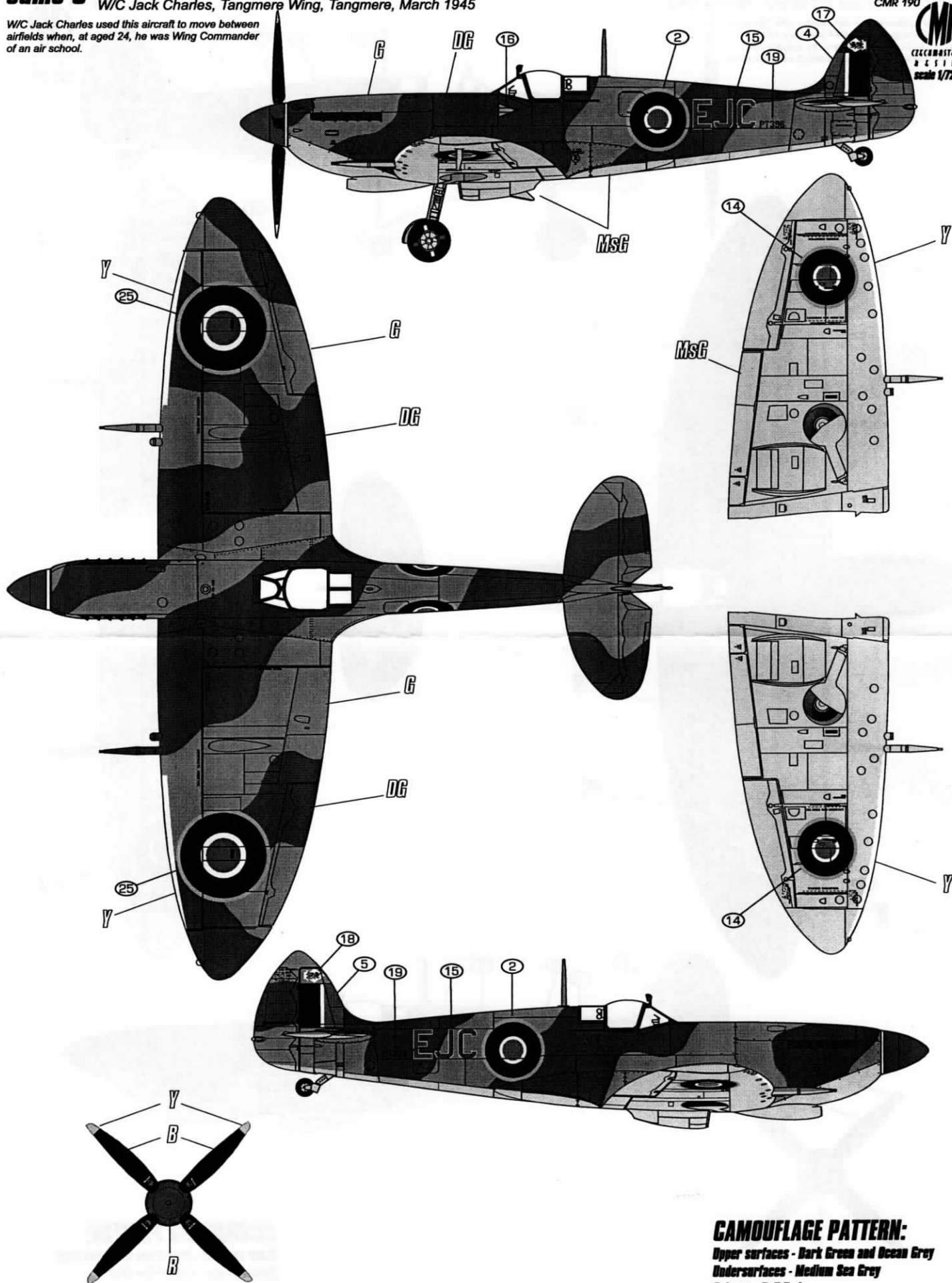
W/C Jack Charles used this aircraft to move between airfields when, at aged 24, he was Wing Commander of an air school.

Supermarine Spitfire Mk. IXE/ XVIIE

CMR 190



CELEBRATING 40 YEARS
 scale 1/72



CAMOUFLAGE PATTERN:

- Upper surfaces - Dark Green and Ocean Grey
- Undersurfaces - Medium Sea Grey
- Spinner - Dull Red
- Fuselage band - overpainted
- Propeller - Black with Yellow tips
- Leading edge of wing - Yellow

camo D Supermarine Spitfire Mk. XVI E, JF-E, TD147

W/C James "Stocky" Edwards, 127 Wing, Schneverdingen, Germany, May 1945

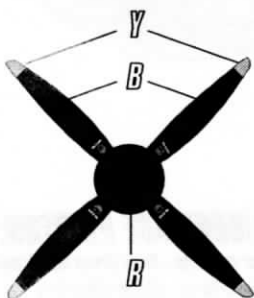
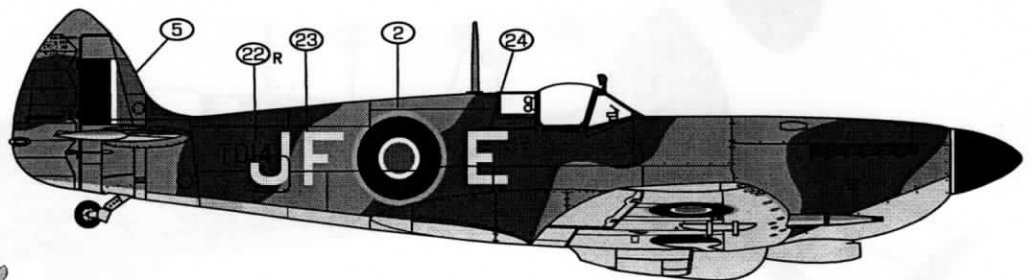
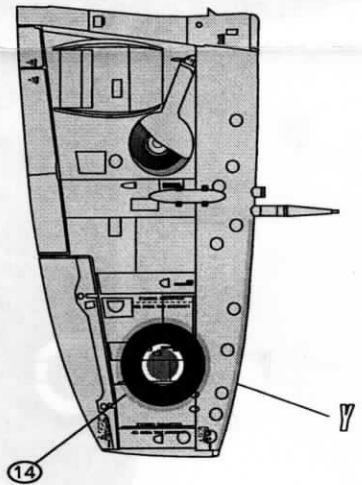
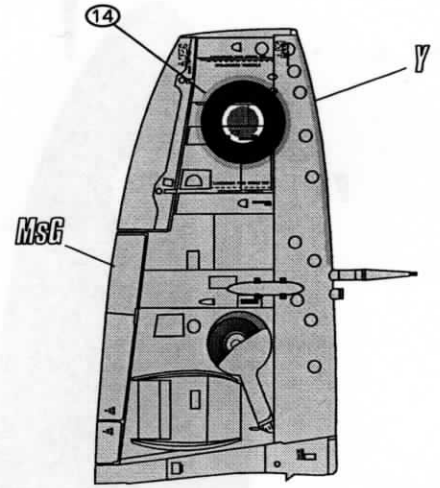
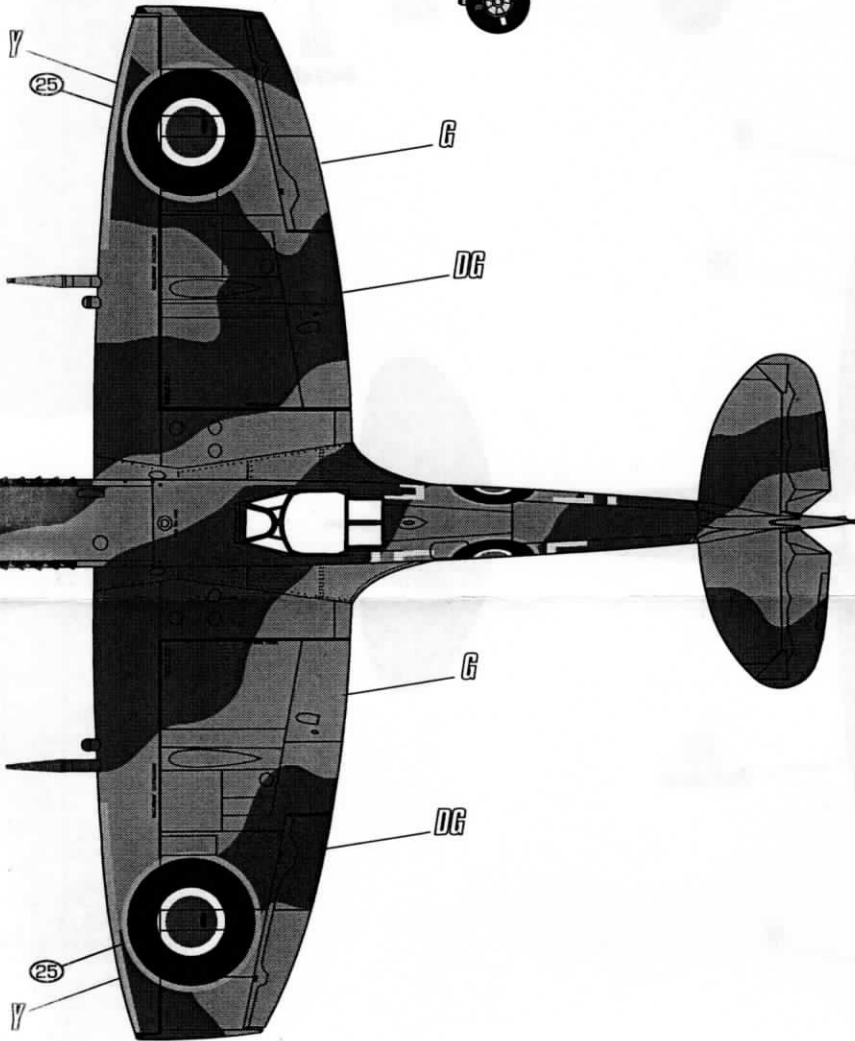
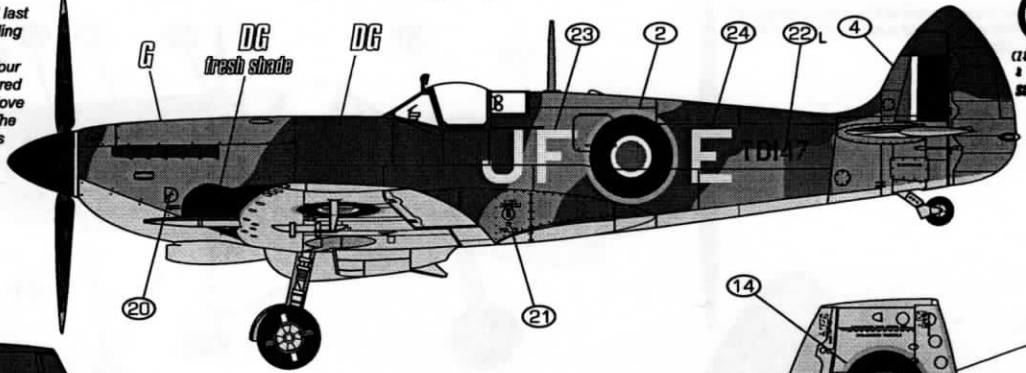
W/C Edwards was flying JF-E on this 373rd and last mission of the war on May 3, 1945. He was leading a squadron on an attack against a Ju 88, which proved to be a tough bird. He sent a section of four Spitfires at the bomber. Although all fighters scored many hits, the bomber flew on. Then Edwards dove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

Supermarine Spitfire Mk. IXE/ XVIE

CMR 190



CELEBRATING
A 65th
ANNIVERSARY
SCALE 1/72



CAMOUFLAGE PATTERN:

Upper surfaces - Dark Green and Ocean Grey

Undersurfaces - Medium Sea Grey

Spinner - Night Black optionally Night Black with Aluminum back plate

Fuselage band - overpainted

Propeller - Black with Yellow tips

Leading edge of wing - Yellow

camo E Supermarine Spitfire Mk. XVI E, PS-T, TB300
 G/C Stan Turner, 127 Wing, Evere, Belgium, April 1945

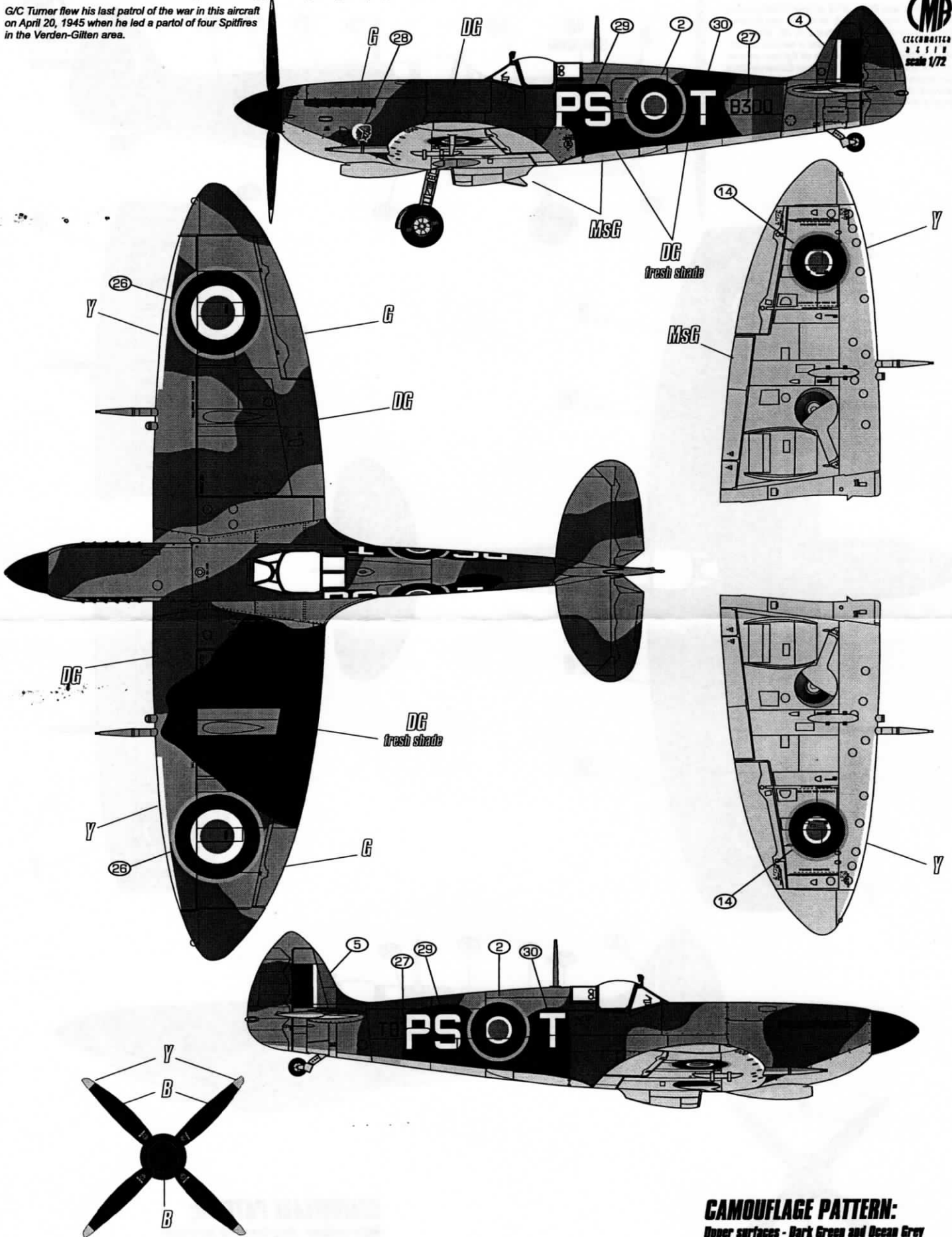
G/C Turner flew his last patrol of the war in this aircraft on April 20, 1945 when he led a patrol of four Spitfires in the Verden-Gilten area.

Supermarine Spitfire Mk. IXE/ XVIIE

CMR 190



CELEBRATING 40 YEARS
 scale 1/72



CAMOUFLAGE PATTERN:

- Upper surfaces - Dark Green and Ocean Grey
- Undersurfaces - Medium Sea Grey
- Spinner - Black
- Fuselage band - overpainted
- Propeller - Black with Yellow tips
- Leading edge of wing - Yellow

Biography

Wing Commander James Francis "Stocky" Edwards DFC bar, DFM, MID

Order of Canada

Photos by courtesy James F. Edwards

Text by courtesy of Pat Murphy, Volunteer of Y2-K Restoration Team, Comox Aviation Museum, Canada

James Francis "Stocky" Edwards joined the Royal Canadian Air Force almost as soon as he graduated from high school in 1940; he hitchhiked to the RCAF recruiting centre in Saskatoon to enlist from his farm home in Battleford Saskatchewan, a distance of about 100 miles. Like many young Canadian men, getting into the war seemed like the right thing to do.

Stocky Edwards had never driven a car nor been within a hundred yards of an airplane he did possess a strong desire to serve his country and to do it flying Spitfires. He played hockey in his spare time and was considered very athletic, he was determined, very responsible and like most Canadian farm boys of very hardy stock.

Without knowing it, he already possessed some skills learned as a young hunter that would serve him well as a fighter pilot, Edwards was proficient with a 22 rifle and 12 gauge shotgun, he learned to shoot when he was 9 years old and it was often his responsibility to provide meat for the family table, wing shooting came easy to Stocky and the shooting skills that he had learned on the Canadian Prairie would serve him well in North Africa at the controls of a Kittyhawk, in the Mediterranean and over the Skies of Northern Europe in his favorite fighter, the beautiful Spitfire, James Francis "Stocky" Edwards would become one of Canada's highest scoring aces of the Second World War.



Eventually the call came from the RCAF to report for basic training; Edwards trained at several Canadian training bases and eventually received his wings, in August 1941 Stocky was posted overseas for operational training at 55 OTU in Usworth, England. After OTU he was assigned to 94 Squadron RAF Squadron in North Africa for a short spell then on to 260 Squadron RAF flying Kittyhawks.

On his first operational sortie while escorting Boston bombers on March 2, 1942 Edwards shot down his first enemy aircraft. It would be the first of many. Stocky Edwards would fly Kittyhawks until posted to the Middle East Central Gunnery School at El Ballah, Egypt where he trained other pilots in the dog fighting and shooting skills he had learned in the Western Desert.

Stocky Edwards was posted to 417 Squadron RCAF in December 1943 this time to his first RCAF Squadron and he would fly Mk VIII Spitfires. Based out of Marcianise Italy, two weeks later he would become flight commander of 92 Squadron RAF out of the same Italian base supporting ground forces involved in the Anzio beachhead, 92 Squadron was also flying Mk VIII Spitfires. In March 1944 Edwards was posted again this time to command 274 Squadron RAF, after experiencing a crash in the central mountains of Italy Stocky was hospitalized for several days, he returned to his Squadron only to find that he was being repatriated to England with 80 and 229 Squadrons to prepare for the D-Day landings in France.

The squadrons formed a new Spitfire Wing at Hornchurch flying Mk IX's they operated from Detling and later West Malling flying sweeps and escort missions over the continent, during these sweeps Stocky flew 75 missions and did not encounter a single enemy aircraft.

In August 1944 Stocky converted to Tempest fighters and flew operations against Doodle Bugs until he was repatriated to Canada for some rest, Edwards had now completed 2 combat tours. After 5 months of staff duties Stocky was re-posted to Europe and assigned to lead 127 Canadian Spitfire Wing. Edwards led the Wing and continued combat sorties until the Germans surrendered in May of 1945. Officially Edwards was credited with 16 1/2 victories but as a modest man he did not claim all his victories, his autobiography written by himself and Michel Lavigne titled "Kittyhawks over the Sand" chronicles his victories listing the date and location, they are as follows, **22 destroyed, 2 shared destroyed, 6 probable, 15 damaged, 12 aircraft destroyed on ground and over 200 military vehicles destroyed on the ground.** Stocky Edwards was a magnificent pilot and skilled marksman, he managed a (single victory or damage) on 18 different occasions and double victory seven times and a triple on 3 occasions.





The pictures of Stocky in the Spitfire was taken in Germany in May 1945 while sitting in TD147 after leading the wing on a flight over some German cities



The scramble takeoff shows Stocky leading 403 Squadron Spitfires out over a flight over Germany to discourage any resistance to the Allied troops after the War had ended. The 403 Squadron Spitfires are now displaying the 3 coloured spinner to celebrate the end of the war, the spinners were painted red, white and blue, the 403 codes were KH and are visible on a couple of the Spits. Stocky's JFE is out front and preparing for a mass take off.



Stocky Edwards flew many different types of Allied Aircraft including several different captured types. His log book lists 600 hours on Kittyhawks, 450 on Spitfires (Mk V's Mk VIII's, Mk IX's, Mk XVI's Mk XIV). 20 Hours on Tempests, 3 hours and 30 minutes on Bf 109, Fw 190 2 hours and 45 minutes, Ju 87 one hour and four hours on a Bf 108. Stocky also piloted a He 111 while in the desert. Stocky Edwards also flew an American P-47 and had some stick time on a P-51 Mustang. After the War Stocky was interviewed for a publication and was asked, what was his favorite aircraft, Stocky did not hesitate, *"In my opinion, the Mk IX Spitfire was the finest fighter ever built"*. Stocky Edwards should know he flew many different types during his Air Force career.

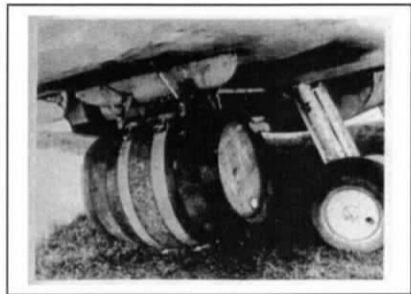
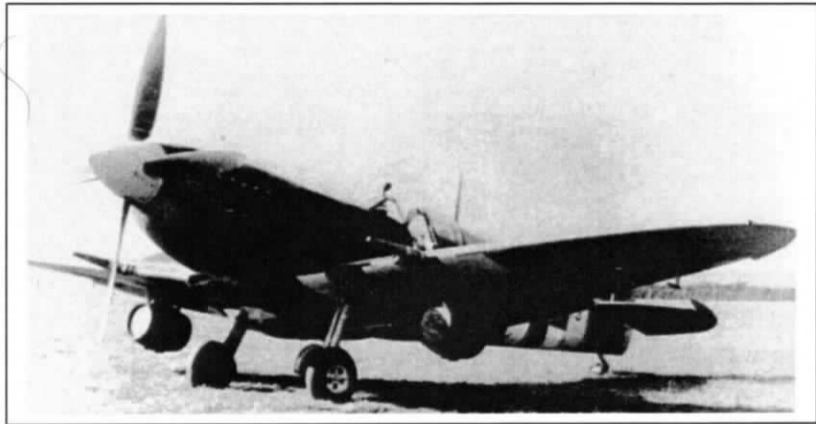
Stocky Edwards remained in the RCAF after the Second World War, he would fly Vampires and Sabre jets until he retired in September, 1971, he is still active in Spitfire affairs and is part of the Y2-K Spitfire restoration team in Comox British Columbia, he enjoys his retirement and spends many hours fishing, golfing and gardening at his home on Vancouver Island Canada.



Photo taken in the 1950's when Stocky flew Sabre jets with the RCAF



Photo was taken at the Vancouver airport in April of 2006 where Stocky was reunited with a Spitfire for a documentary film that is being produced about Stocky Edwards life, it happens to be a Mk 14 TZ138. It was the first time Stocky had been in the cockpit of a Spitfire since August 1945.



The Spitfire Mk IX with two large beer barrels "Modification "XXX" on the wing bomb carriers
Reference: Book " Spitfire The History " - Page 315
Eric E.Morgan and Edward Shacklady

Supermarine Spitfire Mk. IXE/XVII **CMR190**
in RCAF service **1/72 scale**



JE JE

JJR JJR

MK329
MK329

MK392
MK392

JE JE JJ



EJC EJC



PT396 PT396

TDI47 TDI47

JF JF E E



TDI47L TDI47R

TB300 TB300



PS PS



SONUS * * * * *

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