

eduard

LIMITED

DUAL COMBO



Spitfire Story:
Per Aspera ad Astra

INSTRUCTION SHEET



1/48

11162-NAV1

Spitfire Mk.V

technical development

Spitfires Mk.Vc of No. 91 Squadron at Hawkinge airfield in May 1942. The aircraft serial number AB216, DL-Z, was flown by Squadron Leader R. W. Oxpring DSO, DFC.



Photo: IWM

During 1940 the Spitfire Mk.I and Mk.II large scale production was fine-tuned to an extent that it could satisfy Air Ministry orders, supply RAF Fighter Command combat units and replenish the combat losses. With the arrival of new Bf 109F-1 and F-2 in the end of 1940 and beginning of 1941 the advantage quickly turned to the German side. In order to counter the German technical supremacy, the Spitfire performance had to improve quickly.

The traditional way of performance improvement has been the installation of the more powerful engine. The first attempt at development of the higher performing Spitfire version was the project Improved Spitfire later renamed to Superiority Spitfire launched as early as the beginning of 1939. The modification represented the new Rolls-Royce Merlin RM 2SM engine installation which was the upcoming Merlin XX with single stage two speed compressor at the maximum power output 1,037 kW (1,320 hp). The Air Ministry demanded the prompt Spitfire III large scale production but this was hampered by complicated development of Merlin XX and problems with its manufacturing.

Merlin 45

In the end of 1940, after the Merlin XX installation turned out not to be feasible, Rolls-Royce proposed the solution in the form of simultaneously developed and easier to manufacture Merlin RM5S later designated Merlin 45 featuring single stage single speed compressor with maximum power of 902 kW (1,210 hp) at 5,400 meters. Merlin 45 design enabled upgrading of Merlin III to Merlin 45 standard by replacing the compressor and its installation into both Spitfire Mk.I and Mk.II airframes and conversions of the already manufactured aircraft.

Spitfire Mk.Va and Mk.Vb

Between the end of 1940 and beginning of 1941 Rolls-Royce tested several Spitfires Mk.I powered by Merlin 45 and at the same time Supermarine was rebuilding Spitfires Mk.I with Merlin 45 power plant. In the second half of February 23 Spitfires Mk.Ib received Merlin 45 and became the first Spitfires Mk.Vb. Several machines armed with eight machine guns installed in the wing were converted to Spitfire Mk.Va standard. Except for the engine the equipment of these airframes corresponded to Spitfire Mk.Is standard including the smaller oil cooler featuring the U-shaped intake which was the cause of higher operational oil temperature and posed a certain risk of overheating on the first

Spitfire Mk.Vs.

During March the assembly lines were adjusted to Spitfire Mk.V manufacturing, in April the production was at full speed and yielded thirty six Mk.Va and twenty two Mk.Vb airframes. The last Mk.I, serial R7257, was completed in April as well. The manufacturing at Supermarine continued until October 1942 totaling 1,352 aircraft out of which 94 were Mk.Va, 780 Mk.Vb and 478 Mk.Vc. CBAF (Castle Bromwich Aircraft Factory) launched Spitfire Mk.V production in June 1941 alongside fulfilling the contract, dated April 12, 1939, for one thousand Mk.II. Gradually the company received further eight orders to manufacture Spitfires Mk.V out of which the last order, placed in May 1942, largely switched to upgraded Spitfires Mk.IX. Until April 1943 CBAF produced in total 3,003 Spitfires Mk.Vb and 1,474 Spitfires Mk.Vc.

Upgrading Spitfire Mk.Vs

In the course of their more than two and half years long production Spitfires Mk.V were gradually developed and improved. Upon launching the production, they already featured enhanced armor compared to Mk.I and Mk.II versions. The oil cooler was relatively quickly replaced by the larger version with a circular intake. This cooler was retroactively installed on the first Spitfires Mk.V converted from Mk.I and Mk.II. The larger oil cooler has become one of recognition features of Spitfire Mk.V. In the same expedient manner, the armament consisting of eight Browning 0.303 caliber (7.7 mm) machine guns was abandoned. Only 94 Mk.Va airframes armed in this manner were manufactured while 6,370 aircraft armed with two Hispano 20 mm cannons and four 7.7 mm Brownings were produced.

Canopy

The windshield, with exterior-mounted armor glass, went through the modification. On later Mk.V the armor glass was integrated into the windshield interior and was no

longer protruding outside of its profile. The sliding part of the canopy was modified as well and on the later production batches was not only bulging upwards but also to both sides (Malcolm Hood, modification nr. 461). This canopy lacked the side ventilation hatch. The majority of Spitfires Mk.V were equipped with the laminated pilot seat.

Radio equipment

The first Spitfires Mk.V, converted from Spitfires Mk.I, still featured the short-wave TR.9D radios with wire antenna stretched from the mast behind the canopy to the tip of the vertical stabilizer. After the production was launched the new airframes were equipped with new VHF TR.1133 radios and later TR.1143 which, starting in the summer, replaced the older radios. TR.1133 and 1143 already lacked the wire antenna and therefore the newly manufactured airframes were missing the mast on the tip of the vertical stabilizer. Similarly, the first converted Mk.V featuring the IFF R.3002 identification device had it promptly replaced by the newer ARI 5000 IFF identification device. Both featured the wire antennas running between the fuselage sides and horizontal stabilizer leading edges. In the later Spitfire batches, the IFF antenna was mounted on the right wing lower surface. Starting in November 1941 the new A.1271 radio-navigational system of the radio beam guided landing was gradually installed.

Engine modifications

There were several engine versions installed in Spitfires Mk.V. Besides the basic Merlin 45 it was the high altitude Merlin 46 with larger compressor delivering higher manifold pressure at the high altitudes. Since the anticipated shift in fighting Luftwaffe at the higher altitudes never materialized and on the contrary, a lot of encounters took place at the lower altitudes, the low level version of Merlin 45M was developed optimized for the operation at the lower altitudes.

Quite interesting is the story of the carburetor development. The initial flaw of the SU A.V.T.40 carburetor installed in Merlin III, which caused the intermittent fuel supply stoppage during the negative G maneuvers, was partially resolved through installation of so called RAE restrictor, nicknamed "Tillie's hole" after its inventor Beatrice Shilling, but this was not an ultimate solution. The problem was fully rectified by a membrane carburetor (anti-G carburetor) developed by R-R and introduced to production in December 1942. They were installed in series 50 and 55 Merlins primarily powering Spitfires Mk.Vc.

Propeller

Spitfire Mk.Vs manufactured by their mother company Supermarine were primarily equipped with De Havilland Hydromatic Type 5/29A, 5/39, 45/1 and 45/4 propellers which differed in pitch angles. These propellers demanded careful maintenance and tended to have their adjusting gear frozen at the higher altitudes. The same propellers were installed on Spitfire Mk.Vs manufactured by Westland. Spitfire Mk.Vs from CBAF production were traditionally equipped with more reliable and more popular Rotol RX5/14 and RX5/24 propellers featuring metal blades and later by RX5/10 featuring Jablo wooden blades with slightly smaller diameter (3.12 m versus 3.28 m of metal-bladed propeller). In the second half of the WWII Spitfires featuring four blade propellers could be encountered.

Exhausts

The first Spitfire Mk.Vs featured the same straight, oval shaped pipes found on Spitfire Mk.IIs. These were fairly quickly replaced by new, "fishtail" shaped pipes. There were several variations of these exhausts. After the introduction of Hispano 20 mm cannons to Spitfire Mk.Vbs armament it turned out that the current weapons heating system by the hot air directed from the oil cooler is insufficient and at the higher altitudes the cannons used to freeze.

Therefore, the heating was enhanced by the hot air generated in a pipe running through the exhausts which entered the fuselage in front of the fuel tank after the last exhaust pipe and continued through the fuselage and wing leading edge to the cannons. These pipes are typical Spitfire Mk.Vbs installation. Spitfire Mk.Vcs received the electrical heating therefore this pipe should not be present on their exhausts. However, you can still recognize them in many Spitfire Mk.Vc photographs. Supposedly these are Spitfire Mk.Vc converted from Mk.Vb by installation of a new type C wings on the old Spitfire Mk.Vb fuselages.

Spitfire Mk.Vc

Spitfire Mk.Vc was a logical culmination of the gradual modifications of the original Spitfire design. Besides the modified, bulged canopy and windshield with internally integrated armor glass the most important and fundamental modification was a newly designed and strengthened wing. The possibility of the installation of various weapons configurations, including eight machine guns (variant A), two cannons and four machine guns (variant B) or four cannons (variant C) was traditionally considered as its main advantage. Variant B i.e., two cannons and four machine guns absolutely dominated. Variant C was seldom used because the heavy cannons significantly impaired the aircraft flight parameters and if four cannons had been installed at the factory usually two of them were removed at the unit level. The variant A has practically never been used on Spitfire Mk.Vcs. The important modification was belt-fed Hispano Mk.II cannons installation which resulted in the larger ammunition capacity (120 rounds per cannon as opposed to 60 with older, drum-fed Hispano Mk.I cannons). These new cannons were also much less prone to jamming. The visual feature of their installation was the missing bulge underneath the

Most of the Spitfires Mk.Vc were manufactured as a tropicalised version. Here, a Spitfire Mk.Vc from No. 152 Squadron is sitting at Lentini airfield in Sicily, 1943.

cannon well which was found on Spitfire Mk.Vb in two variations - straight, symmetrical shape, typical for the older airframes and asymmetrical, kidney-shaped one found on the newer aircraft. Upper bulge over the cannon well can be found on Mk.Vc in at least three variations depending on the anticipated weapons configuration and was also subject to a certain creative work at the unit level.

Decidedly fundamental modification was the landing gear redesign featuring the strengthened legs' attachment points and increased rakes. In comparison to the older version on the different rake resulted in the Spitfire wheels moved forward by five centimeters which improved the ground handling. Wheel wells outlines were shaped elliptically. As a standard, all Spitfire Mk.Vs featured hydraulic landing gear retraction with engine-driven hydraulic pump. The wing and fuselage design was strengthened by thicker metal skin and the later Mk.Vc batches featured flush-riveted rear fuselage. Later batches also featured the corner balanced elevators, pressurized fuel tanks, submersible pump in the bottom fuel tank and six exhaust pipes on each side of the fuselage. Spitfire Mk.Vcs from the later batches were almost exclusively powered by series 50 and 55/56 Merlins with membrane carburetors. In addition, Merlin 55/56 featured split cylinder blocks. Their specific versions differed by compressors tuned for the optimal performance at various operational altitudes.

Short wing / low level Spitfire LF Mk.Vs

During 1942 the increased number of missions flown at low altitudes led to the Spitfire Mk.V modification to fine tune its performance at these flight levels. Low level Spitfire LF Mk.Vbs and Spitfires LF Mk.Vc received series M Merlin engines (45M, 50M and 55M) with smaller diameter compressor which gave the engine the best performance at the low altitudes. Certain number of Spitfire LF Mk.Vs featured wings clipped to a 9.8 meters span. The modification helped improve the aircraft rate of roll and moderately increased its maximum speed. The wingtips came in two different types. Therefore, the short wingtips are not the ultimate identifier of the LF version.

Auxiliary fuel tanks

Several types of auxiliary fuel tanks with various capacities were developed in order to extend Spitfire Mk.V's range. The 30-gal (136 liters) tank was the smallest followed by a larger, 45-gal (204.5 liters) one. Both tanks were of so called blister type, with the bulged bottom and attached to the fuselage on their flat side. 45 gal cylinder-shaped droppable tanks were used as well. Even larger, non-droppable 90-gal (409 liters) blister tanks were used as well as 170-gal (773 l) blister and cylinder shaped long range tanks enabling the aircraft to fly 1,450 miles (2,334 km). The combination of 29-gal (132 l) tank mounted in the fuselage behind the cockpit and 170 gal tank attached under the fuselage was used as well giving the aircraft 1,625 miles (2,615 km) range.

Tropical filters

To minimize the danger of the engine damage in the dusty environment Vokes company developed the streamlined filter presenting a typical chin under the fuselage nose. The impaired aerodynamics of such modified aircraft in combination with the lower pressure of the air intake caused the drop in the maximum speed by 7.5 mph (12 kph) which was actually better than anticipated drop by 23 mph (37 kph). These tropicalized aircraft were fairly widely used in the Mediterranean and Far East. Those going through the maintenance at No. 103 Maintenance Unit in Egyptian Aboukir received "Aboukir type" filters manufactured by this service unit. They featured refined streamline shape and louvers in the intake which closed only at critical flight stages presenting the risk of large volume dust penetration. These aircraft also typically received the clipped wingtips and Rotol propellers. Clipped wing tips installed in Aboukir were shaped differently than standard clipped wing tips of the LF Mk.Vb and Vc versions and lacked the position lights.

Combat deployment

Spitfires Mk.Vc, top of the line of Spitfires Mk.V, flew missions on all WWII theaters, not only in RAF squadrons but also with USAAF in North Africa and Italy and with Australian RAAF in the Far East. They were flown by Polish, Czechoslovak, French, Belgian, Norwegian pilots as well as pilots from many other Allied countries serving in RAF. For instance, Spitfires Mk.Vc flew with Greek and Yugoslav air forces carrying their own national insignia. From 1943, Spitfires Mk.Vc were gradually replaced on assembly lines as well as at combat units by more modern Spitfire Mk.IXs. The first batch of this version was built using the Mk.Vc airframes.



Photo: IWM

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidla pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



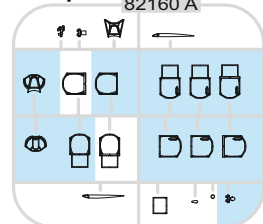
PIÈCES



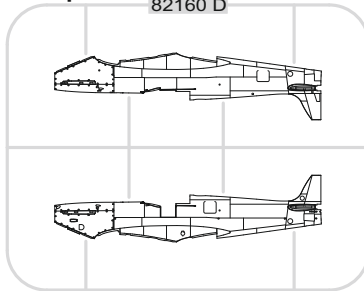
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A > 2 pcs.

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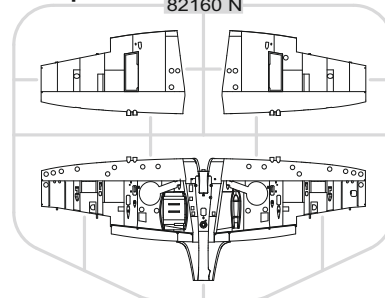


D > 2 pcs.

PLASTIC PARTS
82160 D

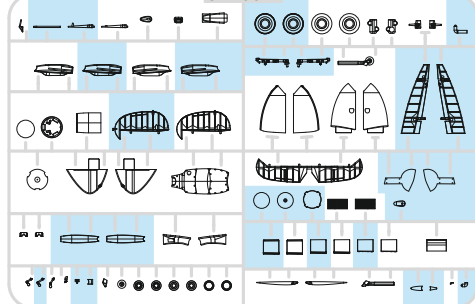
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82160 N



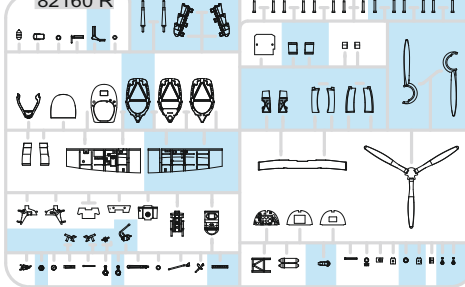
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82160 P



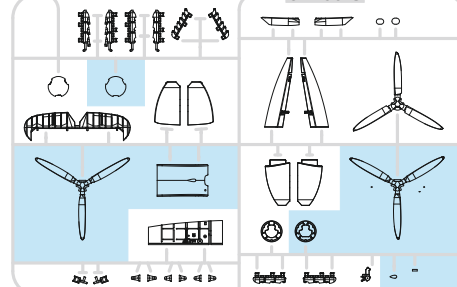
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82160 R



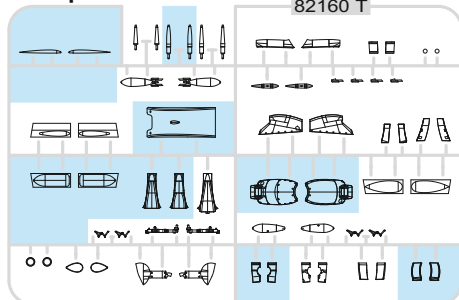
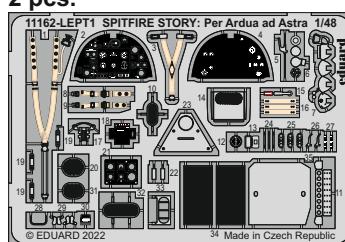
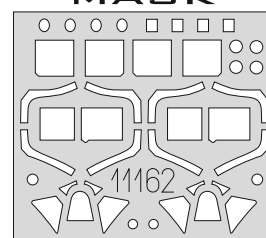
S > 2 pcs.

82160 S



T > 2 pcs.

82160 T

PE - PHOTO ETCHED DETAIL PARTS
2 pcs.eduard
MASK

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



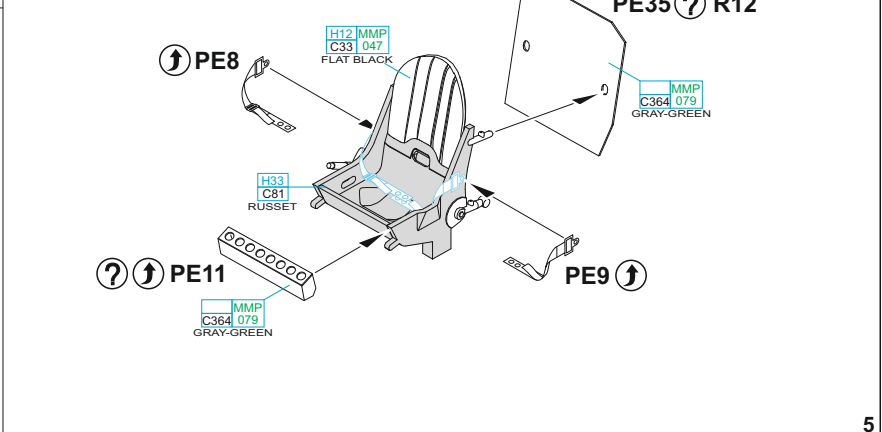
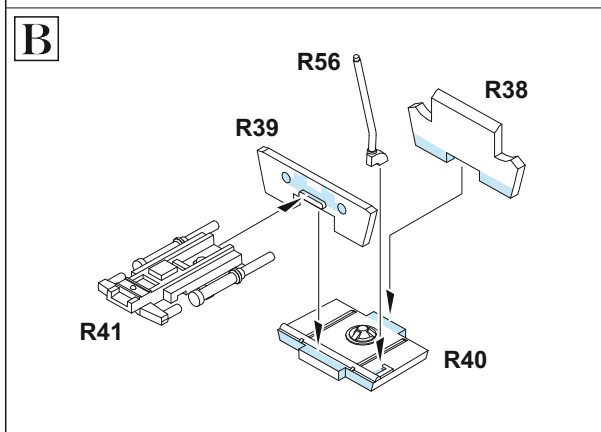
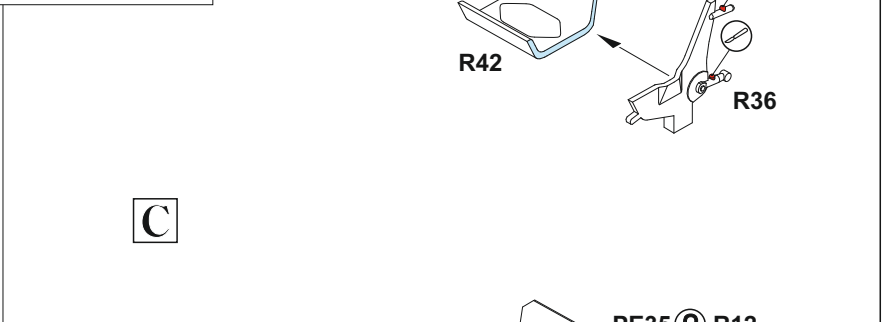
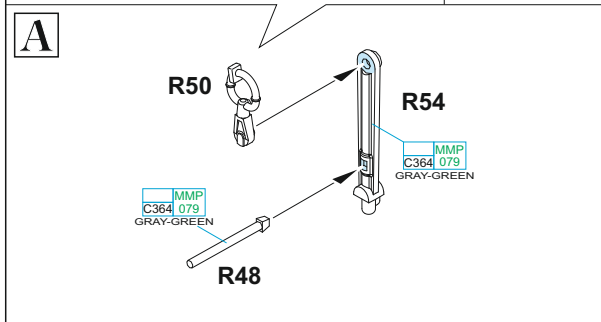
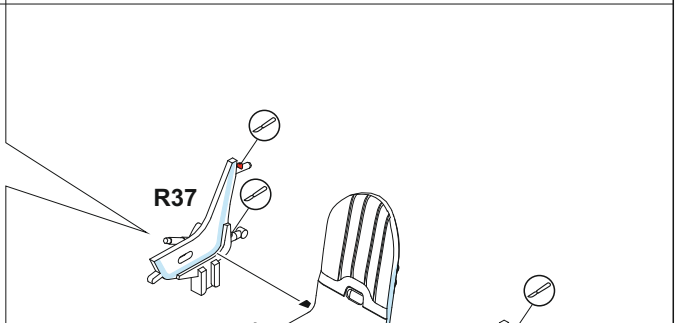
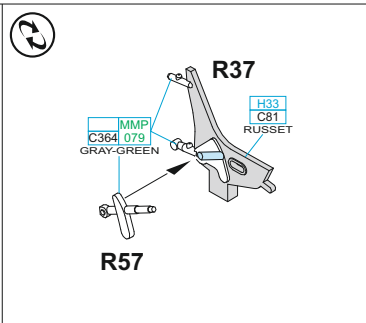
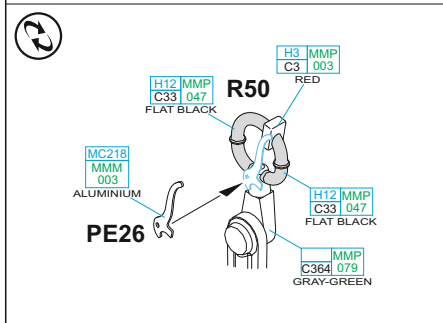
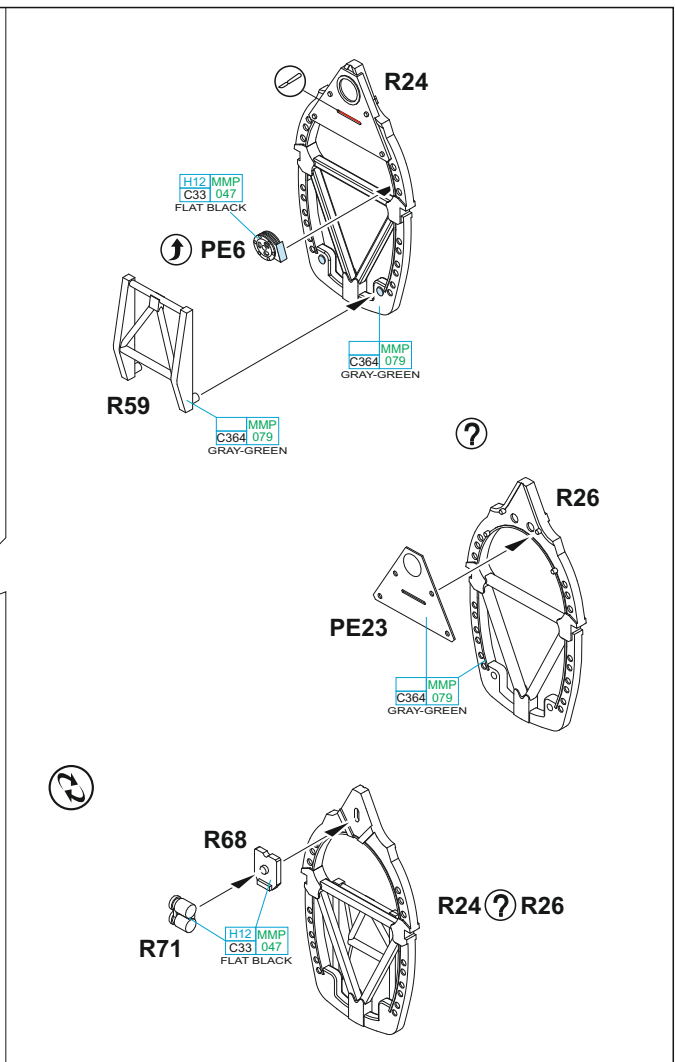
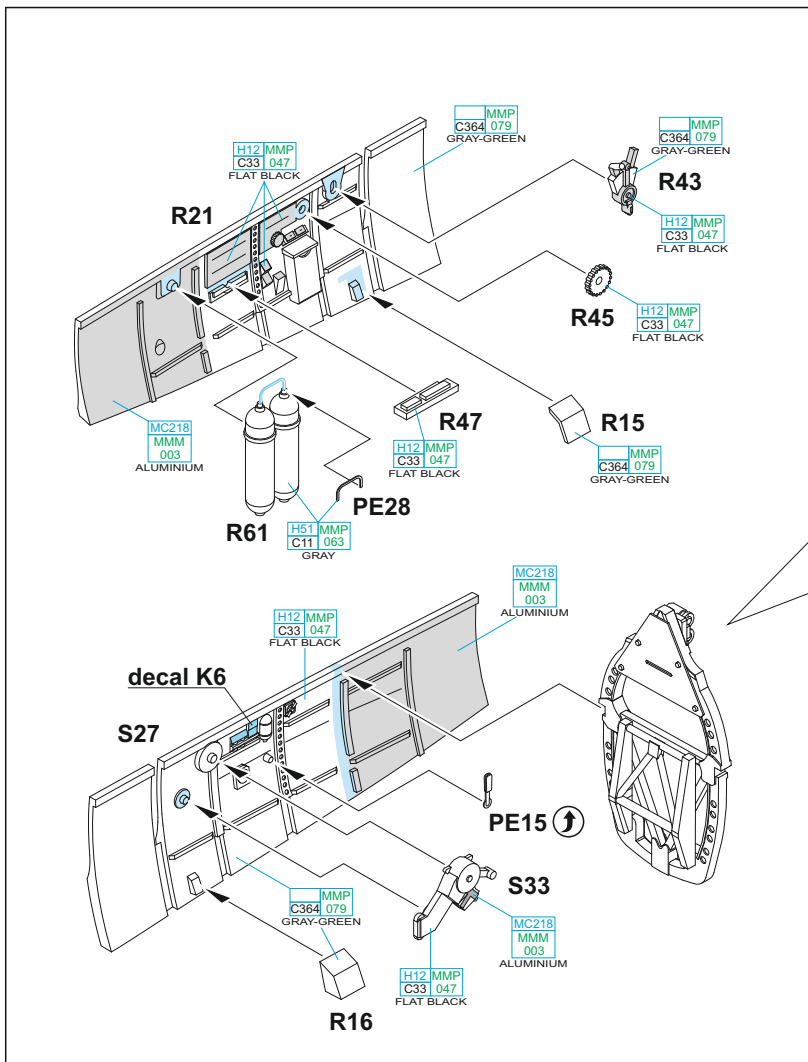
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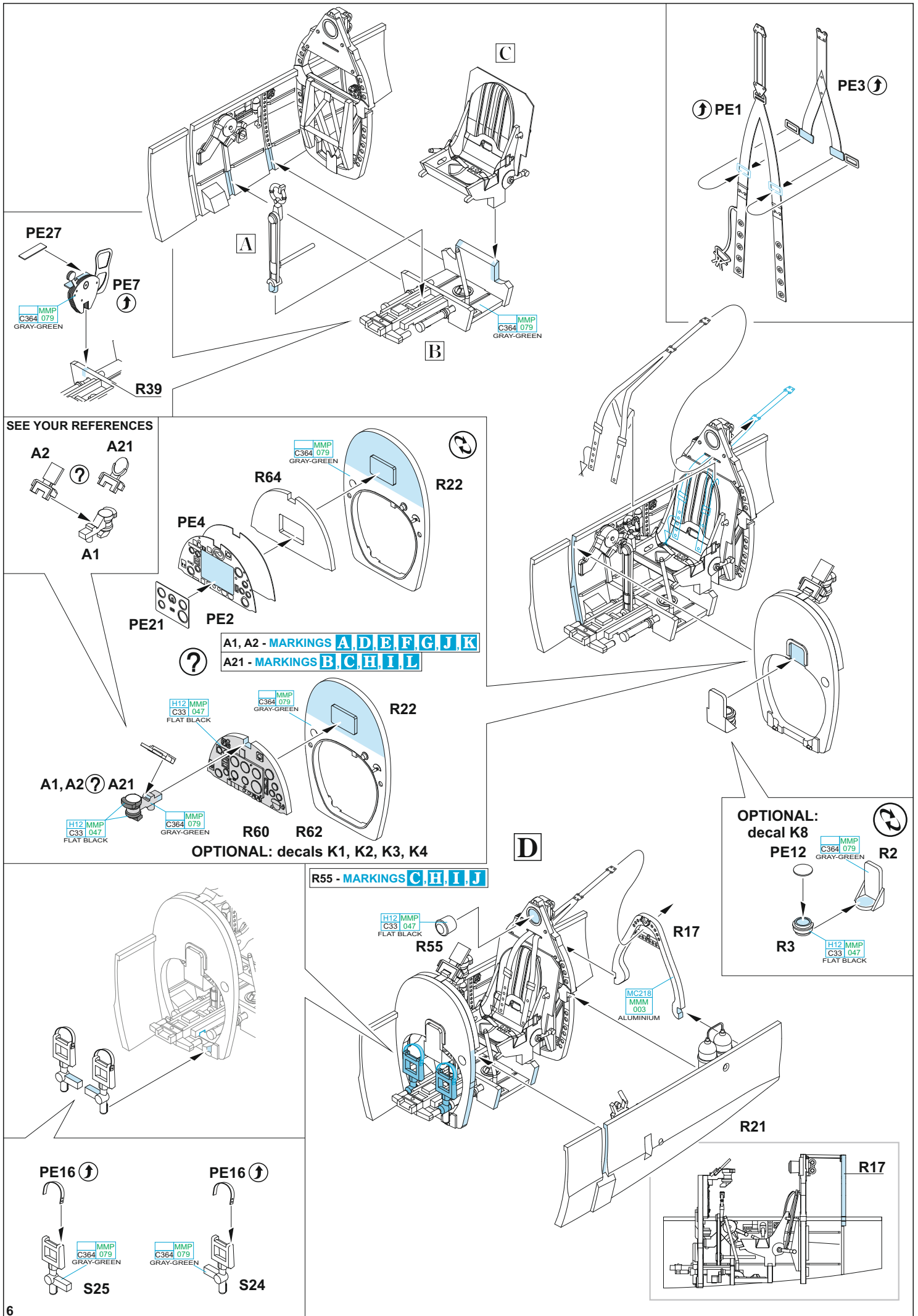


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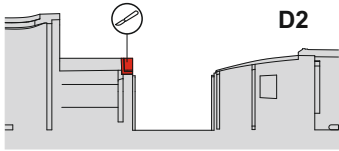
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H4	C4	MMP-007	YELLOW
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H25	C34		SKY BLUE
H32	C40		FIELD GRAY
H33	C81		RUSSET
H47	C41	MMP-012	RED BROWN
H51	C11	MMP-063	LIGHT GULL GRAY
H52	C12	MMP-091	OLIVE DRAB
H71	C21	MMP-076	MIDDLE STONE
H72	C369	MMP-078	DARK EARTH
H74	C26		DUCK EGG GREEN
H74	C368	MMP-080	SKY
H77	C137	MMP-040	TIRE BLACK
H78	C38		OLIVE GREEN

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H84	C42		MAHOGANY
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H302	C302	MMP-004	GREEN
H330	C361	MMP-077	DARK GREEN
H333	C333	MMP-045	EXTRA DARK SEAGRAY
H335	C363	MMP-094	MEDIUM SEAGRAY
	C362	MMP-093	OCEAN GRAY
	C364	MMP-079	AIRCRAFT GRAY-GREEN
	C367	MMP-061	BLUE GRAY
	C370	MMP-092	AZURE BLUE
Mr.METAL COLOR		METALLICS	
	MC214	MMM-001	DARK IRON
	MC218	MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER

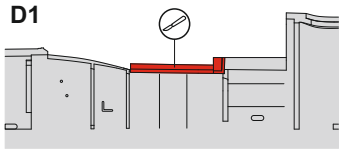




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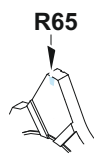


D2

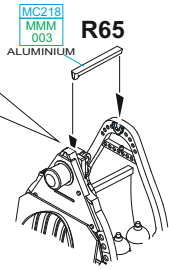


D1

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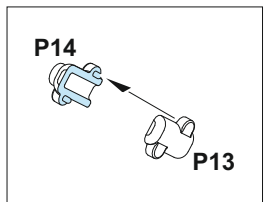


R65



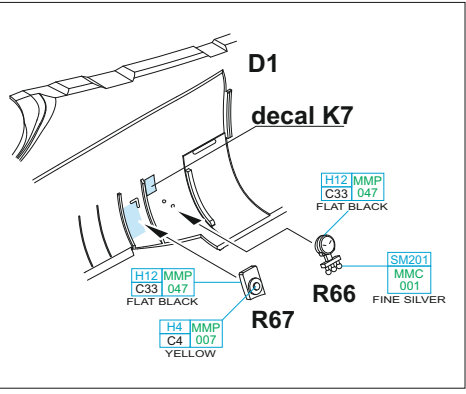
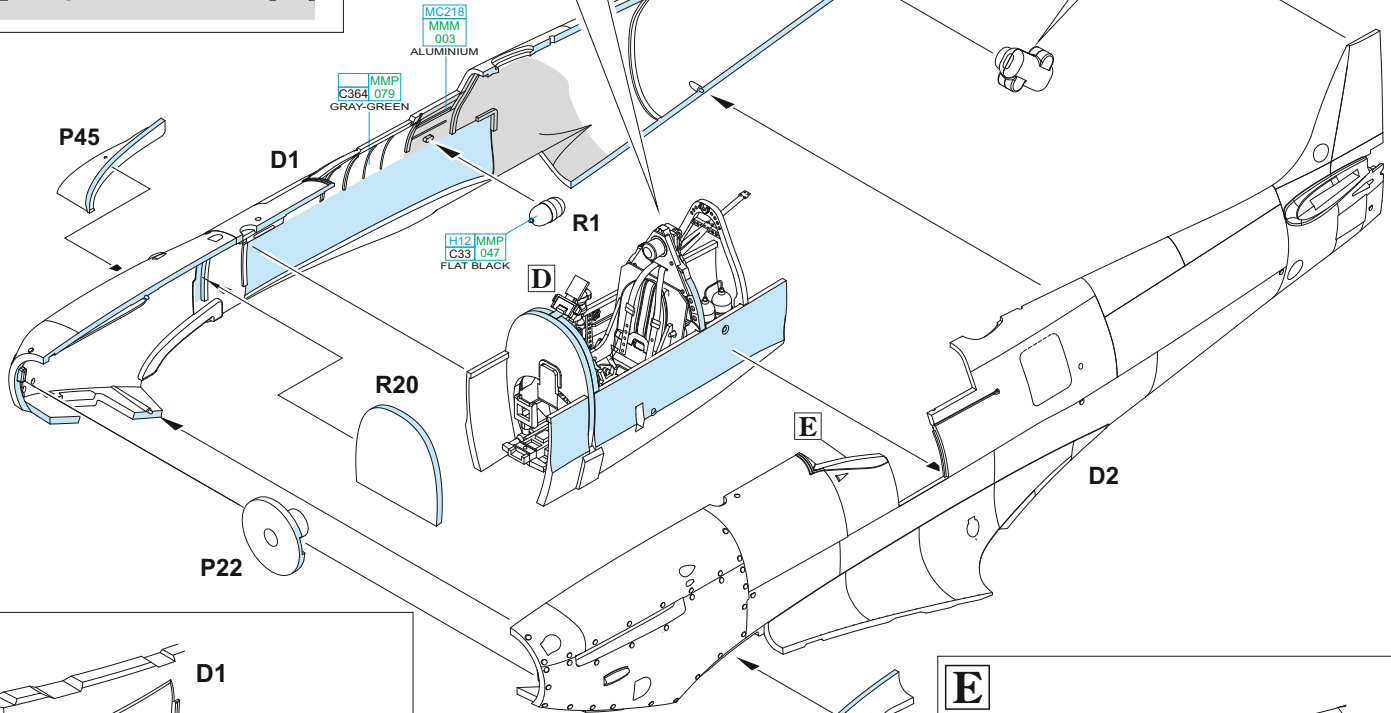
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R65



P14

P13

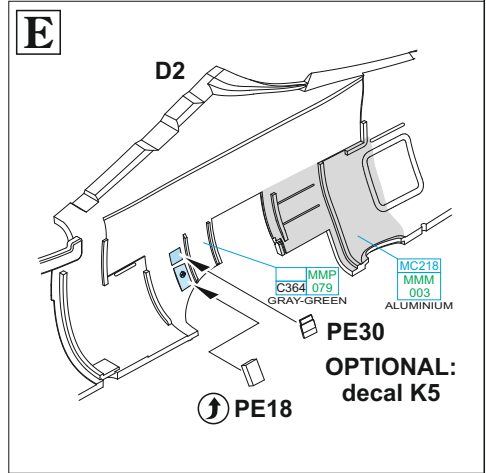


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decal K7

R66

R67

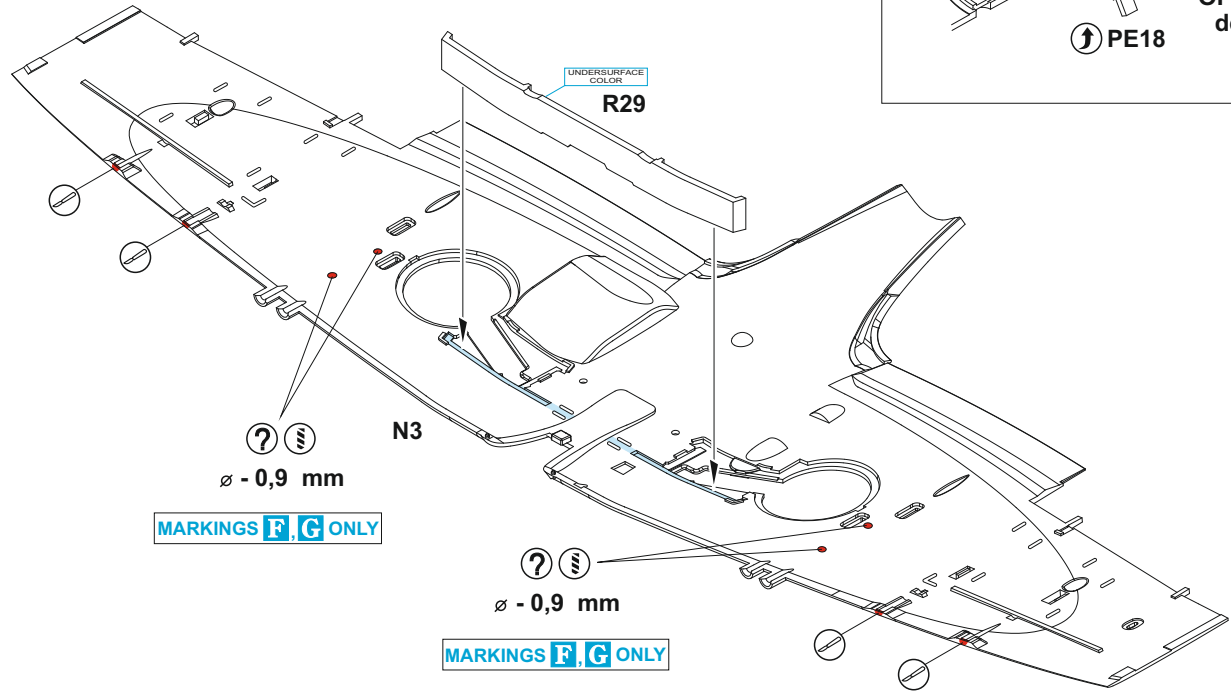


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D2

**OPTIONAL:
decal K5**

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**UNDERSURFACE
COLOR**

R29

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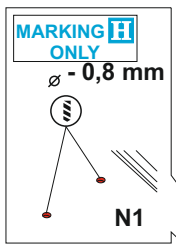
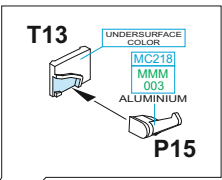
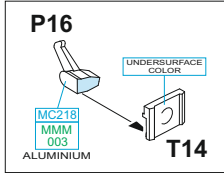
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MARKINGS F, G ONLY

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⌀ - 0,9 mm

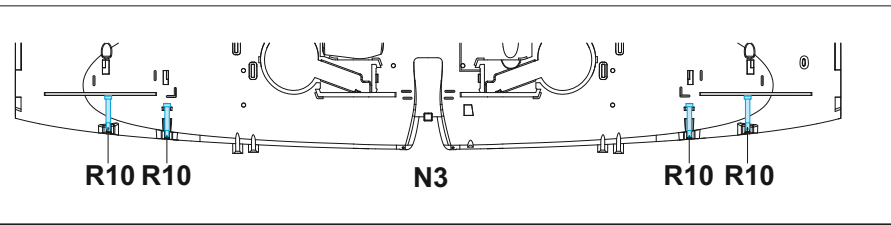
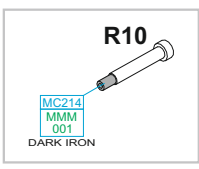
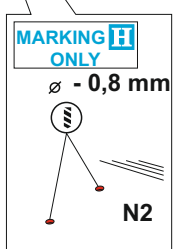
MARKINGS F, G ONLY



T36 - MARKING H I ONLY

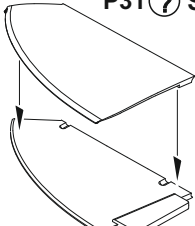
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T16, T18 - MARKINGS A, D, E, F, J, L

T35 - MARKING H I ONLY

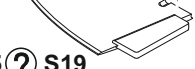


S15, S19 - MARKING A ONLY

P31 ? S15

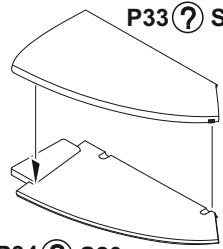


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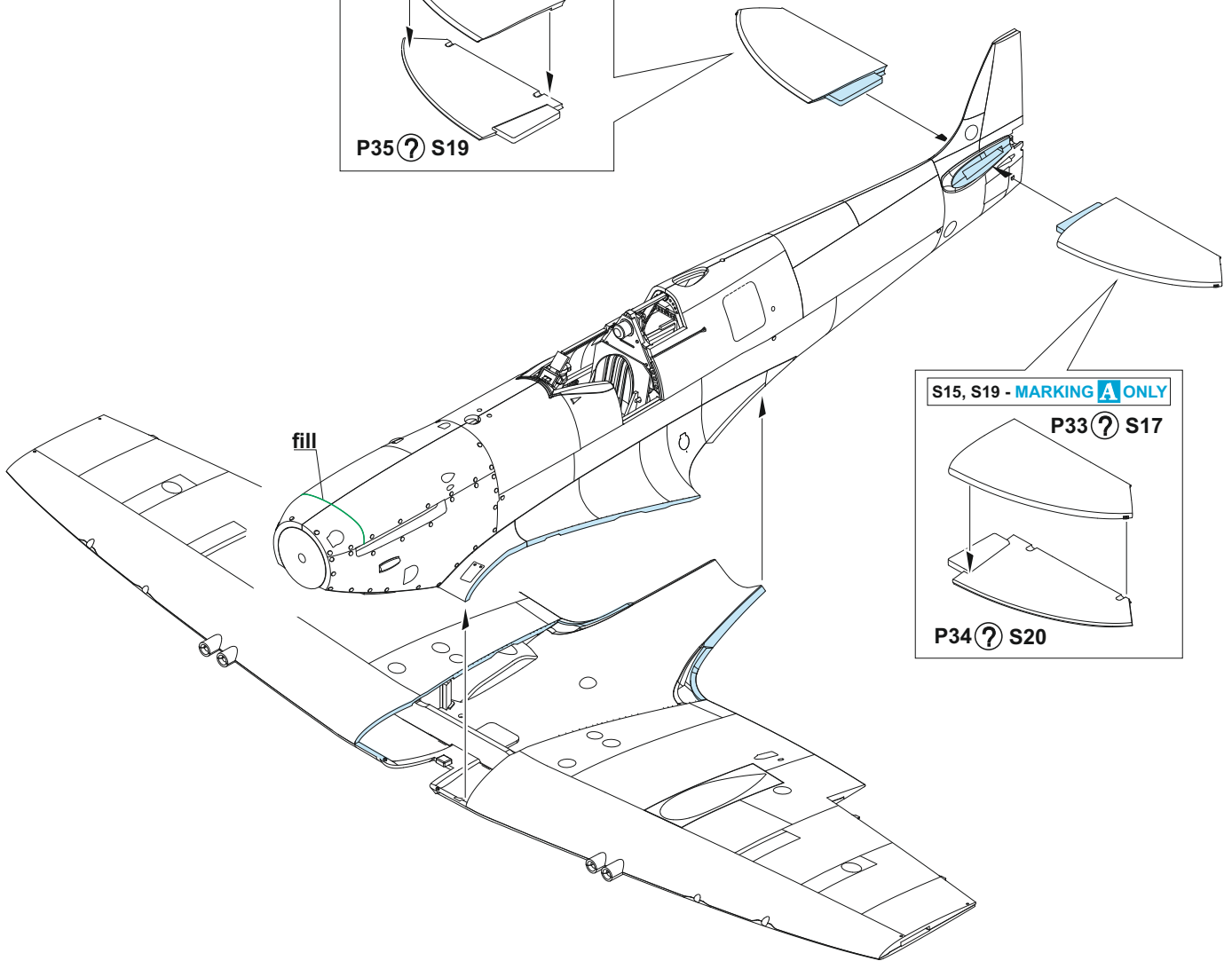


S15, S19 - MARKING A ONLY

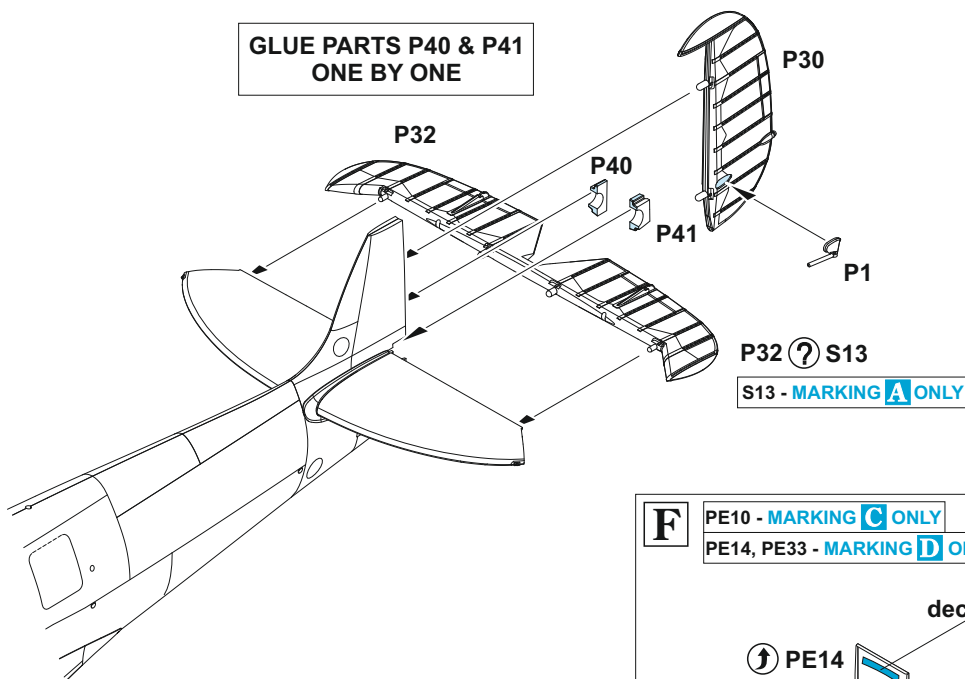
P33 ? S17



P34 ? S20



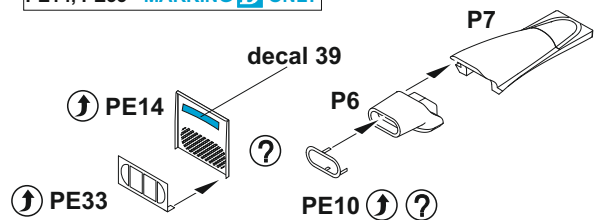
GLUE PARTS P40 & P41
ONE BY ONE



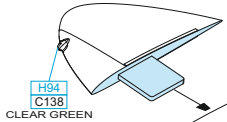
F

PE10 - MARKING C ONLY

PE14, PE33 - MARKING D ONLY



P25



S21

H 94
C138
CLEAR GREEN

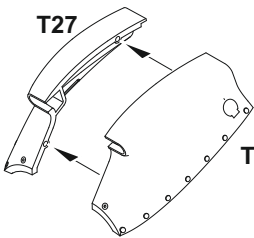
?

S70 ? A17

A17, S70 - MARKING A ONLY

G

T27



T25

T23

H

S9, S10 - MARKINGS A, C, D

T9, T11 - MARKINGS B, E, F, G, H, I, J, K, E

T11 ? S10

PE31

S11

MC218
MMM
003
ALUMINIUM

S12

MC218
MMM
003
ALUMINIUM

T9 ? S9

PE20

P28

H90
C47
CLEAR RED

?

A4 ? S69

H 90
C47
CLEAR RED

A4, S69 - MARKING A ONLY

P26

MC218
MMM
003
ALUMINIUM

PE34

P18

P54

P52

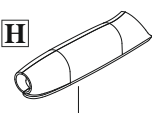
P20

MC218
MMM
003
ALUMINIUM

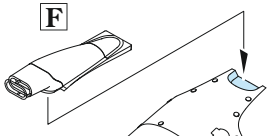
PE34

P74

H



F



P29

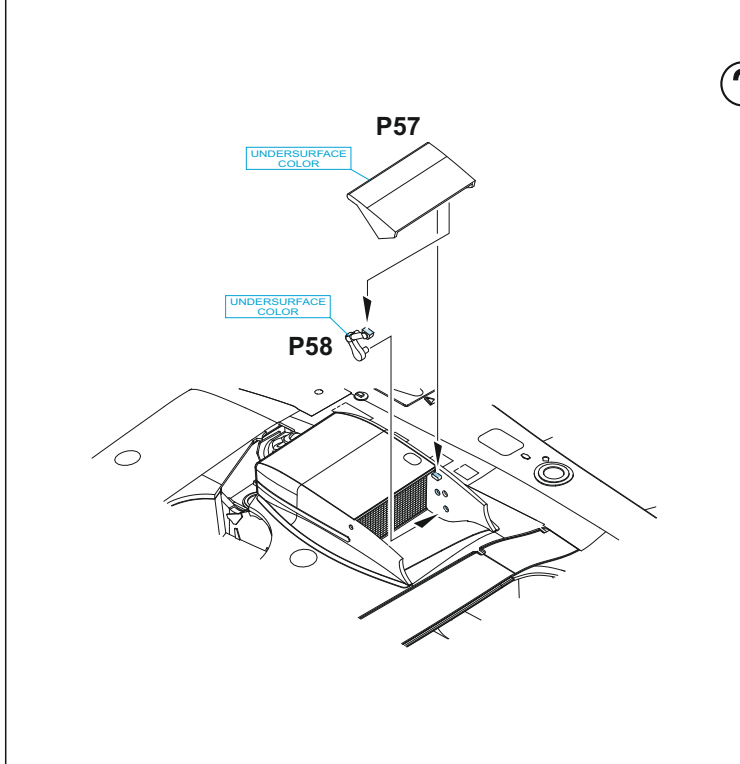
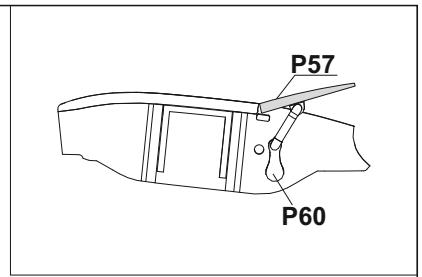
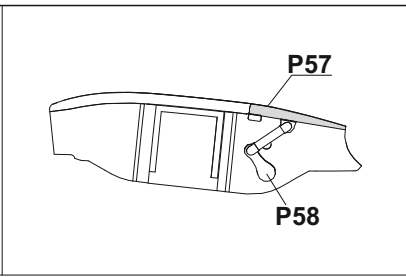
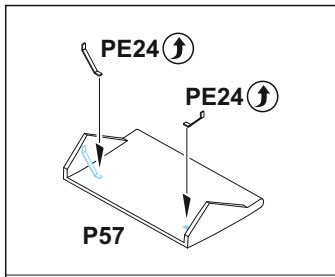
?

G

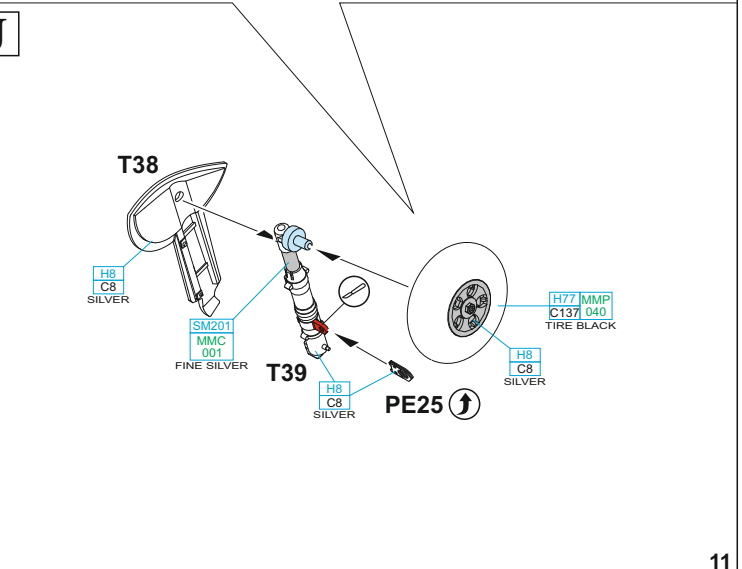
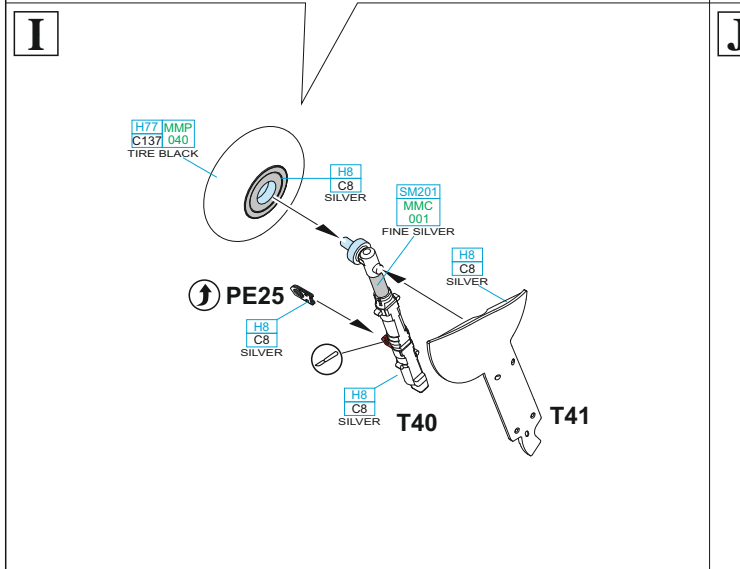
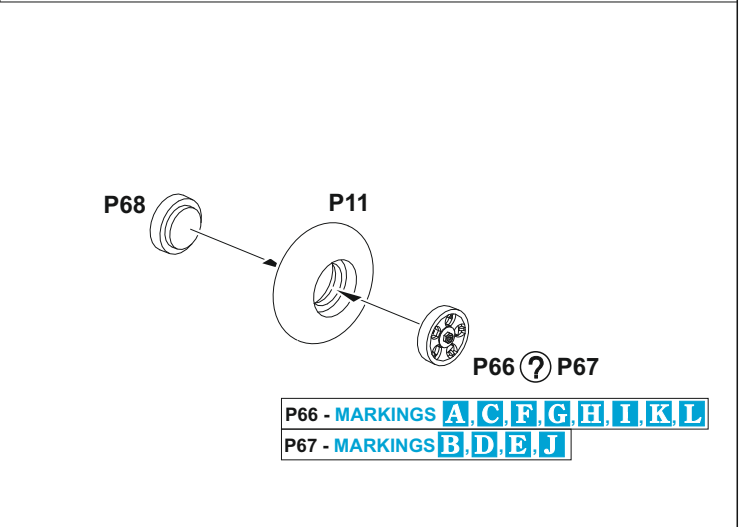
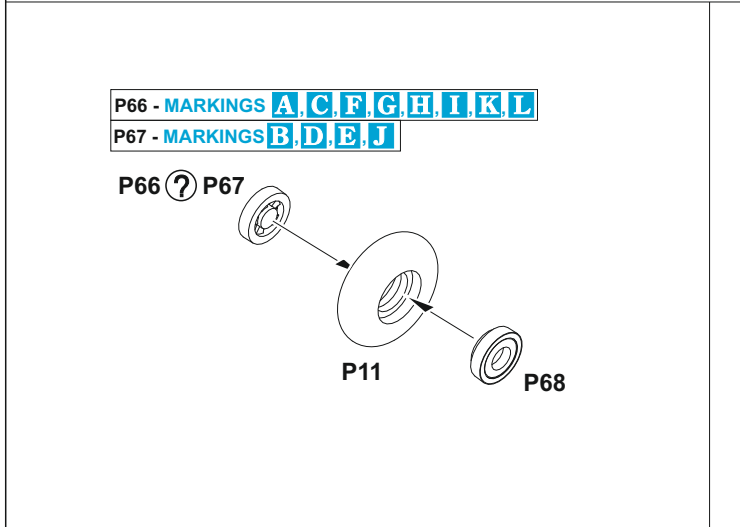
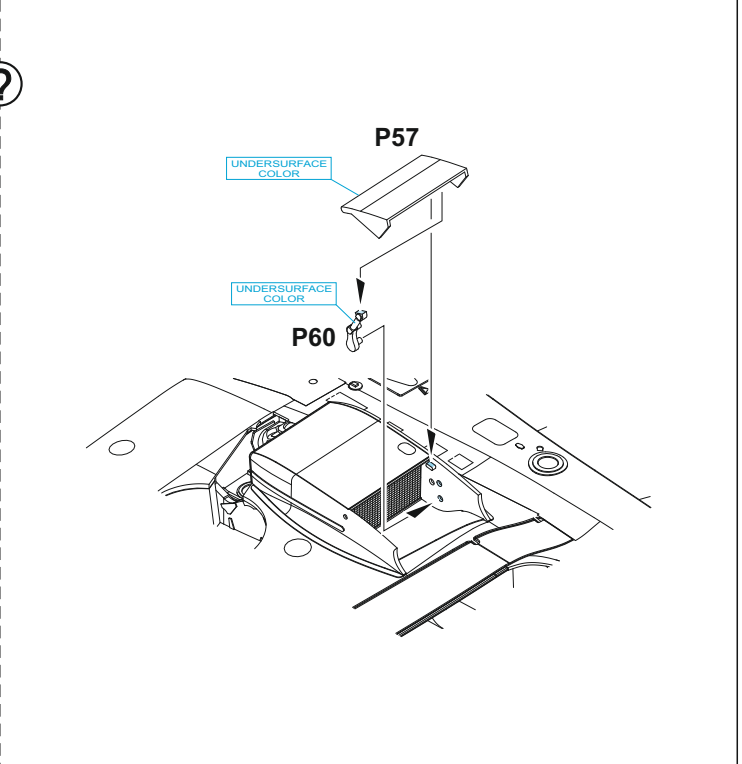
UNDERSURFACE
COLOR

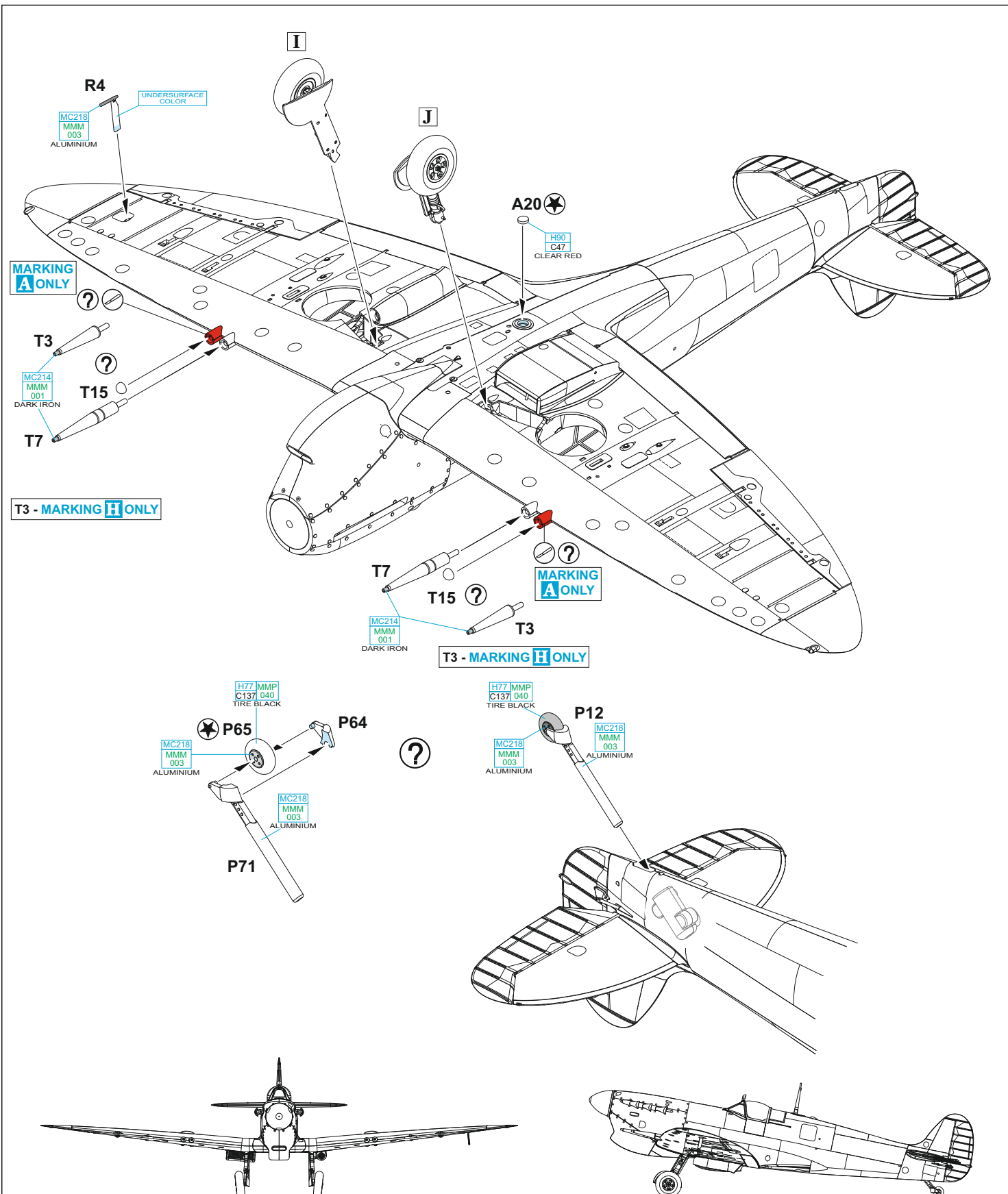
UNDERSURFACE
COLOR

F, P29 - MARKINGS A, B, C, D ONLY

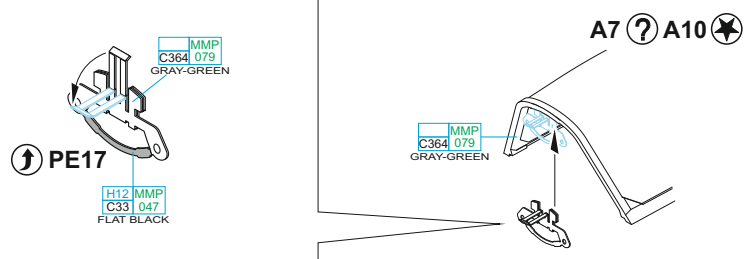


?

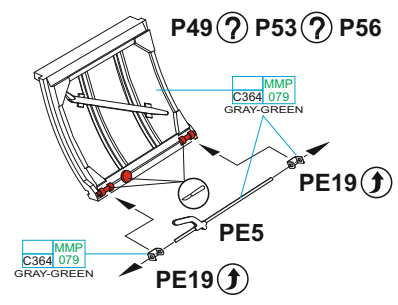




K



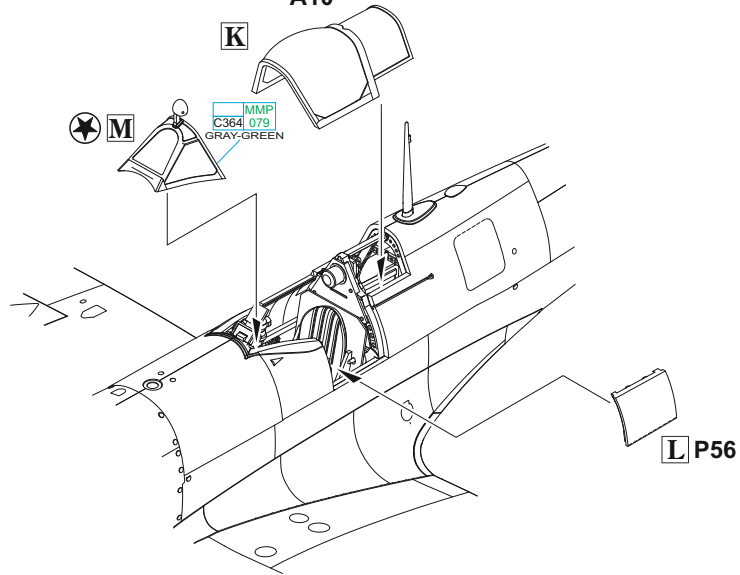
L





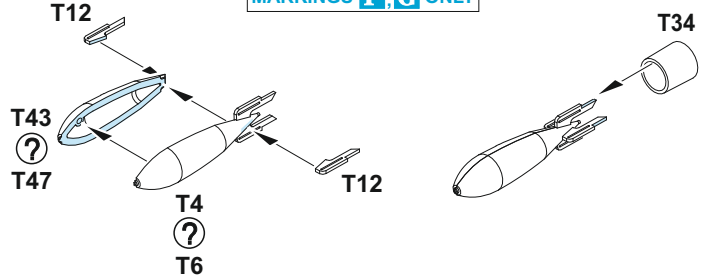
CLOSED CANOPY

A10

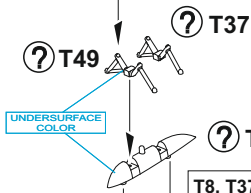


2 pcs.

MARKINGS **F, G** ONLY

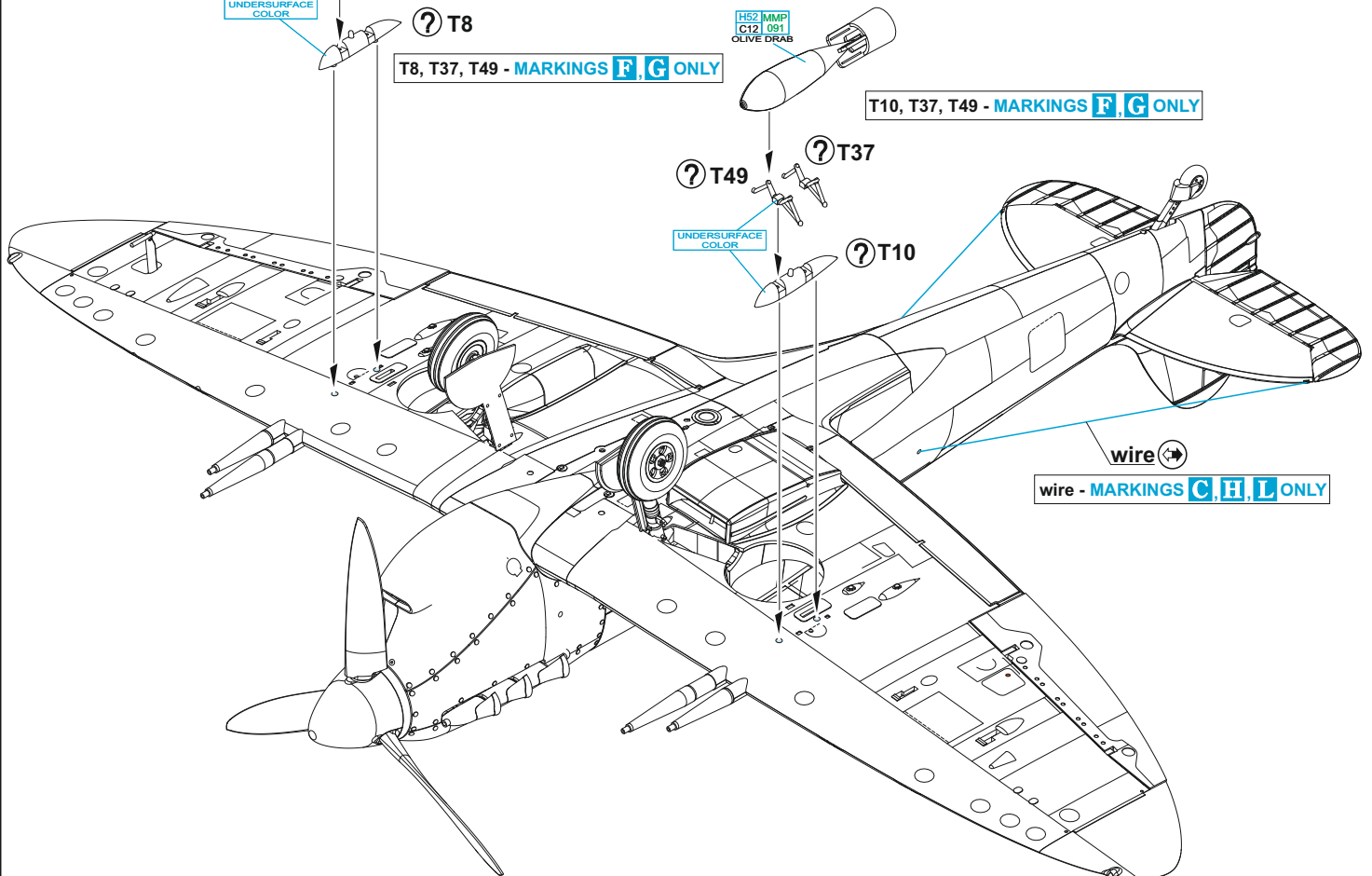


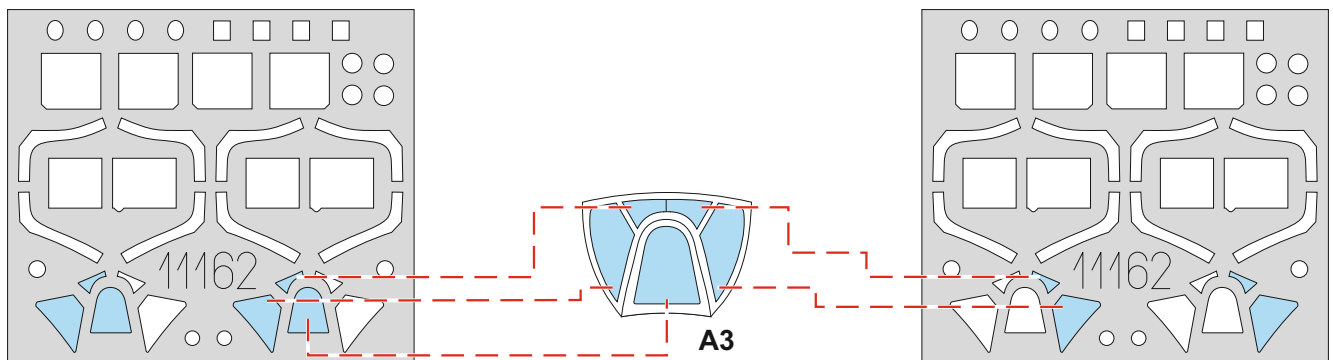
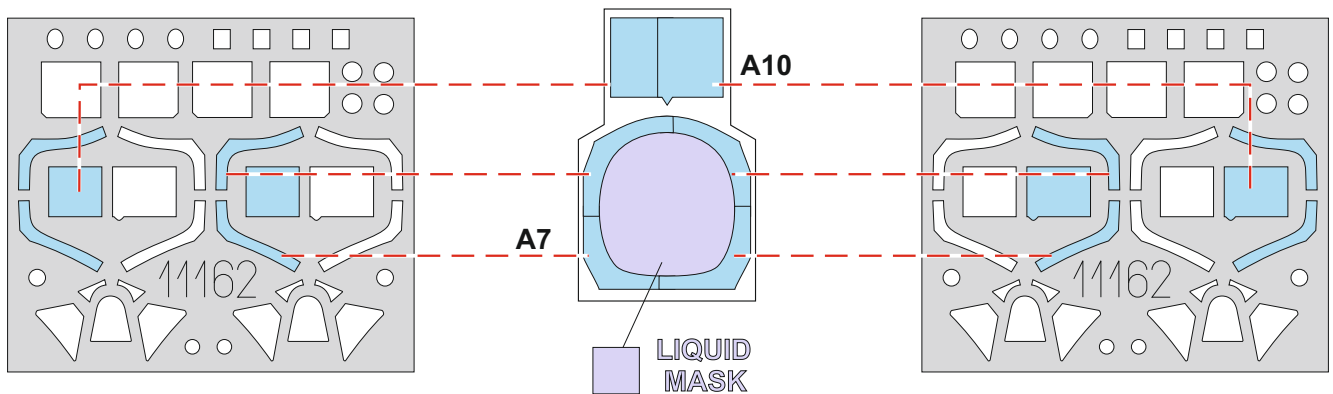
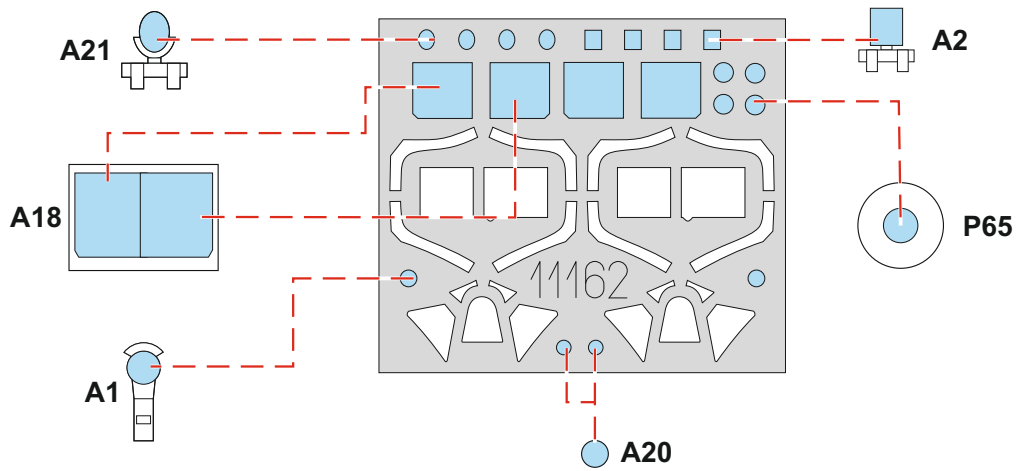
H52 MMP
C12 091
OLIVE DRAB



H52 MMP
C12 091
OLIVE DRAB

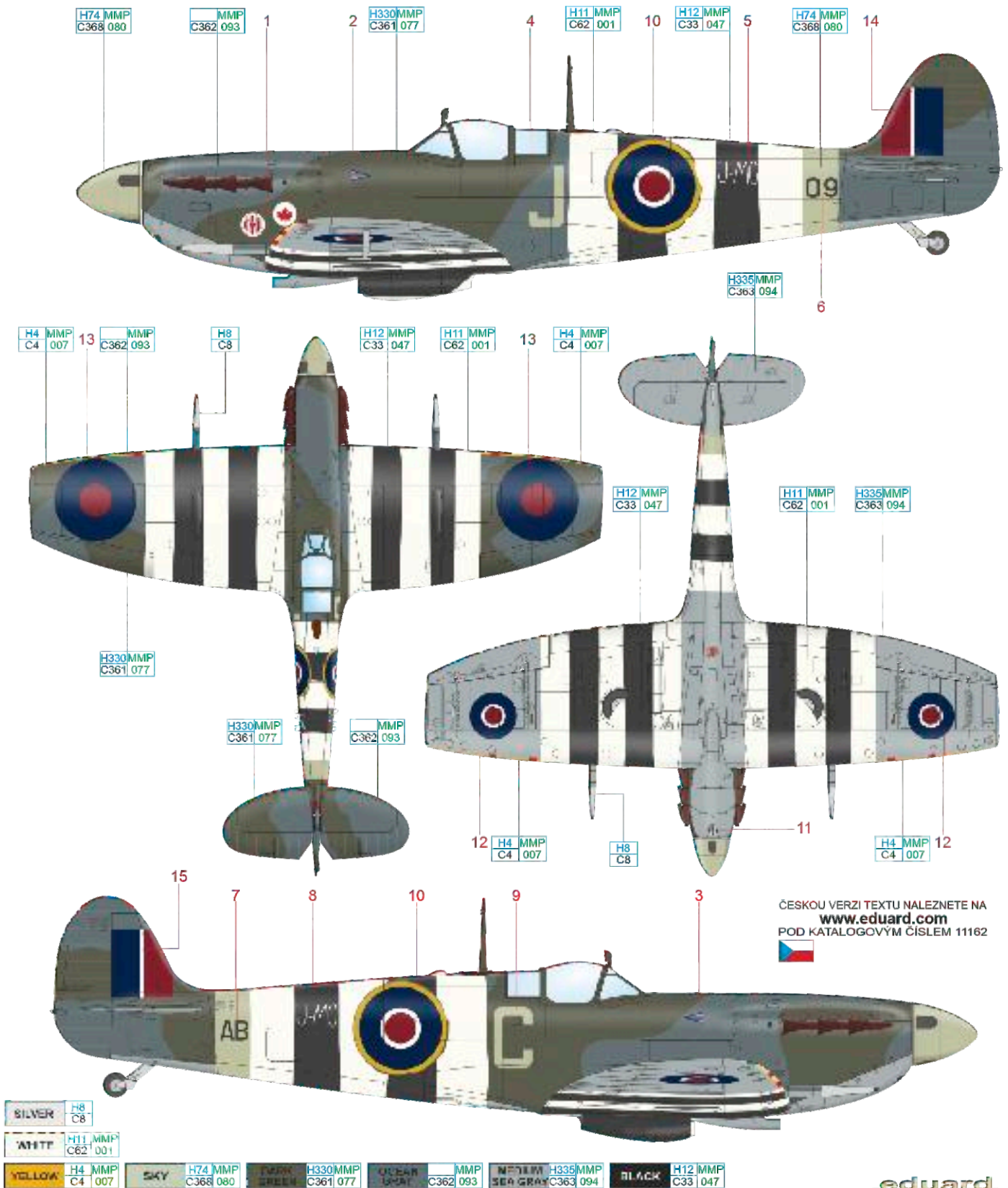
T10, T37, T49 - MARKINGS **F, G** ONLY





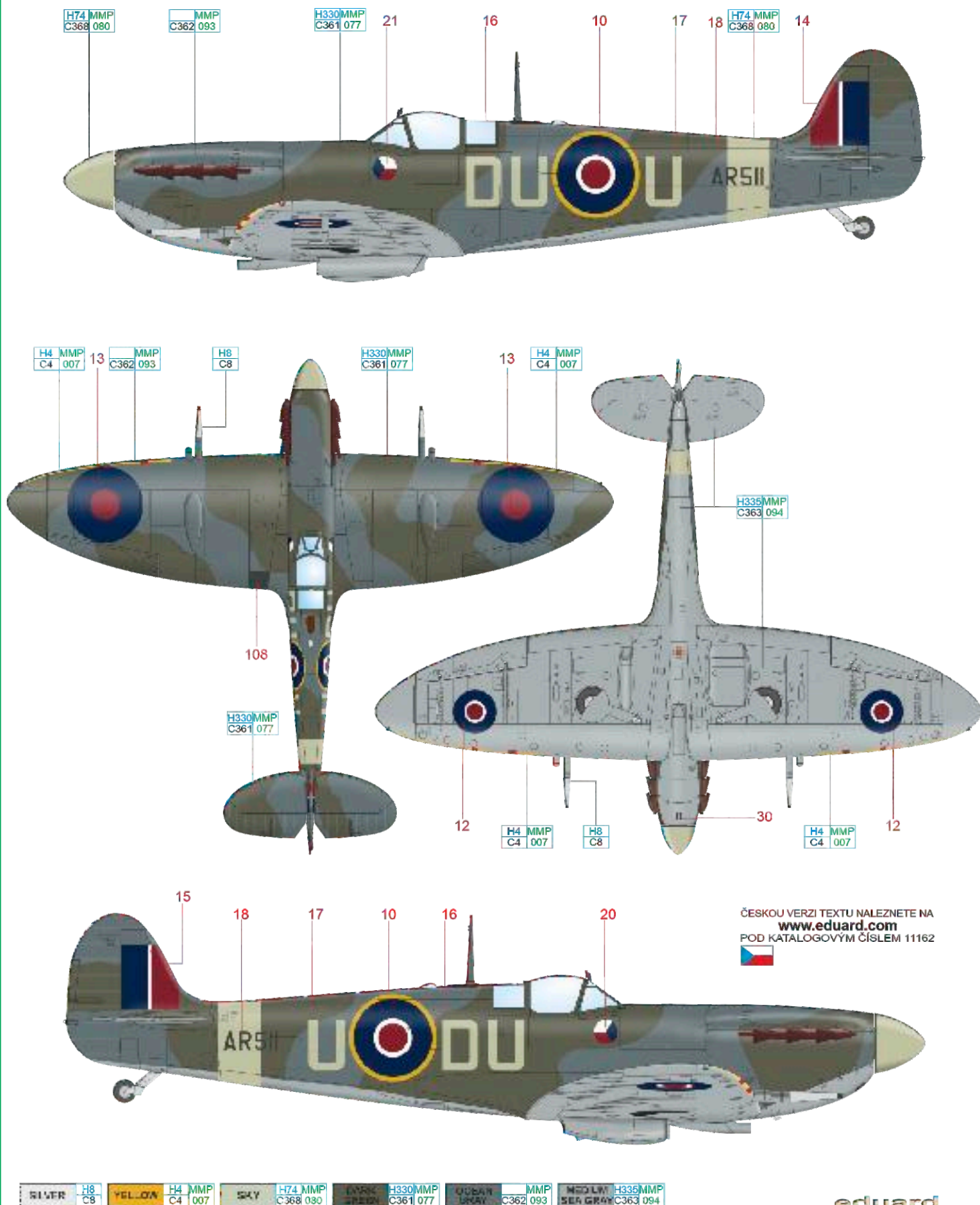
A AB509, W/Cdr John M. Checketts, No. 142 Wing, RAF Horne, Surrey, Great Britain, June 1944

John Milne "Johnny" Checketts was one of the most successful New Zealand pilots in WWII. He was born in Invercargill on February 20, 1912. In October 1940, twenty eight years old, he started the pilot training with RNZAF. In November 1941 he was attached to No. 485 (RNZAF) Squadron. In January 1943 he was sent to No. 611 Squadron at Biggin Hill airport where, as an "A" flight leader, he scored his first two kills. In July Johnny assumed the command of the whole No. 485 (RNZAF) Squadron. During May–September 1943, in the cockpit of Spitfire Mk.IXc EN572, Checketts scored 12 victories in total. On September 6, 1943 he was shot down by a Fw 190, burnt and wounded he bailed out. The French Resistance fighters hid him and treated his wounds. Checketts was evacuated by the resistance with a group of 12 pilots and on October 21, 1943 crossed La Manche on board the fishing boat. In May 1944 he was promoted to Wing Commander and assumed the command of No. 142 Wing equipped with Spitfires Mk.Vc and located at Horne airport. With this unit he took part in the Allied landing in Normandy. Soon after the D-day Germans started to launch V-1 flying bombs and in the middle of the month Checketts destroyed two of them. His last mission in September 1944 brought him over Arnhem where he scored his last kill. Shortly after he met the rocket Me 163 in combat. Checketts total score during his combat career was 14 kills, 3 probables, 8 damaged and two V-1 flying bombs destroyed. The Spitfire Johnny Checketts flew with No. 142 Wing during Allied landing in Normandy was LF Mk.Vc, s/n AB509. His aircraft was modified with the later version of elevators, cannons without the second protrusion and the upper cannon covers featuring the narrow bulge. It carried the standard Day Fighters Scheme camouflage with sloppily applied invasion stripes. The code letters were overpainted and the fuselage black invasion stripe sports the hand painted initials JMC.



B AR511, S/Ldr Tomáš Vybíral, No. 312 (Czechoslovak) Squadron, RAF Churchstanton, Somerset, Great Britain, November 1942 – June 1943

Spitfire AR511 served with No. 312 Squadron from August 23, 1942 to July 4, 1943 and most of this time it was flown by the unit commander S/Ldr Tomáš Vybíral as his personal aircraft. At the end of its service with No. 312 (Czechoslovak) Squadron AR511 flew with a shortened wingspan and a smaller serial number painted inside the Sky band. Tomáš Vybíral was one of the most successful and popular Czechoslovak pilots of WWII. Within RAF he logged 625.5 operational hours (his combat flying in France included the number goes up to 684.15 operational hours) and flew 196 sweeps over the enemy held territories in France, Belgium, the Netherlands and Germany. He scored seven aerial victories, all of them during the Battle of France in the cockpit of an American Curtiss Hawk H-75.



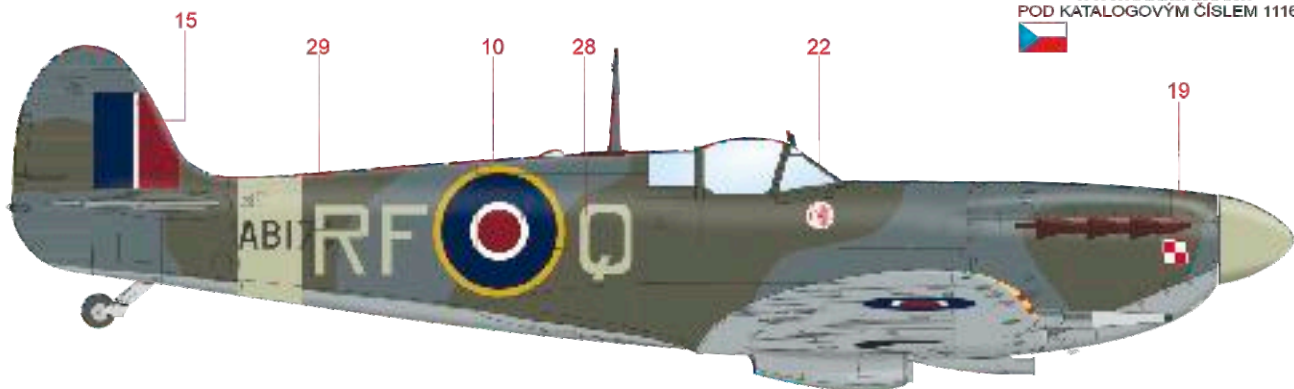
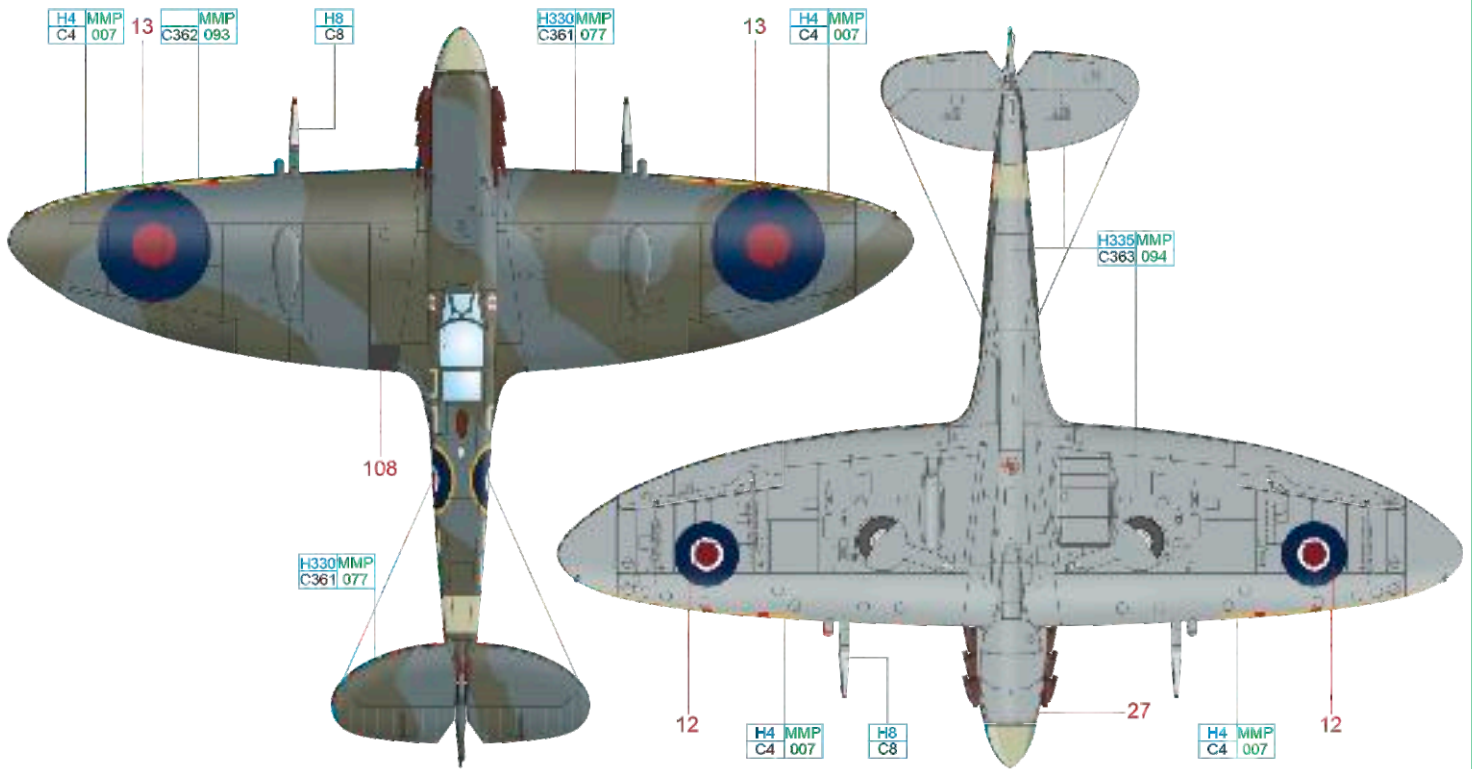
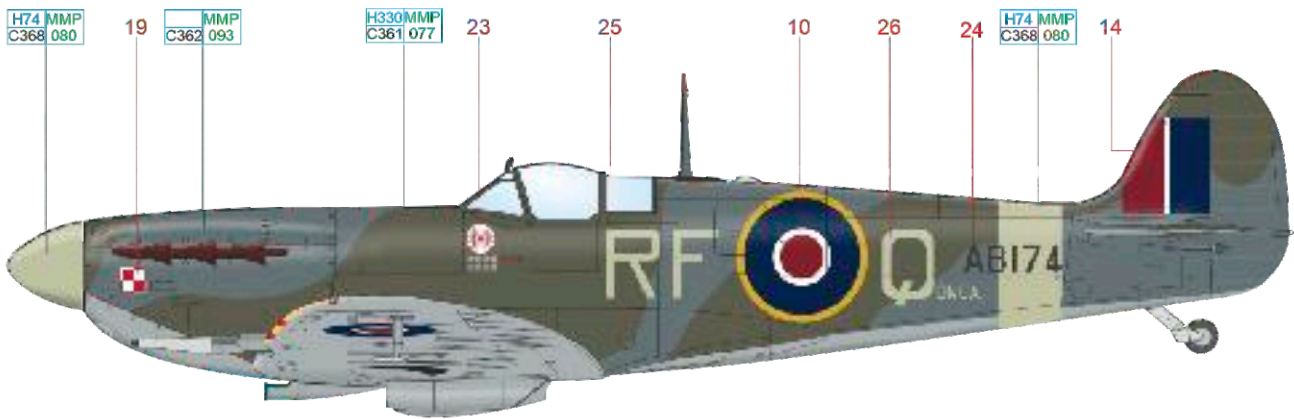
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SILVER H8 C8 YELLOW H4 MMP C4 007 SKY H74 MMP C368 080 DARK GREEN H330 MMP C361 077 OLIVE DRAB H8 C8 MEDIUM SEA GREY H335 MMP C363 094 LIGHT GREEN H4 MMP C4 007

C AB174, P/O Antoni Glowacki, No. 303 (Polish) Squadron, RAF Northolt, Great Britain, August 1942

On March 15, 1942 AB174 was assigned to No. 303 (Polish) Squadron as the very first Mk.Vc version of Spitfire. At the unit level the aircraft received the code letter "Q" and was named "owca" (sheep in Polish). Such nicknamed aircraft was flown by well known Polish pilot and fighter ace P/O Antoni Glowacki who decorated it with the symbols of his kills under the portside of the windshield. On August 19, during the fighting at Dieppe, at the controls of this aircraft, Glowacki shot down a He 111 in cooperation and probably a Fw 190. During his wartime career he scored 8+1 kills, 3 probables and 5 damaged enemy airplanes.



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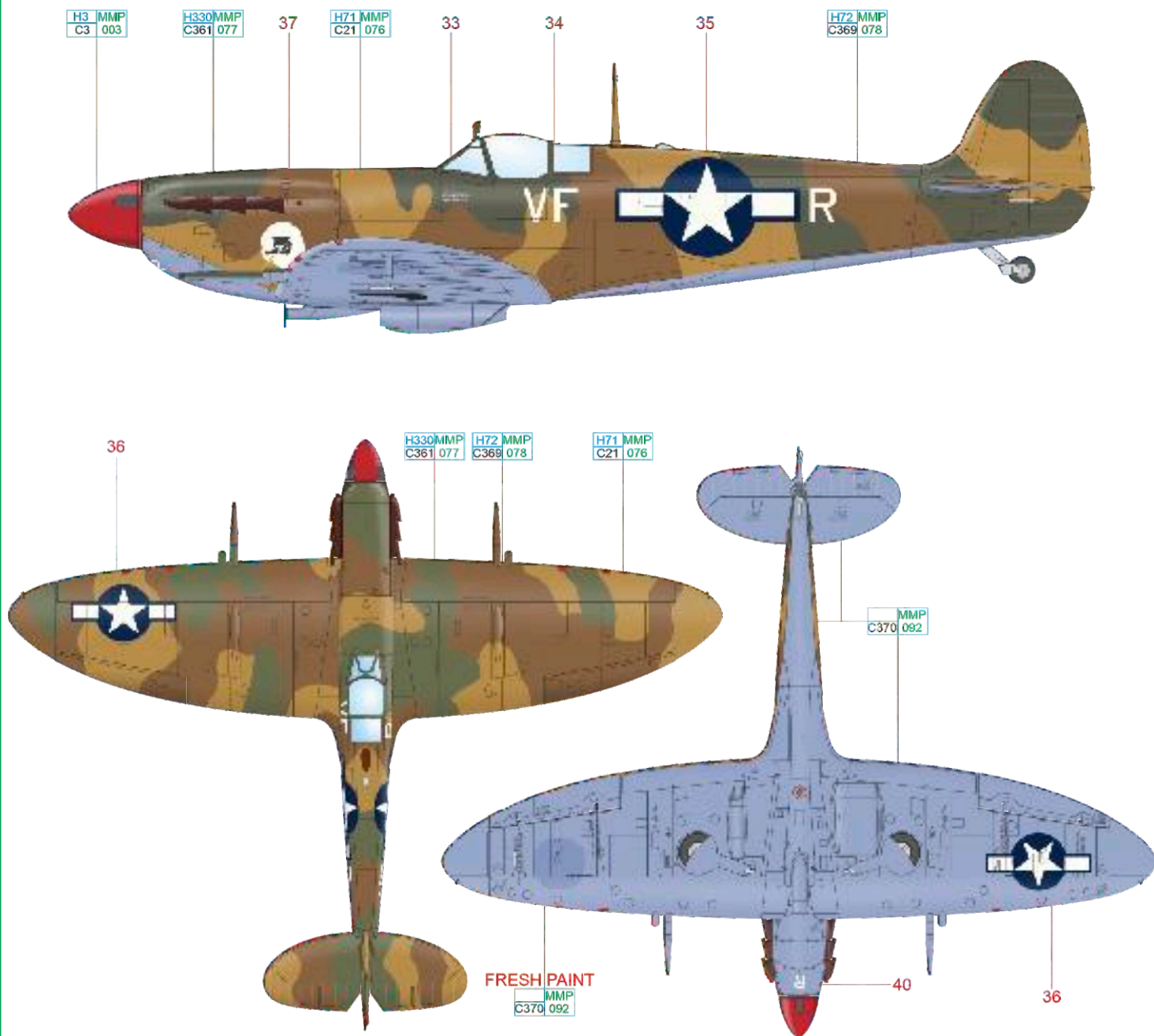
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SILVER	H8 C3	YELLOW	H4 C4	MMP C362 093	SKY	H74 C368 080	DARK GREEN	H330 C361 077	OCEAN GRAY	MMP C362 093	MEDIUM SEA GRAY	H335 C363 094
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D Lt. John Anderson, 5th FS, 52nd FG, 12th AF, La Sabala, Tunisia, February 1944

The 52nd FG Spitfires flew within 12th AF until April 1944 when the unit became part of 15th AF fighting in the Mediterranean till the end of WWII. John Anderson's Spitfire sported a non-standard camouflage on the upper surfaces in three colors - Dark Earth, Middle Stone and Dark Green. The similar camouflage scheme was applied to several other Spitfires from this group as well as the field-installed desert filter. On February 14, 1944 Anderson scored two kills flying this aircraft.



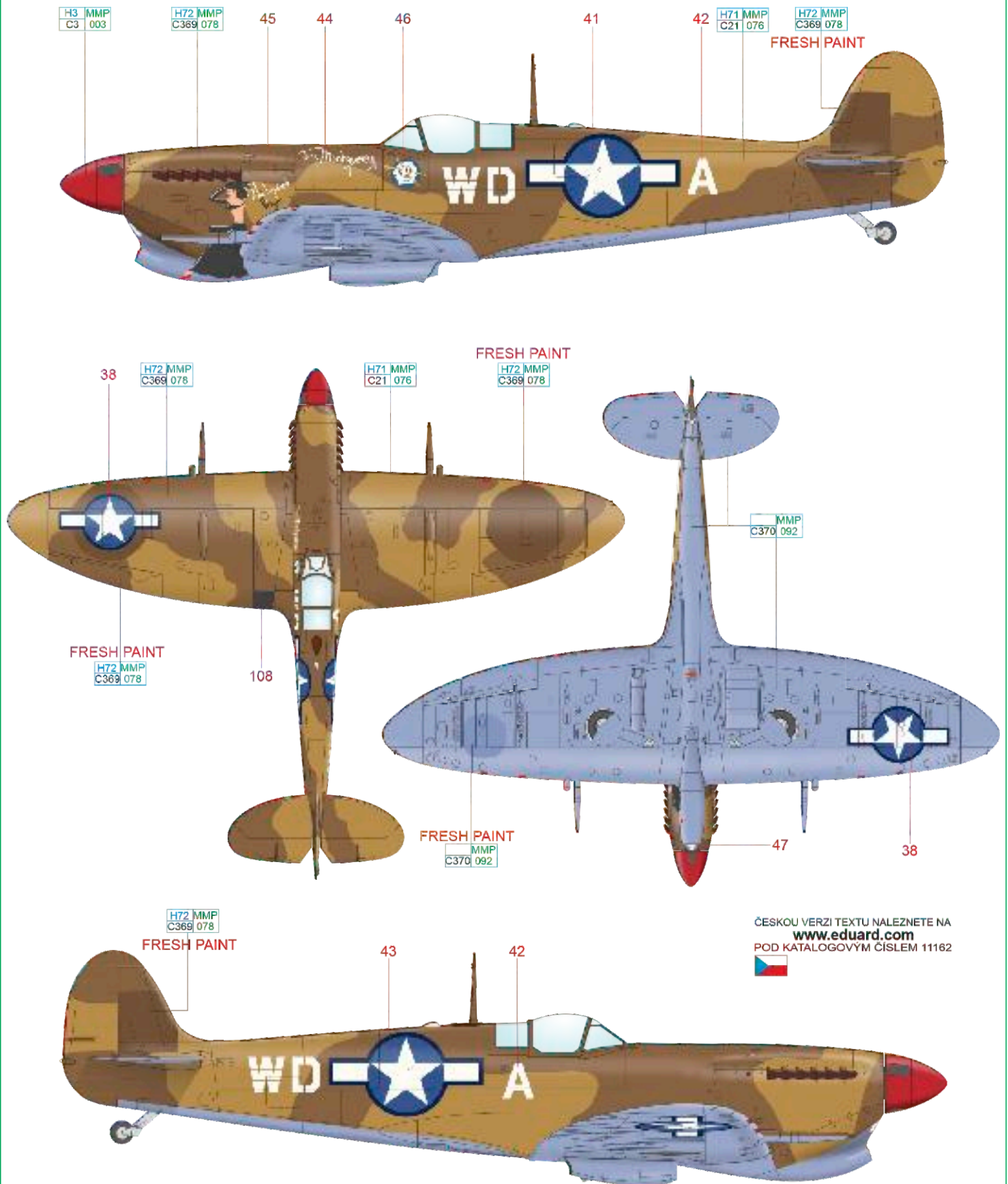
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AZURE BLUE	MMP C370 092	MIDDLE STONE	H71 MMP C21 076	DARK EARTH	H72 MMP C369 078	DARK GREEN	H330 MMP C361 077	RED	H3 MMP C3 003
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E F/O James H. Montgomery, 4th FS, 52nd FG, 12th AF, Corsica, August 1943

F/O James Henry Montgomery was one of many American Spitfire pilots fighting in the Mediterranean within 12th AF. On August 6, 1943 he was shot down over the Mediterranean Sea near Palermo by a German Messerschmitt and spent a whole day in a lifeboat using his knife to debone fish to eat. The story of his shot down and survival made it to the nationwide news in the United States and he was nicknamed "Robinson Crusoe from Heavens". He was not that lucky next time. On February 9, 1944 near the port of Nice four Spitfires were jumped by a pack of Fw 190s. A pair of Fw 190s targeted Montgomery's Spitfire which received the direct hit and burst in flames. F/O Montgomery flew Spitfires named "The Impatient Virgin" sporting pinup girl nose art.



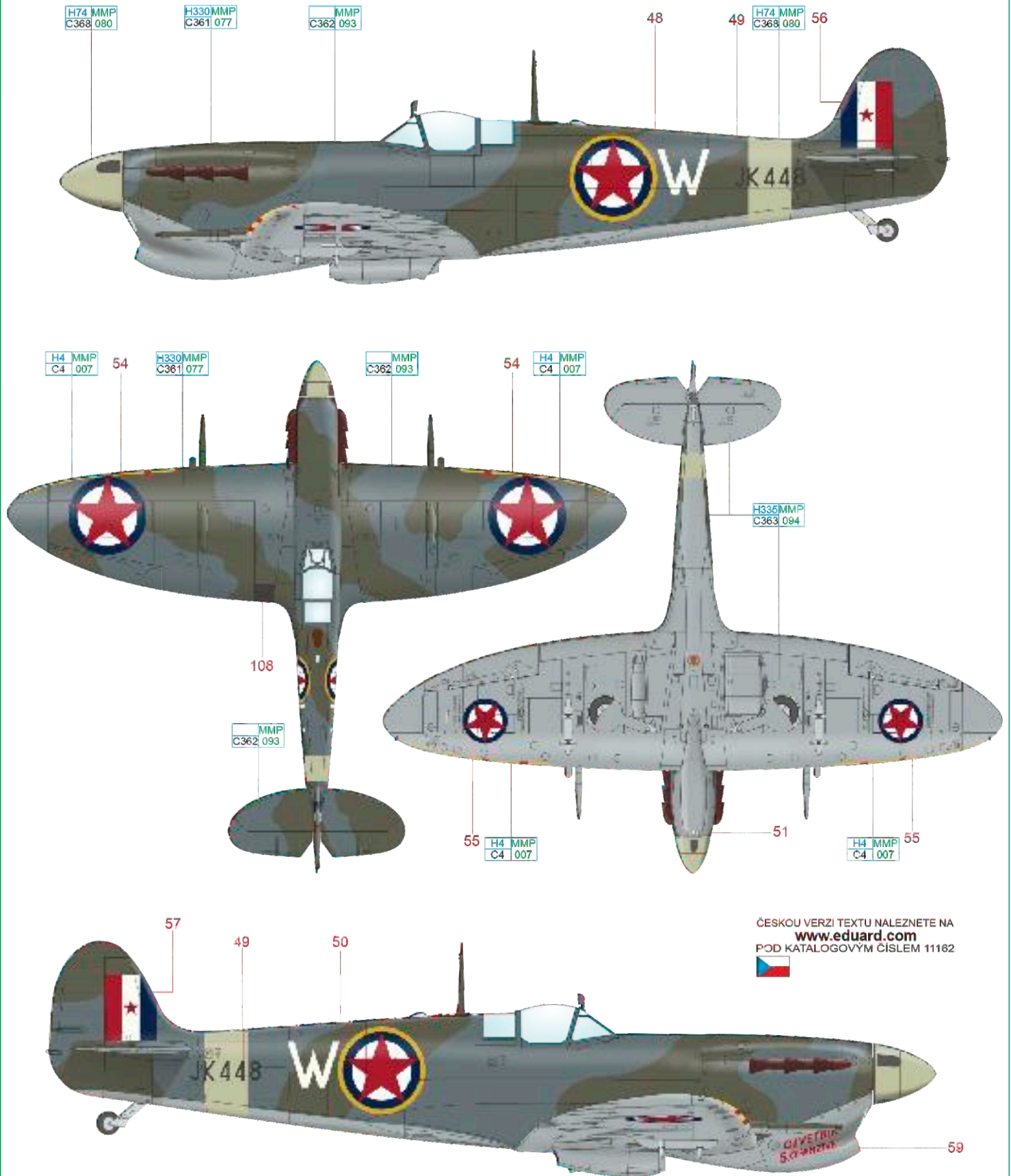
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AZURE BLUE	MMP C370 092	MIDDLE STONE	H71 MMP C21 076	DARK EARTH	H72 MMP C369 078	RED	H3 C3 003
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F JK448, No. 352 (Yugoslav) Squadron, Vis, Yugoslavia, September 1944

No. 352 (Yugoslav) Squadron was the first Yugoslav fighter unit formed in the Mediterranean within Royal Air Force during WWII. This unit was also known as Prva eskadrila NOVJ. In June it was re-equipped with Spitfires Mk.Vb/Vc and in August it was transferred to Italy to join No. 281 Wing RAF and provide escorts to the fighter-bomber squadrons. From January 25, 1945 it operated from the forward air base on Vis Island. Due to the Luftwaffe absence Yugoslav Spitfires had little opportunities for the air combat and for the rest of the war they flew anti ground attack missions. Spitfire JK448 carried the type "A" Day Fighter Scheme on the upper surfaces with a non-standard, reversed color pattern. The propeller spinner and fuselage band in front of the tail surfaces were in Sky color. The Vokes filter starboard side carried the red inscription "OSVETNIK 5. OFANZIVE".



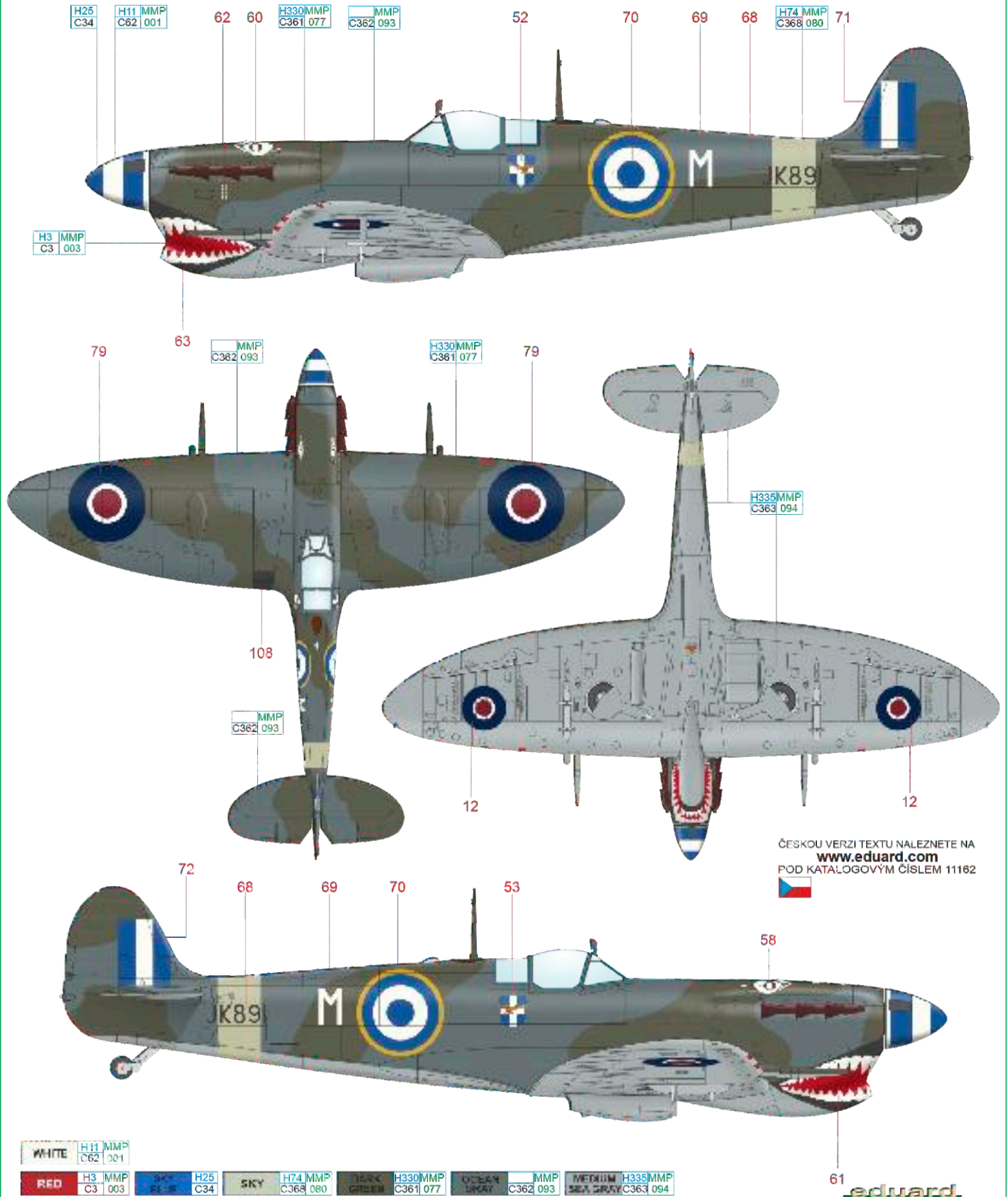
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- YELLOW H4 MMP C4 007
- SKY H74 MMP C363 080
- DARK GREEN H330 MMP C361 077
- OCEAN GRAY MMP C362 093
- MEDIUM SEA GRAY H335 MMP C363 094

G JK891, No. 335 (Greek) Squadron, Hassani, Greece, February 1945

No. 335 (Greek) Squadron was a Greek fighter squadron deployed in the Mediterranean, Balkans and over Aegean Sea from 1941 till the end of WWII. While the Allied armies advanced to the West No. 335 (Greek) Squadron remained in the East and flew reconnaissance missions off the coast of Libya. In the fall of 1944 the squadron was re-equipped with Spitfires and in September was transferred to the bases in Italy. The Spitfires were flown in the offensive attack missions over Albania and Yugoslavia. In November 1944 the unit was transferred to the homeland and from September 1945 was based at Hassani. The squadron flew reconnaissance missions over Crete and remaining German bases in the Aegean Sea. In September 1945 the unit was transferred to Thessaloniki in north-eastern Greece and remained there until its dispersal on July 31, 1946. Spitfire JK891 flew with No. 335 (Greek) Squadron from November 16, 1944 till February 27, 1945 when it was destroyed in an emergency landing. This Spitfire carried the type "A" British camouflage with non-standard, reversed color pattern. The British national insignia on the fuselage were repainted with Greek ones. The standard British type C1 roundels on the wings were retained.



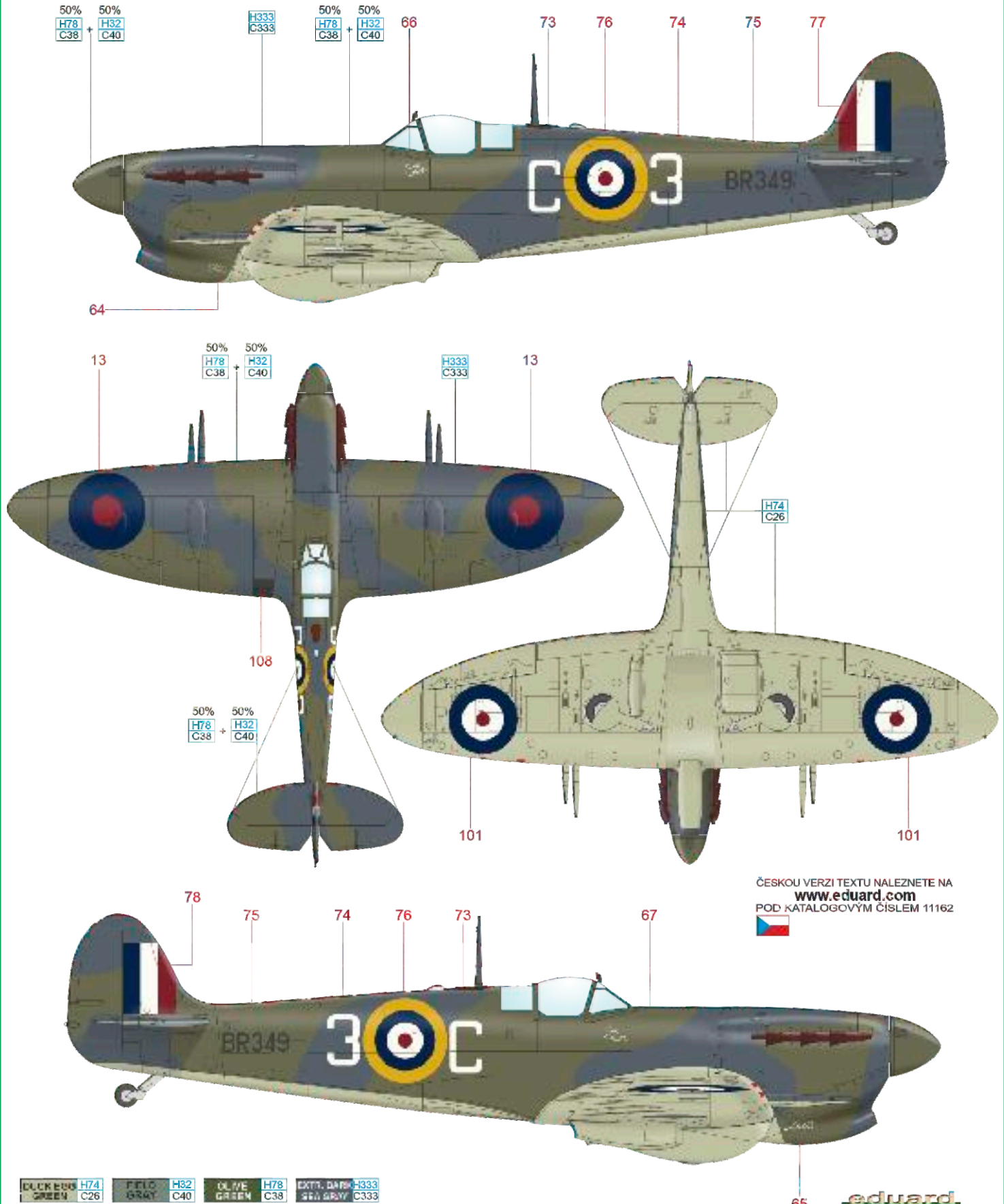
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WHITE	H11 MMP C62 001	SKY BLUE	H25 C34	SKY	H74 MMP C368 080	DARK GREEN	H330 MMP C361 077	OCEAN GRAY	MMP C362 093	MEDIUM SEA GRAY	H335 MMP C363 094
RED	H3 MMP C3 003										

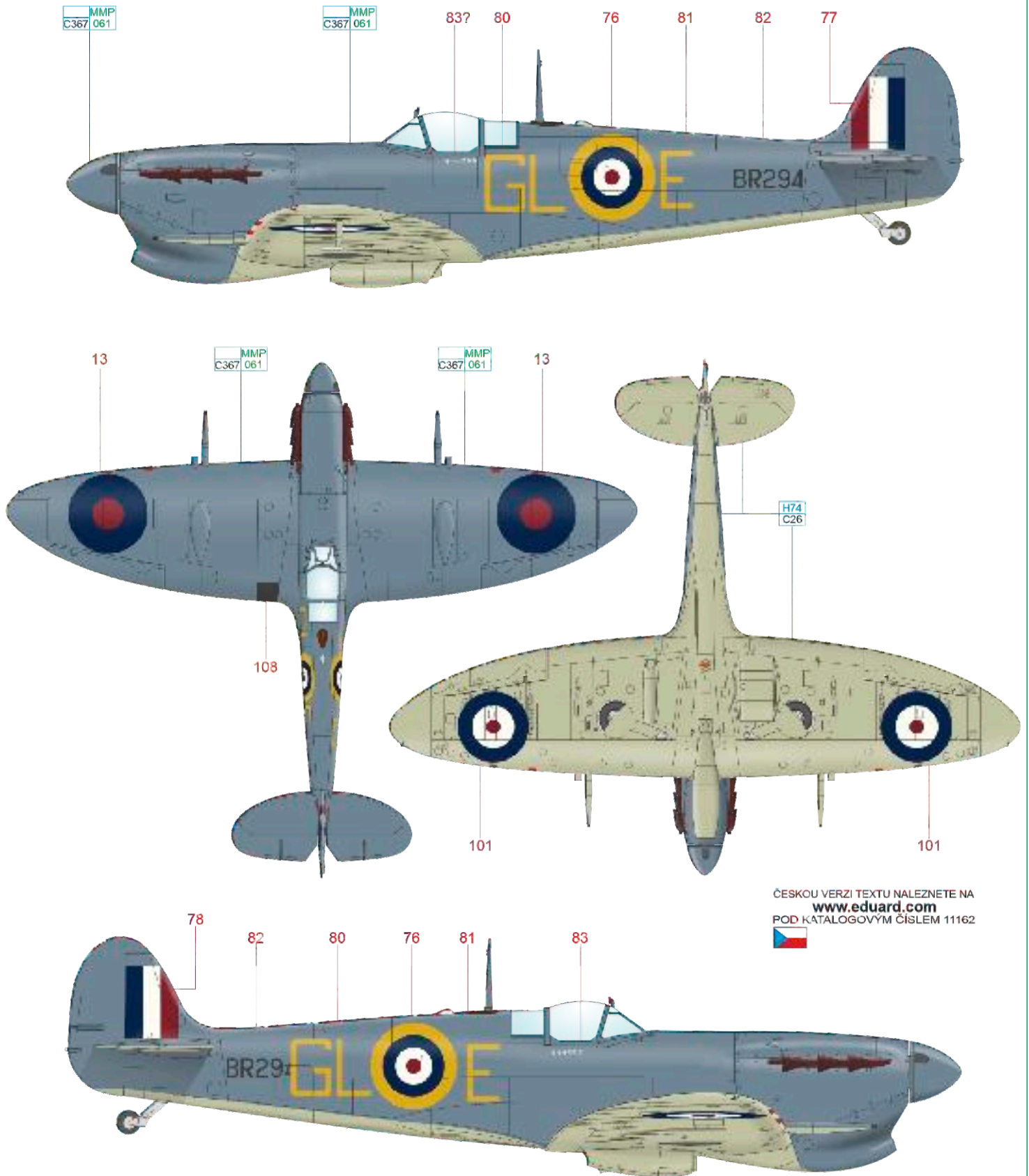
H BR349, P/O John L. Boyd, No. 185 Squadron, Takali, Malta, May 1942

"Tony" Boyd was born on May 20, 1919 in Brynestown, Queensland. Before he joined RAAF in 1940 he had worked as a yackeroo on the sheep ranch. After the basic training on Tiger Moth airplanes he was sent to Canada for the advanced training at Camp Borden. After his arrival in the United Kingdom in July 1941 he was enlisted into the completion training at No. 59 OTU and in September, with the rank of Sgt. attached to No. 135 Squadron. In October he was transferred to No. 242 Squadron which trained for the overseas deployment. Upon arrival in Malta off the HMS Ark Royal carrier in November 1941 Sgt. John Livingstone Boyd was credited with his early victories (four and two shared) flying Hurricanes with No. 242 and 185 Squadrons. After the No. 185 was re-equipped with Spitfires on May 14, 1942, Boyd, flying Spitfire Mk.Vc BR349/3-C, scored his only confirmed kill in this type of aircraft shooting down Bf 109F piloted by Lt. Alfred Hammer from 4./JG 53. Several hours later, flying the very same aircraft, Boyd was killed in the dogfight with C.202 and Re.2001. BR349 camouflage was one of the typical schemes sported by the aircraft participating in the operation Boverly flown off the USS Wasp air carrier on May 14, 1942 - the upper surfaces in the Navy colors of Dark Slate Grey/Extra Dark Sea Grey and lower surfaces in Sky.



BR294, P/O Donald G. Reid, No. 185 Squadron, Hal Far, Malta, May-June 1942

Don "Shorty" Reid was born in Lacombe, Alberta on June 6, 1922 as a twin in the family with eight children. In October 1940 he enlisted in RCAF and in July 1941 he finished his pilot training. Upon arrival in the United Kingdom at the end of August he served in quick succession with several units, No. 152, No. 412, No. 616 and No. 19 Squadrons. He remained at the last unit until the end of April 1942. On May 9, 1942 he was dispatched to Malta to take part in the operation Bowery. During the summer weeks he flew combat missions with No. 185 Squadron defending this small but importantly located island. On June 22 while circling above the sea where the Spitfire from his unit was shot down he was jumped by several Bf 109. During the dogfight he shot down one of the opponents but was overwhelmed by I/JG 77 aircraft, shot down and his Spitfire crashed into the sea. During seven weeks of fighting for Malta "Shorty" Reid scored 6+1 kills, 3 probables and 4+1 damaged enemy airplanes. BR294 camouflage was one of the typical schemes sported by the aircraft participating in the operation Bowery flown off the USS Wasp air carrier. The upper surfaces in the original desert scheme of Dark Earth/Middle Stone were on board of USS Wasp overpainted in US Navy Non-specular Blue Gray, the lower surfaces remained in Sky color.



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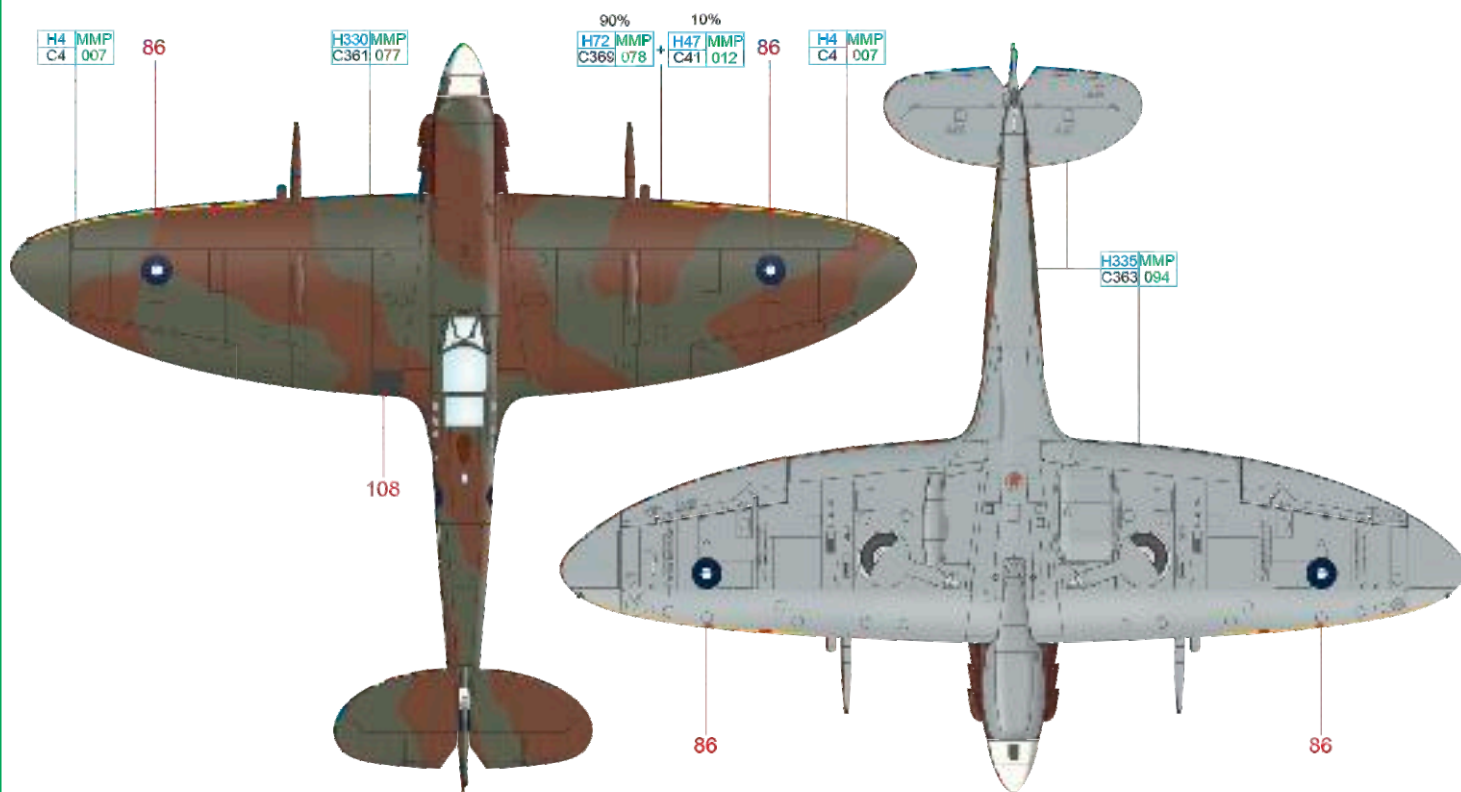
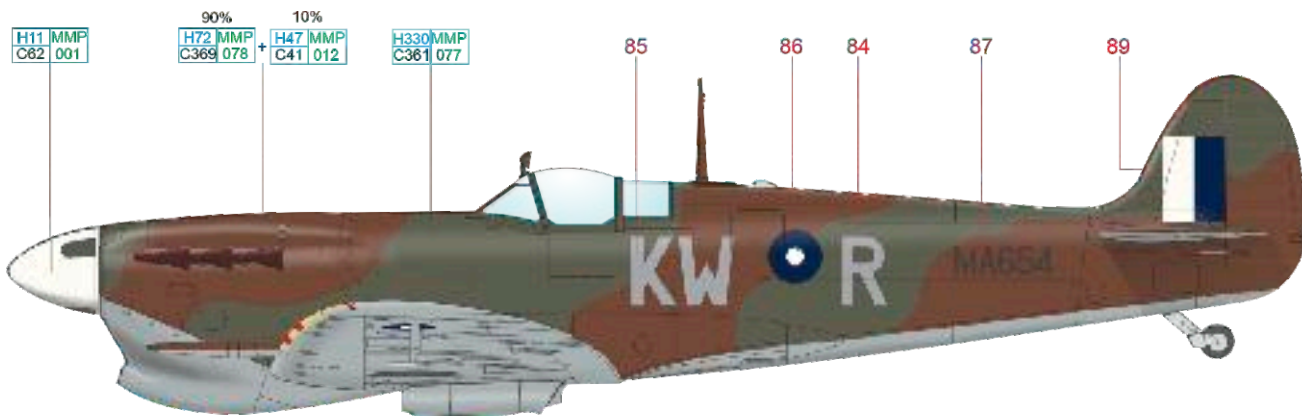


DUCK EGGS GREEN	H74 C26	FLYING WHEEL	MMP C367 061
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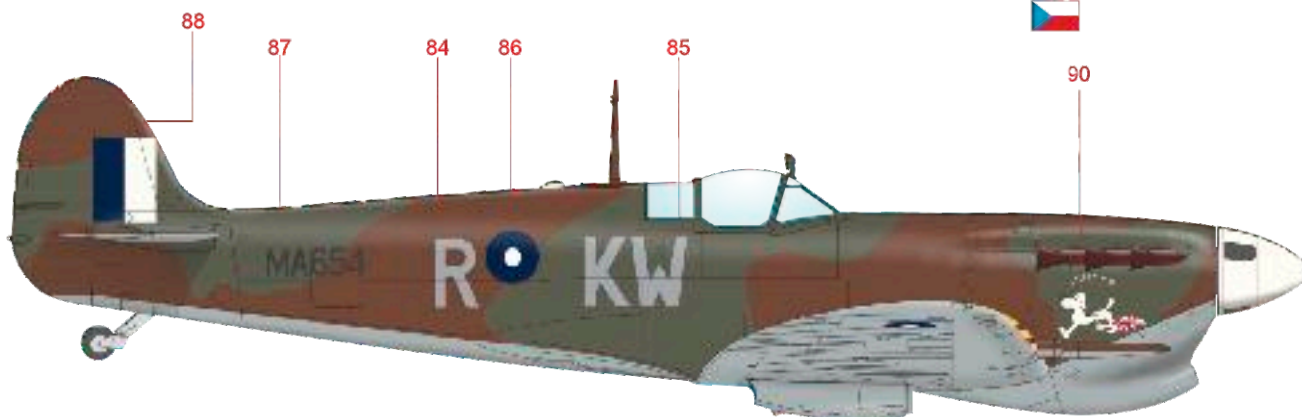
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J MA654, F/Lt Kevin F. Gannon, No. 615 Squadron, Palel, India, July 1944

Kevin Francis Gannon was born on February 10, 1920 in Mareeba, Queensland. Before the war he served in police as a cadet. On October 11, 1940 he enlisted in the RAAF and after he finished his training he was dispatched to No. 615 Squadron in Burma. From November 1943 till June 1944 he scored two confirmed kills of the Japanese aircraft, one probable and three damaged. He achieved his last success flying Spitfire MA654 destroying Ki-43 Oscar fighter. Spitfires supplied to India sported Day Fighter Scheme camouflage. Upon their arrival in India the Ocean Grey pattern was oversprayed in Earth Brown.



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WHITE H11 MMP C62 001

YELLOW H4 MMP C4 007

MEDIUM SEA GRAY H335 MMP C363 094

DARK GREEN H330 MMP C361 077

DARK EARTH H72 MMP C369 078

RED BROWN H47 MMP C41 012

K BS295 (A58-20), W/Cdr Clive R. Caldwell, No. 1 Wing RAAF, Strauss Airstrip, Australia, March-June 1943

Clive "Killer" Caldwell was the most successful Australian pilot of WWII (28.5 kills). After his promotion to command No. 1 Fighter Wing based in Darwin he followed the RAF custom of the personal aircraft identification. He flew three Spitfires Mk.Vc (BS295, BS234 and JL394). Most of his seven victories over Japanese aircraft were scored in BS295. The aircraft carried the camouflage of Foliage Green/Dark Earth/Azure Blue and the code letters were replaced with pilot's name initials CR-C. Wing Commander flag was painted under the canopy.

H11 MMP
C62 001

H72 MMP
C369 078

H302 MMP
C302 004

99

93

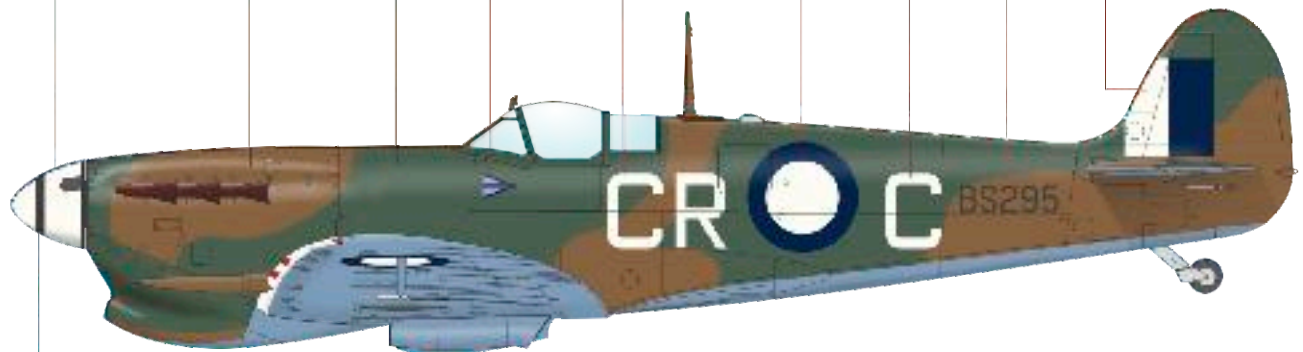
94

92

95

96

H12 MMP
C33 047



H11 MMP
C62 001

94

H302 MMP
C302 004

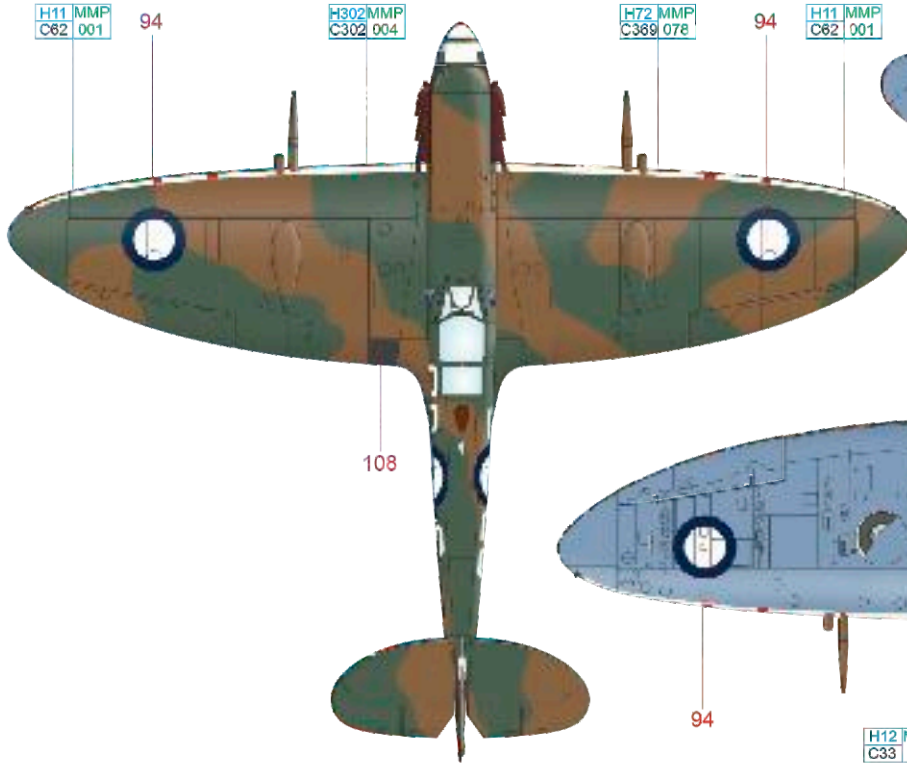
H72 MMP
C369 078

94

H11 MMP
C62 001

108

MMP
C370 092

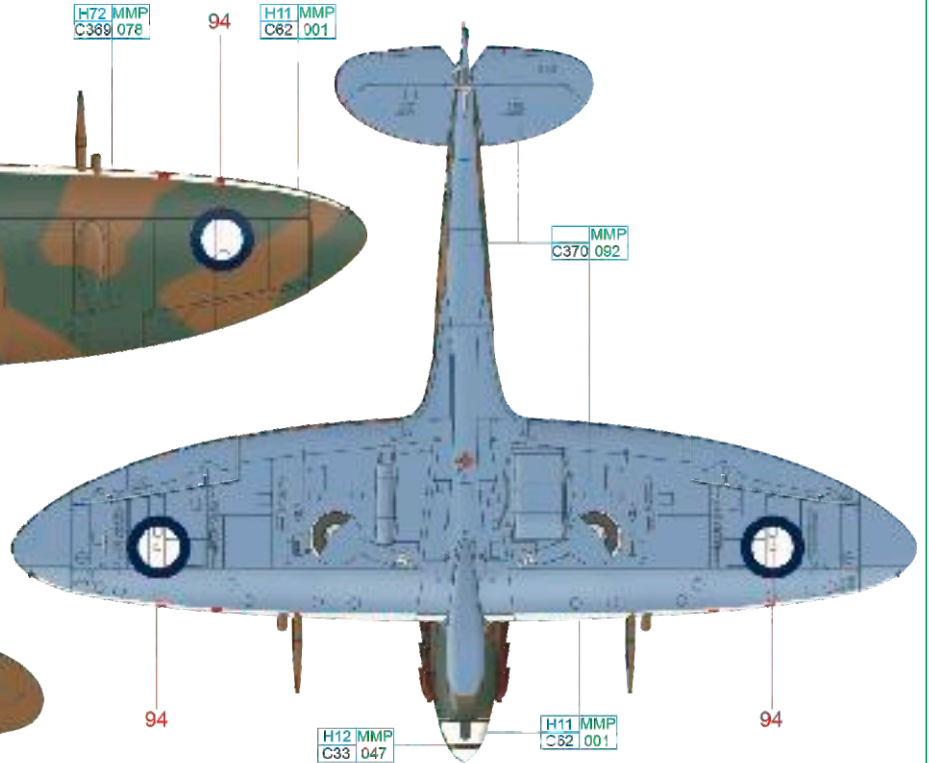


94

H12 MMP
C33 047

H11 MMP
C62 001

94



97

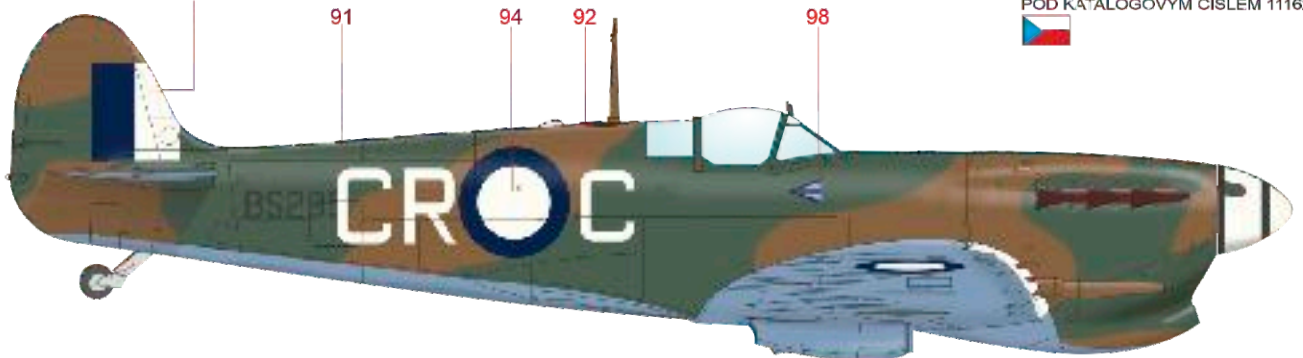
91

94

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WHITE H11 MMP
C62 001

DARK EARTH H72 MMP
C369 078

GREEN H302 MMP
C302 004

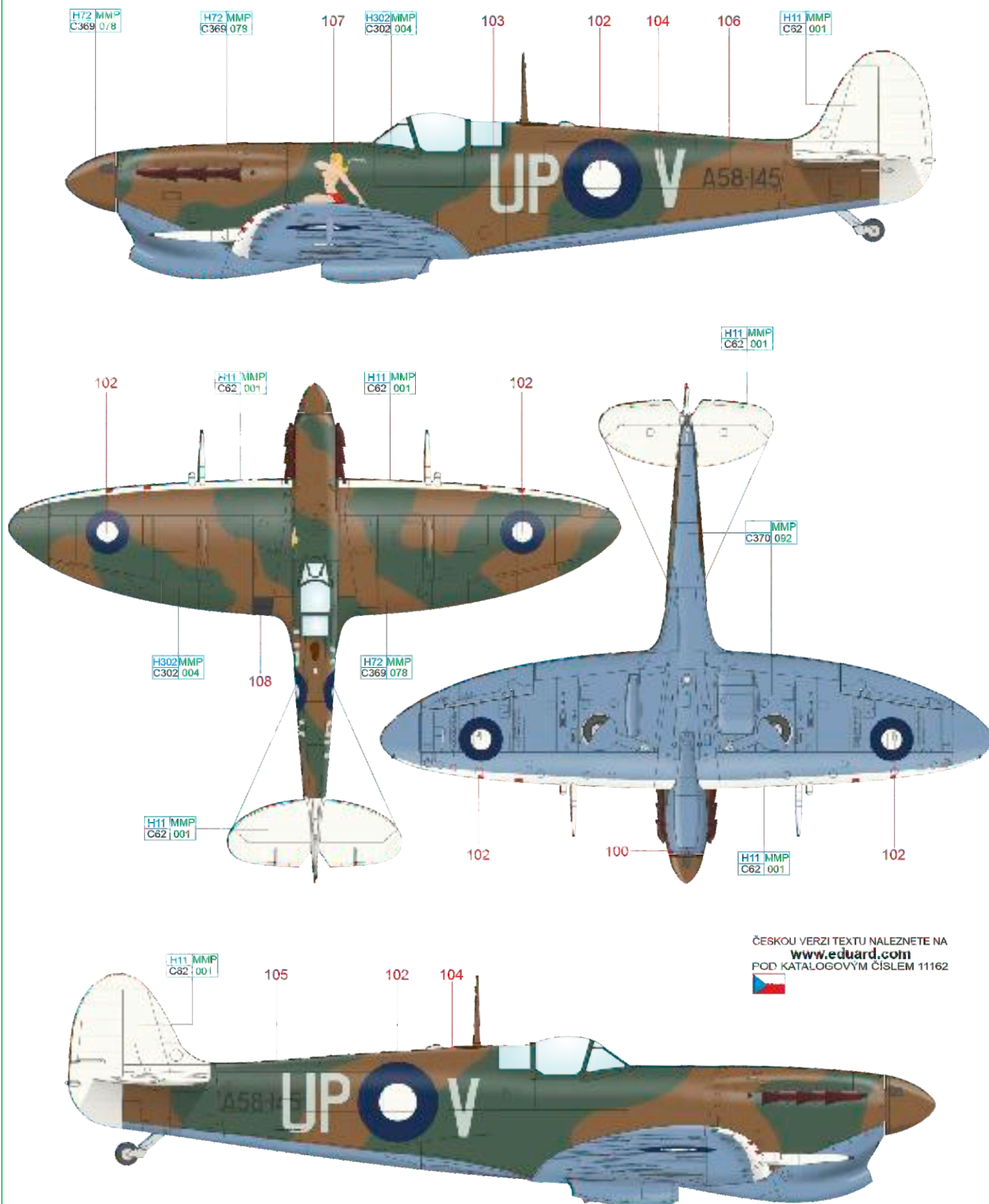
AZURE BLUE MMP
C370 092

BLACK H12 MMP
C33 047

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L A58-145 (EE852), F/Lt Llewellyn Wettenhall, No. 79 Squadron RAAF, Kiriwina, Trobriand Islands, December 1943

Spitfire flown by F/Lt Llewellyn Wettenhall within No. 79 Squadron RAAF in the fall of 1943 carried the name "Nipponese" and girl's nose art on the port side. On December 31, 1943 the pilot's fate was sealed in this aircraft when it was lost crossing the south coast of New Britain during the scouting mission of six Spitfires near this island. After crossing the coast the formation entered the dense clouds and the unit lost contact with its leader. F/Lt Wettenhall has never been seen again.



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WHITE	H11 MMP C62 001	DARK BROWN	H72 MMP C369 078	GREEN	H302 MMP C302 004	AZURE BLUE	MMP C370 092
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