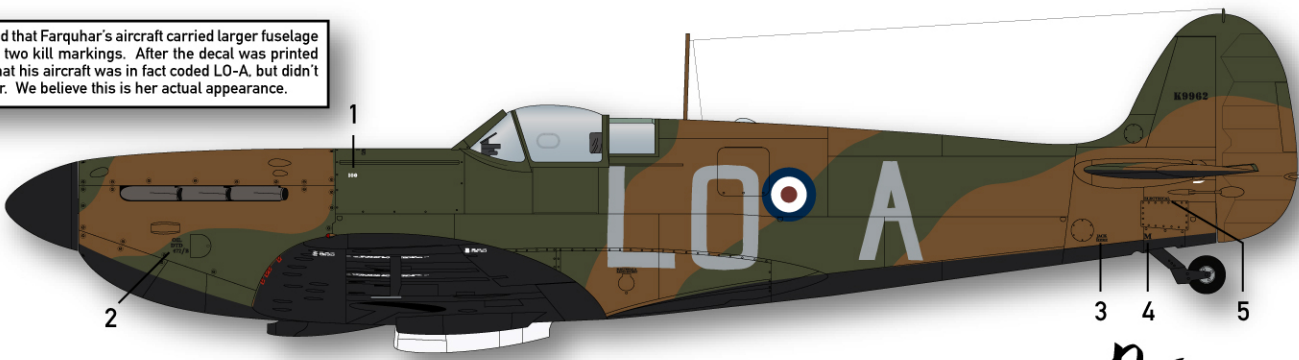


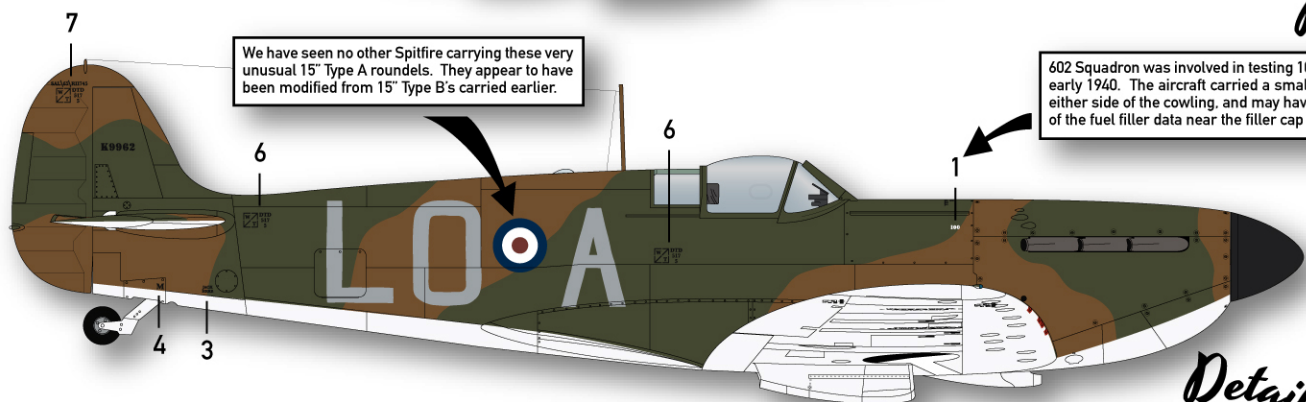
Research originally indicated that Farquhar's aircraft carried larger fuselage roundels and "nose art" and two kill markings. After the decal was printed we were reliably informed that his aircraft was in fact coded LO-A, but didn't look as we had portrayed her. We believe this is her actual appearance.



Detail Note

We have seen no other Spitfire carrying these very unusual 15" Type A roundels. They appear to have been modified from 15" Type B's carried earlier.

602 Squadron was involved in testing 100 octane fuel in early 1940. The aircraft carried a small white "100" on either side of the cowling, and may have had all or part of the fuel filler data near the filler cap overpainted.



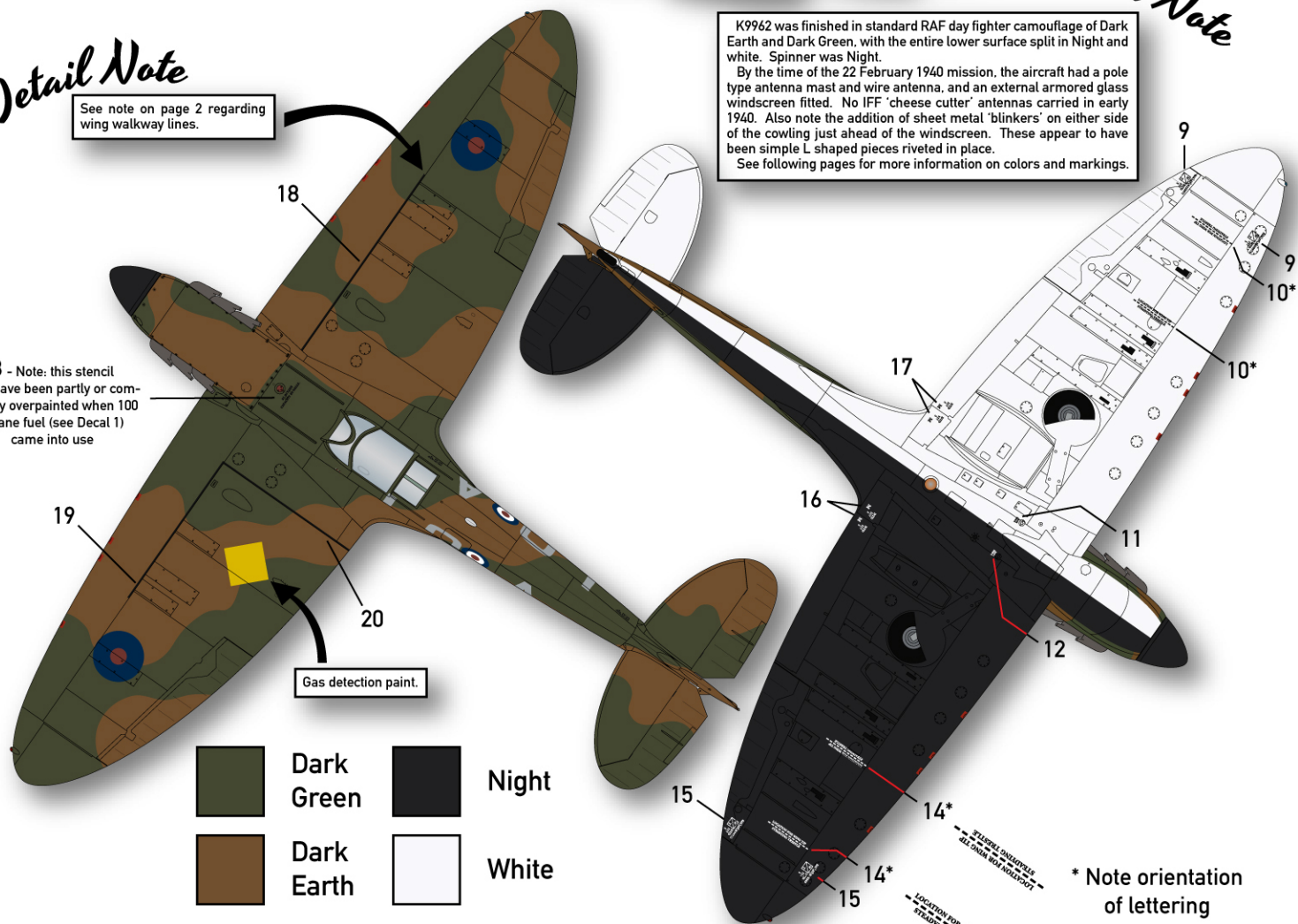
Detail Note

Detail Note

See note on page 2 regarding wing walkway lines.

K9962 was finished in standard RAF day fighter camouflage of Dark Earth and Dark Green, with the entire lower surface split in Night and white. Spinner was Night.
By the time of the 22 February 1940 mission, the aircraft had a pole type antenna mast and wire antenna, and an external armored glass windscreen fitted. No IFF "cheese cutter" antennas carried in early 1940. Also note the addition of sheet metal "blinkers" on either side of the cowling just ahead of the windscreen. These appear to have been simple L shaped pieces riveted in place.
See following pages for more information on colors and markings.

8 - Note: this stencil may have been partly or completely overpainted when 100 octane fuel came into use



	Dark Green		Night
	Dark Earth		White

* Note orientation of lettering

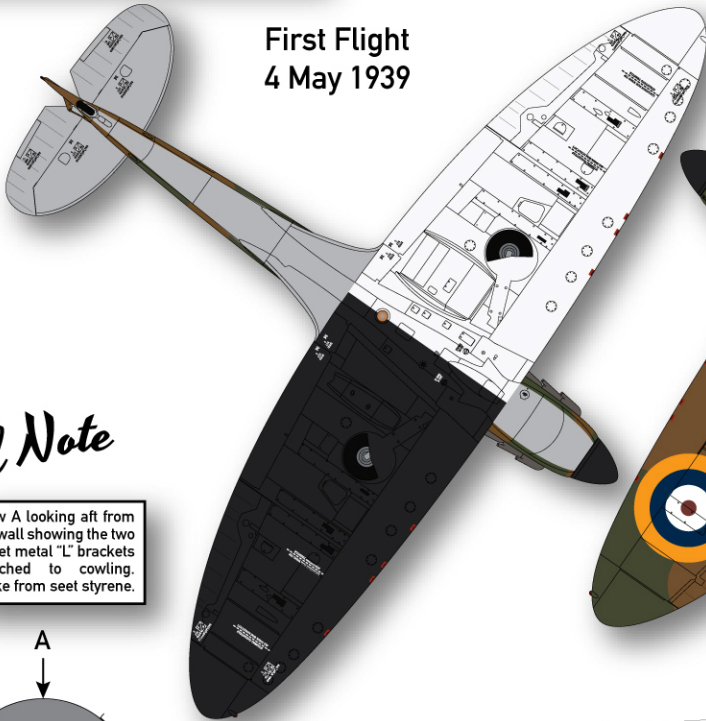
Why does it look like that?

When K9962 left the factory in early May of 1939, RAF regulations called for Dark Earth and Dark green above, with the lower wing finished in half white and half Night. Lower surfaces of the rest of the aircraft were painted aluminum. Roundels were carried on the fuselage and the upper wings, Type A1 in both cases. Fuselage roundels were 35" outside diameter and wings were 56" outside diameter.

Note that most likely a full set of normal factory stencils would have been applied, with those on the aluminum and white painted lower surfaces in black, and those on the Night surfaces in white. Photos of similar aircraft show the insides of the gear doors, the gear legs, and the main wheel hubs were painted aluminum.

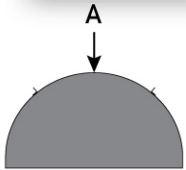


First Flight
4 May 1939



Detail Note

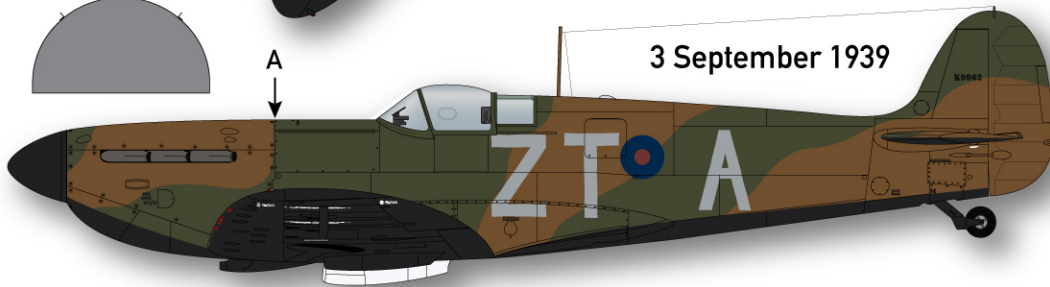
View A looking aft from firewall showing the two sheet metal "L" brackets attached to cowling. Make from seet styrene.



Detail Note

See note below regarding wing walkway lines.

3 September 1939



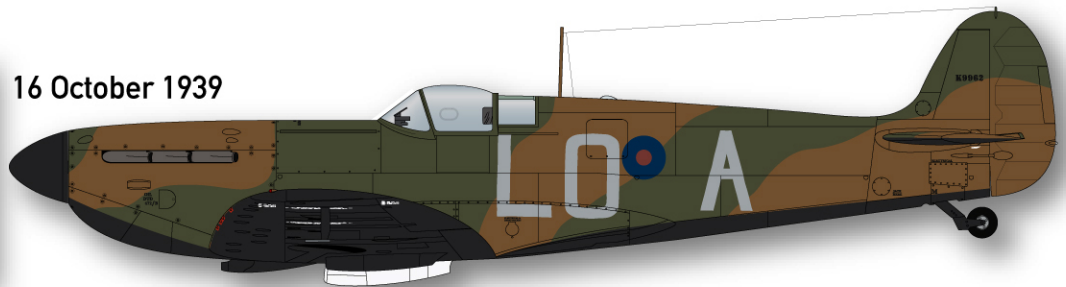
By the outbreak of war in September 1939, the entire lower surfaces had been painted Night and white. It seems probable that the stencil data on the aluminum painted areas would have been overpainted, and most likely not reapplied.

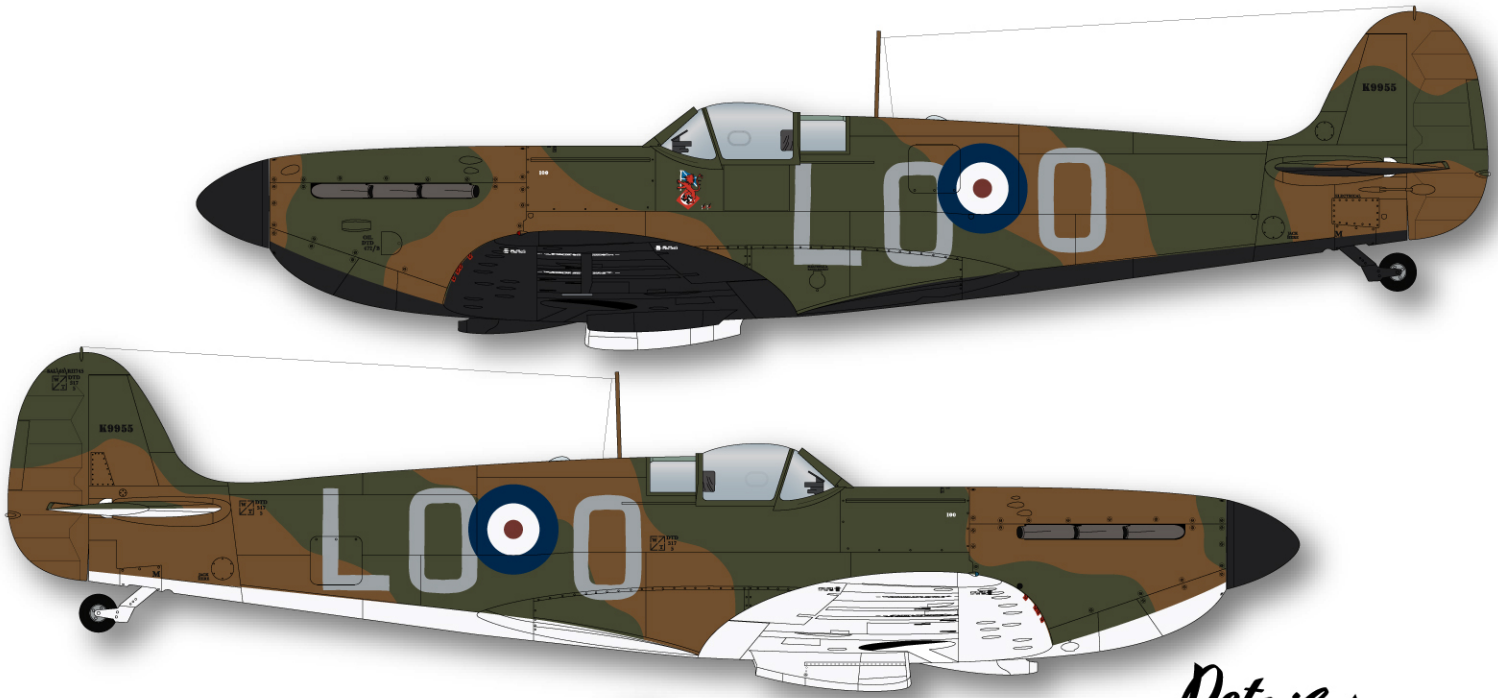
No. 602 Squadron's codes at this time were "ZT". The original Type A1 roundels have had their two outermost bands overpainted, and the white area overpainted with Ident Blue. This leaves us with a Type B fuselage roundel of the correct as-specified 15" diameter, but with an improperly proportioned 5" center spot. The wing roundels received the same treatment, resulting in a 24" Type B with an improperly proportioned 8" center spot. Note that photos show the walkway lines ended at the edges of the previous 56" roundel locations, and were probably never fixed.

By mid-October of 1939, 602 had changed its squadron codes to "LO". Note that LO-A has had a pole type mast and antenna wire attached, but still has no armored external windscreen fitted. No IFF "cheese cutter" antennas fitted at this early date.

On 21 November 1939 roundel regulations changed again. A 25" Type A fuselage roundel, and a 40" Type B wing roundel were specified. For some reason, K9962's fuselage roundel was simply overpainted with white, producing the very unusual 15" Type A as seen on page 1. As far as we are aware, this variation was unique to 602 Squadron.

16 October 1939





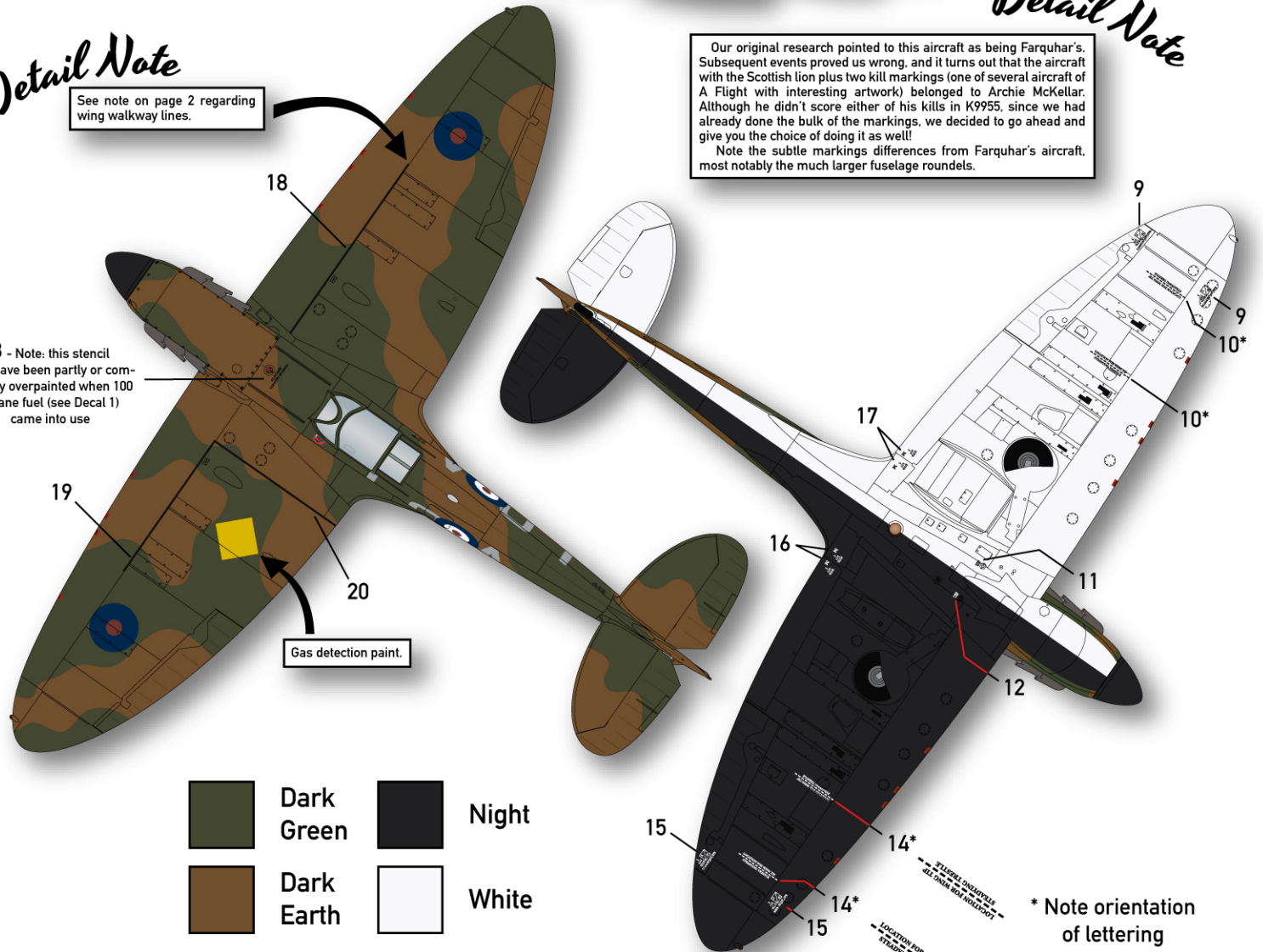
Detail Note

See note on page 2 regarding wing walkway lines.

Detail Note

Our original research pointed to this aircraft as being Farquhar's. Subsequent events proved us wrong, and it turns out that the aircraft with the Scottish lion plus two kill markings (one of several aircraft of A Flight with interesting artwork) belonged to Archie McKellar. Although he didn't score either of his kills in K9955, since we had already done the bulk of the markings, we decided to go ahead and give you the choice of doing it as well!
Note the subtle markings differences from Farquhar's aircraft, most notably the much larger fuselage rounds.

8 - Note: this stencil may have been partly or completely overpainted when 100 octane fuel (see Decal 1) came into use



	Dark Green		Night
	Dark Earth		White

ESSELS DIMENSIONER
ELLENBERGER
LONDON FOR WINDUP
STYLING TUBSLE

* Note orientation of lettering

MARCH 7, 1940

FLIGHT 213

SERVICE AVIATION

Royal Air Force Awards and Announcements



RECOGNITION: A scene in the operations room of a Hurricane squadron in France. In the group may be recognized at least two pilots who have brought down Dorniers and on the wall some old flight identification charts. It is to be hoped that by this time the squadron has acquired copies of our newest chart.

A D.F.C.—

THE Air Ministry announces:—
The King has been graciously pleased to approve of the under-mentioned award in recognition of gallantry displayed in flying operations against the enemy:—

Awarded the Distinguished Flying Cross
Sqn. Ldr. Andrew Douglas Farquhar, Auxiliary Air Force.

During February, 1940, this officer engaged an enemy aircraft while on patrol. Though he expended only a small amount of ammunition, the accuracy of his shooting appears to have put both engines of the enemy aircraft out of action, and it effected a forced landing. Sqn. Ldr. Farquhar also very actively engaged enemy aircraft in October, 1939, and has led his squadron with magnificent dash and courage on several occasions.

The action for which he received the Cross was the bringing down of a Heinkel bomber at North Berwick earlier this month. While on patrol in a Spitfire he sighted an enemy aircraft, followed it into a cloud, and, sighting it again in a clear patch, gave a burst with his machine-guns.

On October 16, this officer was also in action—in the German raid on the Firth of Forth, when he chased one of the raiders over the roofs of Edinburgh. He was also the leader of the Squadron that shot down the first enemy raider to fall on British soil, the Heinkel that came down on the Lammermuir Hills, near Dalkeith, on October 28.

It was the same squadron that brought down the Heinkel that crashed near St. Abb's Head, Berwickshire, last Thursday week. Sqn. Ldr. Farquhar, in his Spitfire, followed the enemy pilot down and landed his own aircraft not far from the Heinkel. He was too late, however, to prevent the German airmen from destroying their aircraft, which was already on fire.

Andrew Douglas Farquhar, a Glasgow stockbroker, joined the Royal Auxilliary Air Force in 1927. By January 1939 he was in command of 602 Squadron and led them into their first air battle of the war on 16 October. That day Farquhar clamed a third of an He111 damaged and half a Heinkel destroyed in action over the Firth of Forth. Along with 603 Squadron's claims, these were the first Luftwaffe bombers shot down by the RAF. Farquhar would not score again until 9 February 1940 when damaged an He111H-1, coded 1H+EN, belonging to 5/KG 26 that signaled surrender by lowering its undercarriage. The Heinkel was then forced to land and captured. On the 22nd Farquhar, along with P/O Victor Proudman, shot down another Heinkel as detailed below. Farquhar flew Spitfire K9962 in all of the afore mentioned sorties.

The final paragraph of this piece in Flight, 7 March 1940 gives but a hint of what Sqdn Ldr Farquhar did on 22 February. He and his squadron mate, P/O George Proudman shot down an He111P-2 reconnaissance aircraft of 1(F).ObdL based in Norway, forcing it to crash land at Lumdsaine, East Coldingham, near St Abbs Head, East Lothian. The German crew then set fire to the aircraft. Farquhar, wanting to try to preserve this valuable prize, tried to land next to the Heinkel but overturned his kite and had to be rescued by Fw Sprigarth.

German crew:
Lt R.E. Grote POW Uffz Berger POW
Fw Sprigarth POW Uffz Bachman (injured) POW

At the time, the Melrose newspaper 'The Argus' reported on 24 February 1940 - "After a Spitfire pilot brought down a Heinkel bomber yesterday he landed close in and took the crew of four Germans prisoner. The village postman reported - "I saw a big black machine flying from the sea. It was very low and the Spitfire was almost on top of it. Then I heard a burst of fire and the bomber crashed." A farm worker followed on- "Three Germans climbed out of the bomber and lifted out another man who seemed badly injured. They carried him across the field. They then went back and got in again. They weren't inside long. They jumped out and smoke and flames shot up."

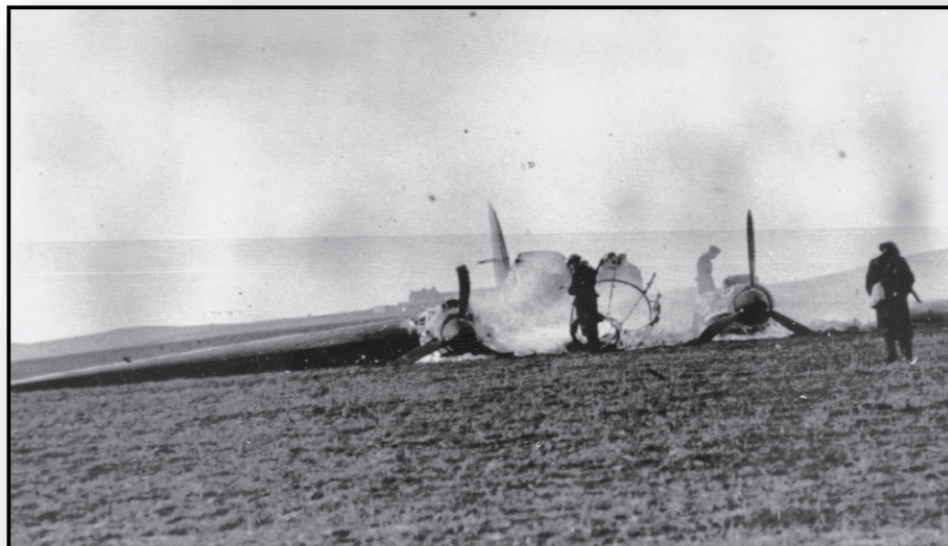
"As this happened the Spitfire landed and the pilot clambered out and raced toward the Heinkel a few seconds late. Flames were rising 30ft from the bomber. The British pilot guarded the Germans until troops arrived and then helped them carry thier wounded comrade to a farm close by."

On February 29th. Flight magazine reported: "...persued by the Spitfires and with one engine out of action, the German pilot decided to make for land. He crashed his aircraft a mile inland near St Abbs Head. The crew succeeded in setting it on fire. One of the Spitfires descended in an unsuccessful attempt to prevent the Germans destroying their aircraft. One German airman said- "...we were shot down by one of your Spitfires. It shot at our tail and back. The machine gunner, a corporal, in our Heinkel was hit twice in one leg. We were not struck. We were shot at several times and we had to come down about 1 o'clock. The Spitfire came down too."

However, another Spitfire pilot based at Drem wrote to his brother. This is his account of what actually happened: "The only thing of interest that has happened up here is that awful show when the Heinkel landed at St. Abbs Head. Of course you must have read about it. The 'dashing' pilot landed near the machine and tried to prevent the Jerries firing it - of all the crass stupidity, I have never seen such a miserable attempt at being a hero or something. It was the CO of 602 squadron! A squadron leader!!! My, my. The field was like a minature moutain and of course he went ass over tit and landed flat on his back and was firmly stuck in the cockpit upside down! The Germans, being decent chaps, lifted what was left of the tail and got him out, thus saving his life - or if not that, from a nasty headache. Actually, the Heinkel was nicely set alight, whilst the wretched S/L was on the wrong end of a revolver, trying to bluff a bullet headed German to hand it over! The scream of it all is that the 'ace British Spitfire pilot' had not got even a peashooter with him!! A silly man. The King is coming to see us all tomorrow and I expect he will get a DFC or something; I know what he really wants!"



The still-smouldering wreckage of He111P-2 T5+OH of 1(F).ObdL rests in the field where Farquhar landed his Spitfire. The North Sea is visible in the background. We have been unable to locate any other photos of He111s of this unit. If any reader has any leads on these elusive reconaissance aircraft we would be most interested to hear from you!





He111H-1 1H+HN, WNr 8653 of 5/KG.26 which Farquhar and his wingman damaged and forced down on 9 February 1940. Virtually undamaged, it was given Air Ministry serial number AW177 and used to develop and refine tactics against the He111.





A quartet of 'erks' giving K9955 some loving care at Drem. Note the color of the landing gear legs, wheel hubs, the inner surfaces of the gear doors, and the sliver of the left main gear bay that is visible - all appear to be painted silver. Also note the antenna mast, the external armored windscreen, and the sheet metal L shaped blinkers on the cowling. The aircraft was less than a year old when this photo was taken, yet she appears somewhat scruffy. The Scottish rains undoubtedly made for muddy conditions at Drem, accounting for the splattered appearance of the gear door.



Surely one of the earliest examples of 'nose art' and kill marks on an RAF fighter, K9955.

Although it does not show K9962 (note the lack of the sheet metal 'blinkers'), this photo none the less shows typical 602 Squadron markings at the time depicted by the decal.

