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Spitfire Story:
Malta

INSTRUCTION SHEET

1/48

DUAL COMBO

11172-NAV1

MALTA

The unsinkable aircraft carrier



by MICHAL KRECHOWSKI

Keith Park in his personal Spitfire Mk.Vb at Safi airfield on the occasion of the opening of the new runway on May 15, 1943.

Photo: IWM

Due to its strategic location at the crossroads of the shipping lines between Gibraltar and Alexandria as well as Italy and North Africa, Malta became a target of the continuous enemy air attacks. During the WWII, in order to defend the island, the British were forced to constantly deploy more and more fighters and pilots to its “unsinkable aircraft carrier”.

Initially the air defense was provided by the obsolete Gladiators and Hurricanes. The much-desired Spitfires could only be transferred to the island during the spring months of 1942. Newly delivered Spitfires Mk.Vb/Vc ultimately earned their greatest glory defending this extremely strategically important island.

Battle of Malta took place from June 1940 till November 1942 and went down in history as the battle for the “unsinkable aircraft carrier”. In the beginning of the WWII this overlooked Mediterranean island became one of the key spots of the battle for the Mediterranean and the battle of Africa as well as its strategic importance was paramount. The aircraft, submarines and ships operating out of there were able to interrupt the supply routes to the Rommel's Afrika Korps and in this manner to defend Africa, Suez Channel, and valuable oil fields behind it. It is well known fact that the mistaken political and strategic judgement of the air commanders lead to the situation that in June 1940 there were almost no fighter aircraft based on Malta. Had not four crated Sea Gladiators been accidentally discovered, the whole island's air defense would have been non existing. One of the aircraft was soon heavily damaged and the pilots bravely defended Malta with those three remaining airplanes against the enemy attacks for eighteen days until four Hurricanes arrived as a reinforcement. Consequently, the British, now fully aware of Malta's importance and its strategic value, started gradually to reinforce the island defense with more Hurricanes.

For the whole year of 1941, Malta had to be defended against the concentrated enemy attacks. The Axis powers bombed the island's infrastructure focusing on the port, airport and storage facilities. In the meantime the convoys headed for Malta were mercilessly pursued and destroyed which in fact put the island under the siege. On December 4, 1941, at night the German Luftwaffe launched the continuous bombing which lasted five long months and intended to break the resistance of the Royal Navy and Air Force finally. At the end the plan to invade Malta, code named Hercules, was hastily prepared. The Field Marshall Albert

Kesselring was put in charge of the attacks on Malta. His forces were clearly numerically superior over the defenders. The frequent bombing raids destroyed the major part of the British aircraft on the ground and in the middle of February 1942 the defenders were left with only eleven airworthy Hurricanes. At the same time the pressure to re-equip the fighter squadrons defending the island with Spitfire mounted.

Spitfires over Malta

In the middle of 1941 the Spitfire production in its latest version Mk.V was not yet meeting the Fighter Command squadrons re-equipment requirements therefore the British aviators in the Mediterranean and (later) in the Pacific had to make do with the obsolete types. Only in September 1941 the decision was made to dispatch the first two Spitfire squadrons to North Africa. The transfer started in February of the following year. A portion of these aircraft was re-directed to Malta. After a year and half of the fighting the procedure of the fighters transportation to the besieged island was well established. First the crated, dismantled aircraft were transported to Gibraltar where they were assembled and boarded on the aircraft carrier. After the approach to Malta, the airplanes took off directly from the decks of the aircraft carriers Eagle, USS Wasp (CV-7) or Furious which immediately after turned back. Except of one instance when Eagle and USS Wasp (CV-7) sailed together (Operation Bowery) only a single aircraft carrier sailed to Malta at a time. In order to get Spitfire airborne off the mere 200 m (660 ft) long flight deck it had to place the landing flaps into the take-off setting. However, the Spitfire's pneumatically controlled flaps had only one setting – 85 degrees which was actually a breaking setting for slowing down the aircraft during the landing. The solution was quite simple – wooden shims were inserted into the space between flap and wing that prevented the flaps to close and in this rather primitive manner assured some 25 degrees setting. Once Spitfire was safely airborne, the

pilot fully dropped the flaps for a moment and the shims fell off. After that he retracted the flaps and continued in cruising flight.

The first fifteen Spitfires were delivered to Malta on March 7 as a part of the Operation Spotter. Two weeks later another nine Spitfires followed (Operation Picket I). In order to increase the transportation capacity, the American aircraft carrier USS Wasp (CV-7) was on loan to the Britons. As a part of the Operation Calendar further 48 Spitfires were delivered to Malta. However, very few of the freshly delivered aircraft survived more than several weeks, sometimes they were lost in couple of days after the landing and there were instances when the aircraft was lost on the same day. The intensity of the fighting was tremendous and peaked during March–April 1942. During this period, the tonnage of the bombs dropped on Malta surpassed the bombs tonnage dropped on London during the Battle of Britain.

On May 9, during the following Operation Bowery, another 61 Spitfires were safely delivered. Immediately after the landing, those were refueled, rearmed and took off to counter the anticipated attacks. In the following days the heaviest dogfighting took place up until then and Spitfires inflicted the heavy losses to the Axis powers. So much desired Spitfires therefore ultimately achieved the air superiority over the battlefield and thanks to them Malta held on. Until the middle of November, when the air raids on Malta were recalled, 385 Spitfires were dispatched to Malta during thirteen operations off the aircraft carriers, 367 of them flew over to the island. During the heavy fighting, the Spitfire pilots were credited with at least 600 aerial victories. The most successful of them all, Canadian George "Screwball" Beurling scored 28 confirmed kills. Almost one hundred of Spitfire pilots paid the ultimate price during the combat.

Spitfire supplies and their coloration

There is still no definitive information about the precise color shades applied in 1942 however, based on the available data analysis, study of the period photographs and factoring in the camouflage standards, the most probable aircraft appearance can be determined. The camouflage schemes of the Spitfires flown off the island varied quite a bit. Initially the most suitable color was considered the Dark Mediterranean Blue but due to the shortage of this paint there were aircraft painted in different shades of blue. The lighter shade, Light Mediterranean Blue, originally intended for the biplanes, was also used, then the naval Extra Dark Sea Grey, American Blue Gray M485 and various colors from the ships' stocks, initially not intended to be applied on the airplanes. Spitfires from the later deliveries mostly received the "Malta" camouflage either at Gibraltar before embarking or immediately upon their arrival on the island. The quality of the paint application was rather inferior to the factory finish. The coat of paint

sometimes fully covered the original paint work, in other cases it was rather thin, and the original coloration showed through so the new coating was more of the blue filter rather than fully covering coat of paint.

Operation Spotter

March 7, 1942

The first Spitfires that reached Malta, and the first ones deployed outside of Britain, took off on March 7 off the Royal Navy aircraft carrier HMS Eagle. During the operation code-named Spotter fifteen Spitfires Mk.Vb were dispatched carrying 340 l (90 gal) drop tanks which enabled them to extend their range for more than 1,000 km (650 miles) long flight to Malta. All fifteen Spitfires safely landed at Ta Kali airfield. No. 249 Squadron was the first to receive the new Spitfires and three days later, on March 10, it flew its first combat missions against the formation of Ju 88 escorted by Bf 109.

Operation Picket

March 21, 1942

Two weeks later another nine Spitfires Mk.Vb reached Malta in the same manner. Spitfires arriving in Malta during the operations Spotter and Picket were camouflaged in the standard desert scheme of Dark Earth and Middle Stone on the upper surfaces, the lower surfaces were painted in either Sky or Azure Blue. The lower surfaces color depended on the factory: the aircraft manufactured at Supermarine had Sky, those completed at Aircraft Servicing Units (ASU) had the lower surfaces in Azure Blue. Upon the arrival in Malta the Middle Stone patterns were overpainted in a grey color which is said to have been a mixture of various shades. The exact color of this mixture remains unknown, but it's believed it was very similar to Extra Dark Sea Grey.

March 29, 1942

Operation Picket II

The rather strong contrast of the desert camouflage colors did not seem the best scheme for flying over the sea. Therefore, before embarking on the aircraft carrier at Gibraltar, the third batch of seven Spitfires Mk.Vb had their upper surfaces overpainted in the dark grey-blue color, probably Extra Dark Sea Grey.

April 20, 1942

Operation Calendar

The oldest document promulgating the requirement for the new camouflage for the Spitfires delivered to Malta was the supplement Nr. 1 to M.E. Air Movement Instruction No. 1 dated March 30, 1942. It stated that the Spitfires destined for Malta



The first Spitfire leaves the deck of HMS Eagle on March 7, 1942. Codenamed Spotter, the operation sent fifteen Mk.Vb Spitfires to the island, which were received by No. 249 Squadron upon landing.

Photos: IWM

The Spitfire Mk.Vc, BR344 with code 30M during an engine test aboard the USS Wasp during the Operation Bowery.



A Spitfire Mk.Vc is lifted aboard the aircraft carrier USS Wasp bound for Malta during Operation Bowery.



were to be camouflaged in the new scheme of Dark Mediterranean Blue on the upper surfaces and Sky Blue on the lower surfaces. At the same time, the personnel of No. 601 and No. 603 Squadrons in Great Britain was getting ready to be dispatched to Malta with the full complement of 47 new Spitfires Mk.Vc (including reserves). These aircraft were to be painted in the new Malta camouflage but upon relaying the instructions they were simplified to the "sea camouflage" which was, logically anticipated as the camouflage applicable to the Fleet Air Arm aircraft and the aircraft were painted in that way at the factory. Once this mistake was noticed at Gibraltar the stocks of Dark Mediterranean Blue and Sky Blue were loaded together with the aircraft. The supplies however were sufficient for repainting only the portion of the aircraft to be delivered. Out of forty seven Spitfires on board of USS Wasp during the Operation Calendar twenty seven were camouflaged at ASU with Royal Navy colors, the remaining twenty were repainted with new "Malta" colors of Dark Mediterranean Blue and Sky Blue. The Spitfires on board received markings in white numerals 1 and 2 and a code letter.

May 9, 1942

Operation Bowery

For years, based on the archive photographs, it was speculated what color was applied to Spitfires Mk.Vc transported on board of the USS Wasp carrier during the Operation Bowery. Photographic evidence from the embarkment of the Spitfires confirms both the desert camouflage in Dark Earth, Middle Stone, Azure Blue or Sky and the Navy camouflage in Extra Dark Sea Grey, Dark Slate Grey and Sky. According to the veterans' recollections most of the Spitfires were repainted on board in some kind of blue or blue-grey color. The application of the USN colors seems the most probable. Those are M-485 Non-Specular Blue Gray, applied to the upper surfaces of the twelve F4F Wildcats assigned to the USS Wasp (CV-7) CAP duties, and Deck Blue 20-B color applied to the exterior steel deck as a part of the aircraft carrier camouflage scheme.

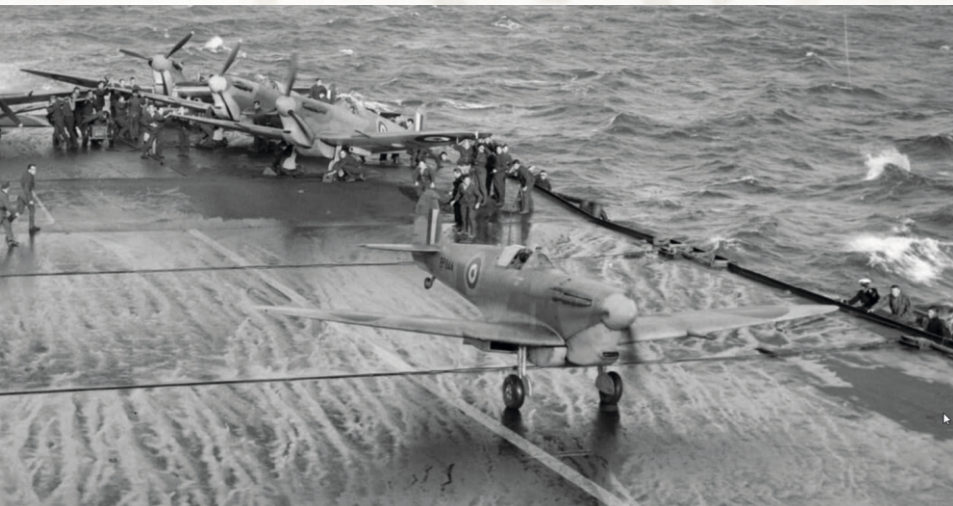
There is a third option: both colors, M-485 Non-Specular Blue Gray and Deck Blue 20-B could have been applied to maintain the upper surfaces camouflage pattern on some Spitfires. In that manner the two-tone blue-grey camouflage scheme would have been consistent with the scheme on the upper surfaces of the aircraft operating on Malta at that time. The lower surfaces color remained the standard shade of Azure Blue or Sky. 46 Spitfires aboard USS Wasp and 18 aboard HMS Eagle were marked in the same way as the Spitfires from the Operation Calendar. The white numerals 3 or 4 on one side of the cockade and the code letter on the other one.

An interesting event worth mentioning occurred during the Operation Bowery when the Spitfires took off from the USS Wasp. After the take off in his Spitfire BR126 X-3, the Canadian pilot, P/O Jerrold Alpine "Jerry" Smith found out that his drop tank was inoperable, and he was not able to reach the airfield on Malta. He jettisoned his tank and received order to bail out of his Spitfire. Instead Jerry inquired about the attempt to save the aircraft by landing it on the aircraft carrier deck. After the captain approved, he indeed tried to do it. His first approach was too high and too fast however his second attempt was successful and he safely landed his Spitfire and stopped mere six feet from the end of the flight deck. He managed, as the first in the world, to land a Spitfire on the aircraft carrier and even without an arresting hook! For his deed P/O "Jerry" Smith was unofficially awarded the American Navy Wings from the flight deck officer David McCampbell, the future most successful USN fighter pilot who, as a LSO (Landing Signal Officer) directed the whole operation.

May 19, 1942

Operation LB

Even though no known photographs of seventeen Spitfires Mk.Vc flying during the Operation LB came to light it is assumed, that they were repainted at Gibraltar in Dark Mediterranean Blue on the upper surfaces and probably the Azure Blue



The Spitfire Mk.Vb, BP844, the first of nine Spitfires to reinforce the RAF on Malta during Operation Picket I, taking off from the deck of HMS Eagle on March 21, 1942. Sitting in its cockpit was Squadron Leader E. J. "Jumbo" Gracie. This aircraft was shot down over Malta on April 2, 1942.

Mechanics from the special assembly group with Spitfires Mk.V at Gibraltar. Behind them, the fuselages of Hawker Hurricanes can be seen hidden in transport crates. The Special Assembly Group was set up at Gibraltar in July 1942 to assemble and test-fly aircraft transported from Britain by sea to reinforce Malta. The two front Spitfires, EP720 and EP791, became part of Operation Train, the last delivery of Spitfires to reinforce Malta.



Photos: IWM



Three RAF ground crew refuel and rearm a Spitfire Mk.Vc of No. 603 Squadron at Ta Kali airfield. The protective bulwark was built from empty fuel cans and sandbags.

Photo: IWM

on the lower surfaces was also repainted with Sky Blue color. Thanks to the pilots' logbooks we know that these Spitfires were marked with the code letter C in front of the fuselage cockade and two-digit numeral behind it. For example, Spitfire BR107, delivered during the Operation LB, was coded C-22 while BR108 carried the code C-20 and BR175 was marked C-51.

June 3, 1043

Operation Style

Altogether 31 Spitfires Mk.Vc were embarked on the HMS Eagle deck for the Operation Style. Of them, 27 reached Malta. Many surviving photographs of Spitfire BR305, which was delivered during the Operation Style, show that it had been finished in the Dark Mediterranean Blue/Sky Blue.

June 9, 1942

Operation Salient

Salient was the last operation during which the Spitfires camouflaged in Dark Mediterranean Blue and Sky Blue were delivered. In total 32 Spitfires Mk.Vc were delivered during the June. After that, the air command on Malta (AHQ Malta) requested the change in the coloration to be applied to the newly delivered Spitfires.

July 15, 1942

Operation Pinpoint

It is not exactly clear why the AHQ Malta decided to change their camouflage requirements from a single blue color on the upper surfaces to the two colors pattern which included the lighter blue color shade. It might have somehow been related to the appearance of some Spitfires delivered during the Operation Bowers which carried two tone blue-gray scheme on the upper surfaces. The new camouflage scheme, required by the AHQ Malta as of June 1942, resulted in the adoption of two colors pattern for the upper surfaces: Deep Sky Blue and Dark Slate Grey. Light Mediterranean Blue was to be applied on the lower surfaces. Based on the surviving photographs it is quite probable that some of eight Spitfires Mk.Vc and 24 Spitfires Mk.Vb participating in the Operation Pinpoint could have been camouflaged in these new colors.

July 21, 1942

Operation Insect

Surviving photographs of three Spitfires Mk.Vc and 27 Spitfires Mk.Vb, which are confirmed to have been delivered during the Operation Insect, support the fact that they could have been finished in the Malta scheme of Deep Sky and Dark Slate Grey camouflage.

August 11, 1942

Operation Bellows

Operation Bellows was the third mission during which the Spitfires were transported from the United Kingdom directly to Malta, bypassing Gibraltar.

The operation was a part of the convoy Pedestal, the famous mission to supply Malta. On August 11, 38 Spitfires Mk.Vb took off off the HMS Furious flight deck. All of them, except one, which was forced to make an emergency landing on HMS Indomitable, reached Malta safely. Typically for Spitfires destined for Malta, the coloration of the aircraft participating in the Operation Bellows is questionable. Most of the airplanes were finished in the desert scheme with Azure Blue on the lower surfaces, a part of them however received the naval camouflaged in Extra Dark Sea Grey, Dark Slate Grey and Sky. The photographs of Spitfires delivered to Malta during the Operation Bellows confirms repainting of the "desert" upper surfaces in the workshops of the local Maintenance Command. It is highly probable that the upper surfaces repainting was done with only one shade of Deep Sky or Extra Dark Sea Grey or the new standard camouflage scheme in Deep Sky and Dark Slate Grey was applied.

August 17, 1942

Operation Baritone

HMS Furious returned to Gibraltar from her latest mission on August 12 and immediately embarked two Hurricanes and 32 Spitfires. On August 16, she set sail again and a day later 32 Spitfires took off from her flight deck, 14 of them in version Vc and 18 in version Vb. Twenty-nine of them managed to reach Malta shores. According to the period pictures the camouflage of these Spitfire varied from the new scheme of Deep Sky and Dark Slate Grey to the upper surfaces finished in Dark Mediterranean Blue.

October 30, 1942

Operation Train

The aircraft loaded on the decks of the OG.85 convoy ships were originally destined for the Operation Torch (the Allied landing in the North Africa). With the General Eisenhower approval, however, 44 Spitfires were diverted to Malta (32 in Mk.Vb on board of HMS Furious while 12 aircraft in the version Mk.Vc flew directly from Gibraltar). Operation Train was the last mission to reinforce Malta with Spitfires flying off the aircraft carrier. These were finished in the standard camouflage scheme of Deep Sky and Dark Slate Grey on the upper surfaces and Light Mediterranean Blue on the lower surfaces.

After the battle

During the first months of 1943 the air battle for Malta ceased. The defenders won having destroyed more than a thousand of the enemy aircraft in combat. The Mediterranean island was transformed from the besieged base to the "spring board" for the Operation Husky, i.e., invasion of Sicily. On July 10, 1943, this operation opened the way to the liberation of the whole continent. In just couple of days, the Allies captured the solid supporting base on the Sicilian soil and soon after the Allied aircraft were transferred from Malta bases to the liberated airfields in Sicily and Southern Italy. Due to these changes the special Malta camouflages became history. Spitfires flew their further missions carrying the standard camouflage patterns only.

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 lepidel 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. SYMBOLY

* INSTRUKTION SINNBILDEN

* SYMBOLES

* 記号の説明

OPTIONAL
VOLBABEND
OHNOUTSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVITPLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTION ON www.eduard.com

PARTS



DÍLY



TEILE



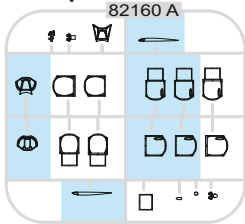
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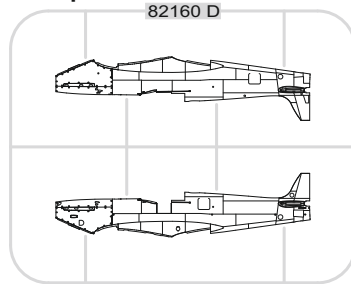
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PLASTIC PARTS

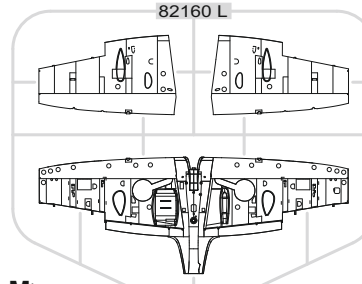
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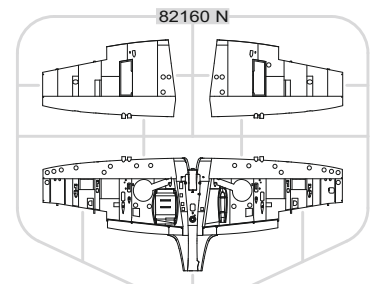
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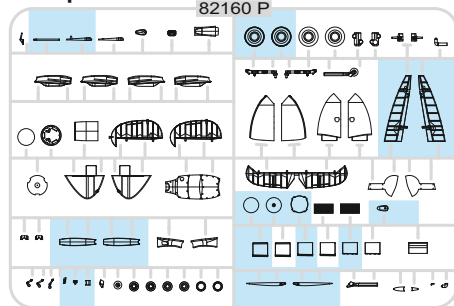
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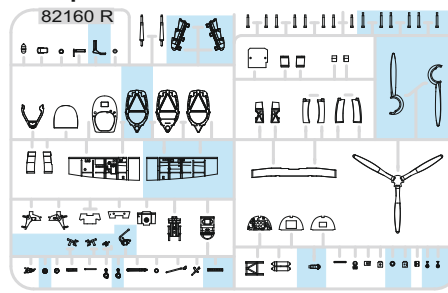
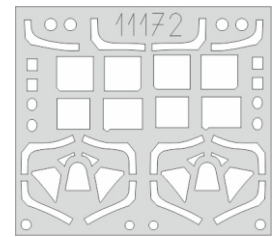
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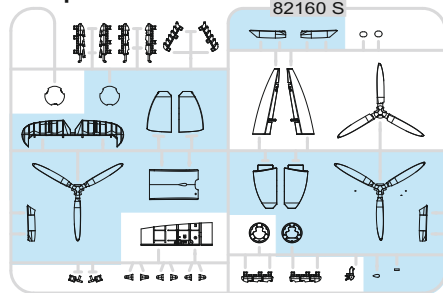
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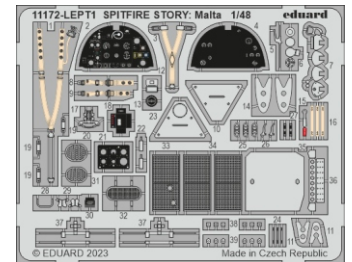
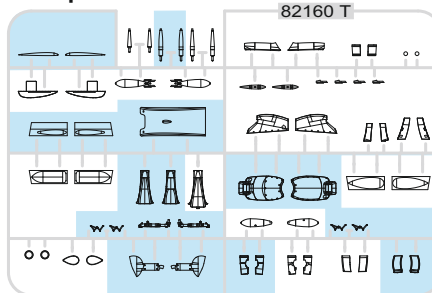
R> 2 pcs.

eduard
MASKPE - PHOTO ETCHED DETAIL PARTS
2 pcs.

S> 2 pcs.



T> 2 pcs.



-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



PEINTURE

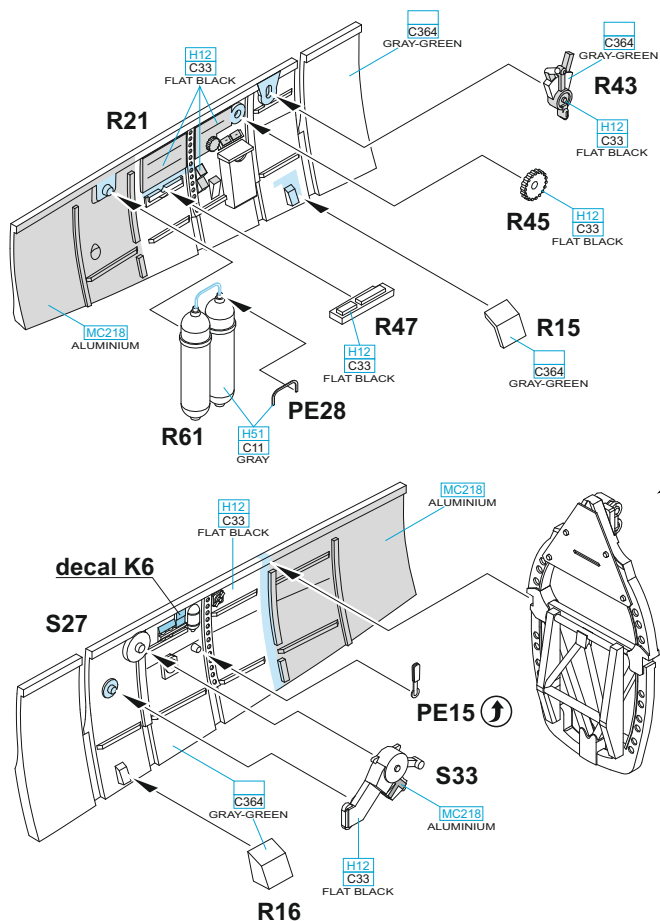


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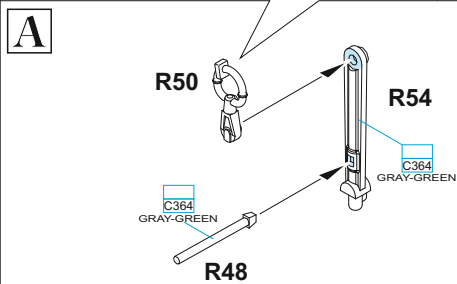
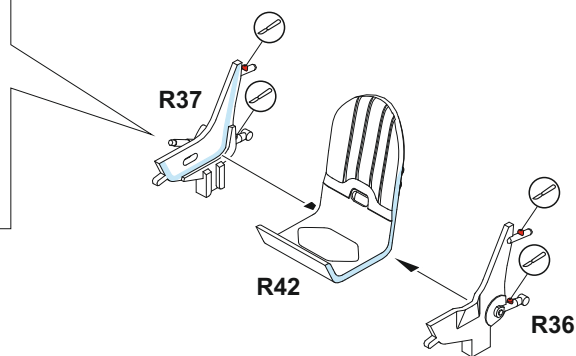
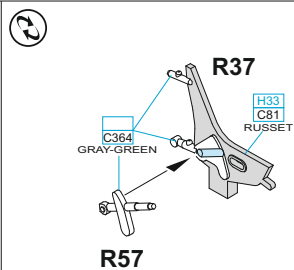
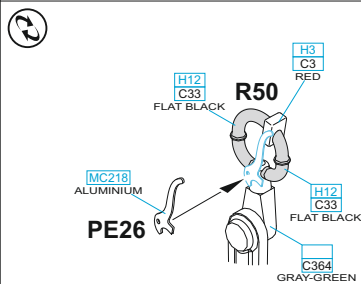
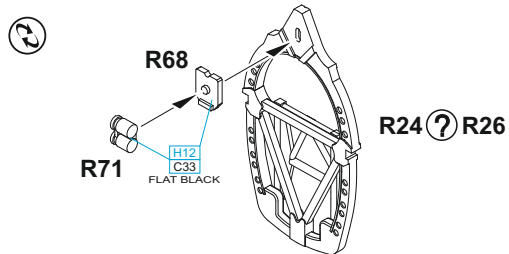
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H2	C2	BLACK
H3	C3	RED
H4	C4	YELLOW
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H32	C40	FIELD GRAY
H33	C81	RUSSET
H51	C11	LIGHT GULL GRAY
H71	C21	MIDDLE STONE
H72	C369	DARK EARTH
H74	C368	SKY
H77	C137	TIRE BLACK
H78	C38	OLIVE GREEN
H84	C42	MAHOGANY

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H326	C326	BLUE
H327	C327	RED
H328	C328	BLUE
H333	C333	DARK SEAGRAY
H417	C117	RLM76 LIGHT BLUE
	C364	AIRCRAFT GRAY-GREEN
	C367	BLUE GRAY
	C370	AZURE BLUE
Mr.METAL COLOR		
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MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER

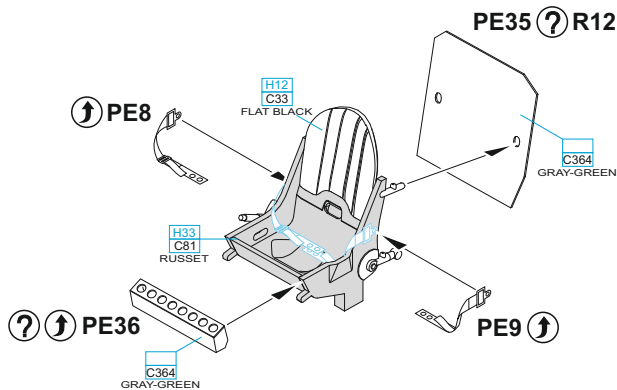
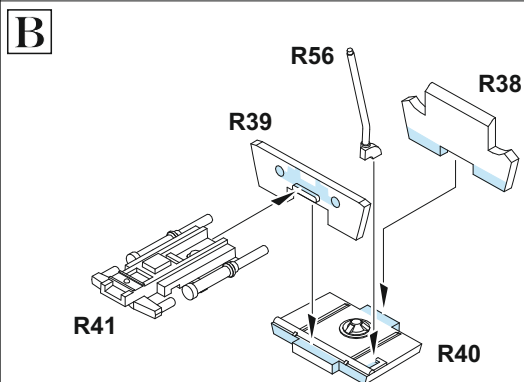
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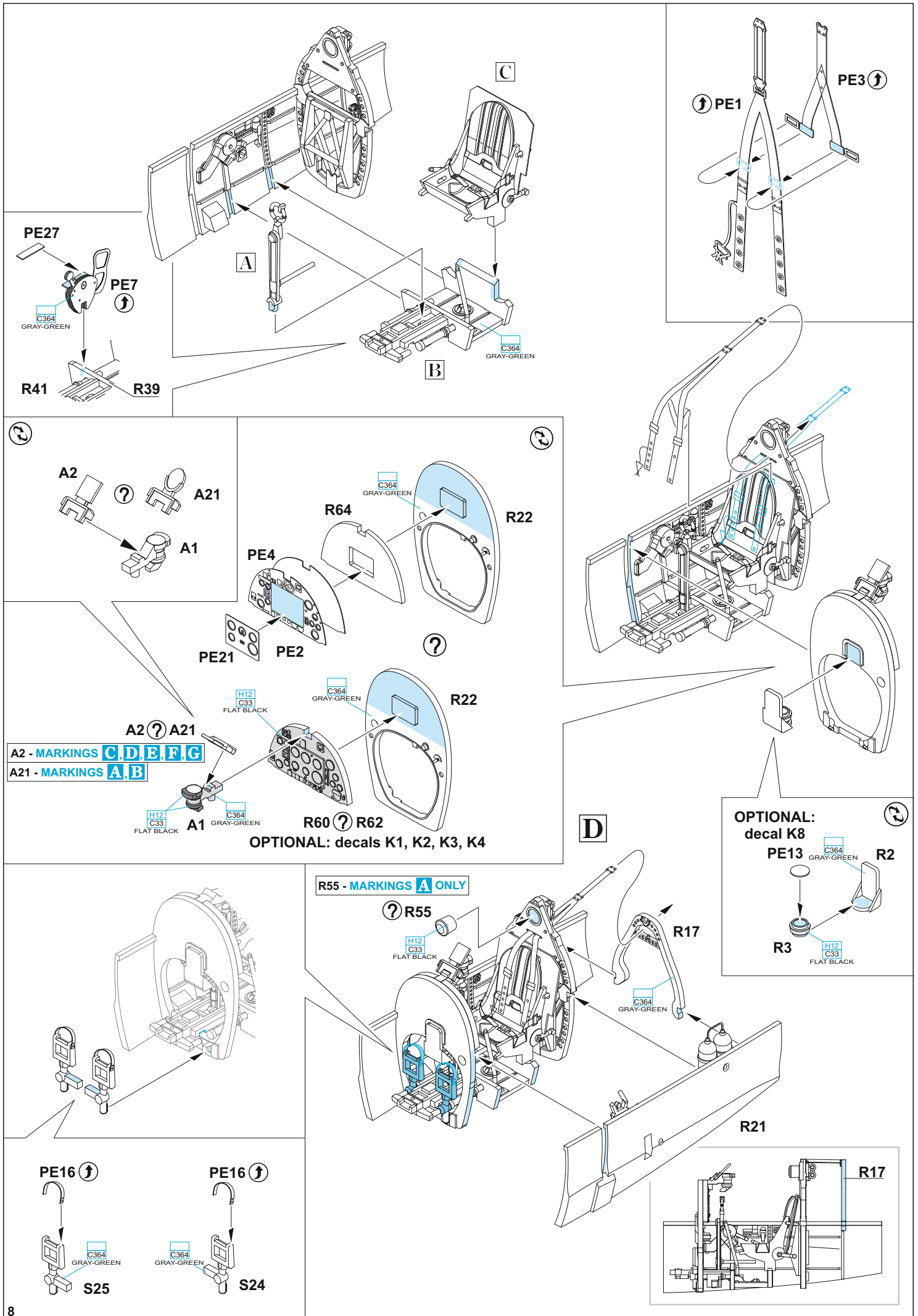


PE23 - MARKING A
PE10 - MARKINGS B, C, D, E, F, G

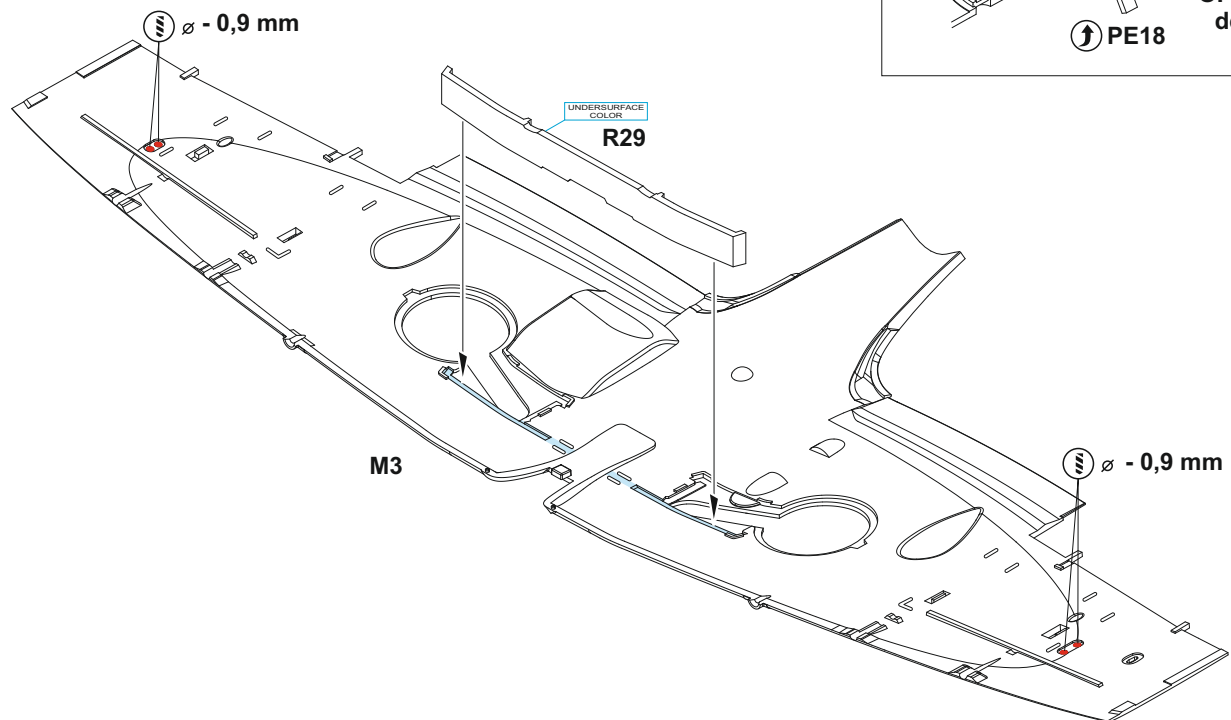
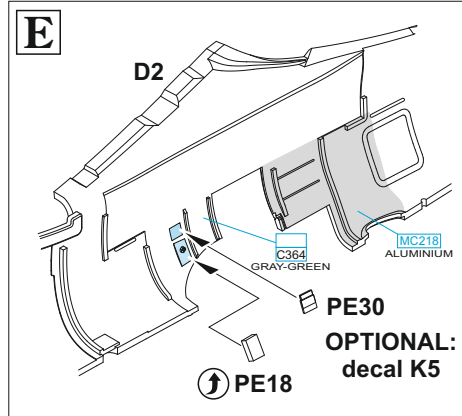
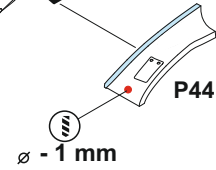
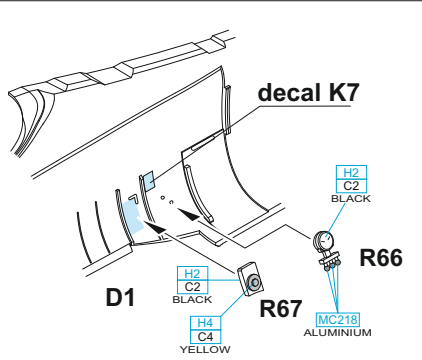
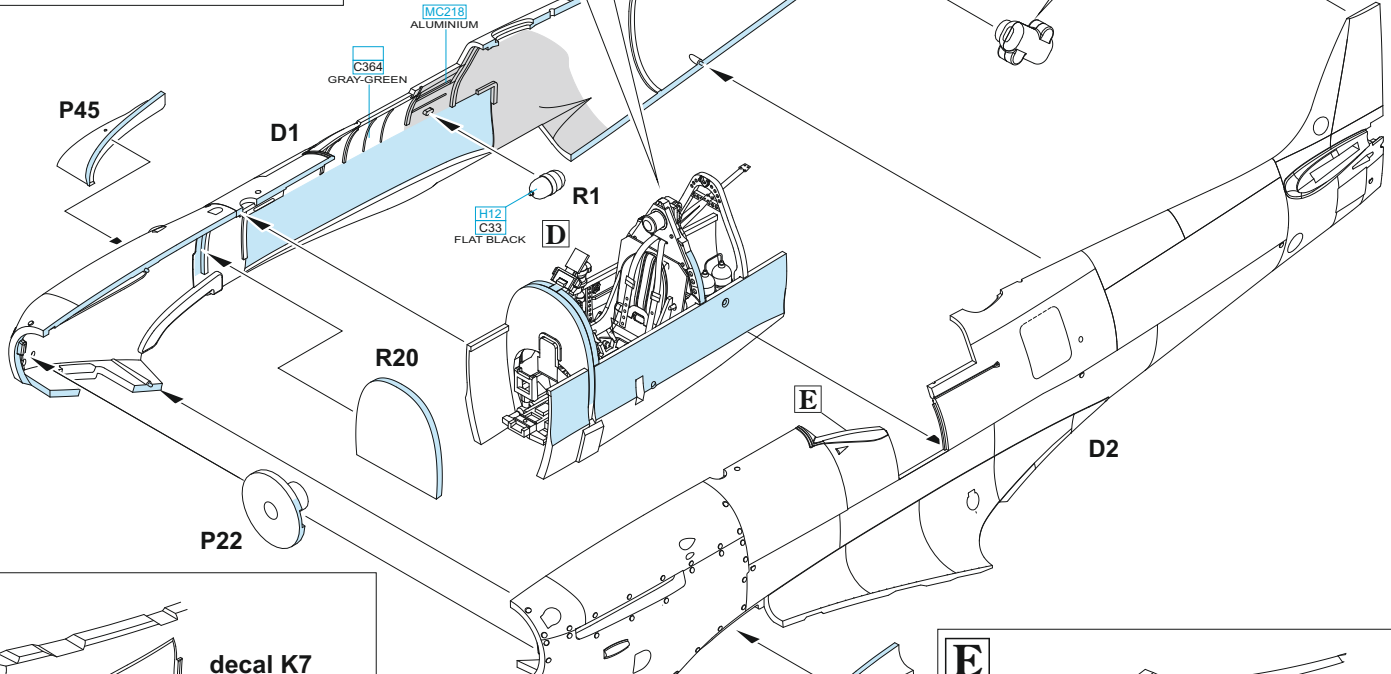
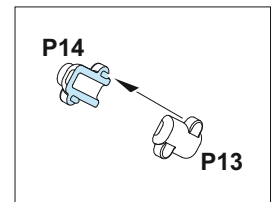
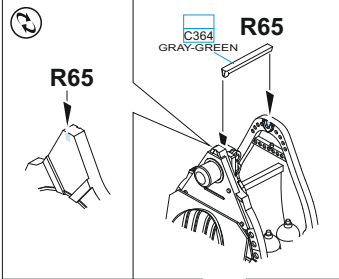
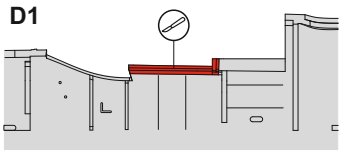
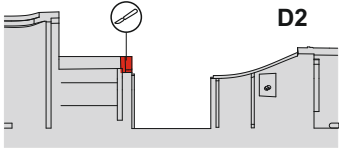


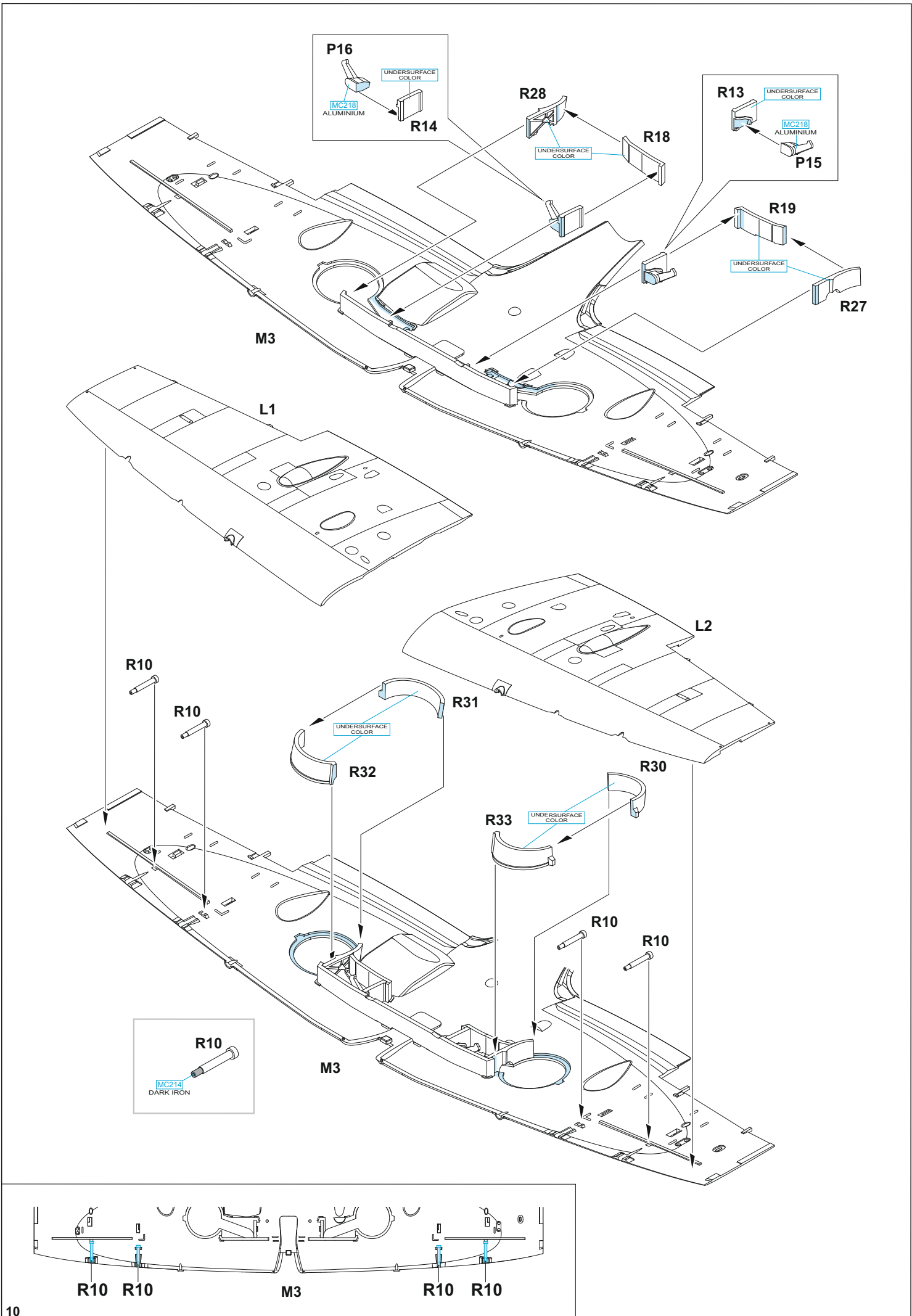
C

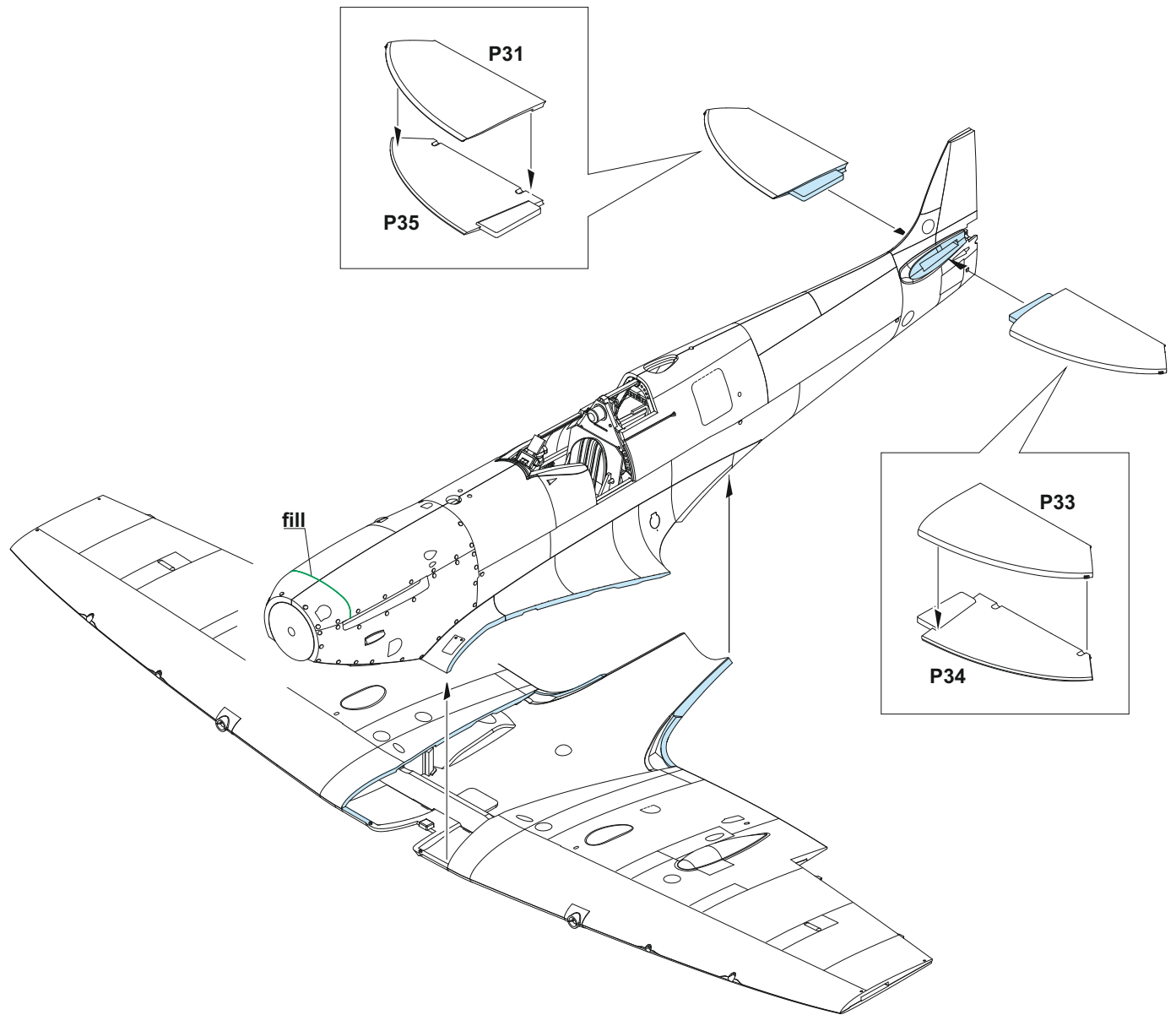




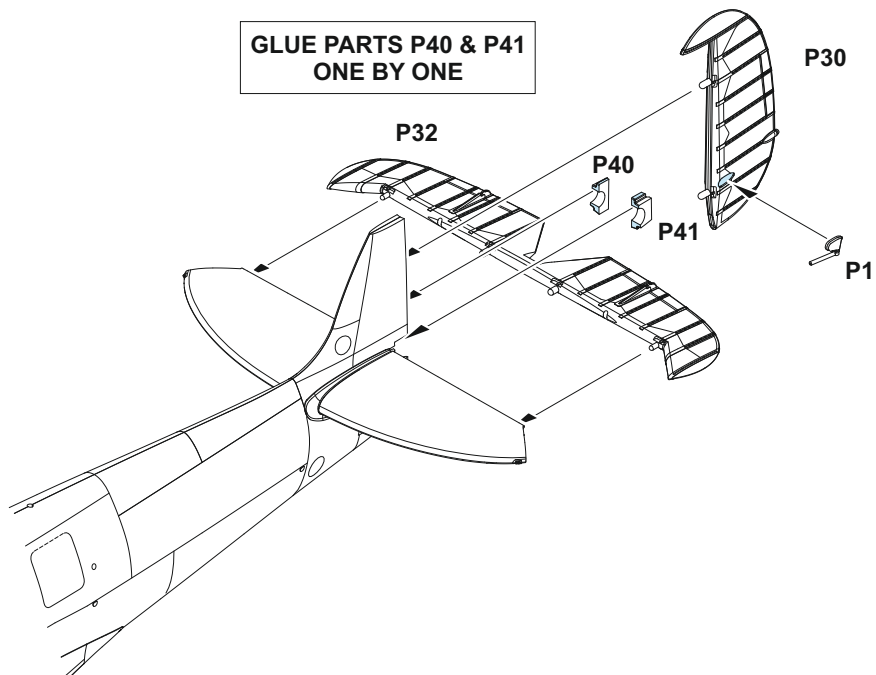
7 FOR CLOSED CANOPY ONLY

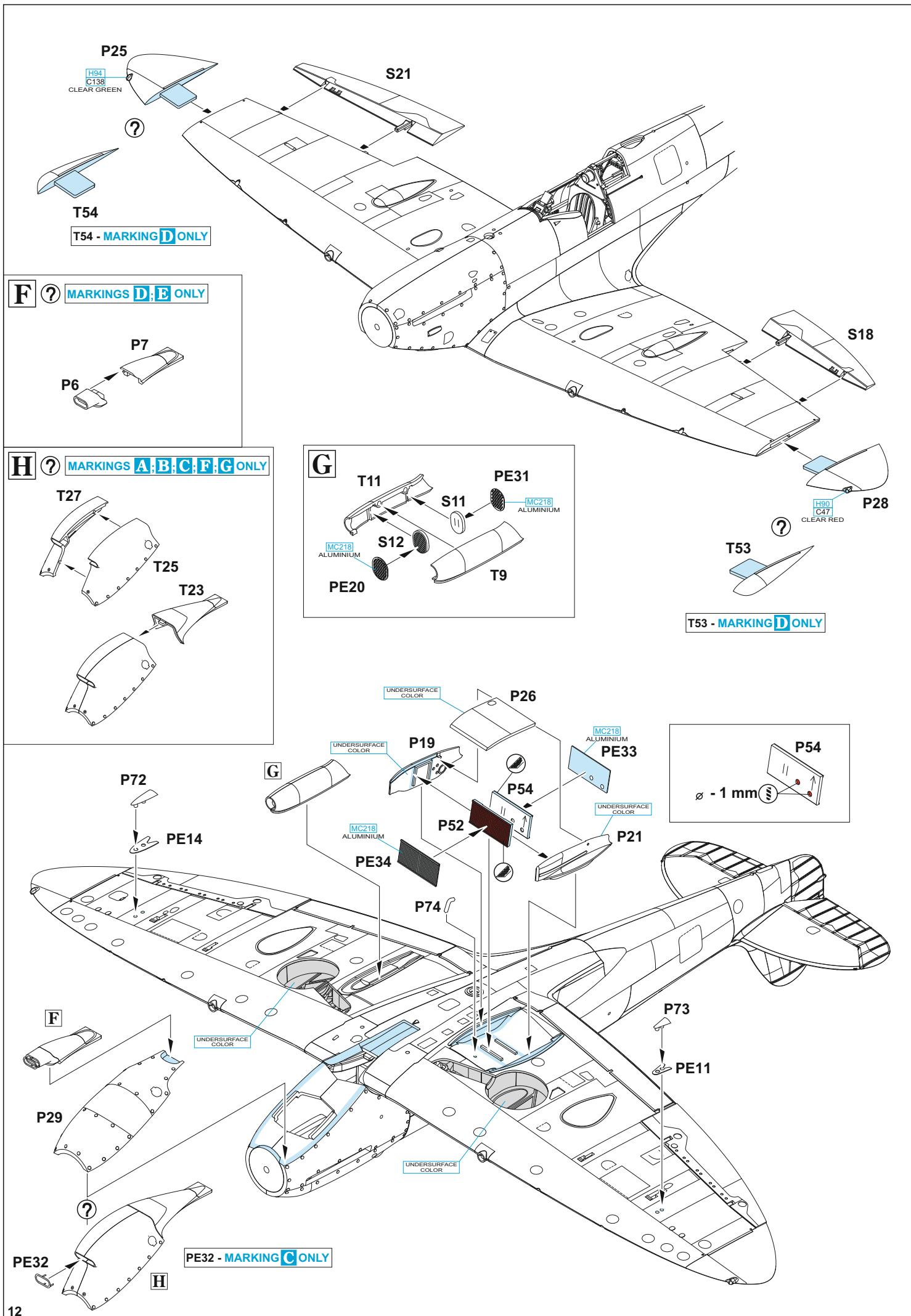






**GLUE PARTS P40 & P41
ONE BY ONE**





P25
 H94
 C138
 CLEAR GREEN

T54
 T54 - MARKING D ONLY

F ? MARKINGS D; E ONLY

P7
P6

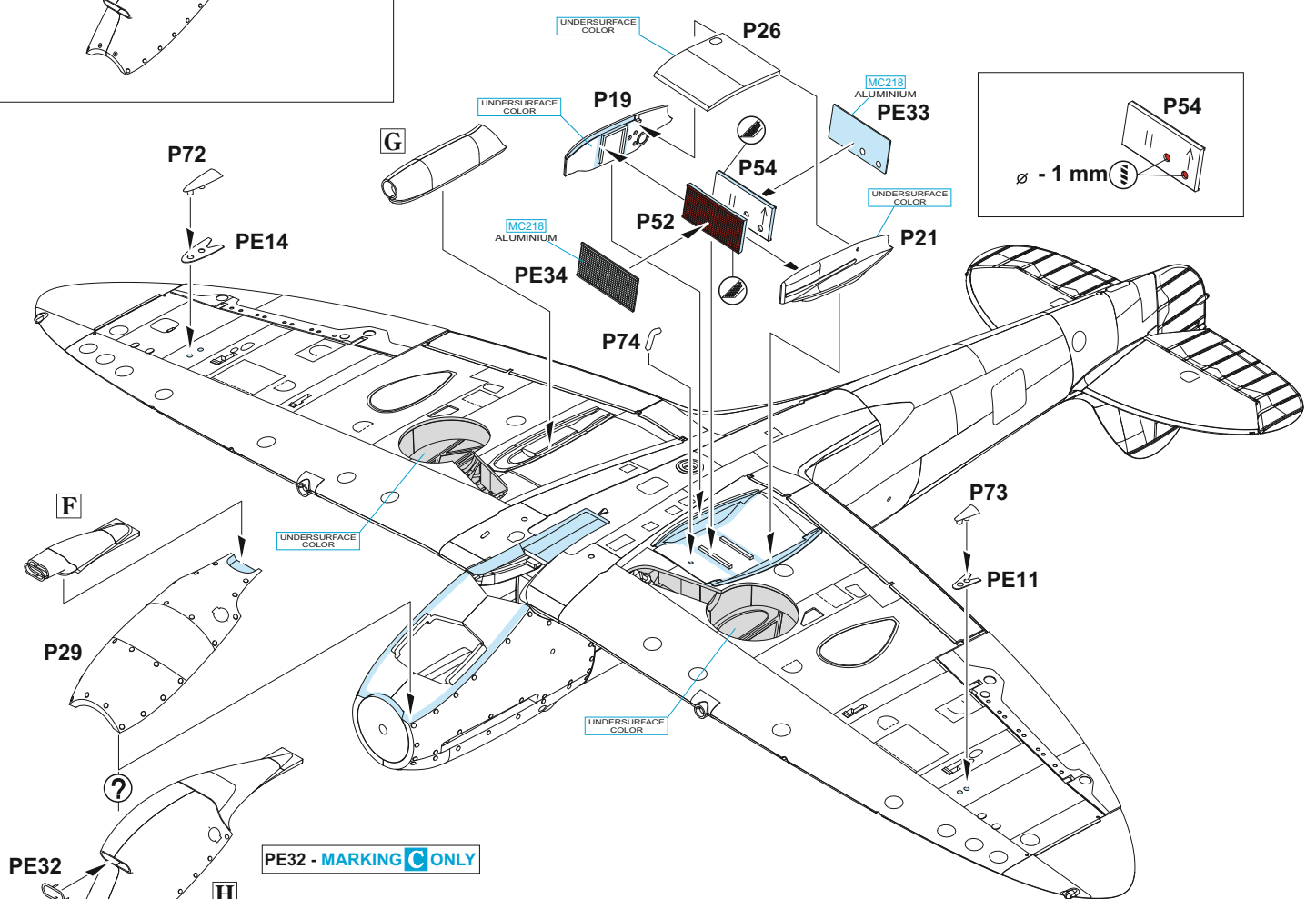
H ? MARKINGS A; B; C; F; G ONLY

T27
T25
T23

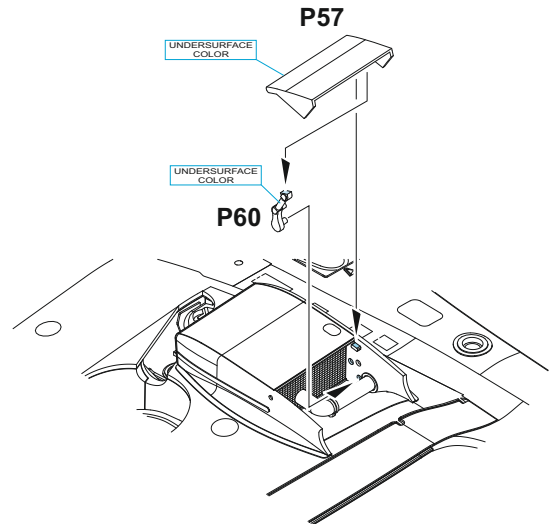
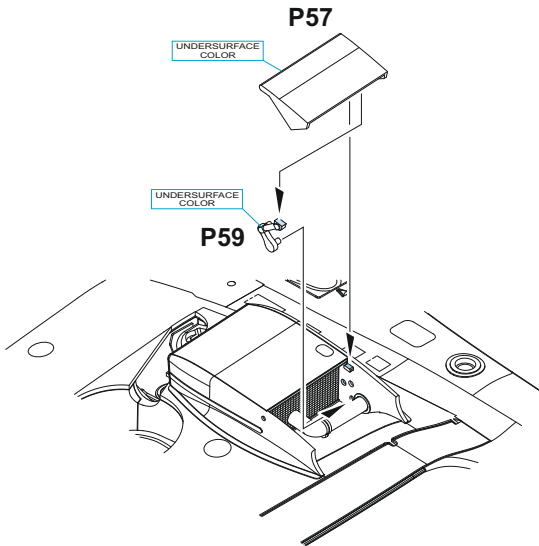
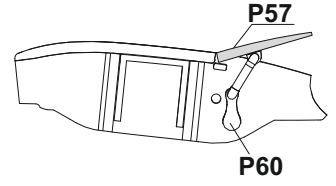
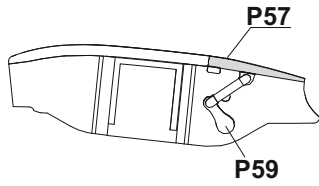
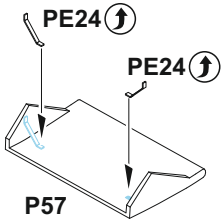
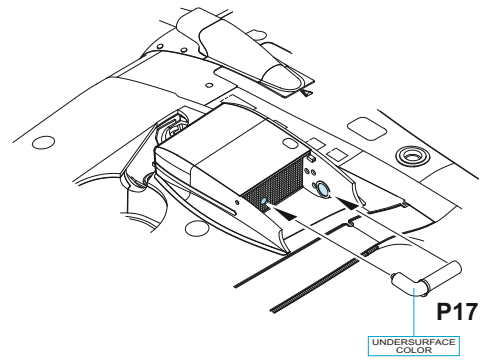
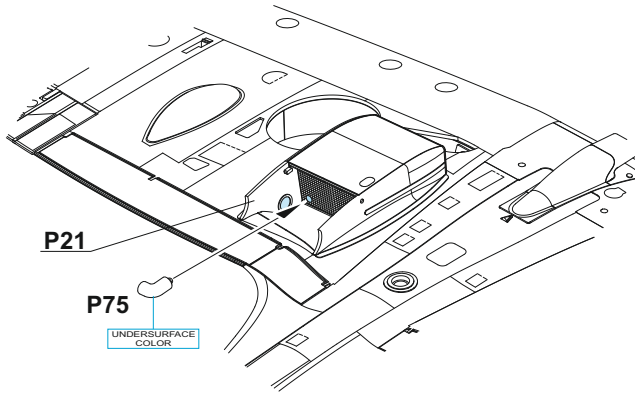
G
T11
S11
S12
PE20
T9
 MC218 ALUMINIUM
 MC218 ALUMINIUM

T53
 T53 - MARKING D ONLY

P54
 ø - 1 mm



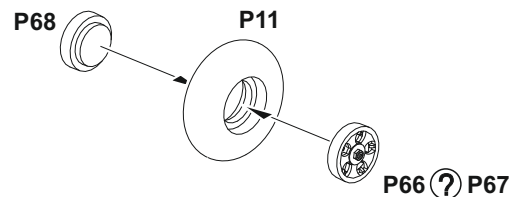
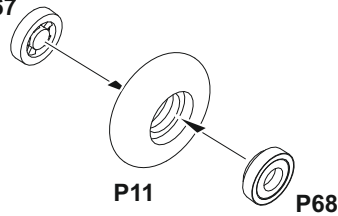
PE32
 PE32 - MARKING C ONLY



P66 - MARKINGS **A**, **B**, **C**, **E**, **F**, **G**

P67 - MARKING **D**

P66 ? P67

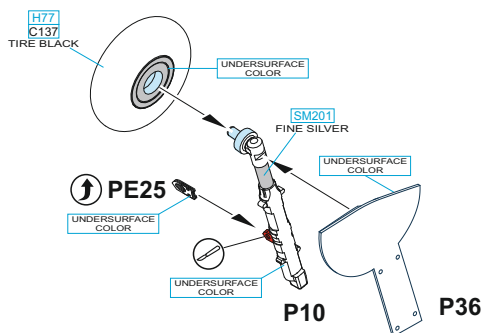


P66 ? P67

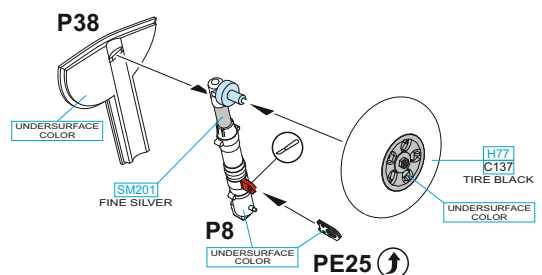
P66 - MARKINGS **A**, **B**, **C**, **E**, **F**, **G**

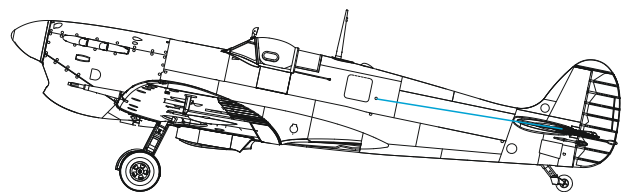
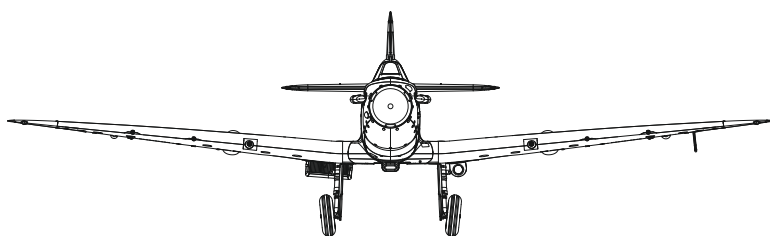
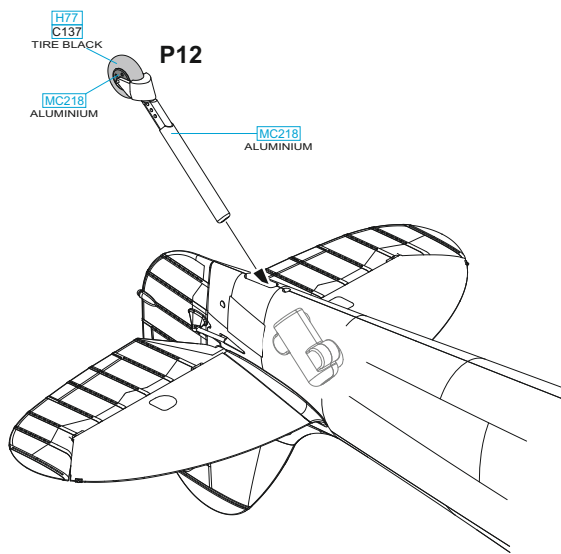
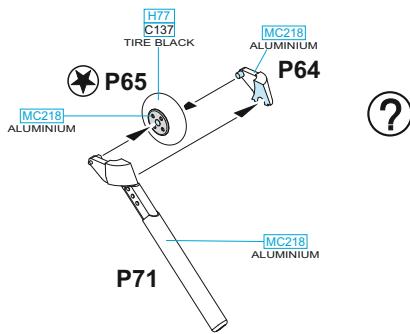
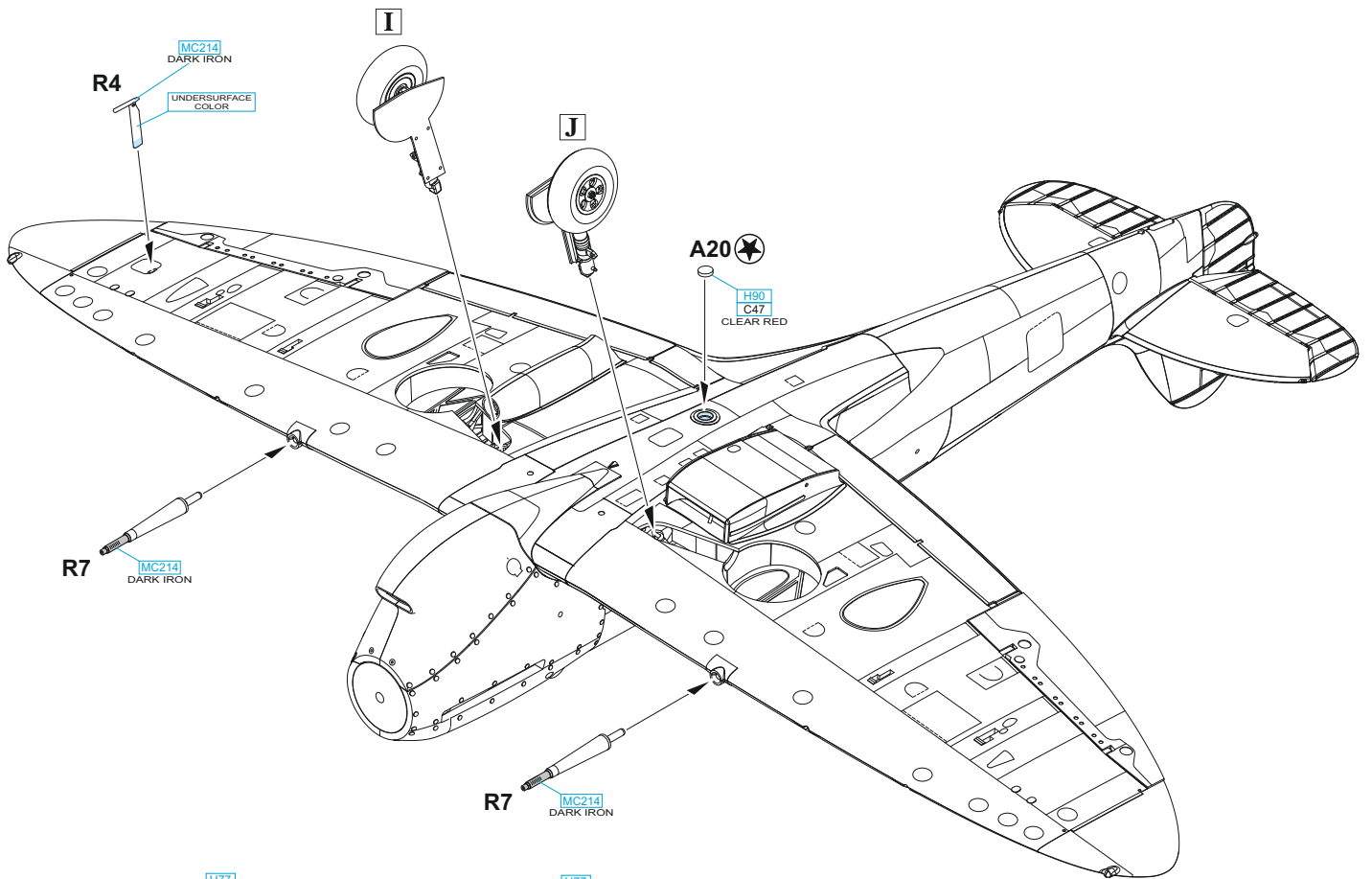
P67 - MARKING **D**

I



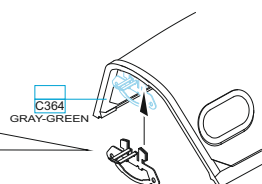
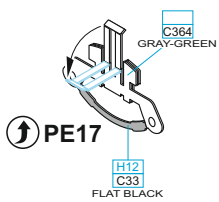
J



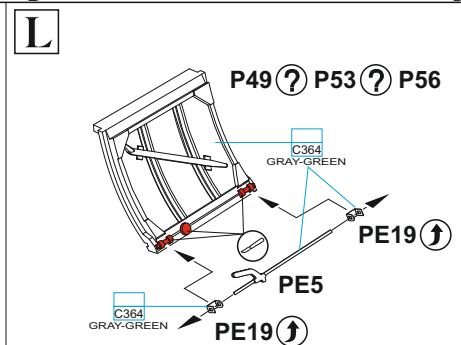


K

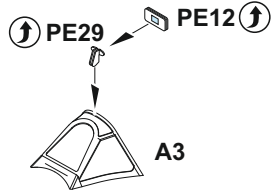
A7 ? A10 - MARKINGS **B, C, D, E, F, G**
 A15 ? A16 - MARKING **A**



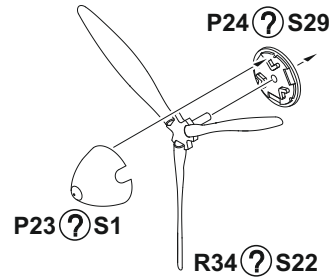
A7 ? A10 (star symbol)
 ?
 A15 ? A16 (star symbol)



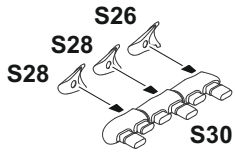
M PE12, PE29 - MARKINGS **A, B, C, D, E**



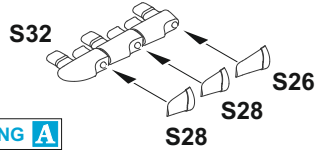
N



O ? starboard side



port side

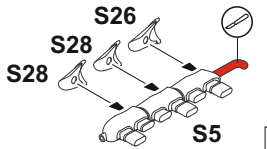


MARKING **A**

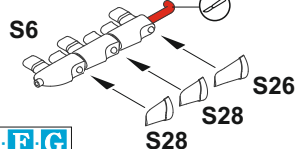
P23, P24, R34 - MARKINGS **A, B, C, D, E**

S1, S22, S29 - MARKINGS **F, G**

starboard side

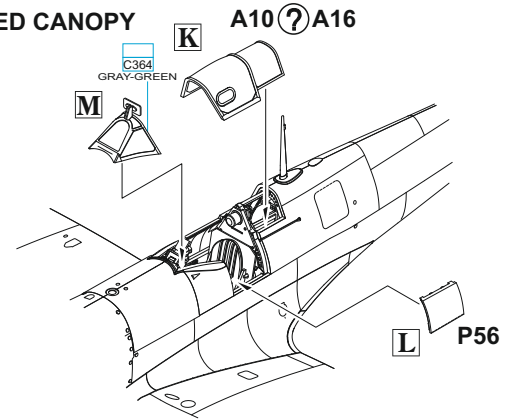


port side

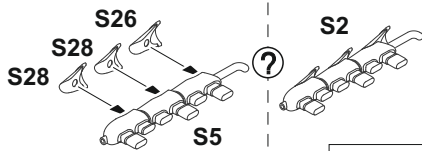


MARKINGS **B, F, G**

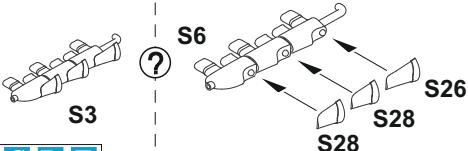
CLOSED CANOPY



?

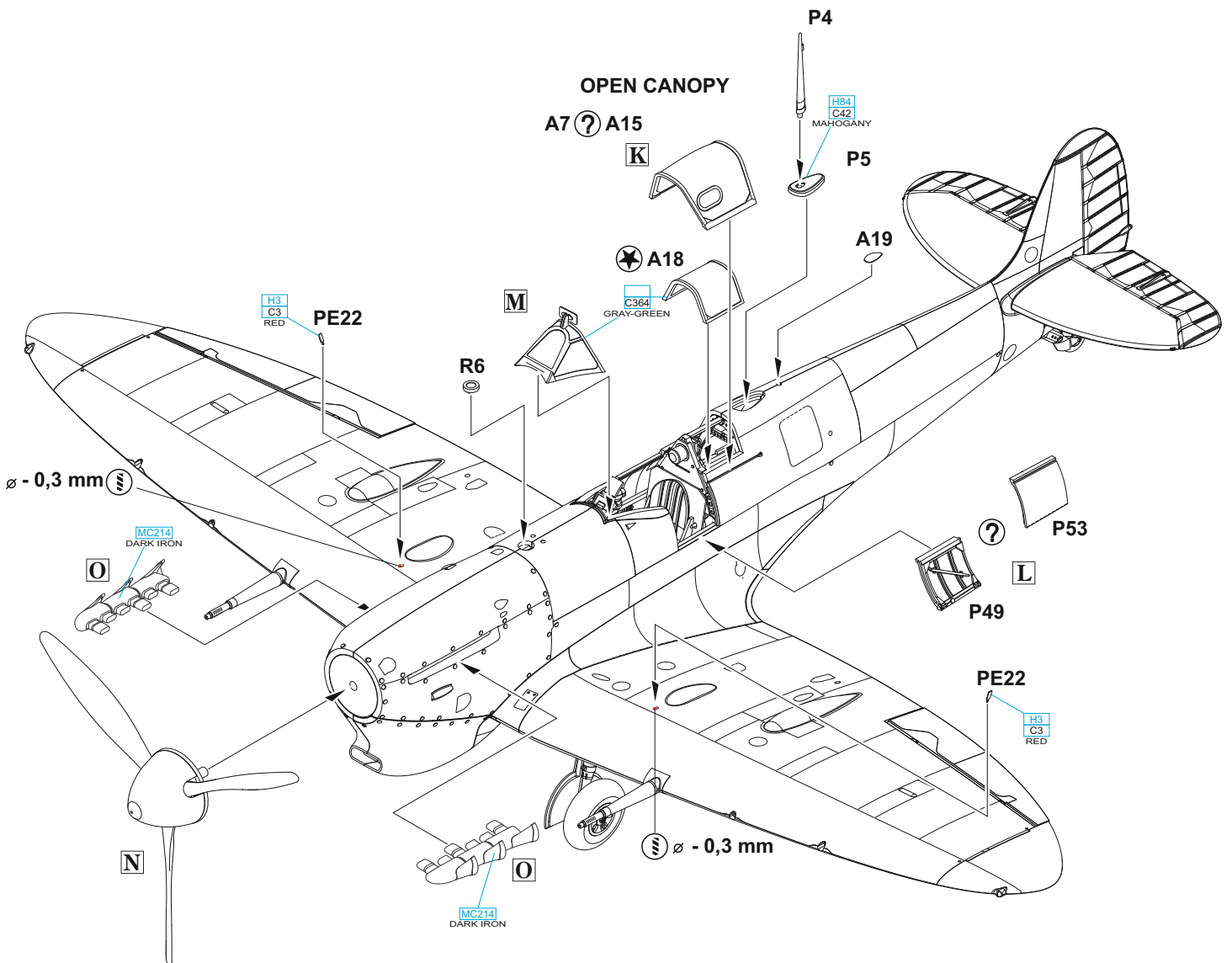


?

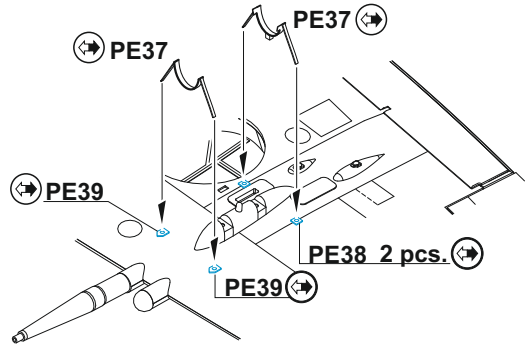


MARKINGS **C, D, E**

OPEN CANOPY

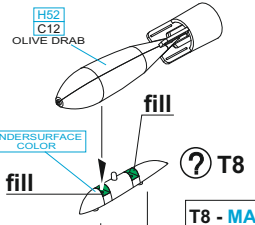
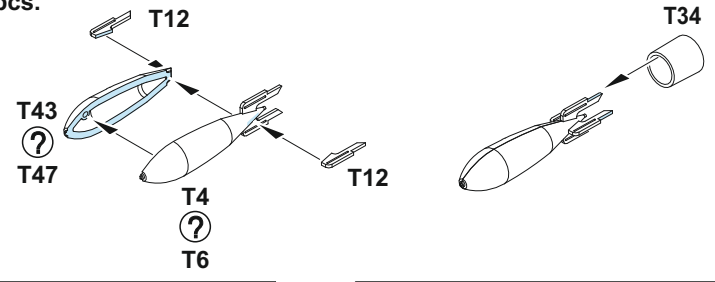


P ? MARKING **E** ONLY

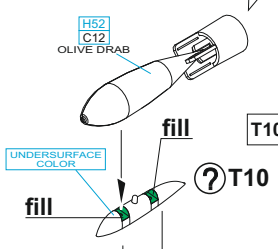


? MARKING **E** ONLY

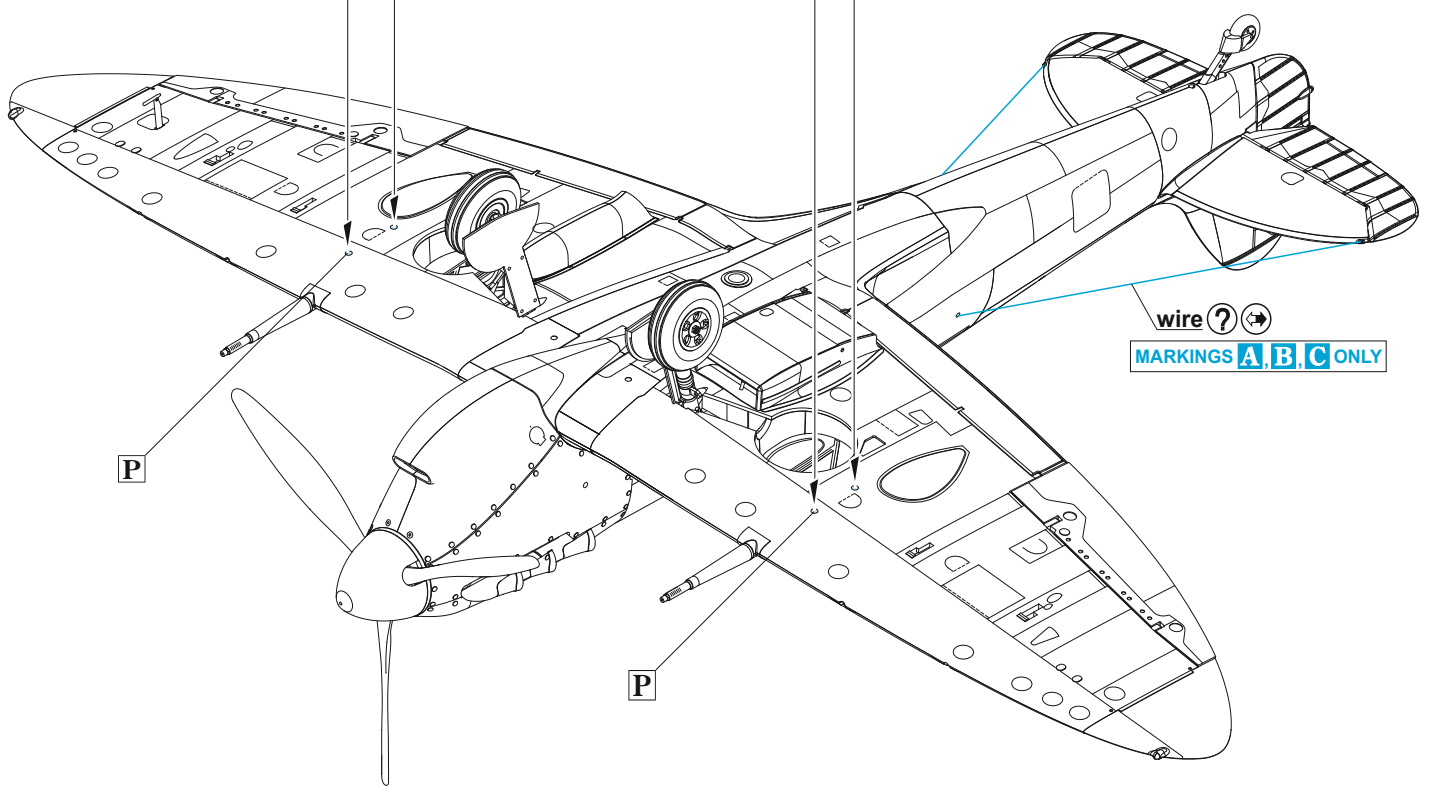
2 pcs.



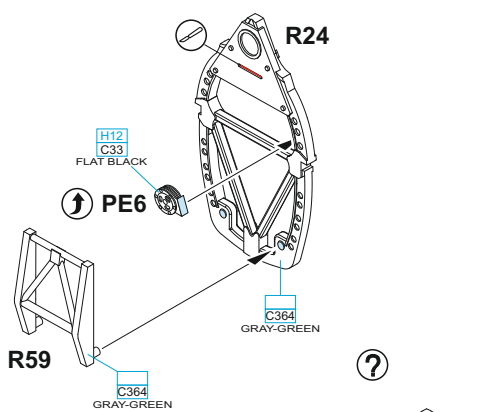
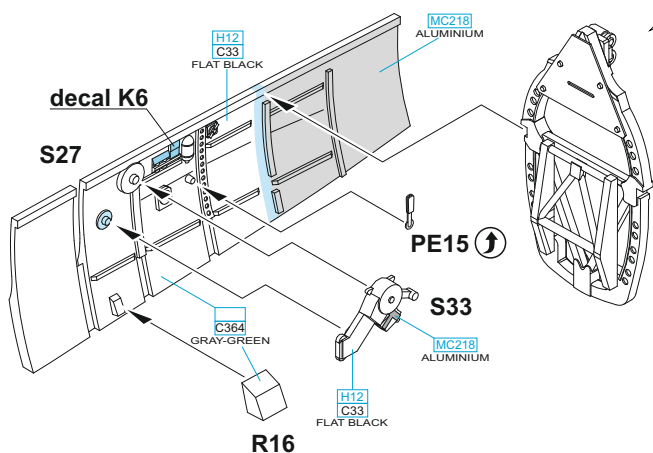
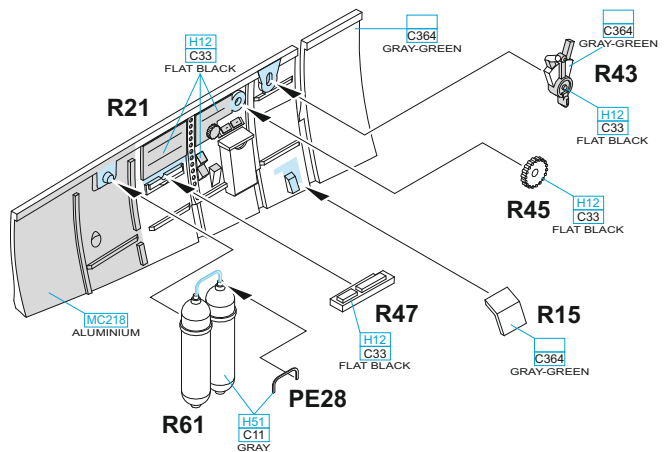
T8 - MARKING **E** ONLY



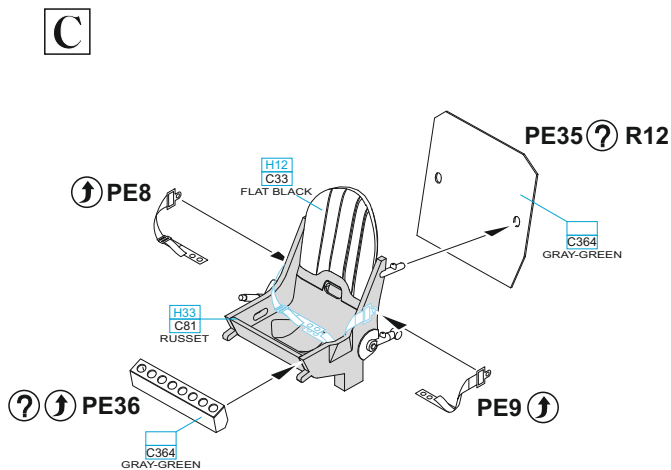
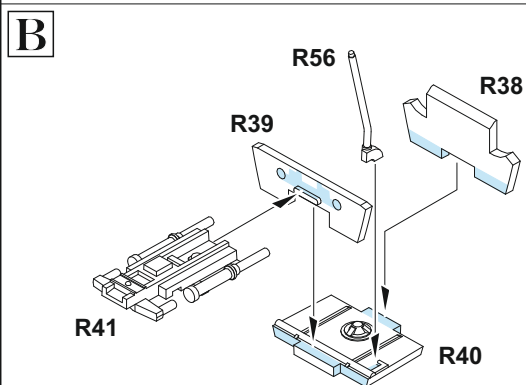
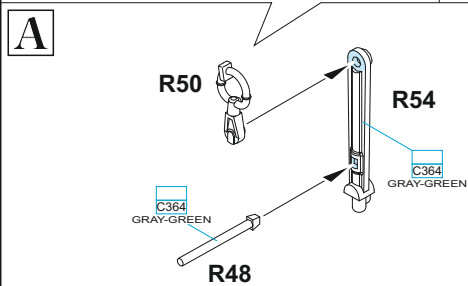
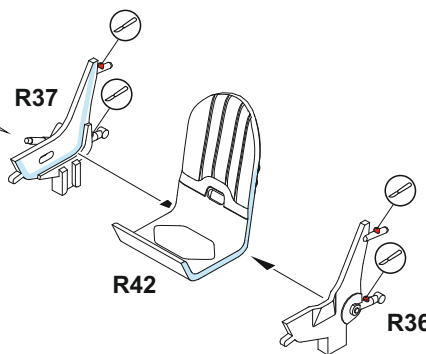
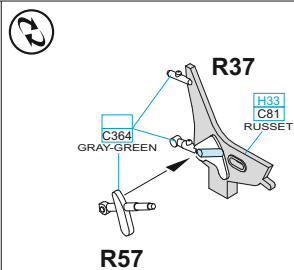
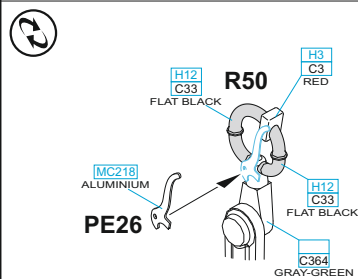
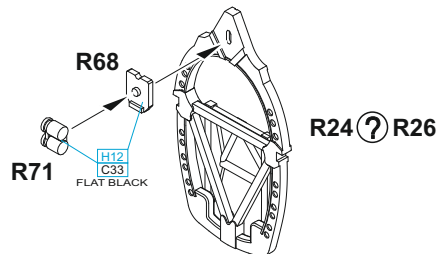
T10 - MARKING **E** ONLY

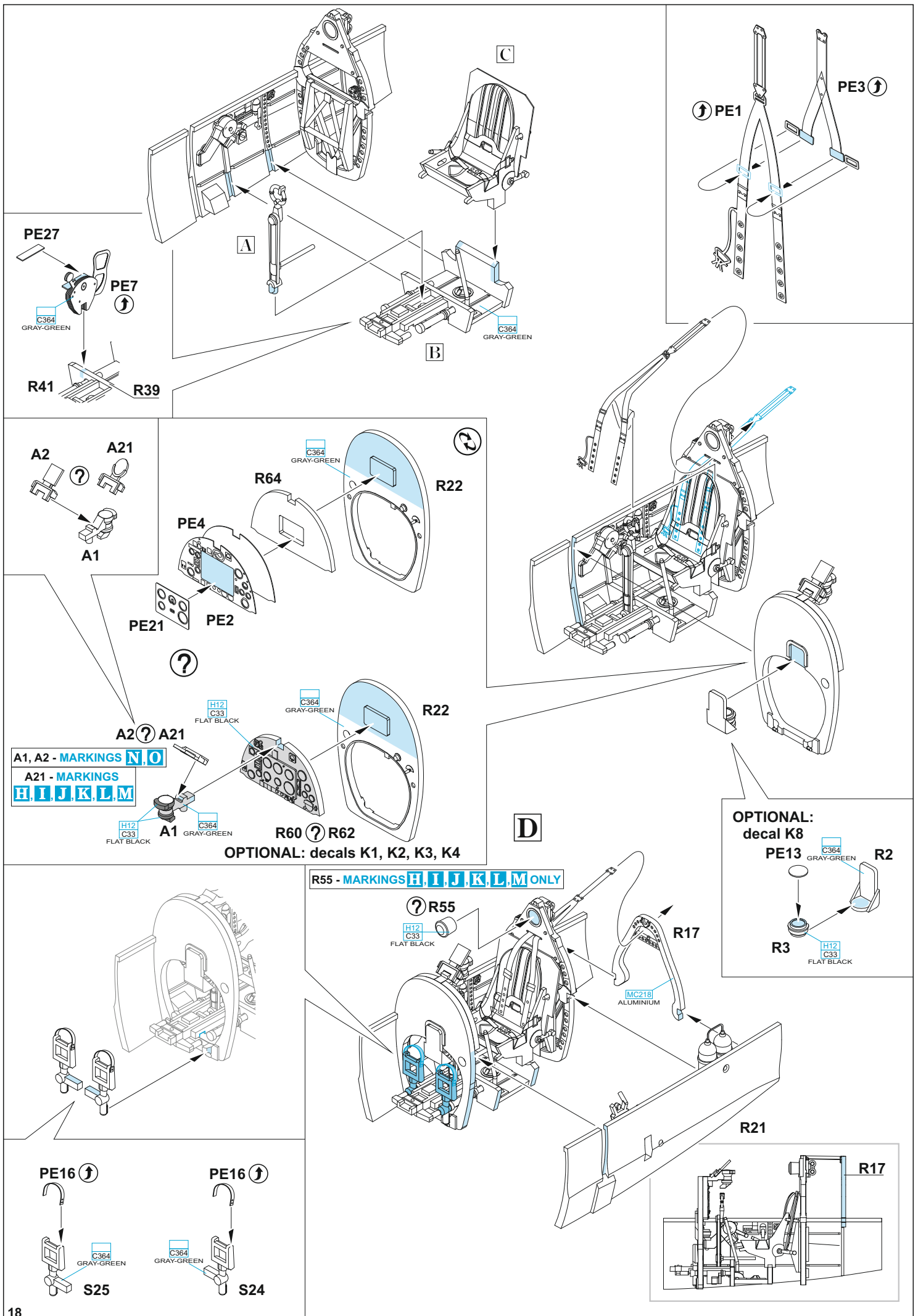


Spitfire Mk.Vc, Mk.Vc Trop



PE10 - MARKINGS N, O
PE23 - MARKINGS H, I, J, K, L, M





PE27
C364 GRAY-GREEN
PE7

R41 R39

A2 A21
A1

C364 GRAY-GREEN
R64 R22
PE4
PE21 PE2

A2 A21
A1, A2 - MARKINGS N, O
A21 - MARKINGS H, I, J, K, L, M

H12 C33 FLAT BLACK
C364 GRAY-GREEN
R22
R60 R62
OPTIONAL: decals K1, K2, K3, K4

R55 - MARKINGS H, I, J, K, L, M ONLY

R55
H12 C33 FLAT BLACK
R17
MC218 ALUMINIUM

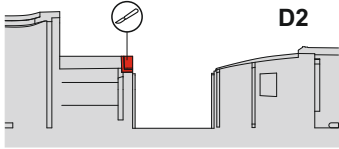
OPTIONAL: decal K8
PE13 C364 GRAY-GREEN R2
R3 H12 C33 FLAT BLACK

PE16
C364 GRAY-GREEN
S25

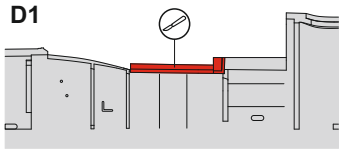
PE16
C364 GRAY-GREEN
S24

R17

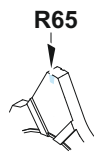
FOR CLOSED CANOPY ONLY



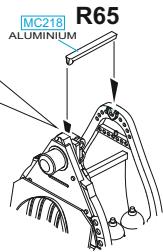
D2



D1

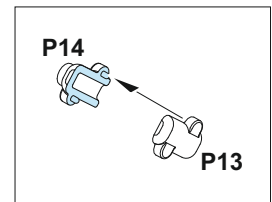


R65



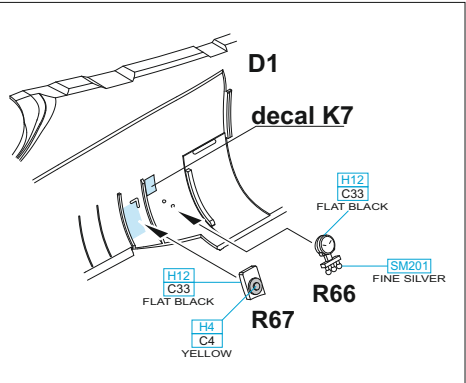
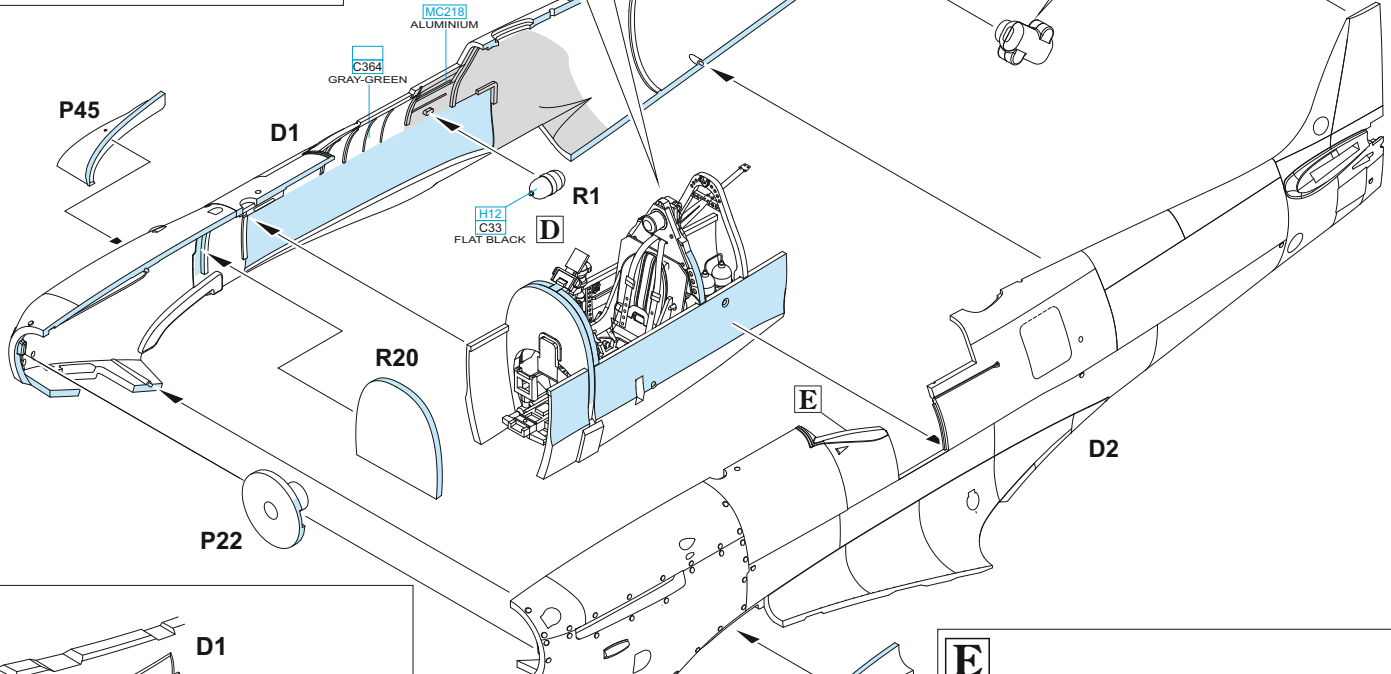
MC218
ALUMINIUM

R65



P14

P13



D1

decal K7

H12
C33
FLAT BLACK

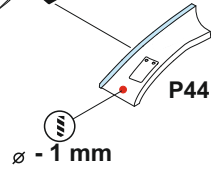
H12
C33
FLAT BLACK

H4
C4
YELLOW

R66

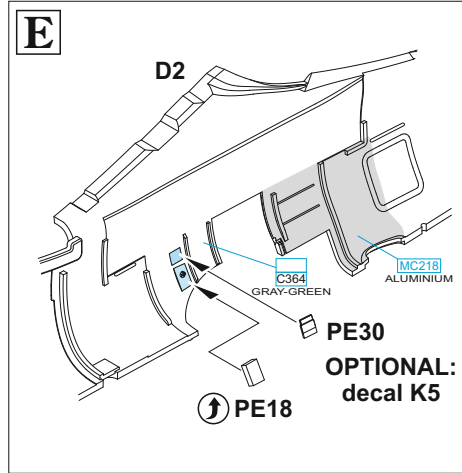
R67

SM201
FINE SILVER



P44

∅ - 1 mm



E

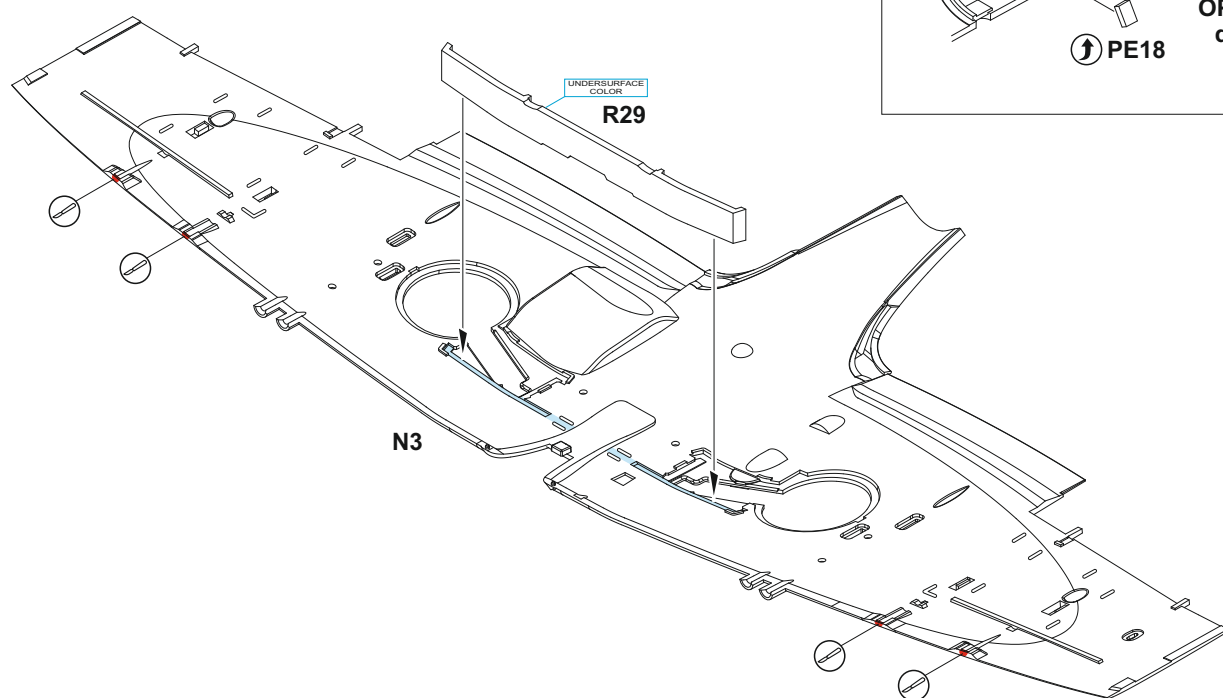
D2

C364
GRAY-GREEN

MC218
ALUMINIUM

PE30
OPTIONAL:
decal K5

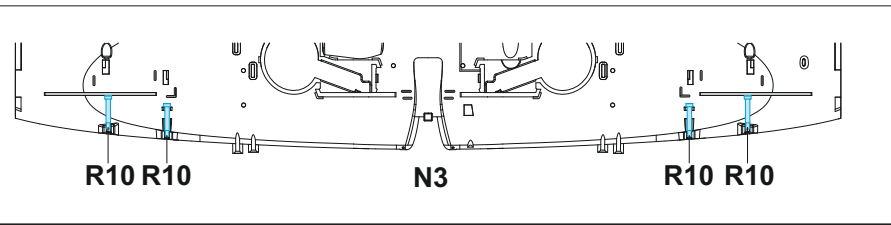
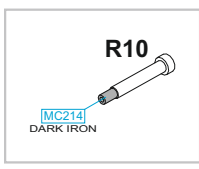
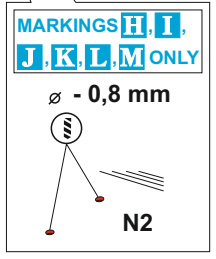
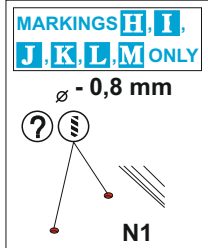
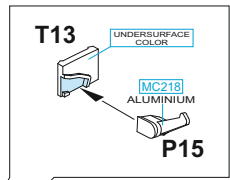
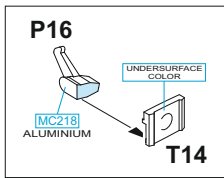
PE18

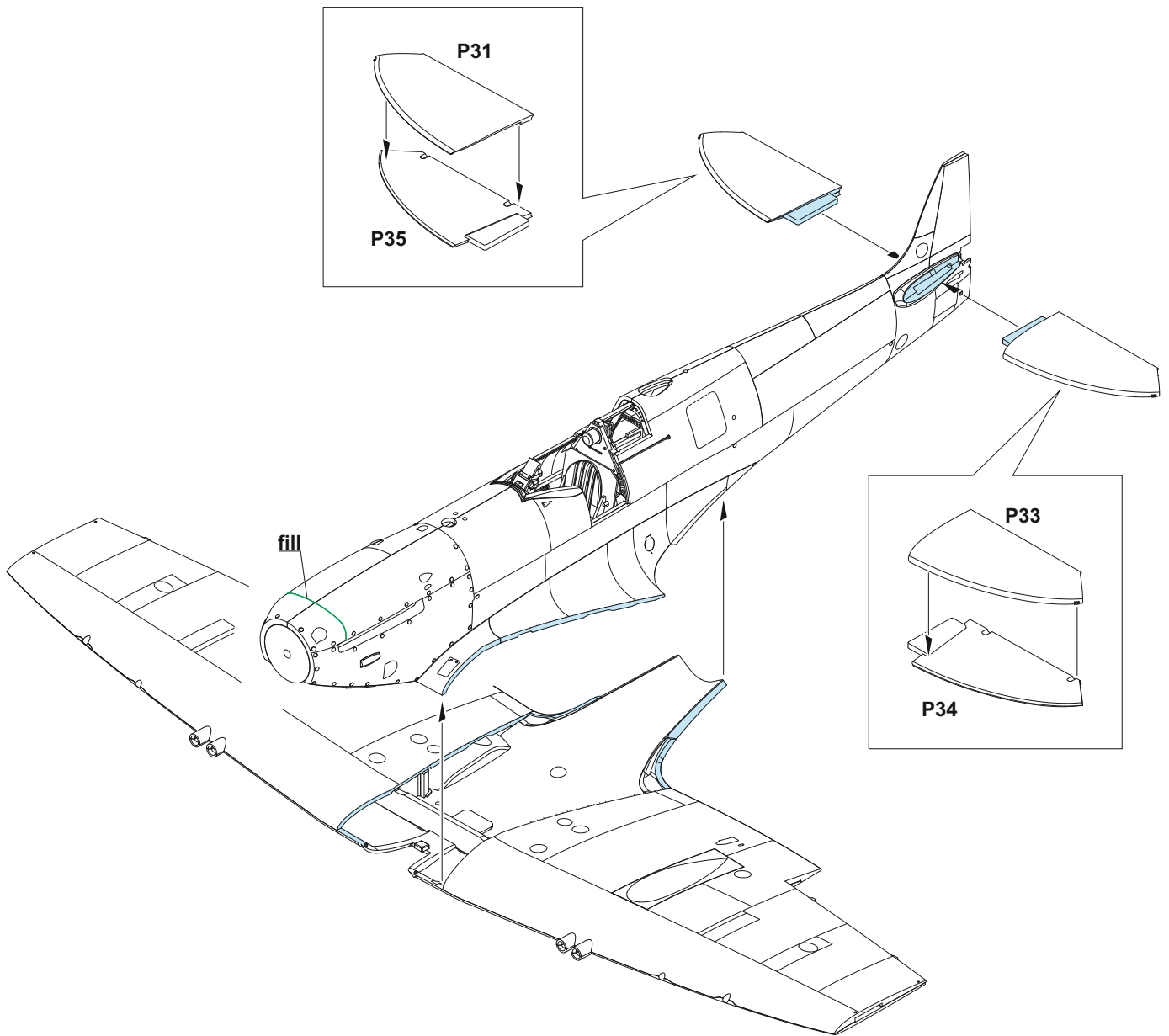


UNDERSURFACE
COLOR

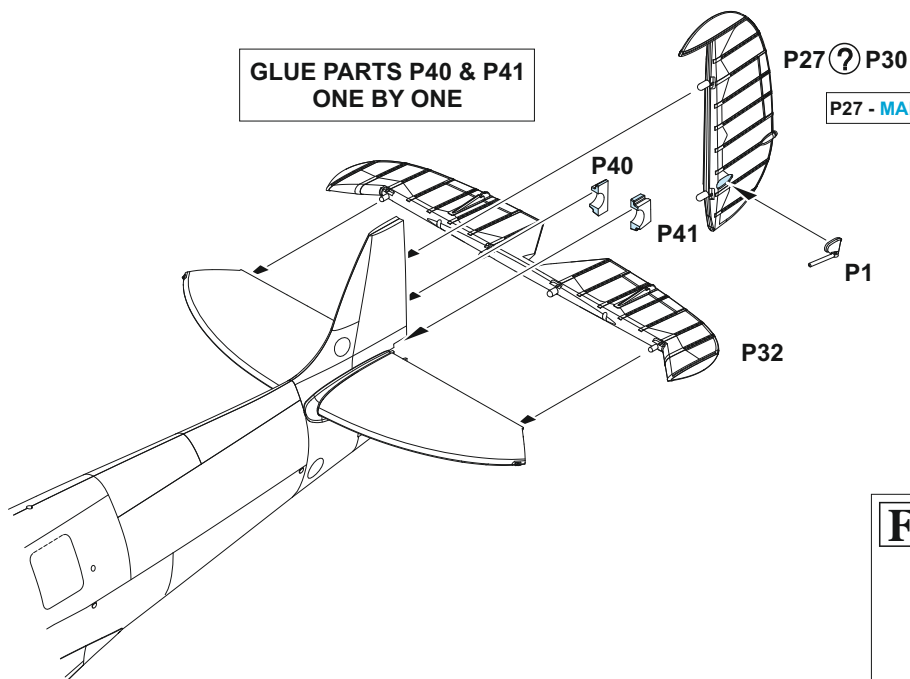
R29

N3

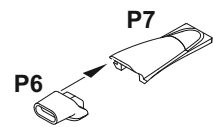




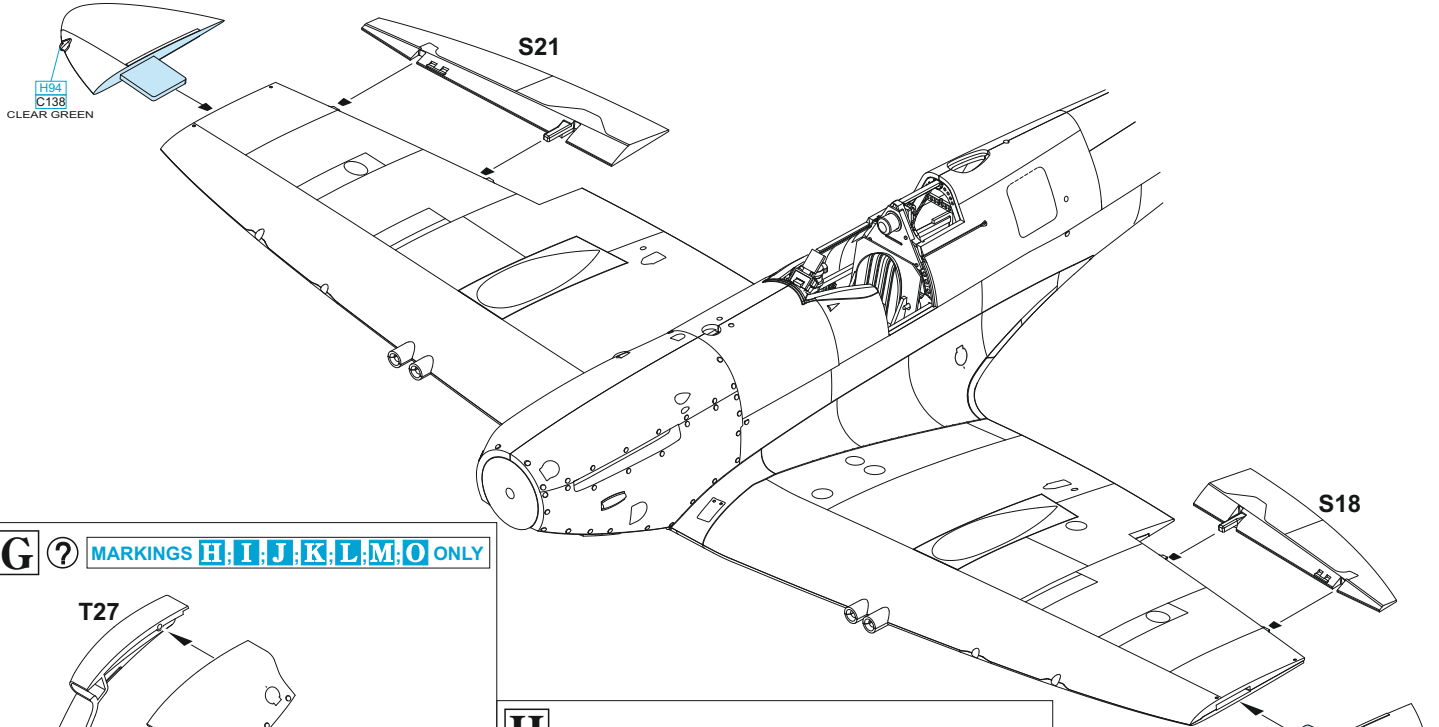
GLUE PARTS P40 & P41
ONE BY ONE



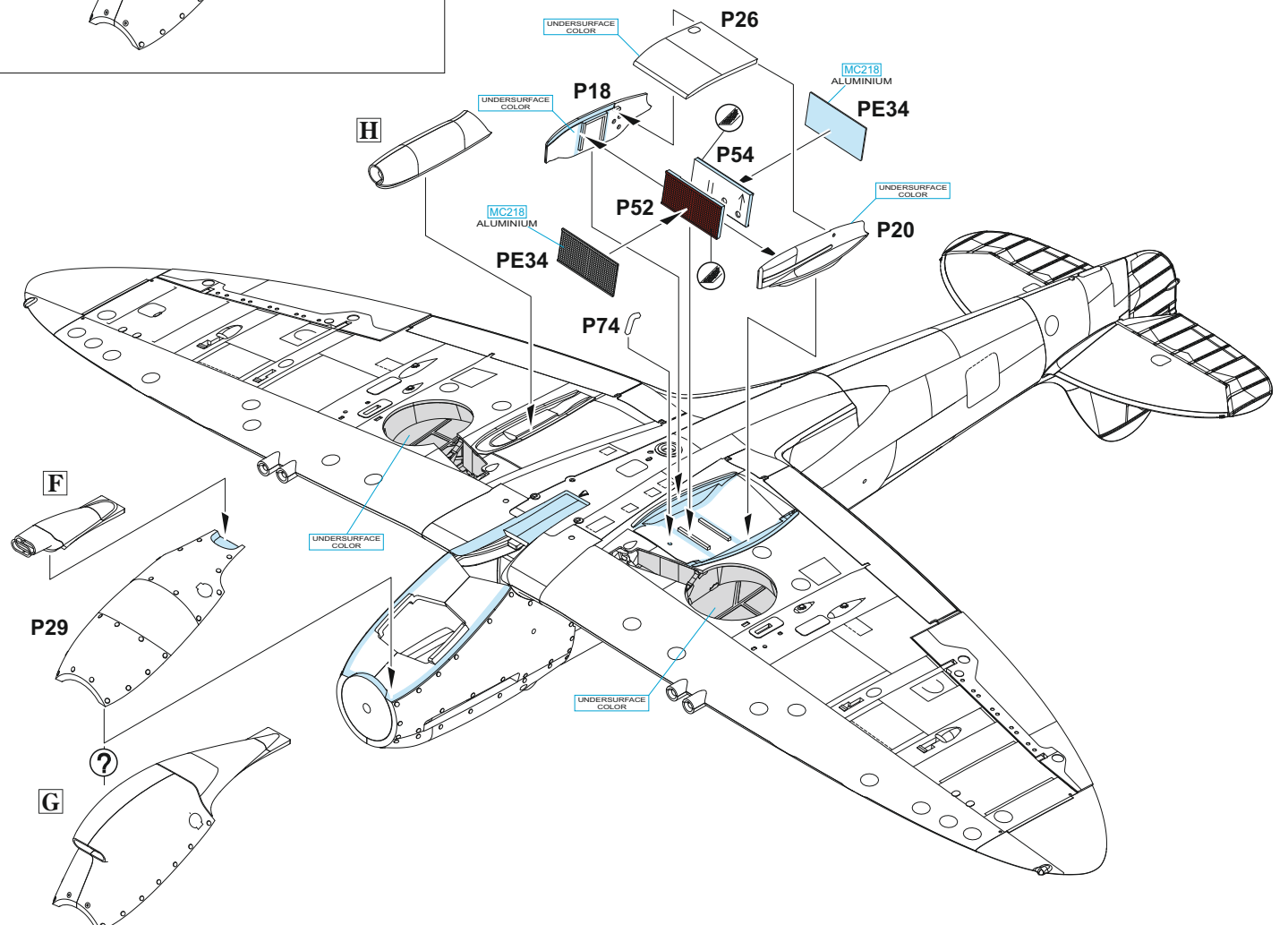
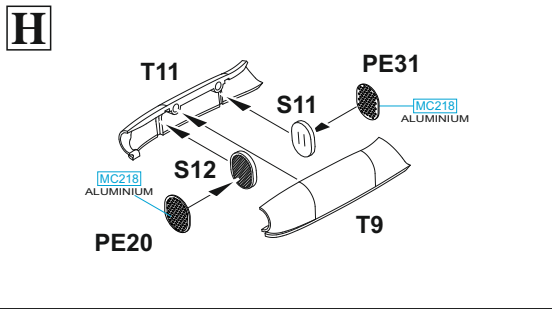
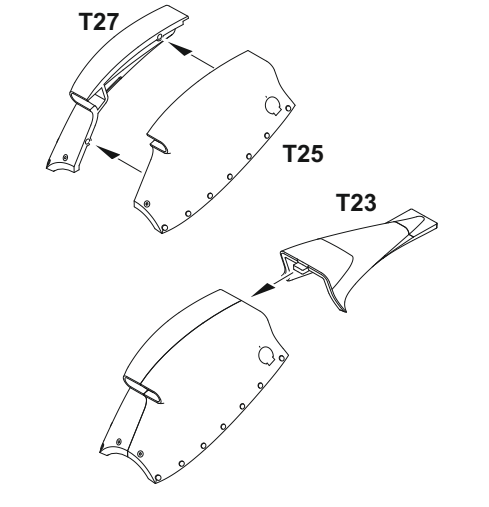
F ? MARKING ONLY

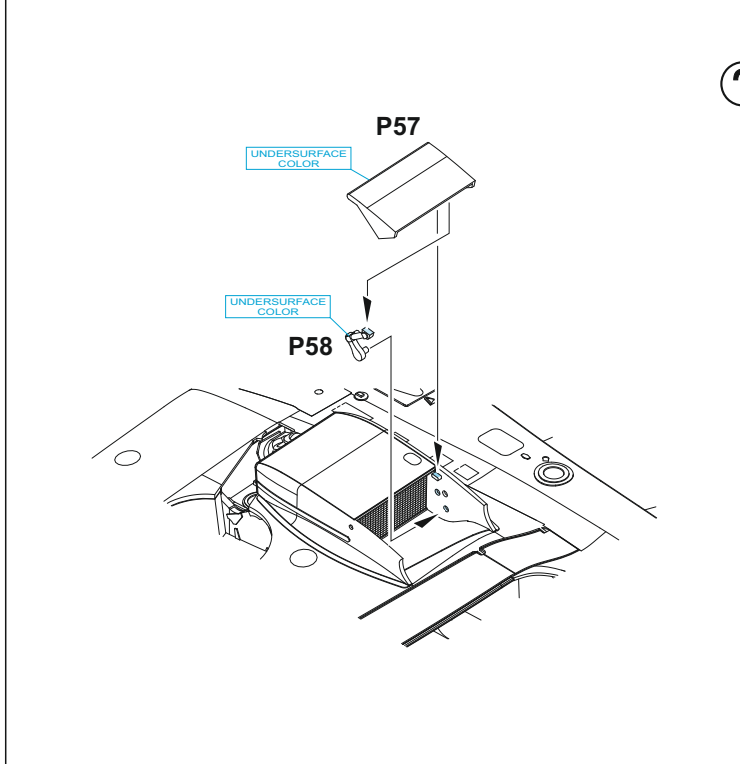
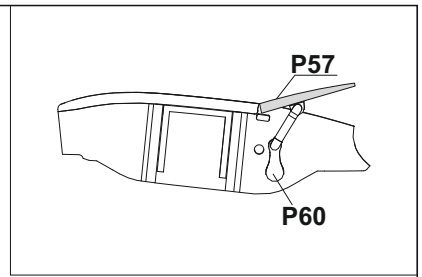
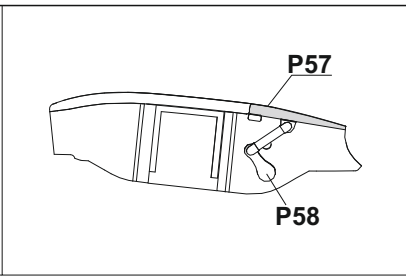
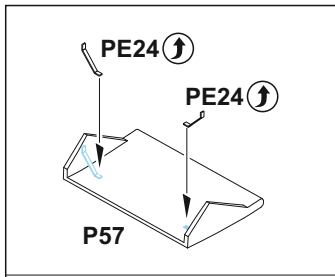


P25

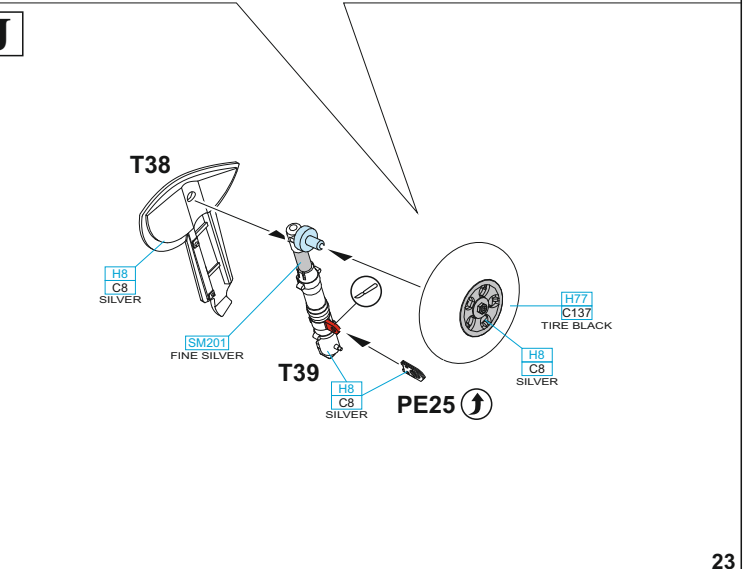
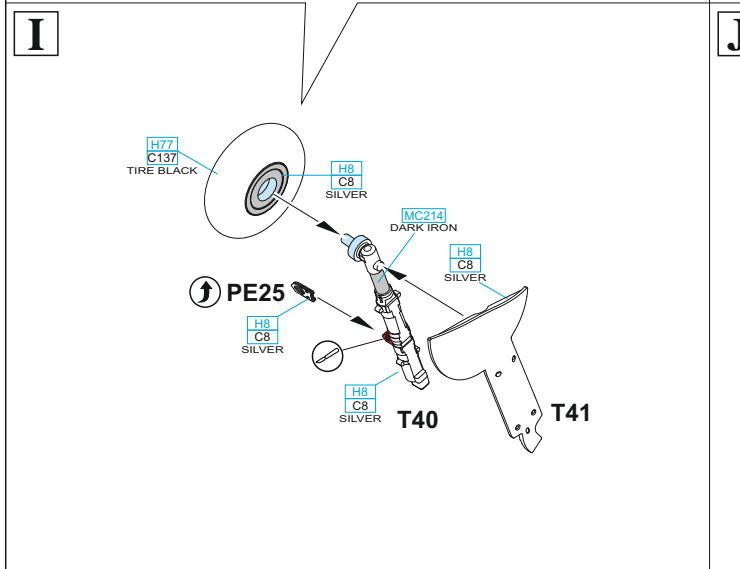
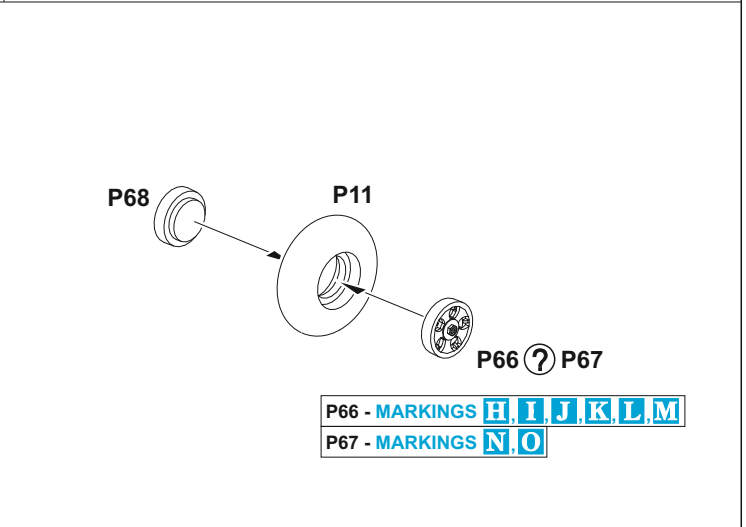
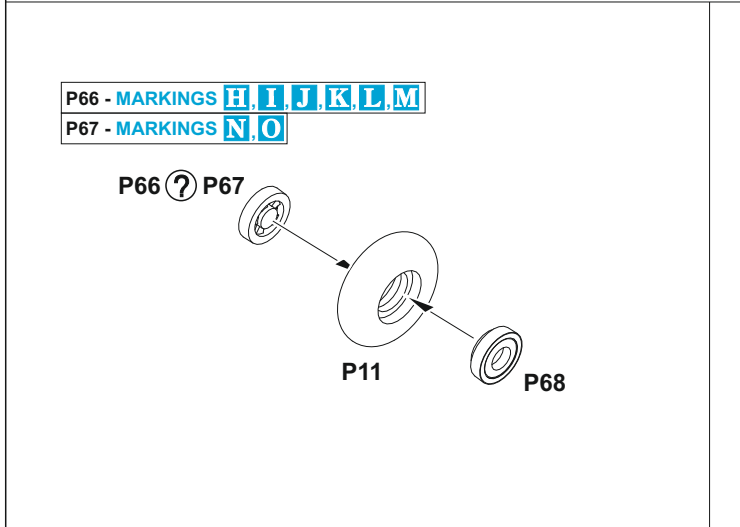
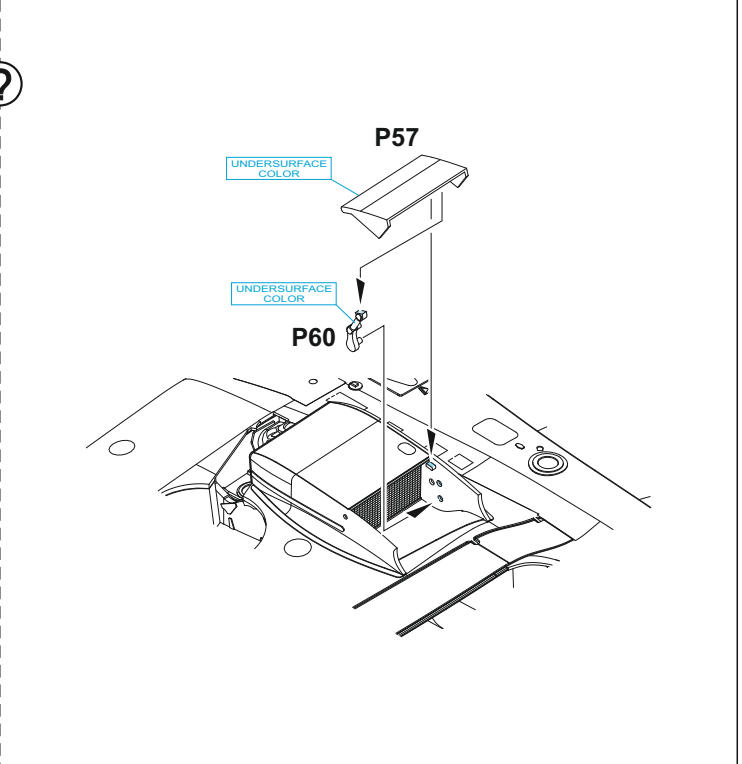


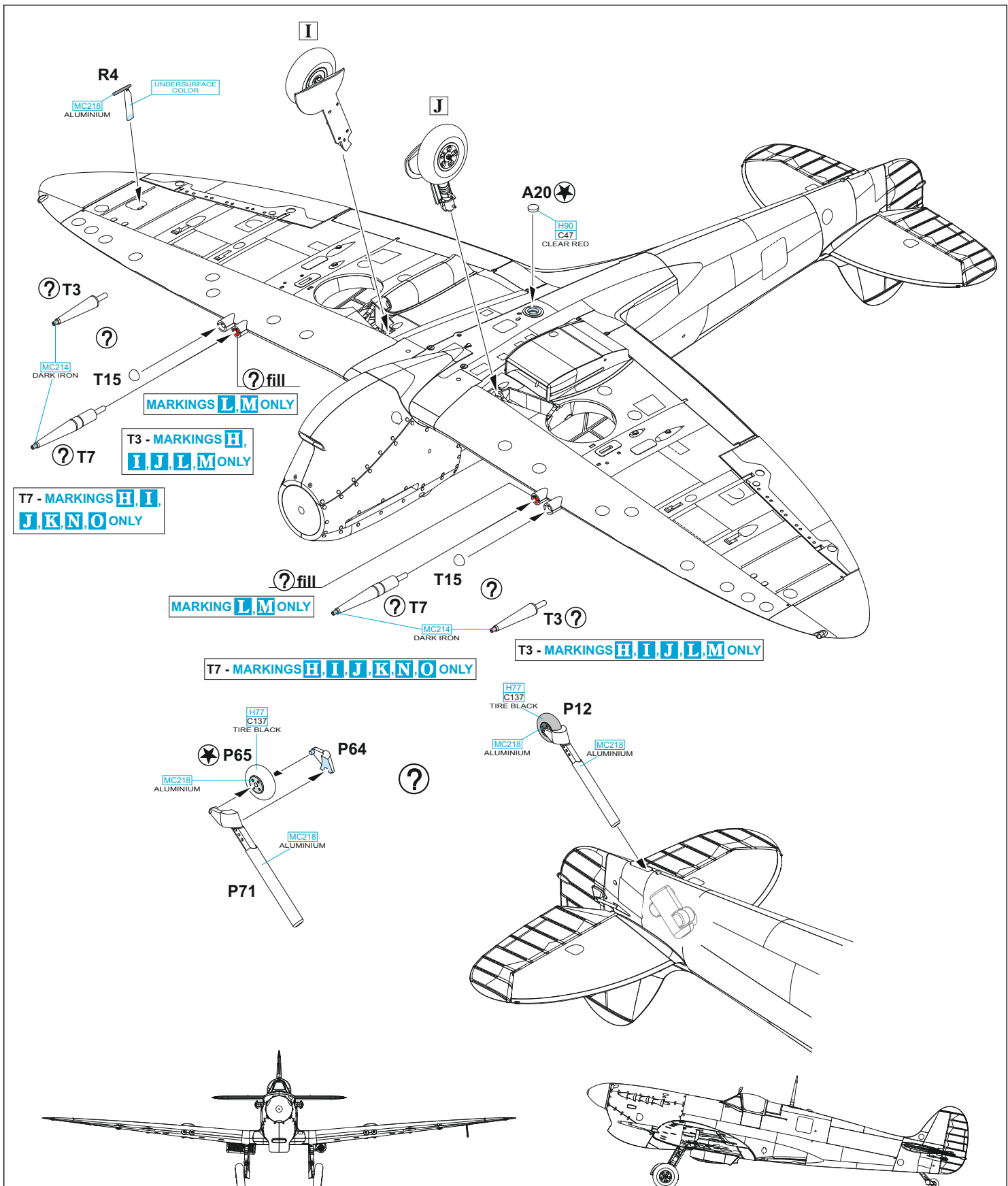
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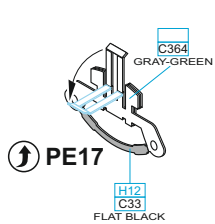


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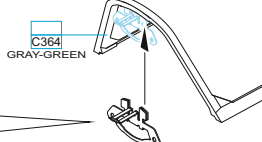




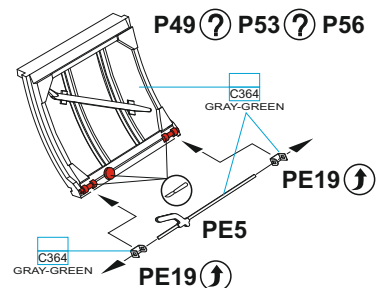
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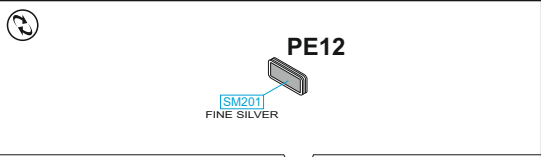


A7 A10

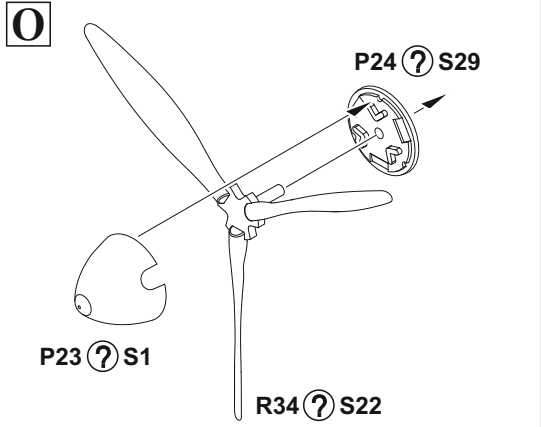


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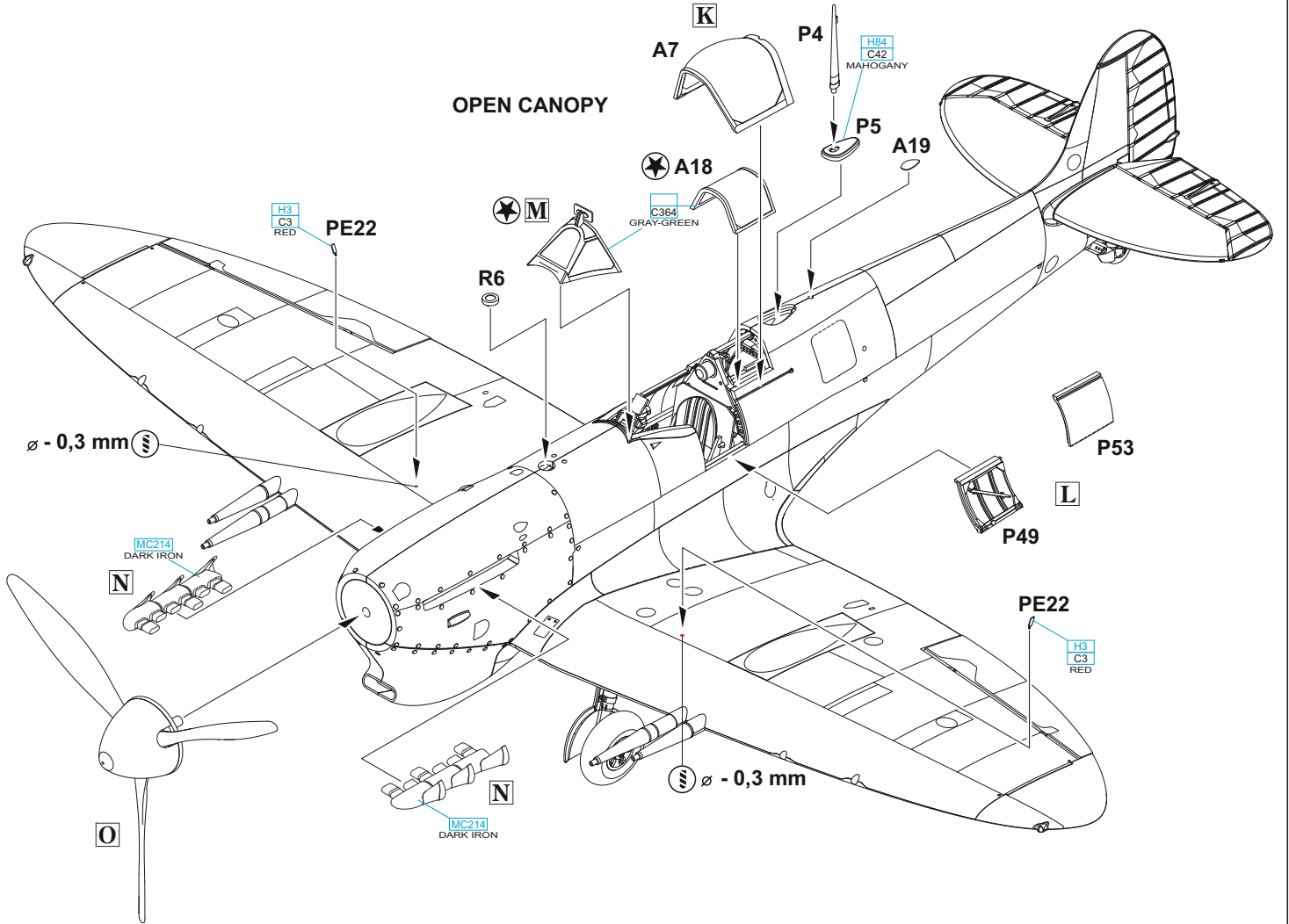
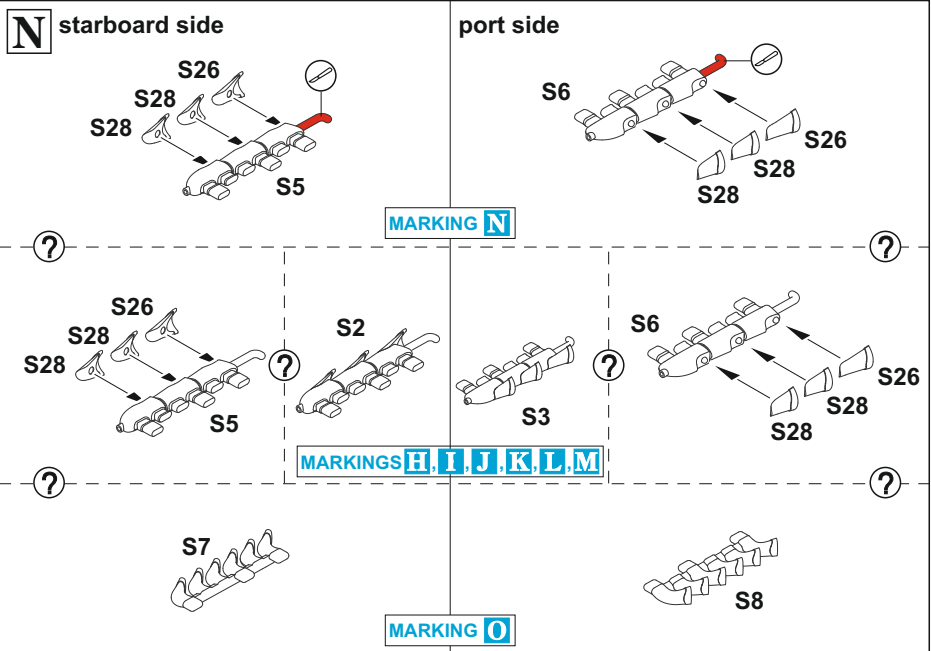




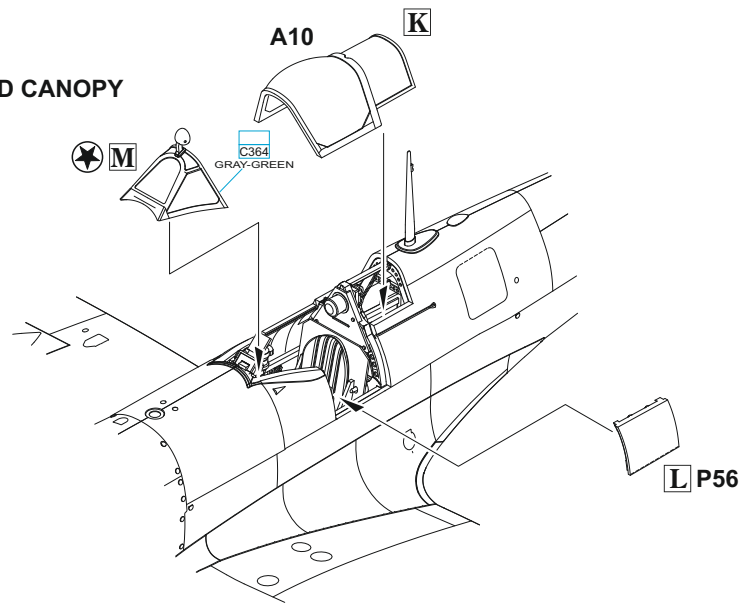
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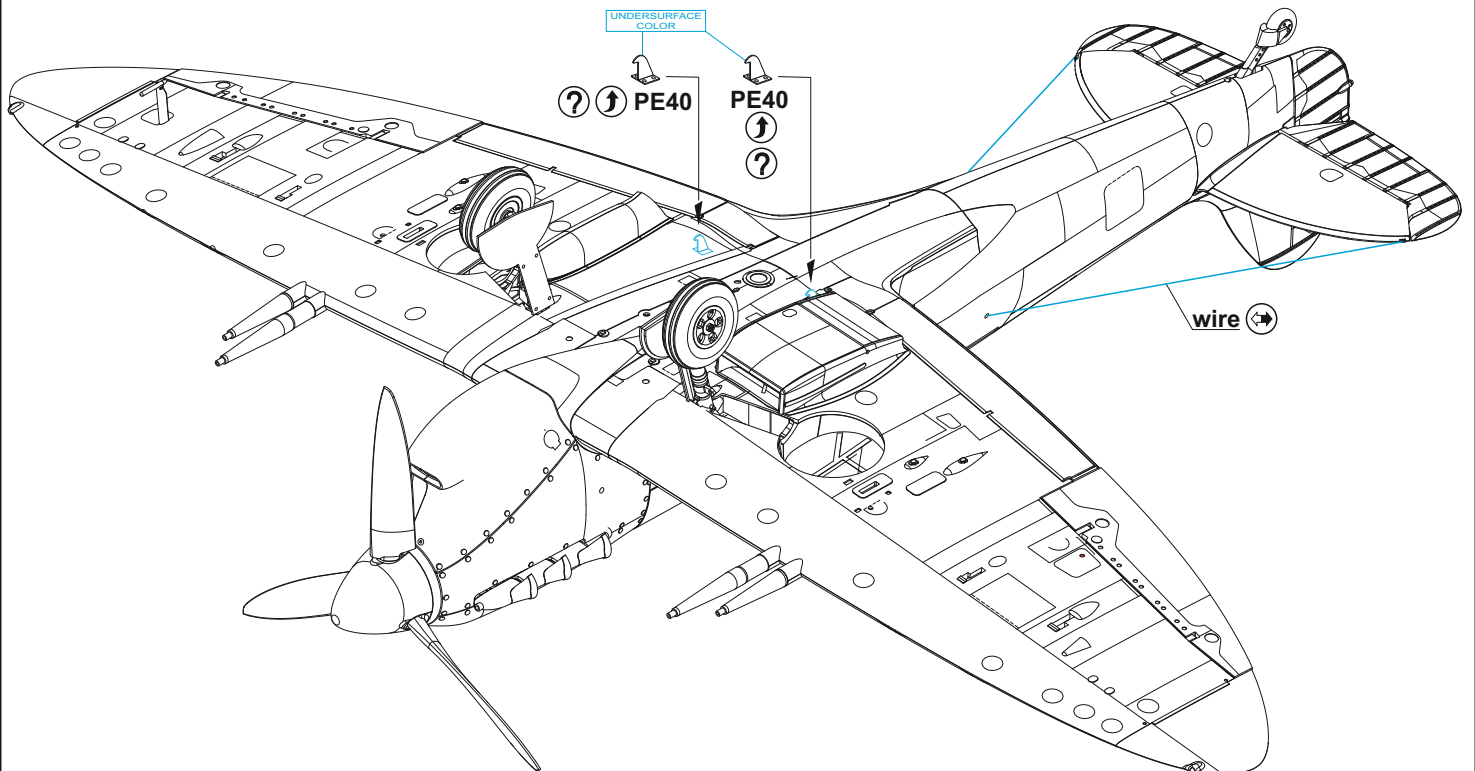
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S1, S22, S29 - MARKING **O**

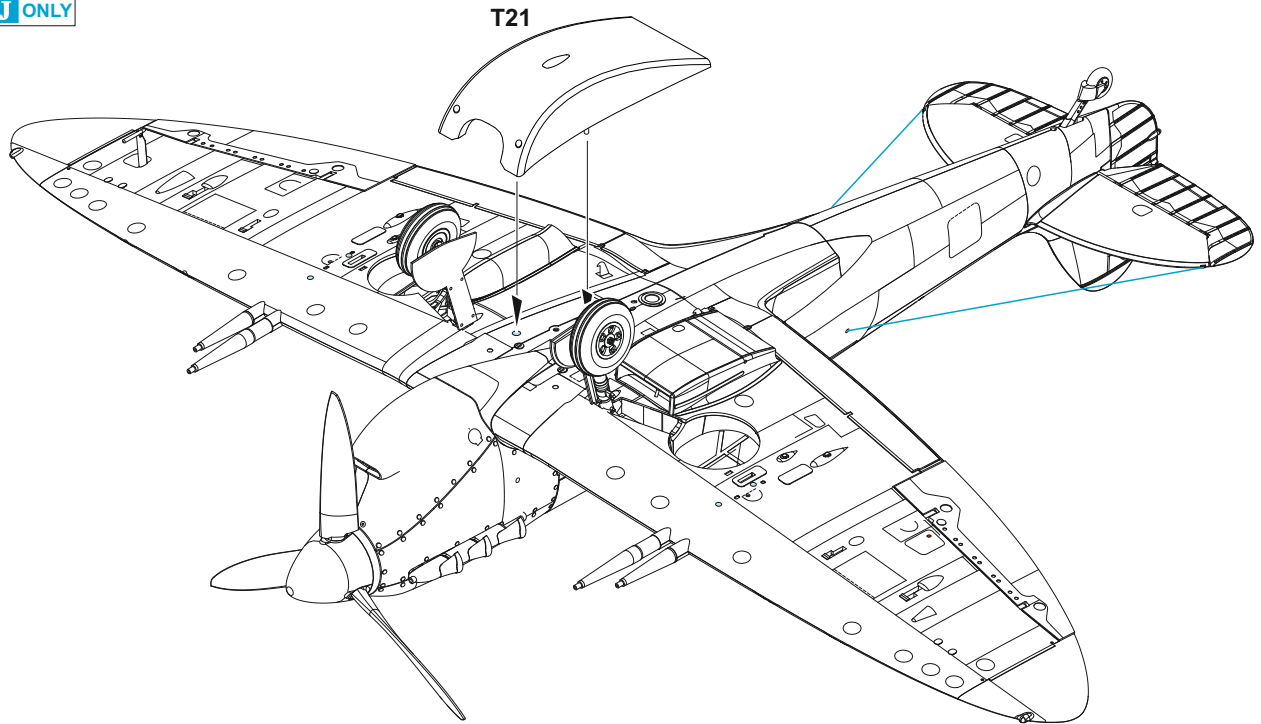


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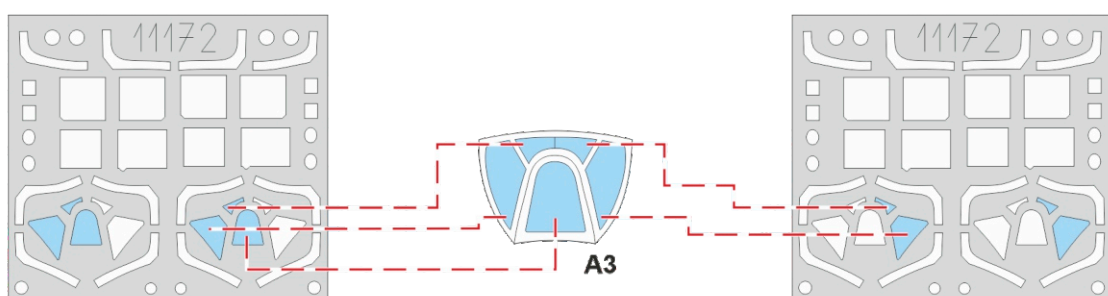
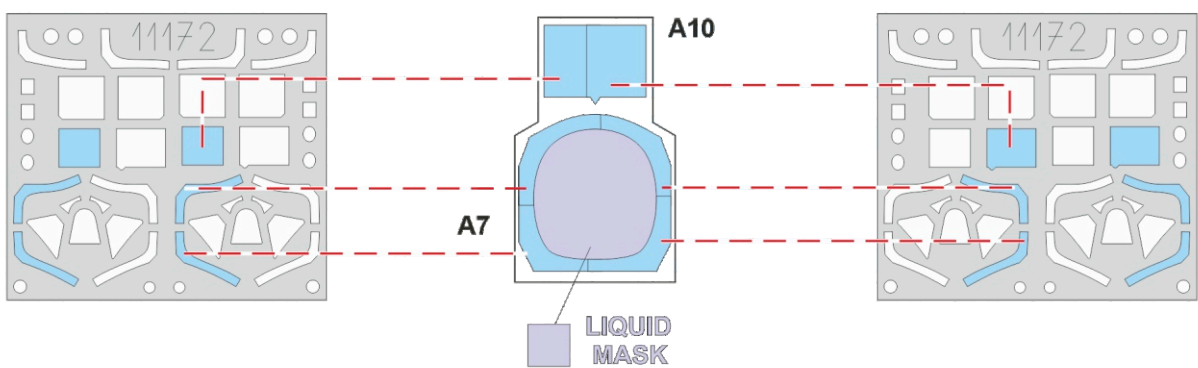
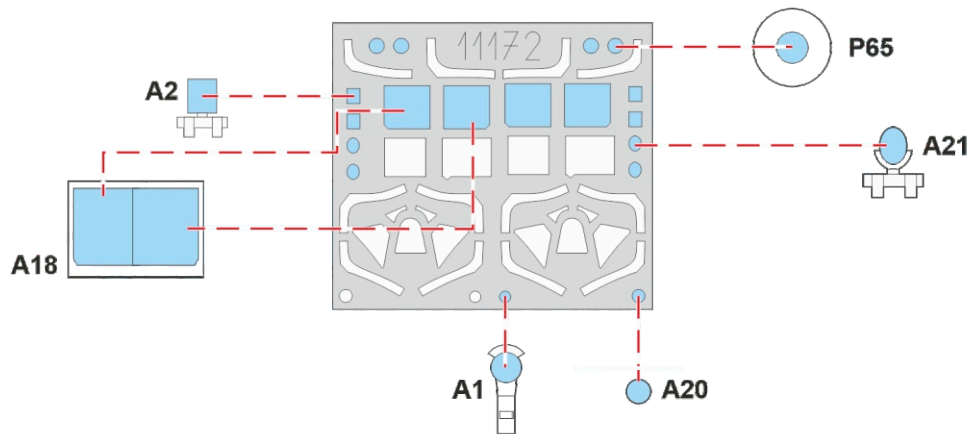


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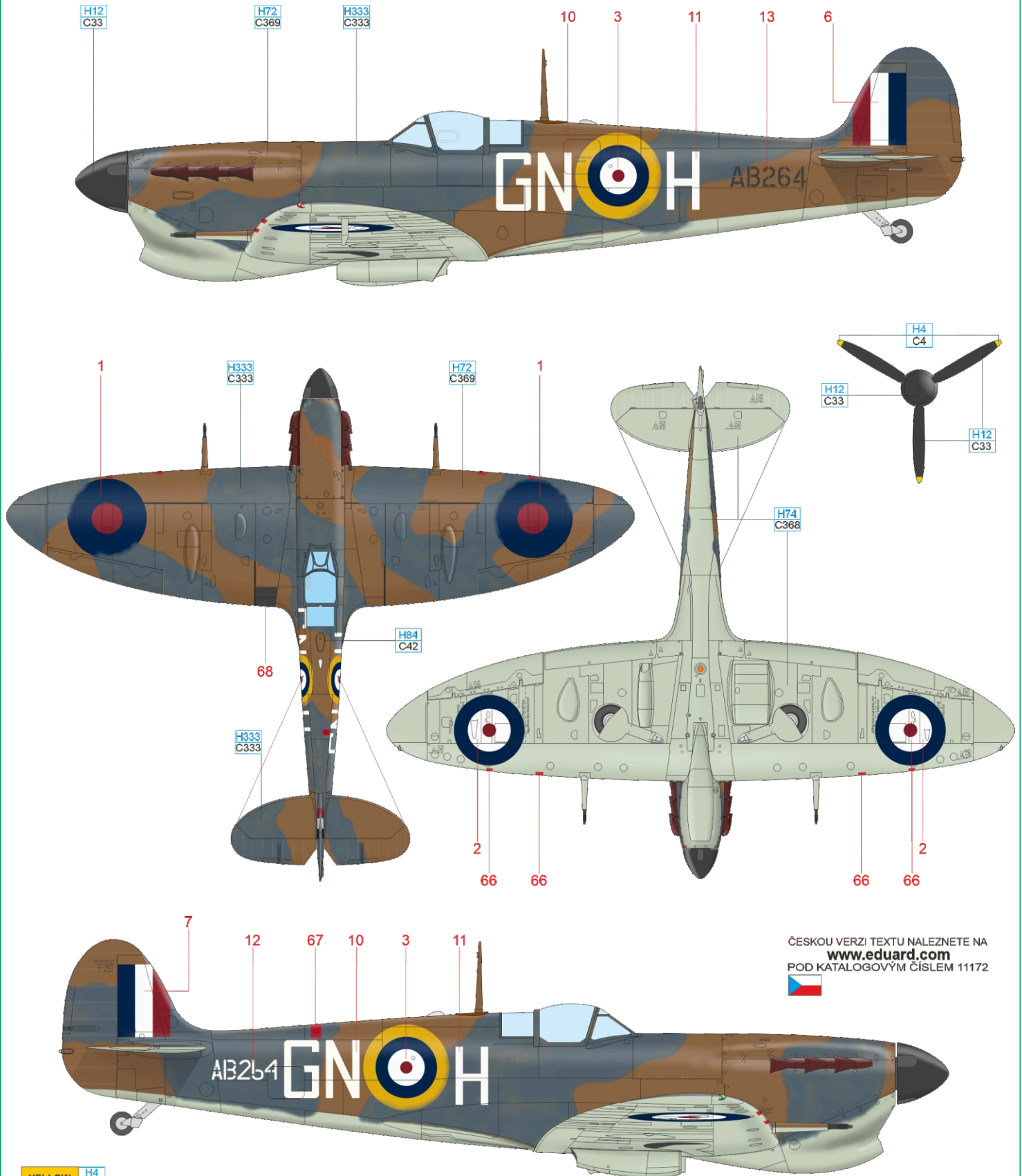


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A Spitfire Mk.Vb Trop, AB264, F/O Robert W. McNair, No. 249 Squadron, RAF Ta Kali, Malta, March 1942

The first three Spitfire Mk.Vb deliveries to Malta were conducted under the code names Spotter and Picket/Picket II. Spitfires that arrived in Malta during the Operations Spotter and Picket were camouflaged in Dark Earth and Middle Stone on the upper surfaces, the lower surfaces were painted in Sky or Azure Blue. The lower surfaces color depended either on the manufacturing factory Supermarine, which used Sky, or Aircraft Servicing Units (ASU) which used Azure Blue color. Upon arrival in Malta the Middle Stone camouflage pattern was overpainted in Extra Dark Sea Grey. Spitfire AB263 was ferried to Malta by P/O Peter Nash on March 7, 1942, during the Operation Spotter. On March 20, 1942, a Canadian pilot, Robert Wendell "Buck" McNair shot down a Ju 88, another Ju 88 probably and damaged another one. On March 25, Nash shot down a Ju 87 and in November Sgt. Thomas Kebbell shot down a Ju 88. Spitfire AB264 was one of 16 aircraft in of the first Spitfires delivery to Malta which survived the campaign and had a long service life. It served with No. 249, No. 185, No. 1435 and No. 229 Squadron. In May 1943 it was overhauled and handed over to the USAAF. It finished its career in the Middle East.



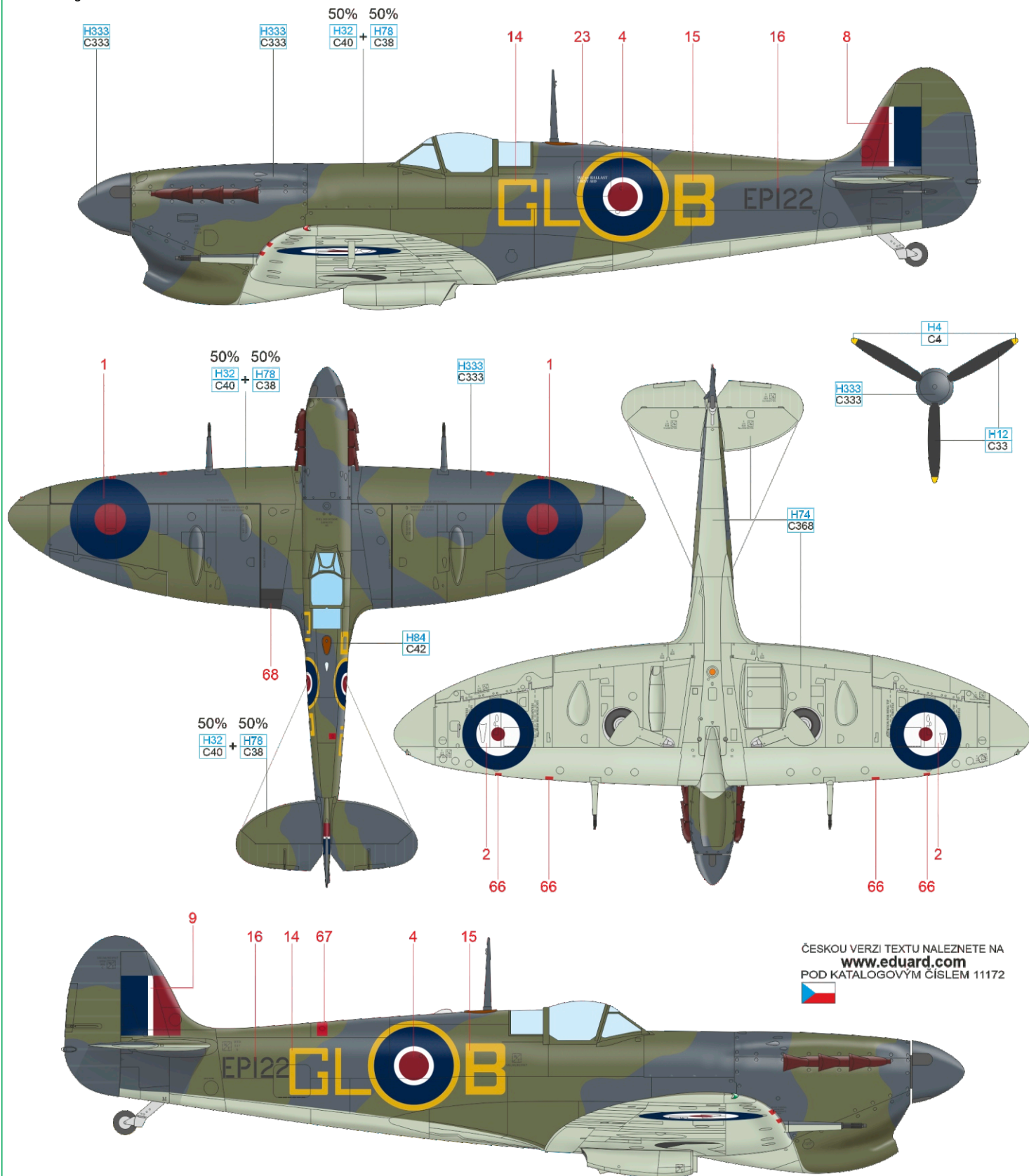
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YELLOW	H4 C4	DARK EARTH	H72 C369	EXTR. DARK SEA GRAY	H333 C333	MAHOGANY	H84 C42	BLACK	H12 C33
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B Spitfire Mk.Vb Trop, EP122, Sgt. Claude Weaver III, No. 185 Squadron, RAF Ta Kali, Malta, July 1942

Spitfire EP122 arrived in Malta from HMS Eagle on July 15, 1942, during the Operation Pinpoint and was immediately assigned to the combat duty with the No. 185 Squadron. It became a regular mount of Sgt. Claude Weaver III who scored five kills (4x Bf 109 and 1x Ju 88). He became the youngest Allied ace during the conflict. Later EP122 became the personal mount of the Wing Commander J. M. Thompson who had the aircraft marked with his name initials JM-T. In October Thompson at its controls shot down a Bf 109 and Ju 88 and damaged another two Bf 109s. In the beginning of 1943 EP122 was ordered to the No. 1435 Squadron where it flew carrying the code letter L. On March 27, 1943, it made an emergency landing at the edge of the cliff in Dwejra Bay on Gozo island. EP122 was afterward dumped over the edge of the cliff into the bay. EP122 wreck, lying in 10 m depth, was discovered by scuba divers from the RAF Sub Aqua Club on the Gozo shore in 1969. In the middle of 1970, the wreck was recovered. The initial restoration work was done by Steve Vizard in Hampshire followed by the Airfram Assemblies in Sandown, Surrey. The airframe was transferred to Biggin Hill Heritage Hangar for the completion. The first flight from Biggin Hill took place in May 2016. The naval camouflage and markings are authentic however the typical tropical air filter is missing.

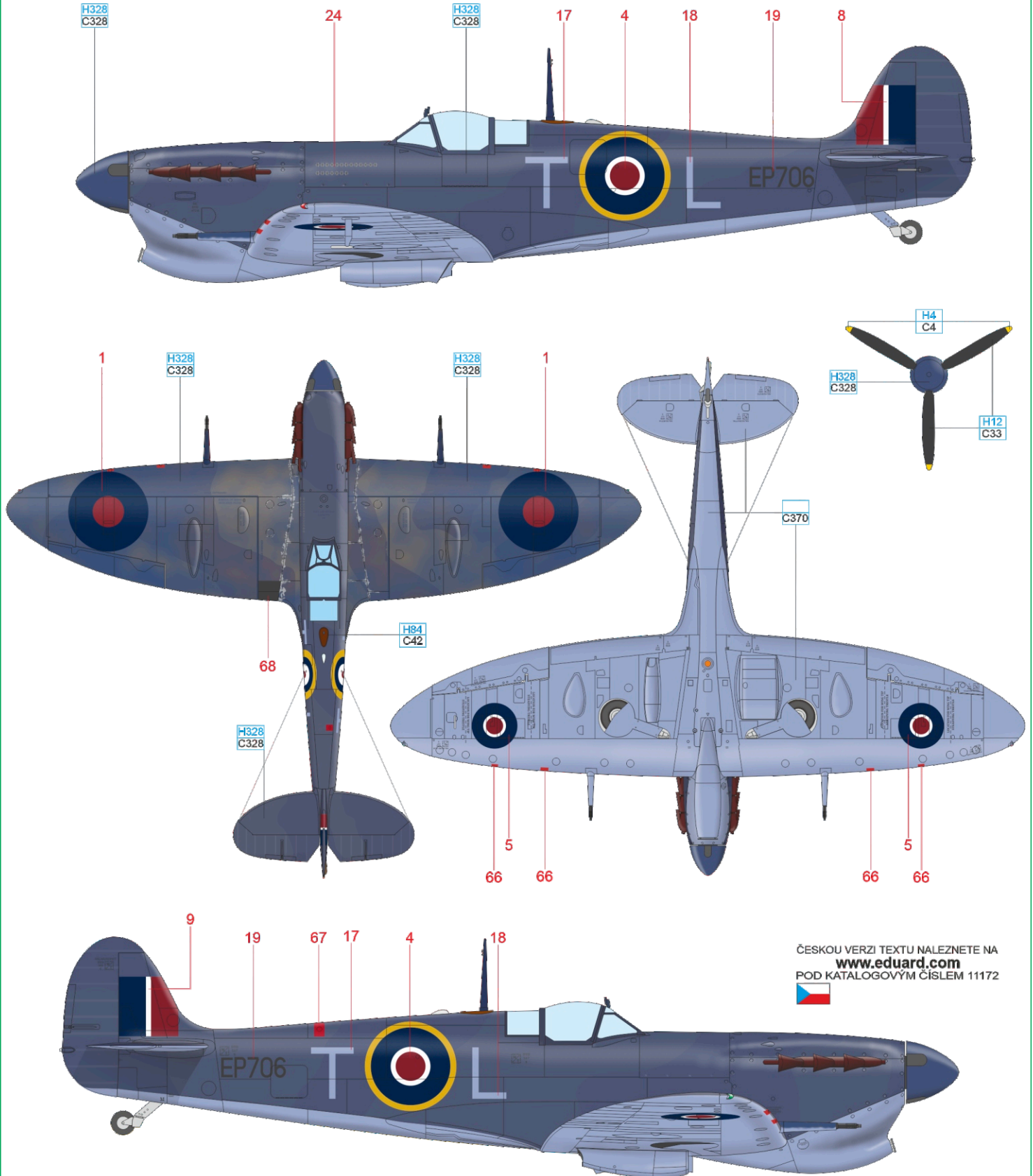


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YELLOW	H4 C4	FIELD GRAY	H32 C40	OLIVE GREEN	H78 C38	EXTR. DARK SEA GRAY	H333 C333	MAHOGANY	H84 C42	BLACK	H12 C33
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C Spitfire Mk.Vb Trop, EP706, P/O George F. Beurling, No. 249 Squadron, RAF Ta Kali, Malta, August - October 1942

A brilliant pilot and sharpshooter but rather mysterious personality, Canadian George Frederick Beurling achieved unbelievable successes during the fierce fighting for Malta in 1942 where in the course of a half year he scored 28 confirmed kills. Beurling's Spitfire EP706 arrived in Malta off the HMS Furious deck on August 11, 1942 during the Operation Bellows. The original desert camouflage was repainted at the Malta Maintenance Command probably with Deep Sky or Extra Dark Sea Grey color. According to the period pictures, the wing upper surfaces around the weapon wells were rather worn and the original desert camouflage was showing through. P/O "Screwball" Beurling had his kill markings painted on the fuel tank cover of his Spitfire flown regularly between August 20 and October 9. He flew 27 combat missions with it and scored four out of his total 28 kills achieved in Malta.



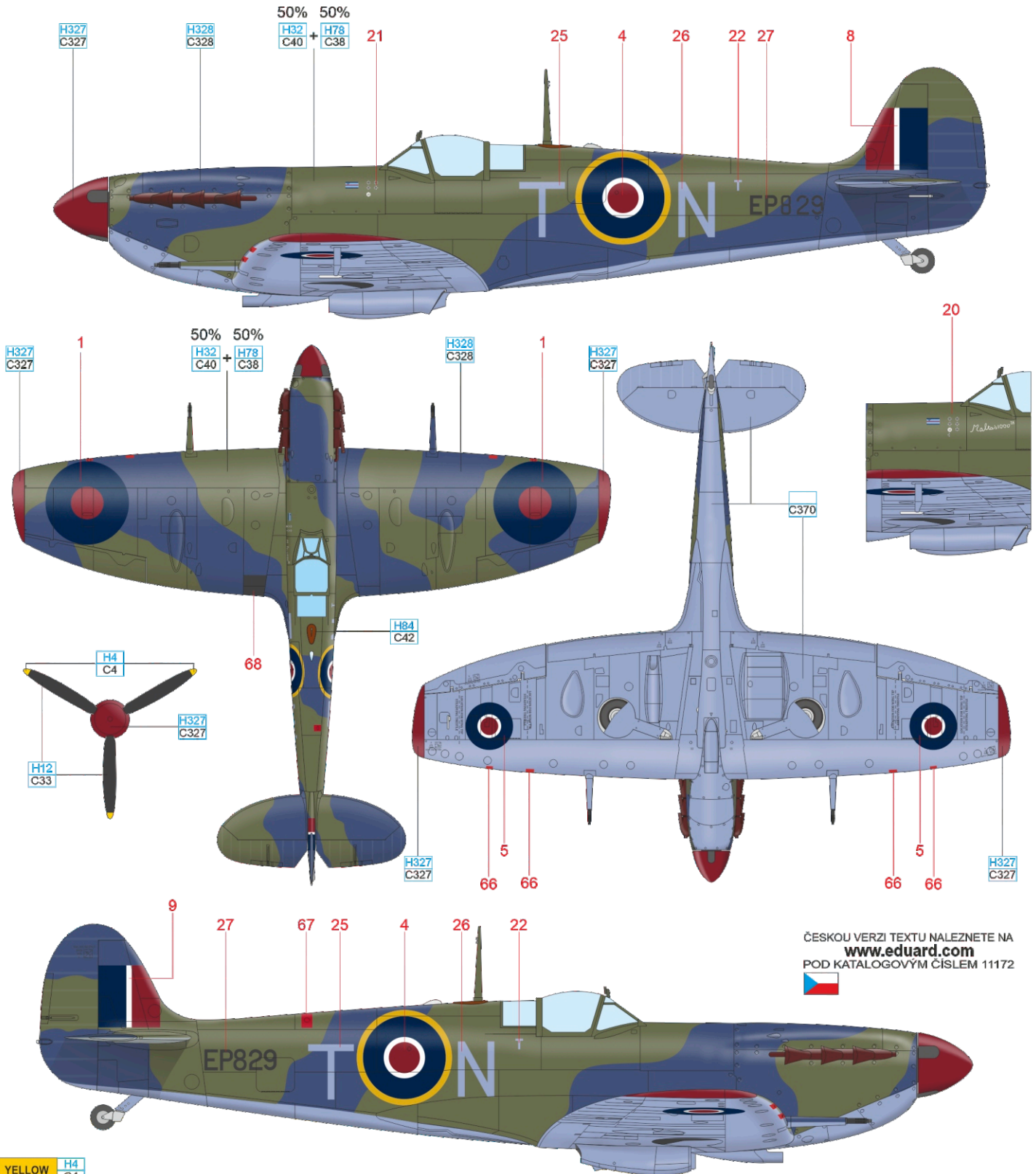
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YELLOW	H4 C4	MIDDLE STONE	H71 C21	DARK EARTH	H72 C369	BLUE	H328 C328	MAHOGANY	H84 C42	BLACK	H12 C33
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D Spitfire Mk.Vb, EP829, S/Ldr John J. Lynch, No. 249 Squadron, RAF Qrendi, Malta, February - May 1943

Spitfire EP829 was flown by S/Ldr Lynch from February to May 1943 with No. 249 Squadron and was part of the delivery during the Operation Train which was the last Spitfire delivery to reinforce Malta from the aircraft carriers. Spitfires were finished in the standard Malta camouflage scheme with the upper surfaces in Deep Sky and Dark Slate Grey. EP829 initially flew with clipped wings, later was operated with the full wingspan. The squadron commander insignia and five kill markings, achieved by April 25, 1943, were painted on the fuselage fuel tank. Three days later, Lynch shot down two Ju 52 and scored 1,000th victory for the Malta defenders. To commemorate this anniversary kill he had painted "Malta's 1000" in white under the windshield. John Lynch was born on February 3, 1918, in Alhambra, California. In 1941 he joined RAF and in September 1941 he completed his pilot training at No. 56 OTU. His first assignment was at No. 232 Squadron. The following month he joined the No. 121 "Eagle" Squadron and No. 71 "Eagle" Squadron where, on April 17, 1942, he shared a victory over a Ju 88. In November 1942 he was transferred to Malta and assigned to No. 249 Squadron with which he flew combat in the area. In the beginning of 1943, he was promoted to the squadron commander and achieved many successes against the Axis transportation aircraft which supplied the German and Italian troops in Tunisia. In July 1943 he was ordered to the USAAF but did not fly combat. He returned to the United States where after the war end continued his service with the USAF. In 1956 he became an operations officer with the 49th Fighter-bomber Wing on Okinawa but shortly after, on March 9 he was killed in the aircraft crash in F-84G near Naha airport. During his wartime career Lynch claimed in total 17 kills (10 individual and 7 in cooperation), one probable and two enemy aircraft damaged.



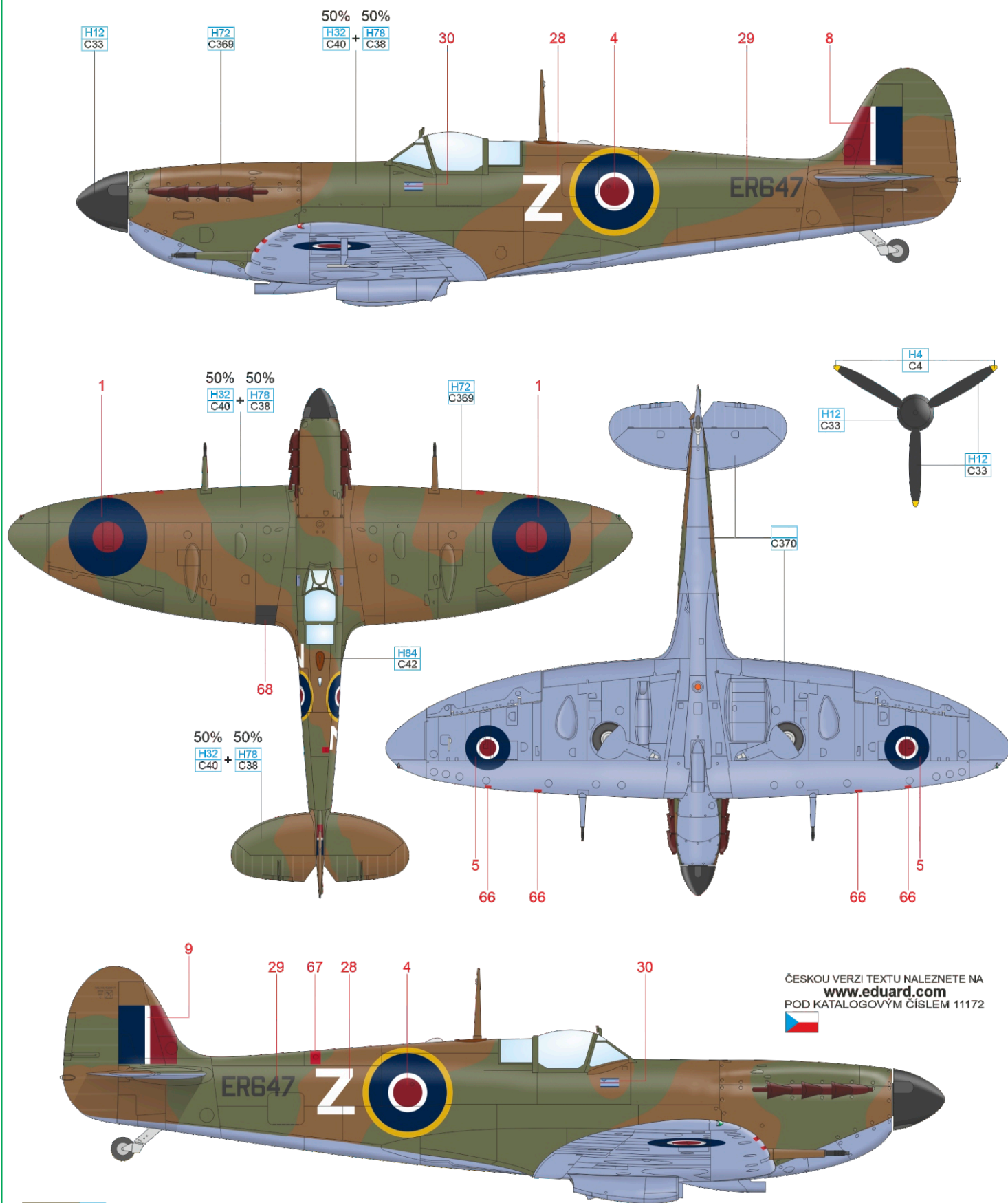
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YELLOW	H4								
	C4								
AZURE		FIELD	H32	OLIVE	H78	BLUE	H328	MAHOGANY	H84
BLUE	C370	GRAY	C40	GREEN	C38		C328		C42
								RED	H327
									C327
								BLACK	H12
									C33

E Spitfire Mk.Vb, ER647, S/Ldr John R. Urwin-Mann, No. 126 Squadron, RAF Luqa, Malta, spring 1943

ER647 represents yet another of the camouflage schemes used in Malta where the factory applied Middle Stone was repainted with Dark Slate Grey. A Mk.Vb painted in similar way is documented in the color photographs by AVM Keith Park. The depicted ER647 was flown by the No. 126 Squadron commander, a Battle of Britain ace S/Ldr Urwin-Mann, who on January 28, 1943, shot down a Me 210 flying this aircraft. In February 1944, ER647 was handed over to the USAAF and in 1945 finished its career with the French AF. During his wartime career, John Roland "Jack" Urwin-Mann scored 10 kills, two of them shared.

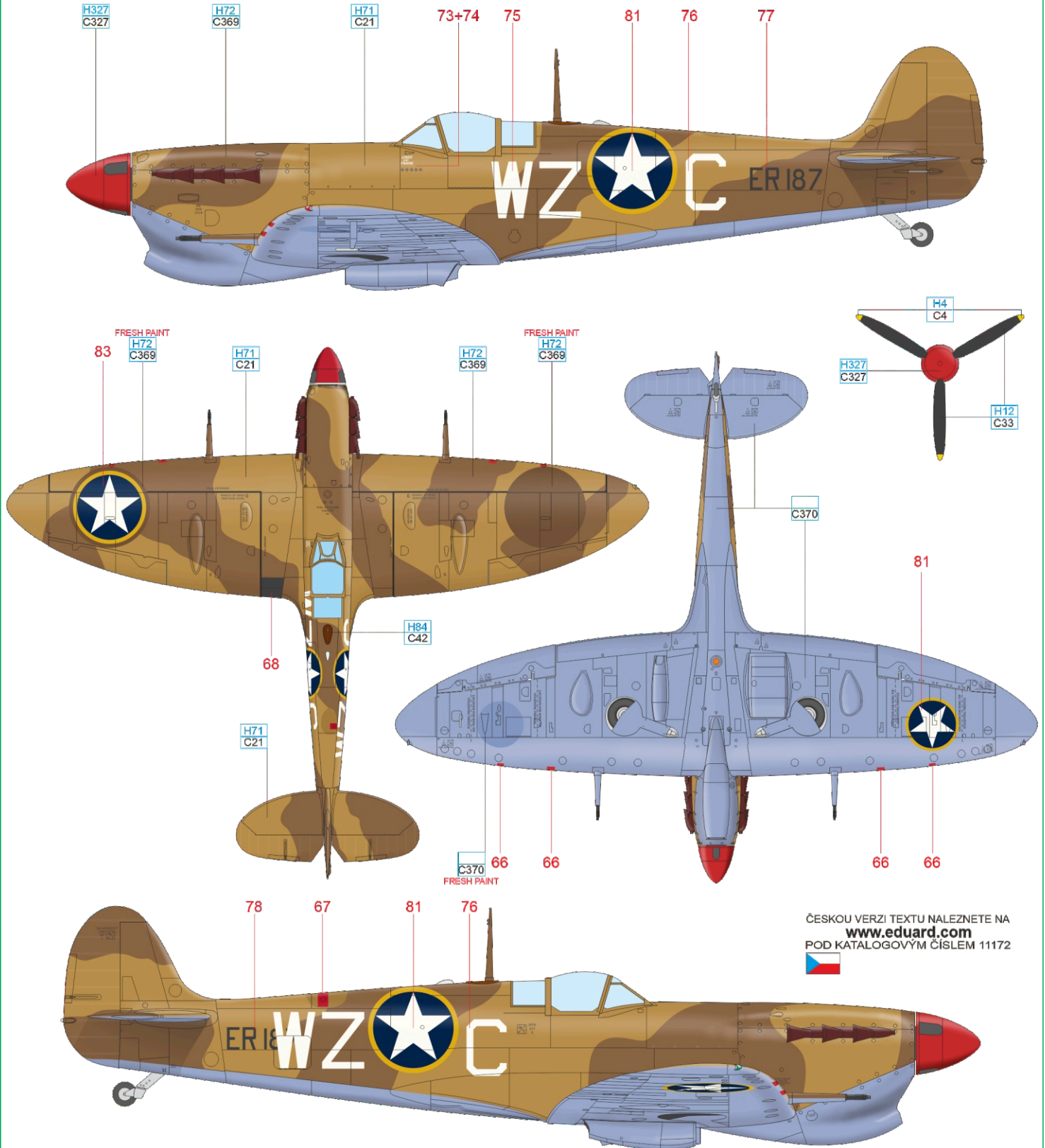


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YELLOW	H4 C4	FIELD GRAY	H32 C40	OLIVE GREEN	H78 C38	DARK EARTH	H72 C369	MAHOGANY	H84 C42	BLACK	H12 C33
AZURE BLUE	C370										

F Spitfire Mk.Vb Trop, ER187, Maj. Frank A. Hill, 309th FS, 31st FG, Xewkija, Gozo - Malta, beginning of July 1943

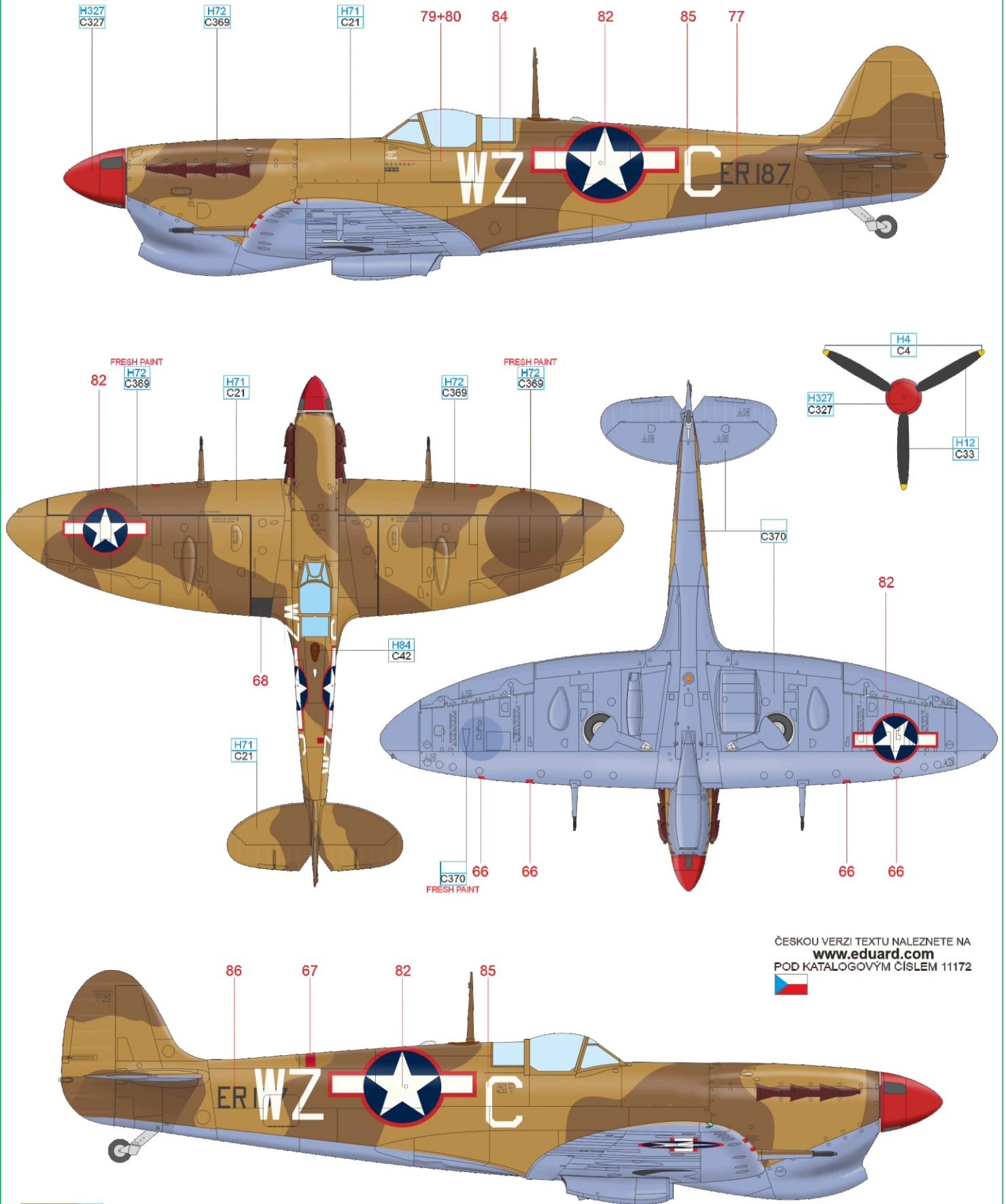
In the middle of 1943, Malta became a fundamental "springboard" for the Operation Husky, an Allied invasion of Sicily. The island became a key post mainly due to its support of the air operations. There were five operational airfields on Malta, all of them occupied by the large numbers of the British airplanes which impaired the operations of the USAAF units. The only solution was to turn the attention to Gozo, mountainous land which is the part of the Malta archipelago. The area in Xewkija turned out to be the best solution despite the negotiations with the local farmers. Xewkija airport, also known as Ta' Lambert, was built as the principal USAAF airbase during the Operation Husky in the very short time of 12 days of the construction only to cease the operations after mere six months of the intense traffic. In June 1944 the land on which the airport was built was returned to the original landlords and turned back to the fertile soil. One of the Spitfires flying out of the airfield Xewkija in the beginning of July 1943 was ER187, a personal aircraft of the commander and the most successful pilot of the 309th FS, Maj. Frank Hill. His Spitfire is known to carry two different designs of the national insignia, with a yellow outline and also with the "wings" with the red outline which fell into the period of their official application, from June 28 to the end of July 1943. A question remains if the new insignia were painted for that ten days stay on Gozo or in Sicily, where the 31st FG was transferred on July 13, 1943. During his wartime carrier Maj. Frank Hill shot down in total eight enemy aircraft including two shared victories, two probable and he also damaged five enemy aircraft.



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YELLOW	H4 C4	MIDDLE STONE	H71 C21	DARK EARTH	H72 C369	RED	H327 C327	MAHOGANY	H84 C42	BLACK	H12 C33
AZURE BLUE	C370										

Maj. Frank Hill's Spitfire is known to carry two different designs of the national insignia, with a yellow outline and with the "wings" with the red outline which fell into the period of the official application, from June 28 to the end of July 1943. A question remains if the new insignia were painted for the ten days stay on Gozo or in Sicily where the 31st FG was transferred on July 13, 1943.



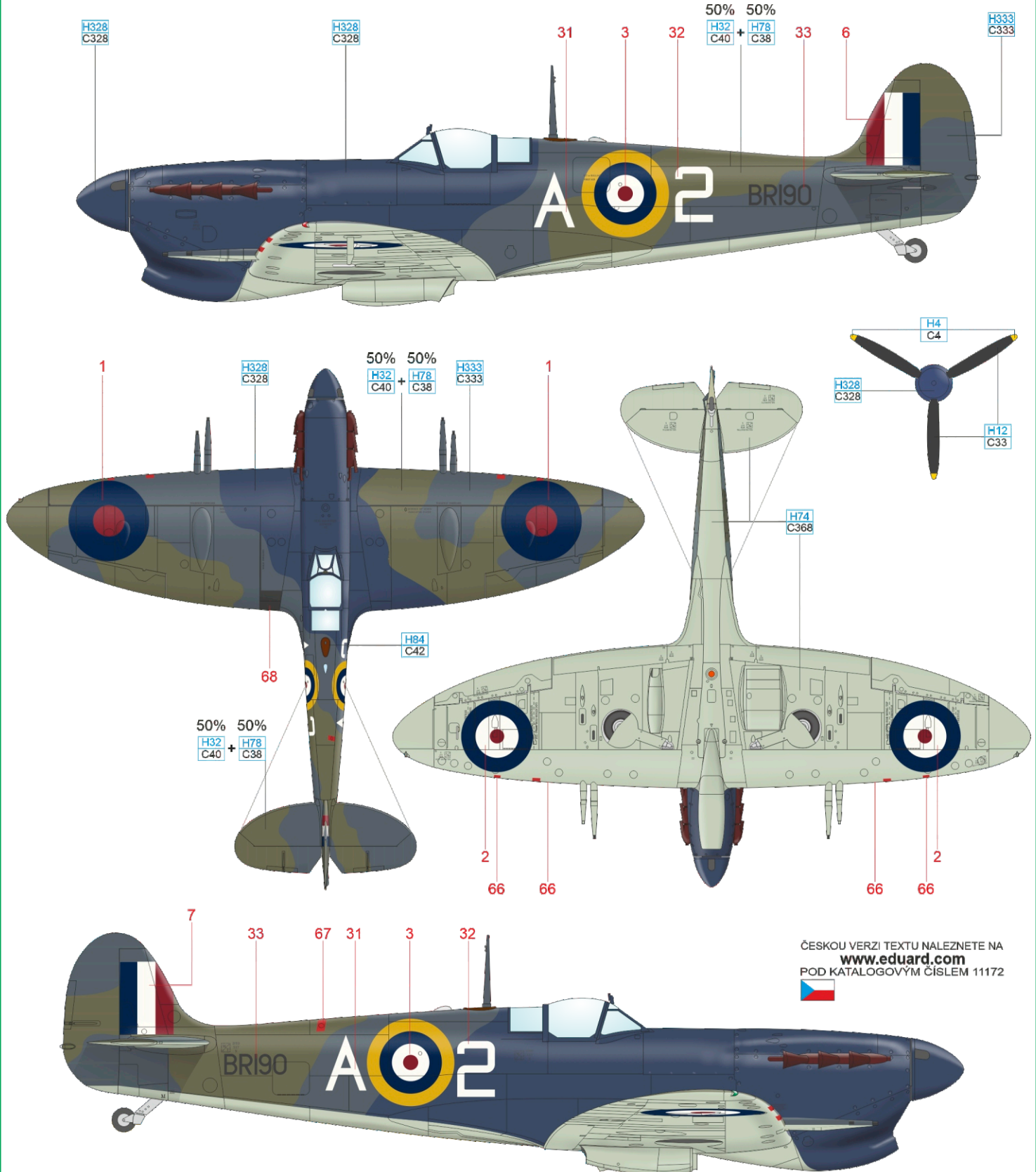
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YELLOW	H4 C4
AZURE BLUE	C370
MIDDLE STONE	H71 C21
DARK EARTH	H72 C369
RED	H327 C327
MAHOGANY	H84 C42
BLACK	H12 C33

H Spitfire Mk.Vc Trop, BR190, F/Sgt Virgil P. Brennan, No. 249 Squadron, RAF Ta Kali, Malta, May 1942

Spitfire BR190 arrived in Malta on April 20, 1942, during the Operation Calendar. It carried the naval camouflage which was on the board of USS Wasp (CV-7) partially overpainted with so-called Malta blue. On May 5, at the controls of this unusually camouflaged Spitfire, F/Sgt Paul Brennan shot down a Bf 109. Spitfire BR190 flying career however was very short. On May 14 it was destroyed during the bombing of the airport Ta Kali. Virgil Paul Brennan was born in Warwick in Queensland on March 6, 1920, and before the war practiced law. In November 1940 he joined RAAF and was sent to Canada for an advanced training. In August he was ordered to the Great Britain where he continued his training with No. 53 OTU. In October he was assigned to the No. 64 Squadron but in the beginning of March he was transferred to Malta. On March 17 he flew off the HMS Eagle deck to the island together with the first Spitfires delivery. After the landing he was attached to the No. 249 Squadron and flew back to the Great Britain. Between March 17 and June 7 he scored seven kills. In July he completed his tour of duty with the No. 249 Squadron and flew back to the Great Britain. Here he served as an instructor with the No. 52 OTU until January 1943 and after that he set sail for home, Australia. On May 1 he was assigned to the No. 79 Squadron RAAF in Laverton, unfortunately he did not fly there for long. On June 13, 1943, he was mortally wounded in a crash near Garbutt.

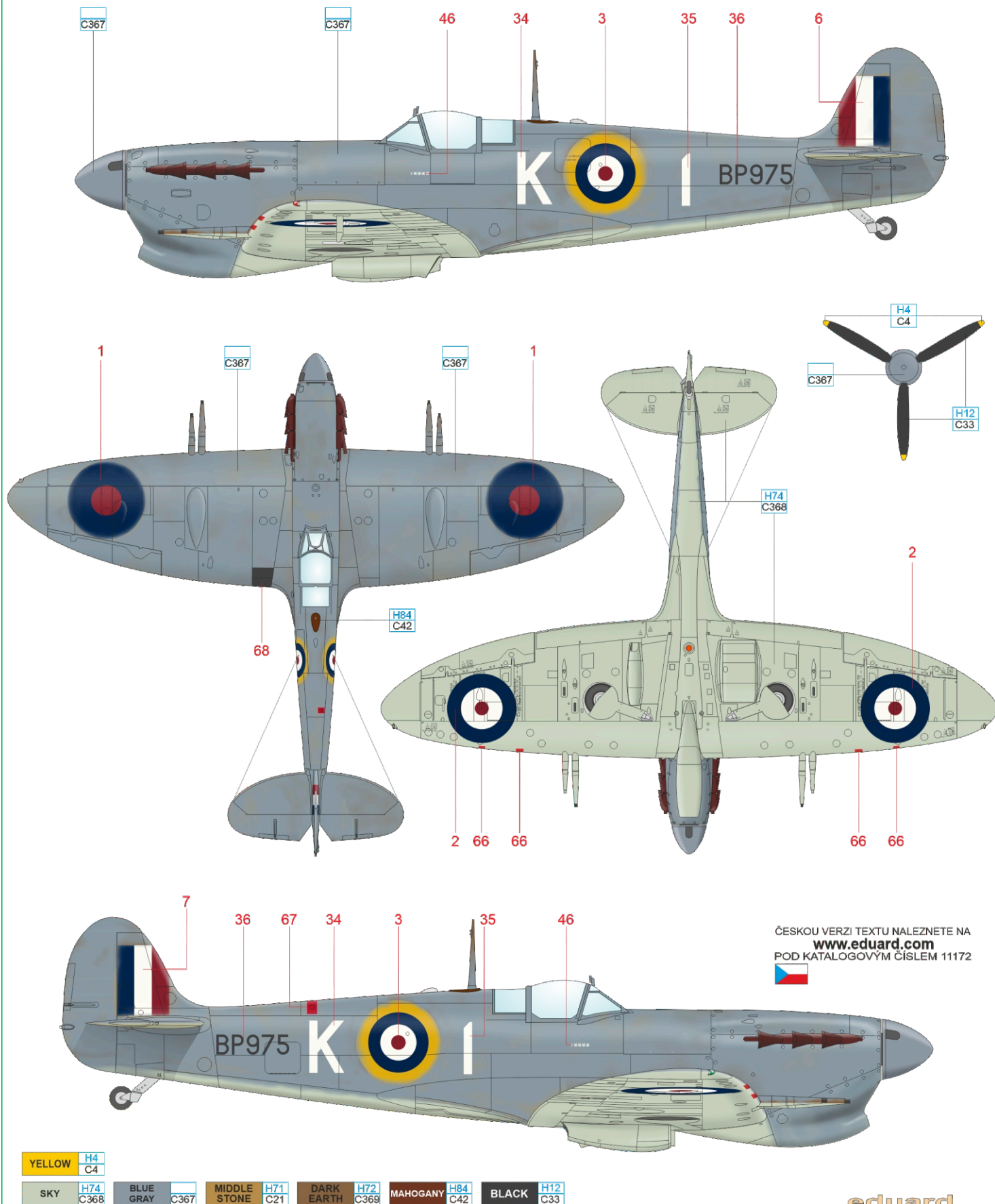


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YELLOW	H4 C4	FIELD GRAY	H32 C40	OLIVE GREEN	H78 C38	EXTR. DARK SEA GRAY	H333 C333	MAHOGANY	H84 C42	BLUE	H328 C328	BLACK	H12 C33
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Spitfire Mk.Vc Trop, BP975, F/Lt Denis Barnham, No. 601 Squadron, RAF Luqa, Malta, April - May 1942

After the outbreak of the war, Dennis Barnham joined RAF in April 1941. Initially he served with the No. 65 Squadron, in July he was ordered to the No. 609 Squadron and on December 30 he was transferred to the No. 154 Squadron. In April 1942 he was promoted and assigned to the No. 601 Squadron as a flight leader. At that time the unit was preparing for the deployment to Malta. On April 20, 1942, during the operation code-named Calendar, he flew off the American aircraft carrier USS Wasp (CV-7) for the island. During April and May Barnham scored five aerial victories, all of them flying Spitfire BP975. On board of USS Wasp (CV-7), over its original desert camouflage his Spitfire was painted in the US Navy Non Specular Blue Gray used on the USS Wasp escort F4F Wildcats. Denis Barnham was an artist as well and he often painted and drew sketches. Some of his drawings were included in the book *One Man's Window* (William Kimber, 1956) he wrote after the war about his experiences from Malta.



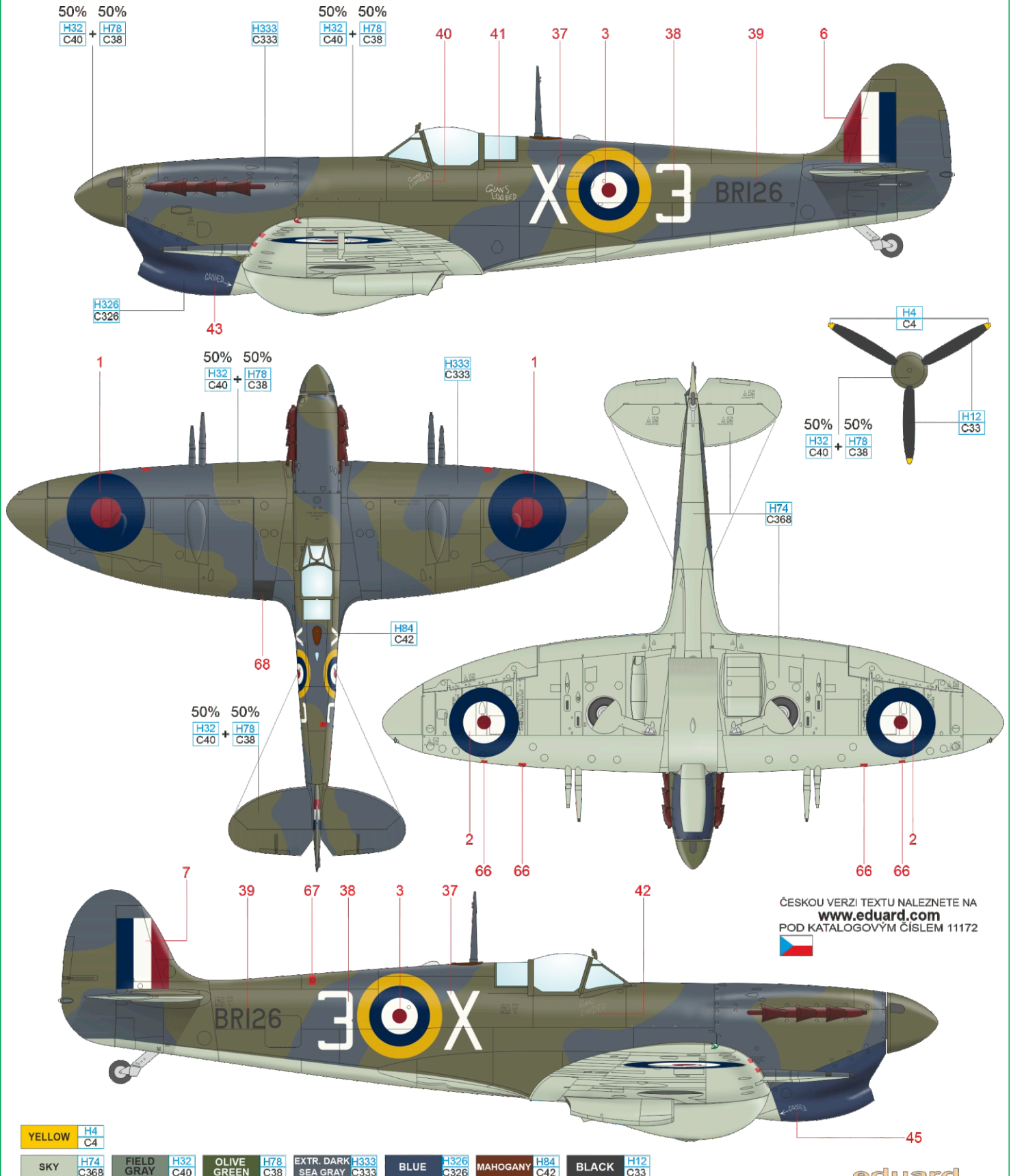
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YELLOW	H4 C4	BLUE GRAY	C367	MIDDLE STONE	H71 C21	DARK EARTH	H72 C369	MAHOGANY	H84 C42	BLACK	H12 C33
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J Spitfire Mk.Vc Trop, BR126, P/O Jerrold A. Smith, No. 126 Squadron, USS Wasp (CV-7), May 1942

On May 9, 1942, after he took off in his Spitfire BR126 X-3, the Canadian pilot, P/O Jerrold Alpine "Jerry" Smith found out that his drop tank was inoperable, and he was not able to reach the airfield on Malta. He jettisoned his tank and received order to bail out of his Spitfire. Instead, Jerry inquired about the attempt to save the aircraft by landing it on the aircraft carrier deck. After the captain approved, he indeed tried to do it. His first approach was too high and too fast however his second attempt was successful, and he safely landed his Spitfire mere six feet from the end of the flight deck. He managed, as the first in world, to land a Spitfire on the aircraft carrier and without an arresting hook! For his deed P/O "Jerry" Smith was unofficially awarded the American Navy Wings from the flight deck officer David McCampbell, the future most successful USN fighter pilot who, as a LSO (Landing Signal Officer) directed the whole operation. Jerry ultimately made it to Malta couple of days later on May 19 with another batch of Spitfires during the Operation LB. In Malta, he met his brother Rod at the No. 126 Squadron and on July 18 they together shot down a Ju 88. On August 10, 1942, he took off in the order to search for some targeted minelayers. He was seen for the last time pursuing a Ju 88 on the course towards Sicily. Neither aircraft made it back to the home base. His brother Rod was searching hours for him but did not find any sign of neither the body nor his Spitfire. Jerry's name is engraved on the Malta's memorial. During the Malta fighting he scored four individual kills and shared one.

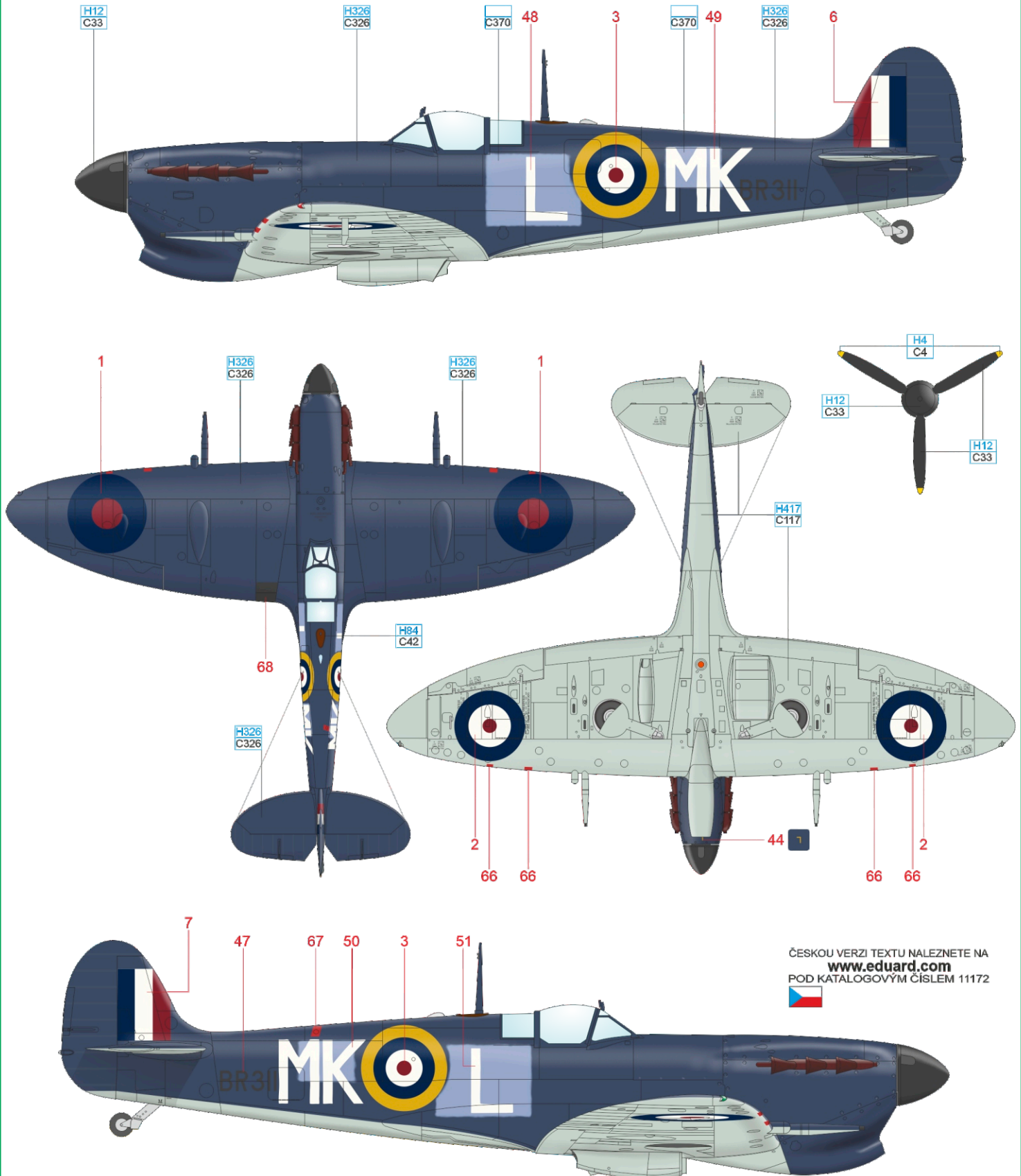


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YELLOW	H4 C4	SKY	H74 C368	FIELD GRAY	H32 C40	OLIVE GREEN	H78 C38	EXTR. DARK SEA GRAY	H333 C333	BLUE	H326 C326	MAHOGANY	H84 C42	BLACK	H12 C33
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K Spitfire Mk.Vc Trop, BR311, F/Lt Roderick I. A. Smith, No. 126 Squadron, RAF Luqa, Malta, October 1942

Spitfire BR311 arrived in Malta during the Operation Style on June 3, 1942 and successfully participated in the battle for the island. On August 14, flying this aircraft, S/Ldr W. J. Johnson shot down two Macchi MC.202. Between October 12 and 25, P/O Nigel Park at its controls shot down three Ju 88 and three Bf 109 and on October 25 F/Lt "Rod" Smith shot down a Bf 109, which was his last victory in Malta. During the defense of Malta, he shot down in total six aircraft. Rod Smith was a brother of Jerry Smith, and they fought together in the ranks of the No. 126 Squadron. BR311 coloration matched the recommended Malta scheme in Dark Mediterranean Blue on the upper surfaces and Sky Blue on the lower surfaces. The original markings on the fuselage, applied on board of USS Wasp, were overpainted with Light Mediterranean Blue and assigned the code letters MK-L. On October 5, 1944, Rod Smith became the first Allied pilot who shot down a Me 262 jet. During his wartime carrier Rod Smith scored 14 kills.



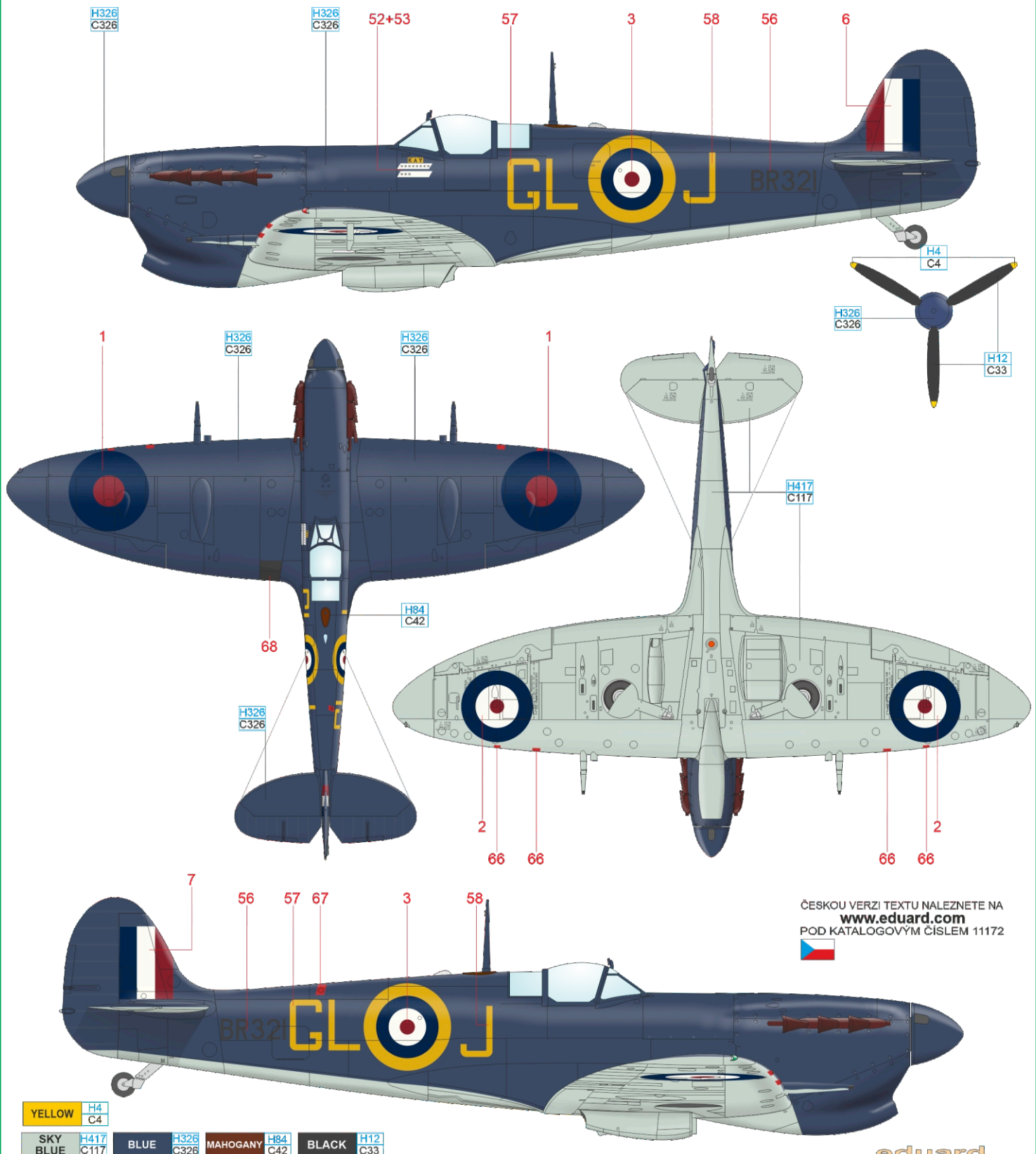
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YELLOW	H4	MAHOGANY	H84	BLACK	H12
SKY BLUE	H417	BLUE	H326	SKY BLUE	C117
AZURE BLUE	C370	BLUE	C326	MAHOGANY	C42
				BLACK	C33

Spitfire Mk.Vc Trop, BR321, F/Lt John A. Plagis, No. 185 Squadron, RAF Hal Far, Malta, June 1942

Spitfire BR321 arrived in Malta on June 9 during the Operation Salient. It became a personal mount of F/Lt John Plagis who scored three aerial victories in it. John Plagis was born on March 10, 1919, in Hartley, South Rhodesia. After the outbreak of war, he volunteered for the Rhodesian AF but was rejected since he was still officially a Greek citizen. Therefore in 1940 he volunteered for RAF. In May 1941 he started his pilot training at the No. 58 OTU in Grangemouth. In the end of June, he was initially attached to the No. 65 Squadron, then he was transferred to the No. 266 Squadron. In all his flight evaluations he was graded as above average. In the end of January 1942, he was ordered to the Near East and on March 7 he was one of the first pilots who flew their Spitfires to Malta from HMS Eagle during the Operation Spotter. Initially he flew with the No. 249 Squadron where between March and May he shot down nine enemy aircraft, including two shared victories. In the end of May he was dispatched to Gibraltar to help fly over a new batch of Spitfires during the Operation Style on June 3. After the arrival he was transferred to the No. 185 Squadron as a flight A leader and until the end of June he shot down another three opponents. In the beginning of July, he returned to the Great Britain. In August he was ordered to the No. 53 OTU where he was graded as exceptional. In April 1943 he returned to the combat flying at the No. 64 Squadron. In July 1944 he assumed command of the No. 126 Squadron and during the Normandy landing he scored another three victories. In December the unit was re-equipped with Mustangs and Johnny Plagis was promoted to the Wing Commander. On March 27, 1945, he flew cover for the bomber Mosquitos raiding the Gestapo HQ in Copenhagen. After the war he commanded the No. 234 Squadron and the No. 266 Squadron flying the jet Meteors Mk.III. In May 1948 he retired from RAF and returned to Rhodesia. During his wartime carrier John Plagis shot down 15 aircraft individually, two in the cooperation and became the most successful Greek pilot of WWII.



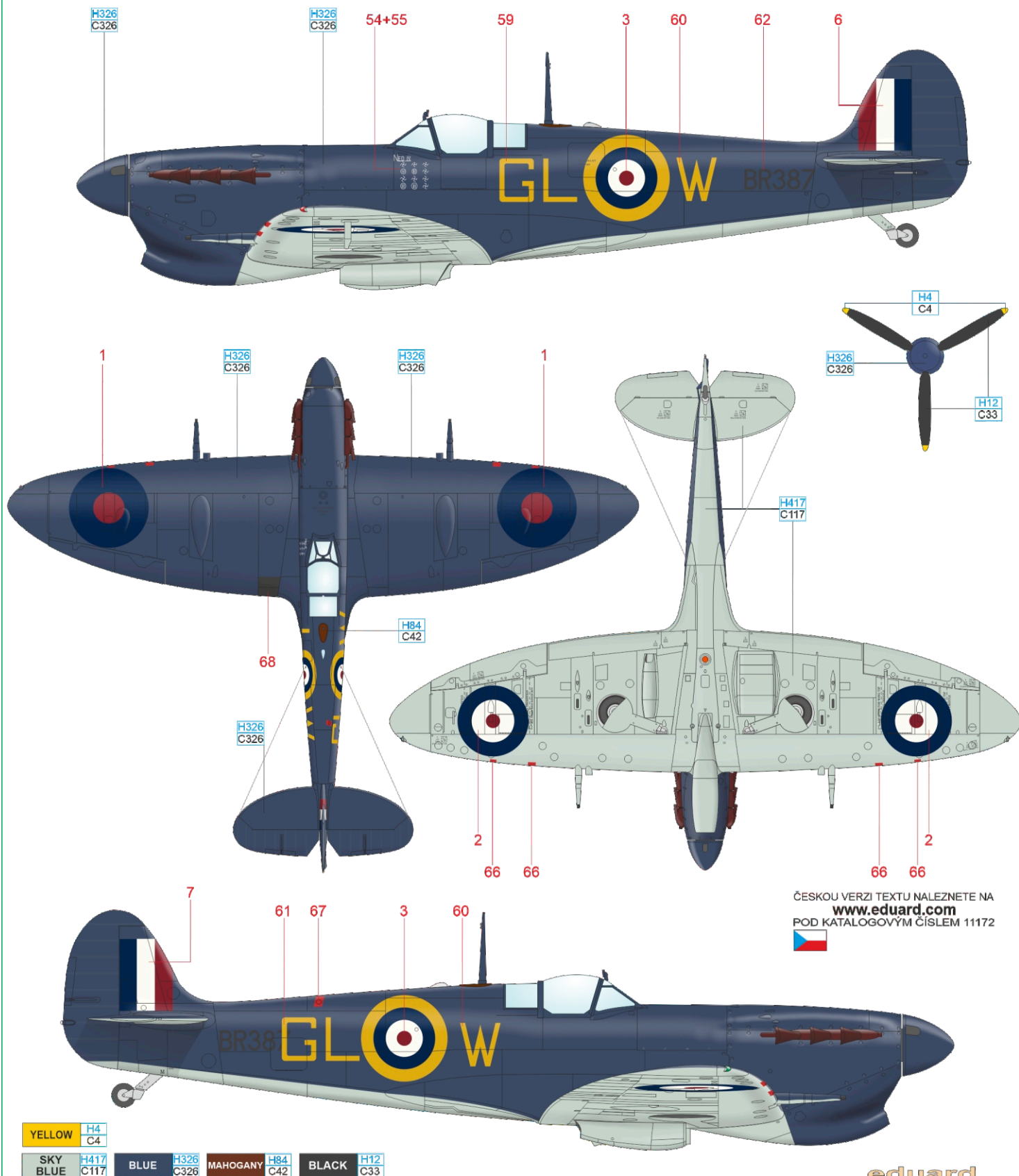
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YELLOW	H4 C4	BLUE	H326 C326	MAHOGANY	H84 C42	BLACK	H12 C33
SKY BLUE	H417 C117						

M Spitfire Mk.Vc Trop, BR387, P/O John W. Yarra, No. 185 Squadron, RAF Hal Far, Malta, June 1942

John William "Slim" Yarra was born in Stanthorpe in Queensland on August 24, 1921 and before joining RAAF in October 1940 he made living as a printing apprentice. He completed his training in Canada between May and August 1941 and then he was dispatched to the Great Britain where he was attached to the No. 55 OTU. In October he was transferred to Gibraltar. Consequently, he took part in two attempts to fly Spitfires to Malta. On March 7, during the Operation Spotter, as a replacement pilot, he had to return to his aircraft carrier and back to Gibraltar. On March 21, during the Operation Picket I he flew Spitfire AB333 and after landing on Malta he was attached to the No. 249 Squadron. After several successful combat missions, he was ordered to the No. 185 Squadron which was short of pilots. In its ranks, he became one of the most successful pilots in the defense of Malta. In the course of three months he shot down 12 enemy aircraft, out of which five while at the controls of his personal Spitfire BR387. Yarra's personal Spitfire BR387 landed in Malta on June 9 during the Operation Salient. BR387 camouflage complied with the recommended Malta scheme in Dark Mediterranean Blue on the upper surfaces and Sky Blue color on the lower surfaces. On July 14, Yarra logged his last flight over Malta and after that flew back to the Great Britain. After some rest he was assigned as a flight B leader to the No. 453 Squadron RAAF. On December 10, 1942, he led his flight in the attack on the convoy at the Dutch coast, north of Vlissingen, but his Spitfire was hit by the enemy AA fire and crashed into the sea. His brother became a fighter pilot as well and same as brother "Slim" was killed in action.



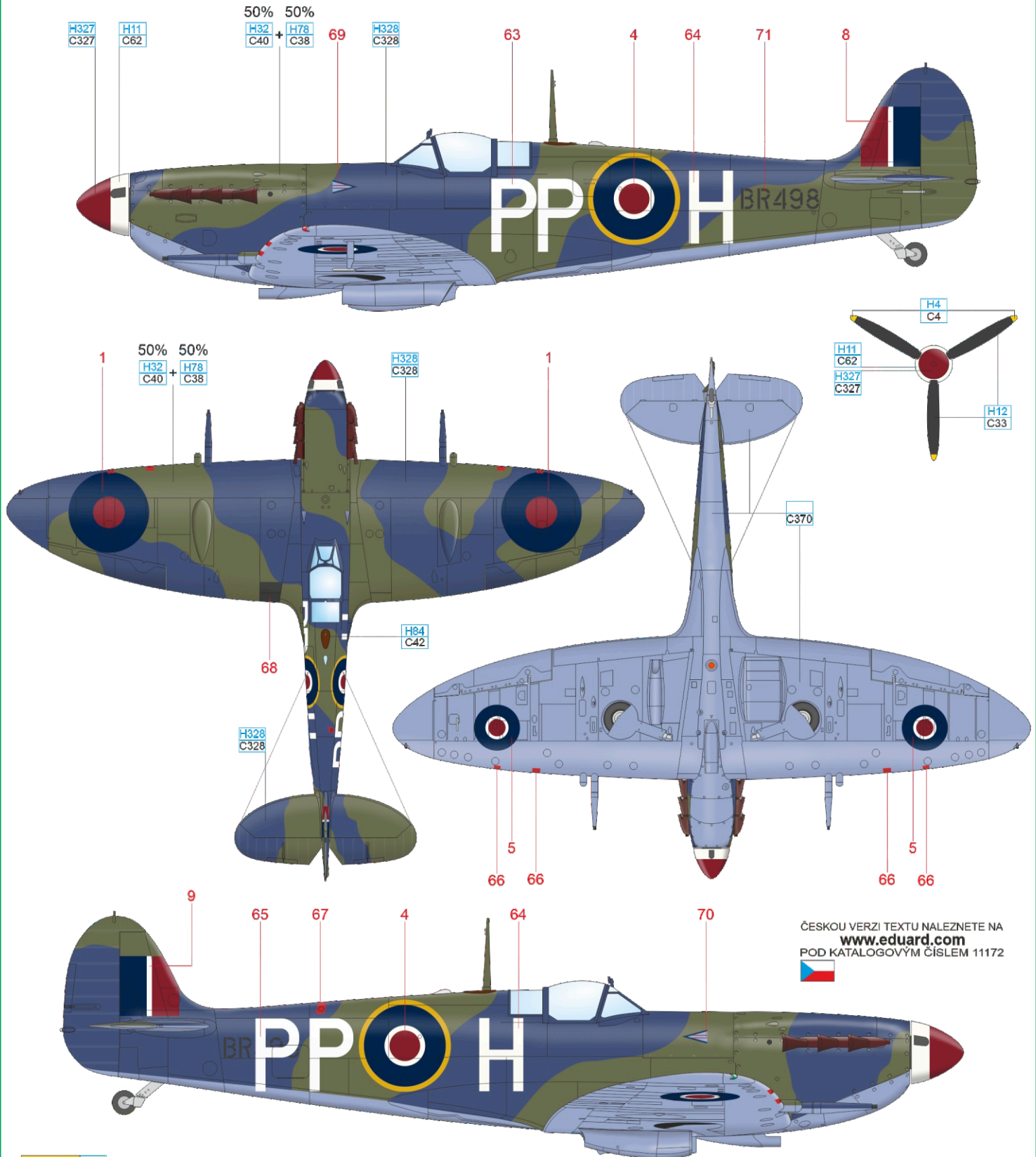
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YELLOW	H4 C4	BLUE	H326 C326	MAHOGANY	H84 C42	BLACK	H12 C33
SKY BLUE	H417 C117						

N Spitfire Mk.Vc, BR498, W/Cdr Peter P. Hanks, Luqa Wing, Malta, August 1942 – February 1943

Spitfire BR498 was delivered to Malta on August 17, 1942, during the Operation Baritone in the new camouflage scheme required by AHQ Malta dated June 1942. It resulted in the adoption of the disruptive pattern of two shades for the upper surfaces, Deep Sky and Dark Slate Grey and Light Mediterranean Blue for the lower surfaces. W/Cdr Peter Prosser Hanks, Luqa Wing commanding officer chose this airplane as his personal mount. At the controls of BR498, W/Cdr Hanks scored four confirmed kills, two probables and damaged four aircraft. Another pilot who was successful in BR498 was the No. 126 Squadron member, F/Lt William "Bill" Rolls who, during the month of October 1942, shot down five Axis airplanes (three Ju 88 and two MC.202). BR498 served from the middle of February 1943 at the No. 185 Squadron carrying GL-K code letters and was equipped with the Vokes desert air filter. In this configuration it was most frequently flown by the No. 185 Squadron commander, S/Ldr H. A. Grafts. Peter Prosser Hanks was born on July 29, 1917 and in 1935 joined RAF. After he completed his pilot training at No. 6 FTS, in September he was assigned to the No. 1 Squadron. During the Battle of France and Britain he shot down seven aircraft. Consequently, he flew with the No. 257 and No. 56 Squadrons. From February to July 1942, he commanded a Spitfire Wing at Coltishall. In August he was transferred to Malta where he assumed command of a Spitfire Wing at the airport Luqa. Until the end of war, and afterwards, he held several service posts. In 1964 he retired from RAF.

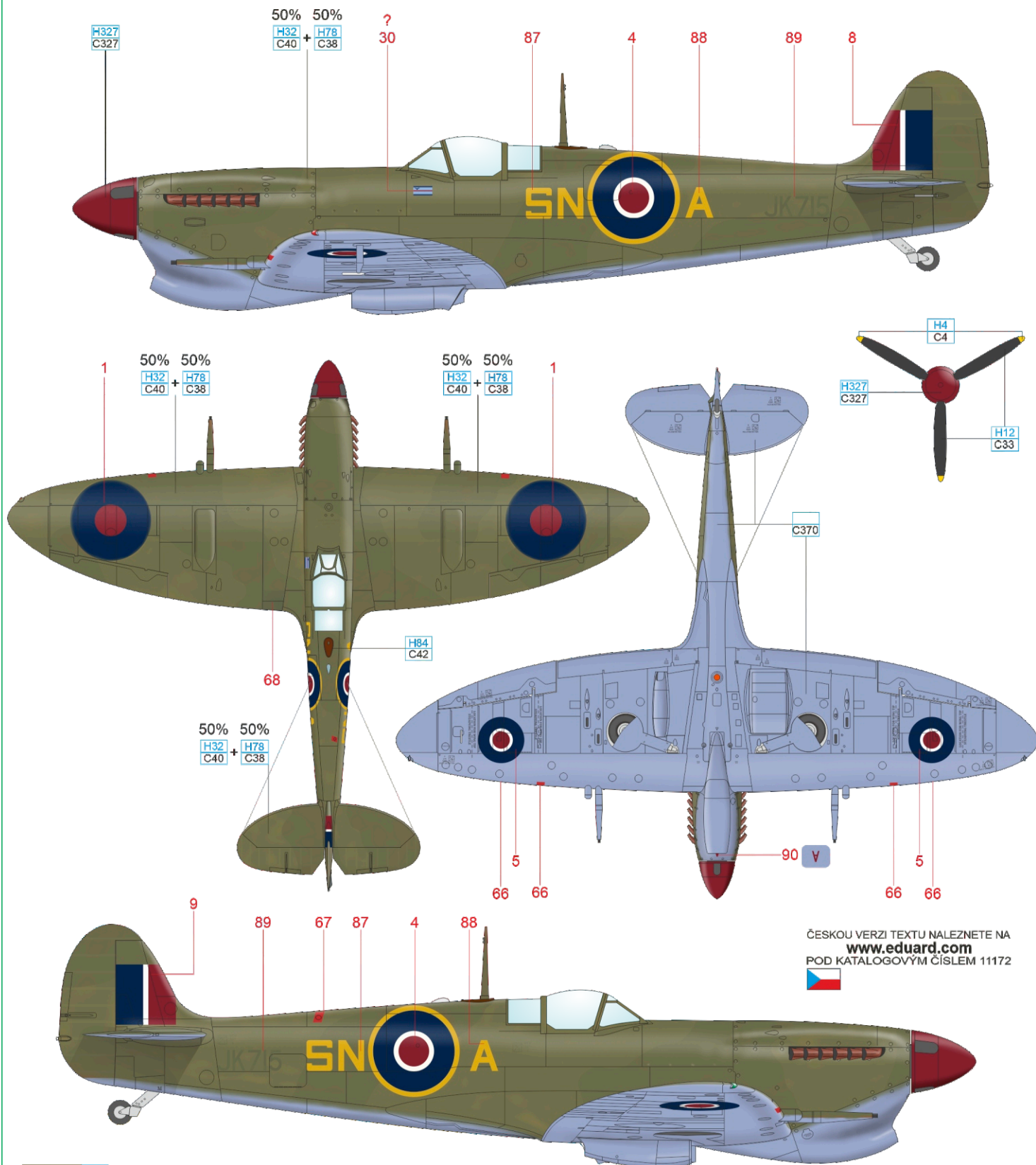


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YELLOW	H4 C4	FIELD GRAY	H32 C40	OLIVE GREEN	H78 C38	BLUE	H328 C328	MAHOGANY	H84 C42	RED	H327 C327	BLACK	H12 C33
WHITE	H11 C62	AZURE BLUE	C370										

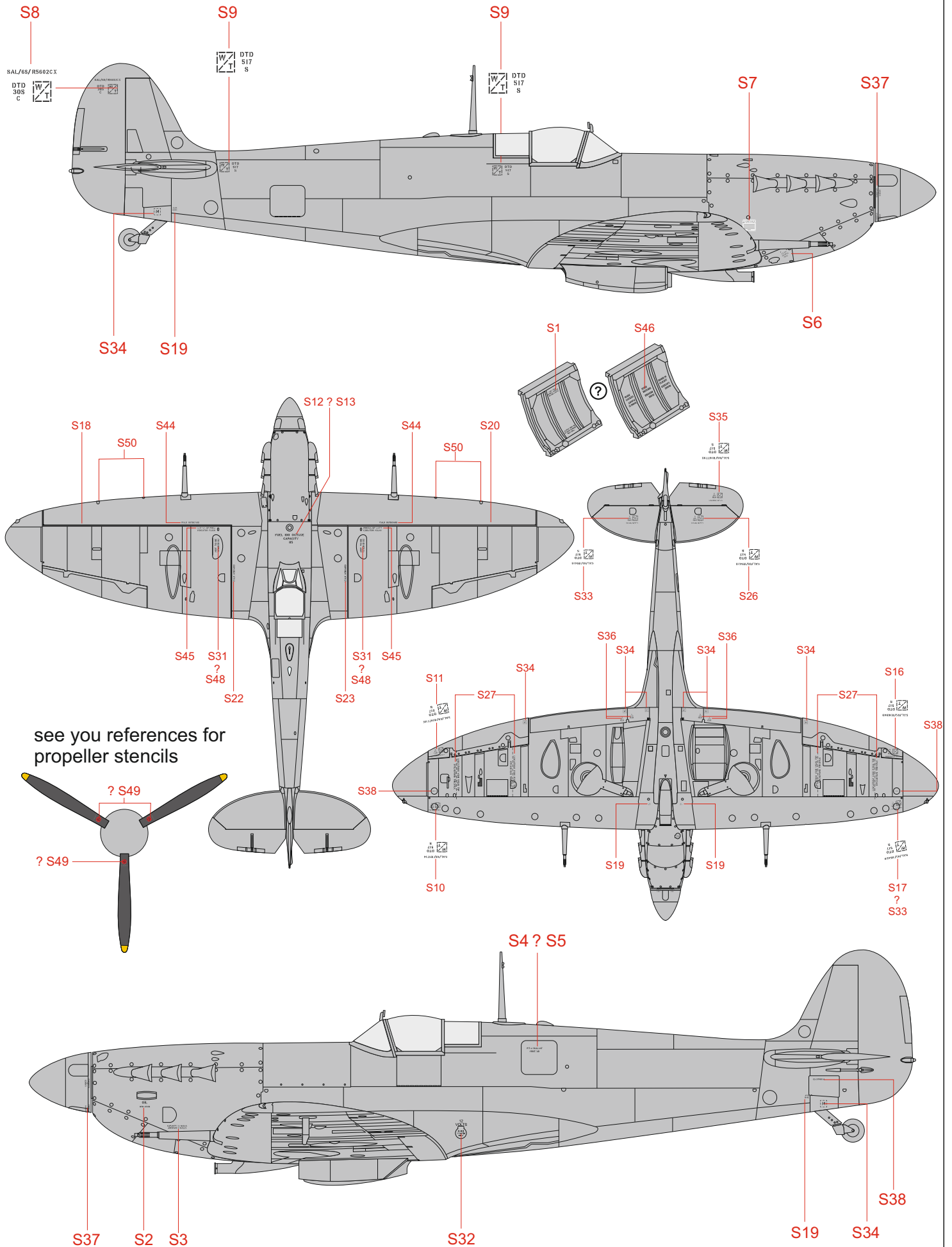
Spitfire Mk.Vc Trop, JK715, S/Ldr Evan D. Mackie, No. 243 Squadron, RAF Hal Far, Malta, June – July 1943

In the middle of 1943, when the air battle for Malta was won, the island became a key base for the supporting air operations. On June 11, the No. 243 Squadron was transferred from Tunisia to the Hal Far airport. The unit, under the leadership of one of the most successful pilots in the Mediterranean, S/Ldr Evan Mackie, during the following month supported the Allied landing on Sicily during the Operation Husky. With the change of the strategic environment, the special Malta camouflages were not necessary anymore and became history. The incoming No. 243 Squadron however was an exemption as the unit altered coloration of its Spitfires. According to the memoirs of its pilot in his book *Spitfire Leader*, before the arrival to Malta his new personal Spitfire Mk.Vc JK715, which until then sported the classic "desert" camouflage, was repainted in olive green color on the upper surfaces which matched Dark Slate Grey frequently used on Malta. During his tenure at the No. 243 Squadron, Mackie at the controls of his JK715 flying out of the Hal Far airport, shot down five enemy aircraft. Mackie's original occupation was a mechanic, so he was always interested in the maintenance of his Spitfire. He obtained a set of exhausts from Spitfire Mk.IX and was pleased with the improved performance. For the first time those exhausts had been installed on his previous Spitfire ES347. After it crash landed, Mackie removed the priceless exhausts and installed them on his new JK715. He finished his war career with a score of 23 kills including 3 shared victories, 2 probables and 11 aircraft damaged.



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YELLOW	H4	C4
AZURE BLUE	C370	
MIDDLE STONE	H71	C21
DARK EARTH	H72	C369
FIELD GRAY	H32	C40
OLIVE GREEN	H78	C38
MAHOGANY	H84	C42
RED	H327	C327
BLACK	H12	C33



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