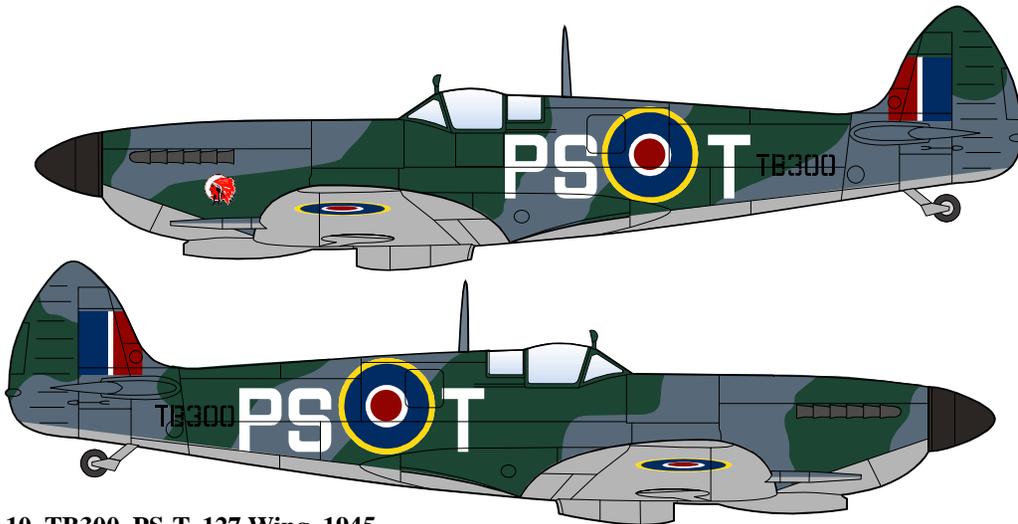


Belcher Bits Decal BD-31: Canadian Spitfire Mk IX 1/48

Canadians were flying Spitfires in the RAF from early days in the war, but from about 1942, the majority were flying variants of the Mk IX especially when the number of Canadian fighter squadrons increased in 1944. This sheet provides markings for a number of aircraft from 7 different squadrons and a couple of Wing Commanders. The recommended kit is the Eduard Mk IXc or e, and stencilling can come from kit decals or from other aftermarket suppliers such as Barracudacals. Information on these schemes came from two magnificent references (Spitfire and Spitfire II, both by Rob Bracken and with illustrations by Ron Lowry). These books belong in any Spitfire fan's collection. Another interesting reference is Metal Canvas by Steve Fochuk, which covers nose art for a lot of different types.



10. TB300, PS-T, 127 Wing, 1945

Flown by W/C Stan Turner, DSO, DFC. Standard late camo as in Scheme 9. The W/C codes were in white, and the aircraft had the Indian head decal of the McColl-Frontenac Oil Company (sort of an unofficial crest for 421 Sqn) on the port nose. The aircraft had oddly-proportioned C1 roundels on upper wing, which appear to be the result of an overpaint of a Type B roundel. Use the supplied large C1 roundels, and when dry, apply the white rings on top.

Ref: Spitfire, p85



11. MV263, JEFF, 126 Wing, 1945

Flown by W/C Jeff Northcott, DSO, DFC. OK, it's not a Mk IX but a Mk XIve with clipped wingtips. a Standard late camo as in Scheme 9. The w/c codes were in smaller white letters. Do not use the MV263 codes on the sheet, but rather the smaller ones on the supplemental sheet. The spinner tip was blue. Photos confirm the aircraft did not have a photo port in the port side despite the illustration in the reference, and the dotted yellow line went completely around the movable portion of the canopy as well as just outside the door.

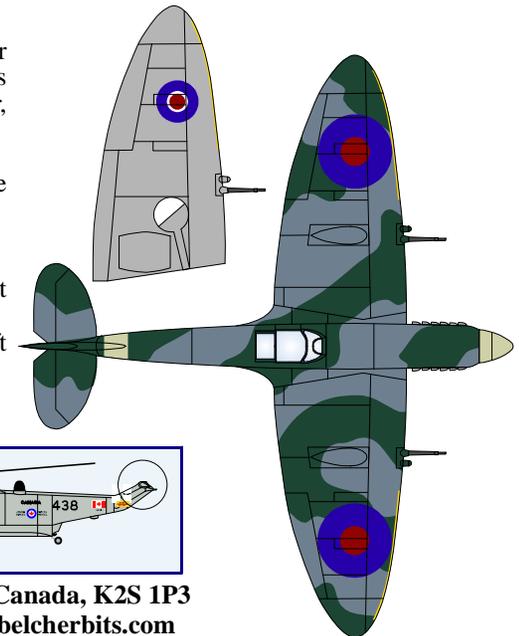
Ref: Spitfire, p85



1. BS152, AE-W, 402 Sqn, 1943

Flown by S/L Lorne Cameron, DFC. Standard Ocean Grey and Dark Green over Medium Sea Grey, with Type B roundels above and Type C roundels below. Spinner, codes and tail band were Sky. Yellow identification bands were on the leading edges of the wings from the inboard edge of the aileron to the wingtip light. The skull on the red disc was a personal marking. Colour profile in the reference shows some black details on this skull, but the detail picture on p.34 appears to just show red and white. Many 402 Sqn aircraft carried a red maple leaf on a white disc port side below the windscreen.

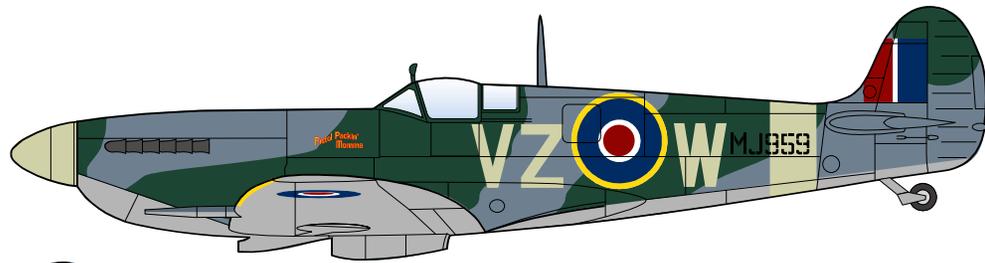
Ref: Spitfire II, p34-35



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2. MJ959, VZ-W, 412 Sqn, 1944

Flown by F/L Ed Likeness. Standard camo as in Scheme 1. "Pistol Packin Momma" on port nose ahead of windscreen. This probably had a 'c' wing (1 cannon/wing inboard and wide bulge on top). Most Mk IXs illustrated in Bracken's books show the longer carb intake below the nose, but some had the shorter intake as shown here.

Ref: Spitfire II, p44



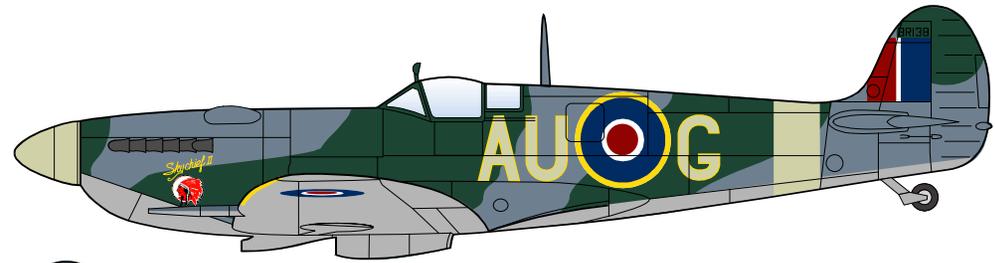
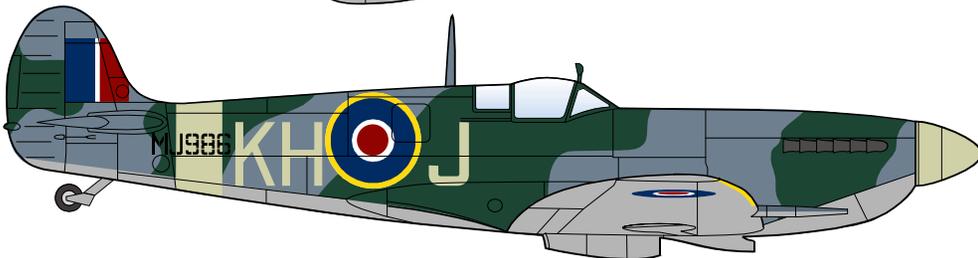
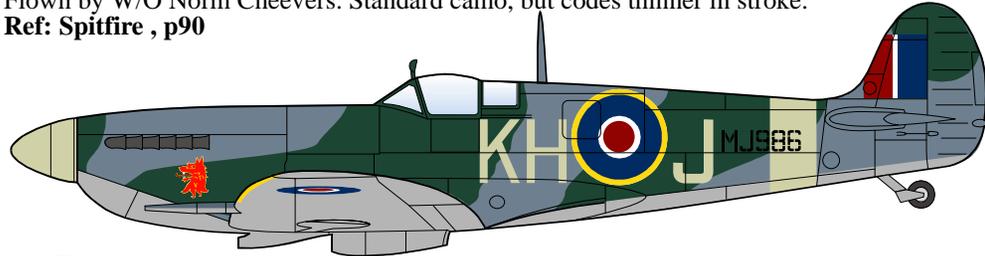
3. MJ306, VZ-K, 412 Sqn, 1944 (above)

Flown by F/L Ketterson. Standard camo as in Scheme 1. "HOT-BOX" on port nose ahead of windscreen. **Ref: Metal Canvas, p51**

4. MJ986, KH-J, 403 Sqn, 1944 (below)

Flown by W/O Norm Cheevers. Standard camo, but codes thinner in stroke.

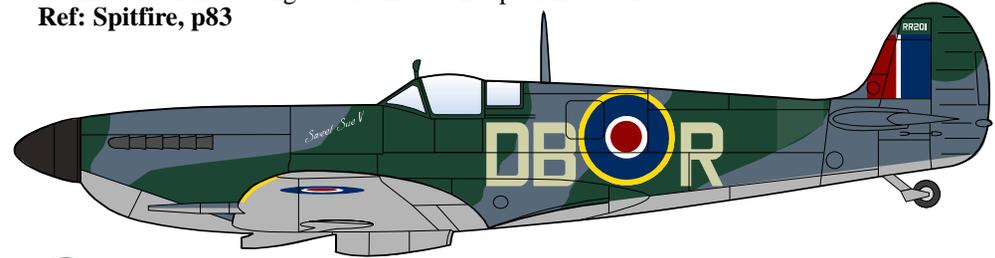
Ref: Spitfire , p90



5. BR138, AU-G, 421 Sqn, 1943

Flown by F/S Hap Beall. Standard camo as in Scheme 1, except codes were outlined in yellow. The small aircraft serial in black above the fin flash is unusual but not unheard of. "Skychief II" on port nose. Apparently, early Mk IXs like this were NOT converted Mk Vs, but used modified Mk V cowlings to use up surplus stock. The length was extended by 8" and two shallow bulges were fitted on top of the cowl.

Ref: Spitfire, p83

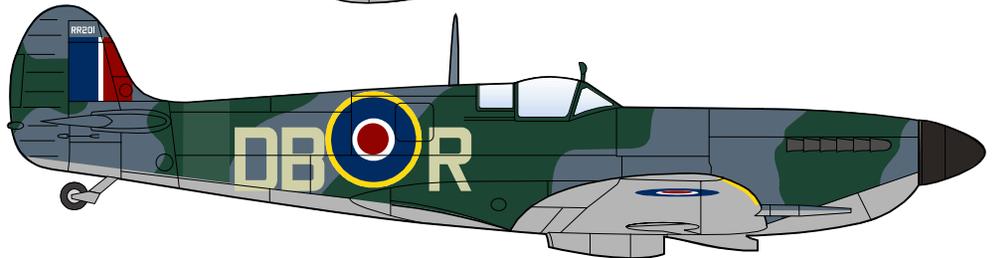


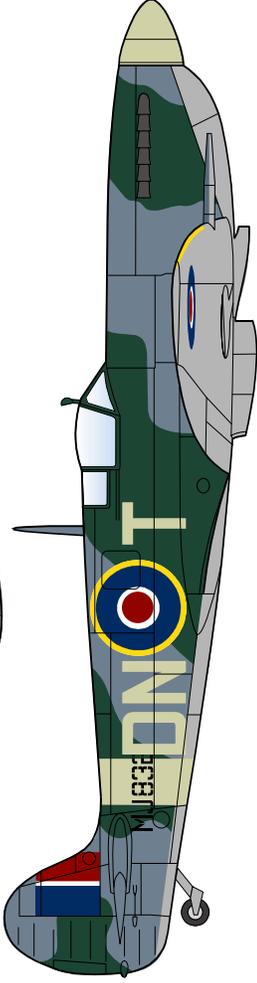
6. RR201, DB-R, 411 Sqn, 1943

Flown by F/L Jack Boyle, DFC. Standard camo as in Scheme 1, except tail band has been overpainted and spinner painted black. the Sky codes seem to be quite low especially on starboard side but these have been confirmed with photos. The small aircraft serial is in white above the fin flash. "Sweet Sue V" is on port side ahead of windscreen; maybe white, maybe yellow. Both are provided.

Jack Boyle shot down an Me 262 on Christmas Day, 1944 but he was not flying in this aircraft. Instead, he was flying similarly marked DB-L (ML686).

Ref: Spitfire II, p121

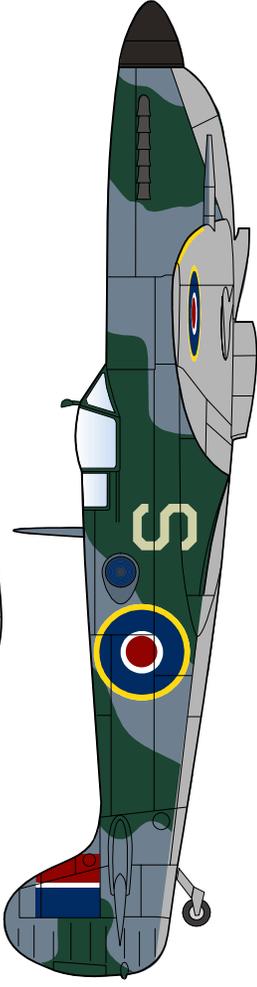
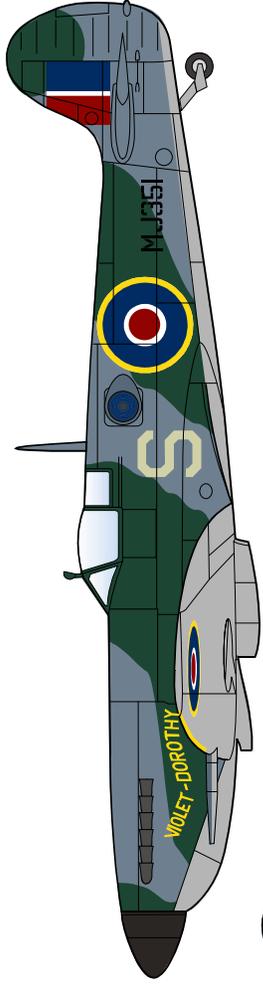




7. MJ832, DN-T, 416 Sqn, 1944

Flown by F/L S. Lundberg. Standard camo as in Scheme 1. "City of Oshawa" below the port windscreen and Lynx emblem on port nose. Note the Sky codes partly cover the black serials on the tail.

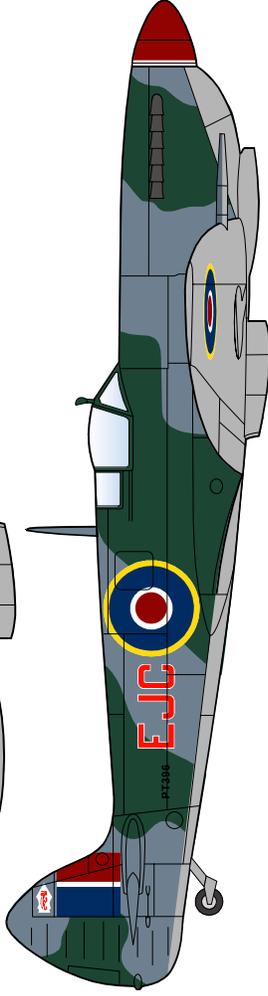
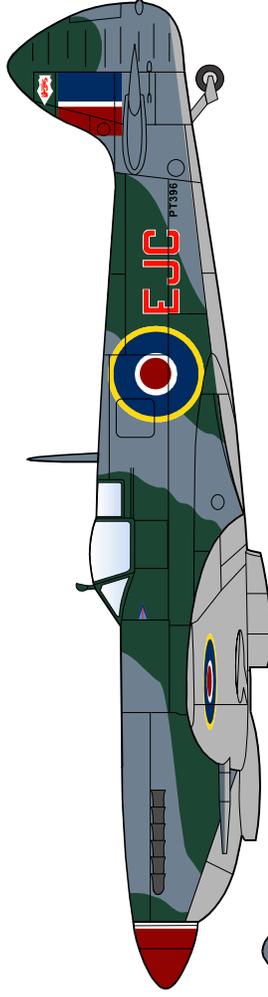
Ref: Spitfire, p89



8. MJ351, S, 414 Sqn, 1944

Flown by F/L Ken Lawson. Standard later camo as in Scheme 9 below, no squadron code letters, overpainted tail band and black spinner. This aircraft is fitted with camera port on both sides aft of the cockpit. It probably had a 'c' wing.

Ref: Spitfire, p95



9. PT396, EJC, 416 Sqn, 1944

Flown by W/C Jack Charles, DSO, DFC. This appears to be a late Mk IX, probably with an 'e' wing (single cannon outboard and narrow bulge on top); it had the later enlarged rudder. Late war camo scheme with no tail band, Type C1 roundels above and below the wing (some sources doubt the use of Type C1 roundels UNDER the wings; they are illustrated that way in Bracken's books, but have not been confirmed with photos. The decal sheet provides both ... you decide). The serial number is in small black characters. The crest on the tail is for RAF Tangmere. The W/C markings EJC are red with a white border, and the spinner is red with a white ring at the base.

Ref: Spitfire, p89

