

Ooops!

Right after RT 41/2 was circulated to the membership in

June 2019 it was brought to the Editor's attention that RT had previously published an article on the same Spitfire aircraft that graced the cover of that issue. It also graced the cover of the May 1972 RT. How quickly 47 years passes and how soon we forget our past work.

In an effort to make amends I thought it would be educational to present **Carl Vincent's** and **George Hopp's** original artwork and article (below) to today's RT readers. This accomplishes a couple of things; first, Carl brings out some interesting additional details about this aircraft that were not



presented in the 2019 article, and it's an interesting comparison between the RT of old and that of today.

Some of the details in the original article don't align with the most recent version, but back then they were working from only two reference photos, while I had a full set of seven original images from which to make my deductions. It just shows that there's probably nothing that

should be called the 'final word' in research in this hobby.

Steve Sauvé
RT Editor,
IPMS Canada

From IPMS/Canada RANDOM THOUGHTS VOL. 5, NO. 5 MAY 1972

COVER COMMENT..... C. Vincent & G. Hopp

The cover subject has a more involved initial history than the average run of presentation Spitfires. On April 3, 1941, the Corps of Imperial Frontiersmen in Canada, a patriotic organization, presented \$23,000 for the purchase of a Spitfire. This information was not passed on until November 1941, when instructions were sent to mark an RCAF Spitfire with the badge of this body. The first sample crest was lost en route, and the second finally arrived overseas in early April 1942, and was stuck, of all places, inside the sliding canopy of a 401 Sqn. Spit. (A subject for a future drawing) On 28 April this aircraft was lost over France, and the Frontiersmen, a little annoyed because after such a long wait for an inadequately marked aircraft, asked that another aircraft be substituted. This was completely against precedent ... i.e. one Spitfire for each \$23,000 ... and the RCAF advised it was not desirable. However, the Minister for Air had already told the Frontiersmen that he'd do his best to have a replacement aircraft suitably marked, so.... yes, you guessed it ... it was done. Unfortunately, this second aircraft was written off in a flying accident on 17 February 1943, 16 days after marking it, so a third aircraft was duly embellished in June 1943, no doubt with all hands concerned praying that it would remain intact for a reasonable length of time. This was one of the clipped wing, de-rated Merlin Spitfire Vb's referred to by Pierre Clostermann as "clipped, clapped, cropped". The activities of this aircraft between 13 June 1943 and 27 September 1943 have been recorded, and this summary gives some idea of the hectic operational life of the aircraft and squadron for the period: (All operations over France) ... close escort to RAF Venturas ... 3; to RAF Bostons ... 7; to RAF Mitchells ... 5; to US B-26s ... 3; US B-17 withdrawal ... 1; fighter sweeps ... 5. Of these 34 operations, enemy aircraft were encountered on 10, with the Frontiersmen Spit engaging several times and scoring hits at least once. After late September no mention is made it was most likely turned in shortly after.

Colour scheme

The colour demarcation lines on this aircraft, except for where the engine exhaust area was repainted conforms fairly closely to the standard scheme indicated on page 7 of Reference 2, except that the colours on either side of the demarcation lines don't remain consistent with that standard scheme as the drawing indicates. The wing scheme is a fairly accurate mirror image scheme of the standard drawing.

Most of the markings are standard in size and layout:

- a. Roundels
 - Wing upper ... 56"
 - Wing lower ... 32"
 - Fuselage 36"
- b. Fin flash 24" x 24"
- c. Serial (height) 8"
- d. Fuselage coding (per letter) ... 24" x 16"
- e. Nose coding 'Q' (not including tail) 8" in 16" circle
- f. Presentation badge ... 14" x 12"
- g. Rear fuselage band ... 18" wide. It does not encircle bottom portion of the fuselage

The fuselage serial is in stencil form and is roughly aligned with the line of the upper rear fuselage. The coding sequence is YO*Q on both sides of the aircraft. Note that the spinner has a flat tip as shown in the drawings. The badge was painted on a white sprayed background which provides a frame (approx. 1/2") for the badge. The irregularities in the design are as shown in the close-up of the badge.

References:

1. Aircraft drawing: Koku-Fan plan #32-08 by K. Hashimoto
2. General camouflage & markings, "Camouflage and Markings - Number 1. Supermarine Spitfire"
3. Photographs from Public Archives of Canada, Numbers PL 19315, PL 19314



RANDOM THOUGHTS

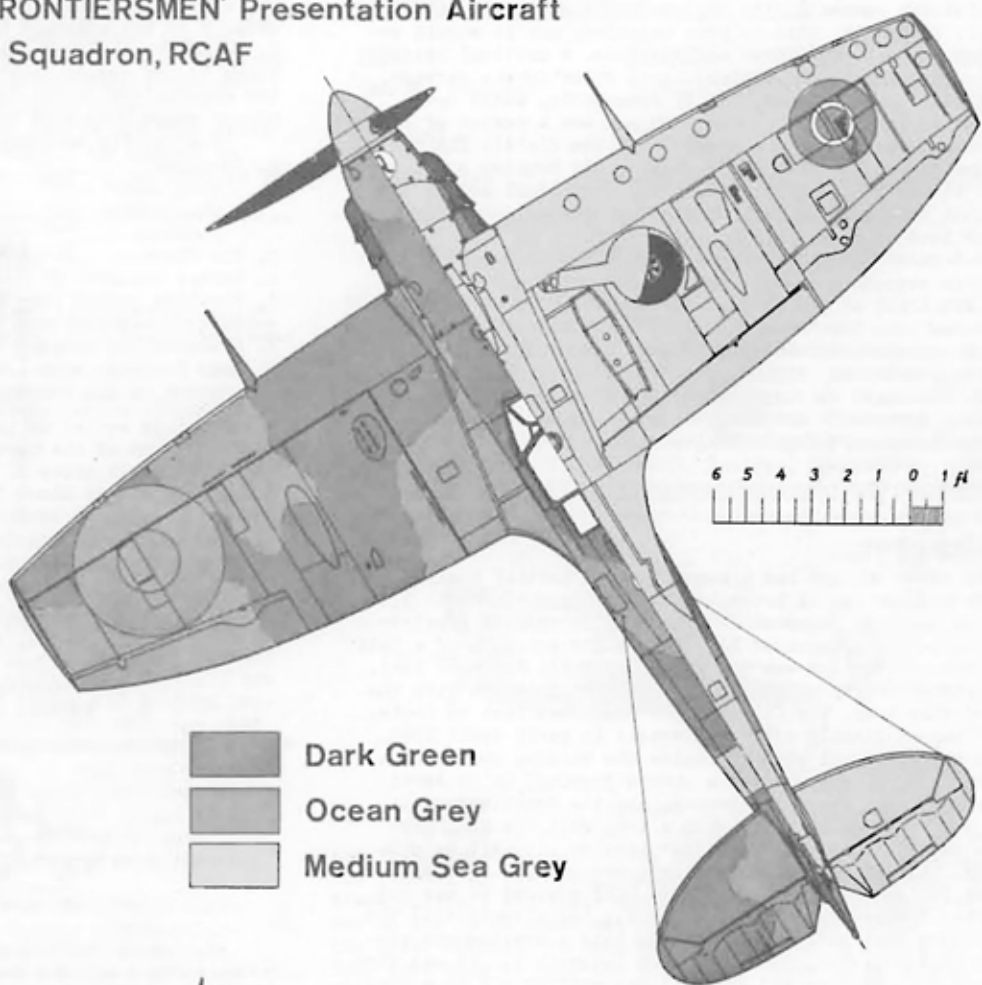
CANADIAN FRONTIERSMAN




'CORPS OF IMPERIAL FRONTIERSMEN' Presentation Aircraft
 Spitfire Vb of 401 'Ram' Squadron, RCAF
 Redhill, Surrey, England
 9 July 1943

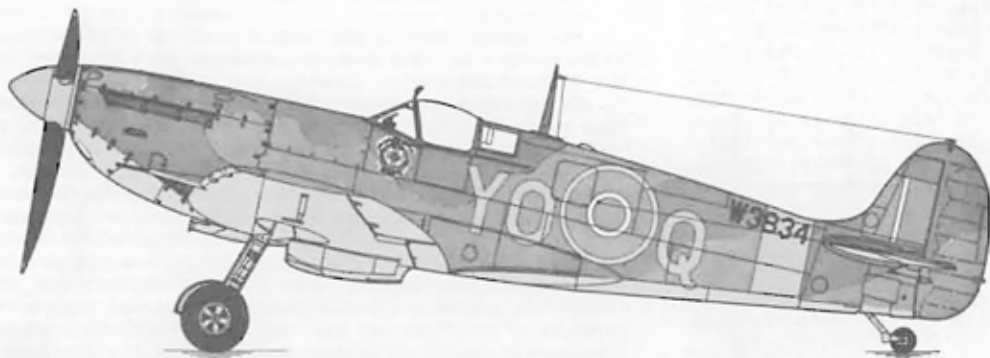


Badge Colours:

Wreath-Green
 Crown, title band,
 shield face-Gold
 Shield cross-Blue
 Union Jack design-
 Red, white, blue
 Lettering-Black



	Dark Green
	Ocean Grey
	Medium Sea Grey



Research:
 Carl Vincent

G. G. Hopp
 IPMS Canada

14 May 1972 · Happy Mother's Day Joyce