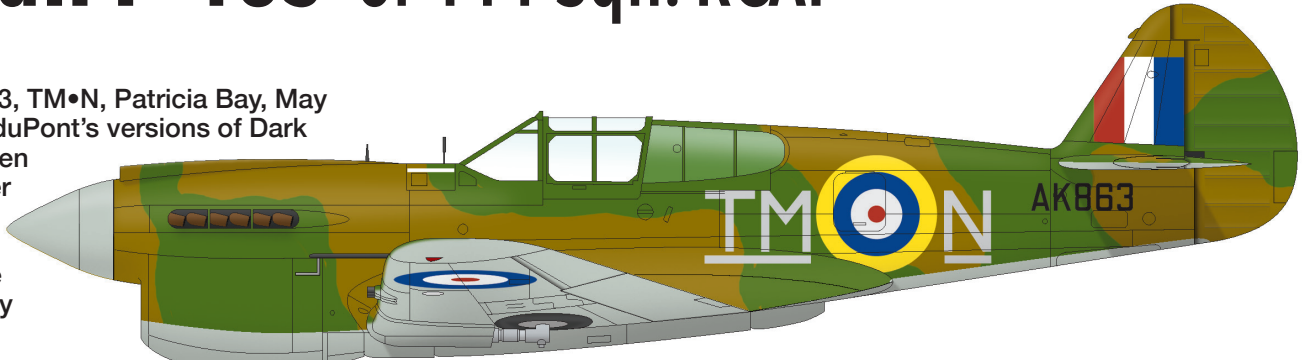


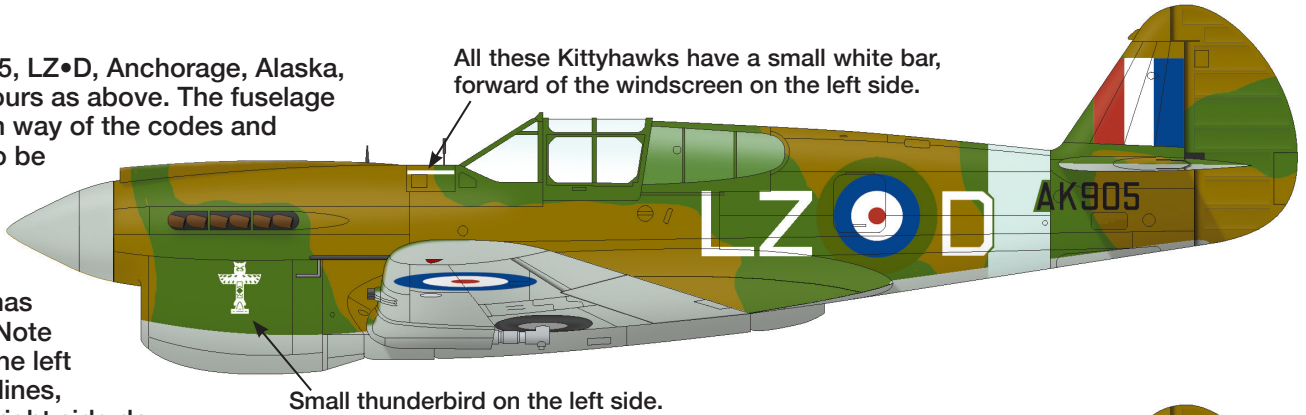
Aleutian P-40s of 111 Sqn. RCAF

Kittyhawk IA, AK863, TM•N, Patricia Bay, May 1942. Aircraft is in duPont's versions of Dark Earth and Dark Green with Sky Grey under surfaces and spinner. Note that part of the fuselage roundel is hidden by the wing root fillet.



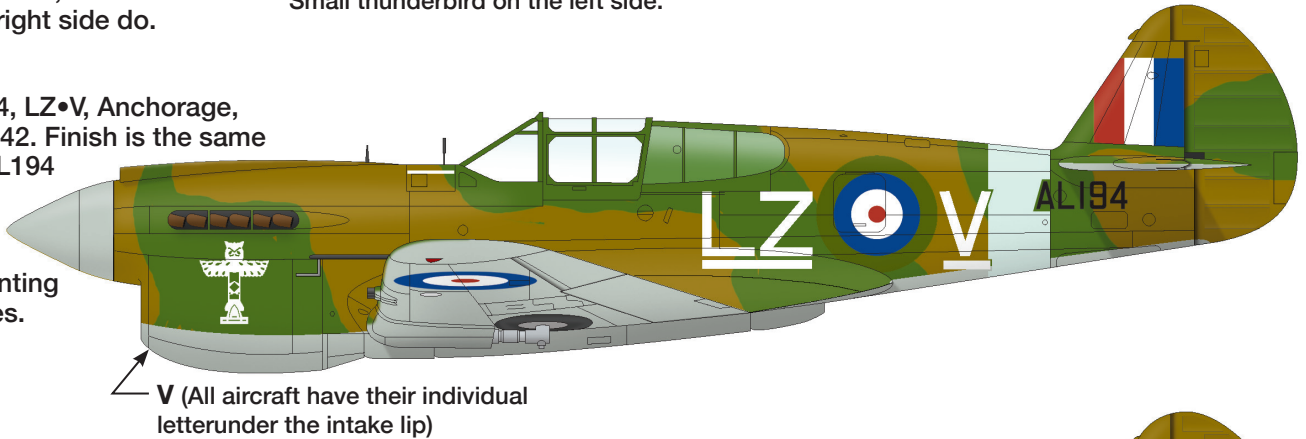
Kittyhawk IA, AK905, LZ•D, Anchorage, Alaska, Summer 1942. Colours as above. The fuselage band, interrupted in way of the codes and serial, is believed to be a pale blue (no Sky being available at a US base?). The yellow of the fuselage roundels has been overpainted. Note that the codes on the left side have no underlines, while those on the right side do.

All these Kittyhawks have a small white bar, forward of the windscreen on the left side.



Small thunderbird on the left side.

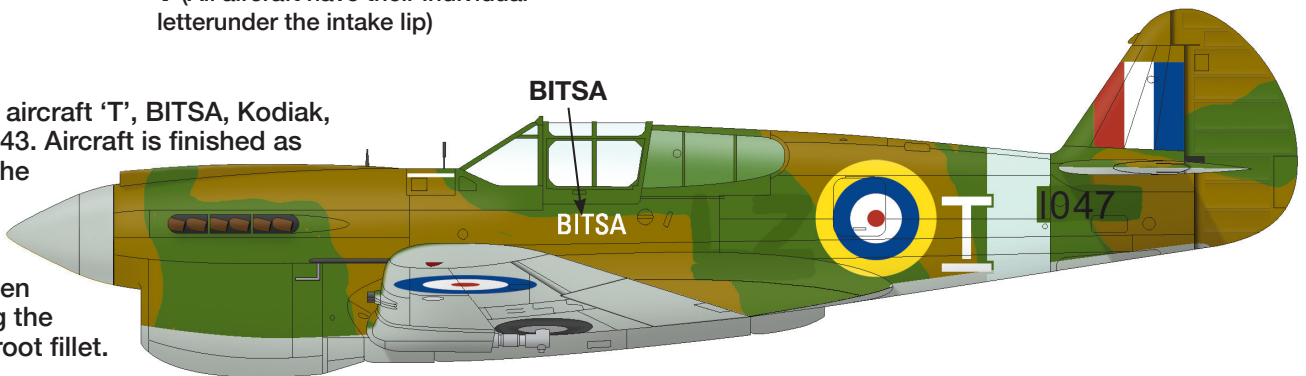
Kittyhawk IA, AL194, LZ•V, Anchorage, Alaska, Summer 1942. Finish is the same as AK905 above. AL194 carries a larger thunderbird emblem. Note that there is some repainting under the 'LZ' codes.



V (All aircraft have their individual letter under the intake lip)

Kittyhawk IA, 1047, aircraft 'T', BITSA, Kodiak, Alaska, Summer 1943. Aircraft is finished as those above, with the squadron codes painted out. The yellow fuselage roundel ring has been repainted, including the part over the wing root fillet.

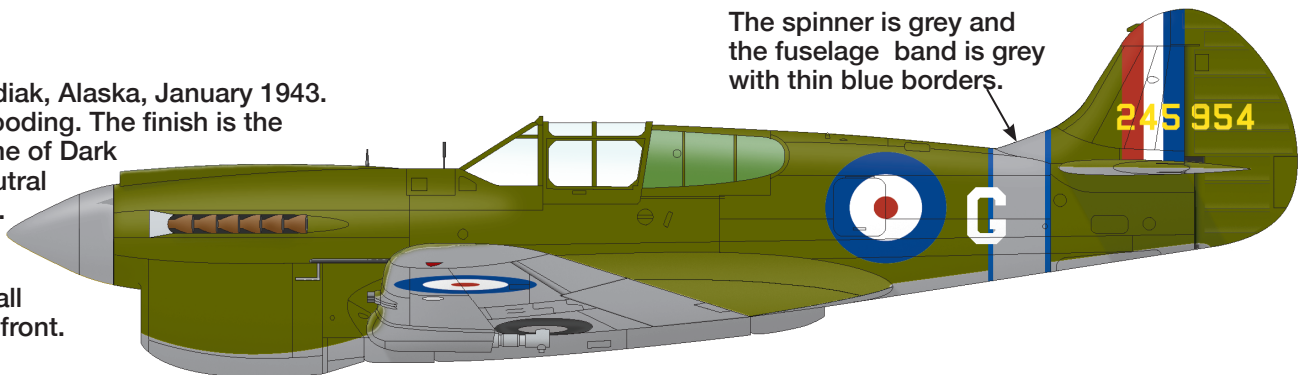
BITSA



BITSA

P-40K, 245954, Kodiak, Alaska, January 1943. Flown by F/O H. Gooding. The finish is the standard US scheme of Dark Olive Drab with Neutral Grey under surface. This aircraft has the 'fishtail' style exhausts and a small metal plate at their front.

The spinner is grey and the fuselage band is grey with thin blue borders.



245954

111 Squadron, RCAF

111 Squadron originated in 1932, with the establishment of No. 11 (Army Co-operation) Squadron (Auxiliary) at Vancouver, British Columbia. On 15 November 1937 it was renumbered and redesignated No. 111 (Coast Artillery Co-operation) Squadron. It was mobilized on 10 September 1940, and in May was moved to Patricia Bay (Vancouver). It had a complement of four Westland Lysander Mk. IIs. On 1 February 1941 the unit was disbanded.

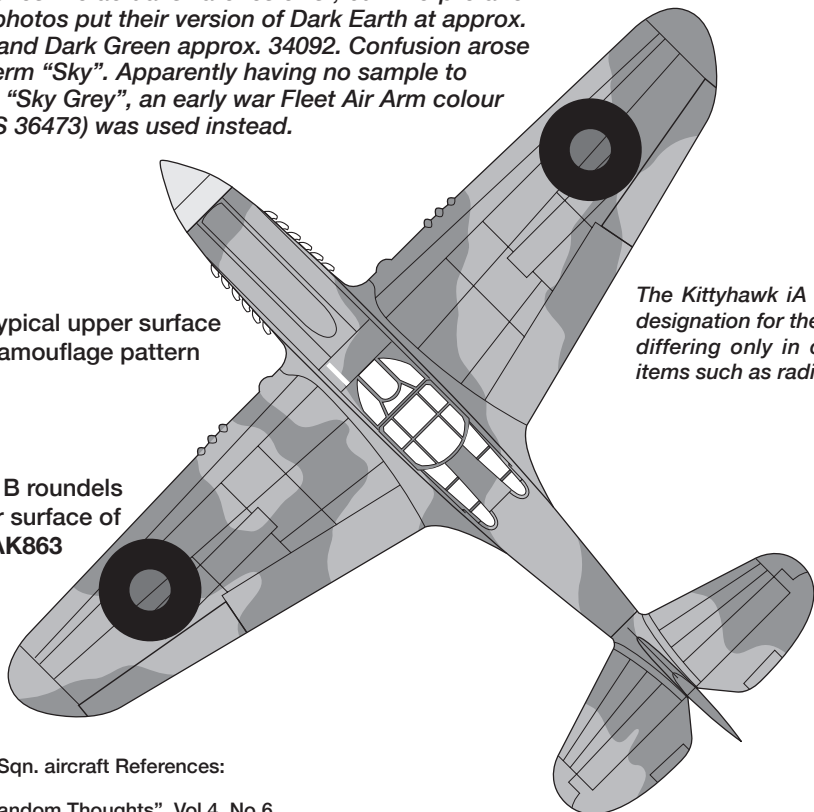
P-40s built for export were finished in Curtiss' version of British MAP colours using paints produced by duPont – not especially good matches. No actual swatches exist, but interpretation of colour photos put their version of Dark Earth at approx. FS30118, and Dark Green approx. 34092. Confusion arose over the term "Sky". Apparently having no sample to reference, "Sky Grey", an early war Fleet Air Arm colour (approx FS 36473) was used instead.

On 3 November 1941 111 Squadron was reformed as a fighter unit with Kittyhawk aircraft at Rockcliffe, Ontario, and in December moved back to B.C. In June 1942 the squadron arrived at Anchorage, Alaska. It was here that the codes were changed from TM to LZ. It remained in Alaska until August 1943, when it returned to B.C. Several months later the squadron was shipped to England to fly Typhoons as 440 Squadron.

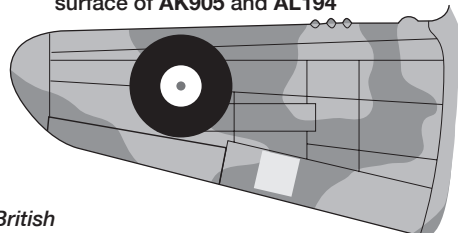
During its tour in Alaska 111 Squadron flew 598 sorties, destroyed one enemy aircraft, and won one DFC and 4 US Air Medals.

Typical upper surface camouflage pattern

48" type B roundels on upper surface of aircraft AK863

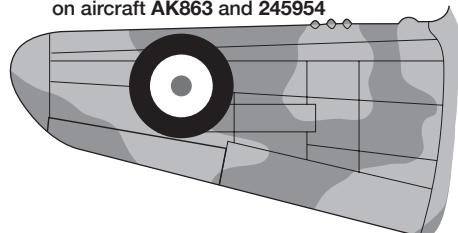


Modified type B roundel on upper surface of AK905 and AL194



The Kittyhawk iA was the British designation for the Curtiss P-40E, differing only in certain internal items such as radio equipment.

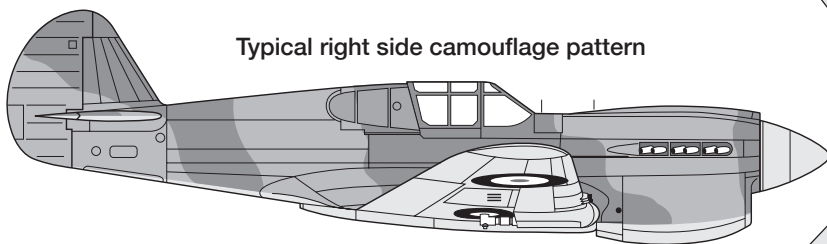
40" type A upper surface roundel on aircraft AK863 and 245954



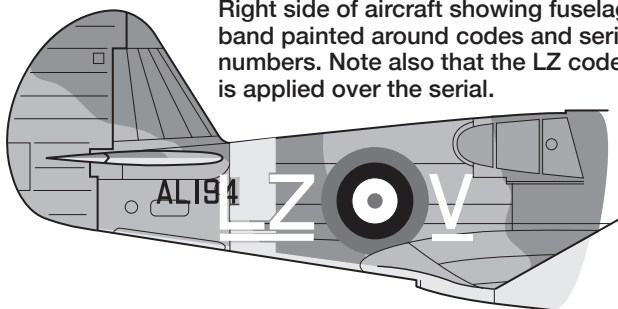
111 Sqn. aircraft References:

- "Random Thoughts", Vol.4, No.6
- "High Flight", Vol.1, No.2
- "440 Squadron History", Canada's Wings
- DND photographs

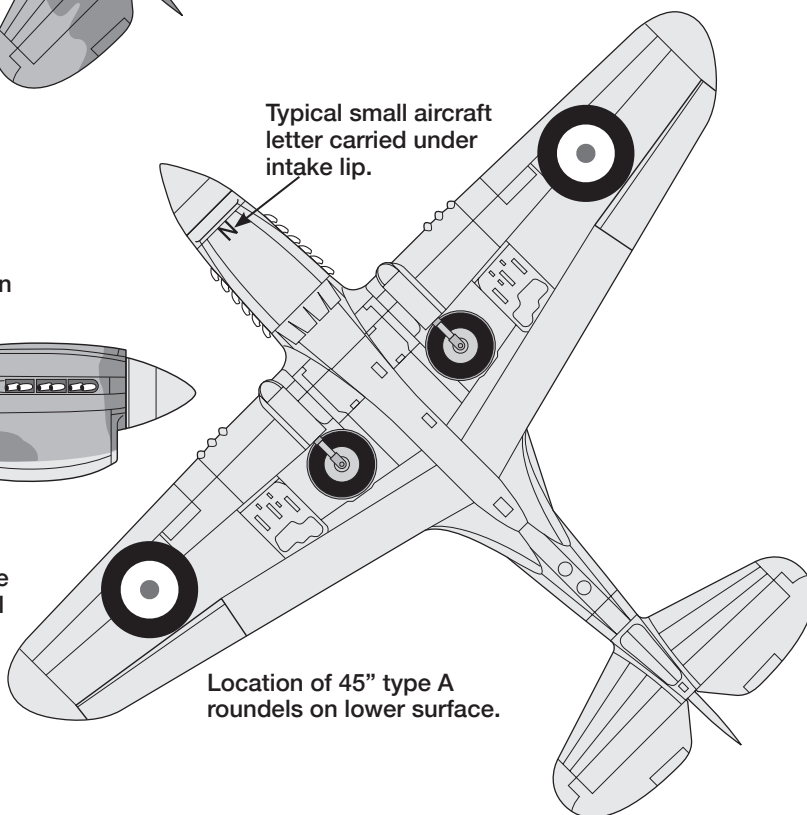
Typical right side camouflage pattern



Right side of aircraft showing fuselage band painted around codes and serial numbers. Note also that the LZ code is applied over the serial.



Typical small aircraft letter carried under intake lip.



Location of 45" type A roundels on lower surface.