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Czechoslovak Spitfire pilots in the RAF 1942-1943

INSTRUCTION SHEET


1/48

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Czechoslovak Pilots and the Spitfire Mk.V

by KAREL TŮMA
photos by KAREL BEINHAUER
(via Radim Vojta)



Spitfiry No. 312 Squadron na letišti Ibsley v září 1943. V popředí Spitfire W3957 DU-Z se kterým velice často létal F/O František Chábera.

Czechoslovak fighter pilots made their mark in the history of World War II air combat on several fronts, but the most significant was undoubtedly their service in the Royal Air Force. And the aircraft used by the Czechoslovaks in the most numerous numbers was the Spitfire Mk.V. It stayed in operational service of each Squadron and subsequently the entire Czechoslovak Wing until January 1944, when it was replaced by the Mk.IX version.

In the first half of 1941, when Spitfire Mk.V fighters began to equip the fighter squadrons of the Britain's RAF, a total of three fighter units with the designation "Czechoslovak" operated within the service. These were squadrons No. 310, No. 312 and No. 313. The first two, founded in 1940, had Hawker Hurricane Mk.IIa and Mk.IIbs in their inventory. Only No. 313 Sqn, established on May 10, 1941 at Catterick, was armed with the Supermarine Spitfire, and it was not until August of 1941 that it went from flying the Mk.Ia to the Mk.IIa.

At that time it was already clear that if No. 310 and No. 312 Sqn were to maintain their status as a fighter unit, they would necessarily need to convert to a more potent aircraft. At the same time, the pressure to create a higher Czechoslovak unit, a Wing, within which all three Czechoslovak fighter squadrons would operate together, grew stronger. The first prerequisite for its creation was the standardization of the equipment of all three squadrons.

Gradual retraining

No. 310 Sqn and No. 312 Sqn personnel were required to convert from existing Hurricanes to the more powerful Spitfire, which offered greater potential for further development. On July 19, 1941, No. 310 Sqn moved to the base at Dyce in Scotland, where it carried out patrol duties with its Mk.IIa and Mk.IIb Hurricanes. In the second half of October 1942, the unit took over the first older Spitfires intended for conversion training. There was one Mk.Ia Spitfire and fifteen Mk.IIa fighters on hand. At the end of October 1941, retraining on Spitfires began, while the unit continued to perform operational patrols in their Hurricanes. At the beginning of November 1941, the unit took over another four Spitfire Mk.IIas. In mid-November, the first Mk.Vb Spitfires, which were to become the unit's new weapon, began to arrive.

A portion of the pilots with the new fighters joined the operational patrol duties as early as November 25, 1941. However, some of them continued to fly operational flights with Hurricanes until December 9, 1941. From the following day, No. 310 Sqn performed operational patrols exclusively with new equipment, the Spitfire Mk.Vb. These were from the AD series produced

at the Castle Bromwich factory and No. 310 Sqn was their first user (AD328, AD331, AD365, AD366, AD374, AD378, AD382, AD412, AD414, AD420, AD422, AD423, AD453, AD462, AD464, AD574, AD582). After re-equipping, No. 310 Sqn moved to Perranporth in Cornwall on December 24, 1941.

No. 312 Sq. moved its Hurricane Mk.IIbs to Prestwick, Scotland, on August 19, 1941, RAF Ayr, and on October 20, 1942, it received the first six older Spitfires destined for conversion training. There were five aircraft of the Mk.IIa version and one of the Mk.IIb version with wing cannons. The machines were assigned to B Flight and retraining of personnel began immediately. By October 25, 1941, however, the first Spitfire loss occurred at No. 312 Sqn, when P/O Hekl, during a training flight with P75410 coded DU-W, clipped a wing on the surface of Loch Doon and was killed as a result. In November 1941, the unit took over from sister squadron No. 313 Sqn another three Mk.IIa Spitfires for the same purpose of converting. In early December 1941, No. 312 Sqn received its first Spitfire Mk.Vbs, which were to become its new main armament. These were mostly new airframes produced by the Castle Bromwich factory from the AD (AD415, AD539, AD541, AD553, AD572) and BL ranges (BL252, BL254, BL260, BL289, BL293, BL343, BL381, BL470, BL487, BL512, BL516, BL529). The exception was the Eastleigh-built plane serialised AB172. The older aircraft from the W series (W3249, W3445) came from the same manufacturer, and R6833, originally produced as a Mk.Ia, which was rebuilt in 1940 and received a wing cannon, was a rarity. It was then used for testing and in February 1941 it was converted to a Mk.Vb. This was complemented by the addition of two Mk.IIb airframes, taken from No. 616 Sqn. After the rearmament was completed, No. 312 Sqn moved to Fairwood Common on January 1, 1942.

Relatively speaking, the smoothest transition was experienced by No. 313 Sqn, flying their Spitfire Mk.IIas from Portreath. The unit took delivery of its first Spitfire Mk.Vb in the second half of October. The re-armament took place on a continuous basis and the airmen with the new fighters were gradually involved in ongoing operational activities together with their original Mk.IIa aircraft. During the process of rearmament, No. 313

Sqn received new aircraft from the Castle Bromwich facility in the AD series (AD192, AD353, AD361, AD380, AD384, AD390, AD391, AD394, AD424, AD465, AD464, AD547), one AB series airframe (AB916), those from Eastleigh factory in the AA series (AA865, AA869) and AA series units coming out of Chattis Hill (AA757, AA765). These were supplemented by older W series machines (W3177, W3962, W3965, W3969) assembled at High Post Aerodrome and P8537 from the Castle Bromwich factory. No. 313 Sqn remained at Portreath after conversion until December 15, 1941 when it moved south to Hornchurch. By re-arming all three squadrons, one of the conditions for the future creation of a higher Czechoslovak Fighter Wing was fulfilled. At that time, few would have believed that the Spitfire Mk.V would remain the main piece of equipment of Czechoslovak fighter squadrons until the beginning of 1944, when the pilots received the much desired Spitfire Mk.IX. Czechoslovak pilots fought on Spitfire Mk.Vbs and Mk.Vcs for more than two years.

With the strength of Wing

Over the course of those two years, the stocks of Spitfire Mk.Vb and later Vc fighters were replenished at all three squadrons, and when moving to new areas of operation, these aircraft were also often exchanged with other units. And so machines from different series from basically all manufacturers gradually appeared in the inventory of the Czechoslovak fighter units. In the case of the Mk.Vb, these were machines produced by

personal Spitfire Mk.Vbs EN765 and EP461 and Mk.Vcs AR502 and EE626, all coded KM) and W/Cdr František Doležal (March 31, 1943 to February 1, 1944, Spitfire Mk.Vb EP461 and Vc EE626; both coded FD).

During the period when Czechoslovak squadrons flew the Spitfire Mk.V, they took part in a number of important operations. For example, on August 19, 1942, the pilots of Nos. 310 and 312 Sqn with the Spitfire Mk.V flew out of Redhill in support of Operation Jubilee and on the 9 of September, 1943, No. 313 Sqn from Hawkinge Airfield took part in support of Operation Starkey which saw black and white stripes used on the wings for the first time as a rapid identification feature. At the time of the use of the Spitfire Mk.Vb, personal artwork also appeared on Czechoslovak Spitfires, even if only for a short time. This happened at the beginning of 1942 at No. 313 Sqn, commanded at the time by S/Ldr Karel Mrázek. On several Spitfire Mk.Vbs, artwork inspired by characters from Walt Disney cartoons appeared at the request of the pilots. The author of the drawings was a pilot with the unit, Sgt Karel Pavlík, a calligrapher by profession in civilian life.

Modifications and modernisations

The Spitfire Mk.V also underwent a number of upgrades during their relatively long service career with the Czechoslovak squadrons, increasing the combat value of the aircraft. For example, there was a modification to the fuel system, which allowed the use of auxiliary fuel tanks, which



Close-up of the front of Doležal's Spitfire MK.Vb EP461 "FD" at Exeter airfield in May 1943. The Wing Commander's emblem is drawn under the left cockpit visor of EP461. In the background are Spitfires of No.310 Squadron. The first in the line of Spitfires Mk.Vb is BM121 „NN-A“.

Castle Bromwich (series P, AB, AD, BL, BM, EN, EP), Eastleigh (series R, W, X, AA, AB), Chattis Hill (series W, AA, AB), High Post Aerodrome (W, AB series) and Westland (AR series). The Vc version aircraft came from the production facilities of Westland (series AR, EE), Eastleigh (series AA, AB), High Post Aerodrome (series AB) and Chattis Hill (series BP). On May 3, 1942, the Czechoslovaks saw the creation of a higher Czechoslovak Fighter Wing, established at RAF Exeter (Exeter Czechoslovak Fighter Wing). It consisted of the above-mentioned Czechoslovak squadrons, Nos. 310, 312 and 313, which in the period from May 7 to June 7, 1942 was supplemented by No. 154 Sqn. All three squadrons operated as the Exeter Czechoslovak Fighter Wing until June 26, 1943. After that, they separately stood down for a period of R and R. Czechoslovak units met up again in the period from September 18 to November 8, 1943, when together they formed the Ibsley Czechoslovak Fighter Wing. The Wing was commanded by W/Cdr Alois Vašátko (who from May 3 to June 23, 1942 flew a personal Spitfire Mk.Vb BM592 coded with his initials AV), W/Cdr Karel Mrázek (June 26, 1942 to March 31, 1943 with



W/Cdr Karel Mrázek, DFC, commander of the Exeter (Czechoslovak) Wing, next to his Spitfire Mk.Vb EN765 marked with his personal monogram "KM". July 1942.

greatly increased the operational radius of the aircraft. A number of aircraft got their wings clipped, which increased their maneuverability during operations at lower flight levels. The system of supplying ammunition to the wing cannons was also changed, which increased the reliability of the weapons and the number of rounds carried, and there were many other modifications. The period of use of the Spitfire Mk.V by Czechoslovak units is, in addition to a number of successes, also associated with significant losses of flight personnel, which did not escape even the command corps. For the Czechoslovak Air Force, major losses came with the death of W/Cdr Alois Vašátko, the first commander of the Czechoslovak Fighter Wing, who died on June 23, 1942 in his personal Spitfire Mk.Vb BM592 coded AV after a collision with a German Fw 190 during Operation Ramrod 23 and also S/Ldr Jaroslav Himr, who died on the 27 of September, 1943 in the cockpit of Spitfire Mk.Vc BP8586 coded RY-H during Operation Ramrod 87, when he first shot down a German Bf 110G-2 from II./ZG 1 but was subsequently shot down by another Bf 110G from the same unit.



The aircraft of No. 313 Sqn from the first half of 1942 are known for their cartoon characters from Walt Disney comic books. The author of these drawings was Sgt. Karel Pavlik, who used his profession as a letter painter to decorate the individual Spitfires under the cockpit faceplate as the pilots wished. The drawing of Robber the kitten was painted by Karel Pavlik on a Spitfire AD380 RY-R.

At the end of January and beginning of February 1944, all three Czechoslovak fighter squadrons finally received their desired rearmament and exchanged their Spitfire Mk.Vb and Mk.Vc fighters for the more powerful Spitfire Mk.IX. Nevertheless, the Spitfire Mk.V, even if only for a short time, found itself into the inventory of No. 313 Sqn once more. It was between July 11 and October 3, 1944 that the squadron operated as part of a down time in the north of Great Britain at Skeabrae and Sumburgh. Additionally, Czechoslovak pilots did not come into contact with the Spitfire Mk.V inside Czechoslovak units alone. A number of Czechoslovak pilots also flew with other units within the RAF (see below) and, besides operational squadrons, Czechoslovak pilots also flew the Spitfire Mk.V as part of training with OTUs, Operational Training Units, up to the very end of the war. This is part of the reason why the Spitfire Mk.V became the most used aircraft by Czechoslovak pilots in terms of quantity during the entire war, and they thus have an irreplaceable place in the history of Czechoslovak resistance in the air.



During Operation Starkey, black-and-white invasion stripes were used for the first time on aircraft participating in low-altitude operations to distinguish friend and foe aircraft. They looked different to those known from the later Normandy landings. The photo shows F/Lt Otmar Kučera in front of his personal Spitfire LF Mk.Vb EP110 "RY-R".

Czechoslovak Pilots With Other Units

No.19 Squadron

The unit began converting to Spitfire Mk.Vs in October 1941, and by June 1942, Sgt Lysický, Sgt Netopil, Sgt Sokol, F/Sgt Strihavka, P/O Bernard, F/O Borovec and Sgt Mečíř flew the Spitfire Mk.Vb.

No.41 Squadron

In April and May of 1942, F/Lt Vykoukal flew Spitfire Mk.Vbs with this unit.

No.54 Squadron

From September 1941, Sgt Plášil, F/Sgt Pavlů, Sgt Karásek and Sgt. Konvalina flew the Spitfire Mk.V while serving with this unit.

No.65 Squadron

The unit flew the Spitfire Mk.Vb after converting to it in October 1941, and a relatively large number of Czechoslovak pilots flew with the unit. These included Sgt Štulíř, Sgt Loucký, Sgt Kopeček, Sgt Karásek, Sgt Konvalina, Sgt Pavlů and Sgt Štefan.

No.66 Squadron

During his time with this unit, F/Lt Kruml flew the Spitfire Mk.Vb and Mk.Vc in November and December 1942.

No.72 Squadron

In the summer of 1941, Sgt Lamberton and Sgt. Valenta flew with this unit in the summer of 1941.

No.81 Squadron

From April 1942, Spitfire Mk.Vbs were flown by F/Sgt Pípa and between July and August 1942, by F/Sgt Maňák.

No.111 Squadron

This unit converted to the Spitfire Mk.Vb in September 1941. They were flown by F/Sgt (later P/O) Hrubý, Sgt Zouhar, F/O Kopecký, Sgt Zadrobítek, F/Sgt (later P/O) Příhoda and F/O Hartman.

No.118 Squadron

In May and June 1944, Sgt J. Čermák flew the Spitfire Mk.Vb.

No.122 Squadron

Between May and August 1943, Spitfire Mk.Vb flights were conducted by F/Lt Kruml.

No.124 Squadron

This unit converted onto the Spitfire Mk.Vb in November 1941, and were flown by F/Lt Kulhánek, F/Lt Bartoň, F/O Bachůrek and Sgt. Kotiba

No.129 Squadron

Between May and July 1942, F/Lt Vancl flew the Spitfire Mk.Vb.

No.131 Squadron

In January and February 1943, P/O Hlad'o, F/Lt Kruml and P/O Smik flew Spitfire Mk.Vbs.

No.167 Squadron

Between March and May 1943, P/O Papoušek flew the Spitfire Mk.Vb and Mk.Vc.

No.222 Squadron

In June 1943, P/O Hlad'o and P/O Smik flew Spitfire Mk.Vbs. (The main fighter at the time with this unit was the Spitfire Mk.IX.)

No.234 Squadron

F/Lt Hýbler flew Spitfire Mk.Vbs with this unit in May 1942.

No.501 Squadron

This unit took on the Spitfire Mk.Vb in September 1941. Examples of the type were flown by F/Sgt Dvořák, Sgt Vendl, Sgt Vrtiš, F/O (later F/Lt Raba, Sgt Ročovský, Sgt Bauman and Sgt Jeřábek. Spitfire Mk.Vcs began to appear in May 1942, and the Czechoslovak pilots flew them as well.

Spitfires LF Mk. Vb from No. 313 Squadron take off from Hawkinge airfield as part of Operation Starkey on September 9, 1943. The unit moved to Hawkinge airfield, which was under the command of No. 11 Group, Fighter Command, in mid-August 1943 after a recuperation stay and patrol in the north over the Orkneys. The squadron thus became involved in the operational flights of Operation Starkey as part of the Hawkinge Wing.



Spitfires of No. 310 Squadron at Exeter airfield in spring 1943. Closest in the photo is the front part of Dolezal's Spitfire Mk.Vb EP461. The black "FD" marking on the lower engine cowling is clearly visible.

Members of the ground staff of No. 313 Squadron with Spitfire AD380 RY-R. Interesting features of this aircraft are the drawing of Robber the kitten painted by Karel Pavlík under the front plate and the different shade of the code letters RY-R, with the first letter R in Sky color and the following letters Y-R in Sky Blue. Also, the propeller cone and ring in front of the VOP is in Sky Blue with the s/n AD385 at the top. The original Sky color is visible underneath. The serial number AD385 was never actually used with No. 313 Squadron, it was probably a misspelling when the camouflage was corrected. The actual serial number of this Spitfire was AD380.



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 započítím 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. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

- 
 OPTIONAL
VOLBA
- 
 BEND
OHNOUT
- 
 SAND
BROUSIT
- 
 OPEN HOLE
VYVRTAT OTVOR
- 
 SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
- 
 REMOVE
ODRÍZNOUT
- 
 REVERSE SIDE
OTOČIT
- 
 APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

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PARTS

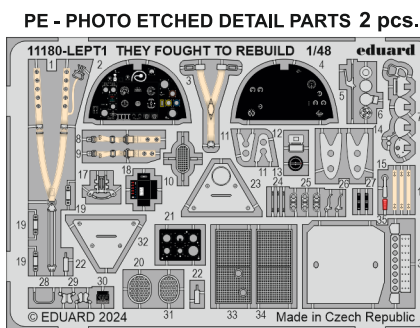
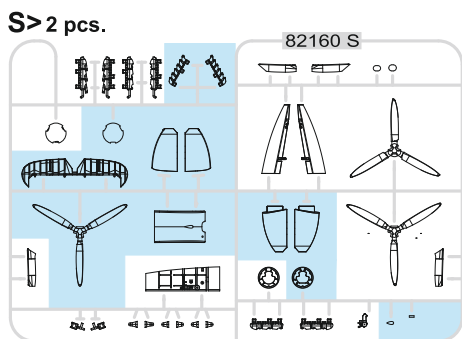
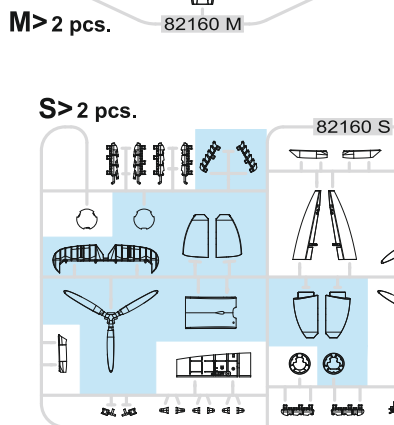
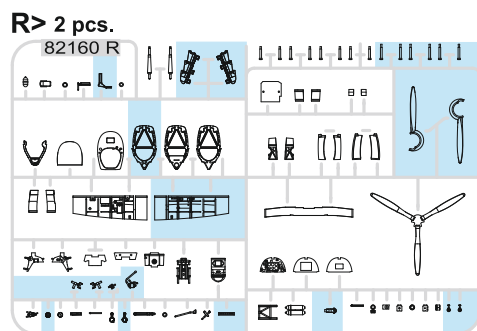
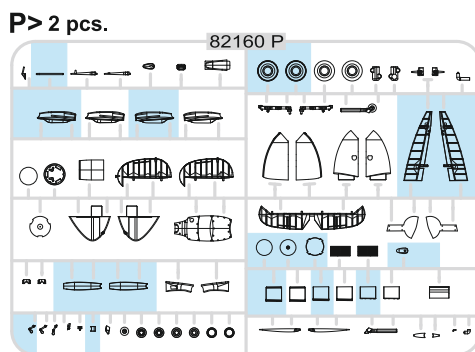
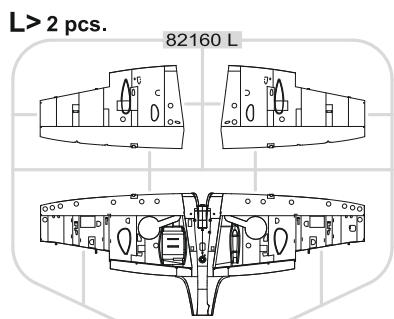
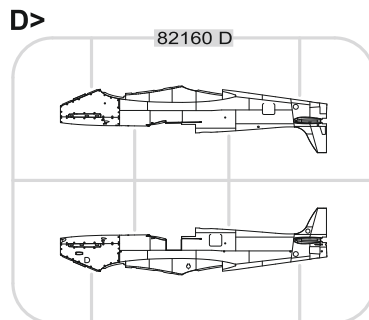
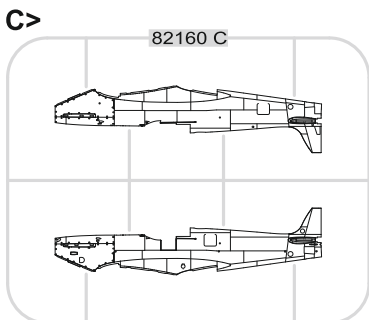
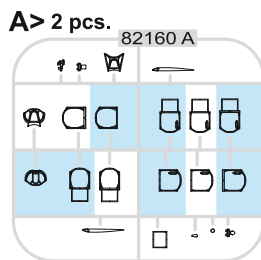
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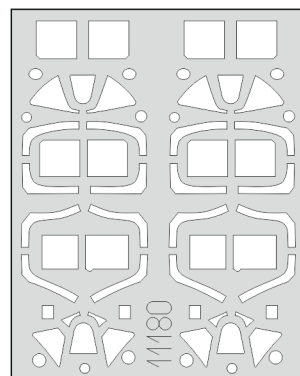
PIÈCES

部品

PLASTIC PARTS



eduard
MASK



-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

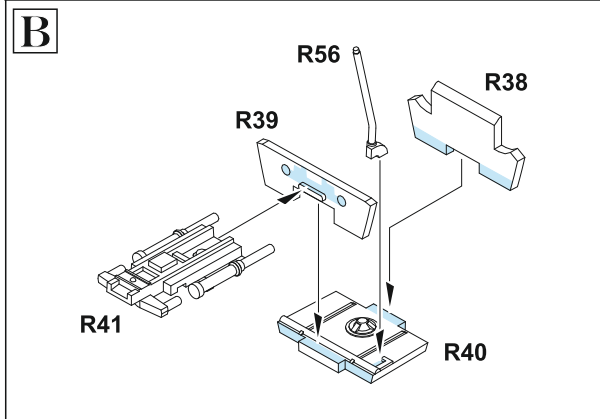
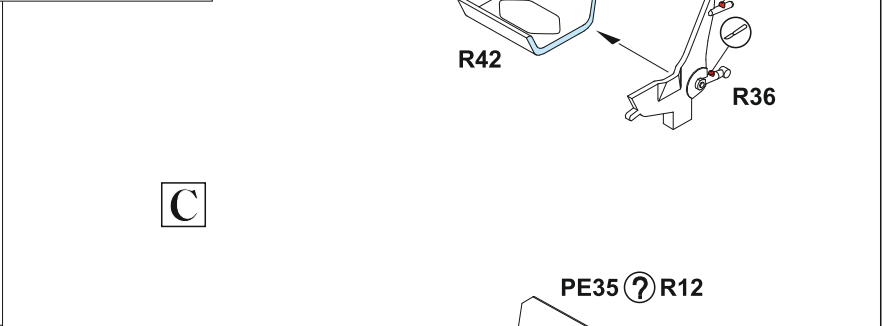
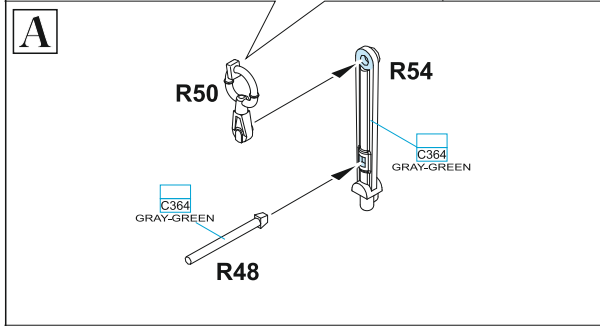
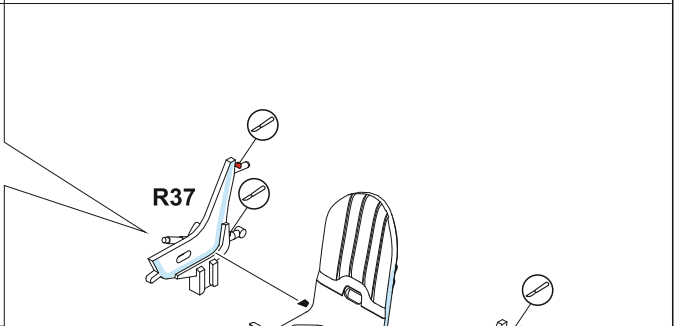
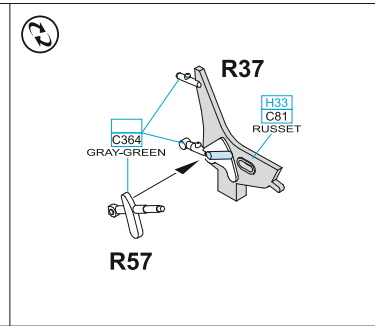
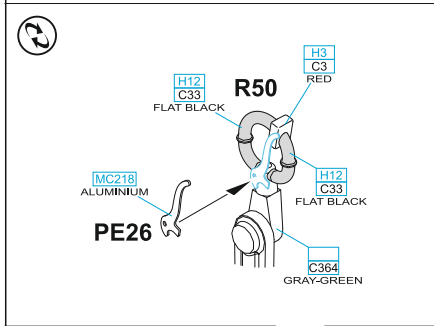
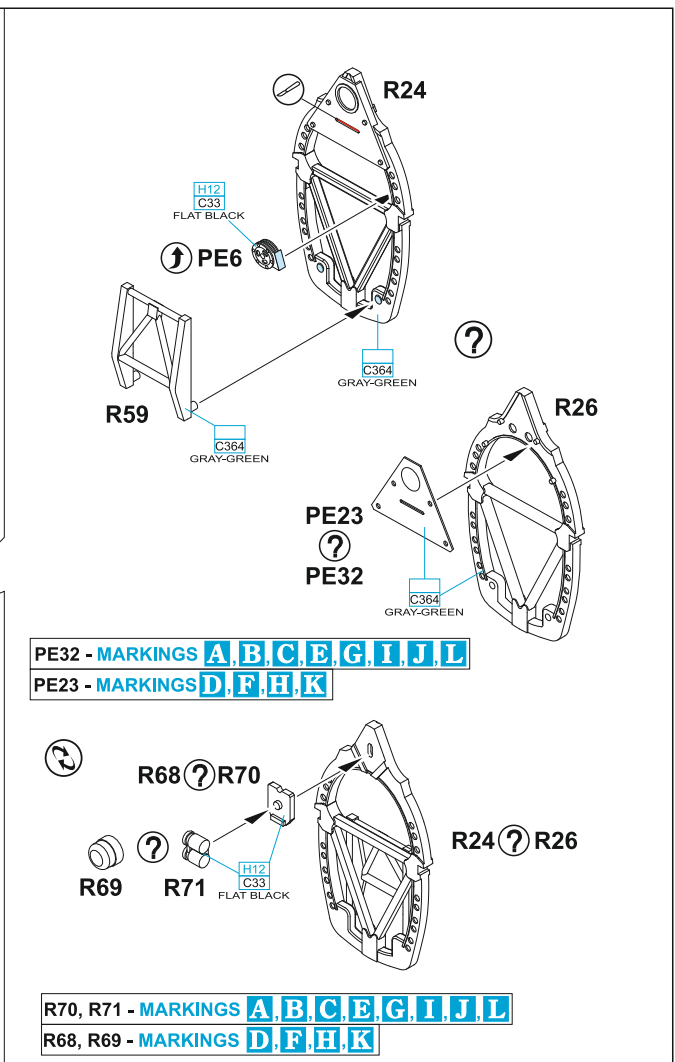
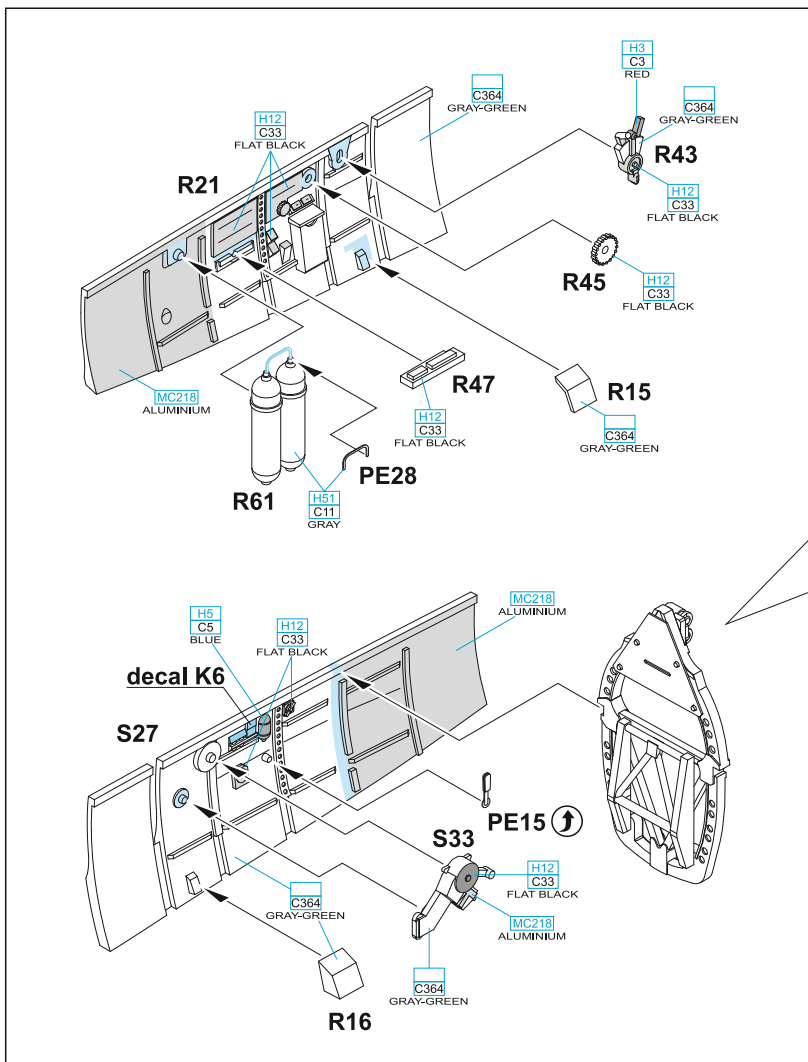
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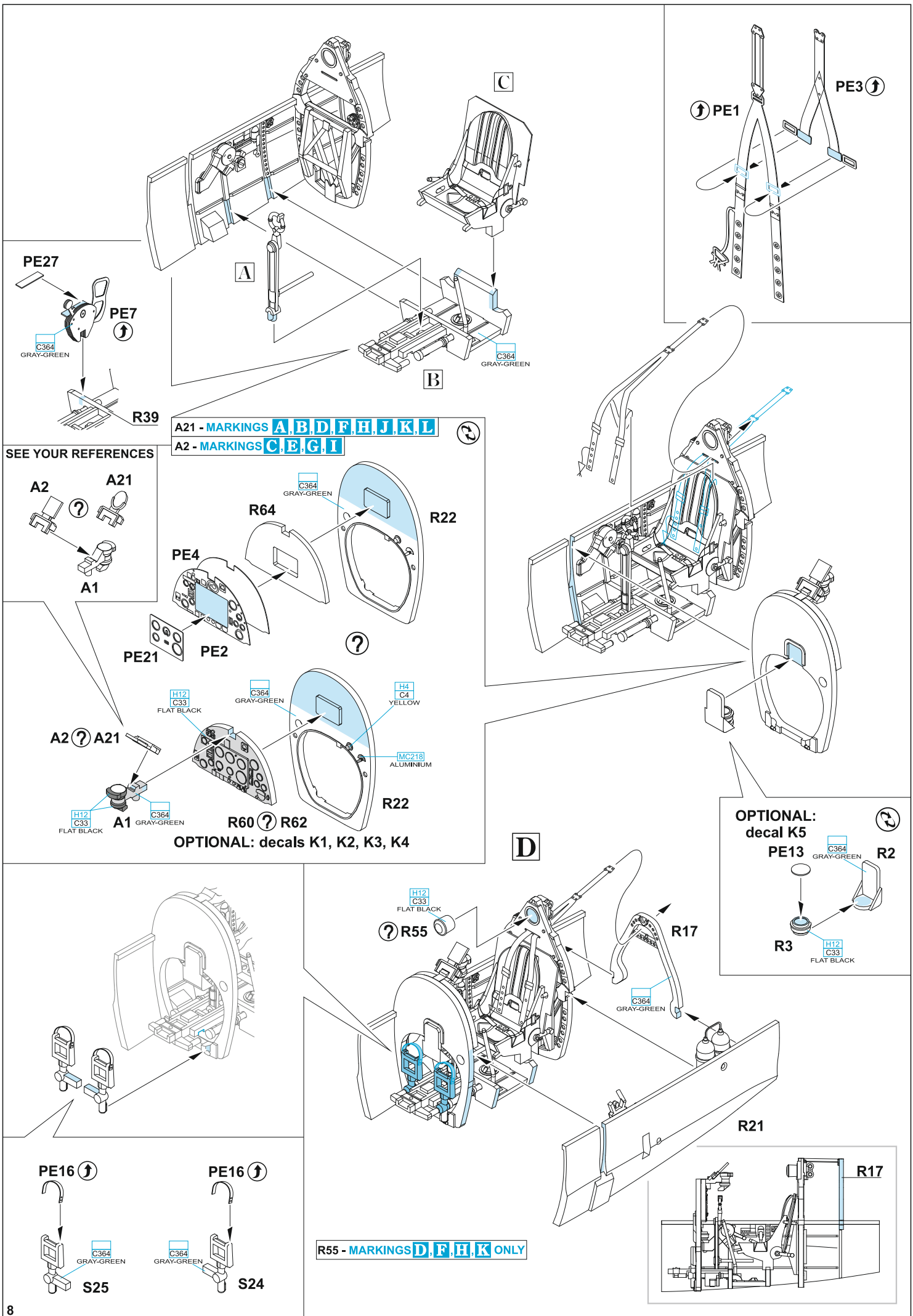
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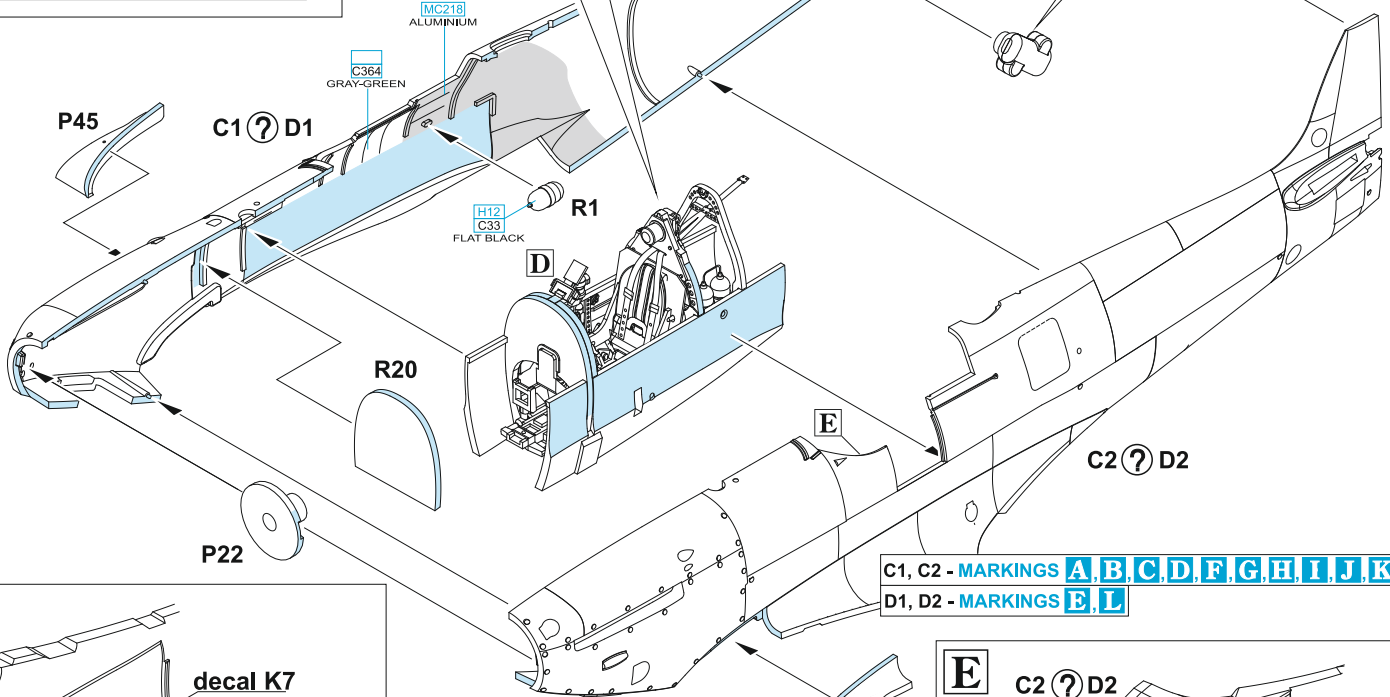
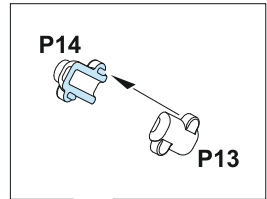
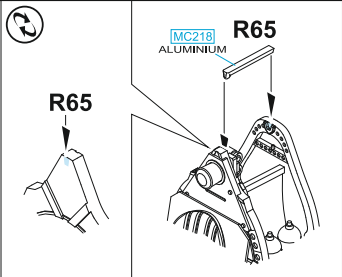
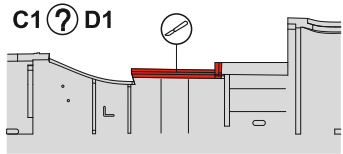
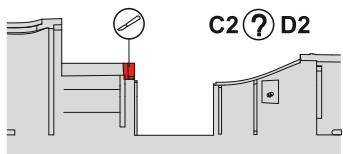
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
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H4	C4	YELLOW
H5	C5	BLUE
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H33	C81	RUSSET
H51	C11	LIGHT GULL GRAY
H74	C368	SKY
H77	C137	TIRE BLACK
H84	C42	MAHOGANY
H90	C47	CLEAR RED

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H94	C138	CLEAR GREEN
H330	C361	DARK GREEN
H335	C363	MEDIUM SEAGRAY
H417	C117	RLM76 LIGHT BLUE
	C362	OCEAN GRAY
	C364	AIRCRAFT GRAY-GREEN
Mr.METAL COLOR		
MC214		DARK IRON
MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM201		SUPER FINE SILVER

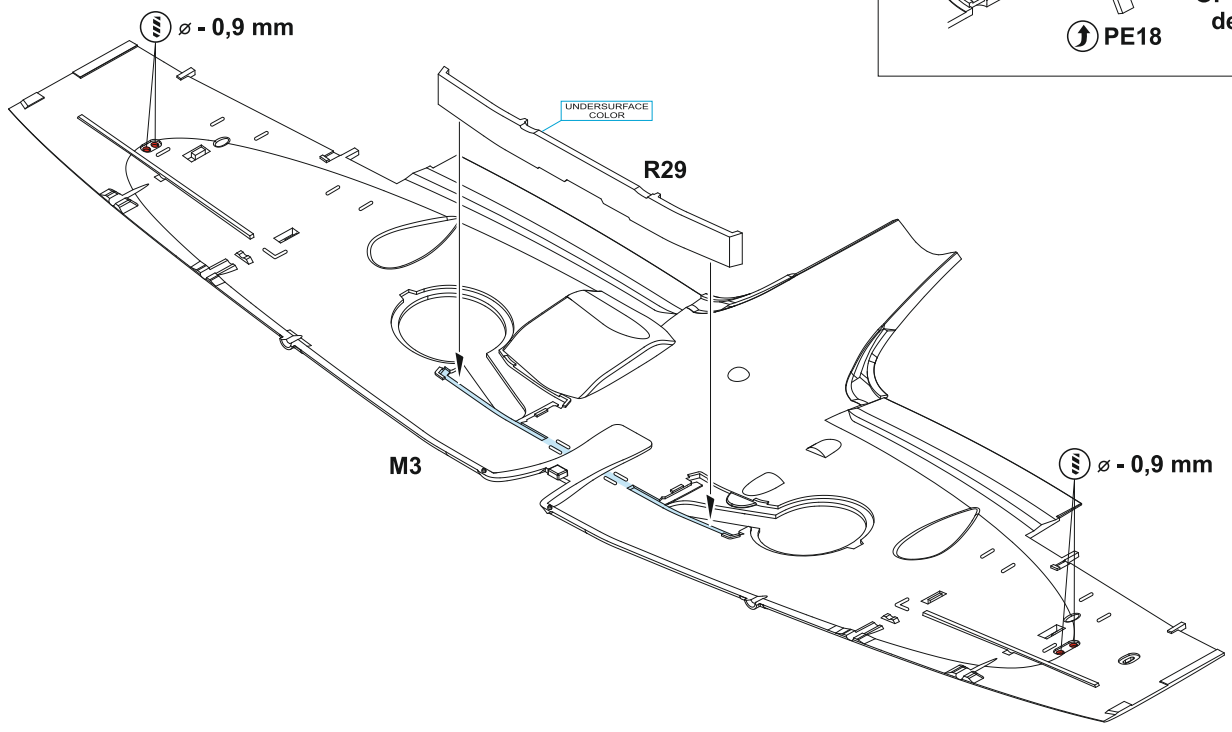
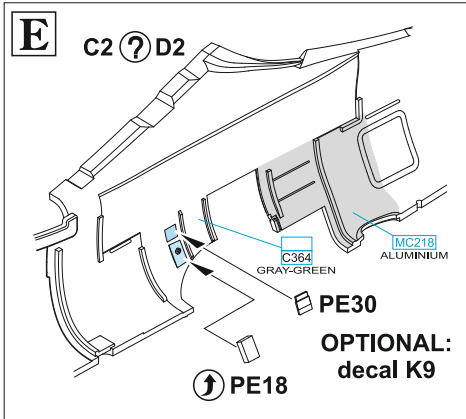
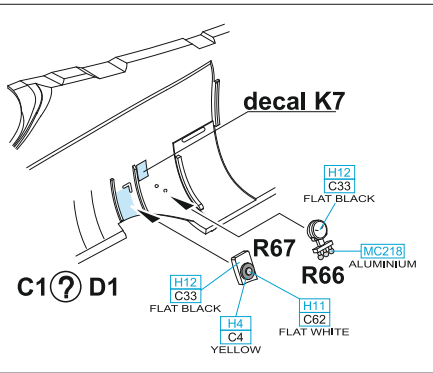


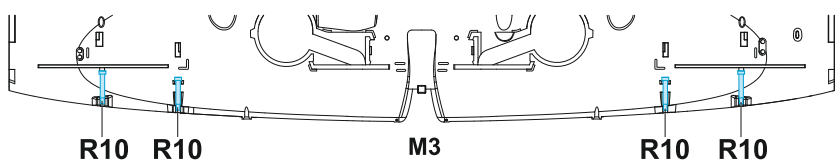
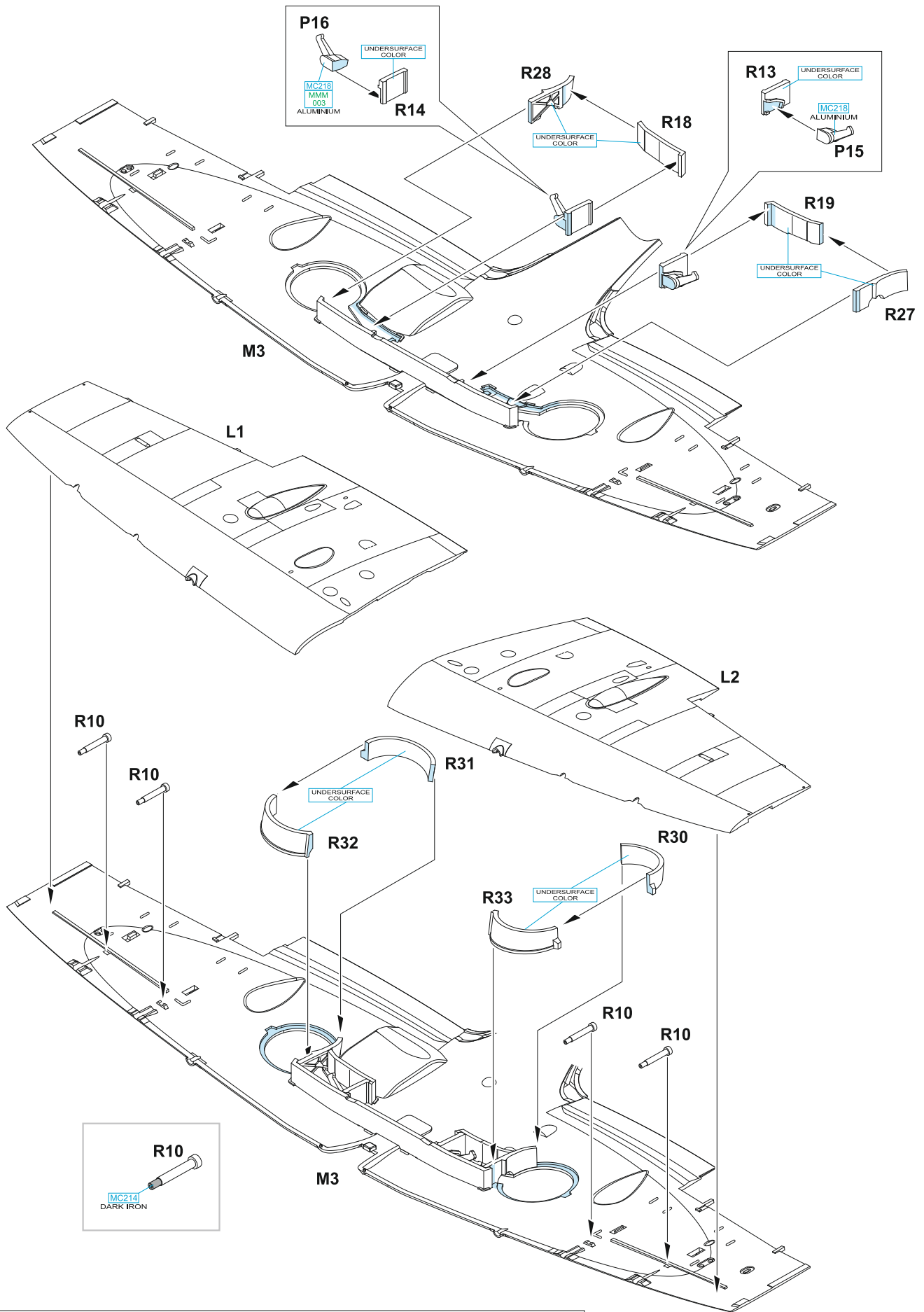


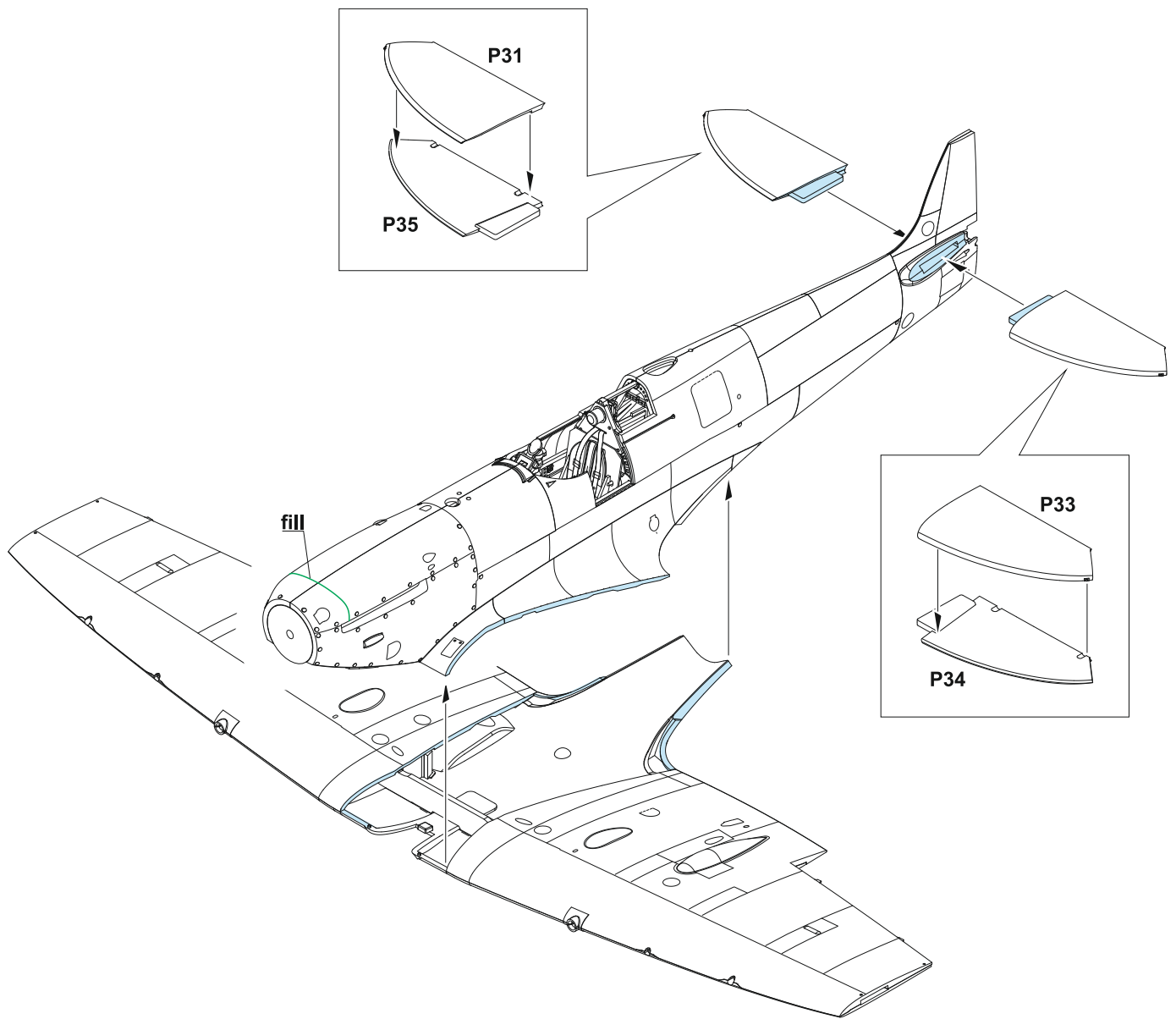
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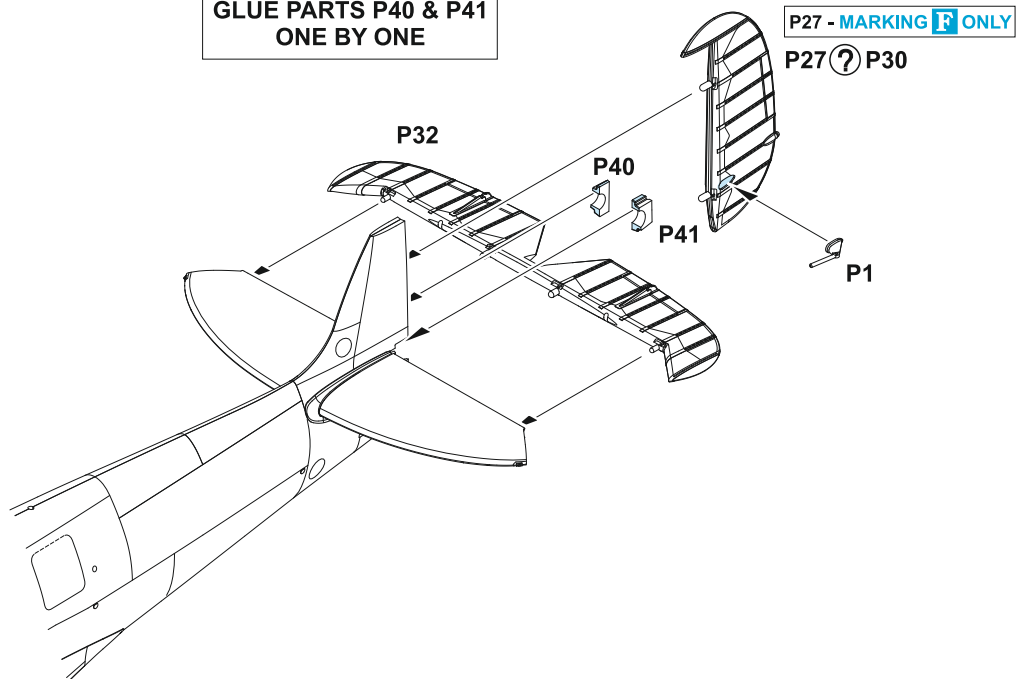
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 D1, D2 - MARKINGS E, L

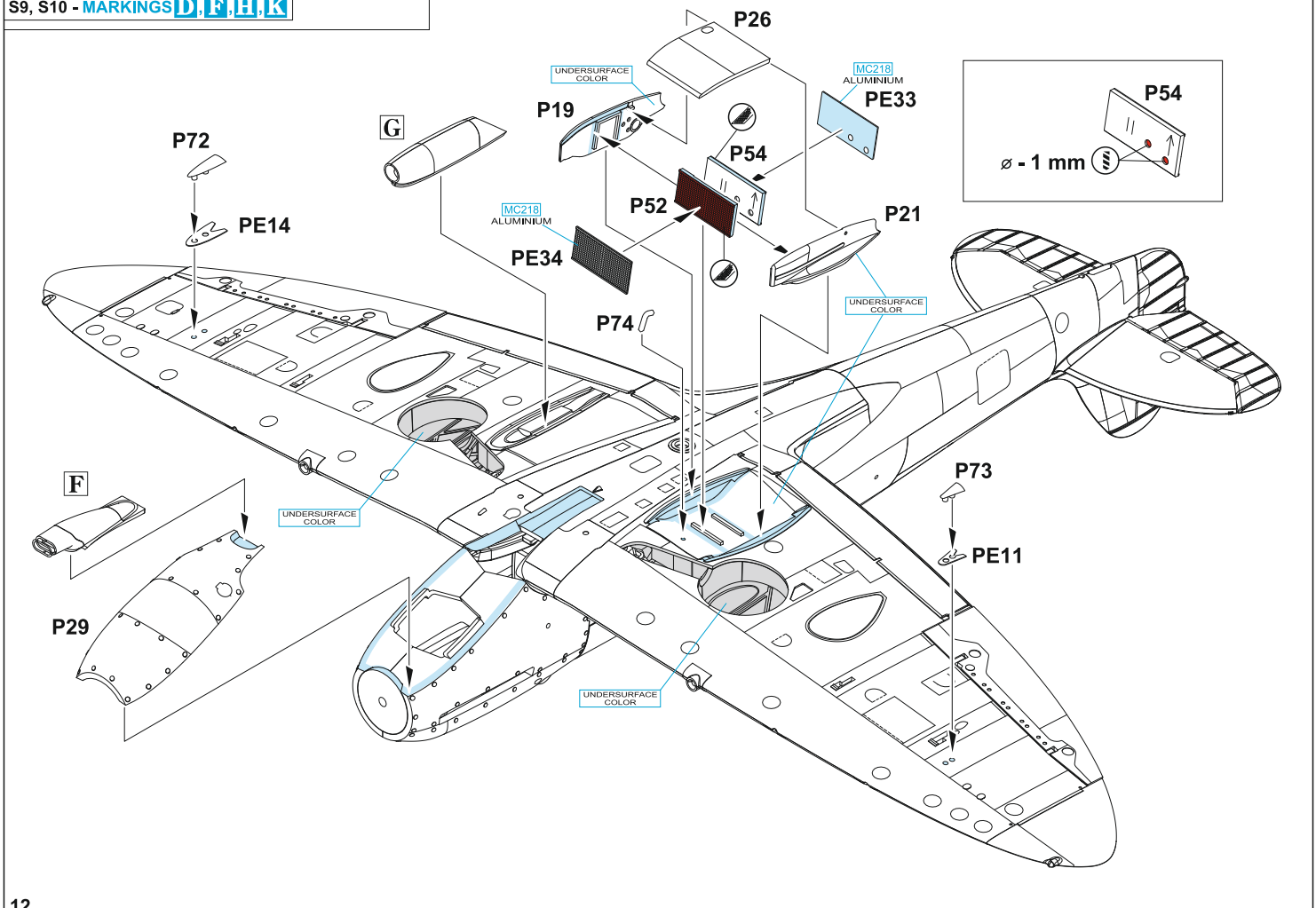
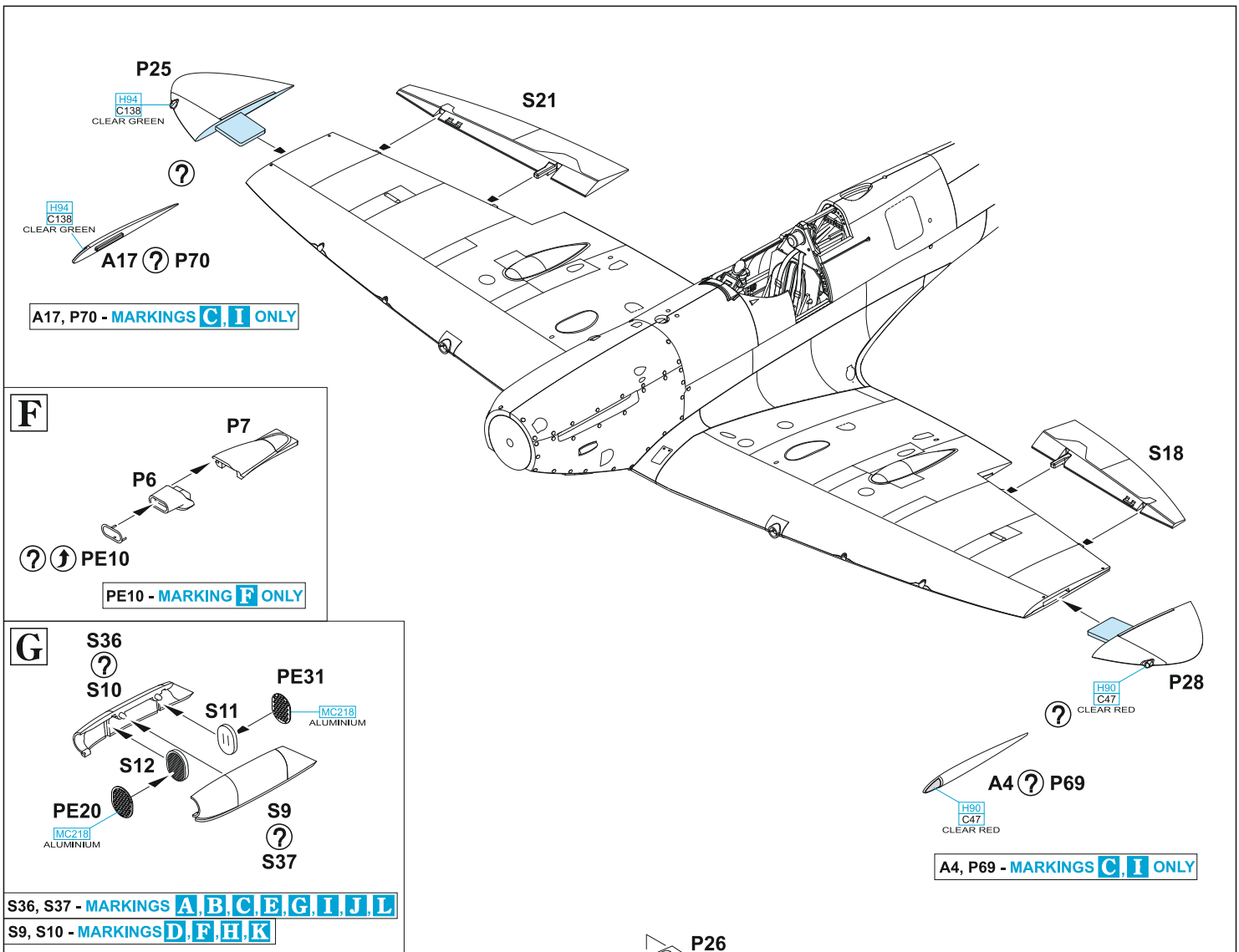


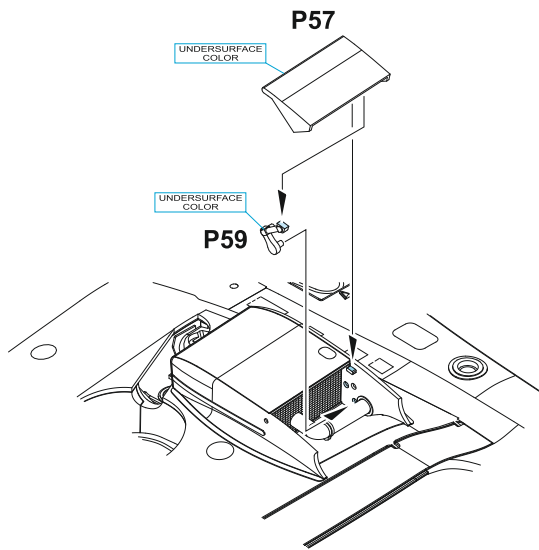
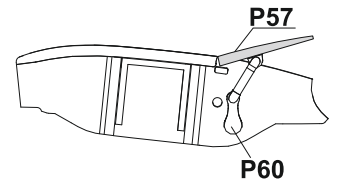
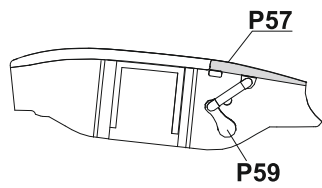
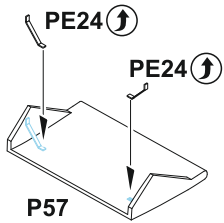
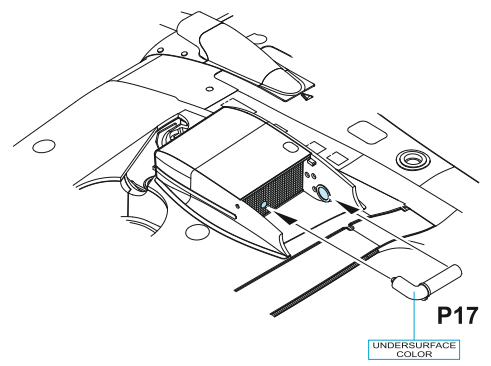
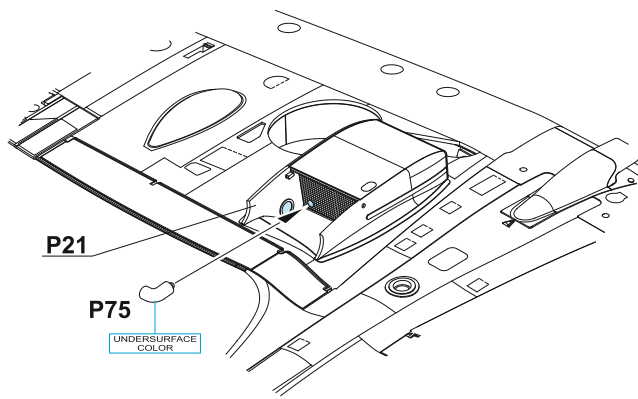




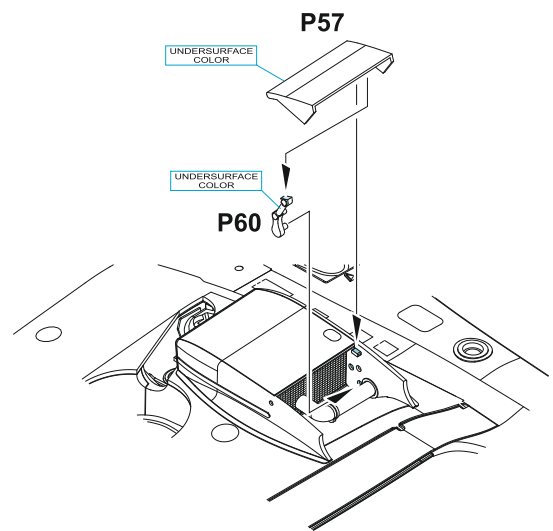
**GLUE PARTS P40 & P41
ONE BY ONE**







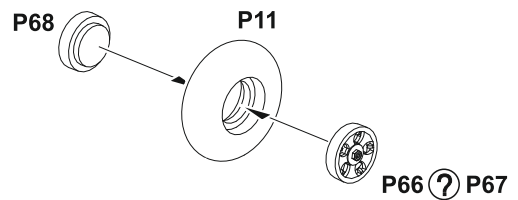
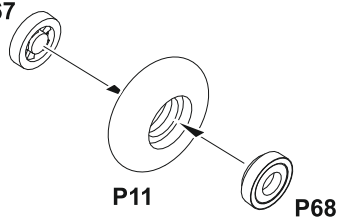
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P66 - MARKINGS **A,B,C,D,E,F,H,I,J,K,L**

P67 - MARKING **G**

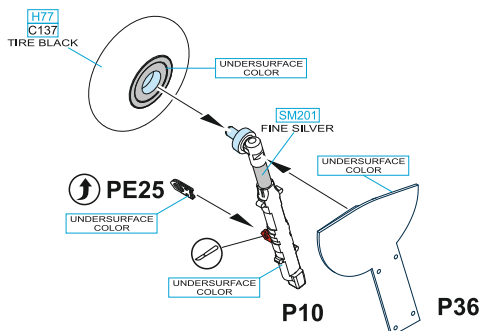
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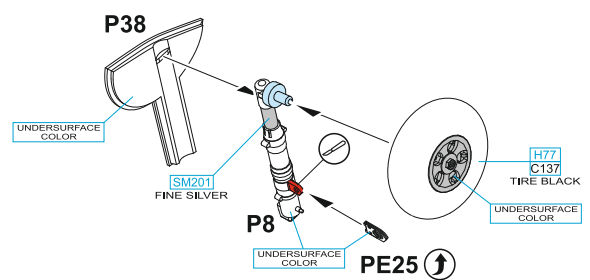
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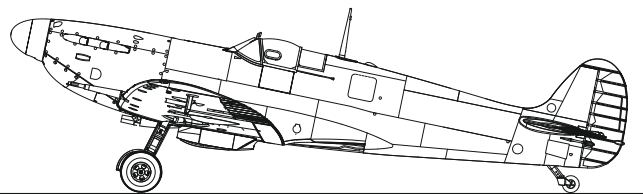
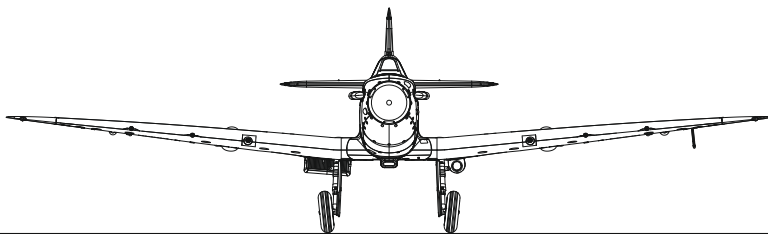
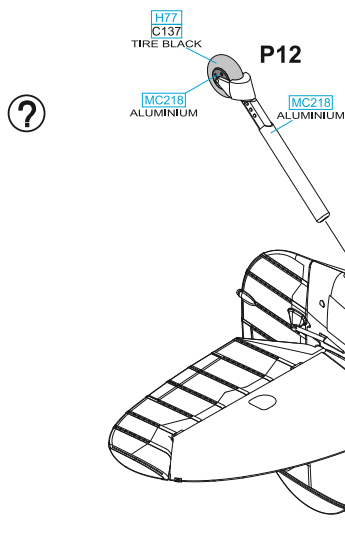
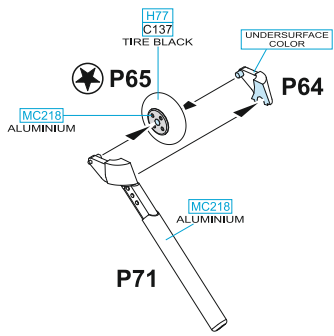
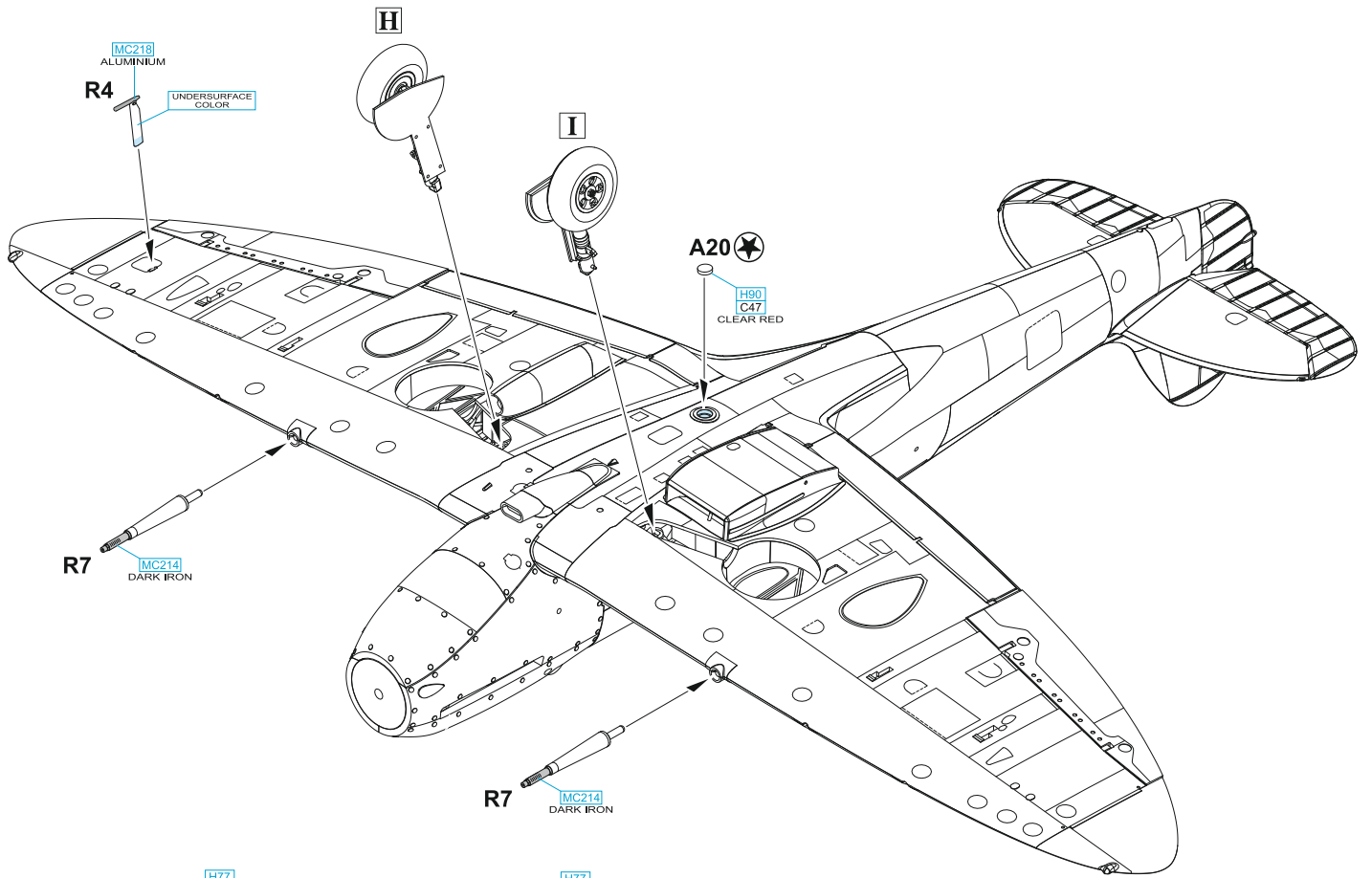
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H



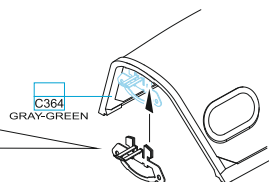
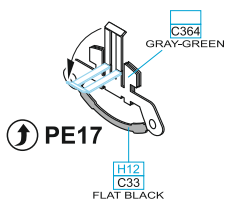
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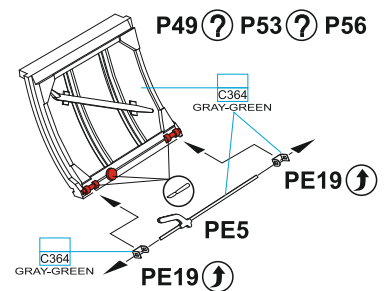
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A7, A10 - MARKINGS **A, C, E, G, I, L**
A13, A14 - MARKINGS **B, D, F, H, J, K**

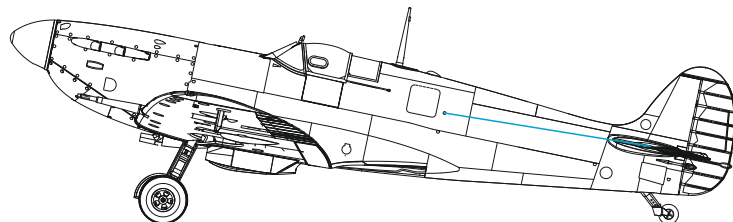
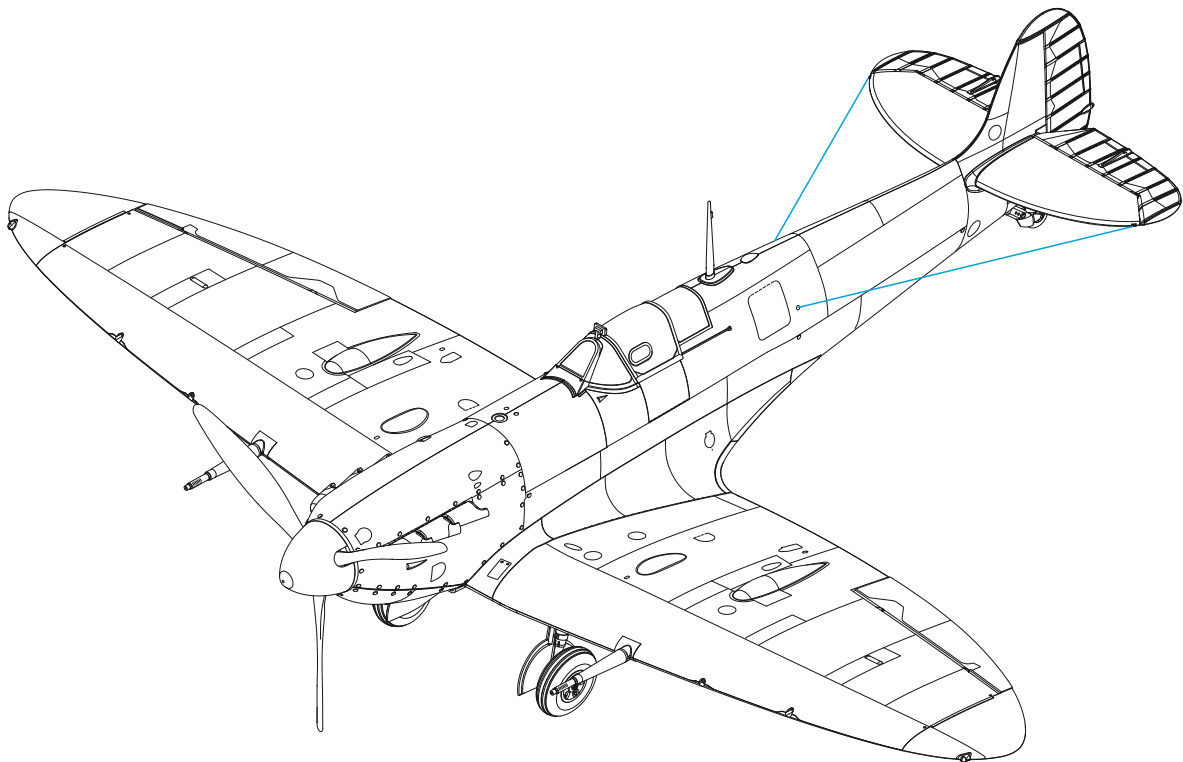
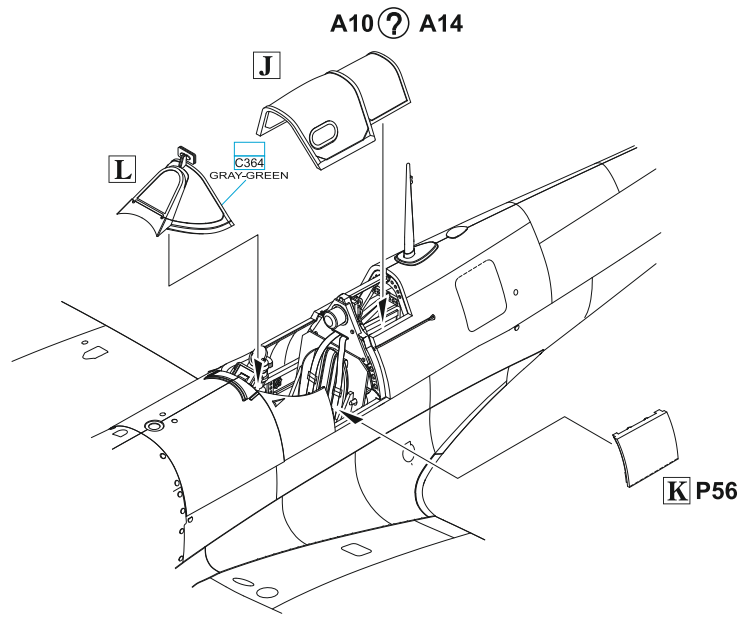


A7 ? **A10** ⚡
?
A13 ? **A14** ⚡

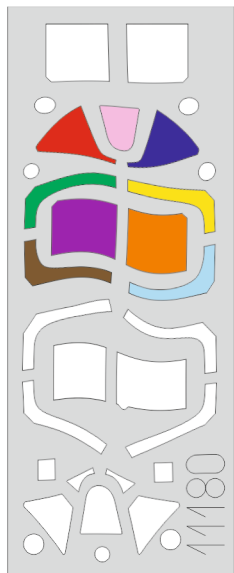
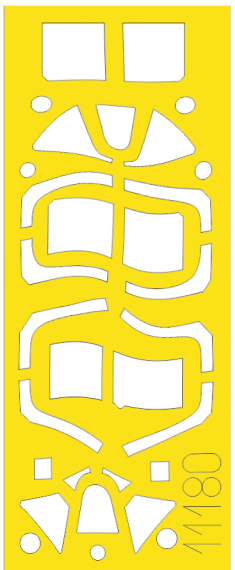
K



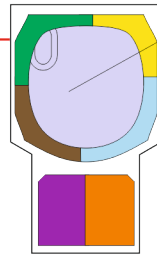
CLOSED CANOPY



11180



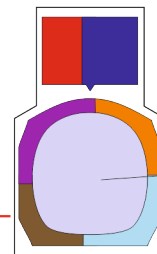
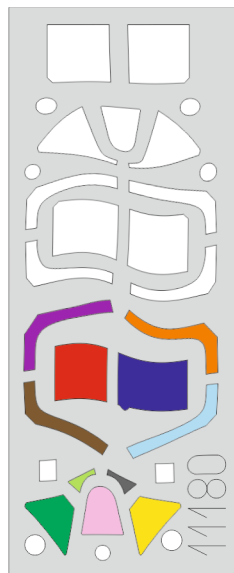
A5



A13

A14

LIQUID MASK

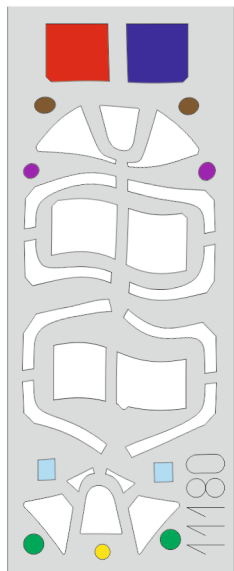


A10

A7

A3

LIQUID MASK



A18



P65



A20



A2



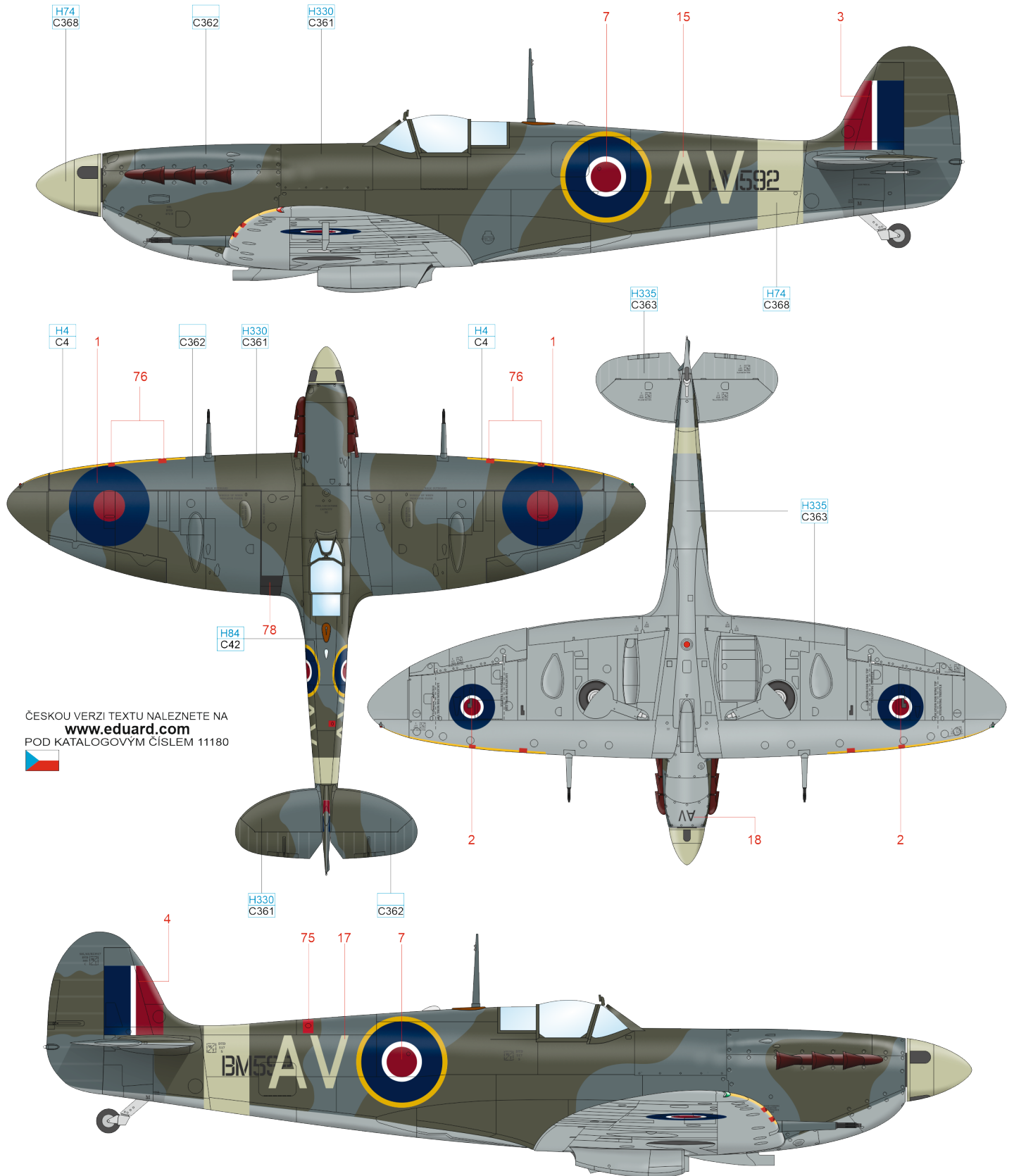
A21



A1

A BM592, W/Cdr Alois Vašátko, CO of Exeter (Czechoslovak) Wing, RAF Exeter, Devon, United Kingdom, June 1942

Alois "Amos" Vašátko was the third most successful Czechoslovak fighter pilot of World War II with 14 confirmed and four probable kills. During the Battle of France, he shot down twelve enemy aircraft plus two probably, making him the most successful Czechoslovak pilot and the fifth most successful ace of the Armée de l'Air. After the defeat of France, he served with No. 312 (Czechoslovak) Squadron, with which he participated in the Battle of Britain. After the Czechoslovak Wing was formed, he became its commander on May 1, 1942. The fateful evening of June 23, 1942, when 36 Spitfires escorted the Bostons for a raid on Morlaix airfield, proved fatal for him. During the ensuing dogfight, Vašátko collided with an Fw 190A-3 of Uffz. W. Reuschling from 7./JG 2 and died. Vašátko's personal Spitfire Mk.Vb s/n BM592 was a brand new aircraft, delivered to Wing on June 20, 1942. As the appearance of it has not been documented, its appearance can only be reconstructed, especially from the appearance of the first personal Spitfire of Vašátko's successor, Karel Mrázek, which in turn is very well documented. The command aircraft were taken care of by the No. 310 Squadron personnel, and it is possible to deduce what Vašátko's BM592 might have looked like. The AV personal codes were most likely placed between the cockpit and the Sky-coloured stripe, and the AV personal letters were repeated on the underside of the engine cowling. No other markings were probably applied.



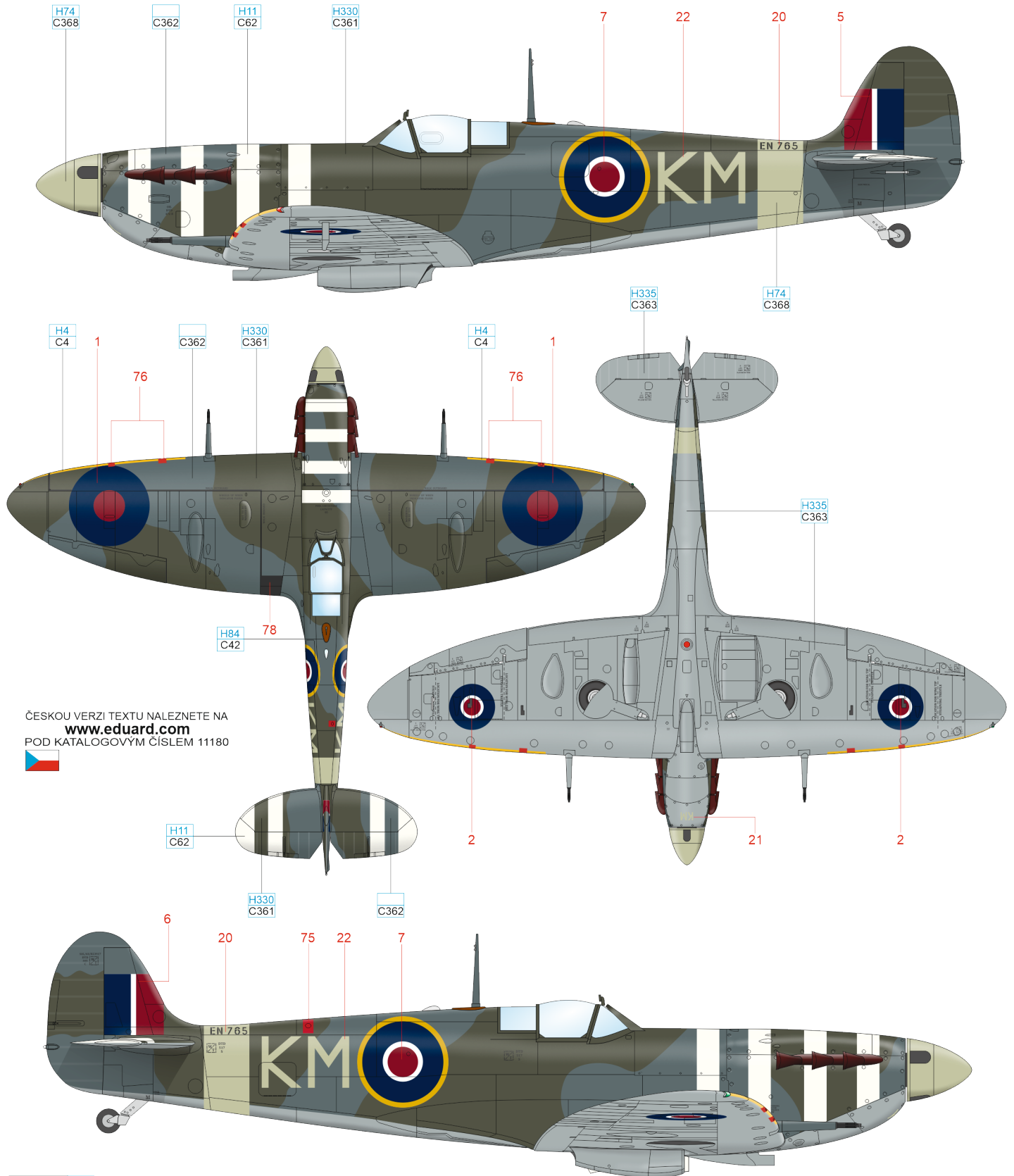
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YELLOW	H4 C4	SKY	H74 C368	MEDIUM SEA GRAY	H335 C363	OCEAN GRAY	C362	DARK GREEN	H330 C361	MAHOGANY	H84 C42
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B EN765, W/Cdr Karel Mrázek, CO of Exeter (Czechoslovak) Wing, RAF Exeter, Devon, United Kingdom, June - July 1942

After the sudden death of the first commander of the Exeter (Czechoslovak) Wing, W/Cdr Alois Vašátko, on June 23, 1942, the existing commander of No. 313 (Czechoslovak) Squadron, W/Cdr Karel Mrázek, was appointed in his place. His first personal Spitfire in his new command was a Spitfire Mk.Vb s/n EN765, with which he made a total of 29 non-operational flights. W/Cdr Mrázek took advantage of the privilege that came with this position and had his initials applied to his new Spitfire as code letters, i.e. KM. According to surviving photographs, it is clear that the letters KM were displayed in Sky paint on both sides between the fuselage cockpit and the stripe of Sky paint in front of the tail surfaces. They were also found in a smaller form on the lower engine cowling. The coloring of the upper surfaces was the standard Day Fighter Scheme shades of Dark Green and Ocean Grey, the lower surfaces were in Medium Sea Grey. Karel Mrázek was one of the most capable young officers of the pre-war air force. During his wartime career he shot down four enemy aircraft, one probably and three damaged. He was the only Czechoslovak fighter pilot to clash with pilots from the Italian Expeditionary Corps (Corpo Aereo Italiano), and he emerged from the battle successfully, managing to shoot down two Fiat Cr.42s. His leadership skills were recognized with high awards of DFC and DSO.



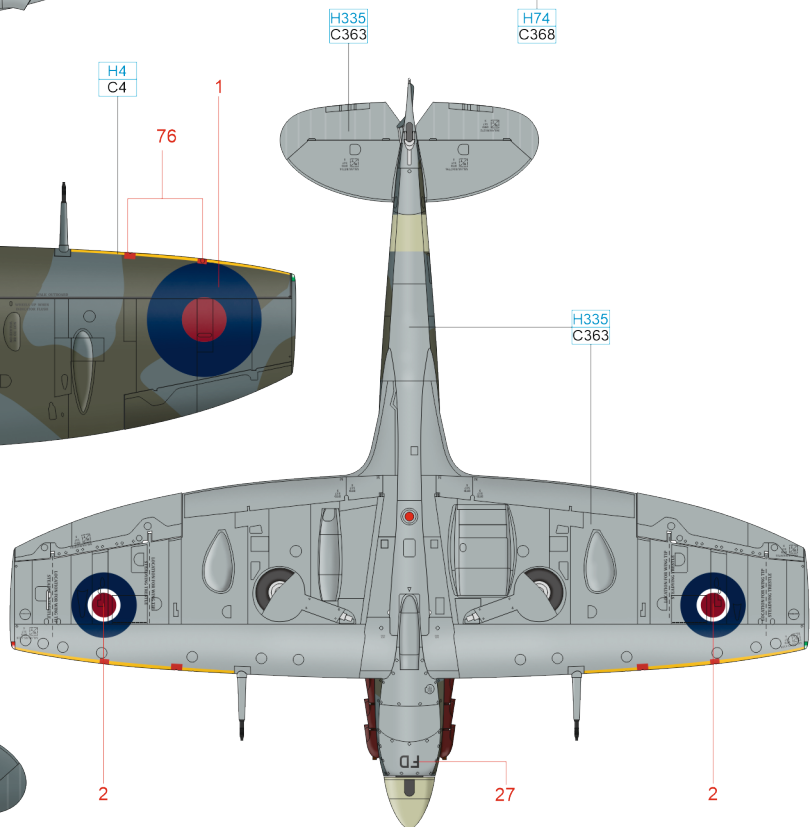
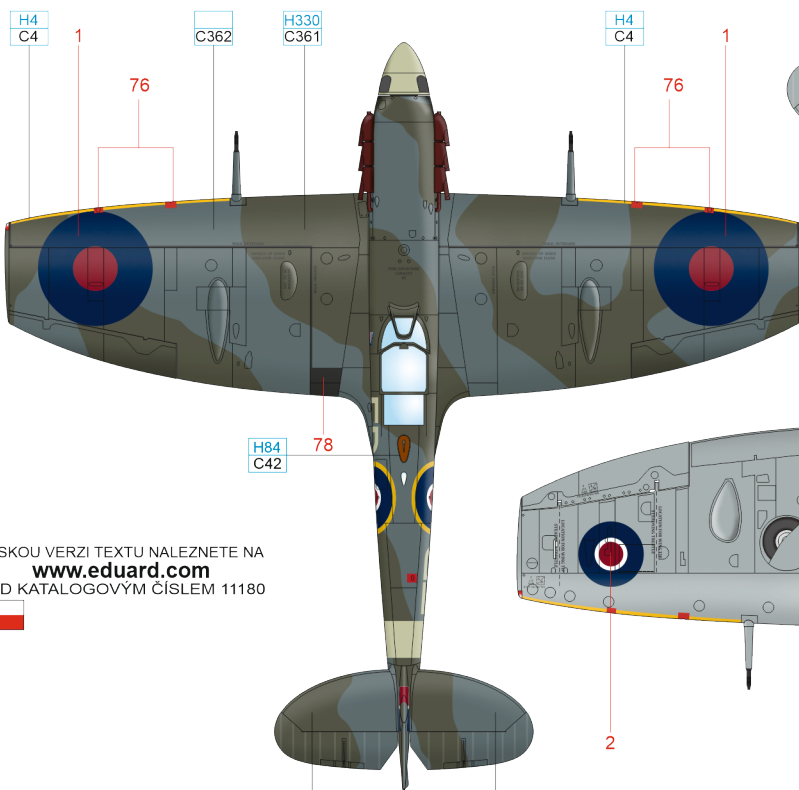
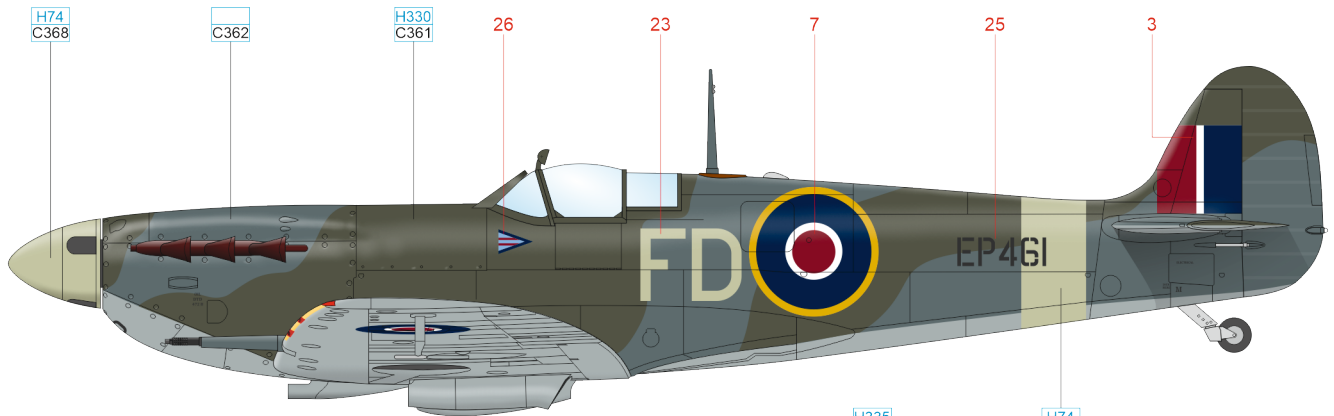
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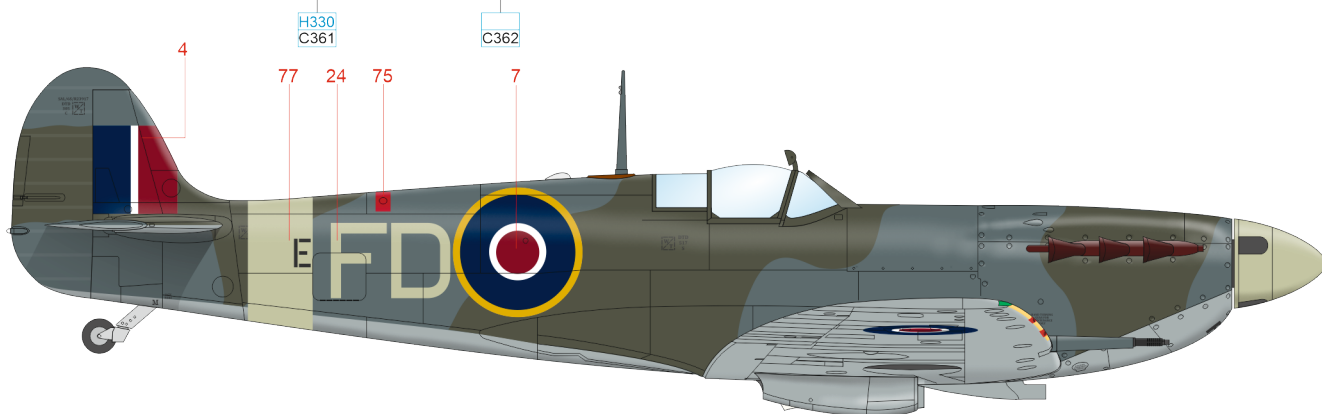
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YELLOW	H4 C4
SKY	H74 C368
MEDIUM SEA GRAY	H335 C363
OCEAN GRAY	C362
DARK GREEN	H330 C361
MAHOGANY	H84 C42

C EP461, W/Cdr František Doležal, CO of Exeter (Czechoslovak) Wing, RAF Exeter, Devon, United Kingdom, April–July 1943

The first user of Spitfire EP461 was a veteran of the Battle of Britain and France, S/Ldr Jack Rose, Acting Squadron Leader of Exeter Station. Although without the appropriate rank, he filled in for W/Cdr Mrázek both functionally and as Wing Commander. In the period August–November 1942 Jack Rose led 15 sweeps as Wing Commander and marked his Spitfire with his initials JR. S/Ldr František "Dolly" Doležal, Commander of No. 310 Squadron, also used EP461 occasionally in December 1942 and early January 1943 without changing his markings. In January the JR became KM and was used by W/Cdr Karel Mrázek as his last personal Spitfire in the Czechoslovak Wing. On April 1, 1943, W/Cdr František Doležal became the new Wing Commander and took over the EP461 from Mrázek. At the time, the aircraft had its wingtips cut and a new round rear-view mirror installed. The Wing Commander's badge was painted under the left windshield. The code letters FD were in front of the fuselage cockade on both sides and their appearance varied on the starboard and port. The FD marking was placed also on the bottom of the engine cowlings. The serial number EP461 was largely repainted in Ocean Grey camouflage paint on the right side after numerous changes of the code. W/Cdr František Doležal achieved his last aerial victory with this Spitfire when he damaged an Fw 190A from 8./JG 2 Richthofen on May 3, 1943. He ended the war with a total score of six confirmed victories, four probable and four enemy aircraft damaged. He was one of the first to return to Czechoslovakia after the war as early as May 17, 1945, but died aboard a transport Siebel on October 4, 1945.



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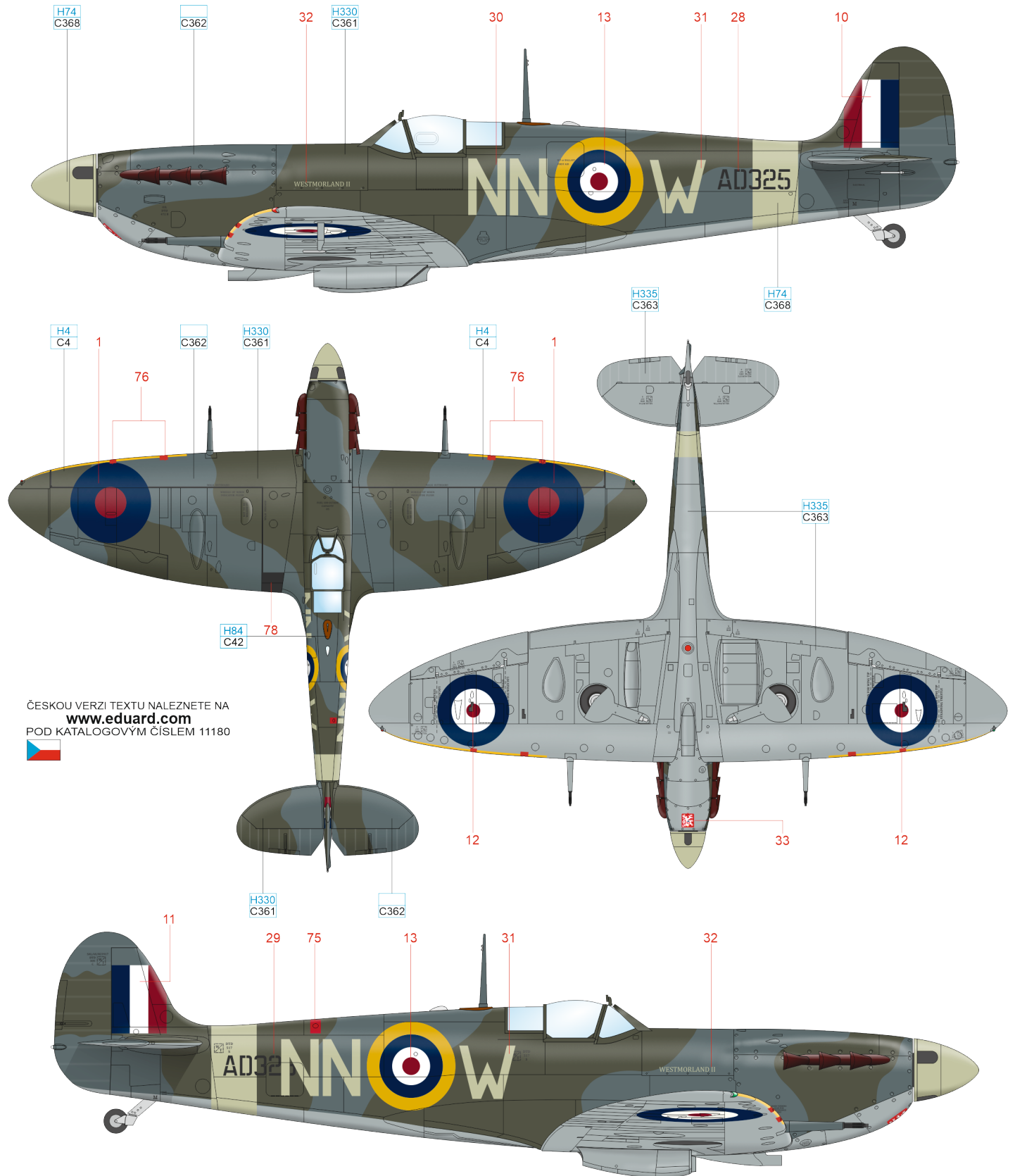


YELLOW H4 C4 SKY H74 C368 MEDIUM SEA GRAY H335 C363 OCEAN GRAY C362 DARK GREEN H330 C361 MAHOGANY H84 C42

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D AD325, F/Lt Emil Foit, No. 310 Squadron, RAF Perranporth, Cornwall, United Kingdom, December 1941–February 1942

Emil Foit was born in 1913 in Brno and after graduating from the business academy and military schools he became a fighter pilot. After the occupation of Czechoslovakia in May 1939 he made his way to Great Britain via Poland and Sweden and then France in August, where he joined the Foreign Legion. He served in Tunis, Blida in Algeria and Oran. After the surrender of France, he went via Casablanca and Gibraltar to the UK, where he was accepted into the RAF in August 1940. He underwent brief combat training with Hurricanes, served briefly with the British No. 85 Squadron and in October 1940 was posted to Duxford with No. 310 (Czechoslovak) Squadron. From February 1942 to November 1942, he was B Flight Commander. From January 1943 to January 1944, he served as commander of No. 310 (Czechoslovak) Squadron. During air combat he shot down three enemy aircraft and damaged five. He received numerous medals and decorations for his combat activities, including the Distinguished Flying Cross (DFC). On his return to his homeland in 1945 he was appointed commander of the 10 Air Regiment at Kbely. After February 1948 he went into exile in Great Britain and served again in the RAF. Emil Foit died in 1976 in England. The Spitfire AD325, which he flew at the turn of 1941–1942, was a brand new aircraft, delivered to No. 310 Squadron during the rearmament to the Mk.Vb version. It bore the donation inscription WESTMORLAND II on the tank cover and most likely had the Czechoslovakian emblem on the engine cowling.



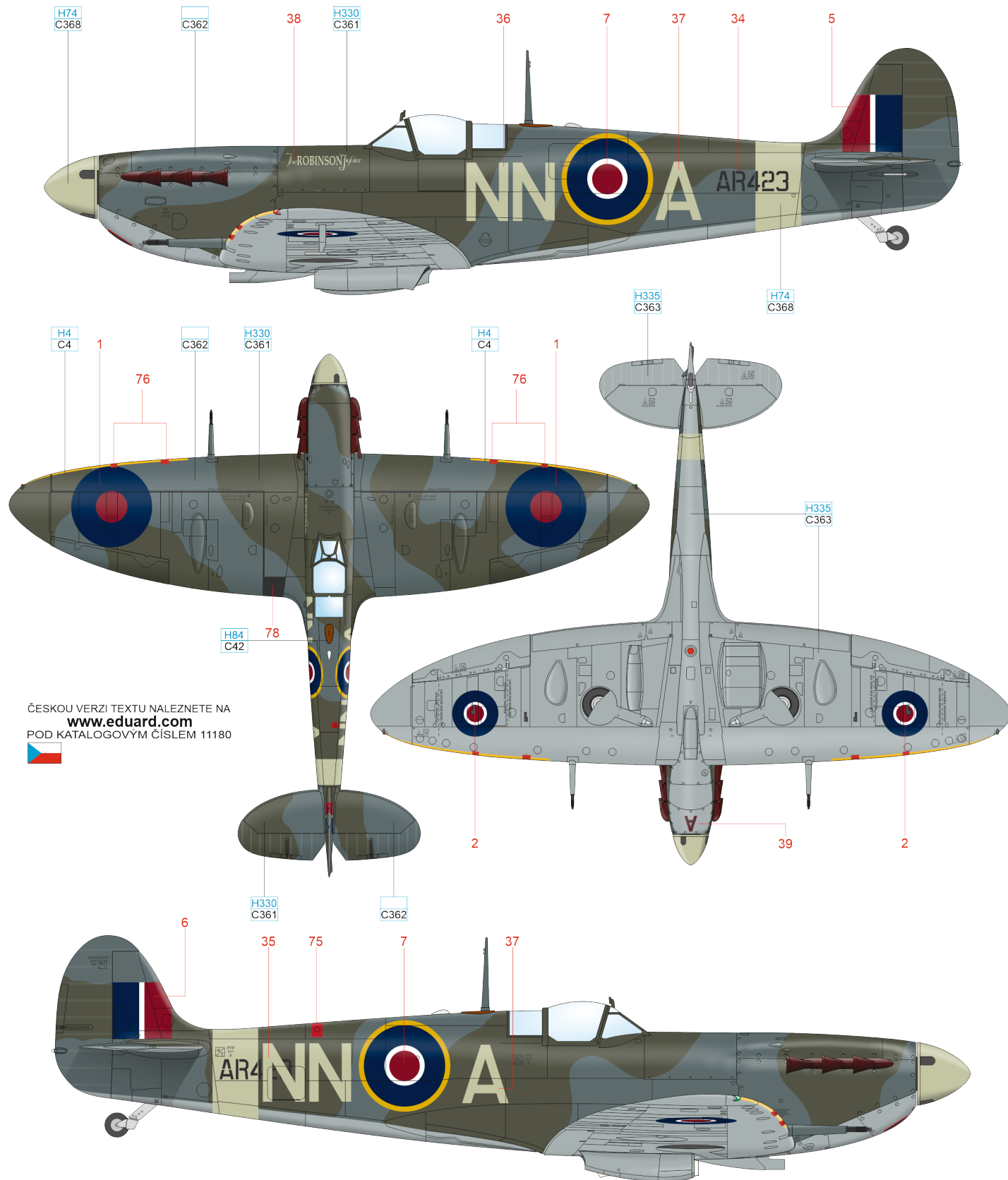
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YELLOW H4 C4 SKY H74 C368 MEDIUM SEA GRAY H335 C363 OCEAN GRAY C362 DARK GREEN H330 C361 MAHOGANY H84 C42

E AR423, F/Lt František Trejtnar, No. 310 Squadron, RAF Ibsley, Hampshire, United Kingdom, September 1943–February 1944

František Trejtnar was born on March 7, 1917. He graduated from the aviation school in Prostějov and became a pilot in the Czechoslovak army. After the occupation of Bohemia and Moravia by Germans in 1939, he went to Poland. In a short time, he went to France, where he was accepted into the Foreign Legion. When the war broke out with the German attack on Gdansk, Poland, on September 1, 1939, he was transferred to the forming Czechoslovak Foreign Army in France and sent to retraining as a pilot. After the fall of France, he left Port Vendres for Gibraltar and from there he sailed to Liverpool aboard Neuralia ship. In the UK he was accepted into the Royal Air Force at the end of July 1940. In early November 1940 he was posted to No. 310 (Czechoslovak) Squadron at Duxford. He fought with the unit throughout his wartime career, during which he scored one Fw 190 shot down and two damaged. On June 23, 1942, during a combat with an Fw 190, František Trejtnar and his opponent went deep into English territory. Czech pilot was shot down during the engagement, had to bail out and broke his leg when he hit the ground on the parachute. The disoriented German pilot, Oblt. Armin Faber, landed his Fw 190 to the amazement of all at the British base at Pembrey. The Britons thus got their hands on a completely undamaged Fw 190A-3, which they subsequently subjected to a series of tests and practice dogfights. František Trejtnar flew the AR423 Spitfire shown here regularly from September 1943 to February 1944 as B Flight Commander of No. 310 Squadron. The tank cover bore the donation inscription The ROBINSON Fighter.



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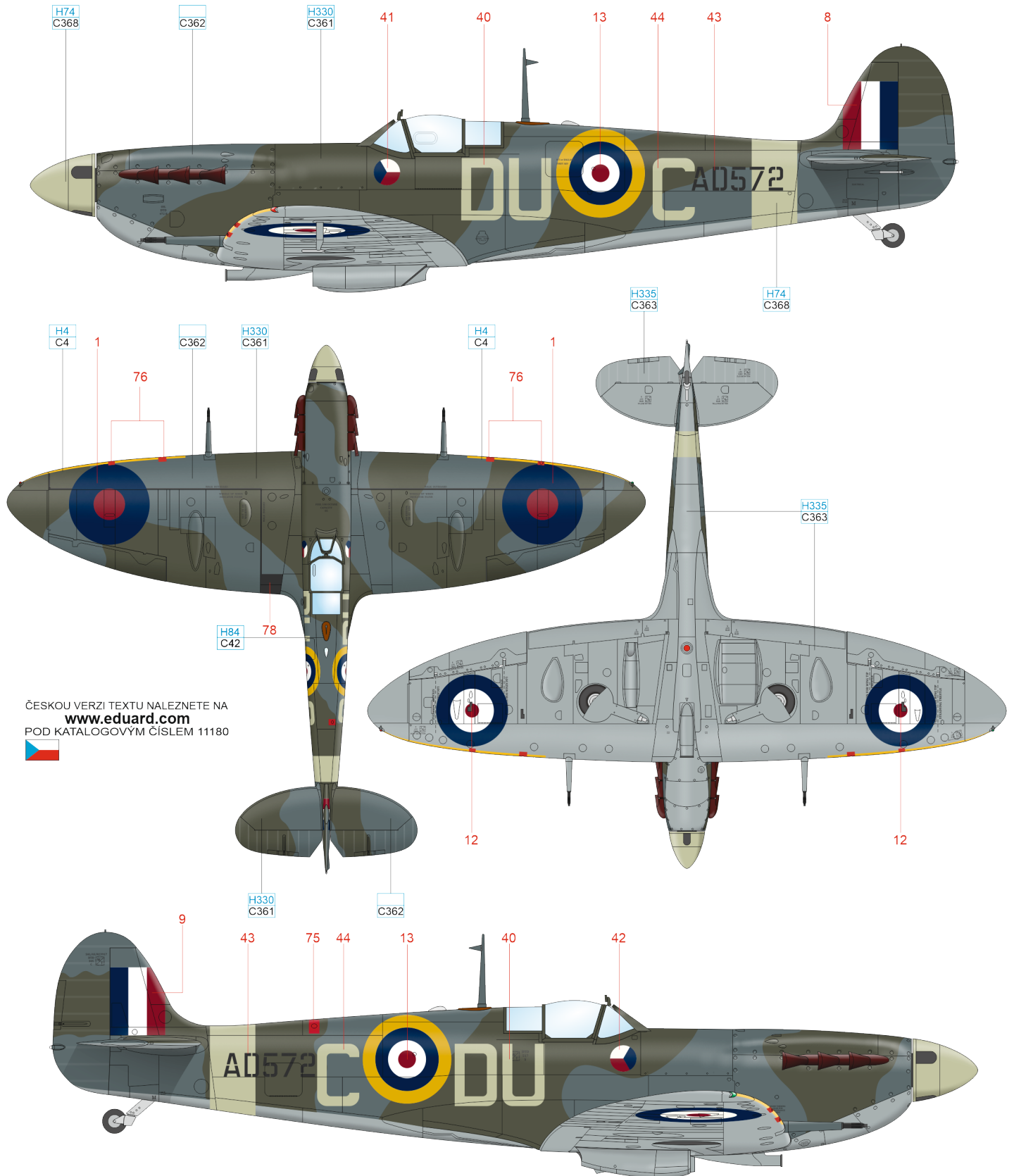


YELLOW H4 C4 SKY H74 C368 MEDIUM SEA GRAY H335 C363 OCEAN GRAY C362 DARK GREEN H330 C361 MAHOGANY H84 C42

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F AD572, F/O František Peřina, No. 312 Squadron, RAF Harrowbeer, Devon, United Kingdom, February-June 1942

František Peřina was the first Czechoslovak fighter pilot, who achieved five confirmed kills and became ace. Born in 1911 in the village of Morkůvky near Břeclav, he left for Poland after the Munich dictate, from where he later headed by ship to France, where he retrained on Curtiss Hawk H-75 fighters. In December 1939 he became one of the first twenty Czechoslovak fighters sent to the Western Front. He was assigned to the famous Groupe de Chasse I/5, where he flew mostly as the wingman of commander of the 1st Escadrille, Capitaine Jean Accart. During the three weeks of the French campaign, he shot down 11 aircraft confirmed and two probably. After the surrender of France, he continued on to the UK via Gibraltar by boat. He was accepted into the RAF at the rank of Pilot Officer and in September 1940 was posted to the recently formed No. 312 (Czechoslovak) Squadron. In its ranks he participated first in the Battle of Britain and later in offensive sweeps over the occupied continent. During these actions he closed his combat score by shooting down an Fw 190. During World War II he was credited with shooting down 12 aircraft confirmed, two probably and one aircraft damaged. After the war he returned to his homeland but was forced to emigrate in 1949 after the Communists took over. He spent several years as a pilot in the British Royal Air Force, later flying in Canada and the USA. He lived in the United States until 1993, when he returned permanently to the Czech Republic. He died on May 6, 2006 at the age of 95. František Peřina flew the Spitfire Mk.Vb AD572 shown here regularly from February to June 1942 and shot down one Fw 190 on June 6, 1942.



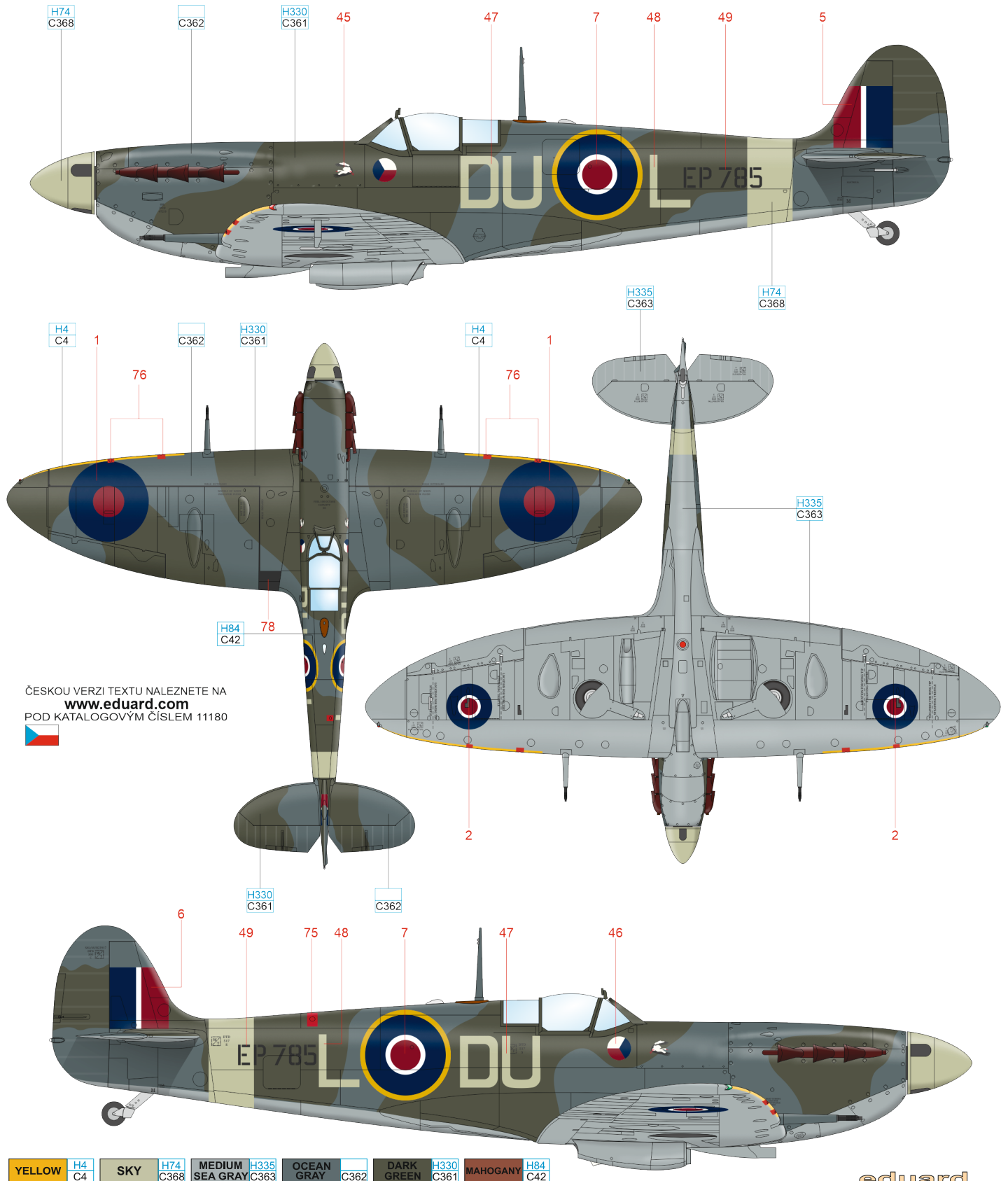
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YELLOW	H4 C4	SKY	H74 C368	MEDIUM SEA GRAY	H335 C363	OCEAN GRAY	C362	DARK GREEN	H330 C361	MAHOGANY	H84 C42
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G EP785, P/O Ladislav Světlík, No. 312 Squadron, RAF Churchstanton, Somerset, United Kingdom, January–April 1943

Pilsen native Ladislav Světlík was born on March 23, 1917. He took advantage of the 1,000 new pilots for the country campaign and learned to fly. Between 1936 and 1937 he completed military training in Prostějov and then served as a fighter pilot. After the German occupation, he went to France via Poland, where he joined the Foreign Legion. After reassignment to the Air Force, he was retrained at Chartres on the Curtiss Hawk H-75 and scored four confirmed and three probable kills in combat against the German Luftwaffe. After the fall of France, he moved to the UK. Here he was assigned to No. 312 (Czechoslovak) Squadron. Despite the amount of combat missions he completed, he scored only one more kill when on May 23, 1944, in his new Spitfire Mk.IXc, he shot down an Fw 190 flown by German ace Lt. Georg Kiefner. After completing his second combat tour in July 1944, he was ferrying Vickers Wellingtons and at the very end of the war he served with No. 147 Squadron as a transport pilot. He returned to Czechoslovakia in August 1945 and served with the Army Transport Group until 1946. He then joined Czechoslovakian Airlines. After February 1948, he became one of the pilots who carried out a coordinated emigration with the use of three transport aircraft. He returned to the UK and rejoined the Royal Air Force. He died on July 27, 2008 in New Zealand. He was promoted in memoriam to the rank of Colonel in 1991. An interesting feature of Spitfire Mk.Vb EP785, which Ladislav Světlík flew regularly in the spring of 1943, is the depiction of the No. 312 Squadron emblem on the tank cover. The emblem is not known to have been drawn on any other Mk.Vb Spitfire serving with the unit.

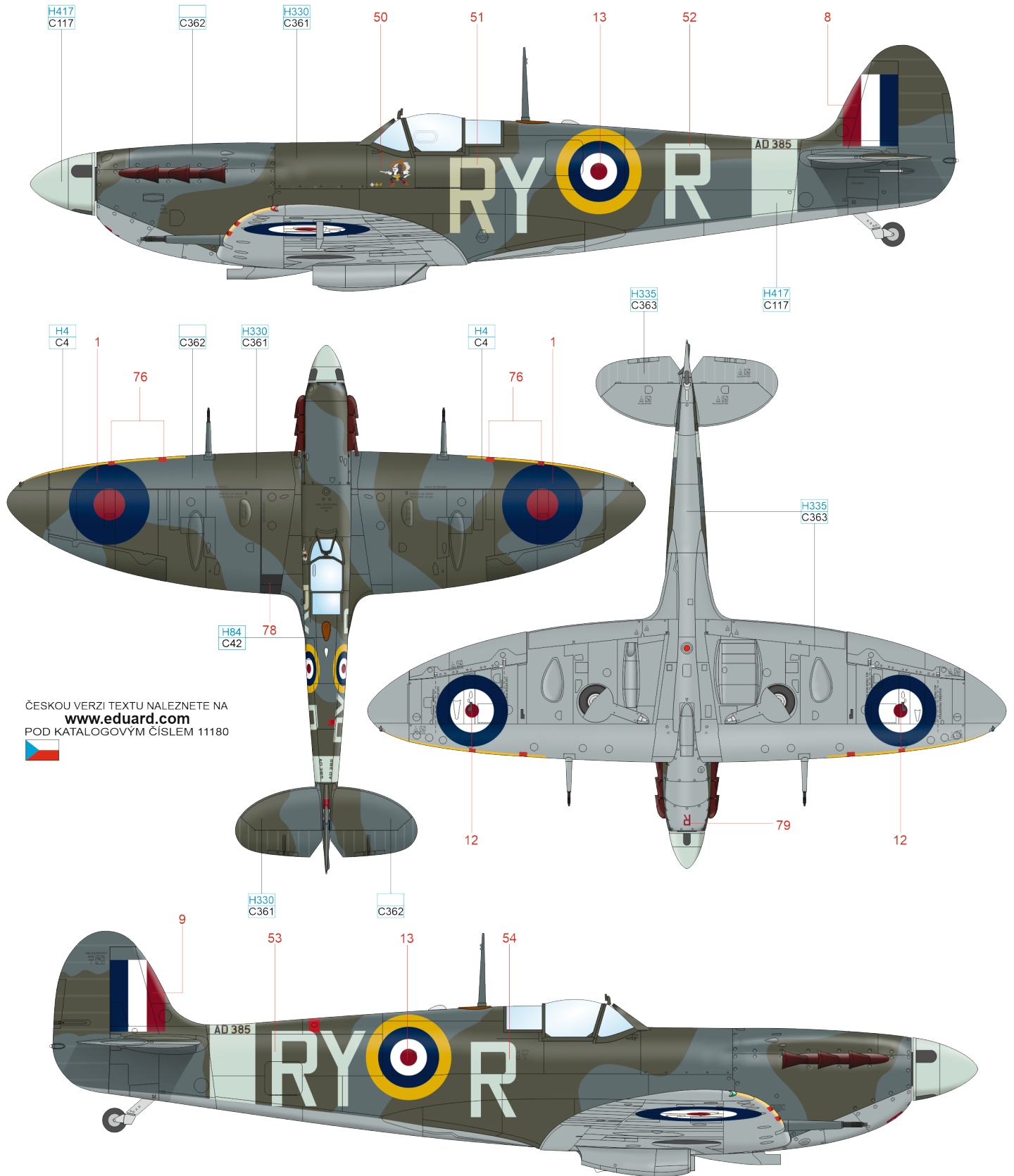


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H AD380, F/O Alois Hochmal, No. 313 Squadron, RAF Hornchurch, Devon, United Kingdom, October 1941–April 1942

Not every pilot who fought in World War II can boast the title of fighter ace, participation in exceptional actions, a significant number of flying hours or high honors. A large number of them achieved, for example, only a third of the aerial victory, or flew their entire war career without recording any combat. And it was with the enormous contribution of hundreds of these unassuming heroes and patriots who did not accept the occupation of their homeland, that Czechoslovakia was liberated during World War II. The aircraft of No. 313 (Czechoslovak) Squadron date from the first half of 1942, when the unit was part of the Hornchurch Wing, famous for its Walt Disney cartoon characters. The author of these drawings was Sgt. Karel Pavlík, a native of Pilsen, who used his original profession as a letter painter to decorate individual Spitfires with drawings under the windshield, as requested by the pilots. The drawing of Robber the kitten was painted by him on Spitfire AD380 RY-R. An interesting feature of this Spitfire's livery are the code letters RY-R. The first letter R was in Sky color and the following letters Y-R in Sky Blue. Also, the stripe in front of the tail surfaces was in Sky Blue. At the top of this was the s/n AD386, with the original Sky color shining through underneath. The aircraft of serial number AD386 never served with No. 313 Squadron, it was probably a misspelling during a previous camouflage repair. The actual serial number of this Spitfire was AD380 and the aircraft served with No. 313 Squadron from October 28, 1941, to April 24, 1942 and was most often flown by F/O A. Hochmal, F/Sgt V. Foglar and Sgt O. Kresta.



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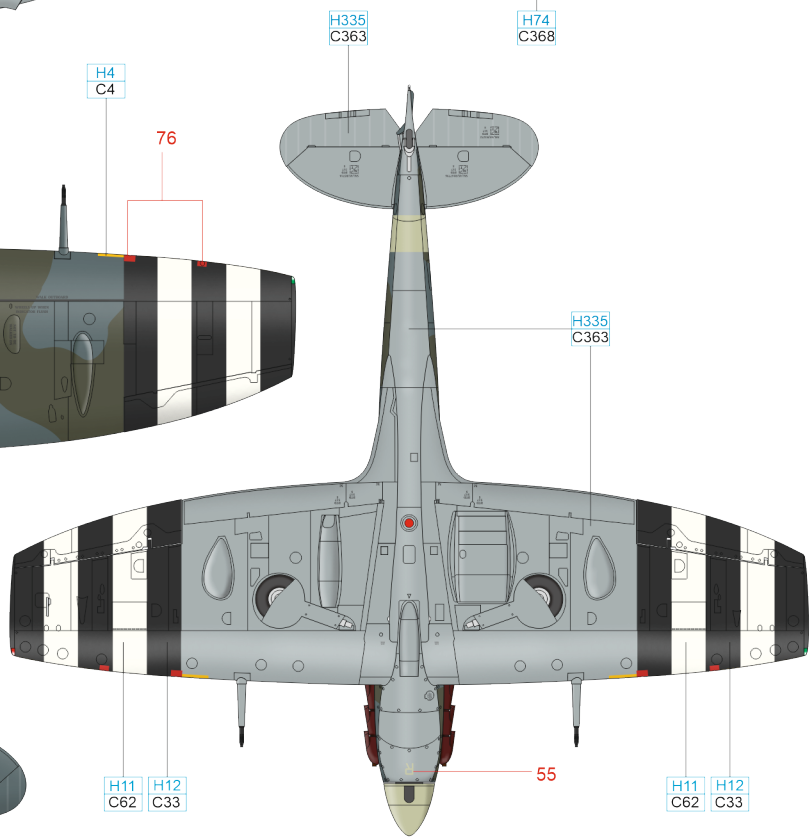
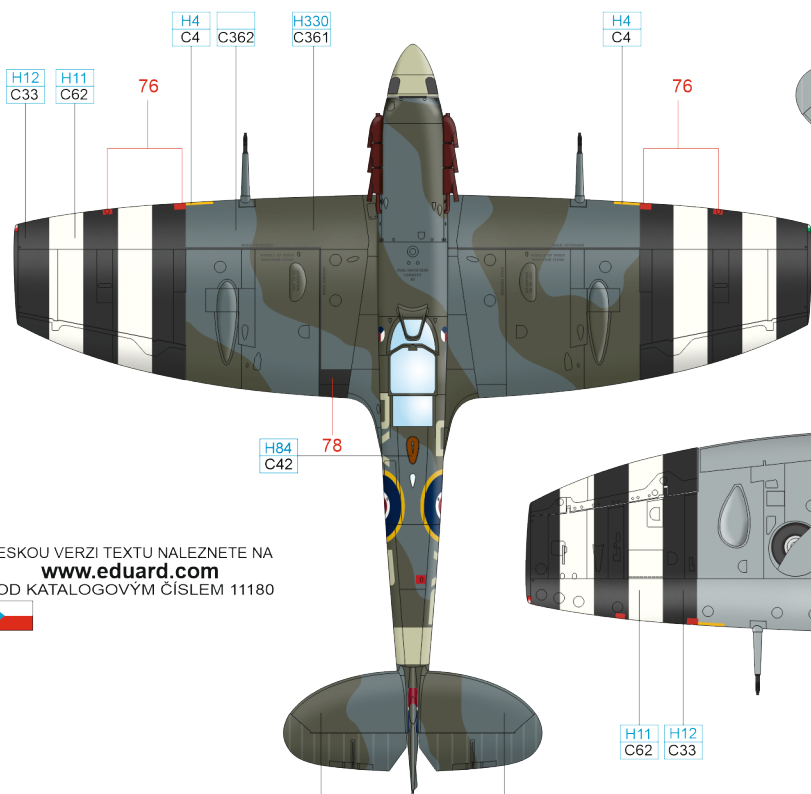
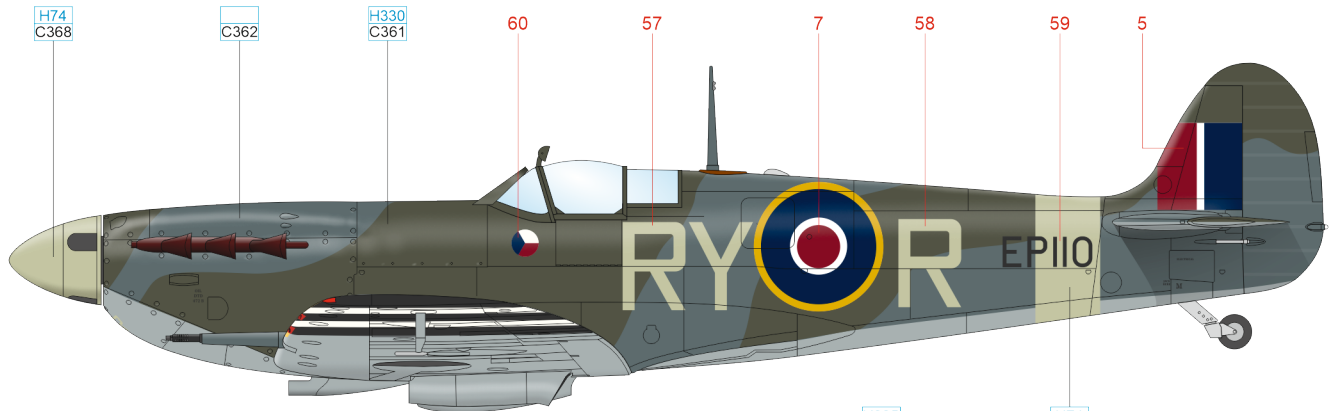


YELLOW	H4 C4	SKY	H417 C117	MEDIUM SEA GRAY	H335 C363	OCEAN GRAY	C362	DARK GREEN	H330 C361	MAHOGANY	H84 C42
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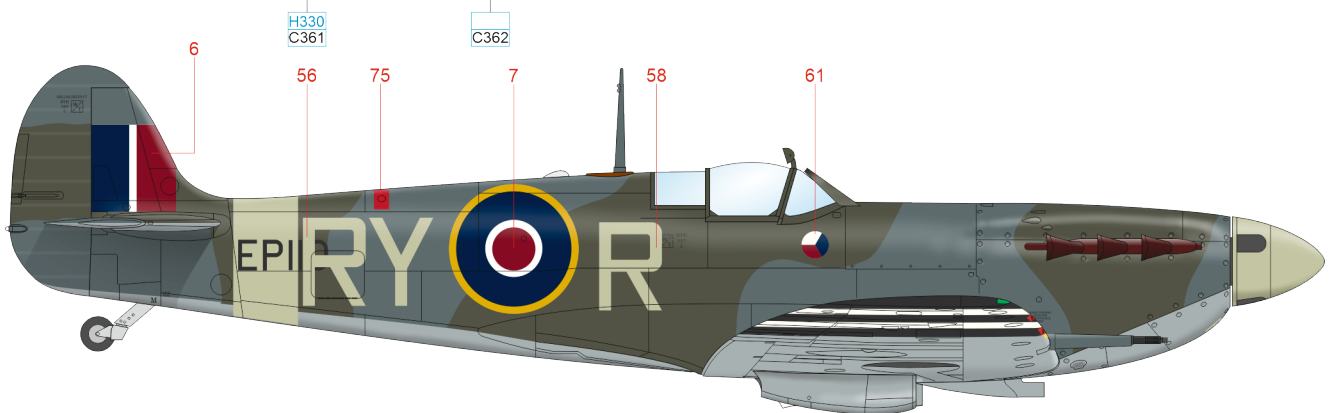
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EP110, F/Lt Otmar Kučera, No. 313 Squadron, RAF Hawkinge, Kent, United Kingdom, August-September 1943

The Spitfire LF Mk.Vb EP110 flown by B Flight Commander of No. 313 Squadron RAF, Otmar Kučera, DFC, had the code RY-R and here is portrayed its appearance during Operation Starkey on September 9, 1943. During this operation, black and white invasion stripes were used for the first time to distinguish own and foreign aircraft. They were also painted on aircraft that were to take part in low-altitude operations that day. But the stripes looked different from the well-known "invasion" ones of the later Normandy landings. No. 313 Squadron moved to Hawkinge Airfield, which was under the command of No. 11 Group, Fighter Air Command, in mid-August 1943 after a recuperation stay and patrolling in the north over the Orkneys. The squadron thus became involved in operational flights of the deceptive Operation Starkey as part of the Hawkinge Wing. During these operations, the unit also scored one air combat victory thanks to its commander S/Ldr Jaroslav Himr.



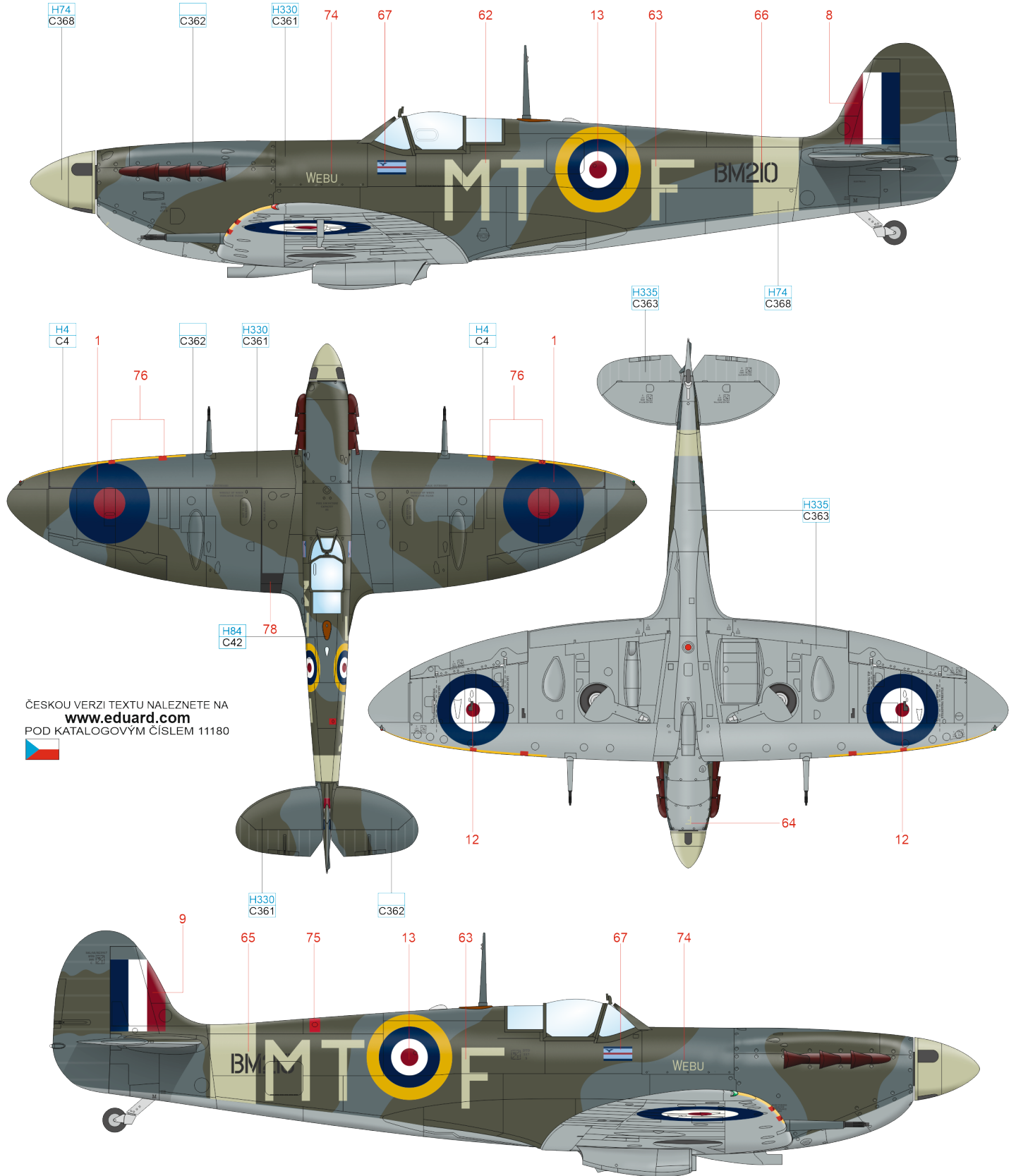
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WHITE	H11 C62
YELLOW	H4 C4
SKY	H74 C368
MEDIUM SEA GRAY	H335 C363
OCEAN GRAY	C362
DARK GREEN	H330 C361
MAHOGANY	H84 C42
BLACK	H12 C33

J BM210, S/Ldr František Fajtl, CO of No. 122 Squadron, RAF Hornchurch, Devon, United Kingdom, May 1942

František Fajtl was born on August 20, 1912, in Donín, Louny district. He graduated from the Military Academy in Hranice and graduated in 1935 as an air force lieutenant. In June 1939 he fled to France via Poland, where he joined Armée de l'Air as a sergeant. He fought in the Bloch MB.152 and Morane-Saulnier MS.406 and when France fell, he retreated to North Africa and from there made his way to England via Gibraltar. In the ranks of No. 1 and No. 17 Squadron he took part in the Battle of Britain. In 1941 he became commander of No. 313 Squadron, and a year later he became the first Czechoslovak to take command of an English squadron, namely No. 122 (City of Bombay) Squadron. Already on May 5, 1942, he was shot down over France and made an emergency landing in the occupied territory. In dramatic circumstances, he made it across France and the Pyrenees to Spain, where he was captured and imprisoned in the Miranda concentration camp. On his release he returned to England, was promoted to the rank of Wing Commander and, at his own request, returned to combat as CO of No. 313 Squadron. In January 1944 he was appointed commander of a group of pilots who went to the Soviet Union. After retraining as a La-5FN, he led the 1st Czechoslovak Independent Fighter Regiment in the USSR. Like other pilots fighting on the Western Front, he was discharged from the army after the war and imprisoned. Afterwards he worked as a labourer and as a clerk. He was not fully rehabilitated until the fall of communism. He died at the age of 94. In all, he shot down four enemy planes during his wartime career, certainly, and damaged two.

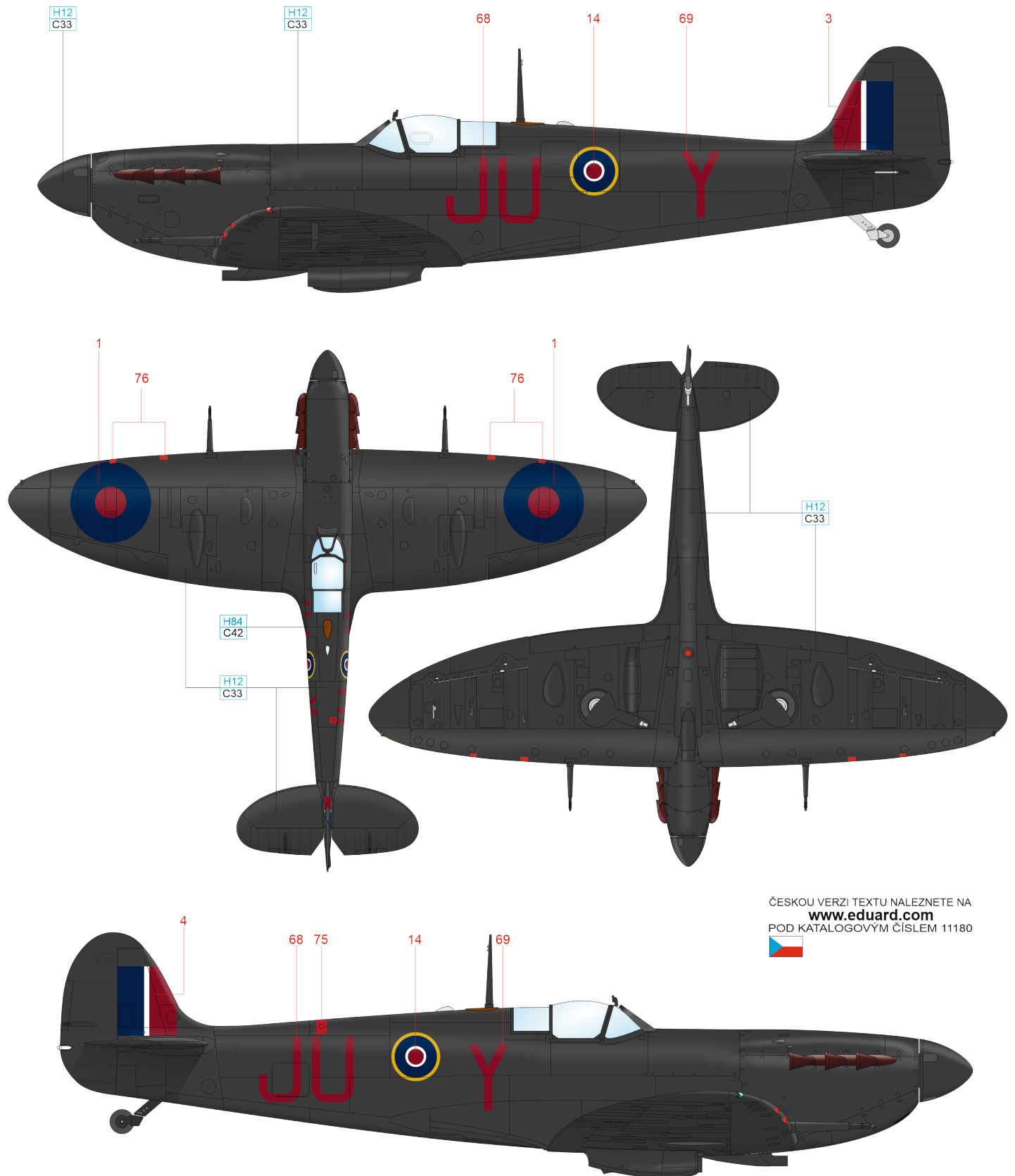


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YELLOW H4 C4 SKY H74 C368 MEDIUM SEA GRAY H330 C363 OCEAN GRAY C362 DARK GREEN H330 C361 MAHOGANY H84 C42

K R7192, P/O Josef Příhoda, No. 111 Squadron, RAF Debden, Essex, United Kingdom, February 1942

Josef Příhoda trained as a mechanic, but in 1935 he volunteered for the air force. Gradually, he completed pilot training and a fighter course at Aviation Regiment 4 in Hradec Králové. After the occupation of the country on March 15, 1939, he got to France via Poland, but with the necessary Foreign Legion entry. During September, finally, he was accepted into the Armée de l'Air and training began. However, both the designated ERC 571 and the GC III/4, located in North Africa, had obsolete aircraft and did not get into action. The fall of France meant evacuation to the UK, where Josef Příhoda joined the Royal Air Force Volunteer Reserve. Rated Sergeant he retrained on Hurricanes and in October 1940 joined No. 1 Squadron, with which he intervened in the crucial Battle of Britain. This was followed by night operations and offensive actions over occupied Europe. In late September 1941 he transferred to No. 111 Squadron flying with Spitfires. In mid-April 1942, already with a reputation as a very experienced pilot, he joined No. 313 Squadron. On October 23, he received the DFC Distinguished Flying Cross for outstanding combat action, including five confirmed and two probable kills. He took part in many actions over enemy territory and was killed in Operation Ramrod 56, which targeted the Brest submarine base. His Spitfire crashed in the sea. The Spitfires of No. 111 Squadron, with which Příhoda flew in late 1941-1942, wore night livery at the time with a new modified C1 emblem on the fuselage in a reduced form. With this livery Spitfire R7192, JU-Y, Příhoda shot down one Bf 109 and damaged another on February 12, 1942.



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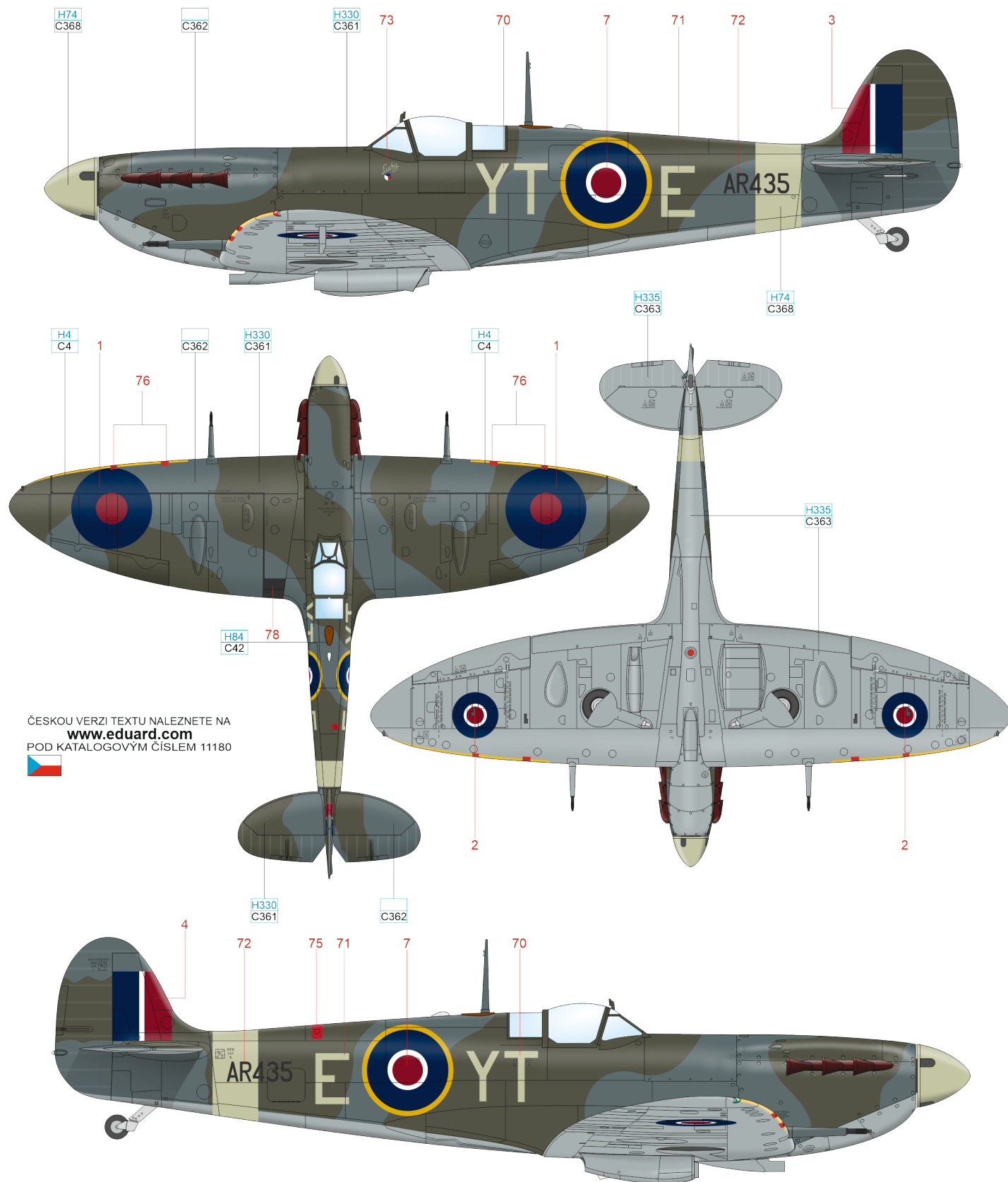


BLACK H12 C33 MAHOGANY H84 C42

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L AR435, Sgt. František Loucký, No. 65 Squadron, RAF Gravesend, Kent, United Kingdom, July 1942

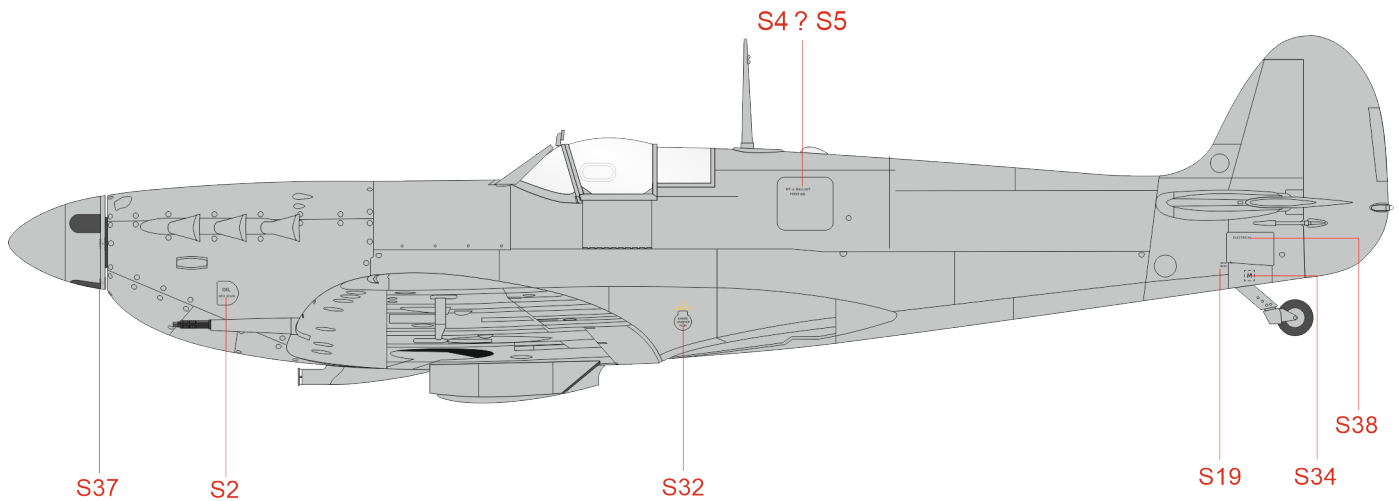
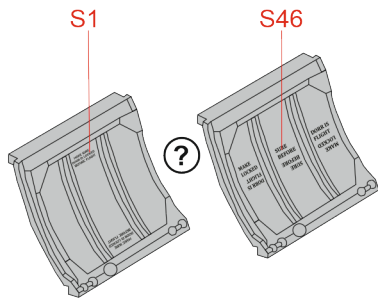
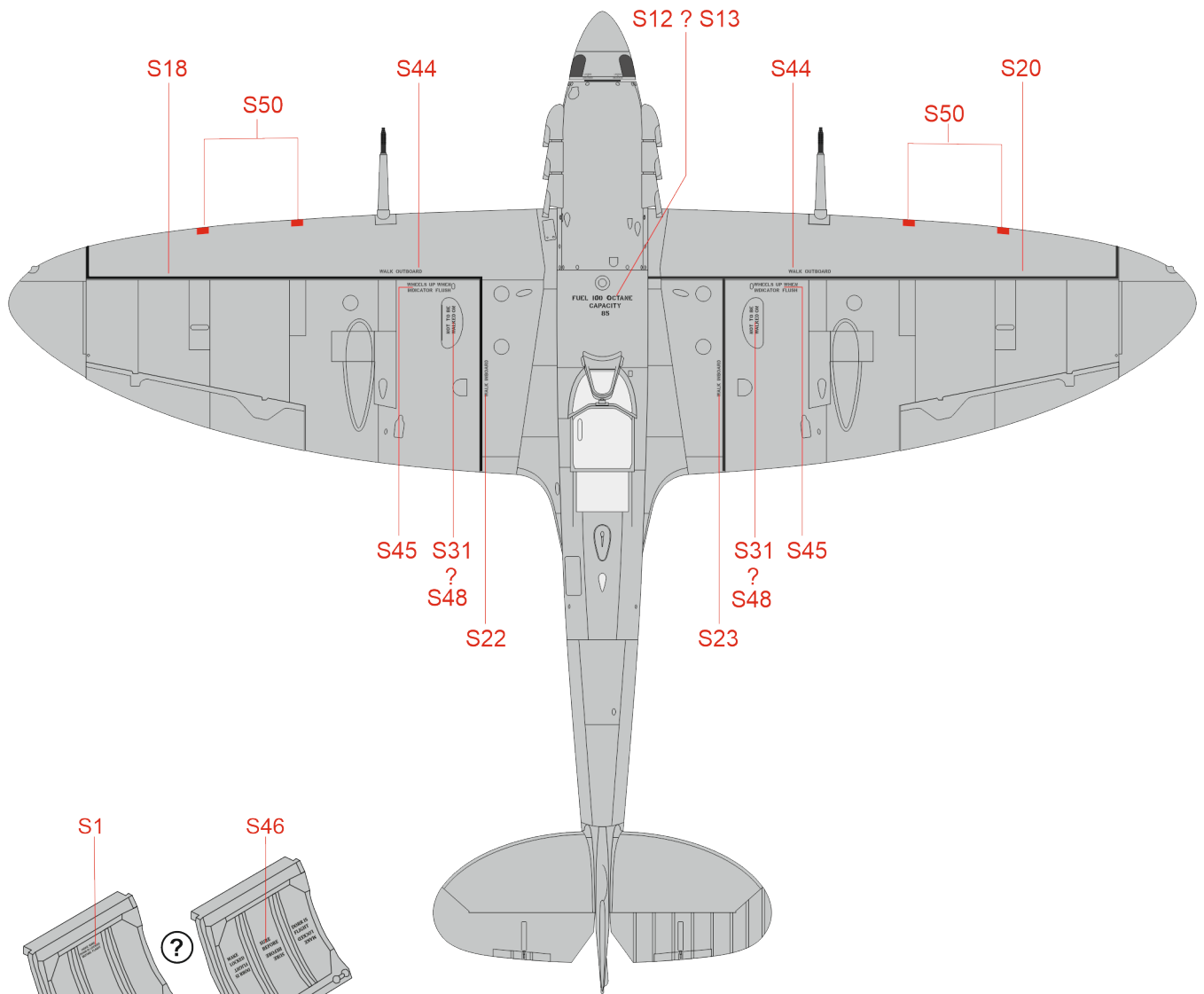
František Loucký began his combat activity within the RAF on September 17, 1941, with No. 65 (East India) Squadron flying Spitfires Mk.Vb. František Loucký flew, among others, Spitfires codenamed YT-E. The first one was serial number W3456, the second AB133 and the third AR435. The AB133 and AR435 Spitfires bore Loucký's nickname Lucky painted under the windshield, while the AR435 was accompanied by a small Czechoslovak insignia. In June 1942, Loucký was transferred to Czechoslovak No. 312 Squadron. There he flew missions against targets in occupied Western Europe, participated in air cover of bombers, attacks against ships, etc. In the autumn of 1943, he volunteered for the Czechoslovak fighter unit in the USSR. This 1st Fighter Aviation Regiment was sent to help the Slovak National uprising on September 17, 1944. During the SNP battles, he was severely wounded by enemy anti-aircraft fire while attacking German tanks near Ružomberok and was airlifted to the USSR for treatment. He returned to the 1st Czechoslovak Fighter Aviation Regiment after his recovery on November 23, 1944 and on December 7, 1944 he was transferred to the newly formed 2nd Czechoslovak Fighter Aviation Regiment, where he served in training as a gunnery officer of the unit and also flew to Prague-Letňany Airport on May 16, 1945. Due to persistent difficulties resulting from war injuries, he was discharged from active military service on June 29, 1946. In 1947 he published a book "I Stayed Alone". After his death, his book about the fallen airmen of the Czechoslovak Foreign Resistance "Many Did Not Fly", was published.



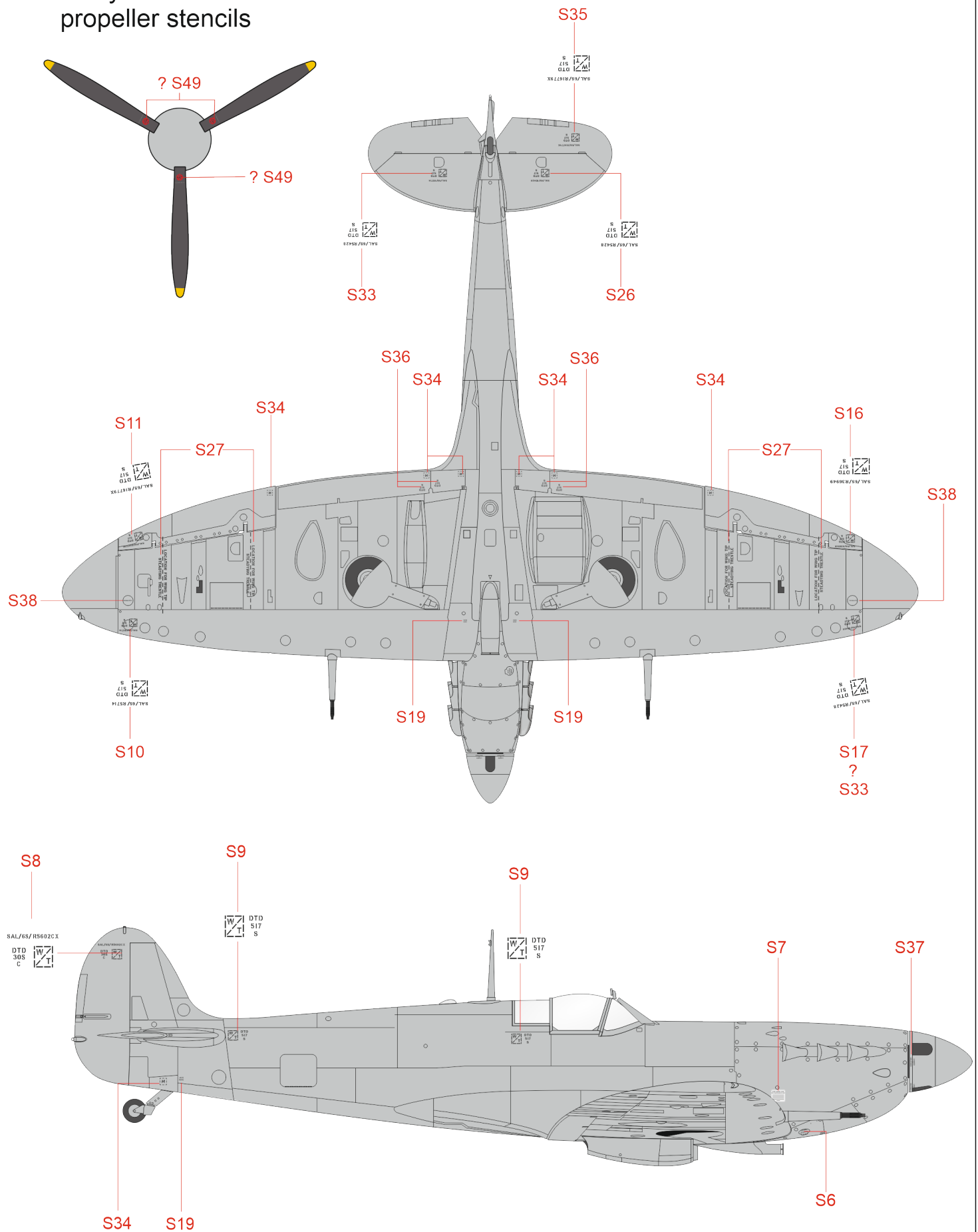
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YELLOW	H4 C4	SKY	H74 C368	MEDIUM SEA GRAY	H335 C363	OCEAN GRAY	C362	DARK GREEN	H330 C361	MAHOGANY	H84 C42
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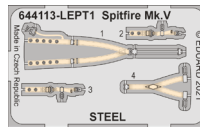
see you references for
propeller stencils



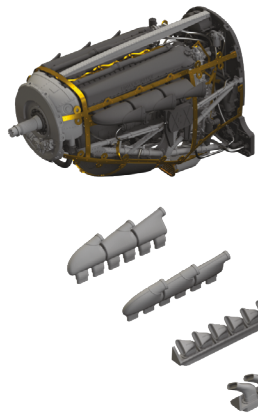
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Spitfire Mk.Vb 1/48

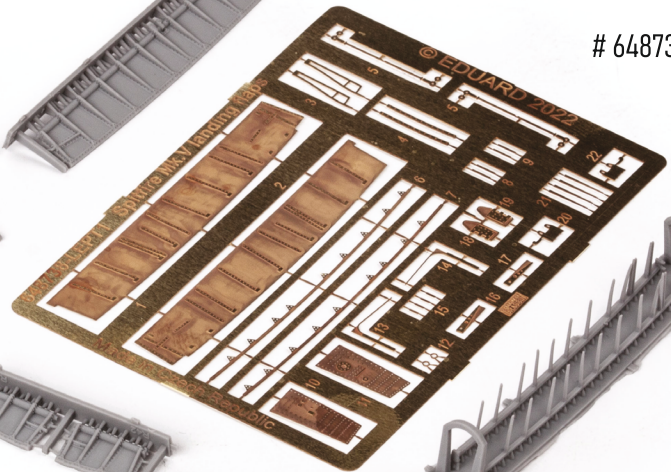
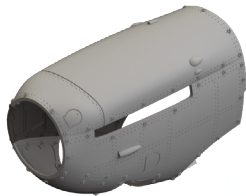
- FE1207 Spitfire Mk.V seatbelts STEEL (PE-Set)
- 644113 Spitfire Mk.V LööK (Brassin)
- 648640 Spitfire Mk.V engine (Brassin)
- 648663 Spitfire Mk.V cockpit (Brassin)
- 648664 Spitfire Mk.V wheels (Brassin)
- 648668 Spitfire Mk.V three-stacks exhausts fishtail (Brassin)
- 648738 Spitfire Mk.V landing flaps PRINT (Brassin)
- 3DL48031 Spitfire Mk.V SPACE (3D Decal Set)
- D48088 Spitfire Mk.V stencils (Decal Set)
- D48101 Spitfire Mk.V national insignia (Decal Set)
- EX914 Spitfire Mk.V TFace (Mask)



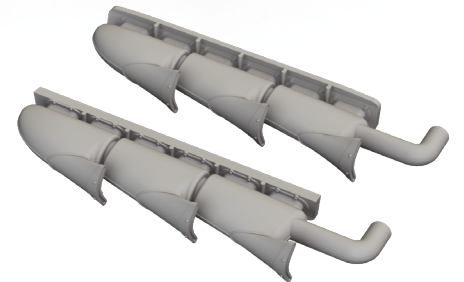
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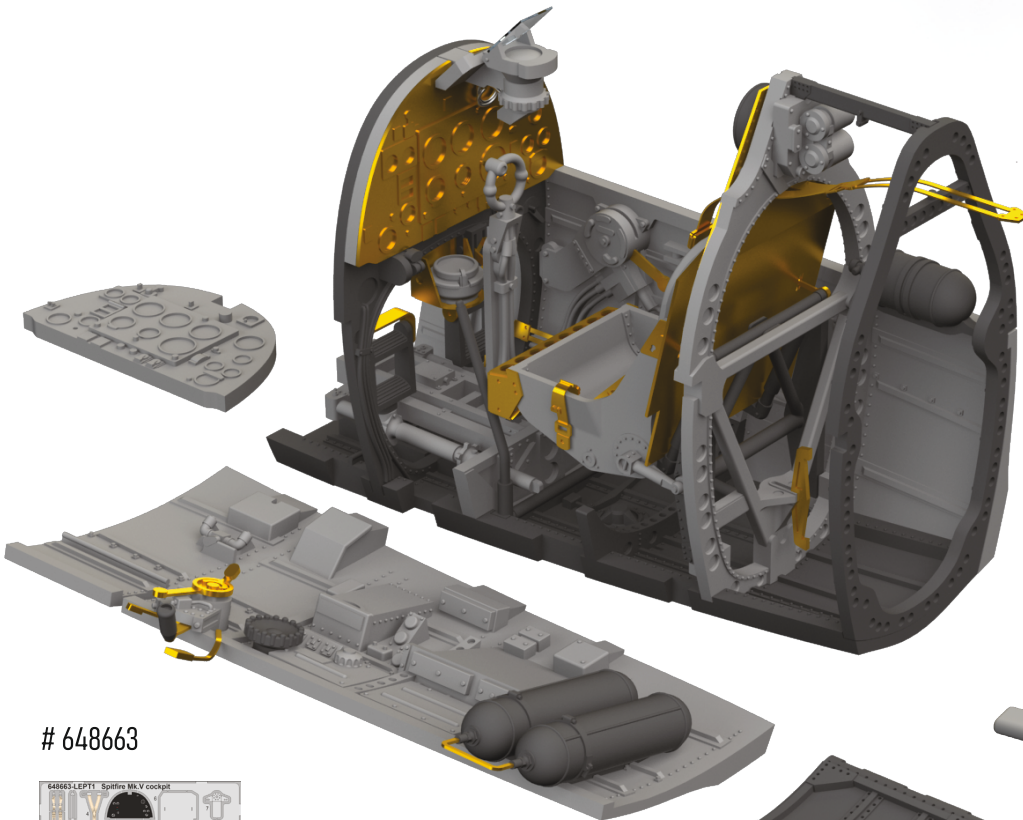
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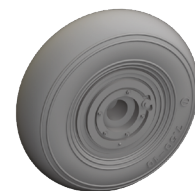
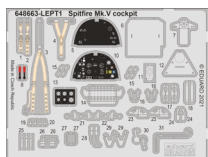
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