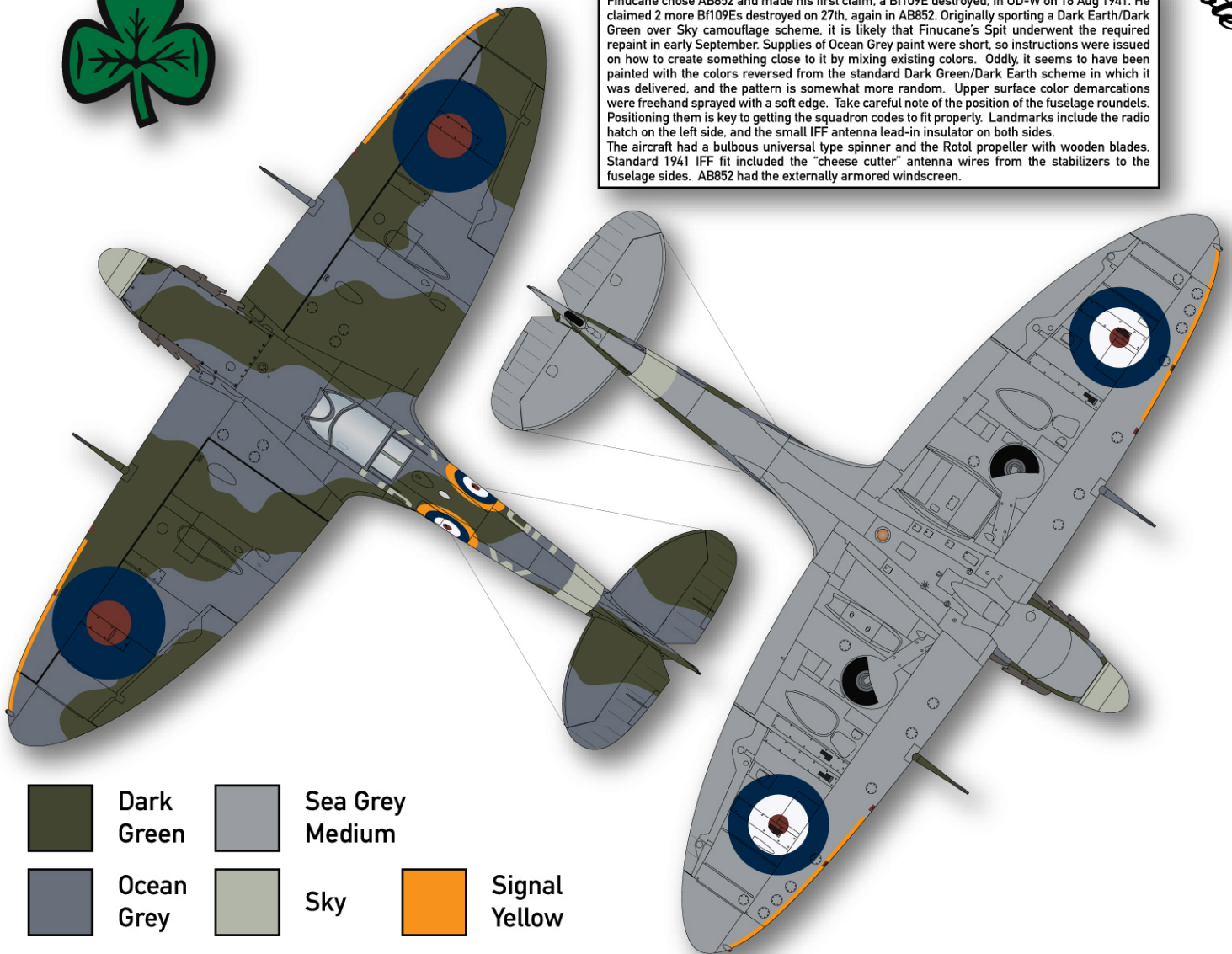





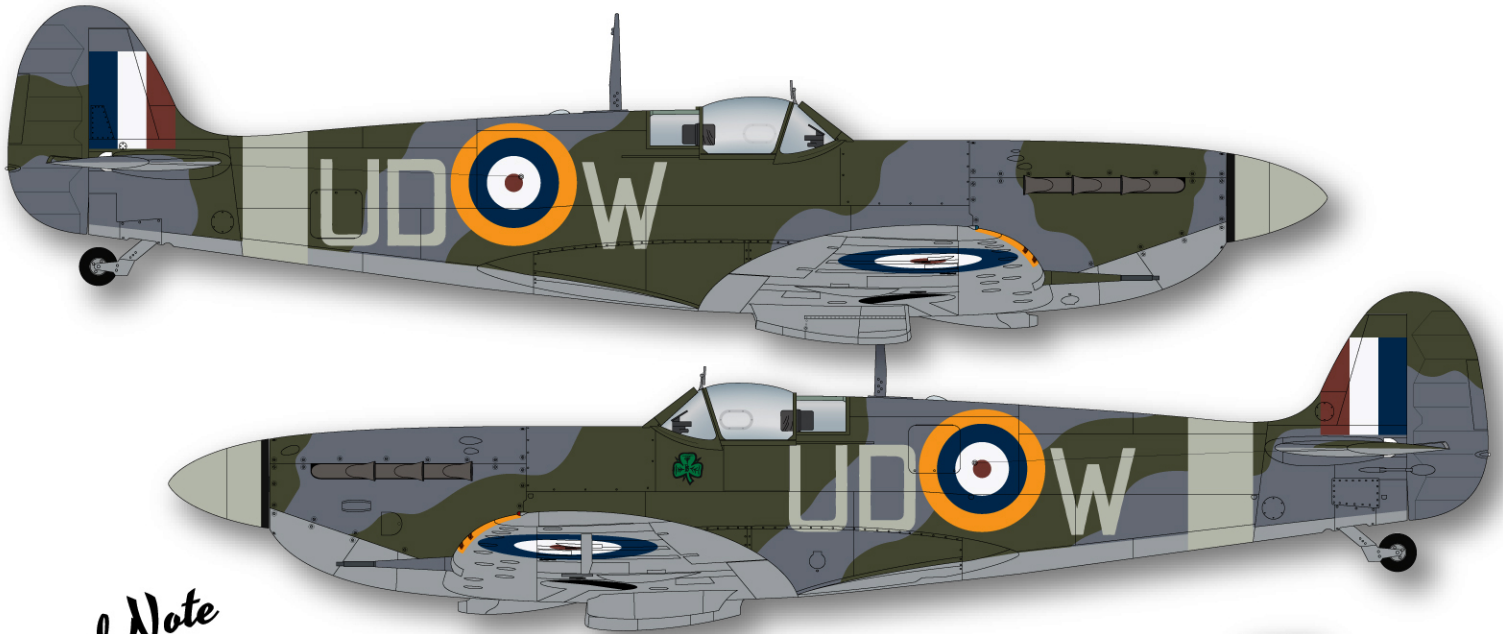


Detail Note

During the summer of 1941 452 Squadron RAAF traded in their Mk.II Spitfires for Mk.Vb's. Finucane chose AB852 and made his first claim, a Bf109E destroyed, in UD-W on 16 Aug 1941. He claimed 2 more Bf109Es destroyed on 27th, again in AB852. Originally sporting a Dark Earth/Dark Green over Sky camouflage scheme, it is likely that Finucane's Spit underwent the required repaint in early September. Supplies of Ocean Grey paint were short, so instructions were issued on how to create something close to it by mixing existing colors. Oddly, it seems to have been painted with the colors reversed from the standard Dark Green/Dark Earth scheme in which it was delivered, and the pattern is somewhat more random. Upper surface color demarcations were freehand sprayed with a soft edge. Take careful note of the position of the fuselage roundels. Positioning them is key to getting the squadron codes to fit properly. Landmarks include the radio hatch on the left side, and the small IFF antenna lead-in insulator on both sides. The aircraft had a bulbous universal type spinner and the Rotol propeller with wooden blades. Standard 1941 IFF fit included the "cheese cutter" antenna wires from the stabilizers to the fuselage sides. AB852 had the externally armored windscreen.



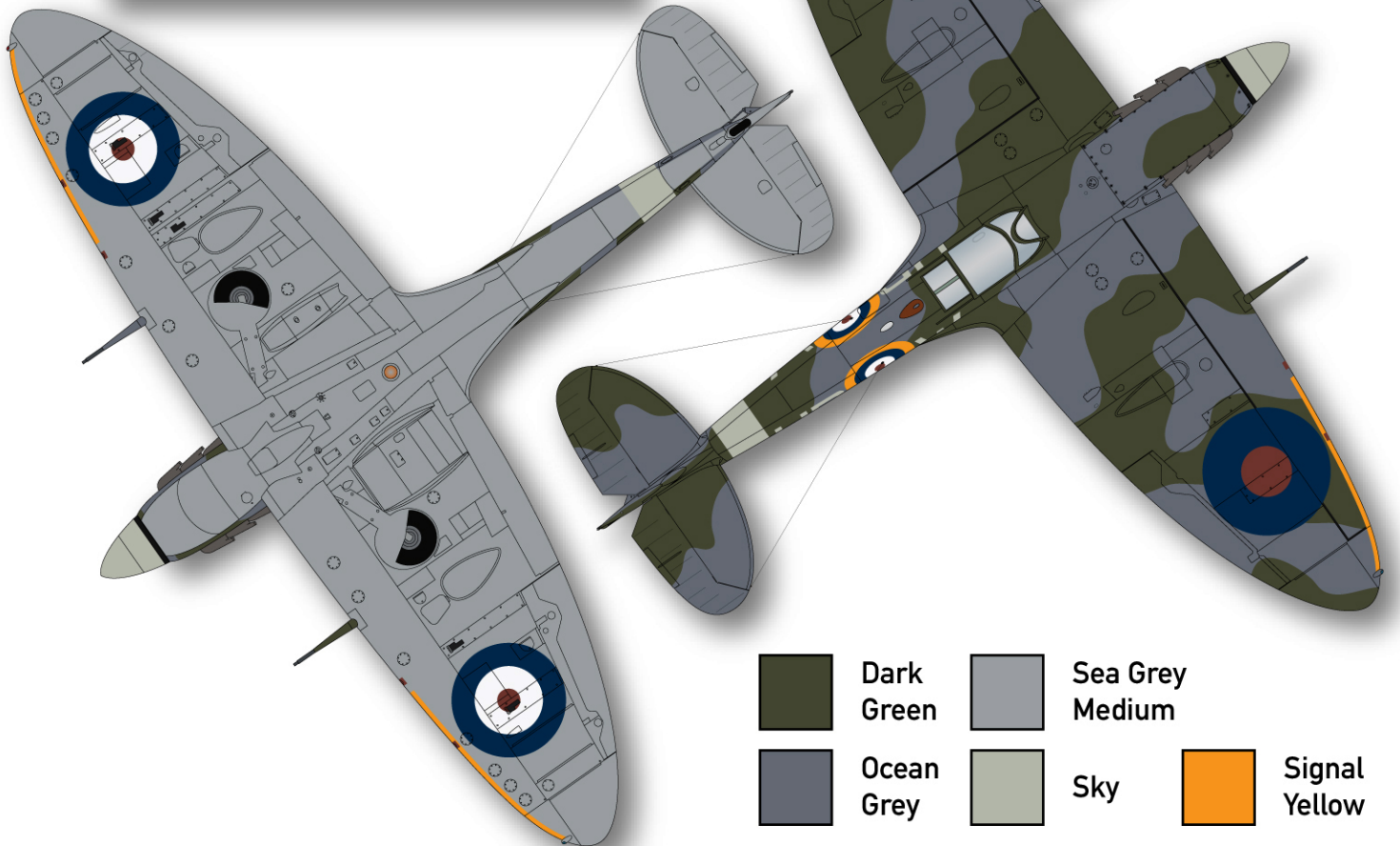
- | | | | | | |
|---|------------|---|-----------------|---|---------------|
|  | Dark Green |  | Sea Grey Medium | | |
|  | Ocean Grey |  | Sky |  | Signal Yellow |








Detail Note

Finucane's second Spitfire Vb was AB972, also coded UD-W. His first claims in AB972 were one Bf109F destroyed and one damaged on 2 Oct 1941. This aircraft carried a more standard day fighter camouflage scheme with a harder edged camouflage pattern on the upper surfaces, probably indicating it was applied at a Maintenance Unit. Note the black base plate on the Sky spinner. The 18" Sky aft fuselage band was applied in the standard position. Take careful note of the position of the fuselage roundels. Positioning them is key to getting the squadron codes to fit properly. Landmarks include the radio hatch on the left side, and the small IFF antenna lead-in insulator on both sides.

This aircraft appears to have had the later, more elongated spinner and the RotoL wooden-bladed propeller associated with the Mk.V series. Standard in 1941 was the IFF fit, consisting of the "cheese cutter" antenna wires from the stabilizers to the fuselage sides. It also carried the externally armored windscreen.



	Dark Green		Sea Grey Medium
	Ocean Grey		Sky
			Signal Yellow

Brendan Eamonn Fergus "Paddy" Finucane was one of the RAF's highest scoring aces. In addition to kills obtained during the Battle of Britain, Finucane scored 17 victories during his tenure with 452 Squadron between July and October of 1941 (when he turned 21). He became the youngest Wing Commander in RAF history before his untimely death during a "dicing" mission over France in early 1942.

There has been much confusion over the appearance of Paddy Finucane's Spitfire Mk.Vb's that he flew while assigned to No. 452 Squadron during 1941 and early 1942. We admit to having been as bamboozled as everyone else when we started this project, so as usual, we ditched everything we "knew" about Paddy's aircraft and started with

fresh eyes, looking at the available photographic and other relevant historical evidence as if for the first time. What we found surprised even us, and this decal sheet is the result.

Finucane flew two different Mk.Vb's during his tenure with 452 Squadron. The first, AB852, is probably the more well known of the two, with its characteristic bulbous propeller spinner and the very odd slanted Sky fuselage ID band. But even this well documented aircraft turned out not to be quite as simple as it seemed. We have also included markings for his second Mk.V, AB972, which he used for several kills.

We hope you'll enjoy building these two historic Spits as much as we have enjoyed researching and learning about them and their amazing pilot, Paddy Finucane.



Finucane exits AB852 after shooting down three Bf109Fs on 20 Sep 1941. Points to note are the larger, more simplified shamrock lacking the "BF" monogram of the one applied to AB972. Also note the position of the "UD" codes. There is about 1.5" (3.8 cm) between the aft edge of the cockpit hatch and the lettering, and the top edge of the "U" is even with the bottom edge of the sliding hood. Finucane shot down two more Bf109Fs while flying AB852 the very next day.

Finucane and some of his mates from 452 Squadron posing in front of his second Mk.Vb, AB972. Points to note are the Rotol prop, the smaller shamrock, and the position of the roundel with reference to the radio hatch and IFF antenna insulator. This aircraft carries the standard Spitfire camouflage pattern.



The ruggedly handsome Paddy Finucane sitting in the cockpit of AB792 on 13 Oct 1941, when he claimed two Bf109Fs destroyed. Finucane had destroyed another Bf109F the day before while flying AB792. Note the position of the squadron codes: the "U" is nestled up against the aft edge of the cockpit hatch, even with the lower edge of the sliding hood. Also note the uneven edges and curves of the hand painted letters. We have faithfully reproduced this on the decal.