

RYN-up

Decals

Pick
Your
NoseART



PYND48008

NEW!



Spitfire IXc
Lt Col Gustav Lundquist
Flight Test Section
Wright Field, 1944



Spitfire LF.Vb
401 Squadron, RCAF

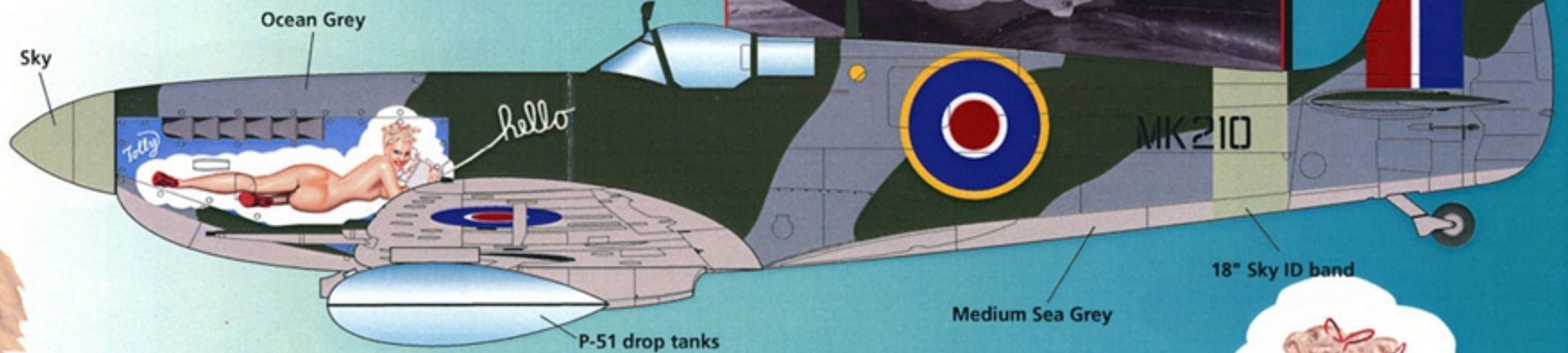


FOR ADVANCED MODELERS ONLY

LIMITED EDITION
OF 300!

Girls who Spit(fires)

Spitfire IXc Lt. Col. Gustav Lundquist
USAAF Flight Test Section
Bluie West 8 & Boscombe Down
Spring 1944
MK210



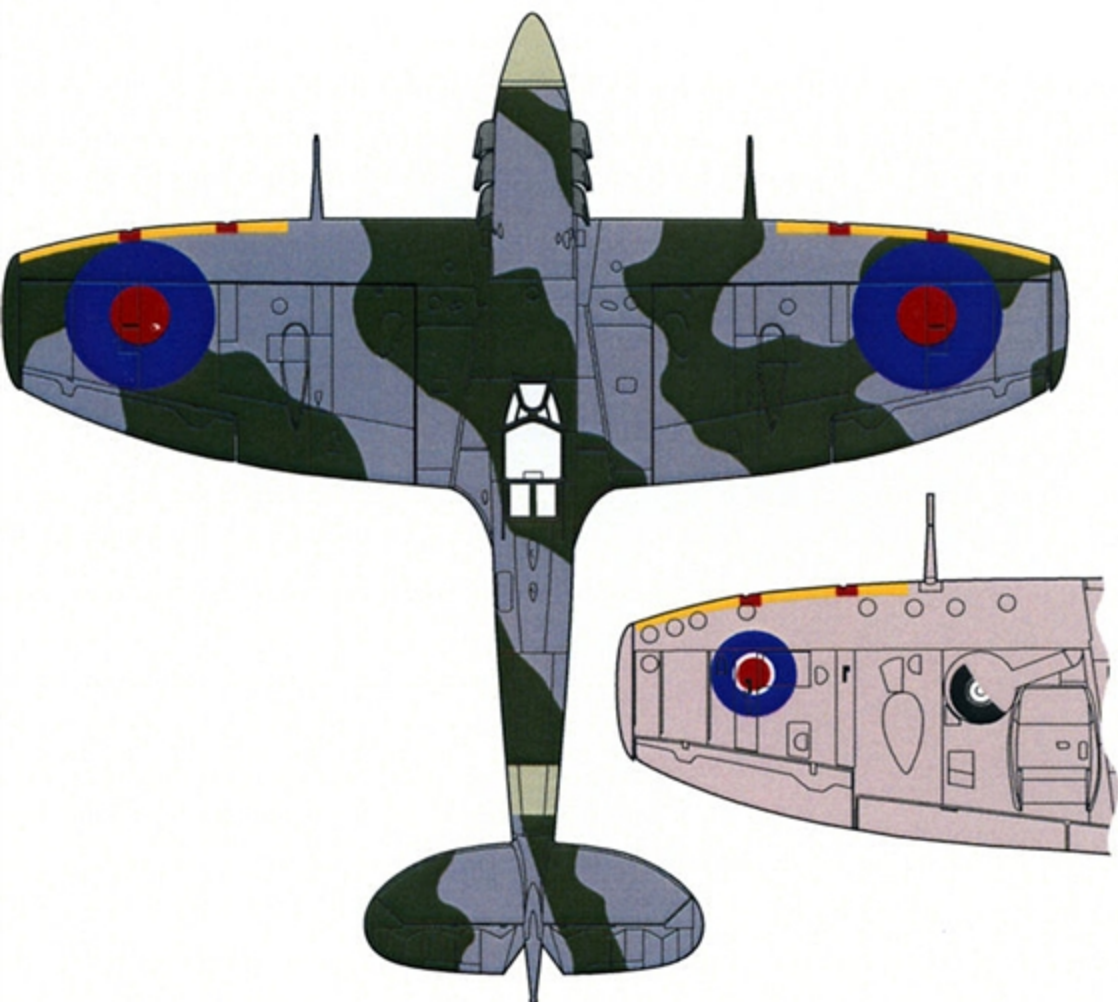
Note: female figure painted on the aircraft differed in many respects from the chalked outline



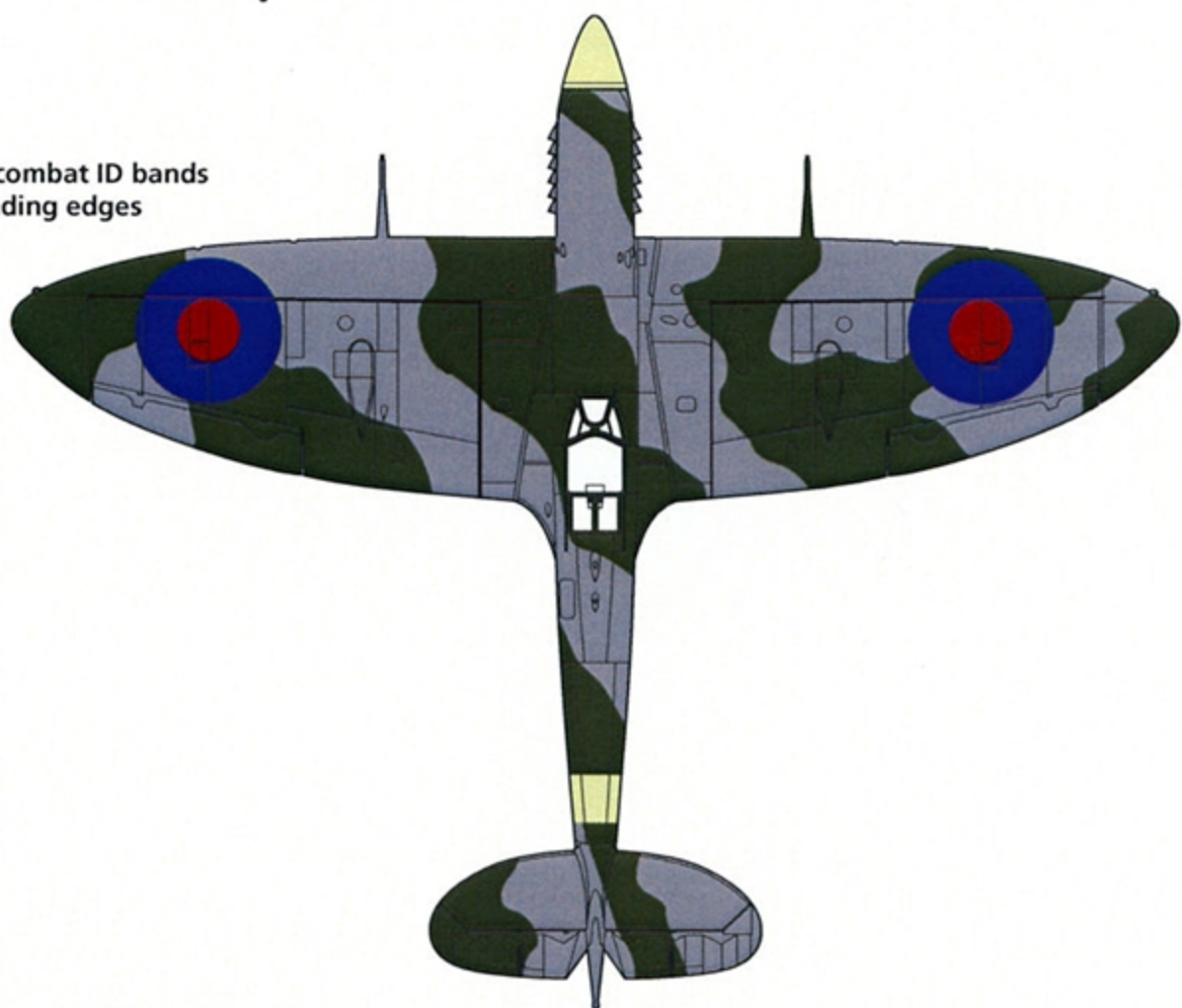
Spitfire LF.Vb F/O Jack Sheppard
EN921
RAF Biggin Hill
July-October, 1943
401 Sq, RCAF



Note non-standard camouflage demarcation



No yellow combat ID bands
on leading edges



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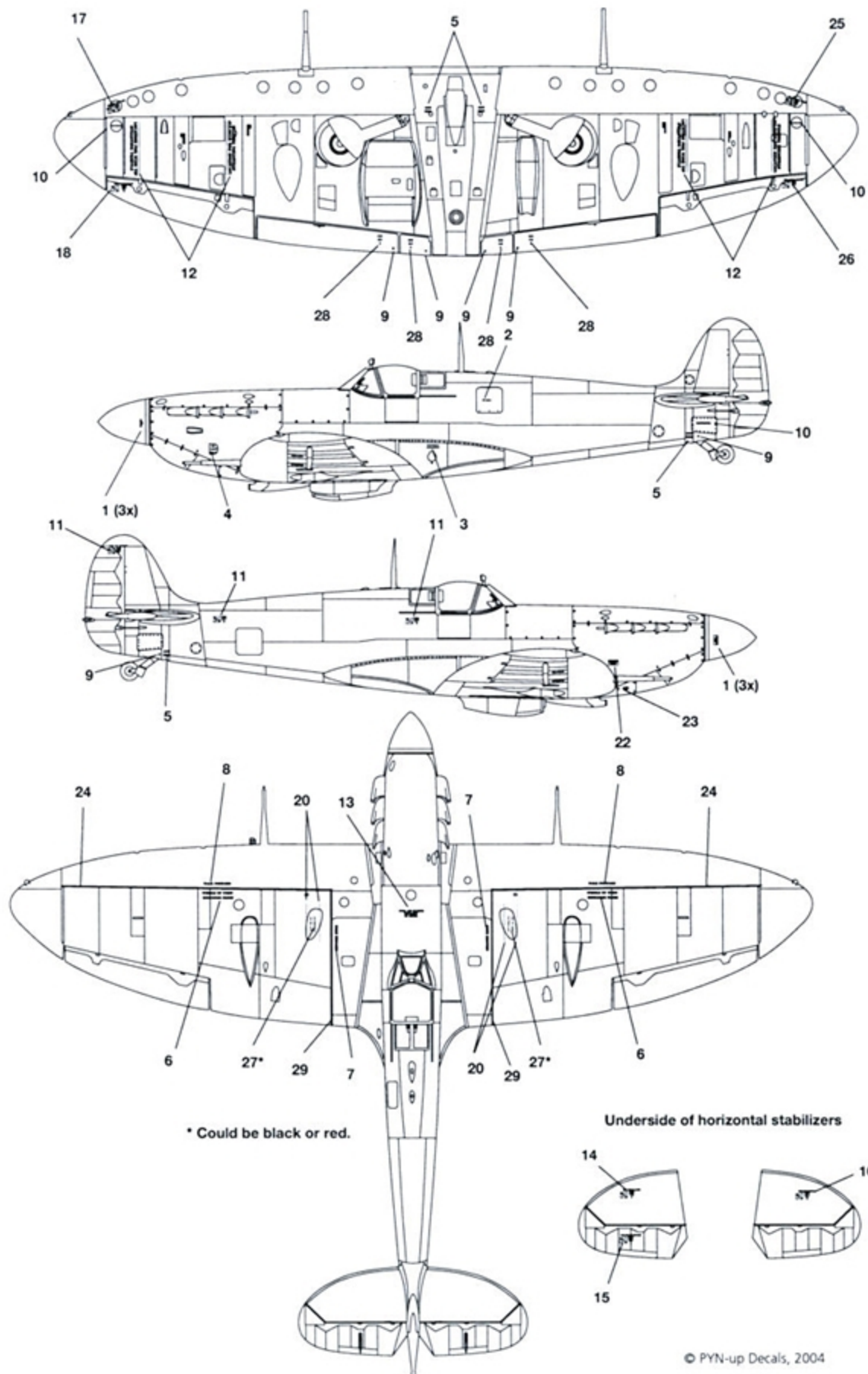
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Tolly/Hello

- This Spitfire was sent to the Army Air Force test and design center at Wright Field, Ohio, to see if the range of the Spitfire could be significantly extended. The AAF added considerable additional internal fuel tankage and provisions for large external fuel tanks to be carried on the wing bomb racks. They were successful in increasing the operational range of the Spitfire by a considerable margin.
- Note the additional fuel filler cap directly behind the canopy. Scribe the shape in your model and paint the cap yellow.
- Since this was not a combat airframe, no yellow wing leading edge ID bands were applied.
- We have photos of this aircraft carrying silver P-51 style external drop tanks. Since the flight from Wright Field to England was intended to demonstrate the additional range of the plane, it's likely the tanks were fitted for this flight.
- In the Spring of 1944 tests were completed in the US and Lt Col Gus Lundquist, Chief Test Pilot in the Flight Test Section, was tasked to return the Spitfire to England via Greenland, Iceland, and Scotland. However, when he reached the Bluie West 8 airfield in Greenland (now known as Thule Air Base) he had to belly the ship in due to a mechanical problem. Luckily, his external fuel tanks were nearly full and bore the main brunt of the belly landing. Before Lundquist left BW8 for England to pick up spare parts he was approached by a base NCO, Sgt Petta, who asked permission to paint some nose art on the very plainly painted Spitfire. Imagine his amazement when he returned a week later to find this superb rendition of one of George Petty's Esquire paintings! Lundquist had "Tolly" (his wife's name) and "Hello" added, then flew on to England, impressing bystanders at all of his stops. This makes "Tolly/Hello" one of the most elaborate "zaps" of all time!
- The penultimate irony of this story is that the RAF hated what the Americans had done to a "perfectly good Spitfire." Since it's flying qualities had suffered as the result of adding all the additional weight for fuel and equipment, the RAF quickly scrapped the plane.
- Not surprisingly, the removable engine panel upon which the Tolly artwork was painted quickly appeared over the bar at the Boscombe Down officers' club. It apparently survived the war, but who knows what happened to it after?
- The truly ultimate irony of this story regards Gus Lundquist. As a senior test pilot, and being in England anyway, he talked General Kepner and the 352nd Fighter Group commander into letting him fly some combat missions. Twenty-seven hours later his Mustang was shot down and he became one of the only test pilot POWs of the war! He continued his engineering work in the USAF after the war, retiring as a brigadier general in 1969.

YO•A

- OK, I'm going to commit the modeler's equivalent of tossing a big chunk of raw meat into a den of hungry lions: 401 Squadron was comprised of Canadians, and was apparently technically a Royal Canadian Air Force squadron. However, most published references (albeit they're mostly British) describe the nomenclature of the squadron as "401 (Canada) Squadron, RAF." Canadians state the official nomenclature was "401 Squadron, RCAF." Whoa! Who won the Revolutionary War? Are you Canadians going to put up with that? The good news is that the markings and decals are the same regardless of who wins that catfight! Let the frenzy begin.

- Note that the artwork actually painted on the aircraft differed in many respects, including size and exact placement on the fuselage, from the chalked outline used by the painter and photographed in Bob Bracken's outstanding book on Canadian Spitfires. If you don't have this book, and you like Spitfires, get it right away. He also did a second volume on Canadian-flown Spitfires, and it's outstanding as well.

- Although the plane was generally in the "A" camouflage scheme, note the non-standard camouflage demarcations on the mid fuselage around the cockpit.

- We don't believe the girl was applied to the right side, but have supplied an extra decal in case a photo surfaces later.

Applying the Specialty Nose Art

- PYN-up Decals has supplied you with the thinnest possible decal material to help make your model a true masterpiece. Considerable care is required when handling these nose art decals. After applying the white background decal from the main decal sheet and LETTING IT THOROUGHLY DRY, carefully trim around the nose art decal to separate it from the rest of the paper.

- Use cool water (no warmer than room temperature). Do NOT leave the decal in the water, since the backing paper will curl. Two methods will work:

1. Place the nose art decal in the water and hold the opposite edges down against the paper (either with your fingers or cotton swabs) and wait for the decal to separate from the paper. Once it has separated, the tendency to curl will have passed for the most part.

2. Wet the nose art decal in the cool water, then place it face up and flat on a smooth surface such as glass or sheet styrene. Allow the backing paper to soak through, and when the decal can move, apply it as noted below.

Finally, gently slide the nose art decal on top of the previously applied white background decal. Use your normal decal placing skills to position the nose art decal exactly on top of the white background decal. BE SURE TO AVOID bending or folding the wet nose art decal! We have found that Microscale's Micro-Sol and Micro-Set work well with these decals. DO NOT use a strong decal softener such as Solvaset!

Applying the Standard Decals

You probably already know all this stuff, so feel free to use your regular process; however, if you're new to aftermarket decals, here goes:

- Generally, use the Microscale Finishing System. We don't recommend extremely strong decal solvents such as Solvaset.
- Your model must have a smooth, glossy surface, as decals won't adhere well to matte surfaces. Use gloss paints or your favorite clear gloss overspray over matte or semigloss paint.
- Cut each subject out without trimming off the slight excess film (this helps the decal film disappear when dry).
- Put the decal in warm water that has a drop or two of liquid dishwashing soap or photo-flo for 10 seconds.
- When the decal will slide off the backing paper without forcing it, apply it to the proper position on your model. Slide the backing paper out from underneath.
- Gently blot off excess water and smooth out bubbles under the decal surface. If you wish, carefully brush on a mild decal softener such as Micro-Sol.
- When all decals are completely dry, gently wash off all excess decal adhesive.
- Finally, overcoat your model with a good quality gloss coat, followed by your choice of matte or eggshell clear topcoat.

Other Products That Will Help You Make A Better Model

Spitfire V, Spitfire IX-Tamiya, Hasegawa, ICM, Others	
CEBM48177	Spitfire Mk I-IX Wheel Hub Masks for TD48018
CEBM48178	Spitfire Mk I-IX Wheel Hub Masks for TD48086
CEBM48179	Spitfire Mk V Camouflage Masks (A Scheme)
CEBM48180	Spitfire Mk Va/b/c Canopy & Wheel Hub Masks for Tamiya
CEBM48320	Spitfire Mk VIII/IX Canopy & Wheel Hub Masks for Otaki/Arii
CEBM48443	Spitfire Mk.VB Canopy & Wheel Hub Masks for Airfix
CEBM48483	Spitfire IX Canopy & Wheel Hub Masks for ICM
CEC48227	Spitfire Mk V Flying Control Surfaces (with metal ailerons) for Tamiya
CEC48235	Spitfire Mk IX Flying Control Surfaces (early short rudder/elevators) for ICM
CEC48330	Spitfire Mk. V Super Detailed Cockpit for Tamiya
CEC48330	Spitfire Mk. V Super Detailed Cockpit for Tamiya
CEC48347	Spitfire Seat WITH highly detailed EARLY style harness molded on
CEC48348	Spitfire Seat WITH highly detailed LATE style harness molded on
CEC48349	Spitfire Seat WITHOUT seatbelts

FS 595 Color Cross Reference

This information is taken from the IPMS Color Cross-Reference Guide by David H. Klaus and is used with permission.

Dark Green	Xtracolor X1; Floquil 303143; Xtracolor X110, Modelmaster 1710, Mr Color 309, Tamiya XF58, Pro Modeler 88-0044, Floquil 303143/303243
Ocean Grey	Xtracolor X6; Floquil 303149; Floquil 303123/303249
Medium Sea Grey	Xtracolor X3; Floquil 303151; Xtracolor 133, Humbrol 165 & 126, Gunze Sangyo H335/306, Modelmaster 1725, Floquil 303151

Bibliography

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Spitfire, The Canadians by R. Bracken. Boston Mills Press, 1995.

Spitfire-The History by E. Morgan and E Shacklady. Key Publishing Ltd., 1987.

The History of Aircraft Nose Art, WW I to Today. Jeffrey L Ethell and Clarence Simonson. Motorbooks International Publishers & Wholesalers, 1991.