

Spitfires of the RAF & BAF 350 Squadron 1941 – 1949

DETAILED INSTRUCTIONS

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48/72-908

Spitfire Mk.IIa – P7976 – MN.F

No. 350 (Belgian) Squadron – 10th Group – Royal Air Force
Warmwell, Dorset (G.B.) – Beginning of April, 1942

Technical details

- Early style Rotol propeller with narrow-root metal blades and blunt spinner
- Plain tapered antenna mast, no wire
- IFF Mk.I fitted wires from the fuselage sides to the leading edge of the tailplane tips
- A-type wing with 8 x .303 machine-guns, full-length fabric-covered ailerons and standard wing tips
- 5-spoke wheels

Camouflage & markings)

Colours were Dark Green and Mixed Grey (in the A scheme) with Medium Sea Grey undersides. The 18 inch-wide rear fuselage band and the propeller spinner were in Sky (Type S) and the outer part of the wing leading edges in Yellow.

56 inch-diameter Red/Blue B-Type roundels were carried above the wings, with 50 inch-diameter Red/White/Blue A-Type roundels under the wings and 35 inch-diameter Red/White/Blue/Yellow A1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 27 inches high. Squadron code letters (graphics thinner than usually) were 24 inches high – in Sky (Type S), with the individual aircraft letter repeated under the nose in Black, approximately 12 inches in height. Serial number re-painted over and re-applied to the top of the Sky band in 4 inch-high Black characters.

Spitfire Mk.IIa – P7297 – MN.A

No. 350 (Belgian) Squadron – 9th Group – Royal Air Force
Valley, Anglesey (G.B.) – End of December, 1941

Technical details

- Early style Rotol propeller with narrow-root metal blades and blunt spinner
- Plain tapered antenna mast, no wire
- IFF Mk.I fitted wires from the fuselage sides to the leading edge of the tailplane tips
- A-type wing with 8 x .303 machine-guns, full-length fabric-covered ailerons and standard wing tips
- 5-spoke wheels

Please note that this aircraft, originally built by Castle Bromwich Aircraft Factory, has been fitted with a RR Merlin 45 before being delivered to the No. 350 Squadron but remained externally similar to a Mk.IIa.

Camouflage & markings

Colours were Dark Green and Mixed Grey (in the A scheme) with Medium Sea Grey undersides. The 18 inch-wide rear fuselage band and the propeller spinner were in Sky (Type S) and the outer part of the wing leading edges in Yellow.

56 inch-diameter Red/Blue B-Type roundels were carried above the wings, with 40 inch-diameter Red/White/Blue A-Type roundels under the wings, moved towards the wing tips, and 35 inch-diameter Red/White/Blue/Yellow A1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 27 inches high. Squadron code letters (graphics thinner than usually) were 24 inches high – in Sky (Type S), with the individual aircraft letter repeated under the nose in Black, approximately 12 inches in height. Serial number re-painted over and re-applied to the top of the Sky band in 4 inch-high Black characters.)

Please note the Belgian tri-colour flag under the canopy hood but on the right side only. There is no proof until now that there was the same flag on the left side.

Spitfire Mk.Vb – AD550 – MN.N

No. 350 (Belgian) Squadron – 11th Group – Royal Air Force
Debden, Essex (G.B.) – End of April, 1942

Damaged by fighters and crashlanded near Calais on December 12th, 1942, during Circus 242. The pilot, Plt.Off de Merode, managed to escape.

Technical details

- Ultimate type Rotol propeller with broad-root wooden composite blades and long pointed spinner
- Plain tapered antenna mast, no wire
- IFF Mk.I fitted wires from the fuselage sides to the leading edge of the tailplane tips
- B-type wing with 2 x 20mm cannons & 4 x .303 machine-guns, small cannon drum bulges, full-length metal-covered ailerons and standard wing tips
- 5-spoke wheels

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The 18 inch-wide rear fuselage band and the propeller spinner were in Sky (Type S) and the outer part of the wing leading edges in Yellow.

56 inch-diameter Red/Blue B-Type roundels were carried above the wings, with 50 inch-diameter Red/White/Blue A-Type roundels under the wings and 35 inch-diameter Red/White/Blue/Yellow A1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 27 inches high. Squadron code letters (graphics thinner than usually) were 24 inches high – in Sky (Type S), with the individual aircraft letter repeated under the nose in Black, approximately 12 inches in height. Serial number re-painted over and re-applied to the top of the Sky band in 4 inch-high Black characters.

Spitfire Mk.Vb – AR373 – MN.M

No. 350 (Belgian) Squadron – 11th Group – Royal Air Force
Operation Rutter
Gravesend, Kent (G.B.) – July 4th, 1942

Technical details

- Ultimate type Rotol propeller with broad-root wooden composite blades and long pointed spinner
- Plain tapered antenna mast, no wire
- IFF Mk.I fitted wires from the fuselage sides to the leading edge of the tailplane tips
- B-type wing with 2 x 20mm cannons & 4 x .303 machine-guns, small cannon drum bulges, full-length metal-covered ailerons and standard wing tips
- 5-spoke wheels)

Please note that this aircraft has been fitted with an ultimate type Rotol propeller with broad-root wooden composite blades and long pointed spinner. It is doubtless here about an in-service replacement since the Westland-built Mk.Vs were originally fitted with De Havilland propellers with metal slim blades and short pointed spinner.

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The 18 inch-wide rear fuselage band and the propeller spinner were in Sky (Type S) and the outer part of the wing leading edges in Yellow. Must be added the Operation Rutter temporary markings: Four 9 inch-wide White stripes, separated by 12 inch-normal camouflage, terminating each end at bottom of side panels. First stripe to be 12 inches behind the spinner. Tailplanes to have two White stripes only on top surfaces, separated by 12 inch-normal camouflage, first stripe starting at extreme tips.

56 inch-diameter Red/Blue B-Type roundels were carried above the wings, with 32-inch diameter Red/White/Blue C-Type roundels under the wings and 36 inch-diameter Red/White/Blue/Yellow C1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 24 inches high. Squadron code letters were approximately 27 inches high – with thinner graphics than usually – in Sky (Type S), with the individual aircraft letter repeated under the nose in Black, White or Sky (Type S), approximately 12 inches in height. The 8 inch-high Black serial number was as a rule halfway up of the fuselage band but apparently not worn here (may have been painted out and re-applied in small characters at the top of the fin?).

On July, 6th 1942, the Operation Rutter involved units were ordered to paint the spinners in White too. 4 or 5 days later came the operation cancellation order. This plane can be represented a little later in July without the White stripes on the cowlings and the tailplanes but still with the spinner in White such as it was photographed.

Please note the presentation name "LULANGURU" on the port cowling side.

Spitfire Mk.Vb – AR380 – MN.Z

No. 350 (Belgian) Squadron – 11th Group – Royal Air Force
Operation Jubilee
Redhill, Surrey (G.B.) – Beginning of August, 1942

Shot down by fighters on August 19th, 1942, the pilot, Plt.Off Marchal, performed a wheels-up landing in the Dieppe area and managed to escape and join the Canadian troops in time to be evacuated to Great-Britain.

Technical details

- Ultimate type Rotol propeller with broad-root wooden composite blades and long pointed spinner
- Plain tapered antenna mast, no wire
- IFF Mk.I fitted wires from the fuselage sides to the leading edge of the tailplane tips
- B-type wing with 2 x 20mm cannons & 4 x .303 machine-guns, small cannon drum bulges, full-length metal-covered ailerons and standard wing tips
- 5-spoke wheels

Please note that this aircraft has been fitted with an ultimate type Rotol propeller with broad-root wooden composite blades and long pointed spinner. It is doubtless here also about an in-service replacement, as for the coded Mk.Vb MN.M, since the Westlant-built Mk.Vs were originally fitted with De Havilland propellers with metal slim blades and short pointed spinner.

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The 18 inch-wide rear fuselage band and the propeller spinner were in Sky (Type S) and the outer part of the wing leading edges in Yellow.

56 inch-diameter Red/Blue B-Type roundels were carried above the wings, with 32-inch diameter Red/White/Blue C-Type roundels under the wings and 36 inch-diameter Red/White/Blue/Yellow C1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 24 inches high. Squadron code letters were 24 inches high – in Sky (Type S), with the individual aircraft letter repeated under the nose in Black, White or Sky (Type S), approximately 12 inches in height. The 8 inch-high Black serial number was in the usual place on the rear fuselage.

Spitfire Mk.Vb – AD288 – MN.G

No. 350 (Belgian) Squadron – 13th Group – Royal Air Force
Acklington, Northumberland (G.B.) – End of July, 1943

Technical details

- Ultimate type Rotol propeller with broad-root wooden composite blades and long pointed spinner
- Plain tapered antenna mast, no wire
- New IFF Mk.III single rod aerial mounted under the right wing replacing as of early 1943 the IFF Mk.I fuselage to tailplanes wires)
- B-type wing with 2 x 20mm cannons & 4 x .303 machine-guns, small cannon drum bulges, full-length metal-covered ailerons and standard wing tips
- Wing stiffeners added over the wheel wells
- 5-spoke wheels

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The 18 inch-wide rear fuselage band and the propeller spinner were in Sky (Type S) and the outer part of the wing leading edges in Yellow.

56 inch-diameter Red/Blue B-Type roundels were carried above the wings, with 32 inch-diameter Red/White/Blue C-Type roundels under the wings and 36 inch-diameter Red/White/Blue/Yellow C1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 24 inches high. Squadron code letters were 24 inches high – in Sky (Type S), with the individual aircraft letter repeated under the nose in Black (inside a White disc?), White or Sky (Type S), approximately 12 inches in height. The 8 inch-high Black serial number was in the usual place on the rear fuselage.

Please note the small Belgian roundel on the left side of the engine cowling. There is no proof until now that there was the same roundel on the opposite side.

Spitfire Mk.Vb – AA720 – MN.J

No. 350 (Belgian) Squadron – 11th Group – Royal Air Force
Operation Overlord
Friston, Sussex (G.B.) – June 6th, 1944

Aircraft lost over the Channel on June 10th, 1944 due to an engine fire (Flt.Lt Alexandre MIA).

Technical details

- De Havilland propeller with metal slim blades and short pointed spinner
- Plain tapered antenna mast, no wire
- New IFF Mk.III single rod aerial mounted under the right wing replacing as of early 1943 the IFF Mk.I fuselage to tailplanes wires
- B-type wing with 2 x 20mm cannons & 4 x .303 machine-guns, small cannon drum bulges, full-length metal-covered ailerons and standard wing tips
- Wing stiffeners added over the wheel wells
- 5-spoke wheels

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The 18 inch-wide rear fuselage band and the propeller spinner were in Sky (Type S) and the outer part of the wing leading edges in Yellow. Must be added the Operation Overlord distinctive markings: Five parallel stripes (in the form of three White and two Black ones), each of which was to be 18inch-wide, applied to run completely around the wings and the fuselage.

56 inch-diameter Red/Blue B-Type roundels were carried above the wings, with 32 inch-diameter Red/White/Blue C-Type roundels under the wings and 36 inch-diameter Red/White/Blue/Yellow C1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 24 inches high. Squadron code letters were 24 inches high – in Sky (Type S), with the individual aircraft letter repeated under the nose in Black (inside a White disc?), White or Sky (Type S), approximately 12 inches in height. The 8 inch-high Black serial number was in the usual place on the rear fuselage.

Spitfire Mk.Vc – EE738 – MN.P

No. 350 (Belgian) Squadron – 11th Group – Royal Air Force
Exercise Spartan
Heston, Middlesex (G.B.) – Beginning of March, 1943
Flown by Flg.Off Jean Lavigne

Technical details

- De Havilland propeller with metal slim blades and short pointed spinner
- Late-style windscreen with internal bullet proof glass
- No rear-view mirror
- Plain tapered antenna mast, no wire
- New IFF Mk.III single rod aerial mounted under the right wing replacing as of early 1943 the IFF Mk.I fuselage to tailplanes wires
- Universal wing with 2 x 20mm cannons & 4 x .303 machine-guns, large cannon drum bulges, full-length metal-covered ailerons and standard wing tips
- Wheel rims covered by a hub cap

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The 18 inch-wide rear fuselage band and the propeller spinner were in Sky (Type S) and the outer part of the wing leading edges in Yellow. Must be added the Exercise Spartan temporary markings: a horizontal White stripe on both sides of the forward fuselage and the left wing undersurface painted in Black.

56 inch-diameter Red/Blue B-Type roundels were carried above the wings, with 32-inch diameter Red/White/Blue C-Type roundels under the wings and 36 inch-diameter Red/White/Blue/Yellow C1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 24 inches high. Squadron code letters were 24 inches high – in Sky (Type S), with the individual aircraft letter repeated under the nose in Black (inside a White disc?), White or Sky (Type S), approximately 12 inches in height. The 8 inch-high Black serial number was in the usual place on the rear fuselage.

Spitfire LF.IX – MJ243 – MN.M

No. 350 (Belgian) Squadron – 11th Group – Royal Air Force
Westhampnett, Sussex (G.B.) – July 1944

Technical details

- Long carburettor air intake with integral tropical filter
- Early-style fishtail-type exhaust pipes
- Plain tapered antenna mast, no wire
- New IFF Mk.III single rod aerial mounted under the right wing replacing as of early 1943 the IFF Mk.I fuselage to tailplanes wires
- 'Rebecca' Mk.II beam approach equipment fitted underneath the fuselage
- Universal wing with 2 x 20mm cannons & 4 x .303 machine-guns, narrow cannon drum bulges due to a June 1944 upgrade, full-length metal-covered ailerons and standard wing tips
- 5-spoke wheels
- No anti-collision lamp on the upper fuselage
- Late-style elevators with enlarged mass balance
- Early-style narrow-chord rudder

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The 18 inch-wide rear fuselage band and the propeller spinner were in Sky (Type S) and the outer part of the wing leading edges in Yellow. Must be added the Operation Overlord distinctive markings: Five parallel stripes (in the form of three White and two Black ones), each of which was to be 18inch-wide, applied only to undersurface of the wings and fuselage.

56 inch-diameter Red/Blue B-Type roundels were carried above the wings, with 32 inch-diameter Red/White/Blue C-Type roundels under the wings and 36 inch-diameter Red/White/Blue/Yellow C1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 24 inches high. Squadron code letters were 24 inches high – in Sky (Type S), with the individual aircraft letter repeated under the nose in Black, approximately 12 inches in height, inside a White disc. The 8 inch-high Black serial number was in the usual place on the rear fuselage.

Spitfire LF.IX – ML137 – MN.Z

No. 350 (Belgian) Squadron – 11th Group – Royal Air Force
Westhampnett, Sussex (G.B.) – July 1944

Technical details

- Long carburettor air intake with integral tropical filter
- Early-style fishtail-type exhaust pipes
- Plain tapered antenna mast, no wire
- New IFF Mk.III single rod aerial mounted under the right wing replacing as of early 1943 the IFF Mk.I fuselage to tailplanes wires
- 'Rebecca' Mk.II beam approach equipment fitted underneath the fuselage
- Universal wing with 2 x 20mm cannons & 4 x .303 machine-guns, narrow cannon drum bulges due to a June 1944 upgrade, full-length metal-covered ailerons and standard wing tips
- 5-spoke wheels
- No anti-collision lamp on the upper fuselage
- Late-style elevators with enlarged mass balance
- Early-style narrow-chord rudder

Please note that this aircraft has been photographed with a round ventral 50-Imp.Gal. fuel tank.

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The 18 inch-wide rear fuselage band and the propeller spinner were in Sky (Type S) and the outer part of the wing leading edges in Yellow. Must be added the Operation Overlord distinctive markings: Five parallel stripes (in the form of three White and two Black ones), each of which was to be 18inch-wide, applied only to undersurface of the wings and fuselage.

56 inch-diameter Red/Blue B-Type roundels were carried above the wings, with 32 inch-diameter Red/White/Blue C-Type roundels under the wings and 36 inch-diameter Red/White/Blue/Yellow C1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 24 inches high. Squadron code letters were 24 inches high – in Sky (Type S), with the individual aircraft letter repeated under the nose in Black, approximately 12 inches in height, inside a White disc. The 8 inch-high Black serial number was in the usual place on the rear fuselage.

Please note the Black/Yellow/Red stripes around the top of the spinner, inspired by the Belgian roundel, and the serial number applied higher.

Spitfire F.Mk.XIVc – RB169 – MN.F

No. 350 (Belgian) Squadron – 83rd Group – Royal Air Force
Lympne, Kent (G.B.) – Beginning of October 1944

This aircraft was hit by Allied AA fire on December 23rd, 1944 then its pilot had to make an emergency landing near homebase two days later.

Technical details

- Bulged (Malcolm) hood
- Early-style fishtail-type exhaust pipes
- Whip antenna on the upper fuselage
- IFF Mk.III single rod aerial mounted under the right wing
- 'Rebecca' Mk.II beam approach equipment fitted under the fuselage
- Universal wing with 2 x 20mm cannons & 4 x .303 machine-guns, short metal-covered ailerons and standard wing tips
- 4-spoke wheels

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The propeller spinner and the 18 inch-wide rear fuselage band were in Sky (Type S), with the back limit of the band aligned on the oblique panel line. The outer part of the wing leading edges was in Yellow. Must be added the Operation Overlord distinctive markings: Five parallel stripes (in the form of three White and two Black ones), each of which was to be 18inch-wide, applied to undersurface only of the fuselage and slightly more forward than on the other Spitfire XIVs.

56 inch-diameter Red/Blue B-Type roundels were carried above the wings, with 32 inch-diameter Red/White/Blue C-Type roundels under the wings and 36 inch-diameter Red/White/Blue/Yellow C1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 24 inches high. Squadron code letters were 21 inches high – in Sky (Type S), with the individual aircraft letter repeated (or not?) under the nose in Black, approximately 12 inches in height, inside a White disc. The 8 inch-high Black serial number was in the usual place on the rear fuselage.

Spitfire F.Mk.XIVc – RB155 – MN.C

No. 350 (Belgian) Squadron – 83rd Group – Royal Air Force
Celle, Germany – End of April, 1945

Technical details

- Bulged (Malcolm) hood
- Early-style fishtail-type exhaust pipes
- Whip antenna on the upper fuselage
- IFF Mk.III single rod aerial mounted under the right wing
- 'Rebecca' Mk.II beam approach equipment fitted under the fuselage
- Universal wing with 2 x 20mm cannons & 4 x .303 machine-guns, short metal-covered ailerons and standard wing tips
- 4-spoke wheels

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The propeller spinner was Matt Black and the rear fuselage band was deleted. The Yellow outer part of the wing leading edges is not confirmed.

56 inch-diameter Red/White/Blue C-Type roundels were carried above the wings, with 32 inch-diameter Red/White/Blue C-Type roundels under the wings and 36 inch-diameter Red/White/Blue/Yellow C1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 24 inches high. Squadron code letters were 21 inches high – in Sky (Type S), with the individual aircraft letter repeated (or not?) under the nose in Black, approximately 12 inches in height, inside a White disc. The 8 inch-high Black serial number was in the usual place on the rear fuselage.

Spitfire F.Mk.XIVe – RM748 – MN.Z

No. 350 (Belgian) Squadron – 11th Group – Royal Air Force
Hawkinge, Kent (G.B.) – August 1944

Technical details

- Bulged (Malcolm) hood
- Early-style fishtail-type exhaust pipes
- Whip antenna on the upper fuselage
- IFF Mk.III single rod aerial mounted under the right wing
- 'Rebecca' Mk.II beam approach equipment fitted under the fuselage
- Universal wing with 2 x 20mm cannons & 2 x .50 machine-guns, shorter cannons fairings, short metal-covered ailerons and standard wing tips
- Machine-guns outer bays covers with shell ejector chutes
- 4-spoke wheels

Please note that this aircraft has been photographed with a 90-lmp.Gal. slipper-type external fuel tank attached under the fuselage.

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The propeller spinner and the 18 inch-wide rear fuselage band were in Sky (Type S), with the back limit of the latest aligned on the oblique panel line. The outer part of the wing leading edges was in Yellow. Must be added the Operation Overlord distinctive markings: Five parallel stripes (in the form of three White and two Black ones), each of which was to be 18inch-wide, applied to undersurface of the fuselage and probably of the wings.

56 inch-diameter Red/Blue B-Type roundels were carried above the wings, with 32 inch-diameter Red/White/Blue C-Type roundels under the wings and 36 inch-diameter Red/White/Blue/Yellow C1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 24 inches high. Squadron code letters were 24 inches high – in Sky (Type S), with the individual aircraft letter repeated (or not?) under the nose in Black, approximately 12 inches in height, inside a White disc. The 8 inch-high Black serial number was in the usual place on the rear fuselage.

Spitfire F.Mk.XIVe – RM693 – MN.S

No. 350 (Belgian) Squadron – 11th Group – Royal Air Force
Hawkinge, Kent (G.B.) – August 1944

Technical details

- Bulged (Malcolm) hood
- Early-style fishtail-type exhaust pipes
- Whip antenna on the upper fuselage
- IFF Mk.III single rod aerial mounted under the right wing
- 'Rebecca' Mk.II beam approach equipment fitted under the fuselage
- Universal wing with 2 x 20mm cannons & 2 x .50 machine-guns, shorter cannons fairings, short metal-covered ailerons and standard wing tips
- Machine-guns outer bays covers with shell ejector chutes
- 4-spoke wheels)

Please note that this aircraft has been also photographed with a 90-lmp.Gal. slipper-type external fuel tank attached under the fuselage.

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The propeller spinner and the 18 inch-wide rear fuselage band were in Sky (Type S). The outer part of the wing leading edges was in Yellow. Must be added the Operation Overlord distinctive markings: Five parallel stripes (in the form of three White and two Black ones), each of which was to be 18inch-wide, applied to undersurface of the fuselage and probably of the wings.

56 inch-diameter Red/Blue B-Type roundels were carried above the wings, with 32 inch-diameter Red/White/Blue C-Type roundels under the wings and 36 inch-diameter Red/White/Blue/Yellow C1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 24 inches high. Squadron code letters were 21 inches high – in Sky (Type S), with the individual aircraft letter repeated (or not?) under the nose in Black, approximately 12 inches in height, inside a White disc. The 8 inch-high Black serial number was in the usual place on the rear fuselage.

Spitfire F.Mk.XIVe – NH659 – MN.F

No. 350 (Belgian) Squadron – 83rd Group – Royal Air Force
Eindhoven, Netherlands – February 1945

Technical details

- Bulged (Malcolm) hood
- Early-style fishtail-type exhaust pipes
- Whip antenna on the upper fuselage
- IFF Mk.III single rod aerial mounted under the right wing
- 'Rebecca' Mk.II beam approach equipment fitted under the fuselage
- Universal wing with 2 x 20mm cannons & 2 x .50 machine-guns, shorter cannons fairings, short metal-covered ailerons and standard wing tips
- Machine-guns outer bays covers with shell ejector chutes
- 4-spoke wheels

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The propeller spinner was Matt Black and the rear fuselage band was deleted. The Yellow outer part of the wing leading edges is not confirmed.

56 inch-diameter Red/White/Blue C-Type roundels were carried above the wings, with 32 inch-diameter Red/White/Blue C-Type roundels under the wings and 36 inch-diameter Red/White/Blue/Yellow C1-Type fuselage roundels. Red/White/Blue fin marking was 24 inches wide and 24 inches high. Squadron code letters were 21 inches high – in Sky (Type S), with the individual aircraft letter repeated (or not?) under the nose in Black, approximately 12 inches in height, inside a White disc. The 8 inch-high Black serial number was in the usual place on the rear fuselage.

Spitfire F.XVI – TD325 – MN.M

No. 350 Squadron – 160th (Belgian) Wing – Royal Air Force
Fassberg, Germany – September 1946

Technical details

- Bubble hood
- Long carburettor air intake with integral tropical filter
- Early-style fishtail-type exhaust pipes
- Whip antenna on the upper fuselage
- IFF Mk.III single rod aerial mounted under the right wing
- 'Rebecca' Mk.II beam approach equipment fitted underneath the fuselage
- E-type wing with 2 x 20mm cannons & 2 x .50 machine-guns, shorter cannons fairings, full-length metal-covered ailerons and clipped wing tips
- No bulge over the wheel wells
- No shell ejector chute on the machine-guns outer bays covers
- 4-spoke wheels
- Late-style elevators with enlarged mass balance
- Late-style broad-chord and pointed tip rudder

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The propeller spinner was Bright Red (squadron colour) and the rear fuselage band was deleted as well as the Yellow outer part of the wing leading edges.

34 inch-diameter Black/Yellow/Red Belgian roundels were carried above the wings, with 31 ½ inch-diameter Black/Yellow/Red roundels under the wings, slightly moved towards the wing tips, and 34 inch-diameter Black/Yellow/Red fuselage roundels. All the roundels were split into three equally-proportioned diameter rings in the three colours. Black/Yellow/Red fin marking was 24 inches wide and 24 inches high with Black and Red segments 11 inches wide and the Yellow area 2 inches wide. Squadron code letters were 24 inches high – in White, with the individual aircraft letter probably repeated under the nose in Black (or White), approximately 12 inches in height, inside a White (or Black) disc. The 8 inch-high Black serial number was in the usual place on the rear fuselage, and repeated in 18 in. Black characters under each wing (These could be read from the trailing edge on the starboard wing and the leading edge for the port).

Please note the extremely worn aspect of the left wing root fairing, showing a long and wide patch of natural metal finish.

Spitfire F.XVI – TB137 – MN.K

No. 350 Squadron – 160th (Belgian) Wing – Royal Air Force
Fassberg, Germany – Summer 1946

Technical details

- Bulged (Malcolm) hood
- Long carburettor air intake with integral tropical filter
- Early-style fishtail-type exhaust pipes
- Plain tapered antenna mast, no wire
- IFF Mk.III single rod aerial mounted under the right wing
- 'Rebecca' Mk.II beam approach equipment fitted underneath the fuselage
- E-type wing with 2 x 20mm cannons & 2 x .50 machine-guns, shorter cannons fairings, full-length metal-covered ailerons and clipped wing tips
- 4-spoke wheels
- Late-style elevators with enlarged mass balance
- Late-style broad-chord and pointed tip rudder

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The propeller spinner was Bright Red (squadron colour) and the rear fuselage band was deleted as well as the Yellow outer part of the wing leading edges.

34 inch-diameter Black/Yellow/Red Belgian roundels were carried above the wings, with 31 ½ inch-diameter Black/Yellow/Red roundels under the wings, slightly moved towards the wing tips, and 34 inch-diameter Black/Yellow/Red fuselage roundels. All the roundels were split into three equally-proportioned diameter rings in the three colours. Black/Yellow/Red fin marking was 24 inches wide and 24 inches high with Black and Red segments 11 inches wide and the Yellow area 2 inches wide. Squadron code letters were 24 inches high – in White, with the individual aircraft letter probably repeated under the nose in Black (or White), approximately 12 inches in height, inside a White (or Black) disc. The 8 inch-high Black serial number was in the usual place on the rear fuselage, and repeated in 18 in. Black characters under each wing (These could be read from the trailing edge on the starboard wing and the leading edge for the port).

Please note the left cannon fairing probably in natural metal finish.

Spitfire F.Mk.XIVe – SG17 (RAF: RM935) – V

350th Squadron – 160th Day-Fighter Wing
Belgian Military Aviation (Belgisch Militair Vliegwezen)
Beauvechain, Belgium – End of 1947

Technical details

- Bulged (Malcolm) hood
- Late-style circular-type exhaust pipes
- Whip antenna on the upper fuselage
- IFF Mk.III single rod aerial mounted under the right wing
- Universal wing with 2 x 20mm cannons & 2 x .50 machine-guns, shorter cannons fairings, short metal-covered ailerons and clipped wing tips
- Machine-guns outer bays covers with shell ejector chutes
- 4-spoke wheels

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The propeller spinner was Bright Red (squadron colour) and the rear fuselage band was deleted. The outer part of the wing leading edges was in Yellow. 56 inch-diameter Black/Yellow/Red Belgian roundels were carried above the wings, with 32 inch-diameter Black/Yellow/Red roundels under the wings and on the fuselage. The roundels were RAF C-style with the large outer Red section and Black centre separated by a thin Yellow ring. Black/Yellow/Red fin marking was 24 inches wide and 24 inches high with Black and Red segments 10 inches wide and the Yellow area 4 inches wide. Individual aircraft letter was 21 inches high – in White on the fuselage, and repeated under the nose in Black, approximately 12 inches in height. The Belgian four digit serial was applied in White 8 inch-high characters on the aft rear fuselage, and the RAF serial in 18 in. Black characters under each wing (These could be read from the trailing edge on the starboard wing and the leading edge for the port).

Spitfire F.Mk.XIVe – SG38 (RAF: RM764) – M

350th Squadron – 1st Day-Fighter Wing
Belgian Air Force (Belgische Luchtmacht)
Beauvechain, Belgium – February 1949

Technical details

- Bulged (Malcolm) hood
- Late-style circular-type exhaust pipes
- Whip antenna on the upper fuselage
- IFF Mk.III single rod aerial mounted under the right wing
- Universal wing with 2 x 20mm cannons & 2 x .50 machine-guns, shorter cannons fairings, short metal-covered ailerons and clipped wing tips
- Machine-guns outer bays covers with shell ejector chutes
- 4-spoke wheels

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The propeller spinner was Bright Red (squadron colour) and the rear fuselage band was deleted as well as the Yellow outer part of the wing leading edges.

56 inch-diameter Black/Yellow/Red Belgian roundels were carried above the wings, with 32 inch-diameter Black/Yellow/Red roundels under the wings and on the fuselage. The roundels were RAF C-style with the large outer Red section and Black centre separated by a thin Yellow ring. Black/Yellow/Red fin marking was 24 inches wide and 24 inches high with Black and Red segments 10 inches wide and the Yellow area 4 inches wide. Individual aircraft letter was 21 inches high – in White on the fuselage, and repeated under the nose in Black, approximately 12 inches in height. The Belgian four digit serial was applied in White 8 inch-high characters on the aft rear fuselage, and repeated in 18 in. Black characters under each wing (These could be read from the trailing edge on the starboard wing and the leading edge for the port).

Please note the unusual camouflage limits on the right-hand side of the fin and rudder, probably due to a repair, and that the Ocean Grey colour looks lighter on these two elements.

Spitfire F.Mk.XIVe – SG66 (RAF: RM705) – MN.V

350th Squadron – 1st Day-Fighter Wing
Belgian Air Force (Belgische Luchtmacht)
Beauvechain, Belgium – Spring 1949

Technical details

- Bulged (Malcolm) hood
- Early-style fishtail-type exhaust pipes
- Whip antenna on the upper fuselage
- IFF Mk.III single rod aerial mounted under the right wing
- E-type wing with 2 x 20mm cannons & 2 x .50 machine-guns, shorter cannons fairings, short metal-covered ailerons and clipped wing tips
- No shell ejector chute on the machine-guns outer bays covers
- 4-spoke wheels

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The propeller spinner was Matt Black and the rear fuselage band was deleted as well as the Yellow outer part of the wing leading edges.

32 inch-diameter Black/Yellow/Red Belgian roundels were applied in six positions. All the roundels were split into three equally-proportioned diameter rings in the three colours. Black/Yellow/Red fin marking was 24 inches wide and 24 inches high with Black and Red segments 10 inches wide and the Yellow area 4 inches wide. Squadron code letters were 21 inches high – in White. The Belgian four digit serial was applied in White 8 inch-high characters on the aft rear fuselage, and repeated in 18 in. Black characters under each wing (These could be read from the trailing edge on the starboard wing and the leading edge for the port).

Please note that the available photos do not allow to confirm that the individual letter was repeated under the nose.

Spitfire FR.Mk.XIVe – SG29 (RAF: RN113) – MN.O

350th Squadron – 1st Day-Fighter Wing
Belgian Military Aviation (Belgisch Militair Vliegwezen)
Beauvechain, Belgium – February 1948)

Technical details

- Bulged (Malcolm) hood
- Early-style fishtail-type exhaust pipes
- Whip antenna on the upper fuselage
- IFF Mk.III single rod aerial mounted under the right wing
- Universal wing with 2 x 20mm cannons & 2 x .50 machine-guns, shorter cannons fairings, short metal-covered ailerons and clipped wing tips
- Machine-guns outer bays covers with shell ejector chutes
- 4-spoke wheels
- camera windows on both sides of the fuselage

Please note the teardrop-shaped camera bulge to the side of the roundel.

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The propeller spinner was Matt Black and the rear fuselage band was deleted as well as the Yellow outer part of the wing leading edges.

32 inch-diameter Black/Yellow/Red Belgian roundels were applied in six positions. All the roundels were split into three equally-proportioned diameter rings in the three colours. Black/Yellow/Red fin marking was 24 inches wide and 24 inches high with Black and Red segments 10 inches wide and the Yellow area 4 inches wide. Squadron code letters were 21 inches high – in White, with the individual letter slightly moved upward the fuselage, and repeated under the nose in Black, approximately 12 inches in height. The Belgian four digit serial was applied in White 8 inch-high characters on the aft rear fuselage, and repeated in 18 in. Black characters under each wing (These could be read from the trailing edge on the starboard wing and the leading edge for the port).

Spitfire FR.Mk.XIVe – SG56 (RAF: NH754) – MN.W

350th Squadron – 1st Day-Fighter Wing
Belgian Military Aviation (Belgisch Militair Vliegwezen)
Beauvechain, Belgium – September 1948

Technical details

- Bubble hood
- Late-style circular-type exhaust pipes
- Whip antenna on the upper fuselage
- IFF Mk.III single rod aerial mounted under the right wing
- E-type wing with 2 x 20mm cannons & 2 x .50 machine-guns, shorter cannons fairings, short metal-covered ailerons and clipped wing tips
- No shell ejector chute on the machine-guns outer bays covers
- 4-spoke wheels
- Camera windows on both sides of the fuselage

Please note the higher and larger FR.XVIII-type rudder with a split trim tab.

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The propeller spinner was Matt Black and the rear fuselage band was deleted as well as the Yellow outer part of the wing leading edges.

50 inch-diameter Black/Yellow/Red Belgian roundels were carried above the wings, with 32 inch-diameter Black/Yellow/Red roundels under the wings and on the fuselage. The roundels were RAF C-style with the large outer Red section and Black centre separated by a thin Yellow ring. Black/Yellow/Red fin marking was 24 inches wide and 24 inches high with Black and Red segments 10 inches wide and the Yellow area 4 inches wide. Squadron code letters were 21 inches high – in White, with the individual aircraft letter repeated under the nose in Black, approximately 12 inches in height. The Belgian four digit serial was applied in White 8 inch-high characters on the aft rear fuselage, and repeated in 18 in. Black characters under each wing (These could be read from the trailing edge on the starboard wing and the leading edge for the port).

Spitfire FR.Mk.XIVe – SG80 (RAF: MV382) – MN.T

350th Squadron – 1st Day-Fighter Wing
Belgian Military Aviation (Belgisch Militair Vliegwezen)
Beauvechain, Belgium – December 1948

Technical details

- Bubble hood
- Late-style circular-type exhaust pipes
- Whip antenna on the upper fuselage
- IFF Mk.III single rod aerial mounted under the right wing
- E-type wing with 2 x 20mm cannons & 2 x .50 machine-guns, shorter cannons fairings, short metal-covered ailerons and clipped wing tips
- No shell ejector chute on the machine-guns outer bays covers
- 4-spoke wheels
- Camera windows on both sides of the fuselage

Camouflage & markings

Colours were Dark Green and Ocean Grey (in the A scheme) with Medium Sea Grey undersides. The propeller spinner was Bright Red (squadron colour) and the rear fuselage band was deleted as well as the Yellow outer part of the wing leading edges.

32 inch-diameter Black/Yellow/Red Belgian roundels were applied in six positions. All the roundels were split into three equally-proportioned diameter rings in the three colours. Black/Yellow/Red fin marking was 24 inches wide and 24 inches high with Black and Red segments 10 inches wide and the Yellow area 4 inches wide. Squadron code letters were 21 inches high – in White, with the individual aircraft letter repeated under the nose in Black, approximately 12 inches in height. The Belgian four digit serial was applied in White 8 inch-high characters on the aft rear fuselage, and repeated in 18 in. Black characters under each wing (These could be read from the trailing edge on the starboard wing and the leading edge for the port).