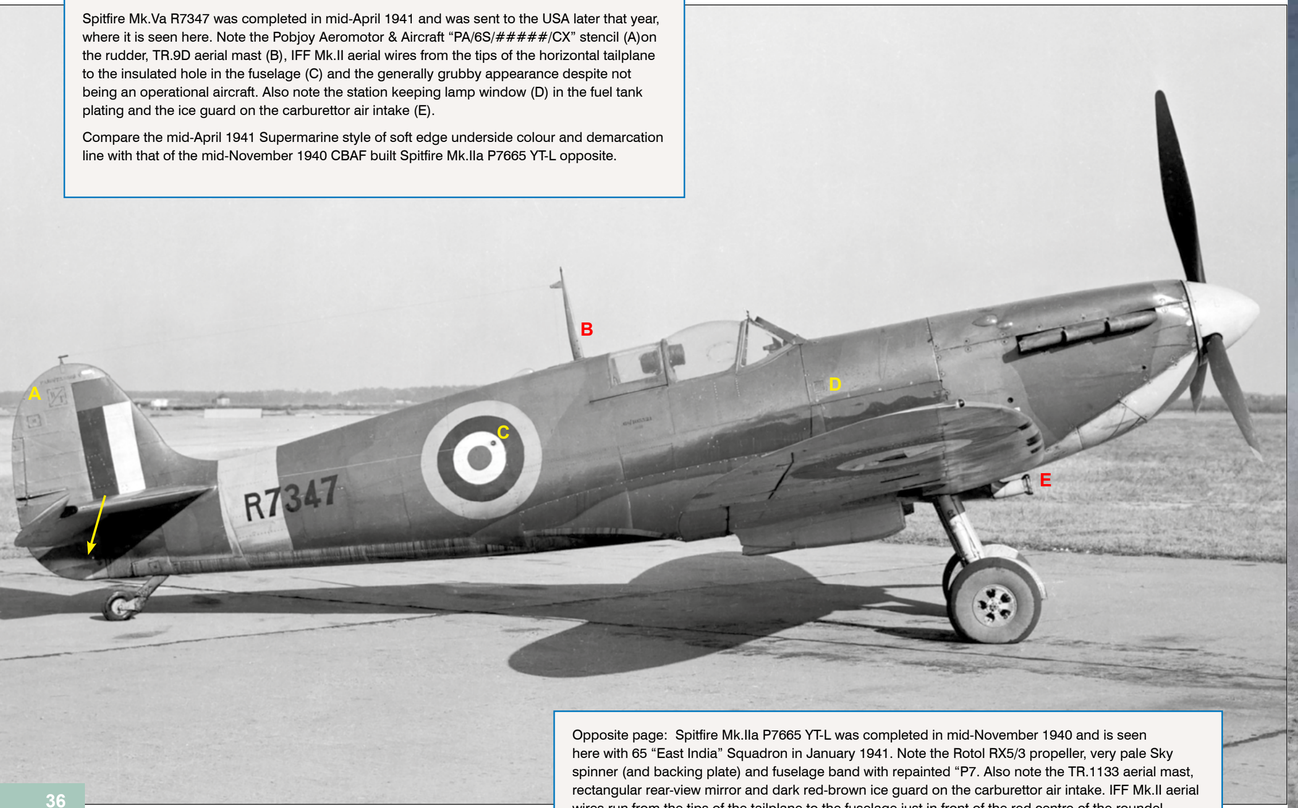
Spitfire Mk.Va R7347 was completed in mid-April 1941 and was sent to the USA later that year, where it is seen here. Note the Pobjoy Aeromotor & Aircraft “PA/6S/#####/CX” stencil (A)on the rudder, TR.9D aerial mast (B), IFF Mk.II aerial wires from the tips of the horizontal tailplane to the insulated hole in the fuselage (C) and the generally grubby appearance despite not being an operational aircraft. Also note the station keeping lamp window (D) in the fuel tank plating and the ice guard on the carburettor air intake (E).

Compare the mid-April 1941 Supermarine style of soft edge underside colour and demarcation line with that of the mid-November 1940 CBAF built Spitfire Mk.IIa P7665 YT-L opposite.




Opposite page: Spitfire Mk.IIa P7665 YT-L was completed in mid-November 1940 and is seen here with 65 “East India” Squadron in January 1941. Note the Rotol RX5/3 propeller, very pale Sky spinner (and backing plate) and fuselage band with repainted “P7. Also note the TR.1133 aerial mast, rectangular rear-view mirror and dark red-brown ice guard on the carburettor air intake. IFF Mk.II aerial wires run from the tips of the tailplane to the fuselage just in front of the red centre of the roundel.



# SUPERMARINE TYPE 329 SPITFIRE MK.IIA/B

1000 Rolls-Royce Merlin XII powered aircraft ordered in April 1939 in the P7280 to P8799 serial number range and completed by Castle Bromwich Aircraft Factory (CBAF) as 765 Mk.IIa between June 1940 to July 1941, 156 Mk.IIb between March 1941 to July 1941 and 79 Mk.Vb between June 1941 to July 1941. 34 Mk.IIa were converted to Mk.Va, 5 were converted to Mk.Vb and 6 Mk.IIb were converted to Mk.Vb.

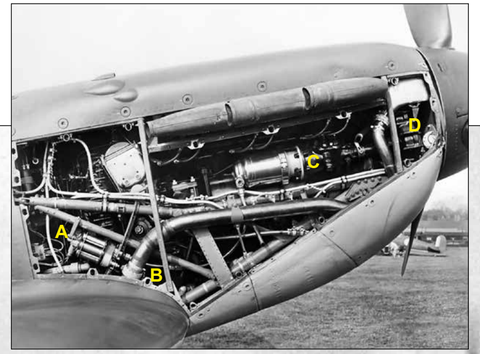
Significant new external identification features compared to late production Mk.Ia Spitfires are mostly on the starboard engine cowling with a bulged teardrop fairing at the front and a half-round access door at the rear for the Coffman engine starting system. Because of the Coffman (explosive cartridge) starter system, there was no electrical engine starting plug access door under the nose in the rear fairing of the oil tank. Many Mk.IIa/b had Rotol (RX5/1 and RX5/3) propellers but de Havilland DH.5/39 propellers were also commonly seen. The Mk.IIb had long cannon barrels and bulged fairings on the upper and lower surfaces of the wings. An electrical & radio socket door in the port wing fillet was introduced into production in February 1941. Station keeping lamps were installed from around P7916 to P8330.

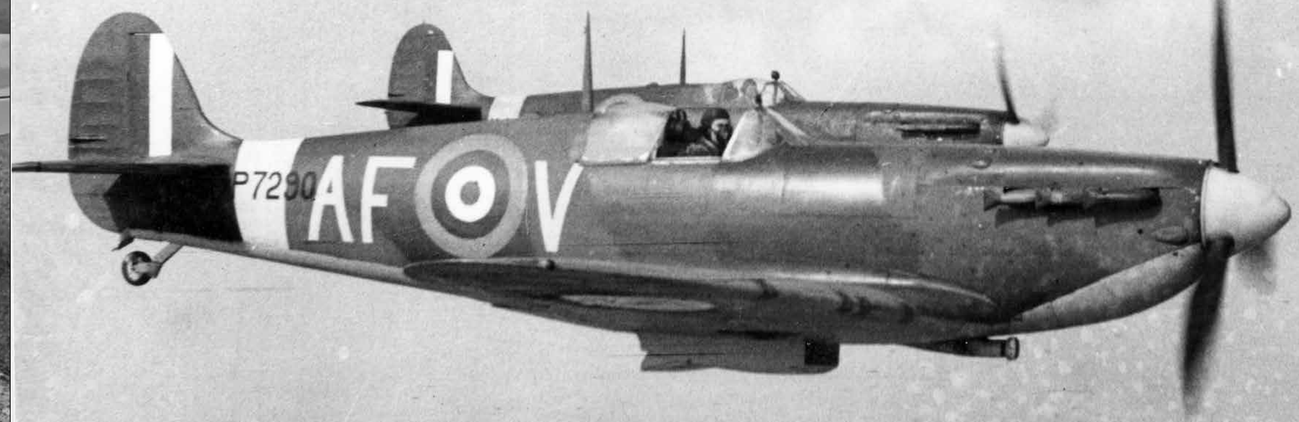
Spitfire Mk.IIb P7289 was completed in mid-July 1940 and is seen here at 266 Squadron marked as UO-D in September/October 1940. Many of these very early CBAF completed Mk.IIa have subcontractor components with stencil markings indicating they were probably originally built for Supermarine as can be seen on the Pobjoy Aeromotor & Aircraft marked rudder here. Note the TR.9D aerial mast and wire, duckboards on the starboard wing and group of visiting civilians, possibly CBAF employees.



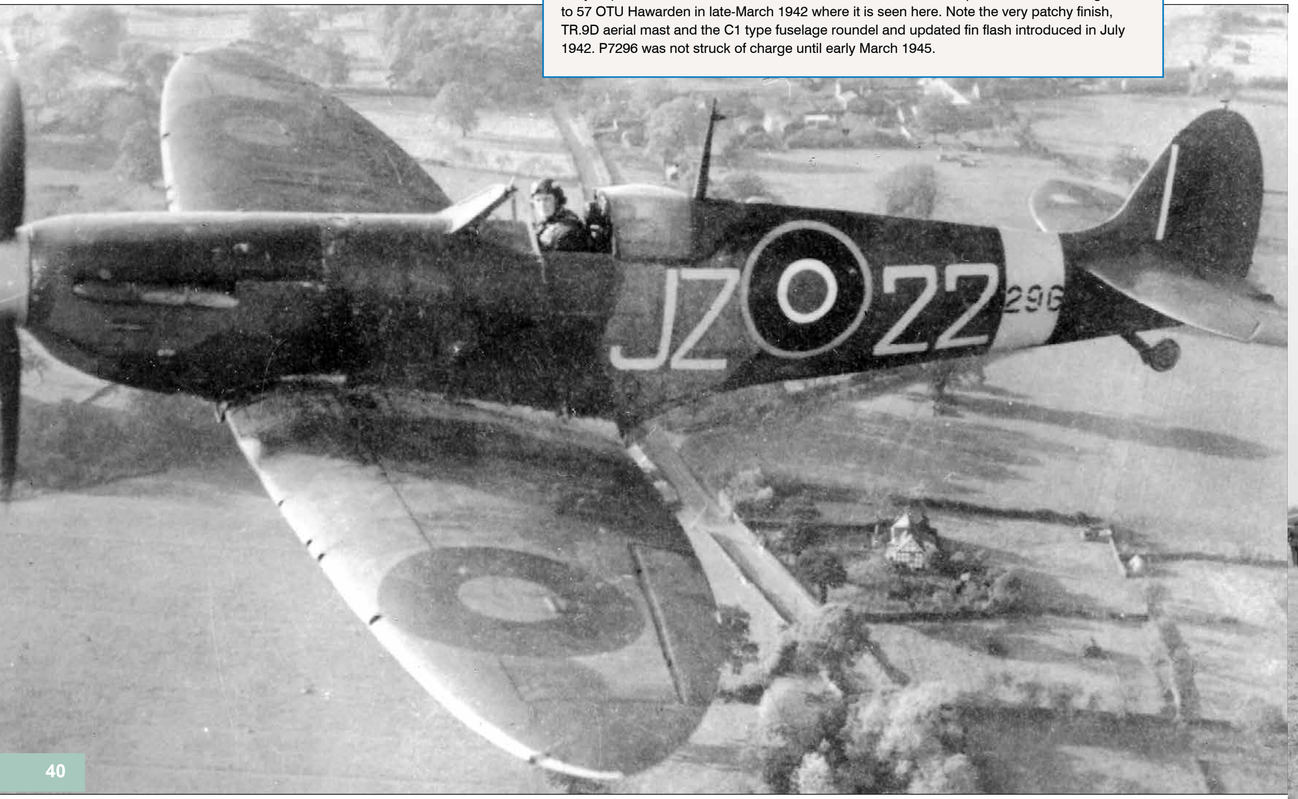
Spitfire Mk.IIa P7290 AF-V was initially delivered to 611 Squadron in mid-August 1940 and is seen here while at the AFDU (Air Fighting Development Unit) in mid-late 1942. Note the TR.1133 aerial mast, “triangle” exhaust manifolds, ice guard on the carburettor air intake and experimental (bump-stop?) fitting at the base of the rudder. Also note the DH.5/39 propeller, very pale Sky spinner and fuselage band and the various matt and gloss sheens of the repainted B camouflage scheme. P7290 went on to serve with the Royal Navy well into 1944.

Engine detail from Spitfire Mk.IIa P7508 (see page 44) displaying the Coffman starting system. Note the rotary magazine (A) for the explosive cartridges, gas tube (B), starter assembly piston housing (C) and how far out the drive housing (D) protrudes, which is why the teardrop fairing on the starboard cowling is needed. Also note the WWII era weld lines on the exhaust manifolds and the Rotol RX5/1 propeller spinner.



Spitfire Mk.IIa P7296 JZ-22 was completed in late July 1940 and delivered to 266 Squadron in early September 1940. It went on to serve with 234, 64 and 504 Squadrons before being retired to 57 OTU Hawarden in late-March 1942 where it is seen here. Note the very patchy finish, TR.9D aerial mast and the C1 type fuselage roundel and updated fin flash introduced in July 1942. P7296 was not struck of charge until early March 1945.






Below: Spitfire Mk.IIa P7420 was completed in mid-September 1940 and is seen here being refuelled, probably shortly after being delivered to 19 Squadron on 26 September 1940. Note what appears to be grey CBAF stencilling on the rudder (or possibly just gloss black catching the light), sprayed upper camouflage colours, the small roundel under the wing tip (probably applied at 6 MU (Maintenance Unit)), the teardrop fairing at the front of the starboard engine cowling, the Rotol RX5/3 propeller and spinner and that it was delivered with the TR.9D aerial mast. Also note the slightly higher position of the large drain hole in the side of the cowling compared with that on the very similar Mk.Va seen on page 52.

Right: Spitfire Mk.IIa P7422 QV-V was delivered to 19 Squadron on the same day as P7420 (below) where it is seen here sometime before late November 1940 when the IFF Mk.II, and Sky painted spinner and fuselage bands were introduced. P7430 remained with 19 Squadron until late June 1941 when it went on to serve in 71, 401 and 154 Squadrons before being retired to 61 OTU in late November 1941. Note the TR.1133 aerial mast, the paint worn off the leading edge of the fin and the generally distressed overall finish after just a few weeks service.


# SPITFIRE Mk.IIa P7397 QV-U, 19 SQUADRON, JUNE 1941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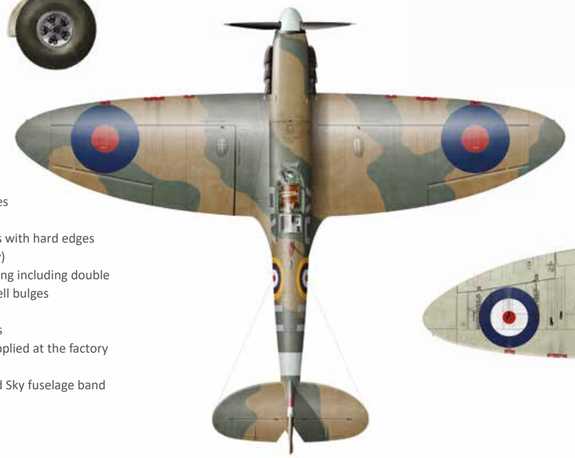
## Modeller's notes

Rotol RX5/1 propeller
Engine top cowling with lower glycol tank hatch but not the additional CBAF panel line at the front
Triple ejector "triangle" outlet exhaust manifolds
Fuel tank plating
GM.2 reflector gunsight
Armoured windscreen
Bulged hood
Voltage regulator behind pilot's headrest
Single pitot tube
No electrical & radio socket door in the port wing fillet
Tapered type aerial mast without "triangle" attachment
Raised rivets on wireless door
IFF Mk.II aerials
Single (rear) parachute landing flare hatch under the fuselage
Small hole under rear fuselage for the downward firing Plessey recognition (flare) device

## Colours

Dark Earth and Dark Green with soft edges
A camouflage scheme
Sky Type S factory painted under surfaces with hard edges (wheels were most likely also painted Sky)
Mix of Supermarine & CBAF style stencilling including double line "Not to be walked on" over wheel well bulges
A1 type fuselage roundel
Large B type roundels on top of the wings
Large A type roundels under the wings applied at the factory with stencilling on top
Sky spinner, with Night backing plate, and Sky fuselage band