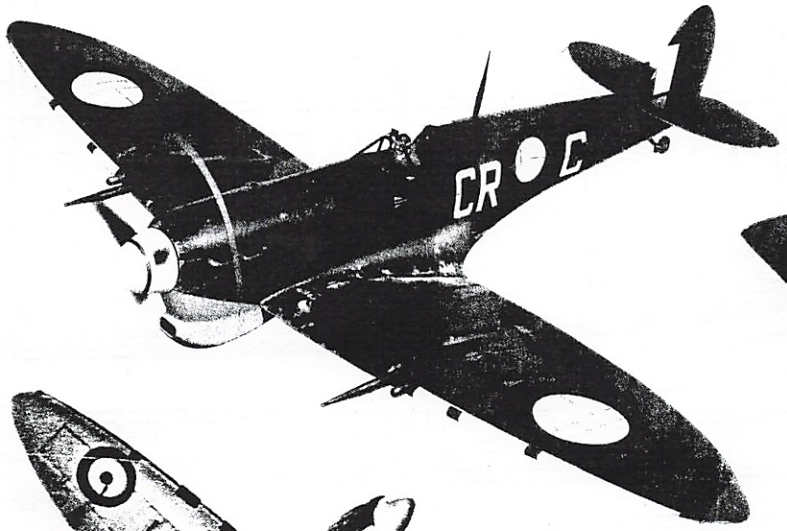
CROSSWINDS

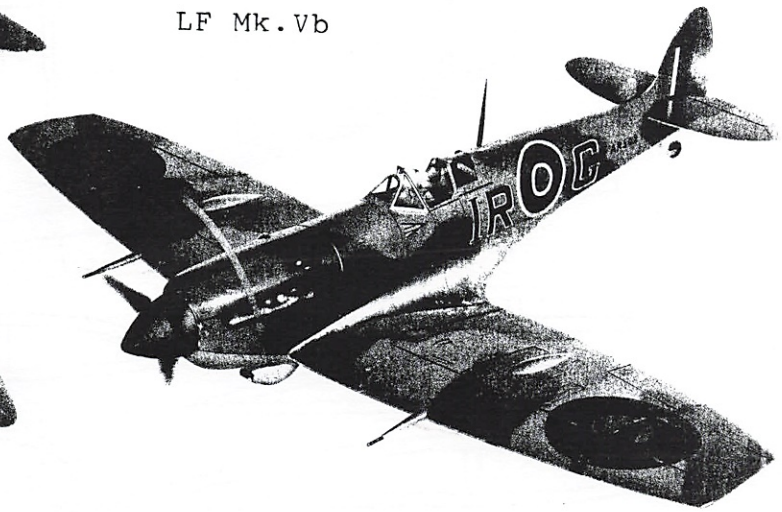
CLEVELAND FREE FLIGHT SOCIETY

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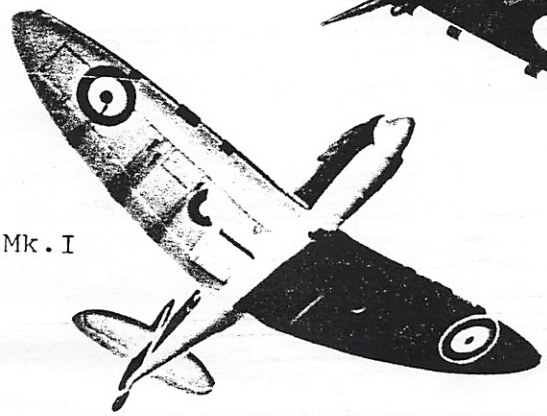
Mk.Vc



LF Mk.Vb



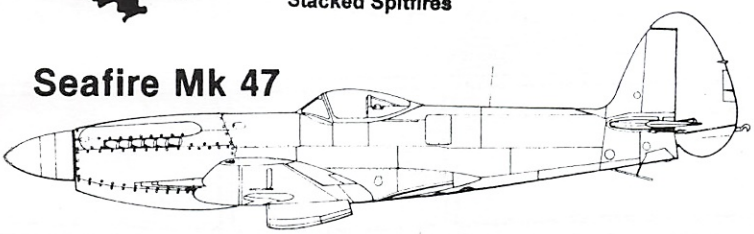
Mk.I

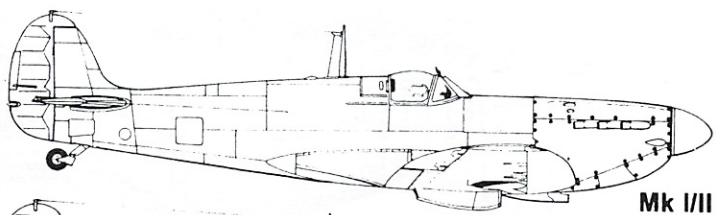


CROSSWINDS
RUSS BROWN
4909 N. SEDGEWICK
LYNDHURST, OH 44124

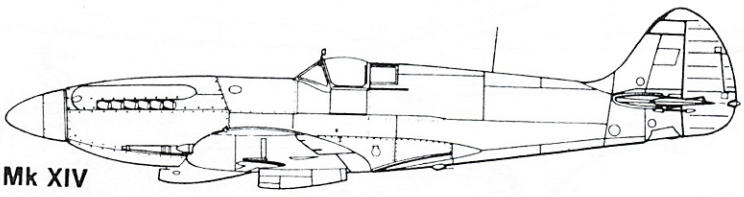
Stacked Spitfires

Seafire Mk 47

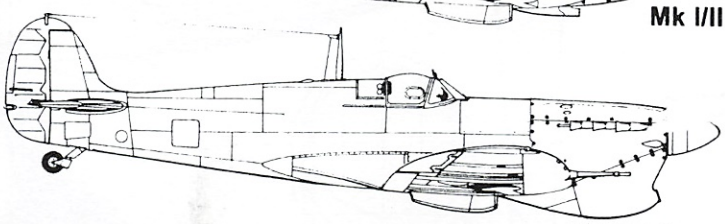




Mk I/II

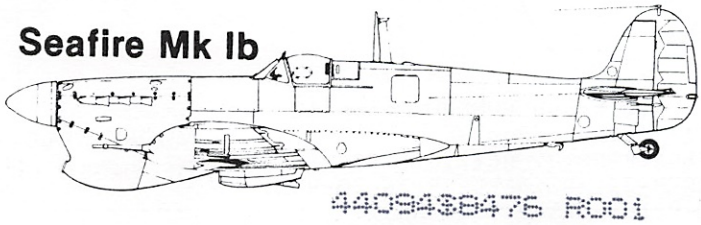


Mk XIV

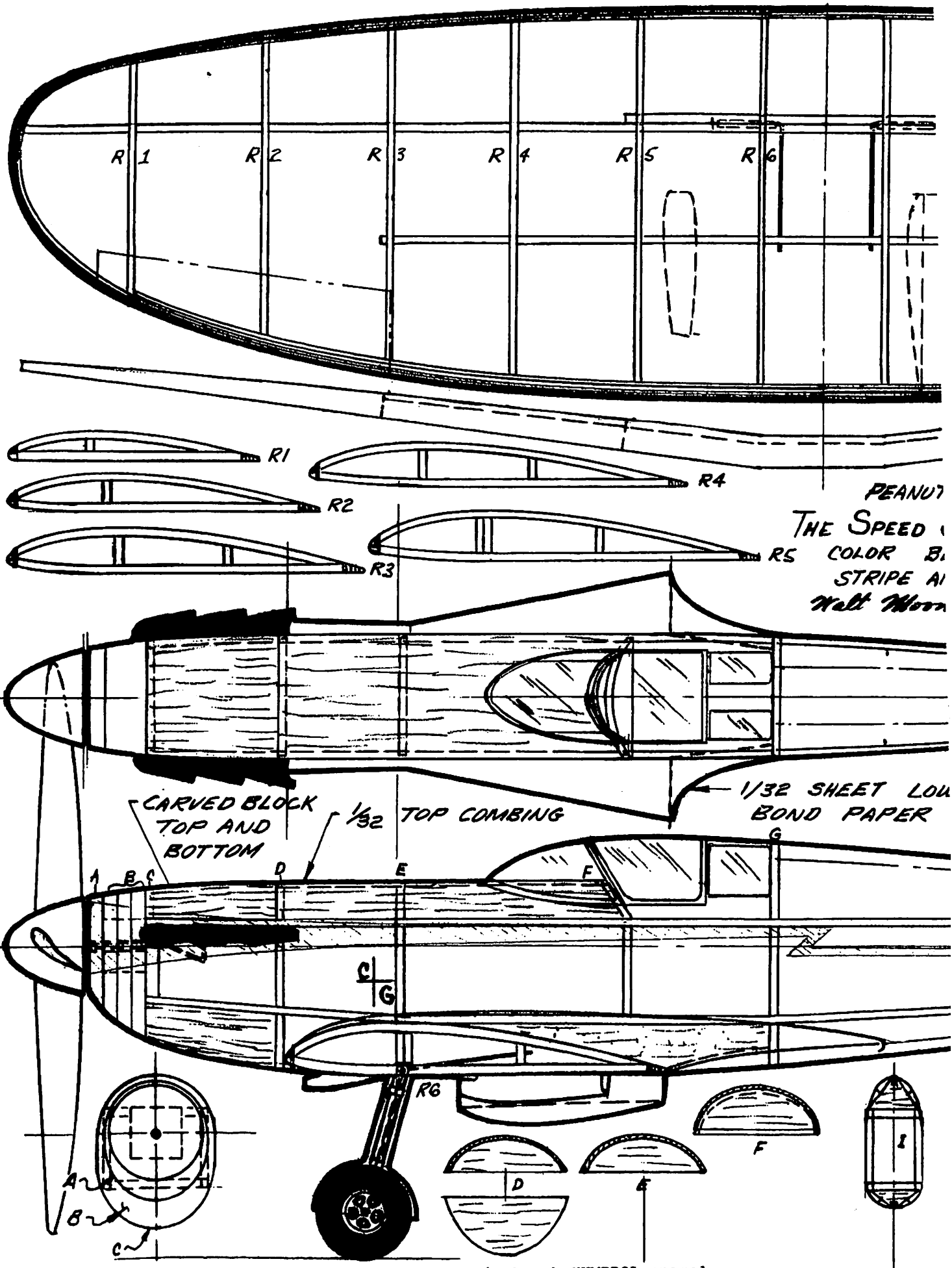


Mk Vc Trop.

Seafire Mk Ib



4409488476 R001



Color Esaki tissue with chalk, art spray, or air brush HUMBROL enamel at 20 to 1 thinner to paint. HUMBROL UK WW II color codes: RED-#60, WHITE-34, BLUE-25, YELLOW-24,HT6, BLACK-HB10, HU12,SILVER-HB14, SKY BLUE-23,HB5, MID STONE-84,HB12, DARK EARTH-29,HB2,DARK GREEN-30,HB1, OCEAN GREY-27,HB7, SKY GREY-HU3, AZURE BLUE-HB13, P.R.U.BLUE-HX3.

STACKED SPITFIRES

Super attractive Mk.I Spitfires evolved like Venus with wing clips to gain speed and nose modifications to accommodate engine growth.
Compulsion to build Spitfires with curves in all the right places inspires this tasty triple stack of Spitfire peanuts. Professor "Fate", aka FAC Major Rocky Russo and Hudson Duster aka Lt. Michael Heinrich layer the sandwich leading off with "Fate's" choice of tropical filter chin and clipped wing tips in a low flying (L.F.) Mk.Vb version on a "fits all" frame. Hudson Duster caps off the project with the ultimate Seafire Mk 47 beauty. Text provides Battle of Britain history with weapon evolution to balance Bf 109 and FW 190 advances. FAC Air Marshall Dennis Norman packs in the center fill peanut layer with use of his long nose MK XIV "Air Ace Models" 13 inch w/s size plan and marked tissue pack. Order the Air Ace peanut or17.4" w/s packs from Dennis Norman at 11216 Lake Ave. Cleveland, OH 44102. Ph. (216) 631-7774 e-mail tvnorman@aol.com.

FAC General Mike Nassise provides more in "Tailspin" (22 Greenfield St. SO. Easton, MA 02375, for only $10 per year, bi-monthly with plans and craft). and FAC Air Marshall Bill Henn in "The Art of Bill Henn" $8.00 from Free Flight Quarterly ($36 per year to Chris Stoddart in USA at 8400 Woodbrook Drive, Knoxville, TN 37919, e-mail chris@freeflightquarterly.com, or overseas to Chief Editor Sergio Montes at 37 Windsor St. Kingston Beach 7050 Tasmania, Australia, e-mail montes@iinet.au.) FFQ is rich with world wide ff features, including airfoils, P-30, FAI rubber & gas and rubber scale models. Mike and Bill provide flight trims for low wing types. A Spitfire aerodynamics class and moderate tweek fix by Walt Mooney follows from Crosswinds Editor at Blue Fox base along with color text and views.

A neat No.Cal. Profile Mk. V plan by Paul Bradley from "Scale Staffel" April, 2001 with add-on tropical filter chin option is available from "Crosswinds" on request.
Adding class and charisma to CFFS WW II events, Air Marshall Dennis Norman impressed this CD by outflying P-39, P-51, F6F and Yokosuka D4Y "Judy" fliers while coming in 2nd to Dan Kane's "Judy" and eliminating Stu Wecker;y's "Judy" with his 17.4" w/s Air Ace Mk XIV Spitfire, after only two trimming days at CFFS contests.
Spitfire spotting will resume May 2008 at LCCC. Build one to fly one.
Dime Scale fliers can start a Spitfire family with the Comet Mk.I kit #1270 at $14.95 plus $6.00 shipping from Penn Valley Hobby Center at 837 W. Mail St. Lansdale, PA 19446, ph. (215) 855-1268.

Colors and Marking:

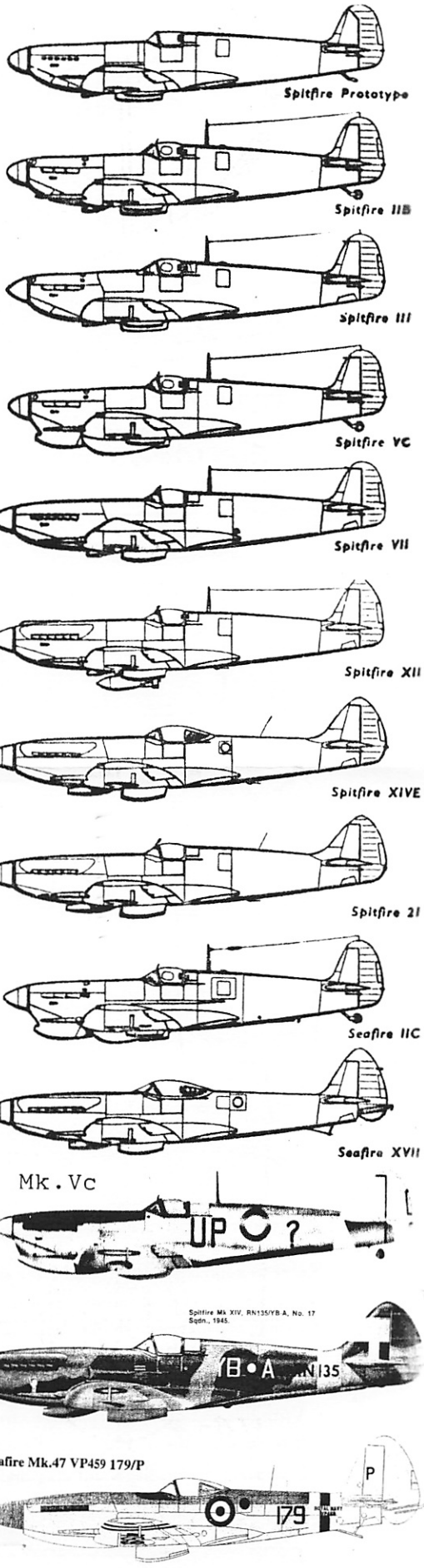
Early Mk.I Spitfires had flat top canopies with dark earth and green camouflage over half black and white split undersides without roundels. Code RB-K in light grey had reversed black and white ailerons. Spinners were black. Colors and marking may be applied lightly by using colored Esaki tissue, artists chalk dust, or air-brushed fine paint thinned near 20 to 1. WW II U.K. colors in Humbrol enamels are available in USA from Shorty's Basement, 1036 Bexley Ave. Marion, OH 43302. ph (740) 223-7471. www. shortysbasement.com.

Spitfire A and B camouflage patterns used the same rubber mask flipped 180 degrees. Conversion of Mk.I's and later Mk's to photo use, some with guns, were all pink for below clouds use or all PRV blue. Solid colors or silver are best to show the elliptical form without the optical confusion. From Mk.V's on, dark sea grey replaced dark brown. Undersides were pale grey or blueish green. An Ivory sky band was applied on aft fuselage, just forward of the empennage and on prop spinners.
Mediterranean Mk.V's were dark earth and tan middle-stone over azure blue. The large Volkes filter chin or smaller Overhaul-Depot-designed filter kept sand and insects out. With air superiority came bare metal silver finishes until corrosion was found. S.W. Pacific "sea-and-sewage" colored Spitfires added white tail and leading edge wing location paint. H.F. (high flying) Mk. VII pointy tip and rudder Spitfires were extra dark sea grey over light sea grey. The final Seafire Mk. 47 was painted extra dark sea blueish grey with sky Ivory sides and bottom, and had a red spinner.

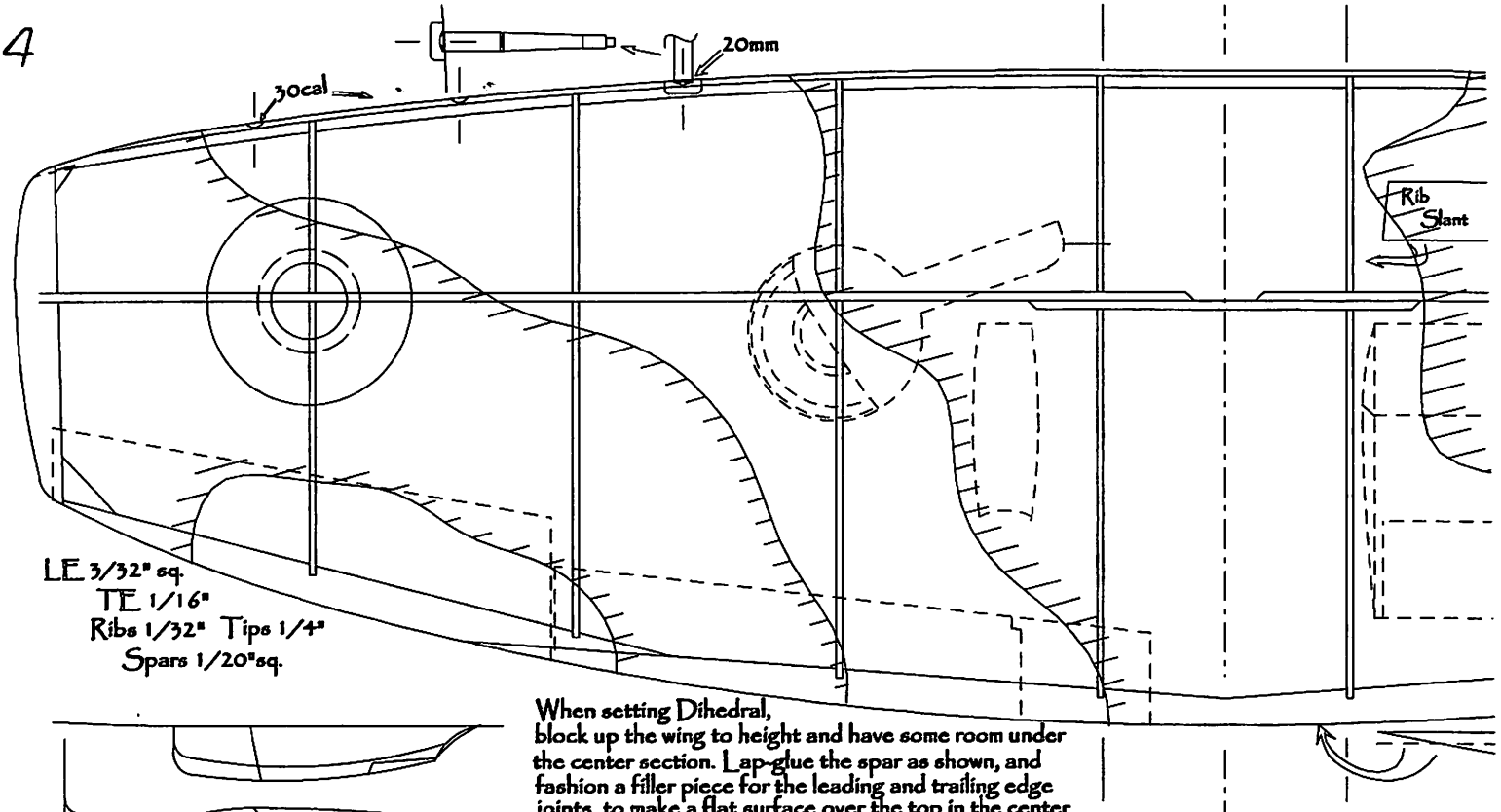
Elliptical tips and Trim:

Are elliptical wings good, better or best? By S.W.A.G. (scientific wild ass guess) deduction, we conclude curved forms follow structural advantages as in slow indoor models, Carl Goldberg Sailplanes, Valkerie and Zipper pylon gas models, Cessna CR-3 and Seversky SEV racers. Radial engines aid stability by lowering thrust lines toward scale dihedral wing tips so they are at or above the thrust lines.
The "touchy-to-trim" Spitfire has a high in-cowl thrust line with a small horizontal stabilizer. Walt Mooney flew the Speed Spitfire of Model Builder 12/'73 with tweeks for dihedral raised up to the thrust line, and scale shaped stab size increased to 1.21 X scale size. The scale shape is offered here as an alternate to the Mk.V plan stab. with enlargement mostly by stab span, as on the late Merlin powered Mk.22.
Built-in pre-flight adjusted trims, advised by Mike Nassisse in Tailspin, and Bill Henn. in Free Flight Quarterlys for low wing models, are: left turning, 3 degrees down thrust, 1-1/2 degrees (.026" per inch or 1/32" per 1.22") right and plus 3 degrees wing incidence. Both wing tips are washed out, T.E. up maybe 2 degrees at the inboard (left) end rib and more under the right wing end rib. (Mid wing and higher models can turn right with nearly 3 degrees right thrust). Bill's 23 inch Mk. XIV full tip Spitfire flew best to the left. Dennis Norman's 17.4 w/s Mk XIV, with full wing tips, also looked smooth flying left. My No. Cal. Mk V with tips clipped for more area (in a span limit 16" rule) flew O.O.S. North to Canada from Erie Prangmore, going left. Geoff Phillips neat Dave Diels size P-47B Thunderbolt, with full eliptical wing tips and natural high dihedral above thrust line, went O.O.S. left out of Storkville.
Enlarge the horizontal tail and the cousin Seversky Bendix Racer model by Dave Livesay flies well too. Hung does not care much for wing tip theory. High wing tip area and lots of tail is a better fix.
Left is right for Low wing Spitfires!

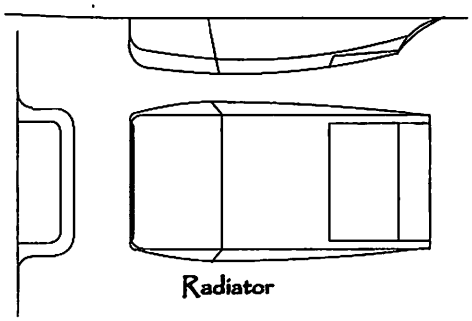
Russ Brown



Doctor Vernon Hacker departed loving wife and family November 30, 2007 at 85. Doc. was chief of staff /surgery for 37 years at Euclid Hospital, retiring in 1990. Doc enjoyed Indoor Free Flight as a leader of CFFS activity, with special interest in Science Olympiad mentoring. He will be missed, especially by those young indoor fliers he trained so well.

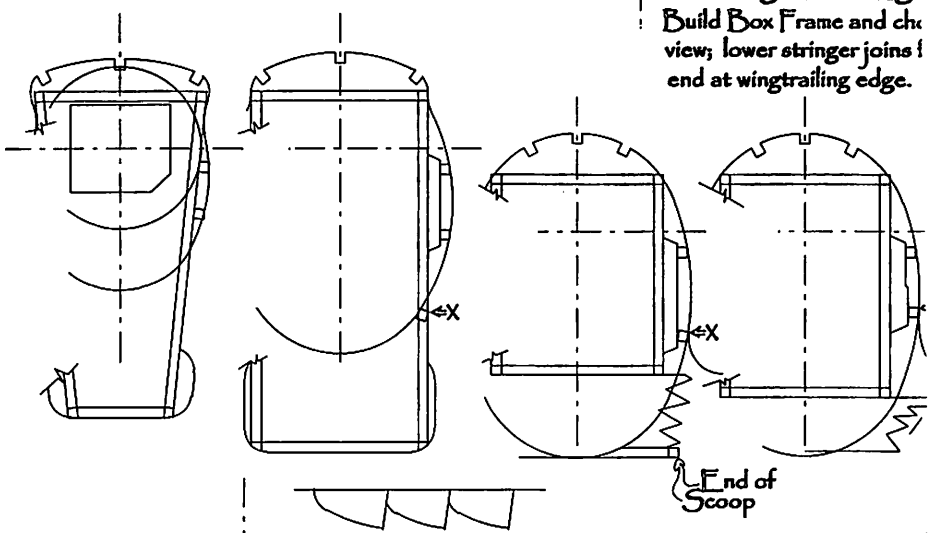


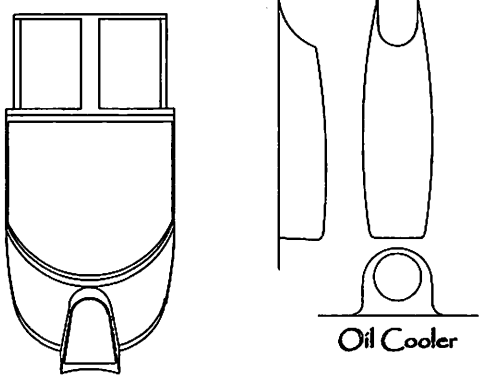
When setting Dihedral, block up the wing to height and have some room under the center section. Lap-glue the spar as shown, and fashion a filler piece for the leading and trailing edge joints, to make a flat surface over the top in the center section. Then sand underneath to thickness.

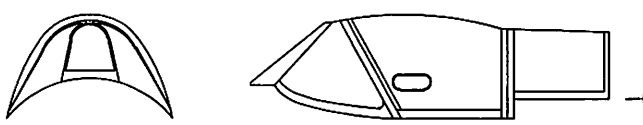


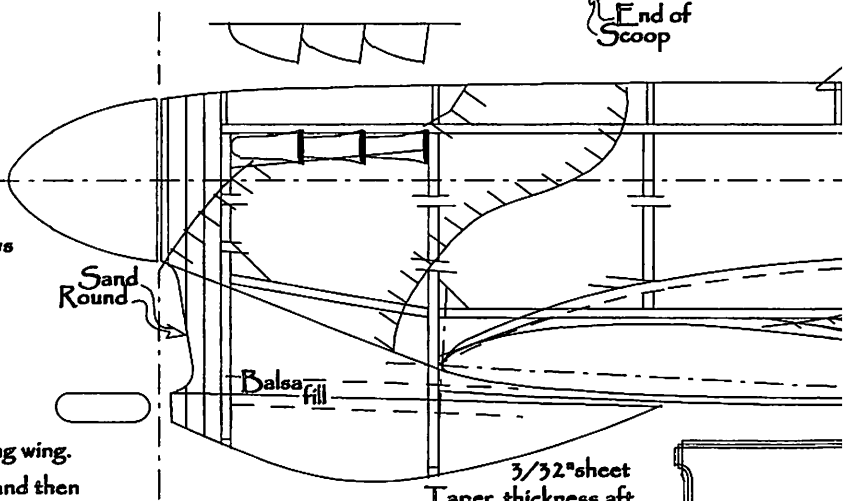
Fuselage Framing

Build Box Frame and cha
view; lower stringer joins t
end at wingtrailing edge.









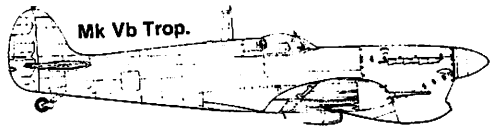
Refer to source material for air filter shape. The scoop narrows under the engine cowl and widens again at the aperture. You may use just enough filler balsa to hang tissue on, or fill and shape the entire structure.

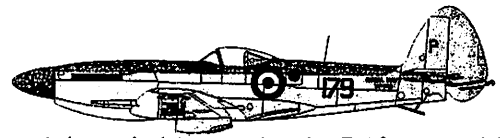
With this size of model, fuselage structure under the wing is minimal but the air filter must be completed before installing wing. Complete the fuselage and wing and cover both, assemble, and then fair out the underside as desired.

2'05

Spitf

From: "MICHAEL HEINRICH" <hudsonduster@hotmail.com>
Date: Sat, 27 Oct 2007 08:56:58 -0400
To: "Rich Weber" <se5weber@cox.net>





VP459 Scrap view showing pre-July markings and camouflage as an alternative scheme.

Hi

We were joking around about the "Fear of Spits" syndrome.

You know what I mean. Imagine your archetypal Anxious Modeler, brow creased, lips pursed and not a nickel to spare, shifting from foot to foot and making half-finished hand flutters, repeating "OHH the tip stall! OHH the short nose, the complex yet strangely sexy curvature! OHH what shall I do, fuss-oh-dear, fuss-oh-dear?" until Jane Austen Herself would turn away in disgust and go fly an E36. I mean, really, fellahs. Get a grip.

Here are a couple of plans that try to get the structure down to a place that balsa can go, while making the best of some aerodynamic challenges that even the full-size Spits had to deal with.

The Spit story, typical of 30's-era design, is a story of dreamers.

Warplane development in the 20s and 30s involved mostly expanding on the themes of WW1, so many of the fighter aircraft being designed were "Children of the Spad" or "Decendants of theSE5" or "Offspring of the Fokker D7". At the same time, public interest and enthusiasm for air-related stuff was running wild; the magazines of the day were rife with planes being illustrated, or created for stories that were generations ahead of the technology at the airfield.

A few designers started up doing some dreaming as well. Most were impractical. Some were race planes that clearly had potential. But as the real world intruded, everyone in the world ended up making a modern warplane on a simple formula: the biggest engine they could stuff into a monoplane that mixed tradtional structure with some fabric covering with some metal, and various gun mixes.

A couple airplanes took one logical step into the "no compromise" stance. Kelly Johnson's Lightning, for example, would be right at home on any pulp cover of The Day. Our subject here is another one of those "one step beyond" airplanes: Reginald Mitchell, best known as a race plane designer, took a step and a step and produced the classic Spitfire.

That 1935 generation of designs all had to make changes with WW2 practicality. The first producion version of the Spitfire, the Mk 1, proved to be a little undergunned, needing more armor, and obviously the enemy was going to produce new airplanes. In the 1 series, there were small attempts at better guns and more horsepower until they had the next MAJOR variant, the Spit Mk. V. The spit V was essentially a rationalization for the minor runs of earlier spits with more power and different guns. Some motors were modified to perform best at certain altitudes.

But there was a NEW version of the Merlin engine coming on line, the 60 series, that promised better performance all around. The New Standard Variant was to be the Spitfire Mk. VIII which would have the "final" version of the hot motor and the cannons.....and a few tweeks for good measure. The problem was that the new version proved more difficult to bring on line than thought.

As a stop gap measure, the Supermarine company just bolted the new engine on the front to the old Mk. V airframe, and called it the "Mk.IX" with the "MkVIII" being the later version.

And suddenly, the British had a lot of Spit Vs hanging around that were semi-obsolete. One solution to the problem was to give Spit Vs to the americans. Another was to take airframes and do field modifications to give them new specialized jobs.

The Spit V as supplied here is one of those field modifications. There was a regular set of missions for the Brits that involved low level photo reconnance and low level intruder raids. Thus, we have the "LFVc" model: L for low level, F for fighter, V, model c(indicating the third model of the wing for cannons). The wing shape had been designed for optimal drag at high altitude, but its very shape had bad characteristics 2x4 in there and file it to shape!). The Supercharger was modified so that there was no variance in pressure, just one optimal setting for low altitude.

So the Mk.IX Spits were sent up high where things were more to their liking; while those Trop-prepped Mk.Vs got tasked for low-altitude attack and support, and the resultant L.F.Vc came in hot on the deck, playing "No-Friend-Of-MINE" with targets of opportunity in Italy and the Sahara.

Our first drawing was to produce a Peanut Warplane with optimal wing area. The side benefit was that the clipped wings have better stall characteristics improving the trim. The nose is modified with a massive airfilter because it was done in North Africa for the SAND. It adds character. (Sidebar: Rocky Russo has always loved the Trop Spits. The big air cleaner under the chin, which I basely thought of as a goiter, he sees as the perfect rendering of his youngest son's obstinate pout.)

The short version is that this 1935 design got changed a lot over a decade. But from a modeling point of view, these aircraft are closely related, enough that drawing up one, allows a modeler to make changes here and there and make a different variant. Just like the British did going from the Mk1 to the V, then 9 and so on. Here, you see two plans based on a common structure, a tweak here and there. Notice both are drawn at 13" wingspan, but due to the difference in span of their subject aircraft, they're not to a common scale. You can see how the basic framing gets used in different ways, but the hard part's only been done ONCE.

(There would be three--Walt Mooney did his take on The Fear, with his "Speed Spit" record-breaker-to-be; and while researching this project we took a hard look at what he had done to get a flyable Spit, and found he'd snuck a few zingers in. We'll talk about this another time, maybe. Just for now, call Mooney's plan the third in this series, in spirit.)

So the second plan is a postwar Mk.47 Seafire.

Mating a nice Griffon engine with the sweet Spitfire airframe made for ideal power, once the fearsome torque was tamed by the use of contra-rotating props; but the rough landings aboard carriers took their toll, and the tailboom soon developed alarming wrinkles forward of the stab. It was noted that the structure settled into its "adjustment" and went no further, and ultimately the problem was solved simply by ignoring it. Power was still lacking, with high takeoff loads and no catapults, and the Mk. 47 was equipped with rocket assist bottles for carrier work.

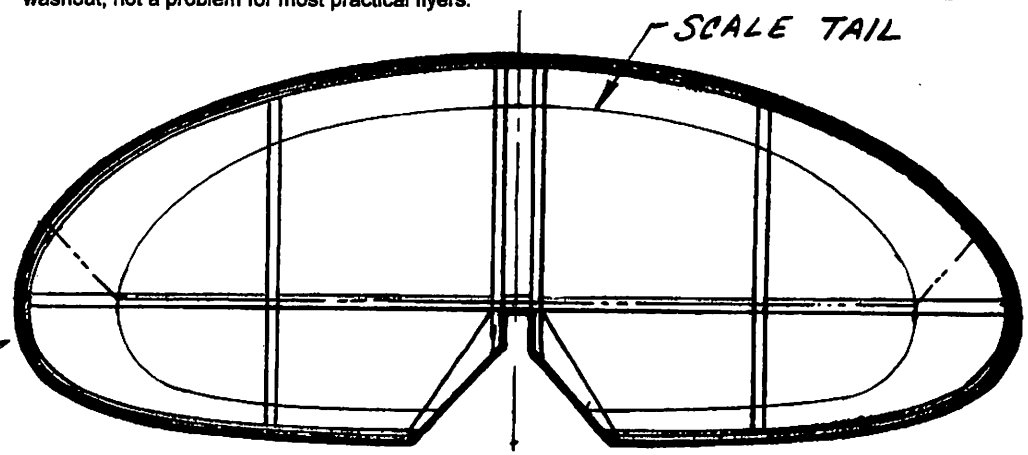
While we've drawn the Mk. 47 because it hasn't been done to death, you can play with fins and wingtips and end up with several other good bubbletop Spits based on this airframe.

Both these models were drawn with a minimum of lumber. We get rid of side formers in the tailboom by the use of firring-strips, little chocks that "fir out" the stringers to the place we need to create the representation of the elliptical-section tailboom. A great deal of that nice curvature is actually under the immense wing fillet, there in the area from cockpit aft to wing TE, so the rather tricky transition from rounded-trapezoid to ellipse is buried. We give you a curved stringer as the boundary line on the fuselage, so just drop a brace or two off that to the wing and fit up fillets of rolled vellum or what-have-you.

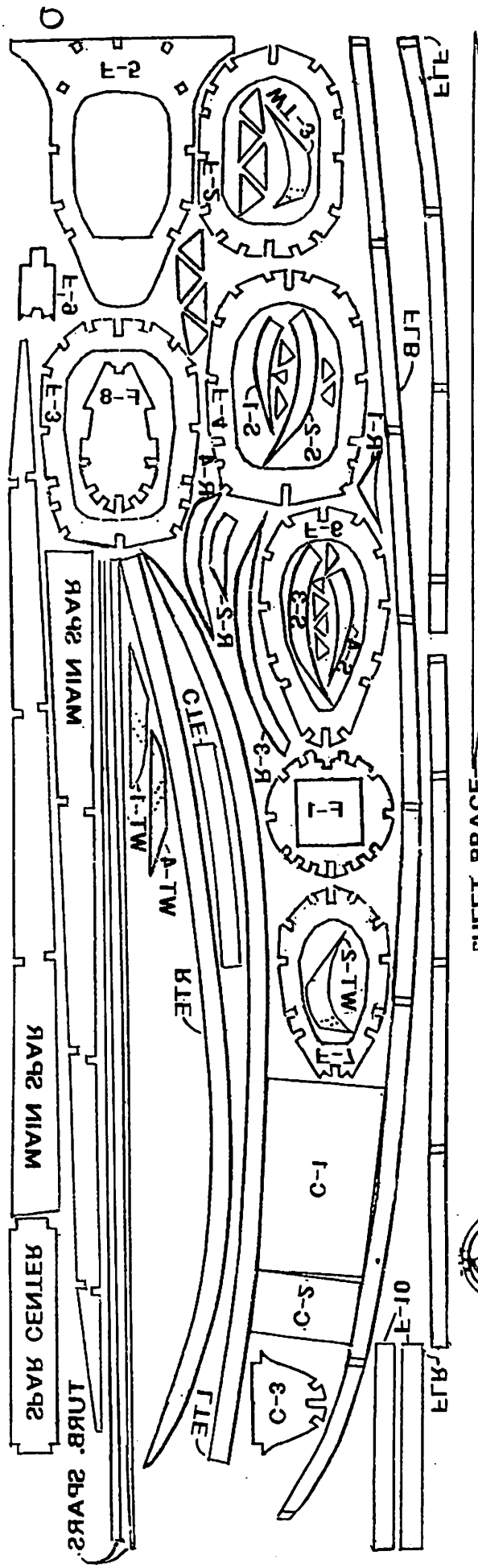
The tailfeathers are grown to a default-setting formula: 25% stab, 12% fin. Start with 1" dihedral to 12" wingspan (the "1.03" on the drawing is a concession, not a recommendation) per side, and give a decent amount of washout to the wing. The clipped Mk. V will do with 1/16"-1/8" while you can twist the very hell out of the e-wing on the Mk. 47: look at pictures of the real thing, these wings had serious washout in the big versions too!

I mentioned blowing up the structures from the conveniently-sized drawings: add chocks in the nose area to honestly represent the area over the engine, if you do; this was left deliberately sparse, in an effort to whittle the model down to its most basic. Hope it's successful.

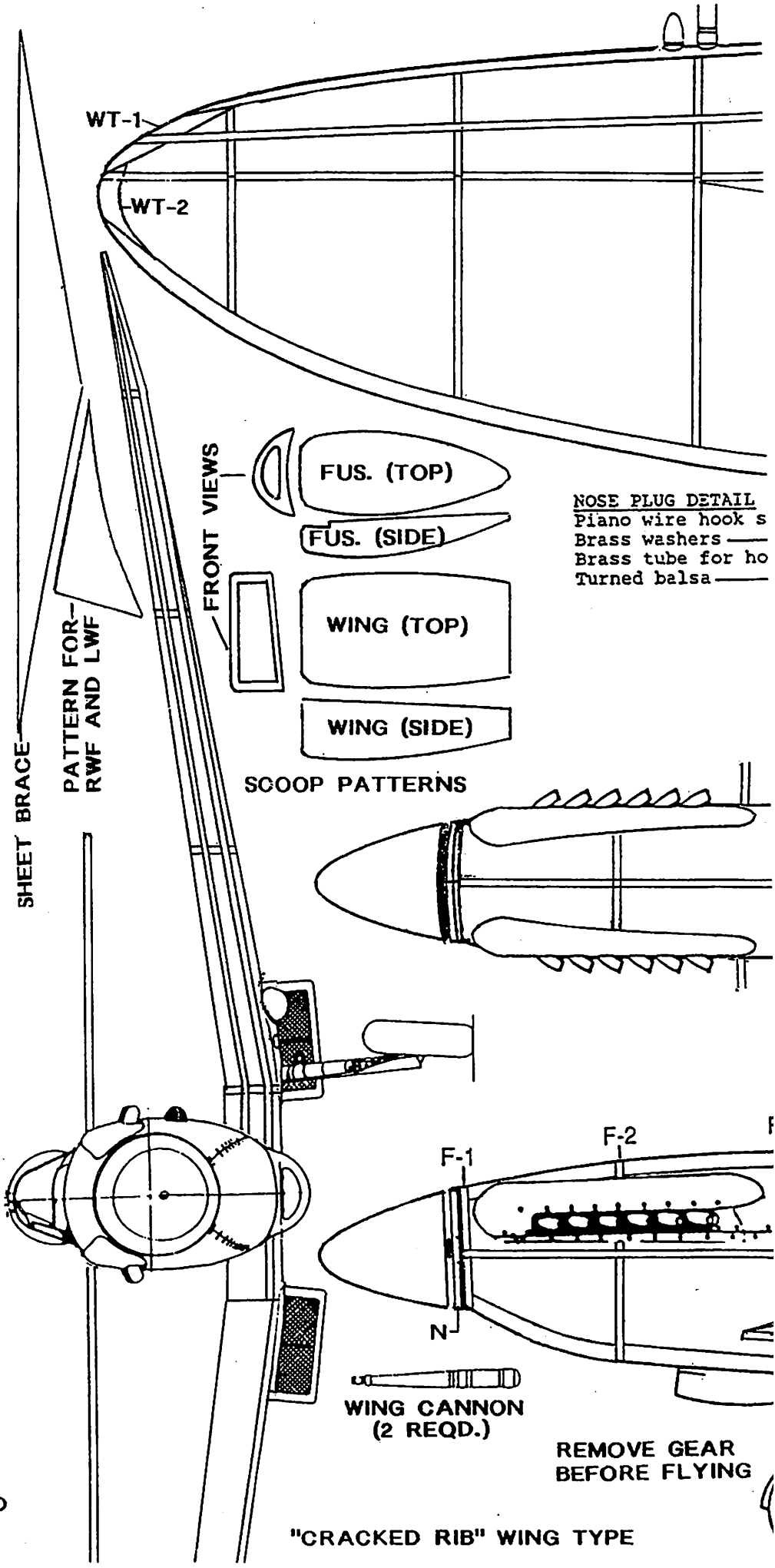
Most recently, the Mk.V was built by David Boals in a very large scale, and by Greg West as a Peanut. Greg also stresses that the model be built with the dihedral settings shown on the plans and plenty of washout, not a problem for most practical flyers.



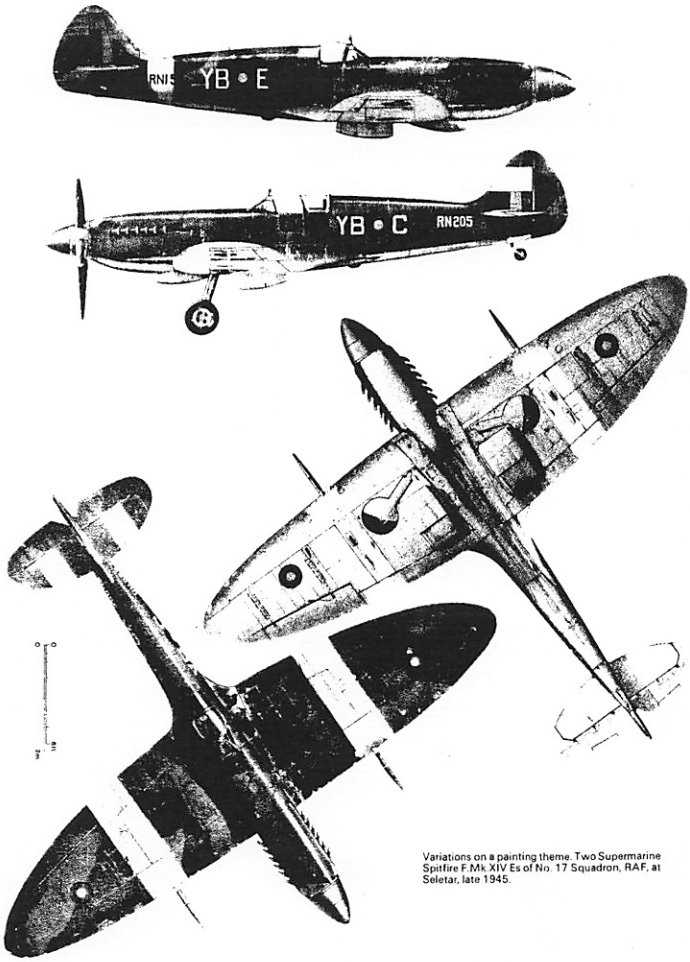
Walt Mooney Speed Spitfire,
Mk. I-Mk.V, Mk.IX tail.
MODEL BUILDER Dec. 1973



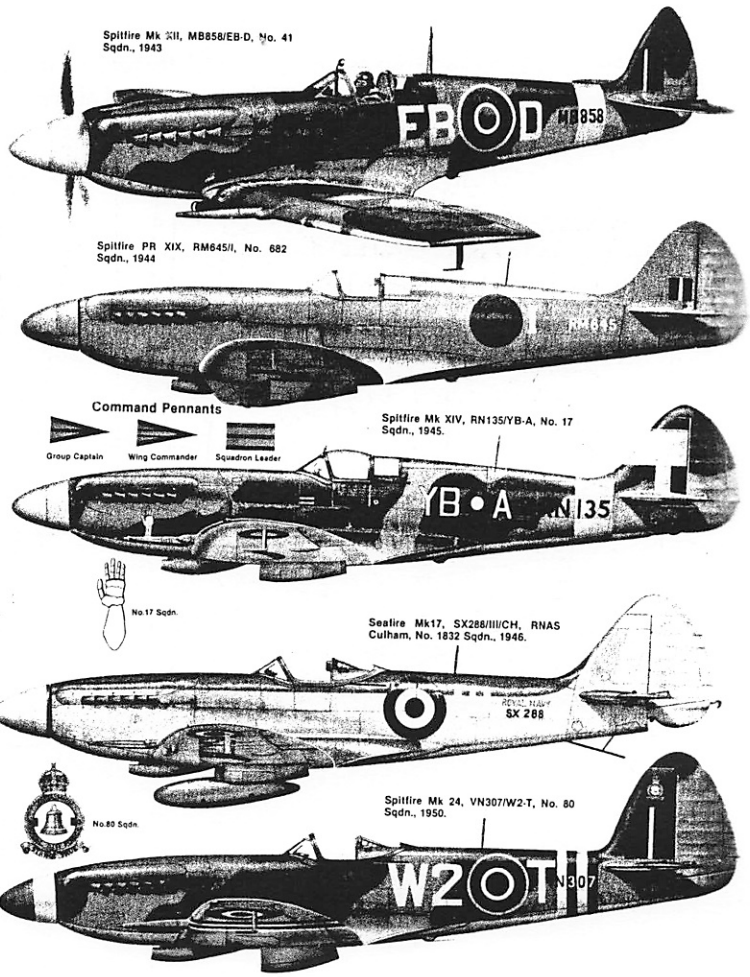
PRINTWOOD LETTERING REVERSED TO "PRINT" CORRECTLY

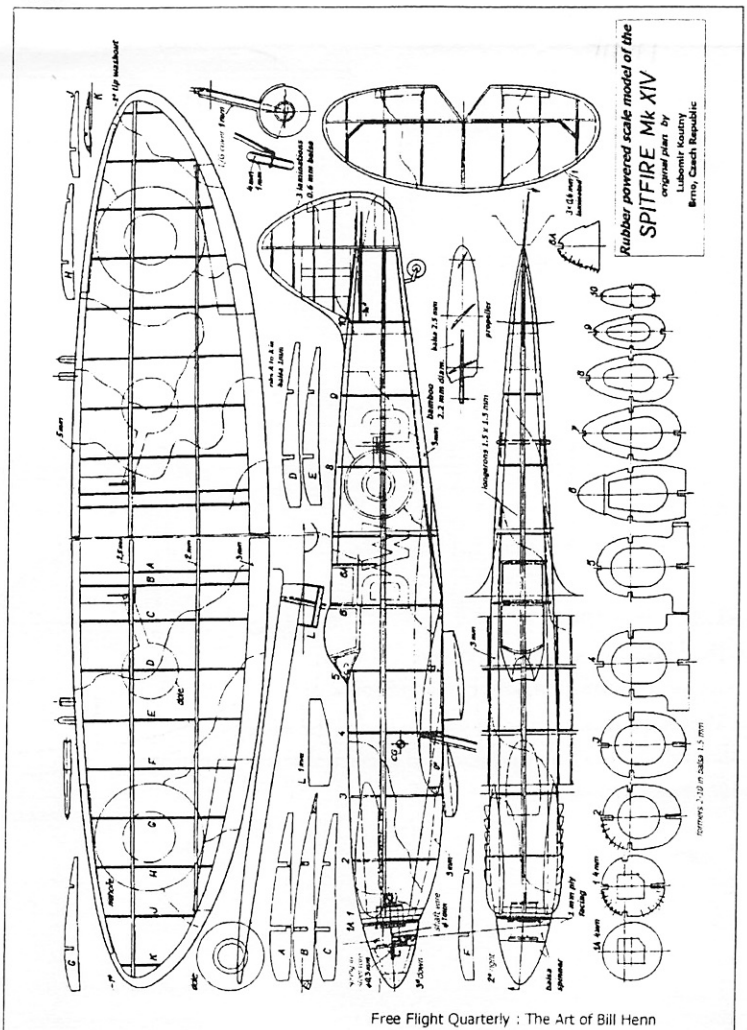


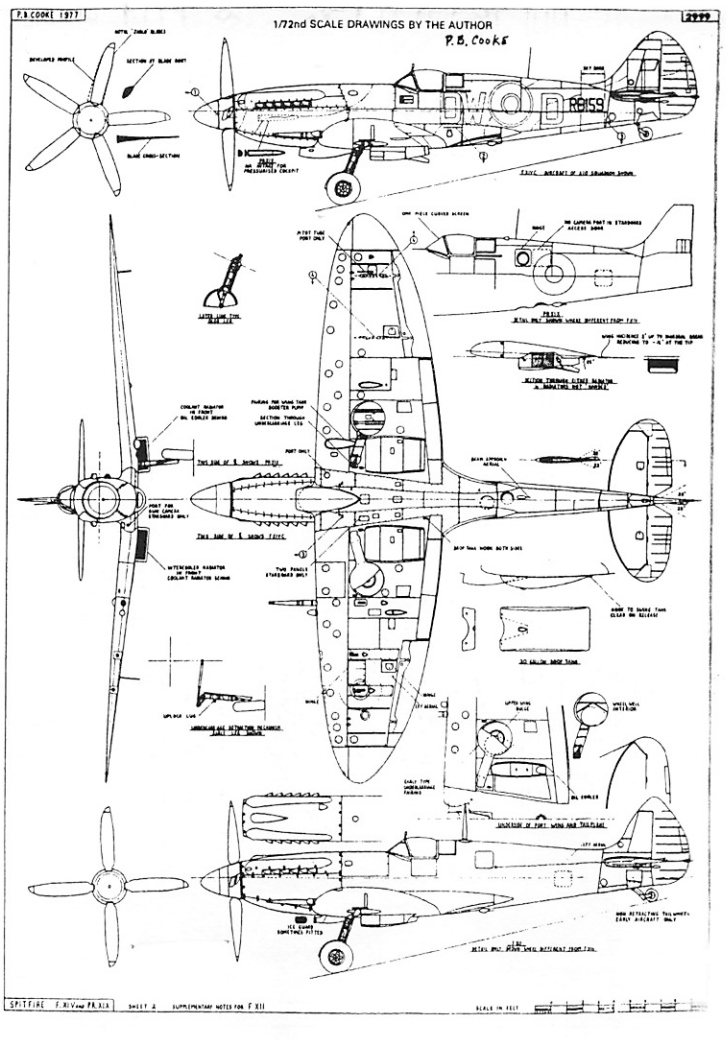
"CRACKED RIB" WING TYPE



Variations on a painting theme. Two Supermarine Spitfire F.Mk.XIV Es of No. 17 Squadron, RAF, at Seletar, late 1945.



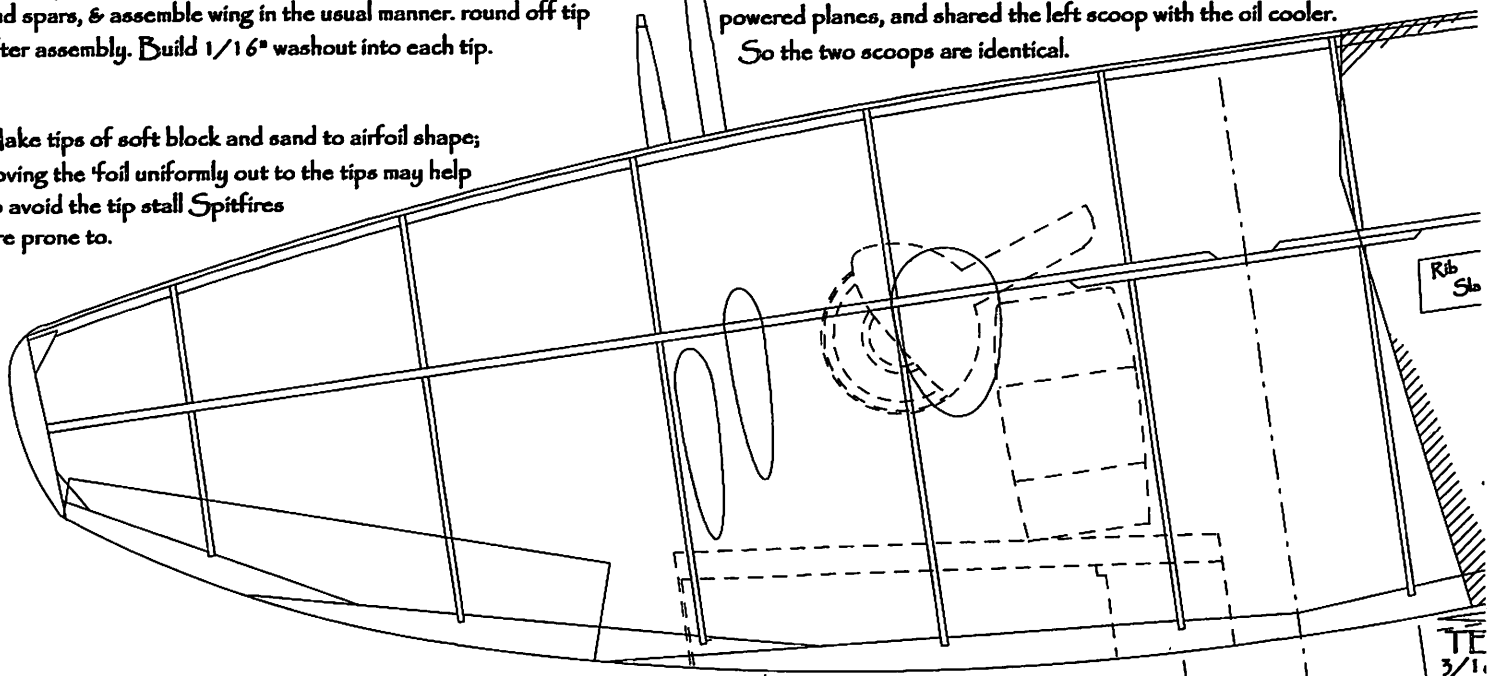


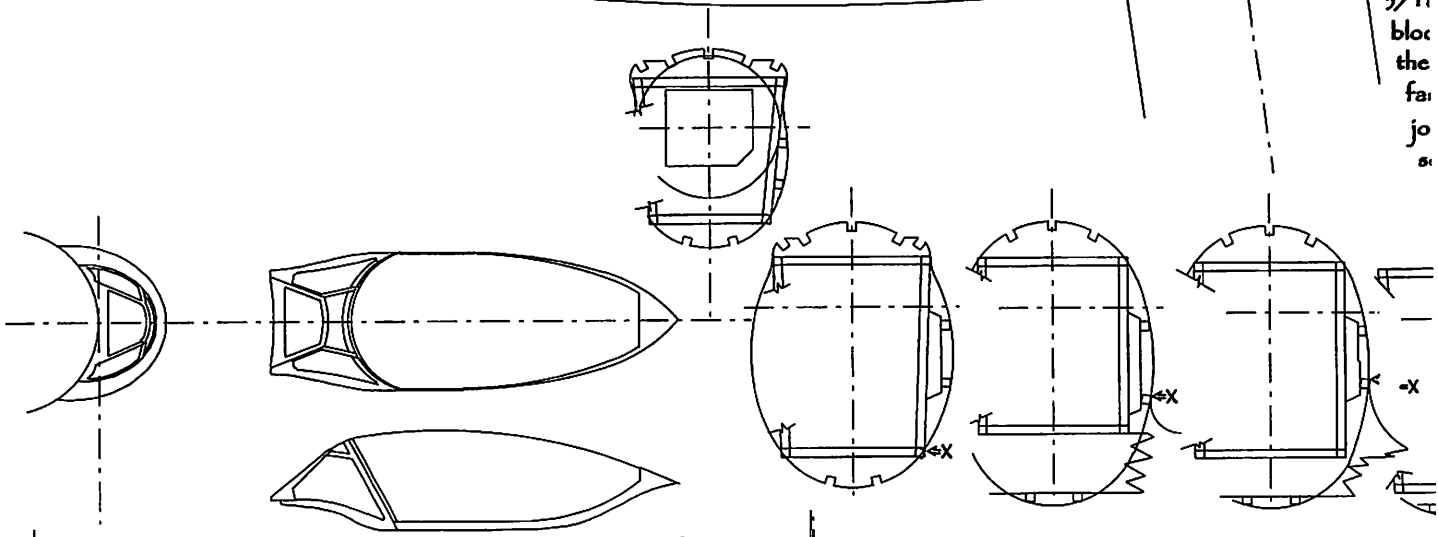


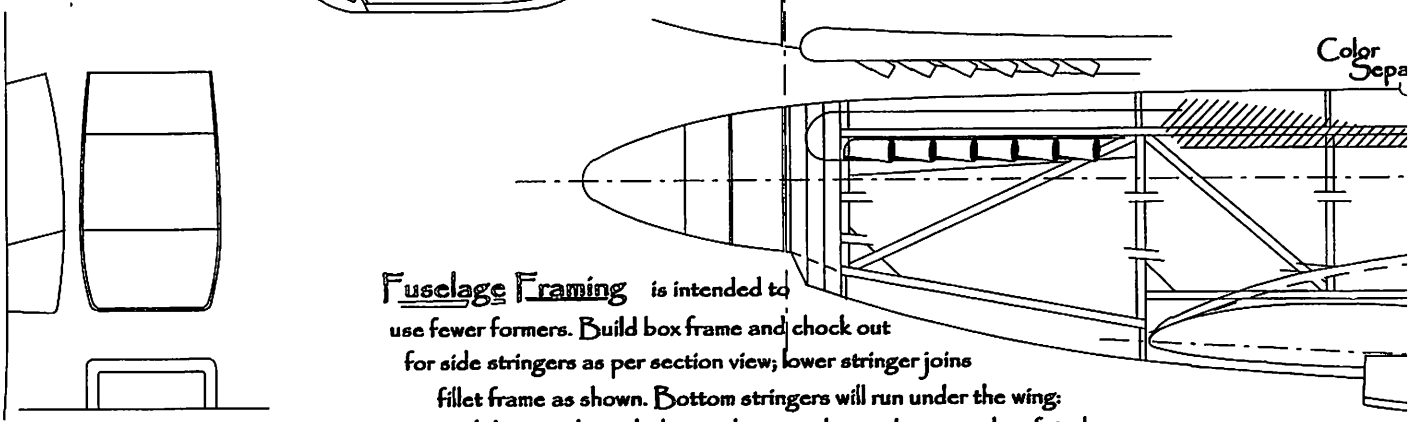
Piece up TE and add ribs and gussets, notch tip for LE stock and spars, & assemble wing in the usual manner. round off tip after assembly. Build 1/16" washout into each tip.

Make tips of soft block and sand to airfoil shape; moving the foil uniformly out to the tips may help to avoid the tip stall Spitfires are prone to.

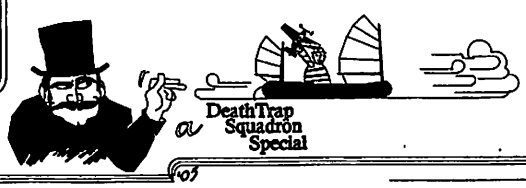
General Appointments shown; refer to source material for more. An intercooler radiator was added to the Griffon-powered planes, and shared the left scoop with the oil cooler. So the two scoops are identical.

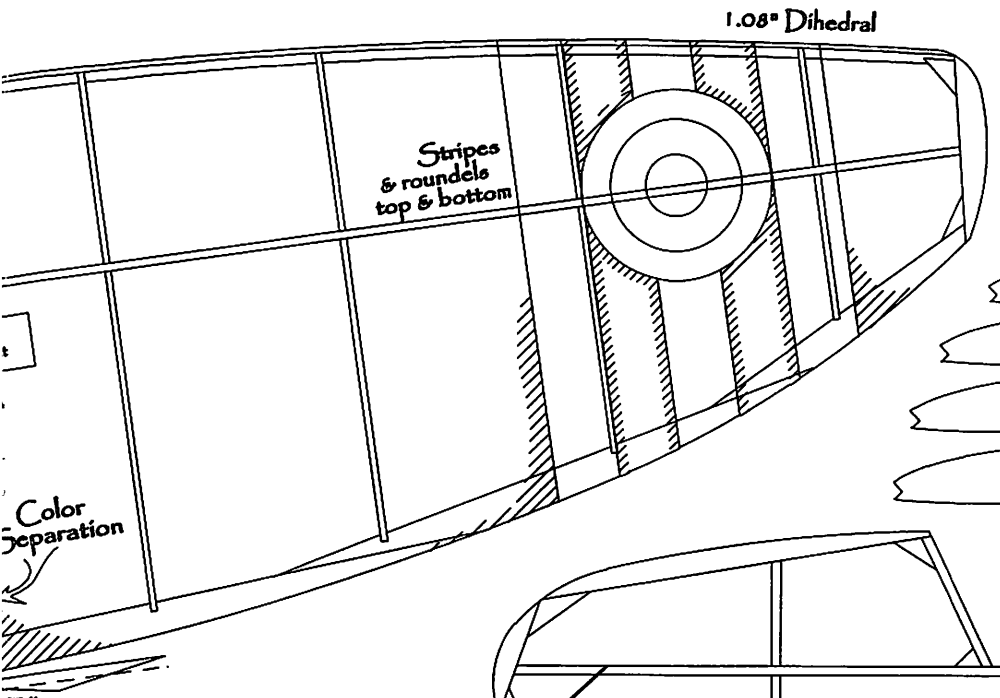




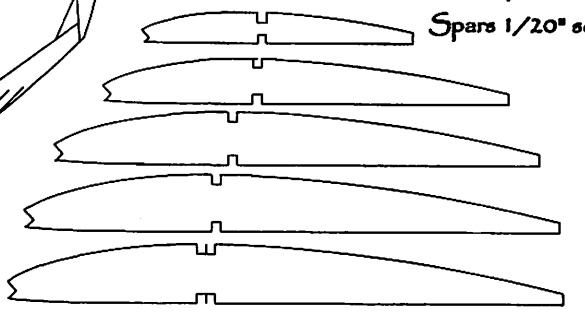


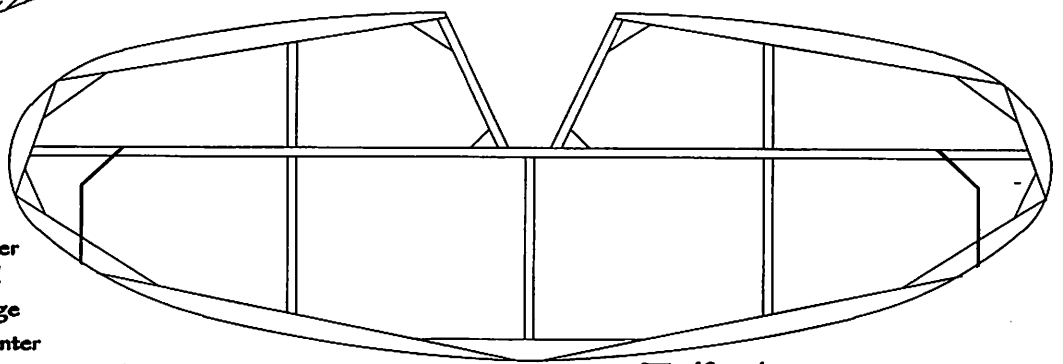
Fuselage Framing is intended to use fewer formers. Build box frame and chock out for side stringers as per section view; lower stringer joins fillet frame as shown. Bottom stringers will run under the wing: slide wing through the resultant pocket and secure, then fair the area with your favorite material.





LE 1/16" sq.
TE 1/20"
Ribs 1/32" Tips 5/32"
Spars 1/20" sq.

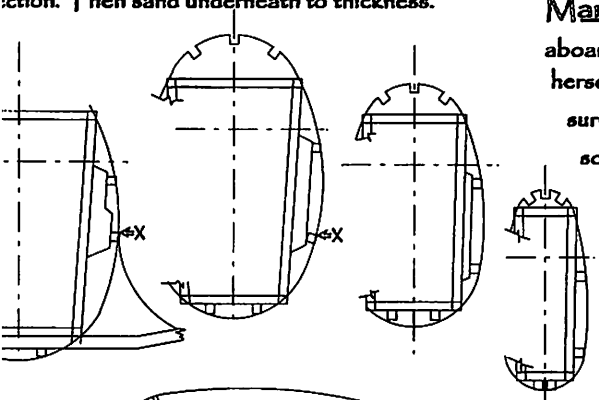




Filler
"stk. —When setting dihedral,
k up the wing to height and have some room under
center section. Lap-glue the spar as shown, and
hion a filler piece for the leading and trailing edge
nts, to make a flat surface over the top in the center
ction. Then sand underneath to thickness.

Markings show a plane from FAA 800Sqn. aboard HMS *Triumph* in 1950, when she found herself an unexpected guest at North Korea's little surprise party. Seafires flew combat patrols and some rail strikes between July and September. Stripes were applied to the planes after one was shot down by a nervous American B-29 crew. Colors are Extra Dark Sea Grey over Sky, and white stripes.

Tailfeathers are shown as built with 1/20" stock and with flat stock a nominal 1/20"x1/8" strip size. As always, you might vary the construction based on your taste and the interests of lightness.



In case you were wondering: the tailwheel retracts, the wire guard doesn't. The lower rudder is cut away because the whole thing hinges at the tailhook anchor, letting the hook drop at landing. The hook telescopes out nearly twice its stowed length.

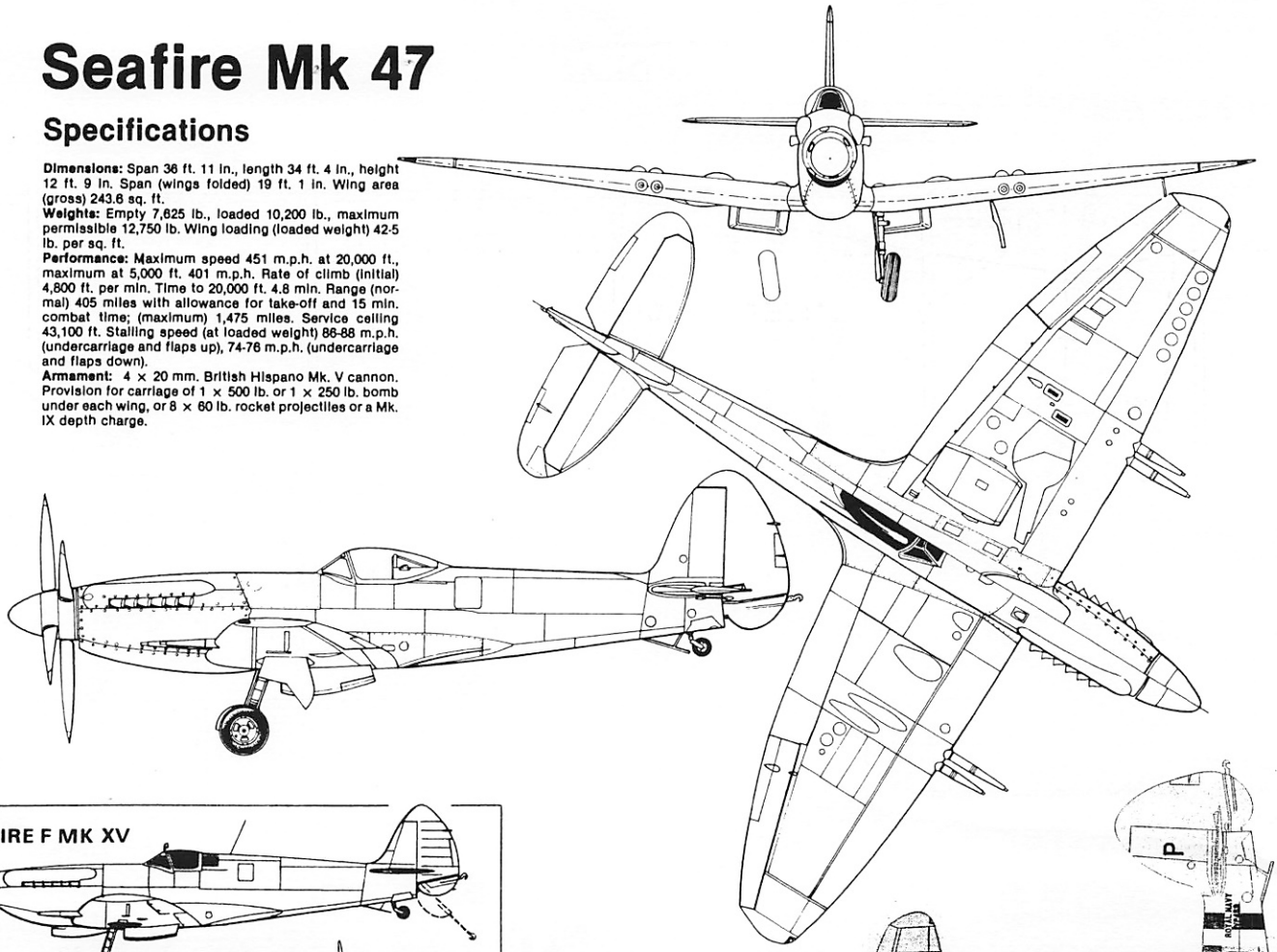
Peanut Scale
afire Mk47

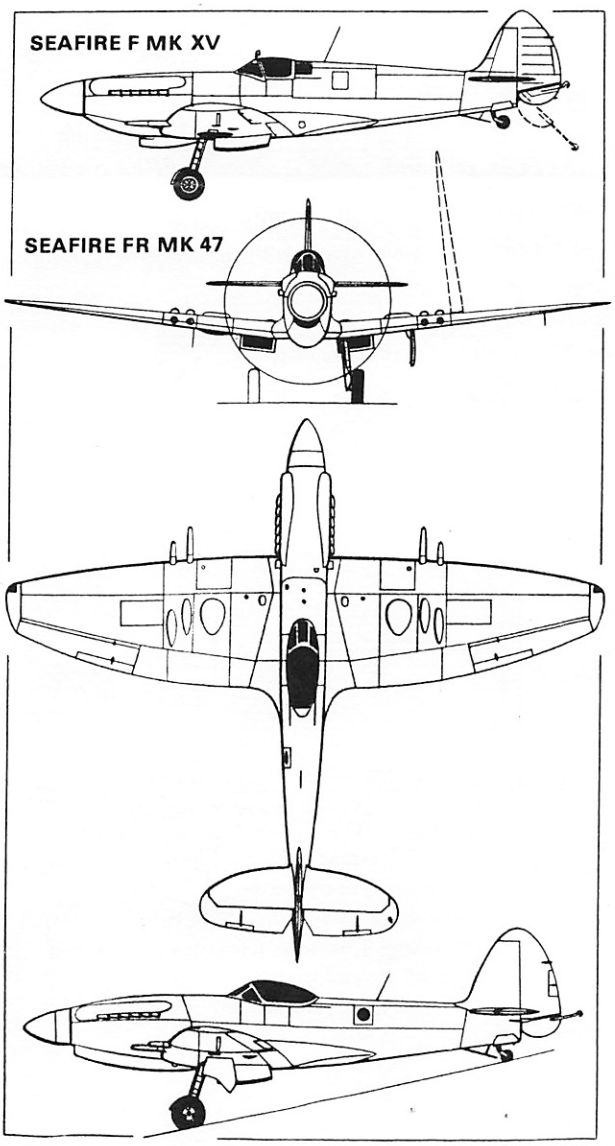
Rockland F. Russo
& Michael J. Heinrich

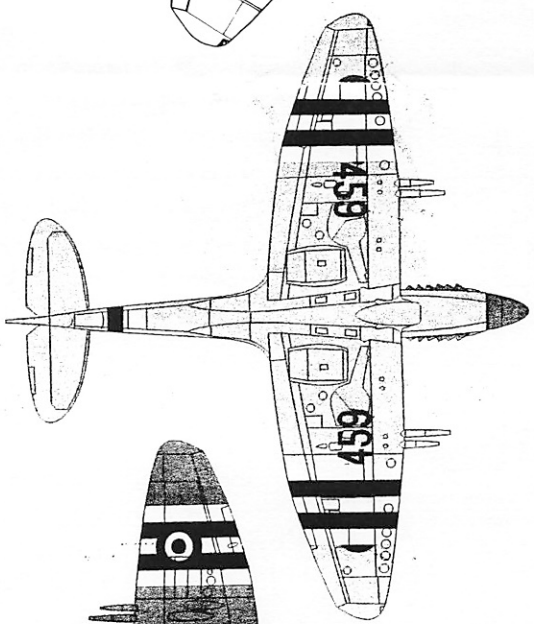
Seafire Mk 47

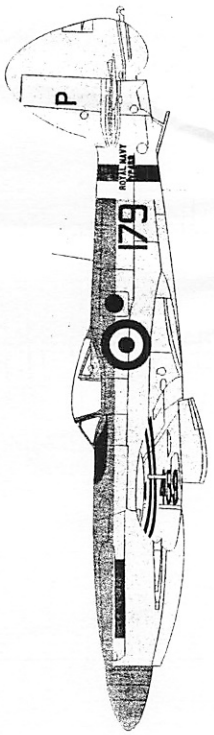
Specifications

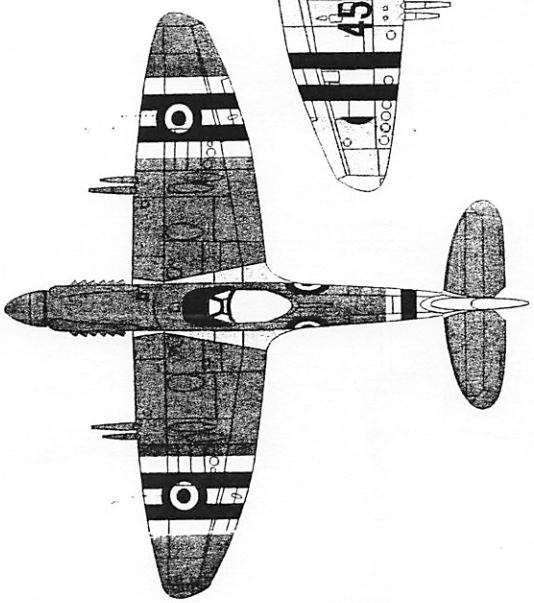
Dimensions: Span 36 ft. 11 in., length 34 ft. 4 in., height 12 ft. 9 in. Span (wings folded) 19 ft. 1 in. Wing area (gross) 243.6 sq. ft.
Weights: Empty 7,625 lb., loaded 10,200 lb., maximum permissible 12,750 lb. Wing loading (loaded weight) 42·5 lb. per sq. ft.
Performance: Maximum speed 451 m.p.h. at 20,000 ft., maximum at 5,000 ft. 401 m.p.h. Rate of climb (initial) 4,800 ft. per min. Time to 20,000 ft. 4.8 min. Range (normal) 405 miles with allowance for take-off and 15 min. combat time; (maximum) 1,475 miles. Service ceiling 43,100 ft. Stalling speed (at loaded weight) 86-88 m.p.h. (undercarriage and flaps up), 74-76 m.p.h. (undercarriage and flaps down).
Armament: 4 × 20 mm. British Hispano Mk. V cannon. Provision for carriage of 1 × 500 lb. or 1 × 250 lb. bomb under each wing, or 8 × 60 lb. rocket projectiles or a Mk. IX depth charge.



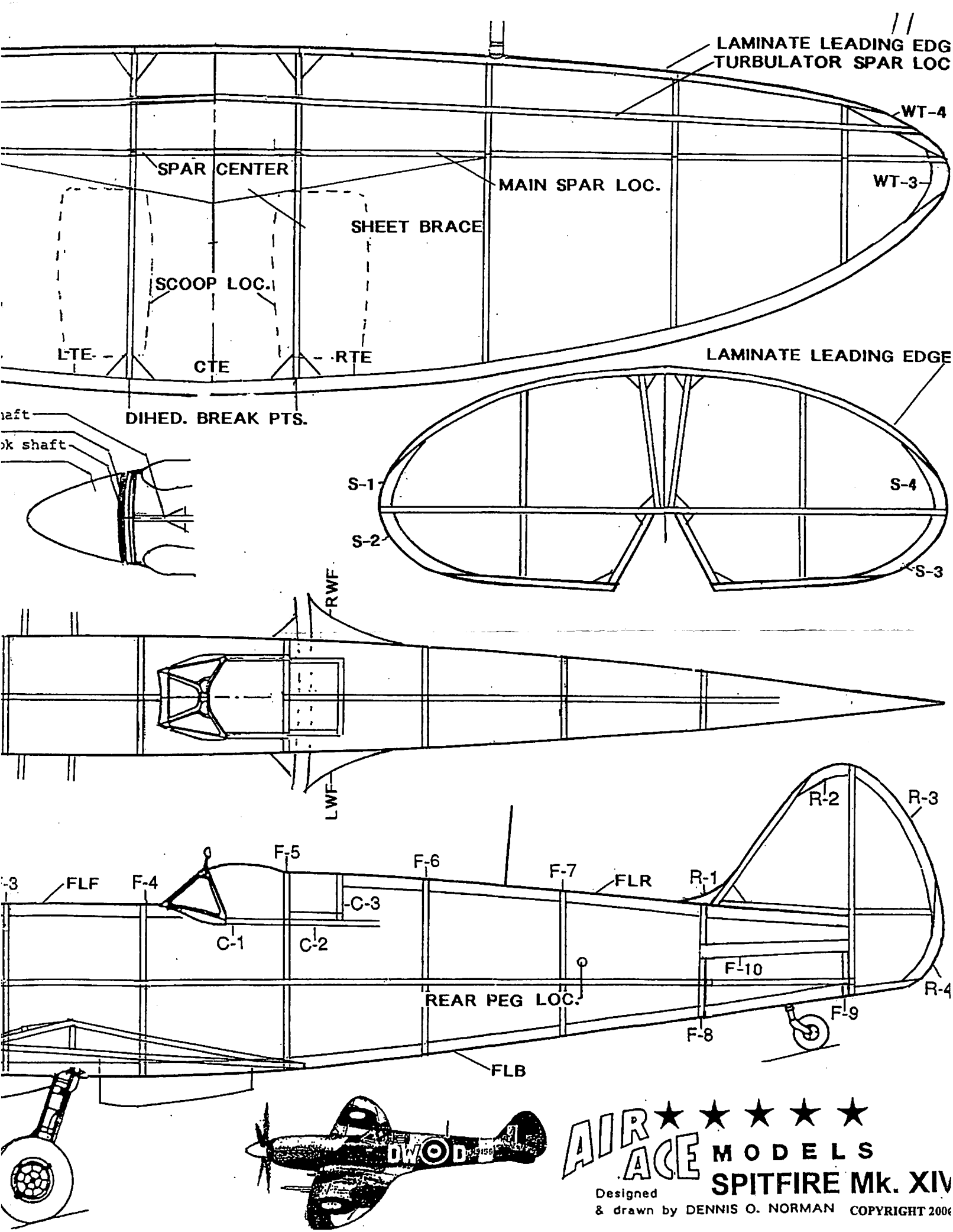




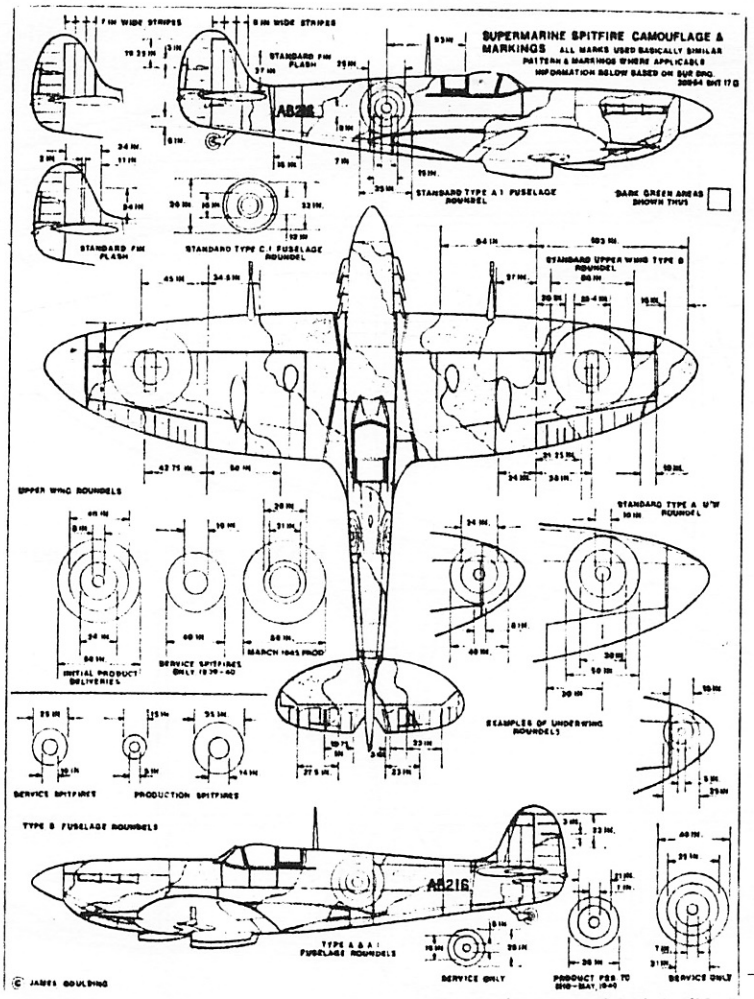


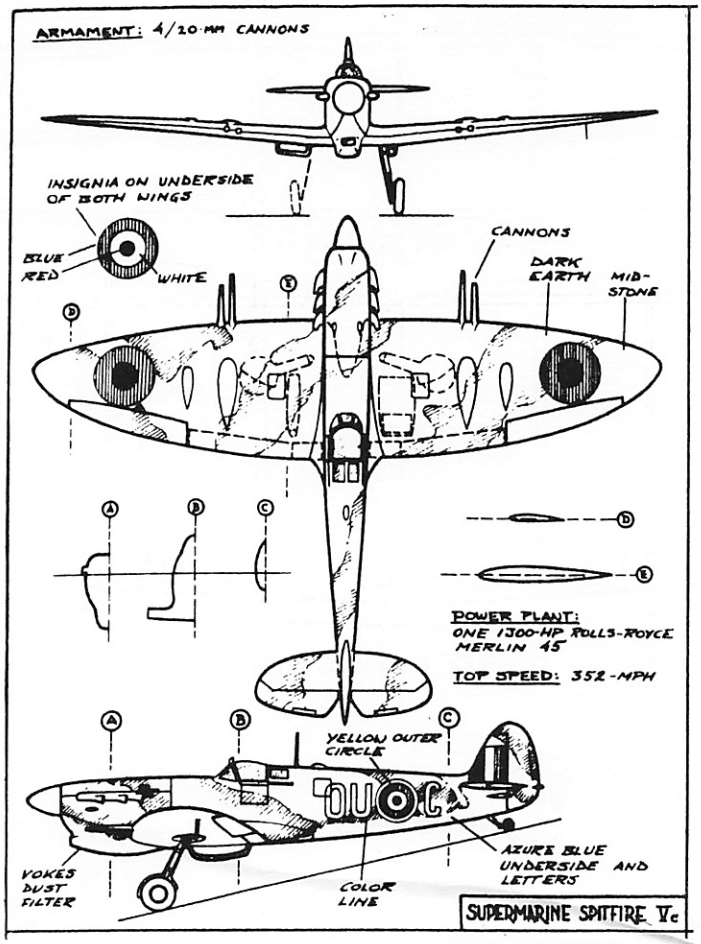


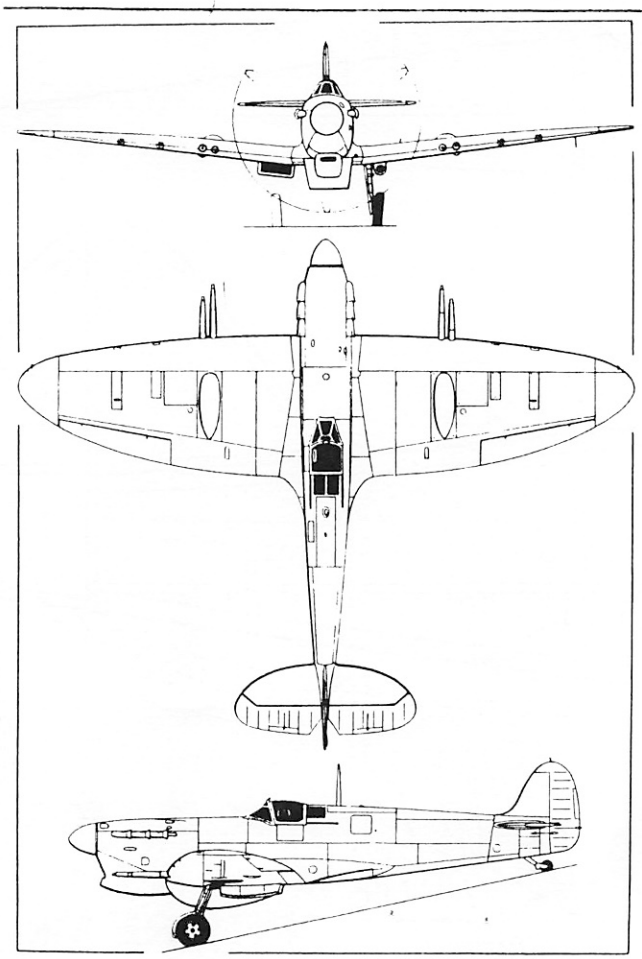
Seafire Mk.47 VP459 179/P
800 Squadron, HMS Triumph, South China Sea, July 1950. HMS Triumph was part of the allied Task Force 77 which carried out attacks against communist targets in Korea throughout the summer and autumn of 1950. VP459 is shown with overall Sky finish and Extra Dark Sea Grey high demarcation fuselage, upper surfaces of wings and tail. 12" (6.3mm) Black and White Korean theatre ID bands on fuselage and wing surfaces. Wing fillets may have been Extra Dark Sea Grey on this A/C.

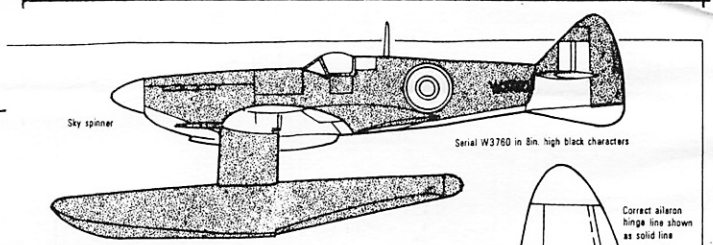

LAMINATE LEADING EDG
TURBULATOR SPAR LOC
WT-4
WT-3
SPAR CENTER
MAIN SPAR LOC.
SHEET BRACE
SCOOP LOC.
LTE
CTE
RTE
DIHED. BREAK PTS.
LAMINATE LEADING EDGE
S-1
S-2
S-3
S-4
RWF
LWF
R-1
R-2
R-3
R-4
F-5
F-6
F-7
F-8
F-9
F-10
FLF
FLR
FLB
C-1
C-2
C-3
REAR PEG LOC.
AIR ACE MODELS
SPITFIRE Mk. XIV
Designed & drawn by DENNIS O. NORMAN
COPYRIGHT 200

1C









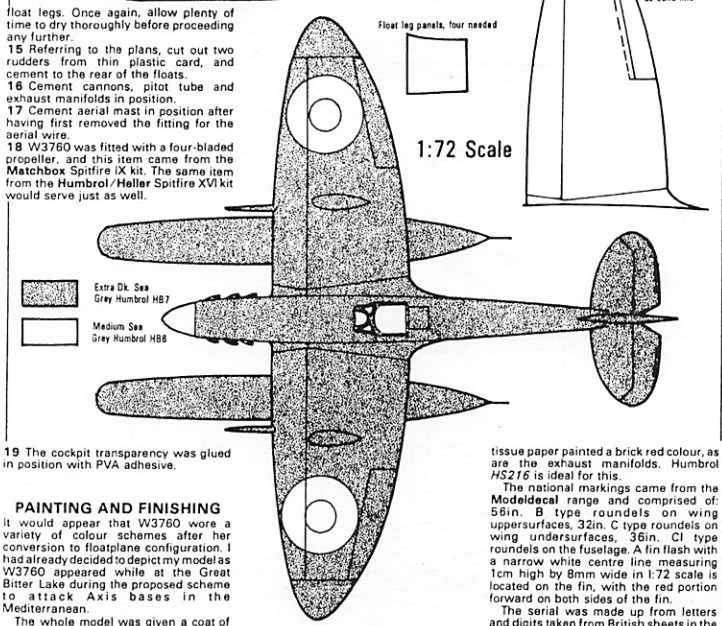
float legs. Once again, allow plenty of time to dry thoroughly before proceeding any further.

15 Referring to the plans, cut out two rudders from thin plastic card, and cement to the rear of the floats.

16 Cement cannons, pitot tube and exhaust manifolds in position.

17 Cement aerial mast in position after having first removed the fitting for the aerial wire.

18 W3760 was fitted with a four-bladed propeller, and this item came from the **Matchbox** Spitfire IX kit. The same item from the **Humbrol/Heller** Spitfire XVI kit would serve just as well.



19 The cockpit transparency was glued in position with PVA adhesive.

PAINTING AND FINISHING

It would appear that W3760 wore a variety of colour schemes after her conversion to floatplane configuration. I had already decided to depict my model as W3760 appeared while at the Great Bitter Lake during the proposed scheme to attack Axis bases in the Mediterranean.

The whole model was given a coat of matt white. This serves as an undercoat for the camouflage colours, and also highlights any blemishes which can then be dealt with. The undersurfaces were painted *Medium Sea Grey*, **Humbrol** *HB6* and the complete uppersurfaces *Extra Dark Sea Grey*, Humbrol *HB7*. Note the unusual demarcation line between the upper and undersurface colours beneath the tailplanes, and that the complete rudder is painted Extra Dark Sea Grey. In order to highlight the float undersurfaces, the Extra Dark Sea Grey was slightly lightened with a drop of Sea Grey Medium. The floats and the float legs are also painted Extra Dark Sea Grey.

The aperture for the lower IFF lamp on the undersurfaces is painted orange, and the transparancy inserted. The upper IFF lamp behind the aerial mast on the fuselage uppersurfaces is painted silver to represent the clear cover fitted over the lamp. The port and starboard wing tip navigation lights are painted red and green respectively.

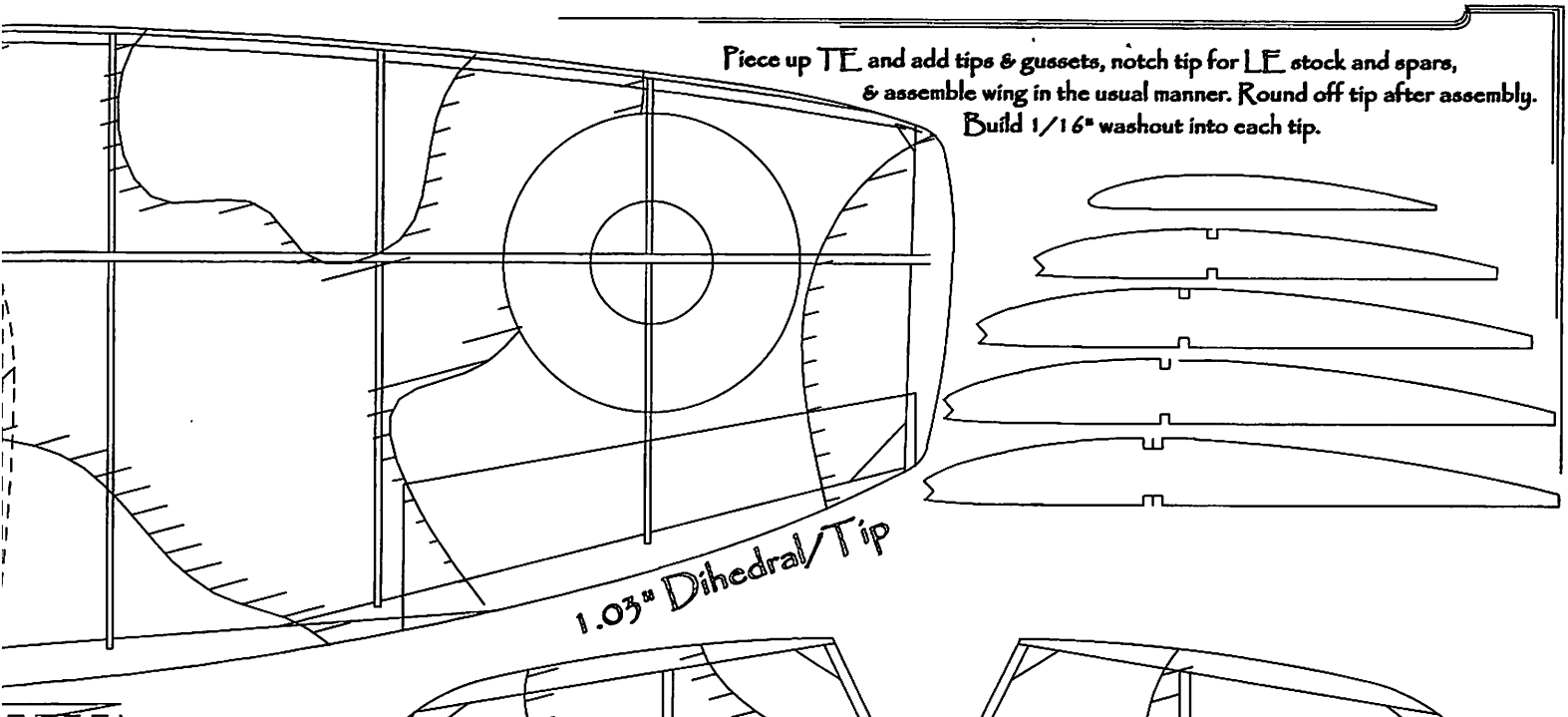
The spinner is painted *Sky*, Humbrol *HB5*, and the propeller blades black with yellow tips. Red doped patches over the machine gun ports were simulated with tissue paper painted a brick red colour, as are the exhaust manifolds. Humbrol *HS216* is ideal for this.

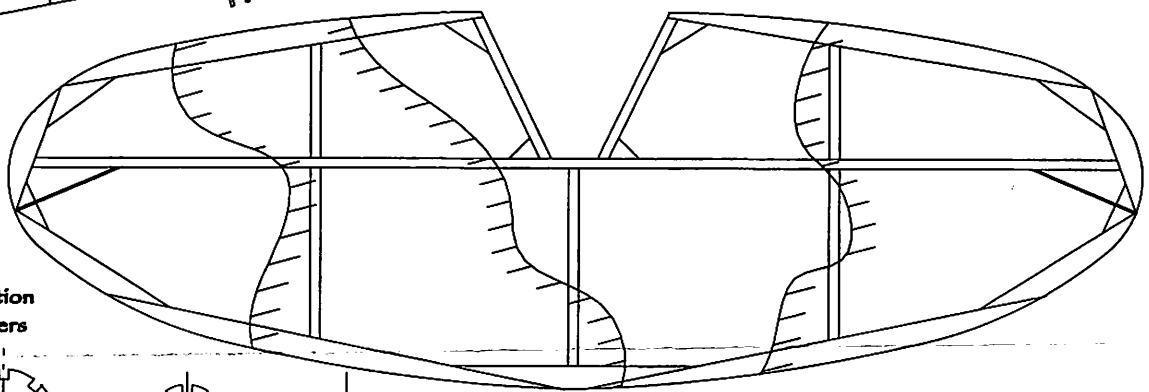
The national markings came from the **Modeldecal** range and comprised of: 56in. B type roundels on wing uppersurfaces, 32in. C type roundels on wing undersurfaces, 36in. C1 type roundels on the fuselage. A fin flash with a narrow white centre line measuring 1cm high by 8mm wide in 1:72 scale is located on the fin, with the red portion forward on both sides of the fin.

The serial was made up from letters and digits taken from British sheets in the **Microscale** range. Finally, the complete model was given a coat of Microscale matt varnish. I chose not to weather my model, but this, of course, is up to the individual modeller.

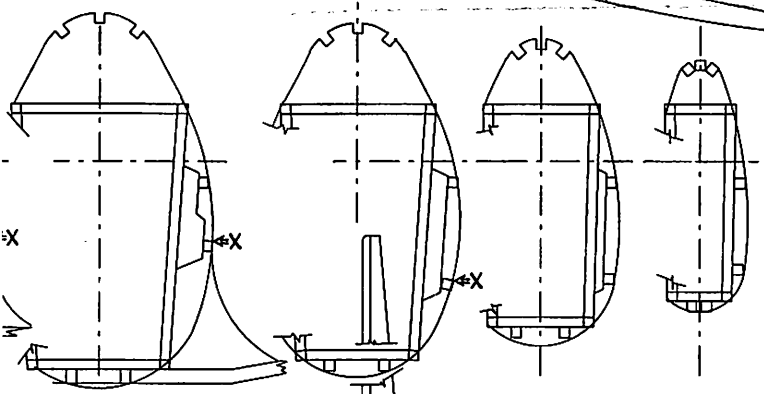
And their you have it, another unusual and interesting variant to add to your Spitfire collection. I must admit that I really enjoyed this conversion, despite the difficulties I encountered, especially with the floats. They may not be 100% accurate, but I believe that they compare well with photographs of the real thing. Why not have a go at it for yourself? Happy modelling. ⌊

Piece up TE and add tips & gussets, notch tip for LE stock and spars, & assemble wing in the usual manner. Round off tip after assembly. Build 1/16" washout into each tip.





s intended to use fewer formers.
ck out for side stringers as per section
illet frame as shown. Bottom stringers



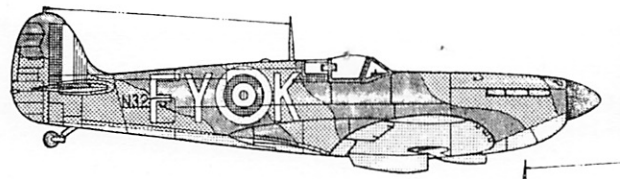
Tailfeathers are shown as built with 1/20" stock and with flat stock a nominal 1/20"x1/8" strip size. As always, you might vary the construction based on your taste and the interests of lightness.

Peanut Scale
ire LFVc(Trop)

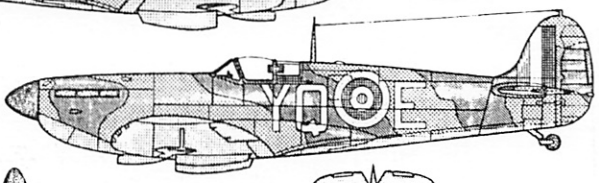
Rockland F. Russo
& Michael J. Heimrich

Markings are from a photo of a 43 Sqn. plane at Comiso, Sicily, mid-1943; standard desert camo of Dark Earth/Middle Stone/Sky.

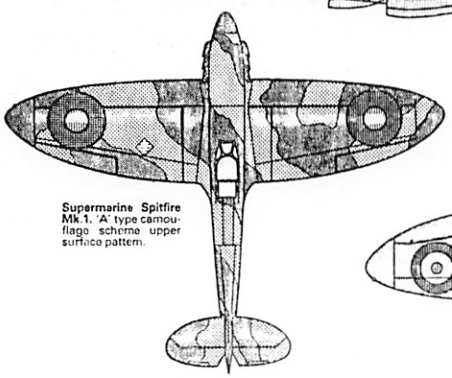




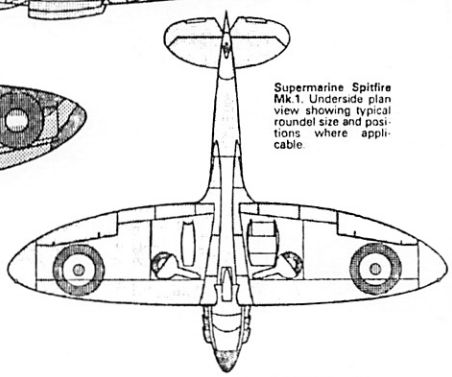
Supermarine Spitfire Mk.1 N3289/FY-K of No. 611 Sqdn. 'B' type camouflage pattern of dark green and dark earth upper surfaces with sky undersides. Code letters in medium sea grey. Note that serial number is partially obscured by code.



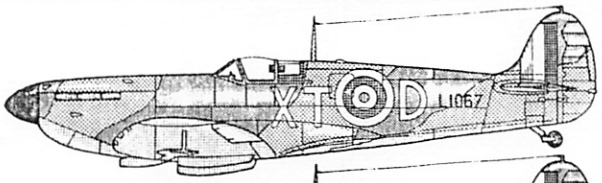
Supermarine Spitfire Mk.1 serial not known/YQ-E of No. 616 Sqdn. 'B' type camouflage scheme of dark green and dark earth upper surfaces with sky undersides. Code letters are medium sea grey.

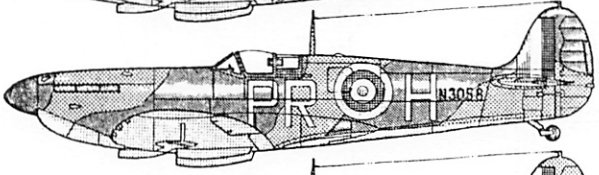


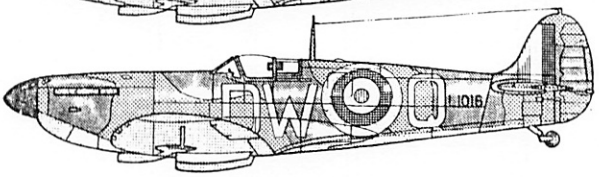
Supermarine Spitfire Mk.1. 'A' type camouflage scheme upper surface pattern.



Supermarine Spitfire Mk.1. Underside plan view showing typical roundel size and positions where applicable.



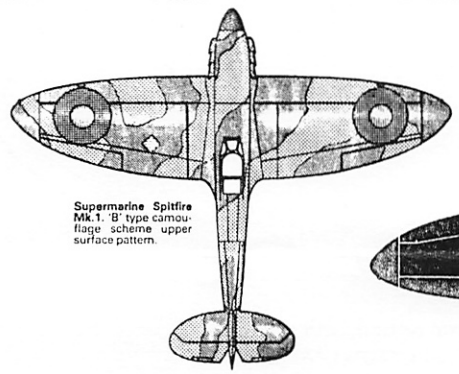




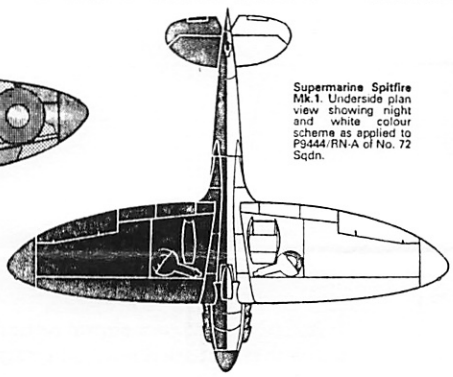
Supermarine Spitfire Mk.1 L1067/XT-D of No. 603 Sqdn. in July 1940 when this unit was stationed at Dyce. 'A' type camouflage scheme of dark green and dark earth upper surfaces with sky undersides. Code letters are in medium sea grey.

Supermarine Spitfire Mk.1 N3058/PR-H of No. 609 Sqdn. in June 1940 when operating from Northolt. 'A' type camouflage of dark green and dark earth upper surfaces with sky undersides. Code letters are medium sea grey.

Supermarine Spitfire Mk.1 L1016/DW-Q of No. 610 Sqdn. in June 1940 when based at Gravesend. 'B' type camouflage pattern of dark green and dark earth upper surfaces with sky undersides. Code letters are medium sea grey.



Supermarine Spitfire Mk.1. 'B' type camouflage scheme upper surface pattern.

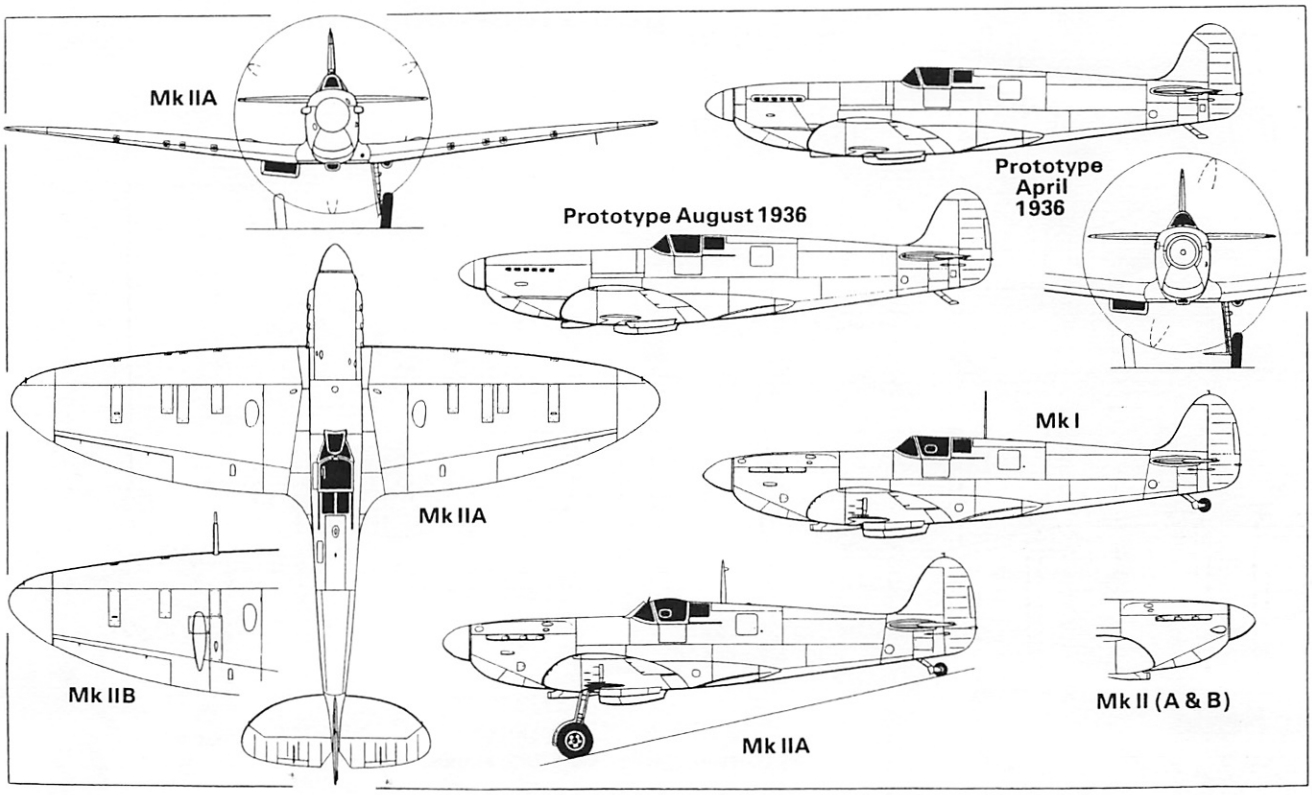


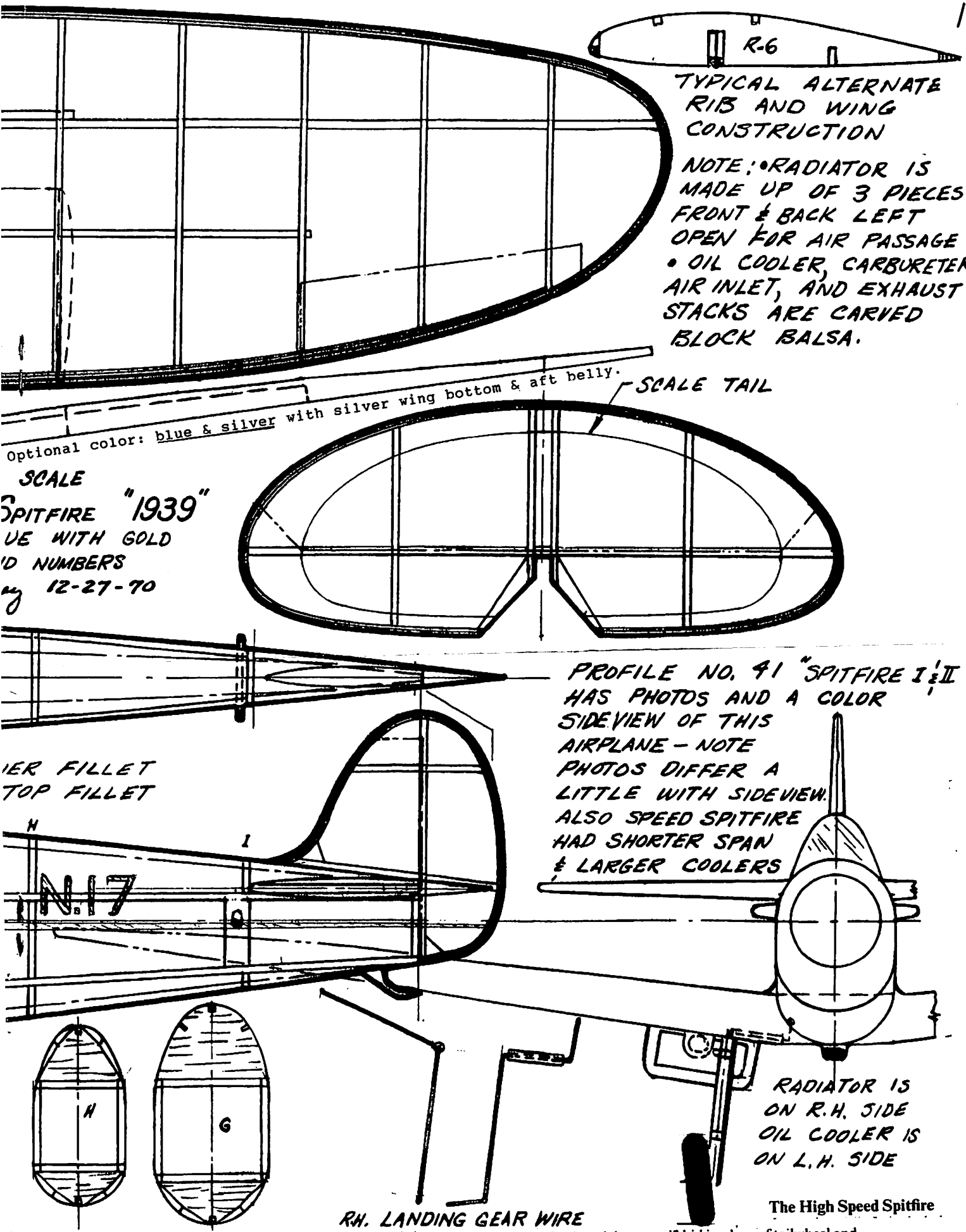
Supermarine Spitfire Mk.1. Underside plan view showing night and white colour scheme as applied to P9444/RN-A of No. 72 Sqdn.

The High Speed Spitfire



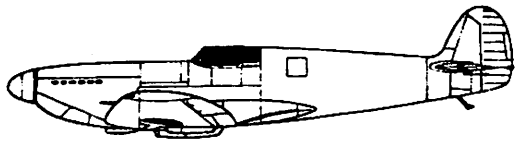
Spitfire K9834 modified as the Type 323 High-Speed Spitfire. Notice the four-bladed fixed-pitch wooden propeller and the tailskid in place of the usual tailwheel. Later restored to a more conventional configuration, it served throughout the war as a station "hack" with PRU.





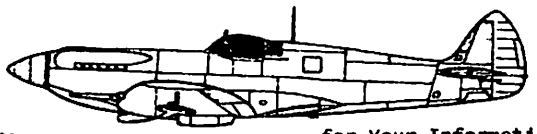
The High Speed Spitfire

Given the manufacturer's Class-B marking of N17 and a highly-polished blue and silver finish, the High Speed Spitfire (Type 323) was provided with a new cockpit canopy and windscreen of reduced drag, a tailskid in place of tailwheel and blunt wing tips that reduced the span to 33 ft 8 in (10,26 m).



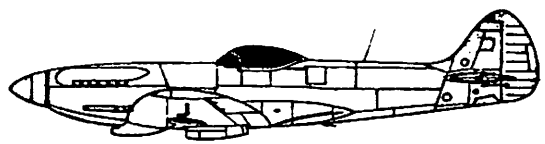
Prototype

THE CLEVELAND FREE FLIGHT SOCIETY



Mark XII

for Your Information



Mark XIVe

A.M.A. sanctioned Indoor Contest & Record Trials

SATURDAY, April 5, 2008 Kent State University Fieldhouse

SCHEDULE of EVENTS (AMA & Jetco)

7:30 a.m. -- Building opens (test flying)

8:00-11:00	1.	*Hand Launch Glider*
	2.	*Standard Class Catapult Glider.*
	3.	*Unlimited Catapult Glider*
8:30	4.	*EZB* - Scoring is the best of five officials.
tO	5.	*F1L (1.2 gram EZB)*
6:00	6.	*Limited Penny Plane*
	7.	*Mini-Stick* - - Best flight of 5 officials. 20 second minimum

---

9:00 a.m. to 3 p.m.	8.	*Seven Gram Bostonian* - A.M.A. rules.
9:00 a.m. to 4 p.m.	9.	*Jetco R.O.G.* - CFFS rules.

F.A.C. EVENTS

9:00 a.m. to 4:00 p.m.	10.	*FAC Peanut Scale*
	11.	*High Wing Cabin Peanut*
	12.	*Golden Age Civil Scale*
	13.	*No-Cal Profile Scale* (3 flight total) Minimum weight - 6.2 grams without motor.
	14.	*Phantom Flash* - Best two of five officials.
	15.	*WW II Combat* - Flown at 12:30
	16.	*W.W.II No-Cal Combat*-Minimum weight - 6.2 grams without motor. Flown at 3:30

Please Note: Different models must be flown in WWII No Cal & No Cal Profile

The Fieldhouse will be open from 4:00 p.m. until 8:00 p.m. for AMA Record Trials.

CROSSWINDS READERS WITH THE DREADED RED X AT ISSUE RENEWAL CODE #123 OR LOWER CAN SEND $18 PER YEAR TO RUSS BROWN 4909 N. SEDGEWICK, LYNDHURST, OH 44124 - U.S.A.

1. All events are JSO combined.
2. Steering of Models: as per A.M.A. rulebook.
3. Entry Fees: - *Open* - $30.00 - *Junior* $2.00
4. **VERY IMPORTANT** - You must provide your own table and chair. **No Indoor RC flying permitted during the contest and all flyers must have a valid AMA license.**

AWARDS

Prizes will be awarded for 1st place in each event that there are three flyers with official flights. There also will be certificates. There must be 3 official flyers in an event to win a prize or receive a certificate.

Contest Directors

Michael C. Zand
5803 East Ash Road
Independence, OH 44131
216-524-3480 *imzand@hotmail.com*

Don Slusarczyk
868 Eaglewood Dr.
Willoughby OH 44094
440-918-0290 *don@slusarczyk.com*

Jetco R.O.G Rules

1. Build from plan with no structual changes.
2. Any commercial plastic prop may used. It may be cut down to 5½". Prop may be altered by sanding and/or cutting to size.
3. Tissue covering.
4. Model must R.O.G.
5. Unlimited attempts. Official flight is 20". 2 attempts equal 1 official. Best of 5. An attempt is an R.O.G.
6. Any prop bearing or prop hangar may be used.
7. Center section of wing may be flat.
8. Minimum weight of model without rubber is 3.5G.
9. No camber(baggy tissue).

Phantom Flash Rules

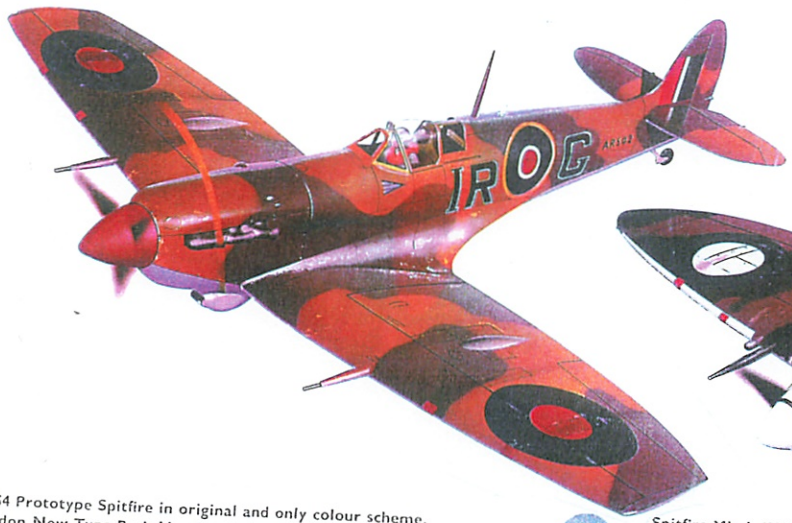
1. Model must be built according to plan. Wheels must turn and any type of prop may be used.
2. Markings must be on model, either cut from the plan or similar paper.
3. Rubber band to hold wing is optional, but model must weigh a minimum of 3.5g without motor.

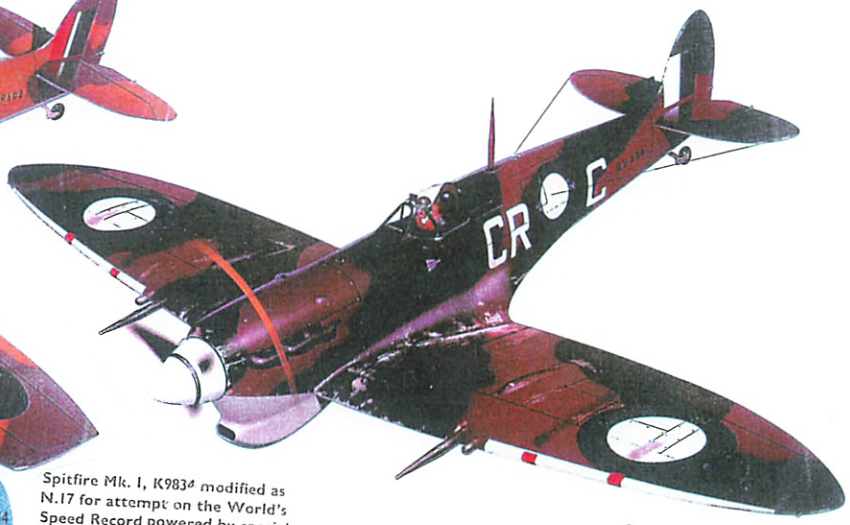
Scoring - Total of 2 qualifying flights (20" official).

FLASH! Shorty's Basement has Silver Japanese tissue at $2.75 ea. at 1036 Bexley Ave, Marion OH 43302. Ph 740 223-7471 www.shortysbasement.com. Fax 740-387-0853. Hi ho Silver!Tonto.

Sun. Feb. 24 12-4pm Tropical Beach Blast with CFFS model display and Flaper Fly at Independence Rec. Center.

M

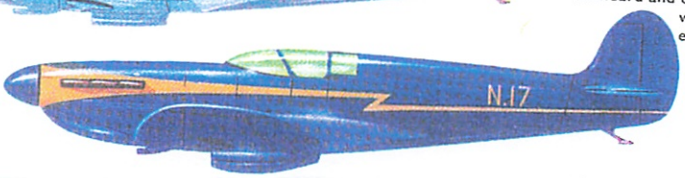


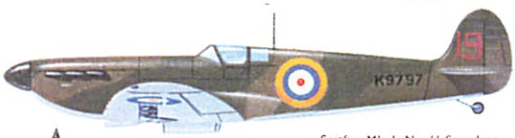


K5054 Prototype Spitfire in original and only colour scheme, Hendon New Type Park Number 2, Hendon 1936.



Spitfire Mk. I, K9834 modified as N.17 for attempt on the World's Speed Record powered by special Merlin III with + 27 lb. boost producing 2,160 h.p. at sea level. Subsequently rebuilt to Mk. II standard and camouflaged through which the gold stripe eventually appeared.





Spitfire Mk. I, No. 19 Squadron, Duxford, U.K., 1938. Note serial number under wings.



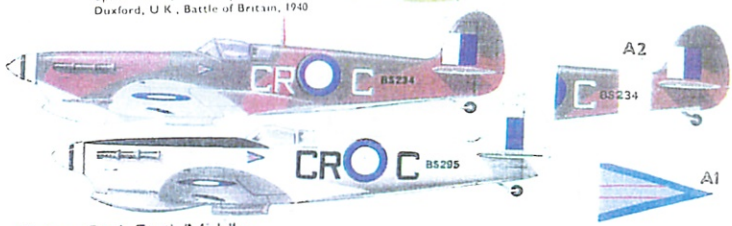
Spitfire Mk. I, No. 66 Squadron, Coltishall, U.K., 1939. Port undersurfaces black, stbd. side white or silver. Colour division was usually through the centre line of the fuselage though sometimes the wing only was black.



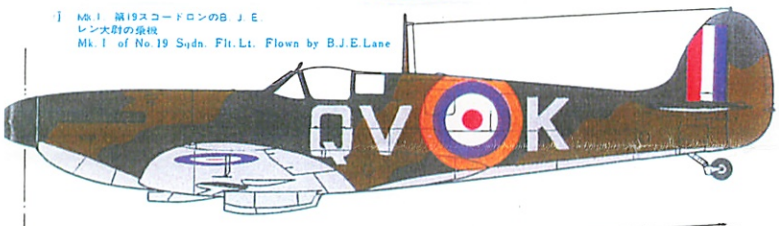
Spitfire Mk. I, No. 603 'City of Edinburgh' Squadron, R.Aux.A.F., Dyce, Hornchurch and Montrose during the Battle of Britain, 1940.



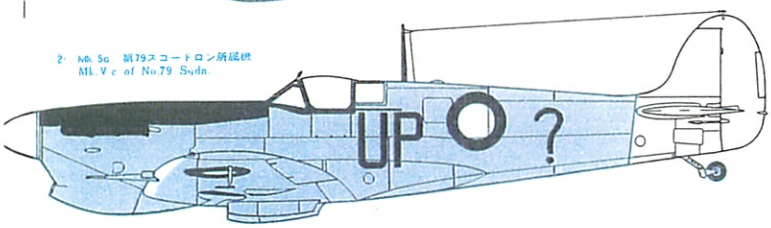
Spitfire Mk. I, No. 19 Squadron, Duxford, U.K., Battle of Britain, 1940.



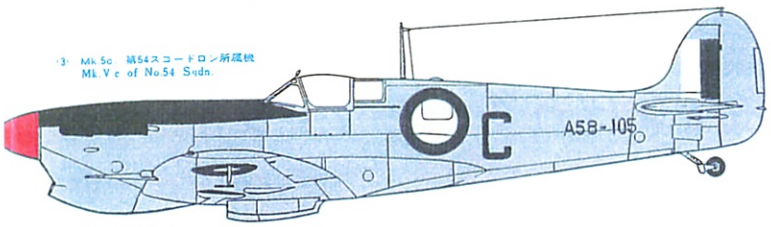
1 Mk.I 第19スコードロンのB. J. E. レン大尉の乗機
Mk. I of No. 19 Sqdn. Flt. Lt. Flown by B.J.E. Lane



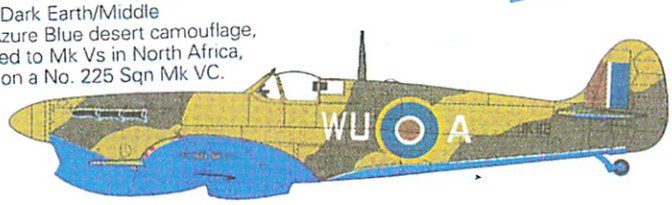
2 Mk.Vc 第79スコードロン所属機
Mk.V c of No.79 Sqdn.



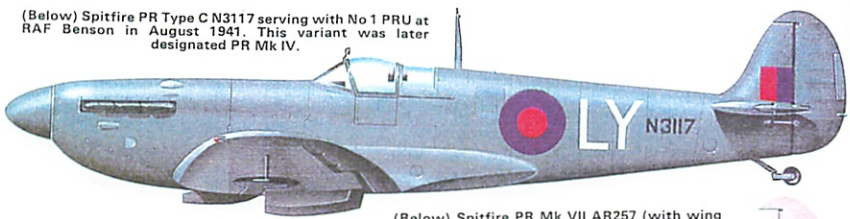
3 Mk.Vc 第54スコードロン所属機
Mk.V c of No.54 Sqdn.



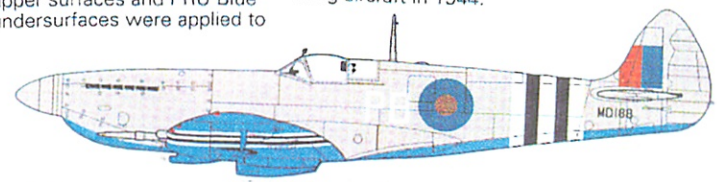
Below: Dark Earth/Middle Stone/Azure Blue desert camouflage, as applied to Mk Vs in North Africa, is seen on a No. 225 Sqn Mk VC.



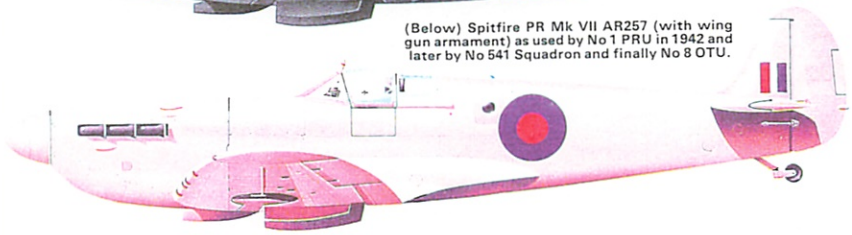
(Below) Spitfire PR Type C N3117 serving with No 1 PRU at RAF Benson in August 1941. This variant was later designated PR Mk IV.



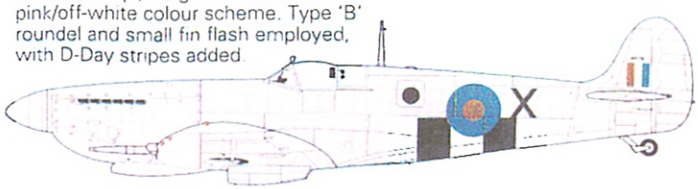
Below: Medium Sea Grey upper surfaces and PRU Blue undersurfaces were applied to Mk VIIs, including this Culmhead Wing aircraft in 1944.



(Below) Spitfire PR Mk VII AR257 (with wing gun armament) as used by No 1 PRU in 1942 and later by No 541 Squadron and finally No 8 OTU.

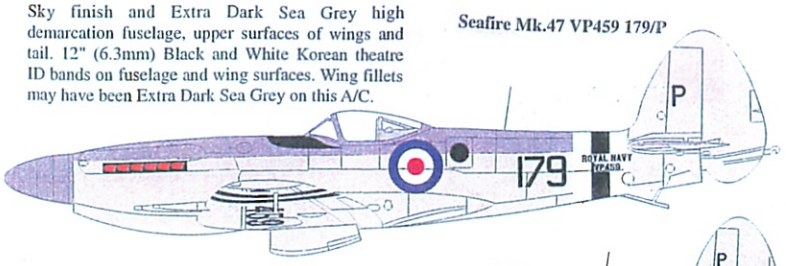


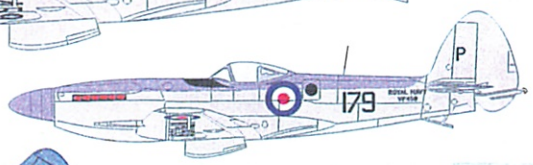
Below: Armed reconnaissance FR Mk IX of No. 16 Sqn, Belgium in low-level pink/off-white colour scheme. Type 'B' roundel and small fin flash employed, with D-Day stripes added.



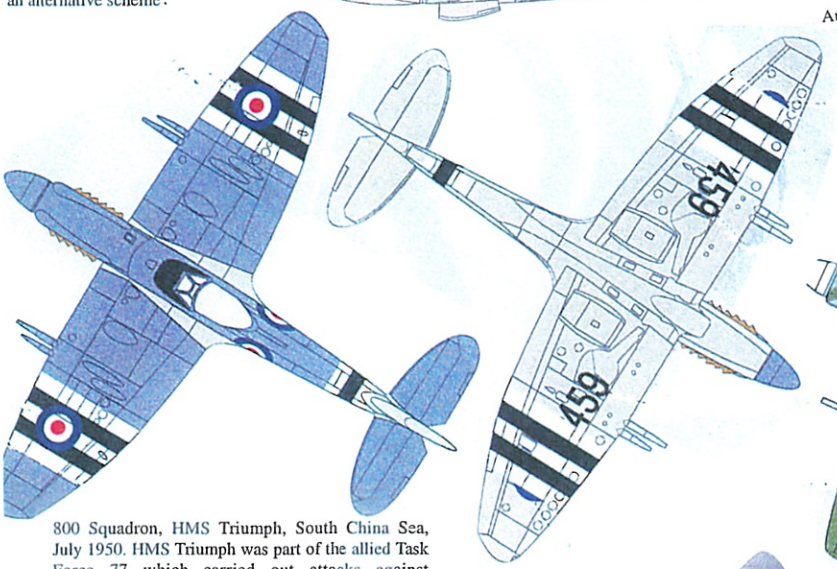
Sky finish and Extra Dark Sea Grey high demarcation fuselage, upper surfaces of wings and tail. 12" (6.3mm) Black and White Korean theatre ID bands on fuselage and wing surfaces. Wing fillets may have been Extra Dark Sea Grey on this A/C.

Seafire Mk.47 VP459 179/P





VP459 Scrap view showing pre-July markings and camouflage as an alternative scheme.



800 Squadron, HMS Triumph, South China Sea, July 1950. HMS Triumph was part of the allied Task Force 77 which carried out attacks against communist targets in Korea throughout the summer and autumn of 1950.



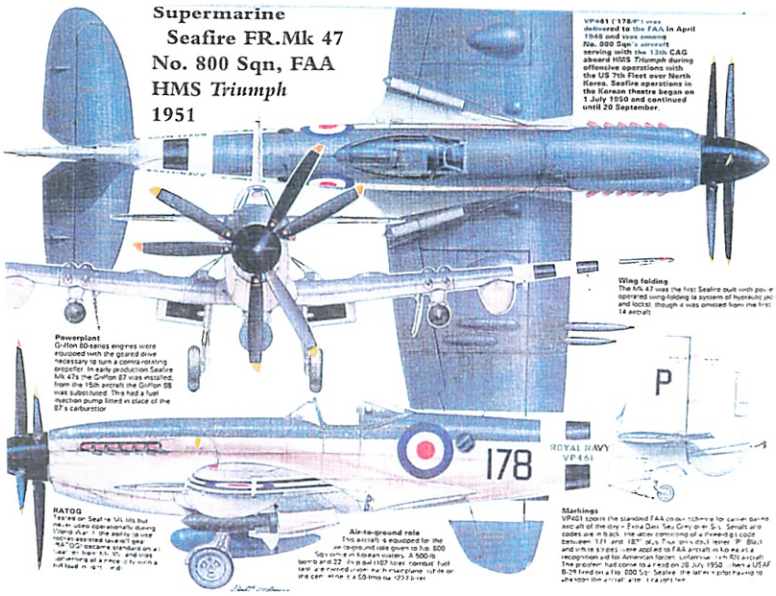
Seafire FR46, No.1832 Sqdn. Culham, 1950-. Training only.



Seafire FR47, No.800 Sqdn. HMS Triumph, Korea 1950.

178 P 800 Sqdn

Supermarine
Seafire FR.Mk 47
No. 800 Sqn, FAA
HMS *Triumph*
1951



VP461 (178-P) was delivered to the FAA in April 1948 and was among No. 800 Sqn's aircraft serving with the 13th CAG aboard HMS *Triumph* during offensive operations with the US 7th Fleet over North Korea. Seafire operations in the Korean theatre began on 1 July 1950 and continued until 20 September.

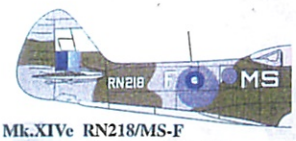
Wing folding
The Mk 47 was the first Seafire built with power operated wing-folding (a system of hydraulic jacks and locks), though it was omitted from the first 14 aircraft.

Powerplant
Griffon 80-series engines were equipped with the geared drive necessary to turn a contra-rotating propeller. In early production Seafire Mk 47s the Griffon 87 was installed, from the 150th aircraft the Griffon 88 was substituted. This had a fuel injection pump fitted in place of the 87's carburettor.

RATOG
Seafire or Spitfire Mk IIIs but never widely operationally during World War II, the ability to use rocket assisted take-off gear (RATOG) became standard on all Seafires, and was demonstrated at many UK bases and fulfilled in all theatres.

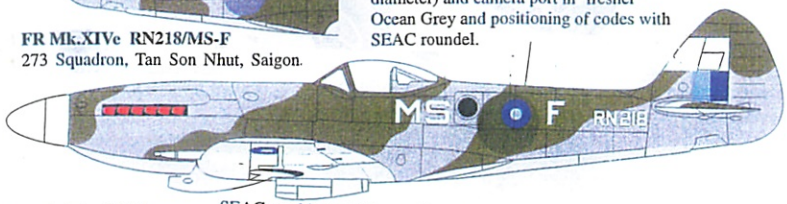
Air-to-ground role
This aircraft is equipped for the air-to-ground role given to the 800 Squadron in Korean waters. A 500-lb bomb and 2 x 20 Imp gal (182 litres) overload fuel tank are carried under the fuselage centre-line, and a 45-Imp gal (205 litres) drop tank under each wing.

Markings
VP461 sports the standard FAA colour scheme for carrier-based aircraft of the day – Extra Dark Sea Grey and Sky. Serials and codes are in black, the latter consisting of a three-digit code between 171 and 187, plus four-pointed letter 'P'. Black and white stripes were applied to FAA aircraft in Korea as a recognition aid for American forces. Unfortunately, the RN aircraft that proved most prone to a mid-air on 26 July 1950 was a USAF B-29 lured on a 1,000 Sqn Seafire. The latter's pilot having to abandon his aircraft after 1½ aerial hits.



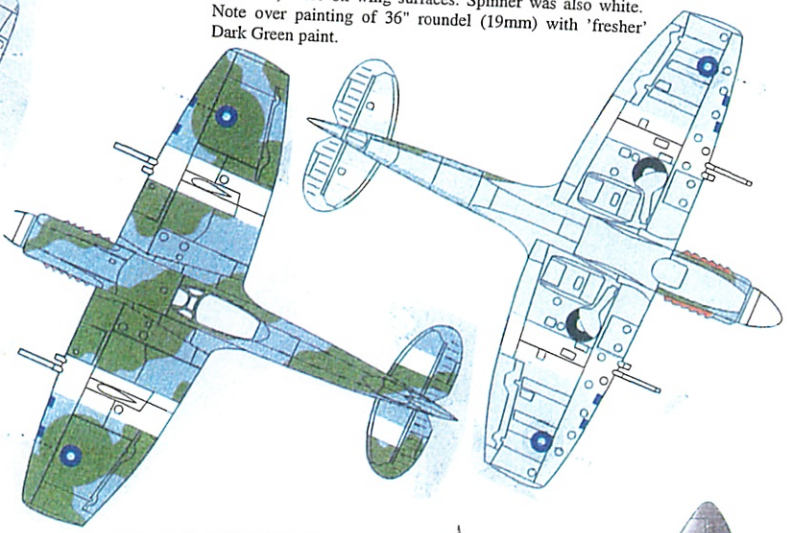
FR Mk.XIVe RN218/MS-F
273 Squadron, Tan Son Nhut, Saigon.

RN218. Right side scrap view showing overpainted Type C1 36" roundel (19mm diameter) and camera port in 'fresher' Ocean Grey and positioning of codes with SEAC roundel.

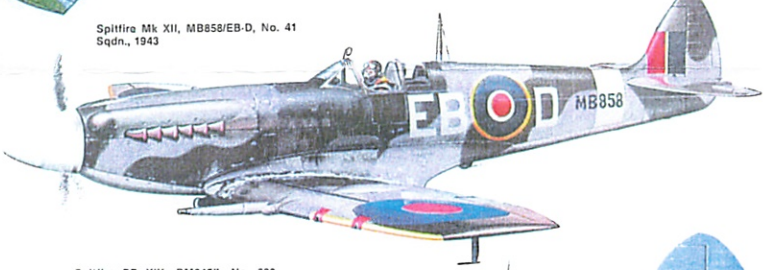


French Indo-China, Autumn 1945. RN218

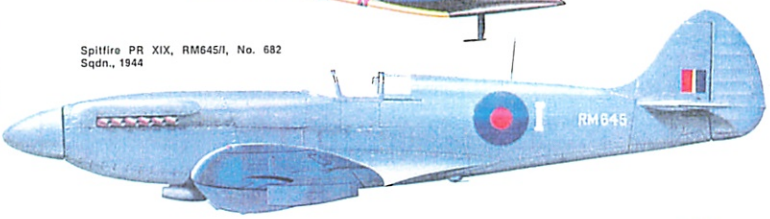
SEAC markings of Ocean Grey & Dark Green camouflage and Medium Sea Grey undersurfaces. White theatre ID bands were 18" (9.5mm) wide on tail and fin and 28" (14.8mm) wide on wing surfaces. Spinner was also white. Note over painting of 36" roundel (19mm) with 'fresher' Dark Green paint.



Spitfire Mk XII, MB858/EB-D, No. 41 Sqdn., 1943



Spitfire PR XIX, RM645/I, No. 682 Sqdn., 1944



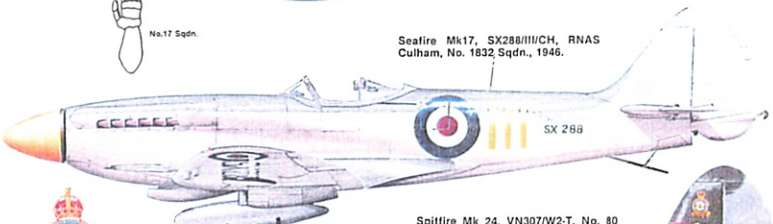
Command Pennants



Spitfire Mk XIV, RN135/YB-A, No. 17 Sqdn., 1945.

No.17 Sqdn.

Seafire Mk17, SX288/III/CH, RNAS Culham, No. 1832 Sqdn., 1946.



No.80 Sqdn.

Spitfire Mk 24, VN307/W2-T, No. 80 Sqdn., 1950.

