

Research Notes on the
Supermarine Seafire
Compiled by John Griffin
Part 1/1

Version 1.0 – 20 June 2026

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VOUGHT A-7 CORSAIR II

The Corsair II, developed from a line of fighting machines that bore this famous name, helps maintain Naval Aviation as one of the best equipped strike forces in the world.

Looking like a blazing comet, an A-7 Corsair II blasts off from the flight deck of the USS AMERICA (CVA-66) during night operations.

CORSAIR II (A-7E) SPECIFICATIONS

SPAN: 38 ft. 8½ in.
LENGTH: 44 ft. 1½ in.
POWER PLANT: One Allison TF41-A-2
turbofan rated at 15,000 lbs.
MAX. SPEED: Mach 0.92
RADIUS OF ACTION: 528 miles
MAX. WEIGHT: 42,000 lbs.

(Continued on page 64)

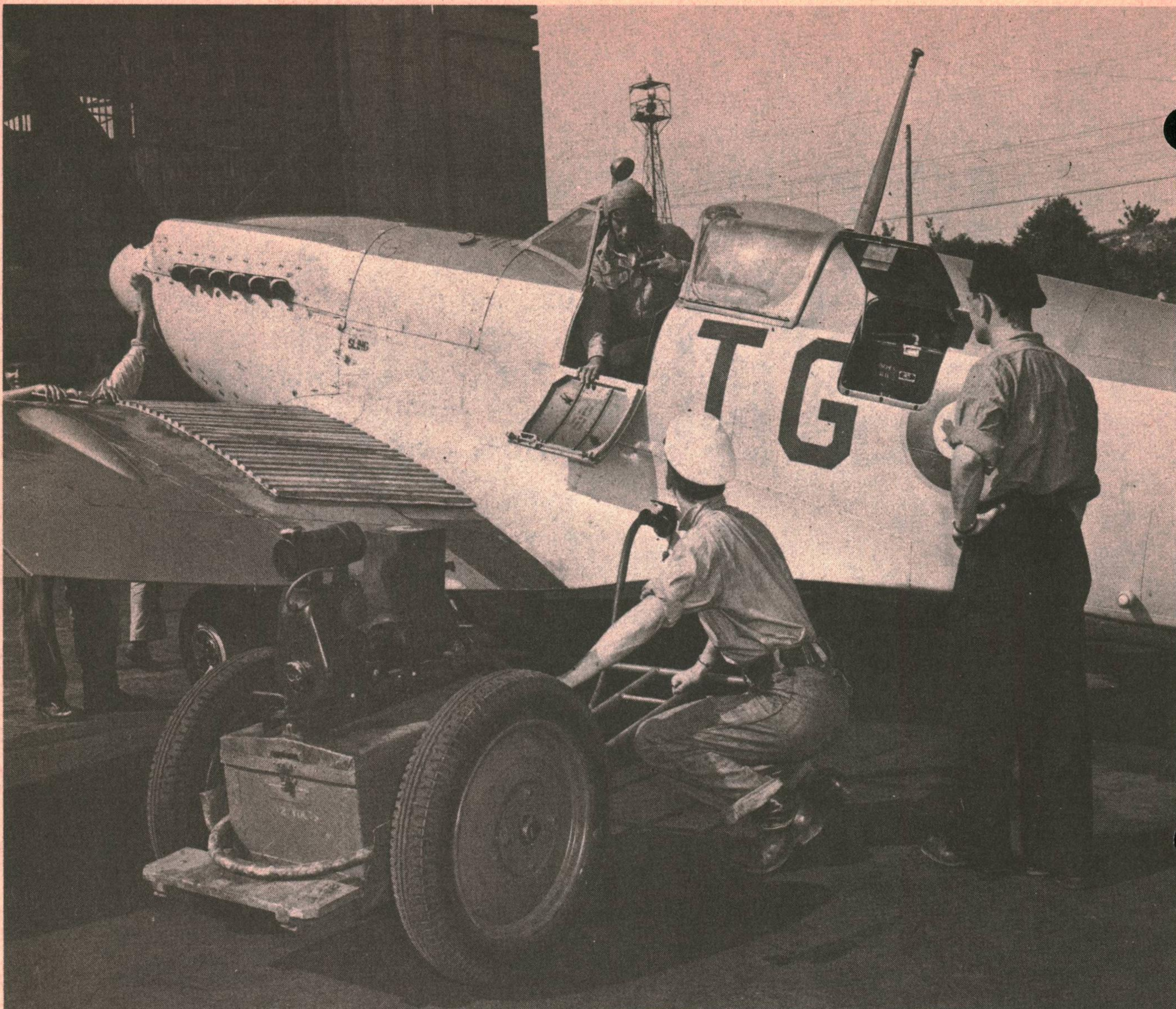
A group of Royal Canadian Navy Seafires starts engines for a training flight. PR470, the lead aircraft, is a Seafire Mk.XV that was taken on strength on 1/6/46 and struck off strength 14/1/50 after serving with 803 Squadron. Note the individual aircraft letters and the two-tone broken camouflage along with the bare metal spinner and stripe. Maple leaf paint above fin flash is also noteworthy. (R. T. O'Dell)

MAPLE LEAF SEAFIRES

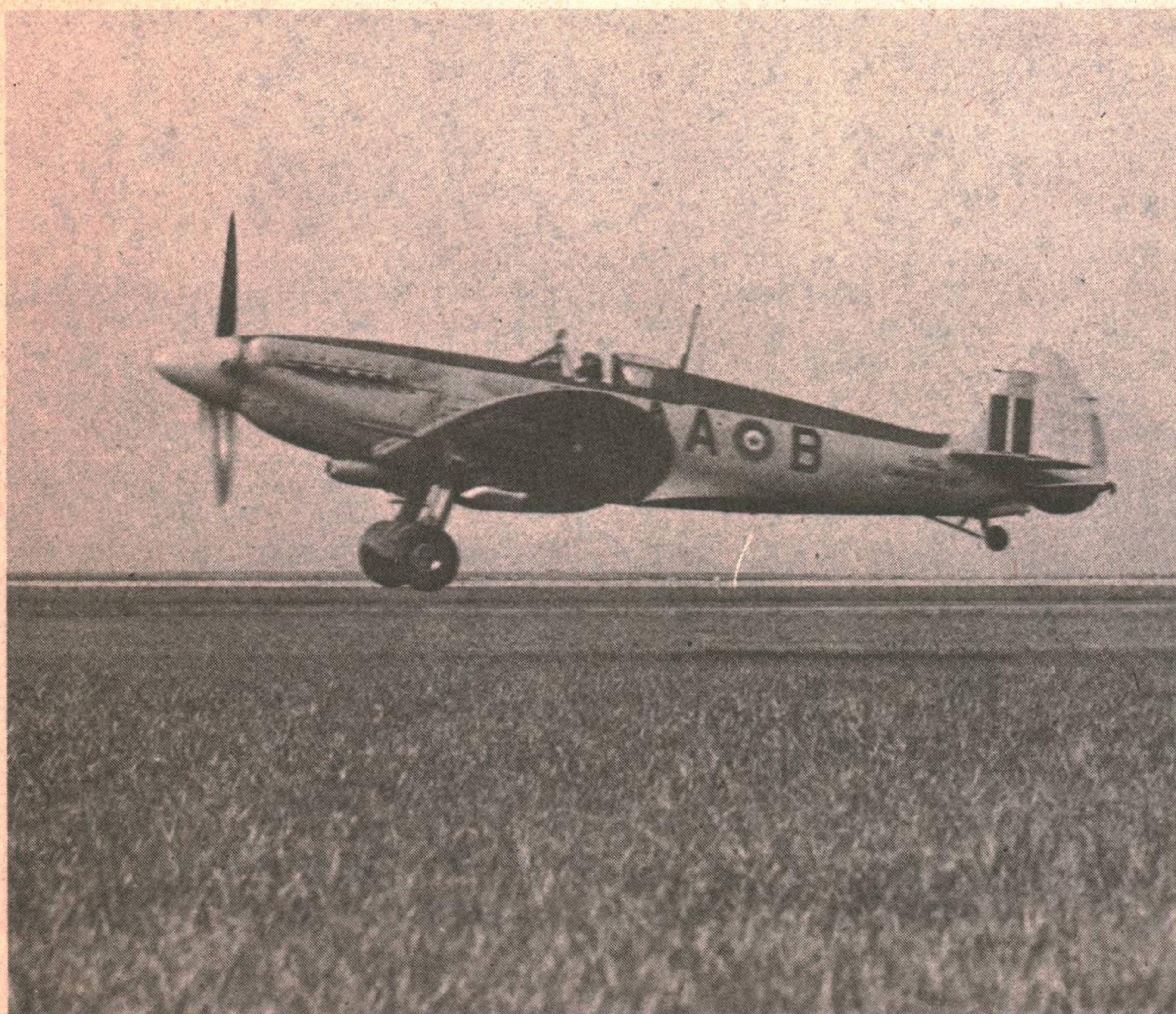
We take a look at the beautiful Supermarine Seafires operated by the Royal Canadian Navy after the end of World War Two. For a selection of Spitfires operated by the RCAF please be sure to refer to ACQR Volume 4 / Number 3 "Maple Leaf Spitfires"

By Sean Greenway

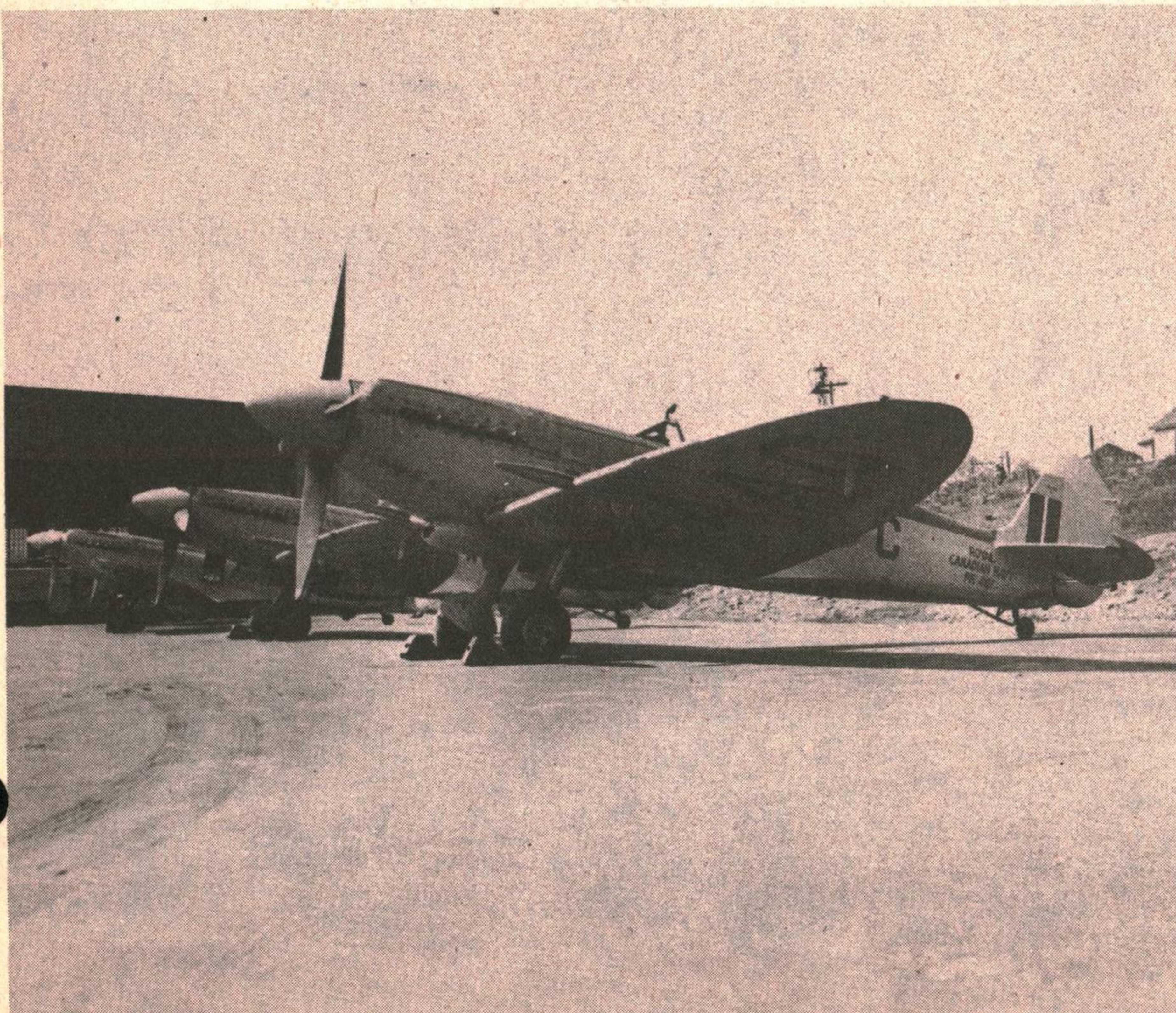




Charging the battery of a Seafire Mk.XV at RCN Dartmouth, Nova Scotia, on 28 July 1949. This Seafire is finished in the two-tone grey scheme that was applied to the Seafires later in their RCN service. Note the wooden planking applied to the top of the wing so that the mechanics would not slip on the gloss surface while servicing the aircraft. (Public Archives of Canada/DNS-1698)



Seafire XV PR479 AA-B of No. 803 Squadron lifts off from the grass runway at RCN Rivers, Manitoba, on 10 September 1948. Only the RCN chose the Seafire as its post-war fighter type. At the end of 1944 the Canadian government decided to form a carrier air group around two light fleet carriers. The end of the war forestalled this program but two Seafire squadrons had been formed in the United Kingdom during 1945—Nos. 803 and 883. No. 883 was quickly disbanded but No. 803 sailed on the HMCS WARRIOR for Canada with 18 Seafire XVs during March of 1946. (Public Archives of Canada/R1-4-4)

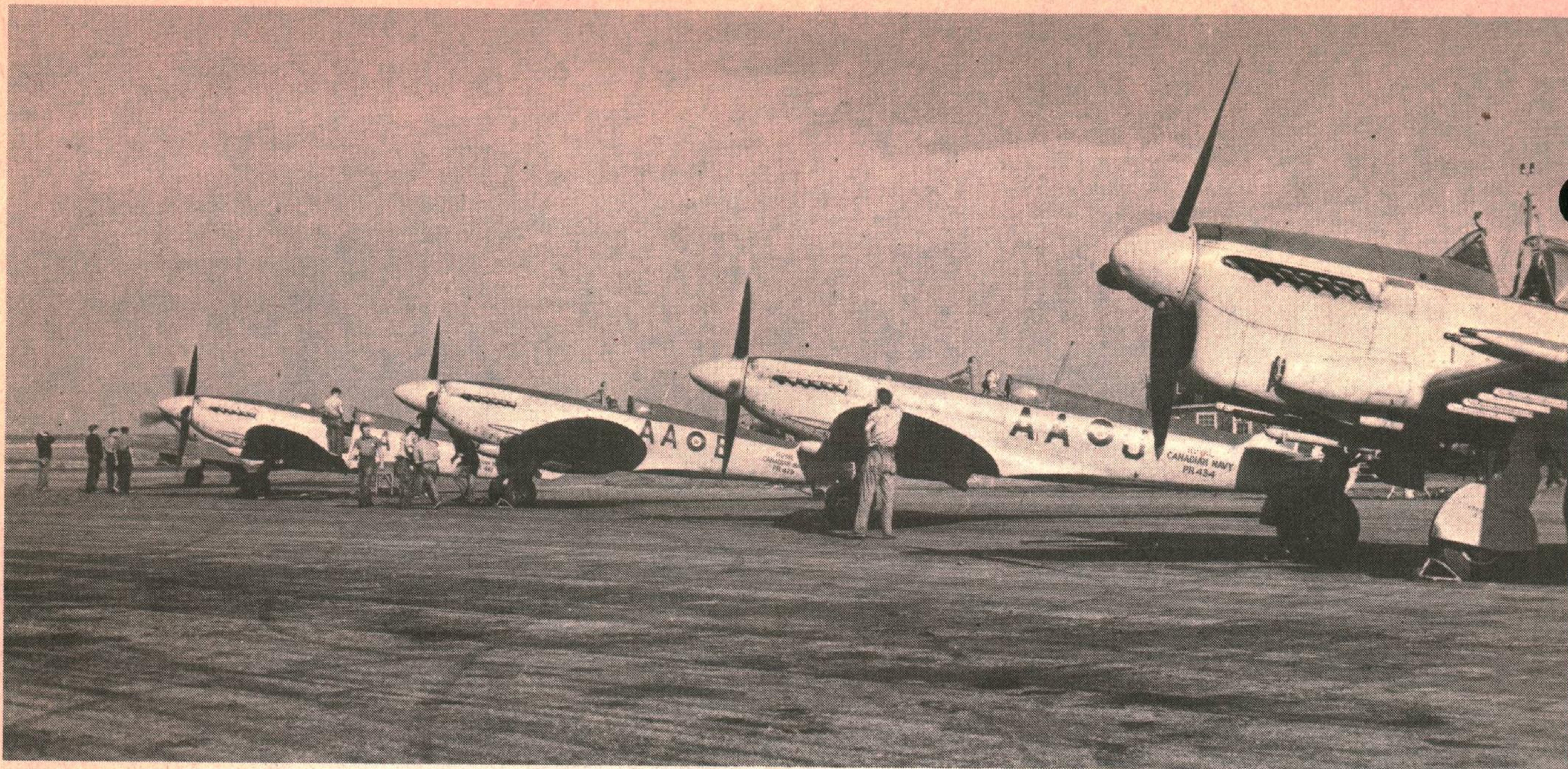


Seafire XV PR470 of Lt. M. T. Geary of No. 803 Squadron after nosing over in snow while taxiing at RCN Dartmouth on 19 February 1948. Compare the paint scheme in this photograph with the opening view of PR470. Note the use of very small roundels on the wing and fuselage. The Seafire XV was created by using a basic Spitfire VB fuselage with LIII folding wings and the enlarged fin and rudder of the Spitfire VIII with that version's retractable tail-wheel, wing-root fuel tanks from the Spitfire IX, the Spitfire XII's engine installation and auxiliaries but with a completely navalized Griffon engine. (Public Archives of Canada/DNS-224)

Seafire XV PR461 AA-C of the 18th Carrier Air Group at RCN Dartmouth on 19 June 1948. Note the large coding under the wing. PR461 was taken on strength on 1/6/46 and struck off strength 18/10/49. With the narrow landing gear the Seafires were quite a handful when landing on the small Canadian carriers. (Public Archives of Canada/DNS-399)



Seafire Mk.XV PR479 AA-B being towed from its hangar at Rivers. Only 18 Seafires served with the Royal Canadian Navy and their service career was relatively brief and not particularly checked. (Public Archives of Canada/R1-4-11)



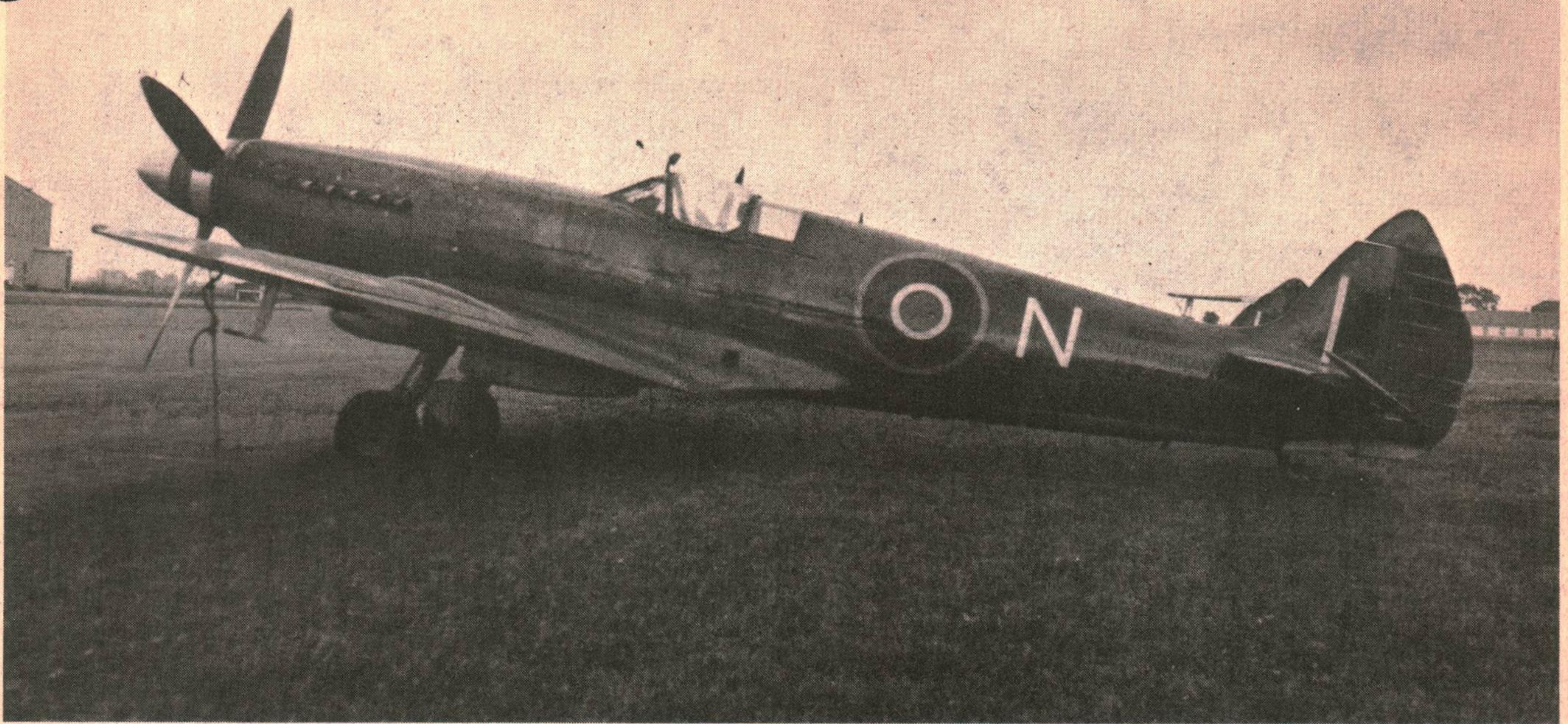
Seafire XV PR461, PR479 AA-B, PR434 AA-J of No. 803 Squadron along with a Firefly F.R.I. at Rivers, Manitoba, on 10 September 1948. The Royal Canadian

Navy used English aircraft exclusively until the early 1950s.
(Public Archives of Canada/R1-4-1)



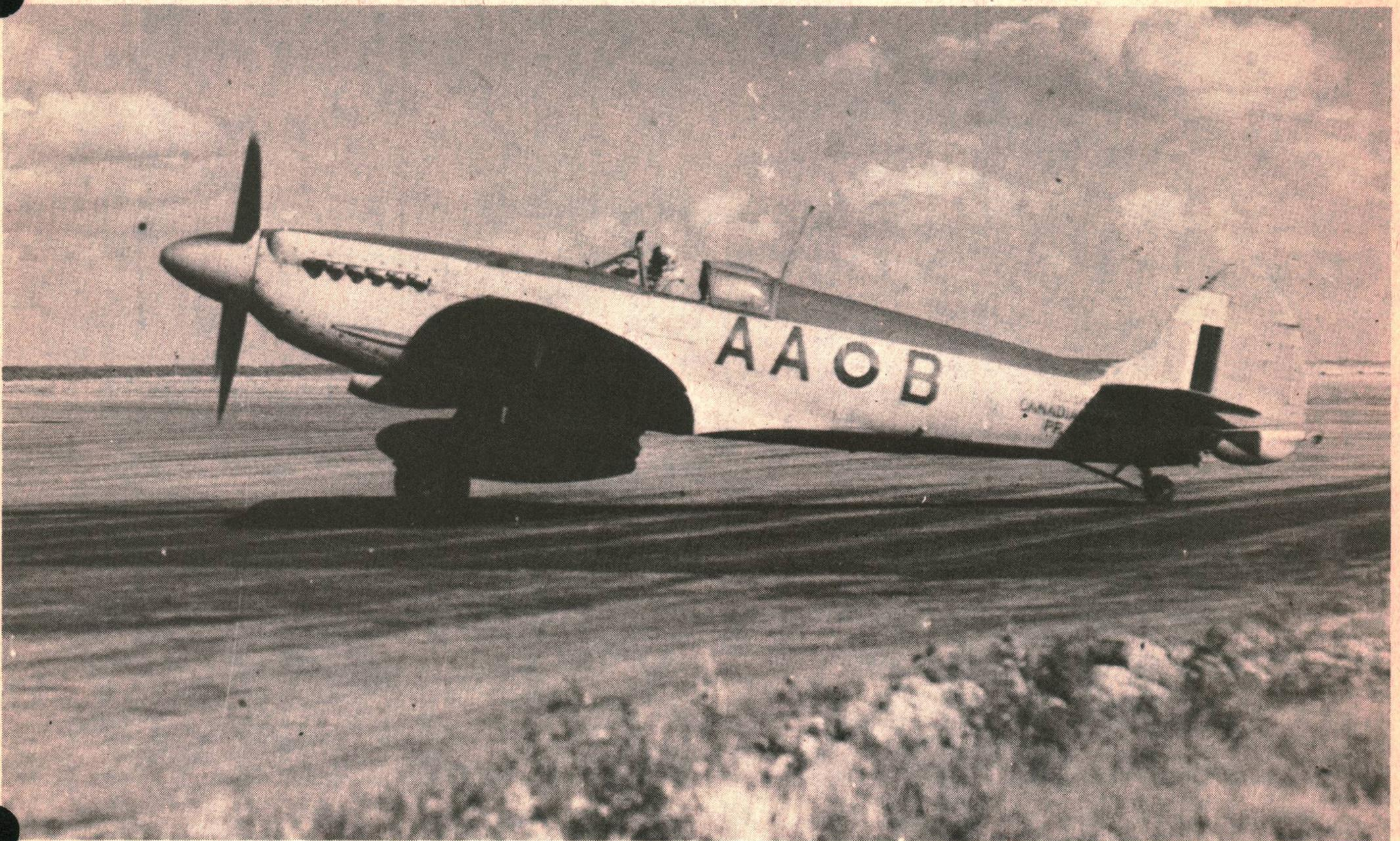
Good overall view of a Mk.XV being serviced and fueled. Note the very small size of the Seafire. Note how the fairing on the cannon barrel has been refitted upside down. The Canadian Seafires

were quite attractive in their paint scheme of light and dark grey. Note the rear view mirror on the windshield, a holdover from Battle of Britain days.
(Public Archives of Canada/DNS-1695)



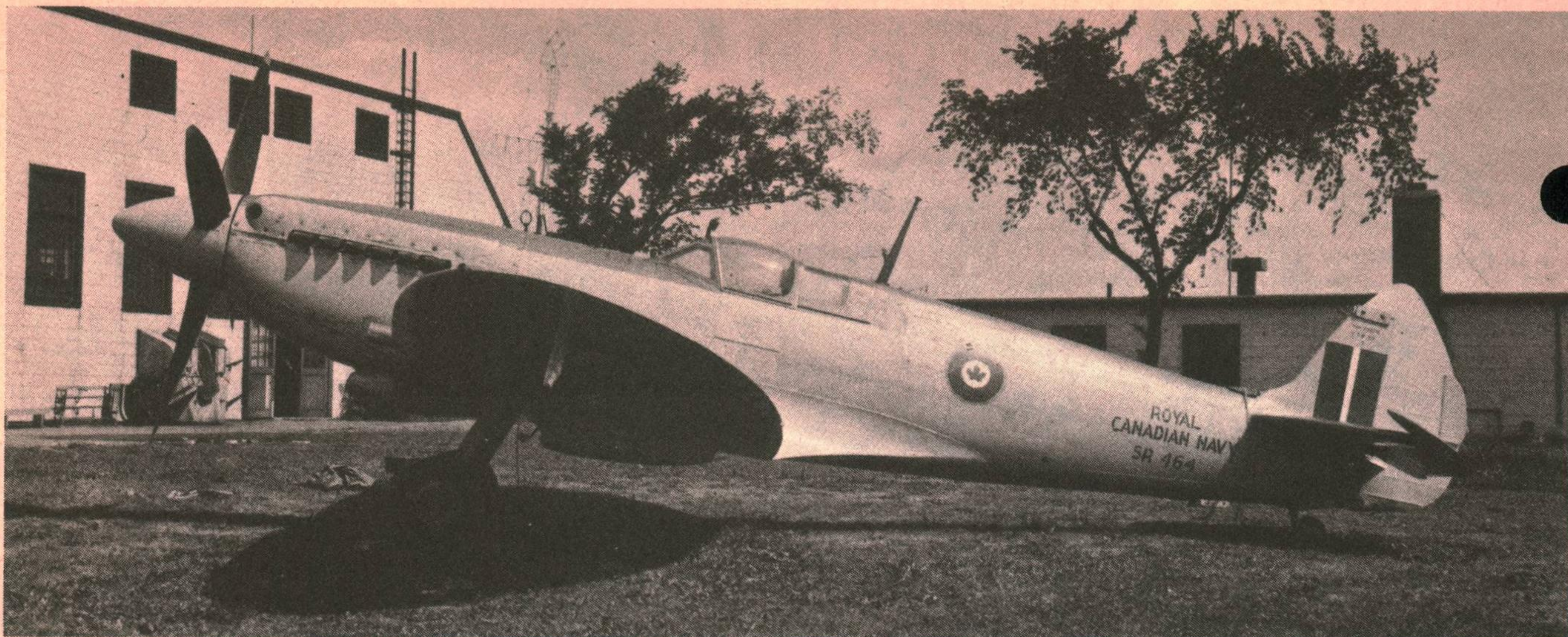
Seafire XV PR434 coded N. This aircraft was taken on strength 1/6/46 and struck off strength 14/2/49. Because of weight restrictions on the landing gear, the Mk.XV could carry, at best,

10 percent less fuel than the LIII and the Griffon had a much higher fuel consumption than the Merlin so the XV was a bit short on range. (R. T. O'Dell)



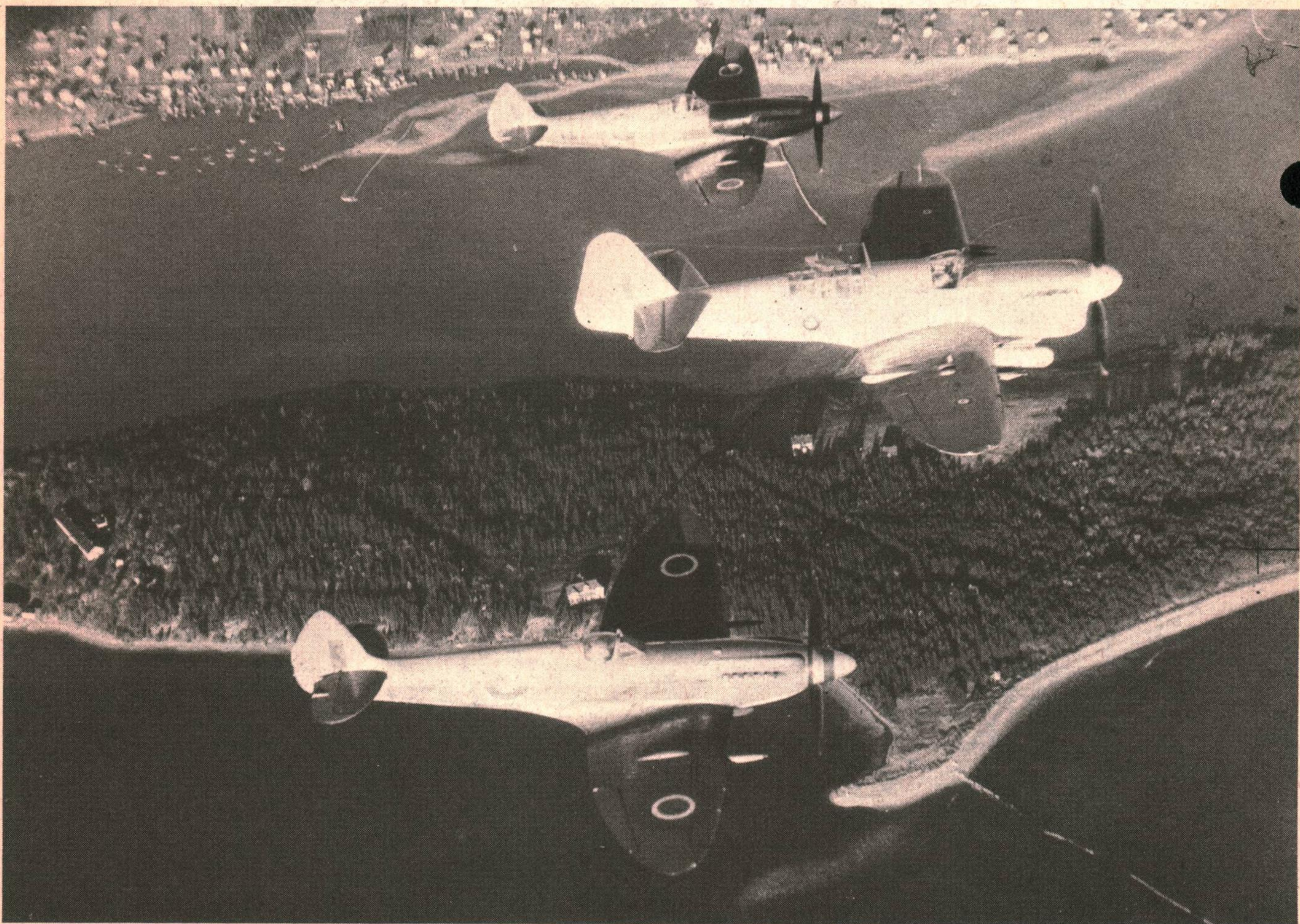
Seafire XV PR479 AA-B of No. 803 Squadron at Rivers, Manitoba, on 10 September 1948. This particular aircraft was taken on strength on 1/6/46 and struck off strength 4/6/49. Note the

radio masts that the Seafires were re-equipped with. Also note the fairing that covered the tail hook mechanism. (Public Archives of Canada/R1-5-5)



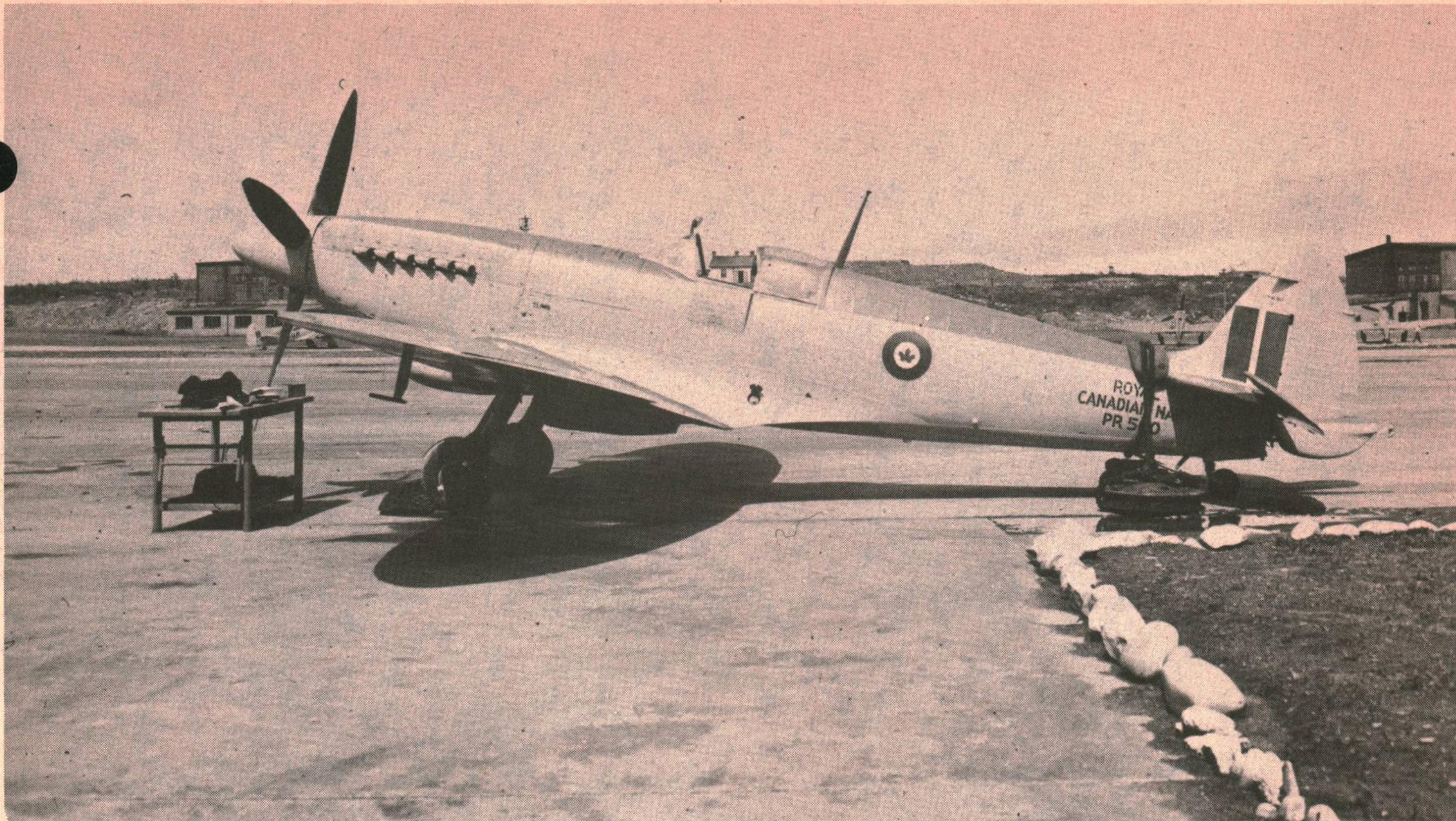
Thought to be the only surviving Canadian Seafire XV, SR464 is used as a gate guardian. It was taken on strength 1/6/46 and struck off strength 21/5/49. The Mark XV had a great deal of trouble with the supercharger on the Griffon VI power plant and the engine was at first unreliable for takeoff and

landing under carrier conditions. It was not until 1947 that the problem was completely solved; in the meantime, four English carriers were deprived of their front-line fighters and one squadron even went as far as re-equipping with Firefly Mk.IIs as a temporary measure. (R. T. O'Dell)



Firefly R.R.I. PP456 leads Seafire XV's O and P on 25 November 1947. The Mark XV was a nimble aircraft in the air. Note the bulges for the cannon

breeches on the upper surfaces of the wings. (Public Archives of Canada/DNS-116)



Mark XV PR500 seen tied down for extended engine runs at Dartmouth during June 1948. Seafires and Spitfires were quite prone to tipping

over when large amounts of power were applied while on the ground.
(Public Archives of Canada/DNS-350)

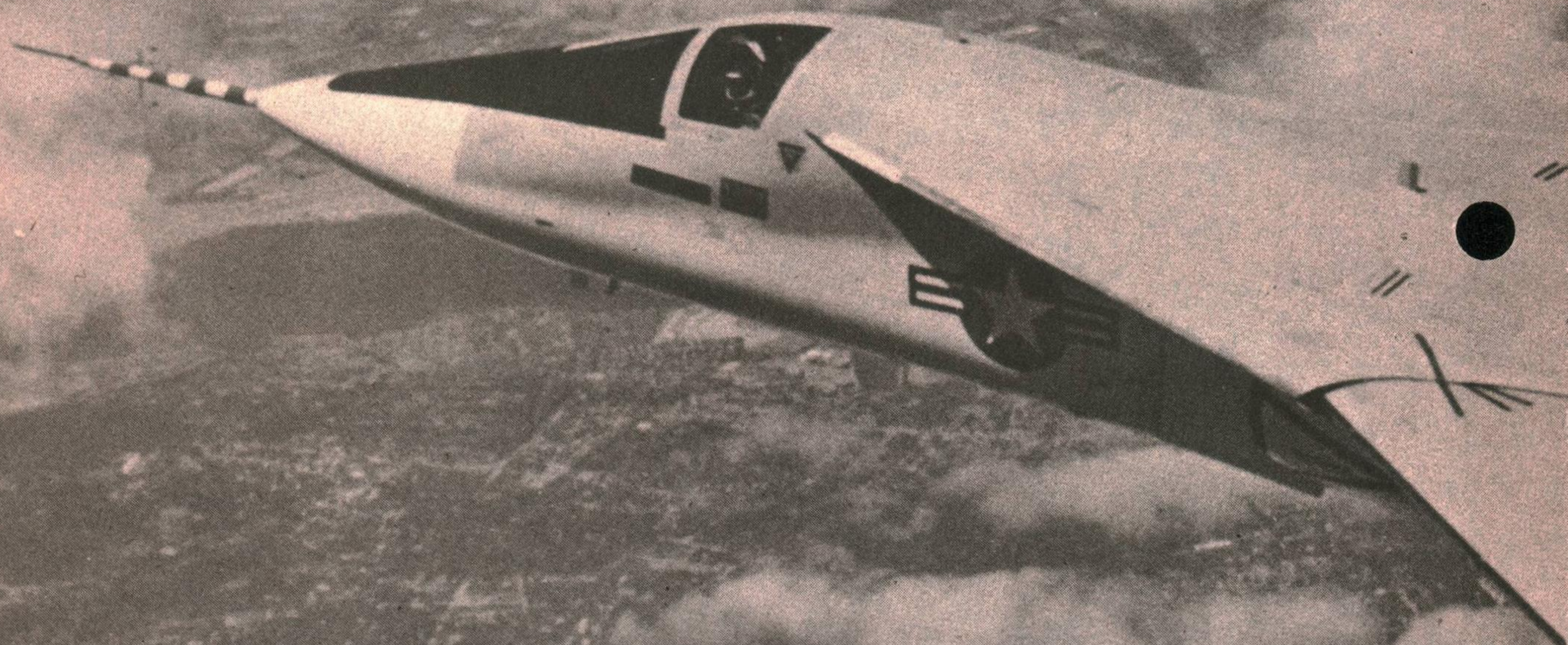


Pranged Seafire XV. PR425 piloted by Lt. Barge destroyed its right gear leg and went up on its nose at Dartmouth on 14 June 1948. Note the fully dumped flaps. (Public Archives of Canada/DNS-374)

FORGOTTEN SWINGWING

The General Dynamics F-111B is a virtually forgotten naval aircraft

By Edward M. Miller



Robert Murray

18 Jan 00

From: "Lee Walsh" <walshlee@hotmail.com>
To: <mala@istar.ca>
Sent: January 17, 2000 2:11 PM
Subject: Facts & figures

Dear Bob;

Been working away at digitizing nearly all of my photos and other documents to a .jpeg file. That means that I can email these documents and also convert them to a CD-ROM. I have some fancy hardware that allows me to "burn" a CD with alot of files, to date I have nearly 650MegaBytes of photos. I have nearly finished converting them all and I am working on finishing up summaries for a few of 11 Spitfires.

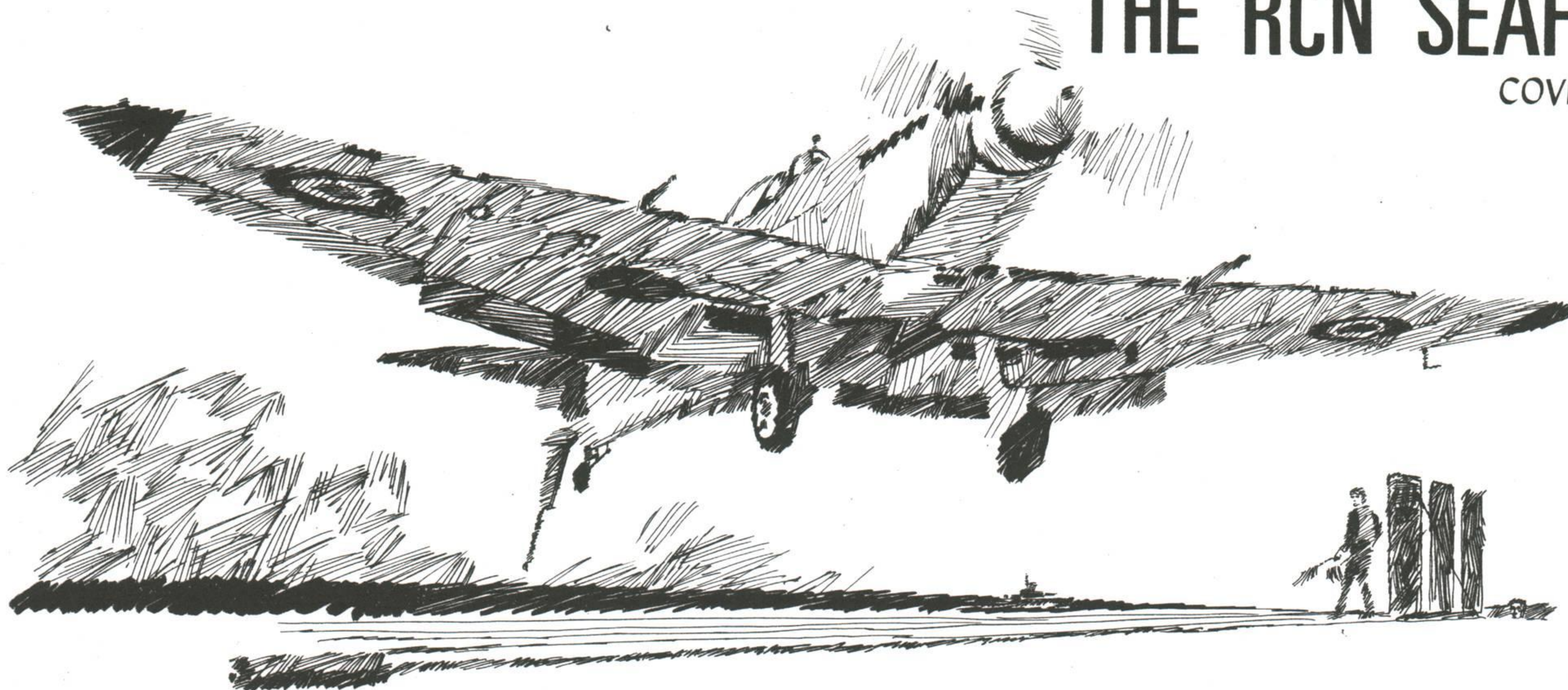
New information seems to be coming in weekly and I never seem to be up-to-date with them. Making some progress on the Spitfire that was sent to the "L" School at HMCS Stadacona. Thou many of the staff have since passed away I just managed to find Douglas Cooke living in the Ottawa area. I was told that he was at the school when this aircraft arrived and when it was disposed of. Awaiting his reply with great expectations. Jack Cribb who lives somewhere in BC has been a tremendous help in tracking down any EA & RA's that were at the "L" School. Must have sent out 5 letters last week and I have a few names to call tonight. Should solve the mystery of R7143 *Spit v* in the days to come, I hope.

I did want to ask you I could pass on request to Ron Bosquet for me. I have been try to track down any of Rear Admiral Terry Burchell's son's or daughters. When I talked to Terry on the phone in 1994 he mentioned that he took a picture of his son sitting in the cockpit of R7143 while he was visiting the school one day. I have Terry's story and I would love to accompany it with that photo, if it still survives. Would you be able to help?

When I get these files converted to my hard drive via my scanner, I will make a copy for you so that you can so NAM. I have one small hurdle to overcome with sending a package to John Griffin, with all the gizmos and gadgets I have attached to my computer I have no printer, if you can belive that. If I sent you a CD-ROM would you be able to show it to John? That is if you see him on a regular basis.

This CD-ROM should and can be viewed on any computer with a CD-ROM player and operating win95/98.

01/17/2000



During the summer of 1944, the Royal Canadian Navy was planning to operate two light fleet aircraft carriers, *Warrior* and *Magnificent*, with two fighter squadrons and two torpedo-bomber-reconnaissance squadrons. These units were for service in the South West Pacific against Japan during the latter part of 1945. Air personnel were to be obtained from among Canadians serving in the Royal Navy Fleet Air Arm as aircrew and maintenance ratings. Also some 550 ex-RCAF pilots had transferred to the RNV(R) for service with the FAA in the Far East and these were available for the RCN air units. However it was not until 24 January 1946 that the first carrier, HMCS *Warrior*, entered service with the RCN, and not until 7 April 1948, did HMCS *Magnificent* join the RCN replacing *Warrior*. During 1945 two fighter squadrons, No. 803 on Seafire XVs and No. 883 on Seafire XVIs, plus two TBR squadrons, Nos. 825 and 826 on Fireflies, were formed in the UK. When peace was declared after the fall of Japan, large numbers of personnel were released, resulting in only one carrier being taken over, and one fighter and one TBR squadron being disbanded. These air squadrons were later reformed in Canada at Dartmouth during 1947. After the navy's air branch was formed, it was referred to as the Royal Canadian Naval Air Arm, sometimes as the Fleet Air Arm. However a year later these terms were discontinued and the Air Arm was designated as Naval Aviation.

SEAFIRE HISTORY

Originally the Seafire was the Sea Spitfire and the word Seafire only an abbreviation of convenience. The first Seafires were conversions of RAF Spitfire VBs and were later modified on the production line and known as Seafire IBs. Conversion work was done by Air Service Training Ltd. at Hamble and others modified on Supermarine's production line, a total of about 140 Mk. VBs being converted into Seafire IBs. Also a small batch of 48 Seafires were built as such by Cunliffe-Owen Aircraft Ltd. The next version was the Seafire IIC, two versions being built; the F.IIC by Supermarine (262 aircraft) and the LF.IIC by Westland (110 aircraft). The Mk.III was built by Cunliffe-Owen (350 aircraft) and Westland (870 aircraft). Versions of the Mk.III were the FR.III fitted with two F.24 cameras and the LF.III similar to the LF.IIC low-altitude version.

Seafire IBs first entered service with No. 807 Squadron during June 1942 and were in action during the Allied landings at Algeria in November 1942. By the end of 1942, Seafire IICs were in action in North Africa with the FAA units. Seafire IIIs went into service during the early part of 1943 and were in action at Sicily, Italy and southern France during 1943 and 1944. After the landings in Normandy, Seafires operated from shore bases in France with the 2nd Tactical Air Force until the middle of July. Seafires also operated over the North Sea area and along the English Channel. In the South West Pacific area the Seafire IIIs were in action against the Japanese from 1945 until the end of the war. After the war, the last Mk. IIIs were taken out of service during March 1946.

The next Seafire version was the Mk.XV, type 377, which first flew in 1944 and was manufactured by Cun-

liffe-Owen who built 134, and by Westland who built 250. In the Seafire line the fact that the Mk.XV followed the Mk.III, was due to a new policy that aimed to avoid using the same mark designations for such closely related types as the Seafire and Spitfire. The Mk.XV was basically a navalised Spitfire Mk.XII, with the folding "C"-type wing of the Seafire III, strengthened and including wing fuel tanks. A stinger-type hook that protruded from the rear of the fuselage was fitted on the production line from the 50th Mk.XV on produced by Cunliffe-Owen and on most of the Westland-built aircraft. All Seafires from the 75th Mk.XV had RATOG (rocket assisted take-off gear) as standard equipment. The Mk.XV was in production during 1944-45, but none were delivered in time to see any action in the war.

The Seafire XV first entered service with No. 802 Squadron in May 1945 and remained in post-war Fleet service in FAA and RNV(R) squadrons. Other squadrons to receive the Mk.XV were No. 803, seconded to the RCN for service on HMCS *Warrior*, and Nos. 805 and 806. Twenty were de-navalised in 1951 for delivery to the Union of Burma Air Force and a few ended their days as FAA instructional airframes. One was stripped of all armour plate and with a high gloss finish was used for demonstrations at the US Naval Test Centre.

Production and Serial Numbers of Seafire Mk.XVs

Supermarine prototypes Six aircraft only, flown in 1944.

NS487, NS490, NS493, PK240, PK243, PK245

Cunliffe-Owen 134 aircraft, deliveries beginning in July 1944.

PR-338-379, PR391-436, PR449-479, PR492-506 (first 50 of these had "A"-frame arrester hook and the remainder had stinger type), SP136-168, SP181-197

Westland 140 aircraft, delivered from September 1944 on.

SR446-493, SR516-547, SR568-611, SR630-645 (110 delivered during 1945), SW781-828, SW844-875 (all with standard fuselage), SW876-879, SW896-921 (with rear-view type fuselage).

During 1945 the Seafire Mk.XVII made its first flight. This aircraft was a refinement of the Mk.XV and was actually a conversion of the third prototype Mk.XV, NS493. It differed from the XV by having a clear-view bubble canopy and a cutaway rear fuselage similar to the late model Westland-built XVs. Also it had a strengthened undercarriage with longer stroke for the oleo legs, a stinger-type hook was standard on all models, and all were fitted with RATOG equipment. The Mk.XVII was built as a naval fighter, but in March 1947 a few were fitted with one vertical and one oblique F.24 camera and this version was designated FR.XVII.

The Seafire XVII appeared in 1945 after the close of the war, reaching squadron service in September that year with No. 883 Squadron. This squadron at Arbroath was earmarked for service with the Royal Canadian Navy but was disbanded in February 1946. The Mk. XVII remained in FAA service until November 1954 before being withdrawn from operations.

fracture in less than 48 hours. I am sure that with research this could be verified, and maybe there are a few grey-beards left who may have personal knowledge. Dick Fraser, who worked for Ford near St. Thomas back in 1907 or 1908, if he is still in the land of the living, could answer this, for he was with Ford when he built his first six-cylinder engine before he ever built the Model T car and the four-pot engine.

Anyway, we fell heir to this monster through the purchase of a fleet of some 14 'H-Boats' by the Ontario Forestry from the Laurentide Air Services in 1924. In passing, I believe some Libertys were also used in the DH-9A of first world war vintage.

The engine was a 45°-bank, twin-row of six, and water cooled. I heard along the way that this was the only twin-line built at 45°, and the reason for changing the pitch of the bank was for smoother operation and better power development. The valves were single inlet and exhaust, operated by an overhead camshaft enclosed in a sand-cast aluminum casting. The rocker arm bearings were lapped, blued and hand scraped into the parent metal which required hours of work as the overhaul periods were extended. The main reason, outside of a good bearing, was to prevent the loss of oil and a dirty engine.

The engines contained twin spark plugs, this being an area of trouble, as there was strain on the water jacket attachment to the spark plug sleeve when removing the spark plug, resulting in leakage from the cylinder water jacket. Another source of trouble was that when a cylinder was changed for leakage, the alignment of the bosses on the cylinder head supporting the camshaft had to be precise or tightening down of the camshaft housing would result in distortion to the case and result in fracture of the cam case. This called for replacement of the whole unit and complete timing of the valves and ignition, which was accomplished by standing on a box on a sloping wing, bobbing about on water, accompanied by the whine of mosquitoes and profanity.

The crankshaft was built like a dreadnought and the bearings seldom required much scraping, but the labour in checking and bluing in was gargantuan. The two halves were held together by bolts with threads on each end, and the base bolted into the bottom web of the case with the extension passing through the upper half with nuts and washers holding it together. When the engine was put together for keeps there were dozens of quarter-inch bolts, plus shellac for a sealer to close up the crankcase, as it was a dry sump engine. The oil tank was slung under the bottom of the engine crankcase in the engine pedestal and was appended after the engine was installed in mounting.

The con rods were something else! The small end had a bronze sleeve and gave little trouble, but the big end was white metal, and after doing 100 to 112 hours, as we finally achieved, there was never a case when, on dismantling the two halves, the white metal didn't fall out like grape shot.

The ignition was Delco, dual-powered from a generator mounted between the cylinders at the opposite end of the prop bass. The spark was manually operated and as touchy as a Model T. I know because I took a trip over the wall when the pilot was itchy to pick up a buoy we missed one day at Kenora.

The starter was mounted on the opposite end to the prop, and the crank extended forward over the cockpit. This was a twelve-to-one direct, and quite a job when one stood with legs spread wide and two hands on the crank. This resulted in getting your ass wet if you did the wrong thing at the right time.

The props were two single-bladed Hartzel, bolted across one another, and, unless you let something go out of the cockpit that the chicken wire didn't stop, you seldom had trouble with this area.

The radiator for engine cooling was mounted across the front of the engine installation. When you came into calm, hot conditions, and two to three miles would not get you 'on the step', it was taken for granted that the rad would be boiling and, after a cool-off and top-up, you had another bash at it. It seemed by fiendish design that the rad cap overflow pipe was directly above the pilot seat position, and if you didn't get to hell out in a hurry there was a good chance of getting the overflow down your neck.

The power of the 'H-Boat' was so marginal that on hot, humid days it was common for the engineer to go over top to the front cockpit and, in synchronization with the pilot's action of the elevators, attain a rocking motion which would pop you up 'on the step'. One day at the crucial moment and after a hell of a run, I slipped on the 'up' movement and dropped her down into the water again. My pilot, Ed Ahr, was an impatient man, and his cussing on this occasion, along with the hot shot from the rad overflow, pretty nearly reduced

him to apoplexy. Of course, the thrill after all this pumping to get her 'on the step' was getting from the front cockpit back over the open deck and down into your spot, when, by this time, the old girl was logging about 40 knots. Any error in approach was taken care of by the prop, if you went on through and over the trailing edge of the wing.

I flew with Ted Stull around Sault Ste. Marie in the spring of 1928 while he put in the balance of his 50 hours to qualify for his commercial licence. My first crew assignment was to Kenora. It was necessary to wait for the ice to disappear from the odd spot before we got away to Kenora, where I was based during the summer of 1928 with Ed Ahr as my pilot. The first day we flew from the Soo to Pays Plat, refuelled with the old chamois for a filter in the funnel and a wobble pump, had lunch and away to Shebandowan Lake for over night. Don't forget, we were bucking head winds, and our indicated speed aloft was between 65 to 67 miles per hour.

The next day we pushed on, but flew south of normal course and found ourselves over Fort Frances, so continued on down the Rainy River and Lake of the Woods to Kenora.

When we left Sault Ste. Marie the ice had hardly gone. It was cold coming up Lake Superior, but as we approached the Lake of the Woods it became warmer. One of the thrills of my whole flying experience was the trip up this lake in the early evening with the sun setting. We were flying at about 40 to 50 feet between the small islands, and the sensation of speed was terrific. Plus all this, we were into what seemed like instant summer in that all the poplar trees were in their early small leaf, and with the evening light it was a fairyland.

It is wonderful to fly at 600 mph at 38,000 feet and just see the clouds go by, but you haven't lived until you have flown in an open cockpit with helmet and goggles at 50 feet and 65 miles an hour.

Author's Note:

The foregoing is 'off the top of my noggin' and happened in 1928 when I was 22 years old - would that I could do it again! There are vague points along the way, and I hope you will forgive any inaccurate statements.

One point in closing - the HS-2L never got to the United Kingdom as the shooting was over before they arrived there. In passing, the Ontario Provincial Air Service was the first non-military organization in Canada to have a fleet of 14 aircraft of one type operating, and the first government in the world to use aircraft to detect and fight fires. Even for no other reason, the HS-2L did a fabulous service until she was superseded by modern equipment.

Your Society had a visitor from England recently - Mr Alan W Hall, who is writing a book on the Avro Anson. He is very interested in the Canadian use of this venerable aircraft during the British Commonwealth Air Training Plan and met with CAHS Directors G. Neal and F.W. Hotson, who were both Anson pilots during WWII.

Any members who can contribute to the record of the 'Ansons in Canada' are invited to contact the above directors, or write to Mr Hall at: 6 Oakland Avenue, Weybourne, Farnham, Surrey, England.

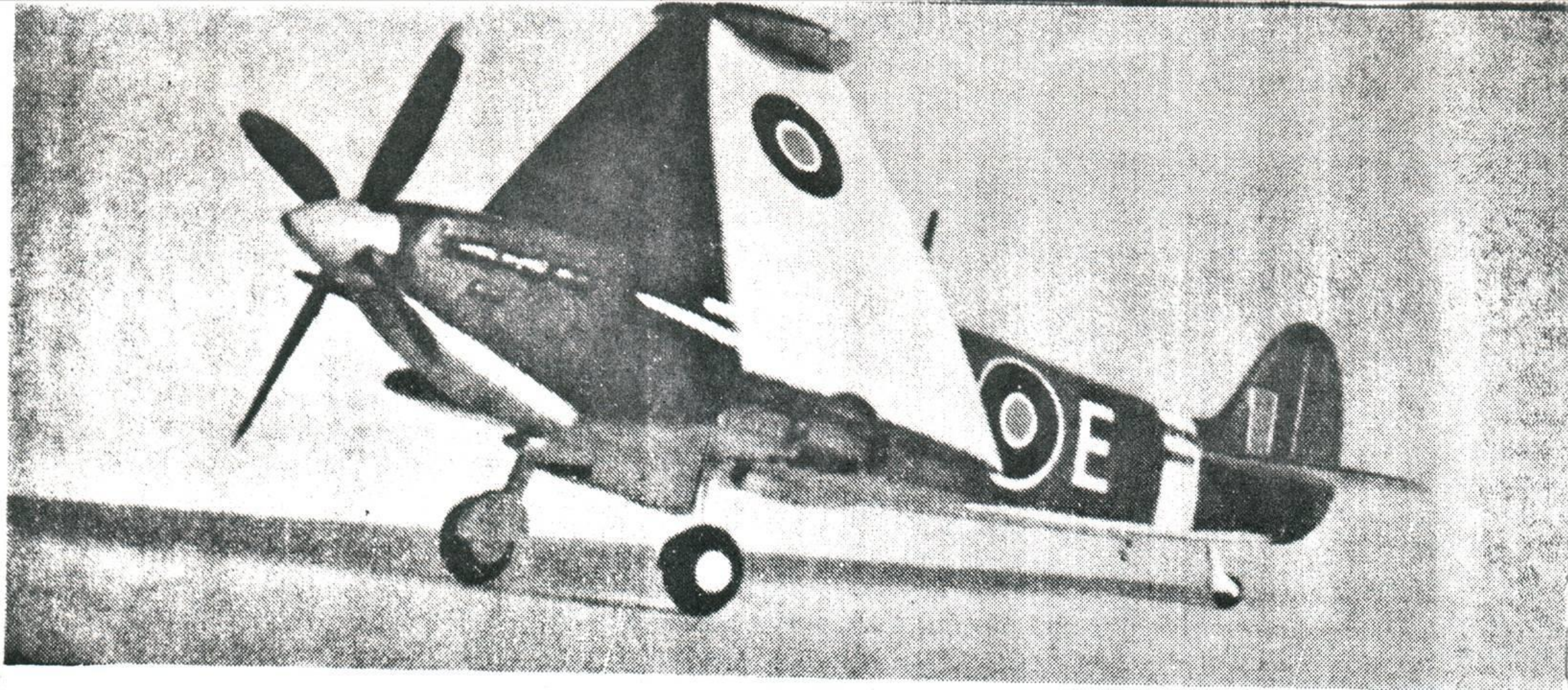
CORRIGENDUM

The following correction should be made to THE CURTISS-REID RAMBLER by K.M. Molson on page 41 in the Vol. 8, No. 2 *Journal*: "Eight Ramblers were exported, two each to the United States, China and India and one each to Argentina and Hong Kong.

A total of 43 Ramblers were produced ..."

In A.E. deM JARVIS, A BIOGRAPHICAL SKETCH by W.J. Wheeler, (in the same issue, pages 48 and 49) the German aircraft which Capt Jarvis forced down was a D.F.W., not an L.W.F. as stated (the L.W.F. was a U.S. training machine built at the end of the War). The photo of the two-seater which was so described on the photo page did come from the Jarvis collection; however, that it was the aircraft in question was an erroneous conclusion the part of the author. It is actually a Rumpler C VII (Rubilt).

The last item on the Contents Page in the same issue should read CAHS Fly-In Photos rather than EAA. We are indebted, however, to the several EAA members who brought their aircraft.



SPITFIRE INTO SEAFIRE BY ANTHONY ROGERS

In the early days of World War II the Fleet Air Arm were in need of a high-speed ship-borne fighter and regarded the R.A.F.'s Spitfire with considerable envy. In an attempt to meet their requirements a Spitfire VB was fitted with a deck arrestor hook and handed over to the Fleet Air Arm in 1941. Despite the high landing speed of 85 m.p.h., trials were successfully carried out on board H.M.S. *Illustrious* and the Seafire was born.

The first batch, Seafire Mk. IB's were in actual fact Spitfire VB's modified being delivered to No. 807 Squadron on board H.M.S. *Furious* that same year.

Not many Mk. I's were produced, as soon after their introduction it was decided to carry out similar modifications on Spitfire Vc's which had a stronger undercarriage and obviously more suitable for deck landings. They also had more armour plating. These became Seafire IIC's and some were fitted with Merlin 32 engines driving four-bladed propellers.

The main disadvantage of these early variants was that the wings could not be folded, hence parking and servicing all had to be carried out on the flight deck. To overcome this further modifications were carried out on a Spitfire Vc incorporating manually folded wings. This resulted in the Seafire III which was fitted with either Merlin 32 or 55M engines in conjunction with a four-bladed propeller.

Production of Seafires was as follows:

Mk. IB—140 (Converted Spitfires) by Supermarines and Air Service Training Ltd.

48 (built as such) by Cunliffe Owen Aircraft Ltd.

IIC—262 by Supermarines. 110 by Westland Aircraft Ltd.

III—1,220 by Cunliffe Owen and Westlands.

Up to the end of the war eight squadrons of Seafire III's were in first line service. The final squadrons Nos. 887 and 894, being disbanded in March 1946.

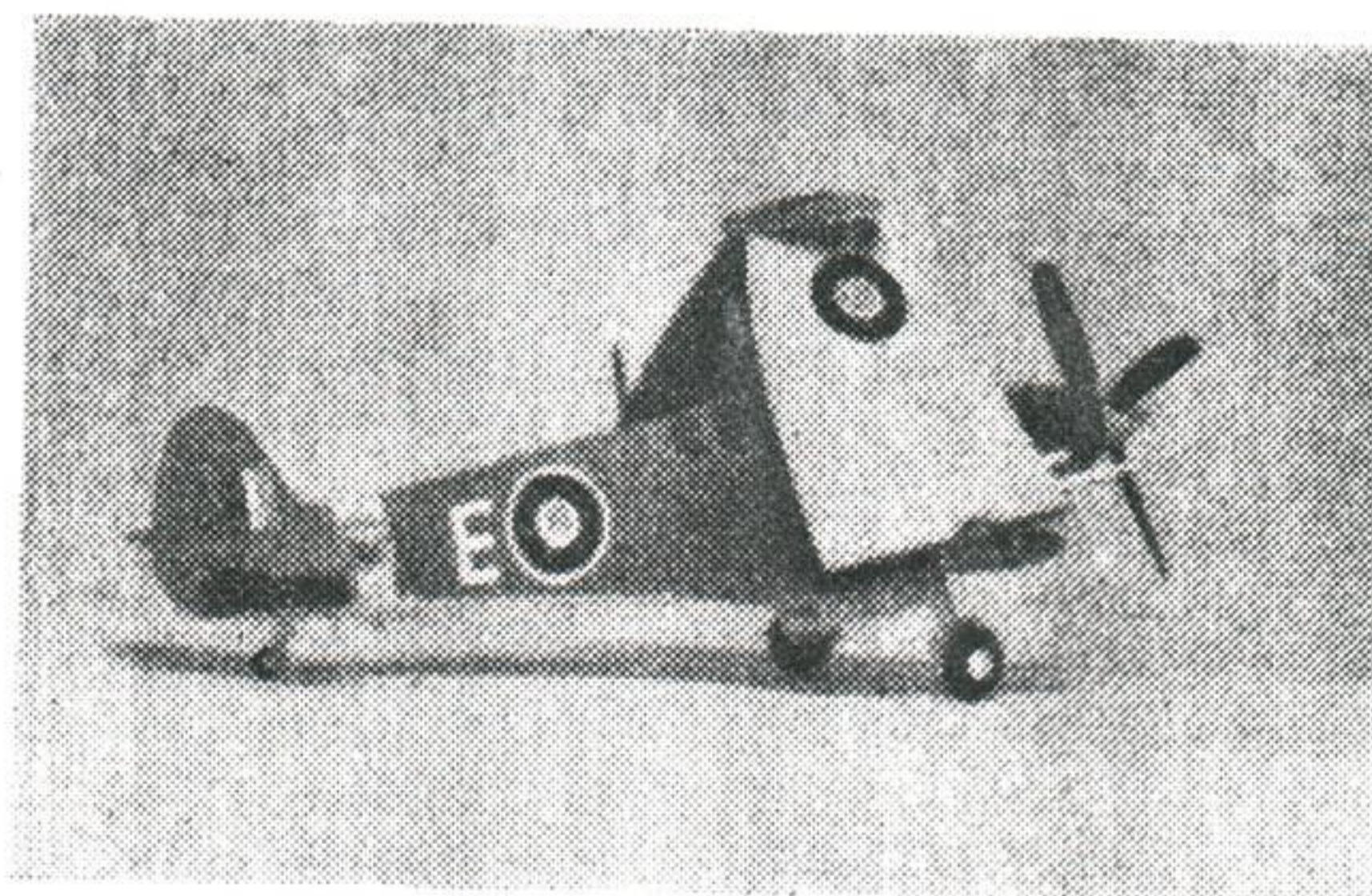
An interesting model of this famous F.A.A. fighter can be made from an Airfix Spitfire IX kit by the introduction of several simple modifications. These cover the exhaust manifolds, port radiator intake, installation of a deck arrestor hook and, if required, the folding of the wings. Dealing with these items step by step the work involved is as follows:

Exhaust Manifolds

The reshaping of the six existing stubs to form three is done by grouping them into pairs and joining the front one of each pair into the second. This is for the variant with Merlin 32 and is not necessary for Merlin 55 on which the exhaust stacks are as moulded.

Port Radiator Intake

This is replaced by a narrow intake made from $\frac{1}{8}$ in. diameter scrap 6 in. long shaped as shown in the drawing. This is positioned along the centre line of the two locating holes used for the original intake.



Deck Arrester Hook

The hole for this (.9 in. long) is cut out as illustrated and is best done in two parts before assembly of the fuselage halves. If a fine fret saw blade is used then the two off-cuts can be cemented together and used to make the hook. Otherwise make the hook from a piece of flat surplus material for example the stem of a display stand. The latter method is best as it allows you to make the basic triangle longer than required to allow for the hook itself. This is formed by holding the flat sheet between two pieces of thin ply so that only the rear $\frac{1}{4}$ in. protrudes beyond the wood. This part is then heated over the point of a match flame and allowed to droop round the edge of the ply. When cool the arrester hook is filed to the shape of the hole and glued in the desired position, either flush with the fuselage or hanging down.

Folded Wings

The wings are first cut off parallel to the fuselage centre line, $\frac{1}{8}$ in. inboard of the outermost point of the undercarriage wheel well. On the ends of each remaining wing stub mark off two positions one on each side of the wheel wells for the location of attachment pins, and mark matching positions on the outer wings. At each of the resulting eight positions drill small diameter holes to match the pins to be used. The best method is to hold a similar pin in a pair of pliers and after heating until it is red hot carefully push it into the plastic. Several heatings may be required and care must be taken to ensure that it

does not come out through the top or bottom wing surface. Four attachment pins are then bent to form an angle of 65° and pushed into the wing stubs till the bend is about $\frac{1}{8}$ in. from the wing "rib" face.

Before attaching the outer panels to the pins their tips are cut at the outboard end of the aileron from the top surface but not right off. Cut just deep enough for the remainder to be bent down through 115° . (If required the tip may be cut off and discarded as some Seafires had the clipped wing. In this case cut $\frac{1}{8}$ in. further outboard and fair the tip back to the aileron) and then the outer panels are pushed on to the pins.

Final adjustment of wing position is now done by extra bending of the pins, as necessary, so that there is a gap of $\frac{1}{8}$ in. between the wings at the second fold and the tips are horizontal. The bend lines of the tips and position of contact of outer wing to stub wing is then reinforced with cement.

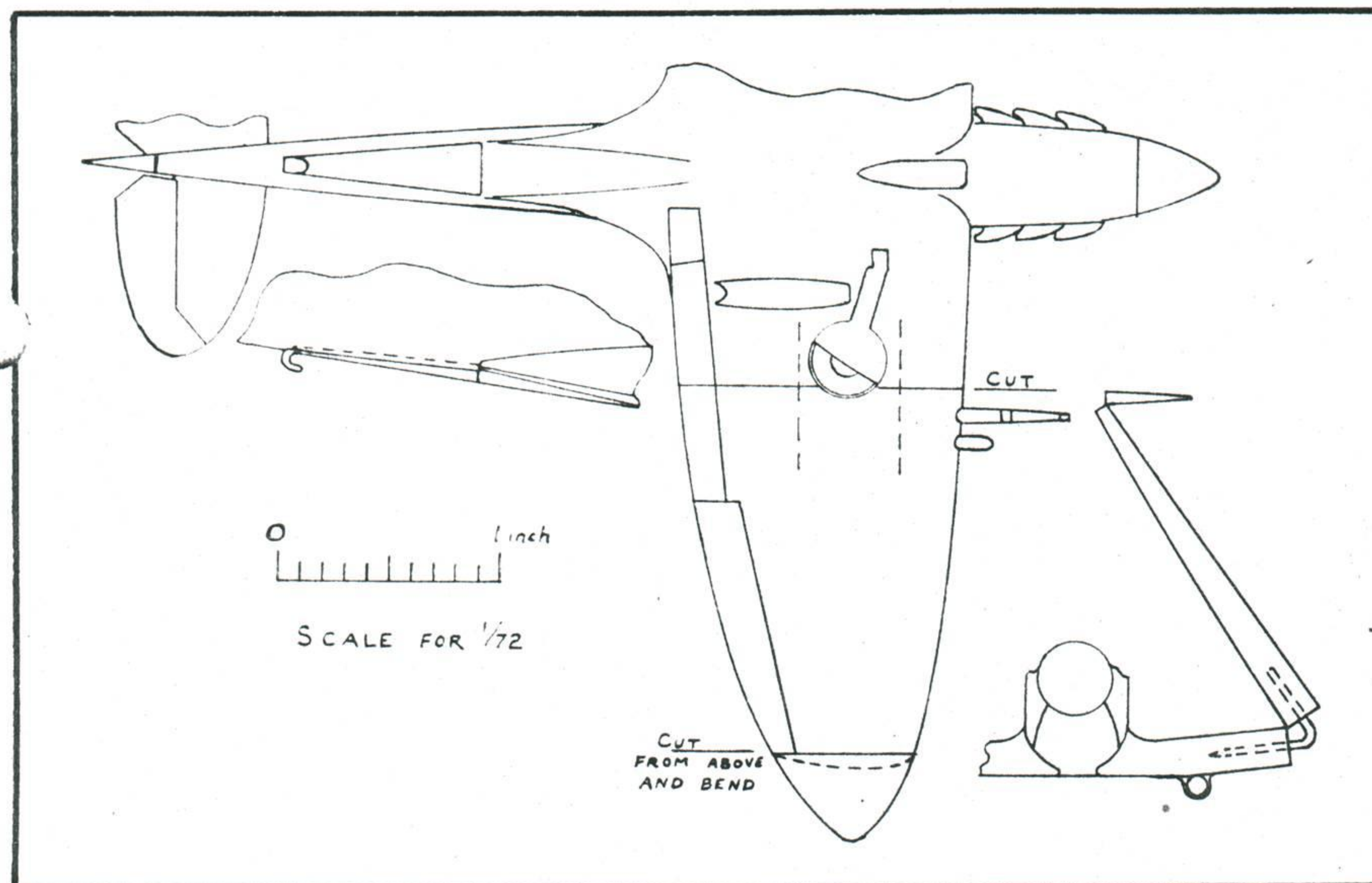
Painting

It is important that paint and transfers be applied to the fuselage and wings before the wings are assembled.

Colour Scheme

Dark green and slate grey upper surfaces with Sky Type S (duck egg green) under-surfaces.

After the removal of the letters J the kit transfers can be used. The words Royal and Navy are painted in small letters one above the other on each side of the fuselage on the band of Sky just forward of the pin.



Copy of RCN
Pilot's log book

A/C 803 803 Squadron

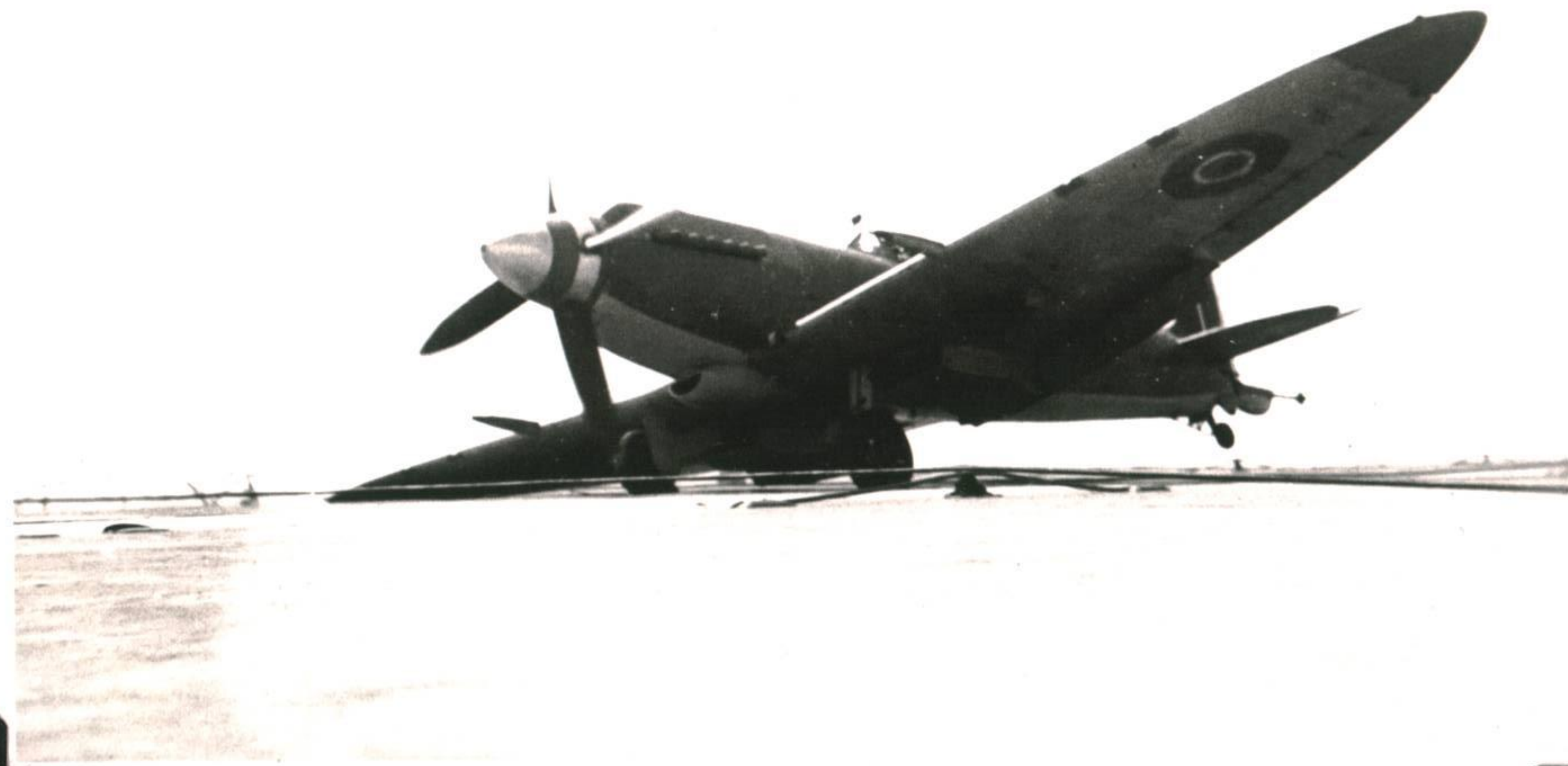
A. PR 500
B PR 504
C PR 471
E PR 470
J PR 375
H SW: 860
K PR 503
L PR 479
M SW 809

N PR 434
O PR 458
P PR 451
Q SR 460
R SR 545
S PR 410
T SW 815
V SR 530
Z PR 461

SEAFIRE RCN
CIRCA 1946-47

ENGINE

Photos :- P. Mossman





0-657-1



0-909-3



PR479

G-1165



803 Sqn
AAB PR479 ; AAJ - PR434

R1-4-1



PR 461 AA-C

803

DNS-399



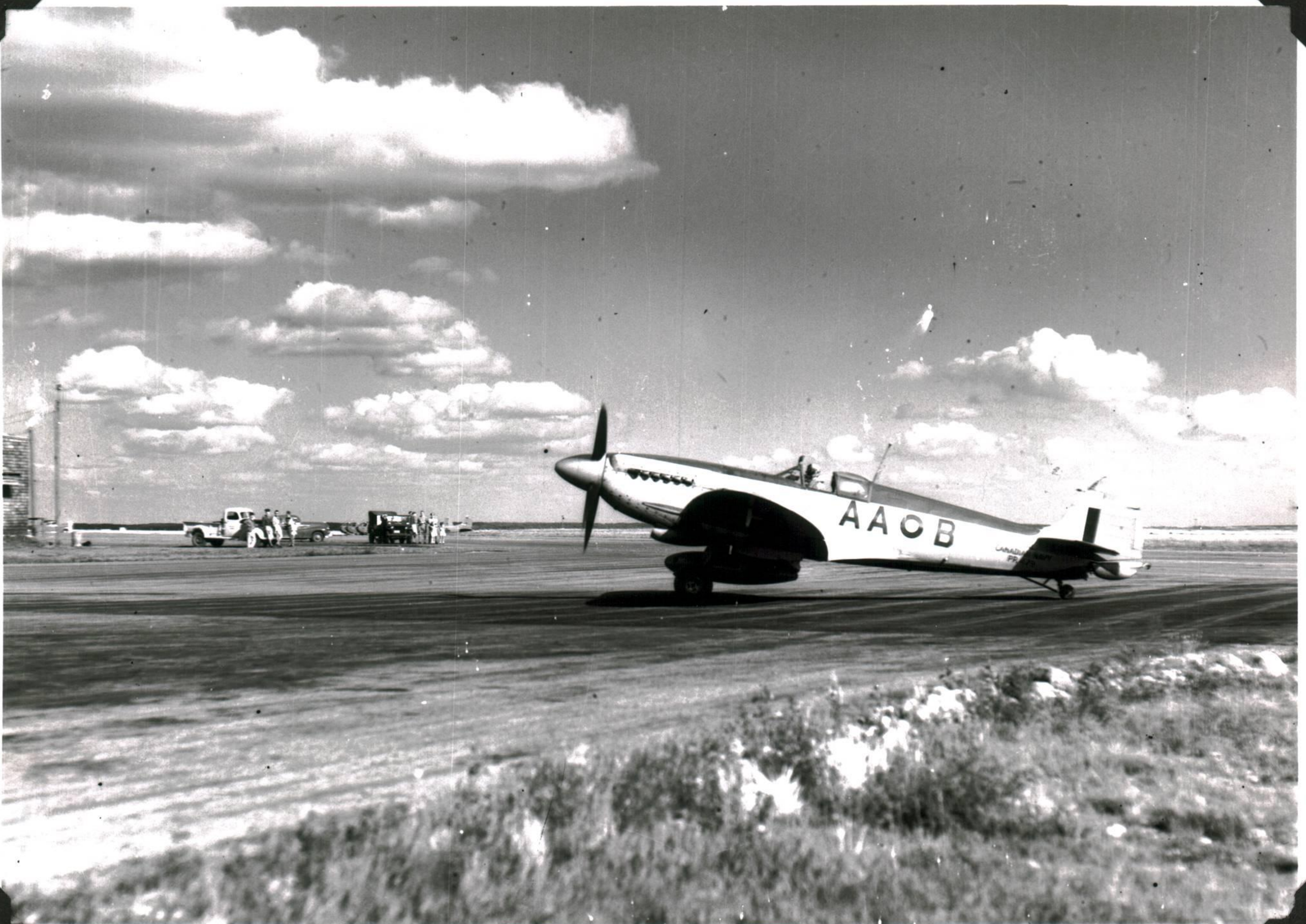
SW 860 AA-H

R1-5-3



803

R1-4-4



R1-5-5



883 SQU

DNS 3537



DNS 1697



883

HS4855



HS4423

Photo
B. Gibbons



PR498

note high roundel placement



Photo
H. Tate

PR410

803 SQUADRON SEAFIRES - IDENTIFICATION LETTERS & SERIALS

A PR500
B PR504
C PR471

F PR470

H SW860

J PR375

K PR503

L PR479

M SW809

N PR434

O PR458

P PR451

Q SR460

R SR545

S PR410

T SW815

V SR530

Z PR461

This list is taken from the flying log book of _____.

When No.803 Squadron received it's Seafires they were camouflaged and the aircraft bore a single identification letter, in white, as shown in the list above. This was the case in the period June 1946 to August 1947.

Next, No.803 Squadron carried the codes "AA" between 1947 and 1951. These aircraft carried the RCN display VG-AA plus a significant letter related to the aircraft serial number, not provided here. (RCAF aircraft carried "VC")

The Seafires were then transfered to No.883 Squadron and coded VG-TG plus a significant letter related to the serial number, not provided here.

Supermarine Seafires served in the Canadian Navy from 1 June 1946 to 29 April 1954.

The practice of indentifying Canadian military aircraft with these civilian type idents, requested by ICAO, was applicable from 9 May 1947 to 19 November 1951.



601 Duff Crescent
Ottawa, Ontario
K1J 7C6

8 June 1984

Bruce Duggan Lt.
Research Supervisor
Aero Space Museum Association
P.O. Box 882, Station M
Calgary, Alberta
T2P 2J6

Dear Bruce:

You have a few more decisions to make before I can help you with the markings for your Seafire and Sea Fury. What period in the life of the aircraft do you wish to represent.

The general colours you note in your letter suggests a Seafire as received from the Royal Navy in June 1946 and a Sea Fury in colours used later in its life with the RCN.

The Seafire colours are incorrect and should be a full camouflage scheme. The colour standards were British and are difficult to match exactly in the American standard:

Upper Surface

Extra Dark Sea Grey - 36118
Dark Slate - 34079

Lower Surface

Sky - 34583

The upper surface was a standard disruptive pattern and not a single colour.

The Sea Fury colours were to a Canadian standard and I have given you American equivalents where they exist.

<u>Colour</u>	<u>1-GP-12b</u>	<u>1-GP-12c</u>	<u>FS-5952</u>
Dark Grey	1-9	501-102	16099
Light Grey	1-13	501-106	16473
Roundel Red	9-2	509-102	--
Roundel Blue	3-9	503-108	--
Cockpit Green	2-6	202-101	--

The Canadian (CGSB) Colour standard is 1-GP-12. Series "b" was issued in 1957 and the series "c" in 1965. The latter colour series "c" chips are available from Supply and Services, Ottawa.

Both your aircraft served 803 Squadron. The Seafire, when painted with the above colours, bore the single letter "N".

The Sea Fury, when painted in the colours above carried unit codes AA and aircraft letter A at one stage in its life. It carried at least two other schemes later in its service with the RCN.

I have included photocopies of some photos and sketches to further confuse the decision.

Yours truly,

J. A. Griffin

Attach.

Colours.

	<u>1-GP-12 a & b</u>	<u>1-GP-12C</u>
Extra Dark Sea Grey (Top)	Grey 1-9	501-102
Light Grey (Bottom)	Grey 1-13	501-106
Red.	Red 9-2	509-102
White	White 10-2	513-101
Blue	Blue 2-6	202-101
Yellow	Yellow 5-2	505-101
Cockpit interior	Green 3-209	503-308

Roundels

Fuselage & Top surface of wings only

Yellow surround in both locations

red 4x4 6" diameter

white 8" "

Blue 16" "

Yellow 18" "

Fin Flash

24" high

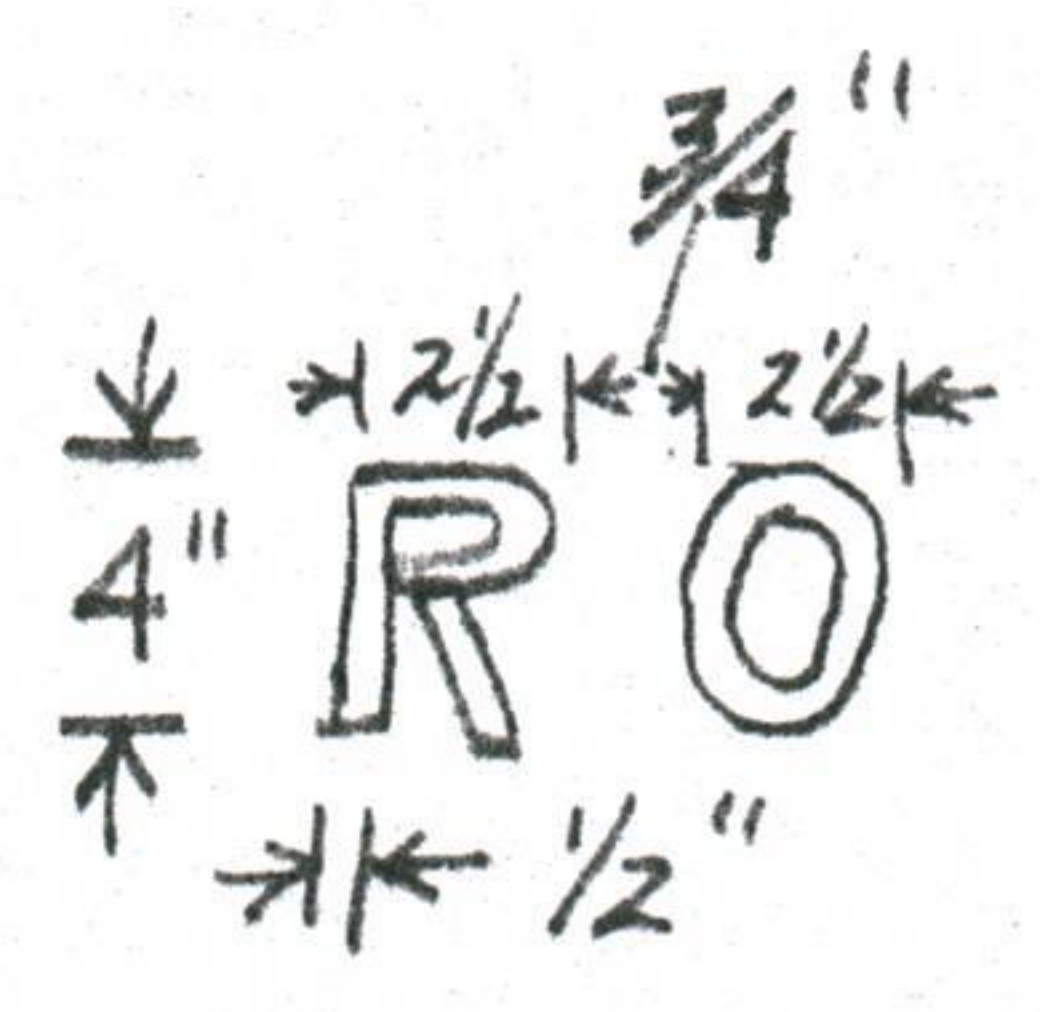
8" wide red band (forward)

2" wide white

8" wide blue band (aft)

Registration Block
Colour Black

Royal $\frac{1}{2}$ "
Canadian Navy
PR425 $\frac{1}{2}$ "



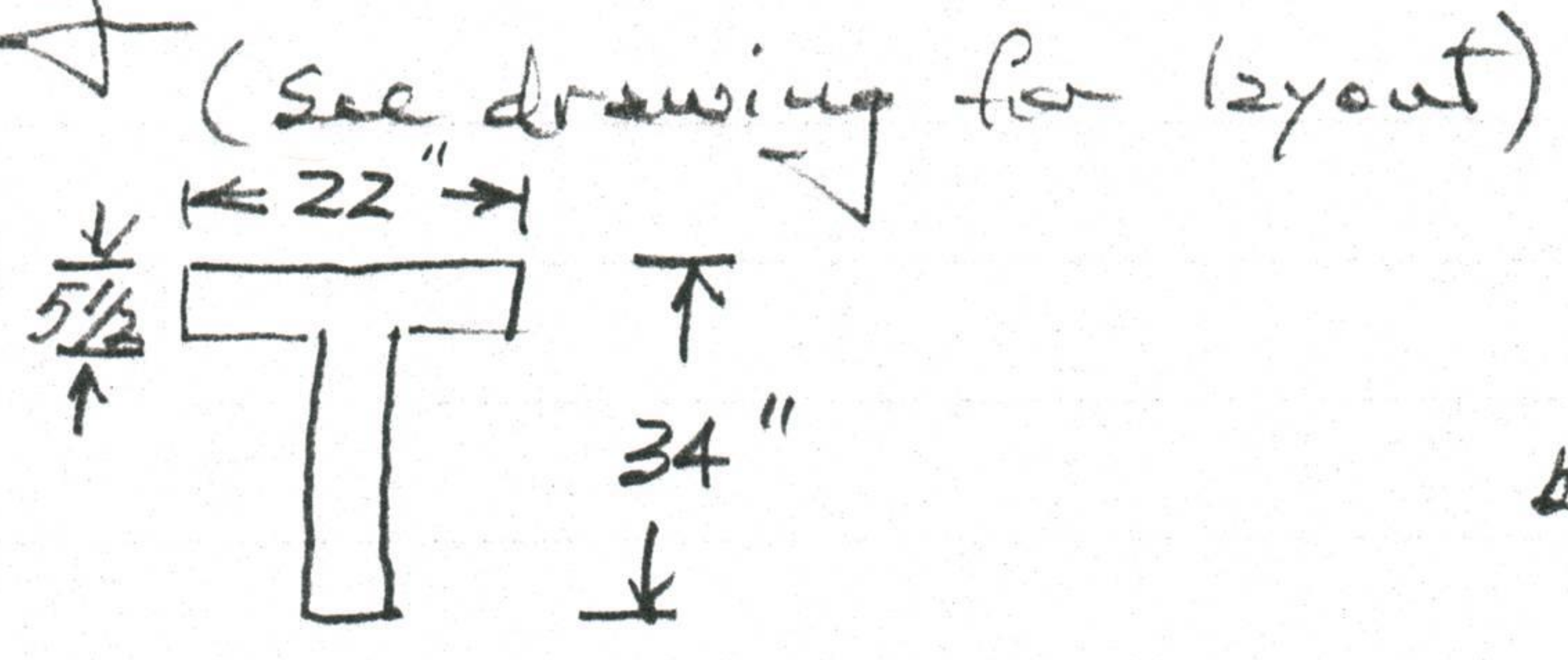
1 inch between words.

Radio Call Signs

VG - TGB (883 Squadron)

Under Wing

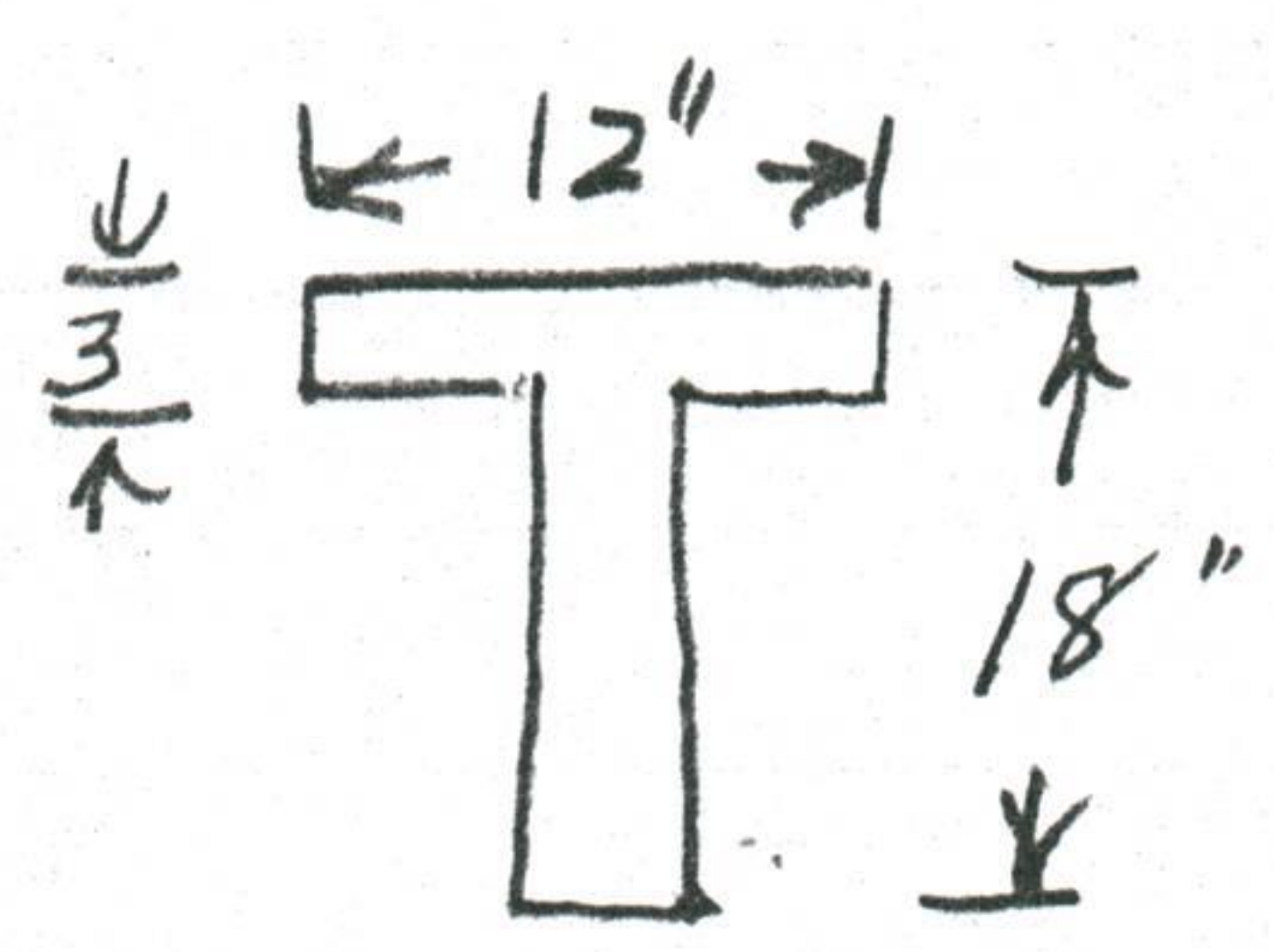
Colour Black



10 inches between letters

Fuselage Sides

Colour Black



5 inches between letters

Note Letters are located 7 inches away from the rounded on each side.

Squadron crest for 883 Squ may
be located on left side only
above leading edge of wing and
half way up fuselage side

The Hamilton Seafire is PR503 and this
aircraft was from 803 Squ and actually
wore the VG-AAA registration.

Since we don't know the registration
for your Seafire, I have made a random
selection to provide a correct combination
of serial number and call sign letters.
To provide variety between the only two
surviving Seafires I thought one from
each squadron would be only fair.

Unless you find a serial plate for
your Seafire I hope you will agree to
use VG-TGB, PR425 of 883 Squ.

All paints are gloss

On the fuselage the colour divide
line is one inch under the canopy slide slot.
The top of the letters and roundel are one
inch under the colour divide line. The
wing colour separation is outboard of the fillet.

If you have photographs you can lay the markings in the correct locations. The blue print illustrates the first scheme which had the roundel breaking into the top surface grey this was changed soon after to the suggested location one inch under the divide line.

I would like all of the material returned when you are finished with the project.

Call me at 221-9125 if you run into any snags.

Regards

John Griffin