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Juanita Franzi Aero Illustrations

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## Alenia Aeronautica C-27 Spartan

Alenia Aeronautica C-27 Spartan

### C-27J Spartan

Royal Australian Air Force, 35 Squadron

#### A34-001

C-27J Spartan, Royal Australian Air Force, 35 Squadron

2016 Richmond, NSW.

Drawing code: C27J-021



A34-011 was the first of the order of C-27J Spartans to arrive in Australia. It touched down at RAAF Base Townsville on 29 June 2016. The RAAF examples are referred to as Alenia/L23 C-27J Spartan.

#### A34-005

C-27J Spartan, Royal Australian Air Force, 35 Squadron

2017 Richmond, NSW.

Drawing code: C27J-031



Alenia Aeronautica had been renamed Leonardo S.p.A by the time A34-005 arrived in Australia. It was the first of the RAAF's C-27J to have been built using advanced production techniques.

## Ansaldo A1 Balilla

Ansaldo A1 Balilla

### Ansaldo A1

Civilian, Durant Aircraft Corporation

16608

Ansaldo A1, Civilian, Durant Aircraft Corporation

1920 Durant Field. Oakland.

Drawing code: ANSA1032



During 1919/1920 the Italian Ansaldo company a New York office and began importing their aircraft into the USA. Six A1 fighter aircraft were brought in and one of these, 16608, was purchased by pilot and automobile driver, Cliff Durant.

The aircraft is shown as it appeared when it was first purchased by Durant. It was operated from Durant Field, San Leandro, Oakland, California.

Drawing code: ANSA10331



Detail of the top wing centre section showing the wing oil/fuel tank and the aluminium covers over the aileron crank.

Drawing code: ANSA1034



Underside of the aircraft at the time it first arrived at Durant Airfield. The wings tips are painted in standard Italian Air Force National markings

1921 March Durant Field. Oakland.

Drawing code: ANSA1041



The aircraft is shown as it appeared on 26 March when Eddie 'Rick' Rickenbacker flew it from Oakland to San Diego via Los Angeles on a record breaking/promotional flight. His suitcase was strapped to the side of the aircraft.

Drawing code: ANSA10411

BALILLA  
ITALIAN COMBAT PLANE  
HALL-SCOTT  
L 6 200 H P. Power Plant  
DURANT AIRCRAFT  
CORPORATION

Detail artwork of the writing applied on the port side of the nose of 16608 ant the time of Rickenbacker's flight.

Italy: Regia Aeronautica Italiana,

Ansaldo A1, Italy: Regia Aeronautica Italiana,

1918 Italy.

Drawing code: ANSA1011



Profile drawing showing the typical finish factory finish.

Drawing code: ANSA1012



Profile drawing showing the typical finish factory finish.

Drawing code: **ANSA1013**

Profile drawing showing the typical finish factory finish.

Drawing code: **ANSA1014**

Profile drawing showing the typical finish factory finish.

**Poland: Wojska Lotnicze i Obrony Powietrznej, 7 Eskadra Mysiwska**■ **16717 1 (Suzanne XI)****Ansaldo A1, Poland: Wojska Lotnicze i Obrony Powietrznej, 7 Eskadra Mysiwska  
1920 Polonne, Poland.**Drawing code: **ANSA1021**

Aircraft flown by First Lieutenant Harmon Rorison of the 7 Eskadra Mysiwska, or 'Eskadra Kosciuszowska' (Kościszko Squadron) as it commonly called. The title 'Suzanne XI' was carried on the starboard side.

The aircraft were refurbished by Ansaldo before delivery to Poland.

Drawing code: **ANSA1022**

Aircraft flown by First Lieutenant Harmon Rorison of the 7 Eskadra Mysiwska, or 'Eskadra Kosciuszowska' (Kościszko Squadron) as it commonly called. The title 'Suzanne XI' was carried on the starboard side.

Drawing code: **ANSA1023**

Top view of First Lieutenant Harmon Rorison's aircraft.

Drawing code: **ANSA1024**

Underside view of First Lieutenant Harmon Rorison's aircraft.

**Avro Anson**

Avro Anson

**Anson Mk I****Royal Australian Air Force, 6 Squadron**■ **N4977****Anson Mk I, Royal Australian Air Force, 6 Squadron****1940 Richmond NSW. WW2 (Australia)**Drawing code: **ANSN1051**

N4977 was from a batch built by A.V. Roe and delivered to Australia in early 1939. It served with 6 Squadron from late 1939 until the unit converted to the Lockheed Hudson in 1940.

## Avro Lancaster

Avro Lancaster

### Lancaster B.III

Royal Air Force, RAF Bomber Command, 100 Squadron

■ LM739 HW-Z(squared) (Grogs the Shot)

Lancaster B.III, Royal Air Force, RAF Bomber Command, 100 Squadron

1945 Elsham Wolds, UK. WW2 (Europe)

Drawing code: LANC3-031



Lancaster LM739 was the aircraft of the commander of B Flight 100 Squadron though most of his missions were flown on other aircraft. The yellow fins and wing tip were applied to formation leaders for the April 1945 raid on Hitler's Berghof 'Eagles Nest'.

Avro Lancaster

### Lancaster Mk.10 AR

Business, Northwestern Air Lease (NWAL)

■ CF-TQC (KB976)

Lancaster Mk.10 AR, Business, Northwestern Air Lease (NWAL)

1971 Alberta, Canada. Fire Fighting

Drawing code: LANCX022A



During the late 1960s, NWAL purchased KB976, registered it as CF-TQC and converted it into an air tanker for fire fighting work. Right side view with wing removed to show markings and drop tank installation.

Drawing code: LANCX023A



Detail drawing showing the markings on the top of the tailplane.

The underside markings were similar.

Drawing code: LANCX02A



Details of one of the four retardant tanks fitted into the bomb bay of CF-TQC. It is shown with the drop doors in the open position.

## Boeing B-17 Flying Fortress

Boeing B-17 Flying Fortress

### B-17F Fortress

USAAF, 303th Bomb Group 358th Bomb Squadron

■ 41-24577 D (Hell's Angels)

B-17F Fortress, USAAF, 303th Bomb Group 358th Bomb Squadron

1942 (11) Molesworth, UK. WW2 (Europe)

Drawing code: B17F-102



41-24577 was one of the 303rd BG most celebrated aircraft. It was the first 8th Air Force B-17 to complete 25 missions (May 1943). The aircraft is shown as it appeared in late 1942, with the original 'angel on roller skates' artwork.

Drawing code: B17F-102A



41-24577 was one of the 303rd BG most celebrated aircraft. It was the first 8th Air Force B-17 to complete 25 missions (May 1943). Detail of the original 'angel on roller skates' artwork that was applied to the fuselage of 41-24577 in late 1942.

■ 41-24577 VK-D (Hell's Angels)

B-17F Fortress, USAAF, 303th Bomb Group 358th Bomb Squadron

1943 (05) Molesworth, UK. WW2 (Europe)

Drawing code: B17F-112



41-24577 was one of the 303rd BG most celebrated aircraft. It was the first 8th Air Force B-17 to complete 25 missions (May 1943), and after its 48th mission it returned to the USA for a publicity tour. The aircraft is shown as it appeared in May 1943.

1943 (06) Molesworth, UK. WW2 (Europe)

Drawing code: B17F-122



41-24577 was one of the 303rd BG most celebrated aircraft. It was the first 8th Air Force B-17 to complete 25 missions (May 1943), and in 1944 returned to the USA for a publicity tour. The aircraft is shown as it appeared in June 1943.

Drawing code: B17F-122A



41-24577 was one of the 303rd BG most celebrated aircraft. It was the first 8th Air Force B-17 to complete 25 missions (May 1943), and in 1944 returned to the USA for a publicity tour. The aircraft is shown as it appeared in June 1943.

1943 (08) Molesworth, UK. WW2 (Europe)

Drawing code: B17F-093A



41-24577 was one of the 303rd BG most celebrated aircraft. This detail drawing of the starboard upper wingtip shows the application of Wing symbol and Group code letter 'C'. This was applied to 303th BG B-17s in mid-1943.

1944 (01) Molesworth, UK.

Drawing code: **B17F-131A**

41-24577 was one of the 303rd BG most celebrated aircraft. It was the first 8th Air Force B-17 to complete 25 missions (May 1943). This detail drawing shows the port side nose markings (January 1944).

**1944 (01) Molesworth, UK. WW2 (Europe)**

Drawing code: **B17F-132**

41-24577 was one of the 303rd BG most celebrated aircraft. It was the first 8th Air Force B-17 to complete 25 missions (May 1943), and in 1944 returned to the USA for a publicity tour. The aircraft is shown as it appeared in January 1944.

Drawing code: **B17F-132A**

41-24577 was one of the 303rd BG most celebrated aircraft. It was the first 8th Air Force B-17 to complete 25 missions (May 1943). This detail drawing shows the nose markings and the full compliment of 48 mission markings (January 1944).

## Boeing C-17 Globemaster III

Boeing C-17 Globemaster III

### C-17A Globemaster III

Royal Australian Air Force, 36 Squadron

■ **A41-212****C-17A Globemaster III, Royal Australian Air Force, 36 Squadron****2015 Amberley, QLD.**Drawing code: **C17A-031**

A41-212 was the eighth C-17 delivered to the RAAF. It touched down at the end of its ferry flight from the USA at RAAF Base Amberley on 2 November 2015.

## CAC (Commonwealth Aircraft Corporation) CA-12, CA-13, CA-19 Boomerang

CAC (Commonwealth Aircraft Corporation) CA-12, CA-13, CA-19 Boomerang

### CA-19 Boomerang

Royal Australian Air Force, 5 Squadron

■ **A46-222 BF-K****CA-19 Boomerang, Royal Australian Air Force, 5 Squadron**

**1945 Piva Airfield, Bougainville. WW2 (Pacific, South Pacific)**

Drawing code: **BOOM-011**

5 Squadron equipped with the Boomerang in late 1943 and deployed to Piva Airfield, Torokina on Bougainville Island in November 1944. They supported Australian troops and also operated with the RNZAF squadrons at Torokina.

## Consolidated B-24 Liberator

Consolidated B-24 Liberator

### B-24M Liberator

Royal Australian Air Force, 11 Communications Unit

■ A72-189

B-24M Liberator, Royal Australian Air Force, 11 Communications Unit

1945 Australia. WW2 (Pacific, South Pacific)

Drawing code: B24M-021



Several B-24M aircraft were converted to VIP transports and operated by No. 11 Communications Unit. A72-189 was fitted out specifically for the use of the Chief of the General Staff (CGS), a role held by General Blamey.

Consolidated B-24 Liberator

### F-7A (B-24J conversion)

USAAF, 6th Photo Recon. Group, 20th Combat Mapping Squadron

■ 42-64053 053 (Hangover Haven II)

F-7A (B-24J conversion), USAAF, 6th Photo Recon. Group, 20th Combat Mapping Squadron

1945 Biak, West Papua. WW2 (South West Pacific)

Drawing code: B24J-052



The F-7A was a B-24J modified for photo reconnaissance. The 20th CMS flew its first combat mission in July 1944. 42-64053 was one of the first 20, or so, aircraft allocated to the squadron. Many of these aircraft carried impressive nose art.

1954 Biak, West Papua. WW2 (South West Pacific)

Drawing code: B24J-052A



Detail drawing of the 'Hangover Haven II' as applied to 42-64053. This represent the nose art as it appeared in 1945, when the aircraft had an overall natural metal finish.

The nose art was applied when the aircraft was still finished in photo-recon camouflage. The artwork was preserved after the camouflage was stripped off.

## Consolidated PB4Y Privateer

Consolidated PB4Y Privateer

### PB4Y-1 Liberator

US Navy, VB-103

■ 32032 B-3, C (Calvert & Coke)

PB4Y-1 Liberator, US Navy, VB-103

1943 Dunkeswell, Devonshire UK. WW2 (Europe)

Drawing code: PB4Y1011



VB-103 formed in March 1943 and, under Fleet Air Wing Seven (FAW-7), it was deployed to the UK in August 1943. They operated anti-submarine patrols in the Bay of Biscay. 32032 is shown as it appeared in late summer 1943.

## US Navy, VB-109

■ 32108 08 (Thunder Mug)

PB4Y-1 Liberator, US Navy, VB-109

1944 Eniwetok Atoll, Marshall Is. WW2 (Pacific)

Drawing code: **PB4Y1021**



32108 was flown by the commander of VB-109, Norman M. 'Bus' Miller. It was named 'Thunder Mug' prior to leaving the USA. Miller used the aircraft on many missions and reportedly sunk or damaged 66 Japanese ships.

## DeHavilland (Australia) DHA-3 Drover

DeHavilland (Australia) DHA-3 Drover

**DHA-3 Drover Mk.1**

Airline, Trans-Australia Airlines (TAA)

■ VH-DRA (Allan Vickers)

DHA-3 Drover Mk.1, Airline, Trans-Australia Airlines (TAA)

1950 Banskstown Airport, Australia.

Drawing code: **DHA3-011**



VH-DRA was the first of 6 Drovers ordered by TAA. It's shown at the time of its acceptance by TAA on 17 December 1950. The markings were typical of those applied to all Drovers operated by TAA.

## Fairey Barracuda

Fairey Barracuda

**Scale Drawing**

, Mk II

■

Scale Drawing, , Mk II

Drawing code: **1307-011**



3-View drawing of late model Barracuda Mk II with AVS radar and torpedo (undercarriage down).



## Fairey Firefly

Fairey Firefly

### Firefly Mk 4 (FR.4)

Marine Luchtvaartdienst (MLD), Vliegtuigsquadron 7

■ 009 (11-57) FR-4, 009

Firefly Mk 4 (FR.4), Marine Luchtvaartdienst (MLD), Vliegtuigsquadron 7

1961 Biak, Netherlands New Guinea. Indonesian  
Independence (West Papua)

Drawing code: FFFY4021



At the retirement of the Firefly from MLD service in December 1961, special markings were applied to 3 aircraft of VSQ7. This squadron was based at Biak, West Papua, to help protecting the area against Indonesian incursions.

The Firefly Mk.IV was referred to as an FR.4 in MLD service.

Fairey Firefly

### Firefly Mk.5 (FR.5, AS.5, NF.5)

Marine Luchtvaartdienst (MLD), Vliegtuigsquadron 7

■ 015 (11-79) FR-5, 015

Firefly Mk.5 (FR.5, AS.5, NF.5), Marine Luchtvaartdienst (MLD), Vliegtuigsquadron 7

1961 Biak, Netherlands New Guinea. Indonesian  
Independence (West Papua)

Drawing code: FFFY5-011



At the retirement of the Firefly from MLD service in December 1961, special markings were applied to 3 aircraft of VSQ7. This squadron was based at Biak, West Papua, to help protecting the area against Indonesian incursions.

The Firefly Mk.V was referred to as an FR.5 in MLD service.

## General Dynamics F-111

General Dynamics F-111

### F-111K (not built)

Royal Air Force,

■ XV947

F-111K (not built), Royal Air Force,

1968 UK.

Drawing code: F111K011



Likely appearance of the F-111K had the type entered RAF service. Thirty F-111's were ordered by the UK Government in 1966 but cancelled in 1968 before any had been delivered..

The first 2 aircraft (serial XV884 and XV885) were to be development aircraft. These aircraft were almost complete when the order was cancelled.

## Hawker Tempest

Hawker Tempest

### Tempest Mk V

Royal Air Force, 268 Squadron, 2nd Tactical Air Force

■ EJ762 JJ-F

Tempest Mk V, Royal Air Force, 268 Squadron, 2nd Tactical Air Force

1944 Volkel, Netherlands. WW2 (Europe)

Drawing code: HTMP5021



As part of the 2nd Tactical Air Force, 274 Squadron supported post-D-Day advances from forward airfields in Europe. This aircraft was flown by Flight Lieutenant Fairbanks (ace with 13 victories) and is shown as it appeared in December 1944.

274 Squadron equipped with the Tempest in August 1944, and in late September they moved to the Netherlands in support of the Allied advance following D-Day. Their first airfield was B 70 (Deurne), followed by an early October move to B 82 (Grave)

Royal Air Force, 3 Squadron

■ NV724 JF-E

Tempest Mk V, Royal Air Force, 3 Squadron

1945 Copenhagen, Denmark. WW2 (Europe)

Drawing code: HTMP5031



Pierre Clostermann flew the Tempest with 274, 56 Sqn and 3 Squadron. During this time he shot down at least 12 enemy aircraft, with 6 shared and 2 probables. NV724 was his last Tempest and is shown as it appeared in June 1945.

Drawing code: HTMP50321



Details of the victory tally and the temporary legend "Le Grand Charles", applied to NV724 when 122 Wing was in Copenhagen and Clostermann flew a solo display for King Christain X, on 23 June 1945.

1954 Copenhagen, Denmark. WW2 (Europe)

Drawing code: HTMP5032



Pierre Clostermann flew the Tempest with 274, 56 Sqn and 3 Squadron. During this time he shot down at least 12 enemy aircraft, with 6 shared and 2 probables. NV724 was his last Tempest and is shown as it appeared in June 1945.

Royal Air Force, 486 Squadron (RNZAF)

■ JN766 SA-N

Tempest Mk V, Royal Air Force, 486 Squadron (RNZAF)

1944 Cambridgeshire, UK. WW2 (Europe)

Drawing code: HTMP5011



486 Squadrons was the first to equip with the Tempest, and the second to become operational. This Tempest is from the first production batch and is shown as it appeared in April 1944. The early aircraft were identifiable by the wing cannon fairings.

Hawker Tempest

**Tempest F 6**

Royal Air Force, 213 Squadron

■ NX136 H

Tempest F 6, Royal Air Force, 213 Squadron

1950 Deversoir, Egypt. Israeli War of Independence

Drawing code: **HTMP6011**

213 Squadron operated the Tempest F 6 from 1947 to 1950 from bases in Egypt and Africa. In August 1949 the Tempests in Egypt, previously in an aluminium finish, were repainted in a special 'Desert' scheme as they went in for service.

**Lockheed C-130 Hercules**

Lockheed C-130 Hercules

**C-130J**

Royal Australian Air Force, 37 Squadron

■ A97-440 440

C-130J, Royal Australian Air Force, 37 Squadron

2016 Richmond, NSW.

Drawing code: **C130J041**

A97-440 is shown as it appeared around August 2016 after it had undergone a major upgrade in the USA. Up until late 2015 the aircraft had retained its light grey delivery scheme.

■ A97-467

C-130J, Royal Australian Air Force, 37 Squadron

2015 Richmond, NSW.

Drawing code: **C130J031**

A97-467 was deployed in the Middle East (MEAO) in early 2013. To mark the 10th anniversary of RAAF C-130 operations in the MEAO, a special artwork was applied to the nose of the aircraft. This marking was still on the aircraft in 2016.

Drawing code: **C130J031A**

Detail of the nose art

## Martin B-26 Marauder

Martin B-26 Marauder

### B-26B Marauder

USAAF, 322nd Bomb Group 449th Bomb Squadron

■ 41-31773 PN-O (Flak-Bait)

B-26B Marauder, USAAF, 322nd Bomb Group 449th Bomb Squadron

1945 Gablingen Airfield, Germany. WW2 (Europe)

Drawing code: B26B-011



'Flak Bait', a B-26B-25-MA, was in service between May 1943 and the end of war during which time it completed over 200 missions. Shown as it appeared at the time it was withdrawn from service. It is preserved at NASAM, Washington.

## McDonnell Douglas F/A-18 Hornet

McDonnell Douglas F/A-18 Hornet

### F/A-18A

Royal Australian Air Force, 2 Operational Conversion Unit

■ A21-26

F/A-18A, Royal Australian Air Force, 2 Operational Conversion Unit

2012 RAAF Williamtown, NSW.

Drawing code: FA18A2611



The colourful fin markings were applied in 2012 to mark the 70th anniversary of the establishment of 2OCU. It is shown carrying a Litening AT targeting pod, 330 US gal tanks, GBU-16 guided bombs and the AIM-132 ASRAM on the wingtips.

Royal Australian Air Force, 81 Wing

■ A21-35 30th Anniv Scheme

F/A-18A, Royal Australian Air Force, 81 Wing

2015 .

Drawing code: FA18A291



In 2015, A21-35 was unveiled with these special fin markings to celebrate the 30th Anniversary of the F/A-18 Hornet in RAAF service. Shown at the time of its roll-out at RAAF Williamstown.

The aircraft was operated by 75 Squadron based out of Darwin around 2002. It was believed to have been with 2OCU around 2004. However from 2008 through to 2014 it was with 75 Squadron.

## North American B-25 Mitchell

North American B-25 Mitchell

### B-25H Mitchell

USAAF, 1st Air Commando Group

■ 43-4271 6 (Dolly)

B-25H Mitchell, USAAF, 1st Air Commando Group

1944 Hailakandi, India. WW2 (Burma/India)

Drawing code: B25H-011



The 1 ACG was established to help British 'Special Forces' attack Japanese troops and supply routes in Burma. Twelve B-25H intended for the 14th AF were redirected to the 1 ACG to serve in the ground attack and bomber role.

North American B-25 Mitchell

### PBJ-1H Mitchell

US Navy, VMB-613

■ 35264 8 (8-Ball)

PBJ-1H Mitchell, US Navy, VMB-613

1945 Kwajalein, Marshall Islands. WW2 (Pacific, South Pacific)

Drawing code: B25H-021



VMB-615 operated from Kwajalein Atoll and had 15 PBJ-1H aircraft on strength. They were fitted with search radar and radar gun director for the 75mm nose cannon. Their role was to contain the Japanese forces that still remaining in the area.

North American B-25 Mitchell

### B-25J

USAAF, 340 Bomb Group, 488 Bomb Squadron

■ 43-27703 8W (Duration Plus)

B-25J, USAAF, 340 Bomb Group, 488 Bomb Squadron

1943 Alesani, Corsica. WW2 (Italy)

Drawing code: B25J-022



43-27703 arrived with the 488 BS in mid-1944 in the natural metal factory finish. Like other squadron aircraft, it received a field application of Olive Drab over the upper surfaces of the aircraft. The squadron flew bombing missions into Italy.

■ 43-27708 8V (Battlin' Betty)

B-25J, USAAF, 340 Bomb Group, 488 Bomb Squadron

1944 Alesani, Corsica. WW2 (Italy)

Drawing code: B25J-012



43-27708 arrived with the 488 BS in mid-1944 in the natural metal factory finish. Like other squadron aircraft, it received a field application of Olive Drab over the upper surfaces of the aircraft. It was lost on a mission on 30 March 1945.

## Northrop Delta

Northrop Delta

### Delta 1C

Airline, LAPE (Lineas Aéreas Postales Españolas)

■ EC-AGC

Delta 1C, Airline, LAPE (Lineas Aéreas Postales Españolas)

1938 Barcelona, Spain. Spanish Civil War

Drawing code: **NDEL031**



A.B. Aerotransport sold SE-ADI in 1937 and it ended up with the Spanish airline, LAPE, in late 1937 and was re-registered as EC-AGC. This is believed to have been the first LAPE scheme applied to EC-AGC.

Drawing code: **NDEL033A**



A.B. Aerotransport sold SE-ADI in 1937 and it ended up with the Spanish airline, LAPE, in late 1937 and was re-registered as EC-AGC. The registration letters 'EC' were carried on the upper surface of the tailplane.

Drawing code: **NDEL041**



A.B. Aerotransport sold SE-ADI in 1937 and it ended up with the Spanish airline, LAPE, in late 1937 and was re-registered as EC-AGC. This is believed to have been a later scheme applied to EC-AGC.

Northrop Delta

### Delta 1E

Airline, Swedish Airlines (A.B. Aerotransport)

■ SE-ADW (Småland)

Delta 1E, Airline, Swedish Airlines (A.B. Aerotransport)

1934 Sweden.

Drawing code: **NDEL021**



Delta 1E SE-ADW was ordered by Swedish Airlines (A.B. Aerotransport) to serve as a fast mailplane. It crashed not long after it had entered service. The crew baled out after experiencing severe airframe vibrations.

Drawing code: **NDEL022**



Side view

Drawing code: **NDEL023**



Plan view

## Supermarine Spitfire

Supermarine Spitfire

### Spitfire Mk XIVE / FR.XIVE (Type 379)

Civilian,

■ CF-GMZ (TZ138) 80

Spitfire Mk XIVE / FR.XIVE (Type 379), Civilian,

1949 National Air Races, Cleveland. Air Racing

Drawing code: SPI14091



Ex-RAF/RCAF Spitfire FR XIVE, TZ138, was purchased by two RCAF pilots and raced in the 1949 National Air Races at Cleveland airport. The aircraft was placed third in the Tinnerman Trophy race. (See catalogue for other profiles of TZ138/CF-GMZ)

The aircraft spend its service life at the RCAF Winter Experimental Establishment, The WEE main base was at RCAF Namao, Edmonton, Alberta, but they also used satellite airfields, the most notable being Fort Churchill, Manitoba.

Drawing code: SPI140931



Detail of the racing number as applied only to the upper surface of the port wing.

Royal Air Force, Research and Development, Rolls-Royce

■ TZ138

Spitfire Mk XIVE / FR.XIVE (Type 379), Royal Air Force, Research and Development, Rolls-Royce

1945 Hucknall, Nottinghamshire UK.

Drawing code: SPI14061



Spitfire FR XIV, TZ138, was delivered from the factory to Rolls-Royce Research & Development at Hucknall airfield in July 1945 (as depicted) before being shipped to Canada for winterisation testing. (See catalogue for other profiles of TZ138/CF-GMZ)

Royal Canadian Air Force, Winter Experimental Establishment

■ TZ138

Spitfire Mk XIVE / FR.XIVE (Type 379), Royal Canadian Air Force, Winter Experimental Establishment

1946 RCAF Namao, Edmonton, Alberta.

Drawing code: SPI14071



TZ138 was selected for winterisation trials and was shipped to the Winter Experimental Establishment in Canada. Depicted as it appeared during the test period over the winter of 1946-1947. (See catalogue for other profiles of TZ138/CF-GMZ)

1947 RCAF Namao, Edmonton, Alberta.

Drawing code: SPI14081



TZ138 was selected for winterisation trials and was shipped to the RCAF Winter Experimental Establishment in Alberta in 1945. Depicted as it appeared during the test period over the winter of 1947-1948. (See catalogue for other profiles of TZ138/CF-GMZ)

Drawing code: **SPI140831**



TZ138 was used for winterisation testing by the WEE between 1946 and 1949. Detail of the upper wing markings as they appeared during the test period over the winter of 1946-1947.