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Blackburn Firebrand

Blackburn Firebrand Firebrand TF.IV

Royal Navy, 813 Squadron

■ EK613 FD-IH

Firebrand TF.IV, Royal Navy, 813 Squadron

Late 1946 RNAS Ford, Culdrose, UK.

Drawing code: FIRBR011



813 Squadron was equipped with the Firebrand TF.IV in September 1945, until it was disbanded at the end of September 1946. It spent this time at RNAS Ford with the crews becoming familiar with the aircraft. It reformed in 1947 and flew the Firebrand TF.V. The squadron reformed again in May 1947 and, flying the TF.V, finally embarked for carrier operations in the autumn of 1947. The squadron was to serve on HMS Implacable and Indomitable, and operated the Firebrand until 1953.

EK613 was delivered in July 1945, and with 813 Squadron in the summer of 1946. It wore the code "M" and also "FD-IH" while with 813 Squadron.

Blackburn Firebrand Scale Drawing

, Firebrand TF.IV, TF.II and TF.V



Scale Drawing, , Firebrand TF.IV, TF.II and TF.V

Drawing code: 0984-00



Scale 3-view drawing of the Firebrand TF.IV, with comparative side views of the TF.II and the TF.V. Can be arranged to suit page layout.



Boeing B-17 Flying Fortress

Boeing B-17 Flying Fortress

Fortress IIA (B-17E)

Royal Air Force,

■ FL450

Fortress IIA (B-17E), Royal Air Force,
Aug 1942 Montreal, Canada.

Drawing code: B-17E-031



FL450/41-9240 is depicted during its delivery flight to the UK. After arrival in the UK it was, in December, allocated to 59 Squadron, Coastal Command, and became "A".

FL450 went on to serve with 220 Squadron, 519 Squadron and 521 Squadron before being struck of charge in September 1946.

Royal Air Force, 206 Squadron, Coastal Command

■ FK195 L

Fortress IIA (B-17E), Royal Air Force, 206 Squadron, Coastal
Command
Mar 1943 .

Drawing code: B17E-051



F/Lt W Roxburgh and his crew were flying FK195 when they sunk U-boat U-469 on 23 March 1943. Four day later, with a different crew flying the aircraft, U-169 was sunk.

Boeing B-17 Flying Fortress

B-17F Fortress

USAF, 96th Bomb Group 339th Bomb Squadron

■ 42-3528

B-17F Fortress, USAF, 96th Bomb Group 339th Bomb
Squadron
Oct 1943 Snetterton, UK. WW2 (Europe)

Drawing code: B17F-081



The last eighty B-17Fs built by Douglas, including 42-3528, featured the chin turret of the B-17G. This aircraft was shot down over Germany on October 14, 1943, and force landed in a Bavarian lake.

42-3528 was a B-17F-75-DL built at the Douglas Long Beach facility. The USAF later redesignated the B-17Fs with nose turrets as B-17G.



Boeing B-17 Flying Fortress

Fortress II (B-17F)

Royal Air Force, 206 Squadron, Coastal Command

■ **FA705 1-U**

Fortress II (B-17F), Royal Air Force, 206 Squadron, Coastal Command

Jan 1944 Lagen, Azores. WW2 (Europe)

Drawing code: B17F-061



FA705 joined 206 Sqn at Benbecula in March 1943 and was lost the following January 1944 while attacking U-boat U-270. Aircraft is illustrated at the time of its loss.

FA705 was coded 'O' until the squadron arrived in the Azores in October 1943.

On 6 January 1944, while on patrol about 400 miles northeast of the Azores Capt F/Lt Anthony Pinhorn and his crew came across U-270. On their third strafing attack anti-aircraft fire from the submarine set fire to the inboard starboard engine.

Drawing code: B17F-063



Drawing code: B17F-064

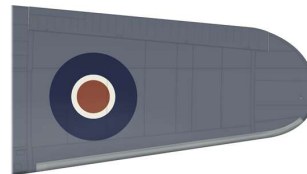
Royal Air Force, 521 (Met) Squadron, Coastal Command

■ **FA696 50-B**

Fortress II (B-17F), Royal Air Force, 521 (Met) Squadron, Coastal Command

Late 1945 Langham, Norfolk.

Drawing code: B17F-053A



Detail drawing of the top side of the port wing showing the placement and size of the roundel. The roundel was also applied in the same place on the starboard wing.

Drawing code: B17F-054A



Detail view of the underside of the port wing illustrating the placement and style of the underwing serial.



Boeing B-17 Flying Fortress

Fortress III (B-17G)**Royal Air Force, 220 Squadron, Coastal Command**■ **HB791 ZZ-T****Fortress III (B-17G), Royal Air Force, 220 Squadron, Coastal Command****Late 1944 Lagen, Azores. WW2 (Europe)****Drawing code: B17G-071**

220 Squadron was tasked with anti-submarine and meteorological flights. In late 1944 the B-24 began replacing the units B-17s. Three Fortress IIIs, including HB791, soldiered on with the squadron until the spring of 1945.

Boeing F/A-18 Super Hornet

Boeing F/A-18 Super Hornet

F/A-18F**Royal Australian Air Force, 1 Squadron, 82 Wing**■ **A44-201****F/A-18F, Royal Australian Air Force, 1 Squadron, 82 Wing****Dec 2010 Amberley, QLD.****Drawing code: FA18F071**

This was the first RAAF aircraft off the production line. It was retained in the USA for software development purposes and was not ferried to Australia until December 2010, eleven months after the first Super Hornets arrived.

A44-201 was completed on 8 July 2009, only three months after the public announcement that the RAAF would be replacing the F-111 with the Super Hornet. Its first flight was 20 July 2009, and its US Bureau number is 167957.

At the rollout in July 2009 it carried the name WgCdr Glen Braz, 'Blitz' under the front cockpit, and SqNLdr Grant Fifield, 'Fife' under the rear cockpit. It still retained these marking when it was delivered to RAAF Amberley on 7 December 2010.

■ **A44-202 (City of Ipswich)****F/A-18F, Royal Australian Air Force, 1 Squadron, 82 Wing****June 2010 Amberley Air Base, QLD.****Drawing code: FA18F081**

One of the five Super Hornets in the first delivery flight 26 March 2010. During the arrival ceremony temporary "City of Ipswich" markings were unveiled by the local mayor. The permanent markings (shown) had been applied by 10 June 2010.

The aircraft left the Boeing factory with full markings, including crew names under the cockpit.



Royal Australian Air Force, 6 Squadron, 82 Wing

A44-213
F/A-18F, Royal Australian Air Force, 6 Squadron, 82 Wing
Dec 2010

Drawing code: FA18091



The RAAF purchased 12 Super Hornets wired for future upgrading with G model (Growler) electronics. A44-213 was one of the first delivery flight of these F/A-18F+.

The first flight of three F/A-18F+ was accompanied by the last F/A-18F to be delivered (A44-201). This delivery flight arrived at Amberley Air Base on 7 Dec 2010.

The remainder of the F+ fleet were delivered on 14 July 2011 (3 jets), 3 August (2 jets) and 21 October (4 jets). The twelve F/A-18F+ aircraft joined the F/A-18F to form a RAAF fleet of 24 Super Hornets.

The aircraft left the Boeing factory with full markings, including crew names under the cockpit.

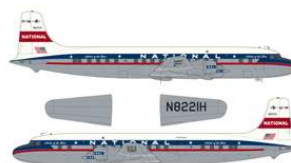
Douglas DC-6

Douglas DC-6
DC-6B

Airline, National Airlines

N8221H
DC-6B, Airline, National Airlines
1952 Florida.

Drawing code: DC6B-050



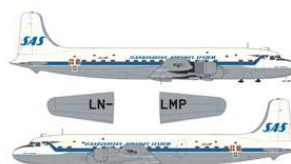
N8221H was the first of nine DC-6B delivered to National Airlines. Side views (unshaded) and details views illustrating the scheme applied to this aircraft.

The aircraft was delivered to National Airlines on 9 Oct 1952 and operated by them until it was leased to PA in 1958. It was retired by NA and sold in March 1963.

Airline, Scandinavian Airlines System

LN-LMP
DC-6B, Airline, Scandinavian Airlines System
1960

Drawing code: DC6B-040

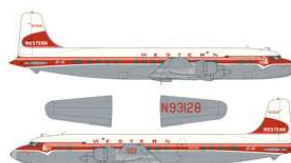


Side views (unshaded) and details views illustrating the scheme applied to this aircraft.

Airline, Western Airlines

N93128 928
DC-6B, Airline, Western Airlines
1961 Los Angeles.

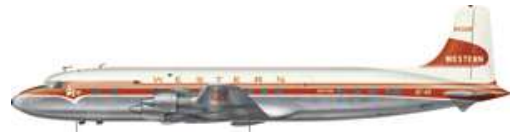
Drawing code: DC6B-030



Side views (unshaded) and details views illustrating the scheme that was typical of Western DC-6B during the early 1960s.



Drawing code: DC6B-031



Western Airlines operated 32 DC-6B, with the first of the type (N91302) being delivered in November 1952. N93128 is shown in the Western Airlines scheme that was in use from the late 1950s into the mid 1960s.

General Dynamics F-111

General Dynamics F-111

F-111C

Royal Australian Air Force,

A8-129
F-111C, Royal Australian Air Force,
Dec 2011 Amberley, Qld.

Drawing code: F111C181



A8-129 was one of the six aircraft in the display flight at the 3 December 2010 retirement ceremony. It carried the special retirement tail markings.

Nieuport 28

Nieuport 28

28 C.1

US Air Service, 147th Aero Squadron

N.6256 15
28 C.1, US Air Service, 147th Aero Squadron
July 1918 Saints Airfield, France. WW1

Drawing code: NI28-211



This was one of "C" Flight's aircraft and was usually flown by Second Lieutenant Kenneth (Ken) Porter. It serves with 147th AS from early June until mid August 1918. The squadron insignia was a Cairn Terrier "Mickey" with the words "Who said rats". Some aircraft in this production range had a hinged compartment under the headrest, as can be seen on 6256.

Drawing code: NI28-213



The aircraft number was applied in black to the top surface of the starboard wing.

Drawing code: NI28-21A



147th AS aircraft carried an insignia featuring a Cairn Terrier "Mickey" with the words "Who said rats". This is the artwork applied to N.6256. The artwork varied in size and detail between aircraft.



N.6334 16
28 C.1, US Air Service, 147th Aero Squadron
July 1918 Saints Airfield, France. WW1

Drawing code: NI28-111



This aircraft was the mount of Second Lieutenant William Brotherton between 11 July and 14 August 1918. The squadron was based in the Chateau-Thierry sector.

The white cowl, denoting "B" flight, was decorated with a black snake motif. The Cairn Terrier "Mickey" was the squadrons insignia. Usually the artwork was accompanied with the phrase, "Who said rats".

6334 was withdrawn from the squadron and returned to Orly on 14 August 1918. Brotherton was killed flying a SPAD XIII during a sortie on 10 October 1918.

Drawing code: NI28-113



Plan view showing the aircraft number applied to the upper surface of the top wing. This complied with an Air Service Bulletin requiring the aircraft number to be applied to the top of the starboard top wing and the bottom of the starboard lower wing.

Drawing code: NI28-11A



Front view of the cowl showing the black snake

North American P-51 Mustang

North American P-51 Mustang

P-51D

USAF, 60th Fighter Squadron 33rd Fighter Group

44-72763 ND-?
P-51D, USAF, 60th Fighter Squadron 33rd Fighter Group
July 1947 Neubiberg, Germany.

Drawing code: P51D-271



The 60th FS was part of the USAF Occupation Force in Germany after WW2. 44-72763 was lost in a mid-air collision, July 1947.

Note: aircraft shown in squadron markings of the time, the aircraft number "9" is indicative, as the actual number is not known.

44-72763 was lost in a mid-air collision on 14 July 1947, while being flown by Richard Briggs. The remains were uncovered in 2011 during building excavations at Starnberg, near Munich.



Westland Welkin

Westland Welkin

Welkin F.I

British Government, A&AEE

DX282

Welkin F.I, British Government, A&AEE

Late 1943 Boscombe Downs, UK. Testing

Drawing code: WWLKN011



DX282 was from the first production batch and was used for flight testing until it was written off in an accident in early 1944. Later aircraft were finished in a high altitude scheme of Medium Sea Grey with PRU Blue undersides.

Westland Welkin

Scale Drawing

, Welkin F.I, NF.II

Scale Drawing, , Welkin F.I, NF.II

Drawing code: 0981-00



Scale 3-view drawing featuring the Welkin F.I with comparison side views of the NF.II and the experimental cowling fitted to DX340.

