

**A) Mosquito Mk II, DZ269, RX-U, 456 Squadron, Middle Wallop, July 1943**

Flown by F/Ltn G. Panitz and F/O R. Williams on the night of 20 April 1943 on a night Ranger when they destroyed a goods train, and again on the 6 May when they destroyed 6 trains on a day Ranger. This crew went on to achieve fame for their Ranger activities with 456 and 464 Squadrons. DZ269 was last flown by Panitz on 1 August 1943 with P/O Abbey to Hornchurch, suffering an engine failure on return to Middle Wallop.

Finished in overall Medium Sea Grey with Dark Green areas on the upper surfaces; Medium Sea Grey spinners.

NOTE : Wingtip aerials were carried, but nose aerials and radar were removed for Ranger and Intruder patrols. Paint chipped around camera gun port on nose cone.

References : No.1 p.24



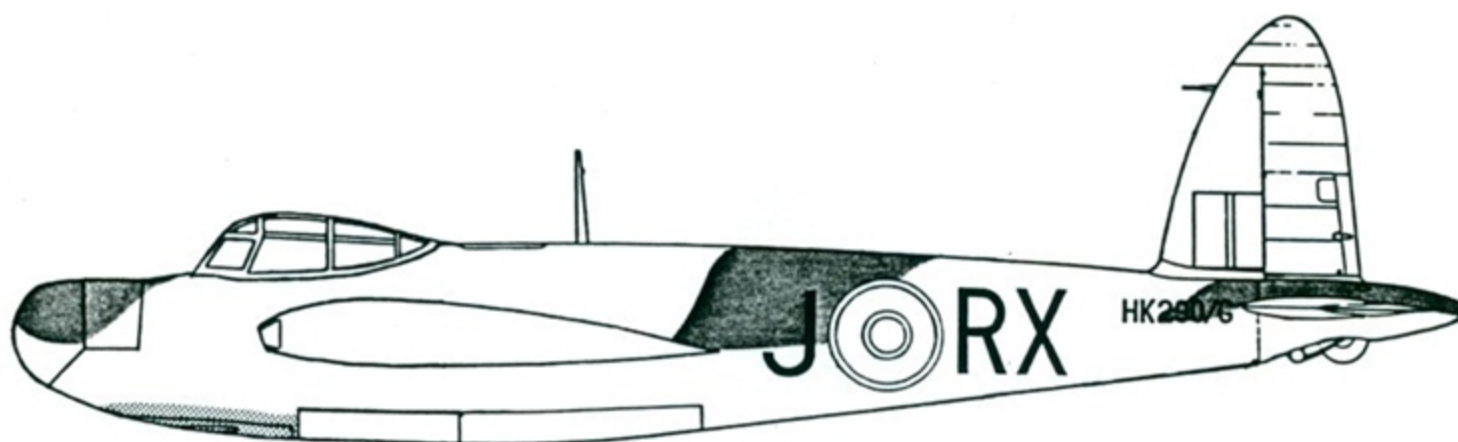
A)i Decal position on door of DZ269

Apply blue and white roundel first, then 'roo emblem



B)i Decal position on door of HK290

Victory marks have a white outline, which is a separate decal. Apply white decal first, then red "birds" and black crosses to leave a white outline.

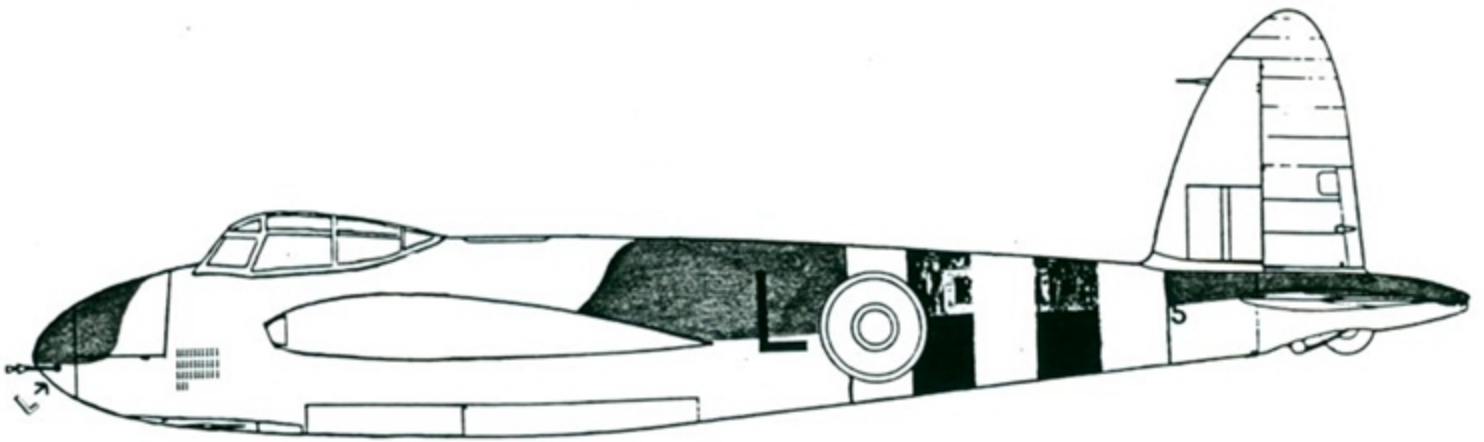


**B) Mosquito Mk XVII, HK290/G, RX-J, 456 Squadron, Ford, July 1944**

Flown by F/Os Stevens and Kellett on the night of 6/7 June 1944 when they destroyed two He177s, missing a third due to lack of ammunition. On 23 June they claimed a Ju88 probable, the combat being interrupted by a radar contact to their rear. They shot down two V-1's on 20 and 27 July, being robbed of a fifth by a Tempest on 28 July. On 25 November they shot down a He111 V-1 carrier. Their last flight in HK290 was on 24 December 1944.

Finished in overall Medium Sea Grey with Dark Green areas on upper surfaces; Black spinners. Large Pale Grey doped fabric covering for cannon ports under nose.

References : No.1 pp.47 & 51; No.2 p.96



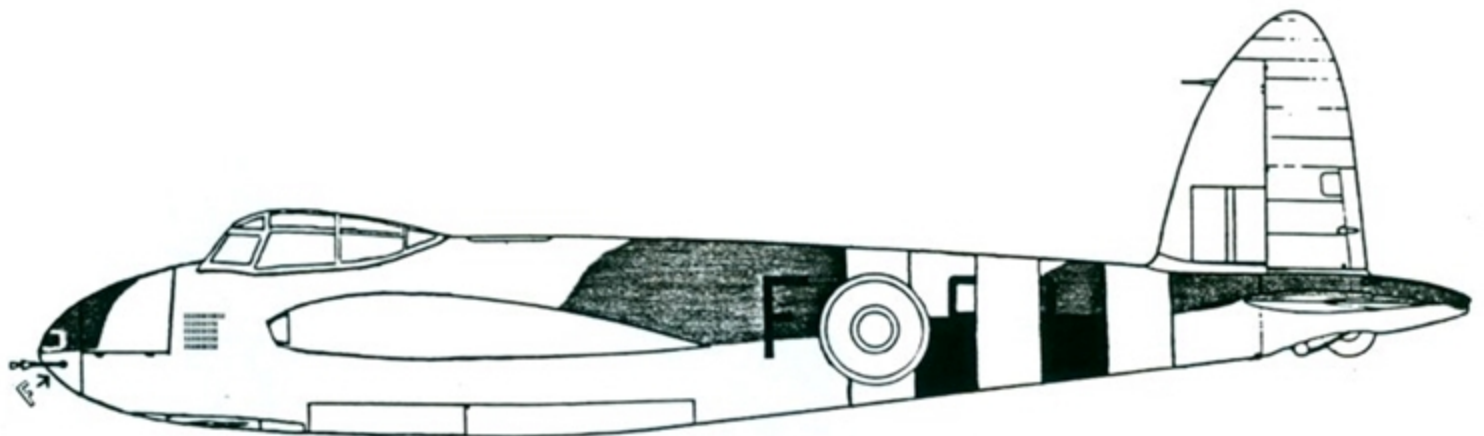
**E) Mosquito Mk VI, HR175, SB-L, 464 Squadron, Thorney Island, November 1944**

HR175 had an inauspicious start with 464 when an engine overheated on 6 July 1944 on its first mission. F/O Avery and W/O Williams made a successful return to base. It was subsequently successfully operated by many crews, but mainly by P/O Foster and Sgt Bradley. It had successfully completed 33 missions to November 1944.

Finished in Medium Sea Grey with Dark Green areas on upper surfaces and Medium Sea Grey spinners, fin and rudder. Invasion stripes have been roughly applied to rear fuselage, the upper black portions being quite opaque enabling the white codes to show through, and all but the last number (left side) and first letter (right side) of the serial is covered.

Note : Aircraft had narrow airscrew blades, aerial removed and wing tanks fitted. Squadron codes are labelled on sheet for left and right sides. The bomb log and nose letter are speculative, but based on squadron practice and style at November 1944.

References : No.1 p.92; No.2 p.109



**F) Mosquito Mk VI, NS994, SB-F, 464 Squadron, Thorney Island, November 1944**

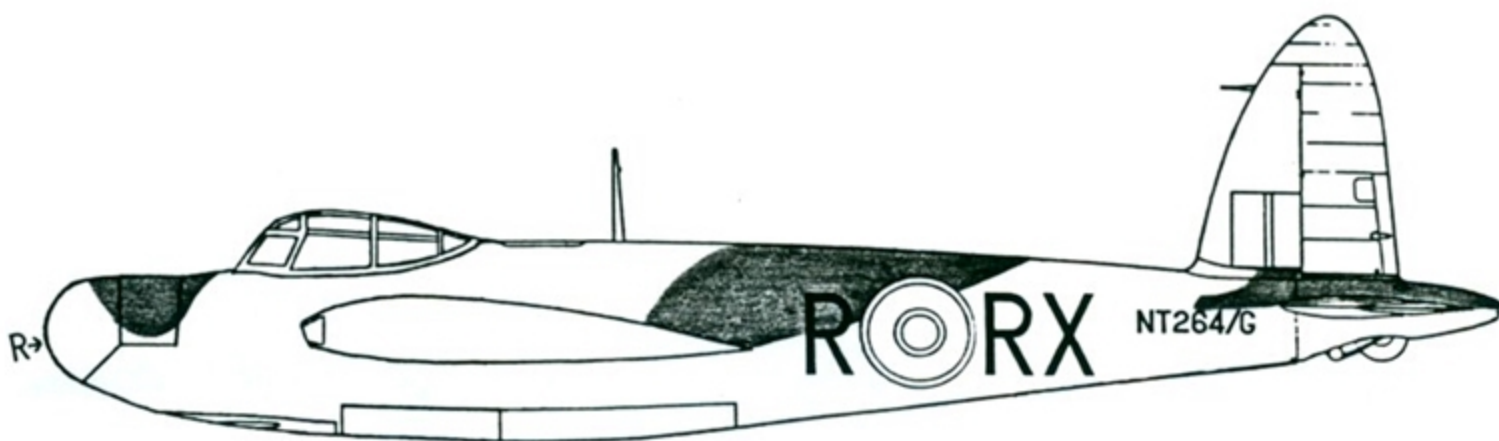
The first mission for NS994 was flown on 10 June 1944 when W/Cdr Iredale and F/Ltn McCaul bombed rail wagons and trucks, then escaped from an attacking Me109 over Bernay. W/Cdr Panitz and F/Ltn Williams also flew several missions in NS994, strafing a train and trucks on 4 July and bombing Gestapo Headquarters at Bonneuil/Matours on 14 July. NS994 then became the regular aircraft for W/Cdr Langton and F/O Bedford; they used it for daylight attacks on the railyards at Chagny on 22 August and the Gestapo Headquarters at Aarhus in Denmark on 31 October 1944. The latter mission was the 52nd sortie by NS994.

Finished in Medium Sea Grey with Dark Green areas on upper surfaces, Medium Sea Grey spinners, fin and rudder. Invasion stripes roughly applied on rear fuselage, only the lower half of the black stripes being marked so that a portion of the squadron codes show.

Squadron codes are labelled on the sheet for left and right sides. No serial carried.

Note : Aircraft had thin airscrew blades, long range tanks and aerial removed. Chipped paint around camera gun port on nose cone.

References : No.1 pp.92, 97; No.2 p.109



**C) Mosquito Mk XXX, NT264/G, RX-R, 456 Squadron, Bradwell Bay, May 1945**  
 Flown by W/Cdr B. Howard and F/Ltn J. Ross, this crew had already destroyed a Ju88, 2 He177s and 3 V-1 flying bombs. In NT264 they claimed 4 trucks on 30 March 1945, followed by 3 trucks and a train on 1 April. They flew several Bomber Support missions in NT264 when 456 Squadron joined 100 Group. NT264 suffered a mechanical failure on 29 May 1945; W/Cdr Howard, CO of 456 Squadron, was flying solo at the time and died in the resulting crash. Finished in Medium Sea Grey overall with Dark Green areas on the upper surfaces; Medium Sea Grey spinners.

References : No.1 p.61; No.2 p.107

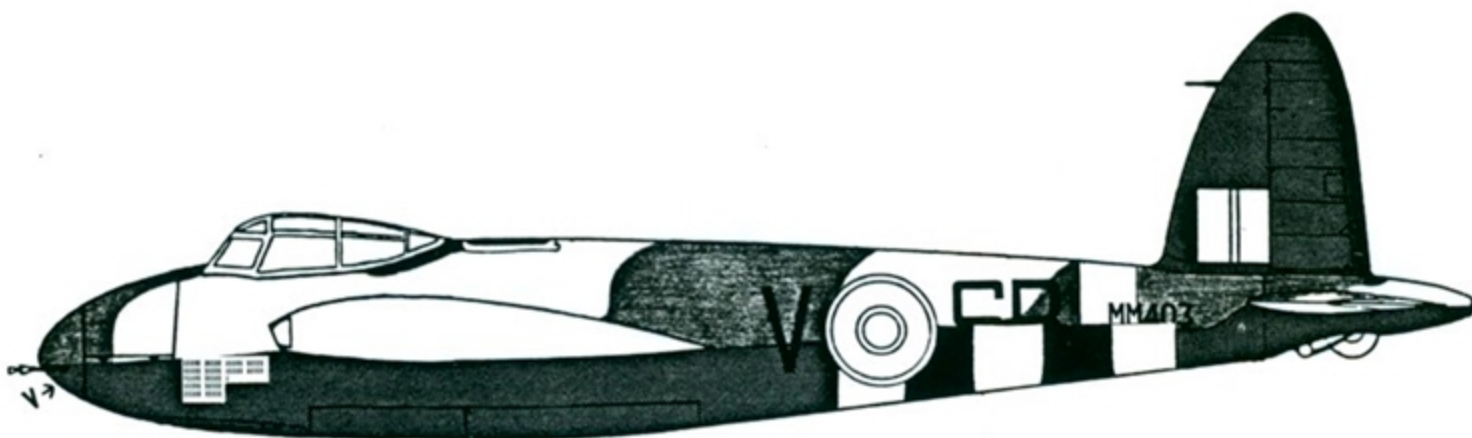


C)i Decal position on door of NT264

Apply blue and white roundel first, then 'roo emblem



D)i White bomb log of MM403, shown on white panel in profile below for clarity.



**D) Mosquito MkVI, MM403, SB-V, 464 Squadron, Thorney Island, November 1944**  
 By November 1944, MM403 was a veteran of 71 successful sorties. It was flown by several crews throughout its career, but was the usual mount for F/Ltns McPhee and Atkins, then Sgts Wade and Piper, and lastly S/L Hyem and F/O Brayne. Its ninth mission was the famed Amiens Prison raid with McPhee and Atkins as crew. MM403 went on to successfully complete 84 missions before crashing soon after take-off on 17 January 1945; F/Ltn Shanks was able to bale out but F/Ltn Trites died in the crash.

Finished in Medium Sea Grey and Dark Green upper surfaces with Black lower surfaces. Roughly applied invasion stripes on wings and lower fuselage; sky fighter band around rear fuselage obscured by invasion stripes. Fin and rudder black, Medium Sea Grey spinners. White surround to dinghy stowage panel behind cockpit.

Note : equipped with narrow airscrew blades, aerial removed from upper fuselage. Serials are partly obscured by invasion striping, and differ on left and right sides. Bomb log may have been covered by under surface paint.

References : No.1 p.75; No.2 p.110; No.4 p.175