

Spitfire decal sets – current releases and works in progress (as of January 2025)

Singles series drawn from our soon-to-be out-of-production screen-printed Decals & Docs sets, RCAF Fighter Recce Spitfires of 39 Wing

- ADD24009-1 Spitfire FR.IXc – MJ351 as S “Violet-Dorothy” (F/L Lawson) and MK202 as Q (S/L Wonnacott) of 414 Sqn.
- ADD24009-2 Spitfire FR.IXc – MJ518 as O “Helen II” (F/L Carr) and MK374 as R (S/L Wonnacott during Bodenplatte) of 414 Sqn.
- ADD24009-3 Spitfire FR.XIVe (standard fuselage) – RM876 as H (to 2 January 1945) & RM818 as C (F/O McLeod and W/C Waddell, to 31 December 1944) of 430 Sqn.
- ADD24009-4 Spitfire FR.XIVe (standard fuselage) – RN114 as RC•W, (W/C Waddell, OC 39 Wing, RCAF personal a/c), & RM876 as H (F/L Middleton, 8 February 1945) of 430 Sqn.
- ADD24009-5 Spitfire FR.XIVe (low-back) – MV348 as S “Violet-Dorothy” (F/L Lawson, May 1945), & NH648 as P “Lazy Lady IV” (S/L Prendergast when 414 CO April 1945) of 414 Sqn.

Colours & Codes series

- ADD24c109-1* Spitfire National Markings (late war variation 1 – after May 1942).
- ADD24c109-2* Spitfire National Markings (late war variation 2 – 2TAF 1945).
- ADD24c119-1* Spitfire National Markings (early war variation 1 – May 1939 to May 1942).

Airframe Stencil Data Markings series

- AOD24s109* Spitfire Airframe Stencil Data Markings (Mk.VIII/IX to late war). This set.
- ADD24s119* Spitfire Airframe Stencil Data Markings (early versions, especially Mk.V).

Singles & Specials – variations & combination sets sold directly on www.aviaeology.com

ADD24009-1 is given here as a baseline example. This modular availability approach applies generally to most digitally printed **Singles & Special Editions**.

ADD24009-1* – Spitfire FR.IXc’s – MJ351 and MK202 as described above
Full set: individual aircraft markings with National Markings set, ADD24c109-2, included.

ADD24009-1x* – Spitfire FR.IXc’s – MJ351 and MK202 as described above
Basic set: individual aircraft markings only (if you use paint or kit decals for the national markings).

ADD24009-1s – Spitfire FR.IXc’s – MJ351 and MK202 as described above
Full set+: ADD24009-1 + ADD24s109 Airframe Stencil Data Markings in the same package.

ADD24009-1xs – Spitfire FR.IXc’s – MJ351 and MK202 as described above
Basic set+: ADD24009-1x + ADD24s109 Airframe Stencil Data Markings in the same package.

Discounted combo sets, which include **Spitfire National Markings** and **Airframe Stencil Data Markings** sets in the same package, are also available on our website.

* Full and Basic sets, as well as individual Colours & Codes or Airframe Stencil Data sets are also stocked by our retailers and distributors. Combinations not marked with the * character are sold only on our website, while vendors are free to offer their own combinations.

Note that this list shows only 1/24 scale offerings. As a general rule, these subjects will be or have been produced in other scales if warranted by the practicalities of kit/conversion availability. Bold text indicates sets already available (January 2025) released in this scale.

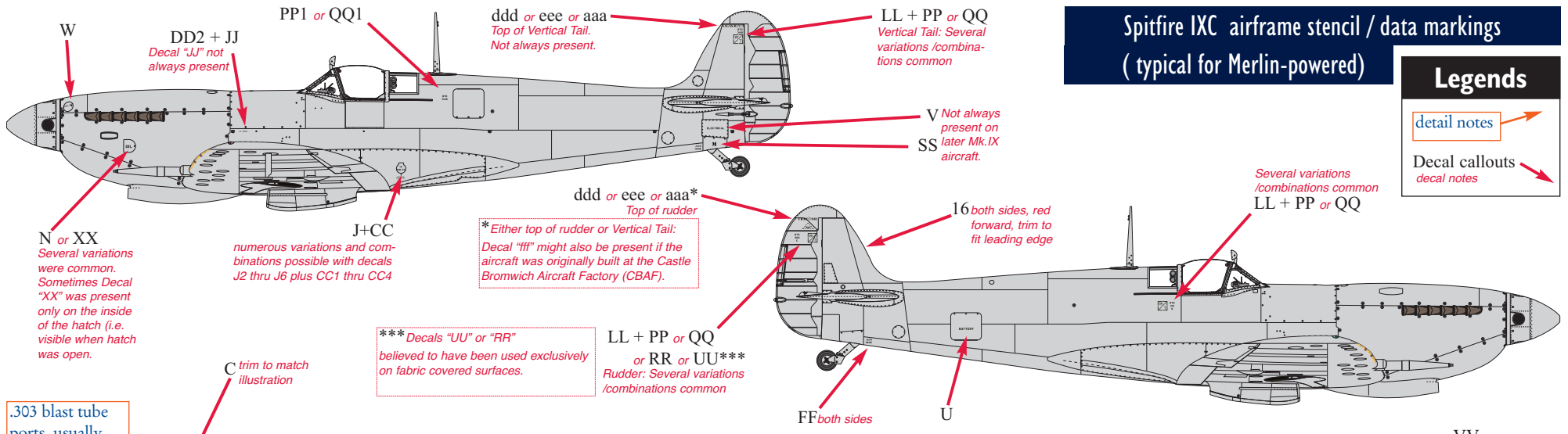
Spitfire Airframe Stencil Data Markings • Marks VIII & IX to XVIII

This package contains an extensive selection of airframe maintenance / data markings, including a number of factory and field-applied variations that have been observed for some of the individual elements. This set is compatible with the standard Second World War era Spitfire schemes. This set is a redesign of what was originally sheet #3 of our “RCAF FR Spitfires” Decals ‘n Docs set and comprises all of the Spitfire Mk.IX and Mk.XIV airframe markings designed for that set. Many elements are suitable for other Spitfire Mk’s that were originated during the Second World War (V through XIX). The set includes enough to complete one 1/24 scale model, and detailed application instructions for the Mk.IX and Mk.XIV airframes.

Spitfire IXC airframe stencil / data markings (typical for Merlin-powered)

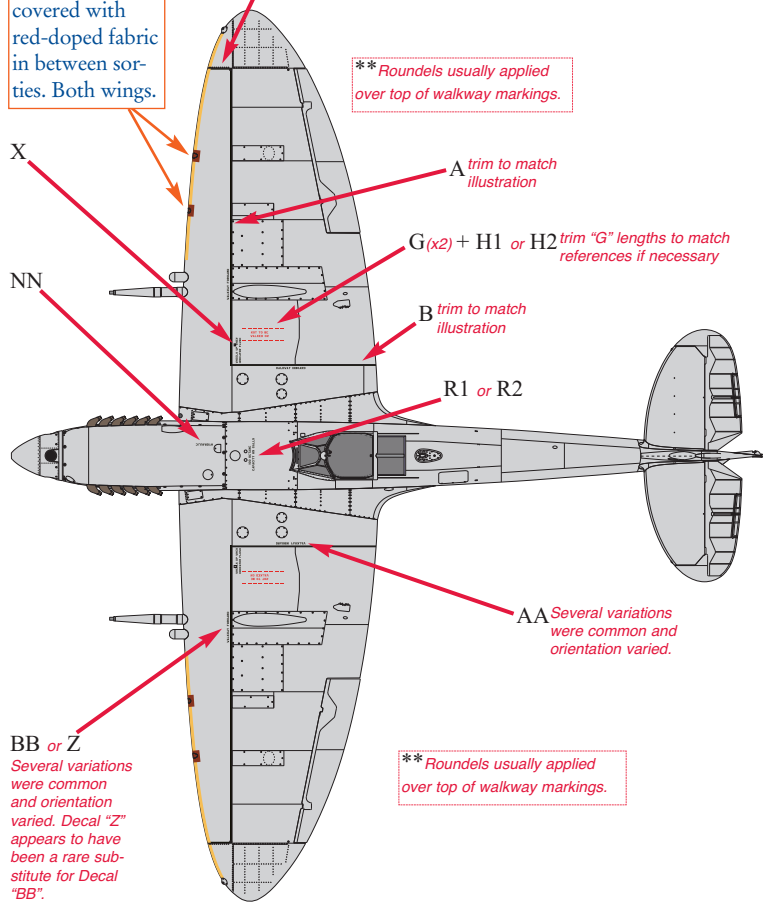
Legends

- detail notes
- Decal callouts



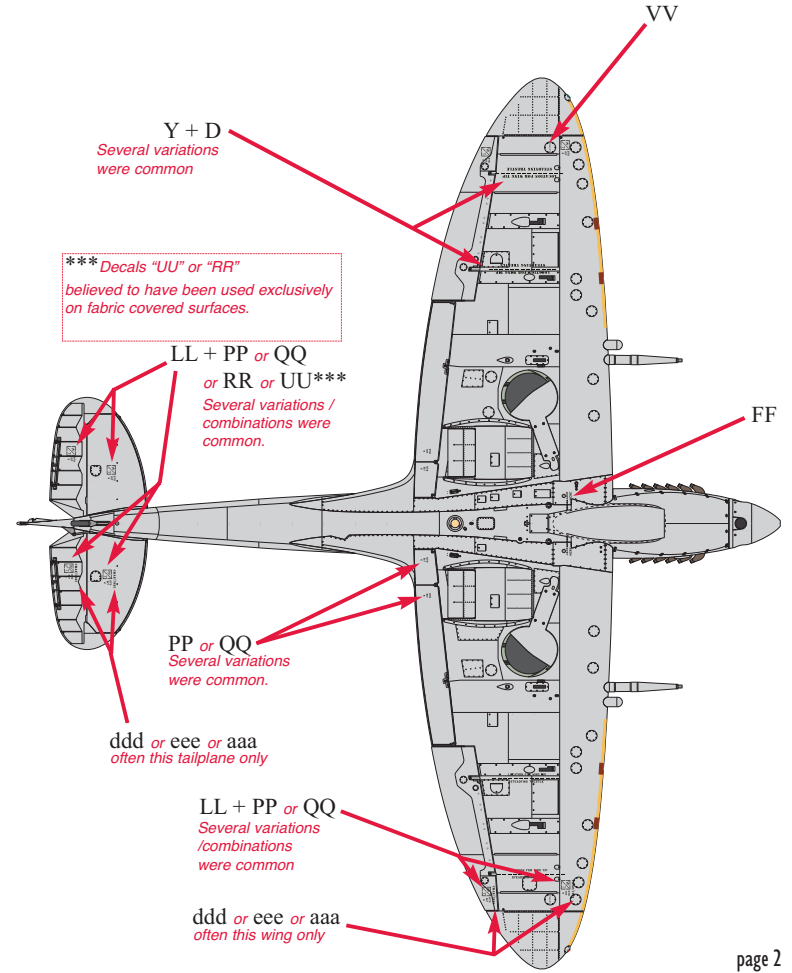
Bonding Markings

The "W/T in a box" (decal elements LL, PP, QQ, RR, & UU) are the wire terminal bonding markings applied to various components of these aircraft. Typically some construction number, contract, or similar works data was stenciled on adjacent to this marking at the factory (decal elements ddd, eee, & aaa). However, when reapplied after maintenance, it could end up incomplete. For example, the "W/T" block element alone without the data block, or with the data block reapplied in a slightly different location. Post-maintenance variations without the data block seem to have been more prevalent for the wing, aileron, tailplane and elevator placements, while that on the fin (left-hand side), and rudder (right-hand side) appear to have been reapplied more completely post-maintenance.



NOTE: Where variations in stencil data styles have been found during research, alternates are provided in this set. Alternates have the same callout letter(s), but are suffixed with sequential numbers. Comments on usage may be provided beside in small text near the callout letter(s). Check your references to be sure.

Although called out on either one wing or the other (as an attempt to reduce clutter and confusion), all markings on the upper and lower wing surfaces are common to both wings unless noted otherwise in the small text.



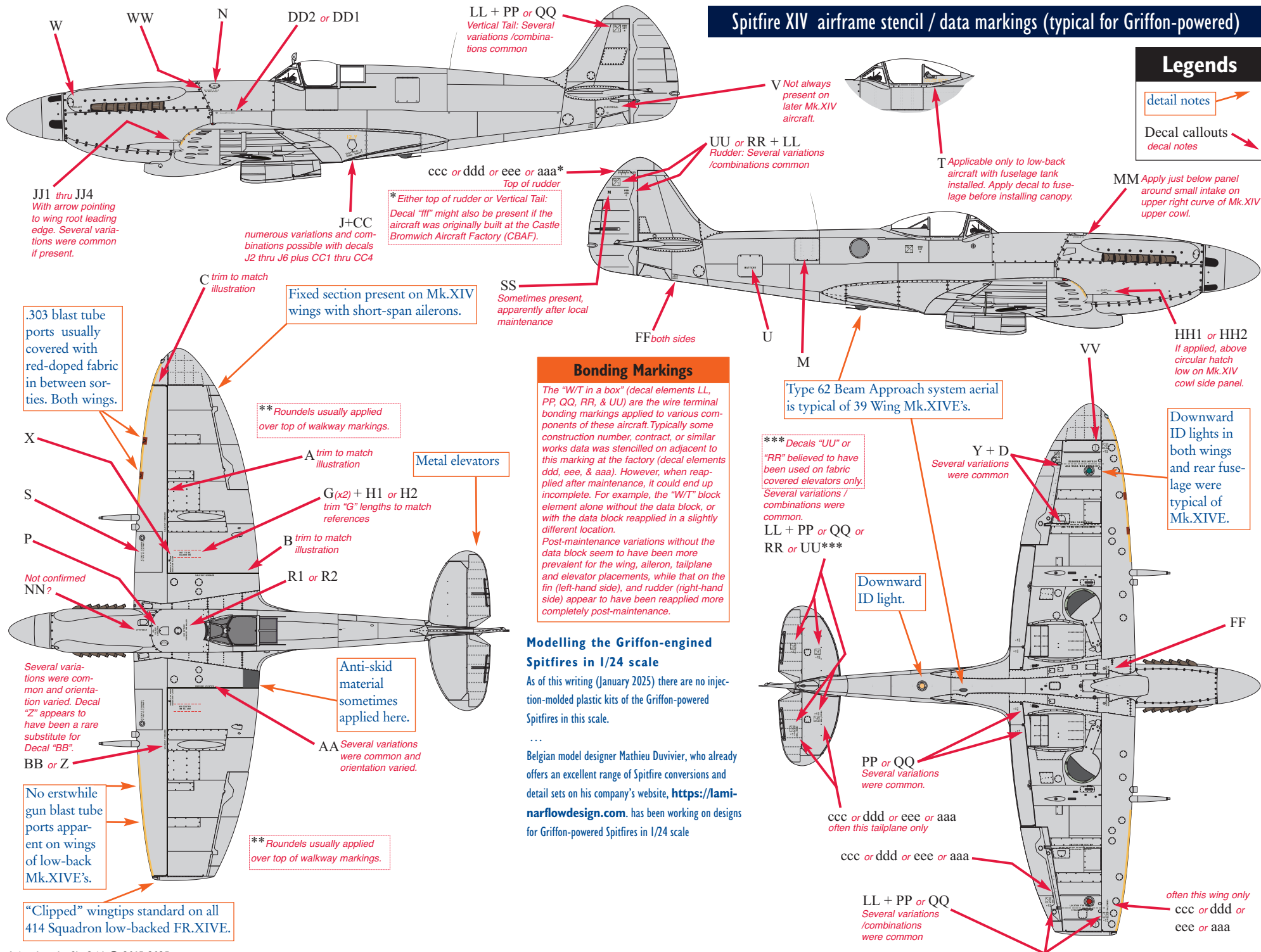
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Spitfire XIV airframe stencil / data markings (typical for Griffon-powered)

Legends

- detail notes
- Decal callouts



J+CC
 numerous variations and combinations possible with decals J2 thru J6 plus CC1 thru CC4

CCC or ddd or eee or aaa*
 Top of rudder
 * Either top of rudder or Vertical Tail:
 Decal "fff" might also be present if the aircraft was originally built at the Castle Bromwich Aircraft Factory (CBAF).

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Modelling the Griffon-engined Spitfires in 1/24 scale

As of this writing (January 2025) there are no injection-molded plastic kits of the Griffon-powered Spitfires in this scale. Belgian model designer Mathieu Duvivier, who already offers an excellent range of Spitfire conversions and detail sets on his company's website, <https://laminarflowdesign.com>, has been working on designs for Griffon-powered Spitfires in 1/24 scale

.303 blast tube ports usually covered with red-doped fabric in between sorties. Both wings.

Fixed section present on Mk.XIV wings with short-span ailerons.

** Roundels usually applied over top of walkway markings.

Metal elevators

Anti-skid material sometimes applied here.

** Roundels usually applied over top of walkway markings.

No erstwhile gun blast tube ports apparent on wings of low-back Mk.XIVE's.

"Clipped" wingtips standard on all 414 Squadron low-backed FR.XIVE.

Type 62 Beam Approach system aerial is typical of 39 Wing Mk.XIVE's.

*** Decals "UU" or "RR" believed to have been used on fabric covered elevators only. Several variations / combinations were common. LL + PP or QQ or RR or UU***

Downward ID light.

PP or QQ
 Several variations were common.

ccc or ddd or eee or aaa
 often this tailplane only

ccc or ddd or eee or aaa

LL + PP or QQ
 Several variations / combinations were common

MM Apply just below panel around small intake on upper right curve of Mk.XIV upper cowl.

HH1 or HH2
 If applied, above circular hatch low on Mk.XIV cowl side panel.

Downward ID lights in both wings and rear fuselage were typical of Mk.XIVE.

often this wing only
 ccc or ddd or eee or aaa

Preparation & Application Guidelines

1. Make sure the model surface is glass smooth for best results. The glossier the prepared surface, the better. Before applying decals, it is especially helpful to overcoat flat paint finishes with a gloss coat that hardens completely. The timing to achieve a high quality surface can vary due to factors such as humidity, temperature, or how thoroughly the underlying paint has dried. There are specialty model-hobby products out there, but clear gloss acrylics designed for artwork or some acrylic floor finishes can also give good results.
2. If the model surfaces have gritty or “pebbly” areas remaining after gloss application, buff it out with fine grit (600 or better) wet/dry sandpaper. After thoroughly washing away the sanding residue, let the area dry thoroughly before recoating.
3. Prepare a shallow dish with lukewarm, preferably distilled water. Adding a small droplet of dish soap promotes soaking, which eases decal/paper separation.
4. Cut out the desired individual decal element and place it in the water, design-side UP. Most modelers develop a sixth sense for when the decal will loosen just enough, but 30-60 usually does it. As the backing paper becomes thoroughly soaked, the decal begins to separate from it and the adhesive layer becomes active. Some decal papers, such as that in current use for our digital production, will darken noticeably when fully saturated.
5. As the decal loosens from the backing paper, remove it from the water, handling just the paper while trying to avoid mechanical contact with the design or its clear carrier film edges (for our digital decals, also see the best practice “tips” elsewhere in this package).*
6. Set the model so that the surface receiving the decal is facing upwards, approximately horizontal. Use a brush or pipette to put a droplet of softened water on the area where the decal will be placed. Instead of water, a mild decal solution (such as Micro Set) can also be used. Or if using our digital decals, a stronger solution (such as Solvaset) may be used in place of water or Micro Set to help the decal snuggle down over more prominent details.
7. Bring the soaked decal paper close to this little puddle and slide the decal element off of the paper onto the puddle. A flat paintbrush, second pair of tweezers, or fingertip, may help in coaxing it from the paper.
8. Gently manoeuvre the decal into its final position without pressing it too tightly to the model surface. The idea being that the liquid between the decal and the model serves as a buffer, delaying the activation of the decal’s adhesive until positioned correctly.
9. Once positioned, pad the decal with a flat brush or cotton bud. The goal here is to squeeze out the water puddle from under the decal while keeping it in position. Be aware that the decal adhesive will start to take hold after you begin this step. Working out from the centre is the best practice – especially for larger decals – since it also pushes out air or liquid that may otherwise remain trapped under the decal film when dry.
10. As it dries, the decal adhesive will snuggle the decal down more tightly onto the surface. If you see any trapped voids, puncture them with a hobby knife tip, sewing needle, or similar sharp instrument, and pad as needed. If desired, stronger decal setting/softening solutions such as Micro Sol or Solvaset can also now be applied to tighten the decal more firmly to the surface of the model.
11. After the decals are completely set, any adhesive residue visible near them can be gently wiped away with a dampened cotton bud. If any of the adjacent clear-coat has “fogged” a little during application, such milkiness will often disappear under additional clear coating.
12. Give all decals ample time to really snuggle into the paintwork and then apply 1 or 2 overall gloss coats prior to final finish application or weathering steps.

* If this set is one of our digitally printed series (catalogue number is prefixed with “ADD”), please consult the additional “Tips for using decals printed on continuous carrier film” which describes a simple process to easily minimize the amount of carrier film transferred to the model.

Best practices for our ADD (or any other) digital decals printed in this way.

During application to the model, our digitally printed decals perform easily as well as our screen-printed decals. Both are produced using very thin carrier films on specially-designed waterslide transfer papers featuring state-of-the-art water-activated release agents and latent adhesives. The most noticeable difference is that these digital editions have the colours printed on top of a continuous (coated across the entire paper sheet) clear carrier film where, in screen-printing, the clear is applied only in register with each decal element plus a little around its perimeter. A potential problem inherent in either system is that any part of the carrier film that remains clear after transfer may be subject to “silvering” – a visual artefact wherein room light can make visible any voids trapping liquid or air between the surface finish of the model and the clear carrier film.

As a rule of thumb, the more clear film remaining, the higher the likelihood of silvering. Model finishing techniques have been developed to completely and consistently eliminate silvering. As recommended in our own guidelines, these usually start with the application of a high-gloss clear finish prior to decal application and at least one additional gloss coat prior to any final clear-coat finish (whether flat, satin, or gloss) application or weathering action. The quality of the initial gloss coat is particularly important for consistent success.

If you do encounter silvering on a regular or even random basis, then trimming the decal as close as possible to the actual colour elements will help minimize its visibility. This is especially true of decals printed on a continuous clear carrier film.

One problem that can occur when using this “trim as close as possible” technique is that rough cuts – such as those made with dull scissors or knives used either too firmly or at the wrong angle to the paper – can distort the cut edges of the clear film, which can, in turn, affect finish coat smoothness at these edges.

To help avoid this possibility, begin by first cutting individual decal elements roughly from the sheet with as much as possible of the surrounding clear area intact. Then, on a flat surface using a fresh #11 (or similar pointed-tip blade), score through the carrier film all the way around the decal element, keeping the score line as close to the coloured element as possible. Practice being very gentle with the scoring action, gliding the knife tip along just hard enough to penetrate the clear film while at the same time not pushing too much of a “ridged valley” into the underlying paper. The advantage here is that the force needed to separate the decal element from the surrounding film is minimized.

After the usual soaking step, this “freed” clear film can be removed separately from the paper and discarded, with minimal film remaining to slide onto the model surface.

This method gives more light-handed control in making those detailed closer-to-the-image perimeter cuts, while at the same time resulting in less physical distortion of the delicate edges of the carrier film that will be applied to the model.