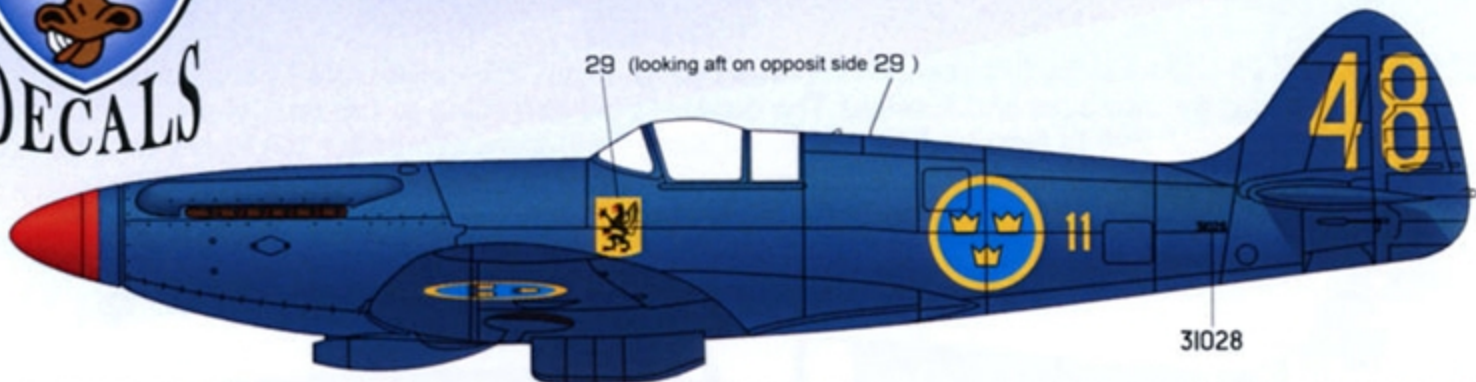


S 31 Spitfire PR. Mk. XIX



S 31, 31028, 48 - F11. Markings from 1949 when the first squadron was stationed at Karlstad airfield to provide forward air control and artillery spotting for a couple of weeks during summer exercises. Short walkways.



S 31, 31020, 40 - F11. In this aircraft, the commander of second squadron F11, Ingemar Wängström, flew a photo reconnaissance mission over Murmansk on the 25th September 1949. According to intelligence from Soviet defectors, the Soviet Union were building rocket launch ramps in the area. The pictures from the mission showed that this was not the case, however. The idea of covering the national insignia with black paint in order to avoid identification and conflict with the Soviet's was thought to be Wängström's idea. On the other hand, the mechanic that was assigned on the mission cannot remember these black markings. The mission was one among many that the Swedish Air Force (in co-operation with the Swedish Intelligence Service) made in the years between 1949 and 1953. Other popular targets were the ship yards along the Baltic and Polish coasts (almost on a weekly basis) - these missions were made without covered national insignia, however. It is not clear to which squadron this aircraft (a/c) was assigned, hence, the spinner colour is somewhat uncertain. It is likely that the a/c was taken from Wängström's own squadron - second - and at this time it was standard to paint a larger part of the spinners in squadron colour but no white stripe.



S 31, 31037, 57 third squadron, summer 1949.



S 31, 31030, 30. Fifth squadron, spring 1952.



S 31, 31042, 42 - F11. During the last years, the Spitfires got the later, more elaborate Coat of arms with gold as later used on the Vampires and Tunnans. The markings are according to the time of an accident when the a/c crashed into an S 14 Fieseler Storch. Pointed blade type, drawing number 10130, decals (24a) and use four decals (51c) plus (51a) or (51b) on the master blade. No Rotol logotype on blades.



S 31, 31007, 7 - F11 Skavsta second squadron.



S 31, 31028, 28 - F11 Skavsta third squadron Februray 1952.



S 31, 31034, 54 - F11 Skavsta, summer of 1949. The spinner was probably insignia blue, but this is very hard to distinguish from PRU blue. Pictures show this aircraft with a white fabric band around the empennage, this was used in order to secure the tail to the ground during full throttle runs on ground.



S 31, 31035, 35 - F11 Skavsta. This a/c was hit from behind on the 19 of May 1952 when 31034 taxied up in the tail of 35. This a/c was equipped with belly tank at this date

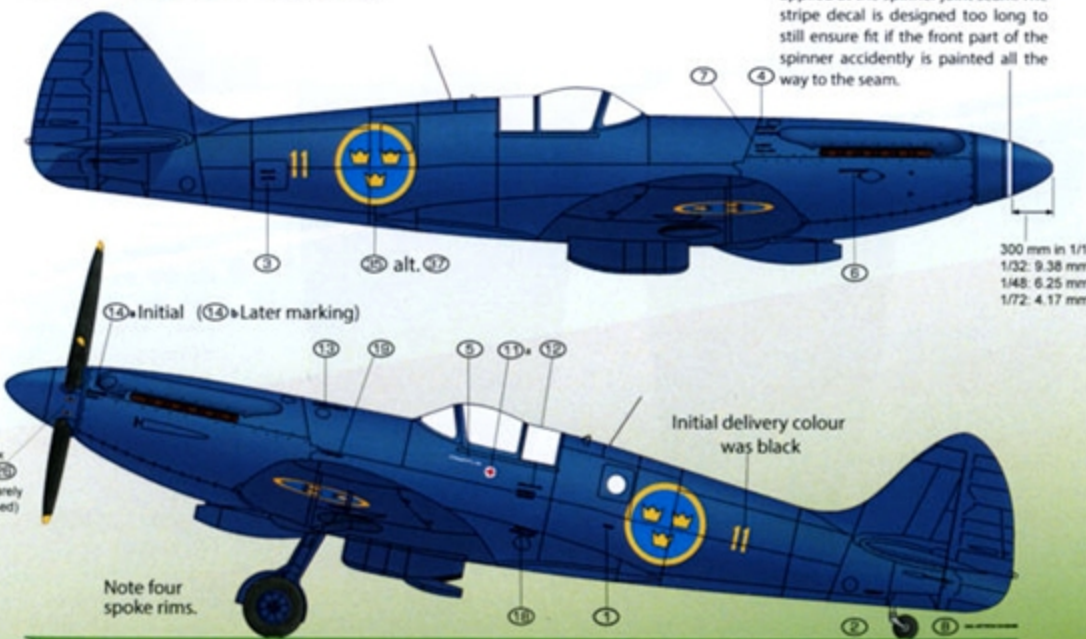


S 31, 31031, 31 - F11 Skavsta. Markings from the 9 of May 1951, when it crashed at F17 airfield and broke the starboard landing gear, cooler and the propeller. Markings are according to pictures and the pilot Schyllström himself. The propeller blades were not marked with Rotol logotype at this time. On the 15th of June 1953, this a/c was flown by Bengt Palmqvist who made the only parachute jump from a Swedish Spitfire. According to his partner, the a/c was freshly painted and had a blue spinner at the time. Later investigation concluded that the engine broke due to a broken bearing and piston rod.



S 31, 31032, 32 - F11 Skavsta. Depicted during the summer of 1953. The spinner looks a bit strange in pictures, the inner part is much brigther than the PRU blue fuselage, it may be insignia blue but for some strange reason it may also be some other colour (green?!). This a/c had short walkways and less pointed blade type, 10378RTS, use decal (24b). Also, use 5 x decal (26) on the spinner. No Rotol logotype on blades.

Stencils All Aircraft.



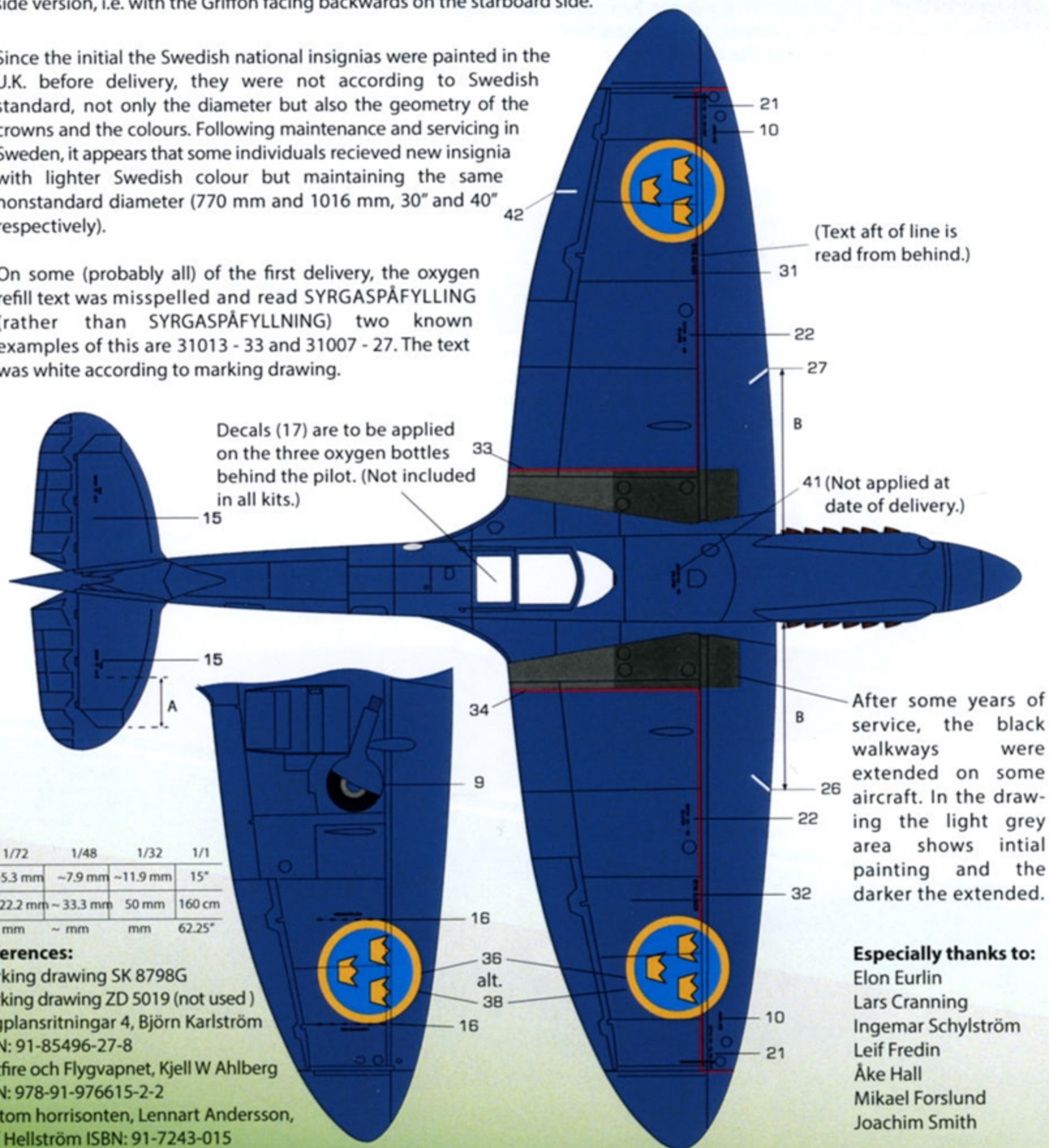
WARNING: The decals may merge with the plastic bag if they are stored in direct contact with each other for a long time.

Spitfire S 31, PR. Mk. XIX Painting and marking information

The Swedish Spitfires PR Mk. XIX (designated S 31 in the Swedish Air Force) were delivered between 1948 and 49 retaining the original Royal Air Force PRU blue paint scheme through all years. The color of the call signs has been somewhat controversial since some pictures shows slightly brighter numbers during the early years (1949-50). The national insignia were initially painted in the U.K. using Trainer yellow, which was somewhat darker compared to the Swedish yellow colour and the difference in contrast (in black and white pictures) between the tail codes and the yellow in national insignia may be attributable to this. Originally, the call signs were in a series from 21 to 70 (where 31001 wore '21' and 31050 wore '70'). In April 1950 the series was changed to range between 1 to 50 with tail code matching the last two digits of the serial number. Also, of note that there is a colour picture showing 31050 - 70 with yellow numbers. There is also an orthochromatic picture of 31037 - 57 clearly shows the tail number in a dark (i.e. yellow) colour. A few of the first S 31 (at least 31001 and perhaps also 31003) were painted in a brighter PRU blue colour, perhaps Medium Sea Grey (like some British PR XIX). The Coat of Arms for the county of Södermland and the wing badge of F11 Skavsta (the home for all S 31's) was a Griffon. This crest was often painted on both sides beneath the cockpit. Sometimes (mostly during the early years) the Griffon was only painted in a port side version, i.e. with the Griffon facing backwards on the starboard side.

Since the initial the Swedish national insignias were painted in the U.K. before delivery, they were not according to Swedish standard, not only the diameter but also the geometry of the crowns and the colours. Following maintenance and servicing in Sweden, it appears that some individuals recieved new insignia with lighter Swedish colour but maintaining the same nonstandard diameter (770 mm and 1016 mm, 30" and 40" respectively).

On some (probably all) of the first delivery, the oxygen refill text was misspelled and read SYRGASPÅFYLLING (rather than SYRGASPÅFYLLNING) two known examples of this are 31013 - 33 and 31007 - 27. The text was white according to marking drawing.



	1/72	1/48	1/32	1/1
A	~5.3 mm	~7.9 mm	~11.9 mm	15"
B	~22.2 mm	~33.3 mm	50 mm	160 cm
B	~ mm	~ mm	mm	62.25"

References:

- Marking drawing SK 8798G
- Marking drawing ZD 5019 (not used)
- Flygplansritningar 4, Björn Karlström ISBN: 91-85496-27-8
- Spitfire och Flygvapnet, Kjell W Ahlberg ISBN: 978-91-976615-2-2
- Bortom horisonten, Lennart Andersson, Leif Hellström ISBN: 91-7243-015
- F1281-00 Written copy of Vickers drawing

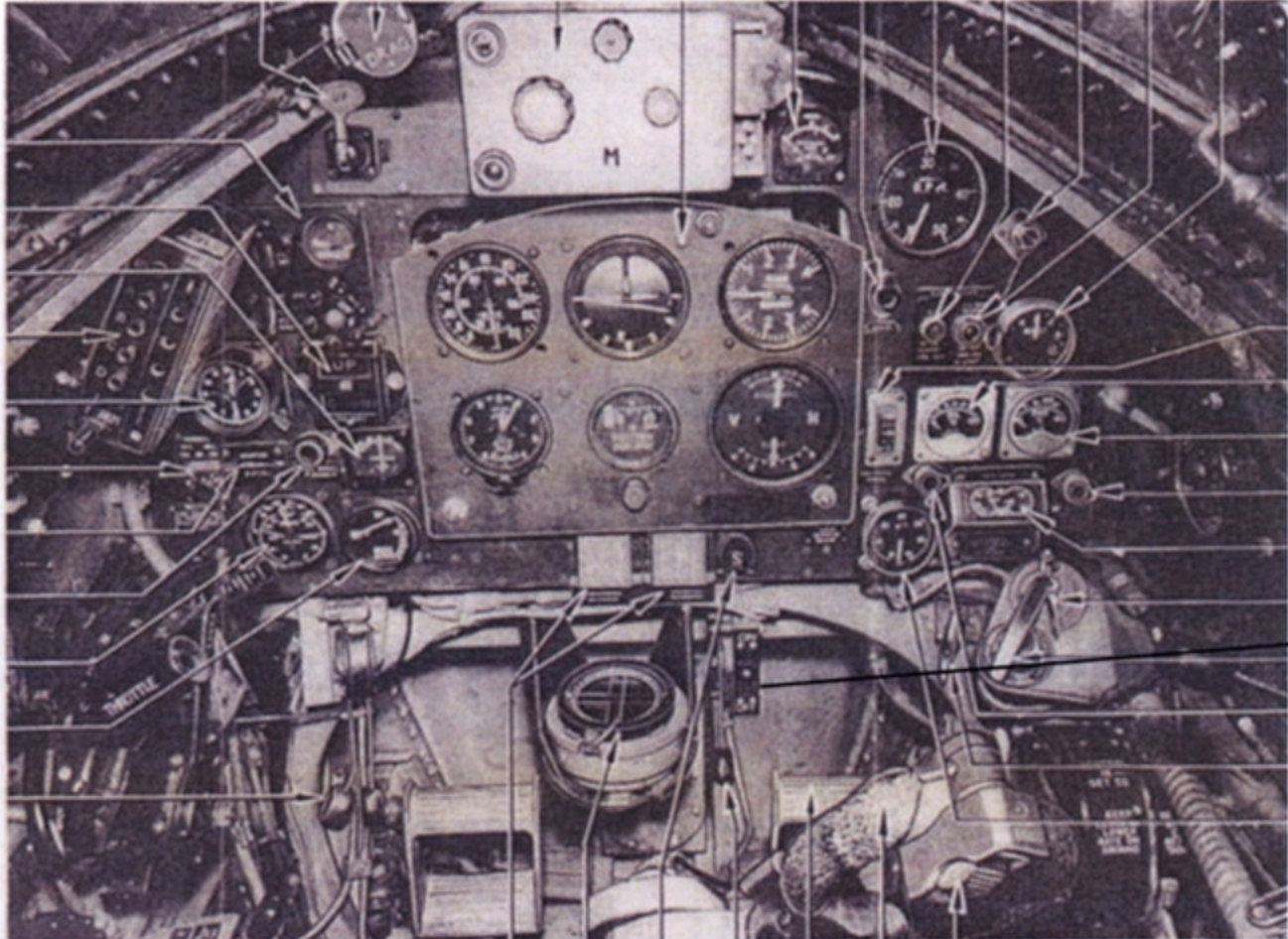
Especially thanks to:

- Elon Eurlin
- Lars Cranning
- Ingemar Schylström
- Leif Fredin
- Åke Hall
- Mikael Forslund
- Joachim Smith

S 31 Spitfire PR. Mk.XIX

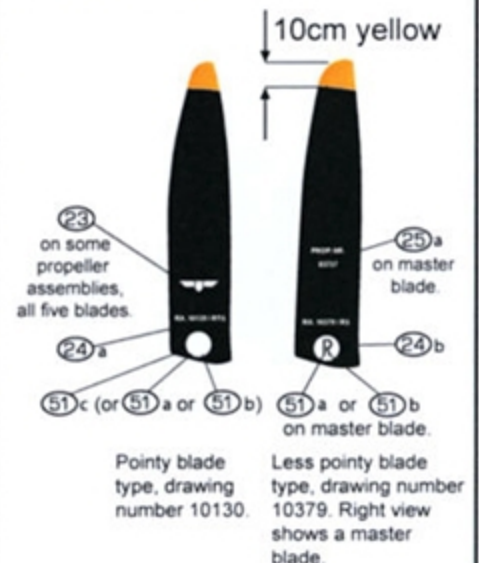
Cockpit details and propeller markings

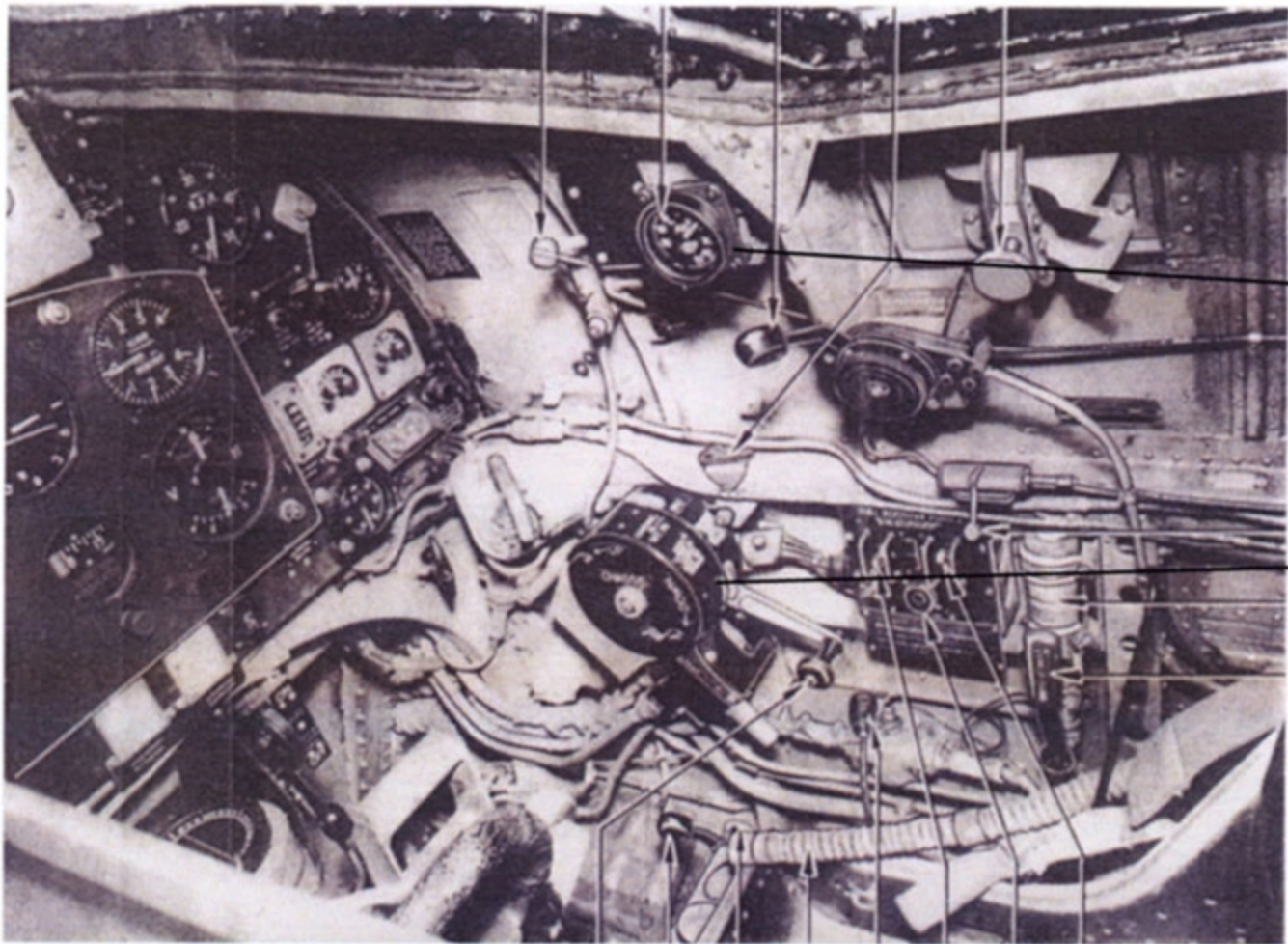
Cockpit stencils are included on decal sheet to facilitate a detailed impression of the cockpit. Decals are designed to fit the PCM kit. It may be necessary to use decal solvent, such as products from for example Microscale (Set and Solve) and to cut in the carrier film/varnish to achieve a proper fit around knobs and irregular shaped details.



Spitfire PR. Mk.XIX propeller information

Swedish Spitfire Mk XIX (and Mk. XIV) could be seen with propeller blades of two different designs. One with more pointy shape of the tip (showed at left) and one with less pointy tip (showed at right), corresponding drawing number is 10130, decal (24a) and 10379, decal (24b) respectively. The propeller assemblies were balanced to a master moment, marked K or R decal (24a) or (24b) (no connection to the blade type) in the red orange disc on the master blade. The master blade was also marked with the propeller number, decal (25), this marking was individual for each assembly (containing five blades). It seems to be quite common that **all** blades were marked with the balance moment letter (K or R), rather than the master blade only. The other four blades were **supposed** to be marked with all five blade numbers with its own number written with bold letters in the middle, decals (51c). Unfortunately it's hard to tell from pictures which propeller type that is used for a particular a/c. The information about blade type and which master moment the propeller assembly is balanced to is given in the information text at each chosen individual, if it's known, unluckily it's very hard to tell, if this is not given in accident reports or detailed pictures. RS or RTS, written after the drawing number seems to be corresponding to the paint coat or the type of the sheet metal covering on the leading edge and is independent of blade type. The Rotol logotype decal (23) was applied on some propeller assemblies and can be seen on both type of blades. The sectioned brass sheets covering of the leading edge (920 mm) were sometimes painted black as the rest of the blade.

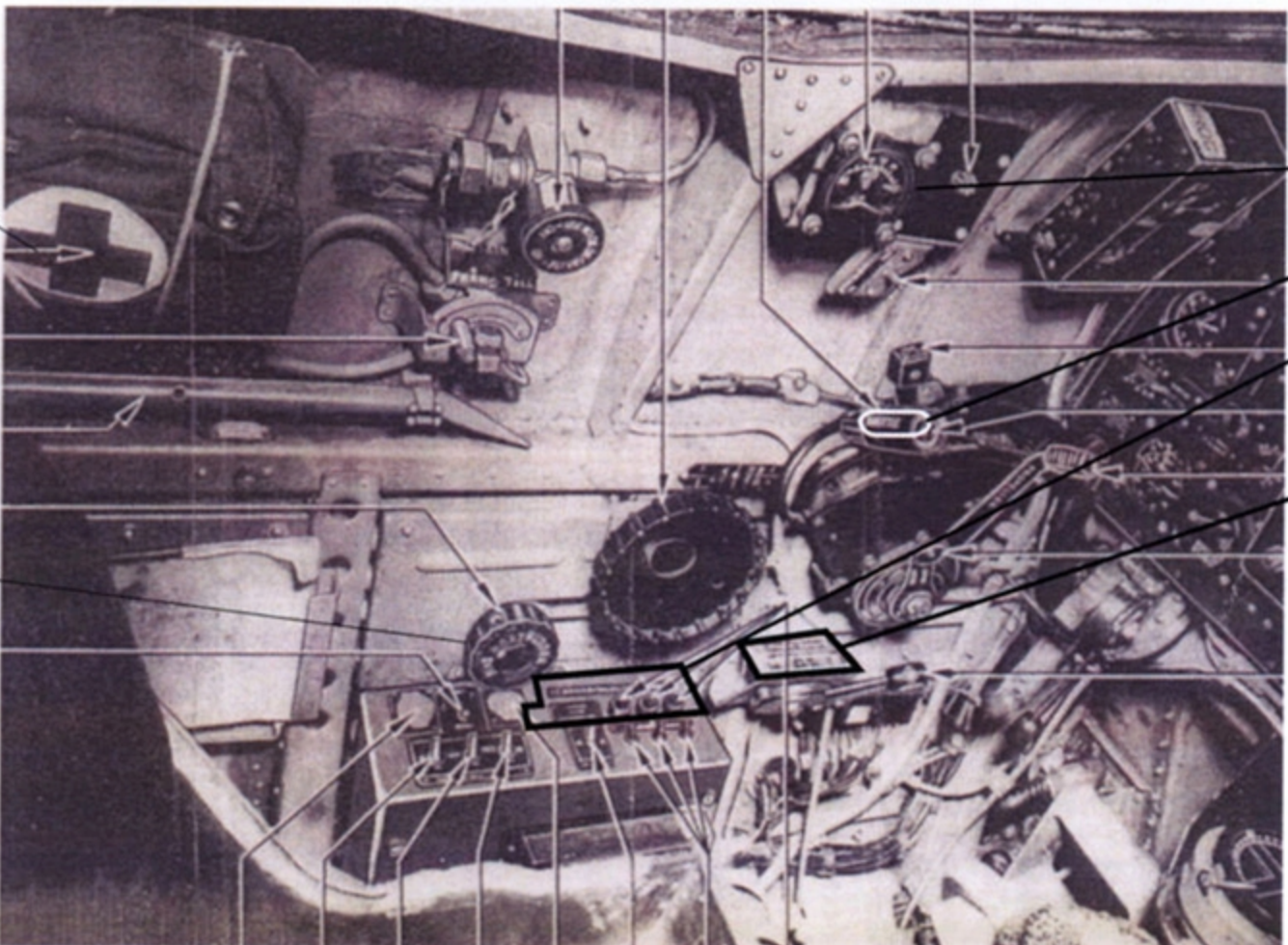




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Picture from Kjell Wahibergs "Hints for model builders, S 31"



11b

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52

43

44

48

Picture from Kjell Wahibergs "Hints for model builders, S 31"

