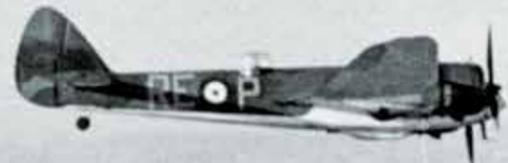
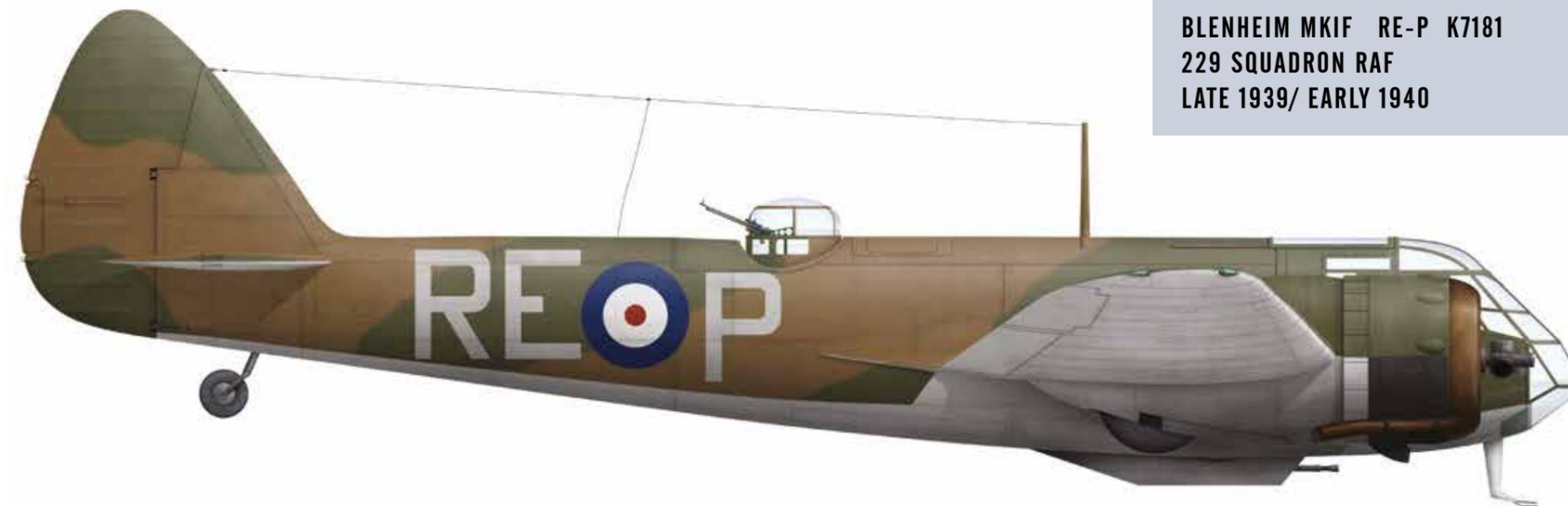
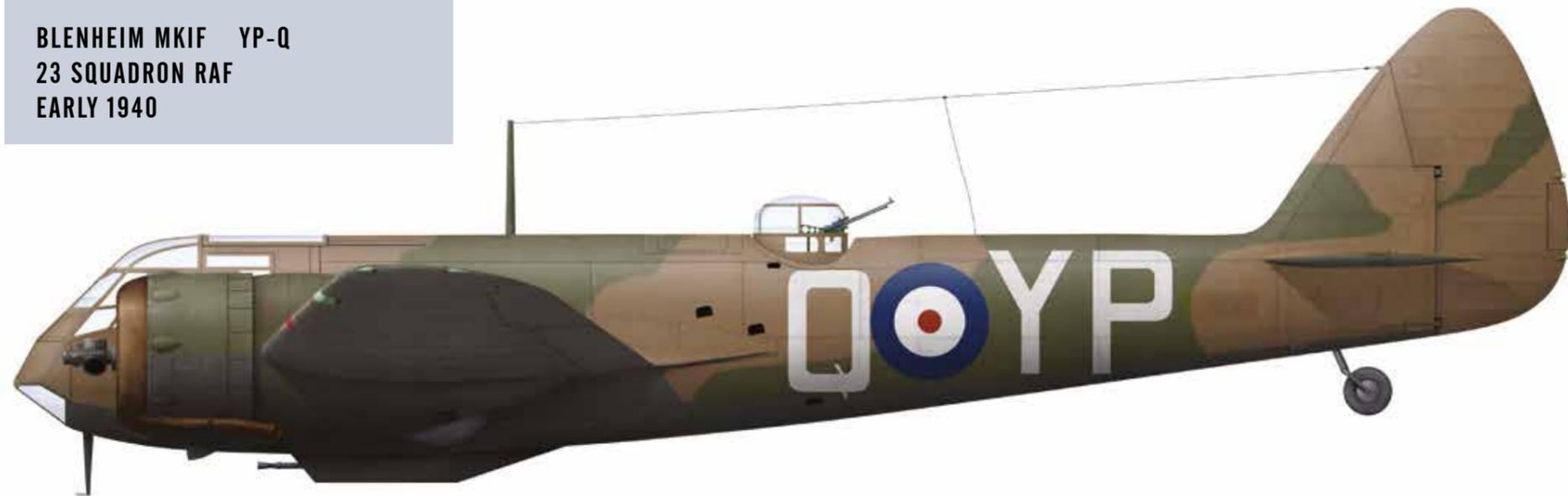


BLenheim MkIF RE-P K7181
229 SQUADRON RAF
LATE 1939/ EARLY 1940

This profile shows a Blenheim MkIF RE-P from 229 Squadron, reputed to be K7181, one of the early Blenheims. Judging from the markings it appears to date from late 1939 to early 1940. The aircraft is painted in the standard day fighter camouflage of the period, Dark Green over Dark Earth (to camouflage pattern 'B') above and the high visibility underside scheme of white for the starboard underside, black for the port underside. The demarcation between the black and white is centred along the fuselage. The aircraft displays grey fuselage code letters and the standard red/white/blue roundel. No serial number is visible and this is not unusual for aircraft of the period. Though the upper surfaces are not visible it is probable that standard red/blue roundels are present. Of note in this background photograph is the black painted engine cowling on the starboard wing which is a feature common to all three Blenheims. K7181 was one of the aircraft transferred to Egypt in June 1940, it was shot down into the sea off Mersa Matruh on 13th July 1940, Pilot officer D. A. Leas and Sergeant C. F. Burt were listed as 'missing presumed dead'.



BLENHEIM MKIF YP-Q
23 SQUADRON RAF
EARLY 1940



This is a fairly well known photograph of Blenheim MkIF 'YP Q' from 23 Squadron taken at RAF Wittering in early 1940. The aircraft has the usual Dark Green over Dark Earth camouflage to the 'A' scheme.

The undersides should be black and white (black on the port side) as the aircraft is a fighter. However 23 Squadron was a night fighter squadron and as such the aircraft may have been all black underneath. Duxford's restored Blenheim MkIF displays these markings and has been given an all black underside, however the photo shows this is not clear cut. Both undercarriage doors are visible and the starboard one can be seen to be quite a light shade, certainly it does not appear black like the port one. The aircraft is lit from the rear judging by the shadows so both the undercarriage doors are in similar lighting. This suggests they are different colours and this is not a lighting effect. Hence the aircraft was probably painted with the black and white undersides at this time.

Fuselage codes are in grey and no serial numbers are visible, it is possible these were over painted. Roundels are standard red/white/blue on the fuselage with red/blue on the upper wing surfaces. No fin flashes were displayed at this time and no under wing markings were carried.

BLENHEIM MKI-F WR-E L1336
248 SQUADRON RAF
LATE 1939/EARLY 1940



This is a very good photograph of Blenheim MkIF L1336 from 248 Squadron, probably dating from late 1939 to early 1940. The photograph is believed to have been taken at Northolt though the squadron was based at Hendon at the time. The camouflage is standard for a fighter of the period with Dark Green over Dark Earth upper sides to the 'A' scheme with black and white undersides, black on the port side, white on the starboard. There is faint evidence that the earlier yellow border to the fuselage roundel has been over painted, leaving a red/white/blue roundel.

Fuselage codes are in grey and the aircraft serial number is black. Note how close the code letters are to the roundel on the fuselage, they almost touch the roundel. Upper wings would have had the standard red/blue roundel. There appears to be an 'X' marked on the starboard undercarriage door, its purpose is unknown and appears to be either black or red.



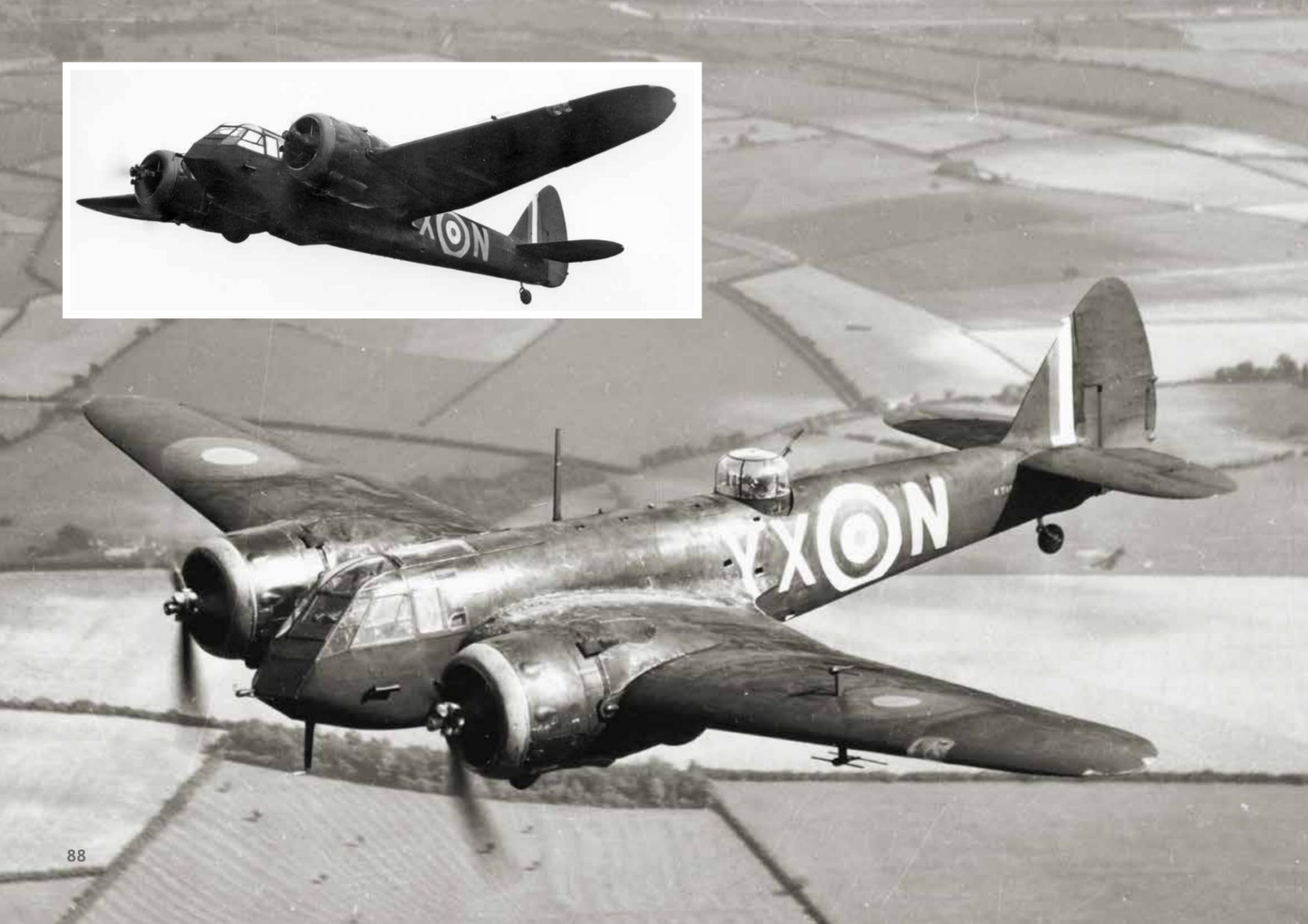
BLenheim MKI-F YX-N K7159
54 OTU RAF
SEPTEMBER 1941



Blenheims served as early Radar equipped night fighters and here is Blenheim MkIF K7159 fitted with AI Radar equipment while serving with 54 OTU. Painted in overall Special Night which was a very matt black, the aircraft looks rather worn with the upper surfaces displaying areas of the paintwork worn back to the original Dark Earth & Dark Green camouflage. Special Night was very easily damaged and quickly started to get damaged due to crew access and maintenance activities. The fuselage roundel appears to have been painted around with Special Night however the yellow border has not been re-instated where it ran over the original underside black and possibly where one of the earlier squadron letters ran over the right hand edge.

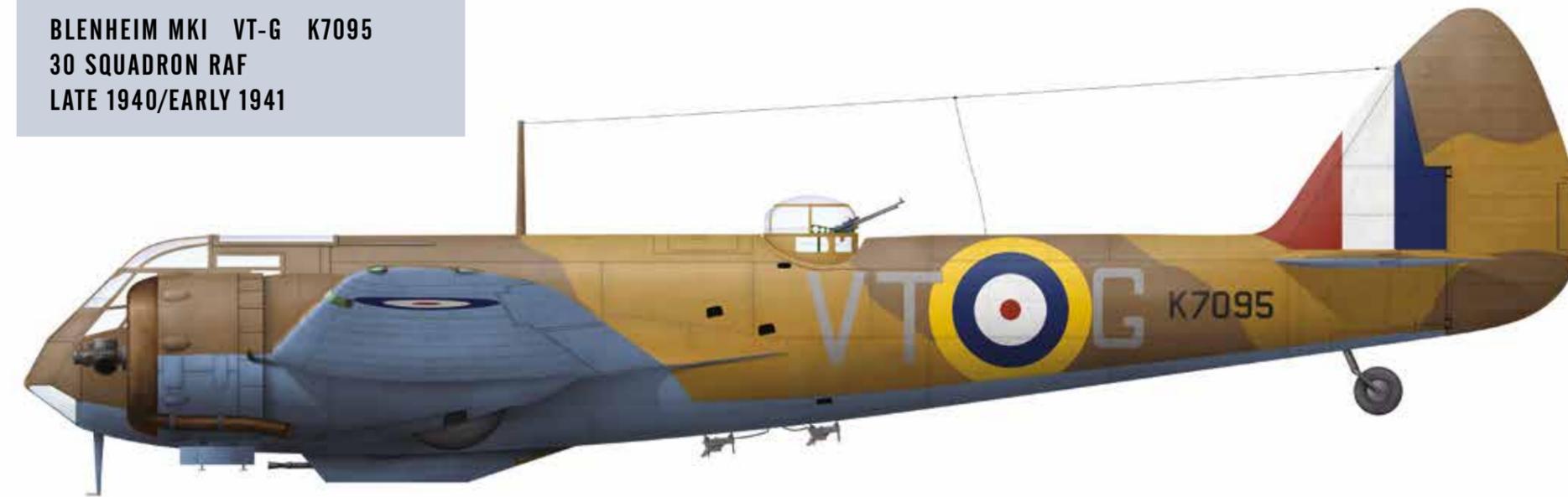
Code letters are in grey and the 'N' appears to have an outline, probably in yellow. A photograph of the starboard side of this aircraft reveals the N to be ahead of the roundel and the roundel has the yellow border clipped as per the port side. The aircraft serial number appears in small characters ahead of the tailplane and is probably red. The port wing upper roundel appears to be smaller than the starboard roundel, the outer border being over-painted in fresh black paint. The fin carries full height red/white/blue flashes. Of particular note is the rudder, there is a lighter area at the bottom of the port side which does not appear to be a lighting effect. The reason for this and what colour it might be are unknown.







BLENHEIM MKI VT-G K7095
30 SQUADRON RAF
LATE 1940/EARLY 1941



K7095, VT-G, is pictured here while serving with 30 Squadron in late 1940 to early 1941 whilst based in Greece. 30 Squadron used a mixture of MkI and MkIF aircraft, switching them depending on roles. This aircraft carries the gun pack and also a set of LSCs to give it some bombing capability. The aircraft is probably painted in the desert scheme of Dark Earth and Mid Stone (in place of the Dark Green) and should have an Azure Blue underside. While the photograph seems to indicate the use of the desert scheme upper surface colours, the underside looks rather light for Azure Blue so it may be a locally made paint.

The yellow border to the fuselage roundel has been painted around the 'T' of the Squadron code letter and the underside colour seems to have been painted over the bottom part of the yellow. The fin flashes extend the full width of the fin with the blue possibly in a slightly lighter shade than the fuselage roundel. The red of the fin flashes is angled up at the lower edge. The aircraft carries underwing roundels of the correct red/white/blue style and would have carried standard red/blue upper wing roundels. Squadron code letters are in grey. The photograph right seems to show the aircraft fitted with twin gun armament in the turret.

K7095 was lost on 11th April 1941 when it caught fire following a fight with a Ju88 near Athens. The crew successfully baled out of the stricken aircraft.

