

INDIVIDUAL HISTORY

SUPERMARINE SPITFIRE Mk.I K9942/8383M
MUSEUM ACCESSION NO.72/A/263

Originally built with Rolls-Royce Merlin II engine to contract No.B527113/36 for 310 aircraft, dated 3 June 1936.

Built by Supermarine at Woolston, Hants as No.156 of the first production batch of 174 aircraft; build number 155, cockpit c/n 6S-30225.

- 21 Apr 39 First flight at Eastleigh airfield, Hants - pilot George Pickering.
- 24 Apr 39 Allotted to No.72 Squadron re-equipping from Gladiators to Spitfires at Church Fenton, Yorks. Allocated to `A' Flight with aircraft letter `D'. (Squadron Codes SD-) Code changed to RN -D September 1939 with the outbreak of war.
- 27 Apr 39 Logbook of the late Flight Lieutenant F M (Hiram) Smith records 55-minute delivery flight from Eastleigh to Church Fenton. Assigned to `A' Flight.
- 22 Jul 39 Flown regularly from this date by Fg Officer James B Nicolson, who later became the only Fighter Command holder of the Victoria Cross. His first flight in K9942 included Air Drill and cloud flying.
- 3 Aug 39 Smith logbook records 10-minute local engine & airframe test flight.
- 15 Oct 39 Squadron moved to Leconfield.

	<u>PILOT</u>	<u>DUTY</u>	<u>TIME</u> <u>Up / Down</u>	<u>REMARKS</u>
21 Oct 39	Plt Off Oswald 'Ossie' St. John Pigg Spurnhead		Patrol off	1415 1500 No interception.
28 Oct 39	`A' & `B' Flights moved to Drem, Scotland - Squadron HQ remained at Leconfield. Flying East Coast patrol duties.			
07 Nov 39	No.72 Squadron HQ returned to Church Fenton.			
15 Nov 39	Fg Off J Nicolson	Patrol Crail	1414 1430	No enemy aircraft sighted.
22 Nov 39	Fg Off J Nicolson	Patrol	0825 0835	No enemy aircraft sighted.
23 Nov 39	Fg Off J Nicolson	Patrol Crail	1359 1446	No enemy aircraft sighted.
23 Nov 39	Fg Off J Nicolson	Patrol Crail	1359 1446	No enemy aircraft sighted.

24	Nov	39	Flt Lt F M (Hiram) Smith	Patrol Drem at 5,000ft	0900 0915	No interception.
27	Nov	39	Fg Off J W Villa	Patrol	1510 1545	No enemy aircraft sighted.
29	Nov	39	Plt Off N C H Robson	Dawn Patrol	0720 0825	No enemy aircraft sighted.
30	Nov	39	Sgt Winter	Patrol Drem at 5,000ft	0855 0932	No enemy aircraft sighted.
05	Dec	39	Fg Off J Nicolson	Dawn Patrol	0700	Nothing to report
06	Dec	39	Fg Off J Nicolson	Patrol Dunbar at 3,000ft	1146 1253	One Hudson intercepted flying up Forth at 100ft.
07	Dec	39	Fg Off J Nicolson	Patrol Clyde Area		Forced down by weather at Abbotsinch and returned to Drem the same day.
08	Dec	39	Fg Off J Nicolson	Patrol Berwick-on-Tweed at cloud base	0839 0917	No enemy aircraft sighted.
16	Dec	39	Fg Off J W Villa	Dawn Patrol	0740 0850	No enemy aircraft sighted.
10	Jan	40	Fg Off J Nicolson	Standing Patrol over coast	1300 1420	Yellow section patrol.
12	Jan	40	Fg Off Nicolson	Standing Patrol over convoy	0950 1125	
12	Jan	40	Squadron moved to Leconfield pending fog clearing at Church Fenton.			
13	Jan	40	Squadron moved to Church Fenton - mainly escorting convoys off Yorkshire coast.			
24	Jan	40	Sgt R C J Staples	Standing Patrol over convoy	1005 1138	
09	Feb	40	Fg Off J Nicolson	Convoy Patrol	0900 1058	
09	Feb	40	Fg Off J Nicolson	Patrol Catfoss at 1,000ft	1150 1308	No interception.
13	Feb	40	Sgt R C J Staples	Convoy Patrol	1156 1314	Landed at Leconfield due to weather at base.
13	Feb	40	Sgt R C J Staples	Return from	1533 1553	

Leconfield						
15	Feb	40	Sgt B Douthwaite	Convoy Patrol	1000 1153	
15	Feb	40	Fg Off O (Ossie) St.J Pigg	Convoy Patrol	1252 1439	
15	Feb	40	Fg Off J Nicolson	Convoy Patrol off Withernsea	1607 1732	
24	Feb	40	Fl Lt. F M Smith	Air raid -returned due to R/T problem.	1425 1440	
24	Feb	40	Fl Lt. F M Smith	Air Raid - bad visibility	1445 1540	
29	Feb	40	Fg Off J Nicolson	Convoy Patrol	1110	Yellow section only
02	Mar	40	Squadron moved to Acklington, Northumberland.			
03	Mar	40	Plt Off E J Wilcox	Convoy Patrol mouth of Tyne	1820 1930	
05	Mar	40	Fg Off J Nicolson	Convoy Patrol NE of Acklington	1621 1755	
07	Mar	40	Fg Off J Nicolson	Convoy Patrol Farne Island	1625 1755	
07	Mar	40	Fg Off J Nicolson	Dusk Convoy Patrol off Acklington	1848 2015	
08	Mar	40	Fg Off J Nicolson	Convoy Patrol SE Acklington 12 miles	0812 0937	
10	Mar	40	Squadron reverted to Gladiator aircraft owing to airfield being unfit for Spitfires.			
19	Mar	40	All aircraft ordered to disperse to Thornaby at dusk each day until further notice.			
25	Mar	40	Fg Off J Nicolson	Engine and airframe test	1430	Followed by practice attacks from 1735
04	Apr	40	Sqn Ldr R B Lees	Convoy Patrol	1732 1827	S of Farne Island at 10,000ft.
06	Apr	40	Plt Off R D Elliott	Interception Patrol Blyth- Tynemouth	1544 1630	No interception.

16	Apr	40	Flt Lt F M Smith	Interception Patrol	1334 1405	10 miles E of Acklington. Proved friendly.
16	Apr	40	Flt Lt F M Smith	Interception Patrol	1615 1644	No interception.
06	May	40	Fg Off J Nicolson	Night flying	1710	Nicolson's last flight in K9942.
08	May	40	Sqn Ldr R B Lees	Convoy Patrol Seaham Harbour- Tynemouth	1937 2100	
01	Jun	40	Sgt Hamlyn R F	Acklington - Gravesend	1510 1645	Squadron move. Dunkirk cover. Relieved 610 Sqn.
02	Jun	40	Flt Lt F M Smith Dunkirk	Offensive Patrol over	1845 2030	12 aircraft plus 5 from 609 Sqn. 5 enemy aircraft destroyed, 2 damaged one presumed destroyed (Ju 87s)
04	Jun	40	Sgt Hamlyn R F	Offensive Patrol over Dunkirk	0510 0745	Landed at Manston in very bad weather.

This sortie is covered in the RAFM 3/4/1 Spitfire 1 file letter from P.M. Joslin dated 21st September 2000; ' I met this plane at 7am on 4th June 1940. My father then farmed near the coast in the Lewes district of Sussex; Sgt Staples (not Hamlyn as recorded above) of 72 Squadron was piloting, and was forced to land in our 38-acre field, as he had then run out of fuel after a sortie over Dunkirk. He was asking for Gravesend where he was based at that time'. A photo, allegedly of this incident, appeared in the Daily Telegraph 11 Dec 2000, with the aircraft upended on its nose with a bent prop, which might question the other flights listed for that day.

04	Jun	40	Sgt Hamlyn R F	Patrol from Manston	0915 0930	Thick fog.
04	Jun	40	Sgt Hamlyn R F	Patrol from Manston	1450 1520	Thick fog.

All aircraft returned to Gravesend in evening.

05	Jun	40	Sgt Hamlyn R F	Patrol Dungeness at 20,000ft	2055 2150	<u>Landed wheels up at Gravesend.</u>
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Cat B damage (beyond repair on site).

<u>Totals:</u>	Operational sorties	- 38
	Operational flying time	- 40hrs 5mins

This accident ended K9942s' operational career - after 36 operational sorties and a total operational flying time of 40 hours 5 minutes.

- 21 Jun 40 To No. 4 MU Ruislip, London (Hanworth Air Park) - repaired there by General Aircraft Ltd.
- 17 Jul 40 To No. 6 MU Brize Norton, Oxon.
- 17 Aug 40 No.7 O.T.U, to which aircraft initially allocated, became No. 57 OTU Hawarden, near Chester. Coded LV-C.
- 02 Jul 41 Flown by Flight Lieutenant Tony Garforth Pickering on 30-minute air test - F/L Pickering was Test Pilot with No.57 O.T.U. Copy of logbook extract on Spitfire I file.
- 06 Feb 42 Damaged - Cat B. Heavy Landing - held off too high - undercarriage collapsed. Flown by a Canadian Sergeant pilot, who was unhurt. The Court of Enquiry put the accident down to his inexperience.
- 13 Feb 42 Repairs commenced.
- 10 Sep 42 Repairs complete - awaiting collection.
- 27 Sep 42 To No. 33 MU Lyneham, Wilts.
- 10 Apr 43 To No. 53 OTU Llandow, South Wales, possible codes MV-QG.
- 10 May 43 Unit moved to Kirton in Lindsey, Lincs.
- Whilst serving with 53 OTU, K9942 was flown by Peter Gibbs on several occasions:
- 19 Apr 43 Map reading.
- 20 Apr 43 Low Flying.
- 25 Apr 43 Cloud Flying.
- 02 May 43 Tail chase.
- 16 May 43 Advanced Air Combat.
- 17 May 43 Formation Flying.
- 22 Oct 43 Suffered Cat B Damage.
- 03 Mar 44 To No. 33 MU Lyneham after repair.
- 15 May 44 To 82 MU Lichfield (Packing Depot). Packed two days later. Fitted with Merlin s/n 34009 at this time. Airframe time 1070.45 hours. (See 82 MU log book in Archives).
- 26 Aug 44 To 52 MU Cardiff 'For Museum Purposes' as part of the Air Historical Branch initiative to retain Battle of Britain aircraft for future museum display. (Spitfire Mk.1 finally declared obsolete Feb 1945).
- 21 Mar 46 Recorded in RAF Home Census

- Sep 50 Displayed on Horse Guards Parade during Battle of Britain week, along with Hurricane 1 L1592 now in the Science Museum, South Kensington.
- Jul 51 Used as background static set-dressing for two scenes in the Battle of Britain period film 'Angels One Five', starring Jack Hawkins and John Gregson, alongside five borrowed Portuguese Air Force Hurricanes, along with fellow AHB Spitfire I P9444 as 'Nutmeg Squadron' and RAFM Hurricane I P2617. Filmed at RAF Kenley. Uncoded, with sky fuselage bands. Photo – Aeroplane May 2012 p.110.
- Sep 1951 To No.58 MU Newark, Notts.
- Later appeared in static displays on Horse Guards Parade, Whitehall during Battle of Britain Week celebrations, e.g. September 1953, 13 September 1955 (still in 1944 colours) and September 1958 (repainted in camouflage colours, but with no codes).
- Late 1955 Stored alongside many other Air Historical Branch Aircraft at No.15 MU RAF Wroughton, Wilts.
- c. Mid 1958 At Air Historical Branch store at RAF Fulbeck, Lincs.
- By Aug 1959 To No. 71 MU RAF Bicester, Oxon as travelling exhibit with exhibition flight. Maintained in post Sep. 1939 No. 72 Squadron colours as RN-V, but coded EB-T in 1960.
- Sep 59 Displayed outside Air Ministry Building, Whitehall during Battle of Britain week. Air Britain Digest Oct 59 p.116.
- 12-18 Sep 60 Displayed as EB - T in Whitehall near Horse Guards Parade during Battle of Britain Week. Photo - Flypast Apr.97 p.45; Aviation Enthusiast's Guide to London & The South-East (Cooksley) p.51; Aeromilitaria Spring 2006 p.29 (undated photo). At same location September 1961 and 1962.
- 1961 Displayed as FB-T at RAF North Weald.
- 22 Aug 64 On display at RAF Kemble, Glos with the codes FB-T (a bomber O.T.U)
- 20 Sep 65 Displayed in the Guildhall, London for reception to mark 25th Anniversary of Battle of Britain, as RN-V. Photo - Flight International 30 Sep 1965 p.599.
- May 66 Displayed at Lakenheath USAF base Armed Forces Show, again coded RN - V. Photo: Airfix Magazine Aug 66 p.387; Then carried a Sky tail band.
- By Jul 1967 To RAF Henlow, Beds, loaned by MOD to 'Spitfire Productions' for use in making of the film 'Battle of Britain'. 'Now ready for engine runs' (Control Column July 1967) May have 'donated' parts to other Spitfires used in the film. It was assembled at Henlow, but not actually used - instead it was sent back to No. 71 MU. Photo: Air Pictorial Sept 1967 p, 326.
- Used at this time instead for filming at Henlow of 'The Devil's Brigade' along with Spitfires P7350 and BM597.
- Sep 67 Displayed at Summerfield Park, Birmingham as part of RAF Exhibition using 71MU display aircraft including Hurricane P2617 now at Hendon. Photo – Aviation in Birmingham p.117.

- Jun 68 Displayed statically at Abingdon for the RAF's 50th anniversary exhibition - resprayed for the event, (work completed 8 February 1968) with RN-V codes as for No 72 Squadron post Sep.1939 and inaccurate silver rear fuselage band. Photos: Aeromodeller Sep 68 p.470; Flypast April 2000 p.102.
- 08-15 Sep 68 Displayed at Horse Guards Parade for Battle of Britain display, repainted into pre-war No.72 Squadron colours as SD-V. Photos: Aeromodeller Nov 68 p.575; Vintage News 2000 p.17. This is incorrect for the aircraft, which flew as SD - D and RN - D when with 'A' Flight of that squadron.
- Oct 68 Displayed in Coventry City Centre, Warwicks.
- Apr 1970 Displayed with cockpit open to the public at the Southend, Essex airshow.
- 1970 Displayed at Wavertree, Liverpool.
- Sep 1970 Displayed on Horse Guards Parade. Photo - Wingspan International Mar/April 2001 p.7.
- Sep 1971 Displayed at Battle of Britain day show at Abingdon.
- 09 Nov 71 Moved to RAFM Hendon, in its 72 Squadron colours, as the oldest complete extant Spitfire (although parts of 64th production machine K9851 – ff 23 January 1939- extant in Birmingham 2016 as basis of rebuild project). Transported by No.71 MU, who repainted the aircraft. Photo at Hendon - Aircraft Illustrated Mar 86 p.152.
- 5 Sep 73 Allotted RAF Maintenance Serial 8383M.
- Sep 76 Undercarriage Pintle exchanged with BBMF.
- Jul 93 Received undercarriage repairs at Hendon by Cardington Staff.
- 20-22 Oct 97 Dismantled and removed from display prior to restoration by the Medway Aircraft Preservation Society. Replaced on display by Spitfire Vb BL614 restored by the same group.
- 27 Oct 97 Fuselage to RAFM RC&RC RAF Cardington, Beds and wings to Rochester, Kent for restoration.
- 20 May 98 Fuselage moved from Cardington to Rochester for restoration. Photos under restoration - Flypast Nov 1999 p.14 and April 2000 pp.102-105. Photo of original DH airscrew badge -Flypast Nov 1999 p.14. The 1,000 hours of work included some 35 major demodifications, such as removal of the armoured windscreen, replacement of the balloon sided canopy with a slab sided example with access panel, installation of hand pump undercarriage lever, replacement of metal covered ailerons with fabric, aluminium pilot's seat rebuilt, and ring and bead sight replacing the reflector gunsight. During restoration, a nest (? mouse) was found in the starboard wing, as was evidence of battle damage in the fin and tailplane. Both wings found with Castle Bromwich maker's marks, so post 1939 - possible 1942/43 accident damage replacements. See also Aeroplane September 2013 p.38.
- 3 Aug 98 Aircraft donated to RAF Museum by MoD.
- 8 Oct 00 Moved from MAPS workshop to hangar at Rochester Airport for re-assembly. Photo - Flypast Dec 2000 p.6. Photos of completed cockpit and fuselage - Air Pictorial Dec 2000 p.804.

- 31 Oct 00 Formal handover of completed aircraft to RAFM by MAPS at Rochester. Photos as completed; Flypast January 2001 p.22, 51-54; Flypast Airshow Guide 2004 p.20; Flypast April 2009 p.92.
- 7 Dec 00 Delivered by road to RAF Museum Hendon; assembled by MAPS members in main aircraft hall on 11 Dec 00. Photo - Wingspan International March/April 2001 p.7. Photo on display; Flypast April 2001 p.83.
- 15 Nov 02 By road to RAF Museum, Cosford, Salop following dismantling from 12th November, to make way for the EH-101 PP8 delivered to Hendon the following week. Photo arriving at Cosford; Flypast January 2003 p.6. Photos on display – Flypast June 2010 p.55 (plus cockpit shot); Aviation Classics – Supermarine Spitfire pp.112 – 117; RADAR Issue 4, Winter 2014, p.27 and Issue 10 Summer 2015 p.27.

Although this is the oldest intact Spitfire, parts of the 64th production example, K9851, ex 19 squadron, are held by John Fawke in Solihull, Birmingham. Flew at Eastleigh 23 January 1939; to 2467M, Kirkham, Lancs March 1941; cut up and buried on site and later rediscovered.

TEXT; ANDREW SIMPSON