

# BRISTOL BEAUFORT MkI



## SKINPACK

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It includes 11 skins for the Bristol Beaufort MkI used by the RAF on several fronts during WW2.

The Bristol Beaufort was a twin-engine torpedo bomber designed and developed by Bristol from experience gained with the earlier Blenheim light bomber.

Beauforts first saw service with Royal Air Force Coastal Command and then the Royal Navy Fleet Air Arm from 1940, until they were withdrawn from operational service in the European theatre in 1942. RAF Beauforts flying from Britain operated as torpedo bombers, conventional bombers and mine-layers and were then used as training aircraft until being declared obsolete in 1945.

Beauforts also saw lots of action in the Mediterranean. Beaufort squadrons based in Egypt and on Malta helped to destroy Axis shipping supplying Rommel's Afrikakorps in North Africa.

Beauforts were most widely used, until the end of the Second World War, by the Royal Australian Air Force in the Pacific theatre.

Although designed as a torpedo-bomber, the Beaufort more often flew as a level-bomber. The Beaufort also flew more hours in training than on operational missions and more were lost through accidents and mechanical failures than were lost to enemy fire.

There are 3 versions of the Beaufort in the II-2 stock game (non modded): The MkI early, the MkI late and the MkII. These skins will fit both MkI versions but not the MkII. So please put them in the appropriate folders.

Generic pattern, blanks and No Number skins are included as well: 34 skins in total

Happy flying

Thanks to M4T and A&A for hosting!

Regards




## THE SKINS



"K for Killer"

**Bristol Beaufort Mk1 - W6498 AW  K of No.42 Sqn. RAF,**  
**Leuchars, Scotland 1941**

K for Killer - See picture above

**Bristol Beaufort Mk1 – N1016 OA  X of No.22 Sqn. RAF,**  
**St Eval, England 1941**

Flown by Flying Officer Kenneth Campbell VC and his crew, who single handedly (as the rest of the formation returned home due to bad weather and not finding the target) attacked the battle cruiser Gneisenau in Brest harbour on April 6th 1941, severely damaging it and knocking it out of the war for over a year.

Sadly he and his crew would never have known as they were shot out of the air by murderous anti-aircraft fire, and crashed into the harbour even before their torpedo would have hit. There were no survivors. The Germans buried them with full military honours.

F/O Campbell, was posthumously awarded the Victoria Cross

**Bristol Beaufort Mk1 – LR906  42 of No.2 Torpedo Training Unit RAF,**  
**Castle Kennedy, Scotland 1943**

Torpedo training was quite difficult to set up. Shallow water was needed to recover training duds. Torpedoes usually sank by 20 to 50 feet before making its run. Turnberry in south-west Scotland was selected. These Torpedo Training Units (TTU) were formed in January 1943. Training in this regard enabled the Command to cope with increasing demands for trained aircrews.

## **Bristol Beaufort MkI – W6519 Y of No.39 Sqn. RAF, Wadi Natrum, Egypt 1941**

No.39 Squadron began and ended the Second World War as a regular bomber squadron, but spent the four years from January 1941-January 1945 operating as a maritime reconnaissance and anti-shipping squadron, serving around the Mediterranean.

In the years before the Second World War No.39 Squadron had been based in India, but in August it took its Blenheims to Singapore. In April-May 1940 the squadron moved west to Egypt, but in May, with Italian entry into the war increasingly likely, the squadron moved to Aden.

After Italy entered the war No.39 Squadron made a series of bombing raids on targets in Italian East Africa, supporting the British invasion of Eritrea.

In January 1941 the squadron converted to the Boston Maryland, and flew them alongside the last Blenheims on maritime reconnaissance missions from Egypt. August saw the arrival of the Bristol Beaufort torpedo-bomber, along with a number of crews from No.86 Squadron, although the first torpedo attack would not be made until 23 January 1942 (a unsuccessful attack on a 20,000 ton liner). Anti-shipping operations began earlier, in September 1941, and in October the squadron began to take part in Operation Plug, an attempt to prevent enemy shipping from operating in the waters around Greece and Crete.

## **Bristol Beaufort MkI – DE111 V of No.39 Sqn. RAF, Gianiactis, Egypt late 1942**

During the first part of 1942 a detachment from the squadron was based on Malta, and in August 1942 that detachment merged with ones from Nos.86 and 217 Squadrons to form a complete squadron. Those members of No.39 Squadron still in Egypt joined No.47 Squadron.

The squadron remained on Malta until February 1943 (apart from a brief period back in Egypt in October-November 1942). During this period the squadron carried out an attack on the Italian battle fleet (15 June), hitting one battleship and one destroyer. Its main duties were mine-laying sorties and attacks on enemy shipping. At the end of 1942 the squadron operated in support of Operation Torch, the Allied invasion of North Africa.

In June 1943 the squadron moved to Protville (Tunisia) to convert to the Bristol Beaufighter.

## **Bristol Beaufort MkI – 761 W of No. 16 Sqn. SAAF, Madagascar, 1942**

No.16 Squadron, S.A.A.F., went through three incarnations during the Second First World, first as a coastal reconnaissance unit, then as a bomber unit in East Africa and finally as a maritime patrol squadron in the Mediterranean.

The squadron was formed for the first time on 14 September 1939 as a coastal reconnaissance squadron, equipped with three Junkers Ju 86s taken over from South African Airways.

On 1 May 1941 No.16 Squadron, SAAF, was formed for the second time, this time at Addis Ababa, where it inherited the Junkers Ju 86s of No.12 Squadron, along with a number of Martin Marylands. These bombers were used against the remaining Italian positions in East Africa, until on 22 August 1941 the squadron was disbanded.

On 4 September 1942 No.16 Squadron was reformed for the third time by the renumbering of No.20 Squadron in Madagascar. The squadron used its Marylands and Beauforts in the campaign against the Vichy French garrison of the island, before in November 1942 moving to Kenya, where it began to convert to the Bristol Blenheim.

The Blenheims were used to mount coastal patrols from Kenya over the winter of 1942-1943, before in April 1943 the squadron began to move to Egypt. Coastal Patrols resumed for a short period, before in June 1943 the squadron converted to the Bristol Beaufort I torpedo bomber. These aircraft were used without torpedoes, to conduct more coastal patrols. Offensive operations only began after the arrival of rocket-armed Bristol Beaufighters in December 1943. Anti-shipping sweeps over the Aegean were flown from February until August 1944.

Eventually a shortage of targets meant that the squadron was free to move to Italy, where it found more targets in the Adriatic. Anti-shipping strikes were flown alongside attacks on German bases in Yugoslavia.

The squadron disbanded on 15 June 1945.

### **Bristol Beaufort MkI – DD959 Q of No.217 Sqn. RAF, Luqa, Malta 1942**

This aircraft was shot down on operations on June 22<sup>nd</sup> by Junkers Ju-88.

Note the extreme edge of cowling rings which have been painted in white to aid night time ground handling on blacked out airfield.

### **Bristol Beaufort MkI – DW891 Q of No.217 Sqn. RAF, Vavuniya, Ceylon, 1944**

On 15 March 1937, No. 217 squadron reformed as a general reconnaissance squadron at Boscombe Down equipped with Ansons. On the outbreak of WW2, it took up its station and began flying patrols over the western approaches to the English Channel. For the next two years it was based at St. Eval which it occupied in an unfinished state in October 1939.

In May 1940 No.217 began to receive Beauforts but teething troubles prevented these from being used operationally until 25 September and the Ansons did not end their patrols until December. The Beauforts concentrated on attacks on enemy shipping and mine laying until transferred to Ceylon in May. The aircraft flew out via Gibraltar and Malta where they spent two months attacking enemy shipping in the Mediterranean.

The ground echelon arrived in Ceylon in August where it received Hudsons for anti-submarine patrols, the Beauforts having been retained in the Middle East. New Beauforts began to arrive in April 1943, and by July the squadron had reverted to a strike unit, re-equipping with Beaufighters in July 1944.

The Japanese made no further attempts to attack Ceylon and No. 217 spent its time defensively until May 1945, when it was posted to Cocos Island to prepare for invasion in Malaya. This was forestalled by the Japanese surrender and the squadrons aircraft never did get to Coco's but moved from Vavuniya in Ceylon to Gannavram in Southern India in June 1945 where it stayed until disbanded on 30 September 1945.

## **Bristol Beaufort MkI – L4510 Torpedo Development Unit. RAF, Gosport, UK 1940**

The Aircraft Torpedo Development Unit was established by the Air Ministry at Gosport in 1921 to undertake the development of aerial torpedoes and mines and the means of carrying them and of delivering them from aircraft.

Every type of aircraft used by the RAF and FAA capable of dropping a torpedo was evaluated at Gosport, including of course the Beaufort.

## **Bristol Beaufort MkI – AW240 A of No.69 Sqn. RAF, Luqa, Malta summer 1941**

This aircraft originally belonged to the No.39 Squadron operating from Egypt. Two aircrafts were employed as a stopgap solution, when replenishment of Marylands was lagging behind for No.69 Sqn.

The Beauforts then returned to their original units in September, and came back again to replace Blenheims MkIV this time...

The No.69 Sqn was formed on 10 January 1941 and over the next three years it operated the Martin Maryland, Bristol Beaufighter, Hawker Hurricane, Supermarine Spitfire, Bristol Beaufort, Bristol Blenheim, de Havilland Mosquito and Martin Baltimore.

Most important of these were the Maryland, which made up the bulk of its strength until May 1942, the Spitfire, which then took over the reconnaissance tasks and the Baltimore, which was used for anti-submarine patrols.

## **Bristol Beaufort MkI – L9965 T of No.42 Sqn. RAF, Mediterranean, 1942**

On 5 June 1940 the No.42 Squadron flew its first mission with the Bristol Beaufort. The same month saw the squadron carry out an attack on the Scharnhorst (21 June) in which three aircraft were lost. The squadron flew a mix of anti-shipping and mine laying operations, operating in both the English Channel and off the coast of Norway.

At first the squadron's aircraft operated unescorted and suffered heavy casualties, but after October 1941 an escort of Beaufighters was provided. German capital ships remained a target, with the Lutzow hit in June 1941 and the Prinz Eugen on 17 May 1942.

In June 1942 the squadron prepared to move to the Far East. The aircraft were flown out via the Mediterranean, arriving in time to take part in the fighting before and after the battle of El Alamein. The squadron's aircraft were used by Nos.39 and 47 Squadrons, while its aircrews operated with No.47 Squadron.

No.42 Squadron finally reformed in its own right on Sri Lanka in December 1942. In February 1943 it converted to the Bristol Blenheim, and on 16 March 1943 began a short period of bomber operations over Burma.