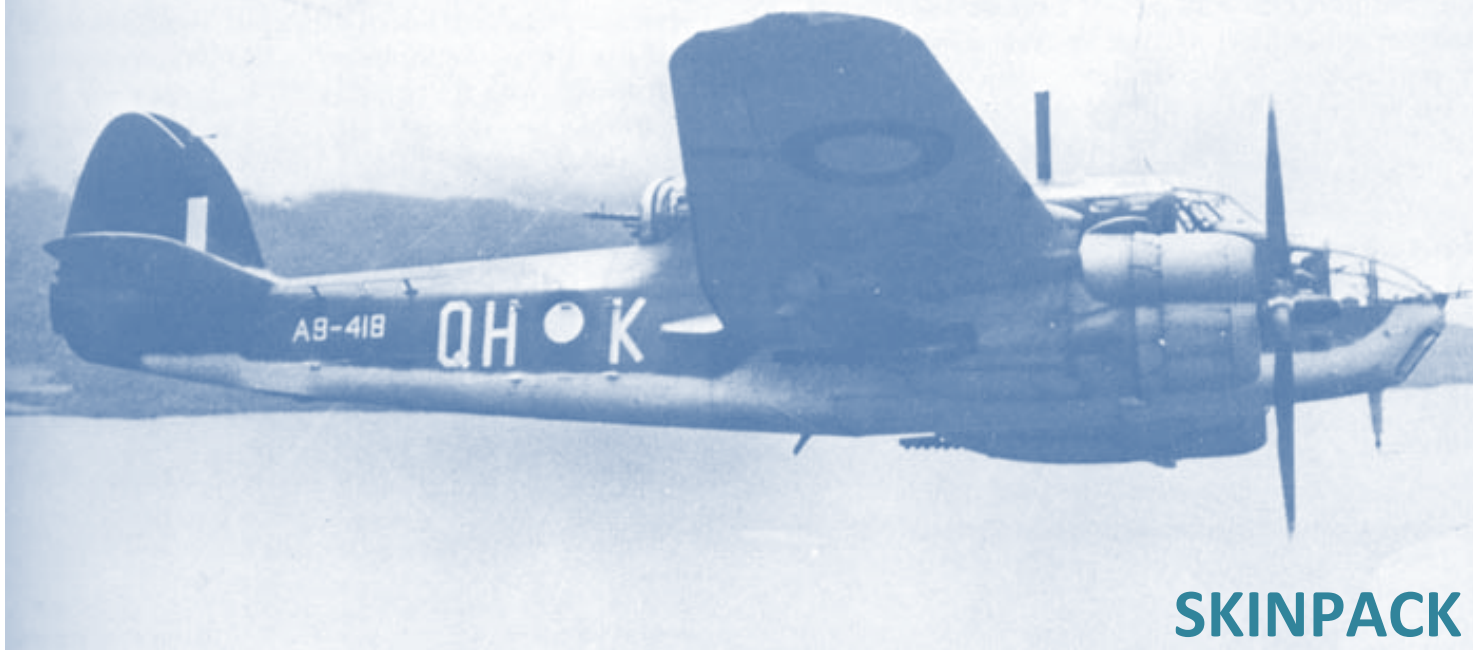


BRISTOL BEAUFORT MkII



SKINPACK

Thank you for downloading this skin pack

It includes 12 skins for the Bristol Beaufort MkII used by the RAF and the RAAF on several fronts during WW2.

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

The Department of Aircraft Production (DAP) Beaufort formed an important part of the striking and reconnaissance powers of the Royal Australian Air Force through the middle years of the Second World War - through 4 different Marks/Variants and a production run of around 700, this aircraft equipped a number of front-line squadrons.

Plans for production of Beauforts in Australia were initiated in September 1939 using mainly British built components, but by July 1941 the first wholly Australian Beaufort was produced.

Beauforts were used by the RAAF principally in New Guinea and SW Pacific Islands, although operations ranged from Bougainville to Borneo. They played a prominent part in the Battle of Bismarck Sea in which 22 Japanese warships and transport vessels were sunk. They also helped in the isolation and final defeat of Japanese fortress at Rabaul. A very rugged aircraft, they were capable of flying after incurring heavy battle damage. Late in WWII, several Beauforts were converted to a transport role and known as Beaufighters.

There are 3 versions of the Beaufort in the IL-2 stock game (non modded): The MkI early, the MkI late and the MkII.

Australia built "early" and "late" (Mark VIII) models which differ primarily in the centre fuselage/turret cut-out configuration, in a similar way to the British built Mark II, so the Mark II version in the game is used for Australian Beauforts skins

These skins will fit MkII versions but not the MkI (neither early nor late). So please put them in the appropriate folder. Generic pattern, blanks and No Number skins are included as well: 27 skins in total

Happy flying

Thanks to M4T and A&A for hosting!

Regards




THE SKINS



Line-up of 100 Squadron RAAF Beauforts

Squad of Bristol Beaufort MkVIII of No.100 Sqn. RAAF, Tadji, New Guinea, 1944

A9-439 – QH  J

A9-486 – QH  M

A9-418 – QH  K

A9-216 – QH  V

The No. 100 Squadron RAAF was the first unit to introduce the Beaufort into operational service. The unit had formed at Richmond, New South Wales, on February 25, 1942, and moved to Mareeba, Queensland, in May.

On June 25, seven aircraft were deployed to Port Moresby to make a low-level night strike against a Japanese ship approaching Lae, with a concurrent diversionary attack against Salamaua. The ship was sunk but one Beaufort was lost and another was badly damaged.

No. 100 Squadron, in conjunction with No. 30 Squadron Beaufighters making their first operational sortie, also made the first RAAF operational torpedo attack on September 7 on a Japanese convoy withdrawing its forces from the failed Milne Bay operation.

Flying from bases in eastern New Guinea No. 100 Squadron flew reconnaissance patrols and anti-shiping and bombing missions against the Japanese in the Solomon Islands and New Guinea

mainland. While the squadron participated in the Battle of the Bismarck Sea it was not successful in sinking any ships in this battle and operated solely in the level bombing role from March 1943.

As a level bomber squadron No. 100 Squadron conducted bombing missions against Japanese facilities throughout New Guinea and surrounding islands, including the key base at Rabaul. The Squadron continued in this role until the end of the war and was disbanded at Finschafen on 19 August 1946.



Wave of 100 Squadron RAAF Beauforts (overall painting in Foliage green)

Bristol Beaufort MkVIII – A9-427 – QH B of No.100 Sqn. RAAF Madang, New Guinea 1945

This aircraft received its nose art "Superman" after a major overhaul including re-equipment with Hamilton standard propellers and repaint in foliage green.

The aircraft flew 145 combat missions



Bristol Beaufort MkVIII – A9-500 – WOOD of No.15 Sqn. RAAF

Middleburg Island, New Guinea 1945



LEFT TO RIGHT:
F/Lt Harry Reginald Silcock, Pilot
FO Alfred Edward Sage, Navigator;
FO John Wall Baxter, WT Operator;
PO Joseph Henry Siddall, Air-Gunner.



This aircraft, the 500th Beaufort built by DAP Australia, and as the nose art indicates, it has been giving the Japanese a warm time. It was named after the two towns in South Australia, in recognition of the fulfilment of their third victory loan quota.

No. 15 Squadron was formed in January 1944 and initially flew anti-submarine patrols off the east coast of Australia. From September that year elements of the squadron took part in the New Guinea Campaign, and the main body of the squadron moved to New Guinea in March 1945.

No. 15 Squadron headquarters in New Guinea was relocated to Madang Airfield and a detachment was established at Middleburg Airfield off the north-west tip of New Guinea shortly afterwards.

The base established by No. 15 Squadron at Middleburg Island, was just big enough for a good airstrip and camp area.

Its duties in New Guinea included anti-submarine and anti-barge patrols as well as attacking Japanese positions.



No. 15 Squadron was demobilised after the end of the war, and was formally disbanded in March 1946.

Bristol Beaufort MkVI – A9-75 – G of No.6 OTU RAAF, Nowra, Australia 1943

No. 6 Operational Training Unit (6OTU) was formed at RAAF Base Nowra on 5 June 1943 to provide DAP Beaufort aircrew with training in torpedo dropping procedures and tactics.

The Unit also supported the RAAF's torpedo training and trials unit. Training was made as realistic as possible, and the converted ferry HMAS Burra-Bra was often used as a target ship.

6OTU was disbanded on 31 March 1944.

Bristol Beaufort MkVIII – A9-432 – J MT of No.32 Sqn. RAAF, Tadj, New Guinea, 1945

The No. 32 Squadron was originally established as a reconnaissance and bomber unit, equipped with Lockheed Hudson aircraft, at Port Moresby on 21 February 1942. After an active campaign in New Guinea, conducting anti-submarine and anti-shipping patrols, flying bombing sorties against enemy airfields and flying boat bases, as well as conducting reconnaissance and supply missions, the Squadron was redeployed to Sydney in September 1942.

In March 1943, the Hudsons were replaced by DAP-built Beaufort, which it used until the end of the war. The squadron was disbanded in November 1945.

Bristol Beaufort MkVI – A9-66 – 66 of No.1 OTU. RAAF, East Sale, Australia, 1943

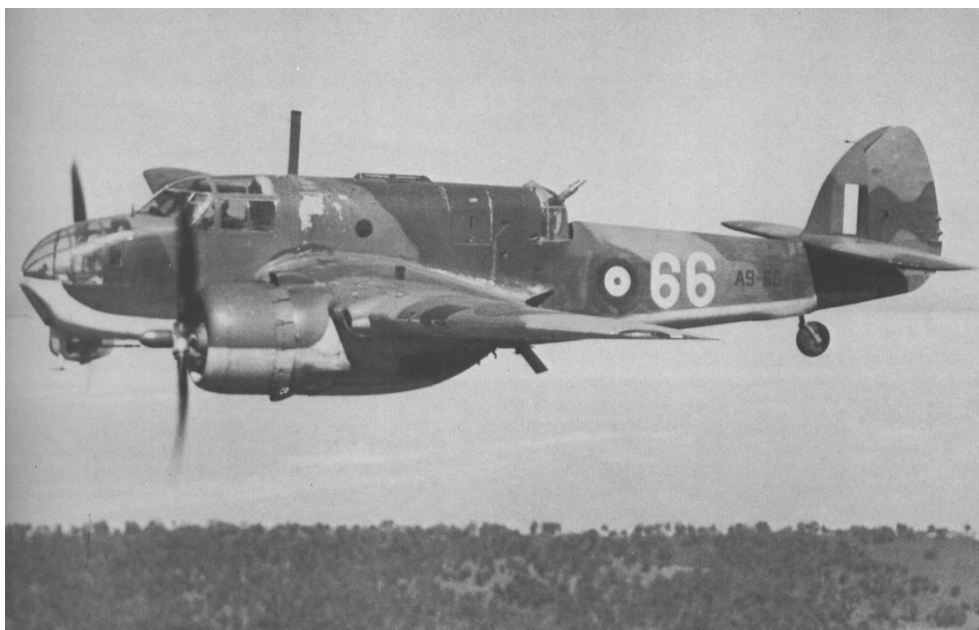
No. 1 Operational Training Unit (No. 1 OTU) was an operational conversion unit of the Royal Australian Air Force (RAAF) during World War II. Formed in December 1941 at RAAF Station Nhill, Victoria, it relocated to RAAF Station Bairnsdale in mid-1942, and then to RAAF Station East Sale the following year.

No. 1 OTU's primary role was to train aircrew for multi-engined aircraft operations. At its peak of activity in August 1944, it was operating over 130 aircraft, the most numerous being Bristol Beauforts.

Its aircraft and personnel also conducted transport missions in New Guinea and maritime patrols in southern Australian waters. Following the end of hostilities, the unit was disbanded in December 1945.



A9-66 and A9-102 in flight in 1943



Bristol Beaufort MkII – DD896 G of No.39 Sqn. RAF, Luqa, Malta Late 1942

The No. 39 operated Bristol Blenheim and Martin Maryland out of Egypt before converting to Beaufort in August–September 1941 for anti-shipping operations, at first armed with bombs but from January 1942 adding torpedo attack to its roles.

The No.39 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. 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 MkII – AW347 – BX S of No.86 Sqn. RAF, Skitten, Scotland 1942

No.86 Squadron served with Coastal Command during the Second World War, first flying anti-shipping strikes with the Blenheim and Beaufort before converting to the very long range Liberator to fly anti-submarine patrols.

The squadron formed at Gosport on 6 December 1940. Operations began on 28 March 1941, and the squadron used its Blenheims on convoy escort duty until June. In June the Beauforts arrived, and in mid-July minelaying operations began. These were followed by reconnaissance and air-sea rescue duties, before in November 1941 the squadron began to train to use its Beauforts as torpedo-bombers.

The first torpedo-bomber sorties were flown on 12 December 1941. Early in 1942 the squadron moved south-west to St. Eval, and spent three months flying anti-shipping missions off France, before moving to Scotland to perform the same duties off Norway.

In July 1942 the squadron's Beauforts were sent to the Middle East and the squadron was reduced to a cadre, in preparation for the arrival of the Liberator.



Bristol Beaufort MkII – W6476 – AW G of No.42 Sqn. RAF, Leuchars, Scotland 1941

No.42 Squadron began the Second World War as a torpedo bomber squadron equipped with the obsolete Vickers Vildebeest, and performed that role for the first half of the war. It then briefly operated in the Mediterranean at the time of the battle of El Alamein, before moving on to Burma, where it spent the remaining years of the war operating as a fighter bomber squadron.

On 5 June 1940 the 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.