



Aircraft Specification

Supermarine Spitfire Mk. IX

MH415

The Spitfire is a short-range, high-performance interceptor aircraft designed by R. J. Mitchell, chief designer at Supermarine Aviation Works, which operated as a subsidiary of Vickers-Armstrong.

This aircraft; MH415 (now registered G-AVDJ), was built by the Castle Bromwich Aeroplane Factory as a Mk. IX aircraft under construction number CBAF 5542 in 1943.

On the 24th September 1943, MH415 claimed a FW-190 'victory' north-west of Amiens in France whilst being flown by F/O Desmond F. Ruchwaldy during 'Ramrod 242', a mission to escort 12 Mitchell bombers detailed to attack the Amiens Marshalling Yards.

This aircraft is a truly exceptional example being over 95% complete of original parts. MH415 stayed fully assembled (other than for shipping and maintenance) from its date of manufacture right through to the commencement of its restoration in 2015 (completed to airworthy 2021). A truly remarkable aircraft with documented WWII combat history.

Aircraft Specification

Manufacturer	Vickers-Armstrong (Supermarine)
Model	Spitfire Mk. IX
Serial Number	CBAF 5542 (MH415)
Year	1943
Airframe Hours	6:00 (six) hrs +/- SMOH
Registration	G-AVDJ (UK Registry)
Certification	UK CAA Permit to Fly
Engine	Rolls Royce Merlin 66
Engine TSO	11:00 (eleven) hrs +/-
Propeller	Rotol R12/4F5/4
Livery	Presented in superb condition in the livery scheme of RAF 222 (Natal) Squadron ZD-E, as flown between October to December 1943.
Interior	Presented in original WWII specification with all original items.
Avionics	Trig TY91 8.33 Transceiver Trig TT22 Mode S transponder
History	<p>MH415 is one of the most original airworthy Spitfires in the world! With over 95% of its original components used during the restoration, this aircraft is a truly exceptional example.</p> <p>The full military history and civil history of the aircraft is well documented (see “Military History” and “Civil History” attached). The original RAF Operations Record Books for the aircraft are contained within the aircraft records (for reference see “WWII Operational History” attached).</p> <p>MH415 has a documented ‘victory’ on 24 September 1943; flown by F/O Desmond F. Ruchwaldy with 129 Sqn, MH415 shot down a FW-190 whilst flying on fighter escort mission “Ramrod 242”.</p> <p>During 1968 the aircraft starred in one of the most famous movies of all time “The Battle of Britain” (released September 1969).</p> <p>Save for shipping and maintenance, the Aircraft remained in a fully assembled condition from the date of manufacturer right through to its restoration in 2015 (completed 2021). The aircraft is now fully airworthy and simply a superb example!</p>

Pictures





TASC
VINTAGE

Vickers-Armstrong (Supermarine)
Spitfire Mk. IX
S/N CBAF 5542 (MH415)

Aircraft subject to prior sale or withdrawal from the market.
Information provided subject to verification by customer at time of sale.

MILITARY HISTORY OF MH415

DATE	REPORT
28 May 1942	Ordered under contract No. B981687/39, MH415 was part of the seventh order which was initially for 2,190 Mk.Vb aircraft but was later changed to become a mixture of Mk.Vb, IX, & XVI
June - August 1943	MH415 was built at the Castle Bromwich aeroplane factory (CBAF), Birmingham as an LF Mk.IX fitted with a Rolls Royce Merlin 66 with the serial batch MH413-MH454. Allocated the cockpit c/n CBAF IX 553 and firewall c.n CBAF 5542
13 August 1943	Delivered to 129 (Mysore) Squadron at RAF Hornchurch. Allocated the codes DV-G, MH415 became the personal aircraft of Sqn Ldr Henri Gonay (DFC, Croix de Guerre, Palme D'Or) and flew twenty-seven (27) operations together
24 September 1943	MH415 claimed a Fw-190 destroyed north-west of Amiens whilst being flown by F/O Desmond F. Ruchwaldy during Ramrod 242, a mission to escort 12 Mitchell bombers detailed to attack the Amiens Marshalling Yards
4 October 1943	Transferred to 222 (Natal) Squadron based at RAF Hornchurch. MH415 was allocated the codes ZD-E. MH415 flew eighteen (18) missions with the squadron, predominantly bomber escort duties over Northern France
2 January 1944	Transferred to the Air Fighting Development Unit (AFDU) at RAF Wittering
28 September 1944	Allocated to 126 (Persian Gulf) Squadron at RAF Bradwell Bay, Essex
10 January 1945	To Vickers Armstrongs at Oxford for repair and modifications
12 January 1945	Returned to 126 Sqn at RAF Bradwell Bay
19 January 1945	To 6 MU at RAF Brize Norton
6 February 1945	To De Havilland, Witney for overhaul
29 May 1945	To 9 MU at RAF Cosford for storage
16 August 1946	Sold to the Netherlands Air Force
17 August 1946	To 76 MU at RAF Wroughton
26 September 1946	To 47 MU at RAF Sealand for packing
Early May 1947	Transferred to Tilbury docks, Essex and loaded aboard the 'SS Rotti' for shipment to the Dutch East Indies.
13 July 1947	Arrived at Batavia, Java. Transferred to Kalidjati airfield
22 December 1947	First flight following reassembly. Based at Semarang airfield with 322 Squadron in a ground-attack role, MH415 was allocated the codes H-108, then later H-65
July 1950	MH415 shipped to Holland and stored at Rotterdam docks
30 April 1952	Sold to the Belgian Air Force
14 February 1953	Test flight following overhaul by Fokker N.V. at Schiphol airport
8 April 1953	Delivered to the Belgian Air Force. Allocated codes SM-40 L'Ecole de Chasse at Koksijde
Early June 1956	Sold to Belgian company COGEA to fulfil a target towing contract with the Belgian and NATO armies. Delivered to COGEA at Middlekerke, Ostend

CIVIL HISTORY OF MH415

DATE	REPORT
15 June 1956	Registered as OO-ARD
June 1961	Exhibited at the Paris Air Show in COGEA livery
Summer 1961	Appeared in the movie The Longest Day along with fellow COGEA Spitfires MK297 and MK923. MH415 wore 340 (Ile de France) Sqn colours with codes GW-R
Autumn 1961	MH415 purchased by Rousseau Aviation of Dinhard, France
September 1961	MH415 appeared at the Battle of Britain air display at RAF Biggin Hill still wearing The Longest Day colours and flown by Pierre Laureys, a French World War II Spitfire pilot
During 1966	Purchased by Gp Capt T. G. Mahaddie for the forthcoming movie The Battle of Britain. Dismantled and shipped to Simpson's Aeroservices Ltd at Elstree for overhaul.
29 December 1966	Registered G-AVDJ
Early 1967	Test flown and delivered to the film unit at RAF Henlow by T.A. Davies
During 1967	MH415 inhibited and stored until 29 November 1967 when she was awarded a new Certificate of Airworthiness (C of A) and test flown by T.A. Davies
24 January 1968	Ownership transferred to Spitfire Productions Ltd. Fitted with strobe lights in the machine gun ports to be able to simulate gun fire during filming
Late March 1968	MH415 left the UK via France, with V.H. Bellamy at the controls, bound for Tablada Air Base in Spain to undertake film location work alongside former Spanish Air Force Buchon and CASA.2111 aircraft. MH415 wore the markings 'N3312/AI-C' during this time. During the remainder of the filming MH415 is known to have worn the following markings 'N3312/AI-C', 'N3311/CD-B', 'N3321/AI-M', 'N2210/CD-A', 'N3310/AI-A', 'N3322/AI-N', 'N3319/ DO-K' and 'N3314/AI-E'
11 May 1968	MH415 arrived back in the UK at Manston along with several Buchons, two CASA.2111s and the B-25 camera-ship
August 1968	Due to poor weather in the UK it was decided to move the aerial unit to the South of France. MH415 along with other Spitfires and Buchons were flown to Montpellier for three weeks to capture the required footage in the South of France sunshine before returning to the UK. MH415 flew a total of 125 hours during filming
October 1968	Flown to Bovingdon and then to Netheravon, Wiltshire later the same month to film the pilot bale out shots. Upon completion of filming MH415 was bought by one of the film unit pilots, Texan Wilson 'Connie' Edwards and dismantled ready for shipment to Houston, Texas by Simpsons Aeroservices. MH415 departed Bovingdon bound for Houston in January 1969. Upon arrival she was shipped to the Edwards ranch at Big Spring
1 June 1972	Registered as N415MH and repainted in 222 Squadron colours with her former codes ZD-E. MH415 seldom flew following her arrival and entered storage at Big Spring, Texas
December 2015	Shipped to Vintage Fighter Restorations at Scone airport, Australia for the commencement of a full restoration to airworthy condition
March 2020	MH415 arrives at Air Leasing at Sywell aerodrome, UK for completion of her restoration to airworthy condition.

WWII OPERATIONAL HISTORY OF MH415

DATE	S/N	SQN	CODES	PILOT	MISSION	TIME OUT	TIME BACK
19/08/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 209	11:30	13:10
20/08/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 211	14:40	16:20
22/08/1943	MH415	129	DV-G	S/Ldr. Gonay	Rodeo	10:55	12:15
22/08/1943	MH415	129	DV-G	S/Ldr. Gonay	Rodeo 251	14:30	15:50
22/08/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 213	18:15	19:40
23/08/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 214	07:35	09:00
23/08/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 252	16:30	17:55
24/08/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 215	18:00	19:30
27/08/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 56	07:35	09:20
27/08/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 58	18:30	20:20
30/08/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 514	18:15	19:35
31/08/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 516	06:40	08:10
02/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 524	18:05	19:30
04/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 531	17:50	19:20
05/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 533	07:40	09:25
06/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 535	07:30	08:55
06/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 535 (Part III)	11:15	13:05
06/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 536 (Part II)	17:15	18:45
07/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 538 (Part IV)	07:55	09:35
08/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 541 (Part I)	08:45	10:05
08/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Circus 51	13:45	15:20
08/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 542	17:15	18:50
09/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Sweep	09:35	11:15
14/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 218	16:55	18:20
15/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 220	17:10	18:30
18/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 228	09:20	10:55
18/09/1943	MH415	129	DV-G	S/Ldr. Gonay	Ramrod 230 (Part III)	17:20	18:50
19/09/1943	MH415	129	DV-G	F/Sgt. Long	Ramrod 233	17:00	18:25
22/09/1943	MH415	129	DV-G	F/O. Leigh	Ramrod 238	14:40	16:25
23/09/1943	MH415	129	DV-G	F/O. Leigh	Ramrod 240	14:50	16:36
24/09/1943	MH415	129	DV-G	F/O. Ruchwaldy	Ramrod 242	10:10	11:50

24/09/1943	MH415	129	DV-G	F/O. Leigh	Ramrod 243	14:30	16:05
25/09/1943	MH415	129	DV-G	F/O. Leigh	Ramrod 246	16:45	18:05
26/09/1943	MH415	129	DV-G	F/O. Ruchwaldy	Ramrod 247 (Part I)	08:40	10:15
26/09/1943	MH415	129	DV-G	F/O. Leigh	Ramrod 248	16:30	17:50
27/09/1943	MH415	129	DV-G	F/O. Leigh	Ramrod 250	09:55	11:50
02/10/1943	MH415	129	DV-G	F/Lt. Sanderson	Ramrod 255	1530	1720
04/10/1943	MH415	222	ZD-E	F/O R F Bass	Ramrod 261	1210	1400
08/10/1943	MH415	222	ZD-E	F/Sgt Atkins	Ramrod 264	1505	1640
13/10/1943	MH415	222	ZD-E	F/Sgt J Kjeldbeck	Recce	1655	1755
18/10/1943	MH415	222	ZD-E	P/O N Juul Buchwald	Ramrod 273	1320	1505
18/10/1943	MH415	222	ZD-E	P/O N Juul Buchwald	Ramrod 274	1610	1740
20/10/1943	MH415	222	ZD-E	F/Sgt J Kjeldbeck	Ramrod 277	1250	1430
24/10/1943	MH415	222	ZD-E	F/Sgt J Kjeldbeck	Ramrod 283	1135	1235
24/10/1943	MH415	222	ZD-E	F/Sgt J Kjeldbeck	Ramrod 284	1600	1745
03/11/1943	MH415	222	ZD-E	P/O N Juul Buchwald	Ramrod 289	1145	1345
03/11/1943	MH415	222	ZD-E	P/O N Juul Buchwald	Ramrod 290	1500	1700
05/11/1943	MH415	222	ZD-E	F/O Collins	Ramrod 291A	1255	1425
07/11/1943	MH415	222	ZD-E	P/O N Juul Buchwald	Circus 315	1510	1530
10/11/1943	MH415	222	ZD-E	F/O Green	Ramrod 307	1330	1510
10/11/1943	MH415	222	ZD-E	F/O Green	Ramrod	1545	1700
11/11/1943	MH415	222	ZD-E	P/O N Juul Buchwald	Ramrod 311	1145	1320
25/11/1943	MH415	222	ZD-E	P/O N Juul Buchwald	Ramrod 333	1510	1545
01/12/1943	MH415	222	ZD-E	F/O N Juul Buchwald	Ramrod 344	1210	1410
13/12/1943	MH415	222	ZD-E	F/S Reid	Ramrod 363	1335	1530



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