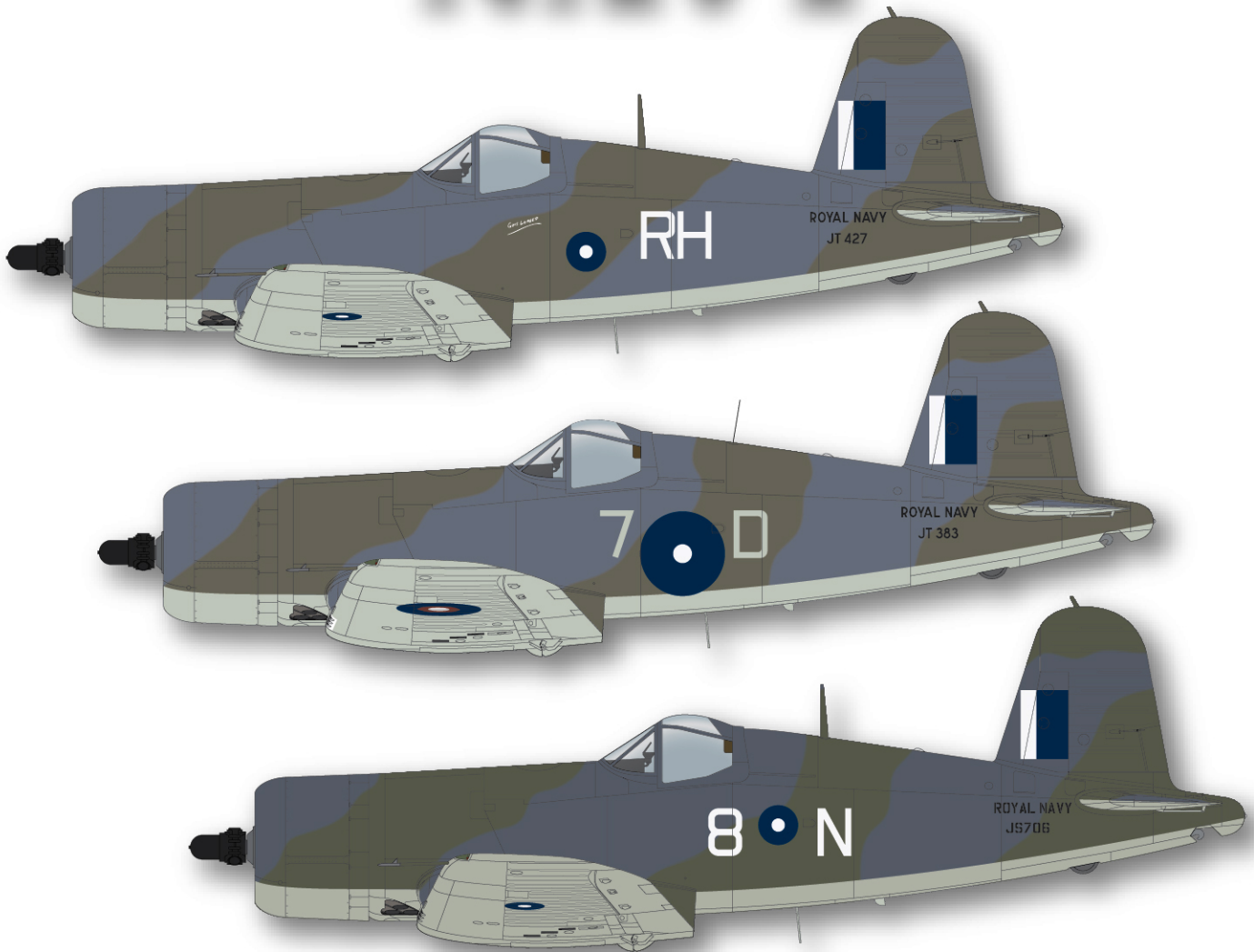


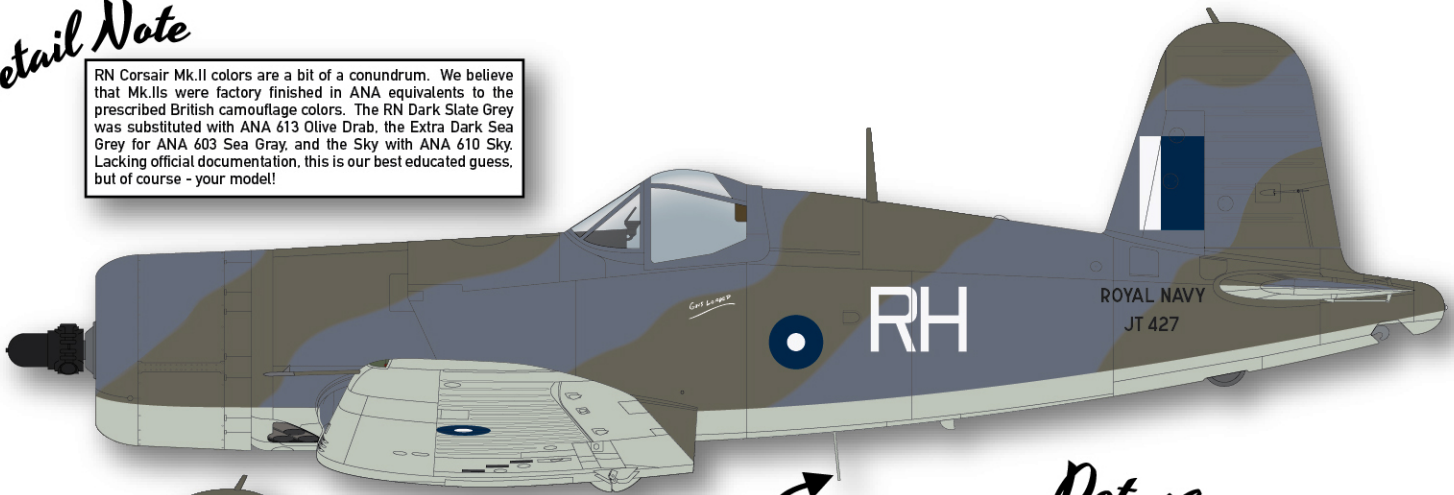
# ROYAL NAVY



# CORSAIRS

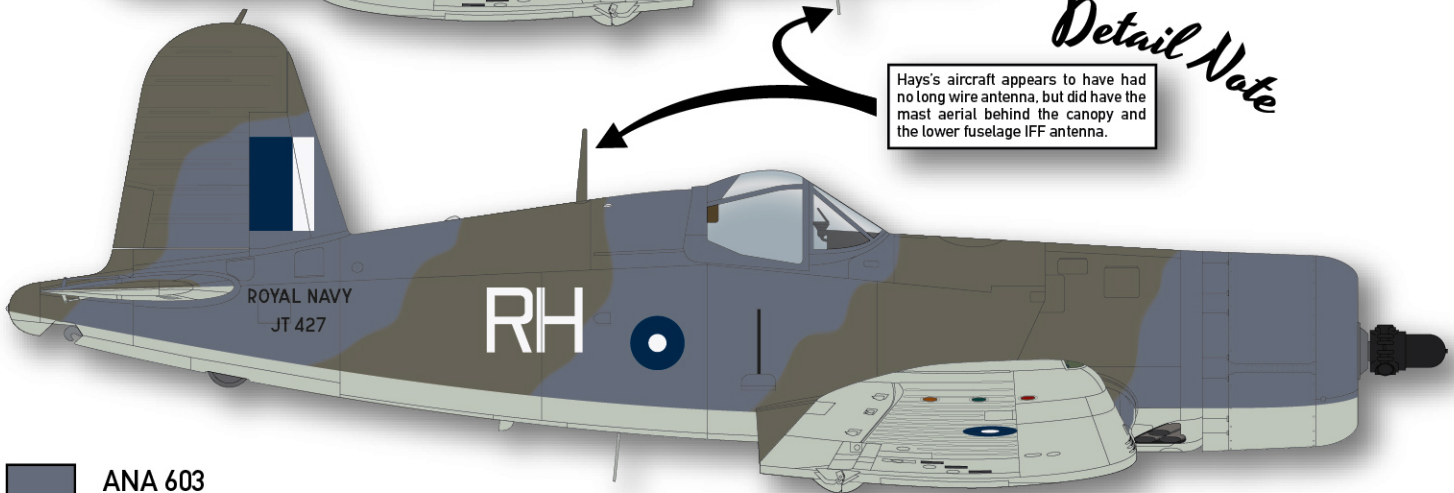
### Detail Note



RN Corsair Mk.II colors are a bit of a conundrum. We believe that Mk.IIs were factory finished in ANA equivalents to the prescribed British camouflage colors. The RN Dark Slate Grey was substituted with ANA 613 Olive Drab, the Extra Dark Sea Gray for ANA 603 Sea Gray, and the Sky with ANA 610 Sky. Lacking official documentation, this is our best educated guess, but of course - your model!



### Detail Note

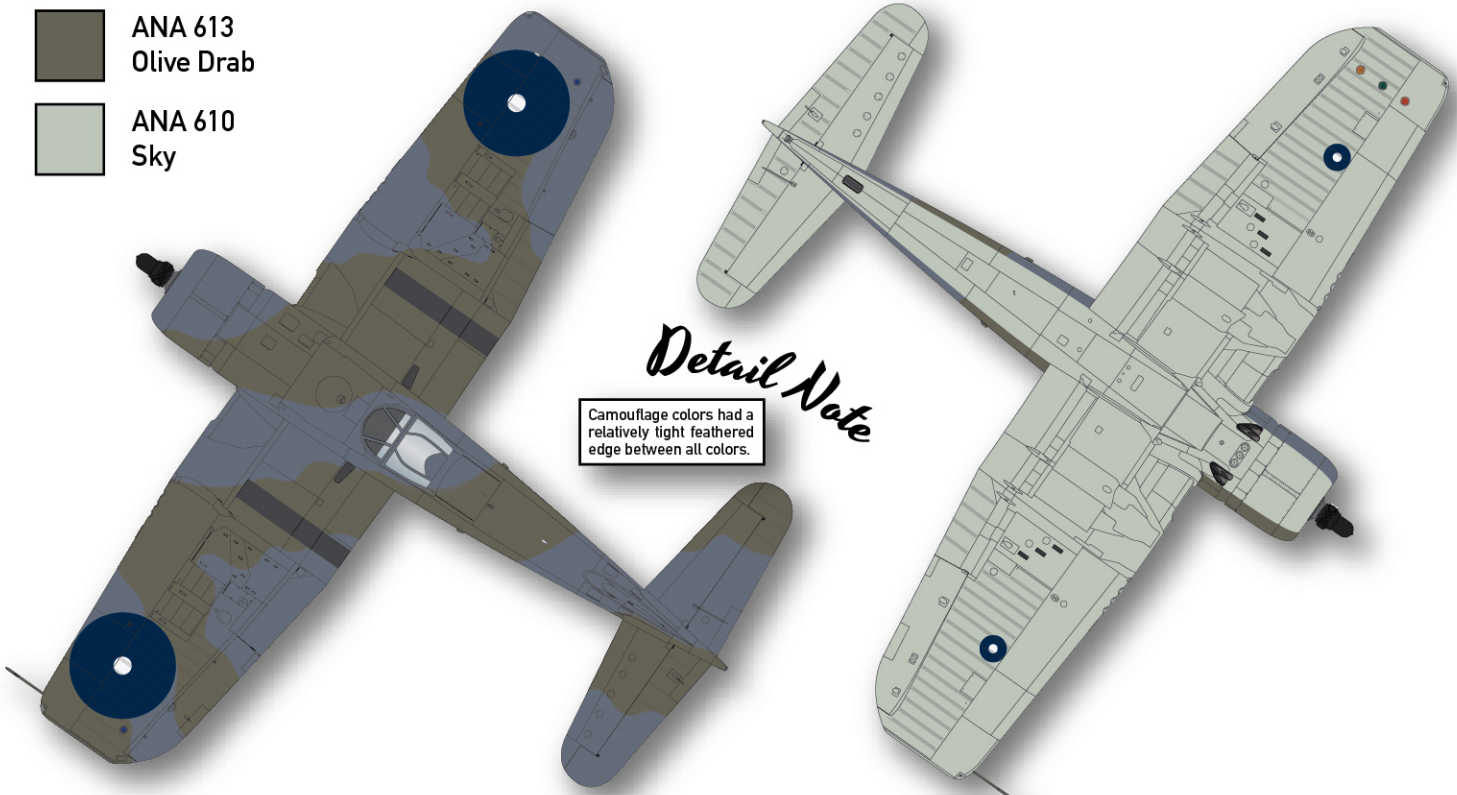
Hays's aircraft appears to have had no long wire antenna, but did have the mast aerial behind the canopy and the lower fuselage IFF antenna.



-  ANA 603  
Sea Gray
-  ANA 613  
Olive Drab
-  ANA 610  
Sky

### Detail Note

Camouflage colors had a relatively tight feathered edge between all colors.



This Corsair II was the mount of Major "Ronnie" Cuthbert Hay (Royal Marines). As is a Wing Commander, Hay had the right to use his initials "RH" on the fuselage. On 6 October 1944 Victorious rejoined the British Eastern Fleet (soon to be the British Pacific Fleet) to take part in attacks against Japanese installations in Malaya. During October 17-19, precisely when the images of the FAA Corsairs for this sheet were captured, Major Hay led 1834 and 1836 squadrons in attacks against the Nicobar Islands in support of Operation Millet.

The color of the side codes on FAA Corsairs is a bit of a mystery. In some photos they appear stark white. In others they are clearly darker than the center of the roundel. We have shown 8-N's codes as white, which we believe to be correct based on these photos. We have also provided them in Sky, which is what we believe the other color sometimes visible was likely to have been. Unless further documentary proof shows up we may never know for sure.

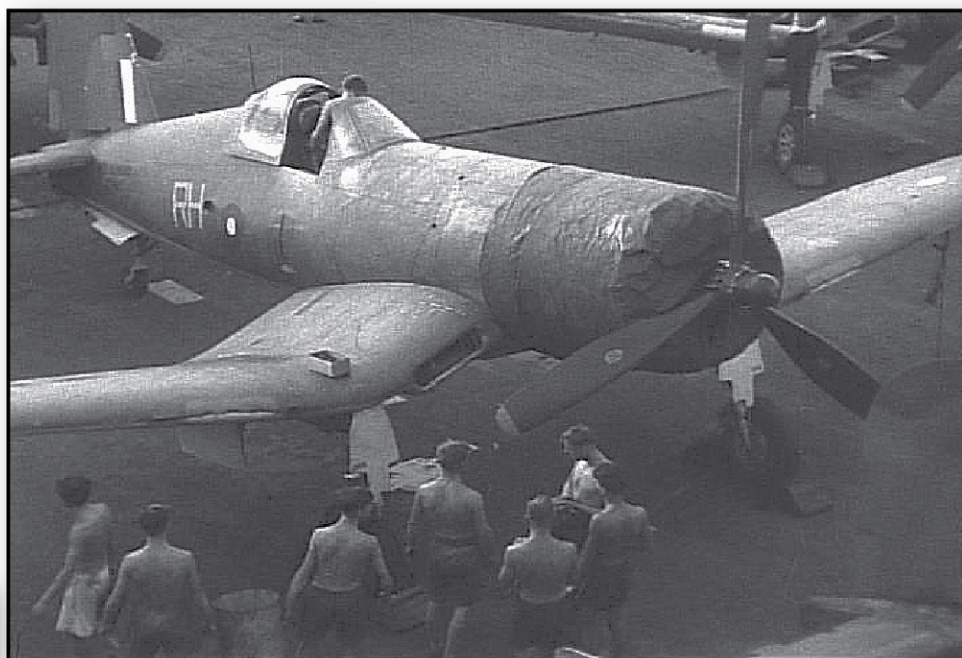
The photos of this and our other FAA Corsairs are taken from 16mm film shot by a USN photographer's mate aboard Victorious in October of 1944. Note that most aircraft had chalked-on warnings (often "Guns Loaded"). These would change from mission to mission. Note that they also used a single large rectangle of tape to cover the gun muzzle openings, and that the shell ejector chute openings in the lower wings were taped (see photo at left below). The aircraft were obviously well used, with fuel spill stains, gun residue stains, and paint chipping.

Hay's aircraft did not carry her side codes on the forward main gear doors as was standard practice on other RN Corsairs.

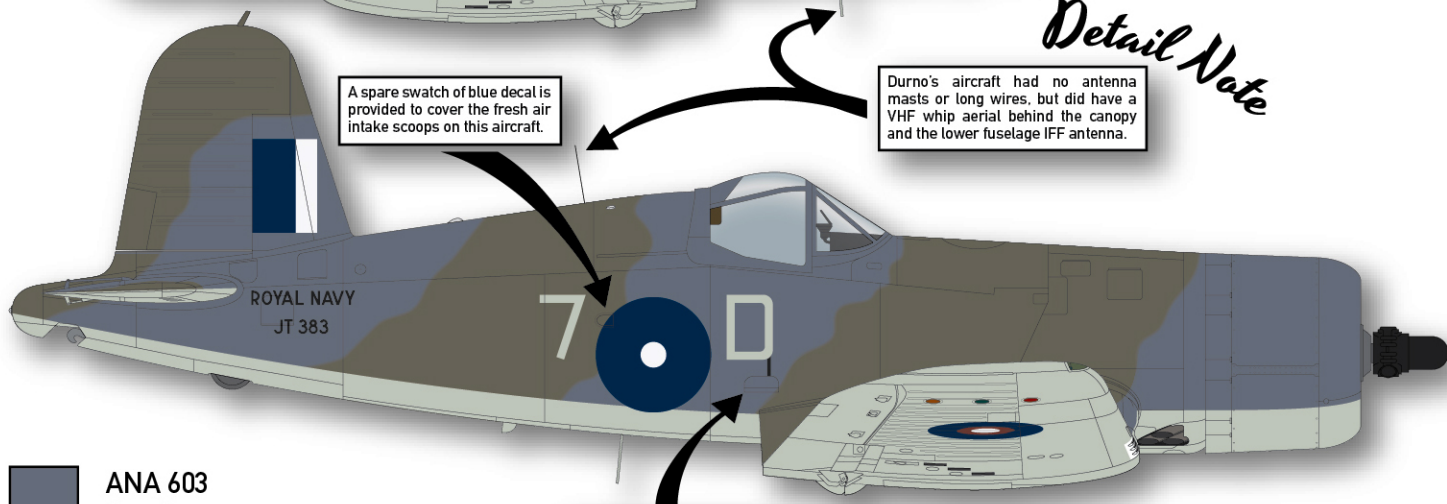
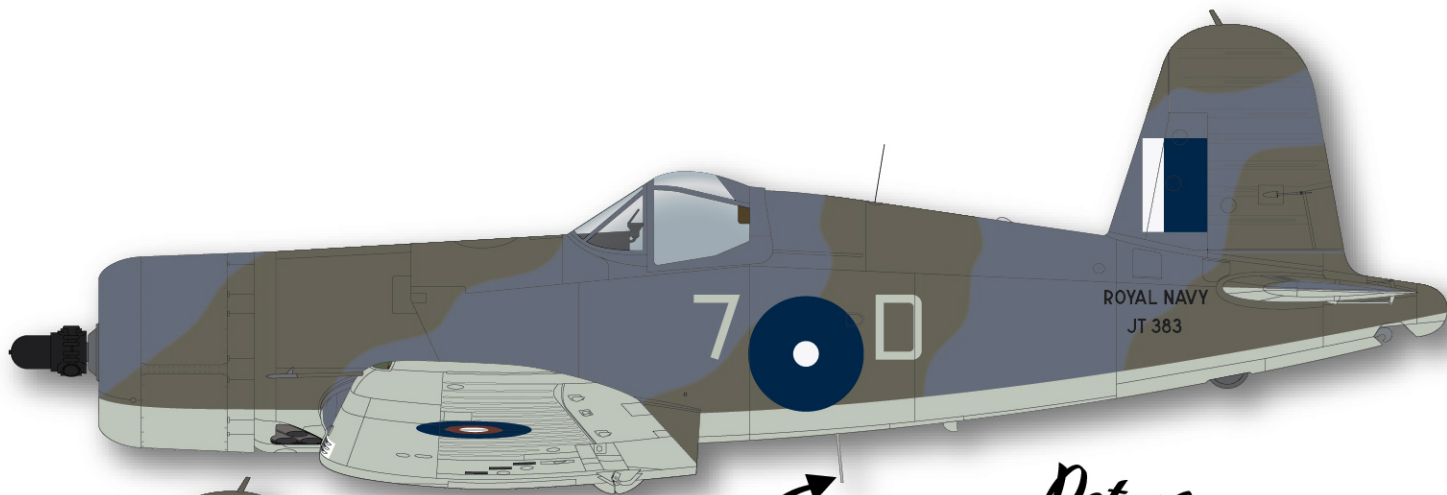




Ronny Hay, clearly a proud Royal Marine!

A good shot of Hay's JT427, parked with her nose over the side, probably having her guns bore-sighted. In most black & white photos, the contrast between the upper surface camouflage colors is very low.



A shot showing Hay's markings, as well as the large blue & white upper wing roundels. Note that the gun muzzle cover tapes appear two colors! We have no explanation for that!



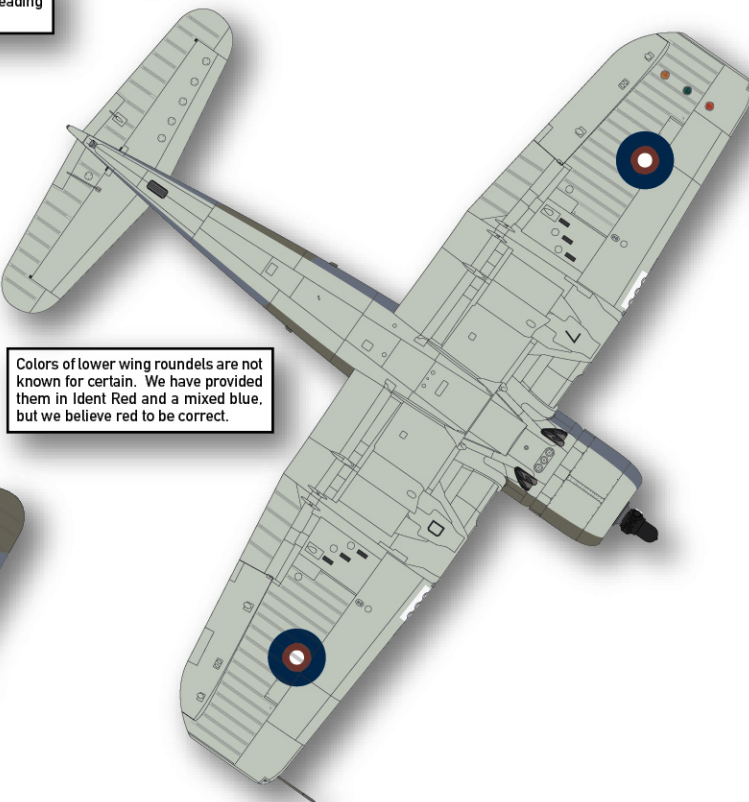
-  ANA 603  
Sea Gray
-  ANA 613  
Olive Drab
-  ANA 610  
Sky

A spare swatch of blue decal is provided to cover the fresh air intake scoops on this aircraft.

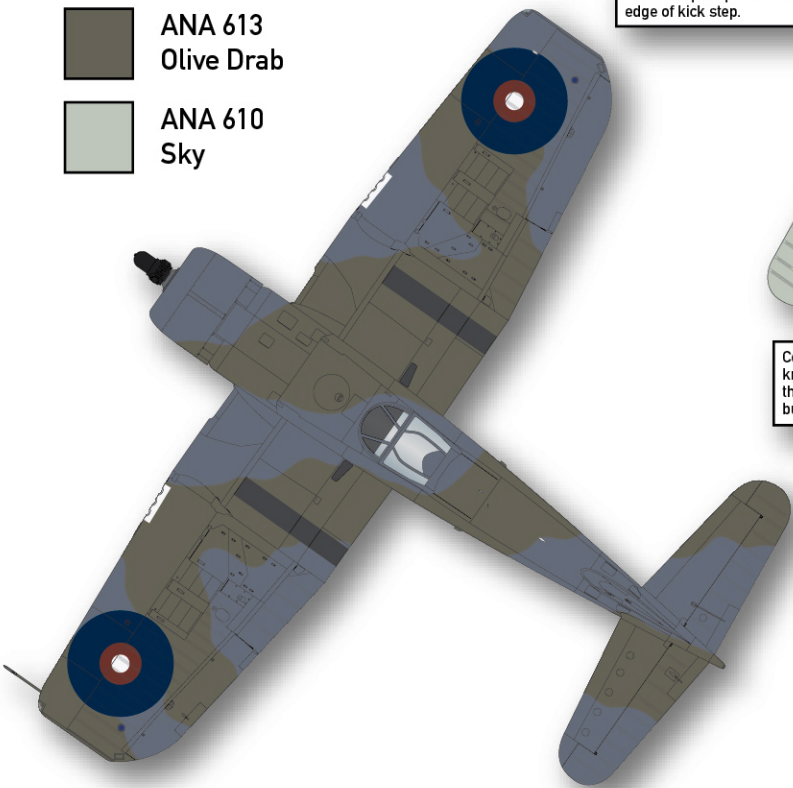
Durno's aircraft had no antenna masts or long wires, but did have a VHF whip aerial behind the canopy and the lower fuselage IFF antenna.

*Detail Note*

Note non-standard position of kick step stripe at leading edge of kick step.



Colors of lower wing roundels are not known for certain. We have provided them in Ident Red and a mixed blue, but we believe red to be correct.



Sub Lt. Leslie Durno, Royal Navy, flew Corsair Mk.II JT383 (USN BuNo 56166) 7-D for all of his 5 claims against the Japanese. Three of those claims, 1 Oscar destroyed and 2 shared destroyed, came on 19 October 1944. The aircraft was a Corsair Mk.II, built by Vought as an F4U-1A. Note the "A" suffix was a post-war addition - Vought called everything before the F4U-1D an F4U-1 regardless of whether it had a bird cage canopy or a bubble canopy. Vought delivered RN Corsairs camouflaged in US equivalents to the FAA colors. In this case they appear to have been ANA 603 Sea Gray, ANA 613 Olive Drab, and ANA 610 Sky. These are slightly different from their standard FAA equivalents.

The color of the side codes on FAA Corsairs is a bit of a mystery. In some photos they appear stark white. In others they are clearly darker than the center of the roundel. We have shown 7-D's codes as Sky, which we believe to be correct for this aircraft. We have also provided them in white, which is what we believe the other color sometimes visible was likely to have been. Unless further documentary proof shows up we may never know for sure.

It appears that the standard B-type upper wing roundel has had a white center added to make a quasi-BPF roundel and the lower wing roundels have been modified to match the uppers. Clearly the lower wing roundels have three colors in them, but exactly what they are will probably remain a mystery. We have provided them in Ident Red, which we believe is correct. But we have also provided them in a mixed blue, which is another possible alternative.

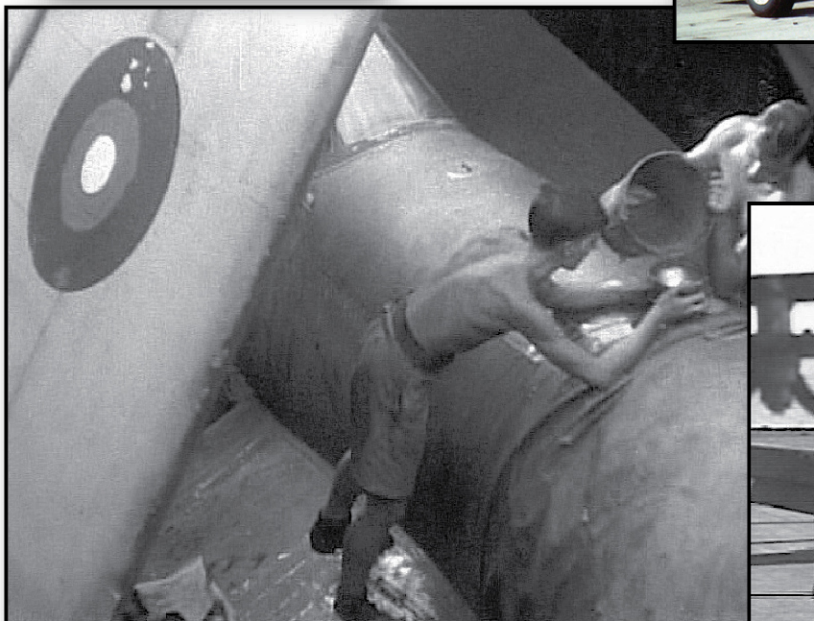
The photos of this and our other FAA Corsairs are taken from 16mm film shot by a USN photographer's mate aboard Victorious in October of 1944. Note that most aircraft had chalked-on warnings (often "Guns Loaded"). These would change from mission to mission. Note that they also used a single large rectangle of tape to cover the gun muzzle openings, and that the shell ejector chute openings in the lower wings were taped (see photo at left below). The aircraft were obviously well used, with fuel spill stains, gun residue stains, and paint chipping.



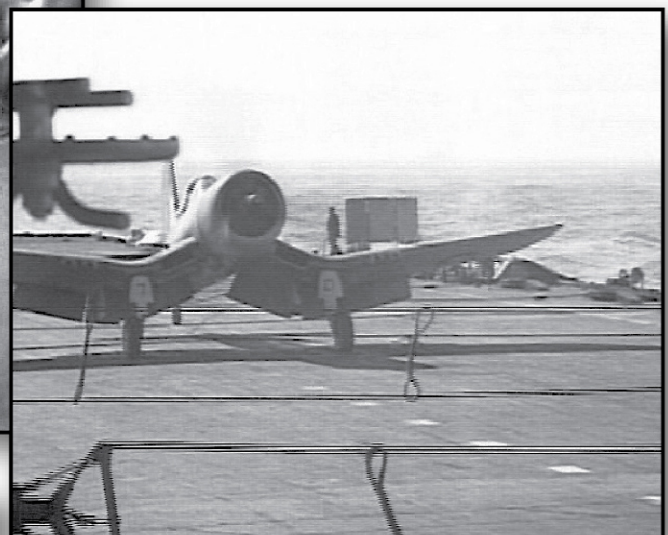
7-D parked aboard Victorious. This view shows the upper and lower wing roundels, as well as a temporary chalked warning on the fuselage.



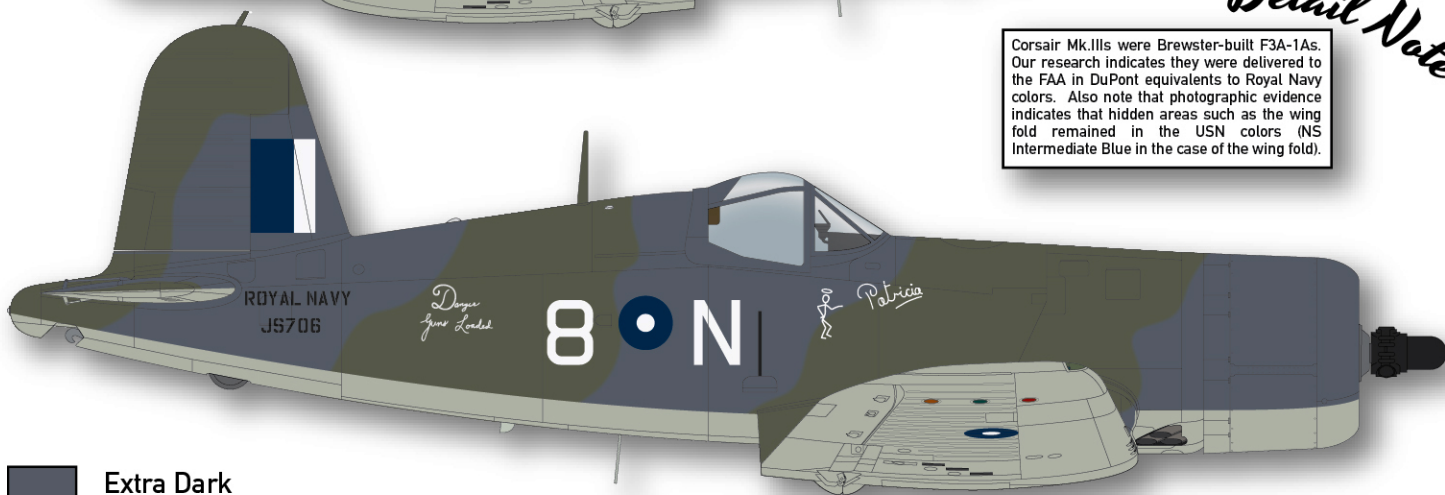
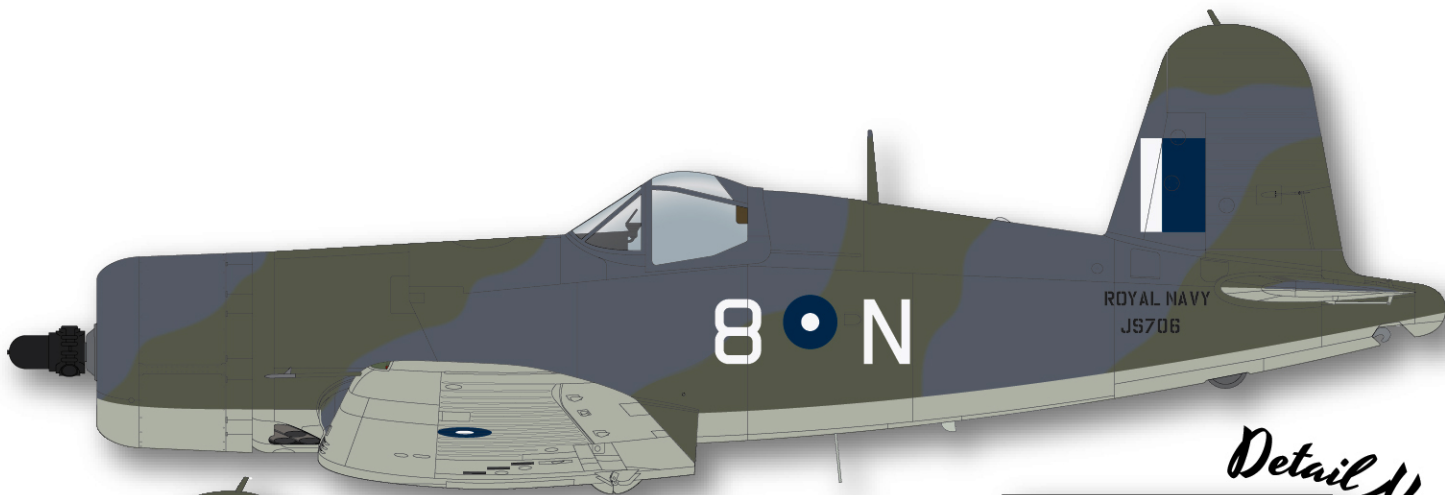
A shot from the Vought ramp in Stratford, Connecticut showing the factory applied camouflage colors of RN Corsair Mk.IIs.



7-D gets a top-up. Note the ragged edge of the middle ring of the roundel, as well as the paint chipping at the wing root and the fuel and oil stains on the upper fuselage.



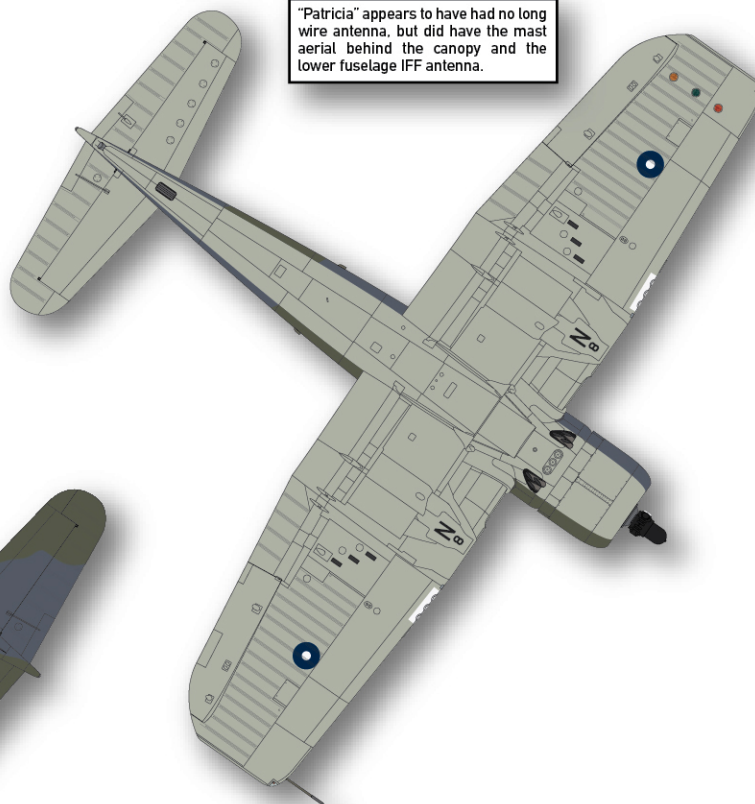
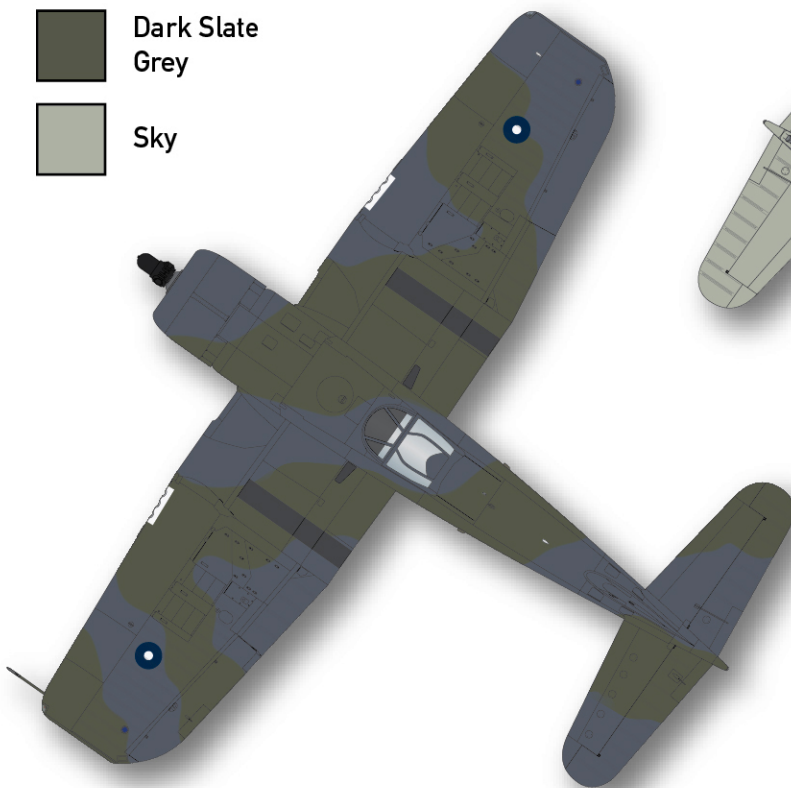
7-D taxis forward after trapping aboard HMS Victorious.



### Detail Note

Corsair Mk.IIIs were Brewster-built F3A-1As. Our research indicates they were delivered to the FAA in DuPont equivalents to Royal Navy colors. Also note that photographic evidence indicates that hidden areas such as the wing fold remained in the USN colors (NS Intermediate Blue in the case of the wing fold).

-  Extra Dark Sea Grey
-  Dark Slate Grey
-  Sky



"Patricia" appears to have had no long wire antenna, but did have the mast aerial behind the canopy and the lower fuselage IFF antenna.

JS706 "Patricia" is a rare Brewster-built F3A-1 which the British referred to as the Corsair Mk.III. It is our understanding that all Corsair IIIs were originally painted in the standard US tri-color scheme and then repainted with British colors for the Temperate Sea Scheme in the UK prior to being issued to fleet squadrons. We have seen color photos of Corsairs in RN colors that clearly had Intermediate Blue inside the wing fold area. Incidentally, the man dressed in white in the photos is the ship's captain, Capt. Michael Maynard Denny.

The color of the side codes on FAA Corsairs is a bit of a mystery. In some photos they appear stark white. In others they are clearly darker than the center of the roundel. We have shown 8-N's codes as white, which we believe to be correct based on these photos. We have also provided them in Sky, which is what we believe the other color sometimes visible was likely to have been. Unless further documentary proof shows up we may never know for sure.

The photos of this and our other FAA Corsairs are taken from 16mm film shot by a USN photographer's mate aboard Victorious in October of 1944. Note that most aircraft had chalked-on warnings (often "Guns Loaded"). These would change from mission to mission. Note that they also used a single large rectangle of tape to cover the gun muzzle openings, and that the shell ejector chute openings in the lower wings were taped (see photo at left below). The aircraft were obviously well used, with fuel spill stains, gun residue stains, and paint chipping.

JS706 carried the name "Patricia" and a representation of "The Saint" (Simon Templar) from the long-running series of books by Leslie Charteris, published starting in 1928. We don't know her pilot's name (she probably wasn't assigned to a specific pilot), nor the story behind the artwork, but we thought it was cool and unusual enough to include here!



Capt. Denny inspecting 8-N. Note the darker wing leading edge. We believe this was probably due to the leading edge having been waxed to help keep it free of bugs and debris, but we admit we're just not sure!



Inspecting Patricia's cockpit. Note the very light color on the side codes, which we believe is white.

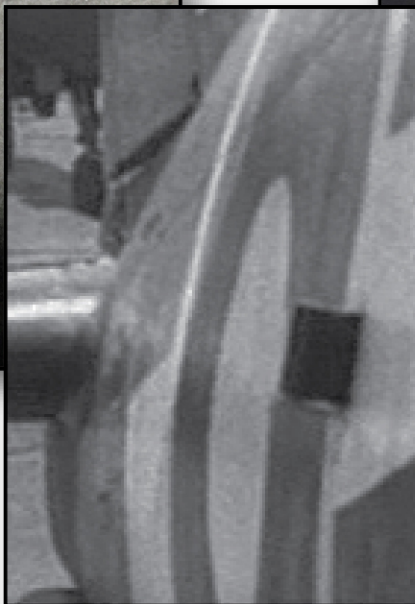
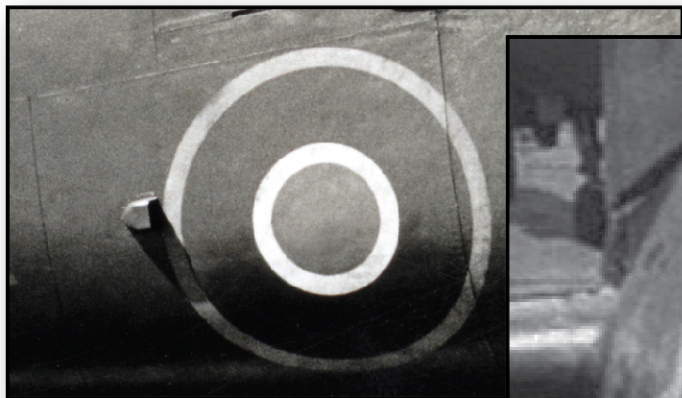


8-N showing her serial and the chalked (with very nice penmanship!) "Danger Guns Loaded" placard. Love those Royal Navy Bermuda shorts and knee socks!



8-N parked aboard Victorious. This view shows the darker wing leading edge and the white gun muzzle cover tape.

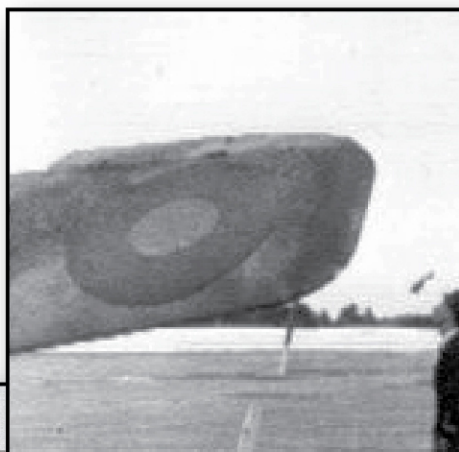
Special thanks to Dennis McCone, Ian Gazeley for their kind assistance on our Royal Navy Corsairs!



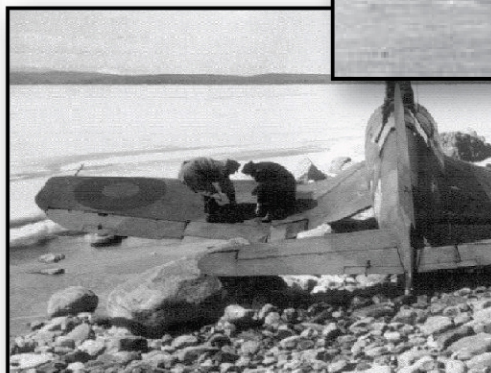
RN Corsairs had a fresh air scoop on either side of the fuselage. These photos show its size and proportions. See profiles for exact placement.



The outlet for the fuselage air scoops was on the belly centerline. This aircraft is nosed-over, providing a clear view of the aft-facing outlet. The tail is toward the top of the photo.



Jim Sullivan



Jim Sullivan

Due to the lower overhead of RN carrier hangar decks, FAA Corsairs had 8' removed from their outer wing tips. This was a fairly involved structural modification, as it required a good deal of engineering, including new ribs, etc.