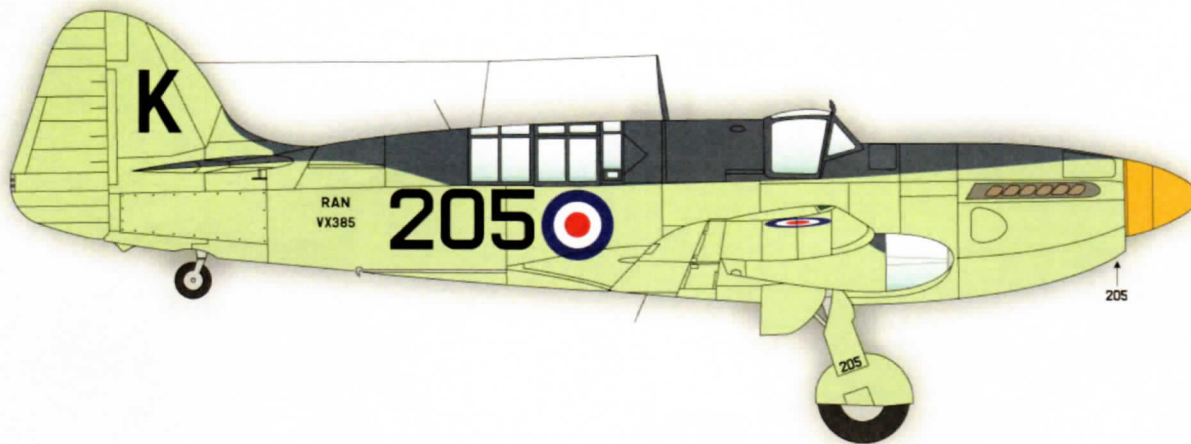


RRR4850

# 1/48 SCALE RAN FAIREY FIREFLIES, KOREAN WAR



Screen printed decal sheet.

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RRD4850



## RAN Fairey Fireflies, 817 Squadron, HMAS Sydney and HMAS Vengeance, Korean War 1/48 Scale

### Firefly History

The British Admiralty issued a requirement for a single-engined two-seat fighter early in World War II (WWII). After some revisions to the initial specification the prototype Firefly made its first flight in December 1941. The Mk I was only operated by the Royal Navy (RN) during WWII.

Designed by H.E. Chaplin, the Firefly was fitted with elliptical wings, a Griffon engine and four 20mm cannons. Faster than the Fulmar and with excellent handling qualities at low speeds, which were essential for carrier based aircraft, the design exhibited promise and potential for development into anti-submarine, night fighter, target-tug and trainer roles. Some 200 Mk I and Mk II aircraft saw service with the RN during WWII.

The fully modified Mk 4 made its appearance in 1945 and featured a more powerful two-speed two-stage supercharged Griffon 74 engine, clipped wings, coolant radiators in extensions to the leading edges of the wing centre sections, a four-bladed Rotol propeller and an extended fin leading edge which improved stability. To complete the upgrade two large fairings were fitted beneath the wings. The port fairing housed auxiliary fuel which had previously been carried in the centre section and the starboard fairing housed the radar scanner which was previously carried beneath the centre section in a pod.

Six Royal Australian Navy (RAN) Squadrons operated various Marks of Firefly aircraft between 1948 and 1963, which included FR.IV, FR.V, TT.5, AS.6 and TT.6. The FR.IVs were RN aircraft operated by 816 Squadron during its working-up period in the United Kingdom. These aircraft were gradually returned to the RN between 1949 and 1951 as the RAN took delivery of its FR.V and AS.6 aircraft.

In line with RN practice the RAN applied codes to its aircraft that indicated the type and function: 100, 200, 300. The first number of the code indicated the crew positions; 1 = single seat, 2 = two-seat and 3 = three-seat. Thus, the Firefly aircraft were allocated code numbers in the 200 range, with each squadron being allocated a block of numbers. Second line squadrons were allocated code numbers in the 900 range.

### Colours and Markings

The RAN Firefly aircraft wore various camouflage schemes and code numbers during their service life. The colour schemes for FR.5 and AS.6 aircraft were Sky Type 'S' and Extra Dark Sea Grey, with a high demarcation line. There were subtle differences in the application of this scheme, depending upon the date and block of manufacture or RAN repaint. The two aircraft depicted by this decal sheet exhibit this so care should be exercised when painting your model and frequent referral to your references should be made. Where possible variations in colours existed or can be confirmed these have been documented and depicted in the profiles as alternatives for consideration.

### DECAL APPLICATION: Thin Film Decals – Please Use Care

Ensure model has received a suitable coat of gloss varnish before applying these decals. Decals will always adhere better to a smooth glossy surface. It is the glossy surface that helps prevent silvering as the decal dries.

Cut around the required decal. Do not trim carrier film, it is this film that protects the decal edge and prevents it from chipping. It is this film which allows the decal to "disappear" as it dries. It also acts as a buffer zone when the decal is softened using settling solutions. When these solutions are applied the decal will normally wrinkle, sometimes quite severely. As the solution evaporates and the decal dries it flattens out again. It is during this process that chipping may result if the decal has been trimmed too close to the edge of the printed area.

Soak the decal in water for about 1-2 minutes, remove the decal from the water and stand on glass or plastic surface. Do not try and force the decal off the backing paper because this will tear the decal and render it useless. Handle the decal on its backing paper with tweezers. Carry the decal to the model while it is still sliding around on the backing paper, before it has a chance to separate from the paper.

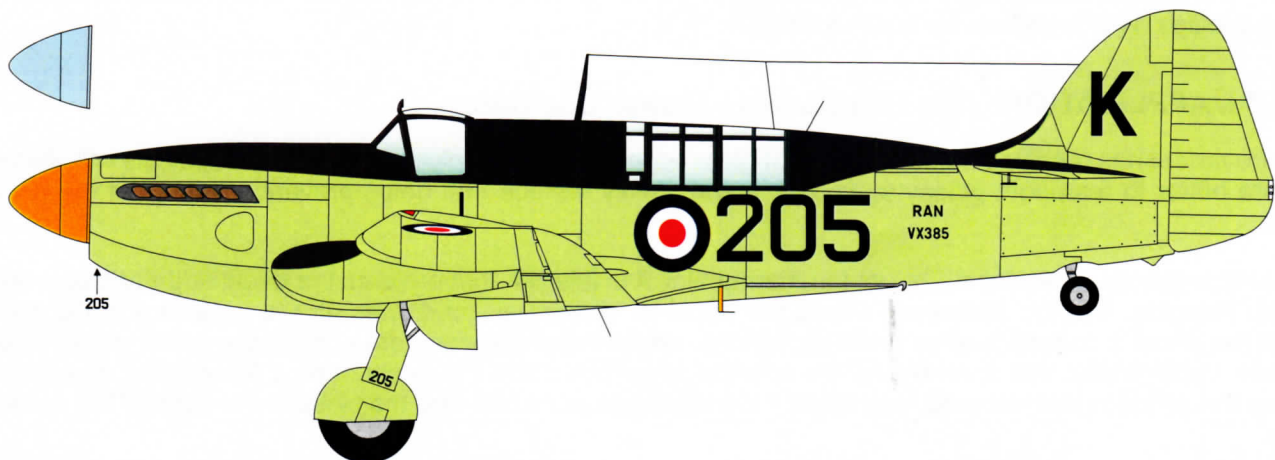
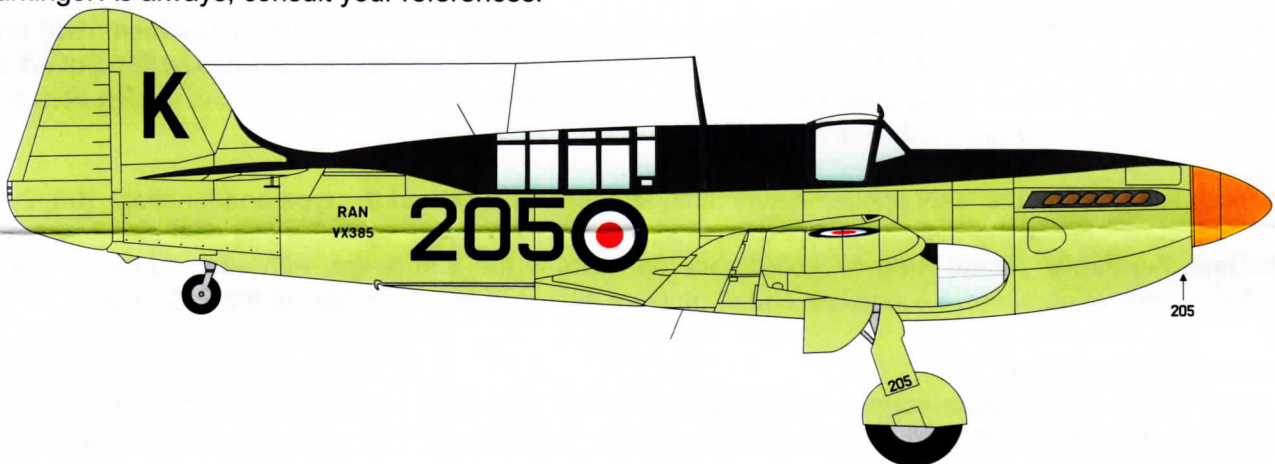
Wet the application site with your favourite settling solution. Remember, the carrier film on these decals is very thin, test the effect of your settling solution on an unwanted decal if in doubt. Apply decal carefully by sliding off backing paper with a soft, long bristle brush. Position carefully, using the brush to move the decal into its final position. Do not push the decal about with your finger or a pair of tweezers as this will only damage it.

Use decal-settling solution to draw the decal down over surface detail. If air bubbles or "silvering" form during drying phase wait till decal is thoroughly dry, then pierce affected area with a pin and re-apply settling solution. Do not try to force decals to conform to surface or express air bubbles – doing this will tear the decals. Soak up excess moisture with a sponge eye shadow applicator. These great little instruments can be also used to help softened decals conform to complex surfaces. You may find you will need several applications of settling solution to get a decal to conform to some irregular surfaces. Always allow at least four or five hours between application of solution and resist the temptation to "massage" or push the decal into place to prevent damage.

Apply a coat of gloss varnish over the entire model once the decals are thoroughly dry. Apply a coat of matt varnish over the entire model when the previously applied gloss varnish is thoroughly dry to hide the carrier film.

### Firefly Mk.5, VX385, 205/K

VX305 205/K of 817 Squadron, aboard HMAS Sydney circa 1953. Extra Dark Sea Grey upper surfaces and Sky Type 'S' lower surfaces, with a high demarcation line. The fibreglass radar cover appears to have been a very pale white/yellow translucent colour. Contemporary photographs we have examined are inconclusive with regard to the colour of the spinner but we have opted for yellow rather than the oft quoted Light Blue. We were unable to confirm the application of the underwing title and serial number. We have included these on the decal sheet to allow the modeller to choose between depicting the aircraft with or without the underwing markings. As always, consult your references.



BS381C: 210  
Sky



BS381C: 640  
Extra Dark Sea Grey



BS381C: 356  
Yellow



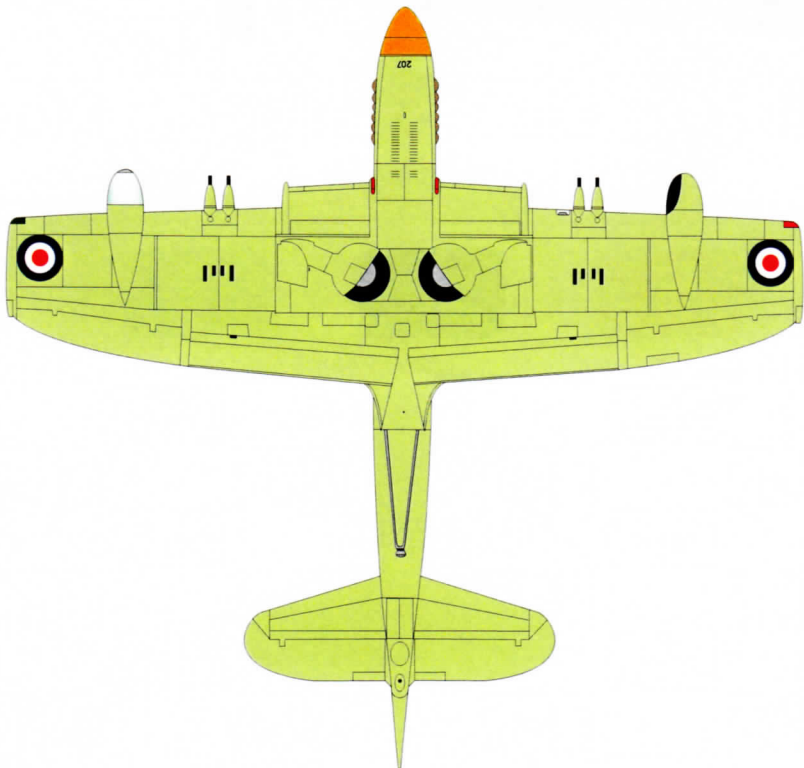
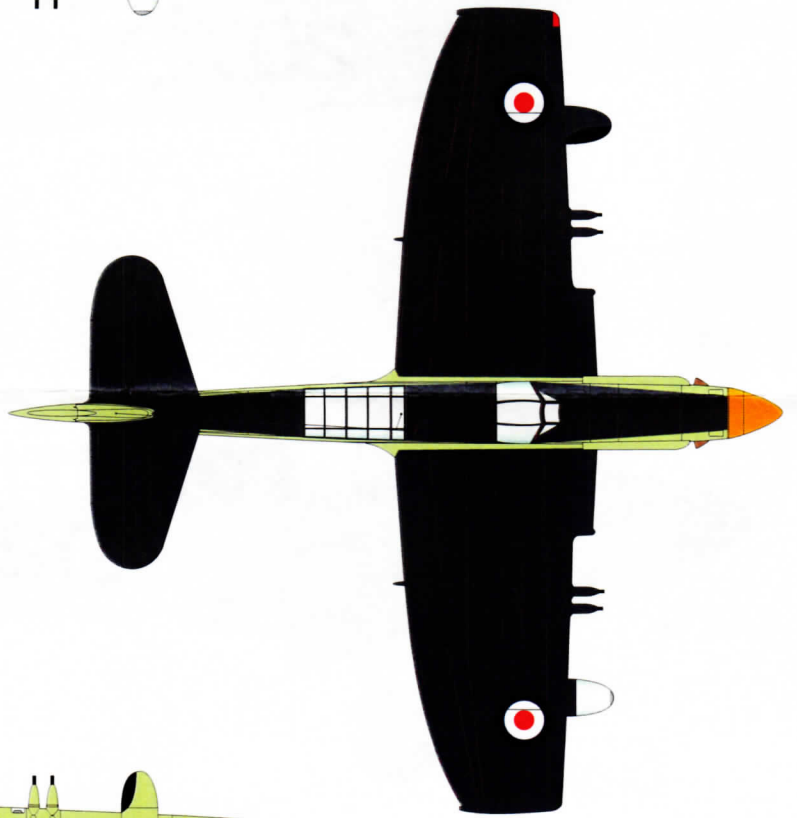
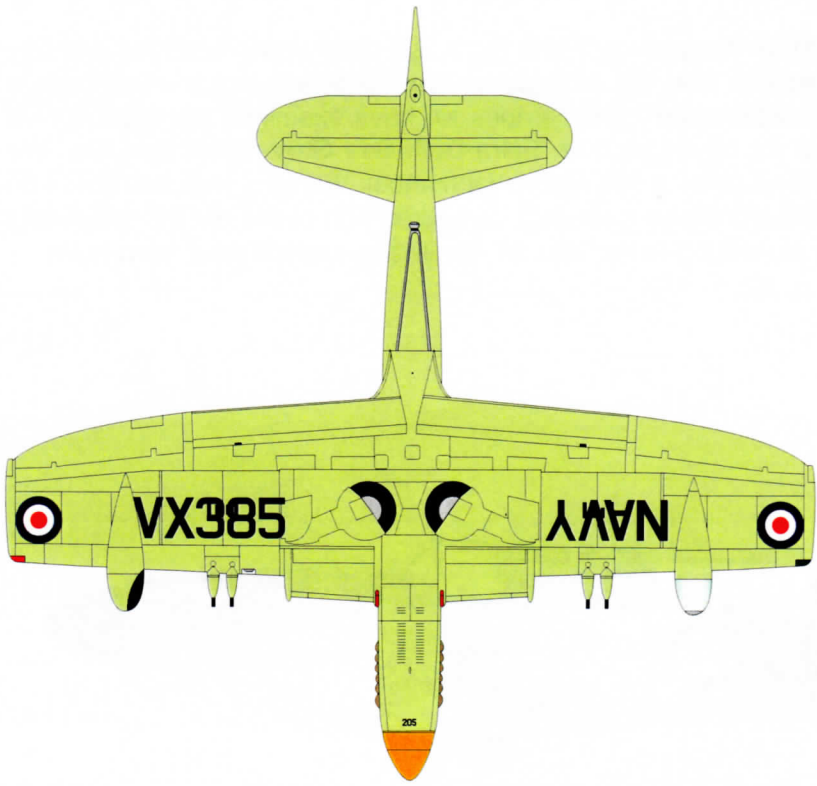
Light Blue



Matt Black

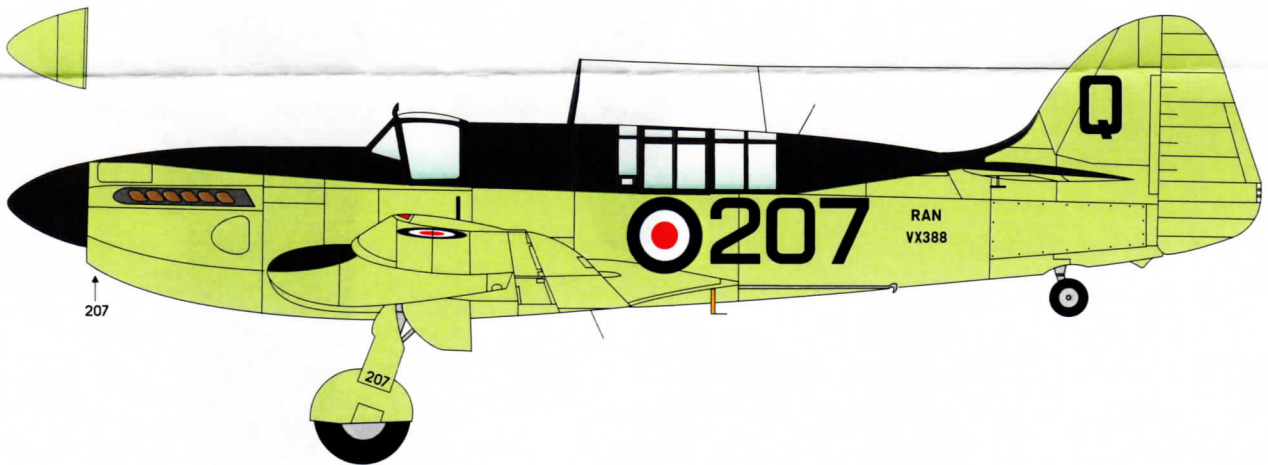


Natural Metal



## Firefly AS.5, VX388, 207/Q

VX305 205/Q of 817 Squadron, aboard HMAS Vengeance. Extra Dark Sea Grey upper surfaces and Sky Type 'S' lower surfaces, with a high demarcation line. The fibreglass radar cover appears to have been a very pale white/yellow translucent colour. Contemporary photographs we have examined are inconclusive with regard to the colour of the spinner but we have opted for Extra Dark Sea Grey rather than Sky. We were unable to confirm the application of the underwing title and serial number. We have included these on the decal sheet to allow the modeller to choose between depicting the aircraft with or without the underwing markings. We can confirm that no cannons were fitted to this aircraft. As always, consult your references.



BS381C: 210  
Sky



BS381C: 640  
Extra Dark Sea Grey



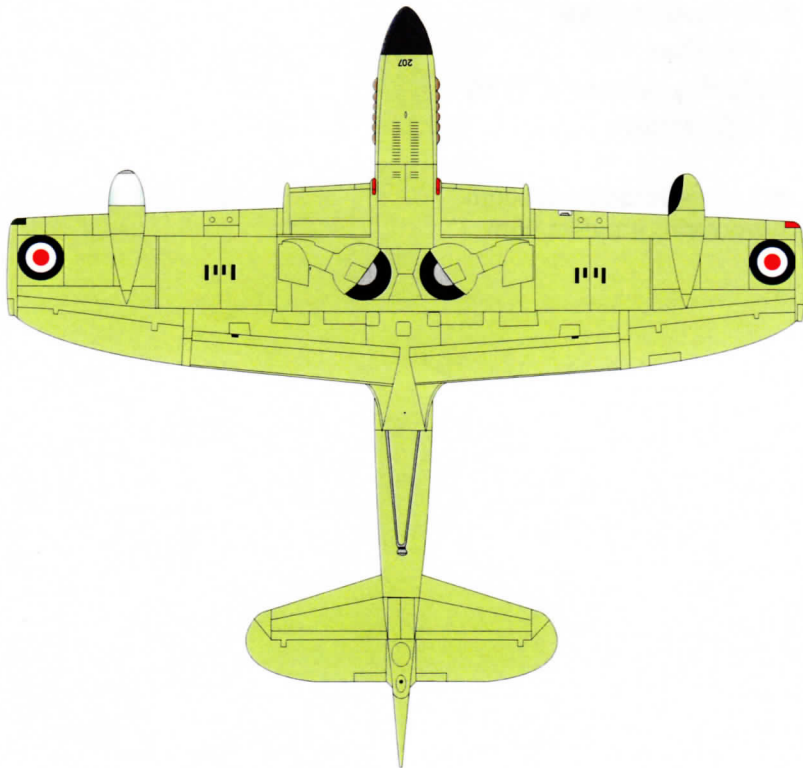
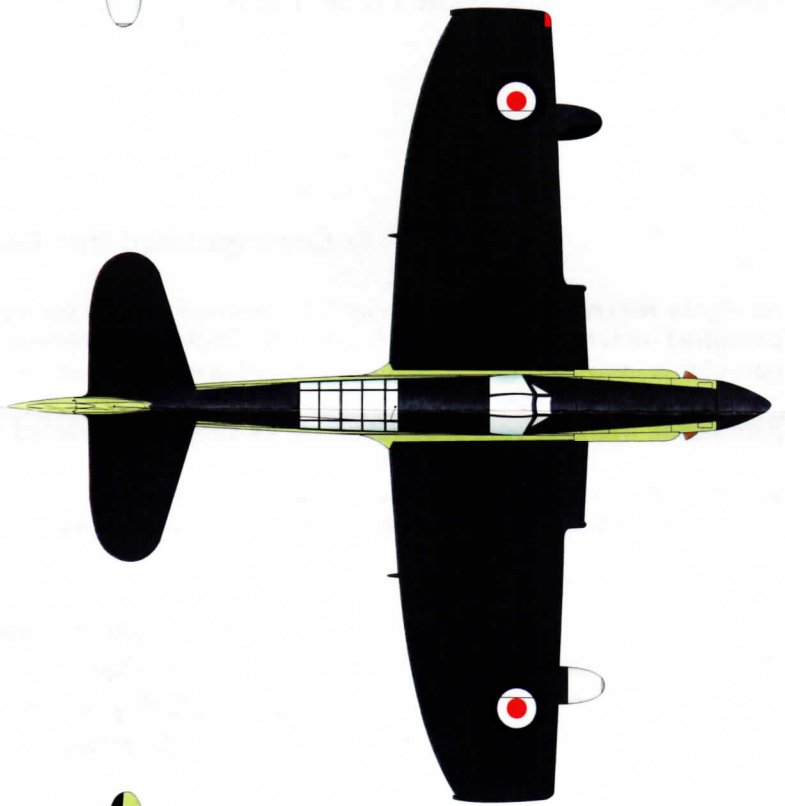
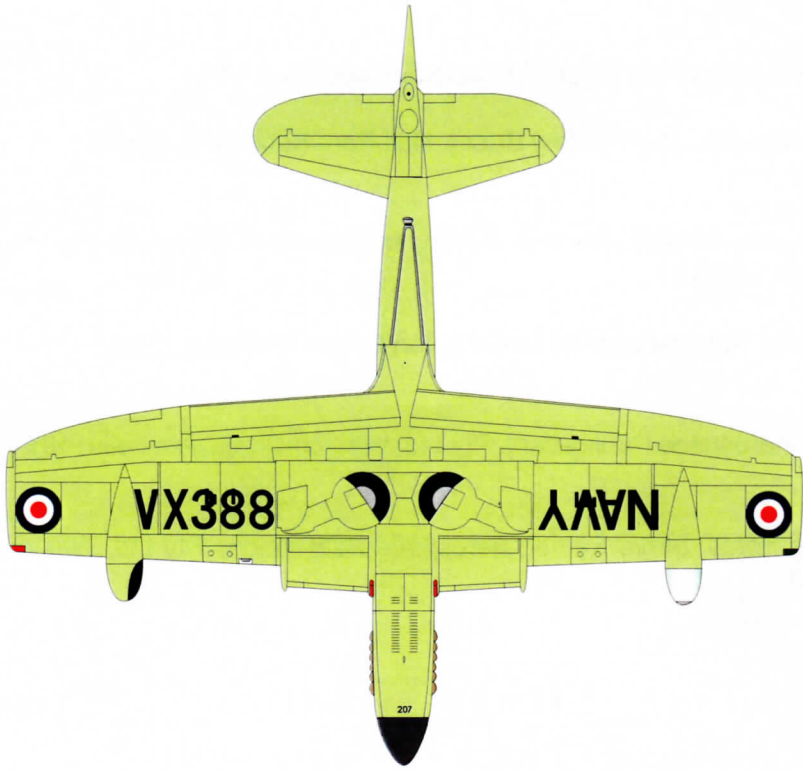
BS381C: 356  
Yellow



Matt Black



Natural Metal



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