

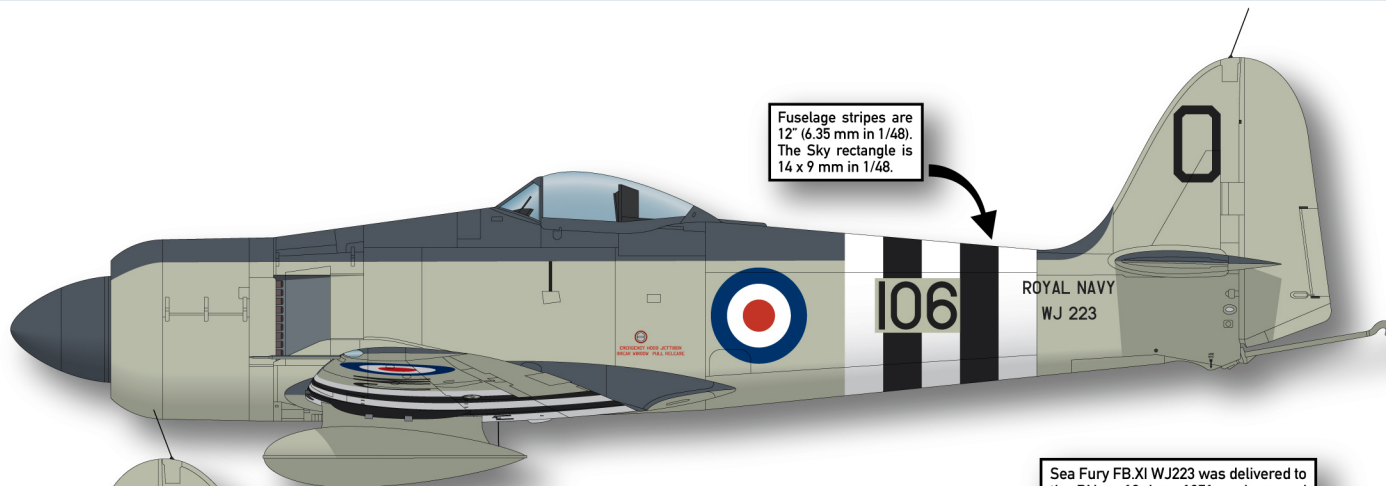
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Hawker Sea Furies

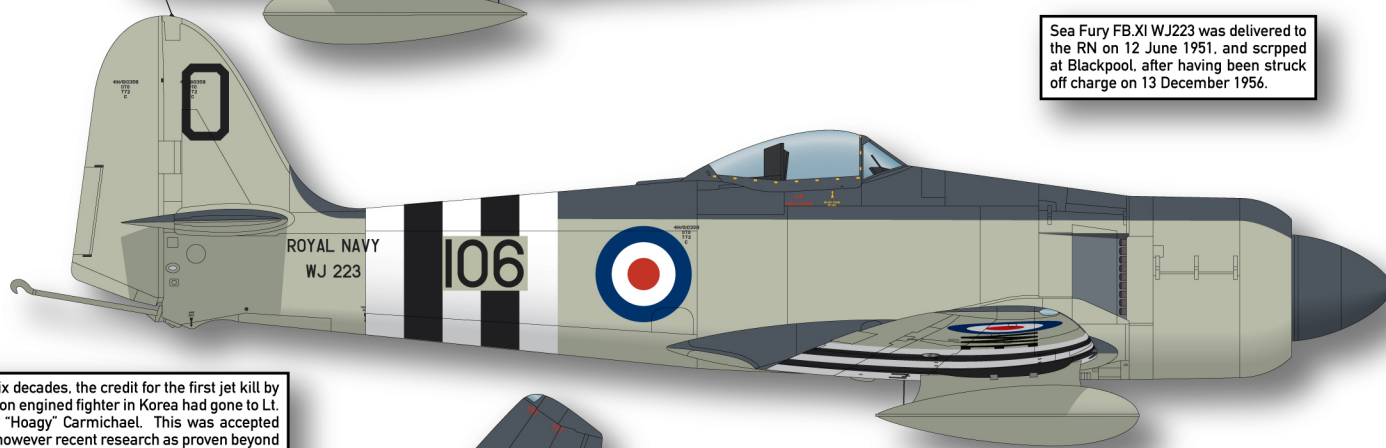


Part 2



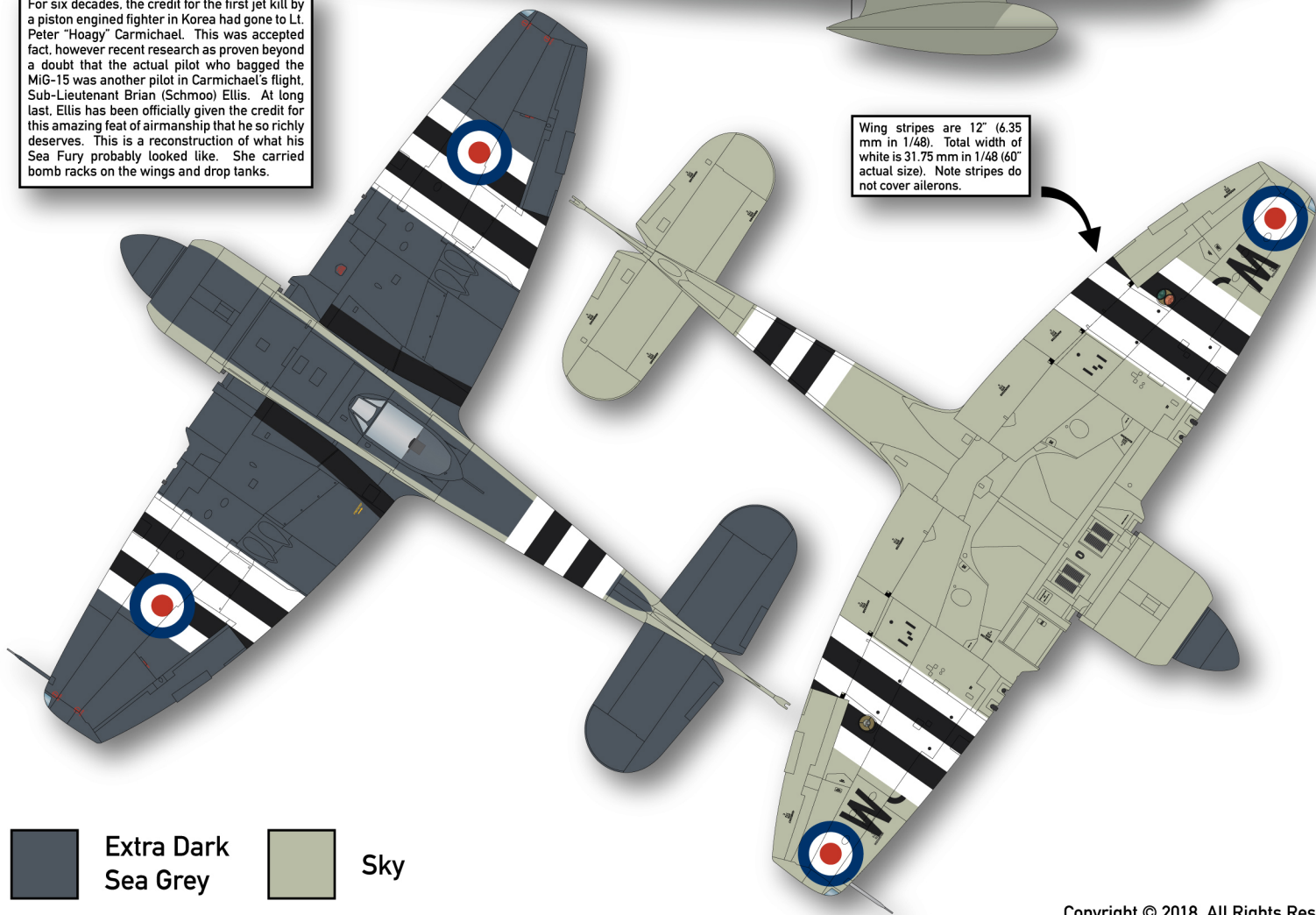
Fuselage stripes are 12" (6.35 mm in 1/48). The Sky rectangle is 14 x 9 mm in 1/48.

Sea Fury FB.XI WJ223 was delivered to the RN on 12 June 1951, and scrapped at Blackpool, after having been struck off charge on 13 December 1956.



For six decades, the credit for the first jet kill by a piston engine fighter in Korea had gone to Lt. Peter "Hoagy" Carmichael. This was accepted fact, however recent research has proven beyond a doubt that the actual pilot who bagged the MiG-15 was another pilot in Carmichael's flight, Sub-Lieutenant Brian (Schmoo) Ellis. At long last, Ellis has been officially given the credit for this amazing feat of airmanship that he so richly deserves. This is a reconstruction of what his Sea Fury probably looked like. She carried bomb racks on the wings and drop tanks.

Wing stripes are 12" (6.35 mm in 1/48). Total width of white is 31.75 mm in 1/48 (60" actual size). Note stripes do not cover ailerons.

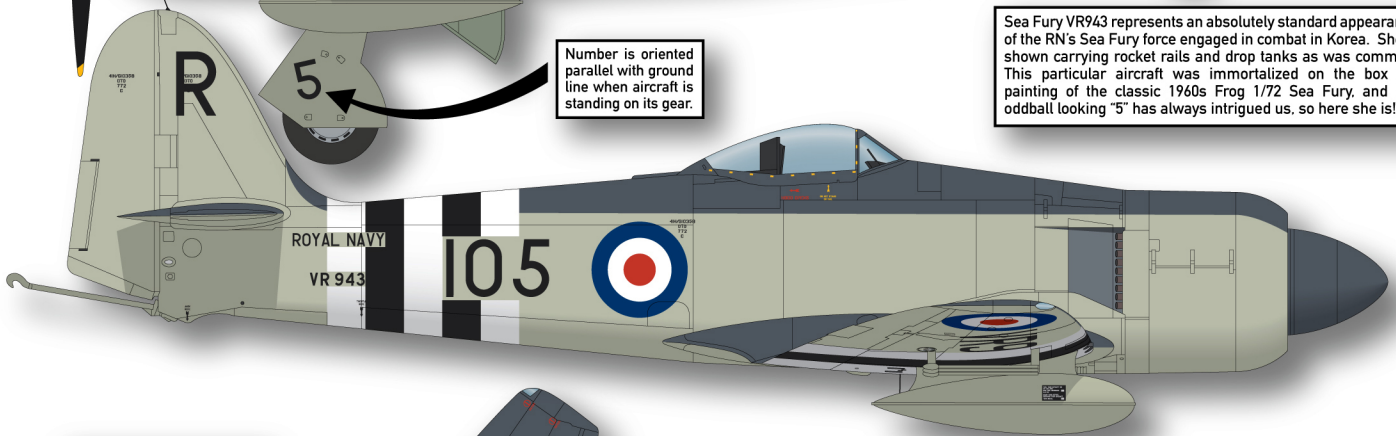


Extra Dark Sea Grey
 Sky

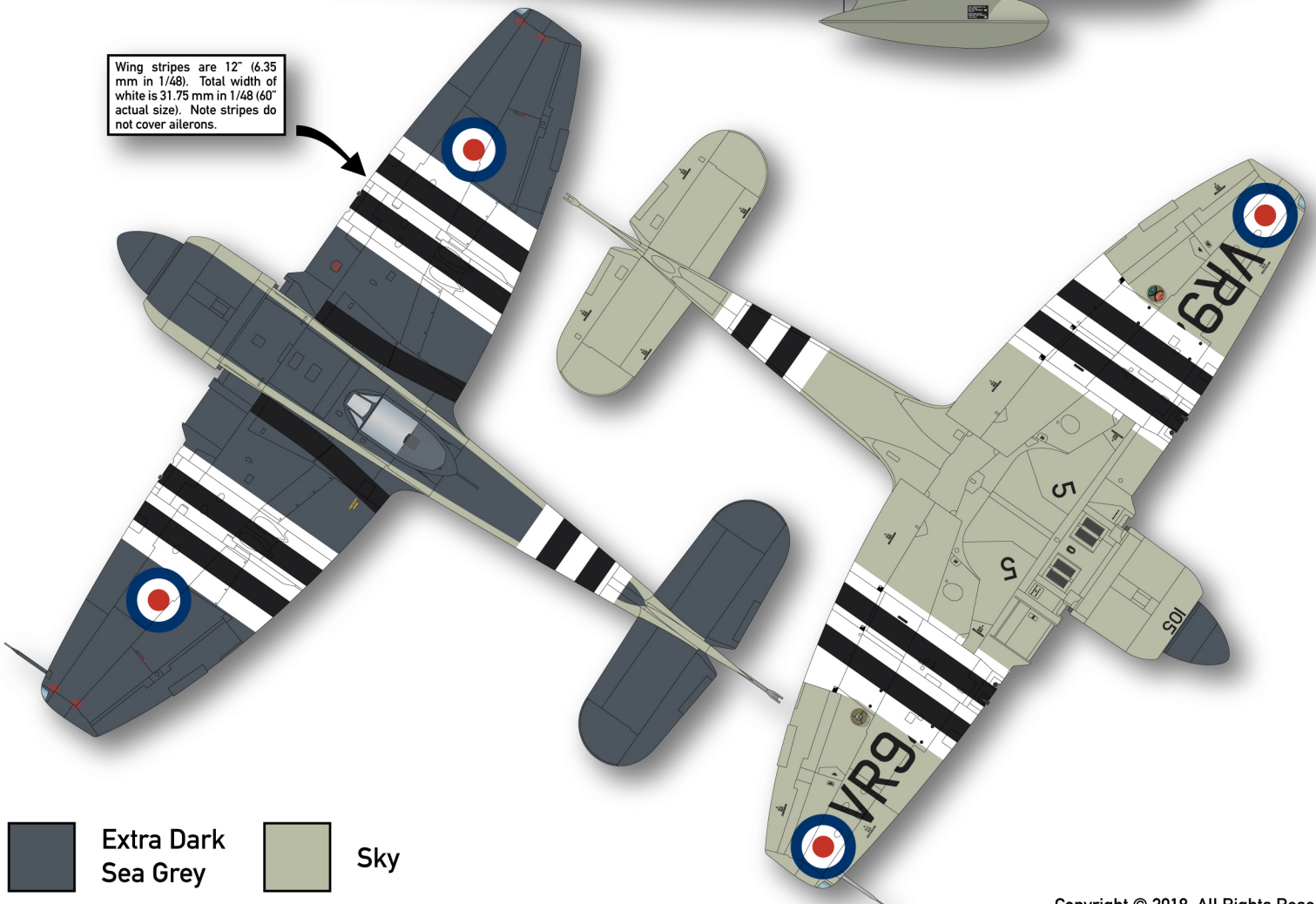


Number is oriented parallel with ground line when aircraft is standing on its gear.

Sea Fury VR943 represents an absolutely standard appearance of the RN's Sea Fury force engaged in combat in Korea. She is shown carrying rocket rails and drop tanks as was common. This particular aircraft was immortalized on the box top painting of the classic 1960s Frog 1/72 Sea Fury, and her oddball looking "5" has always intrigued us, so here she is!



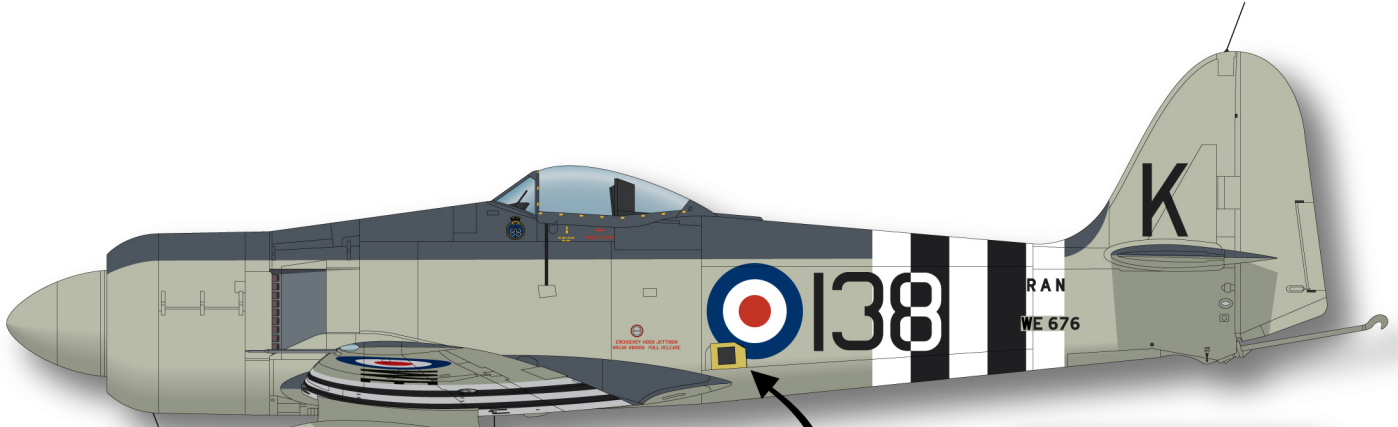
Wing stripes are 12" (6.35 mm in 1/48). Total width of white is 31.75 mm in 1/48 (60" actual size). Note stripes do not cover ailerons.



Extra Dark Sea Grey

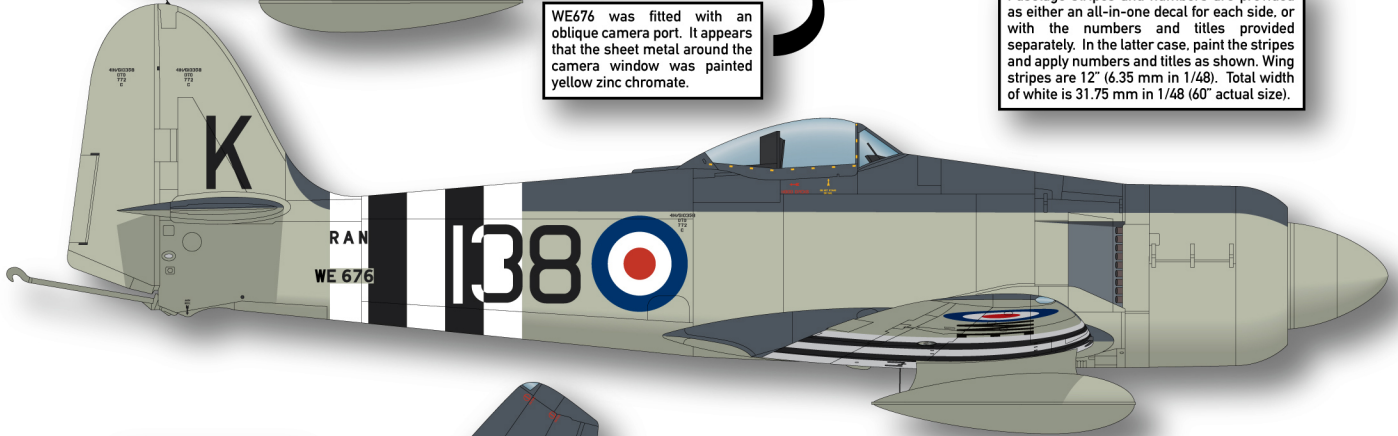


Sky

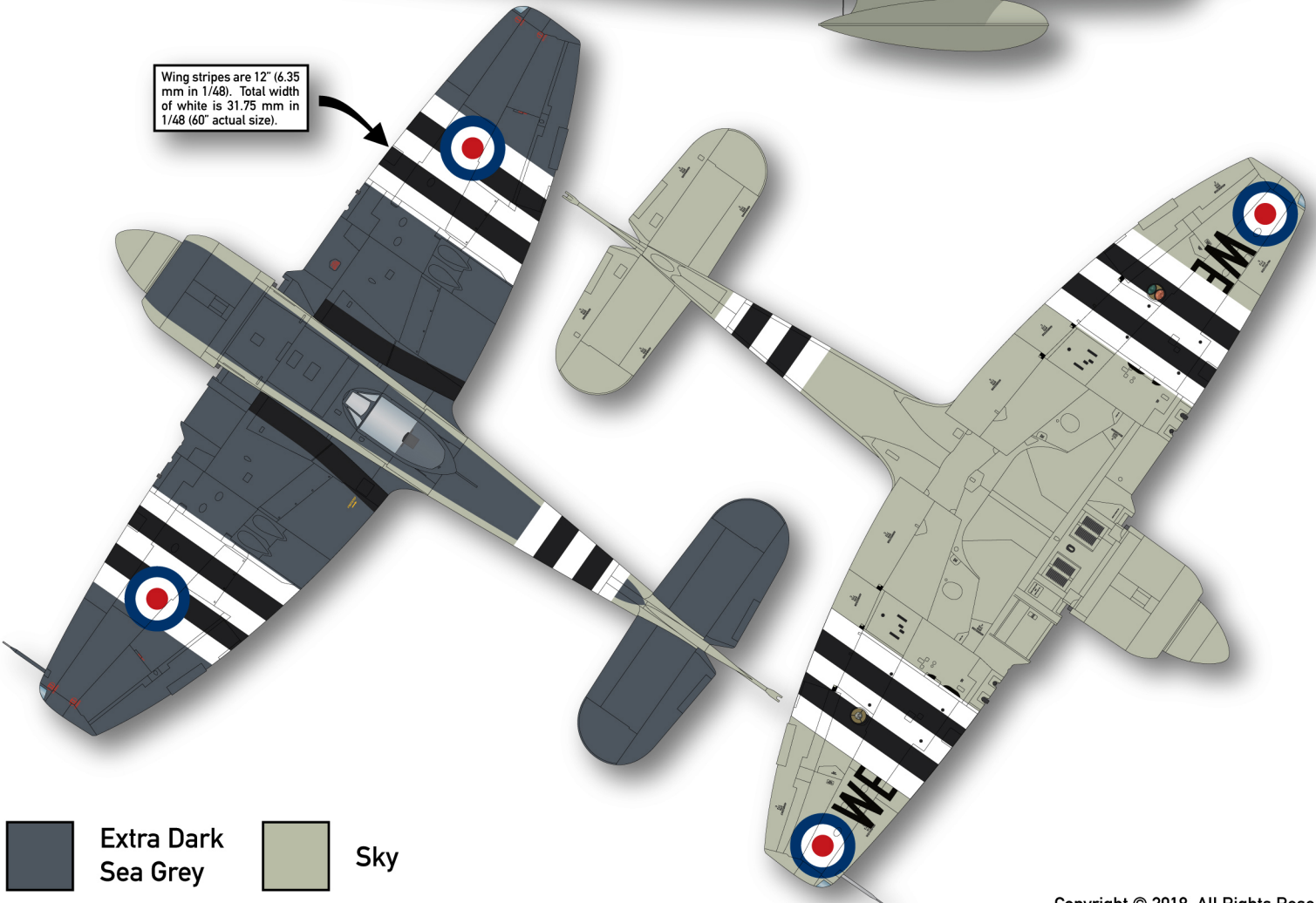


WE676 was fitted with an oblique camera port. It appears that the sheet metal around the camera window was painted yellow zinc chromate.

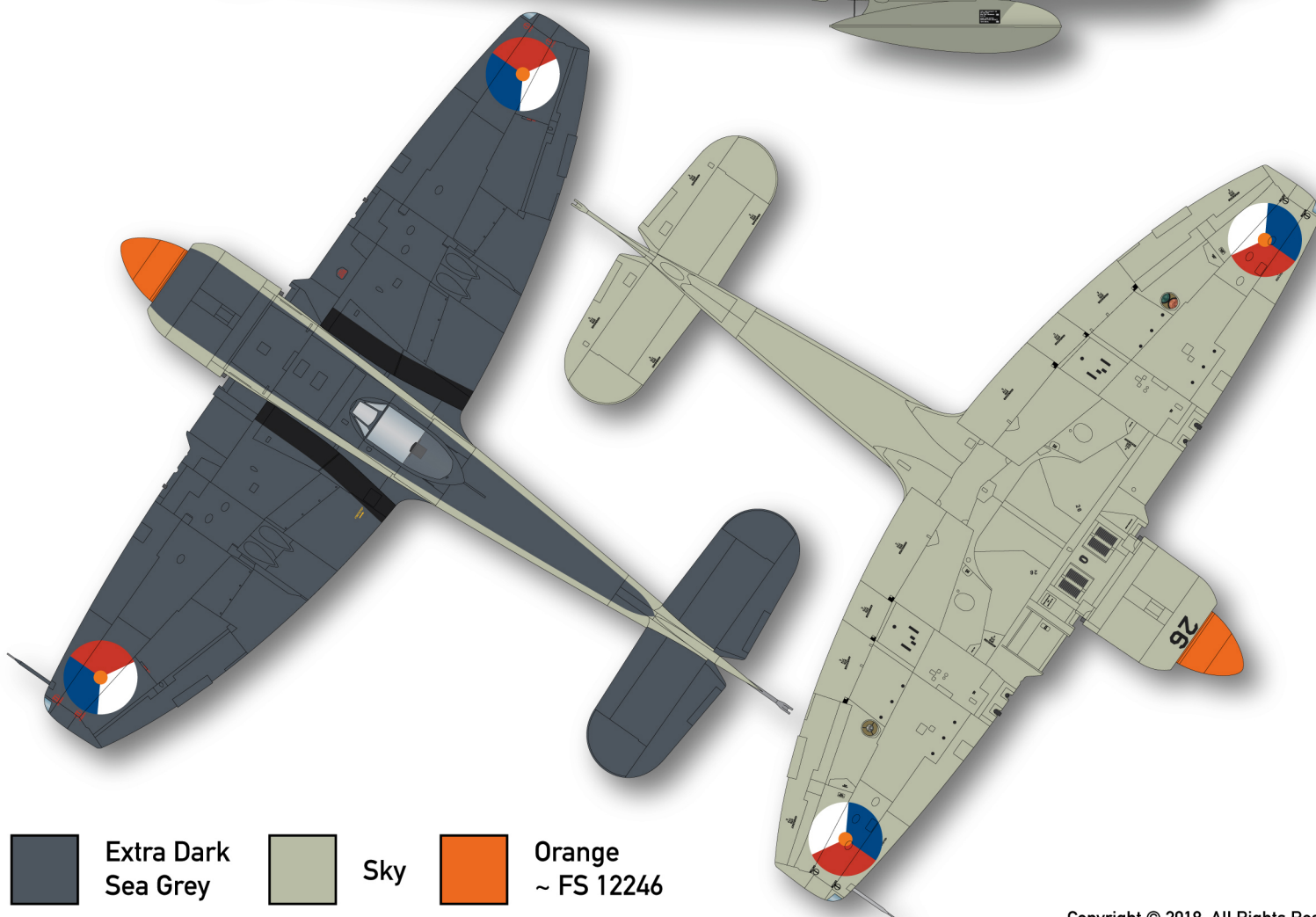
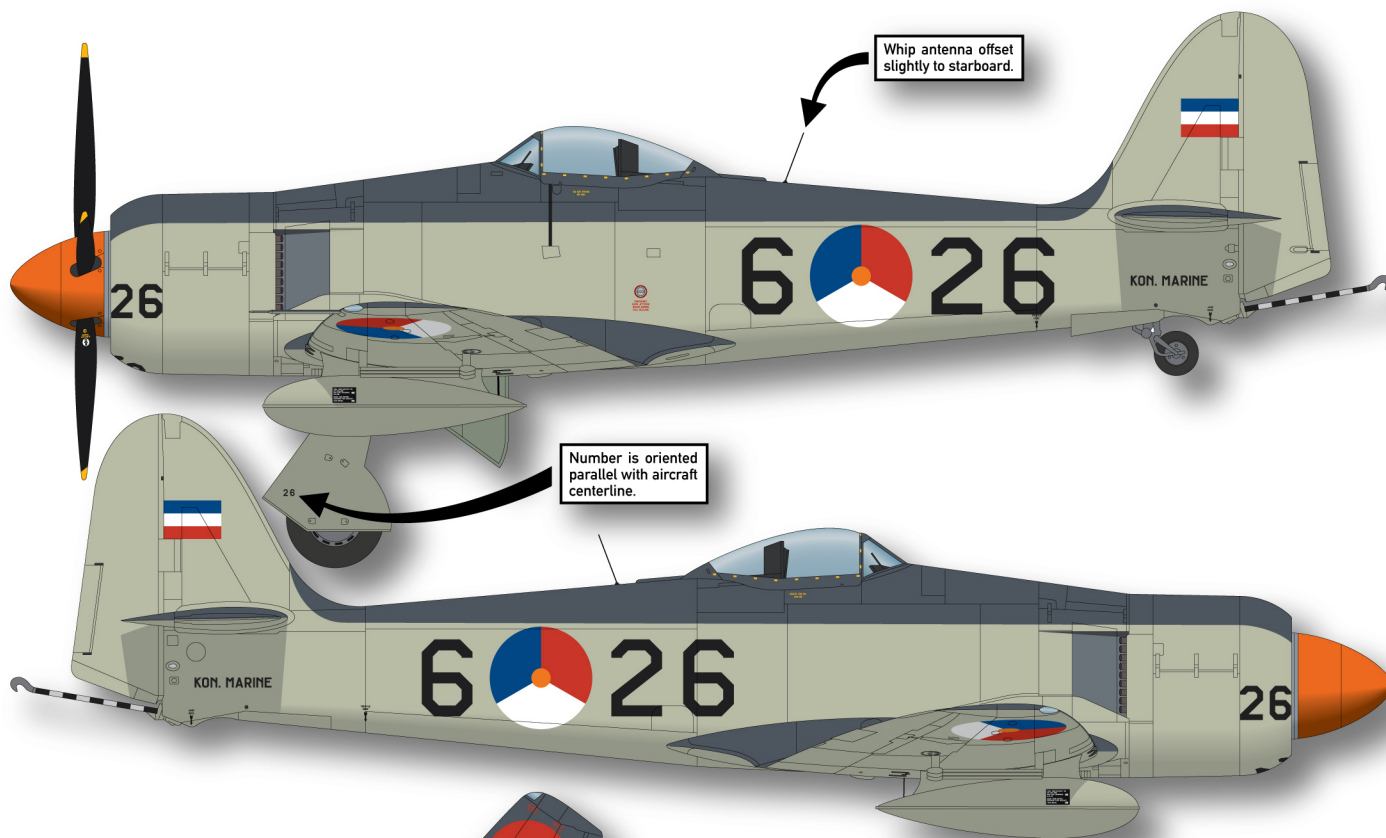
Fuselage stripes and numbers are provided as either an all-in-one decal for each side, or with the numbers and titles provided separately. In the latter case, paint the stripes and apply numbers and titles as shown. Wing stripes are 12" (6.35 mm in 1/48). Total width of white is 31.75 mm in 1/48 (60" actual size).

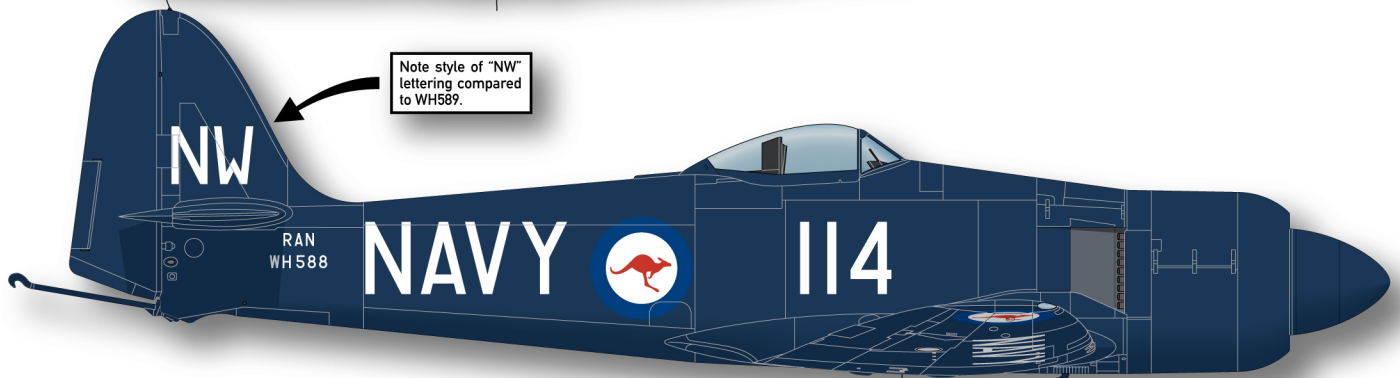


Wing stripes are 12" (6.35 mm in 1/48). Total width of white is 31.75 mm in 1/48 (60" actual size).



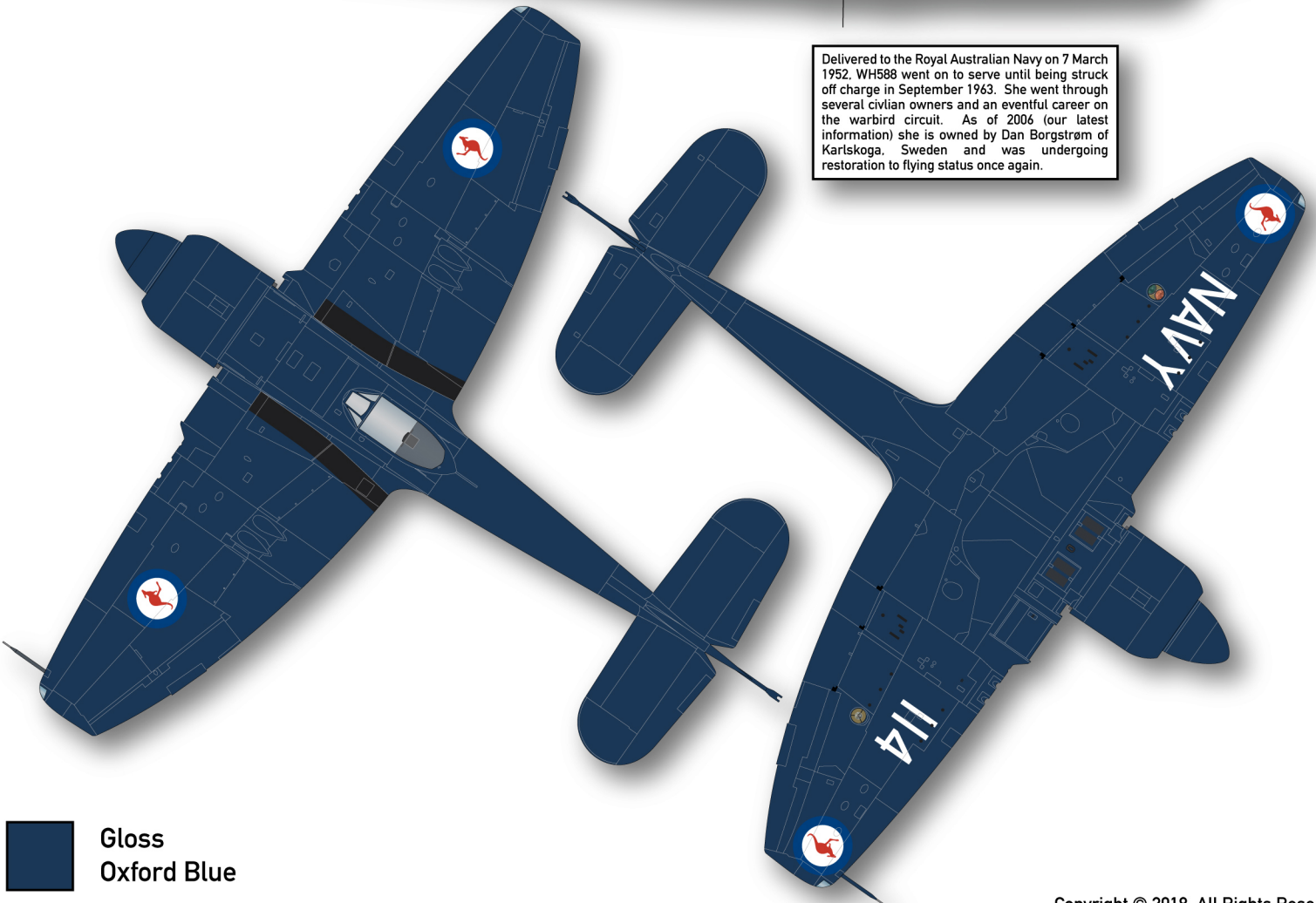
Extra Dark Sea Grey
 Sky



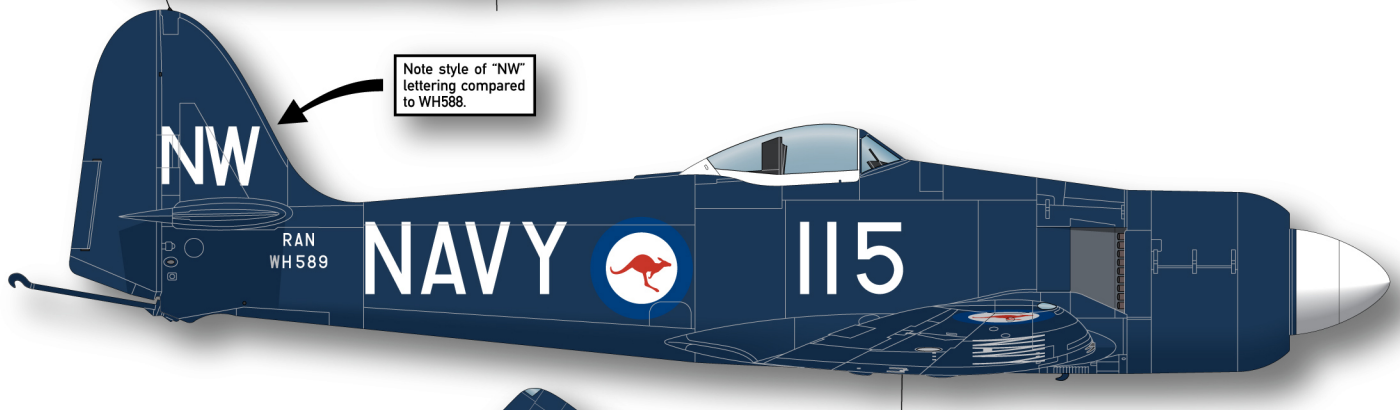


Note style of "NW" lettering compared to WH589.

Delivered to the Royal Australian Navy on 7 March 1952. WH588 went on to serve until being struck off charge in September 1963. She went through several civilian owners and an eventful career on the warbird circuit. As of 2006 (our latest information) she is owned by Dan Borgström of Karlskoga, Sweden and was undergoing restoration to flying status once again.

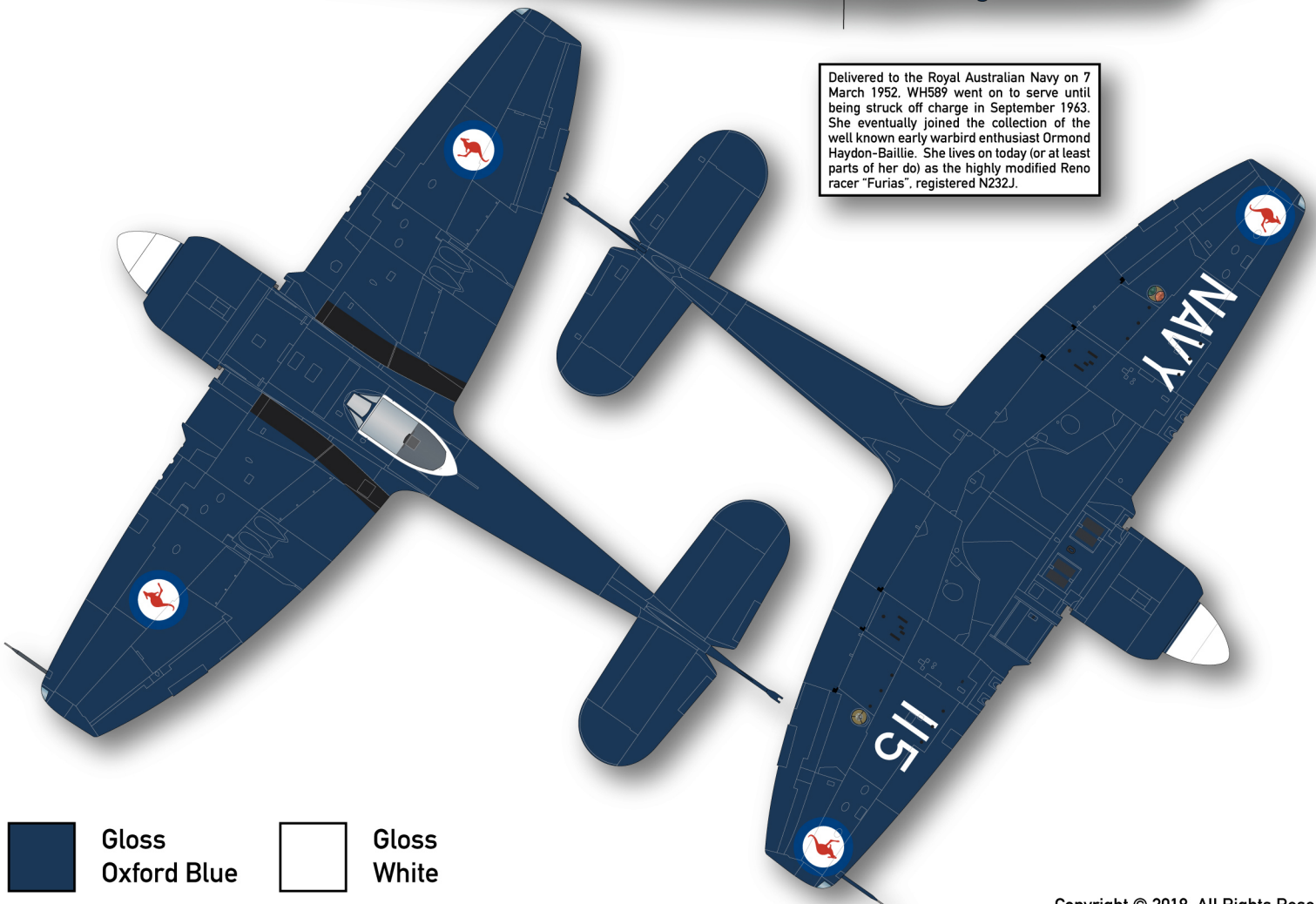


 Gloss
 Oxford Blue

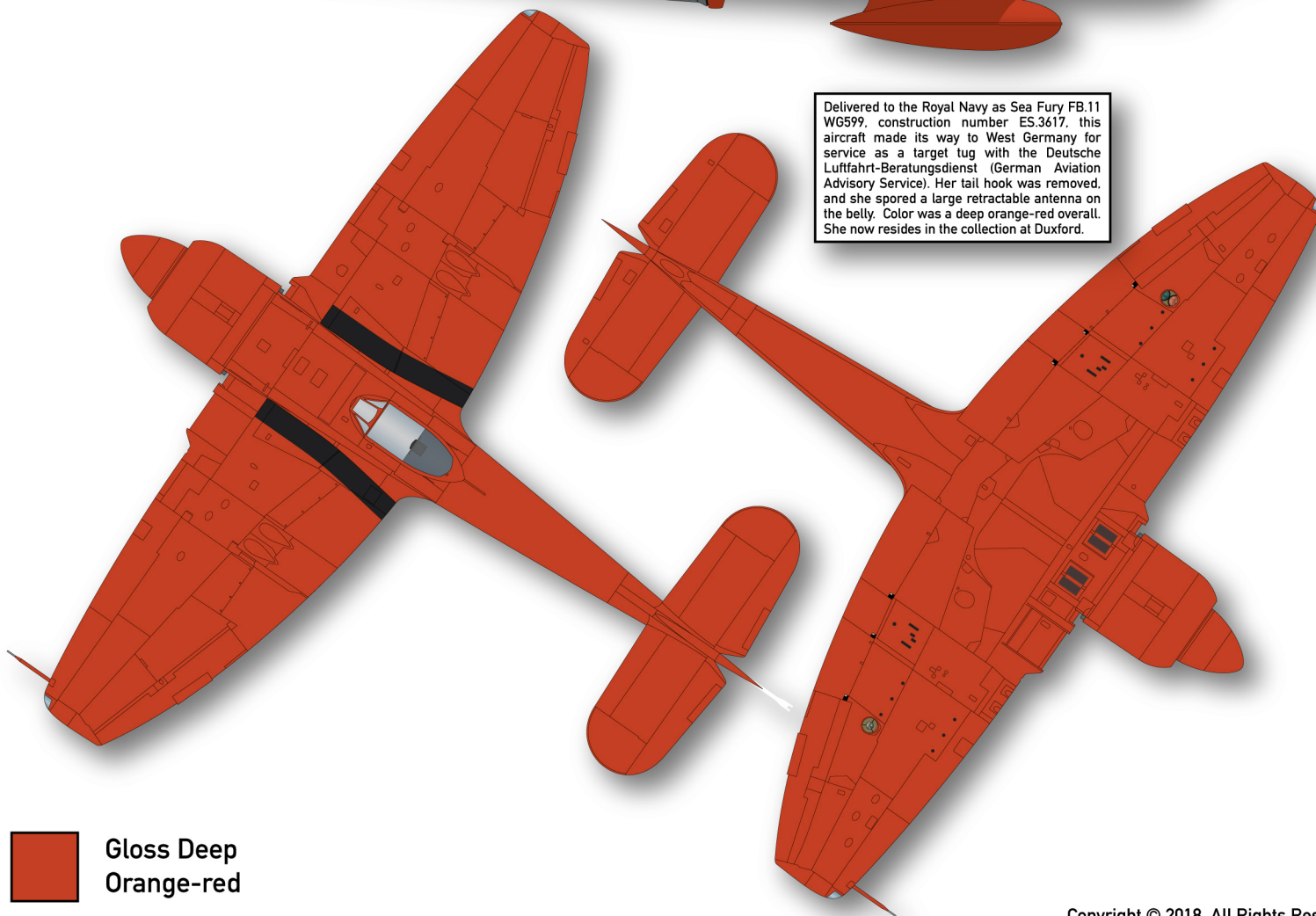
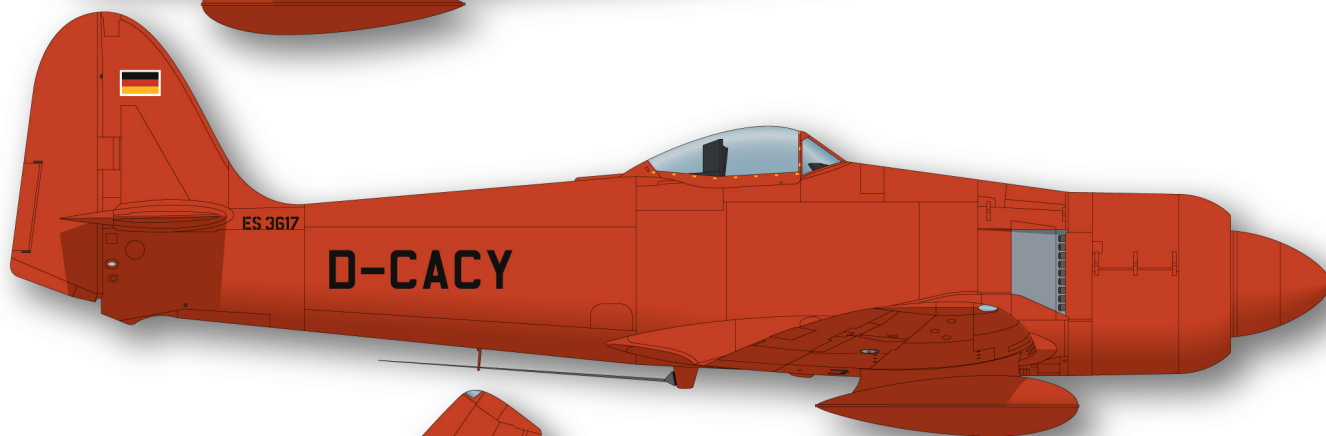
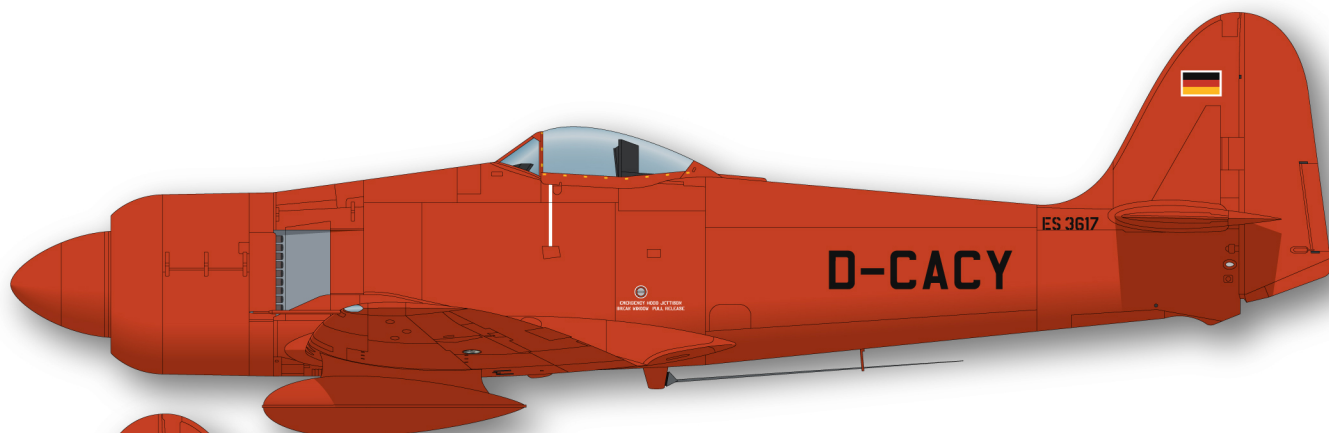


Note style of "NW" lettering compared to WH588.

Delivered to the Royal Australian Navy on 7 March 1952, WH589 went on to serve until being struck off charge in September 1963. She eventually joined the collection of the well known early warbird enthusiast Ormond Haydon-Baillie. She lives on today (or at least parts of her do) as the highly modified Reno racer "Furias", registered N232J.



Gloss Oxford Blue
 Gloss White



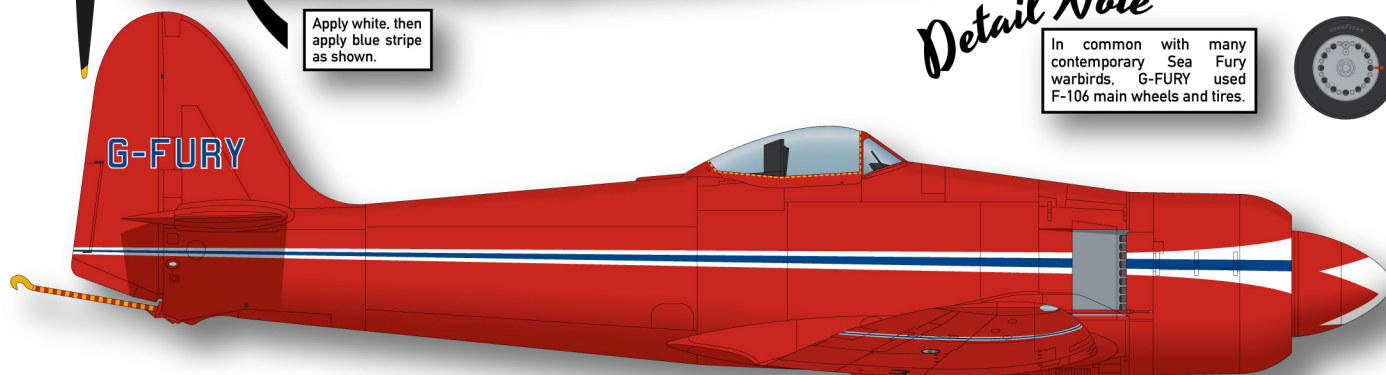
Delivered to the Royal Navy as Sea Fury FB.11 WG599, construction number ES.3617, this aircraft made its way to West Germany for service as a target tug with the Deutsche Luftfahrt-Beratungsdienst (German Aviation Advisory Service). Her tail hook was removed, and she sported a large retractable antenna on the belly. Color was a deep orange-red overall. She now resides in the collection at Duxford.

 Gloss Deep Orange-red



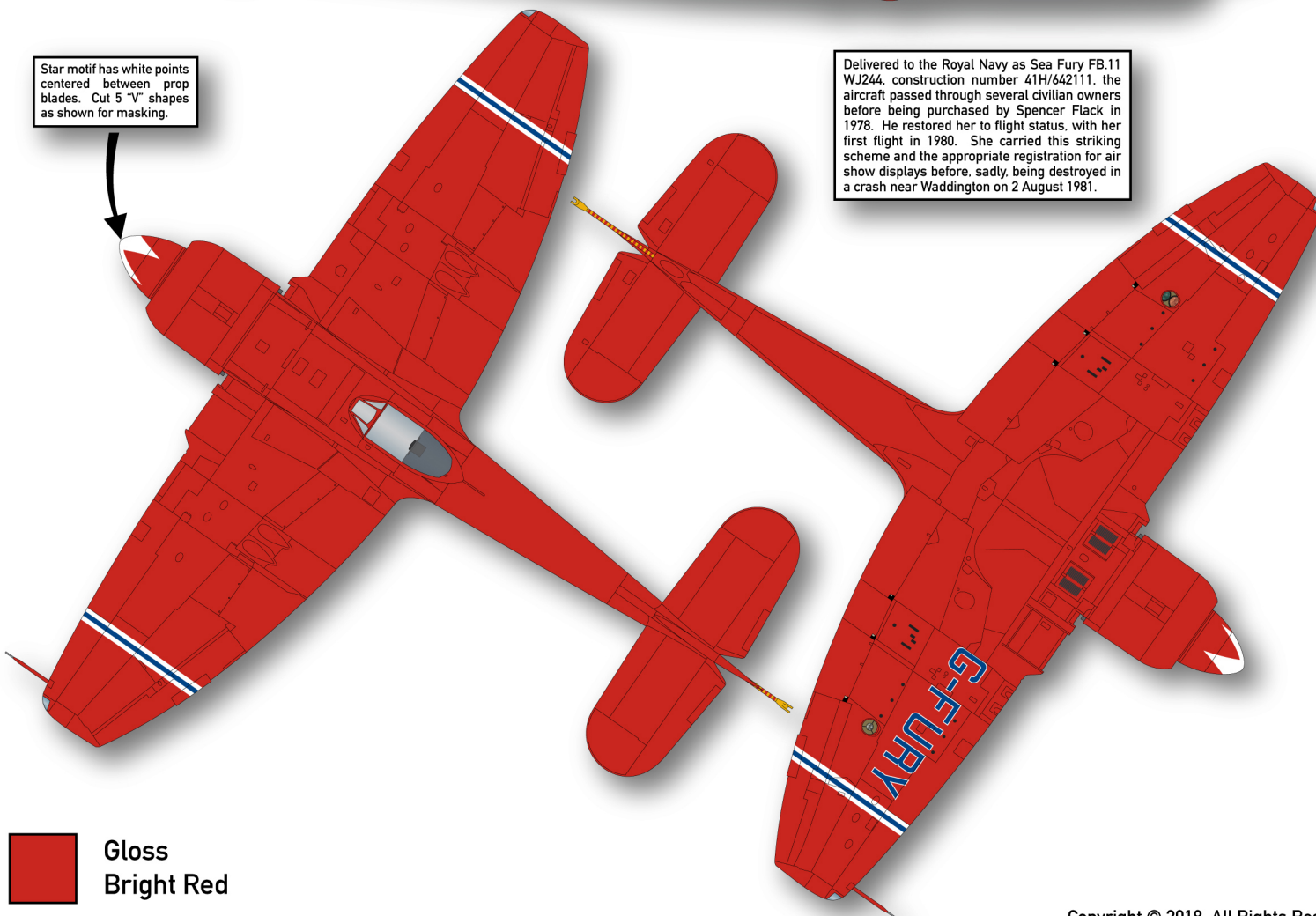
Detail Note

In common with many contemporary Sea Fury warbirds, G-FURY used F-106 main wheels and tires.



Star motif has white points centered between prop blades. Cut 5 "V" shapes as shown for masking.

Delivered to the Royal Navy as Sea Fury FB.11 WJ244, construction number 41H/642111, the aircraft passed through several civilian owners before being purchased by Spencer Flack in 1978. He restored her to flight status, with her first flight in 1980. She carried this striking scheme and the appropriate registration for air show displays before, sadly, being destroyed in a crash near Waddington on 2 August 1981.



 Gloss
Bright Red