

Whilst the Firefly trainer based on the Mark One airframe was widely used by several air forces including the Fleet Air Arm, the Mark Five airframe was never thus utilized.

Faireys did, however, supply details of the conversion to their Australian branch and the result was the conversion of two Mark Five airframes which went on to serve with the Royal Australian Navy.

This conversion applies to the Airfix kit and involves the replacement of the kit fuselage with a completely new trainer version to which the remainder of the kit parts are added in the usual way. Two vacform canopies are provided to allow you replace the kit part if you so wish.

Before use the fuselage should be washed in warm soapy water to remove all traces of mould release agent. The flow channel on the nose should be removed and the area cleaned up with Wet and Dry sandpaper used wet, as should the mould seams along the sides of the fuselage. Super Glue or two part epoxy glue should be used for resin to plastic joints.

After careful trimming and continual reference to the kit in order to check the fit, the canopies should be attached with R.C. Craft Glue or Humbrol Clear Fix. Holes should be drilled for the tailwheel and exhaust stubs and the two aerials formed from scrap plastic and attached where shown. The cockpit areas can be opened out by means of a burr attachment on an electric modelling drill to allow for the desired amount of internal detail to be added.

The drawings included here show a silver aircraft with yellow trainer bands and spinner. Roundels feature in the usual six positions with all lettering featured in black.

