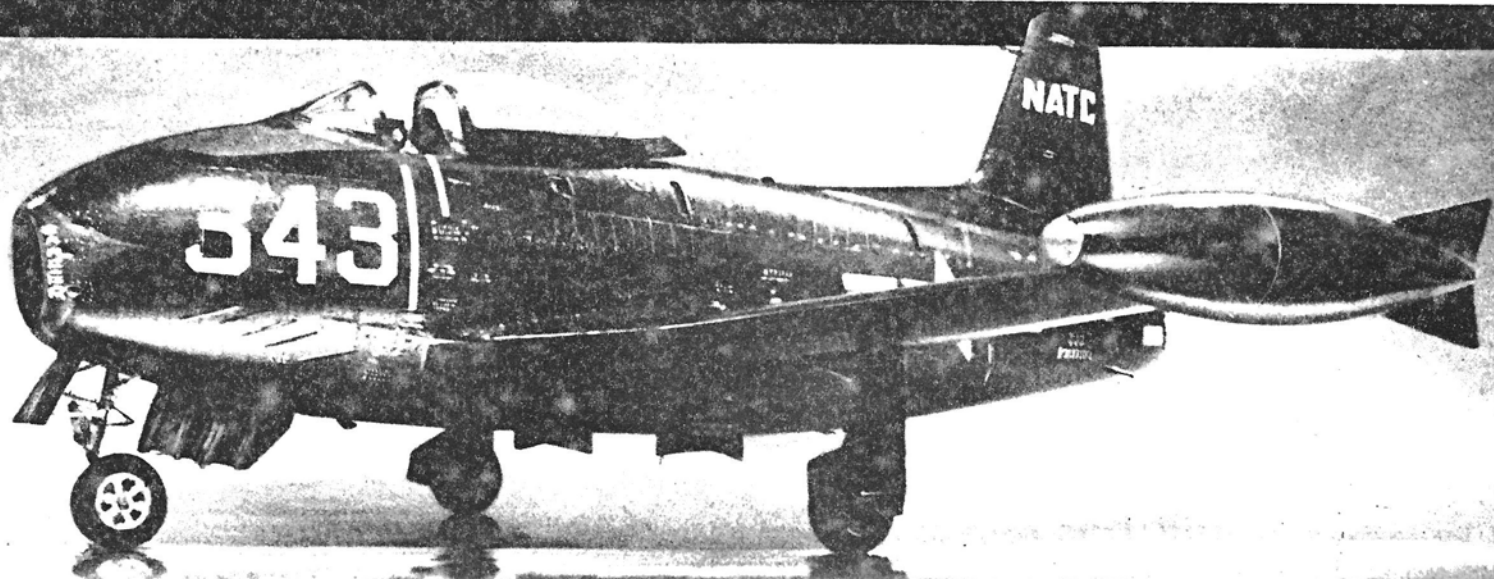


RARE JETS

1:72 SCALE VACUUM-FORMED MODEL AIRCRAFT KIT

This kit contains highly-detailed vacforms moulded in styrene, clear transparencies, multi-view scale plans, picture and article references, colouring and marking details. You to add decals of your choice.

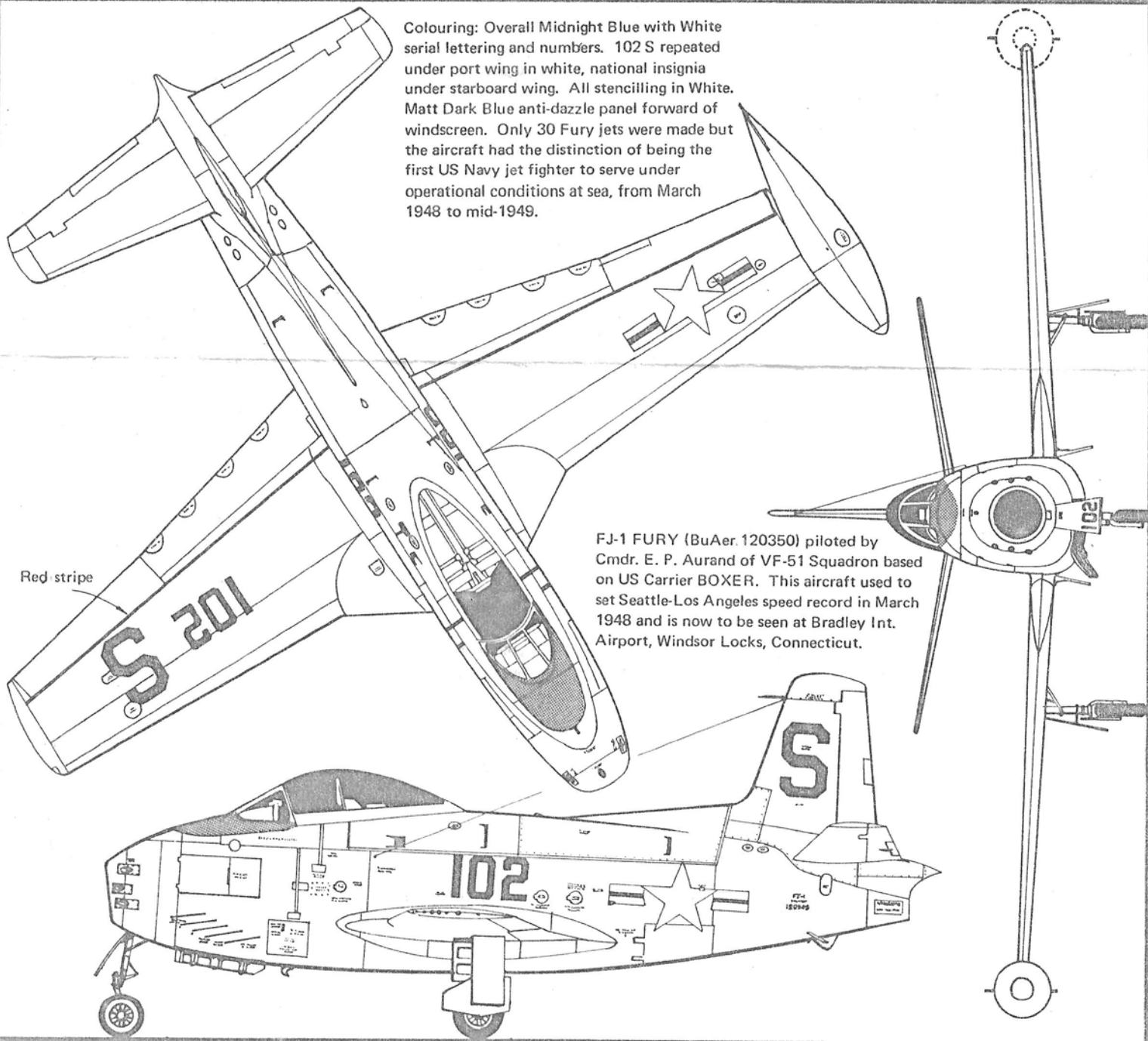
North American FJ-1 Fury



RAREplanes

FJ-1 Fury

Colouring: Overall Midnight Blue with White serial lettering and numbers. 102 S repeated under port wing in white, national insignia under starboard wing. All stencilling in White. Matt Dark Blue anti-dazzle panel forward of windscreen. Only 30 Fury jets were made but the aircraft had the distinction of being the first US Navy jet fighter to serve under operational conditions at sea, from March 1948 to mid-1949.

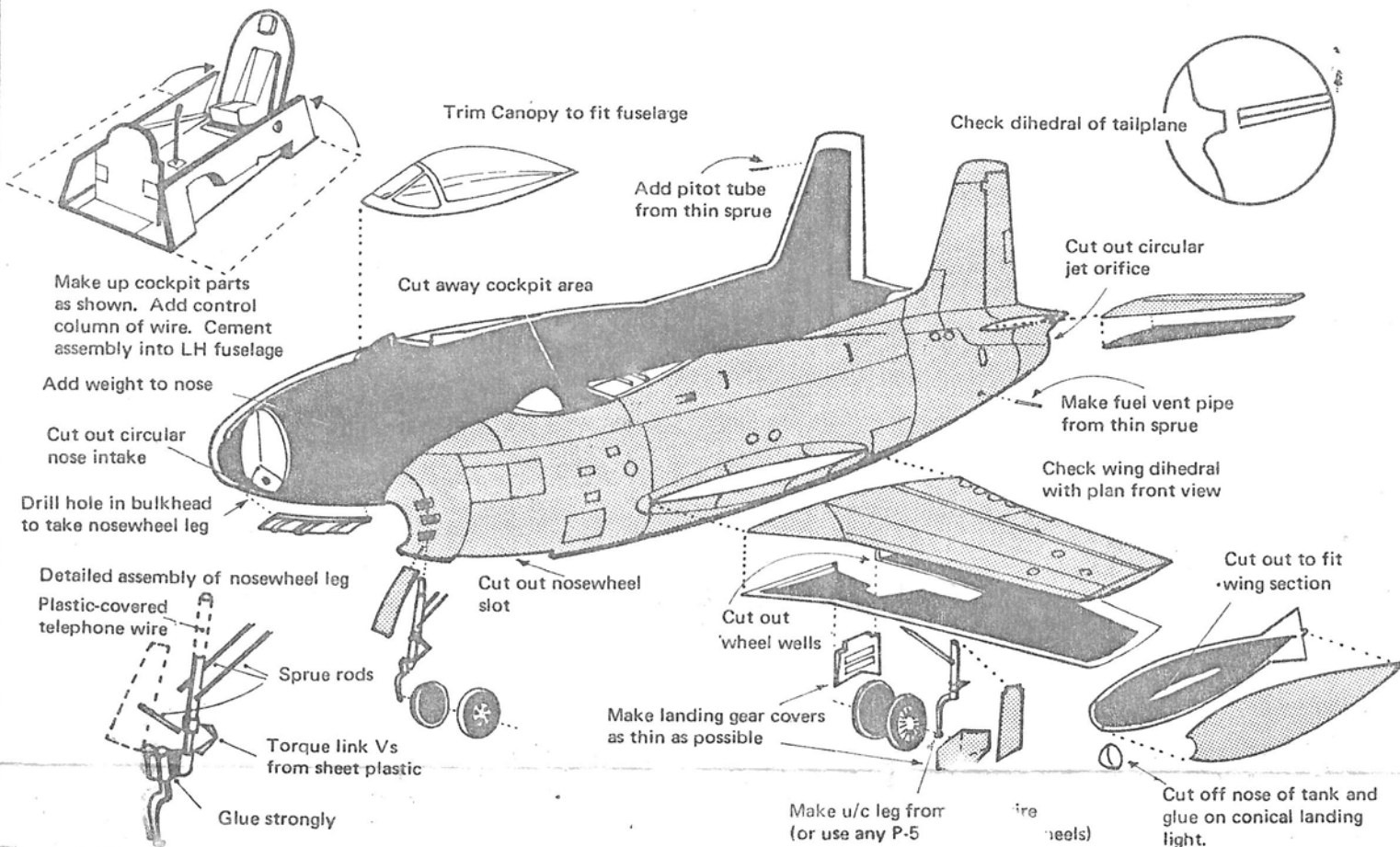


FJ-1 FURY (BuAer 120350) piloted by Cmdr. E. P. Aurand of VF-51 Squadron based on US Carrier BOXER. This aircraft used to set Seattle-Los Angeles speed record in March 1948 and is now to be seen at Bradley Int. Airport, Windsor Locks, Connecticut.

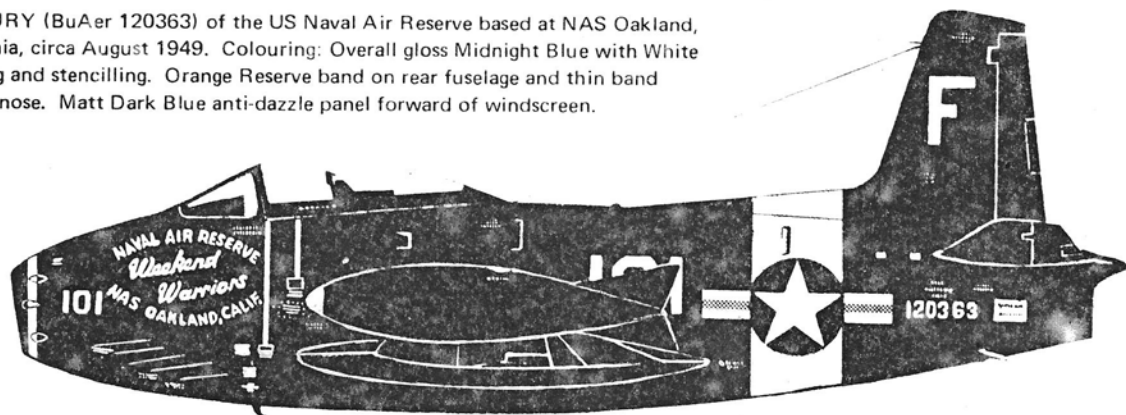
RARE planes are best constructed by using the watery liquid cement, Methyleneethylketone,

Trim each moulded part from the sheet with a sharp craft knife or just score round shapes with a blade, breaking away excess plastic with fingers. Rub the cut edges of all components on a flat sheet of wet-and-dry sandpaper, removing enough plastic (approx $\frac{1}{2}$ mm) to ensure that centreline joints are perfect; use plenty of water so that a smooth, abrasive action is carried out. Where more plastic is to be removed, such as at the wing and tail trailing edges, use a flat file or scrape the plastic with a knife, but do this only on the inside otherwise all surface detail will be lost. Make sure that a sufficiently slim airfoil shape is obtained on the flying surfaces before attempting to cement parts together.

Before assembly, add and paint internal fuselage details — pilots and seats are the necessary items as little else can be seen in the tiny cockpits. Now align fuselage halves, using thin strips of sticky tape at strategic points to hold joint tight, liquid polystyrene cement is now flooded into the joint. When dry, remove the tape and brush more cement into the joint. Smooth all joints when dry with sandpaper but be careful to check with the plan that shapes and contours are correct. When a part is complete, brush a full coat of liquid cement all over to restore a glossy surface on the plastic.

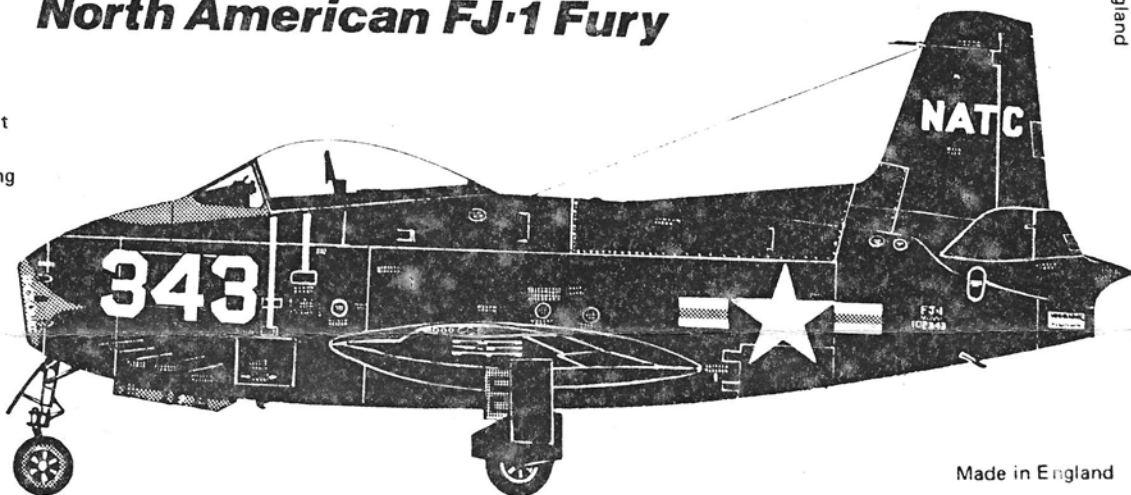


FJ-1 FURY (BuAer 120363) of the US Naval Air Reserve based at NAS Oakland, California, circa August 1949. Colouring: Overall gloss Midnight Blue with White lettering and stencilling. Orange Reserve band on rear fuselage and thin band around nose. Matt Dark Blue anti-dazzle panel forward of windscreen.



North American FJ-1 Fury

FJ-1 FURY (BuAer 120343) in Naval Air Technical Command markings on test at NAS Patuxent River. Colouring: Overall gloss Midnight Blue with White lettering and stencilling. Nose intake has Red scalloping with the word DANGER in White. Matt Dark Blue anti-dazzle panel forward of windscreen.



Made in England

Published references and pictures on the Fury fighters:
 AAHS Journal summer 1968: History, plans interiors
 Air Classics August 1974: good pics, plans
 Janes AWA 1947
 Jet Aircraft of the World: Roy Cross
 RAF Flying Review Vol XVII No 3: colour profile 'Weekend Warrior'
 The Aeroplane April 30 1948
 US Navy Aircraft since 1911: Putnam
 US Navy & Marine Fighters 1918-1962: Harleyford