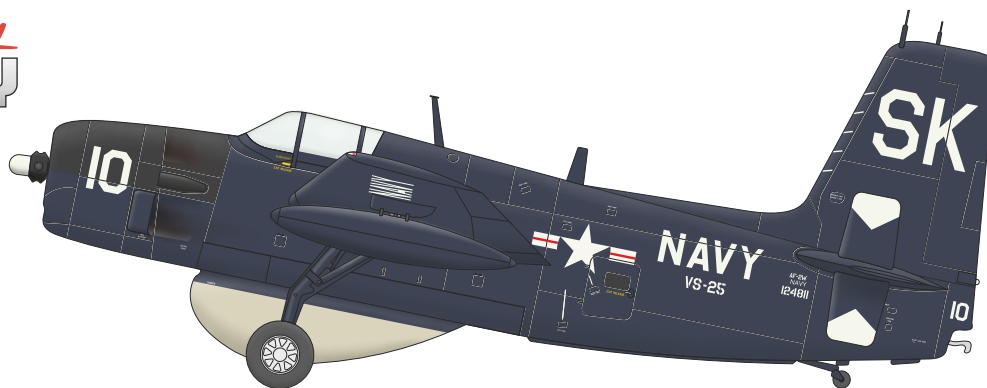




AF-2W Guardian „Submarine Hunter”

Historie

CZ

V padesátých letech minulého století operovaly z letadlových lodí US Navy dvojice protiponorkových letounů AF-2 Guardian. Zatímco AF-2W nesl pod trupem objemný vyhledávací radar APS-20, druhá verze AF-2S nesla v pumovnici a pod křídlem protiponorkovou útočnou výzbroj (protiponorková torpéda, hlubinné pumy či rakety, útočný radar).

Vývoj Guardianu byl zahájen již za druhé světové války, ovšem původně US Navy požadovalo torpédový bombardér. U firmy Grumman dostal tento projekt označení G-70 a námořnictvo jej značilo jako XTB3F-1. XTB3F-1 měl mít kombinovaný pohon, v přídě umístěný hvězdicový motor P&W R-2800 měl pohánět čtyřlístou vrtuli, v ocasní části měl být instalován proudový motor Westinghouse 19XB. Proudový motor byl vymontován ještě před prvním letem. K tomu došlo 19. prosince 1945.

24. prosince 1945 však US Navy změnilo své požadavky a požadovalo přestavbu na protiponorkový letoun ve dvou výše zmíněných verzích.

Prototyp "Hunteru", jak byla nazývána verze AF-2W, vzlétl poprvé v listopadu 1948, prototyp "Killeru" v lednu následujícího roku. V roce 1950 byly první AF-2 obou verzí zařazeny do výzbroje US NAVY. Později je doplnila verze AF-3S. Ta odpovídala verzi AF-2S, ale nesla navíc detektor magnetických anomálií.

AF-2 operovaly jak z letadlových lodí, tak pozemních základen. Během Korejské války zajišťovaly ochranu letadlových lodí US Navy v bojových oblastech. Z první linie byly staženy v roce 1955, ale u záložních jednotek sloužily až do roku 1957.

Guardiany se staly prvními specializovanými protiponorkovými stroji US Navy operujícími z letadlových lodí. Zároveň drží primát největších jednomotorových strojů s pístovým motorem v řadové službě, které kdy z palub lodí US Navy operovaly.

History

GB

During the 1950s, AF-2 Guardian anti submarine aircraft were operating from the decks of US Navy aircraft carriers in Hunter Killer pairs. These pairs consisted of the AF-2W version, which performed the 'Hunter' role using its volumous fuselage mounted AP-20 search and early warning radar to locate submarines while the second aircraft of the pair was the AF-2S which was the 'Killer' and carried offensive anti-submarine weapons such as torpedoes, depth charges or rockets in the bomb bay and under the wings. The latter also had a small radar attached to the wing.

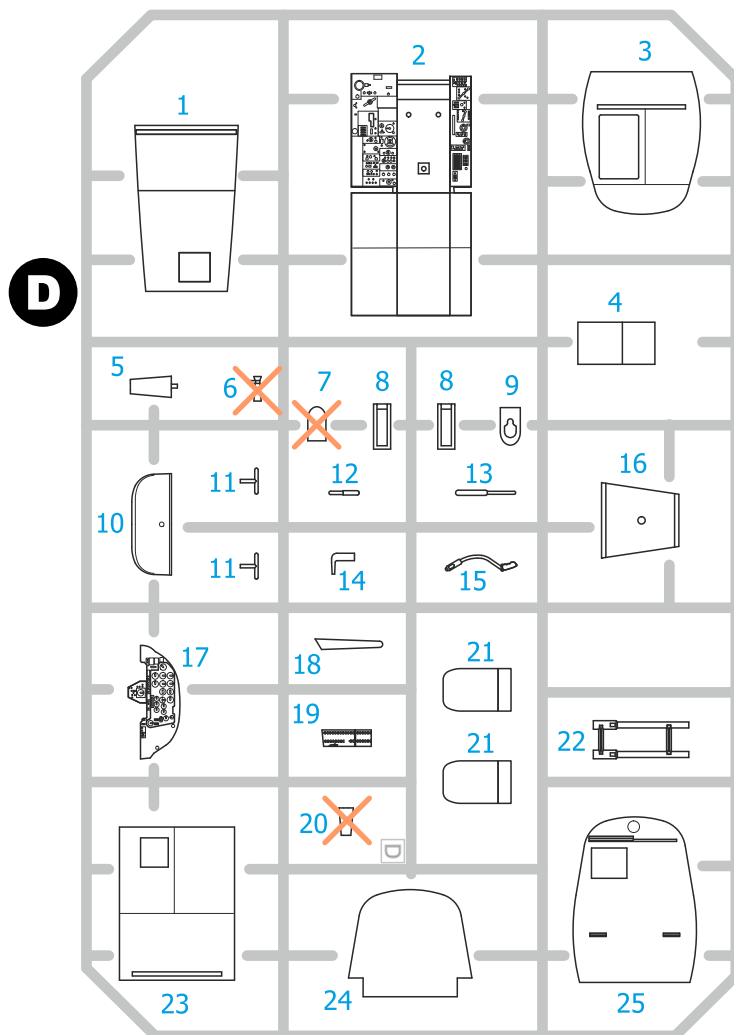
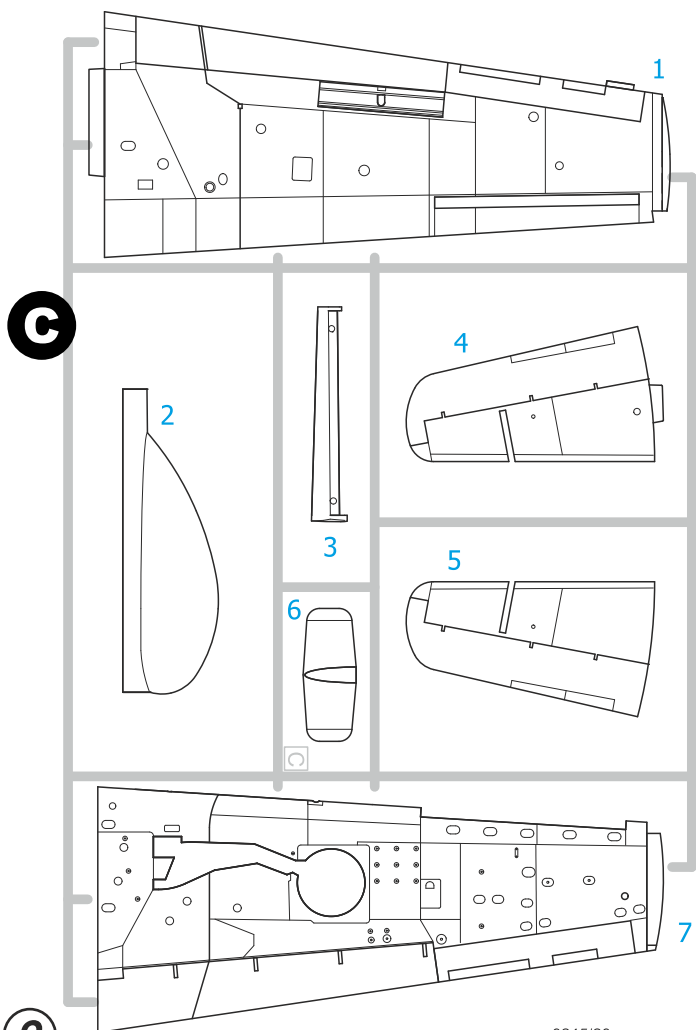
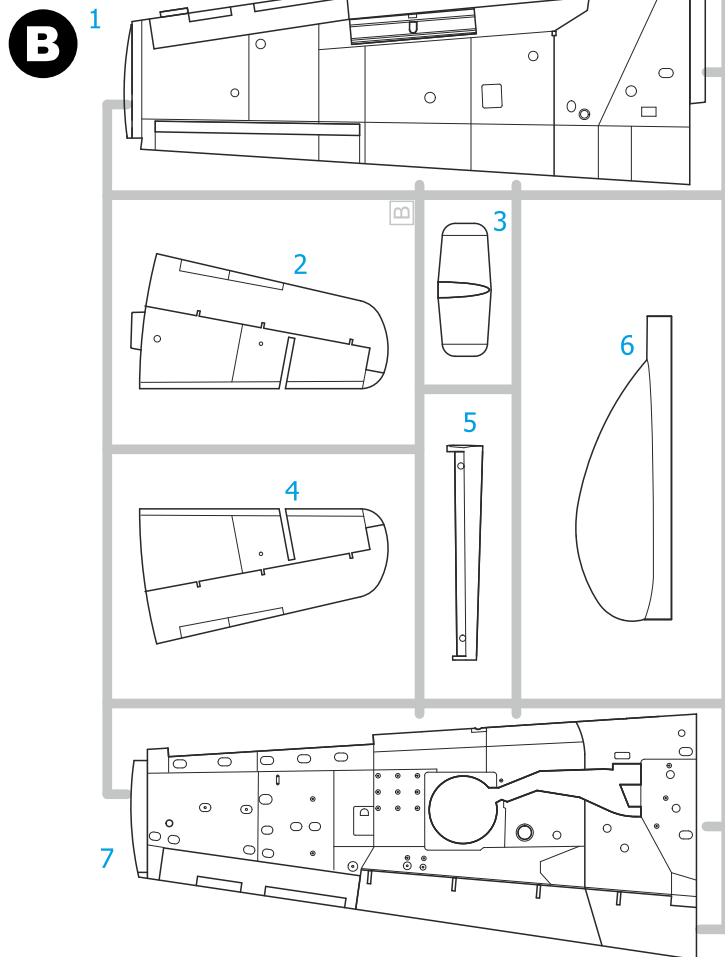
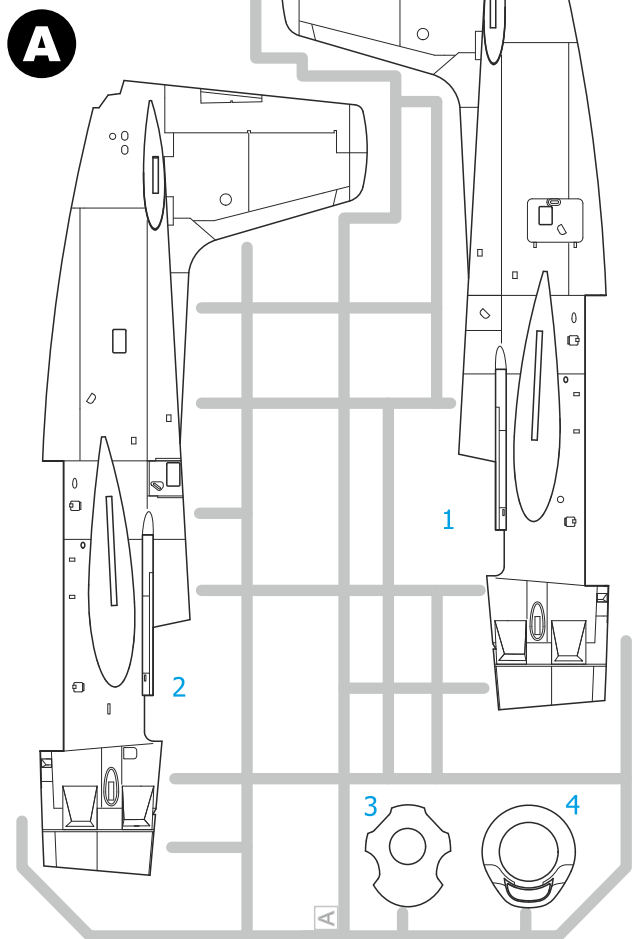
Development of the Guardian began during the Second World War although the original request from the US Navy had been for a torpedo-bomber. At Grumman, this project was known under G-70 designation while the Navy recognized it as XTB3F and this new aircraft was to have combined powerplants with a P&W R-2800 radial engine driving a four-bladed propeller in the nose and a Westinghouse 19XB jet engine mounted in the tail section. The Westinghouse jet engine was later removed from the specification however before the maiden flight of the prototype which took place on the 19th December 1945. By this time the torpedo bomber role had become outmoded and therefore the US Navy changed its requirements for the new aircraft.

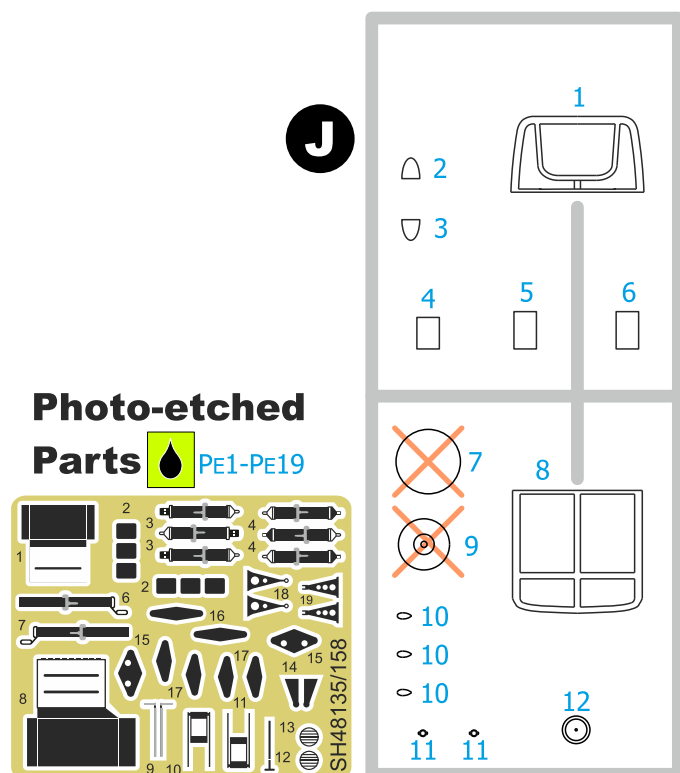
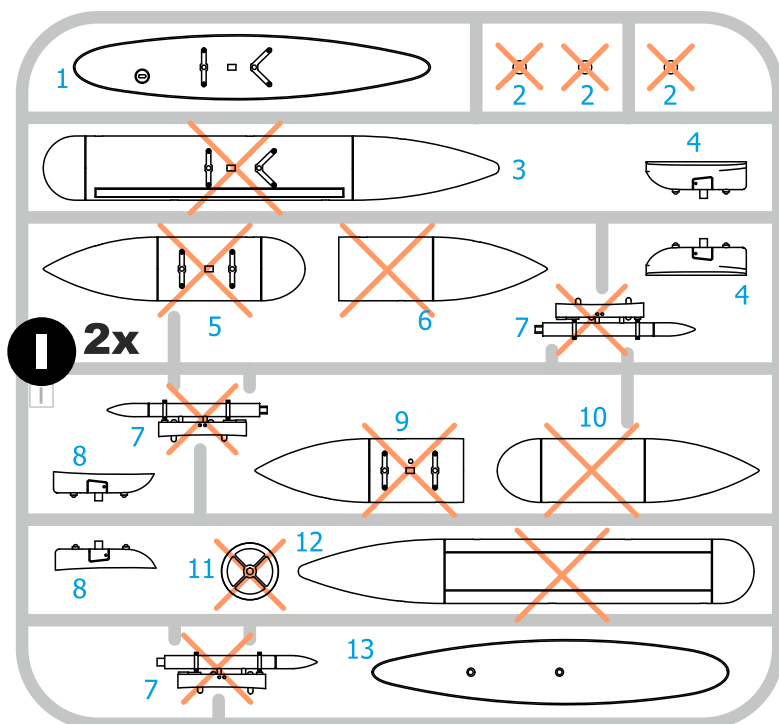
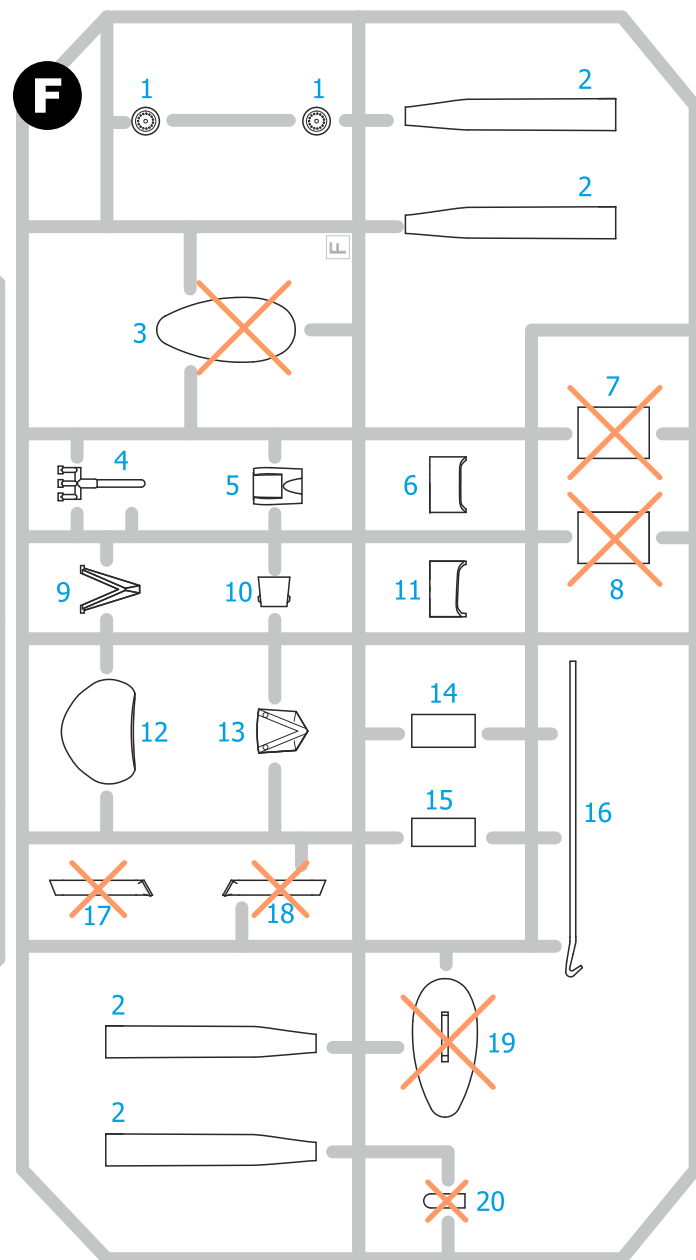
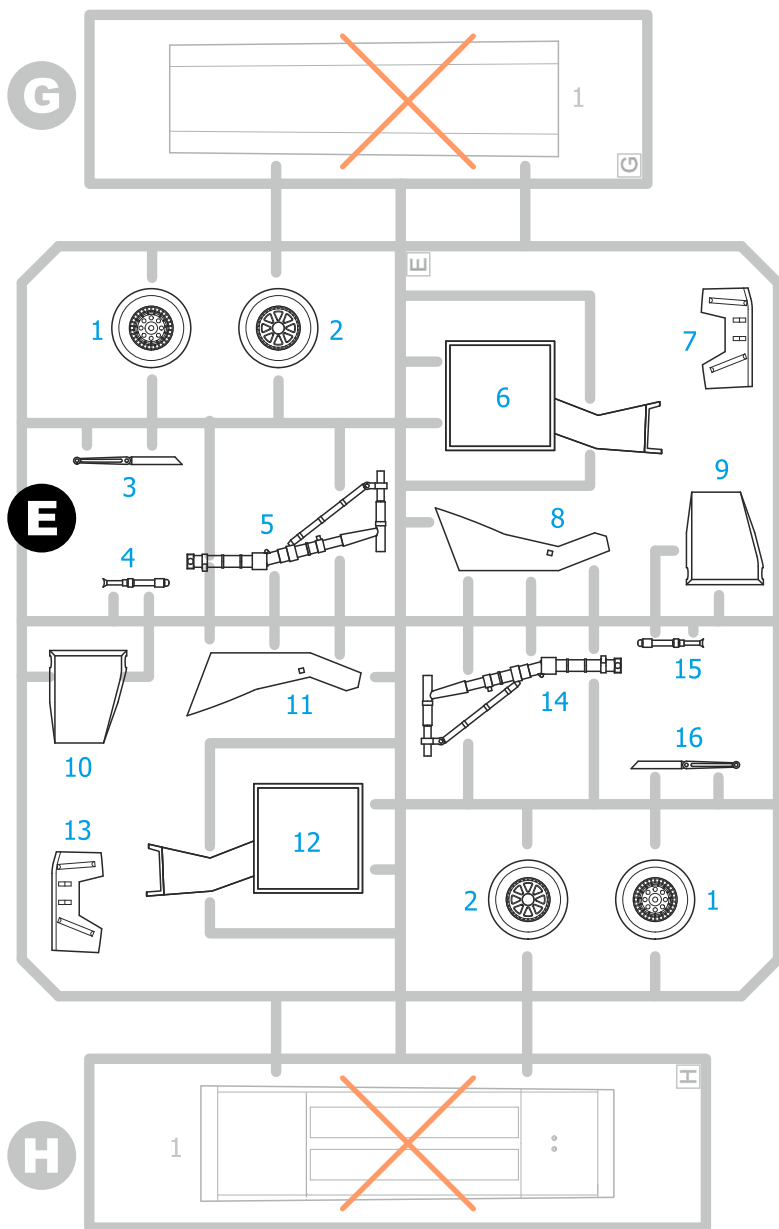
On the 24th December 1945 Grumman was asked to re configure the aircraft for the anti-submarine role but because the current AP-20 search radar was too big for a single engined aircraft to carry alongside a weapon load this would require two separate versions which would fly together, one carrying radar and the other carrying weapons. The result of this were the AF-2W and AF-2S. The prototype AF-2W (which was the radar equipped Hunter version) first flew during November 1948 and the AF-2S (Killer variant) performed its first flight in January 1949. The type also received the name 'Guardian'.

The first Guardians entered service with the US Navy in 1950 in their Hunter Killer pairs and were later joined by the improved AF-3S version which was almost identical to AF-2S but had a MAD (Magnetic Anomaly Detector) added. AF-2 and 3 Guardians flew from carriers and from land bases and during the Korean War they were responsible for protecting the US Fleet in the combat areas.

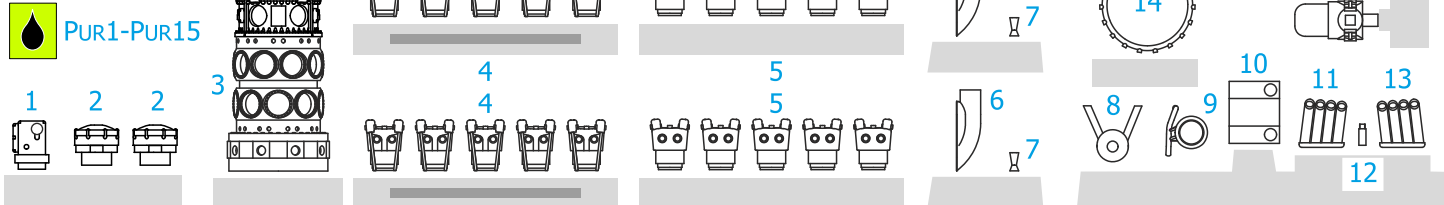
Although the type was removed from front line service during 1955 it continued in service with units of the the US Naval Reserve until 1957 and the Guardian was the first custom built specialized anti-sub aircraft to fly from US Navy carriers. It also holds the record for being the largest single engined piston engined aircraft to be flown from the decks of the US Navy.

KIT PARTS





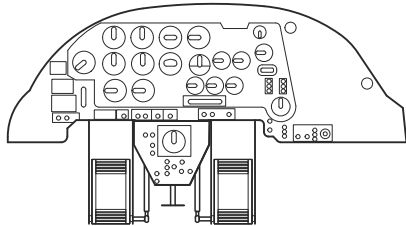
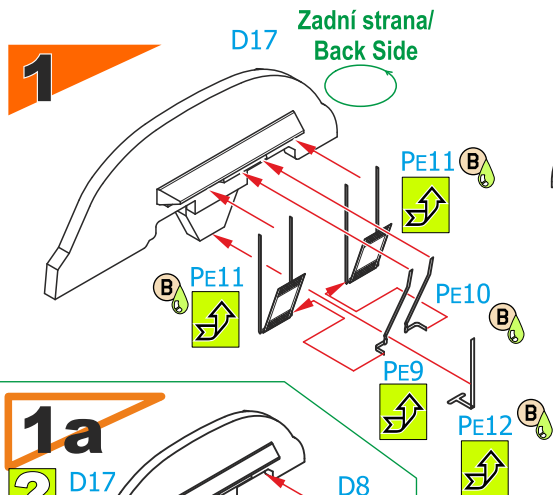
PUR Parts



SYMBOLS

	MOŽNOST VOLBY OPTIONAL NACH BELIEBEN OPTION		POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO INSTANT CYANOACRYLATE GLUE ZYANOAKRYLÁTKLEBER ADHÉSIF CYANOACRYLAT		OHNOUT BEND BIEGEN COURBER		ZHOTOVIT NOVÉ SCRATCH BUILD FERTIGSTELLEN ACHEVER		ŘEZAT/VRTAT CUT OFF/DRILL ENTFERNEN DETACHER		GSI colours code		NATRÍT COLOUR FARBEN PEINDRE
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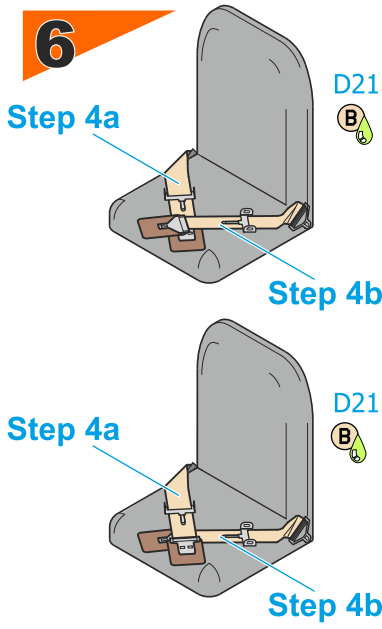
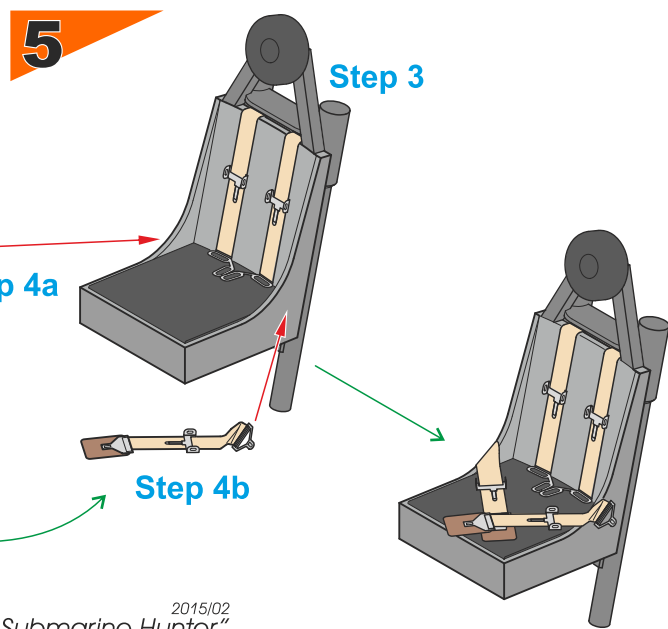
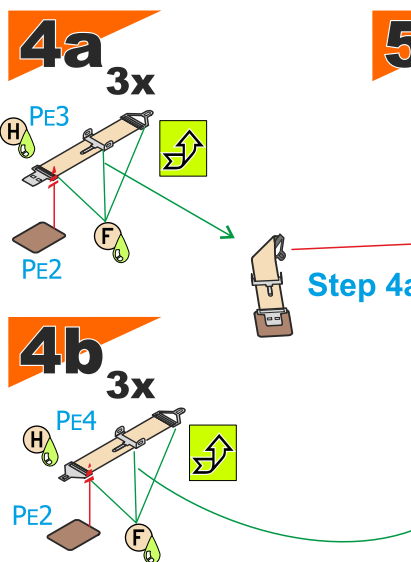
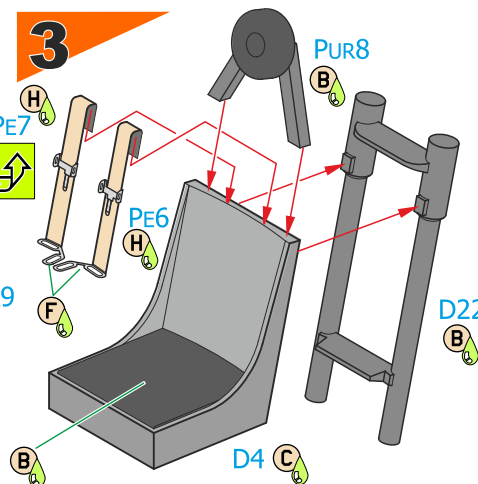
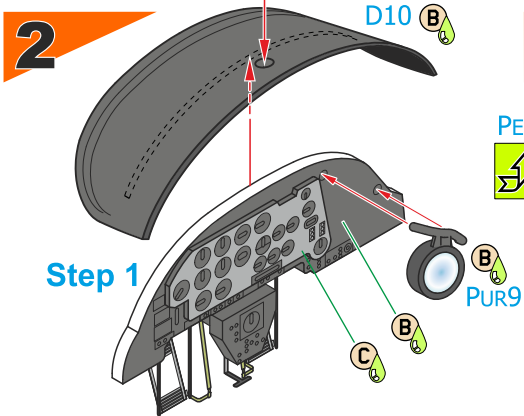
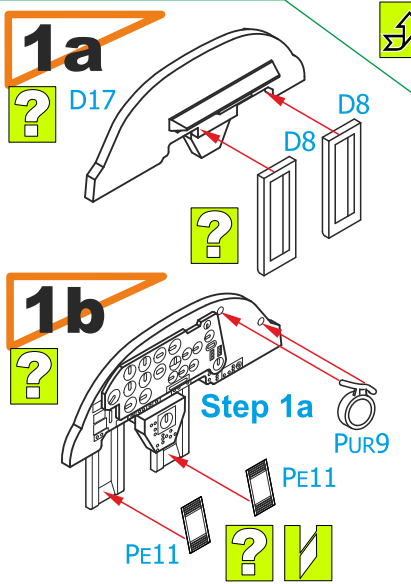
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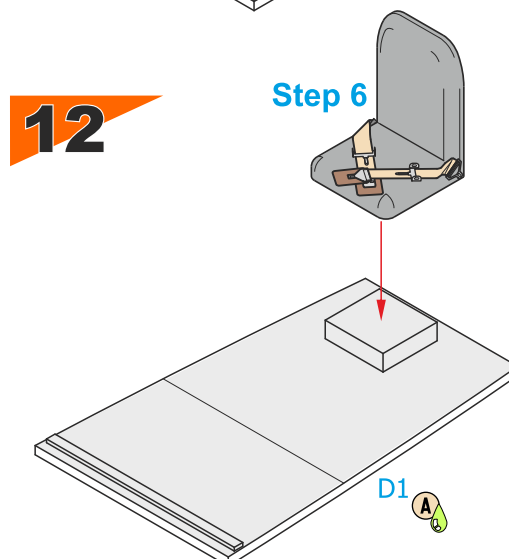
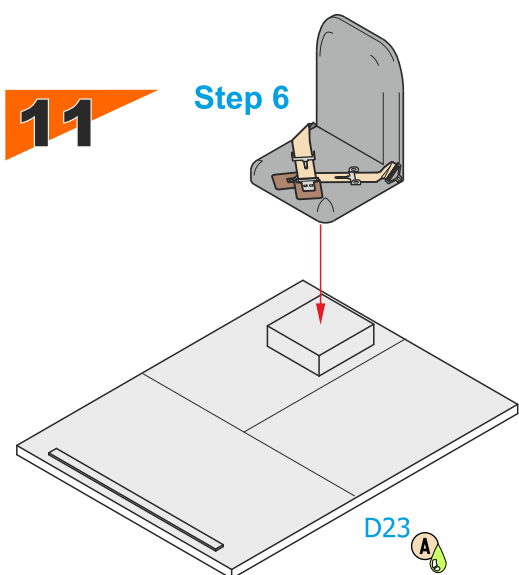
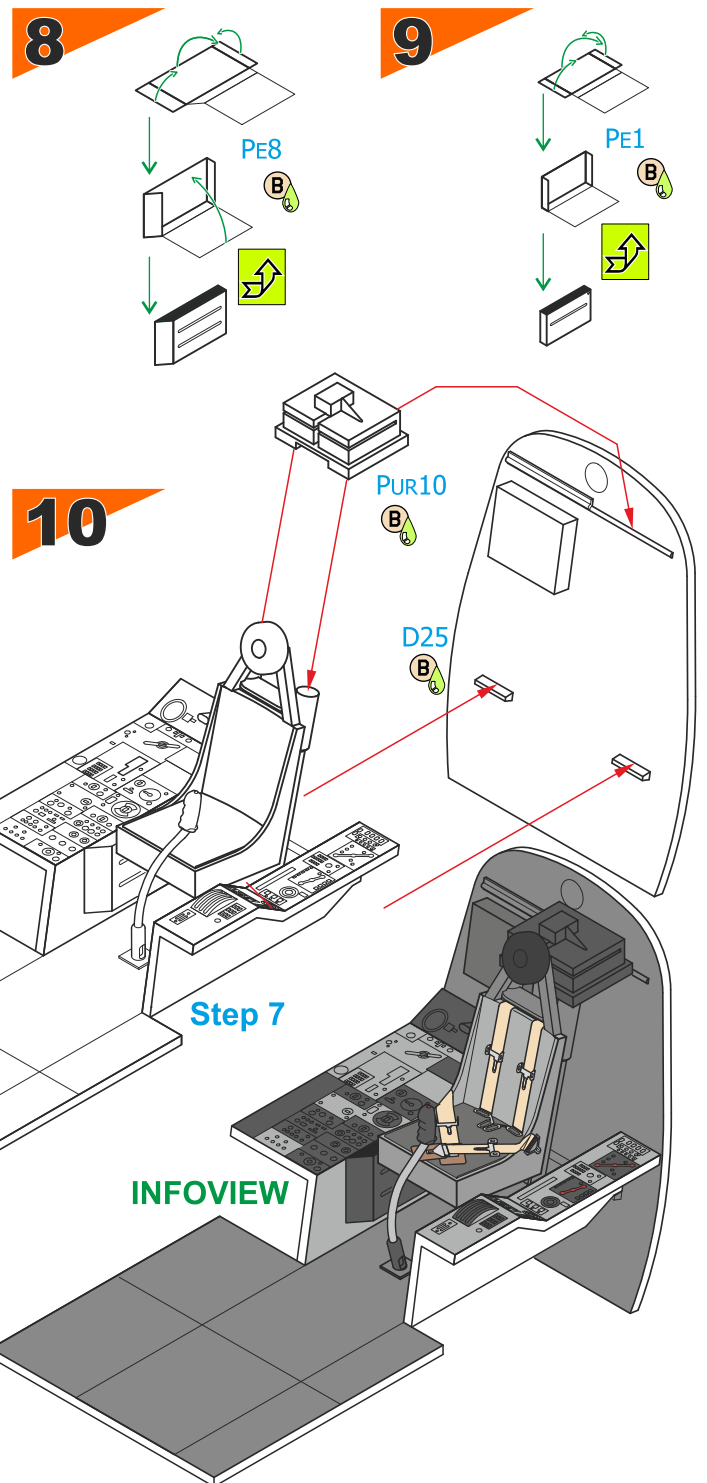
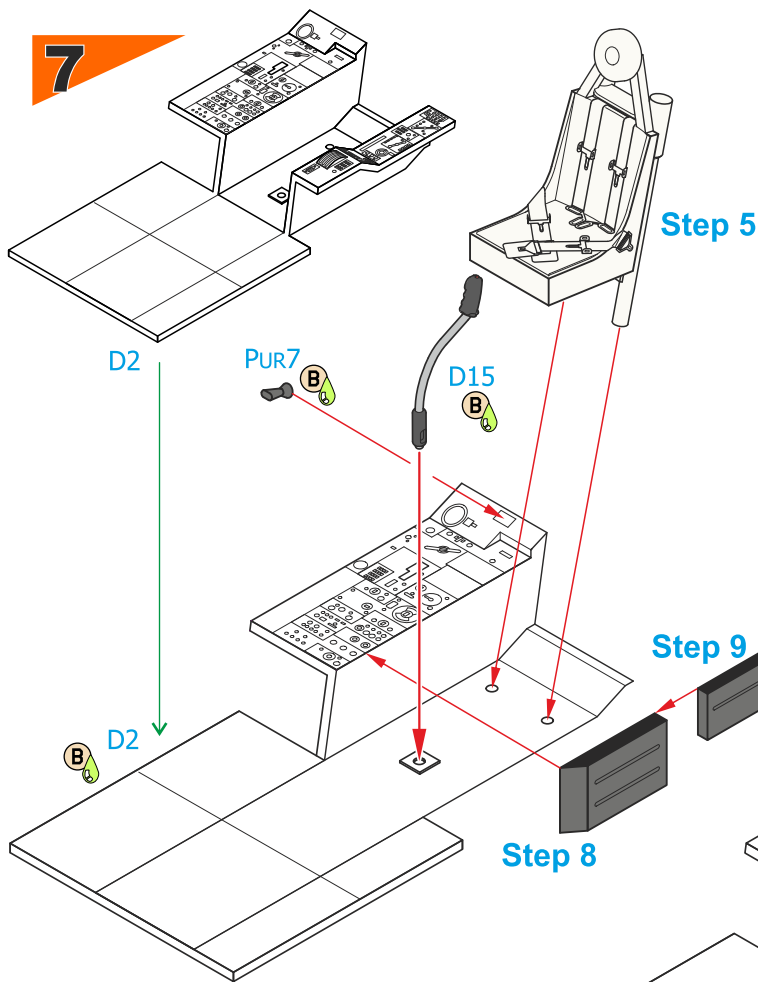


INFOVIEW

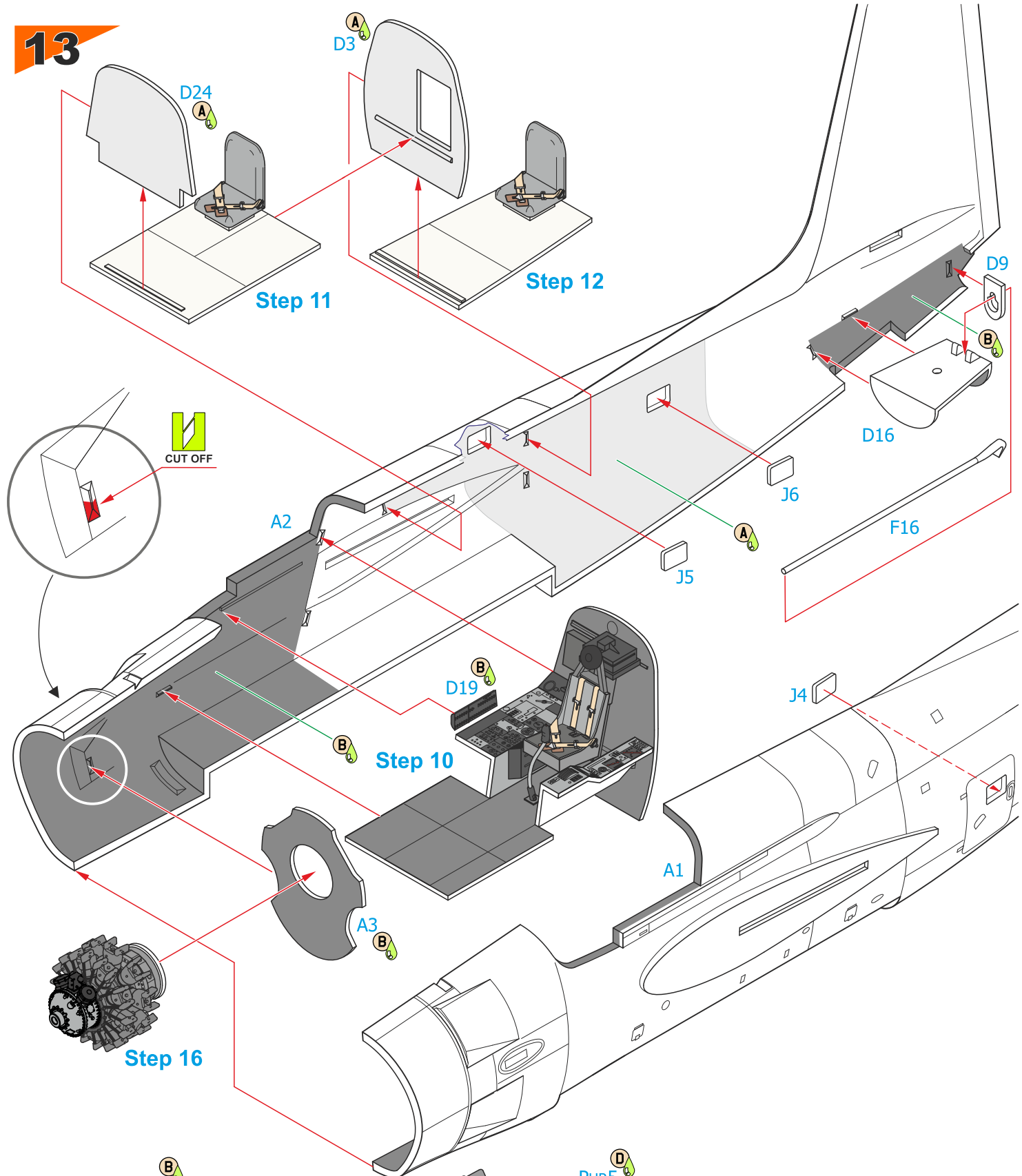
Barvy GUNZE/ GUNZE Colour No.

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	Flat Black/matná černá	H12/C33
	Aircraft Grey/letecká šedá	H57/C73
	Dark Iron/tmavý kov	MC214
	Tire Black/černá pneu	H77/C137
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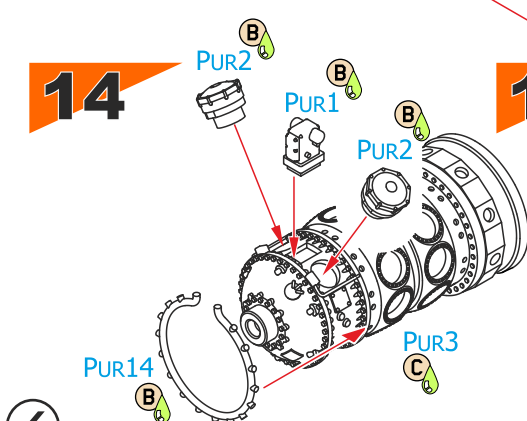




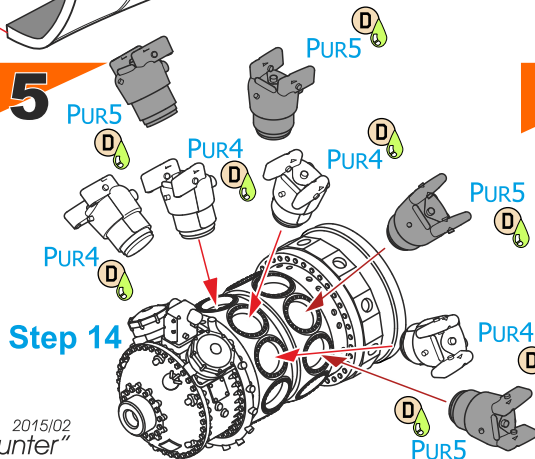
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14



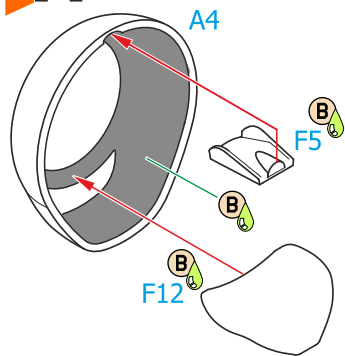
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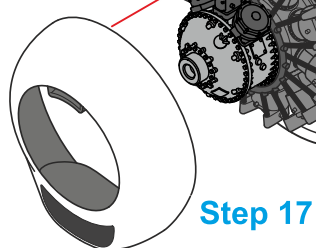
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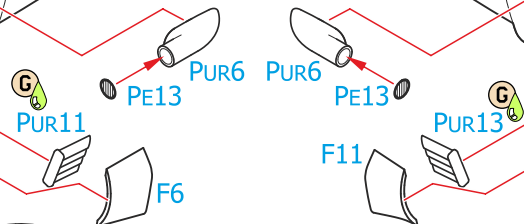
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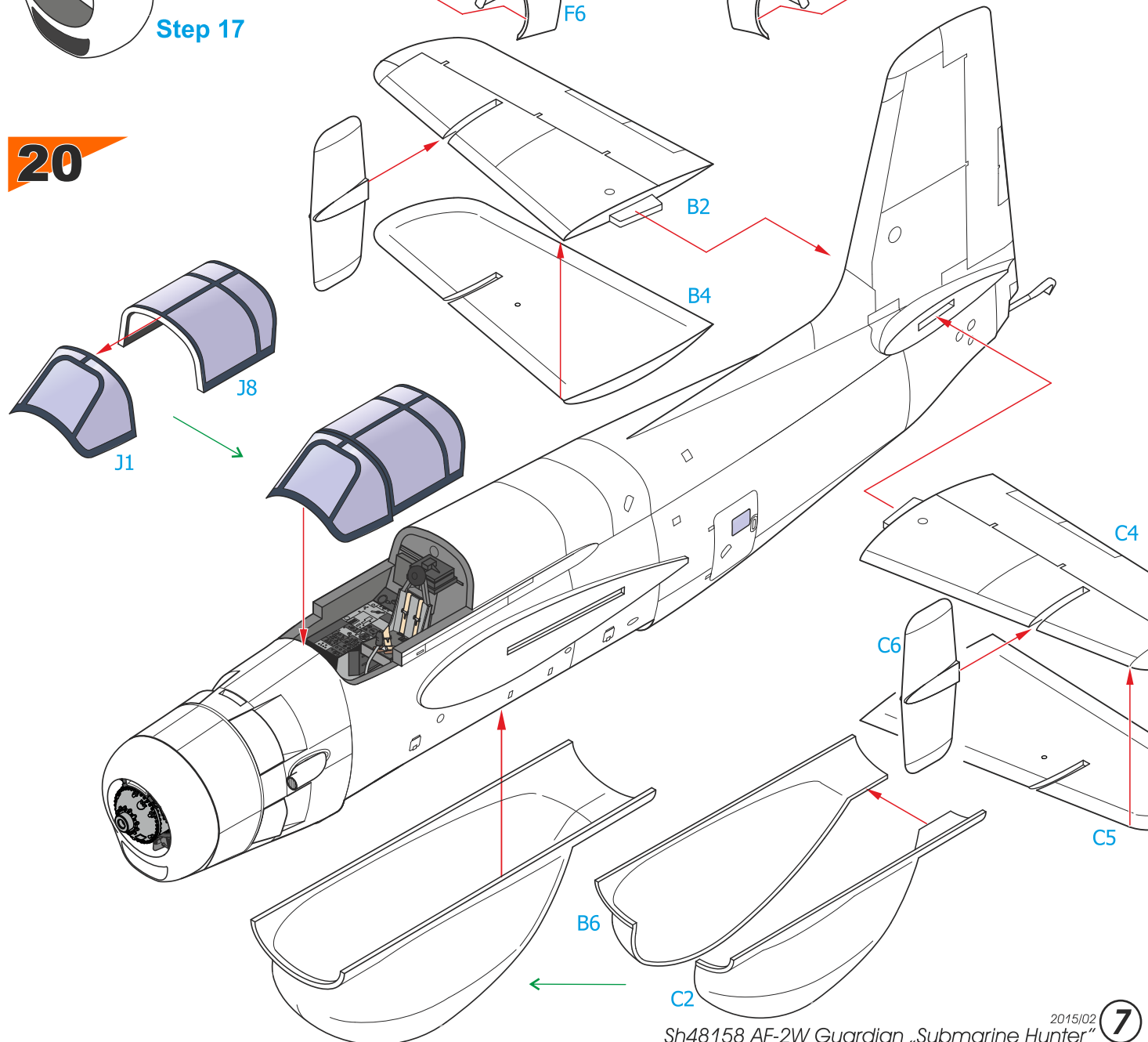
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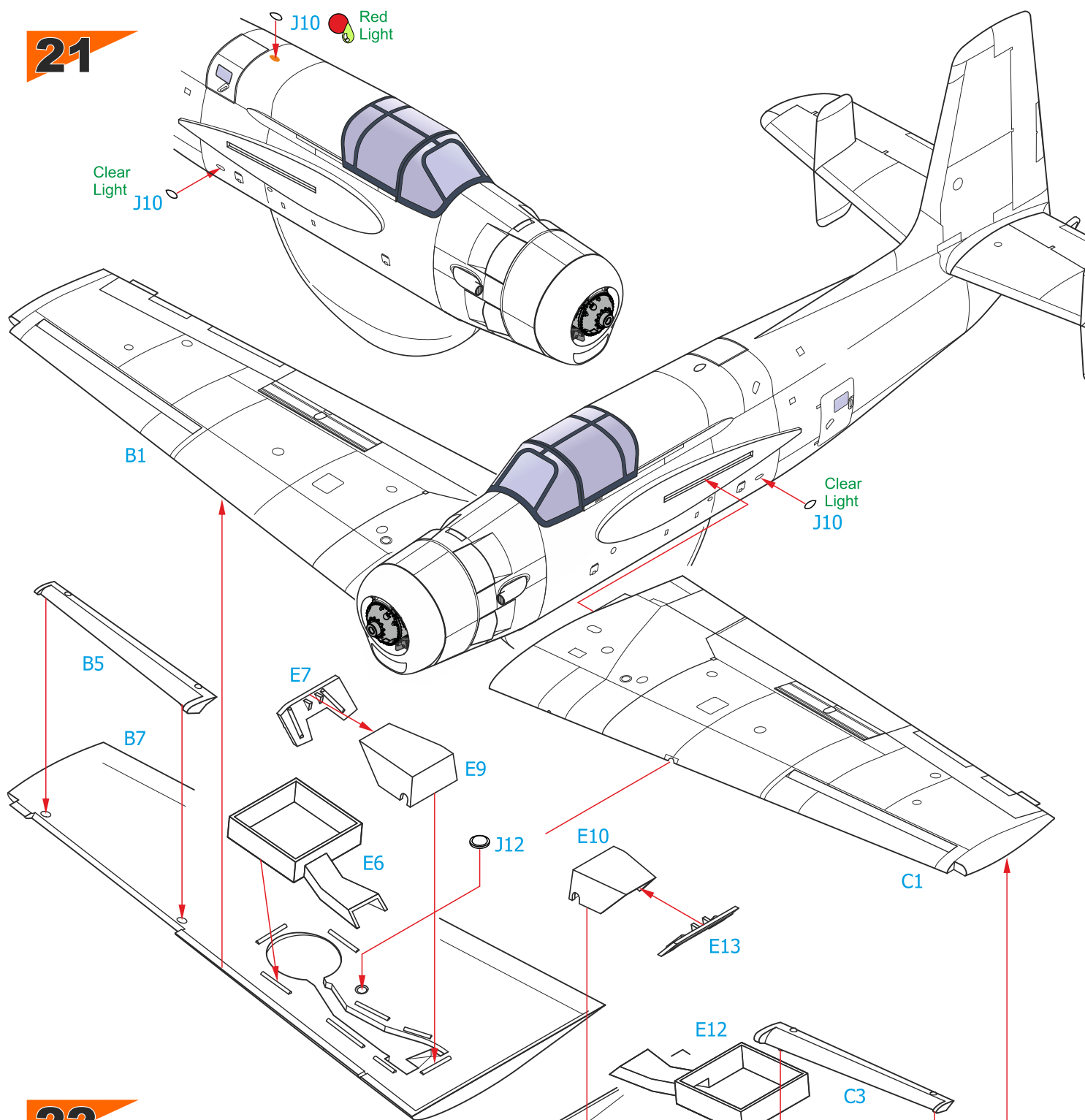
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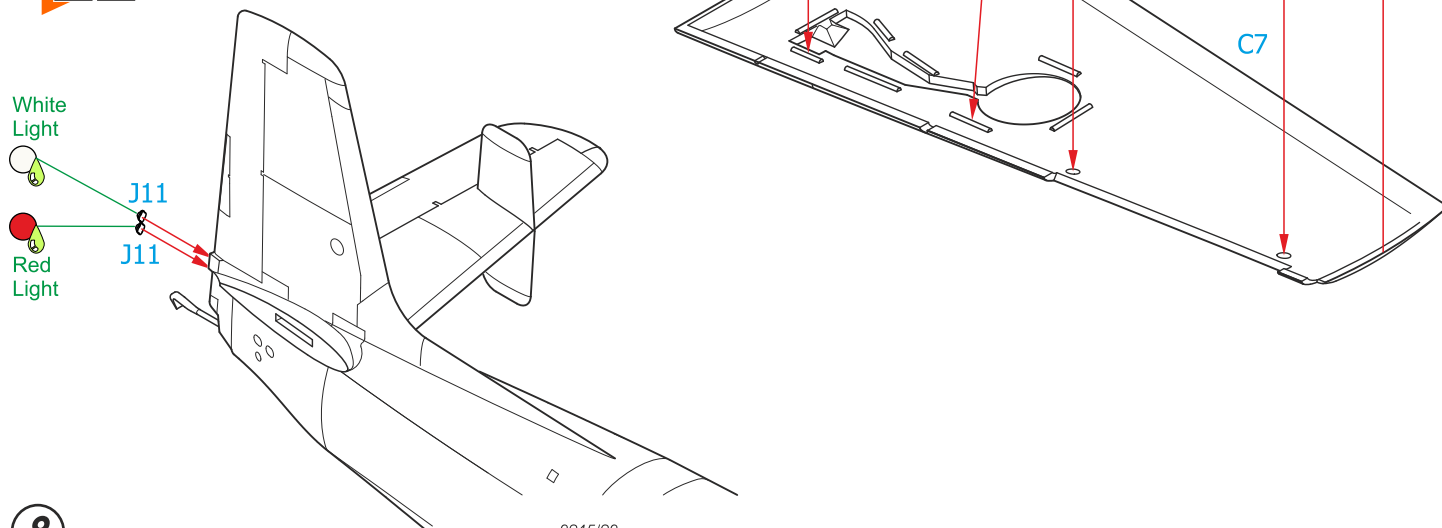
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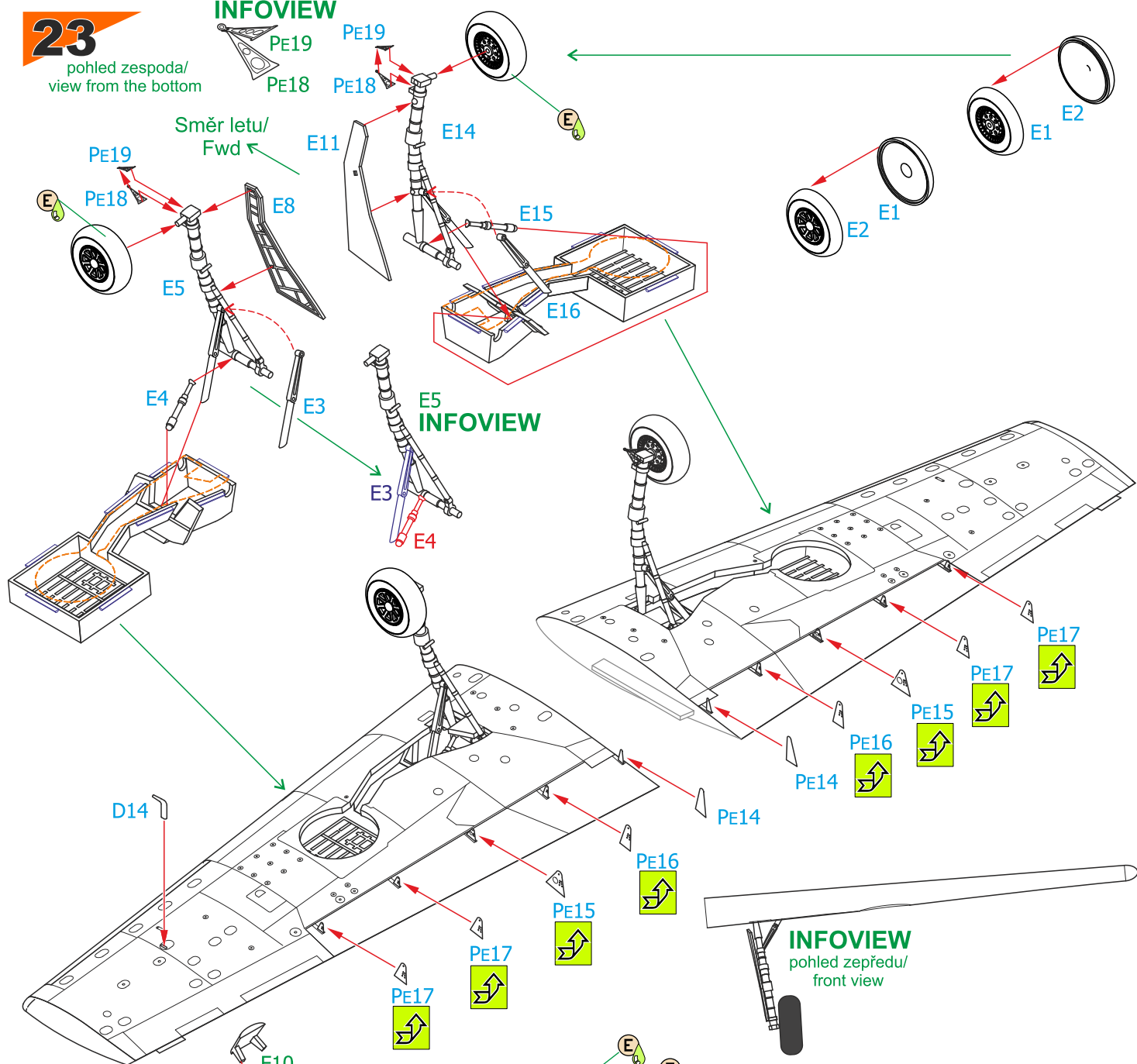
22



23

pohled zespoda/
view from the bottom

INFOVIEW

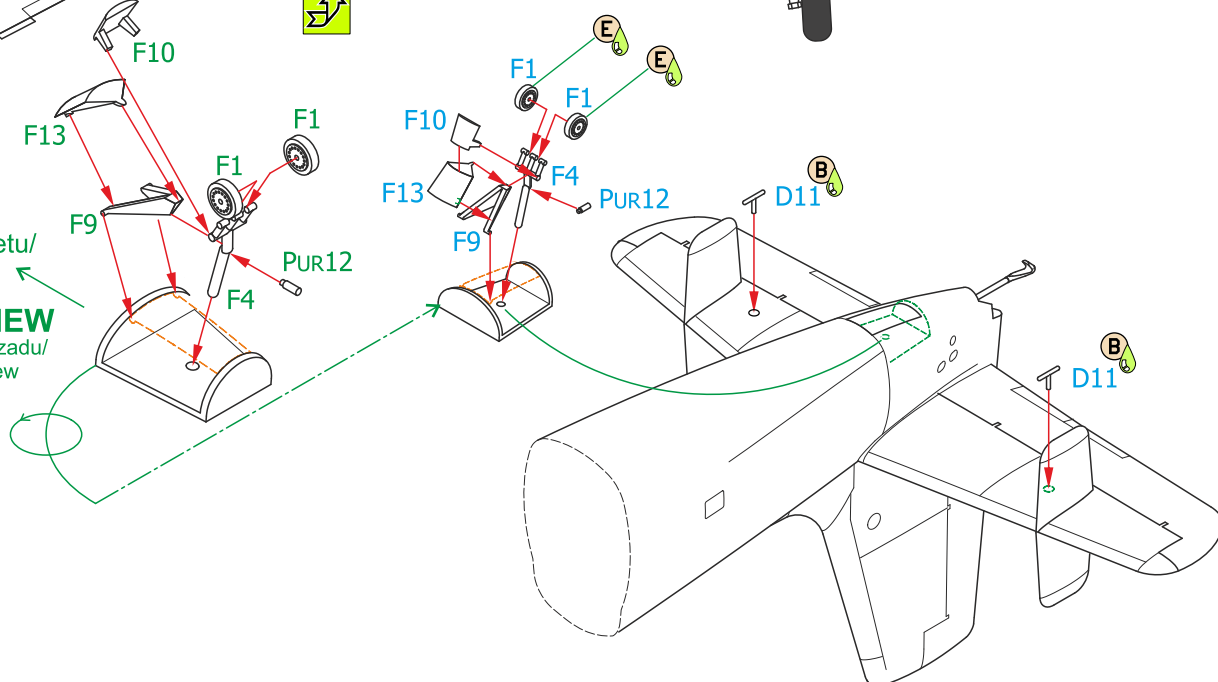


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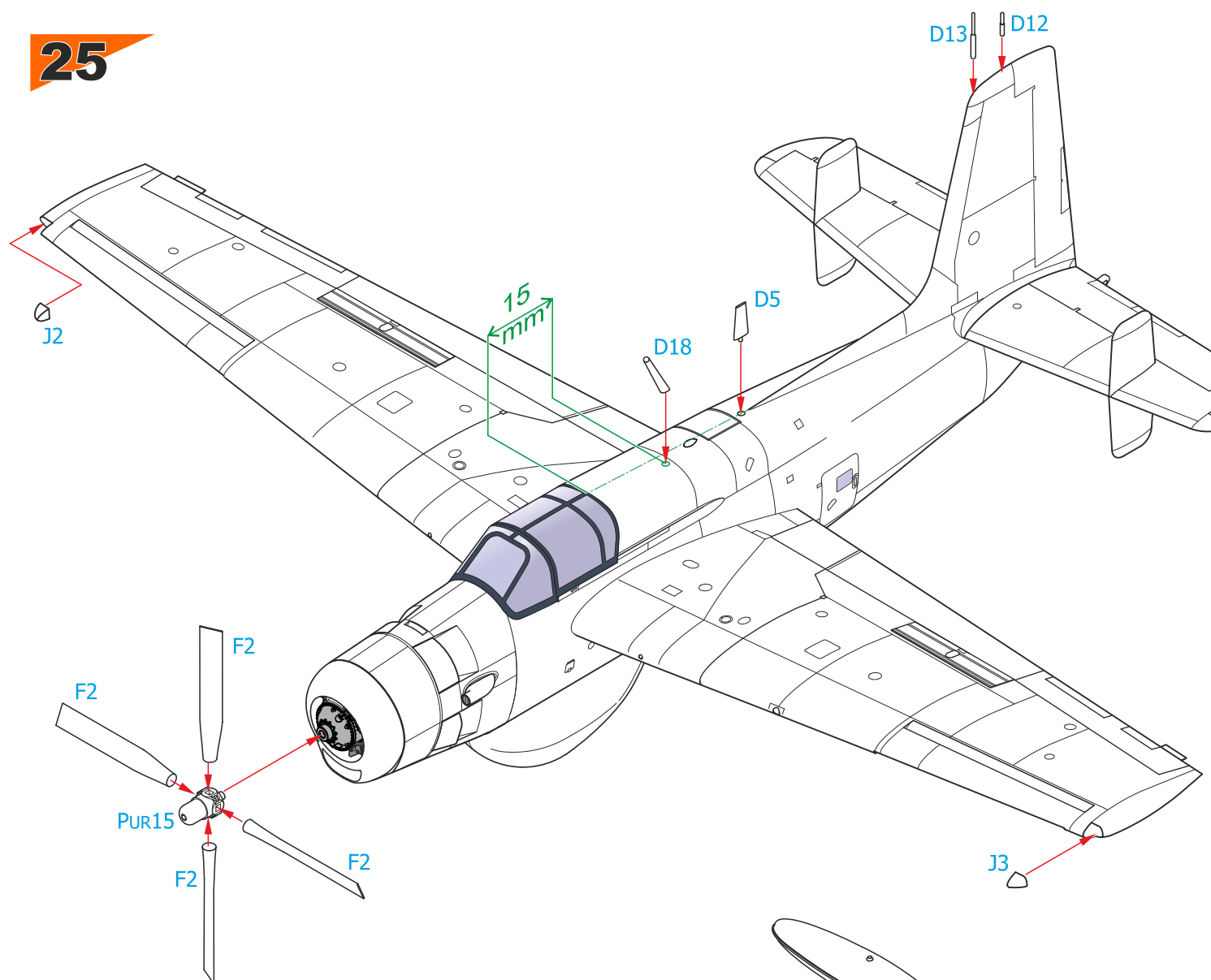
Směr letu/
Fwd ←

INFOVIEW

pohled zezadu
rear view



25

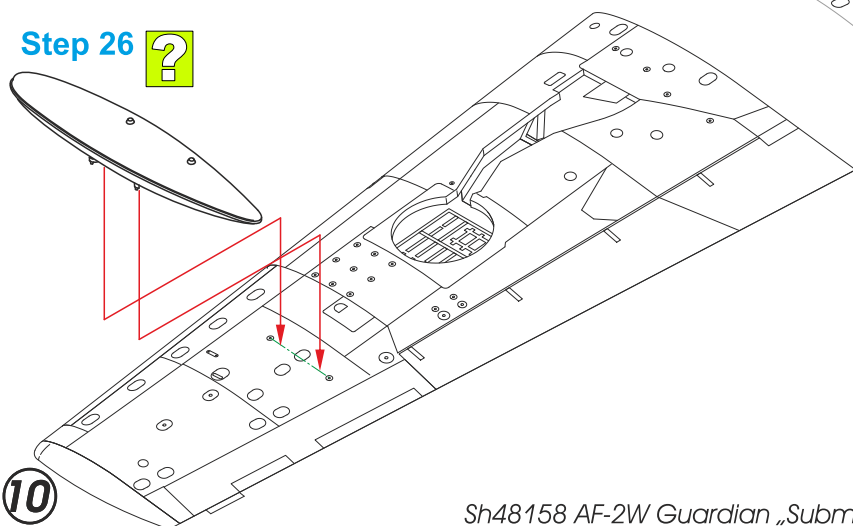


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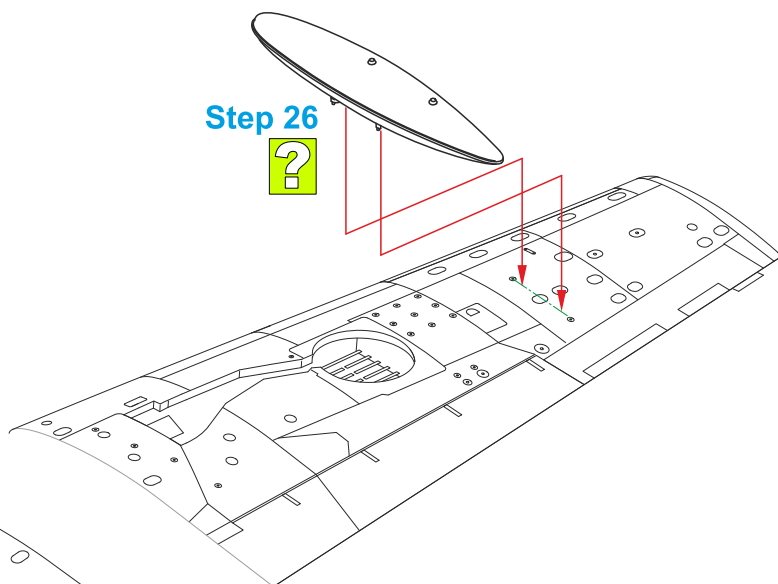
pohled zespoda/
view from the bottom

Směr letu/
Fwd ←

Step 26 ?



Step 26



26
2x

