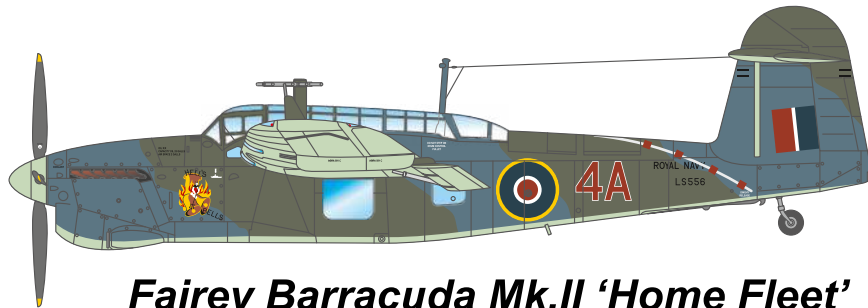




Historie

Fairey Barracuda Mk.II 'Home Fleet'

CZ

V roce 1937 byly celkem 17 výrobcům letadel ve Velké Británii rozeslány specifikace S.24/37. Ty požadovaly moderní jednoplošný stroj označovaný jako TBR (Torpedo-Bomber-Reconnaissance) pro leteckou složku Royal Navy. Stroje měly operovat jak z palub letadlových lodí, tak pozemních základů. Zájem o vývoj tohoto letounu projevil ale jen šest firem. Z přeložených projektů byl vybrán návrh firmy Fairey Type 100. Ta také dostala 30.1.1939 objednávku na dva prototypy a 10. srpna 1939 zakázku na prvních 250 kusů. Vývoj nového typu vedl šéfkonstruktér M. J.O. Lobelle s asistentem R. T. Youngmanem. Hned v začátcích se ale projekt dostal do potíží. Vývoj motoru R&R Exe, který měl Type 100 pohánět, byl zastaven. Projekt byl tedy přepracován na tehdy jediný dostupný motor R&R Merlin Mk.VIII. Navíc díky probíhající Bitvě o Británii se vývoj opožďoval, Fairey jako jiné firmy se soustředil na výrobu stíhaček. I tak se podařilo dokončit první prototyp. Ten, s novým bojovým jménem Barracuda Mk.I a sériálem P1767 vzletl pilotován šéfpilotem Ch. Stanilandem 7.12.1940. Stroj hornoplošné koncepce s rozměrnými Youngmanovými klapkami a křídlem, lomeným zatahovacím podvozkem byl schopen torpédových útoků, horizontálního i střemhlavého bombardování (do max. úhlu 70°) a dálkového průzkumu. Byl vybaven radarem ASV IIN. Během zkoušek se objevil flutter (třepání) ocasních ploch. To vedlo k jejich přepracování. Díky tomu se opožďovala výroba druhého prototypu i sériových strojů. Navíc úpravy zvedly hmotnost a snížily výkony. První sériové stroje používaly motory R&R Merlin Mk.30 a třílisté vrtule. Po vyrobení 25 kusů ale výroba přešla na vylepšenou verzi Barracuda Mk.II. s Merliny Mk.32. Po prvních několika kusech s třílistými vrtulami další Barracudy Mk.II měly montovány čtyřlísté vrtule. I tak byly stroje podmotorované a jejich výkony byly terčem kritiky. Provázely je i problémy s kvalitou výroby, která probíhala hlavně u firem Blackburn a Boulton Paul. Během zavádění do služby byly stroje upravovány, například se měnily výfuky či zesiloval potah trupu za kabinou. Na podzim 1943, kdy se Barracudy dostaly do bojových akcí, kritika utichla. Verze Mk.II bylo vyrobeno něco pod 1700 kusů, přesný počet je diskutabilní, protože část strojů Mk.II byla přestavěna na verzi Mk.III s novým radarem ASV X neseným pod trupem. Verze Mk.III byla vyrobena v 852 kusech. Na výrobních linkách se vyráběly verze Mk.II a Mk.III současně. Část strojů dostala místo radaru ASV X menší radar ASH (americký AN/APS4) v kapkovitém pouzdru pod pravou polovinu křídla. Verze Mk.IV dostaly výkonnější motor R&R Griffon T.1 v prodlouženém trupu. Bylo vyrobeno ale jen sedm kusů. Poslední sériovou, ale již poválečnou verzi se stala Barracuda Mk.V. Trup této verze byl prodloužený a upravený, stejně jako křídla s hranatými koncovými oblouky. Byla poháněna motorem R&R Griffon VII nebo VIII a byla pouze dvoumístná. Vyrobena byla ve 30 kusech, objednávka na 110 dalších byla stornována.

Ač byla Barracuda stavěna primárně jako torpédový bombardér, útoků s torpédy bylo provedeno jen několik v norských vodách. Barracudy byly užívány hlavně jako střemhlavé bombardéry. Zúčastnily se vylovení v Itálii, několika útoků na Tirpitz (část s původně americkými bombami AP o váze 1600 liber) a do konce války v Evropě útočily z pozemních základů i letadlových lodí na německou námořní dopravu v norských vodách a vykonávaly protiponorkové akce. Od roku 1944 operovaly také v Indickém a Tichém, oceánu. Tropické podmínky ale snižovaly jejich výkony. I tak byly používány až do konce války. S jejich působením jsou spojeny útoky na Sumatru, Andamanské ostrovy či Nicobary. Barracudy používalo také kanadské a nizozemské námořnictvo a to již za války v rámci FAA, po válce pod vlastním vedením. Dalším uživatelem se stala Francie, respektive jednotka 1/56 Vaucluse. Ta používala Barracudy k vysazování agentů za nepřátelskými liniemi. K tomu se původně námořní stroj s krátkým vzletem a přistáním a odolným podvozkem skvěle hodil.

Ve Velké Británii složily Barracudy do konce čtyřicátých let a pak byly vyřazeny.

Rozpětí: 14,50 m, Délka: 12,18 m, Rychlost: 367 km/h ve výšce 500 m, Dostup: 6585 m, Dolet: 1165 km

History

EN

In 1937, seventeen British aircraft manufacturing companies were sent specification S.27/37 which called for a monoplane torpedo-bomber-reconnaissance (or TBR) aircraft to serve with the Royal Navy's Fleet Air Arm from aircraft carriers and land bases. Only six companies responded with designs and the one from Fairey was eventually chosen – 'Type 100'. An order for two prototype aircrafts was received on 30 January 1939, followed by a further 250 production machines on 10 August 1939. Development was led by Fairey's chief designer M.J.O. Lobelle and his assistant R.T.Youngman but an early blow for the Type 100 was the cancellation by Rolls Royce of the planned Rolls Royce Exe X block sleeve valved powerplant, meaning that the aircraft had to be redesigned to accept the only other engine already available, which was the Rolls Royce Merlin VIII. Despite the ongoing Battle of Britain and the necessity to prioritise fighter plane development, the Fairey company was able to finish the first prototype machine - Barracuda Mk.I. The first flight took place on 7 December, 1940 when Fairey's chief pilot C.Staniland took Barracuda Mk.I, P1716 aloft. The new aircraft was a shoulder-wing monoplane with large externally mounted Youngman type wing flaps under the wings, a retractable undercarriage of an L shape design which retracted into the wings and side of the fuselage and it was capable of carrying out the roles of torpedo bomber, level and dive bombing (up to 70 degrees) as well as long-range reconnaissance. It was equipped with an ASV IIN radar set. During test flights some flutter occurred around the tail plane which was consequently redesigned. This delayed the production of the second prototype and other design changes also brought on an increase of the total weight and thus a lower performance. The first production Mk.I's were fitted with a Rolls Royce Merlin 30 powerplant with a three-bladed propeller but after only 25 had been built an improved Mk.II variant fitted with a Merlin 32 was put into production. The first few Mk.II airframes also had three-bladed propellers but the remainder had a four-bladed propeller unit. Even so, the Barracuda was still considered underpowered and its performance was criticised. Added to this, the quality of production was not up to expectations, mainly with the Blackburn and Boulton Paul factories. During the early stages of the type's service several improvements were incorporated such as different styles of exhausts and fuselage skinning reinforcement aft of the cockpit. During autumn 1943, when Barracudas joined the action, all critics went silent.

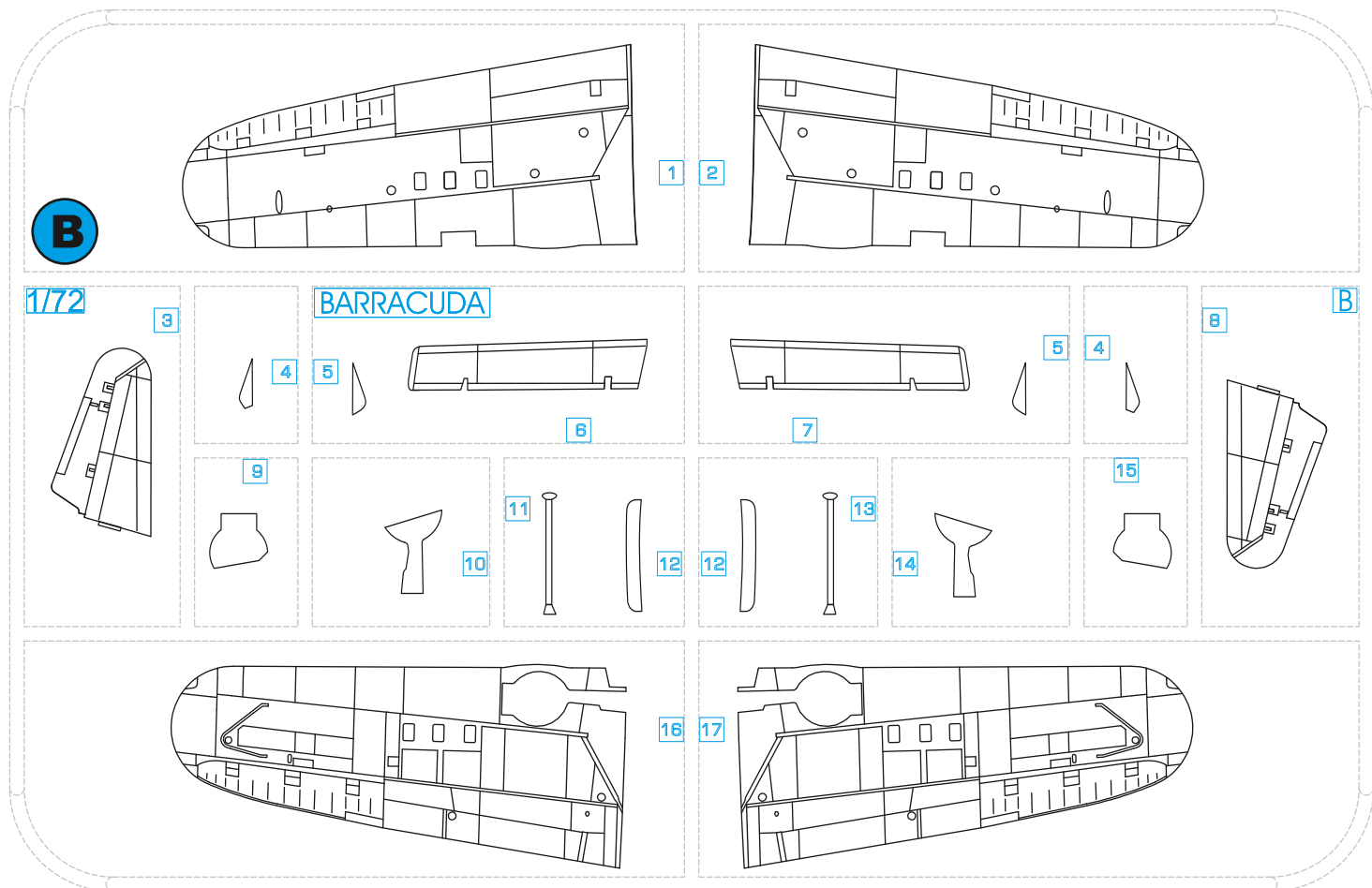
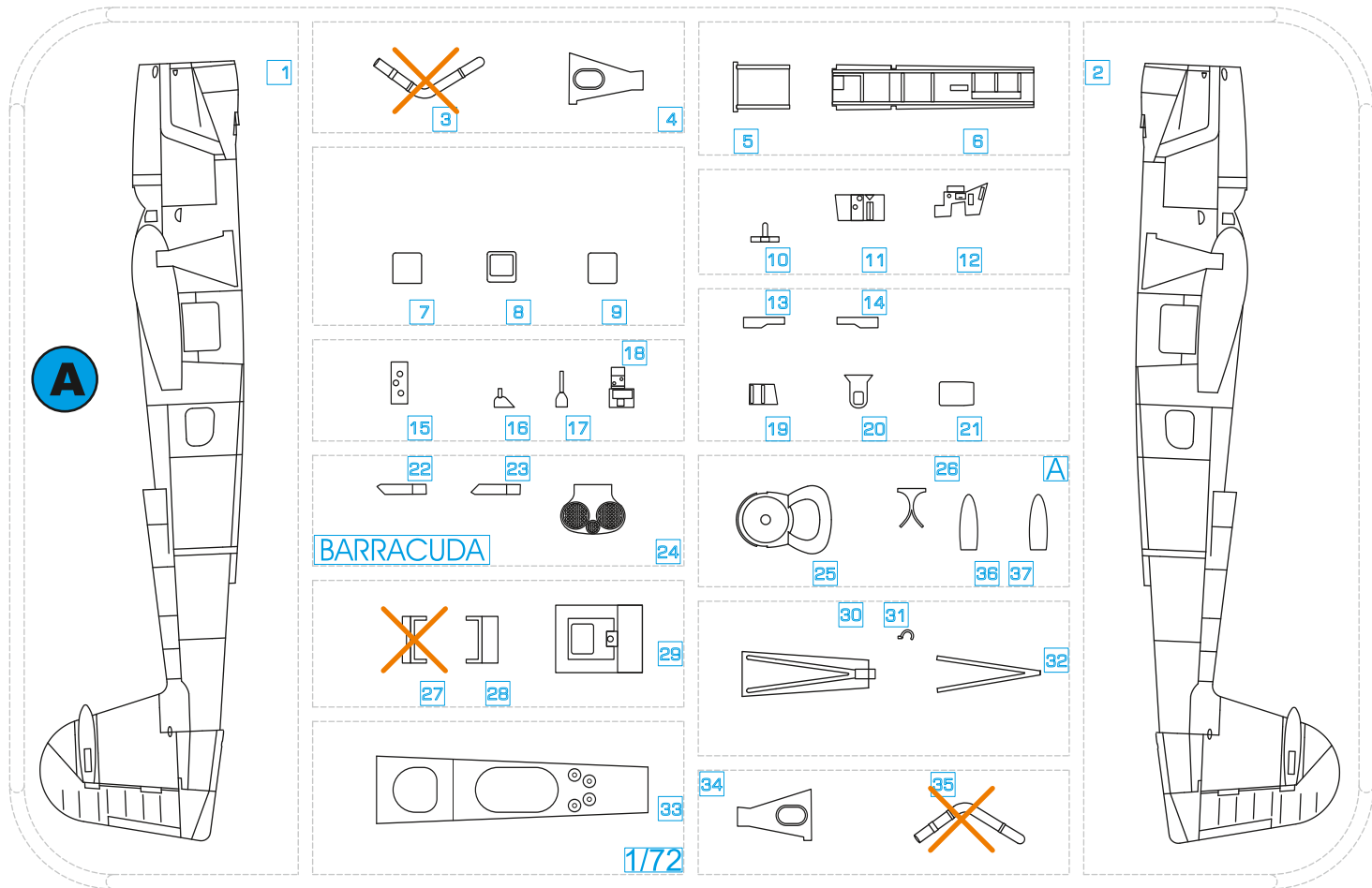
A total of 1,700 Mk.II Barracudas were built, although this number is sometimes questioned because some of the Mk.II airframes were later converted to Mk.III standards equipped with a new centimetric ASV X radar equipment carried under the fuselage. Several machines were also fitted with the smaller ASH radar (American AN/APS4) in a teardrop-shaped pod carried under the starboard wing. The Mk.IV was fitted with the impressive Rolls Royce Griffon which was incorporated into a redesigned and lengthened fuselage. Only seven Mk.IVs were produced, though, as production soon switched to the improved Barracuda Mk.V which was the last of the family and came after the war was already over. With an improved Griffon Mk.VII or Mk.VIII engine, the Mk.V also had longer wings with squared off tips and the crew was officially reduced from three to two. An order was made for 110 of this variant but only 30 airframes were built before the end of the war brought an end to the production.

Despite being designed primarily as a torpedo bomber, the Barracuda only flew a handful of missions in Norwegian waters carrying this type of armament and for most of the time its primary role was that of dive bomber. The Barracudas were used during the disembarkment in Italy, several attacks on Tirpitz (part of them armed with US 1,600lb armour piercing bombs). Before the end of WWII they operated in Europe where they attacked German naval transports from land bases and aircraft carriers or took part in anti-submarine fights. Since the beginning of 1944, they were also active in the Indian and Pacific Ocean. Unfortunately the tropical conditions greatly reduced the type's performance, yet despite this Barracudas were used till the end of the war – especially in the attacks on Sumatra, the Andaman islands and Nicobara.

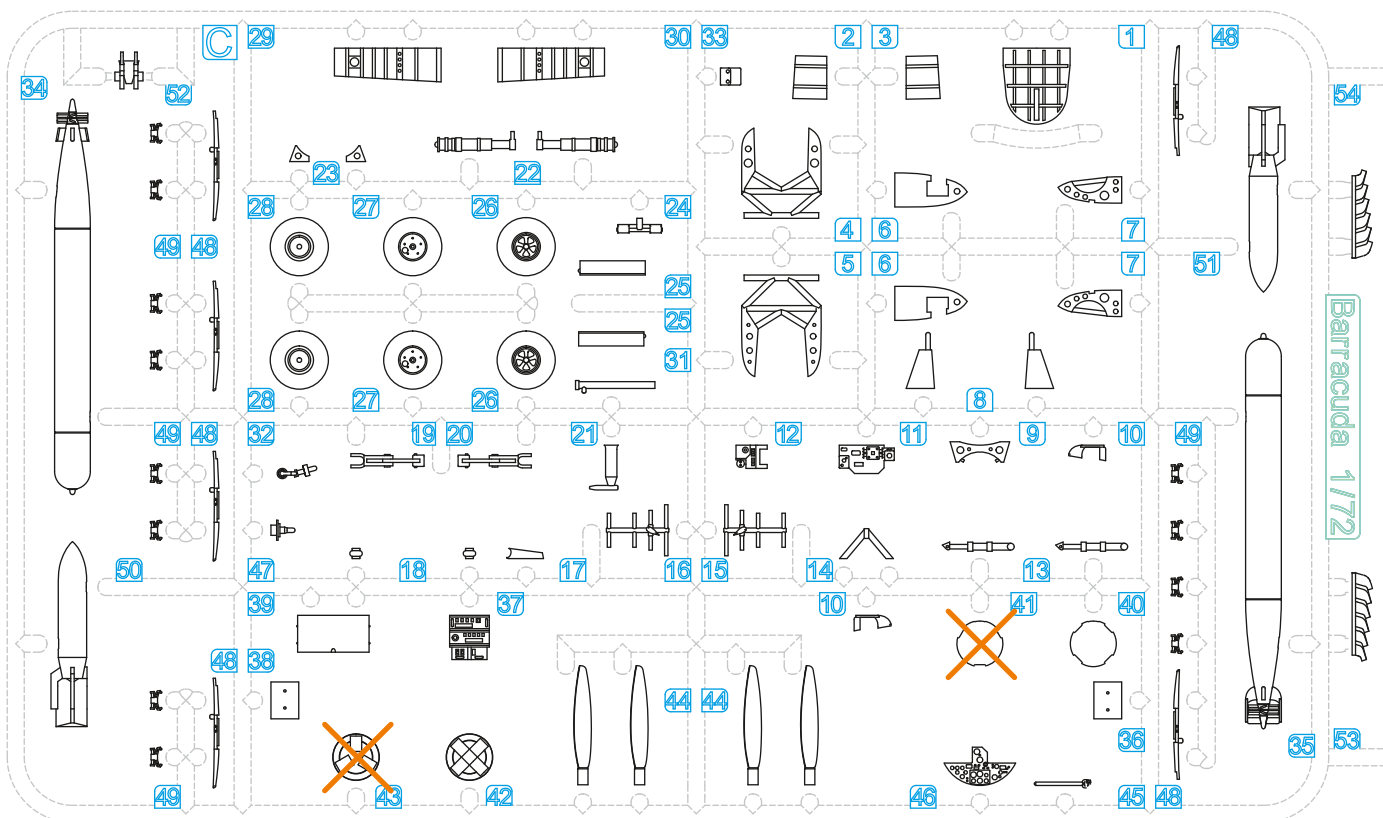
The Barracuda was also flown by Canadian and Dutch squadrons flying as part of the Fleet Air Arm and after the war ended surplus Barracudas were sold to the French Armée de l'Air whose unit 1/56 'Vaucluse' used the type to drop agents behind enemy lines. As the Barracuda was capable of very short take offs and landings and possessed a sturdy undercarriage, it was suited rather well for this role.

In the UK, Barracudas were used throughout the 1940's and then decommissioned.

Wingspan: 14,50m, Length: 12,18m, Speed: 367 km/h at 500m, Ceiling: 6585m, Range: 1165 km

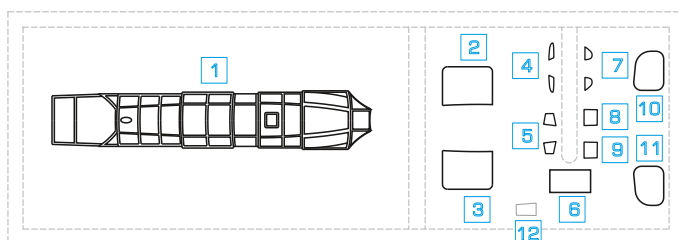


C



D

ČIRÉ DÍLY/ CLEAR PARTS



SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
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

barvy/ colours



Alclad II

A	Černá/ BLACK	H12/C33	
B	Ocelová/ STEEL	H18/C28	
C	Opálený kov/ BURNT IRON	H76/C61	ALC123
D	Černá na pneu./ TIRE BLACK	H77/C137	
E	Žlutá/ Yellow	H329/C329	
F	Šedozelená interiér./ INTERIOR GREY GREEN	H334/C334	ALCE012
G	Červenohnědá/ RED BROWN	H47/C41	
H	Tmavý kov/ DARK IRON	MC214	
I	Hliník/ ALUMINIUM	MC218	ALC101
J	Mosaz/ BRASS	MC219	

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1/72



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F72330 **Barracuda Mechanics** **(3 figures, aboard carrier w/raincoat)** **for Special Hobby kit** Sculpted by M. Antfeist

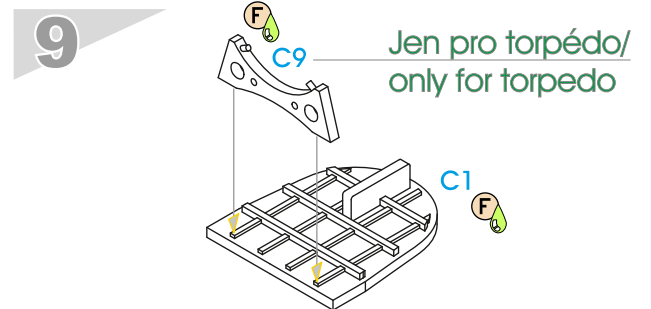
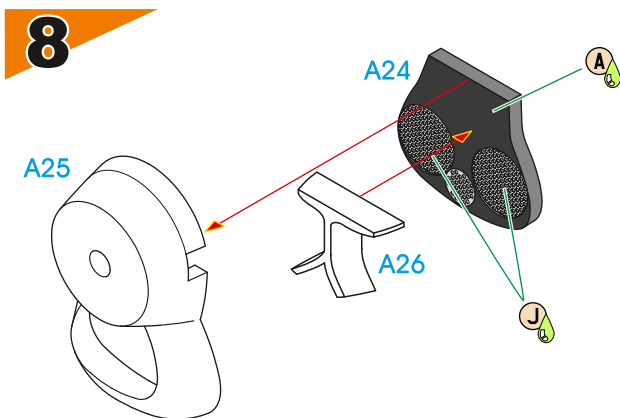
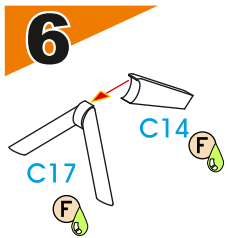
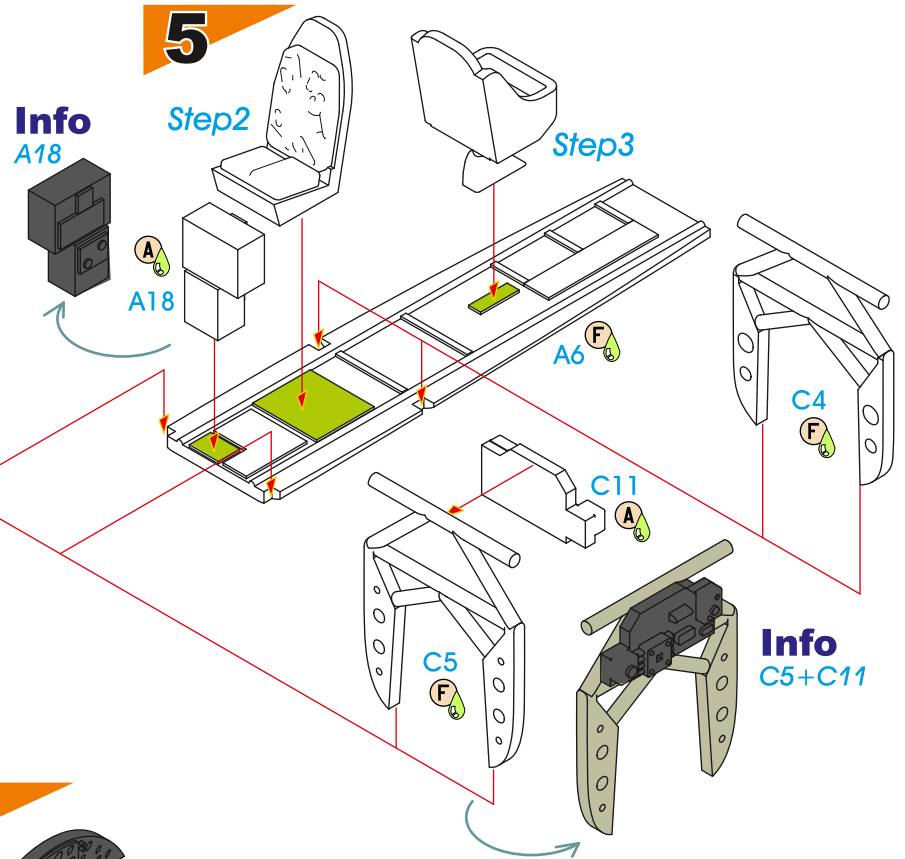
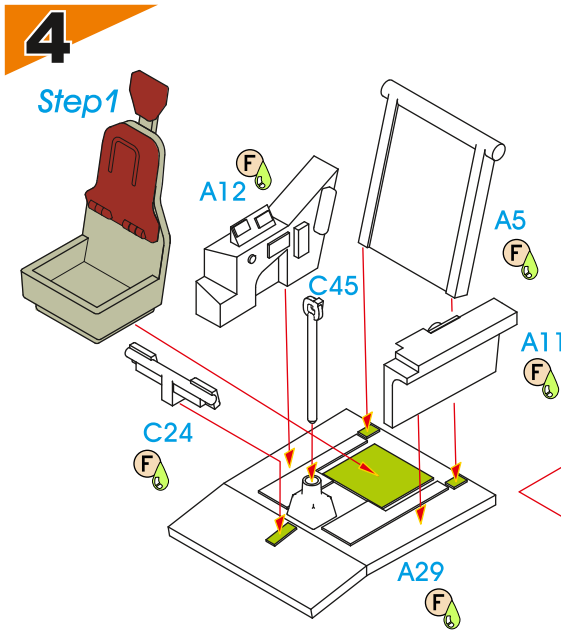
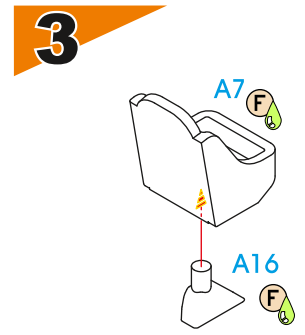
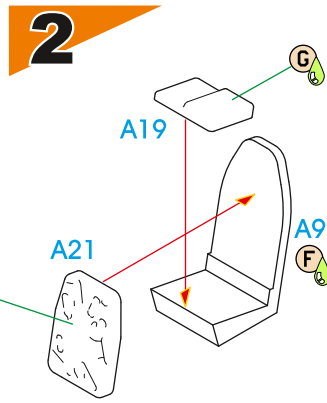
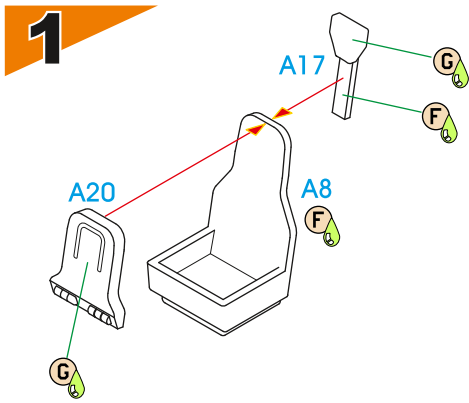
1/72



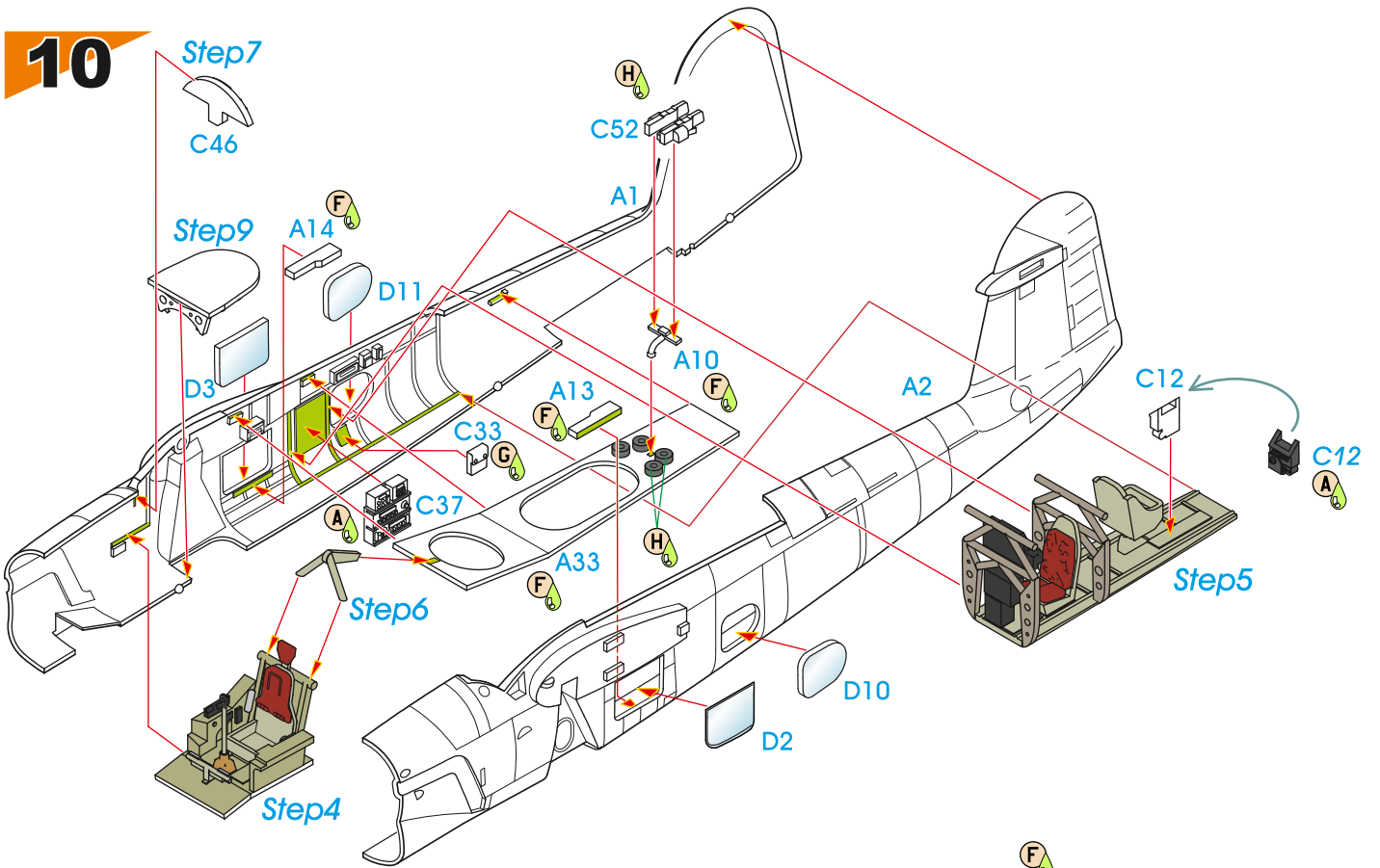
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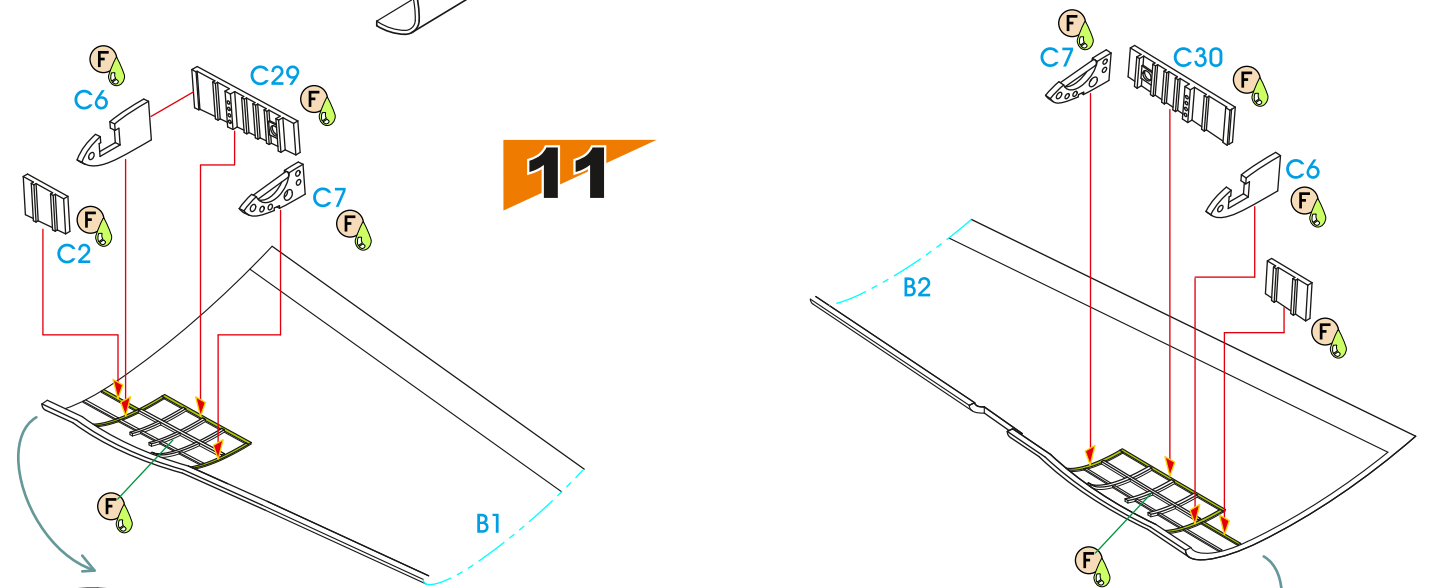
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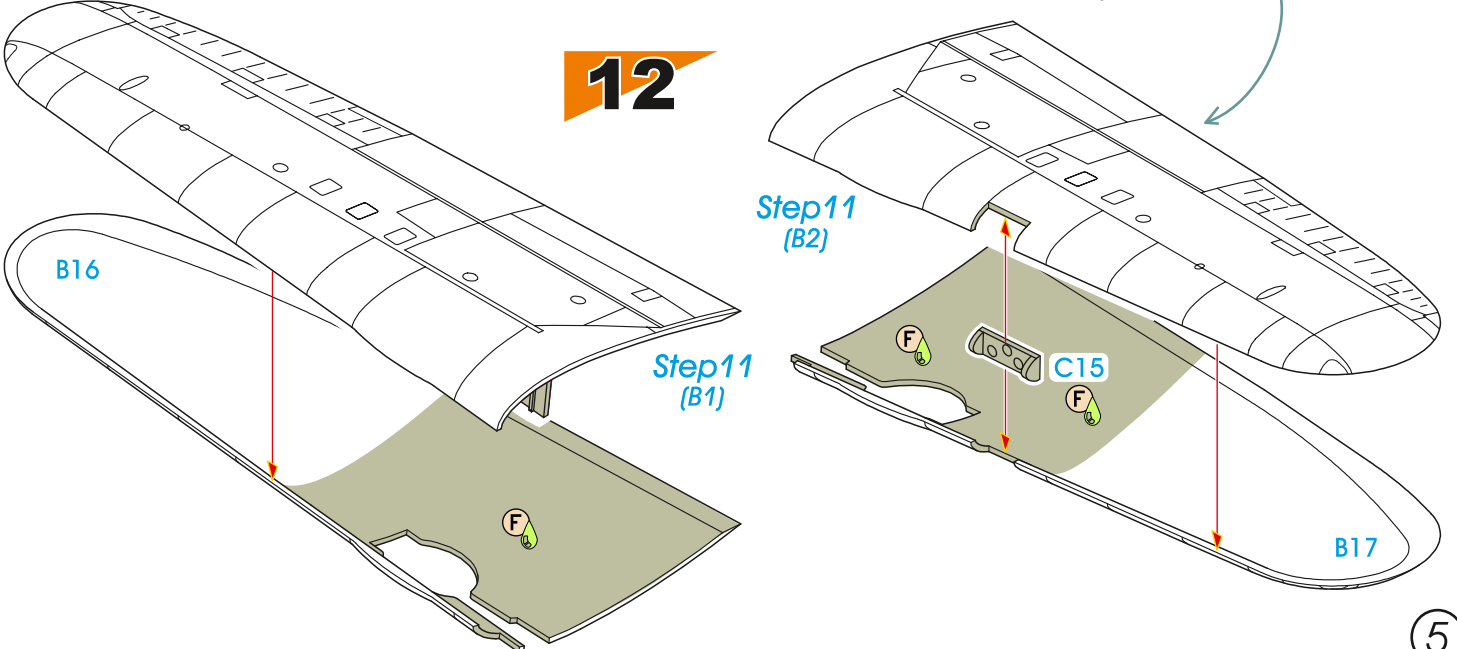
10



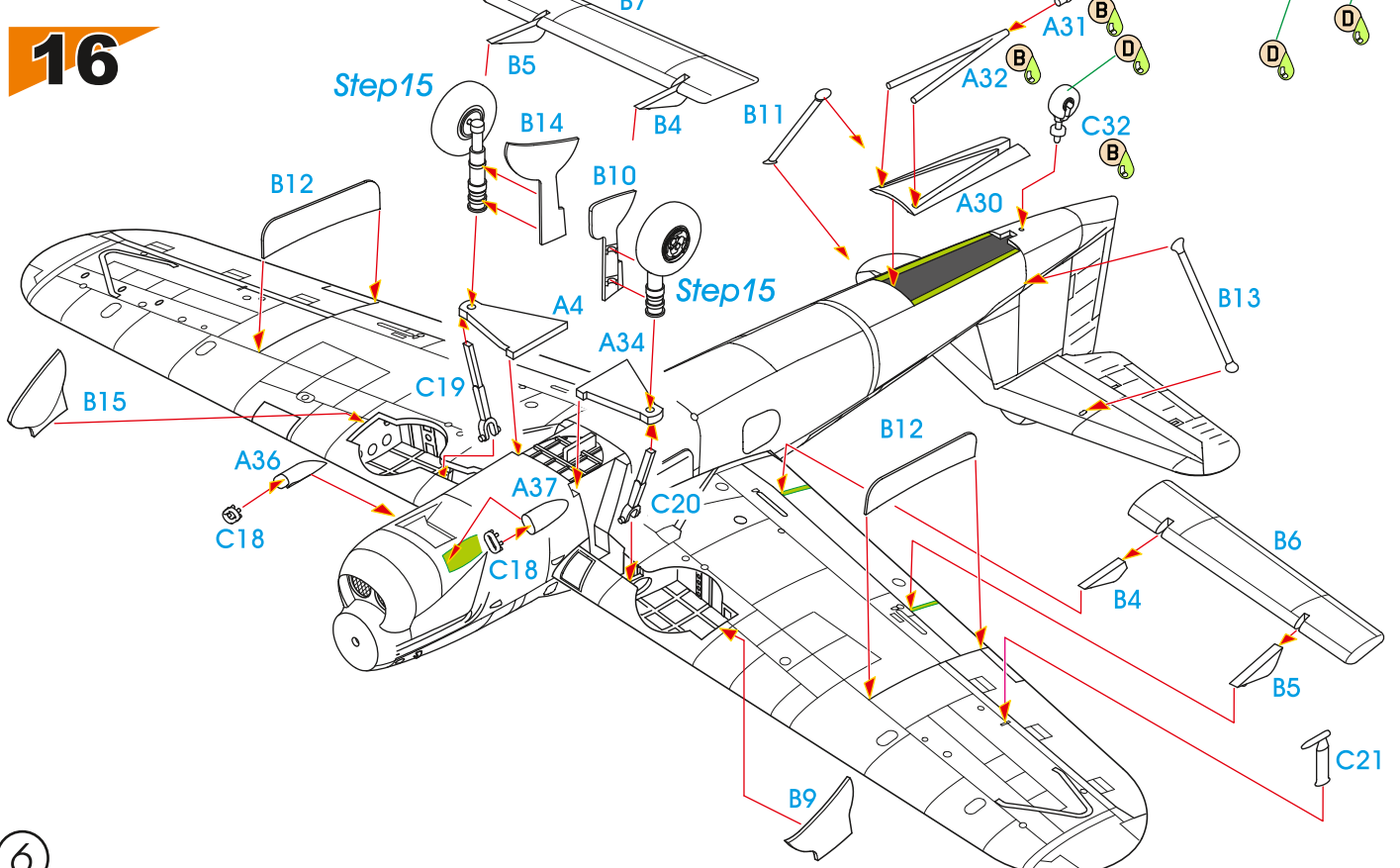
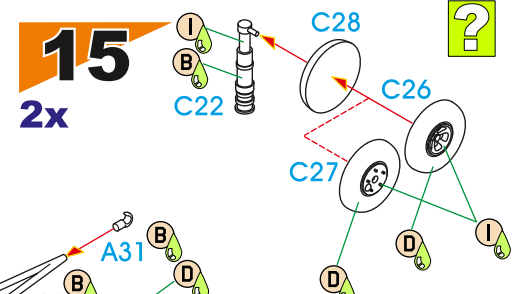
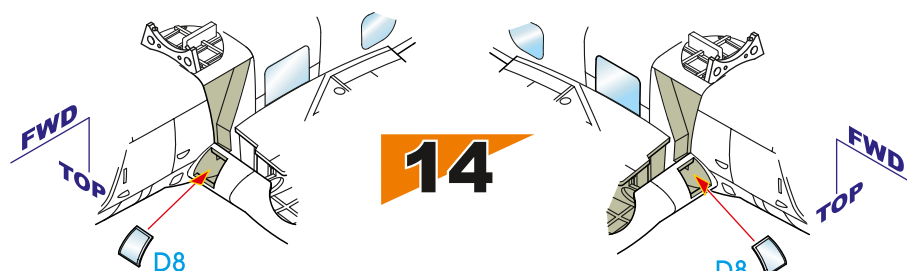
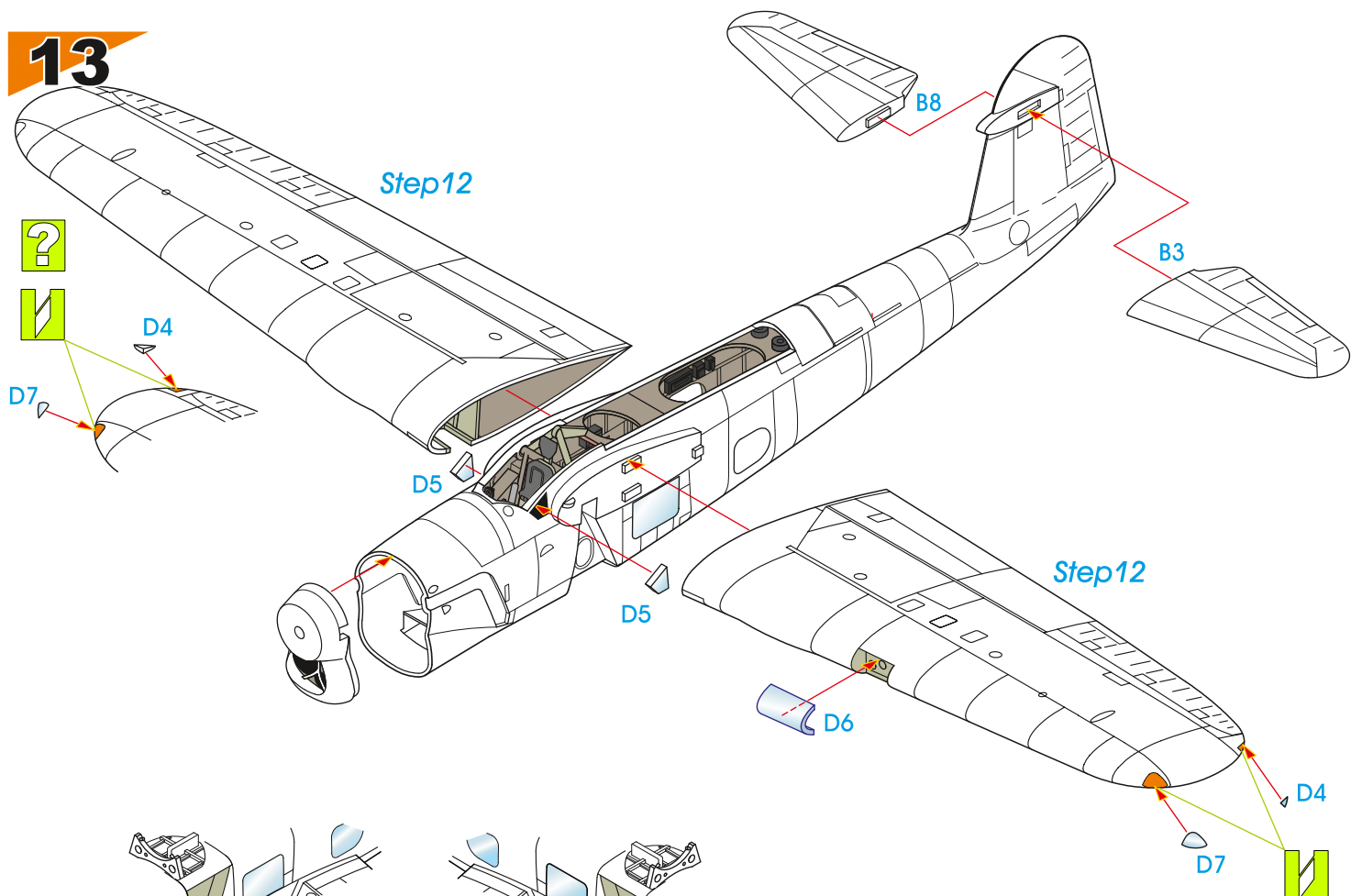
11



12

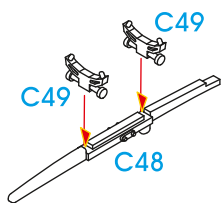


13

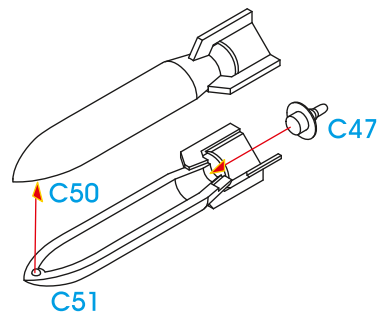


17

6x

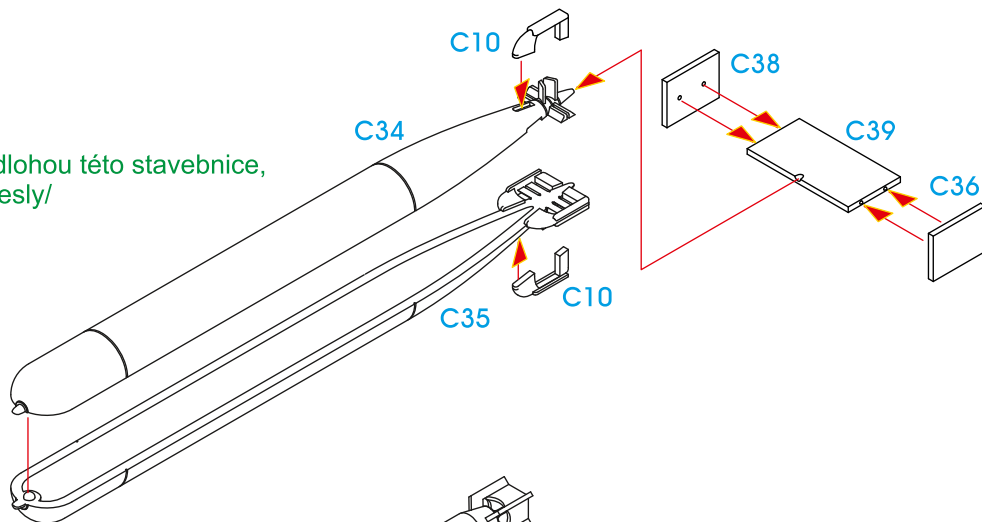


18

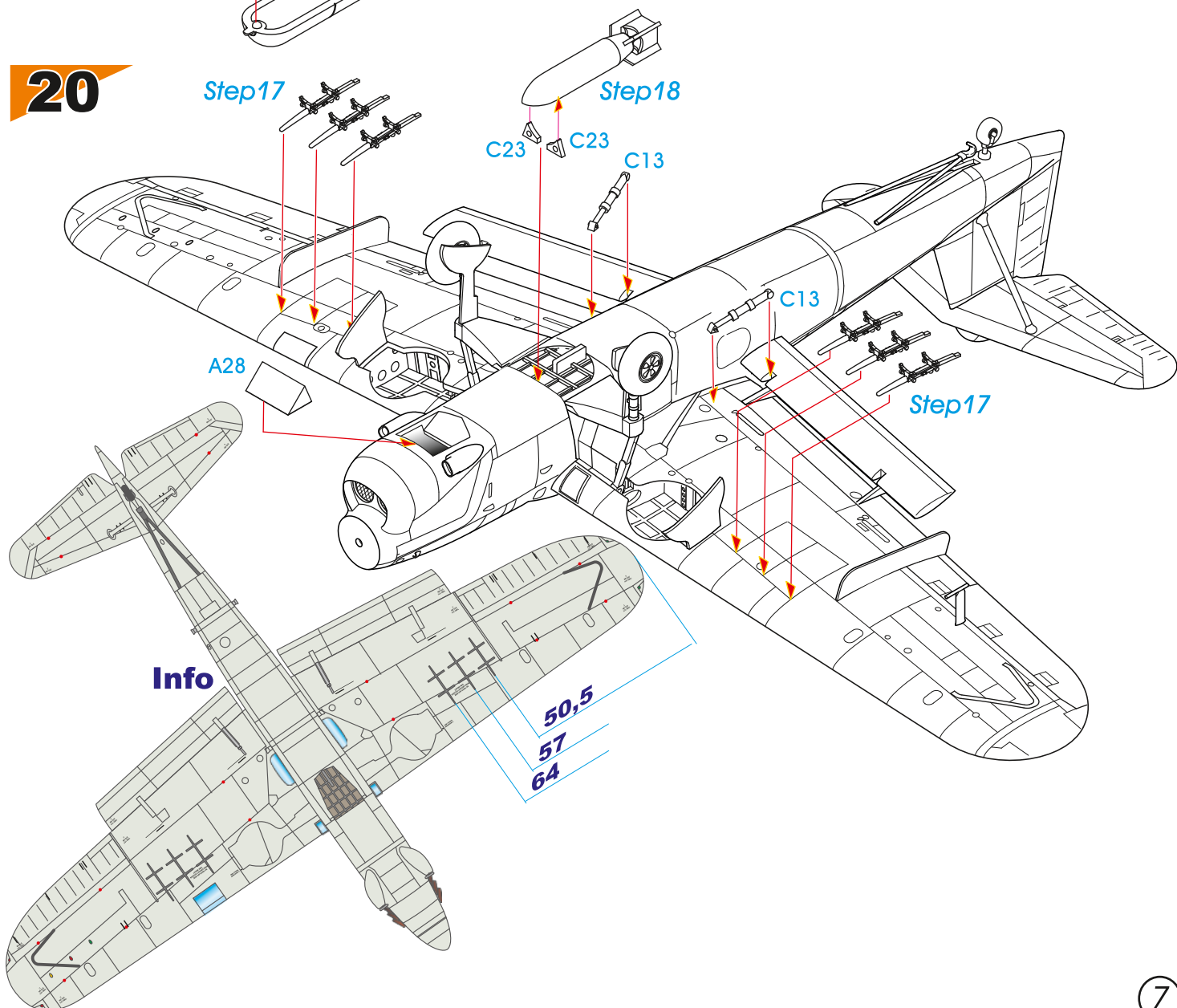


19

Pozn.:
Letouny, které jsou předlohou této stavebnice,
při operaci torpéda nenesly/



20



A diagram of a simple machine, specifically a pulley system. A rope is attached to a fixed point on the left, passes under a pulley, and is pulled down by a force labeled C15. The weight being lifted is labeled C25.

Step 22

C8



Step23

C8

Step21

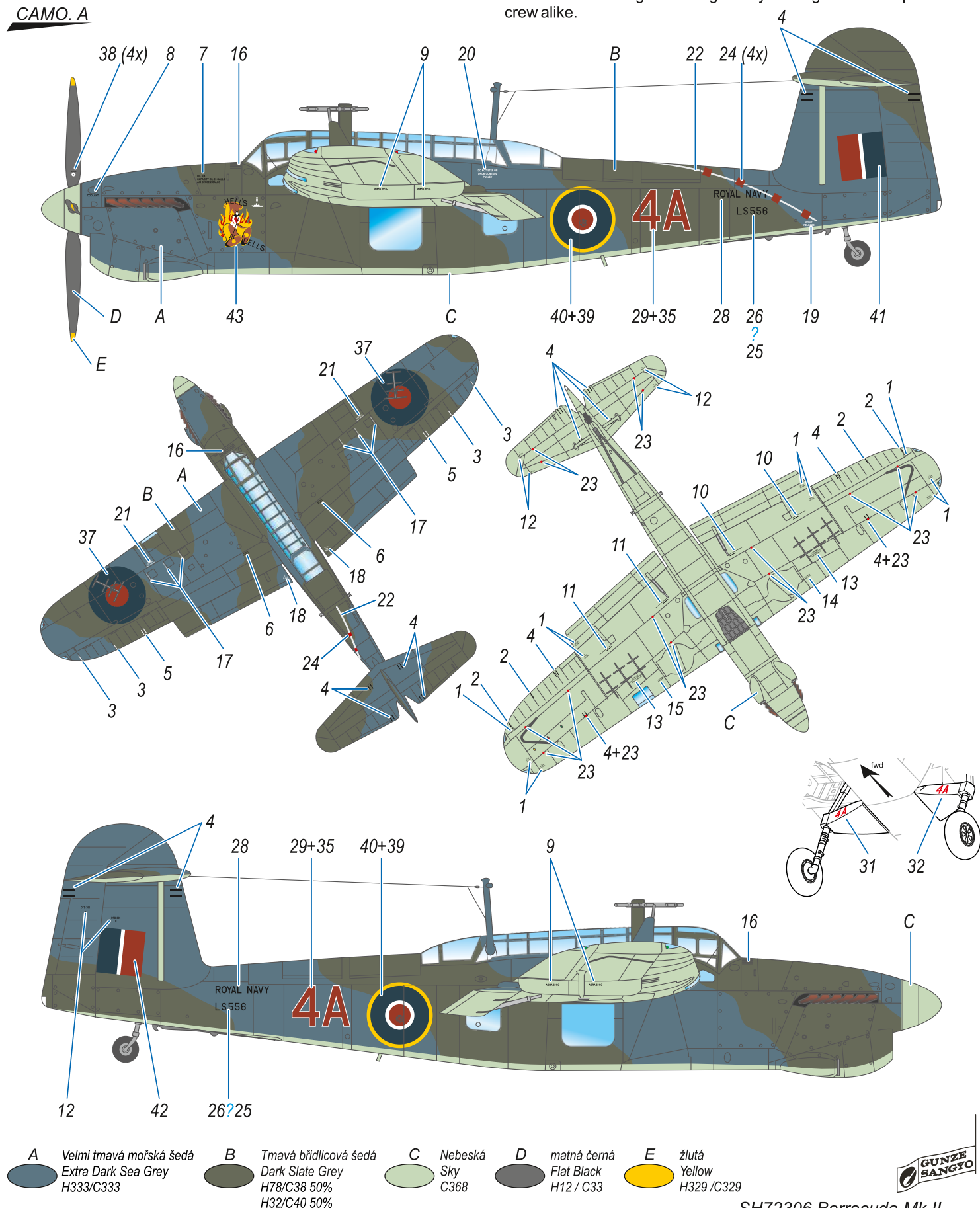
DRÁTEK/ WIRE

DRÁTEK/ WIRE

Barracuda Mk.II, LS556 (nebo LS550), 829 Naval Air Squadron, HMS Victorious, FAA, RN, květen 1944. Tento stroj, v průběhu druhé vlny operace Tungsten, 3. dubna 1944 ráno úspěšně zasáhl (viz symbol mise na levém boku) německou bitevní loď Tirpitz zakotvenou v Kaafjordu, daleko na norském severu. Během této vlny, dva ze strojů byly vyzbrojeny každý jednou 1600 liberní bombou na podtrupovém závěsníku, ostatní pak měly po třech 500 liberních SAP či MC bombách pod křídly. Celkem 15 bomb zasáhlo svůj cíl a způsobily Tirpitzu a jeho posádce velké škody.

CAMO. A

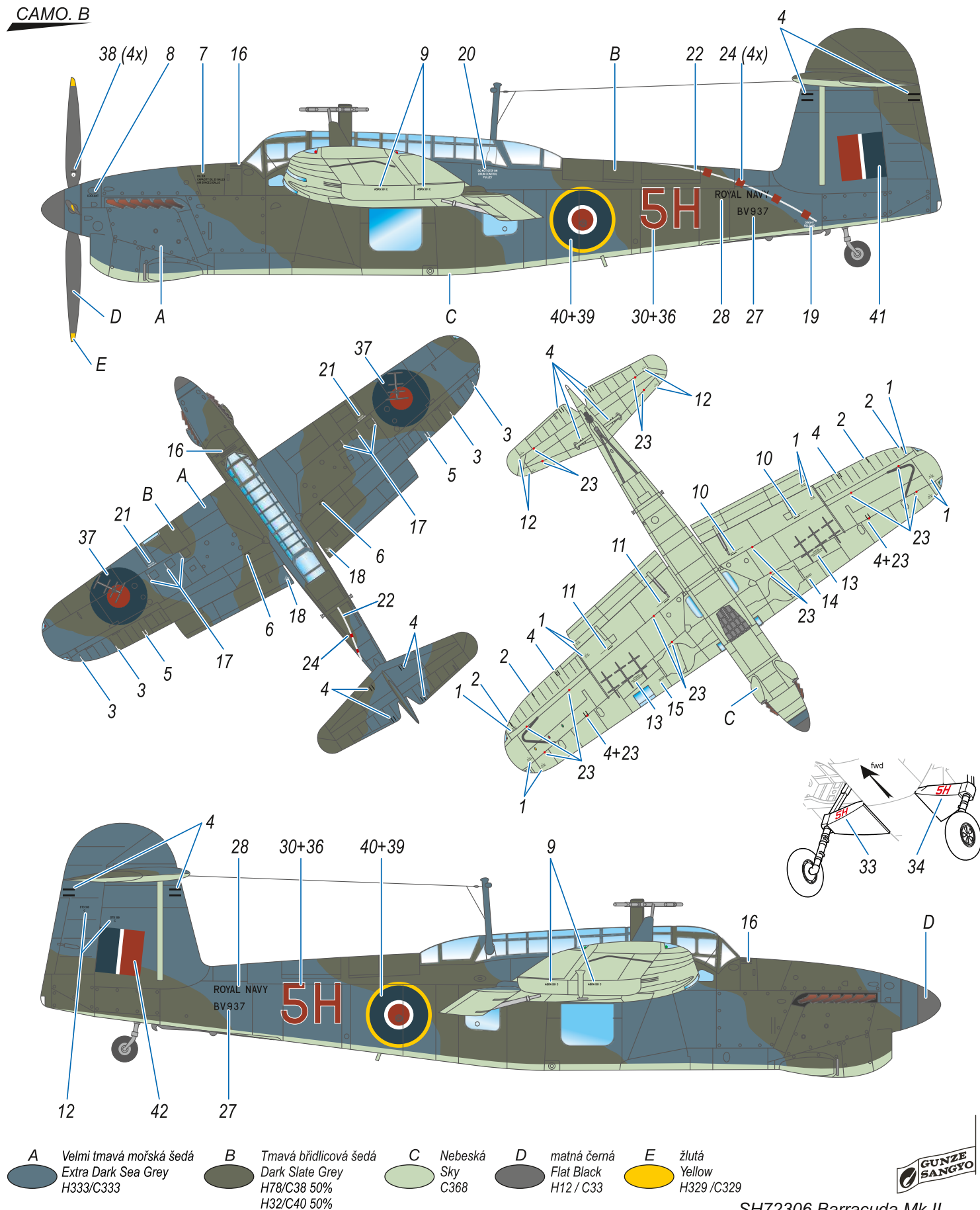
Barracuda Mk.II, LS556 (or LS550), 829 Naval Air Squadron, HMS Victorious, May 1944. This aircraft successfully hit (see the mission symbol on the port fuselage) its target during the second wave of the Operation Tungsten, the Royal Navy air raid that, on 3 April, 1944 targeted the German battleship Tirpitz at her base in Kaafjord in the far north of Norway. During the raid, two Barracudas of the second strike carried 1600-pound bombs beneath their fuselages, the remaining machines were each armed with three 500-pound SAP or MC bombs under the wings. In total 15 bombs hit their target causing heavy damage to the ship and her crew alike.



Barracuda Mk.II, BV937, 830NAS, HMS Furious, FAA, RN. 3.dubna 1944 se účastnila první vlny operace Tungsten, která na cíl v norském Kaafjordu dorazila v 5.29 ráno (druhá vlna pak v 6.35). Pět Barracud této vlny neslo 1600 liberní bomby, zbylé pak měly bomby 500 liberní. Útok na Tirpitz byl neočekávaný a velmi náhlý, loď nebyla schopná další služby a nakonec byla potopena v listopadu 1944.

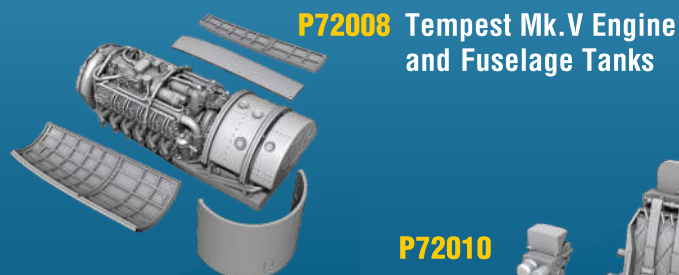
Barracuda Mk.II, BV937, 830 NAS, HMS Furious, 3 April 1944, of the first wave of the Tungsten strike force, which arrived to Kaafjord at 0529 hours (the second wave at 0635). Five of the Barracudas carried 1600-pound bomb, all the others had 500-pound bombs. The strike was unexpected and sudden, rendering the ship unserviceable for many months until she was eventually sunk in late 1944.

CAMO. B



1/72 TEMPEST Mk.V

3D PRINTED AND RESIN SETS FOR AIRFIX KIT



P72008 Tempest Mk.V Engine and Fuselage Tanks

Tempest Mk.V Gun Sight and Seat Correction Set

P72010



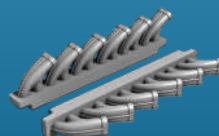
Q72413
Tempest/Typhoon
Early type Wheels



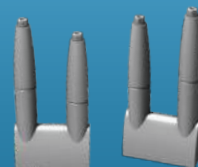
Q72414
Tempest Late Type Wheels



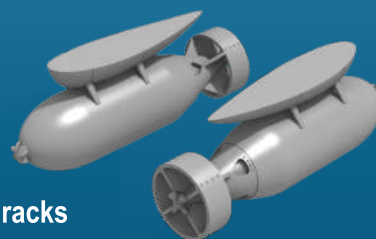
P72011
Tempest Mk.V Exhausts



P72009 Tempest Mk.V
Early Gun Barrels



P72021
Tempest
Bombs and racks



1/72 TYPHOON MK.I 3D PRINTED SETS FOR AIRFIX KIT

P72012
Typhoon Mk.I Engine



P72013
Typhoon Mk.I Gun Sight
and Seat Correction Set



P72014
Typhoon Mk.I
Three-blade Propeller



P72015
Typhoon Mk.I Gun Bays



P72016
Typhoon Mk.I
Standard Exhausts



P72017
Typhoon Mk.I
Late Type
Shrouded Exhausts



P72022
Typhoon Mk.I
Tailwheel
w/Leg



F72402
Tempest Pilot, Dog and Mechanic
with Accumulator Trolley



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H1018
Triangle Razor Saw (1pc)



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Multi-Shift Razor Saw (1pc)



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N-40 Seat



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Seat with Belts



7386 1/72 P-40 Control Surfaces



Q72300 1/72
P-40N-5 thru N-40
Seat with Belts



Q72302 1/72
Kittyhawk I/II/III
Seat with
Sutton Harness



Q72303 1/72
Kittyhawk IV
Seat with Sutton
Harness



7387 1/72 P-40 Undercarriage Set



7388 1/72 P-40 Engine Set



Q72295 1/72
P-40 Wheels
Diamond Tread



Q72296 1/72
P-40 Wheels Block Tread



Q72297 1/72
P-40 Wheels
Cross Tread



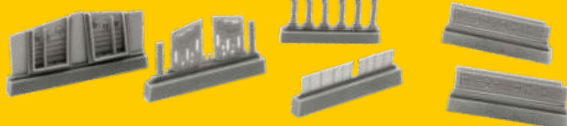
Q72298 1/72
P-40 Wheels
Diamond
and Hole Tread



Q72301 1/72
P-40 Cockpit Sidewalls
and Control Column



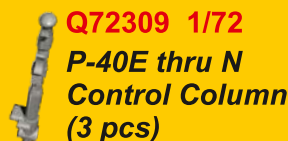
7390 1/72 P-40N Engine Set



7389 1/72 P-40E/K/M/N Armament Set



7391 1/72 1/72 P-40E/Kittyhawk Radio Set (US/RAF)



Q72309 1/72
P-40E thru N
Control Column
(3 pcs)



F72344 1/72
1/72 RAF Pilot Sitting in Cockpit w/Monkey
on Shoulder + 2 Mechanics, Western Desert

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