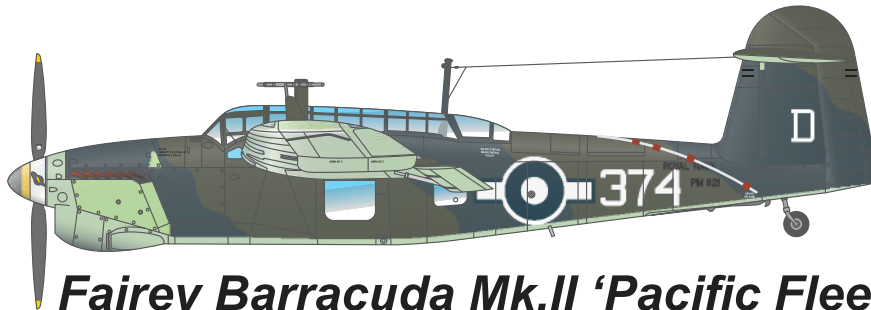




Fairey Barracuda Mk.II 'Pacific Fleet'

Historie

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 opoždila výroba druhého prototypu i sériových strojů. Navíc upravy zvedly hmotnost a snížily výkony. První sériové stroje používaly motory R&R Merlin Mk.30 a třílísté vrtule. Po vyrobení 25 kusů ale výroba přešla na vylepšenou verzi Barracuda Mk.II. s Merliny Mk.32. Po prvních několika kusech s třílístými 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

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 Mk.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.

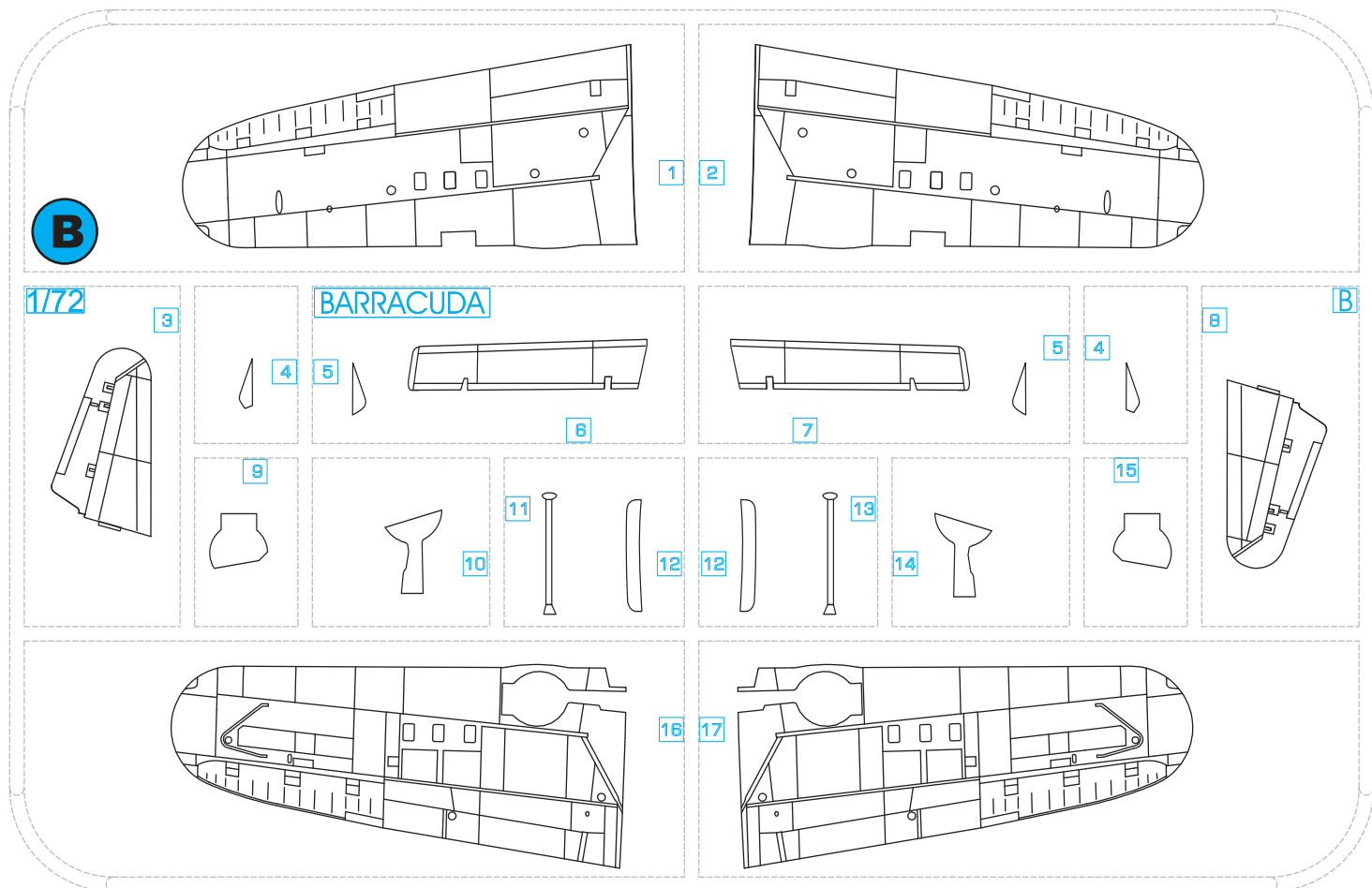
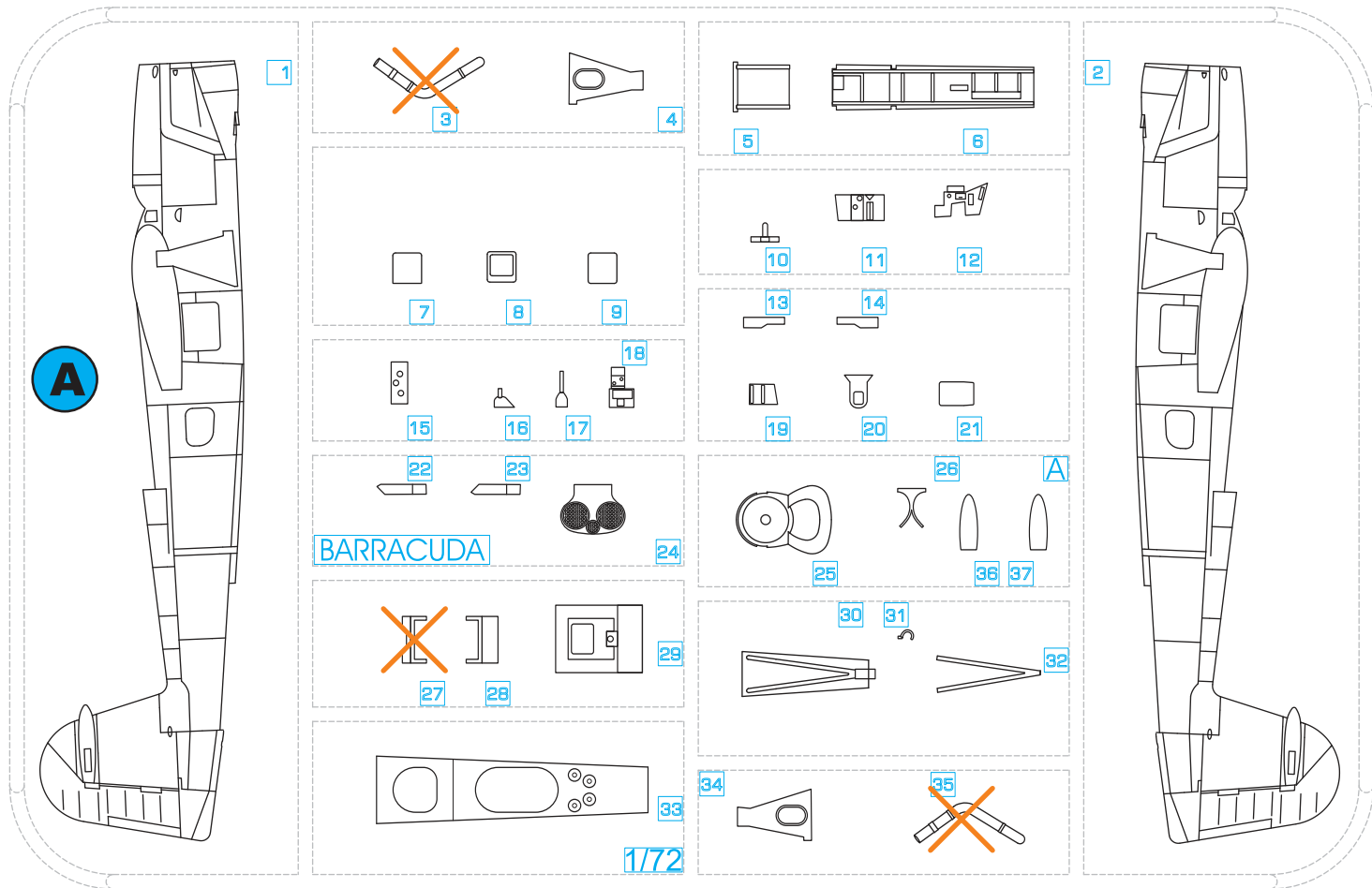
The Barracuda was also flown by Canadian and Dutch squadrons flying as part of the Fleet Air Arm and after the war ended surplus Barracudas were sold to the French Armée de l'Air whose unit 1/56 'Vaucluse' used the type to drop agents behind enemy lines. As the Barracuda was capable of very short take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

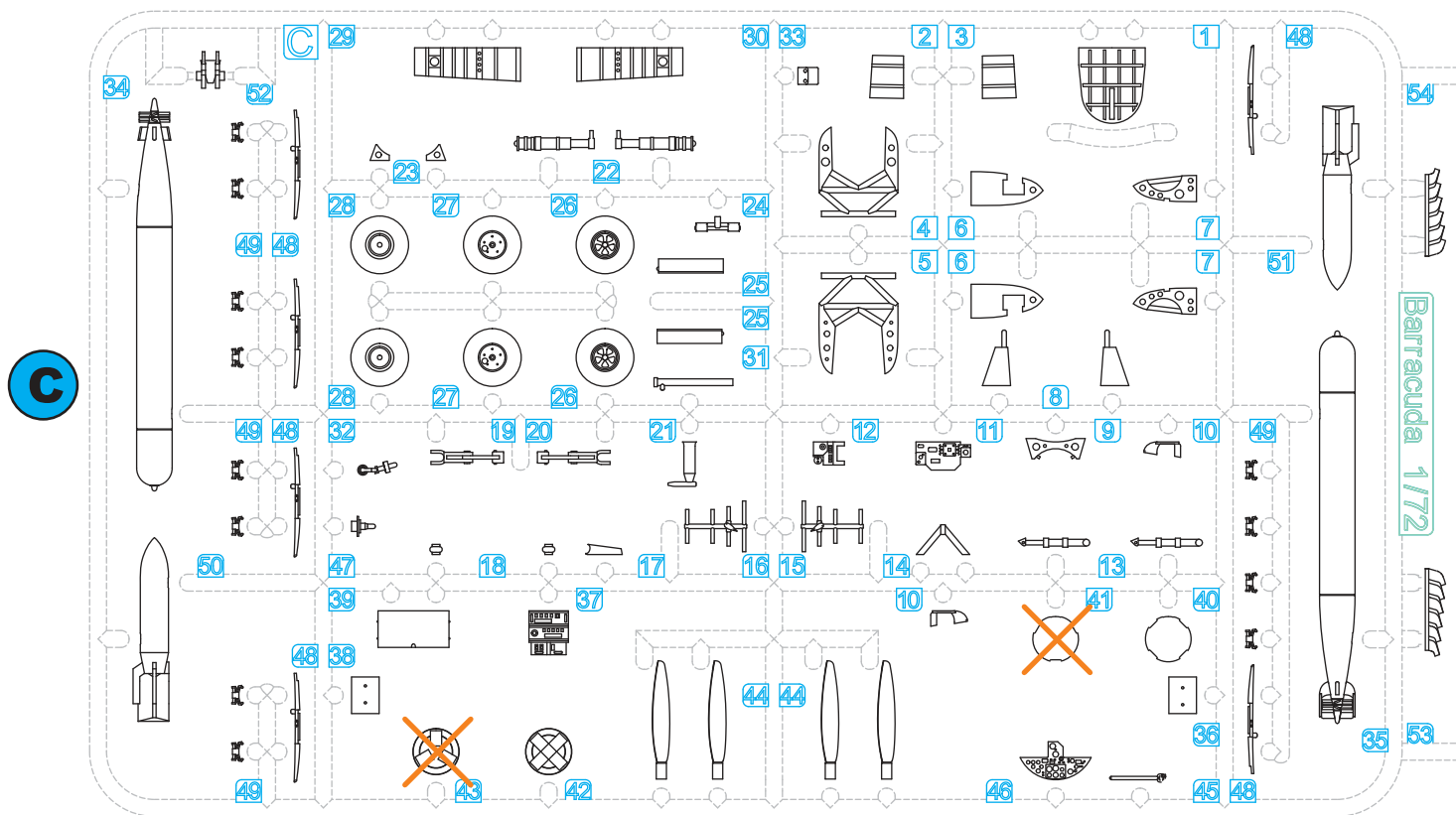
In the UK, Barracudas were used throughout the 1940's and then decommissioned.

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

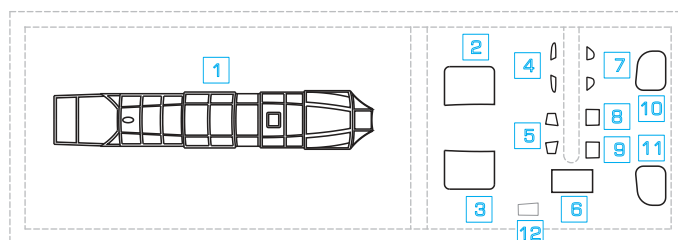
CZ

EN





D ČIRÉ DÍLY/ CLEAR PARTS



E 13

SYMBOLS

? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

POUŽIT 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

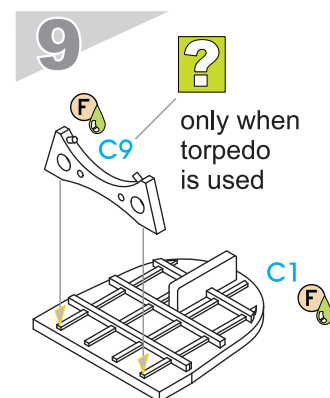
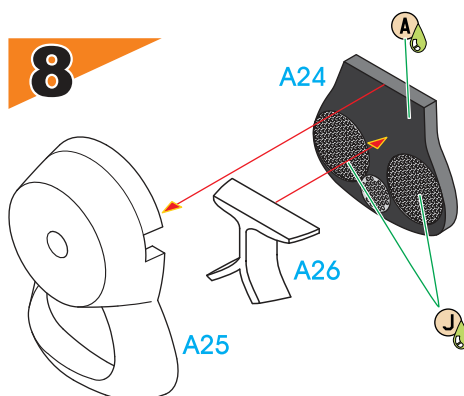
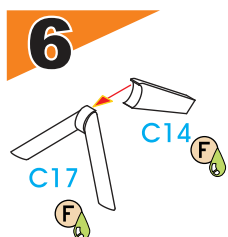
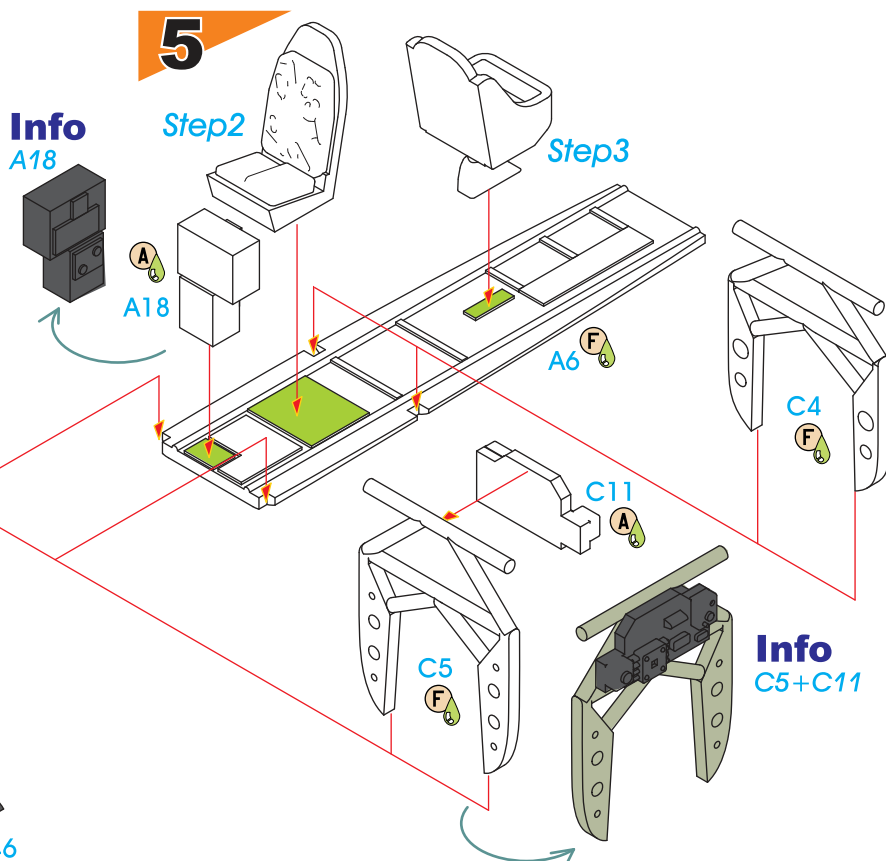
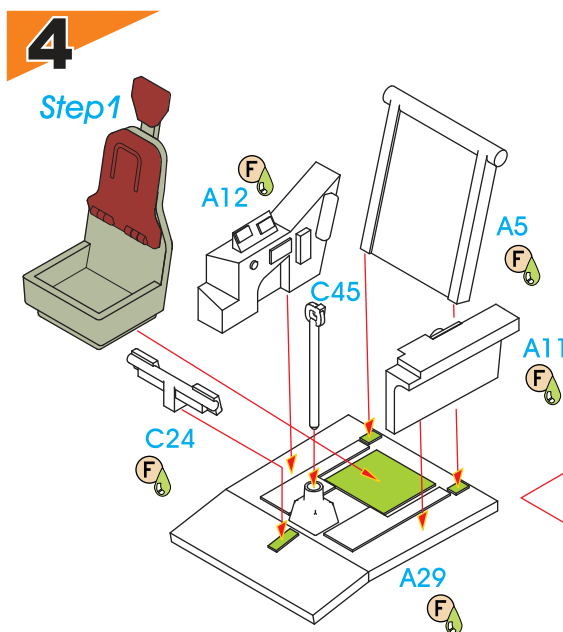
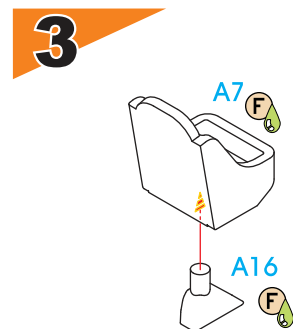
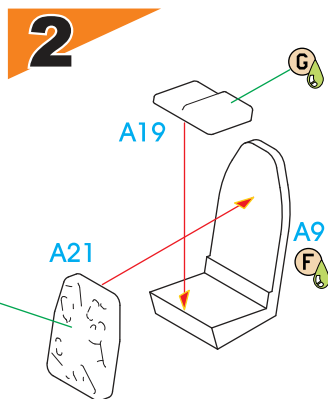
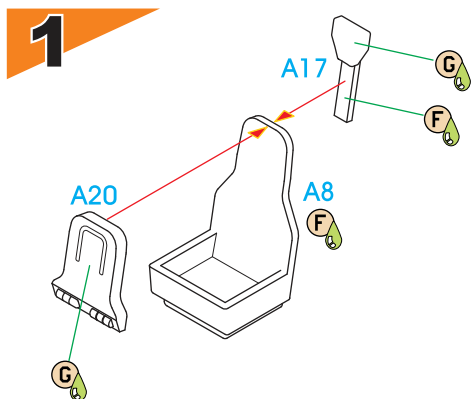
GSI A colours code
NATRÍT
COLOUR
FARBEN
PEINDRE

Get your Barra ready for the next Op!

Bomb her up with these CMK sets



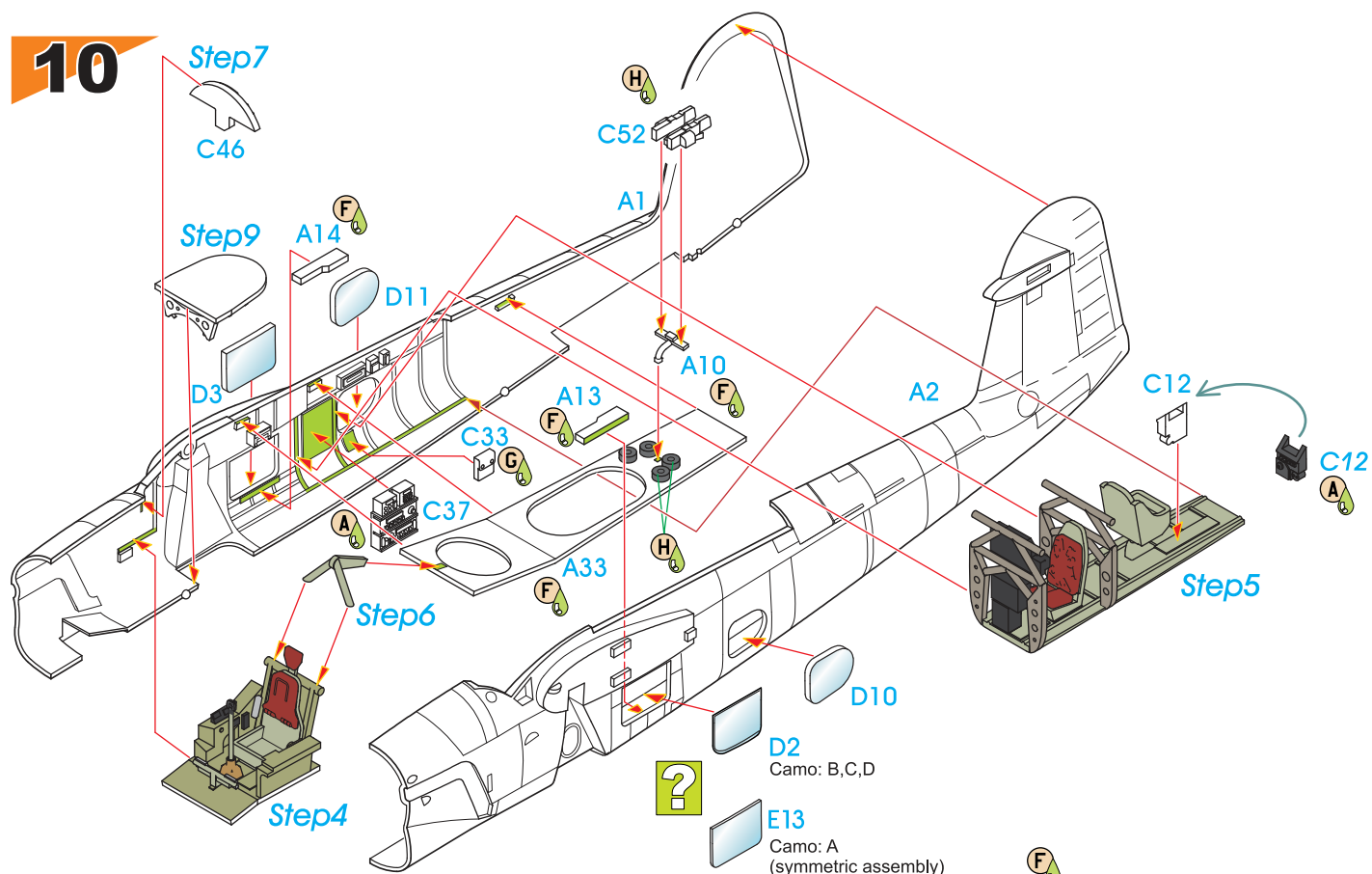
Available at www.specialhobby.eu / www.cmkkits.com or at all good retail stockists



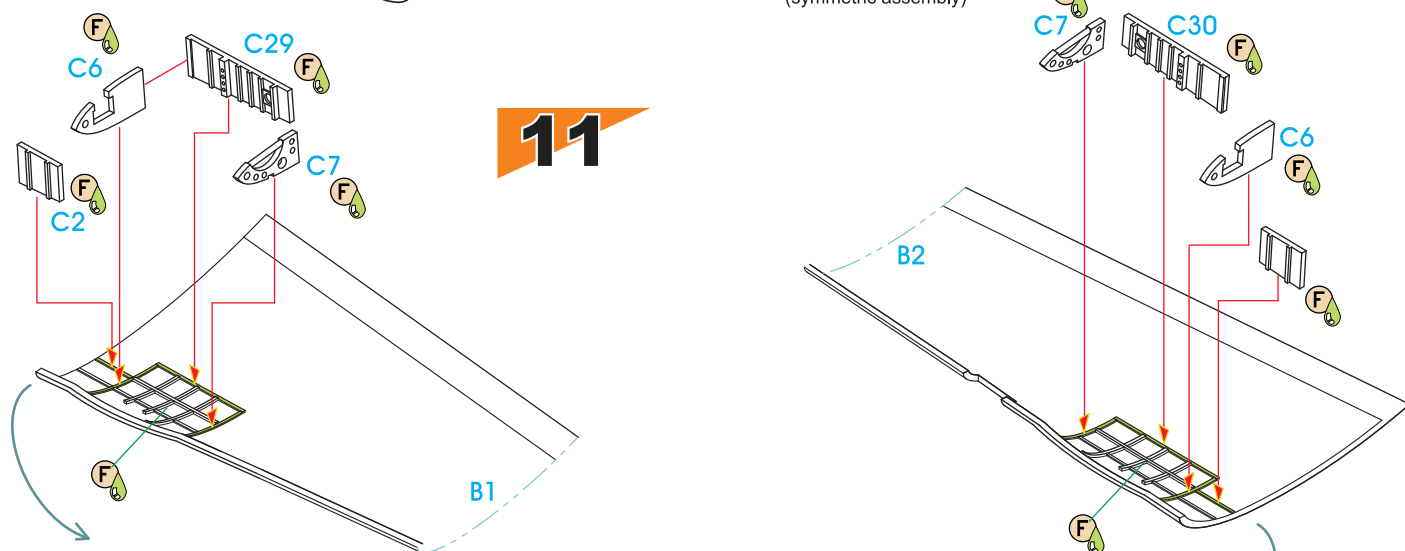
Barvy GUNZE/ GUNZE Colour No.

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

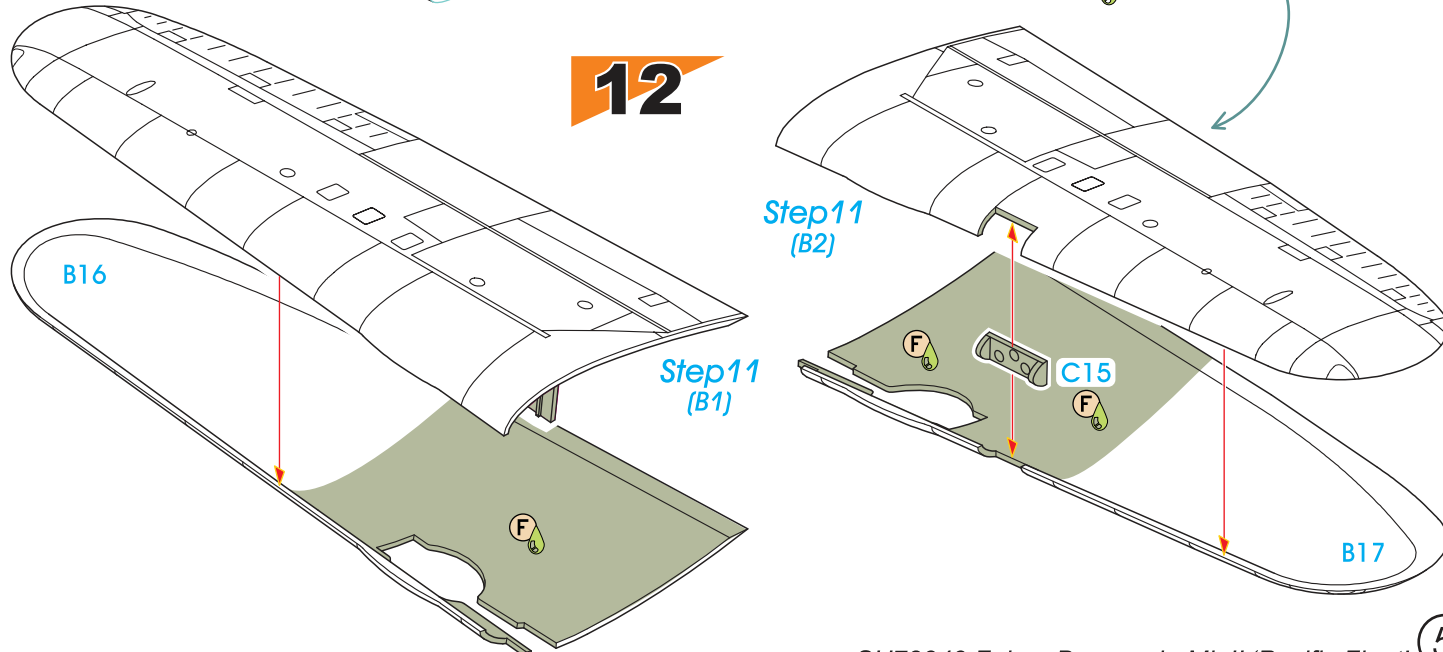
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11



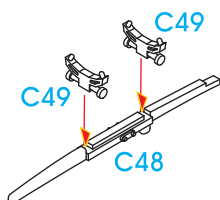
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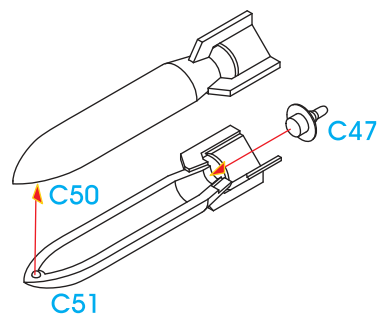
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17

6x



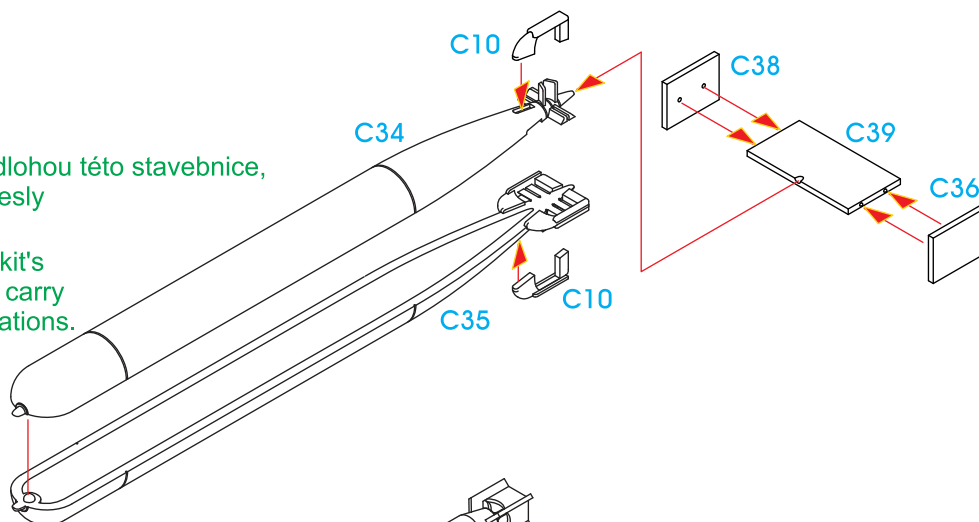
18



19

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

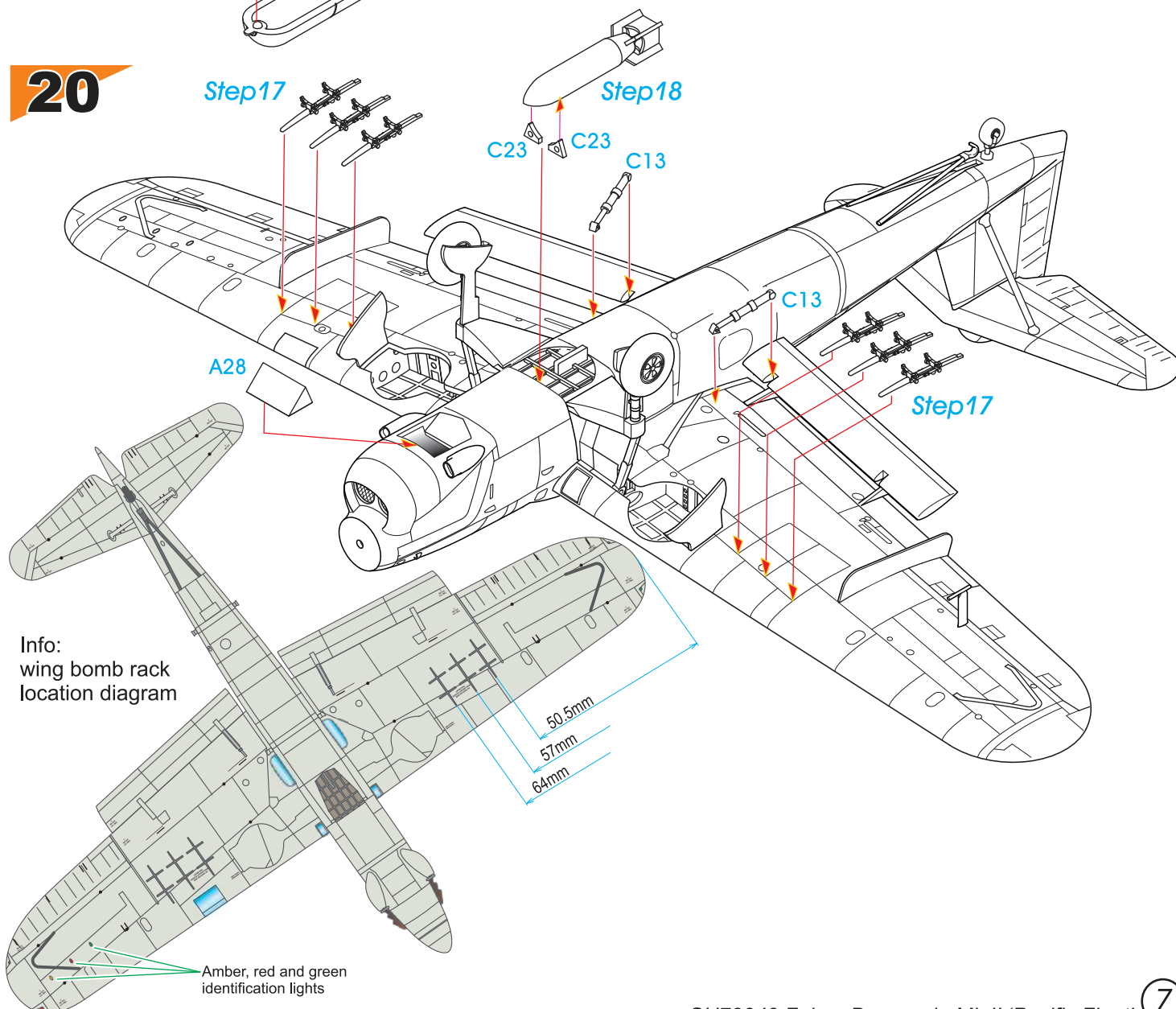
Note:
Aircraft depicted in this kit's
marking options did not carry
torpedoes while in operations.



20

Step17

Step18



Info:
wing bomb rack
location diagram

Amber, red and green
identification lights

A diagram of a five-pointed star-shaped molecule. The central core is labeled C40 and C42. The five arms are labeled C44. Red arrows point from the arms towards the center, and orange arrows point from the center towards the arms.

 for Camo B,C,D only

 for Camo B,C,D only

The diagram illustrates the assembly of a model airplane. Key components and steps shown include:

- Step21:** Attaching the propeller to the engine. The propeller is shown with a central hub and three blades. The engine is a small, cylindrical unit with a propeller shaft.
- Step22:** Attaching the wing to the fuselage. The wing is shown with a central spar and a series of ribs. The fuselage has a central opening for the wing.
- Step23:** Attaching the tail to the fuselage. The tail is shown with a central spar and a series of ribs. The fuselage has a central opening for the tail.
- Parts and Labels:**
 - C8:** A small, conical part, likely a propeller nut or a tail fin.
 - C31:** A small, rectangular part, likely a wing or tail fin.
 - D1:** A small, rectangular part, likely a wing or tail fin.
 - C53:** A small, rectangular part, likely a wing or tail fin.
 - A22:** A small, rectangular part, likely a wing or tail fin.
 - A23:** A small, rectangular part, likely a wing or tail fin.
 - C54:** A small, rectangular part, likely a wing or tail fin.
 - E:** A small, circular part, likely a propeller nut or a tail fin.
- DRÁTEK/ WIRE:** A green line with a hand icon pointing to the fuselage, indicating the location of the wire.

Fairey Barracuda Mk.II, PM821/374-D, 827 Naval Air Squadron, HMS Colossus, January 1946. The machine was flown by Sub-Lieutenant Robert McCandless (the author of *Barracuda From the Cockpit* book). It was in-field modified to increase the performance, the ASV radar array was removed as well as the observer's side blister windows which were replaced with sheet Perspex. The paint finish is also non-standard.

[illegible]

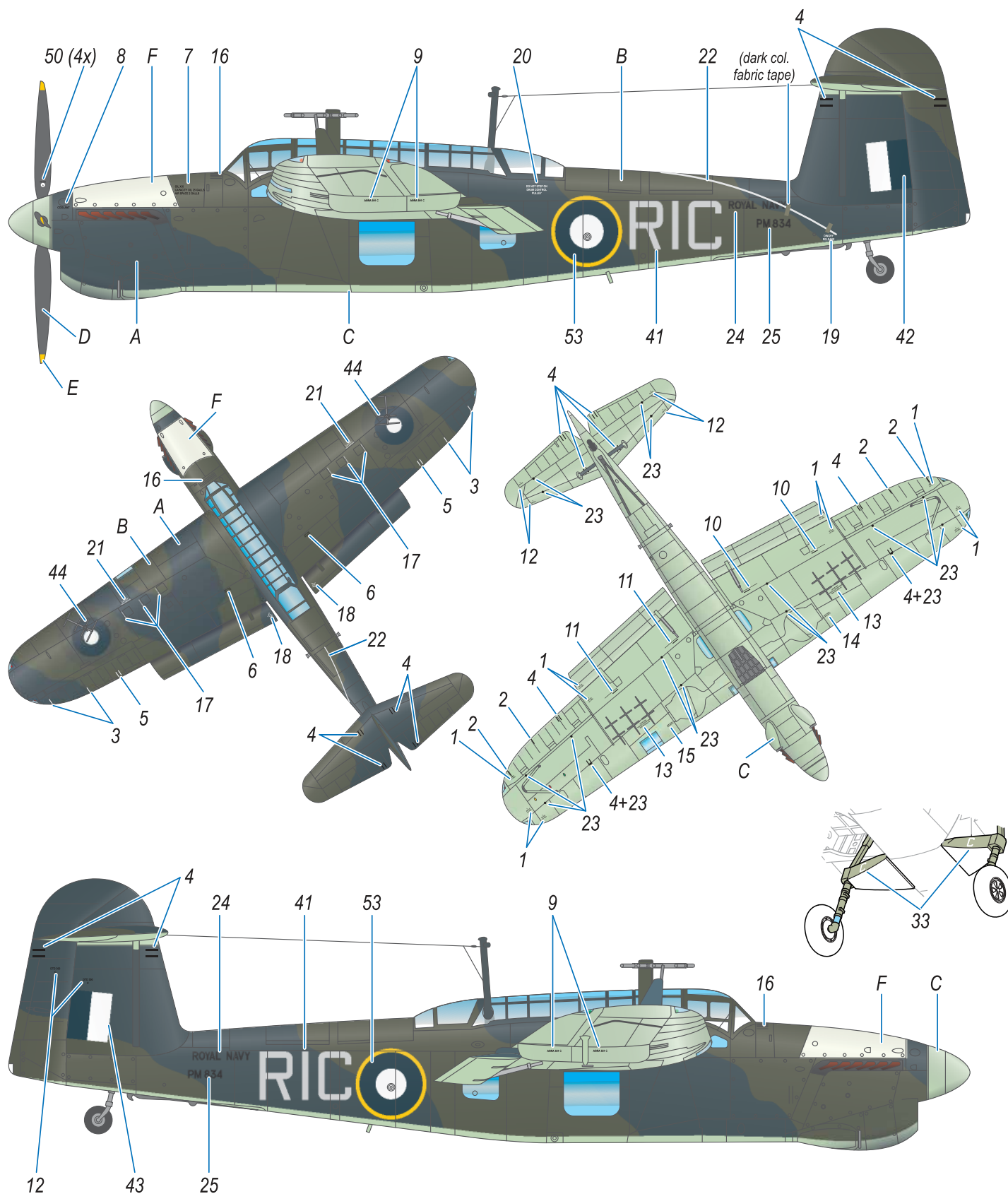
- A** Velmi tmavá mořská šedá
 Extra Dark Sea Grey
 H333/C333
- B** Tmavá břidlicová šedá
 Dark Slate Grey
 H78/C38 50%
 H32/C40 50%
- C** Nebeská
 Sky
 C368
- D** matná černá
 Flat Black
 H12 / C33
- E** žlutá
 Yellow
 H329 /C329
- F** bílá
 White
 H11 /C62
- SH72242 Porro

SH72343 *Barracuda Mk.II*

Fairey Barracuda Mk.II, PM834/RIC, 814 NAS, Royal Naval Air Station Katukurunda, Cejlon, červen 1945.

Fairey Barracuda Mk.II, PM834/RIC, 814 NAS, Royal Naval Air Station Katukurunda, Ceylon, June 1945.

CAMO. B



A Velmi tmavá mořská šedá
Extra Dark Sea Grey
H333/C333

B Tmavá břidlicová šedá
Dark Slate Grey
H78/C38 50%
H32/C40 50%

C Nebeská
Sky
C368

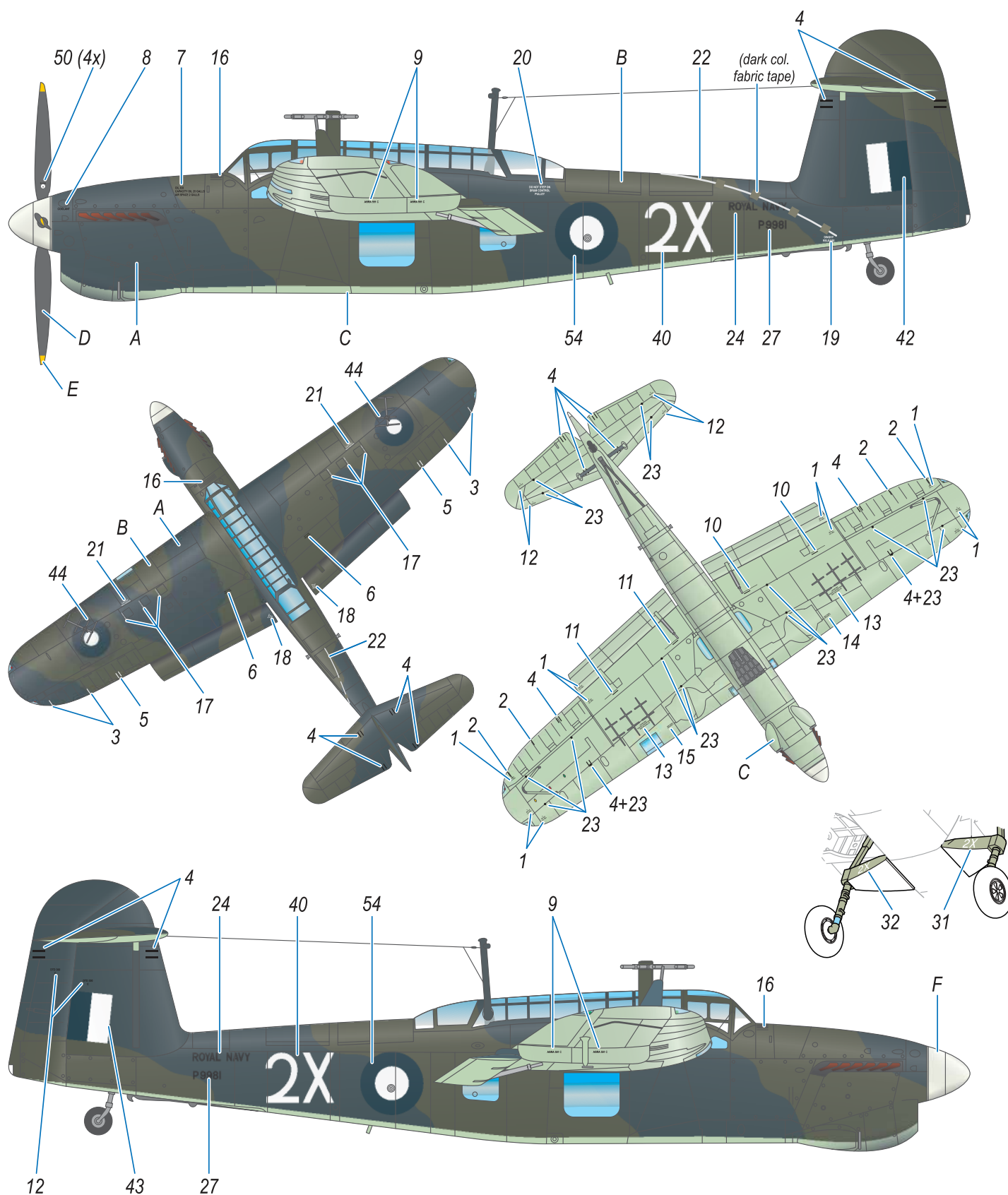
D matná černá
Flat Black
H12 / C33

E žlutá
Yellow
H329 /C329

F bílá
White
H11 /C62

SH72343 Barracuda Mk.II

Fairey Barracuda Mk.II, P9981/2X, 810 NAS, HMS Illustrious, April 1944. On 11 June 1944, the aircraft crashed while returning from the attack on Sumatra. The crew was killed.



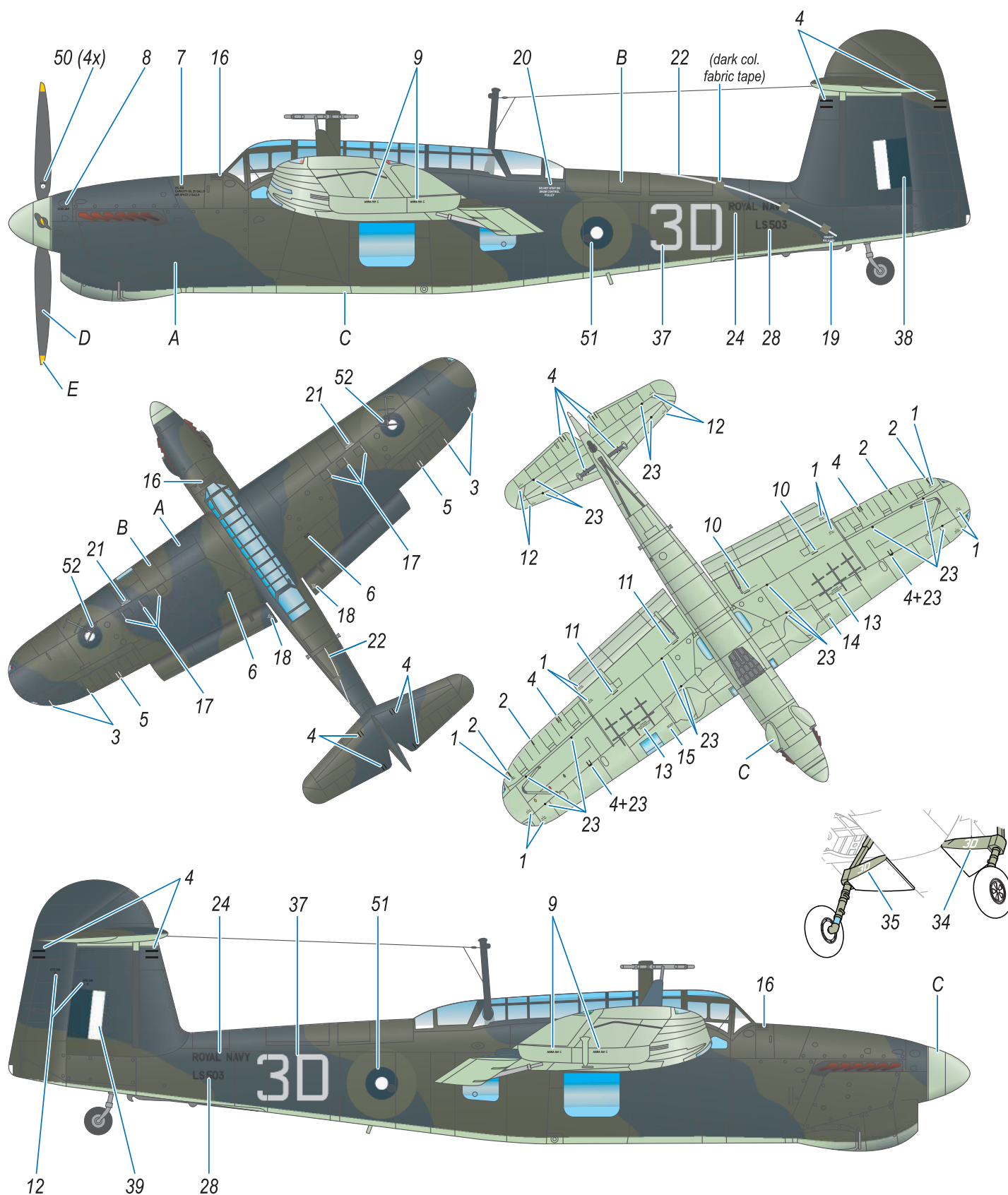
- A** Velmi tmavá mořská šedá
 Extra Dark Sea Grey
 H333/C333
- B** Tmavá břidlicová šedá
 Dark Slate Grey
 H78/C38 50%
 H32/C40 50%
- C** Nebeská
 Sky
 C368
- D** Matná černá
 Flat Black
 H12 / C33
- E** Žlutá
 Yellow
 H329 /C329
- F** Bílá
 White
 H11 /C62
- SH72343 Barva

SH72343 *Barracuda Mk.II*

Fairey Barracuda Mk.II, LS503/3D, 815 NAS, HMS Indomitable, srpen 1944.

Fairey Barracuda Mk.II, LS503/3D, 815 NAS, HMS Indomitable, August 1944.

CAMO. D



- | | | | | | | | | | |
|----------|---|----------|--|----------|------------------------|----------|--|----------|--------------------------------|
| A | Velmi tmavá mořská šedá
Extra Dark Sea Grey
H333/C333 | B | Tmavá břidlicová šedá
Dark Slate Grey
H78/C38 50%
H32/C40 50% | C | Nebeská
Sky
C368 | D | matná černá
Flat Black
H12 / C33 | E | žlutá
Yellow
H329 / C329 |
|----------|---|----------|--|----------|------------------------|----------|--|----------|--------------------------------|

SH72343 Barracuda Mk.II