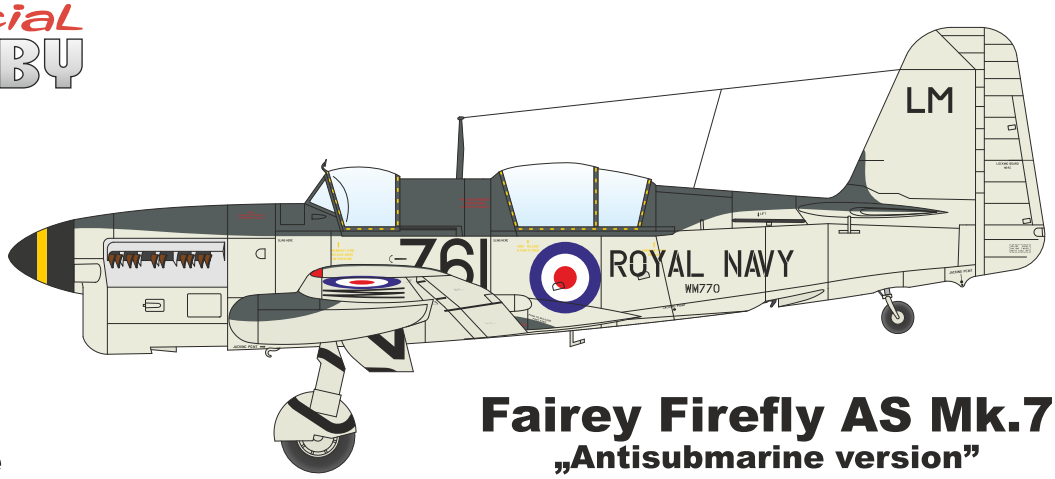
special HOBBY

1/48

SH48130



Fairey Firefly AS Mk.7

„Antisubmarine version"

Historie

CZ

Britské námořnictvo v padesátých letech minulého století, s narůstající hrozbou sovětských ponorek, nutně potřebovalo vhodné protiponorkové letouny. Vývoj stroje Fairey Gannet se opozdil a tak byla objednána nové verze původně stíhacího a bitevního letounu Firefly. Nová verze, označená AS Mk.7, byla, narozdíl od starších verzí, třímístná. Pro protiponorkový boj byli potřeba dva operátoři. Vyráběna byla ve dvou variantách, ostré bojové a cvičné. Proti starším verzím měla Firefly AS Mk.7 zvětšenou plochu křidla a zvětšenou svislou ocasní plochu. V přídi s rozměrným chladičem byla zamontována nová verze Griffonu, Griffon Mk.59. Kanonovou výzbroj nová verze nenesla.

Protiponorková verze AS Mk.7 byla poměrně rychle nahražena protiponorkovými Avengery a později novými Gannety. Díky tomu byly Firefy přesunuty k výcvikovým jednotkám a přeznačeny na Firefly T.7. Pro relativně nové stroje se také našlo využití v přestavbě na dálkově řízené cíle pro, do výzbroje Royal Navy, zaváděné protiletadlové rakety. První přestavěný stroj, s novým označením Firefly U.8, vzlétl na konci roku 1953. Přestavěné stroje dostaly nápadnou antikamufláž a byly používány zejména na základně Llanbedr ve Walesu, ale také na Maltě. Poslední Firefly bylů sestřelen v prosinci 1961.

Rozpětí: 13,57 m, délka: 12,22 m, max. rychlost: 483 km/h, dostup: 7 772 m, dolet: 1384 km.

History

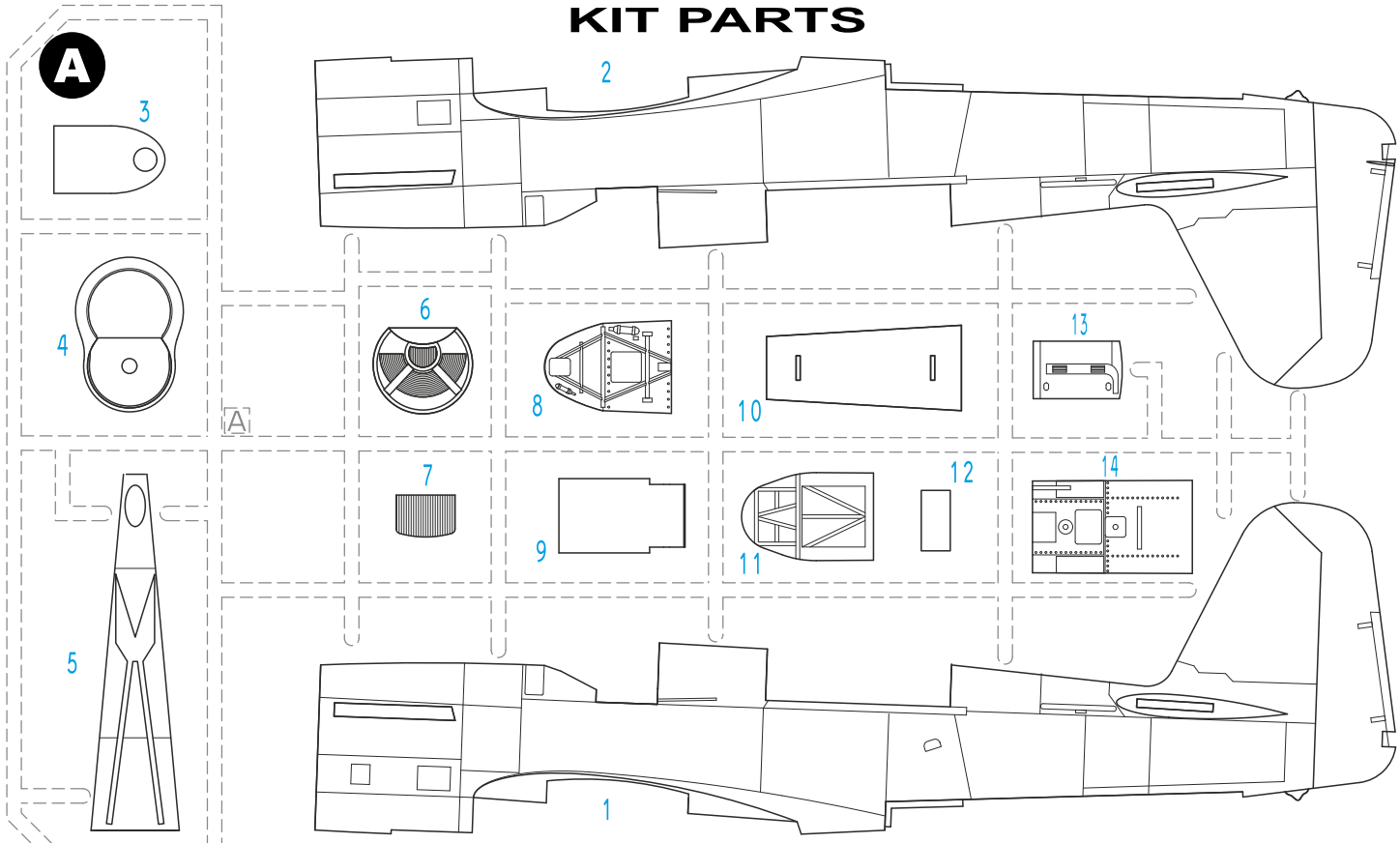
GB

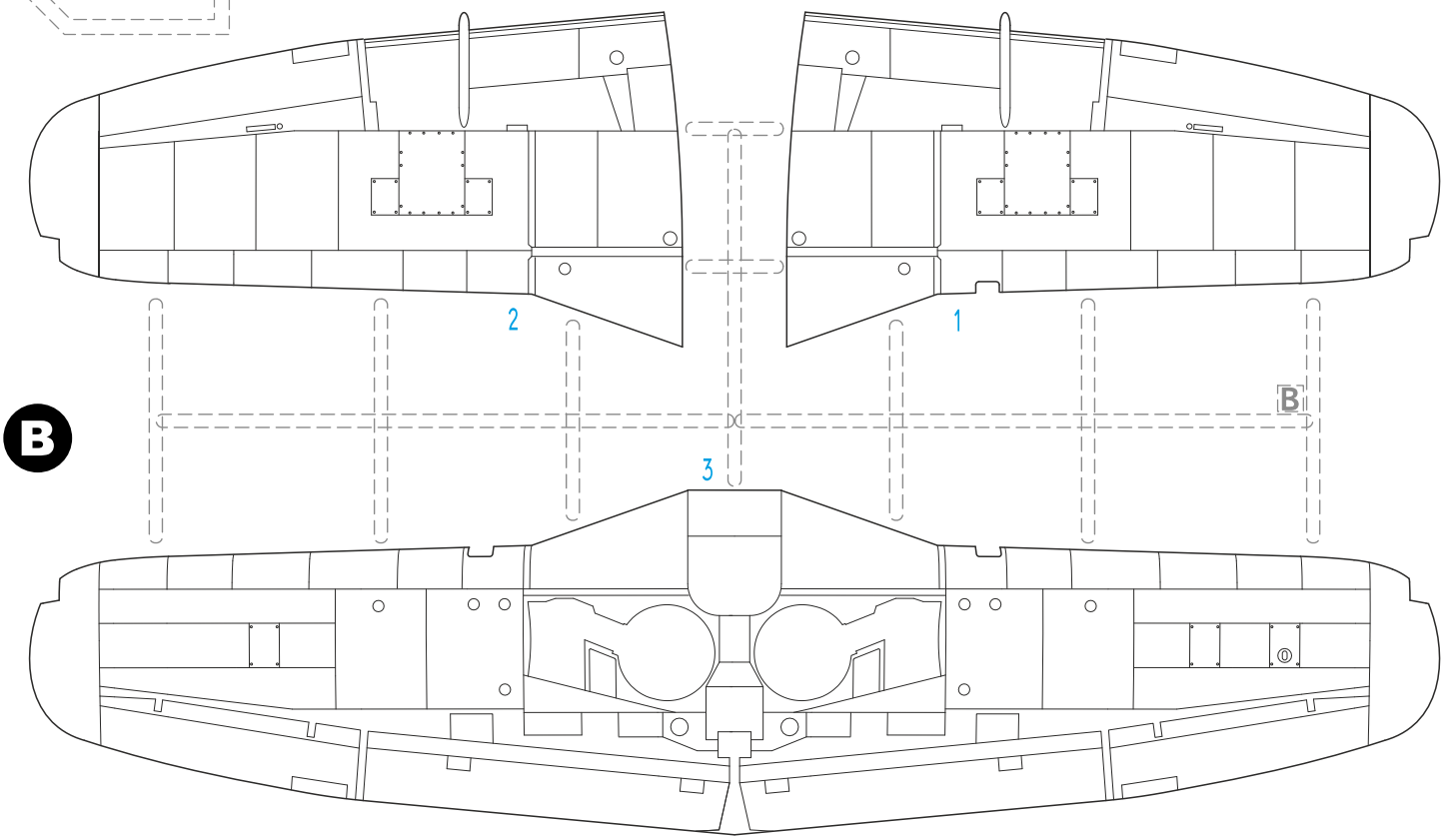
With the still growing threat from Soviet submarines in the 1950s, the Royal Navy was in urgent need of suitable anti-submarine aircraft. The development of the Fairey Gannet had been delayed, and so a new version of the Firefly fighter and ground-attack aircraft was ordered. This new version, known as the AS Mk.7, was to be manned by a crew of three, because two operators were needed for the anti-sub missions. The aircraft was produced in two versions, for combat and also for training purposes. In comparison with the earlier versions, the AS Mk.7 was equipped with a larger wing and tailfin. The nose section with a bulky radiator housed a new version of the Griffon engine, Mk.59. The aircraft flew unarmed.

The AS Mk.7 anti-submarine version was soon replaced with anti-sub Avengers and later also with Gannets and consequently the Fireflies were handed over to training units where they were known as the Firefly T.7. As the Fireflies were still quite new machines, they found their new role also as remotely controlled aircraft that served as targets for the new Royal Navy anti-aircraft missiles. The first machine to be rebuilt to the Firefly U.8 standard flew for the first time in the end of 1953. The rebuilt machines also got a striking anti-camouflage scheme and were used mainly at Llanbedr base in Wales but also over Malta.
The very last of the Fireflies was shot down in December 1961.

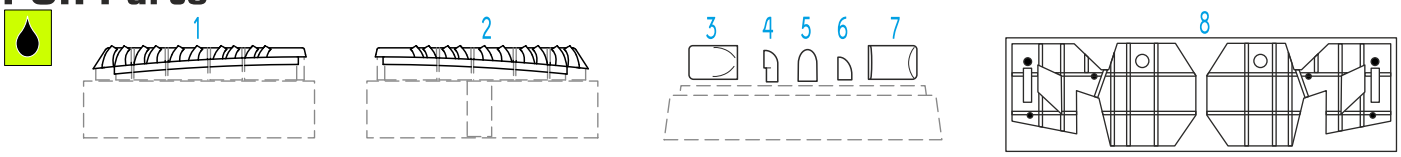
Wingspan: 13.57m, Lenght: 12.22m, Max.Speed: 483 km/h, Ceiling: 7,772 m, Range: 1,384 km

KIT PARTS



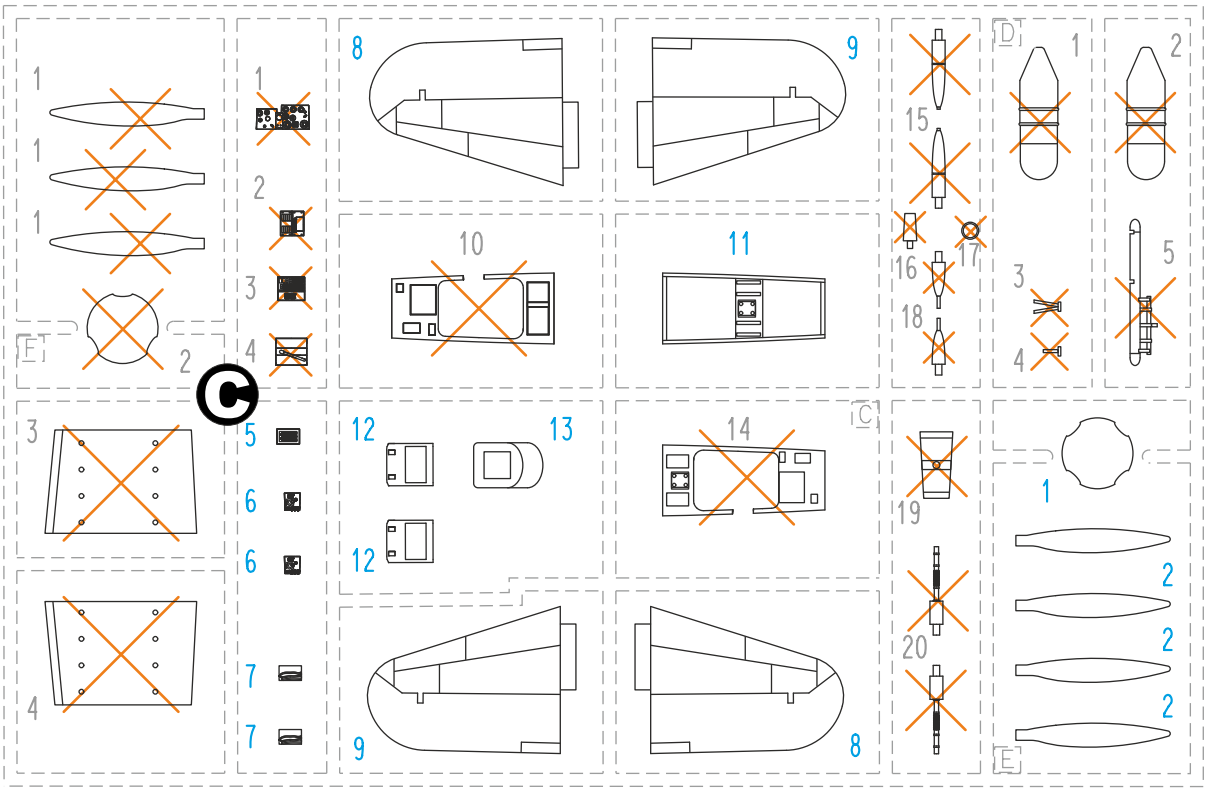


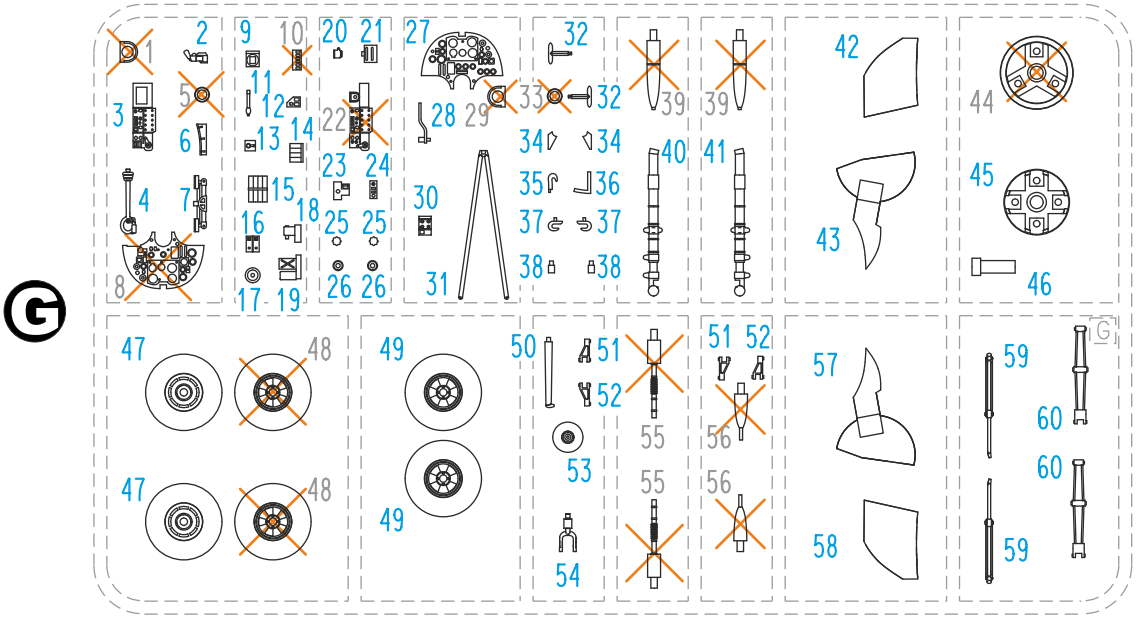
PUR Parts

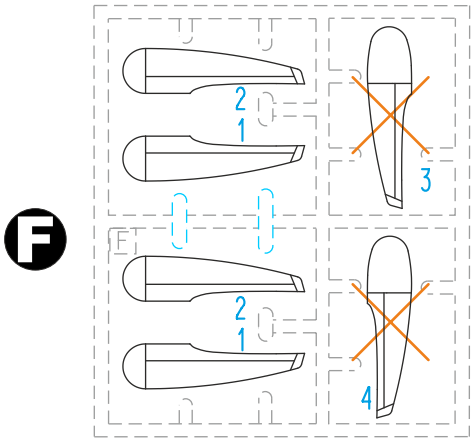


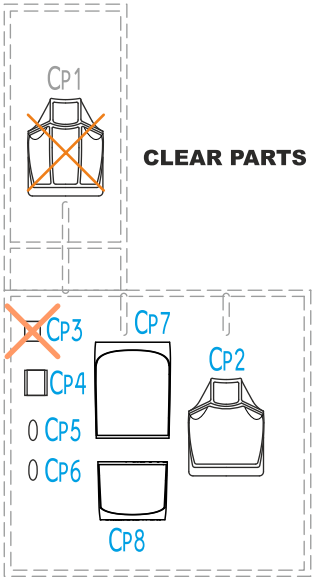
SYMBOLS

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









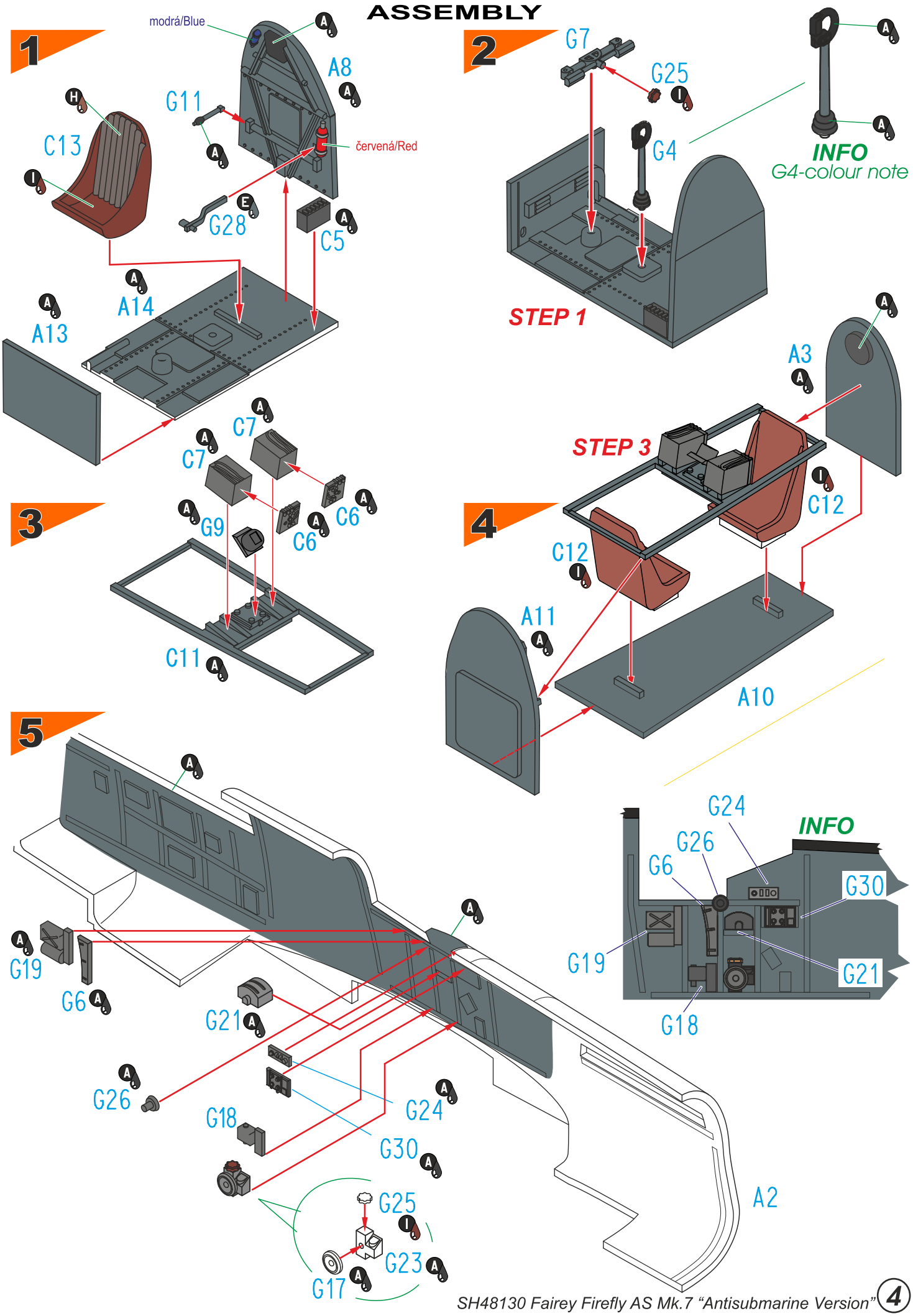
CLEAR PARTS (CP)

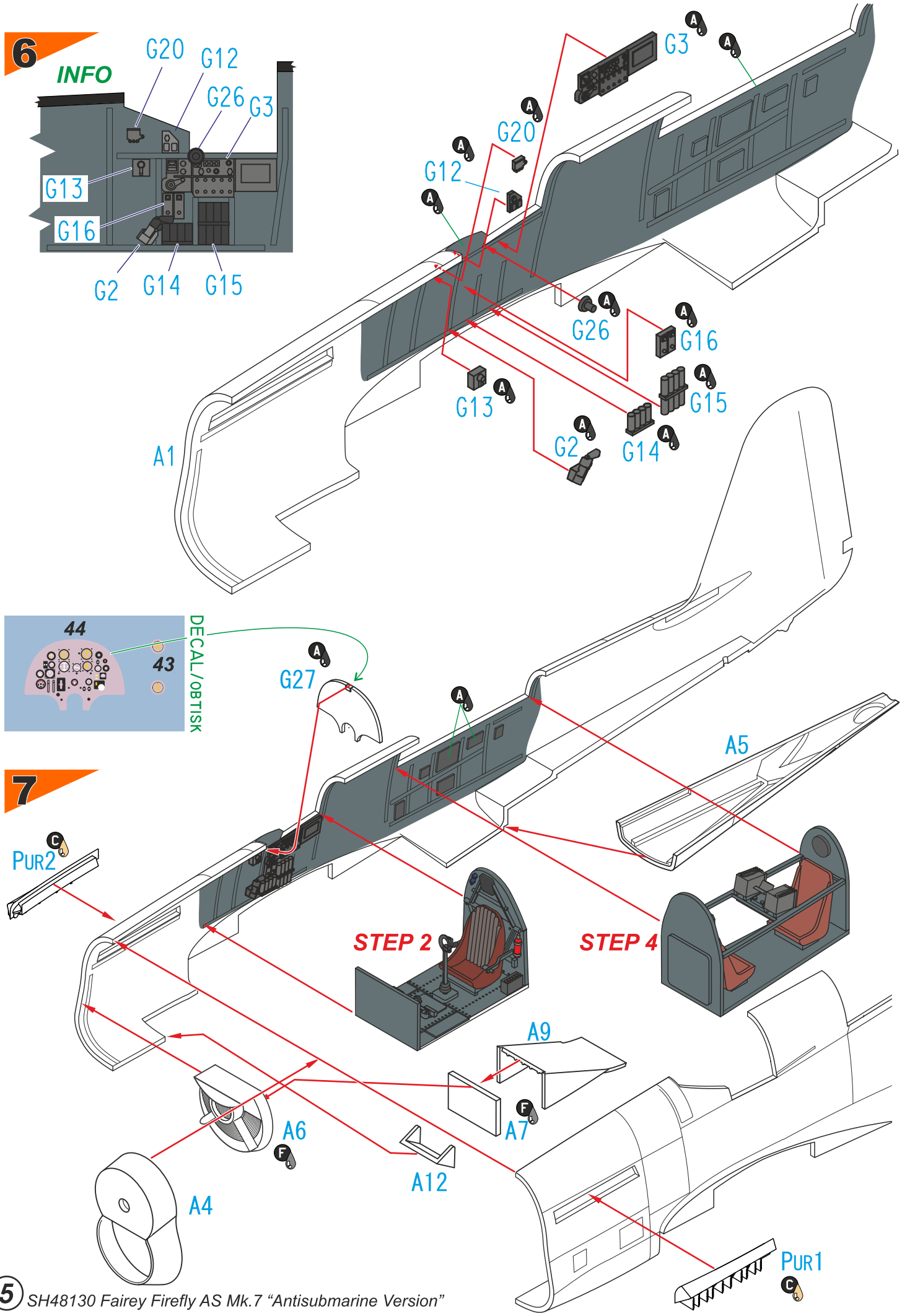
- *Tento díl nepoužít*
  Do not use this part

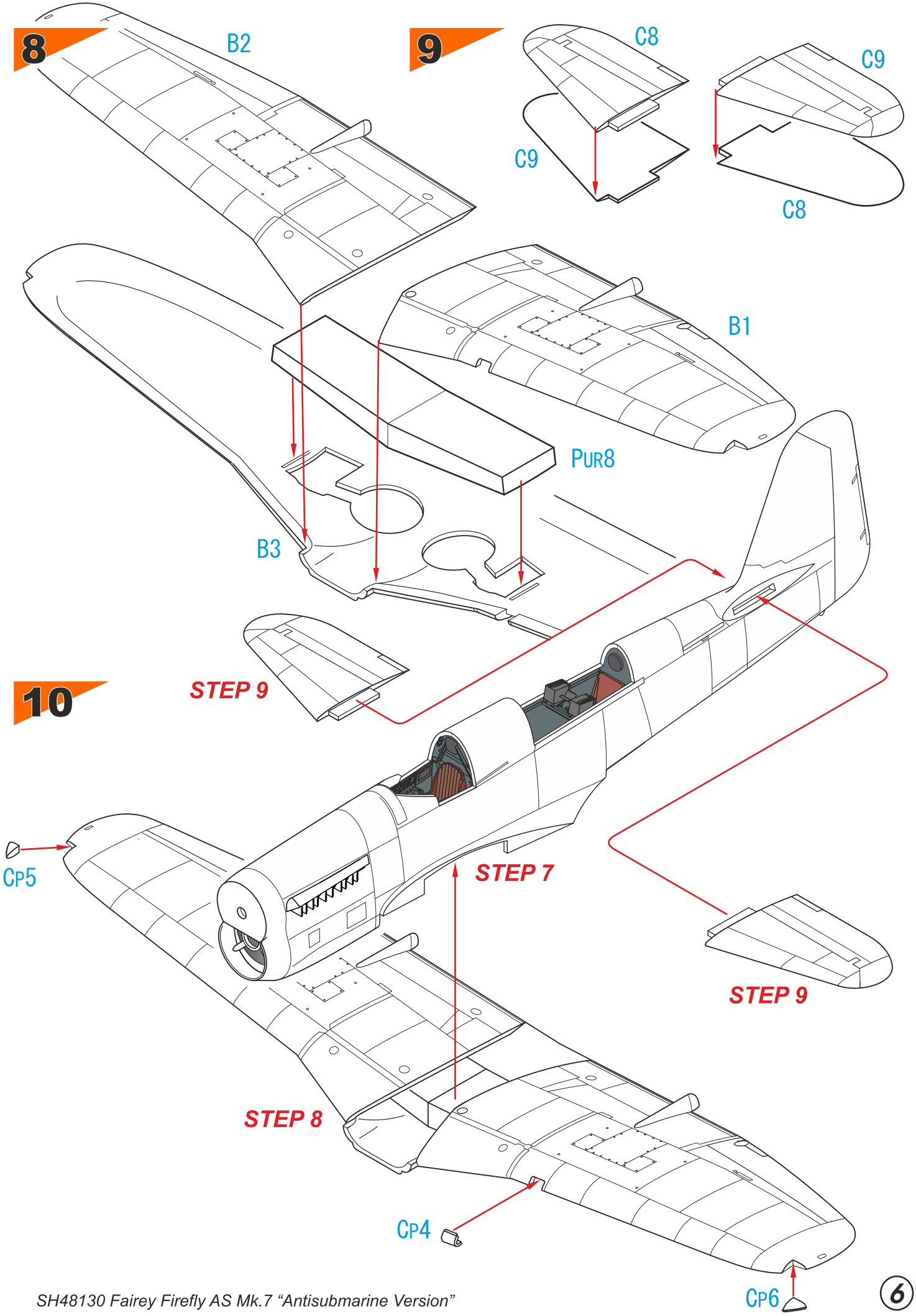
Barvy GUNZE/ GUNZE Colour No.

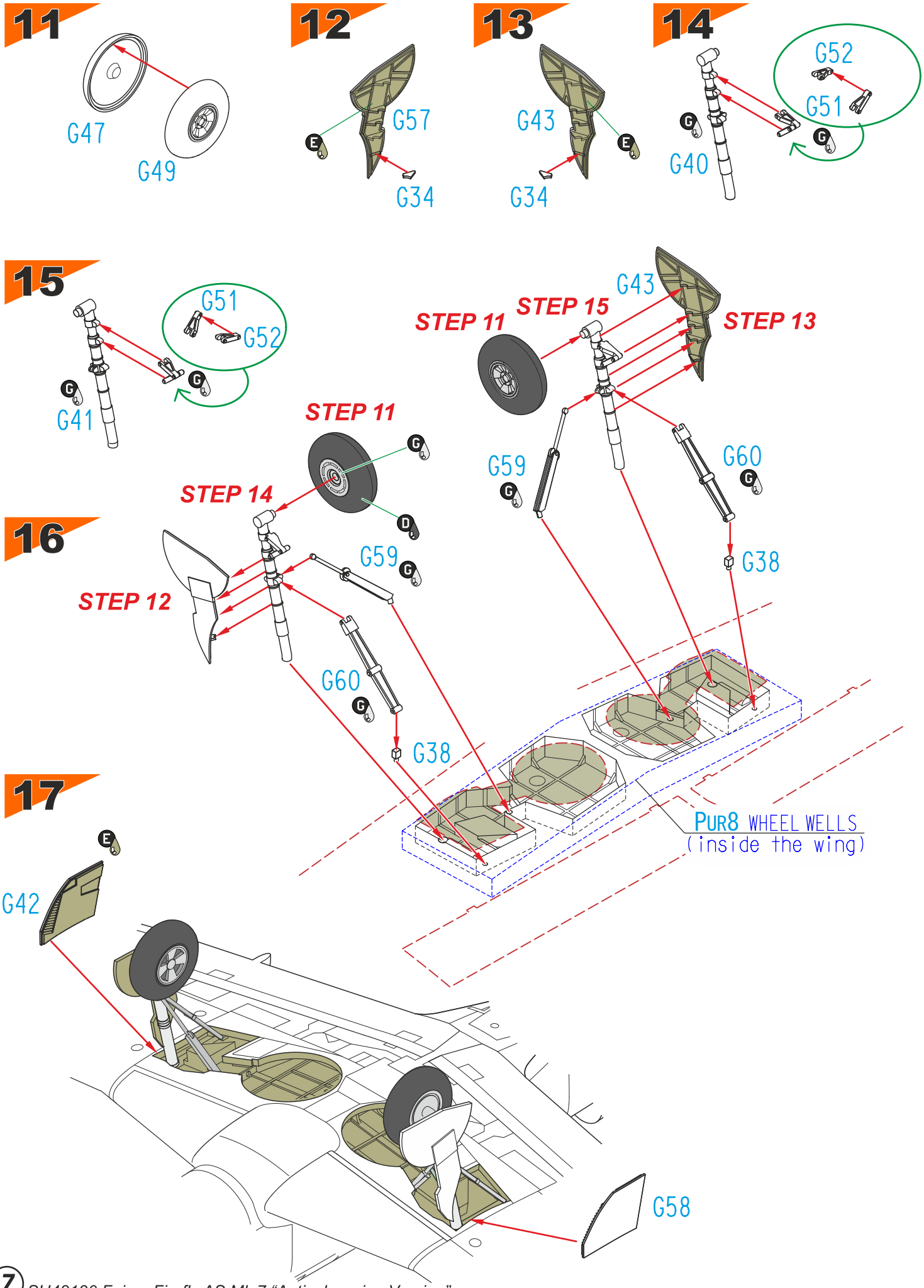
A	*Černá/ BLACK*		H12/C33
B	*Ocelová/ STEEL*		H18/C28
C	*Opálený kov/ BURNT IRON*		H76/C61
D	*Barva pneu/ TIRE BLACK*		H77/C137
E	*Šedozelená/ GREY GREEN*		C364
F	*Tmavý kov/ DARK IRON*		MC214
G	*Hliníková/ ALUMINIUM*		MC218
H	*Hnědočervená/ RED BROWN* (Kůže / Leather)		H47/C41
I	*Hnědočervená/RED BROWN* (Bakelite)	80%	H47/C41
		+ 20%	H92/C49

ASSEMBLY

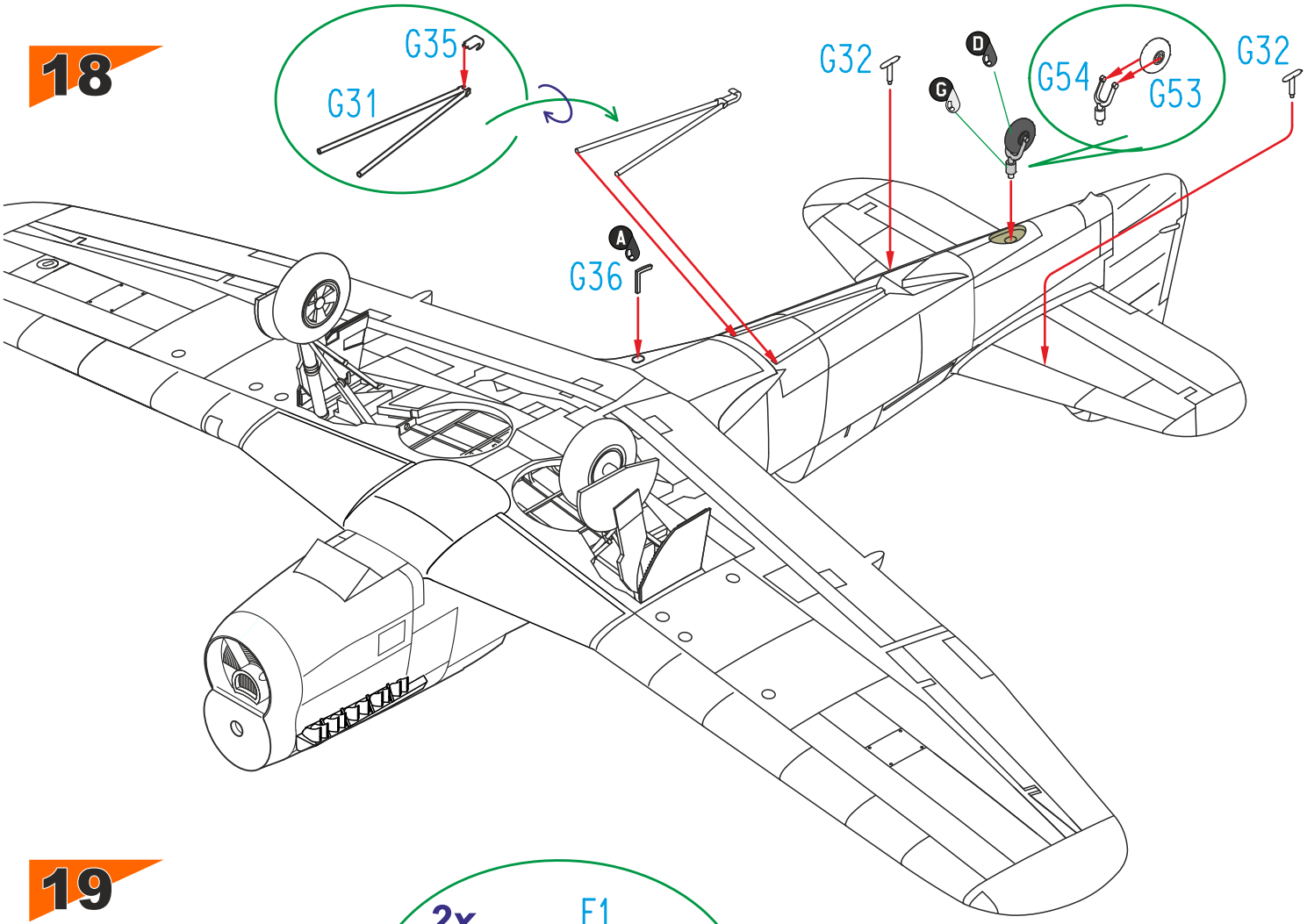

1
modrá/Blue
A8
G11
C13
červená/Red
G28
C5
A14
A13
2
G7
G25
G4
STEP 1
INFO
G4-colour note
3
C7
C7
G9
C6
C6
C11
4
A3
STEP 3
C12
C12
A11
A10
5
G19
G6
G21
G26
G18
G24
G30
G25
G23
G17
A2
INFO
G24
G26
G6
G30
G19
G21
G18


6
INFO
G20
G12
G26
G3
G13
G16
G2
G14
G15
G3
G20
G12
G26
G16
G15
G13
G2
G14
A1
44
43
DECAL/OBTISK
G27
A5
7
PUR2
STEP 2
STEP 4
A9
A7
A6
A12
A4
PUR1

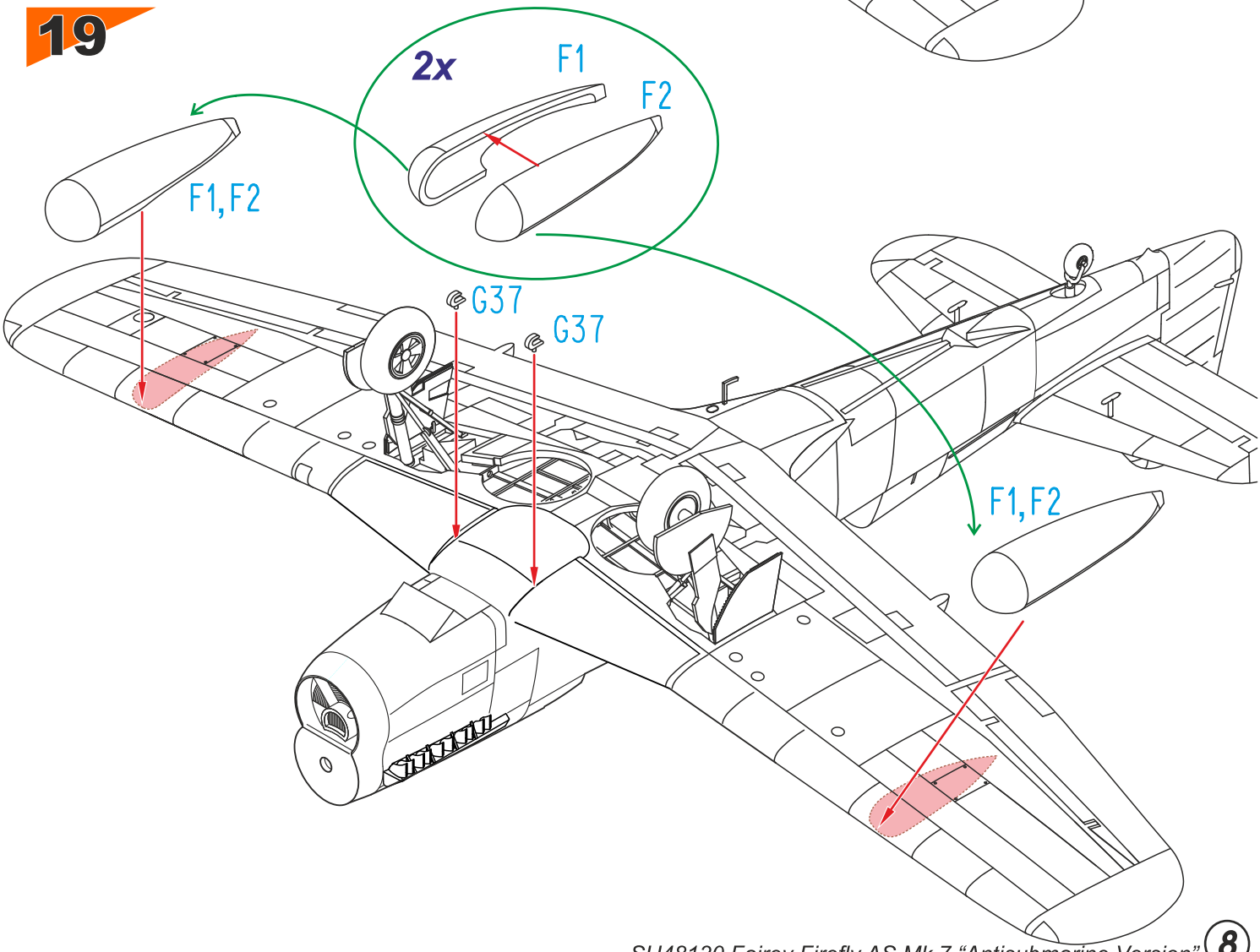

8
B2
9
C8
C9
C9
C8
B1
PUR8
B3
STEP 9
10
CP5
STEP 7
STEP 9
STEP 8
CP4
CP6

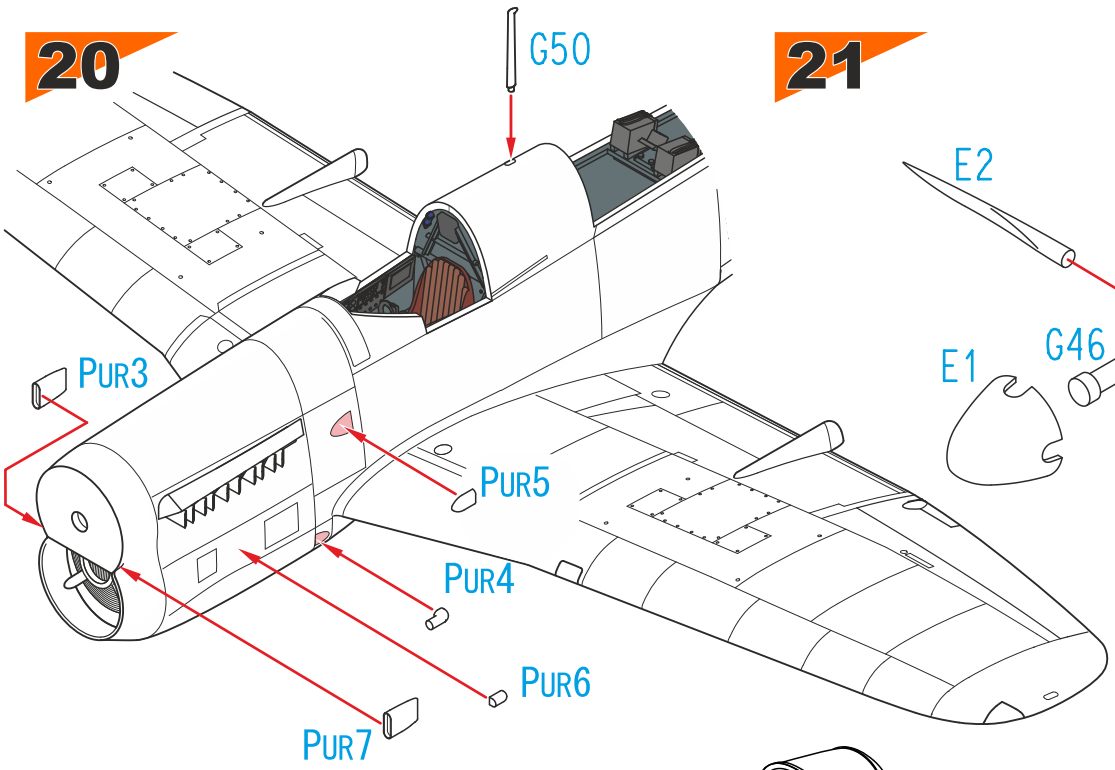

11
G47
G49
12
G57
G34
13
G43
G34
14
G52
G51
G40
15
G51
G52
G41
STEP 11
STEP 15
G43
STEP 13
STEP 11
STEP 14
G59
G60
G38
16
STEP 12
G59
G60
G38
PUR8 WHEEL WELLS
(inside the wing)
17
G42
G58

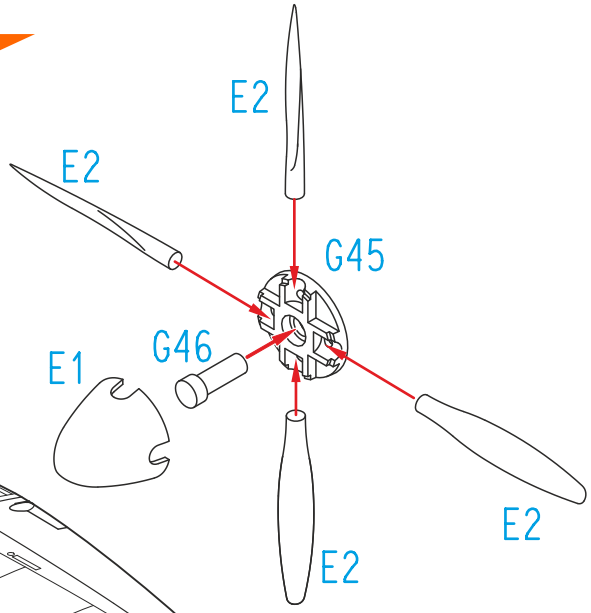
18

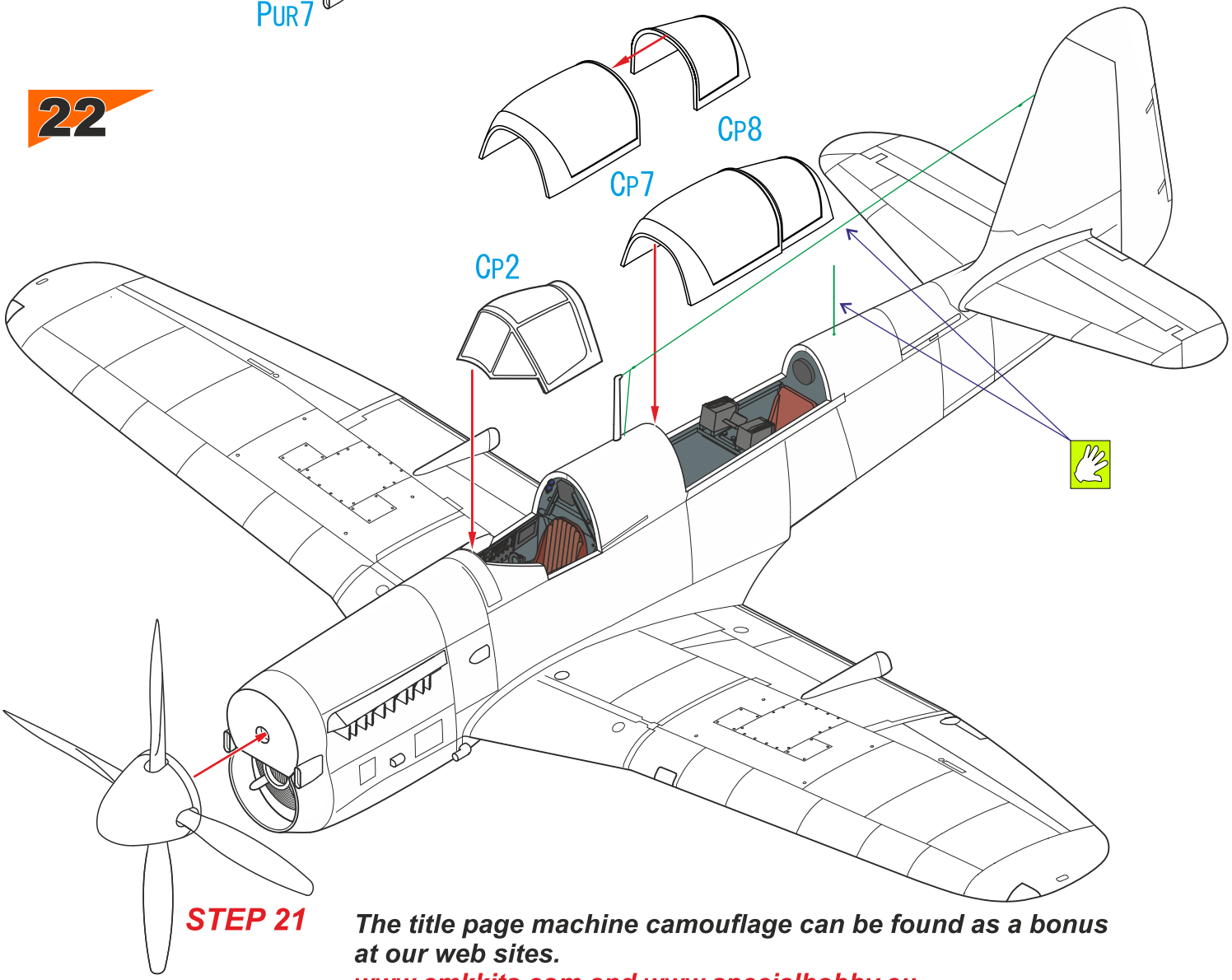


19









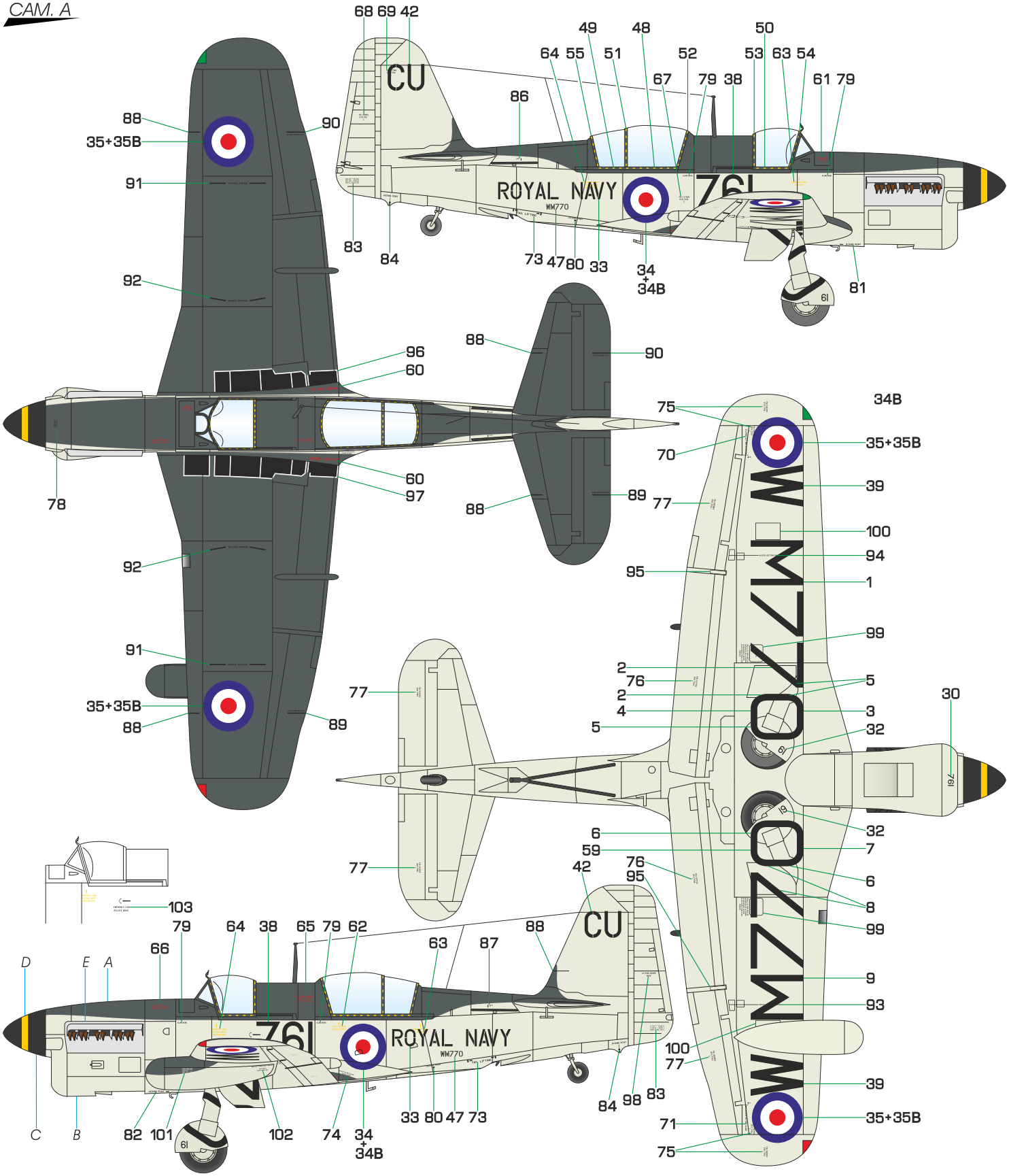
STEP 21

The title page machine camouflage can be found as a bonus at our web sites.
www.cmkkits.com and www.specialhobby.eu
Kamufláž stroje vyobrazeného v bokorysu na titulní stránce návodu najdete jako bonus na našich stránkách
www.cmkkits.com a www.specialhobby.eu

Fairey Firefly Mk.7, WM770 / 761/CU, 796. NAS, RNAS Culdrose, 1956. U této jednotky létal s koncovým dvojčíslím označení na podvozkových krytech. Barva Extra Dark Sea Grey přecházela na SOP úzkým proužkem.Barva Extra Dark Sea Grey přecházela na SOP úzkým proužkem. Stroj létal jen s jednou nádrží podvěšenou na levé polovně křídla. V roce 1957 byl přesunut k AHU Lossiemouth.

Fairey Firefly Mk.7, WM770 / 761/ CU, 796 NAS, RNAS Culdrose, 1956. While with this unit, it flew with the last two numerals of the fuselage code repeated on the main undercarriage door. Extra Dark Sea Grey camouflage colour continued onto the fin in shape of a thin stripe. The machine flew with only one fuel tank slung under the left wing. It was transferred to AHU Lossiemouth in 1957.

CAM. A



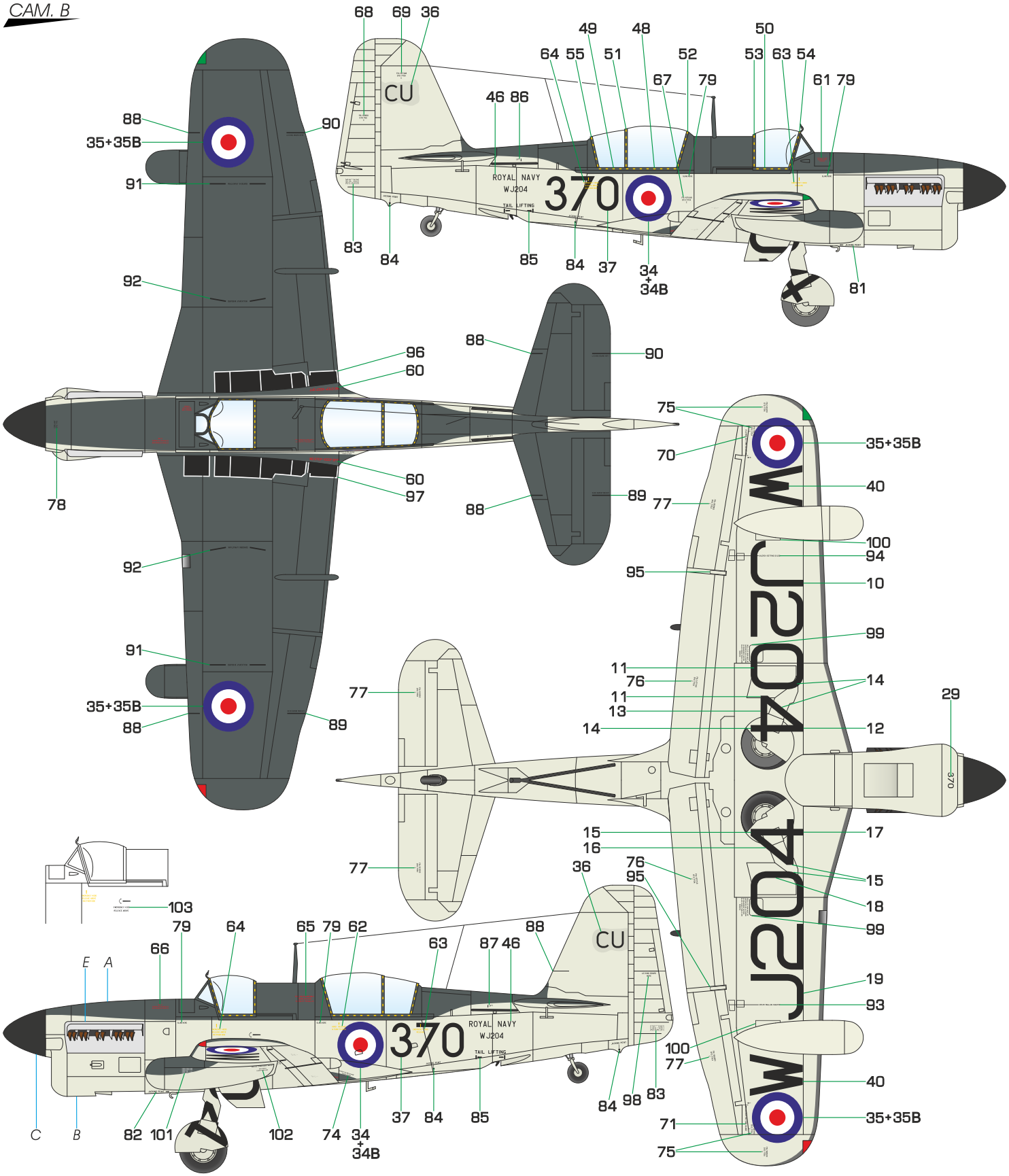
A	B	C	D	E
Velmi tmavá mořská šedá Extra Dark Sea grey H333/C333	Nebeská modrá Sky H74/C26	Černá Black H2/C2	Žlutá Yellow H4/C4	Nebarvený kov Natural Metal H8/C8

MPM Production

GUNZE SANGYO

Fairey Firefly Mk.7, WJ204 / 370/CU, RNAS Culdrose, 1953-54. Původně létal s označením 370/MF a 370/SR na základně RNAS St. Merryn. Vyfotografován byl na letišti Blackbushe během SBAC Farnborough Airshow v září 1953. Černý vrtulový kužel měl ozdoben žlutým pruhem, pod písmeny CU na ocasní ploše byly viditelné stopy zatření původního označení.

Fairey Firefly Mk.7, WJ204 / 370/CU, RNAS Culdrose, 1953-54. It had been serving with the unit as 370/MF and then 370/SR at RNAS St Merryn before the move to RNAS Culdrose. It was seen and photographed at Blackbushe Airport during the SBAC Farnborough Show in September 1953. Black spinner was adorned with a yellow band, under the CU code on the tailfin a patch of fresh colour covering the earlier code is visible.



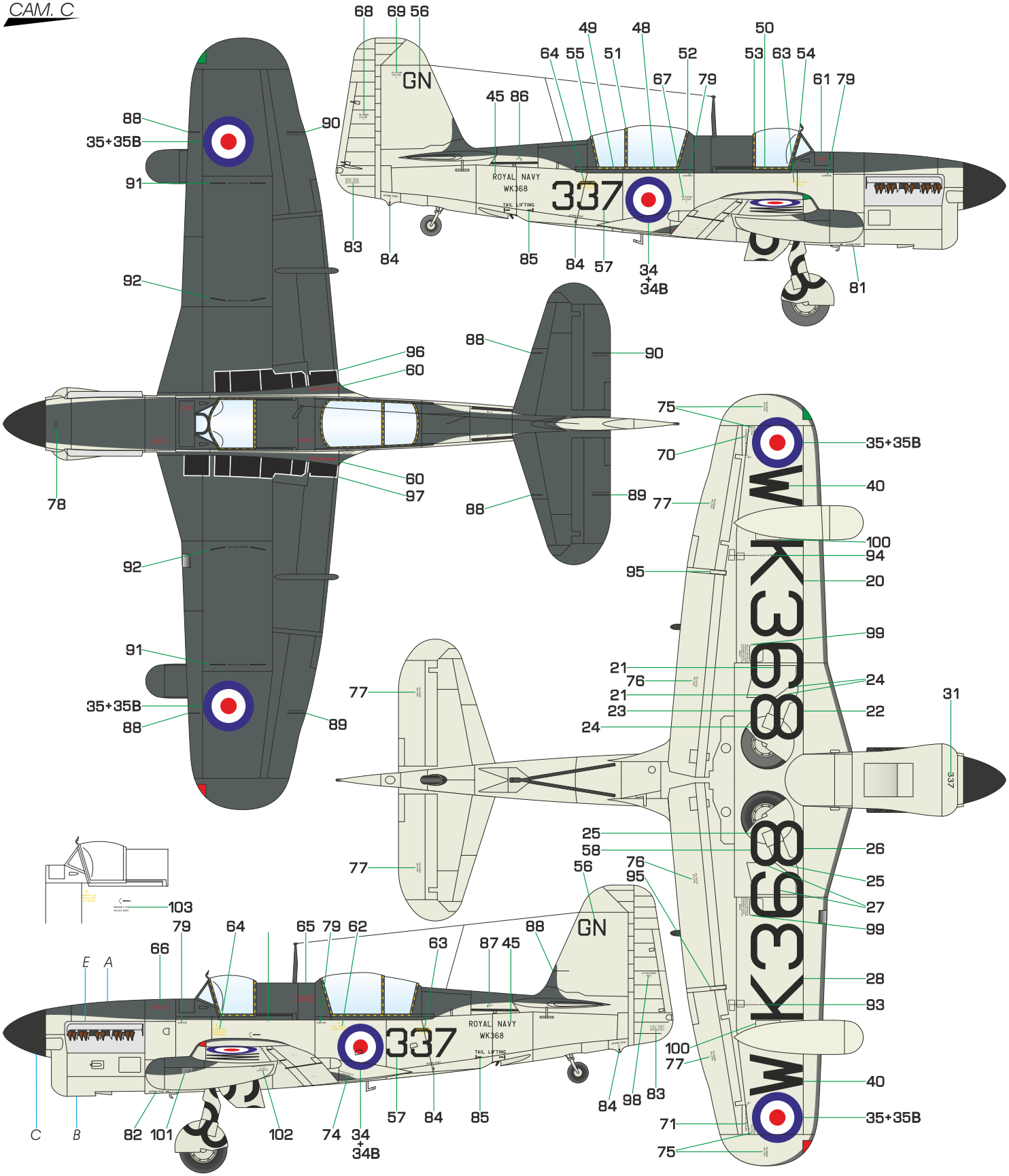
A — Velmi tmavá mořská šedá Extra Dark Sea grey H333/C333	B — Nebeská modrá Sky H74/C26	C — Černá Black H2/C2	E — Nebarvený kov Natural Metal H8/C8

MPM Production

GUNZE SANGYO

Fairey Firefly Mk.7, WK368 / 337/GN, 719 NAS, RNAS Eglinton, 1953-54.

CAM. C



A Velmi tmavá mořská šedá Extra Dark Sea grey H333/C333	B Nebeská modrá Sky H74/C26	C Černá Black H2/C2	E Nebarvený kov Natural Metal H8/C8

MPM Production

GUNZE SANGYO